

DESCRIPTION	REVISIONS	DATE
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SPECIFICATIONS FOR MANUFACTURE AND INSTALLATION OF CON/SPAN O-SERIES BRIDGE SYSTEMS OR APPROVED EQUAL (CONT'D)

11. **MARKING**
EACH BRIDGE UNIT SHALL BE CLEARLY MARKED BY WATERPROOF PAINT. THE FOLLOWING SHALL BE SHOWN ON THE INSIDE OF THE VERTICAL LEG OF THE BRIDGE SECTION:
BRIDGE SPAN x BRIDGE RISE
DATE OF MANUFACTURE
NAME OR TRADEMARK OF THE MANUFACTURER
12. **INSTALLATION PREPARATION**
TO ENSURE CORRECT INSTALLATION OF THE PRECAST CONCRETE BRIDGE SYSTEM, CARE AND CAUTION MUST BE EXERCISED IN FORMING THE SUPPORT AREAS FOR BRIDGE UNITS, HEADWALL, AND WINGWALL ELEMENTS. EXERCISING SPECIAL CARE WILL FACILITATE THE RAPID INSTALLATION OF THE PRECAST COMPONENTS.
- 12.1. **FOOTINGS**
DO NOT OVER EXCAVATE FOUNDATIONS UNLESS DIRECTED BY SITE SOIL ENGINEER TO REMOVE UNSUITABLE SOIL.
- THE SITE SOILS ENGINEER SHALL CERTIFY THAT THE BEARING CAPACITY MEETS OR EXCEEDS THE FOOTING DESIGN REQUIREMENTS, PRIOR TO THE CONTRACTOR POURING OF THE FOOTINGS.
- THE BRIDGE UNITS AND WINGWALLS SHALL BE INSTALLED ON EITHER PRECAST OR CAST-IN-PLACE CONCRETE FOOTINGS. THE SIZE AND ELEVATION OF THE FOOTINGS SHALL BE AS DESIGNED BY THE ENGINEER. A KEYWAY SHALL BE FORMED IN THE TOP SURFACE OF THE BRIDGE FOOTING AS SPECIFIED ON THE PLANS. NO KEYWAY IS REQUIRED IN THE WINGWALL FOOTINGS, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- THE FOOTINGS SHALL BE GIVEN A SMOOTH FLOAT FINISH AND SHALL REACH A COMPRESSIVE STRENGTH OF 2,000 PSI BEFORE PLACEMENT OF THE BRIDGE AND WINGWALL ELEMENTS. BACKFILLING SHALL NOT BEGIN UNTIL THE FOOTING HAS REACHED THE FULL DESIGN COMPRESSIVE STRENGTH.
- THE FOOTING SURFACE SHALL BE CONSTRUCTED IN ACCORDANCE WITH GRADES SHOWN ON THE PLANS. WHEN TESTED WITH A 10'-0" STRAIGHT EDGE, THE SURFACE SHALL NOT VARY MORE THAN 1/4" IN 10'-0".
- IF A PRECAST CONCRETE FOOTING IS USED, THE CONTRACTOR SHALL PREPARE A 4" THICK BASE LAYER OF COMPACTED GRANULAR MATERIAL THE FULL WIDTH OF THE FOOTING PRIOR TO PLACING THE PRECAST FOOTING.
- THE FOUNDATIONS FOR PRECAST CONCRETE BRIDGE ELEMENTS AND WINGWALLS MUST BE CONNECTED BY REINFORCEMENT TO FORM ONE MONOLITHIC BODY. EXPANSION JOINTS SHALL NOT BE USED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE FOUNDATIONS PER THE PLANS AND SPECIFICATIONS.

13. **INSTALLATION**
- 13.1. **GENERAL** - THE INSTALLATION OF THE PRECAST CONCRETE ELEMENTS SHALL BE AS EXPLAINED IN THE PUBLICATION CON/SPAN BRIDGE SYSTEMS INSTALLATION HANDBOOK.
- 13.1.1. **LIFTING** - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT A CRANE OF THE CORRECT LIFTING CAPACITY IS AVAILABLE TO HANDLE THE PRECAST CONCRETE UNITS. THIS CAN BE ACCOMPLISHED BY USING THE WEIGHTS GIVEN FOR THE PRECAST CONCRETE COMPONENTS AND BY DETERMINING THE LIFTING REACH FOR EACH CRANE UNIT. SITE CONDITIONS MUST BE CHECKED WELL IN ADVANCE OF SHIPPING TO ENSURE PROPER CRANE LOCATION AND TO AVOID ANY LIFTING RESTRICTIONS. THE LIFT ANCHORS OR HOLES PROVIDED IN EACH UNIT ARE THE ONLY MEANS TO BE USED TO LIFT THE ELEMENTS. THE PRECAST CONCRETE ELEMENTS MUST NOT BE SUPPORTED OR RAISED BY OTHER MEANS THAN THOSE GIVEN IN THE MANUALS AND DRAWINGS WITHOUT WRITTEN APPROVAL FROM CONTECH® ENGINEERED SOLUTIONS.
- 13.1.2. **CONSTRUCTION EQUIPMENT WEIGHT RESTRICTIONS** - IN NO CASE SHALL EQUIPMENT OPERATING IN EXCESS OF THE DESIGN LOAD (HS20 OR HS25) BE PERMITTED OVER THE BRIDGE UNITS UNLESS APPROVED BY CONTECH® ENGINEERED SOLUTIONS.
- 13.1.2.1. **IN THE IMMEDIATE AREA OF THE BRIDGE UNITS, THE FOLLOWING RESTRICTIONS FOR THE USE OF HEAVY CONSTRUCTION MACHINERY DURING BACKFILLING OPERATIONS APPLY:**
- NO CONSTRUCTION EQUIPMENT SHALL CROSS THE BARE PRECAST CONCRETE BRIDGE UNIT.
 - AFTER THE COMPACTED FILL LEVEL HAS REACHED A MINIMUM OF 4" OVER THE CROWN OF THE BRIDGE, CONSTRUCTION EQUIPMENT WITH A WEIGHT OF LESS THAN 10 TONS MAY CROSS THE BRIDGE.
 - AFTER THE COMPACTED FILL LEVEL HAS REACHED A MINIMUM OF 1'-0" OVER THE CROWN OF THE BRIDGE, CONSTRUCTION EQUIPMENT WITH A WEIGHT OF LESS THAN 30 TONS MAY CROSS THE BRIDGE.
 - AFTER THE COMPACTED FILL LEVEL HAS REACHED THE DESIGN COVER, OR 2'-0" MINIMUM, OVER THE CROWN OF THE PRECAST CONCRETE BRIDGE, CONSTRUCTION EQUIPMENT WITHIN THE DESIGN LOAD LIMITS FOR THE ROAD MAY CROSS THE PRECAST CONCRETE BRIDGE.
- 13.2. **LEVELING PAD/SHIMS** - THE BRIDGE UNITS AND WINGWALLS SHALL BE SET ON HARDBOARD SHIMS CONFORMING TO ASTM D1037 OR PLASTIC SHIMS (DAYTON SUPERIOR P-50, P-51 OR APPROVED EQUAL) MEASURING 5" x 5", MINIMUM, UNLESS SHOWN OTHERWISE ON THE PLANS. A MINIMUM GAP OF 1/2" SHALL BE PROVIDED BETWEEN THE FOOTING AND THE BOTTOM OF THE BRIDGE'S

- VERTICAL LEGS OR THE BOTTOM OF THE WINGWALL. ALSO, A SUPPLY OF 1/4", 1/2" AND 3/4" THICK HARDBOARD OR PLASTIC SHIMS FOR VARIOUS SHIMMING PURPOSES SHALL BE ON SITE.
- 13.3. **PLACEMENT OF BRIDGE UNITS** - THE BRIDGE UNITS SHALL BE PLACED AS SHOWN ON THE ENGINEER'S PLAN DRAWINGS. SPECIAL CARE SHALL BE TAKEN IN SETTING THE ELEMENTS TO THE TRUE LINE AND GRADE. THE JOINT WIDTH BETWEEN ADJACENT PRECAST UNITS SHALL NOT EXCEED 1/4".
- 13.4. **IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE STRUCTURE SPAN DURING ALL PHASES OF INSTALLATION. DUE TO THE ARCH SHAPE, BRIDGE ELEMENTS WILL TEND TO SPREAD UNDER SELF-WEIGHT. IT IS IMPERATIVE THAT ANY LATERAL SPREADING OF THE BRIDGE ELEMENTS BE AVOIDED DURING AND AFTER THEIR PLACEMENT. GENERALLY, HORIZONTAL CABLE TIES OR TIE RODS ARE SHIPPED IN THE LARGER BRIDGE ELEMENTS TO ASSIST IN PREVENTING THIS SPREADING. CABLE TIES/TIE RODS SHALL NOT BE REMOVED UNTIL BRIDGE UNITS ARE GROUTED AND GROUT HAS CURED. IT IS RECOMMENDED THAT TEMPORARY HARDWOOD BLOCKS BE USED IN CONJUNCTION WITH THE CABLE TIES/TIE RODS TO MAINTAIN SPAN. IF, HOWEVER, DUE TO SITE RESTRICTIONS, THESE CABLE TIES/TIE RODS MUST BE REMOVED PRIOR TO PLACEMENT OF THE BRIDGE ELEMENTS, THE CONTRACTOR MUST NOTIFY CONTECH (MANUFACTURER) AND REQUEST A SUGGESTED INSTALLATION PROCEDURE.**
- IN ADDITION, IF THE CABLE TIES/TIE RODS MUST BE REMOVED PRIOR TO SETTING ARCH UNITS, THE FOLLOWING QUALITY CONTROL PROCEDURE MUST BE FOLLOWED:**
- 1) FIND "MEASURED SPAN" UPON ARCH UNIT'S DELIVERY TO SITE, PRIOR TO LIFTING FROM TRUCK AND REMOVING CABLE TIES/TIE RODS. "MEASURED SPAN" SHALL BE THE AVERAGE OF (3) SPAN MEASUREMENTS ALONG THE LAY LENGTH OF THE ARCH UNIT.
 - 2) AFTER SETTING OF BRIDGE UNIT ON THE FOUNDATION, VERIFY THE SPAN. THIS "INSTALLED SPAN MEASUREMENT" SHALL NOT EXCEED THE MAXIMUM OF:
 - A) THE NOMINAL SPAN + 1/2" OR
 - B) THE "MEASURED SPAN"
- IF THE "INSTALLED SPAN MEASUREMENT" EXCEEDS THIS AMOUNT, THE ARCH UNIT SHALL BE LIFTED AND RE-SET UNTIL THE "INSTALLED SPAN MEASUREMENT" MEETS THE LIMITS.

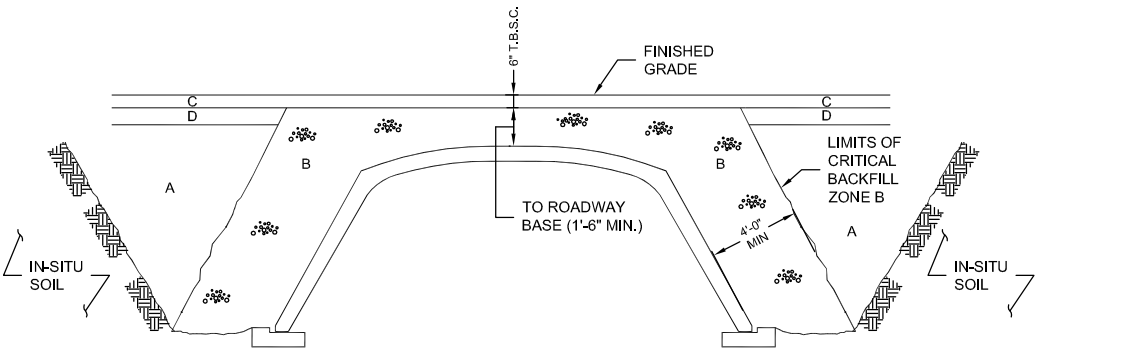
- 13.5. **PLACEMENT OF WINGWALLS, HEADWALLS AND FOUNDATION UNITS** - THE WINGWALLS, HEADWALLS AND FOUNDATIONS SHALL BE PLACED AS SHOWN ON THE PLAN DRAWINGS. SPECIAL CARE SHALL BE TAKEN IN SETTING THE ELEMENTS TO THE TRUE LINE AND GRADE.
- 13.6. **WATERPROOFING/JOINT PROTECTION AND SUBSURFACE DRAINAGE**
- 13.6.1. **EXTERNAL PROTECTION OF JOINTS** - THE BUTT JOINT MADE BY TWO ADJOINING BRIDGE UNITS SHALL BE COVERED WITH A 1/8" x 1 1/2" PREFORMED BITUMINOUS JOINT SEALANT AND A MINIMUM OF A 9" WIDE JOINT WRAP. THE SURFACE SHALL BE FREE OF DIRT BEFORE APPLYING THE JOINT MATERIAL. A PRIMER COMPATIBLE WITH THE JOINT WRAP TO BE USED SHALL BE APPLIED FOR A MINIMUM WIDTH OF 9" ON EACH SIDE OF THE JOINT. THE EXTERNAL WRAP SHALL BE CS212 BY CONCRETE SEALANTS INC., EZ-WRAP RUBBER BY PRESS-SEAL GASKET CORPORATION, SEAL WRAP BY MAR MAC MANUFACTURING CO. INC. OR APPROVED EQUAL. THE JOINT SHALL BE COVERED CONTINUOUSLY FROM THE BOTTOM OF ONE BRIDGE SECTION LEG, ACROSS THE TOP OF THE BRIDGE AND TO THE OPPOSITE BRIDGE SECTION LEG. ANY LAPS THAT RESULT IN THE JOINT WRAP SHALL BE A MINIMUM OF 6" LONG WITH THE OVERLAP RUNNING DOWNHILL.
- 13.6.2. **IN ADDITION TO THE JOINTS BETWEEN BRIDGE UNITS, THE JOINT BETWEEN THE END BRIDGE UNIT AND THE HEADWALL SHALL ALSO BE SEALED AS DESCRIBED ABOVE. IF PRECAST WINGWALLS ARE USED, THE JOINT BETWEEN THE END BRIDGE UNIT AND THE WINGWALL SHALL BE SEALED WITH A 2'-0" STRIP OF FILTER FABRIC. ALSO, IF LIFT HOLES ARE FORMED IN THE BRIDGE UNITS, THEY SHALL BE PRIMED AND COVERED WITH A 9" x 9" SQUARE OF JOINT WRAP.**
- 13.6.3. **DURING THE BACKFILLING OPERATION, CARE SHALL BE TAKEN TO KEEP THE JOINT WRAP IN ITS PROPER LOCATION OVER THE JOINT.**
- 13.6.4. **SUBSOIL DRAINAGE SHALL BE AS DIRECTED BY THE ENGINEER.**
- 13.7. **GROUTING**
- 13.7.1. **GROUTING SHALL NOT BE PERFORMED WHEN TEMPERATURES ARE EXPECTED TO GO BELOW 35° FOR A PERIOD OF 72 HOURS. FILL THE BRIDGE-FOUNDATION KEYWAY WITH CEMENT GROUT (PORTLAND CEMENT AND WATER OR CEMENT MORTAR COMPOSED OF PORTLAND CEMENT, SAND AND WATER) WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3000 PSI. VIBRATE AS REQUIRED TO ENSURE THAT THE ENTIRE KEY AROUND THE BRIDGE ELEMENT IS COMPLETELY FILLED. IF BRIDGE ELEMENTS HAVE BEEN SET WITH TEMPORARY TIES (CABLES, BARS, ETC.) GROUT MUST ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI BEFORE TIES MAY BE REMOVED.**
- 13.7.2. **ALL GROUT SHALL HAVE A MAXIMUM AGGREGATE SIZE OF 1/4".**
- 13.7.3. **LIFTING AND ERECTION ANCHOR RECESSES SHALL BE FILLED WITH GROUT.**
- 13.7.4. **AFTER GROUT HAS REACHED ITS DESIGN STRENGTH THE TEMPORARY HARDWOOD WEDGES SHALL BE REMOVED AND THEIR HOLES FILLED WITH GROUT.**
- 13.8. **BACKFILL**
- 13.8.1. **DO NOT PERFORM BACKFILLING DURING WET OR FREEZING WEATHER.**

- 13.8.2. **NO BACKFILL SHALL BE PLACED AGAINST ANY STRUCTURAL ELEMENTS UNTIL THEY HAVE BEEN APPROVED BY THE ENGINEER.**
- 13.8.3. **BACKFILL SHALL BE CONSIDERED AS ALL REPLACED EXCAVATION AND NEW EMBANKMENT ADJACENT TO THE PRECAST CONCRETE ELEMENTS. THE PROJECT CONSTRUCTION AND MATERIAL SPECIFICATIONS, WHICH INCLUDE THE SPECIFICATIONS FOR EXCAVATION FOR STRUCTURES AND ROADWAY EXCAVATION AND EMBANKMENT CONSTRUCTION, SHALL APPLY EXCEPT AS MODIFIED IN THIS SECTION.**
- 13.8.4. **BACKFILL ZONES:**
- IN-SITU SOIL
 - ZONE A: CONSTRUCTED EMBANKMENT OR OVERFILL.
 - ZONE B: AGGREGATE BASE TYPE A FILL THAT IS DIRECTLY ASSOCIATED WITH PRECAST CONCRETE BRIDGE INSTALLATION.
 - ZONE C: 6" T.B.S.C ROAD STRUCTURE.
 - ZONE D: 8" SUBGRADE, METHOD B
- 13.8.5. **REQUIRED BACKFILL PROPERTIES**
- 13.8.5.1. **IN-SITU SOIL** - NATURAL GROUND IS TO BE SUFFICIENTLY STABLE TO ALLOW EFFECTIVE SUPPORT TO THE PRECAST CONCRETE BRIDGE UNITS. AS A GUIDE, THE EXISTING NATURAL GROUND SHOULD BE OF SIMILAR QUALITY AND DENSITY TO ZONE B MATERIAL FOR MINIMUM LATERAL DIMENSION OF ONE BRIDGE SPAN OUTSIDE OF THE BRIDGE FOOTING.
- 13.8.5.2. **ZONE A** - ZONE A REQUIRES FILL MATERIAL WITH SPECIFICATIONS AND COMPACTING PROCEDURES EQUAL TO THAT FOR NORMAL ROAD EMBANKMENTS.
- 13.8.5.3. **ZONE B** - GENERALLY, SOILS SHALL BE REASONABLY FREE OF ORGANIC MATTER, AND, NEAR CONCRETE SURFACES, FREE OF STONES LARGER THAN 3" IN DIAMETER SEE CHARTS FOR DETAILED DESCRIPTIONS OF ACCEPTABLE SOILS.
- 13.8.5.4. **ZONE C** - ZONE C IS THE ROAD SECTION OF GRAVEL, ASPHALT OR CONCRETE BUILT IN COMPLIANCE WITH LOCAL ENGINEERING PRACTICES.
- 13.8.5.5. **GEOTECHNICAL ENGINEER SHALL REVIEW GRADATIONS OF ALL INTERFACING MATERIALS AND, IF NECESSARY, RECOMMEND GEOTEXTILE FILTER FABRIC (PROVIDED BY CONTRACTOR)**

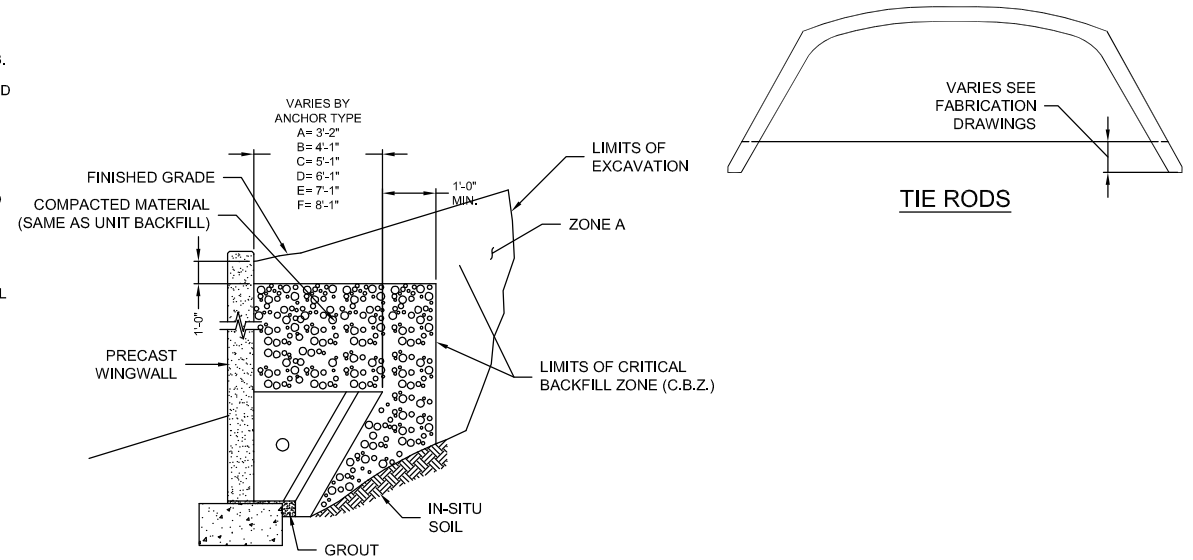
- 13.8.6. **PLACING AND COMPACTING BACKFILL**
DUMPING FOR BACKFILLING IS NOT ALLOWED ANY NEARER THAN 3'-0" FROM THE BRIDGE LEG.

- THE FILL MUST BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE MAXIMUM DIFFERENCE IN THE SURFACE LEVELS OF THE FILL ON OPPOSITE SIDES OF THE BRIDGE MUST NOT EXCEED 2'-0".
- THE FILL BEHIND WINGWALLS MUST BE PLACED AT THE SAME TIME AS THAT OF THE BRIDGE FILL. IT MUST BE PLACED IN PROGRESSIVELY PLACED HORIZONTAL LAYERS NOT EXCEEDING 8" PER LAYER.
- THE BACKFILL OF ZONE B SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE STANDARD PROCTOR, AS REQUIRED BY AASHTO T-99.
- SOIL WITHIN 1'-0" OF CONCRETE SURFACES SHALL BE HAND-COMPACTED. ELSEWHERE, USE OF ROLLERS IS ACCEPTABLE. IF VIBRATING ROLLER-COMPACTORS ARE USED, THEY SHALL NOT BE STARTED OR STOPPED WITHIN ZONE B AND THE VIBRATION FREQUENCY SHOULD BE AT LEAST 30 REVOLUTIONS PER SECOND.

- THE BACKFILL MATERIAL AND COMPACTING BEHIND WINGWALLS SHALL SATISFY THE CRITERIA FOR THE BRIDGE BACKFILL, ZONE B.
- BACKFILL AGAINST A WATERPROOFED SURFACE SHALL BE PLACED CAREFULLY TO AVOID DAMAGE TO THE WATERPROOFING MATERIAL.
- 13.8.7. **BRIDGE UNITS**
FOR FILL HEIGHTS OVER 12 FEET (AS MEASURED FROM TOP CROWN OF BRIDGE TO FINISHED GRADE), NO BACKFILLING MAY BEGIN UNTIL A BACKFILL COMPACTION TESTING PLAN HAS BEEN COORDINATED WITH AND APPROVED BY CONTECH® ENGINEERED SOLUTIONS.
- 13.8.8. **WINGWALLS**
BACKFILL IN FRONT OF WINGWALLS SHALL BE CARRIED TO GROUND LINES SHOWN IN THE PLANS.
- 13.8.9. **MONITORING**
THE CONTRACTOR SHALL CHECK SETTLEMENTS AND HORIZONTAL DISPLACEMENT OF FOUNDATION TO ENSURE THAT THEY ARE WITHIN THE ALLOWABLE LIMIT PROVIDED BY THE ENGINEER. THESE MEASUREMENTS SHOULD GIVE AN INDICATION OF THE SETTLEMENTS AND DEFORMATIONS ALONG THE LENGTH OF THE FOUNDATIONS.
- THE FIRST MEASUREMENT SHOULD TAKE PLACE AFTER THE ERECTION OF ALL PRECAST BRIDGE SYSTEM ELEMENTS, A SECOND AFTER COMPLETION OF BACKFILLING, AND A THIRD BEFORE OPENING OF THE BRIDGE TO TRAFFIC. FURTHER MEASUREMENTS MAY BE MADE ACCORDING TO LOCAL CONDITIONS.



BACKFILL REQUIREMENTS



WALL BACKFILL REQUIREMENTS

DESIGN	RJP	6/17	OKLAHOMA DEPARTMENT OF TRANSPORTATION BRIDGE NOTES
DRAWN	ATD	6/17	
CHECKED	BWF	6/17	
APPROVED	WTM	6/17	
SQUAD	MESHEK		
COUNTY <u>PAWNEE</u> COUNTY RD. <u>E0510</u> STATE JOB NO. <u>JP29930(04)</u> SHEET NO. <u>B05</u>			

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