



REQUEST FOR QUALIFICATIONS AND TECHNICAL PROPOSALS

PROFESSIONAL ENGINEERING SERVICES

HARRISBURG INTERNATIONAL AIRPORT, BHS CONTROLS UPGRADE

ADDENDUM #1 – January 22, 2020

ADDITIONAL INFORMATION:

See separate description of Existing BHS titled “Overview of Airport Handling System”

See 3-Dimensional drawing of HIA’s Baggage Handling System. (NOTE: A 2015 TSA EDS Recapitalization project reduced the number of in-line EDS machines from three to two.

QUESTIONS AND RESPONSES

- Q1. Your RFQ/TP mentions that we should submit brief resumes. Should these be double spaced, 12 font as well, like the rest of the response and are they included in the 18 page count?
- A1. YES.
- Q2. Your RFQ/TP mentions that the technical approach will be worth 20% of the selection criteria. Does SARAA have a preference on what tab our technical approach is included in?
- A2. NO, but an appropriate place would be following the Firms Project Experience or optional Individual Experience section.
- Q3. Can a firm respond with a Statement of Qualifications, be selected as the design professional and subsequently bid on the Statement of Work?
- A3. No. In Pennsylvania, it is unlawful for an engineering professional in the employ of a political subdivision to both design and bid on any public work. (18 Pa.C.S. 7503).
- Q4. Would SARAA consider a Design/Build delivery methodology for this project?
- A4. No. SARAA cannot enter into Design/Build agreement.
- Q5. Will you provide BHS Electrical Drawings?
- A5. Detailed electrical drawings are not required to respond to this phase of the RFQ/TP process. We are seeking to have firms demonstrate that they are best qualified to provide these engineering services.
- Q6. What are current issues on CNET/DNET? Has a network analysis been completed?
- A6. The focus of the current project is to convert from a ControlNet / DeviceNet architecture to an Ethernet based control systems architecture. No network analysis been completed.
- Q7. Is the upgrade for both Inbound and Outbound systems?
- A7. Outbound BHS only.
- Q8. Who is current O&M firm?
- A8. There is no service provider under contract. The Airport maintains the system, occasionally calling upon various control specialists to assist in-house staff.

- Q9. To upgrade to Ethernet, field devices would need to change or require changes to I/O if applicable?
A9. Yes. This is correct.
- Q10. Please provide pictures of MCP's
A10. See link in e-mail distributing this addenda to download photos of the MCPs.
- Q11. What PLC's are currently used and what software revision
A11 Allen Bradley 1756-L73. Software version v20.
- Q12. How many EDS machines are currently in the BHS line?
A12. Two EDS machine are currently in-line. See separate description of Existing BHS titled "Overview of Airport Handling System"
- Q13. Are the EDS communicating to PLC via Control Net?
A13. The EDS machines communicate with the PLC via ControlNet directly to PLC #5
- Q14. What version of PGDS was system tested?
A14. PGDS 4.2, May 2, 2014
- Q15. What is Schedule?
A15. The Airport will rely on the selected design consultant to evaluate the existing system and develop a project schedule after assessing the system.