Finance
Purchasing Division
929 N Front St., 10th Floor
Post Office Box 1810
Wilmington, NC 28402-1810

910 341-7830
910 341-7842 fax
wilmingtonnc.gov
Dial 711 TTY/Voice

ADDENDUM NUMBER 2
WRIGHTSVILLE AVENUE SIDEWALK AND ROUNDABOUT
SW-CN-0225
FEBRUARY 25, 2025

To all holders of Bid Documents, please be advised of the following:

The Bid Opening Date has been extended to MARCH 11, 2025 @ 3:00 10TH FLOOR ROOM 1069

This Addendum provides an excel spreadsheet for the line items. (See attached) The Excel Spreadsheet can also be downloaded via the link provided on this post. For further assistance obtaining this spreadsheet, please email Raquel Perez at raquel.perez@wilmingtonnc.gov.

Responses are in blue.

1. At the bottom of the bid tab, it says ROADWAY LIGHTING 1 LS. Is this the responsibility of the bidding contractor? No, this was for City's use for overall project costs. We removed all the line items not tied to contractor bid.
2. MISCELLANEOUS (5% STR & UTILITIES), MISCELLANEOUS (10% ROADWAY). What does this mean? Removed, per 1.
3. No. 16 on the bid tab COORDINATE RELOCATION OF TELEPHONE PEDESTAL. Is this the same thing as Addendum number 1: 5- COORDINATE RELOCATION OF TELEPHONE PEDESTAL. Can you provide what utility owner we will need to call for the Telephone provider? Charter Communications owns it and will relocate it. if it is, can it be removed from the bid tab or have an annotation that show that the work will be done by Charter. Yes, it's the same. Charter Communications is the owner.
4. Barricades are not on the current bid tab sheet, they are however on the TECHNICAL SPECIFICATIONS: 1.13 BARRIERS / B. Provide barricades required by authorities having jurisdiction for public rights-of-way. Are barricades required? if not can it be removed from the tech Specs? if they are can they be added to the bid tab? Barricade Technical Specification will remain in the event a contractor detour is allowed. At that point, the barricade can be paid for in Line 95 Temporary Traffic Control.

5. Revised Excel Bid Sheet.

6. Revised TS-1 Special Provisions.

Acknowledge receipt of this Addendum in the space provided in the Proposal. Failure to do so may disqualify the Bidder.

All other terms and conditions remain unchanged.

Daryle L. Parker, Purchasing Manager
Purchasing Division
END OF ADDENDUM TWO

Project: Wrightsville Avenue Sidewalk and Roundabout
Wilshire Blvd to Hawthorne Drive
County: New Hanover

CONSTR. COST
$0

Date: 11/11/2024

No.	Section	Description	Quantity	Unit	Price	Amount
1	800	MOBLIZATION	1	LS		
2	801	CONSTRUCTION SURVEYING	1	LS		
3	200	CLEARING & GRUBBING	1	LS		
4	225	UNCLASSIFIED EXCAVATION	1,800	CY		
5	225	UNDERCUT EXCAVATION	3,900	CY		
6	230	BORROW EXCAVATION	1,000	CY		
7	SP	TREE PROTECTION FENCE	1,520	LF		
8	200	SELECT TREE REMOVAL	130	EA		
9	250	REMOVAL OF EXISTING ASPHALT PAVEMENT	4,184	SY		
10	250	REMOVAL OF EXISTING CONCRETE PAVEMENT	1,088	SY		
11	SP	RELOCATE MAILBOX	21	EA		
12	SP	RELOCATE LANDSCAPE LIGHTS	4	EA		
13	SP	RELOCATE METAL GATE	1	EA		
14	SP	ADJUST GUY WIRE FOR SIGNAL POLE	1	EA		
15	SP	REMOVE EXISTING BOLLARDS	2	EA		
16	SP	COORDINATE RELOCATION OF TELEPHONE PEDESTAL	1	EA		
17	SP	REMOVE EXISTING RETAINING WALL	30	LF		
18	SP	RELOCATE EXISTING BLOCK RETAINING WALL	20	LF		
19	SP	RELOCATE PRIVATE SIGN	1	EA		
20	270	GEOTEXTILE FOR SOIL STABILIZATION	200	SY		
21	310	12" RC PIPE CULVERTS, CLASS III	43	LF		
22	310	15" RC PIPE CULVERTS, CLASS III	1,198	LF		
23	310	18" RC PIPE CULVERTS, CLASS III	307	LF		
24	340	PIPE REMOVAL	36	LF		
25	1530	ABANDON 12" STORM WATER PIPE	40	LF		
26	500	FINE GRADING	1	LS		
27	520	AGGREGATE BASE COURSE	3,800	TON		
28	607	MILLING ASPHALT PAVEMENT, 0" TO 2"	1,137	SY		
29	620	ASPHALT CONC BASE COURSE, TYPE B25.0C	95	TON		
30	620	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0C	770	TON		
31	620	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	675	TON		
32	830	MASONRY DRAINAGE STRUCTURES	33	EA		
33	840	FRAME WITH TWO GRATES, STD 840.16	23	EA		
34	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE E	5	EA		
35	840	FRAME WITH COVER, STD 840.54	11	EA		
36	840	FRAME WITH GRATE, STD 840.35	1	EA		
37	859	CONVERT EXISTING JUNCTION BOX TO DROP INLET	2	EA		
38	859	CONVERT EXISTING DROP INLET TO JUNCTION BOX WITH MANHOL	2	EA		
39	858	ADJUSTMENT OF DROP INLETS	10	EA		
40	SP	SPECIAL SIDEWALK DRAIN	3	EA		
41	SP	CURB CUT WITH SLIPNOT PLATE	7	EA		
42	310	12" PIPE END SECTION	5	EA		
43	310	15" PIPE END SECTION	7	EA		
44	846	8" X 12" CONCRETE CURB	167	LF		
45	846	9" X 18" CONCRETE CURB	618	LF		
46	846	1'-6" CONCRETE CURB & GUTTER	340	LF		
47	846	2'-6" CONCRETE CURB & GUTTER	196	LF		
48	SP	VERTICAL CURB AND GUTTER, CITY STD SD3-11	2,378	LF		
49	846	CONCRETE VALLEY GUTTER	62	LF		
50	848	4" CONCRETE SIDEWALK	4,453	SY		
51	SP	REINSTALL EXISTING PAVER SIDEWALK	7	SY		
52	SP	FLEXI-PAVE SIDEWALK	353	SY		
53	848	CONCRETE CURB RAMPS	19	EA		
54	SP	DETECTABLE WARNING DOMES	50	SY		
55	848	6" CONCRETE DRIVEWAY	2,524	SY		
56	852	4" CONCRETE ISLAND COVER	21	SY		
57	852	5" MONOLITHIC CONCRETE ISLANDS (KEYED IN)	90	SY		
58	SP	REMOVE AND REPLACE CONCRETE CURB RAMPS	1	EA		
59	SP	ADJUST EXIST. HAND HOLE TO PROP. GRADE	2	EA		
60	SP	ADJUST EXIST. FIBER OPTIC MANHOLE TO PROP. GRADE	1	EA		
61	SP	7" TRUCK MOUNTABLE CONCRETE ISLAND	396	SY		
62	SP	WOOD FENCE RESET	106	LF		
63	SP	METAL FENCE RESET	26	LF		
64	876	RIP RAP, CLASS B	7	TON		
		EROSION CONTROL				
65	1605	TEMPORARY SILT FENCE	8,220	LF		
66	1610	SEDIMENT CONTROL STONE	500	TON		
67	SP	SEED FOR TEMPORARY SEEDING	300	LB		
68	1620	FERTILIZER FOR TEMPORARY SEEDING	1	TON		
69	1630	SILT EXCAVATION	1,397	CY		
70	1631	MATTING FOR EROSION CONTROL	7,500	SY		
71	1632	1/4" HARDWARE CLOTH	2,550	LF		
72	SP	SEEDING & MULCHING	3	ACR		
73	SP	8" COMPOST FILTER SOCK	500	LF		
		SIGNALS & ITS				
74	1705	PEDESTRIAN SIGNAL HEAD (16", 1 SECTION W/COUNTDOWN)	15	EA		
75	1705	SIGNAL CABLE	3,600	LF		
76	1705	VEHICLE SIGNAL HEAD (12", 3 SECTION)	9	EA		
77	1705	VEHICLE SIGNAL HEAD (12", 4 SECTION)	7	EA		
78	1715	PAVED TRENCHING (1, 2")	170	LF		
79	1715	UNPAVED TRENCHING (1, 2")	1,300	LF		
80	1715	DIRECTIONAL DRILL (1, 2")	250	LF		
81	1716	JUNCTION BOX (STANDARD SIZE)	18	EA		
82	1722	2" RISER WITH WEATHERHEAD	8	EA		
83	1725	INDUCTIVE LOOP SAWCUT	250	LF		
84	1726	LEAD-IN CABLE (14-2)	3,000	LF		

(5% - Roadway, Str & Utilities)

85	1745	SIGN FOR SIGNALS	1	EA		
86	1743	TYPE II PEDESTAL WITH FOUNDATION	15	EA		
87	1752	CONDUIT ENTRANCE INTO EXISTING FOUNDATION	3	EA		
		SIGNING				
88	904	SIGN ERECTION, TYPE E (GROUND MOUNTED)	28	EA		
89	904	SIGN ERECTION, RELOCATE TYPF (GROUND MOUNTED)	21	EA		
90	904	SIGN ERECTION, RELOCATE TYPE PRIVATE SIGN (GROUND MOUNTE	1	EA		
91	903	SUPPORTS, STEEL SQUARE TUBE	685	LF		
92	907	DISPOSAL OF SUPPORT, U-CHANNEL	21	EA		
93	907	DISPOSAL OF SIGN SYSTEM, U-CHANNEL	8	EA		
94	901	CONTRACTOR FURNSHED, TYPE E SIGN	174	SF		
		TRAFFIC CONTROL				
95	SP	TEMPORARY TRAFFIC CONTROL	1	LS		
96	1413	PORTABLE LIGHTING	1	LS		
97	1110	WORK ZONE SIGNS (PORTABLE)	850	SF		
98	1115	FLASHING ARROW BOARD	2	EA		
99	1120	PORTABLE CHANGEABLE MESSAGE SIGN	4	EA		
100	1130	DRUMS	300	EA		
101	1135	CONES	300	EA		
102	1150	FLAGGER	720	DAY		
103	1165	TMA	2	EA		
104	1205	PAINT PAVEMENT MARKING LINES (4")	3,700	LF		
105	1205	PAINT PAVEMENT MARKING LINES (24")	100	LF		
		THERMO & PAVEMENT MARKINGS				
106	1205	THERMOPLASTIC PAVEMENT MARKINGLINES (4", 90 MILS)	4,405	LF		
107	1205	THERMOPLASTIC PAVEMENT MARKINGLINES (8", 90 MILS)	1,585	LF		
108	1205	THERMOPLASTIC PAVEMENT MARKINGLINES (24", 90 MILS)	544	LF		
109	1205	THERMOPLASTIC PAVEMENT MARKINGSYMBOL (90 MILS)	10	EA		
110	1205	REMOVAL OF PAVEMENT MARKING LINES 4"	955	LF		
111	1205	REMOVAL OF PAVEMENT MARKING LINES 24"	862	LF		
112	1205	REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS	5	EA		
113	1253	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKER	105	EA		
		UTILITIES (WATER & SEWER)				
114	858	ADJUSTMENT OF METER BOXES OR VALVE BOXES	55	EA		
115	SP	ADJUST CLEANOUT TO PROPOSED GRADE	13	EA		
116	SP	ADJUST SANITARY MANHOLE FRAME AND COVER TO PROP. GRADE	5	EA		
117	1510	6" WATER LINE	60	LF		
118	1510	8" WATER LINE	50	LF		
119	1510	10" WATER LINE	90	LF		
120	1510	12" WATER LINE WITH FITTINGS (FUSIBLE C-900)	150	LF		
121	1510	DUCTILE IRON WATER PIPE FITTINGS	2,890	LB		
122	1510	6" VALVE	5	EA		
123	1510	8" VALVE	2	EA		
124	1510	10" VALVE	4	EA		
125	1510	12" VALVE	2	EA		
126	1515	1" WATER METER	1	EA		
127	1515	FIRE HYDRANT	5	EA		
128	1515	1" WATER SERVICE LINE	75	LF		
129	1530	ABANDON 12" UTILITY PIPE	140	LF		
130	1530	REMOVE WATER METER	1	EA		
131	1530	REMOVE FIRE HYDRANT	5	EA		
132	SP	STRUCTURAL BRIDGING	4	EA		
		LANDSCAPING				
133	1670	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	12	EA		
134	SP	DISTYLIUM X 'PIIDIST-V'	6	EA		
135	SP	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ'	1	EA		
136	1670	LIRIOPE MUSCARI 'BIG BLUE'	86	EA		
137	SP	LIRIOPE MUSCARI 'VARIEGATA'	672	EA		
138	SP	TOPSOIL	24	CY		
139	SP	MULCH	24	CY		
140	SP	RIVER ROCK 12"-18"	100	EA		
141	SP	RIVER ROCK 3"-5"	1.25	CY		
142	SP	NAUTICAL PIERS	2	EA		
		Construction Cost ……..	……..	……..	$	-

#

WRIGHTSVILLE AVENUE SIDEWALKS & ROUNDABOUT
SW-CN-0225

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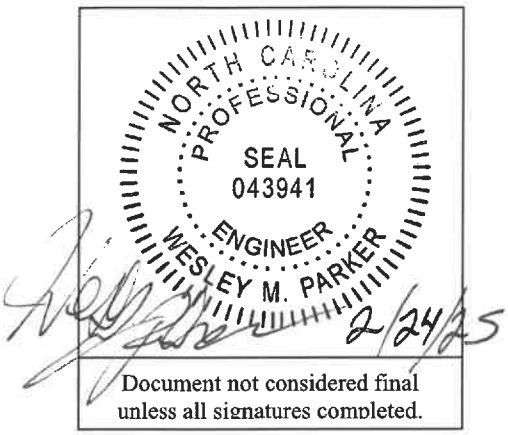


Signals and Intelligent Transportation Systems
Project Special Provisions
(Version 24.1)

Prepared By: Wes Parker
24-Feb-25

Contents

1. 2024 STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES

The 2024 Standard Specifications are revised as follows:

1.1. ELECTRICAL JUNCTION BOXES (1091-5)

Page 10-209, revise paragraphs beginning on line 26 to read "Provide electrical junction boxes with covers of the type and size indicated by the contract or plans for the termination of conduits. Boxes and covers shall meet all requirements and specifications of ANSI/SCTE 77 2017. Structural load tests shall meet the Tier 15 application type."

Page 10-209, line 28, revise title of section 1091-5(B) from “Polymer Concrete (PC) Junction Boxes” to “Polymer Concrete (PC), Composite, and Thermoplastic Junction Boxes”.

Page 10-209, revise paragraphs beginning on line 29 through line 41 to read “For PC junction boxes, use polymer concrete material made of an aggregate consisting of sand and gravel bound together with a polymer and reinforced with glass strands to fabricate box and cover components.
Provide junction boxes which have bolted covers and open bottoms. Provide vertical extensions of 6 inches to 12 inches as required by project provisions.
Provide the required logo on the cover. Provide at least two size 3/8 inch diameter hex head stainless steel cover bolts to match inserts in the box. Provide pull slot(s) with stainless steel pin(s). Bodies of junction boxes shall be a single piece.
Polymer concrete, composite, and thermoplastic junction boxes are not required to be listed electrical devices.”

1.2. TRAFFIC SIGNAL ACTIVATION (1700-4)

Page 17-4, revise paragraph beginning on line 42 through line 46 to read “Prior to placing signal in the steady (stop-and-go) mode, the signal should be placed in yellow-red flashing mode for up to 7 days or as directed by the Engineer. Yellow-red flashing mode differs from the red-red flashing mode shown in the signal plan. Yellow-red flash mode includes flashing the yellow signal indications on all main street through movements while flashing the red signal indications on all side street signal heads and any left turn heads on the main street. The signal should not be placed in the steady (stop-and-go) mode on a Saturday or Sunday without prior approval from the Engineer. Do not place the signal in steady (stop-and-go) mode until inspected and without prior approval of the Engineer.”

2. SIGNAL HEADS

2.1. MATERIALS

A. General:

Fabricate vehicle signal head housings and end caps from die-cast aluminum. Fabricate 12-inch and 16-inch pedestrian signal head housings and end caps from die-cast aluminum. Fabricate 9-inch pedestrian signal head housings, end caps, and visors from virgin polycarbonate material. Provide visor mounting screws, door latches, and hinge pins fabricated from stainless steel. Provide interior screws, fasteners, and metal parts fabricated from stainless steel.

Fabricate tunnel and traditional visors from sheet aluminum.

Paint all surfaces inside and outside of signal housings and doors. Paint outside surfaces of tunnel and traditional visors, wire outlet bodies, wire entrance fitting brackets and end caps when supplied as components of messenger cable mounting assemblies, pole and pedestal mounting assemblies, and pedestrian pushbutton housings. Have electrostatically-applied, fused-polyester paint in highway yellow (Federal Standard 595C, Color Chip Number 13538) a minimum of 2.5 to 3.5 mils thick. Do not apply paint to the latching hardware, rigid vehicle signal head mounting brackets for mast-arm attachments, messenger cable hanger components or balance adjuster components.

Have the interior surfaces of tunnel and traditional visors painted an alkyd urea black synthetic baking enamel with a minimum gloss reflectance and meeting the requirements of MIL-E-10169, "Enamel Heat Resisting, Instrument Black."

Where required, provide polycarbonate signal heads and visors that comply with the provisions pertaining to the aluminum signal heads listed on the QPL with the following exceptions:

Fabricate signal head housings, end caps, and visors from virgin polycarbonate material. Provide UV stabilized polycarbonate plastic with a minimum thickness of 0.1 ± 0.01 inches that is highway yellow (Federal Standard 595C, Color Chip 13538). Ensure the color is incorporated into the plastic material before molding the signal head housings and end caps. Ensure the plastic formulation provides the following physical properties in the assembly (tests may be performed on separately molded specimens):

Test	**Required**	**Method**
Specific Gravity	1.17 minimum	ASTM D 792
Flammability	Self-extinguishing	ASTM D 635
Tensile Strength, yield, PSI	8500 minimum	ASTM D 638
Izod impact strength, ft-lb/in [notched, 1/8 inch]	12 minimum	ASTM D 256

For pole mounting, provide side of pole mounting assemblies with framework and all other hardware necessary to make complete, watertight connections of the signal heads to the poles and pedestals. Fabricate the mounting assemblies and frames from aluminum with all necessary hardware, screws, washers, etc. to be stainless steel. Provide mounting fittings that match the positive locking device on the signal head with the serrations integrally cast into the brackets. Provide upper and lower pole plates that have a 1 ¼-inch vertical conduit entrance hubs with the hubs capped on the lower plate and 1 ½-inch horizontal hubs. Ensure that the assemblies provide rigid attachments to poles and pedestals so as to allow no twisting or swaying of the signal heads. Ensure that all raceways are free of sharp edges and protrusions, and can accommodate a minimum of ten Number 14 AWG conductors.

For pedestal mounting, provide a post-top slipfitter mounting assembly that matches the positive locking device on the signal head with serrations integrally cast into the slipfitter. Provide stainless steel hardware, screws, washers, etc. Provide a minimum of six 3/8 X 3/4-inch long square head bolts for attachment to pedestal. Provide a center post for multi-way slipfitters.

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

1. Sample submittal,

2. Third-party independent laboratory testing results for each submitted module with evidence of testing and conformance with all of the Design Qualification Testing specified in section 6.4 of each of the following Institute of Transportation Engineers (ITE) specifications:
   - Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement
   - Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement
   - Pedestrian Traffic Control Signal Indications –Light Emitting Diode (LED) Signal Modules.

   (Note: The Department currently recognizes two approved independent testing laboratories. They are Intertek ETL Semko and Light Metrics, Incorporated with Garwood Laboratories. Independent laboratory tests from other laboratories may be considered as part of the QPL submittal at the discretion of the Department,
3. Evidence of conformance with the requirements of these specifications,
4. A manufacturer's warranty statement in accordance with the required warranty, and
5. Submittal of manufacturer's design and production documentation for the model, including but not limited to, electrical schematics, electronic component values, proprietary part numbers, bill of materials, and production electrical and photometric test parameters.
6. Evidence of approval of the product to bear the Intertek ETL Verified product label for LED traffic signal modules.

Ensure LED traffic signal modules meet the performance requirements for the minimum period of 15 years, provide a written warranty against defects in materials and workmanship for the modules for a period of 15 years after installation of the modules. During the warranty period, the manufacturer must provide new replacement modules within 45 days of receipt of modules that have failed at no cost to the State. Repaired or refurbished modules may not be used to fulfill the manufacturer's warranty obligations. Provide manufacturer's warranty documentation to the Department during evaluation of product for inclusion on Qualified Products List (QPL).

B. Vehicle Signal Heads:

Comply with the ITE standard "Vehicle Traffic Control Signal Heads". Provide housings with provisions for attaching backplates.

Provide visors that are 8 inches in length for 8-inch vehicle signal head sections. Provide visors that are 10 inches in length for 12-inch vehicle signal heads.

Provide a termination block with one empty terminal for field wiring for each indication plus one empty terminal for the neutral conductor. Have all signal sections wired to the termination block. Provide barriers between the terminals that have terminal screws with a minimum Number 8 thread size and that will accommodate and secure spade lugs sized for a Number 10 terminal screw.

Mount termination blocks in the yellow signal head sections on all in-line vehicle signal heads. Mount the termination block in the red section on five-section vehicle signal heads.

Furnish vehicle signal head interconnecting brackets. Provide one-piece aluminum brackets less than 4.5 inches in height and with no threaded pipe connections. Provide hand holes on the bottom of the brackets to aid in installing wires to the signal heads. Lower brackets that carry no wires and are used only for connecting the bottom signal sections together may be flat in construction.

For messenger cable mounting, provide messenger cable hangers, wire outlet bodies, balance adjusters, bottom caps, wire entrance fitting brackets, and all other hardware necessary to make complete, watertight connections of the vehicle signal heads to the messenger cable. Fabricate messenger cable hanger components, wire outlet bodies and balance adjuster components from stainless steel or malleable iron galvanized in accordance with ASTM A153 (Class A) or ASTM A123. Provide serrated rings made of aluminum. Provide messenger cable hangers with U-bolt clamps. Fabricate washers, screws, hex-head bolts and associated nuts, clevis pins, cotter pins, U-bolt clamps and nuts from stainless steel.

For mast-arm mounting, provide rigid vehicle signal head mounting brackets and all other hardware necessary to make complete, watertight connections of the vehicle signal heads to the mast arms and to provide a means for vertically adjusting the vehicle signal heads to proper alignment. Fabricate the mounting assemblies from aluminum, and provide serrated rings made of aluminum. Provide stainless steel cable attachment assemblies to secure the brackets to the mast arms. Ensure all fastening hardware and fasteners are fabricated from stainless steel.

Provide LED vehicular traffic signal modules (hereafter referred to as modules) that consist of an assembly that uses LEDs as the light source in lieu of an incandescent lamp for use in traffic signal sections. Use LEDs that are aluminum indium gallium phosphorus (AlInGaP) technology for red and yellow indications and indium gallium nitride (InGaN) for green indications. Install the ultra bright type LEDs that are rated for 100,000 hours of continuous operation from -40°F to +165°F. Design modules to have a minimum useful life of 15 years and to meet all parameters of this specification during this period of useful life.

For the modules, provide spade terminals crimped to the lead wires and sized for a #10 screw connection to the existing terminal block in a standard signal head. Do not provide other types of crimped terminals with a spade adapter.

Ensure the power supply is integral to the module assembly. On the back of the module, permanently mark the date of manufacture (month & year) or some other method of identifying date of manufacture.

Tint the red, yellow and green lenses to correspond with the wavelength (chromaticity) of the LED. Transparent tinting films are unacceptable. Provide a lens that is integral to the unit with a smooth outer surface.

1. LED Circular Signal Modules:

Provide modules in the following configurations: 12-inch circular sections, and 8-inch circular sections. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department) for each module that appears on the 2024 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement" dated June 27, 2005 (hereafter referred to as VTCSH Circular Supplement) and other requirements stated in this specification.

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

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red circular	17	11

8-inch red circular	13	8
12-inch green circular	15	15
8-inch green circular	12	12

For yellow circular signal modules, provide modules tested under the procedures outlined in the VTCSH Circular Supplement to insure power required at 77° F is 22 Watts or less for the 12-inch circular module and 13 Watts or less for the 8-inch circular module.

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

2. LED Arrow Signal Modules

Provide 12-inch omnidirectional arrow signal modules. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department) for each module that appears on the 2024 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the requirements for 12-inch omnidirectional modules specified in the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement" dated July 1, 2007 (hereafter referred to as VTCSH Arrow Supplement) and other requirements stated in this specification.

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

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

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

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

3. LED U-Turn Arrow Signal Modules:

Provide modules in the following configurations: 12-inch left u-turn arrow signal modules and 12-inch right u-turn arrow signal modules.

Modules are not required to be listed on the ITS and Signals Qualified Products List. Provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the ITE "Vehicle Traffic Control Signal Heads – Light Emitting Diode (LED) Circular Signal Supplement" dated June 27, 2005 (hereafter referred to as VTCSH Circular Supplement) and other requirements stated in this specification.

Provide modules that have minimum maintained luminous intensity values that are not less than 16% of the values calculated using the method described in section 4.1 of the VTCSH Circular Supplement.

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

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
12-inch red u-turn arrow	17	11
12-inch green u-turn arrow	15	15

For yellow u-turn arrow signal modules, provide modules tested under the procedures outlined in the VTCSH Circular Supplement to ensure power required at 77° F is 22 Watts or less.

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

4. LED Bi-Modal Green-Yellow Arrow Signal Modules

Provide 12-inch omnidirectional bi-modal arrow signal modules. Ensure both green and yellow arrow indications are in each module with a clear lens that is integral to the unit. Ensure both indications display an incandescent style look.

Modules are not required to be listed on the ITS and Signals Qualified Products List. Ensure that both indications along with the module meet or exceed the requirements in sections 1, 2, 3, 4 and 5 of the VTCSH Arrow Supplement and other requirements stated in this specification.

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

Arrow Type	Nominal Wattage at 77° F
12-inch yellow arrow	12
12-inch green arrow	11

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

C. Pedestrian Signal Heads:

Provide pedestrian signal heads with international symbols that meet the MUTCD. Do not provide letter indications.

Comply with the ITE standard for “Pedestrian Traffic Control Signal Indications” and the following sections of the ITE standard for “Vehicle Traffic Control Signal Heads” in effect on the date of advertisement:

- Section 3.00 - “Physical and Mechanical Requirements”
- Section 4.01 - “Housing, Door, and Visor: General”
- Section 4.04 - “Housing, Door, and Visor: Materials and Fabrication”
- Section 7.00 - “Exterior Finish”

Provide a double-row termination block with three empty terminals and number 10 screws for field wiring. Provide barriers between the terminals that accommodate a spade lug sized for number 10 terminal screws. Mount the termination block in the hand section. Wire all signal sections to the terminal block.

Where required by the plans, provide 16-inch pedestrian signal heads with traditional three-sided, rectangular visors, 6 inches long. Where required by the plans, provide 12-inch pedestrian signal heads with traditional three-sided, rectangular visors, 8 inches long.

Provide 2-inch diameter pedestrian push-buttons with weather-tight housings fabricated from die-cast aluminum and threading in compliance with the NEC for rigid metal conduit. Provide a weep hole in the housing bottom and ensure that the unit is vandal resistant.

Provide push-button housings that are suitable for mounting on flat or curved surfaces and that will accept 1/2-inch conduit installed in the top. Provide units that have a heavy duty push-button assembly with a sturdy, momentary, normally-open switch. Have contacts that are electrically insulated from the housing and push-button. Ensure that the push-buttons are rated for a minimum of 5 mA at 24 volts DC and 250 mA at 12 volts AC.

Provide standard R10-3 signs with mounting hardware that comply with the MUTCD in effect on the date of advertisement. Provide R10-3E signs for countdown pedestrian heads and R10-3B for non-countdown pedestrian heads.

Design the LED pedestrian traffic signal modules (hereafter referred to as modules) for installation into standard pedestrian traffic signal sections that do not contain the incandescent signal section reflector, lens, eggcrate visor, gasket, or socket. Provide modules that consist of an assembly that uses LEDs as the light source in lieu of an incandescent lamp. Use LEDs that are of the latest aluminum indium gallium phosphorus (AlInGaP) technology for the Portland Orange hand and countdown displays. Use LEDs that are of the latest indium gallium nitride (InGaN) technology for the Lunar White walking man displays. Install the ultra-bright type LEDs that are rated for 100,000 hours of continuous operation from -40°F to +165°F. Design modules to have a minimum useful life of 60 months and to meet all parameters of this specification during this period of useful life.

Design all modules to operate using a standard 3 - wire field installation. Provide spade terminals crimped to the lead wires and sized for a #10 screw connection to the existing terminal block in a standard pedestrian signal housing. Do not provide other types of crimped terminals with a spade adapter.

Ensure the power supply is integral to the module assembly. On the back of the module, permanently mark the date of manufacture (month & year) or some other method of identifying date of manufacture.

Provide modules in the following configuration: 16-inch displays which have the solid hand/walking man overlay on the left and the countdown on the right, and 12-inch displays which have the solid hand/walking man module as an overlay. All makes and models of LED modules purchased for use on the State Highway System shall appear on the current NCDOT Traffic Signal Qualified Products List (QPL).

Provide the manufacturer's model number and the product number (assigned by the Department) for each module that appears on the 2024 or most recent Qualified Products List. In addition, provide manufacturer's certification in accordance with Article 106-3 of the *Standard Specifications,* that each module meets or exceeds the ITE "Pedestrian Traffic Control Signal Indicators - Light Emitting Diode (LED) Signal Modules" dated August 04, 2010 (hereafter referred to as PTCSI Pedestrian Standard) and other requirements stated in this specification.

Provide modules that meet the following requirements when tested under the procedures outlined in the PTCSI Pedestrian Standard:

Module Type	Max. Wattage at 165° F	Nominal Wattage at 77° F
Hand Indication	16	13
Walking Man Indication	12	9
Countdown Indication	16	13

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

Provide module lens that is hard coated or otherwise made to comply with the material exposure and weathering effects requirements of the Society of Automotive Engineers (SAE) J576. Ensure all exposed components of the module are suitable for prolonged exposure to the environment, without appreciable degradation that would interfere with function or appearance.

Ensure the countdown display continuously monitors the traffic controller to automatically learn the pedestrian phase time and update for subsequent changes to the pedestrian phase time.

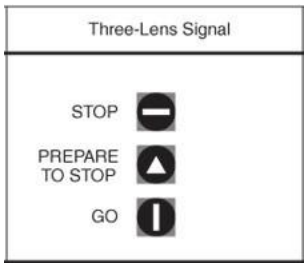
Ensure the countdown display begins normal operation upon the completion of the preemption sequence and no more than one pedestrian clearance cycle.

D. Bus Rapid Transit Signal Heads:

Provide modules in the following configurations, 12-inch three lens signal head assemblies per the MUTCD, Figure 8C-3. The 12-inch LED optical unit indications must comply with the MUTCD, Section 8C.11 and as illustrated in Figure 8C-3.

Provide LED transit signal modules that conform to the requirements of the ITE's Performance Specification, Vehicle Traffic Control Signal Heads-Light Emitting Diode (LED) Circular Signal Supplement, dated June 27, 2005, regarding environmental requirements, transient protection, operating voltage range, and electronic noise. The indication (bar symbol) must measure 1-1/2 inches wide by 9 inches long. The indication must be capable of being displayed in any angle of orientation from horizontal to vertical. Modules are not required to be listed on the ITS and Signals Qualified Products List.

12-inch three lens



E. Optically-Programmed Vehicle Signal Sections:

Material, equipment, and hardware furnished under this section must be pre-approved on the Department's QPL by the date of installation.

Design the programmable signal sections to tilt in two degree increments for a maximum of ten degrees above and ten degrees below horizontal, while still maintaining a common vertical axis.

Design the programmable signal sections to mount to standard signal sections to form a signal head. Ensure that the programmable signal sections have a mounting system compatible with the standard 1 ½-inch traffic signal fittings.

Provide an optical system consisting of a lamp, a diffuser, an optical limiter, and an objective lens. Ensure that all programming is accomplished optically with no hoods or louvers necessary to accomplish the programming. Provide optical masking tape with each section.

Provide a 150-Watt, 115 VAC lamp with integral reflector and rated output of 1750 lumens. Ensure that the average rated life is at least 6000 hours.

Provide a high resolution, annular, incremental lens. Ensure that the lens and door are sealed to provide a moisture and dust proof seal. Provide a red, yellow, or green ball or arrow indication as specified by the bid list, plans, or purchase order.

F. Louvers:

Material, equipment, and hardware furnished under this section must be pre-approved on the Department's QPL by the date of installation.

Provide louvers made from sheet aluminum. Paint the louvers alkyd urea black synthetic baked enamel with a minimum gloss reflectance and meeting the requirements of MIL-E-10169, "Enamel Heat Resisting, Instrument Black."

Ensure that the louvers have a 0-degree horizontal viewing angle. Provide a minimum of 5 vanes.

Provide geometrically programmed louvers that are made from aluminum with stainless steel hardware and designed to fit inside a 12" signal visor. Ensure geometrically programmed louvers are field adjustable to provide horizontal or vertical viewing control with a minimum of 6 different viewing angles. Provide a .050" aluminum full circle tunnel visor if the geometrically programmed louver is supplied with a visor.

3. LED BLANKOUT SIGN

3.1. MATERIALS

Provide a message display that is a PCB matrix with a matte black solder mask with minimum thickness of 0.093 inches and a silk-screened component identifier. Mount LEDs on front of the PCB matrix. Mount all other components on the back of the black matrix. Ensure that a person with 20/20 vision can read a fully intensified, legible message from 500 feet in front of the sign under any light conditions. Ensure the message is not legible when the sign is off, even if in direct sunlight.

Use white LEDs that are the latest InGaN technology or better with a minimum luminous intensity of 6,000 mcd at 20 mA. Distribute the LEDs evenly. Connect the individual LED light sources so that failure of a single LED will result in a loss of no more than 5 LEDs. Ensure the sign is still legible.

Protect and seal the rear side of the PCB with a molded polymeric back cover. Mount the display PCB with back cover into the front door, which consists of an aluminum frame and face lens. Provide a clear 0.25-inch, non-glare, matte finish polycarbonate lens with a UV resistant surface treatment. Ensure that the lens has light transmission properties equal to or greater than 80%.

Fabricate the weatherproof housing out of 0.125 inch aluminum with all corner seams welded their full length. Weld the full length of all corner seams using tungsten inert gas method. Install a terminal block that accommodates a spade lug sized for a number 10 terminal screw. Provide 4 terminals with each having 2 terminal screws that have a shorting bar between them. Fabricate an entrance for wires on top-center of the housing that is compatible to connect a standard traffic signal mounting gooseneck (wire entrance).

Provide a standard sun visor made of 1/16-inch aluminum. Paint the inside of the visor with 2 coats of dull black paint. Paint the exterior and interior of the sign case and the outside of the visor Federal Standard 595C yellow by the dry powder method. Apply the yellow finish by electrostatic spray and heat cure. Ensure the thickness of the finish is a minimum of 2.5 mils thick. Do not apply paint to the latching hardware.

Ensure that the LED current does not exceed the manufacturer's maximum current rating. Provide voltage surge protection to withstand high repetition noise transients and low repetition high energy transients as stated in section 2.1.6 of the NEMA Standard TS-2, 2021.

Ensure compatibility and proper triggering and operation with load switches and conflict monitors in signal controllers currently used by the Department. Ensure the on-board circuitry meets FCC title 47, sub-part B, section 15 regulations on the emission of electronic noise.

Design and certify the LED blank out sign to operate over a temperature range of –35ºF to 165ºF with an operating voltage range of 105 to 130 volts. Ensure that all electronic components are standard industry items that are available from wholesale electronics distributors. Provide components that are "solid state" type. Do not use electro-mechanical components.

4. PUSH BUTTON INTEGRATED ACCESSIBLE PEDESTRIAN SIGNAL (APS)

4.1. DESCRIPTION

Furnish and install push button integrated accessible pedestrian signals that include pedestrian pushbutton, pushbutton locator tone, raised tactile arrow, audio and vibro-tactile walk indications, automatic volume adjustment, pedestrian information sign, and all necessary hardware. Furnish the R10-3e with appropriate arrow direction for the pedestrian information sign.

4.2. MATERIALS

Furnish material, equipment, and hardware under this section that is pre-approved on the ITS and Signals QPL.

Provide the accessible pedestrian signals with a 2-inch diameter pedestrian push button that contains a tactile arrow whose direction can be easily adjusted in the field. Ensure each push button actuates a sturdy, momentary, normally-open switch with a minimum rating of 20 million actuations. Include on the button, a raised tactile arrow having a high visual contrast with the remainder of the button face. Ensure the housing is weather-tight and fabricated from aluminum. Ensure the housing is suitable for mounting on wood and metal poles. Paint surfaces of the pedestrian push button housing in highway yellow, unless otherwise specified, with an electrostatically-applied, fused-polyester paint method. Ensure the thickness of the paint is a minimum of 2.5 mils. Provide the pedestrian information sign that is integral to the housing.

Ensure the accessible pedestrian signals can provide tones, sounds, and speech messages that are synchronized at an intersection. Provide a means for adjusting the base sound level for the tones, sounds, and speech messages. Ensure the tones, sounds, and speech messages will adjust automatically to the ambient noise level up to a maximum of 100 dBA. Provide the custom speech messages in both English and Spanish languages. Ensure you can program the accessible pedestrian signal by a means not readily accessible by unauthorized persons.

Ensure each push button provides a standard locator tone that is deactivated when the traffic signal is operating in the flash mode. Provide a user-programmable audible beaconing feature that is initiated by an extended push button press of one second or more. Ensure the audible beaconing feature increases the volume of the push button locator tone during the pedestrian change interval of the called pedestrian phase and operates in one of the following ways:

A. The louder audible walk indication and louder locator tone comes from the far end of the crosswalk, as pedestrians cross the street,

B. The louder locator tone comes from both ends of the crosswalk, or

C. The louder locator tone comes from an additional speaker that is aimed at the center of the crosswalk and that is mounted on a pedestrian signal head.

Provide confirmation of the push button activation by an LED pilot light. Ensure the pilot light remains illuminated until the pedestrian's green or WALKING PERSON (symbolizing WALK)

signal indication is displayed. Ensure each press of the pushbutton initiates a "wait" speech message during all intervals except the Walk interval.

Ensure you can select a percussive tone and custom speech message to sound during the "Walk" interval. Provide a push button that vibrates during the "Walk" interval. Ensure the "Walk" indications have the same duration as the illuminated pedestrian signals except when the signal is programmed to rest in the walk interval. When the pedestrian signal is programmed to rest in walk, ensure the "Walk" indication is limited to the first 7 seconds of the walk interval. The "Walk" indication shall be recalled by a button press during the walk interval provided that the crossing time remaining is greater than the pedestrian change interval. Ensure the "Walk" indications are deactivated when the traffic control signal is operating in a flashing mode. When audible "Walk" indications are selected as a percussive tone, ensure the tone repeats at 8 to 10 ticks per second and consists of multiple frequencies with a dominant component at 880 Hz.

Ensure the accessible pedestrian signals are weatherproof and suitable for operation in wet locations. Ensure proper operation over a temperature range of -30ºF (-34ºC) to 165ºF (+74ºC). Ensure all circuit boards have a moisture resistant coating. Ensure the equipment interfaces and operates properly in a Type-170E cabinet.

If the accessible pedestrian signal is required by the Engineer to have a touchless feature, then ensure a pedestrian call is placed when a hand is waved from 1 to 6 inches across the front of the Push Button.

4.3.CONSTRUCTION METHODS

Comply with the requirements of Section 1705 of the *Standard Specifications*. Install in accordance with the manufacturer's recommendations.

Mount push button integrated accessible pedestrian signals in a tamperproof manner on wood and metal poles, signal pedestals, or pushbutton posts as indicated in the signal plans.

Install each pushbutton so that the tactile arrow is pointed in the direction of travel and is aligned parallel to the direction of travel on the associated crosswalk. If a pushbutton is installed in a median that separates two parallel crosswalks, the pushbutton shall have a single tactile arrow that points in both directions of travel.

Ensure pushbuttons are separated by a distance of at least 10 feet such that they clearly indicate which crosswalk has the WALK indication. Where there are constraints on a particular corner that make it impractical to provide the 10 feet of separation between the two pushbuttons, the pushbuttons may be placed closer together or on the same pole, with approval by the Engineer. If two pushbuttons are placed on the same pole or with less than 10 feet separation, provide a speech walk message for the WALK indication and a speech pushbutton information message.

Adjust the intensity of the pushbutton locator tones so they are audible 6 feet to 12 feet from the pushbutton, or to the building line, whichever is less. Ensure the pushbutton locator tones are no more than 5 dBA louder than ambient sound. Configure audible "Walk" indication to be audible at the nearest end of the associated crosswalk.

If speech messages are used, have each recorded custom speech message approved by the Engineer in advance.

4.4. MEASUREMENT AND PAYMENT

Actual number of push button integrated accessible pedestrian signal detector stations furnished, installed, and accepted.

Actual number of central control units for APS detector stations furnished, installed, and accepted.

No measurement will be made of cables or hardware, as these will be considered incidental to furnishing and installing push button integrated accessible pedestrian signals.

Payment will be made under:

APS Detector Station .....Each

Central Control Units For APS Detector Station .....Each

5. OBSERVATION PERIOD FOR ITS DEVICES

5.1. 30-DAY OBSERVATION PERIOD

The 30-Day Observation Period shall be considered part of work to be completed by the project completion date.

Upon successful completion of all project work the 30-day Observation Period may commence. Examples of project work includes but is not limited to:

- Installation of all project devices and communications infrastructure.
- Field Acceptance Testing of all devices.
- Central System Testing of all devices and network communications.
- Correction of all deficiencies and punch list items. (including minor construction items)

This observation consists of a 30-day period of normal, day-to-day operations of the field equipment in operation with new or existing central equipment without any failures. The purpose of this period is to ensure that all components of the system function in accordance with the Plans and these Project Special Provisions.

Respond to system or component failures (or reported failures) that occur during the 30-day Observation Period within twenty-four (24) hours. Correct any failures within forty-eight (48) hours (includes time of notification). Any failure that affects a major system component as defined below for more than forty-eight (48) hours will suspend the timing of the 30-day Observation Period beginning at the time when the Contractor is was notified that the failure occurred. After the cause of such failures has been corrected, timing of the 30-day Observation Period will resume. System or component failures that necessitate a redesign of any component or a failure in any of the major system components exceeding a total of three (3) occurrences will terminate the 30-day Observation Period for that system. The 30-day Observation Period will be restarted from day zero when the redesigned components have been installed and/or the failures corrected. The major system components are:

- CCTV Cameras and Central Operations
- Dynamic Message Sign (DMS) and Central equipment/Operations
- Portable Changeable Message Sign (PCMS)
- Communications infrastructure (examples: Fiber, Radios, Ethernet Switches, Core Switches, etc.)
- Any other ITS Devices not named above (examples: DSRC radios, Radar and Out-of-Street Detection, etc.)

5.2. FINAL ACCEPTANCE

Final system acceptance is defined as the time when all work and materials described in the Plans and these Project Special Provisions have been furnished and completely installed by the Contractor; all parts of the work have been approved and accepted by the Engineer; and successful completion of the 30-day observation period.

The completed System will be ready for final acceptance upon the satisfactory completion of all acceptance tests as detailed in their respective Section of the Project Special provisions; the rectification of all punch-list discrepancies; and the submittal of all project documentation including as-built plans.

5.3. MEASUREMENT AND PAYMENT

There will be no payment for this item of work as it is incidental to the project as a whole and to the item of work in which it is associated.