



# Project Special Provisions

(Version 06.5)

## Signals and Intelligent Transportation Systems

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 17-Jun-08

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## 1. 2006 STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES

*The 2006 Standard Specifications are revised as follows:*

### 1.1. General Requirements (1098-1)

Page 10-268, Subarticle 1098-1(H)

In the first paragraph, revise the second sentence to “Ensure service disconnects are listed as meeting UL Standard UL-489 and marked as being suitable for use as service equipment.”

In the second paragraph, revise the first sentence to “Furnish NEMA Type 3R meter base rated 100 Ampere minimum that meets the requirements of the local utility. Provide meter base with sockets’ ampere rating based on sockets being wired with minimum of 167 degrees F insulated wire.”

In the second paragraph, last item on page, revise to “With or without horn bypass.”

Page 10-269, Subarticle 1098-1(H)

Revise the second line to “Listed as meeting UL Standard UL-414.”

In the first full paragraph on page, remove the first sentence.

Revise the last paragraph to “If meter base and electrical service disconnect are supplied in the same enclosure, ensure assembly is marked as being suitable for use as service equipment. Ensure combination meter and disconnect mounted in a pedestal for underground service is listed as meeting UL Standard UL-231. Otherwise, ensure combination meter and disconnect is listed as meeting UL Standard UL-67.

### 1.2. Loop Lead-in Cable (1098-8)

Page 10-274, Delete article and replace with the following:

Furnish lead-in cable with two conductors of number 14 AWG fabricated from stranded tinned copper that complies with IMSA Specification 50-2 except as follows:

Ensure conductor is twisted with a maximum lay of 2.0 inches, resulting in a minimum of 6 turns per foot.

Provide a ripcord to allow cable jacket to be opened without using a cutter.

Provide length markings in a contrasting color showing sequential feet and within one percent of actual cable length. Ensure character height of the markings is approximately 0.10 inch.

### 1.3. Underground Conduit-Construction Methods (1715-3)

Page 17-10, Subarticle 1715-3(B) Section (1), Revise 1<sup>st</sup> paragraph, 2<sup>nd</sup> sentence to:

Install rigid metallic conduit for all underground runs located inside railroad right-of-way.

### 1.4. Inductive Detection Loops – Construction Methods (1725-3)

Page 17-20, Subarticle 1725-3, In the first paragraph on the page, revise the first sentence to:

“Twist loop conductor pairs a minimum of 5 turns per foot from where conductors leave saw slot to junction box.

### 1.5. Loop Lead-in Cable – Measurement and Payment (1726-4)

Page 17-20, Delete first paragraph and replace with the following:

*Lead-in cable* will be measured and paid as the actual linear feet of lead-in cable furnished, installed, and accepted. Measurement will be made by calculating the difference in length

markings located on outer jacket from start of run to end of run for each run. Terminate all cables before determining length of cable run.

**1.6. Controllers with Cabinets – Description (1751-1)**

Page 17-31, Add following paragraph at the end of the article.

Modify existing controller cabinets with all necessary hardware and programming to allow for the phasing and operation shown on the signal plans.

**1.7. Controllers with Cabinets – Material (1751-2)**

Page 17-31, Add following paragraph at the end of the article.

For all existing controllers and cabinets to be modified, furnish and install any and all new materials necessary to modify existing controller and cabinet that conform to the standards for new controllers and cabinets.

**1.8. Controllers with Cabinets – Measurement and Payment (1751-4)**

Page 17-33, Add following paragraph after the third paragraph:

*Modify Existing 2070L Controller and Cabinet* will be measured and paid as the actual number of each existing controller and cabinet modified and accepted. An existing controller and cabinet shall be defined as a controller and cabinet that is in place and operational prior to the beginning of the contractor’s work. This payment covers all necessary hardware and programming to modify the existing controller and cabinet to operate as shown in the plans.

Page 17-33, Add following at the end of the article.

**Modify Existing 2070L Controller and Cabinet** .....Each

**2. 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.

**3. SIGNAL HEADS**

**3.1. MATERIALS**

**A. General:**

Fabricate vehicle signal head housings and end caps from die-cast aluminum. Fabricate 12-inch and 16-inch pedestrian signal head housings and end caps from die-cast aluminum. Fabricate 9-inch pedestrian signal head housings, end caps, and visors from virgin polycarbonate material. Provide visor mounting screws, door latches, and hinge pins fabricated from stainless steel. Provide interior screws, fasteners, and metal parts fabricated from stainless steel or corrosion resistant material.

Fabricate tunnel and traditional visors from sheet aluminum.

Paint all surfaces inside and outside of signal housings and doors. Paint outside surfaces of tunnel and traditional visors, messenger cable mounting assemblies, pole and pedestal mounting assemblies, and pedestrian pushbutton housings. Have electrostatically-applied, fused-polyester paint in highway yellow (Federal Standard 595A, Color Chip Number 13538) a minimum of 2.5 to

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3.5 mils thick. Do not apply paint to the latching hardware or rigid vehicle signal head mounting brackets.

Have the interior surfaces of tunnel and traditional visors painted an alkyd urea black synthetic baking enamel with a minimum gloss reflectance and meeting the requirements of MIL-E-10169, "Enamel Heat Resisting, Instrument Black."

For pole mounting, provide side of pole mounting assemblies with framework and all other hardware necessary to make complete, watertight connections of the signal heads to the poles and pedestals. Fabricate the mounting assemblies and frames from aluminum with all necessary hardware, screws, washers, etc. to be stainless steel. Provide mounting fittings that match the positive locking device on the signal head with the serrations integrally cast into the brackets. Provide upper and lower pole plates that have a 1 ¼-inch vertical conduit entrance hubs with the hubs capped on the lower plate and 1 ½-inch horizontal hubs. Ensure that the assemblies provide rigid attachments to poles and pedestals so as to allow no twisting or swaying of the signal heads. Ensure that all raceways are free of sharp edges and protrusions, and can accommodate a minimum of ten Number 14 AWG conductors.

For pedestal mounting, provide a post-top slipfitter mounting assembly that matches the positive locking device on the signal head with serrations integrally cast into the slipfitter. Provide stainless steel hardware, screws, washers, etc. Provide a minimum of six 3/8 X 3/4-inch long square head bolts for attachment to pedestal. Provide a center post for multi-way slipfitters.

**B. Vehicle Signal Heads:**

Comply with the ITE standard "Vehicle Traffic Control Signal Heads". Provide housings with provisions for attaching backplates.

Provide visors that are 8 inches in length for 8-inch vehicle signal head sections. Provide visors that are 10 inches in length for 12-inch vehicle signal heads.

Provide a termination block with one empty terminal for field wiring for each indication plus one empty terminal for the neutral conductor. Have all signal sections wired to the termination block. Provide barriers between the terminals that have terminal screws with a minimum Number 8 thread size and that will accommodate and secure spade lugs sized for a Number 10 terminal screw.

Mount termination blocks in the yellow signal head sections on all in-line vehicle signal heads. Mount the termination block in the red section on five-section vehicle signal heads.

Furnish vehicle signal head interconnecting brackets. Provide one-piece aluminum brackets less than 4.5 inches in height and with no threaded pipe connections. Provide hand holes on the bottom of the brackets to aid in installing wires to the signal heads. Lower brackets that carry no wires and are used only for connecting the bottom signal sections together may be flat in construction.

For messenger cable mounting, provide messenger cable hangers, wire outlet bodies, balance adjusters, bottom caps, wire entrance fitting brackets, and all other hardware necessary to make complete, watertight connections of the vehicle signal heads to the messenger cable. Fabricate mounting assemblies from malleable iron and provide serrated rings made of aluminum. Provide messenger cable hangers and balance adjusters that are galvanized before being painted. Fabricate balance adjuster eyebolt and eyebolt nut from stainless steel or galvanized malleable iron. Provide messenger cable hangers with U-bolt clamps. Fabricate washers, screws, bolts, clevis pins, cotter pins, nuts, and U-bolt clamps from stainless steel.

For mast-arm mounting, provide rigid vehicle signal head mounting brackets and all other hardware necessary to make complete, watertight connections of the vehicle signal heads to the mast arms and to provide a means for vertically adjusting the vehicle signal heads to proper alignment.

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Fabricate the mounting assemblies from malleable iron or aluminum, and provide serrated rings made of aluminum.

Provide light emitting diode (LED) vehicular 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°F to +165°F. Design modules to have a minimum useful life of 60 months and to meet all parameters of this specification during this period of useful life.

**1. LED Circular Signal Modules:**

Provide modules in the following configurations: 12-inch circular sections, and 8-inch circular sections. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department for each module that appears on the 2006 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications*, that each module meets or exceeds the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement" dated June 27, 2005 (hereafter referred to as VTCSH Circular Supplement) and other requirements stated in this specification.

Provide spade terminals crimped to the lead wires and sized for a #10 screw connection to the existing terminal block in a standard signal head. Do not provide other types of crimped terminals with a spade adapter.

Ensure the power supply is integral to the module assembly. On the back of the module, permanently mark the date of manufacture (month & year) or some other method of identifying date of manufacture.

Tint the red, yellow and green lenses to correspond with the wavelength (chromaticity) of the LED. Transparent tinting films are unacceptable.

Provide modules that meet the following requirements when tested under the procedures outlined in the VTCSH Circular Supplement:

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red circular	17	11
8-inch red circular	13	8
12-inch green circular	15	15
8-inch green circular	12	12

For yellow circular signal modules, provide modules tested under the procedures outlined in the VTCSH Circular Supplement to insure power required at 77° F is 22 Watts or less for the 12-inch circular module and 13 Watts or less for the 8-inch circular module.

Note: Use a wattmeter having an accuracy of  $\pm 1\%$  to measure the nominal wattage and maximum wattage of a circular traffic signal module. Power may also be derived from voltage, current and power factor measurements.

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 installation of the modules. During the warranty period, the manufacturer

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must provide replacement modules within 45 days of receipt of modules that have failed at no cost to the State. Provide manufacturer's warranty documentation to the Department during evaluation of product for inclusion on Qualified Products List (QPL).

Inclusion of the LED traffic signal modules on the Department's Qualified Products List for traffic signal equipment requires:

1. Sample submittal,
2. Third-party independent laboratory testing results for each submitted module with evidence of testing and conformance with all of the Design Qualification Testing specified in section 6.4 of the VTCSH Circular Supplement. (Note: The Department currently recognizes two approved independent testing laboratories. They are Intertek ETL Semko and Light Metrics, Incorporated with Garwood Laboratories. Independent laboratory tests from other laboratories will be considered as part of the QPL submittal at the discretion of the Department,
3. Evidence of conformance with the requirements of these specifications,
4. A manufacturer's warranty statement in accordance with the required warranty, and
5. Submittal of manufacturer's design and production documentation for the model, including but not limited to, electrical schematics, electronic component values, proprietary part numbers, bill of materials, and production electrical and photometric test parameters.

**2. LED Arrow Signal Modules**

Ensure arrow modules meet or exceed the electrical and environmental operating requirements of sections 3 and 5 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), the 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. 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 rms, and measure all parameters at this voltage.

**Table 1098-1**

**Maximum Power Consumption (in Watts) at 77°F**

	Red	Yellow	Green
12-inch arrow	9	10	11

Certify that the module meets the requirements of VTCSH-2, Section 5.7. Ensure all wiring meets the requirements of Section 5.1 of the VTCSH-2. In addition, 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 less, and on-state to be 40 Vrms or greater. Design the voltage to decay to 10 Vrms or less in 100 milliseconds. 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

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(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 Table 1098-2. 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 arrow modules for maintained luminous intensity at 165°F (ITE 6.4.2.2). Use LEDs that conform to the chromaticity requirements of VTCSH-2, Section 2 throughout the warranty period over the operating temperature range. Make chromaticity coordinate compliance measurements at 77°F.

**Table 1098-2**  
**Minimum Initial and Maintained Luminance for Arrow Indications (in cd/ft<sup>2</sup>)**

	Red	Yellow	Green
Arrow Indication	511	1022	1022

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

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

Design the assembly and manufacturing process for the module to ensure all internal components are adequately supported to withstand mechanical shock and vibration from high winds and other sources. Group 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



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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, yellow, and green lens to match the wavelength (chromaticity) of the LED.

Ensure that the module meets specifications stated in Chapter 2, Section 9.01 of the ITE Equipment and Materials Standards 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.**

**Burn In** - Energize the sample module(s) for a minimum of 24 hours, at 100 percent on-time duty cycle, at a temperature of +165°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 +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 +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)

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 arrow module is visible at 300 feet 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 installation of the modules. During the warranty period, the manufacturer must provide replacement modules within 45 days of receipt of modules that have failed at no cost to the State. Provide manufacturer's warranty documentation to the Department during evaluation of product for inclusion on Qualified Products List (QPL).

**C. Signal Cable:**

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. Provide a cable jacket labeled with the IMSA specification number and provide conductors constructed of stranded copper.

#### 4. METAL TRAFFIC SIGNAL SUPPORTS

##### 4.1. METAL TRAFFIC SIGNAL SUPPORTS – ALL POLES

###### A. General:

Furnish and install metal strain poles 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, or stay braces. 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.

Standard Drawings for Metal Poles are available that supplement these project special provisions. These drawings are located on the Department's website:

<http://www.ncdot.org/doh/preconstruct/traffic/ITSS/ws/mpoles/poles.html>

The required drawings are M 1, M 2, M 3 (strain poles), M 6 (strain poles), M 7, and M 8 (standard strain poles).

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. Provide an itemized bill of materials for all structural components and associated connecting hardware on the drawings.

If plans call for Standard Metal Signal Supports, comply with Subarticle 1098-1A "General Requirements" for QPL submittals. In addition to these requirements, provide a sealed copy of the pre-approved shop drawings that includes a signal inventory number and project number or work order number on the drawings. Provide design calculations with these submittals.

Summary of information needed for metal pole review submittals:

- Shop drawings & supporting calculations
- Foundation design (custom designed poles only)
- Standard Metal Pole Foundation Selection Form (standard poles only)
- Soil boring logs
- Soil boring location map or other means to correlate borings and the corresponding poles
- Geotechnical report

###### B. Materials:

Fabricate monotube shafts with a uniform linear taper of 0.14 in/ft with steel that conforms to ASTM A-595 minimum Grade A or an approved equivalent. Galvanize in accordance with AASHTO M111.

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.

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Refer to Standard Drawings for Metal Poles M2 for fabrication details. 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, AASHTO M270 grade 36 or an approved equivalent. Conform to the applicable bolt pattern and orientation specified by the design as shown on drawing M2.

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. Unless otherwise required by the design, ensure each anchor bolt is 2" in diameter and 60" in length. Provide 10" minimum thread projection at the top of the bolt, and 8" minimum at the bottom of the bolt. Galvanize each anchor bolt in accordance with AASHTO M232 or M298 from the top of the bolt to a minimum of 2" below the threads.

Provide a circular anchor bolt lock plate that will be secured to the anchor bolts at the embedded end with 2 washers and nuts. Provide a base plate template that matches the bolt circle diameter of the anchor bolt lock plate. Construct plates and templates from ¼" minimum thick steel with a minimum width of 4". Galvanizing is not required.

Provide 4 heavy hex nuts and 4 flat washers for each anchor bolt. For nuts, use AASHTO M291 grade 2H, DH, or DH3 or equivalent material. For flat washers, use AASHTO M293 or equivalent material.

Ensure end caps for poles or mast arms are constructed of cast aluminum conforming to Aluminum Association Alloy 356.0F.

**C. Construction Methods:**

Erect signal supports poles only after concrete has attained a minimum allowable compressive strength of 3000 psi. Follow anchor nut-tightening procedures below to complete the installation of the upright. For further construction methods, see construction methods for Metal Strain Poles, or Metal Pole with Mast Arm.

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.

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- 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. Consider how attachments and applied loads may affect the vertical nature of the metal pole after erected and fully loaded. If necessary, induce a rake to the upright in the opposite direction of the anticipated loads during the initial erection by adjusting the leveling nuts accordingly. Failure to consider this could result in the upright being out of the allowable vertical tolerance as specified in the Metal Strain Pole Construction Methods of this special provision.
2. Install the vertical upright on the anchor bolts, and tighten nuts in compliance with steps 3, 4, and 5 below. Do not attach cantilever arms or messenger cable 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.). Ensure lubricant is 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.

#### **4.2. METAL STRAIN POLE**

##### **A. Materials:**

Provide ground lug at 0° on the pole's radial index for grounding spanwire. Ensure #4 or #6 AWG wire will pass through opening.

**B. Construction Methods:**

Install metal poles, hardware, and fittings as shown on the manufacturer’s installation drawings. Install metal poles so that when the pole is fully loaded it is within 2 degrees of vertical. Install poles with the manufacturer’s recommended “rake.” Use threaded leveling nuts to establish rake.

**4.3. 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 non-standard site specific foundations are designed for standard QPL approved strain poles, the foundation designer must use the design moment specified by load case on drawing M8 of the Standard Drawings for Metal Poles. Failure to conform to this requirement will be grounds for rejection of the design.

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.

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. Discontinue the boring if one of the following occurs:

- A total of 100 blows have been applied in any 2 consecutive 6-in. intervals.
- A total of 50 blows have been applied with < 3-in. 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,

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*E, W, NE, NW, SE or SW*” corresponding to the quadrant location within the intersection. Pole numbers should be made available to the drill contractor. Include pole numbers in the boring label if they are available. If they are not available, ensure the boring labels can be cross-referenced to corresponding pole numbers. 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:

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

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

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

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

**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 strain 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.

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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 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 at:

<http://www.ncdot.org/doh/preconstruct/highway/geotech/formdet/mpsf.pdf>

If assistance is needed with the required calculations, contact the Signals and Geometrics Structural Engineer at (919) 773-2800. 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 at the top of the pier and a horizontal rotational movement of less than 1 inch 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 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 above and 2 inches 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

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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. 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 CDP	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
Novagel Polymer	Geo-Tech Drilling Fluids 220 North Zapata Hwy, Suite 11A Laredo, TX 78043 (210) 587-4758

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



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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.

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.

In order to ensure a minimum of 3 inches 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 "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 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 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> and a maximum cement content of 800 lbs/yd<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 of fly ash per lb of cement removed.
- If Type IP blended cement is used, use a minimum of 665 lbs/yd<sup>3</sup> Type IP blended cement and a maximum of 833 lbs/yd<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 for dry placement of concrete or 7 and 9 inches 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

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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 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 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 above the bottom of the casing being removed. Maintain the concrete level at least 10 feet 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 per half hour, the concrete placement is considered dry. If the water inflow rate is greater than 6 inches 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 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 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 radius of the drilled pier.

The foundation will be considered acceptable for loading when the concrete reaches a minimum compressive strength of 3000 psi. 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.

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. 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.

**4.4. MEASUREMENT AND PAYMENT**

Actual number of metal strain signal poles without regard to height or load capacity furnished, installed and accepted.

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

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

Payment will be made under:

Metal Strain Signal Pole .....	Each
Soil Test .....	Each
Drilled Pier Foundation.....	Cubic Yard

## **5. CONTROLLERS WITH CABINETS**

### **5.1. MATERIALS – TYPE 2070L CONTROLLERS**

Conform to CALTRANS *Transportation Electrical Equipment Specifications (TEES)* (dated August 16, 2002, plus Errata 1 dated October 27, 2003 and Errata 2 dated June 08, 2004) except as required herein.

Furnish Model 2070L controllers. Ensure that removal of the CPU module from the controller will place the intersection into flash.

The Department will provide software at the beginning of the burning-in period. Contractor shall give 5 working days notice before needing software. Program software provided by the Department.

Provide model 2070L controllers with the latest version of OS9 operating software and device drivers, composed of the unit chassis and at a minimum the following modules and assemblies:

- MODEL 2070 1B, CPU Module, Single Board
- MODEL 2070-2A, Field I/O Module (FI/O)
- MODEL 2070-3B, Front Panel Module (FP), Display B (8x40)
- MODEL 2070-4A, Power Supply Module, 10 AMP
- MODEL 2070-7A, Async Serial Com Module (9-pin RS-232)

Furnish one additional MODEL 2070-7A, Async Serial Com Module (9-pin RS-232) for all master controller locations.

For each master location and central control center, furnish a U.S. Robotics V.92 or approved equivalent auto-dial/auto-answer external modem to accomplish the interface to the Department-furnished microcomputers. Include all necessary hardware to ensure telecommunications.

### **5.2. MATERIALS – GENERAL CABINETS**

Provide a moisture resistant coating on all circuit boards.

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

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

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

### 5.3. MATERIALS – TYPE 170E CABINETS

#### A. Type 170 E Cabinets General:

Conform to CALTRANS *Traffic Signal Control Equipment Specifications* except as required herein.

Furnish CALTRANS Model 336S pole mounted cabinets configured for 8 vehicle phases with power distribution assemblies (PDAs) number 2, and 4 pedestrian phases or overlaps.

Furnish CALTRANS Model 332A base mounted cabinets with PDAs #2 and configured for 8 vehicle phases, 4 pedestrian phases, and 4 overlaps. When overlaps are required, provide auxiliary output files for the overlaps. Do not reassign load switches to accommodate overlaps unless shown on electrical details.

#### B. Type 170 E Cabinet Electrical Requirements:

Provide a cabinet assembly designed to ensure that upon leaving any cabinet switch or conflict monitor initiated flashing operation, the controller starts up in the programmed start up phases and start up interval.

Furnish two sets of non-fading cabinet wiring diagrams and schematics in a paper envelope or container and placed in the cabinet drawer.

Provide surge suppression in the cabinet for each type of cabinet device. Provide surge protection for the full capacity of the cabinet input file.

All AC+ power is subject to radio frequency signal suppression.

If additional surge protected power outlets are needed to accommodate fiber transceivers, modems, etc.; install a UL listed, industrial, heavy-duty type power outlet strip with a maximum rating of 15 A / 125 VAC, 60 Hz. Provide a strip that has a minimum of 3 grounded outlets. Ensure the power outlet strip plugs into one of the controller unit receptacles located on the rear of the PDA. Ensure power outlet strip is mounted securely; provide strain relief if necessary.

Connect detector test switches for cabinets as follows:

336S Cabinet		332A Cabinet	
Detector Call Switches	Terminals	Detector Call Switches	Terminals
Phase 1	I1-F	Phase 1	I1-W
Phase 2	I2-F	Phase 2	I4-W
Phase 3	I3-F	Phase 3	I5-W
Phase 4	I4-F	Phase 4	I8-W
Phase 5	I5-F	Phase 5	J1-W
Phase 6	I6-F	Phase 6	J4-W
Phase 7	I7-F	Phase 7	J5-W
Phase 8	I8-F	Phase 8	J8-W

Provide a terminal mounted loop surge suppresser device for each set of loop terminals in the cabinet. For a 10x700 microsecond waveform, ensure that the device can withstand a minimum of 25 peak surge current occurrences at 100A, in both differential and common modes. Ensure that the maximum breakover voltage is 170V and the maximum on-state clamping voltage is 30V. Provide a maximum response time less than 5 nanoseconds. Ensure that off-state leakage current is less than 10  $\mu$ A. Provide a nominal capacitance less than 220pf for both differential and common modes.

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

Provide surge suppression on each DC input channel in the cabinet. Ensure that the DC input channel surge suppresser can withstand a peak surge current of at least 10,000 amperes in the form of an 8x20 microsecond waveform and at least 100 occurrences of an 8x20 microsecond wave form at 2000 A. Ensure that the maximum clamping voltage is 30V. Provide a maximum response time less than 1 nanosecond and a series resistance less than 15  $\Omega$  per line.

Provide protection for each preemption or 120 Vrms single phase signal input by an external stud mounted surge protector. Ensure that a minimum stud size of 1/3 inch, and Number 14 AWG minimum sized wire leads with 1 foot minimum lengths. Ensure that a peak surge trip point less than 890 volts nominal for a 600 volt rise per microsecond impulse, and 950 volts nominal for a 3000 volt per microsecond rise impulse. Provide a maximum surge response time less than 200 nanoseconds at 10 kV per microsecond. Ensure that the AC isolation channel surge suppresser can withstand at least 25 occurrences of a 8x20 waveform of 10,000 amperes and a peak single pulse 8x20 microsecond wave form of 20,000 amperes. Provide a maximum clamping voltage of 30V. Provide a maximum response time less than 1 nanosecond. Ensure that the discharge voltage is under 200 volts at 1000 amperes and the insulation resistance is 100 megaohms. Provide an absolute maximum operating line current of one ampere at 120 Vrms.

Provide conductors for surge protection wiring that are of sufficient size (ampacity) to withstand maximum overcurrents which could occur before protective device thresholds are attained and current flow is interrupted.

Furnish a fluorescent fixture in the rear across the top of the cabinet and another fluorescent fixture in the front across the top of the cabinet at a minimum. Ensure that the fixtures provide sufficient light to illuminate all terminals, labels, switches, and devices in the cabinet. Conveniently locate the fixtures so as not to interfere with a technician's ability to perform work on any devices or terminals in the cabinet. Provide a protective diffuser to cover exposed bulbs. Furnish all bulbs with the cabinet. Provide door switch actuation for the fixtures.

Furnish a police panel with a police panel door. Ensure that the police panel door permits access to the police panel when the main door is closed. Ensure that no rainwater can enter the cabinet even with the police panel door open. Provide a police panel door hinged on the right side as viewed from the front. Provide a police panel door lock that is keyed to a standard police/fire call box key. In addition to CALTRANS Specifications, provide the police panel with a toggle switch connected to switch the intersection operation between normal stop-and-go operation (AUTO) and manual operation (MANUAL). Ensure that manual control can be implemented using inputs and software such that the controller provides full programmed clearance times for the yellow clearance and red clearance for each phase while under manual control.

Provide a 1/4-inch locking phone jack in the police panel for a hand control to manually control the intersection. Provide sufficient room in the police panel for storage of a hand control and cord.

Provide detector test switches inside the cabinet on the door or other convenient location which may be used to place a call on each of eight phases based on standard CALTRANS input file designation for detector racks. Provide three positions for each switch: On (place call), Off (normal

detector operation), and Momentary On (place momentary call and return to normal detector operation after switch is released). Ensure that the switches are located such that the technician can read the controller display and observe the intersection.

Provide a shorting jack inside cabinet that functions exclusively to call the controller and cabinet assembly into the automatic diagnostics functions. Ensure shorting jack will mate with a Switchcraft Model 190 plug or equivalent. Place jack in a convenient, unobstructed location inside cabinet. When the mating plug is inserted into the jack, ensure controller enters the diagnostic test mode and a controller generated monitor reset signal is placed on Pin C1-102 (monitor external reset) of the model 210 conflict monitor which causes the monitor to automatically reset.

Equip cabinet with a connector and terminal assembly designated as P20 (Magnum P/N 722120 or equivalent) for monitoring the absence of any valid AC+ signal display (defined here as red, yellow, or green) input on any channel of the conflict monitor. Connect the terminal through a 3 1/2 feet 20 wire ribbon cable which mates on the other end to a connector (3M-3428-5302 or equivalent) installed in the front of the Type 210 enhanced conflict monitor. Ensure that the female connector which mates with the connector on the conflict monitor has keys to ensure that proper connection. Ensure that the cabinet enters the flash mode if the ribbon cable is not properly connected. Provide a P20 connector and terminal assembly that conforms to Los Angeles City DOT “Traffic Signal Specification DOT 170 ATSAC Universal and Related Equipment #54-053-02”.

Terminate ribbon cable at the P20 connector and terminal assembly. Ensure the P20 connector and mating ribbon cable connector is keyed to prevent cable from being improperly installed. Wire the P20 connector to the traffic signal red displays to provide inputs to conflict monitor as shown:

<b>Pin #</b>	<b>Function</b>	<b>Pin #</b>	<b>Function</b>
1	Channel 15 Red	11	Channel 9 Red
2	Channel 16 Red	12	Channel 8 Red
3	Channel 14 Red	13	Channel 7 Red
4	GND	14	Channel 6 Red
5	Channel 13 Red	15	Channel 5 Red
6	Special Function 2	16	Channel 4 Red
7	Channel 12 Red	17	Channel 3 Red
8	Special Function 1	18	Channel 2 Red
9	Channel 10 Red	19	Channel 1 Red
10	Channel 11 Red	20	Red Enable

Provide a convenient means to jumper 120 VAC from the signal load switch AC+ supply bus to any channel Red input to the P20 connector in order to tie unused red inputs high. Ensure that easy access is provided to the jumper connecting terminals on the back side of cabinet. Locate the jumper terminals connecting to all 16 channel Red inputs in the same terminal block. For each channel Red input terminal, provide a companion terminal supplying AC+ from the signal bus. Provide one of the following two methods for providing Signal AC+ to the channel red input:

- Place a commercially available jumper plug between the channel Red input and its companion Signal Bus AC+ terminal.
- Place a jumper wire between a channel red input screw terminal and its companion Signal Bus AC+ screw terminal.

Connection between channel Red input terminal and its companion Signal Bus AC+ terminal must not require a wire greater than 1/2 inch in length.

Conform to the following Department wiring requirements:

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- Wire the Red Enable monitor input to the Signal Bus AC+ terminal TB01-1.
- Do not connect either the special function 1 or the special function 2 monitor input to the red monitor card.
- Ensure that removal of the P-20 ribbon cable will cause the monitor to recognize a latching fault condition and place the cabinet into flashing operation and that this is implemented in the conflict monitor software.

Ensure that removal of the conflict monitor from the cabinet will cause the cabinet to revert to flashing operation.

Provide Model 200 load switches and Model 204 flashers.

**C. Type 170 E Cabinet Physical Requirements:**

Provide a surge protection panel with 16 loop protection devices and designed to allow sufficient free space for wire connection/disconnection and surge protection device replacement. Provide an additional three slots protected with six AC+ interconnect surge devices and two protected by four DC surge protection devices. Provide no protection devices on slot 14. Attach flash sense and stop time to the upper and lower slot as required.

- i) For pole mounted cabinets, mount surge protection devices for the AC+ interconnect cable inputs, inductive loop detector inputs, and low voltage DC inputs on a fold down panel assembly on the rear side of the input files. Fabricate the surge protection devices from sturdy aluminum and incorporate a swing down back panel to which the surge protection devices are attached. Attach the swing down panel to the assembly using thumb screws. Have the surge protection devices mounted horizontally on the panel and soldered to the feed through terminals of four 14 position terminal blocks with #8 screws mounted on the other side.
- ii) For base mounted cabinets, attach separate surge protection termination panels to each side of the cabinet rack assembly. Mount the surge protection termination panel for AC isolation devices on the same side of the cabinet as the AC service inputs. Install the surge protection termination panel for DC terminals and loop detector terminals on the opposite side of the cabinet from the AC service inputs. Attach each panel to the rack assembly using bolts and make it easily removable. Mount the surge protection devices in horizontal rows on each panel and solder to the feed through terminals of 14 position terminal blocks with #8 screws mounted on the other side. Wire the terminals to the rear of a standard input file using spade lugs for input file protection.

Provide permanent labels that indicate the slot and the pins connected to each terminal that may be viewed from the rear cabinet door. Label and orient terminals so that each pair of inputs is next to each other. Ensure the top row of terminals is connected to the upper slots and the bottom row of terminals is connected to the bottom slots. Indicate on the labeling the slot number (1-14) and the terminal pins of the input slots (either D & E for upper or J & K for lower). Terminate all grounds from the surge protection on a 15 position copper equipment ground bus attached to the rear swing down panel. Ensure that a Number 4 AWG green wire connects the surge protection panel assembly ground bus to the main cabinet equipment ground. Provide a standard input file and surge protection panel assembly that fits outside and behind the input file. Ensure the fold down panel allows for easy removal of the input file without removing the surge protection panel assembly or its parts.

Provide a minimum 14 x 16 inch pull out, hinged top shelf located immediately below controller mounting section of the cabinet. Ensure the shelf is designed to fully expose the table surface outside the controller at a height approximately even with the bottom of the controller. Ensure the shelf has a storage bin interior which is a minimum of 1 inch deep and approximately the same dimensions as



the shelf. Provide an access to the storage area by lifting the hinged top of the shelf. Fabricate the shelf and slide from aluminum or stainless steel and ensure the assembly can support the 170E controller plus 15 pounds of additional weight. Ensure shelf has a locking mechanism to secure it in the fully extended position and does not inhibit the removal of the 170E controller or removal of cards inside the controller when fully extended. Provide a locking mechanism that is easily released when the shelf is to be returned to its non-use position directly under the controller.

**D. Type 170 E Model 2010 Enhanced Conflict Monitor:**

Furnish Model 2010 Enhanced Conflict Monitors with 16 channels. In addition to CALTRANS requirements, ensure the conflict monitor monitors for the absence of a valid voltage level on at least one channel output of each load switch. Ensure that the absence of the programming card will cause the conflict monitor to trigger, and remain in the triggered state until reset.

Provide a conflict monitor that recognizes the faults specified by CALTRANS and the following additional per channel faults that apply for monitor inputs to each channel:

- consider a Red input greater than 70 Vrms as an “on” condition;
- consider a Red input less than 50 Vrms as an “off” condition (no valid signal);
- consider a Red input between 50 Vrms and 70 Vrms to be undefined by these specifications;
- consider a Yellow or Green input greater than 25 Vrms as an “on” condition;
- consider a Green or Yellow input less than 15 Vrms as an “off” condition; and
- consider a Green or Yellow input between 15 Vrms and 25 Vrms to be undefined by these specifications.

Ensure monitor will trigger upon detection of a fault and will remain in the triggered (failure detected) state until unit is reset at the front panel or through the remote reset input for the following failures:

1. **Red Monitoring or Absence of Any Indication (Red Failure):** A condition in which no “on” voltage signal is detected on any of the green, yellow, or red inputs to a given monitor channel. If a signal is not detected on at least one input (R, Y, or G) of a conflict monitor channel for a period greater than 1000 ms when used with a 170 controller and 1500 ms when used with a 2070L controller, ensure monitor will trigger and put the intersection into flash. If the absence of any indication condition lasts less than 750 ms when used with a 170 controller and 1200 ms when used with a 2070L controller, ensure conflict monitor will not trigger. Have red monitoring occur when the P20 Connector is installed and both the following input conditions are in effect: a) Red Enable input to monitor is active (Red Enable voltages are “on” at greater than 70 Vrms, off at less than 50 Vrms, undefined between 50 and 70 Vrms), and b) neither Special Function 1 nor Special Function 2 inputs are active.
2. **Yellow Indication Sequence Error:** Yellow indication following a green is missing or shorter than 2.7 seconds (with  $\pm 0.1$ -second accuracy). If a channel fails to detect an “on” signal at the Yellow input following the detection of an “on” signal at a Green input for that channel, ensure that the monitor triggers and generates a sequence error fault indication.
3. **Dual Indications on the Same Channel:** In this condition, more than one indication (R,Y,G) is detected as “on” at the same time on the same channel. If dual indications are detected for a period greater than 500 ms, ensure that the conflict monitor triggers and displays the proper failure indication (Dual Ind fault). If this condition is detected for less than 250 ms, ensure that the monitor does not trigger.

Enable the monitor function for short/missing yellows and for dual indications on a per channel basis.

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Provide Special Function 1 and Special Function 2 that comply with the Los Angeles City DOT *Traffic Signal Specification DOT 170 ATSAC Universal and Related Equipment #54-053-02* to eliminate red failure monitoring while allowing other additional enhanced fault monitoring functions to continue.

Ensure that the removal of the P-20 ribbon cable will cause the monitor to recognize a latching fault condition and place the cabinet into flashing operation.

Ensure that when the Conflict Monitor is triggered due to a fault, it provides an LED indication identifying the type of failure detected by the monitor except for the P20 ribbon cable removal fault. Ensure that the monitor indicates which channels were active during a conflict condition and which channels experienced a failure for all other per channel fault conditions detected, and that these indications and the status of each channel are retained until the Conflict Monitor is reset.

Ensure that the conflict monitor will store at least nine of the most recent malfunctions detected by the monitor in EEPROM memory. For each malfunction, record at a minimum the time, date, type of malfunction, relevant field signal indications, and specific channels involved with the malfunction.

Provide communications from the monitor to the 170/2070L controller via an RS-232C/D port on the monitor in order to upload all event log information from the monitor to the controller or to a Department-furnished system computer via the controller. Ensure that the controller can receive the data through a controller Asynchronous Communications Interface Adapter (Type 170E) or Async Serial Comm Module (2070L) determined by the controller software. Provide software capable of communicating directly through the same monitor RS-232C/D to retrieve all event log information to a Department-furnished laptop computer.

In addition to the connectors required by the CALTRANS Specifications, provide the conflict monitor with a connector mounted on the front of the monitor (3M-3428-5302 with two polarizing keys or equal) which mates with a 20 pin ribbon cable connector that conducts the signals from the P20 connector on the cabinet assembly. Provide a P20 connector and terminal assembly that complies with the Los Angeles City DOT “Traffic Signal Specification DOT 170 ATSAC Universal and Related Equipment #54-053-02”. Provide connector pins on the monitor with the following functions:

<b>Pin #</b>	<b>Function</b>	<b>Pin #</b>	<b>Function</b>
1	Channel 15 Red	11	Channel 9 Red
2	Channel 16 Red	12	Channel 8 Red
3	Channel 14 Red	13	Channel 7 Red
4	Chassis Ground	14	Channel 6 Red
5	Channel 13 Red	15	Channel 5 Red
6	Special Function 2	16	Channel 4 Red
7	Channel 12 Red	17	Channel 3 Red
8	Special Function 1	18	Channel 2 Red
9	Channel 10 Red	19	Channel 1 Red
10	Channel 11 Red	20	Red Enable

Provide a DB-9 female connector for the purpose of data communication with the controller. Electrically isolate the port interface electronics from all monitor electronics, excluding Chassis Ground. Furnish a communications connecting cable with pin connections as follows:

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170		Conflict Monitor DB-9
RX pin L	Connect to	TX pin 2
TX pin K	Connect to	RX pin 3
+5 pin D	Connect to	DTR pin 4
GND pin N	Connect to	GND pin 5

2070L		Conflict Monitor DB-9
DCD pin 1	Connect to	DCD pin 1
RX pin 2	Connect to	TX pin 2
TX pin 3	Connect to	RX pin 3
GND pin 5	Connect to	GND pin 5
RTS pin 7	Connect to	CTS pin 7
CTS pin 8	Connect to	RTS pin 8

**5.4. MATERIALS – TYPE 170 DETECTOR SENSOR UNITS**

Furnish detector sensor units that comply with Chapter 5, “General Requirements for Detector Sensor Units,” of the CALTRANS Specifications, and the requirements for Model 222 and Model 224 loop detector sensor units.

**6. REMOVAL OF EXISTING TRAFFIC SIGNAL INSTALLATIONS**

**6.1. DESCRIPTION**

Remove existing traffic signal installations.

**6.2. CONSTRUCTION METHODS**

**A. General:**

Remove a significant portion of an existing traffic signal installation at the following location:  
 US 701 Bypass and US 701 Business at NC 130/SR 1432 (Love Mill Road) ..... (06-0257)

The above location has two intersections operating on one controller. The removal is for the portion of the signal not being reused under the project – the intersection of US 701 Business at NC 130. Disconnect all existing loops and signal heads associated with the US 701 Business intersection. The second location (US 701 Bypass at NC 130/SR 1432 (Love Mill Road)) shall be modified for the operation shown in the temporary signal design in the plan package. Removal of the equipment at US 701 Business should not interfere with the operation of the loops, phasing, heads, or timing of the remaining portion of the existing signal.

Coordinate removal of the signal equipment with the cable routing plans as they require that the two signal poles south of NC 130 remain in place for the fiber-optic cable. Maintain and repair traffic signal equipment within the limits of the project until the traffic signal equipment is disconnected and stockpiled.

**B. Removal:**

See the Traffic Control plans for appropriate timing of the removal of the US 701 Business portion of the above described signal. Dismantle and remove existing traffic signal equipment and material, excluding joint use poles and the two signal poles mentioned above. Disconnect and

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remove all Department equipment from joint use poles in a manner that will not damage the poles or existing utilities.

Install the required regulatory signs in accordance with Sections 900, 901, and 903 of the *Standard Specifications* before modifying the traffic signal installation. Cover the signs with burlap bags until appropriate portion of the traffic signal is removed. Uncover the signs immediately upon beginning the removal of the signal equipment.

Use methods to remove the portion of the traffic signal installation that will not result in damage to the portion of the signal that is remaining or other portions of the project or facility. Repair damage that results from the Contractor's actions at no additional cost to the Department.

Final acceptance of the project is contingent upon the removal of the existing traffic signal installation. Removal of the existing traffic signal is part of the work required by the final completion date.

**C. Disposal:**

Remove all Department traffic signal equipment, span poles, messenger cable, and supporting hardware that will not be reused. Assume ownership and promptly transport the removed poles, messenger cable, interconnect cable, and supporting hardware. Return all other traffic signal equipment and material to the Traffic Services Office within the Division responsible for the administration of the project.

Return the removed equipment and material between the hours of 8:00 a.m. and 12:00 p.m. Monday through Thursday, or at a time mutually agreed upon by the Contractor and the Engineer. Replace or repair all material lost or damaged during its removal and transit. Label all returned equipment and material to indicate its original location.

**6.3. MEASUREMENT AND PAYMENT**

Actual number of intersections that were completely cleared of all traffic signal equipment (with exception of 2 signal poles mentioned in section 6.2.A above). The traffic signal equipment shall have existed along the roadway before the start of construction on the project, shall have had no changes made to the phasing or timing by the Contractor, shall have had no additional equipment installed by the Contractor during the life of the project (excluding equipment for maintenance), and shall have been removed as a part of the project. No measurement will be made for the modification of the remaining portion of the signal as it is considered incidental to the removal of the unused portion.

Payment will be made under:

Traffic Signal Removal.....Each

**7. MODIFY CABINET FOUNDATIONS**

**7.1. DESCRIPTION**

Where approved by the Engineer, install conduit entrances into existing foundations in accordance with the plans and specifications.

**7.2. MATERIALS**

Comply with the provisions of section 1750-2.

**7.3. CONSTRUCTION METHODS**

**A. Install Conduit Entrance into Existing Foundation:**

Install Conduit Entrances into existing cabinet foundations by core drilling foundations to install additional conduit.

Maintain a minimum of 3 inches of cover between new conduit and edge of foundation. Maintain minimum clearances of 1 inch from the flange of the base adapter and 2 inches from existing conduits. Avoid damaging existing conduit, conductors, and anchor bolts. Repair all such damages. Where approved by the Engineer, the foundation may be chipped instead of drilled for conduit entrance. When possible, maintain traffic signal operations while drilling is performed.

Bond new metallic conduit to the cabinet grounding system.

After installation of conduit, place grout to seal around conduit, and return the foundation to normal appearance.

**7.4. MEASUREMENT AND PAYMENT**

Actual number of conduit entrances drilled into existing cabinet foundations furnished, installed and accepted.

Payment will be made under:

Conduit Entrance into Existing Foundation.....Each