
ADDENDUM NO. 4

To: All RFP Holders and Interested Parties

Project: Parking Access & Revenue Control System Equipment Procurement

Date: March 29, 2024

Bids Due: Before April 16, 2024 - 2:00 PM (NO CHANGE)

The following additions, revisions, corrections, and clarifications contained herein shall become part of the Proposal Documents for the Project, and shall be included in the Scope of Work and RFP Proposals to be submitted. References made below to RFP Drawings and Specifications shall be used as a general guide only. Proposers shall determine for themselves the full scope of work affected by the Addendum items.

RFP Documents Manual:

- 1) Replace the eight (8) plan sheets with attached new eight (8) plan sheets.
- 2) Questions and Answers related to this project are included below:

Dubuque, Iowa PARCS Procurement – Vendor Questions – March 29, 2024

1. HID Card readers and cards: Are HID Cards and readers mandatory?

Yes, the City is requiring HID iCLASS SE cards, and a multi-format reader to include iCLASS SE and 125khz HID prox.

2. When we did the walkthrough, the question was raised that this is a simple pull and replace. At some locations there are old surface mount race ways. Is the expectation to replace the old with new, or does the customer [Owner] expect the contractor to repair and replace any current damage concrete or raceway on the island?

Provide in your installation scope any apparent repairs necessary to install the new PARCS such that it is likely not to need additional repair to address the same situation during the expected life of the system (i.e. 10 years).

Unforeseeable hidden conditions should be brought to the attention of the City during installation for discussion on who should make that repair and bear that cost.

3. For access control, will RFID/AVI access control be acceptable or must all access control be only via LPR?

Project specifications call for access control via both proximity cards and fixed LPR. Please refer to the specifications included in the RFP documents for a complete answer to this question.

4. Would the City be able to note on each of the drawings the following:

- a. Location of the IDF closets.

This question was answered in Addendum 3. Please see Addendum 4 construction plans for the most recent plan set.

- b. For those lanes, if any, that are over 100ft from the IDF closets the current conduit runs from those lanes?
 - i. Example: Iowa Street Ramp, Q-101, shows the exit on to 6th Street. It would be good to know the closet or network drop.

This question was answered in Addendum 3. Vendors should presume conduit paths are available. Please provide a price per linear foot for rigid metal conduit, surface mounted, if deemed necessary due to documented hidden conditions at a later date.

Please see Addendum 4 construction plans for the most recent plan set.

- c. Location electrical closets where new circuits will originate from?

Power closets have been added to the construction plans released as part of Addendum 4. Please see Addendum 4 construction plans for the most recent plan set.

5. There are POF locations required that currently do not have power and data in place and we will obtain costs for that work.

Please see the updated construction drawings in Addendum 4 for the location of electrical closets.

6. Considering the age of the conduits it is not possible to determine if the conduits/paths can be reused. How does the City of Dubuque want to handle those scenarios?

Vendors should presume conduit paths are available. Please provide a price per linear foot for rigid metal conduit, surface mounted, if deemed necessary due to documented hidden conditions at a later date.

7. The price sheet asks for post-warranty maintenance for 8 years and also recurring fees. Could you clarify what term is required and what is meant by Recurring Fees line item?

The cost for maintenance is for a service contract similar to an extended warranty, while recurring fees are any fees that are required to maintain the

operation of the system other than repairs. Please also note the maintenance bond required with the proposal (section 00600).

8. If the system is cloud based, does the City wish us to provide computers for staff to access the system via the internet? If so, how many are required?

No workstations are required. The City will provide these.

9. In N.1.4, the requirement is for 1 UPS per lane for the lane devices. If only one server is required, what is the requirement for the lane devices under N.1.4?

No UPS's are requested in the lanes; only for the server (if any).

10. The drawings provided with Addendum 3 do not seem to notate where the traffic control and DMS signs should be located. Is it possible to indicate this in the drawings?

DMS and VMS are to be considered one and the same and are located on the plans.

11. During the site walk, it was mentioned that proposer is responsible for all power/data to the lanes; however, the RFP stated this is the responsibility of the city. May we please have clarification?

The City requests a "turn key" installation. Disregard any reference to the City providing work to facilitate power or data connections.

12. Does the City require access cards to be able to be programmed for several different garages and validations to work in multiple garages?

Yes, the City does require the ability for a given prox card or validation to be used in any facility, or a limited selection of facilities with selectable access rights for each.

13. We were unable to identify any differences between the drawings issued with the original RFP and the addendum; could you provide an overview of what was changed?

The construction plans released as part of Addendum 3 included the location of IDF rooms. See Addendum 4 construction plans for the location of IDF rooms and power closets. Addendum 4 construction plans represent the most recent plan set.

14. How many straight arm gates and folding arm gates are there?

The City has not made that determination. It is the responsibility of the proposer to determine the mix of gate arm types.

15. The spec calls for NFC readers on the entrances is this for all entrances or for a specific garage?

The City wants the capability to select a pay-at-entry event-mode at any entry point at all garages.

16. Can we use all the existing communication infrastructure?

Any existing infrastructure may be reused so long as the proposer is willing to provide full warranty and maintenance services, the same as if for new equipment.

17. Can conduit on the islands be surface mounted or do they have to be buried?

Surface mounted conduit is acceptable.

18. Who is the current credit card gateway/processor?

The City's current systems are out of date and the City is willing to deploy new gateways..

19. Will any existing proximity key cards need to be reutilized?

No.

20. In the lanes where pole mounted LPR is required, will surface mount or sealite conduits be acceptable?

Surface mounted, rigid metal conduit is required.

21. The Main Street Entrance at the Five Flags Parking Ramp, scope calls to be relocate the devices further up the ramp. How far up the ramp will the devices need to be moved? Will the extension conduits need to be imbedded or can surface mount conduits be utilized?

The devices do not need to be relocated.

22. What level of integration (if any) is desired from the VMS?

Provide parking occupancy information as well as other information that may be programmed for the sign to display.

23. Is it the desired to replace the existing VMS (Intermodal and Central Ave) with the new specified VMS?

Those signs will not be replaced, however only the new signs will be tied to the new PARCS.

24. Will the city provide infrastructure (conduit, data, electrical, concrete) needed for installation of VMS stations?

No, that is a contractor responsibility.

25. Will the city provide infrastructure (conduit, data, electrical, concrete) needed for installation of Pay on Foot stations?

No, that is a contractor responsibility.

26. Does the city plan to upgrade to fiber infrastructure within the next 12 months?

The City has fiber tying together all the garages to a central location in place. No further upgrades are anticipated.

27. Please provide the age of com and data lines for each facility.

The City does not have this information.

28. What are the approximate number of transactions that you expect to occur per day, per facility?

The City does not have this information.

29. What is the approximate number of transactions that you expect to occur annually?

The City does not have this information.

30. How many total transactions by facility occurred in 2022 & 2023?

The City does not have this information.

31. Is the provision of bollards in this scope?

The contractor may reuse those bollards that are in the correct location for the new equipment, and/or deploy new bollards as may be required.

32. Can you confirm all LPR will be front capture?

Yes, confirmed.

33. Will any booths be removed?

The removal of any booths is not anticipated; however a vendor may propose any of their removal if it is advantageous to the operation of their system.

34. For any unseen challenges that may require additional costs, would you like us to include a “contingency” fund, or would you prefer to process change orders should we run into unforeseen challenges?

Do not create a contingency fund. The City will have funds available for change orders or other accommodations for unforeseeable hidden conditions if that becomes necessary.

35. Please confirm all lanes will be transient/revenue generating.

All lanes should be deployed as mixed-use, contract and transient pay-parking.

36. Will EV Chargers become part of this scope?

No.

37. Has the location of the Five Flags 4th tier entry been finalized?

Yes, it will remain where it is presently located on the construction drawings. Addendum 4 construction plans represent the most recent plan set.

38. How many handheld devices for event parking are desired?

Event parking is anticipated to use a combination of self-pay for credit transactions to the ENS, and the roving cashier function for cash, as specified. The City will consider a substitution of handheld devices if advantageous. Identify the substitution as such in the proposal.

It is required to acknowledge this addendum on the Proposal Fee Form.

Sincerely,



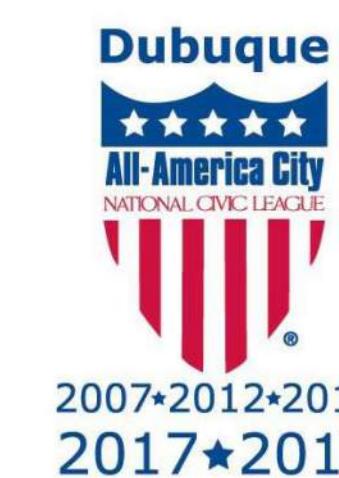
Steve Sampson Brown
Project Manager
City of Dubuque

END OF ADDENDUM NO. 4



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CONSULTANTS

THE CITY OF
DUBUQUE
Masterpiece on the Mississippi



CITY OF DUBUQUE PARKING SYSTEM TECHNOLOGY & EQUIPMENT PROCUREMENT

DUBUQUE IOWA

SITE LOCATION PLAN



SHEET INDEX

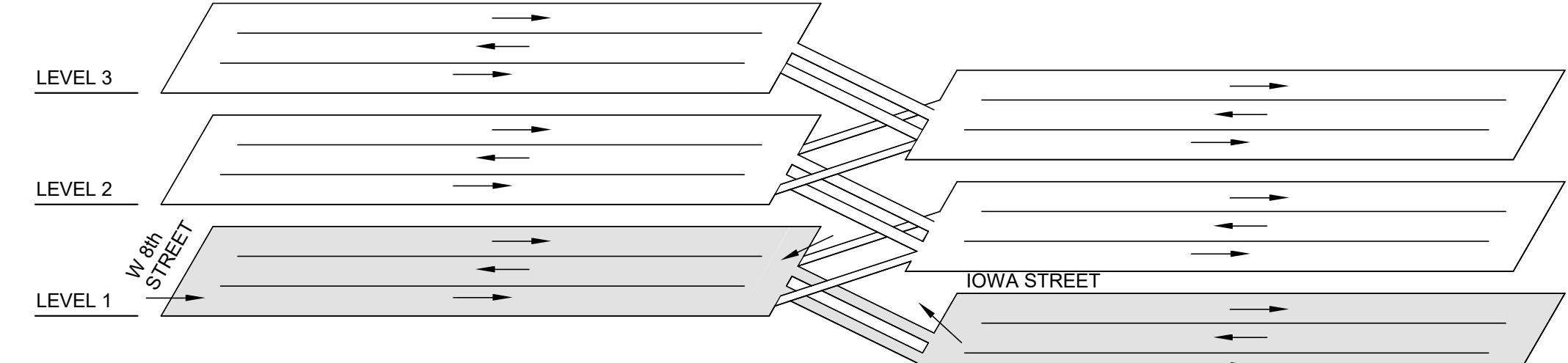
- G-000 SHEET INDEX AND SITE LOCATION PLAN
- Q-101 IOWA STREET RAMP LEVEL 1
- Q-111 LOCUST STREET RAMP LEVEL 1
- Q-121 5th STREET RAMP GROUND LEVEL
- Q-131 INTERMODAL RAMP LEVEL 1
- Q-141 CENTRAL AVENUE RAMP GROUND LEVEL
- Q-151 FIVE FLAGS RAMP 1ST TIER
- Q-152 FIVE FLAGS RAMP 4TH TIER

CONSTRUCTION DRAWINGS

03-29-2024 (ADDENDUM #4)

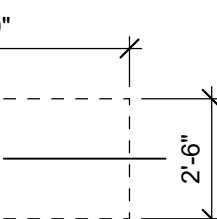
The City of Dubuque

Ryan Knuckey
Director of Transportation Services
City of Dubuque
950 Elm Street
Dubuque, Iowa 52001



760 France Ave S, Suite 820
Minneapolis, MN 55435
952.595.9116 Ph
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<u>EQUIPMENT LEGEND:</u>	
NT	DEFINITION
	AUTOMATIC GATE
	TYPICAL LOOP: EMBED IN SLAB-ON-GRADE
	BOLLARD - 4"Ø SCHEDULE 40 PIPE GALVANIZED
	VARIABLE MESSAGE SIGN
	LICENSE PLATE RECOGNITION CAMERA
	ENTRANCE STATION W/ INTEGRATED INTERCOM & CARD READER
	EXIT STATION W/ INTEGRATED INTERCOM & CARD READER
	PAY ON FOOT PAYSTATION

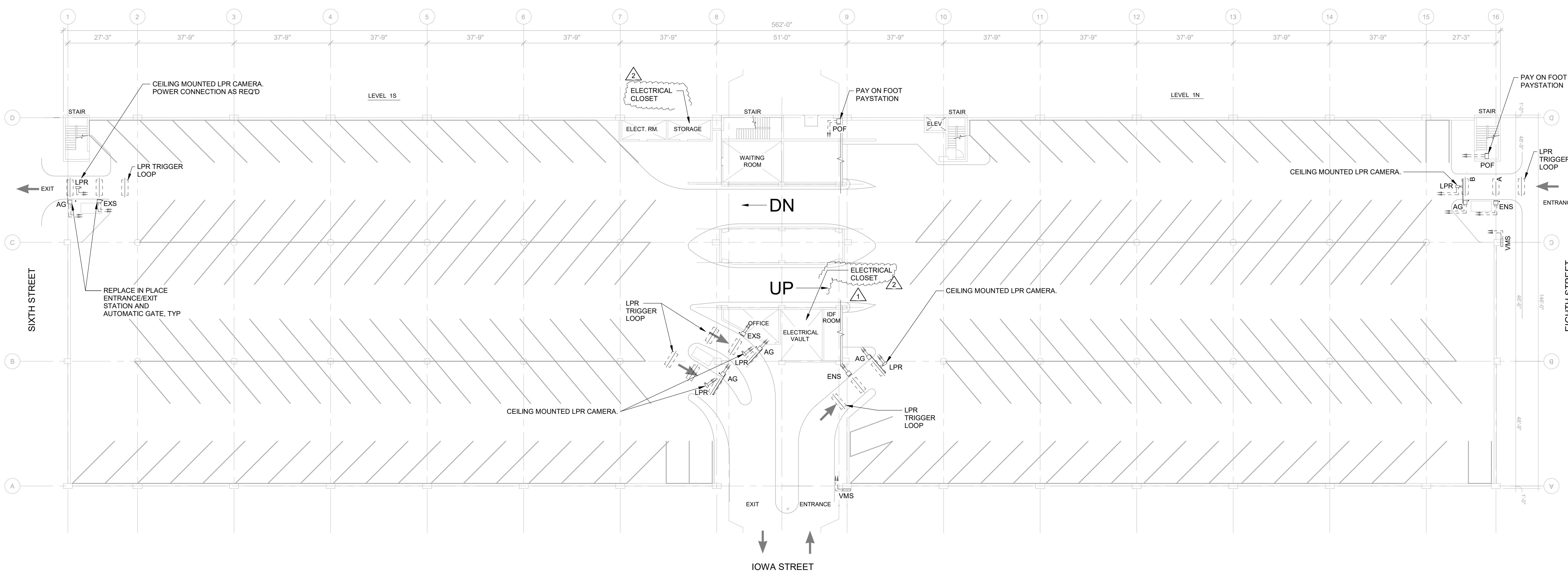


GENERAL NOTES:

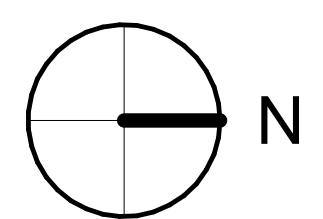
DRAWINGS ARE SCHEMATIC DIAGRAMS. PARCS CONTRACTOR TO COORDINATE FINAL CONDUIT QUANTITIES, SIZES, LOCATION OF CONDUIT STUB UPS, PROTECTIVE BOLLARDS, AND EQUIPMENT MOUNTING LOCATIONS.

CRITICAL NOTES:

ALL EXPOSED CONDUIT TO BE RIGID HOT DIPPED GALVANIZED.
COORDINATE WITH CIVIL AND ELECTRICAL DRAWINGS FOR POWER SUPPLY AND DATA LINE INTERFACES. FINAL LAYOUT OF EMBEDDED CONDUITS SUPPLIED BY PARCS VENDOR.
POWER AND COMMUNICATIONS SHALL BE ROUTED IN SEPARATE CONDUITS. VOLTAGE DROP SHALL BE LESS THAN 3%. CONDUITS AND CONDUCTORS SHALL BE SIZED PER THE NATIONAL ELECTRICAL CODE REQUIREMENTS. CONSULT ELECTRICAL ENGINEER FOR DETAILS.



1 IOWA STREET RAMP - LEVEL 1



CITY OF DUBUQUE PARKING SYSTEM TECHNOLOGY & EQUIPMENT PROCUREMENT

2	03/29/2024	ADDENDUM #4
1	03/22/2024	ADDENDUM #3
	02/07/2023	CONSTRUCTION DRAWINGS
MARK	DATE	DESCRIPTION
REVISIONS		
ISSUE:	CONSTRUCTION DRAWINGS	
ISSUE DATE:	03-29-2024 (ADDENDUM #4)	
PROJECT NO:	21-005202.00	
DRAWN BY:	LPM	

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SHEET TITLE:
LOWEST RAMPS (THIN)

IOWA ST RAMP LEVEL 1

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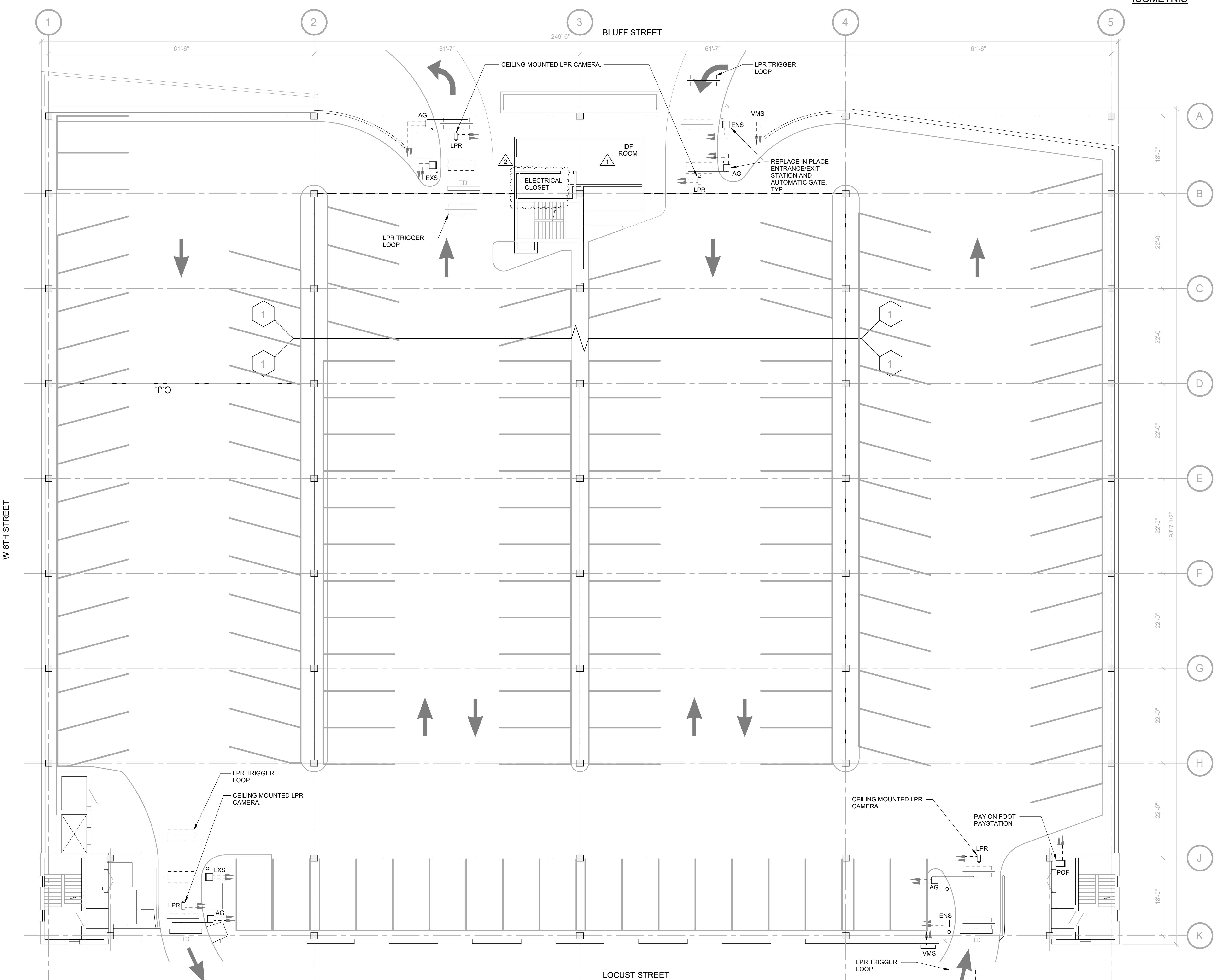
11. *What is the best way to increase the number of people who use a particular service?*

11. **What is the primary purpose of the *Journal of Clinical Endocrinology and Metabolism*?**

2 101

Q-101

10 of 10 pages



1 LOCUST STREET RAMP - LEVEL 1

3/32" = 1'-0"

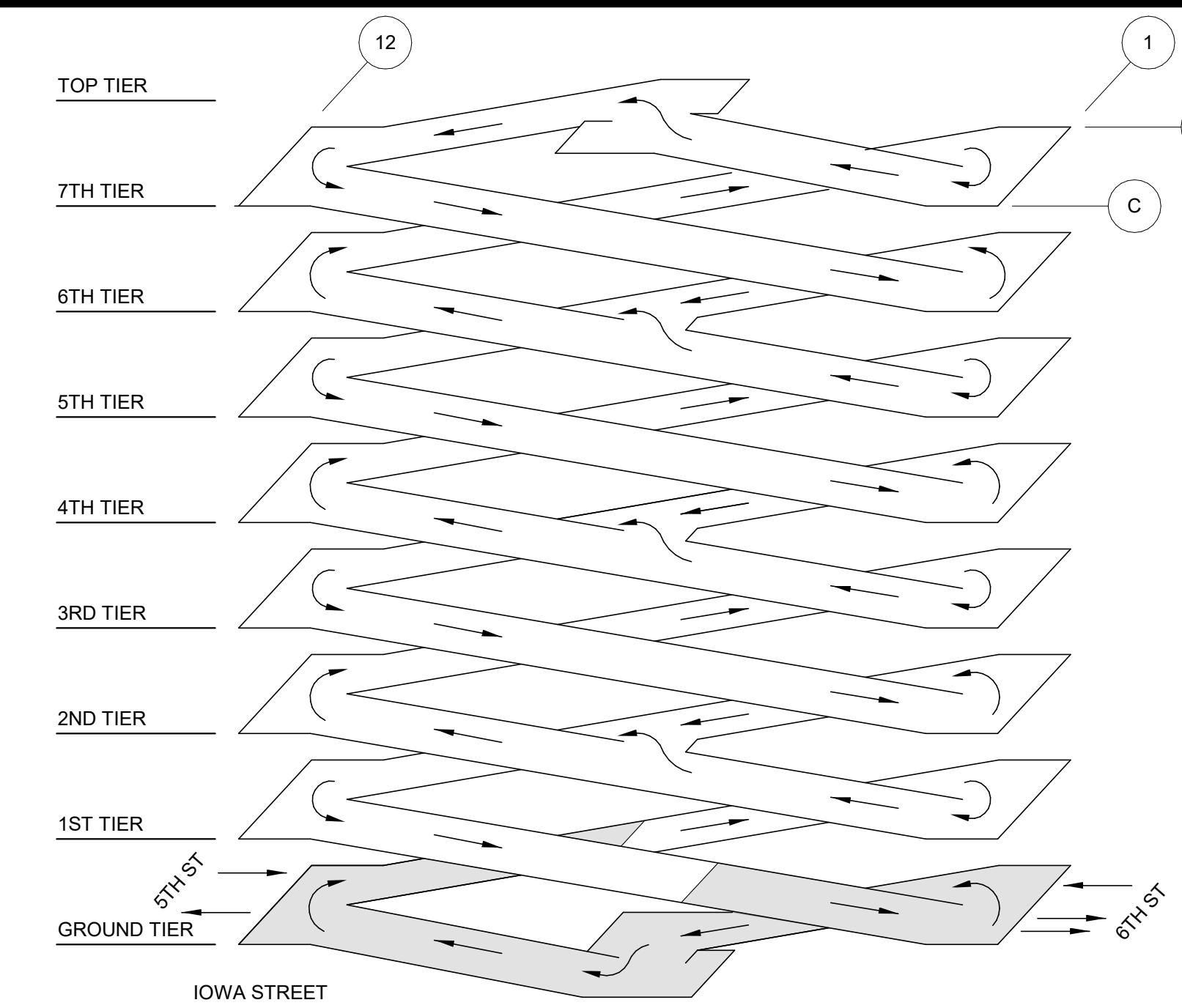
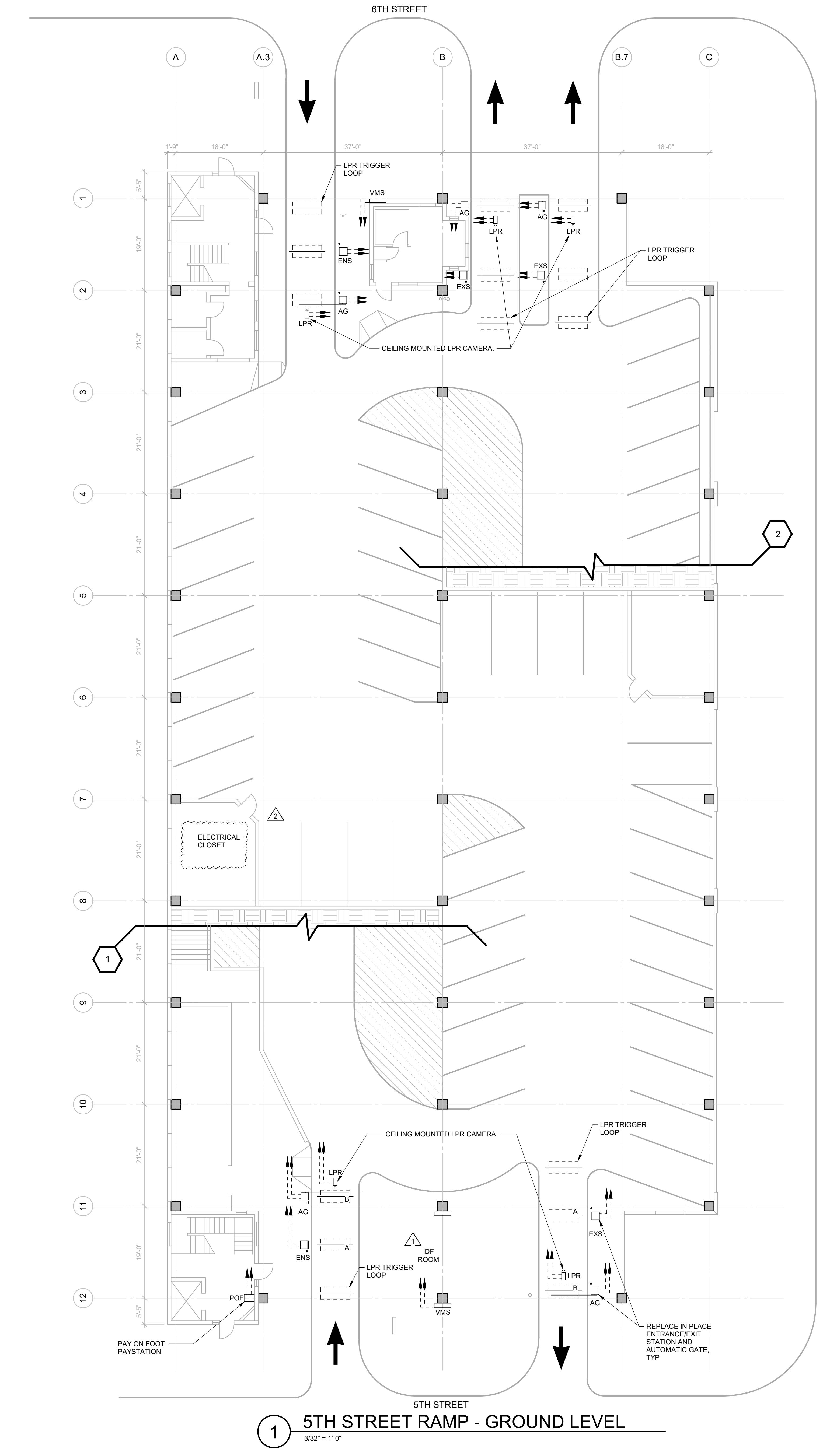
CITY OF DUBUQUE
PARKING SYSTEM
TECHNOLOGY & EQUIPMENT
PROCUREMENT
DUBUQUE IOWA

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DRAWN BY: BMKW
CHECKED BY:

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SHEET TITLE:
LOCUST ST RAMP LEVEL 1



ISOMETRIC LOOKING WEST

GENERAL NOTES:

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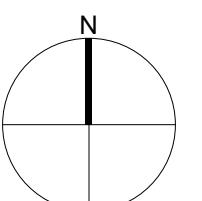
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
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
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
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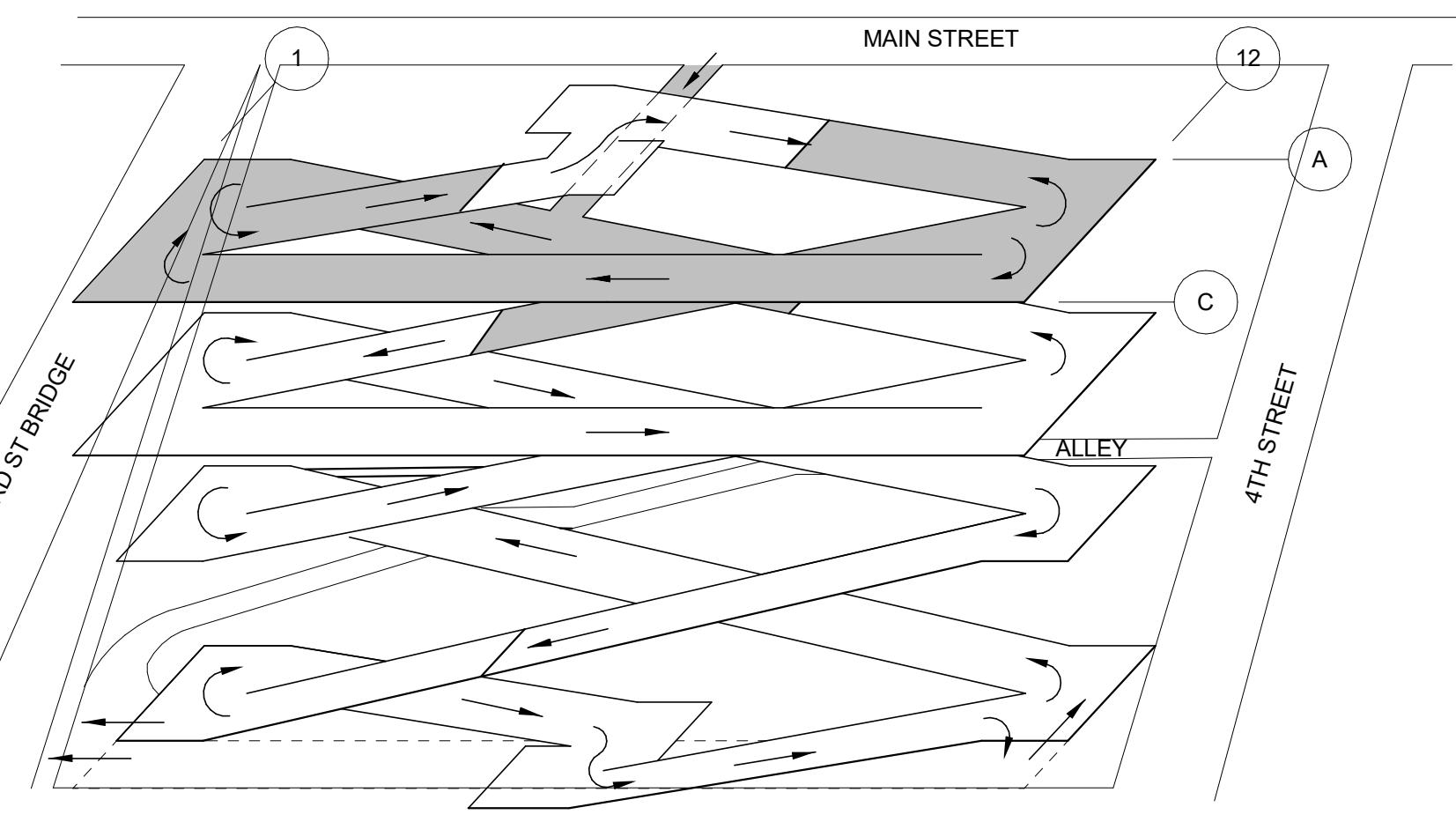
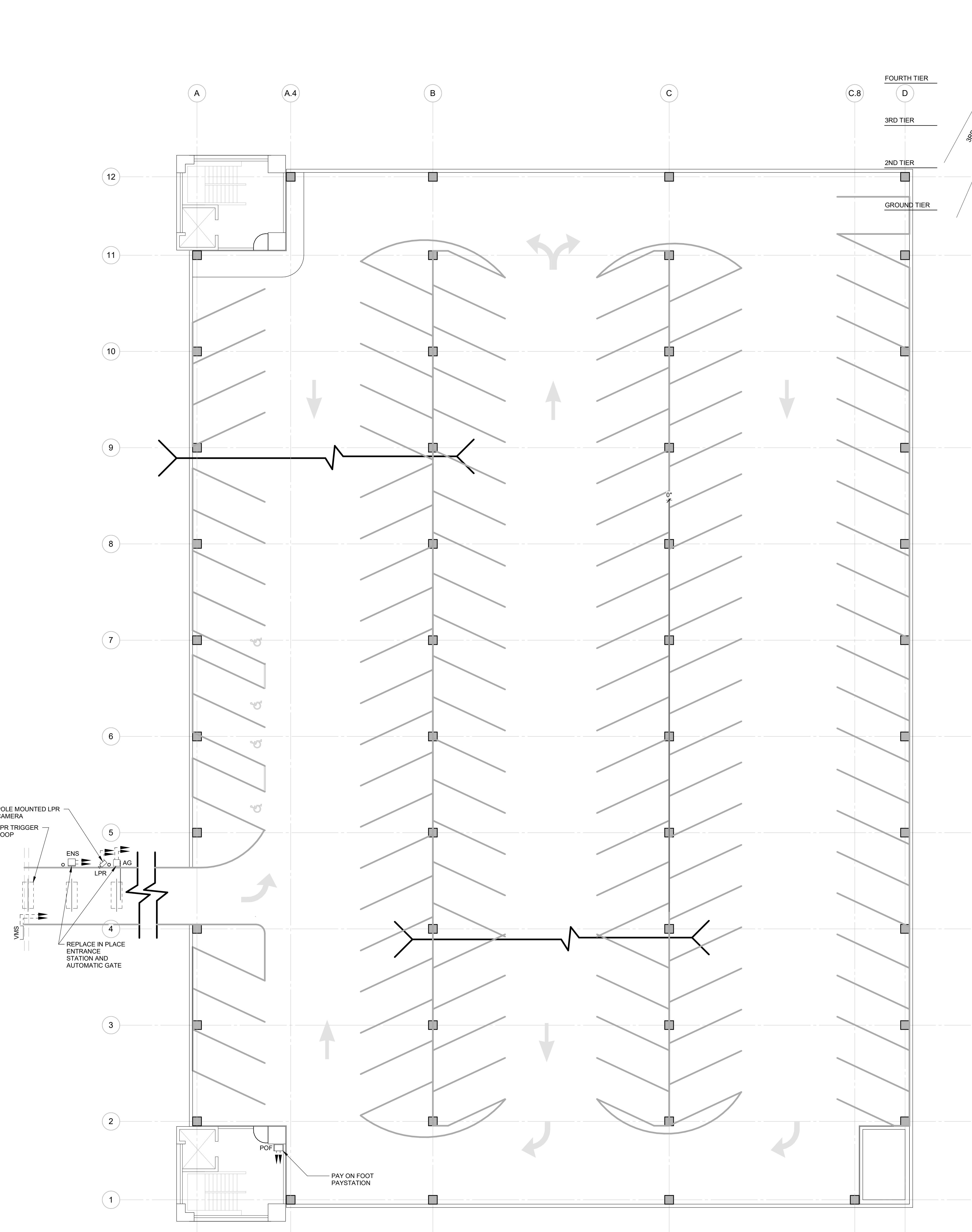
SHEET TITLE:
5TH ST RAMP GROUND
LEVEL











EQUIPMENT LEGEND:

EQUIPMENT

AG

DEFINITION

AUTOMATIC GATE

TYPICAL LOOP: EMBED IN SLAB-ON-GRADE

BOLLARD - 4"Ø SCHEDULE 40 PIPE GALVANIZED

VMS

LPR

ENS

EXS

POF

PAY ON FOOT PAYSTATION

GENERAL NOTES:

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CITY OF DUBUQUE
 PARKING SYSTEM
 TECHNOLOGY & EQUIPMENT
 PROCUREMENT
 DUBUQUE IOWA

02/07/2023 CONSTRUCTION DRAWINGS

MARK DATE DESCRIPTION

REVISIONS

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ISSUE DATE: 03-29-2024 (ADDENDUM #4)

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SHEET TITLE: FIVE FLAGS RAMP 4TH TIER

