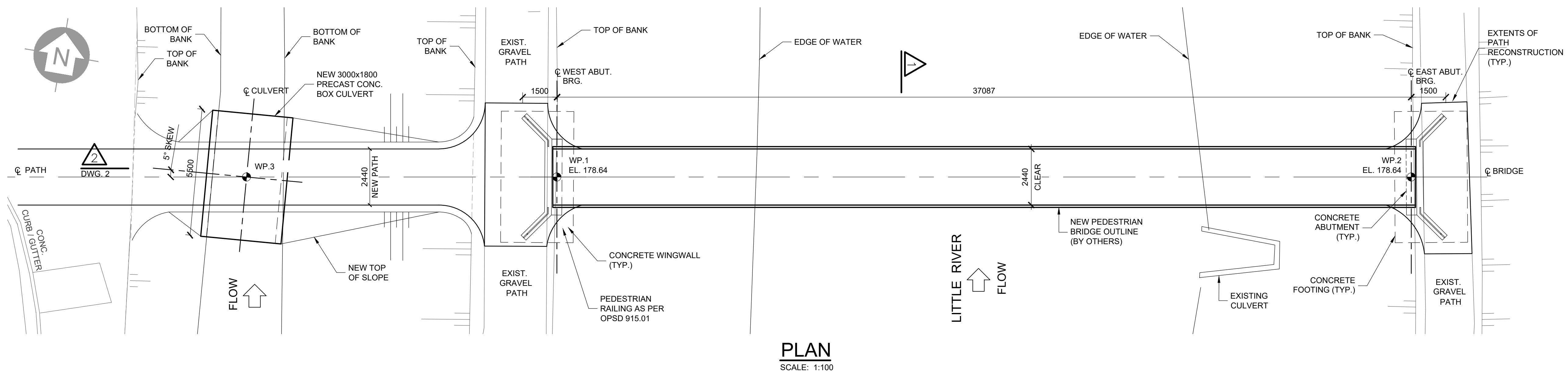
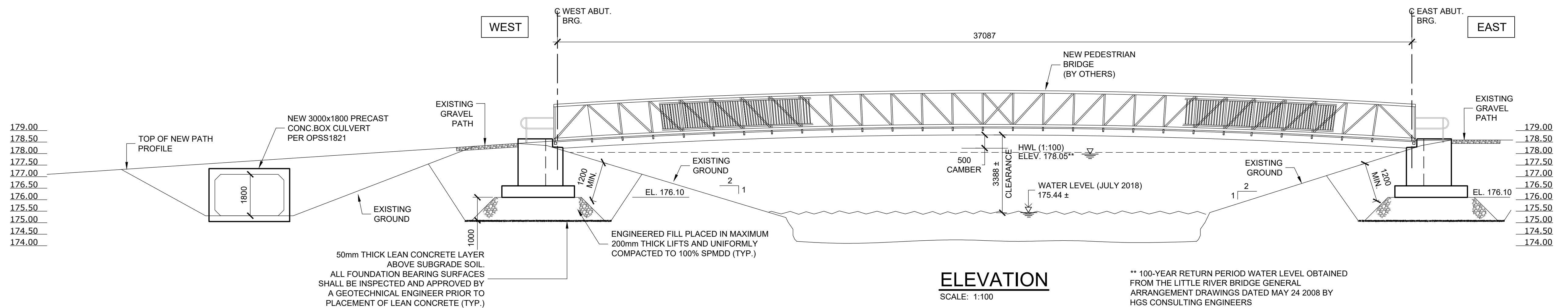


CONSTRUCTION NOTES:

1. PONY TRUSS BRIDGE SUPERSTRUCTURE DESIGN IS PROVIDED SCHEMATICALLY ONLY. THE CONTRACTOR SHALL DESIGN, SUPPLY AND INSTALL THE PONY TRUSS BRIDGE SUPERSTRUCTURE. STAMPED SHOP DRAWINGS SHALL BE SUBMITTED TO THE CONTRACT ADMINISTRATOR FOR REVIEW PRIOR TO FABRICATION.
2. PONY TRUSS BRIDGE SHALL BE DESIGNED IN ACCORDANCE WITH THE CANADIAN HIGHWAY BRIDGE DESIGN CODE CAN/CSA S6-14.
3. THE ABUTMENT ARRANGEMENT AND DESIGN ARE BASED ON A PRE-ENGINEERED SUPERSTRUCTURE DESIGN BY EAGLE BRIDGE. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS FOR THE CONSULTANT TO REDESIGN THE ABUTMENTS AND AMEND THE CONTRACT DOCUMENTS SHOULD ANOTHER PRE-ENGINEERED BRIDGE SUPPLIER BE UTILIZED.
4. ALL WORK SHALL CONFORM TO CHBDC AND ALL STANDARDS REFERENCED WITHIN LOCAL REGULATIONS AND BYLAWS AND THE OCCUPATIONAL HEALTH AND SAFETY ACT FOR CONSTRUCTION PROJECTS. THE LATEST VERSIONS OF THE STANDARDS SHALL APPLY.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DETAILS, ELEVATIONS AND UTILITIES SHOWN ON STRUCTURAL DRAWINGS. ANY DISCREPANCIES SHALL BE REPORTED TO THE CONTRACT ADMINISTRATOR BEFORE PROCEEDING WITH THE WORK.
6. THE CONTRACTOR SHALL ENSURE THE STABILITY OF ALL COMPONENTS DURING HANDLING, TRANSPORTATION AND ERECTION.
7. THE ABUTMENT FOOTING BEARING SURFACE MUST BE INSPECTED BY A COMPETENT GEOTECHNICAL ENGINEER OR THEIR REPRESENTATIVE TO CONFIRM THE BEARING SURFACE. THE FOOTING SHALL BEAR ON THE ENGINEERED FILL AS SHOWN ON THE CONTRACT DRAWINGS.
8. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ADEQUATE PROTECTION OF THE UTILITIES, SERVICES, STRUCTURES, ROADWAYS, ETC. DURING CONSTRUCTION OPERATIONS AT NO COST TO THE CITY. THE CONTRACTOR'S METHOD OF PROTECTION ARE TO BE SUBMITTED TO THE CONTRACT ADMINISTRATOR FOR REVIEW.
9. THE CONTRACTOR SHALL PROVIDE A THOROUGHLY PLANNED DEBRIS CONTAINMENT SYSTEM TO BE INSTALLED PRIOR TO START OF WORK. TO PREVENT DEBRIS FROM FALLING INTO THE WATERCOURSE. THE DEBRIS CONTAINMENT SYSTEM SHALL BE INSTALLED TO THE SATISFACTION OF THE CONTRACT ADMINISTRATOR.
10. GRADES SHOWN ARE APPROXIMATE. FINISHED GRADE IS TO BE APPROVED IN THE FIELD BY THE ENGINEER.
11. WHERE EXISTING CONDITIONS ARE SHOWN AND THEY ARE NOT NECESSARILY ACCURATE OR COMPLETE, THE CONTRACTOR SHALL CONFIRM ALL EXISTING DIMENSIONS AND LOCATIONS.



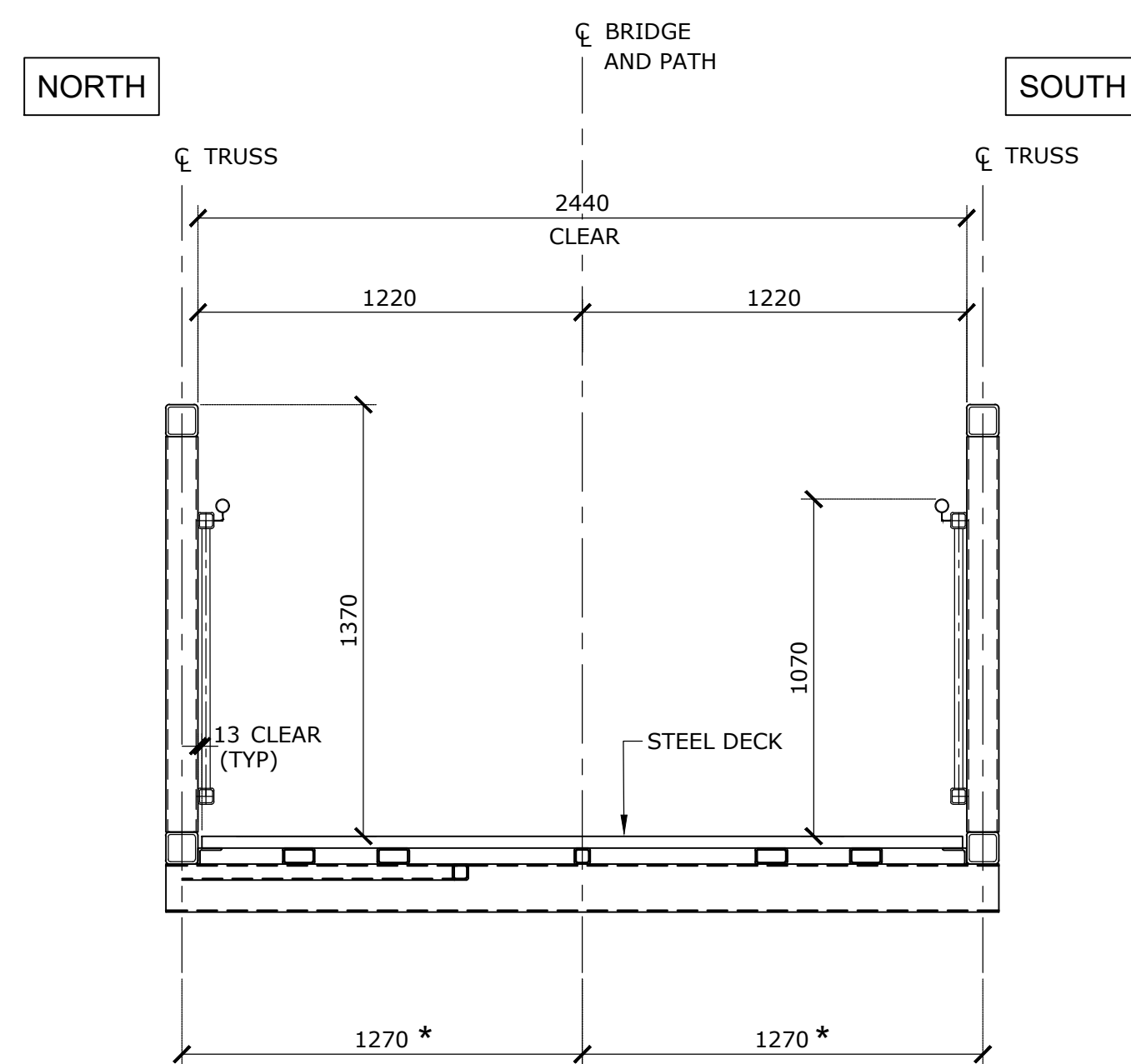
PLAN
SCALE: 1:100



ELEVATION
SCALE: 1:100

** 100-YEAR RETURN PERIOD WATER LEVEL OBTAINED FROM THE LITTLE RIVER BRIDGE GENERAL ARRANGEMENT DRAWINGS DATED MAY 24 2008 BY HGS CONSULTING ENGINEERS

WORKING POINT DATA		
	NORTHING	EASTING
WP.1	4693863.852	322134.141
WP.2	4700243.633	358669.106
WP.3	4691549.540	308863.646



SECTION
SCALE: 1:20



NOTE:
* DENOTES DIMENSIONS TO BE REVIEWED WITH PRE-ENGINEERED BRIDGE SHOP DRAWING

GENERAL NOTES:

CODE: CSA S6-14
LIVE LOAD: PEDESTRIAN LOAD

1. CONCRETE

- ALL CONCRETE CONSTRUCTION TO BE CARRIED OUT IN ACCORDANCE WITH CSA STANDARD A23.1-14/ A23.2-14.
- MINIMUM CONCRETE STRENGTH TO BE 35MPa (AT 28 DAYS) CLASS C-1, UNLESS OTHERWISE NOTED.
- CLEAR COVER TO CONCRETE:
CONCRETE CAST AGAINST EARTH.....100mm ± 25
REMAINDER, UNLESS OTHERWISE NOTED..... 70mm ± 20
- ALL EXPOSED CONCRETE EDGES TO BE CHAMFERED 20mm UNLESS OTHERWISE NOTED.

2. REINFORCING STEEL

- REINFORCING STEEL SHALL BE GRADE 400W UNLESS OTHERWISE NOTED.
- TENSION LAP SPLICES SHALL BE CLASS 'B' UNLESS OTHERWISE NOTED.
- BAR HOOKS SHALL BE STANDARD LENGTH UNLESS OTHERWISE NOTED.

3. STRUCTURAL STEEL

- STRUCTURAL STEEL FOR TRUSS MEMBERS SHALL CONFORM TO CAN/CSA G40.20/G40.21 GRADE 350 AT. HOLLOW STRUCTURAL SECTIONS TO CONFORM TO CAN/CSA G40.20/G40.21 GRADE 350AT, CLASS 'C'. THE CHARPY IMPACT ENERGY REQUIREMENTS SHALL BE 27 JOULES AND THE TEST TEMPERATURE SHALL BE -30°C
- ALL OTHER STRUCTURAL STEEL SHALL CONFORM TO CAN/CSA G40.20/G40.21 GRADE 350 A.

- BOLTS ON WEATHERING STEEL SHALL BE ASTM A325M, TYPE 3. BOLT THREADS SHALL BE EXCLUDED FROM THE SHEAR PLANE.
- BOLTS SHALL BE INSTALLED BY THE TURN OF NUT METHOD.
- WELDING SHALL CONFORM TO CSA CAN3-W59-13 AND AWS D.1.5.
- UNLESS OTHERWISE NOTED, THE MINIMUM FILLET WELD SHALL BE AS FOLLOWS:
MATERIAL THICKNESS OF THICKER PART JOINED (mm) MINIMUM SIZE OF SINGLE PASS FILLET WELD (mm)

TO 12mm INCLUSIVE	5
OVER 12 TO 20	6
OVER 20 TO 40	7
OVER 40 TO 60	10
OVER 60 TO 120	12

- ALL ELEMENTS OF THE BEARING TO BE DESIGNED BY EAGLE BRIDGE OR THE PRE-ENGINEERED BRIDGE SUPPLIER.
- BRIDGE SUPERSTRUCTURE SHALL BE CAMBERED TO THE VALUE SHOWN ON THE DEVELOPED ELEVATION ON THE CONTRACT DRAWINGS AND SHALL INCLUDE AN ALLOWANCE FOR SUPERSTRUCTURE SELF-WEIGHT AND SUPERIMPOSED DEAD LOADS.

4. GEOTECHNICAL:

LOAD BEARING CAPACITY:

ULS = 240 KPa
SLS = 160 KPa

- ABUTMENT FOOTINGS ARE TO BE CONSTRUCTED ON 1m ENGINEERED FILL AS SHOWN ON THE CONTRACT DRAWINGS.
- GEOTECHNICAL REPORT #SWM187089 DATED AUGUST 16TH, 2018 COMPLETED BY WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS.

5. TRAIL NOTES:

- MAXIMUM LONGITUDINAL RUNNING TRAIL SLOPE SHALL NOT EXCEED 6%, AND MAXIMUM TRANSVERSE CROSS FALL SHALL NOT EXCEED 2%.
- THE USE OF NATIVE MATERIAL AS BACKFILL IS NOT ALLOWED UNLESS APPROVED IN WRITING BY THE CONTRACT ADMINISTRATOR. THE TRAIL SUB-GRADE SHALL BE PROOF-ROLLED AND ANY LOOSE, SOFT, WET OR UNSTABLE AREAS SUB-EXCAVATED AND BACKFILLED WITH 50mm CRUSHER LIMESTONE. 50mm CRUSHER LIMESTONE FOR TRAIL CONSTRUCTION SHALL BE PLACED IN A MINIMUM LIFT(S) OF 150mm THICK AND COMPACTED TO A MINIMUM 98% STANDARD PROCTOR MAXIMUM DRY DENSITY (SPMDD).
- THE TRAIL 19mm CRUSHER RUN LIMESTONE BASE COURSE SHALL BE PLACED IN MAXIMUM LIFT(S) OF 150mm THICK AND COMPACTED TO A MINIMUM 100% STANDARD PROCTOR MAXIMUM DRY DENSITY (SPMDD).
- THE CONTRACTOR SHALL SUBMIT GRANULAR SIEVES TO ILLUSTRATE COMPLIANCE WITH APPLICABLE MUNICIPAL OPSS STANDARDS AT LEAST 2 WEEKS PRIOR TO START OF CONSTRUCTION.

wood
11865 County Road 42
Tecumseh, ON, N9M 2M1
(P) 519-735-2499



PROJECT
McHUGH PEDESTRIAN BRIDGE
CITY OF WINDSOR, ONTARIO

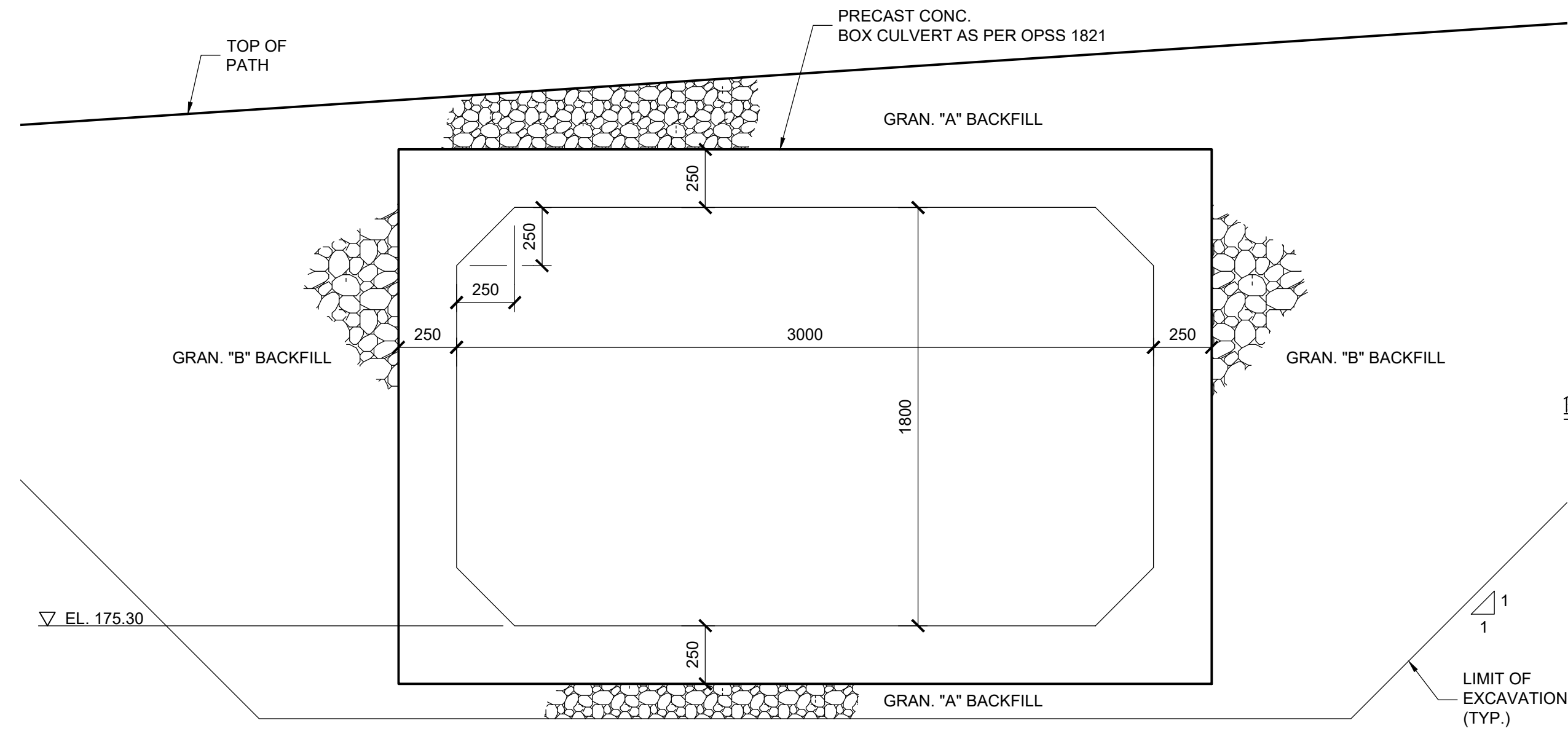
TITLE
GENERAL ARRANGEMENT & NOTES

DWG BY: ME PROJECTION: UTM Zone 17 DATE: 07/22/2019

CHKD BY: SV DATUM: NAD83 PROJECT NO: SWW187089-S1 - McHugh

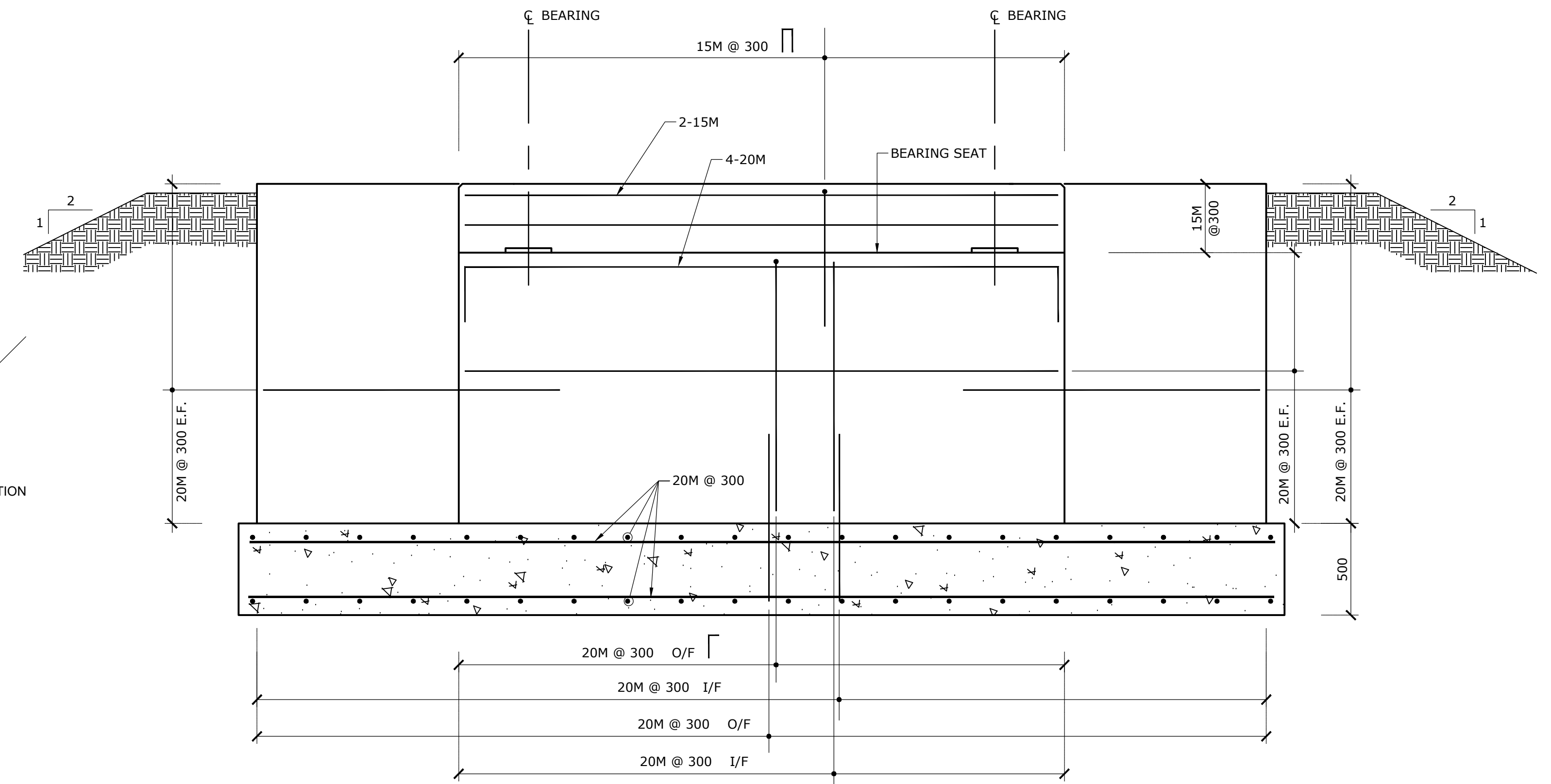
REV. NO: N/A SCALE: As Noted FIGURE No: 1

NOTE:
THIS DRAWING IS TO BE READ WITH
GENERAL ARRANGEMENT DRAWING



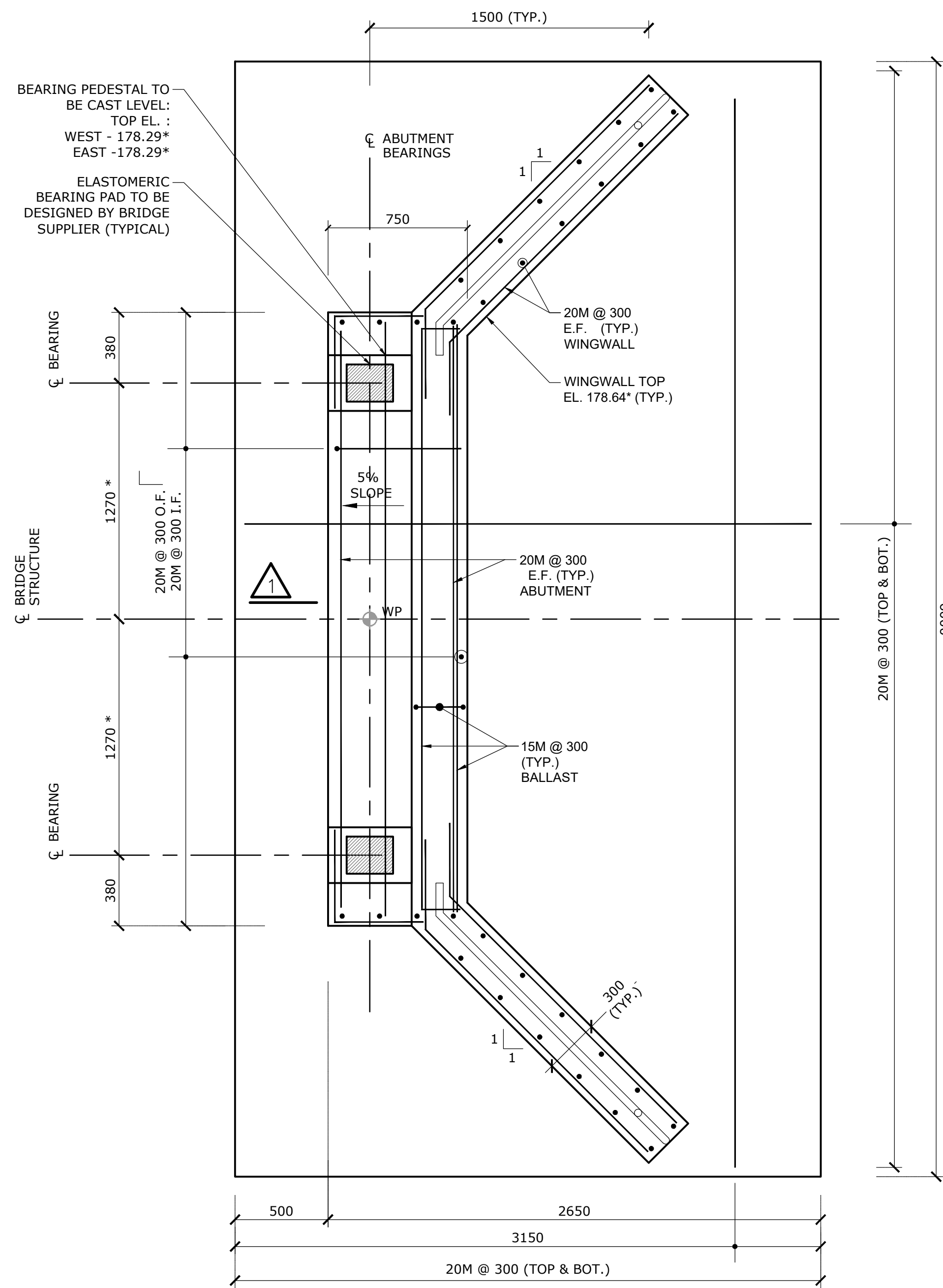
CULVERT SECTION

SCALE: 1:20 DWG. 1



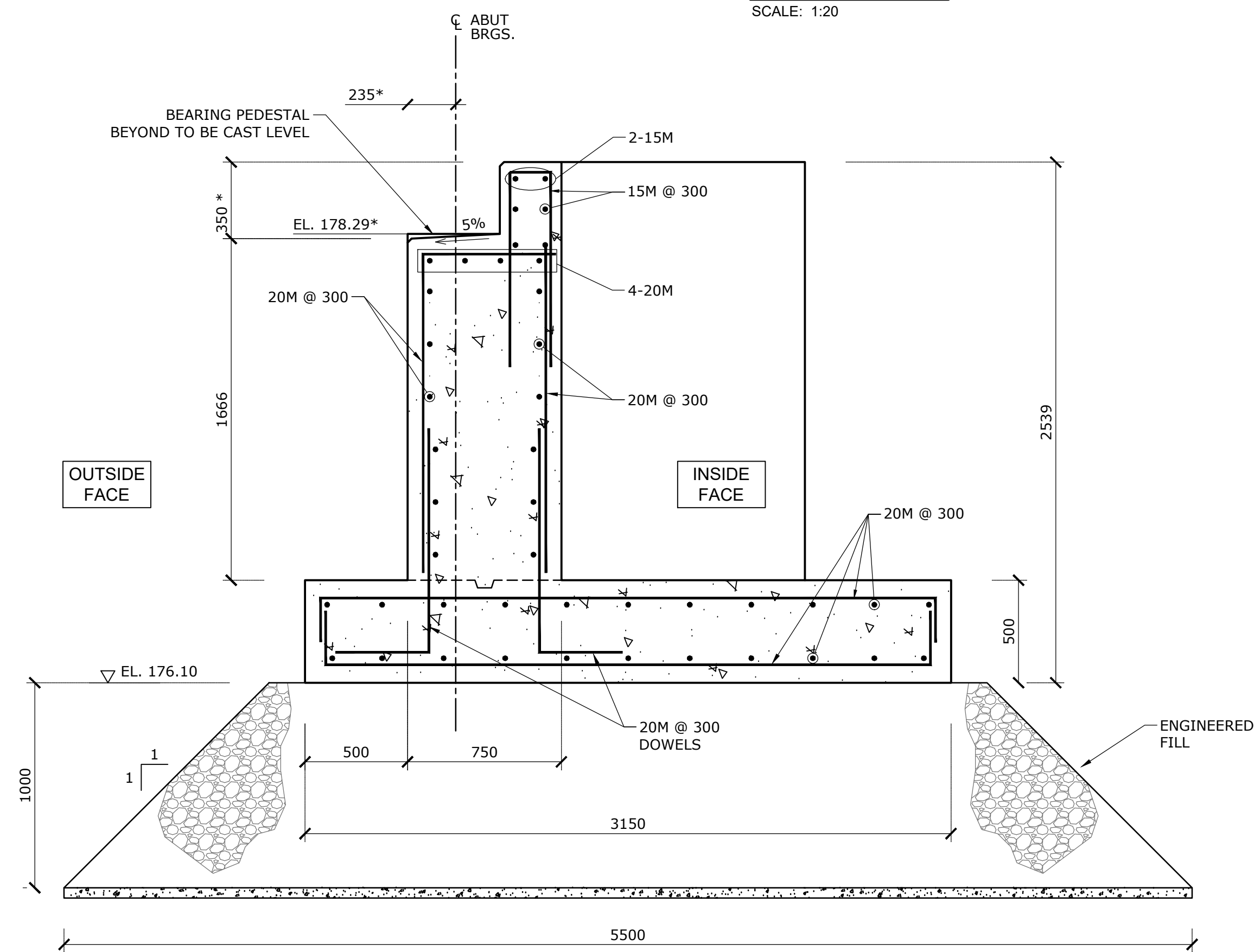
ELEVATION

SCALE: 1:20



PLAN

SCALE: 1:20



SECTION 1

SCALE: 1:20

NOTE:

* DENOTES DIMENSIONS TO BE
REVIEWED WITH PRE-ENGINEERED
BRIDGE SHOP DRAWING

REV. #	DESCRIPTION	DATE	APP. BY
wood. 1185 County Road 42 Tecumseh, ON N8N 2M1 (P) 519-735-2499			
PROJECT McHUGH PEDESTRIAN BRIDGE CITY OF WINDSOR, ONTARIO			
TITLE ABUTMENT AND WINGWALL - SECTION AND DETAILS			
DWN BY:	ME	PROJECTION: UTM Zone 17	DATE: 11/12/2018
CHKD BY:	SV	DATUM: NA83	PROJECT NO: SWM187089-S2 - Mchugh
REV. NO.:	N/A	SCALE: As Noted	FIGURE No.:

