Q1. SEER Interface Protocols: Current systems route data to the accountable system of record (LMP) through the SEER application. How does SEER presently interface with LMP (e.g., intermediate database tables, batch flat files, or synchronous RFC calls)? Additionally, will the Government provide existing Interface Control Documents (ICDs) to support mapping and analysis of the 3,200+ historical daily transactions?

A1. Seer is a java application that sits on top of a SQL Database and communicates through LMP on two ports with TCP Protocol while riding the backbone of the Joint Regional Security Stack/Army Global Unified Network (JRSS/AGUN). Uses DISA Category Assurance List (CAL).

Q2. Data Migration & Master Data Mapping: Which organization will be responsible for ETL (Extract, Transform, Load) activities associated with migrating legacy inventory data from the current system? Further, what processes will be used to validate the integrity of master data against established LMP standards?

A2. Vendor with the assistance of DOIM. DST will maintain historical information from the current WMS to compare after the data migration.

Q3. Wireless Network (Wi-Fi) Coverage: The current operating environment does not support wireless barcode scanners or RFID-based asset tracking capabilities. Does an existing secure and authenticated wireless network (e.g., CAC-enabled or dual-factor authentication Wi-Fi) provide full coverage throughout the facility, including pallet racks and bin shelving areas, or will the vendor be responsible for designing and deploying the required wireless infrastructure?

A3. There is currently no wi-fi coverage. Bluetooth 2.0 or higher. Also if improved WIFI needs installed that will be on DOIM as opposed to the vendor. If the system is on the ICN there will be no wifi. If it will be on the Cloud there could be Wi-Fi.

Q4. Network Ports, Protocols & Services (PPSM): What network ports, protocols, and services must be authorized across local and enterprise boundaries to enable communication between the new warehouse automation systems and associated control platforms?

A4. All ports and protocols must use DISA Category Assurance List (CAL).

Q5. Continuity of Operations (COOP): In the event of a local network outage or a DoD circuit disruption, will the solution require offline or edge-processing capabilities to ensure that warehouse transactions, vertical lift operations, and picker functions continue without interruption?

A5. Yes. Offline or edge-processing capabilities are required to maintain continuous warehouse operations during network outages, along with a method to track those offline transactions to update the system of record for inventory.

Q6. ATO Ownership & RMF: Who will serve as the sponsoring authority for the Risk Management Framework (RMF) process and the associated Authority to Operate (ATO)? Will the solution operate under an existing depot network ATO, or will it be assessed as a standalone system platform?

A6. TBD due to changing DoW requirements. This depends if it sits on the ICN, Cloud, or NIPR network. This will require further discussion upon receipt of white papers/proposed solutions.

Q7. FedRAMP & DoD Impact Levels: If a vendor proposes a cloud-hosted or hybrid architecture, what DoD Impact Level (e.g., IL4 or IL5) will the application be required to meet in order to operate within the environment?
A7. IL4 or above.

Q8. Identity & Access Management (ICAM): Will the facility require native integration with Army 365 identity management services and dual-factor Common Access Card (CAC) authentication for all users, operators, and maintenance personnel accessing the Warehouse Management System (WMS)?
A8. Yes.

Q9. Future Throughput and Surge Demand: Beyond the current historical average of 3,200+ transactions per day, what peak and surge throughput (transactions per hour/day) should the new system be designed to handle while sustaining 24/7 operations?
A9. 150 transactions per hour is a goal for peak sustainment.

Q10. Service-Level Expectations: What are the required service levels for standard and priority pulls (e.g., maximum retrieval time from request to delivery) for different workload categories supported by the Depot Logistics Modernization Program (LMP) overhaul/rebuild programs?
A10. Standard service level is under 24 hours from request to delivery. Priority pulls are sub 2-hours.

Q11. Interoperability with Adjacent ASRS: What specific operational behaviors must remain consistent between the new ASRS in this building and the existing ASRS in the adjacent building (e.g., error codes, operator workflows, priority handling), and where is the Government open to new approaches that improve performance or usability?
A11. The government is open to new approaches to improve performance and is more of a priority than matching the behaviors of the other ASRS/WMS.

Q12. WMS / WES / WCS Functional Boundary: Beyond "bridging the gap" between LMP and the new ASRS hardware, what specific functional responsibilities does the Government expect from the new software (e.g., location control, task interleaving, labor management, wave planning, slotting optimization)?
A12. Yes to all the above and including shelf life management, cycle counting, and real time reporting down to individual labor levels.

Q13. Required Modern Capabilities (Must-Have vs. Nice-to-Have): Of the capabilities currently lacking (seamless user interface, wireless barcode scanners, shelf-life management, RFID asset tracking, AI-based workload prioritization, and dashboards), which are mandatory for initial operating capability and which can be deferred to later phases?
A13. Initial operating capabilities at a minimum but not limited to: Seamless UI and management dashboard, barcode scanners, shelf-life management, and RFID tracking. The implementation of AI systems/programs could be deferred if required.

Q14. AI and Predictive Services Scope: For predictive services and AI, what specific use cases does the Government want to prioritize first (e.g., predicting part demand, automatically sequencing work based on maintenance schedules, predicting equipment failures)?

A14. We have no specific use cases at this time. We are looking for innovative solutions from the vendors.

Q15. Data Standards and Message Formats: Are there mandated data standards or message formats (e.g., specific SAP IDocs, MIL-STD data elements, GS1 barcodes) that the new solution must adopt for all interfaces to LMP, Vantage, and any other enterprise systems?

A15. We will continue to research specific standard requirements and will provide as much information as possible prior to phase 3.

Q16. Legacy ASRS Controls and Interface Expectations: What documentation and access will the Government provide regarding the legacy controls and operational software of the adjacent ASRS to ensure compatibility and interoperability, especially for cross-building workflows?

A16. Legacy loader controls are managed by another vendor and we will strive to provide, however we cannot guarantee due to propriety information.

Q17. Material Handling Equipment Integration: For new conveyors, picking systems, and forklift integrations, does the Government have preferred vendors, interfaces, or existing telematics systems that the OEM must use or support (e.g., forklift-mounted terminals, location systems)?

A17. We have no preference or requirements for specific vendors or interfaces regarding the integration of MHE.

Q18. PLC and Controls Standards: Does LEAD or the broader Army enterprise prescribe specific PLC families, programming standards, or diagnostics tools for "modern controls and diagnostics," and are there preferred industrial network protocols (e.g., EtherNet/IP, Profinet)?

A18. The current team has tooling and experience with Allyn Bradley systems. We are not prescribing specific systems for this solution.

Q19. Structural and Floor Loading Limits: What are the certified floor loading limits, structural constraints, and column grid details within the unit load and mini load footprint, and are there restrictions on adding structural elements (e.g., mezzanines, maintenance platforms)?

A19. This information can be shared in future phases of the AoI.

Q20. Electrical Capacity and Upgrades: Is the existing 480V 3-phase power service sized with sufficient spare capacity for the anticipated new ASRS loads, or should the OEM assume that upgrades (transformers, panels, feeders) will be required and included in the turnkey scope?

A20. We expect the current service is adequate for the new system. If the vendor believes that their solution requires an upgrade, please include this in your ROM estimate.

Q21. Construction Access and Staging: What limitations exist on staging, rigging, and access for large equipment (e.g., door dimensions, indoor crane availability, restricted zones), and will the Government provide designated staging areas during demolition and installation?

A21. The government will provide adequate staging areas for the vendor. It will be on the vendor to provide their own equipment for demolition and construction. Overhead door to loading area is 10’ wide and 11’8” tall when door is open. Largest opening from loading area to ASRS storage is 7’ tall and 20’ wide. There is a bay door to enter the ASRS storage area.

Q22. Vertical Lift Ride-Along Detailed Requirements: For maintainers riding vertical lifts, what specific safety requirements apply (e.g., fall protection type, speed limits, maximum occupancy, required interlocks), and does the Government have preferred or mandated safety certification standards for these ride-along capabilities?

A22. Applicable OSHA requirements must be met.

Q23. Consensus Standards and Local Policies: In addition to OSHA, ANSI, and NFPA, are there depot- or command-level safety and occupational health policies that exceed these consensus standards and must be treated as design requirements?

A23. Any applicable Depot or command-level safety requirements would meet and not necessarily exceed those other standards.

Q24. Fire Protection Design Criteria: What specific fire protection design criteria does the Authority Having Jurisdiction (AHJ) expect for a high-density ASRS (e.g., commodity classification assumptions, sprinkler types, detection technologies), and will the OEM be responsible for full design, permitting, and commissioning of the new fire detection and suppression system?

A24. No specific design criteria beyond the required compliance with all applicable NFPA standards. OEM will be responsible for full design, permitting (if required), and commissioning of the new fire detection and suppression system.

Q25. Safe Egress and Maintenance Access: Are there predefined requirements for egress routes, maintenance platforms, and rescue access around the ASRS, and will LEAD provide existing life-safety drawings to support code-compliant redesign?

A25. Yes we can provide existing life-safety drawings, and will be provided the former requirements at future phases.

Q26. Operational Downtime Tolerances: What are the maximum allowable downtime windows for the ASRS and conveyors during decommissioning and commissioning, and can specific aisles or zones be taken offline sequentially to maintain partial operations?

A26. Currently the organization is planning on moving the current storage to a new location with manual transactions until commissioning is complete unless the vendor has a solution to minimize this movement.

Q27. Enterprise Integration Architecture & LMP Modernization Roadmap: We understand LEAD currently routes warehouse transactions through SEER to LMP, which represents a 20+ year integration architecture. As the Army looks toward long-term logistics modernization (potentially including LMP evolution or replacement), how is LEAD thinking about the balance between preserving proven integration patterns versus positioning for future flexibility?

A27. LEAD is looking to position itself for future flexibility as allowable by regulation and our systems of record.

Q28. Real-Time Visibility, Predictive Analytics & Decision Support: Beyond automating warehouse transactions, what operational visibility gaps does LEAD leadership face today (whether it's aging

Material Release Orders, throughput bottlenecks, or predictive maintenance of automated equipment) that a modern system should address from Day One versus deferring to future phases?

A28. The current WMS has very limited reporting capabilities. In response to this, LEAD has developed its own web application to format the SQL database into easily viewable reports that include but are not limited to: picks and stores beyond 24 hours, email notification function of late items, and a drill down function for supervisors to track benchmarks for employees.

Q29. Change Management, Workforce Adoption & Knowledge Transfer Strategy: LEAD's workforce has deep expertise with the current ASRS and SEER interfaces. How does LEAD envision the change management process (balancing user interface familiarity with the adjacent building's system versus introducing modern, more intuitive workflows that could accelerate new operator onboarding)?

A29. An improved, modern workflow that exceeds our current capabilities would take priority over a more familiar system that only meets our current capability.

Q30. IT/OT Convergence, Edge Resilience & Continuity of Operations: In the event of network disruptions (whether local LEAD network outages or broader DODIN circuit issues), what level of edge processing or offline capability does LEAD require to ensure warehouse operations continue without interruption, and how do you envision balancing operational resilience with cybersecurity compliance?

A30. Same Answer as Q5.

Q31. Lifecycle Technology Currency & Mid-Life Modernization Strategy: Given the 24-year lifecycle requirement and the reality that today's 'modern' PLCs, software platforms, and cybersecurity standards will face obsolescence by Year 12-15, how does LEAD envision structuring technology refresh cycles to avoid the trap of inheriting another legacy system in 2040?

A31. No standard structure for technology refreshes during the lifecycle of the system currently. This would not be a requirement, but we would be interested in hearing any potential solutions that incorporate this. This may also be a point of discussions in future phases.

Q32. What is Vantage?

A32. Army Vantage is the Army’s premier enterprise data-driven operations and decision-making platform. It integrates structured and unstructured data from hundreds of legacy and modern systems at any scale to provide a single, comprehensive common operating picture.

Q33. What do you use for maintenance; for planned maintenance?

A33. We have a maintenance staff and each system has its own maintenance schedule for routine maintenance. Maintenance is scheduled manually.

Q34. What about spare parts; do you have that in inventory now?

A34. We maintain common spart parts and have a Blanket Purchase Agreement with the current vendor.

Q35. How many buildings would the warehouse management system track?

A35. At a minimum it would only track one building with the new ASRS, but we would like the opportunity to expand this system to 20+ buildings.

Q36. Can you provide screen shots of the “hive”?

A36. Screenshots of the ASRS HIVE Dashboard could be provided in future phases. There is no need to match the current configuration of the dashboard.

Q37. Does this tie into availability metrics? Do they tie into systems so when you do manufacturing and it's not there, so part of your MRP? So reporting on failed delivery?
A37. We have a helpdesk and have to submit a ticket that an item wasn't received.

Q38. Industry said that they have other contracts where it was on a DoD installation so contractors had to have CACs, etc. It was discovered that ecompliance had to extent to CMMC 2.0 and NIST so, there's that 3rd party validation, so will that be part of the project?
A38. Unconfirmed, but it is anticipated CMMC and NIST requirements at a level 2 minimum.

Q39. Is the vendor responsible to get the ATO approved to get on the Army network?
A39. Yes, but we will have to work together, and we will provide that process.

Q40. Will the vendor need to be CMMC 2.0 compliant?
A40. Yes.

Q41. Do you have a list of the Dematic BOM and software BOM?
A41. Discussions with or around the Dematic integration piece have not been held with the OEM. It is not anticipated that Dematic will provide any proprietary system information.

Q42. What is the current IT network connectivity structure?
A42. Copper with Fiber backend.

Q43. Do we have autocads of the area? Are they dimensionally correct?
A43. Yes, the Directorate of Public Works (DPW) can provide the architectural, electrical and fire suppression system information and the Directorate of Information Management (DOIM) can provide any IT information. This can be disclosed in future phases.

Q44. Can you give a quick walk through of the 3 phases of the CSO?
A44. Yes. The actual procedures are outlined in the CSO and AoI. Page 5, Phase1 is solutions brief. It then spells out how it will be evaluated and then we choose some, all or none to proceed. Phase 2 is "if applicable", and we may ask companies to perform a pitch, and that information is in posting as well. Phase 3 goes into a formal proposal. The Government is NOT compensating for any of those 3 phases.

Q45. Are you receptive to receiving multiple white papers?
A4. Yes, industry can provide multiple white papers with different solutions. Note that Phase 1 has a closing date of 12 June 2026, and based on the volume of questions today, the Government may push out that date, but note that the Government will make every effort within 30 days to move to phase 2 or 3.

Q46. Lifecycle management afterwards? Is that something you're looking for afterwards?
A46. Yes

Q47. What is the average input?

A47. 7-12 picks an hour and 20 picks for mini loader.

Q48. What is the work schedule?
A48. Currently only running one of three possible shifts.

Q49. Do you ship parts to other bases?
A49. Yes, but it's handled through dock transfer order through LMP, not interlined with warehouse management system.

Q50. Does LMP know you have that part in inventory?
A50. Yes. LMP is the accountable system of record for Depot Operations.

Q51. Can you see inventory of other bases?
A51. Yes, if it is in LMP.

Q52. Is the desire to move this to the cloud?
A52. We are not opposed moving the WMS to a cloud service – we would still need an offline option should the network go offline.

Q53. How experienced is your workforce?
A53. They are experienced, and experienced with current system.

Q54. How many warehouse management system users will you have?
A54. We expect to have at least 130 users.

Q55. Can you confirm the dates, the phase one for the CSO, it says due June 12, but could move out?
A55. Yes.

Q56. What is September date on the posting?
A56. That is the date for the CSO and it has no bearing on this AoI. We could always move that date out.

Q57. Will the IT team be able to give us the network architecture/infrastructure?
A57. This can be disclosed in future phases and is highly dependent upon the projected solution.

Q58. Will the photos be published?
A58. Yes, they are now posted on SAM.gov.

Q59. There are four work stations?
A59. Currently there are four Unit Load workstations and one Mini Load workstation.

Q60. Are the racks structure supporting?
A60. Not in the unit load area, but they do support in the mini load area.

Q61. How old is the fire suppression system?

A61. The fire suppression system within the racking system of the Unit Load is obsolete. Recent upgrades to the pump and the overhead lines are less than 18 months old.

Q62. What timeline are we looking at for this?
A62. Award in FY27, so after October 1st, 2026. We have funding for FY27 and are ready to execute.

Q63. Is there a transition plan that LEAD has built in?
A63. Similar answer to Q26. LEAD has a transition plan to move parts out of the ASRS area while the ASRS is decommissioned and replaced.

Q64. Are there other automation systems around this base?
A64. Yes, another ASRS and vertical lift modules.

Q65. Who plans your material that you'll hold? Do you set a min/max?
A65. Every program is different. Program managers plan the stored materials. They establish if there is a min/max. We also utilize MRP for planning as we use a "just in time" with lead times and adjusted based on projections utilizing BOMS and projected assets and go out five years but normally we go out about a year because of how we are funded.

Q66. Can you provide pick data for 6 months, to a year?
A66. Upon contract award we can provide specific data.

Q67. Can you provide estimated peak number, for example during war time, etc?
A67. Estimated at 150 transactions per hour based on available data.

Q68. Have you established any FAR or DFARS requirements?
A68. Not yet because this is only the AoI phase 1, however it won't be outside of what is typically required and dictated by RFO FAR Part 12. The purchase order would have the applicable FAR and DFAR clauses.

Q69. Can you provide an OAV (overhead aerial view?) drawing of system or schematic?
A69. DPW will provide in future phases.

Q70. Pick contingency, is that something you want?
A70. Yes.

Q71. What are the dimensions of the current mini load area?
A71. Footprint of the mini load area is roughly 100' x 15'. Drawings will be provided after contract award.

Q72. Is HVAC part of the scope?
A72. No.

Q73. Does operator labor factor into our quote?
A73. Operator labor can be a factor in the quote.

Q74. Does LEAD know if a material is a high runner?

A74. LEAD is currently able to identify frequency of picks by material manually.

Q75. How do you ensure Inventory read accuracy?
A75. We do cycle counts to ensure inventory accuracy in LMP in order to be compliant for the Government.

Q76. Do you have a server room for SEER?
A76. Yes.

Q77. What is typical BOM like?
A77. It is multi-level and varies.

Q78. Are there trucks that go across base?
A78. Yes, we have a section that transports material throughout the Depot.

Q79. Can you supply pictures of the power panels when open? And for conveyor? control at the end of the aisle?
A79. Pictures have been posted on sam.gov

Q80. Can you provide pictures of the PLC cabinets?
A80. Pictures of the internal PLC cabinets are on Sam.gov

Q81. Are you looking for a solution that provides Vertical “queued work”?
A81. A Vertical queued work solution is not a requirement, but we did use it as an example regarding our intent to minimize conveyance. End state is that we minimize conveyance and allow every workstation to pull from any aisle. It does not need to specifically be vertically queued work as long as it meets our goal of minimal conveyance.

Q82. Are you looking for a solution that provides replenishment data?
A82. A solution that provides replenishment data would be beneficial.