

**INVITATION FOR BID**

**GRADING AND PAVING PROJECT PHASE 2  
SERVICES**

**DATE OF ISSUANCE:  
April 13, 2026**

## **SECTION I. GENERAL BACKGROUND**

### **INTRODUCTION**

The Port Authority of Kansas City, Missouri (“Port KC”), a political subdivision authorized under RSMo Chapter 68 and chartered by the City of Kansas City, Missouri, is inviting companies (each a “Bidder”) to submit their qualifications and all other required submissions as part of their Bid for performing the services specified in this IFB. Bidder’s submittal of a Bid in response to this IFB does not create any right in or expectation to a contract with Port KC.

### **PORT KC BACKGROUND**

Port KC’s mission is to grow the economy of Kansas City’s port district through transportation, global commerce and development.

Port KC is a political subdivision of the State of Missouri created pursuant to Section 68.010 et seq., RSMo and chartered by the City of Kansas City, Missouri. Port KC is governed by a Board of Commissioners appointed by the Mayor of Kansas City. Port KC is granted broad governmental and business enterprise powers for the purpose of promoting economic development and job creation. The most important of these powers include the following:

- To acquire, own, construct, redevelop, lease, maintain, and conduct land reclamation, residential, commercial and mixed-use development, industrial parks, facilities, terminals, terminal facilities and any other type of port facility;
- To promote and expand inland and river port commercial throughput of cargo and freight;
- To identify and pursue redevelopment opportunities at blighted and historic preservation sites;
- To redevelop the Downtown Kansas City Riverfront to promote and develop new opportunities for residence, commerce and leisure; and
- To promote the full integration of multi-modal transportation assets to increase commercial opportunities locally, nationally and internationally.

Port KC’s statutory powers of issuing bonds, land reclamation and the ability to enter into contracts to implement its development projects make it a unique and influential agency.

### **INVITATION**

Port KC is seeking the services of a qualified general contractor to enter into a contract for Phase II paving and grading work (“Phase II”) at Governor Michael L Parson Port Terminal, located at 1724 Market St, Kansas City, MO 64105, generally depicted in EXHIBIT A, attached hereto.

This IFB is an invitation by Port KC for Bidders to submit a Bid,. By submitting a Bid, the Bidder agrees that the Bidder does not obtain any right in or expectation to a contract with Port KC or a vested interest or a property right in a contract with Port KC, regardless of the amount of time, effort and expense expended by the Bidder. The Bidder shall be solely responsible and liable for any and all costs incurred by the Bidder.

This contract requires bidders to bid on base work plus additional contract work that will be considered for award. The project will be awarded to the lowest, responsive, responsible bidder as defined below in **PROJECT BIDS AND ALTERNATE/ADDITIONAL WORK BIDS**. Bidders must be on MoDOT's pre-approved contractor list. The award of this project does not guarantee work for the add-alternate section.

### **SCOPE OF WORK**

Phase II includes but not limited to removing existing damaged paving, grading as per engineering plans, repaving and placing crushed rock and concrete pad, along with remove of old structure and relocations of overhead electric lines, easements, and other works associated with the project at the Port of Kansas City – Gov. Parson Port Terminal. Additional details, standard specifications, engineering drawings, specific requirements, and work included in "Exhibit A." The selected bidder will obtain all required federal, state, or local jurisdiction permits/approval and perform all work necessary to complete the project in the project in conformity with the engineering documents.

### **TERM OF ENGAGEMENT**

The successful Bidder will be required to complete the entirety of the Scope of Work and submit its invoices for the same by a date not later than **June 8, 2027**. Port KC reserves the right to extend the completion date due to a force majeure event(s) that would preclude completion by the specified date. Failure to complete the Scope of Work by the completion date, or any extension thereto, shall result in the imposition of liquidated damages in the amount of Five Hundred Dollars (\$500.00) for each and every calendar day after the applicable completion date and continuing until such time as the work is completed in full.

## **SECTION II. INSTRUCTIONS AND CONDITIONS**

### **EXAMINATION OF ALL IFB DOCUMENTS AND REQUIREMENTS**

Each Bidder shall carefully examine all IFB documents and thoroughly familiarize themselves with all IFB requirements prior to submitting a Bid to ensure that Bidder's Bid meets the intent and requirements of this IFB.

Before submitting a Bid to Port KC, each Bidder shall be responsible for making all investigations and examinations that are necessary to ascertain any and all conditions and

requirements that affect the requirements of this IFB. Failure to make such investigations and examinations shall not relieve the Bidder from Bidder’s obligation to comply, in every detail, with all provisions and requirements of the IFB.

By submitting a Bid to Port KC, Bidder certifies that Bidder has provided Port KC with written notice of all ambiguities, conflicts, mistakes, errors or discrepancies that Bidder has discovered in the IFB.

**PROJECT BIDS AND ALTERNATE/ADDITIONAL WORK BIDS**

Description. This contract requires bidders to bid on additional contract work that will be considered for award. The award of this project does not guarantee work for the add- alternate sections.

- Base Bid – Per Exhibit A items under Summary of Quantities labeled as Site, Dock Pad, Spur Track Grading, and Electrical Utilities
- Alternate A – Per Exhibit A items under Summary of Quantities labeled as Structural Tank Pad

Scope	Proposal Section Description
Site, Dock Pad, Spur Track Grading, Electrical Utilities	Base
Structural Tank Pad	Add Alternate A

Note: See plans “Exhibit A” for a breakdown of all quantities.

Consideration of Bids. The contractor shall submit a bid for the base bid plus the add-alternate section. Lowest responsible bidder will be determined based on the base bid price. Port KC reserves the right to award the lowest responsible bidder, the combination of base plus the add-alternate section if that will allow the most work to be completed within the Port KC's budget. The base section of the contract will be awarded or rejected in accordance with Sec 100 of MoDOT’s Standard Specifications.

Basis of Payment. The accepted quantities of the chosen combination of base plus add alternate sections will be paid for by the contract unit bid price for item numbers found within the schedule of items for each section.

## **SUBMISSION REQUIREMENTS**

Bidder should provide a breakdown of cost per summary of quantities and any additional work/permitting needed. Bidder shall be submitted as a lump sum cost covering the entirety of the Scope of Work to be performed. Each Bidder shall furnish with the Bid satisfactory evidence of Bidder's competency to perform the Project. Such evidence of competency shall consist of the following:

- a. Submit a proposed Project schedule with anticipated milestones for Project delivery.
- b. Describe key issues that might affect the Project schedule and how Bidder proposes to address them.

## **TIMELINE**

The following timeline shall be applicable unless modified by Port KC pursuant to addendum to this IFB:

- IFB Issued: Monday, April 13<sup>th</sup>, 2026
- Mandatory Site Visit: Monday, April 20<sup>th</sup>, 2026 at 9:00 A.M. (CT)
- Deadline for Questions: Monday, April 27<sup>th</sup>, 2026 at 5:00 P.M. (CT)
- Due Date for Bids: Monday, May 4<sup>th</sup>, 2026 at 1:00 P.M. (CT)
- Public Bid Opening: Monday, May 4<sup>th</sup>, 2026 at 1:30pm (CT)
- Estimate Award and Notice to Proceed Date: Thursday, May 14<sup>th</sup>, 2026

Site Visit. There will be a mandatory pre-bid meeting at the Project Site on Monday, April 20<sup>th</sup>, 2026 at 9:00 A.M. (CT). Failure to attend for the duration of the meeting will result in a Bidder's disqualification. Bidder visiting the Project Site shall be responsible for their own safety.

Questions. Any general questions, requests for clarification or notices of ambiguities, conflicts, mistakes, errors or discrepancies in this IFB must be submitted to [info@portkc.com](mailto:info@portkc.com), before Monday, April 27<sup>th</sup>, 2026 at 5:00 PM (CT).

Submittal. Bidders must submit one (1) hard copy of their bid in a sealed envelope. Bids must be received by Port KC no later than 1:00 p.m. on Monday, May 4<sup>th</sup>, 2026. Bids are to be delivered to the following address:

Port KC  
Attn: Multimodal Logistics Manager  
110 Berkley Plaza  
Kansas City, Missouri, 64120

Any bids received by Port KC after that date and time will not be considered. It is the bidder's responsibility to ensure timely receipt by Port KC at the location designated herein.

Bid Opening. All bids will be opened and read aloud at 1:30 p.m., on Monday, May 4<sup>th</sup>, 2026. Bid opening and reading will occur at Port KC's offices located at 110 Berkley Plaza, Kansas City, Missouri, 64120. Port KC will determine the lowest responsible Bid. Port KC may reject any or all Bids. If Port KC rejects all Bids, Port KC may elect to resolicit Bids following Port KC's normal solicitation procedure. No Bidder responding to this Invitation for Bid has the right to be awarded any contract or be compensated in any way for costs incurred by it in responding to this Invitation for Bid

Bid Security Requirements. All Bids submitted must be accompanied by a Bid deposit in the amount of five percent (5%) of the Bid, total of base plus the add-add alternate, which shall be in the form of a Bid Bond, Cashier's Check, Letter of Credit, Certificate of Deposit or other instrument approved in advance by Port KC.

Forfeiture of Security. If the selected Bidder fails or refuses to execute a contract when requested by Port KC, any Bid security given to Port KC shall immediately become due and payable and forfeited to Port KC as liquidated damages.

Post Bid Required Submissions. The successful Bidder will be required to submit the following documents prior to the execution of any contract:

- a. Properly signed, dated, and sealed Performance Bond
- b. Property signed, dated, and sealed Payment Bond;
- c. Properly completed certificates of insurance;
- d. Current Certificate of Good Standing or Fictitious Name Registration from the Missouri Secretary of State.

MoDOT Requirements. The funding for the project is a combination of Port KC and State of Missouri funds. Therefore, all standard MoDOT contract requirements will be included and enforced in any Contract.

Project Funding. The project funding includes \$218,125 of state funds that expire in June 2026. To avoid loss of those funds, the successful bidder is required to purchase \$218,125 in materials for the project and invoice Port KC for those purchases no later than May 22, 2026.

## **OWNERSHIP OF BIDS**

By submitting its Bid, Bidder hereby agrees that Bidder's Bid and any supplementary material submitted by the Bidder shall become property of Port KC.

## **DISCLOSURE OF PROPRIETARY INFORMATION**

A Bidder may attempt to restrict the disclosure of scientific and technological innovations in which the Bidder has a proprietary interest, or other information that is protected from public disclosure by law, which is contained in the Bid by marking each response of each such document prominently with the words "**PROPRIETARY INFORMATION**" in red, bold 20-point font.

After either a contract is executed pursuant to the IFB, or all submittals are rejected, if access to documents marked "**PROPRIETARY INFORMATION**", as provided above, is requested under the Missouri Sunshine Law, Port KC will notify the Bidder of the request, and it shall be the burden of the Bidder to establish that such documents are exempt from disclosure under the law.

If the Bidder elects to challenge a formal request for such information made to Port KC and if the Bidder is unsuccessful in keeping such information closed, the Bidder shall pay for any and all costs, attorney fees and fines that are a result of Bidder's attempt to keep the information closed.

Notwithstanding the foregoing, in response to a formal request for information, Port KC reserves the right to release any documents if Port KC determines that such information is a public record pursuant to the Missouri Sunshine Law. Port KC shall have no liability to any Bidder or anyone else for releasing any Proprietary Information of a Bidder even if Port KC is negligent in releasing or disclosing any Proprietary Information of any Bidder.

## **SECTION III. MANDATORY CONTRACT TERMS**

The awarded Bidder shall expect the following mandatory terms in any contract resulting from this IFB.

### **E-VERIFY**

The Bidder shall not employ any person on the project who does not have the legal right or authorization under federal law to work in the United States, as defined in 8 U.S.C. 1324a(h)(3). The Bidder shall execute an "Employee Eligibility Verification Affidavit" and shall attach thereto documentation sufficient to establish the Bidder's enrollment and participation in an electronic verification of work program operated by the United States Department of Homeland Security (E-Verify) or an equivalent federal work authorization program authorized by the United States Department of Homeland Security to verify information of newly hired employees, under the

Immigration Reform and Control Act of 1986. For those Bidders enrolled in E-Verify, the first and last pages of the E-Verify Memorandum of Understanding that the Bidder will obtain upon successfully enrolling in the program shall constitute sufficient documentation for purposes of complying with this paragraph D. The required documentation shall be secured and delivered to Port KC prior to execution of the Contract, or such sooner time as Port KC may elect to require as a term of the procurement. The Bidder shall contractually require its subcontractors of every tier to adhere to the requirements of this paragraph D in every regard.

#### **PROMPT PAY**

The Bidder shall pay to its subcontractors and material suppliers, within fifteen (15) days after each payment from Port KC (or such shorter time as their respective contract(s) might provide for), those sums due the same under the terms of their respective contract(s), except that any retention shall not exceed five percent (5%). In the event that a payment is not timely made by the Bidder, in whole or in part, on the grounds that the work, or any portion thereof, was not deemed suitable for payment, the Bidder shall provide the subcontractors and material suppliers with a written explanation for the withholding or deductions. If the Bidder shall fail to make a payment in full within the time allotted herein, without reasonable cause, the Bidder shall pay its subcontractors and material suppliers, in addition to any payment due them, interest in the amount of not less than one and one-half percent per month (or such greater interest as their respective contract(s) might provide for), calculated from the date payment was due.

#### **OSHA 10-HOUR**

The Bidder shall provide a ten-hour Occupational Safety and Health Administration (OSHA) construction safety program for their On-Site Employees which includes a course in construction safety and health approved by OSHA or a similar program approved by the State of Missouri's Department of Labor and Industrial Relations which is at least as stringent as an approved OSHA program, unless such On-Site Employees have previously completed the required program. All On-Site Employees who have not previously completed the program are required to complete the program within sixty (60) days of beginning work on the project. Any On-Site Employee found on a work site subject to this paragraph without documentation of the successful completion of the required course shall be afforded twenty (20) days to produce such documentation and the Bidder shall cause those failing to do so to be removed from the work site until such time as they shall be in compliance.

The failure to comply with the requirements of this paragraph C may subject the Bidder to the payment of statutory penalties to Port KC. The Bidder shall incur a statutory penalty of two thousand five hundred dollars (\$2,500) plus one hundred dollars (\$100) for each On-Site Employee employed by the Bidder, for each calendar day, or portion thereof, such employee is employed without the required training within the time limits allotted herein. In the event that Port KC shall become entitled to statutory penalties, Port KC shall be entitled to collect the same

in any manner authorized by the provisions of the Contract. Any statutory penalties shall be imposed and collected, if due, consistent with the procedures established by Section 292.675, RSMo.

The Bidder shall contractually require its subcontractors of every tier to adhere to the requirements of this paragraph C in every regard.

For purposes of this paragraph C, the following definitions shall be applicable:

“Directly engaged in construction” shall mean work performed in the actual erection of the structure or completion of the project. In addition, employees working at a nearby or adjacent facility used by the Bidder or its subcontractors for construction of the project shall be deemed on-site employees. Individuals engaged solely in the transportation of materials, fuel, or equipment to the site of the project shall not be deemed to be directly engaged in construction.

“On-site employee”, laborers, workmen, drivers, equipment operators, and craftsmen employed by the Bidder or its subcontractors to be directly engaged in construction at the site of the project.

#### **PREVAILING WAGE**

The “Prevailing Wage Requirements” shall collectively refer to the following:

1. Sections 290.210 to 290.340, RSMo, the State of Missouri Prevailing Wage Law (“Law”); and
2. 8 CSR 30-3.010 to 8 CSR 30-3.060, the Prevailing Wage Law Rules (“Rules”); and
3. The applicable Annual Wage Order (“Wage Order”) issued by the State of Missouri’s Department of Labor and Industrial Relations for the county in which the work is performed; and
4. Any applicable Annual Incremental Wage Increase (“Wage Increase”) to the Wage Order.

In accordance with the provisions of the Prevailing Wage Requirements, the Bidder will pay or cause to be paid the applicable prevailing hourly rate of wages to all workers entitled to the same. If and to the extent the Prevailing Wage Requirements are applicable, the Bidder will take whatever lawful steps are necessary to ensure that prevailing hourly rate of wages are paid by the Bidder and all subcontractors thereunder, of every tier, according to the type of work being performed.

In order to monitor the payment of the prevailing hourly rate of wages, the Bidder shall do the following:

- i. Post and require all subcontractors to post and keep posted a clearly legible statement of all prevailing hourly rate of wages to be paid to the workers in a prominent and easily accessible place at the location of the work; and
- ii. Complete and require all subcontractors to complete Port KC's "Daily Labor Force Report" for each calendar day that work is being performed, and remit the same not less than weekly; and
- iii. Complete and require all subcontractors to complete Port KC's "Certified Payroll Report" for each calendar week that work is being performed, and remit the same not more than two weeks after the close of the applicable payroll reporting period; and
- iv. Complete weekly interviews with randomly selected workers to identify any potential compliance issues; and
- v. Review every Daily Labor Force Report in conjunction with the applicable Certified Payroll Report and identify any errors, omissions, or entries inconsistent with the Prevailing Wage Requirements; and
- vi. Correct and require all subcontractors to correct any errors, omissions or entries inconsistent with the Prevailing Wage Requirements that are identified during such review of the same, and to remit to the affected workers any additional sums determined to be due as a result of such corrections; and
- vii. Remit to Port KC, once per month, the Certified Payroll Reports as corrected, if applicable. (The corresponding Daily Labor Force Reports shall not be submitted to Port KC but shall be retained as otherwise provided for herein, and are subject to review by Port KC and its authorized agents upon their request); and
- viii. File with Port KC, not more than thirty (30) days following the completion of the work, the "Affidavit of Compliance With Prevailing Wage Requirements" for the purpose of certifying their compliance with the Prevailing Wage Requirements.

All records submitted with respect to the Prevailing Wage Requirements or otherwise herein required shall be retained by the Bidder for not less than three (3) full year following the date upon which Bidder submits to Port KC the "final" Certified Payroll Reports, and shall be made available for review by Port KC and its authorized agents upon request. Port KC shall have the absolute right to audit the Bidder's compliance with the provisions of this document and to examine, in whole or in part, any records which the Bidder is required to obtain and retain, and to interview any workmen in connection therewith. The Bidder shall grant Port KC or its

authorized representative access to such records and workmen, if applicable, during business hours, and shall make such records and workmen available at the location of the work or such other location in reasonable proximity thereto as Port KC may identify.

The Bidder is solely responsible for ensuring that its subcontractors comply with the provision of the Prevailing Wage Requirements and shall be the sole point of contact for Port KC with respect such matters. The Bidder shall not instruct its subcontractors to submit any documentation directly to Port KC unless Port KC and the Bidder shall have mutually agreed otherwise in writing. Any documentation not otherwise submitted through the Bidder may be rejected by Port KC in its sole discretion, in which case the Bidder shall resubmit such materials.

If any allegations or inquiries are made with respect to any potential violations of the Prevailing Wage Requirements, or if the Bidder's review of the Daily Labor Force Reports and Certified Payroll Reports indicates a violation, the Bidder must notify Port KC in writing within five (5) days of learning of such allegation, inquiry or violation. The Bidder must follow up with the relevant Bidder(s) and subcontractors thereunder until all allegations, inquiries or violations are satisfactorily resolved and disclose the resolution to Port KC, in writing, within five (5) days following the resolution of all such allegations, inquiries or violations.

If any violations of the Prevailing Wage Requirements are not resolved to the satisfaction of Port KC, Port KC may identify, by written notice to the Bidder, the workers claiming to have been underpaid, the days they claim to have been underpaid, and the amounts they claim to have been underpaid. The Bidder will have ten (10) days following receipt of such notice, or such longer time as Port KC may authorize in writing, to respond to the notice. The Bidder will be given reasonable notice and an opportunity to be heard on the matter. Based on the information in the notice, the Bidder's response, and such additional information as Port KC determines relevant, Port KC will render a written decision as to the amount, if any, of additional wages Port KC concludes is owed. Within ten (10) days following the Bidder's receipt of such Port KC determination, the Bidder shall either (i) promptly pay or cause to be paid any such wages that Port KC determines are owed, or (ii) notify Port KC in writing that it disputes Port KC's determination. In the event the Bidder elects (ii) above or fails to respond within the allotted time, the matter shall be referred to the State of Missouri's Department of Labor and Industrial Relations for further enforcement action. Notwithstanding the foregoing, nothing herein shall be construed as precluding the Bidder from any additional civil and criminal liability imposed by the Prevailing Wage Requirements.

The failure to comply with the Prevailing Wage Requirements may subject the Bidder to the payment of statutory penalties to Port KC. The Bidder shall incur a statutory penalty of one hundred dollars (\$100.00) for each worker employed, for each calendar day, or portion thereof, such worker is paid less than the prevailing hourly rate of wages for any work done on behalf of the Bidder and all subcontractors thereunder. Any statutory penalties shall be imposed and collected, if due, consistent with the procedures established by the Prevailing Wage Requirements.

## MINORITY/WOMENS' BUSINESS (M/WBE) ENTERPRISE

Contracts shall be subject to the following M/WBE goals unless otherwise waived, in whole or in part, pursuant to this policy:

**MBE - 14.7%**

**WBE - 14.4%**

The goals are expressed as a percentage of the total compensation to be paid to the Bidder. Although it is not a requirement that the Bidder meet or exceed the goals, the Bidder is required to objectively demonstrate to Port KC that good faith efforts have been made.

### 1. Definitions:

Commercially Useful Function: Real and actual services that are a distinct and verifiable element of the contracted work based upon private sector trade or industry standards. Determination that an M/WBE performs a commercially useful function will be made based on the following considerations:

- a. An MBE or WBE performs a commercially useful function when it is responsible for execution of the ordinary and necessary work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the MBE or WBE must also be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining the quality and quantity, ordering the material, installing (where applicable) and paying for the material itself. To determine whether an MBE or WBE is performing a commercially useful function, one must evaluate the following:
  1. The amount of work subcontracted;
  2. Industry practices;
  3. Whether the amount the enterprise is to be paid under the contract is commensurate with the work it is actually performing;
  4. Whether the MBE or WBE has the skill and expertise to perform work for which it is being utilized;
  5. The credit claimed for its performance of the work; and
  6. Other relevant factors.
- b. An MBE or WBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of MBE or WBE participation. In determining whether an MBE or WBE is such an extra participant, one must examine similar transactions, particularly those in which MBEs or WBEs do not participate.

- c. An MBE or WBE firm is not performing a commercially useful function if the MBE or WBE subcontracts a greater portion of the work on a contract or purchases a greater amount of material than would be expected on the basis of normal industry practice for the type of work involved.
- d. Whether the MBE or WBE is participating in the contract as a middle person or broker in the normal course of that business or trade by purchasing the goods and/or services from another business, thereby qualifying expenditures for such goods and/or services to be counted toward utilization requirements for MBEs and WBEs.
- e. Whether the MBE or WBE is responsible for the purchase and quality of, and payment for, materials used to perform its work under the contract.

There shall be a rebuttable presumption that, when the MBE or WBE subcontracts a greater portion of the contract work than normal industry practice, the MBE or WBE is not performing a commercially useful function.

Disadvantaged Business Enterprise (DBE): A business concern that meets the federal requirements for certification as a DBE.

Good Faith Waiver: A waiver that is granted by Port KC based upon a showing by the Bidder that despite undertaking in good faith the actions outlined in this Policy, the Bidder may be unable to achieve the M/WBE Goal.

Minority: A person who is a citizen or lawful permanent resident of the United States and who is:

- a. African American, a person whose origins are in any of the Black racial groups of Africa, and who has historically and consistently identified himself or herself as being such a person;
- b. Hispanic American and/or Latino American, a person whose origins are in Mexico, Central or South America, or any of the Spanish speaking islands of the Caribbean, (for example Cuba and Puerto Rico) regardless of race, and who has historically and consistently identified himself or herself as being such a person;
- c. Asian and/or Pacific Islander American, a person whose origins are in any of the original peoples of the Far East, Southeast Asia, the islands of the Pacific or the Northern Marianas, or the Indian Subcontinent, and who has historically and consistently identified himself or herself as being such a person; or

- d. Native American, a person having origins in any of the original peoples of North America, and who maintains tribal affiliation or demonstrates at least one-quarter descent from such groups, and who has historically and consistently identified himself or herself as being such a person.

Minority Business Enterprise (MBE): A for-profit small business concern that:

- a. Is at least 51 percent owned, managed, and independently controlled by one or more minorities;
- b. Performs a commercially useful function; and
- c. Has been certified by the City of Kansas City, Missouri's Civil Rights & Equal Opportunity Department, another state or a political subdivision thereof, or by a reputable chamber or organization whose mission includes the promotion of minority owned business interests, as provided by this policy.

Woman: A person who is a citizen or lawful permanent resident of the United States and who is a female.

Women's business enterprise (WBE): A for-profit small business concern that:

- a. Is at least 51 percent owned, managed, and independently controlled by one or more women;
- b. Performs a commercially useful function; and
- c. Has been certified by the City of Kansas City, Missouri's Civil Rights & Equal Opportunity Department, another state or a political subdivision thereof, or by a reputable chamber or organization whose mission includes the promotion of minority owned business interests, as provided by this policy.

## 2. Selection of M/WBEs:

The selection of M/WBEs working on the project shall be made by the Bidder, but shall be drawn from the following sources only:

- i. Those M/WBE entities listed in the Certified Directory maintained by the City of Kansas City, Missouri's Civil Rights & Equal Opportunity Department;
- ii. Those M/WBE entities listed in the Certified M/WBE Vendors Directory maintained by the Missouri Office of Equal Opportunity;

- iii. Those M/WBE entities certified as such by another state or a political subdivision thereof; and/or
- iv. Those M/WBEs (or their substantive equivalent) as so certified by any reputable chamber or organization whose mission includes the promotion of minority and women owned business interests.

In the event that M/WBE entities cannot be obtained in an amount sufficient to achieve the M/WBE goals, entities certified as DBEs may be credited towards the M/WBE goals if drawn from the following sources:

- v. Those DBE entities listed in the Certified Directory maintained by the City of Kansas City, Missouri's Civil Rights & Equal Opportunity Department;
- vi. Those DBE entities listed in the Missouri Regional Certification DBE Directory maintained by the Missouri Department of Transportation; and/or
- vii. Those DBE entities certified as such by another State or a political subdivision thereof.

Any DBE so utilized shall be classified for purposes of M/WBE credit as an MBE or WBE consistent with the status of the person or persons having managerial control of the DBE.

Port KC strongly encourages Bidders to utilize M/WBE firms certified as such by the City of Kansas City, Missouri's Civil Rights & Equal Opportunity Department (subparagraph I above) or the Missouri Office of Equal Opportunity (subparagraph ii above) before drawing from any other source. Those firms listed on such directories will be accepted by Port KC without further inquiry. Port KC reserves the right to require that Bidders reasonably establish the basis for its determination that any other entity selected from any other source should be regarded as an M/WBE for purposes of this policy.

- 3. Required Submission Prior to Contract Award: Bidders will submit a proposed Contractor Utilization Plan/Request for Waiver prior to the execution of any Contract. An automatic request for waiver shall be considered by Port KC if the proposed participation is less than the established M/WBE goals, and the Bidder has made a Good Faith Effort to obtain M/WBE participation but was unable to achieve the M/WBE goals.
- 4. Required Monthly Submissions: Bidders must electronically submit the following document to [compliance@portkc.com](mailto:compliance@portkc.com) by the last calendar day of each calendar month until such time as the construction of the project has been fully completed. M/WBE Monthly Utilization Report: This form identifies the M/WBEs utilized and the amounts paid to each throughout the construction of the project.

5. M/WBE Participation Credit:

The following shall be credited towards achieving the M/WBE goals:

- a. One hundred percent (100%) of the dollar amount paid to the Bidder or a subcontractor that is a qualified M/WBE, except as otherwise expressly provided for herein.
- b. Sixty percent (60%) of the total dollar amount paid to obtain supplies or goods from a supplier who is a qualified M/WBE.
- c. Ten percent (10%) of the total dollar amount paid to obtain supplies or goods from a supply broker who is a qualified M/WBE.
- d. One hundred percent (100%) of the total dollar amount paid to a manufacturer of construction supplies who is a qualified M/WBE.

**NO CREDIT**, however, will be given for the following:

- a. The dollar amount paid to an M/WBE that does not perform a Commercially Useful Function; and
- b. The dollar amount that a M/WBE subcontracts to any contractor not a qualified M/WBE; and
- c. Materials and supplies used on the project unless the M/WBE is responsible for negotiating the price, determining quality and quantity, ordering the materials and installing (where applicable) and paying for material itself; and
- d. Work performed by an M/WBE in a scope of work other than that in which the M/WBE is certified.

6. Methods for Securing Participation of M/WBEs and Good Faith Efforts:

In the event the Bidder does not meet M/WBE goals, the efforts taken by the Bidder will be evaluated to determine whether Good Faith Efforts were made to secure participation. Good Faith Efforts are efforts that, given all relevant circumstances, the Bidder actively and aggressively demonstrates in attempting to meet the M/WBE goals.

In evaluating Good Faith Efforts, Port KC will consider whether the Bidder has performed, or caused to be performed, the following, along with any other relevant factors:

- a. Advertisement. Advertised opportunities to participate in the contract in general circulation media, trade and professional association publications, small and minority business media, or publications of minority and women's business organizations at least fifteen (15) calendar days prior to any Bid or Bid due date.
- b. Notice. Provided notice to minority and women's business organizations of specific opportunities to participate in the project at least fifteen (15) calendar days prior to any Bid or Bid due date.

- c. Direct Contact.
  - i. Sent written notices, by certified mail, e-mail or facsimile, to not less than eighty percent (80%) of the M/WBE' s listed in the Certified Directory maintained by the City of Kansas City, Missouri' s Civil Rights & Equal Opportunity Department at least fifteen (15) calendar days prior to any bid or Bid due date.
  - ii. Attempted to identify portions of the work for qualified M/WBE participation in order to increase the likelihood of meeting the goals, including breaking down the scope(s) of work into economically feasible units where reasonably practical.
- d. Contact with Port KC. Requested assistance in achieving the M/WBE goals from the President and acted on the President' s recommendations, if any.
- e. Conference. Conferred with qualified M/WBEs and explained the scope and requirements of the work for which their bids or Bids were solicited.
- f. Negotiations. Attempted to negotiate in good faith with qualified M/WBEs to perform specific scopes of the project, not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities.

Written notices and advertisements to be provided pursuant to (a)- (c) above shall include the following information:

- The bid or Bid due date;
- The name of the project;
- The address or general location of the project;
- The location of plans and specifications for viewing;
- Contact information for the Bidder;
- A general description of the scopes of work that are the subject of the solicitation;
- The date and time of any pre-bid meeting(s), if any, which have been scheduled; and
- Any other information deemed relevant by the Bidder.

7. Access to Documents and Records:

The Bidder will permit Port KC' s duly authorized agents or employees access at all reasonable times to the applicable books and business records of the Bidder as may be necessary for the limited purposes of ascertaining compliance with these requirements. The Bidder will require its subcontractors to likewise make its applicable books and records available to the same extent as is applicable to the Bidder.

8. Remedies; Liquidated Damages:

If the Bidder fails to achieve the M/WBE goals as ultimately established in the Contractor Utilization Plan/Request for Waiver approved by Port KC, Port KC will sustain damages, the

exact extent of which would be difficult or impossible to ascertain. Therefore, in order to liquidate those damages, thirty percent (30%) of the monetary difference between the amount of the M/WBE goals as ultimately established in the Contractor Utilization Plan/Request for Waiver and the amount actually paid to qualified MBEs and WBEs for performing a commercially useful function will be due from the Bidder as liquidated damages. In the event that Port KC is entitled to liquidated damages, Port KC shall be entitled to collect the same in any manner authorized by the provisions of the Contract.

Liquidated damages are separately calculated, e.g., excess MBE participation will not offset any shortfall in WBE participation, and vice versa.

In the event the Bidder fails to submit its M/WBE Monthly Utilization Reports as required by this policy for one or more given months, Port KC shall be entitled to assume that there were no amounts paid to qualified MBEs and WBEs during said months. In the event Developer has failed without good cause to submit the Affidavit(s) of Final Payment as required by this policy for one or more M/WBEs listed on an M/WBE Monthly Utilization Reports, Port KC shall be entitled to assume that there were no amounts paid to such MBEs and WBEs.

Liquidated damages will not be imposed when, for reasons beyond the control of the Bidder, the M/WBE goals as ultimately established in the Contractor Utilization Plan/Request for Waiver are not met and the Bidder otherwise establishes its Good Faith Efforts.

## **CONSTRUCTION WORKFORCE**

Contracts shall be subject to the following goals, unless otherwise waived, in whole or in part, pursuant to this policy:

**Minorities - 10%**  
**Women - 2%**

The goals are expressed as a percentage of the total Construction Labor Hours performed by minorities and women. Although it is not a requirement that the Bidder meet or exceed the goals, the Bidder is required to objectively demonstrate to Port KC that good faith efforts have been made. This policy shall not be construed as requiring or encouraging that employment decisions be made, or that the terms and conditions of employment otherwise be altered, based upon race or gender.

### 1. Definitions:

Construction Labor Hour: A sixty-minute period of time devoted by a worker in constructing, reconstructing, improving, enlarging or altering any permanent building or structure.

Good Faith Waiver: A waiver that is granted by Port KC based upon a showing by the Bidder that despite undertaking in good faith the actions outlined in this policy, the Bidder was unable to achieve the goals.

Minority: A person who is a citizen or lawful permanent resident of the United States and who is:

- a. African American, a person whose origins are in any of the black racial groups of Africa, and who has historically and consistently identified himself or herself as being such a person;
- b. Hispanic American and/or Latino American, a person whose origins are in Mexico, Central or South America, or any of the Spanish speaking islands of the Caribbean, (for example Cuba and Puerto Rico) regardless of race, and who has historically and consistently identified himself or herself as being such a person;
- c. Asian and/or Pacific Islander American, a person whose origins are in any of the original peoples of the Far East, Southeast Asia, the islands of the Pacific or the Northern Marianas, or the Indian Subcontinent, and who has historically and consistently identified himself or herself as being such a person; or
- d. Native American, a person having origins in any of the original peoples of North America, and who maintains tribal affiliation or demonstrates at least one-quarter descent from such groups, and who has historically and consistently identified himself or herself as being such a person.

Woman: A person who is a citizen or lawful permanent resident of the United States and who is a female.

2. Required Monthly Submissions: Bidders must electronically submit the following document to [compliance@portkc.com](mailto:compliance@portkc.com) by the last calendar day of each calendar month until such time as the construction of the project has been fully completed.

**Project Workforce Monthly Utilization Report**: Two copies of this report must be submitted to the Port KC each month. The first copy will be utilized to report Bidder's workforce compliance data with regard to the project. The second copy will be utilized to report consolidated workforce compliance data for every subcontractor retained by Bidder on the project.

3. Methods for Securing Participation and Good Faith Efforts: The Bidder is required to make good faith efforts to achieve the goals. If Bidder will be unable to secure enough minority and female participation to meet or exceed the goals, the Bidder must, within a reasonable time after so learning, request a waiver or modification of the goals by Port KC. Port KC will examine the request and the documentation of good faith efforts and grant or deny a Good Faith Waiver, in whole or in part. Port KC will grant a waiver only if the Bidder shows a good

faith effort has been made to secure minority and female participation in the construction of the project.

In evaluating good faith efforts, Port KC will consider whether Bidder has performed, or caused to be performed, the following, along with any other relevant factors:

- a. For those Bidders that are not signatory to a collective bargaining agreement with organized labor:
  1. Requested in writing the assistance of Port KC with respect to efforts to promote the utilization of minorities and women in the workforce and acted upon Port KC's recommendations;
  2. Advertised in minority or women trade association newsletters and/or minority or women owned media at least 15 calendar days prior to the utilization of any construction services and used terminology that sufficiently describes the work available, the pay scale, the application process, and anything else that one might reasonably be expected to be informed of relevant to the position being advertised;
  3. Maintained copies of each advertisement and a log identifying the publication and date of publication;
  4. Conducted real and substantial recruitment efforts, both oral and written, targeting resident, minority and women community-based organizations, schools with a significant minority student population, and training organizations serving the recruitment area;
  5. Established and maintained a current list of residents, minority and women recruitment sources, providing written notification to the recruitment sources of available employment opportunities, and maintained records of the notices submitted to the organizations and any responses thereto;
  6. Maintained a current file for the time period of the project with the name, address, and telephone number of each resident, minority and woman job applicant, the source of the referral, whether or not the person was hired, and in the event that the applicant was not hired, the reason there fore;
  7. Promoted the retention of minorities and women in its workforce with the goals of achieving sufficient annual hours for minorities and women to qualify for applicable benefits; and
  8. Required by written contract that Bidder's subcontractors comply with the above efforts.

b. For those Bidders that are signatory to collective bargaining agreements with organized labor:

1. Requested in writing from each labor union representing crafts to be employed in the construction of the project that: (i) the labor union make efforts to promote the utilization of residents of the city, minorities and women in the workforce; and (ii) the labor union identifies any residents of the city, minorities and women in its membership eligible for employment;
2. Collaborated with labor unions in promoting mentoring programs for journeypersons intended to assist minorities and women in increasing retention with the goal of achieving sufficient annual hours to qualify for applicable benefits;
3. Maintained a current file with the name, address, and telephone number of each resident, minority and woman worker identified by the labor union, whether or not the person was hired, and in the event the person was not hired, the reason(s) therefore; and
4. Required by written contract that that Bidder's subcontractors comply with the above efforts.

To the extent that the good-faith effort requirements set forth in this section are in conflict with the procedures implemented pursuant to a competitive bargaining agreement, such other procedures, as may be approved by Port KC in writing, may be substituted in order to accomplish the purpose and intent of this section.

4. Access to Documents and Records: The Bidder shall permit Port KC's duly authorized agents or employees access at all reasonable times to the applicable books and business records of the Bidder as may be necessary for the limited purposes of ascertaining compliance with the requirements of this policy. The Bidder shall require its subcontractors to likewise make its applicable books and records available to the same extent as is applicable to Bidder.
5. Remedies; Liquidated Damages: The Bidder shall be liable for compliance with the Construction Workforce Program. If the Bidder fails to achieve the goals and the same have not otherwise been waived or modified, Port KC will sustain damages, the exact extent of which would be difficult or impossible to ascertain. Therefore, in order to liquidate those damages, Port KC shall be entitled to collect the sum of three thousand dollars (\$3,000) for each calendar year during which construction on the project shall have occurred. In the event that Port KC is entitled to liquidated damages, Port KC shall be entitled to collect the same in any manner authorized by the provisions of the Contract.

Liquidated damages will not be imposed when, for reasons beyond the control of the Bidder, the goals are not met and the Bidder otherwise establishes Good Faith Efforts.

**EXHIBIT A- SITE PLANS**

# GOVERNOR MICHAEL L. PARSON PORT TERMINAL

KANSAS CITY, MISSOURI

## PHASE II IMPROVEMENTS

### GENERAL NOTES

1. CONSTRUCTION COVERED BY THESE PLANS SHALL CONFORM ALL APPLICABLE CODES AND STANDARDS AND SPECIFICATIONS OF THE PUBLIC WORKS DEPARTMENT OF THE CITY OF KANSAS CITY, MISSOURI, IN CURRENT USAGE. ALL STANDARDS NOT COVERED BY THE STANDARDS. SHALL BE COVERED BY DIVISION II OF THE KANSAS CITY METROPOLITAN CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA) SPECIFICATIONS FOR CONSTRUCTION MATERIALS, LATEST EDITION, UNLESS NOTED OTHERWISE.
2. PROJECT COMPONENTS SHALL BE COMPLETE TO THE SATISFACTION OF THE PORT KC. THE CONTRACTOR SHALL FURNISH, INSTALL, OR CONSTRUCT ALL MATERIALS NECESSARY FOR THE SATISFACTORY OPERATION OF THE INTENDED PURPOSE WHETHER SPECIFICALLY MENTIONED OR NOT.
3. THE EXISTING AND PROPOSED UTILITY LOCATIONS SHOWN ON THESE PLANS ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. UTILITY INFORMATION IS NOT MEANT TO BE ALL INCLUSIVE. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION TO PROVIDE NON-INTERRUPTION OF SERVICE, TO ENSURE PROPER CLEARANCES AND TO AVOID DAMAGE THERETO. UTILITIES DAMAGED THROUGH THE NEGLIGENCE OF THE CONTRACTOR TO OBTAIN THE LOCATION OF THE UTILITY SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.
4. ANY PERSON OR FIRM DOING EXCAVATION ON THIS PROJECT SHALL DO SO ONLY AFTER GIVING NOTICE TO AND OBTAINING INFORMATION FROM UTILITY COMPANIES. STATE LAW REQUIRES 48 HOURS ADVANCE THE NAMES AND TELEPHONE NUMBERS OF KNOWN UTILITY COMPANIES, EVEN IF ONLY REMOTELY INVOLVED WITH THIS PROJECT ARE LISTED UNDER "UTILITY COMPANIES" ON THIS SHEET.
5. THE CONTRACTOR SHALL UTILIZE THE FOLLOWING TOLL-FREE NUMBER PROVIDED BY THE "MISSOURI ONE CALL SYSTEM, INC." 1-800-DIG-RITE (1-800-344-7483). STATE LAW REQUIRES TWO (2) WORKING DAYS NOTICE PRIOR TO EXCAVATION WORK.
6. THE CONTRACTOR SHALL PROVIDE FOR CONTROL OF SURFACE EROSION AND SEDIMENT DEPOSITION DURING ALL PHASES OF CONSTRUCTION AND UNTIL THE OWNER ACCEPTS THE WORK AS COMPLETE. THE CONTRACTOR SHALL SILT BARRIER, STRAW BALES OR OTHER MEANS TO PREVENT SEDIMENT FROM REACHING STREAMS OR ADJACENT PROPERTY. IN THE EVENT THE PREVENTION MEASURES ARE NOT EFFECTIVE, THE CONTRACTOR SHALL REMOVE ANY DEBRIS AND SEDIMENT AND RESTORE THE RIGHT-OF-WAY AND ADJACENT PROPERTY TO ORIGINAL OR BETTER CONDITION.
7. SUBGRADE AND BACKFILL SHALL BE PREPARED ACCORDING TO APPLICABLE CITY STANDARDS. ALL BACKFILL SHALL BE PROPERLY COMPACTED.
8. THE SITE PLAN IS BASED ON A SURVEY BY TALIAFARO & BROWN INC., KANSAS CITY, MISSOURI, DATED NOVEMBER 2001. CONDITIONS AT THE SITE AT THE TIME OF CONSTRUCTION MAY VARY FROM THE CONDITIONS SURVEYED. CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS PRIOR TO BEGINNING WORK. NEITHER THE OWNER NOR THE ENGINEER WILL BE RESPONSIBLE FOR THE COMPLETENESS OR ACCURACY OF THE DATA AND NO EXPRESSED OR IMPLIED GUARANTEE IS GIVEN OF THE INTERPRETATION THEREOF.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR DE-WATERING CONSTRUCTION AREAS IN ORDER TO PERMIT CONTINUATION OF THE WORK. ANY WATER ACCUMULATION SHALL BE REMOVED BY PUMPING.
10. CONTRACTOR SHALL, BY THEIR OWN INVESTIGATION, AND PRIOR TO COMMENCING WORK, SATISFY THEMSELVES AS TO THE SURFACE AND SUB-SURFACE CONDITIONS TO BE ENCOUNTERED.
11. CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION OF EXISTING FEATURES WITHIN THE PROJECT LIMITS, INCLUDING, BUT NOT LIMITED TO DRIVEWAYS, PAVEMENTS, ETC., UNLESS OTHERWISE INDICATED ON THE PLANS. COORDINATE ALL DEMOLITION ACTIVITIES WITH THE OWNER.
12. CONTRACTOR SHALL PERFORM THE NECESSARY CLEARING AND GRUBBING AND DEMOLITION TO THE PROPOSED CONSTRUCTION SITE.
13. CONTRACTOR SHALL PROVIDE A SUBGRADE FREE OF SOFT AREAS AND SUITABLE FOR PAVING, EVEN IF THIS REQUIRES SUBGRADE PREPARATION TO A DEPTH GREATER THAN THAT SHOWN ON THE TYPICAL PAVEMENT SECTIONS.
14. WHERE NEW IMPROVEMENTS ABUT EXISTING IMPROVEMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MATCHING THE ELEVATIONS OF THE EXISTING IMPROVEMENTS.
15. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE OWNER (PORT KC) AND PORT PERSONNEL (TRANSPORT 360). CONTRACTORS SHALL TAKE MEASURES NECESSARY TO PROTECT EXISTING IMPROVEMENTS ON ADJACENT PROPERTIES AND ADJACENT TO THE WORK ACTIVITIES. CONTRACTOR SHALL DOCUMENT THE CONDITION OF EXISTING IMPROVEMENTS ON ADJACENT PROPERTIES AROUND THE PERIMETER OF THE SITE AND WITHIN THE WORK AREA PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO EXISTING IMPROVEMENTS RESULTING FROM CONSTRUCTION ACTIVITIES UNDER THE CONTRACTOR'S CONTROL.
16. CONCRETE PAVEMENT JOINTS SHALL BE CONSTRUCTED AS FOLLOWS:
  - a. LONGITUDINAL CONSTRUCTION JOINTS SPACED AT INTERVALS NOT GREATER THAN 28 FEET AND OF THE KEYED TYPE.
  - b. LONGITUDINAL CONTRACTION JOINTS SPACED AT INTERVALS NOT GREATER THAN 15 FEET AND SAWED TO 1/3 OF THE SLAB THICKNESS.
  - c. TRANSVERSE CONSTRUCTION JOINTS AT THE END OF EACH POUR AND WHEN PAVING OPERATIONS ARE SUSPENDED FOR 30 MINUTES OR MORE AND OF THE KEYED TYPE.
  - d. TRANSVERSE CONTRACTION JOINTS SPACED AT INTERVALS NOT GREATER THAN 15 FEET AND SAWED TO 1/3 OF THE SLAB THICKNESS.
  - e. ISOLATION JOINTS PLACED WHERE THE PAVEMENT ABUTS FIXED STRUCTURES, CONSTRUCTED WITH A 3/4" NON-EXTRUDING FILLER, CLOSED-CELL FOAM RUBBER OR A BITUMEN-TREATED FIBER BOARD, AND WITH A THICKEND EDGE, INCREASED BY 33 PERCENT, TAPERED TO THE REGULAR THICKNESS IN 5 FEET, MINIMUM.
  - f. ALL JOINTS SHALL BE FILLED AND SEALED WITH A SEMI-RIGID JOINT SEALER.



### LOCATION MAP

NOT TO SCALE

### SHEET INDEX

SHT 1 - G001	TITLE SHEET
SHT 2 - S002	SURVEY CONTROL & QUANTITIES
SHT 3 - S101	SITE PLAN OVERVIEW
SHT 4 - S102	DOCK PAD PLAN
SHT 5 - S103	UTILITY SITE PLAN
SHT 6 - 9, SP001-004	STRUCTURAL PAD PLAN & DETAILS
SHT 10 - SP105	STRUCTURAL PAD FOUNDATION
SHT 11 - 18, EC001 - 008	EROSION CONTROL DETAILS

### PROJECT CONTACTS

MAITLAND MEHLHAFF  
PORT KC  
816-559-3743  
mmehlhaff@portkc.com

DOUG PRATT  
SCOTWOOD INDUSTRIES  
dpratt@scotwoodindustries.com

AARON KHOURI  
TRANSPORT 360  
901-409-3962  
aaronkhouri@transport360.org

AMAR CHEMA  
EVERGY  
816-289-5610  
amarpreet.cheema@evergy.com

CHAD BANKA  
GFT  
913-636-5701  
ccbanka@gftinc.com



2400 PERSHING RD  
SUITE 400  
KANSAS CITY, MO 64108  
PHONE: 816-329-8600  
WWW.TRANSYSTEMS.COM



CONSULTANTS:



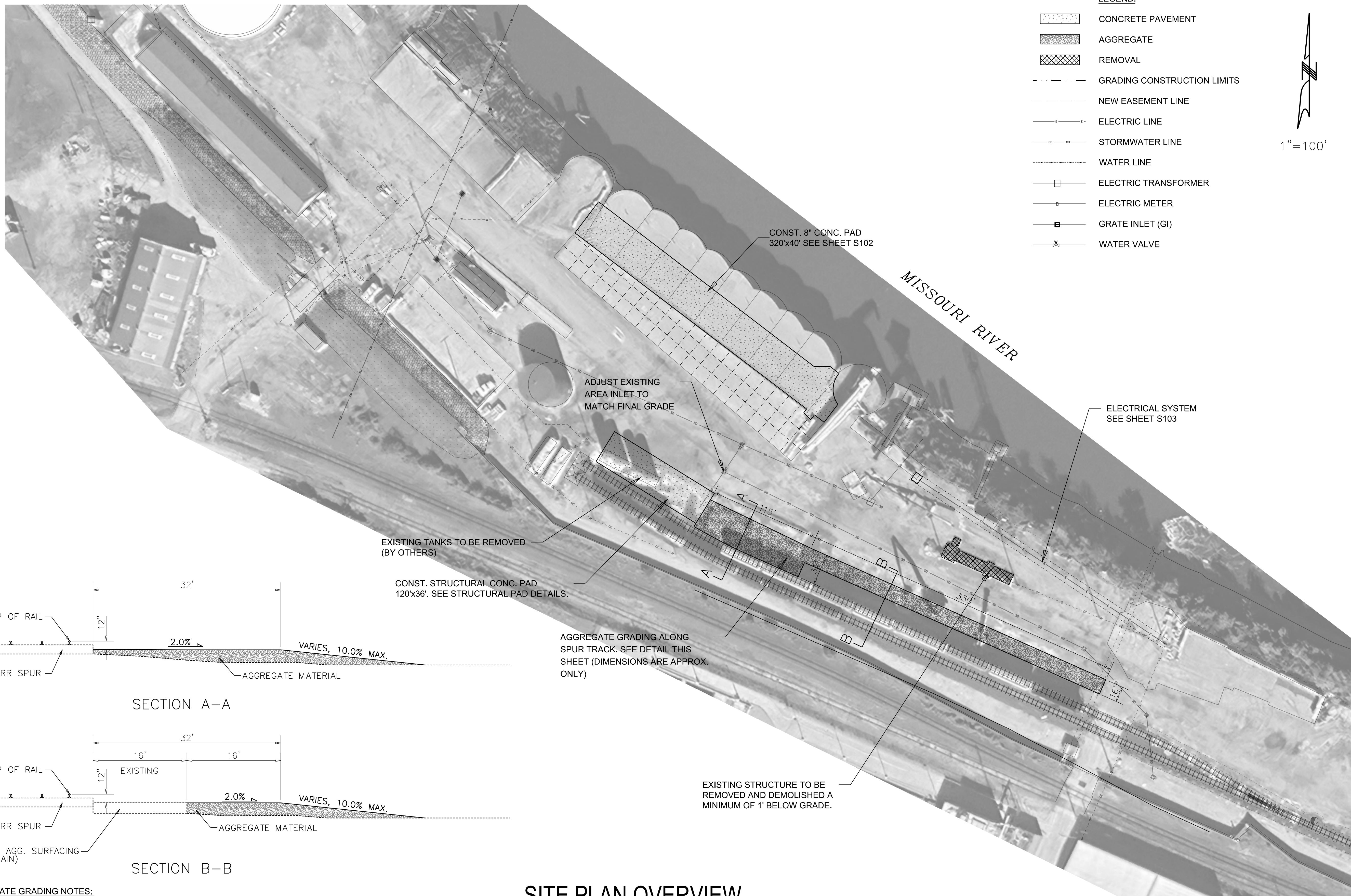
REVISIONS:	DESCRIPTION	DATE	MARK

PROJ NO:  
SCALE:  
DATE:  
DESIGNED BY:  
DRAWN BY:  
CHECKED BY:

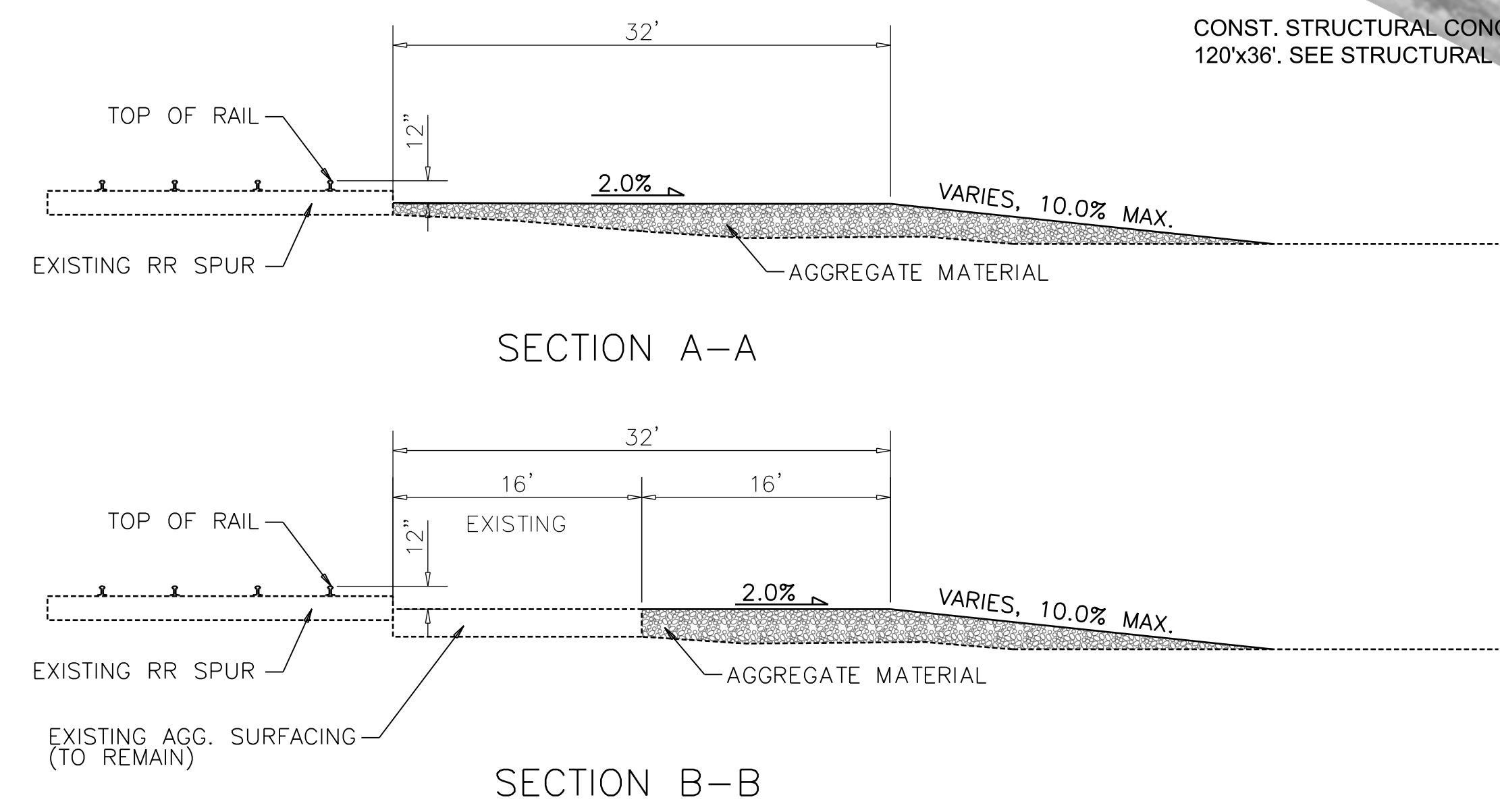
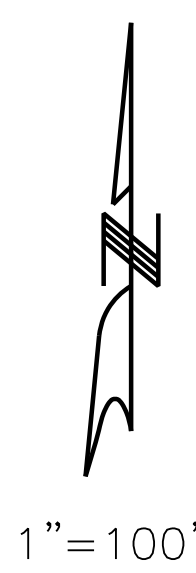
SHEET TITLE:  
**TITLE SHEET**

SHEET NO.  
**G001**





- LEGEND:**
- CONCRETE PAVEMENT
  - AGGREGATE
  - REMOVAL
  - GRADING CONSTRUCTION LIMITS
  - NEW EASEMENT LINE
  - ELECTRIC LINE
  - STORMWATER LINE
  - WATER LINE
  - ELECTRIC TRANSFORMER
  - ELECTRIC METER
  - GRATE INLET (GI)
  - WATER VALVE



- AGGREGATE GRADING NOTES:**
1. AREA NEAR SPUR TRACK MAY BE CRUSHED MATERIAL WITH FINES LEVEL AND COMPACTED TO 12" BELOW TOP OF RAIL.
  2. AGGREGATE MATERIAL MAY BE SIMILAR TO EXISTING, SUCH AS CRUSH CONCRETE.
  3. EXISTING PAVEMENT(S) SHALL BE REMOVED
  4. ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK SHALL BE SUBSIDIARY TO THE BID ITEM "AGGREGATE" OR OTHER ITEMS OF THE CONTRACT.
  5. DIMENSIONS AND QUANTITIES PROVIDED ARE ESTIMATED.

## SITE PLAN OVERVIEW

**GFT**  
 2400 PERSHING RD  
 SUITE 400  
 KANSAS CITY, MO 64108  
 PHONE: 816-329-8600  
 WWW.TRANSYSTEMS.COM

STATE OF MISSOURI  
 CHAD C. BANKA  
 LICENSE NUMBER  
 PE-202203481  
 03/29/2024  
 PROFESSIONAL ENGINEER

CONSULTANTS:

**portkc**

REVISIONS:	DATE	DESCRIPTION

PROJ NO:  
 SCALE:  
 DATE:  
 DESIGNED BY:  
 DRAWN BY:  
 CHECKED BY:

SHEET TITLE:  
 SITE PLAN OVERVIEW

SHEET NO.  
 S101  
 SHEET OF 18







STRUCTURAL TESTS AND SPECIAL INSPECTIONS TABLES <sup>(16)</sup>					
TYPE	CONTINUOUS (15)	PERIODIC (15)	REFERENCED STANDARD	IBC REFERENCE	COMMENTS
<b>A. CONCRETE CONSTRUCTION</b>					
1. INSPECT REINFORCEMENT AND VERIFY PLACEMENT.		X	ACI 318: Ch. 20, 25.2, 25.3, 26.6.1-26.6.3	1908.4	
2. REINFORCING BAR WELDING:					
A. VERIFY WELDABILITY OF REINFORCING BARS OTHER THAN ASTM A706;		X	AWS D1.4;		NOTE 19
B. INSPECT SINGLE-PASS FILLET WELDS, MAXIMUM 5/16";		X	ACI 318: 26.6.4		
C. INSPECT ALL OTHER WELDS.	X				
3. INSPECT ANCHORS CAST IN CONCRETE.			ACI 318: 17.8.2		
4. INSPECT ANCHORS POST-INSTALLED IN HARDENED CONCRETE MEMBERS.		X			NOTE 22
A. ADHESIVE ANCHORS INSTALLED IN HORIZONTALLY OR UPWARDLY INCLINED ORIENTATIONS TO RESIST SUSTAINED TENSION LOADS.	X		ACI 318: 17.8.2.4		
B. MECHANICAL ANCHORS AND ADHESIVE ANCHORS NOT DEFINED IN 4.A.		X	ACI 318: 17.8.2		
5. VERIFY USE OF REQUIRED DESIGN MIX.		X	ACI 318: CH. 19, 26.4.3, 26.4.4	1904.1, 1904.2, 1908.2, 1908.3	
6. PRIOR TO CONCRETE PLACEMENT, FABRICATE SPECIMENS FOR STRENGTH TESTS, PERFORM SLUMP AND AIR CONTENT TESTS, AND DETERMINE THE TEMPERATURE OF THE CONCRETE.	X		ASTM C172 ASTM C31 ACI 318: 26.4, 26.12	1908.10	
7. VERIFY MAINTENANCE OF SPECIFIED CURING TEMPERATURE AND TECHNIQUES.		X	ACI 318: 26.5.3-26.5.5	1908.9	
8. INSPECT FORMWORK FOR SHAPE, LOCATION AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED.		X	ACI 318: 26.11.1.2(b)		
<b>B. SOILS</b>					
1. VERIFY MATERIALS BELOW SHALLOW FOUNDATION ARE ADEQUATE TO ACHIEVE THE DESIGN BEARING CAPACITY		X			
2. VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL.		X			
3. PERFORM CLASSIFICATION AND TESTING OF COMPACTED FILL MATERIALS.		X			
4. VERIFY USE OF PROPER MATERIALS, DENSITIES AND LIFT THICKNESSES DURING PLACEMENT AND COMPACTION OF COMPACTED FILL.	X				
5. PRIOR TO PLACEMENT OF COMPACTED FILL, OBSERVE SUBGRADE AND VERIFY THAT SITE HAS BEEN PREPARED PROPERLY.		X			
6. VERIFY FINISHED GRADE REQUIREMENTS		X			

**STRUCTURAL TESTS AND SPECIAL INSPECTIONS:**

THE GENERAL CONTRACTOR SHALL MAINTAIN A QUALITY CONTROL PROGRAM SEPARATE FROM THE SPECIAL INSPECTION PROGRAM PROVIDED BY THE OWNER. THE OWNER OR THE OWNER'S AUTHORIZED AGENT, OTHER THAN THE CONTRACTOR, SHALL EMPLOY ONE OR MORE APPROVED AGENCIES TO PROVIDE SPECIAL INSPECTIONS AND TESTS DURING CONSTRUCTION. THE CONTRACTOR/ SUBCONTRACTOR(S) SHALL NOT USE THE OWNER'S SPECIAL INSPECTIONS FOR A SUBSTITUTE FOR HIS QUALITY CONTROL. THE CONTRACTOR/SUBCONTRACTOR(S) SHALL DESIGNATE A QUALITY CONTROL REPRESENTATIVE FOR EACH AREA LISTED UNDER SPECIAL INSPECTIONS. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUBCONTRACTOR(S) PROVIDING QUALITY CONTROL AND SHALL BE RESPONSIBLE FOR THE ENTIRE QUALITY CONTROL PROGRAM.

- GENERAL QUALIFICATIONS OF INSPECTORS AND TESTING AGENCIES:
  - THE TESTING AGENCIES ARE REQUIRED TO SUBMIT EVIDENCE OF QUALIFICATIONS TO PERFORM THE SPECIFIED TESTS.
  - THE INSPECTORS MUST SHOW EVIDENCE OF QUALIFIED PROFESSIONAL STAFF EMPLOYED TO MAKE INSPECTIONS.
  - LABORATORY TESTING FACILITIES MUST BE ACCREDITED BY A NATIONALLY-RECOGNIZED AGENCY SUCH AS THE AMERICAN ASSOCIATION FOR LABORATORY ACCREDITATION (AALA), THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY (NIST); NATIONAL VOLUNTARY LABORATORY ACCREDITATION PROGRAM (NAVLAP), OR THE WASHINGTON AREA COUNCIL ENGINEERING LABORATORIES (WACEL).
- THE SPECIAL INSPECTOR(S) SHALL REVIEW THE PROJECT PLANS, SPECIFICATIONS, AND CONSTRUCTION SCHEDULE TO BECOME FAMILIAR WITH THE SCOPE OF THE INSPECTION AND TESTING SERVICES REQUIRED.
- THE SPECIAL INSPECTOR(S) TO KEEP RECORDS OF INSPECTIONS.
- THE SPECIAL INSPECTOR(S) TO FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL AND THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE. REPORTS SHALL INDICATE THAT WORK INSPECTED WAS DONE IN CONFORMANCE TO THE APPROVED CONSTRUCTION DOCUMENTS.
- INSPECTION OF WORK SHALL INCLUDE: VERIFICATION OF DIMENSIONS, DIMENSIONAL TOLERANCE, LOCATION AND NUMBER OF ITEMS SUPPLIED; VERIFICATION OF PROPER CARE OR CONSTRUCTION MATERIALS DURING PERIODS OF DELETERIOUS WEATHER CONDITIONS; AND VERIFICATIONS OF PROPER CONSTRUCTION IN TERMS OF MATERIALS, LOCATION, DIMENSIONAL TOLERANCE, AND CONSTRUCTION DETAILS.
- THE SPECIAL INSPECTOR(S) TO BRING DISCREPANCIES TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION. IF DISCREPANCIES ARE NOT CORRECTED, THE SPECIAL INSPECTOR(S) SHALL BRING DISCREPANCIES TO THE ATTENTION OF THE BUILDING OFFICIAL AND THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE PRIOR TO COMPLETION OF THAT PHASE OF WORK.
- THE SPECIAL INSPECTOR(S) TO PERIODICALLY SUBMIT A REPORT OF INSPECTIONS DOCUMENTING REQUIRED INSPECTIONS AND METHOD OF CORRECTION ACTION OF ALL DISCREPANCIES NOTED IN THE INSPECTIONS AT A FREQUENCY DETERMINED BY THE BUILDING OFFICIAL.
- THE SPECIAL INSPECTOR(S) TO VERIFY THAT EACH FABRICATOR MAINTAINS DETAILED FABRICATION AND QUALITY CONTROL PROCEDURES THAT PROVIDE A BASIS FOR INSPECTION, CONTROL OF WORKMANSHIP AND THE FABRICATOR'S ABILITY TO CONFORM TO APPROVED CONSTRUCTION DOCUMENTS AND REFERENCED STANDARDS. THE SPECIAL INSPECTOR(S) SHALL REVIEW THE PROCEDURES FOR COMPLETENESS AND ADEQUACY RELATIVE TO THE CODE REQUIREMENTS FOR FABRICATOR'S SCOPE OF WORK. SPECIAL INSPECTIONS ARE NOT REQUIRED WHERE THE FABRICATOR IS APPROVED AS DESCRIBED BELOW.

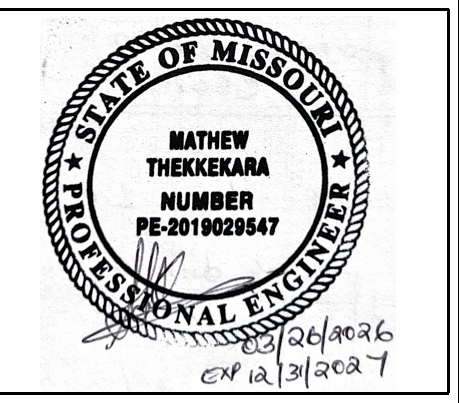
**STRUCTURAL TESTS AND SPECIAL INSPECTIONS CONT.:**

- THE SPECIAL INSPECTION OF FABRICATORS ARE NOT REQUIRED WHERE THE WORK IS DONE ON THE PREMISES OF A FABRICATOR REGISTERED AND APPROVED TO PERFORM SUCH WORK WITHOUT SPECIAL INSPECTION PER IBC SECTION 1704.2.5. APPROVAL SHALL BE BASED UPON REVIEW OF THE FABRICATOR'S WRITTEN PROCEDURAL AND QUALITY CONTROL MANUALS AND PERIODIC AUDITING OF FABRICATION PRACTICES BY AN APPROVED SPECIAL INSPECTION AGENCY. AT COMPLETION OF FABRICATION, THE APPROVED FABRICATOR SHALL SUBMIT A CERTIFICATE OF COMPLETION WITH THE APPROVED CONSTRUCTION DOCUMENTS.
- THE CONTRACTOR SHALL PROVIDE ACCESS TO THE WORK BEING INSPECTED TO THE SPECIAL INSPECTOR AND SHALL PROVIDE ONE DAY BUSINESS NOTICE, MINIMUM, OF THE INTENTION OF ANY WORK REQUIRED TO HAVE SPECIAL INSPECTIONS. REGARDLESS OF NOTICE PROVIDED TO THE SPECIAL INSPECTOR, ALL WORK PERFORMED WITHOUT REQUIRED SPECIAL INSPECTION WILL BE SUBJECT TO REMOVAL AT THE DISCRETION OF THE ARCHITECT, DESIGN ENGINEER, OR BUILDING OFFICIAL AT NO COST TO THE OWNER.
- ANY REWORK REQUIRED DUE TO NON-CONFORMANCE WITH THE CONSTRUCTION DOCUMENTS SHALL BE PERFORMED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ANY REWORK REQUIRED BY THE CONTRACTOR DUE TO NON-CONFORMANCE WITH THE CONSTRUCTION DOCUMENTS SHALL BE NOTED AND TIME KEPT SEPARATE BY THE SPECIAL INSPECTOR(S). ANY FURTHER INSPECTION(S) AND TESTING THAT ARE REQUIRED DUE TO NON-CONFORMING WORK SHALL BE PAID BY THE CONTRACTOR.
- SPECIAL INSPECTOR(S) AND REPRESENTATIVES OF THE TESTING AGENCIES ARE NOT AUTHORIZED TO ALTER ANY REQUIREMENTS OF THE CONTRACT DOCUMENTS NOR APPROVE OR ACCEPT ANY PORTION OF THE WORK.
- STRUCTURAL WORK REQUIRING SPECIAL INSPECTION AND STRUCTURAL TESTINGS SHALL BE AS LISTED UNDER "STRUCTURAL TESTS AND SPECIAL INSPECTION TABLES" AS A MINIMUM.
- THE ITEMS CHECKED WITH "X" SHALL BE INSPECTED IN ACCORDANCE WITH IBC CHAPTER 17 BY A CERTIFIED SPECIAL INSPECTOR FROM AN ESTABLISHED TESTING AGENCY. FOR MATERIAL SAMPLING AND TESTING REQUIREMENTS, REFER TO THE PROJECT SPECIFICATIONS AND SPECIFIC GENERAL NOTES SECTIONS. THE TESTING AGENCY SHALL SEND COPIES OF ALL STRUCTURAL TESTING AND INSPECTION REPORTS DIRECTLY TO THE ARCHITECT, STRUCTURAL ENGINEER, CONTRACTOR AND BUILDING OFFICIAL. ANY MATERIAL THAT FAILS TO MEET THE PROJECT SPECIFICATIONS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ARCHITECT. SPECIAL INSPECTION TESTING REQUIREMENTS APPLY EQUALLY TO ALL BIDDER DESIGNED COMPONENTS.
- CONTINUOUS SPECIAL INSPECTION MEANS THAT THE SPECIAL INSPECTOR IS ON THE SITE AT ALL TIMES OBSERVING THE WORK REQUIRING SPECIAL INSPECTION (IBC CHAPTER 2). PERIODIC SPECIAL INSPECTION MEANS THAT THE SPECIAL INSPECTOR IS ON SITE AT TIME INTERVALS NECESSARY TO CONFIRM THAT ALL WORK REQUIRING SPECIAL INSPECTION IS IN COMPLIANCE.
- THE STEEL FRAME SHALL BE INSPECTED TO VERIFY COMPLIANCE WITH THE DETAILS SHOWN ON THE APPROVED CONSTRUCTION DOCUMENTS, SUCH AS BRACING, STIFFENING, MEMBER LOCATIONS AND PROPER APPLICATION OF JOINT DETAILS AT EACH CONNECTION.
- CONTINUOUS INSPECTION IS REQUIRED FOR WELDING OF REINFORCING THAT RESISTS FLEXURAL AND AXIAL FORCES IN INTERMEDIATE AND SPECIAL MOMENT FRAMES, REINFORCING IN BOUNDARY ELEMENTS OF SPECIAL REINFORCED CONCRETE SHEAR WALLS AND SHEAR REINFORCEMENT. PERIODIC INSPECTION MAY BE USED FOR OTHER WELDED REINFORCING.

PLAN LEGEND		
SYMBOL	DESCRIPTION	REMARKS
	SECTION CUT SHOWN ON PLANS	X=SECTION NUMBER Y=SHEET REFERENCE
	DETAIL CALLOUT SHOWN ON PLANS	X=DETAIL NUMBER Y=SHEET REFERENCE
	ELEVATION CALLOUT SHOWN ON PLANS	X=ELEVATION NUMBER Y=SHEET REFERENCE

ABBREVIATIONS			
A.B.C.	AGGREGATE BASE COURSE	I.F.W.	INSIDE FACE OF WALL
A/C	AIR CONDITIONER	HORIZ	HORIZONTAL
A.F.F.	ABOVE FINISHED FLOOR	K(KIP)	1000 POUNDS
ALT.	ALTERNATE	L.L.	LIVE LOAD
A.B.	ANCHOR BOLT	LBS (#)	POUNDS
@	AT (MEASUREMENT)	LLH	LONG LEG HORIZONTAL
BM	BEAM	LLV	LONG LEG VERTICAL
B.F.F.	BELOW FINISHED FLOOR	LDH	LONG DIMENSION HORIZONTAL
B.O.B.	BOTTOM OF BEAM	LDV	LONG DIMENSION VERTICAL
B.O.D.	BOTTOM OF DECK	MFR('S)	MANUFACTURER(S)
B.O.F.	BOTTOM OF FOOTING	MAS C.J.	MASONRY CONTROL JOINT
BRG	BEARING	MECH'L	MECHANICAL
C.I.P.	CAST IN PLACE	N/A	NOT APPLICABLE
CL	CENTERLINE	N.T.S.	NOT TO SCALE
C.L.B.	CENTERLINE OF BEAM	O.C.	ON CENTER
C.L.C.	CENTERLINE OF COLUMN	O.F.W.	OUTSIDE FACE OF WALL
C.L.F.	CENTERLINE OF FOOTING	O.P.P.	OPPOSITE
C.L.W.	CENTERLINE OF WALL	P.C.	PRECAST CONCRETE
CLF	CL FEAR	P.L.F.	POUNDS PER LINEAR FOOT
CONC	CONCRETE	PREFAB	PREFABRICATED
CONC C.J.	CONCRETE CONTROL JOINT	PSF	POUNDS PER SQUARE FOOT
CONC S.J.	CONCRETE SAWCUT JOINT	PSI	POUNDS PER SQUARE INCH
C.M.U.	CONCRETE MASONRY UNIT	RE:	REFERENCE TO
CONN	CONNECTION	REINF	REINFORCING
CONT	CONTINUOUS	SLH	SHORT LEG HORIZONTAL
D.L.	DEAD LOAD	SLV	SHORT LEG VERTICAL
o OR DIA.	DIAMETER	SIM	SIMILAR
DN	DOWN	SQ.	SQUARE
DWG(S)	DRAWING(S)	STD	STANDARD
E.O.S.	EDGE OF SLAB	T.L.	TOTAL LOAD
ELEV	ELEVATION	T.O.B.	TOP OF BEAM
EQ	EQUAL	T.O.D.	TOP OF DECK
EQUIP	EQUIPMENT	T.O.F.	TOP OF FOOTING
EXP. BOLT	EXPANSION BOLT	T.O.L.	TOP OF LEDGER
EXP. JT (E.J.)	EXPANSION JOINT	T.O.M.	TOP OF MASONRY
E.W.	EACH WAY	T.O.P.	TOP OF PLATE
F.F.	FINISHED FLOOR	T.O.S.	TOP OF STEEL
F.O.M.	FACE OF MEMBER	T.O.W.	TOP OF WALL
F.O.S.	FACE OF STEEL	TYP	TYPICAL
F.O.W.	FACE OF WALL	U.N.O.	UNLESS NOTED OTHERWISE
GA	GAGE	VERT	VERTICAL
GALV	GALVANIZED	W.W.R.	WELDED WIRE REINFORCING
G.S.N.	GENERAL STRUCTURAL NOTES	W/	WITH
GLB (GLULAM)	GLUED-LAMINATED BEAM	W/O	WITHOUT

LOCATION OF INFORMATION	
1.	FOR MATERIAL STRENGTHS, SEE GENERAL STRUCTURAL NOTES.
2.	VERIFY ALL DIMENSIONS WITH ARCHITECTURAL AND GRAIN PROCESSING DRAWINGS PRIOR TO START OF CONSTRUCTION - RESOLVE ANY DISCREPANCIES WITH ARCHITECT.
3.	FOR CLARITY, ALL EXTERIOR SLABS AND SIDEWALKS MAY NOT BE SHOWN. FOR EXACT DIMENSIONS, LOCATIONS, JOINT AND SCORE LINES, SEE CIVIL DRAWINGS.
4.	FOR CLARITY, ALL OPENINGS MAY NOT BE SHOWN ON FRAMING PLANS. FOR EXACT SIZE, NUMBER, AND LOCATION OF OPENINGS, SEE ARCHITECTURAL, GRAIN PROCESSING, MECHANICAL, ELECTRICAL AND PLUMBING DRAWINGS. FOR FRAMING AT OPENINGS, SEE TYPICAL STRUCTURAL DETAILS. VERIFY ALL SIZES, WEIGHTS AND LOCATIONS OF MECHANICAL EQUIPMENT WITH MECHANICAL ENGINEER OF RECORD AND MECHANICAL CONTRACTOR THROUGH ARCHITECT.
5.	DETAILS MARKED "TYPICAL" MAY NOT BE CUT ON PLANS.
6.	CJ - AS SHOWN ON PLAN INDICATES LOCATION OF EITHER KEYED OR SAW CUT CONTROL JOINT IN SLAB ON GRADE AT CONTRACTOR'S OPTION, SEE GENERAL STRUCTURAL NOTES AND PLANS.
7.	FOR CLARITY, DETAILS MAY SHOW ONLY ONE SIDE OF FRAMING CONDITION.
8.	ALL SCHEDULE MARK DESIGNATIONS MAY NOT NECESSARILY BE FOUND ON THE PLANS WHERE THE SCHEDULES OCCUR. SCHEDULES ARE TYPICAL TO THE PROJECT.



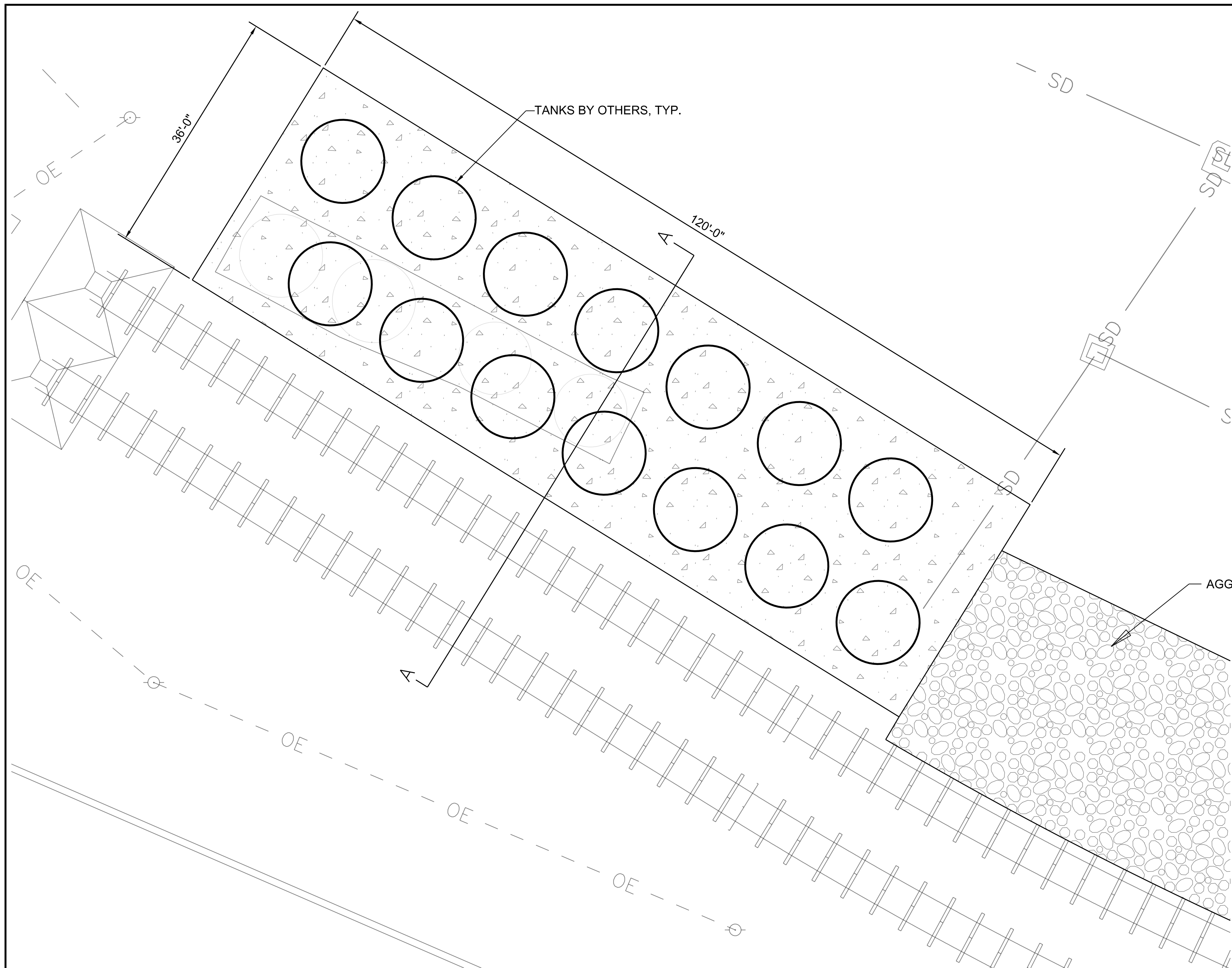
CONSULTANTS:



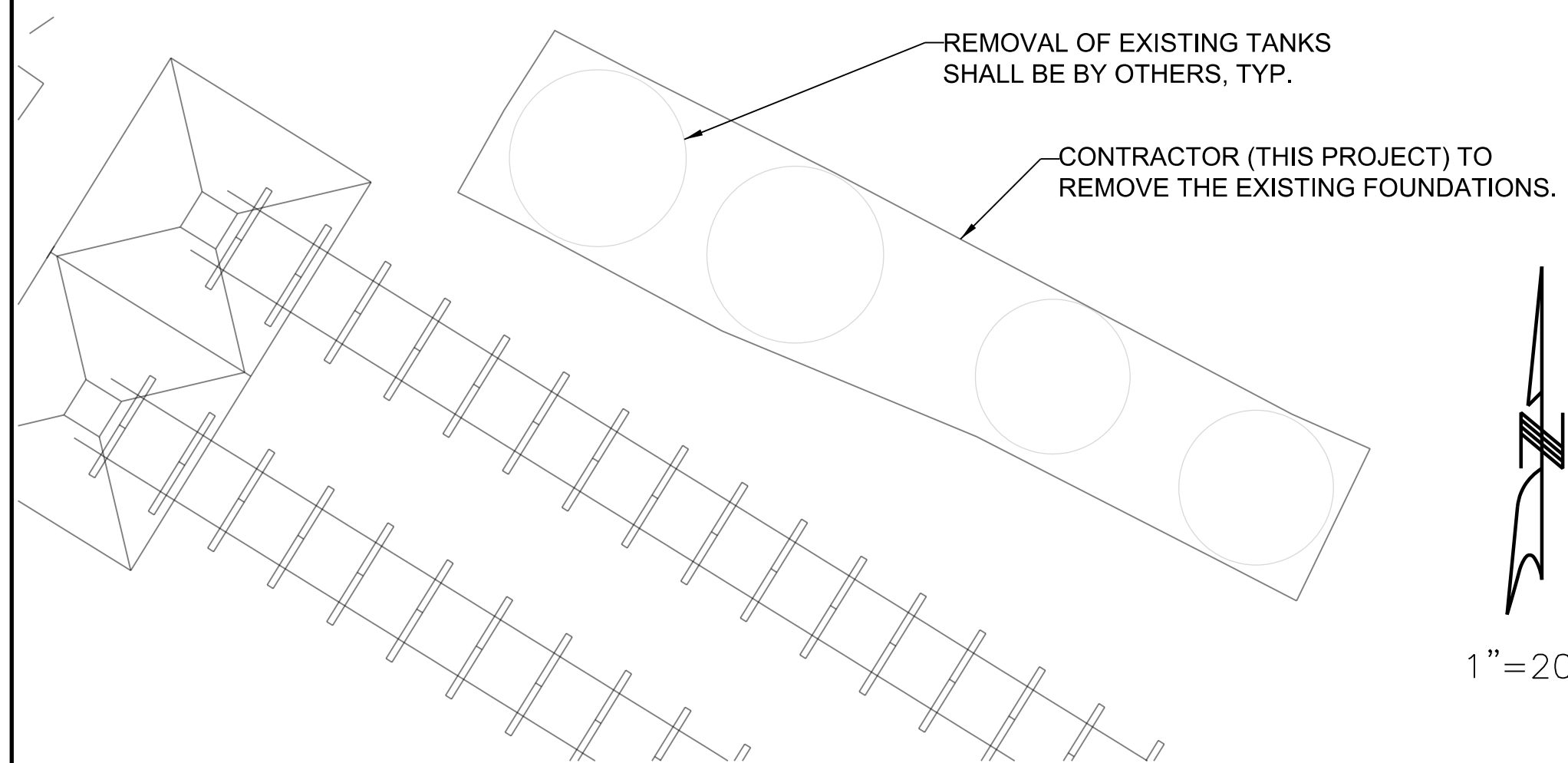
REVISIONS:	DATE	DESCRIPTION

PROJ NO: \_\_\_\_\_  
 SCALE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 SHEET TITLE:  
**SPECIAL INSPECTIONS TABLE**  
 SHEET NO. SP002  
 SHEET OF 18





**STRUCTURAL PAD PLAN**



**DEMOLITION PLAN**

**PLAN NOTES:**

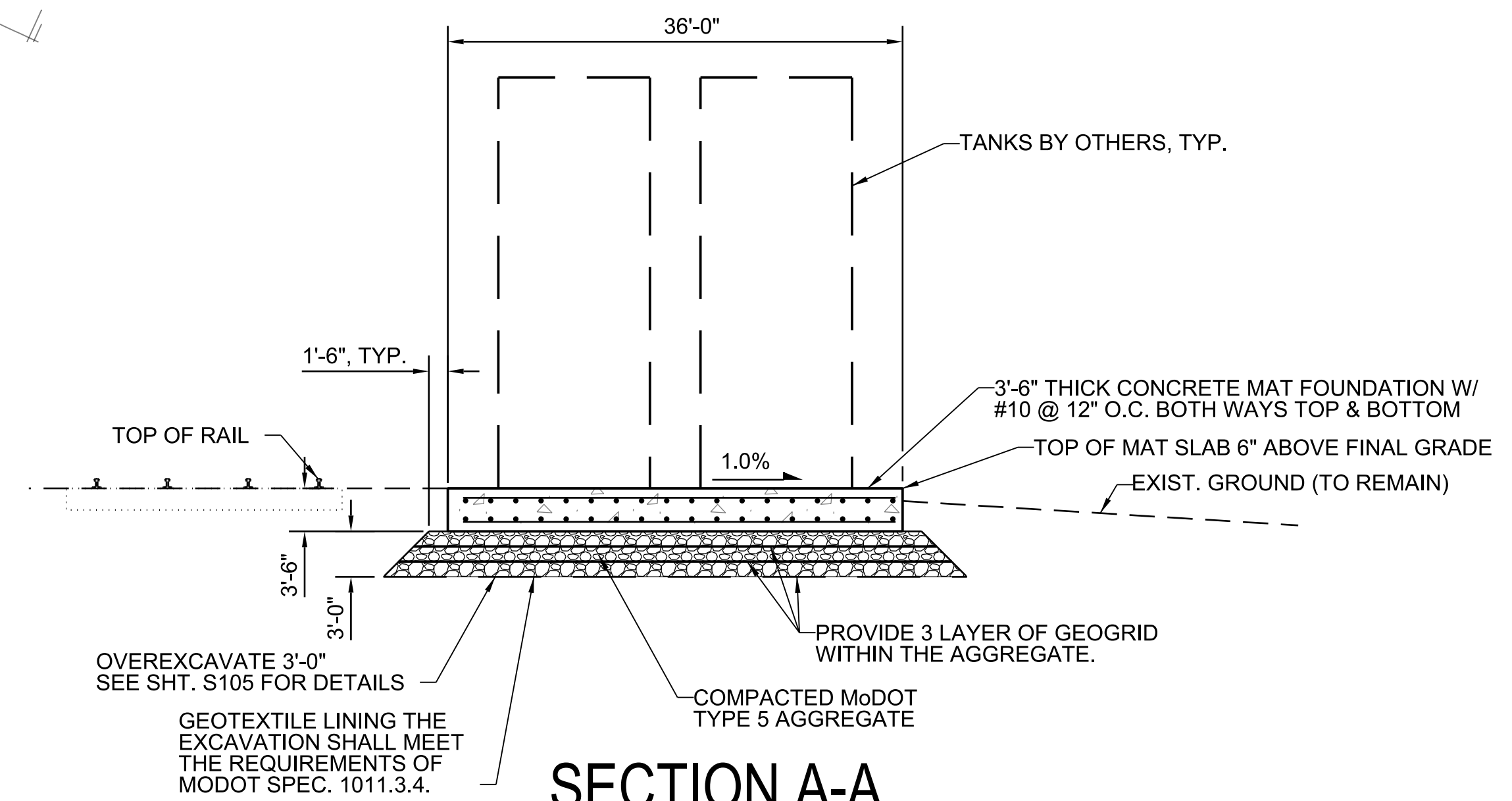
1. TANKS TO BE INSTALLED BY TANK SUPPLIER.
2. NOTIFY DOUG PRATT WITH SCOTWOOD INDUSTRIES FOR EXISTING TANK REMOVAL PRIOR TO CONSTRUCTION. PROVIDE A MINIMUM OF 1 WEEK OF ADVANCE NOTICE.
3. CONTRACTOR SHALL NOTIFY ENGINEER AT LEAST 2 DAYS IN ADVANCE OF CONCRETE PLACEMENT FOR INSPECTION AND TESTING.
4. IF CONTRACTOR FINDS EXISTING RIGID MATERIAL OF SUBSTANTIAL THICKNESS WHILE EXCAVATING, NOTIFY ENGINEER FOR STRUCTURAL REVIEW BEFORE REMOVING.
5. CONTRACTOR SHALL POUR CONCRETE FOR MAT FOUNDATIONS THAT FOLLOW THE RECOMMENDATIONS FOR MASS CONCRETE PER ACI 1201.1 AND ACI 301 LATEST GUIDES TO REDUCE CRACKS.

**LEGEND:**

- CONCRETE MAT SLAB FOUNDATION
- AGGREGATE MATERIAL RE: CIVIL

1" = 20'

AGGREGATE GRADING. SEE SHEET S101



**SECTION A-A**

SEE DETAILS SHEET SP005

**GFT**  
 2400 PERSHING RD  
 SUITE 400  
 KANSAS CITY, MO 64108  
 PHONE: 816-329-8600  
 WWW.TRANSYSTEMS.COM

STATE OF MISSOURI  
 PROFESSIONAL ENGINEER  
 MATHEW THEKKEKARA  
 NUMBER PE-2019028547  
 EXP. 12/31/2027

CONSULTANTS:

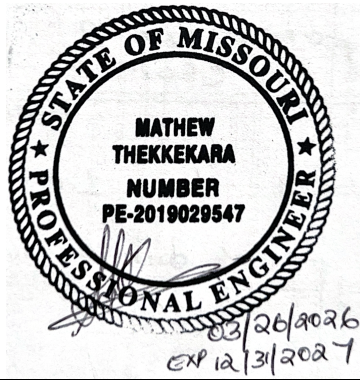
**portkc**

REVISIONS:	DESCRIPTION	DATE	MARK

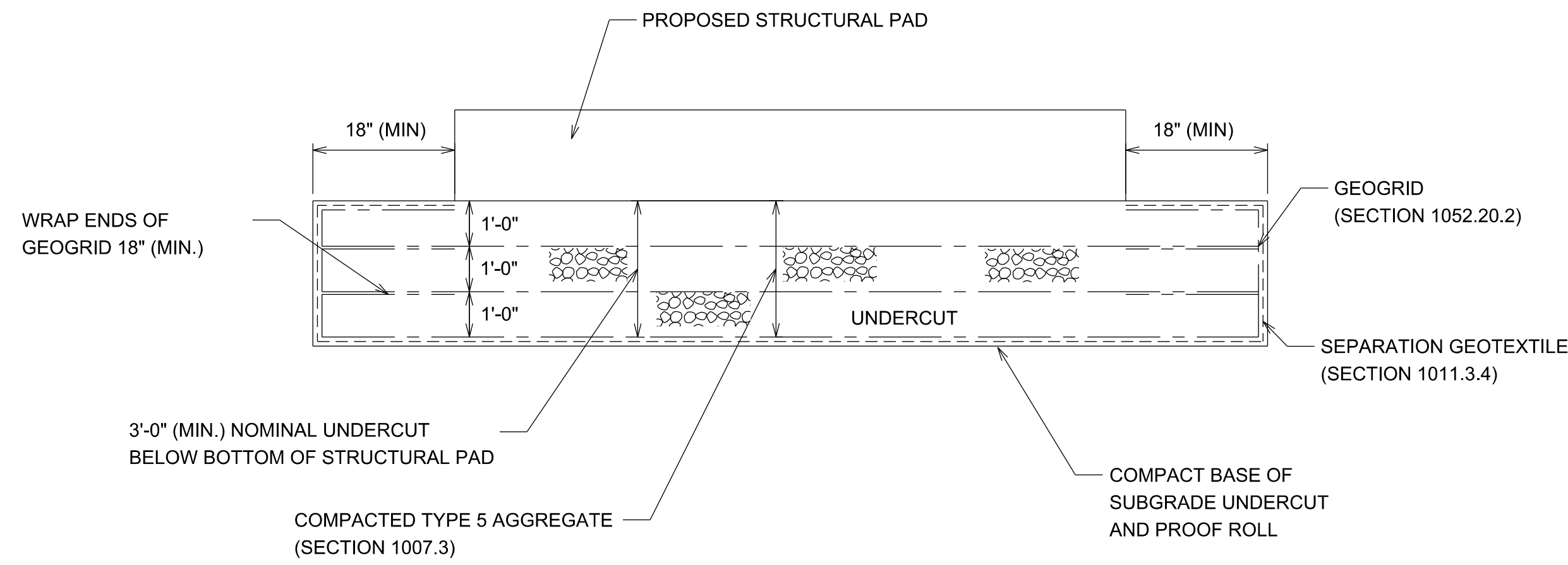
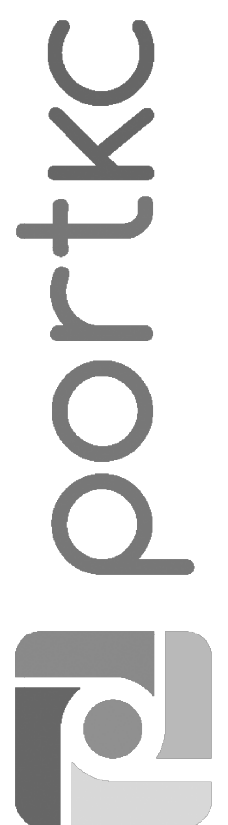
PROJ NO:  
 SCALE:  
 DATE:  
 DESIGNED BY:  
 DRAWN BY:  
 CHECKED BY:

SHEET TITLE:  
**STRUCTURAL PAD PLAN**

SHEET NO.  
**SP004**  
 SHEET OF 18



CONSULTANTS:



**SUBGRADE UNDERCUT DETAIL**

NOT TO SCALE

**CONSTRUCTION NOTES:**

1. OVER-EXCAVATE A MINIMUM OF 3'-0" BELOW THE BOTTOM OF STRUCTURAL PAD. EXTEND THE EXCAVATION A MINIMUM OF 18" BEYOND THE EDGES OF THE PAD.
2. COMPACT THE SUBGRADE AND PERFORM A PROOF ROLL IN THE PRESENCE OF A QUALIFIED THIRD-PARTY INSPECTOR. DO NOT PERFORM THE PROOF ROLL WHEN THE SUBGRADE IS SATURATED. REMOVE ANY SOFT OR UNSUITABLE MATERIAL OBSERVED DURING THE PROOF ROLL AND REPLACE WITH COMPACTED TYPE 5 AGGREGATE TO THE BOTTOM OF SUBGRADE.
3. ONCE THE SUBGRADE HAS BEEN APPROVED, LINE THE EXCAVATION WITH SEPARATION GEOTEXTILE. OVERLAP STRIPS OF GEOTEXTILE A MINIMUM OF 12".
4. PLACE THE BOTTOM LAYER OF GEOGRID ON TOP OF THE SEPARATION GEOTEXTILE. OVERLAP STRIPS OF GEOGRID A MINIMUM OF 12". REMOVE SLACK FROM THE GEOGRID AND PIN AS NECESSARY. PLACE 12" OF COMPACTED TYPE 5 AGGREGATE OVER THE GEOGRID AND WRAP THE ENDS OF GEOGRID AROUND THE AGGREGATE A MINIMUM OF 18". A MINIMUM OF 6" OF TYPE 5 AGGREGATE IS TO BE PLACED ON GEOGRID BEFORE PERMITTING COMPACTION. LOOSE LIFTS OF TYPE 5 AGGREGATE SHALL NOT EXCEED 8" BEFORE COMPACTION.
5. PLACE ADDITIONAL LAYERS OF GEOGRID AND TYPE 5 AGGREGATE AS PREVIOUSLY DESCRIBED IN NOTE 4 UP TO THE BOTTOM OF STRUCTURAL PAD. GEOGRID LAYERS ARE TO BE SPACED 1'-0" VERTICALLY WITH THE TOP LAYER LOCATED 1'-0" BELOW THE BOTTOM OF STRUCTURAL PAD. A MINIMUM OF 3 LAYERS OF GEOGRID IS RECOMMENDED.

**MATERIAL NOTES:**

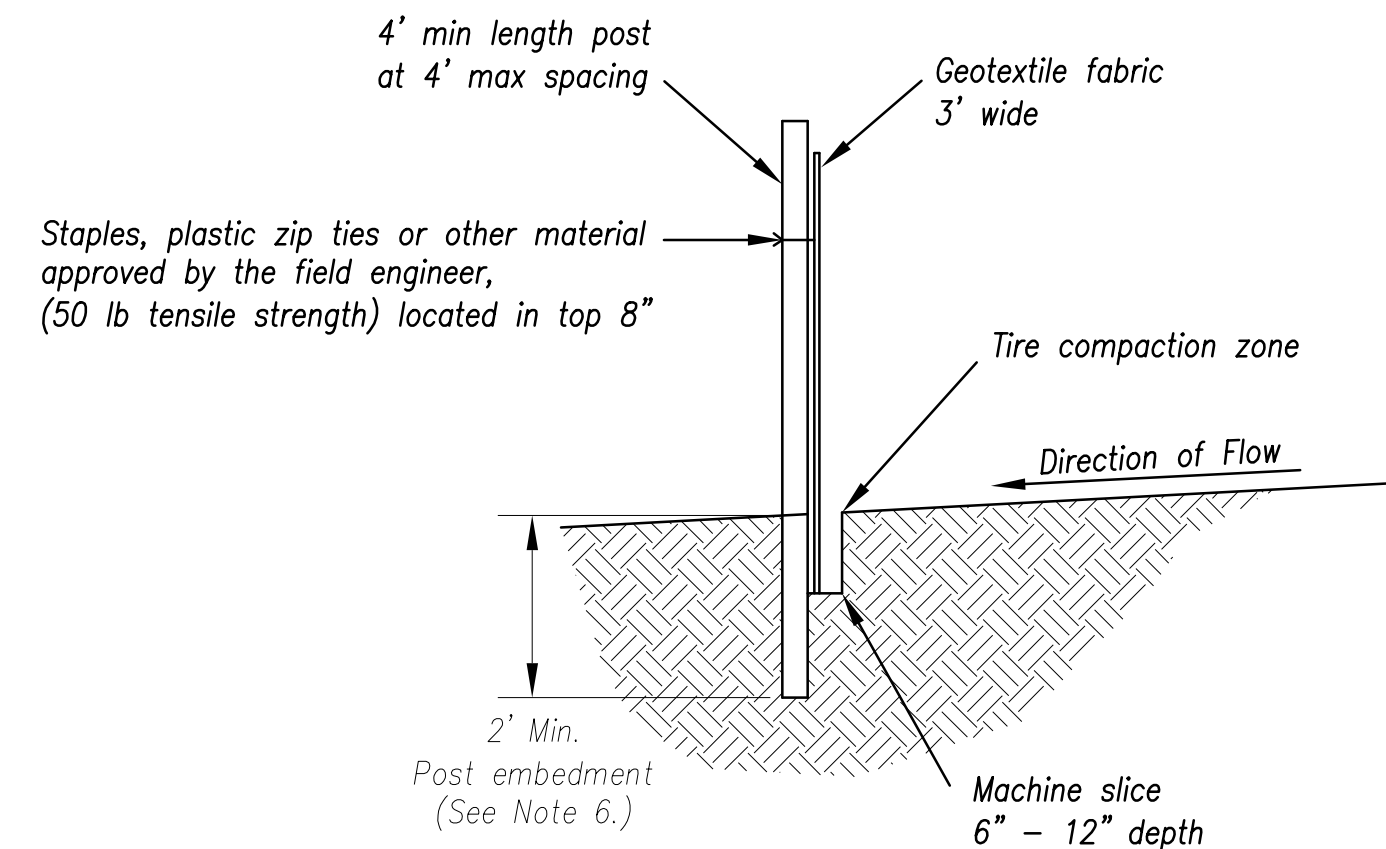
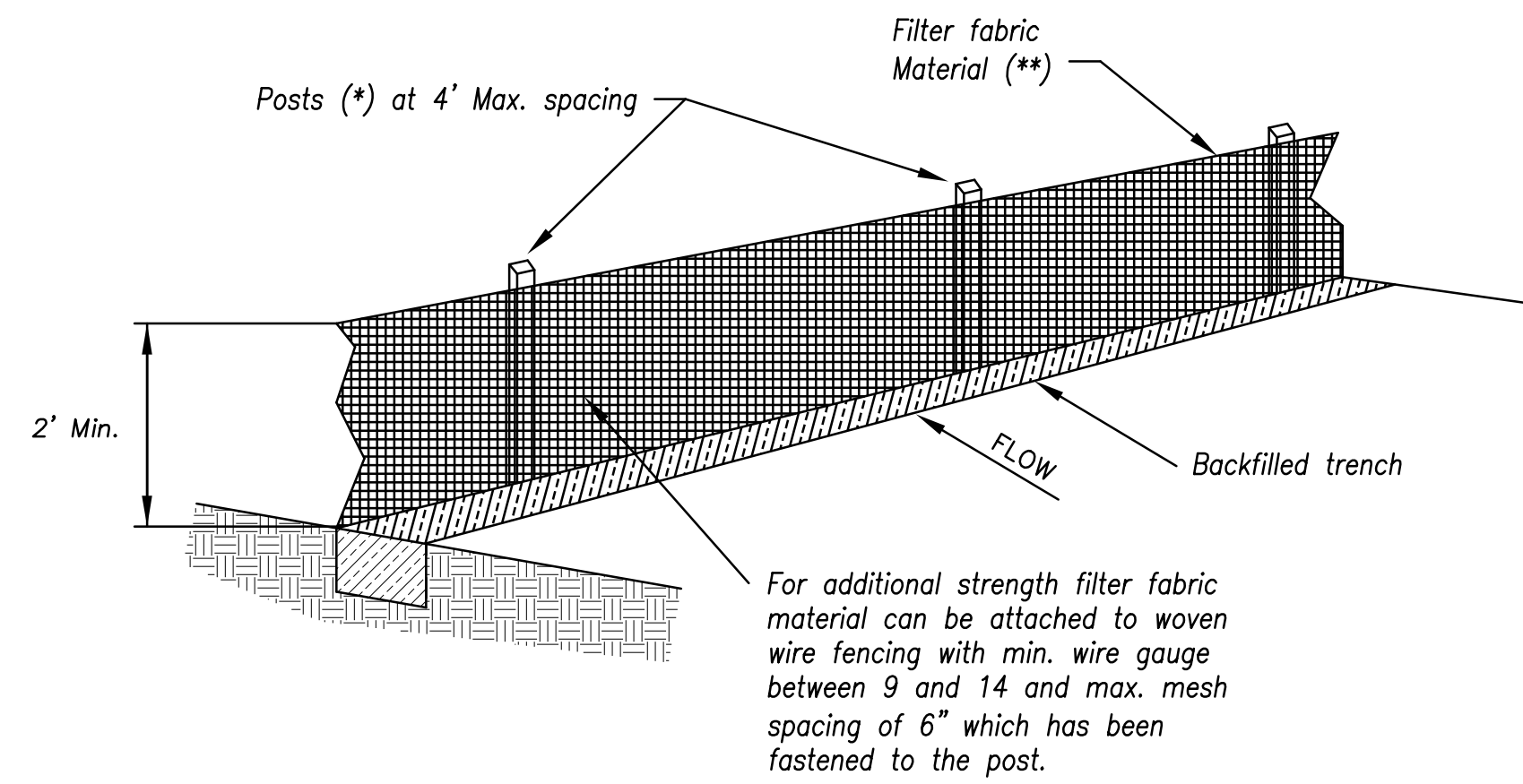
1. TYPE 5 AGGREGATE: MEETING THE REQUIREMENTS OF MODOT STANDARD SPECIFICATION 1007.3.
2. SEPARATION GEOTEXTILE: MEETING THE REQUIREMENTS OF MODOT STANDARD SPECIFICATION 1011.3.4.
3. GEOGRID: MEETING THE REQUIREMENTS OF MODOT STANDARD SPECIFICATION 1052.20.2.

REVISIONS:	DATE	DESCRIPTION

PROJ NO:  
SCALE:  
DATE:  
DESIGNED BY:  
DRAWN BY:  
CHECKED BY:

SHEET TITLE:  
**STRUCTURAL PAD FOUNDATION**

SHEET NO.  
**SP005**



- (\*) **POSTS**
- MIN. LENGTH 4'
  - HARDWOOD 1 3/16" x 1 3/16"
  - NO.2 SOUTHERN PINE 2 5/8" x 2 5/8"
  - STEEL 1.33 LB/FT

(\*\*) - Geotextile Fabric shall meet the requirements of AASHTO M288

**SILT FENCE DETAILS**  
Not to Scale

**Notes:**

1. In order to contain water, the ends of the silt fence must be turned uphill (Figure A).
2. Long perimeter runs of silt fence must be limited to 100'. Runs should be broken up into several smaller segments to minimize water concentrations (Figure A).
3. Long slopes should be broken up with intermediate rows of silt fence to slow runoff velocities.
4. Attach fabric to upstream side of post.
5. Install posts a minimum of 2' into the ground.
6. Trenching will only be allowed for small or difficult installation, where slicing machine cannot be reasonably used.

**Maintenance:**

1. Remove and dispose of sediment deposits when the deposit approaches 1/3 the height of silt fence.
2. Repair as necessary to maintain function and structure.

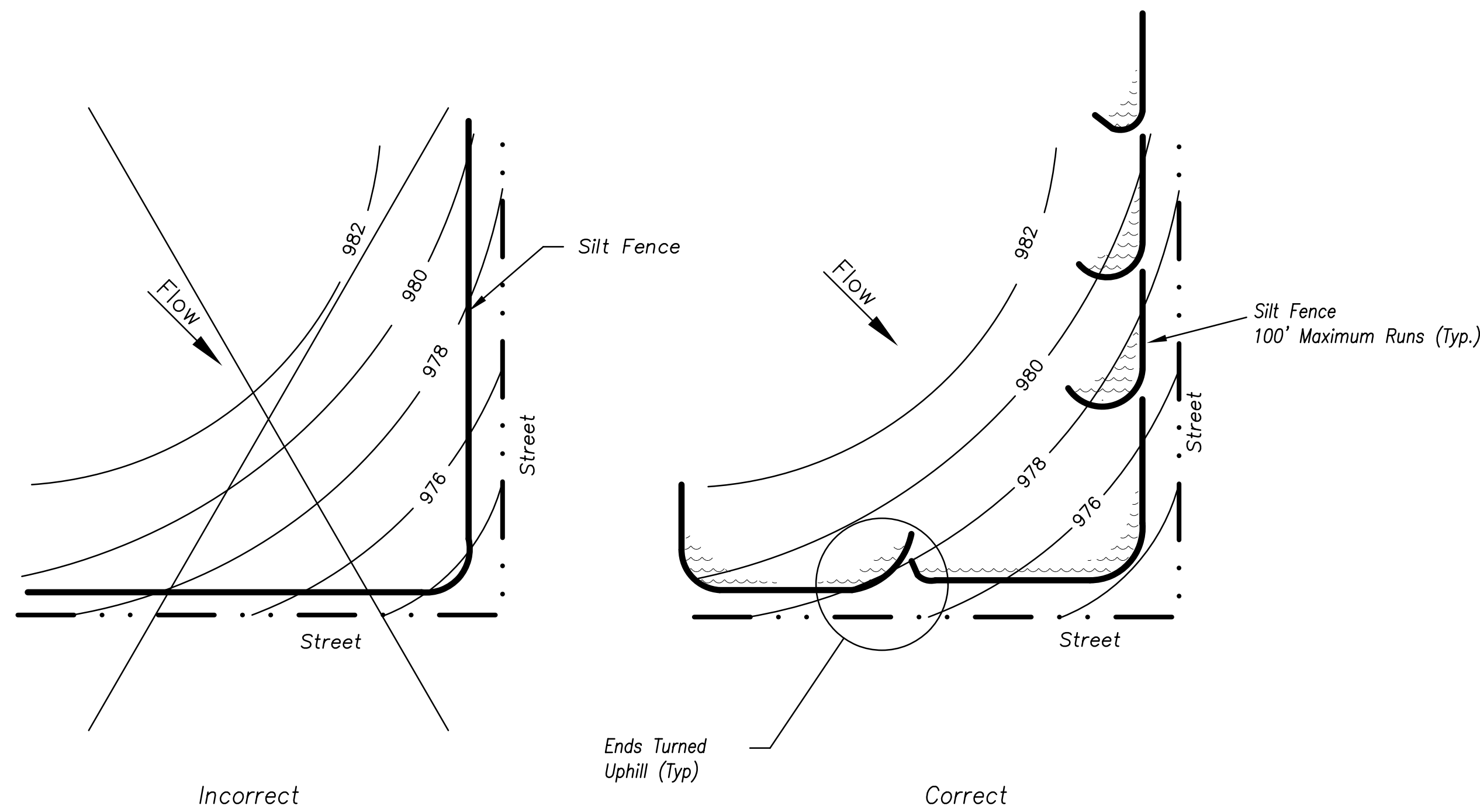
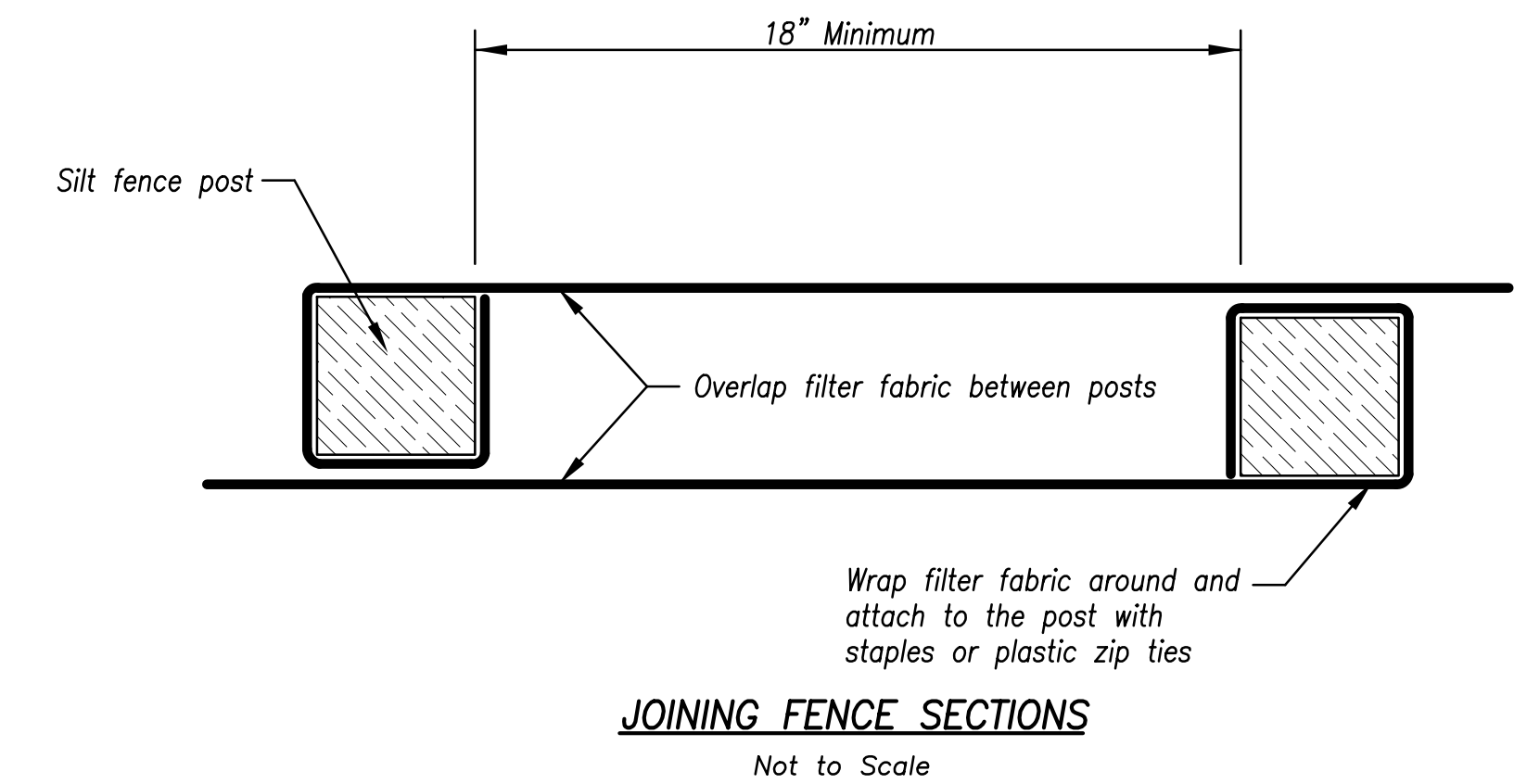
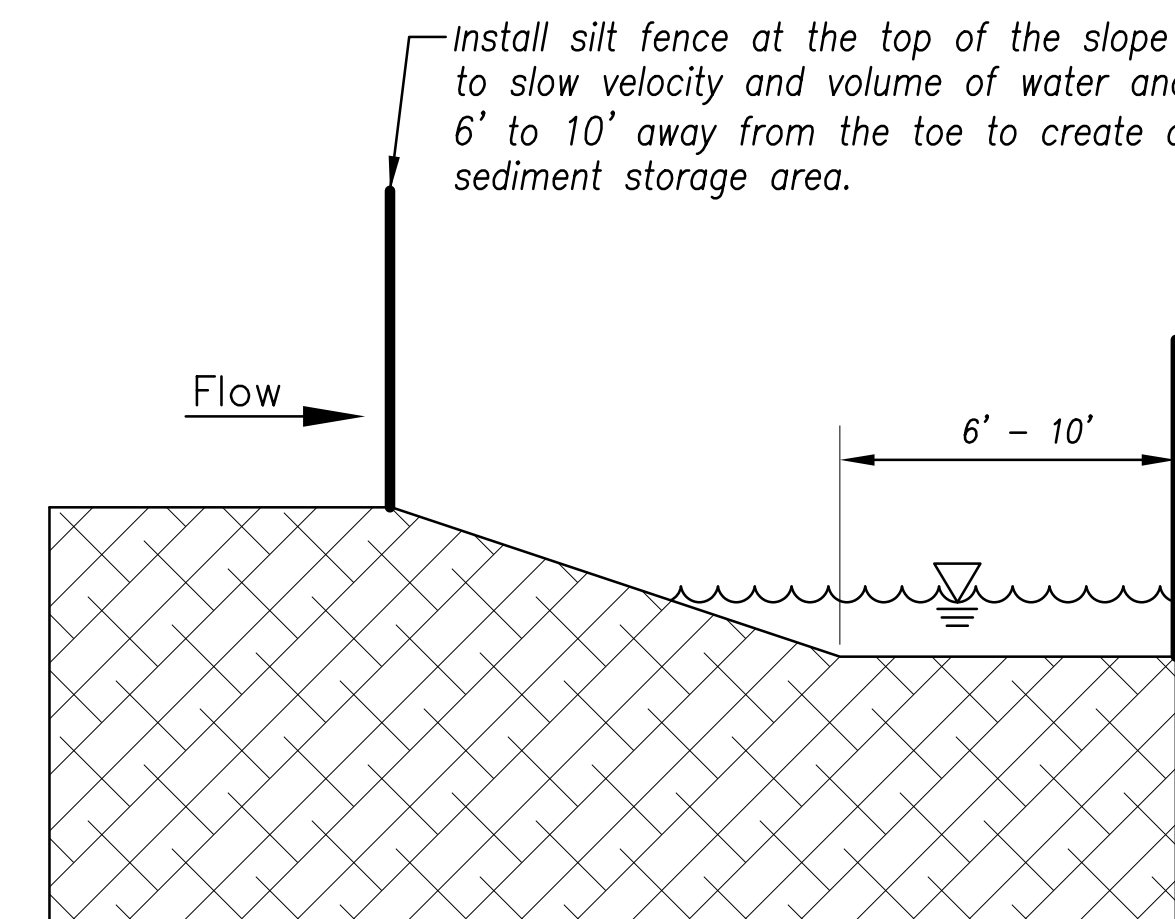


Figure A

**SILT FENCE LAYOUT**  
Not to Scale



AMERICAN PUBLIC WORKS ASSOCIATION

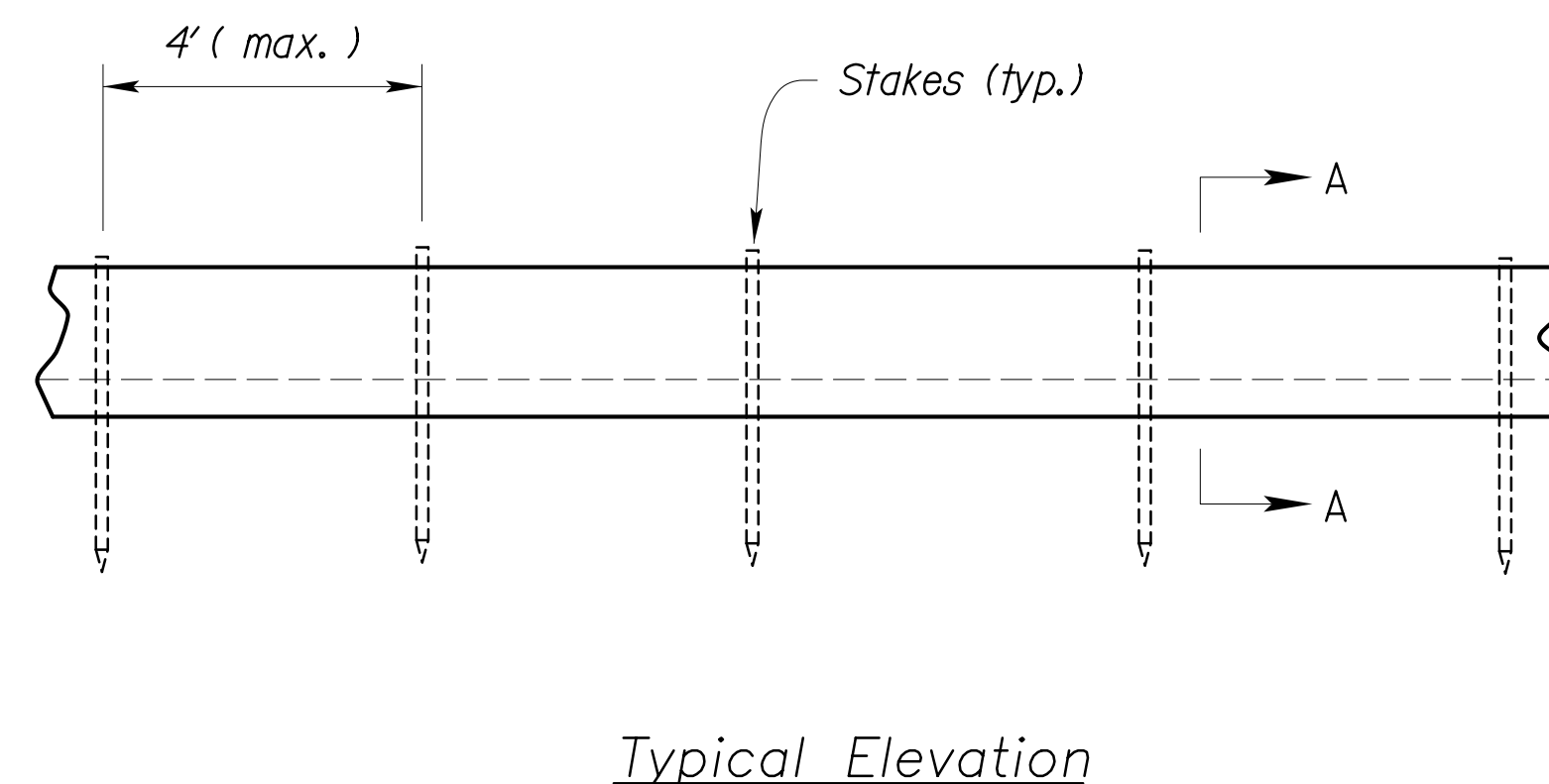
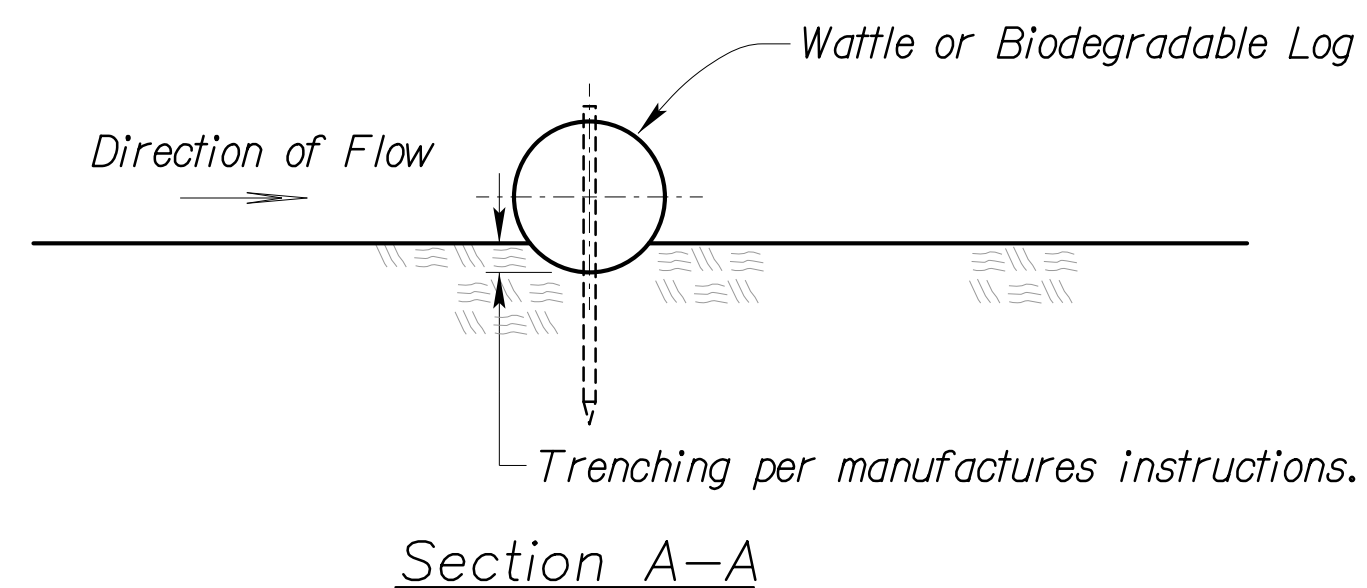


KANSAS CITY METRO CHAPTER

SILT FENCE

STANDARD DRAWING  
NUMBER ESC-03  
ADOPTED:  
10/24/2016

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.



Notes for Wattles and Biodegradable Log Slope Protection:

1. The Slope barriers shall be placed along contour lines, with a short section turned upgrade at each end of the barrier. The maximum length of the slope barrier shall not exceed 250 feet, and the barrier ends need to be staggered.
2. Install wattles and biodegradable logs per manufacturer's instructions.
3. Spacing of stakes per manufacturer's instructions with 4' max. spacing. Length of stakes shall be a minimum of 2 times the diameter of the log with minimum of 24".

WATTLES AND BIODEGRADABLE LOG

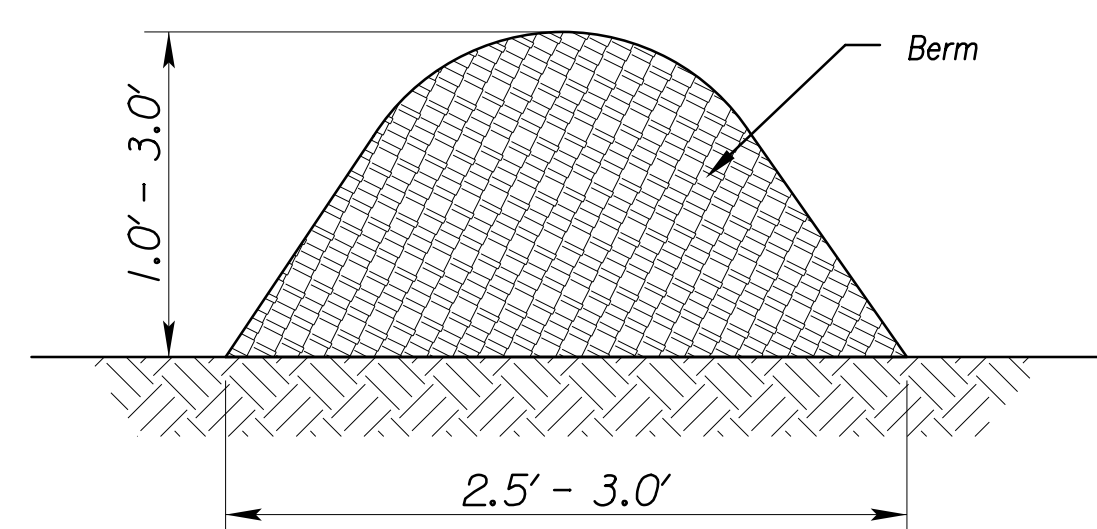


Figure 1  
(Perimeter Control)

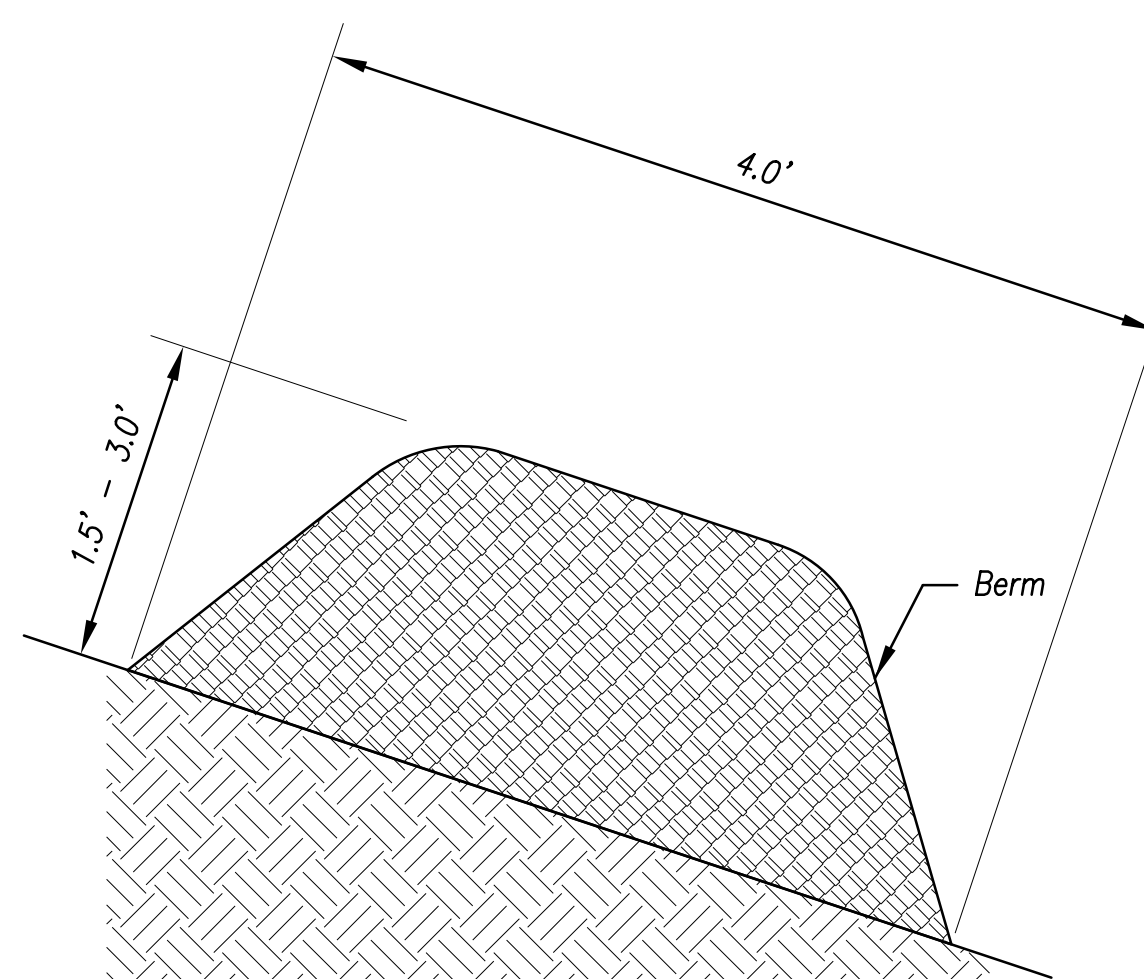


Figure 2  
(Steep Slopes)

MULCH OR COMPOST FILTER BERMS

Notes for Mulch and Compost Filter Berm:

1. The sediment control berm shall be placed uncompacted in a windrow at locations shown on the plans or as directed by the engineer.
2. Parallel to the base of the slope, or around the perimeter of other affected areas, construct a 1 to 3 foot high by 2.5 to 3 foot wide berm (see Figure 1). For maximum water treatment ability or for steep slopes, construct a 1.5 to 3 foot high trapezoidal berm that is a minimum of 4 feet wide at the base (see Figure 2). In extreme conditions, or where specified by the engineer, a second berm shall be constructed at the top of the slope. Engineer will specify berm requirements.
3. If berm is to be left as permanent or part of the natural landscape, the compost berm may be seeded during application for permanent vegetation.
4. Do not use compost or wood mulch berms in any runoff channels or concentrated flow areas.
5. Wood mulch shall consist of tree and shrub debris resulting from clearing and grubbing and shall be ground by the mechanical means such as a chipper, hammermill, tub grinder or other approved method. Mulch sizing varies with a maximum width of 2" and a maximum length of 10".

Maintenance for Mulch and Compost Filter Berm:

1. Berm shall be reshaped and material added as necessary to maintain function and dimensions.
2. Breaches in the berm shall be repaired promptly.

**AMERICAN PUBLIC WORKS ASSOCIATION**

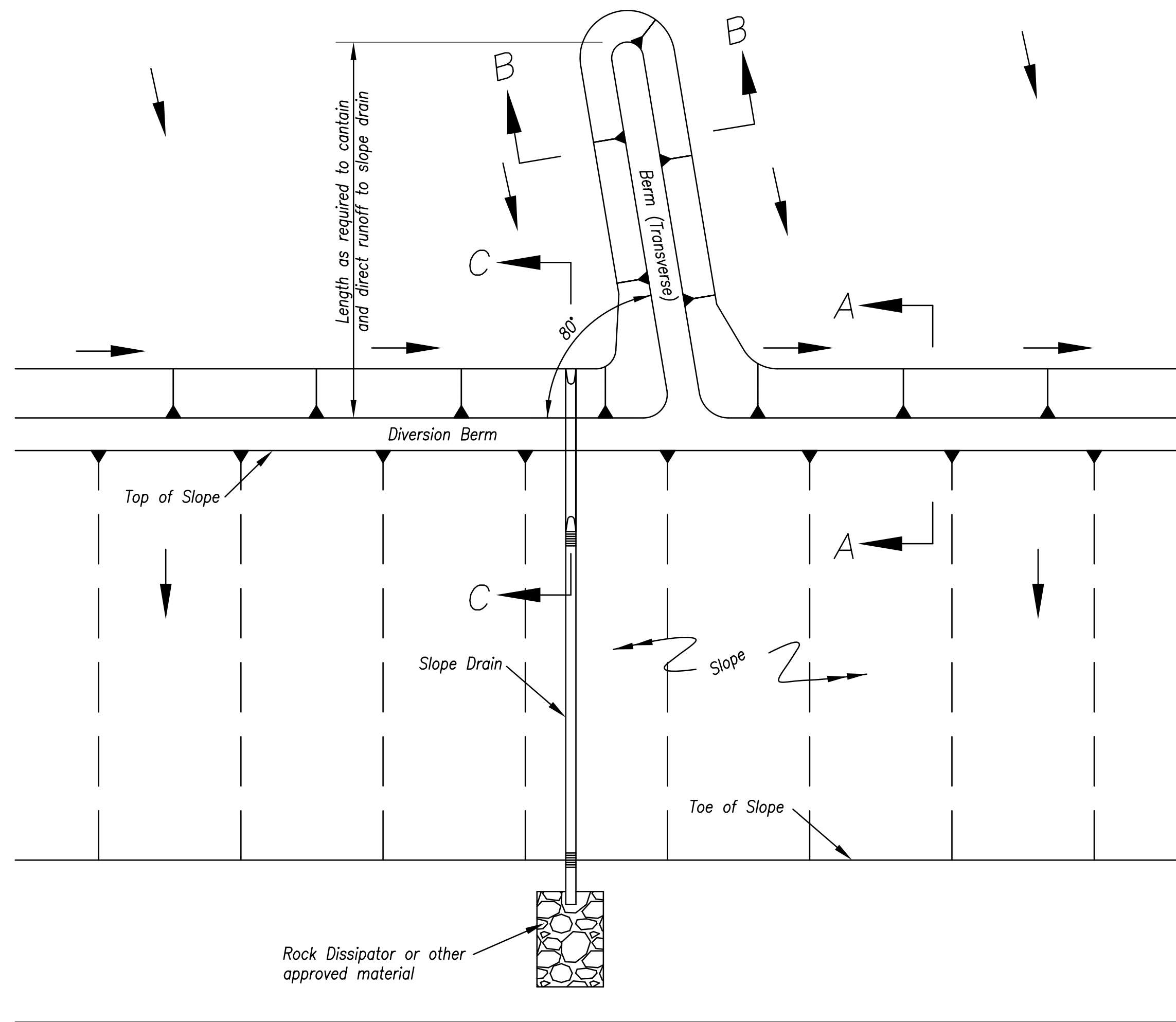


KANSAS CITY  
METRO CHAPTER

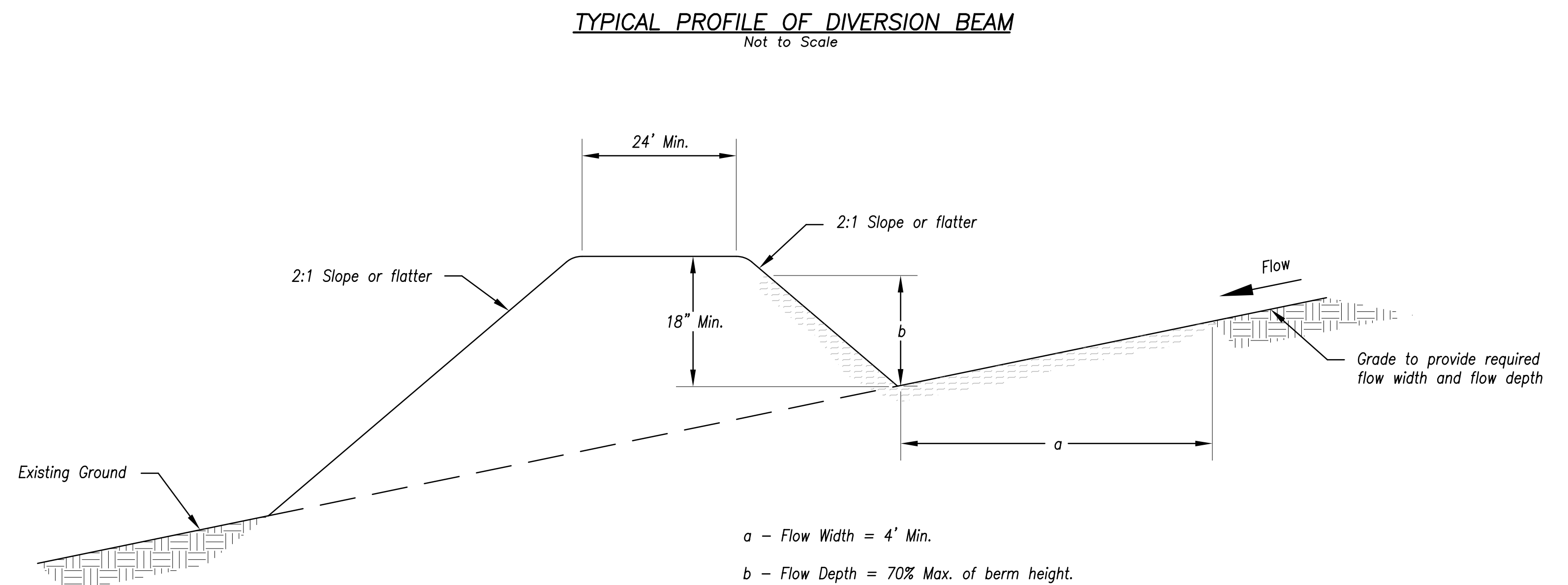
WATTLES/Biodegradable LOG  
AND  
MULCH/COMPOST FILTER BERM

STANDARD DRAWING  
NUMBER ESC-04  
ADOPTED:  
10/24/2016

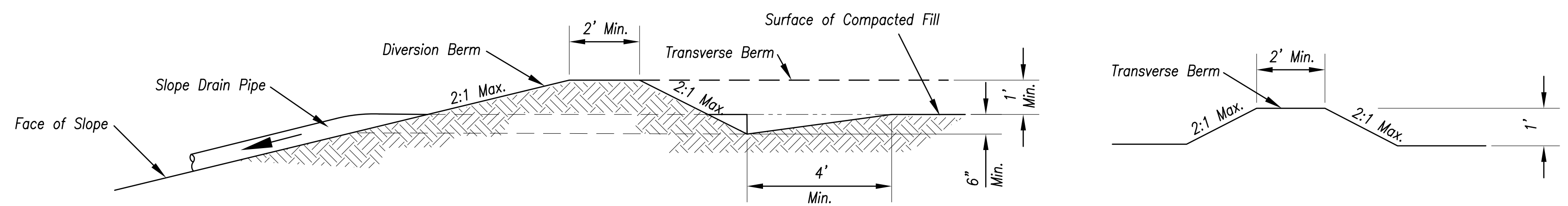
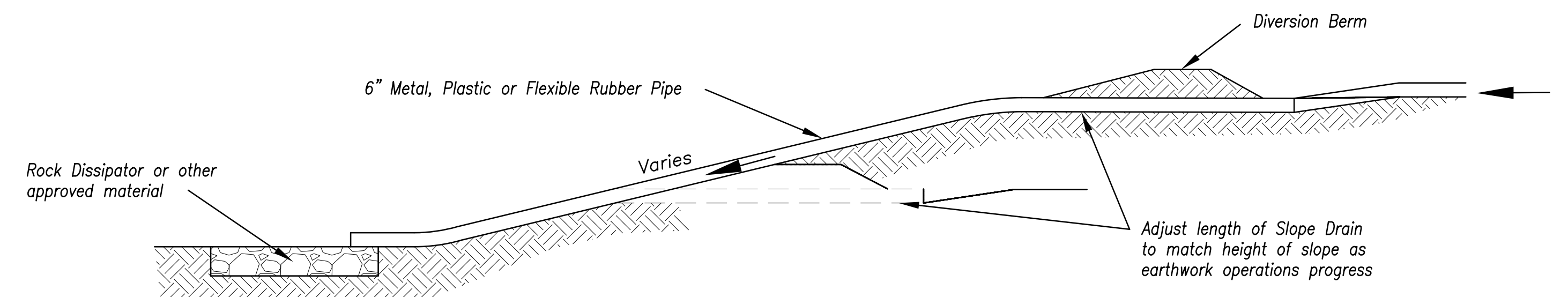
Modified from 2015 Overland Park Standard Details  
for Erosion and Sediment Control.



**TYPICAL PLAN VIEW OF DIVERSION BERM AND SLOPE DRAIN**



**TYPICAL PROFILE OF DIVERSION BERM**



**Section C-C**

**Section B-B**

**TYPICAL PROFILE OF DIVERSION BERM WITH SLOPE DRAIN**

**Notes for Diversion Berm:**

- Slope drains are optional, but may be required by the engineer if the berm is at the top of a steep slope.
- Diversion berms must be installed as a first step in the land-disturbing activity and must be functional prior to upslope land disturbance.
- The berm should be adequately compacted to prevent failure.
- Temporary or permanent seeding and mulch shall be applied to the berm immediately following its construction.
- Place the berm so to minimize damages by construction operations and traffic.
- The berm must discharge to a temporary sediment trap or stabilized area.
- All trees, brush, stumps, obstructions and other objectionable material shall be removed and disposed of so as not to interfere with the proper functioning of diversion.
- The diversion shall be excavated or shaped to line, grade and cross-section as required to meet the criteria specified herein, free of irregularities which will impede flow.
- Fills shall be compacted as needed to prevent unequal settlement that would cause damage in the completed diversion. Fill shall be composed of soil which is free from excessive organic debris, rocks or other objectionable materials.

**Maintenance:**

- Berm shall be reshaped, compacted, and stabilized as necessary to maintain its function.
- Breaches in the berm shall be repaired immediately.

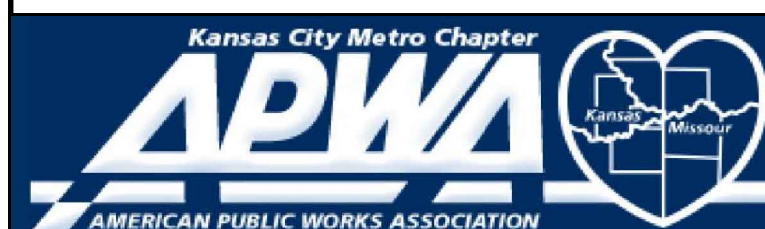
**Notes for Slope Drain:**

- Slope Drain and Diversion Berm may be used on either project foreslopes or project backslopes.
- Discharge of Slope Drains shall be into stabilized ditch or area, or into Sediment Basin.
- Pipe shall be secured in place as approved by Engineer.

**Maintenance:**

- Accumulation of any visible sediment at the inlet and outlet shall be removed promptly.
- Outlet conditions shall be repaired if scour is observed. Leaking or damaged section of pipe shall be repaired immediately.
- Barriers directing water to the inlet shall be monitored for continuity and effectiveness.

**AMERICAN PUBLIC WORKS ASSOCIATION**

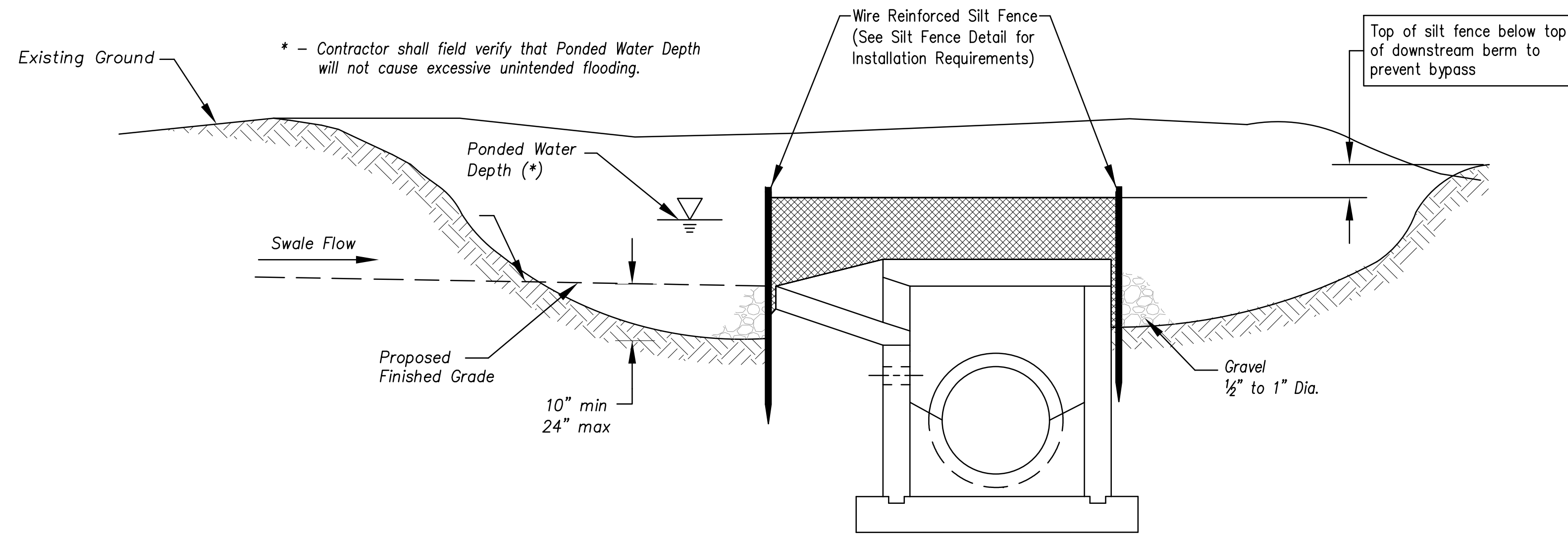


**KANSAS CITY METRO CHAPTER**

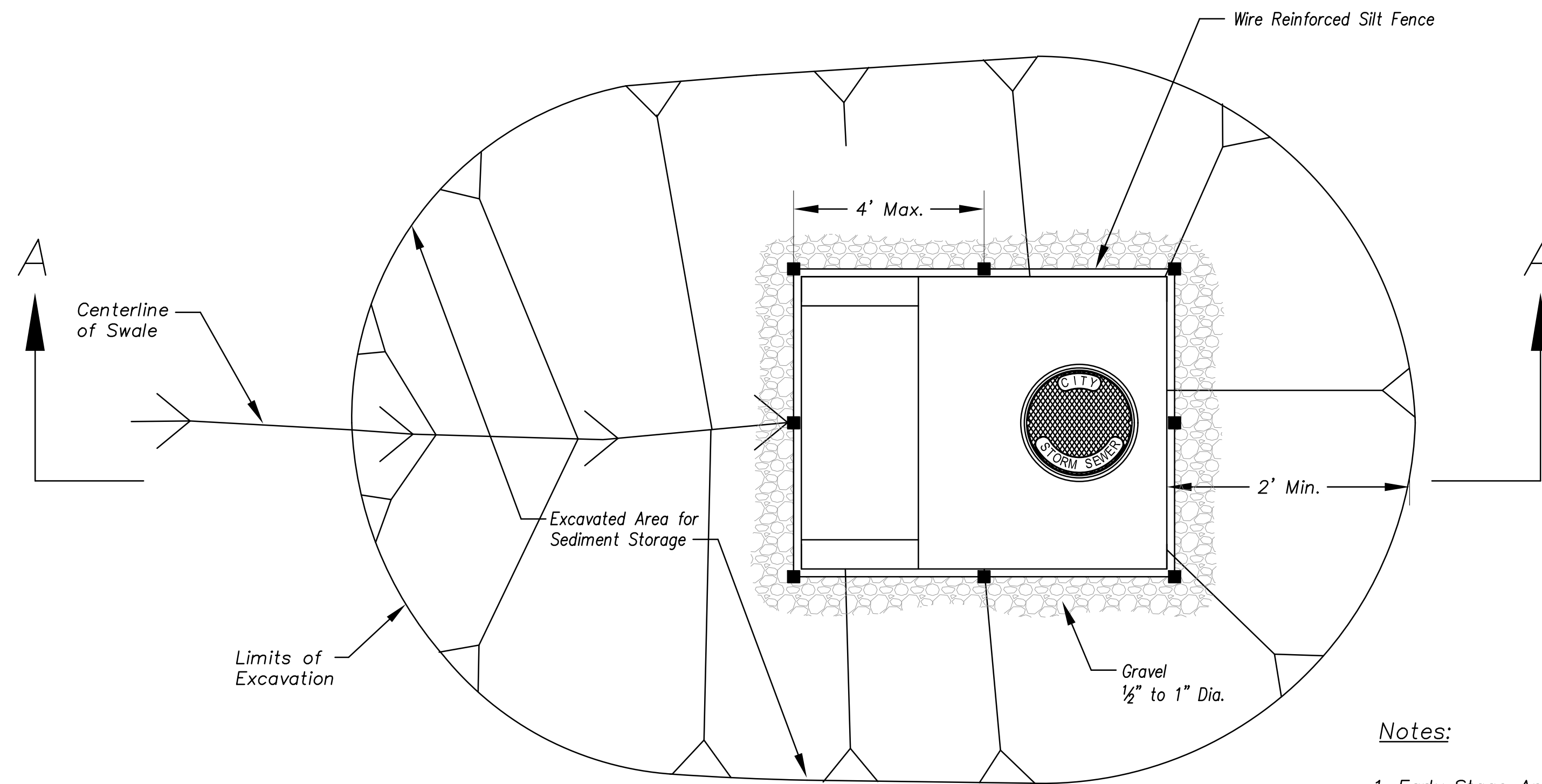
**DIVERSION BERMS AND SLOPE DRAINS**

**STANDARD DRAWING NUMBER ESC-05 ADOPTED: 10/24/2016**

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.



**Section A-A**  
Not to Scale

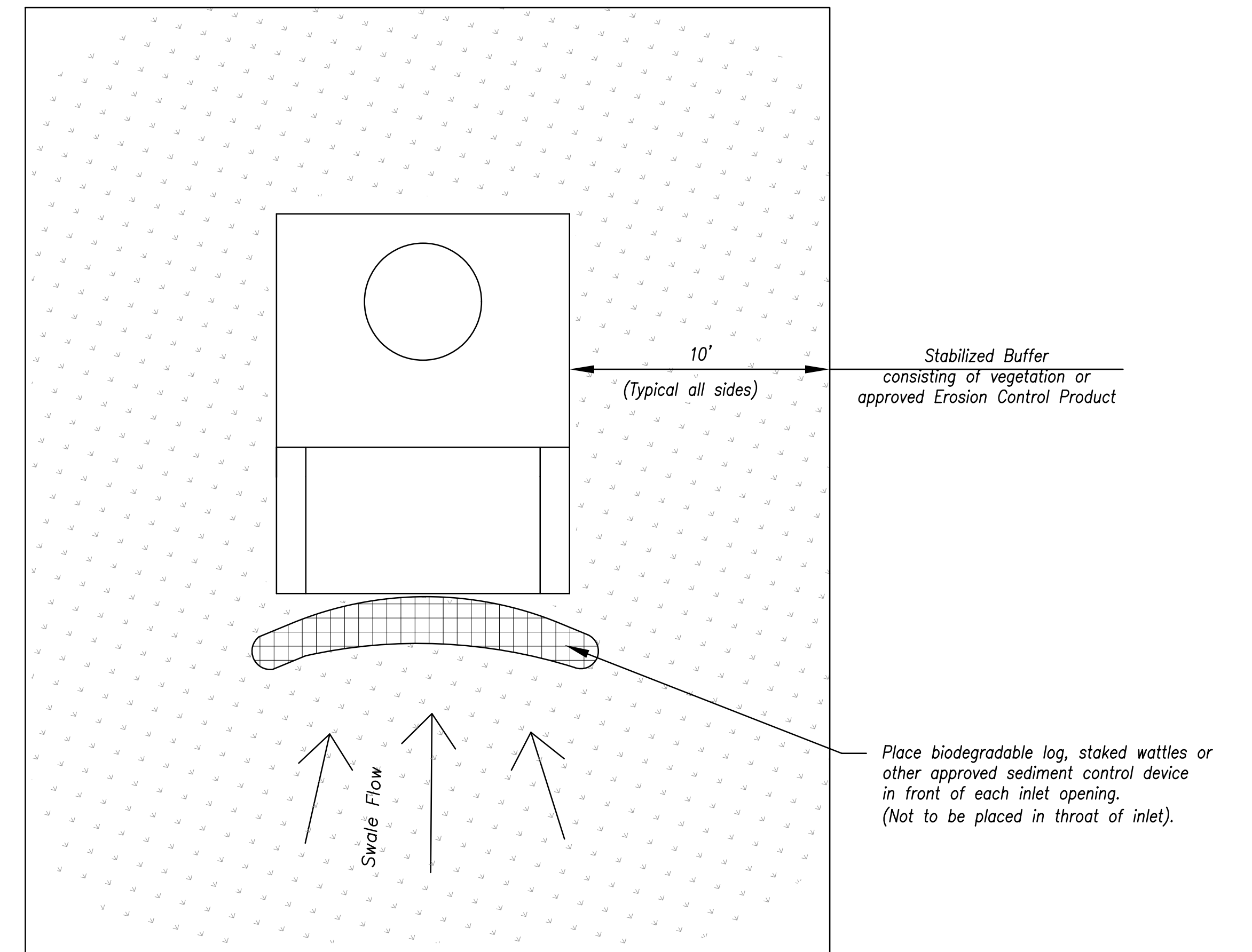


**Plan**  
Not to Scale

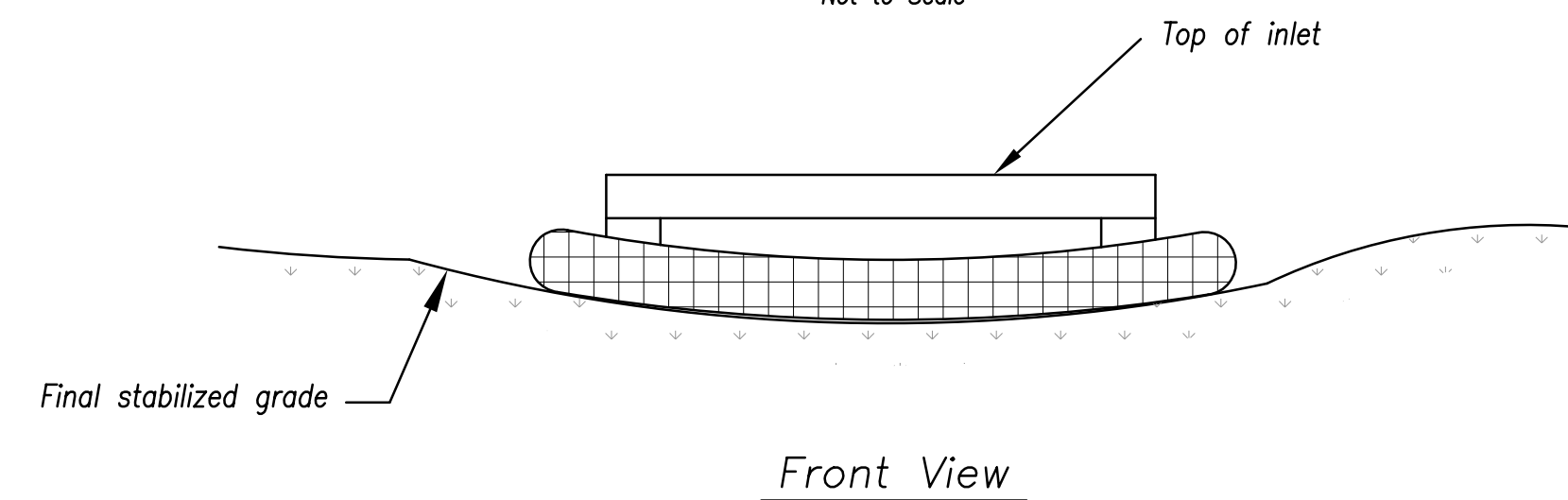
**EARLY STAGE AREA INLET**  
(All open boxes and inlets not at final grade)

**Notes:**

1. Early Stage Area Inlet Sediment Barrier to be installed immediately after inlet or junction box is constructed.
2. Silt fence shall remain in place until excavated area is removed and Late Stage Area Inlet is being installed.
3. Backfill excavated area ONLY after final grading of the site. Stabilization of the site is to immediately follow.
4. Wire reinforced silt fence may be used in place of silt fence attached to wood frame.



**Plan**  
Not to Scale



**Front View**

**LATE STAGE AREA INLET**  
(Area inlets at final grade and existing inlets)

**Maintenance:**

1. Remove deposited sediment from excavated storage areas when available storage has been reduced by 20%.
2. Remove deposited sediment from filter socks or similar when any accumulation of sediment is visible.
3. Repair or replace as necessary to maintain function and integrity of installation.

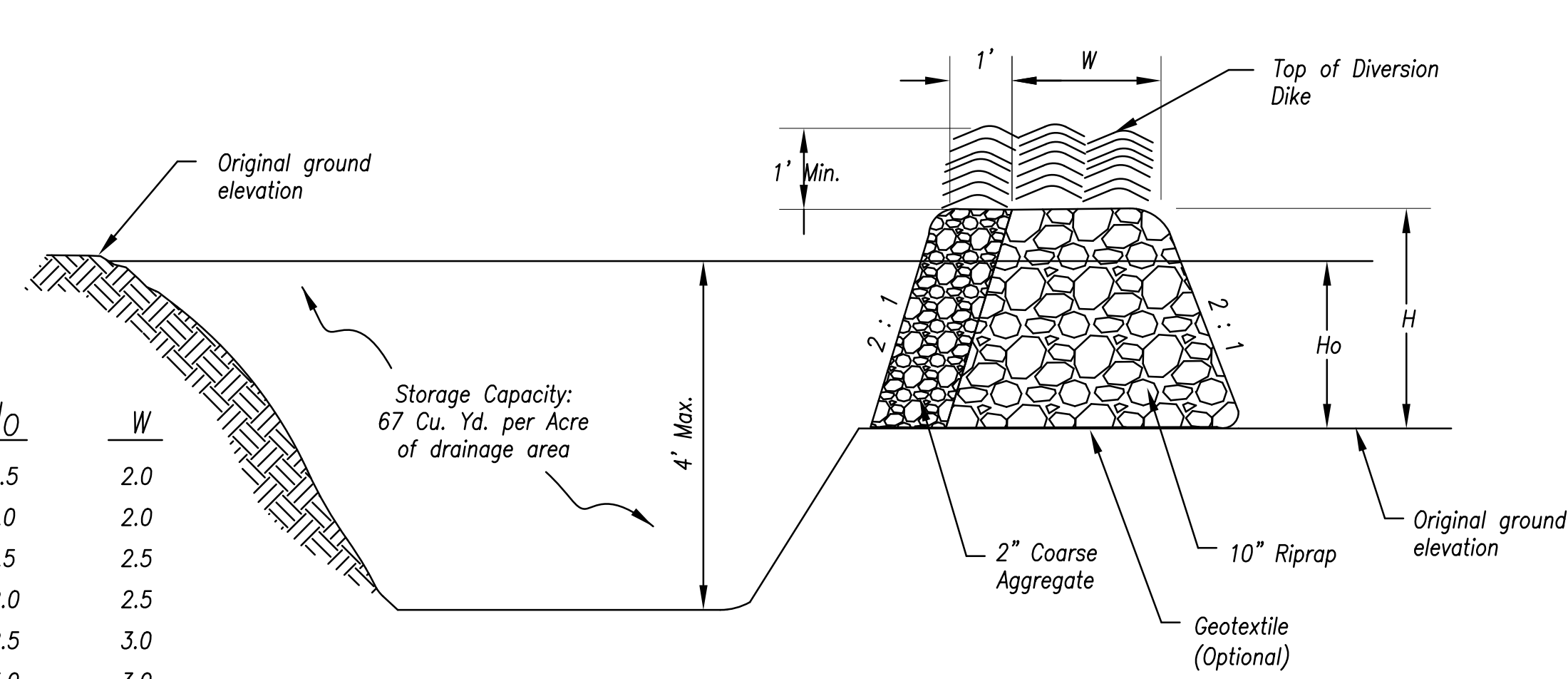
<b>AMERICAN PUBLIC WORKS ASSOCIATION</b>	
 Kansas City Metro Chapter AMERICAN PUBLIC WORKS ASSOCIATION	KANSAS CITY METRO CHAPTER

AREA INLET AND  
JUNCTION BOX PROTECTION

STANDARD DRAWING  
NUMBER ESC-07  
ADOPTED:  
10/24/2016

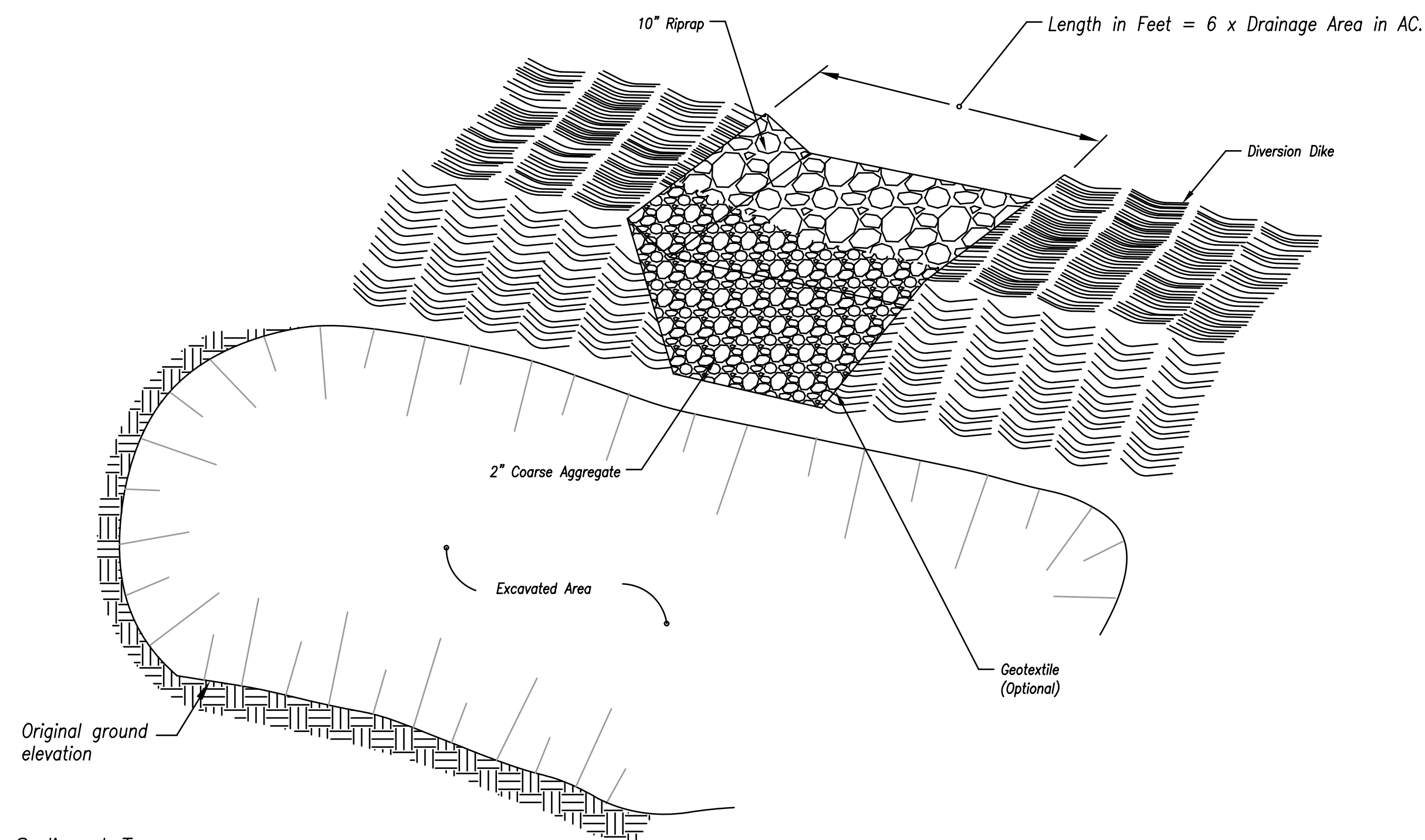
Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

H	H <sub>0</sub>	W
1.5	0.5	2.0
2.0	1.0	2.0
2.5	1.5	2.5
3.0	2.0	2.5
3.5	2.5	3.0
4.0	3.0	3.0
4.5	3.5	4.0
5.0	4.0	4.5



(\* Cross Section of Outlet

Not to Scale



(\* Perspective View of Outlet

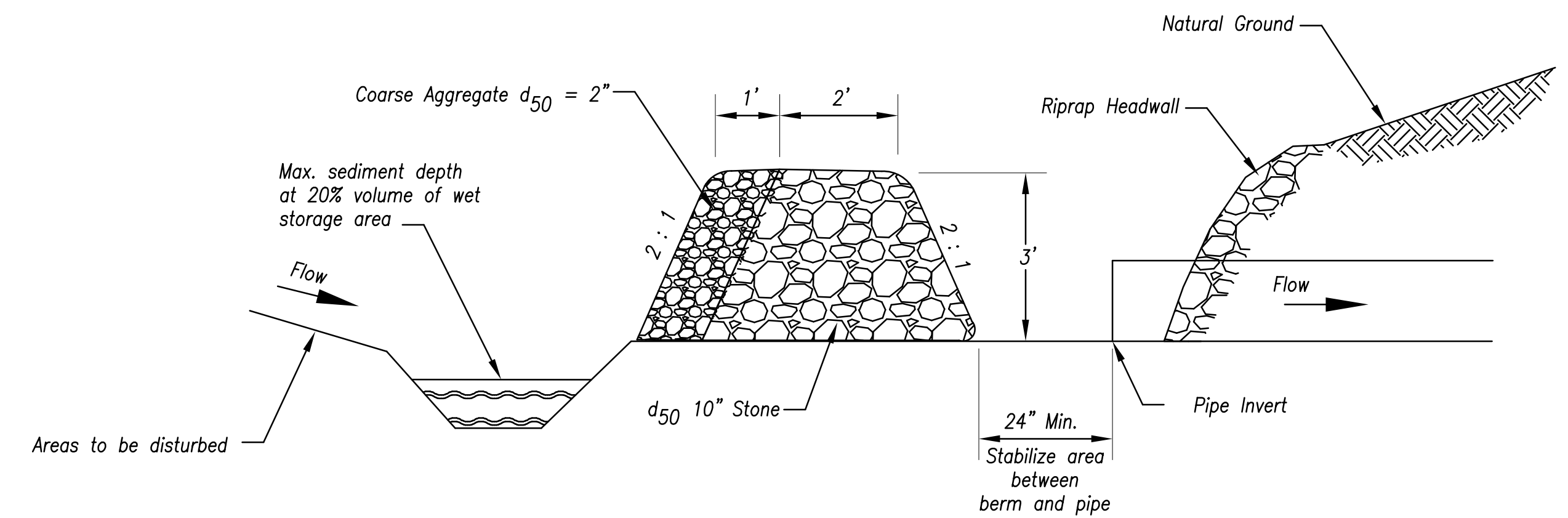
Not to Scale

(\* - The perspective view and cross section are schematic in nature. Construction plans must provide specific site construction arrangements.

Maintenance for Sediment Trap:

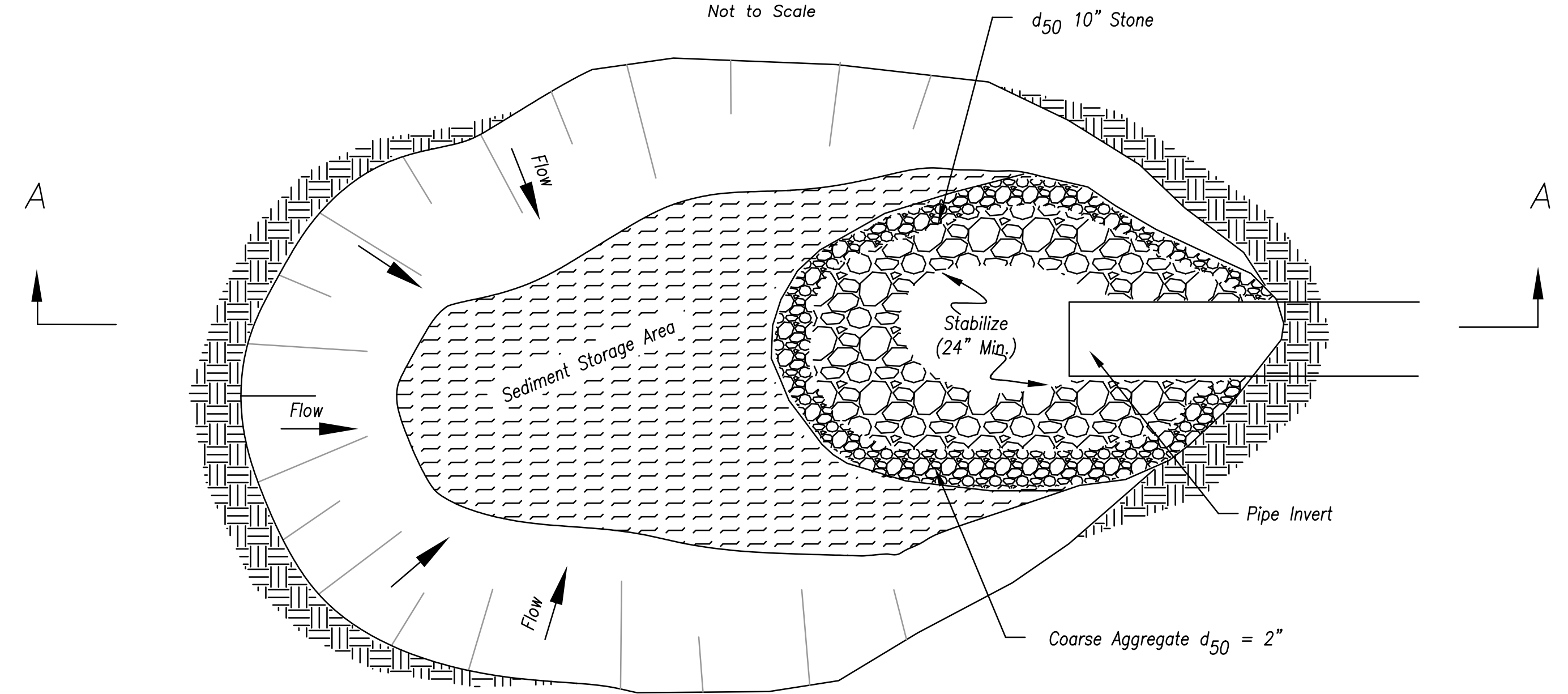
1. Check sediment traps after periods of significant runoff.
2. Remove sediment and restore the trap to its original dimensions when sediment accumulates to 20% of the storage capacity.
3. Immediately repair any erosion damage to the embankment and outlet.
4. Keep outlet and pool area free of all trash and other debris.

SEDIMENT TRAP



Section A-A

Not to Scale



Plan View

Not to Scale

Notes for Sediment Trap at Culvert Opening:

1. The inlet protection device shall be constructed in a manner that will facilitate clean-out and disposal of trapped sediment and minimize interference with construction activities.
2. The inlet protection devices shall be constructed in such manner that any resultant ponding stormwater will not cause excessive inconvenience or damage to adjacent areas or structures.
3. Geometry of the design will be a horseshoe shape around the culvert inlet.
4. The toe of the riprap shall be no closer than 24" from the culvert opening to provide an acceptable emergency outlet for flows from larger storm events.
5. Storage requirements equivalent to that of temporary sediment trap.
6. 67 C.Y./Acre wet storage below base of stone.
7. 67 C.Y./Acre dry storage from base of stone to top of stone berm.

Maintenance for Sediment Trap at Culvert Opening:

1. Check sediment traps after periods of significant runoff.
2. Remove sediment and restore the trap to its original dimensions when sediment accumulates to 20% of the storage capacity.
3. Immediately repair any erosion damage to the embankment and outlet.
4. Keep outlet and pool area free of all trash and other debris.

SEDIMENT TRAP AT CULVERT OPENING

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

**AMERICAN PUBLIC WORKS ASSOCIATION**  
 Kansas City Metro Chapter  
**APWA**  
 AMERICAN PUBLIC WORKS ASSOCIATION

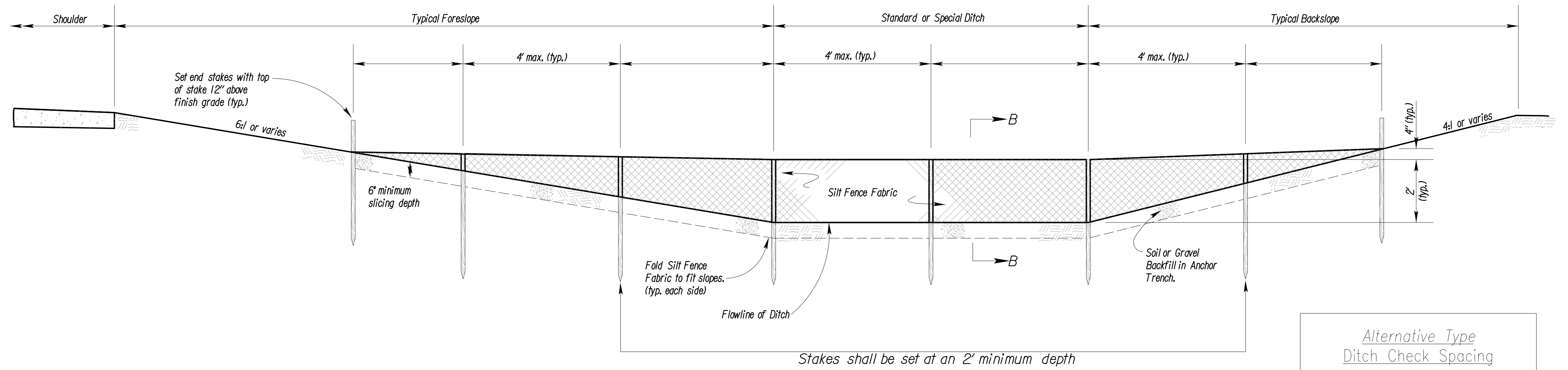
KANSAS CITY METRO CHAPTER

SEDIMENT TRAPS

STANDARD DRAWING  
 NUMBER ESC-08  
 ADOPTED:  
 10/24/2016

**Notes for Silt Fence Ditch Check:**

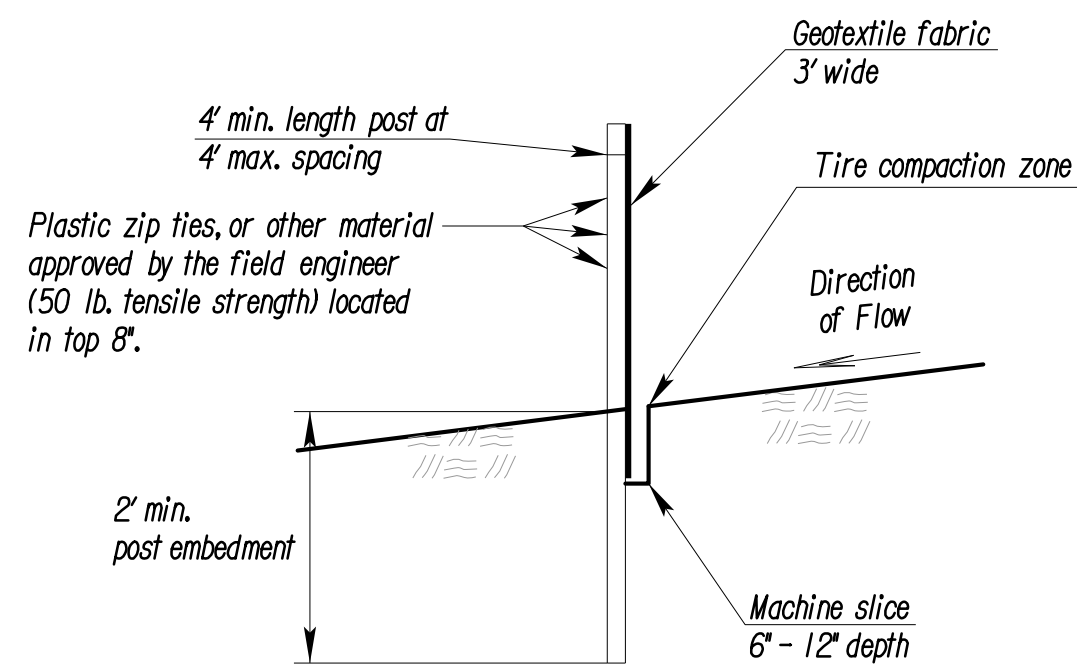
- Stakes shall be 4' (min.) long and one of the following materials:
  - Hardwood - 1 3/16" x 1 3/16";
  - Southern Pine (No. 2) - 2 5/8" x 2 5/8";
  - Steel U, T, L, or C Section - .95 lbs. per 1'-0";
  - Synthetic - same strength as wood stakes.
- Cross pieces shall be of same material as stakes.
- Attach fence fabric securely on 6" centers (max.).
- Use of high flow material is acceptable.
- Refer to plan sheets to estimate the length of silt fence required.
- Use support fencing when tributary area is greater than 2.4 acres or when ditch gradient is greater than 2 percent.
- Silt fence sliced in to a 6" minimum depth.
- Elevation at tie in points shall be a minimum of 4" higher than the center.



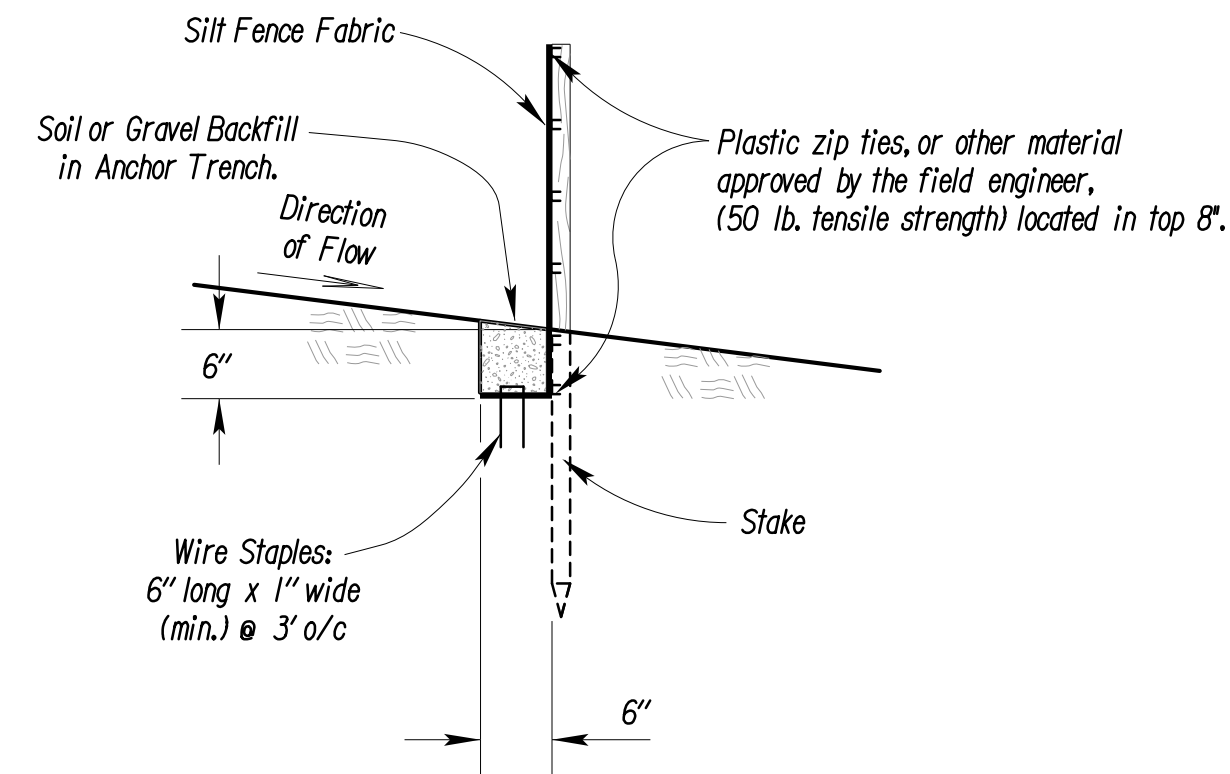
TYPICAL ELEVATION

Alternative Type Ditch Check Spacing	
Ditch Centerline Slope ( % )	Spacing Interval (Feet)
1.0	200
2.0	100
3.0	65
4.0	50
5.0	40
6.0	33

Note: Use this spacing for all except Rock Ditch Checks.

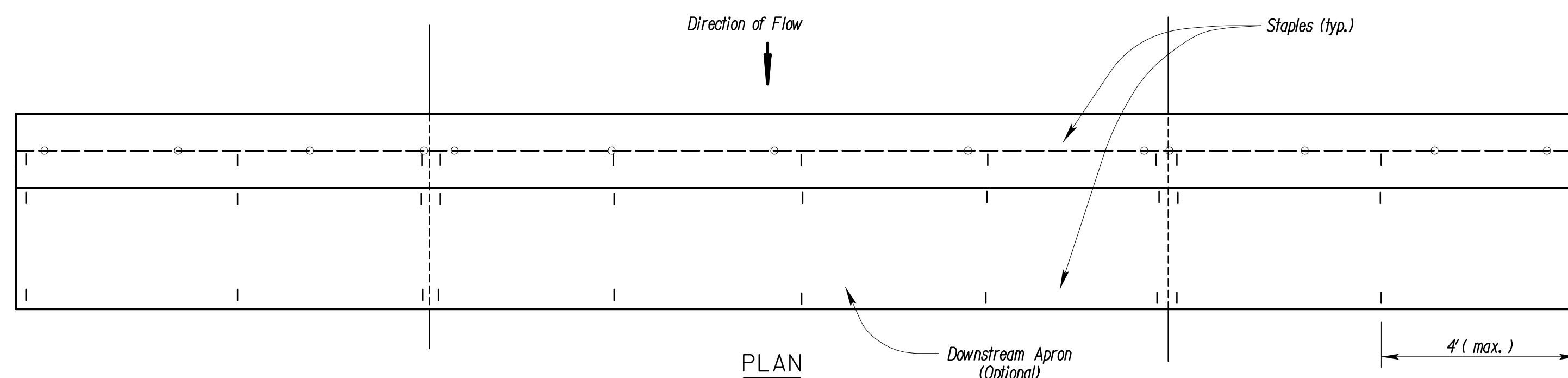


SECTION B-B

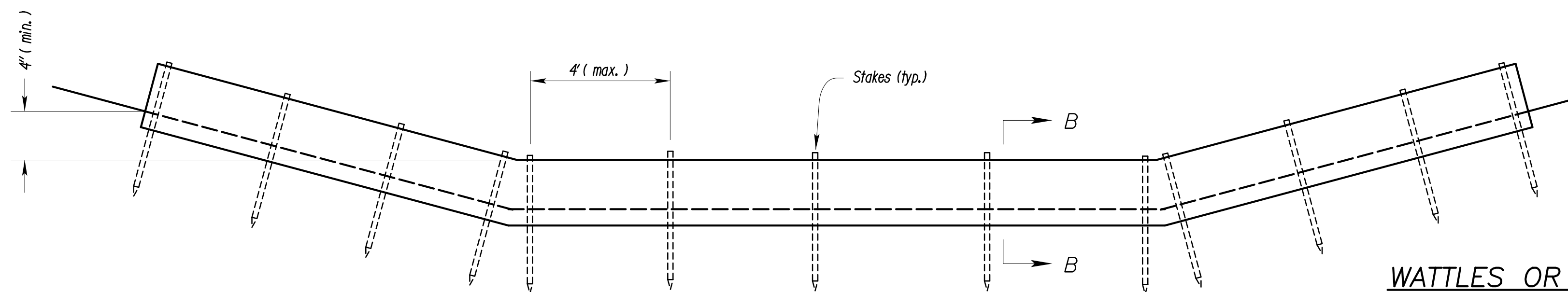


**SILT FENCE DITCH CHECK**

NO SCALE



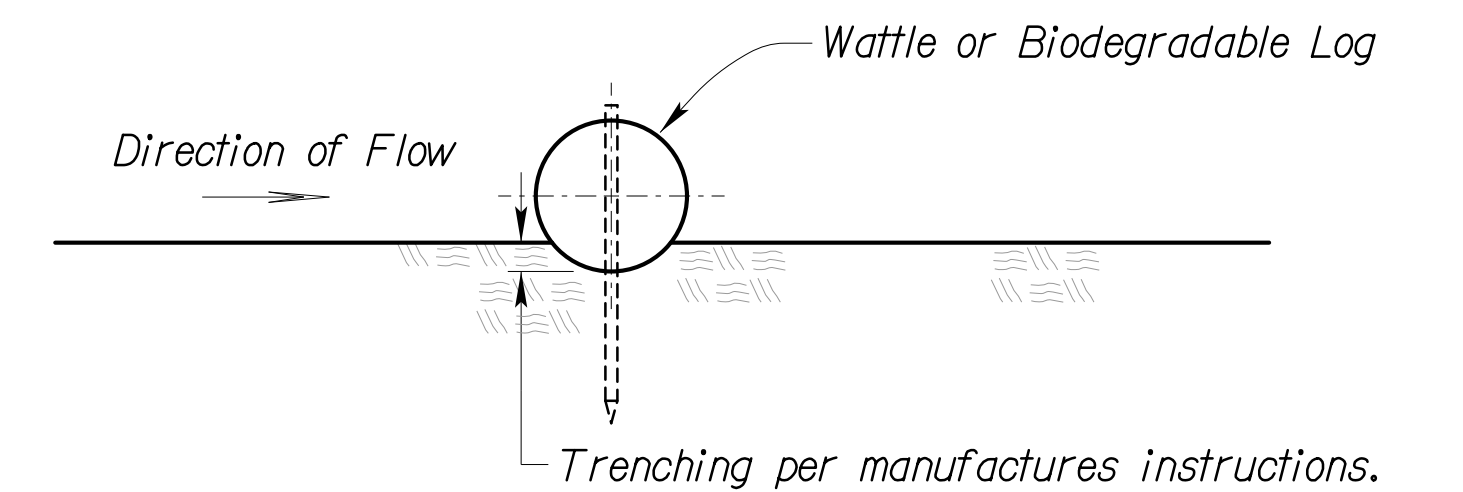
PLAN



TYPICAL ELEVATION

**Notes for Wattles and Biodegradable Log Ditch Check:**

- Use as many biodegradable log sections as necessary to ensure water does not flow around end of ditch check.
- Overlap sections a minimum of 18"
- Stakes shall be per manufacturer's instructions. Length of stakes shall be a minimum of 2 times the diameter of the log or 24" minimum.
- Use Erosion Control (Class 1) (Type C) as the downstream apron when directed by the Engineer.
- Use 9" diameter logs when used with Erosion Control (Class 2) (Any Type) channel lining. Smaller diameter logs may be used with Erosion Control (Class 2) (Any Type) channel lining as directed by the Engineer.



SECTION B - B

**WATTLES OR BIODEGRADABLE LOG DITCH CHECKS**

OR Filter Sock Ditch Check  
NO SCALE

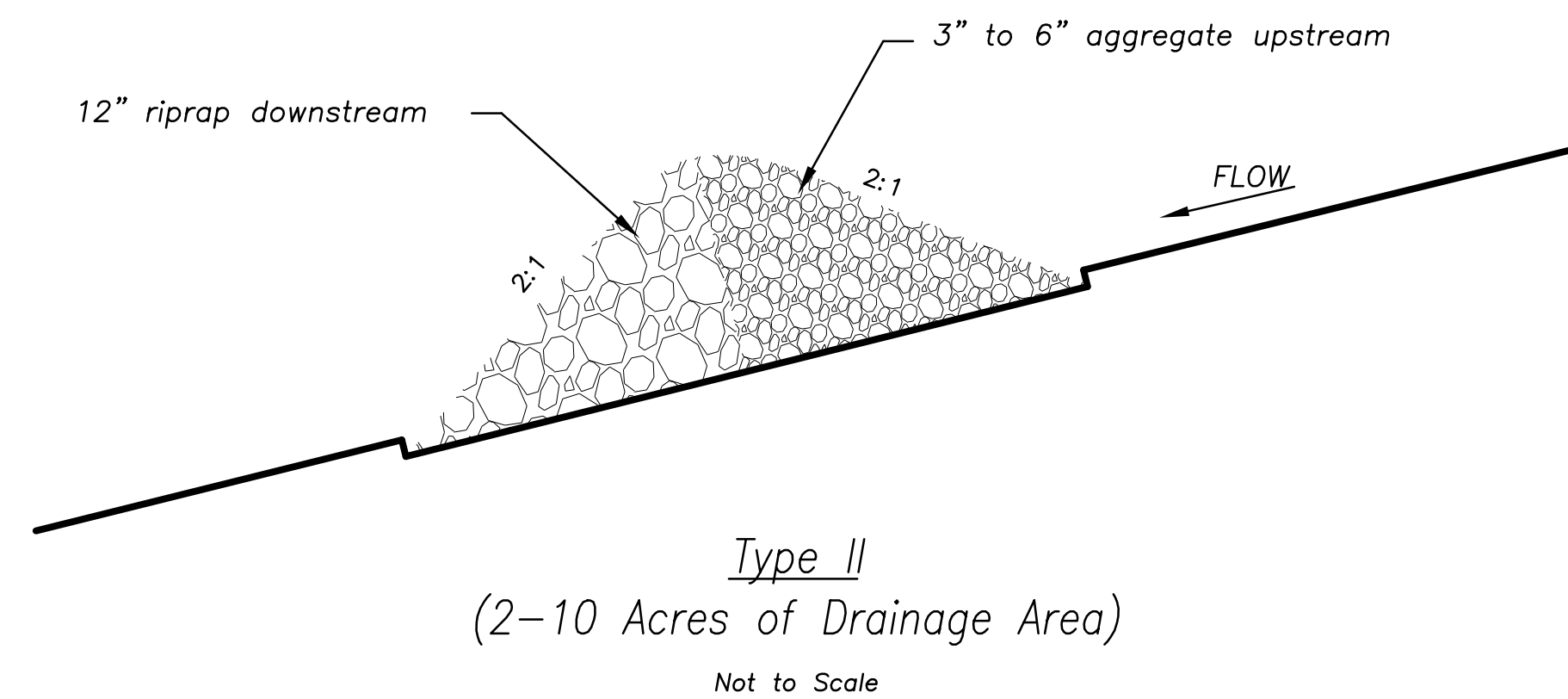
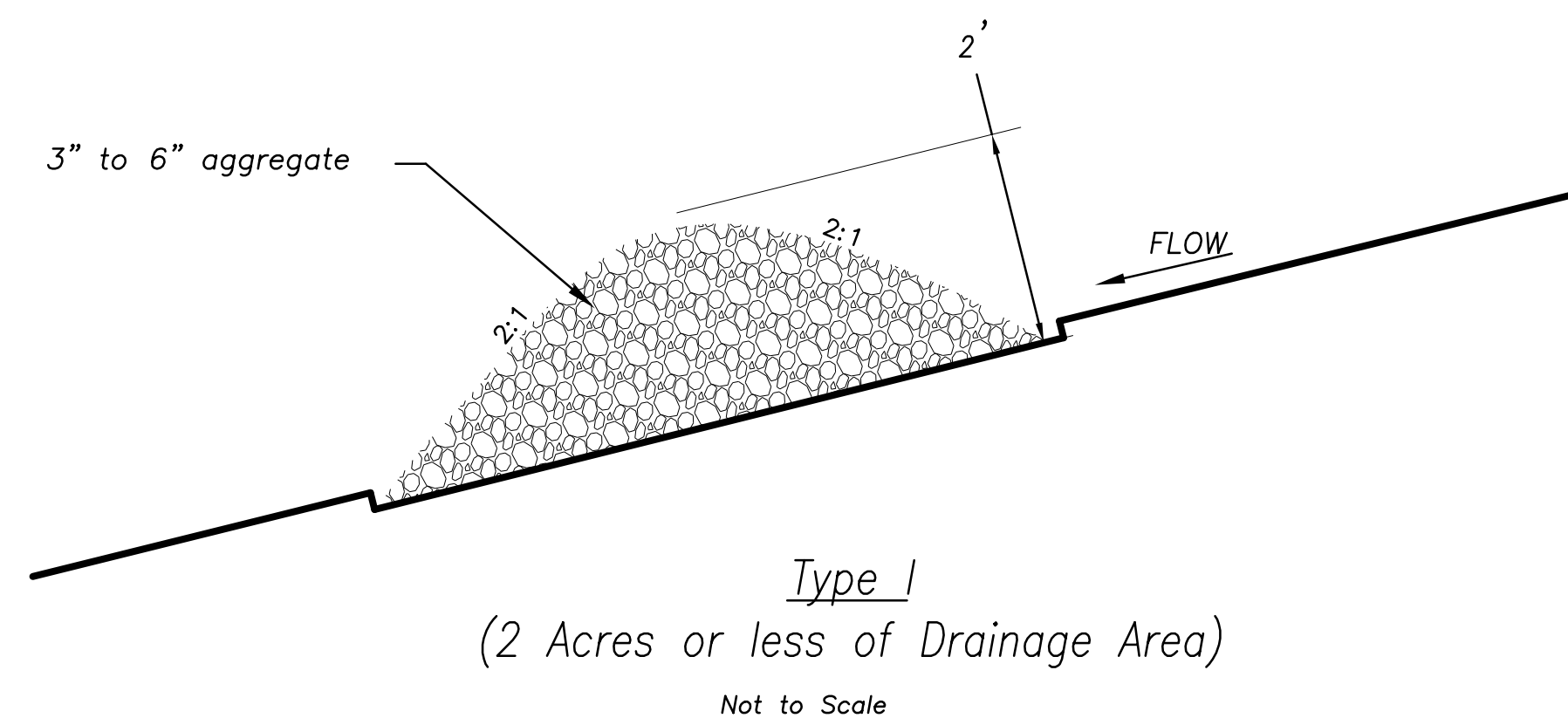
Modified from Kansas Department of Transportation Standard Details for Erosion Control and Sediment Control.

**AMERICAN PUBLIC WORKS ASSOCIATION**  
Kansas City Metro Chapter  
**APWA**  
AMERICAN PUBLIC WORKS ASSOCIATION

**KANSAS CITY METRO CHAPTER**

**SILT FENCE AND WATTLE/ BIODEGRADABLE LOG DITCH CHECKS**

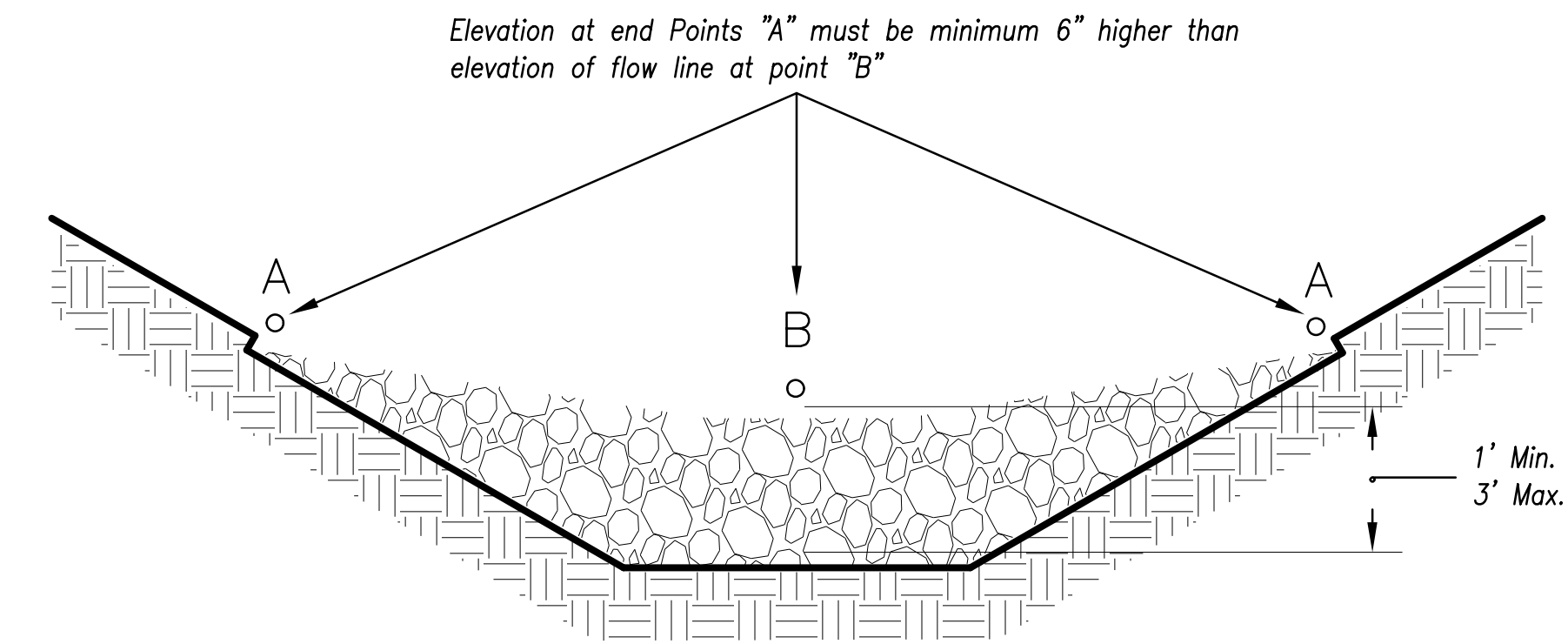
**STANDARD DRAWING NUMBER ESC-09 ADOPTED: 10/24/2016**



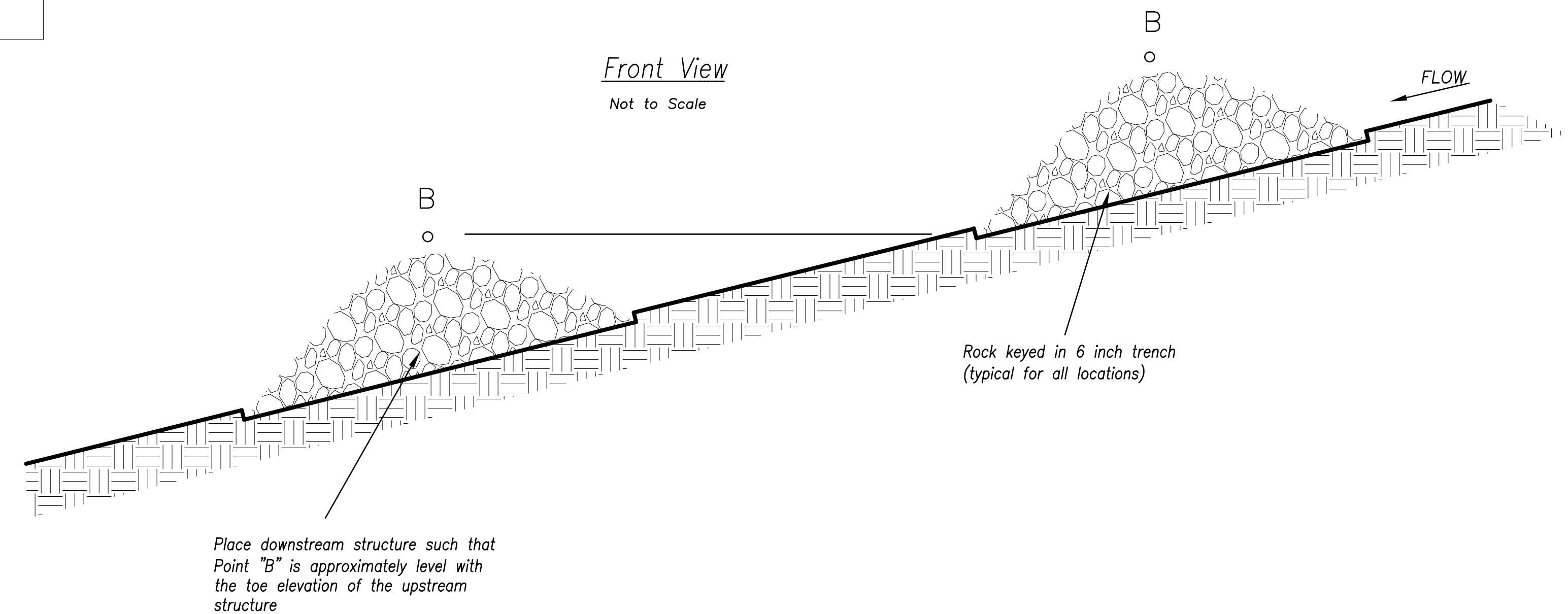
ROCK DITCH CHECK

<u>Temporary Rock Ditch Check Spacing</u>	
Ditch Centerline Slope ( % )	Spacing Interval (Feet)
5.0	60
6.0	50
7.0	43
8.0	36
9.0	33
10.0	29

Note: Use this spacing only for Rock Ditch Checks.



Front View  
Not to Scale



Spacing Between Check Dams (all types)

Not to Scale

Notes:

1. Rock check dams shall be used only for drainage areas less than 10 acres unless approved by the City Engineer.
2. Use rock checks only in situations where the ditch slope exceeds 6%.

Maintenance:

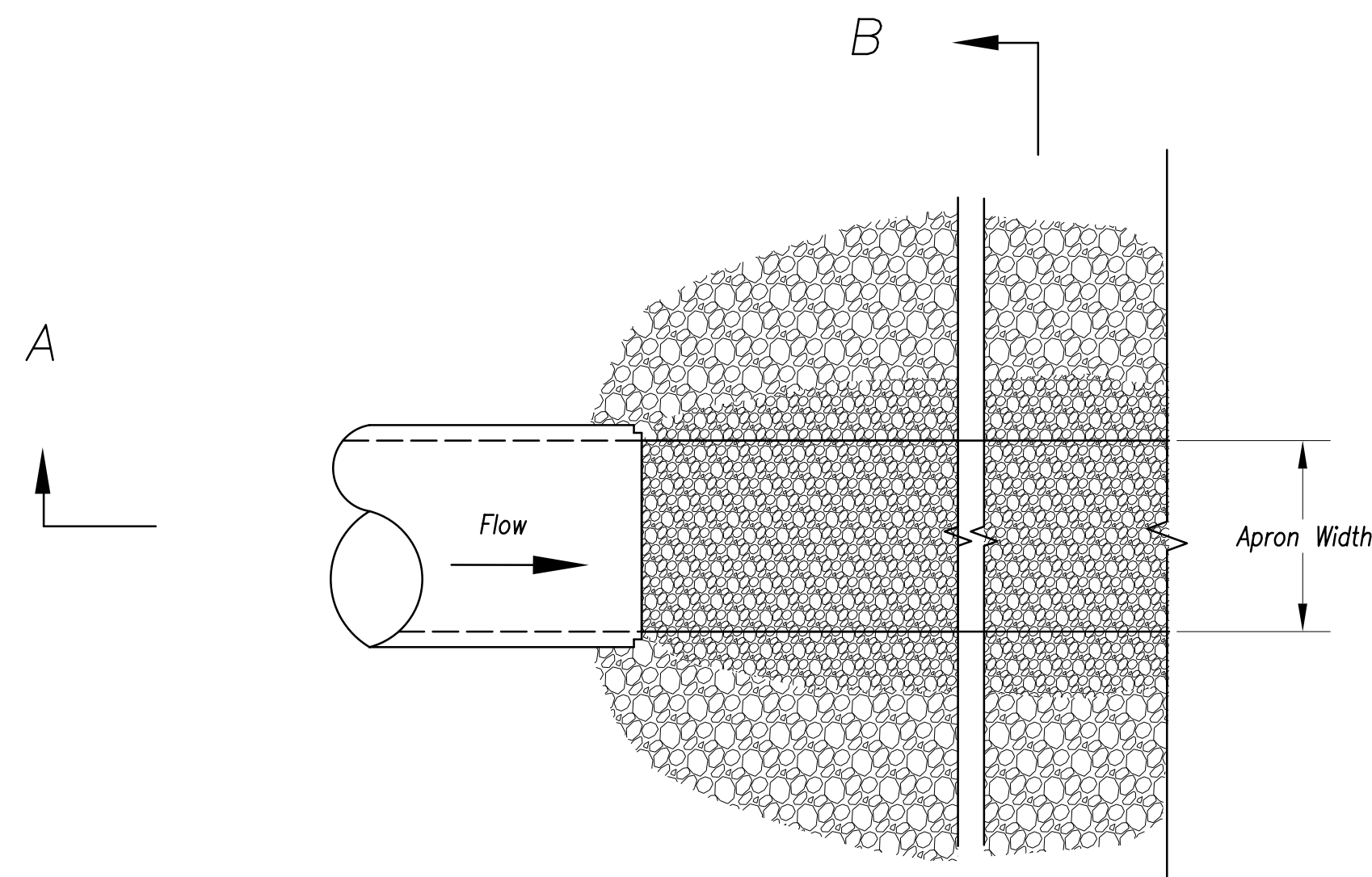
1. Remove and dispose of sediment deposits when the deposit approaches 1/2 the height of the ditch check.
2. Replace and reshape as necessary to maintain function and integrity of installation.

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

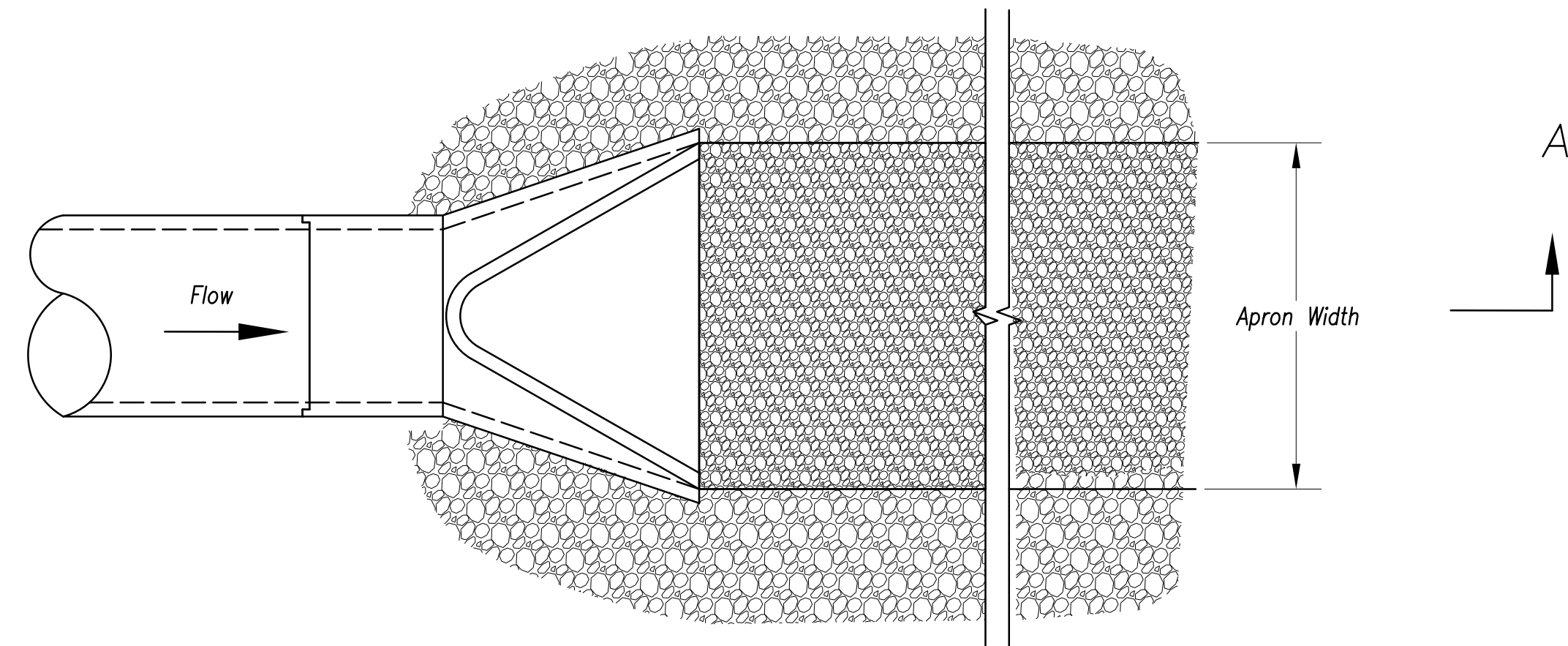
<b>AMERICAN PUBLIC WORKS ASSOCIATION</b>	
	<b>KANSAS CITY METRO CHAPTER</b>

ROCK DITCH CHECKS

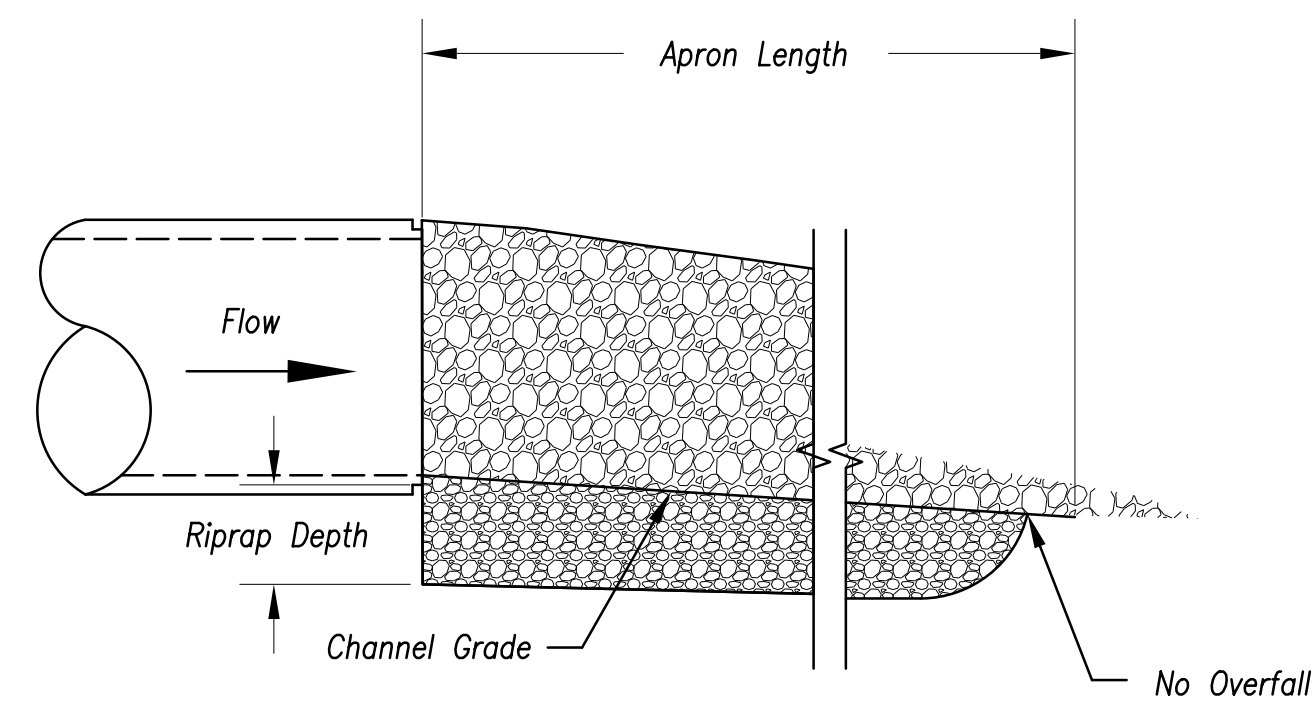
STANDARD DRAWING  
NUMBER ESC-10  
ADOPTED:  
10/24/2016



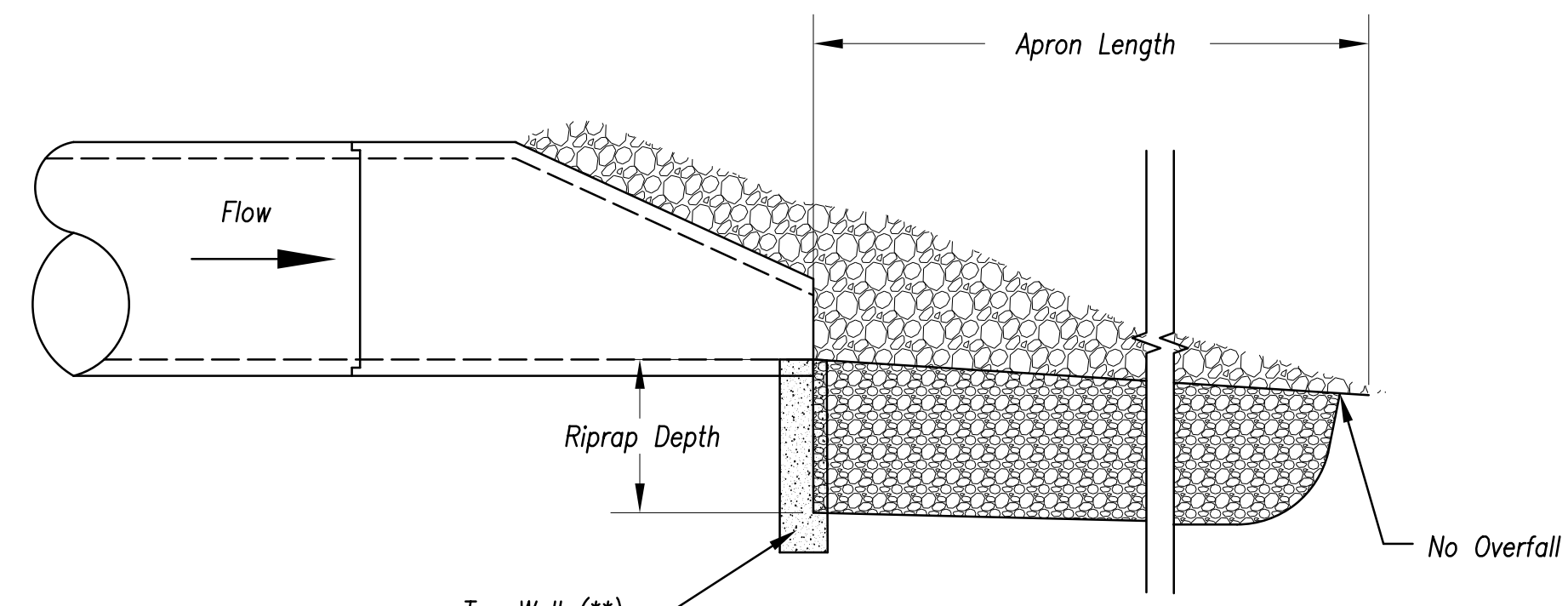
*Plan View*  
Not to Scale



*Plan View*  
Not to Scale

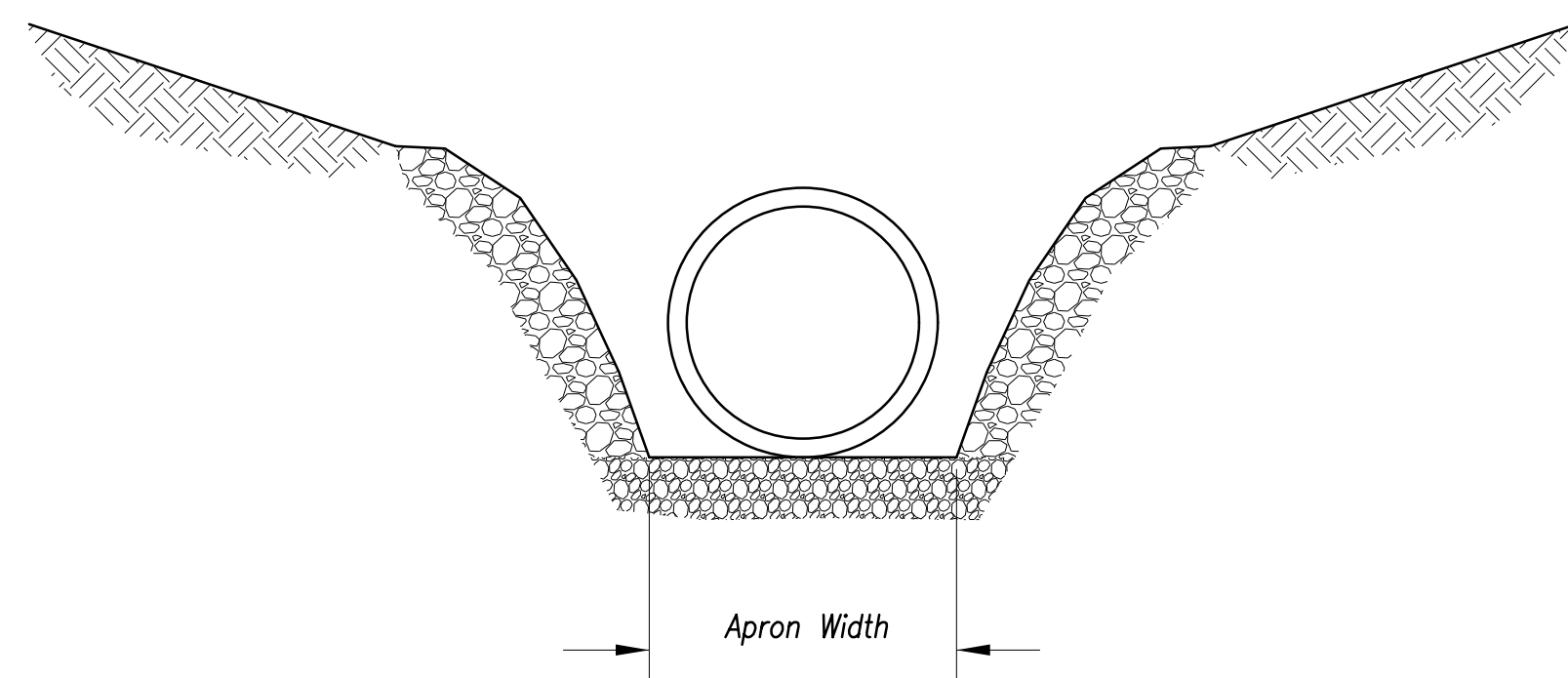


*Section A-A*  
Not to Scale



*Section A-A*  
Not to Scale

OUTLET PROTECTION WITH END SECTION



*Section B-B*  
Not to Scale

OUTLET PROTECTION W/O END SECTION

Notes:

1. Rock all sides steeper than 3:1.
2. Stabilize all disturbed areas downstream of outlet to the limits of disturbance.
3. Alternative outlet protection and slope stabilization measures may be used with approval by the Engineer.
4. Install riprap apron so that it is no higher than flowline of pipe.
5. Reference APWA Specification 2650 for rock type, size, and placement.

Modified from 2015 Overland Park Standard Details for Erosion and Sediment Control.

<b>AMERICAN PUBLIC WORKS ASSOCIATION</b>	
	<b>KANSAS CITY METRO CHAPTER</b>

OUTLET PROTECTION

STANDARD DRAWING  
NUMBER ESC-14  
ADOPTED:  
10/24/2016