

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
REQUEST FOR PROPOSALS FOR
INSTALLATION OF A TURNKEY PARCS SYSTEM AT
FORT WAYNE INTERNATIONAL AIRPORT
ADDENDUM #2

The following addendum items clarify the requirements of the contract documents for this project. The articles in the addendum take precedence over the previously published documents.

The following questions have been received from interested respondents. Below you will find their questions received and the Authority's response.

Question #1

How many RFID credentials are needed? Is a specific RFID manufacturer desired?

Answer #1

Our current AVI tags need to work on the new system. Presently we have TRES as our hang tag and sticker provider. 1000 hang tag or similar type and 500 sticker or similar type (one vehicle use, non-transferable).

Question #2

Is there a specific intercom manufacturer required? Is Umojo required?

Answer #2

Umojo is acceptable but is not required. Any intercom system proposed must have the ability to push calls to the operator's call center.

Question #3

Are prevailing wages required?

Answer #3

No

Question #4

Regarding last payment and warranty start dates: there is specific language about 30 days w/ no serious issues. What is defined as serious, and can this be negotiated?

Answer #4

Refer to the Warranty Period section of Exhibit A.

Question #5

Does the airport have on-site storage for spare parts to be kept in inventory.

Answer #5

The Authority would store any spare parts we purchase on-site.

Question #6

Does the airport intend to track the inventory of their spare parts? Our preference would be for the Airport to place orders for new spare parts as they use them (if not used by one of our technicians during a service call) to ensure stock remains current.

Answer #6

- During warranty period that contractor would be responsible and supply their own parts-not used from our spare parts inventory. Emergency exceptions discussed on a case-by-case basis.
- If we are under a full service contract, the vendor would be responsible and supply necessary parts.
- If we are out of warranty and not under a full service contract, the FWA would use and re-order parts from the spare parts inventory as required.

Question #7

RFP SECTION: Pg 1 - Schedule

QUESTION: Due to the in depth technical and civil requirements of this RFP, we would like to respectfully request an extension of two weeks to the submission deadline, so that vendors can review the final addendum and plan accordingly before completing our proposals.

We believe that it would be in the Airport's best interests to provide this extension, as it would allow them to receive the most thorough and thoughtful proposals from all vendors. Not only would the extension allow the Airport to make the most educated decision possible, it would also assist in preparing for a smoother installation process, by ensuring that the vendors have ample time to become familiar with all of the Airport's needs.

Answer #7

See Addendum #1

Question #8

RFP SECTION: Taxi Lot

RFP TEXT: Blacklist capability

QUESTION: Please confirm what the expectations are for blacklist capability mentioned in the RFP under the Taxi lot section.

Answer #8

The software should be capable of deactivating a Taxi or any other access credential. Specific to the Taxi the software must be capable of turning off one or all credentials that are assigned to a company.

Question #9-A

RFP SECTION: Taxi Lot

RFP TEXT: 2 AVI Readers 3 Gates (on entry and 2 at exit)

QUESTION: Please describe user flow for the Taxi lot. RFP mentions 2 AVI readers, but 3 Gates. In the RFP, map view drawings show Taxi entrance but say there is no exit terminal. Is the expectation that the PARCS vendor is responsible for a new parking island on exit?

Question #9-B

Exhibit A, Pg. 10. Taxi Lot – Clarification on operation. List's 2 AVI's and 3 gates. Assuming it is supposed to say 1 on entry and 2 on exit for the gates. Where are the 2 AVI's located/what is the operation of the gate without an AVI reader? Or should there be 3 AVI readers?

Answer #9

As discussed at the RFP meeting and walkthrough, the current taxi configuration needs to be updated to provide the ability to track entry and exit times of commercial vehicles. The software should have the ability to also track dwell time within the taxi holding lot which the current system is not capable of doing with only an entry reader. The exit to the taxi area is wider to allow for larger buses, and a single gate arm is not likely to be sufficient so a secondary gate on the opposite side of the lane was requested. If proposers have a different solution, we are open to this and it should be detailed in the proposal.

Question #10

RELATED TO: Website

QUESTION: Are there any shuttle buses that will be utilizing the ground transportation area? Comfort Suites, Fort Wayne Hilton, and Holiday Inn Express are listed on the website, please confirm if there are any PARCS requirements within the scope of this RFP.

Answer #10

Yes, hotel shuttles use the ground transportation area to pick up passengers. They utilize the AVI technology to access the lot.

Question #11

RELATED TO: Website

QUESTION: Website says Valet has resumed operation since COVID. Although not mentioned in the RFP, please let us know if you'd like a valet solution. If so, please provide relevant details and parker flow.

Answer #11

Valet PARC's is not part of this RFP. Current System being used is SMS TEZ. Valet vehicles are stored in the credit card lot and valet attendants have AVI credentials to enter and exit the facility. The Airport would be interested to learn if proposer's system has an integration with SMS TEZ that would provide better tracking of vehicles.

Question #12

RFP SECTION: Main Lot-Pass through Gate from Short Term to Long Term

RFP TEXT: This gate should decrement space counts from the short term as they exit through this gate and add them to the Long term lot until they exit the plaza.

QUESTION: Counts are mentioned in reference to decrementing spaces once economy or short term parkers exit and go into long term, are there any external signs that need to be managed and what are the expectations there?

Answer #12

There are signs for short term, long term, and economy and can be illuminated with "full" when those lots are full. The lot counts need to be adjusted as passengers exit short term and economy and enter into long term. The existing short-term and long-term signs currently have electrical issue to be repaired by the Authority. Once that repair has been completed, the system should interface with the long term and short-term signs to designate when the lots are full. The economy lot sign is changed manually.

Question #13

RFP SECTION: p.3 of 53, para. 8

RFP TEXT: “As-built drawings. Before final payment will be issued, and within 60 days of system acceptance, as-built drawings depicting all final fiber locations and well as equipment placement will be provided to Authority staff. Such drawings may be submitted electronically in PDF format.”

QUESTION: 1.) What level of “As-built drawings” will be required to achieve system acceptance? (e.g. basic mark-ups, vendor shop drawings, signed/stamped civil/electrical drawings, surveyed drawings with designated infrastructure locations, etc.).

Answer #13

Vendor shop drawings. As Built drawings should show all pathways for communication that are installed as part of the project and shall be in PDF format.

Question #14

Will existing plan sheets or drawings of the property be available upon request?

Answer #14

A blank drawing of the Map Views shown in the Fiber Study is available for you to use.

Question #15

Are we permitted to tie into the existing light poles to mount LPR cameras?

Answer #15

No

Question #16

QUESTION: Will we be provided designated rack or wall space for all head end equipment including several LPR controllers?

Answer #16

All racks should be provided by the proposer. Airport will provide space only.

Question #17

Exhibit B – Recommendations appear to show running new fiber/copper lines to eliminate all wireless bridges except to the employee lot which still shows a wireless bridge. I want to confirm employee lot wireless bridge is staying in place. If so, is the plan to continue to utilize existing wireless bridge hardware?

Answer #17

The Proposer should assume that all infrastructure needs for their equipment will be provided as part of your proposal. If determined that wireless is the best and cost-effective communication solution for the employee lot that will need to be determined by each Proposer.

Question #18

In addition to the unattended Payment Kiosks at the exit lanes, please confirm the quantities of attended Point of Sale/Cashier units that should be quoted.

Answer #18

There will be two attendant sale/cashier units needed in lanes 1 & 2 of the exit booths.

Question #19

Except for the Main lot pass-through gate 14' arm, will all other barrier arms need to be 10', 12', or does it depend on the location? Please advise.

Answer #19

Length of gate arms will be determined by location of installed gate.

Question #20

Workstations - Main Lot -Exit Plaza specifies a Manager Workstation. We normally recommend the client provide the workstation because only a web browser is required. However, if you prefer the workstation to be included as part of the turnkey project proposal, please confirm.

Answer #20

If systems can be accessed via a computer with credentials that will need to be identified, if so please confirm that all management tasks can be completed. Adding new account holders, running reports, system diagnostics, etc.

Question #21

Would the airport like to receive optional pricing for any of these items:

- Lot Open/Full Dynamic Signage
- Cameras/NVR
- Walk-Up Payment Kiosks in the main airport facility (i.e. near baggage claim) (if yes, please provide location and network details)
 - Credit Card only
 - Credit Card & Bill Acceptance & Change
- Point of Sale or Validation Units in the main airport facility

Answer #21

Proposers are welcome to add additional features/benefits to their proposals. Each should be listed separately and identified as optional with detailed costs should the Airport decide to select any additional products within the Options.

Question #22

For the Taxi Lot Exit islands:

- a. Please provide drawings or other information regarding the placement of the needed conduit, islands, and barrier gates?
- a. Will each barrier gate arm open separately or should both open at the same time?
- a. If these operate independently, will there be a center island between the gates?

Answer #22

The exit with the double gates will operate upon the successful read of an AVI tag. As mentioned above the exit lane is wider than typical lane width to accommodate buses and larger commercial vehicles. No center island can be put in, gates must be placed on each side of the exit opening from the existing curb structure. The proper should provide a configuration that will allow the system to operate as desired.

Question #23

What type of multimode fiber is currently installed (OSM1, OM2, OM3, OM4 or OMS)?

Answer #23

50um OM3

Question #24

Is there a specific network switch manufacturer and model required?

Answer#24

The PARCS vendor should use a manufacturer that is well-know and reliable. The model would be chosen by the PARCS vendor to assure the equipment and network are reliable and operate seamlessly with the equipment.

Question #25

Will a CSV file be made available to the PARCS vendor of employee data to be transferred to the new PARCS system.

Answer #25

Yes

Question #26

Will the PARCS vendor need to supply a dumpster or will one be available for use onsite?

Answer #26

The PARCS vendor should supply a dumpster. Space for the dumpster will be designated in the parking lot.

Question #27

If, during installation, it is discovered that the current electrical systems feeding PARCS does not meet code will the Authority bring any deficiencies up to current standards?

Answer #27

The Authority will be responsible for code requirements of the electrical systems up to the point of the equipment.

Question #28

Are any of the existing parking booths to be removed by the PARCS contractor?

Answer #28

Removal and disposal of the existing system will be the responsibility of the PARCS contractor as the new system is brought online. Parking booth exit plaza structures are not being removed as part of the project.

Question #29

Will the Authority be providing a room for the onsite training?

Answer #29

For training that cannot be conducted remote, the Authority is able to make a room available for onsite training. The room will have WiFi access and audio visual equipment. However, if required for effective training, some training may need to be provided at the equipment location.

Question #30

Please provide your definition of “non-office” hours as mentioned on Page 5, Section 2, Bullet Point 8.

Answer #30

It means that service must be available 24/7 under the service agreement pricing provided.

Question #31

Do any new AVI readers need to be compatible with a current card population? If so, please provide model of AVI reader and card details.

Answer #31

Yes, the current card population is provided by Tres.

Question #32

Please provide functionality details/expectation on what is required from the referenced Customer Loyalty program.

Answer #32

Proposers should provide information on the features and costs of their available loyalty program and it will be considered when evaluating submissions.

Question #33

Equipment list specifies an on-site server. Is a cloud solution an acceptable alternate?

Answer #33

Cloud options are acceptable. Provide information on backup connectivity/system reliability.

Question #34

Please provide desired basic functionality for the intercom system. Will calls be routed on-site or to an outside call center. If outside, please specify provider.

Answer #34

Calls will need to be able to be routed on site initially and then over to the operator’s national call center if no on site staff are available.

Question #35

When was the most recent test of the fiber network performed, and are copies of the test results available?

Answer#35

Available fiber testing and recommendations were provided as part of the original RFP.

Question #36

Please provide contact information for the preferred fiber provider if different from drawings provided in the RFP.

Answer #36

Premier Communications completed the study. Contact is Michael Mansfield at 260-497-8338. You may also contact another qualified company of your choice.