

# WINDSOR-ESSEX PARKWAY PROJECT

## PHASE 1 – STRUCTURE TB-8 60% MTO SUBMISSION

### LIST OF DRAWINGS

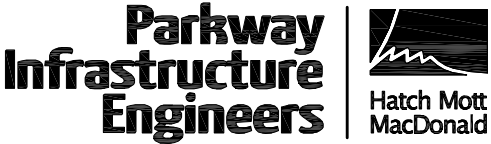
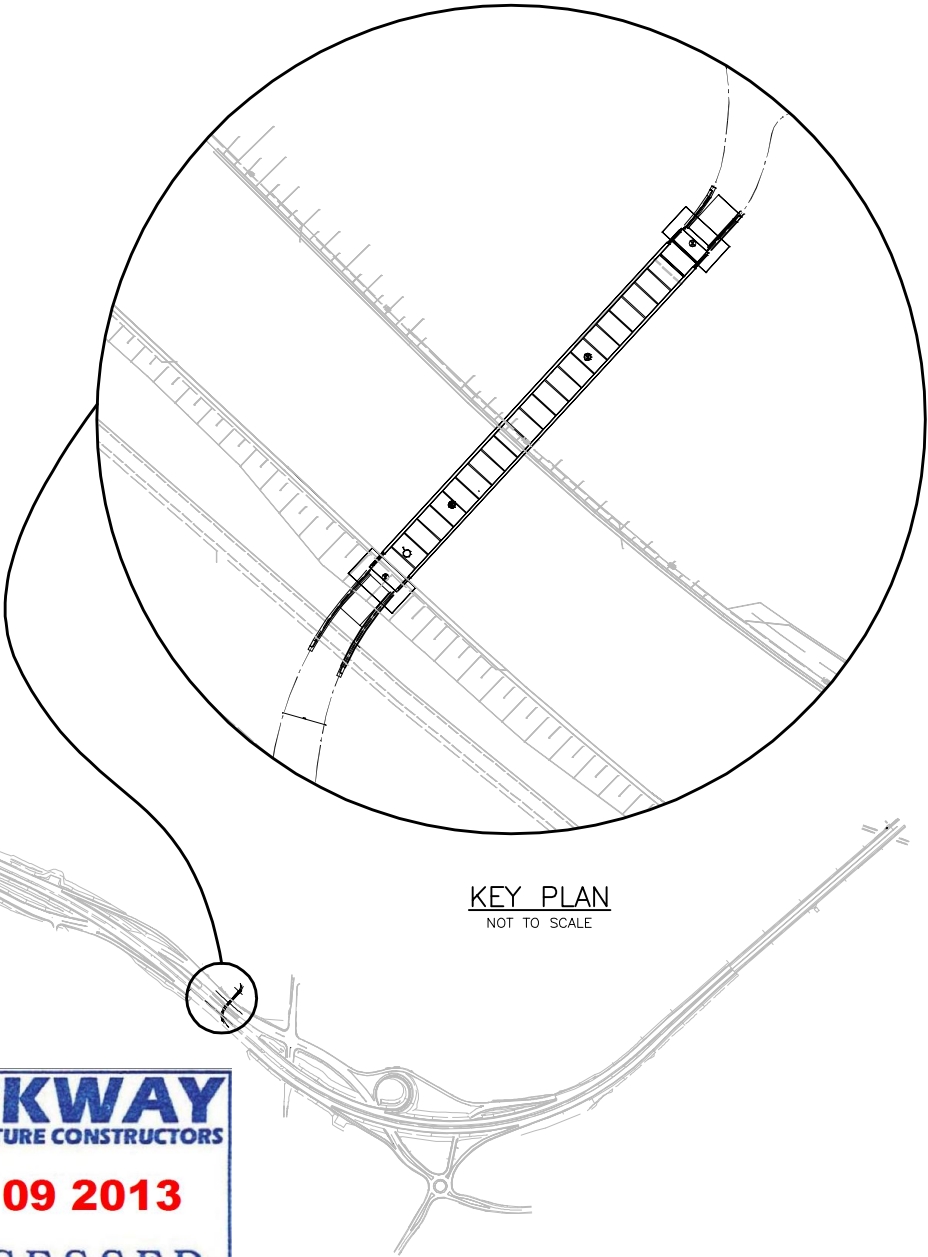
SHEET_NO	TITLE
S6801	GENERAL ARRANGEMENT
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S6821	MISCELLANEOUS DETAILS (IN PROGRESS)
S6822	PEDESTRIAN BARRICADES LAYOUT AND DETAILS (IN PROGRESS)
S6823	6000mm APPROACH SLAB
S6824	STANDARD DETAILS
S6825	EMBEDDED ELECTRICAL WORK (IN PROGRESS)

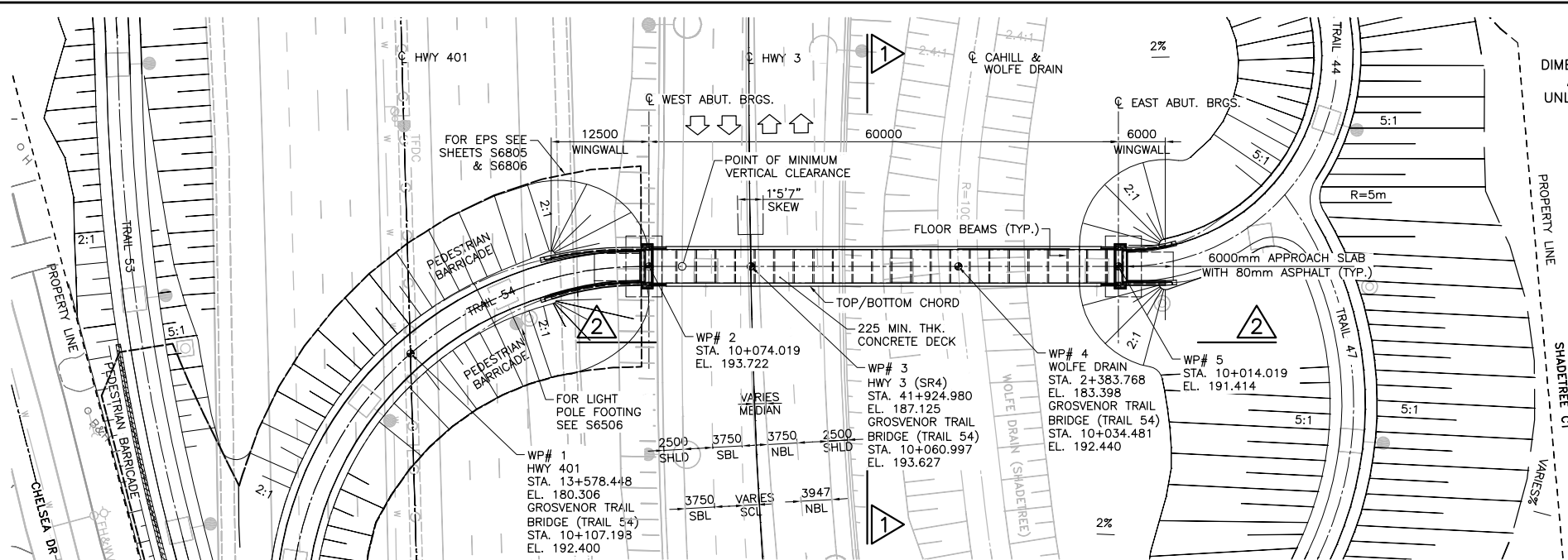
### CONTEMPLATED LIST OF DRAWINGS TO BE SUPPLIED BY BRIDGE SUPPLIER:

- TRUSS LAYOUT AND DETAILS
- DECK LAYOUT AND DETAILS
- BEARING DETAILS
- EXPANSION JOINT DETAILS
- TRUSS RAILING DETAILS

### ENVIROMENTAL NOTES:

- WOLFE DRAIN IS SITUATED WITHIN THE CONSTRUCTION FOOTPRINT OF TB-8. ALL WORKS TO BE UNDERTAKEN FOLLOWING GUIDELINES MANDATED BY FISHERIES AND OCEANS CANADA (DFO) IN RELATION TO THE FISHERIES ACT, APPROVALS UNDER THAT ACT AND REGULATORY/INDUSTRY BEST MANAGEMENT PRACTICES.
- CONSTRUCTION TO BE UNDERTAKEN WITH REFERENCE TO IN-WATER WORKS TIMING RESTRICTIONS.
- SITE ACCESS AND STAGING TO MINIMIZE DISTURBANCE TO WATERCOURSES AND NATURAL HERITAGE AREAS.
- THE CONTRACTOR IS RESPONSIBLE TO CONTROL EROSION AND SEDIMENT CAUSED BY CONSTRUCTION RELATED ACTIVITIES SO AS TO MEET ALL LEGISLATIVE REQUIREMENTS AND PROJECT AGREEMENT. REFER TO MTO ENVIRONMENTAL GUIDE FOR EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION OF HIGHWAY PROJECTS AND THE RELEVANT PROJECT SPECIFIC EROSION AND SEDIMENT CONTROL PLANS.
- TB-8 IS NOT LOCATED IN PROXIMITY TO KNOWN SPECIES AT RISK (SAR) HABITAT. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING DUE DILLIGENCE WITH REGARDS TO SAR CLEARANCE AND POTENTIAL SITE INTERACTIONS WITH SAR. ALL INDIVIDUALS ON THE PROJECT ARE REQUIRED TO UNDERGO SAR AWARENESS TRAINING.
- ALL DISTURBED AREAS TO BE STABILIZED AND RESTORED WITH NATIVE/NON-INVASIVE SPECIES UPON COMPLETION OF WORKS IN ACCORDANCE WITH THE LANDSCAPE PLAN.
- WORKS ARE REQUIRED TO BE UNDERTAKEN WITHIN THE TIMING WINDOWS PERMITTED BY LOCAL NOISE BY-LAWS.
- TREE PROTECTION MAY BE REQUIRED AS PER THE VEGETATION PRESERVATION PLAN TO BE PUT FORWARD IN THE FINAL LANDSCAPE PLANS. ALL TREE PROTECTION IS TO BE COMPLIANT WITH OPSS 801.
- IF PUMPING IS REQUIRED FOR CONSTRUCTION, PERMIT TO TAKE WATER GUIDELINES SHALL BE FOLLOWED. A DEWATERING PLAN MAY BE REQUIRED IN CONJUNCTION WITH CONSTRUCTION ACTIVITIES.
- STOCKPILE LOCATIONS TO COMPLY WITH THOSE NOTED IN THE DCR AND OTHER APPROVED ENVIRONMENTAL DOCUMENTATION.
- EXCESS EARTH TO BE MANAGED AS OUTLINED WITHIN THE EXCESS EARTH MANAGEMENT PLAN AND DCR.
- REFER TO GENERAL ENVIRONMENTAL NOTES SPECIFIED IN ENVIRONMENTAL PROTECTION PACKAGE SHEETS E9001 AND E9002 FOR ADDITIONAL ENVIRONMENTAL CONSTRAINTS AND MITIGATION MEASURES.





**METRIC**  
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

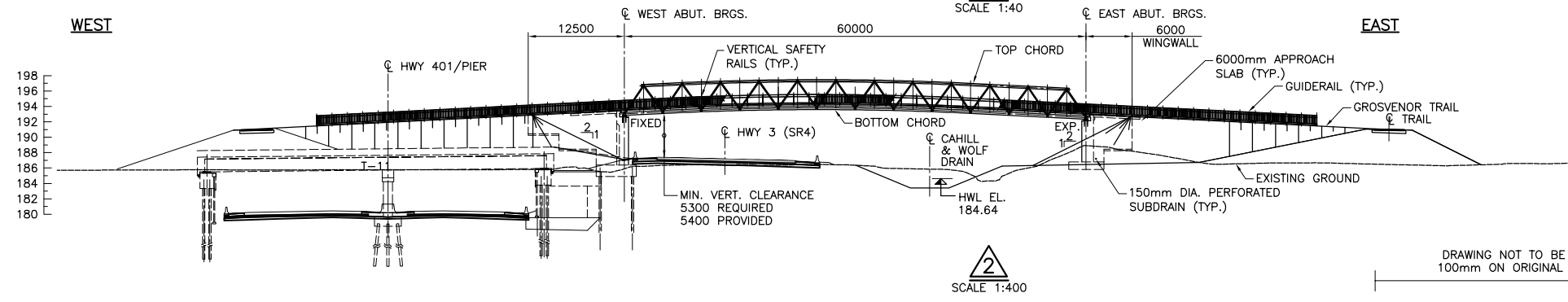
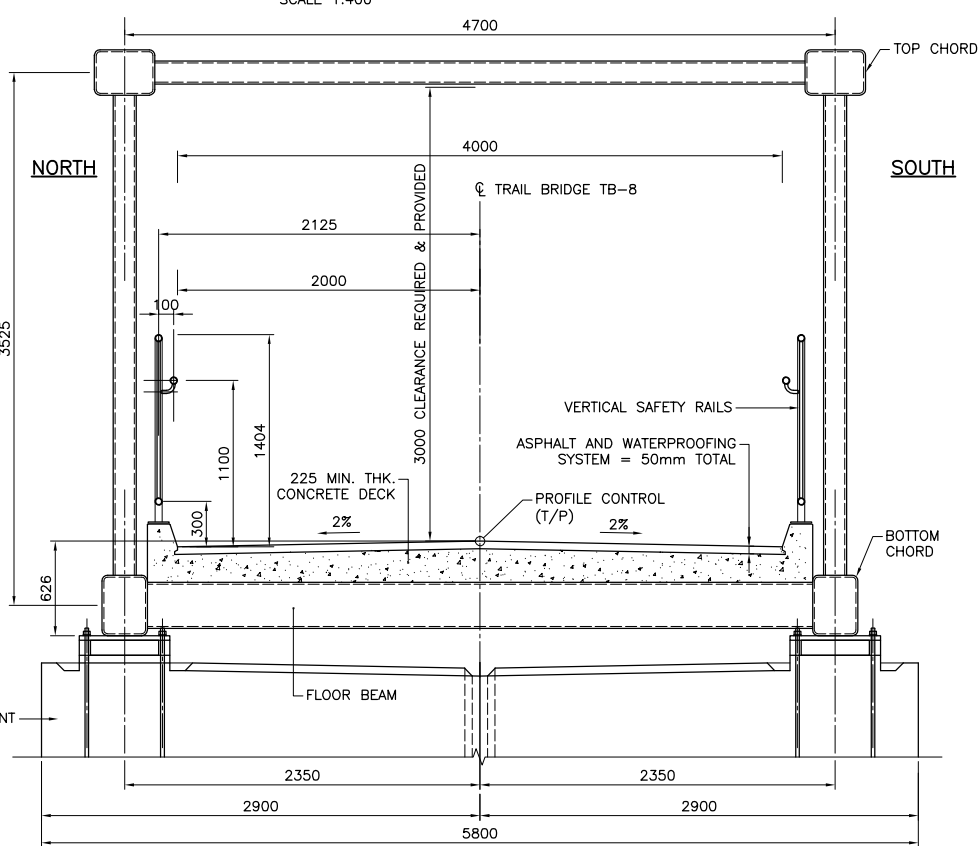
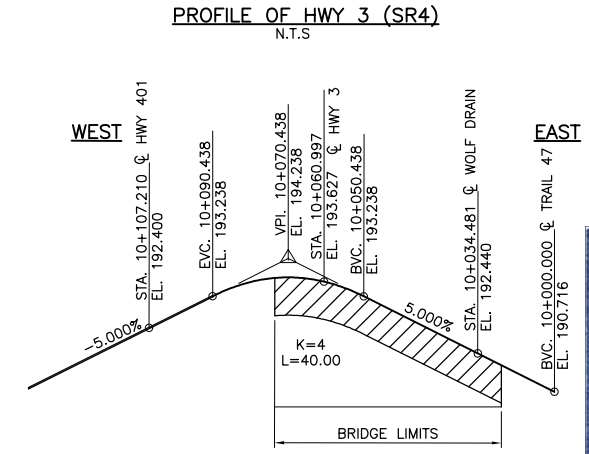
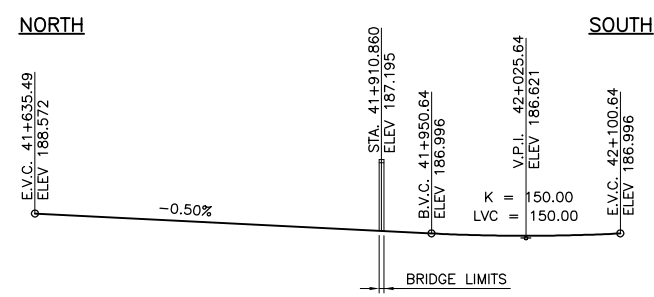
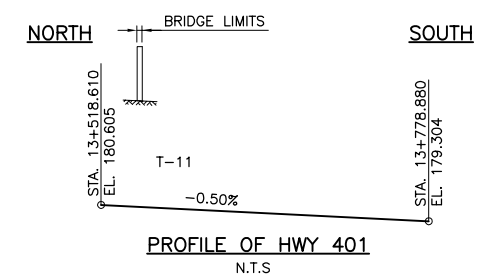
Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
GENERAL ARRANGEMENT

SHEET  
S6801

Phase 1  
60% Sub

CELLULAR CONCRETE HAS BEEN INCLUDED IN THE BACKFILL DESIGN AT THE REQUEST OF PIC. CELLULAR CONCRETE IS NOT AN MTO APPROVED BACKFILL MATERIAL FOR BRIDGE ABUTMENTS OR RSS WALLS AND THEREFORE IS NOT PERMITTED FOR USE IN THIS APPLICATION UNDER THE TERMS OF THE PROJECT AGREEMENT. ANY REFERENCE TO CELLULAR CONCRETE CONTAINED WITHIN THIS DRAWING SET SHALL BE CONSIDERED ON HOLD UNTIL MTO APPROVAL IS GRANTED.



NOT FOR  
CONSTRUCTION

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**OCT 09 2013**  
PROCESSED  
PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**RELEASED FOR  
ADVANCE WORKS**  
OCT 09 2013 PDDM

REVISIONS	DATE	REV.	BY	DESCRIPTION
04-OCT-12	A	MAS		60% MTO SUBMISSION
DESIGN	BR	CHK	BR	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	RD	CHK	MAS	SITE 6-624 DATE JULY 2010



DATE PLOTTED: 10/8/2013 10:49:15 AM  
FILE LOCATION: C:\RunScript\285380-03-060-SEG1-6802.dwg

MINISTRY OF TRANSPORTATION, ONTARIO

PR-D-707 88-05

NOTES:

1. CLASS OF CONCRETE:  
•CAST-IN-PLACE DECK:  
•REMAINDER:

40 MPa  
30 MPa

2. CLEAR COVER TO REINFORCING STEEL:  
•FOOTINGS:  
•DECK:  
•REMAINDER U.N.O.:

100 ± 25  
70 ± 20  
40 ± 10  
70 ± 20

TOP  
BOTTOM

3. REINFORCING STEEL:  
•REINFORCING STEEL SHALL BE GRADE 400W UNLESS OTHERWISE SPECIFIED.  
•BAR MARKS WITH PREFIX 'C' DENOTE COATED BARS.  
•BAR MARKS WITH PREFIX 'S' DENOTE STAINLESS STEEL BARS.  
•STAINLESS REINFORCING STEEL SHALL BE TYPE 316LN OR DUPLEX 2205 OR TYPE XM-28 AND HAVE A MINIMUM YIELD STRENGTH OF 500 MPa, UNLESS OTHERWISE SPECIFIED.  
•UNLESS SHOWN OTHERWISE, TENSION LAP SPLICES SHALL BE CLASS B.  
•BAR HOOKS SHALL HAVE STANDARD HOOK DIMENSIONS USING MINIMUM BEND DIAMETERS, WHILE STIRRUPS AND TIES SHALL HAVE MINIMUM HOOK DIMENSIONS. ALL HOOKS SHALL BE IN ACCORDANCE WITH THE STRUCTURAL STANDARD DRAWINGS SS12-1 AND SS12-2 UNLESS SHOWN OTHERWISE.

4. STRUCTURAL STEEL: (NOT PART OF THIS PACKAGE)  
•ALL STRUCTURAL STEEL SHALL CONFORM TO CSA STANDARD CAN/CSA-G40.20-04/G40.21-04 STEEL MARKED 'AT' SHALL BE GRADE 350AT CATEGORY 2. ALL OTHER STEEL SHALL BE GRADE 350A CATEGORY 2. ROLLED SECTIONS SHALL CONFORM TO CAN/CSA-G40.20-04/G40.21-04 OR ASTM SPECIFICATION A588.  
•MEMBERS OR COMPONENTS OF MEMBERS FOR WHICH "AT" STEEL IS SPECIFIED ARE PRIMARY TENSION MEMBERS, STIFFENERS AND GUSSETS ATTACHED TO "AT" MEMBERS SHALL BE "AT" STEEL.  
•BOLTS ON ATMOSPHERIC CORROSION RESISTANT STEEL SHALL BE ASTM A325 TYPE 3, M22. BOLTS ON COATED STEEL SHALL BE GALVANIZED ASTM A325M TYPE 1, M22. BOLT THREADS SHALL BE EXCLUDED FROM THE SHEAR PLANES.  
•STUD SHEAR CONNECTORS SHALL BE 22mm DIA. AND SHALL CONFORM TO ASTM A108 AND CSA W59.  
•ALL LENGTHS SHOWN ARE IN THE HORIZONTAL PLANE AND MEASURED AT 20°C.  
•THE TRUSS AND BEARING STIFFENERS SHALL BE TRULY VERTICAL UNDER FULL DEAD LOAD.  
•ALL BUTT WELDS IN FLANGE, WEB AND BOX SECTION SHOP SPLICES SHALL BE FINISHED FLUSH OR SMOOTH. BY GRINDING WHERE NECESSARY IN THE DIRECTION OF THE APPLIED STRESSES.  
•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 12 INCLUSIVE  
OVER 12 TO 20  
OVER 20 TO 40  
OVER 40 TO 60  
OVER 60 TO 120

5  
6  
8  
10  
12

•ALL STEEL SURFACES SHALL BE COATED EXCEPT FOR THE SURFACE OF MEMBERS THAT WILL BE IN CONTACT WITH CONCRETE OR CONTACT SURFACES OF BOLTED CONNECTIONS. THE COLOUR OF THE TOPCOAT SHALL BE 504-217 BROWN (1-GP-12C).  
•THE CONTRACTOR SHALL ENSURE THE STABILITY OF ALL COMPONENTS DURING HANDLING TRANSPORTATION AND ERECTION AND UNTIL THE STRUCTURAL STEEL IS IN THE FINAL LOCATION WITH ALL THE PERMANENT BRACING CONNECTIONS AND SUPPORTS IN PLACE AND THE CONCRETE IN THE DECK HAS REACHED A STRENGTH OF 25MPa.

5. CONCRETE FINISH OF ALL EXPOSED SURFACES SHALL HAVE A RUBBED FINISH.

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL ESTABLISH THE BEARING SEAT ELEVATIONS BY DEDUCTING THE ACTUAL BEARING THICKNESSES FROM THE TOP OF BEARING ELEVATIONS. IF THE ACTUAL BEARING THICKNESSES ARE DIFFERENT FROM THOSE GIVEN WITH THE BEARING DESIGN DATA, THE CONTRACTOR SHALL ADJUST THE REINFORCING STEEL TO SUIT.

2. THE CONTRACTOR IS FULLY RESPONSIBLE FOR GROUNDWATER CONTROL ON TIMING OF CONSTRUCTION AND PREVAILING WEATHER CONDITIONS.

3. BACKFILL SHALL NOT BE PLACED AGAINST ANY PORTION OF THE ABUTMENTS OR WINGWALLS UNTIL THE CONCRETE FOR THE DECK HAS BEEN PLACED AND ITS COMPRESSIVE STRENGTH HAS REACHED 30 MPa. BACKFILL SHALL BE PLACED BEHIND BOTH ABUTMENTS SIMULTANEOUSLY KEEPING THE HEIGHT OF BACKFILL APPROXIMATELY THE SAME AT ALL TIMES. DURING PLACEMENT, THE HEIGHT OF THE BACKFILL AGAINST ONE ABUTMENT SHALL NEVER EXCEED THE HEIGHT OF BACKFILL AGAINST THE OTHER ABUTMENT BY MORE THAN 500 mm. THE CONTRACTOR MUST ENSURE THE STABILITY OF THE ABUTMENTS DURING CONSTRUCTION.

4. ALL EXISTING UTILITIES SHALL BE ACCURATELY LOCATED PRIOR TO ANY CONSTRUCTION BEING CARRIED OUT. UNLESS NOTED OTHERWISE ON STRUCTURAL AND UTILITIES DRAWINGS, ALL EXISTING UTILITIES ARE TO REMAIN IN PLACE AND SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION OF THE TUNNEL EMBANKMENTS.

5. TEMPORARY EXCAVATION, SUBGRADE EXPOSURE AND PROTECTION, AND BACKFILLING SHALL CONFORM TO OPSS 902.

6. SETTLEMENTS AND GROUND DEFORMATIONS SHALL BE MONITORED DURING AND AFTER CONSTRUCTION.

7. VIBRATIONS SHALL BE MONITORED AT STRATEGIC LOCATIONS DURING PILING AND CONSTRUCTION ON TEMPORARY SLOPES AND ADJACENT TO UTILITIES.

8. FOR ALL HIGHWAY WORKS REFER TO HIGHWAY NEW CONSTRUCTION DRAWINGS.

9. FOR ALL ELECTRICAL AND ATMS WORKS REFER TO ELECTRICAL AND ATMS NEW CONSTRUCTION DRAWINGS.

10. FOR ALL UTILITY WORKS REFER TO UTILITY NEW CONSTRUCTION DRAWINGS.

11. APPROVED RSS WALL SUPPLIER TO REFER TO UTILITIES NEW CONSTRUCTION DRAWINGS AND CONFIRM LOCATION OF ALL UTILITIES. RSS WALL DESIGN SHALL ACCOUNT FOR ALL INTERFERENCE WITH UTILITIES.

12. FOR LIGHT AND TRAFFIC POLE LOCATIONS REFER TO ELECTRICAL AND ATMS DRAWING PACKAGE.

13. RSS WALL SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE 'MTO RSS DESIGN GUIDELINES' AND SPECIAL PROVISIONS SP599S22 AND SP599S23.

14. THE FACTOR-OF-SAFETY AGAINST EXTERNAL MODES OF FAILURE FOR RSS WALLS SHALL BE AS PER CANADIAN FOUNDATION ENGINEERING MANUAL (CFEM).

15. FOR INFORMATION ON EXISTING PAVEMENT AND INFRASTRUCTURE REFER TO HIGHWAYS REMOVAL DRAWINGS AND GENERAL NOTES PROVIDED WITHIN HIGHWAY REMOVALS DRAWING PACKAGE.

16. ALL WORKS OCCURRING AFTER CONSTRUCTION OF RSS WALLS AND ABUTMENTS THAT INVOLVE EXCAVATION BELOW ROAD SUBGRADE SHALL BE COORDINATED WITH GEOTECHNICAL DESIGN.

ABBREVIATIONS:

ABUT.	ABUTMENT
BF	BACK FACE
BOT.	BOTTOM
BRGS.	BEARINGS
BVC	BEGINNING OF VERTICAL CURVE
C/C	CENTER-TO-CENTER
℄	CENTER LINE
CIP	CAST-IN-PLACE
CLR	CLEAR
CONT.	CONTINUOUS
CSP	CORRUGATED STEEL PIPE
C/W	COMPLETE WITH
DIA	DIAMETER
DR	DRIVE
DWG	DRAWING
EA.	EACH
E.B. (EB)	EASTBOUND
EF	EACH FACE
E.G.	EXISTING GROUND
E.J.	EXPANSION JOINT
EL./ELEV.	ELEVATION
E.P.D.M	ETHYLENE PROPYLENE DIENE MONOMER (M-CLASS) RUBBER
EPS	EXPANDED POLYSTYRENE
EQ	EQUAL
EVA	ETHYLENE VINYL ACETATE
EVC	END OF VERTICAL CURVE
EW	EACH WAY
EXP.	EXPANSION
FF	FRONT FACE
FIX	FIXED
HORIZ.	HORIZONTAL
HP	H-PILE
HWY	HIGHWAY
ID	INSIDE DIAMETER
LTL	LEFT TURN LANE
LWF	LIGHT WEIGHT FILL
MAT.	MATERIAL
MAX.	MAXIMUM
MIN.	MINIMUM
NB	NORTHBOUND
NOM.	NOMINAL
N.T.S.	NOT TO SCALE
OD	OUTSIDE DIAMETER
R/C	REINFORCED CONCRETE
RD	ROAD
REINF.	REINFORCEMENT
RGM	REINFORCED GRANULAR MAT
RSS	RETAINED SOIL SYSTEM
RTL	RIGHT TURN LANE
R.W. (RW)	RETAINING WALL
SB	SOUTHBOUND
SCL	SPEED CHANGE LANE
SHLD.	SHOULDER
STA.	STATION
STD	STANDARD
STIR.	STIRRUP
TB	TRAIL BRIDGE
T/D	TOP OF DECK
THK.	THICKNESS
T.O.	TOP OF
T/P	TOP OF PAVEMENT
TYP.	TYPICAL
UNO (U.N.O.)	UNLESS NOTED OTHERWISE
U/S	UNDERSIDE
VERT.	VERTICAL
VPI	VERTICAL POINT OF INTERSECTION
W.B.(WB)	WESTBOUND
WP	WORKING POINT
W.W.	WINGWALL
WWR	WELDED WIRE REINFORCEMENT

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

Parkway  
Infrastructure  
Engineers

Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
GENERAL NOTES

SHEET

S6802

Phase 1

60% Sub

APPLICABLE STANDARD DRAWINGS

OPSD 3000.100	FOUNDATION, PILES, STEEL H-PILE DRIVING SHOE
OPSD 3000.150	FOUNDATION, PILES, STEEL H-PILE SPLICE
OPSD 3101.150	WALLS, ABUTMENT, BACKFILL, MINIMUM GRANULAR REQUIREMENT
OPSD 3121.150	WALLS, RETAINING, BACKFILL, MINIMUM GRANULAR REQUIREMENT
OPSD 3190.100	WALLS, RETAINING AND ABUTMENT, WALL DRAIN
OPSD 3370.100	DECK, WATERPROOFING HOT APPLIED ASPHALT MEMBRANE WITH PROTECTION BOARD
OPSD 3370.101	DECK, WATERPROOFING HOT APPLIED ASPHALT MEMBRANE AT ACTIVE CRACKS GREATER THAN 2 mm WIDE AND CONSTRUCTION JOINTS
OPSD 3390.100	DECK, DRIP CHANNEL
OPSD 3941.200	FIGURES IN CONCRETE, SITE NUMBER AND DATE, LAYOUT
OPSD 3950.100	JOINTS, CONCRETE EXPANSION AND CONSTRUCTION, ON STRUCTURE

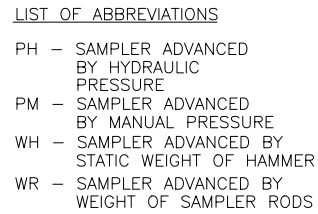
IN PROGRESS

REVISIONS					
	04-OCT-13	A	MAS	60% MTO SUBMISSION	
	DATE	REV.	BY	DESCRIPTION	
DESIGN	BR	CHK	PM	CODE CAN/CSA S6-06	LOAD CL 625-ONT
DRAWN	LG	CHK	MAS	SITE 6-624	DATE JUN 2013

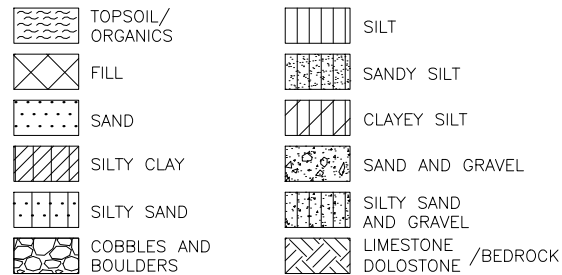
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NOT FOR  
CONSTRUCTION

DOC: 285380-03-060-SEG1-6802



### MATERIAL LEGEND



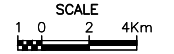
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**amec**  
Hatch Mott MacDonald

SHEET  
S6803

Phase 1
100% Sub



BOREHOLE  
CURRENT INVESTIGATION

BOREHOLE AND NILCON VANE  
CURRENT INVESTIGATION

SW/SP HOLE (HYDROGEOLOGY)  
CURRENT INVESTIGATION

NILCON VANE  
CURRENT INVESTIGATION

CPT - CURRENT INVESTIGATION

DMT - CURRENT INVESTIGATION

BOREHOLE  
PREVIOUS INVESTIGATION

BOREHOLE, CPT AND NILCON VANE  
PREVIOUS INVESTIGATIONS

CPT - PREVIOUS INVESTIGATION

N SPT N-VALUE

16 BLOWS/0.3m UNLESS  
OTHERWISE STATED  
(STD. PEN. TEST, 475 J/BLOW)

MHSG - MAGNETIC  
HEAVE/SETTLEMENT  
GAUGE (SM)

P - VIBRATING WIRE PIEZOMETER (VWP)

DRY BOREHOLE DRY DURING DRILLING

WATER LEVEL DURING DRILLING

WATER LEVEL (SHALLOW PIEZO)

WATER LEVEL (DEEP PIEZO)

MPa  
0 5 10

CPT-*qc*

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GEOTECHNICAL DESIGN REPORT.
2. THE INTERPRETED STRATIGRAPHY REPRESENTS SIMPLIFIED SUBSURFACE CONDITIONS. THE BOUNDARIES BETWEEN SOIL STRATA HAVE BEEN DEFINED AT BOREHOLE LOCATIONS ONLY. CONDITIONS BETWEEN BOREHOLE LOCATIONS COULD DIFFER FROM ILLUSTRATED CONDITIONS.
3. ELEVATIONS ARE REFERENCED TO GEODETIC DATUM.



REVIEWS								
	01-OCT-13				A	EA	60% MTO SUBMISSION	
	DATE		REV.		BY		DESCRIPTION	
DESIGN	EA	CHK	DD	CODE	CAN/CSA		LOAD	CL-625-ONT
DRAWN	SJL	CHK	MO	SITE	6-624		DATE	01-MAY-13



# METRIC

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Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

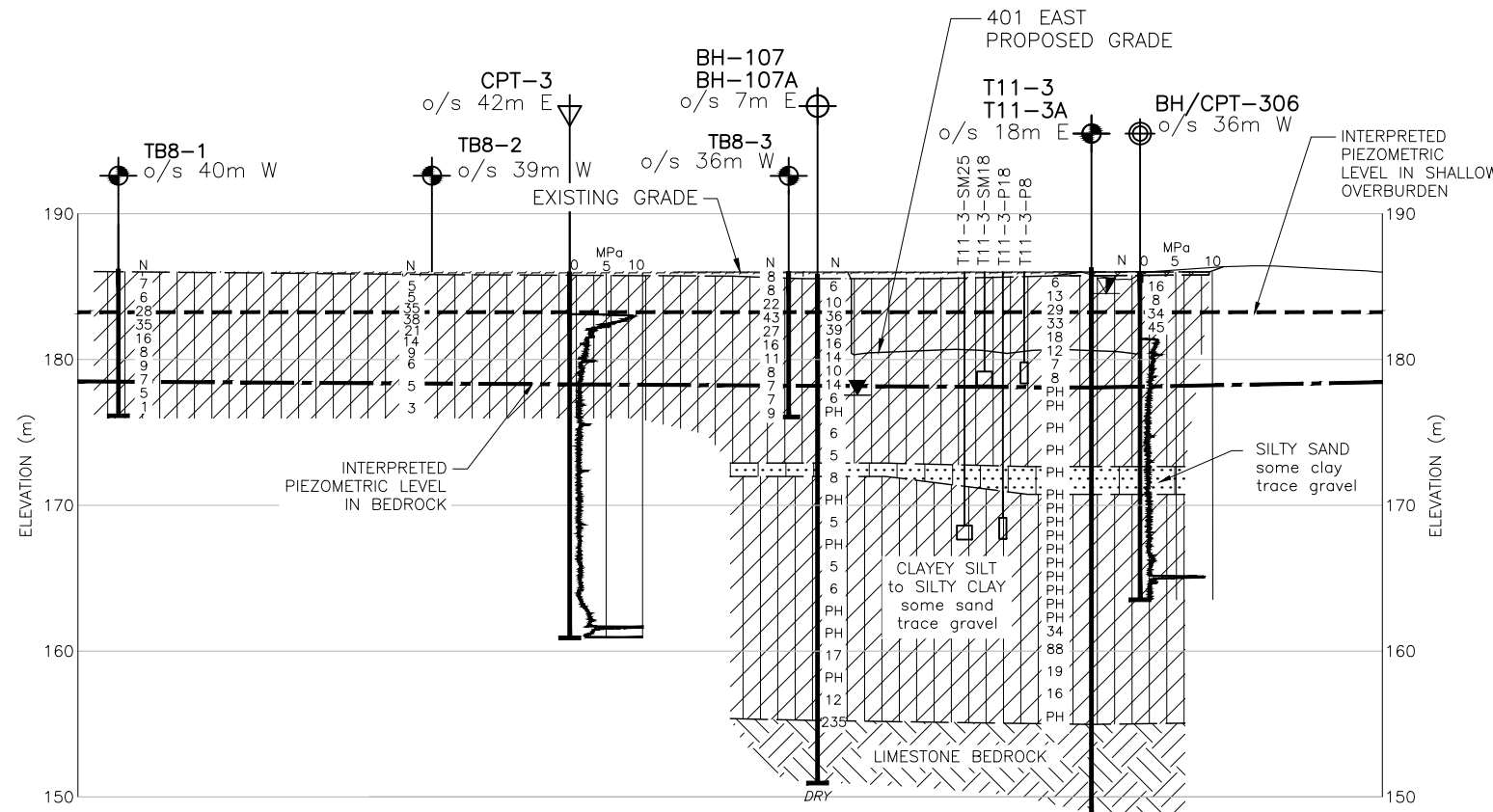
NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
SOIL STRATIGRAPHY

SHEET

S6804

Phase 1

60% Sub



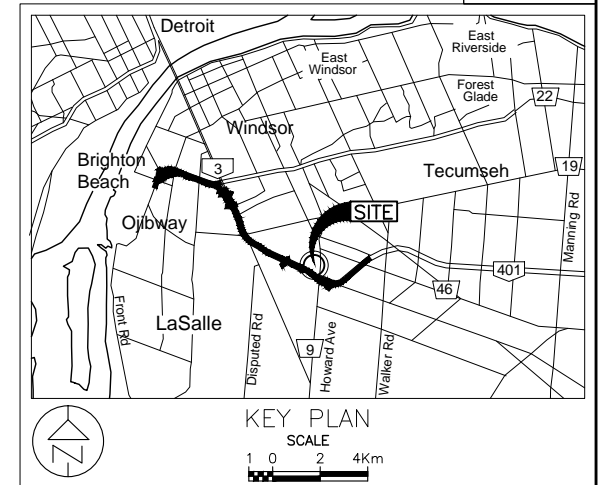
HORT SCALE 1:500  
VERT SCALE 1:250

## MATERIAL LEGEND

	TOPSOIL/ORGANICS		SILT
	FILL		SANDY SILT
	SAND		CLAYEY SILT
	SILTY CLAY		SAND AND GRAVEL
	SILTY SAND		SILTY SAND AND GRAVEL
	COBBLES AND BOULDERS		LIMESTONE /BEDROCK

## LIST OF ABBREVIATIONS

PH	- SAMPLER ADVANCED BY HYDRAULIC PRESSURE
PM	- SAMPLER ADVANCED BY MANUAL PRESSURE
WH	- SAMPLER ADVANCED BY STATIC WEIGHT OF HAMMER
WR	- SAMPLER ADVANCED BY WEIGHT OF SAMPLER RODS

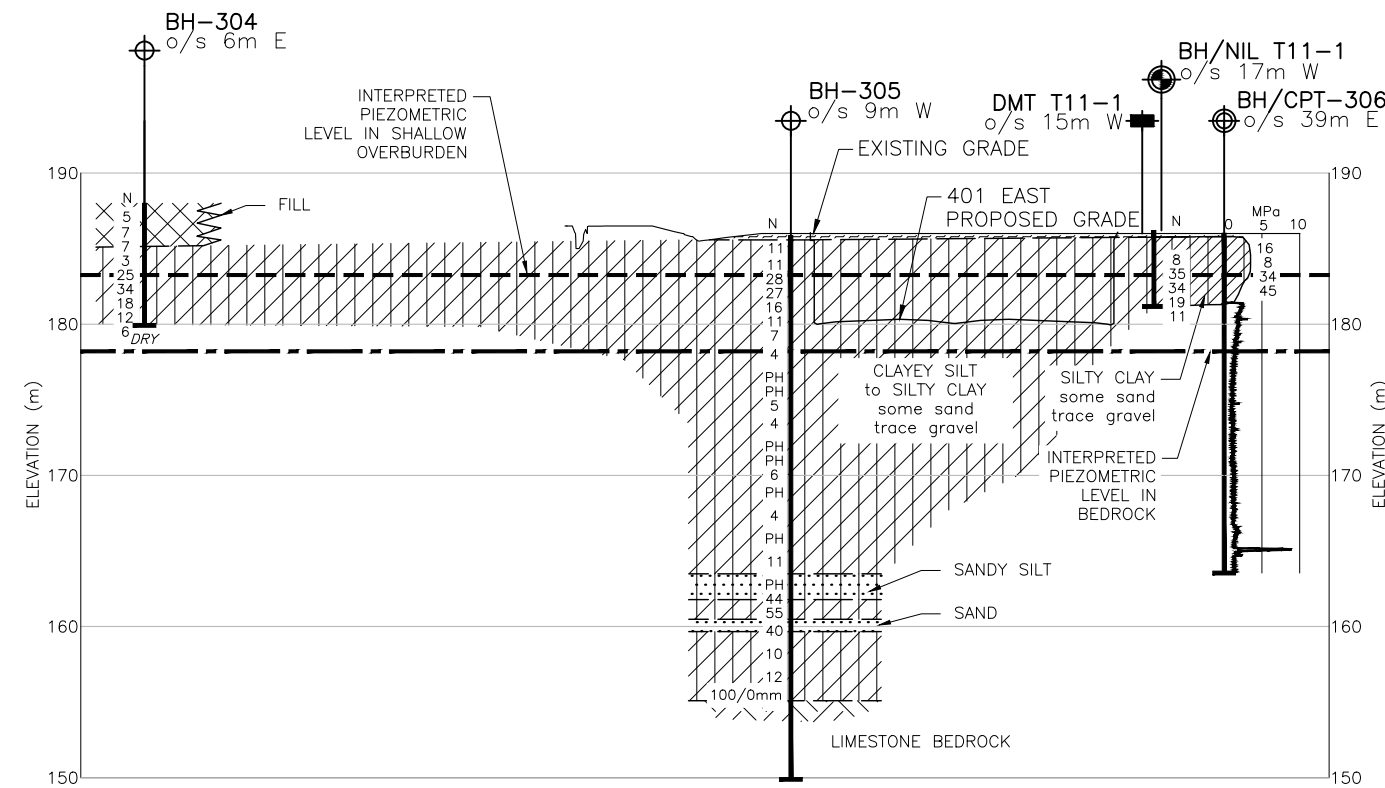


## LEGEND

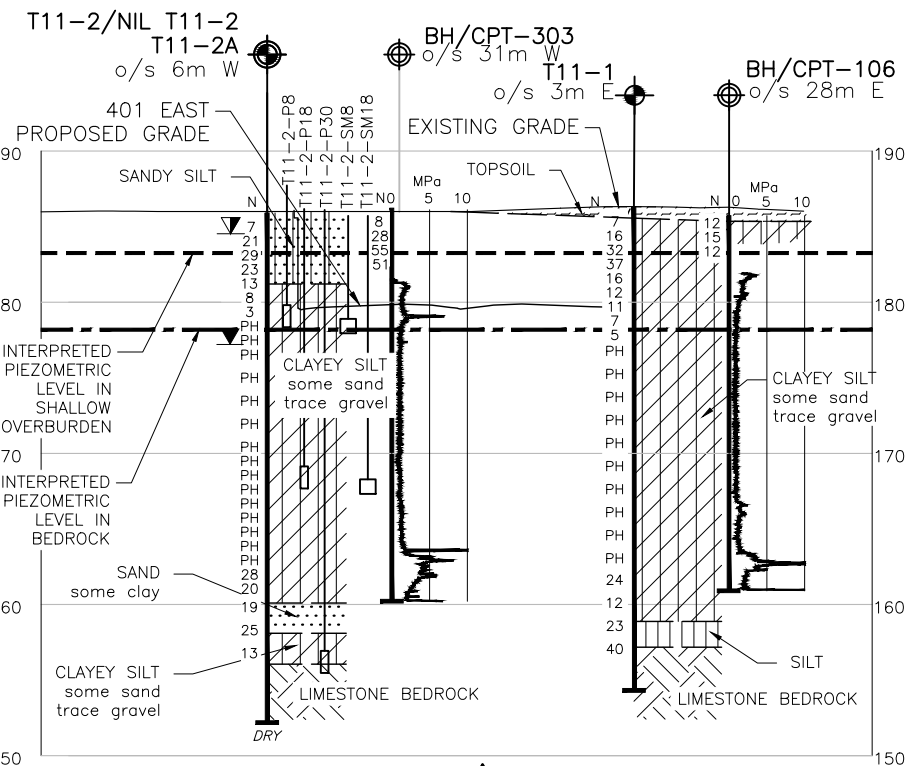
	BOREHOLE CURRENT INVESTIGATION
	BOREHOLE AND NILCON VANE CURRENT INVESTIGATION
	SW/SP HOLE (HYDROGEOLOGY) CURRENT INVESTIGATION
	NILCON VANE CURRENT INVESTIGATION
	CPT - CURRENT INVESTIGATION
	DMT - CURRENT INVESTIGATION
	BOREHOLE PREVIOUS INVESTIGATION
	BOREHOLE, CPT AND NILCON VANE PREVIOUS INVESTIGATIONS
	CPT -PREVIOUS INVESTIGATION
	N SPT N-VALUE
	BLOWS/0.3m UNLESS OTHERWISE STATED (STD. PEN. TEST, 475 J/BLOW)
	MHS - MAGNETIC HEAVE/SETTLEMENT GAUGE (SM)
	P - VIBRATING WIRE PIEZOMETER (VWP)
	DRY BOREHOLE DRY DURING DRILLING
	WATER LEVEL DURING DRILLING
	WATER LEVEL (SHALLOW PIEZO)
	WATER LEVEL (DEEP PIEZO)

## NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GEOTECHNICAL DESIGN REPORT.
- THE INTERPRETED STRATIGRAPHY REPRESENTS SIMPLIFIED SUBSURFACE CONDITIONS. THE BOUNDARIES BETWEEN SOIL STRATA HAVE BEEN DEFINED AT BOREHOLE LOCATIONS ONLY. CONDITIONS BETWEEN BOREHOLE LOCATIONS COULD DIFFER FROM ILLUSTRATED CONDITIONS.
- ELEVATIONS ARE REFERENCED TO GEODETIC DATUM.



HORT SCALE 1:500  
VERT SCALE 1:250



HORT SCALE 1:500  
VERT SCALE 1:250

NOT FOR CONSTRUCTION



DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

REVISIONS	DATE	REV.	BY	DESCRIPTION
01-OCT-13	A	EA		60% MTO SUBMISSION
DESIGN	EA	CHK	DD	CODE CAN/CSA
DRAWN	SJL	CHK	MO	SITE 6-624
				LOAD CL-625-ONT
				DATE 01-MAY-13

# METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway  
Infrastructure  
Engineers**



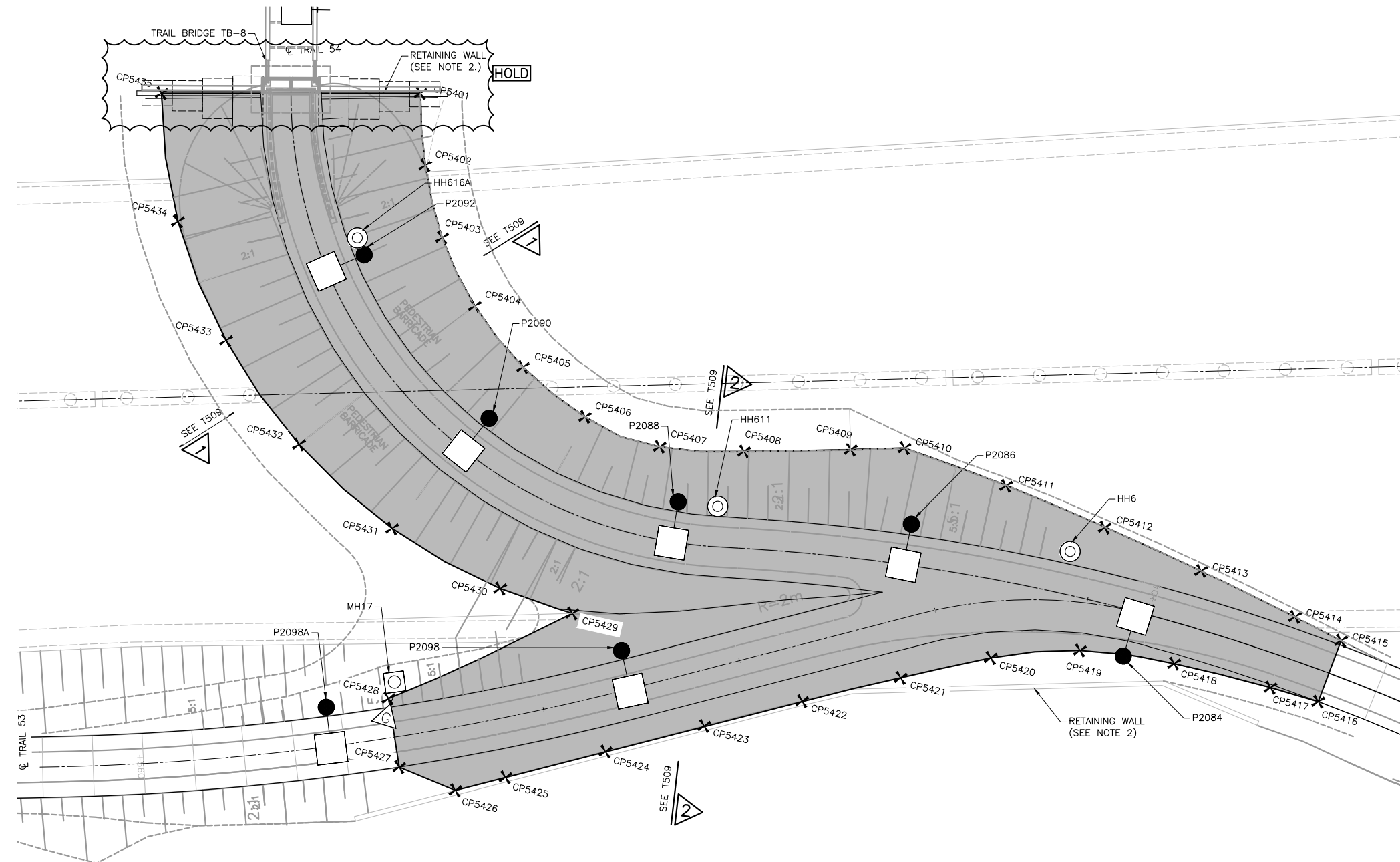
Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
GROUND IMPROVEMENTS - PLAN

SHEET  
S6805

Phase 1  
60% Sub



PLAN  
SCALE 1:250  
SEE TABLE 508-1

## NOTES:

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH EPS STANDARD DETAILS. SEE SHEET S6806.
- BOTTOM LAYER OF EPS APPLIED DIRECTLY TO TUNNEL TOP WATERPROOFING MEMBRANE SHALL BE 100mm MINIMUM EPS 39. THIS LAYER SHALL EXTEND TO COVER THE ENTIRE FOOTPRINT OF EPS. EPS 39 SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 103kPa AT 1% DEFORMATION.
- SEE ELECTRICAL DWGS FOR POLE TYPE(S) AND LOCATION(S). (APPROX STATIONS PROVIDED IN TABLE 508-2.) LOCATIONS MAY BE ADJUSTED TO SUIT BLOCK LAYOUT.
- INFORMATION ALSO ON 285380-25-042-SEG1-0022. **HOLD**

TABLE 508-1 - EPS CONTROL POINTS

CONTROL POINT	NORTHING	EASTING	TRAIL
CP5401	4677941.063	335030.277	54
CP5402	4677935.460	335025.794	
CP5403	4677929.066	335022.209	
CP5404	4677921.877	335020.027	
CP5405	4677914.200	335019.491	
CP5406	4677906.412	335020.700	
CP5407	4677899.237	335024.157	
CP5408	4677893.263	335030.005	
CP5409	4677886.290	335037.935	
CP5410	4677882.805	335041.975	
CP5411	4677873.254	335046.864	
CP5412	4677863.623	335051.305	
CP5413	4677854.022	335055.460	53
CP5414	4677844.387	335059.250	
CP5415	4677839.571	335061.035	
CP5416	4677836.640	335055.296	
CP5417	4677840.862	335052.753	
CP5418	4677849.048	335047.295	
CP5419	4677856.295	335041.297	
CP5420	4677861.714	335034.266	
CP5421	4677866.272	335026.357	
CP5422	4677871.144	335017.589	
CP5423	4677875.860	335008.771	54
CP5424	4677880.588	334999.847	
CP5425	4677885.376	334990.804	
CP5426	4677887.778	334986.269	
CP5427	4677893.215	334983.725	
CP5428	4677898.951	334987.525	
CP5429	4677892.888	335006.647	
CP5430	4677899.532	335003.020	
CP5431	4677911.147	334999.139	
CP5432	4677923.501	334997.937	
CP5433	4677935.971	334999.535	
CP5434	4677947.890	335003.973	
CP5435	4677958.362	335011.333	

TABLE 508-2 - TRAIL LIGHT POLES

POLE	TRAIL	STA (APPROX)	REMARKS
P2092	54	10+077	ON EPS
P2090		10+107	ON EPS
P2088		10+134	ON EPS
P2086		10+162	ON DECK
P2084	53	10+660	ON GROUND
P2098		10+609	ON EPS

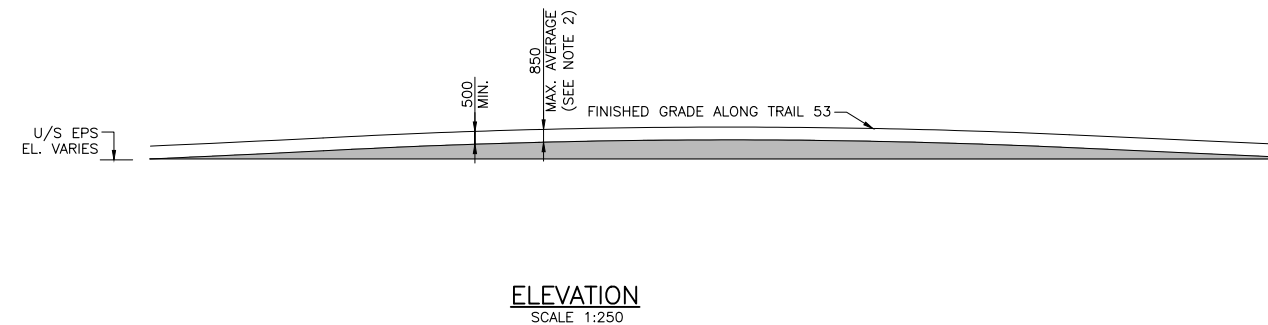
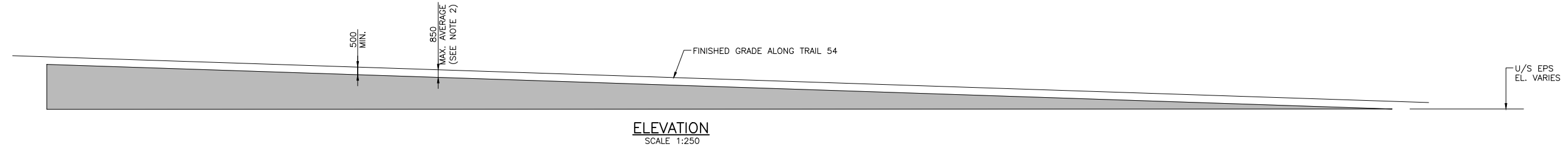
DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**OCT 09 2013**  
**PROCESSED**  
PROJECT DOCUMENT AND DATA MANAGEMENT

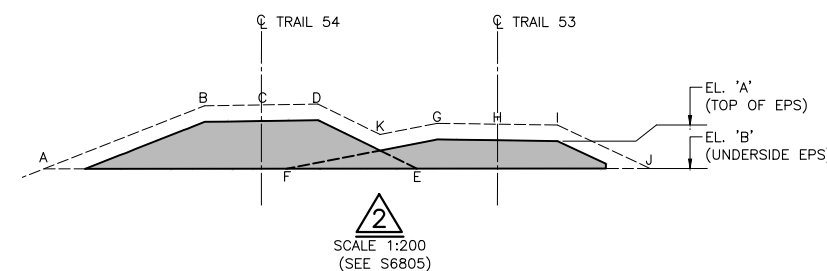
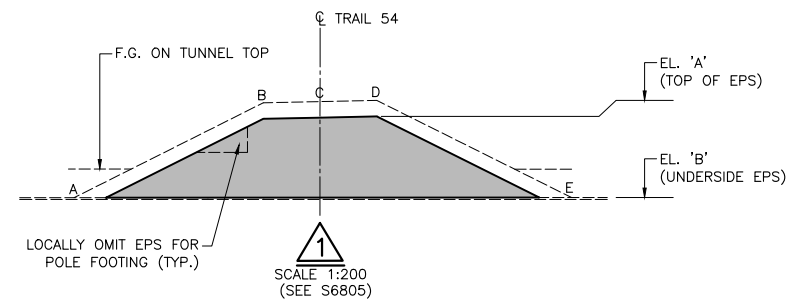
**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**RELEASED FOR  
ADVANCE WORKS**  
**OCT 09 2013**  
PDDM

REVISIONS	DATE	REV.	BY	DESCRIPTION
04-OCT-13	A	MAS		60% MTO SUBMISSION
DESIGN	BR	CHK	PM	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	LG	CHK	MAS	SITE 6-624 DATE JUN 2013

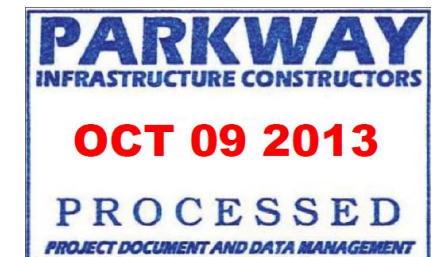


STATION	A	B	C	D	E
10+075	187.881	193.652	192.862	193.772	188.016
10+080	187.845	192.714	192.774	192.834	187.950
10+085	187.808	192.563	192.623	192.683	187.885
10+090	187.769	192.350	192.410	192.470	187.811
10+095	187.729	192.100	192.160	192.220	187.740
10+100	187.687	191.850	191.910	191.970	187.670
10+105	187.645	191.600	191.660	191.720	187.601
10+110	187.602	191.350	191.410	191.470	187.534
10+115	187.560	191.100	191.160	191.220	187.470
10+120	187.519	190.850	190.910	190.970	187.410
10+125	187.479	190.600	190.660	190.720	187.355
10+130	187.441	190.350	190.410	190.470	187.305
10+135	187.411	190.100	190.160	190.220	
10+140	187.385	189.880	189.910	189.940	
10+145	187.362	189.660	189.660	189.660	
10+150	187.335	189.440	189.410	189.380	
10+155	187.309	189.220	189.160	189.100	
10+160	187.282	188.970	188.910		
10+165	187.238	188.720	188.660		
10+170	187.193	188.470			
10+175	187.147	188.220			
10+180	187.101	187.977			
10+185	187.055	187.742			
10+190	187.008	187.529	187.469	187.409	186.931
10+195	187.961	187.324	187.264	187.204	186.895
10+200	187.941	187.131	187.071	187.011	186.858
10+205					

K	F	G	H	I	J	STATION
	187.301	187.706	187.647	187.586	185.791	10+590
	187.297	187.943	187.883	187.823	185.754	10+595
	187.295	188.190	188.130	188.070	187.680	10+600
	187.293	188.416	188.356	188.296	185.770	10+605
187.731	187.719	188.592	188.532	188.472	187.272	10+610
188.129	188.056	188.718	188.658	188.598	187.397	10+615
188.350	188.284	188.794	188.722	188.649	185.852	10+620
188.495	188.457	188.820	188.760	188.700	187.477	10+625
188.634	188.588	188.771	188.736	188.675	185.925	10+630
188.853			188.661	188.601	186.025	10+635
188.642			188.537	188.477	186.115	10+640
188.425			188.363	188.303	187.032	10+645
188.198			188.145	188.085	187.015	10+650
187.971			187.920	187.860	186.993	10+655
187.742			187.695	187.635	186.966	10+660



1. SEE SHEET S6805 FOR NOTES.
2. TOP OF EPS ELEVATIONS NOTED ARE BASED ON 850mm OF SOIL COVER. ACTUAL TOP ELEVATIONS MAY VARY, PROVIDED THE VOLUME OF SOIL AND/OR PAVEMENT DOES NOT EXCEED 8.5m<sup>3</sup> OVER AN AREA OF 10.0m<sup>2</sup> (i.e. AVERAGE COVER DOES NOT EXCEED 850mm), AND MINIMUM COVER OF 500mm IS MAINTAINED



NOT FOR  
CONSTRUCTION

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

REVISIONS								
	04-OCT-13	A	MAS	60% MTO SUBMISSION				
	DATE		REV.	BY	DESCRIPTION			
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL 625-ONT
DRAWN	LG	CHK	MAS	SITE	6-624		DATE	JUN 2013



DATE PLOTTED: 10/8/2013 10:51:06 AM  
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MINISTRY OF TRANSPORTATION, ONTARIO  
PR-D-707  
88-05

CONSTRUCTION NOTES – BACKFILL AT STRUCTURES

1.0 GENERAL REQUIREMENTS

- 1.1. THESE CONSTRUCTION NOTES RELATE TO THE SUPPLY AND PLACEMENT OF BACKFILL MATERIALS AT THE STRUCTURES AT THE WINDSOR–ESSEX PARKWAY (WEP) PROJECT AS ILLUSTRATED ON THE ACCOMPANYING DRAWINGS. THE REQUIREMENTS GIVEN HEREFTER ARE THE GENERAL REQUIREMENTS. FOR DETAILED REQUIREMENTS, THE CONTRACTOR SHOULD REFER TO APPROPRIATE ONTARIO PROVINCIAL STANDARD SPECIFICATIONS (OPSS) LISTED IN SECTION 1.6.
- 1.2. THESE CONSTRUCTION NOTES ARE TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GEOTECHNICAL DESIGN DRAWINGS AND REPORT.
- 1.3. FOR LIGHTWEIGHT FILL (LWF), REFER TO CONSTRUCTION NOTES FOR LIGHTWEIGHT FILL MATERIAL.
- 1.4. FOR EXPANDED POLYSTYRENE (GEOFOAM, EPS) FILL, REFER TO CONSTRUCTION NOTES FOR EXPANDED POLYSTYRENE FILL.
- 1.5. THESE REQUIREMENTS DO NOT APPLY TO THE HIGHWAY PAVEMENT CONSTRUCTION.
- 1.6. THE CONSTRUCTION WORKS SHALL BE EXECUTED IN ACCORDANCE WITH THE GEOTECHNICAL DESIGN ILLUSTRATED ON THE ACCOMPANYING DRAWINGS, THE SUPPLIER SPECIFICATIONS AND THE REQUIREMENTS SPECIFIED IN THE FOLLOWING STANDARDS, SPECIFICATIONS AND PUBLICATIONS:

- ASTM D422 PARTICLE–SIZE ANALYSIS OF SOILS
- ASTM D2216 MOISTURE CONTENT OF SOILS
- ASTM D2850 UNCONSOLIDATED–UNDRAINED TRIAXIAL COMPRESSION TEST ON COHESIVE SOILS
- ASTM D2922 DENSITY OF SOIL AND SOIL–AGGREGATE IN PLACE BY NUCLEAR METHODS
- ASTM D3017 WATER CONTENT OF SOIL AND ROCK IN PLACE BY NUCLEAR METHODS
- ASTM D5856 HYDRAULIC CONDUCTIVITY OF POROUS MATERIALS USING A RIGID WALL PERMEAMETER

- OPSS 201 CLEARING, CLOSE CUT CLEARING, GRUBBING, REMOVAL OF SURFACE AND PILED BOULDERS
- OPSS 206 GRADING
- OPSS 212 BORROW
- OPSS 401 TRENCHING, BACKFILLING AND COMPACTING
- OPSS 501 COMPACTING
- OPSS 517 DEWATERING OF PIPELINE, UTILITY AND ASSOCIATED STRUCTURE EXCAVATION
- OPSS 518 CONTROL OF WATER FROM DEWATERING OPERATIONS
- OPSS 805 TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES
- OPSS 902 CONSTRUCTION SPECIFICATIONS FOR EXCAVATING AND BACKFILLING – STRUCTURES
- OPSS 1001 AGGREGATES – GENERAL
- OPSS 1004 AGGREGATES – MISCELLANEOUS
- OPSS 1010 AGGREGATES – BASE, SUBBASE, SELECT SUBGRADE AND BACKFILL MATERIAL
- OPSS 1860 GEOTEXTILE
- OPSD 208.010 BENCHING OF EARTH SLOPES

- 1.7 IF THERE IS ANY CONFLICT BETWEEN THE REQUIREMENTS GIVEN ON THIS DRAWING AND THE STANDARDS AND SPECIFICATIONS DOCUMENTS LISTED IN SECTION 1.6, THE DESIGNER SHOULD BE CONSULTED FOR CLARIFICATION AND RECOMMENDATIONS.
- 1.8 IN THE FOLLOWING CONSTRUCTION NOTES, THE CONTRACTOR MEANS PIC AND ITS SUB–CONTRACTORS, THE SUPPLIER MEANS THE MANUFACTURER AND PROPRIETARY SUPPLIER, THE ENGINEER MEANS THE GEOTECHNICAL SITE ENGINEER, AND THE DESIGNER MEANS THE GEOTECHNICAL DESIGNER OF THE PROJECT.

2.0 SITE PREPARATION AND EXCAVATION

- 2.1 CLEARING AND GRUBBING AREA SHALL EXTEND MINIMUM 3 m BEYOND THE FOOTPRINT AREA OF THE STRUCTURE, OR AS REQUIRED BY THE ENGINEER. THE TREES AND SHRUBS REMOVED FROM THE GROUND SHALL BE TRANSPORTED TO DESIGNATED AREAS.
- 2.2 THE STRIPPING AREA SHALL EXTEND MINIMUM 1 m BEYOND THE FOOTPRINT AREA OF THE STRUCTURE, OR AS REQUIRED BY THE ENGINEER. ALL PEAT/MUSKEG, WETLAND VEGETATION AND OTHER UNSUITABLE MATERIAL SHOULD BE STRIPPED AND TRANSPORTED TO DESIGNATED AREAS.
- 2.3 CONTRACTOR IS FULLY RESPONSIBLE FOR THE DESIGN, CONSTRUCTION METHODS AND PERFORMANCE OF THE TEMPORARY SLOPES AND WORKS.
- 2.4 ALL EXCAVATION WORKS SHOULD BE CARRIED OUT IN ACCORDANCE WITH THE GUIDELINES OUTLINED IN OCCUPATIONAL HEALTH AND SAFETY ACT (OHSA) AND ONTARIO PROVINCIAL STANDARD SPECIFICATION (OPSS) 902. NATIVE DEWATERED SOILS AT THE SITE AND COMPACTED FILLS MAY BE CLASSIFIED IN GENERAL AS TYPE 3 SOILS. UNDEWATERED FILLS, NATIVE SAND AND SILTS, AND WATER BEARING BACKFILL WITHIN TRENCHES OF ACTIVE AND/OR ABANDONED UTILITIES MAY DEVELOP TYPE 4 SOIL CONDITIONS AND SHALL BE ADDRESSED ACCORDINGLY.

- 2.5 THE SOILS AT THE PROJECT SITE ARE HIGHLY SUSCEPTIBLE TO RAPID DETERIORATION WHEN EXPOSED TO ELEMENTS, WEATHERING, WATER INFLOW AND PONDING, DISTURBANCE FROM CONSTRUCTION TRAFFIC, AND THE LIKE. SUBGRADE SOILS AND BACKFILL IN PROGRESS SHALL BE APPROPRIATELY PROTECTED AT ALL TIMES AGAINST SURFACE EROSION, DESICCATION, AND FREEZE–THAW EFFECTS, REGULARLY INSPECTED AND MONITORED, AND TREATED AS REQUIRED.
- 2.6 TO PROTECT THE SUBGRADE INTEGRITY, THE FINAL EXCAVATION LAYER ABOVE THE DESIGN ELEVATION IN GENERAL SHOULD NOT BE LESS THAN 0.5 m AND SHOULD BE CARRIED OUT ONLY WHEN THE CONTRACTOR IS READY TO PREPARE AND COVER/PROTECT THE SUBGRADE SAME DAY THE FINAL EXCAVATION IS EXPOSED AND APPROVED.
- 2.7 NO CONSTRUCTION TRAFFIC SHOULD BE PERMITTED OVER THE SUBGRADE WITHOUT APPROVED PROTECTIVE COVERS.
- 2.8 THE SUBGRADE EXCAVATION SHALL BE CUT TO NEAT LINES AND GRADES USING BUCKETS EQUIPPED WITH SMOOTH LIPS. ONCE EXPOSED, THE SUBGRADE MUST BE IMMEDIATELY INSPECTED. UPON APPROVAL, THE SUBGRADE SURFACE SHOULD BE COVERED WITH SKIM COAT OF LEAN CONCRETE MUD MAT, GRANULAR OVER GEO–FABRIC, GRANULAR OVER SUBGRADE, ETC., AS APPROVED BY THE ENGINEER, FOR PROTECTION AGAINST DISTURBANCE AND TO PROVIDE A WORKING SURFACE.
- 2.9 THE TEMPORARY EXCAVATION SURFACES SHALL BE BENCHED ACCORDING TO OPSD 208.010. UNLESS THE GRANULAR BACKFILL IS FILTER GRADED WITH RESPECT TO THE NATIVE SUBGRADE MATERIAL, A GEOTEXTILE LAYER (TERRAFIX 360R OR EQUIVALENT) SHALL BE PLACED AT THE BENCHED INTERFACE BETWEEN THE EXCAVATED SURFACE AND THE GRANULAR BACKFILL TO FUNCTION AS A SEPARATOR AND PREVENT MIGRATION OF FINES.
- 2.10 IF PRESENCE OF GASSY SOILS IS EVIDENCED (FOR EXAMPLE, DISSOLVED GAS BUBBLES COMING OUT OF SOLUTION AND/OR SOFTENING OF THE EXCAVATION FACE), THE EXCAVATION PROGRESS SHALL BE REVIEWED WITH THE ENGINEER IN TERMS OF TIMING, STAGING AND OTHER MITIGATION MEASURES.
- 2.11 THE CONTRACTOR SHOULD EMPLOY APPROPRIATE GROUND IMPROVEMENT APPROACH (E.G., SUITABLE FILL LAYER, GEOGRID SHEET, ETC.) TO FACILITATE CONSTRUCTABILITY, WHERE REQUIRED, AS APPROVED BY THE ENGINEER.
- 2.12 THE SUBGRADE SHOULD BE SLOPED APPROPRIATELY TO ACHIEVE POSITIVE DRAINAGE OF SEEPAGE AND SURFACE WATER TO SUBDRAINS, DITCHES OR SUMPS TO AVOID PONDING BENEATH ANY FILL PLACED. NO PONDING OR FLOODING SHALL BE ALLOWED TO OCCUR IN AREAS OF FINAL EARTHWORKS (SEE SECTION 6 ON DRAINAGE – REQUIREMENTS).

3.0 REINFORCED GRANULAR MAT (RGM)

- 3.1 THE RGM ARE REINFORCED SOIL MATS COMPRISING SELECT COMPACTED GRANULAR FILL AND REINFORCEMENT (GEOSYNTHETICS OR METALLIC)
- 3.2 GRANULAR FILL FOR RGM: THE FILL MATERIAL SHALL BE GRANULAR ‘A’ OR GRANULAR ‘B’ TYPE II (OPSS 1010) PLACED AS PER NOTE 5.4 AND COMPACTED TO NOT LESS THAN 98%.
- 3.3 REINFORCEMENT FOR RGM: AS PER CONTRACT DOCUMENTS.

4.0 FILL MATERIALS

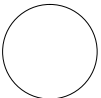
- 4.1 ALL FILL MATERIALS TO BE USED AS BACKFILL FOR STRUCTURES SHALL BE INERT MATERIAL, FREE OF ORGANIC MATERIAL AND DELETERIOUS SUBSTANCES. ALL FILL MATERIALS SHALL BE APPROVED BY THE ENGINEER AT THE BORROW SOURCE AND AT PLACEMENT LOCATION.
- 4.2 SILTY CLAY FILL: THE UPPER CLAY CRUST ZONE MATERIAL OBTAINED FROM REQUIRED EXCAVATIONS IN THE DEPRESSED SEGMENTS OF THE WEP OR OTHER SOURCES APPROVED BY THE ENGINEER SHALL BE USED AS PER DRAWINGS PROVIDED IT MEETS THE OPSS 902 REQUIREMENTS AND CAN BE COMPACTED TO AT LEAST 95% SPMDD. THE SUITABILITY OF THE CLAY FILL MATERIALS SHALL BE VERIFIED IN TERMS OF ITS GRADATION (E.G., SILTY CLAY TO CLAYEY SILT), PLASTICITY CHARACTERISTICS (LOW TO MEDIUM PLASTICITY INDEX) AND THE IN–SITU MOISTURE CONTENT. ALL SUITABLE METHODS TO ACHIEVE THE SPECIFIED PLACEMENT MOISTURE CONTENT SHALL BE EMPLOYED.
- 4.3 GRANULAR FILL FOR GENERAL BACKFILL: THE GRANULAR FILL MATERIAL SHALL BE GRANULAR ‘B’ TYPE I OR II, OR ALTERNATIVE GRANULAR MATERIALS APPROVED BY THE ENGINEER. THE SUITABILITY OF GRANULAR FILL MATERIALS SHALL BE DETERMINED AS PER THE OPSS 1010 STANDARD AND THE REQUIREMENTS OF THE RSS/RGM SUPPLIER.
- 4.4 RIPRAP: THE RIPRAP MATERIAL FOR EROSION PROTECTION OF PERMANENT SLOPES AND CHANNEL SURFACES SHALL BE R–10 (MINUS 180 mm) FOR LIGHT TO MEDIUM EROSION RISK CONDITIONS AND R–50 (MINUS 305 mm) FOR HIGH RISK CONDITIONS, AS SHOWN ON THE DESIGN DRAWINGS OR AS REQUIRED BY THE ENGINEER (OPSS 1004). GEOTEXTILE SHALL BE USED AT INTERFACE BETWEEN THE SOIL SLOPES AND RIPRAP LAYER TO PREVENT LOSS OF MATERIAL FROM THE SOIL SLOPE.
- 4.5 LWF AND EPS: SEE RESPECTIVE CONSTRUCTION NOTES.
- 4.6 ROCK FILL INSIDE CULVERT SHALL BE RIVER STONE AND SHALL MEET THE FOLLOWING REQUIREMENTS: 20% 100–200mm DIA. STONE, 50% 100mm DIA. STONE, 20% 50–100mm DIA. STONE, 10% CLEAN SAND.
- 4.7 ROCK FILL INSIDE CULVERT SHALL BE MIXED WITH PARENT MATERIAL AND TOPSOIL. MIXTURE RATIO TO BE 60% ROCK TO 40% SOIL.

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
CONSTRUCTION NOTES – BACKFILL AT STRUCTURES

SHEET

S6807

Phase 1

60% Sub

5.0 FILL PLACEMENT AND COMPACTION

5.1 GENERAL:

- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THEIR QC/QA INSPECTION AND TEST PLAN FOR REVIEW/COMMENT PRIOR TO THE PLACEMENT/COMPACTION OF FILL.
- FILL SHALL NOT BE PLACED ON SURFACES HAVING STANDING WATER, OR SURFACES WHICH HAVE BEEN RUTTED AND HEAVED BY TRAFFICKING. FILL SHALL NOT BE PLACED ON FROZEN SURFACES. FROZEN FILL IS DEFINED AS MATERIALS WITH SOIL WATER IN FROZEN STATE.
- ALL EARTHWORKS TO BE ADEQUATELY PROTECTED AGAINST EROSION, FROST AND WATER INGRESS UNTIL THE LANDSCAPING REQUIREMENTS HAVE BEEN INSTALLED (SEE SECTIONS 2.6 TO 2.8).

- 5.2 IF NOT SPECIFIED IN THE CONTRACT DOCUMENTS, TARGET DENSITIES WILL BE ESTABLISHED UTILIZING CONTROL STRIPS AS PRESENTED IN OPSS 501. THE MINIMUM TARGET DENSITIES SHALL BE AS PER NOTES 5.3 AND 5.4.
- 5.3 THE SILTY CLAY FILL SHALL BE PLACED IN MAXIMUM 200 mm THICK LOOSE LIFTS AND COMPACTED AT WOPT±2% MOISTURE CONTENT TO A MINIMUM OF 95% SPMDD UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS. THE TERMS WOPT AND SPMDD REFER TO OPTIMUM WATER CONTENT AND MAXIMUM DRY DENSITY, RESPECTIVELY, DETERMINED BY STANDARD PROCTOR TESTS.
- 5.4 THE GRANULAR FILL MATERIALS SHALL BE PLACED IN MAXIMUM 300 mm THICK LOOSE LIFTS AND COMPACTED AT WOPT±2% MOISTURE CONTENT TO A MINIMUM OF 95% SPMDD UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.
- 5.5 THE COMPACTION EQUIPMENT SHALL BE APPROPRIATE FOR THE MATERIAL TO BE COMPACTED AND THE SITE CONDITIONS, AND SHOULD BE PROPOSED TO THE ENGINEER FOR APPROVAL. ADEQUATE NUMBER OF PASSES SHALL BE EMPLOYED TO ACHIEVE THE SPECIFIED PLACEMENT DENSITIES. HEAVY COMPACTION EQUIPMENT SHOULD NOT BE EMPLOYED NEAR STRUCTURAL WALLS.
- 5.6 COMPACTION AND PLACEMENT OF GRANULAR MATERIALS FOR RSS WALLS SHALL CONFORM TO THE MANUFACTURER’S RECOMMENDATIONS.
- 5.7 FILL PLACEMENT SHALL CONFORM TO THE REQUIREMENTS PRESENTED IN OPSS 501. THE CONTRACTOR SHOULD USE APPROPRIATELY SIZED EQUIPMENT TO AVOID DAMAGING ANY STRUCTURES, DEGRADING THE AGGREGATE, OR EPS BLOCKS.

6.0 DRAINAGE – DEWATERING

- 6.1 REFER TO OPSS 518 FOR DEWATERING REQUIREMENTS.
- 6.2 THE CONSTRUCTION SITE WILL BE KEPT CLEAN AND DRY, FREE OF WATER PUDDLES, MUD AND DEBRIS.
- 6.3 MINOR TO SIGNIFICANT SEEPAGE FROM RUNOFF INFILTRATIONS OR PERCHED WATER WITHIN UPPER GRANULAR DEPOSITS AND/OR FILL IS ANTICIPATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TEMPORARY DEWATERING SYSTEM.

7.0 USE

- 7.1 THIS DRAWING PROVIDES CONSTRUCTION REQUIREMENTS FOR GEOTECHNICAL ASPECTS OF BACKFILLING AT TRAIL EMBANKMENTS AND STRUCTURES.



NOT FOR  
CONSTRUCTION

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

REVISIONS								
	DATE	REV.	BY	DESCRIPTION	DESIGN	CHK	NSV	CODE CAN/CSA S6-06
	01–OCT–13	A	EA	60% MTO SUBMISSION	LOAD	CL–625–ONT		
					DRAWN	MM	CHK DD	SITE
								6–624
								DATE 20–DEC–11



CONSTRUCTION NOTES – LIGHTWEIGHT FILL MATERIAL

1.0 GENERAL REQUIREMENTS

- 1.1.

THE CONSTRUCTION NOTES ON THIS DRAWING COVER THE REQUIREMENTS FOR THE SUPPLY AND PLACEMENT OF WATER COOLED ULTRA LIGHTWEIGHT BLAST FURNACE SLAG TO BE USED FOR CONSTRUCTION OF THE STRUCTURES FOR THE WINDSOR–ESSEX PARKWAY (WEP) PROJECT. AT THE WEP PROJECT, THE ULTRA LIGHTWEIGHT BLAST FURNACE SLAG MATERIAL IS GENERALLY REFERRED TO AS THE LIGHT WEIGHT FILL (LWF).
- 1.2.

THESE CONSTRUCTION NOTES ARE TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING DESIGN DRAWING(S), OTHER RELEVANT CONSTRUCTION NOTES AND GEOTECHNICAL REPORT.
- 1.3.

THE CONSTRUCTION WORKS SHALL BE EXECUTED IN ACCORDANCE WITH THE DESIGN ILLUSTRATED ON THE ACCOMPANYING DRAWINGS, AND THE REQUIREMENTS SPECIFIED IN THE FOLLOWING STANDARDS, SPECIFICATIONS AND PUBLICATIONS:

•

MTO

•

ASTM D422

•

ASTM D2216

•

ASTM D2922

•

ASTM D3017

•

OPSS 212

•

OPSS 501

•

OPSS 517

•

OPSS 1010

•

OPSS 1860

NSSP ULTRA LIGHTWEIGHT BLAST FURNACE SLAG (WATER COOLED)

PARTICLE–SIZE ANALYSIS OF SOILS

MOISTURE CONTENT OF SOILS

DENSITY OF SOIL AND SOIL–AGGREGATE IN PLACE BY NUCLEAR METHODS

WATER CONTENT OF SOIL AND ROCK IN PLACE BY NUCLEAR METHODS

BORROW

COMPACTION

DEWATERING

AGGREGATES–BASE, SUBBASE, SELECT SUBGRADE, AND BACKFILL MATERIAL

GEOTEXTILES

1.4.

IF THERE IS ANY CONFLICT BETWEEN THE REQUIREMENTS GIVEN ON THIS DRAWING AND THE STANDARDS AND SPECIFICATIONS DOCUMENTS LISTED IN SECTION 1.3, THE DESIGNER SHOULD BE CONSULTED FOR CLARIFICATION AND RECOMMENDATIONS.

1.5.

IN THE FOLLOWING SPECIFICATIONS, THE CONTRACTOR MEANS PIC AND ITS SUB–CONTRACTORS, AND THE ENGINEER MEANS THE GEOTECHNICAL SITE ENGINEER, AND THE DESIGNER MEANS THE GEOTECHNICAL DESIGNER OF THE PROJECT.

2.0 SITE PREPARATION AND EXCAVATION

- 2.1

THE SITE PREPARATION AND EXCAVATION REQUIREMENTS ON THE CONSTRUCTION NOTES FOR THE BACKFILL AT STRUCTURES ARE APPLICABLE.

3.0 SUBMISSION AND DESIGN REQUIREMENTS

- 3.1

THE CONTRACTOR SHALL SUBMIT TO PIC AND THE ENGINEER CERTIFICATES OF CONFORMANCE SEALED AND SIGNED BY THE QUALITY VERIFICATION ENGINEER AS FOLLOWS:

a.

PRIOR TO THE PLACEMENT OF THE LIGHTWEIGHT FILL MATERIAL ON THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE CONTRACT ADMINISTRATOR A CERTIFICATE OF CONFORMANCE STATING THAT THE MATERIAL SATISFIES THE MATERIAL PROPERTIES SPECIFIED IN SECTION 4.1.

b.

FOLLOWING FILL PLACEMENT, THE CONTRACTOR SHALL SUBMIT TO THE CONTRACT ADMINISTRATOR A CERTIFICATE OF CONFORMANCE STATING THAT THE MATERIAL SATISFIES THE REQUIREMENTS OF THIS SPECIFICATION AND THAT THE WORK HAS BEEN CARRIED OUT IN GENERAL CONFORMANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. THE CONTRACTOR SHALL ALSO SUBMIT ALL QUALITY CONTROL TEST RESULTS FOR INFORMATION ONLY.

4.0 MATERIAL

- 4.1

THE LWF SHALL SATISFY THE FOLLOWING PHYSICAL, MECHANICAL AND CHEMICAL PROPERTY REQUIREMENTS:

•

ANGLE OF INTERNAL FRICTION

>35° (ASTM 2850–85)

•

HYDRAULIC CONDUCTIVITY

>8 E–03 CM/S (ASTM 5856–95, METHOD A)

•

CHEMICAL COMPOSITION

THE MATERIAL SHALL MEET THE LEACHATE CRITERIA ESTABLISHED UNDER ONTARIO REGULATION 347

•

IN SITU WET UNIT WEIGHT

<12.5 kN/m<sup>3</sup> (ASTM D2922) (MAXIMUM WHEN PLACED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS)

5.0 CONSTRUCTION

- 5.1

THE LWF (BLAST FURNACE SLAG) IS SUSCEPTIBLE TO CRUSHING IF OVERCOMPACTED AND CAREFUL CONSTRUCTION PROCEDURES AND SUPERVISION ARE REQUIRED. THE CONTRACTOR SHALL PLACE THE LWF MATERIAL AND SHALL ACHIEVE COMPACTION WITHOUT CRUSHING THE MATERIAL SINCE CRUSHING INCREASES ITS UNIT WEIGHT. THE CONTRACTOR SHALL PLACE THE LWF MATERIAL WITHOUT EXCEEDING THE SPECIFIED IN SITU UNIT WEIGHT AND MAINTAINING CRUSHING OF THE MATERIAL BELOW 5%.
- 5.2

TO PREVENT OVER–CRUSHING AND OVER–COMPACTION, THE LWF SHALL BE PLACED AS FOLLOWS:

a.

FOR EMBANKMENTS THE LWF SHALL BE PLACED IN LIFTS OF 300 mm AND COMPACTED BY 3 PASSES OF SINGLE DRUM VIBRATORY EQUIPMENT APPROVED BY THE ENGINEER (E.G., BOMAG 142 OR EQUIVALENT, TABLE 1).

b.

FOR BACKFILL TO STRUCTURES, THE LWF SHALL BE PLACED IN LIFTS OF 300 mm AND COMPACTED WITH 8 PASSES OF MANUALLY GUIDED TAMPER SUCH AS A BOMAG BPR 30/38 D OR EQUIVALENT (TABLE 1).

c.

THE CONTRACTOR SHALL PLACE AND SPREAD THE LOOSE LIFTS USING A RUBBER TIRE FRONT–END LOADER SUCH AS A CATERPILLAR 980 F OR EQUIVALENT.
- 5.3

COMPACTION EQUIPMENT TECHNICAL DETAILS ARE PROVIDED IN TABLE 1.
- 5.4

THE LWF ZONES SHALL BE APPROPRIATELY WRAPPED IN GEOTEXTILE TO AVOID LOSS OF FINES FROM THE ADJACENT BACKFILL OR NATIVE MATERIALS IN CONTACT WITH THE LWF ZONES.

6.0 QUALITY CONTROL

- 6.1

QUALITY CONTROL (QC) TESTING SHALL BE CARRIED OUT BY THE CONTRACTOR TO ENSURE THAT THE LWF MATERIAL IS PLACED AND COMPACTED AS SPECIFIED. FIELD DENSITY AND FIELD MOISTURE DETERMINATION SHALL BE MADE IN ACCORDANCE WITH ASTM D2922 AND ASTM D3017, RESPECTIVELY.
- 6.2

THE CONTRACTOR SHALL BUILD A CONTROL STRIP TO VERIFY THAT THE PLACEMENT AND COMPACTION PROCEDURE WILL ACHIEVE THE REQUIREMENTS OF THESE SPECIFICATIONS WITHOUT EVIDENCE OF CRUSHING AND WITHOUT EXCEEDING THE SPECIFIED MAXIMUM IN SITU WET UNIT WEIGHT OF 12.5 kN/m<sup>3</sup>.
- 6.3

MATERIAL PLACED IN THE CONTROL STRIP SHALL HAVE THE MOISTURE CONTENT THAT WILL YIELD THE SPECIFIED IN–SITU UNIT WEIGHT. FOR THE CONTROL STRIP DETERMINATION, THE NUCLEAR GAUGE METHOD WILL NOT BE CONSIDERED AN ACCEPTABLE METHOD OF DETERMINING THE IN–SITU MOISTURE CONTENT OF THE LWF MATERIAL. MOISTURE CONTENT SHALL BE DETERMINED BY THE OVEN DRY METHOD ON SELECTED COMPACTED EMBANKMENT MATERIAL SAMPLES IN ACCORDANCE WITH ASTM D2216.
- 6.4

AFTER THE TRIAL AREA IS COMPLETE, SAMPLES FOR MOISTURE CONTROL AND IN SITU UNIT WEIGHT DETERMINATION TESTING SHALL BE AS PER ASTM D2922.
- 6.5

IN ADDITION, GRADATION AS PER ASTM D422–63 BEFORE AND AFTER COMPACTION EFFORT SHALL BE PERFORMED TO DETERMINE THAT CRUSHING IS KEPT WITHIN 5%.
- 6.6

THE REQUIREMENTS OF THE CONTROL STRIP MUST BE SATISFIED AS PART OF THE ACCEPTANCE CRITERIA OF ANY PROPOSED CHANGE TO THE SPECIFIED COMPACTION METHOD OF THIS SPECIAL PROVISION.

7.0 USE

- 7.1

THIS DRAWING PROVIDES CONSTRUCTION REQUIREMENTS FOR GEOTECHNICAL ASPECTS OF BACKFILLING AT TRAIL EMBANKMENTS AND STRUCTURES.

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
CONSTRUCTION NOTES – LIGHTWEIGHT FILL MATERIAL

SHEET

S6808

Phase 1

60% Sub

TABLE 1: COMPACTION EQUIPMENT TECHNICAL DETAILS

	BOMAG 142 D	BOMAG BPR 30/38 D
WEIGHTS		
• OPERATING WEIGHT (kg)	4690±	175±
• MASS PER SQUARE METRE OF BASE PLATE (kg/m²)	N/A	1439
DIMENSIONS		
• DRUM WIDTH (mm)	1426±	N/A
• DRUM DIAMETER (mm)	1058±	N/A
• WIDTH OF BASE PLATE (mm)	N/A	380
• LENGTH OF BASE PLATE (mm)	N/A	730
DRIVE		
• PERFORMANCE DIN 6271 IFN (kW)	37±	3.7
• PERFORMANCE SAE (kW)	39.5	N/A
• SPEED (RPM)	2300	3600
VIBRATORY SYSTEM		
• FREQUENCY (Hz)	32±	68±
• AMPLITUDE (mm)	1.24±	N/A
• CENTRIFUGAL FORCE (KN)	66±	30±



DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS					
	01–OCT–13	A	EA	60% MTO SUBMISSION	
	DATE	REV.	BY	DESCRIPTION	
DESIGN	SF	CHK	NSV	CODE CAN/CSA S6–06	LOAD CL–625–ONT
DRAWN	MM	CHK	DD	SITE 6–624	DATE 20–DEC–11

DATE PLOTTED: 10/8/2013 10:51:41 AM  
FILE LOCATION: C:\RunScript\285380-04-094-SEG1-6809.dwg

MINISTRY OF TRANSPORTATION, ONTARIO

PR-D-707  
88-05

CONSTRUCTION NOTES – EXPANDED POLYSTYRENE FILL

1.0 GENERAL REQUIREMENTS

- 1.1.THE REQUIREMENTS ON THIS DRAWING RELATE TO THE CONSTRUCTION OF THE EXPANDED POLYSTYRENE (EPS) FILL WITHIN BACKFILL AT THE STRUCTURES AND HIGH EMBANKMENTS TO BE BUILT ALONG THE WINDSOR–ESSEX PARKWAY (WEP) PROJECT AS ILLUSTRATED ON THE DRAWINGS. THE REQUIREMENTS GIVEN HEREFTER ARE THE PRINCIPAL REQUIREMENTS. FOR DETAILED REQUIREMENTS, THE CONTRACTOR SHOULD REFER TO MTO MATERIAL SPECIFICATION REQUIREMENTS STATED IN NSSP EXPANDEDPOLYSTYRENEREQUIREMENT.DOC.
- 1.2.THESE CONSTRUCTION NOTES ARE TO READ IN CONJUNCTION WITH THE ACCOMPANYING GEOTECHNICAL DESIGN DRAWINGS AND REPORT.
- 1.3.THE CONSTRUCTION WORKS SHALL BE EXECUTED IN ACCORDANCE WITH THE GEOTECHNICAL DESIGN ILLUSTRATED ON THE ACCOMPANYING DRAWINGS, THE SUPPLIER SPECIFICATIONS AND THE REQUIREMENTS SPECIFIED IN THE FOLLOWING STANDARDS, SPECIFICATIONS AND PUBLICATIONS:

- MTO NSSP EXPANDED POLYSTYRENE REQUIREMENT
- CAN/ULC–S701–11 THERMAL INSULATION, POLYSTYRENE BOARDS AND PIPE COVERING
- ASTM D1621 COMPRESSIVE PROPERTIES OF RIGID CELLULAR PLASTICS
- ASTM C203 BREAKING LOAD AND FLEXURAL PROPERTIES OF BLOCK TYPE THERMAL INSULATION
- ASTM C177 STEADY STATE HEAT FLUX MEASUREMENTS AND THERMAL TRANSMISSION PROPERTIES BY MEANS OF THE HEAT FLOW APPARATUS
- ASTM D2842 WATER ABSORPTION BY RIGID CELLULAR PLASTICS
- ASTM D2863 MEASURING THE MINIMUM OXYGEN CONTENT
- ASTM D2126 RESPONSE OF RIGID CELLULAR PLASTICS TO THERMAL AND HUMID AGING
- ASTM D6817 STANDARD SPECIFICATION FOR RIGID CELLULAR POLYSTYRENE GEOFOAM
- OPSS 201 CLEARING, CLOSE CUT CLEARING, GRUBBING, REMOVAL OF SURFACE AND PILED BOULDERS
- OPSS 212 BORROW
- OPSS 501 COMPACTION
- OPSS 518 DEWATERING
- OPSS 904 CONSTRUCTION SPECIFICATION FOR CONCRETE STRUCTURES
- OPSS 905 CONSTRUCTION SPECIFICATION FOR STEEL REINFORCEMENT FOR CONCRETE
- OPSS 1010 AGGREGATES – GRANULAR A, B, M, AND SELECTED SUBGRADE MATERIAL
- OPSS 1440 MATERIAL SPECIFICATION FOR STEEL REINFORCEMENT FOR CONCRETE
- OPSS 1605 EXPANDED EXTRUDED POLYSTYRENE PAVEMENT INSULATION
- OPSS 1860 GEOTEXTILES
- NCHRP REPORT 529 GEOFOAM APPLICATIONS IN HIGHWAY EMBANKMENTS
- CAN/ULC–S102.2–10–EN BURNING CHARACTERISTICS

- 1.4 IF THERE IS ANY CONFLICT BETWEEN THE REQUIREMENTS GIVEN ON THIS DRAWING AND THE STANDARDS AND SPECIFICATIONS DOCUMENTS LISTED IN SECTION 1.3, THE DESIGNER SHOULD BE CONSULTED FOR CLARIFICATION AND RECOMMENDATION.
- 1.5 IN THE FOLLOWING CONSTRUCTION NOTES, THE CONTRACTOR MEANS PIC AND ITS SUB–CONTRACTORS, THE SUPPLIER MEANS THE MANUFACTURER AND PROPRIETARY SUPPLIER OF THE EPS, THE ENGINEER MEANS THE GEOTECHNICAL SITE ENGINEER, AND THE DESIGNER MEANS THE GEOTECHNICAL DESIGNER OF THE PROJECT.

2.0 SITE PREPARATION

- 2.1 CLEAR AND GRUB SITE AND REMOVE ANY SUBGRADE MATERIAL UNSUITABLE FOR EPS BLOCK PLACEMENT AS PER TECHNICAL SPECIFICATIONS FOR CLEARING, GRUBBING AND STRIPPING (OPSS 201).
- 2.2 DEWATERING: THERE SHALL BE NO STANDING WATER OR ACCUMULATED SNOW OR ICE ON THE SUBGRADE WITHIN THE AREA WHERE EPS BLOCKS ARE PLACED. EPS BLOCKS SHALL NOT BE PLACED ON A FROZEN SUBGRADE (OPSS 518).
- 2.3 PLACE GRANULAR LEVELLING PAD AS PER DRAWINGS BUT NOT LESS THAN 150 mm THICK CONSISTING OF GRANULAR 'A' OR GRANULAR 'B' MATERIAL WITH GRADATION AND PHYSICAL REQUIREMENTS AS SPECIFIED IN OPSS 1010. WHERE LEVELLING PAD IS THICKER THAN 100 mm, THE PAD SHALL BE COMPACTED TO 95% STANDARD PROCTOR MAXIMUM DRY DENSITY.
- 2.4 EPS SHALL NOT BE FOUNDED DIRECTLY ON EXISTING ASPHALT PAVEMENT. THE CONSTRUCTOR SHALL REMOVE EXISTING PAVEMENT IN ADDITION TO ANY MATERIAL CONTAINING HYDROCARBONS AND REPLACE WITH CLEAN GRANULAR MATERIAL. WHERE AN EPS EMBANKMENT IS FOUNDED ABOVE A PRE–EXISTING SUBSURFACE PAVEMENT LAYER THERE SHALL BE MINIMUM 200 mm OF FREE DRAINING LEVELING COURSE BELOW THE EPS BLOCKS.

3.0 MATERIALS

- 3.1 THE CONTRACTOR SHALL SUBMIT INFORMATION ON THE EPS MATERIAL, MANUFACTURER, PHYSICAL AND MECHANICAL PROPERTIES OF THE MATERIAL, AND AGING AND DURABILITY CHARACTERISTICS AS PER THE MTO–NSSP REQUIREMENTS.
- 3.2 THE CONTRACTOR SHALL PROVIDE CERTIFICATE OF COMPLIANCE OF PHYSICAL AND MECHANICAL PROPERTIES AND THE IDENTIFICATION OF THE LABORATORY ACCREDITED BY THE STANDARDS COUNCIL OF CANADA TO TEST THE EPS. THE PHYSICAL AND MECHANICAL PROPERTIES INCLUDE GEOMETRY, NOMINAL DENSITY, COMPRESSIVE STRENGTH, FLEXURAL STRENGTH, THERMAL RESISTANCE, DIMENSIONAL STABILITY, FLAMMABILITY AND WATER ABSORPTION.
- 3.3 THE PRODUCT SHALL BE SUITABLY MARKED TO IDENTIFY ITS TYPE, NUMBER AND THE MANUFACTURER'S NAME OR TRADEMARK.
- 3.4 EPS BLOCKS SHALL MEET ASTM D6817 STANDARD SPECIFICATION FOR RIGID CELLULAR POLYSTYRENE GEOFOAM AS PER THE FOLLOWING:

ASTM DESIGNATION	DENSITY, kg/m <sup>3</sup>	COMPRESSIVE RESISTANCE, kPa		MAXIMUM WATER ABSORPTION, %
		AT 1% DEFORMATION	AT 5% DEFORMATION	
EPS 22	22	50	115	4
EPS 24	24	65	140	3
EPS 29	29	75	170	2

- 3.5 TESTING OF EPS SAMPLES SHALL BE UNDERTAKEN ACCORDING TO ASTM D1621 (PROCEDURE A). FOR EACH EPS GRADE PRODUCED BY THE SUPPLIER, A MINIMUM OF ONE SAMPLE SHALL BE TESTED PER 500 m<sup>3</sup> FOR THE FIRST 2000 m<sup>3</sup>. A MINIMUM OF ONE SAMPLE PER 2000 m<sup>3</sup> SHALL BE TESTED THEREAFTER.
- 3.6 THE CONTRACTOR SHALL SUBMIT THE METHOD OF DELIVERY, STORAGE, HANDLING AND PROTECTION FROM DAMAGE BY WEATHER, TRAFFIC, CONSTRUCTION STAGING AND OTHER CAUSES AS PER THE RIGID EXPANDED POLYSTYRENE MANUFACTURER'S REQUIREMENTS.
- 3.7 THE CONTRACTOR SHALL PROTECT THE EXPANDED POLYSTYRENE FROM EXPOSURE TO SUNLIGHT TO AVOID ULTRAVIOLET DEGRADATION AS PER MANUFACTURER'S RECOMMENDATION. PROTECTION OF MATERIALS AND WORKS FROM DAMAGE BY WEATHER, TRAFFIC, CONSTRUCTION STAGING, FIRE OR VANDALISM AND OTHER CAUSES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 3.8 CONCRETE AND CONCRETE MATERIALS SHALL CONFORM TO OPSS 1350 WITH THE FOLLOWING EXCEPTIONS AND/OR ADDITIONS: CLASS OF CONCRETE 36 MPa AT 28 DAYS, COARSE AGGREGATE 19 mm NOMINAL MAXIMUM SIZE, AIR CONTENT 7% ± 1.5%, AND MAXIMUM SLUMP 60 mm. THE STEEL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENT OF OPSS 1440 AND SHALL BE PLACED IN ACCORDANCE WITH OPSS 905.

4.0 CONSTRUCTION

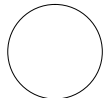
- 4.1 THE CONTRACTOR SHALL SUBMIT FULL DETAILS OF THE METHOD OF FOUNDATION EXCAVATION AND PREPARATION, CONSTRUCTION OF LEVELLING PAD, METHOD OF PLACEMENT OF THE EPS BLOCKS, AND THE METHODS OF PLACEMENT OF MINIMUM 125 mm THICK REINFORCED CONCRETE BASE PAD, SUBBASE MATERIAL AND SIDE SLOPE COVER.
- 4.2 FOUNDATION EXCAVATION SHALL BE CARRIED OUT TO THE DESIGN ELEVATION SHOWN ON THE DRAWINGS. ANY SOFTENED, LOOSENED OR DELETERIOUS MATERIALS AT THE FOUNDATION FOOTING ELEVATION SHALL BE SUBEXCAVATED AND REPLACED WITH GRANULAR 'A' OR GRANULAR 'B' MATERIAL.
- 4.3 PLACE, LEVEL AND COMPLETE A LAYER OF GRANULAR 'A' OR GRANULAR 'B' MATERIAL IN ACCORDANCE WITH OPSS 501 TO WITHIN ±30 mm OF THE DESIGN ELEVATION. THE LEVELLING PAD SHALL NOT DEViate BY MORE THAN 10 mm AT ANY PLACE ON A 3 m STRAIGHT EDGE OVER THE LIMITS OF THE BOTTOM COURSE OF BLOCKS. THE LEVELLING PAD SHALL NOT BE PLACED ON FROZEN GROUND.
- 4.4 THE EPS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND GOOD CONSTRUCTION PRACTICE. THE INDIVIDUALLY MARKED BLOCKS SHALL BE PLACED ON THE PREPARED LEVELLING PAD. THE TOP SURFACE OF THE FIRST LAYER OF BLOCKS IS TO BE SET PLANE AND LEVEL. LOCAL TRIMMING OF THE BLOCKS MAY BE NECESSARY. SUBSEQUENT SUCCESSIVE LAYERS SHALL BE ORIENTED WITH THE LONG AXIS OF BLOCKS POSITIONED AT 90° TO THE PREVIOUS LAYER IN ORDER TO AVOID CONTINUOUS JOINTS. BLOCK JOINTS SHALL BE OFFSET AND STAGGERED BETWEEN LAYERS AS ILLUSTRATED ON THE DRAWINGS OR RECOMMENDED BY THE SUPPLIER.
- 4.5 SLOPING END ADJUSTMENTS AT THE ABUTMENTS SHALL BE ACCOMPLISHED BY LEVELLING TERRACES IN THE SUBSOIL IN ACCORDANCE WITH THE BLOCK THICKNESS.

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
CONSTRUCTION NOTES – EXPANDED POLYSTYRENE

SHEET

S6809

Phase 1

60% Sub

- 4.6 TEMPORARY BALLAST SHALL BE PROVIDED AS NECESSARY TO PREVENT MOVEMENT OF EXPANDED POLYSTYRENE BOTH IN STORAGE AND AS PLACED DUE TO WINDY CONDITIONS. TIMBER FASTENERS OR EQUIVALENT SHALL BE USED AS NECESSARY.
- 4.7 THE EXPANDED POLYSTYRENE FILL/EMBANKMENTS SHALL BE PROTECTED FROM ACCIDENTAL IGNITION DUE TO WELDING, SMOKING, GRINDING OR CUTTING TOOLS, ETC. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT IGNITION OF THE EXPANDED POLYSTYRENE.
- 4.8 THE EXPANDED POLYSTYRENE SHALL BE PROTECTED FROM ORGANIC SOLVENTS AND OTHER AGGRESSIVE, HARMFUL CHEMICALS DURING CONSTRUCTION. THE PROPOSED METHOD OF PROTECTION DURING CONSTRUCTION SHALL BE SUBMITTED TO THE CONTRACTOR'S QUALITY VERIFICATION ENGINEER FOR REVIEW AND TO THE CONTRACT ADMINISTRATOR FOR INFORMATION PURPOSES.
- 4.9 EXPOSED BLOCKS SHALL BE COVERED IMMEDIATELY TO AVOID POSSIBLE BURROWING BY ANIMALS.
- 4.10 INDIVIDUALLY MARKED BLOCKS SHALL BE FABRICATED AND PLACED TO ENSURE THE TOP SURFACE MATCHES THE ELEVATION AND CROSSFALL SHOWN ON THE DRAWINGS.
- 4.11 THE TOP SURFACE AND SIDE SURFACES OF THE EXPANDED POLYSTYRENE SHALL BE COVERED WITH 10 MIL POLYETHYLENE SHEETING EXTENDING ONTO ADJACENT WORK AT THE LONGITUDINAL ENDS OF THE EMBANKMENT/ABUTMENTS. ALL JOINTS SHALL BE LAPPED A MINIMUM 300 mm TO PROVIDE A FULLY SEALED ENCLOSURE. THE JOINTS IN THE LONGITUDINAL AND TRANSVERSE DIRECTIONS SHALL BE ARRANGED TO OVERLAP THE BLOCKS IN THE LOWER LAYER OF THE EPS.
- 4.12 THE CONTRACTOR SHALL INSTALL THE CONCRETE PAD COVER AS DESCRIBED IN SECTIONS 3.8 AND 4.1 ABOVE. THE STEEL REINFORCEMENT SHALL BE PLACED IN ACCORDANCE WITH OPSS 905. THE TOP OF THE EPS SHOULD BE SLOTTED TO PREVENT RELATIVE DISPLACEMENT BETWEEN THE EPS AND CONCRETE PAD.
- 4.13 THE CONTRACTOR SHALL SUBMIT DETAILS OF THE SEQUENCE AND METHOD OF INSTALLATION TO THE ENGINEER FOR REVIEW AT LEAST 3 WEEKS PRIOR TO THE INSTALLATION OF THE EPS. THE SUBMITTAL SHALL SATISFY ALL SPECIFICATIONS.
- 4.14 TRAFFIC: EQUIPMENT OTHER THAN RUBBER–TIRE SAWING EQUIPMENT SHALL NOT BE PERMITTED ON THE CONCRETE UNTIL IT HAS ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 2 MPa. A LIFT OF GRANULAR NO LESS THAN 600 mm IN THICKNESS SHALL BE PLACED ON THE CONCRETE PAD BEFORE TRAFFIC IS PERMITTED. EQUIPMENT SHALL BE LIMITED IN WEIGHT AND SIZE AND RESTRICTED IN OPERATION TO AVOID DAMAGING THE EPS AS PER THE SUPPLIER'S REQUIREMENT.

5.0 DRAINAGE

- 5.1 TOP SURFACE OF EPS BLOCKS SHALL BE STEPPED OR SLOPED TO MATCH SUPER ELEVATION OR CROSSFALL. DRAINAGE CHANNELS COMPRISING 19 mm CLEAR CRUSH STONE WRAPPED WITH NON–WOVEN GEOTEXTILE (AMOCO 4545 OR APPROVED EQUIV.) SHALL BE PROVIDED UNLESS REQUIRED OTHERWISE BY THE DESIGNER OR NOTED ON THE DESIGN DRAWINGS. SUBDRAINS SHALL BE PERFORATED PVC DRAIN PIPE WITHIN 19 mm CLEAR CRUSH BEDDING WRAPPED IN NON–WOVEN GEOTEXTILE AS PER DESIGN DRAWINGS.
- 5.2 APPROPRIATE DRAINAGE SHALL BE PROVIDED IN EPS EMBANKMENT/FILL FOUNDATION TO ENSURE EFFECTIVE DRAINAGE AND PREVENT PRESENCE OF STANDING WATER OR ACCUMULATED SNOW OR ICE ON THE SUBGRADE WITHIN THE AREA WHERE EPS BLOCKS ARE PLACED.

6.0 USE

- 6.1 THIS DRAWING PROVIDES CONSTRUCTION REQUIREMENTS FOR GEOTECHNICAL ASPECTS OF BACKFILLING AT TRAIL EMBANKMENTS AND STRUCTURES.



DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS					
	01–OCT–13	A	EA	60% MTO SUBMISSION	
	DATE	REV.	BY	DESCRIPTION	
DESIGN	SF	CHK	NSV	CODE CAN/CSA S6–06	LOAD CL–625–ONT
DRAWN	MM	CHK	DD	SITE 6–624	DATE 20–DEC–11



# METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway**  
**Infrastructure**  
**Engineers**



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
FOUNDATION LAYOUT AND DETAILS I

SHEET  
S6810

Phase 1  
60% Sub

## NOTES:

1. FOR GENERAL NOTES SEE SHEET S6802.

## PILE NOTES:

- PILE LENGTHS SHOWN ARE ESTIMATED LENGTHS FROM THE CUT-OFF TO THE ESTIMATED BEDROCK / REFUSAL SURFACE.
- ALL PILES ARE HP310X110 STEEL H-PILES.
- ALL PILES SHALL BE FITTED WITH TYPE I DRIVING SHOE PER OPSD 3000.100 OR APPROVED EQUIVALENT.
- PILE SPLICES SHALL BE BUTT WELDED AS PER OPSD 3000.150 AND OPSS903. SPLICE PLATES ARE NOT PERMITTED.
- ALL PILES ARE TO BE DRIVEN TO BEDROCK OR TO REFUSAL IN THE VERY DENSE COHESIONLESS DEPOSIT OVERLYING BEDROCK IN ACCORDANCE WITH SS103-11 TO DEVELOP AN ULTIMATE GEOTECHNICAL RESISTANCE OF 4000 KN, GIVING A DESIGN FACTORED ULS RESISTANCE OF 2000 KN.
- THE PILE ULTIMATE GEOTECHNICAL RESISTANCE AND REFUSAL CRITERIA SHALL BE CONFIRMED ON AT LEAST 3% OF THE PILES BY PDA METHOD SUPPLEMENTED WITH STATIC LOAD TESTS IN THE AREA OF THE STRUCTURE.
- PILE DRIVING EQUIPMENT SHALL BE APPROPRIATE TO THE DRIVING CONDITIONS TO DEVELOP THE ULTIMATE GEOTECHNICAL RESISTANCE, AND PREVENT DAMAGES TO THE PILES DURING DRIVING. CONSIDERATION SHOULD BE GIVEN TO POTENTIAL DRIVING DIFFICULTIES DUE TO THE PRESENCE OF COBBLES OR BOULDERS.
- HAMMER DETAILS (HAMMER TYPE AND MODEL, RATED ENERGY, HELMET AND CUSHION DETAILS) SHALL BE SUBMITTED 10 DAYS PRIOR TO THE EQUIPMENT MOBILIZATION TO THE SITE.
- SURVEY ALL PILE HEAD ELEVATIONS AT END OF DRIVING AND JUST PRIOR TO FORMING OF PILE CAP. RE-TAP PILES WHERE UPLIFT >5 MM OR AS DIRECTED BY THE ENGINEER.
- DURING PILE DRIVING THE CONTRACTOR SHALL IMPLEMENT APPROPRIATE MITIGATION MEASURES AGAINST ANY SEEPAGE OF NATURAL GAS AND GROUNDWATER THAT MIGHT CAUSE LOSS OF BEARING RESISTANCE.
- THE CONTRACTOR SHALL MONITOR VIBRATIONS AT STRATEGIC LOCATIONS (E.G. TEMPORARY SLOPES, UTILITIES AND STRUCTURES) AND ESTABLISH APPROPRIATE FREQUENCY BASED LIMITS ON PEAK PARTICLE VELOCITIES IN ORDER TO PREVENT DAMAGE CAUSED BY PILE DRIVING.

## APPLICABLE STANDARD DRAWINGS:

OPSD-3000.100 FOUNDATION PILES - STEEL H-PILE  
DRIVING SHOE  
OPSD-3000.150 FOUNDATION PILES - STEEL H-PILE  
SPLICE

## ASSUMED LOADS FROM SUPERSTRUCTURE-UNFACTORED:

CONCRETE DECK 1221kN  
ASPHALT 268kN  
STEEL TRUSS 589kN  
MAINTENANCE VEHICLE 80kN  
PEDESTRIANS 4kN/m<sup>2</sup>

WORKING POINT DATA			
WORKING POINT	STATION	CO-ORDINATES	
		NORTHING	EASTING
WP #2	10+074.019	4677950.459	335021.471
WP #5	10+014.019	4677994.613	335062.096

PILE DATA			
LOCATION	NO. REQUIRED	ESTIMATED LENGTH	BATTER
WEST ABUTMENT	6	31.0	VERTICAL

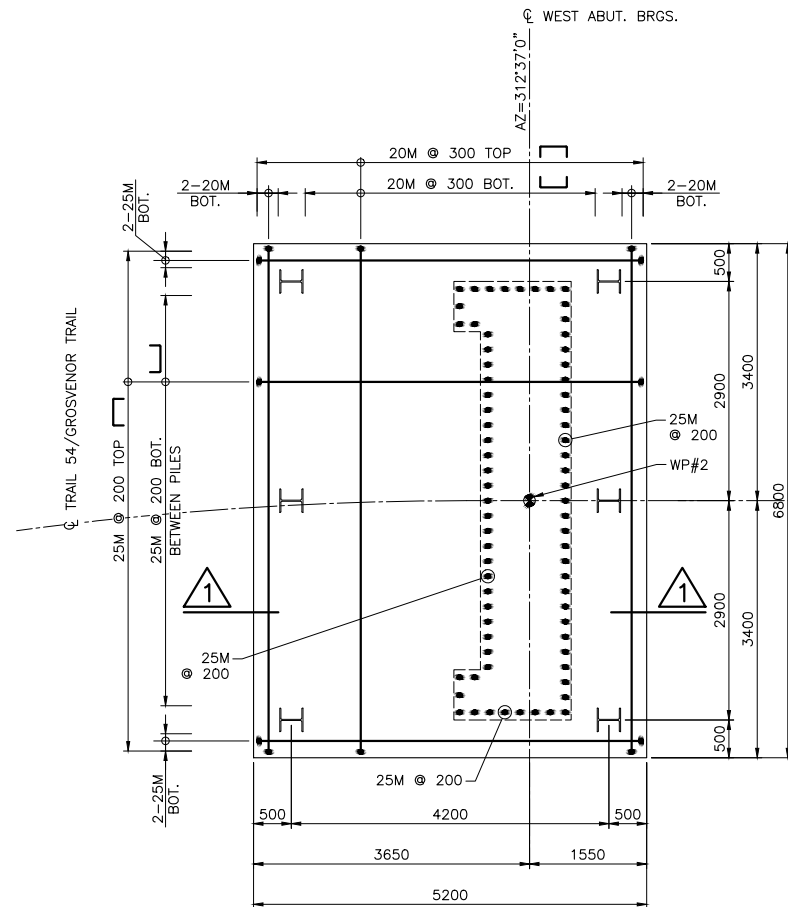
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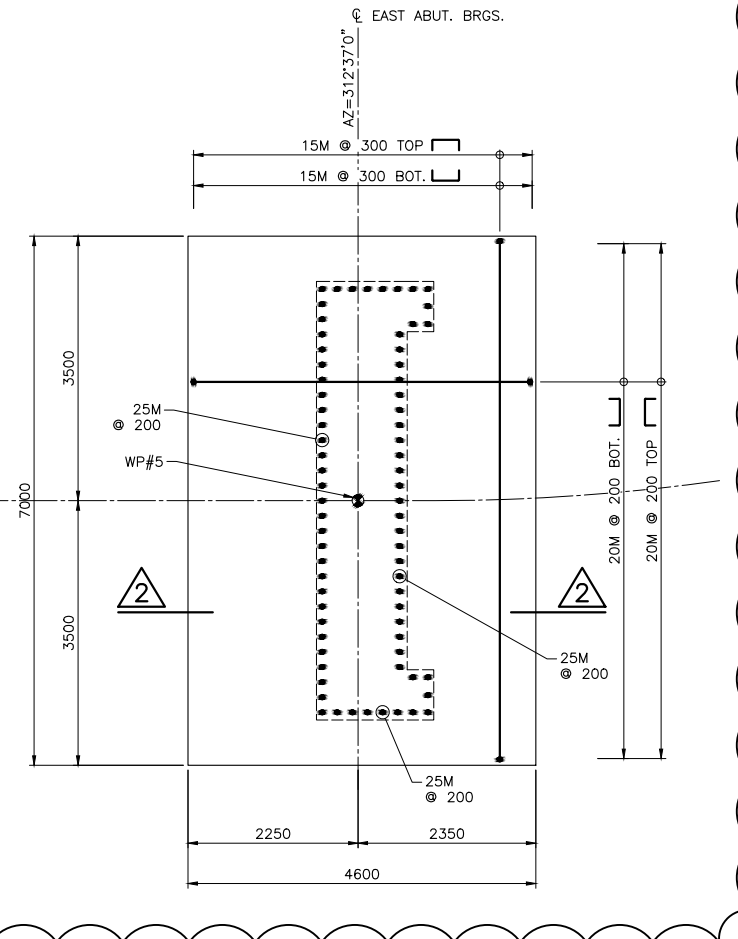
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NOT FOR  
CONSTRUCTION

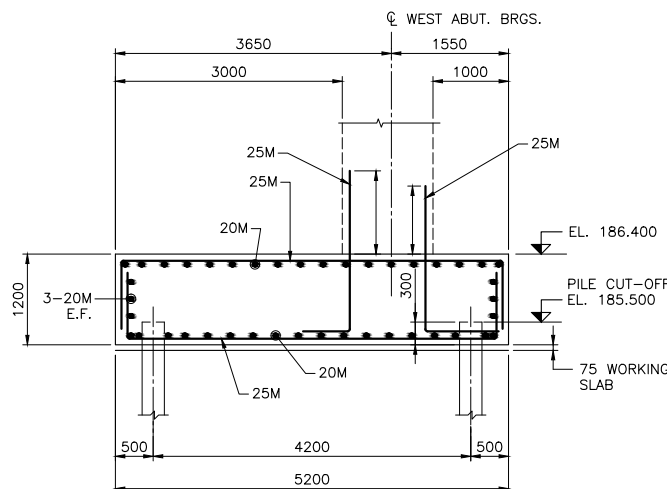
DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING



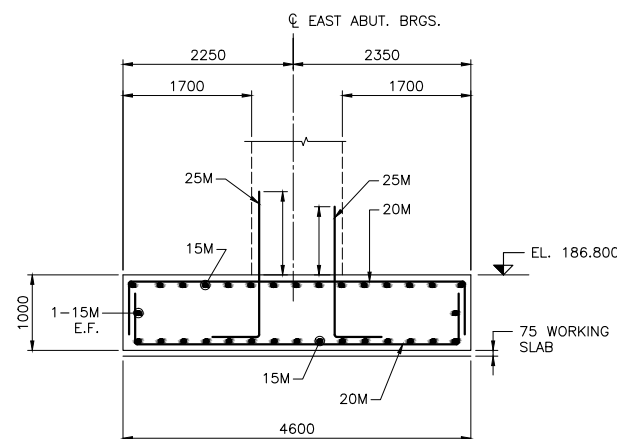
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SCALE 1:50



SCALE 1:50



SCALE 1:50



REVISIONS	DATE	REV.	BY	DESCRIPTION
04-OCT-13	A	MAS		60% MTO SUBMISSION
DESIGN	BM	CHK	EL	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	YZ	CHK	MAS	SITE 6-624 DATE JUN 2013

METRIC  
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway  
Infrastructure  
Engineers**



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
FOUNDATION LAYOUT AND DETAILS II

SHEET  
**S6811**  
Phase 1  
60% Sub

IN PROGRESS

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**OCT 09 2013**  
PROCESSED  
PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**RELEASED FOR  
ADVANCE WORKS**  
OCT 09 2013 *AX* PDDM

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS									
04–OCT–13		A	MAS	60% MTO SUBMISSION					
DATE		REV.	BY	DESCRIPTION					
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL	625–ONT
DRAWN	LG	CHK	MAS	SITE	6–624	DATE	JUN	2013	





NORTH FOR  
EAST ABUTMENT

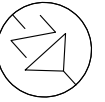
METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway**  
Infrastructure  
Engineers



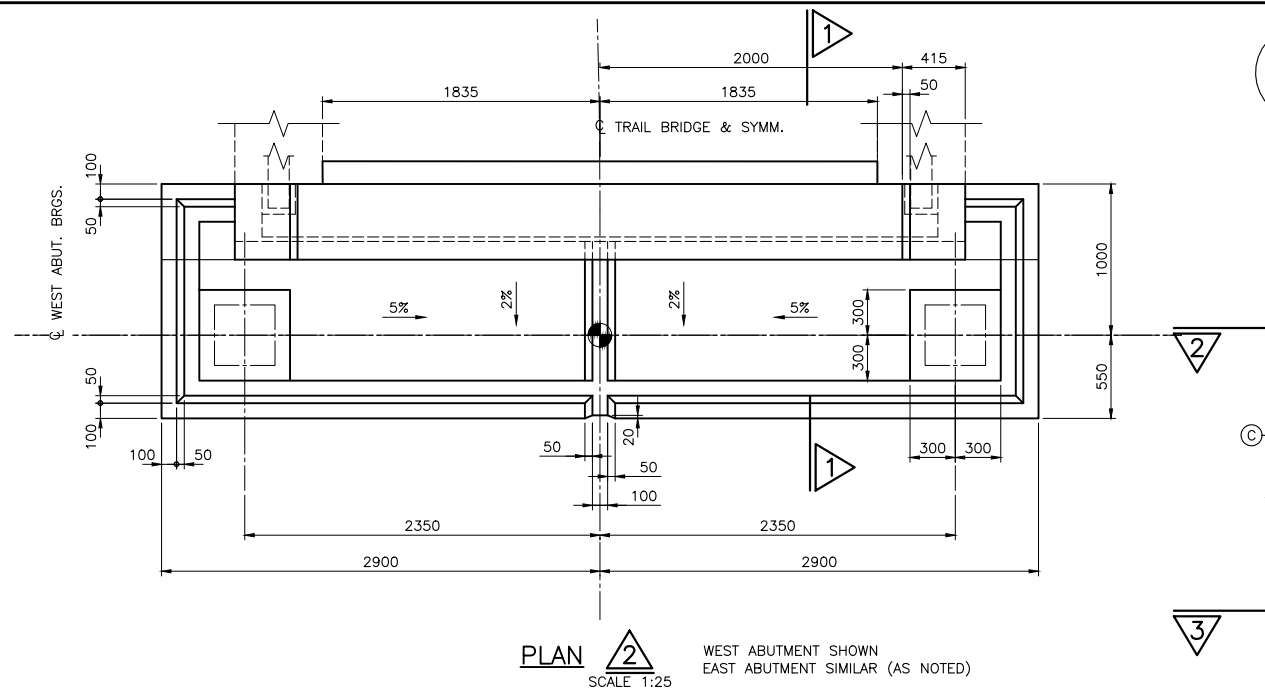
Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



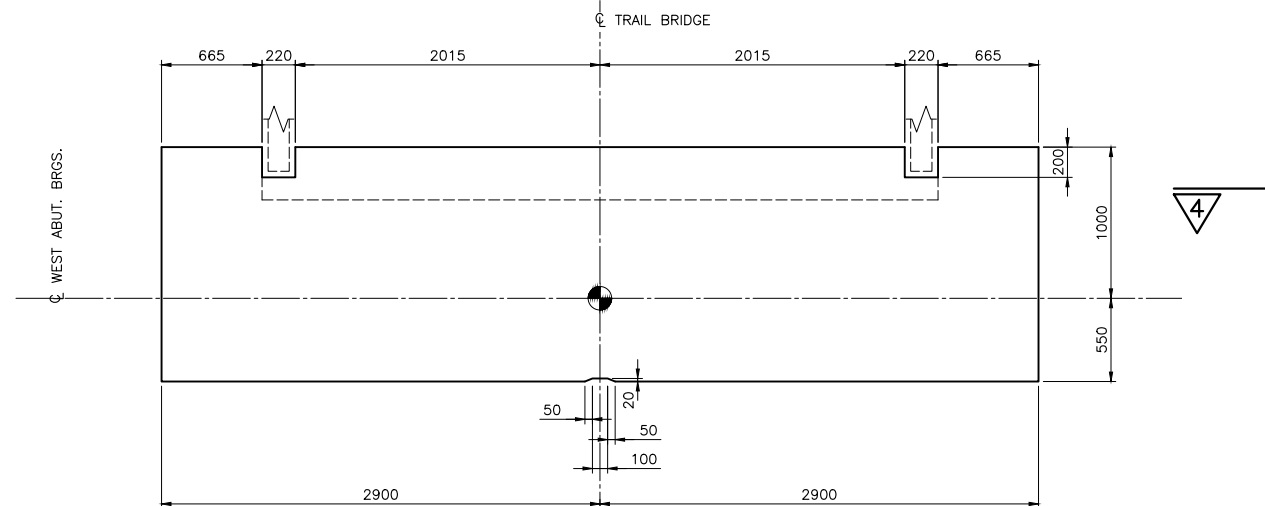
NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
ABUTMENT LAYOUT AND DETAILS I

SHEET  
S6812

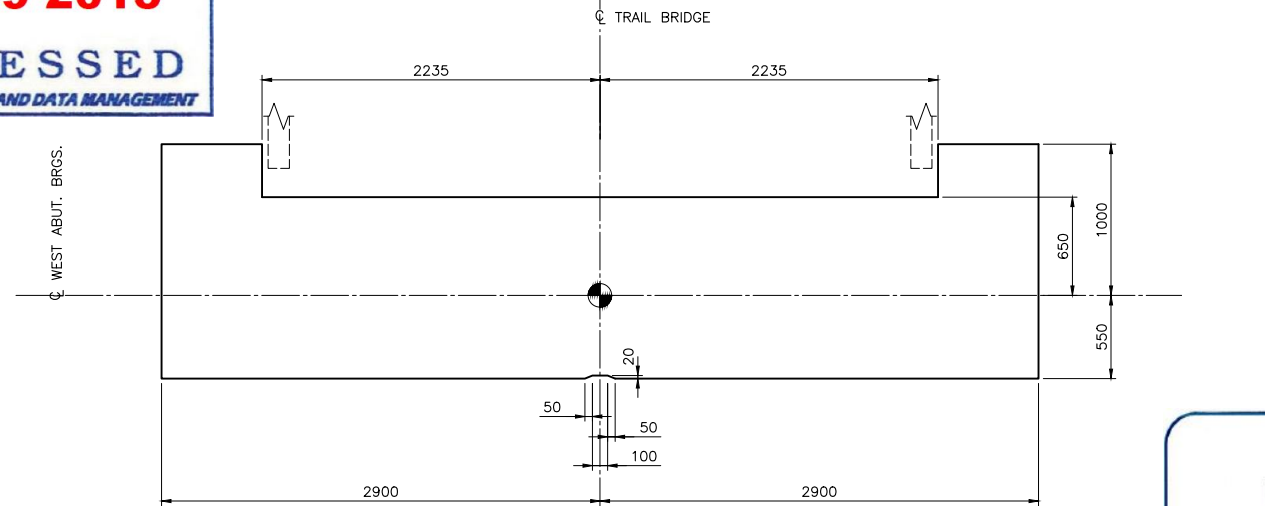
Phase 1  
60% Sub



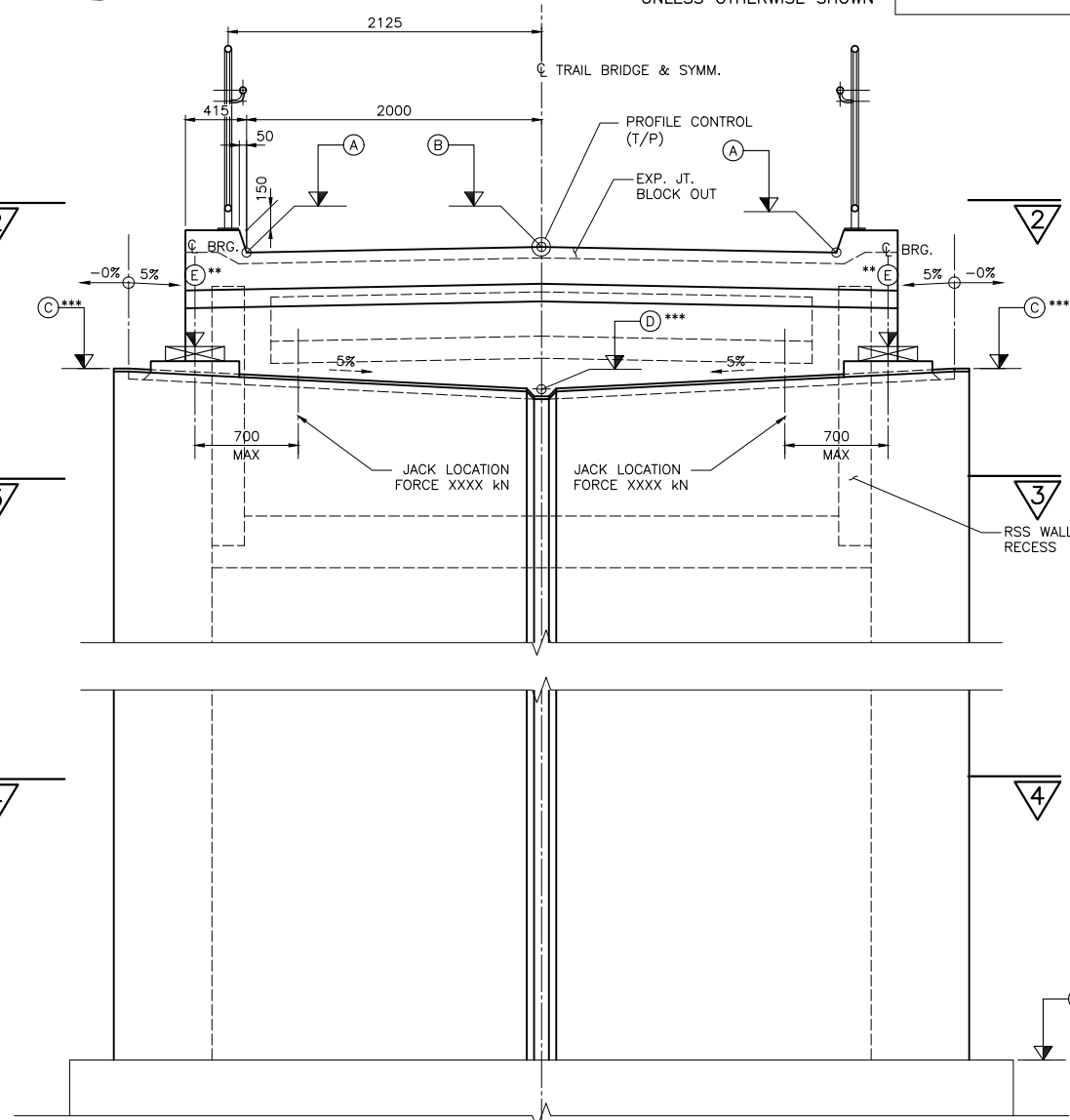
PLAN 2 WEST ABUTMENT SHOWN  
EAST ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25



PLAN 3 WEST ABUTMENT SHOWN  
EAST ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25



PLAN 4 WEST ABUTMENT SHOWN  
EAST ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25



ELEVATION  
SCALE 1:25

	W ABUT.	E ABUT.
POINT	ELEVATIONS	ELEVATIONS
A	xxx.xxx	xxx.xxx
B	xxx.xxx	xxx.xxx
C***	xxx.xxx	xxx.xxx
D***	xxx.xxx	xxx.xxx
E**	xxx.xxx	xxx.xxx
F	xxx.xxx	xxx.xxx

\*\* DENOTES TOP OF BEARING ELEVATIONS. SEE CONSTRUCTION  
NOTES ON SHEET S6802.

\*\*\* VARY ACCOMMODATE ACTUAL BEARING HEIGHT

#### NOTES:

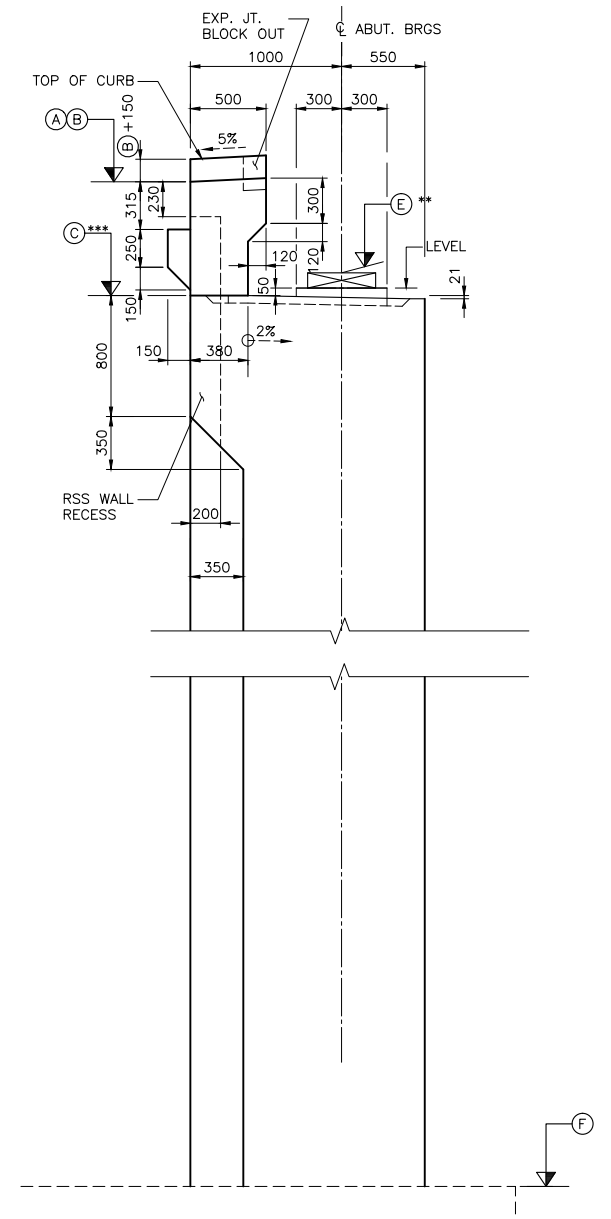
- BACKFILL SHOULD XXXXXXXX BE PLACED BEHIND THE ABUTMENTS  
TO THE CONSTRUCTION JOINT LEVEL BEFORE THE DECK SLAB IS  
IN PLACE.
- CAST BEARING PEDESTALS LEVEL.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH DWG. S67XX,  
S67XX, S67XX AND S67XX.
- THE CONTRACTOR SHALL COORDINATE WITH BEARING SUPPLIER  
FOR THE INSTALLATION OF BEARING ANCHORAGES.

#### APPLICABLE STANDARD DRAWINGS

OPSD 3101.150 WALLS, ABUTMENT, BACKFILL, MINIMUM GRANULAR  
REQUIREMENT

OPSD 3102.100 WALLS, ABUTMENT, BACKFILL DRAIN

OPSD 3950.100 JOINTS, CONCRETE EXPANSION AND CONSTRUCTION,  
ON STRUCTURE



ELEVATION  
SCALE 1:25

IN PROGRESS



DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

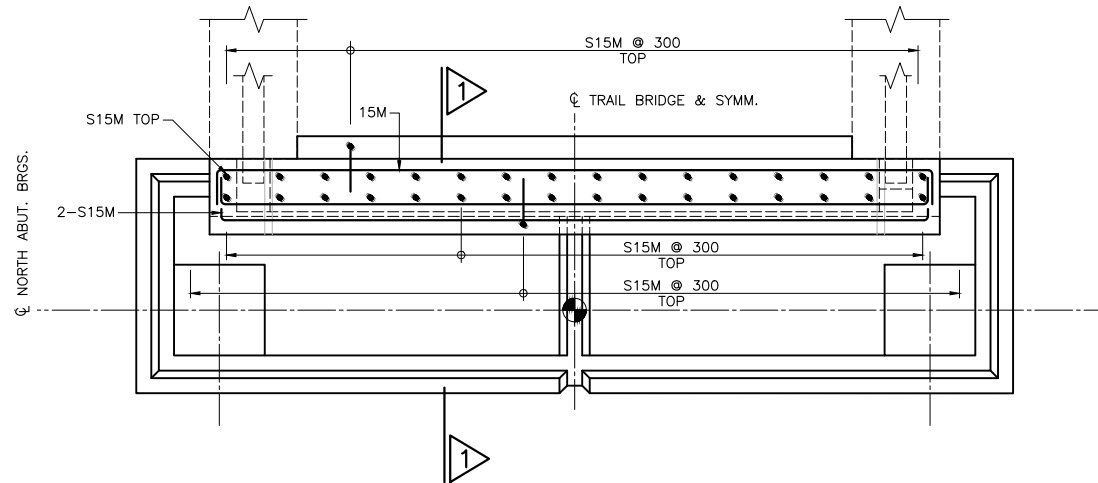
NOT FOR  
CONSTRUCTION

REVISIONS	DATE	REV.	BY	DESCRIPTION
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DESIGN	BR	CHK	PM	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	LG	CHK	MAS	SITE 6-624 DATE JUN 2013

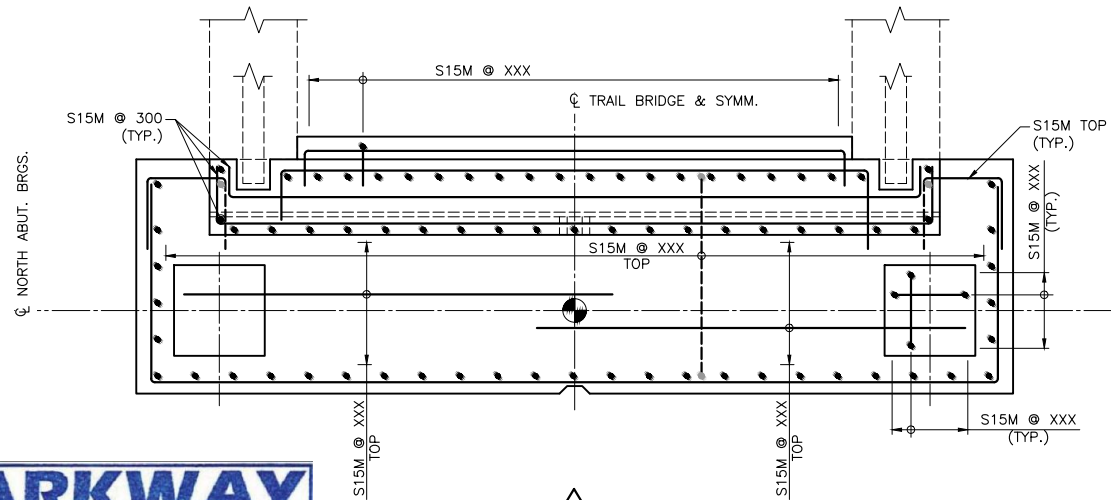
**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS

**OCT 09 2013**

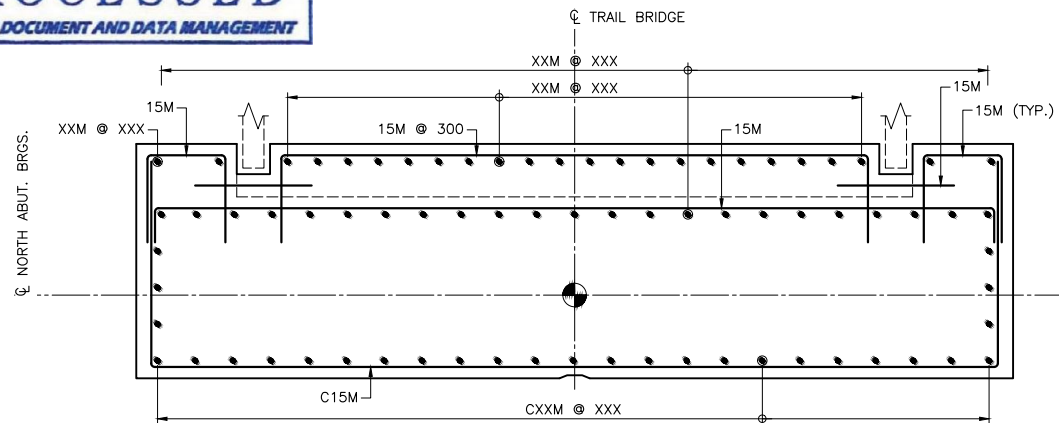
**PROCESSED**  
PROJECT DOCUMENT AND DATA MANAGEMENT



PLAN 2 NORTH ABUTMENT SHOWN  
SOUTH ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25



PLAN 3 NORTH ABUTMENT SHOWN  
SOUTH ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25



PLAN 4 NORTH ABUTMENT SHOWN  
SOUTH ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25



NORTH FOR  
EAST ABUTMENT

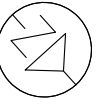
**METRIC**

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway**  
**Infrastructure**  
**Engineers**



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



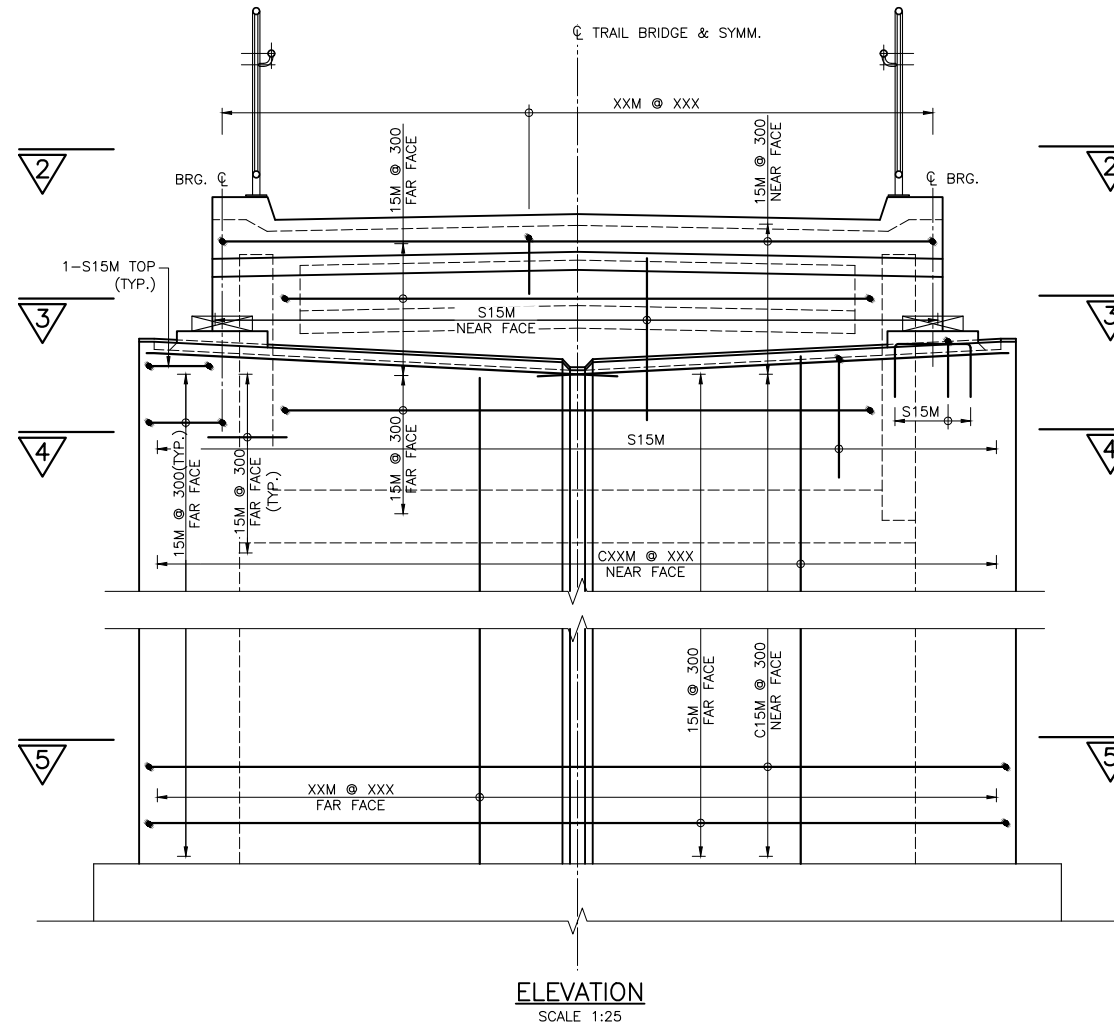
**NEW CONSTRUCTION**  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
ABUTMENT LAYOUT AND DETAILS II

**SHEET**

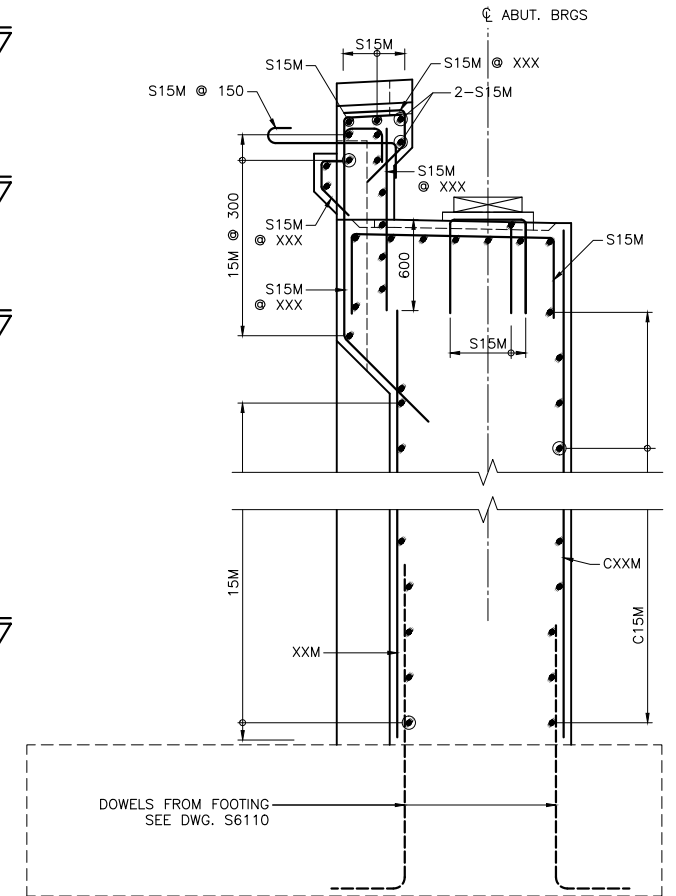
**S6813**

**Phase 1**

**60% Sub**



ELEVATION 1  
SCALE 1:25



1  
SCALE 1:25

**NOTES:**

- BACKFILL SHOULD XXXXXXXX BE PLACED BEHIND THE ABUTMENTS TO THE CONSTRUCTION JOINT LEVEL BEFORE THE DECK SLAB IS IN PLACE.
- CAST BEARING PEDESTALS LEVEL.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH DWG. S61XX, S61XX, S61XX AND S61XX.
- THE CONTRACTOR SHALL COORDINATE WITH BEARING SUPPLIER FOR THE INSTALLATION OF BEARING ANCHORAGES.

**APPLICABLE STANDARD DRAWINGS**

- OPSD 3101.150 WALLS, ABUTMENT, BACKFILL, MINIMUM GRANULAR REQUIREMENT
- OPSD 3102.100 WALLS, ABUTMENT, BACKFILL DRAIN
- OPSD 3950.100 JOINTS, CONCRETE EXPANSION AND CONSTRUCTION, ON STRUCTURE

**IN PROGRESS**

**NOT FOR  
CONSTRUCTION**

**RELEASED FOR  
ADVANCE WORKS**

**OCT 09 2013**

**PDDM**

PLAN 5 NORTH ABUTMENT SHOWN  
SOUTH ABUTMENT SIMILAR (AS NOTED)  
SCALE 1:25

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

REVISIONS	DATE	REV.	BY	DESCRIPTION
04-OCT-13	A	MAS		60% MTO SUBMISSION
DESIGN	BR	CHK	PM	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	LG	CHK	MAS	SITE 6-624 DATE JUN 2013



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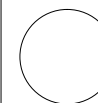
METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

## Parkway Infrastructure Engineers



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
ABUTMENT LAYOUT AND DETAILS III

SHEET

S6814

Phase 1
---------

60%	Sub
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# IN PROGRESS

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTOR

**OCT 09 2013**

**PROCESSED**  
PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS

**RELEASED FOR  
ADVANCE WORKS**

OCT 09 2013

PDDM

REVISIONS								
	04-OCT-13	A	MAS	60% MTO SUBMISSION				
DATE	REV.	BY	DESCRIPTION					
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL 625-ON
DRAWN	LG	CHK	MAS	SITE	6-624		DATE	JUN 2013

# METRIC

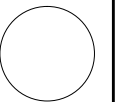
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway**  
Infrastructure  
Engineers



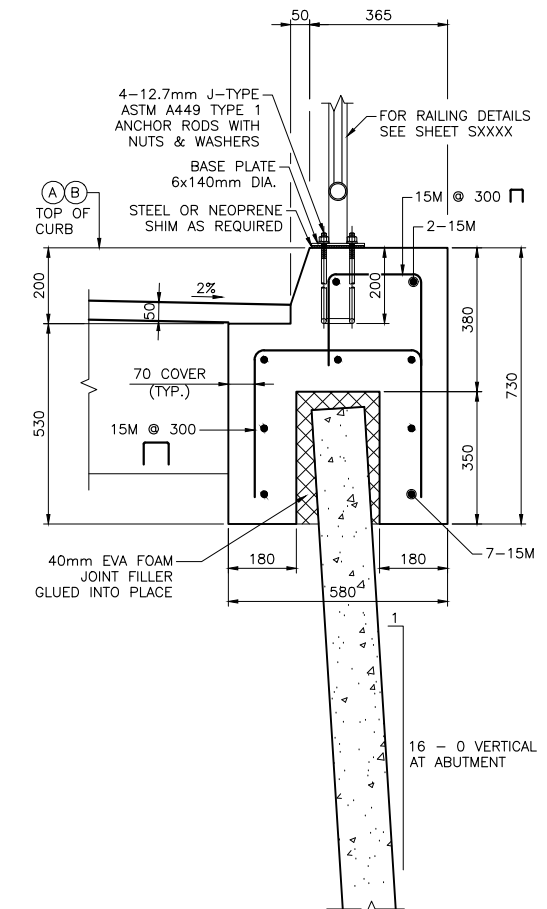
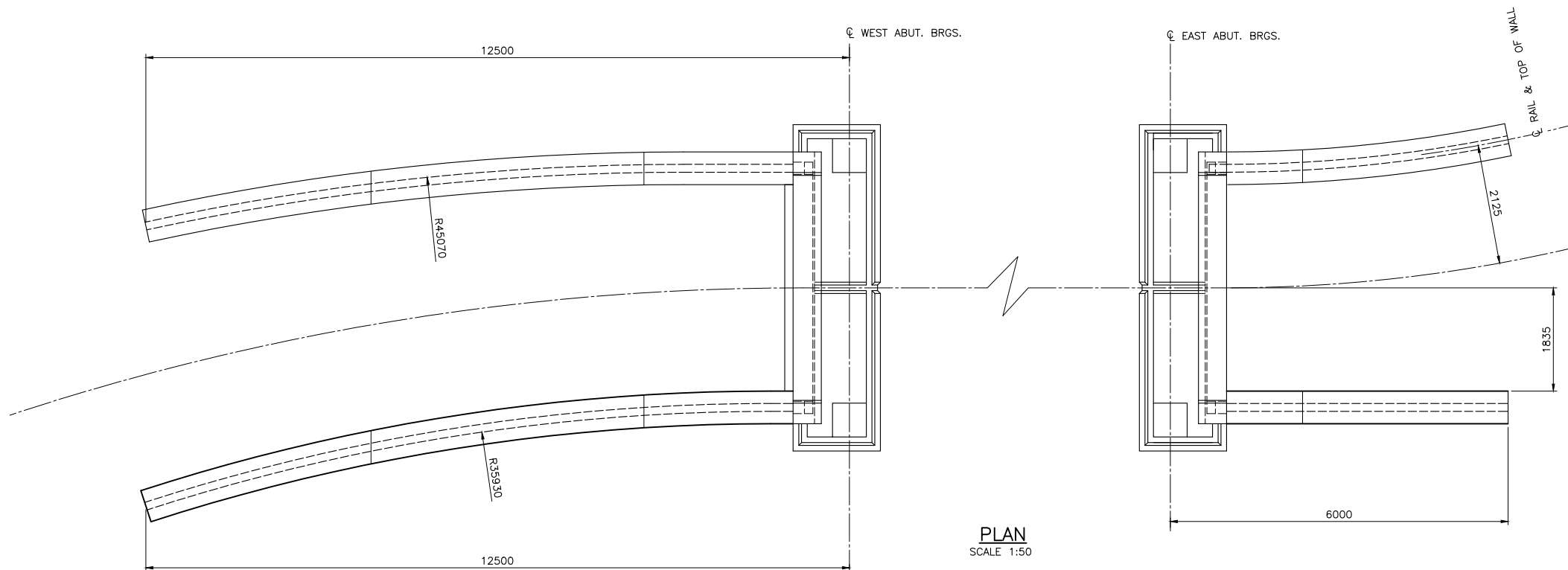
Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
WING WALL LAYOUT



SHEET  
S6815

Phase 1  
60% Sub



RSS WALL CAP DETAIL  
SCALE 1:10

TOP OF CONCRETE ELEVATIONS		
WINGWALL	(A)	(B)
NORTHWEST	-	-
NORTHEAST	-	-
SOUTHWEST	-	-
SOUTHEAST	-	-

## NOTES:

- FOR GENERAL NOTES SEE SHEET S6802.
- MAXIMUM RSS WALL COPING LENGTHS BETWEEN, EXPANSION, CONSTRUCTION AND CONTROL JOINTS ARE NOT TO EXCEED THE FOLLOWING:

- 3000 BETWEEN CONSTRUCTION AND CONTROL JOINTS.
- 9000 BETWEEN EXPANSION JOINTS.
- CONSTRUCTION AND CONTROL JOINTS ARE TO BE CONSTRUCTED AS PER DETAILS SHOWN ON STANDARD DRAWING SS110-64 AND EXPANSION JOINTS ARE TO BE CONSTRUCTED AS BE DETAIL SHOWN ON OPSP 3950.100.

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**OCT 09 2013**  
PROCESSED  
PROJECT DOCUMENT AND DATA MANAGEMENT

IN PROGRESS

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
**RELEASED FOR  
ADVANCE WORKS**  
OCT 09 2013  
PDDM

NOT FOR  
CONSTRUCTION

ELEVATION  
SCALE 1:50

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

REVISIONS		DATE	REV.	BY	DESCRIPTION
04-OCT-13		A	MAS		60% MTO SUBMISSION
DESIGN	BR	CHK	PM	CODE	CAN/CSA S6-06
DRAWN	LG	CHK	MAS	SITE	6-624
		LOAD	CL	625-ONT	
		DATE	JUN	2013	



DATE PLOTTED: 10/8/2013 10:53:39 AM  
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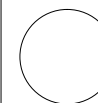
METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

## Parkway Infrastructure Engineers



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
WING WALL REINFORCEMENT

SHEET  
S6816

Phase 1
60% Sub

IN PROGRESS

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTOR

**OCT 09 2013**

**PROCESSED**  
PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTION

**RELEASED FOR  
ADVANCE WORKS**

OCT 09 2013

PDDM

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS									
	04-OCT-13	A	MAS	60% MTO SUBMISSION					
	DATE	REV.	BY	DESCRIPTION					
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL	625-ON
DRAWN	LG	CHK	MAS	SITE	6-624		DATE	JUN 2013	

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MINISTRY OF TRANSPORTATION, ONTARIO

PR-D-707

88-05

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway  
Infrastructure  
Engineers**



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
RSS WINGWALL LAYOUT AND DETAILS I

SHEET  
S6817

Phase 1  
60% Sub

IN PROGRESS

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
  
**OCT 09 2013**  
  
**PROCESSED**  
PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
  
**RELEASED FOR  
ADVANCE WORKS**  
  
OCT 09 2013 **PDDM**

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS									
04–OCT–13		A	MAS	60% MTO SUBMISSION					
DATE		REV.	BY	DESCRIPTION					
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6–06	LOAD	CL	625–ONT
DRAWN	LG	CHK	MAS	SITE	6–624	DATE	JUN	2013	

METRIC  
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

Parkway  
Infrastructure  
Engineers



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
RSS WINGWALL LAYOUT AND DETAILS II

SHEET  
S6818

Phase 1  
60% Sub

IN PROGRESS

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
  
**OCT 09 2013**  
  
**PROCESSED**  
*PROJECT DOCUMENT AND DATA MANAGEMENT*

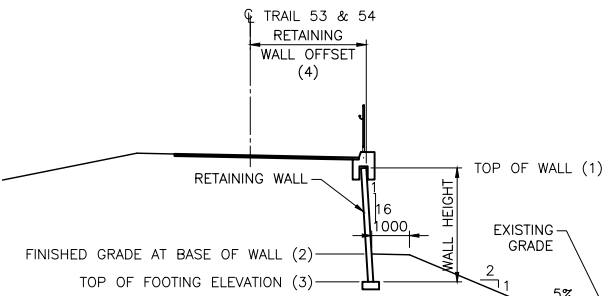
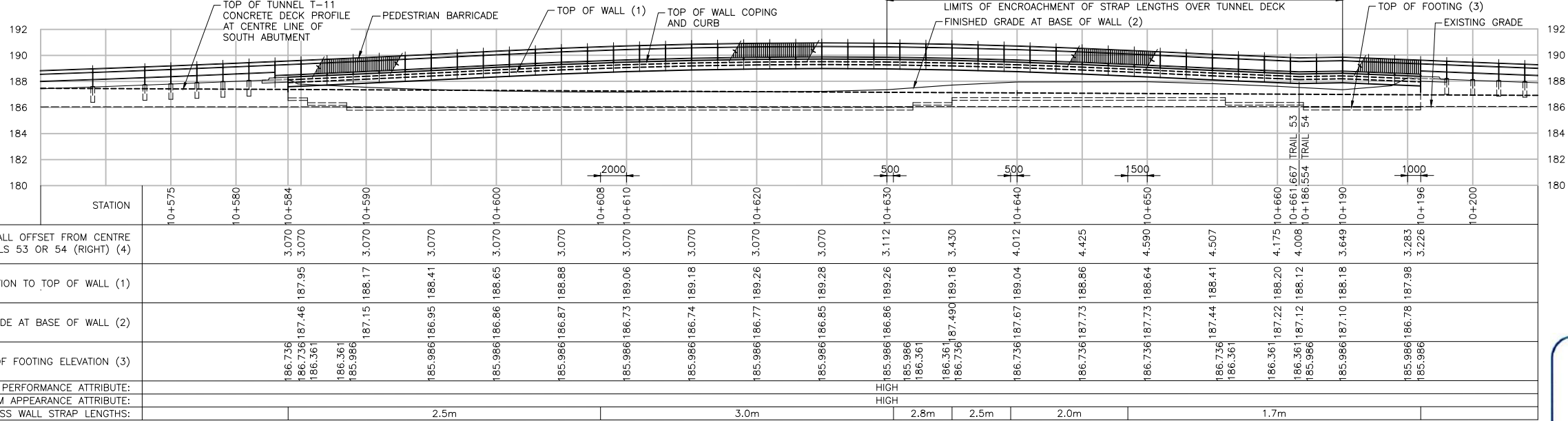
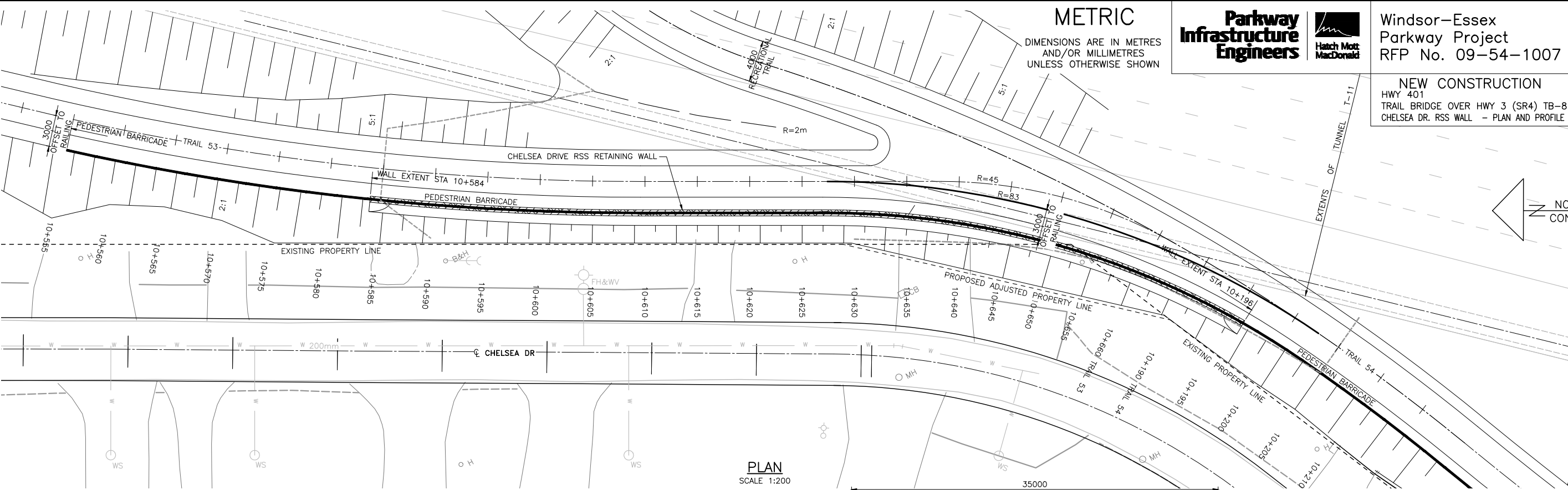
**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS  
  
**RELEASED FOR  
ADVANCE WORKS**  
  
OCT 09 2013 *AX* **PDDM**

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS									
	04-OCT-13	A	MAS	60% MTO SUBMISSION					
	DATE	REV.	BY	DESCRIPTION					
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL	625-ONT
DRAWN	LG	CHK	MAS	SITE	6-624		DATE	JUN	2013





WALL LAYOUT KEY PLAN  
SCALE 1:100

#### NOTES:

- THE DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE GEOTECHNICAL REPORTS (285380-04-119-00xx AND 285380-04-119-00xx) AND MEMO (285380-04-119-0xxx)
- THE MINIMUM REINFORCING STRIP WIDTH SHALL BE EQUAL TO THE TOTAL RSS WALL DESIGN HEIGHT.
- THE SLOPE IN FRONT OF THE RSS WALL SHALL BE MAINTAINED WITHOUT ANY SLOUGHING/EROSION AT ALL TIMES.
- REFER TO HWY DRAWINGS FOR ALL HIGHWAY INFORMATION INCLUDING THE LOCATION OF DRAINS AND CATCH BASINS.
- THE FACTOR OF SAFETY AGAINST EXTERNAL MODES OF FAILURE FOR RSS WALLS SHALL BE AS PER CANADIAN FOUNDATION ENGINEERING MANUAL (CFEM).
- APPROVED RSS WALL SUPPLIER TO REFER TO UTILITIES NEW CONSTRUCTION DRAWINGS AND CONFIRM LOCATION OF ALL UTILITIES. RSS WALL DESIGN SHALL ACCOUNT FOR ALL INTERFERENCE WITH UTILITIES.

#### RETAINED SOIL SYSTEM:

- RSS WALL SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE 'MTO RSS DESIGN GUIDELINES' AND SPECIAL PROVISIONS SP599S22 AND SP599S23.
- REFER TO RSS CONSTRUCTION NOTES-BACKFILL AT STRUCTURES (SHEET S6807).

- EPOXY COATED REINFORCEMENT SHALL BE USED IN THE FRONT SURFACE OF RSS PANELS AND ALL RSS COPING FOR ANY WALL WITHIN THE SPLASH ZONE. THIS INCLUDES PANEL SURFACES AND COPING WITHIN 10M OF AN EXISTING OR FUTURE ROADWAY, MEASURED HORIZONTAL FROM THE EDGE OF PAVEMENT UNLESS THE SURFACE IS MORE THAN 5M ABOVE THE ROADWAY.
- LIMIT OF EXCAVATION AND TEMPORARY WORK TO BE CONFIRMED AND DESIGNED BY THE CONTRACTOR.
- BENCHING OF EARTH SLOPES TO BE AS PER OPSD 208.010.
- UNLESS REGULAR BACKFILL IS FILTER GRADE WITH RESPECT TO THE ADJACENT NATIVE CLAY DEPOSIT. A GEOTEXTILE LAYER (TERRAFIX 360R OR EQUIVALENT) SHALL BE PLACED ALONG THE BENCHING INTERFACE.
- WITHIN THE RSS REINFORCING STRIPS, GRANULAR FILL IS TO BE SPECIFIED BY THE RSS SUPPLIER, UNLESS NOTED OTHERWISE.
- FOR BACKFILL OUTSIDE OF RSS REINFORCING STRIPS, REGULAR FILL INDICATES APPROVED MATERIAL, INCLUDING SILTY CLAY, THAT MEETS THE PARAMETERS SPECIFIED IN THE GEOTECHNICAL REPORT, TO BE CONFIRMED BY THE RSS SUPPLIER AND SPECIFIED ON THE RSS SHOP DRAWINGS.

#### DRAINAGE:

- CONNECT RSS SUBDRAIN(S) AND PROVIDE A POSITIVE OUTLET TO THE DRAIN IN FRONT OF THE WALL.

#### UTILITIES:

- REFER TO ELECTRICAL AND ATMS DRAWINGS FOR LOCATION, SITE & CONNECTION DETAILS FOR LIGHTING, POWER AND TRAFFIC MANAGEMENT.
- INSTALLATION OF ELECTRICAL MANHOLE TO BE COORDINATED WITH THE WALL MANUFACTURE AND TO BE INSTALLED DURING THE WALL INSTALLATION NOT EXCAVATED AFTERWARD.

NOT FOR  
CONSTRUCTION

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

Parkway  
Infrastructure  
Engineers



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
CHELSEA DR. RSS WALL - PLAN AND PROFILE

SHEET  
S6819

Phase 1  
60% Sub



NORTH FOR  
CONSTRUCTION

PARKWAY  
INFRASTRUCTURE CONSTRUCTORS

OCT 09 2013

PROCESSED  
PROJECT DOCUMENT AND DATA MANAGEMENT

PARKWAY  
INFRASTRUCTURE CONSTRUCTORS

RELEASED FOR  
ADVANCE WORKS

OCT 09 2013

PDDM

REVISIONS		DATE	REV.	BY	DESCRIPTION
04-OCT-13	A	MAS	60% MTO SUBMISSION		
DESIGN	BR	CHK	PM	CODE	CAN/CSA S6-06
DRAWN	LG	CHK	MAS	SITE	6-624
				LOAD	CL 625-ONT
				DATE	JUN 2013

DATE PLOTTED: 10/8/2013 10:54:59 AM  
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MINISTRY OF TRANSPORTATION, ONTARIO  
PR-D-707  
88-05

# METRIC

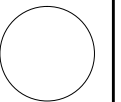
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway**  
Infrastructure  
Engineers



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
CHELSEA DR. RSS WALL - SECTIONS

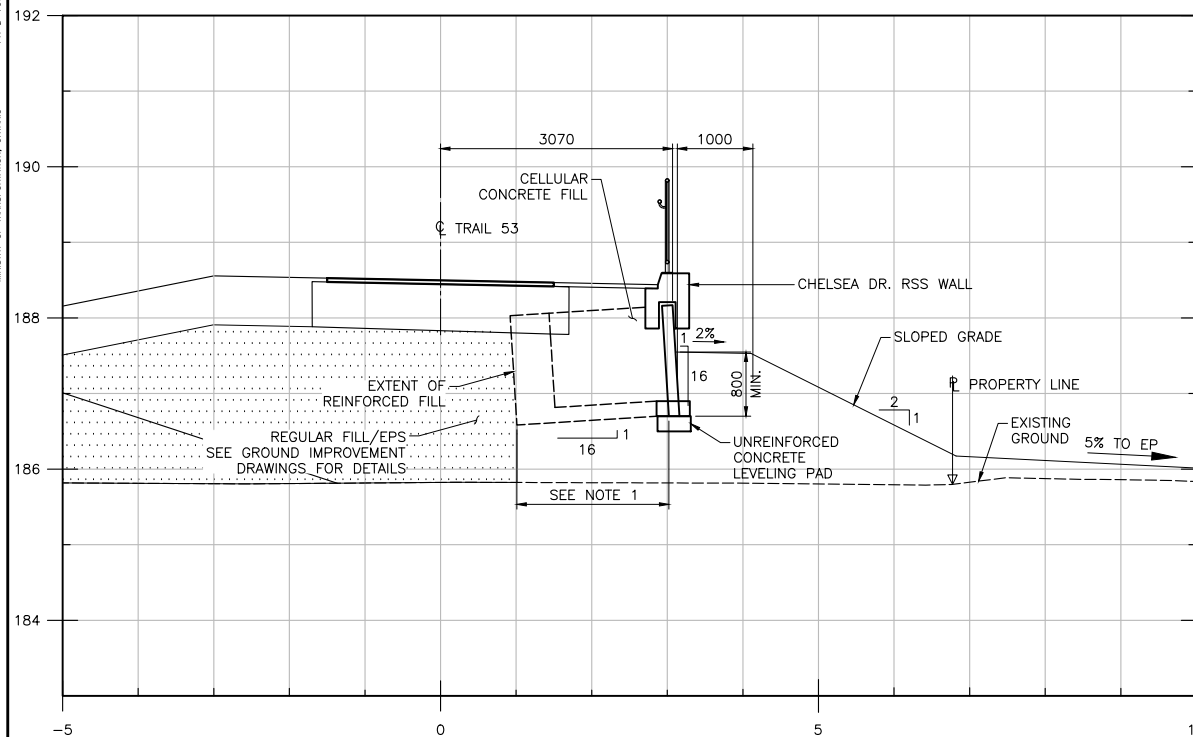


SHEET  
S6820

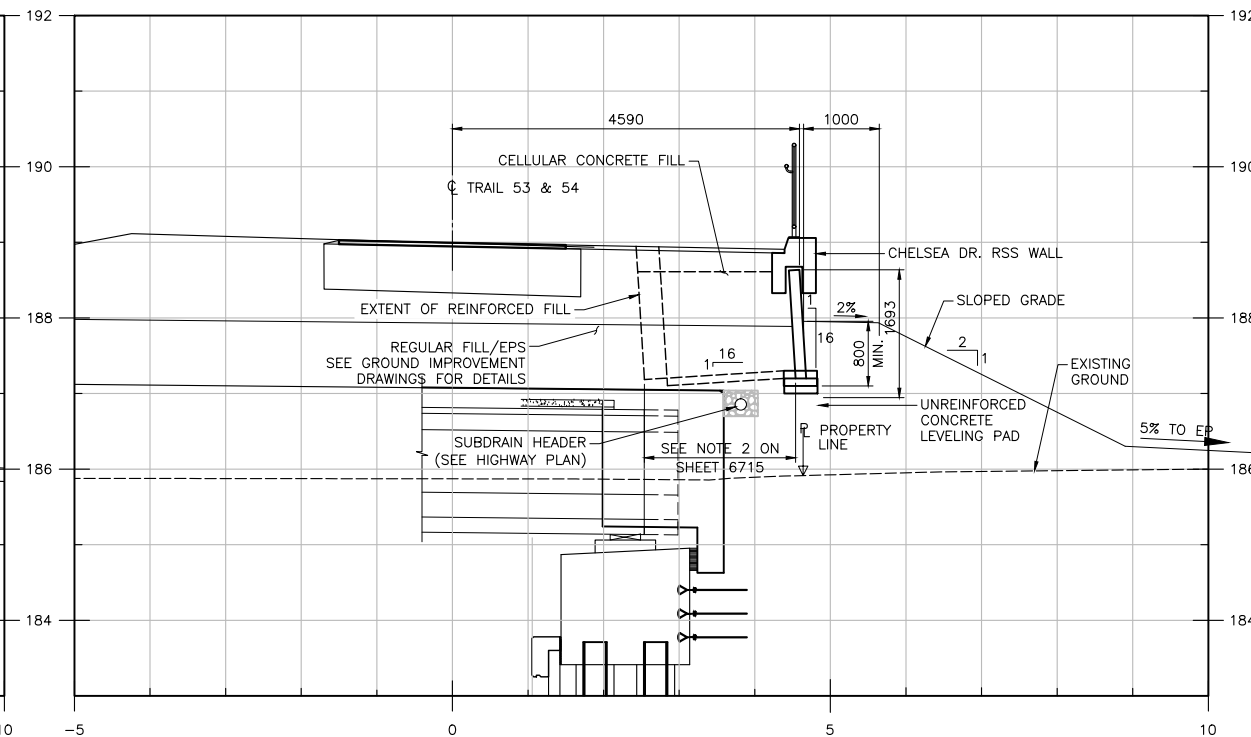
Phase 1  
60% Sub

## NOTES:

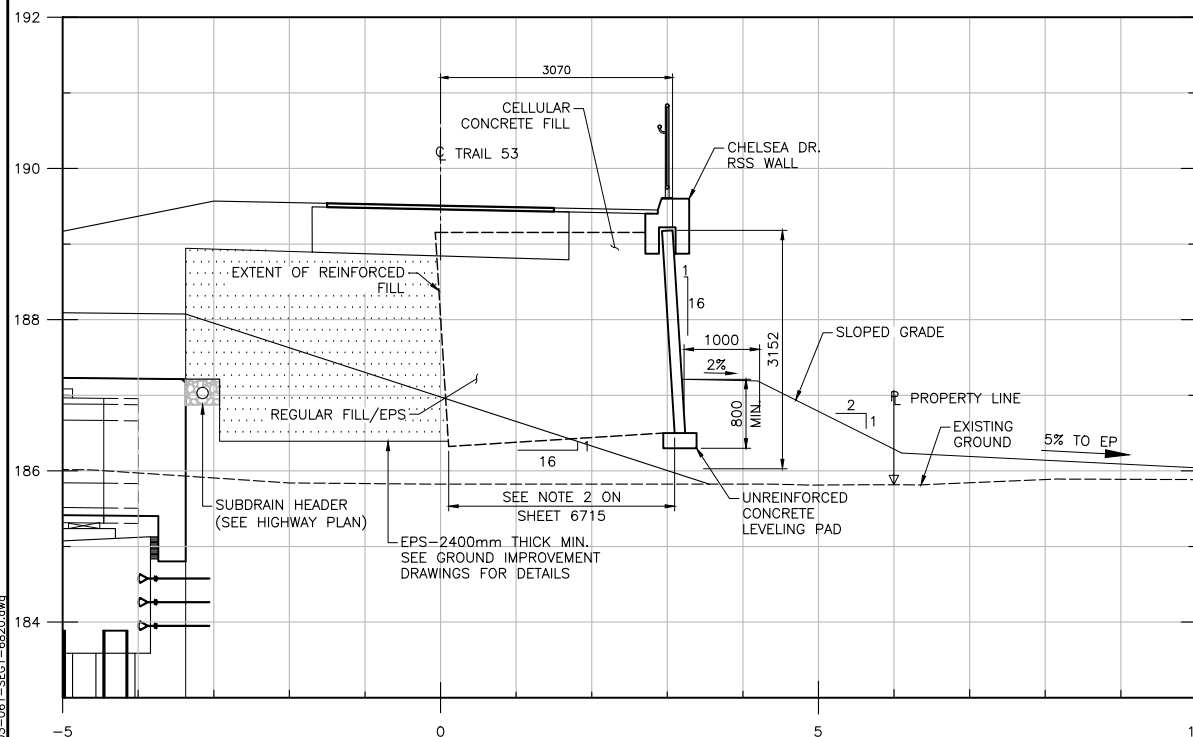
1. THE MINIMUM REINFORCING STRIP WIDTH SHALL BE EQUAL TO THE TOTAL RSS WALL DESIGN HEIGHT.



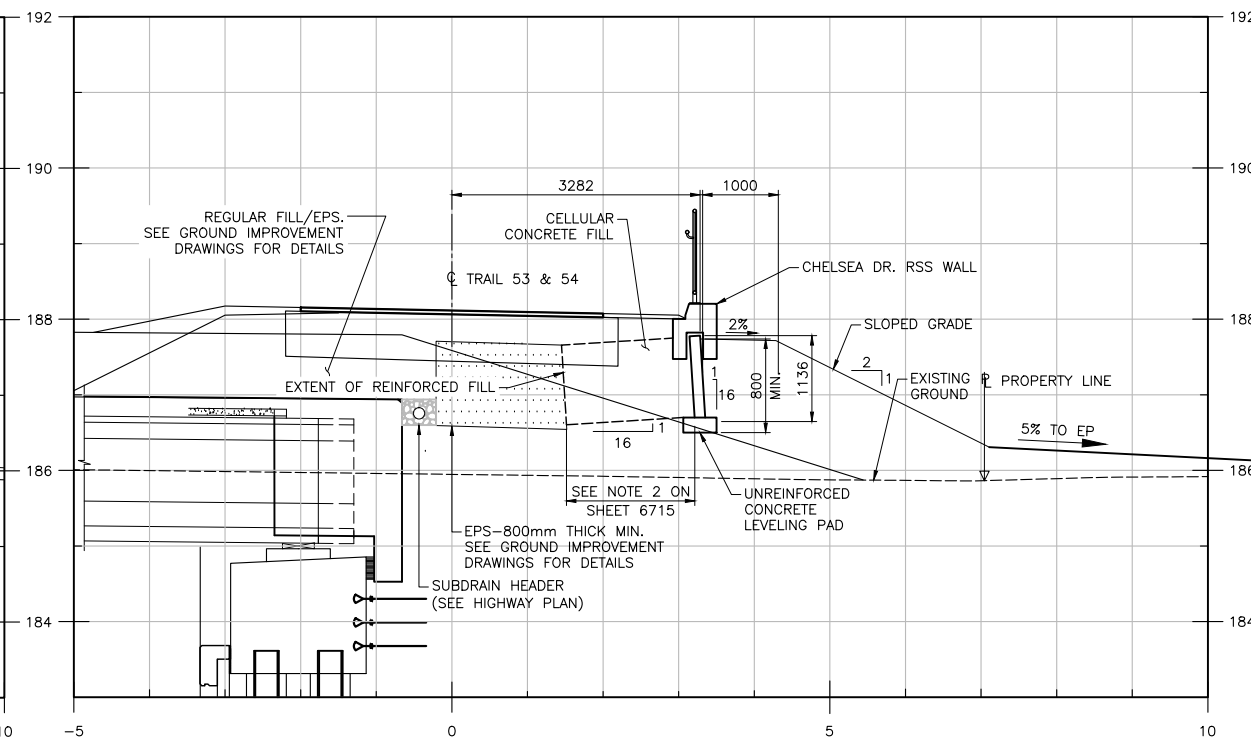
TYPICAL WALL SECTION BETWEEN STA. 10+580 AND 10+595 (TRAIL 53)  
SCALE 1:50



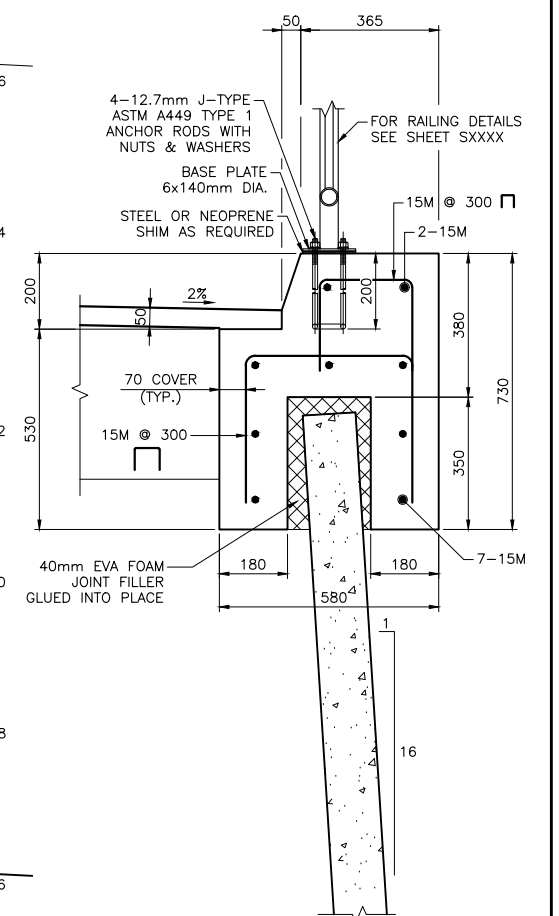
TYPICAL WALL SECTION BETWEEN STA. 10+630 (TRAIL 53) AND 10+190 (TRAIL 54)  
SCALE 1:50



TYPICAL WALL SECTION BETWEEN STA. 10+595 AND 10+630 (TRAIL 53)  
SCALE 1:50



TYPICAL WALL SECTION BETWEEN STA. 10+190 AND 10+200 (TRAIL 54)  
SCALE 1:50



RSS WALL CAP DETAIL  
SCALE 1:10



DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION



REVISIONS	DATE	REV.	BY	DESCRIPTION
04-OCT-13	A	MAS		60% MTO SUBMISSION
DESIGN	BR	CHK	PM	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	LG	CHK	MAS	SITE 6-624 DATE JUN 2013

DOC: 285380-03-061-SEG1-6820

DATE PLOTTED: 10/8/2013 10:55:28 AM  
FILE LOCATION: C:\RunScript\285380-03-062-SEG1-6821.dwg

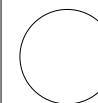
METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

## Parkway Infrastructure Engineers



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
MISCELLANEOUS DETAILS

SHEET  
S6821

Phase 1
60% Sub

# IN PROGRESS

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100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION



REVISIONS									
	04-OCT-13	A	MAS	60% MTO SUBMISSION					
	DATE	REV.	BY	DESCRIPTION					
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL	625-OH
DRAWN	LG	CHK	MAS	SITE	6-624		DATE	JUN 2013	



IN PROGRESS

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

**Parkway  
Infrastructure  
Engineers**



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
PEDESTRIAN BARRICADES LAYOUT AND DETAILS

SHEET  
S6822

Phase 1  
60% Sub

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS

**OCT 09 2013**

PROCESSED

PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS

**RELEASED FOR  
ADVANCE WORKS**

OCT 09 2013

PDDM

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

NOT FOR  
CONSTRUCTION

REVISIONS										
	04-OCT-13	A	MAS	60% MTO SUBMISSION						
	DATE	REV.	BY	DESCRIPTION						
DESIGN	BR	CHK	PM	CODE	CAN/CSA	S6-06	LOAD	CL	625-ONT	
DRAWN	LG	CHK	MAS	SITE	6-624		DATE	JUN	2013	

DATE PLOTTED: 10/8/2013 10:56:00 AM  
FILE LOCATION: C:\RunScript\285380-03-065-SEG1-6823.dwg  
MINISTRY OF TRANSPORTATION, ONTARIO  
PR-D-707  
88-05

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

Parkway  
Infrastructure  
Engineers



Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
6000mm APPROACH SLAB

SHEET

S6823

Phase 1

60% Sub

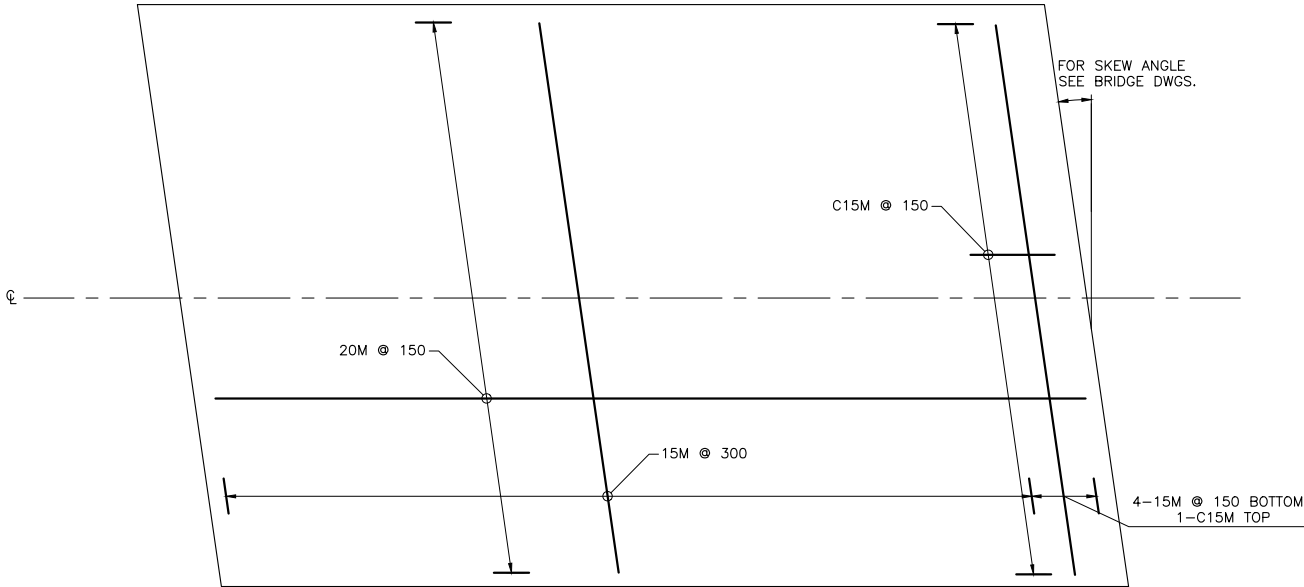
NOTES

- CLEAR COVER TO REINFORCING STEEL 70 ± 20 mm EXCEPT AS NOTED.
- LAYOUT OF REINFORCING STEEL WILL BE SIMILAR FOR LEFT HAND AND ZERO DEGREE SKEW.
- BARS MARKED WITH PREFIX C DENOTE COATED BARS.
- WATERPROOFING AT JOINT BETWEEN BRIDGE AND APPROACH SLAB TO BE IN ACCORDANCE WITH OPSD-3370.1000.
- WATERPROOFING FOR BRIDGES WITHOUT EXPANSION JOINTS (RIGID FRAMES AND INTEGRAL ABUTMENTS) TO BE IN ACCORDANCE WITH OPSD-3370.1010.

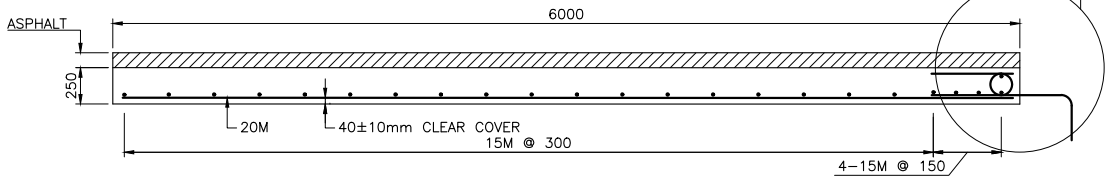
APPLICABLE STANDARD DRAWINGS

- OPSD-3370.100 DECK, WATERPROOFING HOT APPLIED ASPHALT MEMBRANE WITH PROTECTION BOARD
- OPSD-3370.101 DECK, WATERPROOFING HOT APPLIED ASPHALT MEMBRANE AT ACTIVE CRACKS GREATER THAN 2mm WIDE AND CONSTRUCTION JOINTS

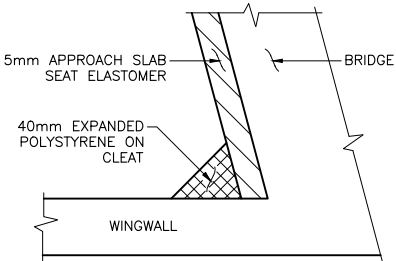
TOP OF CONCRETE ELEVATION		
POINT	WEST APPROACH SLAB	EAST APPROACH SLAB
(A)	-	-
(B)	-	-
(C)	-	-
(D)	-	-
(E)	-	-
(F)	-	-



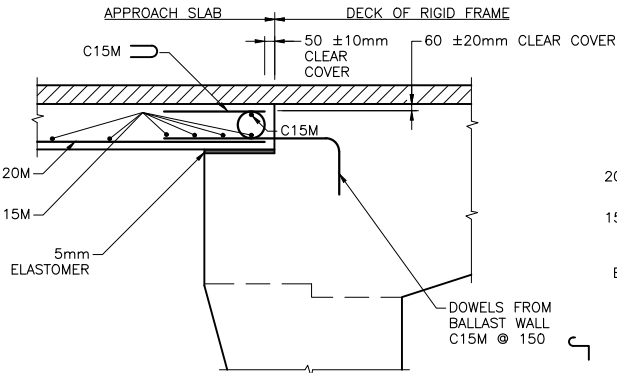
PLAN  
1:25



LONGITUDINAL SECTION  
1:25

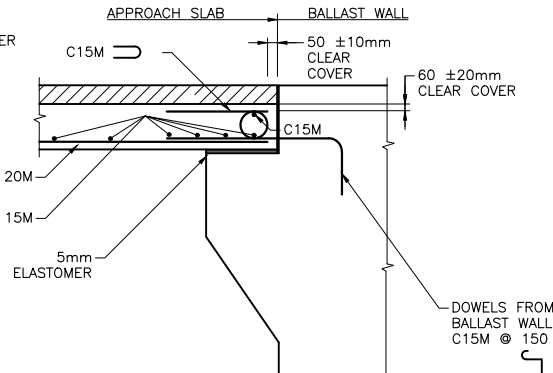


DETAIL AT CLEAT



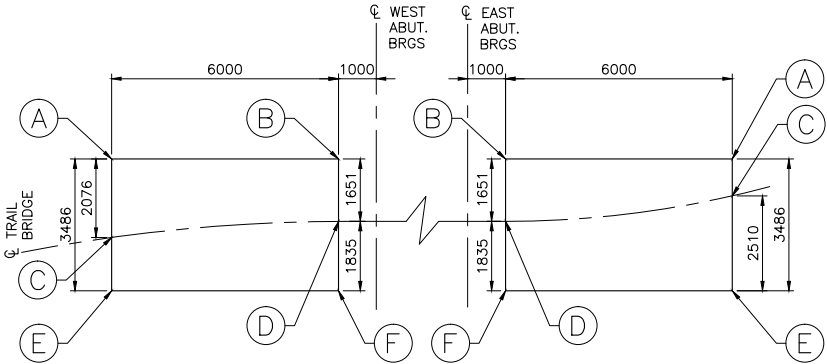
A

FOR BRIDGES WITHOUT EXPANSION JOINTS

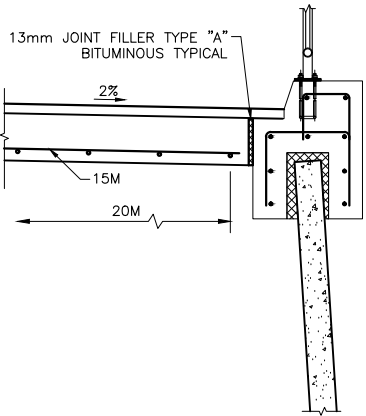


A

FOR BRIDGES WITH EXPANSION JOINTS



KEY PLAN  
1:100



SECTION AT RSS WINGWALL



MODIFIED	
STANDARD DRAWING APRIL 2008	SS116-1
6000 mm APPROACH SLAB	

REVISIONS		DATE	REV.	BY	DESCRIPTION
04-OCT-13		A	MAS		60% MTO SUBMISSION
DESIGN	BR	CHK	PM	CODE	CAN/CSA S6-06
DRAWN	LG	CHK	MAS	SITE	6-624
		LOAD	CL	625-ONT	
		DATE	JUN	2013	

NOT FOR  
CONSTRUCTION

DRAWING NOT TO BE SCALED  
100mm ON ORIGINAL DRAWING

DATE PLOTTED: 10/8/2013 10:56:17 AM  
FILE LOCATION: C:\Users\sef1\285380-03-066-SEG1-6824.dwg  
MINISTRY OF TRANSPORTATION, ONTARIO  
PR-D-707  
88-05

METRIC  
DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
UNLESS OTHERWISE SHOWN

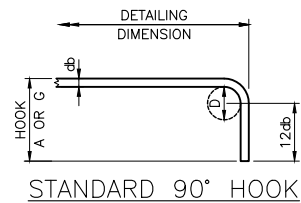
Parkway  
Infrastructure  
Engineers



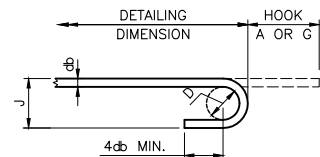
Windsor-Essex  
Parkway Project  
RFP No. 09-54-1007

NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB-8  
STANDARD DETAILS

SHEET  
S6824  
Phase 1  
60% Sub



STANDARD 90° HOOK



STANDARD 180° HOOK

MINIMUM BENDING PIN DIAMETER,  
D, mm

BAR SIZE	STEEL GRADE	
	400R <sup>(2)</sup>	400W
10M	70	60
15M	100	90
20M	120	100
25M	150	150
30M	250	200
35M	300	250
45M	450 <sup>(1)</sup>	400
55M	600 <sup>(1)</sup>	550

- (1) SPECIAL FABRICATION IS REQUIRED FOR BENDS EXCEEDING 90° FOR BARS OF THESE SIZES AND GRADE.  
(2) FOR STAINLESS STEEL, WITH F<sub>y</sub> = 420, USE THE SAME D AS FOR 400R.

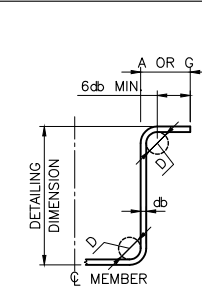
STANDARD HOOK DIMENSIONS

BAR SIZE	90° HOOKS		180° HOOKS			
	A OR G (mm)		A OR G (mm)		J (mm )	
	400R	400W	400R	400W	400R	400W
10M	180	180	140	130	90	80
15M	260	250	180	170	130	120
20M	310	300	220	200	160	140
25M	400	400	280	280	200	200
30M	510	490	400	350	310	260
35M	610	590	480	430	370	320
45M	790	770	680	630	540	490
55M	1030	1010	900	850	710	660

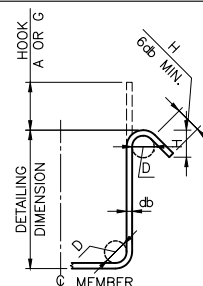
NOTE: ALL HOOK DIMENSIONS ARE ACCORDING TO THE CHBDC-2000.

MINIMUM STIRRUP AND TIE HOOK  
DIMENSIONS

BAR SIZE	BAR DIAM. d <sub>b</sub> (mm)	PIN DIAM. D (mm)	90°		135°	
			A OR G (mm)	A OR G (mm)	H (APPROX.) (mm)	
10M	11.3	45	100	100	70	
15M	16.0	65	140	140	100	
20M	19.5	80	180	175	115	
25M	25.2	100	230			



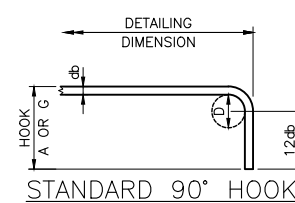
MIN. 90° HOOK



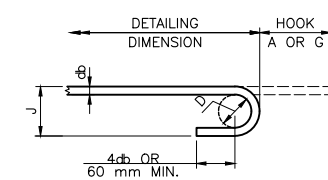
MIN. 135° HOOK

HOOK DIMENSIONS  
FOR UNCOATED BARS

SS12-1



STANDARD 90° HOOK



STANDARD 180° HOOK

MINIMUM BENDING PIN  
DIAMETER, D, mm

BAR SIZE	STEEL GRADE 400
10M	80
15M	120
20M	160
25M	200
30M	240
35M	350
45M	450
55M	550

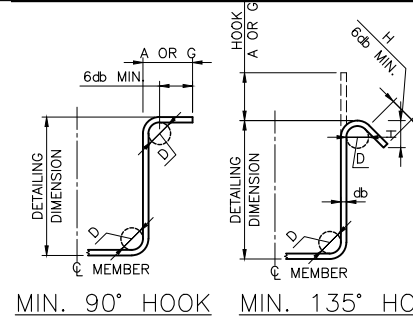
STANDARD HOOK DIMENSIONS

BAR SIZE	90° HOOKS		180° HOOKS	
	A OR G (mm)		J (mm )	
10M	190	210*	110*	
15M	270	260*	160*	
20M	330	300*	200	
25M	430	330	250	
30M	610	460*	300	
35M	640	700*	430*	
45M	790	850*	540	
55M	1010	1050*	680*	

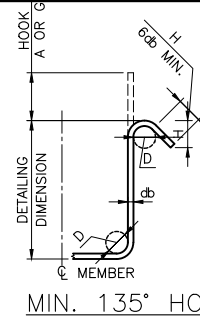
NOTE: TABULATED VALUES FOR STANDARD HOOK DIMENSIONS ARE THE LARGER OF CALCULATED (ACCORDING TO CHBDC-2000) AND REINFORCING STEEL INSTITUTE OF CANADA (RSIC) REQUIREMENTS. VALUE MARKED BY \*\* INDICATE RSIC RECOMMENDED MINIMUM.

MINIMUM STIRRUP AND TIE HOOK  
DIMENSIONS

BAR SIZE	BAR DIAM. d <sub>b</sub> (mm)	PIN DIAM. D (mm)	90°		135°	
			A OR G (mm)	A OR G (mm)	H (APPROX.) (mm)	
10M	11.3	90	180	190	120	
15M	16.0	130	190	220	130	
20M	19.5	160	230	260	150	
25M	25.2	200	280			



MIN. 90° HOOK



MIN. 135° HOOK

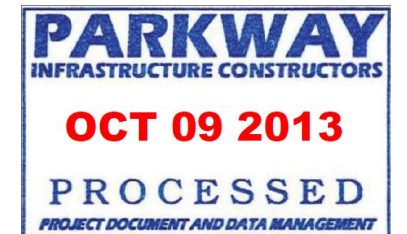
NOTE: VALUE MARKED BY '\*\*' INDICATES RSIC RECOMMENDED MINIMUM, BASED ON THE AVERAGE OF 90° AND 180° HOOKS.

HOOK DIMENSIONS  
FOR COATED BARS

SS12-2

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CONSTRUCTION



REVISIONS				
	DATE	REV.	BY	DESCRIPTION
	04-OCT-13	A	MAS	60% MTO SUBMISSION
DESIGN	BR	CHK	PM	CODE CAN/CSA S6-06 LOAD CL 625-ONT
DRAWN	LG	CHK	MAS	SITE 6-624 DATE JUN 2013

DOC: 285380-03-066-SEG1-6824



DATE PLOTTED: 10/8/2013 10:56:40 AM  
FILE LOCATION: C:\RunScript\285380-07-067-SEG1-6825.dwg

MINISTRY OF TRANSPORTATION, ONTARIO

PR-D-707

88-05

METRIC

DIMENSIONS ARE IN METRES  
AND/OR MILLIMETRES  
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**Parkway  
Infrastructure  
Engineers**



Windsor–Essex  
Parkway Project  
RFP No. 09–54–1007



NEW CONSTRUCTION  
HWY 401  
TRAIL BRIDGE OVER HWY 3 (SR4) TB–8  
EMBEDDED ELECTRICAL WORK

SHEET  
S6825

Phase 1  
60% Sub



IN PROGRESS

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CONSTRUCTION

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS

**OCT 09 2013**

**PROCESSED**

PROJECT DOCUMENT AND DATA MANAGEMENT

**PARKWAY**  
INFRASTRUCTURE CONSTRUCTORS

**RELEASED FOR  
ADVANCE WORKS**

**OCT 09 2013**

**PDDM**

REVISIONS		DATE	REV.	BY	DESCRIPTION
04–OCT–13		A	MAS	60% MTO SUBMISSION	
DESIGN	BR	CHK	PM	CODE	CAN/CSA S6-06
DRAWN	LG	CHK	MAS	SITE	6–624
		DATE	JUN	2013	