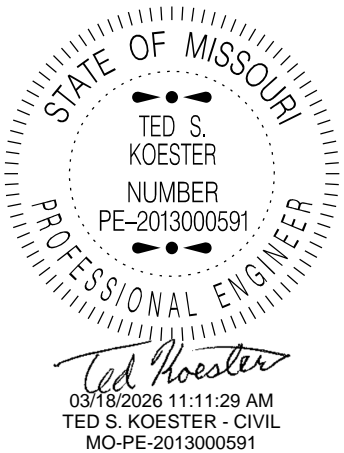


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	<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65101 Phone (888) 275-6636
	If a seal is present on this sheet, JSP's has been electronically sealed and dated.
	JOB NO. JSR0132 Stone County, MO Date Prepared: 3/18/2026

Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: All

JOB SPECIAL PROVISIONS (BRIDGE)

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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. Existing shop drawings for the bridge are not available.

**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** Provisions shall be made to prevent any debris and materials from falling into the lake. Any debris and materials that falls below the bridge outside the limits mentioned previously and if determined necessary by the engineer, the debris shall be removed as approved by the engineer at the contractor's expense.

**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-SP-3 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-SP-11 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 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, the slab drains and slab drain brackets shall not be recoated or overcoated or damaged during the painting operation. Any portion of the slab drain bracket that is blast cleaned shall be recoated with System L. 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.

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**3.3 Existing Bridge Information.** The informational plans may be used by bidders in determining the amount of steel to be cleaned and painted/coated 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 to prepare their own estimate of quantities involved before submitting a bid. Surface preparation and applying field coatings to the structural steel will 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 L	Calcium Sulfonate			
A0585	1294	0	1294	D & G	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

**3.6 Impermeable Surface Limits.** For the duration of cleaning and recoating or overcoating the truss spans, the truss span superstructure in any span shall not be draped with an impermeable surface subject to wind loads for a length any longer than 1/4 the span length at any one time regardless of height of coverage. Simultaneous work in adjacent spans is permissible using the specified limits in each span.

**4.0 Navigation Requirements.**

**4.1** All work shall be performed so that the free flow of navigation is not unreasonably interfered with, the navigable depths are not impaired and navigation lighting is visible at all times. Any floating equipment or vessels working in the channel shall display lights and signals as required by the current "Handbook of Missouri Boating Laws and responsibilities" available on the Missouri Water Patrol web site. If scaffolding or nets are suspended below low steel in the navigation span, the engineer shall be advised so that the temporary reductions in clearance for river traffic can be checked for reasonableness and appropriate notices can be published. Positive precautions shall be taken to prevent the accidental dropping spark producing, flame producing, lighted or damaging objects from falling onto barges or vessels passing beneath the bridge. All flame cutting, welding or other similar spark producing operations shall be ceased over the channel when vessels are passing beneath the bridge.

**4.2** The contractor shall be responsible for submitting a work plan to the engineer for review. When the engineer is in concurrence with the work plan, the engineer will forward the material to the appropriate agency or agencies for approval.

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

**6.0 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. REHABILITATE SADDLE BEARINGS**

**1.0 Description.** This work shall consist of raising and supporting the existing stringers as required to inspect, clean, lubricate, coat and reset existing bearings at locations specified on the plans and as directed by the engineer.

**2.0 Construction Requirements.**

**2.1 Raising and Supporting the Superstructure.**

**2.1.1** Before commencing 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 stringers the minimum extent necessary to perform this work with a maximum lift of ¼ inch. Raising the stringers shall be done in accordance with the roadway traffic control plan, bridge plans and shall be done to prevent any damage to the adjoining steel and concrete deck. The lifting operation shall be done 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.

**2.1.2** Temporary timber supports (bearing stiffeners) shall be placed between stringer flanges at each jacking location.

**2.1.3** Raising the stringers need not be done simultaneously but shall be done in accordance with the roadway traffic control plan and bridge plans to prevent damage to the adjoining steel and concrete deck.

**2.1.4** Existing rivets may require removal and replacement in order to reset bearings and shall be removed and replaced only as authorized by the engineer.

**2.1.5** Rivets that have been removed shall be replaced with like size galvanized high strength bolts with washer under head and nut.

**2.2 Bearing Inspection and Repair.** After the structural members are supported, each bearing shall be inspected for deterioration. Any or all portions of the deteriorated bearings shall be replaced as determined by the engineer. All existing bearing material determined to be replaced shall be disposed of by the contractor in accordance with [Sec 202](#).

**2.3 Fabricating and Installing Shims and Keeper Plates.** Furnish and install new shims and keeper plates as shown on the plans.

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**2.4 Cleaning, Lubricating and Coating.** Bearings shall be cleaned in accordance with [Sec 1081](#). After cleaning and just prior to resetting the bearings, contact surfaces between the plates shall be given a heavy coat of graphite and oil. After bearings are reset, the bearings shall receive a final cleaning and coated with system G in accordance with Sec 1081.

**3.0 Method of Measurement.** Measurement for the above described work will be made per each.

**4.0 Basis of Payment.** When required, payment for furnishing any new bearing material will be in accordance with [Sec 109](#). 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 Rehabilitate Saddle Bearing.

C. GUIDE PIN REPLACEMENT

**1.0 Description.** This work shall consist of furnishing the necessary materials, labor, and equipment for removal and installation of new guide pins. The guide pin removal and replacement work shall be done while the bridge is closed to traffic for a minimal amount of time as possible. Upper and lower guide pins shall not be replaced at the same time. This work shall be done as specified herein and in accordance with the plans.

**2.0 Construction Requirements.**

**2.1 Supporting the Superstructure.**

**2.1.1** Before commencing operations, the contractor shall submit to the engineer complete working plans for the temporary support of the truss members for review of the method and sequence of operation proposed to be use in performing this work. The working plans 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](#). The guide pins removal and replacement operation shall be done 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.

**2.1.2** The contractor shall exercise caution during the entire operation to protect the bridge from damage. Any damage to the existing structure as a result of this work shall be repaired to the satisfaction of the engineer at the contractor's expense.

**2.2 Pin Connection Inspection and Repair.**

**2.2.1** After the structural members are supported and guide pins are removed, the existing non-weldable channel shall be replaced as shown on the plans. The contractor may be required to realign the chord members at the locations as required to facilitate the reinstallation of the new pins. Structural steel construction shall be in accordance with [Sec 1080](#).

**2.2.2** Faying surfaces and inside of drilled holes of new connections shall be cleaned according to the manufacturer's recommendation and with a minimum of SSPC-SP-3 surface preparation and coated with one coat of Gray Epoxy-Mastic Primer (non-aluminum).

**2.2.3** Prior to installing new guide pins, 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.

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**3.0 Method of Measurement.** Measurement for the guide replacements, temporary supports and the associated pin connection inspection and repair will be made per each guide pin location.

**4.0 Basis of Payment.** Payment for the above described work including all material, labor, tools, equipment, temporary supports and all incidentals necessary to complete this item of work will be considered completely covered by the contract unit price for Guide Pin Replacement.

D. STRUCTURAL STEEL ERECTION

**Delete paragraphs 712.5.1 and 712.7.2 in Sec 712 and substitute the following:**

**712.5.1 Fit-up and Drifting.** Truss spans, plate girders and continuous I-beams shall be supported to maintain required camber during erection. High-strength bolted field splices and primary connections, except for trusses and structures carrying live load erection stresses, shall have at least one half of the holes filled with a combination of fitting up bolts and drift pins. At least 50% of this combination shall be fitting-up bolts. Splices and primary connections carrying erection traffic during erection or truss connections shall have no less than three-fourths of the holes filled with drift pins and bolts with at least 50% being fitting-up bolts. The above requirements shall apply to each element of the splice, for example, top flange, web and bottom flange of girders. Fitting-up bolts shall be the same nominal diameter as the high strength bolts. High strength bolts may be used for fitting-up bolts, and may be left in place, as long as they are not damaged during erection. High strength bolts will be considered damaged and shall be replaced if they are tensioned past snug tight, used to draw two members together, driven into place with a hammer, or have any deformation of the threads. Drift pins shall be sized to provide a driving, tight fit that maintains structure geometry during erection. Reaming of holes to aid in drifting connections will not be permitted. Fitting up bolts shall be placed uniformly to draw the entire splice tight. All fitting up bolts and drift pins shall be properly installed before completing the installation of the remaining high strength bolts. Holes that do not match shall be reamed only with approval from the engineer. Drifting that would distort the metal will not be permitted.

**712.7.2 Snug Tightness of Connections.** Regardless of the method of final tightening used to install the fasteners, the joint and all fasteners shall first be brought to the snug tight condition. Snug tight will be defined as the tightness where all faying surfaces of the joint are in firm contact as attained by a few impacts of an impact wrench or the full effort of a person using an ordinary spud wrench. Following the initial snug tightening of the fitting up bolts, the remaining holes shall be filled with high strength bolts and tightened to a snug tight condition. Drift pins, all damaged high strength bolts, and all non-high strength fitting-up bolts shall then be replaced with high strength bolts and installed to a snug tight condition. All final bolts completing the connection shall be high-strength and the required nominal diameter. Snug tightening shall progress systematically from the most rigid part of the connection to the free edges. Bolts shall be retightened in a similar manner as necessary until all bolts are simultaneously snug tight, and the section is fully compacted with the bolted parts of the joint in full contact. For type 3 bolts and type 1 bolts that will be field coated, if a connection is not completely tightened within five days of snug tightening, the contractor shall remove five percent or five bolts (whichever is lesser) of a given connection and conduct rotational capacity testing in accordance with Section 1080 to verify nut lubrication. For bolted field splices, the amount of bolts specified for bolt removal shall apply to each element of the splice (top flange, bottom flange, and web). If the rotational capacity test is unacceptable, all bolts shall be removed, inspected, relubricated and may then be reinstalled. Any permanent bolts installed as fitting up bolts that are exposed to any type of precipitation prior to final tensioning shall be removed and relubricated and then may be reinstalled. For galvanized bolts, the above condition shall be met as well as the threads of the bolts and nuts shall be inspected

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for galling prior to final tensioning. Any bolts or nuts with threads that are galled shall be removed and replaced.