ADDENDUM NO. 3

PROJECT TP2373/TAP-3323(413)

LINDEN CONNECTOR TRAIL

GLADSTONE, MISSOURI

DATE: 10/3/24

This Addendum forms a part of the Contract described above. The original Contract Documents and any prior addenda remain in force and effect except as modified by the following which shall take precedence over any provisions in the prior documents.

Addendum No. 3:

<u>Modifications/Corrections/Additions:</u>

1. Change the bid opening date in the Contract Documents from Tuesday, October 15, 2024 to Tuesday, October 29, 2024. Sealed bids will be received by the City of Gladstone until 10:00AM (prevailing local time) at Gladstone City Hall, 7010 N. Holmes, Gladstone, MO 64118 and publicly opened and read aloud.
2. Delete paragraph 15.0 of the General Provision Disadvantaged Business Enterprise (DBE) Program Requirements and substitute the following:

   15.0 Data Collection from Bidders for DBE and Non-DBE Subcontractors, Suppliers, Manufacturers and/or Brokering used and not used in bids during the reporting period. MoDOT is a recipient of federal funds and is required by 49 CFR 26.11, to provide data about its DBE program. The information shall consist of all subcontractor quoting received for actual use and of consideration by the prime bidder. MoDOT will be requesting this information from bidding prime contractors and will provide prime bidders a form to submit the data by the last day of each month for the current letting. The information shall only include the names of both DBE and non-DBE companies that the prime bidders received quotes. MoDOT will then contact the DBEs and non-DBE subcontractors and request additional information from DBE and non-DBE subcontractors including current year of gross receipts and number of years in business. The information provided by the prime bidders shall not include any bid quote pricing regardless if it was used or not. This information will aid MoDOT in the determination of the availability of DBEs and will be used in subsequent availability studies.
3. The 4" trail/sidewalk aggregate base shall be MoDOT Type 5 or KDOT AB-3. The aggregate base price shall be considered subsidiary to the concrete trail/sidewalk unit price.
4. The Contractor, at their option, may utilize 48" RCP with 48" RCP End Sections or 48" HDPE with 48" CMP End Sections.
5. Change the unit for 48" End Sections on the Bid Form from "LF" to "Each".
6. Remove the reference to pouring a new storm box lid on Sheet 12. This work was previously completed by City staff.

7. All ADA ramps will be paid for at the contract unit price for trail/sidewalk adjacent to curb (Line Item No. 6).
8. Replace the "Pre-Fabricated Bridge" specification in the project manual with the attached specification. The following bridge manufacturers have been pre-approved: Anderson Bridges, Bridge Brothers, Contech Engineering Solutions, Excel Bridge Manufacturing, True North Steel, Pioneer Bridges, and Wheeler Bridges.
9. Change the deck elevation at the beginning and end of the bridge structure to 913.50 in both locations to allow the bridge to span the 100-year flood plain.

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Each Bidder shall acknowledge receipt of this addendum by fixing his signature below, by noting this addendum on his Proposal, and by attaching this addenda to his Bid.

City of Gladstone, 7010 N. Holmes, Gladstone, Missouri 64118

ACKNOWLEDGEMENT

The undersigned acknowledges receipt of this addendum and the Bid submitted is in accordance with information, instructions and stipulations set forth herein.

Bidder ____________________________________

By: ____________________________________

Date: ____________________________________

PRE-FABRICATED PEDESTRIAN BRIDGE – ADDENDUM #3

1.0 GENERAL

1.1 Scope

These specifications are for fully engineered pratt-style truss style 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 of the bridge structure and foundation system, fabricating, finishing and transporting the steel truss bridge superstructure including bearings.

1.2 Qualified Bridge Manufacturers

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.

Pre-Approved Bridge Manufacturers include Anderson Bridges, Bridge Brothers, Contech Engineering Solutions, Excel Bridge Manufacturing, Pioneer Bridge, True North Steel, and Wheeler Bridges.

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.

1.3 Bridge Manufacturer's Design Professional and Submittals

The bridge and foundation system shall be designed by a professional engineer licensed in the State of Missouri. Engineering drawings, 11x17 format, shall be prepared and submitted to the Contractor or Owner for their review 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.

Structural calculations for the design of the bridge superstructure shall be prepared by the Bridge Manufacturer and submitted for review after receipt of the order. 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 and all splices.

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 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 170'-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 10'-0" between rub 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 elevation of the bottom member shall be 910.85-feet or greater to span the 100-year flood elevation.

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 equal to 100% of the anticipated full dead load deflection rounded up to the next ¼".

4.7 Elevation Difference

N.A. – The deck elevation at the start and end of the bridge shall be 913.50 to allow the bridge to span the 100-year floodplain. Please note this change from the design drawings to allow for a minimum 30" measured form the deck to bottom chord.

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:
    - 10,000 pound vehicle with 60% of the load distributed to the rear two wheels and 40% of the load distributed to the front two wheels.

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.

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

Deck to be comprised of transverse wood planks attached to longitudinal steel stringers that are attached to the floor beams.

The wood deck timber planks shall be Ipe wood (Tabebuia spp. -lapacho group), FEQ grade, all heartwood (no sapwood), clear (no knots), straight grained, with no worm holes, surfaced 4 sides (S4S) and eased at four edges (E4E), and be air dried to no more than 20% moisture content prior to installation. Planks shall be untreated, except ends of planks shall be sealed with "Anchorseal" as manufactured by Mobil CER-M or an equal aqueous wax log sealer. Based on the Forest Products Laboratory value of 27,270 psi for Modulus of Rupture, Modulus of Elasticity of 3,030,000 psi and Maximum Crush Strength of 13,720 psi the following allowable stresses shall apply. Allowable bending stress without modification factors of 3,700 psi; allowable shear without modification factors of 320 psi.

Deck planks shall be secured utilizing 5/16" flat head self-tapping screws. Each plank shall have enough screws to adequately secure the plank to the stringers and prevent cupping and twisting of the board. Screws shall have adequate edge distance to prevent splitting and cracking. The end edges of the deck planks shall include a cover plate or angle to hide the plank ends from the bridge user or be precision end cut such that the ends are all within 1/16" from plank to plank. Deck planks shall be placed tight together with no gaps.

Deck planks shall be sized to support the loads specified in Section 5.0 of these specifications.

Each deck plank shall be designed to support the maximum wheel load from the design vehicle. Distribution to other planks will only be allowed if those planks are doweled together or if the tire contact wheel length is longer than the width of the plank. The Tire Contact Area will be calculated as 0.01 times the wheel load. The wheel width transverse to the direction of traffic, is 2.5 times the wheel length. The wheel width is calculated as follows:

- The Wheel Width (in inches) is $2.5 * \sqrt{(\frac{0.01*P}{2.5})}$, where P is the wheel load in pounds.

Plank shall be checked for both shear and moment, and meet all allowable stresses as per *Tropical Timbers of the World.*

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, steel surfaces shall be SP-7 blast cleaned to allow the steel to form a protective weathering patina over time.

10.0 ATTACHMENTS

10.1 Safety Rails

No safety rail is required.

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 nominal 5/4x6 Ipe hardwood. If the vertical spacing exceeds 7'-0" then mid-bay supports will be required. Rub rails shall be supplied S4S, E4E. All exposed surfaces shall be smooth with no exposed sharp edges. Rub rails shall be attached using two ¼" diameter carriage bolts with lock nuts at each attachment. Attachment shall be to a structural angle welded directly to the side of the vertical. Where a seam occurs between two adjacent pieces of rub rail, two structural angles shall be used, one on each side of the truss vertical.

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. A compression seal sized for movement and rated for pedestrian traffic may be used in place of the steel cover.

10.5 Cable "Tethering" System

The bridge manufacturer shall include a cable safety system to "tether" the bridge on one abutment to prevent the bridge from moving downstream and potentially damaging downstream property.

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

The bridge foundation system shall be designed by an engineer licensed in the State of Missouri.

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 – Intermediate Certified Bridge Fabricator – Intermediate with Fracture Critical Endorsement.

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. Furthermore, the manufacturer's standard warranty against defects and workmanship shall apply.