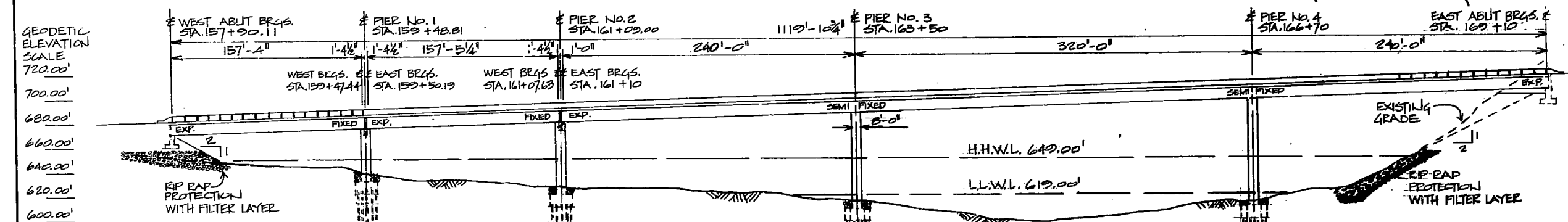


PLAN
SCALE: 1" = 50'-0"

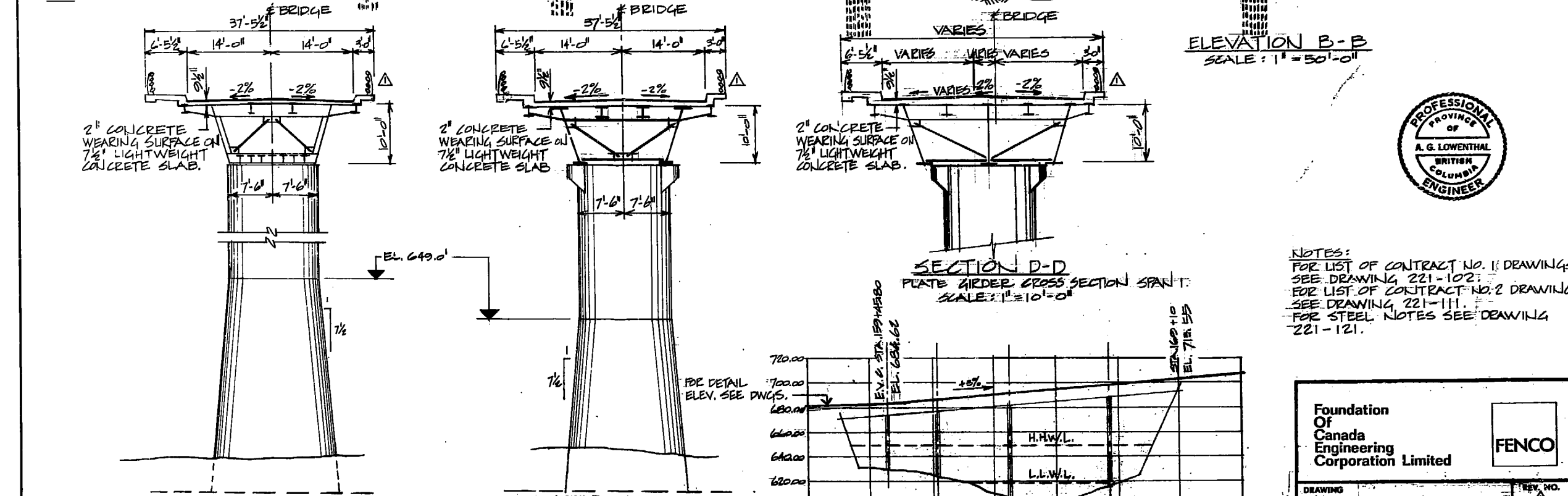
SITE PLAN

GENERAL NOTES

- DESIGN LOADING**
HS25 - 44 HIGHWAY LOADING.
- SPECIFICATIONS**
STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS - ELEVENTH EDITION-1973 AND INTERIM SPECIFICATIONS BRIDGES-1974, 1975 AND 1976.
- PILING**
1. ALL PILES TO BE HP12 x 74 PILES AND TO COMPLY WITH A.S.T.M. SPECIFICATION A-36.
 2. PILES SHALL BE DRIVEN SO AS TO HAVE THE SAFE BEARING CAPACITY CALLED FOR ON THE DRAWINGS.
- FOUNDATIONS**
ABUTMENT FOUNDATIONS SHALL BE POURED AGAINST NATURAL GROUND, OR AGAINST GRANULAR FILL WHICH HAS BEEN COMPACTED TO 95% STANDARD PROCTOR DENSITY OR, AS DIRECTED BY ENGINEER.
- CONCRETE**
1. TYPE I PORTLAND CEMENT IS TO BE USED THROUGHOUT THE STRUCTURE WITH THE EXCEPTION OF THE PIERS WHERE TYPE I PORTLAND CEMENT AND ONE BAG OF POZZOLAN PER CUBIC YARD, SHALL BE USED.
 2. ALL PIER CONCRETE IS TO HAVE A MAXIMUM SIZE AGGREGATE OF 30 mm AND TO HAVE A MINIMUM CYLINDER CRUSHING STRENGTH OF 30 MPa AT 28 DAYS.
 3. ALL ABUTMENT CONCRETE IS TO HAVE A MAXIMUM SIZE AGGREGATE OF 30 mm AND TO HAVE A MINIMUM CYLINDER CRUSHING STRENGTH OF 20 MPa AT 28 DAYS.
 4. DECK SLAB CONCRETE IS TO BE SEMILIGHTWEIGHT AND IS TO HAVE A MAXIMUM SIZE AGGREGATE OF 20 mm AND A MINIMUM CYLINDER CRUSHING STRENGTH OF 30 MPa AT 28 DAYS.
 5. DECK OVERLAY CONCRETE IS TO HAVE A MAXIMUM SIZE AGGREGATE OF 10 mm AND A MINIMUM CYLINDER CRUSHING STRENGTH OF 35 MPa AT 28 DAYS.
 6. ALL EXPOSED EDGES TO BE CHAMFERED 3/4".
- REINFORCING STEEL**
1. ALL REINFORCING STEEL TO BE BILLET STEEL DEFORMED BARS GRADE 60 CONFORMING TO CSA STANDARD G30.12-1972 AND SUBSEQUENT REVISIONS THEREOF, UNLESS OTHERWISE NOTED ON THE DRAWINGS.
 2. REINFORCING BAR SPLICES OTHER THAN THOSE SHOWN ON THE DRAWINGS TO BE IN ACCORDANCE WITH AASHTO INTERIM SPECIFICATIONS BRIDGES, 1974, ARTICLE 1.5.22 AND TO BE APPROVED BY ENGINEER.
 3. ALL WELDS IN REINFORCING STEEL SHALL BE IN ACCORDANCE WITH CSA STANDARD W186-1970.
 4. ALL REINFORCING STEEL TO HAVE A MINIMUM CLEAR CONCRETE COVER OF:
3" FOR FOUNDATIONS, PIERS AND ANY CONCRETE SURFACE POURED IN DIRECT CONTACT WITH SOIL
1" FOR BOTTOM REINFORCEMENT OF DECK
1 1/2" FOR TOP REINFORCEMENT OF DECK
2" FOR ALL OTHER SURFACES
- BEARING SEATS**
ALL THE BEARING SEATS ARE TO BE POURED HIGH AND GROUND DOWN TO THE CORRECT ELEVATION, BY THE SUBSTRUCTURE CONTRACTOR, BEFORE ERECTION OF STEELWORK COMMENCES.



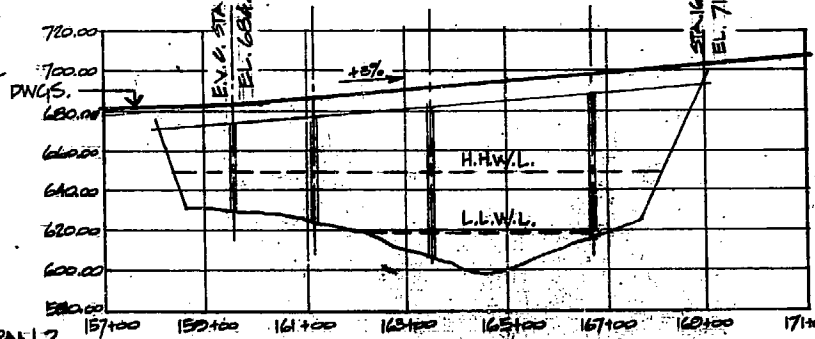
ELEVATION B-B
SCALE: 1" = 50'-0"



SECTION A-A
BOX GIRDER CROSS SECTION SPAN 3, 4 & 5
SCALE: 1" = 10'-0"

SECTION C-C
PLATE GIRDER CROSS SECTION SPAN 2
SCALE: 1" = 10'-0"

SECTION D-D
PLATE GIRDER CROSS SECTION SPAN 1
SCALE: 1" = 10'-0"



PROFILE ALONG E HWY. AT TOP OF DECK
SCALE: VERT. 1" = 50'-0" HORIZ. 1" = 200'-0"



NOTES:
FOR LIST OF CONTRACT NO. 1 DRAWINGS, SEE DRAWING 221-102.
FOR LIST OF CONTRACT NO. 2 DRAWINGS, SEE DRAWING 221-111.
FOR STEEL NOTES SEE DRAWING 221-121.

AS BUILT

Foundation Of Canada Engineering Corporation Limited		FENCO	
DRAWING NUMBER	5188 - J - 1	REV. NO.	
C			
D			
B			
A	HANDEAL	R.F.C. 6/17/76	

GOVERNMENT OF BRITISH COLUMBIA MINISTRY OF HIGHWAYS AND PUBLIC WORKS BRIDGE ENGINEERING BRANCH			
LILLOOET DISTRICT - LILLOOET ACCESS ROAD LILLOOET BRIDGE GENERAL ARRANGEMENT			
SCALE	AS NOTED	DRAWING NO.	277281
DRAWN	R.F.C. 5/10/76	CHECKED	A.A.L. 5/10/76
GENERAL ARRANGEMENT APPROVED	15-78-09-07	DRAWING NO.	221-101
MGE/ctm		A	