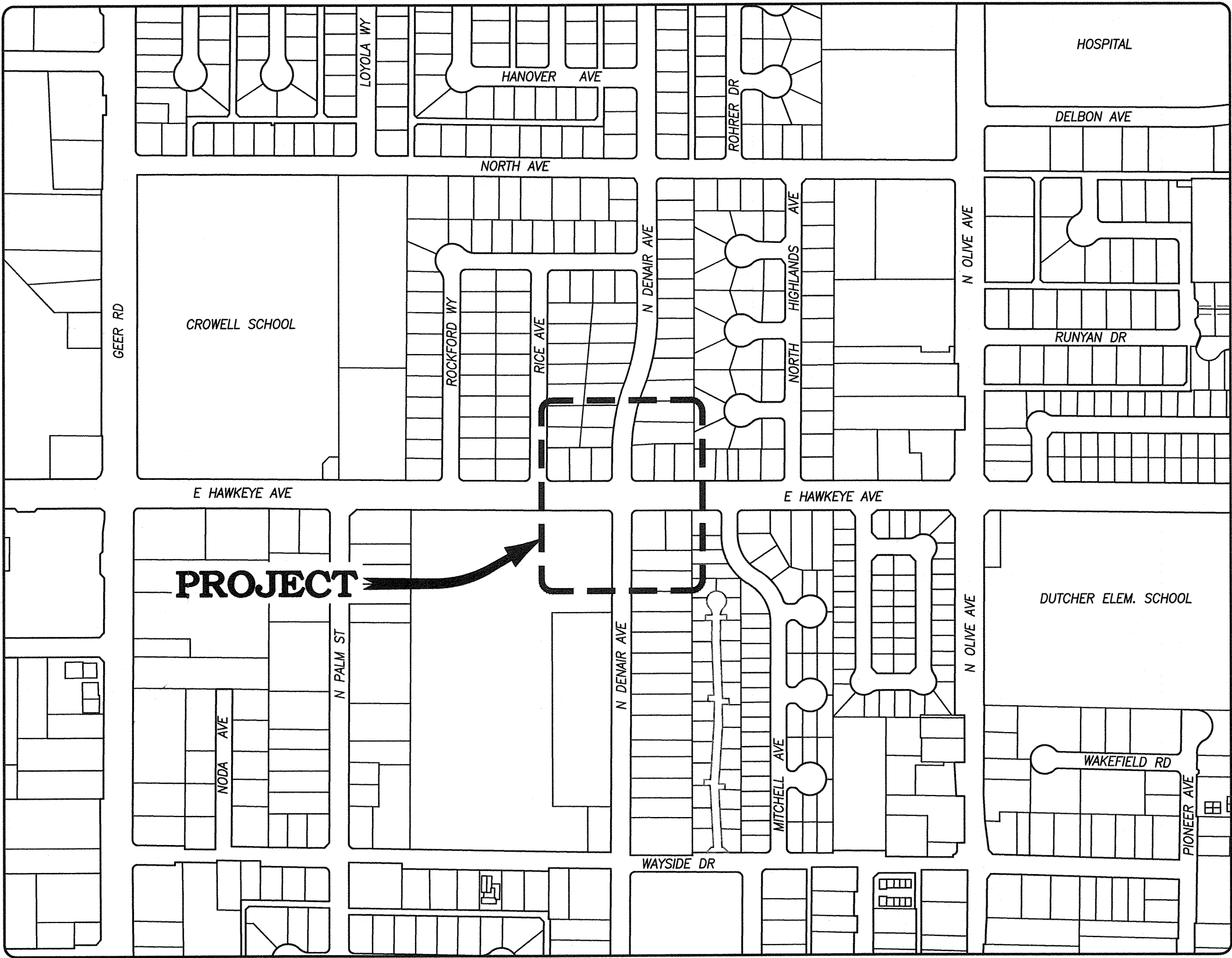


LEGEND

	EX. BENCHMARK
	EX. MONUMENT WELL
	EX. MONUMENTS
	EX. SET MONUMENT
101.97 C	EX. CONCRETE ELEVATION
101.39 FL	EX. FLOWLINE OF CURB ELEVATION
101.39 BSW	EX. BACK OF SIDEWALK ELEVATION
101.14 P	EX. PAVEMENT ELEVATION
101.5	EX. GROUND ELEVATION
	PROPERTY LINE
	CENTERLINE
	EX. FENCE
	EX. SANITARY SEWER PIPELINE
	EX. STORM DRAIN PIPELINE
	EX. WATER PIPELINE
	EX. SANITARY SEWER MANHOLE
	EX. STORM DRAIN MANHOLE
	EX. WATER VALVE
	EX. WATER WELL
	EX. NON-POTABLE WATER VALVE
	EX. MANHOLE
	EX. TELEPHONE MANHOLE
	EX. PRESSURE MANHOLE
	EX. SANITARY SEWER CLEAN OUT
	EX. FIRE HYDRANT
	EX. GAS VALVE
	EX. CATCH BASIN
	EX. DRAIN INLET
	EX. BOLLARD
	EX. LIGHT
	EX. ELECTROLIER
	EX. SIGN
	EX. UTILITY POLE
	EX. TREE
	EX. CABLE CHRISTY BOX
	EX. ELECTRICAL CHRISTY BOX
	EX. FIRE ALARM CHRISTY BOX
	EX. GAS CHRISTY BOX
	EX. IRRIGATION CHRISTY BOX
	EX. STREET LIGHT CHRISTY BOX
	EX. COMMUNICATION CHRISTY BOX
	EX. TRAFFIC CHRISTY BOX
	EX. IRRIGATION CONTROL VALVE BOX
	EX. TELEPHONE CHRISTY BOX
	EX. UTILITY CHRISTY BOX
	EX. WATER CHRISTY BOX
	PROP. SANITARY SEWER PIPELINE
	PROP. STORM DRAIN PIPELINE
	PROP. WATER PIPELINE
	PROP. NON-POTABLE WATER PIPELINE
	PROP. SEPARATION MANHOLE
	PROP. STORM DRAIN MANHOLE
	PROP. SANITARY SEWER CLEAN OUT
	PROP. SANITARY SEWER MANHOLE
	PROP. WATER VALVE
	PROP. NON-POTABLE WATER VALVE
	PROP. FIRE HYDRANT
	PROP. WATER BLOW-OFF ASSEMBLY
	PROP. CATCH BASIN
	PROP. DETECTOR HANDHOLE
	PROP. STANDARD WITH LUMINAIRE AND SIGNAL MAST ARM
	PROP. VEHICLE SIGNAL FACE (WITH BACK PLATE, 3-SECTION: RED, YELLOW AND GREEN)
	PROP. PEDESTRIAN SIGNAL FACE
	PROP. VEHICLE SIGNAL FACE CONSISTING OF RED, YELLOW AND GREEN LEFT ARROW SECTIONS
	PROP. EMERGENCY VEHICLE DETECTOR
	PROP. INTERNALLY ILLUMINATOR STREET NAME SIGN
	PROP. TYPE "A" DETECTOR LOOP
	PROP. TYPE "D" DETECTOR LOOP
	PROP. PULL BOX, NO. 6 UNLESS OTHER WISE NOTED

CITY OF TURLOCK
CAPITAL PROJECT NO. 16-57
INTERSECTION IMPROVEMENTS
AT HAWKEYE AVENUE AND
N. DENAIR AVENUE
FEDERAL PROJECT NO. CML-5165 (087)



VICINITY MAP

SHEET INDEX

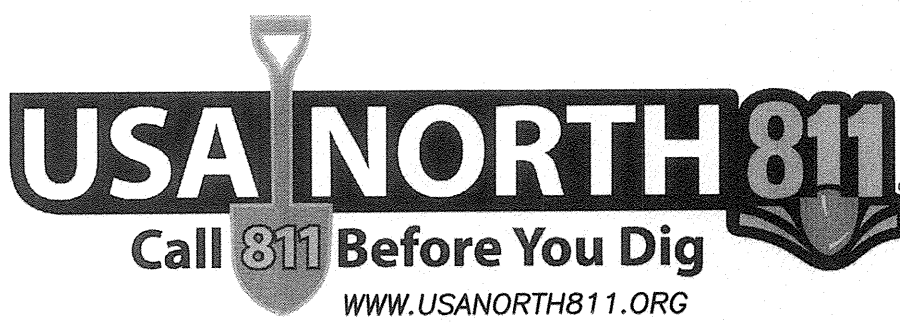
SHEET	DESCRIPTION
1	SHEET INDEX, LEGEND & VICINITY MAP
2	TOPOGRAPHY AND DEMOLITION PLAN
3	SURFACE & STRIPING PLAN
4	TRAFFIC SIGNAL PLAN
5	TRAFFIC SIGNAL SPECIFICATIONS
6	DETAILS

ABBREVIATIONS

RW	RIGHT-OF-WAY
PL	PROPERTY LINE
CL	CENTER LINE
FL	FLOWLINE
P	PAVEMENT
EP	EDGE OF PAVEMENT
TC	TOP OF CURB
EX	EXISTING
PROP	PROPOSED
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
AP	ANGLE POINT
UP	UTILITY POLE
LF	LINEAR FOOT
CB	CATCH BASIN
SS	SANITARY SEWER
SD	STORM DRAIN
W	WATER
INV	INVERT
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEAN OUT
SDMH	STORM DRAIN MANHOLE
∠ PT	ANGLE POINT

CONTACTS

CITY OF TURLOCK, DEVELOPMENT SERVICES DEPARTMENT
(209) 668-5520 ENGINEERING DIVISION
CITY OF TURLOCK, MUNICIPAL SERVICES DEPARTMENT
(209) 668-5590 FOR SEWER, STORM AND WATER LINES
TURLOCK IRRIGATION DISTRICT (ELECTRICAL)
(209) 883-8241 MANJOT GILL
TURLOCK IRRIGATION DISTRICT (IRRIGATION)
(209) 883-8367 TODD TROGLIN
CHARTER COMMUNICATIONS
(209) 633-3311 ABEL DAVILA
PACIFIC GAS & ELECTRIC (GAS)
(209) 576-6662 KURT SOUSA
AT&T
(209) 578-7139 SUKHWANT VIRK
FIRE DEPARTMENT (NON-EMERGENCY)
(209) 668-5580
POLICE DEPARTMENT (NON-EMERGENCY)
(209) 668-1200
AMBULANCE
(209) 632-2271
TURLOCK SCAVENGER
(209) 668-7274



NOTE:
ALL REFERENCES AND WRITTEN
DIMENSIONS SHALL SUPERCEDE
ALL SCALED DISTANCES AND
SHALL BE VERIFIED IN THE
FIELD. ANY DISCREPANCY SHALL
BE BROUGHT TO THE ATTENTION
OF THE ENGINEER PRIOR TO
THE COMMENCEMENT OF WORK.

NATHAN B. BRAY, P.E.
INTERIM DEVELOPMENT SERVICES
DIRECTOR/CITY ENGINEER
10/04/18
PLANS APPROVAL DATE



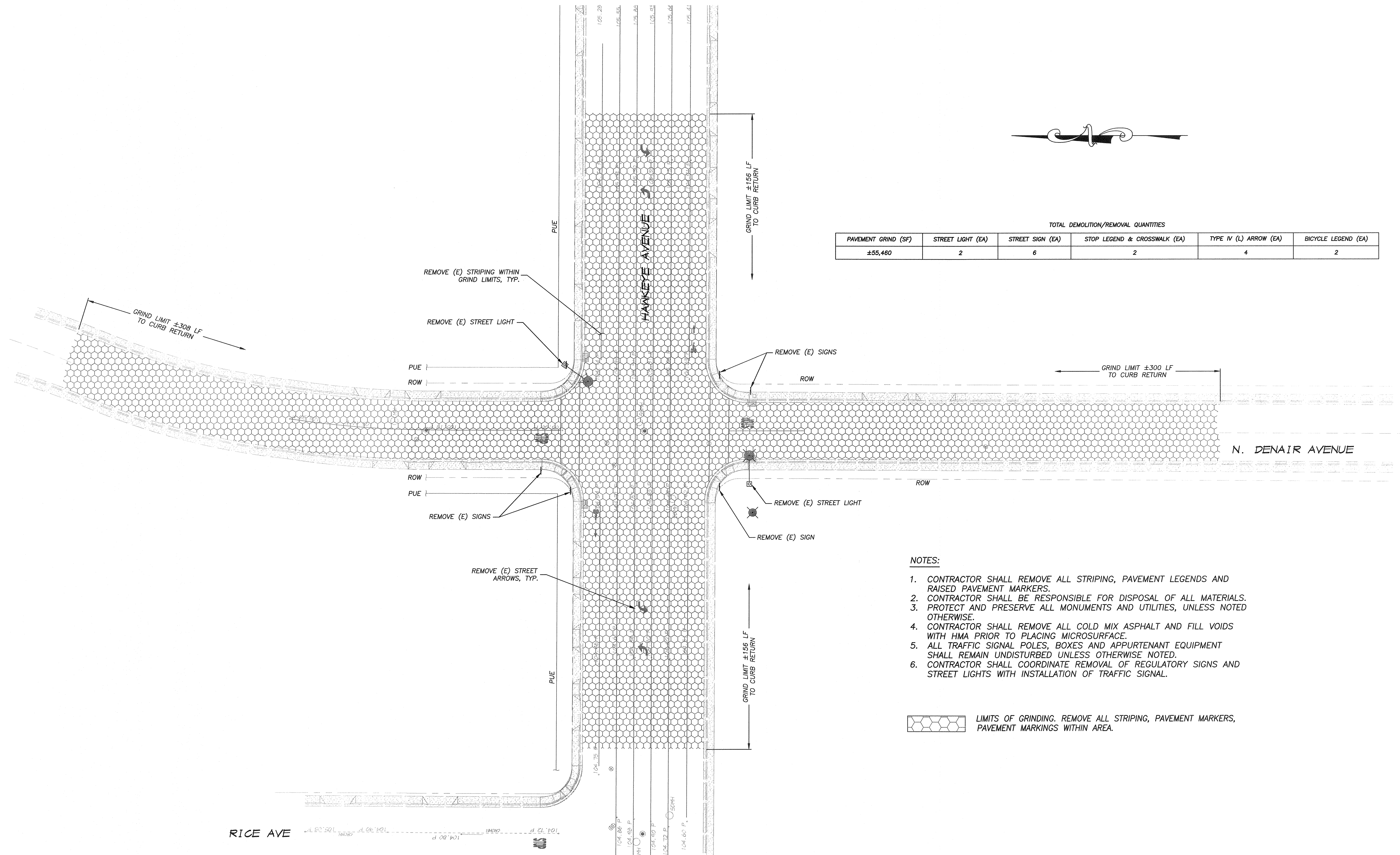
CITY OF TURLOCK
DEVELOPMENT SERVICES
ENGINEERING DIVISION 156
S. BROADWAY, STE 150 (209)
668-5520

SHEET INDEX, LEGEND & VICINITY MAP
CAPITAL PROJECT NO. 16-57
FEDERAL PROJECT CML-5165 (087)
INTERSECTION IMPROVEMENTS AT
HAWKEYE AVENUE AND N. DENAIR AVENUE

VERIFY SCALE
BAR IS 1" ON
ORIGINAL DRAWING
0 1/4" 3/4" 1"
1/2"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

DRAWN BY: AJH
REV. BY:
CH. BY: NBB
DATE: OCTOBER 2018
SCALE: AS SHOWN
16-57 BASE.dwg

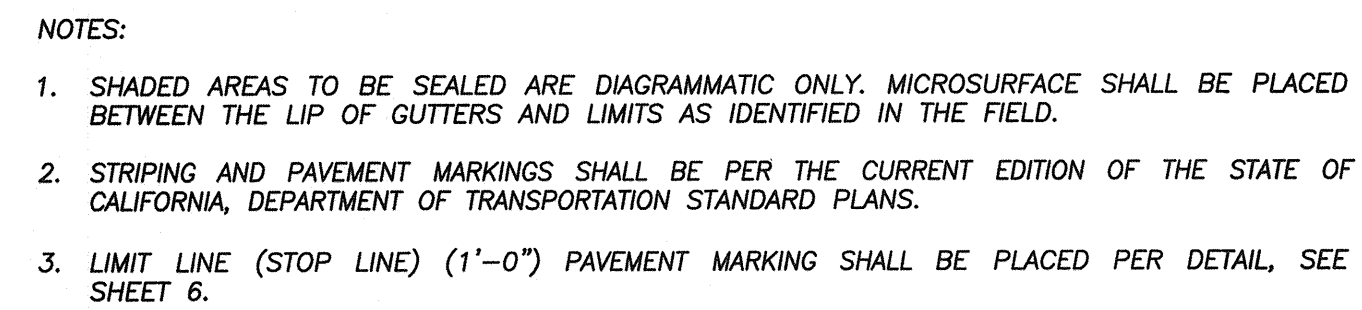
SHEET
1
OF 6



TOTAL DEMOLITION/REMOVAL QUANTITIES					
PAVEMENT GRIND (SF)	STREET LIGHT (EA)	STREET SIGN (EA)	STOP LEGEND & CROSSWALK (EA)	TYPE IV (L) ARROW (EA)	BICYCLE LEGEND (EA)
±55,460	2	6	2	4	2

- NOTES:
1. CONTRACTOR SHALL REMOVE ALL STRIPING, PAVEMENT LEGENDS AND RAISED PAVEMENT MARKERS.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL MATERIALS.
 3. PROTECT AND PRESERVE ALL MONUMENTS AND UTILITIES, UNLESS NOTED OTHERWISE.
 4. CONTRACTOR SHALL REMOVE ALL COLD MIX ASPHALT AND FILL VOIDS WITH HMA PRIOR TO PLACING MICROSURFACE.
 5. ALL TRAFFIC SIGNAL POLES, BOXES AND APPURTENANT EQUIPMENT SHALL REMAIN UNDISTURBED UNLESS OTHERWISE NOTED.
 6. CONTRACTOR SHALL COORDINATE REMOVAL OF REGULATORY SIGNS AND STREET LIGHTS WITH INSTALLATION OF TRAFFIC SIGNAL.

 LIMITS OF GRINDING. REMOVE ALL STRIPING, PAVEMENT MARKERS, PAVEMENT MARKINGS WITHIN AREA.



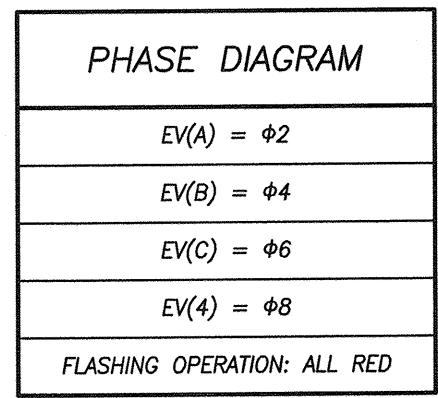
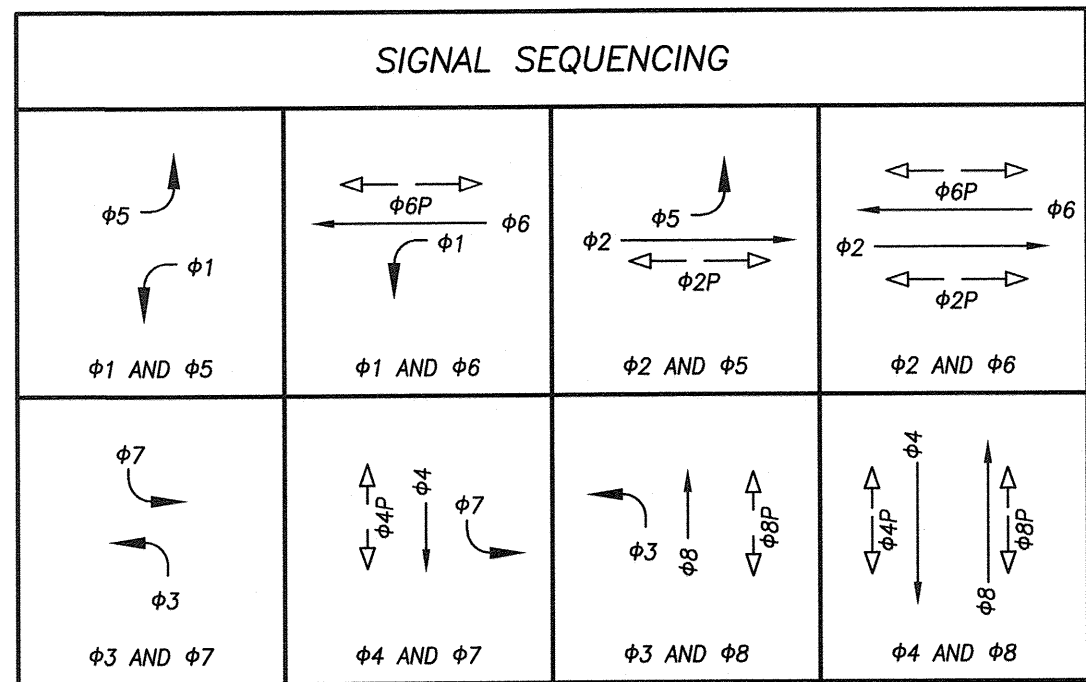
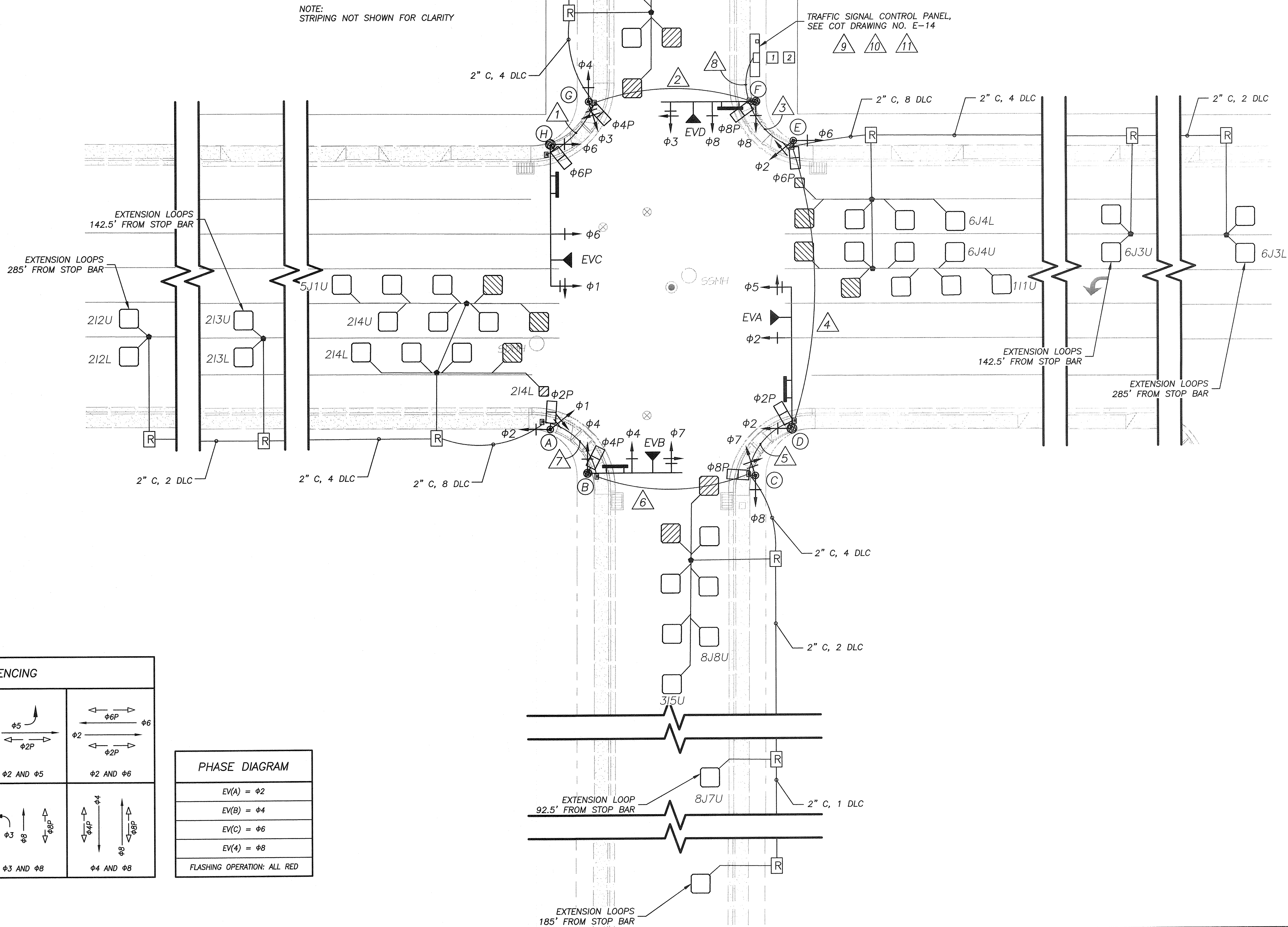
MICROSURFACING LIMITS

CONDUIT AND CONDUCTOR SCHEDULE														
S T D	PHASES AND CABLE TYPES			1	2	3	4	5	6	7	8	9	10	11
	12 COND. 11 - #14 1 - #12	5 COND. 4 - #14 1 - #12	3 COND. 3 - #14 (PPB)	CONDUIT RUN										
				2.5"	3.5"	(2) 4"	5"	4"	3.5"	2.5"	(2) 5"	(2) 5"	2"	2"
(A)	Φ1, Φ2, Φ2P		Φ4 PPB			1/0/1	1/0/1	1/0/1	1/0/1	1/0/1	1/0/1	1/0/1		
(B)	Φ4, Φ4, Φ7	Φ4P	Φ2 PPB			1/1/1	1/1/1	1/1/1	1/1/1		1/1/1	1/1/1		
(C)	Φ7, Φ8, Φ8P		Φ2 PPB			1/0/1	1/0/1	1/0/1			1/0/1	1/0/1		
(D)	Φ2, Φ2, Φ5	Φ2P	Φ8 PPB			1/1/1	1/1/1				1/1/1	1/1/1		
(E)	Φ2, Φ6, Φ6P		Φ8 PPB			1/0/1					1/0/1	1/0/1		
(F)	Φ3, Φ8, Φ8	Φ8P	Φ6 PPB								1/1/1	1/1/1		
(G)	Φ3, Φ4, Φ4P		Φ6 PPB		1/0/1						1/0/1	1/0/1		
(H)	Φ1, Φ6, Φ6	Φ6P	Φ4 PPB	1/1/1	1/1/1						1/1/1	1/1/1		
TOTAL				1/1/1	2/1/2	5/2/5	4/2/4	3/1/3	2/1/2	1/0/1	8/4/8	8/4/8		
1/0 TRIPLEX		SERVICE												
#4 AWG		SIGNALS												
#8 AWG		LIGHTING												
#10 AWG		ISNS												
EMERGENCY VEHICLE PREEMPTIVE CABLE	EVA					1	1				1	1		
	EVB					1	1	1	1		1	1		
	EVC			1	1						1	1		
	EVD										1	1		
	TOTAL EV CABLE			1	1	2	2	1	1	0	4	4	0	0
DETECTOR LEAD IN CABLE (DLC)	Φ1 DETECTORS					1					1	1		
	Φ2 DETECTORS					6	6	6	6	6	6	6		
	Φ3 DETECTORS					1	1	1			1	1		
	Φ4 DETECTORS				3						3	3		
	Φ5 DETECTORS					1	1	1	1	1	1	1		
	Φ6 DETECTORS					6					6			
	Φ7 DETECTORS				1						1	1		
	Φ8 DETECTORS					3	3	3			3	3		
TOTAL DLCs			0	4	18	11	11	7	7	22	16	0	0	
NOTES: -CONDUIT RUN NO. 1 AND CONDUCTOR TO BE INSTALLED AS AN INDIVIDUAL UNDERGROUND ELECTRIC FACILITY. CONTRACTOR TO FURNISH ALL MATERIAL AND INSTALL PER TURLOCK IRRIGATION DISTRICT (T.I.D.) STANDARDS. THE DEVELOPER INFORMATION BOOK CONTAINING THE STANDARDS CAN BE FOUND ONLINE AT HTTP://WWW.TID.ORG/POWER/ENGINEERING-CONSTRUCTION														

- GENERAL NOTES
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS FOR MEASUREMENT OF LENGTH SHOWN ON THIS PLAN ARE IN FEET.
 - ALL WORK SHALL CONFORM TO THE CURRENT EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS. CONTRACTOR SHALL VERIFY THE INFORMATION SHOWN ON THE PLANS WITH THE ABOVE AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES 48 HOURS PRIOR TO COMMENCING WORK.
 - EXISTING FACILITIES SHOWN ARE FROM EXISTING FACILITIES LOCATED IN THE FIELD OR FROM RECORD DATA. THE CITY OF TURLOCK ASSUMES NO LIABILITY FOR THE ACCURACY OF COMPLETENESS OF THE DATA. CONTRACTOR SHALL CONTACT U.S.A. TO DETERMINE THE EXACT LOCATION OF ALL UNDERGROUND FACILITIES AND SHALL PROVIDE PROTECTION PRIOR TO AND DURING ALL TRENCHING, JACKING OR BORING OPERATIONS.
 - ALL VEHICLE SIGNAL HEADS SHALL BE 12 INCH INDICATIONS WITH TUNNEL VISORS AND BACK PLATES.
 - INSTALL TYPE CONDUIT IN CONCRETE STRUCTURES AND BETWEEN A STRUCTURE AND A NEAREST PULL BOX.
 - CONTRACTOR SHALL ARRANGE WITH UTILITY COMPANIES FOR ANY NECESSARY UTILITY RELOCATION INCLUDING OVERHEAD CONFLICTS.
 - THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
 - CONTRACTOR SHALL CONTACT THE INSPECTOR, 48 HOURS PRIOR TO COMMENCING WORK, TO ESTABLISH EXACT LOCATION FOR ALL TRAFFIC SIGNAL FACILITIES.
 - ALL CONDUIT SHALL BE A MINIMUM OF 24 INCHES BELOW TOP OF ASPHALT AND CONCRETE SURFACES. (REFER TO SECTION "A-A" FOR CONDUIT DEPTH WITHIN STREET AREAS).
 - THE LIMITS OF WORK ARE ENCOMPASSED BY THE EXISTING RIGHT-OF-WAY AND SHALL INCLUDE ONLY SUCH WORK AS IS SHOWN ON THIS PLAN.
 - ALL SIGNAL FACES AND PEDESTRIAN SIGNAL FACES SHALL BE L.E.D.
 - ADVANCED LOOPS ARE NOT SHOWN TO SCALE. INSTALL ADVANCE LOOPS AS NOTED ON PLAN. TYPICAL LOOP DETECTOR SPACING.
 - HIGHWAY SAFETY LIGHTING SHALL HAVE IN PHOTOELECTRIC CONTROL.
 - INSTALL PULL BOX AT APPROXIMATE MIDPOINT OF CONDUIT RUN PURSUANT TO PROVISIONS OF SECTION 86-2.06 "INSTALLATION AND USE" OF THE STATE STANDARD SPECIFICATIONS.
 - MODEL 332 FOUNDATION DETAIL SH ES-3C SHALL BE MODIFIED TO PROVIDE A 24" WIDE RAISED SIDEWALK AREA ON BOTH SIDES OF THE 332 CABINET.
 - ISNS SHALL BE TITLE CASE, HIGHWAY GOTHIC D FONT. UPPERCASE LETTER SHALL BE 12" IN HEIGHT. LOWERCASE LETTER SHALL BE 9" IN HEIGHT.

- CONSTRUCTION NOTES
- CONTRACTOR TO FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE FOR 120/240V SERVICE WITH THE FOLLOWING CIRCUIT BREAKERS: 100A, 240V, 3P MAIN; 50A, 120V, 1P SIGNALS; 30A, 120V, 1P LIGHTING; 15A, 120V, 1P ISNS LIGHTING CONTROL; AND 15A, 120V, 1P ISNS. INCLUDE ITEMS 1 - 8, 15 - 17 (18 AS MODIFIED) AND 20 - 25 OF THE 120/240V SERVICE WIRING DIAGRAM SHOWN ON THE STATE STANDARD PLAN ES-2D WITH PEU WINDOW.
 - CONTRACTOR TO FURNISH AND INSTALL MODEL 332 CONTROLLER CABINET, MODEL 2070 ATC CONTROLLER, MCCAIN OMNI EX LOCAL INTERSECTION CONTROL SOFTWARE, 20170-1C OF 2070-1E CPU MODULE, 2070-2A OR 2070-2E FIELD I/O MODULE, 2070-3B DISPLAY MODULE, 2070-4A POWER SUPPLY MODULE, 2070-7A ASYNCHRONOUS COMMUNICATION MODULE (DUAL RS-232), 2070-7G GPS TIME BASE MODULE, VEHICLE DETECTION CARDS, SWITCH PACKS AND ALL AUXILIARY EQUIPMENT NECESSARY TO OPERATE THE PHASING SEQUENCE AND EMERGENCY VEHICLE PREEMPTION SHOWN ON THE PLANS.

POLE & EQUIPMENT SCHEDULE										
LOC.	POLE TYPE	MAST ARM		SIGNAL MOUNTING			PPB	ISNS	EV. SYS.	120 VAC LUMINAIRE (HPS)
		SIGNAL	LUMINAIRE	VEHICLE	MAST ARM	PEDESTRIAN				
(A)	1-A	---	---	TV-2-T	---	SP-1-T	4	---	---	---
(B)	19A-3-100	30'	15'	SV-1-T	MAT MAS	SP-1-T	2	HAWKEYE AVE	EVB	LED, SEE SPECS
(C)	1-A	--	--	TV-2T	---	SP-1-T	2	--	--	--
(D)	26A-3-100	45'	15'	SV-1-T	MAT MAS	SP-1-T	8	N DENAIR AVE	EVA	LED, SEE SPECS
(E)	1-A	---	---	TV-2-T	---	SP-1-T	8	---	---	---
(F)	19A-3-100	30'	15'	SV-1-T	MAT MAS	SP-1-T	6	HAWKEYE AVE	EVD	LED, SEE SPECS
(G)	1-A	--	--	TV-2-T	---	SP-1-T	6	--	--	--
(H)	26A-3-100	45'	15'	SV-1-T	MAT MAS	SP-1-T	4	N DENAIR AVE	EVC	LED, SEE SPECS



SECTION 11 SIGNALS, LIGHTING & ELECTRICAL SYSTEMS

TRAFFIC SIGNAL, LIGHTING, AND SIGN ILLUMINATION SHALL CONFORM TO THE PROVISIONS IN SECTION 86, "SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS", OF THE CALTRANS PLANS AND SPECIFICATIONS, EXCEPT AS AMENDED BY THIS PROJECT'S SPECIFICATIONS.

TRAFFIC SIGNAL INSTALLATION AND REMOVAL OF EXISTING ELECTRICAL EQUIPMENT, STREET LIGHT POLES AND STANDARDS WORK SHALL BE PERFORMED AT THE FOLLOWING LOCATIONS: INTERSECTION OF HAWKEYE AVENUE AND N. DENAIR AVENUE.

11.01 COST BREAK-DOWN

SUBMIT A COST BREAK-DOWN FOR THE SIGNALS, LIGHTING, AND ELECTRICAL SYSTEMS BID ITEMS. THE BREAK-DOWN SHALL INCLUDE THE FOLLOWING BID ITEM SUB-PARTS: FOUNDATIONS, STANDARDS AND POLES, CONDUIT, PULL BOXES, CONDUCTORS AND CABLES, SERVICE EQUIPMENT, SIGNAL HEADS, PEDESTRIAN HEADS, PEDESTRIAN PUSH BUTTONS, LOOP DETECTORS, LUMINAIRES.

THE COST BREAKDOWN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL WITHIN 15 DAYS AFTER THE CONTRACT HAS BEEN APPROVED. BEFORE ANY PARTIAL PAYMENT FOR THE ITEMS OF ELECTRICAL WORK WILL BE MADE, THE ENGINEER SHALL APPROVE THE COST BREAKDOWN, IN WRITING.

11.02 STANDARDS, STEEL PEDESTALS AND POSTS

WHERE THE PLANS REFER TO THE SIDE TENON DETAIL AT THE END OF THE SIGNAL MAST ARM, THE APPLICABLE TIP TENON DETAIL MAY BE SUBSTITUTED.

THE SIGN MOUNTING HARDWARE SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS. HANDHOLES FOR SIGNAL STANDARDS SHALL BE LOCATED 90 DEGREES CLOCKWISE FROM THE TRAFFIC SIGNAL MAST ARM.

TYPE 1 STANDARDS SHALL BE ASSEMBLED AND SET WITH THE HANDHOLE ON THE DOWNSTREAM SIDE OF THE POLE IN RELATION TO TRAFFIC, OR AS SHOWN ON THE PLANS.

11.03 CONDUIT

CONDUIT TO BE INSTALLED UNDERGROUND SHALL BE TYPE 3 UNLESS OTHERWISE SPECIFIED. DETECTOR TERMINATION CONDUITS SHALL BE TYPE 3.

THE CONDUIT IN A FOUNDATION AND BETWEEN A FOUNDATION AND THE NEAREST PULL BOX SHALL BE TYPE 1.

WHEN TYPE 3 CONDUIT IS PLACED IN A TRENCH (NOT IN PAVEMENT OR UNDER PORTLAND CEMENT CONCRETE SIDEWALK), AFTER THE BEDDING MATERIAL IS PLACED AND THE CONDUIT IS INSTALLED, THE TRENCH SHALL BE BACKFILLED WITH COMMERCIAL QUALITY CONCRETE, CONTAINING NOT LESS THAN 420 LB OF PORTLAND CEMENT PER CUBIC YARD, TO NOT LESS THAN 4 INCHES ABOVE THE CONDUIT BEFORE ADDITIONAL BACKFILL MATERIAL IS PLACED.

CONDUIT RUNS SHOWN ON THE PLANS TO BE LOCATED BEHIND CURBS, MAY BE INSTALLED IN THE STREET, WITHIN 3 FEET OF AND PARALLEL WITH THE FACE OF THE CURB, BY THE "TRENCHING IN PAVEMENT METHOD" IN CONFORMANCE WITH THE CALTRANS STANDARD SPECIFICATIONS. PULL BOXES SHALL BE LOCATED BEHIND THE CURB OR AT THE LOCATIONS SHOWN ON THE PLANS.

AFTER CONDUCTORS HAVE BEEN INSTALLED, THE ENDS OF CONDUITS TERMINATING IN PULL BOXES, SERVICE EQUIPMENT ENCLOSURES, AND CONTROLLER CABINETS SHALL BE SEALED WITH AN APPROVED TYPE OF SEALING COMPOUND.

AT OTHER LOCATIONS WHERE CONDUIT IS REQUIRED TO BE INSTALLED UNDER PAVEMENT AND IF A DELAY TO VEHICLES WILL NOT EXCEED 5 MINUTES, CONDUIT MAY BE INSTALLED BY THE "TRENCHING IN PAVEMENT METHOD." ALL CONDUITS INSTALLED IN THE STREET AREAS SHALL BE INSTALLED AT A MINIMUM 24 INCH DEPTH FROM THE SURFACE OF THE FINISHED STREET TO THE TOP OF THE CONDUIT.

11.04 PULL BOXES

GROUT SHALL BE PLACED IN THE BOTTOM OF PULL BOXES.

11.05 CONDUCTORS AND WIRING

SPLICES SHALL BE INSULATED BY METHOD "B" OR, AT THE CONTRACTOR'S OPTION, SPLICES OF CONDUCTORS SHALL BE INSULATED WITH HEAT-SHRINK TUBING OF THE APPROPRIATE SIZE AFTER THOROUGHLY PAINTING THE SPLICED CONDUCTORS WITH ELECTRICAL INSULATING COATING.

TESTING

THE CONTRACTOR SHALL PERFORM A HIGH-VOLTAGE SERIES LIGHTING TEST CONSISTING OF THE OPEN CIRCUIT VOLTAGE OF THE CONNECTED CONSTANT CURRENT TRANSFORMER BETWEEN CONDUCTORS AND GROUND.

THE HIGH-VOLTAGE TEST SHALL NOT BE PERFORMED ON EXISTING CIRCUITS OR EQUIPMENT. NON-TESTING OF EXISTING CIRCUITS AND EQUIPMENT SHALL NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY FOR MALFUNCTIONING OF EXISTING LIGHTING CIRCUITS DUE TO THE CONTRACTOR MAKING SPLICES IN OR CONNECTING TO THE CIRCUITS AND SUCH MALFUNCTIONS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

11.06 ELECTRICAL SERVICE

CONTINUOUS WELDING OF EXTERIOR SEAMS IN SERVICE EQUIPMENT ENCLOSURES IS NOT REQUIRED.

TYPE III SERVICE EQUIPMENT ENCLOSURES SHALL BE THE ALUMINUM TYPE.

CIRCUIT BREAKERS SHALL BE THE CABLE-IN/CABLE-OUT TYPE, MOUNTED ON NON-ENERGIZED CLIPS. ALL CIRCUIT BREAKERS SHALL BE MOUNTED VERTICALLY WITH THE UP POSITION OF THE HANDLE BEING THE "ON" POSITION.

SERVICE SHALL BE PROVIDED WITH UP TO 2 MAIN CIRCUIT BREAKERS, WHICH SHALL DISCONNECT UNGROUNDED SERVICE ENTRANCE CONDUCTORS. WHERE THE "MAIN" CIRCUIT BREAKER CONSISTS OF 2 CIRCUIT BREAKERS AS SHOWN ON THE PLANS OR REQUIRED IN THE SPECIAL PROVISIONS, EACH OF THE CIRCUIT BREAKERS SHALL HAVE A MINIMUM INTERRUPTING CAPACITY OF 10,000 AMPS, RMS.

CIRCUIT BREAKERS USED AS SERVICE DISCONNECT EQUIPMENT SHALL HAVE A MINIMUM INTERRUPTING CAPACITY OF 42,000 AMPS, RMS, FOR 120/240 V(AC) SERVICES AND 30,000 AMPS, RMS, FOR 480 V(AC) SERVICES.

CITY SHALL ARRANGE FOR SINGLE PHASE ELCTRICAL SERVICE THROUGH THE TURLOCK IRRIGATION DISTRICT AS SHOWN ON THE PLANS. CITY SHALL PAY ALL T.I.D. FEES DIRECTLY. CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL ALL CONDUIT AND CONDUCTOR FROM THE TRANSFORMER TO THE SERVICE PANEL PER T.I.D. STANDARDS.

11.07 MODEL 2070 CONTROLLER ASSEMBLY

THE MODEL 2070 CONTROLLER ASSEMBLIES SHALL INCLUDE MODEL 2070 ATC CONTROLLER, MCCAIN OMNI EX LOCAL INTERSECTION CONTROL SOFTWARE, 2070-1C OR 2070-1E CPU MODULE, 2070-2A OR 2070-2E FIELD I/O MODULE, 2070-3B DISPLAY MODULE, 2070-4A POWER SUPPLY MODULE, 2070-7A ASYNCHRONOUS COMMUNICATION MODULE (DUAL RS-232), 2070-7G GPS TIME BASE MODULE, VEHICLE DETECTION CARDS, SWITCH PACKS AND ALL AUXILIARY EQUIPMENT NECESSARY TO OPERATE THE PHASING SEQUENCE AND EMERGENCY VEHICLE PREEMPTION SHOWN ON THE PLANS.

THE TYPE 332 CABINET SHALL HAVE A CONTROLLER CABINET DRAWER INCLUDED TO HOLD PLANS, MAINTENANCE LOGS AND TIMING SHEETS. THE CONTROLLER SHALL ALSO INCLUDE A CABINET LIGHT AS REQUIRED WITHIN THE CALTRANS STANDARD SPECIFICATIONS. THE LIGHT SHALL AUTOMATICALLY TURN ON AND REMAIN ON ANYTIME ONE OF THE CABINET DOORS IS OPENED.

THE TESTING OF THE CONTROLLER AND CABINET SHALL BE PERFORMED BY A TESTING LABORATORY AND CERTIFIED TO MEET THE SPECIFICATIONS AND REQUIREMENTS OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION. THE TESTING COSTS AND TRANSPORTATION OF THE CONTROLLER AND CABINET TO THE TESTING LABORATORY SHALL BE AT THE CONTRACTOR'S EXPENSE AND SHALL BE INCLUDED IN THE LUMP SUM PRICE PAID FOR THE TRAFFIC SIGNAL AS SET FORTH IN THE PROPOSAL.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO HAVE A SIGNAL TECHNICIAN, QUALIFIED TO WORK ON THE CONTROLLER UNIT AND EMPLOYED BY THE CONTROLLER UNIT MANUFACTURER OR HIS REPRESENTATIVE, PRESENT AT THE TIME THE EQUIPMENT IS TURNED ON.

THE TYPE 332 TRAFFIC SIGNAL CABINETS SHALL BE PRE-WIRED WITH "GREEN SENSOR" HARNESS FOR "OPTICOM" PREEMPTION.

11.08 NUMBERING ELECTRICAL EQUIPMENT

THE CONTRACTOR SHALL PLACE TURLOCK IRRIGATION DISTRICT NUMBER LABELS ON ELECTRICAL EQUIPMENT. THE TURLOCK IRRIGATION DISTRICT WILL SUPPLY THE NUMBERS FOR THE CONTRACTOR'S INSTALLATION.

11.09 VEHICLE SIGNAL FACES AND SIGNAL HEADS

ALL RED, AMBER AND GREEN LIGHTS (BALL OR ARROW) SHALL BE 12 INCH IN SIZE AND SHALL UTILIZE LIGHT EMITTING DIODE SIGNAL MODULES. EACH LIGHT EMITTING DIODE SIGNAL MODULE SHALL CONSIST OF AN ASSEMBLY THAT UTILIZES LIGHT EMITTING DIODES AS THE LIGHT SOURCE. EACH LIGHT EMITTING DIODE SIGNAL MODULE SHALL BE DESIGNED TO BE INSTALLED IN THE DOOR FRAME OF A STANDARD TRAFFIC SIGNAL HOUSING. THE CONTRACTOR SHALL FURNISH ALL LED LAMPS.

11.10 PEDESTRIAN SIGNALS

PEDESTRIAN SIGNALS SHALL BE TYPE A BLACK IN COLOR. INTERNATIONAL SYMBOL INDICATIONS SHALL BE PROVIDED. THE PEDESTRIAN SIGNAL INDICATIONS SHALL HAVE LED'S SIGNAL MODULES THAT MEET CALTRANS SPECIFICATIONS "COUNTDOWN TYPE" WITH "FULL FIGURE DISPLAY".

THE FOLLOWING TYPE OF SCREEN SHALL BE PROVIDED:
A 1 1/2-INCH DEEP EGGRATE-TYPE SCREEN EITHER OF 0.020-INCH MAXIMUM THICKNESS 3003 H14 ALUMINUM ALLOY OR OF 0.030-INCH NOMINAL THICKNESS POLYCARBONATE. THE ASSEMBLY SHALL BE MOUNTED IN A FRAME CONSTRUCTED OF 0.040-INCH MINIMUM THICKNESS ALUMINUM ALLOY OR POLYCARBONATE BLACK IN COLOR.

THE EGGRATE-TYPE SCREEN SHALL BE INSTALLED PARALLEL TO THE FACE OF THE MESSAGE PLATE AND SHALL BE HELD IN PLACE BY THE USE OF STAINLESS STEEL SCREWS.

THE HOOD DESCRIBED IN SECTION 86-4.05C, "VISORS", OF THE STATE STANDARD SPECIFICATIONS IS NOT REQUIRED.

THE SCREEN AND FRAME SHALL BE ANODIZED FLAT BLACK OR MAY BE FINISHED WITH FLAT BLACK ENAMEL AS SPECIFIED IN SECTION 91-4.01, "ENAMEL: TRAFFIC SIGNAL LUSTERLESS BLACK", CONTRACTOR'S EXPENSE.

ALTERNATE METHODS MAY BE SUBSTITUTED FOR THE ABOVE SCREENING PROVIDING THE RESULTS ARE EQUAL TO OR SUPERIOR TO THOSE OBTAINED WITH THE ABOVE-SPECIFIED SCREEN AS DETERMINED BY THE CITY ENGINEER.

11.11 PEDESTRIAN PUSHBUTTONS

PEDESTRIAN PUSHBUTTONS SHALL MEET MUTCD REQUIREMENTS FOR ACCESSIBLE PEDESTRIAN SIGNALS (APS). CONTRACTOR SHALL PROVIDE THE APS WHERE THE MUTCD LANGUAGE IS SUCH THAT A FEATURE "SHALL" BE REQUIRED. THE PUSH BUTTON SIGN SHALL BE PORCELAIN ENAMELED METAL. THE PUSH BUTTON SHALL INCLUDE A R10-36 SIGN IMMEDIATELY ABOVE THE BUTTON.

POLE-SUPPORTED PEDESTRIAN TRAFFIC CONTROL BUTTONS SHALL BE IDENTIFIED WITH COLOR CODING CONSISTING OF A TEXTURED HORIZONTAL YELLOW BAND 2" IN WIDTH ENCIRCLING THE POLE, AND A 1" WIDE DARK BORDER BAND ABOVE AND BELOW THE YELLOW BAND. COLOR CODING SHOULD BE PLACED IMMEDIATELY ABOVE THE CONTROL BUTTON. CONTROL BUTTONS SHALL BE LOCATED NO HIGHER THAN 48" ABOVE THE SURFACE ADJACENT TO THE POLE.

11.12 EMERGENCY VEHICLE DETECTOR SYSTEM

TRAFFIC SIGNAL SHALL HAVE AN EMERGENCY VEHICLE DETECTOR SYSTEM THAT SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS AND THESE SPECIAL PROVISIONS.

GENERAL

EACH EMERGENCY VEHICLE DETECTOR SYSTEM SHALL CONSIST OF AN OPTICAL EMITTER ASSEMBLY OR ASSEMBLIES LOCATED ON THE APPROPRIATE VEHICLE AND AN OPTICAL DETECTOR/DISCRIMINATOR ASSEMBLY OR ASSEMBLIES LOCATED AT THE TRAFFIC SIGNAL.

EMITTER ASSEMBLIES ARE NOT REQUIRED FOR THIS PROJECT EXCEPT UNITS FOR TESTING PURPOSES TO DEMONSTRATE THAT THE SYSTEMS PERFORM AS SPECIFIED. TESTS SHALL BE CONDUCTED IN THE PRESENCE OF THE ENGINEER AS DESCRIBED BELOW UNDER "SYSTEM OPERATION" DURING THE SIGNAL TEST PERIOD. THE ENGINEER SHALL BE GIVEN A MINIMUM OF 2 WORKING DAYS NOTICE PRIOR TO PERFORMING THE TESTS.

EACH SYSTEM SHALL PERMIT DETECTION OF 2 CLASSES OF AUTHORIZED VEHICLES. CLASS I (MASS TRANSIT) VEHICLES SHALL BE DETECTED AT RANGES OF UP TO 900 FEET FROM THE OPTICAL DETECTOR. CLASS II (EMERGENCY) VEHICLES SHALL BE DETECTED AT RANGES UP TO 1800 FEET FROM THE OPTICAL DETECTOR.

CLASS I SIGNALS (THOSE EMITTED BY CLASS I VEHICLES) SHALL BE DISTINGUISHED FROM CLASS II SIGNALS (THOSE EMITTED BY CLASS II VEHICLES) ON THE BASIS OF THE MODULATION FREQUENCY OF THE LIGHT FROM THE RESPECTIVE EMITTER. THE MODULATION FREQUENCY FOR CLASS I SIGNAL EMITTERS SHALL BE 9.639 HZ \pm 0.110 HZ. THE MODULATION FREQUENCY FOR CLASS II SIGNAL EMITTERS SHALL BE 14.035 HZ \pm 0.250 HZ.

A SYSTEM SHALL ESTABLISH A PRIORITY OF CLASS II VEHICLE SIGNALS OVER CLASS I VEHICLE SIGNALS AND SHALL CONFORM TO THE REQUIREMENTS IN SECTION 25352 OF THE CALIFORNIA VEHICLE CODE.

OPTICAL DETECTION/DISCRIMINATOR ASSEMBLY

GENERAL

EACH OPTICAL DETECTION/DISCRIMINATOR ASSEMBLY SHALL CONSIST OF ONE OR MORE OPTICAL DETECTORS, CONNECTING CABLE AND A DISCRIMINATOR MODULE.

EACH ASSEMBLY, WHEN USED WITH STANDARD EMITTERS, SHALL HAVE A RANGE OF AT LEAST 990 FEET FOR CLASS I SIGNALS AND 1800 FEET FOR CLASS II SIGNALS. STANDARD EMITTERS FOR BOTH CLASSES OF SIGNALS SHALL BE AVAILABLE FROM THE MANUFACTURER OF THE SYSTEM. RANGE MEASUREMENTS SHALL BE TAKEN WITH ALL RANGE ADJUSTMENTS ON THE DISCRIMINATOR MODULE SET TO "MAXIMUM".

OPTICAL DETECTOR

EACH OPTICAL DETECTOR SHALL BE A WATERPROOF UNIT CAPABLE OF RECEIVING OPTICAL ENERGY FROM TWO SEPARATELY AMIABLE DIRECTIONS. THE HORIZONTAL ANGLE BETWEEN THE 2 DIRECTIONS SHALL BE VARIABLE FROM 180 DEGREES TO 5 DEGREES.

THE RECEPTION ANGLE FOR EACH PHOTOCELL ASSEMBLY SHALL BE A MAXIMUM OF 8 DEGREES IN ALL DIRECTIONS ABOUT THE AIMING AXIS OF THE ASSEMBLY. MEASUREMENTS OF RECEPTION ANGLE WILL BE TAKEN AT A RANGE OF 990 FEET FOR A TYPE I EMITTER AND AT A RANGE OF 1800 FEET FOR A TYPE II EMITTER.

INTERNAL CIRCUITRY SHALL BE SOLID STATE AND THE ASSOCIATED DISCRIMINATOR MODULE SHALL PROVIDE ELECTRICAL POWER.

EACH OPTICAL DETECTOR SHALL BE CONTAINED IN A HOUSING, WHICH SHALL INCLUDE 2 ROTATABLE PHOTOCELL ASSEMBLIES, AN ELECTRONIC ASSEMBLY AND A BASE. THE BASE SHALL HAVE AN OPENING TO PERMIT MOUNTING ON A MAST ARM OR A VERTICAL PIPE NIPPLE, OR SUSPENSION FROM A SPAN WIRE. THE MOUNTING OPENING SHALL HAVE FEMALE THREADS FOR ONE INCH CONDUIT. A CABLE ENTRANCE SHALL BE PROVIDED WHICH SHALL HAVE MALE THREADS AND GASKETING TO PERMIT A WATERPROOF CABLE CONNECTION. EACH DETECTOR SHALL HAVE MASS OF LESS THAN 2.4 LBS AND SHALL PRESENT A MAXIMUM WIND LOAD AREA OF 36 INCHES SQUARED. THE HOUSING SHALL BE PROVIDED WITH WEEP HOLES TO PERMIT DRAINAGE OF CONDENSED MOISTURE.

EACH OPTICAL DETECTOR SHALL BE INSTALLED, WIRED AND AIMED AS SPECIFIED BY THE MANUFACTURER.

CABLE

OPTICAL DETECTOR CABLE (EV-C) SHALL MEET THE REQUIREMENTS OF IPCEA-S-61-402/NEMA WC 5, SECTION 7.4, 600V (AC) CONTROL CABLE, 75 C, TYPE B, AND THE FOLLOWING:

A. THE CABLE SHALL CONTAIN 3 CONDUCTORS, EACH OF WHICH SHALL BE NO. 20 (7 X 28) STRANDED, TINNED COPPER WITH LOW-DENSITY POLYETHYLENE INSULATION. MINIMUM AVERAGE INSULATION THICKNESS SHALL BE 0.63 MM. INSULATION OF INDIVIDUAL CONDUCTORS SHALL BE COLOR-CODED: 1-YELLOW, 1-BLUE, AND 1-ORANGE.

B. THE SHIELD SHALL BE EITHER TINNED COPPER BRAID OR ALUMINIZED POLYESTER FILM WITH A NOMINAL 20 PERCENT OVERLAP. WHERE FILM IS USED, A NO. 20 (7 X 28) STRANDED, TINNED, BARE DRAIN WIRE SHALL BE PLACED BETWEEN THE INSULATED CONDUCTORS AND THE SHIELD AND IN CONTACT WITH THE CONDUCTIVE SURFACE OF THE SHIELD.

C. THE JACKET SHALL BE BLACK POLYVINYL CHLORIDE WITH MINIMUM RATINGS OF 600 V (AC) AND 80 C AND A MINIMUM AVERAGE THICKNESS OF 1.1 MM. THE JACKET SHALL BE MARKED AS REQUIRED BY IPCEA/NEMA.

D. THE FINISHED OUTSIDE DIAMETER OF THE CABLE SHALL NOT EXCEED 8.9 MM.

E. THE CAPACITANCE, AS MEASURED BETWEEN ANY CONDUCTOR AND THE OTHER CONDUCTORS AND THE SHIELD, SHALL NOT EXCEED 157 PF PER METER AT 1000 HZ.

F. THE CABLE RUN BETWEEN EACH DETECTOR AND THE CONTROLLER CABINET SHALL BE CONTINUOUS WITHOUT SPLICES OR SHALL BE SPLICED ONLY AS DIRECTED BY THE DETECTOR MANUFACTURER.

DISCRIMINATOR MODULE

EACH DISCRIMINATOR MODULE SHALL BE DESIGNED TO BE COMPATIBLE AND USABLE WITH A MODEL 170 CONTROLLER UNIT AND TO BE MOUNTED IN THE INPUT FILE OF A MODEL 332 OR MODEL 336 CONTROLLER CABINET, AND SHALL CONFORM TO THE REQUIREMENTS OF CHAPTER I OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, "TRAFFIC SIGNAL CONTROL EQUIPMENT SPECIFICATIONS",

EACH DISCRIMINATOR MODULE SHALL BE CAPABLE OF OPERATING TWO CHANNELS, EACH OF WHICH SHALL PROVIDE AN INDEPENDENT OUTPUT FOR EACH SEPARATE INPUT.

EACH DISCRIMINATOR MODULE, WHEN USED WITH ITS ASSOCIATED DETECTORS, SHALL PERFORM THE FOLLOWING:

A. RECEIVE CLASS I SIGNALS AT A RANGE OF UP TO 900 FEET AND CLASS II SIGNALS AT A RANGE OF UP TO 1800 FEET.

B. DECODE THE SIGNALS, ON THE BASIS OF FREQUENCY, AT 9.639 HZ \pm 0.119 HZ FOR CLASS I SIGNALS AND 14.035 HZ \pm 0.255 HZ FOR CLASS II SIGNALS.

C. ESTABLISH THE VALIDITY OF RECEIVED SIGNALS ON THE BASIS OF FREQUENCY AND LENGTH OF TIME RECEIVED. A SIGNAL SHALL BE CONSIDERED VALID ONLY WHEN RECEIVED FOR MORE THAN 0.50-SECOND. NO COMBINATION OF CLASS I SIGNALS SHALL BE RECOGNIZED AS A CLASS II SIGNAL REGARDLESS OF THE NUMBER OF SIGNALS BEING RECEIVED, UP TO A MAXIMUM OF 10 SIGNALS. ONCE A VALID SIGNAL HAS BEEN RECOGNIZED, THE EFFECT SHALL BE HELD BY THE MODULE IN THE EVENT OF TEMPORARY LOSS OF THE SIGNAL FOR A PERIOD ADJUSTABLE FROM 4.5 SECONDS TO 11 SECONDS IN AT LEAST 2 STEPS AT 5 SECONDS \pm 0.5 SECOND AND 10 SECONDS \pm 0.5 SECOND.

D. PROVIDE AN OUTPUT FOR EACH CHANNEL THAT WILL RESULT IN A "LOW" OR GROUNDED CONDITION OF THE APPROPRIATE INPUT OF A MODEL 170 CONTROLLER UNIT. FOR CLASS I SIGNAL THE OUTPUT SHALL BE A 6.25 HZ \pm 0.1 PERCENT, RECTANGULAR WAVEFORM WITH A 50 PERCENT DUTY CYCLE. FOR CLASS II SIGNALS THE OUTPUT SHALL BE STEADY.

EACH DISCRIMINATOR MODULE SHALL RECEIVE ELECTRIC POWER FROM THE CONTROLLER CABINET AT EITHER 24 V (DC) OR 120 V (AC).

EACH CHANNEL TOGETHER WITH THE CHANNEL'S ASSOCIATED DETECTORS SHALL DRAW NOT MORE THAN 100 MA AT 24 V (DC) OR MORE THAN 100 MA AT 120 V (AC). ELECTRIC POWER, ONE DETECTOR INPUT FOR EACH CHANNEL AND ONE OUTPUT FOR EACH CHANNEL SHALL TERMINATE AT THE PRINTED CIRCUIT BOARD EDGE CONNECTOR PINS LISTED BELOW:

BOARD EDGE CONNECTOR PIN ASSIGNMENT

A	DC GROUND		
B	+24V (DC)	P	(NC)
C	(NC)		
D	DETECTOR INPUT, CHANNEL A	R	(NC)
E	+24V (DC) TO DETECTORS	S	(NC)
F	CHANNEL A OUTPUT (C)	T	(NC)
		U	(NC)
H	CHANNEL A OUTPUT (E)	V	(NC)
J	DETECTOR INPUT, CHANNEL B	W	CHANNEL B OUTPUT (C)
K	DC GROUND TO DETECTORS	X	CHANNEL B OUTPUT (E)
L	CHASSIS GROUND	Y	(NC)
M	AC-	Z	(NC)
N	AC+		

(C) COLLECTOR, SLOTTED FOR KEYING
(E) EMITTER, SLOTTED FOR KEYING
(NC) NOT CONNECTED, CANNOT BE USED BY MANUFACTURER FOR ANY PURPOSE.

TWO AUXILIARY INPUTS FOR EACH CHANNEL SHALL ENTER EACH MODULE THROUGH THE FRONT PANEL CONNECTOR. PIN ASSIGNMENT FOR THE CONNECTOR SHALL BE AS FOLLOWS:

A. AUXILIARY DETECTOR 1 INPUT, CHANNEL A
B. AUXILIARY DETECTOR 2 INPUT, CHANNEL A
C. AUXILIARY DETECTOR 1 INPUT, CHANNEL B
D. AUXILIARY DETECTOR 2 INPUT, CHANNEL B

EACH CHANNEL OUTPUT SHALL BE AN OPTICALLY ISOLATED NPN OPEN COLLECTOR TRANSISTOR CAPABLE OF SINKING 50 MA AT 30 V (AC) AND SHALL BE COMPATIBLE WITH THE MODEL 170 CONTROLLER UNIT INPUTS.

EACH DISCRIMINATOR MODULE SHALL BE PROVIDED WITH MEANS OF PREVENTING TRANSIENTS RECEIVED BY THE DETECTOR FROM AFFECTING THE MODEL 170 CONTROLLER ASSEMBLY.

EACH DISCRIMINATOR MODULE SHALL HAVE A SINGLE CONNECTOR BOARD AND SHALL OCCUPY ONE SLOT WIDTH OF THE INPUT FILE. THE FRONT PANEL OF EACH MODULE SHALL HAVE A HANDLE TO FACILITATE WITHDRAWAL AND THE FOLLOWING CONTROLS AND INDICATORS FOR EACH CHANNEL:

A. THREE SEPARATE RANGE ADJUSTMENTS EACH FOR BOTH CLASS I AND CLASS II SIGNALS.

B. A 3-POSITION, CENTER-OFF, MOMENTARY CONTACT SWITCH, ONE POSITION (DOWN) LABELED FOR TEST OPERATION OF CLASS I SIGNALS, AND ONE POSITION (UP) LABELED FOR TEST OPERATION OF CLASS II SIGNALS.

C. A "SIGNAL" INDICATION AND A "CALL" INDICATION EACH FOR CLASS I AND FOR CLASS II SIGNALS. THE "SIGNAL" INDICATION DENOTES THAT A SIGNAL ABOVE THE THRESHOLD LEVEL HAS BEEN RECEIVED. A "CALL" INDICATION DENOTES THAT A STEADY, VALIDLY CODED SIGNAL HAS BEEN RECEIVED. THESE 2 INDICATIONS MAY BE ACCOMPLISHED WITH A SINGLE INDICATION LAMP; "SIGNAL" BEING DENOTED BY A FLASHING INDICATION AND "CALL" WITH A STEADY INDICATION.

IN ADDITION, THE FRONT PANEL SHALL BE PROVIDED WITH A SINGLE CIRCULAR, BAYONET-CAPTURED, MULTI-PIN CONNECTOR FOR 2 AUXILIARY DETECTOR INPUTS FOR EACH CHANNEL. CONNECTOR SHALL BE A MECHANICAL CONFIGURATION CONFORMING TO THE REQUIREMENTS IN MILITARY SPECIFICATION MIL-C-26482 WITH 10-4 INSERT ARRANGEMENT, SUCH AS BURNDY TRIM TRIO BANTAMITE SERIES,

A. WALL MOUNTING RECEPTACLE, G0810-4PNC WITH SM20M-156 GOLD PLATED PINS.

B. PLUG, G6L10-4SNE WITH SC20M-156 GOLD PLATED SOCKETS, CABLE CLAMP AND STRAIN RELIEF THAT SHALL PROVIDE FOR A RIGHT ANGLE TURN WITHIN 65 MM MAXIMUM FROM THE FRONT PANEL SURFACE OF THE DISCRIMINATOR MODULE.

CABINET WIRING

THE MODEL 332 CABINET HAS PROVISIONS FOR CONNECTIONS BETWEEN THE OPTICAL DETECTORS, THE DISCRIMINATOR MODULE AND THE MODEL 170 CONTROLLER UNIT.

WIRING FOR A MODEL 332 CABINET SHALL CONFORM TO THE FOLLOWING:

A. SLOTS 12 AND 13 OF INPUT FILE "J" HAVE EACH BEEN WIRED TO ACCEPT A 2-CHANNEL MODULE.

B. FIELD WIRING FOR THE PRIMARY DETECTORS, EXCEPT 24-V (DC) POWER, SHALL TERMINATE ON EITHER TERMINAL BOARD TB-9 IN THE CONTROLLER CABINET OR ON THE REAR OF INPUT FILE "J," DEPENDING ON CABINET CONFIGURATION. WHERE TB-9 IS USED, POSITION ASSIGNMENTS SHALL BE AS FOLLOWS:

POSITION	ASSIGNMENT
4	CHANNEL A DETECTOR INPUT, 1ST MODULE (SLOT J-12)
5	CHANNEL B DETECTOR INPUT, 1ST MODULE (SLOT J-12)
7	CHANNEL A DETECTOR INPUT, 2ND MODULE (SLOT J-13)
8	CHANNEL B DETECTOR INPUT, 2ND MODULE (SLOT J-13)

THE 24V (DC) CABINET POWER WILL BE AVAILABLE AT POSITION 1 OF TERMINAL BOARD TB-1 IN THE CONTROLLER CABINET.

FIELD WIRING FOR THE AUXILIARY DETECTORS SHALL TERMINATE ON TERMINAL BOARD TB-0 IN THE CONTROLLER CABINET. POSITION ASSIGNMENTS ARE AS FOLLOWS:

POSITION	ASSIGNMENT
1	+24V (DC) FROM (J-12E)
2	DETECTOR GROUND FROM (J-12K)
3	CHANNEL A AUXILIARY DETECTOR INPUT 1
4	CHANNEL A AUXILIARY DETECTOR INPUT 2
5	CHANNEL B AUXILIARY DETECTOR INPUT 1
6	CHANNEL B AUXILIARY DETECTOR INPUT 2

FOR MODULE 2 (J-13)

POSITION	ASSIGNMENT
7	+24V (DC) FROM (J-13E)
8	DETECTOR GROUND FROM (J-13K)
9	CHANNEL A AUXILIARY DETECTOR INPUT 1
10	CHANNEL A AUXILIARY DETECTOR INPUT 2
11	CHANNEL B AUXILIARY DETECTOR INPUT 1
12	CHANNEL B AUXILIARY DETECTOR INPUT 2

SYSTEM OPERATION

THE CONTRACTOR SHALL DEMONSTRATE THAT THE COMPONENTS OF EACH SYSTEM ARE COMPATIBLE AND WILL PERFORM SATISFACTORILY AS A SYSTEM. SATISFACTORY PERFORMANCE SHALL BE DETERMINED USING THE FOLLOWING TEST PROCEDURE DURING THE FUNCTIONAL TEST PERIOD:

A. EACH SYSTEM TO BE USED FOR TESTING SHALL CONSIST OF AN OPTICAL EMITTER ASSEMBLY, AN OPTICAL DETECTOR, AN OPTICAL DETECTOR CABLE AND A DISCRIMINATOR MODULE.

B. THE DISCRIMINATOR MODULES SHALL BE INSTALLED IN THE PROPER INPUT FILE SLOT OF THE MODEL 170 CONTROLLER ASSEMBLY.

C. TWO TESTS SHALL BE CONDUCTED; ONE USING A CLASS I SIGNAL EMITTER AND A DISTANCE OF 900 FEET BETWEEN THE EMITTER AND THE DETECTOR, THE OTHER USING A CLASS II SIGNAL EMITTER AND A DISTANCE OF 1800 FEET BETWEEN THE EMITTER AND THE DETECTOR. RANGE ADJUSTMENTS ON THE MODULE SHALL BE SET TO "MAXIMUM" FOR EACH TEST.

D. EACH TEST SHALL BE CONDUCTED FOR A PERIOD OF ONE HOUR, DURING WHICH, THE EMITTER SHALL BE OPERATED FOR 30 CYCLES, EACH CONSISTING OF A ONE-MINUTE "ON" INTERVAL AND A ONE-MINUTE "OFF" INTERVAL. DURING THE TOTAL TEST PERIOD THE EMITTER SIGNAL SHALL CAUSE THE PROPER RESPONSE FROM THE MODEL 170 CONTROLLER UNIT DURING EACH "ON" INTERVAL AND THERE SHALL BE NO IMPROPER OPERATION OF EITHER THE MODEL 170 CONTROLLER UNIT OR THE MONITOR DURING EACH "OFF" INTERVAL.

11.13 UNINTERRUPTED POWER SUPPLY:

THE CONTRACTOR SHALL INSTALL AN UNINTERRUPTED POWER SUPPLY UNIT CAPABLE OF SUPPLYING ELECTRICAL POWER FOR A FULLY EQUIPPED EIGHT PHASE TYPE 332 CABINET CONTROLLED WITH A TYPE 2070 TRAFFIC SIGNAL CONTROLLER. STANDARD RUN TIME SHALL BE 3 HOURS WITH ALL LED SIGNAL INDICATIONS. THE COMPONENTS SHALL BE WIRED AND CONFORM TO NEMA, NEC AND UL STANDARDS. THE UNIT SHALL BE EQUAL TO A TESCO 22 BBS 1400XL-6 OR AN APPROVED EQUAL. THE UNIT SHALL BE ELECTRICAL SERVICE MOUNTED ENCLOSURE. THE CONTRACTOR SHALL ENSURE THAT THE MOUNTING OF THIS UNIT TO THE ELECTRICAL SERVICE CABINET WILL NOT LIMIT THE WARRANTY OF ANY EQUIPMENT SUPPLIED WITH THIS PROJECT.

