

**ADDENDUM NO. 1
July 23, 2009**

**TO: Plan Holders for: PROJECT NO: 09-5024-39
MAX Streetscape & Station Improvements Package #3**

**For Kansas City Area Transportation Authority
1350 E. 17th Street, KCMO 64108**

This Addendum is hereby made a part of the Bidding Documents and Project Documents to the same extent as if it were originally included therein and is intended to modify and/or interpret the bidding documents by additions, deletions, clarifications or corrections. The Contractor shall acknowledge in the proposal the receipt of this Addendum.

GENERAL ADDENDUM INFORMATION

A. Bid Closing Location Change

The bidding schedule has been changed in Section 1, Paragraph 1.1 of the Bid Packet.

- 1. Bid Close July 30, 2009 at 1:00 pm
- 2. Bid Opening July 30, 2009 at 1:10 pm
 - a. Location..... Training Building, Conference Room
1350 E. 17th Street
Kansas City, MO 64108
 - b. Time 1: 10 pm

Bids may be hand delivered on July 30, 2009 between 12:30 pm and 1:00 pm at the 1350 E. 17th Street, Training Building Conference Room to Angela Wise, Kristen Emmendorfer, or Jim Mellody only.

B. Questions and Answers

- 1. Permitting Costs, who is responsible?
Answer: Contractor will be responsible for paying the construction permit fee of 4.75% of the bid amount. Traffic control permits will be paid by the contractor and invoiced to the ATA from the Force Account.
- 2. Cost of moving utilities?
Answer: Utility relocation costs will be paid by the contractor and invoiced to the ATA paid from the Force Account.

3. During pre-bid meeting a statement was made that all electrical work would be included within the “Stations” package. Is it correct that the street patching for this work is also included within the “Stations” package?

Answer: YES

4. Is the 6” perforated pipe (within the bumpout’s landscaping areas) included in the Streetscape or Landscape package?

Answer: Streetscape

5. Is everything within the demolition limits on page D138 included in the Station package?

Answer: YES

6. Section 01000-Project Special Provisions, 3.2.b.1 does not list that any curb will be under the Stations package, however curb is shown to be removed and replaced within the Station Limits outlined within the plans. Confirm that everything outlined for each station will actually be completed under the Station package.

Answer: YES Any improvements shown on the station package not specifically called out to be installed by others shall be completed under the Stations Package.

7. Clarification for mineral mulch.

Answer: All mineral mulch to be mini jacks, size 1” – 2” as available from Sturgis Materials or approved equal. The mineral mulch is only supplied in one color, beige with black granite flakes.

8. Sheet L101, note 4 makes a reference to sheets L103 – L106, is there a sheet L106?

Answer: Sheet L106 does not exist.

9. Reference C138a; call out for 8 foot high chain link fence except for a call out of a 6 foot high fence over concrete box structure, is this correct?

Answer: The fence over concrete box structure should also be 8 foot high.

10. Reference C138a, fence is to be installed on an asphalt parking lot, how thick is the asphalt?

Answer: Should assume an 8 inch thick asphalt parking lot, however bidders are responsible for reviewing the site before submitting a bid.

C. Mandatory Pre-Bid Conference

Due to circumstances beyond KCATA’s control the pre-bid conference date was improperly stated via electronic plan rooms, therefore mandatory requirement for the pre-bid is waived.

D. Payment Bond (reference Section 1, Invitation for Bid paragraph 1.2)

Payment Bond requirement is now 100% of Contract Amount.

E. Notes from Pre-Bid meeting held July 9

Sign in sheets were provided by KCATA for potential bidders as well as for KCATA staff and consultants for the Project #09-5024-39 MAX Streetscape & Station Improvements Package #3.

The meeting commenced a few minutes after 10:00 a.m. local time. Jim Mellody, Procurement Manager for KCATA invited KCATA staff and consultants to introduce and identify themselves. The following individuals and companies represented KCATA: Denise Bradshaw, John Marcus, Etta Jackson, Dick Jarrold, HNTB, Taliaferro and Browne, Keith Sanders, Lesa George, Jim Mellody, Angela Wise, Kristen Emmendorfer.

Jim Mellody inquired that all meeting attendees received an agenda. He highlighted those sections of the agenda that would be discussed at length and identified those items that would be discussed minimally, but were identifiable in the three (3) project manuals should further understanding be sought by a potential bidder.

Potential bidders were instructed that all questions require submission in writing and may be sent to his attention via fax or email.

Bid closing is scheduled for July 30, 2009 at 1 p.m. local time. The location of the bid closing is the newly constructed training room on the KCATA campus. Bidders who submit proposal in person should allow ample time to arrive, park and walk to the building, which Mr. Mellody reminded them may take up to ten (10) minutes with the swell of parking on KCATA grounds. Procurement will have staff on site at the training facility between 12:30 p.m. and 1:00 p.m. Security personnel at the entrance will anticipate deliveries and instruct bidders regarding delivery location(s). Mr. Mellody also stated that bids may be delivered prior to the close date and delivered to the Procurement Offices of KCATA at 1350 E. 17th Street, Kansas City, Missouri, Building No. 1.

Mr. Mellody asked Denise Bradshaw to address Disadvantaged Business Enterprise (DBE) requirements for the project and its correlation to the bid. Denise introduced herself a second time and reminded attendees that she is accessible by telephone or email should they need assistance while preparing their bid(s). She instructed attendees that requirements for this project bid require that DBE's must be currently certified by Department of Transportation (DOT) via an agency. Agencies that may be contacted for help in obtaining DBE lists as well as status of certification, per Ms. Bradshaw are MODOT; City of St. Louis, Missouri; City of Kansas City, Missouri; St. Louis Metro.

There is no reciprocity agreement in place at this time with the states of Kansas or Illinois at this time, she stated, and it is the responsibility of the bidder to research this information prior to submitting a bid. She further stated that a DBE who is prospectively going to be certified may be used but their participation on the project would not be counted toward the overall goal of 10.2% until the firm is certified. This process, she reminded, may take up to 90 days to complete and asked bidders to keep this in mind as preparation for bidding ensues.

Mr. Mellody then presented the topic of Bid Submittals and required bid forms and documents due at the time of the bid. These documents are contained within the Bid Packet, Project Manual 1 of 3. No questions or comments made by attendees.

Keith Sanders, Project Manager with KCATA, discussed project Special Provisions as documented in Project Manual 3 of 3, Technical Specifications.

Mr. Sanders called specific attention to the progress of work and scheduling expectations. He directed that all bidders become very familiar with this language in the specifications.

He called out that this project is inclusive of the construction of eleven (11) stations and improvements. Section 01000 Project Special Provisions, pages 1 through 12 were discussed and bidders were asked to note items called out by Mr. Sanders. He also invited bidders to visit and view a prototype MAX Shelter located on Troost Street across from the KCATA campus. He stated that some of the station shelters will be the “standard” at 66’ x 12’ while others in the project will be enhanced.

Mr. Sanders stated that there is a listing of the station locations within Special Provisions and the requirements of each. However, he did want to call particular attention to a significant off-street improvement including a parking lot at 31st Street; off-street improvements at 35th and Troost/39th Street (including a portion of an existing church parking lot at one of the sites); and the use of pervious concrete. Pervious concrete, as explained by Mr. Sanders is a relatively new product to KCATA and its inclusion in this project will be expected by the successful bidder. Other items with station locations that were pointed out are at 47th Street, 63rd Street and the 95th and Bannister areas (a large park and ride). Mr. Sanders polled for questions.

The landscape package was touched upon. Qualified landscape proposals shall include plantings and installation of such at 11 stations. The only hardscape work will be installation of steel/decorative fence by the successful landscape contractor.

A force account established for landscape is to be used by KCATA for the upkeep of the rain gardens at the end of the contract.

Hilti is the brand of anchor bolt specified for use and shall be Owner provided. Shelters are cantilever and their support via bolts/anchors is paramount. Any “as-equal” request by bidders should be submitted in writing for review.

Recycling trash receptacles will be located at some of the stations. These are Owner (via City of KCMO) provided and Contractor installed.

Ticket vending machines shall be located at some stations. This invitation for bid has not yet been issued. Mr. Sanders simply pointed out to bidders that this should be taken into consideration as part of the bid/coordination of work process. Contractor shall be responsible for running power to machine and to empty conduit for phone/communication lines. Per Mr. Sanders, the BRT markers will be the same on this Troost package as they are on Main Street BRT at 18’ tall. Post and post sleeves provided by KCATA for installation of bus stop signs. Mr. Sanders polled for questions.

The City of Kansas City, Missouri Public Works Department has agreed that the concrete specified on page 6 of Section 01000 Special Provisions, which is KCMBB 5K granite aggregate, is to be used for all concrete construction and/or usages on the project.

Electrical service for stations shall be provided by Contractor by pulling electrical from traffic controllers. City of KCMO has agreed to this per Mr. Sanders. There may be up to two (2) that require power draw from KCP&L. Contractor will be responsible for contacting and coordinating the work with KCP&L. Mr. Sanders polled for questions.

Question posed by attendees:

Q: Is electrical included in the Station Package?

A: Yes. Please refer to Page 8 of Special Provisions. All KCP & L fees by contractor shall be billed against force account. See Item 3 of Page 8 for specific safety provisions that are responsibility of Contractor.

Q: Are permits covered in or by contingency (force account)?

A: 3.65% covered by KCATA. Construction permits should be calculated at 4.75% of the bid.

Mr. Sanders stated that when referring to the bid documents that the plan sheets/pages are for general reference and bidding purposes only.

Contractor, per Mr. Sanders, will deliver thirty-three (33) of the fifty-one (51) Chase Park litter receptacles to Station Package I and II sites, also known as North & South Station Packages, for installation. Contractor for this bid shall be responsible only for litter receptacles to be installed that are included in the bid package(s).

He further stated that there should be no landscape work submitted as part of the streetscape bid as these are separate items. Should a bidder want to propose a price for both packages separately, this is acceptable by KCATA.

Streetscape force account is established as a fixed amount and shall be utilized at ATA's discretion. Do not assume any costs that bidder feels may be covered by force account as stated by Mr. Sanders. Mobilization fees shall be paid in 3 monthly installments by KCATA and not in a lump sum amount up front per Mr. Sanders. Refer to specifications for percentage of breakdown at 50%, 25%, and 25%. Administration fees are to be paid equally over duration of the contract. Attendees were polled for questions.

Q: Will the street work and traffic control permits be included and how often will contractor need to obtain them? These can be costly!

A: Yes, KCATA agrees with you and this subject matter is under review and will be addressed via addendum.

Q: Will KCATA accept an alternate to the pervious concrete such as pavers?

A: No, KCATA will not entertain the use of pavers as a substitute. Contractor installing concrete must be certified in the use of pervious concrete.

Q: Will the addendum issued contain the sign in sheet(s) from this meeting?

A: Yes, please watch for an addendum after July 16, 2009. This is the deadline for questions to be submitted in writing.

Final comment from Mr. Sanders was to bidders requesting that they indicate whether they want to be considered for all project packages or separate project package.

Mr. Mellody thanked participants for their interest in the project and for their attendance at the meeting today.

Meeting adjourned.

F. TECHNICAL SPECIFICATIONS

The following clarifications and/or additions apply to the Project Manual and Plans.

1. Specification 02821 Chain Link Fence Changed

Add the following four items under Specification 02821 Chain Link Fence, Page 2, Section 2.2, FENCE FRAMING, Paragraph A: Posts and Rails:

PART 1 - Line Post: 2-3/8 in. OD

PART 2 - End, Corner, Pull Post: 2-7/8 in. OD

PART 3 - Rails: 1-5/8 in. OD

PART 4 - Post Embedment: 36 in. depth (minimum), 12 in. diameter (minimum) in concrete footing

2. Specification 02821 Chain Link Fence Changed

Add the following under Specification 02821 Chain Link Fence, Page 3:

2.7. SWING GATES

- A. Gate Frames: Galvanized steel welded fabrication in compliance with ASTM F 900. Gate frame members shall be 1.9 in. OD, ASTM F 1083 schedule 40 galvanized steel pipe. Match steel frame polymer coating (black) to that of the fence system. Frame members spaced no greater than 8 ft. apart vertically and horizontally. Welded joints protected by applying zinc-rich paint in accordance with ASTM Practice A 780. Positive locking gate latch fabricated of 5/16 in. thick by 1 3/4" pressed steel,

galvanized after fabrication. Galvanized malleable iron or heavy gauge pressed steel post and frame hinges. Match gate fabric (black) to that of the fence system.

- B. Gate Posts: ASTM F 1083 schedule 40 galvanized steel pipe, 2-7/8 in. OD. Match the polymer coating (black) to that specified for the fence framing. Moveable parts such as hinges, latches and drop rods may be field coated using a liquid polymer field touch.
- C. Provide additional horizontal or vertical members to ensure proper gate operation and for attachment of fabric, hardware and accessories.
- D. Provide diagonal cross bracing consisting of minimum ½-inch diameter adjustable length truss rods on gates where necessary to provide frame rigidity without sag or twist.
- E. Provide gate hinges, latch, stop and keeper for each gate leaf, conforming to applicable requirements of ASTM F 900. Provide latch with provision for locking gate with padlock.

3. DRAWINGS

a. Plan Sheet D130 Changed

Add locations of known underground vaults and revise demolition notes on sheet D130 per sketch SD-1.1.

b. Plan Detail 3/L203 Changed

Add rain garden plant material and mineral mulch in area of underground vault for the “Southbound 31st Street Landscape Plan” detail 3 on sheet L203 per sketch SD-1.2.

c. Plan Detail X/L201 Changed

Revise Note 3 for the “Rain Garden Station Landscape Plan” detail 1, and Note 3 for the “Traditional Station Landscape Plan” detail 5 on sheet L201 per sketch SD-1.3 to specify mineral mulch material.

d. Plan Sheet D136a Changed

Delete demolition of curb and sidewalk for 80’ long area along north side of building located on SE corner of intersection due to existing basement under sidewalk, and add note regarding possible underground vaults along west side of building on sheet D136a per sketch SD-1.4.

e. Plan Sheet C136a Changed

Delete new curb, 8’-wide sidewalk and 6’-wide landscape area for 80’ long area along north side of building located on SE corner of intersection on sheet C136a per sketch SD-1.5.

f. Plan Detail 4/C136c Changed

Revise ADA ramp for “Detail Layout SE Corner Emanuel Cleaver II Blvd” detail 4 and ramp #5 point elevations on Sheet C136c per sketch SD-1.6

g. Plan Detail 1/L102 Changed

Delete turf and three trees along north side of building located on SE corner of Troost Ave. and Emanuel Cleaver II Blvd. for “Brush Creek Boulevard – Emanuel Cleaver II Boulevard Plan” detail 1 on sheet L102 per sketch SD-1.7.

h. Plan Sheet L101 Changed

Revise Note 4 to read “Refer to sheets L103-L105 for detailed planting plans for shrubs, perennials and grasses.”

i. Plan Sheet L102 Changed

Revise Note 4 to read “Refer to sheets L103-L105 for detailed planting plans for shrubs, perennials and grasses.”

4. Revised Plan Sheets Attached

END OF ADDENDUM ONE