

ADDENDUM NO. 1

DATE: December 21, 2022

TO: All Potential Bidders

FROM: Suzanne Daws, Procurement Specialist, City of Knoxville

SUBJECT: Addendum No. 1 – Parkside Drive Cantilever Signal Supports

BIDS TO BE OPENED: January 13, 2023, at 11:00:00 a.m. (Eastern Time)

This addendum is being published to answer questions from a potential bidder and becomes a part of the Contract Document and modifies the original specifications as noted.

Question #1: Will the City accept a 30 day pricing quote, the manufacturer will not honor their pricing for more than 30 days at a time?

Response: Yes.

Question #2: The Traffic Signal notes for this project call out a “Green Cast Aluminum Clamshell Base Cover”, is this a good note?

Response: Ignore note 46 on sheet T4 of the plans. See revised specifications, included below. Yellow highlighting indicates changes made to the original specifications within the Invitation to Bid (ITB) documents.

Cantilever Signal Support Standard Specifications

- The design of traffic signal supports poles, mast arms, strain poles, etc. shall be in conformance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, current edition. Overhead cantilevered traffic signal structures shall be designed for fatigue category 1.
- Traffic signal support poles shall be TDOT standard round, tapered, galvanized steel mast arm poles in accordance with TDOT standard drawings. The poles shall have a Holophane RAL 6005 Moss Green or approved equivalent powder coat finish electrostatically applied by the pole manufacturer, and a Holophane RAL 6005 Moss Green or approved equivalent color cast aluminum anchor nut bolt covers to match the existing poles on the corridor.
- All mast arms shall be compatible with the poles in material, strength, shape, and size.
- Secure an anchor base of one-piece cast steel or steel plate of adequate strength, shape, and size to the lower end of the shaft. Place the base so as to telescope the shaft, and weld at the top and bottom faces with continuous fillet welds so that the welded connection develops the full strength of the adjacent shaft section to resist bending action. Provide each base with a minimum of four holes to receive the anchor bolts. Provide cast steel bases with removable **cast aluminum** covers for anchor bolts and tapped holes for attaching covers with hex head cap screws.
- Provide a welded frame hand-hole, 6 x 10 inches minimum and located with a clear distance above the base of no less than the pole diameter, "D". Weld a 1/2-inch 13 UNC grounding nut to the inside of the pole at a point readily accessible for wiring.
- Fabricate shafts from the best, hot-rolled basic open-hearth steel. The shaft shall have only one longitudinal electrically welded joint and may have electrically welded intermediate transverse full penetration circumferential joints, at intervals of not less than 10 feet. The shaft shall be longitudinally cold-rolled to flatten the weld and increase the physical characteristics so that the metal will have a minimum yield strength of 48,000 pounds per square inch. Where transverse full penetration circumferential welds are used, the shaft fabricator shall furnish to the Engineer certification that: (1) all such welds have been radiographed and ultrasonically tested by an independent testing laboratory using a qualified Nondestructive Testing (NDT) technician and (2) the NDT equipment has been calibrated annually.
- Fit the shaft with a removable pole cap, a J-hook wire support welded inside near the top, and a flange plate assembly to match that welded to the butt end of the mast arm.
- Provide mast arms fabricated and certified in the same manner as the upright shafts and that have the same physical characteristics.
- The mast arms shall meet the design requirements necessary to support rigidly mounted traffic signals as shown on the Plans. All arms shall include a removable cap at the tip, grommets wire outlets, and signal hanger assemblies of the type and number shown on the Plans, and a flange plate welded to the butt end to provide a rigid connection to the mast. The assembly shall be constructed so that all wiring can be concealed internally.
- Connect mast arms to the upright pole at a height necessary to provide a minimum clearance of 16 feet 6 inches and a maximum clearance of 19 feet under the traffic signal heads. Install separate signal heads to provide the same clearance.
- Hot-dip galvanize steel poles, mast arms, and hardware in accordance with ASTM A123. The pole shall have a green powder-coat finish electrostatically applied by the pole manufacturer and a **green cast aluminum anchor nut bolt covers**.
- Galvanize all steel and cast-iron components, hardware, and threaded fasteners, except anchor bolts, after fabrication in accordance with ASTM A123, or A153 or A385, as applicable.

- Furnish all bolts, nuts, and screws as it pertains to anchors, hand-hole covers, pole caps, and ground point. Furnish rubber grommets 1" I.D. for signal cable.
- Poles shall come with pre-fabricated metallic anchor bolt template.
- All cantilever signal support details shall comply with TDOT and COK Signal Standard Drawings on sheet T5, design plans and traffic signal notes sheet T4.

Refer to the plan set "Dominion Turkey Creek Signal Design REV 6" uploaded with this document