

Addendum No. 2

Request for Proposals

PORT DOCK IMPROVEMENTS FOR THE PORT AUTHORITY OF KANSAS CITY GOVERNOR
MICHAEL L PARSON PORT TERMINAL

Date of Issuance: March 28, 2024

1. Due to the complexity of this RFP, we formally request an extension of the due date of at least 2 weeks (i.e. new bid date of April 15, 2024). Thank you for your consideration of this request.
 - a. *Project has been extended. See Addendum #1 and updated timeline.*

TIMELINE
The following timeline shall be applicable unless modified by Port KC pursuant to addendum to this RFP:
<ul style="list-style-type: none">• RFP issued: <u>March 11, 2024</u>• Deadline for questions: <u>April 9, 2024</u> - 5:00 PM (CT)• Due date for proposals: <u>April 15, 2024</u> - 12:00 PM (CT)• Proposals provided to Selection Committee: <u>April 16, 2024</u>• Selection Committee shortlists proposals: <u>April 19, 2024</u>• Interviews of shortlisted proposers (if desired by Selection Committee): <u>April 20, 2024</u>• Contract negotiation/execution: <u>April 23rd, 2024.</u>

2. Please clarify the PDA testing requirements: is PDA testing required for every different type of pile (i.e., z-sheets with king pile attached, regular z-sheets, H-piles in the winch foundations, plumb piles in the dolphins and batter piles in the dolphins)? In not, for which pile types is PDA testing required? How many PDA tests are required for each pile type PDA testing is required for the winch foundation and dolphin piles.
 - a. *One per structure will suffice either plumb or batter pile is acceptable. King piles and sheet piles do not require PDA testing, but could be considered if requested by Contractor.*
3. Please clarify the FAA height restrictions for equipment and pile installations during on-site construction.
 - a. *The height needed is dependent on the equipment/method used by the Contractor. The Contractor shall complete and submit required permits to the FAA as needed for clearance. This includes, but is not limited to, FAA Part 77. Current terminal FAA requirement is a max height of 65 feet from the top of the current loadcell.*
4. Please clarify the 3 feet into bedrock embedment requirement for the dolphin pipe piles as shown on Sheet No. 303. Are the tips of the piles required to be installed 3 feet down into bedrock as shown on Sheet 303, or can they just be driven down to top of bedrock elevation? Additionally, are the sheet piles and king piles for the bulkhead required to be driven down into bedrock 3 feet? Or, can the sheet piles/king piles just be driven down to top of bedrock elevation? Driving piles down to top of bedrock elevation has yielded

satisfactory performance of all piles at this site in the past. Installing piles down below top of bedrock will be extraordinarily time consuming and expensive.

- a. Based on current information, king piles are anticipated to be driven as shown in plans. Sheet piles may be driven to top of rock.*
 - b. Pile points should be used to protect piles during driving.*
 - c. We understand that factors may allow king piles to be driven to top of bedrock and not require embedment. The determination can be made with design team and contractor.*
 - d. For purposes of this RFP, please provide a cost for embedding king piles vs top of rock.
 - i. Provide separate unit cost for:
 - 1. King Pile (W44x290) embedment (EA).*
 - 2. King Pile (W44x290) to refusal (EA)*
 - 3. King Pile (W44x290) to top of rock (EA)***
5. What permits (Corps of Engineers, MO-DNR, etc.) have already been applied for and what is their status? Under the summary of quantities/bid item "Permitting", what permits is it anticipated that the contractor will be required to obtain?
- a. Permits are pending and not finalized. TranSystems will apply for Section 404 Nationwide Permit with WQC (Section 401). Section 408 will be coordinated by TranSystems. Nationwide permit approval anticipated within 60 days of application submittal. Contractor is responsible for FAA permitting based on height of equipment and means/methods.*
6. Please provide a typical cross section view and elevations of the drainage ditch that is to be installed from the upstream end of the timber storage barn to the existing inlet.
- a. The site shall be graded to drain to either of the existing area inlets located on the site. Grading shall be pleasing and traversable by roadway vehicles. Side slope shall not exceed 10:1.*
7. For the summary of quantities/bid item "Stormwater – Storm Sewer Pipe", please provide elevations, sizes, diameter, materials, coatings etc to be installed. Please provide details of the junction box to be provided and installed.
- a. Storm sewer shall match existing size. Material may be HDPE or RCP. Contractor shall submit shop drawings for review.*
8. For the summary of quantities/bid item "Electrical", please provide details of what is to be provided, wire and conduit sizes, where the new electrical lines are to be installed, what existing power on-site is powering these new lines, etc.
- a. Electrical requirements shall meet manufactures recommendations. All wiring shall be copper and placed in a minimum 2" conduit while meeting all applicable industry standards, include NEC. Underground conduit may be HDPE and PVC. Any exposed conduit shall be GRC. Electrical service for winches is assumed to come from the existing electrical service located between the existing domes with an address of 1724 Market Street (see image below). Service may also come from power located near the existing scale house. Contractor shall provide anticipated site routing from electrical service to winches.*



9. Please provide a detail of the tie-in of the new z-pile bulkhead sheet piles to the existing flat sheet pile cells at the upstream and downstream end of the bulkhead.
- a. *There is no tie into the existing flat sheet piles cells. The new king piles/ z-pile bulkhead will terminate into at the face of the cells. In the event the existing cell is not plumb and there is a small gap between the king pile and the cell, a group bag and steel H-pile will be needed to close the space. Please include an HP14x73 pile x 60 feet long and grout bag at each end of the wall as an add alternate price in the bid.*
10. Please clarify the compaction requirements.

EARTHWORK

- A. *Preparation of the subgrade and placement of controlled fill beneath the slab shall be done in accordance with the geotechnical report, a copy of which should be obtained from the Engineer and with which the Contractor must be thoroughly familiar.*
- B. *Construction monitoring and testing of foundations, floor slabs, and pavements and fill selection, placement, and compaction shall be performed by an experienced soils engineer retained by the contractor.*
- C. *Preparation of subgrades after stripping vegetation, organic or other unsuitable materials shall consist of proof rolling to detect wet, yielding soils or other unstable materials that must be undercut; scarifying top 6 to 8 inches; moisture conditioning the soils as required; and recompacting to the same minimum in-situ density required for similar materials.*
- D. *Temporary slopes should be constructed no steeper than 1.5h:1v. Permanent slopes should be constructed no steeper than 2h:1v.*
 1. *Where fill is placed against slopes steeper than 5h:1v, it will be necessary to bench the new fill into the existing soils.*
- E. *All structural fill should be compacted to at least 95% of the soil's standard proctor maximum dry density as determined by ASTM D698.*
 1. *The upper foot of fill which will support pavements or slabs should be compacted to at least 98% of the soil's standard proctor maximum dry density for improved support.*
 2. *In areas which are at or above the finished grade, and which will support pavements or slabs, the upper 8 inches immediately below these systems should be scarified and recompacted to the 98% criteria.*
- F. *Structural fill should be free of organic material, have a plasticity index (pi) less than 20 and contain rock sizes no larger than 4 inches.*

- G. *The contractor shall retain the services of a geotechnical engineer licensed in the State of Missouri to test soil compaction under footings and of all structural fill.*
1. *The soils technician shall perform density testing to verify compliance with the project specifications. Submit test results to the engineer.*
 2. *For underfloor areas, at least one field density test should be made per 5,000 square feet of fill area for each 2-foot lift.*
 3. *Testing frequency should be increased for confined areas.*
 4. *Areas which do not meet the compaction specifications should be recompacted to achieve compliance.*

11. Please clarify what constitutes a suitable sub-base.

- a. *The sub-base under concrete pavement shall be compacted to a suitable density to reduce settlement or as approved by the Engineer. Existing site conditions may vary. In areas with existing compaction, concrete pavement may be placed directly on the surface cut to design depth. This shall be reviewed with the Engineer prior to placement. No density testing is anticipated. In area with unsuitable existing subbase, pavement shall be placed over a minimum 6" aggregate base.*

12. Please clarify how often the contractor will be required to move their marine equipment out of the way to allow safe passage of vessels utilizing the terminal.

- a. *This work shall be coordinated directly with Transport360 and PortKC. This work shall be coordinated as needed.*

13. Please clarify the anchoring requirements for the new winches to the new winch foundation concrete surfaces.

- a. *Per manufacturer's recommendation. Designers will confirm embedment and design of foundation. Manufacturer should recommend size and material. Assume 24" embedment of anchors at this time. GHD to confirm prior to IFC.*

14. Please provide the details for the connection of the MC18 walers to the ¾" plates on the king piles. Additionally, please provide details for the connections of the 3x3 Angle Iron vertical/diagonal braces to the MC 18 walers and the sheet piles.

- a. *MC18 will be welded to the ¾" plates with a 3/8" fillet weld topside by 18" long. L3x3 angles will be attached to the sheet pile with a 6"x6" x3/8" plate welded to the sheet pile with a 5/16" thick fillet weld on each side of the plate. Angles should be welded to the plates at each end with a 5/16" fillet weld 3 sides.*

15. Please clarify the connection/embedment details of the pipe bollards into the winch foundations concrete.

- a. *GHD to detail prior to IFC. For pricing, assume ½" base plate with (4) ¾" post-installed anchors, 12" embedment.*

16. Please provide details of the sheet pile bulkhead fenders to be provided and installed, as mentioned on Sheet No. S-103.

- a. *Sheet pile fenders will be as manufactured by Schuyler Companies or similar.*

17. Clarification:

- a. *Quantity of whaler noted in the Summary of Quantities assumes a double channel whaler.*
- b. *Barge Test Borings: Contractor to retain geotechnical engineering firm licensed in the State of Missouri. Borings should extend a minimum of 10 feet into bedrock, performing sampling in accordance with split-spoon sampling procedures (ASTM D1586). Samples should be obtained at a minimum interval of 10 feet, with at least two samples collected in the bedrock. If split-spoon sampling is performed with an auto-hammer, the firm shall provide the calibrated hammer efficiency. Borings should be advanced using rotary wash drilling methods to minimum potential disturbance. Borings should be logged in the field by a geotechnical engineer or geologist employed by the licensed geotechnical engineering firm. Log of borings, including blow counts for the split-spoon sampling, shall be provided to designers for review.*

18. Add alternate:

- a. *Include the cost of an additional 4 pile mooring dolphin for the east side of the sheet pile berth. Dolphin to be located adjacent to cell No. 3 in the event that the existing dolphin does not have adequate capacity.*
 - i. *Provide separate unit cost for:*
 - 1. *King Pile (W44x290) embedment (EA).*
 - 2. *King Pile (W44x290) to refusal (EA)*
 - 3. *King Pile (W44x290) to top of rock (EA)*