

August 27, 2019

To: All Prospective Proposers

Re: Addendum No. 1  
Legal Notice No. GD 19-12  
Elevator Replacement

On August 22, 2019 at 10:00 a.m. a pre-proposal conference for the above referenced legal notice was held at RTA's 901 S. Ludlow St. building. Those in attendance representing the RTA were as follows:

John Cumminsky, Project Manager  
Tamea Wiesman, Sr. Purchasing Agent  
JoAnn Turner, Procurement Specialist

Other attendees consisted of the following individuals:

Mike Crye, Peak Elevator  
Josh Kerns, Peak Elevator  
Kurt Kuck, AKA Construction

Tamea Wiesman gave a brief overview of the procurement process, and John Cumminsky gave a brief overview of the scope of work followed by a site visit. The meeting then went into a question and answer session.

1. The specifications state that a new service style elevator is required. Please confirm the capacity and speed.

**RESPONSE: Since a specific elevator manufacturer has not been defined in the solicitation an acceptable range for capacity and speed would be 4000-5000 lbs, 100-200 FPM.**

2. Please provide contact number for Sonitrol, who is your current fire alarm monitoring company. We can reach out to them and confirm that your existing system is capable of adding an elevator to it.

**RESPONSE:** The building security system is a Sonitrol system maintained and monitored by Shiver Security Systems, Inc., phone 937-228-7301.

3. Based on the existing elevator layout, you would be unable to provide an elevator that would meet your specification for a new MRL traction-style elevator.
  - A. The existing pit depth is 4'-0". The minimum pit depth for a MRL traction is 5'-0" (some elevator contractors will require more).
  - B. The existing overhead is 12'-4". The minimum overhead for a MRL traction is 13'-10" (some elevator contractors will require more).
  - C. There is not a plan for a control space, which would be required for most elevator contractors.

**RESPONSE:** Greater Dayton RTA is looking for a turnkey system which may require some structure modifications depending on the specific elevator manufacturer to be utilized. GDRTA understands that this could possibly involve modifying the existing elevator shaft or pit so the contractor should take that into account for their specific application. There is space available on each level adjacent to the elevator shaft for a control room which also may require some modifications, all of which should be included in the contractor's total cost submitted. GDRTA is of the belief that a MRL system can be utilized at this location.

4. Based on this existing elevator layout and current conditions, we would recommend utilizing a different style elevator, which would allow you to keep the conditions as is, without major modifications.
  - A. Provide and install a new "conventional" hydraulic elevator, which would have the same type of cab layout as a MRL traction style, however, would have a jack drilled into the ground, in lieu of a traction style elevator, which is cabled.
  - B. The existing elevator is a conventional elevator, with a jack, which means that a driller provided a hole as deep as the elevator travels up the hoistway. It is possible that the location of the jack hole, could be utilized for the new elevator, however, you would not be able to confirm this until the existing elevator is removed completely. If the existing jack hole cannot be used, then we would provide drilling for a new hole. I have attached the typical jack hole clause, which all elevator companies will provide. This is important to have in your file, as if the driller runs into any rock or issues when drilling the hole, they would stop until additional monies were leveraged to be paid for alternate drilling solutions.

- C. This elevator would need a machine room for the controller and pump unit. The minimum size is 6'-6" wide x 6'-0" deep x 7'-0" tall and should be located within 50' of the hoistway.

**RESPONSE:** GDRTA is of the belief that a MRL system can be installed at this location. If your company does not install MRL systems, or is of the belief that a different type elevator system can be installed which meets the definition of a 'turn-key' installation, and which can be accomplished within the published engineering estimate, then GDRTA would recommend that the contractor submit a request for an 'approved equal' per paragraph 15. *Specified Material and "Approved Equals"* contained in Section II INSTRUCTIONS TO BIDDERS AND SPECIAL CONDITIONS, for approval by GDRTA.

5. We do recommend completing the demolition of the existing elevator, to confirm the existing jack hole layout and pit conditions, for a much more accurate depiction. This would certainly allow the design team to firm up the most efficient and effective elevator design and avoid delays and cost overages.

**RESPONSE:** At this time, GDRTA has completed an engineering estimate which includes relevant demolition expenses and is unable to separate that task from the current published solicitation.

6. If the design team elected to go with item #4.A above and are unable to complete the demolition of the existing elevator, you would want the elevator contractors to carry the cost of drilling a new jack hole in their pricing.

**RESPONSE:** The published solicitation is for a 'turn-key' installation which includes the demolition of the existing elevator and infrastructure.

7. If the design team elected to go with the original specification of a MRL traction elevator, the pit depth would need to increase to at least 5'-0" and the overhead would need to increase to a minimum of 13'-10". I did take a picture while we were there of the roof above the existing hoistway. It does appear that there is a bump out above the elevator, so maybe increasing this might not be a major modification.

**RESPONSE:** GDRTA is aware of the dog house over the existing elevator structure and is of the belief that a MRL elevator can be installed at this building location.

This Addendum No. 1 shall become a part of the scope of work and contract documents and shall be taken into consideration when preparing your proposal; you are hereby notified accordingly.

Sincerely,

*Tamea Wiesman*

Tamea Wiesman, CPPB  
Senior Purchasing Agent