

# Addendum 4: Turnkey Demolition and Removal of Structures

Release date: April 17, 2026

Contents: Additional questions received and answered (in no specific order)

1. Are there any existing utilities that need to be cut and killed at this site? Electrical, Gas, Sewer, Water?

Refer to bid document Page 9 (A) Utilities; and Page E-9 Scope of Work. It is assumed there is a building sanitary sewer service line connection entering the foundation at an unknown location. There is no water service. Sanitary sewer lines found shall be capped outside of the foundation once found. A city inspector will need to confirm the line has been capped.

2. Can you guys provide a specification or description of approved fill materials that can be used to fill in the basements of these structures?

Refer to bid document Page 9 (B) Fill and Compaction. The Contractor can use processed concrete material on site as approved by the City. The Contractor will need to submit specifications to the City for approval prior to placement.

3. It is our understanding that we would be responsible to provide (1) Railpros employee to provide Compensation Flagging & (1) RailPros employee to provide Construction Monitoring. So, we will have at all times on-site (2) RailPros personnel. Is it also the city's understanding, from discussions with RailPros, that this is what should be expected and costs accounted for?

It is the city's understanding that RailPros flagging, and construction monitoring depends on the method and means the contractor has elected to accomplish the work.

4. Based on bid opening at April 30<sup>th</sup>, what is your best guess of a realistic date that a NTP would be issued?

A Notice to Proceed will not be issued until all permits have been obtained by the contractor. The contract for services could be placed on the city council agenda for approval within three (3) weeks after the contractor has submitted a signed agreement with all required documents.

5. There are conflicting requirements for the policy limits for required Railroad Protective Liability Insurance. See attached documents. Exhibit E requires \$5million per occurrence and \$10million aggregate, while Section 5.6 requires \$10million per occurrence and \$20million aggregate.

Exhibit E shall indicate \$10 million per occurrence and \$20 million aggregate.

6. Similar question regarding the Contractors Pollution Legal Liability Insurance limits listed in Exhibit E. It is not clear what limits are being requested for this policy. Exhibit E states: “\$10million for each occurrence and \$20million aggregate, or such lower limits as are commercially reasonable and available for projects of this size and scope provided such limits are not less than \$5million per occurrence, and \$10million aggregate...” Either policy limits could be obtained, but we need to know what the City and/or Norfolk Southern is requesting.

This contract shall require in Exhibit E - Contractors Pollution Legal Liability Insurance limits “\$10,000,000 for each occurrence and \$20,000,000 aggregate.

7. Relative to the backfill scope: Will the use of processed concrete from the on-site demolition be allowable for filling in the sub-grade spaces, and if so, is there a specification regarding the processing required (size of processed material), or should we propose the specification as to allow for the proper compaction?

The Contractor will need to submit specifications to the City for approval prior to placement.

8. There will obviously be a substantial amount of procurement time required to 1. Prepare the demolition plan/railroad coordination plan 2. Review of demo plan/rr coordination plan by RR and North Kansas City. The “interim project milestones” provides reasonable deadlines for submitting these items, however, the contract days for completion of the work (180 or 244) are based on the date of the Notice to proceed. So, will the notice to proceed be issued after approval of the demolition plan and railroad coordination plan?

Refer to: Bid For Lump Sum Contract (4.) PROJECT COMPLETION: (b) Commencement. Page E-19, E-20.

9. Besides Norfolk & Southern, are there any other Railroad companies that use the active tracks?

It is the City’s understanding that Burlington Northern has tracks on the opposite side of Norfolk Southern Railway.

10. Do any passenger trains use the tracks next to the structures being demolished?

Contact Norfolk Southern Railway.

11. You supplied the RailPro rates, who decides how many Flagmen are required?

RailPro.

12. How many trains per day (7:00 am to 4:00 pm) use the tracks adjacent to the silo structures?

Contact Norfolk Southern Railways.

13. Any product remaining inside the silos or head house?

It is the City's understanding that there is no product inside. The product was removed by the grain company operator prior to them closing the site.