

**GENERAL NOTES:**

1. THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE GALVANIZED STEEL DEEP CORRUGATED ARCH STRUCTURE (BRIDGECOR®) AS DETAILED IN THE PLANS. ANY INSTALLATION INFORMATION PROVIDED HEREIN SHALL BE REVIEWED AND APPROVED BY THE ENGINEER. CHANGES AND DISCREPANCIES MUST BE FORWARDED TO THE MANUFACTURER TO BE INCORPORATED IN A REVISED DRAWING SET.
2. THE ENGINEER SHALL VERIFY THAT THE PROPOSED STRUCTURE IS APPROPRIATE FOR THE SITE CONDITIONS AND THE DESIGN PARAMETERS ARE CONSISTENT WITH THE PROJECT REQUIREMENTS. ALL ASPECTS OF THE STRUCTURE DESIGN AND SITE LAYOUT NOT EXPLICITLY INCLUDED IN THESE DRAWINGS SHALL BE PROVIDED OR COORDINATED BY THE ENGINEER. THIS MAY INCLUDE BUT IS NOT LIMITED TO: FOUNDATIONS, BACKFILL, END TREATMENTS, HYDRAULIC ANALYSIS AND SCOUR ANALYSIS AS REQUIRED.
3. CONTECH PRODUCT DRAWINGS MAY NOT BE USED, REPRODUCED, COPIED, OR ISSUED TO A THIRD PARTY WITHOUT THE PRIOR WRITTEN PERMISSION OF CONTECH ENGINEERED SOLUTIONS.
4. ALL DIMENSIONS ARE TO THE INSIDE CREST OF THE CORRUGATION PROFILE UNLESS NOTED OTHERWISE AND ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. THE STRUCTURE GEOMETRY, DESIGN, AND MATERIALS AS SHOWN IN THESE DRAWINGS ONLY APPLY FOR BRIDGECOR®, DESIGNED AND FABRICATED BY CONTECH ENGINEERED SOLUTIONS (CONTECH). ALTERNATIVE SYSTEMS SHALL BE FULLY DESIGNED AND APPROVED PRIOR TO BIDDING, WITH SEALED DRAWINGS AND CALCULATIONS PROVIDED TO DEMONSTRATE COMPLIANCE WITH THE SAME GEOMETRY, DESIGN, AND MATERIAL REQUIREMENTS AS SHOWN HEREIN.
6. CIRCUMFERENTIAL PLATE LENGTHS ARE IN TERMS OF S = 16 INCHES.
7. FOR WATER CONVEYANCE APPLICATIONS THE STRUCTURE MUST MEET HYDRAULIC REQUIREMENTS OF THE SITE AS DETERMINED BY THE ENGINEER. SHEET PILING, INLET AND OUTLET APRONS, CUTOFF WALLS, RIP RAP, AND/OR OTHER MEASURES SHALL BE INSTALLED AS NECESSARY TO PREVENT LOSS OF ENGINEERED BACKFILL AND/OR FOUNDATION SOILS DUE TO SCOUR. THE EXTENT, SIZE, AND LOCATION OF SCOUR PROTECTION SHALL BE DETERMINED BY THE ENGINEER.
8. PERIMETER DRAINAGE, SURFACE DRAINAGE, AND GRADING AROUND THE STRUCTURE SHALL BE DESIGNED, SPECIFIED, SUPPLIED, AND INSTALLED BY OTHERS.

**DESIGN PARAMETERS**

1. DESIGN BY CONTECH ENGINEERED SOLUTIONS IS BASED ON THE FOLLOWING DESIGN CRITERIA:  
 VEHICLE LIVE LOAD: HL-93  
 MINIMUM COVER: 2.0'  
 MAXIMUM COVER: 5.75'  
 DESIGN UNIT WEIGHT OF ENGINEERED BACKFILL = 120 LBS/FT<sup>3</sup>
2. ENGINEERED BACKFILL MATERIAL SHALL COMPLY WITH THE ENGINEERED BACKFILL MATERIAL REQUIREMENTS SHOWN IN THESE DRAWINGS.
3. DESIGN COVER AND LATERAL EXTENT OF ENGINEERED BACKFILL ZONE SHALL BE AS SHOWN IN THESE DRAWINGS AND REQUIRED BY THE DESIGN STANDARDS REFERENCED IN THESE NOTES.
4. REFERENCE AASHTO LRFD SECTION 12.6.1 FOR SEISMIC DESIGN CONSIDERATIONS.
5. STRUCTURE DESIGN BASED ON SITE SOIL INFORMATION PROVIDED IN CONTRACT DOCUMENTS. IF UNEXPECTED SITE SOIL CONDITIONS ARE ENCOUNTERED, CONTECH MUST BE NOTIFIED TO DETERMINE IF DESIGN CHANGES ARE NEEDED.
6. TEMPORARY CONSTRUCTION VEHICLE LOADING HEAVIER THAN THE DESIGN VEHICLE LIVE LOAD SHALL NOT BE PERMITTED TO CROSS OVER THE STRUCTURE WITHOUT THE APPROVAL OF CONTECH. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY CONTECH OF THE SIZE, TYPE AND WEIGHT OF ANY CONSTRUCTION VEHICLES INTENDED TO CROSS OVER THE STRUCTURE.

# BRIDGECOR STEEL BOX STERLING RANCH ROAD- CO SPRINGS COLORADO SPRINGS, CO

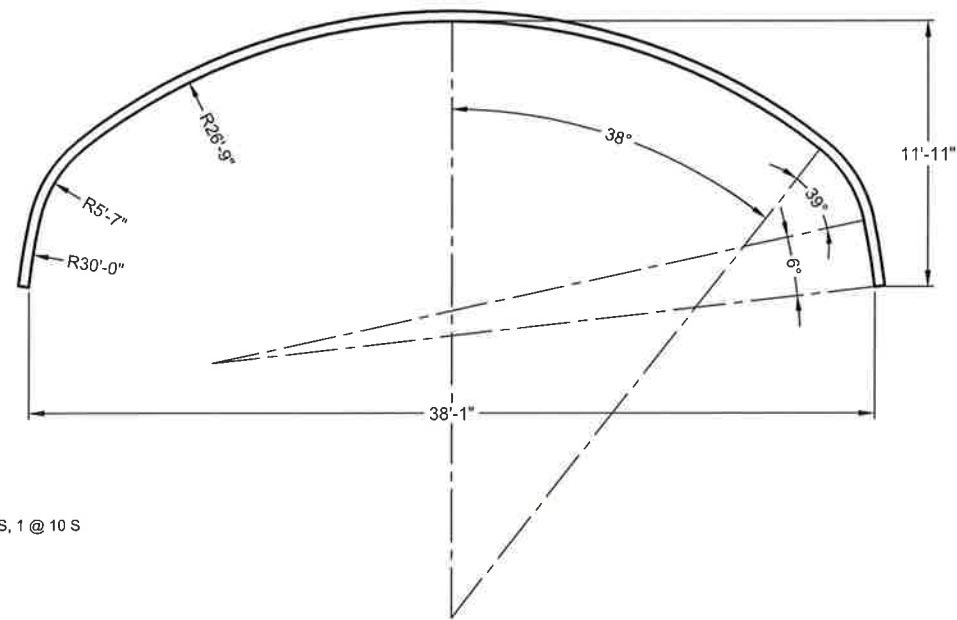


PLATE MAKE UP: 1 @ 14 S, 1 @ 13 S, 1 @ 10 S

**NOTES:**

- 1) MEASUREMENTS ARE TO THE INSIDE CRESTS OF THE CORRUGATIONS.
- 2) DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
- 3) CIRCUMFERENTIAL PLATE LENGTHS ARE IN TERMS OF S = 16 INCHES.

BRIDGECOR STEEL BOX  
INSIDE END AREA = 355 ft<sup>2</sup>  
TOTAL S = 37

**STRUCTURE CROSS-SECTION**



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**CONTECH**  
ENGINEERED SOLUTIONS LLC  
www.ContechES.com  
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069  
800-338-1122 513-645-7000 513-645-7993 FAX

**BridgeCor**  
CONTECH  
CONTRACT  
DRAWING

BRIDGECOR STEEL BOX  
38'-1" SPAN X 11'-11" RISE  
STERLING RANCH ROAD- CO SPRINGS  
COLORADO SPRINGS, CO

PROJECT No.: 705931	SEQ. No.: 010	DATE: 4/6/2022
DESIGNED: XXX	DRAWN: SCC	
CHECKED: EDE	APPROVED: XXX	
SHEET NO: 1 OF 8		

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**1. DESIGN AND MANUFACTURING STANDARDS**

- 1.1 ALL STANDARDS REFER TO THE CURRENT ASTM/AASHTO EDITION UNLESS OTHERWISE NOTED
- 1.2 AASHTO M111 - STANDARD SPECIFICATION FOR ZINC (HOT-DIP GALVANIZED) COATINGS ON IRON AND STEEL PRODUCTS
- 1.3 AASHTO M232 - STANDARD SPECIFICATION FOR ZINC COATING (HOT-DIP) ON IRON AND STEEL HARDWARE
- 1.4 AASHTO M 167 - STANDARD SPECIFICATION FOR CORRUGATED STEEL STRUCTURAL PLATE, ZINC COATED, FOR FIELD-BOLTED PIPE, PIPE-ARCHES AND ARCHES
- 1.5 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS - SECTION 12
- 1.6 AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS - SECTION 26
- 1.7 ASTM A761 - STANDARD SPECIFICATION FOR CORRUGATED STEEL STRUCTURAL PLATE, ZINC COATED, FOR FIELD-BOLTED PIPE, PIPE-ARCHES AND ARCHES
- 1.8 ASTM A796 - STANDARD PRACTICE FOR STRUCTURAL DESIGN OF CORRUGATED STEEL PIPE, PIPE-ARCHES, AND ARCHES FOR STORM AND SANITARY SEWERS AND OTHER BURIED APPLICATIONS
- 1.9 ASTM A807 - STANDARD PRACTICE FOR INSTALLING CORRUGATED STEEL STRUCTURAL PLATE PIPE FOR SEWERS AND OTHER APPLICATIONS
- 1.10 ASTM A449 - STANDARD SPECIFICATION FOR HEX CAP SCREWS, BOLTS AND STUDS, HEAT TREATED, 120/105/90 KSI MINIMUM TENSILE STRENGTH, GENERAL USE
- 1.11 ASTM A123 - STANDARD SPECIFICATION FOR ZINC (HOT DIP GALVANIZED) COATINGS ON IRON AND STEEL PRODUCTS
- 1.12 ASTM A153 - STANDARD SPECIFICATION FOR ZINC COATING (HOT-DIP) ON IRON AND STEEL HARDWARE

**2. DEFINITIONS**

- 2.1 ENGINEER - IN THESE NOTES THE WORD "ENGINEER" SHALL MEAN THE ENGINEER OF RECORD OR OWNER'S DESIGNATED ENGINEERING REPRESENTATIVE.
- 2.2 MANUFACTURER - IN THESE NOTES THE WORD "MANUFACTURER" SHALL MEAN THE MANUFACTURER OF THE DEEP CORRUGATED ARCH PLATES, CONTECH ENGINEERED SOLUTIONS @ PHONE 800/338-1122.
- 2.3 CONTRACTOR - IN THESE NOTES THE WORD "CONTRACTOR" SHALL MEAN THE FIRM OR CORPORATION UNDERTAKING THE EXECUTION OF ANY INSTALLATION WORK UNDER THE TERMS OF THESE SPECIFICATIONS.

**3. BRIDGECOR® STRUCTURE ASSEMBLY**

- 3.1 ASSEMBLY OF THE BRIDGECOR® STRUCTURE SHALL BE IN ACCORDANCE WITH SECTION 26 OF AASHTO LRFD CONSTRUCTION SPECIFICATIONS (LATEST EDITION, WITH INTERIMS) AND ANY SUPPLEMENTAL RECOMMENDATIONS PROVIDED BY THE MANUFACTURER.
- 3.2 ALL PLATES SHALL BE UNLOADED AND HANDLED WITH REASONABLE CARE. PLATES SHALL NOT BE ROLLED OR DRAGGED OVER GRAVEL ROCK AND SHALL BE PREVENTED FROM STRIKING ROCK OR OTHER HARD OBJECTS DURING PLACEMENT IN TRENCH OR ON BEDDING.  
  
GALVANIZED COATINGS THAT HAVE BEEN COMPROMISED SHALL BE RESTORED WITH A MINIMUM OF TWO COATS OF COLD GALVANIZING COMPOUND (SPRAY OR PAINT) IN ACCORDANCE WITH ASTM A761, SECTION 7 OR OTHER MEASURES AS DESCRIBED IN ASTM A780.
- 3.3 FOR STRUCTURES SET ON FOOTINGS, PLATE ASSEMBLY CAN BEGIN AFTER PLACEMENT OF STRUCTURE FOOTINGS HAS BEEN APPROVED BY THE ENGINEER. VERIFICATION OF PROPER SPACING, ALIGNMENT, AND ORIENTATION OF THE FOUNDATIONS IS STRONGLY RECOMMENDED PRIOR TO BEGINNING PLATE ASSEMBLY. ANY MODIFICATIONS TO THE FOUNDATIONS SHALL BE MADE PRIOR TO BEGINNING PLATE ASSEMBLY.  
  
BEDDING PREPARATION FOR ROUND AND ELLIPTICAL SHAPES SHOULD BE APPROVED BY THE ENGINEER PRIOR TO ASSEMBLY. THE BED SHOULD BE CONSTRUCTED TO UNIFORM LINE AND GRADE. IT SHOULD BE FREE OF ROCK FORMATIONS, PROTRUDING STONES, FROZEN LUMPS, ROOTS AND OTHER FOREIGN MATTER.
- 3.4 THE SPAN AND RISE OF THE STRUCTURE SHOULD BE CHECKED FREQUENTLY DURING THE EARLY STAGES OF ASSEMBLY TO VERIFY THAT ASSEMBLY TOLERANCES ARE BEING ACHIEVED AND TO ALLOW FOR ADJUSTMENTS TO PROCEDURES, IF NECESSARY, BEFORE ASSEMBLY IS COMPLETE.
- 3.5 CUT PLATES FOR SKEWED OR BEVELED ENDS SHOULD BE ATTACHED AFTER THE MAIN BARREL OF A STRUCTURE HAS BEEN ASSEMBLED. WHEN CAST-IN-PLACE CONCRETE COLLARS OR HEADWALLS ARE TO BE CONSTRUCTED, THE CONTRACTOR MUST ALLOW FOR FORMWORK TO BE ERECTED ON THE END OF THE STRUCTURE. FORMING AGAINST A SKEWED CORRUGATION PROFILE IS COMPLEX AND SHOULD BE ACCOUNTED FOR BY THE FORMING CONTRACTOR WHEN PLANNING PROCEDURES AND METHODS FOR FORMWORK CONSTRUCTION. IN SOME CASES, FIELD TRIMMING OF THE STRUCTURE MAY BE NECESSARY. SPECIAL

BRACING AND/OR SCAFFOLDING (DESIGN BY OTHERS) IS REQUIRED TO SUPPORT SKEWED ENDS UNTIL ADEQUATE COMPRESSIVE STRENGTH IS ACHIEVED AS REQUIRED BY THE COLLAR/HEADWALL DESIGNER.

- 3.6 NUTS SHALL BE PLACED WITH THE ROUNDED FACE IN CONTACT WITH THE PLATES UNLESS NOTED OTHERWISE. NUTS CAN BE ON EITHER THE INSIDE OR OUTSIDE OF THE STRUCTURE TO FACILITATE ASSEMBLY.
- 3.7 RECOMMENDED TORQUE RANGE ON THE BOLTS IS 150 TO 300 FT-LBS FOR 3/4" DIAMETER BOLTS AND 200-350 FT-LBS FOR 7/8" DIAMETER BOLTS.
- 3.8 INSIDE SPAN AND RISE OF THE ASSEMBLED STRUCTURE AFTER BOLTING SHALL BE WITHIN 2% (OR 5 INCHES, WHICHEVER IS LESS) OF THE PLAN DIMENSIONS. THE TOLERANCE ON STRUCTURE LENGTH IS ± 1/2" PER 10 FT OF STRUCTURE LENGTH
- 4. **ENGINEERED BACKFILL ENVELOPE**
  - 4.1 ENGINEERED BACKFILL MATERIAL SHALL BE PLACED WITHIN THE ENGINEERED BACKFILL ENVELOPE TO THE MINIMUM WIDTH AND WITHIN THE COVER LIMITS SHOWN ON THESE DRAWINGS. THE ENGINEERED BACKFILL ENVELOPE SHALL NOT BE ALTERED WITHOUT WRITTEN APPROVAL FROM CONTECH.
  - 4.2 IN-SITU SOILS BELOW AND ADJACENT TO THE ENGINEERED BACKFILL ENVELOPE SHALL PROVIDE A FIRM SURFACE AGAINST WHICH TO COMPACT THE ENGINEERED BACKFILL MATERIAL. THE GEOTECHNICAL ENGINEER SHALL EVALUATE THE IN-SITU SOILS AND DETERMINE THE TYPE AND DEGREE OF ANY SOIL IMPROVEMENTS REQUIRED. THESE MAY INCLUDE BENCHING OR SLOPING OF THE SIDE SOILS. BACKFILL PLACEMENT MAY NOT BEGIN UNTIL THE GEOTECHNICAL ENGINEER HAS APPROVED THE IN-SITU SOILS AND ANY REQUIRED IMPROVEMENTS.
  - 4.3 A DRAINED CONDITION WAS ASSUMED FOR THE ENGINEERED BACKFILL ENVELOPE. DESIGN AND SUPPLY OF A SUBSURFACE DRAINAGE SYSTEM (IF NEEDED) SHALL BE PROVIDED BY OTHERS.
  - 4.4 IF REQUIRED BY THE GEOTECHNICAL ENGINEER, A GEOTEXTILE OR GRADED SOIL FILTER MAY BE USED BETWEEN THE ENGINEERED BACKFILL AND IN-SITU SOIL TO PREVENT MIGRATION OF FINES AND POSSIBLE INTERNAL EROSION OF THE SOIL.
- 5. **ENGINEERED BACKFILL MATERIAL REQUIREMENTS**
  - 5.1 THE DESIGN OF BRIDGECOR® STRUCTURES RELIES ON COMPACTED SOIL PROPERTIES PROVIDED BY THE ENGINEERED BACKFILL MATERIALS. THE CORRECT SELECTION AND PLACEMENT OF COMPACTED ENGINEERED BACKFILL MATERIAL IS CRITICAL TO THE PERFORMANCE OF BRIDGECOR® STRUCTURES.
  - 5.2 THE ENGINEERED BACKFILL MATERIAL SHALL NOT BE ADVERSELY AFFECTED BY WETTING, DRYING, SATURATION, FREEZE/THAW, VIBRATIONS, OR FLOWING WATER.
  - 5.3 BACKFILL MATERIALS SHALL CONFORM TO PROPERTIES REFERENCED IN THE PROJECT SPECIFICATIONS OR THE PROPERTIES DESCRIBED HEREIN, WHICHEVER IS MORE STRINGENT.
  - 5.4 BACKFILL MATERIAL SHOULD CONSIST OF A WELL-GRADED, ANGULAR GRANULAR SOIL WITH A MAXIMUM PARTICLE SIZE OF 3 INCHES. OPEN GRADED OR GAP GRADED MATERIALS ARE NOT PREFERRED. THE BACKFILL MATERIAL SHOULD BE FREE OF FROZEN LUMPS, FOREIGN MATERIAL OR ORGANIC DECOMPOSABLE MATERIALS. FINE BEACH SANDS, WINDBLOWN SANDS, AND STREAM DEPOSITED SANDS ALL OF WHICH EXHIBIT FINE, ROUNDED PARTICLES AND TYPICALLY ARE CLASSIFIED BY AASHTO M 145 AS A-3 MATERIALS ARE NOT ALLOWED. WHEN USING A-2 MATERIALS, MOISTURE CONTENT MUST BE BETWEEN -3% AND +2% OPTIMUM AS DEFINED BY AASHTO T 180.
  - 5.5 GRAIN SIZE DISTRIBUTION (GRADATION) OF THE ENGINEERED BACKFILL MATERIAL SHALL SATISFY: C<sub>u</sub> GREATER THAN OR EQUAL TO 3 AND C<sub>c</sub> BETWEEN 0.7 AND 3, WHERE C<sub>u</sub> = COEFFICIENT OF UNIFORMITY = D<sub>60</sub>/D<sub>10</sub> AND C<sub>c</sub> = COEFFICIENT OF CURVATURE = (D<sub>30</sub>)<sup>2</sup>/(D<sub>60</sub>X D<sub>10</sub>). D<sub>XX</sub> IS THE PARTICLE SIZE CORRESPONDING TO XX% FINER ON THE CUMULATIVE PARTICLE SIZE DISTRIBUTION CURVE (ASTM D2487).  
  
C<sub>u</sub> REQUIREMENTS ARE WAIVED FOR CRUSHER RUN SCREENED AGGREGATES. C<sub>c</sub> REQUIREMENTS ARE WAIVED FOR BACKFILL MATERIAL CONTAINING MORE THAN 60% GRAVEL (> #4 SIEVE).
  - 5.6 ABRASION LOSS SHALL NOT EXCEED 45% AS DETERMINED BY THE LOS ANGELES ABRASION TEST (ASTM C131).
  - 5.7 HUMIC (DECAYING) ORGANIC MATTER SHALL NOT EXCEED 1.0% (DRY WEIGHT BASIS).
  - 5.8 ELECTROCHEMICAL REQUIREMENTS FOR SOIL AND WATER IN CONTACT WITH BOTH THE INSIDE AND OUTSIDE OF THE BRIDGECOR® STRUCTURE ARE AS FOLLOWS, PER THE NCSPA DESIGN MANUAL:
    - PH = 6 TO 10
    - RESISTIVITY = 2,000 to 10,000 OHM-CM
    - WATER HARDNESS > 50 PPM CaCO<sub>3</sub>
  - 5.9 IF THE ELECTROCHEMICAL PROPERTIES OF THE BACKFILL OR WATER FALL OUTSIDE OF THE RECOMMENDED RANGE, A SECONDARY PROTECTION SYSTEM MAY BE NEEDED TO ACHIEVE THE DESIGN SERVICE LIFE. SECONDARY PROTECTION SYSTEMS (IF REQUIRED) SHALL BE DESIGNED AND PROVIDED BY OTHERS.
  - 5.10 THE SELECTION AND EVALUATION OF PROPOSED ENGINEERED BACKFILL MATERIAL

IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE CONTECH WITH DOCUMENTATION FROM A QUALIFIED GEOTECHNICAL ENGINEER THAT THE PROPOSED ENGINEERED BACKFILL MATERIAL MEETS OR EXCEEDS THE REQUIREMENTS.

**6. ENGINEERED BACKFILL PLACEMENT PROCEDURE**

- 6.1 A CONTECH REPRESENTATIVE WILL CONDUCT A PRECONSTRUCTION CONFERENCE PRIOR TO COMMENCEMENT OF WORK TO REVIEW AND DISCUSS THE RECOMMENDED PROCEDURES FOR BACKFILLING, AND STRUCTURE SHAPE MEASUREMENTS. ANY CONTRACTOR WITH RESPONSIBILITY FOR BACKFILLING OR CONSTRUCTION OF END TREATMENTS MUST BE REPRESENTED AT THIS MEETING. IT IS RECOMMENDED THAT THE ENGINEER AND ANY THIRD PARTY INVOLVED IN COMPACTION TESTING OR OTHER QUALITY CONTROL MEASURES ALSO ATTEND.
- 6.2 ANY IMPROVEMENT OF THE SUBGRADE AND EMBANKMENT SOILS REQUIRED BY THE GEOTECHNICAL ENGINEER SHALL BE COMPLETED AND APPROVED PRIOR TO BEGINNING PLACEMENT OF ENGINEERED BACKFILL MATERIAL.
- 6.3 THE ENGINEERED BACKFILL MATERIAL SHALL BE PLACED UNIFORMLY ON BOTH SIDES OF THE STRUCTURE IN LAYERS OF 8 INCHES OR LESS (BEFORE COMPACTION).
- 6.4 BACKFILL SHALL BE COMPACTED TO THE MINIMUM DENSITY INDICATED IN THESE DRAWINGS. DEPENDING ON THE COMPACTION EQUIPMENT AND ENGINEERED BACKFILL MATERIAL USED, IT MAY BE NECESSARY TO DECREASE THE LIFT THICKNESS AND/OR MOISTURE CONDITION THE LOOSE SOIL TO ACHIEVE THE SPECIFIED MINIMUM LEVEL OF COMPACTION.
- 6.5 IF THE ENGINEERED BACKFILL MATERIAL DOES NOT PRODUCE A PROCTOR CURVE AND/OR IS NOT CONDUCTIVE TO TRADITIONAL FIELD-TESTING METHODS, QUALITATIVE METHODS OF EVALUATING COMPACTION MAY BE USED. SUCH METHODS SHALL BE EVALUATED AND APPROVED BY THE GEOTECHNICAL ENGINEER AND A COPY OF THE METHOD BE PROVIDED TO THE DESIGNER.
- 6.6 THE DIFFERENCE IN BACKFILL LEVELS ON THE TWO SIDES OF THE STRUCTURE AT ANY TRANSVERSE SECTION SHALL NOT EXCEED 24 INCHES WITHOUT PRIOR APPROVAL FROM CONTECH.
- 6.7 CONSTRUCTION EQUIPMENT USED WITHIN 5 FEET LATERALLY OF THE WIDEST PART OF THE STRUCTURE, UP TO THE MINIMUM DESIGN COVER HEIGHT ABOVE THE STRUCTURE, SHALL HAVE A STATIC MASS OF 10 TONS OR LESS. IT MAY BE POSSIBLE TO USE HEAVIER EQUIPMENT IF IT CAN BE DEMONSTRATED THAT THE STRUCTURE SHAPE IS NOT ADVERSELY AFFECTED. ENGINEERED BACKFILL MATERIAL PLACED WITHIN 1 FOOT LATERALLY OF THE WIDEST PART OF THE STRUCTURE SHALL BE COMPACTED USING HAND OPERATED EQUIPMENT UNTIL THE MINIMUM COVER HEIGHT IS REACHED. OVER-COMPACTION OF ENGINEERED BACKFILL IN THIS ZONE SHOULD BE AVOIDED, AS THIS CAN CONTRIBUTE TO EXCESSIVE DEFLECTION OF SOME STRUCTURES. AREAS CLOSEST TO THE STRUCTURE SHALL BE COMPACTED RUNNING PARALLEL TO THE LENGTH OF THE STRUCTURE.
- 6.8 ONCE THE BACKFILL ELEVATION REACHES APPROXIMATELY ¼ OF THE STRUCTURE RISE (DEPENDING ON THE SHAPE OF THE STRUCTURE AND RELATIVE MOVEMENT DURING THE BACKFILL PROCESS), PLACE AND COMPACT ENGINEERED BACKFILL MATERIAL IN RADIAL LIFTS OVER THE TOP OF THE STRUCTURE USING EQUIPMENT AS DESCRIBED ABOVE. THE FIRST RADIAL LIFT SHOULD BE THICKER AND PROVIDE A MINIMUM 12 INCHES OF COVER BETWEEN THE STRUCTURE AND COMPACTION EQUIPMENT. EQUIPMENT SHOULD RUN PERPENDICULAR TO THE LONGITUDINAL AXIS OF THE STRUCTURE. NO EQUIPMENT SHALL BE ALLOWED OVER THE STRUCTURE THAT WOULD EXCEED THE DESIGN LOAD AT THE MINIMUM DESIGN HEIGHT OF COVER. NO CONSTRUCTION EQUIPMENT SHALL BE ALLOWED TO PARK ON TOP OF A PARTIALLY BACKFILLED STRUCTURE.
- 6.9 AT NO TIME SHALL THE ENGINEERED BACKFILL MATERIAL BE DUMPED OR PUSHED AGAINST THE STRUCTURE WALL(S) SO AS TO CHANGE THE SHAPE OR ALIGNMENT OF THE STRUCTURE. MATERIAL SHALL NOT BE DUMPED ON TOP OF THE STRUCTURE AT ANY TIME. TRUCKS MAY UNLOAD IN ROUGH LAYERS NO CLOSER THAN 5 FEET FROM THE WIDEST PART OF THE STRUCTURE.
- 6.10 THE STRUCTURE SHALL BE CHECKED PERIODICALLY DURING BACKFILLING TO ENSURE THE SHAPE OF THE STRUCTURE MEETS DESIGN REQUIREMENTS AND IS CONSISTENT WITH THE ASSEMBLY TOLERANCES AS STATED IN THESE NOTES. IF DEFLECTION OF THE STRUCTURE IS GREATER THAN EXPECTED, BACKFILLING SHALL BE HALTED AND BACKFILL PLACEMENT AND COMPACTION PROCEDURES MODIFIED TO CORRECT THE STRUCTURE SHAPE. IT MAY BE NECESSARY TO REMOVE SOME OF THE BACKFILL TO CORRECT EXCESSIVE DEFLECTION. AFTER COMPLETION OF BACKFILL PLACEMENT, THE FINAL SHAPE OF THE STRUCTURE SHALL BE WITHIN 2% (OR 5 INCHES, WHICHEVER IS LESS) OF THE PLAN DIMENSIONS.
- 7. **CONSTRUCTION OBSERVATIONS AND TESTING**
  - 7.1. OBSERVATION AND TESTING SHALL BE PERFORMED DURING CONSTRUCTION TO VERIFY COMPLIANCE WITH THESE DRAWINGS, APPLICABLE PROJECT DOCUMENTS, AND STANDARDS REFERENCED IN THESE NOTES.

7.2. THE CONTRACTOR IS RESPONSIBLE FOR QUALITY CONTROL PROCEDURES, VERIFICATION MEASUREMENTS, ADEQUATE SUPERVISION, PROGRESS TESTING, EVALUATION OF PROPOSED ENGINEERED BACKFILL MATERIALS, AND/OR OTHER MEASURES AS NEEDED TO ENSURE THAT THE COMPLETED PROJECT COMPLIES WITH THESE DRAWINGS AND NOTES.

7.3. THE PROJECT OWNER (OR THEIR DESIGNATED REPRESENTATIVE) IS RESPONSIBLE FOR PROJECT OVERSIGHT AND FINAL ACCEPTANCE OF THE CONSTRUCTED STRUCTURE. THE OWNER MAY ACCEPT THE CONTRACTOR'S QUALITY CONTROL PROGRAM OR ADOPT AN INDEPENDENT QUALITY ASSURANCE PROGRAM TO VERIFY COMPLIANCE.

7.4. OBSERVATIONS AND TESTING PRIOR TO STRUCTURE ASSEMBLY & BACKFILL SHALL INCLUDE BUT NOT BE LIMITED TO:

- EVALUATION OF FOUNDATION SOILS BELOW FOOTINGS AND THE ENGINEERED BACKFILL ENVELOPE
- VERIFICATION OF PROPER ALIGNMENT, DIMENSIONS, AND PLACEMENT OF FOUNDATIONS
- VERIFICATION OF PROPER SHAPING, PLACEMENT, AND PREPARATION OF BEDDING SOILS (STRUCTURES WITH INVERTS)
- VERIFICATION OF PROPER PREPARATION OF EMBANKMENT SOILS ADJACENT TO THE ENGINEERED BACKFILL ENVELOPE
- EVALUATION AND APPROVAL OF ENGINEERED BACKFILL MATERIALS
- VERIFICATION OF PROPER PLACEMENT OF GEOTEXTILES (WHEN REQUIRED)
- 7.5 OBSERVATIONS AND TESTING DURING ASSEMBLY & BACKFILLING SHALL INCLUDE BUT NOT BE LIMITED TO:
  - STRUCTURE ALIGNMENT
  - PLATE TIGHTNESS OBSERVATIONS
  - BOLT TORQUE MEASUREMENTS
  - INITIAL STRUCTURE SHAPE MEASUREMENTS (PRIOR TO STARTING BACKFILLING)
  - PERIODIC STRUCTURE SHAPE MEASUREMENTS (DURING BACKFILLING)
  - ENGINEERED BACKFILL MATERIAL SAMPLING AND TESTING
  - OBSERVATIONS OF PROPER FILL PLACEMENT AND COMPACTION PROCEDURES.

7.6 CONTECH MAY REQUIRE ADDITIONAL OBSERVATIONS AND/OR TESTING WHICH MAY INCLUDE, BUT NOT BE LIMITED TO, FULL TIME SHAPE MONITORING, ADDITIONAL SOIL TESTING, AND SITE EVALUATIONS DEPENDING ON THE STRUCTURE GEOMETRY, DESIGN, AND/OR OTHER PROJECT SPECIFIC FACTORS.



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**CONTECH**  
ENGINEERED SOLUTIONS LLC  
www.ContechES.com  
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069  
800-338-1122 513-645-7000 513-645-7993 FAX

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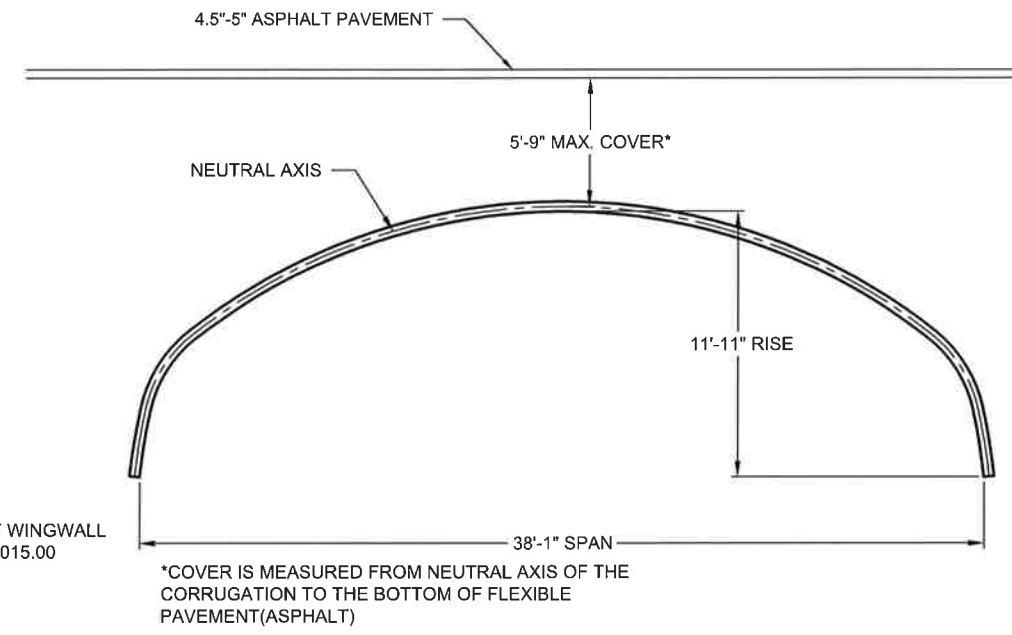
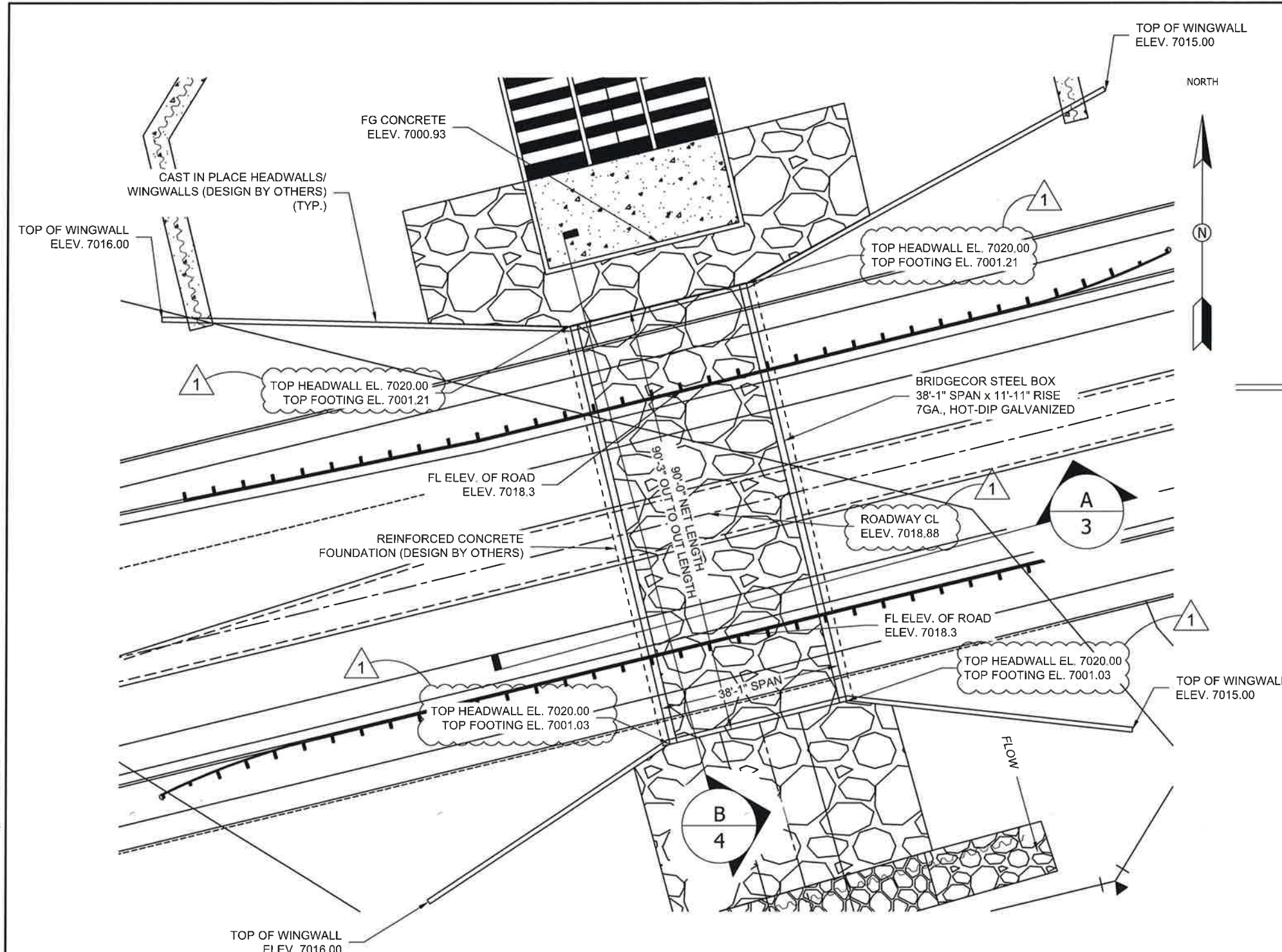
BRIDGECOR STEEL BOX  
38'-1" SPAN X 11'-11" RISE  
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COLORADO SPRINGS, CO

PROJECT No.: 705931	SEQ. No.: 010	DATE: 4/6/2022
DESIGNED: XXX	DRAWN: SCC	
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**BRIDGE PLAN**

**BRIDGE SECTION VIEW A/3**

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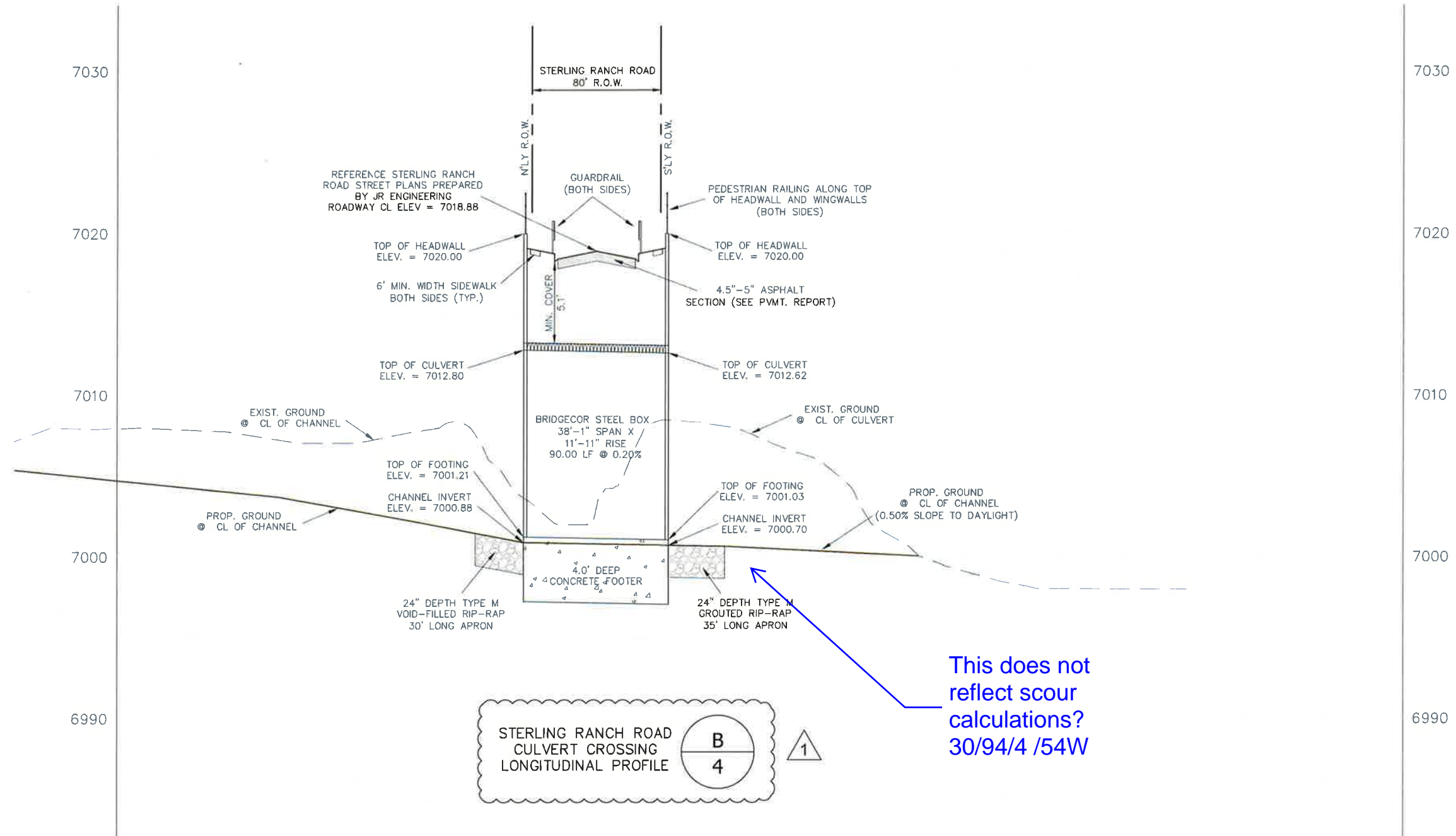
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**BridgeCor**  
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CONTRACT  
DRAWING

**BRIDGECOR STEEL BOX  
38'-1" SPAN X 11'-11" RISE  
STERLING RANCH ROAD- CO SPRINGS  
COLORADO SPRINGS, CO**

PROJECT No: 705931	SEQ No: 010	DATE: 4/6/2022
DESIGNED: XXX	DRAWN: SCC	
CHECKED: EDE	APPROVED: XXX	
SHEET NO: 3 OF 8		

NOTE:  
 PRODUCT DETAILS AND SPECIFICATIONS PROVIDED IN THIS DRAWING  
 SUBMITTAL ARE BASED ON PROJECT SPECIFIC PLANS AND  
 SPECIFICATIONS BY "OTHERS" AS SUPPLIED TO CONTECH. FINAL  
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 "OTHERS" AND NOT CONTECH. THE SHOP DETAILS AND FABRICATIONS ARE  
 SUBJECT TO MANUFACTURERS TOLERANCES.



This does not  
 reflect scour  
 calculations?  
 30/94/4 /54W

STERLING RANCH ROAD  
 CULVERT CROSSING  
 LONGITUDINAL PROFILE

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BRIDGECOR STEEL BOX  
 38'-1" SPAN X 11'-11" RISE  
 STERLING RANCH ROAD- CO SPRINGS  
 COLORADO SPRINGS, CO

PROJECT No.: 705931	SEQ. No.: 010	DATE: 4/6/2022
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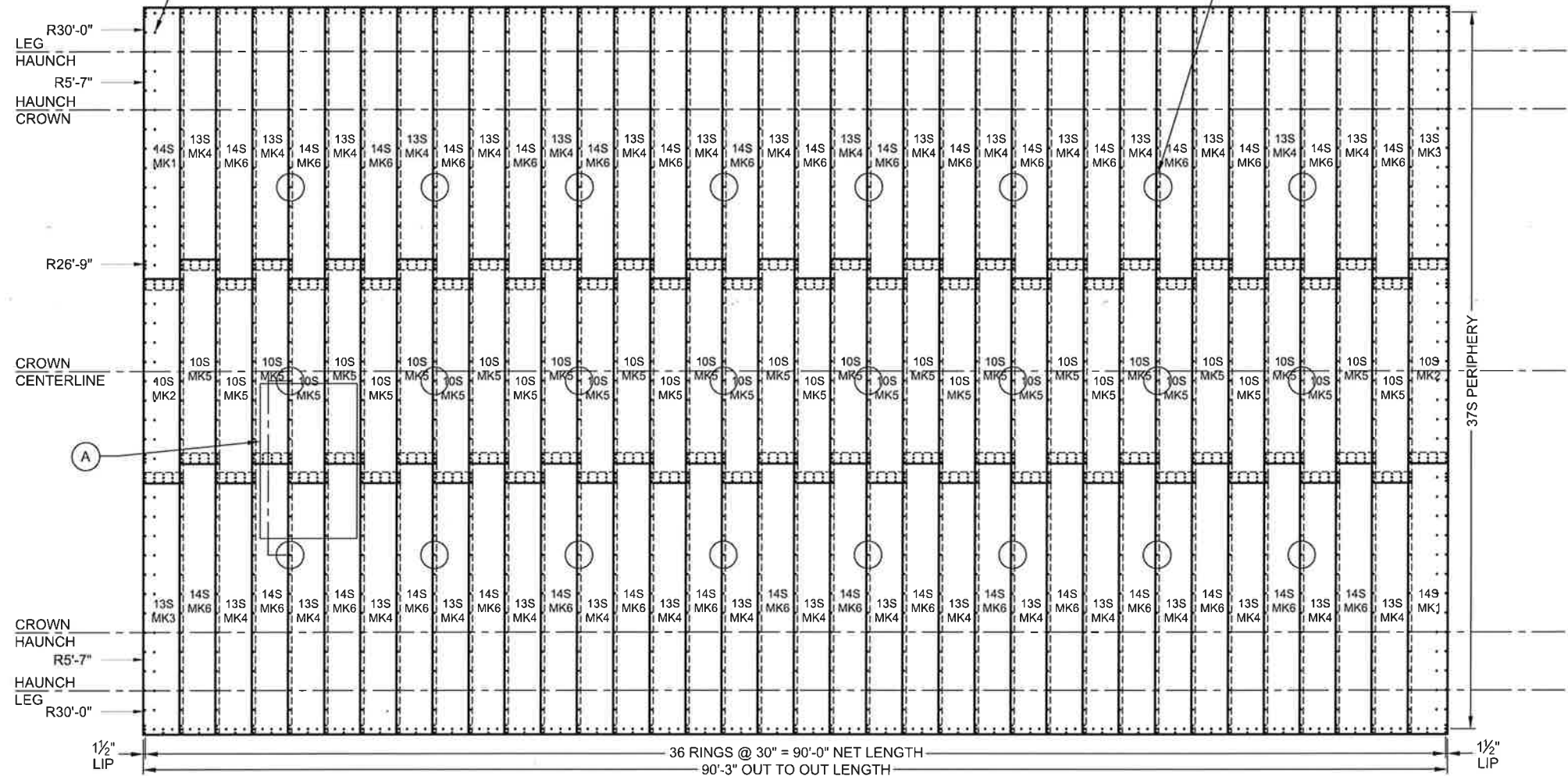
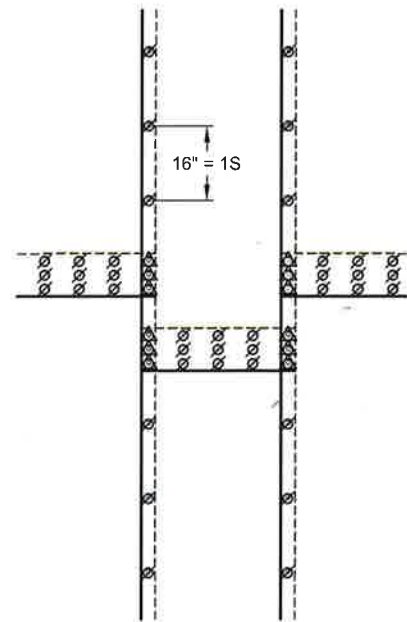
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**NOTES:**

1. ALL COMPONENTS MUST BE ASSEMBLED AS SHOWN. PAY CLOSE ATTENTION TO MARK NUMBERS ON THE COMPONENTS.
2. MANUFACTURING FACILITY: MANSFIELD, TX.
3. REFERENCE FINAL SHEET FOR PLATE LAP DETAIL.

ANCHOR BOLTS PLACED 9" FROM PLATE EDGE @ 16" O.C. IN NEAREST CREST OR VALLEY AS SHOWN QTY OF (72x) (36x EACH SIDE)

MOVEMENT CONTROL HOOKS (QTY. OF 24) FOR SHAPE MONITORING PLACED AT EVERY FOURTH SEAM



**PLATE LAYOUT DRAWING  
BRIDGECOR STEEL BOX (OUTSIDE VIEW)  
38'-1" SPAN x 11'-11" RISE**



**BRIDGECOR PLATE DETAILS (30" LONG PLATES)**

PLATE WIDTH "S"	GAGE	PLATE QTY.	MK #	OVERALL WIDTH (INCHES)	NUMBER OF CIRCUMFERENTIAL BOLT HOLES AT 16" CENTERS	PLATE WEIGHT WITHOUT FASTENERS
10	7	36	2 : 5	169	11	381
13	7	36	3 : 4	217	14	512
14	7	36	1 : 6	233	15	549

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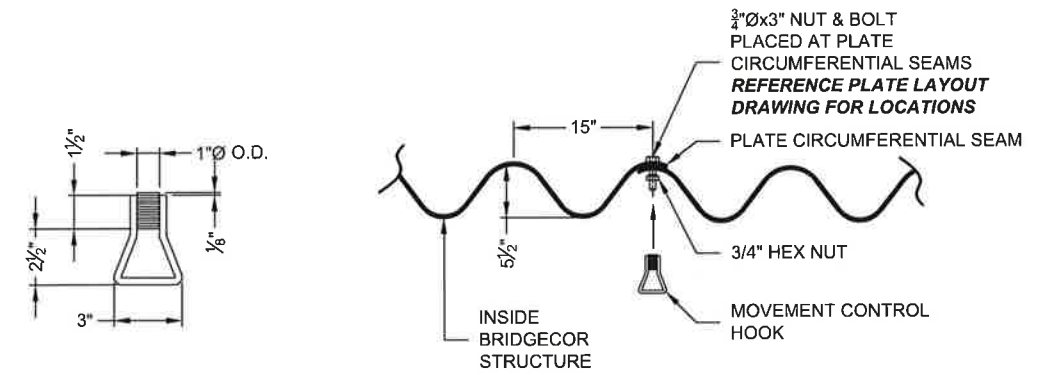
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BRIDGECOR STEEL BOX  
38'-1" SPAN X 11'-11" RISE  
STERLING RANCH ROAD- CO SPRINGS  
COLORADO SPRINGS, CO

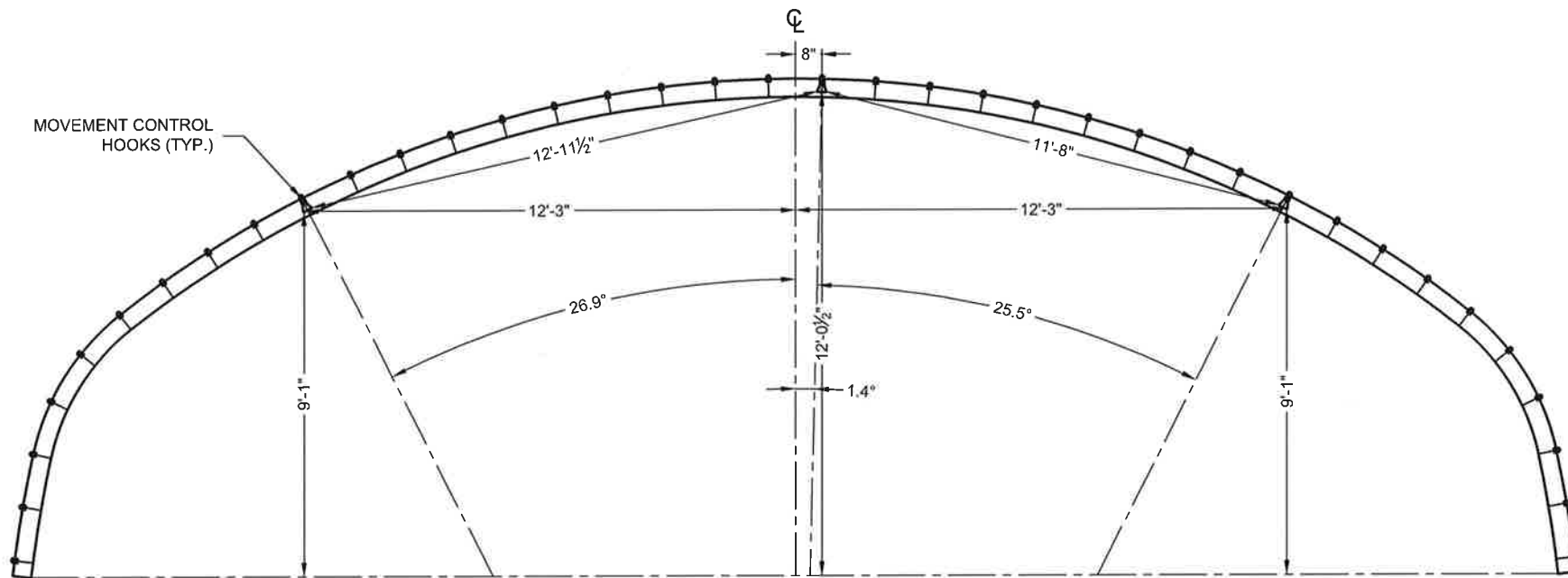
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**NOTES:**

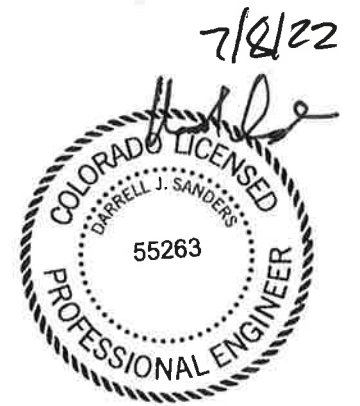
1. REFERENCE PLATE LAYOUT DIAGRAM FOR MOVEMENT CONTROL HOOK LOCATIONS.



**MOVEMENT CONTROL HOOK DETAIL**



**MOVEMENT CONTROL HOOK PLACEMENT DETAIL**



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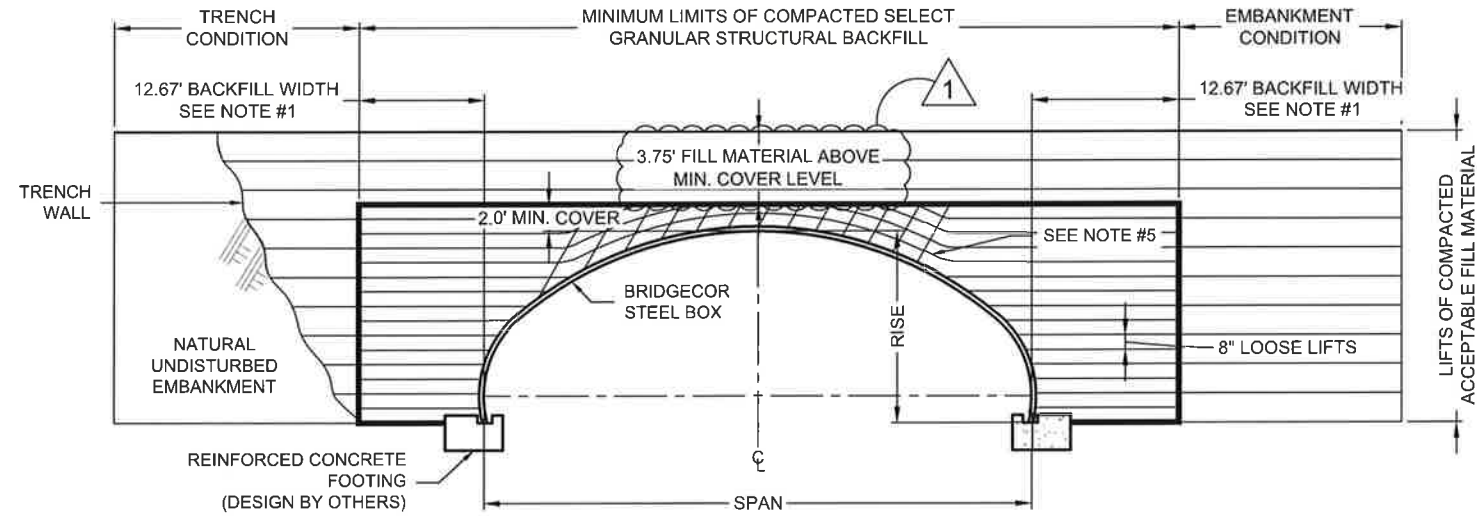
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BRIDGECOR STEEL BOX  
38'-1" SPAN X 11'-11" RISE  
STERLING RANCH ROAD- CO SPRINGS  
COLORADO SPRINGS, CO

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**SECTION**

- NOTES:**
- 1. MINIMUM SELECT GRANULAR STRUCTURAL BACKFILL WIDTH IS BASED ON AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SECTION 12 AND/OR THE RESULTS OF THE PROJECT SPECIFIC FINITE ELEMENT ANALYSIS.
  - 2. ALL SELECT GRANULAR STRUCTURAL BACKFILL TO BE PLACED IN A BALANCED FASHION IN THIN LIFTS (8" LOOSE TYPICALLY) AND COMPACTED TO 90 PERCENT DENSITY PER AASHTO T-180.
  - 3. MONITORING OF THE STEEL BOX STRUCTURE IS REQUIRED DURING THE BACKFILLING PROCESS. THE METHOD, FREQUENCY AND DURATION SHALL BE DETERMINED BASED ON THE SIZE AND SHAPE OF THE STRUCTURE.
  - 4. PREVENT DISTORTION OF SHAPE AS NECESSARY BY VARYING COMPACTION METHODS AND EQUIPMENT.
  - 5. PLACE SELECT GRANULAR STRUCTURAL BACKFILL IN RADIAL LIFTS AT APPROXIMATELY 75% OF THE RISE OF THE STEEL BOX STRUCTURE.
  - 6. BECAUSE OF THE FLEXING AND VIBRATION OF THE CROWN PLATES, THE FULL COMPACTION DENSITY LEVELS OFTEN CAN NOT BE ACHIEVED IN THE FIRST SEVERAL INCHES OF FILL OVER THE CROWN.

BASED ON A PROJECT SPECIFIC ANALYSIS GAGE TO BE 7, BACKFILL MATERIAL TO BE A-1, COMPACTED TO 90 % PER AASHTO T-180.

IF OTHER BACKFILL MATERIALS ARE TO BE EVALUATED, CONTACT YOUR LOCAL CONTECH REPRESENTATIVE.

**ADDITIONAL SELECT GRANULAR STRUCTURAL BACKFILL NOTES:**

SATISFACTORY BACKFILL MATERIAL, PROPER PLACEMENT, AND COMPACTION ARE KEY FACTORS IN OBTAINING MAXIMUM STRENGTH AND STABILITY.

THE BACKFILL MATERIAL SHOULD BE FREE OF ROCKS, FROZEN LUMPS, AND FOREIGN MATERIAL THAT COULD CAUSE HARD SPOTS OR DECOMPOSE TO CREATE VOIDS. BACKFILL MATERIAL SHOULD BE WELL GRADED GRANULAR MATERIAL THAT MEETS THE REQUIREMENTS OF THE PROJECT SPECIFIC ANALYSIS NOTED BELOW. REFERENCE THE STRUCTURAL PLATE BACKFILL GROUP CLASSIFICATION TABLE ON THIS SHEET. RECYCLED CONCRETE/SLAG ARE NOT RECOMMENDED FOR STRUCTURAL BACKFILL MATERIAL. BACKFILL MUST BE PLACED SYMMETRICALLY ON EACH SIDE OF THE STRUCTURE IN 8" LOOSE LIFTS. EACH LIFT IS TO BE COMPACTED TO THE SPECIFIED DENSITY.

A HIGH PERCENTAGE OF SILT OR FINE SAND IN THE NATIVE SOILS SUGGESTS THE NEED FOR A WELL GRADED GRANULAR BACKFILL MATERIAL TO PREVENT SOIL MIGRATION. IF THE PROPOSED BACKFILL IS NOT A WELL GRADED GRANULAR MATERIAL, A NON-WOVEN GEOTEXTILE FILTER FABRIC SHALL BE PLACED BETWEEN THE SELECT BACKFILL AND THE IN SITU MATERIAL.

DURING BACKFILL, ONLY LIGHTWEIGHT TRACKED VEHICLES (D-4 OR LIGHTER) SHOULD BE NEAR THE STRUCTURE AS FILL PROGRESSES ABOVE THE CROWN AND TO THE FINISHED GRADE. THE ENGINEER AND CONTRACTOR ARE CAUTIONED THAT THE MINIMUM COVER MAY NEED TO BE INCREASED TO HANDLE TEMPORARY CONSTRUCTION VEHICLE LOADS (HEAVIER THAN D-4).

**STRUCTURAL PLATE BACKFILL GROUP CLASSIFICATION, REFERENCE AASHTO M-145**

GROUP CLASSIFICATION	A-1-a	A-1-b
Sieve Analysis Percent Passing		
No. 10 (2.000 mm)	50 max.	---
No. 40 (0.425 mm)	30 max.	50 max.
No. 200 (0.075 mm)	15 max.	25 max.
Atterberg Limits for Fraction Passing No. 40 (0.425 mm)		
Liquid Limits	---	---
Plasticity Index	6 max.	6 max.
Usual Materials	Stone Fragment, Gravel and Sand	

\*Modified from AASHTO M-145.

Fine beach sands, windblown sands, stream deposited sands, etc., exhibiting fine, rounded particles and typically classified by AASHTO M-145 as A-3 Materials should not be used.

If 95% Compaction per AASHTO T-180 is specified, the backfill material shall be a A-1-a.

Reference the most current version of ASTM D2487, Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System), for comparable soil groups.



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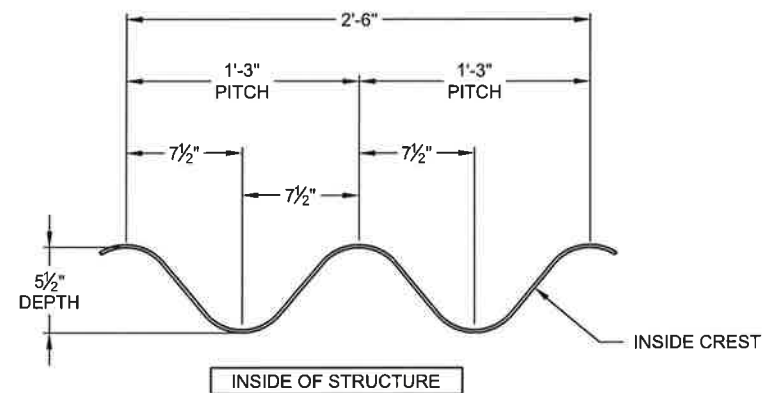
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CONTECH CONTRACT DRAWING

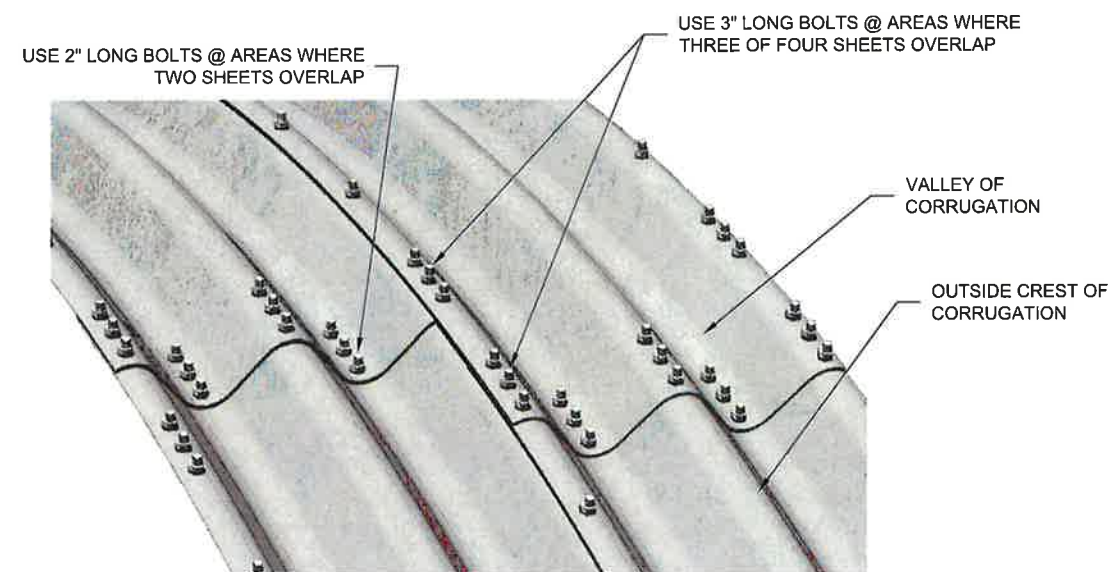
**BRIDGECOR STEEL BOX**  
38'-1" SPAN X 11'-11" RISE  
STERLING RANCH ROAD- CO SPRINGS  
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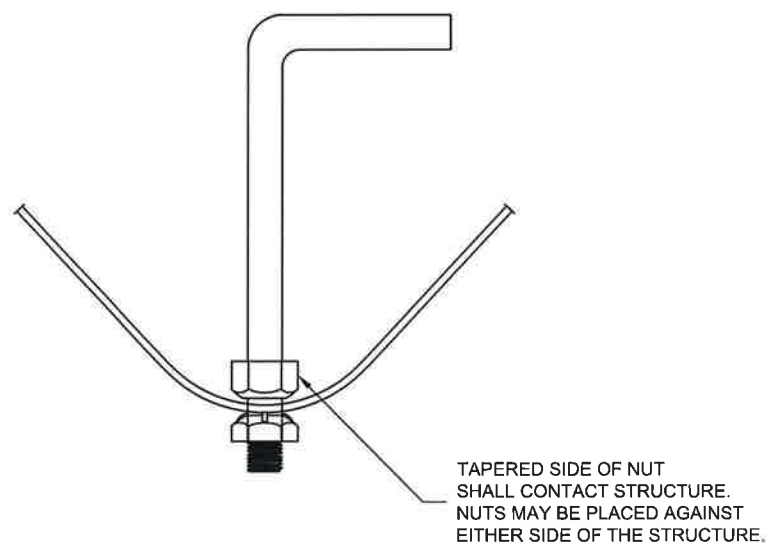
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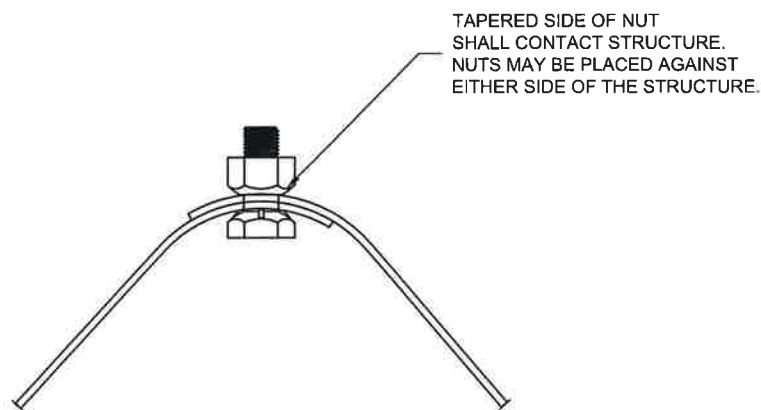
**BRIDGECOR CORRUGATION PROFILE**



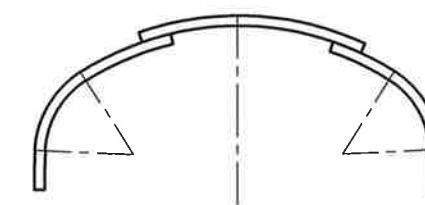
**PLATE LAP DETAIL**



**ANCHOR BOLT BOLTING DETAIL**



**TYPICAL BOLTING DETAIL**



**PLATE LAPPING DETAIL (LOOKING DOWNSTREAM)**

Add back headwall, wingwall and footing sheets?



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CONTECH CONTRACT DRAWING

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