



SM No. CIM0020012861

PROPOSAL AND CONTRACT DOCUMENTS

FOR THE CONSTRUCTION OF

04

Mill & Overlay approximately 5.8 miles of I-20 from the Mississippi River Bridge to 0.65 miles east of the MS 27/US 61 Overpass and Bridge Repair over Old Hwy 27 & KCS RR (Bridge Nos. 4.5A & 4.5B), known as Federal Aid Project Nos. IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 in Warren County.

Project Completion: 416 Working Days

(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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NHPP-0020-01(284)/109684301 - Warren

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(REVISIONS TO THE ABOVE WILL BE INDICATED ON THE SECOND SHEET
OF SECTION 905 AS ADDENDA)

10/01/2026 07:31 AM

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, October 27, 2026, from the Bid Express Service and shortly thereafter publicly read on the Sixth Floor for:

Mill & Overlay approximately 5.8 miles of I-20 from the Mississippi River Bridge to 0.65 miles east of the MS 27/US 61 Overpass and Bridge Repair over Old Hwy 27 & KCS RR (Bridge Nos. 4.5A & 4.5B), known as Federal Aid Project Nos. IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 in Warren 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.

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

IM-0020-01(286)

109482/301000

Warren County

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

None.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

To: Right of Way Division
Don Drake

Date: September 2, 2026

From: Construction Engineer District 3
Joel Bellipanni

Project No: 109482/301000
IM-0020-01(286)

County: Warren

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:** No utility conflicts.
5. **STATUS OF CONSTRUCTION AGREEMENT:** None required.

JMB:jb

pc: Corry Harms (District Three)
James Burks (District Three)
Alex Zivic (Construction Division)
Mark Bombich (Construction Utility & Permitting)
Don Drake (Right of Way)
File

ASBESTOS ABATEMENT STATUS REPORT

IM-0020-01(286)

109482/301000

Warren County

September 2, 2026

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

IM-0020-01(286)
109482/301000
Warren County
September 2, 2026

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

IMPROVEMENTS STATUS REPORT

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

FMS Construction Project No: 109482/301000

External ROW No: IM-0020-01(286)

Parcel No:

Station No:

Property Owner:

Description/Pictures:

STATUS OF RIGHT-OF-WAY

NHPP-0020-01(284)

109684/301000

Warren County

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

None.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

To: Right of Way Division
Don Drake

Date: June 16, 2025

From: Pre-Construction Engineer District 3
Adam Boggan

Project No: 109684/301000
NHPP-0020-01(284)

County: Warren

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:** Coordination with the Railroad may be required. See Notice to Bidders.
4. **STATUS OF REQUIRED UTILITY RELOCATIONS:** No utility conflicts.
5. **STATUS OF CONSTRUCTION AGREEMENT:** None required.

AB:ab

pc: Joel Bellipanni (District Three)
Wade Yeates (District Three)
James Burks (District Three)
Alex Zivic (Construction Division)
Don Drake (Right of Way)
File

ASBESTOS ABATEMENT STATUS REPORT

NHPP—0020-01(284) 109684-301000

Warren County

June 17, 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

NHPP—0020-01(284) 109684-301000

Warren County

June 17, 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: 109684-301000

FMS ROW Project No:

External ROW No: NHPP-0020-01(284)

Parcel No:

Station No:

Property Owner:

Description/Pictures:

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 3

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Final Clean-Up

Immediately prior to final inspection for release of maintenance, the Contractor shall pick up, load, transport and properly dispose of all litter from the entire highway right-of-way that is within the termini of the project.

Litter shall include, but not be limited to, solid wastes such as glass, paper products, tires, wood products, metal, synthetic materials and other miscellaneous debris.

Litter removal is considered incidental to other items of work and will not be measured for separate payment.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO NOTICE TO BIDDERS NO. 14

DATE: 9/8/2026

PROJECT: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 – Warren County

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

Name Insured: *Canadian Pacific / Kansas City Railroad*

Description and Designation: *I-20 Grade Separation Crossing, Vicksburg, MS*

Mile Post: 6.5

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

Canadian Pacific / Kansas City Railroad

Chris Ashley
chris.ashley@cpkcr.com

Danny Lites
danny.lites@cpkcr.com

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 14

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Railway-Highway Provisions

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

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

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

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

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

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

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

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

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

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

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

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. 446

CODE: (SP)

DATE: 10/18/2017

SUBJECT: Traffic on Milled Surface in Urban 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 five (5) 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. 2895

CODE: (SP)

DATE: 10/14/2020

SUBJECT: Exploratory Joint Cleanout

Bidders are hereby advised that work on this project shall consist of exploratory investigation of bridge joints to determine the appropriate level of repair and will include removal of any trash and debris (including, but not limited to, compacted dirt, vegetation and trash) located at any depth within the joint. Costs of this work will be absorbed in the cost of other items of work if further joint repair work is not required.

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: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301
Warren 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-109933 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.mdod.state.ms.us/>

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

SECTION 904 – NOTICE TO BIDDERS NO. 5570

CODE: (SP)

DATE: 07/28/2025

SUBJECT: Special Provisions Related to Concrete

Bidders are hereby advised that this contract contains one or more of the following **new** Special Provisions related to concrete:

Special Provision No. 907-501-1, Subject: Concrete Pavement
Special Provision No. 907-502-1, Subject: Concrete Bridge End Pavement
Special Provision No. 907-503-1, Subject: Replacement of Concrete Pavement
Special Provision No. 907-504-4, Subject: Fiber-reinforced Concrete Pavement
Special Provision No. 907-601-1, Subject: Structural Concrete
Special Provision No. 907-605-1, Subject: Underdrains
Special Provision No. 907-701-4, Subject: Hydraulic Cement
Special Provision No. 907-799-1, Subject: Hydraulic Cement Concrete Mixtures
Special Provision No. 907-803-6, Subject: Deep Foundations
Special Provision No. 907-804-13, Subject: Concrete Bridges and Structures
Special Provision No. 907-804-14, Subject: Bridge Deck Overlay

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7304

CODE: (SP)

DATE: 08/25/2025

SUBJECT: Erosion Control Contract Compliance

Bidders are hereby advised that Erosion Control measures will be monitored for contract compliance at the specified intervals as per the Contract Documents. The Contractor will be subject to the following conditions:

If a Contractor is found to be in violation of Notice to Bidders 2172 in excess of the time allotted per the MDEQ General Permit without a Contractor's Inspection, or a second consecutive Stormwater Inspection showing a recurring major/critical deficiency without any Corrective Action report showing that the area had been addressed, said Contractor will be issued a Non-Compliance Assessment per violation until the project is found to be back in compliance with the Contract Documents (Stormwater permit included).

Non-Compliance Assessments will accrue per each reporting period that the Contractor remains in violation of the above referenced items. A deduction, calculated from the Non-Compliance Assessment charges listed in Table I, will be made from money due the Contractor. The charges set out in Table I of non-compliance assessments are based on Penalty amounts developed by MDEQ to encourage Contractor Compliance. The Contractor and the Contractor's Sureties shall be liable for all non-compliance assessments in excess of any money due the Contractor.

Erosion Control Inspection reports are required to be submitted until there is a Full Maintenance Release, documented in writing by the State Construction Engineer. The non-compliance assessments may be returned to the Contractor at the completion of the project if the Contractor is found to have three (3) or fewer documented violations during the life of the project. The Contractor will forfeit any non-compliance assessments if found to have been assessed penalties for more than three (3) documented violations.

Should the Contractor come upon an issue that causes a delay or an inability to submit the required reports, said Contractor has twenty-four (24) hours to report to the MDOT's Project Engineer or MDOT's LPA Division (for LPA Projects) of the issue and get assistance. Lack of willingness to use or learn to use the application will not be accepted as a valid reason for nonuse.

Table I

Non-Compliance Assessments of Construction and Mining Storm Water Permits (Per Documented Violation)

Violation	Original Contract Amount		Type of Stormwater Permit*	
			SCNOI	LCNOI
Failure to complete weekly inspection, failure to address a documented major/critical Deficiency (noted as a recurring deficiency)	\$ <10,000,000	\$ 10,000,000	\$ 1,000	\$ 2,500
	\$ 10,000,000	\$ 40,000,000	\$ 1,000	\$ 4,000
	\$ 40,000,000	>\$40,000,000	\$ 1,000	\$ 7,000

- Permit defined by project documents.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 7409

CODE: (SP)

DATE: 09/23/2025

SUBJECT: Canadian Pacific Kansas City (CPKC) Construction Requirements

Bidders are hereby advised that provisions which are required as per the Notice to Bidders entitled “Railway-Highway Provisions” shall also include the following.

The Contractor shall submit to the Project Engineer and the Railroad detailed plans and design data for temporary construction clearances, stages of construction, erection plans, demolition plans, false-work plans, excavation plans, and temporary shoring plans and calculations, as required, and shall be sealed by a Mississippi Registered Professional Engineer. All submittals must be approved by the Railroad before excavation or construction can begin within Railroad Right-of-Way. All construction submittals for work performed within the CPKC right-of-way shall be made per the CPKC approved “Guidelines for the Design and Construction of Railroad Overpasses and Underpasses” as updated in May 2008.

Prior to beginning any work on the CPKC right-of-way, the Contractor shall obtain a Right of Entry Permit. To request a permit application, the Contractor should contact Denise Case. Mrs. Case’s contact information is as follows.

Denise Case
Transaction Manager
Jones Lang LaSalle (JLL)
4200 Buckingham, Suite 110
Fort Worth, Texas 76155
817-230-2614
denise.case@jll.com

The Contractor shall be responsible for payment of all application fees.

This project will require construction activities on the right-of-way of active railroad tracks which are currently owned and/or operated by CPKC. When work requires that equipment or personnel be within the CPKC right-of-way or the “foul zone” adjacent to the right-of-way, a qualified “Employee-in-Charge” (EIC) must be present for the purpose of providing on-track safety and flagging protection for the work crews. The EIC shall also be responsible for the coordination of the Contractor’s activities within the CPKC right-of-way with the operation of the Railroad. The EIC must be certified under the CPKC General Code of Operation Rules (GCOR) and must be approved by the local CPKC Roadmaster prior to beginning work on the CPKC right-of-way. The Contractor will be required to provide radios for the EIC, all equipment operators, supervisors, and foremen in charge of employees working within the KCS right-of-way. All personnel who must enter upon the CPKC right-of-way must check in and out with the EIC and be logged in and out of the site.

All personnel who must work within the CPKC right-of-way at any time shall be trained and certified as a CPKC "Roadway Worker" and must at all times have their certification card with them and available for random inspection. The Contractor will be responsible for providing this training for Contractor employees or any subcontractor(s) employees. The Contractor shall contact Ms. Susan Dunshee of RailPros @ 904-416-3059 (susan.dunshee@railpros.com) for approximate fees and scheduling the necessary training sessions. The Contractor shall also contact the MDOT Project Engineer to see if any MDOT employees need this training. If so, the Contractor shall include the MDOT employees in the list of participants for training. The Contractor shall bear the cost of training the MDOT employees. Costs for training the MDOT employees will be reimbursed to the Contractor by supplemental agreement.

Prior to commencing work, the Contractor shall provide to the Railroad Engineer or the Railroad Engineer's designated representative, with copies to the Project Engineer, a detailed construction schedule for its work on Railroad's right-of-way, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to be performed on Railroad right-of-way. This schedule shall also include the anticipated dates when the milestone events listed below will occur. The Contractor shall update the schedule for these milestone events as necessary, but at least monthly, and shall provide a copy of all updates to the Railroad so that site visits may be scheduled.

- Preconstruction meetings.
- Excavations, shoring placement/removal, pile driving, drilling of caissons or drilled shafts adjacent to tracks.
- Reinforcement and concrete placement for near track piers.
- Erection of precast concrete or steel overpass bridge superstructure.
- Reinforcement and concrete placement of overpass bridge decks.
- Completion of the bridge structure.

The Contractor shall so arrange and conduct construction operations in such a manner that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad or to poles, cables or wires (whether overhead or underground) and other facilities or tenants on the rights-of-way of the Railroad. Before undertaking any work within Railroad right-of-way and before placing any obstruction over any track, the Contractor shall:

- Notify the Railroad's representative at least 72 hours in advance of the work.
- Provide assurance to the Railroad's representative that arrangements have been made for any required flagging service.
- Receive permission from the Railroad Engineer to proceed with the work.
- Ascertain that the Project Engineer has received copies of notice to the Railroad and the Railroad's response.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8191

CODE: (IS)

DATE: 07/01/2026

SUBJECT: Obligation Date

With respect to the obligation date referenced in Special Provision No. 907-700-3 entitled “Materials and Tests”, bidders are advised that this project will be obligated on or after October 1, 2025 and before October 1, 2026.

416MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8371

CODE: (SP)

DATE: 9/18/2026

SUBJECT: Contract Time

PROJECT: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301
Warren County

The completion of work to be performed by the Contractor for this project will not be a specified date but shall be when all allowable working days are assessed, or any extension thereto as provided in Subsection 108.06. It is anticipated that the Notice of Award will be issued no later than **November 10, 2026** and the date for Notice to Proceed / Beginning of Contract Time will be **March 10, 2027**.

Should the Contractor request a Notice to Proceed earlier than **March 10, 2027** and it is agreeable with the Department for an early Notice to Proceed, the requested date will become the new Notice to Proceed date. Regardless of whether or not an early Notice to Proceed is granted, contract time will start at the original 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.

416 Working Days have been allowed for the completion of work on this project.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8372

DATE: 09/01/2026

SUBJECT: Specialty Items

PROJECT: IM-0020-01(286)/109482301 & NHPP-0020-01(284)/109684301 - WARREN

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
0740	609-B001	Concrete Curb, Doweled
0750	609-D012	Combination Concrete Curb and Gutter Type 3A Modified
1560	907-609-F002	Prefabricated Curb

CATEGORY: DISPOSAL OF BUILDINGS, RIGHT OF WAY CLEARING & GRUBBING

Line No	Pay Item	Description
0200	202-B241	Removal of Traffic Stripe

CATEGORY: EROSION CONTROL

Line No	Pay Item	Description
0300	213-C001	Superphosphate
0310	216-A001	Solid Sodding
0320	219-A001	Watering
0330	220-A001	Insect Pest Control
0340	221-A001	Concrete Paved Ditch
0350	223-A001	Mowing
0360	225-A001	Grassing
0370	225-B001	Agricultural Limestone
0380	225-C001	Mulch, Vegetative Mulch
0390	226-A001	Temporary Grassing
0400	237-A002	Wattles, 20"
0410	245-A001	Silt Dike
0420	246-B001	Rockbags
0430	249-A001	Riprap for Erosion Control
0440	249-B001	Remove and Reset Riprap
1370	907-234-A001	Temporary Silt Fence
1380	907-234-D001	Inlet Siltation Guard

CATEGORY: GUARDRAIL, GUIDERAIL

Line No	Pay Item	Description
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0680	606-B001	Guard Rail, Class A, Type 1
0690	606-C003	Guard Rail, Cable Anchor, Type 1
0700	606-D001	Guard Rail, Bridge End Section
0710	606-D022	Guard Rail, Bridge End Section, Type I
0720	606-E005	Guard Rail, Terminal End Section, Flared
0730	606-E007	Guard Rail, Terminal End Section, Non-Flared

CATEGORY: INTELLIGENT TRANSPORTATION SYSTEMS

Line No	Pay Item	Description
1790	907-659-A001	Traffic Management Center Modifications

CATEGORY: LIGHTING, ALUMINUM TRUSSED ARM

Line No	Pay Item	Description
1240	682-A028	Underground Branch Circuit, AWG 4, 3 Conductor
1250	682-A034	Underground Branch Circuit, AWG 6, 3 Conductor
1260	682-E002	Underground Junction Box
1270	682-E003	Underground Junction Box With Concrete Pad
1280	684-A004	Pole Foundation, 30" Diameter
1290	684-A007	Pole Foundation, 48" Diameter
1300	686-A001	Relocation of Existing Lighting Assemblies (High Mast, Type 100-5-S)
1310	686-A001	Relocation of Existing Lighting Assemblies (Low Mast, Type 50-1-8-250)
1320	686-A001	Relocation of Existing Lighting Assemblies (Low Mast, Type 50-1-8-400)

CATEGORY: MISCELLANEOUS/ SPECIALTY WORK ITEMS

Line No	Pay Item	Description
0510	423-A001	Rumble Strips, Ground In

CATEGORY: PAVEMENT STRIPING AND MARKING

Line No	Pay Item	Description
1590	907-626-A010	6" Thermoplastic Traffic Stripe, Skip White
1600	907-626-B006	6" Thermoplastic Traffic Stripe, Continuous White
1610	907-626-D006	6" Thermoplastic Traffic Stripe, Skip Yellow
1620	907-626-E005	6" Thermoplastic Traffic Stripe, Continuous Yellow
1630	907-626-G004	Thermoplastic Detail Stripe, White
1640	907-626-G005	Thermoplastic Detail Stripe, Yellow
1650	907-626-H009	Thermoplastic Legend, White
1660	907-626-H010	Thermoplastic Legend, White
1670	907-627-J001	Two-Way Clear Reflective High Performance Raised Markers
1680	907-627-K001	Red-Clear Reflective High Performance Raised Markers
1690	907-627-L001	Two-Way Yellow Reflective High Performance Raised Markers

CATEGORY: SURVEY AND STAKING

Line No	Pay Item	Description
1330	699-A001	Roadway Construction Stakes
CATEGORY: TRAFFIC CONTROL - PERMANENT		

Line No	Pay Item	Description
1080	629-A001	Vehicular Impact Attenuator, 40 MPH
1090	629-A004	Vehicular Impact Attenuator, 60 MPH
1100	629-B001	Median Barrier End Section
1110	630-A003	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
1120	630-B002	Interstate Directional Signs, Bolted Extruded Aluminum Panels, Ground Mounted
1130	630-D003	Structural Steel Beams, W10 x 22
1140	630-D008	Structural Steel Beams, W6 x 9
1150	630-D010	Structural Steel Beams, W8 x 21
1160	630-E001	Structural Steel Angles & Bars, 3 1/2" x 3 1/2" x 1/4" Angles
1170	630-E002	Structural Steel Angles & Bars, 3" x 3" x 1/4" Angles
1180	630-E003	Structural Steel Angles & Bars, 4" x 4" x 5/16" Angles
1190	630-E004	Structural Steel Angles & Bars, 7/16" x 2 1/2" Flat Bar
1200	630-F006	Delineators, Guard Rail, White
1210	630-F007	Delineators, Guard Rail, Yellow
1220	630-K003	Welded & Seamless Steel Pipe Posts, 4"
1230	647-A001	Removal of Existing Traffic Signal Equipment
1700	907-632-D001	Solid State Traffic Actuated Controller, Type 1
1710	907-634-B001	Traffic Signal Equipment Pole Shaft Extension, 10'
1720	907-634-F002	Detector Pole with Foundation, 35' Pole
1730	907-634-F003	Detector Pole with Foundation, 50' Pole
1740	907-643-A005	Video Vehicle Detection Sensor, Type 1B
1750	907-643-B001	Video Vehicle Detection Cable
1760	907-643-C002	Video Vehicle Detection Processor, Type 1
1770	907-650-A002	On Street Video Equipment, Fixed Type
1780	907-650-A004	On Street Video Equipment, PTZ Type, Signal Monitoring
1800	907-660-B001	Cabinet Modifications
1810	907-662-C001	Radio Interconnect, Signal Control Repeater
1820	907-662-D002	Radio Interconnect, Broadband, Short Range
1830	907-663-A001	Network Switch, Type A

CATEGORY: TRAFFIC CONTROL - TEMPORARY

Line No	Pay Item	Description
0840	619-A1001	Temporary Traffic Stripe, Continuous White
0850	619-A2001	Temporary Traffic Stripe, Continuous Yellow
0860	619-A3001	Temporary Traffic Stripe, Skip White
0870	619-A4001	Temporary Traffic Stripe, Skip Yellow

0880	619-A5001	Temporary Traffic Stripe, Detail
0890	619-A6001	Temporary Traffic Stripe, Legend
0900	619-A6002	Temporary Traffic Stripe, Legend
0910	619-C6001	Red-Clear Reflective High Performance Raised Marker
0920	619-C7001	Two-Way Yellow Reflective High Performance Raised Marker
0930	619-C8001	One-Way Clear Reflective High Performance Raised Marker
0940	619-D1001	Standard Roadside Construction Signs, Less than 10 Square Feet
0950	619-D2001	Standard Roadside Construction Signs, 10 Square Feet or More
0960	619-F1001	Concrete Median Barrier, Precast
0970	619-F1002	Portable Median Barrier
0980	619-F2001	Remove and Reset Concrete Median Barrier, Precast
0990	619-G4001	Barricades, Type III, Double Faced
1000	619-G4005	Barricades, Type III, Single Faced
1010	619-G5001	Free Standing Plastic Drums
1020	619-G7001	Warning Lights, Type "B"
1030	619-G8001	Warning Lights, Type "C"
1040	619-H1001	Traffic Signals
1050	619-J1003	Impact Attenuator, 50 MPH
1060	619-L001	Glare Paddles
1580	907-619- E3001	Changeable Message Sign

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8374

CODE: (SP)

DATE: 9/8/2026

SUBJECT: Cooperation Between Contractors

**PROJECT: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301
Warren County**

The Bidder's attention is hereby called to Subsection 105.07, Cooperation between Contractors, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction.

The Bidder is advised that this project adjoins the following project that may be under construction before the completion of this contract:

NHPP-0009-02(086) / 108212301 – Warren County, Mill & Overlay approximately 11 miles of US 61 from 0.5 miles north of US 80/SR 27 intersection to 0.36 miles north of SR 465 at Redwood

The Contractor shall cooperate in all respects and shall coordinate construction of all phases of work with the Contractor of the adjoining project. Failure to coordinate work schedules, such as but not limited to lane closures, shall not be reason to modify contract time.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8389

CODE: (SP)

DATE: 9/30/2026

SUBJECT: Pay Item Corrections

PROJECT: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 – Warren County

Bidders are hereby advised of the following pay item corrections on the above captioned project.

1. Pay item number 907-414-A001, Scrub Seal, as shown in the summary of quantities on the bid plans, is in error. The referenced pay item has been removed from the bid items. Any reference to pay item number 907-414-A001, Scrub Seal, is understood to be ignored.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8390

CODE: (SP)

DATE: 9/22/2026

SUBJECT: Additional Construction Requirements

PROJECT: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 – Warren County

Bidders are hereby advised of the following additional construction requirements on the above captioned project.

1. Pay item number 615-B001, Precast Concrete Median Barrier (Permanent), as shown on WK-10 and WK-11 shall be in like new condition and approved by the Project Engineer.
2. All bracket mounted signs on the bridge over the Mississippi River shall be 36"x36".
3. Tapers for any eastbound lane closure on the bridge over the Mississippi River shall be completed west of the truss section.
4. Coordinate with LADOTD for any lane closures that extend into Louisiana:

Todd Jones, PE
ADA of Construction
Louisiana Department of Transportation and Development
District 5
Office: 318-342-0242
Cell: 318-451-1026
Todd.Jones2@LA.GOV

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 8391

CODE: (SP)

DATE: 9/29/2026

SUBJECT: Lane Closure Restrictions

PROJECT: IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 – Warren County

Bidders are hereby advised of the following restrictions on the above captioned project.

I-20 (BOP – EOP) and Frontage/Crossing Roads:

Any weekday work requiring a lane closure shall only be allowed between the hours of 7:00 PM – 6:00 AM. Lane closures may be installed beginning at 7:00 PM and must be removed by 6:00 AM.

Lane closures will be allowed on non-holiday weekends beginning at 7:00 PM on Friday and must be removed by 6:00 AM Monday. Holiday weekends will be determined by the Project Engineer and include but not limited to those listed in Section 108.04.

Interchange Ramps:

And day, to include the weekend, work requiring a closure shall only be allowed between the hours of 7:00 PM – 6:00 AM. Consecutive interchange ramps shall not be closed at the same time.

Any plan that includes multiple closures (any combination of mainline, frontage roads, and/or ramps) shall be approved by the Project Engineer.

The Contractor will be charged a fee of **\$500.00** for each full or partial 5-minute period until the roadway is back in compliance with the requirements stated above.

Official time can be obtained by calling the following Jackson area phone number: 601-355-9311.

General Decision Number: MS20260119 05/18/2026

State: Mississippi

Construction Types: Highway

Counties: Mississippi Counties of
Warren

Modification Number	Publication Date
0	01/02/2026
1	05/18/2026

SUMS2010-042 08/04/2014

	Rates	Fringes
TRUCK DRIVER: SEMI/TRAILER TRUCK.....	\$ 17.34	0.00
TRUCK DRIVER: DUMP TRUCK (ALL TYPES).....	\$ 13.14	0.00
TRUCK DRIVER: WATER TRUCK.....	\$ 13.15	0.00
TRUCK DRIVER: OFF THE ROAD TRUCK.....	\$ 12.31	0.00
TRUCK DRIVER: MECHANIC.....	\$ 12.35	0.00
TRUCK DRIVER: LOWBOY TRUCK.....	\$ 14.83	0.00
TRUCK DRIVER: FLATBED TRUCK.....	\$ 13.29	0.00
OPERATOR: TRENCHER.....	\$ 15.00	0.00
OPERATOR: TRACTOR.....	\$ 9.98	0.00
OPERATOR: SCRAPER.....	\$ 12.63	0.00
OPERATOR: ROLLER (ALL TYPES).....	\$ 11.05	0.00
OPERATOR: PILEDRIVER.....	\$ 15.13	0.00
OPERATOR: PAVER (ASPHALT, AGGREGATE, AND CONCRETE).....	\$ 13.01	0.00
OPERATOR: OILER.....	\$ 13.08	0.48
OPERATOR: MIXER.....	\$ 14.85	0.00
OPERATOR: MILLING MACHINE.....	\$ 15.38	0.00
OPERATOR: MECHANIC.....	\$ 16.28	0.00
OPERATOR: LOADER.....	\$ 11.73	0.00
OPERATOR: GRADER/BLADE.....	\$ 13.84	0.00
OPERATOR: DRILL.....	\$ 19.22	0.00
OPERATOR: DISTRIBUTOR.....	\$ 11.70	0.00
OPERATOR: CRANE.....	\$ 16.00	0.00
OPERATOR: CONCRETE SAW.....	\$ 13.60	0.00
OPERATOR: BULLDOZER.....	\$ 14.38	0.00
OPERATOR: BROOM/SWEEPER.....	\$ 10.17	0.00
OPERATOR: BACKHOE/EXCAVATOR/TRACKHOE.....	\$ 13.28	0.00
OPERATOR: ASPHALT SPREADER.....	\$ 16.13	0.00
LABORER: LABORER-CONES/ BARRICADES/BARRELS - SETTER/MOVER/SWEEPER.....	\$ 10.53	0.00
LABORER: PIPELAYER.....	\$ 13.13	0.00
LABORER: MASON TENDER - CEMENT/CONCRETE.....	\$ 11.69	0.00
LABORER: LANDSCAPE.....	\$ 9.82	0.00
LABORER: GRADE CHECKER.....	\$ 10.67	0.00

LABORER: FLAGGER.....	\$ 9.83	0.00
LABORER: COMMON OR GENERAL, INCLUDING ASPHALT		
RAKING, SHOVELING, SPREADING AND CONCRETE WORK.....	\$ 10.60	0.00
IRONWORKER, REINFORCING.....	\$ 16.43	0.00
INSTALLER - SIGN.....	\$ 12.04	0.00
INSTALLER - GUARDRAIL.....	\$ 11.42	0.00
HIGHWAY/PARKING LOT STRIPING: TRUCK DRIVER (LINE		
STRIPING TRUCK).....	\$ 12.63	0.00
ELECTRICIAN.....	\$ 22.64	7.73
CEMENT MASON/CONCRETE FINISHER.....	\$ 13.23	0.00
CARPENTER, EXCLUDES FORM WORK.....	\$ 14.21	0.00
CARPENTER (FORM WORK ONLY).....	\$ 12.26	0.12

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

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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>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least \$13.65 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract from May 11, 2026, through December 31, 2026. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

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:

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: 07/25/2026

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 NON-DISCRIMINATION AND 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-725 must be attached to the CAD-720.

CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Davis-Bacon and Related Act Provisions
- IV. Contract Work Hours and Safety Standards Act Provisions
- V. Subletting or Assigning the Contract
- VI. Safety: Accident Prevention
- VII. False Statements Concerning Highway Projects
- VIII. Implementation of Clean Air Act and Federal Water Pollution Control Act
- IX. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- X. Certification Regarding Use of Contract Funds for Lobbying
- XI. 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. Historically, contracting agencies using Federal-aid highway funds were required to ensure Form FHWA-1273 was physically incorporated into all contracts and subcontracts. Effective June 10, 2026, this requirement was eliminated [91 FR 25492]. Future use of Form FHWA-1273 is now optional on the part of the contracting agency using Federal-aid highway funds. FHWA continues to make Form FHWA-1273 available as a convenience to contracting agencies. Contracting agencies must continue to ensure compliance with the provisions cited in Form FHWA-1273 in accordance with the provisions regardless of the use of Form FHWA-1273. Accordingly, the contracting agency retains the authority to determine whether the contractor must use Form FHWA-1273 to physically incorporate required contract provisions in each subcontract and in lower tier contracts. Where permitted by the contracting agency, the contractor may choose other ways to include required contract provisions in each subcontract, besides incorporating Form FHWA-1273. Contract provisions in Form FHWA-1273 are not required to be physically included in subcontracts for design services on Federal-aid design-build contracts, or in purchase orders, rental agreements and other agreements for supplies or services.

The applicable provisions 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 or 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.

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.

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

The contractor and all subcontractors must comply with the following policies: 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, including any amendments thereto.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with 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, including any amendments thereto.

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.

1. Assurances Required:

a. The requirements of 49 CFR Part 26, including any amendments thereto, 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, including any amendments thereto, 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, including any amendments thereto, are incorporated by reference. 49 CFR Part 21.

III. 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 IV, 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 repurchase 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/WHD/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 [29 CFR part 30](#), including any amendments thereto.

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 III. 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 in any subcontracts the clauses set forth in paragraphs (1) through (11) of this section, 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](#).

IV. 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.

* \$33 as of January 15, 2025 (See 90 FR 1859) 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 III 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.

V. 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 this section 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 this section 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 longstanding 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).

VI. 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).

VII. 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."

VIII. 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.

IX. 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 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 to 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.

* * * * *

X. 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.

XI. 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** (40 U.S.C. sections 14501(d) and 14701
and the Appalachian Regional Commission Code as
authorized under 40 U.S.C. section 14302)

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

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.

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 40 U.S.C. 14501 allow the contracting
agency to provide a contractual preference for the use of
mineral resource materials native to the Appalachian region.

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 AWPB 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. 907-105-3

CODE: (SP)

DATE: 07/21/2026

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) and 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. 907-106-5

CODE: (IS)

DATE: 4/20/2026

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/Build America. Buy America (BABA) 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 [Build America, Buy America \(BABA\)](#) provisions of the Act expand the previous Buy America requirements beyond what was currently required for steel and iron products.

Articles, materials, or supplies will only be classified under one of the following categories: iron or steel products, construction materials, manufactured products, or excluded materials (as further described in subsection 907-700.01.1). An article, material, or supply shall not be considered to fall under multiple categories. The applicable classification of the article, material, or supply being permanently incorporated into a construction project will be based on the status at the time the article, material, or supply is brought to the project work site.

Any iron or steel products, construction materials, and manufactured products that are permanently incorporated into a construction project, shall be domestically manufactured and compliant with current requirements of the Act, including 2 CFR 184, 2 CFR 200.322, OMB 24-02 Memo and related requirements therein, and with the current requirements within 23 CFR 635.410.

It is the prime Contractor's responsibility to ensure all submittals and/or certifications required by the above listed [Buy America/BABA](#) provisions are submitted to the Project Engineer prior to the article, material, or supply being incorporated into the work.

[Buy America/BABA](#) provisions do not apply to temporarily used articles, materials, or supplies 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.

The following categories, as described above, require Domestic Materials Self-Certification Form (as described within Subsection 907-700.01.2) on construction projects:

Iron or Steel Products
Construction Materials
Manufactured Products.

Buy America/[BABA](#) provisions do not apply to excluded materials.

A non-exclusive list of items that must comply with the above listed Buy America/[BABA](#) requirements and require the submittal of the Buy America Domestic Materials Self- Certification Form may be viewed at www.goMDOT.com under Business Center → Engineering Standards/Guides/Manuals → Construction Materials.

The list of items referenced above is not all-inclusive. All iron or steel products, construction material, and manufactured products permanently incorporated into the project shall comply with the applicable Buy America/Build America (BABA) requirements, regardless of whether such items are specifically Identified.

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. 907-401-4

CODE: (IS)

DATE: 03/02/2026

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.

907-401.02.6.4—Acceptance Procedure for Density.

Delete the paragraph and Lot Determination table of Subsection 401.02.6.4 and substitute the following:

Each completed lift will be accepted with respect to compaction on a lot to lot basis from density tests performed by the Department. For normal production days, every 350 tons will be considered a lot. When cores are being used for the compaction evaluation, randomly obtain one core from each lot. When the nuclear density gauge is being used for compaction evaluation, obtain two random readings from each lot and average the results. See Chapter 7 of the latest edition of MDOT's Field Manual for Asphalt Mixtures for more details. Additional tests may be required by the Engineer to determine acceptance of work appearing deficient. The Contractor shall furnish and maintain traffic control for all compaction evaluations, including coring, required in satisfying specified density requirements.

907-401.02.6.4.1 –Roadway Density.

Delete the last sentence in section 1 of Subsection 401.02.6.4.1 on page 250 and substitute the following:

For all other leveling, no density shall be required but the pavement shall be rolled to refusal densification as defined in Subsection 907-401.02.6.4.3.

907-401.02.6.4.3—Roll to Refusal Densification.

Roll to refusal densification is defined as the number of roller passes to maximize the in-place unit weight of the mixture. A density gauge shall be used to determine the number of passes to achieve the maximum in-place unit weight.

907-401.02.6.4.4—Irregular Areas.

Irregular areas are defined as a mat where an established rolling pattern cannot be obtained. Irregular areas include areas with a width of less than 8 feet or shorter than 300 feet in length, pre-leveling, wedging [less than fifty percent (50%) of width greater than minimum lift thickness], ramp pads, median crossovers, turnouts, and other areas where an established rolling pattern cannot be obtained.

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. Delete the fourth sentence of Subsection 401.03.1.2 and substitute the following:

A hand wand will only be allowed for applying tack coat on irregular areas as defined in Subsection 907-401.02.6.4.4 if the distributor bar is not a feasible option.

907-401.03.1.4--Density. Delete the first sentence of the first paragraph of Subsection 401.03.1.4 and substitute the following.

The lot density for all dense graded pavement lifts, except for irregular areas as defined in Subsection 907-401.02.6.4.4, shall not be less than the specified percent (92% or 93%) of the maximum density based upon AASHTO T 209 for the day's production..

Delete the third paragraph of Subsection 401.03.1.4 and substitute the following.

Irregular areas as defined in Subsection 907-401.02.6.4.4 shall be compacted to roll to refusal densification as defined in Subsection 907-401.02.6.4.3.

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. 907-405-2

CODE: (IS)

DATE: 07/20/2026

SUBJECT: Stone Matrix Asphalt

Section 405, Stone Matrix Asphalt, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows:

907-405-2 – Materials.

907-405.02.6 --Standards of acceptance.

907-405.02.6.4—Acceptance Procedure for Density.

Delete the paragraph and Lot Determination table of Subsection 405.02.6.4 and substitute the following.

Each completed lift will be accepted with respect to compaction on a lot to lot basis from density tests performed by the Department. Material produced and placed during the trial section(s), if placed on the roadway, will be designated as separate lots. For normal production days, every 350 tons will be considered a lot. When cores are being used for the compaction evaluation, randomly obtain one core from each lot. When the nuclear density gauge is being used for compaction evaluation, obtain two random readings from each lot and average the results. See Chapter 7 of the latest edition of MDOT's Field Manual for Asphalt Mixtures. Additional tests may be required by the Engineer to determine acceptance of work appearing deficient. The Contractor shall furnish and maintain traffic control for all compaction evaluations, including coring, required in satisfying specified density requirements.

907-405.03 --Construction Requirements.

907-405.03.1 –Specific Requirements.

907-405.03.1.4—Density.

Delete the first sentence of the first paragraph of Subsection 405.03.1.4 and substitute the following.

The lot density for all SMA pavement lifts, except for irregular areas as defined in Subsection 907-401.02.6.4.4 shall not be less than 93.0 percent of the maximum density based on AASHTO T 209 for the day's production.

Delete the third paragraph of Subsection 405.03.1.4 and substitute the following.

Irregular areas as defined in Subsection 907-401.02.6.4.4 shall be compacted to roll to refusal densification as defined in Subsection 907-401.02.6.4.3.

Basis for Payment.

Add the “907” prefix to the pay items listed on page 305.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-407-1

CODE: (SP)

DATE: 01/16/2026

SUBJECT: Tack Coat

Section 407, Tack Coat, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-407.03—Construction Requirements.

907-407.03.3—Application of Bituminous Material.

Delete the second sentence of the first paragraph of Subsection 407.03.3 and substitute the following.

A hand wand will only be allowed for applying tack coat on irregular areas as defined in Subsection 907-401.02.6.4.4.

907-407-05-- Basis of Payment.

Add the “907” prefix to the pay item listed on page 309.

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. 907-420-7

CODE: (SP)

DATE: 08/26/2026

SUBJECT: Deep Injection 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 – DEEP INJECTION UNDERSEALING

907-420.01--Description. This work shall consist of raising, filling voids, undersealing, or densification of base soils under concrete pavement or other locations by furnishing, hauling and injecting polyurethane material through tubes placed at the horizontal and vertical locations determined by the Contractor and approved by the Project Engineer into the base soils, which most effectively and efficiently complete the desired repairs. All work will be monitored at the surface to insure that the pavement is raised to the desired elevations or soils are at the desired degree of densification.

907-420.02--Material.

907-420.02.1--General. The material for raising and undersealing shall be a water blown, closed cell, high density polyurethane system with the following physical characteristics and properties:

Technical Property	Requirement	Test Method
Density, minimum	3.69 lbs / ft ³	ASTM D1622 (air rise)
Compressive strength, minimum	90 psi	ASTMD 1621
Density, maximum	4.2 lbs / ft ³	ASTM D1622 (air rise)
Volume Change, maximum shrinkage (10 years)	5.0 %	
Curing Rate	90 percent of compressive strength within 15 minutes after injection	

The material used for raising and/or undersealing shall be a high-density polyurethane material, as approved by the Engineer. The material shall be a polyurethane-forming mixture, having a water insoluble diluent, that permits the formation of polyurethanes in excess water. The presence of these water insoluble diluents provides polyurethane foam with improved dimensional stability properties. This formula and these characteristics must be certified by the manufacturer.

The material shall have a warranty against shrinkage and deterioration for a period of ten years. During the warranty period, the manufacturer shall replace by injection any failed material at the manufacturer's expense.

Acceptance of the polyurethane material will be based on certification and results from tests required by the Engineer.

The Contractor shall provide to the Engineer certification from the manufacturer stating that the material provided is in accordance with this special provision. The MSDS for all pertinent production material shall be included with the certification.

When requested by the Engineer, pumping units in service shall perform a product density test by injecting a sample of the unit's polyurethane material into a test cylinder of known volume. The sample's density shall be in accordance with this special provision.

When requested by the Engineer, the Contractor, in the presence of the Engineer, shall inject the ambient temperature (70° - 90° F) polyurethane material into a container holding 40 gallons of ambient temperature water at 70° F. The resulting product shall demonstrate consistent, closed cell polyurethane material.

All stored polyurethane material shall be sealed and protected from contamination of dust or any foreign material.

907-420.02.2--Contractor Pre-Qualification Requirements. The Contractor shall have a minimum of three years of experience in performing this type of work and a minimum of 5 projects on which the Contractor has successfully done this type of work. Prior to beginning work, the Contractor shall submit certification to the Engineer that the Contractor meets the minimum required experience. The certification shall include a listing of previous clients with contact names and phone numbers.

Prior to being approved for performing this type of work, the following documents shall be supplied by the Contractor to the Engineer and found to be acceptable:

- (a) An installation plan to include hole patterns, locations, depths, and anticipated quantities.
- (b) A copy of the Contractor's Employee Safety Manual specific to polyurethane pavement raising and undersealing work.

907-420.02.3--Equipment Requirements. The Contractor shall provide at minimum, the following equipment:

- (a) A pumping unit capable of injecting the high density polyurethane material beneath the pavement. The pumping unit shall be equipped with a dial gauge in increments of 0.10 pound and shall be capable of controlling the rate of flow of material as well as the rate of rise of the pavement.
- (b) Pressure and temperature control devices capable of maintaining proper temperature and proportionate mixing of the polyurethane component materials.
- (c) Pneumatic or electric drills capable of efficiently drilling 9/16 to 3/4-inch diameter

injection holes through the pavement without damaging the structural integrity of the existing pavement.

- (d) Laser levels or dial indicator devices capable of monitoring and verifying that the pavement is raised to an even plane and to the required elevation.
- (e) All necessary electric generators, compressors, heaters, hoses, containers, valves and gauges to efficiently conduct and control the work.

907-420.03--Construction Requirements. The Contractor shall provide a profile from laser level readings or string lines of each area that needs to be raised or undersealed. Each profile shall be accepted by the Engineer prior to performing the work at the profile location.

At locations where pavement is to be raised or undersealed, a series of 9/16-inch to 3/4-inch diameter holes shall be drilled through the pavement and underlying base at the appropriate locations and depths as determined by the Contractor. The pavement surrounding each hole shall not be damaged.

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

The pumping unit shall be calibrated daily or as directed by the Engineer. If calibration results show inconsistencies from calibration to calibration, the work shall be stopped until the cause for the inconsistencies are corrected to the satisfaction of the Engineer.

Injection nozzles shall prevent leakage during injection and shall be removed at completion of the injection or driven into the injection hole to a minimum of 1¼ inches below the surface. Any excessive material on the surface shall be removed from the area and the holes shall be sealed with polyurethane material or a non-expansive cementitious grout approved by the Engineer.

907-420.03.1--Raising or Undersealing Roadway Pavements. All drill tailings, excess polyurethane material and other debris shall be cleaned up at the end of each working day or before the lane is opened to traffic. When adjacent lanes are open to traffic, provisions shall be made to prevent material from encroaching onto the open lane or squirting onto passing vehicles. Polyurethane material shall not enter into gutters or closed drainage systems. Suitable means to restrict the infiltration of the residue into a closed drainage system shall be provided. Polyurethane material shall be removed from the pavement surface before any residue is blown by traffic action or wind. All removed material shall be disposed of in an environmentally acceptable manner in accordance with all federal, state and local regulations.

Corrections to the grade of adjacent slabs, if necessary, or as determined by the Engineer, shall be made in accordance with this special provision. All raised pavement shall match the existing grade of adjacent slabs to provide positive drainage. Final elevations of raised pavement areas shall be within 1/4 inch of the required elevations as determined by the profile or the Engineer.

The Contractor will be responsible for any pavement blowouts, excessive pavement lifting or pavement damage that may occur as a result of the Contractor's work. The Contractor shall repair any subject areas to the satisfaction of the Engineer at the Contractor's expense.

The roadway may be open to traffic when the polyurethane material has reached 90 percent of the material's designed compressive strength.

The Contractor shall transfer all warranties on the polyurethane material to the client upon acceptance of the work by the Engineer.

907-420.03.2--Undersealing Bases. For soil densification and compaction of unconsolidated base soils, a series of 9/16-inch to 1 3/8-inch diameter holes (as required for tube placement) shall be drilled at approximately 3 to 4-foot intervals through the pavement above the area requiring soil remediation. The exact location, spacing, hole size and depth shall be determined by the Contractor and approved by the Engineer.

The polyurethane material shall be injected through injection tubes inserted into the drilled holes to the proper depth or depths as determined by on-site soils analysis, or dynamic cone penetrometer testing. The rate and amount of material injected shall be determined by the Contractor.

There will be no direct payment for the cost of dynamic cone penetrometer tests, or any material, tools, equipment, or labor incidental thereto, but the cost shall be considered absorbed in the contract unit price for deep injection undersealing.

Continuous laser level or dial indicator micrometer readings shall be in place and monitored by the Contractor during injection to determine sufficient material usage and soils densification as indicated by pavement movement of 1/16 of an inch.

907-420.04--Method of Measurement. Undersealing, complete and accepted, will be measured by the pound. The quantity 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 concrete pavement, as measured above, will be paid for at the contract price per pound, which price shall include all mobilization, labor, equipment, materials, and incidentals necessary to complete the required work.

Payment will be made under:

907-420-B: Deep Injection Undersealing

- per pound

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-502-1

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Concrete Bridge End Pavement

Section 502, Concrete Bridge End Pavement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-502.02--Materials. Delete the first sentence of Subsection 502.02 on page 361, and substitute the following.

On bituminous paving contracts, concrete for this work may be Class "B" Structural Concrete meeting the applicable requirements of Section 907-799

907-502.05--Basis of Payment. Delete pay item 502-A on page 362, and substitute the following.

907-502-A: Reinforced Cement Concrete Bridge End Pavement - per square yard

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-503-1

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Replacement of Concrete Pavement

Section 503, Replacement of Concrete Pavement, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-503.02--Materials. In the list of materials and subsections in Subsection 503.02 on page 362, make the following changes.

Change:

“Cement” to “Portland Cement” 701.01 and 701.02

Add:

Blended Cement 701.01 and 701.04

After the list of materials and subsections in Subsection 503.02 on page 362, add the following.

907-503.02.1--Hydraulic Cement Concrete Mixture. The hydraulic cement concrete mixture design shall meet the requirements in Section 907-799 for Class PO.

907-503.05--Basis of Payment. Delete pay items 503-A and 503-D on page 367, and substitute the following.

907-503-A: ____" and Variable Type Concrete Pavement, Type Finish - per square yard

907-503-D: Concrete for Base Repair - per cubic yard

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-601-1

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Structural Concrete

Section 601, Structural Concrete, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-601.02--Materials.

907-601.02.1--General. Delete the first sentence of Subsection 601.02.1 on page 377, and substitute the following.

Materials for structural concrete and their use, care, and handling shall be in accordance with Subsection 907-804.02.

907-601.02.2--Classification of Concrete. Delete the second sentence of Subsection 601.02.2 on page 377, and substitute the following.

Classes of concrete are identified in Subsection 907-799.01.

907-601.03--Construction Requirements.

Delete Subsection 601.03.1 on page 378 and substitute the following.

907-601.03.1--Blank.

907-601.05--Basis of Payment. Delete the pay items listed at the end of Subsection 601.05, and substitute the following.

907-601-A: Class ____ Structural Concrete - per cubic yard

907-601-B: Class ____ Structural Concrete, Minor Structures - per cubic yard

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-609-3

CODE: (SP)

DATE: 09/30/2026

SUBJECT: Prefabricated Curb

Section 609, Concrete Gutter, Curb, and Combination Curb and Gutter, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-609.01--Description. After the paragraph in Subsection 609.01 on page 416, add the following.

This work also consists of furnishing and installing a surface mounted longitudinal channelized curb system in accordance with these specifications.

907-609.02--Materials. After the last paragraph of Subsection 609.02 on page 417, add the following.

The surface mounted longitudinal channelized curb system (Prefabricated Curb) shall be one of the following products, or an approved equal.

Shur-Curb
Shur-Tite Products, Inc.
512-218-9500
www.shur-tite.com

Dura Curb
John Thomas, Inc.
888-447-7263
www.crashcushions.com

Qwick Kurb
Qwick Kurb, Inc.
813-645-5072
www.quickcurb.com

FG 300
Pexco, LLC
Davidson Traffic Control Products
Phone: 253-284-8000
www.pexco.com

The Contractor shall furnish an Acceptance Letter written by the FHWA that the prefabricated

curb system has been tested in conformance with the NCHRP Report 350 / MASH guidelines and that the device meets the crashworthiness requirements of the FHWA and the NCHRP Report 350 / MASH. Also, they must meet Federal Railroad Administration (FRA) requirements for Highway-Rail Grade Crossings -- Quiet Zones.

907-609.03--Construction Requirements. After Subsection 609.03.4 on page 419, add the following.

907-609.03.5--Prefabricated Curb System. The prefabricated curb system shall be installed in reasonably close conformity with the lines, grades, dimensions, and cross sections shown on the plans or as established. Unless otherwise noted, it shall be installed in accordance with the manufacturer's recommendation.

907-609.04--Method of Measurement. After the last paragraph of Subsection 609.04 on page 420, add the following.

Prefabricated curb will be measured by the linear foot along the face of the installed curb.

907-609.05--Basis of Payment. After the paragraph in Subsection 609.05 on page 420, add the following.

Prefabricated curb, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for all labor, materials, equipment, tools, and incidentals necessary to complete the work.

After the last pay item listed on page 397, add the following.

907-609-F: Prefabricated Curb ** - per linear foot

** Additional description may be added

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. 907-626-13

CODE: (SP)

DATE: 09/16/2026

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, unless the extrusion/ribbon method can be demonstrated to perform adequately and is approved by the Engineer.

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.

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 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.

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.

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 shall be automatically applied at a uniform rate to achieve the minimum retroreflectivity requirements of 907-626.

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 ($\frac{1}{2}$ ") 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/m²/lx	Rumble Stripe mcd/m²/lx
White	375	250
Yellow	225	150

For projects with less than two miles between the BOP and EOP, retroreflectivity measurements will not be required.

907-626.03.3.1--Measuring Devices. Retroreflectivity measurements are required to 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. The Contractor shall provide copies of current certifications for the operator(s) and the device(s) to the Engineer.

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 value for a one-mile segment meets the minimum retroreflectivity values specified, and
- Within the one-mile segment, no more than three consecutive 0.1 mile intervals shall have an average retroreflectivity value below the minimum required value.

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. If the remainder is 0.5 miles or less, it shall be included in the previous mile segment, otherwise the remaining segment of greater than 0.5 mile shall be its own segment. Centerlines with 2 stripes (either solid or broken) will result in 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--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 the 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

strips 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 Audible Traffic Stripe, ***	-per linear foot or 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 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

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. 907-643-5

CODE: (SP)

DATE: 10/03/2023

SUBJECT: Video Vehicle Detection

Section 643, Video Vehicle Detection System, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

Delete Section 643 on pages 601 through 628 and substitute the following.

SECTION 907-643 - VIDEO VEHICLE DETECTION

907-643.01--Description. This section specifies the minimum requirements for Video Vehicle Detection and Multi-Sensor Vehicle Detection furnished and installed in accordance with the design(s) for the location(s) designated on the project plans, in any related notice to bidders, or as directed. The work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, test, and operate the system. The video vehicle detection system shall at a minimum use one or more sensors recommended by the manufacturer and video analytics hardware and software to detect vehicle presence, provide a detection output, and generate volume, occupancy, and speed data.

Type 1 Video Vehicle Detection shall provide presence or pulse detection of vehicles, bicycles, and pedestrians for Traffic Signal Controller inputs and be an AI Based Traffic Monitoring and Management System which detects, classifies, and tracks vehicles, pedestrians and bicyclists in areas of interest via processing of video feed from any IP, CCTV, Analog, or Fisheye Camera, on a GPU powered edge server/processor and provides a suite of outputs including NTCIP and SDLC detection calls to the controller and advanced traffic analytics. The work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, and test the Video Vehicle Detection equipment, complete and ready for service. The Sensor and Processor shall be paid for separately under different pay items. Type 1A Sensor shall be a fixed bullet style camera. Type 1B Sensor shall be a fisheye style camera.

Type 2 Video Vehicle Detection shall provide presence or pulse detection of vehicles, bicycles, and pedestrians for Traffic Signal Controller inputs utilizing a camera with independent video detection processor. The work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, and test the Video Vehicle Detection equipment, complete and ready for service.

Type 3 Video Vehicle Detection shall provide presence or pulse detection and tracking of vehicles, bicycles, and pedestrians for Traffic Signal Controller inputs. Type 3 Video Vehicle Detection shall be a single (multiple may be required for large intersections) fisheye lens camera, designed to be mounted on signal pole or mast arm, with included detection processor. The work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish,

install, and test the Video Vehicle Detection equipment, complete and ready for service. The Sensor and Processor shall be paid for separately under different pay items.

Multi-Sensor Vehicle Detection will provide detection of vehicles on a roadway using a Multi-Sensor Detection for Traffic Signal Controller inputs. The Multi-Sensor shall utilize two (2) different sensors of different technologies, video imaging and radar, to detect and track vehicles. The module shall process information from both video imaging and radar sensors simultaneously in real-time. The work shall consist of providing all labor, materials, equipment, and incidentals necessary to furnish, install, and test the Multi-Sensor Vehicle Detection equipment, complete and ready for service. The Sensor and Processor shall be paid for separately under different pay items.

907-643.02--Materials.

907-643.02.1--Materials for Type 1 Video Vehicle Detection. Type 1 Video Vehicle Detection shall consist of a GPU server/processor, deep learning-based object detection and classification algorithms, tracking algorithms, application software, and all associated equipment required to setup and operate in a field environment.

Type 1 Video Vehicle Detection shall utilize video input from any IP, CCTV and/or Analog camera to collect video image data for the GPU server for purposes of detecting and classifying vehicles, pedestrians and bicyclists and generating traffic data. Type 1 Video Vehicle Detection shall be able to communicate detection calls to the traffic controller using NTCIP and SDLC standard.

Type 1 processor shall utilize either multiple fixed view cameras or a single fisheye camera depending on the layout of the intersection. When using a fisheye lens camera, the processor must be able to provide advanced detection for each approach utilizing a single camera. The processor shall utilize and demonstrate tracking-based algorithms (in lieu of trip-line) to provide real-time vehicle, pedestrian, and bicyclist detection outputs. The processor shall be able to detect either approaching or departing vehicles in multiple traffic lanes simultaneously. The processor shall be able to issue detection calls based on vehicle class (car, light truck, heavy truck, bus, motorcycle, bicyclist, pedestrian). The processor shall be able to communicate detection calls to the traffic controller using NTCIP and SDLC standard. The processor shall provide flexible detection placement anywhere within the field of view of the camera. A single detection template shall be able to replace one or more conventional detector loops. The processor shall operate at a level of performance comparable to properly operating inductive loops, excluding issues of occlusion due to limitations imposed by camera placement. The processor shall trigger a state of "all call" to the controller in the event of an equipment failure or system malfunction.

The Type 1 processor shall be rack or shelf mountable and shall be designed to operate reliably in the adverse environment found in the typical roadside traffic cabinet. The processor shall operate at 120-240 VAC, requiring 30W or less power. The processor shall not require shielding from other electronic devices, such as power supplies and communication equipment and shall feature LAN, HDMI, and USB interface ports on the front surface of the unit. The processor shall be able to interface with analog cameras via built-in analog camera adapter and BNC connector (4 channel). The processor shall be able to communicate via both NTCIP and SDLC with traffic

controllers.

The Type 1 software shall support the creation and modification of at least thirty (30) object detection templates within the graphical user interface. The application software shall show images of the object detection templates superimposed on the video image of traffic. The application software shall support the assignment of a phase and detector number to each road and crosswalk lane. These assignments can be modified at any time through the software. The application software shall support direction of travel assignment within detection template. The application software shall place a detection box around all detected and tracked objects (cars, pedestrians, etc.). The application software shall calculate and display speed for each detected object. The application software shall calculate wait times for all detected objects when stopped. The application software shall maintain a database of current and historical traffic data and allow for the user to run reports against this data to include traffic counts, turn movement counts, average speed, 85th percentile speed, vehicle classification by lane, wait times, arrivals on green, queue length, level of service and total delay.

Type 1A sensor shall be a fixed bullet style camera. Type 1A sensors shall be full featured network cameras with a minimum of 5-megapixel resolution. Single fixed view cameras shall be optimized to capture images in challenging light conditions including low light and strong backlight. Single fixed view cameras shall be outdoor rated with a wide temperature range and shall be impact resistant and ready for extreme temperatures. Zoom and focus shall be remotely controlled. Mounting hardware shall be included with the sensor.

Type 1B sensor shall be a Fisheye style camera. Type 1B sensors shall deliver video in any light condition using forensic WDR, IR and Lightfinder technologies. The sensor shall offer a minimum of 12 MP resolution and offer 360 degrees of viewing. The Sensor shall offer a 360-degree overview, de-warped panorama, double panorama and corridor and quad views. All views shall be able to be streamed simultaneously up to 12 fps. The sensor shall be password protected and IP based with network access control. The sensor shall be designed to operate reliably in an operating temperature ranging from -40°F to +131°F degrees at 5 percent to 95 percent relative humidity, non-condensing. Mounting hardware shall be included with the sensor.

Power and communications cable shall either be Cat-5E or Cat-6, outdoor rated, shielded cable.

907-643.02.2--Materials for Type 2 Video Vehicle Detection. Type 2 Video Vehicle Detection shall consist of a power supply, video camera, mounting brackets, lightning protection, and a separate processor capable of processing the number of camera and phase combination video sources shown on the project plans.

Type 2 processor shall have a minimum of 24 detection zones per camera input and each detection zone shall be capable of being sized to suit the site and the desired vehicle detection area. Six (6) additional count zones for bicycles shall be provided to accumulate bicycle counts at user specified intervals. Type 2 processor shall have up to six (6) detection zones per camera view that have the capability to count the number of vehicles detected, measure classification, occupancy, and speed.

Type 2 processor shall be shelf mounted and shall be capable of sending high-resolution

streaming video to a traffic management center. Type 2 processor shall have one or more video inputs and one (1) video output, responding to specific site applications, camera locations and detection zones shown on the project plans. The system shall be NTCIP compliant utilizing either Ethernet or SDLC communications with the controller.

The Type 2 processor shall be able to detect vehicles and bicycles in real time as they travel across each detection zone and detect in multiple lanes using only the video image. Detection zones shall be programmed utilizing either a wireless connection or via ethernet with a laptop or tablet. The menu shall facilitate placement of detection zones and setting of zone parameters or to view system parameters. The video detection processor shall default to a safe condition, such as minimum recall, fixed recall or a constant call on each active detection channel, in the event of unacceptable interference with the video signal, low visibility conditions, or power failure. The Processor shall be capable of automatically detecting a low-visibility condition such as fog and respond by placing all defined detection zones in a constant call mode. The system shall automatically revert to normal detection mode when the low-visibility condition no longer exists.

Type 2 sensors shall be completely compatible with the video detection processor and shall be certified by the manufacturer to ensure proper system operation. Type 2 sensors shall produce accurate detector outputs under all roadway lighting conditions, regardless of time of day. The minimum illumination of the sensor shall be 1.0 Lux. The lens shall have a minimum of 12x optical zoom and shall have a maximum power consumption of 10 watts. The sensor shall have a maximum weight of 4.8 pounds. The field of view shall be adjustable from ground level. The Sensor shall include mechanisms to compensate for changing of lighting by using an electronic shutter and/or auto-iris lens. The sensor shall be housed in a weather-tight sealed enclosure and shall be equipped with a sunshield. The sunshield shall include a provision for water diversion to prevent water from flowing in the camera's field of view. The sensor enclosure shall include a thermostatically controlled heater to assure proper operation of the lens shutter at low temperatures and prevent moisture condensation on the optical faceplate of the enclosure. The sensor enclosure shall be equipped with weather-tight connections for power/communications. The sensor shall meet the regulatory requirements of NEMA TS-2, FCC part 15, Class A.

Power and communications cable shall either be Cat-5E or Cat-6, outdoor rated, shielded cable.

907-643.02.3--Materials for Type 3 Video Vehicle Detection. Type 3 Video Vehicle Detection processor shall support one or more fisheye camera sensors. If equipped with one sensor, the processor shall be capable of simultaneously supporting up to four (4) additional sensors for special requirements, such as advance detection or underpass detection.

The processor shall comply with NEMA standards, TS1, TS2 Type 1 and Type 2, 170/2070 and ITS.

The processor will have at a minimum four (4) USB 3.0 ports for expansion flexibility and have an optional, built-in modem, and shall not exceed 8.5" x 11.5" x 1.75" and weigh no more than 5.2 pounds. The unit shall have flexible mounting options including the ability to lie flat on a cabinet shelf, be mounted in a standard traffic cabinet rack with optional mounting ears or be installed vertically with optional base. The outer enclosure shall be a powdered-coated aluminum.

A surge protection junction unit shall be provided for each sensor.

An Ethernet protection module shall be provided for each sensor and installed in the traffic signal cabinet.

The Type 3 Video Vehicle Detection shall have at least one downward-facing fisheye sensor capable of seeing the center of the intersection and have an omnidirectional line of site to track vehicles entering and exiting the intersection. The sensor shall be a color sensor and shall require no adjustment for focus. The sensor shall have a thermostatically controlled heater residing inside the enclosure to reduce the effects of ice and condensation. Any plastics used on or in the enclosure shall have ultraviolet inhibitors. A waterproof and dust tight aluminum enclosure shall be utilized. The weight of the sensor including the enclosure shall not exceed eight pounds.

The sensor's mounting bracket shall utilize a two (2) piece, ten (10) foot 90° mounting pole. The sensor junction box should mount at the base of the vertical pole and allow for the installer to adjust the sensor's horizontal position with one hand and tighten the bracket without having to support the sensor simultaneously.

The Type 3 Video Vehicle Detection configuration shall be for a system that views, captures, and derives data based on the objects that pass within the sensor field of view along a highway, road, ramp, or other commonly used transit pathway via processing video images. Signal Performance Metrics shall be captured by the system.

The system shall have a modular electrical design and use Ethernet to connect and network with the different system components. Streaming video images, alerts, and data shall be transmitted from the field back to a Traffic Operations Center (TOC) via the systems client software.

The Type 3 Video Vehicle Detection shall provide real time vehicle detection (within 500 milliseconds (ms) of vehicle arrival). The system should detect the presence of vehicles for up to 64 detection zones per sensor. The detection zones shall be sensitive to the direction a vehicle travels and the direction to be detected by each detection zone shall be programmable by a client software user. The system should provide a flexible detection zone placement anywhere within one hundred (100) feet of the sensors. Advanced detection zones may be placed up to three hundred (300) feet from a Fisheye sensor when mounted at least forty (40) feet high.

Placement of detection zones will be done by means of a graphical interface using the MJPEG image of the roadway. The client software displays images of the detection zones overlaid on the video image of traffic while the processor is running. The detection zones, when operating, shall display outlined or filled, with a visible change indicating activation.

A laptop should be used to draw detection zones. Alternatively, a mouse, keyboard, and monitor may be connected directly to the processor to configure a site. The detection zones should be capable of being sized and shaped to provide optimal road coverage and detection.

When a vehicle occupies a detection zone, the detection zone on the live video will indicate the

presence of a vehicle, thereby verifying proper operation of the system.

The presence of the vehicle as well as the signal states will be indicated via colored LED lights on the front panel of the processor.

Equipment failure, either sensor or the processor, shall result in constant vehicle detection on the affected detection zones.

The sensors will use five (5) watts nominally and a maximum of fifty (50) watts with active heaters. The sensors will be Power over Ethernet (POE) and will only require a single shielded, burial grade, gel filled CAT5e cable for both power and data, or composite fiber cable. Each sensor shall have its own surge protector junction unit and EPM surge protection unit in the traffic cabinet. The processor shall operate within a range of 89 to 240 VAC, 60Hz single phase. Power to the processor is from the transient protected side of the AC power distribution system in the traffic control cabinet where the processor is installed.

907-643.02.4--Materials for Multi Sensor Vehicle Detection. Multi-Sensor Vehicle Detection Sensor assembly shall utilize two (2) different sensors of different technologies, video imaging and radar, to detect and track vehicles at distances up to 600 feet. The detector shall fuse vehicle information from the two sensors to provide highly accurate and precise detection for special or advanced applications. The system shall include a video imaging sensor and radar sensor, and a separate detection processor.

The Multi-Sensor Vehicle Detector processor shall be a shelf mounted unit. The processor shall process information from both video imaging and radar sensors simultaneously in real-time. An LED indicator shall be provided to indicate the presence of the sensor signal. The LED shall illuminate upon valid sensor synchronization and turn off when the presence of a valid sensor signal is removed. For multi-channel video input configurations, a momentary push-button shall be provided on the front panel to cycle through each input video channel. The real-time video output shall have the capability to show text and graphical overlays to aid in system setup. A communications port shall be provided on the front panel that allows the user to remotely configure the system and/or to extract calculated vehicle/roadway information. Each MVD shall have the capability to be addressable. Additionally, the processor shall allow the use of extension modules to provide up to 24 open collector contact closures per camera input. Each open collector output shall be capable of sinking 30 mA at 24 VDC. Open collector outputs will be used for vehicle detection indicators as well as discrete outputs for alarm conditions. The processor shall utilize non-volatile memory technology to store on-board firmware and operational data. The processor shall not consume more than 20 watts.

Detection zones shall be programmed via a laptop or tablet. The menu shall facilitate placement of detection zones and setting of zone parameters or to view system parameters. The processor shall store up to three (3) different detection zone patterns in non-volatile memory. The processor shall detect vehicles in real time as they travel across each detection zone and shall default to a safe condition, such as a constant call on each active detection channel, in the event of unacceptable interference or loss of the sensor signal. Up to 24 detection zones per camera input shall be supported and each detection zone can be sized to suit the site and the desired

vehicle detection region.

The video imaging camera sensor shall be supplied by the Multi-Sensor Vehicle Detection manufacturer. The camera enclosure shall utilize technology for the heating element of the front glass cable terminations at the data combiner for video and power shall not require crimping or special tools and shall have a weatherproof protective cover. The camera sensor shall allow the user to set the focus and field of view via Wi-Fi connectivity. The camera shall produce a useable video image of vehicles under all roadway lighting conditions, regardless of time of day. The camera electronics shall include automatic gain control (AGC) and shall be digital signal processor (DSP). The camera sensor shall include an electronic shutter control and auto-iris lens that operates in tandem with the electronic shutter. The lens shall be a minimum 10X zoom lens with a variable focal length. The camera shall be housed in a weather-tight sealed enclosure conforming to IP-67 specifications. The housing shall allow the camera to be rotated to allow proper alignment between the camera and the traveled road surface. The camera enclosure shall be equipped with a sunshield. The sunshield shall include a provision for water diversion to prevent water from flowing in the camera's field of view. The glass face on the front of the enclosure shall have an anti-reflective coating to minimize light and image reflections.

The radar sensor shall operate in the 24 GHz frequency band. The detection range shall be 600 feet minimum. The sensor shall be able to track up to 20 independent objects simultaneously in one (1) to four (4) traffic lanes. Object speed detection shall be within a range of zero (0) to 150 mph. The radar sensor shall be housed in a weather-tight sealed enclosure conforming to IP-67 specifications. The housing shall allow the radar to be adjusted to allow proper alignment between the sensor and the traveled road surface. The radar sensor shall communicate with and acquire power from the sensor data combiner. Data and power cables between the radar sensor and sensor data combiner shall be fully isolated from the sensor enclosure.

Multi-Sensor Vehicle Detection Sensor assembly shall be housed in an overall, single enclosure. The maximum power consumption for the assembly shall be less than ten (10) watts typical, twenty (20) watts peak.

The power/communications cable to be used between the Multi-Sensor Vehicle Detection Sensor assembly and the processor shall be a single Cat-5E or Cat-6 outdoor rated cable.

907-643.02.5--Functional Requirements. Detection shall be at least 98% accurate in all weather conditions, with slight degradation acceptable under adverse weather conditions (e.g., rain, snow, or fog) which reduce visibility. Detection accuracy is dependent upon site geometry, camera placement, camera quality and detection zone location, and these accuracy levels do not include allowances for occlusion or poor video due to camera location or quality. For presence detection, the detection zone shall be active as long as a vehicle or pedestrian occupies the zone. Detection accuracy of the system shall be comparable to properly operating inductive loops. Detection accuracy should include the presence of any vehicle in the defined detection zone regardless of the lane the vehicle is occupying.

907-643.02.6--Physical and Environmental Specifications.

907-643.02.6.1--Type 1 Video Vehicle Detection. The GPU server shall be designed to operate reliably in an operating temperature ranging from -29°F to +165°F degrees at 0 percent to 95 percent relative humidity and have vibration and shock parameters of at least 5 G RMS 10 to 500 Hz and 50 G, half sine 11 ms, respectively. System components comply with the environmental requirements detailed in the NEMA TS 2 standard.

907-643.02.6.2--Type 2 Video Vehicle Detection. The interface shall operate in a temperature range from -31°F to +165°F and a humidity range from 0% to 95% relative humidity. The video vehicle detection processor shall operate reliably in a typical roadside traffic cabinet environment. Internal cabinet equipment and a video vehicle detection processor shall be provided that meets the environmental requirements of NEMA TS-2-2003 Section 2. If the processor is located in the sensor, it shall meet the same requirements.

The sensor(s) shall operate in a temperature range of -30°F to 140°F. Additionally, a heater shall be included to prevent the formation of ice and condensation in cold weather. The heater shall not interfere with the operation of the video camera sensor electronics, or cause interference with the video signal.

Vibrations shall meet the requirements of NEMA TS 2-2003 Section 2.1.9.

Shock shall meet the requirements of NEMA TS 2-2003 Section 2.1.10.

The sensor and enclosure shall withstand 150 dB for 30 minutes continuously, with no reduction in function or accuracy.

907-643.02.6.3--Type 3 Video Vehicle Detection. The processor will meet or exceed the NEMA TS-2 standard of -29° F - 165° F (-34° C - 74° C) and meet or exceed a 5-30Hz vibration test as well as a 10G shock test. The processor shall operate properly in an environment with 0% to 95% relative humidity, non-condensing.

The sensor(s) shall operate properly in an environment with 0% to 100% relative humidity.

907-643.02.6.4--Multi-Sensor Vehicle Detection. When mounted outdoors in the enclosure, the sensor assembly shall operate in a temperature range from -29°F to +165°F and a humidity range from 0% RH to 100% RH.

The processor shall operate satisfactorily in a temperature range from -40°F to +165°F and a humidity range from zero (0) %RH to 95 %RH, non-condensing as set forth in NEMA specifications.

907-643.03--Construction Requirements.

907-643.03.1--Installation. Installation of the Video and Multi-Sensor Vehicle Detection shall be as recommended by the manufacturer and performed by a Contractor trained and certified by the supplier. Where time does not reasonably permit training of the installing Contractor, a supplier factory representative shall supervise and assist a Contractor during installation of the

Video and Multi-Sensor Vehicle Detection.

The Contractor shall perform the following:

- 1) Install all sensors, system processors and associated enclosures and equipment at the locations specified in the plans, in any related notice to bidders, per manufacturer's recommendations, or as directed.
- 2) Install all cabinet-mounted equipment in the intersection equipment cabinet or as specified in the plans.
- 3) Cabling from all sensors shall be installed in accordance with the manufacturer's recommendations.
- 4) Make all necessary adjustments and modifications to the **system** prior to requesting inspection for system/device acceptance.
- 5) Mount the sensors as per manufacturer's recommendations or as shown in the plans.
- 6) Mount the sensors to view approaching traffic unless otherwise directed.
- 7) Optimize the **sensor's** location and zone of detection as directed by the Engineer, or authorized designee.
- 8) Adjust the sensor zoom lens to match the width of the road/detection area and minimize lane vehicle occlusion.
- 9) Fasten all other cabinet components, with hex-head or Phillips-head machine screws insulated with nuts (with locking washer or insert) or into tapped and threaded holes. Do not use self-tapping or self-threading fasteners.
- 10) Provide electrical cables for video, communications signaling and power supply between the cabinet and the sensor as recommended by the manufacturer, and as required for a fully functional System.

907-643.03.2--Testing. All equipment associated with the Video and Multi-Sensor Vehicle Detection **system** shall undergo testing to verify conformance to requirements of the plans and these special provisions. All costs associated with testing shall be included in the overall contract price; no separate payment will be made for any testing.

If requested by the Project Engineer, Standalone Acceptance Testing (SAT) shall include videos of the approach with detection zones overlaid showing detector activations. A **one (1) hour video** shall be made of each approach and compared to actual detection calls. 30-minute videos shall be made starting 15 minutes prior to sunrise and sunset for each approach and compared to actual detection calls. All videos shall be date and time stamped. All videos shall be provided to the Engineer with a summary of the results including total calls, missed calls and false calls. All test results must meet a 98% accuracy requirement. The Contractor must demonstrate the accuracy requirements at selected intersections after a (30) day burn in period. The intersections to be tested will be randomly selected by the Project Engineer.

907-643.03.3--Warranty. The Video and Multi-Sensor Vehicle Detection 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 is 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 components 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.

907-643.03.4--Training. When called for in the [plans](#), the Contractor shall submit to the Project Engineer for approval a detailed [training plan](#) including course agendas, detailed description of functions to be demonstrated and a schedule. The Contractor must also submit the [trainer's](#) qualifications to the Project Engineer for approval prior to scheduling any training. 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. The training should also consist of a hands-on demonstration of all software configuration and functionality where applicable.

The supplier of the detection system shall, at a minimum, provide a 16-hour operations and maintenance training class with suitable documentation for up to eight (8) [people](#) selected by the Department. The operations and maintenance class shall be scheduled at a mutually acceptable time and location.

907-643.03.5--Maintenance and Technical Support. The supplier shall maintain an adequate inventory of parts to support maintenance and repair of the detection system. Spare parts shall be available for delivery within 30 days of placement of an acceptable order at the [supplier's](#) current pricing and terms of sale of said spare parts.

The suppliers shall maintain an ongoing program of technical support for the 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.

The installation or training support shall be provided by a factory-authorized representative and shall be a minimum IMSA-Level II Certified Traffic Signal Technician.

All product documentation shall be written in the English language.

907-643.04--Method of Measurement. Video and [Multi-Sensor](#) Vehicle Detection Sensor of the type specified will be measured as a unit per each.

[Video and Multi-Sensor Vehicle Detection Processor](#) of the type specified will be measured as a unit per each.

[Video and Multi-Sensor](#) Vehicle Detection Cable and/or Power Cable will be measured by the linear foot, measured horizontally along the conduit, messenger cable or mast arm and vertically along the pole.

Video [and/or Multi-Sensor](#) Vehicle Detection Training will be measured as a lump sum after the

completion of all training.

907-643.05--Basis of Payment. Video and Multi-Sensor Vehicle Detection Sensor, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for installation, system integration, documentation, system software, and testing of a complete video detection sensor site including video camera sensor, the sensor environmental enclosure, attachment hardware and brackets, completion of all testing requirements, warranties and all work, equipment and appurtenances as required to provide and install a complete video detection system. The price bid shall also include all system documentation including shop drawings, operations, and maintenance manuals, wiring diagrams, block diagrams and other materials necessary to document the operation of the Video and Multi-Sensor Vehicle Detection Sensor. This price shall be full compensation for all labor, tools, materials, equipment, and incidentals necessary to complete the work and quality assurance.

Video and Multi-Sensor Vehicle Detection Processor, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for installation, system integration, documentation, system software, and testing of a complete video detection processor site including video detection processor, completion of all testing requirements, warranties and all work, equipment and appurtenances as required to provide and install a complete video detection system. The price bid shall also include all system documentation including shop drawings, operations, and maintenance manuals, wiring diagrams, block diagrams and other materials necessary to document the operation of the Video and Multi-Sensor Vehicle Detection Processor. This price shall be full compensation for all labor, tools, materials, equipment, and incidentals necessary to complete the work and quality assurance.

Video and Multi-Sensor Vehicle Detection Cable and/or Power 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.

Video and/or Multi-Sensor Vehicle Detection 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 all coordination, materials, labor, training location costs, and all incidentals required to complete the training.

Payment will be made under:

907-643-A: Video Vehicle Detection Sensor, Type ____	- per each
907-643-B: Video Vehicle Detection Cable	- per linear foot
907-643-C: Video Vehicle Detection Processor, Type ____	- per each
907-643-D: Video and/or Multi-Sensor Vehicle Detection Training	- lump sum
907-643-E: Multi-Sensor Vehicle Detection Sensor	- per each

907-643-F: Multi-Sensor Vehicle Detection Cable - per linear foot

907-643-G: Multi-Sensor Vehicle Detection Processor - 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 discreet 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. 907-659-5

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. 907-660-1

CODE: (IS)

DATE: 05/25/2021

SUBJECT: ITS Equipment Cabinets

Section 660, ITS Equipment Cabinets, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-660.02--Materials.

907-660.02.2--Equipment and Materials. Delete the second paragraph of Subsection 660.02.2 on page 659, and substitute the following.

The cabinet enclosure shall be manufactured from 0.125-inch aluminum. The cabinet and integral materials shall be as recommended by the manufacturers for outside plant use and the intended application. This requirement shall include wiring and electrical materials and configurations (including connector pin-outs) that are wholly or partially related to the field device applications (CCTV, RDS, VDS, etc.).

907-660.02.4--Terminal Blocks and Component Terminals. Delete subparagraph 5) in Subsection 660.02.4 on page 659, and substitute the following.

5) Communications: orange

907-660.02.6--Labels.

907-660.02.6.1--Cabinet Labels. Delete the first paragraph of Subsection 660.02.6.1 on page 660, and substitute the following.

Labels shall be provided with agency name, project number, device name and ID labels on all cabinets.

Delete the fourth paragraph of Subsection 660.02.6.1 on page 660, and substitute the following.

The agency name labels shall be "MDOT ITS" in one continuous adhesive sheet.

The device ID labels shall include the device name as an acronym and a hyphen and shall be one continuous adhesive sheet. Device name acronyms are "CCTV-", "RDS-", "VDS-" or "DMS-".

Delete the last paragraph of Subsection 660.02.6.1 on page 660, and substitute the following.

Labels shall be installed along the top of the cabinet with MDOT ITS label at the top and the device ID labels immediately underneath. Labels shall be visible from both directions of travel.

Additional labels may be required to meet visibility requirements. MDOT project number labels shall be installed on the inside of the cabinet door.

907-660.02.6.2--Voltage Labels. Delete the second paragraph of Subsection 660.02.6.2 on page 660, and substitute the following.

Labels shall be flat black lettering on a reflective yellow background. Lettering shall be a minimum of one inch (1”) in height.

907-660.02.7--Type A Cabinet. Delete the third paragraph of Subsection 660.02.7 on page 660.

907-660.02.7.1--RDS Communication Wiring. Delete the first sentence of Subsection 660.02.7.1 on page 661, and substitute the following.

RDS communication wiring shall meet the following when using RS-485 communication cable:

In subparagraph 3) of Subsection 660.02.7.1 on page 661, change “RDS comm. Cables” to “RDS comm. cables.”

907-660.02.8--Type B Cabinet. Delete the first paragraph of Subsection 660.02.8 on page 661.

All Type B cabinets, except those at solar power locations, shall be uniform in manufacture and assembly, capable of supporting the field equipment as shown on the plans. As a minimum, support is required for two (2) RDS units; one (1) network switch; two (2) radios/antennas; RDS comm. cable; and fiber drop panel terminations, regardless of the devices shown in the plans at a specific location.

907-660.02.8.2--Electrical Subsystems. Delete the second sentence of the first paragraph of Subsection 660.02.7.1 on page 662.

Delete subparagraph 7) of Subsection 660.02.7.2 on page 663, and substitute the following.

- 7) A singular electrical distribution bus bar for grounding and bonding conductors shall be located on the same rail but separate from the service entrance terminal block and connected to the entrance ground with a #6 AWG green insulated wire. The grounding bus bar shall have a minimum terminating capability of two (2) - #6 AWG conductors and ten (10) - #10 to #18 AWG conductors. Grounding requirements defined in the Notice to Bidders entitled “ITS General Requirements” shall be met unless otherwise specified in the plans. All cost associated with grounding shall be included in the overall contract price; no separate payment will be made for any grounding unless expressly noted in project documentation.

907-660.02.8.4--RDS Communications Subsystem. Delete the three paragraphs in Subsection 660.02.8.4 on pages 663 and 664, and substitute the following.

Where RDS are shown in the plans, DIN rail-mounted components shall have a nominal 24VDC output power supply, capable of user setting between 23 and 28VDC minimum, with minimum 1A output rating and minimum operating temperature range of -13°F to +158°F. Power supply

shall provide terminal facilities for a minimum of three sets of #14 AWG conductors (in the RDS comm cable). Maximum size of the power supply shall be 1 inch (W) x 7 inches (H) x 7 inches (D). The power supply shall be connected to the EQUIP POWER distribution block for 120VAC input.

If a terminal server is used, interconnection wiring shall be provided between the RDS communications subsystem and the terminal server.

Where an RS-485 communication cable is installed, a surge suppressor for the RS-485 data signal, wired between the terminal server and the RDS units shall be provided. The surge suppressor shall protect the 4-wire RS-485 data signal with hybrid multi-stage suppression components including gas tube and silicon avalanche diode. The surge suppressor shall have a response time no greater than 1 nanosecond. The surge suppressor shall provide terminal facilities for a minimum of four (4) 2-pair cables of #22 AWG conductors.

Delete Subsection 660.02.8.5 on page 664, and substitute the following.

907-660.02.8.5--Component Subsystem. The requirements listed for each component's subsystem shall be met by installing the required power, surge, etc. support equipment in the Type B Cabinet where that component is shown in the plans.

907-660.02.9--Type C Communication Hub Cabinet. Delete the fourth sentence of the second paragraph of Subsection 660.02.9 on page 664, and substitute the following.

The side panels shall be fabricated from 5052 sheet aluminum alloy with minimum dimensions of 50 inches (H) x 21 inches (W).

In the second sentence of the third paragraph of Subsection 660.02.9, change "grommetted" to "grommited."

907-660.02.9.2--Electrical Systems. In subparagraph 9) of Subsection 660.02.9.2 on page 665, change "upper right side" to "upper, right-side."

907-660.02.9.3--Lighting Subsystem. In the second sentence of Subsection 660.02.9.3, change "cool white" to "cool-white."

907-660.03--Construction Requirements.

907-660.03.2--Type B and C. Delete the first paragraph of Subsection 660.03.2 on page 666, and substitute the following.

Equipment in the Type B and C cabinets shall be installed and configured in accordance with the requirements for that equipment, including RDS units, BDS units, VDS units, CCTV, network switches, radios/antennas, communication cables, and/or fiber distribution or drop panels.

Delete Subsection 660.03.3 on page 667, and substitute the following.

907-660.03.3--Cabinet Modifications. All cabinet modifications shall adhere to the requirements as listed in this specification and in the Notice to Bidders entitled "Cabinet Modifications."

907-660.03.4--Testing. All equipment associated with the ITS equipment cabinet shall undergo testing to verify conformance to requirements of the plans and 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.

907-660.03.5--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.

907-660.03.6--Quality Assurance. The quality assurance requirements defined below and 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.

Installation or modification of the cabinets, hardware, and incidentals shall be done so in a good and workmanlike manner. All components and cables shall be placed in an organized fashion. Cables with excessive slack shall be zip-tied and/or placed so that they do not impede the access to any components. Any debris associated with the installation or modification shall be cleaned and removed. All power supplies, surge suppressors, and components with the ability to be DIN rail or panel mounted, should be.

907-660.05--Basis of Payment. Delete the first paragraph of Subsection 660.05 on page 668, and substitute the following.

Equipment Cabinet and Equipment Cabinet Modifications, measured as prescribed above, will be paid for at the contract unit price per each, which shall be full compensation for all labor, tools, materials, equipment, system integration, testing, system documentation and submittals, mounting hardware, foundations, fiber splicing, external conduit entrances including conduit bodies and nipples, electrical service, pole grounding, terminations, and all incidentals necessary to complete the work and quality assurance.

Delete the list of pay items on page 668, and add the following.

907-660-A: Equipment Cabinet, Type ____ - per each

907-660-B: Cabinet Modifications - per each

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. 907-700-3

CODE: (IS)

DATE: 4/20/2026

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.

Delete fourth, fifth, sixth, and seventh paragraph of Subsection 700.01 on page 713, and add the following.

907-700.01.1--Buy America/Build America. Buy America (BABA) Requirements.

Iron or Steel Products. Iron or steel or wire products (including prestressed cables and strands) are products that consist wholly or predominantly of iron or steel or a combination of both.

Predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of the iron and steel components.

Iron or steel or wire products, as described above, that are permanently incorporated into a construction project must be produced domestically. All manufacturing processes for iron or steel or wire products, from the initial melting stage through the application of coatings, that are permanently incorporated into a construction project, must occur domestically. However, pig iron and processed, pelletized, and reduced iron ore manufactured outside of the United States may be used in the domestic manufacturing process for iron and/or steel and/or wire products. Coating includes all processes that protect or enhance the value of the material to which the coating is applied.

Construction Materials. Construction materials are articles, materials, or supplies that consist of only one of the items listed (non-ferrous metals, plastic and polymer-based products, glass, fiber-optic cables (including drop cables), optical fibers, lumber, drywall, and engineered woods). Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material. All manufacturing processes for the listed construction materials, from the initial processes as described within 2 CFR 184.6 to the final processes as described within 2 CFR 184.6, that are permanently incorporated into a construction project, must occur domestically.

Manufactured Products. Manufactured products are articles, materials, or supplies that have been processed into a specific form or shape; or when combined with other articles, materials, or supplies create a product with different properties than the individual articles, materials, or supplies. An item that is classified as an iron or steel product, a construction material, or an excluded material is not a manufactured product. However, an article, material, or supply classified as a manufactured product

may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in [2 CFR part 184](#). Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product. For construction projects obligated on or after October 1, 2025, the manufactured product must be manufactured domestically. For construction projects obligated on or after October 1, 2026, the manufactured product must be manufactured domestically and the cost of the components of the manufactured product that are mined, produced, or manufactured domestically is greater than 55 percent of the total cost of all components of the manufactured product.

Excluded Materials. Excluded materials, as listed in Section 70917(c) of the Build America, Buy America (BABA) Act, are cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives. However, an article, material, or supply classified as a manufactured product may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.

Domestically shall be understood to mean all States of the United States, District of Columbia, Puerto Rico, American Samoa, Guam, and Virgin Islands and any other place subject to the jurisdiction of the United States.

907-700.01.2—Certificate of Compliance Requirements. Prior to incorporation into the work, the Contractor shall furnish the Project Engineer with a Domestic Materials Self-Certification Form documenting conformance to the requirements of Subsection 907-106.14. Attached hereto is the Domestic Materials Self-Certification Form that shall be furnished by the Contractor to the Project Engineer.

Domestic Materials Self-Certification Form

This certification is for a manufacturer/supplier to certify the below articles, materials, or supplies are in compliance with the applicable domestic material content procurement preferences found in the Buy America Act requirements (23 CFR 635.410) and the Build America, Buy America Act (BABA) requirements (2 CFR part 184). The individual completing this form takes full responsibility for the information included in the form. State agencies have the authority to request additional details related to the information provided in the form. All forms shall be submitted via AASHTO DataMine for delivery to authorized governmental users through the Industry Document Repository. The manufacturer/supplier is required to include updates to process changes within 10 days of the change occurring via uploading a revised form into DataMine.

PART 1: COMPANY CONTACT INFORMATION

Company/Producer/Manufacturer Name:

Supplier Representative Name:

Contact Email Address:

Contact Phone Number:

Date Form is Being Submitted: mm/dd/yyyy

PART 2: DETAILS OF THE ARTICLE, MATERIAL, OR SUPPLY:

Using Table 1 below, provide the classification of the article, material, or supply as one of the following: (1) iron or steel product; (2) construction material (3) manufactured product; or (4) excluded materials including Section 70917(c) materials.

Classification	
Producer of the Article, Material, or Supply:	
Product/Model/Part/Material:	
Manufacturing Address:	
Manufacturing City:	
Manufacturing State:	
Manufacturing Zip Code:	
DataMine # (if applicable):	
Federal/State/Local Project number(s):	
Pay Code Number (PCN):	
Project Item code:	
Project Item Description:	
Quantity Certified:	

TABLE 1: Material Classifications

(1) Iron or Steel Product	
Wholly or predominantly Iron or Steel, or a combination of both (23 CFR 635.410(b)(1)(ii))	Certification requires predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of iron or steel components.
(2) Construction Material	
Non-Ferrous Metals (2 CFR 184.6(a)(1))	Certification requires all manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly, occurred in the United States.
Plastic and Polymer based products (including polyvinyl chloride, composite building materials, and polymers used in fiber optic cables) (2 CFR 184.6(a)(2))	Certification requires all manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or where applicable, constituent composite materials, until the item is in its final form, occurred in the United States.
Glass (including optic glass) (2 CFR 184.6(a)(3))	Certification requires all manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting, occurred in the United States.
Fiber Optic Cable (including drop cable) (2 CFR 184.6(a)(4))	Certification requires all manufacturing processes, from the initial ribboning (if applicable), through buffering, fiber stranding and jacking, occurred in the United States. All manufacturing processes also include the standards for glass and optical fiber, but not for non-ferrous metals, plastics and polymer-based products, or any others.
Optical Fiber (2 CFR 184.6(a)(5))	Certification requires all manufacturing processes, from the initial preform fabrication stage through the completion of the draw, occurred in the United States
Lumber (2 CFR 184.6(a)(6))	Certification requires all manufacturing processes, from initial debarking through treatment and planing, occurred in the United States.
Drywall (2 CFR 184.6(a)(7))	Certification requires all manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels, occurred in the United States.
Engineered Wood (2 CFR 184.6(a)(8))	Certification requires all manufacturing processes, from initial combination of constituent materials until the wood product is in its final form, occurred in the United States.
(3) Manufactured Product	
Manufactured Products other than Precast Concrete Products and Intelligent Transportation Systems and Other Electronic Hardware Systems Installed on the Highway ROW or Other Real Property (23 CFR 635.410(c)(1)(vii)) and 23 CFR 635.410(c)(1)(iv)	• Certification requires for projects obligated before October 1, 2025, no certification is required (excludes EV chargers). • Certification requires for projects obligated on or after October 1, 2025, certification requires the final manufacturing process occurred in the United States (excludes EV chargers). • Certification requires for projects obligated on or after October 1, 2026, and all EV chargers , certification requires the final manufacturing process occurred in the United States and the cost of the components that are mined,

	produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product.
Precast Concrete Products (23 CFR 635.410(c)(2)(ii))	Classified as a manufactured product must comply with both the wholly or predominantly iron or steel or a combination of both product and manufactured product certification requirements as stated above.
Intelligent Transportation Systems and Other Electronic Hardware Systems Installed on the Highway ROW or Other Real Property (23 CFR 635.410(c)(2)(ii))	Classified as a manufactured product must comply with both the wholly or predominantly iron or steel or a combination of both product certification requirements for any iron or steel enclosures as well as the manufacturing certification requirements as stated above.
(4) Excluded Materials	
Excluded Materials Including Section 70917(c) Materials (23 CFR 635.410(c)(1)(ii))	No certification is required for excluded materials including Section 70917(c) materials. Section 70917(c) materials means cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.

PART 3: DECLARATION OF SUBMITTAL

Do the articles, materials, or supplies submitted in this form comply with applicable domestic materials content procurement preferences found in the Buy America Act requirements (23 CFR 635.410) and the Build America, Buy America Act requirements (2 CFR part 184) (Y/N)? _____

PART 4: CERTIFICATION (Read and check all boxes before signing)
Note: State Departments of Transportation may have different language requirements for this section.

☐ I certify that the description above is a true and accurate description of the article, material, or supply provided, and that the undersigned is in a position to legally bind the Company/Organization represented in this form.

☐ I certify that the iron or steel product, construction material, or manufactured product complies with the applicable Buy America or BABA requirements.

Signature: _____ Date: mm/dd/yyyy

Printed Name:
Title:
Company/Organization:
Company/Organization address:

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. 907-714-4

CODE: (SP)

DATE: 07/28/2025

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.

Delete Subsection 714.06 on page 798, and substitute the following.

907-714.06--Slag Cement.

907-714.06.1--General. The slag cement source must be approved for listing in the Department's

APL prior to use. The acceptance of slag cement shall be based on certified test reports, certification of shipment from the supplier, and tests performed on samples obtained after delivery in accordance with the Department's *Materials Division Inspection, Testing, and Certification Manual* and Department SOP.

The Contractor shall provide suitable means for storing and protecting the slag cement against dampness and contamination. Separate storage silos, bins, or containers shall be provided for slag cement. Slag cement that is partially set, caked or contains lumps shall not be used.

The State Materials Engineer shall be notified in writing of the nature, amount and identity of any processing or other additions made to the slag cement during production.

Slag cement from different mills shall not be mixed or used alternately in any one class of construction or structure without written permission from the Engineer; except that this requirement will not be applicable to cement treatment of design soils or bases.

No additional cementitious materials, such as blended hydraulic cement, fly ash, metakaolin, or others, shall be added to or as a replacement for hydraulic cement when used with slag cement in the production of concrete. The replacement of hydraulic cement with slag cement shall be in accordance with the applicable replacement content specified in Subsection 701.02.2.

907-714.06.2--Specific Requirements. Slag cement shall meet the requirements of AASHTO M 302, Grade 100 or 120. Slag cement shall contain no chlorides.

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	I ¹	II ¹	III	IV	V	VI			VII		VIII	IX
	Sediment Control		Drainage	Paving	Separation & Drainage	Separation, Stabilization & Reinforcement			High Strength			
Physical Property ²						Woven	Non-Woven	Non-Woven	Woven	Non-Woven	Test Method	
Grab Strength (lb)	50	90	110	90	200	280	180	450	280	ASTM D 4632		
Elongation (%)	----	50% max @ 45 lb	20% min	50% min @ break	50% min	50% max	50% Min	50% max	50% Min	ASTM D 4632		
Seam Strength (lb)	----	----	70	----	180	240	160	400	240	ASTM D 4632		
Puncture Strength (lb)	----	----	40	----	80	110	75	180	115	ASTM D 6241		
Trapezoidal Tear (lb)	----	----	40	----	80	100	70	150	100	ASTM D 4533		
Asphalt Retention (gal/yd ²)	----	----	----	0.2	----	----	----	----	----	ASTM D 6140		
Permittivity (sec ⁻¹) min	0.05	0.05	0.5	----	0.2	0.2	0.2	0.2	0.2	ASTM D 4491		
AOS Woven (mm) max	0.60	0.60	0.6	----	0.6	0.43	----	0.43	----	ASTM D 4751		
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	ASTM D 4355		
Melting Point °(F)	----	----	----	325	----	----	----	----	----	ASTM D 276		
Minimum Ultimate Tensile Strength ³ (lb/in)	----	----	----	----	----	----	----	----	660	2000		

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 Subsec

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. 907-720-4

CODE: (IS)

DATE: 06/17/2025

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 or Type 2 beads. Type 1, 2, and 4 glass beads shall be transparent, clean, colorless glass, smooth and spherically shaped, free from milkiness, pits, or excessive air bubbles. Type 1, 2, 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).

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.

907-720.04--Thermoplastic Marking Material. 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.

907-720.04.1--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.

907-720.04.2--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.

907-720.04.3--Pre-formed Thermoplastic Material. Heat-fused, pre-formed thermoplastic pavement marking material shall meet the color requirements of 907-720.02.

907-720.04.4—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.

907-720.05--Pavement Marking Tape. Pavement marking tape shall be listed on the Department's Approved Lists.

907-720.05.1—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."

907-720.05.1.1--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.

907-720.05.1.2--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.

907-720.05.1.3--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.

907-720.05.1.4--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.

907-720.05.1.5--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.

907-720.05.1.6—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.

907-720.05.2--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.

907-720.05.2.1--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.

907-720.05.2.2—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. Pavement markers shall be listed on the Department's Approved Lists and shall conform to ASTM D 4280.

907-720.06.1--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.

907-720.06.2--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

907-720.06.3—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. 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.

907-720.07.1--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.

907-720.07.2--Bituminous Adhesive. The asphaltic adhesive material shall be flexible type.

907-720.07.2.1--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

907-720.07.3—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.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SUPPLEMENT TO SPECIAL PROVISION NO. 907-799-1

DATE: 07/28/2025

SUBJECT: Hydraulic Cement Concrete Mixtures

907-799.01.1--Materials. Delete *Ground Granulated Blast Furnace Slag (GGBFS)* from the list in Subsection 907-799.01.1 on page 1, and substitute the following.

Slag Cement 714.06

Delete the title for Subsection 907-799.02 on page 1, and substitute the following.

907-799.01.2--Classification and Uses of Concrete.

Delete numbers 9 through 15 in the classes and general use list on pages 1 & 2, and substitute the following.

- 9) Class F (SCC) – Self Consolidating Concrete for prestressed members.
- 10) Class DS – Concrete for drilled shafts.
- 11) Class FX – Extra Strength concrete for prestressed members, as shown on plans.
- 12) Class FX (SCC) – Extra Strength Self Consolidating concrete for prestressed members, as shown on plans.
- 13) Class PA – Concrete paving.
- 14) Class PO – Concrete for repair of concrete paving.
- 15) Class PP – Concrete for special design requirements.
- 16) Class S – For all seal concrete deposited under water.
- 17) Class WT – Fiber-reinforced concrete pavement.

907-799.02--Hydraulic Cement Concrete Mixture Design. Add the following to Table 1 on page 3.

F ⁸ (SCC)	67	0.40	5000	28[-4] ¹²	See Note ⁴
FX ⁸ (SCC)	67	As per mixture design	As shown on plans	28[-4] ¹²	See Note ⁴

Delete Note 8 of Table 1 on page 4, and substitute the following.

⁸ Type III, Type IL (HE), or Type III (MS) cement may be used in these Classes of concrete.

¹² Refers to slump flow in inches. It shall be acquired by ASTM C1611.

907-799.02.1.1--Portland Cement. Delete the paragraph in Subsection 907-799.02.1.1 on page 4, and substitute the following.

Portland cement (cement) shall be either Type I or Type II. Type III, Type IL (HE), or Type III (MS), may be used for the production of precast or precast-prestressed concrete members or Classes of concrete with Note 8 in Table 1.

907-799.02.2--Replacement of Portland Cement or Blended Cement. Delete Table X on page 5, and substitute the following.

Table X
Replacement Ranges of Portland Cements and Blended Cements by Fly Ash or Slag Cement

Portland Cement or Blended Cement Type	Fly Ash Replacement Range (%)	Slag Cement Replacement Range (%)
Types I, II, III, and III (MS)	20 – 25	45 – 50
Types IL, IL (MS), and IL (HE)	20 – 35	35 – 40
Types IS and IS (MS)	20 – 25	20 - 25
Types IP and IP (MS)	No replacement combination allowed	

907-799.02.4--Exposure to Soluble Sulfates or Seawater. Delete Table R on page 6, and substitute the following.

Table R
Cementitious Materials Combinations for Soluble Sulfate Conditions or Seawater

	Exposure to Moderate Sulfates or Exposure to Seawater	Exposure to Severe Sulfates
Water-soluble sulfate (SO₄) in soil, % by mass	0.10 – 0.20	0.20 – 2.00
Sulfate (SO₄) in water, ppm	150 – 1,500	1,500 – 10,000
Portland Cement or Blended Cement Types	Replacement Ranges by SCMs (%)	
Type I or Type III	24.5 – 25.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin	49.5 – 50.0% Slag cement
Type II or Type III (MS)	See Note 1	24.5 – 25.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IL or IL (HE)	24.5 – 35.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin	49.5 – 50.0% Slag cement

Type IL (MS)	See Note 1	24.5 – 35.0% Class F fly ash, or 49.5 – 50.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IS	24.5 – 25.0% Class F fly ash, or 24.5 – 25.0% Slag cement, or 19.5 – 20.0% Metakaolin	24.5 – 25.0% Class F fly ash, or 24.5 – 25.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IS (MS)	See Note 1	24.5 – 25.0% Class F fly ash, or 24.5 – 25.0% Slag cement, or 19.5 – 20.0% Metakaolin
Type IP (MS)	No replacement combination allowed	Type not allowed

¹ Class F fly ash or slag cement may be added as a replacement for cement as allowed in Subsection 907-799.02.2.

907-799.03--Proportioning of Hydraulic Cement Concrete Mixture Design.

907-799.03.1--Proportioning on the Basis of Previous Field Experience of Trial Mixtures.

Delete subparagraph (c) on page 7, and substitute the following.

- (c) Consists of 10 consecutive tests, an average of three cylinders per test, tested at 28 days. For concrete categorized as a self-consolidating concrete (SCC) mixture, the test data for the plastic concrete shall include the slump flow data, instead of the slump data, and at least one test to determine the static segregation. For all mixture designs, for each of these tests on the plastic concrete the test data shall meet the acceptance criteria of Subsection 907-804.02.13.1.

907-799.03.2--Proportioning on the Basis of Laboratory Trial Mixtures. Add the following to the list of restrictions on page 8.

- (g) For concrete categorized as a SCC mixture, the mixture shall be designed to produce a slump flow within ± 2 inches of the maximum permitted and a maximum static segregation of 15.0 percent. The concrete shall not be rodded or vibrated during casting the test specimens.
- (h) For concrete categorized as a SCC mixture, test specimens shall be made in accordance with the above listed specifications with the exception that the concrete shall not be rodded or vibrated during casting the test specimens.

907-799.05--Field Verification of Concrete Mixture Design. Delete the second and third paragraphs on page 9, and substitute with the following.

The Contractor's Certified Quality Control Technicians shall test each concrete mixture design upon the first placement of the mix. Aggregates and concrete tests during the first placement shall be as follows.

Aggregates

Bulk Specific Gravity

Moisture

Gradation

Concrete

Water Content

Slump or Slump Flow

Air Content

Unit Weight

Yield

Static Segregation

For all Classes of concrete, the mixture shall be verified to yield within 2.0% of the correct volume when all the mix water is added to the batch, either by the batch plant or as ice used to control mixture acceptance temperature. For concrete categorized as a SCC mixture, the mixture shall produce a slump flow within minus four inches (4") of the maximum permitted and a static segregation less than 15.0%.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-799-1

CODE: (IS)

DATE: 11/21/2023

SUBJECT: Hydraulic Cement Concrete Mixtures

Section 907-799, Hydraulic Cement Concrete Mixtures, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-799 - HYDRAULIC CEMENT CONCRETE MIXTURES

907-799.01--General.

907-799.01.1--Materials. The materials for hydraulic cement concrete mixtures shall meet the requirements of the following Subsections:

Portland Cement	701.01 and 701.02
Blended Cement	701.01 and 701.04
Fine Aggregate	703.02
Coarse Aggregate	703.03
Lightweight Aggregate	703.19.02
Synthetic Structural Fiber	711.04
Admixtures	713.02
Water	714.01.1 and 714.01.2
Fly Ash	714.05
Ground Granulated Blast Furnace Slag (GGBFS)	714.06
Metakaolin	907-714.09.01

907-799.02--Classification and Uses of Concrete. The classes and general uses of hydraulic cement concrete (concrete) mixtures are as follows:

- 1) Class AA - Concrete for bridge construction and concrete exposed to seawater.
- 2) Class B - General use, heavily reinforced sections, cast-in-place concrete piles, and conventional concrete piles.
- 3) Class BD - Concrete for bridge decks.
- 4) Class BDX - Extra strength concrete for bridge decks.
- 5) Class BDO - Concrete for bridge deck overlay.
- 6) Class C - Massive sections or lightly reinforced sections.
- 7) Class D - Massive unreinforced sections and riprap.
- 8) Class F - Concrete for prestressed members.
- 9) Class DS - Concrete for drilled shafts.
- 10) Class FX - Extra strength concrete for prestressed members, as shown on plans.
- 11) Class PA - Concrete paving.

- 12) Class PO - Concrete for repair of concrete paving.
- 13) Class PP - Concrete for special design requirements.
- 14) Class S - For all seal concrete deposited under water.
- 15) Class WT - Fiber-reinforced concrete pavement.

907-799.02--Hydraulic Cement Concrete Mixture Design. At least 10 working days prior to production of concrete, the Contractor shall submit to the Engineer proposed concrete mixture designs complying with the Department's *Concrete Manual*. Materials shall be from approved sources meeting the requirements of the Standard Specifications. Proportions for the mixture designs shall be for the class concrete required by the plans and shall meet the requirements of the "Master Proportion Table for Hydraulic Cement Concrete Designs" listed in Table 1. The concrete producer shall assign a permanent unique mixture number to each mixture design. Each mixture design shall be field verified as required in Subsection 907-799.03.3. Acceptable field verification data shall be required for final approval of a mixture design.

All concrete mixture designs will be reviewed by the Materials Division prior to use. Concrete mixture designs disapproved will be returned to the Contractor with a statement explaining the disapproval.

If the maturity method is used to estimate the compressive strength for applications such as early opening to traffic or form removal, the Contractor shall also submit compressive strength/maturity documentation developed in accordance with Subsection 804.03.15 for the mixture prior to production of concrete.

If the Contractor chooses to cure the concrete in accordance with the requirements listed under **Length of Time Defined by Development of Compressive Strength** in Subsection 804.03.17, the compressive strength/maturity relationship shall be developed for the mixture design for a minimum of 28 days following the requirements of Subsection 804.03.15. The compressive strength/maturity relationship information shall be submitted with the mixture design information.

Table 1
MASTER PROPORTION TABLE FOR HYDRAULIC CEMENT CONCRETE DESIGNS

Class	Required Coarse Aggregate Size No. ⁷	Maximum w/cm Ratio	Specified Compressive Strength (f'_c) psi	Maximum Permitted Slump inches ⁵	Total Air Content (%)
AA	57 or 67	0.45	4000	8	3.0-6.0
B	57 or 67	0.50	3500	8	3.0-6.0
BD^{2, 3}	57 or 67	0.45 ¹	4000	5	3.0-6.0 5.0 8.0
BDX^{2, 3}	57 or 67	0.45 ¹	4500	5	3.0-6.0 5.0 8.0
BDO^{3, 6, 8, 11}	7, 8, or 78	As per mixture design	2500	6	3.0-6.0
C	57 or 67	0.55	3000	8	3.0-6.0
D	57 or 67	0.70	2000	8	3.0-6.0
DS	67	0.45	4000	8±1	See Note ⁴
F⁸	67	0.40	5000	8	See Note ⁴
FX⁸	67	As per mixture design	As shown on plans	8	See Note ⁴
PA	467 or 57 ⁹	0.48	3500	3	3.0-6.0
PO^{8, 11}	57 or 67	As per mixture design	3500	8	3.0-6.0
PP	57 or 67	0.45	Per Plans	8	3.0-6.0
S	57 or 67	0.45	3000	8	3.0-6.0
WT^{3, 8, 10, 11}	57 or 67	0.40	3500	4	3.0-6.0

¹ For Class BD concrete for bridge decks, the minimum water/cementitious material ratio shall be 0.43 and the maximum cementitious material content shall be 550 pounds per cubic yard.

For Class BDX concrete for bridge decks, the minimum water/cementitious material ratio shall be 0.42 and the maximum cementitious material content shall be 564 pounds per cubic yard.

² For bridge decks constructed following the requirements of Subsection 804.03.19.7.3, Subsection 804.03.14.2, and Subsection 804.03.17.2, then the Class BD or Class BDX mixture design shall contain lightweight aggregate (LWA) and have an internal curing water content of 8.0 lbs per 100 lbs of total cementitious materials in the mixture design; mixture designs not containing LWA and the required minimum internal curing water content shall not be used.

³ An approved synthetic structural fiber shall be incorporated into the mixture at 1.25 times the approved dosage rate. For each additional pound of fibers per cubic yard added in excess

of the requirement stated above, an additional inch of slump will be allowed up to a maximum permitted slump of eight (8) inches.

- ⁴ Entrained air is not required for Class F, FX, and DS concrete unless exposed to seawater. For concrete not exposed to seawater, the total air content shall not exceed 6.0%. For concrete exposed to seawater, the total air content shall be 3.0-6.0%.
- ⁵ Except as noted for Class DS concrete, the design slump selected by the Contractor for the mixture design may be less than the maximum permitted slump. The design slump is the maximum acceptance slump for field acceptance in accordance with Subsection 907-804.02.13.1.2. Except as noted for Class DS concrete, minus slump requirements shall meet those set forth in Table 3 of AASHTO M157.
- ⁶ For Class BDO the mixture design shall include a minimum 564 pounds per cubic yard of cementitious material with a minimum 15 percent fly ash replacement. The specified strength shall be achieved prior to Opening To Traffic.
- ⁷ Other small coarse aggregate sizes meeting the requirements of Subsection 703.03.2.4 may be used in conjunction with the coarse aggregate sizes listed. Lightweight aggregate (LWA) meeting the requirements of Subsection 703.19.2 may also be used as a partial replacement for fine aggregate.
- ⁸ Type III or Type III (MS) portland cement may be used in these Classes of concrete.
- ⁹ The oven-dry coarse aggregate volume per cubic yard of concrete shall be a minimum of 72%.
- ¹⁰ The coarse aggregate size requirements shall meet the requirements of Subsection 907-799.02.4.2.
- ¹¹ Non-chloride based accelerating admixtures may be used in these Classes of concrete.

907-799.02.1--Allowable Hydraulic Cement Types.

907-799.02.1.1--Portland Cement. Portland cement (cement) shall be either Type I or Type II. Type III or Type III (MS) may be used for the production of precast or precast-prestressed concrete members or Classes of concrete with Note 8 in Table 1.

907-799.02.1.2--Blended Cement. Blended hydraulic cements (blended cements) shall be of the following types and conform to Subsection 701.04:

- 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 requirements listed in AASHTO M 240, Table 3 may also be used.

907-799.02.2--Replacement of Portland Cement or Blended Cement. Replacement of portland cement or blended cement shall be on a weight basis. At least 50% by weight of total cementitious material per cubic yard shall be portland cement.

Except as noted for concrete exposed to soluble sulfates or sea water in Subsection 907-799.02.4, the maximum replacement limits of portland cement or blended cement by weight by fly ash and

slag cement shall be in accordance with Table X provided the 50% by weight of total cementitious material per cubic yard of portland cement is maintained.

Table X
Replacement Ranges of Portland cements and Blended cements
by Fly Ash or Slag Cement

Portland cement or Blended cement type	Fly ash replacement range (%)	Slag cement replacement range (%)
Types I, II, III, and III (MS)	20 - 25	45 - 50
Types IL and IL (MS)	20 - 35	35 - 40
Types IS and IS (MS)	20 - 25	20 - 25
Types IP and IP (MS)	No replacement combination allowed	

Replacement contents below the range minimum in Table X may be used in concrete, but the concrete does not qualify for any special considerations, such as the maximum acceptance temperature for concrete in Subsection 804.02.13.1.5. Special considerations shall only apply for replacement of both portland cement and blended cement by either fly ash or slag cement.

907-799.02.3--Alkali Content. The total alkali content for all classes of concrete shall not exceed 4.0 lb per cubic yard based on the alkali contribution from the portland cement. The maximum cement alkali content reported on the cement mill certificate shall be used in this determination. An example calculation can be found in the Department's *Concrete Manual*.

907-799.02.4--Exposure to Soluble Sulfates or Seawater. When portland cement or blended cement concrete is exposed to moderate or severe soluble sulfate conditions or to seawater listed, cement types and replacement of cement by Class F fly ash, slag cement, or metakaolin shall be as follows in Table R.

Class C fly ash shall not be used as a replacement for cement in any of the sulfate exposure conditions listed below. Type IP blended cement shall not be used in any of the sulfate exposure conditions listed below.

Table R
Cementitious Materials Combinations for Soluble Sulfate Conditions or Seawater

	Exposure to Moderate Sulfates or Exposure to Seawater	Exposure to Severe Sulfates
Water-soluble sulfate (SO ₄) in soil, % by mass	0.10 - 0.20	0.20 - 2.00
Sulfate (SO ₄) in water, ppm	150 - 1,500	1,500 - 10,000
Portland cement or Blended cement types	Replacement Ranges by SCMs (%)	
Type I or Type III	24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin	49.5 - 50.0% Slag cement
Type II or Type III (MS)	See Note 1	24.5 - 25.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IL	24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin	49.5 - 50.0% Slag cement
Type IL (MS)	See Note 1	24.5 - 35.0% Class F fly ash, or 49.5 - 50.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IS	24.5 - 25.0% Class F fly ash, or 24.5 - 25.0% Slag cement, or 19.5 - 20.0% Metakaolin	24.5 - 25.0% Class F fly ash, or 24.5 - 25.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IS (MS)	See Note 1	24.5 - 25.0% Class F fly ash, or 24.5 - 25.0% Slag cement, or 19.5 - 20.0% Metakaolin
Type IP (MS)	No replacement combination allowed	Type not allowed

¹ Class F fly ash or slag cement may be added as a replacement for cement as allowed in Subsection 907-799.02.2.

907-799.02.5--Chemical Admixtures. At least one water-reducing admixture or water-reducing/set-retarding admixture shall be used in all classes of concrete in accordance with the manufacturer's recommended dosage range. Admixtures providing a specific performance characteristic other than those of water reduction or set retardation may be used in accordance with the manufacturer's recommended dosage range. Accelerating admixtures shall not be used unless approved by the State Materials Engineer and as applied to Classes by Note 11 in Table 1. Any combinations of admixtures shall be approved by the Engineer before their use.

907-799.02.6--Aggregates.

907-799.02.6.1--Lightweight Aggregate Requirements for Bridge Decks. For bridge decks constructed following the requirements of Subsection 804.03.19.7.3, Subsection 804.03.14.2 and Subsection 804.03.17.2, then the Class BD or Class BDX mixture design shall contain LWA meeting the requirements of Subsection 703.19.2 and have an internal curing water content of 8.0 lbs. per 100 lbs. of total cementitious materials in the mixture design; mixture designs not containing LWA and the required minimum internal curing water content shall not be used.

907-799.02.6.2--Class WT Concrete. Class WT concrete used in fiber-reinforced concrete pavements with a design thickness greater than or equal to 4 inches, size 57 coarse aggregate shall be used. Class WT concrete used in fiber-reinforced concrete pavements with a design thickness less than 4 inches, size 67 coarse aggregate shall be used.

907-799.03--Proportioning of Hydraulic Cement Concrete Mixture Design. Proportioning of hydraulic cement concrete shall be based on an existing mixture of which the producer has field experience and documentation or based on a recently batched laboratory mixture tested according to the required specifications.

907-799.03.1--Proportioning on the Basis of Previous Field Experience of Trial Mixtures.

Where a concrete production facility has a record, based on at least 10 consecutive strength tests from at least 10 different batches within the past 12 months from a mixture not previously used on Department projects, the standard deviation shall be calculated. The record of tests from which the standard deviation is calculated shall:

- (a) Represent similar materials and conditions to those expected. Changes in materials and proportions within the test record shall not have been more closely restricted than those for the proposed work.
- (b) Represent concrete produced to meet a specified strength.
- (c) Consist of 10 consecutive tests, average of three cylinders per test, tested at 28 days. For all mixture designs, for each of these tests on the plastic concrete the test data shall meet the acceptance criteria of Subsection 804.02.13.1.

The standard deviation, s , shall be calculated as:

$$s = \left[\sum (X_i - \bar{X})^2 \div (N - 1) \right]^{1/2}$$

where:

- X_i = the strength result of an individual test
- $\bar{X}$ = the average of individual tests in the series
- N = number of tests in the series

When the concrete production facility does not have a record of tests for calculation of standard deviation, as required in the above formula, the requirements of Subsection 907-799.03.2 shall govern.

The required average compressive strength (f'_{cr}) used as the basis for selection of concrete proportions shall conform to the inequality listed below, while using a standard deviation, s , calculated as shown above.

$$\bar{X} \geq f'_{cr}$$

where:

$$f'_{cr} = f'_c + 1.43s$$

where:

f'_c = specified compressive strength of concrete, psi

f'_{cr} = required average compressive strength of concrete, psi

s = standard deviation, psi

1.43 represents the Lower Quality Index necessary to assure that 93% of compressive strength tests are above f'_c .

907-799.03.2--Proportioning on the Basis of Laboratory Trial Mixtures. When an acceptable record of field test results is not available, concrete proportions shall be established based on laboratory trial mixtures meeting the following restrictions:

- (a) The combination of materials shall be those intended for use in the proposed work.
- (b) Trial mixtures having proportions and consistencies suitable for the proposed work shall be made using the ACI 211.1 as a guide to proportion the mixture design.
- (c) Trial mixtures shall be designed to produce a slump within $\pm\frac{3}{4}$ inch of the design slump allowed, and for air-entrained concrete, ± 0.5 percent of the maximum permitted air content in Table 1 in Subsection 907-799.02. The temperature of freshly mixed concrete in trial mixtures shall be reported.
- (d) For each proposed mixture, at least three compressive test cylinders shall be made and cured in accordance with AASHTO R 39. Each change of water-cement ratio shall be considered a new mixture. The cylinders shall be tested for strength in accordance with AASHTO T 22 and shall be tested at 28 days.
- (e) The required average strength of laboratory trial mixes shall exceed f'_c by 1200 psi for concrete mixture designs less than 5000 psi and by 1400 psi for concrete mixture designs of 5000 psi or more.
- (f) The laboratory trial batch mixtures shall have been made within the previous 12 months before being submitted for approval and shall not have been previously used on Department projects.

907-799.04--Documentation of Average Strength. Documentation that the proposed concrete proportions will produce an average strength equal to or greater than the required average shall consist of the strength test records from field tests or results from laboratory trial mixtures.

907-799.05--Field Verification of Concrete Mixture Design. Unless otherwise noted within this Subsection, and except for Class PO, concrete mixture designs will only be tentatively approved pending field verification submission. All concrete placed using a mixture design which has not been acceptably field verified will not be paid for by the Department until field verification is submitted and approved as having been found to meet the requirements in this Subsection and those in the Department's *Concrete Manual*. The requirements for yield, slump, or total air content shall be successfully met within the first three (3) production days. Mixture designs may be transferred to other projects without additional field verification testing if the most recent field verification testing was conducted within the past twelve (12) months. All concrete mixtures will have a complete field verification performed and submitted to the Department's Materials Division every 12 months.

The Contractor's Certified Quality Control Technicians shall test each concrete mixture design upon the first placement of the mixture. Aggregates and concrete tests during the first placement shall be as follows.

<u>Aggregates</u>	<u>Concrete</u>
Bulk Specific Gravity	Water Content
Moisture	Slump
Gradation	Air Content
	Unit Weight
	Yield

For all Classes of concrete, the mixture shall be verified to yield within 2.0% of the correct volume when all the mix water is added to the batch, either by the batch plant or as ice used to control mixture acceptance temperature.

For all Classes of concrete other than DS, F, and FX, the mixture shall produce a slump within a minus 1½-inch tolerance of the design for mixtures with a design slump of three inches (3") or less or within a minus 2½-inch tolerance of the design for mixtures with a design slump of greater than three inches (3"), and producing a total air content within the allowable air content range in Table 3.

For Class DS, the slump range shall be 8 inches ±1 inch. For Class DS exposed to seawater, the total air content shall be within the allowable air content range in Table 3. For Class DS not exposed to seawater the total air content shall be within the requirements in Table 3.

For Classes F and FX, the slump shall be within a minus 1½-inch tolerance of the design for mixtures with a design slump of three inches (3") or less or within a minus 2½-inch tolerance of the design for mixtures with a design slump of greater than three inches (3"). For Classes F and FX exposed to seawater, the total air content shall be within the allowable air content range in Table 3. For Classes F and FX not exposed to seawater the total air content shall be within the requirements in Table 3.

The mixture shall be adjusted and retested, if necessary, on subsequent placements until the above-mentioned properties are met.

If the requirements for yield, slump, or total air content are not met within the first three (3) production days, subsequent field verification testing shall not be permitted on Department projects, and the mixture design shall not be used until the requirements listed above are met. Any mixture design adjustments, changes in the mixture proportions, are to be made by a Class III Certified Technician representing the Contractor. After the mixture design has been verified and adjustments made, verification test results will be reviewed by the Engineer.

907-799.05.1--Field Verification and Slump Loss of Class DS Concrete Mixture Designs.

Prior to placement of Class DS concrete mixture, the Contractor shall provide test results of a slump loss test using approved methods to demonstrate that the mixture meets the four-hour requirement in Subsection 803.03.2.7.1. The Contractor shall notify the Department 48 hours prior to performing the slump loss test. These tests shall be conducted successfully by an approved testing laboratory during the installation of the trial shaft, with personnel from the Department present. As an alternative, the slump loss test can be performed prior to the installation of the trial shaft.

The slump loss test shall be conducted at temperatures and conditions similar to those expected at the job site at the time of the installation of the trial shaft. The sample for the slump loss test shall be from a minimum batch size of four (4) cubic yards of concrete. If the temperature between a successful slump loss test and the installation of the production shaft exceeds 10°F above the concrete temperature, another successful slump loss test shall be performed on the first truckload of concrete as part of the installation of the trial shaft. The requirement to limit the time between the previous slump loss test and an installation of the trial shaft also applies to Class DS concrete mixture designs being transferred from another project. During any shaft installation a slump loss test shall be conducted by the Contractor at the direction of the Engineer from the concrete at the site for verification of slump loss requirements using a sample from a minimum batch size of four cubic yards of concrete.

907-799.05.2--Field Verification of Class BDO and Class WT Concrete Mixture Designs.

Prior to mixture design submittal, the Contractor shall perform a field verification on Class BDO and Class WT concrete mixture designs and submit the field verification data and batch ticket information as part of the mixture submittal.

In addition to the requirements in Subsection 907-799.03.3, this documentation must indicate that the mixture achieves the requirements in Table 1 for:

- the compressive strengths required for acceptance within 28 days;
- the compressive strengths required for early opening to traffic within the time specified by the Engineer; and
- if the maturity method is to be used to estimate the compressive strength for early opening to traffic, the strength/maturity relationship shall be verified within 10% of the predicted compressive strength value determined by the maturity curve following the requirements of AASHTO T325 during the field verification.

907-799.06--Adjustments of Mixtures. The mixture design may be adjusted by the Class III Certified Technician representing the Contractor in accordance with the allowable revisions listed in paragraph 5.7 of the Department's *Concrete Manual*. Written notification shall be submitted to the Engineer a minimum of seven (7) days prior to any source or brand of material change, aggregate size change, allowable material type change, or decrease in any cementitious material content. Any adjustments of the concrete mixture design shall necessitate repeat of field verification procedure as described in Subsection 907-799.05 and approval by the Engineer.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-808-1

CODE: (IS)

DATE: 11/01/2018

SUBJECT: Joint Repair

Section 808, Joint Repair, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-808.04--Method of Measurement. Delete the paragraph in Subsection 808.04 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair will be measured by the linear foot and mortar mix will be measured by the gallon. The volume of measurement for the epoxy/sand mortar mix will be determined from the summation of the volumes of the epoxy components and the volume of sand will not be measured for payment.

907-808.05--Basis of Payment. Delete the paragraph in Subsection 808.05 on page 1009, and substitute the following.

When a pay item is included in the plans, joint repair, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for furnishing and placing all materials, labor, tools, equipment, and all incidentals necessary to complete the work.

When a pay item is included in the plans, mortar mix, measured as prescribed above, will be paid for at the contract unit price per gallon, which price shall be full compensation for furnishing all materials including sand and forming materials, and all incidentals necessary to complete the work. No payment will be made for the sand used in the epoxy mortar mix.

The price bid for each item of work shall include the cost of continuous maintenance of traffic and protective services as required by the Department's Traffic Control Plan. This shall include all required individual traffic control devices.

Payment will be made under:

907-808-A: Joint Repair - per linear foot

907-808-B: Mortar Mix - per gallon

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS NO. 907-822-1

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Neoprene Expansion Joints

Section 822, Neoprene Expansion Joints, of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction is hereby amended as follows.

907-822.02--Materials. Delete the sentence in Subsection 822.01 on page 1073, and substitute the following.

This work consists of furnishing and installing expansion joints of the type specified.

Installation of neoprene expansion joints shall consist of furnishing and installing neoprene expansion joints in accordance with these specifications and details shown on the plans.

Installation of reinforced elastomeric molded rubber expansion joints shall consist of fabricating, furnishing and installing a bridge deck joint sealing system in accordance with the details shown on the plans and the requirements of the specifications.

The manufacturer of reinforced elastomeric molded rubber expansion joints shall have a minimum ten (10) years of experience specializing in the design and manufacture of expansion control systems.

907-822.02--Materials. Delete the sentence in Subsection 822.02 on page 1073, and substitute the following.

Neoprene expansion joints shall meet the requirements of Subsection 707.07.

Reinforced elastomeric molded rubber expansion joints shall meet the following requirements.

The manufacturer shall be ISO-9001:2008, RC14001:2008 certified and shall provide written confirmation that a formal Quality Management System and Quality Processes have been adopted in the areas of, but not limited to, Engineering, Manufacturing, Quality Control and Customer Service for all processes, products and their components.

The Contractor shall provide a watertight joint sealing system that is capable of accommodating the movement of the structure. The joint sealing system shall consist of elastomeric molded neoprene panels that are reinforced with structural steel angles and embedded wear plates. The existing joint shall be removed and the new joint shall be installed using the existing cast in place anchors. The Contractor shall field verify the anchor spacing of the existing joint prior to fabrication of the new joint material. The elastomeric panels shall be designed to withstand traffic loads. The panel size shall satisfy project requirements including movement and water

tightness. All components shall be install utilizing manufacturer's recommended sealants for complete installation.

The Contractor shall submit product information and necessary shop drawings to the Engineer 10 calendar days prior to starting work. At the discretion of the Engineer, the manufacturer may be required to furnish a representative sample of material to be supplied in accordance with the project specifications. The manufacturer instructions for the proper installation of the joint system shall be entered on the shop drawings. Shop drawings, which lack manufacturer installation instruction, may be returned without approval.

The Contractor shall furnish a manufacturer's certification that the materials proposed have been pre-tested and will meet the requirements as set forth in the specification.

Elastomeric Molded Panels. The elastomeric molded panels shall be comprised of a formed steel shape suspended in an elastomeric material. The profile-riding surface shall have embedded wear plates to ensure skid resistance and shall be capable of accommodating traffic loads. Each elastomeric molded panel shall be supplied with integrated bolt hole cavities and tongue and groove end connections.

The elastomer used to mold the panels shall be manufactured of a neoprene compound exhibiting the physical properties listed in the table below:

<u>PHYSICAL PROPERTIES</u>	<u>REQUIREMENT</u>	<u>TEST METHOD</u>
Tensile Strength, psi	1800	D-412-98A
Elongation at break min%	400%	D-412-98A
Hardness, Type Shore A Durometer	40 - 50	D-2240-02
Compression Set, 22 hrs @158°F max Method B (modified)	20%	D-395-01
Oil Swell, ASTM #3 Oil, 70 hrs. @212°F Volume Change	120%	D-471-98
Ozone Resistance, 20% Strain 100 pphm in air 70 hrs @104°F. (wipe with toluene to remove surface contamination)	No Cracks	D-1149-99
Low Temperature, brittleness 3 mins @ -40°F	Not Brittle	D-746-79(1987)

Requirements shown reflect test results taken immediately following compound mixing. Results may vary and are not indicative of product performance if specimens are skived from finished, molded parts.

Wear Plate. Wear plate material utilized for skid-resistant surface shall be from alloy 6061-T6 (ASTM B 221-73)

Steel Angle. The steel angles embedded in the molded neoprene panels are formed from ASTM A-36 steel.

Bolt Cavity Sealant. Bolt hole cavities shall be filled using a two-part polyurethane sealant that meets Federal Specification TT-S-00227E. The Contractor shall ensure that the anchor blocks are dry from moisture prior to placement of material.

Edge Void Sealant. Edge voids shall be filled with a one-part polysulfide base synthetic rubber sealant conforming to Federal Specification TT-S-00230C Type II Non-Sag. The Contractor shall ensure that the anchor blocks are dry from moisture prior to placement of material.

Bedding Compound. Edge void sealant shall be applied as a bedding material to the blackout base prior to placement of the elastomeric gland. The material shall be a one-part polysulfide base synthetic rubber sealant conforming to Federal Specification TT-S-00230C Type II Non-Sag.

907-822.03--Construction Methods. After the first paragraph of Subsection 822.03 on page 1074, add the following.

Reinforced elastomeric molded rubber expansion joints shall be accurately set and securely supported at the correct grade and elevation and the correct joint opening as shown on the plans and on the shop drawings.

907-822.04--Method of Measurement. Delete the sentence in Subsection 822.04 on page 1074, and substitute the following.

Expansion joints of the types specified will be measured per linear feet.

907-822.05--Basis of Payment. Delete the sentence in Subsection 822.05 on page 1074, and substitute the following.

Expansion joints, measured as prescribed above, will be paid for at the contract unit price per linear feet, which price shall be full compensation for all materials, tools, equipment, labor, shop drawings, and all incidentals required to complete work.

After the last pay item listed on page 1074, add the following.

907-822-B: ____" Reinforced Elastomeric Molded Rubber Expansion Joint - per linear foot

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS NO. 907-823-8

CODE: (SP)

DATE: 08/06/2024

SUBJECT: Preformed Joint Seal

Section 907-823, Preformed Joint Seal, is hereby added to and becomes a part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows.

SECTION 907-823--PREFORMED JOINT SEAL

907-823.01--Description. This work consists of furnishing and installing preformed joint seals in accordance with these specifications and the details shown in the Plans or drawings provided.

907-823.02--Materials. The Contractor shall furnish a manufacturer's certification stating that the material used meets the requirements of this specification.

The preformed joint seal shall be one of the following, or an approved equal. The size of the seal, Type I, Type II, or Type III shall be determined based on the size of the joint opening, as detailed in the Plans or drawings provided. It is the Contractor's responsibility to ensure that the size selected is appropriate for the width of the joint. Type I shall be used for joint openings less than two inches (2"). Type II shall be used for joint openings greater than two inches (2"), with the maximum joint opening being two and one-half inches (2½"). Type III shall be used for joint openings greater than two and one-half inch (2½"), with the maximum joint opening being three and one-half inch (3½"). In cases where the joint opening (design width "A" plus seat widths on both sides of the joint opening) is greater than four inches (4"), another type of expansion material shall be required as directed by the Director of Structures, State Bridge Engineer.

1. Silicoflex Joint Sealing System
Manufactured by R.J. Watson, Inc. in Alden, NY
www.rjwatson.com
2. Wabo®SPS Joint System
Manufactured by Watson Bowman Acme Corporation in Amherst, NY
www.wbacorp.com
3. Silspec SSS Silicone Strip Seal
Manufactured by SSI Commercial & Highway Construction Materials in Tulsa, OK
www.ssicm.com

907-823.03--Construction Methods. Preformed joint seals shall be installed in accordance with the manufacturer's recommendations. The material shall seal the deck surface, gutters, and curbs to prevent moisture or other contaminants from leaking through the joints. The joint seal shall be installed in such a manner that the top surface of the material is within the minimum and maximum depths below the roadway or bridge surface recommended by the manufacturer.

Saw cutting for the joint repair shall be accomplished by sawing at the locations and depth shown on the joint repair detail sheets in the plans or in the contract documents. Saw cuts shall be as near vertical as possible at the saw line of the repair area. The saw cut depth shall be equivalent to the installation depth required by the manufacturer's specifications, and the type specified shall be the same as the type specified for preformed joint seal.

907-823.04--Method of Measurement. Preformed joint seal of the type specified will be measured in linear feet along the length of the centerline joint.

Saw cuts of the type specified will be measured by the linear foot along the length of the bridge deck on each side of the centerline joint.

907-823.05--Basis of Payment. Preformed joint seal, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

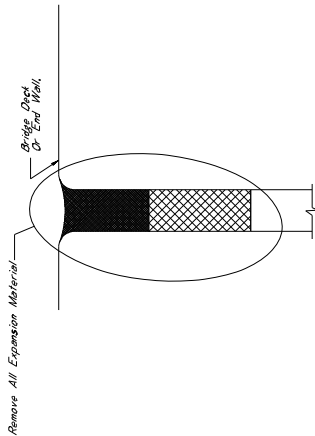
Saw cuts, measured as prescribed above, will be paid for at the contract unit price per linear foot, which shall be full compensation for furnishing all labor, equipment, tools, materials, and incidentals necessary to complete the work.

Payment will be made under:

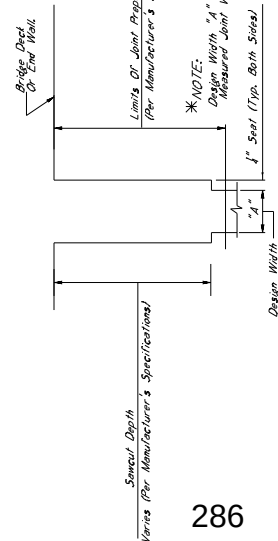
907-823-A: Preformed Joint Seal, Type ____ - per linear foot

907-823-B: Saw Cut, Type _____ - per linear foot

1. *Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2017.*
2. *No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineers.*
3. *Minor Changes To Detail Of Construction, State Bridge Engineers Will Not Be Cause For Consideration. Such Changes Will Not Be Cause For Contention In Adjudication. Work For Which No Pay Item Is Provided In The Proposal, Shall Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.*



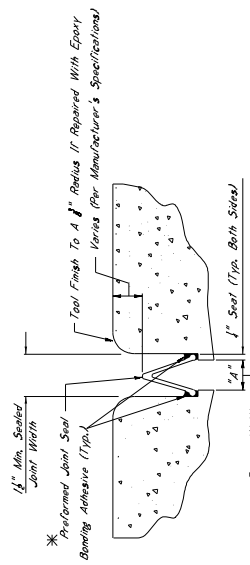
TYPICAL SECTION AT EXISTING JOINT
Showing Existing Expansion Material To Be Removed And Replaced With Performed Joint Seal



TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL AND SAWCUT
Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials And Sawcut



TYPICAL SECTION AT SAWCUT & JOINT REPAIR
Showing Area Where Repairs Are Made After Sawcut With Epoxy Mortar Or Approved Equivalent



TYPICAL SECTION AT SAWCUT & SEALED JOINT
Showing Sealed Joint After Sawcut And Repair With Epoxy Mortar

***NOTES:**
1. The Performed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- Silicone Joint Sealing System Manufactured By R.D. Watson, Inc. In Atlanta, NY www.rdwatson.com
- Weld SPS Joint System Manufactured By Watson Bowman Acme Corporation In Amherst, NY www.watson.com
- Silicone SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials www.ssi.com

2. For Existing Repairs, The R.D. Watson Silicone Joint Sealing System Will Be Specified However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed. Any Other Variations Between The Specifications Provided By The Manufacturer And A Manufacturer Representative Shall Be Presented At The Time Joint Sealing Begins. Materials That The Contractor Is Properly Substituted In Installation Of The Joint Material.

3. Joints Shall Be Sealed At The Joint Opening, The Width Does Not Account For The Seal Required On Both Sides Of The Joint. The Performed Joint Seal, Type 1, Shall Be Used Design Widths Greater Than 3/4" Equal To Or Greater Than The Maximum Design Width. Type 1, Type III Shall Be Used For Design Width Greater Than 3/4" And Less Than 1 1/2". The Minimum Design Width Shall Be 3/4". The Contractor Shall Be Directed By The Director Of Structures, State Bridge Engineer, It Is The Contractor's Responsibility To Ensure That The Size Selected Is Appropriate For The Width Of The Joint.

***NOTES:**
For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3". For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

907-808-4002 JOINT REPAIR

Description:

Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Epoxy Mortar Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Will Not Be Paid For Directly, And Shall Be Considered As Incorporated Under This Item Of Work. Removal Of Joint Materials, Drilling, Vegetation And Trash, Locating At Any Depth Within The Joint Shall Be Included Under This Item Of Work. All Other Requirements Specified In The Specifications And Any Other Sections Specified Therein.

Basis Of Payment:
The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-808-4003 JOINT REPAIR WITHOUT EPOXY

Description:

Shall Include The Work Necessary To Repair Joints In Preparation For The Placement Of New Expansion Material, As Designated In The Detail Drawings Provided. Removal Of Existing Silicone Sealed, Compression, And AC Sealed Joint Materials Will Not Be Paid For Directly, And Shall Be Considered As Incorporated Under This Item Of Work. Removal Of Joint Materials, Drilling, Vegetation And Trash, Locating At Any Depth Within The Joint Shall Be Included Under This Item Of Work. All Other Requirements Specified In The Specifications And Any Other Sections Specified Therein.

Basis Of Payment:
The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-803-8001 SAW CUT, TYPE I
907-803-8002 SAW CUT, TYPE II
907-803-8003 SAW CUT, TYPE III

Description:

The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Performed Joint Seal Selection.

Basis Of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck. Responsibility To Ensure That The Proper Depth Is Selected Based On The Manufacturer's Recommendations.

907-803-4001 REFORMED JOINT SEAL, TYPE I
907-803-4002 REFORMED JOINT SEAL, TYPE II
907-803-4003 REFORMED JOINT SEAL, TYPE III

Description:

Shall Include The Manufacturer's Required Joint Preparation Free Of Debris With Compressed Air And Placement Of The New Performed Joint Seal.

Basis Of Payment:
The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

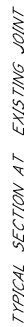
EPOXY MORTAR AND POLYMER CONCRETE NOTES:
Either Epoxy Mortar Or Polymer Concrete May Be Used. Guidelines For Selection Of Materials Can Be Found In Section 808 of the Specifications.

GENERAL NOTES:

- Specifications: Massachusetts Standard Specifications For Road And Bridge Construction, 2017.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Any Change To The Specifications Shall Be Approved By The Director Of Structures, State Bridge Engineer. The Bridge Engineer Provided Such Changes Will Not Be Considered For Contract Price Adjustment.
- Work For Which No Pay Item Is Provided In The Proposal Will Be Considered As Included In The Item Therefore Be Considered An Associated Item Of Work.

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

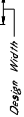
Removal Of The Concrete Blackout Area
Shall Be Considered An Absorbed Item Of
Work Under Pay Item 202-B169. The
Contractor Shall Use A Hammer No Larger
Than 30 LBs To Complete This Work.



*Showing Existing Expansion Device To Be Removed And Replaced
With Reformed Joint Seal*



Showing Limits Of Joint Preparation For Seal Materials



Showing Area Where Repairs Are Made After Sawcut With Electromagnetic Concrete



For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier is 3".
For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier is 6".

Following Sealed Joint After Sawcut And Reinforced With Elastomeric Concrete

1. The Preformed Joint Seal Shall Be One Of The Following, Installed According To The

- Manufacturers & Specifications:**
- A. Silipflex Joint Sealing System
Manufactured By R.T. Watson, Inc. in Akron, NY
www.rtwatson.com
 - B. Welo SPS Joint System
Manufactured By Welson Bowman Acme Corporation in Amherst, NY
www.welocorp.com
 - C. Silseal SSS Silicone Strip Seal
Manufactured By SSI Construction Materials

For Estimating Purposes, The RJ Watson Silicoater Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Factors Recommended In The Sealing System's Approved Application Are Properly Addressed. The Manufacturer's Sealing System, And Any Other Variables Between The Specifications Provided By The Manufacturer, A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins To Ensure That The Contractor Is Properly Schooled In Installation Of The Joint.

- [illegible]

202-B169 REMOVAL OF EXISTING JOINT MATERIAL

armor, sliding joints, and neoprene expansion joints, as detailed in the detail drawings provided. The concrete floor/curb area shall be absorbed under 7' of water. Other joint types shall not be included under this item. Other items otherwise directed by the Engineer shall be limited to compacted dirt and debris (including but not limited to compacted dirt and debris) located at any depth within the trench. Vegetation and trash located at any depth within the trench shall be included under this item of work.

Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint, While Removal Of Neoprene Joint Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

Description:

Basis of Payment: *The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint*

907-823-0001	907-823-0002	907-823-0003
PREFORMED JOINT SEAL, TYPE I	PREFORMED JOINT SEAL, TYPE II	PREFORMED JOINT SEAL, TYPE III

Description:
Shall include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Joint Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

basis Of Payment:
The Accepted Quantities Will Be Paid For In Linear Feet. At The Contract Unit Price Along The Length Of The Centerline

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Installed According To The Manufacturer's Specifications

- A. *Poly-Ton Elastomeric Concrete Manufactured By R.J. Wilson, Inc. in Alden, NY*
www.rjwilson.com
- B. *WeaCrete II Manufactured By Wilson Bowman Acme Corporation in Amherst, NY*
www.wilsonb.com
- C. *Duxcrete Elastomeric Concrete Manufactured By The U.S. Brown Company in North Baltimore, OH*

The Contract Unit Price.
The Accepted Quantities will be paid for in Cable 1983 P.

1. *Specifications:* M...

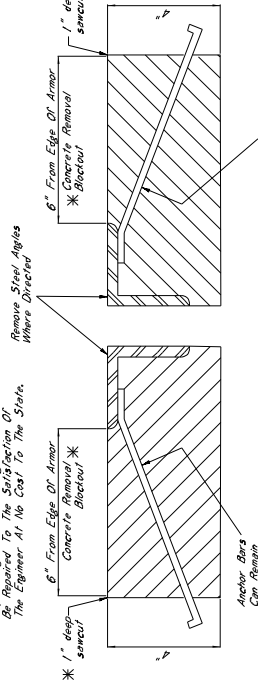
1. *No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Or Design Or Construction Procedure Will Not Be Permitted By The Bridge Engineering Section. Changes To The Design Or Construction Procedure Will Be Permitted By The Bridge Engineering Section. Changes To The Design Or Construction Procedure Will Be Permitted By The Bridge Engineering Section.*
2. *Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.*
3. *Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.*

*** 1" SAWCUT NOTES:**

All 1" Sawcuts Shall Be Considered An Aligned Item Of Work. The Contractor Shall Be Considered An Aligned Item Of Work. The Contractor Shall Be Responsible For The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. The Contractor Shall Be Responsible For The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. The Contractor Shall Be Responsible For The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel.

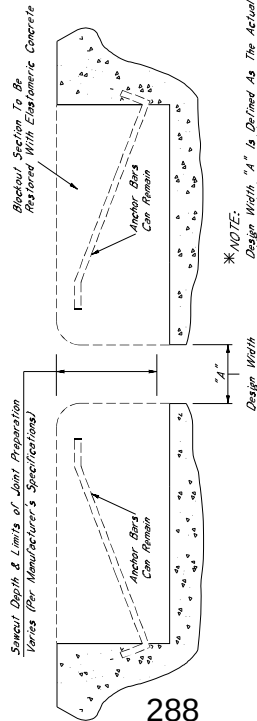
*** CONCRETE REMOVAL BLOCKOUT NOTES**

Removal Of The Concrete Blockout Area Shall Be Considered An Aligned Item Of Work. The Contractor Shall Be Responsible For The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. The Contractor Shall Be Responsible For The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. The Contractor Shall Be Responsible For The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel.



TYPICAL SECTION AT EXISTING JOINT

Showing Existing Conditions To Be Removed And Replaced With Performed Joint Seal

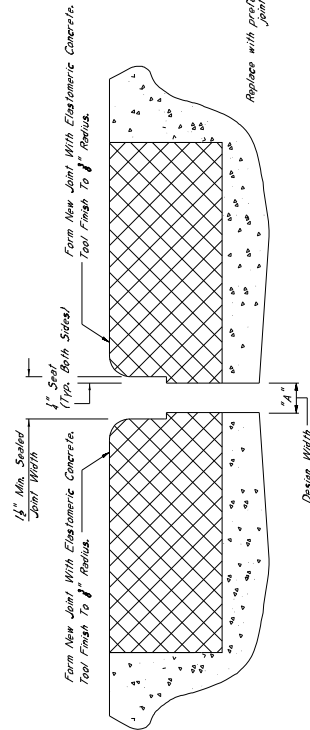


*** NOTE:**

Design Width "A" Is Defined As The Actual Measured Joint Width.

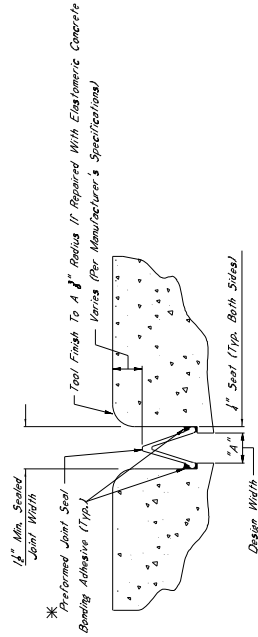
TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut With Elastomeric Concrete



TYPICAL SECTION AT SAWCUT & SEALED JOINT

Showing Sealed Joint After Sawcut And Repair With Elastomeric Concrete

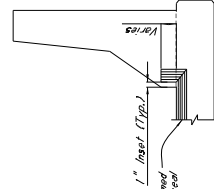
*** NOTES:**

1. The Performed Joint Seal Shall Be One Of The Following, Installed According To The Manufacturer's Specifications:

- Silcoflex Joint Sealing System Manufactured By R.J. Watson, Inc. In Adena, NY
- Weto SPS Joint System Manufactured By Watson-Burnham Acme Corporation In Amherst, NY
- Silcrete SSS Silicone Strip Seal Manufactured By SSI Commercial & Highway Construction Materials

2. For Estimating Purposes, The R.J. Watson Silcoflex Joint Sealing System Was Used For Design Width Less Than 2". Performed Joint Seal, Type II, Shall Be Used For Design Width Greater Than 2". In Cases Where Design Width Is Greater Than 2", The Minimum Design Width Shall Be 3". In Cases Where Design Width Is Greater Than 3", The Minimum Design Width Shall Be 4". The Contractor Shall Be Responsible For The Width Of The Joint.

3. Joints Shall Be Sealed At Their Design Width, Dimension "A", Which Is Defined As: Seal Required On Both Sides Of The Joint, Performed Joint Seal, Type II, Shall Be Used For Design Width Less Than 2". Performed Joint Seal, Type III, Shall Be Used For Design Width Greater Than 2". In Cases Where Design Width Is Greater Than 2", The Minimum Design Width Shall Be 3". In Cases Where Design Width Is Greater Than 3", The Minimum Design Width Shall Be 4". The Contractor Shall Be Responsible For The Width Of The Joint.



*** NOTES:**

For Jersey Sign Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

ELEVATION AT END OF SPAN

NOTES ON ASSOCIATED ITEMS OF WORK:

200-8169 REMOVAL OF EXISTING JOINT MATERIAL

Description:

Shall Include The Removal Of Material Associated With Armor, Slitting Plates, And Neoprene Expansion Joints, As Designated In The Detail Drawings Provided. Removal Of Item Of Work, Other Than Slitting Plates, Shall Not Be Included Under This Item Of Work Unless Otherwise Directed By The Engineer. Removal Of Joint Material And Any Trash, Vegetation, And Debris Shall Be Included Under This Item Of Work. The Joint Shall Be Included Under This Item Of Work.

Base of Payment:

Removal Of Armor And Slitting Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Material Will Only Be Paid For As The Length Along The Centerline Of The Joint.

907-823-8001 SAW CUT, TYPE I
907-823-8002 SAW CUT, TYPE II
907-823-8003 SAW CUT, TYPE III

Description:

The Saw Cut Depth Shall Be Equivalent To The Installation Depth Of The Joint Seal. The Saw Cut Depth Shall Be Equivalent To The Installation Depth Of The Joint Seal. The Saw Cut Depth Shall Be Equivalent To The Installation Depth Of The Joint Seal.

Base of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-4001 PREFORMED JOINT SEAL, TYPE I
907-823-4002 PREFORMED JOINT SEAL, TYPE II
907-823-4003 PREFORMED JOINT SEAL, TYPE III

Description:

Shall Include The Manufacturer's Required Joint Preparation The Joint Preparation Shall Be As Specified In The Manufacturer's Specifications. The Joint Preparation Shall Be As Specified In The Manufacturer's Specifications. The Joint Preparation Shall Be As Specified In The Manufacturer's Specifications.

Base of Payment:

The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-8007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Manufactured According To The Manufacturer's Specifications:

- Poly-Ton Elastomeric Concrete Manufactured By R.J. Watson, Inc. In Adena, NY
- WetoCrete II Manufactured By Watson-Burnham Acme Corporation In Amherst, NY
- Ducrete Elastomeric Concrete Manufactured By The D.S. Brown Company In North Billerica, MA

Base of Payment:

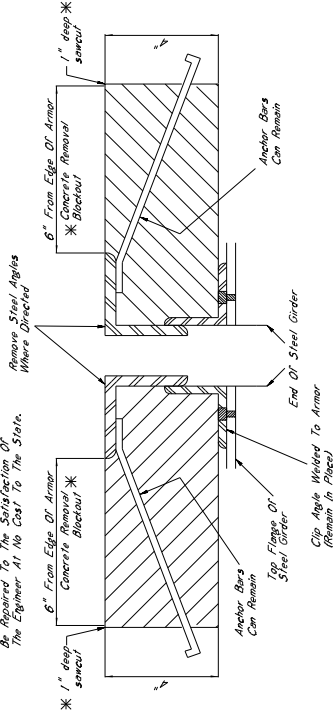
The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

- Specifications, Massachusetts Standard Specifications For Road Construction, 2003 Edition, Shall Govern.
- No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. More Changes To Detail Of Design Or Construction Procedure Will Not Be Cause For Contract Price Adjustment.
- Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Associated Item Of Work.

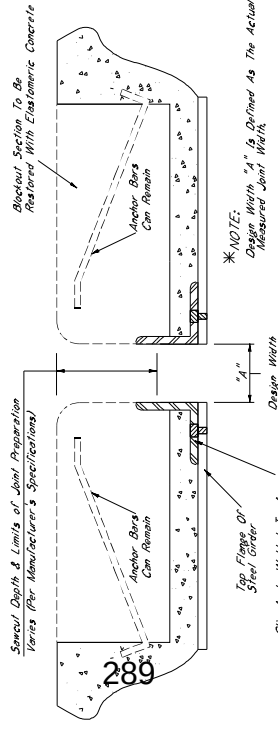
* 1" SAWCUT NOTES:

All 1" Sawcuts Shall Be Considered An Absorbed Item Of Work. The Contractor Shall Verify Depth Of Reinforcing Steel, Clip Angle Welded To Armor, End Of Steel Order, Top Flange Of Steel Order, Anchor Bars Can Remain, Remove Steel Angles Where Directed



TYPICAL SECTION AT EXISTING JOINT

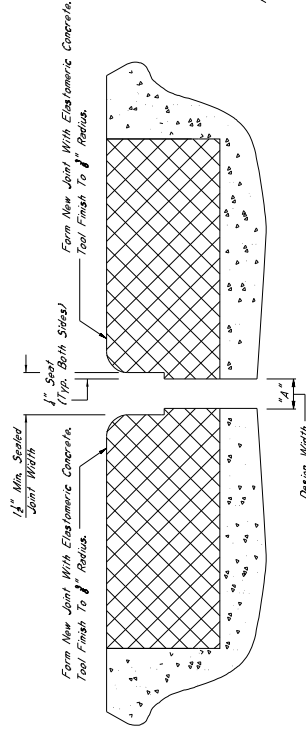
Showing Existing Existing Joint Seal



* NOTE:
Design Width "a" Is Defined As The Actual Measured Joint Width.

TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials

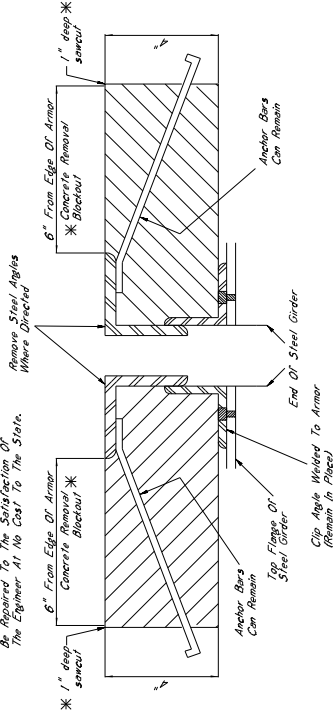


TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut

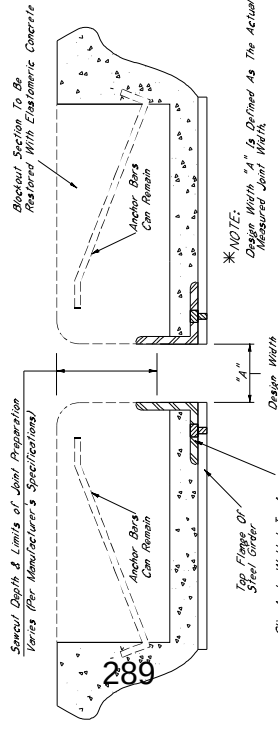
* CONCRETE REMOVAL BLOCKOUT NOTES

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Item 202-8169. The Contractor Shall Verify Depth Of Reinforcing Steel, Clip Angle Welded To Armor, End Of Steel Order, Top Flange Of Steel Order, Anchor Bars Can Remain, Remove Steel Angles Where Directed



TYPICAL SECTION AT EXISTING JOINT

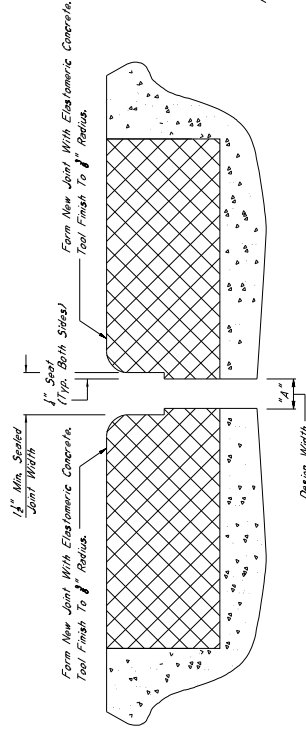
Showing Existing Existing Joint Seal



* NOTE:
Design Width "a" Is Defined As The Actual Measured Joint Width.

TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials

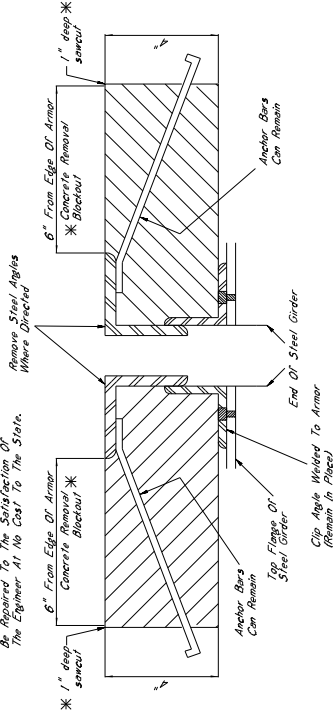


TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut

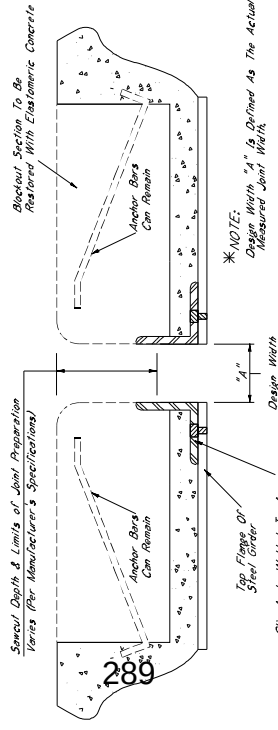
* CONCRETE REMOVAL BLOCKOUT NOTES

Removal Of The Concrete Blockout Area Shall Be Considered An Absorbed Item Of Work Under Item 202-8169. The Contractor Shall Verify Depth Of Reinforcing Steel, Clip Angle Welded To Armor, End Of Steel Order, Top Flange Of Steel Order, Anchor Bars Can Remain, Remove Steel Angles Where Directed



TYPICAL SECTION AT EXISTING JOINT

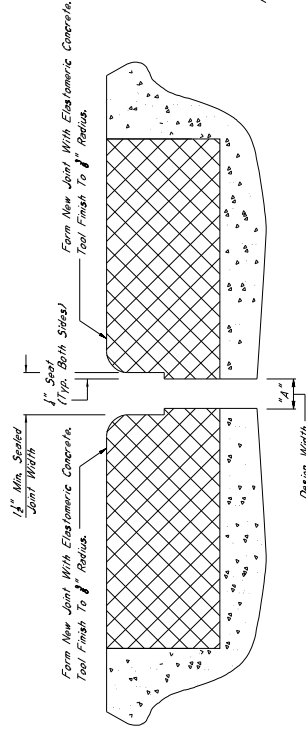
Showing Existing Existing Joint Seal



* NOTE:
Design Width "a" Is Defined As The Actual Measured Joint Width.

TYPICAL SECTION AT JOINT AFTER REMOVAL OF EXISTING SEAL

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



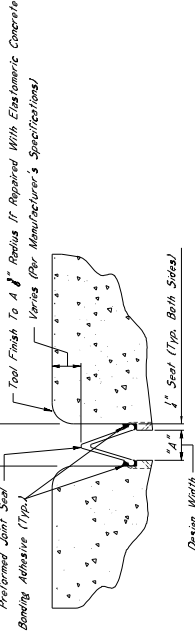
TYPICAL SECTION AT SAWCUT & JOINT REPAIR

Showing Area Where Repairs Are Made After Sawcut

NOTES ON ASSOCIATED ITEMS OF WORK:

202-8169 REMOVAL OF EXISTING JOINT MATERIAL

Description: Shall Include The Removal Of Material Associated With Armor, Sliding Plates, And Neoprene Expansion Joints, As Well As The Removal Of Concrete Blockout Area. The Contractor Shall Verify Depth Of Reinforcing Steel, Clip Angle Welded To Armor, End Of Steel Order, Top Flange Of Steel Order, Anchor Bars Can Remain, Remove Steel Angles Where Directed



Basis Of Payment: Removal Of Armor And Sliding Plate Joint Material Will Be Paid For In Linear Feet At The Contract Unit Price Of The Length Of The Bridge Deck On Each Side Of The Concrete Blockout Area. The Contractor Shall Verify Depth Of Reinforcing Steel, Clip Angle Welded To Armor, End Of Steel Order, Top Flange Of Steel Order, Anchor Bars Can Remain, Remove Steel Angles Where Directed

907-823-0001 SAW CUT, TYPE I
907-823-0002 SAW CUT, TYPE II
907-823-0003 SAW CUT, TYPE III

Description: The Saw Cut Depth Shall Be Equivalent To The Installation Depth Required By The Manufacturer's Specifications. The Saw Cut Type Shall Be The Same As The Performed Joint Seal Selected. The Contractor Shall Verify Depth Of Reinforcing Steel, Clip Angle Welded To Armor, End Of Steel Order, Top Flange Of Steel Order, Anchor Bars Can Remain, Remove Steel Angles Where Directed

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Bridge Deck On Each Side Of The Centerline Joint.

907-823-4001 PREFORMED JOINT SEAL, TYPE I
907-823-4002 PREFORMED JOINT SEAL, TYPE II
907-823-4003 PREFORMED JOINT SEAL, TYPE III

Description: Shall Include The Manufacturer's Required Joint Preparation Including Sandblasting Both Sides Of The Joint And Blowing The Free Of Debris With Compressed Air And Placement Of The New Preformed Joint Seal

Basis Of Payment: The Accepted Quantities Will Be Paid For In Linear Feet At The Contract Unit Price Along The Length Of The Centerline Joint.

ELASTOMERIC CONCRETE NOTES

907-824-0007 BRIDGE REPAIR ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

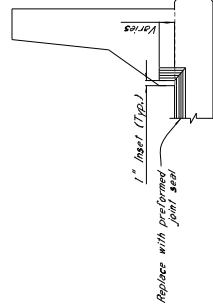
- A. Poly-Ton Elastomeric Concrete
Manufactured By R.J. Watson, Inc. In Alden, NY
www.jwatson.com
- B. WeloCrete II
Manufactured By Welson Bowman Acme Corporation In Amherst, NY
www.welocrete.com
- C. Dilecrete Elastomeric Concrete
Manufactured By The U.S. Brown Company In North Belknap, OH
www.usbrown.com

Basis Of Payment: The Accepted Quantities Will Be Paid For In Cubic Yards At The Contract Unit Price.

GENERAL NOTES:

1. Specifications: Mississippi Standard Specifications For Road And Bridge Construction, 2013 Edition, Part 102, Section 102.07.
2. No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer. Minor Changes To Detail Of Design Or Construction Procedures May Be Made By The Contractor, Provided Such Changes Will Not Be Cause For Contract Price Adjustment. Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item Of Work.
- 3.

* NOTES:
For design, slope, bearings, the minimum required vertical joint seal dimension within the design shall be 6". The minimum required vertical joint seal dimension within the barrier is 6".

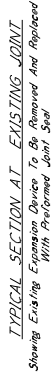


ELEVATION AT END OF SPAN

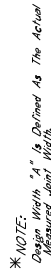
Replace with preformed joint seal

* CONCRETE REMOVAL BLOCKOUT NOTES

All 1" Sawcuts Shall Be Considered An Absorbed Item of Work. The Contractor Shall Verify Depth Of Reinforcing Steel Before Making Any Sawcuts. The Depth Of The Sawcut Shall Be No More Than The Depth Of The Reinforcing Steel. Any Damage To Reinforcing Steel Shall Be Repaired To The Satisfaction Of The Engineer At No Cost To The State.

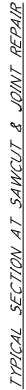


Showing Existing Expansion Device To Be Removed And Replaced With Preformed Joint Seal

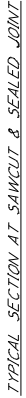


*NOTE:
Design W.
Measure

Showing Limits Of Joint Preparation For Application Of New Joint Seal Materials



Showing Area Where Repairs Are Made After Sawcut



*Showing Sealed Joint After Sawcut
Repair With Elastomeric Concrete*

1. The Preformed Joint Seal Shall Be One Of The Followings, Installed According To The Manufacturer's Specifications;

A. Silcoflex Joint Sealing System
Manufactured By R.J. Watson, Inc. In Aiden, NY
www.rjwatson.com

*B. Wabo SPS Joint System
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbaco.com*

*C. Silspec 555 Silicone Strip Seal
Manufactured By 551 Commercial & Highway Construction Materials
www.551cm.com*

2. For Estimating Purposes, The R.J. Watson Silicoflex Joint Sealing System Was Selected. However, Should Another Supplier Be Chosen, It Is The Contractor's Responsibility To Ensure That The Manufacturer's Recommendations Are Followed For Joint Preparation, Installation Depths, And Widths, Adhesive Sealing Times, And Any Other Variances Between The Specifications Provided By The Manufacturer. A Manufacturer Representative Shall Be Present At The Time Joint Sealing Begins.¹ To Ensure That The Contractor Is Properly Trained In Installation Of The Joint

[illegible]

907-824-PP007 BRIDGE REPAIR, ELASTOMERIC CONCRETE

Description: Elastomeric Concrete Shall Be One Of The Following Products, Installed According To The Manufacturer's Specifications:

A. Poly-Tron Elastomeric Concrete
Manufactured By R.J. Watson, Inc. In Alden, NY
www.rjwatson.com

B. WaboCrete II
Manufactured By Watson Bowman Acme Corporation In Amherst, NY
www.wbacorp.com

C. Delcrete Elastomeric Concrete
Manufactured By The D.S. Brown Company In North Billings, OH
www.dsbrown.com

Basis of Payment: *The Accepted Quantities
The Contract Unit Price.*

1. **Specifications:** *MS*
And Bridges, Concrete

2. *No Change Of Plans Will Be Permitted Except By Written Approval Of The Director Of Structures, State Bridge Engineer.*

Minor Changes To Detail Of Design Or Construction Procedure May Be Authorized By The Bridge Engineer Provided Such Changes Will Not Be Cause For Contract Price Adjustment.

3. *Work For Which No Pay Item Is Provided In The Proposal Will Not Be Paid For Directly And Shall Therefore Be Considered An Absorbed Item of Work.*

ELEVATION AT END OF SPAN

*NOTES:

For Jersey Shape Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 3".
For Post And Beam Barriers, The Minimum Required Vertical Joint Seal Dimension Within The Barrier Is 6".

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-824-4

CODE: (SP)

DATE: 09/09/2025

SUBJECT: Routine Bridge Repair

Section 907-824, Routine Bridge Repair, 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 907-824 – ROUTINE BRIDGE REPAIR

907-824.01--Description. This work shall consist of constructing and installing routine bridge repair items including General Epoxy Repair, Bi-directional or Uni-directional Fiber Reinforced Polymer (FRP) Wrap, Cap Cleaning, Bearing Replacements, Epoxy Injection, and Encapsulated Field Painting in accordance with the details on the plans, and the requirements set out herein.

Minor changes in detail of design or construction procedure may be authorized by the Director of Structures, State Bridge Engineer provided such changes will not be cause for contract price adjustment.

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

All details are based on the dimensions shown on the original plans for the existing structure. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure. The Contractor shall verify all dimensions of the existing structure prior to beginning work.

During construction, care shall be exercised to ensure that no debris falls into the crossing below the structure. All debris, including any material that has accumulated on the bridge deck or caps, shall become the property of the Contractor and shall be removed from the construction site and disposed of properly.

For additional information and details, see work related items below and on the standard drawings. At the Contractor's request, Bridge Division will provide a complete set of As-Built plans for the existing bridge.

907-824.02--Materials.

907-824.02.1--General Epoxy Repair. Materials for general epoxy repair shall be as follows or a material approved by the Director of Structures, State Bridge Engineer.

Epoxy Resin. Resin shall be selected from the MDOT Approved Products List and meet the requirements of ASTM C881, Type I, Grade 2, Class C.

Silica Sand. The materials shall be bagged general purpose cleaning sand.

Epoxy Mortar Mix. The epoxy mortar mix shall consist of part liquid epoxy and part clean dry sand mixed in the ratio recommended by the Manufacturer.

907-824.02.2--FRP Wrap. FRP wrap shall be one of the following products, or an approved equal, and shall be applied according to the Manufacturer's recommendations:

- "FRP Wrap" as manufactured by Fyfe Co. LLC, www.aegion.com/about/our-brands/fyfe
- "FRP Wrap" as manufactured by BASF Building Systems LLC, www.master-builders-solutions.basf.us
- "FRP Wrap" as manufactured by Sikawrap Inc. www.usa.sika.com
- "FRP Wrap" as manufactured by MAPEI Corp., www.mapei.com/us/en-us/

907-824.03--Construction Requirements.

907-824.03.1--General Epoxy Repair. Epoxy repair under this pay item is for general concrete spall repairs, and shall be bid such that the item may be increased, decreased or eliminated as directed by the Project Engineer. All epoxy repairs shall be performed in accordance with the details shown on the Drawings and in accordance with the notes herein. Repair concrete spalled areas on the bridge as directed by the Project Engineer and the locations listed in the plans using epoxy mortar. The Contractor shall determine the depth of reinforcement prior to any saw cutting. Spalled areas where pack rust has developed around or on reinforcement shall be blasted clean prior to repairing the spalled location. All areas of the bridge repaired with epoxy mortar shall be restored to the original dimensions as shown in the information plans, unless noted otherwise.

A Representative of the epoxy manufacturer must be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material.

Prior to placement of the mortar mix, the prepared surface shall be lightly primed with neat epoxy.

Acetone alcohol may be used to clean and lubricate trowels.

Curing time shall be in accordance with the Manufacturer's recommendations.

907-824.03.2--FRP Wrap. After all spalled locations on the bent caps, beams or piling are repaired, the repair locations on all bent caps shall be wrapped with FRP wrap in accordance with the notes below and the drawings.

FRP wrap shall be applied to bent caps, beams or piling as designated in the plans. FRP wrap shall be either bi-directional or uni-directional.

The Contractor shall furnish all submittals indicating the materials, tools, equipment, transportation, necessary storage, labor, installation plan and supervision required for the application of the composite or polymer system to the Director of Structures, State Bridge Engineer through the Project Engineer prior to construction. Products shall be stored according the manufacturer's requirements and shall avoid contact with moisture, dust and chemical exposure. All FRP composite systems shall be proprietary systems consisting of all associated fiber reinforcement and polymer adhesives/resins. FRP composites consisting of fiber reinforcement and polymers provided by more than one manufacturer are not allowed. The FRP composite system shall utilize carbon fiber reinforcement as the primary fiber material (primary structural component). The FRP system shall be top coated with a coating approved by the FRP system supplier. The coating color shall be selected by the Project Engineer.

FRP wraps shall not be installed when the ambient temperature is below 40°F or above 130°F. In cold conditions, auxiliary heat may be applied to raise the ambient temperature to a suitable level. Clean heat sources shall be utilized for this purpose (e.g., electric or propane) that do not contaminate the substrate with carbonation.

FRP wraps shall not be installed when surface moisture is present on the substrate or when rainfall or condensation is anticipated in the work areas. If water leakage exists through cracks or concrete joints, water flow shall be stopped prior to FRP installation. Resins (including primers and fillers) shall be mixed according to the FRP system manufacturer's installation instructions. All resin components shall be at a proper temperature and mixed in the manufacturer's prescribed mix ratio until there is a uniform and complete mixing of components.

Resin components are often contrasting colors, so full mixing is achieved when color streaks are eliminated. Resins should be mixed for the Manufacturer's prescribed mixing time and visually inspected for uniformity of color. A representative of the FRP wrap manufacturer must be present for sufficient time to assure that the Contractor is properly schooled in the installation of FRP wrap. Prior to installation of FRP wraps, the Contractor shall repair concrete spall areas in accordance with general epoxy repair notes herein and the details in the plans. The fibrous reinforcement system shall have a minimum tensile force as shown in the plan details. The direction of the fiber wrap shall be in the direction shown on the Contract Plans.

In addition to the Manufacturer's requirements, the Contractor shall ensure the structural and durability of the reinforced fiber wrap system by meeting the following acceptance guidelines:

Small delaminations, less than two inches (2") each, are permissible as long as the delaminated area is less than 5% of the total laminate area and there are no more than 10 such delamination per 10 feet.

Large delaminations, greater than 25 inches, can affect the performance of the installed system and shall be repaired by selectively cutting away the affected sheet and applying an overlapping sheet patch of equivalent piles. Delaminations less than 25 inches may be repaired by ply replacement.

The Contractor shall submit an FRP repair procedure to the Project Engineer for review and approval by the Director of Structures, State Bridge Engineer. This must be performed prior to repairing and delaminated areas.

907-824.03.3--Cap Cleaning. The caps at every bent shall be cleaned to the satisfaction of the Project Engineer after all other work has been done. All large debris shall be removed by hand while other debris, including but not limited to dirt and rust, shall be removed by pressure washing the bent caps. The pressure washer shall be able to maintain 3,500 psi of pressure. Prior to construction, the Contractor shall submit a proposed containment plan to the Project Engineer for approval by the Director of Structures, State Bridge Engineer.

907-824.03.4--Bearing Replacements. All bearings should be removed and replaced according to Bearing Assembly Details. All structural steel shall conform to ASTM A709, Grade 50. All steel shall be new. Extreme care shall be exercised in removing the existing bearing plates that are welded to the anchor plates embedded in the prestressed beams. Existing anchor bolts shall be ground to 1/4" below the concrete surface and grouted with epoxy mortar.

The bottom of the existing anchor plates shall be finished smooth to accommodate the new steel plates and painted with approved encapsulating paint. All pack rust and scale within the designated areas shall be removed by using small hand tools, mechanical process, or needle gun. All areas required to be painted containing grease films after the initial cleaning shall be cleaned with a biodegradable solvent. All debris removed from the existing structure shall become property of the Contractor and shall be disposed of properly. The Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Project Engineer for approval by the Director of Structures, State Bridge Engineer. New paint shall be applied by hand, with either a brush or roller.

The new steel plates shall be cleaned and then painted with one shop coat of inorganic zinc, one field intermediate coat of acrylic latex, and one field top coat of acrylic latex per Section 814 of the Standard Specifications. Painting of new steel plates and existing anchor plates shall not be measured for separate pay and all costs shall be included in the price bid for Bearing Replacement.

Prior to any construction or fabrication, the Contractor shall comply with the submittal requirements listed in the bearing replacement details. The Contractor shall be responsible for adjusting the elements of the new construction to ensure a proper fit with the existing structure.

The Contractor shall provide adequate bracing and jacking arrangements as required to replace the existing bearings. The beam end shall only be raised to 1/4" from its original position. Traffic shall be maintained on the bridge during the duration of the repair.

The Contractor shall employ the service of a Mississippi Registered Professional Engineer who is knowledgeable in the field of Bridge Design. A complete set of bracing and jacking arrangement plans along with design calculations shall be submitted to the Director of Structures, State Bridge Engineer through the Project Engineer for review prior to construction and shall bear the design Engineer's seal.

Jacks shall be coupled to a common manifold. Jacking point shall be under the bottom flange of the beam at the bent and no jacking points will be allowed under any diaphragm or bay. After the beam is raised into position, temporary blocking shall be provided to secure the beam in this position while work is being performed. Temporary blocking points shall be under the bottom flange of the beam at the bent and no temporary blocking will be allowed under any diaphragm or bay.

Any damage to the bridge resulting from uneven or improper jacking shall be repaired by the Contractor at no additional cost to the State.

907-824.03.5--Epoxy Injection. All cracks greater than 1/32" shall be injected with an approved epoxy resin adhesive of the gel type. Prior to injecting any cracks, the crack shall be cleaned with a high velocity filtered air jet.

A representative of the epoxy manufacturer shall be present for sufficient time to ensure that the Contractor is properly schooled in the use of the epoxy material. Epoxy resin adhesive shall be installed in strict accordance with the manufacturer recommendations. Curing time shall be in accordance with manufacturer's recommendations. After epoxy injection is complete, all injection ports shall be removed.

907-824.03.6--Encapsulating Field Painting. The Contractor should be aware that the existing paint on the steel structure may contain lead.

Prior to construction, the Contractor shall submit a Temporary Containment Plan for the removal of the existing paint and rust from the designated repair areas to the Project Engineer for approval by the Director of Structures, State Bridge Engineer. Also, the Contractor shall submit a Temporary Containment Plan for painting the designated repair areas.

All pack rust and scale within the designated areas shall be removed by using small hand tools, mechanical process, or needle gun. All areas required to be painted containing grease films after the initial cleaning shall be cleaned with a biodegradable solvent. Existing paint shall be roughened to ensure the new paint will adhere to the existing painted surface. All debris and paint removed from the existing structure shall become the property of the Contractor and shall be disposed of properly.

All exposed steel surfaces in the repair areas shall be painted with an encapsulating paint designed to encapsulate lead-based paints, and applied according to the manufacturer's recommendations. This will include but is not limited to: existing bearings, beams, and diaphragm assemblies, etc.

The Contractor shall provide technical data for the proposed encapsulating paint to be used on this project to the Project Engineer for approval by the Director of Structures, State Bridge Engineer.

New paint shall be applied by hand with brush or roller.

907-824.04--Method of Measurement. Epoxy Repair, completed in accordance with the plans and specifications, will be measured per square foot. All items of work related to epoxy repair shall be included in the square foot unit price.

FRP Wrap, Bi-directional and Uni-directional, completed in accordance with the plans and specifications, will be measured per linear foot or square foot.

Cap Cleaning, completed in accordance with the plans and specifications, will be measured per each.

Bearing Replacements, completed in accordance with the plans and specifications, will be measured per each.

Epoxy injection, complete in accordance with the plans and specifications, will be measured by the linear foot.

Encapsulating Field Painting, complete in accordance with the plans and specifications, will be measured by the square foot.

907-824.05--Basis of Payment. Epoxy Repair, measured as prescribed above, will be paid for at the contract unit price per square foot, which price shall be full compensation for materials, labor, equipment, and incidentals necessary to complete the work.

FRP Wrap, Bi-directional and Uni-directional, measured as prescribed above, will be paid for at the contract unit price per linear foot or square foot, which price shall be full compensation for all labor, materials, surface preparation, and incidentals associated with the installation of FRP wraps, including epoxy mortar repairs, necessary to complete the work.

Cap Cleaning, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Bearing Replacements, measured as prescribed above, will be paid for at the contract unit price per each, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Epoxy Injection, measured as prescribed above, will be paid for at the contract unit price per linear foot, which price shall be full compensation for all materials, labor, equipment and incidentals necessary to complete the work.

Encapsulating Field Painting, measured as prescribed above, will be paid for at the contract unit price per square foot, which price shall be full compensation for all materials, labor, equipment, cleaning, and incidentals necessary to complete the work.

Payment will made under:

907-824-A: General Epoxy Repair - per square foot

907-824-B: FRP Wrap, * - per linear foot or square foot

907-824-C: Cap Cleaning - per each

907-824-D: Bearing Replacements ** - per each

907-824-E: Epoxy Injection - per linear foot

907-824-F: Encapsulating Field Painting - per square foot

* Indicate Bi-directional, Uni-directional, etc.

** Type of Bearing (Prestressed Concrete Girder, Concrete Box Girder or Steel Girder) may be specified.

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-828-9

CODE: (SP)

DATE: 09/21/2026

SUBJECT: Hybrid Polymer Concrete Overlay

Sections 907-828, Hybrid Polymer Concrete Overlay, 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 907-828 -- HYBRID POLYMER CONCRETE OVERLAY

907-828.01--General. This work consists of placing a hybrid polymer concrete overlay system over a concrete surface / bridge deck as indicated on the Plans.

The Contractor shall furnish all submittals indicating the materials, equipment, installation plan and supervision required for the application of the hybrid polymer concrete overlay system to the Director of Structures, State Bridge Engineer through the Project Engineer prior to construction.

907-828.02--Materials. The material used for the overlay shall be the following.

Hybrid Polymer CE700
Manufactured by FasTrac Construction Products
www.fastracproducts.com

907-828.03--Construction Requirements. The hybrid polymer concrete (HPC) overlay shall be placed at a thickness such that the original grade of the bridge deck shall be raised by the thickness indicated on the Contract Plans. It shall be the Contractor's responsibility to adjust equipment during placement to ensure that the grade requirements are maintained Hybrid polymer concrete shall not be used for full depth repairs. Hybrid polymer concrete shall not be placed at a thickness greater than three inches (3").

A Manufacturer's representative shall be present for sufficient time to ensure that the Contractor is properly schooled in surface preparation and placement requirements for the overlay.

The hybrid polymer concrete overlay shall have a calcined bauxite topping such that will meet the requirements of Table 1. The calcined bauxite shall be applied by a fully-automated continuous process.

Table 1 Friction Testing Requirements			
Test Measurement	Requirement	Frequency/Application Area	Test Method
Skid Resistance Using Dynamic Friction Tester (12 mph/20 kmh)	min 0.65	1 per 200 lane-feet	ASTM E 1911

Friction test shall be performed in the presence of the Engineer. The Engineer shall be notified at least 48 hours before friction testing and shall occur within 30 days after installation.

907-828.03.1--Preparation.

907-828.03.1.1--Bridge Expansion Joints. All bridge expansion joints shall be protected from being contaminated with the HPC components of epoxy resin binder and calcined bauxite aggregate. The bridge expansion joints shall be sealed with taped during the application of the HPC. Any materials entering the bridge expansion joints during the application of the HPC will be removed by the Contractor prior to opening the bridge to traffic.

907-828.03.1.2--Special Bridge Deck Preparation Adjacent to the Expansion Joints. In preparation for the installation of the HPC, the bridge deck area [at locations](#) adjacent to the bridge expansion joints [with steel headers](#), [at locations adjacent to expansion joints at bridge ends](#), and [at locations where HPC will terminate](#) shall be recessed to a depth range of ½” to ¾” below the surface of the [bridge deck finish grade](#). This bridge deck area shall be ground the entire length along the expansion joints/[termination locations](#) and a width of [twenty feet \(20\)](#) on both sides of the expansion joints [for intermediate bents with steel headers or on the bridge side for end bents](#), [meeting the bridge deck smoothness requirements of section 804.03.19.7.4](#). A lightweight non-impacting drum grinder or similar approved apparatus shall be used to achieve the desired recessed profile. Prior to grinding the contractor shall field verify the depth of the reinforcing steel. All damage to the reinforcing steel resulting from the Contractor's operation shall be repaired or replaced at the Contractor's expense as directed by the Engineer.

907-828.03.1.3--Surface Preparation. Any concrete surface to be treated with HPC shall be shot blasted to remove all visible containments and excess cement paste, yield an open pore structure and expose some aggregate within the concrete. Sand blasting is acceptable for patches, headers, vertical surfaces, and corners inaccessible to the shot blaster. All dirt, slurry, curing compound, laitance, and any other debonding material shall be removed from the surface of the concrete. Vehicular traffic shall be kept from the shot blasted surface unless required by the overlay operation and approved by the Engineer. Concrete substrates that have contaminants that may interfere with the bonding or curing of the overlay shall be cleaned prior to placing the overlay, at no additional cost to the Department. Primer and overlay shall only be applied to clean and dry concrete substrate.

907-828.04--Method of Measurement. Hybrid polymer concrete overlay, complete and accepted, will be measured by the cubic yard, determined by calculating the theoretical volume of the overlay plus any additional hybrid polymer concrete placed. Additional hybrid polymer concrete placed with the overlay will be calculated by subtracting the theoretical volume of hybrid

polymer concrete overlay from the total ticketed volume of hybrid polymer concrete delivered minus the volume estimated by the Engineer of any wasted hybrid polymer concrete.

907-828.05--Basis of Payment. Hybrid polymer concrete overlay, measured as prescribed above, will be paid for at the contract unit price per cubic yard, which price shall be full compensation for all materials, tools, equipment, labor, and incidentals necessary to complete the work.

Payment will be made under:

907-828-A: Hybrid Polymer Concrete Overlay - per cubic yard

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION NO. 907-899-1

CODE: (SP)

DATE: 01/17/2017

SUBJECT: Railway-Highway Provisions

Section 907-899, Railway-Highway Provisions, is hereby added to and made part of the 2017 Edition of the Mississippi Standard Specifications for Road and Bridge Construction as follows:

SECTION 907-899--RAILWAY-HIGHWAY PROVISIONS

907-899.01--Description. This special provision addresses the Contractor's involvement with railroad flagging, Contractor Safety Orientation, Contractor Background Investigation, Contractor Roadway Worker on Track Safety Program and Safety Action Plan, and any other requirements set forth by the Railroad and any attached Exhibits.

Prior to bidding, the Contractor shall read and comply with the requirements of the Railroad and any attached Exhibits. The Contractor shall contact the Railroad concerning insurance coverage requirements, Railroad flagging costs, Contractor Safety Orientation, Contractor Background Investigation, Contractor Roadway Worker on Track Safety Program and Safety Action Plan, and any other requirements set forth by the Railroad and any attached Exhibits. In case the railroad requires coverage over and above that required by the Standard Specifications, the railroad requirements shall be met.

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

It will be the Contractor's responsibility to pay all bills associated with the Railroad requirements and any attached Exhibits.

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

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

The Contractor shall complete and process any required forms addressed by the Railroad or any attached Exhibits. The Contractor shall not commence or carry on any form of work on, under, above or within the designated distance from the Railroad track prior to getting approval from the Railroad.

907-899.02--Blank.

907-899.03--Construction Requirements. The Contractor shall read and comply with the requirements of the Railroad and any attached Exhibits.

907-899.04--Method of Measurement. Railway-highway provisions will be measured as a unit lump sum quantity. Measurement for payment will be in accordance with the following schedule:

- a) On the first estimate, twenty five percent (25%) of the amount bid for Railway Highway Provision will be paid.
- b) When twenty five percent (25%) of the original contract amount is earned from all direct pay items, fifty percent (50%) of the amount bid for Railway Highway Provision will be paid.
- c) When fifty percent (50%) of the original contract amount is earned from all direct pay items, one hundred percent (100%) of the amount bid for Railway Highway Provision will be paid.

907-899.05--Basis of Payment. Railway-highway provisions, measured as prescribed above, will be paid for at the contract lump sum price, which price shall be payment in full for all insurance coverage requirements, railroad flagging costs, Contractor safety orientation, Contractor background investigation, Contractor safety programs and plans, and any other requirements set forth by the Railroad and any attached Exhibits, and other incidentals necessary to complete the requirements of this work.

Payment will be made under:

907-899-A: Railway-Highway Provisions

- lump sum

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.

Mill & Overlay approximately 5.8 miles of I-20 from the Mississippi River Bridge to 0.65 miles east of the MS 27/US 61 Overpass and Bridge Repair over Old Hwy 27 & KCS RR (Bridge Nos. 4.5A & 4.5B), known as Federal Aid Project Nos. IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 in Warren County.

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
Roadway Items					
0010	201-B001		15	Acre	Clearing and Grubbing
0020	201-D001		785	Station	Random Clearing
0030	202-B007		18,648	Square Yard	Removal of Asphalt Pavement, All Depths
0040	202-B029		123	Square Yard	Removal of Bridge End Pavement
0050	202-B039		4,113	Linear Feet	Removal of Cable Barrier
0060	202-B040		8	Each	Removal of Cable Barrier Terminal Section
0070	202-B063		2,895	Square Yard	Removal of Concrete Paved Ditch
0080	202-B069		1,190	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0090	202-B087		860	Square Yard	Removal of Continuously Reinforced Concrete Pavement, All Depths
0100	202-B088		60	Linear Feet	Removal of Curb & Gutter, All Types
0110	202-B129		5	Each	Removal of Flared End Section, All Sizes
0120	202-B135		184	Each	Removal of Guard Post
0130	202-B158		22,938	Linear Feet	Removal of Guard Rail, Including Rails, Posts and Terminal Ends
0140	202-B162		5	Each	Removal of Impact Attenuator
0150	202-B165		1	Each	Removal of Inlets, All Sizes
0160	202-B172		77	Square Feet	Removal of Legend, All Types
0170	202-B191		607	Linear Feet	Removal of Pipe, 8" And Above
0180	202-B208		146	Square Yard	Removal of Riprap
0190	202-B215		6	Each	Removal of Sign Including Post & Footing
0200	202-B241		25	Mile	Removal of Traffic Stripe
0210	202-B251		1,175	Linear Feet	Removal of Underground Electric Wire , AWG 6, 3 Conductor
0220	203-A001	(E)	11,220	Cubic Yard	Unclassified Excavation, FM, AH
0230	203-EX020	(E)	20,712	Cubic Yard	Borrow Excavation, AH, FME, Class B9
0240	203-G001	(E)	24,752	Cubic Yard	Excess Excavation, FM, AH
0250	203-I002		1,600	Square Yard	Site Grading
0260	206-A001	(S)	291	Cubic Yard	Structure Excavation
0270	206-B001	(E)	8	Cubic Yard	Select Material for Undercuts, Contractor Furnished, FM
0280	209-A005		33,072	Square Yard	Geotextile Stabilization, Type V, Non-Woven
0290	211-B001	(E)	5,274	Cubic Yard	Topsoil for Slope Treatment, Contractor Furnished
0300	213-C001		10	Ton	Superphosphate
0310	216-A001		1,591	Square Yard	Solid Sodding
0320	219-A001		25	Thousand Gallon	Watering (\$20.00)
0330	220-A001		16	Acre	Insect Pest Control (\$30.00)
0340	221-A001	(S)	578	Cubic Yard	Concrete Paved Ditch

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0350	223-A001		34	Acre	Mowing (\$70.00)
0360	225-A001		19	Acre	Grassing
0370	225-B001		47	Ton	Agricultural Limestone
0380	225-C001		37	Ton	Mulch, Vegetative Mulch
0390	226-A001		19	Acre	Temporary Grassing
0400	237-A002		1,455	Linear Feet	Wattles, 20"
0410	245-A001		1,020	Linear Feet	Silt Dike
0420	246-B001		2,272	Each	Rockbags
0430	249-A001		685	Ton	Riprap for Erosion Control
0440	249-B001		260	Cubic Yard	Remove and Reset Riprap
0450	304-B004	(GT)	5,400	Ton	Granular Material, Class 5, Group D
0460	406-D003		36,160	Ton	Fine Milling of Bituminous Pavement, All Depths
0470	406-E002		4,550	Square Yard	Fine Milling of Concrete Pavement, All Depths
0480	413-B001		3,318	Linear Feet	Cleaning and Sealing Joints
0490	413-D002		271	Linear Feet	Cleaning and Filling Joints
0500	423-A001		23	Mile	Rumble Strips, Ground In
0510	501-D001		56	Linear Feet	Expansion Joints, With Dowels
0520	501-K001		124	Square Yard	Transverse Grooving
0530	503-B001		1,112	Linear Feet	Saw Cut, Longitudinal Joints
0540	503-C004		2,704	Linear Feet	Saw Cut, 3-inch
0550	503-C010		29,066	Linear Feet	Saw Cut, Full Depth
0560	503-D001		341	Cubic Yard	Concrete for Base Repair
0570	503-E002		1,542	Each	Tie Bars, No. 5 Deformed Drilled and Epoxied or Grouted
0580	602-A001	(S)	5,963	Pounds	Reinforcing Steel
0590	603-CA011	(S)	364	Linear Feet	18" Reinforced Concrete Pipe, Class III
0600	603-CA013	(S)	160	Linear Feet	18" Reinforced Concrete Pipe, Class IV
0610	603-CA026	(S)	88	Linear Feet	24" Reinforced Concrete Pipe, Class III
0620	603-CB003	(S)	5	Each	18" Reinforced Concrete End Section
0630	603-CB004	(S)	2	Each	24" Reinforced Concrete End Section
0640	603-CE002	(S)	584	Linear Feet	22" x 13" Concrete Arch Pipe, Class A III
0650	603-PE003	(S)	33	Linear Feet	18" Corrugated Polyethylene Pipe
0660	604-A001		79	Pounds	Castings
0670	606-B001		18,550	Linear Feet	Guard Rail, Class A, Type 1
0680	606-C003		18	Each	Guard Rail, Cable Anchor, Type 1
0690	606-D001		28	Each	Guard Rail, Bridge End Section
0700	606-D022		31	Each	Guard Rail, Bridge End Section, Type I
0710	606-E005		66	Each	Guard Rail, Terminal End Section, Flared
0720	606-E007		11	Each	Guard Rail, Terminal End Section, Non-Flared

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
0730	609-B001	(S)	20	Linear Feet	Concrete Curb, Doweled
0740	609-D012	(S)	40	Linear Feet	Combination Concrete Curb and Gutter Type 3A Modified
0750	610-A001		9,340	Linear Feet	Cable Barrier
0760	610-B001		16	Each	Cable Barrier Terminal Section
0770	612-B001		34	Cubic Yard	Flowable Fill, Non-Excavatable
0780	615-A005	(S)	592	Linear Feet	Concrete Pier Protection Barrier, 32"
0790	615-A006	(S)	1,299	Linear Feet	Concrete Pier Protection Barrier, 42"
0800	615-A007	(S)	487	Linear Feet	Concrete Pier Protection Barrier, 54"
0810	615-B001	(S)	760	Linear Feet	Precast Concrete Median Barrier (Permanent)
0820	616-A004	(S)	67	Square Yard	Concrete Median and/or Island Pavement, 4-inch
0830	619-A1001		72	Mile	Temporary Traffic Stripe, Continuous White
0840	619-A2001		75	Mile	Temporary Traffic Stripe, Continuous Yellow
0850	619-A3001		34	Mile	Temporary Traffic Stripe, Skip White
0860	619-A4001		1,900	Linear Feet	Temporary Traffic Stripe, Skip Yellow
0870	619-A5001		147,768	Linear Feet	Temporary Traffic Stripe, Detail
0880	619-A6001		6,804	Square Feet	Temporary Traffic Stripe, Legend
0890	619-A6002		1,538	Linear Feet	Temporary Traffic Stripe, Legend
0900	619-C6001		1,658	Each	Red-Clear Reflective High Performance Raised Marker
0910	619-C7001		1,387	Each	Two-Way Yellow Reflective High Performance Raised Marker
0920	619-C8001		116	Each	One-Way Clear Reflective High Performance Raised Marker
0930	619-D1001		503	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0940	619-D2001		1,819	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0950	619-F1001		1,708	Linear Feet	Concrete Median Barrier, Precast
0960	619-F1002		740	Linear Feet	Portable Median Barrier
0970	619-F2001		590	Linear Feet	Remove and Reset Concrete Median Barrier, Precast
0980	619-G4001		12	Linear Feet	Barricades, Type III, Double Faced
0990	619-G4005		348	Linear Feet	Barricades, Type III, Single Faced
1000	619-G5001		91	Each	Free Standing Plastic Drums
1010	619-G7001		37	Each	Warning Lights, Type "B"
1020	619-G8001		216	Each	Warning Lights, Type "C"
1030	619-H1001		1	Lump Sum	Traffic Signals
1040	619-J1003		3	Each	Impact Attenuator, 50 MPH
1050	619-L001		295	Linear Feet	Glare Paddles
1060	620-A001		1	Lump Sum	Mobilization
1070	629-A001		2	Each	Vehicular Impact Attenuator, 40 MPH
1080	629-A004		6	Each	Vehicular Impact Attenuator, 60 MPH
1090	629-B001		1	Each	Median Barrier End Section

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
1100	630-A003		51	Square Feet	Standard Roadside Signs, Sheet Aluminum, 0.125" Thickness
1110	630-B002		978	Square Feet	Interstate Directional Signs, Bolted Extruded Aluminum Panels, Ground Mounted
1120	630-D003		59	Linear Feet	Structural Steel Beams, W10 x 22
1130	630-D008		38	Linear Feet	Structural Steel Beams, W6 x 9
1140	630-D010		201	Linear Feet	Structural Steel Beams, W8 x 21
1150	630-E001		119	Pounds	Structural Steel Angles & Bars, 3 1/2" x 3 1/2" x 1/4" Angles
1160	630-E002		36	Pounds	Structural Steel Angles & Bars, 3" x 3" x 1/4" Angles
1170	630-E003		283	Pounds	Structural Steel Angles & Bars, 4" x 4" x 5/16" Angles
1180	630-E004		60	Pounds	Structural Steel Angles & Bars, 7/16" x 2 1/2" Flat Bar
1190	630-F006		443	Each	Delineators, Guard Rail, White
1200	630-F007		304	Each	Delineators, Guard Rail, Yellow
1210	630-K003		60	Linear Feet	Welded & Seamless Steel Pipe Posts, 4"
1220	647-A001		1	Lump Sum	Removal of Existing Traffic Signal Equipment
1230	682-A028		15	Linear Feet	Underground Branch Circuit, AWG 4, 3 Conductor
1240	682-A034		1,220	Linear Feet	Underground Branch Circuit, AWG 6, 3 Conductor
1250	682-E002		6	Each	Underground Junction Box
1260	682-E003		3	Each	Underground Junction Box With Concrete Pad
1270	684-A004		9	Cubic Yard	Pole Foundation, 30" Diameter
1280	684-A007		24	Cubic Yard	Pole Foundation, 48" Diameter
1290	686-A001		2	Each	Relocation of Existing Lighting Assemblies (High Mast, Type 100-5-S)
1300	686-A001		2	Each	Relocation of Existing Lighting Assemblies (Low Mast, Type 50-1-8-250)
1310	686-A001		1	Each	Relocation of Existing Lighting Assemblies (Low Mast, Type 50-1-8-400)
1320	699-A001		1	Lump Sum	Roadway Construction Stakes
1330	815-A007	(S)	482	Ton	Loose Riprap, Size 300
1340	815-E001	(S)	1,144	Square Yard	Geotextile under Riprap
1350	815-F002	(S)	20	Ton	Sediment Control Stone
1360	907-234-A001		20,950	Linear Feet	Temporary Silt Fence
1370	907-234-D001		4	Each	Inlet Siltation Guard
1380	907-403-A001	(BA1)	3,638	Ton	12.5-mm, HT, Asphalt Pavement
1390	907-403-A003	(BA1)	652	Ton	12.5-mm, ST, Asphalt Pavement
1400	907-403-A004	(BA1)	4,204	Ton	19-mm, HT, Asphalt Pavement
1410	907-403-A006	(BA1)	1,800	Ton	19-mm, ST, Asphalt Pavement
1420	907-403-A013	(BA1)	11,518	Ton	9.5-mm, HT, Asphalt Pavement
1430	907-403-A015	(BA1)	7,914	Ton	9.5-mm, ST, Asphalt Pavement
1440	907-403-S001		25	Mile	Joint Sealant
1450	907-405-A001	(BA1)	18,055	Ton	Stone Matrix Asphalt, 9.5 mm Mixture

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
1460	907-405-A002	(BA1)	918	Ton	Stone Matrix Asphalt, 12.5 mm Mixture
1470	907-407-A001	(A2)	37,955	Gallon	Asphalt for Tack Coat
1480	907-413-E001		1,895	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
1490	907-502-A001	(C)	124	Square Yard	Reinforced Cement Concrete Bridge End Pavement
1500	907-503-A001	(C)	1,287	Square Yard	8" and Variable Continuously Reinforced Concrete Pavement, Broom Finish
1510	907-503-A002	(C)	763	Square Yard	8" and Variable Jointed Concrete Pavement
1520	907-601-A001	(S)	18	Cubic Yard	Class "B" Structural Concrete
1530	907-601-B001	(S)	24	Cubic Yard	Class "B" Structural Concrete, Minor Structures
1540	907-609-F002		450	Linear Feet	Prefabricated Curb
1550	907-618-A001		1	Lump Sum	Maintenance of Traffic
1560	907-619-E3001		7	Each	Changeable Message Sign
1570	907-626-A010		17	Mile	6" Thermoplastic Traffic Stripe, Skip White
1580	907-626-B006		35	Mile	6" Thermoplastic Traffic Stripe, Continuous White
1590	907-626-D006		950	Linear Feet	6" Thermoplastic Traffic Stripe, Skip Yellow
1600	907-626-E005		36	Mile	6" Thermoplastic Traffic Stripe, Continuous Yellow
1610	907-626-G004		58,002	Linear Feet	Thermoplastic Detail Stripe, White
1620	907-626-G005		15,901	Linear Feet	Thermoplastic Detail Stripe, Yellow
1630	907-626-H009		3,442	Square Feet	Thermoplastic Legend, White
1640	907-626-H010		769	Linear Feet	Thermoplastic Legend, White
1650	907-627-J001		158	Each	Two-Way Clear Reflective High Performance Raised Markers
1660	907-627-K001		1,560	Each	Red-Clear Reflective High Performance Raised Markers
1670	907-627-L001		1,217	Each	Two-Way Yellow Reflective High Performance Raised Markers
1680	907-632-D001		5	Each	Solid State Traffic Actuated Controller, Type 1
1690	907-634-B001		1	Each	Traffic Signal Equipment Pole Shaft Extension, 10'
1700	907-634-F002		1	Each	Detector Pole with Foundation, 35' Pole
1710	907-634-F003		1	Each	Detector Pole with Foundation, 50' Pole
1720	907-643-A005		5	Each	Video Vehicle Detection Sensor, Type 1B
1730	907-643-B001		636	Linear Feet	Video Vehicle Detection Cable
1740	907-643-C002		5	Each	Video Vehicle Detection Processor, Type 1
1750	907-650-A002		1	Each	On Street Video Equipment, Fixed Type
1760	907-650-A004		6	Each	On Street Video Equipment, PTZ Type, Signal Monitoring
1770	907-659-A001		1	Lump Sum	Traffic Management Center Modifications
1780	907-660-B001		7	Each	Cabinet Modifications
1790	907-662-C001		2	Each	Radio Interconnect, Signal Control Repeater
1800	907-662-D002		10	Each	Radio Interconnect, Broadband, Short Range
1810	907-663-A001		6	Each	Network Switch, Type A
1820	907-899-A001		1	Lump Sum	Railway-Highway Provisions

Line no.	Item Code	Adj Code	Quantity	Units	Description[Fixed Unit Price]
ALTERNATE GROUP AA NUMBER 1					
1830	304-F001	(GT)	28,173	Ton	3/4" and Down Crushed Stone Base
ALTERNATE GROUP AA NUMBER 2					
1840	304-F002	(GT)	28,173	Ton	Size 610 Crushed Stone Base
ALTERNATE GROUP AA NUMBER 3					
1850	304-F003	(GT)	28,173	Ton	Size 825B Crushed Stone Base
Bridge Items					
1860	304-D004	(GT)	150	Ton	Granular Material, Size 57
1870	805-A001	(S)	745	Pounds	Reinforcement
1880	813-A002	(S)	94	Linear Feet	Concrete Railing, 32"
1890	907-420-B001		2,500	Pounds	Deep Injection Undersealing
1900	907-808-A002	(S)	1,435	Linear Feet	Joint Repair
1910	907-822-B009		82	Linear Feet	3 3/4" Reinforced Elastomeric Molded Rubber Expansion Joint
1920	907-822-B012		70	Linear Feet	4 1/2" Reinforced Elastomeric Molded Rubber Expansion Joint
1930	907-822-B013		84	Linear Feet	5" Reinforced Elastomeric Molded Rubber Expansion Joint
1940	907-823-A001		355	Linear Feet	Preformed Joint Seal, Type I
1950	907-823-A003		124	Linear Feet	Preformed Joint Seal, Type III
1960	907-823-B001		295	Linear Feet	Saw Cut, Type I
1970	907-823-B003		247	Linear Feet	Saw Cut, Type III
1980	907-824-A003		253	Square Feet	General Epoxy Repair
1990	907-824-C001		11	Each	Cap Cleaning
2000	907-824-D001		40	Each	Bearing Replacements
2010	907-824-PP008		488	Linear Feet	Bridge Repair, Class 2, Spray Finish
2020	907-824-PP008		94	Linear Feet	Bridge Repair, Remove Bridge Railing
2030	907-824-PP008		73	Linear Feet	Bridge Repair, Remove End Bent Endwall
2040	907-824-PP008		73	Linear Feet	Bridge Repair, Replace End Bent Endwall
2050	907-828-A001	(S)	39	Cubic Yard	Hybrid Polymer Concrete Overlay

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, or 11114, 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 (EE0-1) 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. **IM-0020-01(286)/ 109482301000 & NHPP-0020-01(284)/ 109684301000**

in **Warren** 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 **Mill & Overlay approximately 5.8 miles of I-20 from the Mississippi River Bridge to 0.65 miles east of the MS 27/US 61 Overpass and Bridge Repair over Old Hwy 27 & KCS RR (Bridge Nos. 4.5A & 4.5B), known as Federal Aid Project Nos. IM-0020-01(286) / 109482301 & NHPP-0020-01(284) / 109684301 in Warren 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

NOTE: THE ANTICIPATED WORKING DAYS SHOWN ON THIS SCHEDULE ARE FOR INFORMATIONAL PURPOSES ONLY. THE ACTUAL WORKING DAY TOTAL AS ASSESSED BY THE PROJECT ENGINEER ON FORM CSD-765 SHALL GOVERN.