FEDERAL PROJECT NO. STP-5451(602)

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

****

ADDENDUM NO. 6

TO

PLANS AND SPECIFICATIONS

FOR

COMPTON AVE BRIDGE OVER UPRR REPLACEMENT

ST. LOUIS, MISSOURI

DATE: **5/12/26**
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 FORM:

- **REVISE** the name and quantity of the line item "6042010 Adjusting Manhole; 21 EA" to "6042010 Adjusting Manhole, 0-5'; 14 EA."
- **ADD** the following line item to the bid form – "6042010{1} – Adjusting Manhole, 5-12'; 4 EA"
- **ADD** the following line item to the bid form – "6042010{2} – Adjusting Manhole, >12'; 3 EA"

REVISIONS TO THE PROJECT SPECIFICATIONS:

- **JSP U – EPS Geofoam Blocks**
  - **Section 2.1**
    Change the compressive strength requirement from "Min. 200 psi @ 10% strain" to "Min. 200 kPa @ 10% strain".

- **JSP A – General-Federal**
  - **Section 18 – Removal of Improvements**
    There are ~100 concrete street light poles stored under the northern spans of the existing bridge. The poles **are not** to be returned to the City. The Contractor will be responsible for removing and properly disposing of the light poles. There will be no direct pay for the removal/disposal of the poles, the cost of which shall be incidental to the lump sum price of the line item "2022010 - Removal of Improvements".

QUESTIONS & ANSWERS

Q: In reference to JSP U Expanded Polystyrene (EPS Geofoam Blocks) – The 200 psi at 10% strain does not line up with the compressive strengths of Geofoam or what I would understand to be elasticized EPS.

A: The JSP has a typo. Compressive strength should be Min. 200 kPA, not psi.

Q: What are the loads from the crash wall that need to be accounted for in the design of the straps attached to the crash wall as shown on Typical section thru south crash wall under bridge in sheet 6 of 84 titled "Foundation Layout"? Note on Sheet 6 of 84 states that MSE contractor is responsible for internal stability of the straps. The loads that govern the internal stability of the straps that are attached to the crash wall supported on piles are not provided.

A: No loads from the external face of the wall need to be applied to the internal stability calculations for the straps. These should be designed based on the earth pressures within the reinforced and retained fill wedges for the various types of fill material within the wall system. The heavy construction crashwall, supported by the piling, meets the UPRR Guidelines for Grade Separation Projects regarding external impact and redirection.

Q: Addendum 3 for this project, in response to a Q&A, stated that for the two-sided walls retaining EPS blocks, the wall could be tied across. However, a two-sided wall does not exist at the cast-in-place abutment. Typical section thru south crash wall under bridge in Sheet 6 of 84 notes reinforcement elements are placed attached to a crash wall and placed within EPS blocks. There is no frictional resistance between the reinforcing strips and EPS blocks. Note on Sheet 6 of 84 state that internal stability of straps attached to the crash wall is the responsibility of the MSE wall specialty contractor. What is the criteria for internal stability when there is no frictional resistance between the straps and EPS blocks?

A: No loads from the external face of the wall need to be applied to the internal stability calculations for the straps. These should be designed based on the earth pressures within the wall system. The heavy construction crashwall, supported by the piling, meets the UPRR Guidelines for Grade Separation Projects regarding external impact and redirection. For fill sections behind the wall that will stand vertically on their own, the lateral pressure within the strap zone is minimal and minimal frictional resistance is required to resist. Back-to-back walls are present adjacent to both sides of the footing, and behind the crash wall on both sides, that tie the entire backfill zone together.

END OF ADDENDUM NO. 5