ST. TAMMANY PARISH

MICHAEL B. COOPER
PARISH PRESIDENT

June 5, 2026

Please find the following addendum to the below-mentioned BID.

Addendum No.: **1**

Bid#: **26-31-2**

Project Name: **Tammany Trace Bridge #13**

Bid Due Date: **Wednesday, June 10, 2026**

GENERAL INFORMATION:

1. A Mandatory Pre-Bid was held Wednesday, May 27, 2026, at 2:00 PM in the St. Tammany Parish Government, Building B, 3rd Floor Conference Room. Sign-in Sheet is attached.
2. BCS Fabrication has been approved as a Bridge Manufacturer.

QUESTIONS & ANSWERS:

Question 1. Please clarify the contract time in either calendar days or working days.

Answer 1. The contract time is six (6) months / 182 Calendar days from the date specified in the Notice to Proceed.

Question 2. We noticed that there is no item for Class A1 Concrete (Deck). Should it be included in another item?

Answer 2. The deck is lightweight concrete and there is not a pay item for it, the qty for the concrete deck is covered under a note on sheet 3B.

Question 3. Is the access along Rapatel St. the only the access point for this project?

Answer 3. Yes

Question 4. Will the contractor be allowed to construct a temporary crossing of Bayou Castine?

Answer 4. No

Question 5. Does the owner have a designated staging area?

Answer 5. No

Question 6. Is an office trailer required for the Owner or Engineer?

Answer 6. No

Question 7. Will contractor be granted an assembly period?

Answer 7. Yes, at the pre-construction, the contractor will need to have a schedule showing the estimated delivery of the materials and an assembly period will be determined at that time.

Question 8. Section 2, Instructions to Bidders, paragraph 5 states the contract time is 6 months. Please provide the total calendar days.

Answer 8. 182 days

Question 9. Specification section 01400, paragraph 1.05 A states that the Owner will employ and pay for the testing agency. Paragraph 1.05 C of the same section is for a Contractor Employed Agency. Please confirm that the Owner furnishes and pays for the testing laboratory.

Answer 9. Contractor is to furnish Testing

Question 10. Please confirm that data provided in the geotechnical report is for informational purposes only.

Answer 10. Yes

Question 11. Referencing specification section 01500, paragraph 1.12 sheet piling, please confirm that sheet piling are not required for this project and any use of sheet piling would be by contractor means and methods.

Answer 11. Yes

Question 12. Specification section 01571, paragraph 1.03 E (1) states "Obtain and pay for permits and provide security required by authority having jurisdiction". What permits are the Contractor responsible to obtain and pay for?

Answer 12. All the necessary permits are in place.

Question 13. Referencing specification section 020020, paragraph 1.3, has the Engineer received and approved any additional Bridge Manufacturer's other than Contech Engineered Solutions LLC?

Answer 13. Yes, BCS Fabrication has been approved.

Question 14. Will the contractor be allowed to clear and grub the entire right of way as shown in the plans from the beginning of construction to the end of construction?

Answer 14. The contractor will be allowed to clear and grub whatever is necessary for the construction of the new bridge, within the existing parish right-of-way.

Question 15. Is a Building Permit required?

Answer 15. No

Question 16. Please consider adding a budget item to the bid for the replacement of the existing trace pavement from Rapatel Street to the new bridge so all contractors are bidding on a similar feature. The existing trace pavement is already damaged and will need to be replaced at the end of construction for the entire distance after construction and equipment traffic utilizes it.

Answer 16. No additional pavement replacement is included in the bid. Any pavement damaged during construction that requires replacement beyond the limits shown in the plans shall be repaired or replaced at the Contractor's expense.

Question 17. Will the contractor be allowed to clear and grub along the side of the trace from Rapatel Street to the new bridge for temporary construction access so as not to damage the existing trace pavement?

Answer 17. The contractor will be allowed to clear and grub whatever is necessary for the construction of the new bridge, within the existing parish right-of-way.

Question 18. Will the contractor be allowed to close the trace from Rapatel Street to the upstation side of the project for the entire construction duration?

Answer 18. Yes

Question 19. Specification section 01500, paragraph 1.10 I states “Contractor shall utilize traffic control plan as provided by the engineer”. No plan has been provided. Please clarify.

Answer 19. Traffic signage plan to be submitted by Contractor to the owner prior to construction.

Question 20. Can we use the area around the parish's water tower as a laydown yard?

Answer 20. The water tower is owned by the City of Mandeville. The contractor would need to get approval from them to use it as a laydown yard.

Question 21. Can we cut across the area between the tower and the trace pathway? It would mean less travel distance on the pathway.

Answer 21. If the contractor was to come to an agreement with the City of Mandeville to utilize their utility area, and get agreements with all property owners involved, they would be able to cut through to the trace from the water tower.

Question 22. Power lines seem to be a problem with bringing equipment in and onto the trace pathway. The crane needed may not make it to the bridge.

Answer 22. The contractor is responsible for coordinating all utility concerns, including but not limited to, permanent or temporary relocations for constructing the bridge.

ATTACHMENTS:

1. Addendum No. 1 (Continued)
2. Sign-in Sheet

End of Addendum # 1

FORTE & TABLADA

Baton Rouge: Corporate Office
9107 Interline Avenue
Baton Rouge, LA 70809
T. 225.927.9321
F. 225.927.9326

PROJECT: TAMMANY TRACE BRIDGE #13
PROJECT NO.: EN23000184
F&T No. 240353

ADDENDUM NO. One (1)

DATE: 3 June 2026

TO: All of Record Holding Contract Documents

The following Addendum shall be included in the contract as part of the work together with the Drawings and Specifications for the above project. Changes made by Addenda shall take precedence over original Documents. General Contractors are hereby advised to call the attention of all subcontractors to changes, which may affect their work.

Acknowledge receipt of this Addendum by inserting its number and date in the proper blank appearing on the Bid form. Failure to do so may subject Bidder to disqualification.

GENERAL INFORMATION

1. The Bid Opening time and date for this project is **2:00 PM CT on Wednesday, June 10, 2026** in the St. Tammany Parish Procurement Conference Room.

CLARIFICATIONS

1. The Pre-Bid Meeting Minutes are attached.

PLAN MODIFICATIONS

1. None

SPECIFICATION MODIFICATIONS

1. Specifications **Section 020020 SPECIAL PROVISIONS FOR PREFABRICATED HALF THROUGH TRUSS PEDESTRIAN BRIDGE** is attached. It has been updated to add BCS Fabrication to the list of pre-approved bridge manufacturers.

END OF ADDENDUM

FORTE & TABLADA

9107 Interline Avenue
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05/27/2026 Meeting Minutes

PROJECT: Trace Bridges – Group 2 (Bridges 11, 12 & 13)
Contract No. 42201030
Tammany Trace Bridge #13
F&T Job # 240353

DATE: May 27, 2026

GENERAL:

The pre-bid meeting was held for the Tammany Trace Bridge 13 Replacement project, located on the Tammany Trace over Bayou Castine. The meeting was held at 2:00 PM in the St. Tammany Parish Government Staff Conference Room, located at 21454 Koop Drive, Mandeville, LA.

Agenda

- Project overview.
- Existing bridge removal and proposed steel truss bridge replacement.
- Site access, staging, and construction coordination.
- Plan sheet references and concrete pay item clarification.
- Bid opening, contract time, liquidated damages, and question deadline.

Discussion

- **General Bridge Info:**
  - The existing 200-foot-long, 21-span timber bridge will be removed and replaced with a steel truss bridge.
  - The new bridge will be approximately 255 feet 6 inches long from abutment to abutment, with a 3-inch buffer on each side.
  - Final bridge section lengths and fabrication details will be determined by the manufacturer.

- Handrail Anchor Bolt Layout is shown on Sht. 202. It was noted that this layout should likely have been referenced on the approach slab sheet, Sht. 105.

- **Site Access:**
  - Access Via Rapatel Street, which includes a tight 90-degree turn near the Trace.
  - Contractors may use the Tammany Trace for construction access; however, limited space will require coordination for deliveries, staging, and bridge section lengths.
  - Temporary modifications at the Rapatel Street and Tammany Trace intersection will be permitted as needed, provided the area is restored to its original condition after construction.
  - Existing permanent bollards may also need to be removed and replaced to facilitate access.
- **Existing Site Conditions:**
  - The existing section of the Trace may be vulnerable to heavy construction equipment
  - Longitudinal Cracking observed in the old rail bed along with swampy site conditions.
  - Contractors should use caution when moving equipment through this area.
  - No cutoff piles were observed during prior site visit, although water levels were elevated at the time.
  - Because the proposed bridge is longer than the existing bridge, the driven piles are expected to fall outside the limits of the existing pile locations.
- **Concrete Pay Item:**
  - The concrete quantity is listed in the notes on Sheet 3B. It was clarified that this item does not use a standard DOTD pay item number and will be addressed by addendum
- **Bid Opening:**
  - Scheduled for approximately two weeks from now and will be held on the second floor in Procurement.
  - The contract time is six months
  - liquidated damages are $1,500 per day.
- **Final Remarks:**
  - Contractors were reminded to submit questions by Monday, June 1.

SECTION 020020

SPECIAL PROVISIONS FOR PREFABRICATED HALF THROUGH TRUSS PEDESTRIAN BRIDGE

SECTION 800

The Louisiana Standard Specifications for Roads and Bridges, 2016 Edition, is amended to include the following:

1.0 GENERAL

1.1 Scope

These specifications are for fully engineered half through truss (no overhead bracing) bridge of steel construction and shall be regarded as minimum standards for design and fabrication. The work included under this item shall consist of design, fabricating, finishing and transporting the steel truss bridge superstructure including bearings. These specifications are based on products designed and manufactured by Contech Engineered Solutions LLC.

1.2 Definitions

- *Owner*: Entity who ultimately will own the bridge.
- *Engineer*: Engineering Entity or Firm who will be representing the Owner.
- *Contractor*: Entity who will be installing, and/or purchasing, the bridge.
- *Foundation Engineer*. Engineering Entity or Firm who will be designing and detailing the foundation system.
- *Geotechnical Engineer*. Engineering Entity or Firm who will be responsible for providing the Geotechnical information necessary to design the foundation system.
- *Bridge Manufacturer*: Firm who will be designing and supplying the bridge in accordance with these Special Provisions.

1.3 Qualified Bridge Manufacturer

Each Contractor is required to identify their intended supplier as part of the bid submittal. Qualified Bridge Manufacturers must have at least 5 years of experience fabricating these types of structures and shall have an up to date quality certification by AISC per Section 14.1 of these specifications. All suppliers shall fabricate their product utilizing a modern fabrication facility owned and operated by the Bridge Manufacturer that includes the use of CNC

beam drilling machines, no brokers are allowed.

Pre-Approved Bridge Manufacturer:

Contech Engineered Solutions LLC
1-800-338-1122
E-mail: info@conteches.com

BCS Fabrication
970-744-6369
E-mail: info@bcsfab.com

Addendum 1

Bridge Manufacturers, other than those listed above, may be used provided the Engineer receives a written request at least 10 days prior to the bid. The written request shall accompany the following information:

- Bridge Manufacturer's Product Literature,
- Name and resume of Bridge Manufacturer's design professional who will be signing and sealing the engineering submittals,
- Copy of current AISC certification,
- Representative copies of detailed drawings, field procedures, calculations, quality control manual, welder's certifications, proof of in-house C.W.I.,
- Listing of projects including owner, location, size, year of fabrication, contact person,
- Certification by the Bridge Manufacturer's Design Professional that the bridge proposed will be in accordance with all project development done up to the date of these specifications.

The above will be evaluated by the Engineer for accuracy and ability to provide the bridge in accordance with these specifications. Bridge Manufacturers other than those listed above may only be used if the Engineer provides written approval via addendum 5 days prior to the bid. The Engineer's ruling shall be final.

1.4 Bridge Manufacturer's Design Professional and Submittals

The Bridge Manufacturer shall have as a direct employee, an engineer who is experienced in bridge design to be in responsible charge of all engineering related task and design. The engineer shall have a minimum of 10 years of experience in bridge design and be a currently licensed civil or structural Professional Engineer in the State of Louisiana and shall be the engineer who will seal and sign the plans.

Prior to the submittal of engineering drawings, structural calculations for the design of the bridge superstructure, including truss reactions, shall be prepared by

the Bridge Manufacturer and submitted for review and approval by the Engineer of Record. Calculations shall include complete design, analysis and code checks for the controlling members, connectivity and support conditions, truss stability checks, deck design, deflection checks, bearings, all splices, and all truss reactions.

Engineering drawings, 11x17 format, shall be prepared and submitted to the Contractor for review and approval by the Engineer of Record after receipt of the order. Submittal drawings shall be unique drawings, prepared to illustrate the specific portion of the bridge being fabricated. All relative design information such as member size, ASTM/AASHTO material specification, dimensions necessary to fabricate and required welding shall be clearly shown on the drawings. Drawings shall have referenced details and sheet numbers. All drawings shall be stamped, signed and dated by the Bridge Manufacturer's Design Professional.

An As-Designed Load Rating Report for the truss shall be prepared and submitted to the Contractor. Load rating and deliverables shall be in accordance with LADOTD requirements and shall be stamped by the Bridge Manufacturer's Design Professional.

2.0 APPLICABLE CODES AND STANDARDS

2.1 Governing Specifications

Bridge shall be designed in compliance with the AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009 (*AASHTO Ped*). Calculations shall be in accordance with this document, and formulas shall reference the appropriate sections.

2.2 Other Reference Codes, Specifications and Standards

- AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020 (*AASHTO LRFD*)
- AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, First Edition, 2005 (*AASHTO Signs*)
- AISC Steel Construction Manual, 15th Edition, 2017 (*AISC*)
- ANSI/AISC 360-16 Specification for Structural Steel Buildings, 2016 *(AISC 360)*
- American Welding Society, Structural Welding Code, D1.1, 2015 (*AWS D1.1*)
- ASCE/SEI 7-10 Minimum Design Loads for Buildings and Other Structures, 2010 (*ASCE 7*)

- Setra Technical Guide for Footbridges, 2006 (Setra)
- ANSI/AWC NDC-2015 National Design Specification for Wood Construction, 2015 (*NDS*)
- Tropical Timbers of the World, US Forest Products Laboratory

The AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges shall control if any conflicting requirements occur with the Other Reference Documents and/or other local Codes.

3.0 BRIDGE SYSTEM TYPE

3.1 Truss Style

The truss style shall be a Connector®. The vertical trusses shall be designed such that the top and bottom chord members are parallel for the entire length of bridge. The interior verticals of the trusses shall be perpendicular to the top face of the bottom chord and the end verticals of the trusses shall be plumb. Trusses shall be laid out such that diagonals shall be at an angle of 30-degrees or more with respect to the bottom chord.

3.2 Diagonal Style

The vertical truss shall use a single-diagonal, Pratt configuration, where all the diagonals are in tension for gravity loads.

3.3 Floor Beam Location

The bridge shall utilize an H-Section configuration where the ends of the floor beams are welded only to the interior face of the verticals. The distance from the top of deck to the bottom of the bottom chord shall be determined by the Bridge Manufacturer during final design.

4.0 BRIDGE GEOMETRY

4.1 Span Length

The bridge span length shall be 255’-0” (horizontal straight line dimension) and measured from end to end of the bridge truss, not including the end dam, any deck extension or bearing that extends beyond the end of the truss.

4.2 Width

The bridge width shall provide a minimum clearance of 12'-0” between all interior railing elements.

4.3 Top of Truss Height Above Deck

The top of the top chord shall not be less than 48" above the deck (measured from the high point of the deck). Note that this dimension may be exceeded due to truss height requirements for structural, deflection and vibration requirements.

4.4 Lower Steel Clearance

The maximum distance from the top of the deck (measured from the highest point of the deck) to the bottom of any steel member shall be 4'-4".

4.5 Truss Bay Spacing

The number of bays and the dimension of the panel points shall be determined by the Bridge Manufacturer.

4.6 Camber

A single simple-span bridge shall have a vertical camber dimension at the mid-span determined by the Bridge Manufacturer such that the deck slopes at any point on the bridge do not exceed the ADA requirements of 8.33%.

4.7 Elevation Difference

The top of the decks shall be at the same elevation at each end of the bridge.

5.0 STRUCTURAL DESIGN LOADS

5.1 Dead Load

The bridge structure shall be designed for the total bridge weight including the final deck system.

5.2 Pedestrian Loading (PL)

The bridge structure shall be designed for a uniform pedestrian loading of 90 psf. This loading shall be patterned to produce the maximum load effects. Consideration of dynamic load allowance is not required with this loading.

5.3 Vehicle Load (VL)

When vehicular access is not prevented by permanent physical methods, the superstructure and deck system shall be designed for each of the following concentrated/vehicular loads:

- A concentrated load of 1,000 pounds placed on any area 2.5' by 2.5'

square.

- A single truck shall be placed to produce the maximum load effects and shall not be placed in combination with the pedestrian load. The dynamic load allowance need not be considered for this loading. The truck shall be the following:
    - H10 vehicle (20,000 pound two-axle vehicle with 80% to rear axle).

5.4 Wind Load (WS)

Pedestrian bridges shall be designed for wind loads as specified in *AASHTO Signs*, Articles 3.8 and 3.9. The loading shall be applied over the exposed area in front elevations of both trusses including all enclosures.

In addition to the wind load specified above, a vertical uplift line load as specified in *AASHTO LRFD* Article 3.8.2 and determined as the force caused by a pressure of 20 psf over the full deck width, shall be applied concurrently. This loading shall be applied at the windward quarter point of the deck width.

5.5 Seismic (EQ)

The bridge structure shall be designed for seismic loading as specified in Section 3.10 of *AASHTO LRFD*. The transverse loads shall be calculated considering the transverse period of the bridge and longitudinal loads shall be calculated using a period of zero. A response modification factor of 0.8 shall be used for the calculation of forces applied to the bridge anchorage. A response modification factor of 1.0 shall be used for the calculation of bearing reactions. The transverse seismic load shall be applied to all the bearings and the longitudinal seismic load shall be applied to the fixed bearings only. The vertical bearing reactions shall be calculated using an overturning force on the bridge based on the center of gravity of the bridge times the transverse seismic load.

5.6 Fatigue Load (FL)

The fatigue loading shall be as specified in Section 11 of *AASHTO Signs*. The Natural Wind Gust specified in Article 11.7.1.2 and the Truck-Induced Gust specified in Article 11.7.1.3 of *AASHTO Signs* only need only be considered, as appropriate.

Choose Other Loads
Choose Other Loads
Choose Other Loads
Choose Other Loads
Choose Other Loads

5.7 Combination of Loads

The load combinations and load factors to be used shall be as specified in *AASHTO LRFD* Table 3.4.1-1, with the following exceptions:

- Load combinations Strength II, Strength IV, and Strength V need not be considered.
- The load factor for Fatigue I load combination shall be taken as 1.0, and Fatigue II load combination need not be considered.

6.0 STRUCTURAL DESIGN CRITERIA

6.1 Modeling

The bridge shall be modeled and analyzed utilizing a three-dimensional computer software which shall account for moments induced in members due to joint fixity where applicable. Moments due to both truss deflection and joint eccentricity must be considered. All loads listed in Section 5 of these specifications shall be applied to the model and analyzed appropriately.

6.2 Lateral Frame and Member Design

The bridge shall be designed and proportioned such that appropriate lateral stiffness is provided locally and globally, to ensure that the structure is stable.

For bridges without any overhead members (Half-Through Trusses), the vertical truss members, the floor beams and their connections shall be proportioned to resist a lateral force applied at the top of the truss verticals at the center of the top chord. This lateral force shall be applied as an additional load to the top of the vertical at the center of the top chord, creating a cantilever moment, which is then added to the forces obtained from the three-dimensional model. The magnitude of this lateral force shall not be less than 0.01/K times the average factored design compressive force in the two adjacent top chord members increased by a factor of safety of 1.33.

The top chord shall be analyzed as a column with elastic lateral supports at the panel points, considering all moments due to in-plane and out-of-plane bending, along with moments due to eccentricities of the members.

The U-Frame Stiffness of the verticals and floor beams shall be as specified in *AASHTO Ped* Article 7.1.2, assuming that the vertical and floor beam connection is rigid. This means that the following must be met:

- On H-Section floor beam connections, the floor beam width shall be at least 80% of the vertical face width in order to prevent any deformation due to tube wall plastification of the vertical member faces under service loads. The connection design will be checked at Strength I & Strength III

load combinations.

- On Underhung floor beam connections, the vertical width shall match the bottom chord width in order to transfer vertical moments through the walls of the bottom chord to the verticals with no deformation of the chord side walls due to sidewall yielding or crippling under service loads. The connection design will be checked at Strength I & Strength III load combinations.
- The vertical and floor beam members shall not be connected to faces of the bottom chord at a 90-degrees to one another.
- All fixed end moments in the floor beams and verticals due to floor beam rotations, in addition to the loads derived from a U-Frame analysis have been accounted for in the strength design of the connections.

The vertical and floor beam members shall be proportioned such that the effective length factor, K, used in the design of the top chord shall not be greater than 2.0.

The end verticals shall be designed as a simple cantilever to carry the loads obtained from the three-dimensional model, plus the cantilever moment due to a lateral load of 0.01 times the axial force in the end vertical, applied laterally at the top end of the end vertical at the center of the top chord.

The floor beams shall be sized for the forces obtained from a simple span, pinned end analysis, or from the forces obtained from the three-dimensional model, whichever controls.

The diagonals and brace diagonals shall be analyzed as pinned-end connection members.

Interior verticals shall be analyzed as pinned-end connections unless longitudinal forces are applied to the verticals such as when the brace diagonals are connected to floor beams on an H-Section floor beam configuration. When longitudinal forces are applied to the verticals they shall be analyzed as fixed-end connections.

All other members shall be analyzed as fixed-end connections.

HSS member connections shall be evaluated per the requirements of *AISC 360* Chapters J & K.

6.3 Deflections

The vertical deflection of the bridge due to the unfactored pedestrian live loading shall not exceed 1/360 of the span length.

The horizontal deflection of the bridge under unfactored wind loading shall not exceed 1/360 of the span length.

6.4 Fracture

The fracture toughness requirements and designation of Fracture Critical Member and Main Member designation are hereby waived for these structures.

6.5 Vibrations

Vibration of the structure shall not cause discomfort or concern to the users of the bridges. To assure this, the fundamental frequency (f) of the pedestrian bridge in the vertical direction, without live load, shall be greater than 3.0 hertz (Hz) to avoid the first harmonic. The fundamental frequency of the pedestrian bridge in the lateral direction, shall be greater than 1.3 Hz. If the fundamental frequency cannot satisfy these limitations, then the bridge should be proportioned such that either of the following criteria are satisfied:

$$f \geq 2.86 * \ln(180/W)$$

or

$$W \geq 180 * e^{(-0.35 * f)}$$

Where W is the weight of the bridge in kips and f is the fundamental frequency in the vertical direction in Hz.

For bridges longer than 85 ft and shorter than 125 ft the vertical and horizontal vibration must also meet the requirements for Bridge Class III with a Mean comfort level in accordance with *Setra*.

7.0 DECK SYSTEM

7.1 Deck System

Truss Manufacturer is responsible for the structural design of the reinforced concrete deck. Mix design and structural design shall be performed by a Professional Engineer licensed in the state of Louisiana.

Reinforced concrete shall be lightweight concrete (115 pounds per cubic foot maximum) and shall have a minimum compressive strength of 4,500 psi at 28 days, with an air content of 5% +/- 1%.

Concrete mix design, materials, quality, mixing, placement, finishing and testing shall be in accordance with the requirements of Section 552 of Federal Highway Administration Standard Specifications for Construction of Roads and Bridges on

Federal Highway Projects (FP-14). FP-14 can be viewed or downloaded at: http://flh.fhwa.dot.gov/resources/specs

The surface of deck concrete shall be finished with a sidewalk finish per Section 552.14(c) of FP-14.

Stay-in-place galvanized (G90 coating) metal form deck shall be used and shall be designed to support the weight of the wet concrete plus a 20 pounds per square foot construction load. Form deck shall be shop attached to floor beams via self-drilling fasteners, welding or power actuated fasteners. Welding shall not be used on painted or galvanized bridges. The longitudinal sheet laps shall be attached with self-drilling self-tapping fasteners at 36-inch maximum spacing. The attachment of the form deck to the floor beams is only necessary to keep the form deck in place during transportation and during the concrete placement. The form deck is not to be used for diaphragm action or composite action and provides no structural benefit to the truss or the deck after the concrete is set. Metal form deck panels shall be of a length to span a minimum of two bays of the truss supports. The top of deck to bottom of form deck shall be as required to support the anticipated loads but shall not be less than 5".

The concrete deck shall be designed to span longitudinally from floor beam to floor beam and to support the loads specified in Section 5.0 of these specifications.

A distribution width of deck is allowed, to support the anticipated vehicle wheel loads. This distribution width (E in feet) shall be the narrower of the following:

- E = 4 + .06S
    - Where S is the floor beam spacing minus one-half of the floor beam width.
- One-half of the total driving width of the bridge deck.
- 0.75 times the lateral wheel spacing of the vehicle.
- 0.6S + Wheel Width
    - Where S is the floor beam spacing minus one-half of the floor beam width.
    - The Wheel Width (in inches) is $2.5 * \sqrt{(\frac{0.01*P}{2.5})}$, where P is the wheel load in pounds

Reinforcing steel shall be ASTM A615 Grade 60 non-coated bars. All bar bends, anchorage and splices shall be in accordance with AASHTO Specifications. Top reinforcing shall have a minimum clearance of 2" to the top of deck. Splices shall be staggered every other longitudinal bar. Splices shall be located at or near the 1/3 point of the bay spans from floor beam to floor beam.

The use of grooved control joints shall be put in per the project contract documents or at the discretion of the engineer and owner. If construction joints

are used, they shall be placed over the centerline of the floor beams as needed.

Bridge Manufacturer shall designate the estimated slab thickness and reinforcing requirements at time of quotation. These estimates are to be used for quoting purposes only. Actual quantities may vary during the final design process, with costs variances due to any changes to the quantities being the sole responsibility of the contractor. Contractor shall supply all concrete and reinforcing materials.

8.0 MATERIALS OF CONSTRUCTION

8.1 Structural Steel

All members of the truss and deck support system shall be fabricated from square or rectangular hollow structural shapes (HSS), with the exception that floor beams may be wide flange shapes. All open ends of end posts and floor support beams shall be capped. Drain holes shall be provided for all sections at the low point of the member that may become filled with water.

All bridges shall be fabricated using A847 for HSS sections and A588 for structural shapes and plates.

Minimum nominal thickness of primary hollow structural shapes shall be 1/4". Rolled shapes shall have a minimum thickness of 1/4".

8.2 Fasteners

Structural bolts used to field splice or connect all main members shall be ASTM F3125 Grade A325. The nuts for these structural bolts shall be ASTM A563. The Bridge Manufacturer shall determine the finish of the structural bolts. They will be either Type 3 (Weathering) or Type 1 (Hot-Dipped or Mechanically Galvanized) as specified by the Bridge Manufacturer.

Bolts used for the connection of a wood rub rail shall be 18-8 or 316 Stainless Steel, ¼” diameter carriage bolts.

Screws for the attachment of wood deck shall be steel, 5/16” diameter, six lobe drive, self-tapping screws. The screws shall have flat heads for the screws in the wood and round heads for the screws on the edge cover. The screws shall have a protective coating that will prevent corrosion due to contact with treated wood and environmental exposure.

Self-drilling fasteners for attachment of the form decking shall be #14 x 1” zinc plated hex washer head Tek screws.

Power Actuated fasteners shall be Hilti sheet metal nail X-ENP-19 fastener.

Other miscellaneous fasteners shall be ASTM A307 zinc plated or galvanized, as determined by the Bridge Manufacturer.

9.0 FINISH

For corrosion resistant high-strength low-alloy (weathering) steel no surface finish treatment is necessary. All exposed surfaces of structural steel to be cleaned in accordance with Steel Structures Painting Council Surface Preparation Specifications No. 7, SSPC -SP7 brush-off blast cleaning. Exposed surfaces of steel shall be defined as those surfaces seen from the deck or from the outside and bottom of the structure. All other surfaces to have standard mill finish. The steel will be allowed to form a protective weathering patina over time.

10.0 ATTACHMENTS

10.1 Safety Rails

Safety rail system shall be placed on the inside of the structure, spaced so as to prevent a 6" sphere from passing through the side truss for the full height of the side truss, or 54" , whichever is less. The top of the top chord may be considered the top of the rail system.

Rails system shall consist of horizontal rails. Rails shall be L 1 ¼ x 1 ¼ x 1/8 placed at a 45-degree orientation with both legs welded to truss verticals and with a maximum unsupported length of 6’-0” if placed on the inside of the structure and 7’-0” if placed on the outside of the structure. If the truss vertical spacing is greater than the maximum unsupported length, mid-bay supports will be required. When safety rails are placed on the inside of the structure and not covered by the end vertical, the ends of rail near the end of the bridge shall be mitered at a 45-degree angle, capped and ground smooth. No solid plate covering all rails as a unit will be allowed.

Each element of the pedestrian rail system shall be designed to support a uniformly applied load of 50 pounds per lineal foot, both transversely and vertically, acting simultaneously. In addition, each longitudinal element shall be designed to support a concentrated load of 200 pounds, which will act simultaneously with the above uniform loads at any point and in any direction at the top of the longitudinal element.

The posts of the pedestrian rail system shall be designed for a concentrated load applied at either the center of gravity of the upper longitudinal element or 60" above the top of the walkway, whichever is less. This concentrated load shall be equal to 200 pounds plus 0.05 times the post spacing in feet.

10.2 Toe Plate

Toe Plates shall be steel channel shape section, 4" high by 1" wide minimum with the end of the channel legs welded directly to the inside face of the truss verticals. The maximum unsupported length shall be 7'-0". If the vertical spacing is greater than the maximum unsupported length, mid-bay supports will be required. When the ends of the toe plates near the end of the bridge are not covered by the end verticals, they shall be capped and ground smooth. The bottom of the toe plate shall be placed 2" above the finished height of the deck. All seams of the toe plates shall be fully welded to give the appearance of a continuous member (welding should be located at a support member). If toe plates are incorporated into a safety rail system, they may be modified as needed but shall be a minimum of 4" high.

10.3 Rub Rail

Rub Rails shall be provided at a height of 3'-6" from top of the deck to the top of rub rail. Rub rails shall be steel channel shape section, 4" high by 1" wide minimum with the end of the channel legs welded directly to the inside face of the truss verticals. The maximum unsupported length shall be 7'-0". If the vertical spacing is greater than the maximum unsupported length, mid-bay supports will be required. When the ends of the rub rails near the end of the bridge are not covered by the end verticals, they shall be capped and ground smooth. All seams of the rub rails shall be fully welded to give the appearance of a continuous member (welding should be located at a support member). If rub rails are incorporated into a safety rail system, they may be modified as needed but shall be a minimum of 4" high.

10.4 Expansion Joint

The gap between the end of the bridge deck and the back wall of the foundation system be sized to accommodate bridge movements due to thermal expansion of the bridge over the design temperature range. The gaps shall be covered with a steel cover which attaches to the bridge and extends over the gap and onto the top of the foundation system back wall. The steel cover shall have its edges rounded or beveled at a 45-degree angle.

11.0 BEARINGS

11.1 Bearing Type

Bearing type and size shall be designed by the Bridge Manufacturer based on anticipated loads and movements.

11.2 Design Temperature Range

The Design Temperature Range will be site specific and will be determined per *AASHTO LRFD* Article 3.12.2.

11.3 Non-Shrink Grouting

The bridge will be supplied with a lower setting plate. This setting plate shall be leveled and shimmed to the proper elevation. The space between the lower surface of the setting plate and the foundation surface shall be filled with a non-shrink grout capable of achieving a minimum compressive strength equal to or greater than the strength of the foundation concrete. The cost of the leveling, shimming, and non-shrink grout shall be the responsibility of the Contractor.

12.0 FOUNDATIONS

12.1 Foundation System

Bridge foundation system has been designed in accordance with reactions and dimensional information provided by Contech Engineered Solutions LLC. Suppliers other than Contech Engineered Solutions LLC shall provide certification by a Professional Engineer meeting the requirements of Section 1.4 of these specifications at least 10 days prior to the bid to ensure that the foundation design and details (including the anchor bolt details) in the contract plans will accommodate the proposed structure without modifications or cost impacts to the project.

13.0 FABRICATION

13.1 Welding

Welding procedures and weld qualification test procedures shall conform to the provisions of *AWS D1.1*. Filler metal shall be in accordance with the applicable AWS Filler Metal Specification and shall match the corrosion properties of the base metal.

13.2 Welders

Welders shall be qualified for each process and position used while fabricating the bridge. Qualification tests shall be in accordance with AWS D1.1. All weld qualifications and records shall be kept in accordance with the Fabricator's Quality Assurance Manual which has been approved and audited by AISC as the basis for certification.

13.3 Shop Splices

Shop splices for main truss members shall be full penetration welds all around the perimeter of the member. These shop splices shall be performed using a full perimeter backing plate. After welding of the shop splices, the weld shall be ground smooth to match the perimeter of the member. Grinding these welds smooth is required and will be grounds for rejection of the bridge upon delivery if not completed.

Shop splices for all horizontal rail components to be located at the centerline of the truss verticals, each end welded to the truss vertical and seal welded together. Exposed surface of the seal welds as seen from the deck shall be ground smooth.

Shop spliced for all horizontal stringers to be located at the centerline of the floor beams, each end welded to the floor beam and seal welded together.

13.4 Bolted Splices

For shipping purposes, the bridge may be fabricated in sections. Sections shall be field assembled using bolted connections. No field welding of members shall be allowed.

The chord members of the bridge shall be bolted such that at least two faces of the member are bolted. This is to provide reasonable force distribution around the perimeter of the member. Bolted splices shall be designed and fabricated such that the head of the bolt and washer are the only item exposed. No through-bolting of the member is allowed. The nuts of the fastener cannot be welded to the internal splice plate and shall be held in plate with a nut capture system per Patent US 10,267,345 B2 or equal.

The diagonals and brace diagonals shall be bolted utilizing a through-bolt system with plates on the exterior faces of the members. An internal stiffening plate is required to keep the member from crushing during the bolt tightening process.

All bolted connections are considered to be pretensioned or slip-critical connections. All bolts are to be pretensioned per the requirements of section 8.2 of the Specification for Structural Joints Using High-Strength Bolts. Recommended tightening method of all structural bolts shall be Turn-of-the-Nut Pretensioning.

14.0 QUALITY CONTROL

14.1 AISC Certification

The bridge shall be fabricated in a shop owned by the Bridge Manufacturer. This facility shall have up to date quality certification by AISC as Certified Bridge

Fabricator - Advanced (Major) with Fracture Critical Endorsement and Complex Coating Endorsement (P1-Enclosed or P2-Covered).

14.2 Certified Weld Inspector

The Bridge Manufacturer shall employ at least two Certified Weld Inspectors (CWI), with endorsement by AWS QC1. At least one CWI shall be present during the complete fabrication of the bridge. The CWI shall provide written documentation that the bridge has been fabricated in accordance with these specifications and the approved design drawings.

14.3 Documentation

Material Certifications shall be available for review for all materials within the bridge. Traceability of heat numbers is required for all structural steel.

Documentation showing the performance of all critical quality checks shall also be made available for review by the Engineer or Owner.

14.4 Non-Destructive Testing

All welds within the structure, shall be visually inspected for conformance to size, under cut, profile and finish.

All shop splices of main truss members shall be magnetic particle tested.

15.0 DELIVERY AND ERECTION

15.1 Delivery

Delivery shall be made via truck to a location nearest the site which is accessible to normal over-the-road equipment. All trucks delivering bridge materials will need to be unloaded at the time of arrival. If the erection Contractor needs special delivery or delivery is restricted, they shall notify the Bridge Manufacturer prior to bid date. This includes site issues which may prevent over-the-road equipment from accessing the site. Steerable dollies are not used in the cost provided by the Bridge Manufacturer. Determining the length of bridge section which can be delivered is the responsibility of the Contractor and shall be communicated to the Bridge Manufacturer prior to the bid date.

15.2 Installation & Lifting Procedures.

The Bridge Manufacturer will provide standard typical written procedures for lifting and splicing the bridge. All actual means, methods, equipment and sequence of erection used are the responsibility of the Contractor.

16.0 WARRANTY

The Bridge Manufacturer shall warrant, at the time of delivery, that it has conveyed good title to its steel structure, free of liens and encumbrances created by the Bridge Manufacturer, and that its steel structure is free of defects in design, material and workmanship. This warranty shall be valid for a period of one (1) year from the earlier date of delivery or 60 days after final fabrication is complete. Durable tropical hardwood decking and hardwood attachments shall carry a one (1) year warranty against rot, termite damage, or fungal decay. This warranty shall specifically exclude all softwood and decking material such as Treated Southern Yellow Pine, Douglas Fir and Wood thermoplastic composite lumber (e.g. Trex). Paint, galvanizing and other special coatings, if warranted, shall be warranted by the coating manufacturer in accordance with their warranty provisions and are not covered under the Bridge Manufacturer's warranty.

This warranty shall not cover defects in the steel structure caused by abuse, misuse, overloading, accident, improper installation, maintenance, alteration, or any other cause not expressly warranted. This warranty shall not cover damage resulting from or relating to the use of any kind of de-icing material. This warranty shall be void unless owner's records are supplied that show compliance with the minimum guidelines specified in the in the Bridge Manufacturer's inspection and maintenance procedures.

Repair, replacement, or adjustment, in Bridge Manufacturer's sole discretion, shall be the exclusive remedy for any defects under this warranty. This warranty shall exclude liability for any indirect, consequential, or incidental damages.

St. Tammany Parish Government Office Bldg. B 3rd Floor - Staff Conference Room	Pre-Bid Sign-In Sheet	May 27th, 2026		Time 2:00 P.M.

Tammany Trace Bridge #13

	Name	Company	Email	Phone	Time In	Time Out
1	Nick Fakout	Forte and Tablada	nfakout@forteandtablada.com	985-226-3339	1:45	2:07
2	William Sawerwin	Forte and Tablada	WSawerwin@forteandtablada.com	985-869-0104	1:45	2:07
3	Nathan Baylot	Baker Pile Driving	Nathan@bakerpiledriving.com	601-630-7746	1:45	2:05
4	Lucas Hill	Baker Pile Driving	Luke@bakerpiledriving.com	985-951-3473	1:45	2:05
5	Ray Snapp	J Caldarera + Co	ray@jcaldarera.com	985-652-7676	1:45	2:05
6	Ryan Audibert	Gill's Crane Serv.	Ryan@Gillscrane.com	504-415-7429	1:45	2:05
7	Brian Dunn	BTK Construction Company, LLC	bdunn@bkconst.com	985-626-8866	1:45	2:06
8	Ryan Leonick	Btk Construction Company LLC	Ryanl@bkconst.com	985-630-9388	1:45	2:06
9	Kyle Bernard	RNGD construction, LLC	Kbernard@rngd.com	504-458-5982	1:45	2:06
10	NINA THOMPSON	BAUDIERE CONSTRUCTION	NINA.THOMPSON@BAUDIERE.COM	423-948-5940	1:55	2:06
11	TRIP SHARP	STP	tdsharp@stpgov.org	985-898-2552	1:45	2:06
12	Jared Robert	COMMAND CONSTRUCTION	jared@commandindustries.com	504-109-9588	1:55	2:06
13	Shanda Rupert	Red Ox Construction	roid@redoxconstruct.com	985-256-8785	1:58	2:07
14						