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A. Construction Requirements

 THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65101 Phone (888) 275-6636
	VEENSTRA & KIMM, INC., A KLEINFELDER COMPANY 9788 N Ash Avenue Kansas City, MO 64157 Certificate of Authority 2002006347 Consultant Phone (816) 781-6182
	If a seal is present on this sheet, JSP's has been electronically sealed and dated.
	JOB NO. JSR0083 Greene County, MO Date Prepared: 4/21/2026
Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: A	

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) and the geotechnical report for the new structure(s) are included in the contract of 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 the 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 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.

2.3 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.

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.

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	VEENSTRA & KIMM, INC., A KLEINFELDER COMPANY 9788 N Ash Avenue Kansas City, MO 64157 Certificate of Authority # 2002006347 Consultant Phone (816) 781-6182
	If a seal is present on this sheet, JSP's has been electronically sealed and dated.
	JOB NO. JSR0136 Greene County, MO Date Prepared: 8/5/2026
Only the following items of the Job Special Provisions (Bridge) are authenticated by this seal: A, B & C	

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) and the geotechnical report for the new 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 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.

2.3 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.

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

B. DEWATERING

1.0 Description. This provision covers dewatering the site as necessary to provide a suitable condition for construction of the box culvert as approved by the engineer. This work will only be performed at the discretion of the engineer and will be underrun if not required by the engineer. If the engineer determines it necessary to provide dewatering, the work shall be performed in accordance with Sec 206 and this job special provision.

2.0 Construction Requirements. Dewatering shall provide a dry work area suitable to construct the box culvert within specifications, as approved by the engineer. Typical dewatering methods consist of, but are not limited to, construction of cofferdams, seal courses, over excavation, well point systems, dewatering and drainage diversion. Any dewatering method utilized shall conform to all environmental laws and regulations.

3.0 Method of Measurement. No measurement will be made.

4.0 Basis of Payment. Payment for dewatering will be made regardless of which dewatering means is utilized. No payment will be made if the work area is not maintained in a dewatered state as approved by the engineer. The lump sum payment for dewatering will be considered full compensation, and no time extensions will be made regardless of which means and methods are utilized by the contractor.

C. PRE-ENGINEERED PRECAST CONCRETE STRUCTURES

1.0 Description. The contractor shall construct pre-engineered, precast concrete structures as shown on the plans. This work shall consist of, but not limited to, constructing structures using precast units, footings, pedestals if required, wing walls and headwalls. Wing walls and headwalls may be precast units or cast-in-place.

2.0 Material. Materials shall be in accordance with the Specifications and specifically as follows.

Item	Section
Backfill	206
Class B-1 Concrete	501
Flowable Backfill	621
Hot or Cold Weather Concreting	703
Gradation E Coarse Aggregate	1005
Curing	1026
Reinforcing Steel	1036
Mortar and Non-Metallic Expansion Mortar	1066

2.1 Concrete and Reinforcing Steel. Concrete shall be Class B-1 with Gradation E coarse aggregate. Reinforcing steel in three-sided or arch units shall be welded steel wire fabric or Grade 60 (420) deformed bars. Reinforcing steel in the footings, pedestals, wing walls and headwalls shall be Grade 60 (420) deformed bars.

2.2 Steel. Bolts and threaded rods used in connections of wing walls to three-sided or arch units and hooked bolts used in connections of attached headwalls to three-sided or arch units shall be in accordance with ASTM A 307. Connection plates and plate washers used in connections of wing walls to three-sided or arch units shall be in accordance with AASHTO M 270 Grade 36 (250). Nuts used in connections of wing walls to three-sided or arch units shall be in accordance with AASHTO M 292 Grade 2H. Inserts for all connections and all steel used for connections of detached headwalls to three-sided or arch units shall be in accordance with ASTM A 240 Type 304. Except for Type 304, all steel shall be galvanized after fabrication in accordance with Sec 1080.

3.0 Submittals. Contractor shall submit shop drawings in accordance with the Missouri Standard Specifications.

4.0 Manufacture.

4.1 Lifting devices or holes will be permitted in precast units. No more than four holes shall be cast in each unit. Drilled holes will not be allowed. Cast holes shall be tapered. Lifting devices used in lifting holes shall have sufficient bearing to avoid damage resulting from concentration of stresses around the lifting holes.

4.2 Ends of three-sided and arch units shall be of such design and shall be so formed that when erected, shall make a continuous line with a smooth interior free of irregularities. Ends of three-sided and arch units shall be normal to the walls and centerline, except where beveled ends are specified. Surfaces of three-sided and arch units shall be smooth form or troweled.

4.3 Precast units shall be stored in such a manner to prevent cracking or damage. Units shall not be moved until the concrete compressive strength has reached a minimum of 2500 psi (17

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MPa). Units shall not be stored in an upright position until the concrete compressive strength has reached a minimum of 4000 psi (28 MPa).

4.4 Precast units shall be clearly marked with waterproof paint. The following information shall be shown on the stream face of each unit.

- (a) Unit clear span and rise (three-sided and arch units only).
- (b) Date of manufacture.
- (c) Name or trademark of the manufacturer.
- (d) Design earth cover.

4.5 Permissible variations shall be in accordance with AASHTO M 259.

5.0 Testing.

5.1 Concrete compressive strength shall be determined from compression tests made on cylinders. When the cylinder test strengths are less than the design concrete strength, then the concrete compressive strength shall be determined from compression tests made on cores. For cylinder testing, a minimum of four cylinders shall be taken during each production run. For core testing, one core shall be cut from three-sided and arch units selected at random from each group of 15 units or less of a particular size and production run. One core shall be cut from each group of four or fewer wing wall units. For each continuous production run, each group of 15 three-sided or arch units of a single size, fraction thereof or four wing wall units shall be considered separately for the purpose of testing and acceptance. A production run shall be considered continuous if not interrupted for more than 3 days.

5.2 Cylinders shall be made and tested in accordance with ASTM C 39. Cores shall be obtained and tested for compressive strength in accordance with ASTM C 42. Requirements for lime curing will be waived.

5.2.1 The compressive strength of the concrete in each group of units, as defined above, will be acceptable when the core test strength is equal to or greater than the design concrete strength. The manufacturer shall perform random selection and testing of the cores as approved by the engineer.

5.2.2 If the compressive strength of the core tested is less than the design concrete strength, the unit from which that core was taken, may be recored. If the compressive strength of the recore is equal to or greater than the design concrete strength, the compressive strength of the concrete in that group of units will be acceptable.

5.2.3 If the compressive strength of a recore is less than the design concrete strength, the unit from which that core was taken will be rejected. Two units from the remainder of the group shall be selected at random. One core shall be taken from each. If the compressive strengths of both cores are equal to or greater than the design concrete strength, the remainder of the units in that group will be acceptable. If the compressive strength of either of the two cores tested is less than the design concrete strength, the remainder of the units in the group will be rejected. However, at the recommendation of the manufacturer, each remaining unit in the remainder of the group may be cored and accepted individually. The units will be rejected which have cores with less than the design concrete strength.

5.3 Core holes shall be plugged and cured by the manufacturer in such a manner that the units shall meet all the test requirements of these specifications.

5.4 The manufacturer shall furnish all facilities, equipment and personnel necessary to conduct the required testing.

6.0 Rejection.

6.1 Precast units will also be rejected due to the following conditions:

(a) Fractures or cracks completely through the wall, except for a single end crack which does not exceed one-half the thickness of the wall.

(b) Defects that indicates proportioning, mixing or molding which are not in accordance with this specification.

(c) Honeycombed or open textured concrete.

(d) Damaged unit ends, where such damage prevents making a satisfactory joint.

6.2 Units may be repaired due to imperfections in manufacture, handling damage or construction. Repair procedures shall be submitted to the engineer for approval. Repairs will be acceptable when determined that repairs are sound, properly finished and cured and repaired units are in accordance with the requirements herein.

7.0 Construction Requirements.

7.1 Footings. Footings shall be cast-in-place and constructed in accordance with grades shown on the shop drawings. Footings shall be given a smooth float finish. A 3-inch (75 mm) deep keyway shall be formed in the footings supporting three-sided and arch units. Keyways shall have 3 inches (75 mm) of clear between keyway edges and both faces of three-sided and arch units. Footing concrete shall reach an initial compressive strength of 2000 psi (14 MPa) before placement of units or before construction of cast in place wing walls. Surfaces shall not vary from the grades shown on the shop drawings more than ¼ inch in 10 feet (6 mm in 3 m) when tested with a 10-foot (3 m) straightedge.

7.2 Pedestals. When a reinforced concrete pedestal is required, the contractor has the option of providing three-sided units with longer legs or constructing the pedestals.

7.3 Placing Precast Units. Special care shall be taken in setting units to the true line and grade. Three-sided, arch and wing wall units shall be set on 6 x 6 inches (150 x 150 mm) masonite or steel shims. A minimum gap of 1/2 inch (13 mm) shall be provided between footings and the base of units. Footing keyways shall be completely filled with an approved non-shrink grout. Gaps under wing wall units shall be grouted with a thickness of one inch (25 mm) adjacent the units.

7.4 Joints Between Precast Units.

7.4.1 Joints between the top slab of flat-topped three-sided units with 3 feet (900 mm) or less fill shall be keyway joints.

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7.4.2 Butt joints shall be covered with a plastic joint compound in accordance with Sec 733 and a Type III external sealing band in accordance with ASTM C 877. Surfaces shall be free of dirt before joint material is applied. The entire joint shall be continuously covered. Joints between three-sided or arch units and wing walls and joints between three-sided or arch units and headwalls, shall be covered with the same method used for butt joints.

7.4.3 Sealing bands shall be kept in the proper location over joints and care shall be taken to prevent damage during backfilling operations.

7.4.4 Keyway joints shall be fabricated with a minimum 4 x 1-1/2 inches (100 x 40 mm) keyway. Keyway joints shall be sealed with an approved plastic joint compound or a tubular joint seal in accordance with Sec 733.

7.5 Lift Holes. Lift holes shall be filled prior to backfilling in accordance with Sec 733.

7.6 Backfilling.

7.6.1 Backfill shall be placed and compacted in accordance with Sec 206 and the manufacturer's recommendation.

7.6.2 When the height of cover not including pavement and pavement bases is 12 inches (300 mm) or less, the structure shall be backfilled with flowable backfill to the top of the structure.

7.6.3 Operation of equipment over the structure shall be in accordance with the manufacturer's recommendations.

8.0 Method of Measurement. No measurement will be made for precast concrete structures, but each will be considered a lump sum unit.

9.0 Basis of Payment. Payment for accepted precast concrete structures for the above described work, including all material, equipment, labor and any other incidental work necessary to complete this item in place, will be considered completely covered by the contract lump sum price for Precast Double 10'x4' Box Culvert.