



Project Special Provisions

(Version 06.6)

Signals and Intelligent Transportation Systems

Prepared By: iou
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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.

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

ADD new Subarticle 1098-1 (J) Performance of Warranty Repair and Maintenance

Provide authorization to the Traffic Electronics Center of the North Carolina Department of Transportation (NCDOT) to perform all warranty repairs after project acceptance. The decision to perform warranty work at the Traffic Electronics Center by NCDOT electronics technicians or to have warranty work performed by the vendor shall be at the discretion of the State. Provide any training required by the manufacturer to authorize the Traffic Electronics Center to perform warranty work and ensure manufacturer will furnish parts to the Traffic Electronics Center for all warranty repairs at no cost to the State. In addition, ensure the manufacturer agrees to provide prompt technical support to the NCDOT electronics technicians for a period of one year after the end of the warranty period at no cost to the State. Defective parts replaced under warranty by the Traffic Electronics Center will be returned to the vendor at the vendor’s request. Provide schematics, part lists, and other documentation to perform bench repair to the Traffic Electronics Center within two weeks upon request. The Department agrees not to divulge any proprietary information in the schematics, part lists, and other documentation upon request from the vendor. After project acceptance and at the request of the State, manufacturer shall perform warranty repairs to equipment which fails during the warranty period at no cost to the State including freight costs to ship repaired equipment back to the Traffic Electronics Center. Ensure all equipment is repaired and returned to the Traffic Electronics Center within twenty-one calendar days of receipt by the manufacturer.

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

ADD new Subarticle 1098-1 (K) Maintenance and Repair of Materials

Perform maintenance (testing) on all Traffic Signal Conflict Monitors every twelve (12) months for the life of the project beginning with the initial test and every twelve (12) months thereafter. Provide the initial test date via the manufacturer’s certification or via testing prior to installation of

the conflict monitor at an intersection. Use the ATSI Incorporated Model PCMT-2600 Conflict Monitor Tester, or an Engineer approved equivalent. Ensure that the Conflict Monitor Tester is maintained and calibrated per the manufacturer's recommendation. Provide to the Engineer a copy of the manufacturer's certification that the Conflict Monitor Tester is in proper working order before testing the Traffic Signal Conflict Monitors. Perform the test on the Traffic Signal Conflict Monitors per the manufacturer's recommendation. For each Traffic Signal Conflict Monitor tested, provide two (2) dated copies of the test results: one (1) copy for the Engineer and one (1) copy for the traffic signal cabinet.

1.2. Wood Poles (1098-6)

Page 10-272, Delete article. Refer to Subarticles 1082 -3(F) and 1082-4(G).

1.3. 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.

1.4. Underground Conduit – Construction Methods (1715-3)

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

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

1.5. Riser Assemblies – Construction Methods (1722-3)

Page 17-18, Subarticle 1722-3, Add the following:

Transition from the rigid galvanized steel risers to underground PVC conduits using an approved rigid galvanized steel sweeping elbow with PVC female adaptor.

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

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

“Between where loop conductor pairs leave saw cut in pavement and junction boxes, twist loop conductor pairs a minimum of 5 turns per foot.”

1.7. 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.

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 3.5 mils thick. Do not apply paint to the latching hardware or rigid vehicle signal head mounting brackets for mast-arm attachments.

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.

For light emitting diode (LED) traffic signal modules, provide the following requirements for inclusion on the Department's Qualified Products List for traffic signal equipment.

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 each of the following Institute of Transportation Engineers (ITE) specifications:
 - Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement
 - Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement

- Pedestrian Traffic Control Signal Indications – Part 2: Light Emitting Diode (LED) Pedestrian Traffic Signal Modules.

(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 may 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.

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).

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

Provide 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.

For the modules, 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 a lens that is integral to the unit with a smooth outer surface.

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 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 ±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.

2. LED Arrow Signal Modules

Provide 12-inch omnidirectional arrow signal modules. 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 requirements for 12-inch omnidirectional modules specified in the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement" dated July 1, 2007 (hereafter referred to as VTCSH Arrow Supplement) and other requirements stated in this specification.

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

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red circular	12	9
12-inch green circular	11	11

For yellow arrow signal modules, provide modules tested under the procedures outlined in the VTCSH Arrow Supplement to insure power required at 77° F is 12 Watts or less.

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

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. WIRELESS MAGNETIC SENSOR VEHICLE DETECTION SYSTEM

DESCRIPTION

Furnish a vehicle detection system that uses battery-powered magnetic field sensors for pavement installation that communicate traffic detection data by wireless communication to a transceiver for a local traffic signal cabinet. Ensure each sensor responds to the change in the earth's local magnetic field resulting from the presence and passage of a vehicle. Ensure the system contains sensor(s), transceiver(s), and any other device(s) to provide detection data to a traffic signal controller.

MATERIALS

Provide magnetic sensors to detect vehicle traffic such as cars, trucks, and motorcycles. Ensure each sensor is sized for an installation into a 4-inch diameter by 3-inch deep hole. Ensure the sensor provides vehicle traffic data for volume and occupancy. Ensure the sensor holds a detection call when a vehicle is stopped in its detection field. Provide a sensor to simulate a detection zone of a 6' x 6' inductive loop. Provide a combination of sensors to simulate a detection zone of a 6' x 40'

quadrupole inductive loop and a 6' x 60' quadrupole inductive loop. Ensure the sensors operate as specified by the intersection design plans.

Provide two-way wireless communication between the sensors and the transceiver devices. Ensure no disruption to the wireless communication when the transceiver devices are located on the side of the road surface. Ensure that the sensors can communicate with the transceiver devices for a minimum distance of 100 feet. Ensure all wireless communications within the system operate in an unlicensed frequency band and avoid interference with other devices operating in the unlicensed frequency band. Provide at least 16 frequency channels that are user-configurable.

Provide each sensor to transmit its detection data within 150 ms of a detected event. Ensure the sensor samples the earth's magnetic field at a rate of 128 Hz or faster. Ensure that each sensor transmits a unique identifying code. Ensure that each sensor automatically recalibrates its threshold values in response to changes in the ambient magnetic field based on user-programmed criteria.

Furnish each sensor that is manufactured as a single housing module that conforms to NEMA Type 6P enclosure. Ensure that the components of the sensor are fully encapsulated within the housing to prevent moisture from degrading the components. Ensure the sensor operates at temperatures from -37 degrees F to 176 degrees F. Provide battery-power with an average life expectancy of 10 years when the sensor is operating under normal traffic conditions.

Provide a clear injection molded clamshell style case made of poly-propylene for protecting the sensor in the roadway. Ensure case protects the sensor from sealant material. Ensure the case holds the sensor in place and is form-fitting to ensure cured sealant does not collapse when exposed to traffic loads.

Furnish the transceiver to provide detection data to the traffic signal cabinet and ensure the traffic signal controller receives each sensor detection call. Ensure the traffic signal controller receives both presence mode and pulse mode detection calls.

Provide indications inside the traffic signal cabinet to display each channel detection status and fault condition. Provide a switch inside the traffic signal cabinet to select presence mode and pulse mode for each channel. Provide user-selectable sensitivity levels for vehicle detection. Furnish equipment to operate in Type 332 and 336S traffic signal cabinets.

Provide software for installation and use on personal computers to upload and download configuration data to each sensor. Ensure application software is compatible with Windows 2000 and Windows XP operating systems. Ensure software does not require administrative permissions to load and operate. Ensure the software can retrieve and store detection data from the sensors. Ensure the software on the personal computer transmits data from the personal computer to each sensor through the transceiver by wireless communication. Also, provide any update to the firmware in each sensor by wireless communication. Provide a license to the Department to allow the duplication of the personal computer software as needed to design, install and maintain these systems.

4.1. CONSTRUCTION METHODS

Install the wireless magnetic sensor vehicle detector system in accordance with the manufacturer's recommendations. Enclose the wireless magnetic sensor in a molded clamshell style case before installation into the roadway. When installing each sensor into the hole, ensure epoxy sufficiently covers the sensor in the road surface.

Arrange and conduct site surveys with the system manufacturer's representative and Department personnel to determine proper sensor and transceiver selection and placement. Provide the

Department at least 3 working days notice before conducting site surveys. The Engineer will approve final locations of sensors, transceivers and any necessary repeaters.

Install the transceiver in such a manner that avoids conflicts with other utilities and as specified in the manufacturer’s recommendations. Secure the transceiver mounting hardware to the pole and route the cabling such that no strain is placed on connectors.

Before beginning work at locations that require a wireless magnetic sensor vehicle detector system, furnish system software. Upon activation of the system, provide detector configuration files.

Place system into operation. Configure wireless magnetic sensor vehicle detector system to achieve required detection in designated areas. Have a certified manufacturer’s representative on site to supervise and assist with installation, set up, and testing of the system.

Install the necessary processing and communications equipment in the signal controller cabinet. Make all necessary modifications to install equipment in cabinet. Ensure the traffic signal controller receives each sensor detection call.

Place a copy of all manufacturer equipment specifications and instruction and maintenance manuals in the equipment cabinet.

Provide at least 4 hours of training on the set up, operation, troubleshooting, and maintenance of the wireless magnetic sensor vehicle detector system to a maximum of ten Department personnel. Arrange for training to be conducted by the manufacturer’s representative at an approved site within the Division responsible for administration of the project. Thirty days before conducting training submit a detailed course curriculum, draft manuals and materials, and resumes. Obtain approval of the submittal before conducting the training. At least one week before beginning training, provide three sets of complete documentation necessary to maintain and operate the system. Do not perform training until installation of the wireless magnetic sensor vehicle detector system is complete.

4.2. MEASUREMENT AND PAYMENT

Actual number of wireless magnetic sensor vehicle detector systems furnished, installed, and accepted.

No measurement will be made of cables or hardware, as these will be considered incidental to furnishing and installing wireless magnetic sensor vehicle detector system.

Payment will be made under:

Wireless Magnetic Sensor Vehicle Detector System.....Each

5. SPREAD SPECTRUM WIRELESS RADIO

5.1. DESCRIPTION

Furnish and install a spread spectrum wireless radio system with all necessary hardware and signage in accordance with the plans and specifications to provide a data link between field devices (i.e. Traffic Signal Controllers, Dynamic Message Signs, etc.). Provide a radio system with a bi-directional, full duplex communications channel between two “line-of-sight” antennas using license free, spread spectrum technology operating in the 902-928 MHz frequency band.

Furnish material and workmanship conforming to the *National Electrical Code* (NEC), the *National Electrical Safety Code* (NESC), Underwriter’s Laboratories (UL) or a third-party listing agency accredited by the North Carolina Department of Insurance, and all local safety codes in effect on the date of advertisement. Comply with all regulations and codes imposed by the owner of affected utility poles.

5.2.MATERIALS

A. 900MHz Wireless Radio Systems:

Furnish license free 902 – 928 MHz radio modems with antennas, coaxial cable and mounting hardware, and configuration software. Design radio modems to work in “point-to-point”, “point-to-multipoint”, “multipoint-to-point”, and “multipoint-to-multipoint” configurations. Ensure the spread spectrum wireless radio meets the following minimum requirements:

- License free (ISM) Spread Spectrum radio band (902 – 928 MHz)
- Frequency Hopping Technology (Direct Sequence Spread Spectrum Technology is not acceptable)
- Bi-Directional, Full Duplex
- Programmable Radio Frequency (RF) output levels of 1mW, 10mW, 100mW, or 1 Watt
- A minimum of 139 user-selectable radio frequency channels, with 62 available hopping sequences (2 non-overlapping)
- RS-232 interface capable of operating from 1200 bps to 115.2 Kbps, with 8 or 9 bit format or 1200 bps Bell 202
- DB9-F connector for RS-232 port
- Maximum of 8 mSec. end-to-end latency
- 16 bit Cyclic Redundancy Check (CRC) error checking with auto re-transmit
- Built-in store-and-forward (single radio repeater – back to back radio set-ups are not allowed to accomplish this function)
- 32 Bit encryption
- Receiver Sensitivity of -110dBm @ 10^{-6} BER
- Antenna port: Reverse Polarity - Threaded Normalized Connector-Female (RP TNC-F) antenna connector
- Front panel LED indicators:
 - Power
 - Transmit Data
 - Receive Data
 - Data Port Indicator
- Operating temperature of -40 to $+176$ degrees F at 0 to 95% Humidity
- Power supply requirements:
 - Wall Adapter: 120 VAC UL/CSA wall cube plug-in module with 12 VDC, 1 Amp, nominal output.
 - Typical current draw of no greater than 355 mA when powered with 12 VDC input, and transmitting 1 Watt of RF output power.
 - Radio Sleep mode with a maximum current draw of $<1\mu\text{A}$.
- Shelf mounted design

Furnish a Radio Frequency Signal Jumper constructed of an RG-58 Coaxial Cable with Reverse Polarity - Threaded Normalized Connector-Male (RP TNC-M) on one end for connection to a radio unit and a Standard N-Type Male Connector on the other end for connection to the lightning arrestor. Provide the jumper in 6 foot lengths. Ensure that the cable is assembled by a manufacturing facility. Contractor and/or Vendor assembled cables are not acceptable.

Furnish an RS-232 data interface cable to be installed between the radio modem and the field device's RS-232 interface. Ensure cable is a minimum of 6 feet long. Ensure that the cable is assembled by a manufacturing facility. Contractor and/or Vendor assembled cables are not acceptable.

Ensure that installing the wireless radio system with a fully functional field device (i.e. controller) does not require any field device modifications with regards to hardware or software.

Furnish an ENCOM Model #EP-5200 Spread Spectrum Wireless Radio or an approved equivalent.

B. Software:

Furnish units with a Window Based™ software program that uses a GUI (Graphical User Interface) to provide “remote programming, radio configuration, remote maintenance, diagnostics and spectrum analyzer” features. For compatibility with the ENCOM wireless radio or an approved equivalent wireless radio, provide ENCOM ControlPAK software or an approved equivalent software that is designed to function with the approved wireless radio. Provide configuration software that can be upgraded in the future at no additional charge.

Ensure the radio modem is configurable from a single location (i.e. master radio location) via supplied software (no extra cost). Furnish software supplied with drivers to allow easy set-up with all industry standard traffic signal controllers, including 2070 controllers containing custom software written specifically for the North Carolina Department of Transportation. Ensure the supplied software contains pre-written drivers for industry standard radar and video detection packages and Dynamic Message Sign controllers.

C. Directional Antenna (Yagi):

Furnish a directional antenna that will allow the system to function as designed. Furnish a 8.5 dBd Gain or 13 dBd Gain antenna that meets the following minimum specifications:

(8.5 dBd Gain)

Frequency Range	896 – 940 MHz
Nominal Gain	8.5 dBd
Front to Back Ratio	18 dB
Horizontal Beamwidth (at half power points)	65 degree
Vertical Beamwidth (at half power points)	55 degree
Power Rating, UHF Frequency	200 Watts
Lightning Protection	DC Ground
Termination	Coaxial pigtail with a Standard N-Type Female Connector
Impedance	50 ohms
Length	24"
Rated Wind Velocity	125 mph
Rated Wind Velocity (with 0.5 inch radial ice)	100 mph
Projected Wind Surface Area (flat plane equivalent)	0.26 ftsq.
Number Elements	6
Allows for Vertical or Horizontal polarization	
Minimum separation distance from persons installing and using an active device	9"
Minimum separation distance from other RF sources including radios and antennas	6.5'
Welded construction	

(13 dBd Gain)

Frequency Range	902 – 928 MHz
Nominal Gain	13 dBd
Front to Back Ratio	20 dB
Horizontal Beamwidth (at half power points)	40 degree
Vertical Beamwidth (at half power points)	35 degree
Power Rating, UHF Frequency	200 Watts
Lightning Protection	DC Ground
Termination	Coaxial pigtail with a Standard N-Type Female Connector
Impedance	50 ohms
Length	53"
Rated Wind Velocity	125 mph
Rated Wind Velocity (with 0.5 inch radial ice)	100 mph
Projected Wind Surface Area (flat plane equivalent)	0.46 ftsq.
Number Elements	13
Allows for Vertical or Horizontal polarization	
Minimum separation distance from persons installing and using an active device	9"
Minimum separation distance from other RF sources including radios and antennas	6.5'
Welded construction	

Furnish mounting hardware with the antenna that will secure the antenna to a mounting pipe that has a 1.5" Nominal Pipe Size (approximately 2" OD pipe diameter), as recommended by the manufacturer of the antenna and as approved by the Engineer.

D. Antenna Mounting Hardware Kit:

Furnish an antenna mounting kit to support the antenna when attached to a metal pole, mast arm, or wood pole. Furnish PELCO Part # AB-0604 – “Antenna Mount, Cable Astro Mini-Brac for Antenna” or an approved equivalent.

PELCO PART #	DESCRIPTION	QUANTITY
AB-0604		
AB-0336-L	CABLE ASSY, ASTRO-MINI-BRAC,SS END & GLV 84" CABLE	1
AB-0339-M2	PLATE, CABLE CLAMP, MINI-BRAC, ALU	1
FS-2098-SS	BOLT, HEX HD, 5/16" - 18 x 7/8", STAINLESS	2
FS-4201-SS	WASHER, SPLIT LOCK, 5/16", STAINLESS	2
AB-0260	TUBE CAP, PLASTIC	1
SE-0326-18	SUPPORT TUBE, 1 - 1/2" x 18" LG, ALUM	1
SE-0457-M2	ELL, SERRATED, 1 - 1/2", DOUBLE SET SCREW, DIE CAST ALUM	1
FS-3219-SS	SCREW, SET SQ HD 1/4" - 20 x 1/2", STAINLESS	4
SE-0436-24	NIPPLE, SCH 40, 1 1/2" NPS x 24" LONG, ALUM	1
FS-3205-SS	SCREW, SET SQ HD 1/4" - 20 x 5/8", STAINLESS	1
AB-0266-M3	CLAMP, MINI-BRAC CABLE MOUNT, 1 1/2" NPS, ALUM	1

E. Coaxial Cable:

Furnish 400 Series coaxial cable to provide a link between the antenna and the lightning arrester that meets the following minimum specifications:

Attenuation (dB per 100 feet) @ 900 MHz	3.9 dB
Power Rating @ 900 Mhz	0.58 kW
Center Conductor	0.108" Copper Clad Aluminum
Dielectric: Cellular PE	0.285"
Shield	Aluminum Tape - 0.291" Tinned Copper Braid - 0.320"
Jacket	Black UV protected polyethylene
Bend Radius	1" with less than 1 ohm impedance change at bend
Impedance	50 ohms
Capacitance per foot	23.9 pf/ft
End Connectors	Standard N-Type Male Connectors on both ends

F. Standard N-Type Male Connector:

Furnish Standard N-Type Male Connector(s) of proper sizing to mate with the 400 series coaxial cable and utilize a crimping method to secure the connector to the coaxial cable. Furnish a connector that meets the following minimum specifications:

- Center Contact: Gold Plated Beryllium Copper-(spring loaded – Non-solder)
- Outer Contact: Silver Plated Brass
- Body: Silver Plated Brass
- Crimp Sleeve: Silver Plated Copper
- Dielectric: Teflon PTFE
- Water Proofing Sleeve: Adhesive Lined Polyolefin – Heat Shrink

- Attachment Size: Crimp Size 0.429" (minimum) hex

Electrical Properties:

- Impedance: 50 ohms
- Working Voltage: 1000 vrms (max)
- Insertion loss: $0.1 \times \sqrt{F}$ ghz
- VSWR: 1.25:1 (max) up to 3GHz

Provide instructions on properly installing the connector.

G. Coaxial Cable Shield Grounding and Weatherproofing Kits:

Furnish a Coaxial Cable Shield Grounding Kit containing components that will adequately bond and ground the cable shield to the pole ground. Ensure the grounding kit complies with MIL-STD-188-124A Specifications "Military Standard for Grounding, Bonding and Shielding" for coaxial cable and protects the cable from lightning currents in excess of 200kA. Ensure each kit is supplied, as a minimum, with the following:

- Preformed Strap: 24 Gauge copper strap that is a minimum of 1 5/8 inch long and is sized to mate with the 400 series coaxial cable
- Tensioning Hardware: Copper nuts and lock washers
- Grounding Lead Cable: #6 AWG, stranded, insulated copper wire
- Instructions on properly installing the shield grounding system

Furnish a Weatherproofing Kit containing components that will protect the coaxial cable shield grounding system against the ingress of moisture and prevent vibrations from loosening the connections. Ensure the weatherproofing kit is supplied, as a minimum, with the following:

- Butyl Mastic Tape: 3 3/4 inches wide by 24 inches long (approximately)
- Electrical Tape: 2 inch wide by 20 inches long (approximately)
- Instructions on properly installing the weatherproofing system

H. Lightning Arrestor:

Furnish a lightning arrestor installed in line between each antenna and its designated radio modem inside the equipment cabinet. Furnish a Polyphaser Model # DSXL-BF lightning arrestor or an approved equivalent that meets the following minimum specifications:

- Filter Type – DC Block (None gas tube design)
- Surge: 20kA, 800MHz to 2.0GHz $\leq 1.1 : 1$ VSWR
18kA, 800MHz to 2.3GHz $\leq 1.1 : 1$ VSWR
700MHz to 2.7GHz $\leq 1.2 : 1$ VSWR
- Insertion Loss: ≤ 0.1 dB over frequency range
- Max Power: 500 w @ 920MHz (750 W @ at 122° F)
- RF Power: 300 Watts
- Let Through Voltage: $\leq \pm 3$ Volts for 3kA @ 8/20 μ s Waveform
- Throughput energy: ≤ 0.5 μ J for 3kA @ 8/20 μ s Waveform
- Temperature: -40 to 185° F Storage/Operating 122° F
- Vibration: 1G at 5 Hz up to 100Hz
- Unit Impedance: 50 Ω

- VSWR: 1.1:1
- Frequency Range: 800 MHz to 2200 MHz
- Multistrike capability
- Low strike throughput energy
- Flange mount and bulkhead mount options
- Standard N-Type Female Connector on both the surge side and protected side connectors

I. Coaxial Cable – Power Divider (Splitter):

Furnish a coaxial cable – power divider for repeater radio sites. Ensure the power divider accommodates a single primary input RF source and divides/splits the signal (power) equally between two output ports. Furnish a Telewave Inc., Model ANT-PD29 power divider or an approved equivalent that meets the following minimum specifications.

Power Division	2 – Way
Frequency	900 – 1100 MHz
Insertion Loss	0.22 dB
Impedance	50 Ohm
VSWR ref. to 50 Ohm (max)	1.3:1
Max. Input Power	500 Watts
Connectors	Standard N-Type Female
Dimension	2.5”W x 5”L
Weight	1.5 lbs (approximately)

J. Disconnect Switch:

Furnish a double pole, single throw snap switch in a weatherproof outlet box with cover, suitable for use in wet locations. Ensure outlet box and cover supports a lockout tag device. Ensure outlet box includes one ½-inch hole in back of box. Furnish mounting hardware, sealing gaskets and lockout tag. (NOTE: On NCDOT owned poles the “Disconnect Switch” can be omitted.)

K. Warning Signs(s) and Decal(s):

Furnish Warning Sign and Decal at locations called for in the plans. Furnish mounting hardware to secure the Sign to either metal or wood poles. Secure the sign to the pole using ‘Band-It’ brackets or a method approved by the engineer. (NOTE: On NCDOT owned poles the “Warning Sign” is required, however, the “Decal” may be omitted.)

5.3.CONSTRUCTION METHODS

A. General:

Perform a radio path Site Survey test before installing any equipment. Ensure the test evaluates the Signal Strength (dBm), Fade Margin (dB), Signal-to-Noise Ratio, Data Integrity (poll test), and a complete frequency spectrum scan. Ensure the radio path site survey test is performed using the supplied brand of radio equipment to be deployed. During the initial radio path signal

strength test it may be determined that a repeater station may be necessary to complete the intended link. Provide the test results to the Engineer for review and approval. Submit copies of the test results and colored copies of the frequency spectrum scan along with an electronic copy of this information. The Engineer will approve final locations of antennas and any necessary repeater stations. Install a coaxial cable – power divider, antenna splitter cable and additional antenna at locations where it is determined that a dual antenna configuration is necessary to accommodate communications in multiple directions.

Install the antenna in such a manner that avoids conflicts with other utilities (separation distances in accordance with the guidelines of the NESC) and as specified in the antenna manufacturer's recommendations. Secure the antenna mounting hardware to the pole and route the coaxial cable such that no strain is placed on the N-Type Male coaxial connectors. On wood pole installations, bond the antenna mounting hardware to the pole ground using # 6 AWG bare copper wire using split bolt or compression type fitting.

Install the coaxial cable shield grounding system by carefully removing the outer jacket of the coaxial cable without damaging the cable shield. Install the shield grounding system following the cable manufacturer's recommendations. Install and weatherproof the connection using the appropriate weatherproofing materials and following the manufacturer's recommendations. On wood poles, secure the #6 AWG grounding lead cable to the pole ground using split bolt or compression type fitting or an Engineer approved method. On metal poles, secure the #6 AWG grounding lead cable to the pole using an Engineer approved method.

Do not exceed the 1-inch bend radius of the coaxial cable as it traverses from the cabinet to the antenna assembly. Connect the lightning arrestor to the coaxial cable in the equipment cabinet. Properly ground and secure the arrestor in the cabinet. Permanently label all cables entering the cabinet. Ensure the power supply for the radio system is **NOT** connected to the GFCI receptacle circuit located in the cabinet. Place a copy of all manufacturer equipment specifications and instruction and maintenance manuals in the equipment cabinet.

At certain locations it may be necessary to integrate the radio system with a fiber optic system. Follow the details shown in the fiber optic splice plans.

B. Disconnect Switch:

At all locations, where the antenna is mounted on a joint use pole, install a double pole, snap switch to remove power from the spread spectrum wireless radio system. Do not mount weatherproof box on the traffic signal cabinet door. Drill a hole in the side of the traffic signal cabinet. Mount the outlet box over the hole using a ½-inch chase nipple and bushings. Ensure sealing gaskets are in place and no water can enter the cabinet. Securely mount the weatherproof outlet box with additional mounting screws. Bond the outlet box to the equipment ground bus. See plans for approximate mounting height. Run the power supply cord of the spread spectrum radio unit into the outlet box and connect to switch. Securely attach power supply cord to equipment rack. Install disconnect switch with lockout tag cover.

Do not install power supply for the radio in a GFCI protected outlet.

C. Warning Sign(s) and Decal(s):

At all locations, where the antenna is mounted on a joint use pole, secure a Warning Sign to pole. Mount Warning Sign(s) at locations called for on the plans. Ensure there are no conflicts between

the warning sign and surrounding utilities. Mount Warning Sign to be easily viewed. Do not mount Warning Sign under pole grounds or conduit.

Clean and remove any dirt or oil on traffic cabinet before placing Decal. Place decal adjacent to the disconnect switch located on the outside of traffic cabinet. If the antenna is mounted on an NCDOT owned pole the Decal and Switch may be omitted.

5.4. MEASUREMENT AND PAYMENT

Actual number of 900MHz wireless radio systems furnished, installed and accepted.

This item includes the appropriate sized antenna(s), radio, power supplies, disconnect/snap switch, signs, decals, data interface cable/serial cable, coaxial cable, lightning arrestor, radio frequency signal jumper, coaxial cable power divider (Splitter), coaxial cable connectors, coaxial cable shield grounding system with weatherproofing, labeling and any integration between the wireless radio system and a fiber optic network if necessary, installation materials and configuration software necessary to complete this work, including the radio path Site Survey test and warranties, will be incidental.

Payment will be made under:

900MHz Wireless Radio System.....Each

6. METAL TRAFFIC SIGNAL SUPPORTS

6.1. 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 4-5 (mast arm poles), M 6 (strain poles), M 7, and M 8 (standard strain poles). *Delete the drawing numbers that do not apply to your project. Delete this paragraph if the required metal pole drawings are included in your plan package.*

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.

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 1/4" 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.
- 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.

6.2. 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.

6.3. 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, 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:

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

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

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

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

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

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

Or

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

Note: If less than 4 N-values are obtained because of criteria listed in Section 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.

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 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 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/yd³ and a maximum cement content of 800 lbs/yd³; 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/yd³ Type IP blended cement and a maximum of 833 lbs/yd³ 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 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.

D. Drilled Pier Foundations with Wing Walls:

1. General:

Wing walls are reinforced concrete sections, rectangular in shape that protrude horizontally out from two sides of a drill pier shaft. They are cast-in-place together with a drilled pier in a monolithic pour. They are used to eliminate torsional rotation of a foundation designed for supporting poles with mast arms.

NCDOT Metal Pole Standards provide design details for two types of wing walls based on their size and concrete volume:

- TYPE 1: 1'-6" long by 1'-0" wide by 3'-0" deep (.4 cubic yards)
- TYPE 2: 3'-0" long by 1'-0" wide by 5'-0" deep (1.2 cubic yards)

The type of wing wall to be used, if required, is determined when a standard foundation is selected from the Standard Foundations Chart shown on the plans. For non-standard site-specific pole designs, the contractor-selected pole fabricator will determine whether wings are needed for the pole foundation.

Contact the Engineer for assistance in resolving constructibility issues if wing walls for a foundation are required, but can not be installed because:

- of unforeseen difficulties such as underground utility obstructions,
- the construction of the wings may compromise a roadway base,
- the soil conditions are so unstable that construction of the wings may compromise the integrity of the drill pier shaft, or
- underground rock formations make excavation impractical.

2. Excavation:

Excavate for wing walls after boring of the drill pier shaft is complete. Follow excavation procedure as necessary per Section C1 (Drilled Pier Construction – Excavation). If unstable, caving or sloughing soils are anticipated or encountered, stabilize excavation for wings using temporary shoring during excavation and through concrete placement. 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 performing any excavation of the drill pier or its wings.

3. Reinforcing Steel:

Completely assemble the wing wall cage along with the drill pier cage. Install horizontal bars in one continuous length so they extend completely through the drill shaft cage, out to each wing tip.

Follow details described in Section C2 (Drilled Pier Construction – Reinforcing Steel). If a drilled pier casing has been installed to construct the drill shaft to stabilize the shaft walls, installation of the wing wall reinforcing steel may not be possible until the drill shaft casing has been extracted. Constructibility issues must be resolved and construction methods approved to the satisfaction of the Engineer before assembly of the reinforcing cage.

4. Concrete Placement:

Place concrete such that the drilled pier and wing walls are a monolithic structure. Follow provisions described in Section C3 (Drilled Pier Construction – Concrete). No construction joints or keys will be allowed.

6.4. METAL SIGNAL POLE REMOVALS

A. Description:

Remove and dispose of existing metal signal poles including mastarms, and remove and dispose of existing foundations, associated anchor bolts, electrical wires and connections.

B. Construction Methods:

1. Foundations:

Remove and promptly dispose of the metal signal pole foundations include reinforcing steel, electrical wires, and anchor bolts to a minimum depth of two feet below the finished ground elevation. At the Contractor's option, remove the complete foundation.

2. Metal Poles:

Assume ownership of the metal signal poles, remove the metal signal poles, and promptly transport the metal signal poles from the project. Use methods to remove the metal signal poles and attached traffic signal equipment that will not result in damage to other portions of the project or facility. Repair damages that are a result of the Contractor's actions at no additional cost to the Department.

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 metal poles and mastarms 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.

Backfill and compact disturbed areas to match the finished ground elevation. Seed unpayed areas.

Use methods to remove the foundations that will not result in damage to other portions of the project or facility. Repair damages that are a result of the Contractor's actions at no cost to the Department.

6.5. 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.

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 metal signal pole foundations removed and disposed.

Actual number of metal signal poles removed and disposed.

Payment will be made under:

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

7. CONTROLLERS WITH CABINETS

7.1. MATERIALS – TYPE 170E CONTROLLERS

Conform to the CALTRANS *Traffic Signal Control Equipment Specifications* and addendum 8, *Specifications for Model 170E Enhanced Controller Unit and Associated Model 412C and Model 172 Modules* except as required herein.

Provide model 412C Program Modules as defined in CALTRANS Addendum 8 except as specified otherwise herein. Provide program module delivery with Memory Select #4 Configuration except that all RAM must be DALLAS Non-volatile RAM or an approved equal. Ensure that the removal of the program module from the controller will place the intersection into flash.

Provide diagnostic software or removable diagnostic PROM modules that will test and diagnose the following:

- systems of the controller, including the internal memory, Program Module, Real Time Clock, I/O circuitry, display, and keyboard;
- systems of the cabinet, including the output file, input file, police panel, flashing operation, and cabinet switches; and
- systems of the conflict monitor by checking all possible conflicts in a logical sequence and resetting the conflict monitor each time, and by testing red failure function and red detect cable disconnects.

Ensure that the automatic reset function can be enabled by inserting a diagnostic plug in the jack labeled “Conflict Monitor Test” in the “TEST” position.

In addition to CALTRANS system communications capability between a central computer and master controller and master to local controller communications, provide communications capability with the intersection conflict monitor via an RS-232C/D port on the monitor. Ensure controller receives data from the conflict monitor through a controller Asynchronous Communications Interface Adapter (ACIA) determined by the controller software manufacturer. Ensure that with the appropriate software, the controller is capable of communicating directly through a laptop nine pin serial port to the same monitor RS-232C/D to retrieve all event log information.

Furnish a communications connecting cable with the following pin connections.

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

Provide a male DB-9 connector on the cable for connection to the monitor.

Provide socket mounting for through-hole mount devices with 14 or more pins. Ensure that all sockets are AUGAT-500 series machined sockets, or equal.

Provide a moisture resistant coating on all circuit boards. Mount circuit boards vertically.

7.2. 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.

7.3. 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:

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

7.4. 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 μ A. Provide a nominal capacitance less than 220pf for both differential and common modes.

Provide surge suppression on each communications line entering or leaving a cabinet. Ensure that the communications surge suppresser can withstand at least 80 occurrences of an 8x20 microsecond 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 Ω .

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 Ω 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:

Pin #	Function	Pin #	Function
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:

- 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.

- 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 that provide monitoring of 16 channels. Ensure each channel consists of a green, yellow, and red field signal input. Ensure that the conflict monitor meets or exceeds CALTRANS Transportation Electrical Equipment Specifications dated August 16, 2002 with Erratum 1 and 2 (hereafter referred to as CALTRANS's 2002 TEES) for a model 210 monitor unit and other requirements stated in this specification.

Ensure the conflict monitor is provided with a 16 channel conflict programming card. Pin 16 and Pin T of the programming card shall be connected together. Ensure that the absence of the conflict programming card will cause the conflict monitor to trigger (enter into fault mode), and remain in the triggered state until the programming card is properly inserted and the conflict monitor is reset.

Provide a conflict monitor that incorporates LED indicators into the front panel to dynamically display the status of the monitor under normal conditions and to provide a comprehensive review of field inputs with monitor status under fault conditions. Ensure that the monitor indicates the

channels that were active during a conflict condition and the channels that experienced a failure for all other per channel fault conditions detected. Ensure that these indications and the status of each channel are retained until the Conflict Monitor is reset. Furnish LED indicators for the following:

- AC Power
- VDC Failed
- WDT Error
- Conflict
- Red Fail
- Dual Indication
- Short Yellow/Sequence Failure
- Program Card/PC Ajar
- Monitor Fail/Diagnostic Failure
- Channel Indicators (One indicator for each green, yellow, and red field signal input for each channel)

In addition to the connectors required by CALTRANS's 2002 TEES, provide the conflict monitor with a red interface connector mounted on the front of the monitor (3M-3428-5302 or equivalent with polarizing keys) which ensures proper mating with a 20 pin ribbon cable connector that conducts the signals from the P20 connector on the cabinet assembly. Keying of the connector shall be between pins 3 and 5, and between 17 and 19. The odd numbered pins are on one side, and the even pins are on the other. Provide connector pins on the monitor with the following functions:

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

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

Provide Special Function 1 and Special Function 2 inputs to the unit which shall disable only Red Fail Monitoring when either input is sensed active. A Special Function input shall be sensed active when the input voltage exceeds 70 Vrms with a minimum duration of 550 ms. A Special Function input shall be sensed not active when the input voltage is less than 50 Vrms or the duration is less than 250 ms. A Special Function input is undefined by these specifications and may or may not be sensed active when the input voltage is between 50 Vrms and 70 Vrms or the duration is between 250 ms and 550 ms.

Ensure the conflict monitor recognizes field signal inputs for each channel that meet the following requirements:

- consider a Red input greater than 70 Vrms and with a duration of at least 500 ms as an “on” condition;
- consider a Red input less than 50 Vrms or with a duration of less than 200 ms as an “off” condition (no valid signal);
- consider a Red input between 50 Vrms and 70 Vrms or with a duration between 200 ms and 500 ms to be undefined by these specifications;
- consider a Green or Yellow input greater than 25 Vrms and with a duration of at least 500 ms as an “on” condition;
- consider a Green or Yellow input less than 15 Vrms or with a duration of less than 200 ms as an “off” condition; and
- consider a Green or Yellow input between 15 Vrms and 25 Vrms or with a duration between 200 ms and 500 ms to be undefined by these specifications.

Provide a conflict monitor that recognizes the faults specified by CALTRANS’s 2002 TEES and the following additional faults. Ensure the conflict monitor will trigger upon detection of a fault and will remain in the triggered (in fault mode) state until the unit is reset at the front panel or through the external 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 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. **Short/Missing Yellow Indication Error (Sequence Error):** Yellow indication following a green is missing or shorter than 2.7 seconds (with ± 0.1 -second accuracy). If a channel fails to detect an “on” signal at the Yellow input for a minimum of 2.7 seconds (± 0.1 second) following the detection of an “on” signal at a Green input for that channel, ensure that the monitor triggers and generates a sequence/short yellow error fault indication. This fault shall not occur when the channel is programmed for Yellow Inhibit or when the Red Enable signal is inactive.
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 200 ms, ensure that the monitor does not trigger. G-Y-R dual indication monitoring shall be enabled on a per channel basis by use of switches located on the conflict monitor. G-Y dual indication monitoring shall be enabled for all channels by use of a switch located on the conflict monitor.
4. **Configuration Settings Change:** The configuration settings are comprised of (as a minimum) the permissive diode matrix, dual indication switches, yellow disable jumpers, any option switches, any option jumpers, and the Watchdog Enable switch. Ensure the conflict

monitor compares the current configuration settings with the previous stored configuration settings on power-up, on reset, and periodically during operation. If any of the configuration settings are changed, ensure that the conflict monitor triggers and causes the program card indicator to flash. Ensure that configuration change faults are only reset by depressing and holding the front panel reset button for five seconds. Ensure the external remote reset input does not reset configuration change faults.

Ensure the conflict monitor will trigger and the AC Power indicator will flash at a rate of 2 Hz ± 20% with a 50% duty cycle when the AC Line voltage falls below the “drop-out” level. Ensure the conflict monitor will resume normal operation when the AC Line voltage returns above the “restore” level. Ensure the AC Power indicator will remain illuminated when the AC voltage returns above the “restore” level. The “drop-out” level is at 98 Vrms and the “restore” level is at 103 Vrms with timing at 400 ms. Should an AC Line power interruption occur while the monitor is in the fault mode, then upon restoration of AC Line power, the monitor will remain in the fault mode and the correct fault and channel indicators will be displayed.

Provide a flash interval of at least 6 seconds and at most 10 seconds in duration following a power-up, an AC Line interruption, or a brownout restore. Ensure the conflict monitor will suspend all fault monitoring functions, close the Output relay contacts, and flash the AC indicator at a rate of 4 Hz ± 20% with a 50% duty cycle during this interval. Ensure the termination of the flash interval after at least 6 seconds if the Watchdog input has made 5 transitions between the True and False state and the AC Line voltage is greater than the “restore” level. If the watchdog input has not made 5 transitions between the True and False state within 10 ± 0.5 seconds, the monitor shall enter a WDT error fault condition.

Ensure to monitor an intersection with up to four approaches using the four-section Flashing Yellow Arrow (FYA) vehicle traffic signal as outlined by the NCHRP 3-54 research project for protected-permissive left turn signal displays. Ensure the conflict monitor will operate in the FYA mode and FYAc (Compact) mode as specified below to monitor each channel for the following fault conditions: Conflict, Red Fail, Dual Indication, and Clearance. Provide a switch to select between the FYA mode and FYAc mode. Provide a switch to select each FYA phase movement for monitoring.

FYA mode

FYA Signal Head	Phase 1	Phase 3	Phase 5	Phase 7
Red Arrow	Channel 9 Red	Channel 10 Red	Channel 11 Red	Channel 12 Red
Yellow Arrow	Channel 9 Yellow	Channel 10 Yellow	Channel 11 Yellow	Channel 12 Yellow
Flashing Yellow Arrow	Channel 9 Green	Channel 10 Green	Channel 11 Green	Channel 12 Green
Green Arrow	Channel 1 Green	Channel 3 Green	Channel 5 Green	Channel 7 Green

FYAc mode

FYA Signal Head	Phase 1	Phase 3	Phase 5	Phase 7

Red Arrow	Channel 1 Red	Channel 3 Red	Channel 5 Red	Channel 7 Red
Yellow Arrow	Channel 1 Yellow	Channel 3 Yellow	Channel 5 Yellow	Channel 7 Yellow
Flashing Yellow Arrow	Channel 1 Green	Channel 3 Green	Channel 5 Green	Channel 7 Green
Green Arrow	Channel 9 Green	Channel 9 Yellow	Channel 10 Green	Channel 10 Yellow

Ensure that the conflict monitor will log at least nine of the most recent events detected by the monitor in non-volatile EEPROM memory (or equivalent). For each event, record at a minimum the time, date, type of event, status of each field signal indication with RMS voltage, and specific channels involved with the event. Ensure the conflict monitor will log the following events: monitor reset, configuration, previous fault, and AC line. Furnish the signal sequence log that shows all channel states (Greens, Yellows, and Reds) and the Red Enable State for a minimum of 2 seconds prior to the current fault trigger point. Ensure the display resolution of the inputs for the signal sequence log is not greater than 50 ms.

Provide a RS-232C/D compliant port (DB-9 female connector) on the front panel of the conflict monitor in order to provide communications from the conflict monitor to the 170/2070L controller or to a Department-furnished laptop computer. Electrically isolate the port interface electronics from all monitor electronics, excluding Chassis Ground. Ensure that the controller can receive all event log information through a controller Asynchronous Communications Interface Adapter (Type 170E) or Async Serial Comm Module (2070L). Provide a Windows based graphic user interface software to communicate directly through the same monitor RS-232C/D compliant port to retrieve and view all event log information to a Department-furnished laptop computer. The RS-232C/D compliant port on the monitor shall allow the monitor to function as a DCE device with pin connections as follows:

Conflict Monitor RS-232C/D (DB-9 Female) Pinout		
Pin Number	Function	I/O
1	DCD	O
2	TX Data	O
3	RX Data	I
4	DTR	I
5	Ground	-
6	DSR	O
7	CTS	I
8	RTS	O
9	NC	-

7.5. 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.

8. REMOVAL OF EXISTING RADIO COMMUNICATION EQUIPMENT

8.1. DESCRIPTION

Remove existing radio communication equipment.

8.2. CONSTRUCTION METHODS

A. General:

Remove existing radio communication equipment at the following location:

US 17 at Moosehaven Road (03-1054)

Maintain existing radio communication equipment during the project until the traffic signal is disconnected and stockpiled. Return the existing radio communication equipment 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.

8.3. MEASUREMENT AND PAYMENT

No measurement will be made for the removal of existing radio communications equipment, as this will be considered incidental to furnishing and installing the 900MHz wireless radio system.