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	<p><b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b>                  105 W. CAPITOL AVE.                  JEFFERSON CITY, MO 65101                  Phone (888) 275-6636</p>
	<p><b>OLSSON</b>                  7301 West 133<sup>rd</sup> Street                  Overland Park, KS 66213                  Certificate of Authority # 001592                  Consultant Phone #913-381-1170</p>
	<p>JOB NO. J1S3061                  HOLT COUNTY, MO                  DATE PREPARED:7/1/2020</p>
<p>Date: 7/1/2020</p>	
<p>Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: A-D</p>	

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.** Plans for the existing structure 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** 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 to be redecked was constructed as composite or non-composite as shown in the table below.

Bridge No.	Type of deck
A1834	Composite

**2.4** Provisions shall be made to prevent any debris and materials 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.

**2.5** 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 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

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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 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 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 G	Calcium Sulfonate			
A1834	5	0	5	A	(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.

- (a) 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. DEFLECTION AND HAUNCHING**

**1.0 Description.** The contractor shall determine dead load deflections and haunching based on field measurements and/or existing bridge plans and these shall be adjusted based on the difference between the new and existing dead load weights.

**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 beam including centerline of roadway and along each beam line (top or bottom flange) prior to deck removal followed by surveying elevations of the 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. SLURRY AND RESIDUE PRODUCED DURING SURFACE TREATMENT OF PCCP AND BRIDGE DECKS**

**1.1 Description.** This work covers the requirements for controlling residue or slurry produced by milling, grinding, planing, grooving or other methods of surface treatments on new or existing PCCP and bridge decks in addition to Section 622.

**2.0 Construction Requirements.** The following shall be considered the minimum requirements for performing this work within the project limits.

**2.1** The contractor shall submit to the Engineer for approval in writing prior to the pre-construction meeting, the best management practices (BMP's) to be used to protect the environment, including the method of disposal of the residue whether on right of way or off-site.

**2.2** Prior to starting work, slurry or residue "no discharge zones" will be identified by the Engineer with respect to the contractor's approved BMP and residue disposal plan.

**2.3** Operations may be suspended by the Engineer during periods of rainfall or during freezing temperatures.

**2.4** When slurry is dispersed on the right of way, BMP's shall be installed to keep slurry residue from entering drainage structures, from entering any waterways and from leaving the right of way.

**3.0 Basis of Payment.** No direct payment for slurry or residue control requirements for BMP's will be made. Compliance with this specification along with the cost of all materials, labor and equipment necessary for the surface treatment work shall be included in and completely covered by the unit price bid for each of the items of work for surface treatment included in contract.

**D. 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 done by an acceptable testing agency. The contractor shall provide the engineer with documentation of the testing agency and the qualifications of personnel performing the testing. The documentation and qualifications shall be submitted to the State Bridge Engineer for acceptance. 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 MoDOT certified welder. 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.

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- G. NON-DESTRUCTIVE TESTING

 <p>7-2-20</p>	<p><b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b>                  105 W. CAPITOL AVE.                  JEFFERSON CITY, MO 65101                  Phone (888) 275-6636</p>
	<p><b>OLSSON INC.</b>                  7301 West 133<sup>rd</sup> Street                  Overland Park, KS 66213                  Certificate of Authority # 001592                  Consultant Phone #913-381-1170</p>
	<p>JOB NO. J1S3136                  DEKALB COUNTY, MO                  DATE PREPARED: 7/2/2020</p>
<p>Date: 7/2/2020</p>	
<p>Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: A-G</p>	

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.** Plans for the existing structure 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 roadway closure is for the absolute minimum amount of time required to complete the work.

**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 to be redecked was constructed as composite or non-composite as shown in the table below.

Bridge No.	Type of deck
A1378	Composite

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

**2.5** 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 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

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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 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 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 G	Calcium Sulfonate			
A1378	11	0	11	A	(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.

- (a) 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. REMOVAL OF EXISTING BRIDGE DECK**

**1.0 Description.** This work shall consist of removing and disposing of existing bridge rails, curbs, slab, expansion devices and any other items necessary to reconstruct the bridge deck as shown on the plans or as directed by the engineer.

**2.0 Removal Requirements**

**2.1** The existing bridge deck shall be removed by methods such that the girders, stringers or floor beams that are to remain in place are not damaged. Any damage to the girders, stringers and floor beams resulting from the contractor's operations shall be repaired or replaced as directed by the engineer, at the contractor's expense. Notification of demolition shall be made in accordance with Sec 202.40.1.1.

**2.2** The sides and bottom of the top flanges of all girders as well as the contact surfaces of all existing structural steel, including any shear connectors, exposed by removal of the bridge deck shall be cleaned, including the removal of stratified rust, with a minimum of SSPC-SP-3 surface preparation. Any tightly adhered concrete remaining after the surface preparation may be left in place. The area; including the welded connection between the shear connector and the top flange, sides of the top flange, bottom of the top flange, shall be coated with one coat of gray epoxy-mastic primer (non-aluminum) in accordance with Sec 1081 to produce a dry film thickness of no less than 3 mils. SSPC Certified Contractor QP qualification will not be required for the coating of the top flanges prior to placement of the new concrete deck. Overspray on other areas of the shear connector will be considered acceptable. The gray epoxy-mastic primer (non-aluminum) shall be compatible with concrete.

**3.0 Method of Measurement.** Final measurement of removal of existing bridge deck will not be made except for authorized changes during construction or where appreciable errors are found in the contract quantity. Where required, removal of existing bridge deck will be measured to the nearest square foot based on measurement longitudinally from end of slab to end of slab and transversely from out to out of the bridge deck. The revision or correction will be computed and added to or deducted from the contract quantity.

**4.0 Basis of Payment.** Removal of existing bridge deck will be paid for at the contract unit price for Removal of Existing Bridge Decks per square foot.

**C. REMOVAL OF EXISTING BEARINGS AND ANCHOR BOLTS**

**1.0 Description.**

**1.1** With the deck removed, this work shall consist of but is not limited to raising and supporting existing girders at locations where bearings are being replaced, removing and disposing of the existing bearings and anchor bolts at Intermediate Bents 3 and 6, and performing all other required preparations prior to installing new bearings and anchor bolts as shown on plans at Intermediate Bents 3 and 6.

**1.2** The responsibility for the design and construction of falsework required to support the girders and/or beams during bearing removal and new bearing installation shall rest solely with the contractor. The design shall ensure that the 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.

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**1.3** Existing girders and/or beams shall be subject to minimal construction loading by performing this work with the existing deck removed.

**1.4** 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** 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. With the deck removed, 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 with a maximum raise of  $\frac{1}{4}$  inch. Raising the girders and/or beams at the location of reset bearings shall be performed in a manner to prevent any damage to the adjoining steel. 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.

**2.1.2** 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.

**2.1.3** Raising the girders and/or beams shall be performed simultaneously and shall be performed in a manner to prevent any damage to the adjoining steel.

**2.1.4** 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.

**2.1.5** 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.

**2.2 Bearing Removal.**

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

**2.2.2** Existing anchor bolts and surrounding concrete within existing anchor bolt wells shall be cored, removed and replaced with the new anchor rods shown on the plans.

**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 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 removing existing bearings and preparation for the installation of the new bearings will be made per each.

**4.0 Basis of Payment.** Payment for furnishing and placing all temporary falsework (including stiffeners), materials, removals, disposal of all falsework, 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.

**D. RAPID SET CONCRETE PATCHING MATERIAL – VERTICAL AND OVERHEAD REPAIR**

**1.0 Description.** This specification covers cementitious concrete, polymer-modified concrete and polymer concrete that are suitable for repairing concrete surfaces on bridges or concrete structures, particularly under fast setting or special conditions. The repairs would involve vertical or overhead applications. The work shall consist of removing, furnishing, preparing, and placing materials at locations as shown on the plans or as directed by the engineer.

**2.0 Material.** All materials shall be in accordance with MoDOT specifications and as noted herein.

**2.1 Aggregate. For Extending Commercial Mixture.** Coarse and fine aggregates shall be in accordance with [Sec 1005](#), except the requirements for gradation and percent passing the No. 200 sieve shall not apply. Coarse aggregate meeting Gradation E requirements shall be used for repairs greater than one inch (25 mm) in depth. Fine aggregate will be allowed for repairs less than one inch (25 mm). Aggregate specified, bagged, labeled and furnished by the rapid set concrete patching material manufacturer may also be used for mortar extension.

**2.2 Material Applications.** The contractor shall select and use the product most suitable for the work and field conditions in accordance with these specifications.

**2.3 Curing.** Rapid set concrete patching material shall be cured until the minimum compressive strength 1500 psi is attained using standard curing specifications, unless otherwise specified by the manufacturer.

**2.4 Qualification and Project Acceptance.**

**2.4.1 Inspection.** All materials shall be subject to inspection and sampling by MoDOT at the source of manufacture, intermediate shipping terminal or destination. MoDOT will be allowed free access to all facilities and records as required to conduct inspection and sampling.

**2.4.2 Qualification.** Prior to use, rapid set concrete patching materials need to be qualified.

**2.4.2.1 Requested Information.** The manufacturer shall submit with samples of the materials, a written request to Construction and Materials with the following information:

- (a) New Products Evaluation Form
- (b) Brand name of the product.
- (c) Certification that the material meets this specification.
- (d) Certified test results from an independent laboratory showing compliance with this specification.
- (e) Specific preparation instructions of repair area.

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(f) Specific mixing, handling and curing instructions.

(g) Application type (i.e., vertical or overhead).

**2.4.2.2 Field Evaluation.** Final approval will be granted when the following requirements are met:

(a) MoDOT report documenting two years of field performance on MoDOT system. The report will contain the placement date, field observations (semi annual), description of field performance and photographs of in-place material.

(b) A manufacturer's representative shall be present during placement of the material to provide technical expertise.

**2.4.2.2.3 Disqualification.** If during the two year observation period the repair area(s) fails the product will not be added to the qualified list.

**2.5 Qualified List.** The listing of qualified products are available from Construction and Materials or on MoDOT's web site. New certified test results and samples shall be submitted any time the manufacturing process or the material formulation is changed. The material will be subject to removal from the qualified list if there is evidence of unsatisfactory performance or a change in manufacturing process or formulation, or when random sampling and testing of material offered for use indicates nonconformity with any of the requirements herein specified.

**2.6 Certification.** The contractor shall supply a manufacturer's certification to the engineer for each lot of material furnished. The certification shall include the name of the manufacturer, a manufacturer certification statement that the material supplied is the same as that qualified and listing the date of qualification.

**2.7 Acceptance.** Acceptance of the material will be based on the use of a qualified product, the manufacturer's certification that the material supplied is the same as that approved and upon the results of such tests as may be performed by the engineer.

**3.0 Mixture.** Unless otherwise specified, rapid set concrete patching material shall be approved commercial mixtures meeting [Sections 3.1 – 3.1.3.](#) Rapid set concrete patching materials shall be specifically designed for the application needed.

**3.1 Commercial Mixtures.** Rapid set concrete patching material in its sacked form and mixtures when properly prepared in accordance with the manufacturer's specifications, shall meet the minimum test requirements given in Table 1. Mixtures may be supplied, as required, as a patching mortar or as a patching mortar with aggregate extension. If the material is to be supplied with extender aggregate, this shall also pass the required tests in Table 1 using the maximum allowed amount of extender aggregate.

**3.1.1 Mixture Requirements.** Rapid set concrete patching material shall be single packaged dry mix requiring the addition of water or other liquid component just prior to mixing. The material shall not contain soluble chlorides as an ingredient of manufacture. The material shall be placed in accordance to the manufacturer's recommendations.

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<b>Table 1 (English Unit)</b>				
<b>Physical Test Property</b>	<b>Specification</b>	<b>Requirement for cementitious concrete</b>	<b>Requirement for polymer-modified concrete</b>	<b>Requirement for polymer concrete</b>
Bond Strength by Slant Shear	ASTM C882/C928 <sup>2</sup>	min. 1000 psi @ 24hrs. & min. 1500 psi @ 7 days	n/a	min. 1000 psi @ 24hrs. & min. 1500 psi @ 7 days
Linear Coefficient of Thermal Expansion <sup>1</sup> (for bagged mortar only, without extension aggregate)	ASTM C531	n/a	n/a	4 – 8 X 10 <sup>-6</sup> in/in/deg F
Resistance to Rapid Freezing & Thawing	AASHTO T161 or ASTM C666	80% min. using Procedure B <sup>3</sup> (300 Cycles)	80% min. using Procedure B <sup>3</sup> (300 Cycles)	n/a
Compressive Strength	AASHTO T22 or ASTM C39	1500 psi @ 3 hr & 3000 psi @ 24 hr	1500 psi @ 3 hr & 3000 psi @ 24 hr	n/a
Rapid Chloride Permeability	AASHTO T277 or ASTM C1202	1000 coulombs @ 28 days	1000 coulombs @ 28 days	1000 coulombs @ 28 days
Length Change	AASHTO T 160 or ASTM C157	In water Storage (+0.15) In air storage (-0.15)	In water storage (+0.15) In air storage (-0.15)	n/a
Color		gray	gray	gray

<sup>1</sup> Not required for extended mixtures if the mortar passes this requirement.

<sup>2</sup> ASTM C882 shall be performed on non-water based materials. ASTM C928 shall be performed on water-based materials.

<sup>3</sup> Procedure A may be used in lieu of Procedure B

**3.1.2 Construction Requirements.** The manufacturer shall provide with the bagged mixture, specifications for the mixing procedure, amount and kind of liquid to be added, and the amount of aggregate extension allowed, if any. All mixing, handling and curing practices recommended by the manufacturer shall be followed and will be considered a part of these specifications.

**3.1.3 Removal from Qualified List.** All mixtures shall be approved before use. Reoccurring failures of any mixture for any reason will be cause for removal from the qualified list.

**3.2 Vertical Repair.** A qualified rapid set concrete patching material approved for vertical use may be used when specified on the plans and as approved by the engineer. The engineer will make field cylinders to verify the 1500 psi (10 MPa) minimum strength. The material shall adhere to the concrete surface without sagging.

**3.3 Overhead Repair.** A qualified rapid set concrete patching material approved for overhead use may be used when specified on the plans and as approved by the engineer. The material

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shall be placeable in layers of at least 1 inch on overhead applications without the use of formwork or anchoring devices. The material shall adhere to the concrete surface without sagging. The engineer will make field cylinders to verify the 1500 psi (10 MPa) minimum strength.

**4.0 Construction Requirements.**

**4.1 Mixing.** Rapid set concrete patching material shall be mixed and finished according to the manufacturer's recommendation.

**4.2 Preparation of Repair Area.** Deteriorated, damaged or defective concrete as shown on the plans, required by the specifications or as directed by the engineer, shall be removed. All exposed reinforcement shall be thoroughly cleaned as shown on the plans, required by the specifications or as directed by the engineer. Unless otherwise specified by the commercial mixture manufacturer, the existing surface shall be damp and all free water shall be removed prior to placement of the required material.

**4.3 Bonding Agent.** A bonding agent may be used if recommended by the rapid set concrete patching material manufacturer.

**5.0 Method of Measurement.** No measurement will be made for rapid set concrete patching material.

**6.0 Basis of Payment.** Rapid set concrete patching material will be paid for at the contract unit price for other items and will be considered full compensation for all labor, equipment and material to complete the described work.

E. DEFLECTION AND HAUNCHING

**1.0 Description.** The contractor shall determine dead load deflections and haunching based on field measurements and/or existing bridge plans and these shall be adjusted based on the difference between the new and existing dead load weights.

**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 beam including centerline of roadway and along each beam line (top or bottom flange) prior to deck removal followed by surveying elevations of the 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.

F. SLURRY AND RESIDUE PRODUCED DURING SURFACE TREATMENT OF PCCP AND BRIDGE DECKS

**1.1 Description.** This work covers the requirements for controlling residue or slurry produced by milling, grinding, planing, grooving or other methods of surface treatments on new or existing PCCP and bridge decks in addition to Section 622.

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**2.0 Construction Requirements.** The following shall be considered the minimum requirements for performing this work within the project limits.

**2.1** The contractor shall submit to the Engineer for approval in writing prior to the pre-construction meeting, the best management practices (BMP's) to be used to protect the environment, including the method of disposal of the residue whether on right of way or off-site.

**2.2** Prior to starting work, slurry or residue "no discharge zones" will be identified by the Engineer with respect to the contractor's approved BMP and residue disposal plan.

**2.3** Operations may be suspended by the Engineer during periods of rainfall or during freezing temperatures.

**2.4** When slurry is dispersed on the right of way, BMP's shall be installed to keep slurry residue from entering drainage structures, from entering any waterways and from leaving the right of way.

**3.0 Basis of Payment.** No direct payment for slurry or residue control requirements for BMP's will be made. Compliance with this specification along with the cost of all materials, labor and equipment necessary for the surface treatment work shall be included in and completely covered by the unit price bid for each of the items of work for surface treatment included in contract.

**G. 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 done by an acceptable testing agency. The contractor shall provide the engineer with documentation of the testing agency and the qualifications of personnel performing the testing. The documentation and qualifications shall be submitted to the State Bridge Engineer for acceptance. 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 MoDOT certified welder. 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

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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.