

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

ADDENDUM NO. 5

TO

PLANS AND SPECIFICATIONS

FOR

COMPTON AVE BRIDGE OVER UPRR REPLACEMENT

ST. LOUIS, MISSOURI

DATE: **5/7/26**

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 19, 2026.

REVISIONS TO THE BID FORM:

- **ADD** the following line item to the bid form - "7025001 - Dynamic Pile Testing; 3 EA"
- **ADD** the following line item to the bid form - "7269902{1} - Connection to Existing Large Sewer; 1 EA"
- **REVISE** the line item name from "6173100 Concrete Traffic Barrier, Type D" to "6173102 Concrete Traffic Barrier, Type D (Retaining Wall)". There is no change to the line item quantity.

REVISIONS TO THE PROJECT SPECIFICATIONS:

- **JSP TT - Union Pacific Railroad (UPRR) Requirements**
 - Section 2.6 Railroad Representative - Revise the last sentence to say "The cost of this representation including all expenses is in addition to the railroad flagmen, and shall be paid for with the lump sum line item "6189902{2} MISC. {UPRR Fees}"".
- **JSP UU - Terminal Railroad Association of St. Louis (TRRA) Requirements**
 - Section 2.6 Railroad Representative - Revise the last sentence to say "The cost of this representation including all expenses is in addition to the railroad flagmen, and shall be paid for with the lump sum line item "6189902{1} MISC. {TRRA Fees}"".

QUESTIONS & ANSWERS

- Q:** There is plenty of fill on site for the entire project when you include the over excavation for the MSD facilities with the Class A quantities. Is there a reason we couldn't use the over excavation materials on site instead of hauling in material for the Embankment in Place?
- A:** Quantities assumed imported material based on concern that existing material would be unacceptable. Contractors are free to make other assumptions based on the material provided and bid accordingly, at their own risk.
- Q:** As the intermediate bents will fall within Zone A in the UPRR Shoring Guidelines, we will have to ensure the shoring is acceptable to UPRR prior to drilling. Would Jacobs accept a 5' diameter oversized casing that is driven rock as the permanent casing in lieu of the 4.5' diameter casing that is embedded in the rock?
- A:** The construction of the foundations should follow the plan details to comply with the intent and requirements of the design calculations. No modifications will be permitted to the foundations.
- Q:** The Stresscrete concrete light poles on this project indicate a median and bridge anchor-bolted pole that are 20' and 32' tall. The 3 7/8" center to center distance to the bolts would equal an 11" BOLT CIRCLE. The tallest pole we can put on an 11" bolt circle is a 23' tall poll (making it a 25' mounting height).
- A:** The currently detailed light pole support can accommodate a larger bolt circle, such as a 13.5" diameter. For a larger bolt circle, 1.25" dia. bolts are to be used per MoDOT's EPG.
- Q:** As per Section 720 of the Missouri DOT Specifications that

are incorporated into the contract documents for this project, overall global stability is the responsibility of the engineer (owner of this project). Addendum 3 for this project in response to a Q&A stated alternate designs are acceptable so long as the net applied stress to the existing sewer beneath the wall is zero. Who is responsible for the overall global stability, bearing capacity and settlement of the foundation soils for the alternate design? Does the engineer (owner) accept the responsibility of the overall global stability, bearing capacity, and settlement estimates of the alternate design?

A: No. If a design is proposed that deviates from the engineer's solution, this design would need to be vetted and approved by the owner/engineer.

Q: Please advise if the 72" fence which is off the bridge gets grounded the same as the 78" and 102" fences on the bridge.

A: Yes, the 72" fence off the bridge should be grounded the same as the 78" and 102" fence on the bridge.

Q: On the Type C roadway barrier, will that be installed per MoDOT standards for roadway barrier or do you want that detail to match the Type C barrier shown on the bridge plans? Roadway Type C barrier has considerably less rebar and is held in place with dowels instead of resin anchor system.

A: Bid Item 6173000 should be installed per MoDOT standards (on roadway). Bid Item 703441 should be installed per bridge plans (on bridge).

Q: In the pile information, it says the verification method is dynamic pile testing. That is typically a bid item. Is this going to be required?

A: Dynamic testing will be required, and a quantity is included in this addendum for the 3 tests called for in the Foundation Data Table.

Q: On the roadway Type D barrier item, shouldn't that be "Concrete Traffic Barrier, Type D (Retaining Wall)"?

A: Yes. This addendum corrects the naming of the line item. Note that there is no change to the quantity of this line item.

Q: Please confirm how UPRR flagman will be retained and compensated, and the rate.

A: Contractors will be responsible for acquiring railroad flagging from an approved third-party vendor. Contractors will be responsible for paying for the flagging services, and will be compensated through the lump sum line item "6189901{3} MISC. {UPRR FLAGMEN}".

- Q:** JSP VV-5.2 for Metro Flagging; States that cost for flagmen in this item. However, 2.3 states Contractor to provide at Contractor's expense. If we utilize our own Tier 2 certified flaggers, is there any cost associated with this since it is an internal cost?
- A:** Contractors will be paid the lump sum price for Metrolink flagging, regardless of if flagging is performed by the Contractor's own Tier 2 certified flaggers or a third-party flagger. Contractors should use their discretion when bidding on this line item.
- Q1:** JSP TT - 3.4 UPRR Fees; does this pay item include the ROE Permit and RRPL Insurance Costs?
- Q2:** JSP UU - 3.4 TRRA Fees; does this pay item include the ROE Permit and RRPL Insurance Costs?
- A:** All direct and indirect costs associated with acquiring a right of entry permit and railroad insurance are to be paid for under the lump sum line items "6189901{2} MISC. {TRRA INSURANCE AND PERMITS}" and "6189901{4} MISC. {UPRR INSURANCE AND PERMITS}".
- Q:** The UPRR Exhibit under section 2 states the RR will grant rights for \$22,644 to be paid by the political body to RR. Is this City paying this cost directly, or will this be part of the Contract under one of the pay items related to UPRR?
- A:** This cost has already been paid by the City to UPRR and should not be incorporated into the Contractor's bid.
- Q:** UPRR Exhibit Section 7 states UPRR estimates \$400k in costs, to be billed to Political Body; this matches the estimate of the bid. If the City pays for this through direct billing, this should not part of our cost?
- A:** Any UPRR invoice that is submitted either to the City or to the Contractor, and that is not related to ROE permitting, railroad insurance, or flagging, is to be paid by the Contractor. The Contractor will be reimbursed for those costs through the line item "6189902 MISC. {UPRR FEES}". The contractor will be reimbursed the direct cost of the invoice amount, with no markup. Once the final UPRR invoice has been paid, this line item will be adjusted through a change order to reflect the actual amount paid to UPRR.

END OF ADDENDUM NO. 5