

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

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**ADDENDUM NO. 4**

TO

PLANS AND SPECIFICATIONS

FOR

**COMPTON AVE BRIDGE OVER UPRR REPLACEMENT**

ST. LOUIS, MISSOURI

DATE: **4/9/26**

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 CONTRACT:**

- The bidding period is being extended by one week. The revised deadline for submitting bids will be 1:45 PM on Tuesday, May 12, 2026.
- Questions will be accepted through Friday, May 1, 2026.

**QUESTIONS & ANSWERS**

**Q:** Will the contractor have access to the S Ewing Avenue crossing over the Metro tracks?

**A:** Contractors may use the South Ewing crossing to access the underside of the bridge. Contractors will need to acquire an off track permit for being on Metro property in the area, however it will not require a work restriction because the grade crossing is protected with gates.

**Q:** Will the contractor have access to the S Theresa Avenue crossing over the UPRR tracks?

**A:** - Contractors will be permitted to use the access road that is south of UPRR's three active tracks to access the bridge from Theresa. Use of this access road must be included in the contractor's right of entry agreement with UPRR, and flagging may be required while the access road is being used. Flagging is the sole discretion of the UPRR track manager.

- In addition to the above CROE and flagging requirements, if contractors wish to use the grade crossing (Crossing ID #424816F) at Theresa to reach the center access road located between UPRR and TRRA tracks, the contractor will also need to execute a separate crossing agreement with UPRR.

- TRRA has advised that the grade crossing across TRRA's 3 tracks (located approximately 400' west of the Compton Ave Bridge) is too steep to be used. Contractors will need to construct their own crossing of the TRRA tracks.

**Q:** Will flagmen be required when working within 25' of the UPRR stub track?

**A:** When asked this question, the UPRR representative provided UPRR's 3<sup>rd</sup> Party Construction Zone guidelines (attached to this addendum) and advised contractors to refer to flagging requirements when working adjacent to active lines. The stub track has not been used in several decades, and trains cannot operate on it in its current condition, however UPRR retains right to run trains on this track at any time. Contractors should use their best judgement when preparing their bids.

**Q:** The placeholder for daily flagging rates is not filled in in the Public Highway Overpass Agreement. Please provide the rates.

**A:** The placeholder was intentionally left blank by UPRR because they typically do not provide flagging except in rare cases. Contractors are advised to contact one of the two UPRR pre-approved 3<sup>rd</sup> party flagging companies for current rates; Railpros or National Railroad Safety Services (NRSS).

**Q:** Will any of the railroads require more than one flagman on site at any one time?

**A:** TRRA and UPRR both stated that their standard policy requires only one flagman to be present when flagging is required, however extenuating circumstances may require days where two are needed.

**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.

**A:** 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.  
*(Note: this question and answer were provided on Addendum #3, but were mislabeled as two separate questions with no answers)*

**END OF ADDENDUM NO. 4**

**Attachments:**

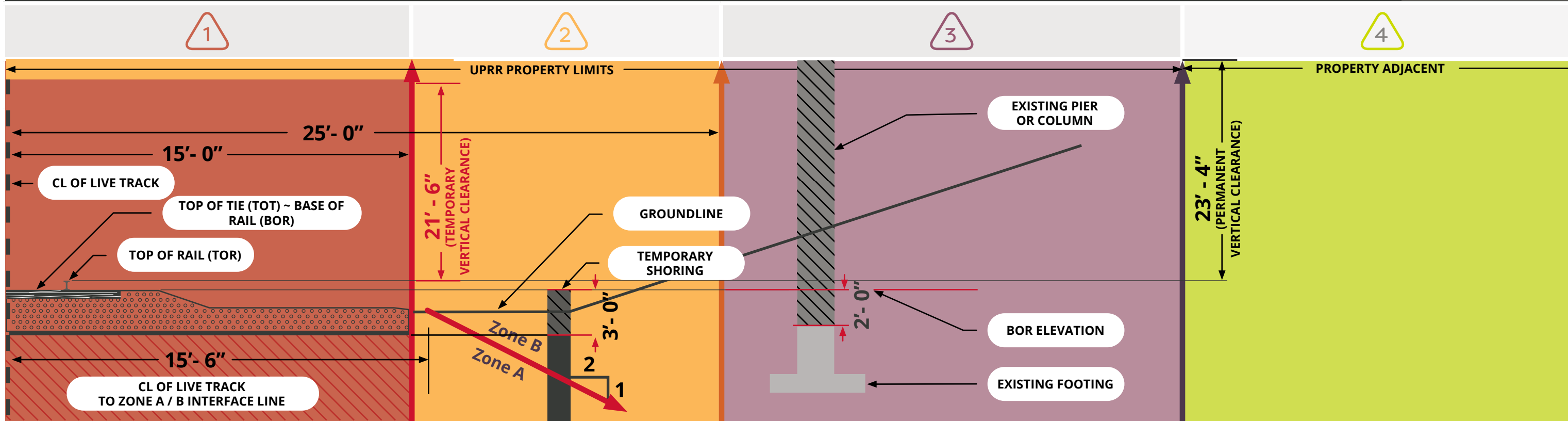
- UPRR 3<sup>rd</sup> Party Construction Zone Guidelines (1 page)



# UPRR 3rd PARTY CONSTRUCTION ZONES



- ASSUME THAT NO TRACK OUTAGE HAS BEEN GRANTED FOR WORK PROTECTION
- APPLIES TO AT GRADE AND **OVERPASS GRADE SEPARATIONS**. OTHER CRITERIA MAY APPLY FOR **UNDERPASS GRADE SEPARATIONS**.
- AERIAL LIMIT OF THESE ZONES EXTEND INDEFINITELY AND DOES NOT END AT VERTICAL CLEARANCE



## Zone 1 - Within 15 ft from CL Live Track & 21'-6" Vertical

- No obstructions shall be placed in zone
- Walkway to remain clear from hazards
- **No shoring installation** within zone without UPRR Engineering approval
- No excavation zone (noted by cross-hatching)

## Zones 2 and 3 - 25 ft from CL Live Track to UPRR Property Limits & 23'-4" Vertical

- Any work equipment stored on UPRR property must have a lockable battery disconnect and comply with the **Contractor Minimum Safety Requirements** document

## Zone 4 - Outside UPRR Property Limits & 23'-4" Vert.

- Construction fencing or approved delineation at UPRR property limits, or 25ft, whichever is furthest from live track

## Zones 2, 3 and 4

- **Shoring or drilled shaft installation in Zone A** requires approved design plans and full-time construction observation by 3rd Party Engineering Consultant (EC) firm
- Construction fencing or approved delineation of 25 ft zone is required

## Zones 1 and 2 - 15 ft to 25 ft from CL Live Track & 23'-4" Vertical

- RR flagger required for any person, equipment or activities within this zone, including work on overhead structure
- NO storage of equipment, material, etc.

## Zones 3 and 4

- RR flagger possibly required for equipment moves within this zone (dependent upon intended use of equipment, TBD by EC firm)

## Zones 1, 2 and 3 - 25 ft from CL Live Track to UPRR Property Limits & 23'-4" Vertical

- UPRR required PPE is necessary, see **Contractor Minimum Safety Requirements**
- **Bridge substructure removal** must be to a min 3 ft below final finished grade or 2 ft below BOR, whichever is lower (3 ft below BOR for temporary shoring)

*C.M. Dougel*

UPRR Sr. Dir. Industry & Public Projects

Effective Date: Oct. 2025