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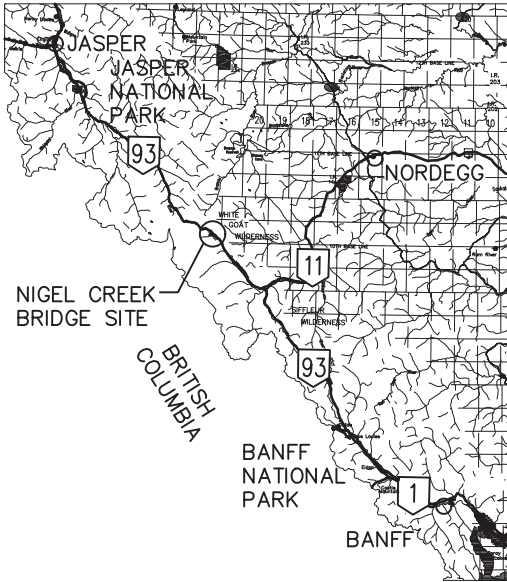
REAL PROPERTY SERVICES
Western Region



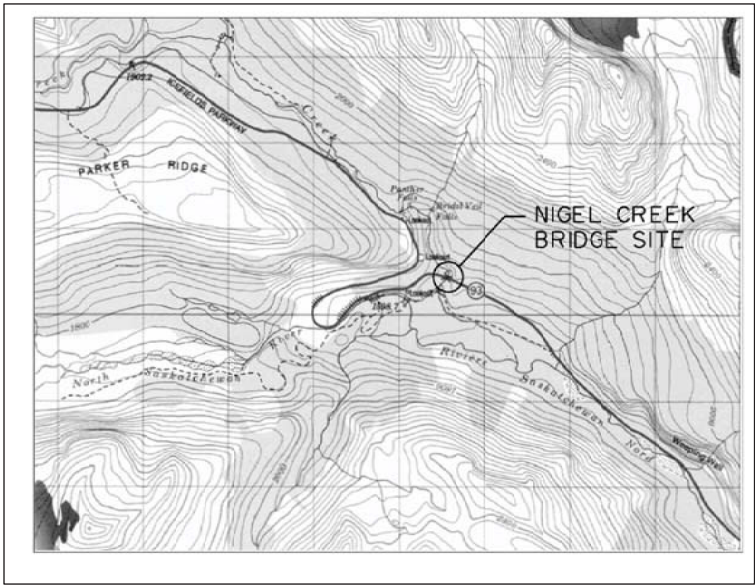
Parks
Canada

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Canada

NIGEL CREEK BRIDGE REHABILITATION
HWY 93N - ICEFIELDS PARKWAY km 108.6
BANFF NATIONAL PARK
Project No. 418894



VICINITY PLAN



LOCATION PLAN

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MOST
Engineering (2001) Ltd.

AS-BUILT
SEPTEMBER 2009

GENERAL

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT ALBERTA INFRASTRUCTURE AND TRANSPORTATION SPECIFICATIONS FOR BRIDGE CONSTRUCTION, UNLESS NOTED OTHERWISE.
3. FIELD CONFIRM ALL APPLICABLE DIMENSIONS PRIOR TO FABRICATION OF NEW COMPONENTS.

DESIGN DATA

1. DESIGN SPEED : 100 km/h.
2. DESIGN SPECIFICATION : CAN/CSA S6-06.

CONCRETE NOTES

1. PORTLAND CEMENT SHALL CONFORM TO THE REQUIREMENTS OF CSA STANDARD A5-98, TYPE 10.
2. ALL CAST-IN-PLACE CONCRETE SHALL BE ALBERTA INFRASTRUCTURE AND TRANSPORTATION TYPE "c" AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 35 MPa.
3. CONCRETE COVER TO REINFORCEMENT FOR CAST-IN-CONCRETE SHALL BE PROVIDED AS FOLLOWS UNLESS NOTED OTHERWISE:

a) CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH	100 mm
b) CONCRETE CAST AGAINST FORMWORK AND SUBSEQUENTLY EXPOSED TO EARTH OR WEATHER	70 mm
c) BRIDGE DECK TOP MAT	60 mm
d) BRIDGE DECK SOFFIT	40 mm
e) PIERS AND COLUMNS	60 mm
f) OTHER SURFACES NOT SPECIFIED ABOVE	70 mm
4. ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 20 mm UNLESS OTHERWISE NOTED.
5. PRIOR TO POURING CONCRETE, CHECK FOR ALL OPENINGS, ANCHOR BOLTS, INSERTS AND EMBEDDED ITEMS AS SHOWN ON THE DRAWINGS AND REPORT ANY DISCREPANCIES TO THE ENGINEER FOR CLARIFICATION.
6. GROUT SHALL BE OF THE NON-SHRINK, NON-METALLIC TYPE. MINIMUM 28 DAYS COMPRESSIVE STRENGTH SHALL BE 40 MPa UNLESS NOTED OTHERWISE.
7. CONCRETE FINISHES:
 - 1). ROUGH-FORM FINISH TO CSA A23.1-00 CLAUSE 24.3.5
BURIED SURFACES, AND CONCRETE NOT EXPOSED TO VIEW, HORIZONTAL AND VERTICAL JOINTS SHALL BE ALIGNED.
 - 2). RUBBED FINISH TO CSA A23.1-00 CLAUSE 24.3.7.4
ALL EXPOSED SURFACES SUCH AS PAPAPETS, CURBS, ABUTMENTS AND PIERS.NOTE: FINISH ON TOP OF DECK AND DECK JOINT BLOCKOUTS SHALL BE BROOM FINISH WITH 2 mm PROFILE OR AS REQUIRED BY WATERPROOF MEMBRANE MANUFACTURER.
8. CONCRETE DECK REPAIRS SHALL BE MOIST CURED FOR A MINIMUM 7 DAYS (MOIST CURED BY CONTINUOUS SPRINKLING AND ABSORPTIVE MAT OR FABRIC APPLIED AS SOON AS THE CONCRETE HAS HARDENED SUFFICIENTLY TO PREVENT SURFACE DAMAGE)
9. BONDING SURFACE BETWEEN NEW AND PREVIOUSLY POURED CONCRETE SHALL BE SATURATED SURFACE DRY.
10. ROUGHENED CONCRETE SURFACES SHALL BE ABRASIVE BLAST CLEANED TO SOUND CONCRETE IN ACCORDANCE WITH ASTM STANDARD D4259 TO A MINIMUM PROFILE OF 6 mm.
11. SALINE SEALER SHALL BE APPLIED TO ALL NEW CONCRETE SURFACES, EXCEPT DECK TOP.

REINFORCEMENT

1. REINFORCING STEEL SHALL BE IN ACCORDANCE WITH CAN/CSA-G30.18-M92 GRADE 400R.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED UNLESS NOTED OTHERWISE.
3. ALL LAPS OF REINFORCING BARS FOR SPLICES SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE:

	UNCOATED	UNCOATED TOP BARS *
10M	520	670
15M	740	960
20M	900	1160

* HORIZONTAL REINFORCMENT WITH MORE THAN 300 mm CONCRETE BELOW BARS.

MISCELLANEOUS METAL

1. MISCELLANEOUS METALWORK INCLUDING INSERT PLATES, BEARING PLATES, DECK JOINT ASSEMBLIES, STEEL PLATE AND SECTIONS SHALL CONFORM TO CAN/CSA-G40.21 TYPE 300W UNLESS NOTED OTHERWISE.
2. BOLTS SHALL CONFORM TO ASTM STANDARD A325M UNLESS NOTED OTHERWISE.
3. STUD SHEAR CONNECTORS SHALL CONFORM TO ASTM STANDARD A108, GRADE 1015.
4. ALL EXPOSED OR PARTIALLY EXPOSED ELEMENTS INCLUDING BOLTS, NUTS AND WASHERS SHALL BE HOT DIP GALVANIZED. GALVANIZING SHALL CONFORM TO CSA STANDARD CAN/CSA-G164-M, MINIMUM COATING OF 600g/m.
5. WHERE FUTURE WELDING DOES NOT PERMIT HOT DIP GALVANIZING, ELEMENTS SHALL BE ZINC METALIZED. ZINC GALVANIZING SHALL CONFORM TO CSA STANDARD G189.
6. WHERE GALVANIZING IS DAMAGED, REPAIR WITH TWO COATS OF A ONE COMPONENT ZINC-RICH COATING CONTAINING 96% NON-TOXIC ELECTROLYTIC ZINC POWDER (PURE TO 99.995%) AND NON-TOXIC SOLVENT.

DECK JOINTS

1. SANDBLAST BLOCKOUT AND EXPOSED REINFORCING STEEL PRIOR TO PLACING NEW CONCRETE.
2. INSTALL DECK JOINTS IN TWO STAGES USING JOINT INSTALLATION PROCEDURES SHOWN ON THIS DRAWING. STRIP SEAL SHALL BE INSTALLED IN ONE CONTINUOUS PIECE.
3. ALL DECK JOINT DIMENSIONS ARE NOMINAL, BASED UPON AS-BUILT DRAWING RECORDS, AND ARE PRIMARILY INTENDED FOR TENDERING PURPOSES. ALL DIMENSIONS SHALL BE FIELD CONFIRMED BY THE CONTRACTOR PRIOR TO FABRICATION. EXISTING CURB HEIGHTS SHALL BE VERIFIED UPON SURFACE REMOVAL.

MATERIALS AND FABRICATION

1. CONTINUOUS SEALING SYSTEM TO BE ONE OF THE FOLLOWING TYPES:
 - ELASTOMETAL: PS-100
 - DS BROWN: L-500
 - WERCHO: 135.100
2. STRIP SEAL SHALL BE NEOPRENE, NATURAL RUBBER OR APPROVED EQUIVALENT.
3. METAL EXTRUSIONS SHALL BE SUPPLIED IN TWO PIECES, STRIP SEAL SHALL BE SUPPLIED IN ONE CONTINUOUS LENGTH.
4. ALL WELDING SHALL CONFORM TO CURRENT AWS SPECIFICATION D1.5.
5. SHOP ASSEMBLE JOINTS FOR INSPECTION IN A RELAXED CONDITION WITH ERECTION ANGLES REMOVED. APPROVAL OF ASSEMBLY REQUIRED PRIOR TO APPLICATION OF ERECTION ANGLES.
6. PRESET GAP IN SHOP FOR A TEMPERATURE OF +20°C.
7. JOINTS SHALL BE TRANSPORTED WITH ERECTION ANGLES ATTACHED AND THE EXTRUSION CAVITY SEALED WITH TAPE.

JOINT INSTALLATION

1. ERECT ASSEMBLY.
2. MAINTAIN PRESET GAP UNLESS ADVISED TO RESET GAP BY THE CONSULTANT.
3. SECURE ROADWAY PORTION OF ASSEMBLY TO GIRDERS/DECK/BACKWALL BY WELDING. THE ATTACHMENT SHALL BE STRONG ENOUGH TO MAINTAIN THE CORRECT GAP, GRADE AND ALIGNMENT OF THE ASSEMBLY UNTIL AFTER CONCRETE PLACEMENT. THE COVER PLATES SHALL BE KEPT IN FULL BEARING WITH THE BOTTOM PLATES AT ALL TIMES.
4. AFTER ASSEMBLY IS SECURELY ATTACHED, LOOSEN BOLTS IN SLOTTED HOLES IN THE ERECTION ANGLES SUFFICIENTLY TO ALLOW TEMERATURE MOVEMENT WITHOUT DAMAGING BRIDGE COMPONENTS. ENSURE THAT CLAMPED PARTS DO NOT DEFORM WHEN BOLTS ARE LOOSENED.
5. CHECK ASSEMBLY GRADE AND ELEVATION, PROCEED WITH CONCRETE PLACEMENT AFTER APPROVAL BY CONSULTANT.
6. REMOVE ERECTION ANGLES, COVER PLATES AND FINISHING STRIPS AFTER CONCRETE HAS SET. TEMPORARILY PLUG ALL GROUT HOLES.
7. STARTING AT LOW END, PRESSURE GROUT HOLES USING 30 MPa NON-SHRINK GROUT AS FOLLOWS:
 - a) PLACE NOZZLE IN THE FIRST HOLE AND WITH ALL OTHER HOLES PLUGGED, DEVELOP FULL PUMP PRESSURE (MIN 400 KPa).
 - b) OPEN THE SECOND HOLE AND ALLOW GROUT TO FLOW FREELY.
 - c) OBSERVE GROUT AS IT FLOWS THROUGH HOLE. STOP PUMPING WHEN GROUT IS FREE OF ENTRAPPED AIR AND WATER.
 - d) PLUG FIRST HOLE. PLACE NOZZLE IN SECOND HOLE, OPEN THIRD HOLE AND REPEAT THIS PROCESS UNTIL THE FULL LENGTH IS GROUTED IN THIS PROGRESSIVE MANNER.
 - e) FAILURE TO DEVELOP FULL PRESSURE INDICATES A LEAK. REMOVE ANY GROUT WHICH HAS SPILLED INTO EXPANSION GAP OR ONTO BRIDGE COMPONENTS.
8. REMOVE ALL FORMWORK AND PLUGS AND CLEAN EXCESS CONCRETE AND DEBRIS FROM ASSEMBLY.
9. INSTALL THE CURB PORTIONS OF THE DECK JOINT ASSEMBLY AND PLACE CONCRETE AS SPECIFIED. REMOVE CURB ASSEMBLY ERECTION ANGLES IMMEDIATELY AFTER CONCRETE IS PLACED.

SEAL INSTALLATION

1. REMOVE COVER PLATES WHEN JOINT IS READY FOR STRIP SEAL INSTALLATION. INSTALL SEAL AND TORQUE COVER PLATE BOLTS TO 1/3 TURN FROM SNUG-TIGHT CONDITION.

APPROACH GUARDRAIL NOTES

1. APPROACH RAIL TRANSITIONS SHALL CONFORM TO THE CURRENT ALBERTA INFRASTRUCTURE AND TRANSPORTATION SPECIFICATIONS FOR BRIDGE CONSTRUCTION SECTION 14 - GUARDRAIL.
2. ALL PLATE STEEL AND STRUCTURAL SHAPES SHALL CONFORM TO CSA G40.21 GRADE 300W OR ASTM A36.
3. ALL BOLTS SHALL CONFORM TO ASTM A325 UNLESS NOTED OTHERWISE.
4. ALL W-BEAM SHALL HAVE A MINIMUM YIELD STRENGTH OF 345 MPa.
5. TIMBER POSTS AND SPACERS SHALL BE COAST DOUGLAS FIR OR PACIFIC COAST HEMLOCK CONFORMING TO THE STRESS GRADE "SELECT STRUCTURAL POSTS AND TIMBERS" (NLGA PARAGRAPH 131 a).
6. ALL WELDING SHALL CONFORM TO CURRENT AWS SPECIFICATION D1.5.
7. ALL STEEL COMPONENTS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH CSA G164 UNLESS NOTED OTHERWISE.
8. LINE AND ELEVATION OF BARRIER SHALL BE SET BY INSTRUMENT.
9. ALL POSTS SHALL BE VERTICAL
10. ALL RAIL SECTIONS SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC.
11. ALL GALVANIZED MATERIAL CUT OR DAMAGED IN THE FIELD SHALL BE REPAIRED.

BRIDGERAIL REPAIR/REPLACEMENT NOTES

1. TWO PIECES OF 2"ø STANDARD PIPE BRIDGERAIL ARE TO BE REPLACED WITH 2"ø STANDARD PIPE, GALVNAIZED.
 2. THE LENGTHS OF PIPE REQUIRED ARE 4 300 mm AND 2 900 mm (APPROX), FIELD TRIM AS REQUIRED TO FIT.
 3. THE EXISTING SECTIONS SHALL BE REMOVED AND REPLACED WITH THE NEW GALVANIZED SECTIONS AS SHOWN ON THE REFERENCE DRAWINGS C/W NEW GALVANIZED HARDWARE.
- ACP NOTES
1. ACP AND WATERPROOFING MEMBRANE DETAILS SHALL BE AS PER THE LATEST EDITION OF ALBERTA INFRASTRUCTURE AND TRANSPORTATION STANDARD DRAWING S-1443-98.
 2. WICK DRAIN SHALL BE NILEX MD 17407 OR APPROVED EQUIVALENT APPLIED OVER THE ASPHALT MEMBRANE ALONG THE CURBS FOR THE FULL LENGTH OF THE BRIDGE.
 3. RUBBER MEMBRANE STRIPS, 1.2 mm THICK x 300 mm WIDE SHALL BE APPLIED TRANSVERSLY ACROSS THE DECK AT FLOOR BEAM LOCATIONS. THE RUBBER MEMBRANE STRIPS SHALL BE EMBEDDED WITHIN THE ASPHALT MEMBRANE.
 4. PVC DRAIN PIPES, 90 mm DIA. SHALL BE INSTALLED AT THE ENDS OF THE WICK DRAINS AT THE DECK JOINTS AT THE LOW CORNERS OF THE DECK AS SHOWN ON THE DRAWINGS.
 5. SAWCUT EXISTING APPROACH ACP AT THE ENDS OF THE TRANSITION ZONE AND REMOVE BY COLD MILLING TO ENSURE A MINIMUM THICKNESS OF NEW TRANSITION ACP OF 50 mm.

LIST OF ABBREVIATIONS

ABUT.	- ABUMTENT	MIN.	- MINIMUM
APPROX.	- APPROXIMATE	mm	- MILLIMETRES
ALT.	- ALTERNATE	N.I.C.	- NOT IN CONTRACT
BOT.	- BOTTOM	N.T.S.	- NOT TO SCALE
BRG'S.	- BEARINGS	No.	- NUMBER
C.I.P.	- CAST IN PLACE	O.C.	- ON CENTER
c/c	- CENTER TO CENTER	PL	- PLATE
c/w	- COMPLETE WITH	PROJ.	- PROJECTION
CONC.	- CONCRETE	REINF.	- REINFORCING
CONST.	- CONTINUOUS	SPCS.	- SPACES
DWG.	- DRAWING	STA.	- STATION
E.F.	- EACH FACE	STR.	- STRAIGHT
EL.	- ELEVATION	SYM.	- SYMMETRY
EXP	- EXPANSION	TYP.	- TYPICAL
GALV.	- GALVANIZED	U.N.O.	- UNLESS NOTED OTHERWISE
LG.	- LONG	U/S	- UNDERSIDE
LONGIT.	- LONGITUDINAL	W.P.	- WORK POINT
m	- METRES		

ORIGINALS SIGNED BY
ATIF SHAKER
2008-01-30

REV3	2009-09-16	AS BUILT	EJ	AFS
REV2	2008-04-18	ISSUED FOR CONSTRUCTION	WJW	AFS
REV1	2008-01-30	ISSUED FOR TENDER	WJW	AFS
No.	Date	Description	Drawn by Dessine par	Approved Approuvé

Revision / Revision				
<div><div>A</div><div>102</div></div> <div>A detail number numero de detail B source drawing no. de dessin no.</div>				

Consultant's Name Nom de l'expert-conseil	Eng. Stamp Sceau de l'ingenieur
<div><div>Most</div><div>Engineering (2001) Ltd.</div><div>PERMIT NUMBER # 8859</div></div>	<div><div>PROFESSIONAL ENGINEER ALBERTA</div><div>ATIF F. SHAKER 8859</div></div>

<div><div></div><div>Public Works and Government Services Canada</div></div>	Travaux publics et Services gouvernementaux Canada
Client Services Team Southern Alberta Operations Branch	Le Client Entretient l'Equipe Alberta Meridional Branche d'Operations

Canada

Client/client	<div><div></div><div>Parks Canada Agency</div></div>	L'Agence Parcs Canada
	Western and Northern Region	Ouest et Nord du Canada

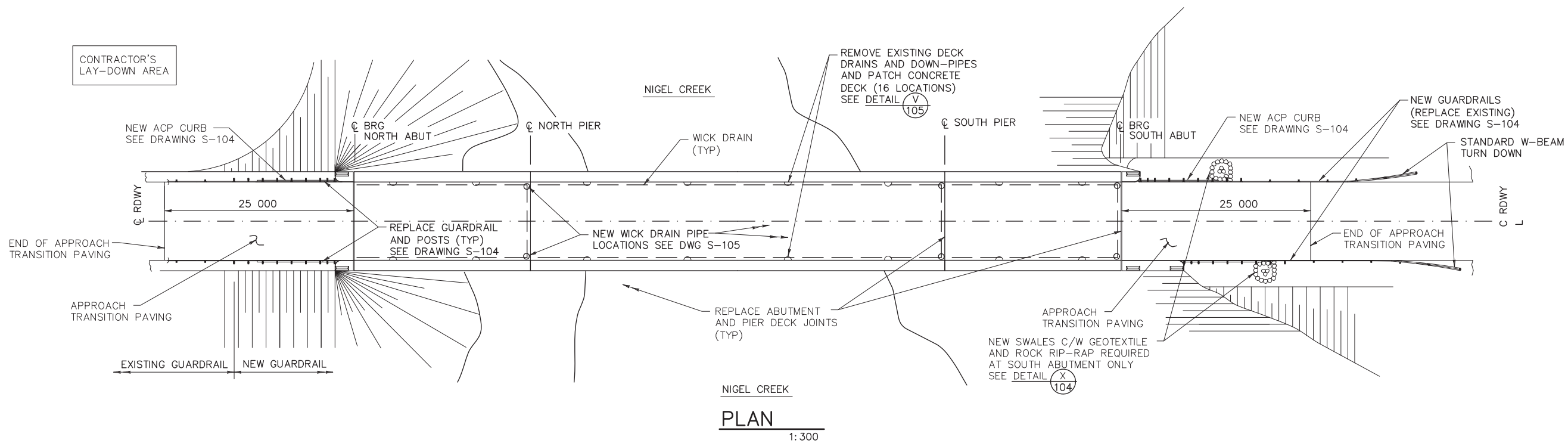
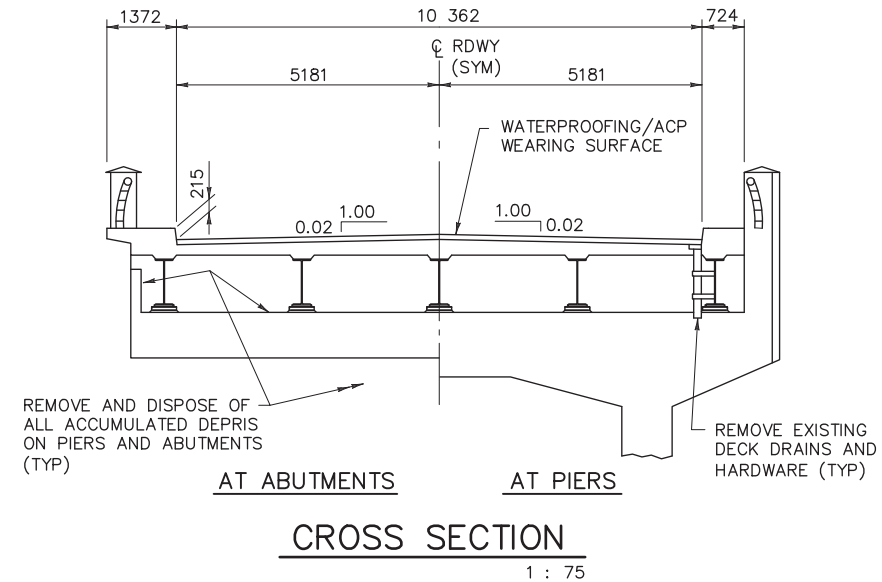
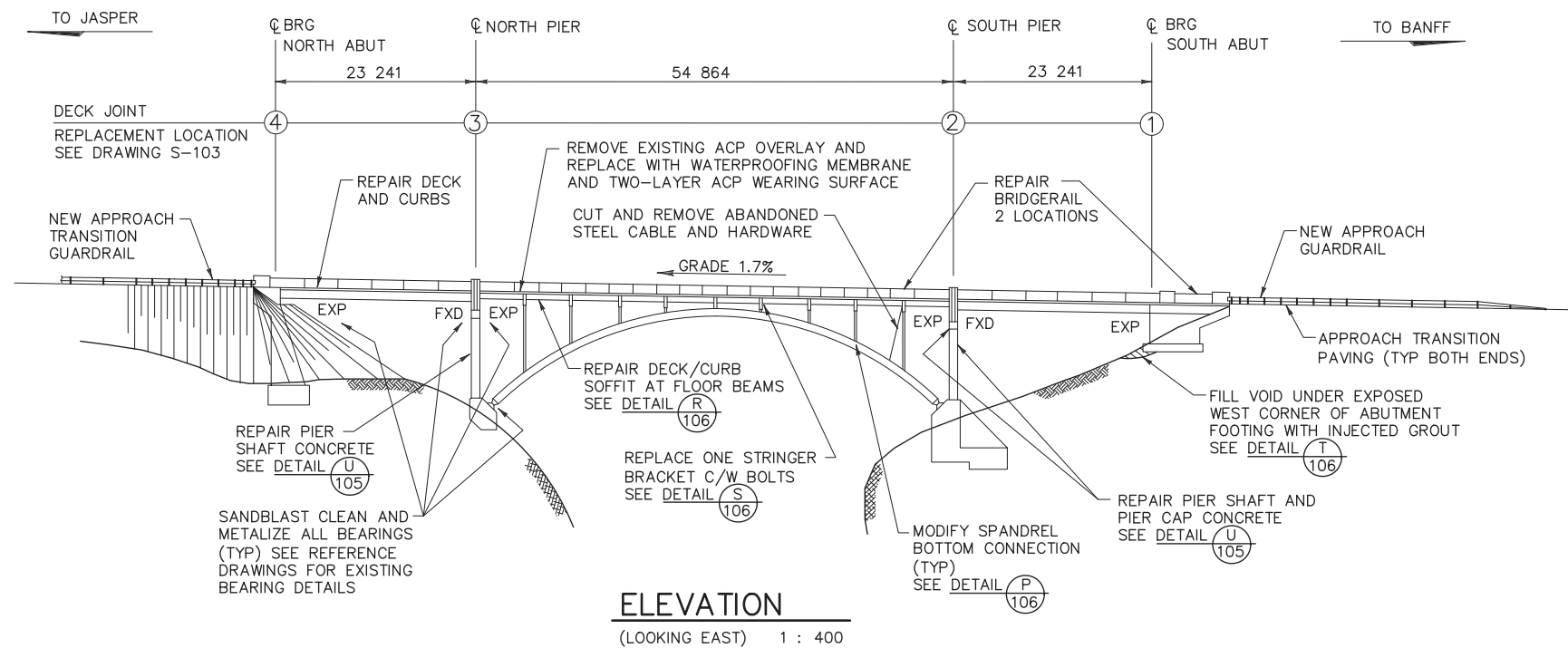
Project title/Titre du projet

NIGEL CREEK BRIDGE
HWY 93N km 108.6
BANFF NATIONAL PARK

Drawing title/Titre du dessin

GENERAL NOTES

Surveyed by/Arpente par N/A	Drawn by/Dessine par WJW	Date/Date 2008-01-30
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PWGSC Project Manager/Administrateur de Projets TPSGC H.LEE, P.ENG.		
Client Acceptance/Acceptation du client		Approved by/Approuvé par
Park Responsible Office/Agent Responsable		PWGSC Project Manager/Administrateur de Projets TPSGC
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Drawing Reference No./No. de reference du dessin B2007R21		S-101



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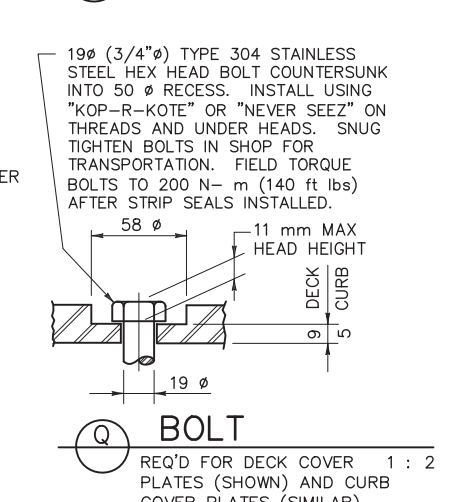
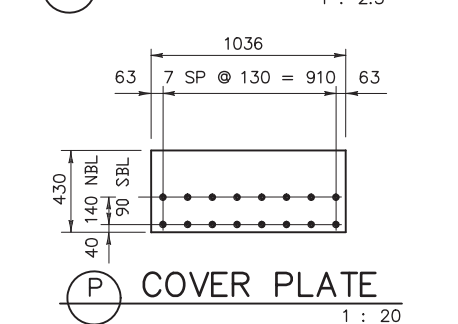
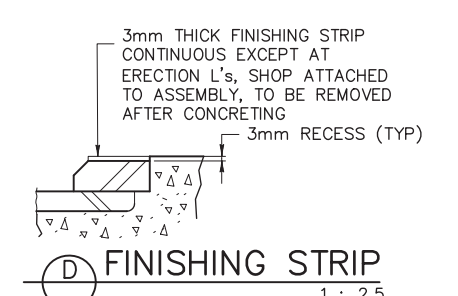
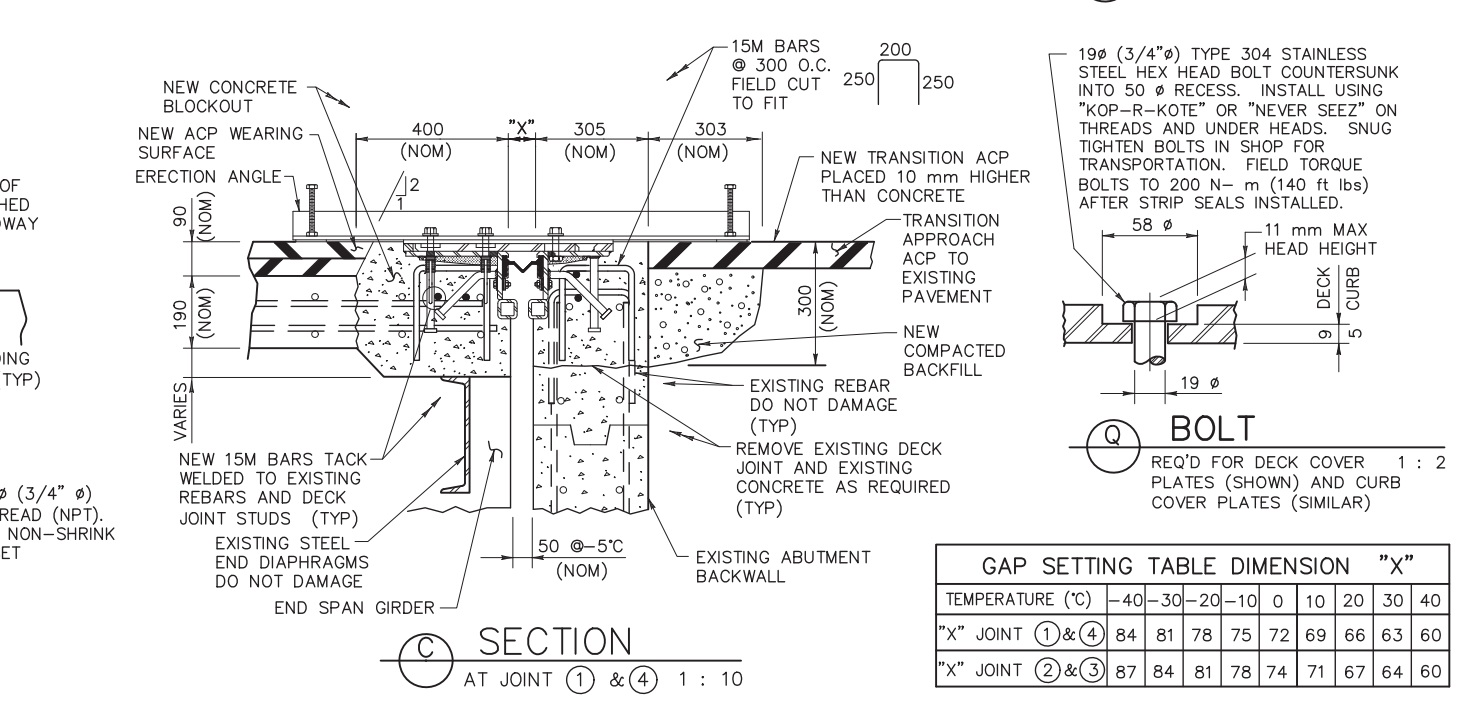
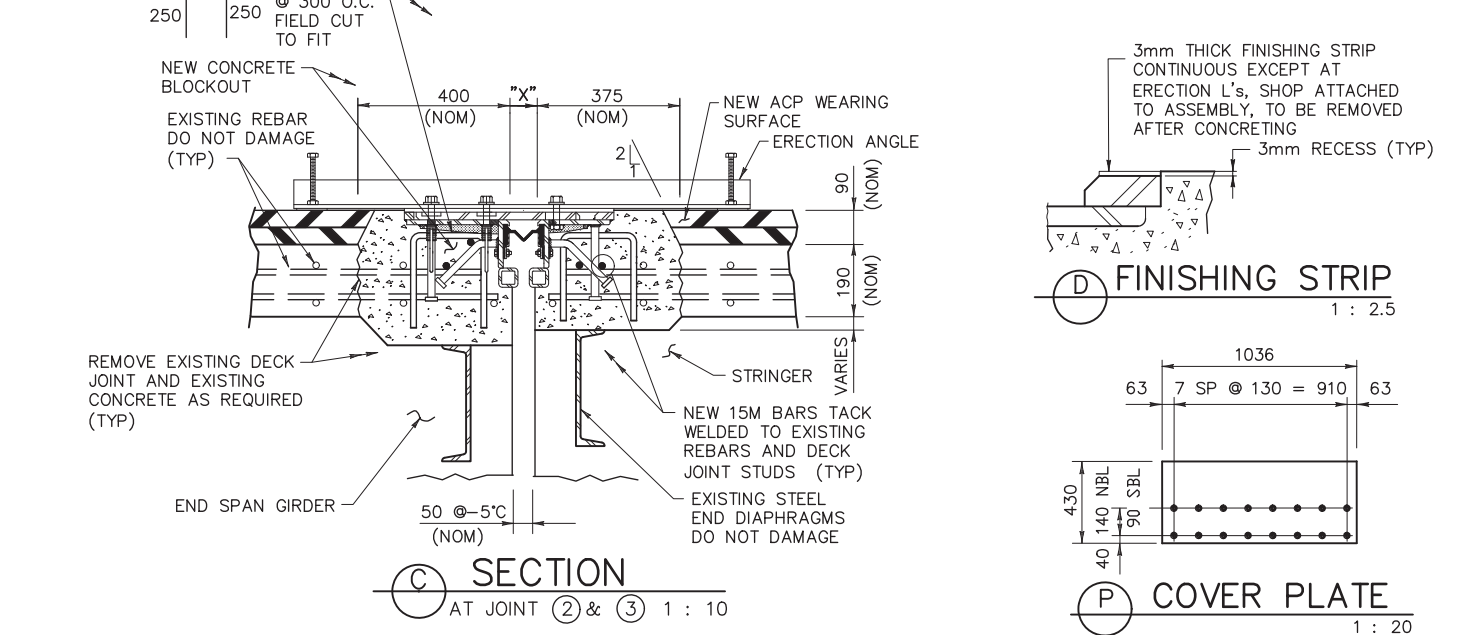
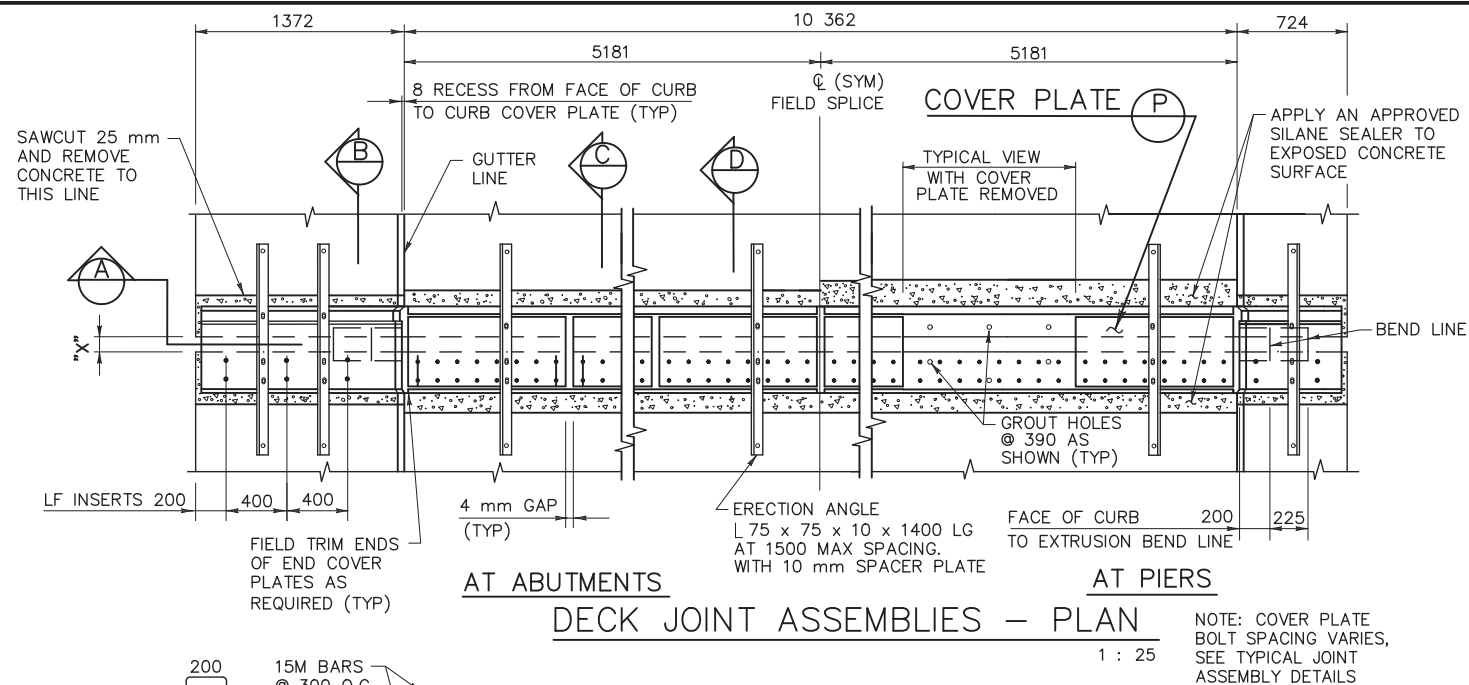
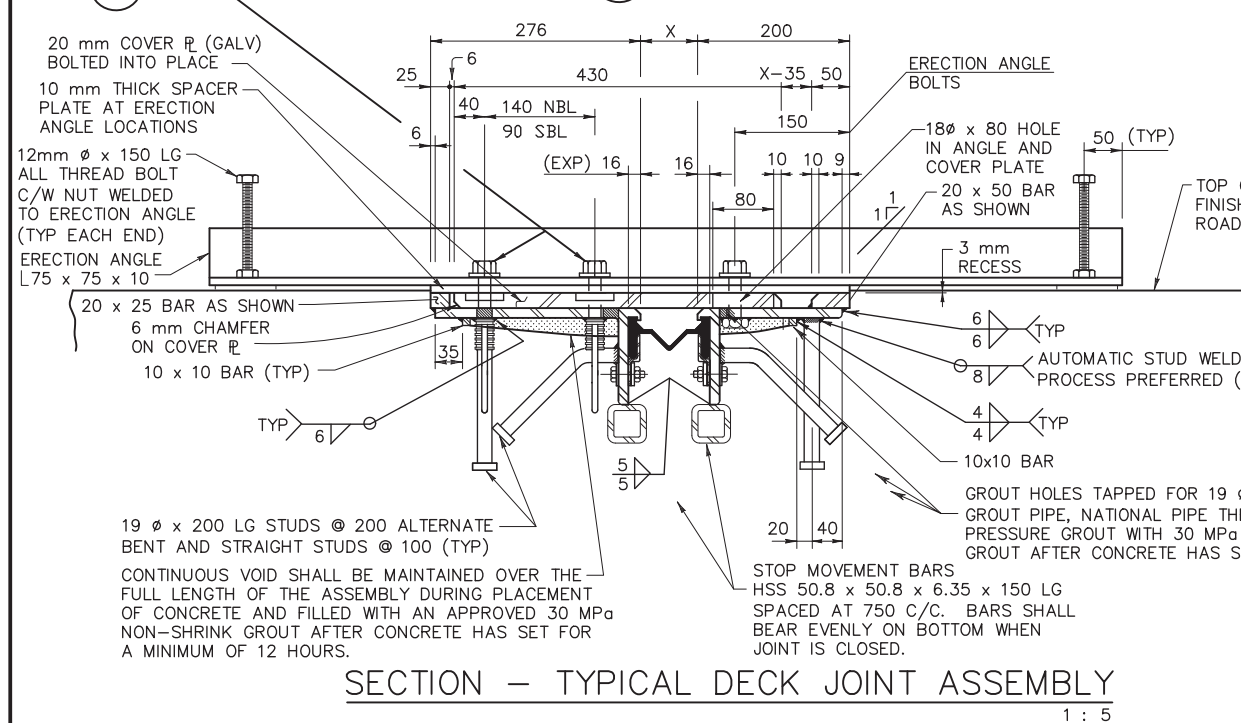
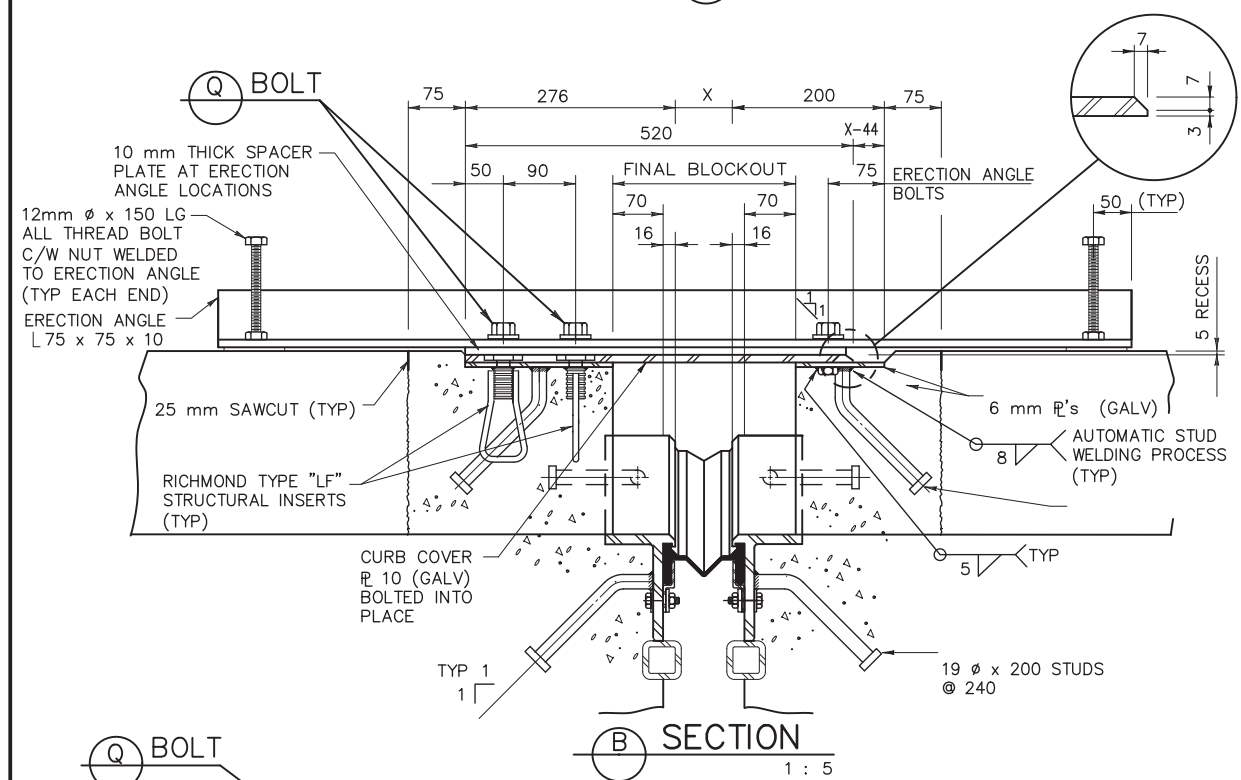
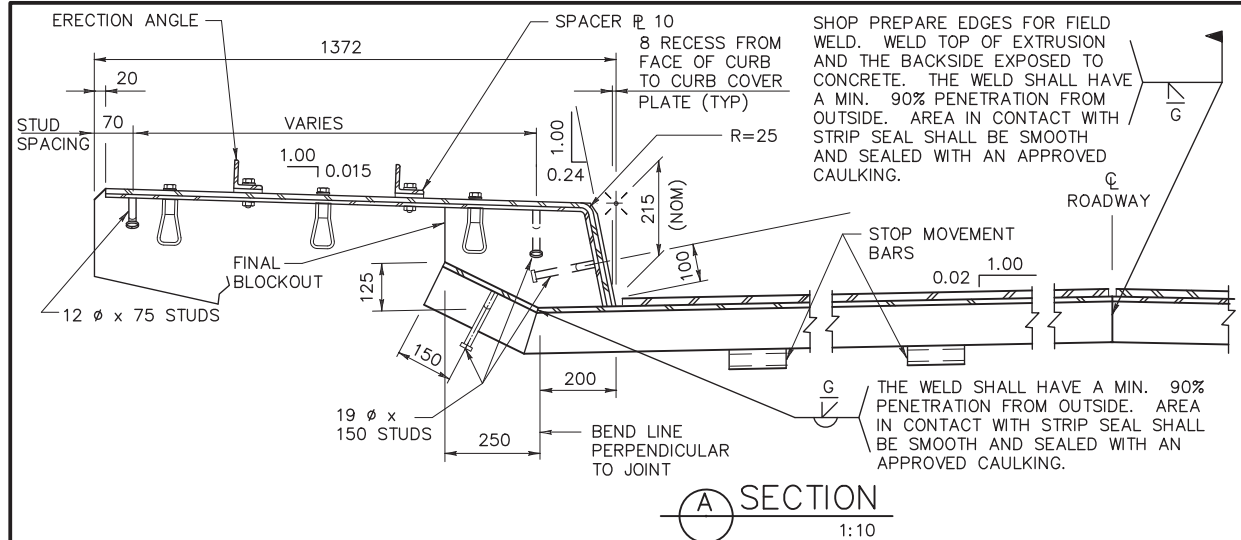
Project title/Titre du projet

**NIGEL CREEK BRIDGE
HWY 93N km 108.6
BANFF NATIONAL PARK**

Drawing title/Titre du dessin

GENERAL LAYOUT

Surveyed by/Arpenté par N/A	Drawn by/Dessiné par WJW	Date/Date 2008-01-30
Designed by/Conçut par AFS	Reviewed by/Revisé par WP	Scale/Echelle AS NOTED
FWGSC Project Manager/Administrateur de Projets TPSGC H.LEE, P.ENG.		
Client Acceptance/Acceptation du client		Approved by/Approuvé par
Park Responsible Officer/Agent Responsable		FWGSC Project Manager/Administrateur de Projets TPSGC
Project No./No. du projet 418894	Asset No./No. du bien	Sheet No./ No. de la feuille S-102
Drawing Reference No./No. de reference du dessin B2007R21		



GAP SETTING TABLE DIMENSION "X"										
TEMPERATURE (°C)	-40	-30	-20	-10	0	10	20	30	40	
"X" JOINT ① & ④	84	81	78	75	72	69	66	63	60	
"X" JOINT ② & ③	87	84	81	78	74	71	67	64	60	

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2008-01-30

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102

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Consultant's Name
Nom de l'expert-conseil

Most
Engineering (2001) Ltd.
PERMIT NUMBER # 8859

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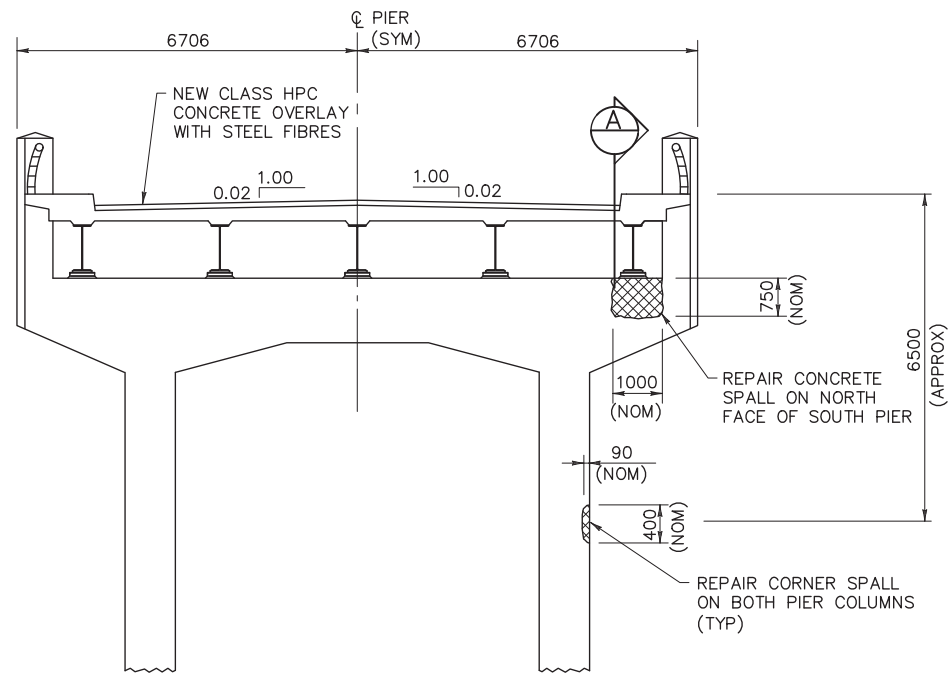
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HWY 93N km 108.6
BANFF NATIONAL PARK**

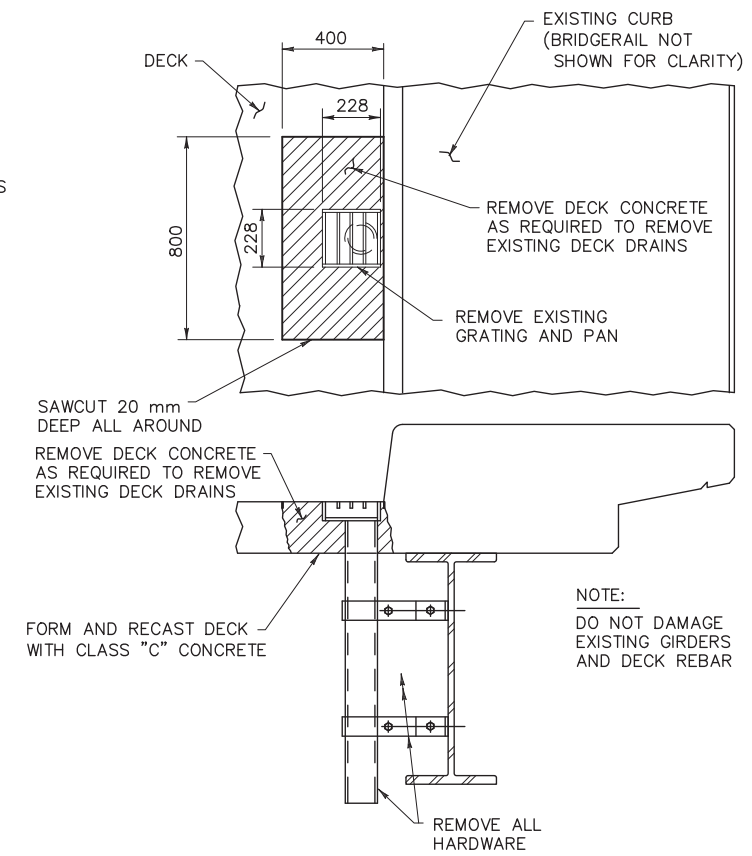
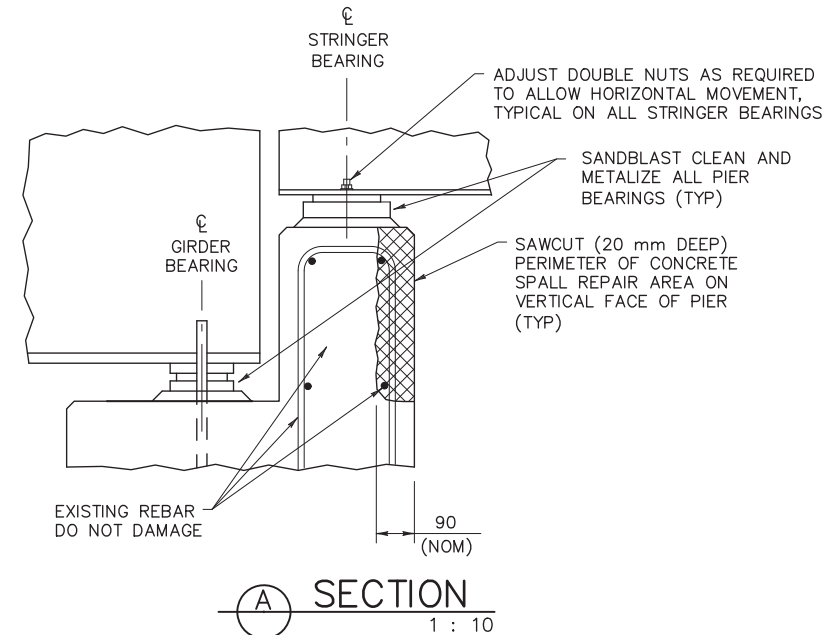
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EXPANSION JOINT DETAILS

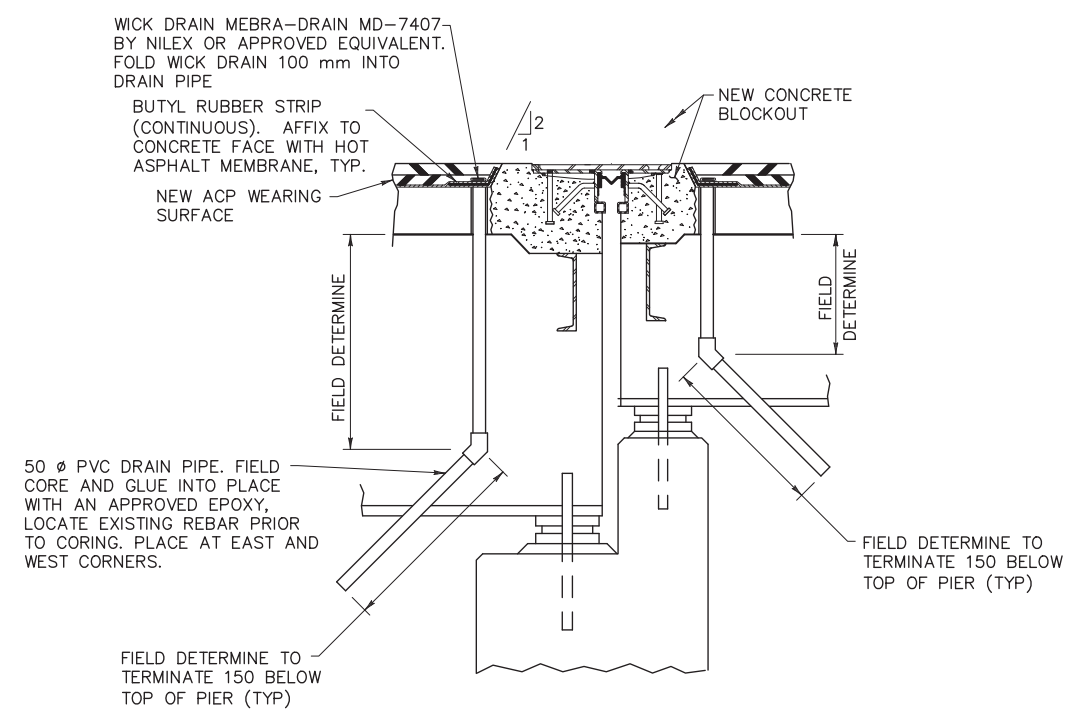
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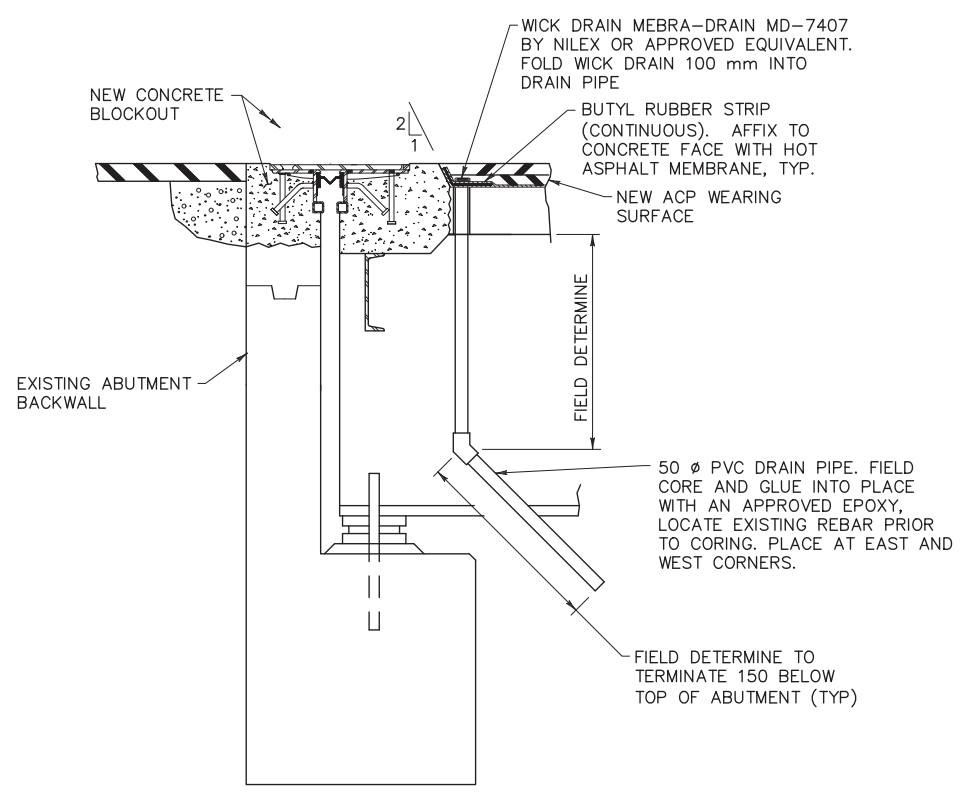
PIER ELEVATION
102 (LOOKING NORTH) 1 : 75



DECK DRAIN REMOVAL DETAIL
102 (REQUIRED AT 16 LOCATIONS) 1 : 15



WICK DRAIN DOWN-PIPES AT PIERS
1 : 15



WICK DRAIN DOWN-PIPES AT ABUTMENTS
1 : 15

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102

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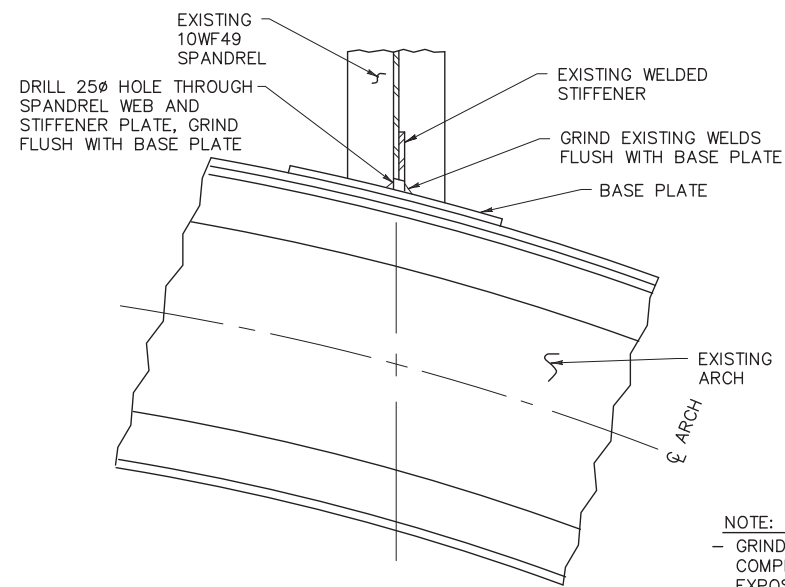
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Parks Canada Agency	L'Agence Parcs Canada
Western and Northern Region	Ouest et Nord du Canada

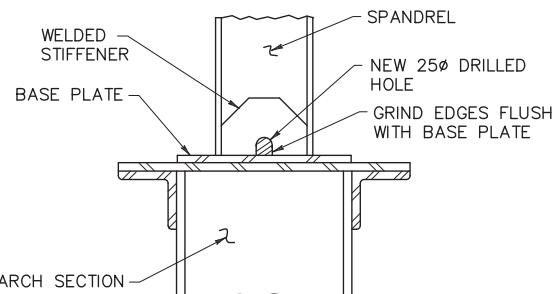
Project title/Titre du projet
**NIGEL CREEK BRIDGE
HWY 93N km 108.6
BANFF NATIONAL PARK**

Drawing title/Titre du dessin
**MISCELLANEOUS DETAILS
SHEET 1**

Surveyed by/Arpente par N/A	Drawn by/Dessine par WJW	Date/Date 2008-01-30
Designed by/Concept par AFS	Reviewed by/Revisé par WP	Scale/Echelle AS NOTED
PWGSC Project Manager/Administrateur de Projets TPSGC H.LEE, P.ENG.		
Client Acceptance/Acceptation du client		Approved by/Approuvé par
Park Responsible Officer/Agent Responsable		PWGSC Project Manager/Administrateur de Projets TPSGC
Project No./No. du projet 418894	Asset No./No. du-bien	Sheet No./ No. de la feuille S-105
Drawing Reference No./No. de reference du dessin B2007R21		



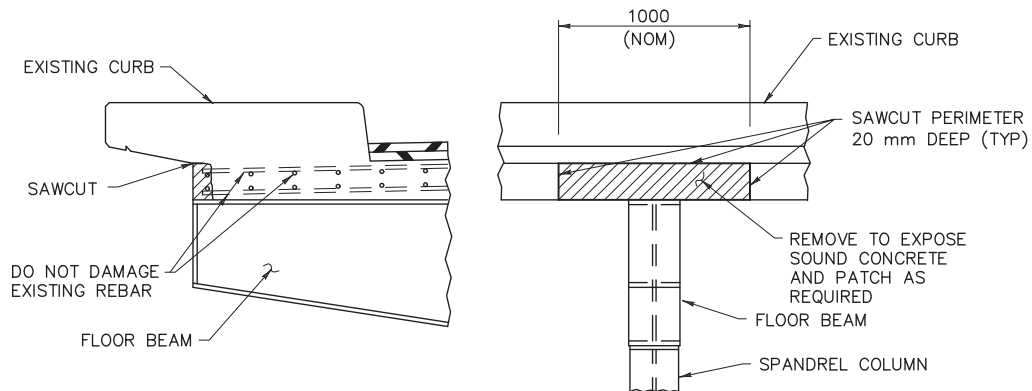
NOTE:
- GRIND ALL SHARP EDGES UPON COMPLETION AND TOUCH UP EXPOSED SURFACES WITH GALVANIZING



SPANDREL CONNECTION MODIFICATIONS

(REQUIRED AT 16 LOCATIONS)

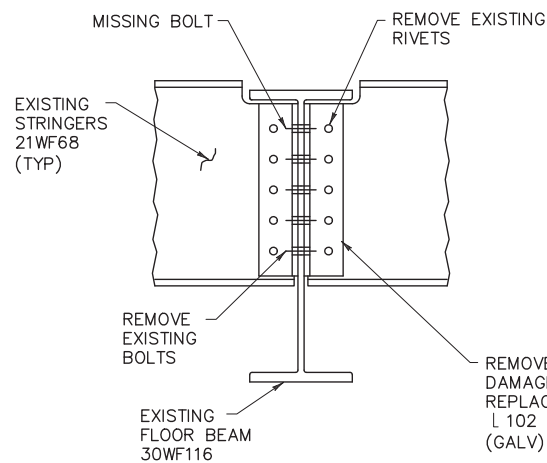
1 : 10



DECK/CURB SOFFIT REPAIR AT FLOOR BEAM ENDS

(REPAIR AREAS VARY)

1 : 20

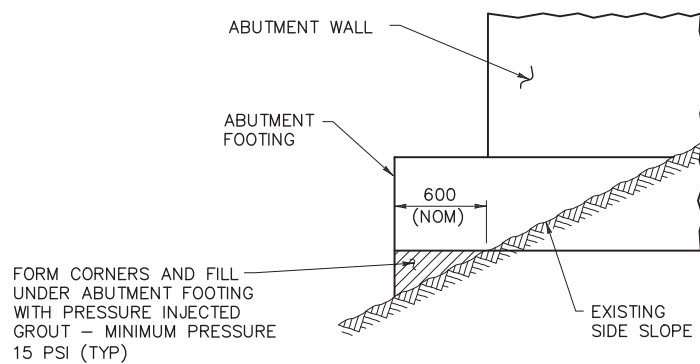


NOTES:
- REPLACE ALL REMOVED RIVETS AND BOLTS WITH NEW 19? ASTM A325 BOLTS C/W NUTS AND WASHERS (GALV)
- FIELD DRILL ALL HOLES TO FIT EXISTING AND TOUCH UP DAMAGED GALVANIZING
- TORQUE ALL NEW BOLTS 1/3 TURNS FROM SNUG-FIT
- BRACKET REPLACEMENT SHALL BE COMPLETED WHILE SOUTHBOUND LANE IS CLOSED TO TRAFFIC
- FIELD CONFIRM EXISTING DIMENSIONS PRIOR TO FABRICATION

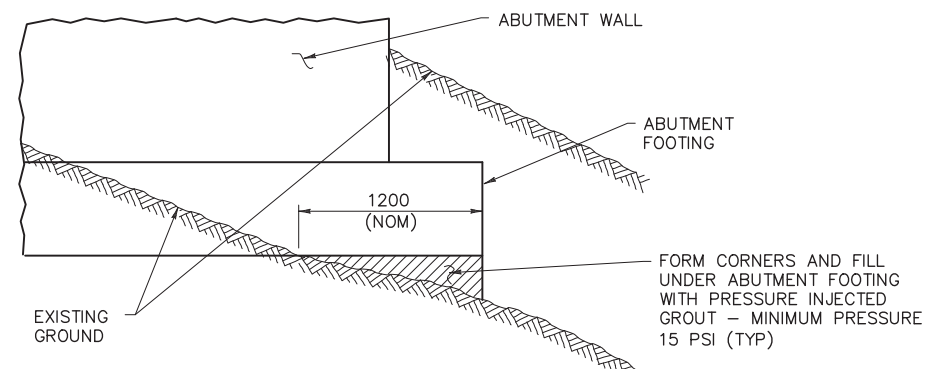
STRINGER/FLOOR BEAM BRACKET REPLACEMENT

(AT FLOOR BEAM NO.4 FROM SOUTH AND STRINGER NO. 2 FROM WEST)

1 : 10



SIDE VIEW



ELEVATION VIEW

SOUTH ABUTMENT VOID REPAIR

(102)

1 : 25

ORIGINALS SIGNED BY
ATIF SHAKER
2008-01-30

REV3	2009-09-16	AS BUILT	EJ	AFS
REV2	2008-04-18	ISSUED FOR CONSTRUCTION	WJW	AFS
REV1	2008-01-30	ISSUED FOR TENDER	WJW	AFS
No.	Date	Description	Drawn by Dessine par	Approved Approuvé

Revision / Revision

A detail number
numero de detail
B source drawing no.
de dessin no.

Consultant's Name Nom de l'expert-conseil	Eng. Stamp Sceau de l'ingénieur
Most Engineering (2001) Ltd. PERMIT NUMBER # 8859	

Public Works and Government Services Canada	Travaux publics et Services gouvernementaux Canada
Client Services Team Southern Alberta Operations Branch	Le Client Entretien l'Equipe Alberta Meridional Branche d'Operations

Canada

Client/client	Parks Canada Agency	L'Agence Parcs Canada
	Western and Northern Region	Ouest et Nord du Canada

Project title/Titre du projet
**NIGEL CREEK BRIDGE
HWY 93N km 108.6
BANFF NATIONAL PARK**

Drawing title/Titre du dessin
**MISCELLANEOUS DETAILS
SHEET 2**

Surveyed by/Arpente par N/A	Drawn by/Dessine par WJW	Date/Date 2008-01-30
Designed by/Concept par AFS	Reviewed by/Revisé par WP	Scale/Echelle AS NOTED

PWGSC Project Manager/Administrateur de Projets TPSCG
H.LEE, P.ENG.

Client Acceptance/Acceptation du client Approved by/Approuvé par

Park Responsible Officer/Agent Responsable PWGSC Project Manager/Administrateur de Projets TPSCG

Project No./No. du projet 418894 Asset No./No. du bien Sheet No./No. de la feuille

Drawing Reference No./No. de reference du dessin B2007R21 S-106