

**QUESTIONS AND ANSWERS REGARDING
MSCAA PROJECT 24-1477-00
Parking Guidance System
February 25, 2025**

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| 1. | Are there any drawings of the area of work available? |
| | <p>Yes, see RFP on the website: https://flymemphis.com/rfps-rfqs/rfp-no-24-1477-00-parking-guidance-system/</p> <p>Drawings are in Attachment B of the RFP.</p> |
| 2. | The Long-Term/Short-Term Garage has both an annex parking area and vendor parking area. Have these areas changed at all from the previous meeting? |
| | <p>No. See supplemental informational drawings in this Addendum No. 1 showing Annex and Vendor parking areas.</p> |
| 3. | The RFP calls for either camera-based sensors, ultrasonic, or a hybrid approach. Does the Airport want a specific technology installed throughout the garages or do you prefer a hybrid approach? |
| | <p>There is no preferred technology. Please provide a proposal for ALL ultrasonic sensors, ALL camera-based sensors, OR a mixed solution of both technologies based on your (the Vendor) recommendation. Respondent can submit more than 1 proposal if desired.</p> <p>We want the respondents to propose an accurate, reliable system. We are looking for the Respondent to evaluate their product and propose the best option for MEM based on the requirements in the RFP.</p> <p>If proposing hybrid/mixed technology, please include any assumptions made for how/why you allocated the separate technology. The mix of technology can be based on the Respondent's recommendation and experience. If hybrid technology is selected, the assumptions of the system will be discussed during the interview and, if awarded, finalized during contract negotiations.</p> |
| 4. | If a hybrid approach is preferred, which levels of each garage do you want ultrasonic and which levels do you want camera-based sensors? |
| | <p>Please refer to Question/Answer #3</p> |

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| 5. | <p>Page 44, line J states sensor detection shall be unaffected by changes in ambient lighting including direct sunlight and complete darkness. What are you trying to achieve? If camera-based sensors are desired, the cameras will need appropriate lighting to operate.</p> |
| | <p>Camera-based sensors must be able to operate during daytime and nighttime. The minimum light requirement for camera-based sensors to perform will be 75 lux. MSCAA anticipates current light readings in the garage to vary from best to worse between 200 & 500 lux. This will be improved once a new lighting solution is selected and implemented. Any concerns with light levels should be noted in the proposal.</p> |
| 6. | <p>Does the Long-Term/Short-Term Garage have an existing chase between levels to run conduit? If not, are the PGS vendors allowed to run conduit along the side of the garage or with the openings between levels?</p> |
| | <p>Yes. There are existing chases between levels that should have room to run conduits. Respondent is responsible for confirming existing capacity for your specific needs. If there isn't sufficient room in any of the chases, Respondent must run new conduit between floors.</p> <p>The PGS vendors are NOT allowed to run conduit along the side of the garage or with the openings between levels.</p> |
| 7. | <p>Will a storage area be provided for the parking guidance system materials during installation?</p> |
| | <p>Yes, but MSCAA will not be held responsible or liable for theft, damage, or Acts of God</p> |
| 8. | <p>Can the PGS Vendor use a contractor that's not on the approved contractor list?</p> |
| | <p>Yes. All contractors must meet the applicable licenses, certifications, etc. to perform their work.</p> |
| 9. | <p>Is the PGS vendor responsible for running data from the parking office location inside the Long-Term/Short-Term Garage to each control cabinet location?</p> |
| | <p>Yes</p> |
| 10. | <p>I see the data locations in the Economy Garage have changed from the previous walk. Are there switches located in the electrical rooms that connect back to the server room?</p> |
| | <p>The data locations have changed and are shown in Attachment B of the RFP. There are no existing switches located in those data rooms. Respondent shall indicate the number of switches required in the pricing schedule.</p> |
| 11. | <p>Will you accept references outside of the United States?</p> |
| | <p>Yes.</p> |

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| 12. | Are the liquidated damages negotiable? |
| | Liquidated Damages (LD's) will be assessed on this project. Amounts shown are expected, however amounts can be discussed as part of contract negotiations. |
| 13. | Can we get a list of Approved DBE contractors with MSCAA: |
| | Yes. The list of Approved DBE Contractors is included in this Addendum No. 1. |
| 14. | During the pre-proposal site walk last week airport staff indicated there may be a possibility for responding bidders to utilize the existing rooftop poles of the Economy garage but would reconfirm with their airport electrician. Has this been confirmed or are we still prohibited from using the existing rooftop poles? |
| | Yes. The existing Economy Garage light poles can be used as long as the mounting does not impact the mechanical lift on the pole. See light pole drawings included in this Addendum 1. |
| 15. | Can MSCAA reconfirm that all Normal Power Panels and Emergency Panels listed on Page 34 of the RFP will be available for use? |
| | All panels are on emergency power or standby power. |
| 16. | During the pre-proposal meeting last week airport staff indicated they will be providing all necessary switches and installing them. Can MSCAA reconfirm this is still the case? |
| | <p>Correct. Any place that the proposed solution needs network switch ports should be indicated in the proposal along with the number of switchports needed, MSCAA will provide the switches.</p> <p>It is the PGS Vendor's responsibility to identify the specific type and location of network connectivity. A minimum of 45 days' notice will be required by the PGS Vendor for switch configuration and installation.</p> |
| 17. | Shelby Electric attended the previous RFP last year and attended the pre-proposal last week via Teams. However, we noticed they are not listed on the approved MSCAA electrical contractor list on Page 45 of the RFP. Are they still an approved contractor for high voltage by MSCAA? |
| | <p>Yes. All contractors must meet the applicable licenses, certifications, etc. to perform their work in the State of Tennessee.</p> <p>All contractors will be verified during the proposal review.</p> |

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| 18. | <p>During the pre-proposal site walk it was discussed that rigid conduit could have a major impact to cost/labor. Can MSCAA reconfirm that rigid conduit is required?</p> |
| | <p>Rigid conduits are to be used for all high-voltage power and low-voltage communications to/from system controllers and wayfinding signs. This includes connections between IP switches and circuit breakers to/from electrical closets.</p> <p>Track and C-channel will be allowed for low voltage applications to/from controllers and sensor/lights if the proposed system is fully enclosed (or removeable top cover) and does not allow for water ingress while preventing theft of copper cables contained within.</p> |
| 19. | <p>During the previous RFP, the location of our network equipment (server, router, UPS, etc.) was slated to be located at the Economy garage data center. Is this still the preferred location from MSCAA or has this changed?</p> |
| | <p>Data/communication for this system needs to be run to the locations shown in Attachment B</p> |
| 20. | <p>Our team has a preferred low voltage electrical contractor that is not listed as an approved MSCAA contractor in the RFP. However, they are DBE certified in Tennessee and have committed to the DBE required 6%. Do they need to register as an approved MSCAA electrical contractor before we submit our bid?</p> |
| | <p>Other contractors are allowed but must meet the applicable licenses, certifications, etc. to perform their work in the State of Tennessee.</p> <p>All contractors will be verified during the proposal review.</p> |
| 21. | <p>Can MSCAA confirm the location of the POC (Proof of Concept)?</p> |
| | <p>The POC location shall be determined during contract negotiations and will be based on detection technology selected.</p> |
| 22. | <p>Is there a fiber connection between the Economy garage and Short/Long term garage? If so, please provide locations and description.</p> |
| | <p>There is available MSCAA fiber between the Economy Garage and Short/Long Term Garage. If a fiber connection between garages is needed, please note it in your proposal.</p> |
| 23. | <p>Could parking guidance cameras be installed using an open "U-profile" aluminum rail instead of conduit?</p> |
| | <p>All Track and C-channel will be allowed for low voltage applications if the proposed system is fully enclosed (or removeable top cover) and does not allow for water ingress while preventing theft of copper cables contained within.</p> <p>Rigid conduits are to be used for all high-voltage power and low-voltage communications to/from system controllers and wayfinding signs. This includes connections between IP switches and circuit breakers to/from electrical closets.</p> |

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| 24. | <p>Could ultrasonic sensors be installed using a "u-profile" aluminium rail instead of conduit?</p> |
| | <p>All Track and C-channel will be allowed for low voltage applications if the proposed system is fully enclosed (or removable top cover) and does not allow for water ingress while preventing theft of copper cables contained within.</p> <p>Rigid conduits are to be used for all high-voltage power and low-voltage communications to/from system controllers and wayfinding signs. This includes connections between IP switches and circuit breakers to/from electrical closets.</p> |
| 25. | <p>The RFP document includes the following requirement: Conduit must be secured or anchored at intervals not to exceed 60 inches. If the use of an aluminum profile for installing cameras or ultrasonic sensors is permitted, can the mounting interval recommended by the profile manufacturer be used?</p> |
| | <p>All anchoring requirements shall be reviewed prior during the shop drawing review phase of the project. Factors to be considered are weight-per-foot, and conduit size, material, conduit sag, and number of cables contained within each conduit run. For proposal purposes, MSCAA is requiring maximum 60-inch intervals/spacing</p> |
| 26. | <p>What methods are allowed for anchoring to concrete in the Long-Term/Short-Term Garage, and what about the Economy Garage?</p> <p>(a) Is a concrete screw acceptable?</p> <p>(b) Is a wedge anchor acceptable?</p> <p>(c) What material should these anchors or screws be made of?</p> |
| | <p>Concrete screws <u>shall not</u> be utilized for this project. Wedge and drop-in anchors will be permitted when installed per manufacturer's recommendations. All hardware including anchors, bolts, washers, and threaded rod shall be stainless steel.</p> |
| 27. | <p>The RFP document includes the following requirement: The Economy Garage existing lighting poles are not permitted for use, as they are equipped with a mechanical device that enables the lights to move up and down. The poles have the mechanical device only at one side of the pole. Could the opposite side of the pole used for the camera installation? If yes, can a layout be provided of approved camera pole locations?</p> <p>Please provide specifications for new camera poles. Will new camera pole locations require a concrete pole base? If concrete bases are required, what are the pole base specifications?</p> |
| | <p>Yes. The existing Economy Garage light poles can be used as long as the mounting does not impact the mechanical lift on the pole. See light pole drawings included in this Addendum 1.</p> <p>There are no specifications for new camera poles. Should be similar match in material and color of the existing poles. Height TBD by Vendor but not to exceed existing light poles. Any new camera poles will need to be designed by the awarded Respondent and approved by MSCAA prior to installation.</p> |

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| 28. | If the Economy Garage's existing lighting poles are permitted for use, could, for example, 2-meter extension poles be attached to the sides of the current poles to increase the camera installation height? |
| | Cameras and extension poles must be at or below existing pole height. All extension poles shall be properly grounded and bonded. |
| 29. | What is the maximum allowed height for potential new poles at the roof level of the Economy Garage? |
| | No taller than existing poles which are 28' (25' pole and 3' base). |
| 30. | What is the approved method for routing the cabling into the existing lighting poles and the new camera poles in the Economy Garage. Are there any existing conduit systems available for use? |
| | All existing conduit is in the slabs. Assume no existing conduit is available. Run conduit for power and LV in ceiling of Level 6 and core to new pole base locations. |
| 31. | What is the approved method for routing the cabling into the existing lighting poles in the Long-Term/Short-Term Garage? Are there any existing conduit systems available for use? |
| | Assume no existing conduit is available. Run conduit for power and LV in ceiling of Level 2 and core adjacent to existing pole base locations. |
| 32. | What are the approved methods for routing the cabling into driving lane specific way-finding signages at roof levels in Economy and Long-Term/Short-Term Garages? Are there any existing conduit systems available for use? |
| | <p>Rigid conduits are to be used for all high-voltage power and low-voltage communications to/from system controllers and wayfinding signs. This includes connections between IP switches and circuit breakers to/from electrical closets.</p> <p>It is the PGS vendor's responsibility to identify existing conduit capacity, and any additional conduit capacity requirements will be included in the bid.</p> |
| 33. | According to the RFP, the uncovered roof spaces require a vehicle sensor counting solution to track available spaces in each row, along with wayfinding signage at the ends of each row. In the pre-bid meeting, a space-specific camera system for the roof levels was emphasized. Which requirement is valid? |
| | <p>For the rooftop level of both garages, MSCAA is requiring a camera-based system that can provide individual space detection. Additionally, this project includes dynamic wayfinding signage at the ends of each row to support parking guidance.</p> <p>In-ground sensor solution may be offered as an alternative if preferred or recommended by the Vendor.</p> |

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| 34. | <p>According to the RFP, the maximum vehicle height allowed in both garages is 8 feet 2 inches What is the minimum distance for any parking guidance device from the floor above the driving lanes and parking spots?</p> |
| | <p>All new equipment and supporting infrastructure must maintain a minimum 8'-2" clearance in the garages.</p> |
| 35. | <p>In the pre-bid meeting, it was indicated that MSCAA would provide the switches. Is MSCAA also providing the housings for the switches?</p> |
| | <p>The PGS Vendor shall provide the NEMA weatherproof housing, DIN Rails, Cable Surface Raceway, Corbin Lock, and Battery Backup (UPS)- supplied power outlet at each location. MSCAA will furnish the switch, power supply, and SFP optics, including network configuration of the switch. The PGS Vendors will supply all fiber optic and ethernet cables within the cabinet.</p> |
| 36. | <p>Will the Airport allow for an extension of the bid due date?</p> |
| | <p>The submission deadline is being extended to Thursday March 6, 2025 at 2:00p local time. The MSCAA schedule for this project does not support any additional extension.</p> |
| 37. | <p>Please confirm if the Fennix system or a single-space detection system is to be the primary source of detection for the Economy Garage Rooftop. If a single-space detection system is desired, how shall the Fennix system be used?</p> |
| | <p>New single space detection under this PGS project will be the primary source for parking guidance on the rooftop floors. The existing Fennix level count system will be independent and used as back up information and/or to validate PGS system.</p> |
| 38. | <p>Is it a requirement to provide single-space detection for the garage rooftop. Will the Airport allow for ground-mounted wireless vehicle sensors in lieu of aerial cameras for the roof levels?</p> <ul style="list-style-type: none"> (a) Please provide specifications of the existing poles for both the Long-Term/Short-Term Garage and Economy Garage. (b) If additional poles are needed to provide full coverage, are there additional civil requirements the vendor is responsible for? (c) Is there a maximum height limit for poles added to the Economy Garage? |
| | <p>See Answer to Question 33.</p> <ul style="list-style-type: none"> (a) Existing pole height on Long/Short Term Garage is 65'. Existing pole height on Economy Garage is 28'. MSCAA does not have additional existing data on the Long/Short Term Garage. See additional supplemental drawings in this Addendum No. 1 for information on the Economy Garage poles. (b) Awarded vendor is responsible for designing additional poles and will be approved by MSCAA prior to installation. Should be similar match in material and color of the existing poles. Height TBD by Vendor but not to exceed existing light poles. (c) All new poles must stay below the height of the existing light poles. |

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| 39. | Please confirm the Airport desires dynamic wayfinding signage, at the end of each parking spaces aisles, on both garage rooftops? |
| | Yes. MSCAA desires to have dynamic wayfinding signage at the end of each row to provide parking guidance in the absence of indicator lights. + |
| 40. | Please confirm if it is a requirement for all rigid conduit shall be used for |
| | See Answers to Questions 23 and 24. Rigid conduits are to be used for all high-voltage power and low-voltage communications to/from system controllers and wayfinding signs. This includes connections between IP switches and circuit breakers to/from electrical closets. |
| 41. | Please confirm if it is acceptable to use C-Channel for sensor infrastructure and low voltage cabling, in lieu of rigid conduit. If so, please specify the type of metal that shall be used to align with MSCAA Construction Standards. (a) If use C-Channel is permissible, please confirm if it is acceptable to suspend C-Channel below the beams. |
| | See Answers to Questions 23 and 24. All track system, c-channel, conduit, etc. can suspend below the beams but must maintain a minimum clearance of 8'-2". |
| 42. | Will a 30-minute UPS be accepted, in lieu of 2 Hours? |
| | No. The provided UPS shall meet or exceed a minimum of 2 Hours at full load. Each cabinet will be tested during substantial completion for backup time. |
| 43. | Attachment B (Long-Term/Short-Term): Can the Airport identify the parking spaces that should not be monitored? |
| | See supplemental informational drawings in this Addendum #1 showing spaces that don't need to be monitored. |
| 44. | Attachment C (Price Sheet) – Rows 25 & 27: The Airport currently has dynamic wayfinding signage provided by IP Displays. Are additional wayfinding signs to be provided at the garage exterior? |
| | The existing IPDisplays provide parking status and rate information at entrances and exits as well as one level and/or garage count sign. It is not expected for this project to include any additional signs on the exterior of the garages. However, if additional exterior signs are recommended by the respondent, please note as such in your submittal. |

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY

MEMPHIS, TENNESSEE



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| 45. | Please confirm if the project is tax exempt. |
| | The project is not tax exempt, but the Authority is tax exempt. Anything directly billed to the Authority's is tax exempt. However, the exemption does not flow through to purchases made by or anything billed to any contractor, vendor, supplier, or subs. |
| 46. | Attachment F: Please provide additional detail of what the vendor is required to provide as part of the Proof of Concept/Testing (Parking Spaces Monitored, Parking Garage, Level) |
| | The Proof of Concept (POC) shall fully demonstrate the functionality and accuracy requirements based on the RFP and the PGS Vendor Proposal/Presentation. Full system functionality (detection(sensors), driver guide lights, wayfinding, find my space, mobile apps, security, network connectivity and central control software shall be demonstrated and based on the selected technology. |
| 47. | Attachment F: Please confirm any blackout dates or daily time slots the vendor is not allowed to actively install. |
| | All federal holidays are observed by MSCAA and have the potential to be days of non-work (black-out days). All holidays and proposed blackout days shall be agreed upon by MSCAA and the PGS Vendor and will be reflected in the Critical Path Method (CPM) Schedule. |
| 48. | Page 20 – Proposal Bond for \$5,000 with a valid Power of Attorney is required at the time of proposal – <u>would any other form of guarantee be acceptable?</u> |
| | No. Proposal Bond must meet the requirements in the RFP. |
| 49. | Page 118 – OCIP (Workers' Compensation, Employer's Liability, Commercial General Liability, Excess Liability and Builders' Risk insurance) – The Owner agrees to pay all premiums associated with the OCIP. – please confirm if enrolled in the OCIP there is no insurance cost associated. No insurance cost can be included in the bid by the contractors. "If the Contractor or any eligible Subcontractor fails to enroll any of its eligible Subcontractors of any tier, it will be subject to a penalty charge of the full and complete deduct as shown in C.1.2.c or 3% of the subcontract cost, which-ever is greater. Note: Collection of the penalty charge of any non-enrolled contractor(s) of any tier does not provide automatic coverage in the program." <u>If enrolled in OCIP would there be any addition costs to contractor or subcontractor? Additionally, do we need to enroll in OCIP at the time of RFP submission, or only if we are awarded the contract?</u> |
| | Other than applicable deductibles as specified (\$10,000 for Commercial General Liability) per claim, and \$25,000 per claim for Builders' Risk and potential penalties for failure to enroll there are no other costs of this program to contractor. Enrolment will take place AFTER contract is awarded by the winning bidder and its subcontractors of every tier |


50. Page 120 – Insurance to be obtained by contractors. Assuming we do enroll in OCIP, are these supplemental insurance requirements, or do they apply only to vendors who opt out of OCIP? Specifically for General Liability, is there a minimum coverage that a vendor must carry for off-site project work?

- (a) Automobile, Contractors Pollution Contractors Equipment, Aircraft/Aviation, Transit Coverage - if we do not have any, would we be exempt?
- (b) Workers Compensation and Employer’s Liability – if no US employees, would we be exempt?
- (c) General Liability – if enrolled onto OCIP, you will still require your own insurance for operations away from the project location. Would a current limit of \$6MM be sufficient?

These are coverage requirements for contractors who are not allowed to enroll in the program. They also detail coverage requirements of contractors of every tier for their offsite exposures, auto exposures etc. In addition it also defines coverage requirements for when the warranty period commences (which is when OCIP coverage ceases).

- (a) You would not be exempt
- (b) You would not be exempt
- (c) Coverage requirements are as specified in the bid package. Exceptions to such coverage requirements must be noted in your bid. Failure to meet coverage requirements could result in your bid being non-responsive.

51. The original Short/Long term garage drawings from the RFP last October did not have Level 2 with barriers. Does MSCAA intend to block this area circled in red from traffic flow?



No. There are not barricades in those areas. It is a graphical error on the drawings.

----- END OF QUESTIONS -----

Questions are listed as submitted; company names are withheld.
This Addendum No. 1 Includes Questions Received through February 20, 2025.
Questions received after February 20, 2025, at 4:30 P.M., Memphis Local Time, will NOT be responded to.