

A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: November 15, 2011
Date of Addendum: October 21, 2011

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
105	77-0354-137	PCC Pavement - Grade and Replace	Polk	IM-035-4(137)94--13-77 IM-035-4(150)94--13-77	15nov105.a01

Notice: Only the bid proposal holders receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the proposal holder.

Attached is a SCHEDULE OF PRICES for the following item:

Line No. 0342 2401-6745625 REMOVAL OF EXISTING BRIDGE

Bid this item as instructed and submit the bid for this item with the Bid Proposal.

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

For Line No. 0340 change Item Description from REMOVAL OF EXISTING BRIDGE to REMOVAL OF EXISTING BRIDGE, NB I-35, FHWA NO. 041830. The Item Number, Item Quantity, and Unit shall remain the same.

If the above changes are not made on the proposal form, they will be made as shown here.

Make the following change to the Proposal:

Add the attached SP-090151, SPECIAL PROVISIONS FOR PERFORATED SQUARE STEEL TUBE POSTS AND ANCHORS, to the Proposal Special Provisions Text and the Proposal Special Provisions List.

Add the attached SP-090155, SPECIAL PROVISIONS FOR TRAFFIC SIGNALIZATION COMPONENTS, to the Proposal Special Provisions Text and the Proposal Special Provisions List.

Make the following change to Plan Sheet C.7:

In the Estimate Reference Information for Plan Item 112 change Note C from:

REFER TO SPECIAL PROVISIONS FOR TRAFFIC SIGNALS - VIDEO DETECTION SYSTEM, UNINTERRUPTIBLE POWER SUPPLY SYSTEM, AND EMERGENCY VEHICLE PREEMPTION SYSTEM to REFER TO SPECIAL PROVISIONS FOR TRAFFIC SIGNALIZATION COMPONENTS.

Add the attached tabulation for Traffic Signal Special Equipment to Be Used to Plan Sheet N.5

Proposal ID No.: 77-0354-137
 Primary Work Type: PCC PAVEMENT - GRADE AND REPLACE
 Primary County: POLK
 Bid Order No.: 105
 Letting Date: NOVEMBER 15, 2011 10:00 A.M.

ITEMS LISTED ON THIS PAGE ARE ADDED BY ADDENDUM 15nov105.a01

UNIT BIDS MUST BE TYPED OR SHOWN IN INK OR THE BID WILL BE REJECTED.

Line No	Item Number Item Description	Item Quantity and Unit	Unit Price		Bid Amount	
			Dollars	Cts	Dollars	Cts
Section 0001 (continued)						
ROADWAY ITEMS						
0342	2401-6745625 REMOVAL OF EXISTING BRIDGE, SB I-35, FHWA NO. 041840	1.000 LUMP	.		.	
Total Bid					.	

Traffic Signal Special Equipment To Be Used
I-35 Northbound Ramp Terminal and NE 36th Street

Equipment	Manufacturer	Model Number	Remarks
Signal Controller	Naztec, Inc.	980 NEMA TS2 Type 2 w/ Ethernet	
Conflict Monitor	Naztec, Inc.	MMU 516L-E LCD MMU w/ Ethernet	
Emergency Vehicle Preemption System			
Detectors	OptiCom	GTT 721	See Special Provisions
Phase Selectors	OptiCom	GTT 754	See Special Provisions
Card Rack Assembly	OptiCom	GTT 760	See Special Provisions
Cable	OptiCom	GTT P138	See Special Provisions
Video Detection System			
Processor Card	Traficon	3D.2	See Special Provisions
Communications Card	Traficon	Viewcom/E Max	See Special Provisions
Uninterruptable Power Supply	Signal Sense	SSDC-1500	See Special Provisions



**SPECIAL PROVISIONS
FOR
PERFORATED SQUARE STEEL TUBE POSTS AND ANCHORS**

**Polk County
IM-035-4(150)94--13-77**

**Effective Date
November 15, 2011**

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

090151.01 DESCRIPTION.

Perforated Square Steel Tube (PSST) posts and anchors shall conform to the requirements of Section 4186 of the Standard Specifications with the following modifications.

090151.02 MATERIALS.

A. PSST Posts.

1. Provide square tube posts of the dimensions and gauge required by the contract documents with 7/16 inch knockouts, 1 inch on center, on all four sides. Posts shall conform to the standard specification for Hot-Rolled Carbon Sheet Steel, structural quality ASTM designation A1011, Grade 50.
2. The cross section of the post shall be a square tube carefully rolled to size and welded in the corner.
3. Furnished members shall be straight and shall have a smooth uniform finish. It shall be possible to insert tube freely into anchor with a minimum amount of play.
4. If perforated square tube posts are cut in the field, coat cut ends with zinc rich paint as per specification.

B. Anchors.

1. **Break-away, soil installation.**
42 inch minimum length, 7 gauge heavy duty winged anchor.

2. Break-away, concrete installation.

For posts installed in a concrete island, use a 48 inch minimum length, 7 gauge heavy duty anchor. Core an 8 inch diameter hole through the pavement at least 8 inches deep. After placing anchor, fill the hole with a concrete mix approved by the Engineer and level off the top of the concrete.

3. Triangular Slip Base Assembly.

- a. Shall be designed in accordance with the *AASHTO Standards and Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals*, current edition and must meet or exceed the requirements set forth in NCHRP Report 350 and be FHWA accepted.
- b. The Triangular Slip Base Assembly consists of four parts, the one-piece anchor, the top half slip base, the hardware and a concrete foundation.
 - 1) The one-piece anchor shall meet the following requirements:
 - a) The anchor shall have a triangular slip plate (must be 1 inches thick) welded directly to the anchor leg.
 - b) The anchoring portion shall be 3 inch square 7ga material and 42 inches in length.
 - c) Galvanizing is by the hot dip process, complying with ASTM A123, grade 85.
 - 2) The top-half slip base shall meet the following requirements:
 - a) Cast Unit from Ductile Iron ASTM A536 Class 65-45-12.
 - b) The top half slip base shall have a triangular dimension to match 8 inch standard triangular slip plate, and shall receive 2 1/2 inch square sign support.
 - 3) Hardware shall meet the requirements of Article 4186.09 of the Standard Specifications.
 - 4) Concrete Footings: Apply the provisions of Section 2403 of the Standard Specifications.

090151.03 CONSTRUCTION.

- A. Position PSST posts within the anchor at the furthest corner from the likely point of impact from an errant vehicle.
- B. Firmly embed post within the anchor without any play.
- C. Provide minimum insertion length as required by the manufacturer.
- D. Keep the inside of break-away and slip base anchors installed in concrete free of concrete to allow the interior to drain.
- E. Install triangular slip base assembly as required by the manufacturer.

090151.04 METHOD OF MEASUREMENT.

A. Perforated Square Steel Tube Posts.

Linear feet, to the nearest foot, measured from the top of the anchor to the top of the post. Embedded length will not be measured separately but included in the price bid for Perforated Square Steel Tube Posts.

B. Anchors.

By count of each type installed.

090151.05 BASIS OF PAYMENT.

A. Perforated Square Steel Tube Posts.

1. Per Linear Foot.
2. Payment is full compensation for furnishing, fabricating, and erecting the posts.

B. Anchors.

1. Each, by type.
2. Payment is full compensation for providing and installing the anchor, coring the pavement, backfilling with concrete, slip base hardware and any other details necessary to provide the anchor complete and erected in place.

**SP-090155
(New)**



**SPECIAL PROVISIONS
For
TRAFFIC SIGNALIZATION COMPONENTS**

**Polk County
IM-35-4(137)94--13-77**

**Letting Date
November 15, 2011**

THE STANDARD SPECIFICATIONS, SERIES 2009, AND DEVELOPMENTAL SPECIFICATIONS FOR TRAFFIC SIGNALS (DS-09030) ARE AMENDED BY THE FOLLOWING MODIFICATIONS. THESE ARE SPECIAL PROVISIONS AND SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS AND DEVELOPMENTAL SPECIFICATIONS.

TABLE OF CONTENTS

- A. GENERAL
- B. VIDEO IMAGE PROCESSING SYSTEM
- C. UNINTERRUPTIBLE POWER SUPPLY SYSTEM
- D. EMERGENCY VEHICLE PREEMPTION SYSTEM

A. GENERAL

- A. This part of the Special Provisions consists of the general requirements necessary when furnishing a video traffic detection system installation, uninterruptible power supply system installation, and emergency vehicle preemption system installation complete, in place, and operative as described in the project plans and these specifications.

- B. The Developmental Specifications for Traffic Signals (DS-09030) and the Standard Specifications for Highway and Bridge Construction, Series 2009, Iowa Department of Transportation, as modified by these specifications, or other appropriate special provisions shall apply to this project. The installation of the traffic control signals and appurtenances shall be in conformance with the Manual On Uniform Traffic Control Devices, latest edition.

B. VIDEO IMAGE PROCESSING SYSTEM

The City of Ankeny uses a video detection system manufactured by Traficon including the 3D.2 video detection processor card and Viewcom/E Max Communications card.

INTENT:

The intent of the following specification is to describe the minimum requirements for providing a complete Video Detection System. The system shall be capable of providing presence vehicle detection and traffic data collection at selected intersections. The video system shall be expandable without removing or replacing existing units.

OVERVIEW:

Using standard image sensor optics and in the absence of occlusion, the system shall be able to detect vehicle presence with 98% accuracy under normal conditions (days and nights), and 96% accuracy under adverse conditions (fog, rain, snow).

All items and materials furnished shall be new, unused, current production models installed and operational in a user environment and shall be items currently in distribution. The detection and data collection algorithms shall have a proven record of field use, with a minimum of three years of service.

GENERAL:

These technical specifications describe the minimum physical and functional properties of a video detection system. The system shall be capable of monitoring all licensed vehicles on the roadway, providing video detection for areas outlined in the construction drawings. The entire video detection system shall consist of the following:

- Video Image Processing unit(s).
- Video system communications module.
- Video camera(s) with IR filter, enclosure and sunshield.
- Camera lens.
- Surge suppressor.
- All other necessary equipment for operation.

1.0 HARDWARE

- 1.0 The Video Image Processor (VIP) shall be modular by design and housed in either a self-contained stand-alone unit or fit directly into NEMA TS1 & TS2 type racks as well as Type 170/179 input files. The VIP shall be interchangeable between a shelf or rack mount installation without replacing or modifying the existing VIP units.
- 1.1 The system shall control from one to five VIP boards allowing for one to ten image sensors.
- 1.2 The system shall be designed to operate reliably in the adverse environment of roadside cabinets and shall meet or exceed all NEMA TS1 and TS2, as well as Type 170/179 environmental specifications.
- 1.3 Ambient operating temperature shall be from -35 to $+75^{\circ}\text{C}$ at 0 to 95% relative humidity non-condensing.
- 1.4 The system shall be powered by 12-40 VDC and draw less than 2 amperes.

- 1.5 The system shall utilize cabinet 24 VDC for rack mount installations or external 24 VDC for stand-alone shelf installations.
- 1.6 Surge ratings shall be set forth in the NEMA TS1 and TS2 specifications.
- 1.7 Serial communications shall be through an RS232 serial port. This port can be used for communications to a modem or laptop to upload/download detector configurations, count data and software upgrades. RS485 on the rear edge connector shall facilitate communications to other VIP boards.
- 1.8 Each VIP board shall have four opto-isolated open collector outputs. Twenty additional outputs shall be available via the expansion port. The VIP shall have twenty presence detection zones and four data detection zones per camera. Data zones shall collect and store vehicle counts, volume, speed, gap time, headway, occupancy, and classification. Data shall be time-stamped (6713 intervals) and stored onboard (non-volatile memory) in intervals from 1-60 minutes.
- 1.9 Data alarms are generated for: queue, inverse direction, speed drop, no video, and errors.
- 1.10 Must be able to provide single or double loop emulation.
- 1.11 Presence hold time must have parameters that range from 10 to 600 seconds.
- 1.12 Each VIP board shall allow for twenty digital inputs via the I/O Expansion port.
- 1.13 Each VIP board shall have error detection. An output contact will open if the video signal is bad or the VIP board is not functioning properly. A user defined quality level will automatically put the VIP into a recall state in cases of severe degraded visibility (i.e., fog, blizzard, etc.). Normal detection resumes when visibility improves above the user defined quality level.
- 1.14 Operator selectable recall shall be available via the VIP front panel. Holding the recall switch on for 5 seconds shall activate this function.
- 1.15 A video select button on the VIP front panel will switch between camera images of the VIP.
- 1.16 The VIP board shall have two video inputs (RS-170 NTSC or CCIR composite video) and two video outputs (one on the front panel and one on the edge connector). The video inputs shall be through the VIP board's edge connector.
- 1.17 The VIP board shall have a reset button on the front panel to reset video detectors to "learn" the roadway image. During "relearn", selectable recall can be enabled or disabled for immediate operation. Learning time of video detectors shall be less than 5 minutes.
- 1.18 External surge suppression, independent of the VIP board shall separate the VIP from the image sensor.
- 1.19 The VIP board shall have separate light emitting diodes (LEDs) that indicate:

POWER	Red to verify power supply.
I/O COMM	Red to indicate communications to expansion boards.
VIDEO 1 & 2	Red to verify the presence of video input 75 Ohm.

TX & RX Red to indicate communications via the serial port.
OUT1- OUT4 Green if the corresponding detection group is active.

The VIP board shall also have two separate buttons for:

VIDEO SELECT

RECALL Manually places call on detectors.
RESET Manually reset detectors to “learn” new background.

1.20 The video detection system shall be capable of being programmed locally with a handheld keypad. Keypad and monitor must be separate units. A PC mouse will not be allowed. The setup monitor is to have a 9 inch, black and white screen.

1.21 The VIP board shall have a video out female RCA style connector, DB9 female Service port and DB9 I/O Expansion port

1.22 The VIP Expansion board shall also have separate LEDs that indicate:

POWER Red to verify power supply.
COMM Red to indicate communications to VIP board.
I/O1- I/O4 Green if the corresponding detection group is active.

The VIP Expansion board shall have eight dip switches that define inputs and outputs used (range: 1-12 or 13-24).

1.23 Event Log Database

The VIP module shall have an onboard database capable of time stamping and storing 500 events. The Event Log Database can be viewed or downloaded to a selected spread sheet. Erasure of the Event Log Database shall not alter programmed configurations. As a minimum, the VIP shall log and time stamp the following events;

- Firmware upgrade.
- Loss of video signal.
- Resumption of video signal.
- Configuration change.
- Bad video quality.
- Loss of power to VIP module.
- Resumption of power to VIP module.
- Speed alarm.
- Inverse direction.
- Recall activated.

Video System Communications Module

1.24 The Communication board shall be modular by design and housed in either a self-contained stand-alone unit or fit directly into NEMA TS1 & TS2 type racks as well as Type 170/2070 input files.

1.25 The Communication board shall be able to control from one to six VIP boards allowing for one to twelve image sensors.

- 1.26 The system shall be designed to operate reliably in the adverse environment of roadside cabinets and shall meet or exceed all NEMA TS1 and TS2, as well as Type 170/2070 environmental specifications.
- 1.27 Ambient operating temperature shall be from -34 to +74°C at 0 to 95% relative humidity non-condensing.
- 1.28 The system shall be powered by 12-40 VDC and draw less than 2 amperes.
- 1.29 Serial and Ethernet (TCP/IP) communications shall be through respectively an RS232 serial port (F DB9 connector) and Ethernet port (RJ-45 connection). These ports can be used for communications to a laptop or modem to upload/download detector configurations, traffic data, technical events, send software upgrades and do remote setup of detectors. RS485 on the rear edge connector shall facilitate communications to VIP boards.
- 1.30 Surge ratings shall be set forth in the NEMA TS1 and TS2 specifications.
- 1.31 The Communication board shall have separate light emitting diodes (LEDs) that indicate:

POWER	Red LED to verify power supply.
LAN	Red LED to indicate data activity over Ethernet communication.
VIDEO OUT	Female RCA style connector.
RESET	Manual reset to re-initialize communications.
SERVICE	DB9 female Service port for setup of communication board and also used for serial/dial-up communication.
- 1.32 The Communications Board and equipment shall be furnished only when required in the project documentation.

2.0 FUNCTIONAL CAPABILITIES

- 2.1 Real Time Detection
- 2.2 Each VIP board shall be capable of processing two separate video signals (two separate cameras) per VIP board. The video signal shall be analyzed in real time (30 times per second).
- 2.3 The system shall be expandable up to ten cameras that may be connected to different VIP units and programmed independently.
- 2.4 The system shall be capable of displaying detectors on the video image with associated outputs. Outputs/Inputs status will be indicated on the screen. Parameters will also include the ability to view raw video without any verbiage and/or detectors for surveillance purposes.
- 2.5 Each VIP board will detect within the view of the connected camera the presence of vehicles in user defined zones. Detectors available shall be presence, count, queue, delay, extension, or pulse mode of either arrival or departure of vehicles. Delay and extension shall be defined between 0.1 – 99.9 seconds and pulse mode between 0 – 200ms in 33ms increments if NTSC is used. Each VIP board shall also detect and collect traffic data of passing vehicles in user-defined zones within the view of the connected camera.

Collected traffic data by direction shall include:

- Volume (absolute numbers) per length class and per lane.
- Average speed (km/h or mph) per length class and per lane.
- Average gap time (1/10 sec) per length class and per lane.
- Average headway (m or feet) per lane.
- Occupancy (%) per lane
- Concentration (vehicles/km or mile) per lane.
- Average length (m or feet) per lane.
- Confidence level (0-10) per lane.

2.6 The VIP board shall be programmed without the use of a supervisor computer. A standard CCTV monitor and handheld keypad plugged into the VIP serial port will facilitate detector programming. The handheld keypad shall include the following keys and respective functionalities:

Keys	Functionality
Enter Key	<ul style="list-style-type: none"> • To enter a menu, a submenu or an item within a submenu. • To select a value for a parameter and exit the topic.
Escape Key	<ul style="list-style-type: none"> • To exit the menu or submenu. • To exit the main menu and save the settings in the current configuration.
Arrow Keys	<ul style="list-style-type: none"> • To scroll through a menu. • To scroll through the values of a parameter. • To select a submenu. • To make a presence zone direction sensitive.
F1 Next Key	<ul style="list-style-type: none"> • To proceed to the next detection zone.
F2 Prev Key	<ul style="list-style-type: none"> • To move to the previous detection zone.
F3 Add Key	<ul style="list-style-type: none"> • To add a detection zone.
F4 Del Key	<ul style="list-style-type: none"> • To delete a detection zone.
Dir Key	<ul style="list-style-type: none"> • To make a data zone direction sensitive.
Help Key	<ul style="list-style-type: none"> • To display help text for an item.
Output Number Key	<ul style="list-style-type: none"> • To assign an output number to a detection zone.
Operate Key*	<ul style="list-style-type: none"> • To put the board in operation mode.
Edit Key	<ul style="list-style-type: none"> • To change settings while starting from default values for all parameters.
Modify Key*	<ul style="list-style-type: none"> • To change settings while starting from the last saved settings for all parameters.

* The functionality of this key is only for the video system communications modules

- 2.7 The VIP board shall store up to eight detector configurations (four per video input). It shall be possible to switch between detector configurations manually, automatically by time of day or remote input.
- 2.8 Via the serial port, detector configurations can be uploaded to a laptop and stored on disk.
- 2.9 Detectors may be linked to 24 outputs and 20 inputs using Boolean Logic features: AND, OR, NOT. It will be possible to generate conditional outputs based upon inputs from a controller.

- 2.10 It shall be possible to make a detector directional sensitive. Options will include an omni-directional detector or a detector that only senses movement: from right to left, left to right, up to down or down to up as you look at the monitor.
- 2.11 All detectors and parameters can be changed without interrupting detection. For example: when one detector is modified, all existing detectors continue to operate, including the one that is being modified. When the new position is confirmed, the new detector will enter a learning phase. Once the new detector is in function, it will take over the job of the old one. In this way, the detector is always fully operational with no interruption on any detector, even during modification. Learning phases for new detectors shall not exceed 10 seconds.
- 2.12 Four data detection zones per camera on a two camera VIP board may be used for collection of vehicle count, speed, classification, occupancy, density, headway, and gap time. These detectors will detect and store traffic data at user-defined intervals of 1, 2, 3, 5, 6, 10, 15, 30 & 60 minutes. It shall be possible for each VIP board to store up to 6713 intervals of data in non-volatile memory.
- 2.13 Six detectors per camera may be used as queue detectors. Using on screen calibration, queue detectors will detect queue delays and display the queue length in feet or meters. A queue may also generate an output alarm from the VIP board.
- 2.14 Associated software shall be used with a PC to download count data and export to a spreadsheet. The software shall also be used to upload/download detector configurations, traffic data, technical events and update software versions of the VIP board.
- 2.15 All software upgrades to associated software and VIP board software shall be provided at no cost to the city.
- 2.16 The VIP board shall have an internal clock with daylight savings time system, which can be enabled or disabled.
- 2.17 The VIP board shall provide overlaid tool tips for each individual menu- and submenu-items.
- 2.18 The VIP board shall have an optional password implementation. Different user-levels shall be available each having different rights. All equipment must be capable of having a minimum of 10 users that can be defined for each user-level.
- 2.19 The VIP board shall be able to delay or extend a detector zone output in combination with an input from the controller.
- 2.20 The VIP board shall detect wrong-way drivers and shall provide an alarm/event via communication board and/or output.
- 2.21 The VIP board shall provide an alarm and/or output when the user selected queue detection threshold of occupancy is exceeded for more than a user selected time threshold.
- 2.22 The VIP board shall distinguish five classes of detected vehicles based upon user selectable vehicle length thresholds.
- 2.23 The VIP shall be able to emulate loop emulation with user selectable loop dimensions.

- 2.24 The VIP shall have a Detection Hold Time function. The timing parameters shall be 10 – 600 seconds.
- 2.25 The VIP board shall provide advanced settings to optimize detection to avoid cross-lane traffic occlusion. Directional detectors shall be able to be programmed for Low, Medium or High depending on the severity of the occlusion.
- 2.26 The VIP shall be programmable for Wrong Way Suppression Delay. The timing parameters shall be 1 – 30 seconds.
- 2.27 The VIP board shall utilize advanced shadow rejection algorithms. It shall be possible to place detection zones over lane markings without affecting the shadow rejection accuracy from adjacent vehicle (moving) shadows.
- 2.28 The VIP board shall utilize an advanced Tree Shadow Suppression algorithm to suppress false detection of moving shadows (non-vehicular, i.e. trees) within a detection zone. It shall be possible to enable or disable this feature.
- 2.29 The VIP board shall provide integrated image quality diagnostics eliminating the need for users to manually place quality detection zones on the image. Advanced diagnostic information shall display both the quality of the video images (Qim) as well as the quality of detection (Qdet). The Qim and Qdet together will be averaged to provide an overall quality (Q). Each quality diagnostic (Qim, Qdet & Q) will be based on a 1 (poor quality) to 10 (excellent quality) scale. The Qim and the Qdet quality information for the individual camera under observation shall both be displayed simultaneously on the setup monitor equipment for quality diagnostics.
- 2.30 The VIP board shall provide the capability to enter a “recall” state if the quality threshold falls inside a user-defined range. The range shall be defined by the Quality Level (1-10) and a timeout range of 1 to 99 minutes. For example, if the quality drops to level 5 for 2 minutes, the VIP shall enter a “recall” mode. Once the quality rises above level 5 for 2 minutes, the VIP resumes normal operation. The VIP shall also provide a contact closure output during this condition.

VIDEO SYSTEM COMMUNICATION MODULE:

- 2.31 The Video System Communication board shall be able to control from one to six VIP boards allowing for one to twelve image sensors.
- 2.32 The Video System Communication board shall provide a serial or Ethernet interface and communication to provide traffic data and allow remote configuration from the Traffic Operations Center.
- 2.33 The LAN port shall meet IEEE 802.3 with a RJ-45 connector and meet the following specification:
 - Data rates for Ethernet via LAN port: 10Mbit/s
TCP/IP based protocol
- 2.34 The serial communications port shall meet EIA-232-E and meet the following specifications:
 - Dial-up data rates for RS232 via Serial port: maximum 57600 bps
 - Direct data rates for RS232 via Serial port: maximum 115200 bps
 - Mode of operation: asynchronous, serial, 8 bit word, 1 stop bit, duplex or half-duplex

- Parity: none
- Handshake: RTS - CTS, DCD
- Configuration: DTE

- 2.35 The communication shall support all functions of the video detection system.
- 2.36 All data transmissions shall be protected by CRC (cyclic redundancy checking) or an equivalent error detection method.
- 2.37 The communication board shall be programmed without the use of a supervisor computer. A standard CCTV monitor and keypad plugged into the communication serial port will facilitate board programming.
- 2.38 The communication shall support streaming video over Ethernet and serial communication.
- Streaming video frame rate:
 - Over Ethernet: 10 frames/second
 - Over serial communication: guarantee of one frame every 2 seconds.
- 2.39 Password protected remote setup (configuration upload/download, setup of detectors and detector parameters, setup of communication board parameters, firmware updates for Communication and VIP module) and monitoring of every connected VIP module shall be possible.
- 2.40 Dialup shall be possible through PSTN modems.
- 2.41 The Communication board shall log data and events provided by the VIP module(s) and transmit data and events to the HOST computer.
- 2.42 RS485 communication to every VIP module shall be established via the Edge connector.
- 2.43 The Communication board shall be able to store on board pre-post video sequences of alarm triggered upon traffic user defined events. When connected to a HOST computer, the JPEG video sequences shall automatically be downloaded to the HOST computer.
- 2.44 The Communication board shall be able to accept PAL or NTSC video format.
- 2.45 A (via Ethernet) connection with a standard Internet browser shall be possible to communicate with the Communication board for remote set-up, monitoring and real-time data of the VIP modules.
- 2.46 The Communications Board and equipment shall be furnished only when required in the project documentation.
- 2.47 Password protection shall be provided on the Communication board for remote operations.

3.0 IMAGE SENSOR- CAMERA

- 3.1 The unit shall be a high resolution, 1/3 inch image format CCD camera, designed for professional video surveillance systems. Cameras shall be available commercially. No sole source cameras will be allowed. Incorporating the latest in

CCD technology, the video camera shall provide detailed video without lag, image retention, or geometric distortion. System must also be capable of working with either a color or black and camera.

Temperature range	-20 to +55°C		
Humidity	0% to 95% relative, non-condensing		
Dimensions	47mm X 47mm X 83mm		
Weight	7.1oz.		
Camera mounting slots	1/4-20, top and bottom		
Connectors	BNC for video out		
Lens mount	CS Power-in / pressure screw Lens / 6-pin miniature "DIN" style		
Finish	Off-white semi-gloss polyurethane		
Construction	All metal housing		
Rated input voltage	24 VAC, 60 Hertz		
Voltage range	21 to 30 VAC		
Nominal power	4 Watts		
Imager	Interline transfer CCD 1/3" format		
Imager spectral response	100% @ 550nm: 30% @ 400nm and 800nm		
Sync system	EIA RS-170		
Active picture elements	768 H X 494 V		
Horizontal resolution	580 TVL		
Sensitivity (2856 K)		Usable Picture	Full Video
	Scene Illumination	fc	0.01
		lx	0.1200
	Imager Illumination	fc	0.0024
		lx	0.0024
	* F 1.2 lens @ 89% highlight		
Signal to noise ratio	48 dB minimum 58 dB typical		
AGC	21 dB, (max)		
Electronic Shutter	1/60 to 1/600000 sec. (EIA)		
Aperture Correction	Horizontal and vertical symmetrical		
Video out	1.0 volts peak-to-peak +/- 0.1 volt @ 75 Ohms		
Programmable Controls	Video level, shutter, AGC, BLC, Auto Black		

4.0 IMAGE SENSOR- LENS

4.1 The camera lens shall be a motorized vari-focal 6.5-65mm with auto iris.

- Image format 1/3 inch
- Focal length 10X zoom (6.5-65mm)
- Iris range f 1.4 – Approx. 360 (With ND Spot Filter)
- Focus range 9.85mm (in air)
- Back focus distance 10.05mm (0.4in.) in air
- Weight 285g.
- Lens mount CS
- Iris control 4 pin DC control
- Focus control Motorized
- Zoom Motorized

5.0 IMAGE SENSOR- HOUSING

- 5.1 The environmental housing shall be an aluminum enclosure designed for outdoor CCD camera installations.

Temperature range	-40 to +50°C
Dimensions	449mm x 97mm x 112mm
Weight	1.4kg
Housing mounting	Three 1/4-20 tapped holes
Camera mounting	Removable cradle assembly
Cable entry	Three liquid-tight fittings that will accept cable diameters of: One fitting - 2 to 7 mm Two fittings - 3 to 10 mm
Finish	Off-white semi-gloss polyurethane
Construction	Extruded aluminum housing, Aluminum rear-end cap, Aluminum front cap with glass face plate, and Aluminum cradle. A sunshield shall be included
Window	3 mm thick glass that includes a Thermostatically controlled window Heater/defogger strip
Rated input voltage	115 VAC 60 Hertz
Voltage range	108 VAC to 132 VAC
Output voltage	24 VAC 60 Hertz
Nominal power	30 Watts
Enclosure protection	Waterproof and dust-tight in a NEMA-4, IP65, enclosure Type 3

6.0 SURGE PROTECTION

- 6.1 A video surge suppressor(s) shall be available for installation inside the traffic signal controller cabinet. The suppressor shall provide coaxial cable connection points to an EDCO CX06-BNCY (EDCO CX-06-M), or approved equal transient suppresser for each image sensor.

Peak Surge Current (8 x 20 us)	20KA
Technology	Hybrid, Solid State
Attenuation	0.1db @ 10Mhz
Response Time	<1 nanosecond
Protection	Line to Ground
Shield to Ground	(isolated shield modules)
Clamp Voltage	6 volts
Connectors	BNC
Impedance	75 Ohms
Temperature	-40 to +85°C
Humidity	0-95% non-condensing
Dimensions	4.5" x 1.5" x 1.25"
UL Listed	UL 497B

7.0 IMAGE SENSOR- MOUNTING BRACKETS

- 7.1 Mast arm installations shall be mounted at a sufficient height to prevent occlusion from cross traffic between the stop bar and the mast arm on which the camera is installed. A 74 inch maximum length of internally reinforced, aluminum tube shall be attached to the mast arm bracket for camera mounting above the mast arm. Camera shall be mounted to the top of the tube with the camera manufacturers recommended bracket. Camera bracket shall provide adjustments for both vertical and horizontal positioning for the camera. Camera attachments shall be designed to securely fasten the camera to prevent the extension tube from falling into the

path of vehicles and/or becoming loose. Mounting bracket must fasten to the mast arm using a 64 inch or 82 inch aircraft cable. Miscellaneous hardware shall be stainless steel or galvanized steel. The cameras and associated pole/arm attachment unit shall be designed to withstand a wind load of 90 MPH with a 30-second gust factor.

- 7.2 Luminaire arm installations shall be installed on the luminaire arm, with the camera/video manufacturers recommended brackets. Camera luminaire brackets shall provide adjustments for both vertical and horizontal positioning of the camera. Camera attachments shall be designed to securely fasten the camera to the luminaire arm. Mounting bracket shall be made of aluminum. Miscellaneous hardware shall be stainless steel or galvanized steel. The cameras and associated pole/arm attachment unit shall be designed to withstand a wind load of 90 MPH with a 30-second gust factor.

8.0 IMAGE SENSOR- CABLE (COAXIAL & POWER)

- 8.1 Coaxial & Power cable (Siamese) shall be installed in conduits or overhead as indicated in the plans. Coaxial cable shall be suitable for exterior use and in direct sunlight. Power cable will have a minimum of five conductors.
- 8.2 A junction box on the camera bracket arm shall provide access to video and power cable terminations. No soldering shall be required in the field. Coaxial cable will terminate with a "barrel" style BNC connector and power shall be terminated via a small terminal strip or via "wire nuts."
- 8.3 Coaxial cable will be terminated in the surge suppressor before being connected to the VIP boards.
- 8.3 Power cable will be terminated into a fuse panel provided by the manufacturer and connected to 120 VAC in the controller cabinet.
- 8.4 Description of cable: Composite, 6 Conductors 2 elements: 18awg 5 conductors 7/26 bare copper, 0.016 inch polyethylene, 20awg 1 conductor, solid bare copper, 0.056 inch foam polyethylene jacket black, overall 0.030 inch PVC jacket black.

8.5

	ELEMENT1	ELEMENT 2
CONDUCTORS/PAIR COUNT:	5 CONDUCTORS	1
CONDUCTOR		
GUAGE & STRANDING:	18AWG 7/26 BC	20AWG SOLID BC
PRIMARY INSULATION TYPE:	POLYETHYLENE	FOAM PE
INSULATION THICKNESS:	0.016"	0.056"
COLOR CODE:	WHITE,RED,BLUE,BLACK,BROWN.	NATURAL
SHEILD:	N/A	N/A
TAPE:	N/A	N/A
DRAIN WIRE:	N/A	N/A
BRAID:	N/A	95% BC
CAPACITANCE:	N/A	N/A
PRINT LEGEND:	N/A	N/A
JACKET TYPE:	N/A	POLYETHYLENE
JACKET COLOR:	N/A	BLACK
JACKET THICKNESS:	N/A	0.035"
NOMIMAL OD:	N/A	0.242"

8.6 **OVERALL ASSEMBLY OF WIRE**

JACKET THICKNESS:	0.030"
JACKET COLOR:	BLACK
JACKET MATERIAL:	PVC
RIPCORD:	YES
NOMINAL OD:	0.512"
VOLTAGE RATING:	600V
TEMP. RATING:	75C
UL TYPE OR STYLE:	N/A
PRINT LEGEND:	TBD
PACKAGING:	TBA
COPPER WEIGHT:	39.87 LBS/MFT
SHIPPING WEIGHT:	100 LBS/MFT

9.0 INSTALLATION

- 9.1 A factory certified representative from the product supplier of the video detection equipment shall be on-site during the final set up of the video detection system to supervise the final installation and final testing of the video equipment.

10.0 WARRANTY

- 10.1 The video detection system shall be warranted against manufacturing defects in materials and workmanship for a period of one year from the date of installation. The video detection supplier shall provide operational documentation for the VIP system.

C. UNINTERRUPTIBLE POWER SUPPLY SYSTEM

1.0 SYSTEM DESCRIPTION:

The supplier shall provide and install a microprocessor, software driven double conversion Signal Sense model SSSDC1500 UPS power system compatible with the existing city UPS central software. The Traffic UPS shall be a true on-line regenerative uninterruptable power system for traffic and ITS applications. The rated continuous output shall be 1100 watts. The system will be designed to operate continuously from any AC utility source or generator. The UPS shall be equipped with an Ethernet communication port. System shall be Ethernet ready, regardless of user readiness to deploy system Ethernet capability. The UPS is to be equipped with a programmable LCD front panel display to allow for both programming and monitoring of the UPS. The UPS shall be SNMP ready and include local and remote communication capabilities. A Power Management Module (PMM) shall be included with the UPS system to switch between utility power and battery power when required.

1.1 SYSTEM COMPONENTS

- 1) An "On-Line" Double Conversion UPS Module, sized as 1100 Watts – 36 volt D.C. operation.
- 2) The UPS system shall provide conditioned, fully regenerative, pure sine wave AC to the traffic system.
- 3) A PMM (Power Management Module) with a standard transfer switch that enables the system to switch between utility power and battery power.
- 4) A battery bank sized for the appropriate inverter – minimum of three deep cycle 12 volt D.C. automobile sized car batteries.
- 5) A battery bank temperature sensor to regulate battery charging rate.

1.2 UPS Module Features

- 1) A True On Line, Double Conversion Inverter utilizing high frequency IGBT Technology.
- 2) Provides fully regenerative, conditioned power to the traffic system load.
- 3) Connections available to wire remote event monitoring and operation.
- 4) Standard Ethernet capability.
- 5) Inverter input switch-over thresholds adjustable from 85V to 135 VAC and 40 to 70 Hz.
- 6) Provide interchangeability with existing UPS systems in the city to include, but not be limited to, alarm status outputs, traffic signal cabinet wiring, etc. via the ethernet port/fiber optic interconnect.
- 7) Compatibility with the city of Ankeny existing Signal Sense CENTRAL 2010 central software UPS communications protocol and operation.

1.3 Power Management Module (PMM) Features

- 1) Equipped with a wrap around maintenance Bypass switch to enable removal and replacement of the UPS Module without shutting down traffic control equipment.

1.4 Battery Bank Features

- 1) Battery cables are equipped with Anderson type lug connectors.
- 2) All Battery connections are bolted utilizing stainless steel hardware.
- 3) System can be equipped with Valve Regulated, Absorbed Glass Mat (AGM) or Gel Batteries.
- 4) System is capable of utilizing any approved deep cycle "Off the Shelf" Battery.
- 5) System is equipped with bolt on battery temperature probe.

2.0 WARRANTY

- 2.1 The uninterruptible power supply system shall be warranted against manufacturing defects in materials and workmanship for a period of one year from the date of installation. The equipment supplier shall provide operational documentation for the system.

D. EMERGENCY PREEMPTION

1.0 SYSTEM DESCRIPTION:

The required priority control system will employ an Opticom brand data-encoded infrared communication to identify the presence of designated priority or probe vehicles. A record of system users, in the form of vehicle classification and identification number, will be created. In priority vehicle mode, the data-encoded communication will request the traffic signal controller to advance to and/or hold a desired traffic signal display selected from phases normally available. In probe vehicle mode, no traffic signal priority is requested--only a record of the probe vehicle's presence is generated.

The priority control system will consist of a matched system of data-encoded emitters, infrared detectors, detector cable, phase selectors and system software.

The emitter will generate an infrared, data-encoded signal. The data-encoded signal will be detected and recognized by the infrared detectors at or near the intersection over a line-of-sight path of up to 2,500 feet under clear atmospheric conditions. The phase selector will process the electrical signal from the detector to ensure that the communication (1) is a valid base frequency, (2) is correctly data encoded, and (3) is within the user-settable priority request activation range, and (4) performs priority arbitration between simultaneous users of the system. If these conditions are met, the phase selector will generate a priority control request to the traffic controller (i.e., a green light) for the approaching priority vehicles, or record the presence of approaching probe vehicles by classification and identification number.

The system will require no action from the vehicle operator other than to turn the emitter on. The system will operate on a first-come, first-served basis. High priority requests will override low priority requests. The system will interface with most traffic signal controllers and will not compromise normal operation or existing safety provisions.

2.0 MATCHED SYSTEM COMPONENTS:

The required priority control, data-encoded, infrared communications system will be comprised of five basic matched components: data-encoded emitter, infrared detector, detector cable, phase selector and system software. In addition, a card rack and an electromechanical interface card will be available if required. To ensure system integrity, operation and compatibility, all components will be from the same manufacturer. The system will offer compatibility with most signal controllers, e.g., electromechanical, NEMA (National Electrical Manufacturers Association), 170. The system can be interfaced with most globally available controllers using the RS232 interface or with the card rack using designated external inputs. Interfacing to an electromechanical controller may require the use of an interface card.

2.1 Data-Encoded Emitter. The data-encoded emitter will trigger the system. It will send the encoded infrared signal to the detector. It will be located on the priority or probe vehicle.

2.2 Infrared Detector. The detector will change the infrared signal to an electrical signal. It will be located at or near the intersection. It will send the electrical signal, via the detector cable, to the phase selector.

2.3 Detector Cable. The detector cable will carry the electrical signal from the detector to the phase selector.

- 2.4 Phase Selector. The phase selector will accommodate data-encoded communication and will perform priority level arbitration, validate, identify, classify and record the signal from the detector. It will be located within the controller cabinet at the intersection. It will request the controller to provide priority to the requesting vehicle and/or record presence of a probe vehicle.
- 2.5 System Software. The system software will be a Windows™ 98 (or greater) compliant program. It supports system configuration and gathering of operational information.
- 2.6 Card Rack. The card rack will provide simplified installation of a phase selector into controller cabinets that do not already have a suitable card rack.
- 2.7 Electromechanical Card. The electromechanical card will provide electrical interface between the phase selector and electromechanical-type traffic controllers.

3.0 SYSTEM COMPONENT SPECIFICATIONS

3.1 Data-Encoded Infrared Emitter and Programming Software

- 3.1.1 The required data-encoded emitter will generate the infrared signal, which serves as the trigger to the rest of the priority control system. The infrared signal generated by the data encoded emitter will be a series of intense flashes from a single light source with integral power supply. The flash signal will consist of a fixed frequency base signal and a coded overlay signal that can be used to transmit information.
- 3.1.2 The data-encoded emitter will be powered by the DC voltage supplied from the battery of the vehicle, 10 to 16 volts DC. The unit will be equipped with a weatherproof in-line fuse holder and a weatherproof quick-disconnect plug.
- 3.1.3 The unit, including all electronics, will be miniaturized to a size no greater than 5.900 inches wide by 3.800 inches high by 3.500 inches deep to accommodate standalone and internal lightbar installation.
- 3.1.4 The data-encoded emitter will be supplied complete with a 25 foot installation cable.
- 3.1.5 The flash sequence generated by the data-encoded emitter will carry three types of information: The first type will be one of three distinctly different base frequencies of either approximately 10Hz for a Low priority emitter, or approximately 14Hz for a High priority emitter, or 12Hz for Probe frequency. The second type of information generated by the data-encoded emitter will be a vehicle classification and identification code that is interleaved into the base frequency flashes. Setting the vehicle classification and identification code will be accomplished through emitter programming software. Each data-encoded emitter will be capable of setting ten different classifications with 1000 different identification numbers per class for a total of 10,000 codes per base frequency. The third type of information generated by the data-encoded emitter will be reserved for setting the intersection detection range. A specially equipped emitter control module with a range setting command switch will enable the traffic engineer to activate the range code from his/her vehicle. The system will accommodate setting a separate range from 200 feet to 2500 feet with 1200 range set points, for both High and Low priority signals.
- 3.1.6 The emitter will include a multi-purpose communication port compliant with the SAE J1708 communication standard. This port enables unit configuration to

be set into the emitter and read from the emitter. It also allows real-time communication between the vehicle and the emitter.

- 3.1.7 While operating, the data-encoded emitter will conduct self-diagnostics designed to monitor data transmission integrity by checking for missing pulses. Any failures of the self-diagnostic tests will be displayed by flashing of the ON/OFF switch indicator light.
- 3.1.8 An ON/OFF switch (available for each data-encoded emitter) will be equipped with an indicator light providing internal diagnostics to assist in troubleshooting. The indicator light will operate as follows:
 - Steady on when the emitter is operating
 - Flash at a 0.5Hz rate when the emitter is intentionally disabled
 - Flash at a 2Hz rate when the emitter is inoperative
- 3.1.9 The data-encoded emitter will be equipped with a disable input that, when activated, will stop the emitter from flashing, thereby eliminating the possibility of inadvertent signal transmission after the priority vehicle has arrived at its destination. The disable input will be programmable to operate in either a latching or non-latching mode. Operation of the disable input will be programmable using software.
- 3.1.10 The data-encoded emitter will be available with an optional visible lightblocking filter.
- 3.1.11 The data-encoded emitter will be configured with a grating to provide precise directionality control.
- 3.1.12 The data-encoded emitter will have a consistent flash intensity. The energy output per flash will be 0.84 Joules.
- 3.1.13 The data-encoded emitter will operate over a temperature range of – 30°F to +165°F.
- 3.1.14 The data-encoded emitter will operate over a relative humidity range of 5% to 95%.
- 3.1.15 Windows™ based software will be available for programming the emitter through its J1708 compatible multi-purpose port. The communication protocol will be made available upon request for creating software to implement real-time communication.
- 3.1.16 The emitter will provide operating modes that allow it to be powered on with the strobe active or inactive.

3.2 Infrared Detector

- 3.2.1 The required detector will be a lightweight, weatherproof device capable of sensing and transforming pulsed infrared energy into electrical signals for use by the phase selection equipment.
- 3.2.2 The infrared detector will be designed for mounting at or near an intersection on mast arms, pedestals, pipes or span wires.

- 3.2.3 Each infrared detector will be supplied with mounting hardware to accommodate installation on mast arms. Hardware will be available for span wire installations. Additional hardware may be needed.
- 3.2.4 The infrared detector design will include adjustable tubes that lock into position, to enable their reorientation for span wire mounting without disassembly of the unit.
- 3.2.5 The detector will accept infrared signals from one or two directions and will provide single or dual electrical output signal(s).
- 3.2.6 The infrared detector will be available in three configurations:
 - Uni-directional with one output channel.
 - Bi-directional with one output channel.
 - Bi-directional with two output channels.
- 3.2.7 The detector will allow aiming of the two infrared sensing inputs for skewed approaches, wide roads or slight curves.
- 3.2.8 The infrared detector will have a built-in, labeled terminal block to simplify wiring connections.
- 3.2.9 The infrared detector will receive power from the phase selector and will have internal voltage regulation to operate from 18 to 37 volts DC.
- 3.2.10 The infrared detector will respond to a clear lens data-encoded emitter with 0.84 ($\pm 10\%$) Joules of energy output per flash at a distance of 2500 feet under clear atmospheric conditions. If the emitter is configured with a visible light filter, the detector will respond at a distance of 1800 feet under clear atmospheric conditions. The noted distances will be comparable day and night.
- 3.2.11 The infrared detector will deliver the necessary electrical signal to the phase selector via a detector cable up to 1000 feet in length.

3.3 Detector Cable

- 3.3.1 The detector cable will deliver sufficient power from the phase selector to the infrared detector and will deliver the necessary quality signal from the detector to the phase selector over a non-spliced distance of 1000 feet.
- 3.3.2 The cable will be of durable construction to satisfy the following installation methods:
 - Direct burial.
 - Conduit and mast arm pull.
 - Exposed overhead (supported by messenger wire).
- 3.3.3 The outside diameter of the detector cable will not exceed 0.3 inches.
- 3.3.4 The insulation rating of the detector cable will be 600 volts minimum.
- 3.3.5 The temperature rating of the detector cable will be +158°F minimum.
- 3.3.6 The conductors will be shielded with aluminized polyester and have an AWG #20 (7 x 28) stranded and individually tinned drain wire to provide signal integrity and transient protection.

- 3.3.7 The shield wrapping will have a 20% overlap to ensure shield integrity following conduit and mast arm pulls.
- 3.3.8 The detector cable will be comprised of three signal wires and a drain wire. Each wire will be 20 AWG (7 x 28). The capacitance will not exceed 48 pF per foot a 1 Khz. The detector cable wires will be stranded, individually tinned copper, color-coded insulation as follows:
 Orange for delivery of detector power (+).
 Drain wire for detector power return (-).
 Yellow for detector signal #1.
 Blue for detector signal #2 or ground, depending on model of detector being used.

3.4 Phase Selector

- 3.4.1 The phase selector, designed to be installed in the traffic controller cabinet, will accommodate data-encoded signals and is intended for use directly with numerous controllers. These include California/New York Type 170 controllers with compatible software, NEMA controllers, or other controllers along with the system card rack and suitable system interface equipment and controller software.
- 3.4.2 The phase selector will be a plug-in, four channel, multiple-priority device intended to be installed directly into a card rack located within the controller cabinet.
- 3.4.3 The phase selector will be powered from 115 volt (95 volts AC to 135 volts AC), 60Hz mains and will contain an internal, regulated power supply that supports up to twelve infrared detectors.
- 3.4.4 Programming the phase selector and retrieving the data stored in it will be accomplished using an IBM PC-compatible computer and the system interface software. The connection can be made either directly, via the computer's communication (COM) port, or remotely via a modem. The communication port on the phase selector will be an RS232 interface located on the front and back of the unit. The communication protocol will be made available upon request for creating software to implement other communication applications.
- 3.4.5 The phase selector will include the ability to directly sense the green traffic controller signal indications through the use of dedicated sensing circuits and wires connected directly to the field wire termination points in the traffic controller cabinet.
- 3.4.6 The phase selector will have the capability of storing up to 1000 of the most recent priority control calls, probe frequency passages, or unauthorized vehicle occurrences. When the log is full, the phase selector will drop the oldest entry to accommodate the new entry. The phase selector will store the record in non-volatile memory and will retain the record if power terminates. Each record entry will include ten points of information about the priority call, as follows:
 Classification: Indicates the type of vehicle.
 Identification number: Indicates the unique ID number of the vehicle.
 Priority level: Indicates whether High or Low priority, or Probe frequency is requested by the vehicle.

Direction: Channel A, B, C, or D; indicates the vehicle's direction of travel.

Call duration: Indicates the total time in seconds the priority status is active.

Final greens at end of call: Indicates which phases are green at the end of the call.

Duration of the final greens: Indicates the total time final greens were active at the end of call.

Time and date call started and ended: Indicates the time a priority call started and ended; provided in seconds, minutes, hours, day, month, year.

Maximum signal intensity: Indicates the strongest signal intensity measured by the phase selector during call.

Priority output active: Indicates if the phase selector requested priority from the controller for the call.

3.4.7 The phase selector will include several control timers that will limit or modify the duration of a priority control condition, by channel, and can be programmed from an IBM PC-compatible computer. The control timers will be as follows:

MAX CALL TIME: Will set the maximum time a channel is allowed to be active. It will be settable from 60 to 65,535 seconds in one-second increments.

CALL HOLD TIME: Will set the time a call is held on a channel after the priority signal is no longer being received. It will be settable from one to 255 seconds in one-second increments. Its factory default must be six seconds.

CALL DELAY TIME: Will set the time a call must be recognized before the phase selector activates the corresponding output. It will be settable from zero to 255 seconds in one-second increments. Its factory default must be zero seconds.

3.4.8 The phase selector's default values will be re-settable by the operator using an IBM PC-compatible computer, or manually using switches located on its front.

3.4.9 The phase selector will be capable of three levels of discrimination of data-encoded infrared signals, as follows:

Verification of the presence of the base infrared signal of either High priority, Low priority or Probe frequency.

Validation of the infrared signal data-encoded pulses.

Determination of when the vehicle is within the prescribed range.

3.4.10 The phase selector's card edge connector will include primary infrared detector inputs and power outputs. Two additional detector inputs per channel will be provided on a front panel connector.

3.4.11 The phase selector will include one opto-isolated NPN output per channel that provides the following electrical signal to the appropriate pin on the card edge connector:

6.25Hz \pm 0.1Hz 50% on/duty square wave in response to a Low priority call.

A steady ON in response to a High priority call.

3.4.12 The phase selector will accommodate three methods for setting intensity thresholds (emitter range) for high and low priority signals:

Using a data-encoded emitter with range-setting capability.

Using any encoded emitter by manipulating the front panel switches.
Inputting the range requirements via the communication port.

- 3.4.13 The intensity threshold will have 1200 set points. There will be separate intensity thresholds for the primary detector and the auxiliary detectors.
- 3.4.14 The phase selector will have a POWER ON LED indicator that flashes to indicate unit diagnostic mode and illuminates steadily to indicate proper operation.
- 3.4.15 The phase selector will have internal diagnostics to test for proper operation. If a fault is detected, the phase selector will use the front panel LED indicators to display fault information.
- 3.4.16 The phase selector will have a High (High) and Low (Low) LED indicator for each channel to display active calls.
- 3.4.17 The phase selector will have a test switch for each channel to test proper operation of High or Low priority.
- 3.4.18 The phase selector will properly identify a High priority call with the presence of 10 Low priority data-encoded emitter signals being received simultaneously on the same channel.
- 3.4.19 The phase selector will have write-on pads to allow identification of the phase and channel.
- 3.4.20 The phase selector will have the capability to enter unique names for each channel via the interface software.
- 3.4.21 The phase selector will provide one isolated confirmation light control output per channel. These outputs are user configurable through software for a variety of confirmation light sequences.
- 3.4.22 The NEMA model of the phase selector will have outputs for the control of NEMA controllers that lack internal preemption capability. This function will be accomplished through the use of Manual Control Enable, Interval Advance, and Phase Omit options.
- 3.4.23 The NEMA model will also have the option of providing separate outputs for High and Low priority calls for controllers that do not recognize a 6.25Hz pulsed Low priority request.
- 3.4.24 The NEMA model of the phase selector will have the capability to set Interval Advance rates as low as once every 200 mSec for Low priority calls. It will also be able to operate in the Manual Control Enable Mode for Low priority calls and activate a standard preemption output for high priority calls.
- 3.4.25 The phase selector will have the capability of recording the presence of a vehicle transmitting at the specified Probe frequency. The phase selector will at no time attempt to modify the intersection operation in response to the Probe frequency.
- 3.4.26 The phase selector will have the capability of providing Low priority in a mode where the output to the controller is gated or controlled by timing relationships within the controller cycle.

- 3.4.27 The phase selector will have the capability to assign a relative priority to a call request within High or Low priority. This assignment will be based on the received vehicle class.
- 3.4.28 The phase selector will have the capability to discriminate between individual ID codes, and allow or deny a call output to the controller based on this information.
- 3.4.29 The phase selector will have the capability to log call requests by unauthorized vehicles.
- 3.4.30 The phase selector will have the ability to command an emitter to relay a received code to the next intersection.
- 3.4.31 The phase selector will have the capability of functionally testing connected detector circuits and indicating via front panel LEDs nonfunctional detector circuits.
- 3.4.32 The phase selector will incorporate a precision real time clock synchronized to an AC power line frequency.
- 3.4.33 The clock will have the capability to automatically adjust itself for changes in daylight saving time. Interface software will be used to set the clock and to input the appropriate dates and times for daylight saving changes.
- 3.4.34 The phase selector shall have the capability to set the minimum time between Low priority calls.
- 3.4.35 An auxiliary interface panel will be available to facilitate interconnections between the phase selector and traffic cabinet wiring.

3.5 Card Rack

- 3.5.1 The required card rack will provide simplified installation of a phase selector into controller cabinets that do not already have a suitable card rack.
- 3.5.2 The card rack will be factory wired to one connector, located behind the card slot, and a terminal block, located next to the phase selector slot, on the front of the card rack.
- 3.5.3 The card rack connector on the front will provide for all connections to the traffic controller.
- 3.5.4 The card rack will provide labeled terminal blocks for connecting the primary infrared detectors to a phase selector.

3.6 Interface Card for Electromechanical Controllers

- 3.6.1 The required interface card for electromechanical controllers will provide electrical and logic interface between the phase selector and an electromechanical-type controller.
- 3.6.2 The inputs to the interface card for electromechanical controllers will be connected to the outputs of the phase selector.

- 3.6.3 The outputs of the interface card for electromechanical controllers will be connected to the Hand Control Switch or Police Panel where the dial motor and its self-generated solenoid advance pulses are disconnected from the cam/solenoid assembly and replaced by pulses generated by the action of the Hand Control Switch in the electromechanical-type controller.
- 3.6.4 The interface card for electromechanical controllers will decode the outputs of the phase selector(s) and advance the controller to the phase that is set for that channel by sensing the traffic controller signal indications.
- 3.6.5 The interface card for electromechanical controllers will have one input to disable the interface card.
- 3.6.6 The interface card for electromechanical controllers will include the following switches:
- Channel 1 Green Time: 16-position rotary switch; Controls timing between advance pulses, in seconds, when in Phase 1 green.
 - Channel 2 Green Time: 16-position rotary switch; Controls timing between advance pulses, in seconds, when in Phase 2 green.
 - Channel 3 Green Time: 16-position rotary switch; Controls timing between advance pulses, in seconds, when in Phase 3 green.
 - Channel 4 Green Time: 16-position rotary switch; Controls timing between advance pulses, in seconds, when in Phase 4 green.
 - NON Green Time: 16-position rotary switch; Controls timing between advance pulses, in seconds, when no indications are green.
 - Power Switch.

3.7 Interface Software

- 3.7.1 The priority control interface software will be provided on a single CDROM to interface with the phase selector. The CD-ROM will include a utility to create 3.5 inch 1.44 mB diskettes to be used on computers without CD-ROM drives. It must run on most IBM-compatible computers equipped with at least 64M RAM, Windows™ 98 and color VGA display capability.
- 3.7.2 The priority control interface software must accommodate:
- Setting up and presenting user-determined system parameters.
 - Viewing and changing settings.
 - Viewing activity screens.
 - Displaying and/or downloading records of previous activity showing class, code, priority, direction, call duration, final greens at end of call, duration of final greens, time call ended in real time plus maximum signal intensity (vehicle location information). This information may be used to reconstruct the route taken by a priority (or probe) vehicle to track the vehicle.
- 3.7.3 The priority control interface software must accommodate operation via a mouse or via the keyboard, or in combination.
- 3.7.4 The priority control interface software must provide menu displays to enable:
- Setting of valid vehicle ID and class codes.
 - Establishing signal intensity thresholds (detection ranges), modem initialization, intersection name and timing parameters.
 - Setting of desired green signal indications during priority control operation and upload and download capability to view.
 - Resetting and/or retrieving logged data and priority vehicle activity.

Addressing for each card in a multi-drop connected system.
Confirmation light configuration.
NEMA Control Parameters.

3.7.5 The interface software will provide readout of noise levels detected by the detectors. This noise level will serve as a troubleshooting tool.

3.7.6 The interface software will provide a real-time activity screen which will provide the following information:

Call intensity value even if below threshold.
Vehicle class and ID.
Emitter priority level.
Indication of detection on primary or auxiliary detector
Indication if call is being serviced or is pending.
Indication if vehicle is in range.
Readout for four separate vehicles per channel.
Detector noise level readout.
Green phase monitoring with information on the current greens.

4.0 RELIABILITY

4.1 All equipment supplied as part of the infrared priority control system intended for use in the controller cabinet will meet the following electrical and environmental specifications spelled out in the NEMA Standards Publication TS2 1992, Part 2:

1. Line voltage variations per NEMA TS2 1992, Paragraph 2.1.2.
2. Power source frequency per NEMA TS2 1992, Paragraph 2.1.3.
3. Power source noise transients per NEMA TS2 1992, Paragraph 2.1.6.1.
4. Temperature range per NEMA TS2 1992, Paragraph 2.1.5.1.
5. Humidity per NEMA TS2 1992, Paragraph 2.1.5.2.
6. Shock test per NEMA TS2 1992, Paragraph 3.13.9.
7. Vibration per NEMA TS2 1992, Paragraph 3.13.8.

4.2 Each piece of equipment supplied as part of the priority control system intended for use in or on priority vehicles will operate properly across the entire spectrum of combinations of environmental conditions (temperature range, relative humidity, vehicle battery voltage) per the individual component specifications.

5.0 INSTALLATION

5.1 A factory certified representative from the product supplier of the vehicle preemption equipment shall be on-site during the final set up of the system to supervise the final installation and final testing of the equipment.

6.0 WARRANTY

6.1 The vehicle preemption system shall be warranted against manufacturing defects in materials and workmanship for a period of one year from the date of installation. The equipment supplier shall provide operational documentation for the system.