

Project Special Provisions  
Culvert & Walls

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A circular professional seal for Buck Charles Hunt, a Professional Engineer in North Carolina. The seal contains the text "NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 14091 BUCK CHARLES HUNT". A handwritten signature is written across the seal, and the date "3/30/06" is written below it.

**PROJECT SPECIAL PROVISIONS**  
**CULVERT AND WALLS**

PROJECT U-3613B

PITT COUNTY

**PRECAST REINFORCED CONCRETE**  
**BOX CULVERT AT STATION 33+52.00 -L-**

(2-14-04)

**1.0 GENERAL**

This Special Provision covers precast reinforced concrete box culverts intended for the construction of culverts and for the conveyance of storm water.

Where a precast reinforced box culvert is required on the plans, design the precast culvert sections in accordance with AASHTO M259 and provide the size and number of barrels as indicated on the plans. Precast wing walls will not be allowed. For culverts with less than 2 feet (0.6 m) of cover, design the precast culvert sections in accordance with AASHTO M273. Detail the culvert with cast in place wings. Provide a precast box culvert that meets the requirements of Section 1077 and any other applicable parts of the Standard Specifications.

The design of the precast members is the responsibility of the Contractor and is subject to review, comments and approval. Submit two sets of detailed plans for review. Include all details in the plans, including the size and spacing of the required reinforcement necessary to build the precast box culvert. Include checked design calculations for the precast members complying with the latest AASHTO Standard Specifications and requirements detailed herein. Have a North Carolina Registered Professional Engineer check and seal the plans and design calculations. After the plans are reviewed and, if necessary, the corrections made, submit one set of reproducible tracings on 22" x 34" sheets to become the revised contract plans.

A pre-installation meeting is required prior to installation. Representatives from the Contractor, the precast box manufacturer, and the Department should attend this meeting. The precast box manufacturer representative shall be on site during installation.

**2.0 PRECAST REINFORCED CONCRETE BOX SECTIONS****A. Types**

Precast reinforced concrete box sections manufactured in accordance with this Special Provision are designated by span, rise, and design earth cover.

**B. Design**

1. Design – The box section dimensions and reinforcement details are subject to the provisions of Section F.

2. Placement of Reinforcement – Provide a 1 inch (25 mm) concrete cover over the circumferential reinforcement subject to the provisions of Section F. Extend the inside circumferential reinforcement into the male portion of the joint and the outside circumferential reinforcement into the female portion of the joint. Detail the clear distance of the end circumferential wires so it is not less than 1/2 inch (13 mm) nor more than 2 inches (51 mm) from the ends of the box section. Assemble reinforcement per the requirements of AASHTO M259, Section 7.3. The exposure of the ends of the wires used to position the reinforcement is not a cause for rejection.
3. Laps and Spacing – Use lap splices for the circumferential reinforcement. Detail the circumferential wires so that the center to center spacing is not less than 2 inches (50 mm) nor more than 4 inches (100 mm). Do not detail the longitudinal wires with a center to center spacing of more than 8 inches (200 mm).
4. The design earth cover is reported on the plans as the elevation difference between the point of maximum fill and the top of the top slab.

### C. Joints

1. Produce the precast reinforced concrete box section with male and female ends. Design and form these ends of the box section so, when the sections are laid together, they make a continuous line of box sections with a smooth interior free of appreciable irregularities in the flowline, all compatible with the permissible variations given in Section F. The internal joint formed at the male and female ends of the precast units shall be sealed with either bitumen/butyl sealant or closed-cell neoprene material. The internal joint material shall be installed in accordance with the manufacturer's recommendations. The material shall be shown on the shop drawings when they are submitted for review.
2. Seal the external joint with an outside sealer wrap that is at least 12 inches (300 mm) wide and covers the joint on both the sides and the top of the box section. Use ConWrap CS-212 from Concrete Sealants, Inc., EZ-Wrap from Press-Seal Gasket Corporation, Seal Wrap from Mar-Mac Manufacturing Co., Inc., Cadilloc External Pipe Joint from Cadilloc, or an approved equal for the outside sealer wrap. If the outside sealer wrap is not applied in a continuous strip along the entire joint, a 12 inch (300 mm) minimum lap of the outside sealer wrap is permitted. Before placing the outside sealer wrap, clean and prime the area receiving the outside sealer wrap in accordance with the sealer wrap manufacturer recommendations. The joint wrap
3. manufacturer installation recommendations shall be included with shop drawings submitted for review. The external joint wrap shall be installed in three pieces, as indicated on Figure 1 below:

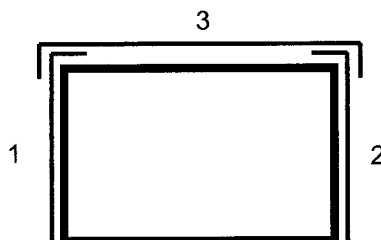


Figure 1

Cover the external joint sealer with a 3 foot (900 mm) strip of filter fabric conforming to Type 4 requirements in Section 1056 of the Standard Specifications. Place multiple lines of a precast reinforced concrete box culvert such that the longitudinal joint between the sections has a minimum width of 3 inches (75 mm). Fill the joint between multiple lines of precast box sections with Class A concrete. Use Class A concrete that meets the requirements listed in the Standard Specifications except that Field Compressive Strength Specimens are not required.

#### D. Manufacture

Precast box culverts may be manufactured by either the wet cast method or dry cast method.

1. Mixture – In addition to the requirements of Section 1077 of the Standard Specifications, do not proportion the mix with less than 564 lb/yd<sup>3</sup> (335 kg/m<sup>3</sup>) of portland cement.
2. Strength – Make sure that all concrete develops a minimum 28-day compressive strength of 5000 psi (34.5 MPa). Movement of the precast sections should be minimized during the initial curing period. Any damage caused by moving or handling during the initial curing phase will be grounds for rejection of that precast section.
3. Air Entrainment – Air entrain the concrete in accordance with Section 1077 - 5(A) of the Standard Specifications. For dry cast manufacturing, air entrainment is not required.
4. Testing – Test the concrete in accordance with the requirements of Section 1077 - 5(B).
5. Handling – Handling devices or holes are permitted in each box section for the purpose of handling and laying. Submit details of handling devices or holes for approval and do not cast any concrete until approval is granted. Remove all handling devices flush with concrete surfaces as directed. Fill holes in a neat and workmanlike manner with an approved non-metallic non-shrink grout, concrete, or hole plug.

#### E. Physical Requirements

Acceptability of precast culvert sections is based on concrete cylinders made and tested in accordance with AASHTO T22 and AASHTO T23.

## F. Permissible Variations

1. Flatness – All external surfaces shall be flat, true, and plumb. Irregularities, depressions, or high spots on all external surfaces shall not exceed 1/2 inch (12 mm) in 8 feet (2.5 meters).
2. Internal Dimensions – Produce sections so that the internal and haunch dimensions do not vary more than 1/4 inch (6 mm) from the plan dimensions.
3. Adjacent Sections - Internal, external, and haunch dimensions for connecting sections shall not vary more than 1/2 inch (12 mm).
4. Length of Tongue and Groove – The minimum length of the tongue shall be 4 inches (100 mm). The minimum length of the groove shall be 4 inches (100 mm). The dimensions of the tongue and groove shall not vary more than 1/4 inch (6 mm) from the plan dimensions.
5. Slab and Wall Thickness – Produce sections so that the slab and wall thickness are not less than that shown on the plans by more than 5% or 3/16 inch (5 mm), whichever is greater. A thickness more than that required on the plans is not a cause for rejection.
6. Length of Opposite Surfaces – Produce sections so that variations in laying lengths of two opposite surfaces of the box section meet the requirements of AASHTO M259, Section 11.3.
7. Length of Section – Produce sections so that the underrun in length of a section is not more than 1/2 inch (13 mm) in any box section.
8. Position of Reinforcement – Produce sections so that the maximum variation in the position of the reinforcement is  $\pm 3/8$ " ( $\pm 10$  mm) for slab and wall thicknesses of 5 inches (125 mm) or less and  $\pm 1/2$ " ( $\pm 13$  mm) for slab and wall thicknesses greater than 5 inches (125 mm). Produce sections so that the concrete cover is never less than 5/8 inch (16 mm) as measured to the internal surface or the external surface. The preceding minimum cover limitations do not apply at the mating surfaces of the joint.
9. Area of Reinforcement – Use the design steel shown on the plans for the steel reinforcement. Steel areas greater than those required are not cause for rejection. The permissible variation in diameter of any wire in finished fabric is prescribed for the wire before fabrication by either AASHTO M32 or M225.

### G. Marking

1. Each section shall be match-marked in order of intended installation as indicated on the approved shop drawings. Ensure that pieces fit together neatly and in a workmanlike manner. In order to ensure a good, neat field fit, assemble adjacent sections at the producer's facility and match-mark the pieces. This will require that a minimum of three adjacent sections of the culvert be fitted at the production yard at a time and then match-marked. Once three sections have been match-marked, the first section may be removed for shipment and a fourth section set for marking. Continue in a progressive manner until all sections have been properly match-marked.
2. Clearly mark each section of the box culvert in accordance with AASHTO M259, Section 15.

### H. Construction

1. Foundation – Foundation for precast box culvert shall meet the requirements of Section 414 of the Standard Specifications. In addition, Type VI foundation material shall be encapsulated in filter fabric conforming to Type 4 requirements in Section 1056 of the Standard Specifications. The filter fabric shall be placed perpendicular to the culvert barrel. Provide sufficient overhang beyond the excavation to allow a minimum lap of 3 feet (900 mm) when the foundation material is placed and fabric wrapped on top. Perpendicular sections of fabric shall be continuous. A minimum lap of 2 feet (600 mm) shall be provided between sections of fabric.
2. Installation – Sections shall be placed at the beginning of the outlet end of the culvert with the groove end being laid upgrade. Tongue sections shall be laid into the groove sections. Positive means shall be provided to pull each section firmly into the previously placed section so that the joints are tightly homed. Use a "come-along", box pullers or other approved methods to create a positive means of joining box sections. Construction equipment shall not have direct contact with the box section. The load of the box shall be suspended by lifting device during joining procedure.
3. Backfill – Complete backfill in accordance with Section 414 of the Standard Specifications.

### 3.0 BASIS OF PAYMENT

The Precast Reinforced Concrete Box Culvert as described on the plans and in this Special Provision will be paid for at the contract lump sum price for "Precast Reinforced Concrete Box Culvert at Station \_\_\_\_\_". Such price and payment will be full compensation for all work covered by this Special Provision, the plans and applicable parts of the Standard Specifications and will include, but not be limited to, furnishing all labor,

materials (including all filter fabric), equipment and other incidentals necessary to complete this work. Such price and payment will also be full compensation for concrete, reinforcing steel, labor, equipment and all other related materials necessary for the completion of the barrel section, and the construction of the headwalls, end curtain walls, wings and wing footings. Culvert Excavation and Foundation Conditioning Material will be paid for in accordance with the Standard Specifications and will not be a part of this pay item.

Payment will be made under:

Precast Reinforced Concrete Box Culvert at Station \_\_\_\_\_ Lump Sum

## **FALSEWORK AND FORMWORK**

(10-12-01)

### **1.0 DESCRIPTION**

Use this Special Provision as a guide to develop temporary works submittals required by the Standard Specifications or other provisions; no additional submittals are required herein. Such temporary works include, but are not limited to, falsework and formwork.

Falsework is any temporary construction used to support the permanent structure until it becomes self-supporting. Formwork is the temporary structure or mold used to retain plastic or fluid concrete in its designated shape until it hardens. Access scaffolding is a temporary structure that functions as a work platform that supports construction personnel, materials, and tools, but is not intended to support the structure. Scaffolding systems that are used to temporarily support permanent structures (as opposed to functioning as work platforms) are considered to be falsework under the definitions given. Shoring is a component of falsework such as horizontal, vertical, or inclined support members. Where the term "temporary works" is used, it includes all of the temporary facilities used in bridge construction that do not become part of the permanent structure.

Design and construct safe and adequate temporary works that will support all loads imposed and provide the necessary rigidity to achieve the lines and grades shown on the plans in the final structure.

### **2.0 MATERIALS**

Select materials suitable for temporary works; however, select materials that also ensure the safety and quality required by the design assumptions. The Engineer has authority to reject material on the basis of its condition, inappropriate use, safety, or nonconformance with the plans. Clearly identify allowable loads or stresses for all materials or manufactured devices on the plans. Revise the plan and notify the Engineer if any change to materials or material strengths is required.

### 3.0 DESIGN REQUIREMENTS

#### A. Working Drawings

Provide working drawings for items as specified in the contract, or as required by the Engineer, with design calculations and supporting data in sufficient detail to permit a structural and safety review of the proposed design of the temporary work.

When concrete placement is involved, include data such as the drawings of proposed sequence, rate of placement, direction of placement, and location of all construction joints. Submit the number of copies as called for by the contract.

When required, have the drawings and calculations prepared under the guidance of, and sealed by, a North Carolina Registered Professional Engineer who is knowledgeable in temporary works design.

Design falsework and formwork requiring submittals in accordance with the 1995 AASHTO *Guide Design Specifications for Bridge Temporary Works* except as noted herein.

#### 1. Wind Loads

Table 2.2 of Article 2.2.5.1 is modified to include wind velocities up to 110 mph (177 km/hr). In addition, Table 2.2A is included to provide the maximum wind speeds by county in North Carolina.

**Table 2.2 - Wind Pressure Values**

Height Zone feet (m) above ground	Pressure, lb/ft <sup>2</sup> (kPa) for Indicated Wind Velocity, mph (km/hr)				
	70 (112.7)	80 (128.7)	90 (144.8)	100 (160.9)	110 (177.0)
0 to 30 (0 to 9.1)	15 (0.72)	20 (0.96)	25 (1.20)	30 (1.44)	35 (1.68)
30 to 50 (9.1 to 15.2)	20 (0.96)	25 (1.20)	30 (1.44)	35 (1.68)	40 (1.92)
50 to 100 (15.2 to 30.5)	25 (1.20)	30 (1.44)	35 (1.68)	40 (1.92)	45 (2.15)
over 100 (30.5)	30 (1.44)	35 (1.68)	40 (1.92)	45 (2.15)	50 (2.39)



2. Time of Removal

The following requirements replace those of Article 3.4.8.2.

Do not remove forms until the concrete has attained strengths required in Article 420-17 of the Standard Specifications and these Special Provisions.

Do not remove forms until the concrete has sufficient strength to prevent damage to the surface.

**Table 2.2A - Steady State Maximum Wind Speeds by Counties in North Carolina**

COUNTY	25 YR (mph) (km/hr)	COUNTY	25 YR (mph) (km/hr)	COUNTY	25 YR (mph) (km/hr)
Alamance	70 (112.7)	Franklin	70 (112.7)	Pamlico	100 (160.9)
Alexander	70 (112.7)	Gaston	70 (112.7)	Pasquotank	100 (160.9)
Alleghany	70 (112.7)	Gates	90 (144.8)	Pender	100 (160.9)
Anson	70 (112.7)	Graham	80 (128.7)	Perquimans	100 (160.9)
Ashe	70 (112.7)	Granville	70 (112.7)	Person	70 (112.7)
Avery	70 (112.7)	Greene	80 (128.7)	Pitt	90 (144.8)
Beaufort	100 (160.9)	Guilford	70 (112.7)	Polk	80 (128.7)
Bertie	90 (144.8)	Halifax	80 (128.7)	Randolph	70 (112.7)
Bladen	90 (144.8)	Harnett	70 (112.7)	Richmond	70 (112.7)
Brunswick	100 (160.9)	Haywood	80 (128.7)	Robeson	80 (128.7)
Buncombe	80 (128.7)	Henderson	80 (128.7)	Rockingham	70 (112.7)
Burke	70 (112.7)	Hertford	90 (144.8)	Rowan	70 (112.7)
Cabarrus	70 (112.7)	Hoke	70 (112.7)	Rutherford	70 (112.7)
Caldwell	70 (112.7)	Hyde	110 (177.0)	Sampson	90 (144.8)
Camden	100 (160.9)	Iredell	70 (112.7)	Scotland	70 (112.7)
Carteret	110 (177.0)	Jackson	80 (128.7)	Stanley	70 (112.7)
Caswell	70 (112.7)	Johnston	80 (128.7)	Stokes	70 (112.7)
Catawba	70 (112.7)	Jones	100 (160.9)	Surry	70 (112.7)
Cherokee	80 (128.7)	Lee	70 (112.7)	Swain	80 (128.7)
Chatham	70 (112.7)	Lenoir	90 (144.8)	Transylvania	80 (128.7)
Chowan	90 (144.8)	Lincoln	70 (112.7)	Tyrell	100 (160.9)
Clay	80 (128.7)	Macon	80 (128.7)	Union	70 (112.7)
Cleveland	70 (112.7)	Madison	80 (128.7)	Vance	70 (112.7)
Columbus	90 (144.8)	Martin	90 (144.8)	Wake	70 (112.7)
Craven	100 (160.9)	McDowell	70 (112.7)	Warren	70 (112.7)
Cumberland	80 (128.7)	Mecklenburg	70 (112.7)	Washington	100 (160.9)
Currituck	100 (160.9)	Mitchell	70 (112.7)	Watauga	70 (112.7)
Dare	110 (177.0)	Montgomery	70(112.7)	Wayne	80 (128.7)
Davidson	70 (112.7)	Moore	70 (112.7)	Wilkes	70 (112.7)
Davie	70 (112.7)	Nash	80 (128.7)	Wilson	80 (128.7)
Duplin	90 (144.8)	New Hanover	100 (160.9)	Yadkin	70 (112.7)
Durham	70 (112.7)	Northampton	80 (128.7)	Yancey	70 (112.7)
Edgecombe	80 (128.7)	Onslow	100 (160.9)		
Forsyth	70 (112.7)	Orange	70 (112.7)		

Note on the working drawings any anchorages, connectors, inserts, steel sleeves or other such devices used as part of the falsework or formwork that remains in the permanent structure. If the plan notes indicate that the structure contains the necessary corrosion protection required for a Corrosive Site, epoxy coat, galvanize, metallize or otherwise protect these devices as directed by the Engineer. Any coating required by the Engineer will be considered incidental to the various pay items requiring temporary works.

#### B. Review and Approval

The Engineer is responsible for the review and approval of temporary works' drawings.

Submit the working drawings sufficiently in advance of proposed use to allow for their review, revision (if needed), and approval without delay to the work.

Do not start construction of any temporary work for which working drawings are required until the drawings have been approved. Such approval does not relieve the Contractor of the responsibility for the accuracy and adequacy of the working drawings.

The time period for review of the working drawings does not begin until complete drawings and design calculations, when required, are received by the Engineer.

On the drawings, show all information necessary to allow the design of any component to be checked independently as determined by the Engineer.

If requested by the Engineer, submit with the working drawings manufacturer's catalog data listing the weight of all construction equipment that will be supported on the temporary work. Show anticipated total settlements and/or deflections of falsework and forms on the working drawings. Include falsework footing settlements, joint take-up, and deflection of beams or girders. Design the falsework and forms supporting deck slabs and overhangs on girder bridges so that there will be no differential settlement between the girders and the deck forms during placement of deck concrete.

#### 4.0 CONSTRUCTION REQUIREMENTS

All requirements of Section 420 of the Standard Specifications apply.

Construct temporary works in conformance with the approved working drawings. Ensure that the quality of materials and workmanship employed is consistent with that assumed in the design of the temporary works. Do not weld falsework members to any portion of the permanent structure unless approved. Show any welding to the permanent structure on the approved construction drawings.

Provide tell-tales attached to the forms and extending to the ground, or other means, for accurate measurement of falsework settlement. Make sure that the anticipated compressive settlement and/or deflection of falsework does not exceed 1 inch (25 mm). For cast-in-place concrete structures, make sure that the calculated deflection of falsework

flexural members does not exceed  $1/240$  of their span regardless of whether or not the deflection is compensated by camber strips.

#### A. Maintenance and Inspection

Inspect and maintain the temporary work in an acceptable condition throughout the period of its use. Certify that the manufactured devices have been maintained in a condition to allow them to safely carry their rated loads. Clearly mark each piece so that its capacity can be readily determined at the job site.

Perform an in-depth inspection of an applicable portion(s) of the temporary works, in the presence of the Engineer, not more than 24 hours prior to the beginning of each concrete placement. Inspect other temporary works at least once a month to ensure that they are functioning properly. Have a North Carolina Registered Professional Engineer inspect the cofferdams, shoring, sheathing, support of excavation structures, and support systems for load tests prior to loading.

#### B. Foundations

Determine the safe bearing capacity of the foundation material on which the supports for temporary works rest. If required by the Engineer, conduct load tests to verify proposed bearing capacity values that are marginal or in other high-risk situations.

The use of the foundation support values shown on the contract plans of the permanent structure is permitted if the foundations are on the same level and on the same soil as those of the permanent structure.

Allow for adequate site drainage or soil protection to prevent soil saturation and washout of the soil supporting the temporary works supports.

If piles are used, the estimation of capacities and later confirmation during construction using standard procedures based on the driving characteristics of the pile is permitted. If preferred, use load tests to confirm the estimated capacities; or, if required by the Engineer conduct load tests to verify bearing capacity values that are marginal or in other high risk situations.

The Engineer reviews and approves the proposed pile and soil bearing capacities.

### 5.0 REMOVAL

Unless otherwise permitted, remove and keep all temporary works upon completion of the work. Do not disturb or otherwise damage the finished work.

Remove temporary works in conformance with the contract documents. Remove them in such a manner as to permit the structure to uniformly and gradually take the stresses due to its own weight.

**6.0 METHOD OF MEASUREMENT**

Unless otherwise specified, temporary works will not be directly measured.

**7.0 BASIS OF PAYMENT**

Payment at the contract unit prices for the various pay items requiring temporary works will be full compensation for the above falsework and formwork.

**SUBMITTAL OF WORKING DRAWINGS****6-7-05****1.0 GENERAL**

Submit working drawings in accordance with Article 105-2 of the Standard Specifications and the requirements of this Special Provision. The list of submittals contained herein does not represent a list of required submittals for this project. Submittals are only necessary for those items as required by the Standard Specifications, other Special Provisions, or contract plans. Make submittals that are not specifically noted in this Special Provision directly to the Resident Engineer.

If submittals contain variations from plan details or specifications, significantly affect project cost, or significantly affect field construction or operations, discuss them with, and submit them through, the Resident Engineer. State the reason for the proposed variation in the submittals. To minimize overall review time, make sure all working drawing submittals are complete when first submitted. Provide a contact name and phone number with each submittal. Direct any questions regarding working drawing submittal requirements to the Resident Engineer, Structure Design Unit contacts or the Geotechnical Engineering Unit contacts noted below.

In order to facilitate in-plant inspection by NCDOT and approval of working drawings, the Contractor shall provide the name, address, and telephone number of the facility where fabrication will actually be done, if different than shown on the title block of the submitted working drawings. This includes, but is not limited to, precast concrete items, prestressed concrete items, and fabricated steel or aluminum items.

## 2.0 WORKING DRAWINGS SUBMITTAL CONTACTS

All submittals noted herein are reviewed by the Structure Design Unit and/or the Geotechnical Engineering Unit.

For submittals to the Structure Design Unit, use the following addresses:

Via US mail:

Mr. G. R. Perfetti, P. E.  
 State Bridge Design Engineer  
 North Carolina Department  
 of Transportation  
 Structure Design Unit  
 1581 Mail Service Center  
 Raleigh, NC 27699-1581  
 Attention: Mr. P. D. Lambert, P. E.

Via other delivery service:

Mr. G. R. Perfetti, P. E.  
 State Bridge Design Engineer  
 North Carolina Department  
 of Transportation  
 Structure Design Unit  
 1000 Birch Ridge Drive  
 Raleigh, NC 27610  
 Attention: Mr. P. D. Lambert, P. E.

For submittals to the Geotechnical Engineering Unit, use the following addresses:

For projects in Divisions 1-7, use the following Eastern Regional Office address:

Via US mail:

Mr. K. J. Kim, Ph. D., P. E.  
 Eastern Regional Geotechnical  
 Manager  
 North Carolina Department  
 of Transportation  
 Geotechnical Engineering Unit  
 Eastern Regional Office  
 1570 Mail Service Center  
 Raleigh, NC 27699-1570

Via other delivery service:

Mr. K. J. Kim, Ph. D., P. E.  
 Eastern Regional Geotechnical  
 Manager  
 North Carolina Department  
 of Transportation  
 Geotechnical Engineering Unit  
 Eastern Regional Office  
 3301 Jones Sausage Road, Suite 100  
 Garner, NC 27529

For projects in Divisions 8-14, use the following Western Regional Office address:

Via US mail:

Mr. John Pilipchuk, L. G., P. E.  
 Western Regional Geotechnical  
 Manager  
 North Carolina Department  
 of Transportation  
 Geotechnical Engineering Unit  
 Western Regional Office  
 5253 Z Max Boulevard  
 Harrisburg, NC 28075

Via other delivery service:

Mr. John Pilipchuk, L. G., P. E.  
 Western Region Geotechnical  
 Manager  
 North Carolina Department  
 of Transportation  
 Geotechnical Engineering Unit  
 Western Regional Office  
 5253 Z Max Boulevard  
 Harrisburg, NC 28075

Direct any questions concerning submittal review status, review comments, or drawing markups to the following contacts:

Primary Structures Contact:

Paul Lambert  
(919) 250 – 4041  
(919) 250 – 4082 facsimile  
[plambert@dot.state.nc.us](mailto:plambert@dot.state.nc.us)

Secondary Structures Contacts:

James Gaither (919) 250 – 4042  
Man-Pan Hui (919) 250 – 4044

Eastern Regional Geotechnical Contact (Divisions 1-7):

K. J. Kim  
(919) 662 – 4710  
(919) 662 – 3095 facsimile  
[kkim@dot.state.nc.us](mailto:kkim@dot.state.nc.us)

Western Regional Geotechnical Contact (Divisions 8-14):

John Pilipchuk  
(704) 455 – 8902  
(704) 455 – 8912 facsimile  
[jpilipchuk@dot.state.nc.us](mailto:jpilipchuk@dot.state.nc.us)

### 3.0 SUBMITTAL COPIES

The quantities provided in this Special Provision act as a guide in the submittal process.

Unless otherwise required by the contract, submit two sets of supporting calculations to the Structure Design Unit.

Furnish one complete copy of the submittal, including all attachments, to the Resident Engineer. If requested, provide additional copies of any submittal. At the same time, submit the following number of copies directly to the Structure Design Unit and/or the Geotechnical Engineering Unit:

<b>Working Drawing Submittal</b>	<b>Copies Required by Structure Design Unit</b>	<b>Copies Required by Geotechnical Engineering Unit</b>	<b>Contract Reference Requiring Submittal <sup>1</sup></b>
Arch Culvert Falsework	5	0	Plan Note & SN Sheet
Box Culvert Falsework <sup>2</sup>	5	0	Plan Note & SN Sheet
Cofferdams <sup>4</sup>	6	1	Articles 410-5 and 420-8
Expansion Joint Seals (hold down plate type with base angle)	9	0	“Expansion Joint Seals”
Expansion Joint Seals (modular)	2, then 9	0	“Modular Expansion Joint Seals”
Expansion Joint Seals (strip seals)	9	0	“Strip Seals”
Falsework & Forms (superstructure)	8	0	Article 420-3
Falsework & Forms <sup>2</sup> (substructure)	8	0	Article 420-3
Mechanically Stabilized Earth Retaining Walls <sup>4</sup>	7	1	“MSE Retaining Walls”
Metal Bridge Railing	8	0	Plan Note
Metal Stay-in-Place Forms	8	0	Article 420-3
Metalwork for Elastomeric Bearings <sup>5,6</sup>	7	0	Article 1072-10
Miscellaneous Metalwork <sup>5,6</sup>	7	0	Article 1072-10
Overhead Sign Assemblies	13	0	Article 903-3(C)
Pile Points	7	1	Article 450-8(D) & “Steel Pile Points”
Placement of Equipment on Structures (cranes, etc.)	7	0	Article 420-20



Precast Concrete Box Culverts	2, then 1 reproducible	0	“(Optional) Precast Reinforced Concrete Box Culvert at Station ____”
Precast Retaining Wall Panels	10	0	Article 1077-2
Pot bearings <sup>5</sup>	8	0	“Pot Bearings”
Prestressed Concrete Deck Panels	6 and 1 reproducible	0	Article 420-3
Proprietary retaining walls <sup>4</sup>	9	0	Applicable Project Special Provision
Prestressed Concrete Girder (strand elongation and detensioning sequences)	6	0	Articles 1078-8 and 1078-11
Prestressed Concrete Cored Slab (detensioning sequences) <sup>3</sup>	6	0	Article 1078-11
Revised Bridge Deck Plans (adaptation to metal stay-in-place forms)	2, then 1 reproducible	0	Article 420-3
Revised Bridge Deck Plans (adaptation to modular expansion joint seals)	2, then 1 reproducible	0	“Modular Expansion Joint Seals”
Soil Nail Retaining Walls <sup>4</sup>	4	1	Applicable Project Special Provision
Sound Barrier Wall Steel Fabrication Plans <sup>6</sup>	7	0	Article 1072-10 & “Sound Barrier Wall”
Sound Barrier Wall Casting Plans	10	0	Article 1077-2 & “Sound Barrier Wall”
Structural Steel <sup>5</sup>	2, then 7	0	Article 1072-10
TFE Expansion Bearings <sup>5</sup>	8	0	Article 1072-10
Temporary Detour Structures <sup>4</sup>	10	1	Article 400-3 & “Construction, Maintenance and Removal of Temporary Structure at Station ____”
Temporary Shoring <sup>4</sup>	6	1	Article 410-4 & “Temporary Shoring for Maintenance of Traffic”

Temporary Fabric or Wire Walls <sup>8</sup>	0	2	Applicable Project Special Provision
Permanent Anchored Tieback Retaining Walls <sup>4</sup>	4	1	Applicable Project Special Provision
Evazote Joint Seals <sup>7</sup>	9	0	Applicable Project Special Provision
Optional Disc Bearings <sup>5</sup>	8	0	“Optional Disc Bearings”
Removal of Existing Structure over Railroad	5	0	Railroad Special Provisions
Drilled Pier Construction Sequence Plans <sup>8</sup>	0	1	“Drilled Piers”
Pile Hammers <sup>8</sup>	0	1	Article 450-6
Crosshole Sonic Logging (CSL) Reports <sup>8</sup>	0	1	“Crosshole Sonic Logging”
Pile Driving Analyzer (PDA) Reports <sup>8</sup>	0	1	“Pile Driving Analyzer”

**FOOTNOTES**

- References are provided to help locate the part of the contract where the working drawing submittals are required. References in quotes refer to the Project Special Provision by that name. Articles refer to the Standard Specifications.
- Submittals for these items are necessary only when plan notes require them.
- Submittals for these items may not be required. A list of pre-approved sequences is available from the producer or the Materials and Tests Unit.
- These submittals are reviewed by the Structure Design Unit and the Geotechnical Engineering Unit. If NCDOT Shoring Standards are used, working drawings need not be submitted, but the Shoring Selection Form should be forwarded to the Geotechnical Engineering Unit.
- The fabricator may submit these items directly to the Structure Design Unit.
- The two sets of preliminary submittals required by Article 1072-10 of the Standard Specifications are not required for these items.
- Submittals for Fabrication Drawings are not required. Submission of Catalogue Cuts of Proposed Material is required. See Section 5.A of the Project Special Provision.
- Submittals for these items are reviewed by the Geotechnical Engineering Unit only and correspondence regarding these items should be directed to and will come from the Geotechnical Engineering Unit.

**CRANE SAFETY**

08-15-05

Comply with the manufacturer specifications and limitations applicable to the operation of any and all cranes and derricks. Prime contractors, sub-contractors, and fully operated rental companies shall comply with the current Occupational Safety and Health Administration regulations (OSHA).

Submit all items listed below to the Engineer prior to beginning crane operations involving critical lifts. A critical lift is defined as any lift that exceeds 75 percent of the manufacturer's crane chart capacity for the radius at which the load will be lifted or requires the use of more than one crane. Changes in personnel or equipment must be reported to the Engineer and all applicable items listed below must be updated and submitted prior to continuing with crane operations.

**CRANE SAFETY SUBMITTAL LIST**

- A. **Competent Person:** Provide the name and qualifications of the "Competent Person" responsible for crane safety and lifting operations. The named competent person will have the responsibility and authority to stop any work activity due to safety concerns.
- B. **Riggers:** Provide the qualifications and experience of the persons responsible for rigging operations. Qualifications and experience should include, but not be limited to, weight calculations, center of gravity determinations, selection and inspection of sling and rigging equipment, and safe rigging practices.
- C. **Crane Inspections:** Inspection records for all cranes shall be current and readily accessible for review upon request.
- D. **Certifications:** By July 1, 2006, crane operators performing critical lifts shall be certified by NC CCO (National Commission for the Certification of Crane Operators), or satisfactorily complete the Carolinas AGC's Professional Crane Operator's Proficiency Program. Other approved nationally accredited programs will be considered upon request. All crane operators shall also have a current CDL medical card. Submit a list of anticipated critical lifts and corresponding crane operator(s). Include current certification for the type of crane operated (small hydraulic, large hydraulic, small lattice, large lattice) and medical evaluations for each operator.

**PILE/PANEL RETAINING WALL****(SPECIAL)**

The Contractor shall construct a pile and precast concrete panel retaining wall at the location indicated in the plans and in accordance with the details in plans, the following provision, and as directed by the Engineer.

A pile/panel retaining wall preconstruction conference shall be scheduled with the Contractor including the Resident Engineer, the inspector, the Area Bridge Construction Engineer and a member from the Geotechnical Engineering Unit to discuss construction and inspection of the

pile/panel retaining wall. This conference shall be scheduled after the sample panels have been formed and before the sample panels are approved.

### Steel Piles

HP steel piles shall conform to the applicable parts of the Standard Specifications and these provisions. Steel piles shall be ASTM A572 Grade 50 with the addition of 0.2% minimum copper. The size of piles shall be as shown in the plans.

See provisions contained herein for painting of steel piles.

The piles shall be installed to grade and location using the lengths and cut off elevations shown in the plans by a pile hammer. Vibrations due to pile driving shall be monitored and limited according to the control of vibration special provision.

Where the alignment of the wall is curved, the piles shall be laid out on chords and aligned such that their flanges are tangent to the curve at the web.

Piles shall be installed to within 2 inches of their plan location and the center to center distance between piles shall not differ from the plans by more than 3 inches after installation.

The plumbness of the piles shall not vary from the vertical by more than 1/8 inch per foot. In general, installed piles will be acceptable if the precast concrete panels, when installed, have an acceptable appearance without significant gaps between the face of the panels and the pile flanges. The precast concrete panels shall have a minimum 2 inch bearing on the pile flanges.

Splicing of piles is not allowed.

### Precast Concrete Panels

Concrete materials for precast panels shall conform to the applicable parts of the Standard Specifications and these provisions.

Concrete for the precast panels shall have a minimum 28-day compressive strength of 4,000 psi. The panels shall not be removed from the forms until the concrete has attained sufficient strength to prevent damage. Cracked, spalled or discolored panels shall be rejected.

Panels shall have an exposed aggregate face. The depth of exposure shall range from 0" to 1/4". The aggregate shall be from an approved source. The coarse aggregate and fine aggregate shall be manufactured from dark gray granite. All fine and coarse aggregate, retarder and cement shall come from the same source as used in the approved sample panels.

The side of the panel shall be plumb and have a minimum bearing distance of 2 inches. 1/2" thick expansion joint material shall be placed between the panels and pile flanges for the width of the bearing surface. The panel shall be seated firmly on the cushioning material and shall be held securely against the pile flange until the backfill is placed sufficiently to hold it in place.

### C.I.P. Coping

The work covered by this provision consists of the construction of portland cement concrete coping in accordance with the details in the plans and the following provisions.

- (1) Concrete shall be Class A conforming to the applicable requirements of Sections 420 and 1000 of the Specifications.
- (2) Reinforcing steel in the coping shall conform to the applicable requirements of Sections 425 and 1070 of the Specifications.
- (3) Concrete for C.I.P. coping shall be colored to match the precast panels.

Expansion joints are not permitted, but construction joints may be used where the coping changes slopes and at 90 foot centers.

### Excavation and Backfill

Where necessary for safety, the excavation shall be sloped or shored in accordance with local and state safety standards. It is suggested to use timber lagging in conjunction with the permanent retaining wall piles as excavation shoring. However, the Contractor may elect to use alternate methods of providing a safe excavation provided the methods are submitted to the Engineer for review and acceptance.

The Contractor shall take care to minimize the excavation necessary to place the cushioning material and panels. The excavation for cushioning material and panels shall be backfilled immediately after panels are placed with No. 57 stone. Excavation to install panels and timber lagging shall be limited 6 inches behind the panels. Any overexcavation shall be backfilled with No. 57 stone.

No. 57 stone shall conform to the applicable requirements of Section 1005 of the Standard Specifications and these provisions.

Compaction of the No. 57 stone backfill shall be to the satisfaction of the Engineer. The stone shall be rodded and spread in order to fill all voids and insure maximum density. Larger areas shall be compacted with hand operated equipment. Flushing the stone with water will not be allowed. Heavy compaction equipment will not be allowed behind the wall.

The No. 57 stone cushioning material shall be compacted with at least two (2) passes of lightweight compaction equipment.

### Painting of Piles

Steel piles shall be painted in accordance with Section 442 of the Standard Specifications and these provisions.

Painting is required only from the top of the pile down to 12 inches below grade. The finish coat of the steel piles will be painted black.

In addition to surface preparation requirements of Section 442, all free edges to be painted shall be planed in accordance with Section 1072-14.

#### Measurement and Payment

The quantity of pile/panel retaining walls to be paid for will be the actual number of square feet of precast concrete panels which have been incorporated into the completed and accepted retaining wall. Measurement shall be made horizontally and vertically from outside edge to outside edge.

The quantity of pile/panel retaining wall, measured as provided above, will be paid for at the contract unit price per square foot for "Pile/Panel Retaining Wall".

Such price and payment shall be full compensation for all work covered by this provision including but not limited to furnishing, installing and painting the piles, furnishing and placing precast concrete panels, furnishing and placing No. 57 stone, temporary shoring, construction of C.I.P. coping, and all other incidental work and materials necessary to construct the pile/panel retaining wall.

#### CONTROL OF VIBRATION

(SPECIAL)

Attention is directed to Articles 107-12 and 107-15 of the Standard Specifications and to the Subsurface Plans.

Employ an engineering firm from the list of the contract holding firms for vibration monitoring from the Geotechnical Engineering Unit Contract Administration Office. Schedule a preconstruction conference before beginning any work, and include personnel from the Contractor, the vibration monitoring firm, the Resident Engineer, and representatives from the NCDOT Construction Unit and the Geotechnical Engineering Unit. Submit a vibration monitoring plan to the Engineer for approval before at least 30 days before beginning construction work.

Prepare and furnish three (3) copies of a preconstruction inspection report to the Engineer before beginning the construction. Utilize construction methods and equipment to prevent damage to adjacent structures/properties. Use of vibratory compaction equipment is only allowed for placement and/or compaction of earth material, stone or asphalt pavement to the limit that does not cause damage to the adjacent structures.

Furnish and operate vibration monitoring devices (engineering seismographs) for the duration of the construction work in which vibrations may cause damage at locations along the project including the following seven homes located behind Pile/Panel Wall (Wall 1) beginning at station 110+43.00 –L- to station 115+50.00 –L-. Calibrate the devices within twelve months before their use on this project. Record vibrations in the three perpendicular axes: vertical, transverse, and longitudinal, and record the full vibration waveform. Use geophones exhibiting linear response in the frequency range of 4-100 Hertz. Install crack gauges where applicable.

*Continuous monitoring will be required during the initial stages of pile installation for the pile/panel wall at adjacent structures/properties. Once safe levels have been confirmed, instruments only need to be checked on a daily basis.*

Inspect the conditions of adjacent structures frequently during the construction to assess any damage to the structures. If the vibrations recorded show any potential to damage adjacent structures, cease all work immediately and furnish the Engineer with an alternative method of construction.

Throughout the duration of the vibration monitoring on the project, the Department reserves the right to request information associated with this work for review. At the completion of the project, submit to the Engineer three (3) copies of the final report which should include all vibration monitoring records, preconstruction, construction and postconstruction condition assessments of adjacent structures with both photographic and written documentation.

Payment will be made by the Lump Sum bid price for “Vibration Monitoring.” Such payment will be full compensation for all work described in this provision including, but not limited to, control of vibration, inspection of the structures, vibration monitoring, and submission of reports.

Pay Item: Vibration Monitoring ..... Lump Sum

**MODULAR BLOCK RETAINING WALL: (SPECIAL)**

1.0 DESCRIPTION

Design, prepare plans, and construct modular block retaining walls to the lines, grades and locations shown in the plans and in accordance with this specification and the details shown in the plans. Work includes all excavation, leveling pad, concrete face block, cap block coping, retaining wall backfill, the fabric above the #57 stone, handrail materials and installation, temporary shoring for wall construction, and all other materials, labor, tools, equipment and incidentals necessary to complete the work.

The Contractor has the option of providing the Keysystem Retaining Wall, the Reinforced Earth Pyramid Wall, or the Tensar Mesa Retaining Wall, or approved equal that must be approved by the NCDOT before beginning the wall design.

For further information concerning the Keysystem Retaining Wall, contact:

Keystone 4444 Minneapolis, Telephone www.keystonewalls.com	West	Retaining 78 MN (800)	Wall TH	Systems Street 55435 747-8971
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For further information concerning the Reinforced Earth Pyramid Wall, contact:

The 8614 Vienna, Telephone www.recousa.com	Westwood	Reinforced Center VA (703)	Earth Drive, Suite	Company 1100 22182 821-1175
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For further information concerning the Tensar Mesa Retaining Wall, contact:

Tensar 5883 Atlanta, Telephone www.tensarcorp.com	Glenridge	Earth Drive, GA (404)	Technologies, Suite	Inc. 200 30328 250-1290
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Design the retaining walls to meet the criteria of the current AASHTO Standard Specifications for Highway Bridges and the requirements specified in the plans.

Submit eight sets of complete working drawings/shop plans, erection plans and design calculations, sealed by a North Carolina Registered Professional Engineer for review and approval prior to beginning wall work. Allow 40 days for review and approval from the date they are received by the Engineer until they are returned to the Contractor.

Provide the option chosen to meet the requirements of Section 1000, Section 1077 and all other applicable articles of the Standard Specifications with the additions and exceptions specified in this Special Provision.

2.0 GENERAL

The Resident Engineer will schedule a Preconstruction Conference with representatives from the Contractor, Supplier, and Geotechnical Engineering Unit to discuss construction details and inspection of the retaining wall.



Provide all necessary material from the Supplier chosen.

Obtain from the Supplier, technical instruction and guidance in preconstruction activities, including the preconstruction conference, and on-site technical assistance during construction. Follow any instructions from the Supplier closely unless otherwise directed by the Engineer.

### 3.0 MATERIALS:

#### A. Concrete Modular Block:

Provide the concrete mix designed by the Supplier and approved by the State Materials Engineer prior to use. Furnish a copy of the Supplier's approval to the Resident Engineer and to the Materials and Tests Unit in Raleigh. Manufacture the concrete facing blocks in accordance with ASTM C 1372 and ASTM C 140.

**Physical Properties** - Supply concrete for blocks that attains a minimum 28-day compressive strength of 4,000 psi and has a maximum moisture absorption of 5% after 24 hours.

**Add Mixtures and Color** - Add mixtures, i.e., color, silica, air entraining reducers, etc., that have been previously established as suitable and conform to applicable ASTM Specifications or have been demonstrated to be suitable to the concrete blocks are allowed. Color of block should closely match the adjacent church building.

**Finish and Appearance** - Provide blocks free of defects that indicate imperfect molding, block weakening or lessened durability. Provide blocks free of chips and cracks.

**Face Finish** - Provide a natural rock face finish on the front face of the blocks, unless otherwise shown on the plans.

**Marking** - Clearly scribe the date of manufacture and the production lot number on a tag affixed to each pallet of blocks shipped.

**Handling, Storage and Shipment** - Support blocks in storage until the concrete reaches a minimum compressive strength of 1,000 psi. Do not ship blocks until a minimum compressive strength of 3,000 psi is reached. Handle, store and ship all blocks in such a manner as to eliminate the dangers of chipping, discoloration, cracks, fractures, and excessive bending stresses.

**Block Dimensions** - Dimension variances must be in accordance with ASTM C 1372. Make adjustments for the specified patterns on the facing surface.

**Testing, Inspection and Acceptance** - Acceptance of concrete blocks with respect to compressive strength and absorption will be determined on the basis of ASTM Method C 140. Full blocks may be used in place of coupons.

**Acceptance** - If any of the tests indicates non-compliance, then the Engineer will perform a second testing of the same production lot. The results of the second tests will determine the acceptability of the lot. Failure to meet any of the requirements specified in Section 3A will be grounds for rejection of the blocks. Minor cracks and chips incidental to the usual method of manufacture and shipments are not grounds for rejection. (A "production lot" is defined as a maximum of 10,000 blocks).

B. Concrete Leveling Pad:

Provide Class A concrete conforming to the applicable requirements in Sections 420 and 1000 of the Standard Specifications for the leveling pad.

C. Cap Block Coping:

Use Cap Block coping as supplied by the wall manufacturer. The Cap Blocks must meet all the requirements of Section 3.0, Part A, of this Provision.

D. Soil Reinforcement:

Soil Reinforcement may be either Steel or Extensible Reinforcement.

Steel Reinforcement:

Reinforcing steel must conform to the applicable requirements in Sections 425 and 1070 of the Standard Specifications.

Shop fabricate the reinforcing strips of cold drawn steel wire conforming to the minimum requirements of ASTM A 82 and weld into the finished strips in accordance with ASTM A 185. Galvanize after the mesh is fabricated in accordance with the minimum requirements of ASTM A 123.

Extensible Reinforcement:

The geogrid must be a regular network of integrally connected polymer tensile elements with aperture geometry sufficient to permit significant mechanical interlock with the surrounding soil or rock. The geogrid structure shall be dimensionally stable and able to retain its geometry under manufacture, transport, and installation.

E. Attachment Devices:

Steel Connectors:

Connector pins - Fabricate from cold drawn steel wire conforming to the requirements of ASTM A 82. Galvanize in accordance with ASTM A 123.

**Steel Alignment/Shear Pins:**

Alignment/Shear pins - Utilize Alignment/Shear pins where only block to block connections are required. Pins must be a minimum of 0.5-in diameter and sufficient flexural and shear strengths for the actual loading requirements. Provide material strength testing data to verify the pin's strengths. Provide methods for the alignment and positive connection of the block units for the Engineer's approval prior to beginning of the wall construction.

**Geogrid Connectors:**

Geogrid Connectors- To evaluate the long-term geogrid strength at the connection with the wall facing, reduce  $T_{ult}$  using the connection/seam strength determined in accordance with ASTM D4884 for structural connections. A positive mechanical connection is required between the geogrid reinforcements and the wall facing elements. Reinforcements connected to the facing through embedment between the facing elements using a partial or full friction connection will not be allowed.

**F. Backfill/Corefill (Retaining Wall)****Walls with Steel Reinforcements:**

For the walls with steel reinforcements, use #57 stone backfill material conforming to the applicable requirements of Section 1005 of the Standard Specifications and meeting the following criteria:

Be free of organic or otherwise deleterious substances.

Contain a maximum organic content of 0.1 %.

Soundness (AASHTO T-1 04) - Have a maximum weighted average loss of 15% when subjected to 5 cycles of the soundness test.

Resistance to Abrasion (AASHTO T-96) - Have a maximum percentage of wear of 55 percent.

Electrochemical: Resistivity > 5000 OHM-CM ASTM D-1125  
 $4.5 < \text{pH} < 9.5$  ASTM D-1293

Furnish a Type IV certification in accordance with Article 106-3 of the Standard Specifications to the Engineer before placement of any backfill. Include a copy of all test results conducted in accordance with the above requirements in the certification. The Engineer determines the frequency of sampling backfill material by NCDOT necessary to assure compliance with gradation and electrochemical requirements.

**Sample Preparation:**

Obtain approximately 4.5 lb. of representative material and transfer it into a 1-gallon wide mouth plastic jug. Then add an equal weight of deionized or distilled water to the sample, and let this mixture set for approximately 30 minutes. At the end of this period, place a lid on the container and vigorously agitate the mixture for three minutes. Repeat this agitation at the two hour and four hour intervals. Allow the sample to set for approximately 20 hours after the four hour agitation so the solids will settle out. At this time remove a sufficient amount of the solution and filter through a coarse paper (Fisher Q8) to obtain the supernate to be analyzed in accordance with the above procedures.

**Walls with Geogrid Reinforcements:**

For the walls with geogrid reinforcements, use Select Material, Class III backfill material conforming to the applicable requirements of Section 1016 of the Standard Specifications. Use #57 stone for corefill and for backfill within 2 feet behind the back of the block units conforming to the applicable requirements of Section 1005 of the Standard Specifications.

**G. Backfill Separation Fabric:**

Place a layer of fabric on top of the completed wall backfill to prevent migration of fines from common backfill placed above from contaminating the wall backfill.

Use fabric meeting the applicable requirements for Type 2 fabric as described in Section 1056 of the Standard Specifications.

Overlap the fabric a minimum of 1.5 ft.

**H. Handrail:**

Construct 1.5 inch diameter steel pipe handrail with schedule 40 plain end galvanized steel pipe meeting the requirements of ASTM A53 as shown on details in plans. Embed pipe rail a minimum of 8 inches into proposed wall with chemical or concrete grout anchoring system as directed by the Engineer. Galvanize according to Section 1076 of the Standard Roadway Specifications.

Weld in accordance with Article 1072-20 of the Standard Specifications.

Paint handrail black in accordance with Section 442 of the Roadway Specifications.

Pre-measure and center the rail location on top of the wall for post spacing. Use a rotary drill for drilling of postholes. Impact drills will not be allowed to minimize damage to the wall.

4.0 CONSTRUCTION METHODS:A. Site Preparation:

Perform surface excavation operations and random fill construction in the vicinity of the structure in accordance with the applicable portions of this special provision and in reasonably close conformity to the lines, grades, dimensions, and cross-sections shown on the plans.

B. Retaining Wall Excavation:

Excavate all material necessary for the construction of the wall in accordance with the plans and this provision. Excavation includes the construction and subsequent removal of all necessary bracing, shoring, sheeting and cribbing and all pumping, bailing, and draining. Perform random backfilling in accordance with the details on the plans and dispose of or stockpile surplus or unsuitable excavated material as directed by the Engineer.

Perform all necessary clearing and grubbing at the site in accordance with Section 200 of the Standard Specifications.

Notify the Engineer a sufficient time before beginning the excavation so that measurements may be taken of the undisturbed ground.

Shore or brace the excavation in accordance with local and state safety standards. Perform excavation and related work in such sequence that no portion of the wall will be endangered by subsequent operations.

Obtain approval of the Engineer before beginning the excavation when the wall is adjacent to a traveled way. Submit drawings and design calculations, designed and detailed by a North Carolina Registered Professional Engineer, in accordance with the provisions of Sub-Article 410-5(D) of the Standard Specifications.

Notify the Engineer after the excavation for each location of the wall is performed. Do not place concrete leveling pad until the Engineer has approved the depth of the excavation, the character of the foundation material, and has given permission to proceed.

Remove all sheeting and bracing as the random backfilling progresses.

Obtain approval of the Engineer for all random backfill. Large or frozen lumps, wood or other undesirable material is not allowed in the backfill. Compact all backfill in accordance with Sub-Article 235-4(C) of the Standard Specifications.

C. Wall Erection:(1) Foundation Preparation:

Prior to wall construction, grade the foundation for the structure level for a width equal to or exceeding the length of reinforcing elements plus one foot. Compact the foundation to a minimum of 95% of the maximum dry density as determined by AASHTO T-99.

(2) Leveling Pad Construction:

Construct an unreinforced concrete leveling pad of Class A concrete having the dimensions and at the locations and elevations shown on the plans. Cure the leveling pad a minimum of 24 hours before placement of wall blocks.

(3) Placing Concrete Face Blocks:

Place the first course of concrete wall blocks on the leveling pad and check for elevation and alignment. Check for full contact with the leveling pad.

Install the connecting pins at the reinforcement locations and the alignment pin, if required, at all other locations. Fill all voids with corefill and tamp.

Place the backfill behind this course and compact. Be sure that each course is completely corefilled and backfilled before placing the reinforcement or proceeding to the next course. Clean all excess material from the top of blocks and install the next course. Ensure that connecting pins protrude into the adjoining courses. Move each block forward, toward the exposed wall face, until it is restrained by the pins in the previous course.

Repeat this procedure to the extent of the wall height. Construct the wall vertical or as near vertical as the wall system will allow. The overall vertical tolerance of the wall and the horizontal alignment tolerance shall not exceed 0.5 in. per 10 ft.

(4) Placing Retaining Wall Backfill and Reinforcing Elements:

Place backfill within the structure, closely following the erection of each lift of blocks. Place the backfill material in layers for the full width shown on the plans. Place layers not more than 7 inches in depth loose thickness and compact.

Compact #57 stone backfill with at least four passes with a vibratory roller in the vibratory mode having a weight of 8-10 tons, or as directed by the Engineer.

Compact each layer of Select Material, Class III to a density equal to at least 95% of that obtained by compacting a sample of the material in accordance with AASHTO T99 as modified by the Department.

At each reinforcing element level of the wall, level and compact the backfill material before placing and attaching the reinforcing elements. Place the reinforcing elements horizontally, normal to the face of the wall or as shown on the plans. Compact the backfill layers in a direction parallel to the wall, without disturbance or distortion of reinforcing elements or wall blocks.

Within (3) feet of the face of the wall, use a hand-operated mechanical compactor as a precaution against pushing blocks outward and distorting the vertical face of the wall. Exercise extreme care to prevent bending of the reinforcing strips during compaction. Compact as required with a minimum of three passes of the compactor.

At the end of each day's operation, slope the areas adjacent to the stone backfill such that in the event of rain, surface runoff will be directed away from the backfill area. Contamination of the stone backfill by soil fines from runoff will be grounds for rejection of the backfill.

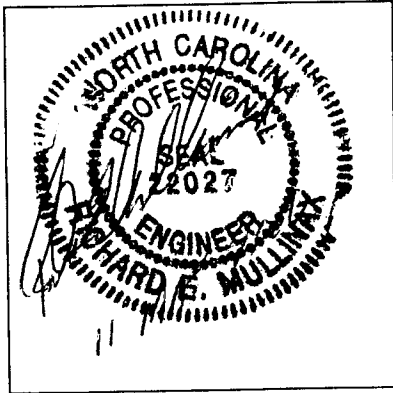
D. Cap Block Coping:

Install Cap Block as shown on construction drawings.

5.0 MEASUREMENT AND PAYMENT

No measurement for payment will be made since the work covered under this provision will be paid at the lump sum price bid for Modular Block Retaining Wall. This payment will be for full compensation for all work described in this provision including, but not limited to, submittal of design plans and calculations, materials, labor, equipment, testing, excavation, backfilling, and all incidentals necessary to complete the work.

Modular Block Retaining Wall ..... Lump Sum



## Project Special Provisions (Version 02.16b) Signals and Intelligent Transportation Systems

Prepared By: rmd  
 10-May-06

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**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 materials 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 countdown 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 uses 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  $-40^{\circ}\text{C}$  to  $+74^{\circ}\text{C}$  ( $-40^{\circ}\text{F}$  to  $+165^{\circ}\text{F}$ ). 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). Ensure arrow displays 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  $60 \pm 3$  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  $25^{\circ}\text{C}$  ( $77^{\circ}\text{F}$ )**

	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/m<sup>2</sup>)**

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

**Table 1098-4**  
**Specification for 8 inch (200 mm) Extended View Signals**

Minimum Luminous Intensity Values (In Candelas) for circular indications				
Expanded View Vertical Angle	Horizontal Angle (Left/Right)	RED	YELLOW	GREEN
+/-2.5	2.5	133	267	267
	7.5	97	194	194
	12.5	57	113	113
	17.5	25	48	48
+/-7.5	2.5	101	202	202
	7.5	89	178	178
	12.5	65	129	129
	17.5	41	81	81
	22.5	18	37	37
	27.5	10	20	20
+/-12.5	2.5	37	73	73
	7.5	32	65	65
	12.5	28	57	57
	17.5	20	41	41
	22.5	12	25	25
	27.5	9	16	16
+/-17.5	2.5	16	32	32
	7.5	14	28	28
	12.5	10	20	20
	17.5	9	16	16
	(Not Extended View) 22.5	6	12	12
	(Not Extended View) 27.5	4	9	9

Notes

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  $-40^{\circ}\text{C}$  ( $-40^{\circ}\text{F}$ ) to  $+74^{\circ}\text{C}$  ( $+165^{\circ}\text{F}$ ). 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  $+74^{\circ}\text{C}$  ( $+165^{\circ}\text{F}$ ) before performing any qualification testing. Any failure of the module, which renders the unit non-

compliant with the specification after burn-in, is 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.

1. 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. Ensure each 12-inch (300-mm) ball module is visible at 450 feet (135 meters) during sway conditions (extended view) until obscured by the visor. Ensure each 8-inch ball (200-mm) and 12-inch (300-mm) arrow modules are 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. Provide replacement modules within 30 days of receipt of modules that have failed at no cost to the State. Provide warranty documentation to the Department before 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 AWWA 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. Guy Assemblies (1098-7)

Page 10-228, Article 1098-7

Add the following to paragraph two:

Anchor assemblies with double-strand eyes may be used in lieu of those with the tripeye feature when only one guy cable is to be attached. Ensure anchor assemblies are 7 feet (2.13 meters) minimum in length.

### 1.5. 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-brown and blue-pink.
- Provide the following four pair (8 conductor) conductor insulation pair colors: clear-brown, blue-pink, clear with black stripe tracer-brown with black stripe tracer, and blue with black stripe tracer-pink with black stripe tracer. Apply continuous stripe tracer on conductor insulation with a longitudinal or spiral pattern.
- Ensure one spirally-wrapped Aluminum Mylar tape is applied with the aluminum side out to completely cover the conductor assembly.
- 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.

### 1.6. 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."

### 1.7. Pedestals (1098-17)

Page 10-239, Article 1098-17

In paragraph 5, last sentence, revise “1/2 inch (2 mm) minimum diameter” to “1/2 inch (12.5 mm) minimum diameter.”

Page 10-240, Article 1098-17

In paragraph 1, revise “18 inch (455 mm)” to “36 inches (900 mm)”.

### 1.8. NEMA TS-2 Type 1 Cabinets (1098-22)

Page 10-251, Subarticle 1098-22(B)

In paragraph 1, sentence 3, revise “latching plate at least 1/8 inch (4.5 mm) thick” to “latching plate at least 3/16 inch (4.5 mm) thick.”

Pages 10-257, Subarticle 1098-22(D)

Replace Subarticle (D) with the following:

Furnish external electrical service disconnects with a single pole 50 ampere circuit breaker with a minimum of 10,000 RMS symmetrical amperes short circuit current rating in a lockable NEMA 3R enclosure. Ensure service disconnects are UL listed and marked as being suitable for use as service equipment. Fabricate enclosure from galvanized steel and electrostatically apply dry powder paint finish, light gray in color, to yield a minimum thickness of 2.4 mils (60  $\mu$ m). Provide ground bus and neutral bus with a minimum of four terminals with a minimum wire capacity range of number 14 through number 4.

Furnish a NEMA Type 3R outdoor enclosure, 100 Ampere rated meter base. Furnish a 4 terminal, 600 volt, single phase, 3 wire meter base that complies with the following:

- Line, Load, and Neutral Terminals accept #8 to 2/0 AWG Copper/Aluminum wire
- Ringless Type without bypass
- Made of galvanized steel
- Meet the UL-414 standard
- Overhead and underground service entrance

Provide meter bases in which the ampere rating of the meter sockets are based on the meter sockets being wired with a minimum of 167 degrees F (75 degrees C) insulated wire. Ensure that the meter bases have an electrostatically applied dry powder paint finish, light gray in color, with a minimum thickness of 2.4 mils (60  $\mu$ m).

Furnish 1-inch (25-mm) watertight hub for threaded rigid conduit with meter base.

If meter base and electrical service disconnect are supplied in the same enclosure, ensure assembly is UL listed and marked as being suitable for use as service equipment.

### 1.9. Closed Loop System (1098-23)

Page 10-257, Article 1098-23

*Note: This section now applies only to NEMA TS-2 Closed Loop Systems.*

Change the title to “**CLOSED LOOP SYSTEM NEMA TS-2.**”

## 2. 2002 STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES – SECTION 1700 REVISIONS

*The 2002 Standard Specifications are revised as follows:*

### 2.1. General Requirements (1700)

Page 17-1, Subarticle 1700-3 (C), replace the 3<sup>rd</sup> paragraph with the following paragraph:

**U-3613 B****Signals & Intelligent Transportation Systems**

The Department will be responsible for direct payment of monthly utility company usage charges. The Contractor will be responsible for all expenses associated with utility installation costs, hookups, etc.

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

Except for damages and malfunctions caused by the contractor's work activities, the contractor will not be held responsible for pre-existing conditions that were reported to the Engineer before starting traffic signal work at the specific intersection. The contractor will assume responsibility for all maintenance and emergency services necessary once traffic signal work has begun at the specific intersection, and for all damages and malfunctions caused either directly or indirectly by the contractor's work activities.

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 will be deducted from the payment due the contractor, plus a \$2,500 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."

Page 17-3, Article 1700-3, add Subarticle (K) to read as follows:

**(K) Electrical Bonding**

Using an approved termination means, connect a Number 14 AWG min. 19-strand copper conductor (Type THW) with green insulation to serve as an equipment grounding conductor to metal poles with mast arm supports, vehicular and pedestrian signal pedestals, and other metallic components which are not otherwise bonded through means approved by the Engineer.

**2.2. Messenger Cable (1710)**

Page 17-6, Article 1710-3

In paragraph 5, revise "provide a minimum of 30 feet (9.1 m)" to "provide a minimum of 27 feet (8.2 m)".

**2.3. 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).

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

Revise the last sentence to:

Label all tracer wires. Terminate tracer wire to equipment ground bus as specified in the plans.

#### **2.4. 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 intelligent transportation systems equipment installations (i.e. controller cabinets, CCTV cabinets, DMS cabinets, etc.), bond the messenger cable 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.”

#### **2.5. Riser Assemblies (1722)**

Page 17-12, Article 1722-3

In paragraph 4 add the following after the last sentence:

Install conduit on all risers for lead-in cable.

#### **2.6. Inductive Detection Loops (1725)**

Page 17-13, Article 1725-3

Add the following paragraph before paragraph 1:

**All work performed in this section must be done in the presence of the Engineer.**

Replace paragraph 6 with the following:

Before sealing loop conductors, test that impedance from the loop wire to ground is at least 100 megohms. For each location with inductive loops, submit a completed “Inductive Detection Loop & Grounding Test Results” form and place copy in controller cabinet. Ensure all loops are included on form. The form is located on the Department’s website at:

<http://www.ncdot.org/doh/preconstruct/traffic/tmssu/ws/default.htm>

#### **2.7. 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

Replace the last sentence with the following:

No measurement will be made between 2-pair and 4-pair lead-in cable as this will be considered incidental to furnishing and installing lead-in cable.

### **2.8. Signal Pedestals (1743)**

Page 17-25, Article 1743-3

Delete paragraph 10.

### **2.9. 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 Department-furnished 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 and meter bases."

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."

### **2.10. Closed Loop System Master Controllers (1752)**

Page 17-35, Section 1752

*Note: This section now applies only to NEMA TS-2 Closed Loop Systems.*

Change the title to "**CLOSED LOOP SYSTEM MASTER CONTROLLER NEMA TS-2**".

## **3. GENERAL REQUIREMENTS**

Comply with the requirements of Division 17 of the 2002 Standard Specifications for Roads and Structures.

## **4. ELECTRICAL REQUIREMENTS**

Ensure that an IMSA certified, or equivalent, Level II traffic qualified signal technician is standing by to provide emergency maintenance services whenever work is being performed on

traffic signal controller cabinets and traffic signal controller cabinet foundations. Stand by status is defined as being able to arrive, fully equipped, at the work site within 30 minutes ready to provide maintenance services.

## 5. DIRECTIONAL DRILLING

### 5.1. DESCRIPTION

Furnish and install conduit and all necessary hardware by using the horizontal directional drilling method in accordance with the plans and specifications.

### 5.2. MATERIALS

#### A. General:

Provide conduit that is suitable for underground use in an ambient temperature range of -30 to 130 degrees F (-35 to 55 degrees C) without degradation of material properties.

Provide conduit that is resistant to benzene, calcium chloride, ethyl alcohol, fuel oil, gasoline, lubricating oil, potassium chloride, sodium chloride, sodium nitrate, and transformer oil, and is protected against degradation due to oxidation and general corrosion.

Provide conduit with an outer diameter to minimum wall thickness ratio that complies with ASTM-D3035, Standard Dimension Ratio (SDR) 13.5.

Provide conduit that meets or exceeds the following:

ASTM-D638	Tensile Strength - 3,000 psi (20 Mpa), minimum Elongation - 400 percent, minimum
ASTM-D1238	Melt Index - 0.4 maximum
ASTM-D1505	Density - (0.941-0.955 g/cc)
ASTM-D1693	Condition B - 20 percent failure, maximum
ASTM-D2444	Impact - NEMA Standards Publication Number TC7
ASTM-D3350	Cell classification - 334420 or 344420

Furnish conduits with a coefficient of friction of 0.09 or less in accordance with Belcore GR-356.

Dependent upon the number of conduits required, furnish conduits in black, orange, blue and white colors. Provide conduits that are factory extruded with the appropriate colors.

Furnish ½-inch (12.7-mm), prelubricated, woven polyester tape, pull line with a minimum rated tensile strength of 2,500 lb (11 kN).

#### B. Polyethylene Conduit:

Furnish factory lubricated, low friction, coilable conduit constructed of virgin high-density polyethylene (HDPE). Furnish conduits with inside diameter as required by the plans. Provide conduit with a smooth outer wall and ribbed inner wall and ensure the conduit is capable of being coiled on reels in continuous lengths, transported, stored outdoors, and subsequently uncoiled for installation without affecting its properties or performance.

Furnish duct plugs that provide a watertight barrier when installed in an unused conduit. Furnish duct plugs sized in accordance with the conduit furnished. Provide duct plugs that are removable.

Furnish mechanical sealing devices that provide a watertight barrier between the conduit and communications cable. Furnish mechanical sealing devices sized in accordance with the conduit furnished and with appropriately sized holes for the communications cable. Provide mechanical sealing devices that are removable.



**5.3. CONSTRUCTION METHODS**

**A. Pre-Approvals and Minimum Depth Requirements:**

Obtain the Engineer's approval before beginning drilling operations.

At all points where the proposed conduit will traverse under city streets, state roads, driveways, sidewalks, and/or "Controlled Access Areas" including entrance/exit ramps, ensure the conduit maintains a minimum depth of 4 feet (1.2 meters) or 8 times the back reamer's diameter, whichever is deeper. For an installation that runs parallel to a controlled access area or entrance and exit ramps ensure the conduit maintains a minimum depth of 30 inches (760 mm) below grade. Maintain a minimum clearance of 30 inches (760 mm) below grade when crossing ditch lines. For the following man-made structures, the minimum clearance requirements are shown in the table below:

Man-made Structure	Minimum Clearance Requirement
Bridge foundation	5' (1.5 m) horizontal & 4' (1.2 m) vertical (clearances greater than minimum horizontal should continue to use the 4V:5H ratio, i.e., 10' horizontal should be no deeper than 8')
Drainage pipes less than 60"	1' (0.3 m) above or below [while maintaining a minimum depth of 30" (760 mm) below grade]
Drainage pipes greater than 60"	1' (0.3 m) above or 4' (1.2 m) below [while maintaining a minimum depth of 30" (760 mm) below grade]
Box Culverts	1' (0.3 m) above or 4' (1.2 m) below [while maintaining a minimum depth of 30" (760 mm) below grade]
Slope protection	2' (0.6 m) below
Slope protection foundation footing	5' (1.5 m) below

Guarantee the drill rig operator and digital walkover locating system operator are factory-trained to operate the make and model of the equipment provided and have a minimum of one year's experience operating the make and model of drill rig. Submit written documentation of the operators' training and experience for review by the Engineer at least two weeks before beginning directional drilling operations.

Provide a means of collecting and containing drilling fluid/slurry that returns to the surface such as a slurry pit. Provide measures to prevent drilling fluids from entering drainage ditches and storm sewer systems. Prevent drilling fluid/slurry from accumulating on or flowing onto sidewalks, other pedestrian walkways, driveways or streets. Immediately remove any drilling fluids/slurry that is accidentally spilled.

**B. Directional Drill Operations:**

Provide grounding for the drill rig in accordance with the manufacturer's recommendations.

Place excavated material near the top of the working pit and dispose of as required. Backfill pits or trenches excavated to facilitate drilling operations immediately after the drilling has been completed.

Use a drill head suitable for the type of material being drilled and sized no more than 2 inches (50 mm) larger than the outer diameter of the conduit to be installed. Direct the drill head as needed to obtain the proper depth and desired destination. Pressure grout with an approved bentonite/polymer slurry mixture to fill any voids. Do not jet alone or wet bore with water.

During each drilling operation, locate the drill head every 10 feet (3 meters) along the drill path and before traversing any underground utility or structure. Use the digital walkover locating system to track the drill head during the directional drilling operation. Ensure the locating system is capable of determining the pitch, roll, heading, depth and horizontal position of the drill head at any point.

Unless otherwise approved, do not deviate from the proposed line and grade by more than two percent.

Once the drill head has reached its final location, remove the head, and install a reamer of appropriate size (no more than 2 inches (50 mm) larger than the outer diameter of the ducts) to simultaneously facilitate back drilling of the drill hole and installation of the conduit. The reamer is sized larger than the actual conduits to ensure the conduits are not subjected to extraneous deviations caused by the original drill operation and are as straight as possible in their final position.

The intent of these specifications is to limit the diameter of the actual drill shaft/hole such that it is no more than 2 inches (50 mm) larger than the conduit outer diameter. The 2-inch (50-mm) larger diameter can be accomplished during the original bore or during the back reaming/conduit installation process.

Once the physical installation of the conduit has started, continue performing the installation without interruption to prevent the conduit from becoming firmly set. Ensure the bentonite/polymer slurry mixture is applied as the conduit installation process is occurring.

Upon completion of the conduit installation perform a mandrel test on the conduit system to ensure that no conduit has been damaged. Furnish a non-metallic mandrel having a diameter of approximately 50% of the inside diameter of the conduit in which it is to be pulled through. If damage has occurred, replace the entire length of conduit.

Extend the ends of the conduit such that upon completion of the installation the conduit will extend a minimum of 2 inches (50 mm) above concrete surfaces and 4 inches (100 mm) above crushed stone bases.

#### **C. Drilling Fluids:**

Furnish and use lubrication for subsequent removal of material and immediate installation of the pipe. The use of water and other fluids in connection with the directional drilling operation will be permitted only to the extent necessary to lubricate cuttings. Do not jet alone or wet bore with water. Use a drilling fluid/slurry consisting of at least 10 percent high-grade bentonite to consolidate excavated material and seal the walls of the drill hole.

Transport waste drilling fluid/slurry from the site and dispose of such slurry in a method that complies with Local, State and Federal laws and regulations.

#### **D. Splicing of the Conduit:**

Do not splice or join sections of conduit. Upon approval, a junction box may be installed at locations where splicing or coupling of the conduit is necessary due to problems encountered with the installation.

#### **E. Duct Plugs and Mechanical Sealing Devices:**

Following the installation of the conduit where the communications cable is not immediately installed use a duct plug to seal the ends of the conduit. Secure the pull line to the duct plug in such a manner that it will not interfere with the installation of the duct plug and provide a watertight seal.

In conduits containing communications cable, seal the conduit with an approved mechanical sealing device. Ensure the installation provides a watertight seal.

#### **F. Plan of Record Drawings:**

Upon completion of the drilling operation and conduit installation furnish the Engineer with a plan of record profile drawing and a plan drawing for the drilled conduit showing the horizontal and vertical locations of the installed conduit.

**5.4. MEASUREMENT AND PAYMENT**

Measured horizontal linear feet (meters) of directionally drilled polyethylene conduit furnished, installed and accepted. Measurement of the drill path will be from point-to-point horizontally along the approximate centerline.

As examples, an installation of a single 1.25” HDPE conduit would be paid as:

Directional Drill Polyethylene Conduit, (1.25”)(1) .....Linear Foot (Meter)

An installation of two 1.25” and four 2” HDPE conduits would be paid as:

Directional Drill Polyethylene Conduit, (1.25”)(2)&(2”)(4) .....Linear Foot (Meter)

No additional payment will be made for vertical and horizontal sweeps, excavation of drill pits, backfill, site restoration, seeding and mulching, removal of excess material, duct organizers, mechanical sealing devices, duct plugs, pulling lubricants, mandrel test, and plan of record drawings, as these will be considered incidental to the directional drill and/or conduit installation.

Payment will be made under:

Directional Drill Polyethylene Conduit, (Size)(Qty) .....Linear Foot (Meter)

**6. UNDERGROUND POLYETHYLENE CONDUIT**

**6.1. DESCRIPTION**

Furnish and install underground polyethylene conduit systems with all necessary hardware in accordance with the plans and specifications.

**6.2. MATERIALS**

Furnish factory lubricated, low friction, coilable, conduit constructed of virgin high-density polyethylene (HDPE). Furnish conduits with nominal diameter as required by the plans. Provide individual conduits with smooth outer walls and ribbed inner walls and ensure the conduit is capable of being coiled on reels in continuous lengths, transported, stored outdoors, and subsequently uncoiled for installation without affecting its properties or performance.

Provide conduit that is suitable for underground use in an ambient temperature range of – 30 to 130 degrees F (-35 to 55 degrees C) without degradation of material properties.

Provide conduit that is resistant to benzene, calcium chloride, ethyl alcohol, fuel oil, gasoline, lubricating oil, potassium chloride, sodium chloride, sodium nitrate, and transformer oil, and is protected against degradation due to oxidation and general corrosion.

Provide conduit with an outer diameter to minimum wall thickness ratio that complies with ASTM-D3035, Standard Dimension Ratio (SDR) 13.5.

Provide conduit that meets or exceeds the following:

- ASTM-D638            Tensile Strength - 3,000 psi (20 Mpa), minimum
- Elongation - 400 percent, minimum
- ASTM-D1238           Melt Index - 0.4 maximum
- ASTM-D1505           Density - (0.941-0.955 g/cc)
- ASTM-D1693           Condition B - 20 percent failure, maximum
- ASTM-D2444           Impact - NEMA Standards Publication Number TC7
- ASTM-D3350           Cell classification - 334420 or 344420

Furnish conduits with a coefficient of friction of 0.09 or less in accordance with Belcore GR-356.

Dependent upon the number of conduits required, furnish conduits in black, orange, blue and white colors. Provide conduits that are factory extruded with the appropriate colors.

Furnish conduit organizers at all points where multiple conduits enter and exit a junction box or cabinet. Furnish conduit organizers that are appropriately sized with regards to the conduits. Provide conduit organizers that are removable.

Furnish duct plugs that provide a watertight barrier when installed in an unused conduit. Furnish duct plugs sized in accordance with the conduit furnished. Provide duct plugs that are removable.

Furnish mechanical sealing devices that provide a watertight barrier between the conduit and communications cable. Furnish mechanical sealing devices sized in accordance with the conduit furnished and with appropriately sized penetration holes for the communications cable. Provide mechanical sealing devices that are removable.

Furnish conduit spacers to bind the individual conduits together when installed in a common trench. Furnish conduit spacers that are appropriately sized with regards to the conduits.

Furnish ½-inch (12.7-mm), prelubricated, woven polyester tape, pull line with a minimum rated tensile strength of 2,500 lb (11 kN) in all conduit.

Furnish non-detectable underground marker tape with the wording "WARNING -- Fiber Optic Cable" in all trenches.

### **6.3.CONSTRUCTION METHODS**

#### **A. General:**

Pull the tracer wire simultaneously with the fiber-optic communications cable in a continuous length. When multiple pulls of fiber-optic cable are required, only one tracer wire is required. Where tracer wire is spliced, provide waterproof butt splices. Splicing is allowed only in cabinets and junction boxes. Label all tracer wires. Terminate tracer wire to equipment ground bus as specified in the plans.

In non-used/spare conduits, seal each end of the conduit with a duct plug. Secure each end of the pull line to the duct plug before installing the duct plug. Ensure that the placement of the pull line does not interfere with the installation of the duct plug and provides a watertight seal.

In conduits containing communications cable, seal the conduit with an approved mechanical sealing device. Ensure the installation provides a watertight seal.

For underground polyethylene conduit installations (trenched or plowed), backfill in accordance with Article 300-7 of the Standard Specifications.

#### **B. Underground Polyethylene Conduit Installation in Trench:**

Install underground polyethylene conduit system along the route of the trench. Install conduit organizers at points where multiple conduits enter or exit the junction box or cabinet, etc.

Maintain a minimum trench depth of 30 inches (760 mm) below finished grade or 6 inches (150 mm) below roadway subgrade, whichever is deeper.

Install longitudinal runs of conduit at a minimum of 1 foot (300 mm) from the back of curb or 6 feet (1.8 m) from the edge of pavement in the absence of curb.

Use one common trench with approved conduit spacers to bind the individual conduits together at no more than every 50 feet (15 meters). Install the non-detectable marker tape approximately 15 inches (380 mm) below the finished grade.

Extend the ends of the conduits such that upon completion of the installation the conduits will extend a minimum of 2 inches (50 mm) above concrete surfaces and 4 inches (100 mm) above crushed stone bases.

Remove all rock and debris from backfill material. Remove excess material from the site and compact the excavation according to Article 300-7 of the Standard Specifications.

Finish unpaved areas flush with the surrounding natural ground. Restore damaged grassed areas. Seed and mulch within 7 days after the occurrence of the damage.

Finish paved areas with materials matching the damaged area within 7 days of the occurrence of the damage. Cut neatly and replace only the width of the trench for damages caused by trenching. Place graded stone material to temporarily maintain traffic where repairs cannot be performed immediately. Comply with Section 545 of the Standard Specifications.

Backfill the trench at locations along the trench path where non-movable objects, such as rocks and boulders, cannot be avoided, thus causing a deviation in the elevation height of the underground polyethylene conduit system. The purpose of the backfill is to provide a gradual change in the elevation of the trench, from the bottom elevation to the highest point of the obstruction such that excessive bending and stress will not be transferred to the conduits once the underground polyethylene conduit system is installed.

After the installation of the conduits and upon completion of the tamping and backfill process, perform a mandrel test on each individual conduit to ensure that no conduit has been damaged. Furnish a non-metallic mandrel having a diameter of approximately 50% of the inside diameter of the conduit in which it is to be pulled through. If damage has occurred replace the entire length of conduit.

#### **C. Underground Polyethylene Conduit Installation by Plowing:**

Direct plow the number of HDPE ducts called for in the plans simultaneously using chute plow method. Direct plow ducts at a minimum depth such that the top of the highest duct is 30 inches (760 mm) deep unless otherwise approved by the Engineer.

Use equipment that is of a sufficient size and horsepower to accommodate the chute plowing of up to 4 reels of duct to the depth called for in these Project Special Provisions. Do not exceed reel dimensions, burial depths, and weight limits called for by the equipment manufacturer. Follow all procedures required or recommended by the equipment manufacturer.

Provide sufficient personnel to feed chute, operate prime mover and equipment carrying reels (if separate equipment is used), observe chute feeding, observe plowing, and observe reel payout. Use chute with adequate dimensions to allow for passage of duct and cable without damage to either.

During the plow operation, continuously check the chute opening and path to be sure there are no obstructions and monitor the payout reels to be sure that the reels are turning at a steady rate.

#### **D. Splicing of Underground Polyethylene Conduits:**

Splicing or joining of underground polyethylene conduits is prohibited. With the Engineer's approval, install a junction box at all locations where splicing or coupling of the underground polyethylene conduits is necessary due to problems encountered with the installation method.

#### **E. Plan of Record Drawings:**

Upon completion of the underground polyethylene conduit system installation, furnish the Engineer with a plan of record profile drawing and plan drawing showing the horizontal and vertical locations of the installed conduit system.

#### 6.4. MEASUREMENT AND PAYMENT

Measured horizontal linear feet (meters) of each HDPE system (containing the individual conduit called for in the plans) that is furnished, installed underground (via plowed and/or trench and backfill), and accepted. Measurement of the HDPE conduit system will be from point-to-point horizontally along the approximate centerline.

As examples, an installation of a single 2" HDPE conduit would be paid as:

Underground Polyethylene Conduit, (2")(1) .....Linear Foot (Meter)

An installation of three 1.25" and two 2" HDPE conduits would be paid as:

Underground Polyethylene Conduit, (1.25")(3)&(2")(2) .....Linear Foot (Meter)

Vertical segments will not be paid for as these will be considered incidental to the installation of the conduit system.

No additional payment will be made for trenching (paved or unpaved), seeding and mulching, removal of excess material, furnishing and placing incidental stone, furnishing and placing paved material, marker tape, pull lines, mechanical sealing devices, duct plugs, pulling lubricants, conduit organizers, mandrel test, and plan of record drawings, as they will be considered incidental.

Payment will be made under:

Underground Polyethylene Conduit, (Size)(Qty) .....Linear Foot (Meter)

### 7. FIBER-OPTIC SYSTEM SUPPORT EQUIPMENT

#### 7.1. DESCRIPTION

Furnish fiber-optic system support equipment with all necessary hardware in accordance with the plans and specifications.

#### 7.2. MATERIALS

##### A. General:

Furnish equipment with test probes/leads, batteries (for battery-operated units), line cords (for AC-operated units), and carrying cases. Provide operating instructions and maintenance manuals with each item.

Before starting any system testing or training, furnish all fiber-optic system support equipment.

##### B. Fiber-optic Restoration Kit:

Furnish a fully functional fiber-optic restoration kit consisting of the following items (minimum):

- Plier-type strippers
- Non-niks fiber stripper tool with procedures
- Buffer tube stripper tool with procedures
- Fiber-optic Cleaver (average cut less than 0.5 degrees from perpendicular) Diamond Blade
- Screw driver set
- 48 Alcohol wipes
- Tape, 3/4-inch, electrician
- Kim wipes
- Metal ruler
- Tweezers
- Crimping pliers
- CamSplice assembly manual
- CamSplice assembly fixture

- 12, Non-adhesive, mechanical, CamSplice, splices
- 2 Mechanical Splice Trays, 12 CamSplices Capacity, Compatible with the Interconnect Centers being installed in the Traffic Signal Controller Cabinets
- Scissors
- Hard-sided, padded, storage case

**C. SMFO Transceiver (For Emergency Restoration):**

Furnish SMFO transceivers identical to the type installed in the traffic signal controller cabinets to be used for emergency restoration of the system and the fiber-optic communications system.

**7.3.MEASUREMENT AND PAYMENT**

Actual number of fiber-optic restoration kits furnished and accepted.

Actual number of fiber-optic transceivers furnished and accepted.

Payment will be made under:

Furnish Fiber-optic Restoration Kit.....	Each
Furnish Fiber-optic Transceiver .....	Each

**8. METAL TRAFFIC SIGNAL SUPPORTS**

**8.1. METAL TRAFFIC SIGNAL SUPPORTS – ALL POLES**

**A. General:**

Furnish and install and metal poles with mast arms, grounding systems, and all necessary hardware. The work covered by this special provision includes requirements for the design, fabrication, and installation of both standard and custom/site specifically designed metal traffic signal supports and associated foundations.

Provide metal traffic signal support systems that contain no guy assemblies, struts, rods, stay braces, clamps or U-bolts, except where noted otherwise. Provide designs of completed assemblies with hardware that equals or exceeds AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals 4th Edition, 2001 (hereafter called 4th Edition AASHTO), including the latest interim specifications. Provide assemblies with a round or near-round cross-sectional design consisting of no less than six sides. The sides may be straight, convex, or concave.

Comply with Subarticle 1098-1B “General Requirements” of the Standard Specifications for submittal requirements. Furnish shop drawings for approval. Provide triplicate copies of detailed shop drawings for each type of structure. Ensure that shop drawings show materials specifications for each component and identifies welds by type and size. Do not release structures for fabrication until structural drawings have been approved.

If plans call for Standard Metal Signal Supports, comply with Subarticle 1098-1A “General Requirements” for QPL submittals.

**B. Materials:**

Fabricate shafts of the tapered tubular type and steel conforming to ASTM A-595 Grade A or an approved equivalent.

Galvanize in accordance with ASTM A-123, including field-drilled holes.

Use the submerged arc process to continuously weld shafts for the entire length. Ground or roll smooth exposed welds until flush with the base metal. Ensure shafts have no circumferential welds

except at the lower end joining the shaft to the base. Provide welding that conforms to Article 1072-20 of the Standard Specifications, except that no field welding on any part of the pole will be permitted.

Fabricate anchor bases from plate steel meeting the requirements of ASTM A 36M or cast steel meeting the requirements of ASTM A 27M Grade 485-250 or an approved equivalent.

Ensure hardware is galvanized steel or stainless steel.

Ensure material used in steel anchor bolts conforms to AASHTO M 314, and yield strength does not exceed 55,000 psi. Provide anchor bolts with a circular anchor bolt lock plate at the embedded end secured with a washer and nut.

Ensure cap is cast aluminum conforming to Aluminum Association Alloy 356.0F.

### C. Construction Methods:

Connect poles to grounding electrodes and the intersection grounding systems.

For holes in the poles used to accommodate cables, install grommets before wiring pole or arm. Do not cut or split grommets.

Attach the terminal compartment cover to the pole by a sturdy chain or cable. Ensure the chain or cable is long enough to permit the cover to hang clear of the compartment opening when the cover is removed, and is strong enough to prevent vandals from being able to disconnect the cover from the pole. Ensure the chain or cable will not interfere with service to the cables in the pole base.

Attach cap to pole with a sturdy chain or cable. Ensure the chain or cable is long enough to permit the cap to hang clear of the opening when the cap is removed.

Perform repair of damaged galvanizing that complies with the Standard Specifications, Article 1076-6 "Repair of Galvanizing."

### Anchor Nut Tightening Procedure

Compute the required projection of the anchor bolt above the foundation top. Compute the total projection based on the following:

- Provide between 3 and 5 threads of anchor bolt projection above the top nut after tightening is complete. Avoid any additional projection, or a normal depth socket torque wrench can not be used on top nuts.
- Include the sum of the thickness of top nut, top nut flat washer or top nut beveled washer, base plate, leveling nut flat washer or leveling nut beveled washer, and leveling nut.
- Set the maximum distance between the bottom of the leveling nut and the foundation top to one nut height to avoid excessive bending stresses in the anchor bolt under service conditions.
- Do not use lock washers.

Installation Procedure:

1. Place a leveling nut and washer on each anchor bolt and install a template on top of the leveling nuts to verify that the nuts are level and uniformly contact the template. Use beveled washers if the leveling nuts cannot be brought into firm contact with the template. Verify that the distance between the bottom of the leveling nuts and the top of the concrete is no more than one nut height.
2. Install the structural element on the anchor bolts, and tighten nuts in compliance with steps 3, 4, and 5 below. Do not attach cantilever arms or overhead truss components to the vertical post until all of the top nuts and leveling nuts have been properly tightened on the anchor bolts.



3. Install top nuts and washers. Install flat washers under the top and leveling nuts. Use beveled washers if the nuts cannot be brought into firm contact with the base plate. Lubricate threads of the anchor bolts, nuts, and bearing surface of the nuts and tighten to a snug-tight condition with a spud wrench following a star pattern (using at least two increments). Snug-tight condition is defined as 20% to 30% of the verification torque (600 ft-lbs.). Lubricant shall be beeswax, stick paraffin, or other approved lubricant.
4. After the top nuts have been snug tightened, snug tighten the bottom nuts up to the base plate using the same procedure as described above. The base-plate must be in firm contact with both the top and bottom nuts to achieve the proper pretension in the anchor bolts.
5. Before further turning of the nuts, mark the reference position of the top nut in the snug-tight condition by match marking each nut, bolt shank, and base plate. Use ink or paint that is not water-soluble.
6. Turn the top nuts in increments using the star pattern (using at least two full tightening cycles) to 1/6 of a turn. Use a torque wrench to verify that at least 600 ft-lbs. is required to further tighten the top nuts. At least 48 hours after the entire structure and any attachments are erected, use a torque wrench again to verify that at least 600 ft-lbs. is still required to tighten the top nuts. Verify that the leveling nuts remain in firm contact with the base plate.
7. Do not place non-shrink grout between the base plate and foundation. This will allow for future inspection of leveling nuts and for adequate drainage of moisture.

## 8.2. METAL POLE WITH MAST ARM

### A. Materials:

Fabricate arms from standard weight black steel pipe conforming to ASTM A 53-90a, Type E or Type S, Grade B or an approved equivalent.

After all fabricating, cutting, punching, and welding is completed, hot-dip galvanize the structure in accordance with the 4th Edition AASHTO M111.

### B. Construction Methods:

Install horizontal-type arms within 2 degrees of horizontal when loaded with signal heads and signs.

Attach cap to the mast arm with a sturdy chain or cable. Ensure that the chain or cable is long enough to permit the cap to hang clear of the arm opening when the cap is removed.

## 8.3. CUSTOM DESIGN OF TRAFFIC SIGNAL SUPPORTS

### A. General:

Design traffic signal supports with foundations consisting of metal poles with mast arms.

The lengths of the metal signal poles shown on the plans are estimated from available data for bid purposes. Determine the actual length of each pole from field measurements and adjusted cross-sections. Furnish the revised pole heights to the Engineer. Use all other dimensional requirements shown on the plans.

Design all traffic signal support structures using the following 4th Edition AASHTO specifications:

- Use the wind pressure map developed from 3-second gust speeds, as provided in Article 3.8.
- Ensure signal support structures include natural wind gust loading and truck-induced gust loading in the fatigue design, as provided for in Articles 11.7.3 and 11.7.4, respectively. Designs need not consider periodic galloping forces.
- Assume the natural wind gust speed in North Carolina is 11.2 mph.

- Design for Category II fatigue, as provided for in Article 11.6, unless otherwise specified.
- Calculate combined stresses to determine combined stress ratio (CSR) using applicable equations from Section 5. Maximum allowable CSR for all signal supports is 0.9.
- Conform to article 10.4.2 and 11.8 for all deflection requirements. North Carolina's 3% vertical dead load tip deflection criteria for mast arms is no longer required.

Ensure that the design permits cables to be installed inside poles and mast arms.

The computed surface area for ice load on signal heads is:

- 3-section, 12-inch (300-mm), Surface area: 26.0 ft<sup>2</sup> (2.4 m<sup>2</sup>)
- 4-section, 12-inch (300-mm), Surface area: 32.0 ft<sup>2</sup> (3.0 m<sup>2</sup>)
- 5-section, 12-inch (300-mm), Surface area: 42.0 ft<sup>2</sup> (3.9 m<sup>2</sup>)

Assume the combined minimum weight of a messenger cable bundle (including messenger cable, signal cable and detector lead-in cables) is 1.3 lbs/ft (1.94 kg/m). Assume the combined minimum diameter of this cable bundle is 1.3 inches (33 mm).

Ensure that designs provide a removable pole cap with stainless steel attachment screws for each pole top and mast arm end.

### **B. Metal Poles:**

Submit design drawings for approval showing all the necessary details and calculations for the metal poles including the foundation and connections. Include signal inventory number on design drawings. Include as part of the design calculations the ASTM specification numbers for the materials to be used. Provide the types and sizes of welds on the design drawings. Include a Bill of Materials on design drawings. Ensure design drawings and calculations are signed, dated, and sealed by the responsible Professional Engineer licensed in the State of North Carolina. Immediately bring to the attention of the Engineer any structural deficiency that becomes apparent in any assembly or member of any assembly as a result of the design requirements imposed by these Specifications, the plans, or the typical drawings. Said Professional Engineer is wholly responsible for the design of all poles and arms and review and acceptance of these designs by the Department does not relieve said Professional Engineer of this responsibility. Do not fabricate the assemblies until receipt of the Department's approval of the design drawings.

For mast arm poles, provide designs with provisions for pole plates and associated gussets and fittings mast arm attachment. As part of each mast arm attachment, provide a grommeted cable passage hole in the pole to allow passage of the signal cables from the pole to the arm.

Design tapers for all pole shafts that begin at the base with diameters that decrease uniformly at the rate of 0.14 inch per foot (11.7 millimeters per meter) of length.

Design for a base plate on each pole. The minimum base plate thickness for all poles is determined by the following criteria:

Case 1 Circular or rectangular solid base plate with the upright pole welded to the top surface of base plate with full penetration butt weld, and where no stiffeners are provided. A base plate with a small center hole, which is less than 1/3 of the upright diameter, and located concentrically with the upright pole, may be considered as a solid base plate.

The magnitude of bending moment in the base plate, induced by the anchoring force of each anchor bolt is  $M = (P \times D_1) / 2$ ,

where  $M$  = bending moment at the critical section of the base plate induced by one anchor bolt  
 $P$  = anchoring force of each anchor bolt

$D_1$  = horizontal distance between the anchor bolt center and the outer face of the upright, or the difference between the bolt circle radius and the outside radius of the upright

Locate the critical section at the face of the anchor bolt and perpendicular to the bolt circle radius. The overlapped part of two adjacent critical sections is considered ineffective.

Case 2 Circular or rectangular base plate with the upright pole socketed into and attached to the base plate with two lines of fillet weld, and where no stiffeners are provided, or any base plate with a center hole that is larger in diameter than 1/3 of the upright diameter.

The magnitude of bending moment induced by the anchoring force of each anchor bolt is  $M = P \times D_2$ ,

where  $P$  = anchoring force of each anchor bolt

$D_2$  = horizontal distance between the face of the upright and the face of the anchor bolt nut

Locate the critical section at the face of the anchor bolt top nut and perpendicular to the radius of the bolt circle. The overlapped part of two adjacent critical sections is considered ineffective.

If the base plate thickness calculated for Case 2 is less than Case 1, use the thickness calculated for Case 1.

Ensure that designs have anchor bolt holes with a diameter 1/4 inch (7 mm) larger than the anchor bolt diameters in the base plate.

Ensure that the anchor bolts have the required diameters, lengths, and positions, and will develop strengths comparable to their respective poles.

Provide designs with a 6 x 12 inch (150 x 300 mm) hand hole with a reinforcing frame for each pole.

Provide designs with a terminal compartment with cover and screws in each pole that encompasses the hand hole and contains provisions for a 12-terminal barrier type terminal block.

For each pole, provide designs with provisions for a 1/2 inch (12 mm) minimum thread diameter, coarse thread stud and nut for grounding which will accommodate a Number 6 AWG ground wire. Ensure the lug is electrically bonded to the pole and is conveniently located inside the pole at the hand hole.

Where required, design couplings on the pole for mounting pedestrian pushbuttons at a height of 42 inches (1070 mm) above the bottom of the base. Provide mounting points consisting of 1-1/2 inch (40 mm) internally threaded half-couplings that comply with the NEC that are mounted within the poles. Ensure the couplings are essentially flush with the outside surfaces of the poles and are installed before any required galvanizing. Provide a threaded plug in each mounting point. Ensure that the surface of the plug is essentially flush with the outer end of the mounting point when installed and has a recessed hole to accommodate a standard wrench.

### C. Mast Arms:

Design all arm plates and necessary attachment hardware, including bolts and brackets.

Design for grommeted holes on the arms to accommodate the cables for the signals.

Design arms with weatherproof connections for attaching to the shaft of the pole.

## 8.4. DRILLED PIER FOUNDATIONS FOR METAL TRAFFIC SIGNAL POLES

### A. 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 B4 (Non-Standard Foundation Design) below.

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 (drilled pier and wing wall, if applicable). 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.

**B. Soil Test and Foundation Determination:**

**1. General:**

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

Some standard drilled piers for supporting poles with mast arms may require wing walls to resist torsional rotation. Based upon this provision and the results of the required soil test, a drilled pier length and wing wall requirement may be determined and constructed in accordance with the plans.

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.

**2. Soil Test:**

Perform a soil test at each signal location. 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).

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.

**3. Standard Foundation Determination:**

Use the following method for determining the Design N-value:

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

$$Y = (N@1')^2 + (N@2.5')^2 + \dots + (N@Deepest\ Boring\ Depth)^2$$

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

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

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

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

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 2 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 2 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 Standard Foundations Chart (sheet M 8) 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 (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 Standard Foundations Chart 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 Standard Foundations Chart, is greater than the depth of the corresponding boring.

In the case where a standard foundation cannot be used, the Department will be responsible for the additional cost of the non-standard foundation.

The Standard Foundations Chart 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/](http://www.NCDOT.org/business/).
- 2) Click on “Geotechnical Engineering Unit Forms.”
- 3) Click on “Metal Pole Standard Foundation Selection Form.”

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

#### 4. Non-Standard Foundation Design:

Design non-standard foundations based upon site-specific soil test information collected in accordance with Section 2 (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 before construction. A professional engineer registered in the state of North Carolina must seal all plans and calculations.

#### C. Drilled Pier Construction:

##### 1. 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 Standard Specifications. Drilling spoils consist of all material excavated including water or slurry removed from the excavation either by pumping or with augers.

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 before 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.

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. Ensure all steel casings consist of clean watertight steel of ample strength to withstand handling and driving stresses and the pressures imposed by concrete, earth or backfill. Use steel casings with an outside diameter equal to the specified pier size 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 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.

Any steel casing left in place will be considered permanent casing. Permanent steel casings are only allowed for strain poles. When installing permanent casing, do not drill or excavate below the

tip of the permanent casing at any time such that the permanent casing is against undisturbed soil. The Contractor may excavate a hole smaller than the specified pier size to facilitate permanent casing installation. Ensure the sides of the excavation do not slough during drilling. Ensure the hole diameter does not become larger than the inside diameter of the casing. No additional compensation will be paid for permanent casing.

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

Use slurry in accordance with the manufacturer’s guidelines and recommendations unless approved otherwise 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.

In wet pour conditions, advise and gain approval from the Engineer as to the planned construction method intended for the complete installation of the drilled pier before excavating.

**2. 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 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.

### 3. Concrete:

Begin concrete placement immediately after inserting reinforcing steel into the drilled pier excavation. If the drilled pier excavation is entirely cased down to the tip, immediately placement of the concrete is not required.

#### a) 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 Standard Specifications.

Designate the concrete as Drilled Pier Concrete with a minimum compressive strength of 4500 psi (31.0 MPa) at 28 days. The foundation will be considered acceptable for loading when the concrete reaches a minimum compressive strength of 3000 psi (20.7 Mpa). This provision is intended to allow the structure to be installed on the foundation in a shorter time frame, and does not constitute full acceptance of the drilled pier. Full acceptance will be determined when the concrete meets its full strength at 28 days. The Contractor may use a high early strength mix. Make certain the cementitious material content complies with one of the following options:

- Provide a minimum cement content of 640 lbs/yd<sup>3</sup> (380 kg/m<sup>3</sup>) and a maximum cement content of 800 lbs/yd<sup>3</sup> (475 kg/m<sup>3</sup>); 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<sup>3</sup> (395 kg/m<sup>3</sup>) Type IP blended cement and a maximum of 833 lbs/yd<sup>3</sup> (494 kg/m<sup>3</sup>) 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.

#### b) Concrete Placement

Place concrete such that the drilled pier is a monolithic structure. 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 before 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:** Before 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 before 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 Standard Specifications. 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.

Permanently mark the top of each foundation with a stamp or embedded plate to identify the depth of the foundation.

#### 4. Concrete Placement Time:

Place concrete within the time frames specified in Table 1000-2 of the Standard Specifications 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.

**5. Scheduling and Restrictions:**

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, install adjacent piles, or allow any heavy construction equipment 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 before 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.

**8.5. MEASUREMENT AND PAYMENT**

Actual number of metal poles with single mast arms furnished, installed, and accepted.

Actual number of metal poles with dual mast arms furnished, installed, and accepted.

Actual number of designs for mast arms with metal poles furnished and accepted.

No measurement will be made of foundation designs prepared with metal pole designs, as these will be considered incidental to designing signal support structures.

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

Actual volume of concrete poured in cubic yards (cubic meters) of drilled pier foundation furnished, installed and accepted.

Payment will be made under:

Metal Pole with Single Mast Arm .....	Each
Metal Pole with Dual Mast Arm.....	Each
Mast Arm with Metal Pole Design .....	Each
Soil Test .....	Each
Drilled Pier Foundation.....	Cubic Yard (Cubic Meter)

**9. CCTV SYSTEM**

**9.1. GENERAL**

Furnish and install a closed circuit television (CCTV) surveillance camera and field cabinet that is compatible with the City’s existing CCTV surveillance system.

## **9.2. MATERIALS**

### **A. CCTV Camera Assembly**

Furnish and install a Vicon Surveyor dome camera (VICON Model No. SVFT-W23/Product No:8708-00) that is fully compatible with the existing Vicon camera controller at the City of Greenville's, Traffic Control Center. The camera shall use 24-volt AC power. The CCTV camera assembly shall include the following:

#### **1. Dome Housing**

Provide a pressurized dome housing with a pressure indicator and fill valve. Attach the dome camera housing to the mounting bracket on the camera pole using attachment hardware that prevents the entry of moisture and prevents the housing from moving relative to the bracket. The housing shall be keyed so that, after being removed from the mounting bracket for service, it can be reinstalled with exactly the same orientation. The housing shall include:

- Heater/blower assembly controlled by a thermostat.
- Surge suppressors meeting the requirements of Standard Specifications on the data and power cables.
- Surge suppressor for the video cable identical to the one in the cabinet that houses the local control panel.

#### **2. Pan/Tilt/Zoom (PTZ) Controller**

Mount a PTZ controller in the dome housing that provides multipoint EIA-232 communication with the existing camera controller at the TCC. If the controller uses another type of digital communication, such as EIA-422, provide an appropriate converter in the cabinet at the bottom of the pole. Each camera shall have a unique, easily changed ID, with the range of permissible IDs encompassing at least the values 1 through 250.

#### **3. Camera/Lens Assembly**

Attach an integrated camera/lens assembly to the PTZ unit in the dome housing. The assembly shall include a high-resolution color CCD camera and a motorized zoom lens, and shall meet the following minimum requirements:

- Horizontal resolution of 470 TV lines.
- 768 (H) x 494 (V) pixels.
- ¼" format CCD with interline transfer.
- Automatic white balance.
- Automatic iris control.
- Auto focus, with provision for disabling.
- Signal-to-noise ratio of 50 dB or better.
- Line-lock synchronization with +/-90 degrees phase adjustment.
- Overexposure protection: The camera shall not be damaged when pointed directly at the sun.
- NTSC standard output.
- Auto lens output to control auto iris and manual override in zoom lens.
- Maximum magnification: 176x (22x optical zoom and 8x digital zoom).
- Range of focal lengths: 4-88 mm.
- Maximum aperture: 1:1.6.

- Motorized zoom and focus adjustment, with provision for feedback of the current position to the pan/tilt/zoom controller.
- Multi-coated, color corrected lenses.
- Neutral density spot or wedge filter.

#### **4. Mounting Bracket**

Provide a cast aluminum bracket recommended by Vicon. The bracket shall completely enclose the cables running between the dome and the pole. It shall keep the vertical axis of the dome at least 14.6" from the pole and shall connect to a Vicon V20A pole mount adapter using at least four stainless steel bolts. The adapter shall be secured to the pole with chains or stainless steel bands in such a way that the camera remains stationary in strong winds. Install grommets on the holes in the adapter through which cables pass.

#### **5. Notebook Computer Software**

Provide software that enables a notebook computer to control and troubleshoot a camera assembly when directly connected to the assembly. The Department shall have the right to make unlimited copies of this software for use by Department and City staff. Provide a single license for the software on compact disk (CD).

#### **6. CCTV Cabinet**

Provide a cabinet consisting of the following:

##### **(A) Cabinet**

The door shall be equipped with a Corbin #2 lock and key. The lock shall be brass or stainless steel, and the key shall be removable in the locked position only. The cabinet shall have a bare aluminum finish.

The cabinet shall be a NEMA 3R aluminum enclosure of sufficient size to hold the equipment called out below. It shall have louvers with replaceable air filters on each side, low on one side and high on the other.

The cabinet shall be equipped with an aluminum back panel, or other means proposed by you and approved by the Engineer, for mounting the equipment inside the cabinet.

All cables shall enter the cabinet through the bottom as shown on the Plans. Use a bushing on conduit inside the cabinet to prevent chaffing of the cables. The fittings used to make these connections are all part of the cabinet assembly and will not be paid separately.

Mount the cabinet to the pole as indicated in the Plans

##### **(B) Electrical Service Modification**

Construct electrical service installations in accordance with the Standard Specifications. For the CCTV camera location make modifications to the external service disconnect by furnishing an additional single pole 50 ampere circuit breaker to provide power service to the CCTV camera cabinet. Service cables shall be run separately to each of the cabinets (controller cabinet and CCTV camera cabinet) in 1" rigid metallic conduit (RMC).

##### **(C) Power Distribution Panel**

Provide a power distribution panel containing a 20 amp main breaker and two 15-amp breakers, each for a separate branch circuit within the cabinet. One of the branches shall serve only sensitive electronics -- the equipment in the dome, the camera control panel, and the video/data transceiver -- and shall be protected by the second stage of the surge suppressor meeting the requirements for a two stage filter per Section 1098 of the Standard Specifications. Install a duplex ground fault convenience receptacle rated at 15 amps inside the cabinet.

#### **(D) Equipment**

Provide the following equipment mounted inside the cabinet:

- An interconnect center. This item will be paid separately.
- A video/data transceiver. This item will be paid separately.
- A thermostat-controlled exhaust fan that shall engage at 95 degrees F and turn off at 85 degrees F. The fan shall be positioned in front of the upper set of louvers.
- Step-down transformers for the camera and any other equipment that requires power at less than 115 volts.
- A data converter if the dome does not use EIA-232 communication.
- A local control panel (VICON Model No: V1300X-DVC) with provision for local control of all camera functions, and with a BNC connector for attachment of test equipment to the video signal coming from the camera. Control of the camera functions shall be by an EIA-232 connection to a notebook computer (furnished by others). The BNC connector for the video shall be one output of a 1 x 2 distribution amplifier, with the other output feeding the video signal to the video/data transceiver.

#### **(E) Cables**

Provide, as part of the CCTV camera assembly, all risers and cables required for transmission of video, power, and communication between the camera and the cabinet. When installed in the same conduit with other cables, these cables shall be shielded to prevent interference.

#### **(F) Surge Protectors**

Inside the cabinet, at the bottom of the pole, provide protectors meeting the requirements of the Standard Specifications for every ungrounded conductor entering the cabinet. The cabinet layout shall be such that the surge suppressors are as close as possible to the point where the cables enter the cabinet. Surge protectors will be considered incidental to the cabinet.

For the coaxial cable carrying the video signal from the camera, use a suppressor designed for baseband CCTV signals that conforms to the following:

- Surge: 18,000 amps with an 8 x 20  $\mu$ second waveform
- Turn-on time: 4ns for 2 kV/ns
- VSWR: 1.1:1 or less
- Insertion loss: 0.3 dB or less
- Frequency range: DC to 30 MHz
- BNC connectors
- Operating voltage: 1.5 volt
- Impedance: 75 ohms

**9.3. CONSTRUCTION METHODS**

At locations shown in the Plans install the camera assembly on a metal mast arm pole. Run the video and control cables through a new 1" hole drilled in the side of the pole behind the pole mounting adapter plate. Install a weatherproof grommet or other means to protect the cables from chafing, and to prevent moisture entry inside the pole. Run the cables through the pole to the CCTV cabinet as indicated on the Plans. Also ground the camera assembly to the pole using a suitable copper bonding strap. Furnish shop drawing detailing the mounting of the CCTV camera and cabinet as part of the shop drawings required for approval of the metal mast arm pole specifications.

**9.4. METHOD OF MEASUREMENT**

Actual number of CCTV camera assemblies furnished, installed and accepted.

**9.5. BASIS OF PAYMENT**

The quantity of CCTV camera assemblies, measured as provided above, will be paid for at the contract unit price each for "CCTV Camera Assembly". This price shall include the camera cabinet, cabinet attachment hardware, all cables and risers from the cabinet to the camera, notebook computer software, electrical power service modification, local control panel, setting up and testing the video camera/lens unit, dome camera housing, PTZ controller, and mounting hardware.

Payment will be made under:

CCTV Camera Assembly.....Each

**10. FIBER OPTIC VIDEO/DATA TRANSCEIVER**

**10.1. DESCRIPTION**

At locations called out in the Plans, furnish and install new fiber optic video transceivers as required to complete a communications link from the CCTV field cabinets to the City's Traffic Control Center.

**10.2. MATERIALS**

**A. Video/Data Transceivers**

To ensure compatibility with the City of Greenville's existing CCTV communications infrastructure furnish and install the following equipment. Transmitter shall be IFS Model VT4730WDM (Shelf Mount) or a fully compatible equivalent. Receivers shall be IFS Model # VR4730WDM (Rack Mount) or a fully compatible equivalent.

**10.3. CONSTRUCTION METHOD**

**A. Video/Data Transmitter**

Install the fiber optic video/data transmitter in the CCTV equipment cabinet and comply with the manufacturer's installation instruction.

**B. Video/Data Receiver**

Furnish the fiber optic video/data receiver to the Engineer for installation in the Traffic Control Center by others. Installation of this equipment by others does not relieve the Contractor of his responsibilities of providing a complete and operational CCTV camera system.

**10.4. METHOD OF MEASUREMENT**

Actual number of each type of fiber optic video/data transmitter furnished, installed and accepted.

Actual number of each type of fiber optic video/data receiver furnished, installed (by others) and accepted.

**10.5. BASIS OF PAYMENT**

The quantity of fiber optic video/data transmitter, measured as provided above will be paid for at the contract unit price for each.

The quantity of fiber optic video/data receiver, measured as provided above will be paid for at the contract unit price for each.

Payment will be made under:

Fiber Optic Video/Data Transmitter .....	Each
Fiber Optic Video/Data Receiver.....	Each

**11. REQUIREMENTS FOR CABLES CROSSING RAILROADS**

**11.1. DESCRIPTION**

Coordinate with CSX Transportation, Inc, for the installation of any cables on or crossing railroad right of way. Comply with the provisions of Section 1700.

**11.2. CONSTRUCTION METHODS**

**A. Railroad Crossings:**

Do not commence cable routings over or under railroad-owned facilities until notification and coordination with Engineer and the appropriate railroad company has occurred. All affected railroad facilities on this project are owned by CSX Transportation, Inc., herein called the Railroad Company. Install fiber optic communications cable as shown on plans.

**B. Delays Caused By Operations of Others:**

Neither the Department of Transportation nor the Railroad Company assumes any responsibility for any work performed by others in connection with the construction of the project, and the Contractor shall have no claim whatsoever against the Department of Transportation, or the Railroad Company for any inconvenience, delay, or additional cost incurred by him on account of such operations by others.

**C. Cooperation With Others:**

Cooperate with others participating in the construction of the project to the end that all work may be carried on to the best advantage.

**D. Authority of Railroad Engineer:**

The authorized representative of the Railroad Company hereinafter referred to as the Railroad Engineer, shall have the final authority in all matters affecting the safe maintenance of railroad traffic of his company.

**E. Interference With Railroad Operations:**

Arrange and conduct work so that there will be no interference with railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad Company or to the poles, wire, and other facilities of tenants on the rights of way of the Railroad Company. Wherever work is liable to affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad Engineer for approval, but such approval shall not relieve the Contractor from liability.

Should conditions arising from or in connection with the work, require that immediate and unusual provisions be made to protect train operations and property of the Railroad Company, it shall be a part of the required services by the Contractor to make such provisions and if, in the judgement of the Railroad Engineer such provisions is insufficient, the Railroad Engineer or the Department of Transportation, may at the expense of the Contractor, require or provide such provisions as may be deemed necessary.

**F. Storage of Materials:**

Materials and equipment shall not be stored where they will interfere with railroad operations, nor on the rights of way of the Railroad Company without first having obtained permission from the Railroad Engineer, and such permission will be with the understanding that the Railroad Company will not be liable or damage to such material and equipment from any cause and that the Railroad Engineer may move or require the Contractor to move, at the Contractor's expense, such material and equipment.

**G. Flagging Protection or Watchman Service:**

The Contractor shall give 72 hours advance notice to the Railroad Company in order that flagging service can be arranged and provided. No work shall be undertaken until the flagman is at the job site.

**H. Completion and Acceptance of Work:**

Upon completion of the work, remove from within the limits of the railroad right of way all machinery, equipment, surplus materials, or rubbish and leave said rights of way in a neat and orderly condition. After the final inspection has been made and work found to be completed in a satisfactory manner acceptable to the Department of Transportation and the Railroad Company, the Department of Transportation will be notified of the Railroad Company's acceptance in writing by the Railroad Company.



**11.3. BASIS OF PAYMENT**

There will be no direct payment for the work covered in this section. Payment at the contract unit prices for the various items in the contract will be full compensation for all work covered by this section.

**12. LUMINAIRE MAST ARMS****12.1. DESCRIPTION**

Furnish and install luminaire mast arms (excluding lighting assemblies) and all necessary hardware in accordance with the plans and specifications. Comply with the provisions of Section 1700.

Design the luminaire support arm together with the signal support structure to achieve a light assembly mounting height of 30 feet above the roadway. Conform to design dimensions and light assembly loading shown on the structure loading diagrams. Refer to the Radial Orientation Detail on loading diagrams for proper orientation of arm attachment to the signal pole. Design free end of support arm for a 2-inch slip fit socket connection for attaching light assembly.

Lighting assembly to be provided and installed by:

Greenville Utilities

401 South Greene Street

Greenville, NC 27835

P.O. Box 1847, Greenville, NC 27835

(252) 551-1586

Fax: (252) 551-1597

Chris Corey

<http://www.guc.com/>

Verify lighting assembly manufacturer and specifications prior to submittal of shop drawings.

**12.2. MATERIALS**

Comply with the provisions of Section 1741-2.

**12.3. CONSTRUCTION METHODS**

Comply with the provisions of Section 1741-3.

Perform work as required by the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 4<sup>th</sup> Edition, 2001, including all of the latest interim revisions, and the Standard Specifications for Roads and Structures.

**12.4. METHOD OF MEASUREMENT**

Actual number of luminaire mast arms furnished, installed, and accepted.

**12.5. BASIS OF PAYMENT**

The quantity of luminaire mast arm, measured as provided above, will be paid for at the contract unit price each for "Luminaire Mast Arm."

Payment will be made under:

**U-3613 B**

**239**

Signals & Intelligent Transportation Systems

Luminaire Mast Arm.....Each

**INSURANCE SPECIAL PROVISIONS****CSX TRANSPORTATION, INC.**

STATE PROJECT: **U-3613B (34961.2.2)** COUNTY: **PITT**

- A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Prime Contractor will be required to carry insurance of the following kinds and amounts:

1. **CONTRACTOR'S COMMERCIAL GENERAL LIABILITY INSURANCE:**

The Contractor shall furnish an original and one copy of the certificates of insurance and one certified copy of the policy to the Department as evidence of:

- a. Statutory Worker's Compensation and Employers Liability Insurance with available limits of not less than \$1,000,000, which insurance must contain a waiver of subrogation against CSXT and its Affiliates
- b. Commercial General Liability coverage (inclusive of contractual liability) with available limits of not less than \$3,000,000 in combined single limits for bodily injury and property damage and covering the contractual liabilities assumed under this Agreement
- c. Business automobile liability insurance with available limits of not less than \$500,000 combined single limit for bodily injury and/or property damage per occurrence
- d. Such other insurance as CSXT may reasonably require.

Upon request, Licensee shall provide CSXT with a copy of Licensee's applicable insurance policies. A policy endorsement naming CSXT as an additional insured and specifying such coverage shall be furnished to CSXT, and the required coverage will be kept in force until all of the licensee's obligations under this Agreement have been fully discharged and fulfilled, or until Licensee shall have been specifically released by a written instrument signed by an authorized officer of CSXT. Licensee shall also provide CSXT with a copy of the insurance policies.

The insurance policies shall provide that the insurance carrier must give CSXT notice at least thirty (30) days in advance of cancellation of coverage, of any change in coverage, or of cancellation of the policy. Notwithstanding any provisions of this Section, the liability assumed by Licensee shall not be limited to the required insurance.

2. **RAILROAD PROTECTIVE LIABILITY INSURANCE:**

The Contractor shall furnish to the Department an original and one duplicate of the Railroad Protective Liability Insurance Policy having a combined single limit of not less than \$5,000,000 each occurrence and \$10,000,000 in the aggregate applying separately to each annual period. Said policy shall provide coverage for all loss, damage or expense arising from bodily injury and property damage liability, and physical damage to property attributed to acts or omissions at the job site.

The standards for the Railroad Protective Liability Insurance are as follows:

- a. The insurer must be rated A- or better by A.M. Best Company, Inc.
- b. The policy must be written using the ISO/RIMA Form of Railroad Protective Insurance - Insurance Services Office (ISO) Form CG 00 35.
- c. The named insured shall read:
  - CSX Transportation, Inc.**
  - Risk Management (J- 150)**
  - 500 Water Street**
  - Jacksonville, FL 32202**
- d. The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Department project and contract identification numbers.

The Description and Designation shall read:

**All construction on railroad right of way for Project U-3613B (34961.33), Pitt County for the widen and improvement of Secondary Road 1708 (Fire Tower Road) from project survey station 10+00 -Y3- to project survey station 14+01.34 -Y3- in the Greenville City limits and the Winterville Township. The railroad crossing 641 620H at milepost AA153.80 is within the project area.**

- e. The job location must appear on the Declarations and must include the city, state, and appropriate highway name/number.
- f. The name and address of the prime contractor must appear on the Declarations.
- g. The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."
- h. Other endorsements:
  - **Must-**
    - Pollution Exclusion Amendment-CG 28 31  
(Not required with CG 00 35 01 96 and newer versions)
    - Delete Common Policy Conditions-Section E. Premiums
  - **Acceptable-**
    - Broad Form Nuclear Exclusion-IL 00 21
    - 30-day Advance Notice of Non-renewal

- Required State Cancellation Endorsement
- Quick Reference or Index – CL/IL 240

- **Unacceptable-**

- Any Pollution Exclusion Endorsement except CG 28 31
- Any Punitive or Exemplary Damages Exclusion
- Any endorsement not named in A or B
- Any type of deductible policy

B. If any part of the work is sublet, similar insurance, and evidence thereof as specified in A.1 above, shall be provided by or on behalf of the subcontractor to cover its operations on CSXT right of way.

C. Prior to entry on CSXT right-of-way, the original Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Department at the address below for its review and transmittal to CSXT. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to CSXT and the Department at the addresses below, and forwarded to the Department for its review and transmittal to CSXT. The certificates of insurance shall state that the insurance coverage will not be suspended, voided, canceled, or reduced in coverage or limits without (30) days advance written notice to CSXT and the Department. No work will be permitted by CSXT on its right-of-way until it has reviewed and approved the evidence of insurance required herein.

DEPARTMENT:

Department of Transportation  
 Utilities Coordination Unit  
 C/O David Hinnant, State Railroad Agent  
 1555 Mail Service Center  
 Raleigh NC 27699-1555

RAILROAD:

Harden and Associates  
 P.O. Box 2286  
 Jacksonville, FL 32203  
 Attn: Janet Ganske

D. The insurance required herein shall in no way serve to limit the liability of Department or its Contractors under the terms of this agreement.

**RAILROAD SITE DATA:**

The following information is provided as a convenience to the Contractor. This information is subject to change and the Contractor should contact the Railroad to verify the accuracy. Since this information is shown as a convenience to the Contractor but is subject to change, the Contractor shall have no claims whatsoever against either the Railroad or the Department of Transportation for any delays or additional costs incurred based on changes in this information.

- Number of tracks - **one**
- Number of trains per day - **four**
- Maximum speed of trains - **40 mph**