Addendum No. 3

Request for Bids for the Purchase & Installation of a Bulk Waste Compactor & Conveyor at Morse Road Transfer Station

Posted: April 4, 2025

This Addendum No. 3 shall be considered part of the Request for Bids for the Purchase & Installation of a Bulk Waste Compactor & Conveyor at MRTS and is intended to correct, change, and/or add to the documents as described below. Please make sure to complete the Addenda Acknowledgement form included in the *Required Documents*.

Listed below are questions received relating to the Project above with answers from SWACO:

Question #1: *We are seeking internal clarification. We attended the MRTS Improvements Project Pre-Bid but did not attend the MRTS Compactor and Conveyor Pre-Bid. Does this preclude us from submitting a bid on the Compactor & Conveyor project?*

Answer: Yes, both pre-bid meetings needed to be attended in order to bid on both projects.

Question #2: *Exhibit B is the same for both the Transfer Station Improvements and the Compactor/Conveyor and both include the allowance for equipment installation. Please confirm what deliverable is expected from us.*

Answer: The Bid Sheets for each Project have been revised as follows:

- Addendum No. 1, dated March 27, 2025, of the MRTS Bulk Waste Compactor & Conveyor Project included a revised Bid Tab.
- Addendum No. 2, dated March 28, 2025, of the MRTS Improvements Project included a revised Bid Tab.

Question #3: *Please Provide details of Trailer Fleet to be used with the Bulk Waste Compactor. Will the Trailer Fleet be consistent – especially the DOT bar design? The Compactor typically has a fixed position trailer hook, but this requires a consistent trailer fleet. Other options are available, but are more expensive, hence the question on trailer fleet.*

Answer: SWACO will build the specifications of the trailer to accommodate the compactor. The trailer fleet will be consistent. Early coordination will be key to ensure trailers can be ordered and/or modified prior to compactor installation.

Question #4: *Please provide details on the RFID requirement for identification of trailers – Please provide the make/model of the RFID Tag, Positioning of the tags on the trailers (and possible variation trailer to trailer to help identify RFID Reader range requirements) and if anything more than the RFID tag ID will need to be read.*

Answer: The make and model of the RFID tags is Transcore AT5412 Harsh Environment Transportation Tag. The tags are all consistently mounted on the passenger side near the front of the trailer at a height between 4'8" to 5'10" off the ground.

Question #5: *Will the 2 training sessions be able to be held on concurrent days, or will they need to be spaced out, and if so by what amount?*

Answer: It is expected to have training on back-to-back workdays.

Question #6: *Are there any requirements on the conveyor sidewall height once the conveyor exits the pit (on the incline)?*

Answer: Sidewalls should be a minimum of 4' tall on each side.

Question #7: *The Bid Documents seem to specify that Pit Cover Plates are required on the back side of the push wall (the non-feed side). Is this a correct interpretation, or does SWACO wish to leave this open for access and with a safety railing (as shown in the conveyor example pictures)?*

Answer: For clarification, cover plates are not required on the back side of the push wall (the non-feed side). The intent is to make sure the space between the push wall (feed side) and the conveyor is protected from trash entering that gap. Further, SWACO does want to leave the non-feed side of the push wall open for access and include a safety railing similar to what is shown in the pictures.

Question #8: *Will the Transfer Station be in operation during the installation of the Compactor? If so, what areas will be designated or cordoned off for the installation of the compactor and conveyor? Will there be times available to offload large components with cranes during normal business hours?*

Answer: Yes, the transfer station, Phase 1, will be in operation during the installation of the compactor and conveyor. Phase 2 floor will be completed but not used in daily operations during installation of the compactor and conveyor. Additionally, the transfer station typically closes at 3:00 PM daily. It may be possible to coordinate a break in work if additional room is needed for a minimal period of time.

Question #9: *Will site 120V AC Power and non-potable water be available for use during the installation of the compactor?*

Answer: Yes.

Question #10: *Could the following sheets on RFB_MRTS Construction Plans_008 document please be provided in .dwg or similar CAD format:*

AR01-0003, ST01-0001, ST01-0002 (elevation of compactor area), ST01-0003, ST01-0010 (section view of conveyer area and pit), ST02-0001, ST02-0003 (compactor foundation slope), and EL01-5000.

Answer: We are working to get the CAD files ready. They will not be included in this addendum but are expected to be available Monday or Tuesday.

Question #11: *One additional question that has come up is the specified belt speed for the conveyor options. In speaking with conveyor manufacturers, it is more typical to drive chain driven conveyors (either rubber or steel belt) at speeds closer to 60 ft/min. Speeds in excess of that are typically seen in troughing and/slider pan conveyors which would not be appropriate in this situation. Assuming a bulk density of 350 lbs./yd3, a 72" conveyor with a burden depth of 18" running at 60 ft/min would provide a throughput of 210 tph. Would this be acceptable? Alternatively, a wider belt would accommodate more material, and a deeper burden depth will also increase the throughput. At 60 ft/min, a burden depth of ~2.5' would be required to maximize compactor throughput on a 72" conveyor, and 2' on an 84" wide conveyor. This would charge the compactor hopper in 30 seconds.*

Answer: The burden depths specified in the question would be acceptable. The compactor and conveyor manufacturers are responsible for ensuring that both pieces of equipment work together to achieve the required production rates. Not only would the conveyor need to charge the hopper, but the compactor is required to compact the waste bails in the required timeframe.

The deadline for questions relating to this RFB is 4:00 p.m., April 9, 2025.

Bids are due no later than 2:00 p.m., April 18, 2025

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