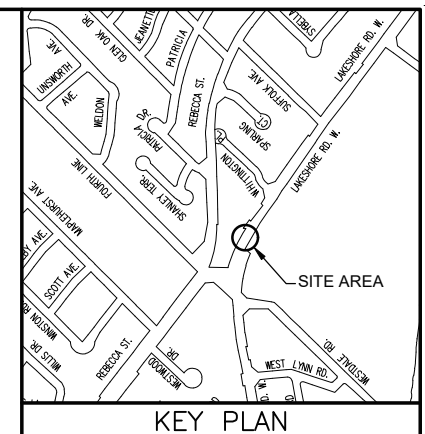


COORDINATE TABLE

CONTROL	NORTHING	EASTING	ELEVATION*	CL ROAD OFFSET	STATION
W.P. 1	4808919.523	606085.073	82.825	12.302 (WEST)	4+788.885
W.P. 2	4808917.182	606096.999	82.825	0.00	4+791.263
W.P. 3	4808914.463	606108.075	82.825	11.280 (EAST)	4+792.942

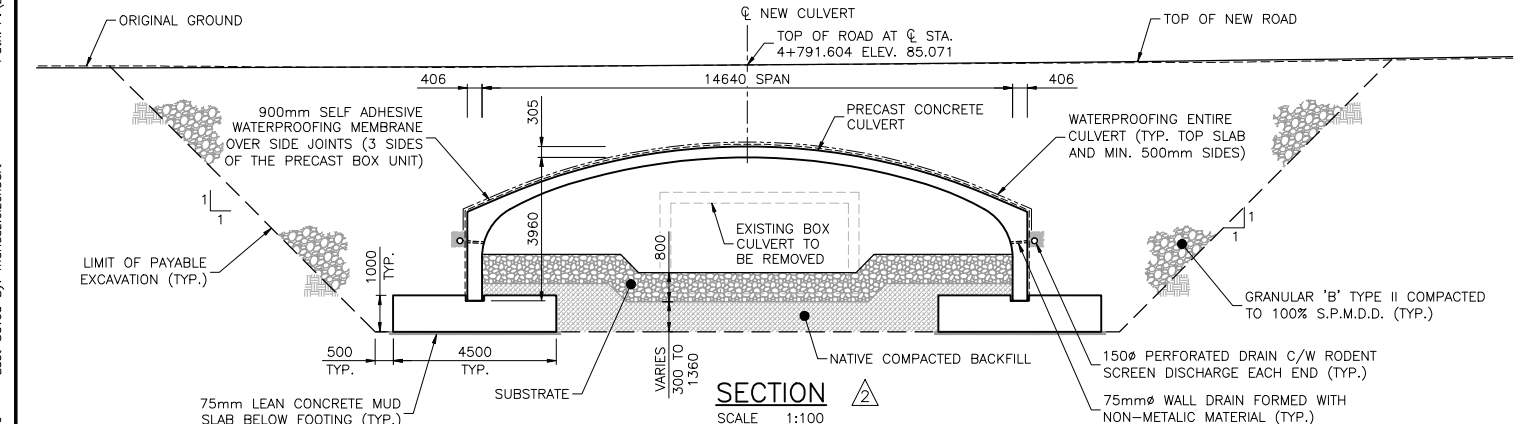
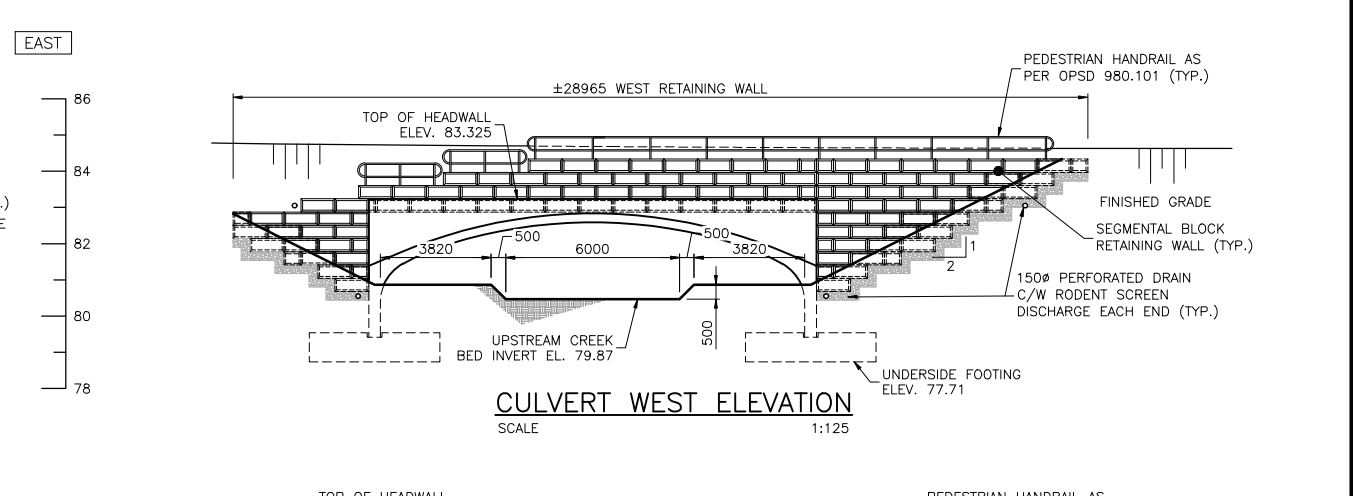
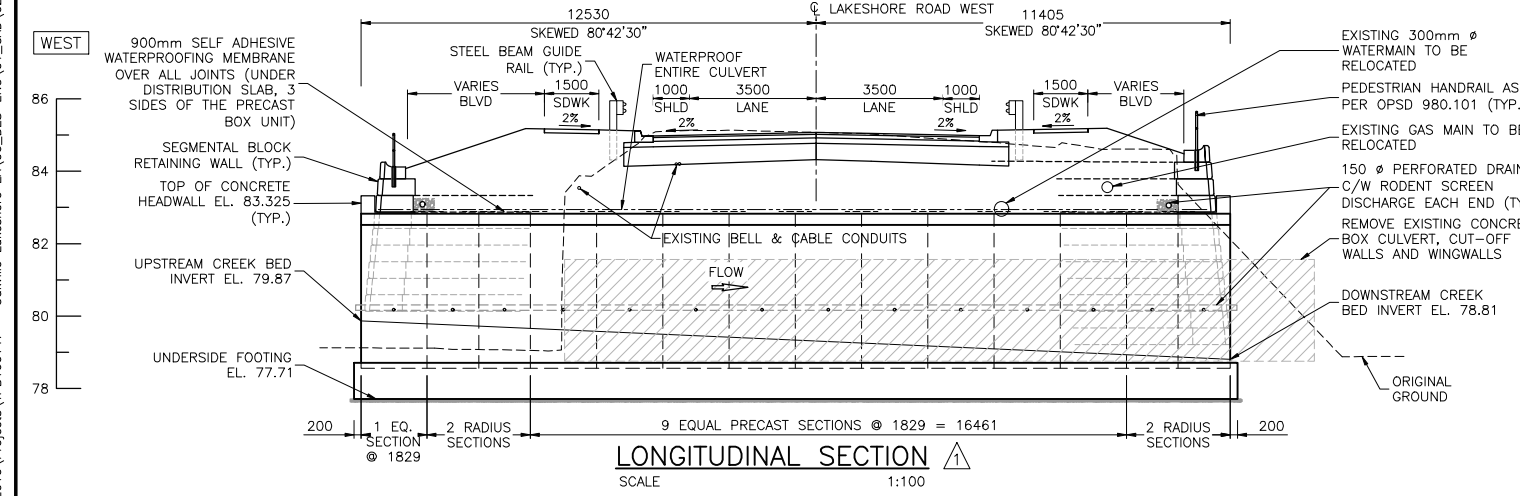
* ELEVATION IS MEASURED TO TOP OF CULVERT SLAB AT APEX.

- NOTES:**
- DESIGN SHALL CONFORM TO THE CANADIAN HIGHWAY BRIDGE DESIGN CODE, CAN/CSA-S6-14, DESIGN LIVE LOADING IS CL-625-ONT.
 - THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF THE EXISTING AND PROPOSED WORK AND ALL DETAILS ON SITE AND REPORT DISCREPANCIES TO THE CONTRACT ADMINISTRATOR BEFORE PROCEEDING WITH THE WORK.
 - ALL SERVICES ARE TO BE ACCURATELY LOCATED PRIOR TO CONSTRUCTION AND ADEQUATE PROTECTION PROVIDED AT ALL TIMES. ANY INTERFERENCE OF EXISTING SERVICES OR UTILITIES WITH PROPOSED STRUCTURE OR CONSTRUCTION OPERATIONS IS TO BE REPORTED TO THE ENGINEER PRIOR TO THE COMMENCING OF CONSTRUCTION.
 - THE SPECIFIED COMPRESSIVE CONCRETE STRENGTH (AT 28 DAYS) SHALL BE:
FOR PRECAST UNITS: 40MPa CLASS C-1
FOR CAST-IN-PLACE: 30MPa CLASS F-1
 - CLEAR COVER TO REINFORCING STEEL IN CONCRETE SHALL BE:
PRECAST CONCRETE
- BOTTOM OF CULVERT TOP SLAB 40mm ±10mm
- REMAINDER 50mm ±10mm
CAST-IN-PLACE CONCRETE
- 100mm ±25mm - CONCRETE AGAINST OR PERMANENTLY EXPOSED TO EARTH
- 70mm ±20mm - REMAINDER, UNLESS OTHERWISE NOTED.
 - DETAIL, BEND, PLACE AND SUPPORT REINFORCING STEEL TO CONFORM TO THE REINFORCING STEEL MANUAL OF STANDARD PRACTICE AND CSA A23.1-09, UNLESS NOTED OTHERWISE.
 - EXPOSED EDGES TO BE CHAMFERED 20x20 EXCEPT AS NOTED.
 - REINFORCING SHALL BE DEFORMED WELDED WIRE FABRIC TO ASTM A497M (Fy=500 MPa) AND DEFORMED BARS CONFORMING TO CSA STANDARD G30.18-09m, GRADE 400W.
 - CONTRACTOR TO DESIGN, SUPPLY AND INSTALL PRECAST REINFORCED CONCRETE UNITS FOR THE SIZE, DEPTH AND LOADS INDICATED ON THE DRAWINGS, DETAILS FOR HEADER WALLS TO BE AS SHOWN.
 - PROVIDE WATER TIGHT JOINTS BETWEEN ALL PRECAST CONCRETE SEGMENTS AS PER MANUFACTURER SPECIFICATIONS.
 - DIMENSIONS AND ELEVATION SHOWN TO EXISTING CONDITIONS ARE TO BE FIELD VERIFIED.
 - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER STRUCTURAL DETAIL DRAWINGS.
 - SOIL BEARING CAPACITY:
SERVICEABILITY LIMIT STATE: 150 KPa (UNFACTORED)
ULTIMATE LIMIT STATE: 200 KPa (FACTORED)
THE GEOTECHNICAL ENGINEER TO VERIFY THIS REQUIREMENT PRIOR TO PLACING BOX CULVERT AND CONCRETE.
 - DO NOT SCALE THESE DRAWINGS.



- CONSTRUCTION NOTES:**
- BACKFILL SHALL BE PLACED SIMULTANEOUSLY BEHIND BOTH SIDES OF CULVERT KEEPING THE HEIGHT OF THE BACKFILL APPROXIMATELY THE SAME. AT NO TIME SHALL THE DIFFERENCE IN ELEVATION BE GREATER THAN 500mm.
 - THE SUB-BASE SHALL BE FREE FROM FROZEN MATERIAL AND SHALL BE COMPACTED TO SPECIFICATIONS. FROZEN AND SOFTENED MATERIALS SHALL BE REMOVED AND REPLACED WITH SUITABLE COMPACTED MATERIALS. OBTAIN ACCEPTANCE REGARDING SUB-BASE MATERIAL AND COMPACTION FROM THE OWNER'S REPRESENTATIVE PRIOR TO PLACING CONCRETE.

APPLICABLE STANDARDS:
OPSD 3190.100WALLS RETAINING AND ABUTMENT WALL DRAIN



APPROVALS			
Design	Checked		
Drawn	Checked		
Scale	AS SHOWN		
Date	MARCH 2022		

**PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION**

**LAKESHORE ROAD WEST
IMPROVEMENTS - McCRAANEY
CREEK CULVERT REPLACEMENT
TOWN OF OAKVILLE**

Figure 6-1
GENERAL ARRANGEMENT

wood.

Contract No.
Consultant File No.
TPB166147

Path: P:\2016\Projects\TPB166147 - Oakville Lakeshore EA\06_DES-ENG\01_CAD\02_DWG\03_STRUC\02_CON\TPB166147-501.dwg
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