



## ADDENDUM No. 1

*Professional Services for  
The Transit Signal Prioritization & Accessibility Project Along  
SR2/US 11/US 64/Shallowford Rd./ Hamilton Place Blvd.  
Contract Number: T-17-008*

**Question /Comment 1:** The above referenced solicitation does not mention any post-bid services. Please confirm if any of the following services should be included in the proposal:

- A. Construction Administration (minimal, ie: responding to RFI's, reviewing submittals, etc.)
- B. Construction Engineering & Inspection (CEI) – part time or full-time inspection of contractor

while in the field

**Answer:**

- A. A minimal amount of *Construction* Administration, such as responding to RFIs, reviewing submittals, etc., would be considered a part of this project. (Note: *Contract* Administration support services, including preparation of bid documents and assisting in the bidding and awards process as described in the RFQ, is a part of this project.)
- B. Per TDOT Local Programs Guidelines, dated March 8, 2018, Section 3.1.1 B,  
*"The selected CEI consultant shall not be associated with any other aspect of the project."*

**Question /Comment 2:** Will the existing signal timing plans supplied by CDOT be provided in Synchro? If so, what version?

**Answer:** The City will provide EPAC (or similar) signal timing reports from each controller.

**Question /Comment 3:** Will the Consultant be required to provide CEI services for this project? If so, do resumes need to be provided for CEI staff?

**Answer:** Per TDOT Local Programs Guidelines, dated March 8, 2018, Section 3.1.1 B,

*"The selected CEI consultant shall not be associated with any other aspect of the project."*

**Question / Comment 4:** Will the “Before and After” studies be conducted once or will multiple studies be conducted over an extended time period (i.e., greater than three months)

**Answer:** The study is intended to be conducted once.

**Question / Comment 5:** What kind of controller firmware and central software does the City currently use or intend to use for the traffic signals when the transit signal prioritization is implemented?

**Answer:** At most of the intersections along this corridor, the City uses Siemens controllers and TACTICS central software. Some intersections will require controller upgrades. There may or may not be a need for central software upgrade to support the functionality of this project. Any upgrades for this project should be consistent with existing equipment unless there is a compelling reason why this should be changed.