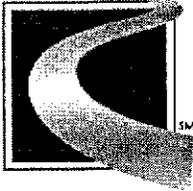


August 22, 2007



**Maryland
Transportation
Authority**

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

John D. Porcari
Chairman

Susan M. Affleck Bauer, Esq.
Rev. Dr. William C. Calhoun, Sr.
Louise P. Hoblitzell
Isaac H. Marks, Sr., Esq.
Carolyn Y. Peoples
Carol D. Rieg
Michael J. Whitson
Walter E. Woodford, Jr., P.E.

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Executive Secretary

Engineering Division
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e-mail: mdtaengineer@
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authority.com

TO ALL PURCHASERS OF CONTRACT DOCUMENTS:

Addendum No. 3

RE: Contract No. MA-992-000-006
Furnish and Install CCTV Cameras and
Related Equipment

ALL FACILITIES

Gentlemen:

It is important that you acknowledge receipt of this Addendum No. 3 on the
referenced contract regardless if you will be bidding or not bidding.

Very truly yours,

Keith A. Duerling, P.E.
Director of Engineering

KAD/mdj

Enclosures

Contract No. MA-992-000-006

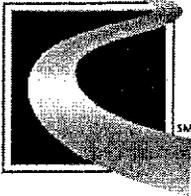
This will acknowledge receipt of the attached Addendum No. 3

NAME OF COMPANY

SIGNATURE

DATE

August 22, 2007



**Maryland
Transportation
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TO ALL PURCHASERS OF CONTRACT DOCUMENTS:

Addendum No. 3

RE: Contract No. MA-992-000-006
Furnish and Install CCTV Cameras and
Related Equipment

ALL FACILITIES

Gentlemen:

- A. The Proposal due date has been delayed until **4:00 p.m. on September 7, 2007.**
- B. In Volume I, delete pages 29, 60 and 106, and replace with pages numbered the same dated August 22, 2007, Addendum #3.
- C. In Volume I, insert pages 36A through 36L (Maintenance of Traffic) and pages 117 through 124 (Camera Locations), dated August 22, 2007, Addendum #3.
- D. In Volume II, insert page 36A (Schedule of Prices) and delete page 49 and replace with page 49 dated August 22, 2007, Addendum #3.
- E. Attached are responses to questions submitted.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Keith A. Duerling'.

Keith A Duerling, P.E.
Director of Engineering

KAD/mdj

THIS ADDENDUM MUST BE ATTACHED TO THE OUTSIDE COVER OF THE PROPOSAL FORM. FAILURE TO DO SO MAY RESULT IN REJECTION OF YOUR BID.

THE ATTACHED RECEIPT MUST BE RETURNED TO THIS OFFICE. FAILURE TO RETURN THE RECEIPT MAY RESULT IN REJECTION OF YOUR BID.

Addendum No. 3

MA-992 – Furnish and Install CCTV and Related Equipment Answers to Additional Questions

Question #1: Vol 1 – Pricing: How high are areas where lifts will be required to elevate cameras into position? This will affect pricing of labor; the high the lift the large the truck the more qualified the operator.

Answer #1: Bidder's reference to Volume 1 – Pricing is not correct. Reference page 105, Section 6.23, of Volume I – Special Provisions. Also reference the revision to page 106 included in this Addendum.

Question #2: Vol. 2 – Page 7 General Description of the Project: Is the conduit and duct work pre-existing at all locations?

Answer #2: Yes.

Question #3: Vol. 2 – Page 7 General Description of the Project: Is power readily available at all locations?

Answer #3: Yes.

Question #4: Vol. 2 – Page 7 General Description of the Project: Will wire/fiber cable be supplied by others?

Answer #4: Power/fiber connections will be supplied by others. Reference page 59, Table 6-1, of Volume I – Special Provisions.

Question #5: Vol. 2 – Section 3.1.6 d.vi Work Plan – Page 40: How far in advance of a project will sites be identified? There is a 30 day window from notice to completion. Will sites be identified so engineering and mounting details can be made ready and waiting for the notice to proceed?

Answer #5: Bidder's reference to Vol 2 is not correct. 3.1.6 is Volume I. Sites will be identified at least 30 days in advance of Notice to Proceed (NTP) to the Contractor. All available engineering details will be provided with the NTP.

Question #6: Vol. 2 – Pg. 29 – Shop Plans and Working Drawings: Working drawings will show details of all structures, line, grads, typical cross section of roadway, general cross sections, location and designation of all units and elements.

Answer #6: Bidder's reference to Vol 2 page 29 is not correct. The reference is Volume I. The statement has been removed. Reference the revised page 29 included in this Addendum.

Question #7: Vol. 2 – Pg. 29 – Shop Plans and Working Drawings: Will the base drawings be supplied by others when this information is needed? The contractors of the video system will modify drawings to include new equipment, racks and all modifications to existing infrastructure?

Answer #7: Bidder's reference to Vol 2 page 29 is not correct. The reference is Volume I. Any base drawings will be provided by MdTA when needed, and if available.

Question #8: Vol 2 - Special Provisions Section 6.3, Hardened MPEG-2 Standalone Encoder: Item 4 States that "The unit shall be capable of supporting Motion Detection alarms using contacts."

Pl. confirm that this item requires the standalone encoder to accept alarms from an external motion detection unit using the contact closure input of the encoder.

Answer #8: Bidder's reference to Vol 2 is not correct. The reference is Volume I. Yes, this feature is required. However, the contact is just an input and could be a motion detector or other device supplying an external alarm to the encoder.

Question #9: Vol 2 - Special Provisions Section 6.3, Hardened MPEG-2 Standalone Encoder: The video product manufacturer we are working with has to provide a number of different products in specific configurations. We would like to know how the RFP process will unfold in time, how soon is it likely that we will be notified to bring these products for test, and how much time we will be given after the notification to be prepared to bring down the product. It is in everybody's best interest to perform extensive pre-testing before bringing the products to the authority.

Answer #9: Bidder's reference to Vol 2 is not correct. The reference is Volume I. Reference the answer to Question #3 included in Addendum #2 for the RFP evaluation timeline.

Question #10: Vol 2 – Measurement and Payment: There is a 30 day window from NTP to T&A. How much lead time will MdTA give to prepare engineering drawing prior to NTP?

Answer #10: Bidder's reference to Vol 2 is not correct. The reference is Volume I. Reference answer to Question #5 above.

Question #11: Vol 2 – Measurement and Payment: Can an extension be granted to respond once questions are addressed?

Answer #11: See Addendum #2. Extension previously granted. New deadline is 4 PM on August 31, 2007.



Maryland
Transportation
Authority

CONTRACT NO. MA 992-000-006
F&I CCTV Cameras & Related Equipment
Section 2. General Information and Contract Provisions
Page 18 of 25
June 19, 2007

SPECIAL PROVISIONS

TC 4 CONTROL OF WORK

See Section TC 4 of the SHA's *Standard Specifications (Part II Terms and Conditions)* in conjunction with the changes shown in this Section.

Revise as follows:

Revise the definition of Administration to read as follows:

Administration - The word "Administration" shall mean the Maryland Transportation Authority (MdTA).

4.01 – SHOP PLANS AND WORKING DRAWINGS

DELETE SECTION (a) IN ITS ENTIRETY AND REPLACE WITH THE FOLLOWING

ADD:

- (a) General. The specifications will be supplemented by working drawings, catalog cuts, schematics, material data, installation plans and manuals, user manuals, and other data necessary to demonstrate to the Engineer adequate control of the work, proper installation and handling, conformance to the specifications, and that the proposed materials and equipment is suitable for the intended use. All authorized alterations affecting the requirements and information given on the working drawings shall be in writing to the Engineer. Any deviations from the Specifications, or Special Provisions shall be clearly highlighted and explained. When reference is made to the working drawings, the interpretation shall be the working drawings as affected by all authorized alterations then in effect. When reference is made to the working drawings, the interpretation shall be that working drawings include working drawings, catalog cuts, schematics, material data, installation plans and manuals, user manuals, and other data necessary to demonstrate to the Engineer adequate control of the work, proper installation and handling, conformance to the specifications, and that the proposed material or equipment is suitable for the intended use.

Cabinet drawings shall be to-scale showing the location of all equipment proposed to be mounted within the cabinet. One-line diagrams and schematics shall be provided for equipment cabinets showing the interconnection of all devices located therein. Equipment layouts shall include rack-level elevation views as well as floor plans for all equipment racks. All working drawings, regardless if submitted as specified or submitted as equal substitutes, shall be furnished with complete, specific, detailed information from the manufacturer or supplier for the material or equipment the Contractor proposes to furnish, in which the requirements of the Specifications and Special Provisions shall be clearly shown to be met.

When any article is specified by trade name of manufacturer with or without the clause "or equal", it is intended to establish the quality of the article. If the Contractor proposes to use material or equipment of another manufacturer as an "or equal" to the material or equipment specified, all working drawings shall conform to the following requirements, conditions, and procedures:

1. Substitution of equipment or materials other than those specified will be considered, providing, in the opinion of the Engineer, such equipment or material is equal to, or better than specified. The decision of the Engineer with respect to approval or disapproval of any



SPECIAL PROVISIONS

Test Procedure Submittal	The Contractor's submittal shall provide detailed procedures on how the system will be tested to verify compliance with all requirements. The procedures shall include standalone CCTV cabinet tests, as well as integrated tests from the AOC Central.	Contractor
Test Procedure Approval	MdTA reviews and approves or rejects the submittals.	MdTA
Operations Training Submittal	The Contractor's training submittal for operations of the CCTV system in accordance with Contract. Thirty (30) calendar-days before system acceptance, the Contractor shall provide System Operational Training for the hardware, software and communications deployed as part of this Contract.	Contractor
Operations Training Submittal Approval	MdTA reviews and approves or rejects the submittals.	MdTA
Operations Training Conduct	Contractor operations training.	Contractor
Acceptance Testing	Acceptance testing to verify functionality of the CCTV site. Includes retesting as required to address discrepancies.	Contractor
Site Commissioned	Official operations and activation declaration.	MdTA
Maintenance Training Submittal	Contractor's training submittal for maintenance of the CCTV system in accordance with Contract. Ninety (90) calendar-days before the maintenance period ends, the Contractor shall provide System Maintenance Training for the hardware, software and communications deployed as part of this Contract.	Contractor
Maintenance Training Submittal Approval	MdTA reviews and approves or rejects the submittals.	MdTA
Maintenance Training Conduct	Contractor maintenance training.	Contractor
Progress Meetings	The Contractor shall meet with MdTA a least once per month for the duration of this Contract, to discuss technical, cost, and schedule progress and issues.	Contractor/MdTA

MAINTENANCE OF TRAFFIC

Maintenance of Traffic (MOT) will be provided as defined in Section 104 of the Special Provisions included in Addendum #3.

DESIGN OVERVIEW

The Authority will decide on a case-by-case basis, which type of camera installation is to be installed by the Contractor. There are two types of installations the Contractor will be required to install as described below.



SPECIAL PROVISIONS

of the tunnel, a regular truck (no bucket truck required as most PTZ cameras have lowering systems) is required. There are four (4) or less sites (typically at bridges) where a bucket truck with a 30' vertical reach (or less) will be required to be provided by the Contractor.

- The Contractor will store all spare parts and supply them to the crews for each job.
- MdTA will schedule preventive maintenance and repairs, and set priority for each job. Corrective maintenance/repair work will have higher priority.
- The Contractor will be paid by the hour for all repair work orders, and unit cost for preventive maintenance work orders. The preventive maintenance cost will include lane-closure cost, as required.

The Contractor shall be responsible for preventive and corrective maintenance of all CCTV equipment installed under this Contract for up to three (3) years (or five years if the two one-year options are invoked) after the CCTV system is commissioned and accepted by the Authority, and after the one-year Contractor warranty expires, or immediately upon contract award for existing equipment not installed under this contract. Any preventive or corrective maintenance required before the above-mentioned dates shall be at the Contractor's expense. No payment for labor or materials will be made to the Contractor for repairs required while the one-year Contractor warranty is in effect. Similarly, no payment will be made for materials after the one-year Contractor warranty has expired, but while the 3-year manufacturer warranty is still in effect.

The Contractor shall provide on-call, on-site, technical support, to address corrective and preventative maintenance for MdTA's CCTV system. This Contract covers corrective and preventative maintenance on any cameras as directed by the Authority. The support is designed to primarily cover MdTA's existing cameras, though it can also be used to provide support for cameras installed as part of this Contract or other cameras throughout the State of Maryland, but only when it is clearly outside the Vendor and Contractor Warranty periods.

For corrective maintenance and repair work, MdTA has established a maximum response time (in hours) and a maximum repair time (in business-days) for each type of devices and typical failures. See Table 6-5 below. These limits are part of the contract's terms and conditions.

Table 6-5. Established Limits for Response Time and Repair Time for Corrective Maintenance

EQUIPMENT	REPORTED PROBLEMS	MAXIMUM RESPONSE TIME (Hrs)	MAXIMUM REPAIR TIME (Business Days)
Camera (CCTV)	No video	24	3
	No camera control	36	3
	Partial camera control	36	3
	Camera replacement	24	3

The estimated preventive maintenance interval for CCTV system components is based on the review of available manufacturers' manuals, and discussion with other agencies in the region. Table 6-6 and 6-7 show these estimated maintenance intervals and preventative maintenance items for PTZ Cameras and Fixed Tunnel cameras, respectively. The Contractor should perform all preventative and corrective maintenance in accordance with manufacturer guidelines. The Contractor shall provide a submittal for a preventative maintenance checklist for PTZ and Tunnel cameras based on the information below. Once approved by MdTA, the checklist should be used by the Contractor to perform the work. Signed copies of



SPECIAL PROVISIONS

**CATEGORY 100
PRELIMINARY**

SP 104 - MAINTENANCE OF TRAFFIC

Throughout the Maintenance of Traffic Specifications, replace "State Highway Administration with "Maryland Transportation Authority", and "SHA" with "MdTA."

104.00 General:

INSERT: The following:

This project is an on-call maintenance and installation contract at various CCTV and related sites throughout the MdTA's facilities and approaches. All work related to CCTV systems is considered a low-priority and shall be conducted in such a way as to minimize impacts to the free flow of traffic. The schedules below provide guidance as to when such work will be permitted, but any number of events may cause additional limits. The Contractor will have no claims for delays gaining access to conduct repairs and must request permits for access wherever lane or shoulder closures are required. The Contractor will not be assessed damages or liquidated damages for any delays caused by denied or cancelled permits.

At sites requiring either lane or shoulder closures, the Contractor shall coordinate the application for permit and provide the temporary maintenance or traffic and work area protection in accordance with the standard shoulder and lane closures indicated in MD104.05-01, MD104.05-07 and MD104.05-08 found elsewhere within the special provisions. The furnishing and correct implementation of an arrow panel and truck mounted attenuator meeting Maryland requirements for each shall be included. Life safety boat patrol and other precautions meeting MOSHA/OSHA requirements should be provided by the Contractor when working over water. The Contractor shall ensure the life safety boat is operated by an experienced operator below the bridge on each day of his work for the tasks as specified in this Project. A separate bid item is provided for sites requiring this type of protection. In addition, it should be noted that most PTZ sites have camera lowering systems and do not require bucket trucks, but a few PTZ locations (e.g., pier mounted cameras at the TJH and HWN bridges) and all fixed tunnel cameras require a bucket truck. The Contractor is expected to have the necessary lifting equipment. Access to CCTV site #12 will require a two-way flagging operation which shall be incidental to the lane closure item for this site. The attached Exhibit 1 following this specification shows the current MOT requirements for the existing CCTV camera sites. This exhibit is subject to change at any time during construction as new sites come online and traffic needs indicate. Bid prices for closures as specified (lane and shoulder) shall be valid regardless of changes made to the required type of closure needed at each site.

36A



SPECIAL PROVISIONS

The allowable work hours, restrictions, and impacts of other projects and priorities may significantly impact the ability to gain access to a site for work; however the Contractor is required to diligently pursue such access to repair Cameras as directed in order to achieve repairs as rapidly as possible.

AGENCY CONTACTS

Pre-Construction/Existing Contract Coordination

CONTACT	TITLE	PHONE NUMBER
Sharon Lechowicz	WPL (Bay Bridge) Administrator, MdTA	410-295-8157
Gary Jackson	HWN (Nice Bridge) Administrator, MdTA	301-259-4870
Charles Raycob	FSK (Key Bridge) Administrator, MdTA	410-537-7513
Dave Roehmer	FMT and BHT Administrator, MdTA	410-537-1304
George Fish	JFK and TJH Administrator, MdTA	410-537-1101
Roxane Y. Mukai	Traffic Manager, MdTA	(410) 537-7848
Robert Jordan	Design Engineer, MdTA	(410) 537-7851
William Mentzer	Construction	410-537-7802
Robert Polm	Chief of Electronics	410-537-1238

Section 104.01 Traffic Control Plan (TCP)

Section 104.01.01 DESCRIPTION.

In Paragraph (b), replace "Administration Contract Numbers" with "MdTA Contract Numbers."

In Paragraph (b), replace "Prepared for Maryland State Highway Administration" with "Prepared for Maryland Transportation Authority."

DELETE: The first sentence of the last paragraph on page 149: "The Contractor shall...is to be closed."

INSERT: The following:

36B



SPECIAL PROVISIONS

Work Restrictions. For preventive or scheduled maintenance and installation, on Monday of each week, the Contractor shall provide the Engineer with a complete list of anticipated lane or shoulder closures for the following two weeks including dates/times and durations, allowing the Authority a minimum of 14 calendar days or ten working days notification. The Engineer shall then notify the affected facilities, the Engineering Division's Traffic Section and other appropriate offices.

For repair or emergency work, the Contractor shall provide a list of the proposed work locations and date/times and duration as soon as possible and the Authority will endeavor to provide a permit as soon as practical. At least one full work day will be required. The actual approval will depend on work load and coordination with other efforts that may be in the same impact area.

All lane or shoulder closures shall be of the shortest duration possible to permit repairs or maintenance to be completed, and shall be removed from the roadway upon completion of such repairs or maintenance. For work areas requiring only a shoulder closure, the shoulder closure is not necessary if the time on-site for the work will be less than 15 minutes and the work vehicle(s) can be pulled into a safe area (fully on shoulder or behind guardrail) and are properly equipped with light bars and authorized for such stops.

No lane or shoulder closures shall be made without prior written approval of the Engineer in the form of an Authority lane/shoulder closure permit. The Contractor shall diligently pursue access to sites requiring repair or maintenance; however access, especially where MOT is required, is solely at the discretion of the Authority.

ALLOWABLE LANE CLOSURE SCHEDULES

The allowable closure schedules below depict the times that will typically be approved for access. However, many events and special circumstances may render specific dates and times inaccessible including, but not limited to, other Contractors working in the area, special events known to significantly increase traffic, expectation of inclement weather, or work by the Authority in the area. Additionally, although not typical, it is possible that in special circumstances access may be granted outside of the scheduled times listed below at the sole discretion of the Authority. Flexibility of the Contractor with respect to access dates and times is required and highly desired.

HIGHWAYS: The following schedule applies to applicable highways and roadways (e.g., I-95, I-895, I-695, US 301, US 40, etc.) and the TJH and FSK bridges. Applicable highways also include the approaches to the Baltimore Harbor Tunnel, Fort McHenry Tunnel, Harry W Nice Memorial Bridge (HWN), and William Preston Lane Jr. Memorial Bridge (Bay Bridge). The following schedule does not apply for the Baltimore Harbor Tunnel, Fort McHenry

36C



SPECIAL PROVISIONS

Tunnel, Harry W Nice Memorial Bridge (HWN), and William Preston Lane Jr. Memorial Bridge (Bay Bridge). These exceptions are discussed later in this section.

TIME OF DAY¹	DAYS OF THE WEEK	ALLOWED CLOSURES	MOT Provided By
9:00 AM – 3:00 PM	M-Th	1 - Shoulder	Contractor
9:00 AM – 12:00 N	F	1 – Shoulder	Contractor
10:00 AM – 2:00 PM	M-Th	1 – Lane	Contractor
10:00 AM – 12:00 N	F	1 – Lane	Contractor

Baltimore Harbor Tunnel

TIME OF DAY²	DAYS OF THE WEEK	ALLOWED CLOSURES	MOT Provided By
8:00 PM – 4:00 AM	M-Th	1 – Bore	MdTA
10:00 PM Friday – 10:00 AM Sunday*		1 – Bore	MdTA
10:00 PM Sunday – 5:00 AM Monday*		1 – Bore	MdTA

*Friday through Sunday closures will not normally be permitted. Friday through Sunday closures may be used ONLY for major outages or repairs to the CCTV system, generally considered cases where more than 50% of the cameras within the tunnel are affected.

Fort McHenry Tunnel

TIME OF DAY³	DAYS OF THE WEEK	ALLOWED CLOSURES	MOT Provided By
--------------------------------	-------------------------	-------------------------	------------------------

¹ Exception – No closures on I-95 or I-895 within the Baltimore City limits are permitted 2 hours before and 1 hour after any stadium event (e.g.: Orioles and/or Ravens games).

² CCTV maintenance and repair within the tunnels is expected to be coordinated with existing and already planned closures for cleaning and other maintenance. It is not anticipated that special closures would be provided for CCTV repairs and maintenance except during winter months when cleaning operations are halted.

³ CCTV maintenance and repair within the tunnels is expected to be coordinated with existing and already planned closures for cleaning and other maintenance. It is not anticipated that special closures would be provided for CCTV repairs and maintenance except during winter months when cleaning operations are halted.



SPECIAL PROVISIONS

8:00 PM – 4:00 AM	M-Th	1 – Bore each direction	MdTA
12:00 Midnight – 4:00 AM FMT Northbound Bore on days with Stadium Events	M-Th	1 – Bore each direction	MdTA
10:00 PM Friday – 10:00 AM Sunday*		1 – Bore	MdTA
10:00 PM Sunday – 5:00 AM Monday*		1 – Bore	MdTA

William Preston Lane Jr (Bay Bridge –Extends from Toll Plaza to Rt 8 Interchange)

October 1 through April 30. (NO closures permitted December 23 through January 2)

TIME OF DAY	DAYS OF THE WEEK	ALLOWED CLOSURES	MOT Provided By
5:00 AM – 2:00 PM	Mo – Th	1 – Lane EB	MdTA
9:00 PM – 6:00 AM	Mo – Th	1 – Lane EB	MdTA
5:00 AM – 12:00 N	Friday	1 – Lane EB	MdTA
10:00 PM – 6:00 AM	Saturday – Sunday	1 – Lane EB	MdTA
9:00 AM – 3:00 PM	Mo – Th	1 – Lane WB	MdTA
7:00 PM – 5:00 AM	Mo – Th	1 – Lane WB	MdTA
9:00 AM – 12:00 N	Friday	1 – Lane WB	MdTA
9:00 PM – 7:00 AM	Saturday – Sunday	1 – Lane WB	MdTA
9:00 PM – 5:00 AM	Monday - Thursday	2 – Lanes WB	MdTA

May 1 through September 30*

TIME OF DAY	DAYS OF THE WEEK	ALLOWED CLOSURES	MOT Provided By
9:00 AM – 2:00 PM	Tuesday - Thursday	1 – Lane EB	MdTA
10:00 PM – 6:00 AM	Tuesday - Thursday	1 – Lane EB	MdTA
9:00 AM – 2:00 PM	Tuesday - Thursday	1 – Lane WB	MdTA
9:00 PM – 5:00 AM	Tuesday - Thursday	1 – Lane WB	MdTA



SPECIAL PROVISIONS

* Between the hours of 5AM and 9PM no more than one of the existing 5 traffic lanes may be closed at any time.

Harry W Nice (Nice Bridge – Extends from Toll Plaza to VA Line)

TIME OF DAY	DAYS OF THE WEEK	ALLOWED CLOSURES	MOT Provided By
8:00 PM – 5:00 AM	7 days	1 – Lane	MdTA
9:00 AM – 3:00 PM	M-Th	1 – Lane	MdTA

The Contractor will not be permitted to use any portions of the existing roadway or interfere with or impede the free flow of traffic in any manner during periods of time for which a permit has not been issued. All existing lanes of traffic along the subject roadway must be completely open during these hours.

No lane or shoulder closures are permitted on the Holidays listed below. No lane or shoulder closures are permitted on the work day preceding and work day following the Holidays with checked boxes indicated below:

- New Year's Day (January 1)
- Martin Luther King's Birthday (third Monday in January)
- President's Day (third Monday in February)
- Good Friday
- Easter Weekend
- Memorial Day (last Monday in May)
- Independence Day (July 4)
- Labor Day (first Monday in September)
- Columbus Day (second Monday in October)
- Veteran's Day (November 11)
- Thanksgiving Day (fourth Thursday in November)
- Christmas Day (December 25)

If a holiday falls on a Thursday, Friday, or Monday, no closures will be permitted during that weekend. CCTV maintenance, repair and installation work shall generally be the lower priority whenever another Contractor is working, or other work, is requested at a site and the Contractor MUST coordinate frequently and be prepared for cancellations. Cancellations by the Authority up to 2 hours prior to scheduled work shall not result in claims or adjustments. Cancellations within two hours of the scheduled work will allow claims for actual costs incurred for equipment rental or mobilization that may be deemed reasonable by the Authority.



SPECIAL PROVISIONS

Lane or shoulder closures will not be permitted during periods of falling precipitation, in heavy fog or otherwise poor visibility, or in the event of emergencies such as serious traffic accidents or unusually severe traffic congestion, as directed by the Engineer.

When a temporary lane or shoulder closure is in effect, work shall begin within one hour after the lane or shoulder is closed. Any delay longer than one hour with no work in progress shall require the Contractor to remove the lane or shoulder closure at no additional cost to the Authority. The Contractor's Traffic Manager shall attend pre-construction meetings and shall discuss traffic control and the Traffic Control Plan including procedures to be implemented for lane or shoulder closures.

All lane or shoulder closures shall be in conformance with the approved TCP and under the direction of the Contractor's Certified Traffic Manager and the Engineer.

Workers and equipment, including temporary traffic control devices needed for setting up a lane or shoulder closure or restriction, are prohibited in the lane or shoulder to be closed or restricted before the time permitted in the Contract work restrictions unless otherwise noted below or as approved by the Engineer.

Temporary traffic control devices to be used for lane/shoulder closure may be placed on the shoulder of the roadway by workers no earlier than 15 minutes prior to actual time the lane/shoulder closure or restriction is permitted. Temporary traffic signs may be displayed to traffic at this time.

Workers shall not enter a lane open to traffic. Workers may be present on shoulders to prepare for lane closure setup no earlier than 15 minutes prior to actual time lane/shoulder closure or restriction is permitted.

All temporary lane and shoulder closures shall be restored at the end of the closure period and no travel lanes shall be reduced to less than 11 feet (3.4 meters) and no ramps reduced to less than 15 feet (4.6 meters) unless otherwise directed by the Engineer. Prior to opening the closed lane or shoulder, the Contractor shall clear the lane or shoulder of all material, equipment, and debris.

No equipment, material or debris shall be stored or permitted to stand in open areas closer than 30 (thirty) feet from where traffic is being maintained unless protected by traffic barriers. The Contractor's employees shall not park their vehicles within the right-of-way of the through highway, unless written permission for an exception is given by the Engineer.

Failure to restore traffic capacity within the time specified will result in a deduction being assessed on the next progress estimate in conformance with the following.



SPECIAL PROVISIONS

ELAPSED TIME (MINUTES)	DEDUCTION
1 to 5	\$75.00
Over 5	\$75.00 per minute (in addition to the original 5 minutes)

This is in addition to the requirements specified in TC-4.02.

When closing or opening a lane on freeways, expressways and roadways with posted speeds greater than or equal to 50 mph, a work vehicle shall be closely followed by a protection vehicle (PV) during installation and removal of temporary traffic control devices. The PV shall consist of a work vehicle with approved flashing lights, approved truck-mounted attenuator (TMA) with support structure designed for attaching the system to the work vehicle, and approved arrow panel (arrow mode for multilane roadways and caution mode on two-lane, two-way roadways.) The work vehicle size and method of attachment shall be as specified in the TMA manufacturer's specifications as tested under NCHRP 350 Test Level 3.

Use of Typical. The TCP shall consist of plan sheets and the following Maryland Standard Traffic Control Typical, which will be employed as required to perform all construction and installation. The Traffic Control Plan (TCP) for this work consists of the Maryland Standards for Highway and Incidental Structures, "Temporary Traffic Control Typical Applications," which shall be employed to perform all work in the Contract. The Project Engineer reserves the right to modify or expand the methods of traffic control or working hours as specified in the Contract Documents

Note: Use 60 mph anticipated operating speed for channelization taper design at Thomas J. Hatem Memorial Bridge and Governor Harry W. Nice Memorial Bridge. Use 70 mph anticipated operating speed for channelization taper design at Francis Scott Key Memorial Bridge and all other freeways on this Project. For distance between advance work zone signs use Urban (high speed) Road Type.

TCP TYPICAL	MD. STD. NO.
Right Lane Closure/Expressway-Freeway	104.05-07
Left Lane Closure/Expressway-Freeway	104.05-08
Shoulder Work/Expressway-Freeway	104.05-01

104.01.04 MEASUREMENT AND PAYMENT.

INSERT: The following:

36 H



SPECIAL PROVISIONS

Maintenance of Traffic will not be measured but will be paid for at the Contract price per each type of closure provided (shoulder or 1-lane). The payment will be full compensation for all labor (including Traffic Manager), material and equipment including Truck mounted attenuator and arrow panel and other items for which a bid item has not been established but which are required by the approved maintenance of traffic plan, and any incidentals necessary to complete the work. A separate bid item is provided for sites requiring life safety boat patrol protection.

The cost shall include all required equipment and set ups shown on the maintenance of traffic standards, as well as removal of all traffic control set-ups.

Refer to Bid Items 1001 – 1003.

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-62

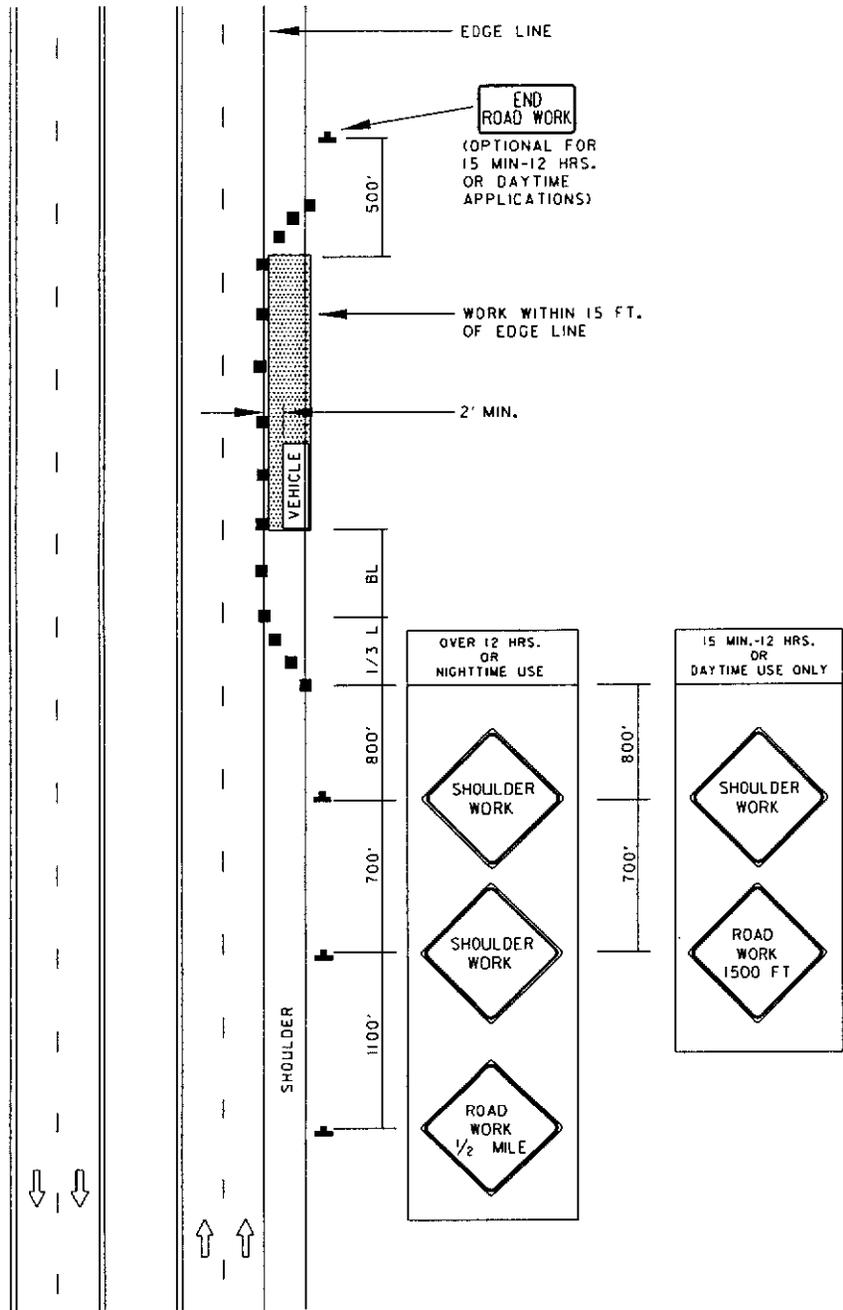
NOTES:
SHOULDER WORK SIGNS SHALL BE MOUNTED ON THE SIDE OF THE ROADWAY WHERE THE SHOULDER IS AFFECTED. USAGE OF SHOULDER WORK SIGNS ON THE OPPOSITE SIDE OF DIVIDED HIGHWAYS IS OPTIONAL.

SHOULDER CLOSED SIGNS ARE REQUIRED IN PLACE OF SHOULDER WORK SIGNS WHEN THE SHOULDER IS CLOSED BY A PHYSICAL BARRIER (REFER TO STANDARD NO. MD 104.06-14).

WHEN WORK INVOLVES A PAVEMENT EDGE DROP-OFF, REFER TO STANDARD NOS. MD 104.06-11 TO MD 104.06-15.

KEY:

- ■ CHANNELIZING DEVICES
- ← SIGN SUPPORT
← FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ▨ WORK SITE



SPECIFICATION 104	CATEGORY CODE ITEMS	
APPROVED	<i>[Signature]</i> DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL 8-20-03	APPROVAL 9-23-03
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

SHOULDER WORK /EXP-FREEWAY
GREATER THAN 40 MPH

STANDARD NO. MD 104.05-01

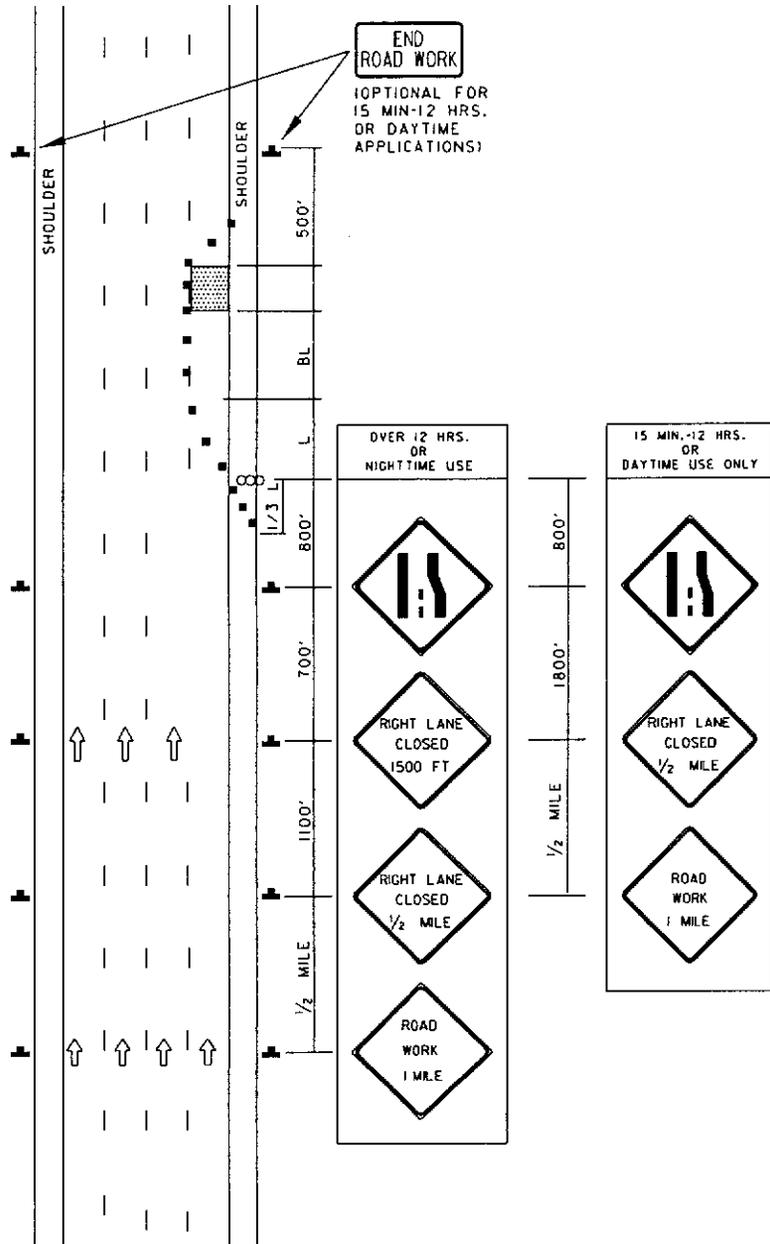
365

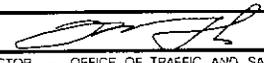
TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-62

KEY:

-  CHANNELIZING DEVICES
-  SIGN SUPPORT FACE OF SIGN
-  DIRECTION OF TRAFFIC
-  WORK SITE
-  ARROW PANEL



SPECIFICATION 104	CATEGORY CODE ITEMS	
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
 State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL B-20-03	APPROVAL 9-23-03
	REVISED	REVISED
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

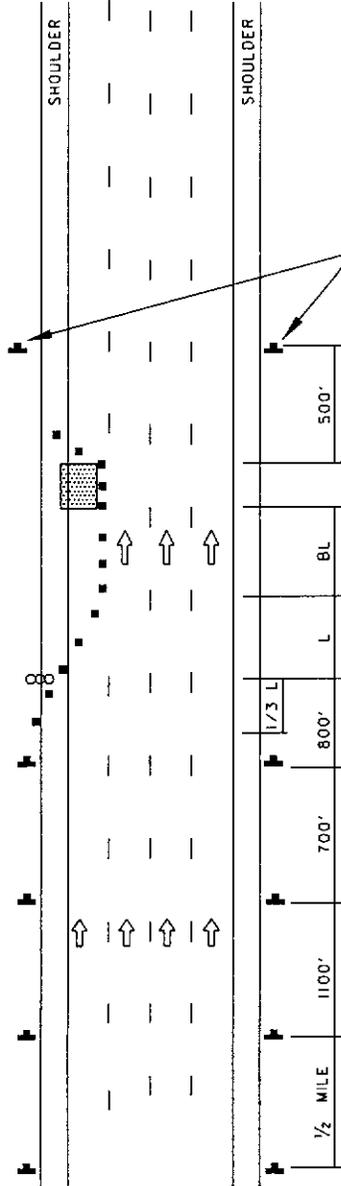
RIGHT LANE CLOSURE/EXP-FREWAY
GREATER THAN 40 MPH

STANDARD NO. MD 104.05-07

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

KEY:

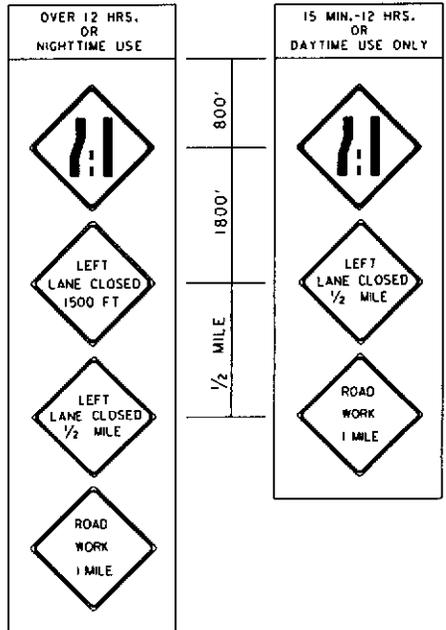
- ■ CHANNELIZING DEVICES
- SIGN SUPPORT
- FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ▨ WORK SITE
- ∞ ARROW PANEL



END ROAD WORK

(OPTIONAL FOR 15 MIN.-12 HRS. OR DAYTIME APPLICATIONS)

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-62

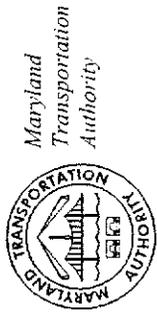


SPECIFICATION 104	CATEGORY CODE ITEMS	
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL 8-20-03	APPROVAL 9-23-03
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

**LEFT LANE CLOSURE/EXP-FREEWAY
GREATER THAN 40 MPH**

STANDARD NO. MD 104.05-08



SPECIAL PROVISIONS

MOT Requirements for Camera Locations

Exhibit 1 below provides a description of the existing camera locations and the associated MOT requirements known at this time. This information is subject to change, at any time, at the discretion of MdTA. The Contractor is required to comply with all MOT requirements. It should be understood that the exhibit below is for existing camera locations only. Future camera locations (e.g., along the new Inter-County Connector [ICC] or I-95 Express Toll Lanes [ETL]) are expected to have similar MOT requirements.

In general – there are four (4) types of MOT required for CCTV road-side maintenance:

1. **None Required** – in many cases the camera is 30’ or more off the road, behind guardrail, located in a gore area, or accessible via an overpass pull-off, whereby a maintenance vehicle can easily get off the road and in a safe area (e.g., on a side road shoulder, in are gore area, or behind guardrail) not jeopardizing the safety of the technician or the traveling public.
2. **Shoulder Closure** – in many cases a shoulder closure is required. This should be conducted in accordance with Section SP 104.
3. **Lane Closure** – in many cases a full lane closure is required. This should be conducted in accordance with Section SP 104.
4. **Lane Closure with Life Safety Boat Patrol** – in many cases a full lane closure is required and a life safety boat patrol is required as work is taking place over or near water. This should be conducted in accordance with Section SP 104 and MOSHA/OSHA requirements.

Exhibit 1. MOT Requirements for Existing Camera Locations

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
1	I-95 N	N of Rte 279 Elkton	JFK	MP 108.9	1/Maintenance 2	None Required
2	I-95 N	S of Rte 213 Singlerly Rd	JFK	MP 106.2	1/Maintenance 2	Lane Closure
3	I-95 N	N of Rte 272 Rogers Rd	JFK	MP 100.3	1/Maintenance 2	None Required
4	I-95 N	S of Rte 272	JFK	MP 99.7	1/Maintenance 2	None Required
5	I-95 M	N of Chesapeake House	JFK	MP 97.4	1/Maintenance 2	None Required
6	I-95 S	S of Chesapeake House	JFK	MP 96.4	1/Maintenance 2	None Required
7	I-95 N	N of Rte 222 Perryville Rd	JFK	MP 93.7	2/JFK/MSP Barracks M	None Required
8	I-95 S	S of Rte 222	JFK	MP 93.4	2/JFK/MSP Barracks M	None Required



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SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
9	I-95 S	S of Frenchtown Rd	JFK	MP 92.5	2/JFK/MSP Barracks M	Shoulder Closure
10	I-95 S	N of Tyding's Bridge	JFK	MP 91.6	2/JFK/MSP Barracks M	Lane Closure
11	I-95 N	S of Tyding's Bridge	JFK	MP 90.3	3/Maintenance 1	None Required
12	I-95 S	N of Lapidum Rd	JFK	MP 89.7	3/Maintenance 1	Lane Closure; Bridge-mount, two-way flagman required
13	I-95 N	S of Rte 155 Level Rd	JFK	MP 88.9	3/Maintenance 1	None Required
14	I-95 N	N of Rte 22 Churchville Rd	JFK	MP 85.1	3/Maintenance 1	None Required
15	I-95 N	S of Rte 22	JFK	MP 84.7	3/Maintenance 1	None Required
16	I-95 N	N of Rte 543 Riverside Pkwy	JFK	MP 80.7	3/Maintenance 1	None Required
17	I-95 S	S of Rte 543 Riverside Pkwy	JFK	MP 80.3	3/Maintenance 1	None Required
18	I-95 N	N of Rte 24 Edgewood Rd	JFK	MP 76.8	3/Maintenance 1	Shoulder Closure
19	I-95 N	S of Rte 24 Edgewood Rd	JFK	MP 76.3	3/Maintenance 1	None Required
20	I-95 N	N of Rte 152 Mountain Rd	JFK	MP 74.3	3/Maintenance 1	Shoulder Closure
21	I-95 S	S of Rte 152 Old Mountain Rd	JFK	MP 74.1	3/Maintenance 1	None Required; Access from overpass
22	I-95 N	N of Rte 43 Whitemarsh Rd	JFK	MP 67.3	4/I-95 @ I-695	None Required
23	I-95 S	S of Rte 43 Whitemarsh Rd	JFK	MP 66.7	4/I-95 @ I-695	None Required
24	I-95 S	N of I-695	JFK	MP 64.0	4/I-95 @ I-695	Shoulder Closure; Camera currently being relocated under ETL Project
25	I-695 M	I-695 E of I-95 on I/L	JFK	MP 32.6	4/I-95 @ I-695	Shoulder Closure; Will be relocated under the ETL Project
26	I-95 S	S of I-695	JFK	MP 63.4	4/I-95 @ I-695	None Required; Will be relocated under the ETL Project
27	I-695 M	I-695 W of I-95 on O/L	JFK	MP 32.3	4/I-95 @ I-695	None Required; Will be relocated under the ETL Project
28	I-95 M	N of I-895 Split	JFK	MP 61.1	4/I-95 @ I-695	None Required
29	I-95/895 M	S of I-895 Split	FMT	MP 60.6	4/I-95 @ I-695	None Required
30	I-95 N	At I-295/I-395 Interchange	FMT	MP 52.3	5/FMT East Vent	Lane Closure
31	I-95 N	N of Caton Ave US 1	FMT	MP 50.6	5/FMT East Vent	None Required; Access from old ramp
32	I-95 N	S of Caton Ave US 1	FMT	MP 49.9	5/FMT East Vent	None Required



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SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
33	I-895 S	N of Pulaski Rd US 40	BHT	MP 13.2	5/FMT East Vent	Lane Closure
34	I-895 S	N of Eastern Ave	BHT	MP 12.2	5/FMT East Vent	Lane Closure
35	I-895 S	S of O'Donnell ST	BHT	MP 11.7	5/FMT East Vent	Lane Closure
36	I-895 S	N of Baltimore Harbor Tunnel	BHT	MP 10.6	5/FMT East Vent	Lane Closure
37	I-895 N	N of Childs Street	BHT	MP 8.4	8/BHT Admin	Lane Closure
38	I-895 N	At Shell Rd Exit	BHT	MP 7.9	8/BHT Admin	Lane Closure
39	I-95 S	FMT East Vent Bldg Roof Top	FMT	N/A	5/FMT East Vent	None Required
40	I-95 M	Top of West (South) FMT Portal	FMT	N/A	5/FMT East Vent	None Required
41	I-95 S	"S" TURN, North of O'Donnell St	FMT	57.7	5/FMT East Vent	Shoulder Closure
42	I-95 N	S of Eastern Ave	FMT	58.5	5/FMT East Vent	None Required
43	I-895 M	I-895/I-95 Interchange (So. Baltimore)	SOC	0.3	SHA SOC	None Required
44	I-895 N	E of Washington Blvd	SOC	1.3	SHIA SOC	Shoulder Closure
45	I-895 M	I-895 at I-695 Interchange	FMT	3.5	5/FMT East Vent	Shoulder Closure
46	I-895 N	At Rt MD 295	FSK	4.4	11/FSK Admin	Shoulder Closure
47	I-895 N	I-895 and Ritchie Spur Interchange	BHT	5.9	8/BHT Admin	Shoulder Closure
48	I-895 S	At Potee St	BHT	6.9	8/BHT Admin	Shoulder Closure
49	I-695 O/L	S of Curtis Creek	FSK	0.5	11/FSK Admin	Shoulder Closure
50	I-695 M	S of Quarantine Rd	FSK	50.4	11/FSK Admin	None Required
51	I-695 M	N of Quarantine Rd	FSK	49.8	11/FSK Admin	None Required
52	I-695 M	S of FSK Bridge	FSK	49.1	11/FSK Admin	Shoulder Closure
53	I-695 I/L	N of FSK Bridge	FSK	47.4	11/FSK Admin	None Required
54	I-695 I/L	S of Broening Hwy	FSK	46.4	11/FSK Admin	None Required
55	I-695 I/L	S of Peninsula Expwy	FSK	44.7	11/FSK Admin	Shoulder Closure
56	I-695 M	N of Rt MD 151	FSK	43.4	11/FSK Admin	None Required
57	US 301 S	HWN Bridge - VA Side	IIWN	VA Side	12/HWN Admin	None Required; Access from park

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SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
58	US 301 N	HWN Bridge - Pier #7	HWN	Pier #7	12/HWN Admin	Bridge Lane Closure (MdTA Responsibility); Not on lowering system; Contractor supplies bucket truck and water safety boat patrol
59	US 301 N	HWN Bridge - Pier #20	HWN	Pier #20	12/HWN Admin	Bridge Lane Closure (MdTA Responsibility); Not on lowering system; Contractor supplies bucket truck and water safety boat patrol
60	US 301 S	HWN Bridge - Top of HWN Toll Plaza	HWN	Toll Plaza	12/HWN Admin	None Required; Access from Admin Building Plaza roof top via latter
61	US 301 N	HWN Bridge - N of Toll Plaza	HWN	Toll Plaza	12/HWN Admin	None Required
62	US 40 S	TJH Bridge - N of Superior St	TJH	1.8	10/TJH Admin	None Required
63	US 40 S	TJH Bridge - Pier #18	TJH	Pier #18	10/TJH Admin	Bridge Lane Closure, coordinated with MdTA; Need bucket truck and water safety boat patrol
64	US 40 S	TJH Bridge - Pier #35	TJH	Pier #35	10/TJH Admin	Bridge Lane Closure, coordinated with MdTA; Need bucket truck and water safety boat patrol
65	US 40 N	TJH Bridge - Top of TJH Toll Plaza	TJH	Toll Plaza	10/TJH Admin	Lane Closure; Need bucket truck
E-1	BHT	East Tunnel, NB, South Side	BHT	South Side	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-2	BHT	East Tunnel, NB, SC3R	BHT	SC3R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-3	BHT	East Tunnel, NB, SC5	BHT	SC5	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-4	BHT	East Tunnel, NB, SC7	BHT	SC7	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-5	BHT	East Tunnel, NB, SC7R	BHT	SC7R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-6	BHT	East Tunnel, NB, SC9R	BHT	SC9R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-7	BHT	East Tunnel, NB, SC11	BHT	SC11	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-8	BHT	East Tunnel, NB, SC13	BHT	SC13	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-9	BHT	East Tunnel, NB, SC13R	BHT	SC13R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-10	BHT	East Tunnel, NB, SC15R	BHT	SC15R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-11	BHT	East Tunnel, NB, SC17	BHT	SC17	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-12	BHT	East Tunnel, NB, SC19	BHT	SC19	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-13	BHT	East Tunnel, NB, SC19R	BHT	SC19R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)



SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
E-14	BHT	East Tunnel, NB, SC21	BHT	SC21	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-15	BHT	East Tunnel, NB, SC21R	BHT	SC21R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
E-16	BHT	East Tunnel, NBSC23R	BHT	SC23R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-1	BHT	West Tunnel, SB, SC0	BHT	SC0	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-2	BHT	West Tunnel, SB, SC2	BHT	SC2	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-3	BHT	West Tunnel, SB, SC4	BHT	SC4	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-4	BHT	West Tunnel, SB, SC6	BIIT	SC6	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-5	BHT	West Tunnel, SB, SC6R	BHT	SC6R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-6	BHT	West Tunnel, SB, SC8R	BIIT	SC8R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-7	BHT	West Tunnel, SB, SC10	BHT	SC10	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-8	BHT	West Tunnel, SB, SC12	BHT	SC12	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-9	BHT	West Tunnel, SB, SC14	BHT	SC14	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-10	BIIT	West Tunnel, SB, SC16	BHT	SC16	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-11	BHT	West Tunnel, SB, SC18	BHT	SC18	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-12	BHT	West Tunnel, SB, SC20	BHT	SC20	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-13	BHT	West Tunnel, SB, SC22	BHT	SC22	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-14	BHT	West Tunnel, SB, SC22R	BIIT	SC22R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-15	BHT	West Tunnel, SB, SC24R	BIIT	SC24R	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
W-16	FMT	West Tunnel, SB, South Side	FMT	South Side	7/BHT Vent	MdTA Bore Closure (MdTA Responsibility)
1-16	FMT	Bore 1, SB, CCTV 1-16	FMT	CCTV 1-16	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-15	FMT	Bore 1, SB, CCTV 1-15	FMT	CCTV 1-15	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-14	FMT	Bore 1, SB, CCTV 1-14	FMT	CCTV 1-14	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-13	FMT	Bore 1, SB, CCTV 1-13	FMT	CCTV 1-13	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-12	FMT	Bore 1, SB, CCTV 1-12	FMT	CCTV 1-12	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-11	FMT	Bore 1, SB, CCTV 1-11	FMT	CCTV 1-11	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-10	FMT	Bore 1, SB, CCTV 1-10	FMT	CCTV 1-10	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-9	FMT	Bore 1, SB, CCTV 1-9	FMT	CCTV 1-9	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-8	FMT	Bore 1, SB, CCTV 1-8	FMT	CCTV 1-8	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)



SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
1-7	FMT	Bore 1, SB, CCTV 1-7	FMT	CCTV 1-7	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-6	FMT	Bore 1, SB, CCTV 1-6	FMT	CCTV 1-6	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-5	FMT	Bore 1, SB, CCTV 1-5	FMT	CCTV 1-5	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-4	FMT	Bore 1, SB, CCTV 1-4	FMT	CCTV 1-4	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-3	FMT	Bore 1, SB, CCTV 1-3	FMT	CCTV 1-3	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-2	FMT	Bore 1, SB, CCTV 1-2	FMT	CCTV 1-2	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
1-1	FMT	Bore 1, SB, CCTV 1-1	FMT	CCTV 1-1	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-16	FMT	Bore 2, SB, CCTV 2-16	FMT	CCTV 1-16	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-15	FMT	Bore 2, SB, CCTV 2-15	FMT	CCTV 1-15	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-14	FMT	Bore 2, SB, CCTV 2-14	FMT	CCTV 1-14	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-13	FMT	Bore 2, SB, CCTV 2-13	FMT	CCTV 1-13	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-12	FMT	Bore 2, SB, CCTV 2-12	FMT	CCTV 1-12	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-11	FMT	Bore 2, SB, CCTV 2-11	FMT	CCTV 1-11	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-10	FMT	Bore 2, SB, CCTV 2-10	FMT	CCTV 1-10	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-9	FMT	Bore 2, SB, CCTV 2-9	FMT	CCTV 1-9	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-8	FMT	Bore 2, SB, CCTV 2-8	FMT	CCTV 1-8	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-7	FMT	Bore 2, SB, CCTV 2-7	FMT	CCTV 1-7	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-6	FMT	Bore 2, SB, CCTV 2-6	FMT	CCTV 1-6	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-5	FMT	Bore 2, SB, CCTV 2-5	FMT	CCTV 1-5	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-4	FMT	Bore 2, SB, CCTV 2-4	FMT	CCTV 1-4	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-3	FMT	Bore 2, SB, CCTV 2-3	FMT	CCTV 1-3	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-2	FMT	Bore 2, SB, CCTV 2-2	FMT	CCTV 1-2	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
2-1	FMT	Bore 2, SB, CCTV 2-1	FMT	CCTV 1-1	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-1	FMT	Bore 3, NB, CCTV 3-1	FMT	CCTV 3-1	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-2	FMT	Bore 3, NB, CCTV 3-2	FMT	CCTV 3-2	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-3	FMT	Bore 3, NB, CCTV 3-3	FMT	CCTV 3-3	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-4	FMT	Bore 3, NB, CCTV 3-4	FMT	CCTV 3-4	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-5	FMT	Bore 3, NB, CCTV 3-5	FMT	CCTV 3-5	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)

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SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
3-6	FMT	Bore 3, NB, CCTV 3-6	FMT	CCTV 3-6	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-7	FMT	Bore 3, NB, CCTV 3-7	FMT	CCTV 3-7	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-8	FMT	Bore 3, NB, CCTV 3-8	FMT	CCTV 3-8	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-9	FMT	Bore 3, NB, CCTV 3-9	FMT	CCTV 3-9	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-10	FMT	Bore 3, NB, CCTV 3-10	FMT	CCTV 3-10	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-11	FMT	Bore 3, NB, CCTV 3-11	FMT	CCTV 3-11	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-12	FMT	Bore 3, NB, CCTV 3-12	FMT	CCTV 3-12	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-13	FMT	Bore 3, NB, CCTV 3-13	FMT	CCTV 3-13	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-14	FMT	Bore 3, NB, CCTV 3-14	FMT	CCTV 3-14	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-15	FMT	Bore 3, NB, CCTV 3-15	FMT	CCTV 3-15	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
3-16	FMT	Bore 3, NB, CCTV 3-16	FMT	CCTV 3-16	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-1	FMT	Bore 4, NB, CCTV 4-1	FMT	CCTV 4-1	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-2	FMT	Bore 4, NB, CCTV 4-2	FMT	CCTV 4-2	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-3	FMT	Bore 4, NB, CCTV 4-3	FMT	CCTV 4-3	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-4	FMT	Bore 4, NB, CCTV 4-4	FMT	CCTV 4-4	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-5	FMT	Bore 4, NB, CCTV 4-5	FMT	CCTV 4-5	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-6	FMT	Bore 4, NB, CCTV 4-6	FMT	CCTV 4-6	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-7	FMT	Bore 4, NB, CCTV 4-7	FMT	CCTV 4-7	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-8	FMT	Bore 4, NB, CCTV 4-8	FMT	CCTV 4-8	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-9	FMT	Bore 4, NB, CCTV 4-9	FMT	CCTV 4-9	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-10	FMT	Bore 4, NB, CCTV 4-10	FMT	CCTV 4-10	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-11	FMT	Bore 4, NB, CCTV 4-11	FMT	CCTV 4-11	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-12	FMT	Bore 4, NB, CCTV 4-12	FMT	CCTV 4-12	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-13	FMT	Bore 4, NB, CCTV 4-13	FMT	CCTV 4-13	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-14	FMT	Bore 4, NB, CCTV 4-14	FMT	CCTV 4-14	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-15	FMT	Bore 4, NB, CCTV 4-15	FMT	CCTV 4-15	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)
4-16	FMT	Bore 4, NB, CCTV 4-16	FMT	CCTV 4-16	5/FMT East Vent	MdTA Bore Closure (MdTA Responsibility)

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SPECIAL PROVISIONS

Cam ID	Route	Site Name	Facility	Mile Marker	Hub No./Location	MOT Requirement
N/A	WPL	WPL (Bay Bridge) - 14 new locations near gantry locations	WPL	Various	13/WPL	MdTA Lane Closure (MdTA Responsibility)

SCHEDULE OF PRICES

NOTE: This proposal shall be filled in by the bidder, with the prices written in words and numerals. The extension amounts of unit costs shall also be filled in. For complete information concerning these items, see Specifications, Special Provisions and Contract Form.

ITEM NOS.	APPROXIMATE QUANTITIES	DESCRIPTION OF ITEM AND PRICE BID (IN WRITTEN WORDS)	UNIT PRICE		AMOUNTS	
			DOLLARS	CTS.	DOLLARS	CTS.
1001	315	EACH OF LANE CLOSURE FOR MAINTENANCE OF TRAFFIC AT _____				
1002	225	EACH OF SHOULDER CLOSURE FOR MAINTENANCE OF TRAFFIC AT _____				
1003	120	HOURLY RATE LIFE SAFETY BOAT PATROL WHEN WORKING OVER WATER AT _____				
1004		AT _____				
1005		AT _____				
1006		AT _____				

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Addendum #3, August 22, 2007

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SCHEDULE OF PRICES

NOTE: This proposal shall be filled in by the bidder, with the prices written in words and numerals. The extension amounts of unit costs shall also be filled in. For complete information concerning these items, see Specifications, Special Provisions and Contract Form.

ITEM NOS.	APPROXIMATE QUANTITIES	DESCRIPTION OF ITEM AND PRICE BID (IN WRITTEN WORDS)	UNIT PRICE		AMOUNTS	
			DOLLARS	CTS.	DOLLARS	CTS.
		AT _____				
		AGGREGATE AMOUNT AT UNIT PRICES USING ITEMS 1001-1003, and 8001-8048 (BASIC ITEMS)				
		AT _____				
		AGGREGATE AMOUNT AT UNIT PRICES USING ITEMS 9001-9016 (MdTA Proposed Options)				
		AT _____				
		AGGREGATE AMOUNT AT UNIT PRICES USING ITEMS 10001-1xxxx (Contractor Proposed Options)				
		AT _____				
		Grand total with all options				
		AT _____				
		AT _____				