

PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS

Section 00905 - Removal and Reinstallation of Existing Signs

Description

00905.00 Scope - This Work consists of one or ~~both~~ more of the following:

- Removing existing signs, specific service signs, and tourist-oriented directional signs (TODS) as shown or directed.
- Removing and moving existing signs, specific service signs, and tourist-oriented directional signs (TODS) from their existing locations and reinstalling them at new locations as shown or directed.

Construction

00905.40 General - Do not remove signs from existing supports until new supports are in place, ready to receive the signs. Install the signs on the new supports immediately after removing from existing supports. Provide temporary supports as required. Provide permanent supports according to Sections ~~00910, 00920,~~ and Perforated Steel Square Tube Sign Supports according to 00930, as required. All reinstallations shall include new support footings and new sign supports

Protect specific service signs (business logos) and TODS from damage, whether the signs are to remain in place or are placed on temporary supports, until reinstalled on permanent supports. Repair or replace damaged signs at no additional cost to the Agency. Liquidated damages will be assessed against the Contractor in the amount of \$200 per Day for each sign out of service for more than 5 Calendar Days.

Install rigid, temporary vertical ties to the back of all extruded aluminum panel signs to prevent buckling of the sign panels and/or their legends during removal, moving and reinstallation of the signs. Repair any damage inflicted to the signs or their legends.

Remove to 1 foot below the ground line those installations with concrete or steel footings set in the ground unless indicated otherwise. Fill the resultant hole and finish the surface to correspond with the surrounding area. Do not remove the existing appurtenances until ordered. All salvaged signs not re-used shall remain the property of the City. Salvaged material shall be delivered to the City of Eugene Public Works Traffic Maintenance Signal Shop, 1820 Roosevelt Blvd, on normal working days, between the hours of 7:00 a.m. and 2:00 p.m. The Contractor shall call 682-4800 24 hours prior to delivery. Dispose of all other existing appurtenances removed and not used in reinstallation, according to 00290.20.

Measurement

00905.80 Measurement - When indicated on the Bid Schedule, quantities will be measured on the unit basis, otherwise, No measurement of quantities will be made for Work performed under this Section.

Payment

00905.90 Payment - The accepted quantities of Work performed under this Section will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
(a) Remove Existing Signs	Lump Sum <u>or each</u>
(b) Remove and Reinstall Existing Signs	Lump Sum <u>or each</u>

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified, including new footings and sign supports.

Section 00910 - Wood Sign Posts

Description

00910.00 Scope - This Work consists of furnishing and installing preservative treated wood sign posts at the locations shown or as directed.

Materials

00910.10 Materials - Furnish Douglas fir wood posts meeting the following requirements:

Posts	02110.40
Preservative Treatment of Posts	02190

Construction

00910.40 Post Holes - Excavate post holes to the lines and grades established and to the depth shown or to a depth necessary to achieve the required mounting height, whichever is greater. If necessary, obtain the required depth by blasting. Do not set the post until the location, lines and grades of the holes have been approved. Align the post to a vertical position in the hole and backfill the hole. Backfill with selected general backfill meeting the requirements of 00330.13. Place in layers not greater than 6 inches. Solidly ram and tamp the layers into the excavated area around the post. Dampen during placement if too dry to compact properly. On completion of the Work, replace and finish the surface around the post to match the surrounding surface.

Measurement

00910.80 Measurement - The quantities of wood sign posts will be measured on the volume basis in units of foot board measure (FBM). Post volume will be determined by multiplying the nominal post size by the commercially available length shown on the Standard Drawings. For calculation purposes, post length will be determined by rounding the installed length to the nearest higher commercial length.

The estimated wood post lengths will be indicated on the Plans. Final lengths of wood posts will be determined or verified by the Engineer prior to fabrication.

Payment

00910.90 Payment - The accepted quantities of wood sign posts will be paid for at the Contract unit price, per foot board measure (FBM), for the item "Wood Sign Posts".

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

No separate or additional payment will be made for route marker frames, wind bracing, or special sign brackets.

Section 00920 - Sign Support Footings

Description

00920.00 Scope - This Work consists of constructing major and minor sign support footings of the dimensions and design shown and at the locations shown or directed.

Materials

00920.10 Materials - Furnish Materials for constructing sign support footings meeting the following requirements:

Anchor Bolts.....	02560.30
Backfill, unless otherwise directed.....	00510.10 or 00510.11
Commercial Grade Concrete.....	00440
<u>Conduit.....</u>	<u>02920.10 through 02920.12</u>
Reinforcement.....	02510

Construction

00920.40 Excavation and Backfill - Excavate and backfill footings according to Section 00510.

Finish the surface of backfill to match the existing surface. Where required, reinstall curbs and pavement markings.

00920.41 Concrete - Construct concrete sign foundations according to Section 00440 and the applicable portions of 00540.48(a).

Pour concrete spread footings and concrete shaft footings against undisturbed material or backfill with selected granular backfill material according to 00510.11. Compact to 95 percent maximum density according to 00330.43 or as shown.

During concrete placement, accurately and securely hold in place all anchor bolts or post stubs until the concrete has set.

Remove forms and place subsequent loading according to Table 00540-1.

00920.42 Reinforcement - Fabricate and place steel reinforcement according to Section 00530.

00920.43 Conduit - Fabricate and install conduit according to Sections 00960, 00970, and 00990.

Measurement

00920.80 Measurement - No measurement of quantities will be made for Work performed under this Section.

Estimated quantities of concrete for minor sign supports and estimated quantities of excavation, backfill, concrete, reinforcement, and miscellaneous metal for major sign supports will be listed in the Special Provisions. Miscellaneous metal includes anchor rods and associated hardware, templates, and anchor plates.

Payment

00920.90 Payment - The accepted quantities of Work performed under this Section will be paid for at the Contract lump sum amount for the item "Sign Support Footings".

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

Section 00921 - Major Sign Support Drilled Shafts

Description

00921.00 Scope - This Work consists of excavating and constructing drilled, cast-in-place, reinforced concrete shafts and footings for sign supports according to the Specifications and the Plans.

00921.01 Definitions:

Drilled Shafts - Reinforced concrete sections, cast-in-place against in situ Soil, Rock, or a casing.

Temporary Casing - Casing installed to facilitate drilled shaft construction only and removed during or after concrete placement.

00921.02 Subsurface Investigation - The Soils and Geological Exploration Logs are available for review through the Engineer's office. The data shown for each test boring or test pit applies only to that particular boring or test pit. Subsurface conditions may vary between borings or test pits. Core samples and laboratory test results, if obtained and performed for the Project, are available for review by contacting the Engineer.

The Foundation Data shown in the Plans is a compilation of pertinent information including, but not limited to, the Soils and Geological Exploration Logs.

Materials

00921.10 Materials - Furnish Materials meeting the following requirements:

(a) **Reinforcement** - Use reinforcement complying with Section 02510.

(b) **Concrete** - Use Class 4000 drilled shaft concrete according to Section 02001, except as modified in this Section. Water may be added to the concrete mix at the Project Site only if allowed by the approved mix design. Use Commercial Grade Concrete and anchor bolts according to 00920.10 for drilled shaft cap.

00921.13 Steel Casing - Furnish temporary casing meeting the requirements of ASTM A252 or ASTM A36. Use casing of sufficient strength to resist handling, transportation and installation stresses and the external stresses of the subsurface materials. Ensure that the casing is clean and watertight prior to placement in the drilled shaft excavation.

00921.14 Drilling Slurry - Furnish drilling slurry meeting one of the following requirements:

(a) **Mineral Slurry** - Use mineral slurry meeting the following requirements:

Property	Test	Requirement
Density	Mud Density API * 13B-1, Section 1	64 - 75 lb./cu. ft.
Viscosity	Marsh Funnel and Cup API * 13B-1, Section 2.2	26 - 50 sec./qt.
pH	Glass Electrode, pH Meter, or pH Paper	8 - 11
Sand Content	Sand API * 13B-1, Section 5	4.0 % max.

* American Petroleum Institute

Maintain slurry temperature at 40 °F or more during testing.

(b) Synthetic Slurries - Select synthetic slurries from the QPL. Use synthetic slurries according to the manufacturer's recommendations and the Contractor's quality control plan. The sand content of synthetic slurry shall be less than 2.0 percent (API 13B-1, Section 5) prior to final cleaning and immediately prior to concrete placement.

(c) Water Slurry - Water may be used as slurry when casing is used for the entire length of the drilled shaft. Use of water slurry without full-length casing will only be allowed with the Engineer's approval. Use water slurry meeting the following requirements:

Property	Test	Requirement (Maximum)
Density	Mud Density API * 13B-1, Section 1	70 lb./cu. ft.
Sand Content	Sand API * 13B-1, Section 5	2.0 %

* American Petroleum Institute

Do not use blended slurries.

00921.15 Crosshole Sonic Log Access Tubes - Furnish steel crosshole sonic log (CSL) access tubes meeting the following requirements:

- Steel access tubes shall be at least 1 1/2 inch inside diameter Schedule 40 pipe conforming to ASTM A53, Grade A or B, Type E, F, or S.
- Use access tubes having a round, regular inside diameter free of defects and obstructions, including all pipe joints, in order to permit the free, unobstructed passage of the source and receiver probes used for the testing. Ensure that access tubes are watertight, free from corrosion with clean internal and external faces to ensure good bonding between the drilled shaft concrete and the access tubes. Fit the access tubes with watertight caps on the top and bottom.
- Access tube acceptance will be based on manufacturer's certification that the furnished material meets the requirements of this specification.

00921.18 Crosshole Sonic Log Cement Grout - Furnish non-epoxy grout or tendon grout from the QPL or furnish a pumpable CSL cement grout consisting of neat cement and water that has a water-cement ratio between 0.38 and 0.45. The portland cement for the pumpable CSL cement grout shall meet the requirements of Section 02010.

00921.19 Quality Control - Maintain and be responsible for quality control of the drilled shaft Work throughout the construction operation. The Engineer will inspect all drilling operations and verify the suitability of all drilled shaft construction procedures. Provide lights, mirrors, weighted tape, weighted probe, personnel, and all assistance required for the Engineer to perform inspection during drilled shaft construction.

Labor

00921.30 Personnel Qualifications - Perform the drilled shaft construction Work using a company and personnel experienced in drilled shaft construction work. Submit a list to the Engineer for approval identifying the on-site supervisors and drill rig operators assigned to the Project and the companies experience relevant to the Project. Experience shall be relevant to the anticipated subsurface materials, groundwater conditions, shaft size, depth and any special construction techniques required. Also provide the experience qualifications of the company performing the CSL testing. Before the

preconstruction conference, provide the following information to verify the firm's experience and the qualifications of personnel scheduled to perform the drilled shaft construction and CSL testing:

- Submit a project reference list of at least three separate foundation projects, successfully completed in the last 5 years, with drilled shafts of diameters and depths equal to or larger than those shown in the Plans and in ground conditions similar to those indicated. Include a brief description of each project and the owner's contact person's name and current phone number for each project listed.
- On-site supervisors shall have at least 2 years' experience in supervising construction of drilled shaft foundations of similar diameter and depth and scope to those shown in the Plans and in similar geotechnical conditions to those described in the geotechnical report. Experience shall include the direct supervisory responsibility for the on-site construction operations.
- Drill operators shall have at least 1 year experience in the construction of drilled shaft foundations.
- Perform CSL testing using an independent testing organization retained by the Contractor and approved by the Agency. Furnish personnel experienced in operating the CSL testing Equipment. Submit the CSL testing firm qualifications according to 00921.40(a). The CSL testing firm shall have successfully performed CSL testing on a minimum of five projects during the last 3 years. CSL testing personnel shall be trained in the operation of the CSL Equipment and have at least 1 year of experience in operating CSL testing equipment on a minimum of 10 shafts.

The Engineer will respond within 21 Calendar Days after receipt of the submittal. Do not begin Work on any drilled shafts until the qualifications have been approved. The Engineer may suspend the drilled shaft construction if the Contractor substitutes unapproved personnel during construction. Submit requests for substitution of either on-site supervisors, drill operators, or CSL testing personnel to the Engineer, who will have 7 Calendar Days to respond to each request. Additional costs resulting from the suspension of Work due to the changing of personnel is the Contractor's responsibility, and no adjustment in Contract Time resulting from the suspension of Work will be allowed.

Construction

00921.40 Submittals - Provide the following submittals to the Agency for review and approval:

(a) Drilled Shaft Installation Plan - At least 21 Calendar Days before beginning shaft construction, submit the following:

- The sequence of drilled shaft construction as it relates to the overall construction plan.
- A review of Equipment suitability based on the Contractor's understanding of the site subsurface conditions. Include a project history of the drilling Equipment that demonstrates the successful use of the Equipment for drilled shafts of equal or greater size in similar subsurface conditions.
- Details of shaft excavation methods, including proposed drilling methods and a disposal plan for excavated material. Include details of methods used to perform final cleaning of the excavation. Include a disposal plan for any water or contaminated concrete expelled from the top of the shaft if applicable.
- Details of the proposed methods for ensuring drilled shaft stability during excavation and concrete placement.
- Details for the use of drilling slurry including mix design, slurry head requirements, mixing methods, maintaining, and disposing of the slurry if applicable. Include a discussion of the suitability of the proposed drilling slurry in relation to the anticipated subsurface conditions.

- A plan for quality control of all drilling slurries, if their use is proposed. In the quality control plan, include property requirements, required tests and test methods to ensure the slurry performs as intended. Submit to the Engineer the name and current phone number of synthetic slurry manufacturer's representatives who will provide technical assistance during construction. Provide the names of the Contractor's personnel assigned to the Project and trained by the synthetic slurry manufacturer in the proper use of synthetic slurries.
- Unstamped reinforcing steel shop drawings and details of reinforcement placement, including bracing, splicing, centering, lifting methods, and the method for supporting the reinforcement according to 00150.35. Include details on the type, number, and placement of spacers and other devices for ensuring the reinforcing cage position is maintained during construction. Include details for attaching the CSL test access tubes to the reinforcing cage if applicable.
- Evidence that the proposed materials and concrete mix design conform to all applicable Specifications.
- Documentation that assures that the concrete mix design will maintain the required slump retention properties specified in Section 02001.
- If the concrete mix design allows the addition of water at the Project Site, documentation that specifies the amount of water that may be added and allowable methods for adding the water.
- Details of concrete placement, including proposed operational procedures for pumping and tremie methods. Include details for grout placement in the crosshole sonic logging test access tubes after testing is completed if applicable.
- Detailed procedures for temporary casing installation and removal. Include casing diameters, dimensions, and depths and the methods and Equipment for casing installation and removal.
- CSL testing company performing the CSL testing Work, including documentation demonstrating that the company, and company personnel, meets the required qualifications.
- Confinement methods required to contain drilling fluids, spoils, waste concrete and other products from contacting sensitive environmental areas according to Section 00290 and all applicable regulatory permits.
- Methods for protecting existing Structures according to 00170.82.

The Engineer will approve or reject the drilled shaft installation plan within 21 Calendar Days after receipt of all submissions. Provide any additional information and submit a revised plan, if requested, for review and approval. All procedural approvals given by the Engineer will be subject to trial in the field and will not relieve the Contractor of the responsibility to satisfactorily complete the Work. Submit requests for modification of adopted procedures to the Engineer. Allow 21 Calendar Days for approval of modifications. Do not begin drilled shaft construction Work until all drilled shaft submittals have been approved.

(b) Drilled Shaft Repair Plans - For any shaft determined to be unacceptable, submit a repair plan to the Engineer for approval. Furnish all materials and Work, including engineering analysis and design, needed to correct unacceptable drilled shafts, at no additional cost to the Agency. Do not begin repair operations before remedial procedures or designs are approved. Any modifications to the dimensions or material of the drilled shafts shown on the Plans that are proposed in the repair plan will require stamped calculations and Working Drawings according to 00150.35.

(c) Drilled Shaft Inspection Reports - Provide the Engineer with a completed Drilled Shaft Inspection Report for each drilled shaft, detailing the actual location, alignment, elevations, dimensions, and quantities of the shafts.

Submit the report within 21 Calendar Days after the completion and acceptance of each shaft. A "Drilled Shaft Inspection Report" form is available from the Engineer.

(d) Concrete Placement Logs and Volume Curves - Measure and record all concrete placed into drilled shafts using standard ODOT forms designated for this purpose or other forms approved by the Engineer. Provide the Engineer with a completed Drilled Shaft Concrete Placement Log and Concrete Volume Curve Form for each drilled shaft within 24 hours after completion of shaft concrete placement.

00921.41 Drill Shaft Coordination Meeting - Hold a drilled shaft coordination meeting at least 7 Calendar Days before beginning any shaft construction Work at the site to discuss construction procedures, schedules, staging, personnel, Equipment to be used, and other elements of the approved shaft installation plan as specified in 00921.40. If synthetic slurry is used to construct the shafts, the frequency of scheduled site visits to the Project Site by the synthetic slurry manufacturer's representative will be discussed. Those attending the meeting include:

- **Representing the Contractor** - The superintendent, on-site supervisors, and all supervisors in charge of excavating the shaft, placing the casing, mixing and installing slurry as applicable, placing the steel reinforcing bars, and placing the concrete. If synthetic slurry is used to construct the shafts, the slurry manufacturer's representative and a Contractor's employee trained in the use of the synthetic slurry shall also attend.
- **Representing the Contracting Agency** - The Project Engineer, key inspection personnel, and designers of record or their appointed representatives.

If the Contractor's key personnel change, or if the Contractor proposes a significant revision of the approved shaft installation plan, hold an additional meeting before any additional shaft construction operations are performed.

00921.42 Construction Tolerances - Excavate drilled shafts as accurately as possible at the locations shown and within the specified tolerances listed below. Determine the drilled shaft dimensions and alignment with approved methods. The following construction tolerances apply to drilled shafts unless otherwise stated:

- **Horizontal Position (At the Plan Elevation of the Top of Shaft)** - 3 inch horizontal tolerance from the location shown.
- **Top Elevation of Shaft Concrete** - Plus 3 minus 0 inches from the plan top of shaft elevation.
- **Vertical Alignment in Soil** - May not vary from the plan alignment by more than 1.5 percent of the shaft length.
- **Vertical Alignment in Rock** - May not vary from the plan alignment by more than 2 percent of the shaft length.
- **Top of Steel Reinforcement** - Plus 3 minus 0 inches from the plan top of steel reinforcement elevation. Maintain 3 inch of cover.

Frequently check the plumbness, alignment, and dimensions of the shaft during construction. Correct all out-of-tolerance shaft excavations and completed shafts to the satisfaction of the Engineer. Materials and Work necessary to complete corrections for out-of-tolerance drilled shafts will be at the Contractor's expense, and no extension of the Project completion date will be granted. Materials and Work necessary to complete corrections for out-of-tolerance drilled shafts resulting from the removal of unexpected drilled shaft obstructions will be paid for according to 00195.20.

00921.43 Drilled Shaft Excavation - Perform drilled shaft excavation according to the following:

(a) General - Excavate drilled shafts to the dimensions and elevations shown or as directed. Provide and maintain stabilized drilled shaft sidewalls and bottoms for the full depth of the excavation, using approved materials, Equipment and methods. If caving or other unstable conditions occur during any construction procedure, stop further construction, notify the Engineer, and stabilize the shaft excavation by approved methods and submit a revised installation plan which addresses the problem and prevents further instability. Do not continue with shaft construction until any damage which occurred has been repaired according to the Specifications and until receiving the Engineer's approval of the revised shaft installation plan.

If the Engineer has reason to believe that the drilled shaft excavation techniques or workmanship have been deficient, so that the integrity of any excavation is in question, Work on that drilled shaft may be stopped. Drilled shaft excavation will not be allowed to resume until the deficient excavation techniques or workmanship have been changed to the Engineer's satisfaction.

Dispose of materials removed from the shaft excavations according to 00290.20.

Do not leave partially completed shaft excavations open overnight unless they are cased full depth or otherwise stabilized with approved methods. If approved by the Engineer, a partially excavated shaft may be left open overnight, provided that the excavation:

- Is stabilized at the bottom, sides and surface to prevent Soil caving or swelling or a reduction of Soil strength, and
- Is covered at the surface to protect the public.

Extend the drilled shaft excavation if the Engineer determines that the subsurface materials encountered are not capable of providing the required bearing resistance or differ from those anticipated in the design of the drilled shafts.

(b) Protection of Existing Structures - Control shaft construction operations to prevent damage to existing Structures and utilities. Preventive measures include, but are not limited to, selecting construction methods and procedures that will prevent caving of the shaft excavation and monitoring and controlling the vibrations from construction activities such as the driving and vibrating of casing or sheeting, drilling of the shaft, or from blasting, if blasting is allowed. Repair all damage caused to existing Structures, utilities or other facilities, resulting from drilled shaft construction activities, at no additional cost to the Agency.

(c) Temporary Casing - Provide temporary casing according to the approved installation plan and of sufficient quantities to meet the needs of the anticipated construction method.

(d) Unexpected Drilled Shaft Obstructions - Remove any natural or manmade object encountered that was not revealed by the Agency's site investigation, and that would cause a significant decrease in the rate of advancement if removed using the techniques and Equipment used successfully to excavate the shaft. The Engineer will be the sole judge of the significance of any reduced rate of shaft advancement and the classification of any unexpected obstructions. Removal of unexpected obstructions from the shaft excavation will be paid according to 00195.20.

(e) Lost Tools - Promptly remove drilling tools lost in the excavation. Lost tools will not be considered unexpected obstructions and shall be removed without additional compensation. Drilling tools lost during the course of removing unexpected drilled shaft obstructions will be paid according to 00195.20.

(f) Drilling Slurry Installation - If synthetic drilling slurry is selected, provide a manufacturer's representative to provide technical assistance at the site prior to use of the slurry, who shall remain

at the site during construction and completion of a minimum of one drilled shaft to adjust the slurry mix for the specific site subsurface conditions. After the manufacturer's representative is no longer at the site, provide the approved personnel trained in the use of the synthetic slurry for the remainder of the shaft slurry operations to supervise the proper slurry mix design and quality control procedures.

All in-hole drilling slurry shall meet the required slurry Specifications during excavation and prior to concrete placement. Clean, recirculate, de-sand or replace the slurry to maintain the required slurry properties.

Unless otherwise approved, maintain the level of slurry in the excavation at not less than 5 feet above the groundwater level for mineral slurries or 10 feet above the groundwater level for synthetic or water slurries. Maintain the slurry level a sufficient distance above all unstable zones to prevent bottom heave, caving or sloughing.

Maintain the required slurry properties and levels at all times during shaft construction, including work stoppages, unless other approved stabilization methods are applied.

Feed slurry continuously into the shaft excavation as drilling progresses so that a stable excavation is maintained. Use a self-priming pump to reclaim the slurry. Keep a standby pump available during the drilling operation.

(g) Drilling Slurry Inspection and Testing - Mix and thoroughly hydrate all drilling slurries in an appropriate storage facility. Collect sample sets from the storage facility and perform tests to ensure the slurry conforms to the specified material properties before introduction into the drilled shaft excavation. A sample set shall be composed of samples taken at mid-depth and within 24 inches of the bottom of the storage facility.

Sample and test all slurry in the presence of the Engineer, unless otherwise directed. The sample sets of slurry within the excavation shall consist of samples taken at mid-depth of the excavation and within 24 inches of the bottom of the excavation. Collect and test sample sets during the drilling operation as necessary to ensure the specified properties of the slurry are maintained. Clean, recirculate, de-sand, or replace the slurry as necessary to maintain the specified slurry properties. Final cleaning of the excavation and placement of concrete will not be allowed until the test results indicate the slurry properties are as specified.

Perform a minimum of two sets of slurry tests per 8-hour work shift, the first test being done at the beginning of the shift. Field conditions may require more frequent testing to ensure acceptable slurry properties.

Make copies of all slurry test results available to the Engineer on request.

(h) Clean Out - Use appropriate means, such as a cleanout bucket, pump or air lift, to clean the bottom of the drilled shaft excavations. No more than 1 inch of loose or disturbed material will be allowed at the bottom of the excavation.

Notify the Engineer of completion of each drilled shaft excavation to permit inspection before proceeding with construction. Measure final shaft depths with a suitable weighted tape or other approved method after final cleaning to determine that the shaft bottom meets the requirements in the Contract. Do not proceed with shaft construction until the bottom cleanliness requirements have been met and the bottom (shaft tip) elevation is approved.

00921.45 Reinforcing Steel - Furnish and place reinforcing steel as shown and according to the following:

(a) Placement - Do not place reinforcing steel in the shaft excavation until the Engineer has approved the final elevation of the bottom of the shaft.

In each shaft, place reinforcing steel to the top elevation shown. Support the reinforcing cage to prevent distortion or settlement during concrete placement. Support the reinforcing cage such that the supporting mechanism does not obstruct the center of the shaft and allows concrete placement vertically down the center of the shaft. If concrete placement does not immediately follow cage placement, remove the reinforcing cage from the excavation and rectify the integrity of the excavation prior to reinstallation of the cage.

(b) Bracing - Rigidly brace the reinforcing cage to retain its shape for lifting. Lift the cage in a manner that does not cause permanent racking or distortion. Show bracing and any extra reinforcing steel required for fabrication of the cage on the submitted shop drawings. Remove cross bracing during cage placement unless otherwise approved.

(c) Splicing - Splice all drilled shaft reinforcement using approved mechanical splicer's unless otherwise shown or approved.

(d) Concrete Cover - Maintain the required concrete cover shown by placing concentric spacer bars or other approved devices around the reinforcing cage. Place spacing devices on minimum 10 foot vertical spacings the full length of the shaft. At each 10 foot level, place spacers on a minimum 30 inch circumferential spacing with at least three spaces per level. Do not use wood spacers or concrete dobies. Provide details of the proposed centering method on the shop drawings submitted according to 00921.40.

00921.46 Crosshole Sonic Log Test Access Tubes - Furnish and install access tubes for CSL testing as shown. Attach CSL access tubes securely to the interior of the reinforcement cage as near to parallel as possible in each drilled shaft and in the pattern shown. Extend the access tubes from the bottom of the reinforcement cage to at least 24 inches above the top of the shaft. Joints required to achieve full-length access tubes shall be watertight. Do not damage the access tubes during reinforcement cage installation and concrete placement. Fill the tubes with potable water, according to 02020.10(b), as soon as possible, but no more than 1 hour after concrete placement and reinstall the top watertight caps. Check water level and top off as needed.

Replace all access tubes that the test probe cannot pass through to the full depth of the shaft at no additional cost to the Agency. Replace all damaged access tubes with 1.5 to 2.0 inch diameter holes cored through the concrete for the entire length of the shaft. Unless otherwise directed, locate replacement core holes approximately 6 inches inside the reinforcement. Do not damage the shaft reinforcement during coring operations.

Fill the access tubes with grout only after all CSL testing has been completed and the shaft has been accepted.

00921.47 Concrete - Furnish and place concrete according to the following:

(a) Concrete Placement - Place concrete immediately after completion of the shaft excavation and with the approval of the Engineer. Prior to concrete placement, ensure the shaft clean-out requirements are met according to 00921.43(h) and the properties of the slurry, if used, conform to the Specifications. Shaft concrete may be placed without mechanical vibration in those areas of the drilled shaft that are not formed or are below the ground line or the water surface.

Place concrete continuously until concrete at the top of the shaft is free of water, Soil, and debris, and uncontaminated concrete extends to the plan top-of-shaft elevation. Dispose of all contaminated concrete expelled from the top of the shaft in an approved manner. Remove waste concrete from the site. If a delay in concrete placement occurs because of a delay in concrete delivery or other factors, reduce the placement rate to maintain a flow of fresh concrete into the shaft excavation.

Allow a maximum of 60 minutes between concrete placements and use no concrete older than 90 minutes from batch time. Use procedures for concrete placement which ensure that the concrete within the shaft becomes a monolithic, homogeneous unit.

Place concrete using hoses or pipes having watertight joints. For concrete placement by gravity tremie, use hose or pipe having an inside diameter of at least 8 inches. For placement by concrete pump, use hose with inside diameter of at least 4 inches. Provide an alternate delivery system that can be used in case of failure of the primary delivery system. Place concrete only against the bottom of the drilled shaft or into fresh concrete.

If caving occurs during concrete placement, the shaft may be rejected.

(b) Dry Shaft Concrete Placement - Concrete may be placed by free-fall if all of the following conditions are met:

- No more than 3 inches of water is present in the bottom of the excavation at the beginning of the pour.
- Groundwater seepage into the excavation is at a rate of no more than 12 inches per hour.
- Shaft diameter is greater than or equal to 3 feet.

Under free-fall placement, deposit concrete through the center of the reinforcement cage by a method which prevents segregation of Aggregates and splashing of concrete on the reinforcement cage. Place concrete so that the free-fall is vertical down the center of the shaft without hitting the sides, the steel reinforcing bars or steel cage bracing.

(c) Wet Shaft Concrete Placement - If the drilled shaft excavation does not meet the requirements for dry concrete placement, stabilize water inflow and place the concrete under water or slurry with a tremie pipe or pump hose according to 00540.48(e). Place concrete continuously from the bottom of the shaft to the top-of-shaft elevation shown. Use a plug in the tremie pipe or pump hose to force water or slurry ahead of the advancing flow of fresh concrete. Dispose of all displaced water, slurry, or waste concrete according to 00290.20. When groundwater, the drilling water or slurry in the shaft excavation is to be removed by pumping during concrete placement, have a standby pump available.

Place concrete in a continuous operation so that the concrete always flows upward within the shaft. Withdraw the delivery hose or pipe slowly as the elevation of the fresh concrete rises in the shaft. Keep the discharge end of the pipe or hose at least 5 feet below the surface of the concrete after the concrete has reached a depth of 5 feet. Maintain sufficient concrete inside the hose or pipe to prevent drilling fluid from entering. During concrete placement, provide and maintain markings on the tremie pipe or pump hose, or a sounding device or other appropriate method to determine the relative elevations of the fresh concrete surface and the bottom end of the pipe or hose. Raise the bottom end of the pipe or hose only when the pipe or hose has a sufficient head of fresh concrete to prevent the formation of a void at the bottom.

(d) Concrete Curing and Cleaning - Allow the exposed top of concrete to cure a minimum of 7 Calendar Days by covering with wet burlap overlain with plastic sheets or by keeping top of concrete under water. Keep the burlap wet during the concrete cure.

Prior to placing any fresh concrete on top of a completed shaft, clean the upper surface of the concrete by removing all scum, laitance, loose gravel, and sediment and chip off any high spots on the upper surface that would prevent the steel reinforcing bar cage from being properly placed in the position shown on the Plans. Remove all loose material and poor quality concrete at the top of the shaft down to sound concrete prior to performing any required CSL testing.

(e) Casing Removal - Remove all temporary casing during or after completion of concrete placement. Do not start temporary casing removal until the level of fresh concrete within the casing has reached a depth of at least 10 feet or the level necessary to adequately counteract the external hydrostatic pressure head. As the temporary casing is withdrawn, maintain a minimum 5 feet head of concrete above the bottom of the casing. A slight downward movement of the casing while exerting downward pressure, or hammering or vibrating the casing will be allowed to facilitate extraction. Extract the casing so that concrete is cast directly against the surrounding in-situ material. Check the elevation of the top of the reinforcing cage before and after temporary casing extraction for conformance with the construction tolerance criteria of 00921.42. Casing that cannot be extracted during, or immediately after, the concrete placement operation may be cause for rejection of the shaft.

(f) Drilled Shaft Cap - Install drilled shaft cap according to 00920.40 and 00920.41.

00921.48 Drilled Shaft Testing and Acceptance - Acceptance of drilled shafts will be based on the Engineer's review of the results of CSL, or other, integrity testing if conducted, field inspection reports and visual observations during drilled shaft construction. The Engineer has final authority on the approval of drilled shafts. For shafts that are integrity tested, the Engineer will determine final acceptance of each tested shaft, based on the integrity test results and inspection reports and will provide a response to the Contractor within 5 Calendar Days after receiving the CSL test report.

(a) Crosshole Sonic Log Testing - Provide crosshole sonic log testing Equipment and perform crosshole sonic log testing and analysis on the first drilled shaft completed at each foundation and subsequent shafts as specified or designated for testing by the Engineer. Provide CSL testing Equipment conforming to the requirements of ASTM D6760 and approved by the Engineer. Provide all necessary access and other support to the CSL testing firm necessary to do the CSL testing Work.

Perform one CSL test on each shaft designated for testing. A single CSL test consists of all ultrasonic profile combinations in a given shaft. Test completed drilled shaft foundations using Ultrasonic Crosshole Testing methods ((CSL) Testing) according to ASTM D6760. Inform the Engineer of scheduled CSL testing at least 3 Calendar Days prior to the testing. Perform all CSL testing using the Contractor's CSL technician in the presence of the Engineer.

Allow at least 3 Calendar Days of curing time before testing unless otherwise approved. Additional curing time beyond 3 Calendar Days may be required if the shaft concrete contains admixtures such as set retarding admixture or water reducing admixture. Additional CSL testing required due to the CSL testing being conducted on concrete that has not cured sufficiently is at no additional cost to the Agency. Additional curing time required due to concrete admixtures will not be grounds for additional compensation or time extensions.

(b) Contractor's Crosshole Sonic Log Test Reports - Provide a brief summary report of the data, with interpretation of the test results, to the Engineer at the completion of each test. Provide copies, either hardcopies or electronic files, of the raw test data as requested. Mark the test data files to identify, as a minimum, the Structure, bent and shaft number, the date of CSL testing, depths of testing and any other pertinent information.

Submit three copies of a final CSL Test Report for each shaft tested according to ASTM D6760. Provide electronic file copies of the raw CSL data measurements compatible with the Cross Hole Ultrasonic Monitor (CHUM) program, if requested. The report shall summarize the CSL testing performed, data analysis, and interpretation of CSL data with special attention made to the identification and location of any anomalies or possible defects. Provide interpretation of the CSL test data in terms of overall shaft integrity and acceptance. Submit all reports to the Engineer within 5 Calendar Days of the performance of the tests.

(c) Additional Testing and Investigation - Conduct additional testing or investigation necessary to identify the location, extent and condition of possible shaft defects if requested by the Engineer. Additional testing and investigation may include, but is not limited to, additional CSL testing, excavation Work or core drilling.

If requested by the Engineer, drill a core hole in any questionable quality shaft to explore the shaft condition. The number, location and depths of the core holes will be determined by the Engineer. Submit the method and Equipment used to drill and remove cores from the shaft to the Engineer for review and approval prior to drilling. Use a coring method that provides complete core recovery and minimizes abrasion and erosion of the core. If a defect is confirmed, as determined by the Engineer, all investigation costs associated with identifying the defect will be at no additional cost to the Agency and no extension of the Project completion date will be granted, regardless of whether the identified defect is repaired or not.

If no defect is identified in the investigation Work, and the CSL tubes were satisfactorily installed according to ASTM D6760 and accepted, the Agency will pay for all coring and excavation costs associated with the additional investigation and grant an appropriate time extension, if required, according to Section 00190 and Section 00195. If it is determined by the Engineer that the CSL tubes were not installed properly thus invalidating the CSL test results, all coring, excavation, and other investigation and evaluation costs will be at no additional cost to the Agency and no extension of the Project completion date will be granted.

Fill all core holes with grout only after the evaluation process is completed and the shaft is accepted and approved.

(d) Drilled Shaft Repair - Repair all defects and rejected shafts according to 00921.40(b). Perform additional CSL testing, or other investigation required, as directed by the Engineer, to confirm the quality of the completed shaft repair Work at no additional cost to the Agency with no time extension granted.

For temporary casing not extracted from the shaft excavation, submit a repair plan or a structural evaluation to the Engineer for approval according to 00921.40. If caving occurs during concrete placement submit a repair plan to the Engineer for approval.

00921.49 Scheduling and Restrictions - Unless otherwise approved, do not proceed with construction of subsequent shafts until the CSL testing has been completed on the first drilled shaft and the results have been approved and accepted, in writing by the Engineer. Approval to proceed with the construction of subsequent shafts, before receiving approval of the first shaft will be based on the Engineer's observations of the Contractor's workmanship during construction of the first shaft and the Engineer's review and assessment of the following:

- The Contractor's conformance with the approved shaft installation plan.
- The Contractor's daily reports and Inspector's daily logs of excavation, rebar, and concrete placement.
- The concrete placement logs and volume curves.

Written notification will be provided to the Contractor on whether or not to proceed with subsequent shaft construction within 24 hours after completion of the first shaft. If the Engineer determines the first shaft to be of questionable quality, discontinue all shaft construction until the CSL test results of the first shaft are received and reviewed and the shaft accepted, in writing, by the Engineer.

Denial of permission to proceed with subsequent shaft construction will not be cause for Contract Time extension.

Do not proceed with the third drilled shaft until the final CSL test results from the first drilled shaft has been received and reviewed and the shaft accepted, in writing, by the Engineer.

After the first drilled shaft on the Project has been accepted, make no significant changes in construction methods, Equipment, or materials used to construct subsequent shafts, unless otherwise approved.

Measurement

00921.80 Measurement - The quantities of Work performed under this Section will be measured on the length basis, by the vertical excavated length from the bottom of the shaft to the top of the sign support footing. If directed to construct drilled shafts below the elevations shown, the drilled shaft will be measured from the revised bottom of shaft.

The estimated quantities of materials for the sign support drilled shaft foundations will be listed in the Special Provisions.

Payment

00921.90 Payment - The accepted quantities of Work performed under this Section will be paid for at the Contract unit price, per foot for the item "____ Inch Diameter Sign Support Drilled Shaft Foundation".

The diameter of the drilled shaft will be inserted in the blank.

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified. Work completed according to Section 00920 shall be incidental to this Section.

No separate or additional payment will be made for:

- furnishing drilling Equipment
- temporary casings
- drilled shaft excavation
- drilled shaft concrete
- drilled shaft reinforcement
- CSL Equipment mobilization
- CSL test access tubes
- CSL tests

Section 00930 - Metal Sign Supports

Description

00930.00 Scope - This Work consists of furnishing, fabricating, galvanizing, and erecting metal sign supports.

00930.01 Definitions and Terms:

Multi-Post Breakaway Sign Supports - The complete Structure is composed of post stubs, base plates, posts, hinges, sign support members, and fasteners, but does not include the sign support footings.

Triangular Base Breakaway Sign Supports, Pipe Breakaway Sign Supports, and Perforated Steel Square Tube Slip Base Sign Supports - The complete Structure is composed of post stub, base plates, metal post, sign support members, and fasteners, but does not include the sign support footings.

90 Degree Rotational Sign Supports - The complete Structure is composed of post stubs, base plates, posts, rotator connection, sign support members, and fastenings, but does not include the sign support footings.

Pipe Sign Supports and Perforated Steel Square Tube Anchor Sign Supports - The complete Structure is composed of metal post, sign support members and fasteners, but does not include the sign support footings.

Truss Sign Bridges, Monotube Sign Bridges, Butterfly Sign Structures and Monotube Cantilever Sign Structures - The complete Structure is composed of base plates, support columns, cantilever arms, trusses, horizontal beam, sign support arms, supporting brackets, fasteners, and maintenance walkways, but does not include the sign illumination Equipment and sign support footings.

Bridge Structure Mounts - The W-shapes or special detailed attachments used for mounting signs to Bridge Structures and maintenance walkways, and includes all necessary support brackets, arms, and fasteners, but does not include sign illumination Equipment.

Exit Number Sign Mounts - The S-shape, spacers, special mounting brackets, and fasteners, necessary to install the exit number signs.

Signal Pole Mounts - The complete support including horizontal and vertical arms, supporting brackets, and fasteners.

Adjustable Sign Mounts - The complete support is adjustable horizontally and vertically to facilitate signal pole mast arm and pole mounting of flat sign sheets. The bracket consists of cast aluminum and galvanized steel elements, stainless steel straps, and fasteners.

Vertical Sign Mounts on Existing Structures - The additional or replacement vertical members and fasteners necessary to install a new sign onto an existing major sign support.

Secondary Sign Mounts - This group includes tubes, S-shapes, channels, plates, and fasteners necessary to install secondary signs.

Major Sign Supports - This group includes Truss Sign Bridges, Monotube Sign Bridges, Butterfly Sign Structures, and Monotube Cantilever Sign Structures.

Minor Sign Supports - This group includes Multi-Post Breakaway Sign Supports, Triangular Base Breakaway Sign Supports, Pipe Breakaway Sign Supports, Perforated Steel Square Tube Slip Base Sign Supports, 90 Degree Rotational Sign Supports, Pipe Sign Supports, and Perforated Steel Square Tube Anchor Sign Supports.

Mast Arm Street Name Sign Mounts - This group includes the frame members, attachment channel or bracket, steel bands or cables, and fasteners necessary to install a street name sign on a signal mast arm.

00930.02 Working Drawings - Submit six copies of unstamped Working Drawings according to 00150.35 for all structural metal Work. Submit six copies of stamped designs, details, Plans, and calculations according to 00150.35 for all engineered details and drawings that are not prepared by the Agency but are required by the Contract Documents and Specifications for the Project prior to fabrication. Include the Field Verification of Post Lengths form for Major Sign Supports, available from the Engineer. Material ordered or Work done before the Engineer finishes and returns the documents will be at the Contractor's risk.

In addition to the Working Drawings, submit six copies of all available data including manufacturer's pamphlets and brochures, technical bulletins, Working Drawings and other technical information relative to products used on the Project. After installation, submit corrected Working Drawings that represent the material as installed and in operation. Include sufficient information to enable the Agency's maintenance forces to replace all or part of the commercially manufactured sign Structures, under routine or emergency maintenance, by direct reference to the information furnished by the Contractor.

Working drawings are not required for the following types of steel supports:

- Multi-Post Breakaway Sign Supports
- Triangular Base Breakaway Sign Supports
- Signal Pole Mounts
- Exit Number Sign Mounts
- Secondary Sign Supports
- Route Marker Frames
- Perforated Steel Square Tube Sign Supports

Working drawings for these supports will be provided by the Agency's Engineer of Record. Use the Field Verification of Post Lengths form, available from the Engineer, to provide the necessary site data to the Engineer of Record for use in producing Working Drawings. All Work done, or materials ordered, before receiving Working Drawings from the Engineer of Record will be at no additional cost to the Agency.

00930.09 Identifying Tags - Overhead and butterfly sign support Structures, except structure mounts, shall have stainless steel or brass identifying tags attached to all posts, arms, and truss sections. The tags shall be at least 1/16 inch thick. Tag lettering shall be at least 1/4 inch in height, and shall be stamped into the tag. Tags shall be attached with stainless steel pop rivets of at least 3/16 inch nominal body diameter. Do not locate pop rivet holes within 6 inches of welds. Post tag shall be located approximately 5 feet above the baseplate. Holes for pop rivets shall be drilled prior to hot-dip galvanizing. Remove excess hot-dip galvanizing from holes and repair according to ASTM A780.

Tags shall include the following information:

- Structure number
- Manufacturer

- Month and year of manufacture
- Highway number and mile point

Materials

00930.10 Materials - Furnish perforated steel square tube slip base sign supports and perforated steel square tube anchor sign supports from the QPL. Furnish other structural steel materials meeting the applicable portions of Section 02530, with weights and sizes as shown or specified.

Furnish galvanized bolts, nuts, hardened washers, and direct tension indicators meeting the requirements of Section 02560, except the rotational capacity test of 02560.60(a) does not need to be repeated at the Project Site for Minor Sign Supports.

Except for perforated steel square tube slip base sign supports and for perforated steel square tube anchor sign supports, galvanizing shall conform to the requirements of Section 02530. Galvanize perforated steel square tube slip base sign supports and perforated steel square tube anchor sign supports according to ASTM A653 G90, zinc coat corner seam weld after scarfing, apply a conversion coating, and apply a final clear polymer coating.

Labor

00930.30 Fabricators - Fabricators of metal sign supports shall have either a current AISC Simple Steel Bridge Structures (Sbr) certification or a current AISC Major Steel Bridges (Cbr) certification.

Construction

00930.40 Fabrication and Erection - Fabricate and erect according to the applicable portions of Section 00560, except where in conflict with the following:

(a) General - Erect breakaway sign posts, pipe sign posts and pipe support columns at a true vertical.

Where two or more posts are required to support a sign, orient and position both posts so that no twist or warp will be imparted to the sign panels.

(b) Assembly of Metal - Accurately assemble the parts as shown on the Plans and follow any match marks. Handle the material carefully so that no parts will be bent, broken or otherwise damaged. Clean bearing surfaces and surfaces to be in permanent contact before the members are assembled. Roughen faying surfaces of slip-critical structural connections utilizing high strength bolts by means of hand wire brushing after galvanizing. Power wire brushing is not allowed.

Faying surfaces of plates shall be flat to within a tolerance of 1/32 inch in 12 inches and a tolerance of 1/16 inch overall. Base plates with leveling nuts shall be flat to within a tolerance of 1/8 inch in 12 inches and a tolerance of 3/16 inch overall.

(c) Welding - Weld steel sign Structures according to AWS D1.1 with the following exceptions:

- AWS D1.1, Clause 3 prequalified welds for complete joint penetration (CJP) are not allowed.
- Qualify CJP welds according to AWS D1.1, Clause 4. Perform V-notch (CVN) testing at 70 °F meeting the requirements of the absorbed energy values of Table 4.14.

The fabricator shall inspect welds according to the details and requirements called out on the Contract Documents. This requirement will override all appropriate weld inspection requirements

called out in Section 5.15 WELDED CONNECTIONS in AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signal.* – Submit all Procedure Qualification Records, Welding Procedure Specifications, and testing procedures for Engineer's review prior to starting manufacturing. Submit certified copies of inspection reports to the Engineer for review.

If requested by the Engineer, additional weld inspection may be required upon arrival of the material at the Project Site. If defects are found by this additional inspection, the Contractor shall be responsible for the additional testing and repair costs. If no defects are found, the Engineer will be responsible for the additional inspection costs.

(d) Bolt Installation - Do not reuse galvanized high strength bolts. Other high strength bolts may be reused, if approved, but not more than once. Retightening previously tightened bolts that may have been loosened by the tightening of adjacent bolts will not be considered a reuse.

Provide all high strength bolts with hardened washers under the element (nut or bolt head) turned in tightening. If a high strength bolt is installed in an oversized or short slotted hole in an outer ply, use a hardened washer. If a high strength bolt is installed in a long slotted hole in an outer ply, use a plate washer or a continuous bar made of structural grade steel at least 5/16 inch thick with standard holes. Make the washer or bar sufficiently large to completely cover the slot after installation.

Protect fasteners from dirt and moisture at the Project Site. Do not remove the lubricant that is present in as-delivered condition. Clean and relubricate fasteners that accumulate dirt according to 02560.70.

(1) Bolt Installation for Slip Bases (Breakaway) - Furnish, at no additional cost to the Agency, a calibrated torque wrench of a capacity appropriate to the size of the high-strength bolts installed and tightened. Confirm the accuracy of the calibrated torque wrench through calibration by an approved testing agency at least once a year.

Remove any dirt and moisture from the lubricated fasteners, and recoat the lubricated fasteners with a fresh, second coat of lubricant immediately before tightening. Tighten the bolts, in the presence of the Engineer, to the minimum torque or tension shown to seat the bolts in the base plate slots. After all the bolts in the slip base are tightened, loosen each bolt and retighten to the prescribed torque or tension shown in the same order as the initial tightening.

(2) Bolt Installation for Slip-Critical Connections - Tighten high strength bolts by direct tension indicator method unless noted otherwise. The calibrated torque wrench method of final tightening is not acceptable. Use of direct tension indicators is not allowed with Type 3 high-strength bolts in AASHTO M 270, Grade 50W (ASTM A709, Grade 50W; ASTM A588), unpainted weathering steel connections.

a. Direct Tension Indicator Tightening - Install new and unused direct tension indicator washers at each bolt. Install so that the direct tension indicator protrusions are in contact with a hardened washer.

Bring the connection to a snug-tight condition. Snug-tight is defined as the condition when all plies of the connection are in firm contact and can be attained by applying the full effort of a worker on the end of a 12-inch long wrench to each bolt in the connection. Tighten all fasteners in the connection by progressing systematically from the most rigid part of the connection to the free edges in a manner that will minimize relaxation of previously tightened fasteners. In some cases, proper tensioning of the bolts may require more than a single cycle of systematic partial tightening.

After attaining a snug-tight condition, tighten all fasteners in the connection by progressing systematically from the most rigid part of the connection to the free edges until all of the spaces between the direct tension indicator protrusions refuse entry to a 0.005 inch feeler gauge.

b. Turn-of-Nut Tightening - During all turn-of-nut tightening, proceed systematically from the most rigid part of the connection to the free edges. Tighten all bolts until they are simultaneously snug tight and the connection is fully compacted. Snug tight is defined as the tightness that exists when all plies of the joint are in firm contact. This may be attained by a few impacts of an impact wrench or the full effort of a worker using a 12 inch long wrench. Following this initial operation, further tighten all bolts in the connection by the amount of rotation specified in Table 00560-3 in Section 00560. During the tightening operation do not permit rotation of the part not turned by the wrench.

(e) Bolt Inspection:

(1) General - The Engineer will observe the installation and tightening of bolts to determine that the selected tightening procedure is properly used and that all bolts are tightened, and in the case of direct tension indicators that the correct indication of tension has been achieved. Bolts may reach tensions substantially above the value given in Table 00560-1, but this will not be cause for rejection. The installation will be rejected if the geometry does not satisfy the requirements of 02560.05.

(2) Direct Tension Indicator Method - Provide the Engineer full opportunity to witness installation of bolted connections. The Engineer will periodically observe the installation and tightening operations to ensure that proper procedures are being adhered to.

Upon completion of a bolted joint, the Engineer will determine that all bolts have been tightened. A minimum of 10 percent, but not less than two bolts in each joint, will be inspected. The joint will be accepted as properly tightened when all spaces between the direct tension indicator protrusions refuse entry to a 0.005 inch feeler gauge. If there are any spaces between the direct tension indicator protrusions that do not refuse entry to a 0.005 inch feeler gauge, re-inspect all bolts, retighten bolts in the joint as required, and resubmit the joint for inspection.

(3) Turn-of-Nut Method - When all turn-of-nut tightening activities have been witnessed and are acceptable by the Inspector, no additional bolt tightening inspection is required. If turn-of-nut tightening has been performed without being witnessed by the Inspector, use the following inspection procedure:

- In the presence of the Engineer, use an inspection wrench, which may be a calibrated torque wrench.
- Place three bolts of the same grade, diameter and condition as those under inspection individually in a calibration device capable of indicating bolt tension. Use a hardened washer under the part turned in tightening each bolt.
- Tighten each bolt specified in the paragraph above in the calibration device by any convenient means to an initial condition equal to 20 percent of the required tension, and then to a tension not less than 5 percent greater than specified for its size in Table 00560-1 in Section 00560. Tightening beyond the initial condition shall not produce greater nut rotation than 1.5 times that allowed in Table 00560-3 in Section 00560. Then apply the inspecting wrench to the tightened bolt and determine the torque necessary to turn the nut or head 5 degrees, approximately 1 inch at 12 inches radius, in the tightening direction. Take the average torque measured in the tests of three bolts as the job inspecting torque to be used in the manner specified in the next paragraph.

- Test bolts that have been tightened in the Structure and are represented by the sample prescribed above with the inspecting wrench. Apply the job inspecting torque to 10 percent of the bolts, but not less than two bolts selected at random. If no nut or bolt head is turned by this application of the job inspecting torque, the connection will be accepted as properly tightened. If any nut or bolt head is turned by the application of the job inspecting torque, test all bolts in the connections. Retighten all bolts whose nut or head is turned by the job inspecting torque, and re-inspect. Retighten all of the bolts in the connection and then resubmit the connection for the specified inspection.

(f) Tube Bending - For major sign supports, bend tube using induction heating methods in accordance with TPA-IBS-98 *Recommended Standards for Induction Bending of Pipe and Tube*.

00930.41 Adjustable Sign Mounts - The mount shall allow vertical adjustment for positioning the sign and shall rotate to plumb the sign. Use galvanized or stainless steel nuts, bolts and washers for fasteners.

Measurement

00930.80 Measurement - No measurement of quantities will be made for metal sign supports.

Estimated quantities of structural steel will be listed in the Special Provisions. If field verified post lengths increase or decrease by more than 25 percent of the length specified, adjustments to the Contract lump sum amount will be made according to 00190.10(h).

Payment

00930.90 Payment - The accepted quantities of metal sign supports will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
Major Sign Supports	
(a) Truss Sign Bridge	Lump Sum
(b) Monotube Sign Bridge	Lump Sum
(c) Butterfly Sign Structures	Lump Sum
(d) Monotube Cantilever Sign Structures	Lump Sum
Mounts	
(e) Bridge Structure Mounts	Lump Sum
(f) Exit Number Sign Mounts	Lump Sum
(g) Signal Pole Mounts	Lump Sum
(h) Adjustable Sign Mounts	Lump Sum
(i) Vertical Sign Mounts on Existing Structures	Lump Sum
(j) Secondary Sign Mounts	Lump Sum
Minor Sign Supports	
(k) Multi-Post Breakaway Sign Supports	Lump Sum
(l) Triangular Base Breakaway Sign Supports	Lump Sum
(m) Pipe Breakaway Sign Supports	Lump Sum
(n) Perforated Steel Square Tube Slip Base Sign Supports	Lump Sum
(o) 90 Degree Rotational Sign Supports	Lump Sum
(p) Pipe Sign Supports	Lump Sum
(q) Perforated Steel Square Tube Anchor Sign Supports	Lump Sum

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

No separate or additional payment will be made for route marker frames, wind bracing, pole clamps, stainless steel clamps, mast arm street name sign mounts, or special sign brackets.

Item (g) includes a 2" Square Post Bracket for Street Signs and a Cross Piece for Street Signs. Extruded are not allowed.

Section 00940 - Signs

Description

00940.00 Scope - This Work consists of furnishing, fabricating, and erecting traffic signs of the types shown.

00940.03 Drawings - Copies of Working Drawings for non-standard signs will be made available to the Contractor by the Engineer. Standard signs called for in the Contract Documents shall be constructed using drawings available in FHWA's *Standard Highway Signs* (FHWA English Version) or ODOT's *Sign Policy and Guidelines for the State Highway System or City of Eugene "Sign Manual"*. The ODOT sign policy is available on the ODOT Traffic-Roadway Section website. The City of Eugene Sign Manual is available on the City website.

Materials

00940.10 Materials - Furnish Materials for signs meeting the requirements of Section 02910.

Use retroreflective, reflective, or nonreflective sign sheeting as shown.

Use sign sheeting colors conforming to the Federal Highway Administration *Color Specifications for Retroreflective Sign and Pavement Marking Materials*. In addition, specified color coordinates shall be subject to visual matching by the Engineer to determine that all panels in any one sign match.

Construction

00940.40 General - Finished signs shall conform to the designs shown or specified.

Furnish substrate Material as ~~shown~~ follows.

<u>Sign Size</u>	<u>Acceptable Substrate Materials</u>
Up to 4 feet by 5 feet	Sheet aluminum Extruded aluminum panels
Over 4 feet by 5 feet	Extruded aluminum panels

See Table 02910-1 in Section 02910 for sheet aluminum thicknesses for various sizes of signs.

Fabricate all components of each individual sign with sheeting from the same Supplier, to ensure that all components are compatible, and are warrantable by the manufacturer. Removable legend does not have to be fabricated with sheeting from the same Supplier as the background sheeting on the sign panels.

Construct standard signs as shown in the FHWA *Standard Highway Signs manual* or in ODOT's *Sign Policy and Guidelines for the State Highway System or the City of Eugene "Sign Manual"*.

00940.41 Aluminum Panel Sign Fabrication:

- (a) **General** - Fabricate aluminum panel signs as shown or specified. Do not round corners of panels outside the border. Reinforced sheet aluminum signs will not be allowed. All aluminum used for sign panels shall be new material.
- (b) **Extruded Aluminum** - Each panel of extruded aluminum panel signs shall be a continuous section. Apply the sign sheeting to the extrusion a sufficient distance around the edge to ensure that no aluminum surface is visible on the face of the sign.
- (c) **Sheeting** - The sign sheeting applied to the extrusions shall be the background color of the sign.
- (d) **Legend** - Signs consisting of only one extrusion may use permanent legend.
- (e) **Transparent Paste** - Do not use transparent paste background on extruded aluminum signs.

00940.42 Sheet Aluminum Sign Fabrication:

(a) General - Cut the sheet aluminum sign to size and shape as shown or specified. The sign shall be free of buckles, warps, dents, cockles, burrs and defects resulting from fabrication.

Before application of retroreflective, reflective, or nonreflective sheeting, treat the entire surface of the sign with a conversion film according to the sheeting manufacturer's recommendations.

(b) Mounting Holes:

(1) On Posts - Signs having a vertical dimension of less than 48 inches and mounted on wood or metal posts shall have at least two mounting holes. Signs having a vertical dimension of 48 inches or greater shall have three mounting holes. Place the third mounting hole near the center of the sign. Locate mounting holes so the mounting hardware will not cover any portion of the legend unless otherwise shown.

(2) On Extruded Aluminum Signs - Provide a minimum of eight mounting holes for sheet aluminum signs mounted on extruded aluminum signs.

00940.43 Plywood Sign Fabrication - Plywood signs are not allowed.

~~Perform all fabrication with saw blades that do not tear plywood grain. Cut all holes clean and uniform. Splicing will not be allowed unless specified. Locate mounting holes so that the mounting hardware will not cover any portion of the legend. Provide mounting holes for signs according to 00940.42(b).~~

~~After fabrication and before the application of retroreflective, reflective, or nonreflective sheeting, seal all edges with plywood sealer tinted to match the color of the panel overlay material. Where retroreflective, reflective, or nonreflective sheeting is to be applied, prepare the surface of the sign according to the sheeting manufacturer's recommendations.~~

00940.44 Retroreflective, Reflective, or Nonreflective Sheeting Application - Apply the sheeting according to the sheeting manufacturer's recommendations on extruded aluminum panel signs. Up to 25 percent of the extruded aluminum panel signs required in the Plans will be allowed one manufacturer's splice for each sign. One patch will be allowed for each 50 square feet of sign to a maximum of three patches for each sign. Patches shall be between 3/4 inch and 3 3/8 inches in diameter. No Contractor splices will be allowed.

On all other signs, manufacturer's splices will not be allowed except as noted on approved shop drawings, or when sign dimensions exceed the sheeting manufacturer's capabilities. Make these splices horizontal with the upper section of sheeting overlapping the lower by a minimum of 3/8 inch on encapsulated lens sheeting, and butt splice prismatic lens sheeting with no appreciable substrate visible. The use of overlaid transparent paste or electronic cuttable film will not be allowed on overlapped splices. No Contractor splices will be allowed.

00940.45 Legend Installation:

(a) General - The word "legend" means the entire message and border for a sign. A group of words, numbers and/or symbols constitute the "message" for a sign. Install the type of legend for each traffic sign as shown.

Spacing between letters and/or numbers shall conform to the FHWA *Standard Alphabets for Highway Signs manual*.

Spacing between words for Series "E" (modified) legend shall be 1.5 times the upper case letter height. Spacing between words for other fonts shall be as tabulated below unless otherwise shown:

Legend Series**Word Spacing**

B	(0.531) H
C	(0.625) H
D	(0.836) H
E	(1.000) H

H = height of upper case letter

Spacing between symbols shall conform to FHWA *Standard Highway Signs* unless otherwise shown.

Space all lines equally between side borders unless otherwise shown. Space the legend vertically as shown. For diamond shaped signs, space between lines in the legend a minimum of one half the average letter height and space between the message and the borders equally so the message is centered on the sign.

(b) Attachment - Attach removable legend to aluminum panels using aluminum, domed head, 1/8 inch diameter, self-plugging blind rivets. Remove aluminum shavings from the sign face before attaching the legend. The entire sign will be rejected if any shavings are left beneath the legend. Drill 0.128 inch diameter holes in the removable legend and sign panel as shown on the *Mounting Details for Removable Legend Standard Drawings*.

Apply screened legend according to the sheeting manufacturer's recommendations. Apply cut-out legend according to 00940.44.

Attach 1 inch retroreflective removable border sections by placing two rivets 1/2 inch from the end of each border section with additional rivets spaced at a maximum of 6 inches apart, centered in the section. Corner border sections shall be attached with a minimum of five rivets, two rivets 1/2 inch from each end, and the remaining rivet centered in the middle of the section.

Attach 2 inch retroreflective removable border sections by placing two rivets 1/2 inch from the end of each border section with additional rivets spaced at a maximum of 6 inch apart, along the top and bottom edge of the section. Corner border sections shall be attached with a minimum of five rivets, two rivets 1/2 inch from each end, and the remaining rivet centered in the section.

00940.46 Inspection - The Engineer will inspect signs at the fabrication shop or at the Project Site. Inspection will be for conformance to the Plans and Specifications, and for conformance to nighttime visibility. The Contractor's expense for sign inspection will be according to 00165.91.

00940.47 Sign Erecting - Erect all signs at the locations staked and as shown or directed. Do not erect individual signs until the sign is complete with legend. Signs not mounted as shown or directed will not be accepted.

Erect the signs so the sign face is vertical, unless otherwise directed.

When signs are installed on supports 10 feet or less from the edge of guardrail, curb, or Shoulder, set them to reflect 3 degrees away from traffic. When signs are installed on supports more than 10 feet from the edge of guardrail, curb or Shoulder, set them to reflect 3 degrees toward traffic.

The closest edge of any column or overhead sign Structures shall be as shown.

Where signs are mounted to supports by bolting through the sign, a sheeting manufacturer approved lubricant may be used on the nylon and metal washers to prevent sign sheeting deformation. Replace damaged signs, or signs with sheet deformation, with new signs at no additional cost to the Agency.

If a sign installation is a replacement for an existing sign, install the new sign immediately after removal of the existing sign unless otherwise directed.

Measurement

00940.80 Measurement - The quantities of signs will be measured on the area basis, by multiplying the height by width, using the dimensions shown. No deductions will be made for irregular shapes cut from the rectangle.

Route markers and other signs fastened to the face of larger signs will be measured as separate signs.

Payment

00940.90 Payment - The accepted quantities of Work performed under this Section will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
(a) Signs, Standard Sheeting, Extruded Aluminum	Square Foot
(b) Signs, Standard Sheeting, Sheet Aluminum	Square Foot
(c) Signs, Standard Sheeting, Plywood	Square Foot
(d) Signs, Wide Angle Sheeting, Extruded Aluminum	Square Foot
(e) Signs, Wide Angle Sheeting, Sheet Aluminum	Square Foot
(f) Signs, Wide Angle Sheeting, Plywood	Square Foot

Items (a), (b), and ~~(c)~~ include payment for signs constructed with only ASTM Type III, ASTM Type IV, or non-reflective sheeting.

Items (d), (e), and ~~(f)~~ include payment for signs constructed with ASTM Type IX or ASTM Type XI sheeting.

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

Payment for Work done under this Section will be limited to 75 percent of the amount due until the Agency has received the signed warranties required by 02910.75.

No separate or additional payment will be made for coating backs of aluminum substrate signs.

Section 00941 - Sign Covers

Description

00941.00 Scope - This Work consists of covering sign faces as shown, specified, or directed.

Materials

00941.10 Materials - For permanent signs, furnish sign covers from the QPL or porous cloth covers pre-approved by the sign sheeting manufacturer. Do not use plywood.

For temporary signs comply with Section 00222.

Construction

00941.40 Fabrication - Fabricate sign covers in one piece, unless otherwise directed. Make them large enough to completely cover the sign, and capable of easy attachment to the sign without damaging the sign face.

00941.41 Installation - Lap covers over all sign edges and secure to the sign or support as recommended by the sign sheeting manufacturer.

00941.42 Alternate - The Contractor may elect one or more of the following as alternate methods subject to approval:

- Install signs in conjunction with the movement of the traffic flow.
- Remove demountable legend from signs and re-install legend as directed.
- Remove entire sign and store in a vertical position for future reinstallation.

Measurement

00941.80 Measurement - No measurement will be made for sign covers.

Payment

00941.90 Payment - No separate or additional payment will be made for sign covers or for the alternate methods listed in 00941.42. Payment will be included in payment made for the appropriate items under which this Work is required.

Section 00950 - Removal of Electrical Systems

Description

00950.00 Scope - This Work consists of removing existing electrical systems as shown or specified.

~~00950.02 Definitions:~~

Electrical Systems - Electrical systems will be described in the Special Provisions.

Construction

00950.40 General - Remove existing electrical systems in the order directed.

Keep existing electrical systems to be removed in operation until the new electrical systems are ready to be turned on or as directed. Keep authorized downtime to a minimum. Perform the changeover with a minimum disruption to traffic.

Remove existing materials, as specified or approved, which interfere with or which are incompatible with new construction before completion of the new construction. Notify the Engineer at least 4 Calendar Days in advance of removal.

00950.41 Removal and Abandonment - Remove from the right of way electrical systems as shown. Dispose of materials according to 00290.20 except as noted below. Abandon conduit by removing all wiring, elbows, and risers.

All salvaged material including luminaires, poles, arms, signs, signal heads, pedestrian push buttons, all electronic equipment and cabinets not re-used shall remain the property of the City. Salvaged material shall be delivered to the City of Eugene Public Works Traffic Maintenance Signal Shop, 1820 Roosevelt Blvd, on normal working days, between the hours of 7:00 am and 2:00 pm. The Contractor shall call 682-4800, 24 hours prior to delivery.

Remove the top of the foundation, anchor bolts, and conduits to a depth not less than 2 feet below the adjacent finished ground line. Backfill resulting holes with material equivalent to the surrounding material. Finish and blend the surface area to the adjacent surface area.

Repair all holes or damage to Existing Surfacing caused by removal of existing installations as directed at no additional cost to the Agency.

00950.42 Salvaging and Stockpiling Materials - Electrical systems to be salvaged and stockpiled will be described in the Special Provisions.

Measurement

00950.80 Measurement - No measurement of quantities will be made for Work performed under this Section.

Payment

00950.90 Payment - Payment for Work performed under this Section will be made by either method "A" or method "B" as follows:

- **Method "A"** - Method "A" will be used when existing electrical systems are removed and replaced with new electrical systems. Under method "A" no separate payment will be made for removal of electrical systems.

Payment for removal of existing electrical systems will be included in payment made for the appropriate new electrical system.

00950

- **Method "B"** - Method "B" will be used when existing electrical systems are removed and are not replaced with new electrical systems. Under method "B" payment will be made at the Contract lump sum amount for the item "Removal of Electrical Systems".

Payment will be payment in full for all furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

No separate or additional payment will be made for salvaging and stockpiling Materials.

Section 00960 - Common Provisions for Electrical Systems

Description

00960.00 Scope - This Work consists of furnishing and installing Materials for electrical systems and for modifying existing systems.

00960.01 Regulations, Standards, and Codes - All electrical Materials and workmanship shall conform to the following standards where applicable:

- American National Standards Institute (ANSI)
- International Municipal Signal Association (IMSA)
- Underwriter's Laboratories, Inc. (UL)
- National Electrical Manufacturers Association (NEMA)
- National Electrical Safety Code (NESC)
- National Electrical Code, Oregon Amended (NEC)
- Standards of the American Society for Testing and Materials (ASTM)
- Local laws

Use the code, order, or standard in effect on the date the Project is advertised unless otherwise shown.

Wherever reference is made to any of the standards mentioned above, the reference means the code, order, or standard in effect on the date the Project is advertised unless otherwise shown or specified in the Specials Provisions.

Do not begin installations until all permits are obtained and copies are given to the Engineer.

Safe wiring labels normally required by the Department of Consumer and Business Services, Building Codes Division will not be required for traffic management systems listed on the Red Sheets (see 00160.00) as allowed by ORS 479.540 and OAR 918-261-0037. The Red Sheets may be viewed on ODOT's web site.

00960.02 Equipment List and Drawing Submittals - Within ~~30-20~~ Calendar Days after execution of the Contract, submit an electronic copy~~two copies~~ of the Blue Sheets (see 00160.00 and 00160.07) and an electronic copy~~two copies~~ of the Green Sheets (see 00160.00 and 00160.07) according to 00150.37 for all materials the Contractor proposes to install. Blue Sheets and Green Sheets ~~contain submittal instructions and~~ will be made available to the Contractor ~~by the Engineer on the ODOT website.~~

- Fill out the Blue Sheets and Green Sheets based on the Project requirements.
- Check off all pre-approved items to be used on the Project.
- When proposing write-in items, check off the box under "Write-in items" and follow the instructions on the "write-in items page" for initial approval. Submit one catalogue cut sheet for initial qualification
- Use the current version of the Blue Sheets and Green Sheets that is in effect on the date of Advertisement.

Within 14 Calendar Days after receipt of submittals, the Engineer will review the submittals and designate them in writing as "approved", "approved as noted", or "returned for correction". Do not proceed with the Work before receiving written approval of the submittals from the Engineer.

00960.03 Permits - Provide the Engineer with copies of all required electrical permits prior to performing any work.

Materials

00960.10 Materials - Furnish Materials meeting the following requirements:

Commercial Grade Concrete.....	00440
Controlled Low Strength Materials	00442
Delineators	00840.10 and 00840.11
Metal Illumination and Traffic Signal Supports	00962
Selected General Backfill	00330.13
Selected Granular Backfill.....	00330.14
Reinforcement.....	02510

Furnish electrical Materials that have been approved through the Blue Sheet and Green Sheet submittal process in 00960.02.

Anchor rods shall conform to 02560.30 and to the types and sizes shown.

Use commercially available 30 pound nonperforated asphalt-saturated felt where shown.

Use commercially available No. 10 - 0 sand when sand blanket is required.

Use commercially available UL listed insulating vinyl plastic tape where shown.

Use commercially available UL listed silicon bronze (or copper alloy) split bolt where shown.

Use commercially available galvanized steel weatherproof compression fittings where shown.

Materials indicated on the plans to be furnished by the city shall be picked up at the City of Eugene Public Works Traffic Maintenance Signal Shop, 1820 Roosevelt Blvd. (682-4800) between the hours of 7 a.m. and 2 p.m. Call 48 hours in advance of desired pick up time.

Labor

~~00960.30 Licensed Electricians - According to the Oregon Administrative Rule 918-282-0120(1), every person engaged in the installation of electrical equipment and wiring systems shall possess a valid Oregon Electrical Supervising or Journeyman's License, or be registered as an Electrical Apprentice. Every person who installs electrical systems on the Project shall submit a copy of his or her electrical license or apprentice registration to the Engineer prior to performing any Work. According to the Oregon Administrative Rule 918-282-0120(1), no person or entity shall allow any individual to perform electrical work for which the individual is not properly registered or licensed. Every person who installs electrical systems on the Project shall submit a copy of their electrical license or apprentice registration to the Engineer prior to performing any Work. They must be licensed as an S or a J under Oregon Administrative Rule 918-282.~~

Construction

00960.40 General - The Agency will continue normal maintenance and operations of the existing systems including the furnishing of electrical energy.

00960.41~~0~~ Excavation -

(a) Remove and replace sidewalks, curbs, paved surfaces, and other materials as needed. Replace and finish all surfaces to correspond with the existing surfaces. Restore all disturbed landscaping and underground systems to original condition. All surface restoration Work shall comply with the requirements of Section 00495. Use hand excavation as directed.

Excavate trenches, foundations, and junction boxes to locations, Neat Lines, grades and Cross Sections as shown or as established or approved. Furnish, place, and remove any shoring required to prevent caving of walls.

Dispose of all excavated Materials according to 00290.20.

When excavating in paved areas, cut with an approved Pavement cutting saw to a depth of at least 2 inches along the neat boundaries of the area to be removed. Cut sharp and well-defined Pavement edges with no evidence of cracking, delaminating, or stressing.

(b) Excavation for Pedestal and Cabinet Foundations - Make all excavations to the Neat Lines of the foundations. Hand excavation may be required. Place the concrete directly against the sides of the excavation in undisturbed or well-compacted material or place in forms.

(c) Excavation for Conduit - Excavate and backfill conduits as follows:

(d) Conduit under Roadway and Shoulders - Install conduit under all Roadway and Shoulders by horizontal directional drilling or the open trench method.

~~00960.41 (1) Horizontal Directional Drilling - Drilling shall not "hump" or deform the Pavement and shall be guided. Keep drilling pits at least 2 feet from the edge of Pavement unless otherwise authorized in writing. Do not use water to the extent that the Pavement might be undermined or Subgrade softened. Sand bedding and marking tape are not required with this method.~~

If jointed conduit is used, verify the joints have not separated by pulling a mandrel through the conduit after installation.

(2) Open Trench - If the open trench method is used, do the following:

a. Width - Hold trench width to a practical minimum.

b. Pavement Cuts - Cut the existing Pavement as required in 00960.41(a).

(e) Conduit under Railroad Tracks - Install conduit inside a galvanized, rigid metal conduit at the depth required by the governing Railroad company. Construct so that conduit ends are at least 30 feet beyond the centerline of every track or other distance as required by the Railroad.

(1) Rigid Nonmetallic Conduit - For rigid nonmetallic conduit, provide bedding, cover, and backfill according to the following:

a. Bedding - Place 2 inches of sand blanket in trench bottom before placing conduit.

b. Cover - Cover conduit with 2 inches of additional sand blanket.

c. Backfill - Backfill according to the following:

1. New Roadway and Shoulder - Place selected granular backfill material in layers not greater than 6 inches thick. Compact the selected granular backfill material according to 00405.46(c)(2).

2. Existing Roadway and Shoulder - Backfill all conduit trenches with CLSM. Place to an elevation 6 inches below the existing surface or to the bottom of the existing Pavement, whichever is lower. When this method is used the sand blanket may be omitted.

3. Other Areas - Place selected granular backfill material in layers not greater than 6 inches thick. Compact the selected granular backfill material according to 00405.46(c)(2) to the top of trench, surrounding ground level or upper limit of excavation. The sand blanket requirement of a. and b. above may be deleted as approved when excavated material does not contain large, angular stones that could fracture or dent conduit.

d. Pavement - Place and compact ACP and PCC according to Sections 00744, 00745, 00755, and 00756, as applicable, and the following:

1. Existing Non-roadway Pavement - Match Existing Surfacing thickness.

2. Existing Roadway and Shoulder - Match Existing Surfacing thicknesses or provide a minimum Surfacing thickness of 6 inches, whichever is greater.

3. Finish - Finish to a smooth riding surface.

(2) Rigid Metal Conduit - For rigid metal conduit, provide backfill according to 00960.41(g)(1)(c) and 00960.41(g)(1)(d) except the sand blanket is not required.

00960.42 Conduit:

(a) General - Conduit runs shown on the Plans are for bidding purposes only. Locations may be changed to avoid obstructions. Larger size conduit than specified may be used at the option and cost of the Contractor. Use the same size conduit for the entire length, outlet to outlet.

Use nonmetallic or rigid metal conduit as shown or specified.

Non-metallic liquid tight conduit may be used for loop stub outs with lengths of less than 10 feet.

Install a No. 14 or 16 AWG TFFN stranded copper wire with orange base and blue tracer in all conduits as a locate wire, even if not shown. Extend the wire 2 feet beyond conduit ends and install a wire nut. Do not join multiple locate wires under a common wire nut.

In areas to be paved or landscaped, place all conduit before paving or landscaping.

If corrosive Soil conditions exist, coat metallic conduit with a nonmetallic coating or wrap with corrosion protection tape at least 10 mils thick.

(b) Conduit on Wood Poles - Mount conduit on wood poles with two-hole, galvanized, steel conduit straps spaced no more than 3 feet apart. Mount conduit on Utility-owned wood poles according to local Utility regulations. Use stand-off brackets if required.

(c) Conduit on Metal Poles - Mount conduit on metal poles with 3/4 inch, stainless steel straps or a single-hole, galvanized steel strap, drilled and tapped with galvanized bolts. Place straps no more than 3 feet apart. After tightly drawing steel bands, cut and fold under the ends to eliminate protruding edges.

(d) Conduit in Foundations - Use Schedule 80 rated PVC and extend it as follows:

- 2 inches to 3 inches vertically above the top of the foundation
- 10 inches to 12 inches horizontally beyond edge or vertically below the foundations

Group conduits in foundations so that, with the pole in place, it is possible to place an insulated bushing on each conduit end. On breakaway poles, do not extend the conduit above the slip plane of the base.

Place all conduit in the foundation. Surface-mounted conduit will not be accepted.

When a new conduit is required in an existing foundation, install the conduit by cutting a slot in the foundation, without cutting reinforcing steel, or by core drilling, as directed. Install the conduit and patch the opening with grout. Extend the new conduit far enough into the base of the pole to allow attachment of a ground clamp. Ground the new conduit to the ground lug inside the pole with a No. 6 copper ground wire. Do not damage the surrounding foundation or reinforcement during these operations. Do not use pavement-breaking equipment.

(e) Underground Conduit Installation - Make conduit runs continuous between any pole, junction box, or cabinet. Do not cover conduit runs until inspected. Permanently mark all underground open trench conduit runs, except when CLSM is used as backfill, by installing an underground marking tape directly over the conduit.

The underground marking tape shall be:

- Placed 12 inches ± 1 inch below the surface.
- Continuous between pole bases, junction boxes and cabinet locations.

Conduit runs shall be installed with as few bends as possible. The sum of all bends in any single conduit run shall not exceed 270 degrees. Rigid metal factory 90 degree bends are required for conduit risers into foundations. All other bends shall be 45 degrees or less or shall be large radius bends.

(f) Elbows - Use a standard factory fiberglass bend where a conduit bend is required that:

- Has a radius of at least six times the inside diameter of the conduit.
- Is bent without crimping or flattening.

(g) Conduit Ends and Couplings - Ream the ends of all conduits to remove burrs and rough edges. Make cuts square and true so the ends will fit together for their full circumference. Rigid metal conduit must use threaded fittings. Set screw or compression fittings are not allowed. Slip joints or running threads will not be allowed for coupling conduit. Use an approved threaded union coupling when a standard coupling cannot be used Plug or cap all conduit ends until wiring is installed. After wiring is installed install fiber fill and duct seal compound that will prevent debris from entering the conduit system.

Use threaded insulated metallic grounding bushings on all metal conduit ends All PVC conduit ends shall have a terminal adapter with threaded plastic bushing. Ground bushings are not allowed in power company service boxes. Grounding bushings are not required on PVC conduit runs from the power company service boxes to the 1st City owned box, or from City owned boxes to a direct buried fiberglass street light pole. If grounding bushings are used, they must be bonded to ground. Bond conduit end bushings to the equipment ground wire, and connect the grounding bushings in the metal pole to the pole grounding lug with a jumper. Install insulated bushings on all conduits.

(1) Metallic Conduit - Paint the following with rust-preventative coating:

- Threads on all metal conduit
- Areas where the coating has been damaged so underlying metal is exposed.
- Exposed, ungalvanized threads resulting from field cuts.

(2) Nonmetallic Conduit - Connect nonmetallic conduit with solvent welds. Use a nonmetallic female threaded connector to connect nonmetallic conduit to metallic conduit.

(3) Riser - Provide and install conduit risers within junction boxes according to the following:

- Use PVC conduit risers with fiberglass or PVC elbows.

(4) Bushings - Provide and install bushing according to the following:

- Push on PVC End Bell - Use push on PVC end bells with fiberglass elbows, PVC risers, nonmetallic junction boxes with nonmetallic lids.
- Metallic Bushing - Use metallic bushings with rigid metallic elbows, metallic risers, and junction boxes containing circuits less than 25 V.
- Metallic Bonding Bushing - Use metallic bonding bushings with rigid metallic elbows, metallic risers, and junction boxes containing 25 V or greater circuits.

(h) Conduit in Junction Boxes:

(1) General - Install conduit in junction boxes according to the following:

- Enter through the bottom of boxes.
- Enter the box from the direction of the run.
- Terminate conduit 1 inch inside the box wall when entering through the side walls and provide at least 1 inch clearance around each conduit.
- Conduit ends shall be no closer than 4 inches from the bottom of the box lid, and at least 2 inches above the box gravel fill.

(2) Cast Iron Junction Boxes - Cast Iron Junction Boxes are not allowed.

(3) Polymer Concrete Junction Boxes - Install conduit entrances into polymer concrete junction boxes according to the following:

- Locate conduits near the end walls to leave the major portion of the box clear.
- Orient conduit ends towards the top of the box so that conductors may be pulled out of the conduit from the top of the box without touching the side of the box or other conduits.

(i) Conduit Installed for Future Use - If conduit is noted on the Plans for future use, with no conductors installed, insert a polyethylene pull line and a No. 14 AWG TFFN stranded copper wire with orange base and blue tracer.

Include 3 feet of slack in the polyethylene pull line within the conduit and 3 feet outside the conduit. Tie the loose end back around conduit to prevent it from being pulled back into the conduit. Seal conduit ends with duct tape above ground and fiber fill and duct seal in junction boxes

(j) Existing Conduit - Use existing conduit only where shown. Clean existing conduit, without conductors, with a mandrel or cylindrical wire brush, and blow out with compressed air before incorporating into the new system.

(k) Conduit In or On Structures - Install conduit in or on Structures as shown. Use expansion fittings at all expansion joints in or on a Structure.

(l) Installation by Horizontal Directional Drilling - If jointed conduit is used, verify the joints have not separated by pulling a mandrel through the conduit after installation.

(ja) Cleaning New Conduit - Before cable and wire installation, clean all new conduit with cylindrical mandrel of the proper size for that conduit and blow out with compressed air. Mechanical pulling methods may be used for conduit cleaning.

(kb) Cleaning Existing Conduit - Before installation of new cable(s) or wire(s) in an existing conduit, temporarily remove all existing cable(s) and wire(s). Clean existing conduit with cylindrical mandrel of the proper size for that conduit and blow out with compressed air. Mechanical pulling methods may be used for conduit cleaning. Stop work and notify the Engineer immediately if there are any difficulties cleaning the existing conduit. Reinstall existing cable(s) and wire(s) in existing conduit unless otherwise shown.

00960.43 Foundations: Construct foundations for pedestals, posts, and cabinets according to Section 00440 and the applicable portions of 00540.48(a). Place concrete:

- Directly against the sides of the excavation in undisturbed or well-compacted material or place in forms.
- With a continuous pour.
- To the elevation shown or directed.
- With conduit ends and anchor rods held securely in proper vertical position, to proper height, using a manufacturer's recommended template until the concrete sets.

Maintain rebar clearances during concrete pour.

Make no adjustments of anchor rods after concrete has set.

Set forms square and true to line and grade. Construct forms of rigid materials that remain in position until removed.

Remove forms and place subsequent loading according to Table 00540-1.

Finish tops of foundations to Roadway, sidewalk or curb grade, or as directed.

Finish exposed concrete foundations to present a smooth, neat appearance. Fill all holes.

Where breakaway bases are specified, the post stub projection shall not exceed the limits shown.

When utilities are located near the planned location, the contractor may be required to excavate the foundation by hand or vacuum methods. No additional compensation will be paid for these methods.

(a) Treatment for Aluminum-Concrete Contact - Separate the aluminum from the concrete with one layer of 30 pound nonperforated, asphalt-saturated felt. Neatly trim the felt pad to the size and shape of the base contact surface.

00960.44 Junction Boxes:

(a) General - Install junction boxes at the approximate locations shown, or, if not shown, no more than 300 feet apart. Where a conduit crosses a street, junction boxes are required on both sides of the crossing. The Contractor may, at no additional cost to the Agency, install additional junction boxes to facilitate the Work.

The tops of junction boxes installed in the ground or in sidewalk areas shall be flush with the surrounding grade or top of curb. Place pull boxes as shown. Junction boxes shall not be installed in roadways. If installed in the Roadway or Shoulder, leave the top of junction box 1/2 inch below the Pavement surface. If installed outside of portland cement concrete pavement Roadways or Shoulders, install a portland cement concrete apron around the junction box.

In boxes having an open bottom, construct a sump of reasonably well graded 3/4" - 0 crushed gravel, 12 inches deep covering the approximate area of the box. Do not install conductors until the sump has been constructed.

(b) Junction Box Locations - Mark the location of all flush-mounted junction boxes installed in unsurfaced areas with a Type 1, Type 1U, or Type 2 delineator, placed 3 feet behind the box, or as directed. Use white targets with black, 3 inch, series "B" letters reading "JCT. BOX". Reflectors are not required.

00960.45 Cable and Wire - Arrange wiring neatly within cabinets and junction boxes. Use electrical lubricants when inserting conductors in conduit. Before pulling wires through underground conduit runs, blow the conduit out with 120 cubic feet per minute compressed air.

Before cable and wire installation, clean all existing and new conduit with cylindrical mandrel of the proper size for that conduit and blow out with compressed air. Mechanical pulling methods may be used for conduit cleaning.

Do not use tapes, straps, ties or other binding materials to bundle single conductors or cables together inside conduits or poles. Bundling of conductors or cables will be allowed at the terminating end points for pulling only.

Pull all wire and cable using a minimum ½ inch wide mule type webbing pull tape or duct rodder type fiberglass fish tape and on a straight line with the conduit opening to prevent damage to wire and cable insulation. If pulls are made with poles or controller cabinet in place, use a pulley device to achieve a straight pull.

If an existing pull line is used, replace the existing pull line with a new pull line during the installation.

Use spade-type pressure connectors to connect all traffic signal conductors to terminal screws in cabinets. All other conductor connectors shall be high compression crimp type.

All splicing shall be done in a dry environment and shall be moisture and water proof. Conductor splices shall be insulated with heat shrink tubing or three (3) wrapping of self fusing rubber splicing tape, half lapped and three (3) wrappings of vinyl plastic electrical splicing tape, half lapped. A Polaris insulated mutli-cable connector block or approved equal may be used instead of splicing. Splice mole shall be wrapped with 33+ tape around the set screw plugs.

The Contractor shall trim tree limbs as required and approved by the Engineer to facilitate required vegetation clearances from overhead cable installations.

00960.46 Wiring Practices:

(a) General - Install electrical system and electrical system components in a neat and workmanlike manner.

(b) In-Line Fuse Holder - Insulate terminal ends using either heat shrink tubing or electrical insulating rubber tape over-wrapped with electrical vinyl plastic tape as specified.

00960.47 Wood Poles - Submit wood pole designs according to 00960.02 including proposed ANSI 05.1 wood pole Class, guy anchor and span wire designs, and pole setting depths.

00960.48 Coating - Coatings shall conform to all applicable portions of Section 00594. Do not paint Equipment fabricated of aluminum, stainless steel, or hot-dipped galvanized material, except as shown or specified.

00960.49 Electrical Service:

(a) General - Service points shown on the Plans are approximate only. The exact location will be determined in the field. Wiring connections to the terminal screws on the circuit breakers and contactors shall make full contact under the screw head. Size and depth of power service conduit shall be as specified by the supplying power company.

Equip each service cabinet with a solid copper neutral bus and the number and size of switches or circuit breakers shown or specified. Notify the local serving Utility before making any connections to Utility poles.

As a part of each service installation, that feeds a traffic signal, furnish and install a meter base approved by the serving Utility with plastic cover and copper jumpers if required by the Utility).

Service cabinets shall be mounted at the height as directed in the field by the Engineer.

The service conductors shall be electrically and mechanically isolated from all protected (load) circuits. When both service conductors and protected circuits are to be installed inside the same pole, the service conductors shall be isolated inside a waterproof flex conduit when shown.

Install service cabinet and associated equipment early on to allow the Utility to schedule its Work before project completion. Have the service cabinet inspected by the Utility providing power.

(b) Circuit Breakers - Provide circuit breakers of the rating shown or specified.

00960.4550- Grounding and Bonding:

(a) General - Make all ground rods, metal conduit, metal poles, grounding wire, metallic junction boxes, metallic junction box covers, and cabinets mechanically and electrically secure to form a continuous, effectively grounded and bonded system.

(b) Grounding/Bonding Wire - Use a THWN No. 6 AWG stranded copper grounding/bonding wire in conduit or as shown. Use an un-insulated No. 4 AWG stranded copper grounding/bonding wire outside of conduit or as shown.

(c) Ground Rods - Ground each above ground metallic Structure with a separate ground rod. The preferred location for ground rods are in foundations. The ground rod for signal equipment may be placed in the nearest junction box, when necessary, within 15 feet of a cabinet or pole, or in a separate junction box at least 6 inches from the cabinet or pole foundation. Install a separate PVC conduit and ground wire to the junction box.

(1) Located in Junction Box - Install ground rod in a junction box if shown. Drive ground rods into the ground with the top of the ground rod 2 inches to 3 inches above the bottom of the junction box to allow for an accessible clamp.

(2) Located in Foundation - Install ground rod in a foundation if shown, with the ground rod 2 inches to 3 inches above the top of the foundation to allow for an accessible clamp.

(d) Services and Cabinets - Bond the neutral conductor, the control cabinets, and the metal base to the grounding electrode system.

(e) Nonmetallic Conduit - In all nonmetallic conduit, run a ground/bond wire continuously between all poles, pedestals, posts, and cabinets. Bond wires are not required in conduit that only contains circuits that operate at less than 25 volts.

(f) Structure Mounted Poles and Cabinets - Bond all poles and cabinets mounted on Structures or walls to a common ground rod at the end of the Structure. Ground the system at the first convenient acceptable location off the Structure.

(g) Wood Poles - Bond all metallic conduit, messenger cable, terminal cabinet, and other metallic parts within 10 feet of the ground line.

(h) Metallic Junction Boxes and Lids - Bond metal junction boxes and lids to form a continuous effectively grounded and bonded system with metallic conduit, grounding wire, metal standards and controller cabinets. Leave enough slack in the bond wire connected to the lid to allow complete removal of the lid. Junction boxes only containing circuits that operate at less than 25 V do not need to be bonded.

~~**00960.46 Service Cabinet and Electrical Energy** - Install service cabinet and associated equipment early on to allow the Utility to schedule its Work before project completion. Have the service cabinet inspected by the Utility providing power. Arrange for the Utility to make the electrical hookup.~~

00960.51 Electrical Energy - Obtain the required permits and have the power service inspected by the Utility providing power. The Engineer will arrange for the Utility to make the electrical hookup. When agreeable to the Agency and the local power company, power consumption for traffic signals may be flat-rated.

Electrical energy costs will be billed to the Agency or those named in the construction agreement for permanent installations. Do not use for construction purposes electrical energy billed to the Agency or other agencies.

Maintenance

00960.60 Maintenance, Operation and Power Costs - The Agency will continue normal maintenance and operations of the existing systems including the furnishing of electrical energy. Do not use for construction purposes electrical energy billed to the Agency or other agencies.

Finishing and Cleaning Up

00960.71 As-Built Plans - Upon completion of the installation, submit a red-lined copy of the original Plans noting all changes made. The information furnished shall include all modifications made and shall represent the material installed and in operation. It shall be sufficiently detailed to enable maintenance forces to replace or repair any part of the Project under routine or emergency maintenance by direct reference.

Section 00962 - Metal Illumination and Traffic Signal Supports

Description

00962.00 Scope - This Work consists of furnishing, fabricating, galvanizing, and installing materials for illumination and traffic signal supports and foundations. The location of illumination/signal material shown is approximate, with exact locations established in the field.

00962.01 Regulations, Standards, and Codes - All designs and workmanship shall conform to the following standards where applicable:

- AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals*
- AWS D1.1

Wherever reference is made to any of the standards mentioned above, the reference means the code, order, or standard in effect on the date the Project is advertised unless otherwise shown or specified in the Specials Provisions.

Do not begin installations until all permits are obtained and copies are given to the Engineer.

00962.02 Calculations and Drawings - Within 320 Calendar Days after execution of the Contract, submit an electronic copy of at least six copies of:

- Prequalified manufacturing shop drawings.
- Calculations and shop drawings for all standard poles that do not have prequalified manufacturing shop drawings.
- Calculations and shop drawings of all nonstandard poles that do not have prequalified manufacturing shop drawings.
- Calculations and installation drawing of all nonstandard pole foundations that do not have details shown.

All engineered details and drawings which are not prepared by the Agency, but are required in the Contract Documents, shall be submitted for review prior to fabrication. Designs, details, Plans, and calculations shall be stamped and submitted according to 00150.35. Include the Field Verification Forms for Signal and Illumination supports, available from the Engineer.

Upon completion of the installation, submit six copies of all changes made from the original Plans. The information furnished shall include all modifications made and shall represent the material installed and in operation. It shall be sufficiently detailed to enable maintenance forces to replace or repair any part of the Project under routine or emergency maintenance by direct reference.

00962.03 Definitions

Non-standard - A nonstandard structure, pole or foundation is any structure, pole or foundation that does not meet a standard drawing or new structures, poles or foundations with no standard drawing associated developed for the structure, pole or foundation.

00962.05 Design - Design all traffic signal and illumination poles according to the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*.

(a) Traffic Signal Mast Arm Supports - Design non-standard poles and foundations according to the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals 4th Edition* with 2001, 2002, and 2003 interim revisions. Design factors include:

Basic Wind Speed (3 second gust)As shown
 Gust Factor (G) 1.14
 Importance Factor (Ir) 1.0 (50 year recurrence interval)
 Fatigue CategoryII

(b) Traffic Signal Strain Pole Supports - Design non-standard poles and foundations according to the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals 4th Edition* with 2001, 2002, and 2003 interim revisions. Design factors include:

Basic Wind Speed (3 second gust)As shown
 Gust Factor (G) 1.14
 Importance Factor (Ir) 1.0 (50 year recurrence interval)

Fatigue design is not required.

(c) Illumination Supports - Design non-standard luminaire slip base, fixed base, and high mast poles and foundations according to the AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals 1994*. Design factors include:

Basic wind speed (fastest mile per hour) 100 mph

Materials

00962.10 Materials - Furnish materials meeting the following requirements:

Anchor Rods	02560.30
Commercial Grade Concrete.....	.00440
High-Strength Fasteners	02560.20
<u>Grout.....</u>	<u>02080</u>

Furnish steel pole materials meeting the requirements of 02530 modified as follows:

- Provide steel sheet for pole and arms meeting the requirements of ASTM A595, Grade A or B, ASTM A572, or approved equal.
- Provide all other steel sheet and plate meeting the requirements of ASTM A36 or ASTM A572, or approved equal.
- Supplementary Requirement S18 (ASTM A6), maximum tensile strength, is required.
- Galvanized base plates and small and hidden pieces do not require controlled silicon content.

Construction

00962.41 Excavation - Do all excavation, backfilling and resurfacing Work necessary to complete the Work. This includes removal and replacement of curbs, sidewalks, paved surfaces and other materials. On completion of the Work, replace and finish all surfaces to correspond with the existing surfaces.

Furnish, place, and remove any shoring required to prevent caving of walls.

When excavating in paved areas, cut with an approved pavement cutting saw to a depth of at least 2 inches along the neat boundaries of the area to be removed. Cut sharp and well-defined Pavement edges with no evidence of cracking, delaminating, or stressing.

Restore all disturbed landscaping and underground systems to original condition upon completion of the Work at no additional cost to the Agency. Use hand excavation if directed.

(a) Excavation for Poles Foundations - Make all excavations for pole foundations to the Neat Lines of the foundations. Hand excavation may be required. Place the concrete directly against the sides of the excavation in undisturbed or well-compacted material.

(b) Disposal of Materials - Dispose of all materials according to 00290.20.

00962.43 Foundations - Construct foundations according to Section 00440 and the applicable portions of 00540.48(a). Place concrete as follows:

- With a continuous pour.
- To the elevation shown or directed.
- With conduit ends and anchor rods held securely in proper vertical position and height with the manufacturer's recommended template until the concrete sets.

Make no adjustment of anchor rods after concrete has set. Any adjustment made may be cause for rejection of the foundation.

Maintain rebar clearances during concrete pour.

Set forms square and true to line and grade. Construct forms of rigid materials that remain in position until removed. Use a steel template to accurately locate the anchor rods and hold them plumb and in proper alignment. Out-of-position anchor rods and anchor rods installed more than 40V:1H out of plumb are cause for rejection of the foundation. Field bending of anchor rods and field modification of the base plate are not allowed.

Remove forms and place subsequent loading according to Table 00540-1.

Finish tops of foundations to Roadway, sidewalk or curb grade, or as directed.

Finish exposed concrete foundations to present a smooth, neat appearance. Fill all holes.

Where breakaway bases are specified, the post stub projection shall not exceed the limits shown.

Where obstructions prevent the construction of planned foundations, construct the foundations in the location directed. Any extra cost due to the site change will be paid according to 00195.20.

If it is determined that foundations will extend deeper than shown, the extra foundation depth will be paid according to 00195.20.

(a) Design of Illumination Pole Foundations - Design non-standard foundations according to the Rutledge method using a S1 allowable average Soils stress of 1,500 pounds per square foot unless site conditions do not meet poor Soil requirements as listed in the Rutledge method.

(b) Design of Non-Standard Foundations - Design non-standard foundations according to the ~~Agency's~~ ODOT Traffic Structures Design Manual

(c) Installation of Traffic Signal Pole Foundations - Construct drilled shafts according to Section 00963.

00962.46 Steel Illumination and Signal Poles - Metal poles include vertical posts, signal mast arm, luminaire arms, connection hardware, and anchor rods. Do not erect poles until the Engineer has made a visual inspection of pole welding.

Fabricate entrance openings in metal poles and arms, including handholes, before galvanizing, except as shown for mounting traffic signal material.

(a) Design - Design all metal poles with self-supporting upsweep arms similar to the details shown.

(b) Pole Height - Before poles are ordered, the Engineer will check the pole heights in the field and verify that the specified luminaire mounting heights above Pavement are provided. Provide upsweep bracket arms of lengths shown in the Metal Light Pole Table or shown on the Plans. Provide traffic signal poles of heights as shown or specified. Height of poles requiring slip plate bases is the length of shaft above the slip plate.

(c) Mast Arm - Install mast arms for traffic signals and signs according to details provided by the manufacturer. Use proper type and size of mounting appurtenances that correctly fit the pole furnished, or as shown. Provide self-supporting mast arms without tie rods or braces. Provide tapered mast arms that are either round, 8 sided, 12 sided, or 16 sided.

All mast arms shall allow wiring entrances directly into the pole from inside the mast arm. Adjustable mounting brackets shall be installed on traffic signal mastarms as located in the field by the Engineer

(d) Luminaire Arm - The luminaire end of the arm shall be level when loaded to design weight. Use a bolted, flange type connection to join the upsweep arm to the pole. The connection shall be raintight and shall develop the strength of the arm. Provide the mast arm rise according to the Metal Light Pole Table, or as shown or specified.

Arms shall be self-supporting without tie rods, or braces. Measure upsweep rise from the point of attachment to the pole to the end tangent portion of the arm. Provide tapered arms that are either round, 8 sided, 12 sided, or 16 sided.

All arms shall allow for wiring entrances directly into the pole from inside the arm.

All pole bracket attachments for mounting upsweep arms shall have reamed, smooth ends.

The nominal mounting height (MH) shown in the Metal Light Pole Table or on the Plans is the distance between the Roadway at the edge of the Pavement and the luminaire. This height may vary plus or minus 1 foot.

(e) Deflection - The horizontal dead load deflection at the top of the poles shall not exceed 1 percent of the pole length (2 percent for strain poles).

(f) Deviation from Straightness - After the poles are delivered to the Project Site, and before they are erected on the foundations, the Contractor may be required to check any or all poles for deviation from straightness according to the following:

(1) Deviation in One Plane and One Direction Only - A straight line joining the surface of the pole at the base and the same surface of the pole at the top shall not be more than 1/2 inch from the surface of the pole for each 10 feet of length from the closest of these points. The opposite surface shall meet the same requirement.

(2) Deviation in Any Plane - A straight line connecting the midpoint of the pole at the base, with the midpoint at the top, shall not pass through the surface of the pole at any intermediate point.

Any pole not meeting these requirements will be rejected. If more than 25 percent of the poles fail to meet these requirements, sufficient cause exists to reject the entire shipment of poles for the Project.

(g) Welding - Weld steel illumination and signal poles according to AWS D1.1. The fabricator shall inspect welds according to details and requirements called out on the Contract Documents. This requirement will override all appropriate weld inspection requirements called out in Section 5.15 WELDING CONNECTIONS in AASHTO *Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*. Submit all testing procedures for Engineer's review prior to starting inspection. Submit certified copies of inspection reports to the Engineer for review.

If requested by the Engineer, additional weld inspection may be required upon arrival of the material at the Project Site. If defects are found by this additional inspection, the Contractor shall be responsible for the additional testing and repair costs. If no defects are found, the Engineer will be responsible for the additional inspection costs.

(h) Welding Steel After Galvanizing - No field welding of galvanized steel will be allowed. The effected piece shall have the existing galvanizing removed from the heat effected area before welding. Perform the weld, remove the galvanizing totally from the entire piece, and hot-dip galvanize it. Submit the following data, stamped according to 00150.35, for review:

- Explanation for modification
- Name of shop performing the Work
- Welding procedure
- Description of the Work that will be performed
- Name of the shop performing the hot-dip galvanizing

(i) Identifying Tags - Attach a stainless steel identifying tag to all poles. Provide tags that are at least 1/16 inch thick. Tag lettering shall be at least 1/4 inch in height, and be stamped into the tag. Attach tags with stainless steel pop rivets of at least 3/16 inch nominal body diameter. Do not locate pop rivet holes within 6 inches of welds. Locate the pole tag approximately 24 inches below the top of the mast arm or messenger cable attachment point. Locate the tag on the side of the pole furthest from the intersection. Drill holes for pop rivets prior to hot-dip galvanizing. Remove excess hot-dip galvanizing from holes and repair according to ASTM A780.

Include the following information on the tags, if applicable:

- Manufacturer
- Month and year of manufacture
- Lum Arm Yield (ksi)
- Lum Arm thickness (inch)
- Mast Arm Yield (ksi)
- Mast Arm thickness (inch)
- Pole Yield (ksi)
- Pole thickness (inch)
- Base Plate Yield (ksi)
- Anchor Rod Yield (ksi)

(j) Erecting Metal Poles - Erect metal poles on concrete foundations and according to the recommendations of the pole manufacturer and as shown. Exercise reasonable care to prevent marking the finish and damaging poles.

Install all joint traffic signal and illumination poles so the distance from the Pavement to the light center is as shown or specified. Use the same tapered design for traffic signal and street light arms.

Bolt protrusion on slip base poles shall not interfere with the breakaway action of pole. File sharp edges smooth and repair according to ASTM A780.

(1) Repair Damaged Finish - Repair damaged galvanizing according to ASTM A780. Minor scratches less than 3 inches long by 3/16 inch wide or an area of 1/2 square inch can be repaired with the sprayed zinc method.

(2) Assembly of Supports and Bolt Tightening - Nuts shall have full thread engagement.

a. Anchor Rods for Signal Supports and Fixed Base Luminaire Supports - After foundation concrete strength and curing requirements are satisfied and after inspection of the foundation, pole installation may begin.

Lubricate anchor rods and nuts according to 02560.70. Estimate the required rake, if any, and set the lubricated leveling nuts accordingly, so that when pole installation is complete and all appurtenances are installed on the pole, the top of the pole is plumb with the base of the pole.

Lift the pole into position on the leveling nuts and washers. Make sure all leveling nuts and washers are in full contact with the base plate.

Install washers and lubricated top nuts, and bring to a snug tight condition. Snug tight is defined as the condition when all plies of the connection are in firm contact, and can be obtained by the full effort of a worker on the end of a 12 inch long wrench. Several passes may be required to obtain uniform snug tightness.

When all anchor rods are snug tight, proceed with installation of arms and other appurtenances, if not previously installed. When installation of arms and appurtenances is complete, and the pole is plumb as defined above, final anchor rod tightening may begin. If the pole is not plumb, adjust as required and repeat snug tightening as described above. Make sure all leveling nuts and washers are in full contact with the base plate. As a safety measure, provide crane support of the pole until anchor rods tightening is completed.

Mark the position of each turned element (nut or bolt head) with a felt tip pen or similar marker. Rotate each top nut past snug tight by the amount shown in "d." below. Several passes may be required to obtain uniform final tightness. "Cheater" bars or slugging wrenches are allowed if required for large diameter anchor rods.

b. Anchor rods for Slip Base (Break-away) Luminaire Supports - After foundation concrete strength and curing requirements are satisfied and after inspection of the foundation, pole installation may begin.

~~Furnish, at no additional cost to the Agency, a calibrated torque wrench of a capacity appropriate to the size and type of the bolts being tightened. Confirm the accuracy of the calibrated torque wrench through calibration by an approved independent testing agency at least one a year.~~

Lubricate anchor rods and nuts according to 02560.70. Estimate the required rake, if any, and set the lubricated leveling nuts accordingly, so that when pole installation is complete and all appurtenances are installed on the pole, the top of the pole is plumb with the base of the pole.

Install the anchor plate on the leveling nuts and washers. Make sure all leveling nuts and washers are in full contact with base plate.

Install washers and lubricated top nuts, and bring to a snug tight condition. Snug tight is defined as the condition when all plies of the connection are in firm contact, and can be obtained by the full effort of a worker on the end of a 12 inch long wrench. Several passes may be required to obtain uniform snug tightness.

When all anchor rods are snug tight, proceed with the "Slip Base Bolting Procedure" as shown. When the slip base bolting procedure is complete, final anchor rod tightening may begin. As a safety measure, provide crane support of the pole until anchor rod tightening is complete.

Mark the position of each turned element (nut or bolt head) with a felt tip pen or similar marker. Rotate the top nut of each anchor rod past snug tight by the amount in paragraph "d." below. Several passes may be required to obtain uniform final tightness. "Cheater" bars or slugging wrenches are allowed if required for large diameter anchor rods.

c. High-Strength Bolts in Mast Arm-to-Pole Connections and Luminaire Arm-to-Pole Connections - Lubricate high-strength bolts according to 02560.70. Provide all high-strength bolts with hardened flat washers under the element turned during tightening.

If arms or appurtenances are attached after pole erection, support them until bolts are snug tight.

Install high-strength 4-bolt connections to a snug tight condition. Snug tight is defined as the condition when all plies of the connection are in firm contact, and can be obtained by the full effort of a worker on the end of a 12 inch long wrench. Mark the position of each turned element (nut or bolt head) with a felt tip pen or similar marker. Rotate the top nut of each bolt past snug tight by the amount in 00962.46(j)(2)(d). Several passes may be required to obtain uniform snug tightness.

Install high-strength 8-bolt connections according to 00930.40(d).

d. Final Tightening - Required final tightening of anchor rods and high-strength bolts are shown in the following Table:

Connection Type	Rotation Past Snug Tight
ASTM A307 Anchor Rods	30° (1/12 turn)
ASTM A449 Anchor Rods	60° (1/6 turn)
ASTM F1554 Gr. 55 Anchor Rods	60° (1/6 turn)
ASTM F3125, Grade A325	60° (1/6 turn)
ASTM A325 4-Bolt Connection	60° (1/6 turn)

(3) Bolt Inspection - The Engineer will observe the installation and tightening operations to ensure that proper procedures are followed. All inspections will be visual and no testing will be conducted.

The installation will be rejected if the geometry does not satisfy the requirements of 02560.05 or if the top surface of bolts or rods are not flush with, or do not extend beyond, the top of the nut.

(k) Plate Flatness - Faying surfaces of plates shall be flat to within a tolerance of 1/32 inch in 12 inches and a tolerance of 1/16 inch overall. Base plates with leveling nuts shall be flat to within a tolerance of 1/8 inch in 12 inches and a tolerance of 3/16 inch overall.

00962.47 Grouting - Install non-epoxy non-shrink grout between support bases and foundation when shown on details or directed by manufacturer.

00962.48 Coating - Prepare and coat supports as shown or specified according to all applicable portions of Section 00593 or Section 00594 as the Contractor elects with color as specified or shown. Provide paint for field application, repair damaged coatings, and paint hardware after installation. Do not paint:

- Slip plate or arm connected surfaces.
- Slip base bolting hardware.
- Anchor rods, anchor rod washers, and anchor rod nuts.

00962.50 Grounding and Bonding - For fixed base poles, provide a 1/2 inch, Type 308, 309, or 310 stainless steel stud on the inside of the shaft. Locate the stud directly opposite and level with the handhole in the pole. Attach grounding electrode conductors and bonding conductors to the stud with a grounding wire clamp, "acorn style".

For slip base poles, do not allow the grounding wire to intrude into the slip plane. Instead, run a bond wire from the grounding electrode to a 1/2 inch, Type 308, 309, or 310 threaded stainless steel stud welded to the bottom base slip plate.

Section 00963 - Signal Support Drilled Shafts

Description

00963.00 Scope - This Work consists of excavating and constructing drilled, cast-in-place, reinforced concrete shafts for signal supports according to the Specifications.

00963.01 Definitions:

Drilled Shafts - Reinforced concrete sections, cast-in-place against in situ Soil, Rock or a casing.

Temporary Casing - Casing installed to facilitate drilled shaft construction only and removed during or after concrete placement.

00963.02 Subsurface Investigation - The Soils and Geological Exploration Logs are available for review through the Engineer's office. The data shown for each test boring or test pit applies only to that particular boring or test pit. Subsurface conditions may vary between borings or test pits. Core samples and laboratory test results, if obtained and performed for the Project, are available for review by contacting the Engineer.

Materials

00963.10 Materials - Furnish Materials meeting the following requirements:

Reinforcement.....00530 and 02510

Furnish Commercial Grade Concrete meeting the requirements of Section 00440 except provide the mixture with a slump of 8 inches \pm 1 1/2 inches.

00963.13 Steel Casing - Furnish temporary casing meeting the requirements of ASTM A252 or ASTM A36. Test each heat of steel at 40 °F with a minimum absorbed energy requirement of 15 foot pounds. Use casing of sufficient strength to resist handling, transportation and installation stresses and the external stresses of the subsurface materials. Ensure that the casing is clean and watertight prior to placement in the drilled shaft excavation. Use casing with an outside diameter not less than the specified drilled shaft diameter.

00963.19 Quality Control - Provide quality control according to 00512.19.

Labor

00963.30 Personnel Qualifications - Perform the drilled shaft construction Work using a company and personnel experienced in drilled shaft construction work. Submit a list to the Engineer for approval identifying the on-site supervisors and drill rig operators assigned to the Project and the companies experience relevant to the Project. Experience shall be relevant to the anticipated subsurface materials, groundwater conditions, shaft size, depth, and all special construction techniques required. Before the preconstruction conference, provide the following information to verify the firm's experience and the qualifications of personnel scheduled to perform the drilled shaft construction:

- Submit a project reference list of at least three separate foundation projects, successfully completed in the last 5 years, with drilled shafts of diameters and depths equal to or larger than those shown in the Plans and in ground conditions similar to those indicated. Include a brief description of each project and the owner's contact person's name and current phone number for each project listed.
- On-site supervisors shall have at least 2 years' experience in supervising construction of drilled shaft foundations of similar diameter and depth and scope to those shown in the Plans and in

similar geotechnical conditions to those described in the geotechnical report. Experience shall include the direct supervisory responsibility for the on-site construction operations.

- Drill operators shall have at least 1 year experience in the construction of drilled shaft foundations.

The Engineer will respond within 21 Calendar Days after receipt of the submittal. Do not begin Work on any drilled shafts until the qualifications have been approved. The Engineer may suspend the drilled shaft construction if the Contractor substitutes unapproved personnel during construction. Submit requests for substitution of either on-site supervisors or drill operators to the Engineer, who will have 7 Calendar Days to respond to each request. Additional costs resulting from the suspension of Work due to the changing of personnel will be the Contractor's responsibility, and no adjustment in Contract Time resulting from the suspension of Work will be allowed.

Construction

00963.40 Submittals - Provide the following submittals to the Agency for review and approval:

(a) Drilled Shaft Installation Plan - At least 21 Calendar Days before beginning shaft construction, submit the following:

- The sequence of drilled shaft construction as it relates to the overall construction plan.
- A review of Equipment suitability based on the Contractor's understanding of the site subsurface conditions. Include a project history of the drilling Equipment that demonstrates the successful use of the Equipment for drilled shafts of equal or greater size in similar subsurface conditions.
- Details of shaft excavation methods, including proposed drilling methods and a disposal plan for excavated material. Include details of methods used to perform final cleaning of the excavation. Include details of the methods and materials used to fill or eliminate all voids between the plan shaft diameter and excavated shaft diameter, or between the casing and surrounding Soil, if permanent casing is specified. Include a disposal plan for any water or contaminated concrete expelled from the top of the shaft if applicable.
- Details of the proposed methods for ensuring drilled shaft stability during excavation and concrete placement.
- Unstamped reinforcing steel shop drawings and details of reinforcement placement, including bracing, centering and lifting methods and the method for supporting the reinforcement on the bottom of the shaft excavation. Include details on the type, number and placement of spacers and other devices for ensuring the reinforcing cage position is maintained during construction.
- Evidence that the proposed materials conform to all applicable Specifications.
- Details of concrete placement, including proposed operational procedures for pumping and tremie methods.
- Detailed procedures for temporary casing installation and removal. Include casing diameters, dimensions, and depths and the methods and Equipment for casing installation and removal.
- Confinement methods required to contain drilling fluids, spoils, waste concrete and other products from contacting sensitive environmental areas according to Section 00290 and all applicable regulatory permits.
- Methods for protecting existing Structures according to 00170.82.

The Engineer will approve or reject the drilled shaft installation plan within 21 Calendar Days after receipt of all submissions. Provide any additional information and submit a revised plan, if requested, for review and approval. All procedural approvals given by the Engineer will be subject to trial in the field and will not relieve the Contractor of the responsibility to satisfactorily complete

the Work. Submit requests for modification of adopted procedures to the Engineer. Allow 21 Calendar Days for approval of modifications. Do not begin drilled shaft construction Work until all drilled shaft submittals have been approved.

(b) Drilled Shaft Repair Plans - For any shaft determined to be unacceptable, submit a repair plan to the Engineer for approval. Furnish all materials and Work, including engineering analysis and design, needed to correct unacceptable drilled shafts, at no additional cost to the Agency. Do not begin repair operations before remedial procedures or designs are approved. Any modifications to the dimensions or materials of the drilled shafts shown on the Plans that are proposed in the repair plan will require stamped calculations and Working Drawings according to 00150.35.

00963.41 Drilled Shaft Coordination Meeting - Hold a drilled shaft coordination meeting at least 7 Calendar Days before beginning any shaft construction Work at the site to discuss construction procedures, schedules, staging, personnel, Equipment to be used, and other elements of the approved shaft installation plan as specified in 00963.40. Those attending the meeting include:

- **Representing the Contractor** - The superintendent, on-site supervisors, and all supervisors in charge of excavating the shaft, placing the temporary casing, placing the steel reinforcing bars, and placing the concrete.
- **Representing the Contracting Agency** - The Project Engineer, key inspection personnel, and designers of record or their appointed representatives.

If the Contractor's key personnel change, or if the Contractor proposes a significant revision of the approved shaft installation plan, an additional meeting shall be held before any additional shaft construction operations are performed.

00963.42 Construction Tolerances - Excavate drilled shafts as accurately as possible at the locations shown. Determine the drilled shaft dimensions and alignment with approved methods.

Frequently check the plumbness alignment and dimensions of the shaft during construction. Correct all out-of-tolerance shaft excavations and completed shafts to the satisfaction of the Engineer. Correct out-of-tolerance drilled shafts at no additional cost to the Agency, and no extension of the Project completion date will be granted. Materials and Work necessary to complete corrections for out-of-tolerance drilled shafts resulting from the removal of unexpected drilled shaft obstructions will be paid for according to 00195.20.

00963.43 Drilled Shaft Excavation - Perform drilled shaft excavation according to the following:

(a) General - Excavate drilled shafts to the dimensions and elevations shown or as directed. Provide and maintain stabilized drilled shaft sidewalls for the full depth of the excavation, using approved materials, Equipment and methods. If caving or other unstable conditions occur during any construction procedure, stop further construction, notify the Engineer, and stabilize the shaft excavation by approved methods and submit a revised installation plan which addresses the problem and prevents further instability. Do not continue with shaft construction until any damage which occurred has been repaired according to the Specifications and until receiving the Engineer's approval of the revised shaft installation plan.

If the Engineer has reason to believe that the drilled shaft excavation techniques or workmanship have been deficient, so that the integrity of any excavation is in question, Work on that drilled shaft may be stopped. Drilled shaft excavation will not be allowed to resume until the deficient excavation techniques or workmanship have been changed to the Engineer's satisfaction.

Dispose of materials removed from the shaft excavations according to 00290.20.

Do not leave partially completed shaft excavations open overnight unless they are cased full depth or otherwise stabilized with approved methods. If approved by the Engineer, a partially excavated shaft may be left open overnight, provided that the excavation:

- Is stabilized at the bottom, sides and surface to prevent Soil caving or swelling or a reduction of Soil strength, and
- Is covered at the surface to protect the public.

Extend the drilled shaft excavation if the Engineer determines that the subsurface materials encountered are not capable of providing the required bearing resistance or differ from those anticipated in the design of the drilled shafts.

(b) Protection of Existing Structures - Protect existing Structures according to 00512.43(b).

(c) Temporary Casing - Provide temporary casing according to the approved installation plan and of sufficient quantities to meet the needs of the anticipated construction method.

(d) Unexpected Drilled Shaft Obstructions - Remove unexpected drilled shaft obstructions according to 00512.43(d).

(e) Lost Tools - Promptly remove drilling tools lost in the excavation. Lost tools will not be considered unexpected obstructions and shall be removed without additional compensation. Drilling tools lost during the course of removing unexpected drilled shaft obstructions will be paid according to 00195.20.

(f) Clean Out - Clean out drilled shafts according to 00512.43(h).

00963.45 Reinforcing Steel - Furnish and place reinforcing steel as shown and according to the following:

(a) Placement - Do not place reinforcing steel in the shaft excavation until the Engineer has approved the final elevation of the bottom of the shaft.

In each shaft, place reinforcing steel extending from 3 inches above the bottom of the shaft excavation to the elevation shown. The reinforcing cage may be supported on the bottom of the shaft excavation if approved. Support the reinforcing cage to prevent distortion or settlement during concrete placement. If concrete placement does not immediately follow cage placement, remove the reinforcing cage from the excavation and rectify the integrity of the excavation prior to reinstallation of the cage.

(b) Bracing - Rigidly brace the reinforcing cage to retain its shape for lifting. Lift the cage in a manner that does not cause permanent racking or distortion. Show bracing and any extra reinforcing steel required for fabrication of the cage on the submitted shop drawings. Remove cross bracing during cage placement, unless otherwise approved.

(c) Concrete Cover - Maintain the required concrete cover shown on the Plans by placing concentric spacer bars or other approved devices around the reinforcing cage. Provide details of the proposed centering method on the shop drawings submitted according to 00963.40.

00963.47 Concrete - Furnish and place concrete according to the following:

(a) Concrete Placement - Place concrete immediately after completion of the shaft excavation and with the approval of the Engineer. Immediately prior to concrete placement ensure the shaft clean out requirements are met according to 00963.43(f).

Place concrete according to 00540.48(a) and continuously until concrete at the top of the shaft is free of water, Soil, and debris, and uncontaminated concrete extends to the plan top-of-shaft elevation. Dispose of all contaminated concrete expelled from the top of the shaft in an approved manner. Remove waste concrete from the site. If a delay in concrete placement occur because of a delay in concrete delivery or other factors reduce the placement rate to maintain a flow of fresh concrete into the shaft excavation.

Allow a maximum of 60 minutes between concrete placements and use no concrete older than 90 minutes from batch time. Use procedures for concrete placement which ensure that the concrete within the shaft becomes a monolithic, homogeneous unit.

Place concrete using hoses or pipes having watertight joints. For concrete placement by gravity tremie, use hose or pipe having an inside diameter not less than 8 inches. For placement by concrete pump, use hose with inside diameter not less than 4 inches. Provide an alternate delivery system that can be used in case of failure of the primary delivery system. Place concrete only against the bottom of the drilled shaft or into fresh concrete.

If caving occurs during concrete placement, the shaft may be rejected.

(b) Wet Shaft Concrete Placement - Perform wet shaft concrete placement according to 00512.47(c).

(c) Concrete Curing and Cleaning - Allow the exposed top of concrete to cure a minimum of 7 days by covering with wet burlap overlain with plastic sheets or by keeping top of concrete under water. Keep the burlap wet during the concrete cure.

Prior to placing any fresh concrete on top of a completed shaft, clean the upper surface of the concrete by removing all scum, laitance, loose gravel and sediment and chip off any high spots on the upper surface that would prevent the steel reinforcing bar cage from being properly placed in the position shown on the Plans.

(d) Casing Removal - Remove all temporary casing during or after completion of concrete placement. Do not start temporary casing removal until the level of fresh concrete within the casing has reached a depth of 10 feet or the level necessary to adequately counteract the external hydrostatic pressure head. As the temporary casing is withdrawn, maintain a minimum 5 feet head of concrete above the bottom of the casing. A slight downward movement of the casing while exerting downward pressure, or hammering or vibrating the casing will be allowed to facilitate extraction. Extract the casing so that concrete is cast directly against the surrounding in-situ material. Check the elevation of the top of the reinforcing cage before and after temporary casing extraction for conformance with the construction tolerance criteria of 00963.42. Casing that cannot be extracted during or immediately after the concrete placement operation may be cause for rejection of the shaft.

00963.48 Drilled Shaft Testing and Acceptance - Acceptance of drilled shafts will be based on the Engineer's review of the field inspection reports and visual observations during drilled shaft construction. The Engineer has final authority on the approval of drilled shafts.

00963.49 Scheduling and Restrictions - Do not proceed with additional shafts until the first drilled shaft has been approved. After the first drilled shaft on the Project has been accepted, make no significant change in construction methods, Equipment or materials used in the construction of subsequent shafts, unless approved by the Engineer.

For 24 hours after completion of concrete placement in a newly-constructed shaft, including withdrawal of casing if applicable, do not, within 15 feet of the shaft:

- Excavate adjacent shafts
- Construct footings
- Apply Equipment wheel loads
- Introduce vibrations with a velocity greater than 1/4 inch per second

Measurement

00963.80 Measurement - The quantities of signal support drilled shafts will be measured on the length basis, by the vertical excavated length from the bottom of the shaft to the ground surface. If directed to construct drilled shafts below the elevations shown, the drilled shaft will be measured from the revised bottom of shaft.

Payment

00963.90 Payment - The accepted quantities of signal support drilled shafts will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
(a) 36 Inch Diameter Signal Support Drilled Shaft.....	Foot
(b) 42 Inch Diameter Signal Support Drilled Shaft.....	Foot

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

No separate or additional payment will be made for:

- excavating the shafts and disposing of the excavated material
- furnishing, placing, splicing and removing temporary shaft casing and forms
- concrete and all reinforcement
- anchor rods, anchor plates, nuts, and washers

Section 00970 - Highway Illumination

Description

00970.00 Scope - In addition to requirements of Section 00960, Section 00962, and Section 02926, install highway illumination according to the following Specifications.

00970.02 Equipment List and Drawings - Submit ~~four copies~~ one electronic copy of isocandela diagrams indicating the vertical light distribution, vertical control limits and the lateral light distribution classifications for each type of luminaire submitted for approval.

Upon request, submit one copy of luminous intensity distribution data in IES format using electronic mail for each type of luminaire submitted with the following:

- **Vertical angles** - Provide data in increments of 5 degrees or less for the vertical angles of 0 to 90 degrees, inclusive.
- **Horizontal angles** - Use a maximum of 10 degree increments for all horizontal angles.

Complete description data is required.

00970.03 Luminaire Submittal - Provide a sample luminaire for inspection and photometric testing if required. Sample luminaires may be considered as part of the shipment furnished for installation.

Construction

00970.41 Metal Light Pole or Tower Table - Pole, height, type of luminaire and other pertinent data shall be as specified and shown on the plans. A metal light pole table will not be provided. The metal light pole or high mast tower table for the Project is shown on the highway illumination Plans.

00970.42 Cable and Wire - Use type XHHW stranded copper wire in all current-carrying conductors in raceways. Use type UF copper wire for current-carrying #10 and #12 AWG conductors that are direct-bury.

Support the conductors at the top of the pole using a flexible metal cable support grip to prevent insulation damage at the upsweep arm opening. ~~When splicing cable into a new or existing circuit at a in every pole base (minimum wire length: 18 inches outside handhole), install a watertight, in-line fuse holder in the pole base for each current-carrying wire going up the pole and each ungrounded wire going up the pole. This fuseholder shall conform to the requirements of 02920.26.~~ This fuse holder shall be constructed so the wire to the ballast can be disconnected without cutting or disconnecting wiring at the ballast. Insulate terminal ends of the in-line fuse holder using either heat shrink tubing or electrical insulating rubber tape over-wrapped with electrical vinyl plastic tape as specified.

Use No. 12 AWG Type XHHW wire from the control cabinet to the photoelectric relay.

Use 3 conductor No. 10 AWG Type UF or TC cable from the pole base to luminaire ballast. ~~Use 2 conductors for luminaire ballast connection and 1 conductor for circuit grounding at the luminaire.~~ Extend and securely connect electrical circuit grounding for each circuit connected to the luminaire end.

For double arm illumination pole, two sets of wires shall be installed separately from the pole base to each luminaire end. Do not splice wires inside the illumination pole except at the pole base.

Wires from the ballast to the lamp holders shall conform to the manufacturer's recommendations.

Color coding of illumination circuits is required for three phase systems only. Ensure color coding of each phase conductor remains consistent throughout the entire electrical system.

00970.43 Photocontrol Electronic Relay - Install the photocontrol electronic relay on either the control cabinet or on the metal pole as shown.

Use a pole-top mounted, photocontrol electronic relay with twistlock plug. Furnish and install a pole-top, slip-fit adaptor with terminal board. Securely fasten the pole-top adaptor to the pole top with setscrew studs, and follow EEl-NEMA specifications for mounting tubeless control units.

~~Use 1 1/4 inch welded hub in top of cabinet to install photocontrol electronic relay with minimum 24 inch long galvanized metal conduit and twistlock plug. When photocontrol relay is attached on the side of the cabinet, use LB type conduit outlet body, 1 1/4 inch galvanized metal conduit riser, and galvanized channel support for the riser. Riser conduit shall be minimum 2 feet above the top of the control cabinet. Secure field installed relay and conduit extensions against vandalism and ensure they are rain tight.~~

~~When photocontrol relay is installed on metal pole, use welded hub outlet located 180 degree from luminaire arm, threaded close nipple and 1 1/4 inch LB type conduit outlet body. Locate the hub 30 feet above base plate or as shown.~~

Mount the relay away from adjacent luminaires, and orient the light sensitive relay's window to the northern sky. Mark the date of installation on the bottom of the photocontrol electronic relay.

00970.44 HID Luminaires - Level luminaires on the upsweep arms in both the transverse and the longitudinal direction, as recommended by the manufacturer.

On roadway grades greater than 4 percent, orient luminaires on the upsweep arm so that the light beams strike the Pavement equidistant from the luminaire.

(a) Mounting Height - Mount luminaires at heights shown. Measure the nominal mounting height from the top of the nearest edge of Pavement to be lighted to the center of the luminaire.

(b) Lamp Marking - Mark the month and year the lamp is installed on the lamp base dating system with a sharp instrument.

(c) Lamp Size and Identification Decals:

(1) Identification Decals for High-Intensity Discharge Lamps - Indicate the lamp size and type with a NEMA-approved decal on each luminaire as specified below. Apply decals on clean and prepared surfaces. Use decals that provide a durable, legible surface for the life of the luminaire, and:

- Are at least 3 inches square.
- Are made of noncorrosive, pressure sensitive material.
- Have a colored background with black numbers as shown in Table 00970-1.

For pole-mounted luminaires, install the decals on the bottom side of the luminaire or on the arm adjacent to the luminaire, whichever is more visible, as directed.

For wall-mounted luminaires, install the decals vertically on the luminaire housing or adjacent to the luminaire on the wall, as directed.

For pendant-mounted luminaires, install the decals horizontally on the ballast housing or externally at the top portion of the reflector if a remote ballast installation.

(2) Lamp Size and Identification Decal Code - Use the lamp size and color codes that conform to the following:

**Tables 00970-1 A and 1 B - Lamp Decal Code
High Intensity Discharge Lamps**

TABLE 00970-1 A		TABLE 00970-1 B	
Lamp Wattage	Identifying Number	Lamp Type	Background Color
50	5		
70	7		
100	10	Phosphor-Coated Mercury	White
150	15	High Pressure Sodium	Gold - Yellow
175	17		
200	20	Clear Metal Halide ¹	Red
250	25		
310	31	Phosphor-Coated Metal Halide ¹	Green
400	40		
750	75	Induction Lamp	Orange
1000	x1		

¹ In addition, metal halide lamp targets shall include a 1/2 inch wide by 3 inch long strip of pressure sensitive, flat top, wide angle reflective tape to show lamp burning position requirements. Apply tape 1/2 inch from the lamp size target as follows:

Lamp Burning Position	Target Color
Any position	None
Base up to horizontal	None
Base down to horizontal	Gold
Position-oriented-mogul socket (POM)	Red

00970.45 LED Luminaires - Level luminaires on the upsweep arms in both the transverse and the longitudinal direction, as recommended by the manufacturer.

On roadway grades greater than 4 percent, orient luminaires on the upsweep arm so that the light beams strike the pavement equidistant from the luminaire.

(a) Mounting Height - Mount luminaires at heights shown. Measure the nominal mounting height from the top of the nearest edge of pavement to be lighted to the center of the luminaire.

(b) Lamp Size and Identification Decals:

(1) Identification Decals for LED luminaires - Indicate the lamp size and type with a NEMA-approved decal on each luminaire as specified below. Apply decals on clean and prepared surfaces. Use decals that provide a durable, legible surface for the life of the luminaire, and:

Are at least 3 inches square.

Are made of noncorrosive, pressure sensitive material.

Have a white background with black numbers.

For pole-mounted luminaires, install the decals on the bottom side of the luminaire or on the arm adjacent to the luminaire, whichever is more visible, as directed.

For wall-mounted luminaires, install the decals vertically on the luminaire housing or adjacent to the luminaire on the wall, as directed.

For pendant-mounted luminaires, install the decals horizontally on the ballast housing or externally at the top portion of the reflector if a remote ballast installation.

(2) Lamp Size and Identification Decal Code –

- Luminaire shall have an external label per ANSI C136.15.
- Luminaire shall have an internal label per ANSI C136.22.

All UL or CSA-approved components shall be labeled or recognized as such.

~~Install LED luminaires as shown or as specified.~~

00970.46 Pole Identification - The City will install pole identification tags.

~~Identify luminaire poles with a numbered label corresponding to the pole numbers on the highway illumination Plans. Labels shall:~~

~~Be made of noncorrosive, pressure-sensitive material suitable for outdoor use and resistant to fading and abrasion.~~

~~Have blue or black numbers with a high-contrast colored background.~~

~~Have 1/4 inch block numbers at least 2 inches high.~~

~~Install labels on poles so they are visible from a passing vehicle.~~

00970.50 Grounding and Bonding - In addition to the requirements of 00960.45-50 and 00962.50, ground and bond metal illumination poles and high mast towers according to the following:

Install 1-inch nonmetallic conduit from the pole base to the concrete and polymer concrete junction box at each pole. Install a ground rod in each junction box and install No. 6 AWG copper ground wire from the ground stud in the pole base to the ground rod in the junction box. The ground rod may be installed in the same junction box that provides illumination circuitry to the pole, if a separate and independent conduit is installed for the ground wire. Bond all metal conduit and metal junction box covers, if used, together to the ground rod.

On the inside of high mast tower shafts, weld a 1/2 inch Type 308, 309, or 310 threaded stainless steel stud for a grounding lug. Locate the grounding lug 90 degrees from and level with the bottom of the handhole.

Maintenance

00970.60 Maintaining Existing and Temporary Illumination Systems - Protect existing illumination systems and approved temporary replacements. Shutdown of a system may be allowed for alterations or final removal, as approved. Lighting system shutdowns shall not interfere with the regular lighting schedule. Notify the Engineer before performing any Work on existing systems.

Determine the exact location of existing conduit runs and pull boxes before using Equipment that may damage such facilities or interfere with any system.

Where Roadways are to remain open to traffic and existing lighting systems are to be modified, keep the existing systems in operation until the final connection to the modified circuit is made. The modified circuit is to be complete and operating by nightfall of the same Day the existing system is disconnected.

Finishing and Testing

00970.70 Field Test - The Engineer will perform acceptance testing.

~~Operate the completed lighting system or subsystem continuously for 7 consecutive days and an additional 7 days normal burn afterwards. When the lighting performance is satisfactory, the Contractor may be relieved of maintenance responsibility according to 00170.80(b).~~

~~Before completing the Work, conduct the following tests on all lighting circuits in the presence of the Engineer.~~

- ~~• A Megger test on each circuit between the conductor and ground with all switchboards, panelboards, fuse holders, switches, receptacles and overcurrent devices in place. Record all readings. Furnish the Engineer with one copy of the test results identifying observed readings with their respective circuits.~~
- ~~• Test the insulation resistance between conductor and ground. Resistance shall be as follows on circuits with total single conduction length of:~~

~~2,500 feet and over - at least 6 M Ω~~

~~Less than 2,500 feet - at least 8 M Ω~~

Measurement

00970.80 Measurement - No measurement of quantities will be made for Work performed under this Section.

The estimated quantities of lighting poles and arms are listed on the Project Plans. If individual pole lengths or individual arm lengths increase or decrease by more than 3 feet from the estimated quantities shown, adjustments to the Contract lump sum amount for the item "Lighting Poles and Arms" will be made according to 00190.10(h). Adjustments will be made only for the increased or decreased individual pole lengths or individual arm lengths greater than 3 feet.

Payment

00970.90 Payment - The accepted quantities of Work performed under this Section will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
(a) Pole Foundations	Lump Sum
(b) Lighting Poles and Arms	Lump Sum
(c) Luminaires, Lamps, and Ballasts	Lump Sum
(d) Switching, Conduit, and Wiring	Lump Sum
(e) Refurbishing and Reinstalling Existing Illumination Systems	Lump Sum
<u>(f) Illumination, Complete</u>	<u>Lump Sum</u>

Item (a) includes all concrete foundations for lighting poles.

Item (b) includes all poles and arms for lighting poles.

Item (d) includes all switches, conduit, cabinets, wiring, delineators, junction boxes, and other items required to construct the lighting system as specified.

Item (e) includes all refurbishing, reinstalling, and other Work as specified and not included in the removal of existing illumination.

Item (f) includes removal of existing foundations, removal and salvaging existing lighting equipment, junction boxes and wiring, and furnishing and installing foundations, lighting standards, arms, luminaires, lamps, ballasts, switches, wiring, conduit, and all other items of the street lighting system complete.

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified.

No separate or additional payment will be made for labeling the luminaires or poles.

If shown or specified as part of the Work for concrete Bridges or retaining walls, all conduit, junction boxes, cabinets, and other items permanently attached to or encased within concrete Bridges and retaining walls, as well as pole foundations incorporated into a Bridge or wall, will be included in payment made for the appropriate Bridge and wall items.

00970.92 Electrical Energy Costs - All electrical energy costs for the lighting systems or subsystems will be paid for by the Agency.

Section 00990 - Traffic Signals

Description

00990.00 Scope - In addition to requirements of Section 00960 and Section 00962, install traffic signals according to the following Specifications.

Materials

00990.11—10 Electrical Materials - Submit all electrical materials the Contractor proposes to install according to 00960.02.

00990.11 Backer Rod and Loop Sealant - Furnish backer rod Material and hot-melt loop sealant from the QPL

00990.12 Traffic Signal Control Devices - The traffic signal controllers and related Equipment shall conform to requirements of the current edition of the ODOT *Standard Specification for Microcomputer Signal Controller* and errata.

The most current published version of the ODOT *Standard Specification for Microcomputer Signal Controller*, including all published errata, on ODOT's Traffic Standards website (see 00110.05(e)) at the time of Advertisement is the version in effect for the Project.

Labor

00990.30 Video/Radar Detector Manufacturer's Representative - Provide the services of a manufacturer's representative on-site within 1 week in advance of the anticipated signal completion date to set up devices with Agency electrical crew present.

Construction

00990.40 Cable and Wire:

(a) General - Install wire and cable according to 00960.45 and the following:

Install wire and cable between terminal blocks without splicing, except for loop wire to loop feeder cable.

Leave slack in each wire and cable at each junction box, pole, interconnect terminal cabinet and controller cabinet as follows:

- Three feet in each wire or cable looped through a Type 1 junction box.
- Four feet in each wire or cable looped through a Type 2 junction box.
- Six feet in each wire or cable looped through a Type 3 junction box.
- Two feet in each street lighting wire or cable in the base of a pole.
- Six feet in each wire or cable left in each interconnect cabinet.
- Ten feet in each wire or cable in each Type 332 controller cabinet. The slack shall be looped around the bottom of the cabinet riser.
- Four feet in each wire or cable in each Type 337 controller cabinet. The slack shall be looped around the bottom of the cabinet.

In junction boxes where splices are to be made, a minimum of 4 feet of slack shall be provided for each cable or wire in the junction box measured from the end of the cable or wire to the conduit.

The pedestrian/bike detector wiring, signal and pedestrian head wiring, illuminated sign wiring and street lighting wiring shall each be in a separate cable through the entire system.

Wiring for pedestrian or bike push buttons shall be three (3) conductor No. 14 control cable.

Wiring for signal and pedestrian heads shall be control cable as shown on the plans. Wiring from the terminal box on the pole to the signal or pedestrian heads on the same pole shall be No. 14 control cable with the number of conductors, including common conductor, as required. Each vehicle and pedestrian head shall be serviced with a separate cable from the terminal cabinet on the pole.

System commons shall be provided by the white conductor in each control cable. Signal system commons shall be connected to the AC neutral bus inside the controller cabinet.

Detector commons shall be the white conductor of the three conductor cables used for pedestrian or bike push buttons and shall be connected to the detector common terminal as shown in the cabinet wiring diagram.

All wires, cables, conductors, including 12, 7, 5 and 3 conductors, loop feeders, and Opticom cables terminating in the traffic signal control cabinet shall be identified by approved labels with phase numbers and applicable corner served and covered with clear heat shrink on outer surface of main cable 6" from termination. In addition, each individual conductor shall be identified with approved wire number labels and covered with clear heat shrink with the associated phase number on each wire within 6" from termination.

Tape the ends of unused conductors with insulating vinyl plastic tape.

(b) Control Cable Attachment - Use self-locking cable ties to attach cables to the messenger cable. Tighten to remove gaps between the control cable and the messenger cable. After tightening, trim all excess material.

(c) Messenger Cable - Install the eyebolts through the entire pole. Pull the shoulder of the eye tight against the front face of the pole.

(d) Tether and Stabilizer Cable - Tighten cables to limit signal and sign movement. Install Agency furnished S-hooks between the eyebolt and turnbuckle.

(e) Interconnect Cable:

(1) Labels - Label all interconnect cable with approved bronze or plastic labels, permanently and ruggedly attached. The labels shall be embossed with the cable identification number if shown. Additionally, labels used on Utility facilities shall bear the legend "TRAFFIC SIGNAL". Label all ends of cables. Label all overhead cable in each direction away from the point of attachment, 2 feet from Utility poles. Do not install labels until the Engineer approves the labels and attachment mechanism. Label all cables in the interconnect terminal cabinets and at terminal panel locations.

(2) Installation - Use approved cable guides, feeders, shoes and bushings to prevent damage to the cable during installation. Do not pull cable over edges or corners, over or around obstructions or through unnecessary curves or bends.

Cable in trunk runs may be installed by hand or by mechanical methods, as approved. Trunk runs are those lengths of conduit that will have 25 or more pairs of interconnect cable installed. Install all other cable by hand methods only.

Before installing cable, provide the Engineer with one copy of the cable manufacturer's recommended and maximum pulling tensions for each cable type.

When installing cable using a pulling eye, do not exceed the cable manufacturer's maximum recommended pulling tension for pulling from the pulling eye. When installing cable using a pulling sock over the outer jacket, do not exceed the cable manufacturer's maximum recommended pulling tension for pulling by the outer jacket, or 80 percent of the manufacturer's maximum recommended pulling tension for pulling by a pulling eye, whichever is smaller. Use an approved dynamometer to ensure that the maximum allowable pulling tension is not exceeded during installation.

When connecting interconnect wires to punch-down panel all stripped pairs shall be twisted tightly.

(3) Aerial Cable - Use terminal cabinets for aerial pole entrance of interconnect cable.

Match the sag as closely as possible with wires already on poles to minimize movement in windstorms and conflict with adjacent wires.

Use a cable grip on the jacketed messenger when pulling and tensioning. Pull and tension cable without damaging the jacket. When separating the messenger on figure-8 cable from the jacketed conductor assembly for dead-ending or splicing, split the web using approved tools designed for this task.

At corners and run ends, dead-end the messenger strand with approved automatic dead end connectors. Cut the strand and remove the jacket, exposing enough strand so that the ends of the strands coming through the chucks of both vises can be overlapped and bonded together to form a continuous ground. Use a one-bolt guy clamp to bond the strand ends together. Remove unused strand.

(4) Underground - In transition areas from overhead to underground, continue the aerial cable underground to the nearest termination panel. If figure-8 type cable is used for overhead locations, strip the messenger wire from the cable, using approved tools, where the cable is within a conduit, pole or cabinet.

Pull the necessary length of cable to be installed from pull point to pull point skipping any intermediate junction box, handhole, or other opening in underground system. Carefully store the remaining length of cable to be installed in the next conduit in a manner that is not hazardous to pedestrian or vehicular traffic, and protects the cable from damage. Obtain the Engineer's approval of the storage methods to be used.

(5) Testing - Test interconnect cable according to 00990.70(i).

00990.41 Cabinet:

(a) Signal Circuit Overhead Terminal Cabinets - Mount signal circuit terminal cabinets as shown.

In each cabinet, install the number of sectional terminal blocks needed for the circuits, plus three spare terminal blocks. These spares are not to be used by the Contractor. Divide the number of terminal blocks required as evenly as possible among the mounting brackets in the cabinet.

Terminate only one wire in each termination point. If necessary, add additional terminals of the same capacity to accommodate additional taps. If additional terminals are required, use a factory jumper between the terminals.

Enter on the marking strip the wire number and/or letter as coded at the terminal strips in the controller cabinets. Use only mechanically printed labels.

Use weatherproof compression fittings in the bottom of the cabinets for cable entrances.

(b) Flasher Cabinet - Cabinets shall contain the devices shown.

(c) Power Service Cabinet - Install traffic signal service cabinets so that the meter placement is acceptable to the local power company if shown.

(d) Cabinet Protection - Keep interiors of all cabinets clean and free of dust, dirt, moisture, and other foreign matter.

(e) Interconnect Cabinets - The Contractor shall furnish and install interconnect cabinets at locations shown on the plans. The interconnect cabinets shall meet the requirements set forth in subsection 02920.40 (a). The cabinet shall be mounted on poles using two stainless steel straps. A 2-1/2-inch conduit shall enter the cabinet from the bottom through an "LB" fitting. The installation of the interconnect terminal cabinets shall be similar to the details shown on the plans for pole mounted controller cabinets. The mounting height of the interconnect cabinets shall be 40-inches from the bottom of the cabinet to sidewalk grade.

00990.42 Indication Equipment:

(a) Standard Vehicle Signal Heads - Standard traffic signal heads shall be one-way, multi-section heads, adjustable through 360 degrees about a vertical axis, and designed for the method of mounting shown or specified. Furnish heads complete, including LED modules, visors, backboards, and mounting appurtenances.

Vehicular signal heads shall be:

- Designed so they can be suspended from mast arms or span wires, or mounted on brackets or pedestals as required.
- Equipped with positive lock rings and fittings designed to prevent the heads from turning due to external forces.
- Equipped with all necessary appurtenances for the type of mounting required.

Tighten all backboards and visors securely against the signal head.

(b) LED Traffic Signal Modules - Fit modules into all types of traffic signal heads without the need to modify the head.

(c) Optically Programmed Vehicle Signals - Conform to all applicable portions of 00990.42(a). A complete vehicle signal includes the required number of signal sections with optical components, individual intensity control, cutaway visor, backboard, and mounting hardware.

Optically programmed vehicle signals shall:

- Permit selective programming of the visibility zone of the projected indication anywhere within 15 degrees of the optical axis of each signal section.

When mounted on span wires, install additional washers on the hanger to shoe attachment pin to limit the lateral movement of the hanger.

(d) Pedestrian Signal Heads - All relevant portions of 00990.42(a) and 02925.65 apply to pedestrian signal heads.

(e) Flashing Beacon Signal Heads - Flashing beacons shall:

- Conform to all applicable portions of this subsection.
- Be of single-section construction.
- Be equipped for the type of mounting shown.

Use LED modules specified in 02925.51.

Mount single-section heads on span wires as shown for three-section heads.

(f) Suspension of Signal Heads - Suspend vehicle and pedestrian signal heads as shown.

(g) Signal Head Covers - Cover mounted vehicle signal heads and pedestrian signal heads at all times until the signal installation is ready for continuous operation.

(h) Audible Pedestrian Signals - Provide and install audible pedestrian signals (APS) as shown or as specified in the Special Provisions.

Provide Polara Navigator 3-Wire audible pedestrian signals or approved equal.

00990.43 Traffic Signal Detection Devices:

(a) Pedestrian Push Buttons - Mount pedestrian push buttons on a pole, pedestal or post whose foundation directly abuts an asphalt concrete or portland cement concrete landing or walkway.

(b) Inductive Loop Detectors:

(1) Saw Cut - Make cuts compatible with construction and in the most practicable, direct line between loops and junction boxes, except where parallel to, or nearly parallel to, a lane line; then locate cuts under the lane lines.

Make saw cuts 1/2 inch wide for loop wire.

Saw cuts shall have smooth bottoms, with no edges due to differences in cut depth.

Limit saw cut angles to 90 degrees or less to limit the bend in loop wire. Cuts shall not create islands of Pavement less than 2.5 square feet in area. Minimum distances between lead-in saw cuts and any loop side or between lead-in saw cuts shall be 2 feet and 6 inches, respectively.

Saw cuts that span expansion joints and surfaces of different materials, and large cracks will require installation of an eight inch section of 1/2" PVC conduit encased in loop sealant to prevent the loop wiring from stress and shearing action. Flush cuts thoroughly with a high-pressure water stream immediately after sawing, and before the cuttings dry. Blow cuts free of water, debris, Rock, and grit with high-volume or high-pressure air. Slots may also be cleaned by means of a high-pressure water injection/vacuum extraction system. Remove all cuttings from the Project.

Dry cuts before placing wire. Remove rocks or other material that may be wedged in the cut.

Two sets of twisted pair loop wires may be installed in a single saw cut, as long as the minimum cover shown is provided and adequate Pavement depth is available. The Engineer may limit the allowable saw cut depth and width to avoid damage to the Pavement.

On new open-graded AC wearing Courses install loops in the Base Lift, or in the Existing Surfacing if it is to be overlaid, and after milling has been completed.

In an existing open-graded AC surface, the saw cut and installation shall be as shown.

(2) Wire - Place a permanent plastic label on each loop feeder cable indicating the loop numbers as shown on the Loop Detector Wiring Diagram. Place labels within 4 inches of the end of the jacket at each end of the loop feeder cables. At the junction box locations, in addition to the loop feeder cables, the loop wires shall also be labeled. Clear heat shrink tubing shall be installed over the labels. Remove all existing labels that do not match the Loop Detector Wiring Diagram.

Do not remove the outside jacket and shield of loop feeder cables more than 6 inches from the end, inside the controller cabinet. Solder all loop feeder conductor terminations from field wiring in signal controller cabinets after crimp lugs have been installed. Crimp lugs used for loop wire field terminals may be insulated or non-insulated. Terminate loop feeder shield drain wire to the cabinet input panel grounding bus nearest the feeder wire termination points.

(3) Installation - The Engineer will mark or approve the center point location of all loops to be installed. Do not place wire in saw cuts until the cuts have been inspected by the Engineer.

After the saw cut is cleaned of debris, place the loop wire by pushing it into the slot with a blunt, nonmetallic object. Use care to avoid damaging the insulation.

Use one continuous, unbroken length of loop wire to form a loop of the number of turns required and to reach the loop feeder cable splice point shown or specified. Twist the loop wire pair together 4 to 6 twists for each foot from the exit point of the loop to the splice point of the loop feeder cable or termination point in the controller cabinet as shown. Use one continuous, unbroken length of loop feeder cable from the loop wire splice point to the cabinet. Allow enough loop wire for the run to the junction box plus an additional 5 feet of slack in the box.

After loop wire is placed and before the saw slot is sealed, install loop wire hold-downs (backer rods) made of closed-cell polyurethane. Place 1 inch lengths of the hold-down material along the loop perimeter and all other saw slots containing loop wire 6 inches from loop corners and at maximum 12 inch centers. Hold-downs shall fit snugly in saw slots.

Install the sealant in slots according to the manufacturer's instructions. Furnish a copy of the manufacturer's specifications including application procedures. The Engineer may order a test run of any application method or material before filling saw cuts.

Sealant shall not protrude above the Pavement, nor be more than 1/8 inch below the Pavement level after curing. Where cuts are made on a slope and sealant runs or puddles, start at the low end, pour the sealant, and hold it in place with 2 inch duct tape placed on the roadway surface over the cut. If duct tape or other device is used to contain the sealant in the saw cut, remove it on the same Day, after the sealant is fully cured.

In order to prevent heat damage to the insulation, do not allow the temperature of the sealant to exceed 410 °F during application. Install hot-melt sealants in layers to prevent damage to wire insulation. Allow each layer to cool before the next layer is installed. Do not use water to accelerate cooling.

Sealants that crack or pull away from the saw cuts after curing will be rejected.

(4) Splice - Splicing shall be done in a dry environment. Clean and dry wire prior to splicing. Splice loop wires to feeder cable in junction boxes. Loop feeder cables shall be stripped back. Loop feeder cables shall be joined to loop wires by stripping $\frac{3}{4}$ " off the ends of each wire. The wire ends shall be paired up appropriately and twisted together. Splices shall be soldered using rosin flux and 60/40 solid core solder using a non-open flame heat source. Trim the end of the soldered splices and encase in industry standard UL approved wire nuts. Cover the splice with a two piece plastic enclosure flooded with silicon grease.

(5) Resistance Testing - Each loop circuit shall also be tested for continuity with resistance readings not to exceed 5 ohms. The resistance test between each circuit and ground, using a 500 V Megger tester, shall be not less than 1 gigohm when checked both before placing the sealant and after the sealant has set.

Furnish a report identifying the resistance and continuity for each loop:

- Before splicing and sealing - continuity test
- Before splicing after sealing - resistance test
- After splicing and sealing - resistance test

(6) Loop Sensitivity - Loops shall be sensitive to bicycles. After installation is complete the Engineer will test each loop.

(c) Video Detection Systems - Install video detection systems as shown or as specified in the Special Provisions.

Use video detection systems from the ODOT "Green Sheet".

(d) Microwave and Radar Detection Systems - Install microwave and radar detection systems as shown or as specifies in the Special Provisions.

Use microwave and radar detection systems from the ODOT "Green Sheet".

00990.43–44 Traffic Control Signs - The type of sign and method of mounting will be as shown or specified. Signs shall conform to applicable portions of Section 00940.

00990.45 Fire Preemption - Fire preemption systems shall:

- Include all required control modules, detector units, detector feeder cable, wiring harness, interface circuitry and miscellaneous hardware.
- Have cable that runs continuously without splices from the detector unit to the controller cabinet.
- Not include emitter units.

00990.46 Railroad Interconnect - Run the circuit conductors in underground electrical conduit of the size shown. Terminate the conduit at the railroad cabinet at the location and in the manner directed by the Railroad company. Extend the ends of the wire at least 3 feet beyond the end fitting of the supplied conduit. All other work inside the railroad cabinet is the responsibility of the Railroad.

Do not Work in the immediate vicinity of the railroad cabinet without first notifying the Engineer and receiving permission. The Agency will obtain supervisory personnel from the Railroad company.

Do not place any materials or Equipment in the vicinity of the tracks without observing proper clearance (see 00170.01(e)).

00990.47~~2~~ Controller Cabinet Terminations:

(a) General - Terminate all field wiring to the terminal blocks physically attached to the controller cabinet.

00990.48~~3~~ Traffic Control Signs - Furnish and install the type of sign and mount as shown. Signs shall conform to the applicable portions of Section 00940.

00990.49~~44~~ Illumination on Traffic Signal Poles - Install illumination and associated appurtenances on traffic signal poles as shown and according to applicable portions of Section 00970.

(a) Interconnect Cable:

(1) Labels - Label all interconnect cable with approved bronze or plastic labels, permanently and ruggedly attached. The labels shall be embossed with the cable identification number if shown. Additionally, labels used on Utility facilities shall bear the legend "TRAFFIC SIGNAL". Label all ends of cables. Label all overhead cable in each direction away from the point of attachment, 2 feet from Utility poles. Do not install labels until the Engineer approves the labels and attachment mechanism. Label all cables in the interconnect terminal cabinets and at terminal panel locations.

(2) Installation - Use approved cable guides, feeders, shoes and bushings to prevent damage to the cable during installation. Do not pull cable over edges or corners, over or around obstructions or through unnecessary curves or bends.

Cable in trunk runs may be installed by hand or by mechanical methods, as approved. Trunk runs are those lengths of conduit that will have 25 or more pairs of interconnect cable installed. Install all other cable by hand methods only.

Before installing cable, provide the Engineer with one copy of the cable manufacturer's recommended and maximum pulling tensions for each cable type.

When installing cable using a pulling eye, do not exceed the cable manufacturer's maximum recommended pulling tension for pulling from the pulling eye. When installing cable using a pulling sock over the outer jacket, do not exceed the cable manufacturer's maximum recommended pulling tension for pulling by the outer jacket, or 80 percent of the manufacturer's maximum recommended pulling tension for pulling by a pulling eye, whichever is smaller. Use an approved dynamometer to ensure that the maximum allowable pulling tension is not exceeded during installation.

Temporary

00990.50 Signal Covers - Cover mounted vehicle signals and pedestrian signals at all times until the signal installation is ready for continuous operation.

00990.51 Pushbutton Covers - Cover mounted pushbuttons at all times until the pushbuttons are operational.

Maintenance

00990.60 Cabinet Protection - Keep interiors of all cabinets clean and free of dust, dirt, moisture, and other foreign matter.

Finishing and Testing

00990.70 Testing and Turn-on - This Work includes the testing traffic signal control Equipment, testing traffic signal installations, and turning on completed traffic signal installations. Turn on of new traffic signals and major changes to existing traffic signals shall be scheduled on Agency normal working days with the following exceptions: Mondays, Fridays, or days before and after holiday unless approved by the Traffic Engineer.

(a) Delivery of Control Equipment - Provide all traffic control signal Equipment for the Project according to the cabinet print(s), including all associated manuals, diagrams, and other documents. The cabinet print(s) will be made available to the Contractor by the Engineer. Deliver all traffic signal control Equipment, including wiring diagrams and operation manuals, in one shipment. Partial shipments will not be accepted and will be returned to the Contractor at no additional cost to the Agency. Include the following information with the Equipment shipments:

- Contractor
- Location
- Supplier
- Manufacturer
- For controller cabinets, TSSU ID number
- Contract number
- Completed Green Sheets

Deliver the traffic signal control Equipment and information for testing to:

Oregon Department of Transportation
Traffic Systems Services Unit
2445 Liberty St. NE
Salem, Oregon 97303-6738

(b) Control Equipment Testing - The following traffic signal control Equipment will be tested by ~~the ODOT Agency~~ for conformance with the Contract Documents before being installed:

- Controller unit
- Controller cabinet
- Power supplies
- Input devices
- Output devices
- Conflict monitors
- Flasher units
- Relays
- Preemption devices
- Auxiliary Equipment in the cabinet
- Other Equipment required for the operation of the installation

Control Equipment will be tested at ~~no cost to the Contractor's~~ expense.

The control Equipment will be tested in three categories: physical, functional, and environmental as specified in the *Standard Specification for Microcomputer Signal Controller*. ODOT will require at least 6 weeks for completion and evaluation of the testing.

(c) Control Equipment Failure - A traffic signal control Equipment failure is any occurrence that results in nonspecified operation of the Equipment.

The Contractor will be notified of all control Equipment failures, and shall make on-site repairs within 5 days of receiving the notification. Following repair of the control Equipment, the testing will be resumed at the beginning of the test category in which the failure occurred.

(d) Control Equipment Rejection - The traffic signal control Equipment will be rejected under either of the following conditions:

(1) Twice Fail - The control Equipment fails twice in the same testing category.

(2) Failure to Repair - The Contractor fails to repair the control Equipment within 5 days of receiving notification of the failure.

Pick up rejected traffic signal control Equipment within 10 days of receiving the rejection notice, or it will be returned, at Contractor's cost, to the Contractor.

Replace rejected control Equipment with Equipment having a different serial number.

Rejected control Equipment will not be accepted for testing or installation on any subsequent traffic signal project within the State of Oregon.

(e) Control Equipment Acceptance - Traffic signal control Equipment that successfully passes the testing procedure will be certified by the Agency as acceptable for installation. Acceptability for installation does not guarantee final acceptance of the completed installation.

The successful completion of the testing does not relieve the Contractor of the responsibility to furnish a complete working signal installation at the time the Equipment is placed in operation.

The Contractor will be notified when the testing has been completed. Pick up the controller cabinet at the test facility.

(f) Control Equipment Installation - Be responsible for pick-up, delivery and installation of the controller cabinet.

Upon successful testing at the ODOT facility, deliver all control equipment to the Agency Traffic Maintenance Shop for configuration and additional testing. The equipment will be available after 5 Work days for pick up and installation by the Contractor.

~~The Agency will be responsible for delivery and installation of the other control Equipment, such as controller units, input devices, switch packs, monitor units, miscellaneous plug-in devices and auxiliary devices not physically wired to the controller cabinet. Other control Equipment that the Agency is to install will be stored at the test facility until the signal installation is ready to be turned on.~~

The Agency will be responsible for providing signal timing software and timing parameters.

(g) Field Testing - Field testing of traffic signal installations will be performed by Agency electrical crews. Notify the Engineer 5 working days in advance of the anticipated signal completion date. The Engineer will notify the Agency's Traffic Systems Services Unit and the Agency's electrical crew of the anticipated completion date. Field testing will be performed within 5 working days following the date of completion. The Engineer will notify the Contractor of the test results.

Information on Agency testing procedures is available from the Engineer.

(h) Traffic Signal Turn-on - The Engineer will establish the date and time the installation is to be turned on. The Agency will turn on the signal within ~~1 week after completion of corrections identified during field testing.~~ 5 working days (excluding Mondays, Fridays, or days before and after holiday unless approved by the Traffic Engineer) after receiving the notice of completion of corrections identified during field testing.

Flaggers are required to control signalized intersections during signal turn-offs and turn-ons. The contractor is responsible to provide all equipment, materials, labor, and incidentals necessary to control traffic at no additional cost to the agency.

Contractor must be present at the Project Site.

After traffic signals are turned on and ~~operating as designed~~ receive final approval, the agency ultimately responsible for maintenance will assume operation and maintenance of the signal. Turn-on does not constitute final approval. The Contractor is still obligated to finish any incomplete portion of the installation and correct problems with workmanship or replace material that does not meet Specifications. After turn-on and final approval, damage to the traffic signal installation caused by conditions beyond the Contractor's control will be the responsibility of the maintaining agency.

(i) Interconnect System Testing:

Test each new interconnect cable circuit installed in the system. Test the complete system only when all terminations for each cable circuit are completed from the interconnect or controller cabinet at the beginning of the new cable run to the controller or interconnect cabinet at the end of the new cable run. If any test is failed, repair the circuit and repeat the entire test series for that cable circuit.

Perform all tests in the presence of the Engineer. Document the test results. When the tests are completed, furnish the test results and the test data to the Engineer. Conduct tests, as described below, for all cable conductors, including spares, the cable shield, and all field terminations.

In addition to testing the complete system, perform the following tests for each cable circuit:

(1) Continuity - Perform a continuity measurement for each conductor and the cable shield in the system. Conductor resistance shall not be more than 10 Ω per 1,000 feet for each cable pair and shield of the communications cable. Measure the resistance with an ohmmeter having a minimum input impedance of 10 MΩ/V. Record the resistance of each pair and furnish to the Engineer as described above.

(2) Isolation - Perform an isolation measurement for each conductor and cable shield in the system. Measure the insulation resistance with all connections to the conductor or shield under test removed and all other conductors in the cable grounded. Make the measurement with a DC potential of not less than 360 V nor more than 550 V, continuously applied for 1 minute. Insulation resistance of each cable conductor and the shield shall exceed 1,000 MΩ per mile. Use an insulation resistance (Megger) tester with a meter scale for measurements, marked with a range from 100 KΩ to 100 GΩ, and with zero and infinity also marked.

Measurement

00990.80 Measurement - No measurement of quantities will be made for Work performed under this Section.

Signs shown on the traffic signal poles, mast arms, or span wires that are shown on the sign and post data table will be measured according to 00930.80 and 00940.80.

Payment

00990.90 Payment - The accepted quantities of Work performed under this Section will be paid for at the Contract unit price, per unit of measurement, for the following items:

Pay Item	Unit of Measurement
(a) Traffic Signal Installation, ____	Lump Sum
(b) Traffic Signal Modification, ____	Lump Sum
(c) Detector Installation, ____	Lump Sum
(d) Ramp Meter Signal Installation, ____	Lump Sum
(e) Interconnect System	Lump Sum
(f) Flashing Beacon Installation, ____	Lump Sum
(g) Automatic Traffic Recorder Installation, ____	Lump Sum

In items (a), (b), (c) (d), (f), and (g), the intersection location will be inserted in the blank.

Item (a) includes furnishing and installing all items of the traffic signal system and the detection system.

Item (b) includes furnishing and replacing or installing items for an existing traffic signal installation.

Item (c) includes furnishing and installing a complete traffic detection system for an existing installation, including required controller Equipment.

Item (d) includes furnishing all items of the ramp meter signal system.

Item (e) includes furnishing all the interconnect system.

Item (f) includes furnishing and installing all items of the flashing beacon system.

Item (g) includes furnishing and installing all items of the automatic traffic recorder system.

Payment will be payment in full for furnishing and placing all Materials, and for furnishing all Equipment, labor, and Incidentals necessary to complete the Work as specified, including fees related to ODOT testing of equipment-

Mast arm pole and strain pole foundations will be paid for according to 00963.90.

No separate or additional payment will be made for:

- Replacement of disturbed earthwork, Base, and Surfacing
- Illumination and associated appurtenances shown on traffic signal poles
- Steel Reinforcement

Signs shown on traffic signal poles, mast arms, or span wires that are shown on the sign and post data table will be paid for according to 00930.90 and 00940.90.