

County of Sacramento
Standard Construction Specifications
January 1, 2008

TECHNICAL PROVISIONS

SECTION 49 - SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

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SECTION 49 SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

49-1 GENERAL

Signals, lighting and electrical systems shall be constructed or installed as shown or specified in the Contract, these Specifications, the applicable State Plans, and the applicable provisions of Section 86, "Signals, Lighting and Electrical Systems", of the State Specifications, except that the provisions of Section 86-1.03, "Cost Break-Down" shall not apply.

49-1.01 Definitions

Definitions for signals, lighting and electrical systems shall be as specified in Section 86-1.015, "Definitions", of the State Specifications, and the following:

Programmed Visibility Signal Head—A type of signal head that can be optically programmed to restrict visibility of indication(s) to only those areas or lanes designated.

Signal Standard—Any pole which supports signal head(s).

Street Light Standard—The pole, and mast arm if required, which supports the luminaire.

49-1.02 Abbreviations

Abbreviations for signals, lighting and electrical systems shall be as specified on page ES-1A of the State Plans, and the following:

EVD—Emergency Vehicle Detector

I/C—Interconnect Cable

L.C.—Lower Case

PG&E—Pacific Gas & Electric Company

SMUD—Sacramento Municipal Utility District

U.C.—Upper Case

49-1.03 Regulation and Code

Electrical equipment shall conform to the following standards wherever applicable: the International Municipal Signal Association (IMSA) and The National Electrical Code (NEC), as amended by the County, and the standards cited in the first sentence of Section 86-1.02, "Regulations and Code", of the State Specifications.

49-1.04 Equipment List and Drawings

If requested by the Agency, the Contractor shall submit for review sample articles of the material proposed for use. After review, said sample articles will be returned. The Contractor shall include on the equipment list and on the equipment itself the installation location of material supplied. This shall be done by the use of street names, the alphabetical letter designation used on the Plans, or a location as otherwise noted on the Plans. Equipment lists and drawings shall conform to Section 86-1.04, "Equipment List and Drawings", of the State Specifications.

The equipment and materials proposed for use on any project shall be approved by the Agency before starting work.

In conformance with the requirements in Section 11-3, "Record Drawings", of these Specifications, the Contractor shall maintain record drawings that shall show in detail the construction changes of all traffic signal and streetlight wiring, conduits, standards, and associated equipment. In particular, the record drawings shall accurately depict the location

and depth of conduits, location of standards, pull boxes, wiring changes, and all applicable manufacturer's operation and maintenance information.

49-1.05 Ordering of Signal and Lighting Equipment

The Contractor shall place the order for long lead-time signal and lighting equipment not provided by the Agency within five (5) Calendar Days after the date of the Notice to Proceed or within five (5) Calendar Days after the start of the Contract Time, whichever comes first. The Contractor shall submit a copy of the equipment order to the Agency. Liquidated damages, as set forth in Section 8-10, "Liquidated Damages for Delay", of these Specifications, shall apply in case of failure to comply. No extension of time will be allowed for delay in delivery of traffic signal poles, street light standards, luminaries, or traffic signal equipment. The Agency hereby guarantees payment for long lead-time equipment ordered prior to execution of the Contract.

The Contractor shall furnish the Agency with a statement from the vendor(s) that the order for the electrical material required for the contract has been received and accepted by said vendor(s). Said statement shall be furnished within ten (10) days after receiving notice that the Contract has been executed for the Agency. Said statement shall give the date that the electrical equipment will be shipped.

49-1.06 Maintaining Existing and Temporary Electrical Systems

Maintaining existing and temporary electrical systems shall conform to Section 86-1.06, "Maintaining Existing and Temporary Electrical Systems", of the State Specifications, except that paragraphs 11, 12, and 13 shall not apply.

Existing electrical systems, including traffic signals, traffic signal vehicle and pedestrian detection facilities, traffic signal communication and monitoring facilities, street lighting facilities, flashing beacons and sign illumination facilities, or approved temporary replacements thereof, shall be kept in effective operation for the benefit of the traveling public during the progress of the Work, except when shutdown is permitted to allow for alterations or final removal of the systems.

The Contractor shall notify the Agency at least two (2) Working Days prior to performing any work on existing systems, including any work that may take vehicle detectors out of service or may reroute traffic off of existing vehicle detectors.

The Contractor shall notify the Agency at least two (2) Working Days prior to any operational shutdown of traffic signals, street lighting or other electrical systems or facilities.

Traffic control to direct traffic during the shutdown of a traffic signal system shall be provided by the Contractor at the Contractor's expense. The Contractor shall submit a traffic control plan to the Agency for review and approval a minimum of five (5) Working Days prior to a shutdown of a traffic signal. Traffic signal shutdowns shall be limited to Monday through Thursday, excluding holidays, from 9:00 a.m. to 3:00 p.m., or as specified in the Special Provisions.

Where a facility requires continuous lighting, the shutdown time shall be limited to one-half (1/2) hour as scheduled by the Agency, unless otherwise specified in the Special Provisions or permitted by the Agency. The shutdown of lighting systems shall not interfere with the regular lighting schedule, unless otherwise permitted by the Agency.

Vehicle detectors and pedestrian push buttons shall remain in operation at all times during the progress of the Work on an existing actuated traffic signal system, except as otherwise specified in the Special Provisions or as provided herein.

Vehicle detectors taken out of service shall be repaired or replaced within seventy-two (72) hours. New vehicle detectors for rerouted traffic shall be installed within seventy-two (72) hours. Where work site conditions do not permit the installation of permanent vehicle detectors within seventy-two (72) hours, temporary vehicle detectors shall be installed, at the Contractor's expense, as directed by the Agency. Permanent vehicle detectors shall be installed as soon as work site conditions permit.

49-1.07 Scheduling of Work

Scheduling of work shall conform to Section 86-1.07, "Scheduling of Work", of the State Specifications, except that paragraph 9 shall not apply.

Functional tests shall start on any Working Day except Monday, Friday, or the day preceding or following a legal holiday.

49-1.08 Safety Precautions

Attention is directed to Section 6, "Legal Relations and Responsibilities", of these Specifications. Before starting work on existing series street-lighting circuits, the Contractor shall obtain daily a safety circuit clearance from SMUD. By-pass switch plugs shall be pulled, "Men at Work" and other required construction signs posted, and lockouts installed at switch boxes before any work is done.

49-1.09 Inspection

Prior to backfilling conduit trenches or placing concrete foundations, the Contractor shall notify the Agency and request inspection of all conduits and foundation forms.

All conduits, conduit couplings, conduit bends and ground bushings shall be in place and properly tightened and secured, and all anchor rods, anchor bolts and ground rods shall be in place in the foundation form prior to the request for inspection. Wire shall not be pulled in conduits until inspection, backfilling and foundation concrete placement are completed. Stub ends of all conduits shall have approved caps and ground bushings installed prior to backfilling or placing concrete for foundations.

The Contractor shall not backfill, enclose, or otherwise cover up any electrical work prior to inspection or testing. Should any of the work be backfilled, enclosed or covered up, the work shall be exposed by the Contractor, at the Contractor's expense, for such inspection or testing.

49-1.10 Signal Turn-On

Traffic signals shall not be turned on until all signal heads, pedestrian heads, backplates, luminaries, detectors, push buttons, signs, and striping have been installed. The Contractor shall give written notice of intentions of signal turn-on at least three (3) Working Days prior to actual turn-on time so that Agency forces can accomplish the proper signing. The written notice shall be given to both the Traffic Signal and Street Light Manager (875-5327) and the Signs and Markings Manager (875-5133), and is to allow for a review of the signal prior to turn-on. These Agency personnel may request, and shall be granted, a new turn-on date and review, pending the results of their initial review.

Prior to actual turn-on time, the Contractor shall uncover all Agency-installed signs that have been installed prior to signal turn-on and are covered. Turn-ons shall take place between 11:00 a.m. and 2:00 p.m., Monday through Thursday. No signal turn-on shall be scheduled for the day before a holiday. No two-signal turn-ons on the same Contract shall be scheduled for the same day. All work done by the Contractor to accomplish these objectives is included in the price paid for the intersection, and no additional compensation will be allowed.

49-1.11 Contractor Supplied Equipment

The Contractor shall supply all traffic signal poles, the service can with battery backup, all detector equipment external to the wired traffic signal cabinet and all other material and equipment not specifically identified as "County Supplied" on the contract plans or in the Special Provisions. The Contractor shall supply all of the equipment specified in Section 49-5.02, "Emergency Vehicle Detector Cable, Detectors, and Phase Selectors" of these Specifications.

49-2 MATERIALS AND INSTALLATION

49-2.01 Trench Excavation and Backfill

Unless otherwise shown or specified in the Contract, trench excavation and backfill shall conform to Section 19, "Trench Excavation, Bedding, and Backfill", of these Specifications, and restoration of surfaces shall conform to Section 14, "Restoration of Surfaces", of these Specifications. Trenching for signals, lighting and electrical systems may be made by earth saw trenching in accordance with the provision of Section 49-2.02, "Earth Saw Trenching", in this Section of these Specifications.

Unless otherwise permitted in writing by the Agency, all surplus excavated material shall be removed and disposed of the same day the surplus material is excavated.

The Contractor must contact Underground Service Alert a minimum of forty-eight (48) hours before any excavation work begins. The Contractor shall outline the excavation area in white.

49-2.02 Earth Saw Trenching

Trenching for signals, lighting, and electrical systems may be made by earth saw trenching. Trenches to be made by this method shall be cut by a machine that will produce smooth edge cuts in the pavement and will move at a speed in excess of four feet (4') per minute while cutting pavement. The trenching machine shall be shielded to prevent loose material from being thrown away from the machine.

The minimum trench depth shall be that which is necessary to provide for nine inches (9") minimum cover between the top of the conduit and the finished pavement grade and extend through the pavement structural section. The trench section shall conform to Standard Drawing 4-31.

Loose material deposited on the pavement behind the cutting machine shall be removed from the pavement immediately and the pavement cleared to allow the passage of traffic. Only those traffic lanes occupied by the cutting machine and the cleanup operation shall be closed and they shall be opened as soon as the work has moved sufficiently to clear them.

The conduit shall be placed in the bottom of the trench and the trench shall be backfilled with portland cement concrete to match the existing pavement surface within areas that are to receive an asphalt concrete overlay as part of the same contract, and to within one inch (1") of the pavement surface of existing pavements that are not to receive an asphalt concrete overlay as part of the same contract.

The concrete shall be Class "C" concrete conforming to Section 50-5, "Portland Cement Concrete", of these Specifications, with one-inch (1") maximum size aggregate and one-inch (1") slump, and shall contain calcium chloride in an amount not to exceed three percent (3%) of the cement content. For electrical work, concrete shall be Class "B" concrete conforming to said Section 50-5, "Portland Cement Concrete", of these Specifications. The concrete shall be tamped or vibrated to provide a dense material free from voids and rock pockets.

The sides of the trench above the concrete backfill shall be coated with an asphaltic emulsion and the remaining depth of the trench shall be backfilled with asphalt concrete placed in one layer. The asphalt concrete shall conform to Section 23, "Asphalt Concrete", of these Specifications, and shall be manufactured with one-half inch (1/2") maximum-sized rock. The asphalt concrete shall be compacted to produce a uniform dense mixture with a surface elevation slightly higher than the adjacent pavement.

Once work is started on a trench, all work necessary to complete that trench, with the exception of the one-inch (1") permanent asphalt concrete surfacing, shall be performed during the same day. This includes cutting, placing of conduit or cable, removing all spoils from work site, barricades, maintaining a clean road surface for the safety of vehicular and pedestrian traffic, and backfilling trench with concrete.

The permanent asphalt concrete pavement replacement shall be completed no later than one Working Day following placement of the concrete backfill. Seal coats in accordance with Section 14-3.03, "Seal Coats", of these Specifications shall be placed to the full width of the pavement replacement plus twelve inches (12") on each side of trench, except that seals shall not overlap concrete curb and gutter.

Trenching in the medians shall be as specified above, except that the requirement to complete the trench on the same day shall not apply. In addition, median trenches may be backfilled to the surface of the median with concrete colored to match the color of the median surface.

49-2.03 Removing and Replacing Improvements

Sidewalks, sprinklers and irrigation systems, curbs, gutters, portland cement concrete and asphalt concrete pavement, underlying material, lawns and plants, and any other improvements removed, broken or damaged by the Contractor's operations, shall be replaced or reconstructed with the same kind of material as found on the Work or with materials of equal quality. The new work shall be left in a serviceable condition.

Whenever a part of a square or slab of existing concrete sidewalk, curb, gutter, or driveway is broken or damaged, the entire square, section, or slab shall be removed or as directed by the Agency and the concrete reconstructed as above specified or as directed by the Agency.

The outline of all areas to be removed in portland cement concrete sidewalks, curbing, and driveways shall be cut to a minimum depth of two inches (2") with an abrasive type saw prior to removing the material. Cuts shall be neat and true along score lines or constructed joints, with no shatter outside the removal area. Cuts shall not extend beyond the limits of the removal area.

49-2.04 Foundations

Foundations shall conform to Section 86-2.03, "Foundations", of the State Specifications, and these Specifications. Foundations shall conform to the size(s) and shape(s) shown on the Plans, the Standard Drawings, or the State Plans, or as otherwise detailed in the Contract, as applicable. The Contractor shall provide anchor bolts for all foundations unless otherwise specified in the Special Provisions. Anchor bolts shall be positioned so that a minimum of two (2) to a maximum of four (4) threads will be visible above the top nuts after the pole has been erected and plumbed. Rigid non-metallic conduit shall be allowed in traffic signal and street light foundations.

All traffic signal poles and street light poles and pull boxes shall be located outside the limits of sidewalk ramps, unless shown on the plans to be located on a wider than standard curb incorporated into the rear portion of the sidewalk ramp. All traffic signal pole and street light foundations shall be located such that no existing conduit, pipe or other underground utility facility conflicts with the entire volume of the pole foundation. If a conflict with an existing street light conduit or an existing traffic signal conduit exists, the Contractor shall relocate the existing conduit out of the area of conflict. If a potential conflict with any underground utility facility other than street light or traffic signal conduit exists, the Contractor shall bring the potential conflict to the attention of the Agency. The Agency may direct the adjustment of the signal foundation location in accordance with Section 49-2.05 of these Specifications. Conformance with these provisions as required to complete the Work, including relocation of existing street light and/or traffic signal conduits, shall be considered incidental to and included in the payment for traffic signal or street light installation and no additional compensation will be made.

All traffic signal poles with pedestrian push buttons shall be located in sidewalk or pedestrian pad areas. Poles located in sidewalk areas shall be located such that the back of the pole's base flange shall be within the sidewalk area and within one inch of the back of the sidewalk.

All traffic signal and street light poles and pull boxes shall be located outside the limits of sidewalk ramps.

49-2.05 Standards, Steel Pedestals and Posts

Standards, steel pedestals, and posts shall conform to Section 86-2.04, “Standards, Steel Pedestals and Posts”, of the State Specifications, and these Specifications. Standards with an outside diameter greater than twelve inches (12”) shall be round. Street light standards shall be galvanized steel and shall conform to Standard Drawing 5-16 (Type B) or 5-17 (Type A). The type of street light standard shall be as shown on the Plans or in the Special Provisions.

49-2.05.A NOT USED

49-2.05.B Placement of Standards, Enclosures, Posts and Associated Devices

The Contractor is advised that traffic signal and pedestrian facilities in corner rounding areas are difficult to describe accurately on the Plans. These traffic signal and pedestrian facilities shall be field adjusted to conform to the following rules:

1. Pedestrian heads and crosswalks shall be located such that pedestrian heads are **not** located behind the respective stop bar.
2. Pedestrian push buttons shall be located within five feet (5') of their respective crosswalks, measured perpendicular to the crosswalk lines.
3. Sidewalk ramps and crosswalks shall be located such that the ramp pan falls entirely within the crosswalk lines.
4. Poles, push button posts, controller cabinets, interconnect terminal cabinets, and service enclosures shall be located such as to leave a minimum of four feet (4') of clear sidewalk width.
5. High (mast arm mounted) signal heads with all-left arrow indications shall be located at least two feet (2') into the controlled left turn only lane. If field conditions make this impossible, a programmed visibility head may be used and the extra cost compensable.

Any field adjustment needed to meet the above described criteria of location of crosswalks, signal poles, ramps, and pull boxes shall be considered incidental and no additional payment will be made. All field adjustments shall be coordinated with the Agency in the field.

49-2.05.C Final Location of Traffic Signal Poles

The Contractor shall pothole the pole location area for utility conflicts. If the site is found to be unsuitable, the Contractor shall re-pothole in the vicinity, as approved by the Agency, until a suitable location is found. Unused pothole areas shall be restored to their original or better conditions. The pothole and restoration work shall be considered as included in the contract lump sum price paid for individual traffic signal and no additional compensation will be allowed therefor.

49-2.06 Conduit

Conduit shall conform to Section 86-2.05, “Conduit”, of the State Specifications, and these Specifications. Unless otherwise shown or specified in the Contract, conduit shall be rigid non-metallic. Rigid non-metallic conduit shall be electrical grade and be Schedule 40 or better.

Traffic signal conduits, including traffic interconnect conduits, are shown on the Contract Plans to scale, unless otherwise noted on said Plans. Conduit shown to be installed out of paved areas shall be installed out of paved areas. Any conduit shown on the plans to be placed at a specific location, either by dimensions, offsets, or by other means, shall be installed at the specified location. Conduits shown to be installed across any street, or across any portion of any street, shall be installed such that the alignment of the conduit between the pull boxes and/or cabinets at either end of the conduit run shall be a straight line.

Pole risers shall be two-inch (2") Schedule 80 rigid non-metallic conduit unless otherwise specified.

Schedule 40 rigid non-metallic conduit shall be used in signal, street light, controller, and service enclosure foundations. Install end bell fittings on all non-metallic conduits of one inch (1") and larger trade size.

All conduit systems, new or existing, shall be blown out with compressed air.

Conduits terminating in standards or enclosures shall emerge from the foundation vertically, $\pm 5^\circ$ in any direction.

A solid No. 10 THW copper wire with green insulation shall be installed in all conduits which are to receive future conductors. All wires placed in conduits for future use at any one traffic signal location and for any traffic signal interconnect system shall be spliced to be electrically continuous.

All rigid non-metallic conduit shall be connected with the appropriate adhesive.

After conductors have been installed, the ends of conduits terminating in pull boxes, interconnect cabinets, controller cabinets, and service enclosures shall be sealed with an approved type of sealing compound.

All empty conduits shall be identified with their destination/termination point, and sealed with plugs approved for the purpose.

Conduit placed under sidewalks may have six inches (6") of cover, if the conduit trench is backfilled with concrete.

Conduit may be installed in paved areas of streets as specified in Section 49-2.02, "Earth Saw Trenching", in this Section of these Specifications. Conduit placed in existing paved areas shall be placed in a trench approximately two inches (2") wider than the outside diameter of the conduit to be installed. The trench shall not exceed six inches (6") in width. Conduit depth shall not exceed fourteen inches (14") or conduit trade diameter plus ten inches (10"), whichever is greater, except that at pull boxes the trench may be hand dug to a required depth. The top of the installed conduit shall be a minimum of nine inches (9") below finish grade. Provide four-inch (4") minimum width warning tape at least six inches (6") above buried conduit.

49-2.07 Pull Boxes

Pull boxes shall conform to Section 86-2.06, "Pull Boxes", of the State Specifications (paragraph 8 of Section 86-2.06A shall not apply except to traffic-rated pull boxes with steel traffic lids), these Specifications, and the Standard Drawings.

As required on Standard Drawings 5-20A and 5-20B, covers shall be factory-marked to indicate the contents of the pull box. Metal covers shall be marked by method "c" as described in Section 86-2.06B, "Cover Marking", of the State Specifications

Pull boxes shall be installed at the locations shown on the Plans and as required by these Specifications. With the exception of traffic signal interconnect conduit for conduit runs exceeding two hundred feet (200'), pull boxes shall be spaced at not over two hundred-foot (200') intervals unless indicated otherwise. The maximum spacing of pull boxes for traffic signal interconnect conduit shall be five hundred feet (500'). The Contractor, at the Contractor's expense, may install additional pull boxes to facilitate the Work.

The bottom of pull boxes installed in unimproved areas or in sidewalk areas shall be bedded on six inches (6") minimum layer of three-quarter inch (3/4") crushed rock.

The maximum depth of pull boxes shall be twenty-six inches (26") as shown on Standard Drawings 5-20A and 5-20B.

49-2.08 Conductors

Conductors shall conform to Section 86-2.08, "Conductors", of the State Specifications, and these Specifications. Section 86-2.08A, "Conductor Identification", of the State Specifications is amended to require the Contractor to use a different color-coded wire for each street lighting

circuit with continuous color maintained throughout each circuit. The "Conductor Table" of said Section 82-2.08A shall be amended to include the following:

CONDUCTOR TABLE					
Conductor Use	Signal Phase Or Function	Identification			
		Insulation Color		Label Designation	Conductor Size
		Base	Stripe		
Irrigation Control	Underground-Line 1	Black	None	IR1	As Req'd.
	Neutral	White	None	IRN	As Req'd.
Neutral	Traffic Signals	White	None	TSN	As Req'd.
Neutral	Street Lighting	White	None	None	As Req'd.
Traffic Signal Communications	As Required	As Req'd.	As Req'd.	Per Special Provisions	As Req'd.
Highway (Street) Lighting Pull Box to Luminaire	As Required	As Req'd.	As Req'd.	None	As Req'd.
Multiple Highway (Street) Lighting	As Required	As Req'd.	As Req'd.	None	As Req'd.
Emergency Vehicle Preemption	As Required	Black or As Req'd.	As Req'd.	Per Special Provisions	As Req'd.
Inductive Loop Detector Circuits	Vehicle Detection	As Req'd.	None	Per Section 86-5.01A of State Specifications	As Req'd.

The second paragraph of Section 86-208B, "Multiple Circuit Conductors" of the State Standard Specifications shall be deleted and replaced with the following:

At any point, the minimum thickness of any TW, THW, USE, RHH or RHW insulation shall conform to the requirements of the latest edition of the National Electrical Code.

49-2.08.A Signal Interconnect Cable

Signal interconnect cable shall conform to the "International Municipal Signal Association, Specification No. 20-2, Polyethylene-Insulated, Polyethylene Jacketed Communication Cable", except that the signal interconnect cable shall be supplied without electrical shielding. The cable shall consist of twenty (20) twisted pairs of No. 20 AWG solid copper conductors.

Prior to delivery of the cable, the Contractor shall furnish the Agency with a certified report, in an Agency-approved form, of the tests made on the cable to show compliance with the Contract. In addition, the Agency may request samples for testing upon delivery of the cable to the work site, and, at Agency expense, test the samples for compliance with the Contract.

Cables shall only be installed under dry conditions. Each end of the cable shall be properly sealed against moisture intrusion and shall be protected against damage.

Cable shall be installed in conduit between termination points. Termination points are identified as controller cabinets, interconnect terminal cabinets, or master controller building. A minimum of five feet (5') of slack cable shall be left coiled at each termination point and in each pull box. The ends of all cables shall be taped and made waterproof by dipping in an approved sealer prior to being installed in conduit and prior to being left overnight. Unless otherwise specified or directed by the Agency, splicing of interconnect cable shall not be allowed.

After field testing of the cable by the Contractor, termination of cable will be made by Agency forces unless otherwise specified.

49-2.08.B Interconnect Cable Testing After Installation

Signal interconnect cable shall be tested in accordance with these Specifications.

The interconnect cable shall be installed and ready for cable testing twenty (20) Working Days prior to anticipated use of said cable.

Each insulated conductor in each length of completed cable, with all other insulated conductors grounded, shall have an insulation resistance of not less than the following:

Cable Lengths, feet	500	1000	1500	2000
Megohms	500	250	160	125

The tests shall be made using a 500-volt megohm meter applied for one (1) minute. The test may be terminated as soon as the measurement demonstrates that the specified value has been met or exceeded for a period of one (1) minute.

The direct current (D.C.) resistance of each pair shall be measured by connecting each pair together at one end of the cable and measuring loop resistance at the other end. The maximum resistance shall be 0.01012 OHMS per linear foot ±10 percent for a single #20 AWG conductor.

If the cable being tested fails any one or more of the above tests, the Contractor shall replace the defective cable. No extension of time or compensation will be allowed for replacement of cable. All tests and corrections of failures shall be documented and shall be available for future reference.

All electrical tests shall be made after the cable has been installed in the conduit. The conduit shall also be filled with water.

49-2.09 Wiring

Wiring shall conform to Section 86-2.09, "Wiring", of the State Specifications, except that the first sentence of the last paragraph of Section 86-2.09D, "Splicing", and the first paragraph of Section 86-2.095, "Fused Splice Connectors", shall not apply, and these Specifications.

Conductors shall not be pulled into and through conduits until after pull boxes are set to grade, drain rock sumps installed, and the conduits bonded and cleaned out with the appropriate size swab or blown out with compressed air.

On 600-volt conductor splices of solid or stranded conductor sizes #14 AWG to #6 AWG, the Contractor has the option to use either crimp-type connectors or spring-type connectors of three-part construction. The three-part construction shall consist of a zinc-coated free expanding steel spring enclosed in a steel shell, with an outer jacket of polyvinyl chloride. The outer jacket shall have a flared skirt, be flexible, and be able to withstand 105°C temperature continuously. Each splice shall have the spring connector sized in accordance with the manufacturer's recommendations for the number of conductors and gages being spliced. Wire strip lengths shall also be in accordance with the manufacturer's recommendations. After the spring connector has been applied to the connection, the splice shall be coated by submersion with a corrosive-resistant, solvent-resistant, sealing, bonding and flexible electrical coating, having at least 100-volt/mil electrical strength. Upon coating of the splice, the flared skirt end

shall be positioned in an upright alignment and maintained in place until the electrical coating is dry.

The use of heat shrinkable tubing will only be permitted for splicing of detector loop conductors and detector lead-in cables in accordance with Section 49-5.01.C, "Splicing Details", in this Section of these Specifications.

In the handhole section of each luminaire pole, a fused disconnect splice connector shall be installed in each ungrounded conductor between the line and the ballast.

Luminaires with up to 200-watt bulbs shall have six-amp (6A) fuses installed. Luminaires with 250 to 400 watt bulbs shall have ten-amp (10A) fuses installed. All fuses shall be midget ferrule type, rated at 600 volts, and fast blowing.

49-2.10 Bonding and Grounding

Bonding and grounding shall conform to Section 86-2.10, "Bonding and Grounding", of the State Specifications, except that paragraph 6 shall not apply, and these Specifications.

For bonding purposes in all non-metallic type conduits, a No. 6 copper wire shall be run continuously in circuits used for series lighting, and a No. 10 copper wire shall be run continuously in all other circuits. Where non-metallic conduit is to be installed for future conductors, a green No. 10 THW copper wire shall be installed in these conduits. Equipment bonding and grounding conductors are not required in conduits which contain only loop lead-in cable or signal interconnect cable or both.

Grounding jumper shall be attached by a three-sixteenths inch (3/16") or larger brass bolt in the standard or pedestal and shall be run to the metallic conduit, ground rod, or bonding wire in the adjacent pull box. The grounding jumper shall be visible and accessible after the cap has been poured on the foundation.

49-2.11 Service

Electrical service installation and materials shall conform to these Specifications.

Each service enclosure (or "can") shall be fabricated from 14 gauge Type 304D stainless steel and shall conform to the requirements for cabinets fabricated from stainless steel as specified in Section 86-3.07A, "Cabinet Construction", of the State Specifications, and these Specifications.

The mounting brackets shall be 10 gauge Type 304D stainless steel. All welds shall be of highest quality and ground smooth and finished so that grind marks are not visible.

The enclosure shall be rain-tight and dust-tight. For new construction, anchor bolts shall be inside the service enclosure. For modification construction, anchor bolts shall be inside or outside the service enclosure as shown on the Plans.

A hinged dead front plate with cutouts for the handles of the breakers and the switch shall be provided. A hinged outside door equipped with a heavy duty draw latch and two (2) heavy duty hasps suitable for padlocking shall be provided for the service section. The dead front panel on the service enclosure shall have a continuous stainless steel piano hinge.

The enclosure shall have no screws, nuts, or bolts on the exterior, except utility sealing screws. All screws, nuts, bolts, and washers shall be stainless steel. All hinges and hinge pins shall be stainless steel.

No surface of the enclosure shall be deflected inward or outward more than one-sixteenth inch (1/16"), measured from the intended plane of the surface.

Service enclosures shall be factory wired and conform to NEMA Standards. All control wiring shall be stranded copper, No. 14 AWG THHN/THWN rated for 600 volts. Wiring shall be arranged so that any piece of equipment can be removed without disconnecting any wiring other than the leads to the equipment being removed. All wiring shall be marked with permanent clip sleeve wire markers. Felt, pencil, or stick back markers will not be acceptable. A copy of the

wiring diagram for the service enclosure and a typewritten circuit directory shall be enclosed in plastic and mounted on the inside of the front door.

All circuit breakers, contactors, and wire shall be listed by UL or ETL. The enclosure shall conform to the NEMA 3-R standard.

The terminal lugs or strips shall be copper or alloyed aluminum. All terminals shall be compatible with either aluminum or copper conductors.

The service enclosure shall have provisions for the installation of up to a total of sixteen (16) single-pole circuit breakers, including brass links and mounting hardware. Branch circuit panel shall use loop wiring rated for 125 amperes with THHN/THWN insulation. All copper wiring used for main bussing shall be No. 2 AWG THHN/THWN and rated for 125 amperes.

Nameplates of a reasonable size identifying the control unit therein shall be installed on the dead front panel. Nameplates shall be black laminated plastic with white characters, and shall be fastened by screws.

The entire service enclosure shall be constructed with the highest quality workmanship and shall meet all applicable codes, and shall bear a factory applied label of approval by a recognized testing laboratory.

Complete shop drawings on all substitutions shall be submitted to the Agency for approval prior to fabrication. If the proposed substitute is rejected or if the submittal is not made within a reasonable time, the specified equipment shall be furnished.

The Contractor shall protect and lock the service enclosure during construction. When the Work has been accepted for maintenance, each enclosure shall be locked with a Contractor-supplied master lock that will accept a Type 2214 key.

Street light "ON" and "OFF" control will be by photoelectric cell. All conduits and wires shall be furnished and installed by the Contractor.

49-2.11.A Metered Service (120/208 Volt, 120/240 Volt)

The metered electrical service will be served from SMUD facilities as shown on the Plans. Unless otherwise specified, service shall be wired for 120/208 volts or 120/240 volts, three-wire and single phase as shown on the Plans.

New service enclosures shall be supplied and installed as shown on the Plans.

The service enclosure shall consist of a separate metering section and a service section. The metering section shall be complete with SMUD approved meter socket, steel socket cover, and manual circuit closing device.

The meter section shall have a removable cover with the top and front sections welded together so that it is rain-tight and padlockable. The meter section shall include provisions to allow SMUD to lock and seal the meter section.

The service enclosure shall be fabricated in accordance with the dimensions shown on Standard Drawing 5-8.

Mounted in each metered service enclosure shall be the following equipment:

1. Two 2-pole, 120-volt alternating current main breakers with 100-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. Each main breaker shall have an internal common trip. Each pole shall have individual "ON-OFF" control and handle tie for common operation. Breakers shall be Westinghouse Quicklag C or approved equal.
2. One single-pole, 120-volt alternating current branch circuit breaker for control circuit with 15-ampere trip and a rating of 10,000-amperes AIC at 120/240 volts. Breaker shall be Westinghouse Quicklag C or approved equal.
3. Two single-pole, 120-volt alternating current branch circuit breakers for traffic signals, each with 60-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. Breakers shall be Westinghouse Quicklag C or approved equal.

4. Minimum six, single-pole, 120-volt alternating current branch circuit breakers for street lighting, each sized per the Special Provisions and the Standard Drawings (minimum 30-ampere trip), and with a rating of 10,000 amperes AIC at 120/240 volts. Breakers shall be Westinghouse Quicklag C or approved equal.
5. Minimum two, 3-pole, normally open, 60-ampere mercury displacement lighting contactors. Coil voltage shall be 120 VAC, 60 cycle. Mercury displacement lighting contactors shall be Dayton Electric Manufacturing Co., Model Number 3X753E, or approved equal.
6. One oil tight "Hand-Off-Auto" selector switch.
7. One solid copper neutral bus.
8. Incoming terminals (landing lugs).
9. Solid neutral terminal strip.
10. Terminal strips for conductors within the cabinet.

49-2.11.B Metered Service with Encapsulated Step-Down Transformer (277/480 Volt to 120-240 Volt)

The metered electrical service will be served from SMUD facilities as shown on the Plans. Unless otherwise specified, service shall be wired for 277/480 volts, four-wire and three phase as shown on the Plans.

New service enclosures shall be supplied and installed as shown on the Plans.

The service enclosures shall consist of a separate metering section and a service section. The metering section shall be complete with SMUD-approved three-phase meter socket, steel socket cover and manual circuit closing device.

The meter section shall have a removeable cover with the top and front sections welded together so that it is rain tight and padlockable. The meter section shall include provisions to allow SMUD to lock and seal the meter section.

The service enclosure shall be fabricated in accordance with the dimensions shown on Standard Drawing 5-9.

Mounted in each metered service enclosure shall be the following equipment:

1. One 2-pole, 277/480-volt alternating current main breaker with 100-ampere trip and a rating of 14,000 amperes AIC at 277/480 volts. The main breaker shall have an internal common trip. Each pole shall have individual "ON-OFF" control and handle tie for common operation. Breaker shall be Westinghouse Quicklag GHC or approved equal.
2. Minimum six, single-pole, 277/480-volt alternating current branch circuit breakers for street lighting, each sized per the Special Provisions and the Standard Drawings (minimum 30-ampere trip), and with a rating of 14,000 amperes AIC at 277/480 volts. Breakers shall be Westinghouse Quicklag GHC or approved equal.
3. One single-pole, 120-volt alternating current branch circuit breaker for control circuit with 15-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. Breaker shall be Westinghouse Quicklag C or approved equal.
4. One single-pole, 120-volt alternating current branch circuit breaker for traffic signals, with 50-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. The breaker shall be Westinghouse Quicklag C or approved equal.
5. One 2-pole, 120-volt alternating current branch circuit breaker for intersection safety lighting, with 15-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. The breaker shall have an internal common trip. Each pole shall have individual "ON-OFF" control and handle tie for common operation. The breaker shall be Westinghouse Quicklag C or approved equal.

6. Minimum three, 3-pole, normally open, 60-ampere mercury displacement lighting contactors. Coil voltage shall be 120 VAC, 60 cycle. Mercury displacement lighting contactors shall be Dayton Electric Manufacturing Co., Model Number 3X753E, or approved equal.
7. One oil tight "Hand-Off-Auto" selector switch.
8. One solid copper neutral bus.
9. Incoming terminals (landing lugs).
10. Solid neutral terminal strip.
11. Terminal strips for conductors within the cabinet.
12. One single-phase transformer rated at 5KVA. Primary shall be 277 volts and secondary shall be 120volts. This transformer to be metered and shall supply the traffic signal power.
13. One single phase transformer rated at 2 KVA. Primary shall be 480 volts and secondary shall be 120/240 volts. This transformer to be unmetered and shall provide the power for intersection safety lighting and the control circuit.
14. Provide primary transformer protection per the NEC.

49-2.11.C Unmetered Service (120/208 Volt, 120/240 Volt)

The unmetered electrical service will be served from SMUD facilities as shown on the Plans. Service shall be wired for 120/208 volts or 120/240 volts, three-wire and single phase as shown on the Plans. The Contractor shall connect the luminaires to the circuits shown on the Plans.

New service enclosures shall be supplied and installed as shown on the Plans.

The service enclosures shall be fabricated in accordance with the dimensions shown on Standard Drawing 5-10.

Mounted in each unmetered service enclosure shall be the following equipment:

1. One, 2-pole, 120-volt alternating current main breaker with 100-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. The main breaker shall have an internal common trip. Each pole shall have individual "ON-OFF" control and handle tie for common operation. Breaker shall be Westinghouse Quicklag C or approved equal.
2. One single-pole, 120-volt alternating current branch circuit breaker for control circuit with 15-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. Breaker shall be Westinghouse Quicklag C or approved equal.
3. Minimum six single-pole, 120-volt alternating current branch circuit breakers for street lighting, each sized per the Special Provisions and the Standard Drawings (minimum 30-ampere trip), and with a rating of 10,000 amperes AIC at 120/240 volts. Breakers shall be Westinghouse Quicklag C or approved equal.
4. Minimum two 3-pole, normally open, 60-ampere mercury displacement lighting contactors. Coil voltage shall be 120 VAC, 60 cycle. Mercury displacement lighting contactors shall be Dayton Electric Manufacturing Co., Model Number 3X753E, or approved equal.
5. One oil tight "Hand-Off-Auto" selector switch.
6. One solid copper neutral bus.
7. Incoming terminals (landing lugs).
8. Solid neutral terminal strip.
9. Terminal strips for conductors within the cabinet.

49-2.11.D Unmetered Service (277/480 Volt)

The unmetered electrical service will be served from SMUD facilities as shown on the Plans. Service shall be wired for 277/480 volt, four-wire and three phase as shown on the Plans. The Contractor shall connect the luminaires to the circuits shown on the Plans.

New service enclosures shall be supplied and installed as shown on the Plans.

The service enclosures shall be fabricated in accordance with the dimensions shown on Standard Drawing 5-10.

Mounted in each unmetered service enclosure shall be the following equipment:

1. One 2-pole, 277/480-volt alternating current main breaker with 100-ampere trip and a rating of 14,000 amperes AIC at 277/480 volts. The breaker shall have an internal common trip. Each pole shall have individual "ON-OFF" control and handle tie for common operation. Breaker shall be Westinghouse Quicklag GHC or approved equal.
2. One single-pole, 277-volt alternating current branch circuit breaker for control circuit with 15-ampere trip and a rating of 14,000 amperes AIC at 277/480 volts. Breaker shall be Westinghouse Quicklag GHC or approved equal.
3. Minimum six single-pole, 277-volt alternating current branch circuit breakers for street lighting, each sized per the Special Provisions and the Standard Drawings (minimum 30-ampere trip), and with a rating of 14,000 amperes AIC at 277/480 volts. Breakers shall be Westinghouse Quicklag GHC or approved equal.
4. Minimum two 3-pole, normally open, 60-ampere mercury displacement lighting contactors. Coil voltage shall be 277 VAC, 60 cycle. Mercury displacement lighting contactors shall be Mercury Displacement Industries (MDI), Part Number 360NO-277V, or approved equal.
5. One oil tight "Hand-Off-Auto" selector switch.
6. One solid copper neutral bus.
7. Incoming terminals (landing lugs).
8. Solid neutral terminal strip.
9. Terminal strips for conductors within the cabinet.

49-2.11.E Unmetered Service with Encapsulated Step-Down Transformer (277/480 Volt to 120/240 Volt)

The unmetered electrical service will be served from SMUD facilities as shown on the Plans. Unless otherwise specified, service shall be wired for 277/480 volts, four-wire and three phase as shown on the Plans.

New service enclosures shall be supplied and installed as shown on the Plans.

The service enclosure shall be fabricated in accordance with the dimensions shown on Standard Drawing 5-11.

Mounted in each unmetered service enclosure shall be the following equipment:

1. One 2-pole, 277/480-volt alternating current main breaker with 100-ampere trip and a rating of 14,000 amperes AIC at 277/480 volts. The main breaker shall have an internal common trip. Each pole shall have individual "ON-OFF" control and handle tie for common operation. Breaker shall be Westinghouse Quicklag GHC or approved equal.
2. One single-pole, 120-volt alternating current branch circuit breaker for control circuit with 15-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. Breaker shall be Westinghouse Quicklag C or approved equal.
3. Minimum ten (10) single-pole, 120-volt alternating current branch circuit breakers for street lighting, each sized per the Special Provisions and the Standard Drawings (minimum 30-ampere trip) and with a rating of 10,000 amperes AIC at 120/240 volts. Breakers shall be Westinghouse Quicklag C or approved equal.
4. One single-pole, 120-volt alternating current branch circuit breaker for receptacle with 20-ampere trip and a rating of 10,000 amperes AIC at 120/240 volts. Breaker shall be Westinghouse Quicklag C or approved equal.

5. Minimum three, 3-pole, normally open, 60-ampere mercury displacement lighting contactors. Coil voltage shall be 120 VAC, 60 cycle. Mercury displacement lighting contactors shall be Dayton Electric Manufacturing Co., Model Number 3X753E, or approved equal.
6. One oil tight "Hand-Off-Auto" selector switch.
7. One solid copper neutral bus.
8. Incoming terminals (landing lugs).
9. Solid neutral terminal strip.
10. Terminal strips for conductors within the cabinet.
11. One single-phase transformer rated at 10KVA. Primary shall be 480 volts and secondary shall be 120/240 volts.
12. Provide primary and secondary transformer protection per the NEC.

49-2.11.F Service Can and Battery Backup Unit (BBU)

At each location for which a new traffic signal service can is shown to be installed, the Contractor shall supply and install a Metered Service Enclosure with Battery Backup (120/240 V) in accordance with Standard Drawing 5-29 and as specified in this section.

49-2.11.F.(1) Enclosure Specifications:

Anodized 1/8" aluminum, weatherproof enclosure shall house Uninterrupted Power Supply (UPS) and batteries. Enclosure shall be TIG welded construction with welding materials specifically designed for the material to be welded. Enclosure shall have fully framed side hinged outer doors with swaged close tolerance sides for flush fit with drip lip and closed cell neoprene flange compressed gaskets. Front door shall incorporate a full-length piano hinge, pad-lockable draw latch (center area on door-latch side), and two pad lockable welded-in place vandal-proof tabs (one upper area, one lower area on door-latch side, rated at 2000 lbs. each). There shall be no exposed nut, bolts, screws, rivets or other fasteners on the exterior of the enclosure. Maximum cabinet dimensions 46" H x 20" W x 9" D. Weight 250 lbs with batteries. UPS shall be mounted in an interior tilt out housing with 800 lb rated stops. Battery connectors shall be Anderson Connectors with silver plated contacts. Batteries shall be installed in fixed position framed trays for seismic safety and be readily accessible for maintenance. Batteries shall be mounted allowing airflow front and back. Enclosure can include two transfer bypass switches, one for UPS bypass the second for auxiliary generator (optional). All switches must be panel mounted on interior dead front panel board. UV resistant plastic laminated nameplates shall identify all controls and major components. A plastic covered wiring diagram will be attached to the inside of the front door. All components shall be factory wired and conform to required NEMA, NEC, and UL standards. A chassis ground point shall be provided. Panel shall be UL 508 Industrial Control Panel rated.

49-2.11.F.(2) UPS Panel Minimum Features:

- The UPS system shall be a Tesco 27-000/22-000BBS1400XI-22UPS or approved equal.
- UPS bypass and UPS isolation switch.
- Deadfront safety panel board with all switches, indicating fuses, plugs, and isolation fuses for each battery pre-wired with phenolic nameplates.
- All nameplates shall be screwed on phenolic engraved type.
- All wire terminating lugs shall be full wrap around type.
- All batteries shall be captive spaced from external captive sides in earthquake proof buckets.
- Cabinet ventilation shall be by (qty. 4) 4" x 1/4" louvers top and bottom with encapsulated bug screens, cleanable filters and a 100cfm fan to completely exchange air 25 time minimum per minute.

- All DC terminals and connections shall incorporate safety covers such that the safety covers are in place for every normal maintenance mode.
- Event Counters & Total Run Time Counter.

49-2.11.F.(3) UPS Unit Minimum Specifications:

UPS unit shall provide a true sine-wave output with minimum 1400 Volt-Amp continuous capacity. UPS must provide for utility service isolation when in operation. The minimum rating for wattage output will be 950 watts. The UPS shall be capable of running an intersection with LED lights (for Run Time consult manufacturer). The unit shall operate off-line, with transfer time of 2 ms or less, with battery condition indicator, with automatic test provisions, and with hot-swappable batteries (all batteries in system). UPS will automatically recharge batteries from full discharge to 95% capacity within 6 hours. UPS will provide on-line operation for a minimum input of 92 to 145 VAC, provide full load output of 120VAC – 10% / +4% at 60 Hz +/- 0.05% over a temperature range of -37° C (optional adder) to +74° C and be a UL Approved Design. The UPS unit will be delivered with maintenance manuals and schematic diagrams.

49-2.11.F.(4) UPS Unit Minimum Features:

- 1400VA 950 Watts
- Surge energy withstand 480 Joules, 6.5kA
- Common mode clamping 0 ns < 5ns typical UL 1449
- Conditioned power – Computer quality
- Transient lighting protection – 160 Joules
- Transfer to battery time – 2 ms
- Retransfer to utility – 2 ms
- Each battery shall be 24 volts @ 18 AH with heavy duty Anderson plugs and isolated fused (deadfront panel mounted 30 amp) connections to the UPS for greater system reliability and ease of maintenance. Series wiring is unacceptable.
- Fan cooling shall be fused for locked rotor current.
- Cooling air shall be ducted to cool the front and back of each battery with air space on all four sides and top of battery.
- UPS covers shall be 60% open on both sides to diminish the environmental effects of extreme temperatures.
- Includes a RS232, DB9 Computer Interface Port.
- Low voltage safety design at 24v DC. (Higher voltage DC systems are unacceptable).

49-2.11.F.(5) UPS Communications Module:

Smart Slot Relay I/O Module:

- Input #1 Turn the UPS on.
 Input #2 Turn the UPS off.
 Input #3 Start the UPS self-test.
 Input #4 Shut down the UPS (when on battery).

- Output #1 The UPS is on-battery (during a power failure, self-test or run time calibration).
 Output #2 UPS has a low battery – Programmable.
 Output #3 The protected load is not receiving power from the UPS.
 Output #4 Replace the UPS batteries.
 Output #5 The UPS is overloaded.
 Output #6 Any UPS fault or self-test failure.

49-2.11.F.(6) Batteries:

Batteries shall be maintenance-free, type AGM/VRLA (Absorbed Glass Mat / Valve Regulated Lead Acid), such as APC Smart-UPS RMXL or approved equal. Batteries shall be independently pre-wired and individually fused. Batteries shall be furnished with heavy-duty 50-amp rated silver-plated Anderson connectors. Batteries shall be equipped with a 100-amp internal fuse. Batteries shall be lightweight for personnel safety and protection plus ease of installation and maintenance. Batteries with a weight of over 26lbs are not acceptable.

49-2.11.F.(7) Enclosure Temperature Compensation:

Operating temperature shall be a minimum -37° C to +74° C.

49-2.11.F.(8) Power System Analyzer and Conflict Resolution Module:

The UPS shall incorporate an integrated Power System Analyzer and Conflict Resolution Module. The Analyzer will evaluate and make limited adjustments to the incoming utility power and will automatically transfer load to the UPS battery back-up power if utility power is lost. When utility power becomes available, the system will provide automatic UPS failure detection and automatically isolate the failed UPS and transfer the load back to utility power. Once the failure has been corrected, the system will return to the normal operation. This system shall include the following as a minimum:

Triple Bypass System for Offline UPS:

1. SPACT – Smart Power Analyzer with Conflict Monitor Isolation and Transfer Module.
2. PCM – Power Conflict Monitor
3. The PCM is a totally redundant failsafe system. The PCM monitors load bus power available continuously. If load bus power fails for 5ms the PCM will transfer and isolate the UPS and guarantee that commercial power will be locked on.
4. Watchdog Timer – Redundant 5 ms delay and hard transfer to utility power.
5. The outboard Smart Transfer Switch shall not interrupt the normal controller function. Transfer time shall be 2ms.
6. Onboard Smart I/O module will execute lockout of battery back up system upon Smart detection of any inverter UPS fault. If UPS resets itself, it will automatically be available for backup.

Smart Battery Charger:

Shall charge from shut off discharge to 95% fully charged in less than 6 hours. Batteries shall be ambient enclosure compensated to less than 120°F. The battery charger shall utilize Smart Cell Technology to extend battery life.

49-2.11.F.(9) Warranty:

Manufacturers shall provide a two (2) year factory-replacement parts warranty on the Battery Backup System. Batteries shall be warranted for full replacement for two (2) years. The warranty shall be included in the total lump sum price paid for the traffic signal modification.

Supply and installation of service can with battery back up unit shall be included in the lump sum price paid for traffic signal installation and no additional payment will be made.

49-2.12 Testing

Testing shall conform to Section 86-2.14, "Testing", of the State Specifications, except that the second sentence in paragraph one and all of paragraph four of Section 86-2.14A, "Materials Testing", and the third paragraph of Section 86-2.14C, "Functional Testing", shall not apply. Testing shall also conform to these Specifications.

Any fault in any material or in any part of the installation revealed by testing shall be replaced or repaired by the Contractor, at the Contractor's expense, in a manner approved by the Agency, and the same test shall be repeated until no fault appears.

Attention is directed to the additional requirements in the Special Provisions with regard to notifications, scheduling, and approval of testing for traffic signal and street lighting work.

New or modified street lighting work shall be tested with lamps being energized for 24 hours continuously. The tests of the street lighting shall be for the purpose of identifying the light distribution patterns, determining the acceptability of the ballasts, fixtures and lamps for electrical and noise standards, verifying that all connections are electrically and mechanically sufficient, and for other purposes as directed by the Agency or in the Special Provisions. The Contractor shall furnish all material and equipment for such testing at the Contractor's expense.

49-2.13 Painting

Unless otherwise specified or shown in the Contract Documents, painting shall conform to Section 86-2.16, "Painting", of the State Specifications and these Specifications. Painting of existing steel street light poles, decorative street light poles, signal appurtenances, and bridges shall conform to the Special Provisions.

Painting of newly installed decorative street lights consisting of a steel pole and cast iron decorative base cover shall conform to the following specifications.

- A. Painting shall conform to Section 59, "Painting", of the current edition of the State Specifications, with the following additions and modifications:
 - 1. Paint materials, unless otherwise specified, shall conform to Section 91, "Paint", of the State Specifications.
 - 2. A Certificate of Compliance shall be furnished in conformance with the provisions in Section 6-1.07, "Certificates of Compliance", of the State Specifications, certifying that the coating system furnished complies in all respects with these requirements. Coatings may be applied before Certificates of Compliance have been received. The Certificates of Compliance shall accompany the order when shipped and be supplied to the Agency.
 - 3. The steel street light pole, cast iron base, and light fixture shall all be painted and fully cured at the time of manufacture and shipped to the job site ready for installation.
 - 4. Light fixtures shall be powder coated. Surface preparation and coating application shall be in conformance with both light fixture manufacturer's specifications and coating manufacturer's recommendations. Color shall be a Federal Standard 595B color number as specified in the Special Provisions or indicated on the Plans.
- B. Surface Preparation (steel pole & cast iron base)
 - 1. All surfaces to be painted shall be cleaned in conformance with the requirements in Surface Preparation Specification No. 6, "Commercial Blast Cleaning", of the Steel Structures Painting Council (SSPC-SP6).
 - 2. Cleaning shall leave all surfaces with a blast profile consisting of a dense, uniform, angular anchor pattern of 1.5 to 2.5 mils as measured in conformance with the requirements in ASTM Designation: D 4417.
 - 3. All burrs and weld splatter shall be completely removed.
 - 4. All surfaces shall be clean, dry, and free of any dirt, chalk, dust, oil, grease, salts, curing compounds, release agents, preservatives and other detrimental foreign matter before coating application is performed.
- C. Coating Application (steel pole & cast iron base)
 - 1. All paint shall be applied in accordance with the manufacturer's recommendations and these Specifications. Manufacturer's recoat windows shall be adhered to.
 - 2. Apply one prime coat of an epoxy coating. Coating manufacturer and product identification shall be indicated in the Special Provisions or on the Plans, and approved by the Sacramento County Department of Transportation Street Light Operations Section. Dry film thickness shall be 4 to 8 mils.
 - 3. Apply one intermediate color coat of a polyurethane. Coating manufacturer and product identification shall be indicated in the Special Provisions or on the Plans, and

approved by the Sacramento County Department of Transportation Street Light Operations Section. Dry film thickness shall be 2 to 3 mils.

4. Apply one finish clear coat of a polyurethane. Coating manufacturer and product identification shall be indicated in the Special Provisions or on the Plans, and approved by the Sacramento County Department of Transportation Street Light Operations Section. Dry film thickness shall be 2 to 3 mils.
 5. Total system dry film thickness shall be 9 mils minimum.
 6. The bottom of the base plate and the interior of the steel street light pole up to the handhole shall be coated with one coat of the epoxy primer (6 to 8 mils dry film thickness). The top and edges of the base plate and the exterior of the pole shall be multi-coated as detailed above.
 7. The interior of the cast iron base, including the access doors, shall be coated with one coat of the epoxy primer (6 to 8 mils dry film thickness). The exterior and edges of the cast iron base, including the access doors, shall be multi-coated as detailed above.
 8. The access doors on the cast iron base shall be removed during the painting process.
 9. The color coat polyurethane shall be a Federal Standard 595B color number as indicated in the Special Provisions or on the Plans, or as directed by Agency.
- D. All coatings shall comply with Proposition 65 regarding cancer-causing agents.
 - E. All street light components shall be packaged for shipping so as to prevent damage to the coatings during loading, transport, and unloading.
 - F. An appropriate quantity of touch-up paint (epoxy primer, color polyurethane, and clear polyurethane) shall be supplied with each shipment.
 - G. After installation of the street light (pole, decorative base cover, and fixture), any damaged coatings shall be repaired with the supplied touch-up paint. Clean and prepare the damaged area by abrading with 100 grit sandpaper.

49-3 CONTROLLER ASSEMBLIES

All controller assemblies will be furnished by the Agency unless otherwise shown or specified in the Contract.

The controller assemblies shall be installed complete by the Contractor. The Contractor shall construct the foundation and install the controller cabinet on the constructed foundation as shown on the Plans and as designated by the Agency. Seams where the controller cabinet rests on the foundation shall be sealed with an approved joint sealing compound. The Contractor shall make all wire connections to the appropriate terminals in the cabinet. All detector equipment external to the wired cabinet shall be furnished and installed by the Contractor. The Contractor shall provide anchor bolts for each controller cabinet.

Upon the receipt of a written request to the Agency at least two (2) Working Days in advance, equipment and materials will be made available to the Contractor for pick up. The Contractor shall be responsible for the safe pickup and delivery of the Traffic Controller Assemblies to the work site. Traffic Controller Assemblies shall be delivered directly to the work site and installed the same day they are acquired by the Contractor. See Section 49-7, "Agency-Supplied Equipment", in this Section of these Specifications for time, place, and person to contact for pick up arrangements.

49-4 TRAFFIC SIGNAL FACES AND FITTINGS

Traffic signal faces and fittings shall conform to Section 86-4, "Traffic Signal Faces and Fittings", of the State Specifications, and these Specifications.

49-4.01 Vehicle Signal Faces

All vehicle signal sections, housings, and visors shall be metal. The Contractor shall remove all manufacturing labels from the traffic signal head lenses prior to installation.

All vehicle signal heads supplied by the Contractor shall have 12" (300mm) signal faces. All vehicle signal heads shall be illuminated by light emitting diode (LED) units that are Caltrans-approved. The LED modules shall be Gelcore or Dialight or County approved equal.

49-4.02 Programmable Directional Louvers

Plastic programmable directional louvers will be permitted where shown or specified in the Contract. When permitted, plastic programmable directional louvers shall be Pelco Brand GPL (Geometrically Programmed Louver) or approved equal.

49-4.03 Backplates

Backplates shall be furnished and installed on all vehicle signal faces. All backplates shall be metal.

49-4.04 Pedestrian Signal Faces

Pedestrian signal heads shall be of the "countdown" variety and shall conform to the following specifications:

1. The design of pedestrian signal heads shall conform to Sections 4E.04, "Size, Design, and Illumination of Pedestrian Signal Head Indications" and 4E.07, "Countdown Pedestrian Signals", of the current edition of the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), including approved errata, revisions, and California supplements; Section 86-4.06, "Pedestrian Signal Faces", of the State Specifications; and these Specifications.
2. The housing, finish, control, and terminal blocks of pedestrian signal heads shall conform to Section 86-4.06 of the State Specifications, except that the housing shall be metal.
3. The display of pedestrian signal heads shall consist of integrated WALKING PERSON and UPRAISED HAND symbols on the left side and a countdown timer display on the right side. The integrated WALKING PERSON and UPRAISED HAND symbols portion of the display shall conform to the documents listed in item 1 above. In addition, the WALKING PERSON and UPRAISED HAND symbols shall be Caltrans-approved LED type and shall be solid. Outline style symbols shall not be used. The countdown timer portion of the display shall conform to the documents listed in item 1 above and the specifications in item 4 below.
4. The countdown timer portion of the display shall consist of Portland orange numbers which are nine (9) inches in height on a black opaque background. The display shall be capable of indicating the numbers zero (0) through ninety-nine (99) inclusive. The numbers zero (0) through (9) inclusive shall be displayed as a single digit (i.e. without a leading zero, the left digit dark). The display shall be high-intensity LED type in conformance with Caltrans specifications for LED modules. The display shall be legible, day or night, from a minimum distance of one hundred twenty (120) feet from the signal. The timer shall calculate and display the appropriate Flashing Don't Walk time, as programmed on the signal controller, after one cycle of Flashing Don't Walk operation. The timer shall continuously recalculate Flashing Don't Walk time each cycle so that the unit will display the proper Flashing Don't Walk time after any change in the settings for that phase on the traffic signal controller. If the Flashing Don't Walk timing is interrupted or shortened (e.g. transition into a preemption sequence or transition to flashing mode), then the countdown timer portion of the display shall be discontinued and go dark immediately.

5. Each pedestrian signal head shall have an egg crate or Z-crate type screen as specified under number 2 of Section 86-4.06B, "Front Screen", of the State Specifications, modified as follows:
6. The screen shall be fabricated from aluminum anodized flat black or finished with lusterless black exterior grade latex paint formulated for application to properly prepared metal surfaces, or shall be fabricated from flat black plastic.
7. The frame for the screen shall be aluminum alloy; polycarbonate will not be allowed.
8. The only alternate method of screening allowed shall be to eliminate the screen completely and design the pedestrian signal head display such that the results are at least equal to those obtained with the use of the egg crate or Z-crate type screen as determined by the Agency.
9. Visors will not be required for pedestrian signal faces.

The Contractor shall mount the framework for all pedestrian signals such that the terminal section is positioned on the back side of the associated traffic signal poles, i.e., the side furthest from the public roadway.

The following meet the standards for Pedestrian Signal Heads and are approved for use on Sacramento County signals:

- Countdown module model LEDP-HMC-001 manufactured by US Traffic;
- Gelcore countdown module PS7-CFF1-01; and
- Signal housing model 4302OG, painted olive green, manufactured by US Traffic.

49-4.05 Audible Pedestrian Signals

In addition to each standard pedestrian signal shown on the Plan, the Contractor shall supply and install audible pedestrian signals. One audible pedestrian signal unit shall be supplied and installed for each standard pedestrian signal head installed as shown on the Plans. Audible pedestrian signal units shall be model APS-10 by Indicator Controls Corporation, or approved equal. Unit output volume shall be field adjustable and shall be capable of output of not less than 90db at 1 watt / 1 meter. Units shall be capable of automatic self-adjustment of output volume depending on ambient noise conditions. The type of signal output shall be field-selectable, with each unit capable of emitting both a "cuckoo" signal and a "peep-peep" signal.

Audible pedestrian signal units shall be mounted on top of the standard pedestrian signal heads with the face of the units tipped downward such that they are directed toward a point five feet (5') above the roadway surface in the center of the crosswalk at the edge of pavement on the opposite side of the associated crosswalk. Mounting of audible pedestrian signal units shall conform to manufacturer's recommendations and as directed by the Agency in the field.

49-5 DETECTORS

Detectors shall conform to Section 86-5, "Detectors", of the State Specifications, and to these Specifications.

Traffic signal loop detectors shall be installed as shown on the plans and as detailed on standard drawing 5-24.

At locations where existing loop detectors are damaged, the Contractor shall replace the damaged loop detectors with new loop detectors meeting the Agency's current standards. At advanced detector locations, those loop detectors that are more than one hundred feet from the associated stop bar at the signalized intersection, the Contractor shall replace any damaged loop detector with a new Type A loop detector (one per lane). If there is no existing detector handhole in the vicinity of the new loop detector, a new detector handhole and conduit connecting to the associated pull box shall be supplied and installed. At presence detection locations, those loop detectors that are less than one hundred feet from the associated stop bar

at the signalized intersection, the Contractor shall replace any damaged loop detector with one or more Type A loop detectors as needed such that the final result shall be four working loop detectors per lane spaced as shown on Standard Drawing 5-24. If there is no existing detector handhole in the same lane as the new loop detector(s), a new detector handhole and conduit connecting to the associated pull box shall be supplied and installed. Unless otherwise indicated on the plans, all costs associated with the replacement of damaged loop detectors, including the supply and installation of detector handholes and connecting conduits, shall be borne by the Contractor.

49-5.01 Vehicle Detectors

Unless otherwise specified in the Special Provisions, all vehicle detector sensor units in the controller cabinet will be provided by the Agency.

Splices shall be insulated as specified in these Specifications.

Detector lead-in cables shall be continuous, without splices, from the controller cabinet detector panel terminal block to the loop termination pull box unless otherwise shown on the Plans.

49-5.01.A Construction Materials

Each inductive detector loop conductor shall be continuous, unspliced, Type RHW-USE neoprene-jacketed or Type USE crosslinked polyethylene insulated No. 12 stranded copper wire. Conductor insulation thickness shall be forty (40) mils minimum.

Loop detector lead-in cable shall consist of four (4) No. 18 AWG stranded copper conductors insulated with nine (9) mils minimum of polypropylene, color coded, parallel laid, twisted together with four (4) to six (6) turns per foot. An amorphous interior moisture penetration barrier shall be provided to prevent hosing, siphoning, or capillary absorption of water along cable interstices. Aluminum-polyester shielding shall be applied around the conductors. The outer jacket shall be thirty-two (32) mils minimum in thickness, high density polyethylene conforming to ASTM Designation: D 1248, 65T for Dielectric Material, Type I, Class C, Grade 5, J3. The diameter of the lead-in cable shall be approximately one-quarter inch (0.25").

49-5.01.B Installation Details

Installation and testing shall conform to the details and notes shown in the Standard Drawings and these Specifications.

Unless otherwise shown on the plans or specified in the Special Provisions, loop detectors shall be installed after the construction of all lower lifts of paving and after construction of pavement leveling courses but prior to the placement of the final lift of asphalt concrete for the affected portion of the roadway. Inductive loop detectors shall be installed as shown on standard drawing 5-24 and as specified in these Specifications. The Contractor shall locate all loop detectors in left turn lanes that adjoin a through traffic lane such that the loop detectors are 3.5 feet from the channelizing stripe that separates the left turn lane from the through traffic lane. Detector handholes shall be centered in the associated vehicle lane and shall be located approximately four feet clear of the nearest traffic signal loop detector. Loop detectors that are installed in the vehicle lane close to the edge of pavement, either with or without curbs and gutters, shall be constructed such that the wires connecting the loops to the associated detector handhole run on the side of the loops further from the edge of pavement.

Unless otherwise shown or specified in the Contract or directed by the Agency in the field, each new detector loop shall be five feet by five feet (5' x 5') and shall be centered in the traveled lane. All detector loops shall be field marked by the Contractor and their location approved by the Agency prior to pavement cutting. For installations that will serve lanes that

are not parallel or concentric to lane markings existing at the time of loop installation, the Contractor shall accurately mark the future lane lines prior to pavement cutting.

Sawcut slots shall be cut into the pavement to the depth and width shown on the Standard Drawings. Slots cut in the pavement shall be blown out with compressed air, then dried and inspected for any sharp objects or corners, which shall be removed prior to installation of loop conductors. All conductors and conductor loops installed in the traveled way shall be installed so that the top of the conductor is a minimum of five-eighths inch (5/8") below the surface grade of the street.

Unless specified otherwise, each loop shall consist of the three (3) turns of conductors for each detector loop. All detector loops located two hundred fifty feet (250') or farther from the stop line shall consist of four (4) turns of conductors for each detector loop.

The loop conductors shall be installed in the slots using a five-sixteenths inch (5/16") to one-quarter inch (1/4") wooden paddle. As it is installed, the wire shall be kept under slight tension and shall be kept in the slots with suitable cardboard wedges. The cardboard wedges shall not be removed until the loop sealant operation requires removal.

Loop conductors shall be installed without splices and shall terminate in the nearest pull box. Detector loops shall be joined, in series, in the nearest pull box. See the Standard Drawings for typical loop connection details.

Each detector loop shall be identified and tagged by loop number, start (S), and finish (F). Loop lead-ins shall be individually identified as shown on the Plans. Identification shall be by means of bands placed on the lead-in cable.

Each detector loop circuit shall be tested for continuity, circuit resistance, and insulation resistance at the controller location. The loop circuit resistance shall not exceed 0.50 ohms plus 0.35 ohms per one hundred feet (100') of lead-in cable. The insulation resistance shall be performed between each circuit conductor and ground. The megged insulation resistance shall not be less than two hundred (200) megohms. The Contractor shall replace any detector loop that fails this requirement at the Contractor's expense. All test results and corrections of failures shall be documented. Test documentation shall be provided to the Agency to become a permanent record for future reference. All testing shall be completed to the satisfaction of the Agency prior to traffic signal turn-on.

All loop conductors shall be spliced to a lead-in cable, which shall be run from the pull box adjacent to the loop detector to a sensor unit mounted in the controller cabinet. All splices between loops and the lead-in cable shall be soldered.

If the conduit is not dry, the ends of all lead-in cable shall be taped and waterproofed prior to installation. If splicing is not done immediately after installation, the ends of both the loop conductors and lead-in cable shall be taped and waterproofed with an electrical insulating coating. The insulating coating shall be fast drying, resistant to oils, acids, alkalis and corrosive atmospheric conditions and shall be compatible with the insulations used in the conductors and cables.

Sealant for inductive loop detectors shall be supplied and installed by the Contractor in accordance with Section 86-5.01A(5), "Installation Details", of the State Specifications, with these Specifications, and with the following:

Sealant for loop detectors shall be as specified for Elastomeric Sealant.

Epoxy sealant will not be permitted.

The Agency may allow the use of Asphaltic Emulsion Sealant in areas scheduled for asphalt concrete overlay.

Detector handholes shall be type "B." Detector handholes shall be installed at the locations shown on the Plans, in the center of the lanes and in conformance with the Standard Drawings. The cement used to joint the ABS sweep "Y" to the PVC conduit shall be capable of providing a solvent type weld between the two materials.

49-5.01.C Splicing Details

All splicing shall be made in a dry environment. The splice between the lead-in cable and the loop conductors in the adjacent pull box shall be a soldered waterproof type. This shall be accomplished by stripping and cleaning ends of wires, twisting ends together, dipping twisted ends in flux, then soldering. Open flame soldering will not be permitted. Wire insulation shall not be damaged while soldering. The soldered splice shall then be protected with an electrical spring connector of three- (3) part construction.

The 3-part construction spring connector shall consist of a zinc-coated, free-expanding steel spring enclosed in a steel shell with a jacket of polyvinyl chloride. The outer jacket shall have a flared skirt, be flexible, and be able to withstand 105°C temperature continuously. Each splice shall have the spring connector sized in accordance with the manufacturer's recommendations for the number of conductors and gauges being spliced. Wire strip lengths shall also be in accordance with the manufacturer's recommendations.

After the spring connector has been applied to the splice, the Contractor shall apply tape sealant to the splice. The tape sealant shall be applied over the entire area of the splice and overlap the spring connector and detector lead-in cable at least one and one-half inches (1-1/2"). The tape sealant shall be Thomas and Betts Catalog No. HSTS25 or approved equal.

The Contractor shall then apply heat-shrink tubing over the splice. Heat shrink tubing shall be medium or heavy wall thickness irradiated polyolefin tubing containing an adhesive mastic inner wall. Minimum wall thickness prior to contraction shall be 0.04 inch. When heated, the inner wall shall melt and fill all crevices and interstices of the object being covered while the outer wall shrinks to form a waterproof insulation. Each end of the heat-shrink tube or the open end of the end cap of heat-shrink tubing shall, after contraction, overlap the conductor insulation at least one and one-half inches (1-1/2"). Heat shrink tubing shall conform to the requirements of UL Standard 468D and ANSI C119.1, for extended insulated tubing at 600 volts. The Contractor shall use the appropriate size heat-shrink tubing from the following Thomas and Betts Catalog Numbers HS6-1, HS6-1L, HS4-30, HS40-400 or equal product if approved by the Agency.

All heat shrink tubing shall meet the following requirements:

Shrinkage Ratio:	33 percent, maximum, of supplied diameter when heated to 125°C and allowed to cool to 25°C
Dielectric Strength:	350 kilovolts per inch, minimum
Resistivity:	10 ¹⁴ ohms - centimeter, minimum
Tensile Strength:	2,000 lbs. per square inch, minimum
Operating Temperature:	-40°C to 90°C (135°C Emergency)
Water Absorption:	0.5 percent, maximum

When three (3) or more conductors are to be enclosed within a single splice using heat-shrink tubing, mastic shall be placed around each conductor, prior to being placed inside the heat-shrink tubing. The mastic shall be the type recommended by the manufacturer of the heat-shrink tubing.

Heat-shrink tubing shall not be heated with an open flame. A heating device designed for the purpose is required. Immediately after heating the splice and while the internally-applied sealant is still liquid, the open end of the splice shall be clamped together until the sealant dries.

If any detector lead-in splice fails within one (1) year due to poor workmanship, the Contractor shall replace all detector lead-in splices made by the Contractor within said intersection.

Where shown on the Plans, detector loops shall be sawcut into detector handholes. Detector handholes shall be installed in accordance with these Specifications and as shown on the Standard Drawings unless otherwise specified or directed by the Agency. No splicing will be permitted in the detector handholes.

Conduit from the detector handhole to the adjacent pull box shall be sized as shown below:

Conduit Size	Loop Conductors
1-1/2" minimum	1-4 pairs
2" minimum	5 or more pairs

49-5.01.D Video Detector System

A video detection system shall be supplied and installed for those locations shown on the plans and as specified in the Special Provisions. Unless there is a bid item for video detection system, the video detection system, including but not limited to specified hardware, software, warranty, maintenance, and support, shall be included in the lump sum price paid for the traffic signal installation, and no additional payment shall be allowed.

This video detection specification is intended to set forth the minimum requirements for a system that detects vehicles on the roadway using monochrome or color video images of the vehicle traffic and provides detector outputs to a traffic signal controller. The system shall consist of one or two video cameras, a video detection processor (VDP), extension module/s (EM) appropriate for the installation, and a pointing device. The VDP and EM/s shall be designed to function in a standard Detector Input File. The VDP and EM shall meet the Type 170, 170E, 2070, NEMA TS1 and TS2, and ATC environmental specifications. The system shall be Iteris' Vantage Edge II™, or Traficon VIP3D.2™, or approved equivalent.

49-5.01.D.(1) Functional Capability:

The system shall use NTSC or PAL composite video from a camera/s to detect vehicles on the roadway. The video signal shall be digitized and analyzed in real time. The dual camera VDP shall process the video from two cameras simultaneously. The VDP shall support a minimum of 24 detection zones within a camera field-of-view (FOV). Each zone shall be individually capable of detecting a licensed motor vehicle, bicycles, or pedestrians. Supported detection types shall include pulse, presence count extend and delay. Logical operations of 'AND' and 'OR' shall be supported. The VDP shall also support delay inhibit inputs. The VDP shall provide a 'failsafe' output in the event of loss of video or internal failure. System programming shall be accomplished via a standard pointing device using a menu overlaid on the monitor screen. No computer shall be required for system setup or operation.

49-5.01.D.(2) VDP and EM Hardware:

The system shall employ plug-in based units compatible with a standard Type 170/332, 2070, NEMA TS1 and TS2, and ATC systems. The VDP shall be 2 units wide. The EM shall be available in both single unit wide (2 Channel) and two unit wide (4 Channel) forms. EM shall be automatically recognized and addressed by the VDP when connected. The VDP shall support sufficient EM's to provide a minimum of 24 outputs per camera input. Both the VDP and EM will provide front panel LED indicators for each output channel and a miniature 3-position switch to provide temporary detection activation. Video input and output shall be by means of standard BNC type connectors. Provision for input video impedance matching shall be provided by means of a simple jumper arrangement. The units shall be addressable and capable of multi-drop communications.

49-5.01.D.(3) Video Detection Camera:

The camera shall be housed in a sealed environmental enclosure with integral thermostatically controller heater. The enclosure shall be provided with an adjustable sunshield. The camera bracket shall be included and provide for full 360-degree pan adjustment using simple hand tools. The enclosure shall provide for separate connectors for the power and video signal. Video surge suppression should be provided for each video input.

49-5.01.D.(4) Video Camera Cabling:

Video camera cable shall be per the Manufacturer's Specifications and shall be provided by the contractor for each camera between the camera mounting location and the controller cabinet.

49-5.01.D.(5) Firmware:

The detection algorithms shall be stored in FLASH memory and be upgradeable by using a manufacturer supplied floppy disc or CD ROM. Upgrading shall be by means of a laptop computer connected directly to the front panel RS-232 connector. Upgrades shall be provided on a periodic basis at no cost to the user.

49-5.01.D.(6) Remote Access Software:

Included at no additional cost shall be full-function remote access system software, which will support both local and remote configuration.

49-5.01.D.(7) Installation:

The product supplier of the video detection system shall supervise the installation and the testing of the video equipment. A factory certified representative from the manufacturer shall be on-site during installation, and is responsible for determining the final locations of the video detection cameras. The factory representative shall install, make fully operational, and test they system as indicated on the intersection drawings and these Special Provisions.

49-5.01.D.(8) Warranty:

The supplier shall provide a limited two-year warranty of the video detection system. During this period technical support shall be available from factory-certified supplier personnel via telephone with in 4 hours of receipt of your request.

49-5.02 Emergency Vehicle Detector Cable, Detectors, and Phase Selectors

The Contractor shall supply and install 3M Opticom cable model 138, or approved equal, where emergency vehicle detector (EVD) conductors are shown on the Plans. Opticom cable shall be installed to the EVD installed on the traffic signal mast arms, as shown on the Plans.

The Contractor shall supply and install EVD's for each mast arm signal installation and at locations shown on the Plans. Unless otherwise shown on the Plans, EVD's shall be 3M Opticom model 721, or approved equal. EVD's shall be installed on the top of the signal mast arm at the locations indicated on the Plans or at the location on the mast arm as directed by the Agency in the field. For each EVD installation, the associated cable shall be continuous and unspliced from the detector to the controller cabinet. The Contractor shall provide for five feet (5') of conductor slack in the pull box at the base of each pole with an EVD installation.

Unless otherwise shown or specified in the Contract, the Contractor shall supply two (2) EVD phase selectors for each new traffic signal controller cabinet installed under the Contract. EVD phase selector(s) shall be 3M Opticom model 752 or approved equal. The Contractor shall supply the phase selector(s) to the Agency a minimum of two weeks prior to the date of traffic signal controller cabinet installation.

49-5.03 Pedestrian Push Buttons

Pedestrian and bicycle push buttons shall be Type B. Types A and C shall not be used. Housings shall be either die-cast or permanent mold cast aluminum.

All pedestrian and bicycle push buttons shall be the large A.D.A. type with a two-inch (2") diameter button. The manufacturer and model of pedestrian and bicycle push button shall be chosen from the list of Sacramento County Department of Transportation (SACDOT) approved pedestrian and bicycle push buttons, or approved equal. The list may be obtained from the Traffic Signal Maintenance Section of the SACDOT Operations and Maintenance Division (916-875-5171).

Pedestrian push button signs shall be 5" by 7-3/4" metal as manufactured by Pelco Products Inc., model SF-1017-05 (left arrow) and model SF-1018-05 (right arrow), or approved equal, and shall be mounted at a height of thirty-six inches (36") above the walkway surface.

Bicycle push button units shall conform to all of the above requirements for pedestrian push buttons except that the signs shall conform to R62C (CA code) of the California MUTCD dated September 26, 2006. Bicycle push buttons shall be mounted at a height of forty-two inches above the bikeway surface. Posts for bicycle push buttons shall be located as close as possible to the associated stop bar striping while being out of any sidewalk ramp. Posts that are to be located in sidewalk shall be located within one inch of the back of the associated curb.

49-6 LIGHTING

Lighting shall conform to Section 86-6, "Lighting", of the State Specifications, and these Specifications.

49-6.01 High Pressure Sodium Luminaires

High pressure sodium luminaires shall conform to Section 86-6.01, "High Pressure Sodium Luminaires", of the State Specifications, and these Specifications. Isofootcandle diagrams are not required to be shown on the Plans. The light distribution pattern for each luminaire shall be ANSI Type III.

Type A street light luminaires, including those at signalized intersections, shall be high pressure sodium horizontal burning type and shall have internal ballasts. The clamping brackets of the slip-fitter shall have four (4) bolts. The luminaires shall be cut-off type unless otherwise specified by the Agency.

Type B street light luminaires shall be high pressure sodium vertical burning type. The luminaire housing shall be die-cast aluminum with a removable access door providing direct exposure to all electrical components, and shall be equipped with a slipfitter mounting unit for attachment to a three inch (3") tenon with a 2-7/8 inch to 3 inch tenon diameter. The housing shall contain the ballast, capacitor assembly, a terminal block for the necessary wires, and a porcelain lamp socket. The hood shall be spun or formed aluminum, with a twenty-two inch (22") minimum diameter. The refractor shall be acrylic plastic. All gaskets shall be composed of material capable of withstanding the temperature involved and they shall be securely held in place. All parts of the luminaire shall be manufactured from corrosion-resistant materials. Ballasts shall be integral to the housing. Color shall be aluminum baked enamel finish and shall resist heat, abrasion and weathering.

49-6.02 Lamps and Ballasts

Lamps shall conform to Section 86-6.01B, "High Pressure Sodium Lamps", of the State Specifications, and these Specifications. Each high pressure sodium luminaire shall be furnished with a high pressure sodium lamp of wattage as shown on the Plans. In addition to the high pressure sodium lamps specified in the State Specifications, the following high pressure sodium lamps shall be used when shown on the Plans:

Lamp ANSI Code No.	Lamp Wattage
S68	50
S62	70
S54	100

The Contractor shall, as part of the guarantee, replace with the Contractor's forces at the Contractor's expense any and all lamps that fail within a one-year period following final job acceptance. If the Contractor fails to respond within two (2) Working Days after notification, the Agency reserves the right to replace the lamp and the Contractor shall pay the Agency fifty dollars (\$50) for each lamp replaced for such failure.

Ballasts shall conform to Section 86-6.01A, "High Pressure Sodium Lamp Ballasts", of the State Specifications, except that Section 86-6.01A(2), "Autotransformer or Reactor Type Ballasts", shall not apply, and to these Specifications. The ballast for high pressure sodium luminaires greater than one hundred (100) watts shall have an input voltage which matches the service voltage as shown on the Plans. The ballast for one hundred (100) watt high pressure sodium luminaires shall be energy efficient as in the American Electric luminaires 1) model C245-014 with a photoelectric unit receptacle and 2) model S450-314 without a photoelectric receptacle unit, or approved equal. Multi-tap ballasts with variable voltage input shall not be allowed.

49-6.03 Internally Illuminated Street Name Signs

Internally illuminated street name signs shall be Type "A", double faced in accordance with State Plan ES-33 and Section 86-6.065, "Internally Illuminated Street Name Signs," of the State Specifications. Signs shall have standard clamps and mounts per the State Specifications, with the following exceptions: a) the top nut will be a one-half inch (1/2") stainless steel hex nut, "Nylock" self locking or approved equal, and b) the cotter pin will be stainless steel, three-thirty secondths inch by one inch (3/32" x 1") per mount. The internally illuminated street name signs shall be mounted on a separate support arm between the signal mast arm and the street light arm, as shown on the Standard Drawings. Internally illuminated street name signs that are shown to display two street names on any face of the sign shall be double deep signs.

The sign faces shall be fabricated from 1/8-inch wide, flexible, colored, wide-angle prismatic retroreflective sheeting, tape and related processing materials designed to enhance the visibility of the street name signs. The retroreflective sheeting for sign faces/finished signs shall have a smooth surface with a distinctive interlocking diamond seal pattern and orientation marks visible from the face. The sheeting shall be precoated with a pressure sensitive adhesive backing protected by a removable liner. The adhesive shall require no heat for proper bonding when applied in accordance with the manufacturer's recommendations to substrates sixty-five degrees (65°) F or above. The retroreflective sheeting shall be 3M, "Scotchlite", Diamond Grade Series 3970G or approved equal.

Formatted letters shall conform to standard lettering font Clearview 5-W-R and shall be 10-inch upper case and 8-inch lower case letters. If necessary, the width of each letter and the spacing between letters may be reduced for the legend to fit on an eight foot long sign.

Internally illuminated street name sign conductors shall be terminated in a "condulet" on the mast arm, one-half inch (1/2") rain tight fitting, "Crouse-Hinds" or approved equal. Separate conductors shall be continued from the fitting to the sign panel. The street name sign circuit shall be spliced in the pull box at the pole base. A six-amp fuse shall be provided in the handhole access between the splice and the sign panel and shall be clearly labeled

The power supply for the light source shall carry a seven-year non prorated warranty. The power supply shall be UL Class 2 limited output voltage and current for safe operation and UL outdoor damp location rated. The power supply shall be mounted inside the sign frame.

The light source for the signs shall be panel mounted light emitting diodes (LEDs). The LED panels shall carry an eight-year non prorated warranty. The total power consumption shall not exceed two watts per square foot for single sided signs and shall not exceed four watts per square foot for double sided signs. The LED panels must be painted white. Paint must meet GM4901 specifications. The sign and power supply shall be able to withstand and operate at temperature extremes of -40 degrees F to +140 degrees F. The LED light engine must be able to operate in a damp environment without failure. The LED light engine panel shall consist of adequate LEDs to provide a minimum of 200 nits or an equivalent surface luminance of 1000 lux over a -40 degrees F to +140 degrees F ambient temperature range. There shall be a sufficient quantity of white LEDs to illuminate the sign panel uniformly. The failure of one LED shall not reduce the light output by more than eight percent per foot of sign face. The light engine shall be an Energy Star Qualified Product and ISO 9001 certified. All LED panels shall be burned-in for 24 hours and certified for compliance by the manufacturer. The manufacturer's name and date of manufacture, along with a Quality Control tracking sticker shall be mounted on the inside of the LED light engine panel.

49-6.04 Photoelectric Controls

The control circuit wiring between the photoelectric unit and the contactor shall be installed as shown on the Standard Drawings. The photoelectric unit will be supplied by the Agency.

Unless otherwise shown or specified in the Contract, the photoelectric controls shall be Type II as modified herein. Type II photoelectric control shall consist of a luminaire mounted EEI-NEMA twist-lock type photoelectric unit in a weatherproof housing, a separate contactor and a test switch located in the service enclosure.

Switches shall be furnished with an indicating nameplate reading "Hand-Off-Auto" and shall be connected as specified in Section 49-2.11, "Service", in this Section of these Specifications and as shown on the Standard Drawings. Test switch shall have an "OFF" position.

49-6.04.A Photoelectric Unit

The photoelectric unit will be supplied by the Agency. The photoelectric unit receptacle shall be an EEI-NEMA twist-lock type and shall be provided on the luminaire(s) as shown on the Plans. If approved by the Agency, mounting brackets shall be used where luminaire mounting is not possible.

49-6.04.B Contactors

Contactors shall be as specified in Section 49-2.11, "Service", in this Section of these Specifications and as shown on the Standard Drawings.

49-6.04.C Contactor and Test Switch Housing

Contactor and test switch housing shall be as specified in Section 49-2.11, "Service", in this Section of these Specifications and as shown on the Standard Drawings.

49-6.04.D Wiring

Wiring shall be as specified in Section 49-2.11, "Service", in this Section of these Specifications and as shown on the Standard Drawings.

49-7 AGENCY-SUPPLIED EQUIPMENT

All equipment and materials supplied by the Agency will be available to the Contractor at the County Corporation Yard at 4135 Traffic Way near the intersection of Bradshaw Road and Kiefer Boulevard. The Contractor shall inform the Agency and the Traffic Signal and Street

Light Manager (875-5327) at least two (2) Working Days in advance of date equipment pickup is required. The hours for pickup are 9:00 a.m. to 3:00 p.m. Monday through Thursday. Full compensation for pick-up and transport to the job site shall be considered as included in the lump sum price for the traffic signal work.

49-8 REMOVING AND SALVAGING ELECTRICAL EQUIPMENT

All traffic signal and street lighting equipment shown on the Plans as "Salvaged to the County", including but not limited to such items as controller units, cabinets, signal heads, luminaires, standards, mast arms, ballasts, service equipment, conduit, conductors, cables, and detector contact items, shall be delivered, in the same condition as before removal, by the Contractor to the County Corporation Yard located at 4135 Traffic Way.

All poles, signal arms, luminaire arms, tie rods, and appurtenances shall be tagged with a suitable waterproof tab and marking pen before removal from the work site. The tag shall give the date, the intersection name, corner, and location from which the equipment was removed as shown on the Plans.

The Contractor shall inform the County Traffic Signal Shop (875-5327) at least two (2) Working Days in advance of the date equipment drop-off is required. The hours for drop-off are 9:00 a.m. to 3:00 p.m., Monday through Thursday. The Contractor shall be responsible for unloading the equipment at the County Corporation Yard, including providing any necessary cranes or other lifting devices. Full compensation for transport to and drop-off at the County yard shall be considered included in the lump sum price paid for the traffic signal work. All other traffic signal and street lighting equipment shown on the Plans as salvaged shall become the property of the Contractor and shall be removed from the right-of-way by the Contractor.

49-9 PAYMENT

The lump sum price or prices paid for signal, lighting, electrical system, or combinations thereof; for modifying or removing such systems; for temporary systems; or the lump sum or unit prices paid for various units of said systems include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in furnishing and installing, modifying, or removing the systems, combinations or units thereof, as shown or specified in the Contract, these Specifications, and directed by the Agency. The price also includes pull boxes; excavation and backfill; concrete foundations (except when shown as a separate contract item); pedestrian barricades; furnishing and installing illuminated street name signs; installing Agency-furnished sign panels and equipment; salvaging existing materials; and performing required tests.

Full compensation for all additional materials and labor, not shown or specified in the Contract or these Specifications, which are necessary to complete the installation of the various systems, is included in the prices paid for the systems, or units thereof, and no additional compensation will be paid.

Full compensation for pick up and safe and direct transport of controller assemblies and other Agency-furnished materials and equipment to the Work is included in the price paid for the various items of work and no additional compensation will be paid.

Full compensation for loading and transporting the salvaged equipment to the stockpile location is included in the price paid for the various items of work and no additional compensation will be paid.