

**GENERAL NOTES**

ABUT PILES (kN)	SPANS	PIER PILES (kN)				
		12m & 12.8m	10m	8m	6m	
300	6m	480	430	380	350	
320	8m	510	460	410		
360	10m	530	480			
390	12m & 12.8m	570				

- PILE TOLERANCES TO BE AS PER SPECIFICATIONS FOR BRIDGE CONSTRUCTION EXCEPT THAT BOTH PIER AND ABUTMENT PILES SHALL NOT BE OUT OF SPECIFIED POSITION BY MORE THAN 25mm.

**BACKFILL - GENERAL**

• THE CONTRACTOR SHALL BACKFILL ABUTMENTS WITH CARE AND IN ACCORDANCE WITH SPECIFICATIONS.

**BACKFILL - BACKWALL TYPE ABUTMENTS**

• THE CONTRACTOR SHALL MAINTAIN OVERALL BACKWALL STABILITY, LIMIT DEFLECTIONS DURING BACKFILL STAGE AND ENSURE PROPER GIRDER INSTALLATION.

• THE CONTRACTOR MAY ELECT TO ERECT THE GIRDERS PRIOR TO BACKFILLING, IN SUCH A CASE THE BACKFILLING MAY COMMENCE IMMEDIATELY AFTER GIRDERS ARE SECURED IN PLACE.

• IF IT IS NECESSARY TO PARTIALLY BACKFILL PRIOR TO GIRDER ERECTION THE CONTRACTOR SHALL PROVIDE RESTRAIN SYSTEM AND MONITOR WALL DEFLECTIONS WITH ADEQUATE INSTRUMENTATION DURING BACKFILL STAGE.

**GIRDER INSTALLATION**

• REFER TO TYPE SC-510 GIRDER DRAWINGS (LATEST REVISION) AS APPLICABLE:

6 m S-1656 TO S-1657	10 m S-1660 TO S-1661
8 m S-1658 TO S-1659	12 m S-1662 TO S-1663
	12.8 m S-1678 TO S-1679

• GIRDERS SHALL BE CONNECTED TOGETHER WITH 20mm Ø A325 BOLT ASSEMBLIES, C/W DROP-IN WASHERS TO FILL GAP BETWEEN GIRDERS, TORQUED TO 400 Nm. GIRDERS SHALL NOT TOUCH EXCEPT THROUGH DROP-IN WASHERS. BOLTS AND WASHERS TO BE HOT-DIPPED GALVANIZED.

• CONNECTOR AND LIFTING HOOK POCKETS SHALL BE FILLED WITH A DEPARTMENT APPROVED CONCRETE PATCHING MATERIAL.

**MATERIALS**

• GIRDER DOWELS SHALL CONFORM TO THE REQUIREMENTS OF CSA G40.21M GRADE 300W AND HOT-DIPPED GALVANIZED AFTER FABRICATION.

• ALL STEEL PLATE AND SHAPES SHALL CONFORM TO THE REQUIREMENTS OF CSA G40.21M GRADE 350W EXCEPT PIPE MATERIAL WHICH SHALL CONFORM TO THE REQUIREMENTS OF ASTM 252 GRADE 2 (F<sub>y</sub> = 240MPa).

• THREADED RODS SHALL BE EITHER WILLIAMS SUPER - HIGH TENSILE 'lv' THREADED ROD OR ACROW RICHMOND HIGH TENSILE CONTINUOUS THREADED ROD. THREADED RODS SHALL HAVE ROLLED THREADS AND A MINIMUM YIELD STRENGTH OF 620 MPa. RODS SHALL BE HOT-DIPPED GALVANIZED.

• PILE BRACES AND PILE CAPS SHALL BE HOT-DIPPED GALVANIZED. GALVANIZING MAY BE OMITTED FROM PILE SURFACES LOCATED MORE THAN 1000 mm BELOW GROUNDLINE. ALL FIELD WELDS OF GALVANIZED MATERIAL SHALL BE METALLIZED.

• GALVANIZING SHALL CONFORM TO THE CURRENT CSA STANDARD G164.

• ALL WELDING SHALL CONFORM TO THE CURRENT AWS SPECIFICATION D1.5.

• WELDING IN LOW TEMPERATURES SHALL BE DONE IN ACCORDANCE WITH SECTION 13.4.1 OF THE SPECIFICATIONS FOR BRIDGE CONSTRUCTION.

• GALVANIZED SURFACES DAMAGED BY FIELD WELDING SHALL BE THOROUGHLY CLEANED AND METALLIZED.

• TREATED TIMBER (TT) SHALL CONFORM TO SECTION 23 OF THE SPECIFICATIONS FOR BRIDGE CONSTRUCTION.

• GRANULAR BACKFILL SHALL BE PLACED TO A MINIMUM OF 95% PROCTOR DENSITY AND OTHERWISE CONFORM TO THE SPECIFICATIONS FOR BRIDGE CONSTRUCTION.

• BEARING PADS SHALL CONSIST OF NEOPRENE 60 HARDNESS AND SHALL CONFORM TO SECTION 18 "BEARING DEVICES" DIVISION II OF AASHTO DESIGN STANDARD.

• ASPHALT IMPREGNATED FIBREBOARD (AIFB) SHALL CONFORM TO THE CURRENT ASTM SPECIFICATION D1751 FOR PREFORMED EXPANSION JOINT FILLER.

**SUPERSEDED BY S-1683-04  
REVISION 2, 2007-02-14**

• WORK DRAWINGS S-1683-04, S-1684-04, S-1685-04 AND S-1686-04 TOGETHER WITH SITE SPECIFIC GENERAL LAYOUT

- ALL DRAWING REFERENCES REFER TO CURRENT DRAWINGS.
- ALL DIMENSIONS ARE GIVEN IN mm UNLESS NOTED OTHERWISE.
- ROADWAY ELEVATIONS SPECIFIED ELSEWHERE ARE GIVEN TO TOP OF THEORETICAL CROWN ON CENTRELINE ROADWAY.

**GEOTECHNICAL CONSIDERATIONS**

• IT IS THE RESPONSIBILITY OF OTHERS USING THESE SUBSTRUCTURE DRAWINGS TO OBTAIN GEOTECHNICAL INFORMATION APPLICABLE TO THE SPECIFIC SITE AT WHICH THE SUBSTRUCTURE WILL BE CONSTRUCTED. A SITE SPECIFIC GEOTECHNICAL INVESTIGATION COMPLETED BY A QUALIFIED PROFESSIONAL ENGINEER SHOULD BE UNDERTAKEN PRIOR TO THE DESIGN PHASE IN ORDER TO ESTABLISH THE SUITABILITY OF THE DESIGN ASSUMPTIONS LISTED ON THESE PLANS, AND TO PROVIDE SUPPLEMENTARY INFORMATION WHERE REQUIRED INCLUDING CEMENT TYPE FOR CONCRETE MIXES.

• ADDITIONALLY, A GEOTECHNICAL INVESTIGATION IS DEEMED NECESSARY IN ORDER TO ESTABLISH THE SOIL CHARACTERISTICS AT THE SITE - THE PRESENCE AND THE EXTENT OF BOULDERS, HARD OR SOFT FORMATIONS, WATER TABLES, ARTESIAN CONDITIONS AND OTHER VARIABLES - AS THESE COULD SIGNIFICANTLY IMPACT THE CONSTRUCTION OF THE SUBSTRUCTURE AND ITS REQUIRED PERFORMANCE AND STRENGTH IF NOT IDENTIFIED AND ADDRESSED IN A TIMELY MANNER.

**HYDROTECHNICAL CONSIDERATIONS**

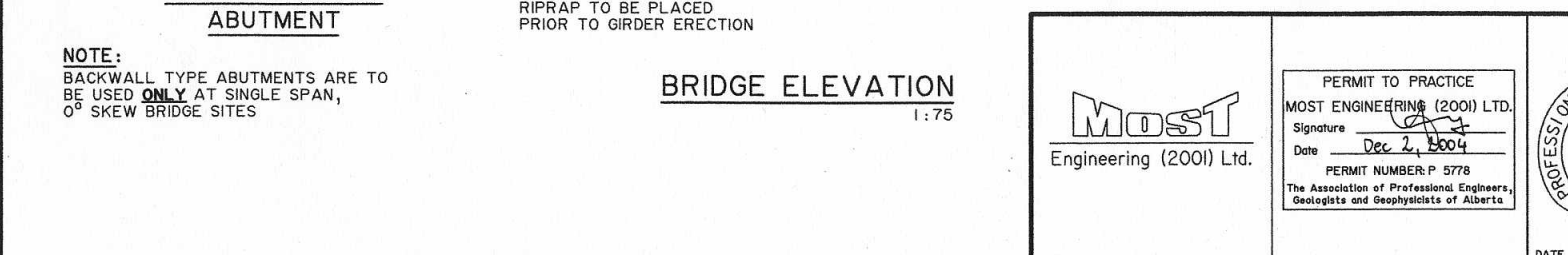
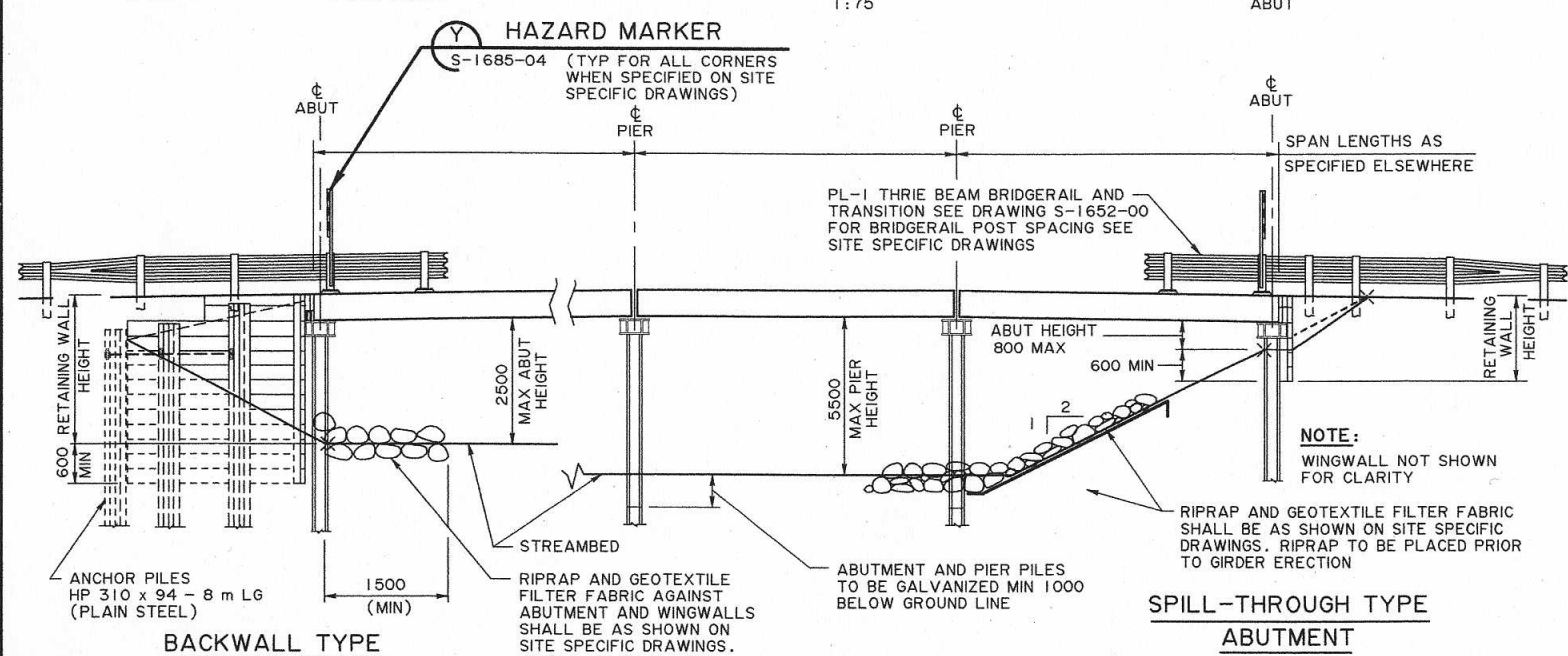
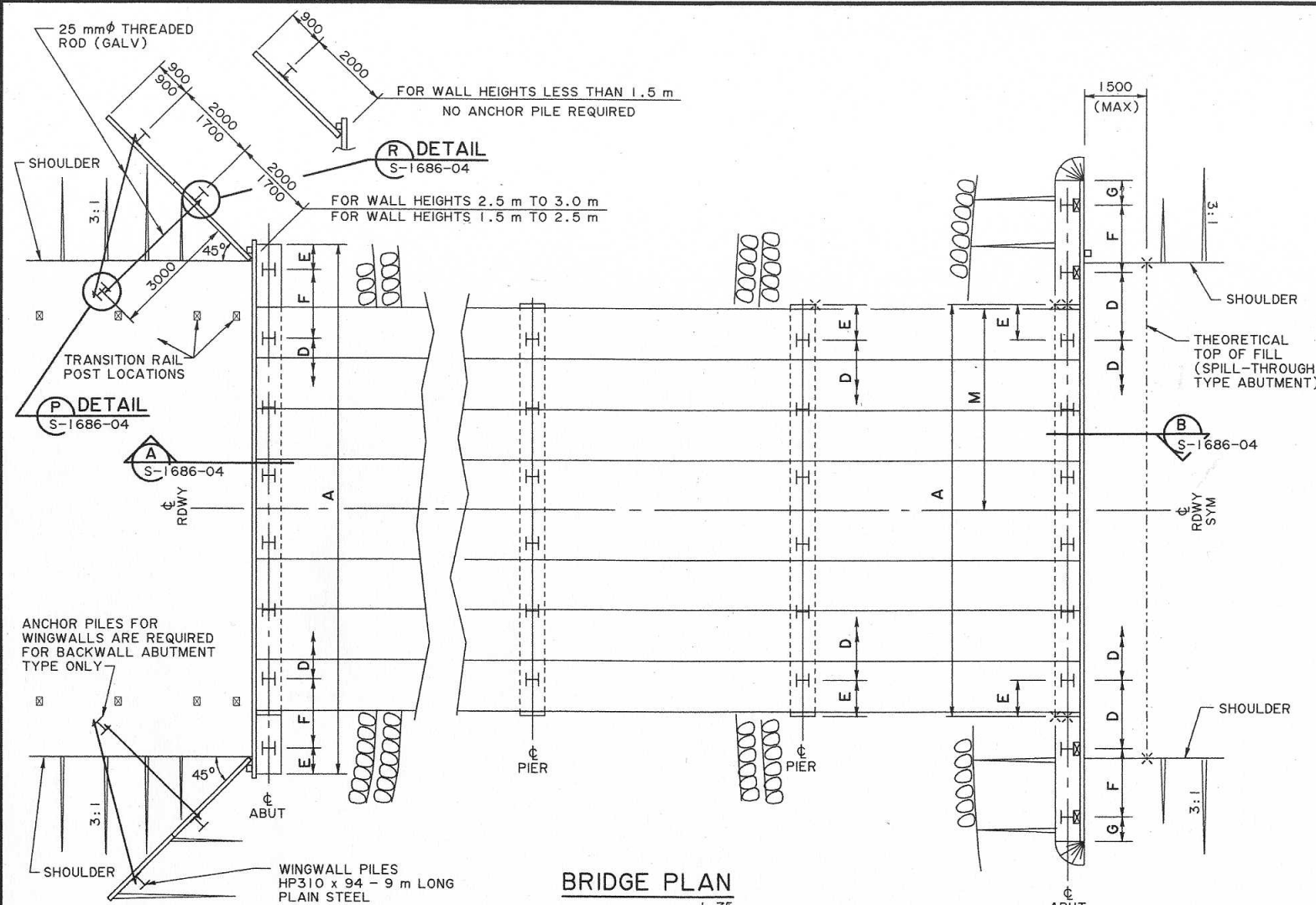
• IT IS THE RESPONSIBILITY OF OTHERS USING THESE SUBSTRUCTURE DRAWINGS TO COMPLETE A SITE SPECIFIC HYDROTECHNICAL ASSESSMENT IN ORDER TO ESTABLISH THE NEED FOR RIP RAP. TO DETERMINE THE SUITABILITY OF THE DESIGN ASSUMPTIONS LISTED ON THESE PLANS, AND TO SUPPLEMENT THESE WHERE REQUIRED. CONSULTATION WITH A QUALIFIED PROFESSIONAL ENGINEER WITH HYDROTECHNICAL EXPERTISE PRIOR TO THE DESIGN PHASE IS SUGGESTED.

**DESIGN**

- DESIGN SPECIFICATION: CAN/CSA-S6-00
- DESIGN VEHICLE: CL-800, HIGHWAY CLASS A FOR FATIGUE
- DEAD LOAD: ABUTMENT & PIER CAP SELF WEIGHT  
GIRDER SELF WEIGHT & WEARING SURFACE ALLOWANCE AS PER STANDARD SC-510 GIRDER DRAWINGS S-1656, S-1658, S-1660, S-1662 & S-1678
- WATER LOADS: NOT CONSIDERED FOR PIER DESIGN, ICE LOADS USED
- ICE LOADS: THE FOLLOWING LIMITING ASSUMPTIONS WERE USED FOR PIER DESIGN AND THESE PLANS SHOULD NOT BE USED WHEN THESE DESIGN CONDITIONS ARE EXCEEDED:
  - EFFECTIVE CRUSHING STRENGTH p = 400 kPa
  - MAXIMUM ICE THICKNESS = 600 mm
  - SMALL STREAM REDUCTION FACTOR = 0.7
  - FLOW ANGLE BETWEEN AXIS OF PIER AND STREAM, 0 TO 45 DEGREES
  - HEIGHT OF DECK SURFACE ABOVE STREAM BED = 6.0 m
  - HEIGHT OF ICE FORCE ABOVE STREAM BED = 2.5 m
  - DEPTH BELOW STREAM BED TO EFFECTIVE PILE FIXITY = 2.0 m
- EARTH PRESSURE: THE FOLLOWING LIMITING ASSUMPTIONS WERE USED FOR SUBSTRUCTURE DESIGN. THESE PLANS SHOULD NOT BE USED WHEN ACTUAL SITE CONDITIONS RESULT IN MORE SEVERE LOAD EFFECTS OR LESS EFFECTIVE RESISTANCE:
  - UNIT WEIGHT OF SOIL γ = 22 kN/m<sup>3</sup>
  - COEFFICIENT OF ACTIVE PRESSURE, k<sub>a</sub> = 0.50 (NON-FACTORED)
  - COEFFICIENT OF PASSIVE PRESSURE, k<sub>p</sub> = 2.10 (NON-FACTORED)
  - MAXIMUM ABUTMENT HEIGHT:
    - BACKWALL TYPE = 2.5 m
    - SPILL THROUGH TYPE = 0.8 m
  - MAXIMUM ABUTMENT SKEW:
    - BACKWALL TYPE = 0°
    - SPILL THROUGH TYPE = 45°
  - DEPTH BELOW ABUTMENT PILE FILL LINE TO EFFECTIVE PILE FIXITY = 2.0 m
- SEISMIC: Z<sub>a</sub> = 1, a = 0.05, Z<sub>v</sub> = 1, v = 0.05
- THERMAL: MAXIMUM MEAN DAILY TEMPERATURE = 35°C  
MINIMUM MEAN DAILY TEMPERATURE = -45°C
- WIND: HOURLY MEAN WIND PRESSURE (50 YR) = 1.02 kPa
- BRAKING FORCE: CONSIDERED
- COLLISION: NOT CONSIDERED

**CONSTRUCTION**

- ALL CONSTRUCTION WORK SHALL CONFORM TO THE CURRENT SPECIFICATIONS FOR BRIDGE CONSTRUCTION.
- TREATED TIMBER SHALL BE HANDLED TO AVOID BRUISING, BREAKING OR PENETRATION OF OUTER FIBRES. LIFTING TOOLS SHALL BE APPLIED ONLY ON ENDS OF TREATED TIMBER PIECES. ALL CUTS AND BRUISES SHALL BE CAREFULLY TRIMMED AND SHALL RECEIVE 3 APPLICATIONS OF CREOSOTE FOLLOWED BY A THOROUGH COVERING WITH HOT ROOFING PITCH. FIELD CUTS AND BOLT HOLES SHALL RECEIVE 3 APPLICATIONS OF CREOSOTE.
- PILES SHALL BE DRIVEN TO THE TIP ELEVATIONS SHOWN ON THE DRAWINGS, OR LOWER, TO ACHIEVE AT LEAST THE SPECIFIED MINIMUM BEARING CAPACITY. THE BEARING CAPACITIES SHALL BE ESTIMATED USING THE BEARING FORMULAS PRESENTED IN THE CURRENT SPECIFICATIONS FOR BRIDGE CONSTRUCTION.
- AFTER PILE DRIVING OPERATIONS HAVE STARTED, THE CONSULTANT MAY REVISE THE REQUIRED PILE TIP ELEVATIONS PROVIDED THAT THE MINIMUM SPECIFIED BEARING CAPACITY AND MINIMUM PENETRATION HAVE BEEN ACHIEVED.
- ALL PILES SHALL PENETRATE AT LEAST 5 m BELOW STREAMBED.



	PERMIT TO PRACTICE MOST ENGINEERING (2001) LTD. Signature: [Signature] Date: Dec 2, 2004 PERMIT NUMBER: P 5778 The Association of Professional Engineers, Geologists and Geophysicists of Alberta	DESIGNER 	CHECKER 	RECOMMENDED DIRECTOR BRIDGE ENGINEERING [Signature] APPROVED EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH [Signature] DATE: Jan 7, 2005	<b>Alberta TRANSPORTATION</b> <b>SC PRECAST GIRDER BRIDGES WITH STEEL SUBSTRUCTURES SHEET 1</b>
	DATE: Dec 2, 2004	DATE: Dec 2, 2004	DATE: 2004-11-29 REDRAWN FROM S-1603-04 & S-1604-04 (REV 3) TO COMPLY WITH CAN/CSA-S6-00 & NEW CURB GIRDERS WP	BY: [Signature]	AT BAR CODE: [Blank] DATE: 2004-11-29 SHEET: 1 of 4 DRAWING: S-1683-04