



**ADDENDUM NO. 1
Issued July 23, 2020**

TO

REQUEST FOR PROPOSALS

For

**PURCHASE AND INSTALLATION OF TRUCK SCALE AT THE
CONNECTICUT SOLID WASTE SYSTEM WASTE PRO-
CESSING FACILITY**

(RFP Number 21-OE-001)

Note: Entities submitting a Proposal are required to acknowledge this and all Addenda in Section 3 of the Proposal Form.

1. PRICING FOR 70 FT TRUCK SCALE OPTION AS ALTERNATE

MIRA requests that Proposers who can provide a 70ft long truck scale (one which can better accommodate longer transfer trailers), provide the following as part of their Proposal:

- a proposal to replace the existing truck scale with another truck scale of the same dimensions (approximately 60 feet long)(“60ft Proposal”); and
- an alternate proposal to replace the existing truck scale with a longer 70 foot truck scale (“70ft. Alternate Proposal”). This 70ft Alternate Proposal should specify all alternations to the concrete entry and exit ramps required to accommodate the longer 70 foot scale.

All references and requirements related to Proposal and Proposer in the RFP shall apply to both the 60ft Proposal and the 70ft Alternate Proposal.

2. RESPONSES TO SUBMITTED QUESTIONS

Below are answers to submitted questions received by MIRA by July 16, 2020.

1.	Question	The Inbound truck scale is currently networked to three other truck scales on-site. Does MIRA want to maintain this connectivity between all 4 scales and does the scale operator need to be able to operate the 4 scales from the new Inbound scale indicator?
	Answer	Yes
2.	Question	Can you explain the operational requirements for the Inbound scale instrumentation as it relates to the each of the 4 scales on-site?
	Answer	The indicator for scale 1 also shows the weight for the other three scales and the software allows you to pick up those weights from the other scales and select that scale to issue tickets. Additionally scales 3 and 4 have the Mettler “Unattended Device” located at them which allows drivers to get tickets with a card swipe. Also the scale operator has the ability to “Auto Zero” any of the 4 scales using that indicator at scale 1, this is especially important when there is an accumulation of snow on the scales when it is actively snowing and after storms. There may be other existing ancillary communications and connectivity between the other scales and the indicator at scale 1 that MIRA staff is not aware of which should be maintained.
3.	Question	What additional details are you willing to provide, if any, beyond what is stated in bid documents concerning how you will identify the winning bid
	Answer	This is a Request For Proposals. Criteria are stated in the RFP documents.

- END OF ADDENDUM 1 -