



SPECIAL PROVISIONS
for
TRAFFIC SIGNALIZATION

Johnson County
ESIM-080-6(285)243- -0S-52

Effective Date
December 15, 2009

THE ENGLISH STANDARD SPECIFICATIONS, SERIES OF 2009, ARE AMENDED BY THE FOLLOWING MODIFICATIONS. THESE ARE SPECIAL PROVISIONS AND SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

PART I - GENERAL REQUIREMENTS

This part of the Special Provisions consists of the general requirements necessary when furnishing a traffic signal installation complete, in place and operative as described in the project plans and these Special Provisions.

1.01 SCOPE OF WORK

- A. The work shall consist of furnishing labor, materials and performing all work necessary to install traffic control signals in the City of Sioux City, Iowa, as shown on the plans and as specified in these Special Provisions and contract documents, as directed by the Engineer, and in those sections of the Iowa Standard Specifications for Highway and Bridge Construction, Series 2009, that are either directly or by reference included herewith to result in a complete and finished job.
- B. Detailed Special Provisions, as included in these “Specifications and Contract Documents” or as may be embodied in the plans in the form of notes or details, modifying these Special Provisions in particular cases shall supersede and control these Special Provisions in those particulars.

1.02 EQUIPMENT AND MATERIALS

- A. Equipment and materials shall be of new stock unless the plans provide for the relocation or the use of fixtures furnished by others. New equipment and materials shall be the product of reputable manufacturers of electrical equipment, and shall meet the approval of the Engineer.

1. Equipment List

A list of equipment and materials to be installed will be furnished each bidder with these Special Provisions. The Contractor shall complete the list by writing in the name of the equipment manufacturer and catalog number of each item listed which he proposes to install. Prior to the purchase and/or fabrication of any component equipment or material for this Project and not more than 60 days after the awarding of the Contract; the Contractor shall submit to the Engineer for review five (5) copies of the Material and Equipment List.

Review by the Engineer of shop drawings and equipment and material lists shall not relieve the Contractor of any responsibility under the Contract or the successful completion of the work in conformity with the Plans and Special Provisions.

2. Shop Drawings and Catalog Cuts

Eight (8) copies of shop drawings shall be furnished for steel mast arm poles to be furnished on the Project. Eight (8) copies of catalog cuts and manufacturer’s specifications shall be furnished for all standard off-the-shelf items.

- 3. Before acceptance of the work, the Contractor shall furnish the Engineer with three (3) copies of the manufacturer’s instructions for maintenance and operation of all signal equipment, wiring diagrams of the installation or system, and a parts list sufficient for the ordering of any parts.

1.03 UTILITIES

- A. Utility information on existing underground obstructions known to the Engineer are indicated on the Plans. The locations are from office records only and are generally correct, but are not guaranteed. (Service lines to individual structures or residences are not indicated, or indicated in approximate location only.) The Contractor shall notify owning utilities of the approach to any of their facilities and conform to their requirements. The Contractor shall perform exploratory operations as necessary to verify the location, elevation, and dimensions of all known or suspected underground obstructions ahead of any work affected thereby, and shall use care to avoid damage to them. The Contractor shall also ascertain whether any additional facilities other than those shown on the plans may be present.

1.04 STANDARD SPECIFICATIONS

- A. The Standard Specification for Highway and Bridge Construction, Series 2009, Iowa Department of Transportation, as modified by these Special Provisions, or other appropriate special provisions shall apply to this project.
- B. The installation of the traffic control signals and appurtenances shall be in conformance with the Manual on Uniform Traffic Control Devices, latest edition.

1.05 RIGHT OF WAY

- A. The Contractor shall confine construction operations to the right-of-way, and shall use due care in placing construction tools, equipment, excavated materials, construction materials and supplies, so as to cause the least possible damage to property. The Contractor shall promptly repair at no expense to the Contracting Authority any such damages that may occur.

1.06 PROTECTION OF WORK AND CLEAN UP

- A. The Contractor shall care for all work until final completion and acceptance by the Contracting Authority. Contractor shall repair all damage done to existing improvements caused by its operations. The Contractor shall remove all surplus material and rubbish from the work as it accumulates and before making application for the acceptance of the work.

1.07 REGULATIONS AND CODE

- A. All electrical equipment shall conform to the standards of the National Electric Manufacturers Association (NEMA). In addition to the requirement of the plans and these Special Provisions, all material and work shall conform to the requirements of the National Electrical Code, the Standards of the American Society for Testing Materials (ASTM), the American Standards Association (ASA), and local ordinances.

Wherever reference is made in these Special Provisions or in the standard provisions to the code, the safety orders, the general order, or the standards mentioned above, the reference shall be construed to mean the code, order, or standard that is in effect at the date of advertising of these Special Provisions.

1.08 CERTIFICATION OF EQUIPMENT

- A. Certification from the manufacturers of all electrical equipment, signal supports, conduit and cable shall be supplied by the Contractor stating said material complies with these Special Provisions.

1.09 REJECTED MATERIALS

- A. Rejected materials shall be immediately removed from the work by the Contractor and shall not again be brought upon the work. Work shall be commenced and continued at such points as may be approved by the Engineer and shall be carried out diligently and without unnecessary or unreasonable delay.

1.10 CONTRACTOR'S INVESTIGATION OF WORK

- A. It shall be the responsibility of the Contractor to examine the site of the work to determine what is required and the equipment and labor necessary for the performance of the contract. Contractor represents, by submission of a proposal for the work, that he has investigated the character of the work and conditions which may be encountered, and the quantities and types of related work, and agrees that the contract will be completed in accordance with the Plans and these Special Provisions for the prices specified in his proposal without making claim for any extras.

1.11 COPIES OF CONTRACT DOCUMENTS

- A. The Contractor will be furnished without cost, copies of all construction Plans and Special Provisions together with any and all addenda thereto. The Contractor shall keep one (1) copy of all such Plans and Special Provisions constantly accessible on the work site.

1.12 TRAFFIC CONTROL

- A. The Contractor at all times shall conduct the operation in such a manner as to insure the safety of the motorist, the pedestrian, and its own employees. The Contractor shall perform work in such a manner and sequence as to maintain vehicular and pedestrian traffic at all times and to maintain access to adjacent private properties.
- B. Where excavations occur in the sidewalks or other pedestrian-ways, the Contractor shall provide a safe and orderly pedestrian passage around the excavation area. The pedestrian passage shall not subject pedestrians to hazards from traffic or construction operations nor cause pedestrians to walk upon unsuitable or hazardous surfaces.
- C. At the end of each day's work and at all other times when construction operations are suspended, all equipment and other obstructions shall be removed from that portion of the roadway or sidewalk normally open for traffic.
- D. The Contractor shall furnish, install, and maintain all devices for directing, warning and rerouting traffic flow, including warning lights, barricades, and other devices necessary to adequately inform the motorist of unusual or unsafe conditions and guide them safely through the Project work area.
- E. All required barricades and signs shall be in accordance with Part VI of the Manual On Uniform Traffic Control Devices For Streets and Highways and

applicable Iowa DOT Supplemental Specifications and Standard Plans for traffic control. The total required barricades and signs would depend on the approved schedule of operation. A traffic control layout shall be submitted by the Contractor and approved by the Engineer prior to any field operations.

1.13 SCHEDULE OF UNIT PRICES

- A. Prior to any payment by the Contracting Authority for work completed on this project, the Contractor shall complete and forward to the Contracting Authority for approval three (3) copies of a list of unit costs for each item listed on the Schedule of Unit Prices attached to the Special Provisions. The sum of the costs for each item shall equal the total Contract Lump Sum price for the traffic signal installation. Engineer will make monthly estimates of the work performed on the project and the unit costs will be used to prepare progress payments to the Contractor. The unit costs will also be used to establish the total cost for any extra work orders related to traffic signal installation work items.

1.14 TESTING OF SIGNAL EQUIPMENT

- A. After the project is open to normal traffic, the Contractor shall notify the Engineer the date the signal or signal system will be ready for testing.
- B. Upon concurrence of the Engineer, the Contractor shall place the signal or signal system in operation for a consecutive 30-day test period. The signal(s) shall not be placed into operation without prior notification of the Engineer and concurrence by the Engineer that the signal(s) are ready to be placed into operation. Any failure or malfunction of the equipment, exclusive of minor malfunctions (such as lamp burnouts) occurring during the test period, shall be corrected at the Contractor's expense and the signal or system tested for an additional 30 consecutive day period. This procedure shall be repeated until the signal equipment has operated satisfactorily for 30 consecutive days.

1.15 SIGNAL MAINTENANCE DURING CONSTRUCTION

- A. After signal turn on and prior to final acceptance of the completed traffic signal system, the Contractor shall respond, within 24 hours, to perform maintenance or repair of any failure or malfunction reported.

1.16 GUARANTEE

- A. In addition to the warranties or guarantees on specific traffic signal equipment listed elsewhere in these Special Provisions, the Contractor shall fully guarantee the traffic control signal installation against defective equipment, materials, and poor work quality. Should any defect develop under normal and proper operating conditions within 12 months after acceptance of the completed installation by the Engineer, this malfunction shall be corrected by, and at the expense of the Contractor, including all labor, materials, and associated costs.
- B. Contractor shall provide this guarantee in writing on Company or Corporation letterhead stationery to the Contracting Authority prior to final acceptance. The Contractor shall transfer all required equipment warranties on the date of final acceptance to the Contracting Authority.

1.17 METHOD OF MEASUREMENT

- A. The Traffic Signal Installation(s) as indicated on the plans, complete-in-place and accepted, will be measured as a unit lump sum quantity for all work necessary.

1.18 BASIS OF PAYMENT

- A. The Traffic Signal Installation(s) measured as provided above will be paid for at the contract lump sum price bid, which price shall be full compensation for furnishing all equipment, materials, and all other work necessary or incidental to the construction of the complete traffic control signal installation and for all equipment, tools, labor, and incidentals necessary to complete the work.

PART II - INSTALLATION REQUIREMENTS

This part of the Special Provisions consists of the installation details and requirements necessary during the construction of the traffic signal installation(s) complete, in place and operative as described in the project plans and these Special Provisions.

2.01 HANDHOLES

A. Handholes

1. Type I Handholes shall be installed at the locations shown on the plans, and at such additional points as the Contractor, at no own expense to the Contracting Authority, may desire to facilitate the work.
 - a. The cover shall have the words TRAFFIC SIGNAL integrated into the top of the cover.
 - b. Cable hooks – Four (4) cable hooks shall be provided in all handholes. Cable hooks shall be galvanized steel with a minimum diameter of 3/8 inch and a minimum length of five inches and anchored in the wall of the handhole utilizing appropriate anchoring devices.
2. Handholes shall be installed in a neat and professional manner. All conduits shall enter the handhole at a depth of 12 inches from the top of the handhole. The Engineer shall approve any deviations from this requirement. The ends of all conduits leading into the handholes shall fit approximately two inches beyond the inside wall. An aggregate drain conforming to the dimensions shown on the plan details shall be provided. Frames and covers for handholes shall be set flush with the sidewalk or pavement surface. In unpaved areas, the top surface of the handhole shall be set with the surface of the ground.
3. Type II Junction Boxes shall be of pre-cast polymer concrete, polyester resin materials. The junction box shall be 30"x48" quazite stackable type assembly with legend "Traffic Signal" on the lid, and having the two stainless steel bolt lid, or approved equal by the Engineer.

2.02 CONDUIT SYSTEM

- A. Conduit shall be placed as shown on the plans. Change in direction of conduit shall be accomplished by bending the conduit. Bends shall be made so that the conduit will not be injured or its internal diameter changed. Bends shall be of uniform curvature and the inside radius of curvature of any bend shall not be less than six (6) times the internal diameter of the conduit.
- B. When it is necessary to cut and thread steel conduit, no exposed threads will be permitted. All couplings shall be tightened until the ends of conduits are brought together so that an electrical connection will be made throughout the entire length of the conduit run. All conduit and fittings shall be free from burrs and rough places and all conduit runs shall be cleaned, swabbed and reamed before cables are installed. Nipples shall be used to eliminate cutting and threading where short lengths of conduit are required. Where the galvanized finish on conduit has been injured in handling, such places shall be painted with zinc rich paint. All fittings used with rigid steel conduit shall be galvanized steel only.
- C. Approved conduit bushings shall be installed on the exposed ends of rigid steel

conduit. Bell end fittings shall be installed on the exposed ends of PVC conduit.

- D. Conduit buried in open trenches shall be placed a minimum of 36 inches deep unless otherwise directed by the Engineer. Open trench methods of placing conduit will be permitted except where the conduit is to be placed under existing pavement. Conduit in pavement areas shall be placed to a minimum depth of 24 inches below the finished pavement surface or as directed by the Engineer.
- E. The backfill material from the placement of conduit in open trenches shall be deposited in the trench in layers not to exceed 6 inches in depth and each layer shall be thoroughly compacted before the next layer is placed. All cinders, broken concrete or other hard or abrasive materials shall be removed and shall not be used in the backfill material. All surplus material shall be removed from the public right-of-way.
- F. Whenever excavation is made across parkways, driveways or sodded areas, the sod, topsoil, crushed stone or gravel shall be replaced or restored as nearly as possible to its original position and the whole area involved shall be left in a neat and presentable condition. Concrete sidewalks, pavements, base courses and bituminous surfaces shall be replaced with new materials.
- G. When the Plans require the conduit be placed without disturbing the existing pavement the term "pushed" is used. Pushed conduit shall be placed by jacking, pushing, boring or any other means necessary to place the conduit without cutting or removing pavement. The size of a bored hole shall not exceed the outside diameter of the conduit that is to be placed. Tunneling under the pavement or water jetting will not be permitted. Pits for boring shall not be closer than two (2) feet to the back of curb unless otherwise directed by the Engineer.
- H. All conduit openings in the controller cabinet, handholes, and bases shall be sealed with an approved sealing compound. This compound shall be readily workable soft plastic. It shall be workable at temperatures as low as 30° F, and shall not melt or run at temperatures as high as 300° F.
- I. All conduit shall include one polypropylene Pull Rope with a minimum 600lb proper tensile strength. All PVC and innerduct Conduit installed shall include a 1c#10 Tracer Wire with the exception of 1" conduit. The Contractor shall install, splice, and test the tracer wire for continuity. All conduit will be proofed upon completion to verify continuity and integrity of the duct.

2.03 WIRING

- A. Where practical, color codes shall be followed so that the red insulated conductor connects to the red indication terminal, yellow to yellow, and green to green. Circuits shall be properly labeled at the controller by durable labels, or other appropriate methods, attached to the cables.
- B. All cable runs shall be continuous from connections made in the handhole compartment of signal pole bases to the terminal compartment in the controller cabinet. Splicing will not be allowed in underground handholes unless specifically called for on the plans.
- C. Power lead-in cable runs shall be continuous from the Power Company service point to the meter socket and from the meter socket to the controller cabinet. The size and number of conductors shall be as shown on the plans.

- D. Slack for each cable shall be provided by a four (4) foot length in each handhole and a two (2) foot length in each signal pole or pedestal and controller base (measured from the handhole compartment in the pole to the end of the cable).
- E. Cables shall be pulled through conduit by means of a cable grip designed to provide a firm hold upon the exterior covering of the cable or cables, with a minimum of dragging on the ground or pavement. This shall be accomplished by means of reels mounted on jacks or other suitable devices. Frame-mounted pulleys, or other suitable devices, shall be used for pulling the cables out of conduits into handholes. Only vegetable lubricants may be used to facilitate the pulling of cable.

2.04 FIBER OPTIC CABLE

- A. The Fiber Optic Cable shall be installed in continuous run as indicated on the Plans. Splices shall be allowed only in controller cabinets between the end of the fiber optic interconnect cable and a factory manufactured pigtail assembly. The cable shall be terminated at each interconnect cabinet utilizing breakout kits and ST compatible connectors or compatible pigtail assemblies. All six (6) fibers shall be terminated with a connector. The connectors on unused fibers shall be protected with a plastic sleeve/cap and the sleeve/cap secured with taps. The unused fibers shall be relieved of strain by securing the cable inside the controller cabinet. The Contractor shall use caution to avoid premature cutting of any excess cable length.
- B. A suitable cable feeder guide shall be used between the cable reel and the face of the conduit to protect the cable and guide it into the conduit off the reel. It shall be carefully inspected for jacket defects. If defects are noticed, the pulling operation shall be stopped immediately and the Engineer notified. Precautions shall be taken during installation to prevent the cable from being "kinked" or "crushed". A pulling eye shall be attached to the cable and used to pull the cable through the conduit system. A pulling swivel shall be used to eliminate twisting of the cable. As the cable is played off the reel into the cable feeder guide, it shall be sufficiently lubricated with a type of lubricant recommended by the cable manufacturer. Dynamometers or break away pulling swing shall be used to ensure that the pulling line tension does not exceed the installation tension value specified by the cable manufacturer. The mechanical stress placed on a cable during installation shall not be such that the cable is twisted or stretched. The pulling of cable shall be hand assisted at each controller cabinet. The cable shall not be crushed, kinked or forced around a sharp corner. If a lubricant is used it shall be of water based type and approved by the cable manufacturer.
- C. Sufficient slack shall be left at each end of the cable to allow proper cable termination. Additional slack cable shall be left in each handhole on an intersection corner and at the top of each conduit riser. The minimum slack amounts shall be as follows:
 - Handhole - 10 feet
 - Conduit Riser - 50 feet
 - Support Poles 50 feet

Storage of additional slack cable in handholes shall be coiled. The slack coils shall be bound at a minimum of 3 points around the coil perimeter and supported in their static storage positions. Storage of additional slack cable adjacent to conduit risers shall be as detailed on the plans. At each controller cabinet and

handhole, the cable shall be visibly marked/tagged as "CAUTION-FIBER OPTIC CABLE". Maximum length of cable pulling tensions shall not exceed the cable manufacturer's recommendations.

For static storage, the cable shall not be bent at any location to less than ten times the diameter of the cable outside diameter or as recommended by the manufacturer. During installation, the cable shall not be bent at any location to less than twenty times the diameter of the cable outside diameter or as recommended by the manufacturer.

D. Cable Termination

Termination shall be made using the method recommended by the connector manufacturer.

E. Breakout Kits

The breakout kits used to terminate each six (6) fiber cable in the controller cabinet shall provide for the separation and protection of individual fibers with buffer tubing and jacketing materials.

F. Testing

1. The Contractor shall provide all personnel, equipment, instrumentation and supplies necessary to perform all testing.
2. All testing shall be performed in an accepted manner and in accordance with the testing equipment manufacturer's recommendations. All data shall be recorded and submitted to the Engineer.
3. Each section of the fiber optic cable shall be tested for continuity and attenuation's as a minimum. If the attenuation is found not to be within the acceptable nominal values, the contractor shall use an Optical Time Domain Reflectometer (OTDR) to locate points of localized loss caused by bends or kinks and try to relax these bends or kinks. If this is not successful the Contractor shall replace the damaged section of the cable with no additional payment. Splices will not be allowed to repair the damaged section. The Contractor shall provide the Engineer with a written report showing all of the value measured during these tests.
4. The end-to-end attenuation test shall be measured for each link after installation by insertion loss testing.
5. The launch reference cable shall be connected to the light source and the receive reference cable to the power meter. The two reference cables shall then be connected via a patch panel. A reference power reading (P1) shall then be taken and recorded.
6. The system link to be tested shall then be inserted between the launch and receive reference cables using 2 patch panels. A test power reading (P2) shall then be taken and recorded.
7. The link attenuation (A) in dB shall be recorded as the mathematical difference between the reference power (P1) and the test power (P2)

Link attenuation (A) = P1 - P2
where P1 = Reference Power
where P2 = Test Power

This test shall be performed in both directions along the link. The direction of the test shall be recorded in the documentation.

Transmitter/Receiver Power Levels--The output power levels at the network hardware transmitters and receivers shall be measured and recorded for system documentation.

8. The power meter shall be connected to the transmitter side of the equipment with a system jumper. The transmit power level shall then be read and recorded. The transmitter is then reconnected to the cable link and the power meter connected to the received side of the equipment. The receive power level shall then be read and recorded.
9. Continuity--Continuity tests shall be used to determine whether a test or system jumper does or does not pass light. A continuity test shall also be used to assure that fibers have not been crossed over in the jumper and that the transmit fiber goes to the receive fiber.
10. To perform continuity tests, a high-intensity flashlight shall be aimed into the connector at one end, while an observer watches for a flicker or light at the other end.
11. OTDR Testing--An Optical Time Domain Reflection meter (OTDR) shall be used to evaluate the quality and length of cable reels prior to their use on the project. The fiber loss in dB/Km and the length of each reel shall be recorded in the documentation. The maximum attenuation of the cable shall be 3.5 dB/Km nominal, measured at room temperature at 850 nm.
12. A hardcopy of OTDR signature traces for all system links shall be made and provided in the documentation.
13. The results of all testing shall be recorded along with date of test, name of person performing test, brand name, model number, serial number of equipment used during test, and any other pertinent information and data.

G. Warning Tape

A 3 inch wide permanent orange, stretchable, non-biodegradable, plastic warning tape shall be placed a minimum of 1 foot above the interconnect cable and at least 1 foot below the surface. The tape shall be imprinted with the inscription: CAUTION - COMMUNICATION CABLE/FIBER OPTICS, or other legend approved by the Engineer

H. Locator Wire

When 6/C fiber optic cable for interconnect is specified in the Plans, 1/C No. 14 stranded wire (orange) shall be furnished and placed for locating purposes along side the 6/C fiber optic cable and within the rigid steel conduit, all in accordance

2.05 CONCRETE BASES

- A. Concrete bases for poles and controllers shall conform to the dimensions shown on the plans. Excavations for these bases shall be made in a neat and professional manner. The bottom of all foundations shall rest securely on firm undisturbed ground. The material for the forms shall be of sufficient thickness to prevent warping or other deflections from the specified pattern. The forms shall be set level or sloped slightly to blend with the adjacent ground level and means shall be provided for holding them rigidly in place while the concrete is being deposited. All conduits and anchor bolts shall be installed and held rigidly in

place before concrete is deposited in the forms. A ground rod shall be placed at each pole and controller base as shown on the plans. Anchor bolts for the signal poles or the controller pads shall be set in place by means of a template constructed to space the anchor bolts in accordance with the manufacturer's requirements. The center of the template and the center of the concrete base shall coincide unless the Engineer shall direct otherwise. Concrete shall be consolidated by vibration during placement.

- B. The top of the base shall be finished level. The top edges shall be rounded with an edger having a radius of $\frac{1}{2}$ inch. In sidewalk areas, adjacent to sidewalks, or in other paved areas, the top of the base shall be flush with the surrounding paved area and preformed expansion material shall be provided between the base and the other paved area. When installed in an earth shoulder away from the pavement edge, the top of the concrete base shall be approximately 2 inches above the surface of the ground. The exposed surface of the base shall have a rubbed surface finish.
- C. After the foundation or base has been poured, absolutely no modification of any sort may be made. If the anchor bolts, conduit, or any part of the foundation or base is installed in an incorrect manner as determined by the Engineer, the entire foundation or base shall be removed and a new foundation or base installed at the Contractor's expense.
- D. Prior to setting poles, the anchor bolts shall be covered in such a manner as to protect them against damage and to protect the public from possible injury. The foundations must be given seven days to cure before poles are erected.

2.06 BONDING AND GROUNDING

- A. All conduit, steel poles and pedestals shall be bonded to form a continuous system, and be effectively grounded. Bonding jumpers shall be No. 6 A.W.G. bare copper wire or equal connected by approved clamps.
- B. Grounding of the conduit and neutral at the service point shall be accomplished as required by the National Electric Safety Code, except bonding jumpers shall be No. 6 A.W.G. or equal.
- C. Ground electrodes shall be provided at each signal pole and pedestal and at the controller as detailed on the plans.
- D. A No. 6 A.W.G bare copper ground wire shall be installed in all PVC conduit that carries 120-volt signal cables.

2.07 SIGNAL APPURTENANCES

- A. Signal Faces
 - 1. All traffic signal displays shall be installed as indicated on the plans. All overhead displays located on each mast arm shall have each red indication set at approximately the same elevation, unless otherwise directed by the Engineer.
 - 2. During the course of construction and until the signals are placed in operation, signal faces shall be covered or turned away from approaching traffic. When ready for operation, they shall be securely fastened in position facing towards approaching traffic.

B. Controller Cabinet

1. The controller cabinet shall be installed at the location indicated on the plans with the back of the cabinet toward the intersection such that the signal heads can be viewed while facing the controller, unless otherwise directed by the Engineer.
2. All conduit openings in the controller cabinet shall be sealed with an approved sealing compound. This compound shall be a readily workable soft plastic. It shall be workable at temperatures as low as 30° F, and shall not melt or run at temperatures as high as 300° F. The controller cabinet shall be installed on pre-placed caulking material on the concrete base. After the cabinet is installed in place, the Contractor shall also place caulking material around the base of the cabinet.

C. Pole Erection

1. All poles shall be erected vertically, with mast arms oriented at 90 degrees to the curb line, unless otherwise specified. The bases shall be securely bolted to the cast-in-place concrete foundations. Leveling shall be accomplished by the use of metal shims and/or one nut or two nuts on each anchor bolt. One nut shall be turned on each anchor bolt and the pole placed in position on these nuts. The top nuts shall then be turned into place loosely and the pole adjusted to the vertical position by adjusting both the upper and lower nuts. After leveling the poles, mortar shall be troweled between the pole base and the foundation. Where metal shims are used for leveling, caulking material shall be placed between the pole base and foundation. If grout or caulk is placed around the pole base, a weep hole shall be left in the material to allow water to drain from inside the base.
2. Exposed edges of mortar shall be neatly finished to present a pleasing appearance. Mortar shall be of the expansive type. Each pole shall be grounded by installing a No. 6 A.W.G. bare copper ground wire between the pole and the ground rod at the foundation.

D. Painting

1. If the painted surface of any equipment is damaged in shipping or installation, such equipment shall be retouched or repaired in a manner satisfactory to the Engineer.

2.08 REPLACING DAMAGED IMPROVEMENTS

- A. Improvements such as sidewalks, curbs, driveways, roadway pavement and any other improvements removed, broken, or damaged by the Contractor shall be replaced or reconstructed with the same kind of materials found on the work or with materials of equal quality. The new work shall be left in serviceable condition satisfactory to the Engineer. Whenever a part of a square or slab of existing concrete sidewalk, driveway, or pavement is broken or damaged, the entire square or slab shall be removed and the concrete reconstructed.
- B. Surface restoration shall be considered incidental to the bid items of the project and will not be paid for separately.

2.09 CONTROLLER CABINET AND AUXILIARY EQUIPMENT

- A. Install the controller cabinet on pre-placed caulking material on the concrete base. After the cabinet is installed, place caulking material around the base of the cabinet.
- B. For card rack style detectors, mount detector mounting racks on shelf in the controller cabinet. Wire all detector slots in the cabinet to provide for future loop inputs. Label card rack positions with loop numbers.

2.10 STREET NAME SIGNS

- A. All signs shall be handled and installed carefully to prevent any damage to the sign faces. Any sign faces which are damaged prior to or as a result of improper installation will be rejected

Sign mounting hardware shall include stainless steel bolts, washers, strapping, mounting brackets, etc.

Overhead mount

18" x 48" - minimum of 2 places

18" x 60" - minimum of 3 places

18" x 72" - minimum of 3 places

Pole mount:

12" x 36" - mount on bracket which is banded directly to pole.

Greater than 36" - add stiffener

PART III - MATERIAL REQUIREMENTS

This part of the Special Provisions consists of the material requirements necessary for the construction of a traffic signal installation complete, in place, and operative as described in the project plans and these Special Provisions.

3.01 GENERAL MATERIAL REQUIREMENTS

- A. All materials used in the fabrication or assembly of the items listed below shall comply with the applicable parts of the Iowa Standard Specifications for Highway and Bridge Construction, Series 2009, with the additions as stated herein.
- B. Unless otherwise noted on the plans or in these Special Provisions all materials furnished shall be of new stock. New materials shall be the products of reputable suppliers and manufacturers approved by the Engineer. Miscellaneous electrical equipment and materials shall be UL approved.
- C. Materials delivered to the project shall be stored at a secure site and shall be protected from damage due to inclement weather prior to installation.
- D. Upon request by the Engineer, appropriate quantities of materials shall be made available by the Contractor for material testing purposes.

3.02 CONCRETE

- A. Concrete for concrete bases shall be Class C structural concrete meeting the requirements of Section 2403 of the Standard Specifications.

3.03 CONDUIT

- A. General
 - 1. The number, type, and size of conduit shall be shown on the plans.
 - 2. Conduit shall meet the requirements of Sections 2523.10 and 4185.10 of the Standard Specifications.
- B. Rigid Metal Conduit
 - 1. Conduit shown on the plans as rigid metal conduit (RMC) shall be galvanized steel meeting the requirements of ANSI Standard Specification C80.1, latest revision.
- C. Polyvinyl Chloride Conduit
 - 1. Conduit shown on the plans as polyvinyl chloride (PVC) shall be rigid polyvinyl chloride conduit meeting the requirements of NEMA TC-2, Type 2, and applicable UL Standards.

3.04 REINFORCING STEEL

- A. Reinforcing steel shall be of the type and size as shown on the plans and shall conform to the requirements of Section 2404 of the Standard Specifications.

3.05 TRAFFIC SIGNS

- A. Traffic signs shall conform to the requirements of Section 4186 of the Standard Specifications.

- B. Street name signs shall be manufactured utilizing "VIP Diamond grade" reflectorized sheeting material. The letters shall be Series B or C Caps, with a height of eight inches. The legend and border shall be white and the background shall be green. The border shall be 0.75" in width. The signs shall be single faced. The corners of the sign blank shall have a 1.5" radius.
- C. Traffic signs and street name signs shall be mounted on the mast arms utilizing a universally adjustable mast arm mounted street name sign bracket.

3.06 ELECTRICAL CABLE

A. General

- 1. Electrical cable for intersection signalization shall be rated 600 volts minimum.
- 2. The number of conductors and size of all electrical cable shall be as shown on the plans.
- 3. All wire shall be plainly marked on the outside of the sheath with the manufacturer's name and identification of the type of the cable.

B. Power Lead-In Cable

- 1. Power lead-in cable shall be of the sizes as shown on the plans.
- 2. Power lead-in cable shall be 600 volt, single conductor, stranded copper, Type USE, with UL approval.

C. Signal Cable

- 1. Signal cable shall be 600 volt, multi-conductor, with copper conductors of the number and size shown on the plans.
- 2. Signal cable shall meet the requirements of the International Municipal Signal Association (IMSA) Specification 19-1, latest revision thereof for polyethylene insulated, polyvinyl chloride jacketed signal cable. All conductors shall be #14 A.W.G. unless otherwise specified on the plans.

D. Video Detection Cable

- 1. The video detection cable required to power and transmit the signal from the Machine Vision Processor (MVP) to the controller cabinet shall be as recommended by the video detection equipment manufacturer and supplied by the video detection equipment supplier as part of a complete video detection system.

E. Luminaire Wire

- 1. Cable for streetlights shall be THWN (90 degree C) stranded No. 8 AWG. Use for lighting circuits.

F. Tracer Wire

- 1. A tracer wire shall be installed in all conduits with signal cables, detector cables, or communications cables.
- 2. The tracer wire shall be a #10 A.W.G. wire.

3. The tracer wire shall be a single conductor, stranded copper, Type THHN, with UL approval and an orange colored jacket.
4. The tracer wire shall be spliced in the handholes to form a continuous network.

3.07 FIBER OPTIC CABLE

- A. The fiber optic cable shall be multimode, graded index, six (6) optical fibers stranded with a minimum of one non-metallic strength member. It shall also be loose tube, individual buffered, all dielectric construction, gel filled buffers, 62.5/125 micron diameter (core-clad), suitable for outdoor use in conduit or on aerial supports. The fiber optic cable shall be constructed with Kevlar braid and outer polyethylene jackets as a minimum. If the inner jacket is used it shall be PVC. Maximum attenuation of the cable shall be 3.5 dB/Km nominal, measured at room temperature at 850 nm. The bandwidth shall not be less than 160 MHz/Km also 850 nm.
- B. Each fiber shall be continuous with no factory splices except for joining standard length cables to form longer, continuous jacketed cable to fit installation requirements. The cable shall have standard nylon rip cords. Kevlar rip cords will not be accepted.
- C. Fiber Optic Connectors
Connectors shall be ST-PC (ceramic) compatible, field installable, and self-aligning and centering. Fiber optic equipment shall use the same type of connectors. White or clear epoxies shall not be used when making connections.
- D. The cable shall be terminated at each controller cabinet utilizing breakout kits. Breakout kits shall provide for the separation and protection of individual fibers with buffer tubing and jacketing materials suitable for termination of the fiber with the fiber optic connector(s) as specified.
- E. Mechanical Splices
Mechanical splices shall be 3M "Fiberlok" Optical Fiber Splices or approved equal. Splices shall be secured in 3M "Fiberlok" Splice Organizer Tray Product No. 2524 or approved equal. Factory manufactured pigtail assemblies shall be fully compatible with the fiber optic interconnect cable and connecting modems and modules. The pigtails shall be equipped with connectors as described above, and shall be 6 feet in length.

PART IV - EQUIPMENT REQUIREMENTS

This part of the Special Provisions consists of the equipment requirements necessary for the construction of a traffic signal installation complete, in place, and operative as described in the project plans and these Special Provisions.

4.01 GENERAL REQUIREMENTS

- A. All materials used in the fabrication or assembly of the items listed below shall comply with the applicable parts of the Iowa Standard Specifications for Highway and Bridge Construction, Series 2009, with the additions as stated herein.
- B. Unless otherwise noted on the plans or in this specification, all materials furnished shall be new and in so far as practicable, major items of signal control equipment should be of the same type and consist of products of the same supplier in order to secure uniformity, single responsibility and most satisfactory service. Unless specifically noted otherwise, all signalization equipment shall be similar to the best grade of this type of equipment.
- C. The Contractor shall install all of the equipment and wiring necessary for intersection signalization as indicated on the plans and in accordance with this specification.
- D. The traffic signal system shall be complete, and the Contractor shall furnish and install all equipment necessary for the satisfactory operation of electrical apparatus and for the complete operation of the traffic signal system whether specifically mentioned or not.
- E. Controller, cabinet, and auxiliary equipment shall conform to the requirements of NEMA TS1, latest edition.

4.02 ACTUATED CONTROLLER, CABINET AND AUXILIARY EQUIPMENT

- A. General.
 - 1. The local intersection controller shall be an EPAC 3808 M50 Fiber Optic Ready Controller as manufactured by Eagle Signal Controls. The controller shall be fully compatible and interchangeable with the existing local controllers in the City of Iowa City.
 - 2. The controller, cabinet, and auxiliary equipment shall conform to the requirements of NEMA TS1.
- B. Controller Cabinet and Terminal Facilities
 - 1. Unless shown otherwise in the plans, cabinets shall conform to the requirements of NEMA TS1.
 - 2. Unless shown otherwise in the plans, terminal facilities shall conform to NEMA TS1.
 - 3. Maintenance switches located inside the cabinet.
 - a. Controller power switch (on-off)
 - b. Stop time switch (normal-off-manual)
 - c. Flash switch (auto-flash)
 - d. Detector and pedestrian test switches
 - 4. Switches located in police panel.

- a. Flash switch (auto-flash)
- b. Signal shutdown switch (on-off)
5. Relay type pedestrian isolator for each pedestrian pushbutton input.
6. A heavy-duty clear plastic envelope, securely attached to the inside wall of the cabinet or cabinet door, shall be provided for stowing cabinet prints. Minimum dimensions shall be 9" wide x 11" deep.
7. The cabinet shall be furnished with all of the hardware necessary for assembly and installation. The cabinet shall be base mounted.
8. The cabinet shall contain a ventilating fan controlled by a thermostat and suitable dust filters for the capacity of the ventilating system. The filters shall be of the dry type and easily removed and replaced and be of standard dimensions commercially available.
9. Electrical design
 - a. The distribution of the 117 VAC throughout the cabinet shall not occur until the AC+ has first passed through the power protection devices.
 - b. The cabinet shall be provided with power protection devices which include the main AC+ power circuit breakers, radio interference suppressors, and lighting and surge protectors. These devices shall be in addition to any protection devices furnished with the controller and auxiliary equipment. The protection devices shall be mounted on a panel that is securely fastened to an interior wall of the cabinet.
 - c. The AC+ field service shall be connected directly to a circuit breaker. This circuit breaker shall be a single pole, nonadjustable, magnetic breaker rated for 117 VAC operation with a minimum rating as shown on the plans. It shall be equipped with a solderless connector suitable for terminating the power lead-in wire. The circuit breaker shall be capable of manual operation and shall be clearly marked to indicate "ON and "OFF" positions.
 - d. Radio interference suppressors (RIS), adequate in number to handle the power requirements for the cabinet, shall be wired in series with and after the main AC+ circuit breaker. The RIS shall be designed to minimize interference in all broadcast, transmission and aircraft frequency bands.
 - e. The controller cabinet shall be furnished with a lightning arrestor on the AC service. The surge suppressor shall be an SHP 300-10 manufactured by EDCO Inc., or approved equal which meets the following requirements:
 - 1) The unit must be capable of withstanding repeated 20,000 ampere surges (minimum of 25).
 - 2) The unit must have internal follow current limiters (resistive elements).
 - 3) The unit shall contain a minimum of three (3) active clamping stages.
 - 4) The unit must self-extinguish within 8.3 milliseconds after trailing edge surge.
 - 5) Parallel impedance of limiters must be less than 15 ohms.
 - f. External surge protection to the communications cables is required. The communications cable surge protector shall be an SRA-64C manufactured by EDCO, Inc. or approved equal which meets the following requirements:
 - 1) The unit must be a two-stage protector intended for use on data or communications pairs.

- 2) The peak surge current for the unit shall be 10K amperes.
 - 3) The unit must be able to withstand at least 100 2,000 ampere surges.
 - 4) The response time for the unit shall be less than 5 nanoseconds.
 - 5) The unit shall be epoxy encapsulated.
- g. The controller shall contain a connector enabling outgoing and incoming electrical circuits to be connected or disconnected easily without the necessity of installing or removing individual wires. The connector may be a multiple pin jack, a spring connected mounting, or approved equivalent mounting. In the event of a power interruption, the controller shall be capable of automatic reorientation upon power resumption and shall require no manual initiation or switching.
- h. Electrical connections from the controller and auxiliary devices to outgoing and incoming circuits shall be made in such a manner that the controller or auxiliary device can be replaced with a similar unit, without the necessity of disconnecting and reconnecting the individual wires. This may be accomplished by means of a multiple plug, a spring connected mounting, or approved equivalent arrangement.
- i. All cabinet wiring shall be neatly trained throughout the cabinet and attached to the interior panels using nonconductive clamps and tie-wraps. Bundles of cables shall be laced or tied or enclosed in a sheathing material. The cabinet wiring shall not interfere with the entrance, training, or connection of the incoming or outgoing field conductors. Except where terminated by direct soldering, all wires shall be provided with terminal lugs for attachment to terminal blocks using screws. All wires shall be identified and labeled in accordance with the wiring prints. All wiring insulation shall have a minimum rating of 600 volts.
- j. An AC+ convenience outlet with a 3-wire grounding type receptacle shall be provided and easily accessible. This receptacle and the incandescent lamp shall be separately fused from the main AC+ circuit breaker. The outlet shall be provided with ground fault protection.
- k. The cabinet shall be furnished with two incandescent lamps. One lamp shall have a goose neck assembly. The lamp shall be equipped with a 25 Watt, R14 bulb. The second lamp receptacle shall be mounted on the interior wall of the cabinet and shall accommodate a standard base light bulb. These lamps shall be controlled by manual switches mounted on the maintenance panel. The lamps shall be fused and connected with the convenience outlet as referenced above.
- l. The cabinet duct fan unit shall be fused separately and after the main AC+ circuit breaker.
- m. Molded composition barrier type terminal blocks shall be used for termination of the incoming and outgoing signals within the cabinet assembly. Each terminal block shall be of one-piece construction with a minimum of twelve terminals. Each terminal shall have a threaded contact plate with a binder head screw. The terminal blocks shall have minimum rating of 600 volts. All terminals shall be identified and labeled in accordance with the cabinet wiring diagram. The terminal block facilities shall be arranged in function groupings and mounted to either panels or brackets fastened to the interior wall of the cabinet. Each terminal block shall be retained using either machine or self tapping

screws and shall be easily removed and replaced. The minimum terminals are as follows:

- 1) Terminal with circuit breaker with integral power line switch for the incoming power line.
 - 2) Terminal unfused for the neutral side of the incoming power line.
 - 3) Terminals and bases for each vehicle and pedestrian signal circuit. The terminals for the vehicle and pedestrian signal circuits shall be provided with lug type connectors.
 - 4) Terminals for vehicle phase detector and pedestrian pushbutton cables. Terminals for vehicle detectors include AC+, AC neutral, relay common, relay closure, and the loops or probes from the field.
 - 5) Terminals and bases for signal flasher and outgoing signal field circuits.
 - 6) Terminals for all controller input and output circuits including those circuits not used on the project.
 - 7) Terminals for all required auxiliary equipment.
- n. Adequate electrical clearance shall be provided between terminals. The controller, auxiliary equipment, panel(s), terminals and other accessories shall be so arranged within the cabinet that they will facilitate the entrance and connection of incoming conductors.
- o. The outgoing signal circuits shall be of the same polarity as the line (+) side of the power service. The incoming signal indication conductors shall be common and of the same polarity as the grounded (-) side of the power service. The neutral (-) side of the power service shall be connected to the cabinet in an approved manner to a copper ground bus located on the panel with the main AC+ circuit breaker. The cabinet shall, in turn, be connected to an earth ground through a ground rod.
10. Documentation
- a. Complete system documentation shall be provided. Such documentation shall as a minimum consist of:
 - 1) Three (3) complete operations manuals for each controller and associated signal equipment including equipment wiring diagrams, schematics, and parts list sufficient for ordering any parts.
 - 2) Three (3) sets of cabinet wiring diagrams. The corresponding phase numbers for each movement shall be indicated on the intersection layout diagram on the cabinet wiring diagram.
 - b. The controllers shall be provided with the most current software and documentation.
- C. Malfunction Management Unit (MMU)
1. A malfunction management unit shall be provided in each cabinet and shall conform to the requirement of NEMA TS1.
 2. MMU shall be equipped with LCD display and keyboard.
- D. Bus Interface Unit (BIU)
Bus interface units shall conform to NEMA TS1.
- E. Flasher, Load Switches, Flash Transfer Relays
Flasher, load switches and flash transfer relays shall conform to NEMA TS1, and shall be furnished in sufficient quantities to support the signal sequence shown in the plans.

F. Video Detection System

1 GENERAL

This specification sets forth the minimum requirements for a system that monitors vehicles on a roadway via processing of video images. The detection of vehicles passing through the field-of-view of an image sensor shall be made available to a large variety of end user applications as simple contact closure outputs that reflect the current real-time detector or alarm states (on/off) or as summary traffic statistics that are reported locally or remotely. The contact closure outputs shall be provided to a traffic signal controller and comply with the National Electrical Manufacturers Association (NEMA) type C or D detector rack or 170 input file rack standards.

The system architecture shall fully support Ethernet networking of system components through a variety of industry standard and commercially available infrastructures that are used in the traffic industry. The data communications shall support direct connect, [modem,] and multi-drop interconnects. Simple, standard Ethernet wiring shall be supported to minimize overall system cost and improve reliability, utilizing existing infrastructure and ease of system installation and maintenance. Both streaming video and data communications shall optionally be interconnected over long distances through fiber optic, microwave, or other commonly used digital communications transport configurations.

On the software application side of the network, the system shall be integrated through a client-server relationship. A communications server application shall provide the data communications interface between as few as one to as many as hundreds of Machine Vision Processor (MVP) sensors and a number of client applications. The client applications shall either be hosted on the same PC as the communications server or may be distributed over a local area network of PC's using the industry standard TCP/IP network protocol. Multiple client applications shall execute simultaneously on the same host or multiple hosts, depending on the network configuration. Additionally, a web-browser interface shall allow use of industry standard Internet web browsers to connect to MVP sensors for setup, maintenance, and playing digital streaming video.

2. SYSTEM HARDWARE

The machine vision system hardware shall consist of three components: 1) a color, 22x zoom, MVP sensor 2) a modular cabinet interface unit 3) a communication interface panel. Additionally, an optional personal computer (PC) shall host the server and client applications that are used to program and monitor the system components. The real-time performance shall be observed by viewing the video output from the sensor with overlaid flashing detectors to indicate the current detection state (on/off). The MVP sensor shall optionally store cumulative traffic statistics internally in non-volatile memory for later retrieval and analysis.

The MVP shall communicate to the modular cabinet interface unit via the communications interface panel and the software applications using the industry standard TCP/IP network protocol. The MVP shall have a built-in, Ethernet-ready, Internet Protocol (IP) address and shall be addressable with no plug in devices or converters required. The MVP shall provide standard MPEG-4 streaming digital video. Achievable frame rates shall vary from 5 to 30 frames/sec as a function of video quality and available bandwidth.

The modular cabinet interface unit shall communicate directly with up to eight (8) MVP sensors and shall comply with the form factor and electrical characteristics to plug directly into a NEMA type C or D detector rack providing up to thirty-two (32) inputs and sixty-four (64) outputs or a 170 input file rack providing up to sixteen (16) contact closure inputs and twenty-four (24) contact closure outputs to a traffic signal controller.

The communication interface panel shall provide four (4) sets of three (3) electrical terminations for three-wire power cables for up to eight (8) MVP sensors that may be mounted on a pole or mast arm with a traffic signal cabinet or junction box. The communication interface panel shall provide high-energy transient protection to electrically protect the modular cabinet interface unit and connected MVP sensors. The communications interface panel shall provide single-point Ethernet connectivity via RJ45 connector for communication to and between the modular cabinet interface module and the MVP sensors.

3. SYSTEM SOFTWARE

The MVP sensor embedded software shall incorporate multiple applications that perform a variety of diagnostic, installation, fault tolerant operations, data communications, digital video streaming, and vehicle detection processing. The detection shall be reliable, consistent, and perform under all weather, lighting, and traffic congestion levels. An embedded web server shall permit standard internet browsers to connect and perform basic configuration, maintenance, and video streaming services.

There shall be a suite of client applications that reside on the host client / server PC. The applications shall execute under Microsoft Windows XP or Vista. Available client applications shall include:

- Master network browser: Learn a network of connected modular cabinet interface units and MVP sensors, display basic information, and launch applications software to perform operations within that system of sensors.
- Configuration setup: Create and modify detector configurations to be executed on the MVP sensor and the modular cabinet interface unit.
- Operation log: Retrieve, display, and save field hardware run-time operation logs of special events that have occurred.
- Software install: Reconfigure one or more MVP sensors with a newer release of embedded system software.
- Streaming video player: Play and record streaming video with flashing detector overlay.
- Data retrieval: Fetch once or poll for traffic data and alarms and store on PC storage media.
- Communications server: Provide fault-tolerant, real-time TCP/IP communications to / from all devices and client applications with full logging capability for systems integration.

4. FUNCTIONAL CAPABILITIES

a. MVP SENSOR

The MVP sensor shall be an integrated imaging color CCD array with zoom lens optics, high-speed, dual-core image processing hardware

bundled into a sealed enclosure. The CCD array shall be directly controlled by the dual-core processor, thus providing high-quality video for detection that has virtually no noise to degrade detection performance. It shall be possible to zoom the lens as required for setup and operation. It shall provide JPEG video compression as well as standard MPEG-4 digital streaming video with flashing detector overlay. The MVP shall provide direct real-time iris and shutter speed control. The MVP image sensor shall be equipped with an integrated 22x zoom lens that can be changed using either configuration computer software. The digital streaming video output and all data communications shall be transmitted over the three-wire power cable.

b POWER

The MVP sensor shall operate on 110/220 VAC, 50/60Hz at a maximum of 25 watts. The camera and processor electronics shall consume a maximum of 10 watts and the remaining 15 watts shall support an enclosure heater.

c DETECTION ZONE PROGRAMMING

Placement of detection zones shall be by means of a PC with a Windows XP or Vista operating system, a keyboard, and a mouse. The PC monitor shall be able to show the detection zones superimposed on images of traffic scenes.

The detection zones shall be created by using a mouse to draw detection zones on the PC monitor. Using the mouse and keyboard it shall be possible to place, size, and orient detection zones to provide optimal road coverage for vehicle detection. It shall be possible to download detector configurations from the PC to the MVP sensor and cabinet interface module, to retrieve the detector configuration that is currently running in the MVP sensor, and to back up detector configurations by saving them to the PC fixed disks or other removable storage media.

The supervisor computer's mouse and keyboard shall be used to edit previously defined detector configurations to permit adjustment of the detection zone size and placement, to add detectors for additional traffic applications, or to reprogram the MVP sensor for different traffic applications or changes in installation site geometry or traffic rerouting.

d OPTIMAL DETECTION

The video detection system shall optimally detect vehicle passage and presence when the MVP sensor is mounted 30 feet (10 m) or higher above the roadway, when the image sensor is adjacent to the desired coverage area, and when the distance to the farthest detection zone locations are not greater than ten (10) times the mounting height of the MVP. The recommended deployment geometry for optimal detection also requires that there be an unobstructed view of each traveled lane where detection is required. Although optimal detection may be obtained when the MVP is mounted directly above the traveled lanes, the MVP shall not be required to be directly over the roadway. The MVP shall be able to view either approaching or receding traffic or both in the same field of view. The preferred MVP sensor orientation shall be to view approaching traffic since there are more high contrast features on vehicles as viewed from the front rather than the rear. The MVP sensor placed at a mounting height that minimizes vehicle image occlusion shall be able to simultaneously monitor a maximum of six (6) traffic lanes when mounted at the road-side or up to eight (8) traffic lanes when mounted in the center with four lanes on each

side.

5. MODULAR CABINET INTERFACE UNIT

The modular cabinet interface unit shall provide the hardware and software means for up to eight (8) MVP sensors to communicate real-time detection states and alarms to a local traffic signal controller. It shall comply with the electrical and protocol specifications of the detector rack standards. The card shall have 1500 Vrms isolation between rack logic ground and street wiring.

The modular cabinet interface unit shall be a simple interface card that plugs directly into a 170 input file rack or a NEMA type C or D detector rack. The modular cabinet interface unit shall occupy only 2 slots of the detector rack. The modular cabinet interface unit shall accept up to sixteen (16) phase inputs and shall provide up to twenty-four (24) detector outputs.

6. COMMUNICATIONS INTERFACE PANEL

The communications interface panel shall support up to eight MVPs. The communications interface panel shall accept 110/220 VAC, 50/60 Hz power and provide predefined wire termination blocks for MVP power connections, a Broadband-over-Power-Line (BPL) transceiver to support up to 10MB/s interdevice communications, electrical surge protectors to isolate the modular cabinet interface unit and MVP sensors, and an interface connector to cable directly to the modular cabinet interface unit.

The interface panel shall provide power for up to eight (8) MVP sensors, taking local line voltage 110/220 VAC, 50/60 Hz and producing 110/220 VAC, 50/60 Hz, at about 30 watts to each MVP sensor. Two ½-amp SLO-BLO fuses shall protect the communications interface panel.

7. SYSTEM INSTALLATION AND TRAINING

The supplier of the video detection system may supervise the installation and testing of the video detection system and computer equipment as required by the contracting agency.

Training is available to personnel of the contracting agency in the operation, set up, and maintenance of the video detection system. The MVP sensor and its support hardware / software is a sophisticated leading-edge technology system. Proper instruction from certified instructors is recommended to ensure that the end user has complete competency in system operation. The User's Guide is not an adequate substitute for practical classroom training and formal certification by an approved agency.

8. WARRANTY, SERVICE, AND SUPPORT

For a minimum of two (2) years, the supplier shall warrant the video detection system. An option for additional year(s) warranty for up to 5 years shall be available. Ongoing software support by the supplier shall include software updates of the MVP sensor, modular cabinet interface unit, and supervisor computer applications. These updates shall be provided free of charge during the warranty period. The supplier shall maintain a program for technical support and software updates following expiration of the warranty period. This program shall be available to the contracting agency in the form of a separate agreement for continuing support.

9. Guarantee

- a. The equipment furnished under this specification shall be new, of the latest model, fabricated in a first-class quality manner from good quality material.
- b. The entire controller unit shall be warranted to be free from defects in work quality and materials for a minimum of one year from date of acceptance. Any parts found to be defective shall, upon concurrence of the defect by the manufacturer, be replaced free of charge.
- c. The Contracting Authority shall be furnished with a certification from the equipment manufacturer stating that the equipment furnished under this specification complies with all provisions of this specification. If there are any items that do not comply with this specification, then a list of those exceptions must be detailed on the certification.

4.03 VEHICULAR SIGNAL HEADS

A. General

1. This section of the specifications describes the minimum acceptable design and operating requirements for vehicular signal heads with twelve (12) inch diameter lens openings, including all fittings and brackets as shown on the plans.
2. All components of the vehicular signal heads furnished under this specification shall comply with the latest version of the Institute of Transportation Engineers Standard(s) for Adjustable Face Vehicle Traffic Control Signal Heads.

B. Signal Head Assembly

1. The housing for the individual signal sections shall be made of a durable polycarbonate. It shall be clean, smooth and free from flaws, cracks, blowholes, and other imperfections. It shall be designed as a self-contained unit capable of separate mounting or inclusion in a signal face containing two or more signal sections rigidly and securely fastened together. It shall be equipped with openings and positive locking devices in the top and bottom so that it may be rotated between waterproof supporting brackets capable of being directed and secured at any angle in the horizontal plane. Doors and lenses shall be provided with suitable watertight gaskets and doors shall be suitably hinged and held securely to the body of the housing by simple locking devices of non-corrosive material.
2. The optical system shall be so designed as to prevent any objectionable reflection of sunrays even at times of the day when the sun may shine directly into the lens.
3. Lenses shall be twelve (12) inches in diameter as specified on the plans. Lenses shall be glass. Red, yellow, and green LED lenses shall be used in all signal heads. LED lenses shall meet the following ITE specification:

Vehicle Traffic Control Signal Heads – Part 2: Light Emitting Diode (LED) Vehicle Traffic Control Signal Modules, An Interim Purchase Specification of the Institute of Transportation Engineers.

4. The visors for each signal section shall be durable polycarbonate not less than 0.10" in thickness. It shall be designed to fit tightly against the door,

and shall not permit any perceptible filtration of light between it and the housing door. Visors shall be of the tunnel-type at least 8" long for all 12" rectangular pedestrian signals, at least 9 1/2" long for 12" diameter signals, shall angle slightly downward, and shall be of the type specified on the plans.

5. The reflector holder shall be designed to separately support the reflector and socket in proper relation to the lens. The reflector holder shall either be hinged to the left-hand side of the signal body when viewed from the front with the right-hand side held in place by a spring catch or other quickly releasable means, or the reflector shall be mounted in a manner that does not require it to be removed from its normal position during bulb replacement. Both the hinge device and the spring catch, or equivalent, shall be of a flexible nature which will permit the reflector holder to be pushed inwardly for at least one-sixteenth of an inch and to align itself correctly with the lens when the door of the optical unit is closed and pressed against the rim of the reflector holder. By such means, the joint between the reflector holder and the lens shall be rendered dust-tight. It shall not be necessary to remove any screws or nuts in order to swing the reflector holder out of the body section to obtain access to the light socket. The reflector shall be alzak treated aluminum or polycarbonate. Glass is not acceptable. The reflector assembly shall be interchangeable and shall be designed so that it can be easily removed without the use of tools. When polycarbonate reflectors are furnished, gaskets shall be fabricated of silicone material.
6. The lamp receptacle shall be of the fixed focus type, positioning the lamp filament at the correct focal point in respect to the reflector. The assembly shall be designed so that the lamp socket can be rotated through 360 degrees and eight (8) positions of adjustment for proper positioning of the lamp filament after relamping the signal. The lamp socket shall be equipped with color-coded wire, either red, yellow, or green, depending upon the lens color of the section. The socket wires shall be a minimum of 26 inches long, composed of wire with insulation designed to withstand 105 degrees centigrade. The wiring leads shall be terminated with spade lugs for ease of connection to the terminal block. The socket shall be equipped with a gasket to insure a dust-tight fit between the socket and reflector.

C. Specialized Options

1. One section of each three-section signal shall be equipped with a six position terminal block for termination of field wiring. Each five-indication signal shall be equipped with an eight (8) position terminal block.
2. The color of all polycarbonate signal heads shall be black in their entirety. The color shall be an integral part of the materials composition.
3. Signal mounting hardware for side of pole mounted signals shall consist of galvanized steel or aluminum 1-1/2 inch pipe and appropriate fittings. Banding brackets shall be aluminum.
4. Mast arm signal head assemblies shall be rigid mounted utilizing a suitable assembly consisting of both top and bottom brackets and easily adjustable in both horizontal and vertical planes. Mast arm brackets shall be aluminum.

5. Five inch backplates shall be furnished and attached to the signal faces to provide a dark background for signal indications mounted to the mast arms of the signal poles. Backplates shall be construction of one-piece durable black plastic capable of withstanding a 100 M.P.H. wind.

D. Miscellaneous Requirements

1. The signal heads shall be constructed of the highest quality materials. High-grade quality of work shall be used throughout. Each head shall have a smooth surface both inside and outside and shall contain no sharp fins or sharp projections of any kind.

E. Certification

1. The Contracting Authority shall be furnished with a certification from the manufacturer of the signal head that the equipment furnished under this specification complies with all provisions of this specification. If there are any items that do not comply with this specification, a list of those exceptions must be detailed on the certification.

4.04 STREET LIGHT LUMINAIRES

A. General

1. 120 Volt, 250-Watt HPS Luminaires shall be cut-off type with a Type III light distribution.

4.05 TRAFFIC SIGNAL POLES

A. General

1. This section of the Special Provisions describes minimum acceptable design, material, and fabrication requirements for traffic signal poles.
2. The traffic signal mast arm and pole assemblies shall be designed to support the number of signal heads (use weight and projected areas of polycarbonate signal heads) and aluminum signs as shown on the plans. The mast arm and pole assemblies shall be designed to support a minimum of two signal heads.
3. The mast arm and support poles shall be continuous tapered, round, steel poles of the anchor base type as shown on the plans. The poles shall be fabricated from low carbon (maximum carbon 0.30%) steel of U.S. Standard gauge.

After manufactured, they shall have a minimum yield strength of 48,000 PSI. The base and flange plates shall be of structural steel conforming to AASHTO M183 (ASTM A36) and cast steel conforming to ASTM A27, Grade 65-35 or better.

It may be permissible to fabricate poles and mast arms by welding two sections together. The method used for connecting the sections shall result in a smooth joint and shall be factory welded as follows:

- a. All longitudinal butt welds, except within one foot of a transverse butt-welded joint, shall have a minimum 60 percent penetration for plates 3/8 inch and less in thickness, and a minimum of 80 percent penetration for plates over 3/8 inch in thickness.

- b. All longitudinal butt welds on poles and arms within one foot of a transverse butt-welded joint shall have 100 percent penetration.
 - c. All transverse butt welds for connecting sections shall have 100 percent penetration achieved by back-up ring or bar.
4. Pole manufacturers shall certify that only certified welding operators in accordance with AWS D1.1-80 were used and only electrodes as modified by AASHTO 1981 Standard Specifications for Welding of Structural Steel for Highway Bridges were used.
- B. Mast Arm
1. The mast arm shall be designed to support traffic signals and/or signs as shown on the plans and indicated in these Special Provisions. They shall be certified by the fabricator that the mast arms are capable of withstanding winds up to 80 MPH with a 1.3 gust factor without failure. The mast arms shall be galvanized inside and out in accordance with ASTM 123, latest revision.
- C. Poles
1. The pole shall be designed to support the traffic signals and/or signs as shown on the plans. The pole shall be galvanized inside and out in accordance with the requirements of ASTM A123, latest revision. The pole shall be equipped with a nominal 4" x 6½" handhole and cover located 1'-6" above the base of the pole. Securing of the cover to the base shall be done with the use of simple tools. All hardware shall be corrosion resistant.
 2. Each mast arm pole shall be manufactured with a handhole opposite of the mast arm mounting plate for access to the mast arm.
- D. Combination Pole
1. Where a combination street lighting/signal pole is specified on the plans, the above applies with the luminaire arm to be mounted in the same vertical plane as the signal arm unless otherwise indicated on the plans or by the Engineer.
 2. The luminaire arm shall be of the single member tapered type.
 3. The luminaire arm shall provide the spread as shown on the plans and a rise sufficient to provide for a nominal mounting height of 30 feet when attached to the pole.
- E. Pole Finish
1. The signal supports, including pedestal post, poles, mast arms, luminaire arms shall be finish coated with smooth powder coat over galvanizing. Color submittals shall be reviewed by the Engineer for final selection. Color range anticipated is "Green" to match the existing poles at North Dodge and Scott Boulevard. Prior to the application of the powder coat, the surfaces shall be prepared by removing rolled-in mill scale, impurities, and non-metallic foreign materials. After assembly, all weld flux shall be mechanically removed. Iron or steel surfaces shall then be degreased by immersion in an agitated 4.5%-6% concentrated caustic solution elevated to a temperature ranging from 150°F - 180°F. The product shall then be pickled by immersion in a heated sulfuric acid

solution of 6%-13% concentration, controlling the temperature at 150°F. The product shall then be rinsed clean of any residual effects of the caustic or acid solutions by immersion in a concentrated zinc ammonium chloride flux solution heated to 130°F. The solution's acidity content shall be maintained between 4.5-5.0 pH. The product shall be air dried prior to zinc coating. Next, the product shall be hot-dip galvanized to the requirements of either ASTM A123 or ASTM A153 by immersion in a molten bath of prime western grade zinc maintained between 810°F-850°F. Maximum aluminum content of the bath shall be 0.01% and the flux ash shall be skimmed from the bath surface prior to immersion and extraction. Galvanized exterior surfaces visually exposed shall be coated with a Urethane or Triglycidyl Isocyanurate (TGIC) Polyester Powder to a minimum dry film thickness (DFT) of 2.0 mils. The surfaces shall be mechanically etched by brush blasting and the zinc coated substrate shall be preheated to 450°F for a minimum of one (1) hour in a gas-fired convection oven. Finally, the coating shall be electrostatically applied and cured by elevating the zinc-coated substrate temperature to a minimum 400°F in a gas-fired convection oven. To prevent damage during delivery, small poles shall be wrapped in 0.188" thick ultraviolet-inhibiting, plastic-backed foam and larger poles shall be cradled in a 1.0" rubberized foam base.

F. Hardware

1. The mast arm and poles shall be equipped with all necessary hardware, shims and anchor bolts to provide for a complete installation without additional parts.
2. The anchor bolts shall meet the requirements of ASTM A36 or better.
3. The anchor bolts shall be hot dipped galvanized in their entirety.
4. The anchor bolts shall be threaded a minimum of six inches at one end and have a minimum four-inch long, 90-degree bend at the other end.

G. Shop Drawings

1. All traffic signal poles shall be detailed on shop drawings by the manufacturer indicating pole and arm dimensions and attachment method along with signal weight, projected areas, and type of mounting that it is designed to accommodate.

H. Certifications

1. The fabricator shall certify that the mast arms are capable of withstanding winds up to 80 MPH with a 1.3 gust factor without failure; that only certified welding operators in accordance with AWS D1.1-80 or latest revisions were used; and that only electrodes as modified by AASHTO 1981 Standard Specifications for Welding of Structural Steel for Highway Bridges were used.

4.06 TRAFFIC SIGNS

- A. Traffic signs shall conform to the requirements of Section 4186 of the Standard Specifications.
- B. Traffic signs shall be mounted on the mast arms utilizing a universally adjustable mast arm mounted sign bracket.

4.07 PEDESTRIAN PUSHBUTTON DETECTORS

A. General

1. This section of the Special Provisions describes minimum acceptable design, material, and fabrication requirements for pedestrian pushbutton detectors.
2. Pressure-activated pedestrian push buttons shall be installed.
3. Housing color to be powder coated contrasting colored to the attached signal pole, round in shape and shaped to fit the curvature of the post to which it is attached and shall provide a rigid installation. The housing shall have one outlet tapped for ½ inch pipe. The entire assembly shall be weatherproof, secure against electrical shock to the user, and vandal resistant, and shall not allow ice to form such to impede the operation of the button.
4. The actuator button must be minimum 2 inches in diameter, raised, contrast visually with the housing, and be made of brass or corrosion-resistant metal alloy or non-metallic material.
5. Contacts shall be normally open, entirely insulated from the housing and actuator, and have connecting terminals. Switch to be solid-state piezo driven, with a 5 lb. maximum operating force. Operating temperature to be -30°F to 165°F (-34°C to 70°C), with operating voltage no greater than 24 volts.
6. A beeper is to be sounded upon button actuation, and have different tones for press and release. Beeper power to be from existing switch wires.
7. Mounting bracket to a pole shall be included as part of the pushbutton assembly. Bracket to be colored similar to body material.

4.08 PEDESTRIAN SIGNAL HEADS

A. General

1. This section of the Special Provisions describes minimum acceptable design, material, and fabrication requirements for pedestrian signal heads.
2. Pedestrian signal heads shall be in accordance with ITE specifications and standards for pedestrian traffic control signal indications and the following:
 - a. Pedestrian signal head housings shall be constructed of a one-piece, 0.250-inch (6 mm) thick, polycarbonate material as shown on the plans. The housing shall include an integral mounting bracket designed for side-of-pole mounting on all makes of signal poles with a terminal compartment and minimum 5-position, double-row terminal block.
 - b. The door, lens and any openings in the housing shall have gaskets or seals to exclude dust and moisture from the inside of the compartment.
 - c. Lenses shall be constructed of polycarbonate material.
 - d. Pedestrian signal head units shall be provided with a manufactured preformed rectangular visor or screen-type louver.
 - e. All plastic material shall be ultraviolet stabilized.
 - f. Indications shall be ITE Class 3 symbol messages. The "UPRAISED HAND" symbol shall be illuminated with a filled, Portland orange LED module. The "WALKING PERSON" symbol shall be illuminated with a

filled, white LED module. If required, the "Countdown" display numbers shall be illuminated with a Portland orange LED module. The LED modules shall be in accordance with applicable portions of Sec 1092.1.

- g. Pedestrian traffic control signal faces shall be constructed such that all messages are displayed from the same message-bearing surface having a black opaque background. If required, the "Countdown" display shall be located to the right of the "UPRAISED HAND" and "WALKING PERSON" symbols, which will be overlaid. Pedestrian signal heads not including "Countdown" displays shall have the "WALKING PERSON" symbol located to the right of the "UPRAISED HAND" symbol.
- h. Pedestrian signal heads required with "Countdown" displays shall have the following features:
 - 1.) Display numbers must be two digits at least 9 inches in height.
 - 2.) Shall only display the "Countdown" time during the pedestrian change interval. Time displayed shall be in seconds, and begin only at the beginning of the pedestrian change interval. The flashing "UPRAISED HAND" symbol shall be concurrently displayed during the pedestrian change interval. The total time displayed at the start of the pedestrian change interval shall be automatically adjusted by the pedestrian signal head and not require any manual settings or additional wiring to the signal cabinet.
 - 3.) Once the "Countdown" display reaches "0", the "Countdown" display shall blank-out until the next pedestrian change interval begins.
 - 4.) If the pedestrian change interval is interrupted or shortened as part of a transition into a preemption sequence, the "Countdown" display shall go dark immediately upon activation of the preemption transition.
 - 5.) A test switch shall be provided in order to test the "Countdown" display.

Schedule of Unit Prices
N. Dodge Street

No.	Item Description	Plan Quantity	Units	Unit Price	Unit Extension
1	NEMA Controller, Cabinet and Accessories	1	EA	\$	\$
2	5-Section, 12" RYG w/Green&Yellow Left Turn Arrow, w/Bkpl	1	EA	\$	\$
3	3-Section, 12" RYG Signal Head, w/Bkpl (where noted)	9	EA	\$	\$
4	2-Section, 12" Hand/Man/Countdown pedestrian head	8	EA	\$	\$
5	Handhole, Type HHI 24" Poured or Precast, Ring and Cover	3	EA	\$	\$
6	Handhole, Type HHI "Tub" 30" x 48" Quazite Stackable	1	EA	\$	\$
7	Cable - Signal 2C #14	737	LF	\$	\$
8	Cable - Signal 5C #14	1434	LF	\$	\$
9	Cable - Signal 7C #14	273	LF	\$	\$
10	Cable - Signal 12C #14	452	LF	\$	\$
11	Cable - Ground 1C #6	441	LF	\$	\$
12	Cable - Tracer 1C #10	2516	LF	\$	\$
13	Pull Rope	2753	LF	\$	\$
14	1c#6 Power Supply Cable	226	LF	\$	\$
15	1c#6 Power For Street Lighting	1071	LF	\$	\$
16	Fiber Optic Cable - 12 Fiber 6 mm Strands	2752	LF	\$	\$
17	Video Detection System	1	LS	\$	\$
18	Conduit - 2" PVC Trenched	85	LF	\$	\$
19	Conduit - 3" PVC Trenched	48	LF	\$	\$
20	Conduit - 4" PVC Trenched	21	LF	\$	\$
21	Conduit - 3" PVC Pushed	273	LF	\$	\$
22	Concrete Base - Controller Pad	1	EA	\$	\$
23	Concrete Base - 3' Dia. X 14.0' Deep Footing	1	EA	\$	\$
24	Concrete Base - 3' Dia. X 16.0' Deep Footing	2	EA	\$	\$
25	Concrete Base - 2' Dia X 3.0' Deep Footing	1	EA	\$	\$
26	Pole (Steel) - Combination Mast Arm Pole - 51' Arm	1	EA	\$	\$
27	Pole (Steel) - Combination Mast Arm Pole - 58' Arm	2	EA	\$	\$
28	Pole (Steel) - Pedestal	1	EA	\$	\$
29	Wye Connectors - Type L1 (20A Fuse)	1	EA	\$	\$
30	Wye Connectors - Type L1 (5A Fuse)	3	EA	\$	\$
31	Wye Connectors - Type L2	3	EA	\$	\$
32	Wye Connectors - Type Y3	4	EA	\$	\$
33	Traffic Sign (R10-12) 30"x36" Mast Arm Mounting	1	EA	\$	\$
34	Street Name Sign "N DODGE ST" (72" x 18")	1	EA	\$	\$
35	Ped Pushbutton with Sign R10-4A	8	EA	\$	\$
36	Traffic Control	1	LS	\$	\$
37	Mobilization	1	LS	\$	\$

Total Lump Sum to Furnish and Install Traffic Signals

\$ _____

Approved: _____
 City Traffic Engineer Date