

ADDENDUM No. 1

BID DOCUMENTS FOR

MANCHESTER • BOSTON REGIONAL AIRPORT
ELEVATORS & ESCALATORS MAINTENANCE AND REPLACEMENT PROJECT
MHT / City Bid # FY20-805-70
AIP # 3-33-0011-TBD-2020

May 8, 2020

This document and its attachments shall become an integral part of the Project Bid Documents as originally issued on April 30, 2020. Conformed Project Documents, if applicable, will be issued to the successful bidder at the time of contract execution.

The information contained in this Addendum shall supplement and/or supersede information contained in Bid Documents issued previously for this project as described herein.

The Bidder shall acknowledge receipt of this addendum on the form attached to the Proposal (Bid) Documents submittal entitled **ACKNOWLEDGMENT OF ADDENDA**.

This Addendum includes additions and modifications to the Project Documents as follows:

Contractor Questions (received as of 5/8/2020 4:23 PM):

Q1. Pre-Bid Meeting Question: “Who is the Airport’s Fire Alarm Systems Service Contractor? “

a. R B Allen & Co., Inc.

Q2. Pre-Bid Meeting Question: “What permits are required ?”

a. The Design-Builder / Contractor will be required to obtain all necessary permits as applicable from all Agencies Having Jurisdiction (AHJ’s) as stated in the Bid Documents, except for Building Permits from Town of Londonderry since the Airport is a self-permitting / self-inspecting entity (through Airport Tennant Work Permit Application). All other jurisdictional agency coordination, including the State elevator/escalator certification shall be by the Design-Builder / Contractor.

Q3. “If we already have Pre-qual approval for the State of NH DOT (letter supplied) , do we need to fill in the below forms:
Qualifications Statement
Statement of Truth Form
Form A (5 copies – references)
Elevator and moving walkway repair and maintenance Qualifications Questionnaire
Elevator repair and maintenance qualifications questionnaire

a. Refer to Bid Documents Section 00100 , page 9 of 13 paragraph 1 and 2.

Yes. As stated in the instructions to bidders, all the prequalification forms are required.

Qualifications information should be tailored generally towards the type/scope of the overall work to be performed for the entire project.

*The State Department of Transportation evidence of prequalification (on “bidder list”) will suffice as the **evidence of financial responsibility** (not overall qualifications for this particular work) in lieu of submitting financial statements certified by a public accountant (defined as: *consisting of a confidential statement or report of the bidders financial resources and liabilities as of the last calendar year or the Contractor’s last fiscal year.*)*

This question, and the answer, do not affect nor change the bid documents.

Q4. *[Our Team Partner]is a Pre-qualified [General] contractor with Manchester Airport. They are currently completing [another project including an escalator] with [us], but they are concerned that they do not meet the requirements as a prime contractor for this scope based on the way the RFP is written. Would the elevator company’s experience as a subcontractor meet the requirements for the prime contract if the contractor does not meet these requirements?”*

a. It is the Airport’s intent that the “Prime Contractor” be qualified for all the related services involved both for the elevator & escalator replacement work and for the maintenance & service work.

Q5. “Can the service contract be considered as a value alternate as discussed at the meeting and if awarded be contracted directly with the elevator company? The construction manager’s do not want to be an intermediary for a service contract, but are necessary to be a prime on the construction scope?”

a. The Five-Year Maintenance & Service Work is already designated as an Additive Alternate to the Base Bid as described in the Bid Documents. If the Apparent Low Bidder is successful and the Airport chooses to accept Additive Alternate No.1, then

as the Agreement is currently written, the prime contract entity (Contractor / Design-Builder) will also be responsible for the execution of the maintenance & service work.

The qualified elevator and escalator installation and service company should be the prime contract entity.

A construction manager to coordinate efforts of general trades as necessary could be subcontracted to the prime contract entity.

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