Special Specification 6058
Battery Back-Up System for Signal Cabinets

1. DESCRIPTION

Install a battery back-up (BBU) system for traffic signals that provides reliable emergency power in case of utility power failure or interruption. The BBU system should also function as a power conditioner or voltage regulation device.

The BBU system should consist of inverter/charger, manual bypass switch, power transfer switch or automatic bypass switch, batteries, battery monitoring device, wiring, external cabinet or stand-alone cabinet, concrete pad, all necessary hardware and software, and any associated equipment required to operate in a field environment.

The BBU system should be able to operate a light-emitting diode- (LED-) only signalized intersection (700-W load) for 4 hr. of full runtime when utility power is disabled and under ambient temperature of 25°C. The BBU system should switch the intersection to flash mode of operation when approximately 40% of battery charge is remaining, using relay contact connection points on the front panel of the unit. The BBU system should operate the intersection in the flash mode of operation (300-W load) for an additional 2 hr. BBU system components must be rated for a minimum 1,400-W load capacity.

Design the BBU system for outdoor applications in accordance with NEMA TS2-2003, Section 2. All components of the BBU system should be rated to operate under temperature extremes of -34°C–+74°C.

2. DEFINITIONS

2.1. Automatic Bypass Switch. A unit connected between the utility power supply and the inverter/charger that can automatically switch power to the controller cabinet service panel from inverter output power to utility line power.

2.2. BBU System. Includes, but is not limited to, a manual bypass switch, automatic bypass switch or power transfer switch, inverter/charger, batteries, battery monitoring device, wiring, external cabinet, and any necessary hardware for system operation.

2.3. BBU System Software. All software associated with operation, programming, and functional requirements of the BBU system.

2.4. Battery Monitoring Device. The device that monitors battery temperatures and charge rate of the batteries used in the BBU system.

2.5. Batteries. Standard 12-V batteries wired in series to create 36-V DC – 96-V DC storage.

2.6. Boost. When enabled, the BBU system inverter/charger should automatically switch into this mode to raise the utility line voltage when it drops below a preset limit. The limit may be user-defined or use manufacturer default settings (typically 100 V AC).

2.7. Buck. When enabled, the unit should automatically switch into this mode to reduce the utility line voltage when it rises above a preset limit. The limit may be user-defined or use manufacturer default settings (typically 135 V AC).

2.8. External or Stand-Alone Cabinet. The structure that houses the system components or batteries.

2.9. Inverter/Charger. The unit that converts the DC voltage input into 120-V AC output for the traffic signal cabinet to operate. At minimum, the inverter/charger should be rated for 1,400 W.

2.10. Inverter Line Voltage. The power supplied from the BBU system inverter to the traffic signal cabinet.

2.11. Manual Bypass. Manual switch that allows user to bypass BBU power to service system equipment. The manual bypass switch switches utility line power directly to cabinet.

2.12. Power Transfer Switch. A unit connected between the utility power supply and the inverter/charger that can automatically switch from utility line power to inverter output power. The power transfer relay may be a separate unit or combined with the manual bypass switch. In case of battery voltage loss, the power transfer switch must automatically return to utility line power.

2.13. Signal Operation Mode. A signalized intersection generating a 700-W load when running in normal operation.

2.14. Signal Flash Mode. A signalized intersection generating a 300-W load when running in the flash mode of operation.

2.15. Utility Line Voltage. The 120-V AC power supplied to the BBU system.

3. EQUIPMENT

Ensure electrical materials and construction methods conform to NEC and additional local utility requirements. Furnish BBU systems prequalified by the Department. The Traffic Operations Division maintains an MPL of prequalified BBU systems. Ensure all materials and construction methods conform to the details shown on the plans, this Specification, and the pertinent requirements of the following Items.

- Item 420, “Concrete Substructures”
- Item 620, “Electrical Conductors”

Provide and install a BBU system that can fulfill the following requirements.

3.1. Method of Operation. The BBU system should operate using one or more of the following methods.

3.1.1. Buck-and-Boost Method. When the buck-and-boost functions are enabled, they should set the upper and lower control limit allowable for the utility line voltage.

If the utility line voltage fluctuates above or below the buck-and-boost values, the BBU system should raise or lower the voltage by approximately 10%–15% of the utility line voltage to bring the voltage back within the upper and lower control limits. Provide a buck-and-boost system with preset manufacturer defaults.

If the utility line voltage falls above or below the functional capabilities of buck and boost, then the BBU system must transfer power from the utility line voltage to the inverter line voltage.

3.1.2. Standby Method. The standby method should set upper and lower control limits for the utility line power. If the utility line voltage falls above or below the upper or lower control limits, then the BBU system should transfer power from the utility line voltage to the inverter line voltage.

3.1.3. Continuous Operating Mode, Double Conversion Method. The continuous method always supplies the cabinet with inverter line voltage. This method requires the disabling of buck-and-boost functions.

3.2. BBU System Capabilities. The BBU system should be able to provide 1,400-W peak load, with at least 80% inverter efficiency, for at least 10 sec.

The BBU system should be able to provide 700-W signal operation load for at least 4 hr., and then switch to and provide 300-W signal flash load for an additional 2-hr. minimum, when batteries are fully charged.

When the BBU system runs on battery power, the inverter/charger should enable a user to select the voltage at which the transition from normal operating load to flash mode occurs (usually 47.5 V), using relay contacts and connection points on the front panel of the inverter/charger.

The allowed transfer time, from disruption of normal utility line voltage to stabilized inverter line voltage from batteries, should be less than 65 milliseconds. The same allowable transfer time must also apply when switching from inverter line voltage to utility line voltage.

The BBU system should bypass utility line voltage whenever the voltage is outside the manufacturer's default, or a user-programmed voltage range, ±2 V AC.

When the utility line power has been restored to a normal operating voltage for more than a user-defined setting (default 30 sec.), the BBU system should transfer from inverter line voltage to utility line voltage. The BBU system should be equipped to prevent malfunction feedback to the cabinet or the utility service.

Provide a BBU system that is compatible with TS1, TS2, and Model 170/2070 controllers and cabinet components for full runtime operation.

Unless the plans indicate otherwise, provide a BBU system in an external battery cabinet. When indicated by the plans, provide a BBU system that can be shelf-mounted in NEMA TS-1 and NEMA TS-2 cabinets, or rack-mounted for Model 170/2070 332 cabinets. Provide a manual bypass that can be shelf-mounted or attached to the side of the signal cabinet. Provide interconnect cables that are no less than 10 ft. long.

Relay contact wiring for each set of NO/NC relay contact closure terminals should be no less than 6 ft. long and #18 AWG wire. Use manufacturer recommendations for size of wire for any cable's lengths greater than 10 ft.

The BBU system should have lightning surge protection compliant with IEEE/ANSI C 62.41 and UL 1449. Provide lightning surge protection to the utility line voltage entering the inverter/charger. The surge protection device should be easily accessible and mounted externally from the inverter/charger.

The BBU system, including batteries and hardware, should be easily replaceable and should not require any special tools for installation.

The BBU system should operate in automatic fail-safe mode. Should a breaker trip the inverter/charger or power transfer switch on, the system must automatically operate from utility line power and bypass the BBU system.

As stated above, in addition to the inverter/charger, provide BBU with an external manual bypass switch and either an external automatic transfer switch or external automatic bypass switch.

The BBU system must be able to log up to 100 events. Events should date- and time-stamp faults with utility line voltage and battery voltages. At a minimum, the BBU system should log an event when:

- the utility line voltage falls above or below the upper or lower control limits,
- the BBU system automatically switches to battery power, or
- self-monitoring BBU system components fail.

3.3. Displays, Controls, Diagnostics, and Maintenance. The BBU system should include a front panel display. All applicable programmable functions of the operational methods described in this Specification should be viewable from the front panel display.

All events described in Section 3.2., "System Capabilities," should be viewable from the front panel display.

The BBU system software should be programmable from the front panel of the inverter/charger using a keyboard or momentary buttons, allowing user to step through menu-driven software.

Provide a 10/100 Ethernet port on the front panel of the inverter/charger.

Provide a RS232 port on the front panel of the inverter/charger.

Include software for the BBU system's operational needs. The user/operator should be able to access the system software via the Ethernet and RS232 ports on the front panel of the inverter/charger. The user should be able to read logged events and change programmable parameters from the keyboard, laptop, or local area network by the Ethernet port.

System software must be upgradeable by the RS232 port on the front panel of the inverter/charger.

3.4. Inverter/Charger. The inverter/charger is the unit that provides voltage regulation, conditioning of utility line power, DC voltage input conversion into 120-V AC output for the traffic signal cabinet to operate, emergency backup power upon loss of utility power, and temperature-compensated battery charging. At a minimum, the inverter/charger should be rated for 1,400 W. Provide at least six sets of Normally Open (NO) and Normally Closed (NC) single-pole double-throw dry contact relay closures on the front face of the inverter/charger, labeled to identify each contact. The relay closures should consist of NO/NC contact closures energized whenever the unit switches to battery power (label or mark contacts as "on battery" or equivalent), and a second set of NO/NC contact closures should be energized whenever the battery approaches 40% remaining capacity (label or mark contact as "low battery" or equivalent), which must determine when the unit will switch from normal operation to flash. A third set of NO/NC contact closures should be energized after a user-settable time after the unit switches to battery power. The contact may be labeled "timer." The remaining relays should be user-definable.

Operating temperature range for the inverter/charger and power transfer relay should be -34°F–+74°F. When battery power is used, the BBU system output voltage must be between 110 V AC and 125 V AC, pure sine wave output, ≤3% THD, 60 Hz ±3 Hz.

3.5. Manual Bypass Switch. The manual bypass switch should be provided as a separate unit external to the inverter/charger unit. The manual bypass switch must consist of housing, two-position switch, terminal blocks, internal wiring, service outlet, circuit breakers, and mounting hardware. The components should be rated at least 240 V AC/30 A. Provide the manual bypass switch with No. 8 terminal blocks. The manual bypass switch should be two-position and allow the user to switch utility line power directly to the cabinet service panel. The switch positions must provide the following functions.

- In the "Bypass" position, the inverter is bypassed, and utility power is removed from the BBU and passed directly to the signal power panel.
- In the "UPS" position, the inverter/switch is powered, and the signal circuits are supplied by the output of the inverter.

When the manual bypass switch is in the "Bypass" position, the user may replace the automatic bypass switch (or transfer switch) and the inverter/charger without interrupting power to the intersection. Provide the manual bypass switch with overcurrent protection (20-A circuit breaker).

3.6. Power Transfer Switch. These requirements are for BBU systems provided with a power transfer switch. The power transfer switch must operate such that the inverter/charger input and cabinet power panel are supplied with power from the utility line. If the utility line power is lost or requires conditioning (buck or boost), the power transfer switch must automatically connect the inverter/charger output to the cabinet power panel such that the inverter/charger output provides the power. In case of inverter/charger failure, battery failure, or complete battery discharge, the power transfer should revert to the NC (de-energized) state, where utility line power is connected to the cabinet service panel.

Size the wire going to the power transfer switch from the manual bypass switch, to and from the inverter/charger, and from the manual bypass switch to utility power service according to the system requirements.

3.7. Automatic Bypass Switch. These requirements are for BBU systems provided with an automatic bypass switch. The automatic bypass switch must operate such that the inverter/charger input is supplied with power from the utility line and the cabinet power panel is supplied with power from the output of the inverter/charger. In case of inverter/charger failure, battery failure, or complete battery discharge, or other loss of power from the output of the inverter/charger, the automatic bypass switch should revert to the NC (de-energized) state, where utility line power is connected to the cabinet service panel.

3.8. Batteries. Provide batteries from the same manufacturer and vendor as the BBU system.

Individual batteries should be 12-V type, easily replaceable, and available for purchase, or common off-the-shelf equivalent.

Select batteries sized and rated to operate a 700-W load for 4 hr. (normal operation) followed by a 300-W load for 2 hr. (flash operation), for a total of 6 hr.

Battery configuration should consist of 12-V batteries arranged for total voltages of 36, 48, 60, 72, 84, or 96.

Batteries should be deep-discharge, sealed prismatic lead-calcium based, valve-regulated, and maintenance-free.

Batteries should operate over a temperature range of -34°F–+74°F.

Batteries should indicate maximum recharge data and recharging cycles, and manufacturer defaults on the inverter/charger should not allow the recharging process to exceed the batteries' maximum values.

Connect the battery interconnect wiring to the inverter unit using a modular harness with red and black cabling that terminates into a typical power-pole style connector. Equip the harness with mating power flag-style connectors for batteries and a single insulated plug-in style connection to inverter/charger unit. Harness should allow batteries to be quickly and easily connected in any order, and keyed to ensure proper polarity and circuit configuration. Size the fusible link or device accordingly with BBU system requirements. To protect against currents exceeding each battery current rating, provide links within 3 in. of the negative and positive leads of each battery. Provide fusible links made of insulated stranded wire.

Provide insulated covers at the connection points (posts) to prevent accidental shorting.

Provide battery cables to connect battery to battery harness main cable at least 18 in., or long enough to accommodate the battery covers provided with the battery ground box, whichever is longer. Size the battery harness accordingly with BBU system requirements.

3.9. Battery Monitoring System. The BBU system should use a temperature-compensated battery charging system. The charging system should compensate over 2.5 mV/°C–4.0 mV/°C per cell.

Use a temperature sensor to monitor the temperature and regulate the charge rate of the batteries. Unless required otherwise by the plans, provide a temperature sensor wire as follows.

- 8 ft. long if external side-mounted cabinet is attached to existing controller cabinet
- 8 ft. long if batteries are housed in traffic signal base used for cabinet foundation and are stored on shelf within base
- 8 ft. long if a stand-alone cabinet is used

Should the temperature sensor fail, the inverter/charger should not allow the BBU system to overcharge the batteries. The BBU system should provide an alarm should the temperature sensor fail.

Recharge time for the batteries to obtain 80% or more of full battery charge capacity should not exceed 20 hr. at 70°F.

Batteries should not be allowed to charge when the battery temperature exceeds 50°F.

The BBU system should monitor battery strings within a system and set a fault indicator if the battery voltage falls below normal operating voltage.

3.10. Battery Housing. Unless plans require otherwise, provide an external battery cabinet or stand-alone BBU and battery cabinet as specified below.

3.10.1. External Battery Cabinet. The external cabinet should be NEMA Type 3R all-aluminum with stainless steel hardware, or approved equivalent. Design the external cabinet to attach on the side of a TS2 Size 6 base-mount cabinet. Mount the batteries, inverter, transfer switches, manual bypass, and associated hardware in the external cabinet.

Equip the external cabinet with proper ventilation, electric fan, and air filter in accordance with NEMA TS2.

Equip external cabinets with a door opening to the entire cabinet. Attach the door to the cabinet with a full-length stainless steel piano hinge or four two-bolts-per-leaf hinges. Provide a door with the same latch and lock mechanism as required for a standard traffic signal cabinet. In addition, provide a padlock clasp.

When using battery ground boxes, an external cabinet is required for the non-battery components.

3.10.2. Stand-Alone BBU and Battery Cabinet. When required for installation by the plans, provide a stand-alone cabinet conforming to the specifications of the external BBU and battery cabinet, except that it must not mount to the controller cabinet. Design the stand-alone cabinet to attach to a concrete pad.

3.11. Concrete Pad. Provide a Class B concrete pad as a foundation for stand-alone cabinets. For external cabinets, extend the controller foundation to provide a Class B concrete pad under the external cabinet.

3.12. Documentation. Provide operation and maintenance manuals. The operation manual should include a block diagram schematic of system hardware components. The manual should include instructions for programming and viewing software features. The manual should also include uploading and downloading (communications protocol) requirements by RS232 or Ethernet port.

Provide board-level schematics when requested.

Provide battery documentation and replacement information.

3.13. Testing. The Department reserves the right to test BBU systems to ensure quality assurance on unit before installation and random sampling of units being provided to the State. BBU systems that fail must be removed from the Qualified Products List (QPL).

Department QPL testing procedures must check compliance with the criteria of this Specification, including the following.

- Event logging for fault and alarm conditions
- Demonstrated use of one or more of the operating methods described in Section 3.1., "Method of Operation"
- Testing of ability to power a 700-W load for 4 hr., transfer to flash mode, and power a 300-W load for additional 2 hr., at an ambient temperature of +75°F
- Testing of all components in environmental chamber (temperature ranges from -30°F–+74°F) following NEMA TS2 2003, Section 2.

3.14. Warranty, Maintenance, and Support. Provide a BBU with a warranty that requires the manufacturer to replace failed BBUs when non-operable due to defect in material or workmanship within 5 yr. of date of purchase from manufacturer. Supply a BBU with no less than 95% of the manufacturer's warranty remaining on the date when the BBU is installed and begins operating. The replacement BBU must meet this Specification. The Contractor must manage any warranty issues until the date of final acceptance.

Batteries should be warranted for full replacement for 5 yr. Batteries must be defined as bad if they are not able to deliver 80% of battery rating.

4. MEASUREMENT

This Item will be measured by each BBU system installed.

5. PAYMENT

The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for "BBU System" of the type of BBU cabinet specified. This price is full compensation for furnishing, installing, and testing the completed BBU system and associated equipment; mounting hardware; Class B concrete pad; software; conduit; conductors; and equipment, labor, tools, and incidentals.

Special Specification 6292

Radar Vehicle Detection System for Signalized Intersection Control

1. DESCRIPTION

Furnish, install, relocate, or remove radar vehicle detection systems (RVDS) of the specified devices at signalized intersections to provide the required zones of detection as shown on the plans, or as directed.

2. MATERIALS

2.1. General. Except as allowed for relocation of RVDS equipment, ensure all equipment and component parts are new in accordance with Division Specification TO-8000, "Radar Vehicle Detection System," Section 1.0–Section 6.0, and in an operable condition at time of delivery and installation.

The Traffic Safety Division, Traffic Management Section, (TRF-TM) updates TxDOT Material producer list (MPL) of all RVDSs conforming to this Specification. New materials appearing on the MPL require no further sampling and testing before use unless deemed necessary by the Engineer or TRF-TM. Provide prequalified RVDSs from the TxDOT MPL.

Ensure all RVDSs serving the same detection purpose within the project are from the same manufacturer. RVDS devices are classified by their functional requirements. The functional requirements are for radar presence detection devices (RPDDs) and radar advance detection devices (RADDs). The RVDS system classifications are RVDS (RPDD Only), RVDS (RADD Only), and RVDS (RPDD and RADD).

Provide each RVDS sensor with a mounting bracket designed to mount directly to a pole, mast arm, or other structure. Ensure bracket is designed such that the sensor can be tilted vertically and horizontally for alignment and then locked into place after proper alignment is achieved. All hardware must be designed to support the load of the RVDS sensor and mounting bracket.

2.2. Configuration. Ensure the RVDS provides vehicle detection as required on the plans, or as directed.

Ensure the RVDS does not require tuning or recalibration to maintain performance once initial calibration and configuration are complete. RVDS must not require cleaning or adjustment to maintain performance.

RVDS must self-recover from power failure once power is restored.

2.3. Cabling. Provide appropriate length of all cables necessary to make the RVDS fully operational at each installation site.

2.4. Software. Ensure the RVDS manufacturer includes all software required to configure and monitor operation of RVDS field equipment locally and remotely. RVDS software must be a stable production release.

Software must allow the user to configure, operate, exercise, diagnose, and read status of all RVDS features and functions using a laptop computer.

Software must include the ability to save a local copy of RVDS field device configurations and load saved configurations to RVDS field devices.

Ensure all licenses required for operation and use of software are included at no additional cost.

Software updates must be provided at no additional cost during the warranty period.

2.5. Electrical. All conductors supplying the equipment must meet NEC requirements.

Ensure equipment is designed to protect personnel from exposure to high voltage during installation, operation, and maintenance.

2.6. Mechanical. Ensure that all parts are fabricated from corrosion-resistant materials, such as plastic, stainless steel, aluminum, or brass.

Ensure that all screws, nuts, and locking washers are corrosion-resistant. Do not use self-tapping screws.

Ensure equipment is clearly and permanently marked with manufacturer name or trademark, part number, date of manufacture, and serial number.

Ensure RVDS is modular in design for ease of field replacement and maintenance. Provide a sensor that will minimize weight and wind loading when mounted on a traffic signal pole or mast arm.

All printed circuit boards must have conformal coating.

2.7. Environmental. RVDS sensor must be able to withstand the maximum wind load based on the Department's basic wind velocity zone map standard without any damage or loosening from structure.

The RVDS enclosure must conform to criteria set forth in NEMA 250 for Type 4X enclosures.

The RVDS must meet all NEMA TS2 environmental requirements for temperature, humidity, transients, vibration, and shock.

2.8. Connectors and Harnesses. Ensure all conductors are properly color-coded and identified.

Ensure cable connector design prohibits improper connections. Cable connector pins are plated to improve conductivity and resist corrosion.

Connections for data and power must be made to the RVDS sensor using waterproof, quick-disconnect connectors. Pigtails from the sensor to a waterproof junction box (NEMA 4) or an approved waterproof connector must be allowed for splicing. The pigtails must not be shorter than 3 ft. unless otherwise shown on the plans.

3. CONSTRUCTION

3.1. System Installation. Install RVDS system devices according to the manufacturer's recommendations to provide properly functioning detection as required. This must include the installation of sensors on signal poles or mast arms, controller interface modules, power and surge protection panels, cabling and all associated equipment, software, serial and Ethernet communication ports, and connectors and hardware required to set up and operate. Ensure that the supplier of the RVDS provides competent onsite support representative during installation to supervise installation and testing of the RVDS. Ensure the radar sensor locations are optimal for system operation and operate as required. Maintain safe construction practices during equipment installation.

Ensure installation and configuration of software on Department computers are included with the RVDS.

Take care to prevent damage to any support structures. Any equipment or structure damaged or lost must be replaced by the Contractor (with items approved) at no cost to the Department.

3.2. Mechanical Components. Ensure that all fasteners, including bolts, nuts, and washers with a diameter less than 5/8 in. are Type 316 or Type 304 stainless steel and meet ASTM F593 and ASTM F594 for corrosion

resistance. Ensure that all bolts and nuts 5/8 in. and more in diameter are galvanized and meet ASTM A307. Separate dissimilar metals with an inert dielectric material.

3.3. Wiring. Install all wiring and electrical work supplying power to the equipment in a neat, skillful manner. Supply and install all wiring necessary to interconnect RVDS sensors to the traffic signal cabinet to complete the work. Furnish and install any additional required wiring at no additional cost to the Department.

Wiring must be cut to proper length before installation. Provide cable slack for ease of removal and replacement. All cable slack must be neatly laced with lacing or straps in the bottom of the cabinet. Ensure cables are secured with clamps.

3.4. Grounding. Ensure all RVDS components, cabinets, and supports are grounded in accordance with the NEC and manufacturer recommendations.

3.5. Relocation of RVDS Field Equipment. Perform the relocation in strict conformance with the requirements herein and as shown on the plans. Completion of the work must present a neat, skillful, and finished appearance. Maintain safe construction practices during relocation.

Inspect the existing RVDS field equipment with a representative from the Department and document any evidence of damage before removal. Conduct a pre-removal test in accordance with the testing requirements contained in this Specification to document operational functionality. Remove and deliver equipment that fails inspection to the Department.

Before removal of existing RVDS field equipment, disconnect and isolate the power cables from the electric power supply and disconnect all communication cabling from the equipment located inside the cabinet. Coil and store power and communication cabling inside the cabinet until relocation. Remove existing RVDS field equipment as shown on the plans only when authorized.

Take care to prevent damage to any support structures. Any equipment or structure damaged or lost must be replaced by the Contractor (with items approved) at no cost to the Department.

Make all arrangements for connection to the power supply and communication source, including any permits required for the work under the Contract. Provide wire for the power connection at least the minimum size indicated on the plans and insulated for 600 V. Meet the NEC.

3.6. Removal of RVDS Field Equipment. Perform the removal in strict conformance with the requirements herein and as shown on the plans. Completion of the work must present a neat, skillful, and finished appearance. Maintain safe construction practices during removal.

Disconnect and isolate any existing electrical supply before removal of existing field equipment.

Take care to prevent damage to any support structures. Any equipment or structure damaged or lost must be replaced by the Contractor (with items approved) at no cost to the Department.

All materials not designated for reuse or retention by the Department will become the property of the Contractor and be removed from the project site at the Contractor's expense. Deliver items to be retained by the Department to a location shown on the plans or General Notes. The Contractor is fully responsible for any removed equipment until released.

3.7. Documentation. Provide electronic copies of operation and maintenance manuals, along with a copy of all product documentation on electronic media. Include the following documentation.

- Complete and accurate schematic diagrams
- Complete installation procedures
- Manufacturer's specifications (functional, electrical, mechanical, and environmental)
- Complete maintenance and troubleshooting procedures

- Explanation of product operation
- Warranty as specified in Section 3.8., "Warranty"

The RVDS must pass testing to ensure functionality and reliability before delivery. This includes functional tests for internal subassemblies, a 24-hr. minimum unit level burn-in test, and a unit functionality test. Provide test results and supporting documentation, including serial number tested, for each RVDS. If requested, manufacturing data per serial number must be provided for each RVDS.

Unless deemed unnecessary by the Engineer or TRF-TM, provide certification from an independent laboratory demonstrating compliance with NEMA TS2 environmental requirements for temperature, humidity, transients, vibration, and shock.

Unless deemed unnecessary by the Engineer or TRF-TM, provide third-party enclosure test results demonstrating the sensor enclosure meets Type 4X criteria.

Unless deemed unnecessary by the Engineer or TRF-TM, provide evidence of RVDS manufacturer's quality assurance program, including proof of RVDS manufacturer ISO 9001 certification or other quality management system programs for manufacturing RVDS.

3.8. Warranty. Ensure that the detection system has a manufacturer's warranty covering defects for at least 5 yr. from the date of final acceptance. In addition to the terms required by TO-8000, Article 8, ensure the warranty includes providing replacements, within 10 calendar days of notification, for defective parts and equipment during the warranty period at no cost to the Department.

3.9. Training and Support. Provide manufacturer-approved end user training to the Department and their representatives. Training must include instruction in system configuration, operation, and maintenance. Provide training for at least 10 Department-designated representatives up to 8 hr., including class and field training.

Ensure that the detection system manufacturer will provide product support for at least 5 yr. from the date of final acceptance.

4. TESTING

Perform the following tests on equipment and systems unless otherwise shown on the plans. The Department may witness all the tests.

4.1. Stand-Alone Test. Conduct a stand-alone test for each unit after installation. The test must exercise all stand-alone (non-network) functional operations and verify that RVDS is placing detector contact closure to assigned detector channels in the traffic signal controller assembly. Notify the Engineer 5 working days before conducting this test.

4.2. Consequences of Test Failure. If a unit fails a test, provide a new unit, and then repeat the test until successfully completed.

4.3. Final Acceptance Test. Conduct a final acceptance test on the complete functional system. Demonstrate all control, monitoring, and communication requirements and operate the system for 30 days. The Engineer will furnish a letter of approval stating the first day of the final acceptance test.

4.4. Consequences of Final Acceptance Test Failure. If a defect within the system is detected during the final acceptance test, document and correct the source of failure. Once corrective measures are taken, monitor the point of failure until a consecutive 30-day period free of defects is achieved.

4.5. Relocation.

4.5.1. Pre-Test. Provide five copies of the test procedures, including tests of the basic functionality of the unit, and blank data forms to the Engineer for review and comment as part of material documentation requirements. Functionality tests may include, but not be limited to, physical inspection of the unit and cable assemblies. Include the sequence of the tests in the procedures along with acceptance thresholds. The Engineer will comment on and approve or reject test procedures within 30 days after Contractor submittal of test procedures. Rejected test procedures must be resubmitted within 10 days. Review time is in calendar days. Conduct all tests in accordance with the approved test procedures.

Conduct basic functionality testing before removal of RVDS field equipment. Test all functional operations of the equipment in the presence of representatives of the Contractor and the Department. Ensure that both representatives sign the test report indicating that the equipment has passed or failed each function. Once removed, the equipment will become the responsibility of the Contractor until accepted by the Department. Compare test data prior to removal and after installation. The performance test results after relocation must be equal to or better than the test results before removal. Repair or replace the failing components within the systems so that the system can pass the performance test after relocation.

4.5.2. Post-Test. Testing of the RVDS field equipment is to relieve the Contractor of system maintenance. The Contractor will be relieved of the responsibility for system maintenance in accordance with Item 7, "Legal Relations and Responsibilities," after a successful test period. The Contractor will not be required to pay for electrical energy consumed by the system.

After all existing RVDS field equipment has been installed, conduct approved continuity, stand-alone, and performance tests. Furnish test data forms containing the sequence of tests, including all the data taken as well as quantitative results for all tests. Submit the test data forms to the Engineer at least 30 days before the day the tests are to begin. Obtain approval of test procedures before submission of equipment for tests. Send at least one copy of the data forms to the Engineer.

Conduct an approved stand-alone test of the equipment installation at the field sites. At minimum, exercise all stand-alone (non-network) functional operations of the field equipment with all the equipment installed per the plans as directed. Complete the approved data forms with test results and submit them to the Engineer for review and either acceptance or rejection of equipment. Give at least 30 working days' notice before all tests to allow the Engineer or their representative to observe each test.

The Department must conduct approved RVDS field equipment system tests on the field equipment with the central equipment. The tests must, at minimum, exercise all remote-control functions and display the return status codes from the controller.

If any unit fails to pass a test, prepare and deliver a report to the Engineer. Describe the nature of the failure and the corrective action needed. If the failure is the result of improper installation or damage during reinstallation, reinstall or replace the unit and repeat the test until the unit passes successfully, at no additional cost to the Department or extension of the Contract period.

5. MEASUREMENT

New RVDSs furnished and installed by the Contractor will be measured by each approach to the signalized intersection.

RVDSs furnished by the Department for Contractor installation only will be measured by each approach to the signalized intersection.

Existing RVDSs to be relocated or removed will be measured by each sensor relocated or removed.

6. PAYMENT

6.1. **Furnish and Install**. The work performed and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit bid price for "RVDS (Presence Detection Only)," "RVDS (Advance Detection Only)," and "RVDS (Presence and Advance Detection)."

This price is full compensation for furnishing, installing, configuring, integrating, and testing the completed installation, including RVDS equipment, voltage converters or injectors, cables, connectors, associated equipment, and mounting hardware. This price also fully compensates for all labor, tools, equipment, any required equipment modifications for electrical service, documentation, testing, training, software, warranty, and incidentals necessary to complete the work.

6.2. **Install Only**. The work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "RVDS (Presence Detection Only) (Install Only)," "RVDS (Advance Detection Only) (Install Only)," and "RVDS (Presence and Advance Detection) (Install Only)."

This price is full compensation for making fully operational an RVDS furnished by the Department; for installing, configuring, integrating, and testing the completed installation, including RVDS equipment, voltage converters or injectors, cables, connectors, associated equipment, and mounting hardware; and for all labor, tools, equipment, any required equipment modifications for electrical service, documentation, testing, training, software, and incidentals necessary to complete the work.

6.3. **Relocate**. The work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Relocate RVDS." This price is full compensation for relocating and making fully operational existing RVDS field equipment; for furnishing and installing additional cables or connectors; for testing, delivery, and storage of components designated for salvage or reuse; and for all testing, training, software, equipment, any required equipment modifications for electrical service, labor, materials, tools, and incidentals necessary to complete the work.

6.4. **Remove**. The work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Remove RVDS." This price is full compensation for removing existing RVDS equipment; for removal of cables and connectors; for testing, delivery, and storage of components designated for salvage; and for all testing, training, software, equipment, labor, materials, tools, and incidentals necessary to complete the work.

6.5. **Communication Cable**. All communication cables necessary to make the RVDS fully operational will be subsidiary to this Item.