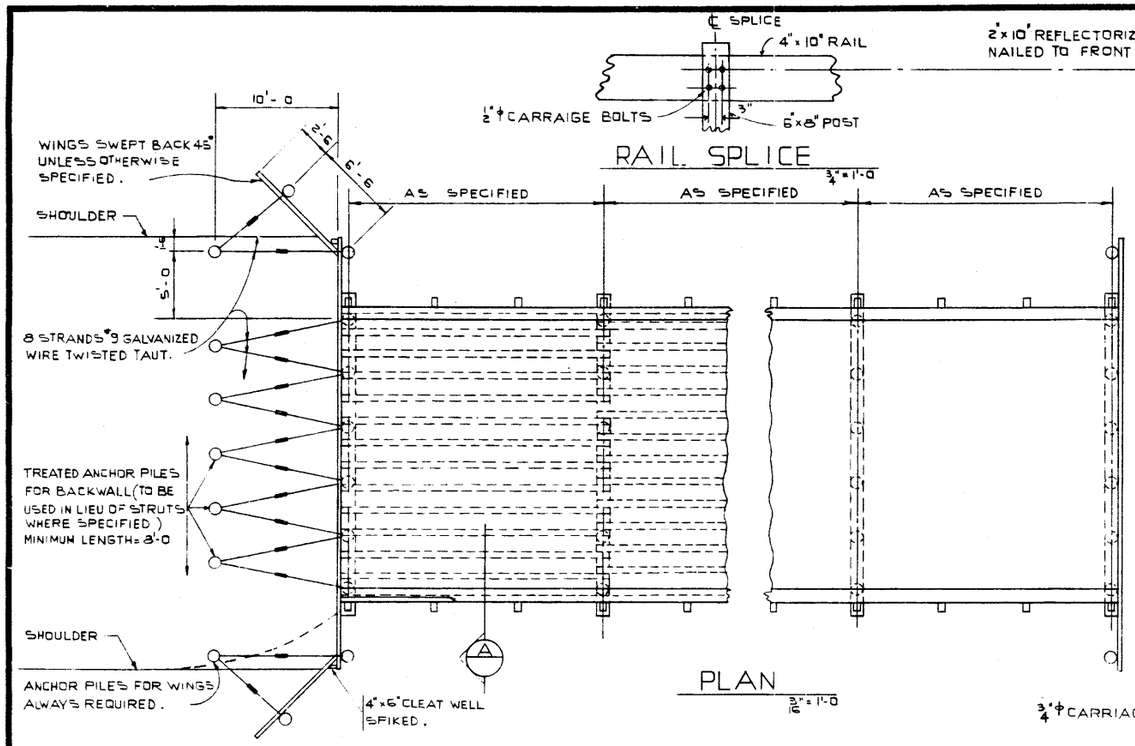
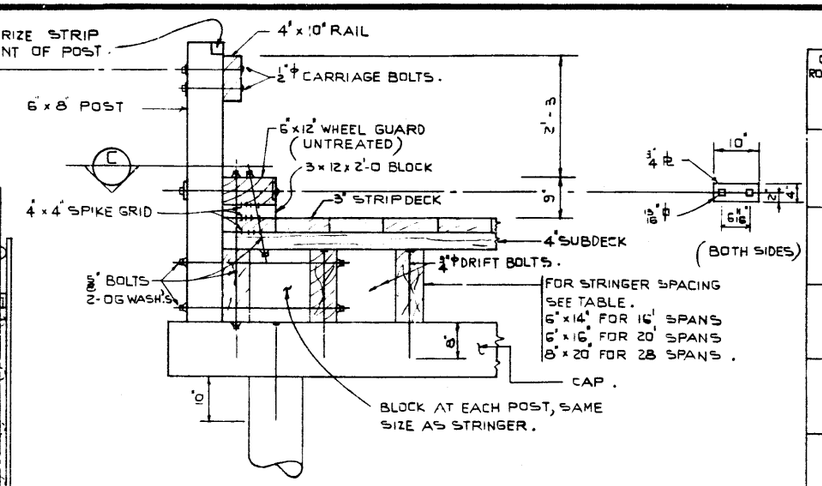


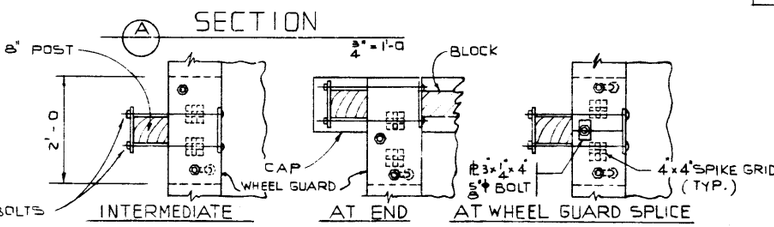
PLAN

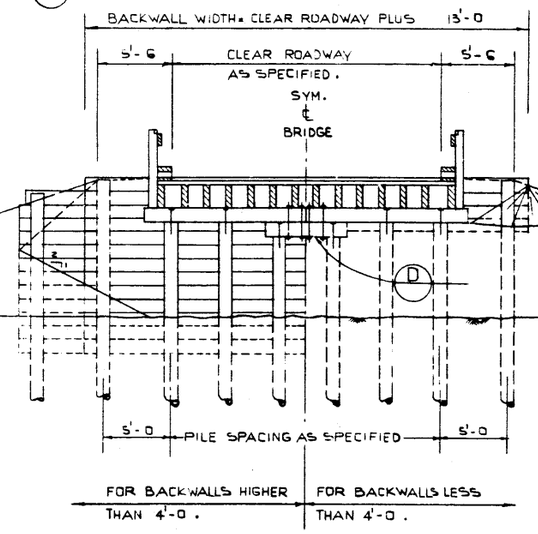
$\frac{3}{16}$" = 1'-0

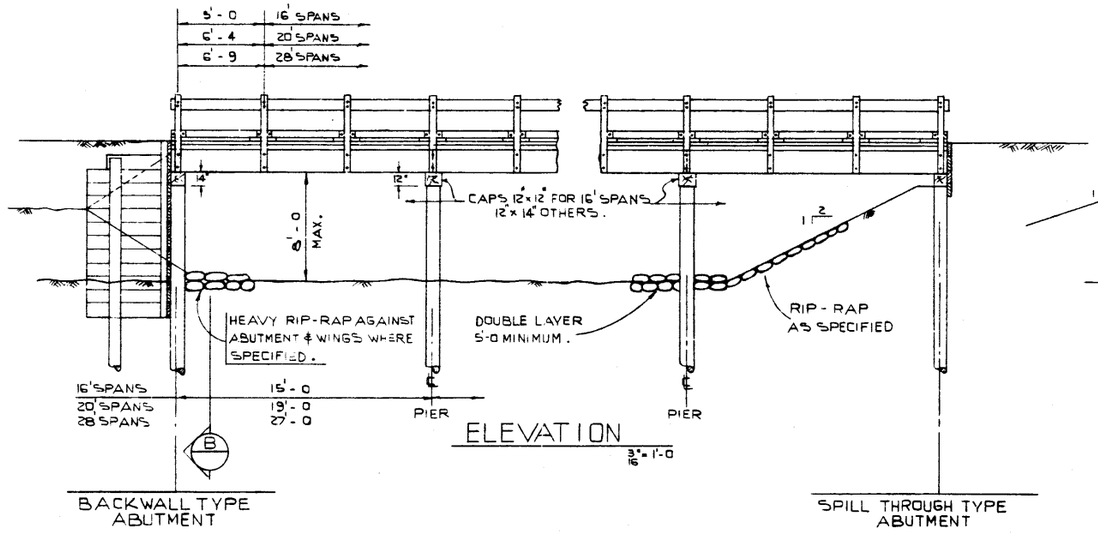
RAIL SPLICE

$\frac{3}{4}$" = 1'-0







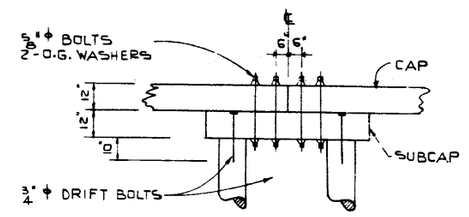


ELEVATION

$\frac{3}{16}$" = 1'-0

B SECTION

$\frac{3}{16}$" = 1'-0



D CAP SPLICE TYPICAL

¾" = 1'-0

PILE SPACING

CLEAR ROADWAY	SKEW	CAP LENGTH	ABUT.-16' SPAN PIER-16' SPAN ABUT-20' SPAN		PIER-20' SPAN ABUT-28' SPAN		PIER-28' SPAN	
			NO. OF PILES	SPACING	NO. OF PILES	SPACING	NO. OF PILES	SPACING
16'	0°	20'-0	5	4@4'-0	5	4@4'-0	6	5@3'-2⅜
	15°	21'-0	↓	4@4'-1¾	↓	4@4'-1¾	↓	5@3'-3½
	30°	23'-0	↓	4@4'-7½	↓	4@4'-7½	↓	5@3'-8⅜
	45°	28'-0	↓	4@5'-7⅜	↓	4@5'-7⅜	↓	5@4'-6⅜
18'	0°	22'-0	5	4@4'-6	6	5@3'-7¼	6	5@3'-7¼
	15°	23'-0	↓	4@4'-7⅜	↓	5@3'-8¾	↓	5@3'-8¾
	30°	25'-0	↓	4@5'-2¾	↓	5@4'-1⅜	↓	5@4'-1⅜
	45°	31'-0	↓	4@6'-4⅜	↓	5@5'-1⅜	↓	5@5'-1⅜
20'	0°	24'-0	6	5@4'-0	6	5@4'-0	7	6@3'-4
	15°	25'-0	↓	5@4'-1¾	↓	5@4'-1¾	↓	6@3'-5½
	30°	28'-0	↓	5@4'-7½	↓	5@4'-7½	↓	6@3'-10⅛
	45°	34'-0	↓	5@5'-7⅜	↓	5@5'-7⅜	↓	6@4'-5⅜
22'	0°	26'-0	6	5@4'-4⅜	6	5@4'-4⅜	7	6@3'-8
	15°	27'-0	↓	5@4'-6¾	↓	5@4'-6¾	↓	6@3'-11⅝
	30°	30'-0	↓	5@5'-1	↓	5@5'-1	↓	6@4'-2⅜
	45°	37'-0	↓	5@6'-2¾	↓	5@6'-2¾	↓	6@5'-2¾
24'	0°	28'-0	6	5@4'-9⅜	7	6@4'-0	8	7@3'-5⅜
	15°	29'-0	↓	5@4'-11¾	↓	6@4'-1¾	↓	7@3'-6⅝
	30°	32'-4	↓	5@5'-6½	↓	6@4'-7½	↓	7@3'-11½
	45°	40'-0	↓	5@6'-9⅜	↓	6@5'-7⅜	↓	7@4'-10⅛

GENERAL NOTES :

DESIGN:

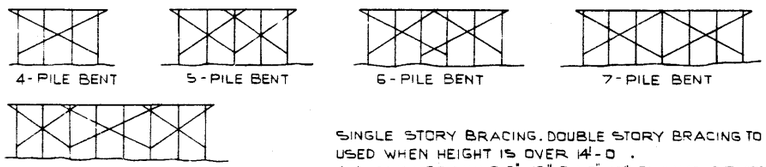
- LOADING - C.S.A. HS 20 - 44 .
- SPECIFICATION - C.S.A. S6

CONSTRUCTION :

- PILE SPLICES TO BE DRIVEN TO A MIN. OF 5'-0 BELOW GROUND LEVEL.
- PILES TO BE DRIVEN TO A MIN. OF 20 TONS BEARING CAPACITY.

FIELD TREATMENT OF TIMBER :

- PILE TOPS UNDER CAPS SHALL BE COATED WITH 3 APPLICATIONS OF CREOSOTE OIL AND THOROUGHLY COVERED WITH ROOFING PITCH.
- EXPOSED PILE TOPS SHALL BE COVERED WITH 20 GA. GALVANIZED SHEET IRON OF A SIZE 4" GREATER IN DIAMETER THAN THE PILE. NEATLY TRIM IRON, BEND DOWN AND FASTEN TO PILE WITH GALVANIZED ROOFING NAILS.
- TREATED TIMBER SHALL BE CAREFULLY HANDLED, SO AS TO AVOID BREAKING OF OUTER FIBERS AND BRUISING OR PENETRATING THE SURFACE. TOOLS TO BE USED ONLY ON ENDS OF TIMBER.
- ALL CUTS AND ABRASIONS IN TREATED TIMBER SHALL, AFTER CAREFUL TRIMMING BE COATED WITH 2 APPLICATIONS OF CREOSOTE AND THEN BE THOROUGHLY COVERED WITH HOT ROOFING PITCH.
- TREATED PILES MUST NOT BE DAPPED FOR SWAY BRACING IN THE FIELD.
- BOLT HOLES BORED AFTER TREATMENT SHALL BE CAREFULLY TREATED WITH CREOSOTE. ANY UNFILLED HOLES SHALL BE SEALED WITH CREOSOTE PLUGS.



SINGLE STORY BRACING. DOUBLE STORY BRACING TO BE USED WHEN HEIGHT IS OVER 14'-0 .
ALL SWAY BRACING 3"x10" OR 3"x12" PLANKS SPIKED AND BOLTED TO PILES AND CAP.

SWAY BRACING LAYOUT

N.T.S.

STRINGER SPACING

CLEAR ROADWAY	16' & 20' SPANS		28' SPAN	
	NO. OF STRINGERS	SPACING	NO. OF STRINGERS	SPACING
16'	12	11@1'-7⅛	12	11@1'-7
18'	13	12@1'-7½	13	12@1'-7¼
20'	14	13@1'-7⅜	14	13@1'-7¾
22'	15	14@1'-8⅛	15	14@1'-8
24'	17	16@1'-7⅛	17	16@1'-7

NO.	DATE	DESCRIPTION	BY
1			
2			
3			
4			
5			

REVISIONS

APPROVED

CHIEF BRIDGE ENGINEER

DATE

PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS AND TRANSPORT
BRIDGE BRANCH

1972 STANDARD TIMBER SPANS

DESIGNED	DRAWN BY	DATE	CHECKED BY	DATE	STREAM	LOCATION	HWY. NO.	SCALE	FILE NO.	SHEET	DWG. NO.
R.W. CORNELSEN	L. KOHLMANN	DEC. 1971								1 OF 1	S-1058