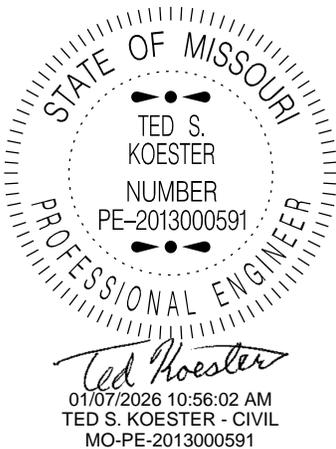


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	<p>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65101 Phone (888) 275-6636</p>
	<p>If a seal is present on this sheet, JSP's has been electronically sealed and dated.</p>
	<p>JOB NO. JKU0125 Clay County, MO Date Prepared: 1/7/2026</p>
	<p>Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: All</p>

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 a lane closure is for the absolute minimum amount of time required to complete the work. A lane shall not be closed until material is available for continuous construction and the contractor is prepared to diligently pursue the work until the closed lane is opened to traffic.

2.2 Bridge work by contractor forces, including erection, rehabilitation or demolition, shall not be allowed over traffic unless a bridge platform protection system is installed below the work area except for work performed above a deck that is intact. The protection system shall be capable of catching all falling objects such as tools, overhang brackets or materials. Lifting of objects that are heavier than the capacity of the bridge protection system shall not be permitted.

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
A2503	Composite

2.4 Provisions shall be made to prevent any debris and material from falling onto the railway. 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.

2.5 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](#).

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.

JOB SPECIAL PROVISIONS (BRIDGE)

B. TEMPORARY SHORING

1.0 Description. This work shall consist of installing temporary shoring as required in accordance with [Sec 206](#), the bridge plans and this special provision to retain the approach fill at end bents (existing and new) during stage construction. The limits of the temporary shoring shall extend from the bridge ends a length needed to stabilize the approach fill during stage construction.

2.0 Construction Requirements. The responsibility for the design and construction of the temporary shoring shall rest solely with the contractor. The design and plans for the temporary shoring shall be signed and sealed by a Registered Professional Engineer registered in the State of Missouri. The design shall insure that the temporary shoring is braced or substantially secured to prevent soil movement during stage construction of the new bridge. When no longer needed, the temporary shoring shall be removed and becomes the property of the contractor.

3.0 Method of Measurement. No measurement will be made.

4.0 Basis of Payment. Payment for the above described work, including all material, equipment, labor and any other incidental work necessary to complete this item, will be considered completely covered by the contract lump sum price for "Temporary Shoring".

C. STRENGTHENING EXISTING BEAMS

1.0 Description. This work shall consist of strengthening existing beams as shown on the plans after the deck has been removed.

2.0 Materials. Shop drawings shall be submitted to Fabrication@modot.mo.gov.

3.0 Construction Requirements. Structural steel construction shall be in accordance with [Sec 712](#). Prior to installation of the new structural steel, the existing steel shall be carefully inspected for irregularities. Any irregularities shall be brought to the attention of the engineer.

3.1 Traffic. Traffic shall be shifted away from the beam being welded. A reduced speed limit as shown in the traffic control plans shall be applied during the welding process to reduce impact vibrations.

3.2 Supporting and Raising Existing Beams. When the plans indicate supporting and raising the existing beams, the following shall be required:

(a) The safe load per beam indicated on the plans for the temporary supports does not include a factor of safety. The contractor shall provide an adequate factor of safety when selecting the temporary support members.

(b) Temporary timber supports shall be placed at each jacking point as shown on the plans. All beams within a span shall be jacked and supported simultaneously to prevent damage to the slab. The beams shall be raised prior to completing the welding with the flange plates in place. All welding shall be completed prior to removing the temporary supports.

3.3 Contact Surfaces. The surfaces of the existing flanges that will come into contact with the new steel plates shall be cleaned to an SSPC-SP2 degree of cleanliness. The surfaces of new

JOB SPECIAL PROVISIONS (BRIDGE)

steel shall be cleaned to an SSPC-SP6 degree of cleanliness. The existing and new plate contact surfaces shall be coated with one coat of gray epoxy-mastic primer (non-aluminum) in accordance with [Sec 1081](#).

3.4 Welding Requirements. The areas to be welded shall be cleaned to an SSPC-SP11 degree of cleanliness. All welding shall be performed by a certified welder in accordance with [Sec 712](#). All welding shall be in accordance with [Sec 712](#). E7018 welding electrode or self- shielded welding process from the MoDOT approved electrode list shall be used.

3.5 Gray Epoxy-Mastic Primer. Any surrounding touch up areas and any existing paint damaged by the repair work shall be cleaned and coated with one coat of gray epoxy-mastic primer (non-aluminum) in accordance with [Sec 1081](#).

4.0 Method of Measurement. No measurement will be made.

5.0 Basis of Payment. Payment for the above described work, including all material, equipment, labor and any other incidental work needed to complete this item, will be considered completely covered by the contract lump sum price for Strengthening Existing Beams.

D. 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.

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

JOB SPECIAL PROVISIONS (BRIDGE)

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