FEDERAL PROJECT NO. STP-9900(675)

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

****

ADDENDUM NO. 1

TO

PLANS AND SPECIFICATIONS

FOR

REMOVAL & REPLACEMENT OF SOUTHWEST & COLUMBIA BRIDGES

ST. LOUIS, MISSOURI

DATE: **11/6/26**
LETTING NUMBER: **8800**

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 OPENING DATE

- The bidding period is being extended. Bids must be submitted prior to 1:45 PM on Tuesday, December 1, 2026.
- The City will accept questions submitted through Bid Express until 5:00 PM, Wednesday, November 18.

REVISIONS OT THE PLANS

- **Sheet C-300 & Sheet C-401 –** There is a billboard located at Sta 106+96 LT that is identified as "R" on Sheet C-401, and is included in the Removal of Improvements quantities on the B sheets. The billboard will be removed by others prior to the start of construction, and at no cost to the Contactor.

- **Sheet C-1000** – **Delete** Lighting Note #2 in its entirety. Poles and luminaires should be the MoDOT standard items shown in the bid sheet.

- **Sheet C-401** – There are two separate structures located on Parcel 6 (5134 Southwest Ave). The smaller structure is identified on the plan sheet as "DND". By this Addendum, the smaller structure is designated for demolition and removal. Contractors shall include all costs associated with the demolition of removal of both existing structures located on Parcel 6 in their bid prices.
    - **Note:** The smaller structure abuts the building currently owned and occupied by Park Avenue Coffee (5105 Columbia Ave). Care should be taken to protect the adjacent building. Upon completion of the demolition and removal of the smaller structure, the owner of the coffee shop will retain a separate contractor to perform any necessary repairs to the exposed wall of the adjoining building. This work will be performed at no expense to the City's contractor. However, the City's contractor shall coordinate and schedule demolition activities with the coffee shop owner and its contractor, as necessary, to facilitate the timely completion of the wall repair work. There will be no direct pay for any incidental expenses related to the coordination or scheduling of this work, the costs of which should be incorporated into the line item for the demolition.

REVISIONS OT THE PROJECT SPECIFICATIONS

- **Bridge JSP I – Union Pacific Railroad (UPRR) Requirements**
    - **REPLACE Section 2.5 Flagmen** in its entirety with the following:
        - Flagmen shall be required any time either contractor personnel or equipment are within 25' of Union Pacific tracks. The Contractor shall be solely responsible for arranging, scheduling, coordinating, and paying for all railroad flagging services required for the performance of the Work. All railroad flagging personnel shall be obtained from Union Pacific Railroad's approved list of 3rd party flagging service providers.
    - **ADD Section 3.2** – The cost for flagmen required in conjunction with this special provision shall be included in the item "6189901 – UPRR Flagmen", measured via contract lump sum.
    - **ADD Section 3.3** – The cost for all Contractor insurance and permits required in conjunction with this special provision shall be included in item "6189901A – UPRR Insurance and Permits" measured via contract lump sum price.
    - **ADD Section 3.4 –** UPRR will invoice the Contractor for work completed, project management, construction

submittals, construction management, onsite meeting and travel, and final inspection. The item "6189902 – UPRR Fees" will be measured per each and set at the contract unit price of $1.00 and shall serve solely as the mechanism for reimbursing the Contractor for invoices from UPRR to the Contractor. This item shall be administered as a pass-through cost reimbursement with no markup permitted. Should the final invoice cost from UPRR change from the let price, a change-order will be issued to adjust the quantity to match the final invoice amount.

REVISIONS OT THE BID FORM

- **ADD –** Line Item "6189901 – UPRR Flagmen" - 1 Lump Sum
- **ADD –** Line Item "6189901A – UPRR Insurance and Permits" – 1 Lump Sum
- **ADD** – Line Item 6189902 – UPRR Fees" – 250,000 Each @ $1.00/EA

END OF ADDENDUM NO. 1

Attachments:

Pre-bid sign in sheet (1 page)
Pre-bid meeting minutes (3 pages)

BOARD OF PUBLIC SERVICE

DESIGN DIVISION

PROJECT: SOUTHWEST & COLUMBIA OVER UPRR
FEDERAL PROJECT #STP-9900(675)

DATE: OCTOBER 20, 2026

SIGN-IN-SHEET

NAME	COMPANY NAME	E-MAIL
Andy Hamerson	Thomas Ind Coatings	ahamerson@thomasindcoatings.com
Scott Harris	Gershenson Construction	scott@gershenson.com
Harlyn Schott	NB West Contracting	HSchott@nbwest.com

Pre-Bid Meeting Minutes, 10/20/26

Removal & Replacement of Southwest/Columbia Bridges
Over UPRR

Federal Project # STP-9900(675)

- The project will remove the two adjacent Southwest Ave and Columbia Ave bridges that cross over the Union Pacific Railroad track, and will construct a single structure spanning both features.
- Bids are due by Tuesday, November 10, 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 240 working days to complete the project. Notice to Proceed is anticipated to be issued around February/March 2027. Liquidated damages have been set at $4,025.00/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 not have OJT goals.
- Questions regarding the plans and specifications will be received up through the end of business on 11/4/26. Questions should be submitted directly to Bid Express and will be answered on Bid Express.
- 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.
- The project has several TCEs with restrictions.
    - The TCE for the drive approach to Parcel 4 (5201 Southwest Ave, Favazza's) is limited to the time it takes to remove/replace the entrance. This area cannot be used for storage or staging.
    - The TCE for the drive approach at Parcel 9 (5137 Southwest Ave, Kop-Coat) is limited to the time it takes to remove/replace the entrance. This area cannot be used for storage or staging.
    - The TCE near the train tracks at Parcel 9 was acquired to provide contractors an area near track level for storage. After the TCE was purchased, MoDNR advised that the address is listed on the E-START map due to ground contamination. Contractors are still permitted to use this area for staging/storage, but absolutely no ground disturbance or excavation is allowed at this location. As a result, Contractors may have no use for this TCE.
- The project will be staged with demolition of the Columbia Ave Bridge first, followed by construction of the new Southwest Ave Bridge, then demolition of the old Southwest Ave Bridge once traffic is transferred to the new structure.
- The billboard on the west side of the tracks is being relocated by others to an area east of the tracks within the current Columbia ROW. Access to businesses must be maintained throughout construction.
- At Parcel 6 (5134-5136 Southwest Ave), the plans show the demolition of the larger building, and the smaller building is marked "DND". The smaller building will need to be demolished as well, this will be formally issued in an addendum. The building abuts the side of the adjacent coffee shop building. Once the smaller building is demolished, the coffee shop will have their own contractor repair the wall. The City's contractor will need to coordinate the scheduled work with the coffee shop owner.
- Union Pacific Railroad has updated their permitting and flagging operations since the City/UPRR was originally executed. UPRR no longer provides flaggers and will require the Contractor to acquire flagging services from one of two UPRR-approved 3rd party companies; Rail Pros or

National Railroad Safety Services (NRSS). The contractor will be responsible for paying the following railroad costs, with three line items being formally added to the contract with an upcoming addendum:

- Permitting, Contractor Right of Entry, and Railroad Insurance Requirements – Lump sum bid item. The Contractor should include in its lump sum bid price all direct and indirect costs associated with obtaining required permits, securing rights of entry, and satisfying railroad insurance requirements.
- Flagging – Lump sum bid item. The Contractor should include in its lump sum bid price all direct and indirect costs associated with providing flagging services from a UPRR approved 3rd party flagging vendor.
- Engineering reviews – City will establish a line item with a cost of 250,000 units at $1.00/EA. This bid item is intended as a pass-through allowance to reimburse contractors for all invoices received from UPRR related to engineering services provided by UPRR and/or its subconsultant Benesch, including but not limited to project management, construction submittals and reviews, construction management, on-site visits, UPRR travel and attendance at pre-construction meeting, and digital observation (if required by UPRR). This contract amount for this line item will be adjusted, as necessary, through change order to reflect the actual costs invoiced by and paid to UPRR.