



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

PAUL R. LePAGE
GOVERNOR

February 24, 2011
Subject: **Canaan**
Federal Project No: BR-1669(200)X
State PIN: 016692.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (page 28), **REMOVE** "SPECIAL PROVISION, SECTION 104, GENERAL RIGHTS & RESPONSIBILITIES, (Bridge Closure Notification) ", 1 page dated January 21, 2011 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 104, GENERAL RIGHTS & RESPONSIBILITIES, (Bridge Closure Notification)", 1 page dated February 14, 2011.

In the Bid Book (page 41), **REMOVE** "SPECIAL PROVISION, SECTION 107 PROSECUTION OF WORK INCENTIVE/DISINCENTIVE, SUPPLEMENTAL LIQUIDATED DAMAGES ", 1 page dated February 3, 2011 and **REPLACE** with the attached new " SPECIAL PROVISION, SECTION 107 PROSECUTION OF WORK INCENTIVE/DISINCENTIVE, SUPPLEMENTAL LIQUIDATED DAMAGES", 1 page dated February 16, 2011.

In the Bid Book (pages 76 thru 80), **REMOVE** "SPECIAL PROVISION, SECTION 534, PRECAST STRUCTURAL CONCRETE (Precast Structural Concrete Arches, Box Culverts)", 5 pages dated February 3, 2011 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 534, PRECAST STRUCTURAL CONCRETE, (Precast Structural Concrete Arches, Box Culverts)", 5 pages dated February 14, 2011.

Consider this change and information prior to submitting your bid on March 9, 2011.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer



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SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS & RESPONSIBILITIES
(Bridge Closure Notification)

Section 104, General Rights and Responsibilities, of the Standard Specifications is amended as follows:

104.4.10 Coordination of Bridge Closure/Bridge Width Restriction Notification:

Paragraphs 4 and 5 are revised to read as follows:

The Contractor shall notify the following public officials, agencies and organizations approximately thirty days prior to, and then again both ten days before, and the day before the date of the beginning of the closure. The thirty day notice should provide an approximate date and length of closure whereas the ten and one day notices should provide the exact date and the anticipated length of the closure. When the bridge is reopened to traffic, the following list will again be notified. The Contractor shall provide the Department with documentation that the listed public officials, agencies and organizations received the notification at least 10 days prior to the closure/restriction or with proof that the notification was mailed 15 days prior to the closure/restriction.

Town Officials (Manager or First Selectperson) in Canaan, Clinton and Skowhegan
County Sheriff's Department
Fire Department
Police Department
State Police
Rescue Service
Hospitals
 Redington Fairview General Hospital – Skowhegan, ME
 Acadia Hospital – Pittsfield, ME
School Department
Post Office
Chamber of Commerce
Any Large Employers
Department of Motor Vehicle- Commercial Vehicle Center (207-626-8630)
MaineDOT Maintenance Region Office

All newspaper notices, radio announcements and any notifications will be subject to the approval of the Resident and all costs will be considered incidental to the Contract.

SPECIAL PROVISION
SECTION 107

PROSECUTION OF WORK
INCENTIVE/DISINCENTIVE
SUPPLEMENTAL LIQUIDATED DAMAGES

The Contractor shall close Haskell Bridge and Route 23 to traffic for no more than fourteen days (14) consecutive to remove the existing bridge and complete two 11' foot lanes open with a minimum of base pavement. The said road closure may occur only between:

Monday July 11, 2011 and Friday August 19, 2011.

Once the Contractor commences work on this project, the work shall be continuous through completion.

An incentive will be applied to the Contractor in the amount of one thousand (\$1000.00) US dollars per day for every day the road is open to 2-11' lanes of traffic with a minimum of base pavement before the maximum road closure of 14 day is reached. The maximum incentive amount shall be capped at \$10,000.00 (ten thousand dollars).

A disincentive will be applied to the Contractor for every day beyond the 14 day allowed road closure in the amount of one thousand (\$1000.00) US dollars per day for every day that Route 23 is not open to two 11' lanes of traffic with base pavement in place. The maximum disincentive amount shall be capped at \$10,000.000 (ten thousand dollars).

Supplemental liquidated damages will be assessed to the contract at the rate of Five Hundred (\$500.00) U.S. dollars per day for each day that the bridge remains not open to 2-11' lanes of traffic with a minimum of base pavement beyond August 19, 2011.

This assessment of liquidated damages will be in addition to the liquidated damages specified in section 107 of the Department of Transportation Standard specification.

SPECIAL PROVISION
SECTION 534
PRECAST STRUCTURAL CONCRETE
(Precast Structural Concrete Arches, Box Culverts)

534.10 Description The Contractor shall design, manufacture, furnish, and install elements, precast structural concrete structures, arches, or box culverts and associated wings, headwalls, and appurtenances, in accordance with the contract documents.

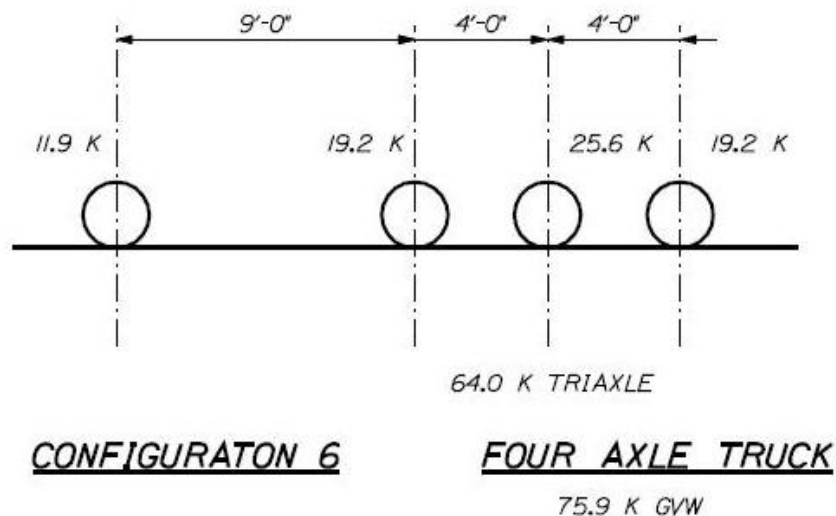
534.20 Materials Structural precast elements for the arch or box culvert and associated precast elements shall meet the requirements of the following Subsection:

Structural Precast Concrete Units 712.061

Grout, concrete patching material, and geotextiles shall be one of the products listed on the Department's list of prequalified materials, unless otherwise approved by the Department.

Box culvert bedding and backfill material shall consist of Standard Specification 703.19, Granular Borrow, Material for Underwater Backfill, with the additional requirement that the maximum particle size be limited to 4 inches, or as shown on the plans.

534.30 Design Requirements The Contractor shall design the precast structural concrete structure in accordance with the AASHTO LRFD Bridge Design Specifications, current edition. The design live load shall be as follows: *modified HL-93 Strength I for LRFD method. *(modify HL-93 by increasing all wheel loads and/or axle loads for the Design Truck by a factor of 1.25). In addition, the following Maine legal truck (configuration #6) shall also be checked to insure that the rating factor is equal to or greater than 1.0 (See diagram immediately below).



The Contractor shall submit design calculations, load rating and working/shop drawings for the precast structure to the Department for approval. A Registered Professional Engineer, licensed in accordance with State of Maine laws, shall sign and seal all design calculations and drawings. The Contractor shall submit a bridge rating on the Department's Standard Bridge Rating Summary Sheet with the design calculations. The Load Rating shall be done using the Load and Resistance Factor Rating Method (LRFR) and using the latest edition of the AASHTO Manual for Bridge Evaluation. Drawings shall conform with Section 105.7 - Working Drawings.

The Contractor shall submit the following items for review by the Resident at least ten working days prior to production:

- A) The name and location of the manufacturer.
- B) Method of manufacture and material certificates.
- C) Description of method of handling, storing, transporting, and erecting the members.
- D) Design computations (bound and indexed)
- E) Load rating computations and completed load rating form (bound and indexed)
- F) Shop Drawings with the following minimum details:
 - 1) Fully dimensioned views showing the geometry of the members, including all projections, recesses, notches, openings, block outs, and keyways.
 - 2) Details and bending schedules of reinforcing steel including the size, spacing, and location. Reinforcing provided under lifting devices shall be shown in detail.
 - 3) Details and locations of all items to be embedded.
 - 4) Total mass (weight) of each member.

534.40 Construction Requirements The applicable provisions of Subsection 535.10 - Forms and Casting Beds and Subsection 535.20 – Finishing Concrete and Repairing Defects shall be met.

Manufacture of Precast Units The internal dimensions shall not vary by more than 1 percent from the design dimensions or 38 mm [1 ½ in], whichever is less. The haunch dimensions shall not vary by more than 19 mm [¾ in] from the design dimension. The dimension of the legs shall not vary by more than 6 mm [¼ in] from the dimension shown on the approved shop drawings.

The slab and wall thickness shall not be less than the design thickness by more than 6 mm [¼ in]. A thickness greater than the design thickness shall not be cause for rejection.

Variations in laying lengths of two opposite surfaces shall not be more than 15 mm [$\frac{5}{8}$ in] in any section, except where beveled ends for laying of curves are specified.

The under-run in length of any section shall not be more than 12 mm [$\frac{1}{2}$ in].

The cover of concrete over the outside circumferential reinforcement shall be 50 mm [2 in] minimum. The concrete cover over the inside reinforcement shall be 38 mm [$1\frac{1}{2}$ in] minimum. The clear distance of the end of circumferential wires shall not be less than 25 mm [1 in] or more than 50 mm [2 in] from the end of the sections. Reinforcement shall be single or multiple layers of welded wire fabric or a single layer of deformed billet steel bars.

Welded wire fabric shall meet the space requirements and contain sufficient longitudinal wires extending through the section to maintain the shape and position of the reinforcement. Longitudinal distribution reinforcement may be welded wire fabric or deformed billet steel bars which meet the spacing requirements. The ends of the longitudinal distribution reinforcement shall be not more than 75 mm [3 in] from the ends of the sections.

The inside circumferential reinforcing steel for the haunch radii or fillet shall be bent to match the radii or fillets of the forms.

Tension splices in the reinforcement will not be permitted. For splices other than tension splices, the overlap shall be a minimum of 300 mm [12 in] for welded wire fabric or billet steel bars. The spacing center to center of the circumferential wires in a wire fabric sheet shall be not less than 50 mm [2 in] or more than 100 mm [4 in]. For the wire fabric, the spacing center to center of the longitudinal wires shall not be more than 200 mm [8 in]. The spacing center to center of the longitudinal distribution steel for either line of reinforcing in the top slab shall be not more than 375 mm [15 in].

The members shall be free of fractures. The ends of the members shall be normal to the walls and centerline of the section, within the limits of variation provided, except where beveled ends are specified. The surfaces of the members shall be a smooth steel form or troweled surface finish, unless a form liner is specified. The ends and interior of the assembled structure shall make a continuous line of members with a smooth interior surface.

Defects which may cause rejection of precast units include the following:

- 1) Any discontinuity (crack or rock pocket etc.) of the concrete which could allow moisture to reach the reinforcing steel.
- 2) Rock pockets or honeycomb over 4000 mm² [6 in²] in area or over 25 mm [1 in] deep.
- 3) Edge or corner breakage exceeding 300 mm [12 in] in length or 25 mm [1 in] in depth.
- 4) Extensive fine hair cracks or checks.
- 5) Any other defect that clearly and substantially impacts the quality, durability, or maintainability of the structure as measured by accepted industry standards.

The manufacturer of the members shall sequentially number and shop fit each adjacent member to ensure that they fit together in the field. This fit up shall be witnessed by the QA inspector. Any non fitting members shall be corrected or replaced at no cost to the Department.

The Contractor shall store and transport members in a manner to prevent cracking or damage. The Contractor shall not place precast members in an upright position until a compressive strength of at least 30 MPa [4350 psi] is attained.

Installation of Precast Units The Contractor shall not ship precast members until sufficient strength has been attained to withstand shipping, handling and erection stresses without cracking, deformation, or spalling (but in no case less than 30 MPa [4350 psi]).

The Contractor shall set precast members on 12 mm [$\frac{1}{2}$ in] neoprene pads during shipment to prevent damage to the section legs. The Contractor shall repair any damage to precast members resulting from shipping or handling by saw cutting a minimum of 12 mm [$\frac{1}{2}$ in] deep around the perimeter of the damaged area and placing a polymer-modified cementitious patching material.

When footings are required, the Contractor shall install the precast members on concrete footings that have reached a compressive strength of at least 20 MPa [2900 psi]. The Contractor shall construct the completed footing surface to the lines and grades shown on the plans. When checked with a 3 m [10 ft] straightedge, the surface shall not vary more than 6 mm [$\frac{1}{4}$ in] in 3 meters [10 ft]. The footing keyway shall be filled with a non-shrink flowable cementitious grout with a design compressive strength of at least 35 MPa [5075 psi].

The Contractor shall fill holes that were cast in the units for handling, with either Portland cement mortar, or with precast plugs secured with Portland cement mortar or other approved adhesive. The Contractor shall completely fill the exterior face of joints between precast members with an approved material and cover with a minimum 300 mm [12 in] wide joint wrap. The surface shall be free of dirt and deleterious materials before applying the filler material and joint wrap. The Contractor shall install the external wrap in one continuous piece over each member joint, taking care to keep the joint wrap in place during backfilling. The Contractor shall seal the joints between the end unit and attached elements with a non-woven geotextile. The Contractor shall install and tighten the bolts fastening the connection plate(s) between the elements that are designed to be fastened together as designated by the manufacturer. Final assembly shall be approved by the manufacturer's representative prior to backfilling.

The Contractor shall place and compact the bedding material as shown on the plans prior to lifting and setting the box culvert sections. The Contractor shall backfill the structure in accordance with the manufacturer's instructions and the Contract Documents. The Contractor shall uniformly distribute backfill material in layers of not more than 200 mm [8 in] depth, loose measure, and thoroughly compact each layer using approved compactors before successive layers are placed. The Contractor shall compact the Granular Borrow

bedding and backfill in accordance with Section 203.12 - Construction of Earth Embankment with Moisture and Density Control, except that the minimum required compaction shall be 92 percent of maximum density as determined by AASHTO T180, Method C or D. The Contractor shall place and compact backfill without disturbance or displacement of the wall units, keeping the fill at approximately the same elevation on both sides of the structure. Whenever a compaction test fails, the Contractor shall not place additional backfill over the area until the lift is re-compacted and a passing test achieved.

The Contractor shall use hand-operated compactors within 1.5 m [5 ft] of the precast structure as well as over the top until it is covered with at least 300 mm [12 in] of backfill. The Contractor shall take adequate precautions to protect the top of the culvert from damage during backfilling and/or paving operations. Any damage to the top of the culvert shall be repaired or members replaced at no cost to the Department.

534.50 Method of Measurement The Department will measure Precast Structural Concrete Arch or Box Culvert for payment per Lump Sum each, complete in place and accepted.

534.60 Basis of Payment The Department will pay for the accepted quantity of Precast Structural Concrete Arch or Box Culvert at the Contract Lump Sum price, such payment being full compensation for all labor, equipment, materials, professional services, and incidentals for furnishing and installing the precast concrete elements and accessories. Falsework, reinforcing steel, jointing tape, grout, cast-in-place concrete fill or grout fill for anchorage of precast wings and/or other appurtenances is incidental to the Lump Sum pay item. Cast-in-place concrete, reinforcing steel in cast-in-place elements, excavation, backfill material, and membrane waterproofing will be measured and paid for separately under the provided Contract pay items. Pay adjustments for quality level will not be made for precast concrete.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
534.71 Precast Concrete Box Culvert	Lump Sum