



Centre
Wellington

Centre Wellington Victoria Street Pedestrian Bridge Public Information Centre

Welcome

Welcome to the final Public Information Centre (PIC) meeting for the Victoria Street Pedestrian Bridge.

In 2017, the Township of Centre Wellington completed an Environmental Assessment (EA) to move forward with the reinstatement of the Victoria Street Bridge superstructure. The reinstatement of the structure as a pedestrian bridge will provide significant improvements for access to downtown Elora, especially during the replacement of the Badley (Metcalf Street) Bridge.

The Environmental Assessment completed in 2017 included: consultation with the community, stakeholders and agencies; development of Bridge Design Guidelines (Stantec, 2016); and preparation of a Cultural Heritage Report and a Heritage Impact Assessment. During this time, Township and consultant staff generated and evaluated alternative bridge designs with input from the consultation process and the background studies, and the preferred concept was documented in the Project File (EA Report).

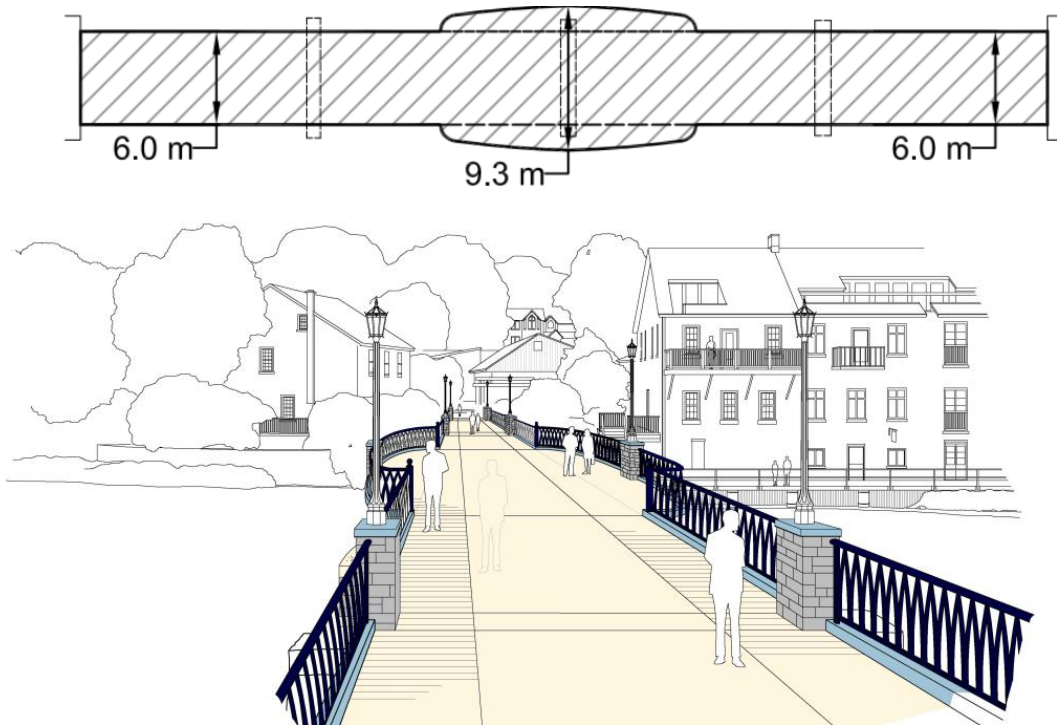
In May 2017 the Township, in consultation with BT Engineering, began the detail design of the structure.



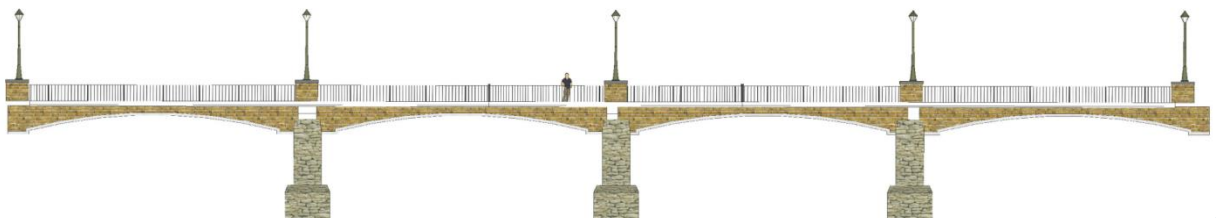
Historic Victoria Street Vehicle Bridge

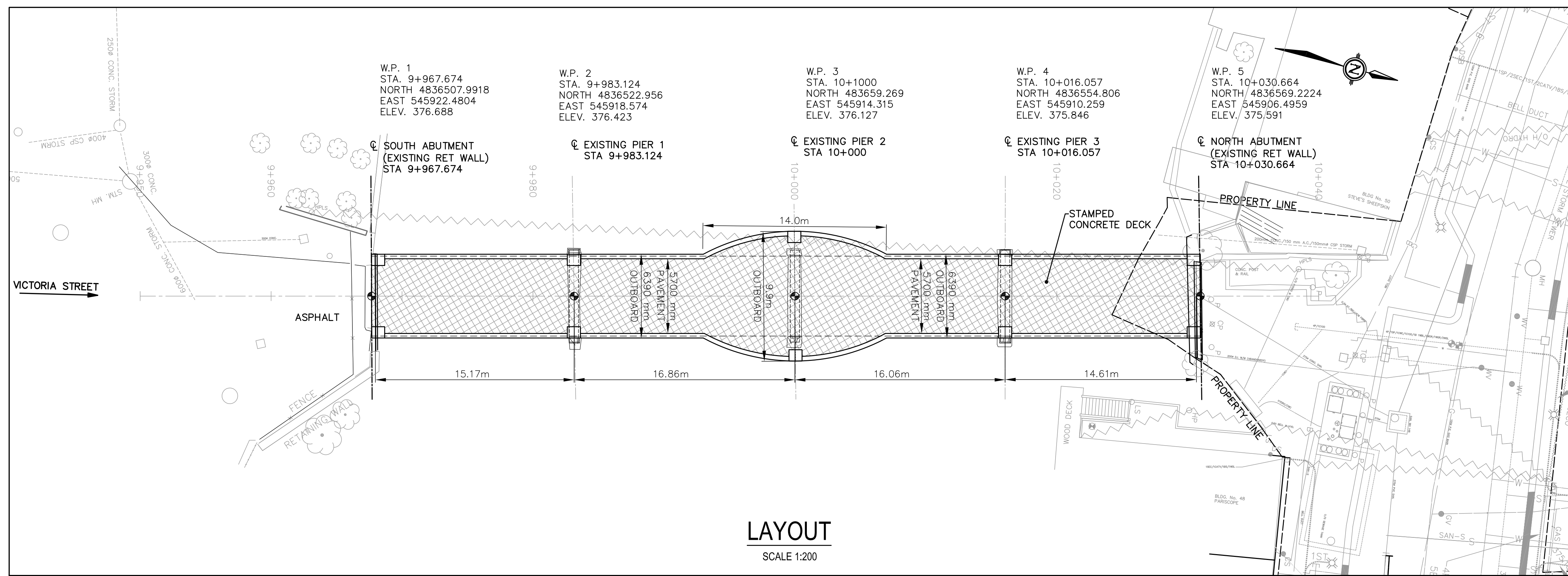
Background

In November 2017, a Public Information Centre (PIC) and Special Council Meeting was held for the public to vote and provide input on the preferred deck configuration and bridge design. Based on the public vote and the subsequent approval from Council, a bridge design was selected that included a 6 m deck width with circular belvederes at mid-span. This design concept is illustrated below.

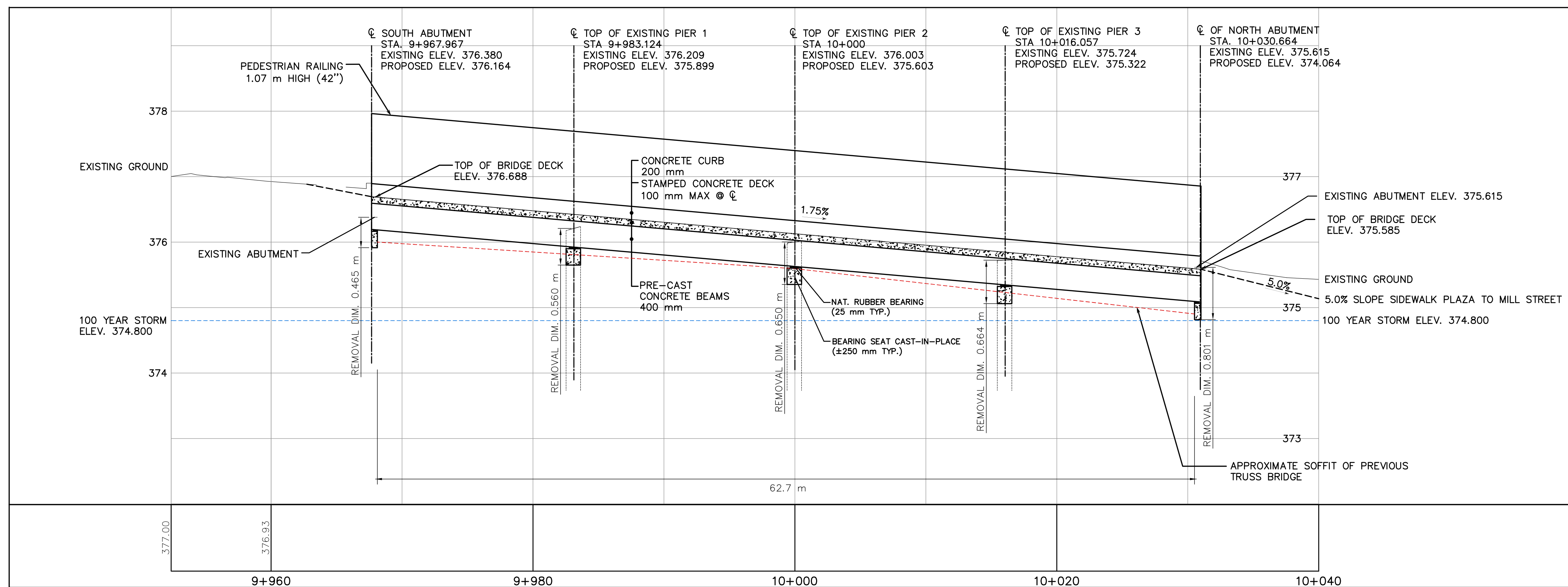


This concept was further developed during detailed design and is scheduled for construction this summer. The following exhibits illustrate renderings and contract drawings of the structure. The complete tender package is available on the resource table.





LAYOUT
SCALE 1:200



ELEVATION
SCALE: HORZ:1:200 VERT: 1:40

Key Map
Scale: N.T.S.

- Notes:
1. THE LOCATION OF UTILITIES IS APPROXIMATE ONLY. THE EXACT LOCATION SHOULD BE DETERMINED BY CONSULTING THE MUNICIPAL AUTHORITIES AND UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL PROVE THE LOCATION OF UTILITIES AND SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION FROM DAMAGE.
 2. DRAWINGS PLOTTED HALF SIZE (11x17) ARE NOT TO SCALE.

Legend:

No.	REVISIONS	Date	By	App.
3.	ISSUED FOR TENDER	03/28/18	A.D.	S.T.
2.	ISSUED FOR 60% REVIEW	02/15/18	A.D.	S.T.
1.	30% REVIEW	01/15/18	A.D.	S.T.



BTE ENGINEERING
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London, ON N6J 1V1
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Owner/Client:



Location:
VICTORIA STREET PEDESTRIAN BRIDGE
ELORA, ONTARIO

Title:
GEOMETRY AND LAYOUT

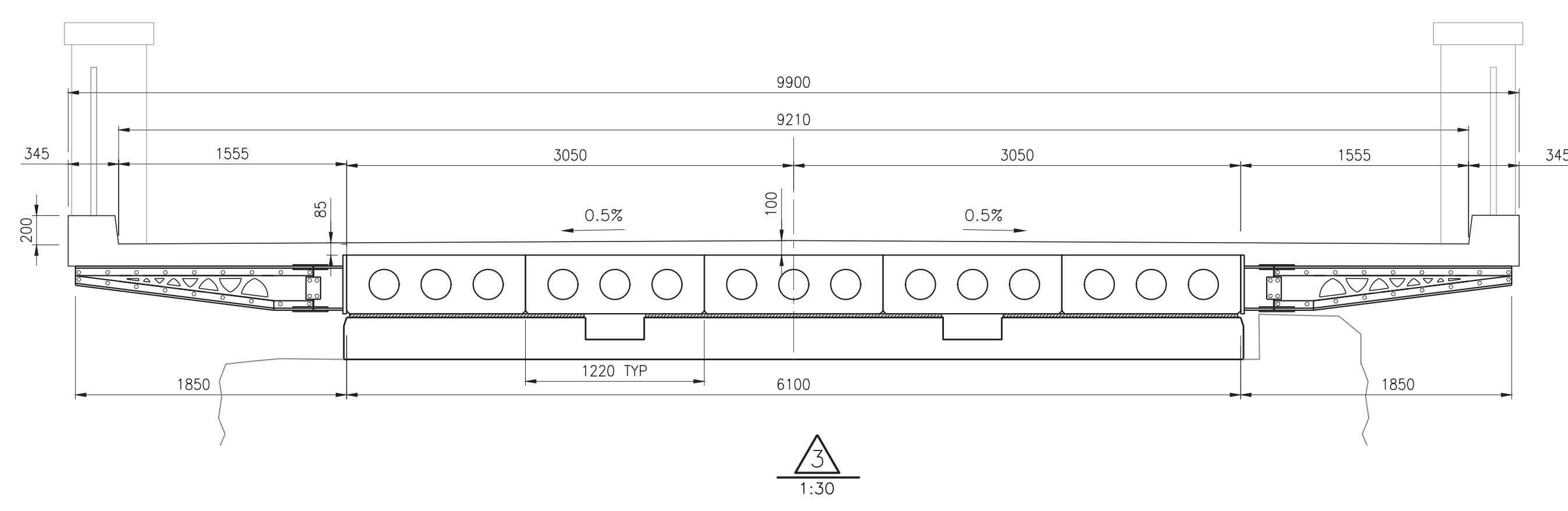
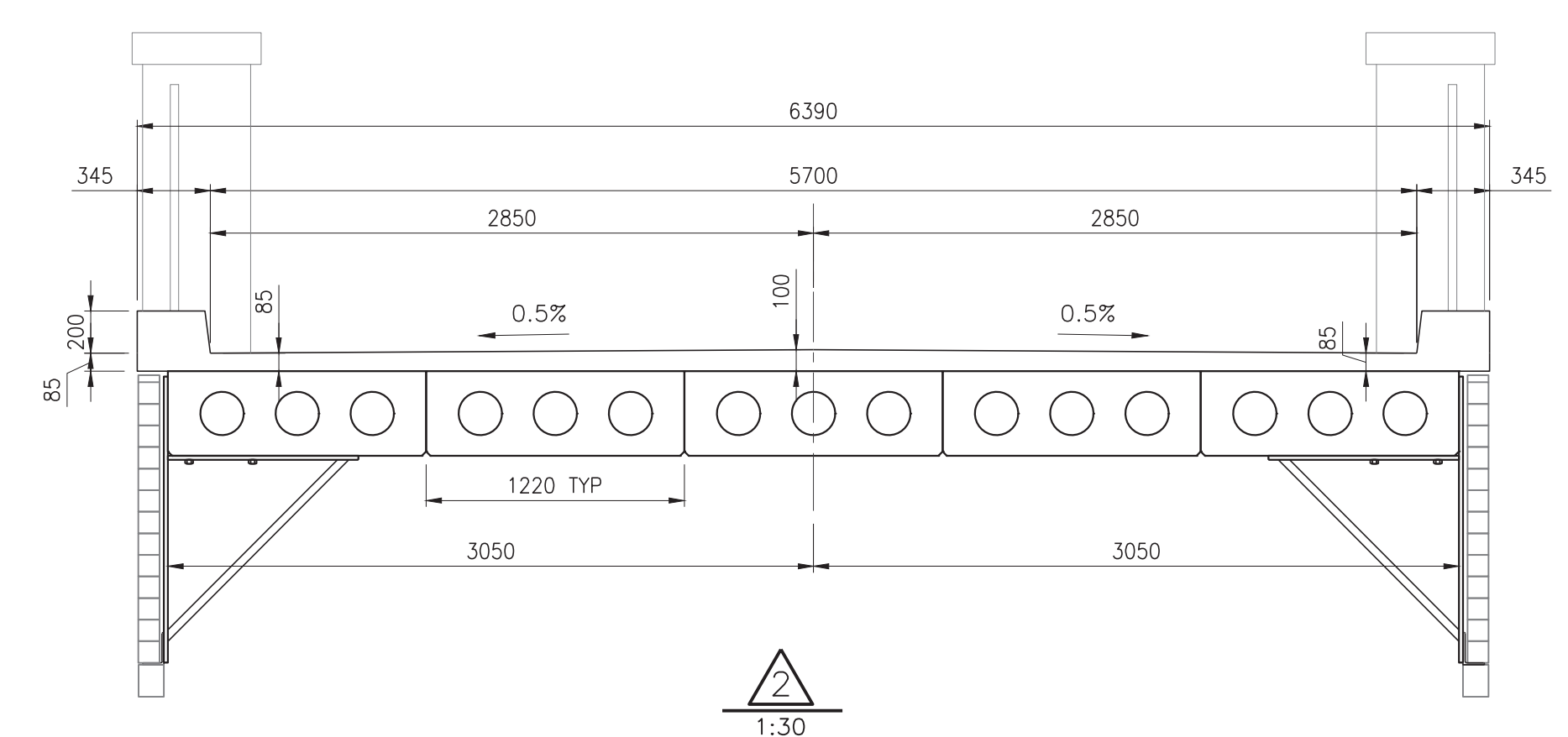
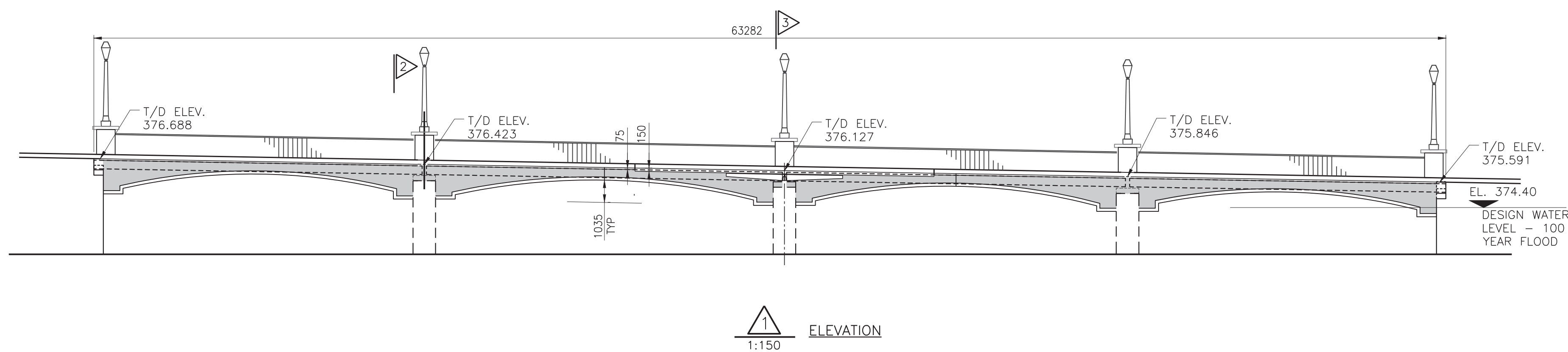
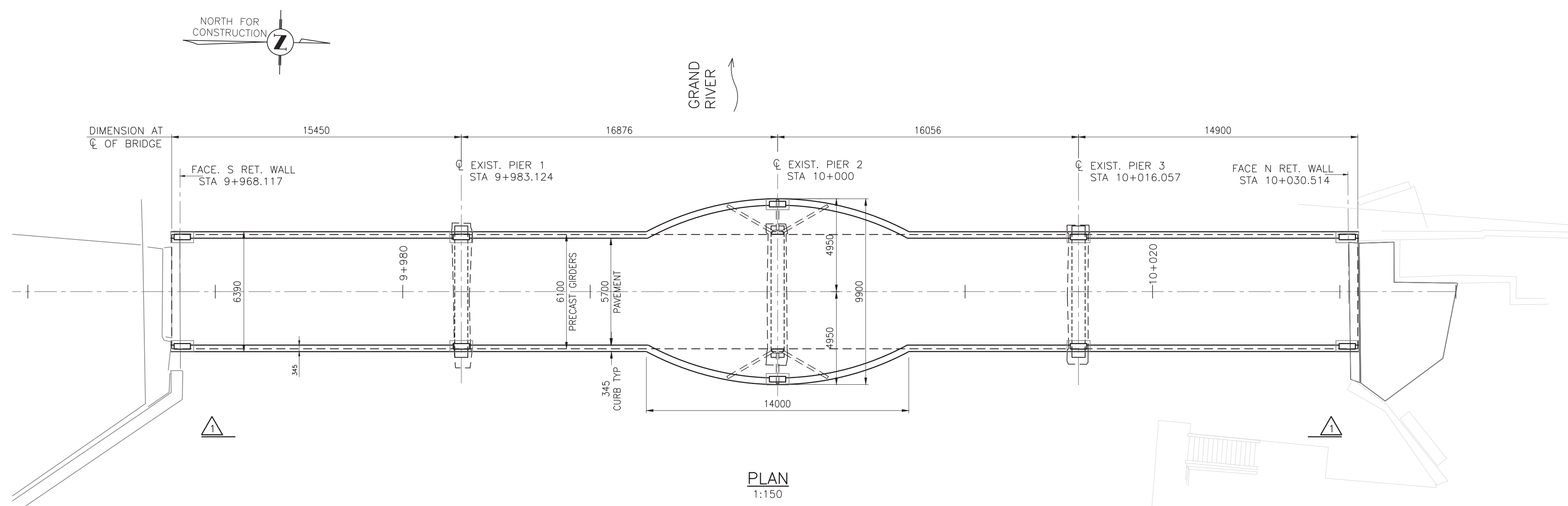
Designed By: S.T. Checked By: n/a Date: March 2018
Drawn By: A.D. Checked By: n/a Project No.: 17-012

Scale:
As Noted

Drawing No.:

C-003

NOTE:
ALL DIMENSION SHOWN ARE IN METRES AND/OR MILLIMETRES UNLESS NOTED OTHERWISE.



GENERAL NOTES

- THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE CANADIAN HIGHWAY BRIDGE DESIGN CODE (CAN/CSA-S6-14).
- ALL WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CANADIAN HIGHWAY BRIDGE DESIGN CODE AND THE ONTARIO BUILDING CODE.
- VERIFY ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK. REPORT ANY DISCREPANCIES. DO NOT SCALE THESE DRAWINGS. CONFIRM DIMENSIONS OF EXISTING PIER AND ABUTMENTS PRIOR TO START OF FABRICATION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SAFEGUARD ALL EXISTING STRUCTURES AFFECTED BY THIS CONSTRUCTION.
- MAKE ADEQUATE PROVISIONS FOR CONSTRUCTION STRESSES, WEATHER PROTECTION AND FOR SUFFICIENT TEMPORARY BRACING AND SHORING TO KEEP THE STRUCTURE PLUMB AND LEVEL DURING ALL PHASES OF THE WORK.
- WHERE REFERENCE IS MADE TO A CSA OR ASTM STANDARD, THE LATEST EDITION IS IMPLIED, INCLUDING ALL UPDATES, SUPPLEMENTS AND ADDENDUMS.

LOADING

- UNIFORMLY DISTRIBUTED LIVE LOAD = 4.0 kPa
- WIND LOAD: $q_w = 0.36$ kPa
- SNOW LOAD: $S_s = 2.2$ kPa
 $S_r = 0.4$ kPa
- MAINTENANCE VEHICLE LOAD: 80 kN CVW
24 kN FRONT AXLE
56 kN REAR AXLE
2000 mm WHEEL BASE
1600 mm AXLE WIDTH
28 kN (250mmx150mm FOOTPRINT)
4.6 kPa

CONCRETE

- ALL CONCRETE PRODUCTION AND PLACEMENT TO CONFORM TO CSA STANDARD CAN/CSA - A23.1-14/A23.2-14.
- CLASS OF CONCRETE SHALL BE AS FOLLOWS:
PRECAST = 50 MPa
REMAINDER UNLESS NOTED OTHERWISE = 30 MPa
- CLEAR COVER TO REINFORCING STEEL SHALL BE 70±20 mm UNLESS NOTED OTHERWISE
- CHAMFER ALL EXPOSED CORNERS OF CONCRETE.
- REINFORCING STEEL:

- REINFORCING STEEL SHALL BE IN ACCORDANCE WITH CSA STANDARD G30.15, GRADE 400W UNLESS OTHERWISE SPECIFIED.
- BAR MARKS WITH PREFIX 'S' DENOTE STAINLESS STEEL BARS.
- STAINLESS STEEL REINFORCING BARS SHALL BE TYPE 316LN OR DUPLEX 2205 AND HAVE MINIMUM YIELD STRENGTH OF 500 MPa.
- 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 DRAWING SS12-1 UNLESS INDICATED OTHERWISE.

LIST OF DRAWINGS:

- S-01 GENERAL ARRANGEMENT
- S-02 PIERS AND ABUTMENTS
- S-03 PRECAST CONCRETE SLABS
- S-04 DECK LAYOUT AND REINFORCEMENT
- S-05 STRUCTURAL DETAILS AT PIER 2
- S-06 MASONRY SUPPORT FRAMING

LIST OF ABBREVIATIONS

- WP - DENOTES WORK POINT
- T/D - DENOTES TOP OF DECK
- T/P - DENOTES TOP OF PAVEMENT
- ABUT - DENOTES ABUTMENT
- BRGS - DENOTES BEARINGS
- CJ - DENOTES CONSTRUCTION JOINT
- CONC - DENOTES CONCRETE
- FIX - DENOTES FIXED BEARINGS
- EXP - DENOTES EXPANSION BEARINGS
- TYP - DENOTES TYPICAL
- EXIST - DENOTES EXISTING
- EL. - DENOTES ELEVATION
- MIN - DENOTES MINIMUM
- O.F. - DENOTES OUTSIDE FACE
- I.F. - DENOTES INSIDE FACE
- E.F. - DENOTES EACH FACE

STRUCTURAL STEEL

- DESIGN, FABRICATION AND ERECTION SHALL CONFORM TO CAN/CSA STANDARDS S6-14 AND S16-14.
- ALL STRUCTURAL STEEL TO BE IN ACCORDANCE WITH CSA STANDARD G40.21M, GRADE 350W FOR ROLLED SHAPES, GRADE 350W CLASS C FOR HSS SECTIONS, AND GRADE 350W FOR PLATE, CHANNELS, AND ANGLES UNLESS NOTED OTHERWISE.
- BOLTS TO BE GALVANIZED ASTM A325. BOLT THREADS TO BE EXCLUDED FROM THE SHEAR PLANE.
- ALL WELDING IS TO CONFORM TO CSA STANDARD W59.1 AND IS TO BE UNDERTAKEN BY A FABRICATOR QUALIFIED IN ACCORDANCE WITH CSA STANDARD W47.1. THE CONTRACTOR IS ADVISED TO REMOVE GALVANIZING FOR THE AREAS REQUIRING FIELD WELDING PRIOR TO START OF WELDING OPERATIONS.
- INSPECTION IS REQUIRED FOR ALL WELDS.
- GALVANIZE ALL STEEL COMPONENTS. GALVANIZING TO CONFORM TO CSA STANDARD G164, MINIMUM COATING OF 600 g/m².
- TOUCH UP ALL GALVANIZING WITH TWO COATS OF GALVAFROID OR APPROVED EQUAL. TAKE CARE TO ENSURE ALL GALVANIZING AT FIELD WELDING IS FULLY RESTORED.

2	28 MAR 2018	ISSUED FOR TENDER	D.H.
1	15 FEB 2018	ISSUED FOR 60% REVIEW	D.H.
0	--FEB 2018	ISSUED FOR REVIEW	D.H.
REV.	DATE	DESCRIPTION	BY

CONSULTANT: **BROWN | CO**

PREPARED FOR: **BTE**

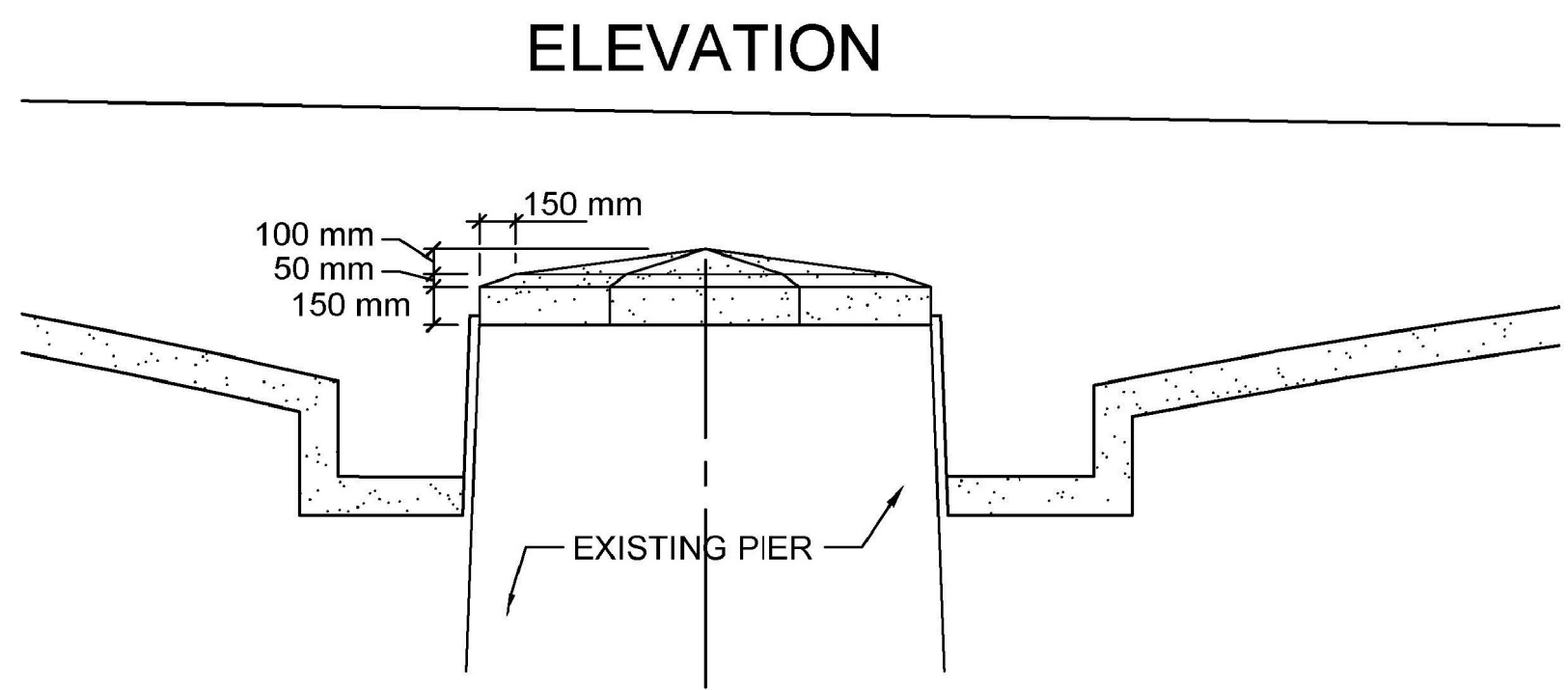
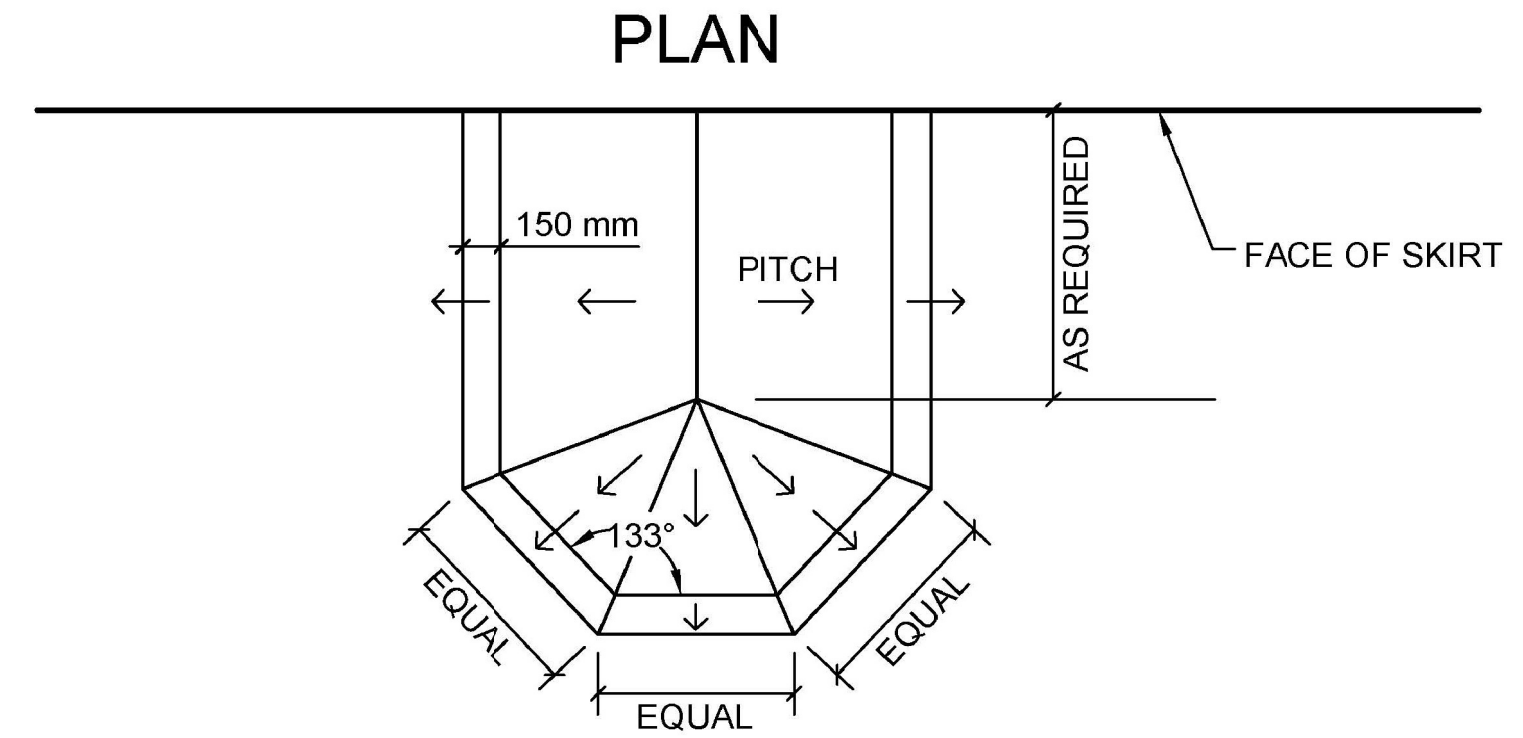
VICTORIA STREET PEDESTRIAN BRIDGE - ELORA, ONTARIO
GENERAL ARRANGEMENT

DES	D.H.	JANUARY2018	FILE NAME:	JOB	DRAWING	REV
DRW	B.U.	JANUARY2018		2017-124	S-01	2
CHK	S.B.	JANUARY2018	SCALE AS INDICATED			

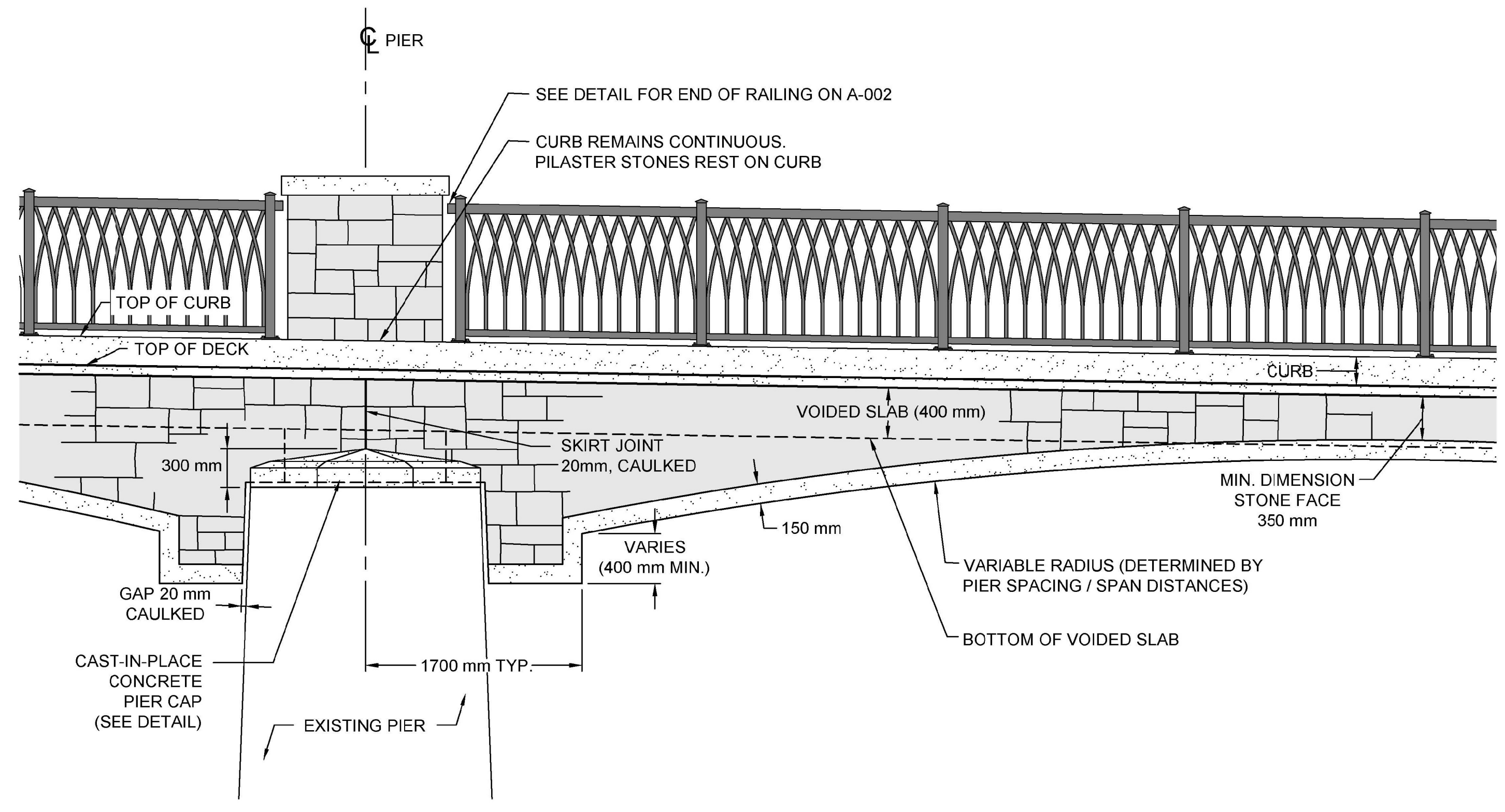


DRAWING NOT TO BE SCALED
100mm ON ORIGINAL DRAWING

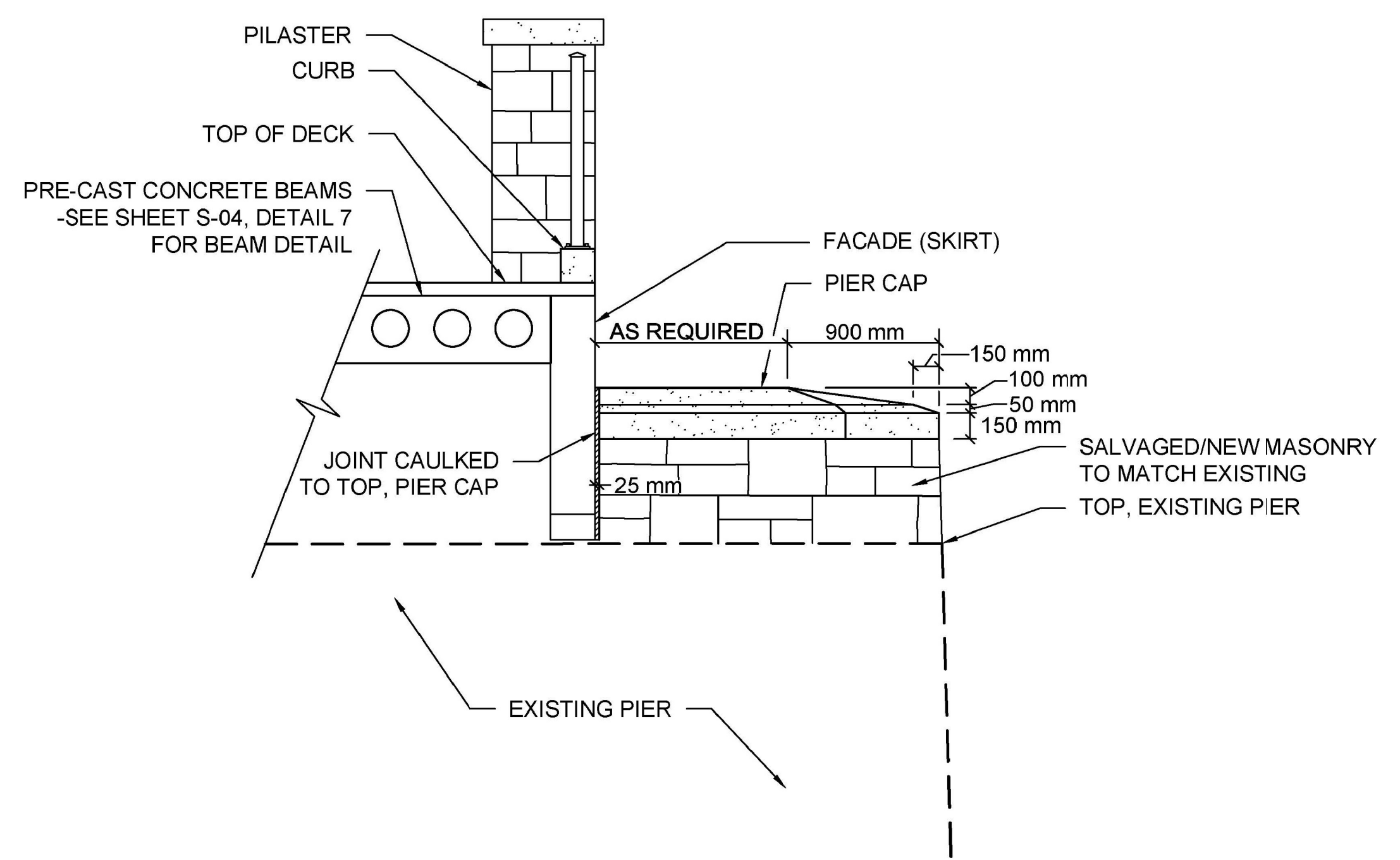
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 20180102 09:40:15 AM
 S.D. BROWN



**PRE-CAST CONCRETE
PIER CAP DETAIL**
N.T.S.



PARTIAL ELEVATION
N.T.S.



SECTION/ ELEVATION A-A
N.T.S.



SLATE STAMP ON BRIDGE DECK
N.T.S.

Key Map
Scale: N.T.S.

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1.	ISSUED FOR 60% REVIEW	1/15/18	J.G.	J.G.



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Owner/Client:



Location:
VICTORIA STREET PEDESTRIAN BRIDGE
ELORA, ONTARIO

Title:
ARCHITECTURAL TREATMENT CONCEPTS

Designed By: J.G. Checked By: S.J.T. Date: April 2018
Drawn By: J.G. Checked By: Project No.: 17-012

Scale:
N.T.S.

Drawing No.:
A-001

C:\Users\jg\OneDrive\Documents\Projects\Victoria St Ped Bridge - A-001-001.dwg, Apr 03, 2018 - 11:45am