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 THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65101 Phone (888) 275-6636
	George Butler Associates, Inc. 16305 Swingley Ridge Rd. Chesterfield, MO 63017 Certificate of Authority # 000133 Consultant Phone # 913-492-0400
	If a seal is present on this sheet, JSP's has been electronically sealed and dated.
	JOB NO. JSLM0087 Franklin County, MO Date Prepared: 8/8/2025
Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: A-F	

JOB SPECIAL PROVISIONS (BRIDGE)

A. CONSTRUCTION REQUIREMENTS

1.0 Description. This provision contains general construction requirements for this project.

2.0 Construction Requirements. The plans and the asbestos and lead inspection report(s) for the existing structure(s) are included in the contract in the bridge electronic deliverables zip file for informational purposes only.

2.1 In order to assure the least traffic interference, the work shall be scheduled so that the bridge closure is for the absolute minimum amount of time required to complete the work. The bridge shall not be closed until material is available for continuous construction and the contractor is prepared to diligently pursue the work until the closed bridge is opened to traffic.

2.2 Provisions shall be made to prevent any debris and material from falling onto the roadway. If determined necessary by the engineer, any debris and material that falls below the bridge outside the previously specified limits shall be removed as approved by the engineer at the contractor's expense. Traffic under the bridge shall be maintained in accordance with the contract documents.

2.3 Any damage sustained to the remaining structure as a result of the contractor's operations shall be repaired or the material replaced as approved by the engineer at the contractor's expense.

2.4 Provisions shall be made to prevent damage to any existing utilities. Any damage sustained to the utilities as a result of the contractor's operations shall be the responsibility of the contractor. All costs of repair and disruption of service shall be as determined by the utility owners and as approved by the engineer.

2.5 A washer shall be required under head and nut when any reaming is performed for bolt installation.

2.6 SSPC-SP2 and SSPC-SP3 surface preparation shall be in accordance with the environmental regulations in [Sec 1081](#), and collection of residue shall be in accordance with [Sec 1081](#) for collection of blast residue. SSPC-SP6, SSPC-SP10 and SSPC-SP11 surface preparation shall be in accordance with the approved blast media and environmental regulations in [Sec 1081](#), and collection of blast residue shall be in accordance with [Sec 1081](#).

3.0 Coating Information.

3.1 Stay-In-Place Forms. The stay-in-place forms shall not be recoated, overcoated or damaged during the painting operation. Any damage sustained as a result of the contractor's operations shall be repaired or the material replaced as approved by the engineer at the contractor's expense.

3.2 Existing Bridge Information. The informational plans may be used by bidders in determining the amount of steel to be cleaned and recoated with the full understanding that the State accepts no responsibility for accuracy of the estimated tons of existing steel shown in the table below. The bidder's acceptance and use of the estimate shown below shall be no cause for claim for any final adjustment in the contract unit price for the work involved in repainting. Each bidder is expected to carefully examine the structure(s), investigate the condition of existing paint and prepare an estimate of quantities involved before submitting a bid. Surface

preparation and application of field coatings to the structural steel shall be based on the contract plan quantities. No final measurements will be made.

Bridge No.	Estimated Tons		Existing Paint System	Lead Based?
	Coating System	Total		
	System G Recoat			
A20472	1	1	G	No

3.3 Environmental Contact. Environmental Section may be contacted at the below address or phone number. The Missouri Department of Health may be contacted at (573) 751-6102.

MoDOT - Design Division - Environmental Section
P.O. Box 270
105 W. Capitol Ave., Jefferson City, MO 65102
Telephone: (573) 526-4778

3.4 Approved Smelter and Hazardous Waste Treatment, Storage and Disposal Facility. The following is the approved smelter and hazardous waste treatment, storage and disposal facility:

Doe Run Company - Resource Recycling Division - Buick Facility
Highway KK
Boss, MO 65440
Telephone: (573) 626-4813

4.0 Method of Measurement. No measurement will be made.

5.0 Basis of Payment. Payment for the above described work will be considered completely covered by the contract unit price for other items included in the contract.

B. REMOVAL OF DIAPHRAGMS

1.0 Description. This provision contains construction requirements for the removal of diaphragms as shown on the contract plans.

2.0 Construction Requirements. The existing diaphragms and connection plates to Beam No. 3 shall be removed to the limits as shown on the contract plans.

2.1 The contractor shall carefully remove the diaphragms and connection plates to Beam No. 3 to avoid damage to any other components of the bridge.

2.2 The connection plates at Beams No. 2, 3 and 4 (four locations shown in the plans) may be used-in-place as shown on the contract plans if the non-destructive test of the welded connection shows no defects and the member is not deformed. See Job Special Provision for Heat Straightening. If cracks are found during non-destructive testing, the cost or repairs will be considered completely covered by the contract unit price for Crack Repairs. See Job Special Provision for Crack Repairs.

2.3 After removal of connection plates, any remaining weldment on the beams shall be ground smooth and flush to the beam web to removal potential points of stress risers to the satisfaction of the engineer.

2.4 Any damage sustained to the structure that is to remain in place, as a result of the Contractor's operations, shall be repaired or the material replaced as approved by the engineer at the Contractor's expense.

3.0 Method of Measurement. Measurement will be made per each diaphragm removed.

4.0 Basis of Payment. Payment for the above described work will be considered completely covered by the contract unit price for Removal of Diaphragm.

C. HEAT STRAIGHTENING

1.0 Description. This work shall consist of performing heat straightening of the damaged steel members as shown on the contract plans and in accordance with this job special provision.

2.0 Experience Requirements. The contractor shall meet the experience requirements of either Experience Option 1 or Experience Option 2.

2.1 Experience Option 1.

2.1.1 The contractor's organization shall have at least five years of experience in conducting heat straightening repairs for damaged steel structures. During the preceding three-year period, the contractor shall have conducted an average of at least two heat straightening projects per year. Experience documentation shall include the following: date of project, location, bridge owner, number and type of members straightened, and duration of project.

2.1.2 The contractor's field supervisor shall be a registered professional engineer qualified to practice in one of the following disciplines: structural, metallurgical, or welding engineering.

2.2 Experience Option 2.

2.2.1 The contractor shall have at least ten years of experience in conducting heat straightening repairs for damaged steel structures and shall have conducted an average of at least ten heat straightening projects per year during the preceding three-year period.

2.2.2 Technicians involved in the conduct of heat applications during heat straightening shall have at least three years of experience on a minimum of 15 projects.

2.2.3 Experience documentation for both contractor and technicians shall include: date of project, location, bridge owner, number and type of members straightened, and duration of project.

3.0 Equipment.

3.1 Heating shall be with an oxygen-fuel combination. The fuel may be propane, acetylene or other similar fuel as selected by the contractor, subject to the engineer's approval.

3.2 Heat application shall be by single or multiple orifice tips only. The size of the tip shall be proportional to the thickness of the heated material. No cutting torch heads shall be permitted.

3.3 Jacks, come-alongs or other force application devices shall be gauged and calibrated so that the force exerted by the device may be controlled and measured. No external force shall be applied to the structure by the contractor unless it is measured.

4.0 Construction Requirements.

4.1 Damage Assessment.

4.1.1 The contractor shall inspect areas to be straightened for cracking both before and after the heat straightening is performed. The existing connection plates and welds being used-in-place (four locations shown on the plans) shall be visually inspected and welds magnetic particle tested for cracks. Any cracking detected shall be brought to the attention of the engineer. Methods of crack detection shall be one or more of those listed below as applicable. If cracking is found, the ends of the cracks shall be located by one of the below methods other than visual inspection.

- (a) Visual inspection.
- (b) Liquid penetrant testing (PT) in accordance with ASTM E 165.
- (c) Magnetic particle testing (MT) in accordance with ASTM E 709.
- (d) Radiographic testing (RT) in accordance with the Bridge Welding Code as specified in Sec [1080.3.3.4](#) and [1080.3.3.5](#).
- (e) Ultrasonic testing (UT) in accordance with the Bridge Welding Code as specified in [Sec 1080.3.3.4](#) and [1080.3.3.5](#).

4.1.2 If cracking exists, the contractor shall determine whether the cracks shall be repaired before or after straightening. All identified cracks in welds shall be repaired by a certified welder in accordance with [Sec 712.6](#).

4.1.3 The contractor shall identify and document all yield zones, yield lines and associated damage and provide this information to the engineer prior to initiation of heat straightening by either visual inspection or measurements.

4.1.4 Steel with strains up to 100 times the yield strain may be repaired by heat straightening. For strains greater than this limit, the engineer shall determine if heat straightening may be used.

4.1.5 Cracks and/or strains exceeding 100 times the yield strain or other serious defects shall be called to the attention of the engineer.

4.1.6 The contractor shall prepare and submit a work plan to the engineer for approval 14 days prior to initiating repairs. The engineer's acceptance of the plan shall not relieve the contractor of the responsibility for obtaining satisfactory results.

4.1.7 Upon completion of straightening, the steel surfaces shall be carefully inspected for the presence of cracks or other signs of distress. Any repair work and retesting of the repair work required as a result of this inspection will be paid for in accordance with [Sec 109](#). This shall not relieve the contractor from responsibility to repair any damage caused by this work at the

contractor's expense. Any delay or inconvenience caused by this inspection requirement will be non-compensable and effect on time of performance non-excusable.

4.2 Heat Application.

4.2.1 Prior to heat application, the determination of existing paint removal shall be made so as not to damage any of the surrounding existing paint that is to remain after the heating of the steel. See other contract documents to determine if existing paint is lead-based or non-lead based. The heating of the steel shall not damage any of the paint that is to be used in place and shall not create an environmental air quality issue.

4.2.2 The heat application shall be in accordance with [Sec 1080.3.3.14](#).

4.2.3 The contractor shall use one or more of the following methods for routine, ongoing, documented temperature verification during heat straightening:

- (a) Temperature sensitive crayons.
- (b) Pyrometer.
- (c) Infrared non-contact thermometer.

4.2.4 The material shall be heated in a single pass following the specified pattern and allowed to cool to below 250°F prior to re-heating.

4.2.5 Heating patterns and sequences shall be selected to match the type of damage and cross section shape.

4.2.6 Vee heats shall be shifted over the yield zone on successive heating cycles.

4.2.7 Simultaneous vee heats may be used provided that the clear spacing between vees is greater than the width of the plate element.

4.2.8 Repair of previously heat straightened members in the same region of damage may be conducted once. Further repairs shall not be performed without the approval of the engineer.

4.3 Application of Jacking Forces.

4.3.1 Jacks shall be placed so that forces are relieved as straightening occurs during cooling.

4.3.2 Magnitude of Jacking Forces.

4.3.2.1 Jacking shall be limited so that the maximum bending moment in the heated zone shall be less than 50 percent of the plastic moment capacity of the member or major bending element. For local damage, the jacking force shall be limited to 50 percent of initial yield of the element.

4.3.2.2 The jacking force shall be adjusted so that the sum of jacking-induced moments and estimated residual moments shall be less than 50 percent of the plastic moment capacity of the member. As an alternative to considering residual moments, the moment due to jacking forces can be limited to 25 percent of the plastic moment capacity of the member during the first two heating cycles. For additional heating cycles, the limit of 50 percent may again be used.

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4.3.3 The contractor shall determine and document the maximum jacking force for each damage location and the proposed sequence of jacking and heating. Copies of the documentation shall be submitted to the engineer for acceptance 14 days before initiating repairs. Modifications due to changing conditions shall be submitted to the engineer. The maximum jacking force may be controlled by measuring the deflection resulting from the jacking force.

4.3.4 The calibration of jacks and electronic temperature monitoring equipment shall be performed and documented monthly, and load cells used for calibration must be certified within a two-year period.

4.4 Field Supervision of Repairs.

4.4.1 Jacking forces shall be monitored to ensure that limits are not exceeded.

4.4.2 Heating temperatures shall be monitored to ensure compliance with specified limits.

4.5 Tolerances.

4.5.1 The dimensions of heat straightened structural members shall be in accordance with the following tolerances:

Member Type	Recommended Minimum Tolerance ^{1,2}
Girders/beams, truss members, or columns: Within 10 feet or less Overall sweep excluding impact point At impact point	 1/4 inch 1/2 inch 3/4 inch
Local web deviations	d/100 but not less than 1/4 inch
Local flange deviations	b/100 but not less than 1/4 inch
¹ Units of member depth, d, and flange width, b, are inches	
² Tolerances for curved or cambered members should account for the original shape of the member	

4.5.2 The above tolerance limits may be relaxed with approval from the engineer based on one or more of the following considerations:

- (a) Type and location of damage in the member.
- (b) Time considerations resulting from the nature of traffic congestion during the repair operation.
- (c) Degree of restoration required to restore structural integrity.

4.6 Damage Due to Contractor's Operations.

4.6.1 Care shall be exercised in the straightening operations to prevent additional damage to the members.

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4.6.2 If, in the judgement of the engineer, the contractor's operations damage the members or the remaining structure, the contractor shall be required to modify the method of operations and make all necessary repairs or material replacement as approved by the engineer at the contractor's expense.

4.6.3 The work shall be performed by methods not likely to produce fracture or other injury to the steel members being straightened.

5.0 Method of Measurement. No measurement will be made.

6.0 Basis of Payment. Payment for the above described work including all material, labor, tools, equipment, and all incidentals necessary to complete this item of work will be considered completely covered by the contract lump sum price for Heat Straightening of Existing Steel Beams.

D. GRIND SURFACE DEFORMITIES

1.0 Description. This provision contains construction requirements for grinding surface deformities and repairing tears as shown on the plans.

2.0 Construction Requirements. Steel surface deformities, including the cut line for the bottom flange repair at the Tear Repair location as shown in the plans, and additional other surface deformities identified by the engineer shall be ground smooth and repaired after application of heat straightening.

2.1 Gouges, tears, nicks and similar surface deformities in the existing structural steel shall be repaired as shown on the contract plans. Cutting of the bottom flange for repair is specific to the Bottom Flange Tear location as shown on the contract plans. Additional other surface deformities such as gouges, tears, nicks, and welds identified by the engineer in the existing structural steel shall be ground smooth and flush to the adjacent steel to remove potential points of stress risers where directed by, and to the satisfaction of the engineer.

3.0 Method of Measurement. No measurement will be made.

4.0 Basis of Payment. Payment for the above described work will be considered completely covered by the contract lump sum price for Grind Surface Deformities.

E. STRUCTURAL STEEL REQUIREMENTS

1.0 Description. This provision contains general structural steel requirements for this project.

2.0 Material. All material shall be in accordance with Division 1000, Material Details, and specifically as shown below. The gray epoxy-mastic primer (non-aluminum) shall be compatible with concrete and produce a dry film thickness of no less than 3 mils (75 µm).

Item	Section
Structural Steel Construction	712
Gray Epoxy-Mastic Primer (non-aluminum)	1045
Structural Steel Fabrication	1080
Coating of Structural Steel	1081

3.0 Construction Requirements.

3.1 Before fabrication of new metalwork, the contractor shall make the necessary measurements in the field to verify dimensions of the existing structure where new members are affected. Any deviation of the dimensions shown on the plans shall be called to the engineer's attention. The contractor shall be responsible for developing all required dimensional adjustments and coordinating the implementation of the dimensional adjustments with all involved fabricators and subcontractors.

3.2 Prior to erection of the new structural steel, the steel that is to remain shall be carefully inspected for irregularities. If such irregularities are found, the irregularities shall be brought to the attention of the engineer.

3.3 Holes in the new diaphragm or cross frame connection plates and angles may be used as a template for drilling the holes in the existing material.

3.4 A minimum edge distance shall be maintained for all field drilled holes. The minimum edge distance for bolts shall be as shown in table below measured from the centerline of holes.

Bolt Diameter	Minimum Edge Distance
inch (mm)	inch (mm)
3/4 (19.0)	1-1/4 (32)
7/8 (22.2)	1-1/2 (38)
1 (25.4)	1-3/4 (45)

3.5 The surfaces of existing steel that will become faying surfaces for non-slip critical new connections, typically secondary members, shall be cleaned according to the manufacturer's recommendation and with a minimum of SSPC-SP-3 surface preparation and coated with one prime coat of Gray Epoxy-Mastic Primer (non-aluminum) in accordance with Sec 1081. The surfaces of existing steel that will become faying surfaces for slip critical new connections, typically primary members, shall be in accordance with contact surfaces in Sec 1081. Primary member connections include girder/beam splices, end diaphragms and intermediate diaphragms in curved structures.

3.6 Exposed girder/beam areas that are not faying surfaces or not covered by concrete that are scratched, damaged by the contractor or by field welding operations shall be touched up with Gray Epoxy-Mastic Primer (non-aluminum) in accordance with Sec 1081. The areas shall receive the coating system as shown on the plans.

4.0 Method of Measurement. No measurement will be made.

5.0 Basis of Payment. Payment for the above described work will be considered completely covered by the contract unit price for the structural steel items included in the contract. No payments or adjustments will be made where new members are affected due to any deviation of the dimensions shown on plans or shop drawings.

F. CRACK REPAIRS

1.0 Description. The work under this item shall consist of all materials, labor, equipment, and incidentals necessary to perform crack repairs as found by non-destructive testing of welded connections and in accordance with this special provision, and Sec 712, 1080 and 1081.

This work shall be underrun at connection plates where no cracking is detected in existing welds.

2.0 Construction Requirements. The repairs shall consist of weld cracks discovered as part non-destructive testing. Crack repairs are located in Span (2-3) on Beams No. 2-4, at the interface of the web and diaphragm connection plates, generally in the area of collision. There are four locations shown on the plans where six diaphragm connection plates are used-in-place.

2.1 If cracks are found, the cracks are expected to be very small and may be located in the base metal at the toe of the welds. Any cracks discovered by testing, regardless of length, shall be marked and reported to the engineer. All repairs shall be made by a MoDOT certified welder. Any delay or inconvenience caused by this inspection requirement will be non-compensable and effect on time of performance non-excusable.

2.2 All welded repairs of cracks shall be verified by magnetic particle testing. Non-destructive testing shall be performed by an acceptable testing agency. The contractor shall submit to the engineer and Bridge Division (Fabrication@modot.mo.gov) the following documentation for each individual performing non-destructive testing (NDT): their certifications, current eye exam and the NDT company written practice, including the Level III individual certification used for written practice. Personnel performing the tests shall be qualified for SNT-TC-1A Level II.

2.3 Interim inspections prior to the end of the project may reveal additional cracks that require repair that were not apparent in the previous inspections. As a result, the number of repairs may vary from what is shown in the plans. Measurement and payment shall be as specified below.

2.4 The Contractor shall provide the repairs without causing any damage to the structure. Any damage sustained as a result of the contractor's operations shall be repaired as approved by the engineer at the contractor's expense.

3.0 Method of Measurement. Final measurement of the welded crack repairs shall be made per each connection plate where cracks were identified by NDT. The extent of the repair may vary from the estimated quantities, but the contract unit price shall prevail regardless of variation.

4.0 Basis of Payment. Payment for all material, equipment, labor and incidentals necessary to repair the structural steel in the beam as described above and shown in the plans will be considered completely covered by the contract unit price for Crack Repairs, per each.