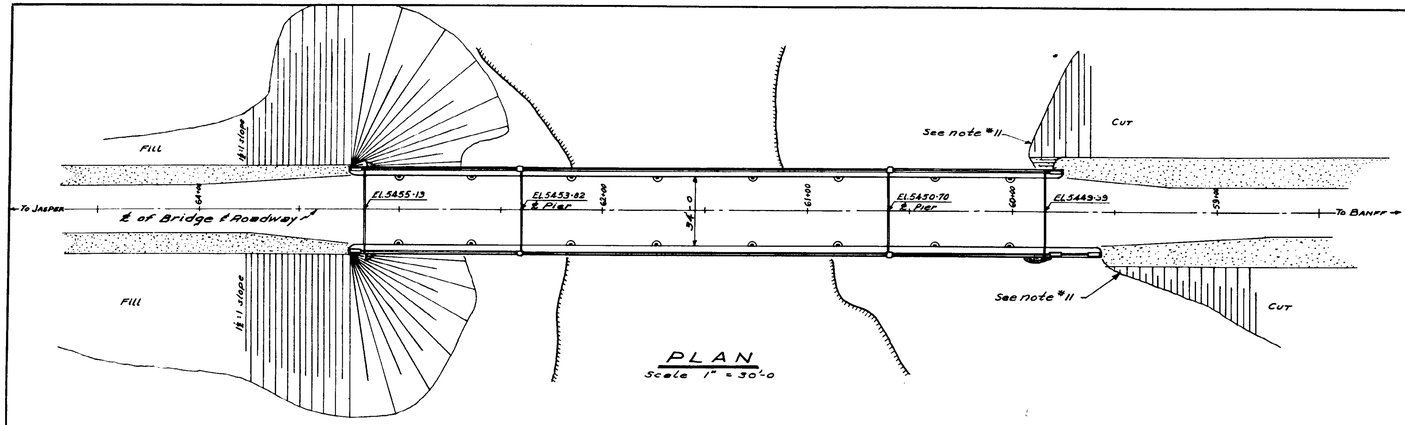
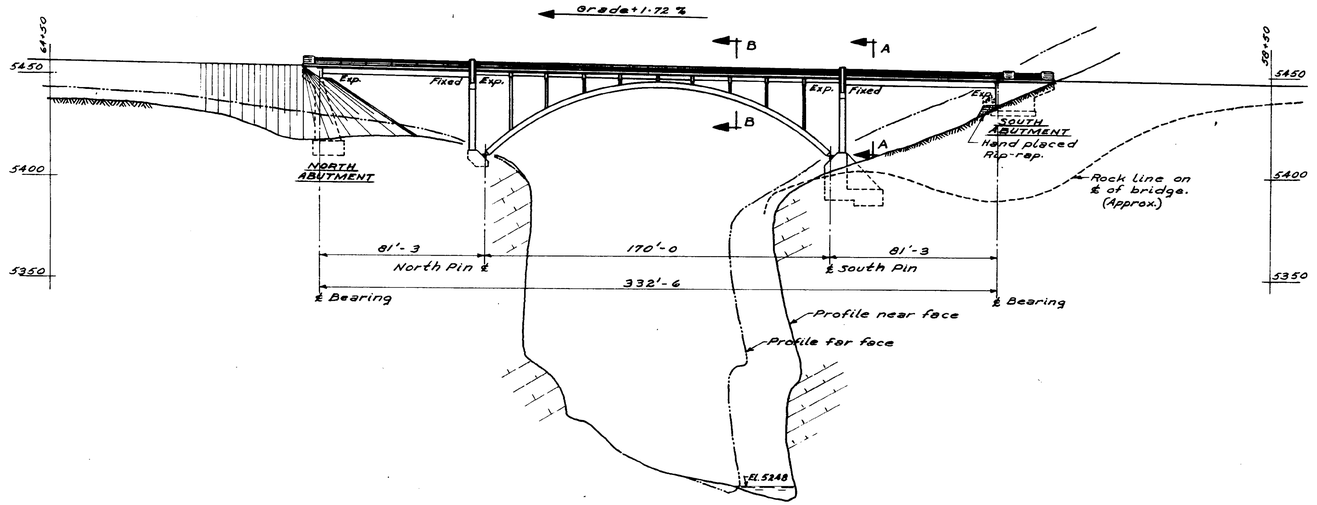
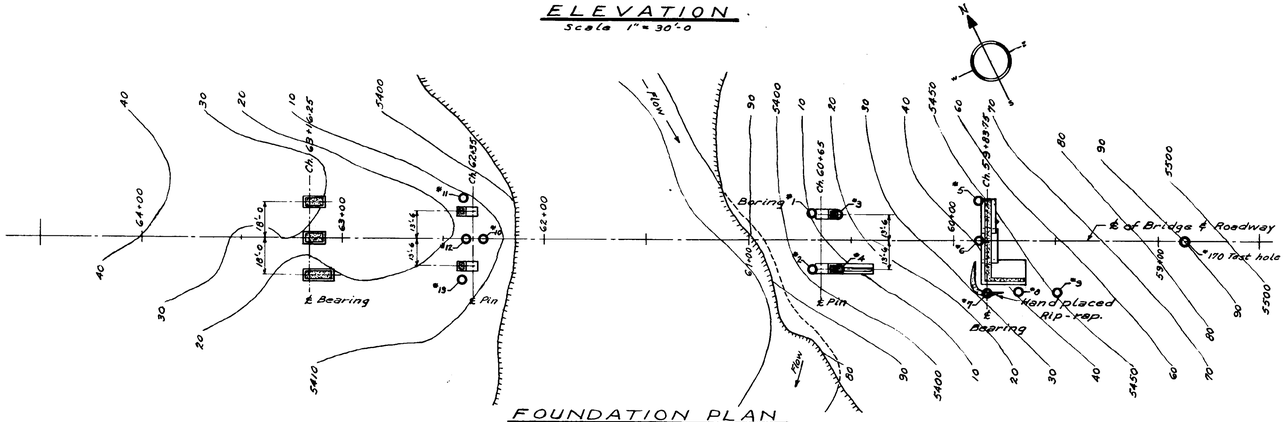


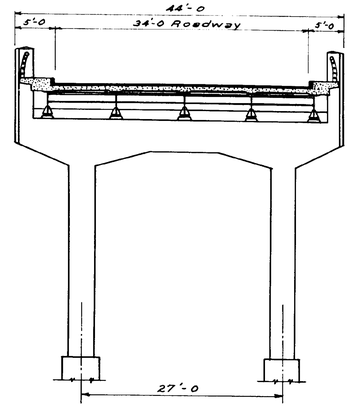
PLAN
Scale 1" = 30'-0



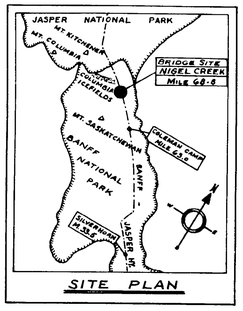
ELEVATION
Scale 1" = 30'-0



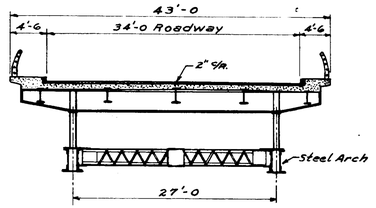
FOUNDATION PLAN
Scale 1" = 30'-0



SECTION A-A
Scale 8" = 1'-0



SITE PLAN



SECTION B-B
Scale 8" = 1'-0

LIST OF DRAWINGS

1. GENERAL LAYOUT
2. NORTH ABUTMENT
3. NORTH ABUTMENT REINFORCING
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT REINFORCING
6. SKEWBACKS
7. PIERS ℄ BORE HOLES
8. BEARINGS ℄ REINFORCING STEEL SCHEDULE
9. STRUCTURAL STEEL
10. DECK
11. STANDARD HANDRAIL

GENERAL NOTES

1. Loading H20-S16
2. All concrete, except as noted, shall have a minimum compressive strength of 3000 P.S.I. at 28 days.
3. Reinforcing steel to be hard grade or intermediate grade rail or billet steel, deformed bars.
4. Structural steel shall conform to C.S.A. G.40.4. The design fabrication and erection of structural steel shall be in accordance with the C.S.A. specifications for Highway Bridges S6.
5. All exposed edges to be chamfered 1" unless otherwise noted.
6. No construction work shall be commenced until permanent bench marks have been established and checked by the Engineer.
7. No field welding except by permission of the Engineer in writing.
8. Concrete cover of reinforcing steel shall be 2" except as noted.
9. No construction joints allowed except those shown on drawings unless approved by the Engineer in writing. All joints to have approved keys.
10. All bridge approach fill must be well compacted as per specifications for Embankment on Bridge Approaches.
11. See Highways Division drawings for details of ditch drainage.
12. No shop welding or tack welds except as shown on drawings.

No.	REVISIONS	NAME	DATE

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF – JASPER HIGHWAY
MILE 68·8 BANFF NAT. PARK

GENERAL LAYOUT

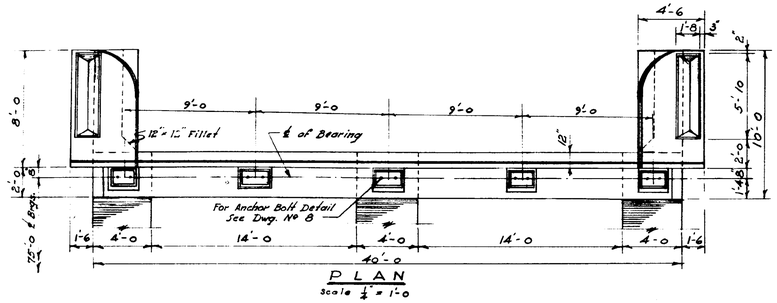
JOB SUPERVISOR H. HEWITT
APPROVED DATE 4/5/60
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/5/60
C. T. Clarke
CHIEF ENGINEER

DESIGN	GLANGLOIS	CHECK	
DRAWN	D.A.S.	CHECK	
TRACED	D.A.S.	CHECK	

PROJECT NO. SD-88.

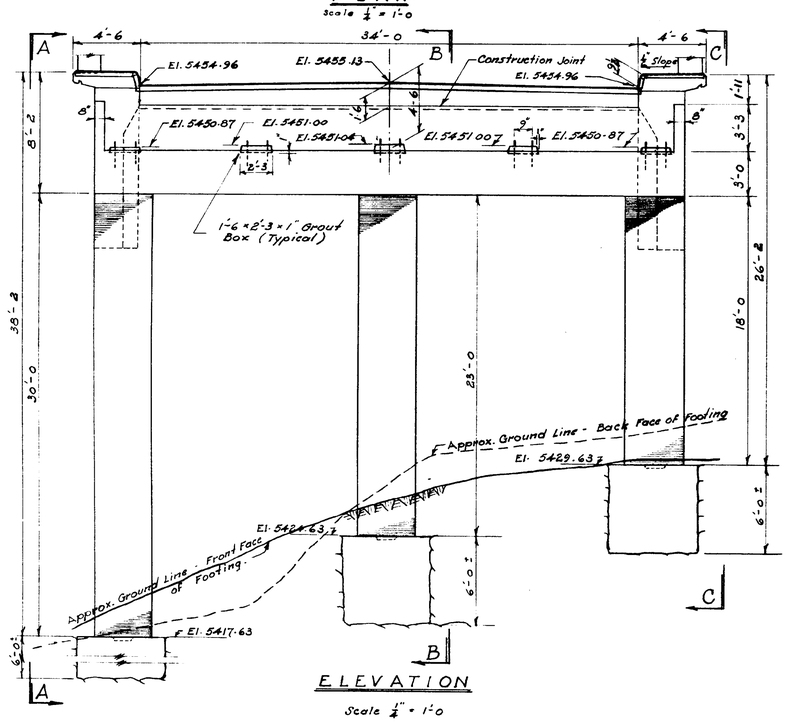
SHEET 1 OF 11

A/5/60



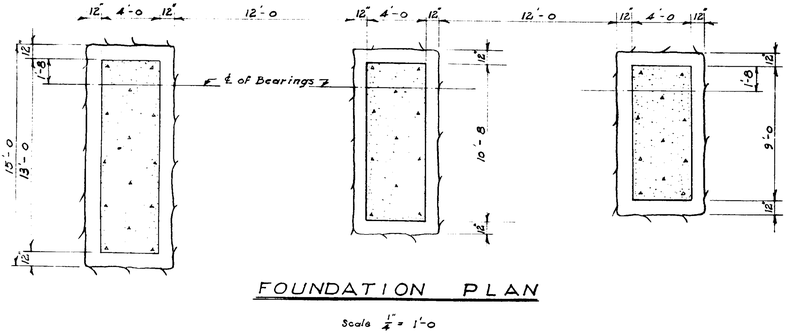
PLAN

Scale 1/4" = 1'-0



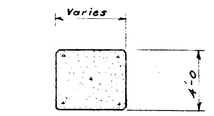
ELEVATION

Scale 1/4" = 1'-0



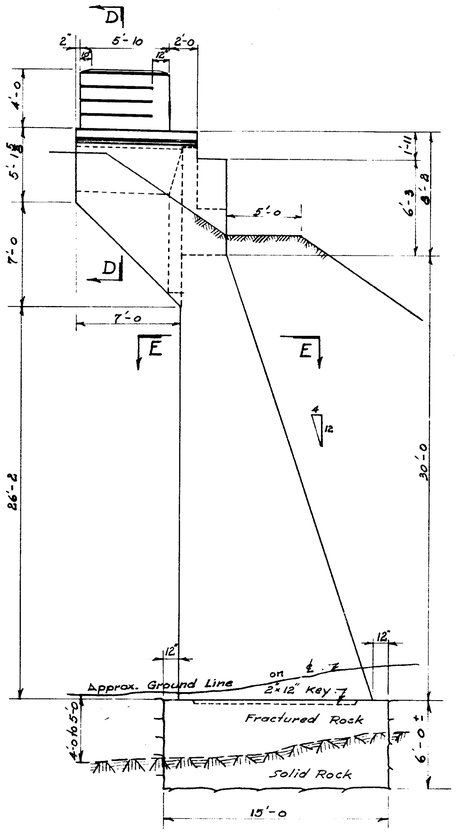
FOUNDATION PLAN

Scale 1" = 1'-0



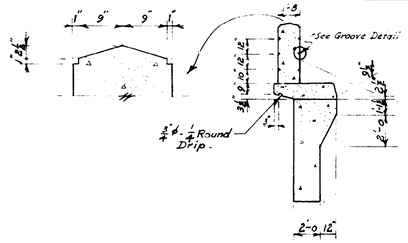
SECTION E-E

Scale 1/4" = 1'-0



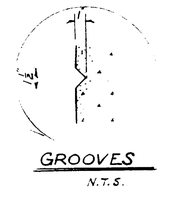
ELEVATION A-A

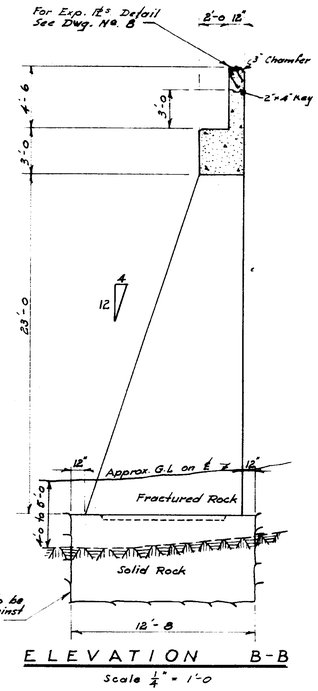
Scale 1" = 1'-0



SECTION D-D

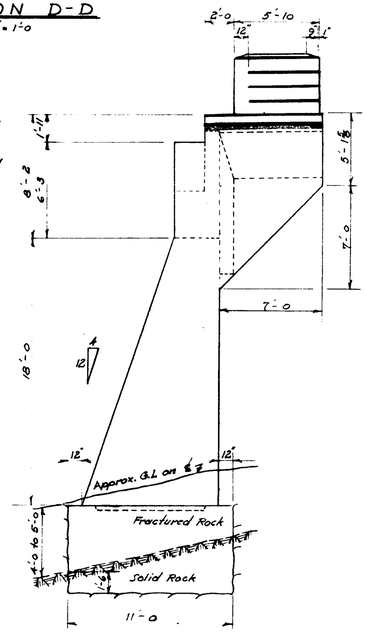
Scale 1/4" = 1'-0





ELEVATION B-B

Scale 1/4" = 1'-0



ELEVATION C-C

Scale 1/4" = 1'-0

NOTE :-
Footings to be 1'-6 into solid rock at lowest level of solid rock surface.

No.	REVISIONS	NAME	DATE

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 68·8 BANFF NAT. PARK

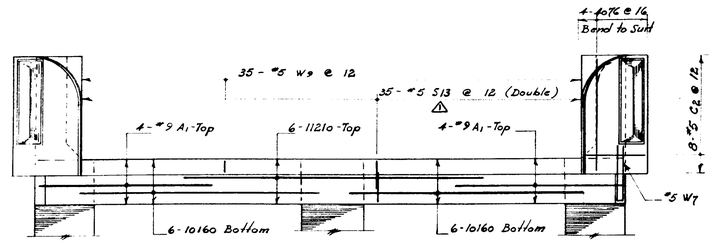
NORTH ABUTMENT

JOB SUPERVISOR H. Hewitt. DESIGN R.M.D. CHECK
APPROVED DATE 4/5/60. DRAWN L.B.P. CHECK
TRACED CHECK 4/5/60
W.S. Thompson
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/6/60
G.T. Clarke
CHIEF ENGINEER

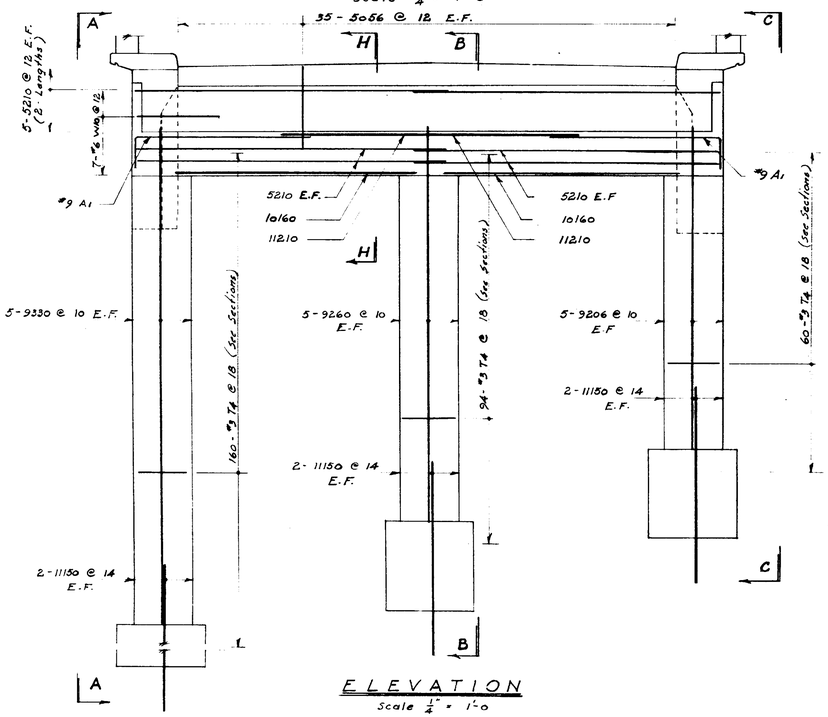
PROJECT NO. SD-88.
SHEET 2 OF 11

2.

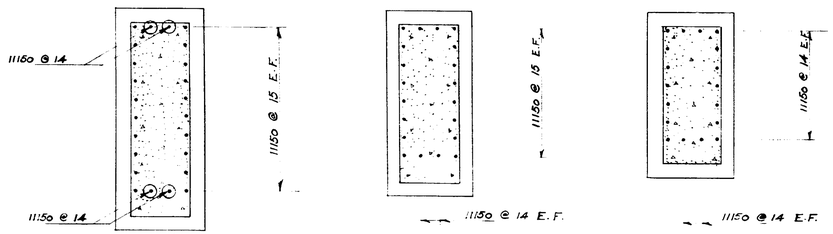
X 30



PLAN
Scale 1/4" = 1'-0

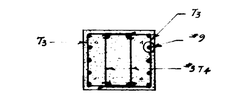


ELEVATION
Scale 1/4" = 1'-0

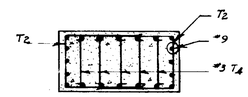


FOUNDATION PLAN
Scale 1/4" = 1'-0

All Dowels Grouted 5'-0 into Solid Rock. Dowel holes to be 2½" ø.

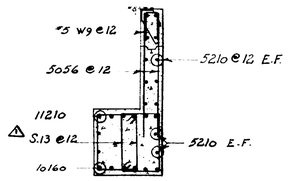


SECTION E-E
Scale 1/4" = 1'-0

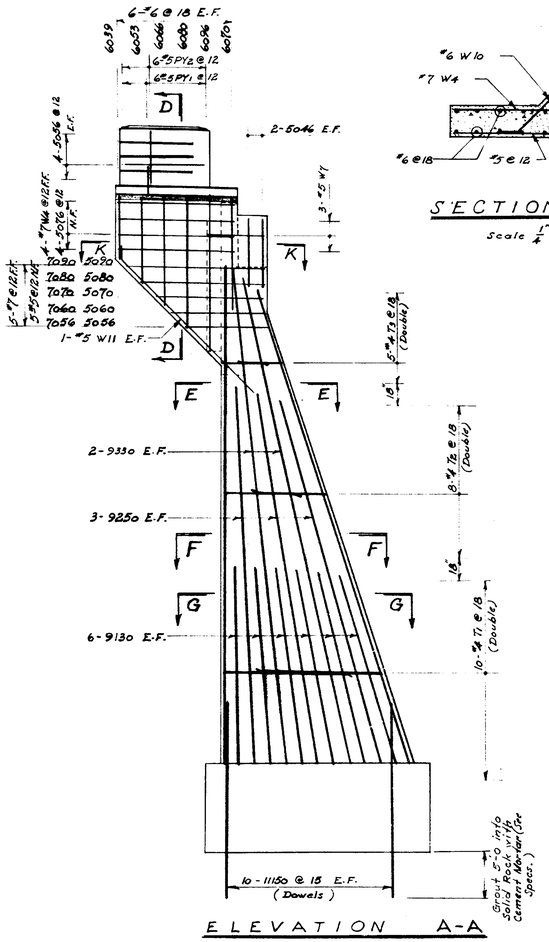


SECTION F-F
Scale 1/4" = 1'-0

SECTION G-G
Scale 1/4" = 1'-0

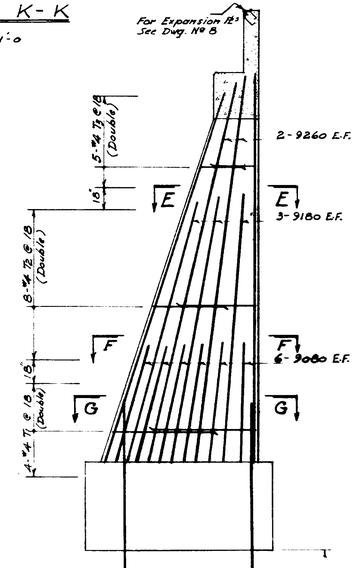


SECTION H-H
Scale 1/8" = 1'-0

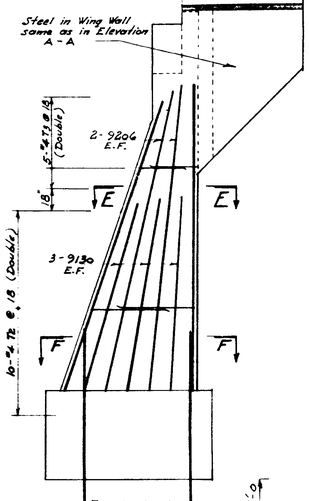


ELEVATION A-A
Scale 1/4" = 1'-0

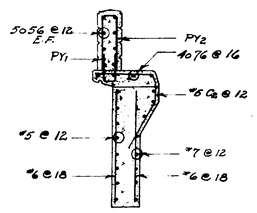
SECTION K-K
Scale 1/4" = 1'-0



ELEVATION B-B
Scale 1/4" = 1'-0



ELEVATION C-C
Scale 1/4" = 1'-0



SECTION D-D
Scale 1/4" = 1'-0

No.	REVISIONS	NAME	DATE
⚠	S14 changed to S13	L.H.O.	14/12/60

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 68·8 BANFF NAT. PARK.

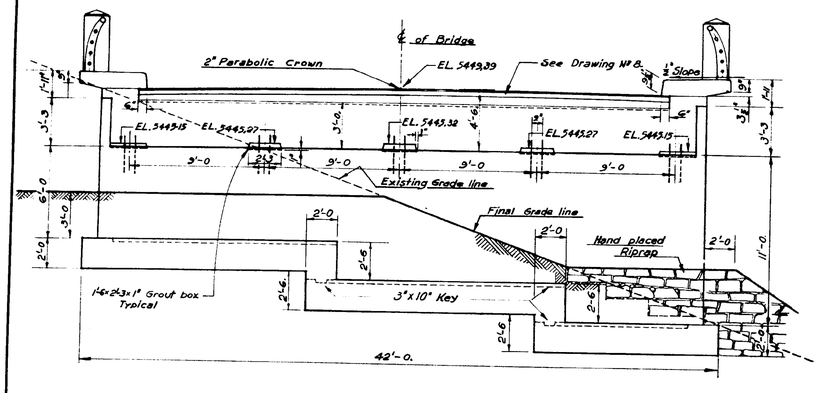
NORTH ABUTMENT. REINFORCING.

JOB SUPERVISOR H. Hewitt DESIGN R.M&D CHECK
APPROVED DATE 4/5/60 DRAWN L.B.P. CHECK 4/5/60
TRACED CHECK
PROJECT NO. SD—88.

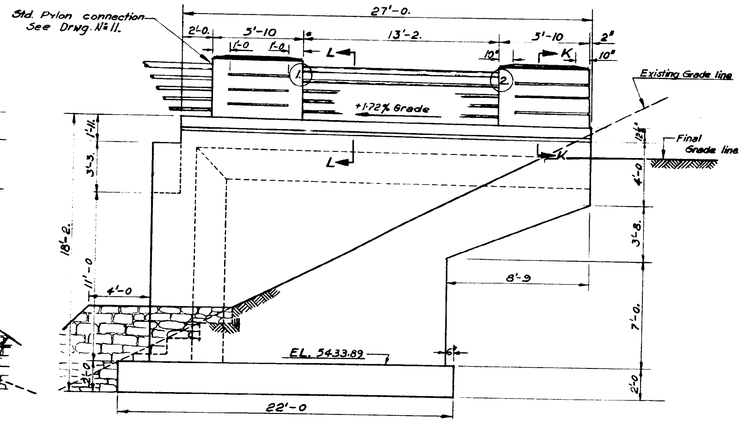
W.S. Thompson
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/5/60

G.T. Clarke
CHIEF ENGINEER

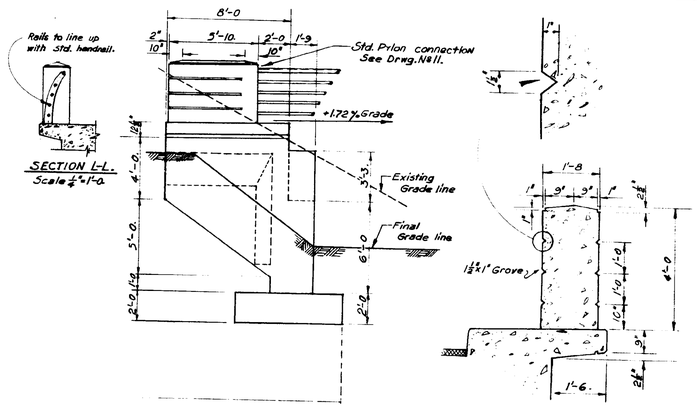
SHEET 3 OF 11



ELEVATION F-F
Scale ¼" - 1'-0.

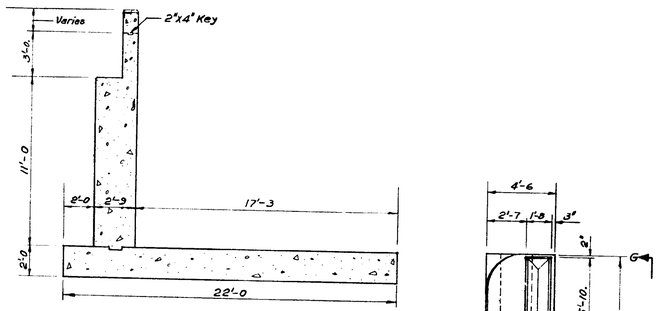


ELEVATION G-G.
Scale ¼"-1'-0.

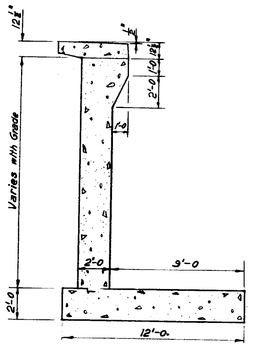


ELEVATION H-H
Scale ¼"-1'-0.

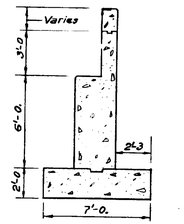
SECTION K-K.
Scale ½"-1'-0.



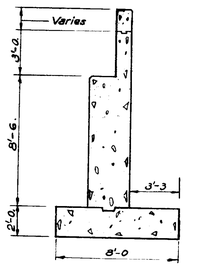
SECTION A-A.
Scale ½"-1'-0.



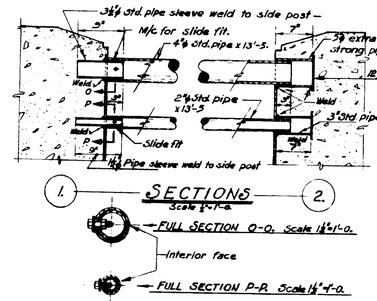
SECTION B-B
Scale ½"=1'-0.



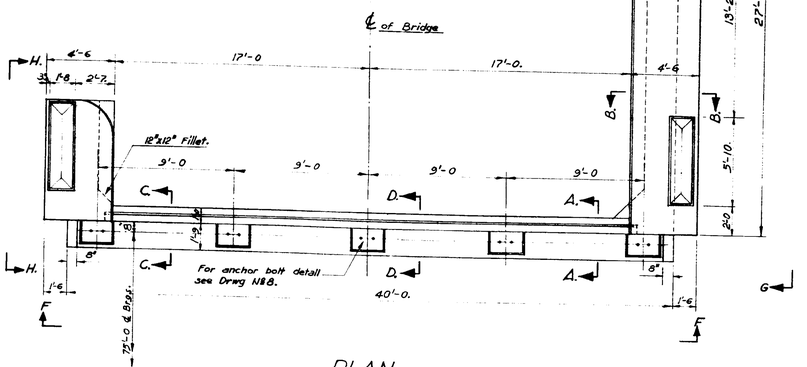
SECTION C-C.
Scale ½"=1'-0.



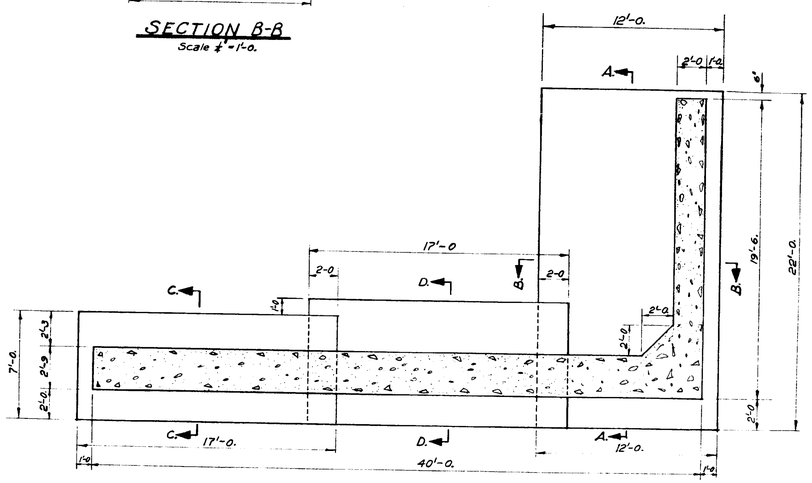
SECTION D-D.
Scale ½"-1'-0.



ADDITIONAL DETAIL OF RAIL CONNECTIONS AT SOUTH ABUTMENT —LONG WING.



PLAN.
Scale ¼"= 1'-0.



FOUNDATION PLAN.
Scale ½"= 1'-0.

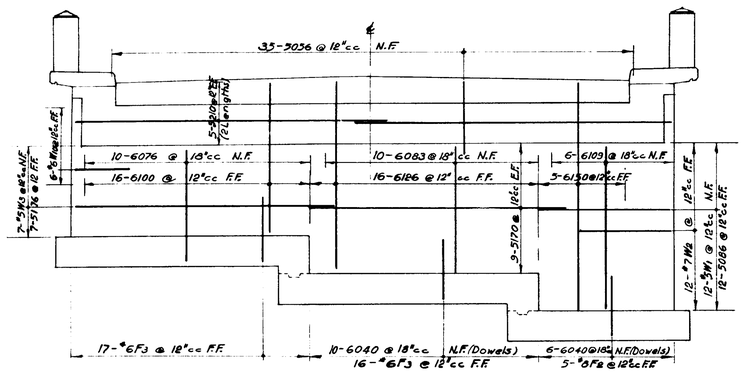
No.	REVISIONS	NAME	DATE

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 68.8 BANFF NAT. PARK

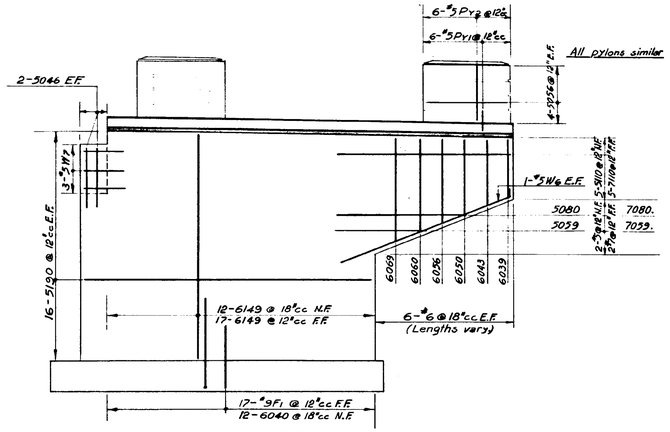
SOUTH ABUTMENT.

JOB SUPERVISOR H. Hewitt. DESIGN R.M.D. CHECK
APPROVED DATE 4/5/60 DRAWN S.B. CHECK 4/5/60
TRACED CHECK
PROJECT NO. SD-88.
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/5/60
CHIEF ENGINEER
SHEET 4 OF 11



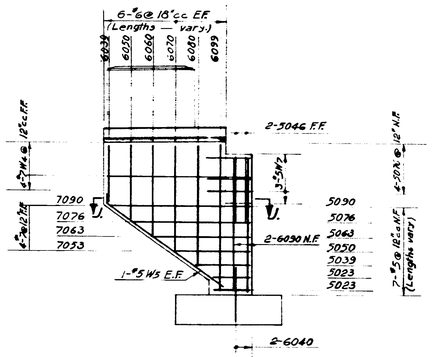
ELEVATION F-F.

Scale $\frac{1}{4}$" = 1'-0



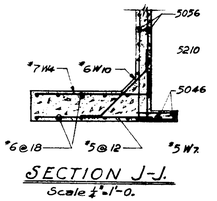
ELEVATION G-G.

Scale $\frac{1}{4}$" = 1'-0



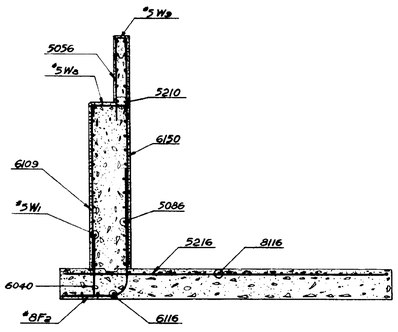
ELEVATION H-H.

Scale $\frac{1}{4}$" = 1'-0



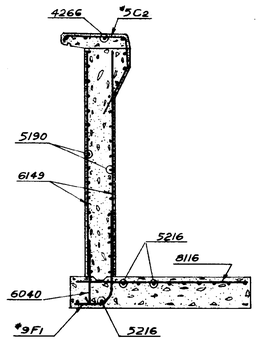
SECTION J-J.

Scale $\frac{1}{4}$"=1'-0.



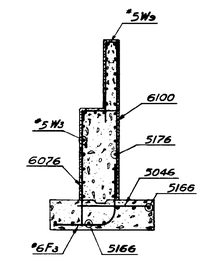
SECTION A-A.

Scale $\frac{1}{4}$" = 1'-0

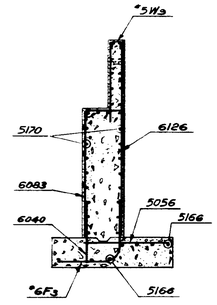


SECTION B-B.

Scale $\frac{1}{4}$" = 1'-0

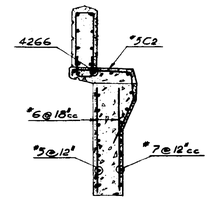


SECTION C-C.



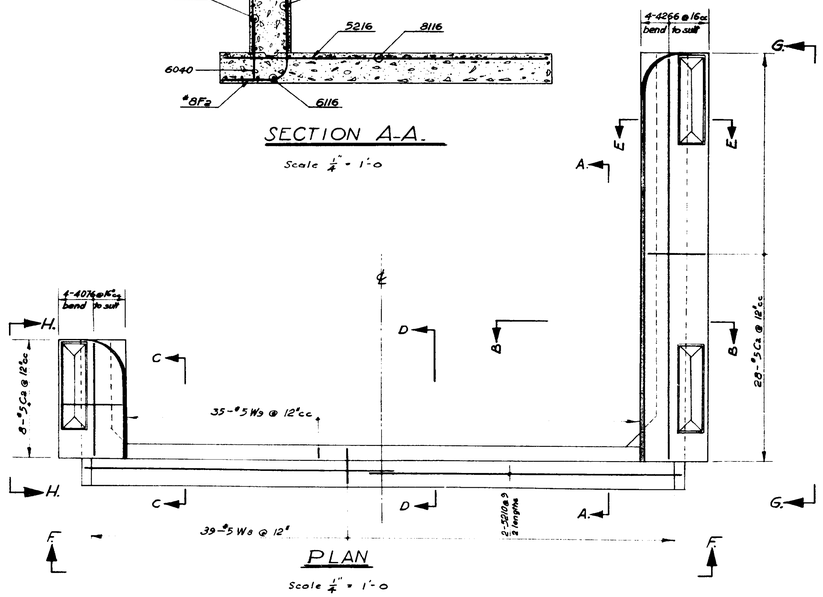
SECTION D-D

Scale $\frac{1}{4}$" = 1'-0



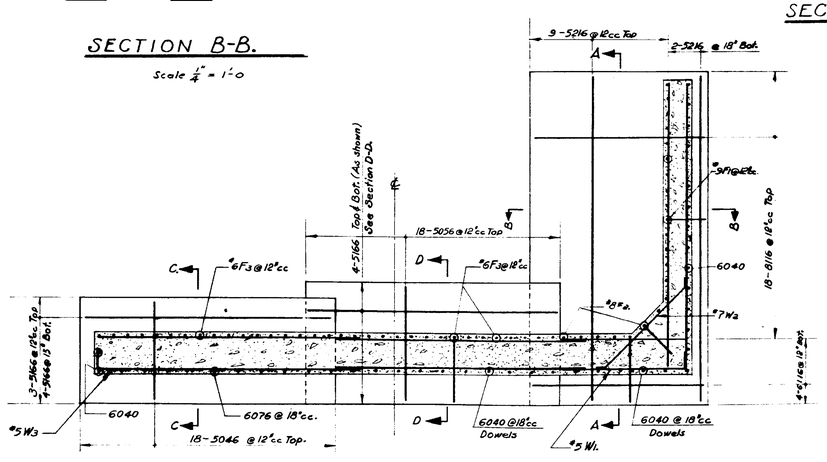
SECTION E-E.

Scale $\frac{1}{4}$" = 1'-0



PLAN

Scale $\frac{1}{4}$" = 1'-0



FOUNDATION PLAN

Scale $\frac{1}{4}$" = 1'-0

No.	REVISIONS	NAME	DATE

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 68·8 BANFF NAT. PARK.

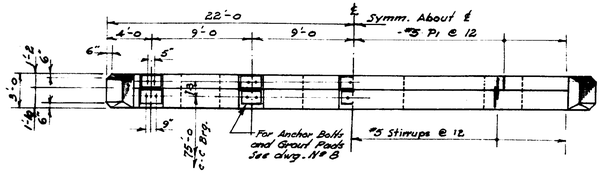
SOUTH ABUTMENT STEEL REINFORCMENT.

JOB SUPERVISOR	H.Hewitt	DESIGN	R.M.D.	CHECK
APPROVED	DATE 4/5/60	DRAWN	S.B.	CHECK
		TRACED		CHECK

CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/6/60
C.T. Clarke
CHIEF ENGINEER

PROJECT NO. SD—88.

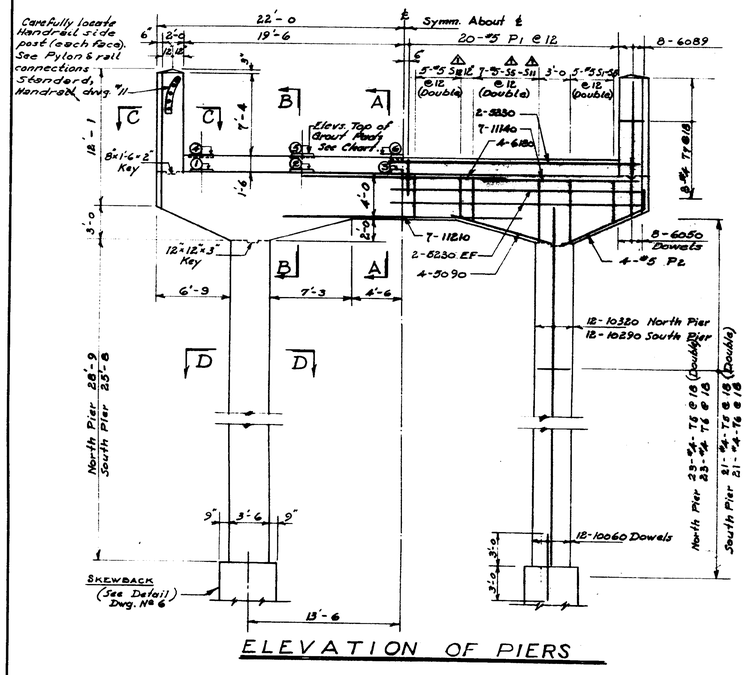
SHEET 5 OF 11.



PLAN OF PIERS

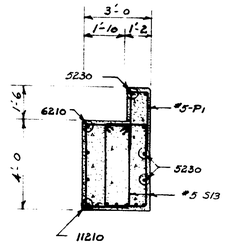
Scale 3/16 = 1'-0

All Elevations are Top of Grout Pads.		
GROUT PAD No.	NORTH PIER ELEV.	SOUTH PIER ELEV.
(1)	5449.64	5446.50
(2)	5449.76	5446.62
(3)	5449.81	5446.67
(4)	5450.91	5447.81
(5)	5451.03	5447.93
(6)	5451.08	5447.98



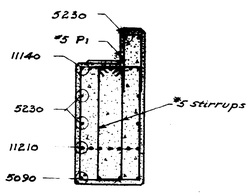
ELEVATION OF PIERS

Scale 3/16 = 1'-0



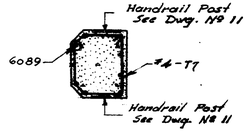
SECTION A-A

Scale 3/8" = 1'-0



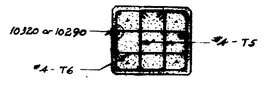
SECTION B-B

Scale 3/8" = 1'-0



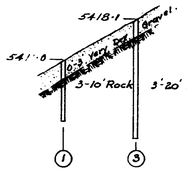
SECTION C-C

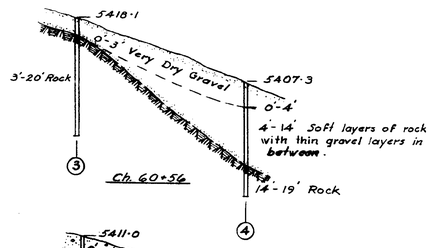
Scale 3/8" = 1'-0

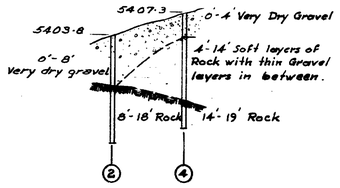


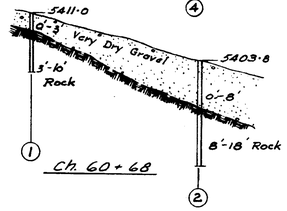
SECTION D-D

Scale 3/8" = 1'-0



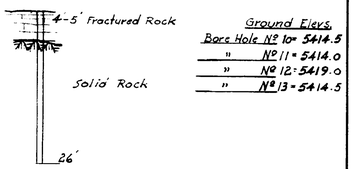






AT SOUTH SKEWBACKS

Scale 1" = 10'-0

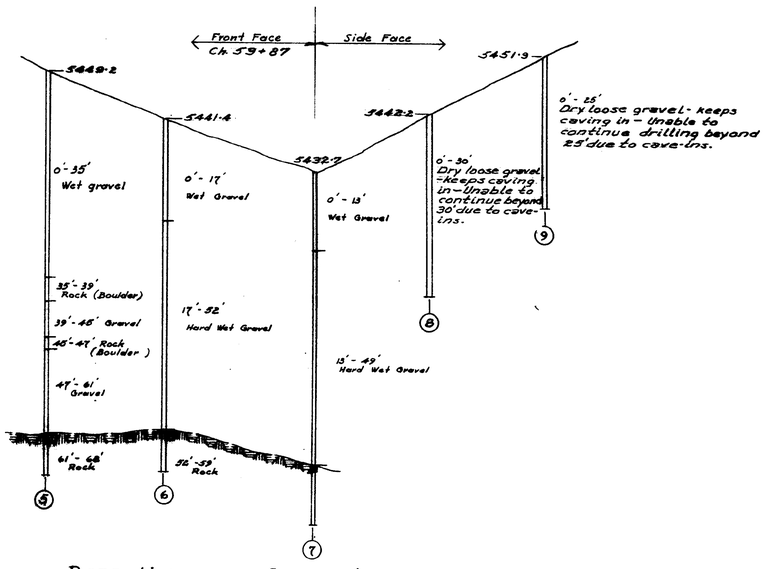


Ground Elevs.
Bore Hole No 10 = 5414.5
" No 11 = 5414.0
" No 12 = 5419.0
" No 13 = 5414.5

TYPICAL BORE HOLE

BORE HOLE Nos 10, 11, 12 & 13

Scale 1" = 10'-0



BORE HOLES FOR SOUTH ABUTMENT

Scale 1" = 10'-0

NOTE:

1. See Dwg. No 1 for locations of Bore Holes.
2. Interpolation of Profiles between Bore Holes to be considered Approximate.

No.	REVISIONS	NAME	DATE
⚠	change "Mark" of stirrups in pier capping beam.	GHH	14/12/60

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 600 BANFF NAT. PARK.

— PIERS — BORE HOLES.

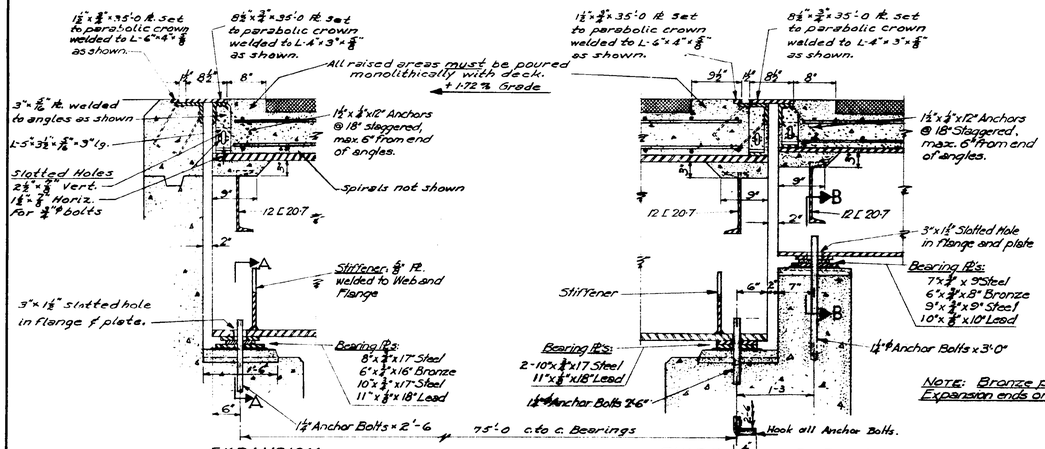
JOB SUPERVISOR	H. Hewitt	DESIGN	R.SMD.	CHECK	GHH
APPROVED DATE	4/5/60	DRAWN	L.B.P.	CHECK	GHH 4/5/60
		TRACED		CHECK	

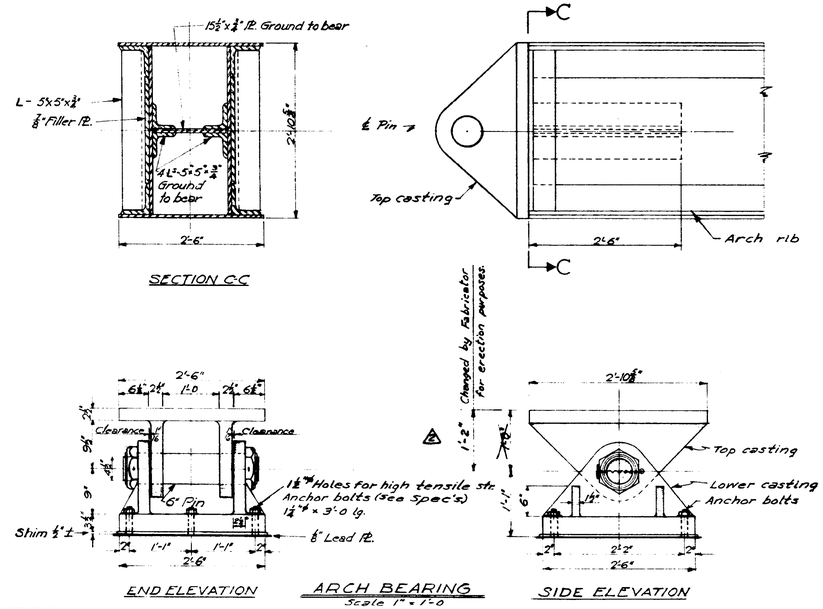
PROJECT NO. SD-88.

CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/6/60

CHIEF ENGINEER

SHEET 7 OF 11





NOTES

1. All bearings - anchor bolts in piers, skewbacks and abutments to be set by template.
2. All grout pads to be 4000 p.s.i. at 28 days, dry packed.
3. All bronze plates A.S.T.M. B100 phosphorous bronze alloy.
4. Basic electric nickel steel for castings and pins.

Phosphorous	not over	0.03 %
Sulphur	" "	0.03 %
Carbon	" "	0.15 %
Nickel	3.00	— 3.50 %
Silicon	0.35	— 0.45 %
Manganese	0.60	— 0.80 %

6 lbs. of Fe-C-T added per ton; normalized and drawn.
Reduction of Area 40% min.
Elongation 22% min.
Ultimate tensile strength - not less than 75,000 p.s.i.
Yield - 40,000 - 45,000 p.s.i.

5. Fillets on castings ½" radius.

3. ASTM A352-58T Grade L.C.3 accepted (see letter on file dated 29/12/60.)

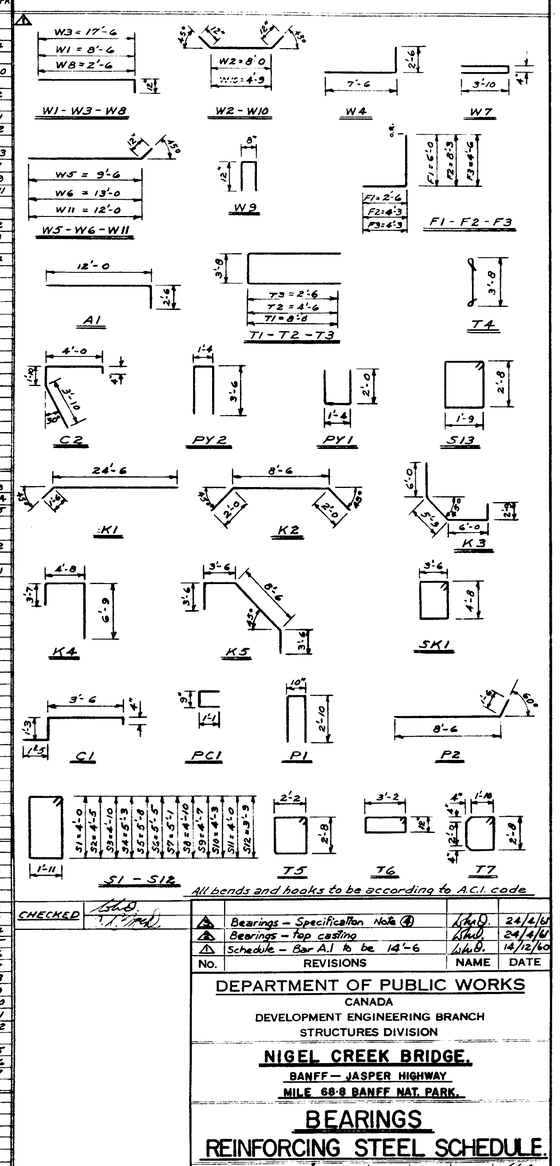
REINFORCING STEEL SCHEDULE

LOCATION	Cu. Yds. Conc.	Lbs. Reinf.	STRAIGHT BARS Nº	Size	Length	Mark	BENT BARS Nº	Size	Length	Mark
SOUTH ABUTMENT	120	8570	18	#8	11'-6	B116	17	#5	8'-6	F1
			5	#7	11'-0	7110	5	#8	12'-6	F2
			1		9'-0	7090				
			1		8'-0	7080				
			1		9'-6	7096	12	#7	10'-0	W2
			1		6'-3	7063	4	#7	10'-0	W4
			1		5'-9	7059				
			1	#7	5'-3	7053				
							33	#6	8'-9	F3
			5	#6	15'-0	6150				
			29		14'-9	6149				
			16		12'-6	6126	6	#6	6'-9	W10
			4		11'-6	6116				
			6		10'-9	6105				
			16		10'-0	6100	12	#5	9'-6	W1
			2		9'-9	6099	7		18'-6	W3
			2		9'-0	6090	2		10'-6	W5
			10		8'-3	6083	2		14'-0	W6
			2		8'-0	6080	6		8'-0	W7
			10		7'-6	6076	35		3'-6	W8
			2		7'-0	6070	35	#5	2'-8	W9
			2		6'-9	6069				
			4		6'-0	6060				
			2		5'-6	6056	35	#5	10'-0	C2
			4		5'-0	6050				
			2		4'-3	6043				
			30		4'-0	6040	18	#5	5'-4	PY1
			4	#6	3'-9	6038	18	#5	8'-4	PY2
			11	#5	21'-6	5216				
			24		21'-0	5210				
			32		19'-0	5190				
			7		19'-6	5196				
			18		17'-0	5170				
			15		16'-6	5166				
			5		11'-0	5110				
			1		9'-0	5090				
			18		8'-6	5086				
			1		8'-0	5080				
			5		7'-6	5076				
			1		6'-3	5063				
			1		5'-9	5059				
			77		5'-6	5056				
			1		5'-0	5050				
			24		4'-6	5046				
			1		3'-9	5039				
			2	#5	2'-3	5023				
			4	#4	26'-6	4266				
			4	#4	7'-6	4076				

LOCATION	Cu. Yds. Conc.	Lbs. Reinf.	STRAIGHT BARS Nº	Size	Length	Mark	BENT BARS Nº	Size	Length	Mark
NORTH ABUTMENT	160	17,400	6	#11	21'-0	11210	8	#9	14'-6	A1
			62	#11	15'-0	11150				
			12	#10	16'-0	10160	8	#7	10'-0	W4
			14	#9	33'-0	9330	14	#6	6'-9	W10
			14		26'-0	9260	16	#5	10'-0	C2
			6		25'-0	9250				
			14		20'-6	9206	12	#5	5'-4	PY1
			6		18'-0	9180	12	#5	8'-4	PY2
			18		13'-0	9130				
			12	#9	8'-0	9080	70	#5	10'-0	S13
							6	#5	8'-0	W7
			2	#7	9'-0	7090	35	#5	8'-8	W9
			2		8'-0	7080	4	#5	13'-0	W11
			2		7'-0	7070				
			2		6'-0	7060	28	#4	19'-8	T1
			2	#7	5'-6	7056	52	#4	12'-8	T2
							30	#4	8'-8	T3
			4	#6	9'-6	6096				
			4		8'-0	6080	314	#3	4'-6	T4
			4		7'-0	6070				
			4		6'-6	6066				
			4		5'-3	6053				
			4	#6	3'-9	6039				
			28	#5	21'-0	5210				
			2		9'-0	5090				
			2		8'-0	5080				
			8		7'-6	5076				
			2		7'-0	5070				
			2		6'-0	5060				
			88		5'-6	5056				
			8	#5	4'-6	5046				
			8	#4	7'-6	4076				
PIERS	104	16,180	8	#11	17'-9	11173	15	#5	20'-6	K3
			2		17'-0	11170	30	#8	13'-0	K4
			2		15'-9	11159	15	#5	19'-0	K5
			2		14'-9	11149				
			20		14'-0	11140	2	#8	24'-0	K1
			2		13'-6	11136	5	#8	12'-6	K2
			2		12'-6	11126				
			3	#11	11'-6	11116	32	#5	17'-2	SK1
			48	#10	6'-0	10060				
			15	#9	4'-6	9046				
SKEWBACKS	122	11,170	2	#8	18'-9	8188				
			2		17'-6	8176				
			2		17'-0	8170				
			2		16'-0	8160				
			2		15'-0	8150				
			2		14'-6	8146				
			4		13'-0	8130				
			2		11'-6	8116				
			22		11'-0	8110				
			2		10'-0	8100				
			2		9'-0	8090				
			2		8'-6	8086				
			20		7'-0	8070				
			2		5'-6	8056				
			2		5'-0	8050				
			2	#8	4'-0	8040				
DECK	317	73,620	14	#11	21'-0	11210	80	#5	6'-6	P1
			28	#11	18'-0	11140	16	#5	10'-0	P2
			24	#10	32'-0	10320	8	#5	12'-8	S1
			24	#10	29'-0	10290	8		13'-6	S2
							8		14'-4	S3
			8	#6	19'-0	6180	8		15'-2	S4
			32	#6	8'-9	6089	16		16'-0	S5
			32	#6	5'-0	6050	8		15'-6	S6
							8		14'-10	S7
			24	#5	23'-0	5230	8		14'-4	S8
			16	#5	9'-0	5090	8		13'-10	S9
							8		13'-2	S10
							8		12'-8	S11
							40	#5	12'-2	S12
							176	#4	10'-6	T5
							88	#4	9'-0	T6
							32	#4	10'-0	T7
PRECAST GROOVED IN SITU CONC. CURBS ON DECK	12	1,060	442	#6	25'-0	6250				
			804	#6	20'-6	6206				
			442	#6	16'-0	6160				
			480	#4	26'-6	4266				
			800	#4	20'-0	4200				
			16	#4	27'-6	4276	664	#5	6'-6	C1
			22	#4	23'-6	4236				
			80	#4	17'-6	4176				
			212	#3	5'-9	3059	530	#3	3'-0	PC1

BENDING DIAGRAMS

All dimensions are out to out



CHECKED

No.	REVISIONS	NAME	DATE
4	Bearings - Specification Note 4	L.W.D.	24/2/61
3	Bearings - Top casting	L.W.D.	24/4/61
2	Schedule - Bar A1 to be 14'-6	L.W.D.	14/12/60

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

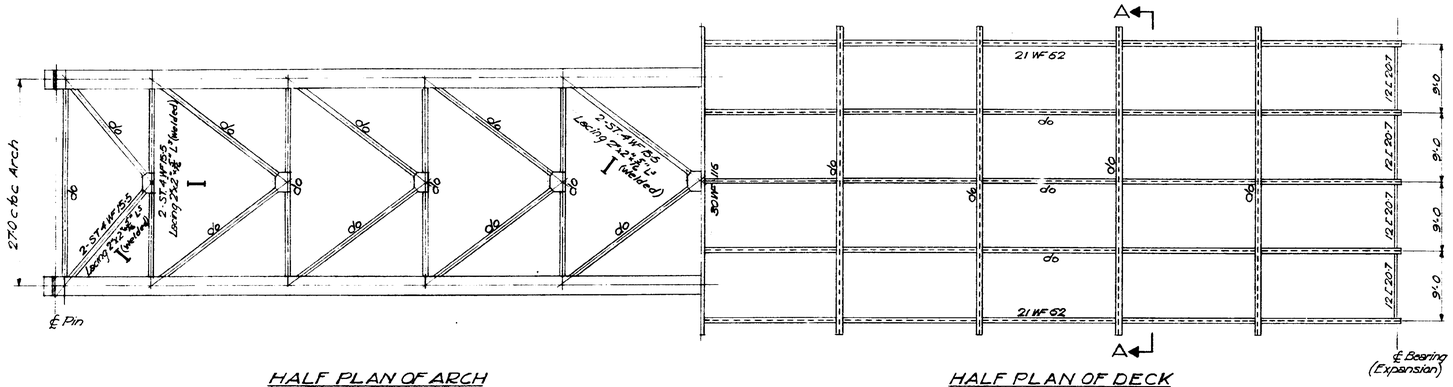
NIGEL CREEK BRIDGE.
BANFF — JASPER HIGHWAY
MILE 68·8 BANFF NAT. PARK.

BEARINGS
REINFORCING STEEL SCHEDULE.

JOB SUPERVISOR H. Hewitt.
APPROVED DATE 4/5/60
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/5/60
CHIEF ENGINEER

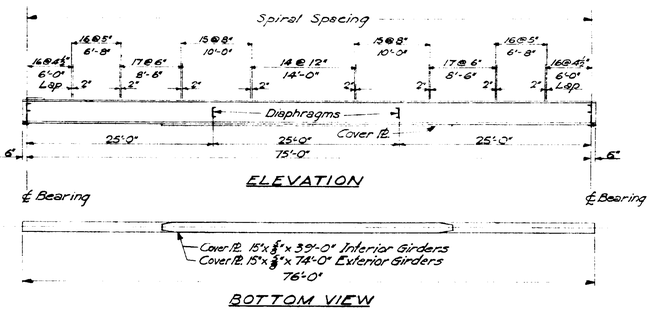
DESIGN	G.L.	CHECK	
DRAWN	H.V.E. D.A.S	CHECK	
TRACED	H.V.E. D.A.S	CHECK	4/5/60

PROJECT NO. SD-88.
SHEET 8 OF 11



HALF PLAN OF ARCH

HALF PLAN OF DECK

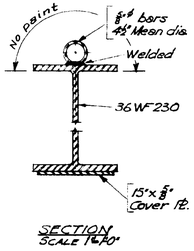


ELEVATION

BOTTOM VIEW

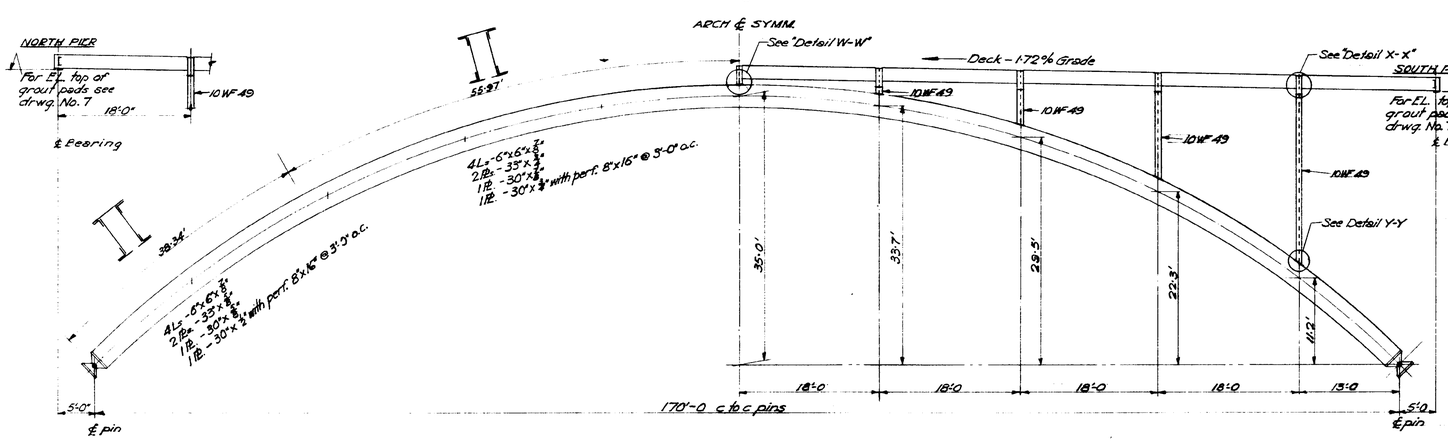
76'-0" - 36 WF 230 GIRDERS COMPOSITE SPAN

SCALE ⅛"=1'-0"

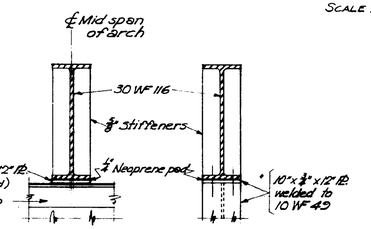


SECTION
SCALE ½"=1'-0"

SCALE: ⅜"=1'-0

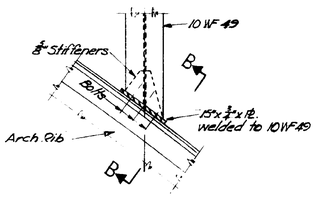


ELEVATION
SCALE ⅛"=1'-0

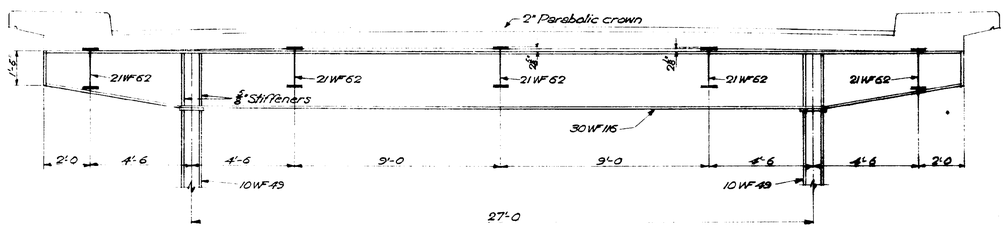


DETAIL W-W

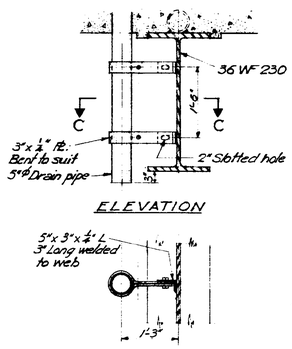
DETAIL X-X



ELEVATION



SECTION A-A
SCALE ⅜"=1'-0

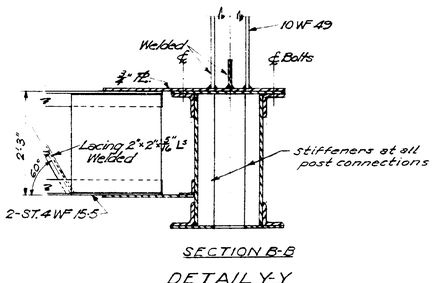


ELEVATION

SECTION C-C

DRAIN PIPE CONNECTION
SCALE ½"=1'-0

NOTE: For connection to 21 WF 62 the distance between clip angles to be 1'-0.



SECTION B-B

DETAIL Y-Y
SCALE ½"=1'-0

NOTES

1. 3½" Permanent camber on 36 WF 230 beams. (see Deck dwg. for details.)
2. Surfaces of steel to be in contact with concrete not to be painted.
3. ¾" ϕ rivets to be used through-out. (⅞" ϕ high tensile bolts may be used for field connections.)
4. All gusset plates - min. ⅜" thick.
5. All structural steel to conform to C.S.A. Specifications 56.

No.	REVISIONS	NAME	DATE

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE.
BANFF — JASPER HIGHWAY.
MILE 688 BANFF NAT. PARK.

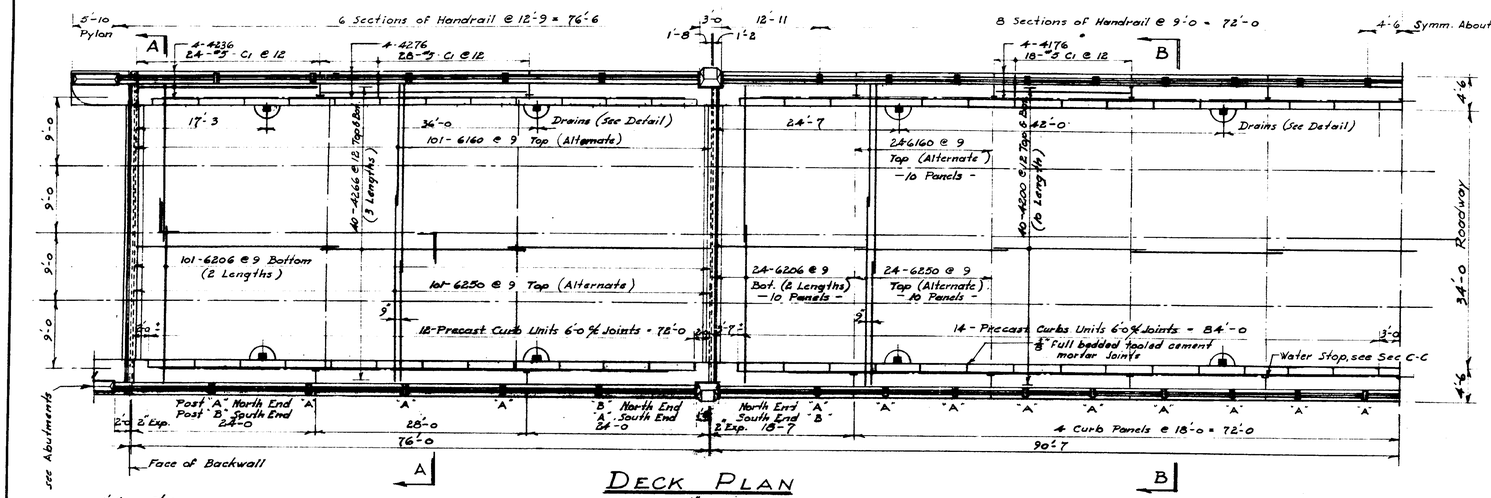
STRUCTURAL STEEL.

JOB SUPERVISOR
APPROVED DATE 4/5/60
R.A.H. Thompson
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/5/60
G.T. Clarke
CHIEF ENGINEER

DESIGN	G.L.	CHECK	
DRAWN	D.A.S. H.V.E.	CHECK	
TRACED	H.V.E.	CHECK	

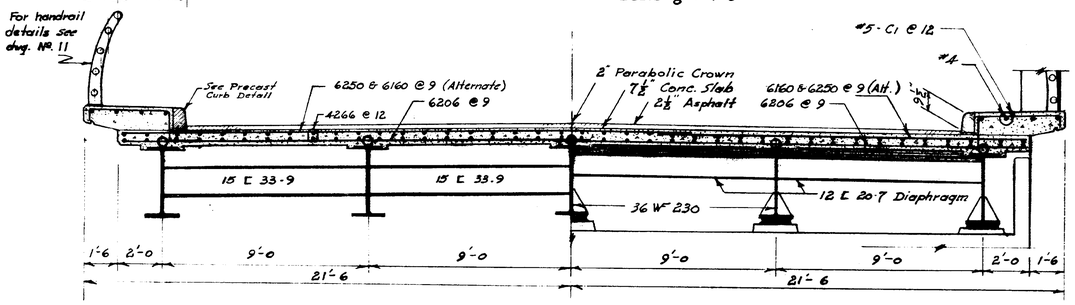
PROJECT NO. SD-88.

SHEET 9 OF 11



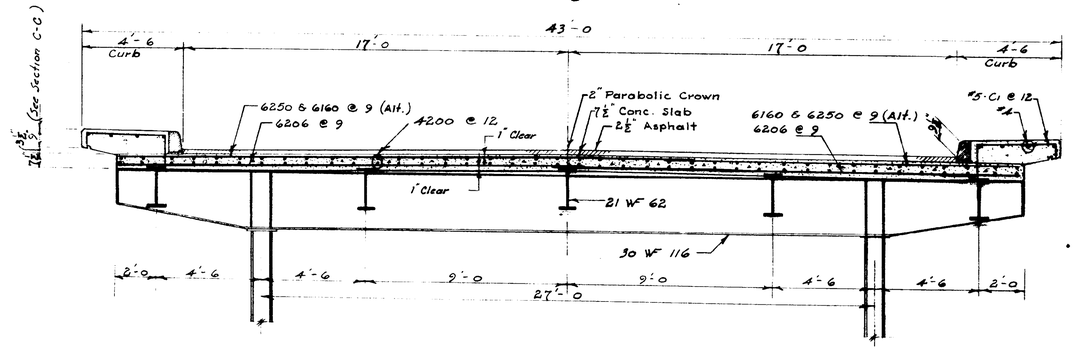
DECK PLAN

Scale 1/8" = 1'-0



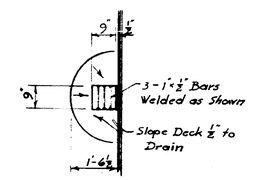
SECTION A-A

Scale 3/8" = 1'-0



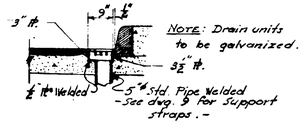
SECTION B-B

Scale 3/8" = 1'-0



PLAN OF DRAIN

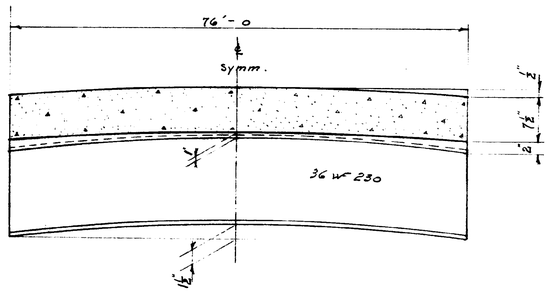
Scale 1/2" = 1'-0



NOTE: Drain units to be galvanized.

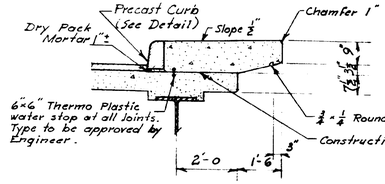
SECTION THROUGH DRAIN

Scale 1/2" = 1'-0



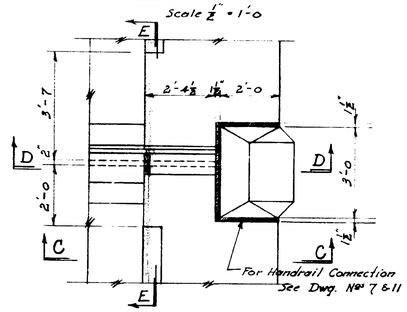
RESIDUAL CAMBER AFTER D.L.

Not to Scale



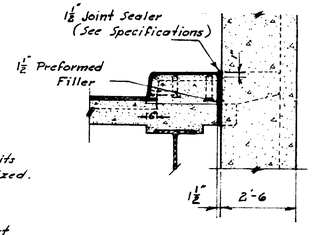
SECTION C-C

Scale 1/2" = 1'-0



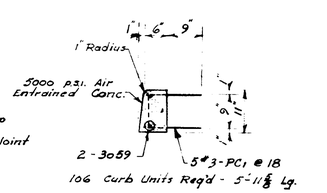
PLAN AT PIER

Scale 1/2" = 1'-0



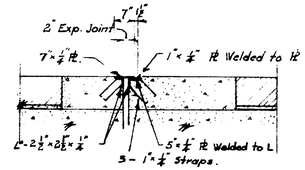
SECTION D-D

Scale 1/2" = 1'-0



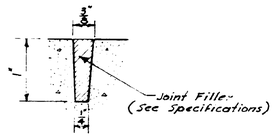
PRECAST CURB DETAIL

Scale 3/4" = 1'-0



SECTION E-E

Scale 1/2" = 1'-0



CURB PANEL JOINT

Scale Full Size.

NOTE.
For End Diaphragms and Expansion Joint Details see Dwg. No 8.

No.	REVISIONS	NAME	DATE

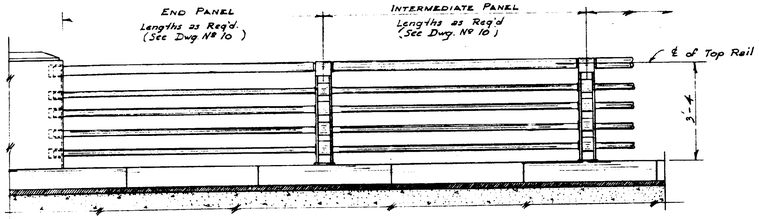
DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 68·8 BANFF NAT. PARK.

DECK.

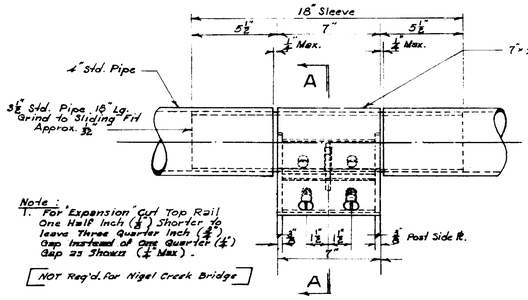
JOB SUPERVISOR H. Hewitt.
APPROVED DATE 4/5/60
H. F. Thompson
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/8/60
C. T. Clarke
CHIEF ENGINEER

DESIGN G.L. CHECK
DRAWN L.B.P. CHECK
TRACED CHECK
PROJECT NO. SD-88.
SHEET 10 OF 11

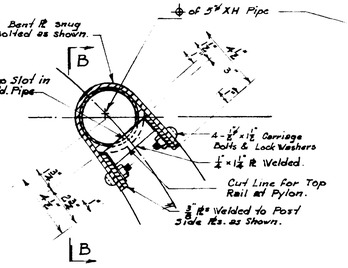


INTERIOR ELEVATION OF POSTS AND HANDRAILS

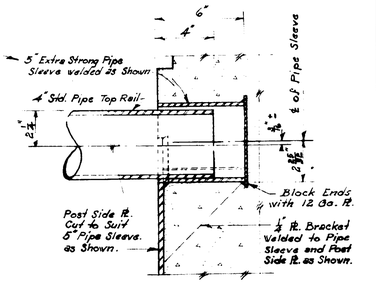
Scale ½" = 1'-0



ELEVATION B-B AT POST



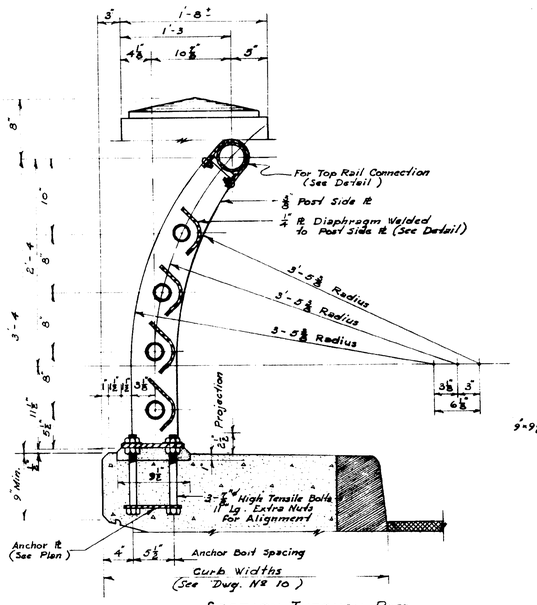
SECTION A-A



TOP RAIL CONNECTION AT PYLON

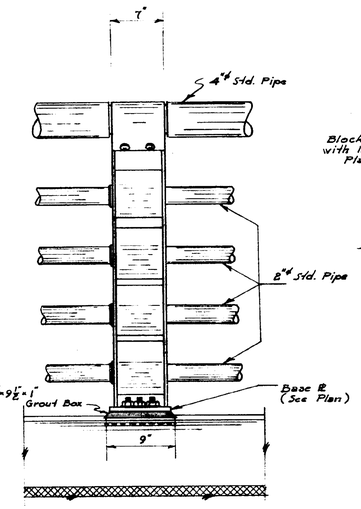
TYPICAL TOP RAIL CONNECTIONS

Scale 3" = 1'-0



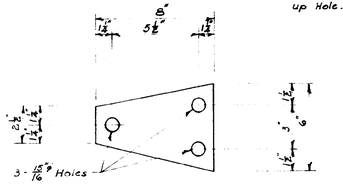
SECTION THROUGH POST

Scale 1½" = 1'-0



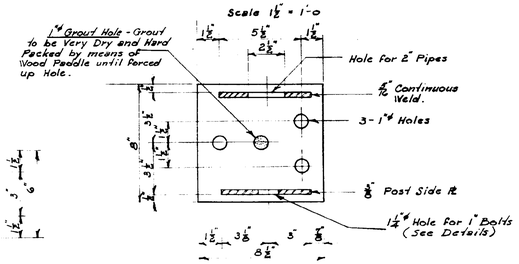
INTERIOR ELEVATION

Scale 1½" = 1'-0



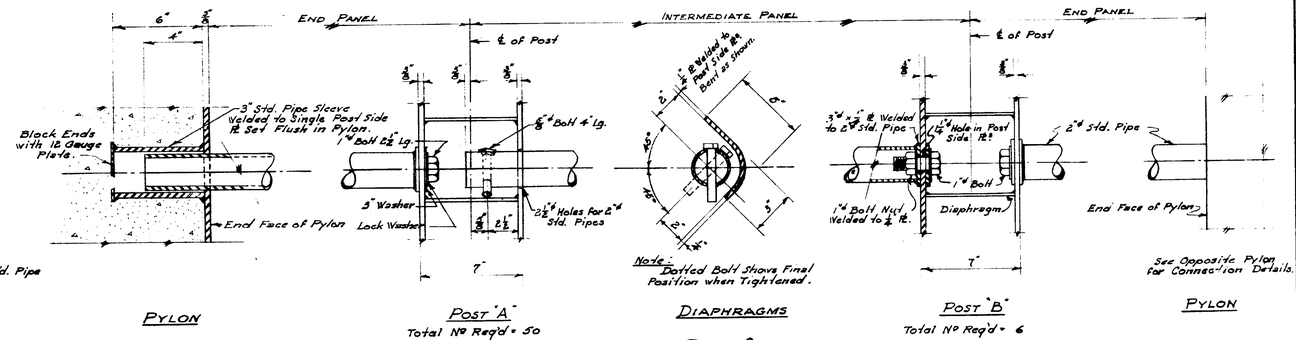
ANCHOR PLATE (¼" THICK)

Scale 3" = 1'-0



POST BASE ℔. (½" THICK)

Scale 3" = 1'-0



PYLON

POST "A"
Total No Req'd = 50

DIAPHRAGMS

POST "B"
Total No Req'd = 6

PYLON

TYPICAL LOWER RAIL CONNECTIONS
PYLON TO PYLON

Scale 3" = 1'-0

NOTES

1. All posts and pylons to be vertical.
2. All rails and tops of pylons to be parallel to grade (1.72%)
3. All pylon connections to be as shown above except for South Abutment - Long Wing (See Drwg. No 4)

NO.	REVISIONS	NAME	DATE

DEPARTMENT OF PUBLIC WORKS
CANADA
DEVELOPMENT ENGINEERING BRANCH
STRUCTURES DIVISION

NIGEL CREEK BRIDGE
BANFF — JASPER HIGHWAY
MILE 68.8 BANFF NAT. PARK.

STANDARD HANDRAIL

JOB SUPERVISOR H. Hewitt
APPROVED DATE 4/5/60.
W.H. Thompson
CHIEF-STRUCTURES DIVISION
APPROVED DATE 4/5/60
G.T. Clarke
CHIEF ENGINEER

DESIGN V.S.T. CHECK
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PROJECT NO. SD-88.
SHEET 11 OF 11