Washington Park Transportation Management Association

RFP #017 Design Build: Vehicle Counters

Clarification, Modification, and Questions - 1

POSTED 2/20/2015

#	Question	Response
Question 1	Whereas the database receiving real-time occupancy information is part of the system, it is assumed that any web-based back end system is provided by others. Is this correct?	**To clarify, it is assumed that a web-based system is provided by vendor to collect the counting data. Such website should have the capabilities outlined in the RFP for reporting, etc. The WPTMA hosts its own website in which it is required that a module exist for the real-time information to populate. The vendor must have provisions for the real-time data to populate onto said WPTMA website.**
Question 2	It is also assumed that providing real-time updating on a web-based back end system means providing real-time data via a standard interface to such third party system, and that any custom interface development is outside the scope of this RFP. Please confirm.	**Custom interface development should not be necessary with the vendors system based on our specifications**
Question 3	Power requirements are such that at several locations, 110V power will be required 24/7. Please confirm: a. 110V power is available at all parking lot entry/exit locations (aka pass-through points). b. The distance of the power source from the parking lot entry/exit locations	**Power is generally available near each entry and exit point, though the distance varies from 20 feet to up to 50 feet. As-built drawings of these parking areas have been lost or destroyed by previous owners, and we are unable to verify the cables or data connectivity at each location**
Question 4	In order to assess what existing infrastructure is available and useable, a current inventory with information on operational status (e.g. loops, loop detectors, light poles, "other equipment") is required. Please provide this inventory information.	**The vendor should assume that most loop detectors are obsolete, as they have not been used or tested in several years. Each entry/exit point is generally located adjacent to a light pole, or within 20-30 feet of such pole. Other equipment includes telephone line junction boxes which are provided at 4 exit/entry points.**
Question 5	Please confirm that in case existing infrastructure are utilized, the operational responsibility for such equipment lies with others, as no performance guarantee can be provided for third party legacy equipment.	**It is understood that the vendor cannot guarantee any equipment provided by others, and therefore any use of said equipment shall be by mutual agreement by the TMA and the vendor.**
Question 6	Can WPTMA explain why they are not interested in individual parking space monitoring? These systems provide the highest degree of accuracy when reporting the count of available parking in real-time.	**The use of individual space counters is not desired as our parking layouts may change due to future construction or traffic/lot revisions, and the use of snowplows in our parking lots may destroy or mutilate in-ground equipment.**
Question 7	Since it is difficult to estimate the total cost of plan check fees, confirm that permitting costs will be passed through to WPTMA during the project and not included in the overall budget provided in the RFP submittal.	**The cost of permitting and fees is a cost that is to be borne by the vendor, and should be included in any proposal budget.**
Question 8	Does WPTMA have an anticipated location of the exterior parking availability sign that the selected vendor might be asked to design, procure and install?	**The parking availability sign will likely be located at the entrance to the Park off Highway 26, somewhere between the Highway 26 overpass and the entrance to Parking Lot B off Knights Blvd.**
Question 9	Based on our experience of providing parking guidance projects of similar scope and complexity, we are concerned the $165,000 budget may not be sufficient to complete the project. Are additional funding sources available? Or is WPTMA willing to complete the project in phases as funds allow.	**The proposer may choose to present the project in phases, if they believe the budget amount is not sufficient to complete all aspects of the project. The WPTMA has not identified further funding for this project.**
Question 10	What additional funding is available for ongoing maintenance, service and software support costs?	**The proposer should include ongoing costs for maintenance, services, and software support costs. The WPTMA has budgeted for and assumes some type of ongoing maintenance.**

Question 11	Is it possible to use existing network/internet infrastructure to support data communication between the parking count devices and the signs that display parking availability?	**Current infrastructure at every entry/exit point is not clear. If network access exists to support this, it may be possible. However, proposers should consider using wireless communication whenever possible, as the varying locations of the entry/exit points make physical data line connections difficult.**
Question 12	Please provide the details and functionality of the new "pay to park" system.	**The pay to park system is a meter-based pay-by-space system using CALE meters. Drivers park, note their space number, and pay at the meter after entering their space number. The meters use wireless cellular data to transmit the real-time payment information to handheld devices and the back-office CALE system to show paid/expired spaces to enforcement and staff for reporting.**
Question 13	The scope of work states the counting and monitoring system is to provide "real-time advanced parking/traffic information" to customers before they arrive. Besides the real-time count of available parking, what other traffic information specifically does WPTMA envision the system providing?	**Providing the real-time parking availability counts are of the upmost importance to the WPTMA. If capable, the system may also provide us with information when the lots are extremely congested, for example, when a negative amount of spaces are experienced by the system, indicating many vehicles circling the lots. This information may be used by staff to manually re-route traffic to other areas of the park to avoid highly congested lots.**