Hendersonville Signal Timing
Optimization Program

Federal Project Number: CM-NH-9307(17)
State Project Number: 83LPLM-F3-128
TDOT PIN: 127896.00

Bid Addendum #2
Issued 03/23/2026

Item #1 Questions and Answers

1. The project plan set calls for advance detection with individual lane discrimination at the point of measurement. However, the currently specified product (Wavetronix SmartSensor Advance) does not appear to support lane-by-lane advance detection.
    a. Can you clarify how the specified product is intended to meet this requirement?
    b. If it cannot, will the agency allow "or equal" solutions that have proven to meet the advanced detection requirement?

    Response: The detection zones in the plan set are for illustration purposes only and follow TDOT standard drawings. The detection zones are not intended to specify individual lane discrimination at the point of measurement. For radar detection, the City has applied for and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project.

2. The special provisions appear to sole source specific manufacturers, while the signal plans require functionality that may not be supported by at least one of those products.
    a. Can you clarify whether functional performance or adherence to specified manufacturers takes precedence?
    b. In the event of a conflict, will compliance with the performance requirements be the basis for approval?

    Response: The detection zones in the plan set are for illustration purposes only and follow TDOT standard drawings. The detection zones are not intended to specify individual lane discrimination at the point of measurement. For radar detection, the City has applied for and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project.

3. The signal plans indicate lane-by-lane advance detection, while the approved equipment appears to provide aggregated or zone-based detection.
    a. Is the intent to revise the plans, revise the approved products, or allow alternative solutions that meet the plans as designed?

    Response: The detection zones in the plan set are for illustration purposes only and follow TDOT standard drawings. The detection zones are not intended to specify individual lane discrimination at the point of measurement. For radar detection, the City has applied for

and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project. The plans and Proposal Contract will not be altered in relation to detection type.

4. The special provisions also include 360-degree camera coverage in addition to radar detection.
    a. Can you clarify the intended purpose of the 360-degree camera (detection, verification, monitoring, or data collection)?
    b. Is the camera expected to provide detection capabilities, or strictly visual observation?
    c. If detection is expected, what performance criteria must be met?

    Response: The 360-degree camera's primary purpose is for vehicle detection. Detection cameras must meet the specifications outlined in the Proposal Contract.

5. With the availability of advanced detection technologies capable of providing full intersection coverage and high-resolution tracking:
    a. Will the agency consider integrated solutions that combine radar and video capabilities into a single platform?
    b. Would such solutions be acceptable if they meet or exceed all functional requirements outlined in the project?

    Response: For radar detection, the City has applied for and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project. Additional capabilities of detection cameras are acceptable; however, detection cameras must meet the specifications outlined in the Proposal Contract.

6. Are there specific requirements for how radar and camera systems must interface with the controller or central system?

    Response: Specifications for both radar and detection cameras are outlined in the Proposal Contract.

7. Will alternative system architectures that simplify installation and reduce hardware—while meeting performance requirements—be considered?

    Response: For radar detection, the City has applied for and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project. Additional capabilities of detection cameras are acceptable; however, detection cameras must meet the specifications outlined in the Proposal Contract.

8. Will bidders be permitted to propose alternative technologies that meet or exceed the functional requirements, even if they differ from the listed manufacturers?

   Response: For radar detection, the City has applied for and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project. Additional capabilities of detection cameras are acceptable; however, detection cameras must meet the specifications outlined in the Proposal Contract.

9. What is the process for submitting and obtaining approval for "or equal" products?

   Response: For radar detection, the City has applied for and received approval from TDOT for Wavetronix units. It is the City's intent to install Wavetronix units as outlined in the specifications for this project. Additional capabilities of detection cameras are acceptable; however, detection cameras must meet the specifications outlined in the Proposal Contract.

End of Addendum #2