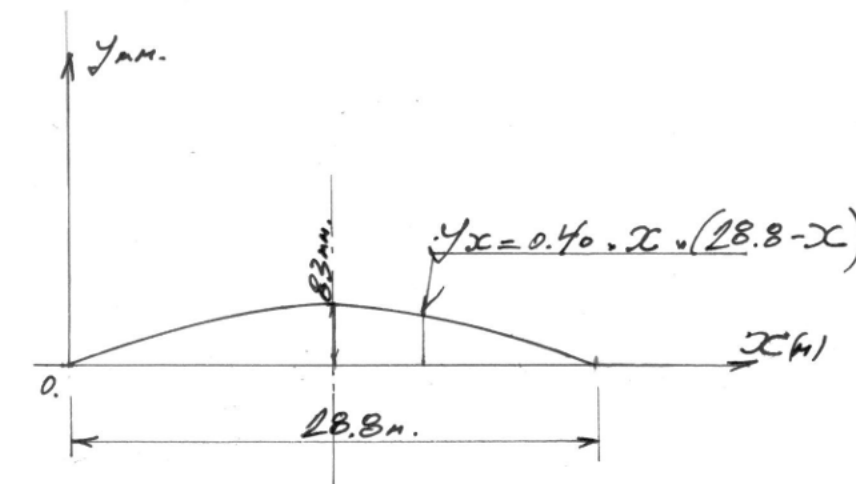
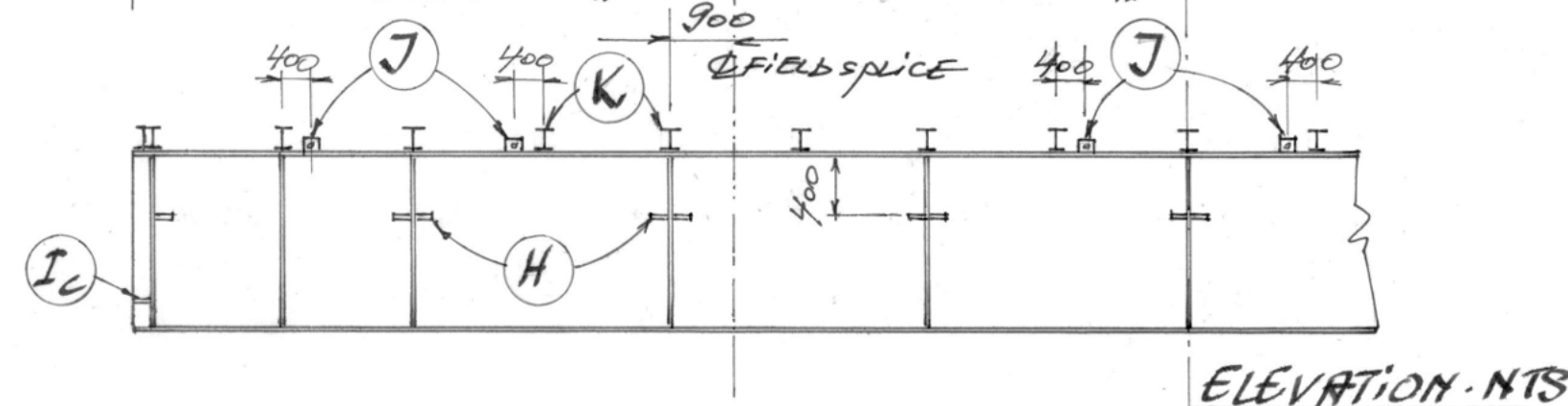
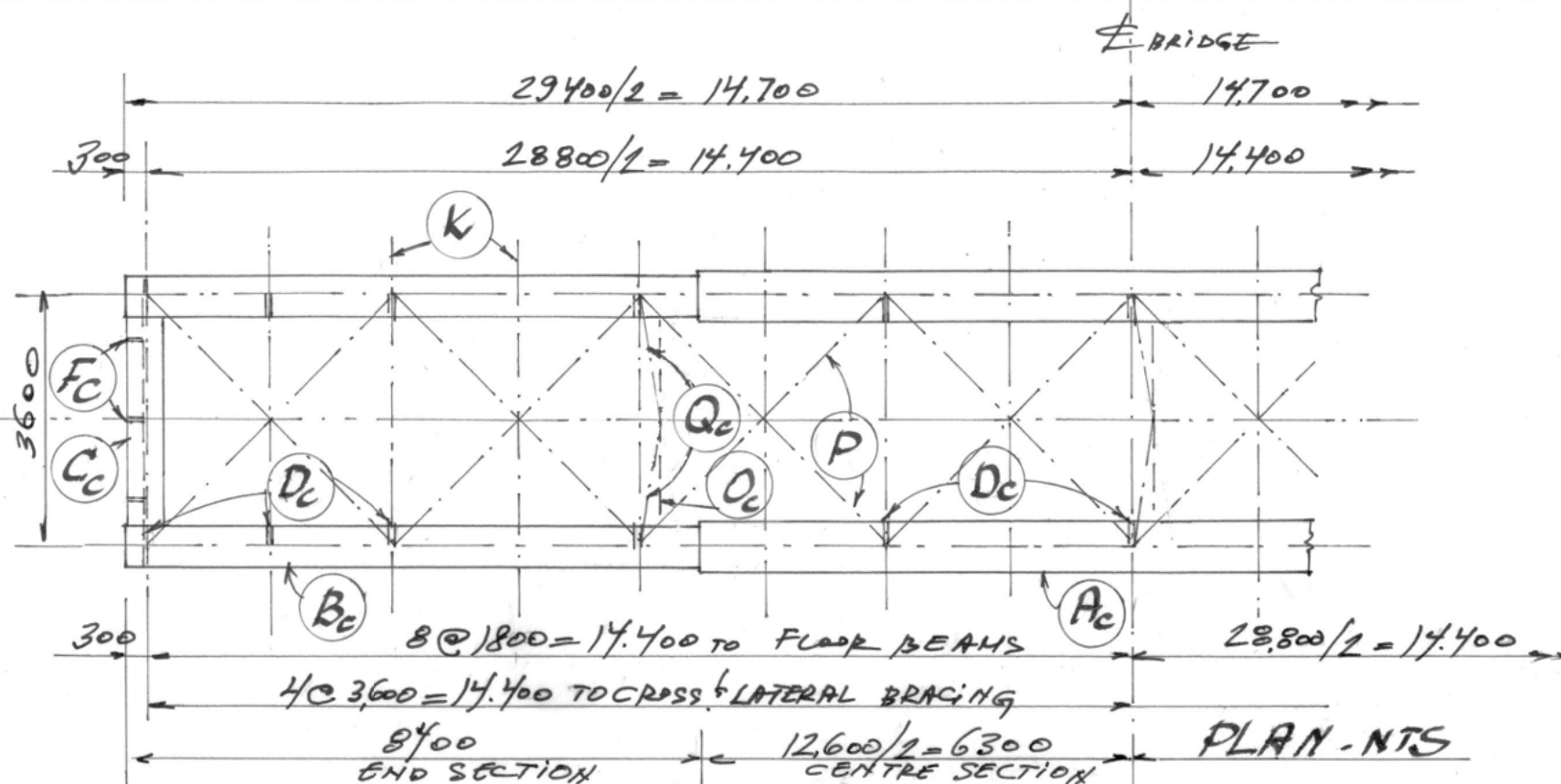


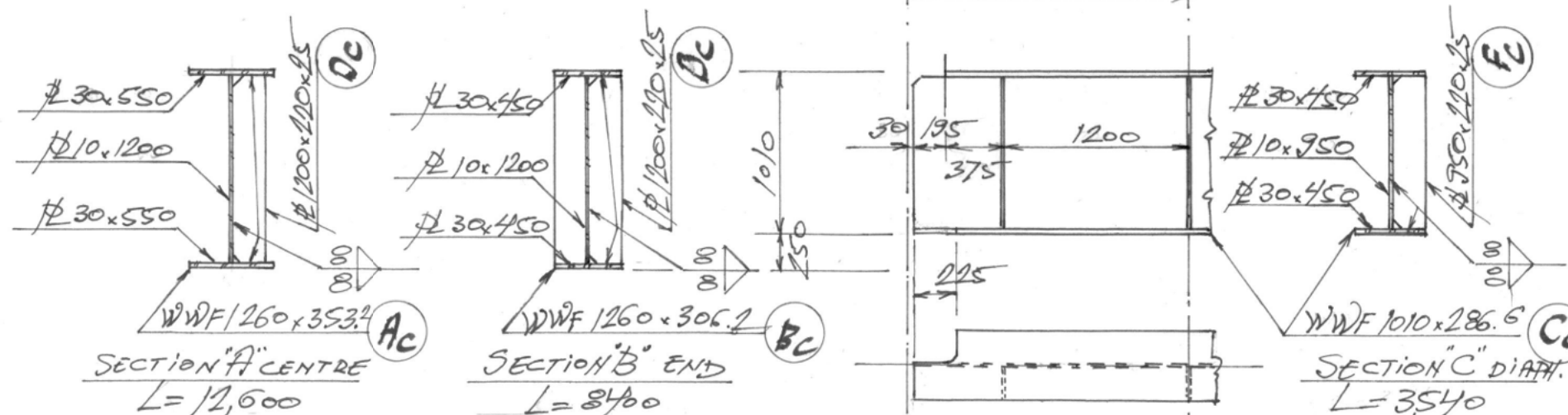


General notes:

- Design CAN/S6-00
- Live Load CL-625
- Dead Load 11.65 kN/m per girder

Material:

1. Material for bottom flanges and webs of girders and detail material welded to them to be G40.21M 350AT impact category 4 and are to be fabricated in accordance with S6-00, Clause 10.23 as FCM
2. All other steel not included above, (diaphragms, lateral and cross bracing, etc.) to conform to G40.21M 350A.
3. HSS for bridge rail to be G40.21M 350W hot dip galvanised. Bleeding holes are not allowed on base plates of the rail posts.
4. All bolted connections to be made with high strength bolts conforming to ASTM -A325. All bolts to be 7/8" diameter, except that bolts of 3/4" diameter are to be used for floor beams to top flange connections. Bolt holes to be drilled 2mm larger than specified bolts.
5. Girders are to meet the camber diagram shown on drawing 1



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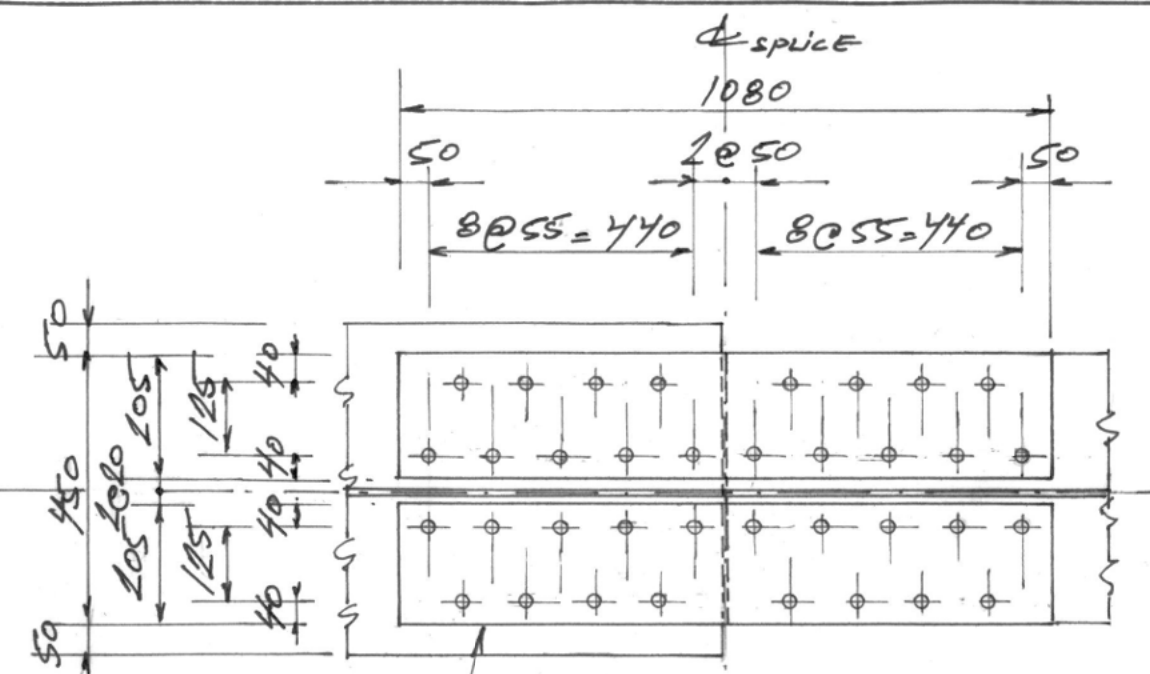
Rankin Inlet, NU
Char River Bridge
L = 29.4m

Girder Plan, Elevation, Sections,
Camber and General Notes

Char -1of3

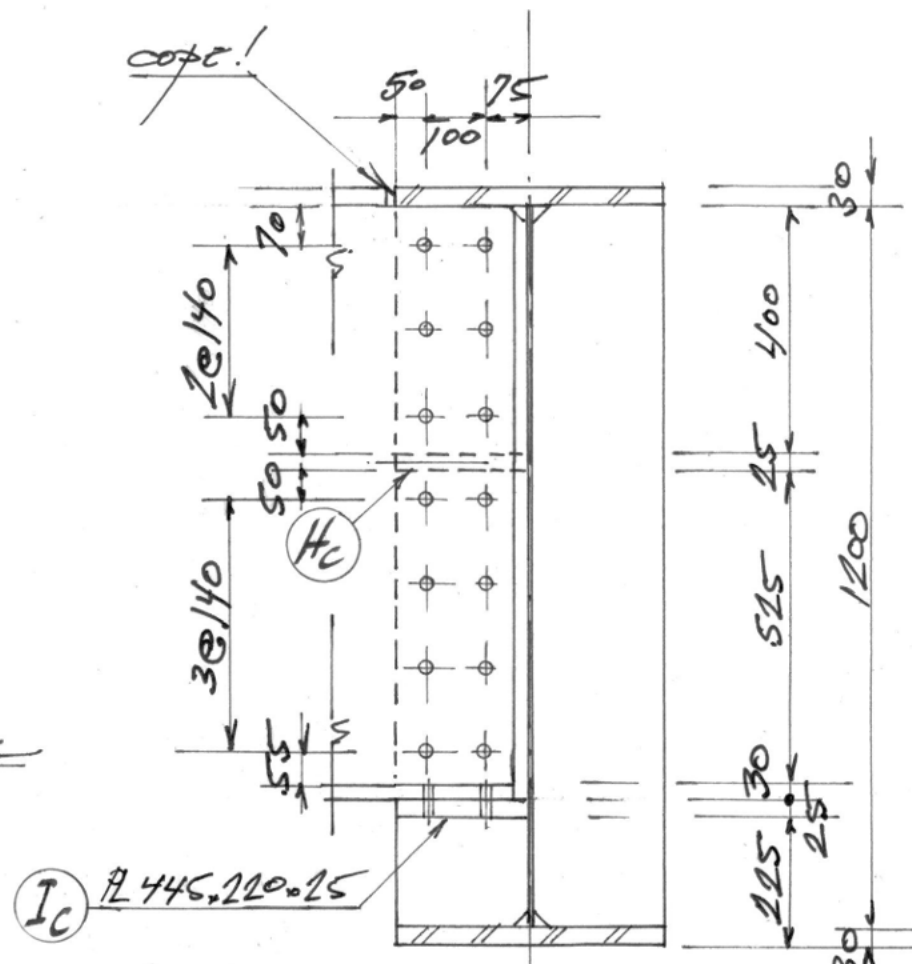
MATERIAL TABLE

mark	Qty	Designation	Unit	Mass	L/A	Weight	Description
					m/m2	kg	
Ac	2	WWF 1260 x 353.2	kg/m	353.20	12.600	8,901	Centre Girder
Bc	4	WWF 1260 x 306.2	kg/m	306.20	8.400	10,288	End Girder
Cc	2	WWF 1010 x 286.6	kg/m	286.60	3.540	2,029	End Diaphragm
						21,218	
Dc	26	PL 1200 x 220 x 25	kg/m ²	196.25	0.264	1,347	Stiffeners on A&B
Fc	6	PL 950 x 220 x 25	kg/m ²	196.25	0.209	246	Stiffeners on C
Gc	3	PL 410 x 225 x 25	kg/m ²	196.25	0.092	54	gusset Cross Br
						1,647	
Hc	16	PL 240 x 220 x 25	kg/m ²	196.25	0.053	166	Gusset lateral br
Ic	4	PL 220 x 220 x 25	kg/m ²	196.25	0.048	38	Gusset on Diaph.
J	6	PL 200 x 140 x 30	kg/m ²	235.50	0.028	40	Lifting Lug
						243	
K+K1	19	W 250 x 58	kg/m	58.20	7.148	7,904	Floor Beam
L	102	PL 225 x 95 x 20	kg/m ²	157.00	0.021	336	Sm. Stiffener Fl. B.
M	68	PL 224 x 195/95 x 20	kg/m ²	157.00	0.033	352	Big Stiffener Fl. B.
N	68	PL 400 x 100 x 16	kg/m ²	125.60	0.040	342	Ext. Bot. Fla Fl.B.
						8,934	
O	6	L 76 x 76 x 7.9	kg/m	9.00	3.450	186	Bottom Cross Br
P	16	L 102 x 102 x 7.9	kg/m	12.20	4.824	942	Lateral Brace
Q	12	L 76 x 76 x 7.9	kg/m	9.00	1.800	194	Cross Brace
R	8	PL 100 x 100 x 25	kg/m ²	196.25	0.010	16	Spacer Plate
						1,338	
S	4	HSS 102 x 102 x 48	kg/m	14.10	29.400	1,658	Bridge Rail
T	34	HSS 152 x 102 x 8	kg/m	28.40	0.900	869	Rail Post
U	34	PL 292 x 200 x 20	kg/m ²	157.00	0.058	312	Rail Base Plate
						2,839	
V	2	L 102 x 102 x 7.9	kg/m	12.20	6.5	159	Ramp support
W	36	PL 90 x 30 x 25	kg/m ²	196.25	0.003	19	Ramp keeper bar
X	48	W 100 x 19	kg/m	19.00	0.886	808	Ramp main beam
Y	36	PL 2170 x 150 x 10	kg/m ²	78.50	0.326	920	Ramp top plate
Z	12	PL 2170 x 114 x 16	kg/m ²	125.60	0.247	373	Ramp face plate
						2,278	
ac	16	PI 1080 x 205 x 16	kg/m ²	125.60	0.221	444	splice flange small
bc	8	PI 1080 x 450 x 15	kg/m ²	125.60	0.486	488	splice flange big
fc	8	PI 1,120 x 340 x 10	kg/m ²	78.50	0.381	239	splice web
						1,172	
					total	39,670	



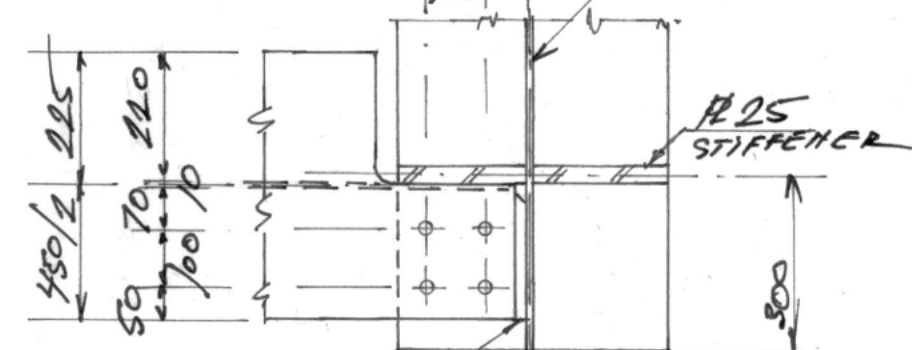
FIELD SPLICE 1:12.5
TOP & BOTTOM FLANGE $A_c \times B_c$

(a) $2 \times 1080 \times 105 \div 16$
(b) $1 \times 1080 \times 450 \div 16$



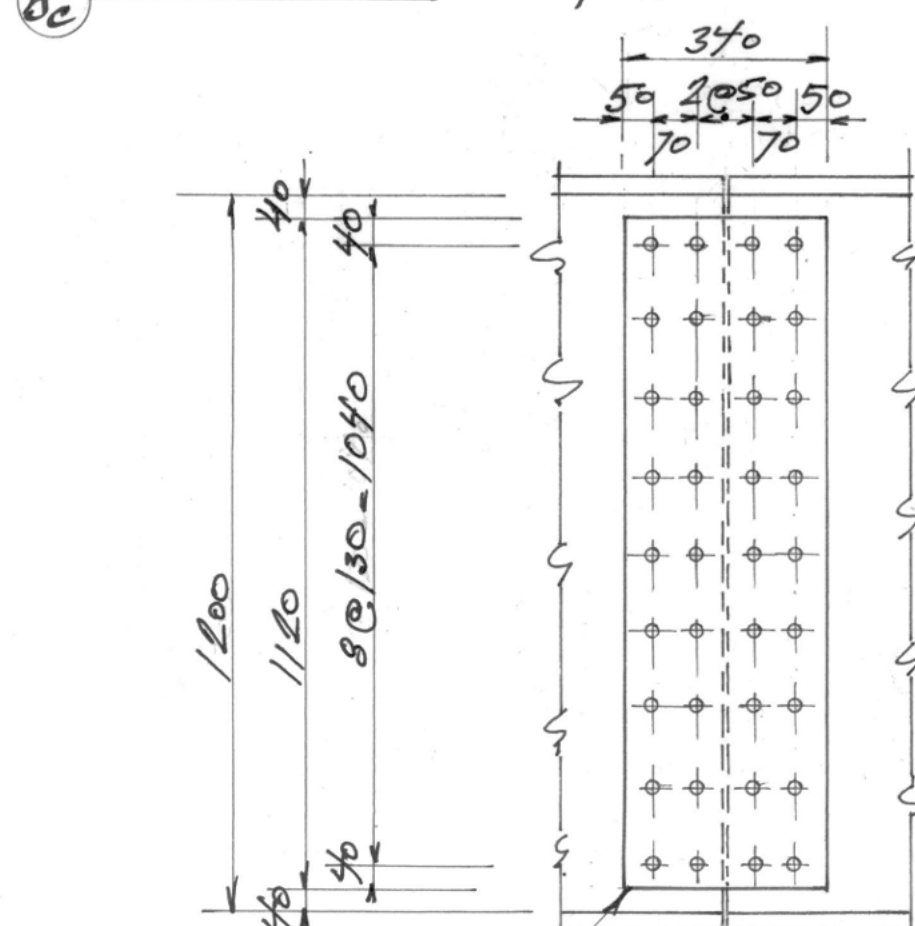
BACK VIEW 1:12.5

(Ic) $PL 445 \times 220 \times 25$



PLAN 1:12.5
END DIAPHRAGM CONNECTION.

(Ic)



WEB SPLICE 1:25
 $A_c \times B_c$

(fc) $2 \times 1120 \times 340 \times 10$



02 APRIL 2011



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Rankin Inlet, NU
Char River Bridge
L= 29.4m
Field Splices, End Diaphragm,
Material Table