



- GENERAL NOTES**
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED
 - RAILING CONFIGURATION IS BASED ON A RAILING CONFIGURATION THAT HAS BEEN CRASH TESTED AND MEETS THE REQUIREMENTS OF NCHRP 350, TEST LEVEL 4. (EQUIVALENT TO PERFORMANCE LEVEL 2 OF AASHTO GUIDE SPECIFICATIONS FOR BRIDGE RAILING, 1989)
 - RAILING SHALL BE USED WITH CURB CONFIGURATION SHOWN
 - DESIGN OF DECK AND CURB REBAR SHALL BE CARRIED OUT ON A SITE SPECIFIC BASIS TO DEVELOP THE CAPACITY OF THE BRIDGERAIL POSTS BASED ON $F_y = 350 \text{ MPa}$

- FABRICATION**
- BRIDGERAIL INCLUDING APPROACH RAIL TRANSITION SHALL CONFORM TO CURRENT REQUIREMENTS OF THE SPECIFICATIONS FOR BRIDGE CONSTRUCTION SECTION 12 - BRIDGERAIL AND SECTION 14 - GUARDRAIL SHALL CONFORM TO ASTM A500B
 - ALL PLATE STEEL AND STRUCTURAL SHAPES SHALL CONFORM TO CSA G40.21 GRADE 350W OR ASTM A36 EXCEPT STRUCTURAL TUBING SHALL CONFORM TO ASTM A500B
 - ALL ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A193 GRADE B7 ($F_y = 725 \text{ MPa}$, $F_u = 860 \text{ MPa}$). ALL NUTS AND WASHERS SHALL CONFORM TO A325. GALVANIZING SHALL STRICTLY FOLLOW THE FOLLOWING PROCEDURE WITH THE PRESENCE OF THE CONSULTANT:
 - BRUSH BLAST ANCHOR BOLTS TO REMOVE MILL SCALE AND OIL AFTER THREADING ENDS
 - FLASH PICKLING NOT TO EXCEED 5 MINUTES
 - QUICK DRY PRIOR TO HOT-DIP GALVANIZING (DO NOT STORE IN FLUX OR ACID RINSE)
 - ALL W-BEAM AND THRIE BEAM GUARDRAIL (INCLUDING W-THRIE BEAM TRANSITION SECTION) SHALL HAVE A MINIMUM YIELD STRENGTH OF 345 MPa
 - ALL WELDING SHALL CONFORM TO CURRENT AWS SPECIFICATION D1.5
 - POST BASEPLATES SHALL BE PLACED ON BEVEL IF ROADWAY GRADE EXCEEDS 2% (SEE POST BEVEL DETAIL)
 - IF THE ROADWAY GRADE EXCEEDS 1%, AN ADJUSTMENT OF THE RAIL LENGTH SHALL BE MADE BY VARYING THE 655 mm DIMENSION AT THE ENDS OF THE BRIDGERAIL
 - TUBE SECTIONS SHALL BE FABRICATED IN THE CONFIGURATIONS SHOWN IN "TUBE SECTION TYPES"
 - ALL MATERIALS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123/A123M AND ASTM F2329 UNLESS NOTED OTHERWISE
 - THE BOTTOM SURFACE OF THE BASEPLATES SHALL BE COATED WITH AN APPROVED COATING SYSTEM, SUITABLE FOR APPLICATION ON GALVANIZED STEEL, TO PREVENT CONTACT BETWEEN THE ZINC AND THE GROUT. THE COLOUR SHALL BE MEDIUM GREY
 - TIMBER POSTS AND SPACERS SHALL BE COAST DOUGLAS FIR, PACIFIC COAST HEMLOCK OR LODGEPOLE PINE CONFORMING TO THE STRESS GRADE "SELECT STRUCTURAL POSTS AND TIMBERS" (NLGA PARAGRAPH 131 a)
 - THE MAXIMUM SPACING BETWEEN RAIL EXPANSION JOINTS SHALL BE 45 METRES, UNLESS SPECIFIED OTHERWISE ON SITE SPECIFIC DRAWINGS. RAIL EXPANSION JOINTS SHALL BE PROVIDED AT ALL DECK JOINT LOCATIONS

- ERECTION**
- ALL A325 BOLTS SHALL BE TIGHTENED AN ADDITIONAL 1/3 TURN OF THE NUT PAST THE "SNUG-TIGHT" CONDITION EXCEPT FOR ANCHOR BOLTS WHICH SHALL BE TIGHTENED AN ADDITIONAL 1/2 TURN OF THE NUT PAST THE "SNUG-TIGHT" CONDITION
 - ALL POST SHALL BE VERTICAL
 - ALL DIMENSIONS ARE MEASURED PARALLEL TO TOP OF CURB AND ALONG THE CENTRELINE OF ANCHOR BOLT ASSEMBLIES
 - LINE AND ELEVATION OF RAIL SHALL BE SET BY INSTRUMENT
- WORK THESE DRAWINGS TOGETHER: S-1642 AND S-1643

WS 2012-01-18 S1642-00.rvw

<p>UMA Engineering Ltd. Engineers, Planners & Surveyors</p>		<p>DESIGNER</p> <p>PERMIT TO PRACTICE UMA ENGINEERING LTD. PERMIT NUMBER: P 5778 ORIGINAL SIGNED AND STAMPED BY: ART WASHUTA ON: NOVEMBER 21, 2000 The Association of Professional Engineers, Geologists and Geophysicists of Alberta</p>	<p>CHECKER</p> <p>PROFESSIONAL ENGINEER ALBERTA ORIGINAL STAMPED AND SIGNED BY: R. J. RAMSAY ON: NOV 21, 2000</p>	<p>PROFESSIONAL ENGINEER ALBERTA ORIGINAL STAMPED AND SIGNED BY: D. B. SERINK ON: NOV 21, 2000</p>	<table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>REVISIONS</th> <th>BY</th> </tr> <tr> <td>1</td> <td>2012-01-18</td> <td>GENERAL NOTES, ACP & REFLECTOR SHOWN</td> <td>CM</td> </tr> <tr> <td>2</td> <td>2007-02-14</td> <td>GEN NOTES, RAIL & CURB HEIGHT, ANCHOR BOLT ASSEMBLY DETAIL</td> <td>RY</td> </tr> <tr> <td>3</td> <td>2004-03-01</td> <td>GEN NOTES, CURB END DETAIL ANCHOR BOLT ASSEMBLY DETAIL</td> <td>RY</td> </tr> <tr> <td>4</td> <td>2001-12-03</td> <td>GEN NOTES, RAIL SECTION DETAIL ANCHOR PLATE & ASSEMBLY</td> <td>RY</td> </tr> <tr> <td>5</td> <td>2000.09.20</td> <td>ANCHOR BOLTS, NOTES, MISC</td> <td>NSP</td> </tr> </table>	REV	DATE	REVISIONS	BY	1	2012-01-18	GENERAL NOTES, ACP & REFLECTOR SHOWN	CM	2	2007-02-14	GEN NOTES, RAIL & CURB HEIGHT, ANCHOR BOLT ASSEMBLY DETAIL	RY	3	2004-03-01	GEN NOTES, CURB END DETAIL ANCHOR BOLT ASSEMBLY DETAIL	RY	4	2001-12-03	GEN NOTES, RAIL SECTION DETAIL ANCHOR PLATE & ASSEMBLY	RY	5	2000.09.20	ANCHOR BOLTS, NOTES, MISC	NSP	<p>RECOMMENDED DIRECTOR BRIDGE ENGINEERING</p> <p>ORIGINAL SIGNED BY REG QUINTON</p> <p>APPROVED EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH</p> <p>ORIGINAL SIGNED BY TIM HAWNT</p>	<p>Alberta INFRASTRUCTURE</p> <p>PL-2 DOUBLE TUBE TYPE BRIDGERAIL DETAILS</p>
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<p>AI BAR CODE</p>		<p>DATE</p> <p>2000-03-30</p>	<p>SHEET</p> <p>1 of 2</p>	<p>DRAWING</p> <p>S-1642-00</p>																											