TABLE OF CONTENTS

A. Construction Requirements
B. Deflection and Haunching
C. Strengthening Existing Girders
D. Structural Steel Repairs



10/21/2026 7:38:32 PM
GARRETT L. HAGER - CIVIL
MO-PE-2023000437

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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. JCD0333
Boone County, MO
Date Prepared: 10/21/2026

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

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 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
A1899	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.

3.0 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

3.1 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. 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.

C. STRENGTHENING EXISTING GIRDERS

1.0 Description. This work shall consist of strengthening existing girders 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 Girders. When the plans indicate supporting and raising the existing girders, the following shall be required:

(a) The safe load per girder 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 girders within a span shall be jacked and supported simultaneously to prevent damage to the slab. The girders 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 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 Girders.

D. STRUCTURAL STEEL REPAIRS

1.0 Description. This work shall consist of furnishing the necessary materials, labor, and equipment for repairing existing girders as shown on the plans. This work shall be in accordance with this job special provision and the bridge plans.

The steel repairs shown in the plans are based on information from field inspection notes and photos. Inspectors have noted on the girders locations of concern previously identified. Not all locations could be verified for inclusion in the plans. During the course of the rehabilitation, the Contractor shall document and bring to the attention of the engineer any noted or unnoted areas of concern discovered. The engineer will determine if the additional locations are to be repaired.

2.0 Materials. No shop drawings will be required.

3.0 Construction Requirements. Structural steel construction shall be in accordance with Sec 712. 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. 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. These repairs shall be performed in the same stage as the work on the deck above is being performed to ensure that traffic is shifted away from the repair area. 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 Existing Members. When the plans require supporting the existing steel framing, the following shall be required.

(a) The safe load per member 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) Method of temporarily supporting the structure for the structural steel repair shall be the responsibility of the Contractor. All welding shall be completed prior to removing the temporary supports.

3.3 Contact Surfaces. The surface of the existing steel that will come in contact with the new steel plates shall be cleaned to a SSPC-SP2 degree of cleanliness. The surfaces of new steel shall be cleaned to SSPC-SP6 degree of cleanliness. The existing and new plates 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. A MoDOT certified welder shall perform all welding. E7018 welding electrode or self shielded welding process from the MoDOT approved electrode list shall be used.

3.5 Gray Epoxy-Mastic Primer. The new installed steel, 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 necessary to complete these items, will be considered completely covered by the contract unit price for Structural Steel Repairs.