## DESIGNER NOTES

*All notes to the designer are highlighted. Please read the notes carefully. This special provision has been developed by MassDOT and shall be used for all precast concrete bridge elements. Please only modify content highlighted in yellow. Unhighlighted content shall not be modified.*

*Special provision content highlighted in yellow that may need to be modified includes the following:*

* *Replace the generic Special Provision Heading,* Precast Concrete Bridge Elements*, with the specific item headings that are being used on this project. Example headings: PRECAST ABUTMENT STEM UNITS, PRECAST ABUTMENT FOOTING UNITS, PRECAST APPROACH SLAB UNITS, PRECAST HIGHWAY GUARDRAIL TRANSITIONS, etc. (pg. 2)*
* *Under* A. General*, fill the blank line with the heading(s) used for the Special Provision Heading. See example headings above (pg. 2 – General)*
* *Construction Methods – Field Construction: modify this section as appropriate for project (pg. 21 – 24).*
* *Delete the entire* COMPENSATION *section when used as part of Item 995. (Page 25 – COMPENSATION). However, the Unit of Measurement for a heading for the Item 995. Schedule of Basis for Partial Payment shall be each (EA) and the quantity shall be the number of individual units under that heading to be supplied and assembled into the bridge structure. DO NOT break the precast concrete bridge elements into their constitutive components (e.g. CY of concrete) and lump these quantities with the field installed materials as this creates needless work for the resident engineer to separate them when paying contractors. See Bridge Manual, Part I, Chapter 5 for more information.*
* *Include steel reinforcement size, grade, and coating on the plans (see reference pg. 10 – Reinforcement).*
* *Delete* E. Box Culverts, Three-sided Frames and Arches *if the project does not use these precast concrete bridge elements (Page 12)*
* *A pre-production meeting is always required (pg. 12 – Pre-Production Meeting).*
* *Include surface finish on the plans (see reference pg. 14 – Finishing of Concrete)*
* *Indicate requirements for closure pour concrete on the plans.*
* *Fabricators may use Self-Consolidating Concrete (SCC) for the concrete mix.*
* *This special provision is for non-prestressed precast concrete bridge elements. Separate special provisions have been prepared for prestressed concrete beams which are available for download using this link:*

[*https://www.mass.gov/info-details/bridge-construction-special-provisions*](https://www.mass.gov/info-details/bridge-construction-special-provisions)*.*

*Precast deck panels special provisions are still under development at the date of issue of these special provision.*

* *MSE Walls and other Proprietary Retaining Wall Systems are covered under the Precast Concrete Highway Products special provision.*

*DELETE ALL DESIGNER NOTES, AND REMOVE HIGHLIGHTING PRIOR TO SUBMITTAL*

# PRECAST CONCRETE BRIDGE ELEMENTS *(replace with item headings)*

### General.

The work under this Heading consists of fabricating, transporting and installing *­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (fill in with item headings)* and includes all necessary labor, materials, and equipment to complete the work as shown on the Plans. The work shall conform with the MassDOT Standard, Supplemental, and Interim Specifications and the requirements of the current AASHTO LRFD Bridge Construction Specifications, supplemented by the current relevant provisions of the latest edition of PCI MNL-116 (The Manual for Quality Control for Plants and Production of Precast and Prestressed Concrete Products), except as noted herein.

## QUALITY ASSURANCE

### General.

Quality Assurance includes all the planned and systematic actions necessary to provide confidence that a product or facility will perform satisfactorily in service. It is an all-encompassing term that includes Quality Control (performed by the Fabricator) and Acceptance (performed by MassDOT). Quality Control is the system used by the Contractor and Fabricator to monitor and assess their production processes at the plant facility and installation activities at the project site to ensure that the final product will meet the specified level of quality. Acceptance includes all factors used by MassDOT to determine the corresponding value for the product. MassDOT Acceptance inspection at the plant facility is intended as a means of evaluation of compliance with contract requirements. Contractor and Fabricator Quality Control activities and MassDOT Acceptance activities shall remain independent from one another. MassDOT Acceptance activities shall not replace Fabricator Quality Control activities.

### Fabricator Quality Control.

Quality Control shall be performed by the Fabricator to ensure that the product is fabricated in conformance with the specifications herein. The Fabricator shall maintain a Quality Control system to monitor, assess, and adjust placement and fabrication processes to ensure the Precast Concrete Bridge Element(s) meet the specified level of quality, through sufficient Quality Control sampling, testing, inspection, and corrective action (where required). The Fabricator’s Quality Control system shall address all key activities during the placement and fabrication and shall be performed in conformance with the Fabricator’s NPCA or PCI Certification. Quality Control documentation shall meet the requirements of the *Fabricator Quality Control – Documentation* section below. Upon request, Fabricator Quality Control documentation shall be provided to the MassDOT Plant Inspector.

#### Plant.

Prior to the fabrication of Precast Concrete Bridge Elements, the Fabricator’s precast concrete plant shall obtain the following:

1. Certification by the National Precast Concrete Association (NPCA) Plant Certification Program or Precast/Prestressed Concrete Institute (PCI) Plant Certification Program, for the applicable types of Precast Concrete Bridge Element(s) being fabricated
2. MassDOT Prequalification
3. MassDOT Mix Design Approval

All concrete for a given Precast Concrete Bridge Element shall be produced by a single company and plant, unless otherwise approved by the Engineer.

#### Personnel.

The Fabricator shall provide adequate training for all QC personnel in accordance with NPCA or PCI certification. There shall be sufficient personnel trained and certified to perform the tests listed under Subsection M4.02.13, Part D. At a minimum, the Fabricator’s Quality Control Personnel shall maintain the following qualifications and certifications:

1. QC Manager with an active NETTCP Field Technician or ACI Concrete Field Testing Technician – Grade I certification or higher, and a minimum of 4 years continuous experience in the manufacture of Precast Concrete Bridge Elements for state transportation departments. The QC Manager shall be on site while the batch plant is producing and placing concrete for MassDOT projects.
2. A Technician/Inspector having the Precast/Prestressed Concrete Institute (PCI) Technician/Inspector Level I or NorthEast Transportation Training and Certification Program (NETTCP) Precast Concrete Inspector, or higher.

The Contractor shall submit to the Engineer a copy of the Fabricator’s Quality Control Personnel required qualifications, as specified above.

#### Laboratory.

The Fabricator shall provide a room of sufficient size to house all equipment and to adequately perform all testing. The room shall have either a separate moisture storage room or curing box for concrete cylinders, and it shall be thermostatically controlled to maintain temperatures consistent with AASHTO T 23. It shall include a desk and file cabinet for proper record keeping, and have good lighting and ventilation. This room shall be kept for testing and quality control and not used for any other purpose. An additional desk and file cabinet shall be provided for exclusive use of the Engineer. No exception from these requirements will be allowed without the express written permission of the Engineer.

#### Testing Equipment.

At a minimum, the Fabricator’s plant facility shall have the following testing equipment:

1. Air Content Meter Type A or B: AASHTO T 152
2. Air Content Meter Volumetric Method: AASHTO T 196 (Required for Lightweight Concrete)
3. Slump Cone: AASHTO T 119
4. Cylinder Molds AASHTO M 205
5. Concrete Testing Machine: AASHTO T 22
6. Screening Sieve: AASHTO T 27, AASHTO T 11
7. Curing Box: AASHTO T 23
8. Spread Test Base Plate for Self-Consolidating Concrete (SCC): ASTM C1611
9. All other equipment prescribed by AASHTO and ASTM standards for the tests to be performed by the Fabricator as specified

#### Inspection.

Quality Control personnel shall monitor and inspect the fabrication of each Precast Concrete Bridge Element. Quality Control personnel shall report all inspection activities on Quality Control Inspection Reports and non-conformances on Non-Conformance Reports (NCRs) throughout the entire fabrication process, as speciefied herein.

#### Temperature Monitoring.

At a minimum, the Fabricator shall monitor, record, and report the temperatures of the form, ambient temperatures surrounding the concrete, and temperatures of the concrete continuously, without interruption as specified below:

1. Prior to placement of concrete to verify that Ti ≥ 50°F.
2. Immediately after placement to verify that Ti ≥ 50°F is maintained.
3. Throughout the entire duration of the curing cycle, at regular intervals not to exceed one hour until 100% Design Strength (f’c) is attained and concrete has cooled to within 40°F of the ambient temperature surrounding the Precast Concrete Bridge Element.

At a minimum, the temperature measuring devices shall record and report the temperature of the concrete to the nearest 2°F. At least two temperature sensors (thermocouples) shall be positioned to record the maximum and minimum anticipated concrete temperatures. The anticipated minimum temperature shall be measured with one or more thermocouples at a distance no greater than 2 inches from the surface of the thinnest section. The anticipated maximum temperature shall be measured with one or more thermocouples at the center of the thickest section. Proposed temperature measurement locations shall be submitted to the Engineer for approval. Temperature recording devices shall be located within the curing enclosure and calibrated as required by PCI MNL-116 Section 4.18.4. Maximum heat increase and cool down rates shall comply with PCI MNL-116, Section 4.19. The Contractor shall furnish temperature logs recorded at a minimum frequency of once per hour to the Inspector as required, with each post-pour QC inspection report.

#### Sampling and Testing.

At a minimum, the Fabricator shall perform random Quality Control sampling and testing as specified in *Table 1: Quality Control Sampling and Testing*. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during fabrication. Test Specimens shall conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60, with the exception of the Stripping (80% f’c) set of cylinders. Stripping (80 % f’c) cylinders shall be cured in the same location and environment as the Precast Bridge Elements they represent. If approved by the Engineer, compressive strength cylinder match curing equipment, that maintains the same concrete conditions that the corresponding Precast Bridge Element is exposed to, may be utilized in lieu of Stripping (80 % f’c) field cured cylinders, with the use of thermocouples, controllers, and heaters.

**Table 1: Quality Control Sampling and Testing**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Quality Characteristic | Test Method | Sample Size | Specification Limit | Lot Size (c) | Sublot Size (d) | Frequency | Point of Sampling |
| Slump (in.) (a) | AASHTO T 119 | Per AASHTO | ≤ 8 in. or as approved by the Engineer | Total Quantity of Concrete (cy) produced on a Contract, per Type of Element fabricated, per Mix Design | 20 cy | One (1) per Sublot or fraction thereof | Point of Discharge |
| Air Content (%) | AASHTO T 152 | Per AASHTO | 5% ≤ % ≤ 8% |
| Temperature (°F) | AASHTO T 309 | Per AASHTO | 50°F ≤ °F ≤ 90°F |
| Compressive Strength (psi) | AASHTO T 22  AASHTO T 23 | Stripping Cylinders: One (1) set of Three (3)  4 x 8 in. | ≥ 80% f’ c at Stripping |
| 7-day Cylinders: One (1) set of Three (3)  4 x 8 in. | For Information at 7 days |
| 28-day Cylinders: One (1) set of Three (3)  4 x 8 in. | ≥ 100% f’ c at 28 days |
| 56-day Cylinders: One (1) set of Three (3)  4 x 8 in. | ≥ 100% f’ c at 56 days (b) |

**Notes:**

1. Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
2. 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f’ c).
3. Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
4. Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

#### Certificate of Compliance.

The Fabricator shall provide a Certificate of Compliance in accordance with Standard Specifications, Division I, Section 6.01, stating that QC test cylinders have achieved the design strength, f’c. A Certificate of Compliance shall accompany each shipment and shall be presented to the MassDOT Resident Engineer or designee upon delivery to the site.

#### Documentation.

At a minimum, the Fabricator shall maintain a filing system for the following QC records and documentation. All QC records and documentation shall be made available to MassDOT upon the request of the Department.

1. Current MassDOT Approved Mix Design Sheet(s) and Approval Letter(s)
2. PCI or NPCA Certification
3. Current Qualifications and Certifications for QC Manager(s) and QC Technician(s)
4. Most current set of Approved Shop Drawings
5. Approved Placement, Finishing and Curing Plan
6. Approved Dunnage Plan
7. Fabricator Certificate of Compliance for each fabricated Precast Concrete Bridge Element
8. Admixture Manufacturer’s Certification of Compliance for each approved Admixture
9. Completed QC Inspection Report for each fabricated Precast Concrete Bridge Element
10. Identification Number for each fabricated Precast Concrete Bridge Element
11. Time and date of casting of each fabricated Precast Concrete Bridge Element
12. Date of stripping of each fabricated Precast Concrete Bridge Element
13. Batch Ticket Printout reporting the quantity of concrete produced for each batch of concrete produced
14. Concrete temperature records for each Precast Concrete Bridge Element fabricated
15. QC Test Report Forms for each sublot of concrete produced
16. Non-Conformance Reports (NCRs)
17. Documentation of Repairs (if applicable)

### Acceptance.

MassDOT will perform Acceptance inspection, sampling, and testing during fabrication and installation, to evaluate the quality and degree of compliance of the fabricated Precast Concrete Bridge Element to MassDOT specifications. Additionally, MassDOT Inspectors will monitor the Fabricator’s Quality Control activities to ensure the Fabricator is properly administering Quality Control in conformance with the Fabricator’s NPCA or PCI Certification. Acceptance inspection and test results not meeting MassDOT specifications will result in Non-conformance Reports (NCR) being issued by MassDOT to the Fabricator or Contractor for corrective action. Final Acceptance for the fabricated Precast Concrete Bridge Elements shall be determined by MassDOT.

#### Inspection.

A MassDOT MassDOT Inspector will be assigned to perform Acceptance activities during fabrication, which includes the inspection of the materials, work procedures, and Precast Concrete Bridge Elements. At least seven (7) days prior to the scheduled start of fabrication, the Fabricator shall contact the MassDOT Research and Materials Section (RMS) to provide notice of the scheduled fabrication start date. The Fabricator shall complete the following activites prior to notifying MassDOT RMS of the scheduled start date:

1. Receive approval for all submitted Fabricator cement concrete mix designs from the MassDOT Research and Materials Section for the current year, as specified under the *Mix Design* section and *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete shall meet the requirements of M4.02.17.
2. Receive approval for the submitted Fabricator Placement, Finishing, and Curing Plan from the MassDOT Research and Materials Section, as specified under the *Placement, Finishing, and Curing Plan* section.
3. Receive Engineer of Record approved shop drawings from the MassDOT Research and Materials Section as specified under the *Shop Drawings* section.
4. Participate in the pre-production meeting, as described under the *Pre-Production Meeting* section (if required).

Prior to the start of fabrication, the Fabricator shall review the fabrication schedule with the MassDOT Inspector. Fabrication shall only proceed when:

1. The QC Inspector and MassDOT Inspector are present to inspect the Precast Concrete Bridge Element(s) being fabricated.
2. The QC Manager is present at the Fabricator’s plant.

The Fabricator shall grant access to all required areas of the Fabricator’s plant to the MassDOT Inspector, during the hours of fabrication. Fabrication without MassDOT Inspector access to required areas is prohibited, and will result in the rejection of the fabricated Precast Concrete Bridge Element(s).

Additionally, the MassDOT Inspector will monitor the adequacy of the Fabricator’s Quality Control activities. MassDOT Inspector Acceptance activities performed at the Fabricator’s plant shall remain independent from the Fabricator, and does not replace the Fabricator’s required Quality Control activities.

#### Sampling and Testing.

At a minimum, the MassDOT Inspector will perform random Acceptance sampling and testing for each Sublot of concrete produced as specified in *Table 2: Acceptance Sampling and Testing.* The MassDOT Inspector will also perform Acceptance sampling and testing on concrete that has been retempered with admixtures or hold-back water during production. Test Specimens will conform to the requirements of Section M4.02.13 of the MassDOT Standard and Supplemental Specifications and AASHTO R 60.

**Table 2: Acceptance Sampling and Testing**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Quality Characteristic | Test Method | Sample Size | Specification Limit | Lot Size (c) | Sublot Size (d) | Frequency | Point of Sampling |
| Slump (in.) (a) | AASHTO T 119 | Per AASHTO | ≤ 8 in. or as approved by the Engineer | Total Quantity of Concrete (cy) produced on a Contract, per Type of Element fabricated, per Mix Design | 20 cy | One (1) per Sublot or fraction thereof | Point of Discharge |
| Air Content (%) | AASHTO T 152 | Per AASHTO | 5% ≤ % ≤ 8% |
| Temperature (°F) | AASHTO T 309 | Per AASHTO | 50°F ≤ °F ≤ 90°F |
| Compressive Strength (psi) | AASHTO T 22  AASHTO T 23 | 7-day Cylinders: One (1) set of Three (3)  4 x 8 in. | For Information at 7 days |
| 28-day Cylinders: One (1) set of Three (3)  4 x 8 in. | ≥ 100% f’ c at 28 days |
| 56-day Cylinders: One (1) set of Three (3)  4 x 8 in. | ≥ 100% f’ c at 56 days (b) |

**Notes:**

1. Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
2. 56-day Compressive Strength test specimens shall require testing only when 28-day Compressive Strength test specimens have failed to meet Design Strength (f’ c).
3. Lot shall be defined as a specific quantity of material from a single source, produced or placed by the same controlled process.
4. Sublot shall be defined as an equal division or part of a Lot from which a sample of material is obtained in order to assess the Quality Characteristics of the Lot.

## MATERIALS

### Materials.

Materials shall meet the following specifications (if applicable):

General M4.00.00

Portland Cement M4.01.0

Blended Hydraulic Cements M4.01.1

Fly Ash M4.01.2

Cement Concrete M4.02.00

Cement M4.02.01

Cement Mortar M4.02.15

Aggregates M4.02.02

Lightweight Aggregates M4.02.03

Water M4.02.04

Cement Concrete Additives M4.02.05

Proportioning M4.02.06

Mixing and Delivery M4.02.10

Test Specimens M4.02.13

Mortar for Filling Keyways M4.04.0

Slag AASHTO M 302

High Performance Cement Concrete M4.06.1

Self-Consolidating Concrete (SCC) M4.02.17

Controlled Density Fill – Non-Excavatable M4.08.0

Reinforcing Bars M8.01.0

Epoxy Coated Reinforcing Bars M8.01.7

Galvanized Reinforcing Bars M8.01.8

Welded Wire Reinforcement M8.01.2

Mechanical Reinforcing Bar Splicer M8.01.9

Lifting Devices PCI MNL-116

Corrugated Metal Pipe AASHTO M 36

#### Cement Concrete Mix Design.

The cement concrete shall be comprised of specified proportions of water and MassDOT approved aggregates, cement, supplementary cementitious materials (SCMs), and admixtures to form a homogenous composition. Cement concrete for Precast Concrete Bridge Elements shall meet the requirements of M4.06.1 High Performance Cement Concrete, with the exception that the “Total Cementitious Content” specified shall be considered the “Maximum Allowable Cementitious Content”. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

Prior to production of cement concrete, the Fabricator shall report and submit all proposed mix design formulations and its constituent materials onto the MassDOT Cement Concrete Mix Design Sheet to the MassDOT Research and Materials Section for review and approval. All mix design yields shall be designed for 1.0 cubic yards of concrete, with an allowable tolerance of +/- 1.0 %. All liquids incorporated into the proposed mix design(s) shall include both water and admixtures in the liquid mass calculation.

During production of cement concrete, the Fabricator shall not alter the previously approved mix design formulation or its constituent materials. Proposed alterations in source, type, batch quantity, or gradation to any of the constituent materials of the previously approved mix design formulation shall require a new MassDOT Mix Design Sheet submission to the MassDOT Research and materials Section for review and approval. Fabrication shall not occur without prior MassDOT mix design approval.

The Fabricator shall notify MassDOT RMS to schedule trial batch testing for the new mix design(s). Trial batch testing shall meet the following requirements:

1. Performed by a qualified laboratory and/or AASHTO accredited laboratory.
2. Performed and/or sampled in the presence of a MassDOT Inspector.
3. Meet the requirements as specified in *Table 3: Trial Batch Sampling Testing for New Mix Designs*. Self-consolidating concrete (SCC) shall meet M4.02.17.

Failure to perform all of the required trial batch testing or provide MassDOT RMS trial batch test results within the Specification Limits (as specified in Table 3) will result in the disqualification of the Fabricator’s proposed mix design(s).

**Table 3: Trial Batch Sampling and Testing for New Mix Designs**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Quality Characteristic | Test Method | Sample Size | Specification Limit | Performed By |
| Slump (a) | AASHTO T 119 | Per AASHTO | Max. 8 inches or as approved by the Engineer | Quality Control |
| Air Content (AC) | AASHTO T 152 | Per AASHTO | 5% ≤ AC ≤ 8% | Quality Control |
| Temperature (°F) | AASHTO T 309 | Per AASHTO | 50°F ≤ °F ≤ 90°F | Quality Control |
| Compressive Strength (b) | AASHTO T 22 AASHTO T 23 | 28-day Cylinders: One (1) set of Three (3) 4 x 8 in. | Lab Mixed f’cr = 1.3 f’c at 28 days | MassDOT |
| Batch Mixed f’cr = 1.2 f’c at 28 days |
| Alkali-Silica Reaction (ASR) (d) | ASTM C 1567 | Per ASTM | M4.02.00 | Quality Control |
| Resistance to Chloride Ion Penetration Chloride Ion Penetration (e) | AASHTO T 358 (f) | 28-day Cylinders: One (1) set of Three (3) 4 x 8 in. | Resistivity ≥ 21 kΩ-cm at 28 days | MassDOT |
| Freeze/Thaw Durability (c) | AASHTO T 161 (Procedure A) | Per AASHTO | Relative Dynamic Modulus of Elasticity after 300 cycles ≥ 80% | Quality Control |

**Notes:**

* 1. Self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.
  2. Trial batch compressive strength testing shall be performed by MassDOT. Laboratory mixed trial batch compressive strength results shall achieve 130% Design Strength (f’c). Batch-mixed trial batch compressive results shall achieve 120% f’c. Acceptance will be based on compressive strength testing performed by MassDOT.
  3. If an AASHTO accredited laboratory is preparing the trial batch test specimens, MassDOT Acceptance presence is not required. If the Fabricator is preparing the trial batch test specimens, MassDOT Acceptance presence is required during trial batch test specimen preparation.
  4. Alkali Silica Reaction (ASR) testing shall meet the requirements of M4.02.00. Independent laboratories performing ASR testing shall be listed on the MassDOT Quality Construction Materials List (QCML).
  5. Calcium nitrite shall be removed from mix designs containing the admixture and replaced by an equivalent quantity of water when preparing Chloride Ion Penetration resistance trial batch test specimens.
  6. The Wenner probe tip spacing “a” shall be 1.5.

#### Vertical Adjustment Assembly.

Vertical Adjustment Assembly details and material requirements shall be as shown on the plans. Alternate devices may be used provided that they are adjustable and can support the anticipated loads. The design of the leveling devices, with necessary calculations, shall be submitted to the Engineer of Record for approval.

#### Grout.

Grout used for shear keys, vertical adjustment assembly voids, and hand holes shall be in accordance with M4.04.0.

#### Reinforcement.

All reinforcing steel shall be coated Grade 60 unless otherwise noted on the plans. Mechanical reinforcing bar splicers shall be epoxy coated.

#### Threaded Inserts.

Threaded inserts are permissible to facilitate forming the keyway pours. Threaded inserts shall be hot dip galvanized or made of stainless steel. The number of threaded inserts shall be minimized, and the inserts shall not come in contact with the reinforcing steel.

#### Corrugated Metal Pipe.

Corrugated Metal Pipe to be used for forming voids as specified on the plans shall be fabricated from steel and shall have a protective metallic coating of zinc (galvanizing).

## CONSTRUCTION METHODS – PLANT FABRICATION

### Shop Drawings.

Prior to performing any work under this Section, the Contractor shall receive approval for all shop drawings for the Precast Concrete Bridge Element being worked on and any special Contract requirements, provided that a complete shop drawing package is provided. The Contractor shall not order materials or begin work before receiving approved shop drawings. MassDOT will reject Precast Concrete Bridge Elements that deviate from the approved drawings or are fabricated prior to receiving written approval of the shop drawings. The Contractor shall bear full responsibility and costs for all materials ordered or work performed prior to the approval of the shop drawings or written authorization from MassDOT.

Contractor shall submit scaled shop drawings to the Engineer of Record for review and approval. Upon approval, the Engineer of Record will forward two (2) sets of scaled, full size (minimum 24x36”) paper copies of the Approved (or Approved As Noted) shop drawings to the MassDOT Director of Research and Materials. Calculations are not to be included in any submittal to the Research and Materials Section. An approval stamp shall appear on every shop drawing sheet. Wet-stamping or wet-signing is not required, provided that the stamp and reviewer name are legible. The Fabricator’s name and address shall appear on each sheet.

Resubmittal of “Approved as Noted” shop drawings is not necessary for minor revisions, provided that the correction can be clearly understood and is unambiguous without possibility of misinterpretation. Shop drawings with questions or comments that require a response and/or additional information from the Fabricator must be resubmitted.

Detailed shop drawings shall be prepared in accordance with the relevant provisions of Subsection 5.02 and shall, at a minimum, contain the following:

1. Number and type and/or piece mark of the precast concrete bridge element including overall length, width and height.
2. Skew angle.
3. Location, size and geometry of all steel reinforcement, including mechanical reinforcing bar splicers to be used for connecting Precast Concrete Bridge Elements together in the field.
4. Location and details of all inserts, anchors, Vertical Adjustment Assemblies, and any other items required to be cast into the Precast Concrete Bridge Elements (whether detailed on the plans by the Engineer of Record or provided for the Contractor's convenience). Precast Concrete Bridge Elements shall not be fired or drilled into for attachment purposes. All hardware shall be galvanized except as noted.
5. Locations and details of the lifting devices, including supporting calculations, type and amount of any additional reinforcing required for lifting. The Fabricator shall design all lifting devices based on the no cracking criteria in Chapter 8 of the PCI Design Handbook (7th edition).
6. The minimum compressive strength required prior to handling the precast concrete bridge element.

The shop drawings shall not include procedures for placement, finishing, and curing of concrete. These details shall be included in the Placement, Finishing and Curing Plan that is to be submitted to MassDOT Research and Materials Section as described under *Placement, Finishing, and Curing Plan*.

### Fabrication.

All Precast Concrete Bridge Elements shall be fabricated in accordance with the latest edition of PCI MNL-116 as modified herein.

### Placement, Finishing and Curing Plan.

At least 30 days prior to start of fabrication, the Contractor shall submit the Fabricator’s proposed Placement, Finishing and Curing Plan to the Engineer for approval by MassDOT Research and Materials Section. This shall be an independent submittal, separate from the fabrication shop drawings. The Placement, Finishing and Curing Plan shall include the following:

1. Method of Mixing
2. Method of Placement
3. Method of Consolidation
4. Method of Finishing
5. Method of Initial Curing
6. Method of Intermediate Curing
7. Method of Final Curing
8. Moisture Retention Materials and Equipment (water spray equipment, saturated covers, sheet materials, liquid membrane-forming compounds, accelerated curing equipment, etc.)
9. Cylinder Curing Methods, Location, and Environmental Control (temperature, humidity, etc.)
10. Temperature Monitoring, Recording, and Reporting

### Dunnage Plan Shop Drawings.

At least 30 days prior to the start of fabrication, the Contractor shall submit proposed Dunnage Plan Shop Drawings to the Engineer of Record for review and approval. This shall be an independent submittal, separate from the fabrication shop drawings. Upon approval, the Engineer of Record will forward two (2) sets of scaled, full size (minimum 24”x36”) paper copies of the Approved (or Approved As Noted) Dunnage Plan to the MassDOT Director of Research and Materials. Calculations are not to be included in any submittal to the Research and Materials Section. The Dunnage Plan shall include the following:

1. Proposed layout of the Precast Concrete Bridge Elements for storage in yard and during shipping
2. Support and blocking point locations
3. Support and blocking materials

### Box Culverts, Three-Sided Frames and Arches. *(delete this section if your project does not use these precast concrete bridge elements)*

The Contractor shall submit design computations for the box culvert, rigid frame or arch bridge elements to the Engineer for review and approval. The computations shall be prepared in accordance with the latest AASHTO LRFD Bridge Design Specifications, the 2013 MassDOT LRFD Bridge Design Manual, and the Plans using English units and HL-93 live loading. The design computations shall consider all Strength, Extreme Event and Service Limit States as are appropriate for each stage of fabrication, shipment, construction, and for the final in-service condition. Design computations and shop drawings shall be prepared and stamped by a Professional Engineer licensed to practice in the Commonwealth of Massachusetts. The shop drawings shall be prepared and submitted in accordance with the section, Drawings, above.

The frame dimensions provided on the plans are shown to establish the size of the proposed opening. The width and thickness of each frame unit may vary depending upon the manufacturer's specifications provided that the opening size is maintained. The Contractor shall be responsible for modifying the dimensions of the frame bridge elements to compensate for elastic shortening, shrinkage, grade corrections, and other phenomena that make in-process fabricating dimensions different from those shown on the drawings. Approval of the shop drawings shall not relieve the Contractor from responsibility for the correctness of the dimensions shown.

#### Joints.

The precast reinforced concrete three-sided frame shall be produced with grout-filled keyways per the details on the plans, the manufacturer's recommendations, and as approved by the Engineer. The ends shall be manufactured such that when the sections are laid together they will make a continuous line of frames with a smooth interior surface free of appreciable irregularities, and in compliance with the permissible variations.

#### Marking.

The following information shall be clearly marked on the interior of each frame by indentation, waterproof paint, or other approved means:

1. Frame span and rise
2. Date of manufacture and lot number
3. Name and trademark of the manufacturer

### Pre-Production Meeting.

The Contractor shall notify the MassDOT Research and Materials Section to determine if a pre-production meeting will be required to review the specification, shop drawings, curing plan, schedule, and discuss any specific requirements. The meeting shall be held prior to scheduling a MassDOT Inspector (refer to Section *Quality Assurance – Precast Concrete, C. Acceptance, A. Inspection*), and at least seven (7) days prior to the scheduled casting of any Precast Concrete Bridge Element or control section. The Contractor shall schedule the meeting, which shall include representatives of the Fabricator and MassDOT.

### Reinforcement.

The reinforcing bars shall be installed in accordance with Section 901.62 of the Supplemental Specifications, including tolerances for cover and horizontal spacing of bars. Components of mechanical reinforcing bar splicers shall be set with the tolerances shown on the plans. The reinforcing bars and mechanical reinforcing bar splicers shall be assembled into a rigid cage that will maintain its shape in the form and which will not allow individual reinforcing bars to move during the placement of concrete. This cage shall be secured in the form so that the clearances to all faces of the concrete, as shown on the plans, shall be maintained.

Where reinforcing bars are to protrude from one Precast Concrete Bridge Element in order to mate with reinforcing bar splicers in a second precast concrete element, the fabricator shall set the reinforcing bars and the reinforcing bar splicers with a template in order to ensure proper fit up within the tolerances specified on the plans.

### Tolerances.

Fabrication shall comply with tolerances specified on the plans. Tolerances for steel reinforcement placement shall be in accordance with 901.62. In the absence of specifications on the plans, tolerances shall comply with the latest version of the PCI MNL 135, Precast Tolerance Manual.

### Forms.

Concrete shall be cast in rigidly constructed forms, which will maintain the Precast Concrete Bridge Elements within specified tolerances to the shapes, lines and dimensions shown on the approved fabrication drawings. Forms shall be constructed from flat, smooth, non-absorbent material and shall be sufficiently tight to prevent the leakage of the plastic concrete. When wood forms are used, all faces in contact with the concrete shall be laminated or coated with a non-absorbent material. All worn or damaged forms, which cause irregularities on the concrete surface or damage to the concrete during form removal, shall be repaired or replaced before being reused. Any defects or damage of more than “Category 2, Minor Defects” made to the concrete, due to form work, stripping or handling, shall be subject to repair or rejection, as defined in the *Repairs and Replacement* section. If threaded inserts are cast into the elements for support of formwork, the inserts shall be recessed a minimum of 1 inch and shall be plugged after use with a grout of the same color as that of the precast cement concrete.

### Mixing of Concrete.

The concrete shall be proportioned and mixed in conformance with the Fabricator’s MassDOT approved mix design and M4.02.10 Mixing and Delivery Fabrication shall not occur without prior MassDOT mix design approval. The Fabricator shall provide copies of batch tickets to the MassDOT Plant Inspector. The MassDOT Plant Inspector will verify if the batch ticket quantities are within the tolerances of the Fabricator’s MassDOT approved mix design.

### Placement of Concrete.

Prior to the placement of concrete, the temperature of the forms shall be greater than or equal to 50°F. Quality Control inspection shall be performed by the Fabricator as specified in the *Fabricator Quality Control* section. Placement of the concrete shall not proceed until the MassDOT Plant Inspector is present to perform inspection and begin monitoring Fabricator Quality Control inspection activities, and is in compliance with specifications. The MassDOT Plant Inspector shall inspect and accept the placement of the reinforcing steel prior to the placement of concrete into the forms. The Fabricator shall verify all materials and equipment required for protecting and curing the concrete are readily available and meet the requirements of the *Final Curing Methods* section below. All items encased in the concrete shall be accurately placed in the position shown on the Plans and firmly held during the placing and setting of the concrete. Clearance from the forms shall be maintained by supports, spacers, or hangers and shall be of approved shape and dimension.

During placement, the concrete shall maintain a concrete temperature range between 50°F and 90°F. The Fabricator shall minimize the time to concrete placement (measured from start of mixing to completion of placement). In no event shall time to placement exceed 90 minutes. The Fabricator shall perform additional Quality Control sampling and testing on concrete that has been retempered with admixtures or hold-back water during the placement of the concrete as specified in the *Fabricator Quality Control* section above. Delays or shutdowns of over 30 minutes shall not be allowed during the continuous filling of individual forms.

### Consolidation of Concrete.

Suitable means shall be used for placing concrete to prevent segregation or displacement of reinforcing steel or forms. The concrete shall be thoroughly consolidated by external or internal vibrators or a combination of both. Vibrators shall not be used to move concrete within the forms. Vibrators shall be used as specified in 901.63C and as directed by the Engineer. Concrete shall be placed and consolidated in a way that minimizes the presence of surface voids or bug holes on the formed surfaces. When used, self-consolidating concrete (SCC) shall meet the requirements of M4.02.17.

### Finishing of Concrete.

The finish of the Precast Concrete Bridge Elements shall be as indicated on the plans. Where Precast Concrete Bridge Elements have keyways for grout or closure pours, the surfaces of these shear keys shall be abrasive blasted prior to shipment. The Fabricator may utilize a surface retarder with water blast, sandblast, or a combination of both to achieve the desired keyway ﬁnish. At a minimum, the profile of the keyway surfaces shall be similar to that of 60 grit sand paper. The exposed reinforcing steel in the precast slab shall be protected from damage during the cleaning of the keyways. Damaged epoxy coating of steel reinforcement shall be repaired, and the reinforcing steel shall be cleaned as directed by the Engineer.

The Fabricator shall permanently mark each precast concrete bridge element with its type and/or piece mark, date of casting, and supplier identification either by stamp markings in fresh concrete, waterproof paint, or other approved means on a surface that will not be exposed after assembly.

### Exposed Surfaces of Precast Concrete Bridge Elements.

As soon as conditions permit, before the concrete has fully hardened, all dirt, laitance, and loose aggregate shall be removed from the exposed concrete surfaces. Contractor shall not allow foot traffic on the uncured concrete until it has reached sufficient strength to prevent damage.

### Exposed Surfaces of Closure Pour Shear Keys.

The closure pour shear key cast in the sides of the beam flanges shall have an exposed aggregate finish. The closure pour reinforcing steel and its coating shall not be damaged by the process for creating the exposed aggregate surface. Fabricator may utilize a surface retarder with water blast, abrasive blast, or a combination of both to achieve the desired shear key ﬁnish. The abrasive blast shall use oil free compressed air. The profile of the shear key surfaces shall be similar to that of 60 grit sand paper.

### Initial Curing Methods.

After the placement of concrete and prior to concrete finishing, the Fabricator shall initiate initial curing methods when the concrete surface begins to dry, to reduce moisture loss from the surface. Application of one or more of the following initial curing methods shall occur immediately after the bleed water sheen has disappeared.

#### Fogging.

Fogging nozzles shall atomize water into a fog-like mist. The fog spray shall be directed and remain visibly suspended above the concrete surface, to increase the humidity of the air and reduce the rate of evaporation. Water from fogging shall not be worked into the surface during finishing operations and shall be removed or allowed to evaporate prior to finishing.

#### Liquid-applied Evaporation Reducers

Evaporation reducers shall be sprayed onto the freshly placed concrete surface to produce an effective monomolecular film that reduces the risk of plastic-shrinkage cracking and rate of evaporation of the bleed water from the concrete surface. Evaporation reducers shall be applied in accordance with manufacturer’s recommendations.

### Intermediate Curing Methods.

The Fabricator shall initiate intermediate curing methods if concrete finishing has taken place prior to the concrete reaching final set. The freshly finished concrete surface shall be protected from moisture loss, by the continuation of initial curing methods (fogging and evaporation reducers) until final curing methods are applied or by the use of liquid membrane-forming curing compounds (see *Liquid Membrane-Forming Compounds for Curing* section).

### Final Curing Methods.

The Fabricator shall initiate and apply final curing methods to the concrete immediately after the following conditions are met:

1. Completion of concrete finishing
2. Final set of concrete
3. Concrete has hardened sufficiently enough to prevent surface damage

During fabrication of Precast Concrete Bridge Elements, the Fabricator shall maintain the required concrete temperature ranges throughout the entire duration of the final curing method cycle as specified herein. Controlled and gradual termination of the final curing method shall occur after all specified conditions are met. The concrete temperature shall be reduced at a rate not to exceed 36°F per hour until the concrete temperature is within 20°F of the ambient temperature outside of the final curing method enclosure. The Fabricator shall maintain a minimum concrete temperature of 40°F until 100% f’c is attained (see *Handling and Storage* section below).

#### Water Spray Curing.

All exposed concrete surfaces shall remain moist with a continuous fine spray of water throughout the entire duration of the final curing method cycle (see *Table 4: Final Curing Method Cycle for Water Spray*).

**Table 4: Final Curing Method Cycle for Water Spray**

|  |  |  |
| --- | --- | --- |
| Sustained Concrete Temperature | Final Curing Method Cycle Duration | Compressive Strength |
| 50°F ≤ °F ≤ 90°F | ≥ Five (5) days | ≥ 80% f’c |

#### Saturated Covers for Curing.

All exposed concrete surfaces shall remain moist with a continuous application of saturated covers throughout the entire duration of the final curing method cycle (see *Table 5: Final Curing Method Cycle for Saturated Covers*). Saturated covers shall be allowed to dry thoroughly before removal to provide uniform, slow drying of the concrete surface.

**Table 5: Final Curing Method Cycle for Saturated Covers**

|  |  |  |
| --- | --- | --- |
| Sustained Concrete Temperature | Final Curing Method Cycle Duration | Compressive Strength |
| 50°F ≤ °F ≤ 90°F | ≥ Three (3) days | ≥ 80% f’c |

Saturated covers, such as burlap, cotton mats, and other coverings of absorbent materials shall meet the requirements of AASHTO M 182, Class 3. Saturated covers shall be in good condition, free from holes, tears, or other defects that would render it unsuitable for curing concrete. Saturated covers shall be dried to prevent mildew when storing. Prior to application, saturated covers shall be thoroughly rinsed in water and free of harmful substances that are deleterious or cause discoloration to the concrete. Saturated covers shall have sufficient thickness and proper positioning onto the concrete surface to maximize moisture retention.

Saturated covers shall contain a sufficient amount of moisture to prevent moisture loss from the surface of the concrete. Saturated covers shall be kept continuously moist so that a film of water remains on the concrete surface throughout the entire duration of the final curing method cycle. The Fabricator shall not permit the saturated covers to dry and absorb water from the concrete. Use of polyethylene film (see *Polyethylene Film* section) may be applied over the saturated cover to potentially decrease the need for continuous watering.

#### Sheet Materials for Curing.

All exposed concrete surfaces shall remain moist with a continuous application of curing sheet materials throughout the entire duration of the final curing method cycle (see *Table 6: Final Curing Method Cycle for Curing Sheet Materials*).

**Table 6: Final Curing Method Cycle for Sheet Materials**

|  |  |  |
| --- | --- | --- |
| Sustained Concrete Temperature | Final Curing Method Cycle Duration | Compressive Strength |
| 50°F ≤ °F ≤ 90°F | ≥ Three (3) days | ≥ 80% f’c |

Sheet Materials used for curing, such as polyethylene film, white burlap-polyethylene sheeting, and reinforced paper shall meet the requirements of ASTM C171 and the specifications herein. Sheet materials shall inhibit moisture loss and reduce temperature rise in concrete exposed to radiation from the sun during the final curing method cycle. Adjoining covers shall overlap not less than 12 inches. All edges of the covers shall be secured to maintain a moist environment.

##### Polyethylene Film.

Polyethylene film shall meet the requirements of ASTM C171, consist of a single sheet manufactured from polyethylene resins, be free of visible defects, and have a uniform appearance. Careful considerations shall be taken by the Fabricator to prevent the film from tearing during storage and application, so as to not disrupt the continuity of the film (polyethylene film reinforced with glass or other fibers is more durable and less likely to be torn). The Fabricator shall monitor the application of the film to prevent uneven spots from appearing (mottling) on the concrete surface, due to variations in temperature, moisture content, or both. The Fabricator shall prevent mottling from occurring on the concrete surface by applying additional water under the film or applying a combination of polyethylene film bonded to absorbent fabric to the concrete surface to retain and evenly distribute the moisture.

Immediately following final finishing, polyethylene film shall be placed over the surface of the fresh concrete surface, so as to not damage the surface of the concrete and shall be placed and weighted so that it remains in contact with the concrete throughout the entire duration of the final curing method cycle. The film shall extend beyond the edges of the concrete surface. The film shall be placed flat on the concrete surface, avoiding wrinkles, to minimize mottling. Edges of adjacent polyethylene film shall overlap a minimum of 6 inches and be tightly sealed with the use of sand, wood planks, pressure-sensitive tape, mastic, or glue to maintain close contact with the concrete surface, retain moisture, and prevent the formation of air pockets throughout the entire duration of the final curing method cycle.

##### White Burlap-Polyethylene Sheeting

White burlap-polyethylene sheeting shall meet the requirements of ASTM C171, be securely bonded to the burlap so to avoid separation of the materials during handling and curing of the concrete, and be applied in the same manner as the polyethylene film.

##### Reinforced Impervious Paper.

Reinforced impervious paper shall meet the requirements of ASTM C171, consist of two sheets of kraft paper cemented together with a bituminous adhesive and reinforced with embedded cords or strands of fiber running in both directions, and be white in color. Reinforced impervious paper shall be treated to prevent tearing when wetted and dried.

Reinforced impervious paper can be reused so long as it is effective in retaining moisture on the concrete surface. The Fabricator shall visually inspect the reinforced impervious paper for all holes, tears, and pin holes from deterioration of the paper through repeated use by holding the paper up to the light. The paper shall be discarded and prohibited from use when the moisture is no longer retained.

After the concrete has hardened sufficiently to prevent surface damage, the concrete surface shall be thoroughly wetted prior to the application of the reinforced impervious paper, and be applied in the same manner as the polyethylene film.

#### Liquid Membrane-Forming Compounds for Curing.

All exposed concrete surfaces shall remain moist with a continuous application of liquid membrane-forming compounds throughout the entire duration of the final curing method cycle (see *Table 7: Final Curing Method Cycle for Liquid Membrane-Forming Compounds*).

**Table 7: Final Curing Method Cycle for Liquid Membrane-Forming Compounds**

|  |  |  |
| --- | --- | --- |
| Sustained Concrete Temperature | Final Curing Method Cycle Duration | Compressive Strength |
| 50°F ≤ °F ≤ 90°F | ≥ Seven (7) days | ≥ 80% f’c |

Liquid membrane-forming compounds shall meet the requirements of ASTM C 1315, Type I, Class A and shall exhibit specific properties, such as alkali resistance, acid resistance, adhesion-promoting quality, and resistance to degradation by ultraviolet light, in addition to moisture-retention capabilities. Liquid membrane-forming compounds shall consist of waxes, resins, chlorinated rubber, or other materials to reduce evaporation of moisture from concrete. Liquid membrane-forming compounds shall be applied in accordance with the manufacturer’s recommendations.

Liquid membrane-forming compounds shall be applied immediately after the disappearance of the surface water sheen following final finishing. All exposed surfaces shall be wetted immediately after form removal and kept moist to prevent absorption of the compound, allowing the curing membrane to remain on the concrete surface for proper membrane moisture retention. The concrete shall reach a uniformly damp appearance with no free water on the surface prior to the application of the compound.

If patching or finishing repairs are to be performed prior to the application of the compound, the Precast Concrete Bridge Element shall be covered temporarily with saturated covers until the repairs are completed and the compound is applied. Only areas being repaired shall be uncovered during this period. While the saturated covers are removed to facilitate the patching process, the work shall continue uninterrupted. If for any reason the work is interrupted, saturated covers shall be placed onto the uncovered concrete surface, until the work continues and is completed, at which time the curing compound shall be applied to the repaired area.

Careful considerations shall be made by the Fabricator to determine if the evaporation rate is exceeding the rate of bleeding, thus causing the surface to appear dry even though bleeding is still occurring. Under such conditions, the application of liquid membrane-forming compounds to the concrete surface shall be delayed, in order to prevent bleed water from being sealed below the concrete surface and avert map cracking of the membrane films, reduction in moisture-retention capability, and reapplication of the compound. To diagnose and prevent this condition, the Fabricator shall place a transparent plastic sheet over a test area of the uncured and unfinished concrete surface and shall determine if any bleed water accumulates under the plastic.

The compound shall be applied in two applications at right angles to each other to ensure uniform and more complete coverage. On very deeply textured surfaces, the surface area to be treated shall be at least twice the surface area of a troweled or floated surface. In such cases, two separate applications may be needed, each at 200 ft2/gal., with the first being allowed to become tacky before the second is applied.

The curing compound shall be applied by power sprayer, using appropriate wands and nozzles with pressures between 25 and 100 psi. For very small areas such as repairs, the compound shall be applied with a wide, soft-bristled brush or paint roller. The compound shall be stirred or agitated before use and applied uniformly in accordance with the manufacturer’s recommended rate. The Fabricator shall verify the application rates are in accordance with the manufacturer’s recommended rate.

When the concrete surface is to receive paint, finishes, or toppings that require positive bond to the concrete, it is critical that the curing procedures and subsequent coatings, finishes, or toppings be compatible to achieve the necessary bond

After the termination of the final curing method cycle has occured, liquid membrane-forming compounds shall be removed by blast-cleaning from any concrete surface that is to receive paint, finishes, plastic concrete from secondary pour, grout, or any other toppings that require bonding to the concrete surface. These surfaces shall be further blast-cleaned to remove the cement matrix down to exposed aggregate to ensure proper bonding to the material. The method used to remove the curing compound shall not damage the reinforcement and coating. Compounds are prohibited on any concrete surface that will have a penetrating or coating type treatment such as a sealer, stain, or waterproofing membrane applied to it.

#### Accelerated Curing.

Accelerated curing shall use live steam or radiant heat with moisture in accordance with PCI MNL-116 as modified herein. The concrete temperature shall meet the maximum heat increase and cool down rates as specified herein. Concrete temperature monitoring shall meet the requirements of the *Temperature Monitoring* section. Excessive and fluctuating rates of heating and cooling shall be prohibited. The concrete temperature shall not exceed 158°F at any time. The Fabricator shall meet the following accelerated curing sequencing and requirements.

##### Initial Delay Period.

The initial delay period shall be defined as the duration immediately following the placement of the concrete and the attainment of initial set of the concrete. The Fabricator shall determine the time of initial set in accordance with AASHTO T 197 specifications. Throughout the entire duration of the preset period, initial curing shall be implemented. The temperature increase period (see *Temperature Increase Period* section) shall not occur until initial set of the concrete is attained. During the initial delay period, the concrete temperature shall meet the following requirements:

1. Concrete temperature rate of increase shall not exceed 10°F per hour.
2. Total concrete temperature increase shall not exceed 40°F higher than the placement concrete temperature or 100°F, whichever is less

##### Temperature Increase Period.

The temperature increase period shall be defined as the duration immediately following the completion of the initial delay period (after initial set) and immediately prior to the start of the constant maximum temperature period. Application of steam to the enclosure shall not occur until the initial delay period is complete. After the initial delay period is complete, all exposed concrete surfaces shall be cured in a moist environment where the concrete temperature increases at a rate not to exceed 36°F per hour.

##### Constant Maximum Temperature Period.

The constant maximum temperature period shall be defined as the duration immediately following the completion of the temperature increase period and immediately prior to the start of the temperature decrease period. After the temperature increase period is complete, all exposed concrete surfaces shall be cured in a moist environment at a controlled and constant elevated temperature throughout the entire duration of the constant maximum temperature period. Termination of the constant maximum temperature period and the start of the termination decrease period shall occur after all specified conditions are met (see *Table 8: Constant Maximum Temperature Period*).

**Table 8: Constant Maximum Temperature Period**

|  |  |  |
| --- | --- | --- |
| Sustained Concrete Temperature | Constant Maximum Temperature Period | Compressive Strength |
| 120°F ≤ °F ≤ 158°F | 6 hrs ≤ Time ≤ 48 hrs | ≥ 80% f’c |

##### Temperature Decrease Period.

After the constant maximum temperature period is complete, the concrete temperature shall be cured in a moist environment at a controlled and reduced rate not to exceed 36°F per hour until the concrete temperature is within 20°F of the ambient temperature outside of the curing enclosure.

### Stripping.

The Fabricator shall not strip forms or handle the Precast Concrete Bridge Element until Quality Control compressive strength cylinders attain a minimum compressive strength of 80% Design Strength (f’c) or the value indicated on the approved drawings has been achieved. After removal from the form, all exposed concrete surfaces shall continue to be cured in conformance with the *Final Curing Methods* sections until completion.

### Handling and Storage of Precast Concrete Bridge Elements.

Precast Concrete Bridge Elements may be exposed to temperatures below freezing (32°F) when the chosen curing cycle has been completed, provided that the following conditions are met:

1. Precast Concrete Bridge Elements are protected from precipitation with polyethylene curing covers until 100% f’c is attained
2. Precast Concrete Bridge Elements maintain a minimum concrete temperature of 40°F until 100% f’c is attained

Precast Concrete Bridge Elements damaged during handling and storage will be repaired or replaced at MassDOT’s direction at no cost to MassDOT. Precast Concrete Bridge Elements shall be lifted at the designated points by approved lifting devices embedded in the concrete and in accordance with proper lifting and handling procedures. Storage areas shall be smooth and well compacted to prevent damage due to differential settlement. Precast Concrete Bridge Elements shall be supported on the ground by means of continuous blocking, in accordance with the approved dunnage plan.

Precast Concrete Bridge Elements shall be loaded on a trailer with blocking as described above, in accordance with the approved dunnage plan. Shock-absorbing cushioning material shall be used at all bearing points during transportation of the Precast Concrete Bridge Elements. Blocking shall be provided at all locations of tie-down straps. Precast Concrete Bridge Elements stored prior to shipment shall be inspected by the Contractor prior to being delivered to the site to identify damage that would be cause for repair or rejection.

### Repairs and Replacement.

In the event defects are identified, they shall be classified in the following categories and a non-conformance report (NCR) shall be filed if required. The NCR shall be submitted to MassDOT for review. Defects in all categories shall be documented by plant Quality Control personnel and made available to MassDOT upon request. Any required repairs shall utilize materials listed on the MassDOT QCML.

Where noted, defects shall be repaired according to the PCI Northeast Region Guidelines for Resolution of Non-Conformances in Precast Concrete Bridge Elements, Report Number PCINE-18-RNPCBE. Please note that reference to PCINE-18-RNPCBE is made for repair details only. In the case of conflicts with this Special Provision, this Special Provision shall govern.

#### Category 1, Surface Defects.

Category 1 defects do not need to be repaired, and an NCR does not need to be filed. Surface defects are defined as the following:

1. Surface voids or bug holes that are less than 5/8-inch in diameter and less than ¼-inch deep, except when classified as Category 4
2. Cracks less than or equal to 0.006 inches wide
3. Cracks less than or equal to 0.125 inches wide on surfaces that will receive a field-cast concrete overlay

#### Category 2, Minor Defects.

Category 2 defects shall be repaired, but an NCR does not need to be filed. Minor defects are defined as the following:

1. Spalls, honeycombing, surface voids that are less than 2 inches deep and have no dimension greater than 12 inches
2. Cracks less than or equal to 0.016 inches that will not receive a concrete overlay
3. Broken or spalled corners that will be covered by field-cast concrete

Minor defects shall be repaired according to PCINE-18-RNPCBE. Cracks shall be sealed according to the PCI Repair Procedure #14 in PCINE-18-RNPCBE.

#### Category 3, Major Defects.

For Category 3 defects, the Fabricator shall prepare an NCR that documents the defect and describes the proposed repair procedure. The NCR shall be submitted to MassDOT for approval prior to performing the repair. Major defects are defined as the following:

1. Spalls, honeycombing and surface voids that are deeper than 2 inches or have any dimension greater than 12 inches, when measured along a straight line
2. Concentrated area of defects consisting of four or more Category 2 Defects within a 4-square foot area.
3. Exposed reinforcing steel
4. Cracks greater than 0.016 inches and less than or equal to 0.060 inches in width that will not receive a concrete overlay
5. Bearing area spalls with dimensions not exceeding 3 inches
6. Cracks, spalls and honeycombing that will be encased in cast in place concrete need not be repaired, but the limits and location of the defects shall be documented with an NCR

Upon MassDOT approval, defects and cracks shall be repaired according to PCINE-18-RNPCBE and this specification. All repairs shall be completed at the expense of the Contractor.

#### Category 4, Rejectable Defects.

Rejectable defects as determined by the MassDOT Inspector, RMS, and Engineer may be cause for rejection. Fabricator may submit an NCR with a proposed repair procedure, requesting approval. Some rejectable defects are defined as the following:

1. Surface defects on more than 5% of the surface area which will be exposed to view after installation
2. Minor defects that in total make up more than 5% of the surface area of the unit
3. Cracks greater than 0.060 inches in width except as noted in Category 1
4. Elements fabricated outside of the specified tolerances
5. MassDOT compressive strength testing that does not meet the specified Design Strength, f’c

### Loading.

Prior to the Fabricator loading the Precast Bridge Element on to the truck for shipping, the Fabricator shall provide the MassDOT Plant Inspector and RMS a minimum seven (7) days’ notice of the Fabricator’s intent to load the Precast Bridge Element. Inspection by the MassDOT Plant Inspector shall take place while the element is still on dunnage in the yard. The element shall not be loaded onto the truck until the MassDOT Plant Inspector has performed the inspection.

### Shipping.

Prior to shipment, the Fabricator shall perform the following actions and provide the required documentation to the MassDOT Plant Inspector:

1. Precast Concrete Bridge Elements shall remain at the Fabricator’s plant for a minimum of 7 days after cast date.
2. QC Inspection Reports shall be signed by the Quality Control Manager and provided to the MassDOT Plant Inspector.
3. QC Compressive Strength Test Report Forms attaining Design Strength, f’c for the Precast Concrete Bridge Element’s representative Sublot shall be generated by the Fabricator and provided to the MassDOT Plant Inspector.
4. Certificate of Compliance shall be generated by the Fabricator as described under the Fabricator Quality Control section and provided to the MassDOT Plant Inspector.
5. All MassDOT RMS approved Corrective Actions submitted on the Non-Conformance Reports (NCR), shall be verified to have been completed by the MassDOT Plant Inspector and Quality Control Manager.
6. All NCRs shall be signed off by the Quality Control Manager, MassDOT Inspector and MassDOT RMS.

### Delivery.

Upon Delivery, the following documentation shall be provided to the MassDOT Resident Engineer or designee:

1. QC Compressive Strength Test Report Forms attaining Design Strength, f’c for the Precast Concrete Bridge Element’s representative sublot.
2. Certificate of Compliance generated by the Fabricator as described under the Fabricator Quality Control section.
3. QC Inspection Reports signed by the Quality Control Manager.

The Contractor shall inspect Precast Concrete Bridge Elements upon receipt at the site. Precast Concrete Bridge Elements damaged during delivery shall be repaired or replaced at MassDOT’s direction at no cost to MassDOT.

## CONSTRUCTION METHODS – FIELD CONSTRUCTION

*(Delete the Quality Control Plan for Precast Concrete Bridge Element Assembly section and all highlighted references to it if the only precast concrete bridge elements are approach slabs and highway guardrail transitions)*

### General.

All of the Contractor’s field personnel involved in the erection and assembly of the Precast Concrete Bridge Elements shall have knowledge of and follow the approved Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly.

Prior to installation, the following documentation shall be reviewed and confirmed by the MassDOT Resident Engineer or designee:

1. QC Compressive Strength Test Report Forms attaining Design Strength, f’c for the Precast Concrete Bridge Element’s representative sublot.
2. Certificate of Compliance generated by the Fabricator as described under the Fabricator Quality Control section.
3. QC Inspection Reports signed by the Quality Control Manager.

Field construction staff shall verify that the Resident Engineer has accepted all Precast Concrete Bridge Elements prior to installation.

### Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly.

Prior to the erection, the Contractor shall submit an Erection Procedure and a Quality Control Plan for Precast Concrete Bridge Element Assembly for approval by the Engineer. This submittal shall include computations and drawings for the transport, hoisting, erection and handling of the Precast Concrete Bridge Elements. The Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly shall be prepared and stamped by a Professional Engineer registered in the Commonwealth of Massachusetts with working knowledge of the Contractor’s equipment, approved shop drawings, and materials to build the bridge. The Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly shall, at a minimum, include the following:

#### Erection Procedure

The Erection Procedure shall be prepared to conform to the requirements of 960.61, Erection and the applicable sections in Chapter 8 of the PCI Design Handbook (seventh edition) for handling, erection, and bracing requirements. At a minimum, the Erection Procedure shall provide:

1. Minimum concrete compressive strength for handling the Precast Concrete Bridge Elements.
2. Concrete stresses during handling, transport, and erection.
3. Crane capacities, pick radii, sling geometry, and lifting hardware.
4. Verification that the equipment can handle all pick loads and weights with the required factor of safety.
5. Evaluation of construction sequence and evaluation of any geometric conflicts in the lifting of the Precast Concrete Bridge Elements and setting them as shown on the plans.
6. Design of crane supports including verification of subgrade for support.
7. Location and design of all temporary bracing that will be required during erection.

Non-shrink grout and concrete materials, approved by the Engineer, shall be placed as shown on the plans. Fill joints, keyways, and voids, in strict accordance with the specifications and manufacturer's recommendations and instructions.

For footings, approach slabs and highway guardrail transitions, once these Precast Concrete Bridge Elements have been set to the correct horizontal and vertical alignment, the void between them and the supporting soil shall be filled with Controlled Density Fill – Non-Excavatable to the limits as shown on the plans. Add additional grout ports in the footings to facilitate the bedding process if required.

Joints shall be filled flush to the top with non-shrink grout, and any vertical misalignment between adjacent elements shall be feathered out on a slope of 1 to 12.

Curing of grout or concrete shall be performed in strict accordance with the specifications and manufacturer's recommendations. Filling shall not be completed in cold weather when either the ambient temperature or the precast member's temperature is below the manufacturer's recommendation. No localized heating of either the precast members or of the air surrounding the element will be permitted in an attempt to reach application temperatures.

If the joints or voids are not filled within five days after the Precast Bridge Elements are erected, the Contractor shall cover and protect the openings from weather and debris until they are filled.

#### Quality Control Plan for Precast Concrete Bridge Element Assembly

The Quality Control Plan for Precast Concrete Bridge Element Assembly is a document prepared and submitted by the Contractor prior to the start of work which requires the Contractor to identify and detail the sequence of construction in accordance with the project schedule and which clearly identifies all stages of field construction. The assembly procedures for the Precast Concrete Bridge Elements shall be submitted on full size 24”x36” sheets. This document will be treated as a Construction Procedure and will be reviewed by both the Designer and the District Construction Office. The approval of this document will serve as a guideline for setting interim concrete and grout strengths and curing procedures to allow construction to proceed without waiting for the final in-service strengths to be achieved.

The following list details the minimum criteria that should be included in the Quality Control Plan for Precast Concrete Bridge Element Assembly:

1. A detailed schedule showing the sequence of operations that the Contractor will follow. The schedule shall include a timeline for installation of all major elements of the bridge accounting for the installation of temporary works and cure times of grouts or closure pour concrete and other selected materials.
2. Calculations that support the schedule outlined above should be included verifying that the selected materials have adequate interim strength to proceed from one step to another. Final material strengths are not normally required until the bridge is opened to vehicular traffic. The minimum factor of safety of two (2) will be required for the interim strength of grouts and closure pour concrete before construction is allowed to proceed to subsequent steps. The factor of safety is applied to the service loads that are supported by the elements and materials during various stages of construction. For example, if the Contractor calculates that the grout between the precast pier cap and pier wall requires a strength of 100 psi to support the dead load of the beams in the next step, a cylinder break of 200 psi will be required prior to allowing the pier cap to be loaded with the beams. The required strength of materials for subsequent construction stages shall also be calculated and the material strength verified.
3. The Contractor is responsible for determining the center of gravity for all elements. Special care shall be used for unusual elements that are not symmetric. These elements may require special lifting hardware to allow for installation in a plumb or flat position.
4. Plan of the work area, depicting items such as temporary earth support, utilities within the immediate vicinity of the work, drainage structures, etc. The Contractor shall coordinate the various subcontractors that will need to occupy the same area and shall ensure that there are no conflicts. For example, if the Contractor is having different Subcontractors prepare and submit plans for temporary earth support and demolition, and the earth support is required to be installed prior to the demolition, it shall be the Contractor’s responsibility to ensure that the Quality Control Plan for Precast Concrete Bridge Element Assembly submission allows both operations to be performed without field modification.
5. Details of all equipment that shall be employed for the construction of the bridge.
6. Methods of providing temporary support of the elements. Include methods of adjusting and securing the element after placement.
7. Vertical Adjustment Assemblies to be used as a means of setting precast concrete footings to the correct elevations.
8. Procedures for controlling the overall horizontal dimensions and the vertical elevations as each precast concrete bridge element is erected by using the tolerance limits of the joints as detailed on the plans.
9. Methods for curing grout.
10. Proposed methods for installing non-shrink grout and the sequence and equipment for the grouting operation.
11. Methods for sealing the keyways in preparation for filling with non-shrink grout, including the use of backer rods. The Contractor shall not assume that the backer rods will restrain the pressure from the grout in vertical grout joints. Provide additional forming to retain the backer rod.

### Survey and Layout.

Working points, working lines, and benchmark elevations shall be established prior to placement of all elements. The Contractor is responsible for field survey as necessary to complete the work. MassDOT reserves the right to perform additional independent survey. If discrepancies are found, the Contractor may be required to verify previous survey data.

### Preparation of Closure Pour Keyways.

Immediately prior to erecting the Precast Concrete Bridge Elements, the closure pour shear keys shall be cleaned at the job site of all dust, dirt, carbonation, laitance, and other potentially detrimental materials which may interfere with the bonding of the closure pour concrete and precast concrete using a high-pressure water blast. The exposed reinforcing steel in the precast concrete shall be protected from damage during the cleaning of the keyways. Damaged epoxy coating of steel reinforcement shall be repaired, and the reinforcing steel shall be cleaned as directed by the Engineer. The surfaces of the shear keys shall be wetted so that the surfaces shall have a Saturated Surface Dry (SSD) condition for at least 24 hours prior to the placement of the closure pour concrete.

### Erection.

The elements shall be placed in the sequence and according to the methods outlined in the Erection Procedure and Quality Control Plan for Precast Concrete Bridge Element Assembly. As the erection proceeds, the Contractor shall constantly monitor the assembly to ensure that the precast concrete bridge element is within proper horizontal and vertical location and tolerances prior to releasing it from the crane and setting the next unit. The Contractor may use shims to maintain proper setting tolerances.

The concrete elements shall be lifted only by the lifting devices, and the utmost care shall be taken to prevent distortion of the elements during handling, transportation or storage.

Suitable spreaders shall be used during lifting so that only a vertical pull will be made on the lifting device. A non-vertical lifting force may be permitted if prior written approval is given by the Engineer. This approval will be contingent on the Contractor demonstrating by calculations, prepared by a Professional Engineer registered in Massachusetts, that the elements will not be damaged by the non-vertical lifting force and by documentation that the capacity of the lifting devices is adequate for the non-vertical lifting force.

Precast components shall be pre-bed with non-shrink grout thicker than shim stacks prior to placing other precast elements on top of them.

After all Precast Concrete Bridge Elements have been placed, the actual overall dimensions of the structure both horizontal and vertical, as laid out shall not deviate from the nominal dimensions shown on the plans beyond a tolerance of +0 inches and -1 inches. Once the layout of Precast Concrete Bridge Elements has been accepted by the Engineer, the Contractor shall cut all lifting devices off below the surfaces of the elements.

### Box Culverts, Three-Sided Frames and Arches. *(delete this section if your project does not use these precast concrete bridge elements)*

Backfilling operations shall not begin until the following checks have been made:

1. The frame to footing key joints are grouted as shown on the plans;
2. The joints between exterior frame bridge elements and wingwall stems are complete as shown on the plans;
3. All joint seals are properly placed.

Backfill shall be paid for under separate items. The backfilling procedures shall be in accordance with Sections 120, 150, and 170 of the Standard Specifications and Supplemental Specifications modified as follows:

1. Fill shall be placed and compacted in layers not exceeding one foot in depth;
2. Dumping of fill shall not be allowed any nearer to the structure than 3.25 feet from a vertical plane extending from the back of the footing;
3. Backfill shall be placed as symmetrically as possible around the structure with differential depths of backfill on each side of the structure not exceeding 1.5 feet with respect to each other;
4. Compaction shall be achieved using hand compaction equipment for all fill within one foot of the structure;
5. The bare structure shall not be crossed by any equipment heavier than that specified by the frame manufacturer. All damage resulting from equipment damage shall be rectified to the satisfaction of the Engineer at no cost to the Department;
6. Construction equipment will not be permitted atop an uncompleted structure;
7. Construction equipment whose weight exceeds the design capacity shall not be permitted atop the completed structure under any circumstances;
8. The use of vibratory rollers for compaction purposes will not be permitted.

A representative of the manufacturer shall be on site at the commencement of the installation, at no cost to the Department, to assist the Contractor. The representative shall offer advisory assistance only and shall not supplant the Contractor's representative, or the Engineer.

### Filling of Blockouts for Lifting Devices and Threaded inserts.

If the blockouts in the Precast Concrete Bridge Elements where the lifting devices were located will be exposed and visible after assembly is complete, the Contractor shall fill these blockouts with Cement Mortar (M4.02.15) or grout.

After the formwork has been removed, all threaded inserts that have been cast into the precast concrete bridge deck for support of the formwork shall be filled with a grout of the same color as that of the precast concrete.

## COMPENSATION

**A. Basis of Payment.**

The furnishing, fabricating, and erecting of all Precast Concrete Bridge Elements for the structure shall be paid for at the contract unit price EACH, complete in place.

**B. Payment Items.**

(Precast Bridge Element Heading 1) EA

(Precast Bridge Element Heading 2) EA

(Precast Bridge Element Heading 3) EA

(Precast Bridge Element Heading 4) EA