

1) The existing pavement between CB#3 and SDMH#1 is concrete. KCMO spec page SR-1 requires that the replacement pavement is the same as the existing pavement (and it specifies offset and sawcut requirements). Sheet S5.16A shows this should be replaced as asphalt, which is correct? Also Note 3 on sheet S5.16A refers to sheet S5.16B, do you mean S5.16C?

R: Sheet S5.16B has been deleted and replaced with S5-16C. It is a mistake in the note, which does not affect the cost of the project, and it will be corrected eventually by a contract modification. Sheet S5.16B indicates the pavement to be replaced with type 3 asphaltic concrete as specified by Kansas City Public Works specifications Section 2200. Consequently these specifications should be used for replacement.

2) We are unable to determine how many meters of 1800mm RCP at sta 1+677 is required from the gatewell to the headwall, please clarify. Is a scaled length acceptable for construction?

R: The drawings are to scale and scaled length are acceptable for construction since this is a lump sum.

3) On sheet S5.16A, it appears that there should be a toewall under the CMP FES, is there any details for this. Is it correct to assume that the APWA specifications are to be used for the CMP. What gauge of CMP is to be used? Also it appears the flowline of the FES is higher than SDMH#2.

R: The plan and profile indicate a corrugated metal flared end section without a concrete toe wall. The CMP is temporary only until the next phase will be constructed and the gauge should be adequate for a 3 1 m of soil load, as shown on the drawings. The flowline will be corrected in a modification and does not affect the cost of the project.

4) Bid item 14 states that the floodwall extends to station 1+752, the profile view of sheet S5.3 says the contract stops at approx 1+740 or 1+742. At what station is the lateral key/toe footing constructed, where does the wall end, and what is required past the end of the wall.

R: The backfill of the floodwall extends to station 1+752 but the floodwall stops at station 1+742, as shown on the drawing.

5) Will it be possible to close Indiana street while filling the existing 42" pipe with flowable fill and placing the new 610 mm pipe across the street.

R: This has to be coordinated with the KCMO Public Works, Streets and Traffic department, as indicated in the drawings.

