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 <p><b>THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY.</b></p>	<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636
	<b><i>HDR Engineering</i></b> 10450 Holmes Rd., Suite 600 Kansas City, MO 64131 Certificate of Authority: #000856 Consultant Phone: 816-360-2700
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: JNW0049 MERCER COUNTY, MO DATE PREPARED: 10/8/2025
Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: All	

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 work is done using one lane only on the bridge for the absolute minimum amount of time required to complete the work. The one-lane traffic on this bridge shall not be used until material is available for continuous construction and the contractor is prepared to diligently pursue the work until the one lane traffic control is opened to traffic.

**2.2** Qualified special mortar shall be a qualified rapid set concrete patching material in accordance with [Sec 704](#). A qualified rapid set concrete patching material will not be permitted for half-sole repair, deck repair with void tube replacement, full depth repair, modified deck repair and substructure repair (formed) unless a note on the bridge plans specifies that a qualified special mortar may be used.

**2.3** The existing slab for the bridge(s) to be redecked was constructed as composite or non-composite as indicated in the table below.

Bridge No.	Type of deck
A2635	Composite

**2.4** Provisions shall be made to prevent any debris and material from falling into the waterway. 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.

**2.5** 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.

**2.6** 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.

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

**2.8** 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](#).

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**3.0 Coating Information.**

**3.1 Straps Removal.** Exposed portions of straps for stay-in-place forms shall be removed prior to surface preparation. Straps need not be removed in areas that are not being painted. Flame cutting will not be permitted. The contractor shall exercise care not to damage the existing structure during removal. 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.

**3.2 Slab Drains and Stay-In-Place Forms.** The stay-in-place forms, slab drains and slab drain brackets shall not be recoated, overcoated or damaged during the painting operation. Any portion of the slab drain bracket that is blast cleaned shall be recoated with System G. 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.

**3.3 Existing Bridge Information.** The informational plans may be used by bidders in determining the amount of steel to be cleaned and recoated or overcoated 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	System G Overcoat			
A2635	12	-	12	S over LBP	Yes

**3.4 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

**3.5 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.

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**B. DEWATERING**

**1.0 Description.** This provision covers dewatering the locations as shown on the Roadway Plans as necessary to provide a suitable condition for pile recoating and gravel fill placement as approved by the engineer. This work will only be performed at the discretion of the engineer and will be underrun if not required by the engineer. If the engineer determines it necessary to provide dewatering, the work shall be performed in accordance with Sec 206 and this job special provision.

**2.0 Construction Requirements.** Dewatering shall provide a dry work area suitable to recoat the piles and place gravel fill around the piles as shown in the Roadway Plans, as approved by the engineer. Typical dewatering methods consist of, but are not limited to, construction of cofferdams, seal courses, over excavation, well point systems, dewatering and drainage diversion. Any dewatering method utilized shall conform to all environmental laws and regulations.

**3.0 Method of Measurement.** No measurement will be made.

**4.0 Basis of Payment.** Payment for the above-described work, including all materials, equipment, labor, for Dewatering and any other incidental work necessary, will be considered completely covered under the contract lump sum price for Dewatering. Payment for dewatering will be made regardless of which dewatering means is utilized. No payment will be made if the work area is not maintained in a dewatered state as approved by the engineer. The lump sum payment for dewatering will be considered full compensation, and no time extensions will be made regardless of which means and methods are utilized by the contractor.

**C. TEMPORARY FALSEWORK**

**1.0 Description.**

1.1 This work shall consist of raising and supporting the existing girders and/or beams as required to remove and replace the bearings and intermediate bent beam cap as specified on the plans and as directed by the engineer.

1.2 The responsibility for the design and construction of temporary falsework required to support the girders and/or beams during construction shall rest solely with the contractor. The design shall ensure that the temporary falsework can support all applicable dead loads and any construction loads. The design shall also provide an adequate factor of safety when selecting the temporary support members. The temporary falsework design and working plans including detailed computations shall be signed, sealed and stamped by a registered professional engineer in the State of Missouri in accordance with Authentication of Certain Documents in Sec 107.

**2.0 Raising and Supporting the Superstructure.**

2.2.1 Before beginning operations, the contractor shall submit to the engineer for review the method and sequence of operation proposed to be used in performing this work. The contractor shall exercise caution when supporting the structural steel and shall raise the girders and/or beams the minimum extent necessary to perform this work. The lifting operation shall be performed only when authorized, but such authorization shall not relieve the contractor of responsibility for the safety of the operation or for damage to the structure. Any damage caused by the contractor's operations shall be repaired at the contractor's expense as approved by the engineer.

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2.2.2 Temporary timber supports (bearing stiffeners) shall be placed between the girder and/or beam flanges at each jacking location to prevent flange rotation. Permanent steel stiffening angles shall be designed and attached to the beam web when the beam web thickness is not adequate to support the jacking load.

2.2.3 Raising the girders and/or beams shall be done simultaneously to prevent any damage to the adjoining steel.

2.2.4 Existing end diaphragms at bent may require loosening or be completely removed in order to install new anchor bolts and bearings as authorized by the engineer.

2.2.5 Bolts of existing end diaphragms that must be loosened or removed shall be replaced with like size galvanized high strength bolts with washer under head and nut.

**3.0 Method of Measurement.** No measurement will be made.

**4.0 Basis of Payment.** Payment for the above-described work, including all materials, equipment, labor, disposal of all temporary falsework and any other incidental work necessary, will be considered completely covered under the contract lump sum price for Temporary Falsework.

**D. REMOVAL OF EXISTING BEARINGS**

**1.0 Description.**

1.1 With the deck removed, this work shall consist of but is not limited to removing and disposing of the existing bearings and anchor bolts and performing all other required preparations prior to installing new bearings and anchor bolts as shown on plans.

1.2 Existing girders and/or beams shall be subject to minimal construction loading by performing this work with the existing deck in-place.

1.3 Existing bearing top plates shall be removed and girder and/or beam surfaces cleaned and coated before placement of new bearings. The removal of the existing bearing top plate and cleaning shall be completed in such a manner as to not cause any damage to the existing bottom flange. Method of removal shall be as approved by the engineer.

**2.0 Construction Requirements and Materials.**

**2.1 Raising and Supporting the Superstructure.**

2.1.1 See Job Special Provision for Temporary Falsework.

**2.2 Bearing Removal.**

2.2.1 After the structural members are supported, the contractor shall remove the existing bearings.

**2.3 Cleaning and Painting.** Faying surfaces where existing end diaphragms will be reconnected and inside of drilled holes and the bottom surface of existing flange which will

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become faying surfaces of new connections shall be cleaned and painted with one coat of gray epoxy-mastic primer (non-aluminum).

**3.0 Method of Measurement.** Final measurement for removal of the existing bearings and preparation for the installation of the new bearings will be made per each.

**4.0 Basis of Payment.** Payment for materials, removals, labor, tools, equipment and all incidentals necessary to complete this item will be considered completely covered by the contract unit price for Removal of Existing Bearings.

E. NON-DESTRUCTIVE TESTING

**1.0 Description.** This work shall consist of performing non-destructive testing on the welds of all existing top flange cover plates.

**2.0 Construction Requirements.**

2.1 After the concrete deck is removed, the steel that is to remain will be inspected by the engineer. In addition to this inspection, the welds and adjacent base metal at the ends of the top cover plates shall have non-destructive (magnetic particle) testing performed. 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.

2.2 The length of weld to be tested and the base metal, one inch either side of the weld, shall be cleaned of all rust prior to the testing. On cover plates with square ends, the weld shall be tested one inch from each corner along the ends of the cover plate plus 6 inches back along the side from each corner of the plate. On cover plates with tapered ends, the weld shall be tested along the end of the cover plate, along tapered edges and 6 inches back along the cover plate from end of taper.

2.3 If fatigue 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 certified welder in accordance with Sec 712.6. 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.

**3.0 Method of Measurement.** Measurement of non-destructive testing will be to the nearest linear foot. The extent of non-destructive testing may vary from the estimated quantities, but the contract unit price shall prevail regardless of the variation. Final measurements will not be made except for authorized changes during construction, or where appreciable errors are found in the contract quantity. The revision or correction will be computed and added to or deducted from the contract quantity.

**4.0 Basis of Payment.** Accepted quantities of non-destructive testing will be paid for at the contract unit price. Payment for the above described work, including all material, equipment, labor

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and any other incidental work necessary to complete this item, will be considered completely covered by the contract unit price for Non-Destructive Testing.

**F. DEFLECTION AND HAUNCHING**

**1.0 Description.** The contractor shall determine haunching based on field measurements, existing bridge plans and/or adjusted dead load deflections based on the difference between the new and existing dead load weights. A spreadsheet showing adjusted girder or beam deflections due to the weight of the new deck and barriers is included in the contract in the bridge electronic deliverables zip file.

**2.0 Construction Requirements.** In order to properly form the haunches for the new deck, the contractor shall survey top of deck elevations above each girder or beam including centerline of roadway and along each girder or beam line (top or bottom flange) prior to deck removal followed by surveying elevations of the girders or beams (top or bottom flange) after deck removal.

**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 unit price for other items included in the contract.

**G. REMOVAL OF EXISTING BRIDGE APPROACH SLAB**

**1.0 Description.** This work consists of the necessary removal of existing bridge approach slab at End Bents No. 1 & 13, necessary to construct the new bridge approach slab as shown on the plans as directed by the engineer. Any approach pavement that is removed or damaged and not replaced by the new bridge approach slab shall be repaired or the material replaced as determined by the engineer.

**2.0 Method of Measurement.** Measurement will be to the nearest square foot and will equal the area of the new bridge approach slab. Removal beyond the end of the new bridge approach slab necessary for the construction of the approach slab will not be added to the contract quantity.

**3.0 Basis of Payment.** Cost of minimum required removal of existing bridge approach slab at End Bents No. 1 & 13 necessary to construct the new bridge approach slab will be considered completely covered by the contract unit price for Removal of Existing Approach Slab.