



## ADDENDUM #1 REQUEST FOR QUALIFICATIONS 2018-114

### KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS SOLID WASTE DIVISION

**TO:** All Respondents

**FROM:** Colby Wattling, Buyer

**CLOSING DATE:** Thursday, April 12, 2018 at 3:00 p.m. (UNCHANGED)

**REF NO.:** 2018-114 – Engineering and/or Architectural Services for Development of a Facility Master Plan, Preliminary Facility Design, and Cost Estimate for Olympic View Transfer Station

**DATE:** Friday, March 30, 2018

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In response to questions received, the following information is provided to assist in responding to the above referenced proposal:

#### **QUESTIONS AND RESPONSES**

1. Question: Can the County provide copies of the improvement project performed at Olympic View Transfer Station (OVTS) in 2016?

***Answer: Facility improvements conducted at OVTS in 2016 consisted of paving the Commercial Vehicle and Equipment Storage Area and general improvements to the northern stormwater pond.***

***Electronic copies of as-builts for this project will be posted on the County's Open Bid site.***

2. Question: Can the County provide deficiency reports for OVTS for the past 3 years?

***Answer: Comprehensive inspections of OVTS are conducted biennially. These inspections are used to identify and track deficiencies throughout the facility and site.***

***Electronic copies of the last two (2) inspection reports will be posted on the County's Open Bid site.***

3. Question: How frequently are inspections done and are they produced in-house?

***Answer: The OVTS comprehensive inspections are performed biennially by a consultant under contract with the County. The contract is currently with Parametrix, Inc.***

4. Question: Why is the recycling effort separated into 3 parts? There was the public recycling area, an area next to the Transfer Station building, and a 3<sup>rd</sup> outside the entrance to the facility.

***Answer:*** Recycling is separated based on how it is collected. The public recycling area at OVTS is for residential customers to drop off household recyclable materials. The recycling area adjoining the Transfer Station building is currently used by Waste Management/Brem-Air under an agreement with the County to consolidate collected commingled recyclables for transport to a materials recovery facility. The third area outside the entrance to OVTS is Waste Management's processing facility and does not have anything to do with OVTS operations.

5. Question: Is there any composting or management of green waste on site?

***Answer:*** There is no composting of green waste at OVTS. Yard waste is collected on site and transported for processing to North Mason Fiber near Belfair, WA.

6. Question: Have there been any other studies of OVTS besides the regular inspections?

***Answer:*** The County has not performed additional comprehensive studies of OVTS, outside of the biennial inspections and those related to the paving and stormwater improvement project in 2016 discussed above.

***In July 2015, the Transfer Station building sustained damage from a garbage fire on the tipping floor. After the fire, an initial assessment of the facility was conducted, which contained recommendations for repair and operations. Some of these recommendations were incorporated into the fire restoration project. The County did not prepare a close-out report documenting fire restoration activities.***

***A copy of the initial assessment report prepared after the fire will be posted on the County's Open Bids site.***

7. Question: What goes in a top load container versus a container filled by the compactor?

***Answer:*** Top load containers are loaded with materials that would not fit in the compactor or would jam the compactor.

8. Question: How many rail cars are filled per day?

***Answer:*** An average of 18 to 24 rail cars are filled per day at OVTS, with up to 32 rail cars at peak times.

9. Question: How many days a week do cars leave by rail?

***Answer:*** OVTS is typically serviced by rail five (5) days a week, Monday through Friday.

10. Question: What is the rail car capacity?

***Answer:*** Each container placed on a rail car ranges from 30,000 lbs. to 70,000 lbs., averaging 31 tons or 62,000 lbs. Waste Management stacks containers with two per rail car.

11. Question: When does the current operations contract end?

***Answer: The current Operations Contract with Waste Management of Washington, Inc. ends July 2022.***

12. Question: What is the response to findings in the inspections? What portion of the repairs is the County's responsibility versus Waste Management's responsibility?

***Answer: As part of the biennial inspections conducted of OVTS, a tracking sheet is maintained to identify specific items requiring corrective action. This Corrective Action Tracking Sheet identifies the issue, recommended responses, primary responsibility, and projected schedules. The County is currently working to refine the responsible party for each item identified in the last inspection based on our existing contract with Waste Management. Some of the responsibility for addressing specific issues is shared between the County and Waste Management based on our service agreement. The Corrective Action Tracking Sheet is a document that is reviewed and updated on continual basis depending on actions taken and status.***

13. Question: Can the County provide a list of vendors for the recyclable waste streams collected at OVTS?

***Answer: As mentioned during the Site Visit, Waste Management contracts directly with TRS Trash Removal Services in Bremerton, WA for tires collected at OVTS and with Total Reclaim in Seattle, WA for appliances collected at OVTS.***

***The County contracts directly with the two (2) vendors for other recyclable waste streams collected at OVTS. Used Motor Oil and Spent Antifreeze are collected by Emerald Services in Seattle, WA. Used Cooking Oil is collected by Encore Oils in Portland, OR.***

***Household batteries are collected by County Staff and transported to the County's Household Hazardous Waste Collection Facility.***

14. Question: How much detail does the County want in the Scope of Work to be submitted with this procurement?

***Answer: The County will use the Scope of Work provided in the Statement of Qualifications (SOQs) submitted in response to this RFQ to assess the understanding of the project and needs of the County to plan for future operation of OVTS. The County would like to see how the submitter would evaluate and approach each task. The specific, detailed scope of work to complete the project will be prepared between the County and the selected consultant after award of the contract.***

***As part of the SOQ submittal, the County requests each respondent complete the Level of Effort table, which will be posted on the County's Open Bids site. The County will use the information in the table to evaluate understanding of the project scope and estimate a schedule for completion of the master planning effort.***

15. Question: What is the County's budget for this project?

***Answer:*** *The County's current budget of \$3,250,000 for OVTS capital projects includes cost estimates for the Master Plan and site improvements over five (5) years. This is presented in the Solid Waste Capital Facilities Plan (CFP) 2018 – 2023. The planning level cost estimate to be prepared as part of the OVTS Master Plan will help the County further plan and scope a budget for the next phases of the project. An electronic copy of the 2018 – 2023 CFP will be posted on the County's Open Bids site.*

16. Question: Under Task 1 of the scope of work, geotechnical observation of site conditions is listed under the third bullet. Based on the existing developed condition of the site and the previous geotechnical investigations, it may be good to postpone additional geotechnical involvement until the detailed design phase. Can you confirm if geotechnical observation should be included in the master planning?

***Answer:*** *A detailed geotechnical analysis of site conditions is not necessary in this master planning phase of the OVTS project. However, the County requests that the selected consultant identify any potential geotechnical hazards or conditions that may require further investigation during subsequent phases of this project.*

END OF ADDENDUM #1