



Date: January 9, 2022

To: Prospective Proposers

From: City of Cleveland, Department of Port Control

Subject: Addendum No. 3 to Request for Proposal – Emergency Alert Notification System (“Crash Phone”)

Please be advised that the City of Cleveland, through its Director of the Department of Port Control (“Department”), hereby publishes Addendum No. 3 to the Request for Proposals – Emergency Alert Notification System (“Crash Phone”), dated November 21, 2022.

This addendum serves as the response to all inquiries received.

INQUIRIES

1. During the Prequalification call, it was determined that these are separate systems for each the CLE and BKL locations. Each has a tower and unique locations for communication to. Will you provide a list of all locations with number of telephones, paging systems and any other interfaced systems for both the CLE system and the BKL system?
 - BKL will be a new install. See Exhibit G for locations, number of phones, paging systems and interfaces.
2. Please provide makes and models of PA equipment and other interfaced systems at each location.
 - Both Cleveland Hopkins International Airport and Burke Lakefront Airport have an ATLASIED GLOBALCOM announcement control system. The control software runs on vendor-provided primary and secondary servers on premise. This is a Cobranet audio distribution system utilizing the airport network. Conversely, the Airport Rescue & Fire Fighting Station (ARFF) at CLE has a local public address system as well. It has a TOA model 912MK, mixer/amplifier with 120 watt amplifier output.
3. During the call, it was determined that the airport will provide dark fiber to all locations required for communications. Will this be multi-mode or single mode fiber?
 - Single mode fiber

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4. Do these fiber runs include to the USCG if required as part of the BKL system?
 - No
 5. Are there fiber distribution drawings available for each airport and location that can be provided?
 - No
 6. What locations have available rack space available and how many RUs are available? Are there locations that wall field mount for equipment may be appropriate and desired instead of rack mount equipment? Please provide a list by location for each system.
 - This is dependent on the equipment the winning vendor will be providing.
 - **For CLE:** There are racks available for the Main Unit in the Main Computer Room and Operations location; with multiple RUs available. For the Control Tower, ARFF and Police wall field mount will need to be considered.
 - **For BKL:** All locations will be installed on a wall field mount.
 - Final hardware installations will be approved by customer.
 7. UPS is required for all locations. What locations have available UPS and for locations that do not have UPS, how many hours of backup is required? Do the UPS devices need network monitoring? Please provide a list by location for each system.
 - See #6
 8. If network devices (media converters, switches, routers) are required to be provided by the contractor. What are the approved make and models required by the airport?
 - Enterprise-level Cisco devices. Make and models depends on vendor's installation requirements; to be approved by Airport IT.
 9. Please confirm that the Airport IT provides equipment and programming for required VLANS and firewall to interface with the airport network.
 - Airport provides VLAN and interface to firewall

10. Is an airport email server available to send crash system emails to for distribution to intended recipients?
- Yes
11. Item I indicates integration with other systems. Is integration with these systems required as part of the RFP for pricing or is a list of integrations available sufficient?
- Vendor shall provide a list of all integrations and their associated cost.
12. Item N indicates a fire station design for warning lights. Is this an existing design or does this need to be provided for?
- Warning lights systems exist at both airports.
13. For the RFP are there any speakers or horns required to be included in the proposal? If they are required, where would they be located?
- Yes speakers or horns are required at each ARFF location and must be included in the proposal.
14. Exhibit G shows cell phone and security as telephone endpoints at BKL. Are these also required for the new system? Do they need full duplex capability or just "listen in" capability?
- The Police and Security telephone endpoints should be discarded for BKL. The cellphone endpoint is utilized by the City's Emergency Central Office. It should have full duplex. Additionally, the telephone endpoint at the USCG should only have "listen in" capability.
15. Where is the BKL "Office" PA location?
- The BKL Office PA is located at the BKL airport and runs throughout the airport terminal.
16. System and device status monitoring and logging of events is provided as a client software that would normally run on a PC. Who is responsible for supplying a PC for this feature? If the contractor is to supply the PC, please provide make/model and operational requirements to ensure it meets user standards.
- Airport will provide h/w

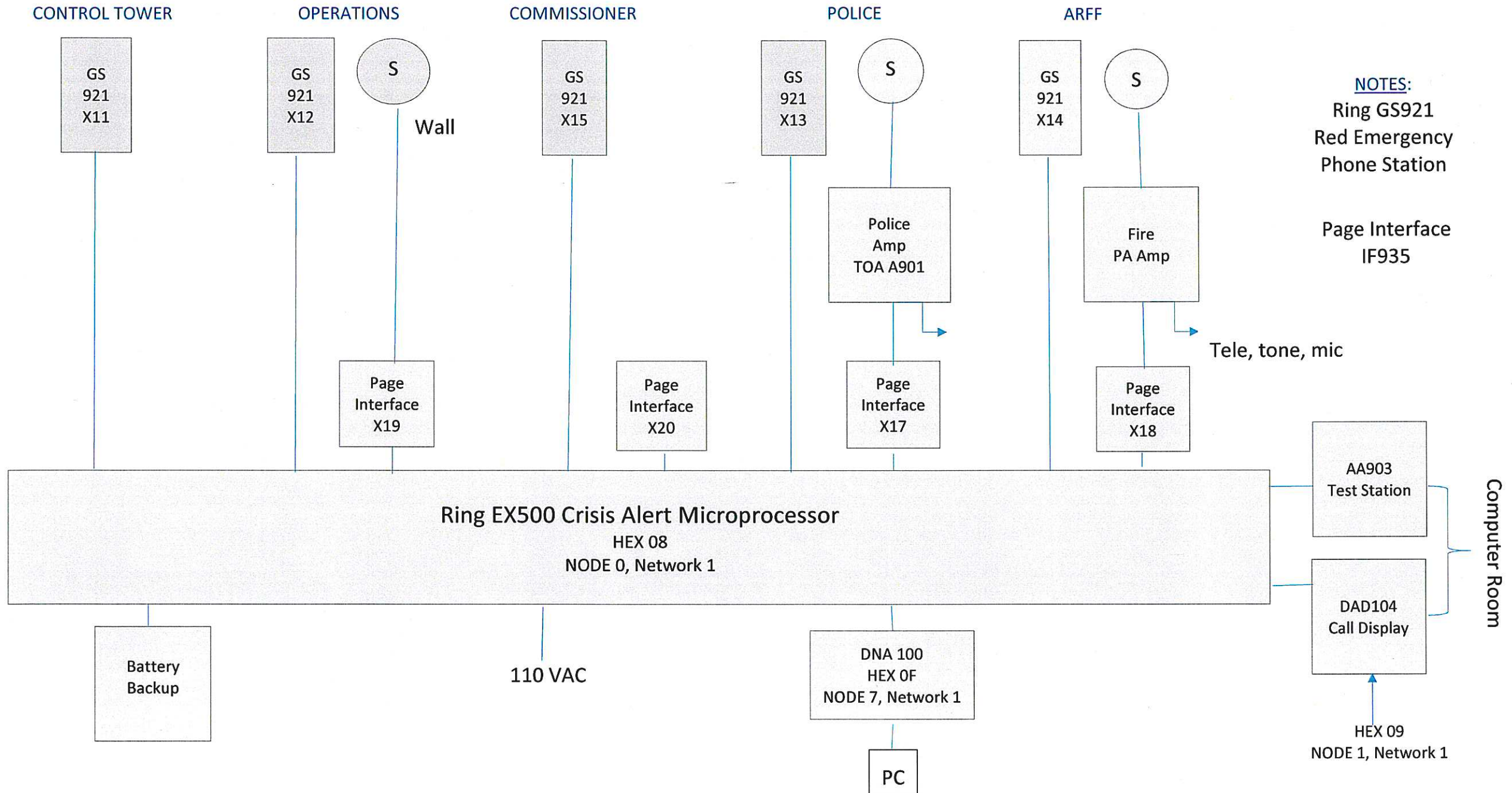
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17. Does the system need to be capable of sending and receiving information from Everbridge? If so, please provide further details about this integration.
- Yes
18. Is there a schematic of the existing fiber infrastructure that will be used available?
- No
19. Is there a complete block diagram of each of the two desired new systems available that shows endpoint locations, phones, and desired integration?
- See Exhibit "G"
20. Section 2.2.B. Are the fiber optic lines noted here existing between all locations specified and accessible from a single network? If not, please provide detail.
- Fiber optic pathway will be provided by Airport. No new fiber required.
21. Section 2.2.H. What is the current PA system in place at both the CLE and BKL ARFF stations? Do both have analog auxiliary input? Does either support SIP trunks?
- See Question #2
22. Section 2.2.N. Can you clarify "normal activities" of personnel at each ARFF station more clearly?
- Daily aircraft rescue & firefighting includes periods where there may be large, loud vehicles running; thus the need for strobes.
23. Section 2.2.T. What station lights exist at each ARFF? -Is there a single contact closure interface at each ARFF that controls all of the lights desired? If yes, what is the voltage requirement?
- There is an existing panel that controls all the lights and bay doors. The requirements suggests an interface to this panel control system. Voltage requirements are unknown.

24. Is there currently a contact closure interface for the overhead door system at each ARFF? Does a single contact closure interface at each site control all doors for that site? If yes, what is the voltage requirement?
- Doors can be controlled from exterior panel or interior panel. Voltage requirements are unknown.
25. What is the radio system type and manufacturer in place at each airport for the ARFF?
- Motorola MCC 7500 Elite Dispatch
26. What is the interface available to shut off stoves at each ARFF? Is there an existing shutoff that has a contact closure interface? If so, is it a single interface for all stoves at each location and what is the voltage requirement? If not, how many stoves are at each location?
- See Question #23
27. SITTE WALKTHRU: Can Bidders be provided with any documentation and Q&A provided during the walk thru?
- No walkthrough occurred
28. Will electronic proposals in lieu of physical mailings also be accepted up to January 17, 2022?
- Yes, electronic copies will be accepted up to 4p.m. local time on January 17, 2023.
29. Can you please clarify contract period(s) of performance?
-Section 2.2-R (pg. 7).....states each 1-yr option for up to 3 additional yrs
-Section 3.1-B (pg. 8).....states term is 1 yr with 4 1-yr options to renew.
- The contract period will be 1 year with 4 1-year options to renew.
30. Are there only 5 locations or does each airport (International & Lakefront) have its own tower / fire station / operation / police locations? (Do the airports share these resources?)
- Each airport has their own tower, ARFF and Operations. Police only exist at CLE.

31. What is the distance in mileage between each location?
- N/A
32. Does the red handset need a light response on it as well as a differentiating tone from a regular phone ring?
- Yes
32. Is the telephony environment VoIP (from an on-premise system such as a call manager/communications manager) or PSTN? Is there a central system servicing all locations, multiple systems, etc? Can you please clarify the type(s) and configurations of the phone systems for each location and how serviced?
- Telephony is Cisco VOIP; supports both airports
33. Please expand on the email/SS/radio/PBX/other mass notifications systems (i.e Everbridge) integration.
- a. Does the airport already use Everbridge or the like?
 - The airport currently utilizes CodeRed for mass notifications.
34. Is the Coast Guard only involved in an emergency call if there's an airport incident that involves Lake Erie?
- See Section 2.2.A
35. Is the required fiber optic cable already in place, or would new cable need to be provided?
- a. If new cable is needed, is there already a pathway with pull strings and innerduct or sleeves?
 - Fiber optic pathway will be provided by Airport. No new fiber required.
36. Is there an IP network in place we can leverage between the sites? If so, what type (manufacturer) and how routed or are the sites connected solely via non-IP type connections and if so, what are those connections?
- Sites are connected by Cisco IP network. Reference Section 2.1. If an IP system is implemented, it should not be a part of the airport's converged network.

37. Is this for two systems, one at each airport, or is it a single system supporting both.
- 2 systems, one at each airport
38. What kind of connectivity will be in place between the two airports.
- See question #37.
39. What kinds of redundancy is needed? Is there a list of failure scenarios and acceptable levels of system impairment?
- Refer to Sections 2.1 and 2.2.N
40. What is the required SLA and time to repair for service impacting issues?
- Vendor should provide their standard SLA. This will taken into account for scoring.
41. What is the required SLA and time to repair for Non-service impacting issues?
- Vendor should provide their standard SLA. This will taken into account for scoring.
42. On the pre-bid conference call, one of your team took an action to provide a Diagram for the BLK as per the description in the RFP Document.
- Exhibit “G” - Diagrams for CLE & BLK**
- While there is a diagram for CLE, I don't believe your team have published one for BLK. And I don't see this explained in any of the Addendums.
- See Exhibit “G”

Cleveland Hopkins International Airport
EMERGENCY ALERT NOTIFICATION SYSTEM ("CRASH PHONE")

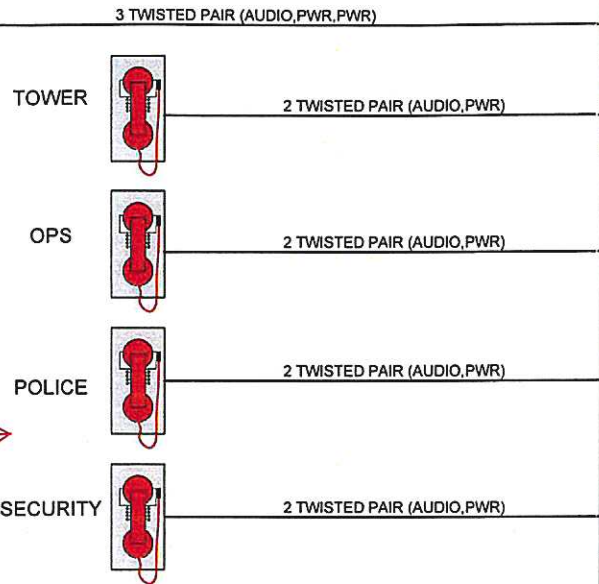
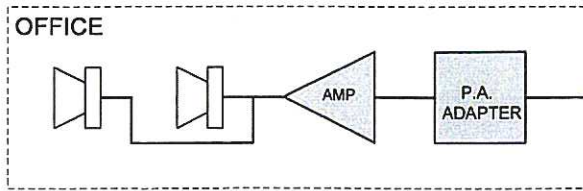


NOTES:
 Ring GS921
 Red Emergency
 Phone Station

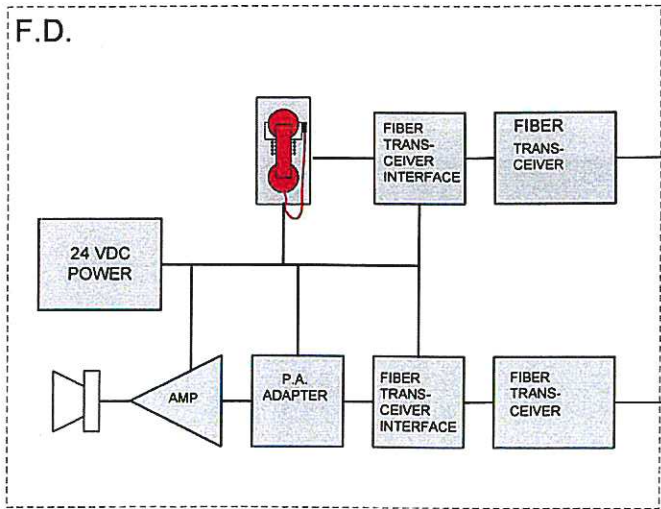
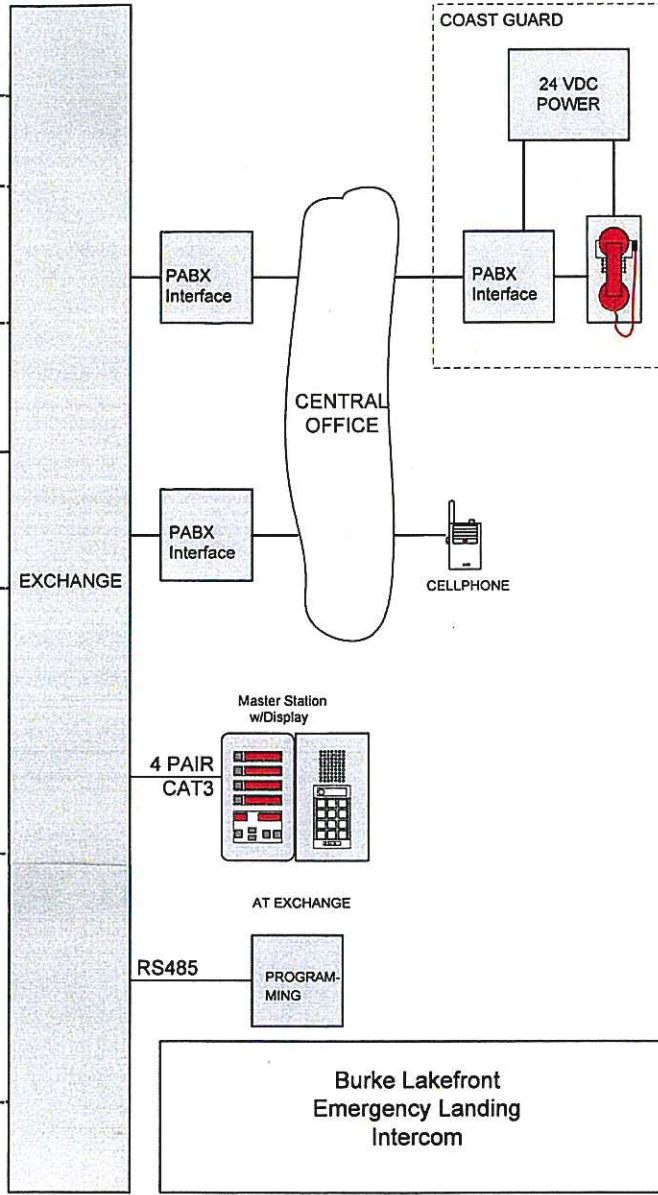
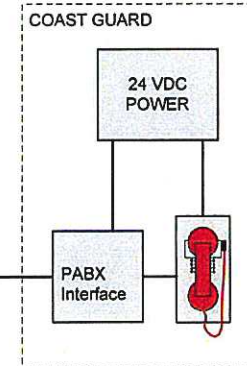
Page Interface
 IF935

Tele, tone, mic

Computer Room



POLICE and SECURITY endpoints are not required at BKL



**Burke Lakefront
Emergency Landing
Intercom**