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STATE OF MISSOURI TYLER R. LINDSAY NUMBER PE–2019000128 PROFESSIONAL ENGINEER 07/03/2025 9:24:27 AM TYLER R. LINDSAY - CIVIL MO-PE-2019000128	**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. J6S3578 St. Louis County, MO Date Prepared: 7/3/2025
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 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 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 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.

2.4 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.

2.5 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.

2.6 A washer shall be required under head and nut when any reaming is performed for bolt installation.

2.7 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 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 recoated or overcoated 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 an estimate of quantities involved before submitting a bid. Surface preparation and application of field coatings to the structural steel shall 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 Existing	System G Overcoat			
A6474	544	194	738	G	No

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

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. CONCRETE CRACK FILLER

1.0 Description. This work shall consist of preparing and treating the concrete bridge deck cracks with a high molecular weight methacrylate (HMWM) or methyl methacrylate (MMA) crack filler material. This type of surface treatment shall be in accordance with this job special provision, the standard specifications and the manufacturer’s recommendations. The objective of this

treatment is to seal all concrete deck cracks in order to preserve and extend the life span of the deck.

2.0 Materials. The low viscosity concrete bridge deck crack filler shall be a high molecular weight methacrylate (HMWM) or methyl methacrylate (MMA) system in accordance with Sec 1053 and shall be on MoDOT's qualified product list.

3.0 Construction Requirements.

3.1 Equipment. Application equipment shall be as recommended by the manufacturer. The spray equipment, tanks, hoses, brooms, rollers, coaters, squeegees, etc. shall be thoroughly clean, dry, and free of foreign matter, oil residue and water prior to application of the treatment.

3.2 Cleaning, Surface Preparation and Sealing. Surfaces which are to be treated shall meet the approved product's requirements for surface condition. The contractor shall furnish the engineer with written instructions for the surface preparation requirements, and a representative of the manufacturer shall be present to ensure that the surface conditions meet the manufacturer's requirements.

3.2.1 At a minimum, the surface shall be thoroughly cleaned to remove dust, dirt, oil, wax, curing components, efflorescence, laitance, coatings and other foreign materials. The manufacturer or manufacturer's representative shall approve the use of chemicals and other cleaning compounds to facilitate the removal of these foreign materials before use. The treatment shall be applied within 48 hours following surface preparation.

3.2.2 Cleaning equipment shall be fitted with suitable traps, filters, drip pans and other devices to prevent oil and other foreign material from being deposited on the surface.

3.2.3 The deck shall be shot blasted or water blasted to clean out cracks and allowed to dry prior to sealing.

3.2.4 Before starting sealing operations, all cracks shall be blown out with dry high-pressure air.

3.2.5 The contractor shall prevent sealer material from leaking through the deck at any cracks, construction joints or at precast panel joints on the bottom side of the deck that reflect through the slab. The contractor shall take measures to treat these areas to prevent loss of material intended to seal the deck.

3.2.6 The contractor shall follow the manufacturer's recommendations for a method and material resistant to effects of the deck sealer to prevent leakage of deck sealer through the bridge deck.

3.3 Application. After leakage prevention measures are completed, a flood application shall be performed on the entire deck surface to fill all cracks. Flood application and broadcast aggregate shall be placed in accordance with the manufacturer's application rates. The crack filler material shall not be permitted to run into drains.

3.4 Opening to Traffic. Traffic shall be allowed on the deck only after the treated area is visibly dry. Dried coating shall not leave residue on glass, painted metal or automobiles.

4.0 Method of Measurement. Measurement will be made to the nearest square yard measured longitudinally from end of bridge approach slab to end of bridge approach slab and transversely from roadway face of curb to roadway face of curb. Additional areas to be sealed will be identified

on the plans. No deduction will be made for gaps to avoid raised pavement markers, manholes or other obstructions. Final measurement 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.

5.0 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 unit price for Concrete Crack Filler.

C. CLEANING AND COATING EXISTING BEARINGS

1.0 Description. This work shall consist of cleaning and coating existing bearings as specified on the plans and as directed by the engineer.

2.0 Construction Requirements.

2.1 Cleaning and Coating. Bearings shall be cleaned and coated in accordance with Sec 1081. Coating of bearings shall be as indicated for coating existing steel as specified in the contract documents.

3.0 Method of Measurement. Measurement for cleaning and coating existing bearings will be made per each.

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 unit price for Cleaning and Coating Existing Bearings.

D. SPECIAL CHANGE ORDER AND VALUE ENGINEERING CONSIDERATION

1.0 Description. Increased Federal Share has been approved by FHWA for an innovative technology or practice. The Commission will receive an additional five percent (5%) Federal Share of the overall contract value due to innovations within the following pay item(s):

Pay Item Number	Pay Item Description	Innovation
7040163	Concrete Crack Filler	Concrete Crack Filler

Due to the increased federal share, the project components related to the innovation(s) described above must be constructed with the materials, quantities, methods and innovations as shown on the project plans and specifications. If the contractor requests materials, quantities, methods or innovations other than those included in the plans and specifications, the request must be reviewed and approved by the Commission and FHWA. Approved changes to the innovation items above shall be at no additional cost to the Commission and shall not increase the contract time.

2.0 Consideration of Change Orders and Value Engineering Change Proposals (VECP). Change ordering and/or value engineering the pay item(s) listed in section 1.0 of this job special

provision jeopardizes ability for the Commission to receive an additional Federal Share for the overall contract value. Special consideration should be given to the change order value for removing such item(s) from the contract ensuring that the benefit outweighs the cost.

3.0 Contacting Financial Services. If it is determined that the proposed change order and/or VECP outweighs the additional overall five percent (5%) Federal Share value, the engineer shall notify the MoDOT project manager.