



North Dakota Department of Transportation

Grant Levi, P.E.
Director

Jack Dalrymple
Governor

March 13, 2014

ADDENDUM 1 – JOB 1

TO: All prospective bidders on project IM-6-029(121)217, Job No. 1 scheduled for the March 21, 2014 bid opening.

The following plan revision shall be made:

Plan Revisions:

Remove and replace sheet 6-2 with the enclosed sheets revised 3/11/2014.

Sheet 6-2:

Added note 772-P08 SIGNAL STANDARD BASES.

This addendum is to be incorporated into the bidder's proposal for this project.

A handwritten signature in black ink, appearing to read "Cal J. Gendreau".

CAL J. GENDREAU – CONSTRUCTION SERVICES ENGINEER

80:plm

Enclosure

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	IM-6-029(121)217	6	2

NOTES

5. After the call on detection zones 4 and 5 goes away, signal heads 1 and 2 changes to green and remains green until detection zones 1 and 2 have a constant call for 1 minute and starts the cycle again.
6. When the commercial vehicle lane backs up and causes a constant call on detection zone 3 for one minute, signal heads 3 and 4 will change from green to yellow to red. Signal heads 3 and 4 will remain red for 5 minutes.
7. After remaining red for 5 minutes, signal heads 3 and 4 will change from red ball to green ball and remain green for 10 seconds.
8. Signal heads 3 and 4 for commercial vehicles continue this cycle (red for 5 minutes to green for 10 seconds to yellow) until the call on detection zone 6 goes away.
9. After the call on detection zone 6 goes away, signal heads 3 and 4 changes to green and remains green until detection zone 3 has a constant call for 1 minute and starts the cycle again.

772-P06 CONCRETE FOUNDATION - TRAFFIC SIGNALS: The controller cabinet concrete foundation as shown on Standard Drawing D-770-1 shall be changed from 48" high to 54" high with 24" being above the ground line putting the top of the controller cabinet concrete foundation at the same elevation as the roadway centerline.

772-P07 TRAFFIC SIGNAL STANDARDS: The design of the Traffic Signal Standards shall meet the requirements of AASHTO publication, Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals (5th Edition 2010 Interim). A wind velocity of 90 mph with the necessary coefficient of height correction factor shall be used in the calculations. Each structure component shall be designed using the requirements of Table 11-1, "Fatigue Importance Factor, IF" Fatigue Category III shall be used for Traffic Signal Standards with mast arm lengths less than 40 feet, Fatigue Category II shall be used for Traffic Signal Standards with mast arm lengths greater than or equal to 40 feet. All the necessary calculations and drawings used in the design of the Traffic Signal Standards shall be furnished with the shop drawing submittal. Calculations and work drawings used in the design of the Traffic Signal Standards shall be signed, sealed, and dated by a Professional Engineer duly registered in the State of North Dakota.

772-P08 SIGNAL STANDARD BASES: All traffic signal standards shall be furnished with transformer bases. The alternate signal standard base shown on Standard Drawing D-772-3 shall not be used.

This document was originally issued and sealed by Blaine D. Johanneson, Registration Number PE-5038, on 03/11/14 and the original document is stored at the North Dakota Department of Transportation.