



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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

March 25, 2021  
Subject: Precast Concrete Box Culvert  
WIN: PH018915.70  
Location: **Brewer**  
**Amendment No. 3**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

**REMOVE** SPECIAL PROVISION - SECTION 534 - PRECAST STRUCTURAL CONCRETE - (Fabrication and Delivery) 9 pages, dated March 3, 2021 from Amendment No. 1, and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 534 - PRECAST STRUCTURAL CONCRETE - (Fabrication and Delivery) 9 pages, dated March 23, 2021.

In the Plan Set:

**REMOVE** Sheet 2 and **REPLACE** with Sheet 2A, revisions dated March 2021.

The following additional information is provided explaining the revisions:

The revisions to both the Plan Set and Bid Book add additional soil dead load over the Felts Brook Bridge box culvert that will need to be accounted for in the design of the precast sections. See subsection 534.04 in the Special Provision (changes are in bold text) and Note 5 on Sheet 2A for the design requirements.

The following question has been received:

**Question:** Is it acceptable for the sloped end sections to be designed as (2) L shaped pieces that will require the contractor to complete a closure pour in the field?

**Response:**

Precast end sections shaped as L pieces with a central closure pour will be accepted if they are designed according to the AASHTO LRFD Bridge Design Specifications. Reinforcing in the closure pour may be required depending on the size and exact layout of the closure pour. The closure pour details will need to be shown on the Working Drawings for review by the Department.

Consider these changes and information prior to submitting your bid on **March 31, 2021**.

Sincerely,

A handwritten signature in blue ink that reads "George Macdougall". The signature is written in a cursive style with a large initial "G".

George M. A. Macdougall P.E.  
Contracts & Specifications Engineer

SPECIAL PROVISION  
SECTION 534  
PRECAST STRUCTURAL CONCRETE  
(Fabrication and Delivery)

534.01 Description The Contractor shall design, manufacture, and deliver precast structural concrete box culverts and associated wingwalls, headwalls, toe walls, cut-off walls and appurtenances, in accordance with the Contract Documents.

534.02 Materials Structural precast elements for the box culverts and associated precast elements shall meet the requirements of the following Standard Specification Subsection, except as noted otherwise in this specification:

Structural Precast Concrete Units 712.061

New concrete mix designs and mix designs not previously approved by the Fabrication Engineer shall be qualified by trial batches prepared in accordance with AASHTO T 126 (ASTM C192). The test results shall demonstrate that the concrete meets the requirements of the Contract Documents.

Bedding and backfill material shall conform to the requirements of Standard Specification 703.19, Granular Borrow, Material for Underwater Backfill, with the additional requirement that the maximum particle size shall be limited to 4 inches, or as shown on the Plans.

534.03 Drawings Prepare shop detail, erection and other necessary Working Drawings in accordance with Standard Specification Subsection 105.7, Working Drawings. The Department will review the drawings in accordance with the applicable requirements of Subsection 105.7, Working Drawings. Changes and revisions to the reviewed Working Drawings shall require further review by the Fabrication Engineer. Working Drawings shall include the following minimum details:

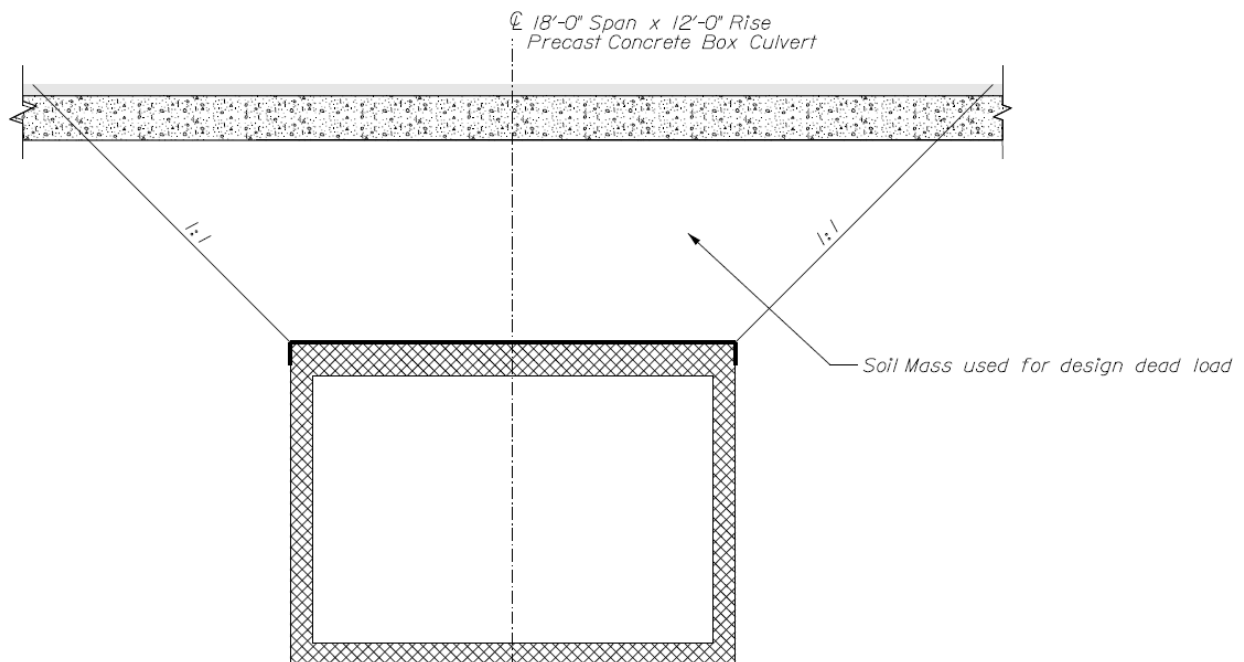
1. Fully dimensioned views showing the geometry of the units, including all projections, recesses, notches, openings, block outs, keyways and chamfers.
2. Details and bending schedules of reinforcing steel including the size, spacing, and location. Reinforcing provided under lifting devices shall be shown in detail.
3. Details and locations of all items to be embedded.
4. Total weight of each unit.

Concrete mix designs shall be part of the Working Drawing submittal. Include aggregate specific gravity, absorption, percent fracture, fineness modulus and gradation as part of the mix design. Provide the mix design calculations demonstrating how the batch weights, water-cement ratio and admixture dosage rate were determined.

534.04 Design Requirements The Contractor shall design the precast structural concrete structure in accordance with the AASHTO LRFD Bridge Design Specifications, latest edition. The HL-93 live load specified in the AASHTO LRFD Bridge Design Specifications shall be used for all limit states, except for Strength I. The live load used for the Strength I limit state shall be the Maine Modified live load, which consists of the standard HL-93 Live Load with a 25 percent increase in the Design Truck only. (Wheel loads based on the Design Truck shall be increased 25 percent). Additionally, if the governing load rating factor based on the HL-93 live load is equal to or less than 1.10 and the span is 14 feet, or greater, then a load rating based on the Maine legal truck (Configuration #6) shall also be checked to insure the rating factor is equal to, or greater than, 1.0.

The live load deflection check, per AASHTO LRFD Bridge Design Specifications, for the top slab of box culverts and frames with clear spans of 15 feet, or greater, and cover depths of 4 feet, or less, is mandatory. The live load deflection check shall be documented in the design computations submittal.

**Felts Brook Bridge #6642 will be supported by a concrete slab on steel H-piles to avoid unusually high soil settlements. To account for additional forces from approach settlement, the design dead loads for soil above the culvert shall include the weight of all the soil contained within a failure surface rising away from the top corners of the box culvert at a 1:1 slope on both sides.**



PROPOSED TRANSVERSE BOX SECTION

Design calculations that consist of computer program generated output shall be supplemented with at least one hand calculation and graphics demonstrating the design methodology used. The hand calculation shall document, at a minimum, the Strength I load case flexural design check of the top slab positive moment reinforcing steel. Design calculations shall provide thorough documentation of the sources of equations used and material properties.

The design shall be load rated in accordance with the AASHTO Manual for Bridge Evaluation, latest edition, by the LRFR method and in accordance with the Department Load Rating Guide.

The Contractor shall submit design calculations and load rating, if applicable, for the precast structure to the Department for review. A Professional Engineer, licensed in accordance with State of Maine laws, shall sign and seal all design calculations and drawings.

The Contractor shall submit the following items for review by the Department, at least forty-five 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 units
- D. Design computations (bound and indexed)
- E. Load rating computations and completed load rating form (bound and indexed)

534.05 Facilities for Inspection Provide a private office at the fabrication plant for the Department's inspection personnel, or Quality Assurance Inspectors (QAI's), in accordance with Standard Specifications Subsection 535.05, Facilities for Inspection.

Failure to comply with the above requirements will be considered denial of access to the Work for the purpose of inspection. The Department will reject all Work done when access for inspection is denied.

534.06 Notice of Beginning Work Refer to Section 712.061.

534.07 Quality Control Quality Control (QC) is the responsibility of the Contractor.

Provide a copy of the Quality System Manual (QSM) to the Fabrication Engineer, if requested.

Inspect all aspects of the Work in accordance with the Contractor's QSM. Reject materials and workmanship that do not meet Contract requirements.

Record measurements and test results on the appropriate forms from APPENDIX E of Precast/Prestressed Concrete Institute Manual for Quality Control for Plants and Production

of Structural Precast Concrete Products (MNL 116), or an equivalent form prepared by the user. Provide copies of measurements and test results to the QAI as follows:

<b>Type of Report</b>	<b>When Provided to QAI*</b>
Aggregate gradations-fine aggregate and coarse aggregate	Prior to beginning work and at least once a week thereafter
Material certifications /calibration certifications	Prior to beginning work (anticipate adequate time for review by QAI)
Pre-placement inspection report	Prior to the concrete placement
Concrete batch slips	The morning of the next work day
Results of concrete testing	The morning of the next work day
Concrete temperature records	Provide with compressive strength testing
Nonconformance reports/repair procedures	Within 24 hours of discovery
Results of compressive strength testing (for design strength)	Prior to stopping curing / Prior to final acceptance
Post-placement inspection report	Prior to final acceptance

\* The Contractor and QAI may, by mutual agreement, modify any part of the schedule; however, failure to provide the documentation when required by the Fabrication Engineer will result in the product being deemed unacceptable. The Contractor may perform testing in addition to the minimum required. The results of all testing shall be made available to the Department.

534.08 Quality Assurance Quality Assurance (QA) is the prerogative of the Department. Refer to Section 712.061.

534.09 Nonconforming Work Refer to Section 712.061.

534.10 Forms Construct forms in accordance with the Working Drawings. The forms shall be well constructed, carefully aligned and sufficiently tight to prevent leakage of mortar. Reject forms that do not maintain the dimensions shown on the Working Drawings.

Seal wooden forms to prevent absorption of water. Apply and cure the sealer in accordance with the manufacturer's product data sheet.

Remove all paint, adherent material, foreign matter and debris prior to placing concrete.

Apply a non-staining bond-breaking compound to the forms in accordance with the manufacturer's product data sheet. Solvent clean reinforcing steel and welded steel wire fabric contaminated with the bond-breaking compound.

534.11 Reinforcing Steel and Welded Steel Wire Fabric Refer to Sections 712.061 and 503 for fabrication, packaging, handling, storing, placing, splicing and repair of reinforcing steel, welded steel wire fabric and mechanical/welded reinforcing steel splices.

The concrete cover over the outside circumferential reinforcement shall be 2 inches, minimum, and the concrete cover over the inside reinforcement shall be 1-½ inches, minimum. The clear distance of the end of circumferential wires shall not be less than 1 inch or more than 2 inches from the end of the units. Use sufficient supports and spacers to maintain the minimum concrete cover. The supports and spacers shall be made of a dielectric material or other material approved by the Fabrication Engineer.

Welded steel wire fabric shall meet the spacing requirements and contain sufficient longitudinal wires extending through the unit to maintain the shape and position of the reinforcement. Longitudinal distribution reinforcement may be welded steel wire fabric or deformed steel bars which meet the spacing requirements. The ends of the longitudinal distribution reinforcement shall not be more than 3 inches from the ends of the units.

Do not use more than three layers of reinforcing to form a single mat. If reinforcing steel is cut to install lifting devices, install additional reinforcing adjacent to the cut steel, as shown on the Working Drawings.

Tension splices in the reinforcement will not be permitted. For splices other than tension splices, the overlap shall be a minimum of 12 inches for welded steel wire fabric and as specified in Standard Specification Section 503 for deformed steel bars. The center-to-center wire spacing in wire fabric sheets shall not be less than 2 inches, or more than 4 inches, for the circumferential wires, and shall not be more than eight inches for the longitudinal wires. The center-to-center spacing of the longitudinal distribution steel for either line of reinforcing in the top slab shall not be more than 15 inches.

534.12 Inserts Refer to Standard Specifications Section 712.061.

534.13 Concrete Placement Do not batch or place concrete until all the form(s) for any continuous placement have been inspected and accepted by the Quality Control Inspector (QCI), and the QAI concurs.

Test concrete in accordance with the Standards included in Section 712.061.

Test the first two loads of concrete for temperature, air entrainment and slump flow for Self-Consolidating Concrete (SCC). If the first load is unacceptable, test the second load as the first. Continue this process until two consecutive loads are acceptable. After two consecutive loads are acceptable, the frequency of testing shall be at the discretion of the QAI.

If there is a change in the dosage rate of any admixture or a change of more than 5° F in mix temperature, then test the concrete for temperature, air entrainment and slump flow for SCC.

Test every load of 1 cubic yard, or less, from a stationary mixer or 2 cubic yards, or less, from a transit mixer for temperature, air entrainment and slump flow for SCC, prior to placing the concrete in the forms.

Perform all testing in the presence of the QAI. The QAI will designate the loads to be tested. Make cylinders used to determine stripping strength during the last 1/3 of the placement.

Place the concrete as nearly as possible to its final location. Control the depth of each lift in order to minimize entrapped air voids. The maximum depth of an unconsolidated lift shall be 18 inches. Vibrate the concrete with internal or internal and external vibrators. Do not use external vibrators, only. Insert internal vibrators vertically and penetrate the lower layer of concrete by at least 4 inches. Insert the vibrators in the concrete to assure that the radii of action of the vibrators overlap. Hold the vibrators in position from 5 to 15 seconds; vibration time shall be reduced by 50 percent when placing SCC. Do not use vibrators to move concrete horizontally. Each lift of concrete shall have sufficient plasticity to be consolidated with subsequent lifts.

Do not re-temper the concrete with water after discharging has begun. The Contractor may add High Range, Water Reducing, admixture to the concrete after batching if that practice conforms to the manufacturer's product data sheet. Discard concrete that becomes unworkable.

Do not use water or water-based products to aid in finishing fresh concrete.

After the concrete has been placed and finished and before the forms are covered, remove all concrete from projecting reinforcing steel.

534.14 Acceptance and Quality Control Testing of Concrete Refer to Subsection 712.061.

534.15 Manufacture of Precast Units The units shall be free of fractures. The ends of the units shall be normal to the walls and centerline of the unit, within the limits of variation provided, except where beveled ends are specified. The surfaces of the units 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 units with a smooth interior surface.

Defects which may cause rejection of precast units include, but are not limited to, the following:

- A. Any discontinuity (crack, rock pocket, etc.) of the concrete which could allow moisture to reach the reinforcing steel.
- B. Rock pockets or honeycomb over 6 square inches in area or over 1 inch deep.
- C. Edge or corner breakage exceeding 12 inches in length or 1 inch in depth.

- D. Any other defect that clearly and substantially impacts the quality, durability, or maintainability of the structure, as determined by the Fabrication Engineer.

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

The manufacturer of the units shall keep accurate records of aggregate gradations, concrete batching, testing, curing, and inspection activities to verify that forms, reinforcing and unit dimensions conform to these requirements. Copies of reports shall be furnished to the Resident when requested.

All units shall be inspected by QC and verified by QAI prior to shipping. The manufacturer shall give the QAI 48 hours notice prior to shipping. No units shall be shipped until this inspection has been performed.

534.16 Tolerances Dimensional tolerances shall be in conformance with the following:

- A. The internal dimensions shall not vary by more than 1 percent from the design dimensions or 1-½ inches, whichever is less, with the exception of the cross diagonal dimension which shall not vary by more than one-half inch from the design dimension.
- B. The haunch dimensions shall not vary by more than three-quarters inch from the design dimension.
- C. The dimension of the legs shall not vary by more than one-quarter inch from the dimension shown on the reviewed Working Drawings.
- D. The slab and wall thickness shall not be less than the design thickness by more than one-quarter inch. A thickness greater than the design thickness shall not be cause for rejection.
- E. Variations in laying lengths of two opposite surfaces shall not be more than five-eighths inch in any unit, except where beveled ends for laying of curves are specified.
- F. The under-run in length of any unit shall not be more than one-half inch.

534.17 Finishing Concrete Products shall be finished to meet the ordinary finish requirements of Standard Specification Section 502. Units, or portions of units, that will be exposed to view in their final location shall receive a rubbed finish, per Section 502. The Contractor may use alternative methods of achieving an acceptable finish on exposed units if approved by the Fabrication Engineer.

**Marking:** The date of manufacture, the production lot number, weight and the type of unit shall be clearly and indelibly scribed on a rear, unexposed portion of each unit.

All surfaces of the precast concrete units, except horizontal surfaces that are facing downwards while in storage, shall be coated with Protective Coating for Concrete Surfaces meeting the requirements of Standard Specifications Section 515.

534.18 Repairing Defects Defects requiring repair will be considered either non-structural or structural.

Non-Structural Defects: Exposed surfaces shall be of uniform appearance; only minor repairs to remove and blend fins, patch minor spalls less than 2” in diameter with a depth of less than 1” and to repair small, entrapped air pockets, shall be permitted. Repair honeycombing, ragged or irregular edges and other non-structural or cosmetic defects using a patching material from the Department Qualified Products List (QPL). The repair, including preparation of the repair area, mixing and application and curing of the patching material, shall be in accordance with the manufacturer's product data sheet. Corners not exposed in the final product may be ground smooth with no further repair necessary, if the depth of the defect does not exceed one-half inch. Remove form ties and other hardware to a depth of not less than one inch from the face of the concrete and patch the holes using a patching material from the Department QPL. Notify QAI of any repairs.

Structural Defects: Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Structural defects include, but are not be limited to, exposed reinforcing steel, cracks in bearing areas, through cracks and cracks 0.013 inch in width that extend more than 12 inches in length in any direction. Give the QAI adequate notice prior to beginning any structural repairs. Repair procedures shall be one of the specified repairs in PCINE Guidelines for Resolution of Non-Conformances in Precast Concrete Bridge Elements.

534.19 Handling, Storage and Transportation Handle, store, and transport units in a manner as to eliminate the danger of chipping, cracks, fracture, and excessive bending stresses. Any units found damaged upon delivery, or damaged after delivery, shall be subject to rejection.

Do not place precast units in an upright position until a compressive strength of at least 4,000 psi is attained. Precast units may be handled and moved, but not transported, until the 28 day design strength has been attained.

Support stored precast units above the ground on dunnage provided by the Contractor in a manner to prevent twisting or distortion. Storage at the project site shall use dunnage that keeps the box at least 6 inches above the ground. Protect the units from discoloration and damage.

Set precast units on one-half inch thick neoprene pads during shipment to prevent damage to the unit legs. The Contractor shall repair any damage to precast units resulting from shipping or handling; this shall be accomplished by saw cutting a minimum of one-half inch deep around the perimeter of the damaged area, removing any loose concrete out to the

saw cut perimeter and installing a polymer-modified cementitious patching material, from the Department's QPL, per the manufacturer's product data sheet.

534.20 Delivery of Precast Units The precast units shall be delivered to the locations identified in the Plans or Specifications. The Contractor will be responsible for unloading the materials at the delivery site.

Grading or fill work at the delivery site is not required by the Contractor. The delivery site preparation work has been completed as of late February 2021. The delivery site has a maximum slope of approximately 4%. Box culvert sections shall be stored in a manner to allow access for installation starting from the downstream end without the need to reorganize any sections.

534.21 Method of Measurement Precast Concrete Box Culverts will be measured by the lump sum, complete, delivered, and accepted.

534.22 Basis of Payment The accepted Precast Concrete Box Culverts will be paid for at the respective Contract lump sum price. The lump sum price shall include associated wingwalls, headwalls, toe walls, cut-off walls and appurtenances, and shall be full compensation for all labor, equipment, materials, professional services, and incidentals necessary for designing, manufacturing, delivering, and unloading the precast concrete elements and accessories. Falsework, reinforcing steel, welded steel wire fabric, joint wrap, repair material, or grout for repair will not be measured and paid for separately, but will be incidental to the lump sum pay item. Pay adjustments for quality level will not be made for precast concrete.

Grading, fill, and dunnage required for equipment to unload and store the box sections at the delivery location defined in the Contract will not be paid for separately but will be part of the Contract lump sum price.

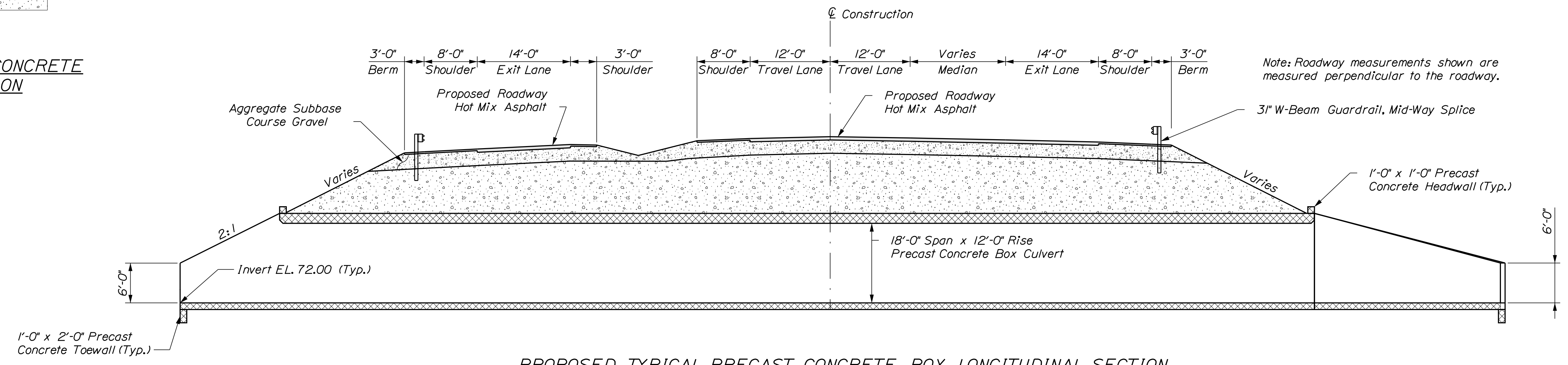
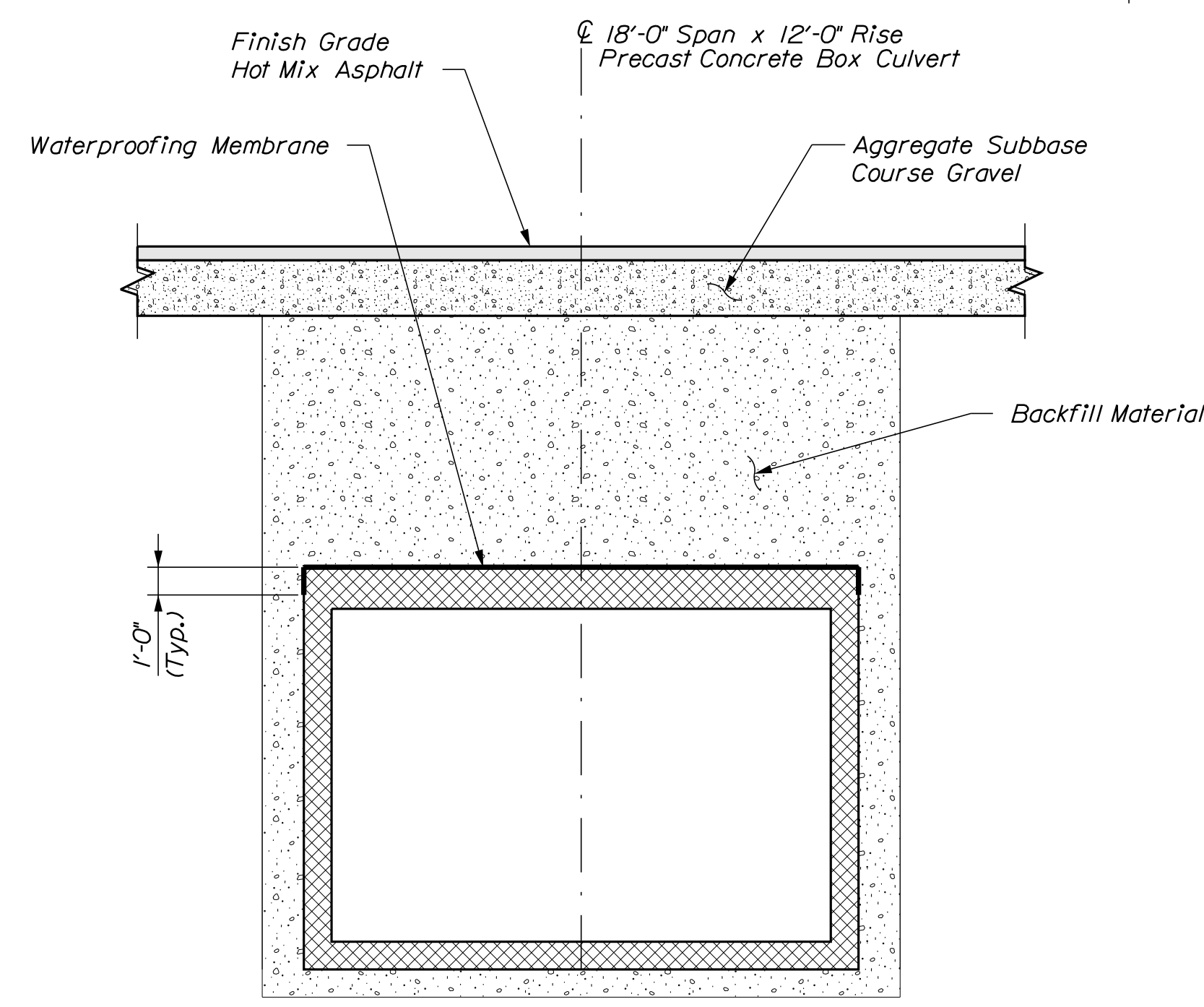
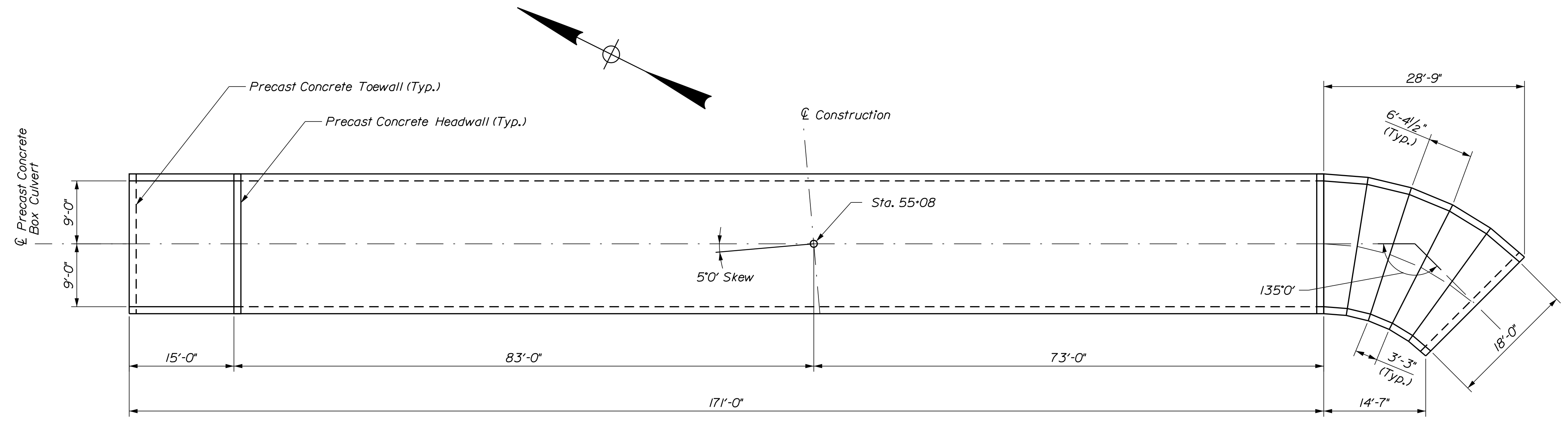
Protective Coating for Concrete Surfaces will not be paid for separately, but will be part of the Contract lump sum price.

Payment will be made under:

	<u>Pay Item</u>	<u>Pay Unit</u>
534.71	Precast Concrete Box Culvert, Fabricated and Delivered	Lump Sum

**PRECAST CONCRETE BOX CULVERT NOTES**

1. The minimum fill cover is 9.18'± at Sta. 55+3.55±; 62.42'± Lt. (Edge of Shoulder, Ramp 'D')
2. The maximum fill cover is 11.70'± at Sta. 54+98.1±;  $\bar{C}$  Roadway
3. The precast units shall be designed to carry construction loadings with a minimum fill cover of 18 inches on top of the units.
4. Backfill material in final construction will vary, and includes lightweight fill in some areas. For design, assume Granular Borrow material will be used for all structures.
5. The box culvert will be installed on a gravel pad, which is supported by a concrete slab on steel H-piles to avoid unusually high soil settlements. To account for additional forces from approach settlement, the design dead loads for soil above the culvert shall include the weight of all the soil contained within a failure surface rising away from the top corners of the box culvert at a 1:1 slope on both sides.
6. All surfaces of the precast concrete units, except horizontal surfaces that are facing downwards while in storage, shall be coated with Protective Coating for Concrete Surfaces meeting the requirements of Standard Specifications Section 515. Protective Coating will not be paid for separately, but will be incidental to the precast concrete box culvert.



**PROPOSED PRECAST CONCRETE BOX PLAN**

**PROPOSED TYPICAL PRECAST CONCRETE BOX TRANSVERSE SECTION**

**PROPOSED TYPICAL PRECAST CONCRETE BOX LONGITUDINAL SECTION**

Section Along  $\bar{C}$  of Concrete Box at Sta. 55+08 Skewed 5° Ahead on Left

Date: 3/17/2021

Username: common

Division: BRIDGE

Filename: ... \002A\_Btypical\_FeltsBrook.dgn

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
1891500  
WIN  
018915.70  
BRIDGE NO. 8642  
BRIDGE PLANS

PROJ. MANAGER	M. WIGHT	BY	DATE
DESIGN DETAILED	J. HASBROOK	R. MAYER	OCT. 2020
CHECKED/REVIEWED	R. MYERS	D. SHAW	OCT. 2020
DESIGNS DETAILED			
REVISIONS	NOTE 5 REVISED		MAR. 2021
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

I-395/ROUTE 9 CONNECTOR  
FELTS BROOK (55+08)  
BREWER-EDDINGTON PENOBSCOT COUNTY  
**PRECAST BOX DETAILS - FELTS BROOK BRIDGE**

SHEET NUMBER

**2A**

OF 4