

On behalf of  
Columbia Metropolitan Airport  
Full-Service Elevator Maintenance/Repair/Parts & Service

# ADDENDUM 2

Thursday, April 1, 2021

1. We understand that the cameras and camera commutation wires in the elevators are excluded from the elevator maintenance contract. Please confirm?

Answer: **The cameras are not included in the scope of services**

2. What were state violations for the past year? Past three years? Are there any outstanding state violations?

Answer: **State violations for the past year are as follows:**

- Added Fire Extinguishers
- Replace hoist way covers
- Fastening electrical metal tubing
- Cleaning Hoist ways & pits
- Providing sufficient lighting
- Install 2-way comm. In car
- Replace drain tube & replaced drip hose for collection of oil leakage
- Over speed valve setting
- Update monthly test logs for fire service phase 1 & 2
- Replaced damaged or worn door gibbs
- New travel cable

These following items listed were violations for the past 3 years:

- Replace car door operator belts (parking garage elevator)
- Adjust phone to work properly(Parking Garage Elevator, Police Elevator, US Air East Elevator)
- Provide signage for fire service instructions (baggage elevator, police elevator)
- Replace emergency alarm bell (commuter lounge elevator)
- Remove attached wire on existing travel cable (parking garage elevator)
- Provide proper light bulbs in the machine room (commuter lounge elevator)
- Provide correct conditions for us air east elevator, fix hoist way ceiling
- Replace light bulbs in car West Delta Elevator

At this time, there are no outstanding state violations. All corrections have been made

3. What was the nature of any work/repairs outside the scope of the contract in the last two years? What was the value?

Answer: One (1) phrase monitor boards ion baggage claim elevator (No charge)

4. How many calls back for service have there been over the past 12 months? Have there been any after-hours calls in the past 12 months?

Answer: There have been 8 service calls made for elevators within the past 12 months.

Yes there have been after-hours calls in the past 12 months.

5. We assume that the contractor is not required as part of the contract to make renewal or repairs made necessary by reason of negligence or misuse of the equipment by persons other than the contractor, its representatives or employees, or by reason of any cause beyond the control of the contractor, except ordinary wear and tear. What is the process by which work outside the scope of the contract is documented?

Answer: We do not expect for the contractor to be responsible for any negligence or misuse of equipment by a person other than the contractor.

6. Obsolescence: Under the full maintenance covered items, if any components become obsolete or no longer able to be offered by the OEM, will it be considered a billable repair?

Answer: Unless there are retrofits that are approved by the manufacture

7. Some of the equipment is proprietary, typically proprietary equipment is excluded in competitive maintenance bids, we assume this contract excludes the replacement cost of proprietary parts, please confirm.

Answer: The airport is the owner of all elevators and have proprietary rights to all parts and equipment. So if I understand the question, you're saying that you may not have the right to purchase parts from another elevator company. If that happens you can still purchase the parts by going through the Airport procurement to purchase the necessary items.

8. In the event that a major repair is required, requiring a team of technicians to perform work lasting more than one day, will exception be made to the 24hr maximum downtime stipulation?

Answer: It is understandable that it may be times that it requires more than 24hrs to make repairs. We are, mainly concern about the response time after the problem have been reported

9. Please provide us your current maintenance contract cost.

Answer: The current cost is not for a full maintenance/service and parts contract elevator on just elevator. It is for elevator and escalator. \$29,590.56 is the annual pm cost at this time.

10. What is the current billing rate per month that the airport is currently paying?

Answer: \$2,465 per month (this cost is for both elevators & escalators)

11. How much have you spent outside of the current maintenance contract?

Answer: A little over \$40,000.00 within the past 12 months

12. How many regular and overtime callbacks over the last 12 months?

Answer: 7 regular call backs and 1 overtime callback within the past 12 months

13. How many major repairs that required an elevator to be down for more than 2 days occurred over the last 12 months?

Answer: Please see response on Question 3

14. What form of contract will be used? Can you provide? Will changes be allowed?

Answer: This will be a Maintenance, Service & Parts contract. There will be no changes allowed.

15. The documents refer to performing services based on the manufactures recommendation Monthly/Quarterly/Annually. Please confirm monthly maintenance is required.

Answer: See RFP under Specification (page 7-8)

The Service provider must provide to the owner a preventive maintenance checklist and a schedule for each elevator per manufactures recommendation Month/Quarterly/Annual checks. The checklist shall be reviewed with the Airport Facilities Manager or his designated personnel after each scheduled event of services performed. After PM inspections a thorough written report from the contractor shall show work performed and a written letter of any issues and or any upgrades that are recommended.

16. The documents do not reference excluding misuse/vandalism, obsolescence, force majeure and acts of God as is industry standard. Please confirm these items are excluded and will not be the responsibility of the contractor.

Answer: Please refer to Question 5 & Answer 5 of this Addendum 2.

17. The documents do not reference safe working conditions. Please confirm that the airport will provide safe working conditions and should the conditions not be safe the contractor will have the right to stop work.

Answer:

The Contractor's employees shall be required to wear clean and neat uniforms provided by the Contractor, and approved by the Airport. The contractor shall also furnish their employees with all the necessary PPE (Personal Protective Equipment) as specified by the Equipment Manufacturer. The Contractor will be responsible for ensuring that their employees wear all PPE required for the safe operation of equipment. The Contractor shall be responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the work. The Contractor must take all reasonable precautions for the safety and must provide all reasonable protection to prevent damage, injury, or loss to all employees assigned to work on Columbia Metropolitan Airport elevators and all other persons who may be affected. The Contractor must exercise care in all work, materials, and equipment to be used, on-site, under their care, custody, or control. The Contractor must comply with all applicable laws, ordinances, rules, regulations, and lawful orders of any public authority having jurisdiction for the safety of persons or property. The Contractor shall be responsible for giving immediate notice to the Airport Facilities Department of any condition which the Contractor discovers that may present a hazard to either the equipment or passengers. The Contractor shall examine regularly and systematically all safety devices. Conduct normal operating inspections. If required, the governor shall be re-calibrated and sealed for proper tripping speed. All tests shall be performed by the provisions of the American National Standard, Safety Code for Elevators, (ANSI/ASME A17.1 & A17.2), Current Edition, and local code requirement.