

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

ADDENDUM NO. 3

TO

PLANS AND SPECIFICATIONS

FOR

COMPTON AVE BRIDGE OVER UPRR REPLACEMENT

ST. LOUIS, MISSOURI

DATE: **4/23/26**

LETTING NUMBER: **8795**

The following changes and additions shall be made in the plans, specifications, and bid form. The cost thereof shall be included in the proposals submitted by the bidders.

Receipt of this addendum must be acknowledged on Bid Express.

REVISIONS TO THE BID ITEM LIST:

The following bid item quantities are being revised:

- 6039902{1} Water {Relocating Fire Hydrants} - Increase from 3 EA to 5 EA
- 6039903 Water {Water Line (20")} - Decrease from 2134 LF to 1625 LF
- 6039903{1} Water {Water Line (12")} - Decrease from 3087 LF to 2614 LF
- 6039903{2} Water {Water Line (8")} - Increase from 592 LF to 698 LF

CLARIFICATIONS:

The pre-bid meeting agenda and sign-in sheet were inadvertently left off Addendum #2. They are attached to this addendum.

QUESTIONS & ANSWERS

- Q:** There are no notes on the design drawings indicating that the weather steel (Grade 50W) structural steel should receive any paint or other coatings. Are we correct that we should estimate and bid the construction steel superstructure for the bridge with no paint applied in either the fabrication shop or in the field? If this is an incorrect assumption, please advise as to which MoDOT Paint System should be used and which coats of paint would be applied in the fabrication shop vs the field.
- A:** No protective coating is required as this bridge requires weathering steel and has no bridge deck joints for roadway drainage to interact with the steel.
- Q:** On sheet 41 of 48 in the bridge plans, it shows the typical bridge section. On the east half of the section, it has precast panels under the Type C barrier but no precast panels under the pedestrian lane. I believe that is reversed as the minimum embedment of the resin anchor systems for the Type C barrier is 5" and the deck thickness above the precast panels is only 5.5". Typically, the bridge is full depth where there is no barrier separating the roadway from pedestrians. In this instance, the bay between girders 6 and 7 should have precast panels but the bay between girders 5 and 6 shouldn't. <UPDATE> I don't think they're reversed, I think the second bay under the barrier might need to be CIP as well due to the barrier. The first bay needs to be CIP due to the pipe hangers.
- Q:** The required depth for the anchor system for the Type C barrier is 5" with an available depth of 5.5". The precast, prestressed panels are acceptable where the Type C barrier is located. No panels are permitted with the utility anchors in the bay between Girders 6 and 7.
- Q:** In looking at the plans I do not understand where the bid item for the Chain Link Grounding is to be paid for. There is a bid item Conduit System on Structure paid as a lump sum but that has nothing to do with the fence grounding. There is a bid item 6071013A for Chain-Link Fence 72 In. Is this where the fence grounding is to be included for the fence which is to be installed off of the bridge. There is a Bid Item in the Bridge Pay Quantities for (6079903 Misc 102" Pedestrian Fence Structure) and (60779903(1) Misc 78" Pedestrian Fence Structure). Is this where the Fence Grounding for the bridge is to be located?
- A:** The fence grounding should be considered completed covered by the Misc. 102" Pedestrian Fence Structure and Misc. 78" Pedestrian Fence Structure.

Q: The 480 V pole mounted lighting substation at Compton and Spruce is the established from the utility and shall be UIP and be reworked per the JSP for the job. Please advise what is to be UIP and what is to be installed new. When work on this substation starts, there will be no lighting operation from the substation until work is complete. Please advise what is to be replaced so pricing can be obtained for the bid.

A: Per lighting plans on Sheet 42 and JSP, everything will be replaced.

Q: Are there any defined work windows for the railroads?

A: Available information, as provided by the Railroads, was included in JSP TT, UU, and VV. Contractors are advised to contact the provided railroad contacts for further clarification.

Q: Will UPRR/Benesch and TRRA have individual flagging requirements for working over their respective tracks? Or will one company oversee flagging for the entire railyard?

A: Each railroad company will make their own determination of when flagging is required for work adjacent/over their respective tracks.

Q: If the optional steel splice is utilized, will those pounds be paid under the Fabricated Structural Low Alloy Steel (plate girder) A709 Grade 50W, or will they be considered incidental?

A: Considered incidental to Fabricated Structural Low Alloy Steel (Plate Girder).

Q: For the MSE wall, I've talked to our MSE wall vendor and he stated that geofoam is not feasible to use as backfill as it will not hold the reinforcement strips. From a constructability standpoint, changing this to LWCC would make the project easier to build as well. If there is an issue with settlement, it is possible to go with a lighter unit weight on the LWCC to help alleviate some of those issues.

A: As this is a two-sided wall we anticipate the wall would have to be tied across the backfill and strap zone to itself for support within the foam backfill section, hence the notes on the plans specifying care to be taken during construction to support the panels. However, alternate designs are acceptable so long as the net applied stress to the existing sewer beneath the wall is zero.

Q: There is a large CIP crashwall at the abutment face. Historically, we have built these with thickened MSE panels. The design proposed by the Owner shows a CIP wall on top of piles. If the owner has no issues with building that section out of precast, we would provide 30" thick panels, and you could construct the wall in the same fashion as a traditional MSE wall panel.

A: That option was considered by the design team but not accepted by the RR.

Q: Please confirm that the contractor has the option to hire the 3rd party railroad flagging company directly for work within the ROW of Terminal RR and UPRR and that the contractor will be directly reimbursed for payment on line items 6189901.

A: TRRA and UPRR both allow the use of 3rd party flagging companies. Only flagging companies approved by TRRA and UPRR will be permitted. The contractor will be reimbursed for flagging costs under the appropriate flagman line items regardless of whether flagging was provided by the railroad company or a third party company.

Q: Water line relocation quantities per plan sheet (for 8", 20", and Fire Hydrant Relocation/Installation) do not match the bid form quantity.

A: The plan quantities are correct. The Bid Form has been corrected with this Addendum.

Q: With the amount of daily trains and coordination with 2 railroads, bridge construction could experience significant delays. If the contractor requires additional time to complete the project due to railroad delays, will the contractor be compensated by the owner for time delays to include additional general conditions and escalation costs?

A: Any delay caused by railroad coordination will be a non-compensable delay. The contractor may be eligible for an extension in contract time, but no additional monetary compensation. Refer to the Missouri Standard Specifications for Highway Construction, Sections 108 and 109, for further information.

Q: Are we required to grout fill the existing water lines that are to be abandoned?

A: JSP I, Section 1.0 Description states that abandonment of mains shall conform to Section 603 of Missouri Standard Specifications for Highway Construction. Section 603.3.4 Abandoned Water mains provide guidance on this. In Section 603.5 Basis of Payment, it is stated that no direct payment will be made for plugging and sealing of abandoned water mains.

Q: Please verify that since there is a DBE goal of 0% we are simply to submit the DBE forms but leave them blank.

A: MoDOT has advised the City that a project with a DBE goal of 0% is not that same as a project with no DBE goal, therefore the DBE paperwork must be completed and submitted on time for the bid to be considered responsive. Completing the project information sections of the forms and not listing any DBE companies fulfills the project's goal of achieving 0% participation.

- Q:** JSP VV paragraph 3.4.b states "Only one (1) weekend shutdown is anticipated to accommodate demolition for this project. Cost for this weekend shutdown is \$33,823 per shutdown." Please verify that multiple closures for demolition and other purposes will be allowed.
- A:** Discussions with Metro indicated one shutdown would be allowed. Approval of additional weekend shutdowns would be at the sole discretion of Metrolink. If a contractor anticipates utilizing more than one weekend shutdown, the contractor will need to incorporate those additional costs into unit price of the lump sum line item "6189901 MISC. {METROLINK WEEKEND SHUTDOWN}".
- Q:** The Request for Environmental Review Form #2020-11-00119 Hazardous Waste Impact Section states "Demolition and renovation/replacement of a bridges and/or building requires an asbestos inspection by a current DNR-certified asbestos inspector and lead based paint inspection by a lead inspector currently licensed by the MO Department of Health and Senior Services." Please verify this is NOT the responsibility of the contractor.
- A:** The testing was performed during the design stage, and the report is available to download from the "Plans, Specifications, and Addenda" section of the Bid Express page. Contractors do not need to perform additional testing.
- Q:** Exhibit E to Public Highway Overpass Agreement Article 10 refers to an administrative fee of \$1,025.00. Will this be reimbursed under bid item 420 Misc. {UPRR Fees}, or is it to be included under 380 Misc. {UPRR Insurance and Permits}?
- A:** The \$1,025.00 administrative fee is a cost directly related to the filing of the contractor's right of entry agreement, and therefore will be reimbursed through the line item 380 Misc. {UPRR Insurance and Permits}.
- Q:** JSP T Lightweight Fill (30 PCF) states under paragraph 4.0 that Final measurement will not be made except for authorized changes. Can you clarify that the City will pay for the Lightweight Fill quantity that is produce and reported by the Lightweight Fill suppliers batch plant?
- A:** No, the line item will be paid per the planned quantity. Per JSP T, the pay quantity will only be adjusted when there is "authorized changes during construction or where appreciable errors are found in the contract quantity." Per the Missouri Standard Specifications for Highway Construction, an appreciable error is defined as one of the following: (1) an error resulting in a change in quantity of 10% from the original contract quantity of the item; (2) an error resulting in a monetary change of at least \$5,000 from an original contract item amount; or (3) an error in the calculation of a contract item based on the finite dimensions shown on the plans.

- Q:** Please confirm the Public Highway Overpass agreement has been fully executed by UPRR.
- A:** Yes, the City has a fully executed copy of the agreement, including UPRR signatures.

END OF ADDENDUM NO. 3

Attachments:

- Pre-bid meeting agenda (2 pages)
- Pre-bid meeting sign in sheet (2 pages)

Pre-Bid Meeting Minutes, 4/14/26

Compton Ave Bridge
Over UPRR Replacement

Federal Project # STP-5451(602)

- The project limits are Compton Ave, from Chouteau Ave to Spruce St.
- Bids are due by Tuesday, May 5, 2026, at 1:45 pm. Bids must be submitted electronically through Bid Express. The City will not accept paper bids, and any paper bid received will be considered non-responsive and rejected. The link for the City's home page on Bid Express is provided in the project specifications. Contractors will need to create a vender account and must have a Digital ID. There is no longer any charge from Bid Express to contractors for bidding on this project.
- Bids will be publicly read at the start of the Board of Public Service weekly Board meeting. The zoom link for the Board meeting is posted in the Bid Express, and results will be posted on Bid Express shortly after bid opening.
- Contractors must have a completed Contractor's questionnaire on file with the Missouri Highway & Transportation Commission at least 7 days prior to the bid opening date.
- Bidders must submit a bid deposit equal to 5% of the total bid. Bid deposits can either be submitted electronically on Bid Express, or delivered directly to Helen Bryant in Room 301 of City Hall. If not submitted electronically, the bid deposit must be received before the time of the bid opening, and a scanned copy of the bid deposit must be uploaded to Bid Express.
- There are several affidavits that are due at the time of bidding and must be uploaded to Bid Express to be considered a responsive bid. Those affidavits are all provided in the attachments section of Bid Express.
- This contractor will have 618 working days to complete the project. Notice to Proceed is anticipated to be issued around September 2026. Liquidated damages have been set at \$4,300.00/day.
- This contract requires that all onsite workers be paid prevailing wages. All workers also must have completed the OSHA 10 hours safety training course.
- Contractors are required to be properly licensed to do business in the City of St. Louis through the License Collector, and current on payment of City taxes. Contractors who do not meet these requirements are eligible to bid on the project, and will have 45 days after the bid opening date to address any issues with tax and license before their bid will be deemed unresponsive and rejected.
- There is a DBE goal for this contract and DBE paperwork must be submitted for the bid to be considered a responsive/responsible bid, however the DBE goal is 0%. The DBE submittal package is due by 4:00 pm on the Friday following the bid opening, and can either be emailed or hand delivered to Helen Bryant
- This project does has an OJT goal of 1 trainee for 1,000 hours.

- Questions regarding the plans and specifications will be received up through the end of business on 4/21/26. Questions submitted directly to Bid Express will be answered on Bid Express, questions submitted to Helen Bryant will be answered through an addendum. It is preferable to submit questions directly on Bid Express. There is also a bid inquiry form included as the last page of the project specifications that can be submitted to Helen Bryant. Any question received after the cut-off date may be dismissed and not answered.
- Contractors must acknowledge receiving all addendum issued when submitting your bid. Bid Express will also require the contractor to acknowledge having read through any Q&A posted to Bid Express when submitting the bid.
- The contractor will be responsible for obtaining all necessary permits from both the City and MoDOT.
- This project is subject to the Buy America law, which will be strictly enforced on all iron, steel, and steel coating products.
- Saturday work will be allowed on this project with advanced approval from the Board of Public Service. Sunday work is typically not allowed on BPS projects except in the case of emergencies and with BPS approval. The City recognizes that railroad coordination for this project may require more work to be performed on weekends than a usual project, and will be amendable provided advance notification is given.
- Coordination
 - MoDOT will begin work on I-64 in 2027. Their project will include the construction of the Compton/Spruce intersection. Coordination with MoDOT and MoDOT's contractor will be required. Their detour route will be north of I-64 and will not conflict with this project.
- There are several bid items with fixed prices of \$1.00/ea related to utility and railroad work. These are to reimburse the contractor for paying invoices submitted directly by the utility or railroad company. These are pass-through costs with no markup. These line items will all be adjusted up/down as needed to reflect actual invoices received/paid.
 - Railroads – Invoices for engineering reviews, nationwide train scheduling, onsite meetings, travel by railroad personnel, etc.
 - Excluded from this line item are all costs, direct or indirect, associated with permitting fees, railroad insurance, applying/receiving approved work plans and contractor right of entries, and flagging, which will be reimbursed through the appropriate line items for those areas of work, as identified in the JSPs.
 - Water Division - Invoices for work performed by Water Department crews.
 - Ameren – Invoices for work performed by Ameren crews.
- The contract includes providing temporary security fencing for several of the adjacent properties. Secure fencing must be in place before the existing fence is removed.
- The contract requires the contractor to name "Topgolf USA STL, LLC" and "Colby St. Louis, LLC" as additionally insured on liability insurance.

