

Cumberland River Bicentennial Trail Extension

Federal Project Number: STP-M/TAP-9327 (11)

State Project Number: 11LPLM-F1-019

TDOT PIN: 130039.00

Bid Addendum #3

Issued August 4, 2026

Documents Issued or Revised as part of Addendum #2

Revised - Bid Form – Participating Items, Page 1 & 2

Revised - Plan Revision #1 – Sheet S0-01, “Structural Notes”

Issued - Special Provision – Timber Boardwalk

Issued - Special Provision – Prefabricated Pedestrian Bridge

Item #15

Bid Opening Date Change – Tuesday, August 11th at 2:00 PM CST. Location to remain the same.

Item #16

We have liability concerns and request clarification on the note on Sheet S0-01 that states “SECTIONS OF PROPOSED BOARDWALK ARE ANTICIPATED TO BE CONSTRUCTED ON TOP OF THE EXISTING TIMBER TRESTLE STRUCTURE. CONTRACTOR SHALL INSPECT VIABILITY OF EXISTING TIMBER TRESTLE STRUCTURE FOR STRUCTURAL INTEGRITY AND DESIGN LIFE STABILITY.”

- a) Please confirm whether the design responsibility/liability for supporting conditions and load transfer from the new boardwalk into the existing trestle (including connection design, reactions, and any required strengthening/repairs) remains with the Engineer/Owner, or whether bidders must fully assume and design to the existing trestle based on their inspection findings.
- b) Additionally, please advise how the bidders are expected to price contingencies for potential trestle deficiencies (e.g., required strengthening, member replacement, additional supports/temporary works, or redesign of the interface) if the existing structure is found to be inadequate.
- c) Will remediation and any resulting redesign be handled as extra work/change order, and what is the intended basis for pricing if discovered during the contractor's inspection?

Response:

- a) *It is the Contractor's responsibility to design connections to the existing trestle. The Contractor is liable for designing adequate load transfer from the new boardwalk to the existing trestle. The Contractor is to assume that the existing trestle is suitable for reuse, aside from one (1) timber bent and five (5) timber piles. See Timber Boardwalk special provisions for more details.*
- b) *The Contractor is to assume that the existing trestle is suitable for reuse, aside from one (1) timber bent and five (5) timber piles. Shall the Contractor determine that more existing members than noted are unsuitable for reuse, the Contractor shall contact the Owner and additional compensation may be negotiated. See Timber Boardwalk special provisions for more details.*
- c) *In the event that the Contractor determines more than one (1) timber bent and five (5) timber piles to be unsuitable for reuse, the Contractor shall contact the Owner and negotiate the cost of the extra work. See Timber Boardwalk special provisions for more details.*

Item #17

Sheet SO-01 states “2. FOR PREFABRICATED PEDESTRIAN BRIDGE, SEE SPECIAL PROVISIONS. 3. FOR TIMBER BOARDWALK, SEE SPECIAL PROVISIONS.” We cannot find the special provisions.

Response: *Please see attached Special Provisions.*

Item #18

The Concrete Turndown detail on Sheet C0-05 shows a turndown adjacent to and tied into a concrete sidewalk with WWF. The plans do not show any locations for a concrete sidewalk or where a concrete sidewalk is adjacent to the “turndown”. Please provide the detail we will actually use on this project.

Response: *Areas noted as “Concrete Turndown” in typical sections will be revised in a future plan revision to be TDOT Standard drawing W-SG-1, segmental retaining wall. Proposed limits and heights shown in the plan sheets and cross sections shall remain as designed.*

Item #920-13 has been removed and is replaced with Item #604-07.01

Item #19

The Concrete Turndown pay item states that it is between 1’ to 3’ tall. Will you provide the variation in height location information so we can price accurately.

Response: *Cross sections sheets are included in the plan set which show the turndown, which has now been changed to segmental wall per previous addendum item, station limits and height differentials.*

Item #20

The plans call for a geotechnical engineer to make visits to inspect and observe rock foundations, piling installation, etc. Is the geotechnical engineer provided by the owner at no cost to the contractor?

Response: *Geotechnical engineer is to be provided by the contractor.*

Item #21

What pay item is the galvanized steel pipe railing at the boardwalk approaches measured and paid?

Response: *This is to be included in the cost of the timber boardwalk.*

Item #22

Sheet SO-03 and SO-04 show an approach slab with ABC Base Course at the ends of the boardwalk. Please provide size and details and what pay item does this get paid?

Response: *Approach slabs to be 10’ x 10’; see sections with stationing labels on S0-02 and S0-03. To be included in timber boardwalk line item.*

Item #23

Will the existing slopes need to be benched prior to placing the fill and will the benching be measured and paid for under the Road and Drainage Excavation pay item.

Response: *Benching is to be included as part of the associated line items for which the work is requiring it. Slopes are to be benched per TDOT roadway specifications.*

Item #24

On Sheet CO-05 the Typical Section – Boardwalk details the pedestrian rail to meet TDOT Standard Drawing MM-BPR-1. The Boardwalk details on Sheets SO-04, SO-05 and SO-06 show a different design. Please advise which is required. If it is to meet MM-BPR-1 will it be measured and paid for under the Box Tube Safety Rail pay item?

Response:

Pedestrian rail to be as noted in structural plans and be included in bridge/boardwalk line items.

Item #25

AASHTO H-10 vehicle live load represents a standard 10-ton (20,000 lb) truck. Please confirm that the Vehicle Live Load AASHTO H-10 is necessary on the boardwalk sections.

Response: *Yes, clear width is greater than 10ft. H-10 loading required per AASHTO.*

Item #26

Please clarify the method of compensation if the existing timber trestle requires any of the following during construction: structural repairs, modifications, strengthening, partial demolition, full removal, and/or complete replacement. How should contractors account for these potential scopes in their bid?

Response: *Contractors shall anticipate the need to repair or replace up to one (1) timber bent and five (5) timber piles or provide a design with an alternative load path. See Timber Boardwalk special provisions for more details.*

Item #27

Has the City designated an approved disposal site, staging area, or waste area specifically for the debris generated by the removal of the treated timber trestle structure?

Response: *No. Contractor to dispose of waste offsite in an appropriate manner in accordance with TDOT and State Guidelines*

Item #28

Does the City have a designated waste or stockpiling area for other excess construction materials, spoils, or excavated soils generated by this project?

Response: *No. Contractor is to dispose of waste offsite in an appropriate manner in accordance with TDOT and State Guidelines*

Item #29

There's a bid item called removal of railroad ties. The note says we have to remove wooden railroad ties, connections, and railroad track. We see some rail on either side of the trail, but where are the wooden ties and the rest of the track?

Response: *Railroad ties begin roughly at station 6+00 at the existing trestle and should be removed where they are present within the limits of the proposed greenway.*

Item #30, Additional Clarification on Item #14***Response:***

Not-Participating items begin at station 23+81.12 at the end of the asphalt trail and continues through the parking lot/end of project. All work between these limits are "not participating"

However, *Participating items beyond station 23+81.12 includes any work in regard to the ADA parking space, loading aisle and any other required items for this space.*

End of Addendum #2

PARTICIPATING ITEMS						
FOOTNOTE	ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
1	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1.00		
2	201-01	CLEARING AND GRUBBING	LS	1.00		
	203-01	ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	720.00		
	203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	1,030.00		
	203-04	PLACING AND SPREADING TOPSOIL	CY	350.00		
9	209-03.21	FILTER SOCK (12 INCH)	L.F.	351.00		
7	209-05	SEDIMENT REMOVAL	CY	85.00		
9	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	4,232.00		
5	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	714.00		
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	360.50		
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3.50		
	402-02	AGGREGATE COVER MATERIAL (PC)	TON	10.50		
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.91		
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	164.50		
	604-01.20	BOX TUBE SAFETY RAIL	L.F.	316.00		
	604-07.01	RETAINING WALL (SEGMENTAL)	S.F.	3,600.00		
3	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	LF	62.00		
	702-10.02	WHEEL STOPS	EA	1.00		
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	2,500.00		
9	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	137.00		
	712-01	TRAFFIC CONTROL	LS	1.00		
8	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EA	100.00		
	712-05.01	WARNING LIGHTS (TYPE A)	EA	14.00		
	712-05.03	WARNING LIGHTS (TYPE C)	EA	100.00		
8	712-06	SIGNS (ROAD CLOSED TO THRU TRAFFIC)	S.F.	62.50		
8	712-06	SIGNS (ROAD CLOSED)	S.F.	25.00		
8	712-06	SIGNS (DETOUR LEFT ARROW)	S.F.	6.00		
8	712-06	SIGNS (DETOUR RIGHT ARROW)	S.F.	6.00		
8	712-06	SIGNS (DETOUR AHEAD)	S.F.	64.00		
8	712-06	SIGNS (ROAD CLOSED 500 FEET)	S.F.	16.00		
8	712-06	SIGNS (ROAD WORK 1000 FEET)	S.F.	16.00		
8	712-06	SIGNS (RIGHT TURN)	S.F.	16.00		
8	712-06	SIGNS (LEFT TURN)	S.F.	36.00		
8	712-06	SIGNS (DETOUR (SYMBOL))	S.F.	12.00		
8	712-06	SIGNS (DETOUR ARROW UP)	S.F.	24.00		
8	712-06	SIGNS (END DETOUR)	S.F.	6.00		
8	712-06	SIGNS (DETOUR)	S.F.	24.00		

PARTICIPATING ITEMS						
FOOTNOTE	ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
	712-07.03	TEMPORARY BARRICADE (TYPE III)	LF	56.00		
	716-05.08	PAINTED PAVEMENT MARKING (PARKING LINE)	LF	110.00		
11	716-80.01	PROTECTIVE BOLLARDS	EA	4.00		
	717-01	MOBILIZATION	LS	1.00		
	801-01	SEEDING (WITH MULCH)	UNIT	7.00		
	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	700.00		
	920-10.04	STORM HEADWALLS	EA	6.00		
	920-11	STEEL BRIDGE	LF	100.00		
4	920-11.05	REMOVAL OF RAILROAD TIES	LS	1.00		
	920-12	TIMBER BOARDWALK	LF	330.00		
	920-12.04	SIGNS (R7-8, R7-8-P, ADA PARKING SPACE SIGN)	EA	1.00		
	920-13.04	ADA PAVEMENT MARKING	EA	1.00		

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TIMBER BOARDWALK

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

- A. Section includes timber boardwalk, substructure, foundations, and connection of boardwalk to bridge bents.
- B. All materials, construction, and fabrication shall meet the requirements of the plans, this special provision, and the current edition of the Tennessee Department of Transportation (TDOT) Standard Specifications for Roads and Structures.

1.3 EXISTING CONDITION ASSESSMENT

- A. Existing Conditions: Portions of the proposed timber boardwalk and pedestrian bridge are supported by and/or connected to an existing timber trestle structure. The existing timber trestle has been visually inspected by the Owner and is believed to be generally suitable for reuse; however, no representation is made regarding the structural capacity, serviceability, or condition of any individual timber member, connection, pile, bent, cap beam, stringer, or other trestle component. Contractor shall field verify existing conditions prior to construction. Contractor shall immediately notify the Engineer of any deterioration, damage, movement, settlement, misalignment, decay, insect infestation, section loss, loose connections, or other deficiencies observed.
- B. Contractor Evaluation: Prior to placing loads on the existing timber trestle or attaching new construction thereto, the Contractor shall perform a detailed field assessment of all existing timber elements supporting the proposed work. The assessment shall be performed under the direction of a Professional Engineer licensed in the State of Tennessee. The Contractor's Engineer shall determine the suitability of the existing trestle elements to support all permanent and temporary construction loads, including dead loads, live loads, equipment loads, erection loads, and impact loads associated with the Work. Elements that are not suitable to support the proposed load conditions shall be either identified for replacement or an alternative load path identified.
- C. Responsibility: The Contractor shall be solely responsible for the adequacy of existing timber trestle components used to support the Work and for any repairs required to safely complete construction.
- D. Bidding: For bidding purposes, the Contractor shall assume that up to one (1) existing timber bent, consisting of five (5) piles and one (1) cap beam, is not suitable for reuse. The remaining existing timber trestle elements shall be assumed suitable for reuse during bidding. If additional elements are found to not be suitable for reuse during the assessment, the Contractor shall contact the Owner and additional compensation may be negotiated.

1.4 SUBMITTALS

- A. Product Data: For each type of product used. Include construction details, material descriptions, and dimensions of individual components for the timber boardwalk, substructure, and foundations.
- B. Product Test Reports. For the following:
 - 1. Bolts, nuts, washers, fasteners and connectors including mechanical properties and chemical analysis.
- C. Shop Drawings: For the boardwalk superstructure, substructure, and foundations. Include plans, elevations, sections, details, and attachments to other work specific to this project. All pertinent design information such as geometries, member sizes, bridge reactions, details, and general notes shall be clearly specified on the drawings. All drawings shall be signed and sealed by a Professional Engineer who is licensed to practice in the State of Tennessee.
- D. Structural Calculations: For the boardwalk superstructure, substructure, and foundations. The calculations shall include all design information necessary to determine the structural adequacy of the boardwalk superstructure, substructure and foundations, and to demonstrate conformance with the current AASHTO code. All structural calculations shall be submitted to the Engineer. All calculations shall be signed and sealed by a Professional Engineer who is licensed to practice in the State of Tennessee, and shall include the following, at a minimum:
 - 1. Design calculations for the individual stringers and decking.
 - 2. Stringer deflection checks.
 - 3. Design calculations for individual railing components.
 - 4. Design calculations for all required connections.
 - 5. Design calculations for bridge substructure including cap beam and piling straps/lag bolts that connect the cap beam to the pile. The boardwalk foundation design and calculations should be submitted to the Engineer for review and approval prior to construction.
 - 6. Design calculations for foundations. Foundation should be designed for the actual dead and live load acting on the boardwalk. The boardwalk foundation design and calculations should be submitted to the Engineer for review and approval prior to construction.
- E. Qualification Data: For qualified contractor and Professional Engineer.
- F. Product Test Reports: For the following:
 - 1. Bolts, nuts and washers including mechanical properties and chemical analysis.
- G. Existing Timber Trestle Assessment Report.

1.5 QUALITY ASSURANCE

- A. Contractor Qualifications: A qualified contractor who is approved by TDOT for such work.
- B. Pre-installation Conference: Conduct conference at Project Site prior to commencing construction of timber boardwalk.
- C. The contractor shall be responsible for protecting the boardwalk components from damage during storage, handling, installation, and subsequent construction operations. Damage to the boardwalk components shall be ground for rejection of the work.

1.6 COORDINATION

- A. Coordinate installation of anchorage items to be embedded in or attached to other construction without delaying the work.

PART 2 - PRODUCTS

2.1 MATERIALS

- A. All structural framing, nailers, and pedestrian rail components shall be Pressure Treated Grade No. 1 Dense Southern Pine surface dry (S4S) with a moisture content of 19% or less, meeting the requirements of Section 911 of the TDOT Standard Specifications, unless noted otherwise.
- B. Timber and lumber shall be treated with waterborne preservatives (CCA or ACQ) in accordance with AWWA Standard U1, Commodity Specification A, to the requirements of the following use categories:
 - 1. Piles: UC4C
 - 2. Backwalls, wingwalls, cap beams and stringers: UC4B
 - 3. Decking, pedestrian railing components, all other lumber: UC3B
- C. All fasteners, connectors and bolts shall be hot-dip galvanized and conform to ASTM A325, with nuts conforming to ASTM A563 and washers conforming to ASTM F436, unless noted otherwise.
- D. All bolted connections shall utilize oversize ogee washers installed between the wood and the bolt head and between the wood and the nut.
- E. All saw cuts, bolts holes, and other holes shall be treated with appropriate preservative solution prior to installing bolts.

PART 3 - METHOD OF MEASUREMENT AND BASIS OF PAYMENT

3.1 METHOD OF MEASUREMENT

- A. The quantity for Timber Boardwalk to be paid for shall be measured on lump sum basis per Structure. No separate measurement will be made.

3.2 BASIS OF PAYMENT

- A. The Timber Boardwalk and all related components as described on the plans, in this Special Provision, and referenced TDOT Standard Specifications and Special Provisions will be paid for at the contract lump sum price for each Structure. Such price and payment will be full compensation for all work covered by this Special Provision, the plans, and applicable parts of the TDOT Standard Specifications and Special Provisions and will include, but not be limited to, furnishing all labor, materials, equipment, delivery, and other incidentals necessary to complete this work.
- B. Payments will be made under:
 - Timber Boardwalk _____ Lump Sum

END OF SECTION

PREFABRICATED PEDESTRIAN BRIDGE

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract apply to this Section.
- B. Timber Boardwalk Special Provisions.

1.2 SUMMARY

- A. Section includes prefabricated pedestrian bridge, substructure, and foundations.
- B. All materials, construction, and fabrication shall meet the requirements of the plans, this special provision, and the current edition of the Tennessee Department of Transportation Standard Specifications for Roads and Bridge Construction.

1.3 PERFORMANCE REQUIREMENTS

- A. Structural Performance: The prefabricated pedestrian bridge, substructure, and foundations shall withstand the effects of gravity loads and the following loads and stresses within limits and under conditions indicated according to current edition of the AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges, and AASHTO LRFD Bridge Design Specifications, at a minimum:
 - 1. Dead Loads: Self-weight of superstructure.
 - 2. Live Loads: Pedestrian load shall not be considered to act concurrently with vehicular load. The dynamic load allowance need not be considered for vehicular load.
 - a. Pedestrian Live Load = 90 psf
 - b. Vehicular Live Load = See Plans
 - 3. Railing Loads: Per AASHTO.
 - 4. Seismic Loads: Per AASHTO.
 - 5. Wind Loads: Per AASHTO.
 - 6. Water Loads: Per AASHTO.
 - 7. Temperature Loads: Per AASHTO.
 - 8. Load Combinations: Per AASHTO.
 - 9. Deflection Limits: Design framing system to withstand service loads without deflections greater than the following:
 - a. Main Truss:
 - 1) Vehicular and/or pedestrian loads = $\text{Span}/1000$.
 - b. Floor system members (floor beams and stringers):
 - 1) Vehicular and/or pedestrian loads = $\text{Span}/360$.
 - 2) Vehicular and/or pedestrian loads on cantilever arms = $\text{Span}/375$.

10. Vibration Limits: Per AASHTO.

B. Geometry:

1. Span:

- a. The bridge shall be 100'-0" along the centerline of the proposed alignment and shall be measured from work point interior bent to workpoint interior bent. The Contractor is required to provide verification to the Designer that the foundations are correctly laid out before placement of the bridge superstructure.

Bents shall be laid out based on the superstructure requirements.

2. Width:

- a. The bridge width shall be 12'-0" and shall be measured from the inside face of safety railing elements.

3. Depth:

- a. The maximum depth of superstructure below the grade point shall not impact minimum vertical clearance requirements of the Authority Having Jurisdiction.

4. Bridge System Type:

- a. The bridge shall be designed as a Pratt truss bridge. Interior vertical members may be plumb or perpendicular to the chord faces. Diagonal members shall be welded to the chords and/or verticals as determined by the Bridge Manufacturer.

- 1) The bridge shall be designed utilizing floor beams placed between the bottom chords and verticals.
- 2) The Bridge Manufacturer shall determine the distance from the top of the deck to the top and bottom truss members based upon structural and/or shipping requirements. However, the maximum superstructure depth below the grade point noted above shall not be exceeded.
- 3) The bridge deck shall concrete.
- 4) The top of the safety rail system or guardrail elements shall not be less than 54 inches above the deck (measured from the high point of the walking/riding surface). The safety system shall extend the full length of the bridge and shall be connected to the timber boardwalk rail at each end of the bridge.
- 5) The top chord shall not be less than 54 inches above the deck measured from the high point of the riding surface.
- 6) All bridge members shall be weathering steel.

5. Member Components:

- a. All members of the vertical trusses (top and bottom chords, verticals, and diagonals) shall be fabricated from square and/or rectangular structural steel tubing, and all their shop connections shall be fully welded. Other structural members and bracing shall be fabricated from structural steel shapes or square and/or rectangular structural steel tubing. Drain holes and weep holes shall be provided in all connections. Unless the floor fastenings are specifically designed to provide adequate lateral support to the top flange of open shape stringers (W-shapes or channels), a minimum of one stiffener shall be provided in each stringer at every floor beam location.
- b. The minimum thickness of all structural steel members shall be ¼" nominal and be in accordance with the AISC Manual of Steel Construction's "Standard Mill Practice

Guidelines.” For ASTM A500 and ASTM A847 tubing, the section properties used for design shall be per the Steel Tube Institute of North America’s Hollow Structure Sections “Dimension and Section Properties.”

6. Railings:

- a. The safety railing system shall be placed on the structure to a minimum height of 54 inches above the deck surface. The bridge manufacturer shall determine the placement of the horizontal and vertical rails such that a 6 inch diameter sphere cannot pass between successive rails for the lower 27 inches of the railing system; above 27 inches, the spacing of the rails shall be such that an 8 inch diameter sphere cannot pass between successive rails. A safety toe rail or curb shall be provided. The safety rail shall be designed to accommodate the required loads per AASHTO.

7. Camber:

- a. The bridge shall have a vertical camber dimension at midspan equal to 100% of the full dead load deflection.

8. Welded Connections:

- a. American National Standards Institute/ American Welding Society (ANSI/ AWS)
- b. All welded connections shall be checked, when within applicable limits, for the limiting failure modes outlined in the latest ANSI/ AWS D1.1 Structural Welding Code.
- c. When outside the “validity range” defined in these design guidelines, the following limit states or failure modes must be checked:
 - 1) Chord face plastification
 - 2) Punching shear (through main member face)
 - 3) Material failure
 - Tension failure of the web member
 - Local buckling of a compression web member
 - 4) Weld failure
 - Allowable stress based on “effective lengths”
 - “Ultimate” capacity
 - 5) Local buckling of a main member face
 - 6) Main member failure:
 - Web or sidewall yielding
 - Web or sidewall crippling
 - Web or sidewall buckling
 - Overall shear failure

9. Substructure:

- a. Pedestrian bridge bents shall be cast-in-place reinforced concrete supported on steel piles or prestressed concrete piles. There shall be a minimum of two piles per bent. The maximum pile width shall be 12”.
- b. Contractor shall be responsible for hiring a geotechnical engineer licensed in Tennessee to provide foundation recommendations for the prefabricated pedestrian bridge substructure.
- c. The top surface of bent bents caps, except at bridge seat build-ups and boardwalk seats, shall be sloped transversely from fill face to back face at a minimum rate of 2%.

- d. The bents shall be cured in accordance with TDOT Standard Specifications.
- e. The bridge bent elevations shall be determined by the contractor's engineer such that the top of deck elevations meet the grade point elevations shown on the plans.

10. Elevations:

- a. The bridge bent elevations shall be determined by the contractor's engineer such that the top of deck elevations meet the grade point elevations shown on the plans.
- b. Low steel shall be above the minimum vertical clearance requirements of the roadway underpass.

1.4 SUBMITTALS

- A. Product Data: For each type of product used. Include construction details, material descriptions, dimensions of individual components and profiles, and finishes for prefabricated pedestrian bridge superstructure, concrete substructure, and foundations.
- B. Shop Drawings: For prefabricated pedestrian bridge superstructure, bridge substructure, and foundations. Include plans, elevations, sections, details, and attachments to other work specific to this project. All pertinent design information such as geometries, member sizes, bridge reactions, splice locations, details, and general notes shall be clearly specified on the drawings. All drawings shall be signed and sealed by a Professional Engineer who is licensed to practice in the State of Tennessee.
- C. Structural Calculations: For prefabricated pedestrian bridge superstructure, bridge substructure, and foundations. The calculations shall include all design information necessary to determine the structural adequacy of the bridge superstructure, substructure and its foundations, and to demonstrate conformance with the current AASHTO code. All structural calculations shall be submitted to the Engineer. All calculations shall be signed and sealed by a Professional Engineer who is licensed to practice in the State of Tennessee, and shall include the following, at a minimum:
 - 1. Design calculations for the individual truss members, floor beams and stringers, and decking.
 - 2. Checks for the critical connection failure modes for each individual truss member. Special attention shall be given to all welded tube on tube connections.
 - 3. Design calculations for all bolted splice connections.
 - 4. Main truss deflection checks, including individual truss member deflection checks.
 - 5. U-Frame stiffness checks (used to determine "K" factors for out-of-plane buckling of top chord) for half-through or "pony" truss bridges.
 - 6. Design calculations for the bridge deck..
 - 7. Design calculations for bearings.
 - 8. Design calculations for bridge substructure. The bridge substructure design and calculations should be submitted to the Engineer for review and approval prior to construction.
 - 9. Design calculations for foundations. Foundation should be designed for the actual dead and live load acting on the bridge. The bridge foundation design and calculations should be submitted to the Engineer for review and approval prior to construction.
- D. Erection plans and sequencing signed and sealed by a Professional Engineer licensed in the State of Tennessee. The erection plans and sequencing method shall include location(s) of crane(s) required for erection, as well as procedures for mitigating the amount of fallen debris. No debris will be allowed to collect in the channel of the waterway. All equipment locations and staging shall occur within the right-of-way and easements established in the roadway plans, and shall be indicated on the erection plans.

- E. Qualification Data: For qualified fabricator and Professional Engineer.
- F. Welding certificates.
- G. Mill test reports for structural steel, including chemical and physical properties.
- H. Product Test Reports: For the following:
 - 1. Bolts, nuts and washers including mechanical properties and chemical analysis.
- I. Maintenance Data: Include prefabricated pedestrian bridge in maintenance manuals.
- J. Warranty: Sample of special warranty.

1.5 QUALITY ASSURANCE

- A. Welding Qualifications: Qualify procedures and personnel according to the following:
 - 1. AWS D1.1/D1.1M, “Structural Welding Code – Steel”.
- B. Fabricator Qualifications: A qualified fabricator who participates in the AISC Quality Certification Program and is designated an AISC-Certified Plant, Categories CBR and B-CMP, and is TDOT approved for such work.
- C. Comply with current edition of the applicable provisions of the following specifications and documents:
 - 1. AASHTO LRFD Bridge Design Specifications.
 - 2. AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges.
 - 3. Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction.
 - 4. RCSC’s “Specification for Structural Joints Using ASTM A325 or A490 Bolts.”
- D. Preinstallation Conference: Conduct conference at Project Site.

1.6 WARRANTY

- A. Special Warranty: Manufacturer's standard form in which manufacturer agrees to repair finish or replace any part of the pedestrian bridge that fail in materials or workmanship within specified warranty period.
 - 1. Warranty Period: Ten (10) years from date of Substantial Completion.

1.7 DELIVERY, STORAGE, AND HANDLING

- A. Store materials to permit easy access for inspection and identification. Keep steel members off ground and spaced by using pallets, dunnage, or other supports and spacers. Protect steel members and packaged materials from corrosion and deterioration.
 - 1. Do not store materials on structure in a manner that might cause distortion, damage, or overload to members or supporting structures. Repair or replace damaged materials or structures as directed.
- B. Weathering steel shall be stored under conditions that will prevent unsightly, uneven weathering and excessive corrosion. If uneven weathering occurs, the contractor shall reclean the steel to the satisfaction

of the engineer. If cleaning does not produce satisfactory uniformity in appearance or if in the judgment of the engineer, excessive corrosion or chemical contamination has occurred, the contractor shall replace the material at the contractor's expense. As a minimum, the following conditions shall be avoided and the contractor shall take additional precautions as deemed necessary:

1. Storage in transit, open cars or trucks for an extended period of time.
2. Standing water on material in storage or entrapment of moisture.
3. Contact with chemically treated lumber used for blocking or other types of foreign matter.
4. Exposure to chlorides or other chemical contamination.

C. Store fasteners in a protected place in sealed containers with manufacturer's labels intact.

1. Fasteners may be repackaged provided Owner's testing and inspecting agency observes repackaging and seals containers.
2. Clean and relubricate bolts and nuts that become dry and rusty before use.

1.8 COORDINATION

A. Coordinate installation of anchorage items to be embedded in or attached to other construction without delaying the Work. Provide setting diagrams, sheet metal templates, instructions, and directions for installation.

PART 2 - PRODUCTS

2.1 MATERIALS

A. Steel Structural Tubing: ASTM A 847, weathering steel; AASHTO M 270, Grade 50W.

B. Channels and Angles: ASTM A 588, weathering steel, AASHTO M 270, Grade 50W.

C. Steel Plates, Shapes, and Bars: ASTM A 588, weathering steel, AASHTO M 270, Grade 50W.

D. Anchor Bolts, High Strength Bolts, Nuts and Washers:

1. Anchor Bolts: ASTM A 449, Type 1 hot dip galvanized, heavy-hex steel structural bolts.
2. High-Strength Bolts: ASTM A 325 (AASHTO M 164), Type 3 weathering steel, heavy-hex steel structural bolts.
3. Nuts and Washers: Hot dip galvanized at anchor bolts and weathering steel for all high strength weathering steel bolts.
4. Bolts, nuts, and washers shall also be in accordance with Section 602 of the TDOT Standard Specifications.

E. The minimum corrosion index of the atmospheric corrosion resistant steel, as determined in accordance with ASTM G101, shall be 6.0.

F. Concrete:

1. Class A concrete, per TDOT Standard Specifications.

G. Reinforcing Steel: ASTM A 615 (AASHTO M 31), Grade 60.

H. Bearing Pads: Minimum 60 durometer hardness, conforming to TDOT Standard Specifications.

2.2 PREFABRICATED STEEL PRATT TRUSS BRIDGE

- A. Manufacturers: Subject to compliance with requirements.
- B. The Contractor must provide the following documentation for any proposed supplier who is not pre-approved by TDOT:
 - 1. Product Literature
 - 2. All documentation to ensure the proposed substitution will be in compliance with these specifications. This shall include:
 - a. Representative design calculations.
 - b. Representative drawings.
 - c. Splicing and erection procedures.
 - d. Warranty information.
 - e. Inspection and maintenance procedures.
 - f. AISC Shop Certification.

2.3 FABRICATION

- A. Structural Steel: Fabricate and assemble in shop to greatest extent possible. Fabricate according to AISC's 'Code of Standard Practice for Steel Buildings and Bridges'.
 - 1. Mark and match-mark materials for field assembly.
 - 2. Complete structural-steel assemblies, including welding of units, before starting shop-priming operations.
- B. Thermal Cutting: Perform thermal cutting by machine to the greatest extent possible.
 - 1. Plane thermally cut edges to be welded to comply with requirements in AWS D1.1/D1.1M.
- C. Bolt Holes: Cut, drill or punch standard bolt holes perpendicular to metal surfaces.
- D. Welds
 - 1. Special attention shall be given to developing sufficient weld throats on tubular members. Fillet weld details shall be in accordance with AWS D1.1, Section 3.9 (See AWS Figure 3.2). Unless determined otherwise by testing, the loss factor "Z" for heel welds shall be in accordance with AWS Table 2.8. Fillet welds that run onto the radius of a tube shall be built up to obtain the full throat thickness. The maximum root openings of fillet welds shall not exceed 3/16" in conformance with AWS D1.1, Section 5.22. Weld size or effective throat dimensions shall be increased in accordance with this same section when applicable (i.e., fit-up gaps > 1/16").
 - 2. The fabricator shall have verified that the thickness of partial joint penetration groove welds (primarily matched edge welds or the flare-bevel-groove welds on underhung floor beams) shall be obtainable with their fit-up and weld procedures. Matched edge welds shall be "flushed" out when required, to obtain the full throat or branch member wall thickness.
 - 3. For full penetration butt welds of tubular members, the backing material shall be fabricated prior to installation in the tube, so as to be continuous around the full tube perimeter, including corners. Backing may be of four types:
 - a. A "box" welded up from four (4) plates.
 - b. Two "channel" sections, bent to fit the inside radius of the tube, welded together with full penetration welds.
 - c. A smaller tube section that slides inside the spliced tube.

- d. A solid plate cut to fit the inside radius of the tube.
- 4. Corners of the “box” backing, made from four plates, shall be welded and ground to match the inside corner radii of the chords. The solid plate option shall require a weep hole either in the chord wall above the “high side” of the plate or in the plate itself. In all types of backing, the minimum fit-up tolerances for the backing must be maintained at the corners of the tubes, as well as across the “flats.”
- E. Weld Inspection and Testing
 - 1. All welds shall be visually inspected.
 - 2. A minimum ten percent (10%) of all fillet welds shall be tested by Magnetic Particle Testing (MT).
 - 3. All (100%) full penetration welds shall be subject to Radiographic Testing (RT).
 - 4. Welding inspection and testing shall be subject to the requirements of AWS D1.1 or AWS 1.5, whichever is applicable and more stringent.
 - 5. Also, please refer to Section 602 of the TDOT Standard Specifications.
- F. Drain Holes: Weep/ drain holes shall be provided in all tubular bridge members, for drainage at their lowest point, unless such members are free-draining, open-ended.
- G. Cleaning: After fabrication, weathering steel shall be shop cleaned to a SSPC SP-6 finish.

2.4 SHOP CONNECTIONS

- A. High-Strength Bolts: Shop install high-strength bolts according to RCSC’s “Specification for Structural Joints Using ASTM A325 or A490 Bolts” for type of bolt and type of joint specified.
- B. Weld Connections: Comply with AWS D1.1/D1.1M for tolerances, appearances, welding procedure specifications, weld quality, and methods used in correcting welding work.

2.5 EXAMINATION

- A. Examine substrates, areas, and conditions, with Installer present, for compliance with requirements for installation tolerances and other conditions affecting performance of the Work.
- B. Prepare written report, endorsed by Installer, listing conditions detrimental to performance of the Work.
- C. Proceed with installation only after unsatisfactory conditions have been corrected.

2.6 INSTALLATION

- A. Delivery is made to a location nearest the site which is easily accessible to normal over-the-road tractor/trailer equipment. Contractor is to schedule a pre-installation meeting to discuss the method of erecting the bridge, as well as to verify the location(s) of the crane(s) required for erection. All equipment locations and staging shall occur within the right-of-way and easements established in the roadway plans. Contractor to verify prior to commencing bridge erection.
- B. The Fabricator will provide detailed, written instruction in the proper lifting procedures and splicing procedures (if required). The method and sequence of erection shall be the responsibility of the Contractor.

- C. No debris will be allowed to collect in the channel of the waterway. Contractor to provide measures to ensure debris is collected from the channel of the waterway as soon as is practical during construction.

PART 3 - METHOD OF MEASUREMENT AND BASIS OF PAYMENT

3.1 METHOD OF MEASUREMENT

- A. The quantity for Prefabricated Pedestrian Bridge to be paid for shall be measured on lump sum basis per Structure. No separate measurement will be made.

3.2 BASIS OF PAYMENT

- A. The prefabricated steel Pratt truss bridge, substructure, foundations and all related components as described on the plans, in this Special Provision, and referenced TDOT Standard Specifications and Special Provisions will be paid for at the contract lump sum price for "Prefabricated Pedestrian Bridge". Such price and payment will be full compensation for all work covered by this Special Provision, the plans, and applicable parts of the TDOT Standard Specifications and will include, but not be limited to, furnishing all engineering, labor, materials, equipment, delivery, and other incidentals necessary to complete this work.

- B. Payment will be made under:

Prefabricated Steel Pedestrian Bridge _____ Lump Sum

END OF SECTION

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GENERAL NOTES

SPECIFICATION

- CURRENT EDITION OF THE AASHTO LRFD GUIDE SPECIFICATIONS FOR PEDESTRIAN BRIDGES, TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND BRIDGE CONSTRUCTION (HEREIN REFERRED TO AS THE STANDARD SPECIFICATIONS), AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, AND THE INCORPORATED PROJECT SPECIAL PROVISIONS.
- FOR PREFABRICATED PEDESTRIAN BRIDGE, SEE SPECIAL PROVISIONS.
- FOR TIMBER BOARDWALK, SEE SPECIAL PROVISIONS.

MATERIAL AND WORKMANSHIP

- PROVIDE ALL MATERIAL AND WORKMANSHIP IN ACCORDANCE WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND BRIDGE CONSTRUCTION, 2021 EDITION, UNLESS OTHERWISE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS.

DESIGN DATA

- UNIFORM PEDESTRIAN LIVE LOAD 90 PSF
- VEHICULAR LIVE LOAD AASHTO H-10
- WIND LOAD PER AASHTO
- WATER LOAD PER AASHTO
- SEISMIC LOAD PER AASHTO
- TEMPERATURE LOAD PER AASHTO

FOUNDATIONS

- A CAST-IN-PLACE SPREAD FOOTING SHOULD BE USED FOR BRIDGE ABUTMENT 1. THE FOOTING SHOULD BE DEIGNED WITH THE FOLLOWING PARAMETERS:
NORMINAL BEARING CAPACITY = 20 KSF
RESISTANCE FACTOR FOR STRENGTH LIMIT STATE = 0.45
ULTIMATE FRICTION FACTOR - 0.6
- ROCK EXIBHTING THE RECOMMENDED BEARING PRESSURE IS ANTICIPATED TO BE ENCOUNTERED AT DEPTHS VARYING FROM 3 FT TO 6 FT BELOW THE EXISTING GROUND SURFACE.
- FOOTINGS SHOULD HAVE A MINIMUM EFFECTIVE WIDTH OF 2 FT AND THE FRONT EDGE OF THE FOOTING SHOULD BE SET BACK 10 FT. MIN. FROM ROCK FACE.
- IT IS RECOMMENDED THAT THE GEOTECHNICAL ENGINEER INSPECT THE BEDROCK CONDITIONS AT THE TIME OF CONSTRUCTION TO DETERMINE IF ANY DELAMINATED, LOOSE, OR HIGHLY WEATHERED ROCK SHOULD BE REMOVED. THE CONTRACTOR SHOULD ANTICIPATE EXPENDING VARIABLE EFFORT TO EXPOSE UNIFORM AND HORIZONTAL BEARING SURFACES ACROSS THE FOOTING SUBGRADES.
- DRIVEN H-PILE SECTIONS SHOULD BE USED FOR BRIDGE ABUTMENT 2. RECOMMENDED SIZED INCLUDE HP 10 x 42 AND HP 12 x 53. CAPABLE OF SUPPORTING ALLOWABLE LOADS OF 100 KIPS AND 150 KIPS FOR ASTM A-36 STEEL AND 160 KIPS AND 200 KIPS FOR ASTM A-50 STEEL.
- RECOMMENDED PILE CENTER TO CENTER SPACING NOT LESS THAN 2 PILE DIAMETERS.
- PILES SHOULD BE DRIVEN WITH A HAMMER THAT WILL NOT OVERSTRESS THE PILE BEYOND 50 TO 75 PERCENT OF THEIR YIELD STRENGTH. PILES SHOULD BE DRIVEN TO REFUSAL WITH A HAMMER APPROXIATELY EQUAL TO THE WEIGHT OF THE PILE.
- PILE SHOULD BE EQUIPPED WITH A DRIVING POINT TO HELP THE PILE BITE AND SEAT WITHIN THE BEDROCK SURFACE.
- THE PILE INSTALLATION PROCESS SHOULD BE PERFORMED UNDER THE DIRECTION OF THE GEOTECHNICAL ENGINEER FOR THE PROJECT.
- EXISTING BRIDGE STRUCTURES SHOULD BE OBSERVED PRIOR TO INSTALLATION AND DURING PILE INSTALLATION FOR INDICATIONS OF MOVEMENT. PILE DRIVING SHOULD BE STOPPED AND THE GEOTECHNICAL ENGINEER CONTRACTED IF MOVEMENT OF CRACKING OF THE EXISTING STRUCTURE IS OBSERVED.

TIMBER BOARDWALKS

- TIMBER BOARDWALKS SHALL BE DESIGNED BY THE CONTRACTOR'S ENGINEER BASED UPON THE SPECIFIED DESIGN CRITERIA. THE TIMBER BOARDWALK PLANS AND CALCULATIONS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TENNESSEE. PLANS AND CALCULATIONS SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL. CONSTRUCTION OF THE TIMBER BOARDWALK SHALL NOT BEGIN UNTIL ALL APPROVALS HAVE BEEN RECEIVED.
- SECTIONS OF PROPOSED BOARDWALK ARE ANTICIPATED TO BE CONSTRUCTED ON TOP OF THE EXISTING TIMBER TRESTLE STRUCTURE. SEE TIMBER BOARDWALK SPECIAL PROVISION EXISTING CONDITION ASSESSMENT REQUIREMENTS.
- PLAN AND PROFILE SHOWN ON S0-02 AND S0-03 ARE FOR REFERENCE ONLY. CONTRACTOR MAY UTILIZE DIFFERENT SPAN ARRANGEMENTS THAN SHOWN. MAINTAIN BEGIN BOARDWALK AND END BOARDWALK LOCATIONS.

STRUCTURAL TIMBER AND LUMBER

- ALL PILING, STRUCTURAL FRAMING, DECKING, NAILERS, AND PEDESTRIAN RAIL COMPONENTS SHALL BE PRESSURE TREATED SOUTHERN YELLOW PINE MEETING THE REQUIREMENTS OF SECTION 911 OF THE STANDARD SPECIFICATIONS. MINIMUM GRADE SHALL BE NO. 1.
- TIMBER AND LUMBER SHALL BE TREATED WITH WATERBORNE PRESERVATIVES (CCA OR ACQ) IN ACCORDANCE WITH AWPAS STANDARD U1, COMMODITY SPECIFICATION A, TO THE REQUIREMENTS OF THE FOLLOWING USE CATEGORIES:
A. PILES: UC4C
B. BACKWALLS, WINGWALLS, CAP BEAMS AND STRINGERS: UC4B
C. DECKING, PEDESTRIAN RAILING COMPONENTS, ALL OTHER LUMBER: UC3B
- EACH DECKING MEMBER SHALL BE INSTALLED BARK SIDE UP TO PREVENT CUPPING.
- MAXIMUM SPACING BETWEEN DECKING MEMBERS SHALL BE 1/8".
- ALL VERTICAL MEMBERS SHALL BE PLUMB.
- ALL SAW CUTS, BOLT HOLES, AND OTHER HOLES SHALL BE TREATED WITH APPROPRIATE PRESERVATION SOLUTION PRIOR TO INSTALLING BOLTS.
- UNLESS NOTED OTHERWISE, MECHANICAL WOOD CONNECTIONS SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS, WITH ALL FASTENER HOLES FULLY POPULATED.
- ALL CONNECTORS SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.
- ALL FASTENERS, CONNECTORS AND BOLTS SHALL BE HOT-DIP GALVANIZED AND CONFORM TO ASTM F3125, GRADE A325, WITH NUTS CONFORMING TO ASTM A563 AND WASHERS CONFORMING TO ASTM F436, UNLESS NOTED OTHERWISE.

CAST-IN-PLACE CONCRETE

- ALL CONCRETE SHALL BE CLASS A, UNLESS NOTED OTHERWISE.
- CONCRETE WORK SHALL FOLLOW THE PROVISIONS OF SECTION 604 OF THE STANDARD SPECIFICATIONS.
- CHAMFER ALL EXPOSED EDGES 3/4" UNLESS OTHERWISE NOTED.

APPROACH RAILINGS

- APPROACH RAILINGS SHALL BE PROVIDED AT EACH CORNER OF THE BRIDGE AS SHOWN ON THE PLANS, AND PER TIMBER BOARDWALK SPECIAL PROVISION.

PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE

- PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE, ANCHOR BOLTS, AND BEARING PADS SHALL BE DESIGNED BY THE CONTRACTOR'S ENGINEER BASED UPON THE SPECIFIED DESIGN CRITERIA. THE PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE PLANS AND CALCULATIONS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TENNESSEE. PLANS AND CALCULATIONS SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL. THE PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE CALCULATIONS SHALL INCLUDE A SUMMARY OF REACTIONS FOR ABUTMENTS. THE PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE FABRICATION SHALL NOT BEGIN UNTIL ALL APPROVALS HAVE BEEN RECEIVED.
- PREFABRICATED PEDESTRIAN BRIDGE SHALL BE A STEEL PRATT TRUSS.
- THE BRIDGE CLEAR PATH WIDTH SHALL BE 12'-0", AND SHALL BE MEASURED BETWEEN THE INSIDE FACES OF SAFETY AND RUB RAILING ELEMENTS.
- SAFETY RAILING SYSTEM SHALL BE A MINIMUM OF 4'-6" ABOVE THE TOP OF BRIDGE DECK.
- ALL STRUCTURAL STEEL FOR PREFABRICATED PEDESTRIAN BRIDGE SHALL BE WEATHERING STEEL AND SHALL CONFORM TO TDOT STANDARD SPECIFICATIONS AND PREFABRICATED PEDESTRIAN BRIDGE SPECIAL PROVISION.
- SPLICES, IF REQUIRED FOR THE PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE, SHALL BE CLEARLY NOTED ON THE SHOP DRAWINGS AND NECESSARY CALCULATIONS PROVIDED.
- WEEP HOLES SHALL BE PROVIDED FOR DRAINAGE OF BRIDGE TUBULAR MEMBERS, AND SHALL BE CLEARLY NOTED ON THE SHOP DRAWINGS.
- THE BRIDGE DECK SHALL BE CAST-IN-PLACE CONCRETE.

PREFABRICATED PEDESTRIAN BRIDGE SUBSTRUCTURE

- THE CAST-IN-PLACE CONCRETE PREFABRICATED PEDESTRIAN BRIDGE SUBSTRUCTURE SHALL BE DESIGNED BY THE CONTRACTOR'S ENGINEER BASED UPON THE SPECIFIED DESIGN CRITERIA. THE PREFABRICATED PEDESTRIAN BRIDGE SUBSTRUCTURE PLANS AND CALCULATIONS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TENNESSEE. PLANS AND CALCULATIONS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL. CONSTRUCTION OF THE PEDESTRIAN BRIDGE BENTS SHALL NOT BEGIN UNTIL ALL APPROVALS HAVE BEEN RECEIVED.
- PEDESTRIAN BRIDGE ABUTMENT DETAILS SHALL BE COORDINATED WITH THE PREFABRICATED PEDESTRIAN BRIDGE PLANS. CONSTRUCTION OF THE ABUTMENTS SHALL NOT BEGIN UNTIL SUPERSTRUCTURE SHOP DRAWINGS ARE APPROVED AND ALL CONFLICTS RESOLVED.
- THE TOP SURFACE OF ABUTMENT CAPS, EXCEPT AT BRIDGE SEATS, SHALL BE SLOPED TRANSVERSELY AT A MINIMUM RATE OF 2%.
- ABUTMENT BACKWALL SHALL BE PLACED AFTER BRIDGE HAS BEEN ERECTED. TOP OF BACKWALL SHALL FOLLOW BRIDGE DECK GRADE.
- THE ABUTMENTS SHALL BE CURED IN ACCORDANCE WITH TDOT STANDARD SPECIFICATIONS.

CONSTRUCTION

- CONSTRUCTION SHALL BE PERFORMED SO AS TO NOT ALLOW DEBRIS TO FALL INTO THE WATER.

COORDINATES ARE NAD/83 (1995), ARE NOT DATUM ADJUSTED, AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONSTRUCTION SET

Kimley»Horn

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CUMBERLAND RIVER
BICENTENNIAL TRAIL
EXTENSION
TOWN OF ASHLAND CITY, TN
ASHLAND CITY, TN



No.	REVISIONS									
	1	2	3	4	5	6	7	8	9	10
DATE	07/31/2026									
BY	EZ									

DESIGNED BY:	MDM
DRAWN BY:	JJK
CHECKED BY:	SAD
DATE:	10/28/2024
KIMLEY-HORN PROJECT NO. 118668000	

STRUCTURE NOTES

SHEET NUMBER

S0-01