

METROPOLITAN AIRPORT AUTHORITY
OF ROCK ISLAND COUNTY, ILLINOIS



QUAD CITY INTERNATIONAL AIRPORT
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MLI Terminal System Paging Update

Addendum #1

1. Can you please verify the HP2900 switches provide POE?

The HP 2900 switches do not provide POE. POE must be supplied by successful respondent as part of system install costs.

2. Are we responsible for supplying UPS in our equipment room locations?

The successful respondent will be required to provide UPS in locations where UPS currently does not exist and new hardware is being installed. TE1, TE3, TE5, and TE7 currently have UPS devices. The main TR in the basement also has UPS devices.

3. Are we responsible for construction permitting?

Successful respondent will be available for applying for and obtaining any necessary permits and be responsible for any permit compliance items. Permitting body would be the Count of Rock Island Illinois.

4. Do the construction documents for this project need a signature of an Illinois licensed engineer?

No, the Airport is not requiring the signature of an Illinois licensed engineer. The successful respondent would be responsible for applying for and obtaining any necessary permits and be responsible for any permit compliance items.

5. Is there a need or requirement to interface with the fire alarm system?

The Airport does not have a fire alarm system that will be tied into the PA system.

6. In the RPP section on Evaluation Criteria, Fulfillment of Vision is referenced and carries 25% rating criteria. Can you provide more detail on what Fulfillment of Vision means?

Fulfillment of Vision will be evaluated on how closely a respondent's proposal meets the criteria established in Sections 3 and 4 of the Scope of Work section of the RFP.

7. If we have pairs of gates as zones can we simply use the existing speaker and rezone them?

Yes. A respondent may reuse any speakers. The only speakers required to be replaced are the speakers on the terminal curbside. The Airport desires to granularize the boarding gates as much as possible. Ideally each boarding gate would have its own zone. A respondent may propose to combine gates in very close proximity to each other. Any speakers may be reused.

8. Will MLI be supplying the produced messaging serving MLI branding or is this the responsibility of the Public Address System Vendor?

MLI will supply all produced messaging serving MLI branding.

9. Is there a requirement to supply TSA approved messages as part of the work scope?

No, the Airport will provided all prerecorded messaging to be loaded into the proposed system.

10. Could you supply the name of the Electronic Visual Information Display Support Contractor?

Terminal Systems Inc.

11. How will 99.99% uptime be evaluated or verified? Do you require back-up equipment to achieve this and would you like this priced as an alternate?

Where not already provided a respondent must include UPS devices as part of the price proposal. See the answer to question 2 above for a listing of UPS devices. 99.99% up time will be verified based on system operability under normal day to day operating requirements. Any long term interruption to overall terminal systems (impacting more than just one system) would not be held against the 99.99% up time.

12. Would you like to see an on-site demonstration of the equipment we proposed as part of your evaluation process?

An on-site demonstration has not been required as part of the RFP process. A respondent could include this as part of their response if they so choose.

13. Could you clarify your desire for gate-hold area granular boarding announcement? Specifically, do you want individual gates, or can we have pairs of gates that are in proximity as a boarding announcement zone?

This RFP allows for design recommendation by the respondents based on design and implementation experience. The Airport is agreeable to paired gates when gates are in close proximity to each other (primarily A Concourse). The goal of the Airport is to

granularize as many boarding gate locations as possible. The general logic of zones the Airport is operating from (but not requiring) is as follows:

Ticketing, Bag Claim, All Landside, Concourse A, Concourse B, All Airside, Gate B8, Gate B10, Gate B7, Gate B9, Gate B11, Gate B15, Gate A1, Gate A2, Gate A3, Gate A4, Curbside, All Airport, Life safety announcements only in Basement and Airport Administration

14. Will MLI please provide a list of approved hardware installation companies?

This project will require the use of union labor. Contrary to what was discussed in the pre-proposal meeting an Illowa Impact agreement will not be required for this project. A respondent can utilize any union labor source they deem appropriate for completion of work.

15. Please confirm the required coverage hours and expected duration of the on-site technicians assistance for cut-over.

The PA Integrator shall only cut over gates and PA zones during off-peak hours when flights are not operational or others as determined by Airport Operations, to ensure no impact to flight operations. The PA Integrator will provide on-site technicians to assist with technical issues that may arise immediately following the cut-over, as well as to assist with user operational training. Flight schedules are bound to change in the fluid nature of COVID response. The Airport's goal is to accomplish cutovers during extended periods of breaks during the flying schedule (greater than 2 hours between flights). If cutovers occur on a zone basis technicians would be required to be on site for each cutover event. Once the PA Integrator can successfully prove system operation the technician would no longer be required. The Airport will work with successful PA Integrator to schedule reasonable hours to accomplish cutovers not impacting the flight operations of the airport.

16. What is the process to add new hardware installation companies for use with this project? At what point do they need to be approved?

This project will require the use of union labor. Contrary to what was discussed in the pre-proposal meeting an Illowa Impact agreement will not be required for this project. A respondent can utilize any union labor source they deem appropriate for completion of work.

17. Please confirm that the refresher training can be provided virtually (internet meeting), once a year, to MAA designated staff.

Initial training on the implemented system shall be in person training. Any refresher training on an annual basis may be completed virtually.

18. Can the Airport provide the manufacturer of the terminal fire alarm system?

The Airport does not have a fire alarm system that will be tied into the PA system.

19. Will this project require the payment of prevailing wage?

This project will require the payment of prevailing wage rates in accordance with the current Illinois prevailing wage rates.

20. Can the Airport provide a layout of mic stations and a general map of which TE/TR serves that location?

A map has been attached to this addendum. The identified TE room listed is where the closest Airport owned infrastructure exists. A respondent may elect to run needed cabling to a different TE/TR based on design recommendation.

21. Will the respondent be required to provide any additional HP switches needed for this work?

The Airport will provide any additionally required switches after consultation with the successful respondent. The successful respondent will provide a required number of ports at each location during design to allow for proper hardware procurement by the Airport. The Airport will be responsible for configuring ports on current switches.

22. Can higher resolution images be provided of documented areas?

The Airport is able to provide higher definition photographs through email. Respondents should contact Joseph Goetz at jgoetz@qairport.com for higher definition photos.

23. Will a paging station be required in the Airport Dispatch Center and is that location in the Terminal Building?

The Airport Dispatch Center is located in the Public Safety Building approximately 1/3 of a mile east of the Terminal Building. The Dispatch Center will not require a paging station but will require system access through a dial in system.

Location	Electrical	Ethernet	TE/TR
1 - Admin Reception	Y	N	TE1
2 - American Counter	Y	N	TE1
3 - Empty Counter	Y	N	TE1
4 - Allegiant	Y	N	TE1
5 - United Counter	Y	N	TE1
6 - TSA Baggage Check	N	N	TE1
7 - Delta Counter	Y	N	TE1
8 - Charter Counter	Y	N	TE1
9 - Restaurant	Y	N	TE2

10 - Hertz Counter	Y	N	TE2
11 - Budget Counter	Y	N	TE2
12 - Enterprise Counter	Y	N	TE2
13 - Baggage Claim	N	N	TE3
14 - Baggage Garage	N	N	TE3
15 - TSA Checkpoint	Y	N	TE4
16 - B10	Y	N	TE7
17 - B15	Y	N	TE7
18 - B8	Y	N	TE7
19 - B11	Y	N	TE7
20 - B9	Y	N	TE7
21 - B7	Y	N	TE6
22 - A2	Y	N	TE5
23 - A4	Y	N	TE5
24 - A1	Y	N	TE5
25 - A3	Y	N	TE5

