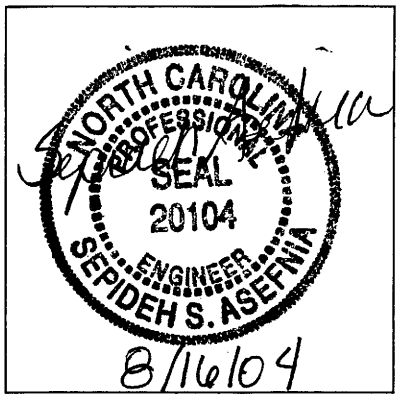

Project Special Provisions
(Version 02.13)
Signals and Traffic Management Systems

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12-Aug-04

Contents

1. 2002 STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES – SECTION 1098 REVISIONS

The 2002 Standard Specifications are revised as follows:

1.1. General Requirements (1098-1)

Page 10-220, Subarticle 1098-1(A)

In the last paragraph, sentence 1, revise "by the date of advertisement of the project" to "by the date of equipment installation."

Pages 10-222,3 Subarticle 1098-1(H)

Replace paragraphs 2, 3, and 4 with the following paragraphs:

Except for grounding conductors, provide signal cable conductors of size Number 16 AWG that are fabricated from stranded copper. **Number 16 AWG cable can only be used with an all LED traffic signal intersection.** Repairs to a non-LED traffic signal intersection must use Number 14 AWG cable.

Provide either 0.05 x 0.30 inch (1.3 x 7.6 mm) aluminum wrapping tape or 0.06 inch (1.5 mm) stainless steel lashing wire for the purpose of lashing cables, except fiber-optic communications cables, to a messenger cable. Use 0.045-inch (1.14-mm) stainless steel lashing wire for the aerial installation of fiber-optic communications cable to messenger cable.

1.2. Signal Heads (1098-2)

Page 10-223, Subarticle 1098-2(A)

In paragraph 5, sentence 4, revise "1 3/8 inch (32 mm) vertical conduit entrance hubs" to "1 1/4 inch (32 mm) vertical conduit entrance hubs" and revise "1 5/8 inch (40 mm) horizontal hubs" to "1 1/2 inch (40 mm) horizontal hubs."

In the last paragraph, sentence 3, revise "2/5 x 3/4 inch (9.5 mm x 19.1 mm) square head bolts" to "3/8 x 3/4 inch (9.5 mm x 19.1 mm) square head bolts."

Page 10-225, Subarticle 1098-2(C)

Replace paragraphs 2 and 3 with the following paragraphs:

Unless otherwise required by the plans, provide single-section pedestrian heads with 6 inch (150 mm) minimum deep traditional visors that prevent the sun phantom illumination of the indication.

Where required by the plans, provide two-section pedestrian signal heads with traditional three-sided, rectangular visors 12 inches (300 mm) long.

Replace the last paragraph with the following:

Provide lead-in cable that complies with the loop lead-in cable section of these project special provisions.

Pages 10-225-227, Subarticle 1098-2(E) [**Light Emitting Diode (LED) Sections**]

Replace the entire subarticle with the following two subarticles:

(1) Vehicular

Provide light emitting diode (LED) traffic signal modules (hereafter referred to as modules) that consist of an assembly that utilizes LEDs as the light source in lieu of an incandescent lamp for use in traffic signal sections. Use LEDs that are aluminum indium gallium phosphorus (AlInGaP) technology for red and yellow indications and indium gallium nitride (InGaN) for green indications. Install the ultra bright type LEDs that are rated for 100,000 hours of continuous operation from -40°C to +74°C (-40°F to +165°F). Design modules to have a minimum useful life of 60 months, and to meet all parameters of this specification during this period of useful life.

Ensure, unless otherwise stated in these specifications, that each module meets or exceeds the requirements of the Interim Purchase Specification of the ITE VTCSH part 2 (Light Emitting Diode (LED) Vehicular Traffic Signal Modules (hereafter referred to as VTCSH-2). Arrow displays shall meet or exceed the electrical and environmental operating requirements of VTCSH-2 sections 3 and 5, chromaticity requirements of section 4.2, and the requirements of sections 6.3 (except 6.3.2) and 6.4 (except 6.4.2).

Provide modules that meet the requirements of Table 1098-1. Design the modules to operate from a 60 ±3 HZ AC line voltage ranging from 80 volts to 135 volts. Ensure that fluctuations of line voltage have no visible effect on the luminous intensity of the indications. Design the module to have a normal operating voltage of 120 VAC, and measure all parameters at this voltage.

Table 1098-1
Maximum Power Consumption (in Watts) at 25°C (77°F)

	Red	Yellow	Green
300 mm circular	17	34	24
200 mm circular	10	16	12
300 mm arrow	9	10	11

Certify that the module has a power factor of 0.90 or greater, and that total harmonic distortion (THD) (current and voltage) induced into an AC power line by the module does not exceed 20 percent for modules with power ratings above 15W, and 40 percent for modules with power ratings of 15W or less. Design the module's onboard circuitry to include voltage surge protection to withstand high repetition noise transients as stated in Section 2.1.6 of NEMA Standard TS-2, 1992. Ensure all wiring meets the requirements of Section 13.02 of the ITE Publication: Equipment and Material Standards, VTCSH-2. Provide spade terminals appropriate to the lead wires and sized for a #10 screw connection to the existing terminal block in a standard signal head.

Ensure that the module is compatible with signal load switches and conflict monitors. Design the module to provide sufficient current draw to ensure proper load switch operation while the voltage is varied from a regulated 80 Vrms to 135 Vrms. Design off-state for green and yellow modules to be 30Vrms or greater, and on-state to be 40 Vrms or greater. Design the voltage decay to 10 Vrms or less to be 100 milliseconds or less for green and yellow modules. Ensure that the control circuitry prevents current flow through the LEDs in the off state to avoid a false indication.

Design all modules to meet existing NCDOT monitor specifications for each of the following types of signal monitors: NEMA TS-1 conflict monitors (including so-called NEMA plus

features such as dual indication detection and short yellow time detection); NEMA TS-2 Malfunction Management Units (MMU); and 170 cabinet Type 210ECL and 2010ECL conflict monitors (including red monitoring and so-called plus features such as dual indication detection and short yellow time detection).

Ensure that the modules and associated onboard circuitry meet Class A emission limits referred to in Federal Communications Commission (FCC) Title 47, Subpart B, Section 15 regulations concerning the emission of electronic noise.

Provide modules that meet the requirements of Tables 1098-2, 3, and 4. Test all ball modules for luminous intensity at 25°C (77°F) to meet 115% of values in tables 1098-2 and 4. Design and certify the modules to meet or exceed the maintained minimum luminous intensity values throughout the warranty period based on normal use in a traffic signal operation over the operating temperature range. Test the Red and Green modules for maintained luminous intensity (Tables 1098-2, 3, and 4) at 74°C (165°F) (ITE 6.4.2.2). Use LEDs that conform to the chromaticity requirements of VTCSH-2, Section 8.04 throughout the warranty period over the operating temperature range. Make chromaticity coordinate compliance measurements at 25°C (77°F).

Table 1098-2
Specification for 12 inch (300 mm) Extended View Signals

Minimum Luminous Intensity Values (In Candelas)				
Expanded View Vertical Angle	Horizontal Angle (Left/Right)	RED	YELLOW	GREEN
+/-2.5	2.5	339	678	678
	7.5	251	501	501
	12.5	141	283	283
	17.5	77	154	154
+/-7.5	2.5	226	452	452
	7.5	202	404	404
	12.5	145	291	291
	17.5	89	178	178
	22.5	38	77	77
	27.5	16	32	32
+/-12.5	2.5	50	101	101
	7.5	48	97	97
	12.5	44	89	89
	17.5	34	69	69
	22.5	22	44	44
	27.5	16	32	32
+/-17.5	2.5	22	44	44
	7.5	22	44	44
	12.5	22	44	44
	17.5	22	44	44
	(Not Extended View) 22.5	20	41	41
	(Not Extended View) 27.5	16	32	32
+/-22.5	2.5	20	40	40
	17.5	20	40	40

Notes
1. Design signal modules to meet these requirements as a minimum throughout the warranty period.
2. Design signal modules to have a minimum initial intensity equal to 115% of Table 2 at 25°C.
3. Independent laboratory test reports are required to validate the initial intensity.

Table 1098-3
Minimum Initial and maintained Intensities for Arrow Indications (in cd/m2)

	Red	Yellow	Green
Arrow Indication	5,500	11,000	11,000

4. Design signal modules to meet these requirements as a minimum throughout the warranty period.
5. Design signal modules to have a minimum initial intensity equal to 115% of Table 4 at 25°C.
6. Independent laboratory test reports are required to validate the initial intensity.

Table 1098-5
Chromaticity Standards (CIE Chart)

Red	Y: not greater than 0.308, or less than 0.998 - x
Yellow	Y: not less than 0.411, nor less than 0.995 - x, nor less than 0.452
Green	Y: Not less than 0.506 -.519x, nor less than 0.150 + 1.068x, nor more than 0.730 - x

Design the modules as retrofit replacements for installation into standard incandescent traffic sections that do not contain the incandescent lens, reflector assembly, lamp socket and lens gasket. Ensure that installation does not require special tools or physical modification for the existing fixture other than the removal of the incandescent lens, reflector assembly, lamp socket, and lens gasket.

Provide modules that are rated for use in the operating temperature range of –40°C (-40°F) to +74°C (+165°F). Ensure that the modules (except yellow) meet all specifications throughout this range. Fabricate the module to protect the onboard circuitry against dust and moisture intrusion per the requirements of NEMA Standard 250-1991 for Type 4 enclosures to protect all internal components.

Design the module to be a single, self-contained device with the circuit board and power supply for the module inside and integral to the unit.

Design the assembly and manufacturing process for the module to ensure all internal components are adequately supported to withstand mechanical shock and vibration from high winds and other sources. Wire the individual LEDs such that a catastrophic loss or the failure of one LED will result in the loss of not more than 20 percent of the signal module light output. Solder the LEDs to the circuit board.

Fabricate the lens and signal module from material that conforms to ASTM specifications. Ensure enclosures containing either the power supply or electronic components of the module are made of UL94VO flame retardant materials. The lens of the signal module is excluded from this requirement.

Permanently mark the manufacturer's name, trademark, model number, serial number, date of manufacture (month & year), and lot number as identification on the back of the module.

Permanently mark the following operating characteristics on the back of the module: rated voltage and rated power in watts and volt-amperes.

If a specific mounting orientation is required, provide permanent markings consisting of an up arrow, or the word "UP" or "TOP" for correct indexing and orientation within the signal housing.

Provide a lens that is integral to the unit with a smooth outer surface and UV stabilized to withstand ultraviolet exposure for a minimum period of 60 months without exhibiting evidence of deterioration. Coat the front of a polycarbonate lens to make it more abrasion resistant. Seal the lens to the module to prevent moisture and dust from entering the module.

Tint the red and yellow lens to match the wavelength (chromaticity) of the LED. Provide a green lens that is either colorless or tinted to match the wavelength (chromaticity) of the LED.

For 12-inch (300-mm) arrow modules, ensure that the module meets specifications stated in Section 9.01 of the ITE VTCSH for arrow indications. Design arrow displays to be solid LEDs (spread evenly across the illuminated portion of the arrow or other designs), not outlines. **Determine the luminous intensity using the CALTRANS 606 method or similar procedure.**

Provide test results for ball modules from an independent testing laboratory showing wattage and compliance with ITE VTCSH-2 specifications 6.4.2, 6.4.4.1, 6.4.4.2, 6.4.4.3, 6.4.5, and 6.4.6.1 as a minimum. Ensure the 6.4.2.1 test meets the requirements of Tables 1098-2 and 4 of this specification. The 6.4.2.2 test is for Red and Green only. Ensure that the LED signal modules tested are typical, average production units.

Burn In - Energize the sample module(s) (a sample of one module minimum) for a minimum of 24 hours, at 100 percent on-time duty cycle, at a temperature of +74°C (+165°F) before performing any qualification testing. Any failure of the module, which renders the unit non-compliant with the specification after burn-in, shall be cause for rejection. All specifications will be measured including, but not limited to:

(a) **Photometric (Rated Initial Luminous Intensity) -** Measure at +25°C (+77°F). Measure luminous intensity for red and green modules upon the completion of a 30 minute 100 percent on-time duty cycle at the rated voltage. **Measure luminous intensity for yellow modules immediately upon energizing at the rated voltage.**

(b) **Chromaticity** (Color) - Measure at +25°C (+77°F). Measure chromaticity for red and green modules upon the completion of a 30 minute 100 percent on-time duty cycle at the rated voltage. Measure chromaticity for yellow modules immediately upon energizing at the rated voltage.

(c) **Electrical** - Measure all specified parameters for quality comparison of production quality assurance on production modules. (rated power, etc)

Equipment Compatibility - In addition to the 6.4.4.5 test of modules for compatibility with controllers, conflict monitors, and load switches, perform the following test, and certify the results. Connect each signal module to the output of a standard load switch connected to a variable AC voltage supply (95 to 135 VAC). With the load switch "off," vary the AC voltage from 95 Vrms to 135 Vrms, and measure the drop across the module. Readings greater than 15 Vrms are unacceptable.

NCDOT evaluates and approves all LED Traffic Signal modules for the QPL by a standard visual inspection and blind operational survey, a compatibility test, current flow, and other random tests, in addition to reviewing the lab reports and documentation from the manufacturer. The tests are conducted at the Traffic Electronics Center in Raleigh. Each 12-inch (300-mm) ball module shall be visible at 450 feet (135 meters) during sway conditions (extended view) until obscured by the visor. Each 8-inch ball (200-mm) and 12-inch (300-mm) arrow module shall be visible at 300 feet (90 meters) during sway conditions (extended view) until obscured by the visor. Sufficient luminance during the extended views will be determined during this blind survey evaluation.

In addition to meeting the performance requirements for the minimum period of 60 months, provide a written warranty against defects in materials and workmanship for the modules for a period of 60 months after shipment acceptance of the modules. Replacement modules shall be

provided within 30 days of receipt of modules that have failed at no cost to the State. Provide warranty documentation to the Department prior to QPL acceptance. Provide luminous intensity testing at an independent lab, to determine degradation, for two modules of each color provided by NCDOT at the end of two and four years of operation.

Provide testing at an independent laboratory for a designated module to be tested for maintained luminous intensity at 25°C (77°F) once each year during the five year warranty period.

(2) Pedestrian

Design the LED pedestrian traffic signal modules for installation into standard pedestrian traffic signal sections that do not contain the incandescent signal section reflector, lens, eggcrate visor, gasket, or socket. Provide a clear 0.25-inch (6.4-mm), non-glare, mat finish lens with a smooth outer surface and UV stabilized to withstand ultraviolet exposure for a minimum period of 60 months without exhibiting evidence of deterioration. Coat the front surface of a polycarbonate lens to make it more abrasion resistant. Ensure that the lens has light transmission properties equal to or greater than 80%.

Ensure installation of all modules requires no physical modification of the existing fixture other than the removal of the incandescent signal section reflector, lens, eggcrate visor and socket where applicable.

Design the countdown display as a double row of LEDs, and ensure the countdown display blanks-out during the initial cycle while it records the countdown time. Ensure that the countdown display is operational only during the flashing don't walk, clearance interval. Blank-out the countdown indication after it reaches zero until the beginning of the next don't walk indication, and design the controlling circuitry to prevent the timer from being triggered during the solid hand indication.

Design the man and hand to be a solid display, which meets the minimum requirements of "The Equipment and Materials Standards" of the Institute of Transportation Engineers (ITE) Chapter 3, Table 1 *Symbol Message*. Wire the LEDs such that a catastrophic loss or failure of one or more LEDs will result in the loss of not more than five percent of the signal module light output.

Ensure that the power consumption for the modules is equal to or less than the following in watts, and that the modules have EPA Energy Star compliance ratings, if applicable to that shape, size and color.

TEMPERATURE	77°F (25°C)	165°F (74°C)
HAND	10	12
MAN	9	12
COUNTDOWN	9	12

Provide 16-inch (400-mm) displays, where required by plan or bid document, that have the hand/man overlay on the left and the countdown on the right. Ensure the hand/man meets the dimension requirements cited in Chapter 3, Table 1 *Symbol Message* for Class 3 displays. Ensure that the countdown number display is at least 7 inches high by 6 inches wide. Configure the signal head with a sufficient number of LEDs to provide an average luminous intensity of at least

342 candela per square feet (3750 candela per square meter) of lighting surface for the "RAISED HAND" and "COUNTDOWN", and 483 candela per square feet (5300 candela per square meter) of lighting surface for the "WALKING PERSON". Ensure they meet this average luminous intensity throughout the warranty period over the operating temperature range.

Provide 12 inch (300 mm) displays, where required by plan or bid document, that meet the dimension requirements cited in Chapter 3, Table 1 *Symbol Message* for Class 2 displays. Furnish three types of modules, the solid hand/man module as an overlay, the solid hand module, and the solid man module. Configure the signal head with a sufficient number of LEDs to provide an average luminous intensity of at least 342 candela per square feet (3750 candela per square meter) of lighting surface for the "RAISED HAND" and "COUNTDOWN", and 483 candela per square feet (5300 candela per square meter) of lighting surface for the "WALKING PERSON". Ensure they meet this average luminous intensity throughout the warranty period over the operating temperature range.

Design all modules to operate using a standard 3 - wire field installation. Provide lead wires that are eighteen gauge (18AWG) minimum copper conductors with 221 degree F (105 degree C) insulation. Ensure that lead wires are a minimum of 30 inches (760 mm) long with NEMA "spade" terminals that are appropriate to the lead wires and sized for a #10 screw connection to the existing terminal block in the signal head. Solder the LEDs to the circuit board.

Ensure that modules are compatible with signal load switches and conflict monitors. Design the module to provide sufficient current draw to ensure proper load switch operation while the voltage is varied from a regulated 80Vrms to 135Vrms. Provide control circuitry to prevent current flow through the LEDs in the off state to avoid a false indication. Design all modules to meet existing NCDOT monitor specifications for each of the following types of signal monitors: NEMA TS-1 conflict monitors (including so-called NEMA plus features such as dual indication detection and short yellow time detection); NEMA TS-2 Malfunction Management Units; and 170 cabinet 210ECL and 2010ECL conflict monitors (including red monitoring and so-called plus features such as dual indication detection and short yellow time detection).

Comply with the following sections: 3.3, 3.5, 3.6, 5.2, 5.3, 5.7, 6.1, 6.3.1, 6.3.3, 6.3.4, 6.3.5, 6.4.4, 6.4.5, and 6.4.6 of "The Equipment and Material Standards" of the Institute of Transportation Engineers "Vehicular Traffic Control Signal Heads" (VTCSH) Part 2, Chapter 2A.

Furnish Portland Orange LEDs for the hand and countdown that are the latest AlInGaP technology or higher, and Lunar White LEDs for the man that are the latest InGaN technology or higher.

Provide certification with the signal modules when offered for evaluation that your product complies with the sections of the ITE specification identified in paragraph 1.12 above and this specification. Provide test results showing that the signal modules meet or exceed the luminous intensity requirements of sections 1.8 and 1.9 of this specification.

Ship each module as a complete kit designed for retrofitting existing pedestrian signal sections with an LED display module. Provide modules that include, but are not limited to the following items: lens, LED display mounted on a circuit board, wire leads with strain relief, rigid housing, electronics including a power supply integral to the LED module which is protected by the housing, and a neoprene one piece gasket. Ensure that the module is compatible with standard, existing, pedestrian head mounting hardware.

Warrant performance for a period of 60 months from the date of installation and include repair or replacement of an LED signal module that exhibits light output degradation, which in the judgment of the Department, cannot be easily seen at 150 feet (45 meters) in bright sunlight with a visor on the housing or which drops below the luminous intensity output requirements. Warrant failure due to workmanship, materials, and manufacturing defects during the first 60 months after the date of installation. Repair or replace any failed modules within 30 calendar days of notification at no cost to the Department.

Page 10-227, Subarticle 1098-2(F)

Replace the first sentence in the paragraph with the following:

Furnish 16-4 and 16-7 signal cable that complies with IMSA specification 20-1 except provide the following conductor insulation colors:

- For 16-4 cable: white, yellow, red, and green
- For 16-7 cable: white, yellow, red, green, yellow with black stripe tracer, red with black stripe tracer, and green with black stripe tracer. Apply continuous stripe tracer on conductor insulation with a longitudinal or spiral pattern.

Provide a ripcord to allow the cable jacket to be opened without using a cutter. IMSA specification 19-1 will not be acceptable.

1.3. Wood Poles (1098-6)

Page 10-228, Article 1098-6

Replace the entire article with the following:

Provide poles of treated southern pine or treated Douglas fir that meet the requirements of ANSI 05.1. Provide Class 3 or better wood poles that are a minimum length of 40 feet (12.2 meters) unless otherwise shown on the plans and are of a sufficient length to maintain minimum required distances above the roadway, obstructions and affected railroad tracks. Mark each pole in accordance with ANSI 05.01. First roof and bore poles and then give them a full-length preservative treatment.

Provide poles with pentachlorophenol or chromated copper arsenate (CCA) preservative, in accordance with AWPA Standard C4-99. Ensure the retention of preservative is a minimum of 0.45 lb. per cubic foot (7.2 kg per cubic meter) for pentachlorophenol and 0.6 lb. per cubic foot (9.6 kg per cubic meter) for CCA.

1.4. Loop Lead-In Cable (1098-9)

Page 10-230, Article 1098-9

Replace the entire article with the following:

Furnish lead-in cable with conductors of size 18 AWG that are fabricated from stranded copper, and that complies with IMSA Specification 50-2 except as follows:

- Provide the following two pair (4 conductor) conductor insulation pair colors: clear-yellow and red-green.
- Provide the following four pair (8 conductor) conductor insulation pair colors: clear-yellow, red-green, clear with black stripe tracer-yellow with black stripe tracer, and red

with black stripe tracer-green with black stripe tracer. Apply continuous stripe tracer on conductor insulation with a longitudinal or spiral pattern.

- Provide cable jacket formed from black polyethylene. Ensure the finished jacket provides environmental stress resistance, outdoor weatherability, toughness, low temperature performance, and ultraviolet resistance.
- Provide a ripcord to allow the cable jacket to be opened without using a cutter.
- Install all underground lead-in cable in non-metallic conduit.

1.5. Fiber-optic Cable (1098-11)

Page 10-233, Subarticle 1098-11(A)

In paragraph 3, sentence 5, delete "Construct buffer tubes with an inner layer made of polycarbonate and an outer layer made of polyester."

1.6. Metal Poles (1098-15)

Page 10-236, Subarticle 1098-15(A)

In paragraph 1, sentence 2, delete the phrase "(AASHTO Specifications) in effect on the date of advertisement" and insert the words "Fourth Edition, 2001, including the latest interim specifications."

Page 10-238, Subarticle 1098-15(B)

In paragraph 1 (partial), sentence 2, delete the phrase "6 x 6 x 3/4 inches (150 x 150 x 18 mm)" and insert the words "circular anchor bolt lock."

In the first full paragraph, add the following sentence:

Where splicing is necessary, use butt splice and heat shrink tubing.

2. 2002 Standard Specifications for Roads & Structures – Section 1700 Revisions

The 2002 Standard Specifications are revised as follows:

2.1. General Requirements (1700)

Page 17-2, Subarticle 1700-3 (D), add the following paragraph

In the event the contractor fails to perform in accordance with the plans and specifications within the time frame specified, the Department reserves the right to perform the maintenance and emergency service necessary to assure continuous traffic signal operation. Further, all expenses incurred by the Department in implementing this option shall be deducted from the payment due the contractor, plus a $250 liquidated damage per occasion, per day, or any portion thereof, until corrected. The liquidated damages are due to increased public hazard resulting from the malfunction.

Page 17-2, Subarticle 1700-3 (F)

In paragraph 2, sentence 2, delete "type 1."

Page 17-3, Subarticle 1700-3 (J)

In paragraph 2, sentence 2, revise "detectable metallic burial tape" to "marker tape."

2.2. Underground Conduit (1715)

Page 17-8, Subarticle 1715-3(A)

Add the following paragraph:

Install metallic conduit at all locations where conduits traverse railroad tracks or as shown on the plans. For all other locations, install nonmetallic conduit unless otherwise shown on the plans. Backfill with excavated material and compact to 95% of its original density. Remove any rock and debris from backfill material.

Page 17-8, Subarticle 1715-3(C)

Delete the first paragraph.

Page 17-8, Subarticle 1715-3(D)

Replace reference to Article 342-3 with reference to Article 1540-3 (A&B).

2.3. Wood Poles (1720)

Page 17-10, Article 1720-3

Replace the fourth paragraph with the following paragraph:

On joint use poles and NCDOT owned poles, at signal and traffic management systems equipment installations (i.e. controller cabinets, CCTV cabinets, DMS cabinets, etc.), bond the messenger cable(s) to the existing pole ground using burndy clamps at each end and at 1300-foot intervals. On multiple messenger cable arrangements, connect all messenger cable ends with #6 solid bare copper wire and bond with split bolt connectors or burndy clamps (UCG25RS) or equivalent. On joint use and NCDOT owned poles, if an existing pole ground does not exist, install a grounding system consisting of a #6 AWG bare copper wire that is exothermically welded to a ground rod.

In the last paragraph, last sentence, revise "5/8 inch x 8 foot (16 mm x 2.4 m) ground rod" to "5/8 inch x 10 foot (16 mm x 3.0 m) ground rod."

2.4. Riser Assemblies (1722)

Page 17-12, Article 1722-3

In paragraph 4 add the following after the last sentence:

Install condulet on all risers for lead-in cable.

2.5. Loop Lead-In Cable (1726)

Page 17-14, Article 1726-3

Replace paragraph 1 with the following:

Install lead-in cable.

Delete paragraph 3.

In paragraph 4, delete "type 1."

In paragraph 6, revise "less than 0.0036 ohms per foot (0.012 ohms per meter)" to "less than 0.00885 ohms per foot (0.0295 ohms per meter)."

Page 17-15, Article 1726-4

Delete the last sentence.

2.6. Controllers with Cabinets (1751)

Page 17-34, Subarticle 1751-3(A)

In paragraph 3, replace sentence 2 with the following:

For all other installations, do not program the controller for late night flashing operation unless otherwise directed.

Page 17-34, Subarticle 1751-3(B)

Add the following paragraph after the first paragraph:

Program telemetry command sequences and enable devices necessary for testing of communication between local controllers and field master controllers, and between field master controllers and the central computer.

Page 17-34, Article 1751-4

Replace paragraph 2 with the following:

Actual number of each type of detector cards (2-channels) furnished, installed, and accepted. If 4-channel detector cards are used in order to fulfill the requirements of the plans, payment will be allowed for two detector cards for each 4-channel detector card.

In paragraph 3, revise "No measurement will be made..." to include "modems."

Page 17-35, Article 1751-5

Replace paragraph 2 with the following:

The quantity of detector cards, measured as provided above, will be paid for at the contract unit price each for "Detector Card (_____)."

In paragraph 3, revise "Detector Channel" to "Detector Card."

3. FIBER-OPTIC CABLE

3.1. Description:

Furnish and install multi-mode (MMFO) fiber-optic communications cable and all necessary hardware in accordance with the plans and specifications.

3.2. Materials:

A. General:

Furnish MMFO communications cable with grounding systems, fiber-optic cable storage guides (snowshoes), communications cable identification markers, lashing wire, and all necessary hardware.

B. MMFO Communications Cable:

Furnish loose tube fiber-optic cable with required fiber count that complies with RUS CFR 1755.900, multi-mode, 12 fiber with a dielectric central member. Use multi-mode fiber in the cable that does not exceed 3.5 dB/km @ 850 nm and 1.0 dB/km @ 1300nm. Provide fiber optic cable with

all fibers that are useable and with a surface sufficiently free of imperfections and inclusions to meet the optical, mechanical, and environmental requirements. Provide fiber optic cable with operating temperature of at least –40 degrees C to +70 degrees C.

Use a dual layered, UV cured acrylate fiber coating applied by the by the fiber optic cable manufacturer that may be stripped mechanically or chemically without damaging the fiber.

Provide fibers inside a loose buffer tube. Use a doped silica core surrounded by a concentric silica cladding for each fiber. Distinguish each fiber and buffer tube from others by means of color coding meeting the requirements of EIA/TIA-598, "Color Coding of Fiber Optic Cables. In buffer tubes containing multiple fibers, ensure that the colors are stable during temperature cycling and not subject to fading, sticking, or smearing into each other or into the gel filling material. Construct buffer tubes with an inner layer made of polycarbonate and an outer layer made of polyester. Use fillers in cable core if necessary to provide a symmetrical cross-section of cable. Fill buffer tubes with non-hygroscopic, non-nutritive to fungus, electrically non-conductive, homogenous gel. Ensure gel is free from dirt and foreign matter, and is removable with conventional nontoxic solvents.

Provide a central member consisting of a dielectric glass reinforced plastic rod. Apply binders with sufficient tension to secure buffer tubes and binders to the central member without crushing buffer tubes. Ensure binders are non-hygroscopic, non-wicking (or rendered so by the flooding compound), and dielectric with low shrinkage.

Provide cable that has cable core interstices filled with super-absorbent, water-blocking compound that is non-conductive and homogenous. Ensure compound is free from dirt and foreign matter, and is removable with conventional nontoxic solvents.

Provide cable with high tensile strength aramid yarns or fiberglass yarns that are helically stranded evenly around the cable core.

Provide cable jacket of consistent thickness that is free of holes, splits, and blisters, and containing no metal elements. Provide outer jacket of medium density polyethylene with minimum nominal sheath thickness of 0.050 inch (1.25 mm). Ensure polyethylene contains carbon black for ultraviolet light protection and does not promote the growth of fungus.

Provide length markings in sequential feet and within one percent of actual cable length. Ensure character height of the markings is approximately 0.10 inch (2.5 mm).

C. Communications Cable Identification Markers:

Furnish yellow communications cable identification markers that are resistant to fading when exposed to UV sources and changes in weather. Use markers designed to coil around fiber-optic cable, and that do not slide or move along the surface of the cable once installed. Ensure exposure to UV light and weather does not affect the markers natural coiling effect or deteriorate performance. Provide communications cable wraps that permit writing with an indelible marking pen and that contain the following text in black:

WARNING **NCDOT FIBER OPTIC CABLE** **CONTACT TELEPHONE NUMBER: (252) 972-1121** **WARNING** **NCDOT FIBER OPTIC CABLE** **CONTACT TELEPHONE NUMBER: (252) 972-1121**

Overall Marker Dimensions: 7(l) x 4 (w) inches (175 mm(l) x 100 mm(w))
Lettering Height: 3/8 inch (9.5 mm) for "WARNING"
1/4 inch (6.5 mm) for all other lettering

Submit a sample of the proposed communications cable identification markers to the Engineer for approval before installation.

D. Fiber Optic Cable Storage Guides:

Furnish fiber-optic storage guides (snowshoes) that are non-conductive and resistant to fading when exposed to UV sources and changes in weather. Ensure snowshoes have a captive design such that fiber-optic cable will be supported when installed in the rack and fiber-optic cable's minimum bending radius will not be violated. Provide stainless steel attachment hardware for securing snowshoes to messenger cable and black UV resistant tie-wraps for securing fiber-optic cable to snowshoe. Ensure snowshoes are stackable so that multiple cable configurations are possible.

3.3. CONSTRUCTION METHODS:

A. General:

Provide cable manufacturer's attenuation and Optical Time Domain Reflectometer (OTDR) testing data for each reel of cable.

Install multi-mode fiber-optic communications cable with grounding systems, snow shoes, communications cable identification markers, lashing wire, and all necessary hardware.

Comply with NESC and manufacturer's recommendations. Install communications cable on signal poles, utility poles, on messenger cable, and in conduits as required to bring the fiber-optic cable into and, if necessary, out of each splice enclosure.

Take all precautions necessary to ensure cable is not damaged during storage, handling, and installation. Do not violate the minimum bending radius of 20 times the radius of the cable diameter or the manufacturer's recommendation, whichever is greater. Do not step on cable nor run over cable with vehicles or equipment. Do not pull cable over or around obstructions, or along the ground.

Determine lengths of cable necessary to reach from termination-point to termination-point. Install cable in continuous lengths between approved splicing facilities. Additionally, provide a sufficient amount of slack cable to allow for an additional 20 feet (6.2 meters) of cable to be present after removal of the outer sheath for termination. Measure slack cable by extending cable straight out of the cabinet door.

Keep cable ends sealed at all times during installation to effectively prevent the ingress of moisture. Use approved heat shrink cable end cap. Do not use tape to seal cable ends.

Before installing cable, provide three copies of the cable manufacturer's recommended and maximum pulling tension. Do not exceed the manufacturer's recommended pulling tension. Use pulling grips containing a rotating swivel. Coil cable in a "figure-8" configuration whenever cable is unreeled for subsequent pulling.

Install fiber-optic cable in separate 2-inch (50-mm) risers with heat shrink tubing. Do not share risers with other type cable.

B. Aerial Installation:

Double lash fiber-optic cable to messenger cable with one 360-degree spiral per foot (304 mm).

Use pole attachment hardware and roller guides with safety clips to install aerial run cable.

Maintain tension during the pulling process for aerial run cable by using an approved mechanical clutch (dynamometer) device. Do not allow cable to contact the ground or other obstructions between poles during installation. Do not use a motorized vehicle to generate cable-pulling forces.

Use a cable suspension clamp when attaching cable tangent to a pole. Select and place cable blocks and corner blocks so as not to exceed the cable's minimum bending radius. Do not pull cable across J-hooks.

Store 100 feet (30 meters) of slack fiber-optic cable over-head on all cable runs that are continuous without splices and are greater than 2,500 feet (762 meters). Obtain approval for spare cable storage locations. Store spare fiber-optic cable on fiber-optic cable storage guides (snowshoes). Locate spare cable storage in the middle of spans between termination points. Do not store spare fiber-optic cable over the roadway or driveways.

Install one communications cable identification marker within 36 inches (1 meter) of pole attachment points and at locations where more than one cable originates or terminates.

Maintain electrical continuity of messenger cable at all poles.

C. Underground Installation:

Install fiber-optic cable underground in conduit using cable-pulling lubricants approved by the fiber-optic cable manufacturer and the Engineer.

Obtain approval of cable pulling lubricant and method of pulling before installing underground fiber-optic cable.

Use a dynamometer (clutch device) so as not to exceed the maximum allowable pulling tension if the cable is pulled by mechanical means. Do not use a motorized vehicle to generate cable-pulling forces.

Keep tension on the cable reel and pulling line at the start of each pull. Do not release tension if the pulling operation is halted. Restart the pulling operation by gradually increasing tension until the cable is in motion.

For pulling cable through manholes, junction boxes, and vaults, place the cable reel using a method approved by the manufacturer. Feed cable by manually rotating the reel. Do not pull cable through intermediate junction boxes, handholds, or openings in conduit unless otherwise approved.

3.4. METHOD OF MEASUREMENT:

Actual linear feet (meters) of MMFO fiber-optic cable of each fiber count furnished, installed, and accepted. Measurement will be made by calculating the difference in length markings located on the outer jacket of the fiber-optic cable from the start of the fiber run to the end of the fiber run for each fiber run. All fibers shall be terminated before determining the length of the cable run.

No measurement will be made for terminating, splicing, and testing of the fiber optic cable, for communications cable identifications markers, or for fiber optic storage racks, grounding of messenger cable, as this will be considered incidental to the installation of the fiber optic cable.

3.5. BASIS OF PAYMENT:

The quantity of MMFO fiber-optic cable, measured as provided above, will be paid for at the contract unit price per linear foot (meter) for " MMFO Communications Cable (12-Fiber)."

Payment will be made under:

MMFO Communications Cable (12-Fiber) ..... Linear Foot (Meter)

4. REMOVE EXISTING COMMUNICATIONS CABLE

4.1. DESCRIPTION

Remove existing communications cable.

4.2. CONSTRUCTION METHODS

Removal of existing aerial communications cable also includes proper disposal of the communications cable, messenger cable and mounting hardware, including abandoned risers.

Removal of existing underground communications cable includes proper disposal of the communications cable and junction boxes, if required. Removal of junction boxes will be noted on the plans.

Do not reuse any removed communications cable, messenger cable, junction boxes, pole attachment hardware or abandoned risers on the project, unless otherwise identified by the plans. In the event that any of the removed communications cable, junction boxes or pole attachment hardware is to be returned to the Engineer, it will be so noted on the plans.

4.3. METHOD OF MEASUREMENT

Measured horizontal linear feet (meters) of existing communications cable removed and accepted. Sag, vertical segments, or spare segments of communications cable will not be paid for as these distances will be considered incidental to the removal of the existing communications cable.

No additional measurement will be made for multiple cables being removed from the same conduit or same pole. Where multiple adjacent conduits exist (each containing multiple cables), each conduit will be considered separately for purposes of payment. No payment will be made for cable that cannot be removed and is abandoned in place.

No measurement will be made of the removal of messenger cable, pole attachment hardware, and junction boxes, as these will be considered incidental to removing existing communications hardware.

4.4. BASIS OF PAYMENT

The quantity of removed existing communications cable, measured as provided above, will be paid for at the contract unit price per linear foot (meter) for "Remove Existing Communications Cable."

Payment will be made under:

Remove Existing Communications Cable ..... Linear Feet (Meters)

5. CABLE TRANSFERS

5.1. DESCRIPTION

Remove and reinstall communications cable due to pole relocations. Comply with the provisions of Section 1700 of the 2002 Standard Specifications for Roads and Structures.

5.2. CONSTRUCTION METHODS

During the course of the project, transfers of existing communications cable to new poles may be required. Perform such transfers where directed by the Engineer. Remove the existing cables from the pole to be removed and reinstall these cables and any existing attachment hardware on the new pole. Furnish and install any new attachment hardware as required.

5.3. METHOD OF MEASUREMENT

Actual number of cable transfers with attachment hardware to new poles furnished, installed, and accepted.

5.4. BASIS OF PAYMENT

The quantity of cable transfers, measured as provided above, will be paid for at the contract unit price each for "Cable Transfer."

Payment will be made under:

Cable Transfer ..... Each

6. DRILLED PIER FOUNDATIONS FOR METAL TRAFFIC SIGNAL POLES

6.1. DESCRIPTION

Perform a soil test at each proposed metal pole location. Furnish and install foundations for NCDOT metal poles with all necessary hardware in accordance with the plans and specifications.

Metal Pole Standards have been developed and implemented by NCDOT for use at signalized intersections in North Carolina. If the plans call for a standard pole, then a standard foundation may be selected from the plans. However, the Contractor is not required to use a standard foundation. If the Contractor chooses to design a non-standard site-specific foundation for a standard pole or if the plans call for a non-standard site-specific pole, design the foundation to conform to the applicable provisions in the NCDOT Metal Pole Standards and Section 2, Item D (Non-Standard Foundation Design) below. Comply with the provisions of Section 1700 of the 2002 Standard Specifications for Roads and Structures.

If the Contractor chooses to design a non-standard foundation for a standard pole and the soil test results indicate a standard foundation is feasible for the site, the Contractor will be paid the cost of the standard foundation. Any additional costs associated with a non-standard site-specific foundation including additional materials, labor and equipment will be considered incidental to the cost of the standard foundation. All costs for the non-standard foundation design will also be considered incidental to the cost of the standard foundation.

6.2. SOIL TEST AND FOUNDATION DETERMINATION

A. General:

Drilled piers are reinforced concrete sections, cast-in-place against in situ, undisturbed material. Drilled piers are of straight shaft type and vertical.

For non-standard site-specific poles, the contractor-selected pole fabricator will determine if the addition of wing walls is necessary for the supporting foundations.

B. Soil Test:

Perform soil tests. Complete all required fill placement and excavation at each signal pole location to finished grade before drilling each boring. Drill one boring to a depth of 26 feet (7.9 meters) at each signal pole location.

Perform standard penetration tests (SPT) in accordance with ASTM D 1586 at depths of 1, 2.5, 5, 7.5, 10, 15, 20 and 26 feet (0.3, 0.8, 1.5, 2.3, 3.0, 4.6, 6.1 and 7.9 meters). Discontinue the boring if one of the following occurs:

- A total of 100 blows have been applied in any 2 consecutive 6-in. (0.15-m) intervals.
- A total of 50 blows have been applied with < 3-in. (.08-m) penetration.

Describe each intersection as the "Intersection of *(Route or SR #)*, *(Street Name)* and *(Route or SR #)*, *(Street Name)*, _____ County, Signal Inventory No. _____". Label borings with "B- *N, S, E, W, NE, NW, SE or SW*" corresponding to the quadrant location within the intersection. For each boring, submit a legible (hand written or typed) boring log signed and sealed by a licensed geologist or professional engineer registered in North Carolina. Include on each boring the SPT blow counts and N-values at each depth, depth of the boring, and a general description of the soil types encountered.

C. Standard Foundation Determination:

Use the following method for determining the Design N-value for each signal pole location:

$$N_{AVG} = \frac{(N@1' + N@2.5' + \ldots\ldots\ldots N@\text{Deepest Boring Depth})}{\text{Total Number of N-values}}$$

$$Y = (N@1')^2 + (N@2.5')^2 + \ldots\ldots\ldots (N@\text{Deepest Boring Depth})^2$$

$$Z = (N@1' + N@2.5' + \ldots\ldots\ldots N@\text{Deepest Boring Depth})$$

$$N_{STD\ DEV} = \left(\frac{(\text{Total Number of N-values} \times Y) - Z^2}{(\text{Total Number of N-values}) \times (\text{Total Number of N-values} - 1)} \right)^{0.5}$$

Design N-value equals lesser of the following two conditions:

$N_{AVG} - (N_{STD\ DEV} \times 0.45)$

Or

$$\text{Average of First Four N-Values} = \frac{(N@1' + N@2.5' + N@5' + N@7.5')}{4}$$

Note: If less than 4 N-values are obtained because of criteria listed in Section (B) above, use average of N-values collected for second condition. Do not include the N-value at the deepest boring depth for above calculations if the boring is discontinued at or before the required boring depth because of criteria listed in Section (B) above. Use N-value of zero for weight of hammer or weight of rod. If N-value is greater than 50, reduce N-value to 50 for calculations.

If standard NCDOT poles are shown on the plans and the Contractor chooses to use standard foundations, determine a drilled pier length, "L," for each signal pole from the Foundation Selection Table based on the Design N-value and the predominant soil type. For each standard pole location, submit a completed "Metal Pole Standard Foundation Selection Form" signed by the contractor's representative. Include the Design N-value calculation and resulting drilled pier length, "L," on each form.

If non-standard site-specific poles are shown on the plans, submit completed boring logs collected in accordance with Section 2, Item B (Soil Test) above along with pole loading diagrams from the plans to the contractor-selected pole fabricator to assist in the pole and foundation design.

If one of the following occurs, the Foundation Selection Table shown on the plans may not be used and a non-standard foundation may be required. In such case, contact the Engineer.

- The Design N-value is less than 4.
- The drilled pier length, "L", determined from the Foundation Selection Table, is greater than the depth of the corresponding boring.

The Foundation Selection Table is based on level ground around the traffic signal pole. If the distance between the edge of the drilled pier and the top of a slope steeper than 2:1 (H:V) is less than 10 feet (3 meters) or the grade within 10 feet is steeper than 2:1 (H:V), contact the Engineer.

The "Metal Pole Standard Foundation Selection Form" may be found as follows:

1) Go to www.NCDOT.org/business/.

2) Click on "Other Industry Links."
3) Scroll down and click on "Soils and Foundation Design Section Forms."
4) Click on "Metal Pole Standard Foundation Selection Form."

If assistance is needed with the required calculations, contact the Signals and Geometrics Structures Engineer at (919) 733-3915. However, in no case will the failure or inability to contact the Signals and Geometrics Structures Engineer be cause for any claims or requests for additional compensation.

D. Non-Standard Foundation Design:

Design non-standard foundations based upon site-specific soil test information collected in accordance with Section 2, Item B (Soil Test) above. Provide a drilled pier foundation for each pole with a length and diameter that results in a horizontal lateral movement of less than 1 inch (25 mm) at the top of the pier and a horizontal rotational movement of less than 1 inch (25 mm) at the edge of the pier. Contact the Engineer for pole loading diagrams for standard poles to be used for non-standard foundation designs. Submit any non-standard foundation designs including plans, calculations and soil boring logs to the Engineer for review and approval prior to construction. A professional engineer registered in the state of North Carolina must seal all plans and calculations.

6.3. DRILLED PIER CONSTRUCTION

A. Excavation:

Perform excavations for drilled piers to the required dimensions and lengths including all miscellaneous grading and excavation necessary to install the drilled pier. Depending on the subsurface conditions encountered, excavation in weathered rock or removal of boulders may be required.

Dispose of drilling spoils as directed and in accordance with Section 802 of the 2002 Standard Specifications for Roads and Structures. Drilling spoils consist of all material excavated including water or slurry removed from the excavation either by pumping or with augers.

Construct drilled piers within the tolerances specified herein. If tolerances are exceeded, provide additional construction as approved by the Engineer to bring the piers within the tolerances specified. Construct drilled piers such that the axis at the top of the piers is no more than 3 inches (75 mm) in any direction from the specified position. Build drilled piers within 1% of the plumb deviation for the total length of the piers. Construct the finished top of pier elevation between 5 inches (125 mm) above and 2 inches (50 mm) above the finished grade elevation. Form the top of the pier such that the concrete is smooth and level.

If unstable, caving or sloughing soils are anticipated or encountered, stabilize drilled pier excavations with either steel casing or polymer slurry. Steel casing may be either the sectional type or one continuous corrugated or non-corrugated piece. All steel casings should consist of clean watertight steel of ample strength to withstand handling and driving stresses and the pressures imposed by concrete, earth or backfill. Use temporary steel casings with an outside diameter equal to the specified size of the pier and a minimum wall thickness of 1/4 inches (7 mm). Extract all temporary casings during concrete placement in accordance with this special provision unless the Contractor chooses to leave the casing in place in accordance with the requirements below.

Any steel casing left in place will be considered permanent casing and must be installed before excavating or drilling such that the permanent casing is against undisturbed soil. Permanent steel casings are only allowed for strain poles as approved by the Engineer and prohibited for mast arm

poles. No additional compensation will be paid for permanent casing. If the Contractor chooses to use permanent steel casing, include all costs for permanent casing in the cost of the contract unit price bid for the "Drilled Pier Foundation" pay item.

If polymer slurry is chosen to stabilize the excavation, use one of the following polymers listed in the table below:

PRODUCT	MANUFACTURER
SlurryPro EXL	KB Technologies Ltd 3648 FM 1960 West Suite 107 Houston, TX 77068 (800) 525-5237
Super Mud	PDS Company 105 West Sharp Street El Dorado, AR 71730 (800) 243-7455
Shore Pac GCV	CETCO Drilling Products Group 1500 West Shure Drive Arlington Heights, IL 60004 (800) 527-9948

All slurry use must be in strict conformance with the manufacturer's guidelines and recommendations and as directed by the Engineer. The Contractor should be aware that polymer slurry may not be appropriate for a given site. Polymer slurry should not be used for excavations in soft or loose soils as determined by the Engineer.

Construct all drilled piers such that the piers are cast against undisturbed soil. If a larger casing and drilled pier are required as a result of unstable or caving material during drilling, backfill the excavation prior to removing the casing to be replaced. No additional payment will be made for substituting a larger diameter drilled pier in order to construct a drilled pier cast against undisturbed soil.

Any temporary steel casing that becomes bound or fouled during pier construction and cannot be practically removed may constitute a defect in the drilled pier. Improve such defective piers to the satisfaction of the Engineer by removing the concrete and enlarging the drilled pier, providing a replacement pier or other approved means. All corrective measures including redesign as a result of defective piers will not be cause for any claims or requests for additional compensation.

B. Reinforcing Steel:

Completely assemble a cage of reinforcing steel consisting of longitudinal and spiral bars and place cage in the drilled pier excavation as a unit immediately upon completion of drilling unless the excavation is entirely cased. If the drilled pier excavation is entirely cased down to the tip, immediate placement of the reinforcing steel and the concrete is not required.

Lift the cage so racking and cage distortion does not occur. Keep the cage plumb during concrete operations and casing extraction. Check the position of the cage before and after placing the concrete.

Securely cross-tie the vertical and spiral reinforcement at each intersection with double wire. Support or hold down the cage so that the vertical displacement during concrete placement and casing extraction does not exceed 2 inches (50 mm).

Do not set the cage on the bottom of the drilled pier excavation. Place plastic bolsters under each vertical reinforcing bar that are tall enough to raise the rebar cage off the bottom of the drilled pier excavation a minimum of 3 inches (75 mm).

In order to ensure a minimum of 3 inches (75 mm) of concrete cover and achieve concentric spacing of the cage within the pier, tie plastic spacer wheels at five points around the cage perimeter. Use spacer wheels that provide a minimum of 3 inches (75 mm) "blocking" from the outside face of the spiral bars to the outermost surface of the drilled pier. Tie spacer wheels that snap together with wire and allow them to rotate. Use spacer wheels that span at least two adjacent vertical bars. Start placing spacer wheels at the bottom of the cage and continue up along its length at maximum 10-foot (3-m) intervals. Supply additional peripheral spacer wheels at closer intervals as necessary or as directed by the Engineer.

C. Concrete:

Begin concrete placement immediately after inserting reinforcing steel into the drilled pier excavation.

1) Concrete Mix

Provide the mix design for drilled pier concrete for approval and, except as modified herein, meeting the requirements of Section 1000 of the 2002 Standard Specifications for Roads and Structures.

Designate the concrete as Drilled Pier Concrete with a minimum compressive strength of 4500 psi (31.0 MPa) at 28 days. The Contractor may use a high early strength mix design as approved by the Engineer. Make certain the cementitious material content complies with one of the following options:

- Provide a minimum cement content of 640 lbs/yd^3 (380 kg/m^3) and a maximum cement content of 800 lbs/yd^3 (475 kg/m^3); however, if the alkali content of the cement exceeds 0.4%, reduce the cement content by 20% and replace it with fly ash at the rate of 1.2 lb (1.2 kg) of fly ash per lb (kg) of cement removed.
- If Type IP blended cement is used, use a minimum of 665 lbs/yd^3 (395 kg/m^3) Type IP blended cement and a maximum of 833 lbs/yd^3 (494 kg/m^3) Type IP blended cement in the mix.

Limit the water-cementitious material ratio to a maximum of 0.45. Do not air-entrain drilled pier concrete.

Produce a workable mix so that vibrating or prodding is not required to consolidate the concrete. When placing the concrete, make certain the slump is between 5 and 7 inches (125 and 175 mm) for dry placement of concrete or 7 and 9 inches (175 and 225 mm) for wet placement of concrete.

Use Type I or Type II cement or Type IP blended cement and either No. 67 or No. 78M coarse aggregate in the mix. Use an approved water-reducer, water-reducing retarder, high-range water-reducer or high-range water-reducing retarder to facilitate placement of the concrete if necessary. Do not use a stabilizing admixture as a retarder in Drilled Pier Concrete without approval of the

Engineer. Use admixtures that satisfy AASHTO M194 and add admixtures at the concrete plant when the mixing water is introduced into the concrete. Redosing of admixtures is not permitted.

Place the concrete within 2 hours after introducing the mixing water. Ensure that the concrete temperature at the time of placement is 90°F (32°C) or less.

2) Concrete Placement

Place concrete such that the drilled pier is a monolithic structure. If approved by the Engineer, temporary casing may be completely removed and concrete placement may be temporarily stopped when the concrete level is within 42 to 48 inches (1067 to 1220 mm) of the ground elevation to allow for placement of anchor bolts and conduit. Do not pause concrete placement if unstable caving soils are present at the ground surface. Remove any water or slurry above the concrete and clean the concrete surface of all scum and sediment to expose clean, uncontaminated concrete prior to inserting the anchor bolts and conduit. Resume concrete pouring within 2 hours.

Do not dewater any drilled pier excavations unless the excavation is entirely cased down to tip. Do not begin to remove the temporary casing until the level of concrete within the casing is in excess of 10 feet (3 m) above the bottom of the casing being removed. Maintain the concrete level at least 10 feet (3 m) above the bottom of casing throughout the entire casing extraction operation except when concrete is near the top of the drilled pier elevation. Maintain a sufficient head of concrete above the bottom of casing to overcome outside soil and water pressure. As the temporary casing is withdrawn, exercise care in maintaining an adequate level of concrete within the casing so that fluid trapped behind the casing is displaced upward and discharged at the ground surface without contaminating or displacing the drilled pier concrete. Exerting downward pressure, hammering, or vibrating the temporary casing is permitted to facilitate extraction.

Keep a record of the volume of concrete placed in each drilled pier excavation and make it available to the Engineer.

After all the pumps have been removed from the excavation, the water inflow rate determines the concrete placement procedure. If the inflow rate is less than 6 inches (150 mm) per half hour, the concrete placement is considered dry. If the water inflow rate is greater than 6 inches (150 mm) per half hour, the concrete placement is considered wet.

- **Dry Placement:** Prior to placing concrete, make certain the drilled pier excavation is dry so the flow of concrete completely around the reinforcing steel can be certified by visual inspection. Place the concrete by free fall with a central drop method where the concrete is chuted directly down the center of the excavation.
- **Wet Placement:** Maintain a static water or slurry level in the excavation prior to placing concrete. Place concrete with a tremie or a pump in accordance with the applicable parts of Sections 420-6 and 420-8 of the 2002 Standard Specifications for Roads and Structures. Use a tremie tube or pump pipe made of steel with watertight joints. Passing concrete through a hopper at the tube end or through side openings as the tremie is retrieved during concrete placement is permitted. Use a discharge control to prevent concrete contamination when the tremie tube or pump pipe is initially placed in the excavation. Extend the tremie tube or pump pipe into the concrete a minimum of 5 feet (1.5 m) at all times except when the concrete is initially introduced into the pier excavation. If the tremie tube or pump pipe pulls out of the concrete for any reason after the initial concrete is placed, restart concrete placement with a steel capped tremie tube or pump pipe.

Once the concrete in the excavation reaches the same elevation as the static water level, placing concrete with the dry method is permitted. Before changing to the dry method of concrete placement, remove any water or slurry above the concrete and clean the concrete surface of all scum and sediment to expose clean, uncontaminated concrete.

Vibration is only permitted, if needed, in the top 10 feet (3 m) of the drilled pier or as approved by the Engineer. Remove any contaminated concrete from the top of the drilled pier and wasted concrete from the area surrounding the drilled pier upon completion.

D. Concrete Placement Time:

Place concrete within the time frames specified in Table 1000-2 of the 2002 Standard Specifications for Roads and Structures for Class AA concrete except as noted herein. Do not place concrete so fast as to trap air, water, fluids, soil or any other deleterious materials in the vicinity of the reinforcing steel and the annular zone between the rebar cage and the excavation walls. Should a delay occur because of concrete delivery or other factors, reduce the placement rate to maintain some movement of the concrete. No more than 45 minutes is allowed between placements.

E. Scheduling and Restrictions:

If caving or sloughing occurs, no additional compensation will be provided for additional concrete to fill the resulting voids.

During the first 16 hours after a drilled pier has achieved its initial concrete set as determined by the Engineer, do not drill adjacent piers, do not install adjacent piles and do not allow any equipment wheel loads or "excessive" vibrations to occur at any point within a 20 foot (6 m) radius of the drilled pier.

In the event that the procedures described herein are performed unsatisfactorily, the Engineer reserves the right to shut down the construction operations or reject the drilled piers. If the integrity of a drilled pier is in question, use core drilling, sonic or other approved methods at no additional cost to the Department and under the direction of the Engineer. Dewater and backfill core drill holes with an approved high strength grout with a minimum compressive strength of 4500 psi (31.0 Mpa). Propose remedial measures for any defective drilled piers and obtain approval of all proposals from the Engineer prior to implementation. No additional compensation will be paid for losses or damage due to remedial work or any investigation of drilled piers found defective or not in accordance with these special provision or the plans.

6.4. METHOD OF MEASUREMENT

Actual number of soil tests with SPT borings drilled furnished and accepted.

Vertical linear feet (meters) of drilled pier length (top of pier elevation minus tip elevation, "L") furnished, installed and accepted.

Actual number of foundations with wing walls furnished, installed and accepted, excluding foundation length. Refer to method of measurement above for drilled pier length.

6.5. BASIS OF PAYMENT

The quantity of soil tests with SPT borings, measured as provided above, will be paid for at the contract unit price each as "Soil Test."

The quantity of drilled pier lengths, measured as provided above, will be paid for at the contract unit price per linear foot (linear meter) as "Drilled Pier Foundation (____-inch (mm) diameter)".

Payment will be made under:

Soil Test ..... Each
Drilled Pier Foundation (____-inch (mm) diameter) ..... Linear Foot (Meter)

7. RELOCATE EXISTING EMERGENCY VEHICLE INITIATED PREEMPTION DETECTORS

7.1. DESCRIPTION

Relocate existing Emergency Vehicle Initiated Preemption Detectors. Install all hardware in accordance with the plans and specifications. Comply with the provisions of Section 1700 of the 2002 Standard Specifications for Roads and Structures.

7.2. CONSTRUCTION METHODS

Relocate existing Emergency Vehicle Initiated Preemption Detectors by placing the existing system components at a different location. Relocate the optical detector on the newly installed mast arm or span wire and connect to the cabinet using new cable. Ensure that the equipment is installed in accordance with the specifications of the Equipment Manufacturer.

The Department may conduct field-testing to ensure that the reinstalled Preemption equipment is functioning satisfactorily. Instead of relocating the existing Emergency Vehicle Initiated Preemption equipment the Contractor may install new Emergency Vehicle Initiated Preemption Detectors in accordance with Section 8 of these Project Special Provisions, at no additional cost to the Department.

In the event that the existing equipment is not able to be re-used due to damage, or is not compatible with the new *PEEK* controller, the contractor may, with the approval of the Department, be compensated for the installation of new components to replace, in accordance with Section 8 of these Project Special Provisions, those components that are damaged or incompatible with the controller.

7.3. METHOD OF MEASUREMENT

Actual number of existing Emergency Vehicle Initiated Preemption Detectors relocated, rewired, and accepted.

No additional payment will be made for new cables or mounting hardware as these will be considered incidental to the relocation of the Emergency Vehicle Initiated Preemption Detectors.

7.4. BASIS OF PAYMENT

The quantity of relocated Emergency Vehicle Initiated Preemption Detectors, measured as provided above, will be paid for at the contract unit price each for "Relocate Existing Emergency Vehicle Initiated Preemption Detector."

Payment will be made under:

Relocate Existing Emergency Vehicle Initiated Preemption Detector ..... Each

8. EMERGENCY VEHICLE INITIATED PREEMPTION SYSTEMS

8.1. DESCRIPTION

Design, furnish, and install emergency vehicle initiated preemption systems with all necessary hardware in accordance with the plans and specifications. These emergency vehicle initiated preemption systems consist of an optical detector and phase selector combination which receives a signal from existing transmitters and properly instigates the desired signal preemption. Comply with the provisions of Section 1700 of the 2002 Standard Specifications for Roads and Structures.

8.2. MATERIALS

A. General Requirements:

All electronic components used in the unit shall be commercially available components which may be supplied by electronics supply houses. No proprietary components shall be used in the units. *Exception:* The State may permit equipment with proprietary components to be supplied if the manufacturer agrees to supply the proprietary components to the State for repair purposes for a minimum period of ten years. If the components are no longer available during this period, the manufacturer shall replace or otherwise repair any unit in which the component fails during that period at the price of the discontinued component.

The vendor shall authorize the Traffic Electronics Center of the Department of Transportation to perform all warranty repairs. The decision to perform warranty work at the Traffic Electronics Center by NCDOT electronics technicians or to have warranty work performed by the vendor shall be at the discretion of the State. Any training required by the manufacturer to authorize the Traffic Electronics Center to perform warranty work shall be provided at no cost to the State. In addition, the manufacturer shall agree to provide prompt technical support to the State repair personnel for a period of one year after the end of the warranty period at no cost to the State. Parts shall be supplied by the vendor to the Traffic Electronics Center for all warranty repairs at no cost to the State. Damaged parts replaced under warranty by the Traffic Electronics Center will be returned to the vendor at the vendor's request. At the request of the State, the vendor shall perform warranty repairs to equipment which fails during the warranty period at no cost to the State including freight costs to ship repaired equipment back to the NCDOT Traffic Electronics Center. All equipment shall be repaired and returned to the Department Traffic Electronics Center within fourteen calendar days of receipt by the manufacturer.

The materials and workmanship of all equipment provided under this section shall be fully guaranteed for at least two years. All warranties and guarantees that are customarily issued by the equipment manufacturers which exceed this requirement shall be acceptable to the Department. The warranty period shall begin on the date of the final acceptance of all work if contractor supplied, or on the date of delivery to the Department if supplied to the Department by a manufacturer or manufacturer's representative. This guarantee shall cover all parts and labor necessary or incidental to the repair of any defect in equipment or workmanship and malfunctions that arise during the guarantee period. The guarantee shall be provided to the Department in writing prior to final acceptance of the work or material. The guarantee shall unconditionally cover all specified requirements. The wording of the guarantee shall be subject to the approval of the Engineer.

The warranties and guarantees delivered by the manufacturer to a contractor shall include the provision that they are subject to transfer to the Department or its designated maintaining agency, and shall be accompanied by proper validation by the manufacturer. Transfer of warranties and guarantees to the Department shall occur at the time of acceptance of the work.

Any Personal Computer software necessary for operations required by this section shall be furnished to the State. The software shall be licensed for use by State personnel, and for personnel of any other agency responsible for maintaining State signals to use in the course of maintaining these signals. The State shall be licensed to duplicate and distribute the software as necessary for design and maintenance support.

The Department shall be licensed to duplicate all programmable devices for maintenance and for software upgrades. A binary or hexadecimal format file shall be provided for each device which may be programmed by the Department. The files shall be provided on 1.44 Megabyte PC compatible diskettes.

The manufacturer shall furnish all updates to software and firmware provided under this section. Updates shall be furnished for at least the duration of the warranty period. Updates shall be delivered to the Department. Firmware performance upgrades which occur during the warranty period shall be available to the Department at no additional cost. Firmware upgrades which are developed to correct deficient operating characteristics shall be available to the Department at no additional cost for the contract period or until the specified warranty period expires, whichever is greater.

The manufacturer's name, model number, serial number, and any other information necessary for proper identification shall be permanently inscribed on each unit.

Two copies of the operating manual(s) and one copy of the maintenance manual(s) shall be supplied with each unit in a protective plastic envelope. The maintenance manual shall include all documentation necessary to troubleshoot and repair the unit, including circuit diagrams and parts lists.

B. Functional Requirements:

Furnish and install emergency vehicle initiated preemption system that is fully compatible with NEMA TS 1 ***Peek*** controllers and cabinets. Ensure any preemption systems, or components thereof, furnished are compatible with the existing preemption systems throughout the remainder of this project.

Ensure the emergency vehicle initiated preemption system can log and retain the following data:

1. **Number of Events** - Ensure the emergency vehicle initiated preemption system can log a minimum of 1000 preemption occurrences, retaining all event data described below until the data is down loaded. When the maximum number of events is recorded, ensure the system can retain data from the most recent occurrences, losing data only on the oldest event as each new preemption event occurs.
2. **Time and Date Stamp** – Ensure the emergency vehicle initiated preemption system equipment provides the means to log the time and date for each preemption occurrence. Provide equipment with the following time and date stamp features:

    a. Automatic Daylight Savings Time Adjustment - The clock shall adjust the time stamp for the transition between Daylight Savings Time and Standard Time.
    b. 24 Hour Clock - The clock shall provide an option to record and report occurrences using a 24 hour clock time stamp.
    c. Accuracy of Backup Clock - During power outage, the real-time clock and memory shall continue to operate on an internal battery or capacitor backup power source. The backup power source shall supply the power for a single outage of 48 hours minimum.

Automatic recharging of the battery or capacitor shall occur within 24 hours after resumption of power.

3. **Direction of Requested Preemption** – Ensure the emergency vehicle initiated preemption system can provide the means to record the approach direction for every preemption occurrence and retains this data in the event log.

Ensure that logged preemption events cannot be deleted manually using equipment switches or other manual input and controls.

The emergency vehicle initiated preemption system shall be capable of providing a minimum of four separate preemption inputs and outputs or as specified by the bid list or plans.

The emergency vehicle initiated preemption system receivers shall be able to differentiate between any two approaches as the source of a call signal if those approaches intersect at an angle greater than 20 degrees.

Each receiver unit supplied with the system shall detect a preempt call at distances up to a maximum of 1,500 feet and at a minimum of 250 feet under clear atmospheric conditions.

Ambient signal sources shall not cause the system to place the intersection in the preemption mode. Also, the emergency preemption system shall provide the means to prevent false calls resulting from emergency vehicles passing through nearby locations or nearby intersections such as at cross streets near the signal.

The system shall automatically select the programmed output call to the traffic signal controller based on the approach of the emergency vehicle placing the call.

The controller for the emergency vehicle initiated preemption system shall display indications for the receipt of a call for each approach to allow a servicing technician to determine proper or improper operation. The indication shall last as long as that call is being received by the system.

The emergency vehicle initiated preemption system shall provide a test switch or push-button for each channel on the control unit to manually place a preemption call to the traffic signal controller.

Emergency vehicle initiated preemption system operation should not be functionally affected by the following operating conditions:

1. Rain
2. Snow
3. Ambient light conditions such as bright sunlight, twilight, shadows, vehicle headlights, etc.
4. Fog which can be penetrated by traffic signal indications.
5. Ambient noise levels below 70 db.
6. Environmental electromagnetic interference

C. Programming Requirements:

The emergency vehicle initiated preemption unit software shall run on IBM PC with an 80486 or later processor compatible machines using a standard Microsoft operating system. Uploading and downloading of all data and all operating parameters shall be accessible through the use of an IBM PC compatible laptop computer nine pin communications port or Department approved alternative. The programming of all user application functions shall be displayed in a menu format. Like parameters, functions, or data shall be grouped together to provide a coherent order to parameter programming display(s) and data display(s).

D. Electrical Requirements:

All control circuitry shall be of solid-state construction. All active devices for logic, timing, and control functions shall be solid state and shall be sufficiently rated to insure no material shortening of life under conditions of maximum power dissipation at maximum ambient temperature. Timing functions shall be performed using digital devices.

Memory for event data and program data shall be stored in an electronically erasable memory device which has 100,000 write cycles (minimum) and is designed to retain data for 10 years. The memory shall not require external battery backup to retain data or other programmed entries unless otherwise specified.

The input power required by each system component unit shall be either 1) 120 VAC from the controller cabinet or 2) a separate equipment power supply which is powered by the 120 VAC from the controller cabinet.

The emergency vehicle initiated preemption system shall comply with all applicable FCC regulations.

E. Physical Requirements:

All emergency vehicle preemption systems shall conform to NEMA TS1-*PEEK*, "Environmental Requirements."

System components shall not exceed the dimension and weight specified below:

1) Control Unit - The control unit shall not weigh more than 10 pounds and shall not exceed the following dimensions: Width - 8 inches; Height - 10 inches; Depth - 10 inches.
2) Receiver Units - The receiver units shall not weigh more than 15 pounds.

The receiver unit located outside the traffic signal controller cabinet or other enclosed space shall be encased in a shielded, high-impact, corrosion resistant housing.

All equipment of emergency vehicle initiated preemption system which are exposed to weather shall be weatherproof and suitable for operation in wet locations. Ensure all circuit boards have a moisture resistant coating.

All mounting hardware required to install the emergency vehicle initiated preemption system shall be furnished for the specified application and included with the applicable system component. As required by the application, the brackets used to mount shall be suitable for use with a wooden pole, a metal structure, or other specified structure and shall provide secure, fixed positioning of the mounted device which does not normally require that the fixture be tightened, realigned, or adjusted after initial proper alignment, adjustment, and fastening is completed.

8.3. CONSTRUCTION METHODS

Place into operation emergency vehicle initiated preemption systems. Configure emergency vehicle initiated preemption systems to achieve required activation by emergency vehicles within required ranges.

Install the necessary processing and communications equipment in the signal controller cabinet. Make all necessary modifications to install equipment, cabling harnesses, and phase selector with surge suppression.

Install the necessary cables from each optical detector to the signal controller cabinet along signal cabling routes. Install surge protection where required and terminate all cable conductors.

8.4. METHOD OF MEASUREMENT

Actual number of optical detector units furnished, installed, and accepted.

Actual number of phase selectors furnished, installed, and accepted.

8.5. BASIS OF PAYMENT

The quantity of optical detector units, measured as provided above, will be paid for at the contract unit price each for "Optical Detector Unit."

The quantity of phase selectors, measured as provided above, will be paid for at the contract unit price each for "EVP Phase Selector."

Payment will be made under:

Optical Detector Unit ..... Each
EVP Phase Selector ..... Each

9. SPLICE CABINET (FIBER OPTICS)

9.1. DESCRIPTION

Furnish and install splice cabinets and all necessary hardware in accordance with the plans and specifications for the purpose of splicing and terminating fiber-optic cable(s). Comply with the provisions of Section 1700 of the 2002 Standard Specifications for Roads and Structures.

9.2. MATERIALS

Furnish NEMA Type 4 splice cabinets of sufficient size to accommodate the fiber-optic interconnect center. Provide sufficient size so that the equipment installed will not occupy more than 60 percent of the total cabinet volume.

9.3. CONSTRUCTION METHODS

Pole Mounted:

Install pole-mounted splice cabinets. Install cabinets approximately five feet from the ground line to the top of the cabinet. Secure the cabinet to the pole using an approved installation method.

9.4. METHOD OF MEASUREMENT

Actual number of fiber-optic splice cabinets (pole mounted) furnished, installed, and accepted.

No measurement will be made for the cabinet foundation as it will be covered under Section 1750 – Signal Cabinet Foundations of the 2002 Standard Specifications for Roads and Structures.

9.5. BASIS OF PAYMENT

The quantity of fiber-optic splice cabinets, measured as provided above, will be paid for at the contract unit price each for "Fiber-optic Splice Cabinet (_____)."

Payment will be made under:

Fiber-optic Splice Cabinet (_____) ..... Each

10. TS-1 CONTROLLERS WITH CABINETS

10.1. DESCRIPTION

Furnish and install Peek model 3000E controllers with cabinets with internal multi-mode fiber optic modem and all necessary hardware in accordance with the plans and specifications. Comply with the provisions of Section 1700 of the 2002 Standard Specifications for Roads and Structures.

10.2. MATERIALS

A. General:

Comply with NEMA Standards Publication TS-1 (NEMA TS-1) in effect on the date of installation except as otherwise stated herein.

B. Controllers:

Furnish NEMA TS-1 controller (*Peek model 3000E with an internal multi-mode fiber optic modem)*, or approved equivalent. Include a NEMA standard overlap card.

Ensure that all components are arranged for easy access during servicing. When modular in construction, provide guides and positive connection devices to insure proper pin alignment and connection.

Provide a moisture resistant coating on all circuit boards.

C. Cabinets:

Furnish unpainted, natural, aluminum cabinet shells. Ensure that all non-aluminum hardware on the cabinet is stainless steel or a Department approved non-corrosive alternate. Provide a roof with a slope from front to back at a minimum ratio of 1-inch (25-mm) drop per 2 feet (0.6 m). Ensure that each exterior cabinet plane surface is constructed of a single sheet of aluminum and is seamless.

Provide a handle and three point latching mechanism designed to be disassembled using hand tools. Provide a shaft connecting the latching plate to the door handle by passing through the door within a bushing, bearing, or equivalent device. Provide a latching plate at least 3/16 inch (4.5 mm) thick and that mates securely with the lock bolt. Provide a lock bolt with a flat end (no bevel) and that has at least 1/4 inch (6.4 mm) of length in contact with the latching plate.

Ensure that the handle and lock are positioned so that the lock does not lie in the path of the rotating handle as the door is unlatched and that the handle points down in the latched position.

Provide a cabinet that is neat in appearance. Provide continuous welds made form the inside wherever possible. On the exterior, provide joints that are smooth and flush. Ensure there are no superfluous holes in the outside of the cabinet. Ensure that no screws, bolts, nuts or rivets protrude to the outside of the cabinet shell. Ensure that the surface of the cabinet is smooth and free of blemishes and discoloration.

Provide a main door opening that encompasses the full frontal area of the cabinet shell exclusive of the area reserved for plenums and flanges. Provide a rear door in base-mounted cabinets, unless otherwise specified. Ensure that the rear door complies with all requirements for the front door, except as follows:

- Have the rear door hinged on the left side as viewed from the rear of the cabinet shell facing the door.
- No police compartment is required on a rear door.

Ensure that the cabinet shell is sturdy and does not exhibit noticeable flexing, bending or distortion under normal conditions except that a minor amount of flexing is permitted in the main door and rear door only when the cabinet is open. In such case, the flexing must not result in permanent deformation of the door or damage to components mounted on the door. Ensure that pedestal-mounted cabinets have sufficient framing around the slipfitter attachment so that no noticeable flexing will occur at or about this point.

Ensure that the cabinet is large enough to accommodate all of the required equipment, specified future equipment, and wiring within the cabinet to provide sufficient room for servicing. Provide ample space in the bottom of the cabinet for the entrance and forming of all necessary wires and cables without interference with the operation, viewing, and servicing of the equipment. Ensure that the size of the cabinet permits all required and specified future equipment to be mounted in the upright position with sufficient space around it to provide adequate ventilation. Ensure at least 2 inches (50 mm) of clearance is provided around all vents and fans to insure proper air circulation. Ensure the interior size of the cabinets is at least:

Pole- and pedestal-mounted controller cabinets:	4.98 ft^3 (141,000 cm^3)
Base-mounted controller cabinets:	11.6 ft^3 (328,000 cm^3)
Pole- and pedestal-mounted on-street master cabinets:	3.5 ft^3 (98,000 cm^3)
Base-mounted on-street master cabinets:	7.52 ft^3 (213,000 cm^3)

If specified on the bid list or the plans, controller cabinets as small as 3.3 ft^3 (93,000 cm^3) may be provided for pole- and pedestal-mounted cabinets provided all other requirements are satisfied. Unless otherwise noted, ensure that cabinets are not to exceed the following dimensions:

	Maximum Outside Dimensions		
Type of Cabinet	Height	Width	Depth
Pole-mounted	52 inches (1320 mm)	30 inches (765 mm)	22 inches (560 mm)
Pedestal-mounted	36 inches (915 mm)	30 inches (765 mm)	22 inches (560 mm)
Base-mounted	None	None	None

Provide at least two sturdy shelves having an unobstructed depth of at least 13 inches (330 mm). Ensure the top shelf is at least 12 inches (305 mm) below the top of the door opening. Secure any card rack to the walls or shelves. Ensure equipment and components that are mounted on the cabinet walls require no more than the use of a screwdriver to accomplish their easy removal for servicing. Ensure shelf-mounted units are placed in their proper positions on the shelves without having to twist or turn them during the placement process.

Provide a minimum 12 x 14 inch (305 x 355 mm) plastic envelope or container located in the cabinet so that it is convenient for service personnel. Furnish two sets of non-fading cabinet wiring diagrams and schematics in a paper envelope or container and placed in the plastic envelope or container.

Provide a roof with a shield that prevents water from dripping into the cabinet. Equip the roof with a thermostatically controlled exhaust fan and suitably screened exhaust vents that will permit the flow of air for which the fan is rated. Ensure that base-mounted cabinets have a fan rated for at least 47 L/s and pole- and pedestal-mounted cabinets have a fan rated for at least 23 L/s. Ensure that the fan does not protrude to the outside of the cabinet and that it is mounted in such a way that it can be easily removed for servicing. Fusing the fan is not required. Ensure that the roof assembly is formed in such a way that it facilitates air exhaust from the fan.

Provide an additional vent or vents at or near the bottom to permit the intake of air. Ensure that the size of the vents permit the flow of air corresponding to the rated flow of the fan. Ensure that the vents are not smaller than 29.45 in^2 (19,000 mm^2). Equip the vents with standard-size replaceable fiberglass filters. Ensure that the vents do not permit the entrance of rain or snow.

Furnish a fluorescent fixture as required by NEMA TS-2 Specifications with a second lighting fixture mounted under the bottom shelf to light the terminals. Ensure that the second fixture is a fluorescent lighting fixture that complies with NEMA TS-2 Specifications or is a flexible gooseneck fixture containing a protected incandescent reflector bulb of a least 25 Watts. Furnish all bulbs. Ensure that the lamps are door switch actuated.

Provide the cabinet with an adjustable thermostat located in the upper portion of the inside the roof and connected to control the fan. Ensure that it is manually adjustable within the range of at least 78 to 170 degrees F (26 to 77 degrees C) with a calibrated scale. Ensure that the thermostat has contacts rated for use with the fan. Ensure that the thermostat turns the fan on at the set temperature and turns it off when the temperature is 4.5 degrees F (2.5 degrees C) below the set temperature.

Provide sufficient electrical and electronic noise suppression in the cabinet to enable all equipment in it to function properly. Ensure that the cabinet is equipped with one or more radio interference filters connected between the stages of the power line surge protector. Ensure that the filter(s) minimize interference generated in the cabinet in both the broadcast and aircraft frequencies. Ensure that the filter(s) provide attenuation of at least 50 decibels over a frequency range of 200 kilohertz to 75 megahertz. Provide filters that are hermetically sealed in metal cases and are insulated. Ensure that the filter is rated at least at the rated current of the main circuit breaker, 125-volt, 60 Hertz.

Provide duplex receptacle in the cabinet located conveniently for service personnel and in such a position that no electrical hazard will be presented to such personnel when using the receptacle. Ensure that the receptacle is a 3-wire ground fault interrupt type that will also accept a standard 2-prong, non-grounding plug. Ensure that the receptacle is reserved for the use of service personnel. Ensure normal control cabinet equipment is not connected to the receptacle.

Provide the cabinet with a NEMA standard circuit breaker box having at least two circuit breakers. Alternatively, provide circuit breakers that are installed in such a way that personnel servicing the cabinet, including the rear of the back panel, cannot inadvertently be exposed to a hazard. Ensure that a terminal block connected to the circuit breakers accommodates service wire as large as Number 6 AWG. Ensure that these circuit breakers are in addition to any fuses that are a part of the individual control equipment components. Provide a clear plastic guard or the equivalent to prevent incidental contact and shock hazard that protects exposed 120-volt AC terminals on the power panel.

Provide a cabinet with a ground bus having at least 20 terminals. Ensure that the bus is attached and electrically bonded to the wall of the cabinet and located conveniently to the traffic signal load circuits. Provide terminals to accommodate Number 10, 12, and 14 AWG conductors. Ensure that at least one terminal on each end is grounded and accommodates a Number 4 AWG conductor.

Provide a cabinet with an AC Neutral bus having at least 24 terminals. Ensure that the bus is isolated electrically from the cabinet ground. Provide terminals to accommodate Number 10, 12, and 14 AWG conductors. Ensure that the bus bar is conveniently located near the traffic signal load circuits.

Provide surge suppression in the cabinet and ensure that all devices operate over the temperature range of –40 to 185 degrees F (-40 to 85 degrees C).

Provide a power line surge protector that is a two-stage device that will allow connection of the radio frequency interference filter between the stages of the device. Ensure that a maximum continuous current is at least 10A at 120V. Ensure that the device can withstand a minimum of 20 peak surge current occurrences at 20,000A for an 8x20 microsecond waveform. Provide a maximum clamp voltage of 280V at 20,000A with a nominal series inductance of 200μh. Ensure that the voltage does not exceed 280V. Provide devices that comply with the following:

Frequency (Hz)	Minimum Insertion Loss (dB)
60	0
10,000	30
50,000	55
100,000	50
500,000	50
2,000,000	60
5,000,000	40
10,000,000	20
20,000,000	25

Provide one V150LA20 MOV or equal protection on each load switch field terminal.

Provide a loop surge suppresser for each set of loop terminals in the cabinet. Use terminal mount or stud mount devices for terminating the loop surge suppresser. Ensure that the device can withstand a minimum of 25 peak surge current occurrences at 100A in differential and common modes for a 10x700 microsecond waveform. Ensure that the maximum breakover voltage is 170V and the maximum on state clamping voltage is 30V. Provide a maximum response time less than 5 nanoseconds and an off state leakage current less than 10μA with a nominal capacitance less than 220pf for both differential and common modes.

Provide surge suppression on each communications line entering or leaving a cabinet. Ensure that the communications surge suppresser can withstand at least 80 occurrences of an 8x20 microsecond waveform at 2000A, or a 10x700 microsecond waveform at 400A. Provide a maximum clamping voltage suited to the equipment protected. Provide a maximum response time less than 1 nanosecond with a nominal capacitance less than 1500pf and a series resistance less than 15Ω.

Ensure that no direct inter-equipment connection is made. Ensure that all equipment is connected to other items of equipment at the cabinet terminal blocks.

Provide the capability for each item of equipment from the cabinet to be removed without disconnecting individual wires. Provide the equipment with suitable MS-type or other multi-pin connectors, or mount in card racks that provide for automatic connection of the card when it is inserted in the rack. Ensure that connectors for the controller A, B and C harnesses, for shelf-mounted detectors and for conflict monitors are metal and separately grounded.

Ensure that functionally equivalent equipment is electrically and mechanically interchangeable.

Ensure that all equipment and circuit cards are designed or keyed so that it is physically impossible to connect the unit to the wrong connector or insert it into an incorrect slot. Equip the cabinet with terminal blocks (strips) for the termination of all field conductors and all internal wires and harness conductors. Ensure that all wires are terminated at the terminals. Provide field terminals

that are readily accessible without the removal of equipment and located conveniently to the wires, cables and harnesses. Ensure that each terminal block is of electrical grade thermoplastic or thermosetting plastic and each terminal block is a closed back design and has recessed-screw terminals with molded barriers between the terminals.

Ensure that each terminal of a terminal block consists of two terminal screws with a removable shorting bar between them. However, if the terminal block is part of a fabricated panel, each terminal may consist of a single terminal screw with a feed-through binding post to which conductors are soldered behind the panel. Exception: Terminal blocks used for field wiring connections are not required to have removable shorting bars unless required by a specific manufacturer's design. Ensure that each terminal block is labeled with a block designation and each terminal is labeled with a number. Ensure that all terminal functions are also labeled on the back panel or terminal blocks. Provide labels that are visible when the terminal block is fully wired. Ensure that the labels are shown on the cabinet wiring diagrams. Ensure that no terminals are closer than 4 inches (100 mm) to the bottom of the cabinet and provide those in base-mounted cabinets at least 6 inches (150 mm) from the bottom. Ensure that terminals serving similar functions are grouped together. Ensure that no terminals are located on the under side of shelves or at other places where they are not readily visible and accessible or where they may be a hazard to personnel who might inadvertently touch them. Provide police panel, if required, with an enclosure over the terminals of its components to prevent hazard to personnel. Cardboard and other types of flexible covers are not acceptable.

Ensure that all equipment in the cabinet is connected to the cabinet, to the other items of equipment and to the field circuits at the cabinet terminal blocks by means of neatly trained harnesses.

Provide harnesses in the cabinet for non-permanently mounted equipment that are long enough to allow the equipment to be relocated in an upright position to the roof of the cabinet or to be located to the ground 12 inches (300 mm) below cabinet level. Provide a secondary ground conductor of sufficient size to safely carry any fault current for harnesses that supply power or an AC+ input greater than 24 volts. Ensure that all harnesses are neatly dressed along the cabinet walls either parallel to or perpendicular to the floor. Ensure that they do not run diagonally. Ensure that the harness, which connects the components on the door to the remainder of the cabinet does not touch the doorjamb in any door position, including fully open.

Ensure that each conductor, including unused conductors, within or entering the cabinet is connected to a terminal. Ensure that no more than two conductors are connected to any single terminal screw with the following exception. Multiple conductors may be attached to a terminal used to distribute AC and DC power functions (AC+, AC-, Earth Ground, 24VDC, Logic Ground, etc.) or similar multi-use signals under the following conditions:

- it is unlikely that the conductors attached to such terminals will be removed by the cabinet user and,
- there exists at least one terminal for each of the functions that has two or fewer conductors connected to it that is available for customer use.

This exception does not alter other requirements in these specifications which define the required number of terminals for power or other specific circuits. This provision does not apply to terminals on the load side of the load switches.

Ensure that each conductor has a crimped spade lug when connected to a terminal screw. Terminations to the back panel may be soldered. Connections such as quick connectors and barrel connectors are not acceptable. No in-line splices shall be permitted in any conductor.

Ensure that the outgoing circuits are of the same polarity as the line side of the AC supply. Ensure that the common return is of the same polarity as the grounded side of the AC supply.

Ensure that all wiring is formed into neatly packaged and neatly dressed harnesses and laced, braided or tied with nylon tie wraps at closely spaced intervals. Where wires, cables or harnesses must be attached to the cabinet walls or door for support or to prevent undue wear or flexing, ensure that the attachment is made using nylon tie straps or metal clamps with rubber or neoprene insulators. Ensure that these attachment devices are screwed to the cabinet. Stick-on clamps or straps are not permitted.

Ensure that all field wiring and all internal conductors that are likely to be disconnected from time to time are tagged with non-fading, permanent sleeve labels at the ends of the conductors at the terminals. Ensure that sleeve labels are shrunk tightly to grip the conductors. Alternatively, hot stamp labels on the insulation of internal conductors at intervals of no greater than 4 inches (100 mm). Ensure that all jumpers are wire conductors or metal plates. Using printed circuit back panels or back panels with wire tracks on boards are not permitted.

Provide 3 terminals (2 for loop conductors and 1 for shield) for each loop shown on the plans or required by the bid list. As a minimum, ensure that the cabinet provides sufficient terminals for 4 loops and detectors in Type 2 cabinets, 8 loops and detectors in Type 4 cabinets, and 16 loops and detectors in Type 8 cabinets. Provide a loop detector surge protector connected to each detector loop input.

Furnish the cabinet with a neatly labeled test switch panel mounted on the inside of the cabinet door. Ensure that the panel contains the following components that are connected to provide the functions indicated. Unless otherwise required, provide switches that are heavy-duty toggle switches.

1) **Detector Circuit Test Switched:** Ensure that each detector circuit test switch is a three-position (on-normal-momentary on) switch. Ensure that each switch is connected to the controller's or communications unit's detector input and in parallel with its associated detector's output so that service personnel can place both momentary and constant calls on the device to be actuated. When in the normal position (center position), ensure that the switch has no effect on the device to be actuated. In all cases, the detector is to remain connected to the device to be actuated. Provide a detector circuit test switch for each vehicle detector input connected to the controller and each pedestrian detector input to the controller regardless of how many of the controller's phases are in use. In addition, provide detector circuit test switches connected to the system detector inputs of the communications unit if required by the plans or the bid list. As a minimum, provide the following numbers of switches:

Type of Cabinet	Vehicle Detector Switches	Pedestrian Detector Switches
Type 2 cabinet	2	2
Type 4 cabinet	4	4
Type 8 cabinet	8	4

2) **Technician Flash Switch:** Provide the test switch panel with a toggle switch for switching the intersection operation between normal stop-and-go (AUTO) operation and flashing operation.

Protect this switch against accidental activation by a flip-up switch guard which does not affect switch position when closed.

3) **Controller Power Switch:** Provide a test switch panel that contains a toggle switch connected to remove power from the controller and all auxiliary equipment but ensure it does not interrupt power to the flasher. Ensure that this switch is protected against accidental activation by a flip-up switch guard which does not affect switch position when closed.
4) **Preemption Test Switches:** Provide a preemption test switch for each distinct preemption operation required by the plans or the bid list. Ensure that the switch is located on the inside of the door or on the left or right inside wall of the cabinet at an easily accessible location. Ensure that the switch is protected against accidental activation by a flip-up switch guard which does not affect switch position when closed.

Provide the cabinet with a police panel that is furnished with the indicated components connected:

1) **Police Panel Construction:** Provide a police panel with a door on it in the main door that is accessible when the main door is closed and will not allow water to enter the cabinet when the police door is open. Ensure that the police panel door is hinged on the right side as viewed facing it and has a lock that is keyed with two furnished keys and keyed to a standard police/fire call box key for each cabinet.
2) **Emergency Flash Switch:** Provide the police panel with a toggle switch for switching the intersection operation between normal stop-and-go (AUTO) operation and flashing operation.
3) **Signal Switch:** Provide the police panel with a toggle switch connected to permit power to be turned on and off to the field signal indicators. When in the off position, ensure that the power it removes is from the field signal indicators and that the controller and all equipment in the cabinet continues to operate normally.
4) **Automatic/Manual Switch:** Provide the police panel with a toggle switch connected to switch the intersection operation between normal stop-and-go operation (AUTO) and manual operation (MANUAL) using a hand control. Ensure that the manual control is implemented using only the Manual Control Enable and Interval Advance functions of the controller.
5) **Hand Control:** Provide a hand control with each cabinet for the police panel if specifically required by the plans or the bid list. Provide the hand control as a standard traffic signal manual control push-button connected on one end of a 10 feet (3 m) coil cord with a 1/4 inch (6.35 mm) locking phone plug on the other end. Provide a locking phone jack in the police panel for this hand control to effect manual control of the intersection as described above. Ensure the plug and jack lock together so that they will not disconnect even when the cord is stretched to its limit. Ensure that the police panel has room for storage of the hand control.

Provide the cabinet with one or as many as needed solid state flashers to operate the signal displays when the intersection is operated in the flashing mode. Provide the cabinet with a flasher socket for each flasher and make it part of the cabinet back panel. Ensure that the cabinet is wired so that it is possible to select either flashing red or flashing yellow for each signal circuit by switching a jumper plug on the back panel or by switching jumpers using simple hand tools. Ensure that disassembly of and access to the rear of the back panel is not required to effect a flash color change. Ensure that movement of no more than three jumpers is required to change the flash color for any signal circuit. Ensure that the cabinet is wired to effect the switch between normal stop-and-go operation and flashing operation. Provide the following flashing operation:

- Ensure that the controller controls the planned change from stop-and-go operation to flashing operation.
- Ensure that upon actuation of the emergency flash switch in the police panel or the technician flash switch in the test switch panel or upon command of the conflict monitor, the signal indicators are disconnected from the load switches and the appropriate signal indicators are connected to flashing power. Ensure that all other signal indicators are dark. Ensure that this change takes place immediately upon actuation regardless of the signal indicators being displayed.
- Regardless of the mode of entry into flashing operation, ensure that the return to normal stop-and-go operation occurs only when the controller begins to time the major street WALK interval (green interval if WALK is not used). Ensure that this is accomplished via the activation of the external start input.
- Ensure that the operation of the intersection controller is not affected when the technician flash switch or the communications unit initiates flashing operation, if any, and the controller continues to operate normally. Ensure that the controller stops timing when actuated by the emergency flash switch or the conflict monitor.

Furnish all cabinets, except pretimed cabinets, with optical isolation circuits connected between the pedestrian push-buttons and the pedestrian detector inputs of the controllers and the two-pulse pedestrian detector logic units, if any. Ensure all electronic components for the isolation circuits are contained on a circuit board that can be easily disconnected from its receptacle. Isolation circuits shall be provided for the following number of pedestrian detector circuits:

Type 2 cabinet:	2
Type 4 cabinets:	4
Type 8 cabinets:	4

Ensure that the voltage present at the pedestrian push-buttons does not exceed 24 volts.

D. Detectors:

Furnish NEMA TS-1 single-channel or multi-channel detectors.

Provide multi-channel detectors that sequentially scan each of its channels. Ensure that the multi-channel detectors can turn a channel off and disable its operation from the front panel.

Provide channels with a minimum of eight sensitivity levels.

Ensure detector units meet the requirements of NEMA TS-1 Specifications except as follows:

- Class 2 vehicle output is maintained for a minimum of 4 minutes, and
- Class 3 vehicle output is maintained for a minimum of 30 minutes, but not more than 120 minutes.

Where required, furnish detectors equipped with required timing features. Provide a delay that is settable in one second increments (maximum) over the range of zero to thirty seconds. Provide an extend that is settable in 1/4 second increments (maximum) over the range of zero to fifteen seconds. Provide detectors that can set both delay and extend timing for the same channel. If both timings are set, ensure the delay operates first. After the delay condition has been satisfied, ensure that the extend timer operates normally and that it is not necessary to satisfy the delay timing for an actuation arriving during the extend portion.

Ensure that the detectors register a permanent call during tuning operations, as a result of a loop fault, and when power is removed. Ensure that the detectors completely self-tuned within 10 seconds after application of power or restoration of interrupted power and within 10 seconds after correction of a loop fault.

Provide detectors that monitor the loop for fault conditions on each channel. Upon detection of a fault condition, even if the condition is subsequently corrected, ensure the detectors provide an indication of the occurrence and maintain the indication until a manual reset. The fault conditions are:

- An open-circuited loop system:
- A short to ground; and
- A 25 percent reduction in inductance.

Ensure a two-channel detector operates normally with the same loop connected to both channels.

Provide lightning and surge protection that is incorporated into the design of the detector. Ensure that each channel operates properly when used with the loop detector surge protector.

In addition to NEMA TS-1 Specifications, ensure each channel is capable of tuning to and operating on any loop system inductance within the range of 50 to 2,000 μh. Ensure that the channel will operate properly even on a loop system that has a single-point short to earth ground.

Provide detectors with a durably finished nonferrous housing. Ensure that the removal of the housing can be accomplished by using simple hand tools. Ensure each printed circuit board has a moisture resistant coating and that the components are readily accessible with the housing removed.

Provide a wiring harness with a minimum length of 6 feet (1.8 meters) for each detector. Ensure each wire is permanently labeled, numbered, or color-coded.

E. Conflict Monitors:

Furnish NEMA TS-1 conflict monitor with programming card. Ensure that the absence of the programming card will cause the conflict monitor to trigger, and remain in the triggered state until reset.

Provide a conflict monitor that recognizes the following faults in addition to those specified by NEMA TS-1 Section 6. Ensure that the conflict monitor will trigger as required by the NEMA Specifications:

- Yellow indication missing or shorter than 2.7 seconds (with ± 0.1 second accuracy);
- Walk indication without green vehicle indication on same channel;
- Dual Indications on the same channel.

Ensure that the tests for short and missing yellows and for dual indications be turned on or off per channel. Ensure that the test for walk without green be selectable for each unit. If one of the additional optional fault tests are enabled and an associated fault is detected, ensure that the conflict monitor remains in the triggered state until the unit is reset unless otherwise specified.

When the conflict monitor is triggered, provide a visual indication of the type of event that triggered the unit. Ensure that these indications and the status of each channel be retained until the conflict monitor is reset.

Ensure that the conflict monitor allows user selected latching of the CVM, 24V I, and 24V II inputs. When the conflict monitor is set for latching operation and one of these events is triggered, ensure that the monitor is reset before returning to normal operation.

Provide nonvolatile memory in the conflict monitor that retains a log of events containing the failure type, channel status, date, time for the nine most recent faults, and the date and time of the ten most recent power failures at a minimum. Ensure that the conflict monitor outputs the event log on request to a printer and uploads the event log on request to a personal computer via the RS-232C serial port. Provide the RS-232C serial port mounted on the front.

Provide a conflict monitor with the number of channels required by the plans or bid list. Where required by the plans or bid list, ensure that the conflict monitor is supplied with a wiring harness set. Ensure that the harness is fitted with the proper connector and the harness is 10 feet (3 meters) in length.

Ensure all circuit boards have a moisture resistant coating.

10.3. CONSTRUCTION METHODS

A. General:

Remove existing controllers and cabinets where required. Remove the maintenance diary from the cabinet and place it in the new cabinet or present it to the Engineer. Take existing equipment out of service only at the time directed.

Locate new cabinets so as not to obstruct sight distance of vehicles turning on red.

Install controllers, cabinets, detector sensor units, and hardware that provide the required phasing, color sequence, flash sequence, interconnection, railroad clearance and preemption, and emergency vehicle clearance and preemption.

Stencil the signal inventory number on the side of the cabinet that faces the roadway. Use 3 inch (75 mm) black characters.

Provide an external electrical service disconnect at all new and existing cabinet locations unless otherwise shown on the plans.

Do not program controllers for late night flashing operation at railroad preemption installations. For all other installations, program the controller for late night flashing operation from 11:00 p.m. until 6:00 a.m. unless otherwise directed. Have all signal heads for the same approach flash concurrently during flashing operation.

Provide the serial number and cabinet model number for each new controller and controller cabinet installed.

Modify cabinet foundations where required.

Where pole mounted cabinets are required, install cabinets so that the height to the middle of the cabinet is 4 feet (1.2 meters).

Activate controllers with the proposed phasing and timing, and modify proposed phasing and timing of existing controllers.

Ensure that maximum resistance between the grounding electrode and all points in the grounding system does not exceed 5 ohms.

In addition to the requirements of the NEC, test grounding electrode resistance at the connection point to the electrical service ground bus for a maximum of 20 ohms. Furnish and install additional ground rods to the grounding electrode system as necessary to meet test requirements.

B. System Interconnection:

When interconnection of signals is required, install interface equipment and hardware for signals. Demonstrate proper operation of the interconnection using manual commands after interconnection is complete.

C. Workshop:

Provide an enclosed workshop with a test board for testing new controllers and cabinets before installation. Locate the workshop within the Division responsible for administration of the project. Ensure that the workshop provides protection from weather and sufficient space to house two test observers, test material, and controllers and cabinets being tested.

Test controllers and cabinets for proper operation, color sequence, flashing operations (including late night flash) and phase timings. Demonstrate that conflict monitor programming cards or malfunction management programming cards are properly programmed before installation at intersections. Demonstrate that simultaneous inputs to conflicting phases will cause the conflict monitor or malfunction management unit to revert the cabinet to flashing operation. Ensure that controllers and cabinets operate without malfunction for at least eight hours in the workshop before installation at an intersection.

10.4. METHOD OF MEASUREMENT

Actual number of controllers with cabinets furnished, installed, and accepted.

Actual number of detector cards furnished, installed, and accepted.

No measurement will be made of conflict monitors, malfunction management units, external electrical service disconnect, required system interconnection, surge protection, grounding systems, and workshop for testing controllers and cabinets as this will be considered incidental to furnishing and installing controllers with cabinets.

10.5. BASIS OF PAYMENT

The quantity of controllers with cabinets, measured as provided above, will be paid for at the contract unit price each for "Controller with Cabinet NEMA TS-1 (PEEK model 3000E w/internal multi-mode fiber optic modem)."

The quantity of detector cards, measured as provided above, will be paid for at the contract unit price each for "Detector Unit NEMA TS-1."

Payment will be made under:

Controller with Cabinet NEMA TS-1 (PEEK model 3000E w/internal multi-mode fiber optic modem)..... Each
Detector Unit NEMA TS-1 ..... Each

11. RELOCATE EXISTING SIGNS

11.1. DESCRIPTION

Relocate existing street name signs in accordance with the plans and specifications. Comply with the provisions of Section 900 and 1700 of the 2002 Standard Specifications for Roads and Structures.

11.2. CONSTRUCTION METHODS

Relocate existing street name signs by placing the existing signs at a different location on the newly installed span wire using new sign brackets. Ensure that the equipment is installed in accordance with the specifications of the Equipment Manufacturer.

In the event that the existing sign is not able to be re-used due to damage or insufficient reflectivity, the Contractor may, with the approval of the Department, be compensated for the fabrication and installation of new signs to replace those signs that are damaged.

11.3. METHOD OF MEASUREMENT

Actual number of existing signs relocated and accepted.

No additional payment will be made for mounting hardware as this will be considered incidental to the relocation of the signs.

11.4. BASIS OF PAYMENT

The quantity of relocated street name signs, measured as provided above, will be paid for at the contract unit price each for "Relocate Existing Sign."

Payment will be made under:

Relocate Existing Sign ..... Each