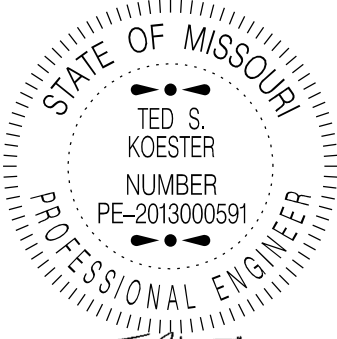


TABLE OF CONTENTS

- A. Construction Requirements
- B. Concrete Crack Filler
- C. Structural Steel Requirements
- D. Fatigue Crack Repair

 07/31/2025 2:54:15 PM TED S. KOESTER - CIVIL MO-PE-2013000591	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. JKU0095 Platte County, MO Date Prepared: 7/31/2025
Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: All	

JOB SPECIAL PROVISIONS (BRIDGE)

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 or on to the railroad. 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 Recoat	System G Overcoat			
A18004	64	0	64	H & C	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

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 "Inland Navigation Rules". If scaffolding or nets are suspended below low steel in the navigation span, the U.S. Coast Guard district office 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 of spark producing, flame producing, lighted or damaging objects 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.

JOB SPECIAL PROVISIONS (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 U.S. Coast Guard district office for approval. The U.S. Coast Guard will require at least 30 days to review the work plan prior to any work beginning. The work plan shall be submitted to the District Commander, Western Rivers Operation, Eighth Coast Guard District, Bridge Branch.

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. 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. STRUCTURAL STEEL REQUIREMENTS

1.0 Description. This provision contains general structural steel requirements for this project.

2.0 Material. All material shall be in accordance with Division 1000, Material Details, and specifically as shown below. The gray epoxy-mastic primer (non-aluminum) shall be compatible with concrete and produce a dry film thickness of no less than 3 mils (75 µm).

Item	Section
Structural Steel Construction	712
Gray Epoxy-Mastic Primer (non-aluminum)	1045
Structural Steel Fabrication	1080
Coating of Structural Steel	1081

3.0 Construction Requirements.

3.1 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

JOB SPECIAL PROVISIONS (BRIDGE)

coordinating the implementation of the dimensional adjustments with all involved fabricators and subcontractors.

3.2 Prior to erection of the new structural steel, 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.

3.3 Holes in the new diaphragm or cross frame connection plates and angles may be used as a template for drilling the holes in the existing material.

3.4 A minimum edge distance shall be maintained for all field drilled holes. The minimum edge distance for bolts shall be as shown in table below measured from the centerline of holes.

Bolt Diameter	Minimum Edge Distance
inch (mm)	inch (mm)
3/4 (19.0)	1-1/4 (32)
7/8 (22.2)	1-1/2 (38)
1 (25.4)	1-3/4 (45)

3.5 The surfaces of existing steel that will become faying surfaces for non-slip critical new connections, typically secondary members, shall be cleaned according to the manufacturer's recommendation and with a minimum of SSPC-SP-3 surface preparation and coated with one prime coat of Gray Epoxy-Mastic Primer (non-aluminum) in accordance with [Sec 1081](#). The surfaces of existing steel that will become faying surfaces for slip critical new connections, typically primary members, shall be in accordance with contact surfaces in [Sec 1081](#). Primary member connections include girder/beam splices, end diaphragms and intermediate diaphragms in curved structures.

3.6 Exposed girder/beam areas that are not faying surfaces or not covered by concrete that are scratched, damaged by the contractor or by field welding operations shall be touched up with Gray Epoxy-Mastic Primer (non-aluminum) in accordance with [Sec 1081](#). The areas shall receive the coating system as shown on the plans.

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 the structural steel items included in the contract. No payments or adjustments will be made where new members are affected due to any deviation of the dimensions shown on plans or shop drawings.

D. FATIGUE CRACK REPAIR

1.0 Description. This work shall consist of performing testing to locate the ends of cracks and repairing the cracks as shown on the bridge plans and as required by the engineer.

2.0 Material. All material shall be in accordance with Division 1000, Material Details, and specifically as shown below.

Item	Section
Gray Epoxy-Mastic Primer (non-aluminum)	1045
Coating of Structural Steel	1081

3.0 Construction Requirements.

3.1 All cracks shall be tested with the use of a dye penetrate test. . Non-destructive testing shall be performed by an acceptable testing agency. The contractor shall submit to the engineer and Bridge Division (Fabrication@modot.mo.gov) the following documentation for each individual performing non-destructive testing (NDT): their certifications, current eye exam and the NDT company written practice, including the Level III individual certification used for written practice. Personnel performing the tests shall be qualified for SNT-TC-1A Level II.

3.2 The contractor shall provide the satisfactory means to access all locations to be tested.

3.3 The testing inspector shall furnish the engineer with a report of test results. The testing inspector shall maintain a log of the hours spent inspecting each day and the log shall be signed by the engineer daily.

3.4 The contractor may be required to loosen or remove any diaphragms before field drilling holes at the end of cracks. If any diaphragms are loosened or removed, new high strength bolts shall be installed in accordance with [Sec 712](#). The faying surfaces of existing steel where the bolts and rivets are loosened and/or removed and inside of any drilled holes or holes where bolts and rivets are removed shall be cleaned and coated in accordance with this special provision

3.5 In areas not to be recoated with System G, coating damaged by the testing services, inside of new drilled holes and any cracks that have damaged the existing coating shall be cleaned according to the manufacturer's recommendation and with a minimum of SSPC-SP-3 surface preparation and coated with one prime coat of Gray Epoxy-Mastic Primer (non-aluminum) in accordance with [Sec 1081](#).

4.0 Method of Measurement. The extent of fatigue crack repair may vary from the estimated quantity but the contract unit price shall prevail regardless of the variation. Fatigue crack repair will be measured per each.

5.0 Basis of Payment. Accepted quantity of fatigue crack repair will be paid for at the contract unit price. Payment for the work described above, 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 Fatigue Crack Repair.