

Addendum #1 to G-2417 RFP for Snow Management Services

The following addendum, dated 10/23/26, amends the G-2417 RFP for Snow Management Services issued on October 15, 2026. This addendum provides the responses for the following questions posed to MeVa during the Q&A period. The questions are listed in the order they were received.

The issuance of this addendum in no way changes the current published schedule for this RFP.

Q1: Does the two-inch commencement trigger apply to roadway plowing only, or also to sidewalks, ADA routes, bus platforms, stairs and building entrances? Are contractors authorized and expected to commence service before two inches where safety or bus access requires it?

A1: *The 2" trigger applies to everything with the exception of freezing conditions noted in II.B.1.a). Accumulations of less than 2" will be handled internally by MeVa staff, except when specifically requested by written notification. To answer the second part of this question – only when the lesser amount will result in icy conditions.*

Q2: Section II.A.3 states "Absolute zero tolerance for ice on walkways," while Section II.B.1(a) sets a two-inch snow accumulation trigger (with immediate mobilization for freezing rain, sleet, or black ice). How are these requirements reconciled for pedestrian areas when accumulation is below two inches or snow is actively falling? Does zero tolerance require continuous ice-free conditions, or will MeVa establish defined inspection, response, and completion windows? Please clarify the required service trigger and compensation for additional visits.

A2: *For amount less than 2" the answer to question #1 applies here as well. Zero-tolerance would follow the guidelines under II.B.4.c) – monitoring and reapplication of deicing. It is imperative that pedestrian walkways remain safe to walk on.*

Q3: How will MeVa compensate contractors for plowing and pedestrian snow clearing during accumulations less than two inches, and for sleet, freezing rain, freezing drizzle, ice-only events and refreeze without measurable snowfall?

A3: *There are separate price boxes in Appendix A for each type of snow & ice management. Snow plowing is the only item of the 4 price types that has different accumulation measurements. Shoveling snow at less than 2" has been addressed previously. Treatment for icy conditions should be treated as different than snow shoveling.*

Q4: How is the two-inch threshold measured (on-site measurement, weather station, certified storm total, or forecast), at what time and at which facility? Is accumulation defined separately for each site, and when does a storm reset for billing?

A4: *Accumulations should be measured differently for Lawrence versus Haverhill sites. Measurements should be gauged by the contractor's professional experience using weather forecasting information. The total accumulation groupings are per storm event. A minimum of 16 hours between stop of first storm and start of next storm will trigger a new billing event.*

Q5: How should bidders reconcile "immediately" mobilizing upon detection of freezing rain, sleet or black ice with the two-hour on-site arrival allowance? When is the response clock deemed to start and stop, and what documentation controls a disputed notification?

A5: *Immediately means from trigger point to no later than the 2-hour response window; the sooner the better. If MeVa sends a notification in writing that it wants the contractor to mobilize – that starts the 2-hour window clock. However, MeVa is counting on the contractor to self-mobilize when the trigger hits without notification. If the 2-hour window is missed; then a notification will trigger for immediate action.*

Q6: Does the requirement to manage all five facilities simultaneously mean fully staffed crews and dedicated machines physically present at each location throughout an event, or the capacity to service all five using an approved priority route and dispatch plan?

A6: *The following is the site priority list:*

- 1) Headquarters – buses can't run if they can't leave the garage.*
- 2) McGovern (211 Merrimack) – this is our biggest bus transfer station*
- 3) Washington Square – this is our second bus hub*
- 4) Gateway Parking – this is our busiest lot and serves Lawrence General Hospital*
- 5) Haverhill Parking – lowest priority although located between HQ and Washington Sq.*

Q7: Who may authorize pretreatment, what agreed weather thresholds will be used, and are pretreatment and subsequent storm applications billable as distinct services? What happens if pretreatment is not requested before icing begins?

A7: *The contractor is responsible for monitoring the weather and act accordingly without notification. Triggers are established in the scope of work of the RFP and clarified with answers previously given.*

Q8: The subsection titled "Pause & Return for Long Duration Storms" has no requirements. Please specify permissible pause periods, return intervals, acceptable snowpack during active precipitation, and compensation for additional passes or remobilizations.

A8: *This was an oversight. The following Section II.B.1.d) is amended into the revised specifications as stated herein:*

d) Pause & Return for Long Duration Storms:

In the case of a long duration storm, the contractor can pause and return using the same 2" trigger and response time. Rotation to MeVa's different locations may coincide with these same triggers, causing no pause depending on severity of the storm. Any pause in precipitation longer than 16 hours can be considered the start of a new storm event.

Q9: Please provide each facility's dispatch hours, first-bus/last-bus times, peak boarding windows, and bus/parking restrictions. Who will coordinate vehicle movements and temporarily close lanes to permit safe and complete clearing?

A9: *The transit centers are open in accordance with our bus schedules which vary from weekdays to Saturdays to Sundays. Weekdays the buses run from 5am to almost 10pm. Saturdays is 7am to 7pm and Sundays is 9am to 5pm. Dispatch and the Maintenance Department at the Headquarters location is runs 3:30am to 12:30am on Weekdays. Dispatch and Maintenance are here 7 days a week just like the bus drivers. Use similar timings for before and after on the weekends (~1.5 hours before and after). The parking facilities are 24/7. MeVa has a lease contract with the Hospital at Gateway so that parking lot doesn't really have a down-time.*

Q10: Please provide a marked, measurable pedestrian service map for each site identifying every sidewalk, walkway, platform, stair, landing, ramp, entry, emergency exit, crosswalk and bus stop, together with estimated square footage/linear footage and priority zones.

A10: *This will NOT be provided at this time since it doesn't already exist and would be time-consuming to create. This is why a pre-proposal site visit was scheduled.*

Q11: Does the Appendix A column "Walkway Manual Treatment" include physical shoveling, snow blowing, hand scraping and mechanical sidewalk equipment, or is it only ice-melt application? Is the bidder to provide one per-event charge, per-pass charge, hourly labor rate, or other unit for each site?

A11: *The table in Appendix A is supposed to be a per-event rate – which is why measurement groupings were given under plowing. A slightly revised Appendix A form will be given in Addendum #2 issued on 10/26/26. Pricing for walkway treatment should be in accordance with Section II.B.3.*

Q12: What pedestrian-clearing trigger applies when snowfall remains below two inches but sidewalks, ramps or boarding areas are slippery or inaccessible? Should manual crews respond at the start of measurable accumulation independently of vehicular plowing?

A12: *This has been previously answered. Total accumulations under 2" which be handled internally.*

Q13: During an active storm, how frequently must pedestrian areas be revisited and treated, and what post-storm patrol/reapplication duration is required? Will each return visit,

labor hour and material application be separately compensated?

A13: Pricing is per event per location. Reapplication will follow the same guidelines as snow plowing for event reset – 16 hours.

Q14: Is "full width" bare-surface clearing required continuously during active precipitation or within a stated interval after the storm ends? What exceptions apply where parked vehicles, transit passengers, fixed barriers or unsafe access obstruct service?

A14: Full Width bare-surface cleaning should be complete within 2 hours after the storm ends. When there are obstructions such as parked vehicles and unsafe access – communication with MeVa about such conditions is critical and the responsibility of the contractor – especially for non-HQ locations. Communication throughout the storm – before, during and after is absolutely key to a successful snow management operation.

Q15: Please clarify who is responsible for municipal sidewalks, sidewalks outside MeVa property lines, connecting crosswalks, public bus stops, curb ramps, snow discharged by municipal plows, and areas maintained by landlords or third parties. Will marked property limits govern?

A15: The contractor will only be responsible for MeVa properties. The exact details will be provided to the awarded contractor. Municipal rules will apply in each location as pertains to sidewalks.

Q16: Will MeVa identify first-priority accessible paths and provide a point of contact to manage passenger access and temporary closures? How will inaccessible ADA stalls, curb cuts and doorways caused by parked vehicles be handled?

A16: Yes, a priority list was given under question #6 and the MeVa Facilities Manager will be the point of contact; with some contingency contacts. The question of parked vehicles was previously addressed – however municipal parking bans should help with this.

Q17: Please provide site plans or annotated aerial photographs for all five properties defining vehicular plowing limits, pedestrian limits, restricted areas and snow-storage locations. The current photographs do not establish these service boundaries and do not clearly depict the headquarters plowing limits

A17: This question was already addressed under Q10. Details can be discussed after award.

Q18: At 53 Granite Street and 211 Merrimack Street, are elevated parking decks/rooftop surfaces, ramps, garage entries, upper levels and interior driving lanes included? If so, what equipment weight, blade-edge, material, drainage and deck-protection restrictions apply?

A18: The top deck and ramps etc. of the garages are NOT a part of this scope of work.

Q19: Please identify pre-approved snow stacking areas and their capacities at each site. Who decides when capacity is exhausted, and how does the headquarters requirement for

"immediate snow hauling/stacking" relate to hauling only after safe storage capacity is exceeded?

A19: Pre-approved snow staking areas will be shown to the awarded contractor. The MeVa Facilities Manager is responsible to notify the contractor when he feels that capacity is exhausted and snow should be hauled away. The second bullet under Section II.A.1 has been revised to the following:

- *Primary Need:* Heavy-duty plowing, immediate salting of sloped traffic roadway loop, snow stacking and hauling on-demand.

Q20: Define one "haul-away" for bid purposes (truck capacity/yardage or tonnage, loading equipment and time, haul distance, disposal location and fees, and minimum load). Will loading, mobilization, travel, disposal and additional hours be billed separately?

A20: One haul-away can be defined as having a minimum load of 4 tons or a 20-yard dumpster. Disposal location is up to the Contractor – MeVa will not be responsible for any fees. The contractor's price for a haul-away should be all inclusive.

Q21: Are contractors responsible for repeated clearing of windrows left by municipal plows, passenger traffic, buses or parked-vehicle relocations after a site has been serviced? If yes, what is the service trigger and separate compensation unit?

A21: NO

Q22: Are contractors required to maintain bare pavement throughout active heavy snowfall, or to obtain bare pavement once snowfall tapers or ends? Please specify service-level priorities and realistic completion deadlines by facility and surface.

A22: Answers to these questions have been previously given.

Q23: What is meant by "continuous mechanical salting" at headquarters and "re-application" elsewhere? Are multiple applications, applications between storms, and freeze-thaw inspections included within one price or separately payable by application/material quantity?

A23: Answers to these questions have been previously given.

Q24: Will MeVa permit approved liquid anti-icing/deicing products, pre-wetted treated salt, or other concrete-compatible methods where appropriate? Please identify acceptable products, application rates, restrictions and who approves substitutions.

A24: The integrity of the asphalt and concrete, as well as the effectiveness of the product will determine approval of a substitute product. The MeVa Facilities Manager will approve.

Q25: How will MeVa evaluate the phrase "premium, non-corrosive, concrete-safe ice melt" when calcium chloride and magnesium chloride products have different material and surface compatibility characteristics? Can bidders receive an approved-products list and written surface limitations?

A25: The contractor should use their professional experience and judgement as per our answer to the previous question. No approved products list will be provided.

Q26: For each storm-depth band (2-6, 6-12, over 12 inches), is pricing per complete storm, per plowing occurrence, per pass, or per mobilization? Are inches cumulative storm totals or depth at a specific dispatch? How are exactly 6 inches and exactly 12 inches classified?

A26: The storm depths are meant to be for complete storm event totals. The ranges given are just that ranges – exact definitions of 6” etc. have not been defined and are up to the contractor. If a storm is on a range edge, then the contractor has discretion. Fairness should be applied. Disputes can be settled if MeVa feels there is unfair billing applied.

Q27: Appendix A requests service prices by facility and snow-depth bracket, whereas the sample contract calls these a "Management Fee" payable one-twelfth monthly. Which compensation/billing model controls? Please issue a corrected cost form and agreement consistent with the intended model.

A27: The Sample Agreement in Appendix G is just that a sample. A complete corrected version will be provided to the awarded contractor. However, the following corrected language will be applied to any contract that results from this RFP.

I.B. COMPENSATION

The following rates table will apply on a “per storm event” basis. The total value of the contract will be dependent upon as-of-yet unknown the weather conditions during the contract duration.

Q28: Will invoices for completed event-based services be paid within 30 days of receipt, and what defines "acceptance"? Please specify review/dispute deadlines and confirm that undisputed amounts remain payable when individual items are questioned.

A28: MeVa pays invoices within 30 days of receipt per our standard terms. Acceptance means that the job has been done correctly and the Facilities Manager is satisfied. The contractor will know right away if that is not the case. If the invoice is split between undisputed and disputed items, then the Facilities Manager must identify to Accounts Payable that are partial invoice is to be paid. This rarely happens since, as stated previously, unsatisfaction is usually identified prior to receiving the invoice.

Q29: Are quoted prices fixed for both winter seasons regardless of increases in labor, fuel, insurance and deicing products? Will MeVa permit annual adjustment or documented extraordinary material/fuel escalation, and how is the optional renewal price index to be calculated?

A29: Yes, the answer to all of these questions was previously very clearly stated in the paragraph below the table in Appendix A. That paragraph has not been modified in the updated form.

Q30: Will GPS time stamps, equipment records, digital dispatch logs, application calculations, photographs and delivery tickets satisfy the request for "exact quantities" applied? Will

reasonable calibrated estimates be accepted where material cannot be individually weighed at each site?

A30: YES

Q31: Does the 100% performance guarantee, payment-bond requirement and any bid security actually apply to this recurring snow management services contract, or are those clauses intended only for construction/facility improvement contracts? Please specify the required amount, term and delivery deadline, if applicable.

A31: *This federal clause does NOT apply to this contract. This is not a construction contract. The list contained in Section VI of the RFP lists which federal clauses are applicable. The same list is given in the sample agreement in Appendix G.*

Q32: Please confirm required insurance lines and limits. Is the absence of an express commercial general liability requirement intentional? Are cyber liability, employee theft, property/business-interruption insurance, additional-insured wording and waiver of subrogation applicable to snow management operations?

A32: *This list of insurance requirements given in the Sample Agreement in Appendix G is our standard list. However, MeVa will double-check on the need for General Liability with our Insurance Company and may amend in the final contract given to the awarded contractor.*

Q33: Will indemnity and damage repair obligations be limited to losses actually caused by the contractor's negligent acts or omissions, with appropriate allocation where MeVa, patrons or third parties contributed? Will there be a joint documented preseason condition survey and written damage notice procedure?

A33: *As with all claims the insurance companies' investigation often defines which company will be responsible for obligations. Preseason condition assessments will be allowed when snow staking is conducted.*

Q34: If MeVa terminates for convenience after preseason equipment reservation, staffing, staking or material procurement, will documented and noncancelable demobilization/commitment costs be reimbursed? Please clarify objective performance criteria and meaningful opportunity to correct storm-related deficiencies.

A34: *Termination clauses allow for payment on services already rendered. It is also unlikely that termination will convene in the pre-season. This will likely happen at the end of the snow season in the spring – not the fall. The contractor will have to define “preseason equipment reservation and demobilizations costs” as these are not specifically called out in the pricing table. Dispute resolution allows for corrective action. Clarification on performance criteria and deficiencies can be negotiated after award.*

Q35: Please reconcile the required forms listed in Section III.E.5 with Appendix B; confirm which certifications, DBE/subcontractor disclosures, and potentially construction-only clauses

actually apply. Please also clarify evaluation weights and whether one contract or separate site awards are contemplated.

A35: The forms included in Appendix B had some older forms and the Buy America should not have been included. A corrected Appendix A and Appendix B will be included in Addendum #2 released on 10/26/26.

Q36: Can MeVa confirm that material scope/price changes will be issued only by written addendum before award or written change order afterward? Please clarify whether response to formal bidder questions will be incorporated into the final agreement.

A36: The Q&A is obviously being issued as Addendum #1 contained within this very document. Yes, every bid document including all Addenda will become a part of the final contract.