



# ADDENDUM NO. 10

## REQUEST FOR PROPOSALS 2020-125

### Kitsap County Public Works Department, Solid Waste Division

**TO:** All Respondents

**FROM:** Vicki Martin, Buyer

**CLOSING DATE:** Thursday, November 19, 2020 at 3:00 p.m. (UNCHANGED)

**REF NO.:** RFP 2020-125 – Solid Waste Transfer Station Operation and Maintenance, and Waste Transport and Disposal Services

**DATE:** Thursday, October 29, 2020

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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:** Table 7 of the RFP states that a rail option less than 300 miles would be awarded 3 points. Based on our reviews there are no landfills that is accessible by a rail only option that are less than 300 miles. One landfill would be 301 rail miles and the next closest would be approx. 316 rail miles. Can this scoring be adjusted to reflect this information?

Answer: Table 7. Sustainability Ranking has been revised to change the Factor Range from 300 to 350 miles one way for Train (only) and Truck/Train (combined). Note: Factor Scores have not changed.

**Table 7. Sustainability Ranking**

Category	Evaluation Factor	Factor Range	Factor Score
Transport Mode/Distance <sup>[1]</sup>	Truck (only)	> 500 miles Round Trip	0
	Truck (only)	< 500 miles Round Trip	1
	Train (only)	> 350 miles One Way	2
	Train (only)	< 350 miles One Way	3
	Truck/Train (combined)	> 350 miles One Way	1
	Truck/Train (combined)	< 350 miles One Way	2
<b>Total:</b>			

Category	Evaluation Factor	Factor Range	Factor Score
<b>Energy Recovery</b>	Recovery of energy from landfill gas	Beginning with start of service	2
	Recovery of energy from landfill gas	Beginning 5 years after start of service	1
	No energy recovery from landfill gas	During Agreement term	0
<b>Total:</b>			

<sup>[1]</sup> Transport Mode/Distance refers to the primary means of transport between OVTS and the Disposal Site and excludes short haul (< 10 miles) transport at either end of the primary transport leg.

**2. Question: When the compactor is replaced is it going to be necessary to also replace the trolley? Will the new compactor that is part of the CIP have a trolley as well?**

Answer: For purposes of this question, we believe “trolley” referred to is the shuttle super chassis (shuttle) that is a subcomponent of the existing solid waste compactor. The existing compactor and its shuttle are part of the permanent equipment at OVTS that is owned by the County and that will be maintained by the Contractor.

The shuttle has been in place since the start of operation in 2002. It has had several service and maintenance repairs over the years. The most recent was a hook replacement. Proposers should assume that the shuttle will not need to be replaced with the compactor unless it is deemed necessary at the time, which the County believes to be unlikely. It will continue to require routine preventive and restorative maintenance by the Contractor, including replacement of parts that wear over time.

Proposers should assume that the second compactor will also have a similar shuttle as with the existing compactor and that that shuttle will not be replaced when the second compactor is due for replacement.

**3. Question: The appendix will be hundreds of pages if printed, would it be possible to provide the appendix in just electronic form?**

Answer: Note: Proposal Submittal section on page 2 of the RFP has been revised. The proposal submittal must include at least three (3) full and complete electronic copies, each on a stand-alone thumb drive. All forms that require blue ink signature should be scanned IN COLOR with the required signature and included in electronic format with the other required proposal documents. No paper copies of the proposal requirements should be submitted.

**END OF ADDENDUM NO. 10**