

**The Philadelphia Parking Authority  
701 Market Street, Suite 5400  
Philadelphia, PA 19106**

**RFP No. 17-24  
Parking Guidance System at  
Philadelphia International Airport  
Addendum Three**

To: See Email Distribution List

From: Mary Wheeler  
Manager of Contract Administration

Date: January 12, 2018

No Pages: 3

This addendum is issued on January 12, 2018 prior to the question due date and the RFP due date to add, delete, modify, clarify and/or to respond to questions submitted by prospective offerors regarding the work included in the above referenced solicitation.

**CLARIFICATIONS, CHANGES AND ADDITIONS TO THE BID DOCUMENTS**

1. **The Question Deadline has been extended to Monday, January 22, 2018 at 2:00 PM.**
2. You will receive an invite to Dropbox to have access to the following drawings:
  - Garage Lighting Package A, B, C, D. Walker. 1997
  - Construction of Garages "1" and E F. Walker. 2001 (Note: Garage "1" is now Garage A-West)
  - Restoration to Existing Garages A, B, C, D. Tim Haahs. 2002
3. Attached to this email is a spreadsheet tabulation of the lighting fixtures.

**QUESTIONS**

1. **Question:** Section C of the RFP discusses the lighting within the garages. It is stated that there are 8,800 lighting fixtures overall in the 7 garages. Of those 8,800 are the 3,400 150W Canopy lights within the structures, which are to be removed and replaced with lighting down the center of the drive lanes. Addendum # 1 stated to replace the lighting in the stair towers. Where are the approx. 5,100 lighting fixtures that are part of the 8,800 stated in the RFP & do these all get replaced under this Proposal?

**Response:** These assumptions were derived from a previous energy audit. In 2013, NORESKO performed an investment grade audit at the airport. In that report they tabulated all of the lighting fixtures in the seven parking garages. An excerpt from their report is attached to this addendum and their spreadsheet tabulation of the fixtures is attached to the email. There is no guarantee of the accuracy of that data.

2. **Question:** Are there electrical drawings that show the Electrical and Communications rooms at each garage and level so we can determine where we will get power from?

**Response:** See the attached drawing sets. These are the best available drawings for the garages.

3. **Question:** Can the locations on the approach roadway be provided for the two variable message signs? Will power be available at these locations?

**Response:** The locations are not yet identified. The successful contractor will make a recommendation for the best location of the signs. There is not currently power at those locations.

4. **Question:** Can you please advise what the contingency % & amount will be for?

**Response:** The contingency is for unanticipated work. You can set the contingency at whatever you think is appropriate.

5. **Question:** Can EMT conduit be used when in the garages under cover of roof?

**Response:** Either EMT or RGS conduit can be used inside the garages. EMT can be aluminum or steel. EMT does not offer physical protection. NEC states any conduit subject to physical damage shall be schedule 40 metal or schedule 80 PVC. If conduit is mounted 8 feet above floor grade, it can be EMT. See the PHL DOA design standards for electrical work.

6. **Question:** If the lighting and lane guidance system required them to be mounted below the T Sections of the structure, will this be acceptable and is there an acceptable dimension these can hang down below the concrete T section?

**Response:** It is acceptable to mount below the T beams, but they equipment cannot be so low that it will be hit by vehicles. These limiting dimensions will be established during the design.

7. **Question:** Can conduits be ran at right angles along the bottom of the T Sections of the structure?

**Response:** Yes.

8. **Question:** Can the precast concrete floors be core drilled so riser conduits can be installed?

**Response:** Yes. In accordance with the PHL DOA design standards. Decks must be tested first to determine the location of rebar and pre-stressed cables.

9. **Question:** Are the parking spaces in the Marriott Hotel area to be included in this proposal?

**Response:** Yes. And the overall cost of the Marriot Parking level must be clearly identified after the design is approved and before the construction starts.

10. **Question: Section I-2 Background** mentions that the PPA operates *“seven structured parking garages (approximately 11,900 spaces over 4.5 million square feet) which are owned by the Philadelphia Parking Authority, a 55 acre paved surface parking lot (approximately 7,000 spaces), and ancillary structures including two exit toll plazas, an administration building, an Economy Lot employee break building, and a maintenance facility building”* while the **Lighting Work Description** only describes work in the seven garages. Are the non-garage spaces included in the lighting scope? Can you provide a “YES / NO” on the below areas?

1. From RFP Description:

1. 55 acre paved surface parking lot (approximately 7,000 spaces) - No.
2. ancillary structures including two exit toll plazas - No.
3. administration building – No.
4. Economy Lot employee break building – No.
5. maintenance facility building – No.
6. Any other areas? -No.

2. From our garage site visit:

1. Elevator banks – Yes.
2. Elevator interiors – No.

3. Stairwells – Yes.
4. Roof overhang fixtures – No.
5. Walkways from garage to terminals. – No.
6. Bollards on ground level along passenger pick-up/drop-off road. – No.
7. Exit and emergency lighting. – Yes.
8. Any other areas? – No.

**11. Question:** Does the lighting control system shop drawing need to be submitted with the proposal or is it to be submitted at a later date pending bid win?

**Response:** Lighting Control Shop drawings are not needed with the bid. After the design is approved, then shop drawings would be submitted prior to fabrication and construction.

**12. Question:** For the proposed scope of work:

1. Garage parking spaces are going roughly from a 2 fixture per drive lane to 1 fixture per drive lane. A new fixture is desired in these spaces?
2. Is there any up-lighting desired in the retrofitted garage parking spaces (similar to sections of Garage D – see attached picture)?
3. For elevators, stairwells, walkways, etc. is a new LED fixture desired or is an LED lamp-only retrofit solution an option?

**Response:**

1. Don't understand this question.
2. No up lighting.
3. No new lights in elevators. Stairwells and walkways can be retro fit.

**13. Question:** In order to show savings calculations for the LED retrofit – can you provide an average \$/kWh rate that is paid to PECO?

**Response:** The average rate paid to PECO is between \$0.09 to \$0.10 per kilowatt hour.

**14. Question:** Can you confirm that these garages (and possibly buildings and lots) are eligible to receive PECO rebates and haven't opted out of the rebate program?

**Response:** These garages are eligible for PECO Smart Equipment Incentives. However, the rebates will be paid to the Owner, not the Contractor.

**15. Question:** Considering the limitations of camera based sensors, which can only provide 90-95% accuracy, is there any reason why you wouldn't consider an infrared sensor that can provide 99+% accuracy? Please note that there is a distinction between the accuracy of sensors and the accuracy of signs. A sign can only report based on the information provided by the sensors installed.

**Response:** This RFP is for camera based parking guidance systems only.

**END OF ADDENDUM THREE**