



Request for Proposals

PARKING GUIDANCE SYSTEM

**Richland – Lexington Airport District
West Columbia, SC**

Addendum 1

7/23/2019

Pre-Proposal Conference Attendee List – Included at end of Addendum.

RFP Questions

Below summarizes all questions and responses received prior to the July 19 Question Deadline for this RFP.

1. Are only the vendors that attended the pre-bid meeting and signed in are allowed to submit bids for this project, correct?

Answer 1: The Pre-Proposal conference was mandatory and only attendees at that conference will be eligible to submit bid as a prime vendor/contractor.

2. Vendors will have the option to submit two types of proposals for this bid, one being a camera based guidance system and the second being a sensor-based guidance system, correct?

Answer 2: Proposers may submit a maximum to two proposals for the project. The specifics of the technology they propose are not limited, but must meet the requirements of the RFP.

3. The following locations on the map below (yellow stars), there are Monument signs guiding vehicles to the parking lots and garages.
 - a. Are there power sources outside nearby, like poles? If no, can light pole power be used as a power source?
 - b. Is there a communication access point close to these locations?
 - c. Are the monument sign frames made out of steel or aluminum and are they hollow inside?



Figure 1 Monument sign



Answer 3a. Power can be drawn from the existing gate locations (120v). Lighting circuits are on a photocell contactor and cannot be used to power the system signs.

Answer 3b. There is a communication access point at all existing gate locations: part of a communications loop around the entire parking complex. The starred locations are within 250' of the nearest access point, but power and data would need to be extended to these locations.

Answer 3c. The monument signs are aluminum. Sign Details provided as Attachment 5 to this addendum.

4. Will the airport authority require a performance bond and/or bid bond for this project? If yes, in what percentage or amount?

Answer 4. Bid bond will not be required for the submission of a proposal in response to this RFP. For this project Performance and Payment bonds will be required as follows:

BONDS, CONTRACT SECURITY, AND INSURANCE

For this Project, Performance and Payment Bonds, AIA Documents A310 and A312, each in the amount of 100% of the Contract amount, will be required. When the successful BIDDER delivers the executed Agreement to OWNER it shall be accompanied by the required Contract Security and Insurance Certificates.

All Bonds (Payment, and Performance) which are signed or countersigned by the Surety Company's proper resident agent, authorized to do business in the State of South Carolina, as attorney-in-fact, shall be accompanied by an original sealed, authenticated, and currently dated power of attorney.

5. Does labor need to be union or prevailing wage labor?

Answer 5. Labor for this project does not need to be union. Local funding does not require prevailing wage labor.

6. Will Airport IT provide an isolated ethernet Network?

Answer 6. Airport will provide a VLAN to support the needed Network.

7. Will installation need to be performed at night when the garage is closed? If yes, please provide hours work can be performed. If no, will we have the ability to close down parts of the garage at times when work needs to be performed? This is necessary to make sure our technicians are working in a safe environment and make sure people's cars are not in the way of our lift.

Answer 7. Installation may be performed at night when traffic is slower, but is not required. The garage will remain open throughout this project. Localized closures may be allowable depending on the impacts to operations and the proposer's safety and traffic control plans.

8. Even though there is not a way to put individual LED guidance in rooftop spaces, is the Airport wanting to include and track the number of vehicles coming and going on the rooftop?

Answer 8. The system should track the number of cars in the rooftop lot, and surface parking lot.

9. Can the Airport release garage drawings for the entire garage, so we can get a better understanding of traffic flow in order to propose the correct amount of internal signage and placement?

Answer 9. Drawings for the entire parking garage have made available through Dropbox. Anyone requiring access to this information should contact Frank Murray f.murray@flycae.com for access to these files.

Additional drawings are provided in Dropbox folder "Addendum 1" to complete the picture of the CAE facility access. Drawings include:

- **Pre-proposal exhibits – graphics presented at pre-proposal meeting.**
- **Loop Road Map 2016 – CAD Version of updated Attachment 1.**
- **Updated Attachment 2 – Showing Levels 1, 2 and 3.**
- **All Levels 040514 – CAD Version of updated Attachment 2.**

10. What is the project schedule and target completion date for this Parking Guidance System?

Answer 10. CAE would like to have the system installed and up and running as soon as possible. 2019 funding is available to complete the work. Schedule is driven by the vendor's proposal and a shorter duration and earlier completion date would be a positive for the project.

11. Entrance Signs (surface lot and, garage east and west gates)

11a) Are there design regulations for entrance signs such as size, font, color and/or image, etc.?

11b) Are the existing signs to be removed? If not how far do we need to keep the distance from new signage?

11c) Are there power and communications lines near the existing signs?

Answer 11a. CAE has standard format of signs (see Addendum 1 Attachment 5 for reference), however the Parking Guidance Signs can deviate from this standard. Format must still be approved by the Airport. The goal for new signs is that they are functional: clear and readable from a driver perspective, operationally reliable, and providing correct information.

Answer 11b. Existing Parking Count signs shall be removed as part of the project.

Answer 11c. See Answers 3a & 3b

12. Power and communications

12a. Do the power and communications lines from the garage control room to each entrance and exit gate also supply the surface lot gates?

12b. Is there an ethernet wire available?

Answer 12a) Power is supplied by the garage. The exception are two surface entrance gates fed from another location adjacent to the parking lot.

Answer 12b) Fiber runs from the garage control room to Republic Parking Service (RPS) office (Exit Plaza). From RPS Office there are direct ethernet to each exit booth, and to the 2 TICO lanes (Credit Card Only). Fiber runs from the RPS office to each gate entrance. There are two strands of single mode fiber and 6 strands unterminated at each gate NEMA box. Existing media converters convert from fiber to copper in existing NEMA boxes at each location.

1. Where is the most suitable location for the PGS management computer?

Answer 13. The best locations for the PGS computer will be either in the data room in the terminal, or the Parking Garage Exit Plaza office.

2. Can we propose CCTV system at the parking garage for security enhancement as an added alternate feature?

Answer 14. Airport would handle a CCTV installation as a separate project if security enhancements are not achievable as a features of the Parking Guidance Technology.

3. Interruption of Service and Owner Enabling Projects
What is the exact meaning of "Interruption of service" & "Owner Enabling Projects of Installation Impacts"?

Answer 15. Installation Impacts – “Interruption of service” refers to the impacts on the parking operations of the garage during i.e lost revenue due to spaces being unavailable. “Owner Enabling projects” refers to any work that would have to occur outside of the Parking Guidance System scope of work to make the system function. These items in the Proposal Matrix are intended to align with the following:

“V. SELECTION PROCESS AND CRITERIA

Proposal Format:....

h. Proposals shall include a realistic narrative of the installation impacts of their system. This will include descriptions and duration of any expected interruption of service. It will include a summary of any enabling projects the Vendor would foresee the Airport having to complete to enable their system to function as intended.”

4. Surface Lot Real-time Count
Does CAE want the vendor to provide real-time counts of available parking spaces in the "SURFACE PARKING LOT" as an Option? Should this option to be included in Base Bid?

Answer 16. Real time counts of the spaces available in the surface parking lot should be part of the base bid.