

**KANSAS DEPARTMENT OF TRANSPORTATION  
SPECIAL PROVISION TO THE  
STANDARD SPECIFICATIONS, EDITION 2007**

**SECTION 202**

**REMOVAL OF EXISTING STRUCTURES**

**Page 200-2, delete Subsection 202.3c., and replace with the following:**

**c. Existing Bridge Deck.** Designate one Prime Contractor employee as the Removal Supervisor. The Removal Supervisor, or their designee, must be on location any time work is performed on removal of the existing structure.

Before performing any work to remove the deck, schedule a pre-work meeting with the Engineer. Include the Removal Supervisor and key personnel who will be working on the removal item. Discuss a detailed procedure of how removal will be accomplished and how damage to the structure will be avoided.

Remove deck or any portion of the deck without damaging the girders.

Clearly mark the location of the existing girder top flanges on top of the existing deck concrete. Mark the entire length of all girders before sawing or removing any concrete. Limit concrete sawing to a maximum depth of 3 inches directly above any girder and within 3 inches of either edge of a girder top flange. Do not use drop-type pavement breakers. Do not use a hoe ram directly above any girder or within 1.0 feet of either edge of a girder top flange. Use a jackhammer no heavier than 15 pounds to remove concrete above and within 1.0 feet of either side of a girder top flange.

Also, see **SECTION 737 - CONTROLLED DEMOLITION** (07-07014, latest revision).

Damage includes, but is not limited to saw cuts, dents, cracks, distortion or any other damage found by the Engineer. This also includes spalling of prestressed concrete beams that would require repair.

If the girder is damaged:

- The Engineer, in coordination with the State Bridge Office, will determine if the damages require repair. The Engineer will determine what repairs are required for minor nicks, dents, cuts and spalls not effecting the structure capacity.
- If any damage requires additional engineering, hire an independent engineer, licensed in Kansas to develop repair plans, provide structural analysis and stress calculations (including fatigue calculations), and submit sealed calculations to the State Bridge Office for review and approval.
- The Contractor's independent engineer will evaluate the capacity of any damaged members, and submit sealed calculations showing any capacity loss of damaged members.
- Submit a copy of the repair plan, per **subsection 105.10b.**, sealed by a licensed Professional Engineer, to the State Bridge Office for approval.
- After repairs have been completed, the Contractor's independent engineer will evaluate the capacity of any repaired members, and submit sealed calculations showing any capacity loss of repaired members.
- The ideal situation is to repair any damage so there is no structure capacity loss. Structure capacity loss would be a reduction of the controlling load rating capacity for the structure. If there is minor capacity loss, and KDOT deems this loss acceptable, KDOT will assess a Contract Deduct. See **subsection 203.4**. In this case, the Contractor has the option to either accept the deduct or repair to eliminate any capacity loss.

The Contractor is responsible for all repairs to the damaged girders as authorized by the Engineer, plus any materials, equipment, labor, delays caused by the damage or repair. If damage is severe, additional engineering and inspection fees incurred by KDOT may also be deducted.

**Page 200-3, delete Subsection 202.4, and replace with the following:**

The Engineer will measure the removal of existing structures and removal and reconstruction of existing structures by the lump sum.

If the Contract Documents identify asbestos in the removal of building structures, asbestos removal is subsidiary to "Removal of Existing Structures". If asbestos removal is not shown in the Contract Documents, but is required after the initial inspection indicates the presence of materials containing asbestos, the asbestos removal will be paid for as Extra Work, **subsection 104.6**.

Payment for "Removal of Existing Structures" and "Removal and Reconstruction of Existing Structures" at the contract unit price is full compensation for the specified work.

When damage is severe, KDOT inspection and engineering fees will be handled under the bid item "Contract Deduct". If after repairs are made, there is a reduced capacity for the structure, KDOT will assess a "Contract Deduct". The Contract Deduct will be calculated by multiplying the percent loss of capacity (calculated after repair) times the total contract price of all bridge bid items (reinforcing steel, structural steel, concrete, expansion joints, etc.) for the structure.

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