

BRITISH
COLUMBIA

Ministry of Transportation and Infrastructure

Bridge Project

12469-0002

Mission Overhead No. 2736 - Sidewalk Extension

Highway No. 11

RECORD DRAWING

1. GENERAL

- 1.1 THE METRIC SYSTEM OF MEASUREMENT IS USED ON ALL DRAWINGS. ELEVATIONS AND STATIONS ARE SHOWN IN METERS AND ALL OTHER DIMENSIONS ARE SHOWN IN MILLIMETERS.
- 1.2 GRADING AND DRAINAGE DESIGN BY URBAN SYSTEMS. GEOTECHNICAL DESIGN BY THURBER ENGINEERING LTD.
- 1.3 TOPOGRAPHICAL INFORMATION AND SURVEY OF EXISTING BRIDGE SUPPLIED BY THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE.
- 1.4 SPECIFIC STRUCTURAL DRAWING NOTES SUPERSEDE GENERAL NOTES WHERE THERE ARE DIFFERENCES.
- 1.5 CONSTRUCTION OF THE WORKS TO COMPLY WITH THE BC MOTI "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION", 2012 EDITION.

2. DESIGN DATA

- 2.1 DESIGN CODE: -CAN/CSA-S6-06 WITH SUPPLEMENT #1 (2010)
-MOTI BRIDGE STANDARDS AND PROCEDURES MANUAL (AUGUST 2007)
- 2.2 DESIGN LIVE LOAD: BCL-625 FOR ROADWAY
PEDESTRIAN LOAD FOR SIDEWALK
- 2.3 DYNAMIC LOAD ALLOWANCE: AS PER CAN/CSA-S6-06 WITH SUPPLEMENT #1 (2010)
- 2.4 FATIGUE DESIGN: CLASS A HIGHWAY ADTT
- 2.5 DESIGN LIFE: 50 YEARS
- 2.6 CLIMATIC INFORMATION:
MINIMUM DAILY MEAN TEMPERATURE: -16°C
MAXIMUM DAILY MEAN TEMPERATURE: 29°C

3. FOUNDATION NOTES

- 3.1 FOR GEOTECHNICAL DESIGN, SEE REPORT BY THURBER ENGINEERING LTD., FILE NO. 19-5161-143, FEBRUARY 6, 2013
- 3.2 THE GEOTECHNICAL ENGINEER SHALL BE NOTIFIED WHEN ALL EXCAVATIONS HAVE BEEN CARRIED OUT TO DESIGN ELEVATIONS FOR INSPECTION.
- 3.3 TEMPORARY SHORING IS REQUIRED FOR WIDENING OF THE ABUTMENTS. THE EXTENT AND DETAILS OF SHORING SYSTEM EMPLOYED SHALL BE SUBMITTED TO THE MINISTRY FOR APPROVAL PRIOR TO START OF CONSTRUCTION. SEE SPECIFICATION FOR DETAILS OF TRAFFIC MANAGEMENT PLAN.
- 3.4 BACKFILL BEHIND ABUTMENT DIAPHRAGMS SHALL BE PLACED SIMULTANEOUSLY AT BOTH ENDS.
- 3.5 BACKFILL SHALL NOT BE PLACED AGAINST THE ABUTMENTS AND WALLS UNTIL THE CONCRETE HAS ACHIEVED THE FULL 28-DAY STRENGTH.
- 3.6 HEAVY EARTH COMPACTING EQUIPMENT, OR OTHER HEAVY CONSTRUCTION EQUIPMENT SHALL NOT BE USED WITHIN 2.0m OF THE ABUTMENTS AND WALLS.

4. CONCRETE NOTES

- 4.1 PORTLAND CEMENT SHALL CONFORM TO THE REQUIREMENTS OF CSA STANDARD A5, TYPE GU, WITH C3A CONTENT LESS THAN 7.5%. FLY ASH SHALL CONFORM TO CSA STANDARD A3001 TYPE F OR C1.
- 4.2 CONCRETE SHALL CONFORM TO CAN/CSA-A23.1 AND SHALL HAVE A MINIMUM 28 DAYS COMPRESSIVE STRENGTH, EXPOSURE CLASS AND W/C RATIO AS FOLLOWS:

STRUCTURE ELEMENT OR LOCATION	EXPOSURE CLASS TO A23.1-04	28-DAY STRENGTH	MAX. W/C RATIO ^a	NOM. AGG. SIZE	SUPPLEMENTARY CEMENTING MATERIALS ^a FLY ASH SILICA FUME	
SUBSTRUCTURE: PIER CAPS ABUTMENTS, DIAPHRAGMS	C1	35MPa	0.40	20mm	40% MAX.	8% MAX.
SUPERSTRUCTURE: DECK	C-XL	35MPa	0.37	20mm	20% MAX.	8% MAX.
PRECAST GIRDERS	C1	55MPa	0.40	20mm	25% MAX.	8% MAX.

^a PERCENTAGE BY MASS OF CEMENTING MATERIAL.

- 4.3 CONCRETE COVER TO REINFORCEMENT TO BE AS FOLLOWS (mm):
SURFACES CAST AGAINST EARTH 100
WING WALLS EXPOSED TO EARTH 70
DECK SLAB TOP 50
SOFFITS CAST-IN-PLACE 50
OTHER SURFACES NOT SPECIFIED ABOVE 70
RATIO OF COVER TO MAX. NOMINAL AGGREGATE SIZE 1.5
- 4.4 ALL EXPOSED EDGES OF CONCRETE TO BE CHAMFERED 20mm UNLESS NOTED OTHERWISE.
- 4.5 FORMED CONCRETE SURFACES SHALL BE FINISHED IN ACCORDANCE WITH MOTI SPECIFICATIONS AS FOLLOWS:
- CLASS 1 (BASIC FORMED FINISH): ALL SUBMERGED OR BURIED SURFACES (NOT EXPOSED TO VIEW).
- CLASS 2 (ORDINARY FORMED FINISH EXPOSED TO VIEW FROM MODERATE DISTANCE): EXPOSED SUBSTRUCTURE ELEMENTS, OUTER EDGES OF DECK, UNDERSIDE OF DECK, **TOP SURFACES SHALL BE FINISHED IN ACCORDANCE WITH MOTI SPECIFICATIONS AS FOLLOWS:**
- **TOP OF DECK: BROOM FINISH**
- BEARING SEAT: SMOOTH TROWELLED FINISH
- 4.6 CONCRETE DECK SHALL BE MOIST CURED FOR A MINIMUM OF SEVEN DAYS AS PER DIRECTION IN THE MOTI STANDARD SPECIFICATIONS.

- 4.7 EPOXY ADHESIVE SHALL MEET THE REQUIREMENTS OF ASTM C881 AND APPROPRIATE CLASS FOR THE SITE TEMPERATURE:
BONDING AGENT - TYPE II, GRADE 2
REBAR AND ANCHOR BOLT - TYPE IV, GRADE 1, 2 OR 3
LEVELING COURSE - TYPE I, GRADE 3
- 4.8 ROUGHENED CONCRETE SURFACES SHALL BE WET ABRASIVE BLAST CLEANED TO SOUND CONCRETE IN ACCORDANCE WITH ASTM STANDARD D4259 TO A MINIMUM PROFILE OF 6mm, 15mm SPACING.
- 4.9 ALL CONSTRUCTION JOINTS FORMING FINISHED DECKS WITH INSITU CONCRETE SHALL BE SOAKED WITH WATER PRIOR TO CONCRETE PLACEMENT. THIS SOAKING MUST ACHIEVE A SATURATED SURFACE DRY (SSD) CONDITION AS DEFINED IN THE SS 209.04.06 CLAUSE. WEATHER CONDITIONS WILL DICTATE THE LENGTH OF SOAKING REQUIRED. THE SURFACE SHOULD BE TESTED TO CONFIRM SSD HAS BEEN ACHIEVED BY ADDING WATER TO SEE IF IT IS ABSORBED. ABSORPTION INDICATES A SSD CONDITION HAS NOT BEEN ACHIEVED. ONCE SSD HAS BEEN CONFIRMED ALL FREE STANDING WATER SHOULD BE REMOVED PRIOR TO CONCRETE PLACEMENT
- 4.10 PRIOR TO POURING CONCRETE, THE CONTRACTOR SHALL CHECK FOR ALL OPENINGS, ANCHOR BOLTS, INSERTS AND EMBEDDED ITEMS.

5. REINFORCING STEEL NOTES

- 5.1 ALL REINFORCING STEEL WITHIN 100mm OF THE DECK SURFACE, AND ALL OTHER REINFORCING STEEL INDICATED ON THE DRAWING AS "MS" SHALL BE STAINLESS STEEL IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A955M. ALL STAINLESS STEEL REINFORCEMENT SHALL HAVE A MINIMUM YIELD TENSILE STRENGTH OF 420MPa. FIELD WELDING OF STAINLESS STEEL IS NOT ACCEPTABLE WITHOUT PRIOR APPROVAL FROM THE ENGINEER. ALL STAINLESS STEEL REINFORCEMENT SHALL BE ONE OF THE FOLLOWING GRADES:

TYPE / ASTM DESIGNATION	UNS DESIGNATION
316LN	S31653
DUPLEX 2205	S31803
DUPLEX 2304 *	S32304

* CHEMICAL COMPOSITION OF DUPLEX 2304 SHALL BE WITHIN THE RANGES IDENTIFIED IN TABLE 1 AND IN CONFORMANCE TO THE REQUIREMENTS OF ASTM A276. THE DIMENSIONAL AND MECHANICAL PROPERTIES OF THE REINFORCEMENT MUST BE IN CONFORMANCE WITH ASTM A955.

- 5.2 ALL REINFORCING STEEL IDENTIFIED ON THE DRAWING AS "M" SHALL BE GRADE 400R CARBON STEEL IN ACCORDANCE WITH CAN/CSA-G30.18.
- 5.3 SPLICING OF TRANSVERSE DECK REINFORCING BARS, OTHER THAN AT LOCATIONS SHOWN ON THE DRAWINGS, IS NOT PERMITTED. LONGITUDINAL BAR SPLICES ARE TO BE STAGGERED SO THAT NO MORE THAN EVERY THIRD BAR IS SPLICED AT ANY CROSS SECTION OF THE DECK.
- 5.4 LAP SPLICES OF REINFORCING BARS SHALL BE AS FOLLOWS (mm) U.N.O.

BAR SIZES	UNCOATED (35MPa CONCRETE)	UNCOATED TOP BARS (35MPa CONCRETE)
10M	390	470
15M	510	660
20M	620	800
25M	1000	1300
30M	1190	1540
35M	1410	1840

SPLICE LENGTHS ASSUME CLASS B TENSION SPLICES. SPLICE LENGTHS FOR STAINLESS STEEL BARS ARE SAME AS UNCOATED STEEL BARS.

- 5.5 MECHANICAL COUPLERS SHALL CONFORM TO CAN/CSA-S6 CLAUSE 8.4.4.4 AND MUST BE SUBMITTED TO THE MINISTRY REPRESENTATIVE FOR APPROVAL BEFORE INSTALLATION. NO OFFSET REBAR COUPLERS SHALL BE USED.
 - 5.6 DOWEL EMBEDMENT DEPTHS SHALL BE AS FOLLOWS U.N.O.
- | BAR SIZES | EMBEDMENT DEPTH (mm) |
|-----------|----------------------|
| 10M | 200 |
| 15M | 280 |
| 20M | 340 |
| 25M | 550 |
| 30M | 650 |
- 6.1 PRESTRESSING STRANDS SHALL BE 12.7 DIA., 7 WIRE UNCOATED LOW RELAXATION STRANDS TO CSA G279 GRADE 1860MPa. MINIMUM TENSILE FORCE IMMEDIATELY BEFORE RELEASE OF STRANDS SHALL BE 75% OF THE ULTIMATE STRENGTH OF THE STRAND. MAXIMUM TENSILE FORCE AT JACKING SHALL NOT EXCEED 78% OF THE ULTIMATE STRENGTH.
 - 6.2 CONCRETE: MINIMUM COMPRESSIVE STRENGTH AT TIME OF RELEASE SHALL BE 40MPa.
 - 6.3 BOTTOM EDGES OF GIRDERS SHALL BE CHAMFERED 20mm EXCEPT AT ENDS AS NOTED.
 - 6.4 EXPOSED VERTICAL SURFACE OF EXTERIOR GIRDERS SHALL RECEIVE A CLASS 2 FINISH - RUBBED FINISH. ALL OTHER VERTICAL SURFACES AND SOFFIT SHALL RECEIVE A SMOOTH FORMED SURFACE FINISH.
 - 6.5 SANDBLAST ROUGHENING IS REQUIRED ON ALL GIRDER ENDS AND RECESSES TO BE CAST IN THE END DIAPHRAGMS.
 - 6.6 LIFTING DEVICES SATISFACTORY TO THE MINISTRY REPRESENTATIVE SHALL BE PROVIDED OVER THE BEARINGS. ONLY VERTICAL LIFTS SHALL BE PERMITTED. CARE SHALL BE TAKEN TO PREVENT ANY SUDDEN IMPACT LOADS ON THE GIRDER. LIFTING SHALL BE DONE ONLY BY LIFTING HOOKS.
 - 6.7 GIRDERS SHALL BE SUPPORTED ONLY AT POINTS DIRECTLY BELOW LIFTING HOOKS WHILE BEING STORED OR TRANSPORTED.

6. PRECAST CONCRETE GIRDER NOTES

- 6.8 GIRDERS SHALL BE KEPT IN AN UPRIGHT POSITION DURING HANDLING AND TRANSPORTING.
- 6.9 ALL PLAN DIMENSIONS ARE GIVEN IN A HORIZONTAL PLANE. ALLOWANCE IN LENGTH SHALL BE MADE FOR THE EFFECTS OR ELASTIC SHORTENING, SHRINKAGE, CREEP AND SLOPE.
- 6.10 DIMENSION TOLERANCES: LONGITUDINAL AND TRANSVERSE AS PER MOTI STANDARD SPECIFICATIONS 415.
- 6.11 REINFORCING STEEL SHALL BE IN ACCORDANCE WITH CSA G30.18M GRADE 400R. REINFORCING STEEL SHALL HAVE 35 MINIMUM COVER UNLESS NOTED OTHERWISE. PRESTRESSING STRANDS SHALL HAVE 40 MINIMUM COVER.
- 6.12 ELEVATIONS HAVE BEEN CALCULATED ASSUMING A NOMINAL 60mm GIRDER HAUNCH.
- 6.13 CONSTRUCTOR SHALL FIELD SURVEY GIRDER CAMBERS AFTER ERECTION AND SUBMIT TO DESIGNER FOR REVIEW AND FINAL CALCULATIONS OF ACTUAL HAUNCH HEIGHT PRIOR TO PLACEMENT OF DECK FORMWORK.
- 6.14 REINFORCEMENT BAR SPLICES ARE TO BE STAGGERED SO THAT NO MORE THAN EVERY SECOND BAR IS SPLICED AT ANY CROSS SECTION.
- 6.15 GIRDERS SHALL BE MANUFACTURED IN ACCORDANCE WITH THE MOTI STANDARD SPECIFICATION 415, "MANUFACTURE AND ERECTION OF PRECAST AND PRESTRESSED CONCRETE MEMBERS".
- 6.16 THE CONTRACTOR SHALL ENSURE GIRDER STABILITY DURING ALL STAGES OF CONSTRUCTION. CONSTRUCTION PROCEDURES SHALL BE SIGNED AND SEALED BY A BRITISH COLUMBIA PROFESSIONAL ENGINEER. ALL STEEL BRACING MATERIALS TO BE PERMANENTLY LEFT IN PLACE SHALL BE GALVANIZED.
- 6.17 GIRDERS SHALL NOT BE SET ON THEIR BEARINGS, NOR SHALL THE BRIDGE DECK BE CAST, UNTIL 60 DAYS AFTER THE CASTING OF THE GIRDERS.

7. MISCELLANEOUS METAL NOTES

- 7.1 MISCELLANEOUS STEEL SHALL CONFORM TO CAN/CSA-G40.21, GRADE 300W.
- 7.2 WELDING OF MISCELLANEOUS STEEL SHALL CONFORM TO CSA STANDARD W59, INCLUDING CLAUSE 11, WITH A MINIMUM WELD SIZE OF 5mm.
- 7.3 ALL MISCELLANEOUS STEEL AND EMBEDDED PLATE SHALL BE HOT DIPPED GALVANIZED TO CAN/CSA-G164.
- 7.4 ANCHOR BOLTS SHALL CONFORM TO ASTM STANDARD A307, HOT DIPPED GALVANIZED.
- 7.5 ALL EMBEDDED METALS AND BEARING PLATES USED IN CONJUNCTION WITH PRESTRESSED CONCRETE GIRDERS SHALL BE HOT DIPPED GALVANIZED TO CAN/CSA-G164.
- 7.6 WHERE GALVANIZING IS DAMAGED, REPAIR WITH TWO COATS OF "ZINGA" OR APPROVED EQUAL.
- 7.7 SHEAR PINS SHALL CONFORM TO CAN/CSA G40.20/G40.21 GRADE 350W.

8. BEARING NOTES

- 8.1 BEARINGS SHALL BE SHIPPED WITH CLEAR MARKINGS FOR LOCATION AND ORIENTATION.
- 8.2 BEARING PADS SHALL BE SET LEVEL.
- 8.3 ELASTOMER SHALL BE VIRGIN POLYISOPRENE (NATURAL RUBBER) HAVING A DUROMETER HARDNESS OF 55±5 SHORE A POINTS. ELASTOMER SHALL EXHIBIT GRADE 3 LOW-TEMPERATURE BEHAVIOUR.
- 8.4 STEEL REINFORCING PLATES SHALL CONFORM TO CSA G40.21M GRADE 230G MATERIAL. PLATES SHALL BE FREE OF SHARP EDGES AND BURRS AND SHALL BE BLAST-CLEANED TO SSPC-SP5-85 WHITE METAL BLAST CLEANING.
- 8.5 BONDING ADHESIVE BETWEEN ELASTOMER AND STEEL REINFORCING PLATES SHALL DEVELOP A MINIMUM PEEL STRENGTH OF 7kN/m.
- 8.6 BEARINGS SHALL BE LOAD TESTED IN ACCORDANCE WITH MOTI REQUIREMENTS.
- 8.7 LAMINATED BEARINGS SHALL CONFORM TO CAN/CSA-S6-06 CLAUSE 11.6.6.
- 8.8 STEEL TAPER PLATES SHALL CONFORM TO CSA G40.21M GRADE 300W UNLESS NOTED OTHERWISE. STEEL PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH CSA G164, TABLE 1.
- 8.9 FIELD WELDS SHALL BE CLEANED AND PAINTED WITH 2 COATS OF ZINGA OR APPROVED EQUAL. SURFACE PREPARATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATION.
- 8.10 GRIND OFF GALVANIZING ON TOP OF BEARING PLATE TO ACCOMMODATE WELDING. PAINT WELDS AND EXPOSED STEEL WITH AN APPROVED GALVANIZING AGENT AFTER ERECTION. WELDER TO CONTROL HEAT TO NOT DAMAGE RUBBER BEARINGS.

9. JOINT FILLERS

- 9.1 COMPRESSIBLE MATERIAL SHALL BE EVAZOTE EV50 (ETHYLENE VINYL ACETATE) WITH A NOMINAL, RECOVERABLE COMPRESSIVE STIFFNESS OF 42kPa @ 25% STRAIN.
- 9.2 ASPHALT IMPREGNATED FIBREBOARD SHALL MEET THE REQUIREMENTS OF ASTM D 1751. THE BOARD SHALL HAVE A MINIMUM DENSITY OF 300kg/m³ WITH THE WEIGHT OF THE FINISHED BOARD TO ASPHALT. THE COMPRESSIVE STRENGTH OF THE BOARD SHALL BE BETWEEN 0.7MPa AND 5.0MPa @ 50% STRAIN.

10. PVC DECK DRAINAGE SYSTEM

- 10.1 SCHEDULE 40 PVC-DWV PIPE SHALL MEET CSA B181.2 SPECIFICATIONS, SHALL BE UV RESISTANT, ALL COMPONENTS SHALL BE UNIFORM GREY IN COLOUR AND SHALL BE SUPPLIED BY THE SAME MANUFACTURER.

- 10.2 PVC PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES. ALL JOINTS MUST BE CONNECTED USING COMPATIBLE TWO-STEP CEMENT WITH PRIMER SUPPLIED BY THE MANUFACTURER


11. CHAIN LINK FENCE

- 11.1 ALL HSS STEELWORK FOR FENCES TO BE CSA SPECIFICATION G40.21M GRADE 350W CLASS C. ALL OTHER STEELWORK TO BE GRADE 260W. PIPE TO BE ASTM STANDARD A53.
- 11.2 STEEL WIRE FABRIC WILL BE VINYL COATED, ZINC COATED WIRE AS PER SPECIFICATION. STEEL PIPE POSTS, RAILS, BRACES, BRACKETS AND ANCHORS SHALL BE GALVANIZED AFTER FABRICATION AS PER SPECIFICATION. GALVANIZING TO BE IN ACCORDANCE WITH CSA SPECIFICATION G614, TABLE 1.
- 11.3 FIELD CONNECTIONS TO BE WELDED EXCEPT AS NOTED.
- 11.4 FIELD WELDS TO BE PAINTED WITH 2 COATS OF "GALVACON" OR APPROVED EQUAL AND COLOUR MATCHED TO BASE METAL.
- 11.5 ALL CHAIN LINK FENCE DETAILS TO CONFORM TO THE MINISTRY'S STANDARD SPECIFICATIONS SECTION 316 AND SECTION 741 EXCEPT AS NOTED ON THESE DRAWINGS.


LIST OF DRAWINGS	
DWG. No.	TITLE
2736-101	GENERAL NOTES
2736-102	SITE PLAN
2736-103	GENERAL ARRANGEMENT
2736-104	ABUTMENT EXTENSION - SHEET 1 OF 2
2736-105	ABUTMENT EXTENSION - SHEET 2 OF 2
2736-106	PIER CAP EXTENSION - SHEET 1 OF 2
2736-107	PIER CAP EXTENSION - SHEET 2 OF 2
2736-108	NEW GIRDER LAYOUT
2736-109	NEW GIRDER DETAILS
2736-110	DECK PLAN
2736-111	DIAPHRAGM DETAILS
2736-112	DECK SLAB REINFORCING
2736-113	BEARING DETAILS
2736-114	CABLE RESTRAINER DETAILS
2736-115	RAILWAY PROTECTION FENCE DETAILS
2736-116	DRAIN RELOCATION DETAILS

REFERENCE DRAWINGS	
2736-3	MISSION OVERHEAD - SITE PLAN
2736-4	MISSION OVERHEAD - GEN. ARRANGEMENT
2736-5	MISSION OVERHEAD - ABUTMENTS
2736-6	MISSION OVERHEAD - PIERS
2736-7	MISSION OVERHEAD - STRINGERS
2736-8	MISSION OVERHEAD - DECK
2736-9	MISSION OVERHEAD - DRAIN DETAILS
2736-10	MISSION OVERHEAD - TEST HOLES
2784-1	STANDARD BRIDGE PARAPET
2784-2	STANDARD BRIDGE PARAPET TRANSITION
2785-1	STANDARD BRIDGE PARAPET STEEL RAILING
2803-1	STANDARD DECK JOINT
2891-2	STANDARD STEEL BICYCLE FENCE

THESE DRAWINGS ACCURATELY RECORD ALL THE SIGNIFICANT DESIGN CHANGES AS PROVIDED TO ME BY THE MINISTRY REPRESENTATIVE AND THE DESIGN AS REPRESENTED BY THESE RECORD DRAWINGS SUBSTANTIALLY CONFORMS WITH THE DESIGN INTENT AND SOUND ENGINEERING PRACTICE.

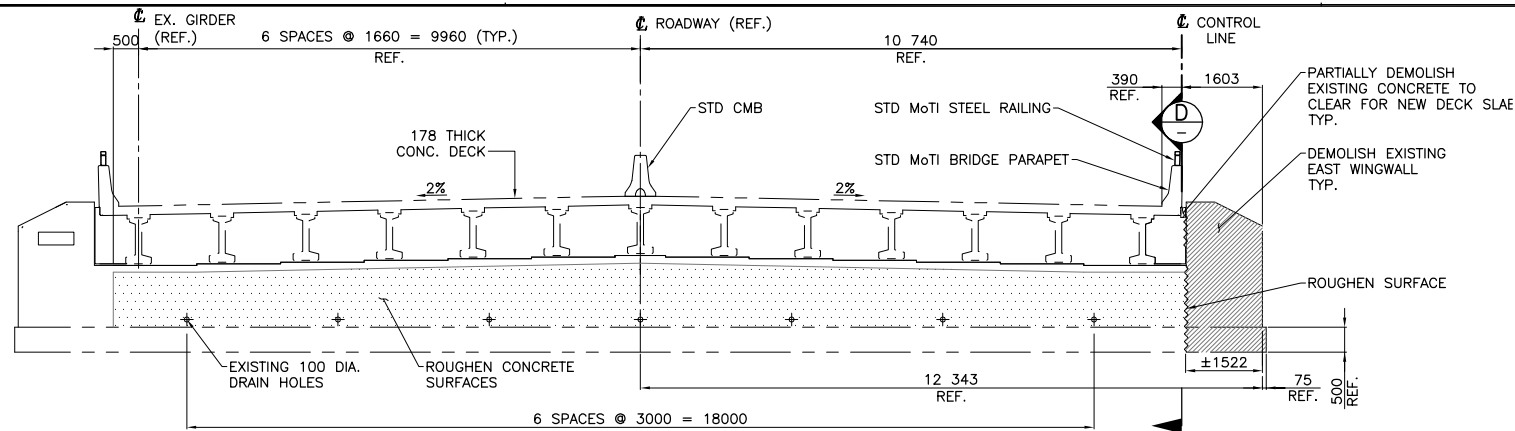


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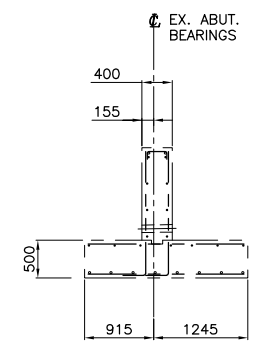

Ministry of
Transportation And Infrastructure
South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD GENERAL NOTES

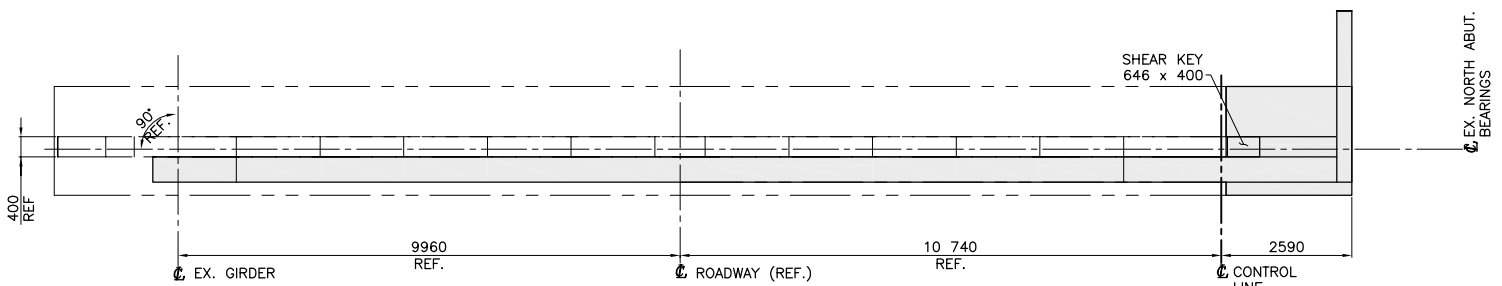
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FILE No. 12469	PROJECT No. 12469-0002	REG. 1	DRAWING No. 2736-101 A



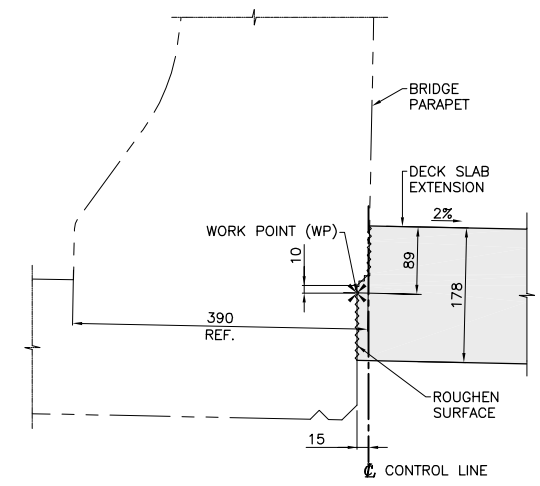
ELEVATION – NORTH ABUTMENT CONCRETE REMOVAL
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SOUTH ABUTMENT (SIMILAR)



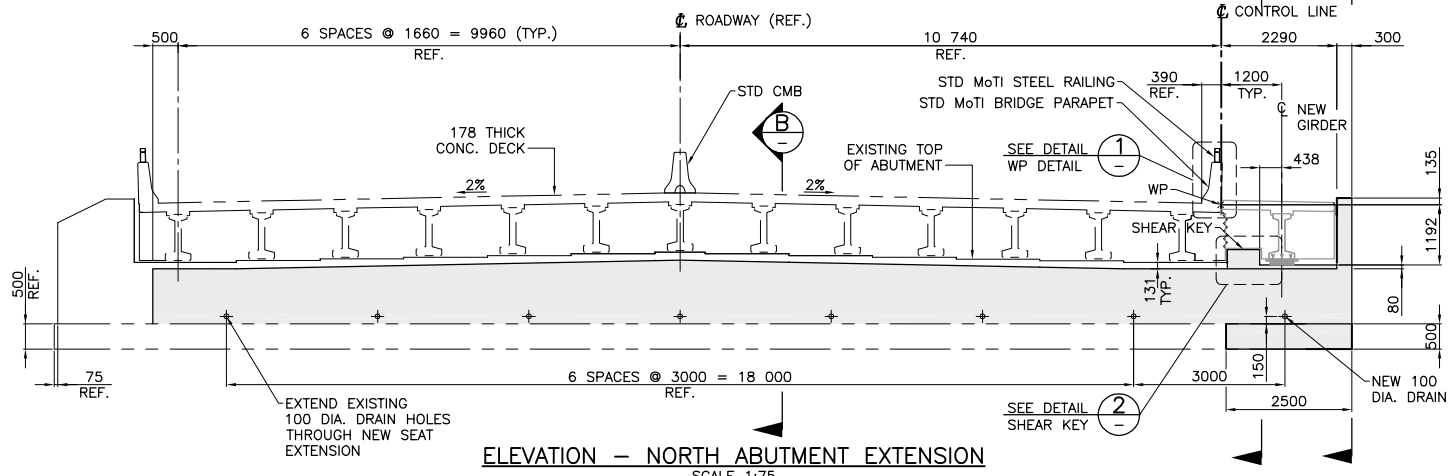
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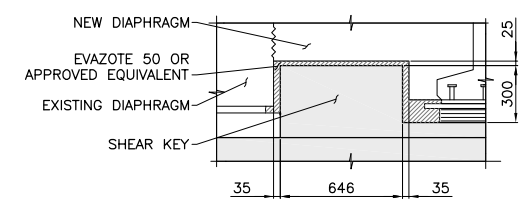
PLAN – NORTH ABUTMENT EXTENSION
SCALE 1:75
SOUTH ABUTMENT (SIMILAR)



DETAIL 1 WORK POINT
SCALE 1:5



ELEVATION – NORTH ABUTMENT EXTENSION
SCALE 1:75
SOUTH ABUTMENT (SIMILAR)



DETAIL 2 SHEAR KEY
SCALE 1:20

NOTES:

- 1. FOR GENERAL NOTES SEE DWG. 2736-101.

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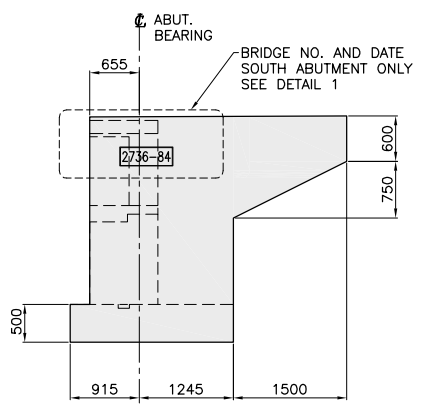
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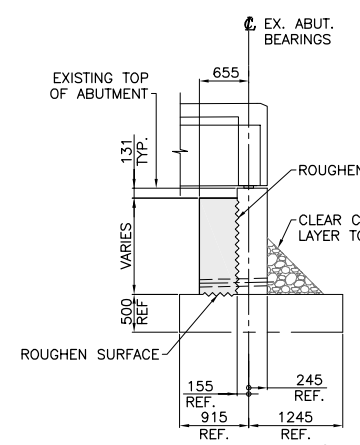
Ministry of
Transportation And Infrastructure
South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD – MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 – SIDEWALK EXTENSION
RECORD ABUTMENT EXTENSION – SHEET 1 OF 2

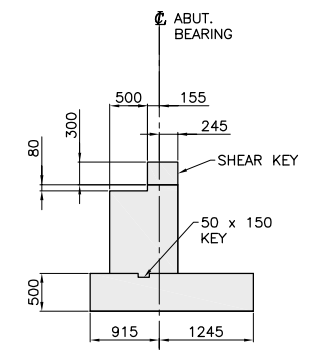
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FILE No. 12469	PROJECT No. 12469-0002
REG. 1	DRAWING No. 2736-104 A



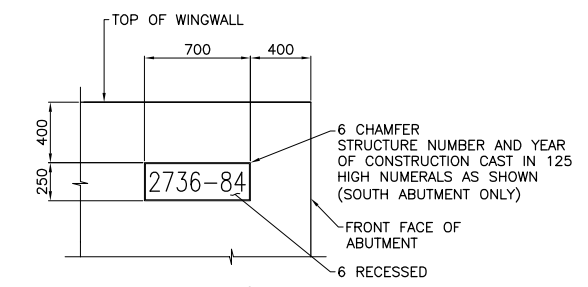
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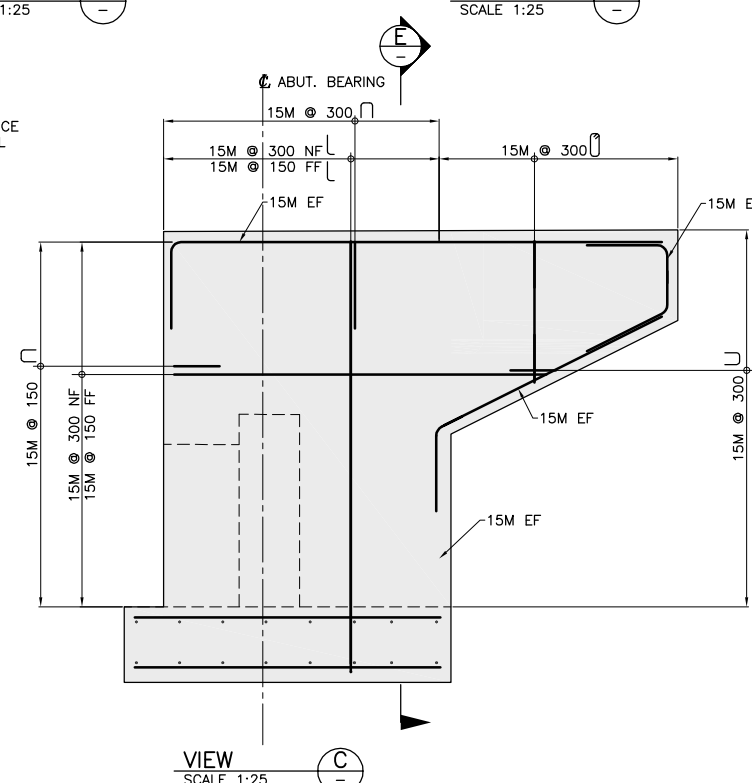
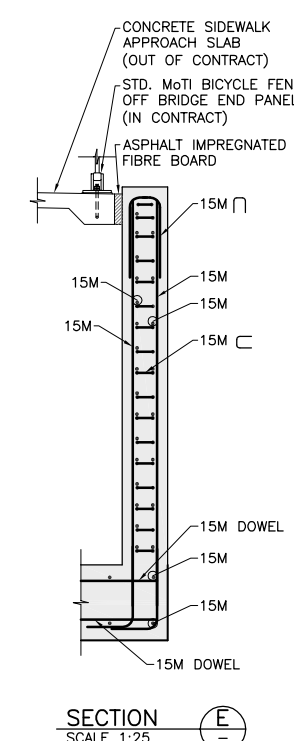
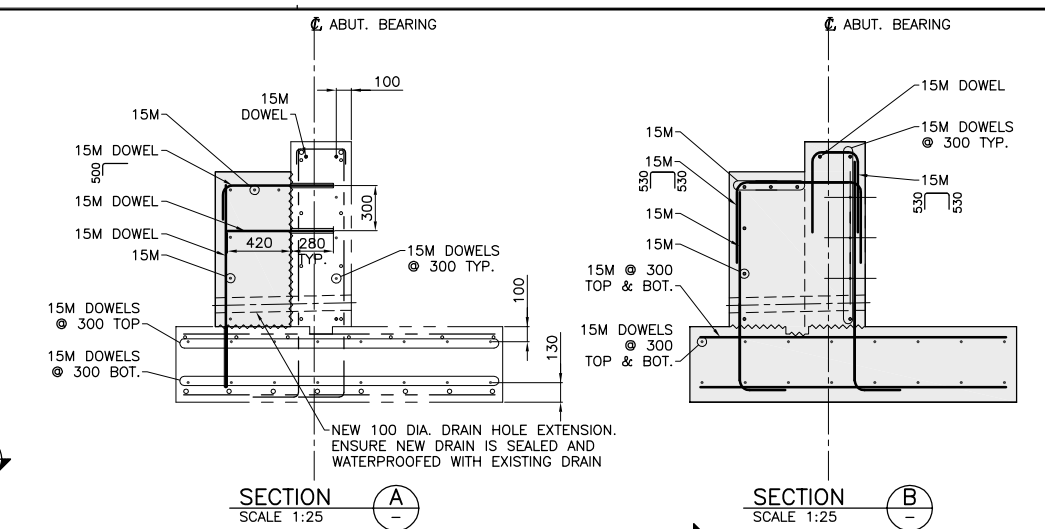
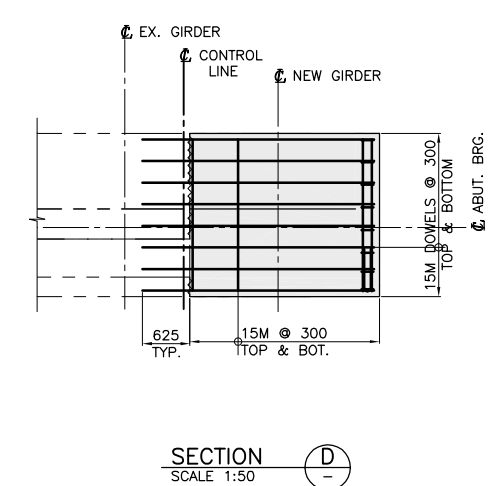
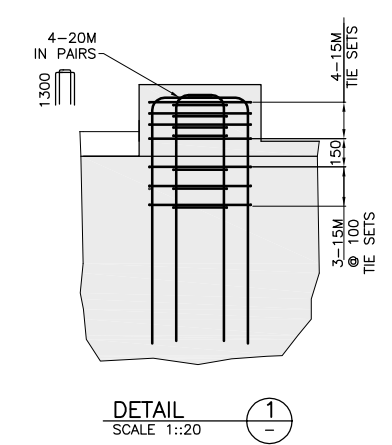
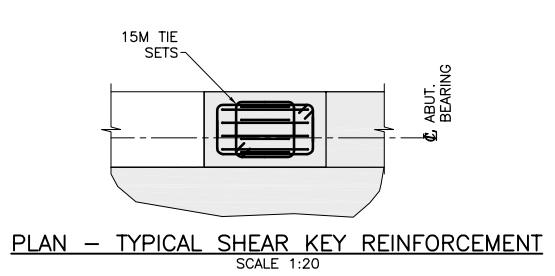
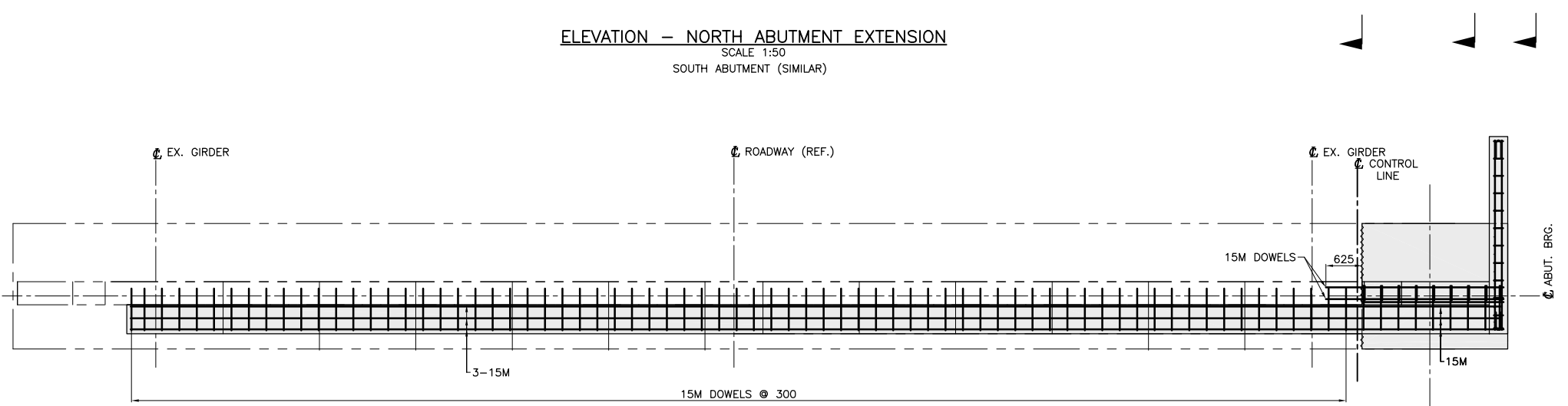
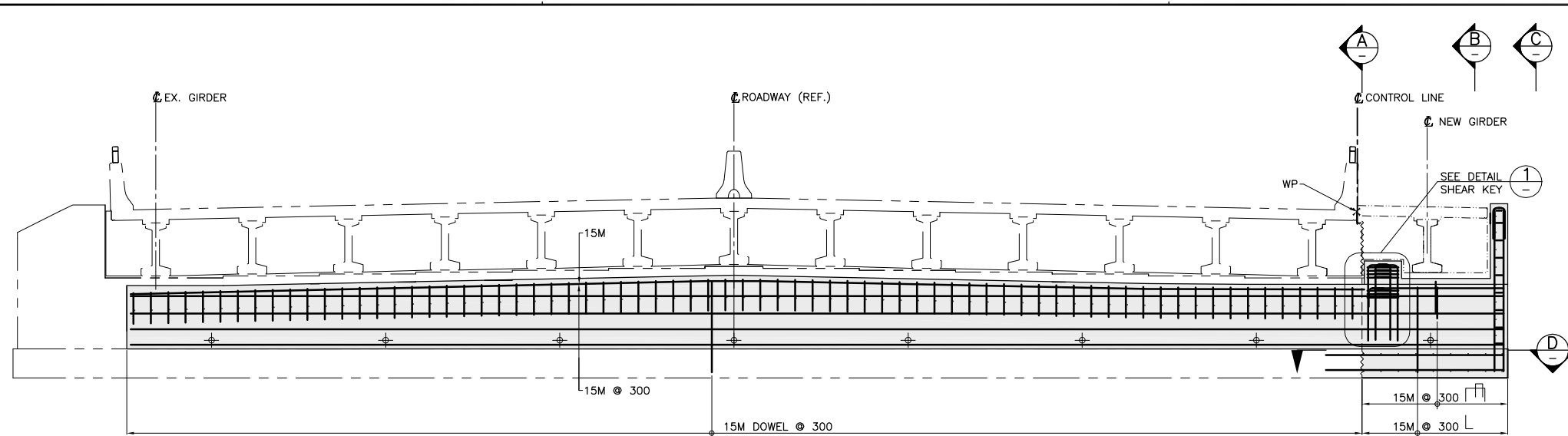
SECTION B
SCALE 1:50



SECTION C
SCALE 1:50



DETAIL 1
SCALE 1:25



NOTES:
1. FOR GENERAL NOTES SEE DWG. 2736-101.

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MMM GROUP

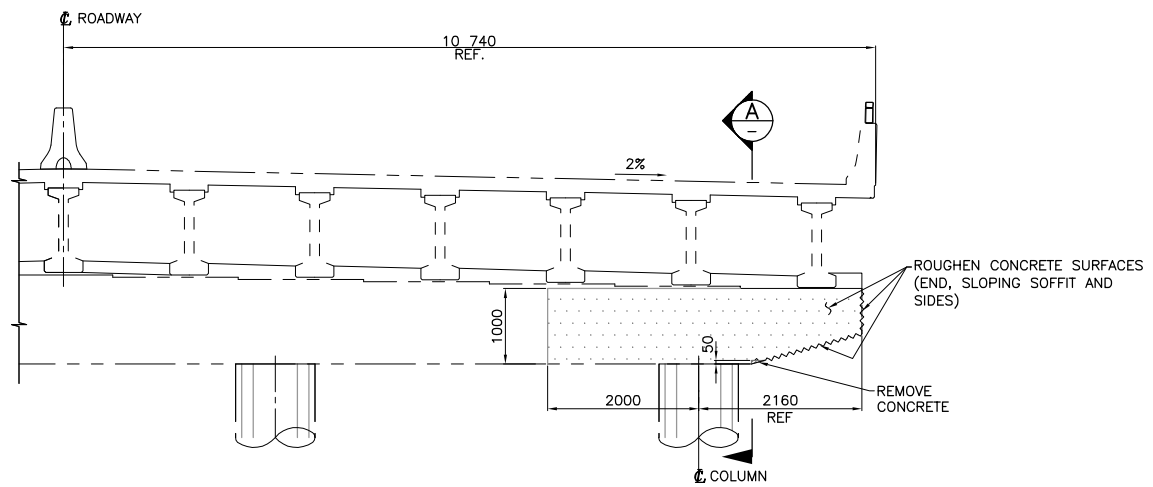
Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

REVISIONS

BRITISH COLUMBIA | Ministry of Transportation And Infrastructure South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD ABUTMENT EXTENSION - SHEET 2 OF 2

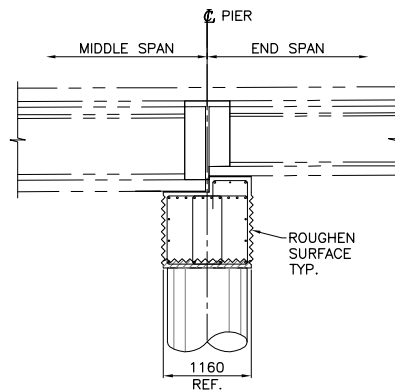
PREPARED UNDER THE DIRECTION OF		DESIGNED _____ RS. DATE 12/12/10	
KEITH HOLMES		CHECKED _____ KH. DATE 12/12/10	
ENGINEER OF RECORD		DRAWN _____ FAG. DATE 12/12/10	
DATE		SCALE AS NOTED	
FILE No.	PROJECT No.	REG.	DRAWING No.
12469	12469-0002	1	2736-105 A



ELEVATION - PIER CAP CONCRETE REMOVAL (TYP. AT EAST SIDE)

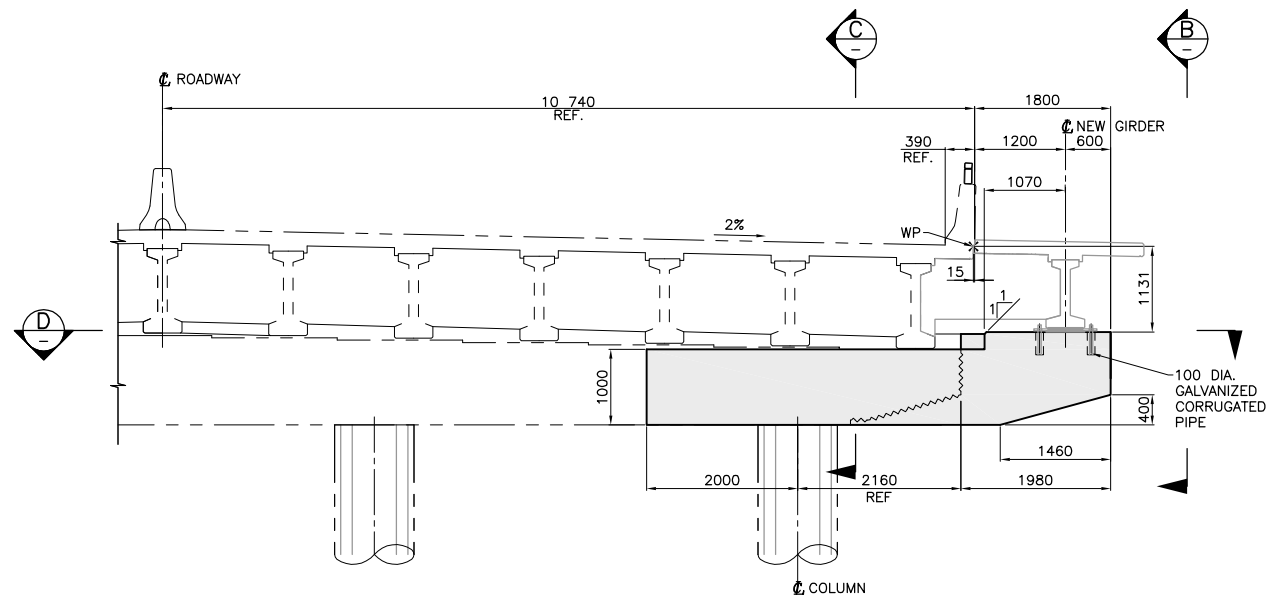
SCALE 1:50

PIER 2 (SHOWN)
PIER 1 (SIMILAR)



SECTION A-A

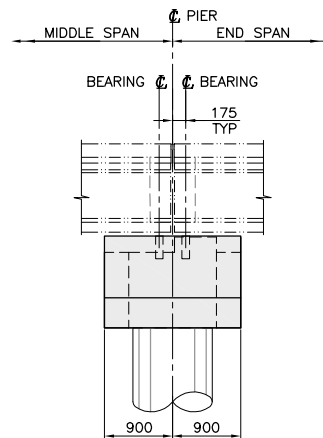
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ELEVATION - PIER CAP EXTENSION

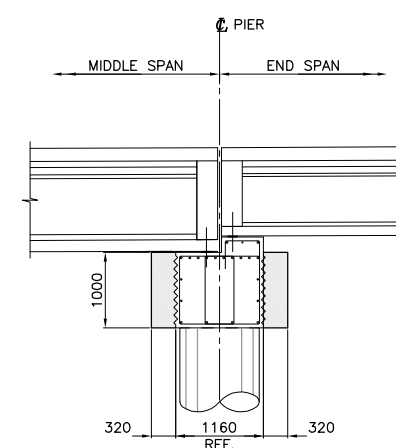
SCALE 1:50

PIER 2 (SHOWN)
PIER 1 (SIMILAR)



VIEW B-B

SCALE 1:50

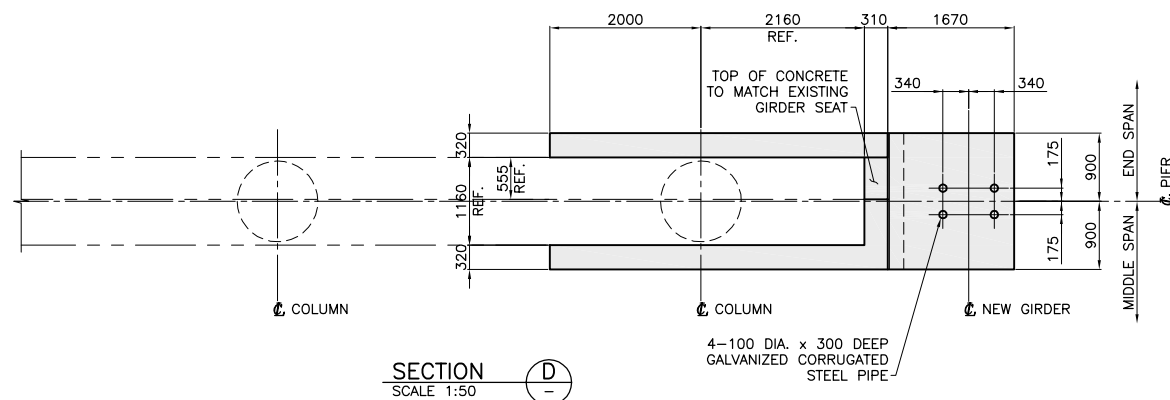


SECTION C-C

SCALE 1:50

NOTES:

- FOR GENERAL NOTES SEE DWG. 2736-101.
- FOR WORK POINT LOCATION SEE DWG. 2736-104.



SECTION D-D

SCALE 1:50

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Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

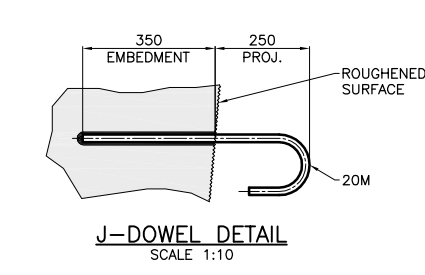
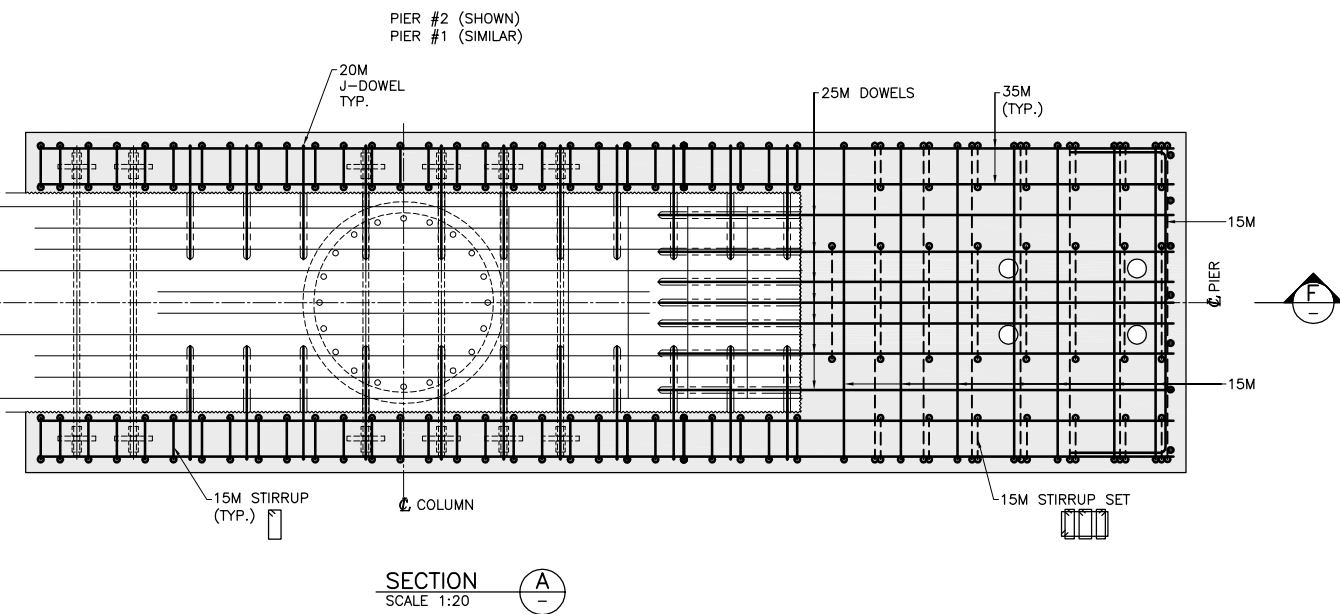
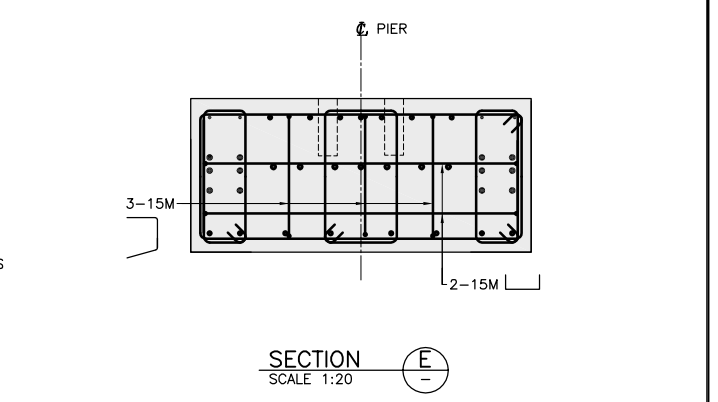
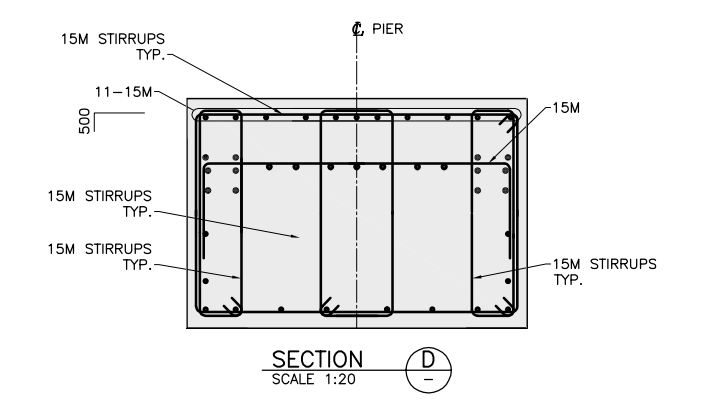
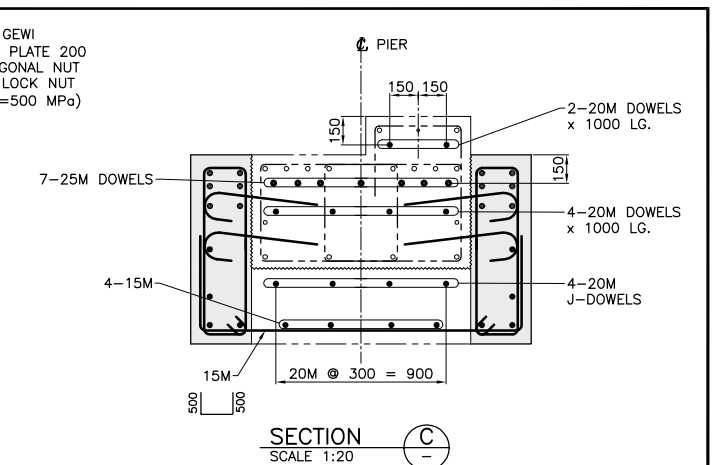
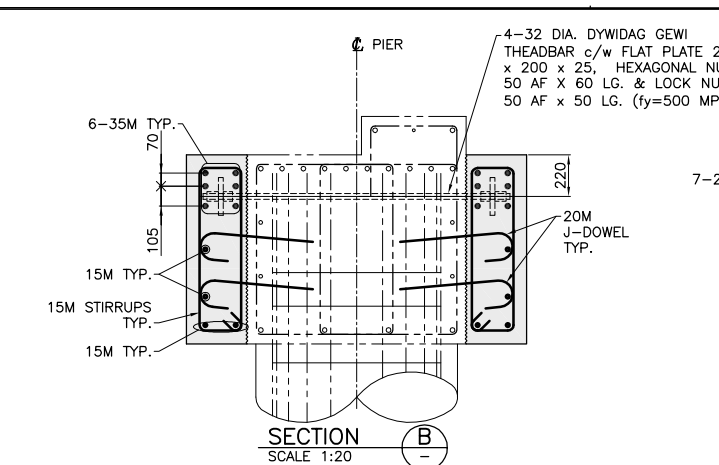
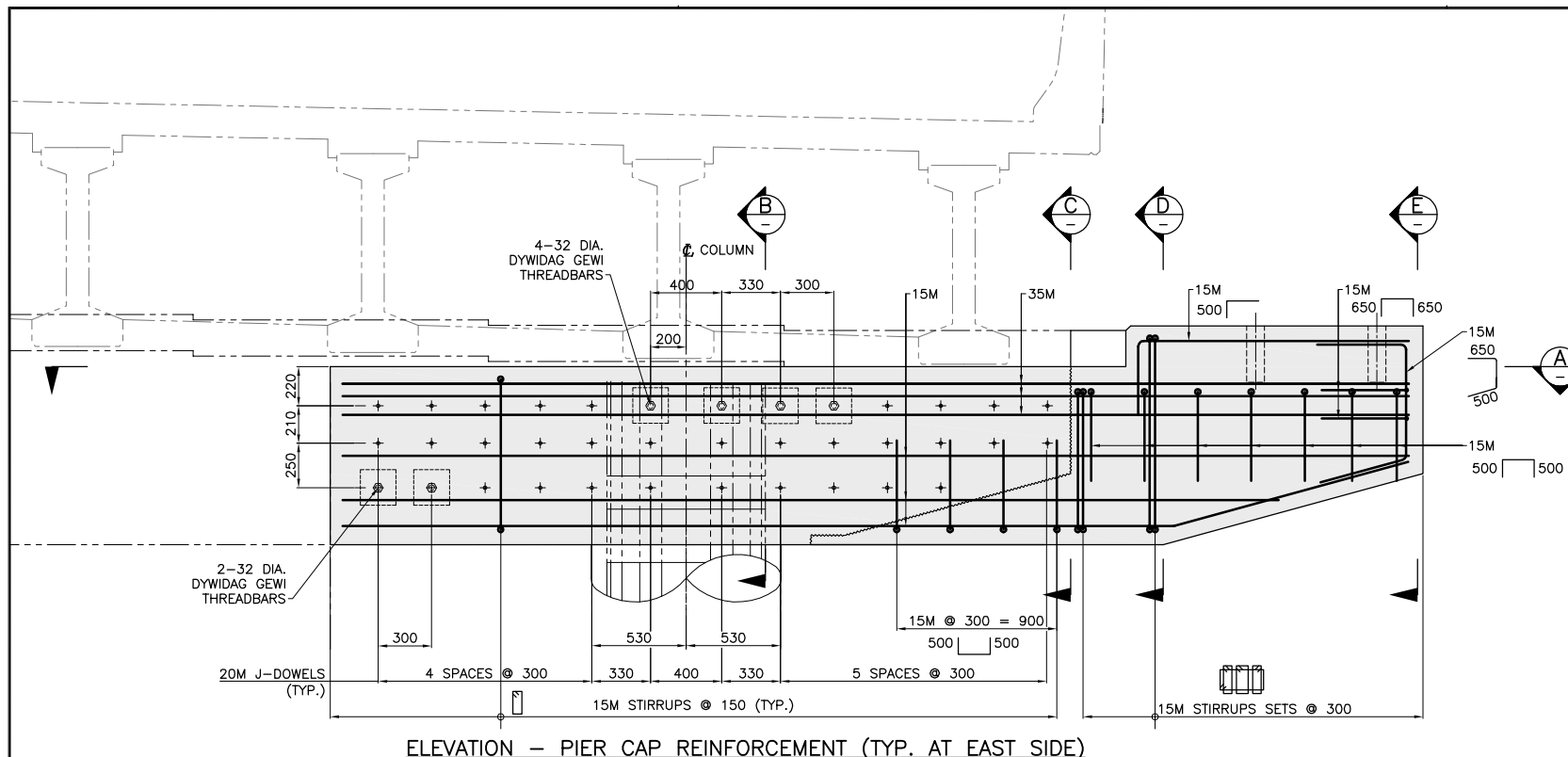
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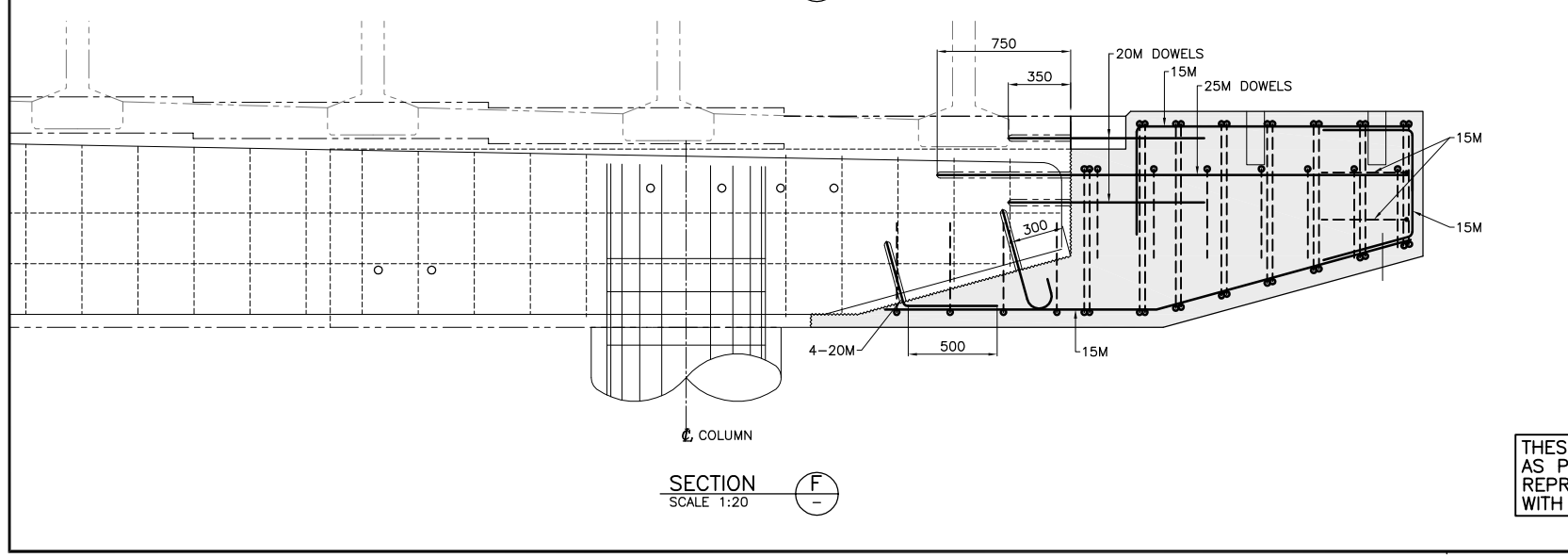
Ministry of
Transportation And Infrastructure
South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD PIER CAP EXTENSION - SHEET 1 OF 2

PREPARED UNDER THE DIRECTION OF		DESIGNED	RS.	DATE 12/12/10.
ENGINEER OF RECORD		CHECKED	KH.	DATE 12/12/10.
DATE		DRAWN	EAG.	DATE 12/12/10.
FILE No.		SCALE	AS NOTED	
12469	PROJECT No.	NEGATIVE No.		
12469-0002	REG.	DRAWING No.		
1	1	2736-106	A	



- NOTES:**
- FOR GENERAL NOTES SEE DWG. 2736-101.
 - 20M "J-DOWELS" AND 32 DIA. DYWIDAG BARS TO BE INSTALLED WITH MINISTRY APPROVED EPOXY GROUT. HOLE TO BE PREPARED IN ACCORDANCE WITH EPOXY GROUT SUPPLIER. HOLES FOR 20M DOWELS TO BE SIZED AS PER EPOXY GROUT SUPPLIER (TYPICALLY 24mm). 32 DIA DYWIDAG BARS TO BE INSTALLED IN 45 DIA HOLE.
 - 20M "J-DOWEL" TO BE FULLY GROUTED BEFORE HOLES ARE MADE FOR FOR DYWIDAG BARS.
 - EXISTING EMBEDDED REBAR TO NOT BE DAMAGED BY DOWEL HOLE DRILLING OPERATION. EXISTING EMBEDDED REBAR TO BE LOCATED THROUGH SMALL TEST HOLES OR NON-DESTRUCTIVE TESTING. BASED ON AS-BUILT DRAWINGS, DOWEL LAYOUT IS ACHIEVABLE. HOWEVER, LOCAL SHIFTS IN DOWELS ARE ANTICIPATED TO AVOID CONFLICT WITH EMBEDDED REBAR. VERTICAL AND HORIZONTAL SHIFTS IN DOWEL HOLE LOCATION UP TO 25mm ARE ACCEPTABLE. LARGER SHIFTS IN DOWEL LAYOUT REQUIRE PRIOR APPROVAL FROM THE MINISTRY REPRESENTATIVE.



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MMM GROUP

Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

REVISIONS

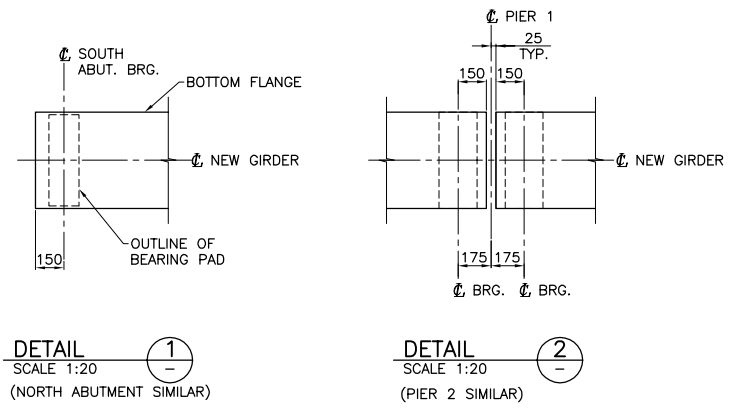
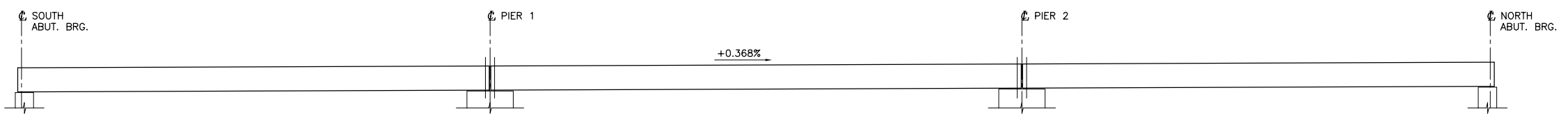
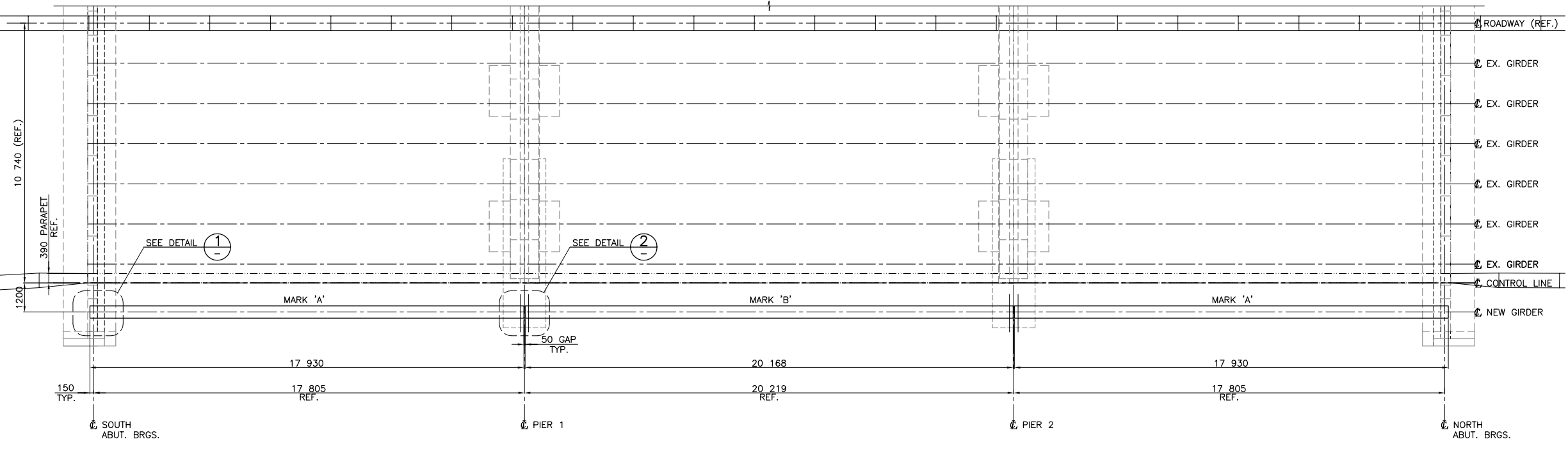
BRITISH COLUMBIA | Ministry of Transportation And Infrastructure South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD PIER CAP EXTENSION - SHEET 2 OF 2

PREPARED UNDER THE DIRECTION OF
KEITH HOLMES
ENGINEER OF RECORD

DESIGNED: RS. DATE 12/12/10
CHECKED: KH. DATE 12/12/10
DRAWN: EAG. DATE 12/12/10
SCALE: AS NOTED
NEGATIVE No.

FILE No. 12469	PROJECT No. 12469-0002	REG. 1	DRAWING No. 2736-107 A
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NOTES:

- FOR GENERAL NOTES, SEE DWG. 2736-101.



Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

REVISIONS

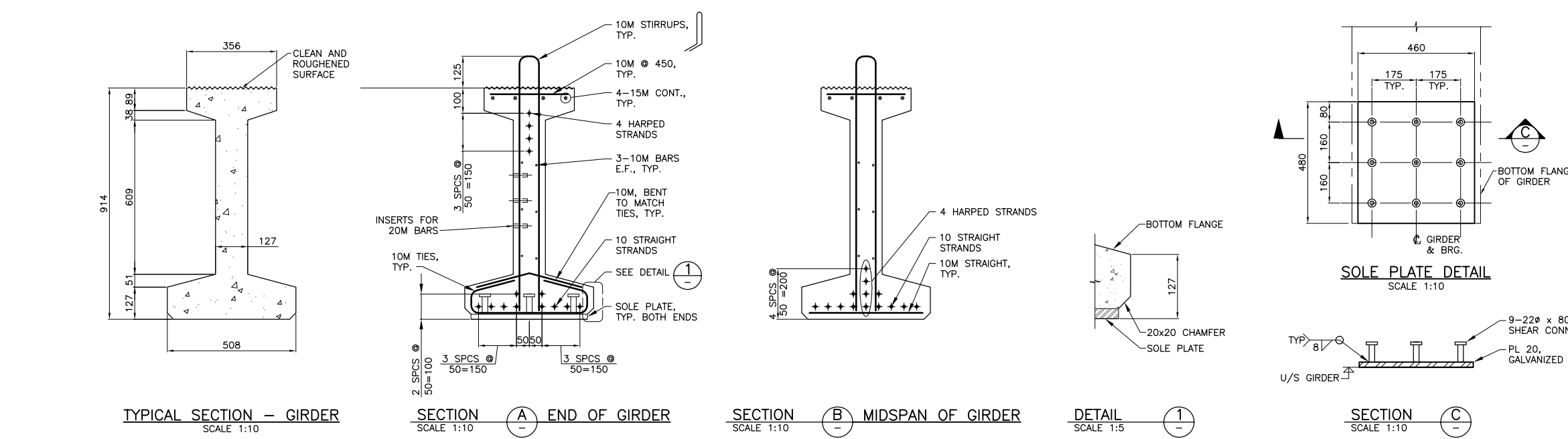
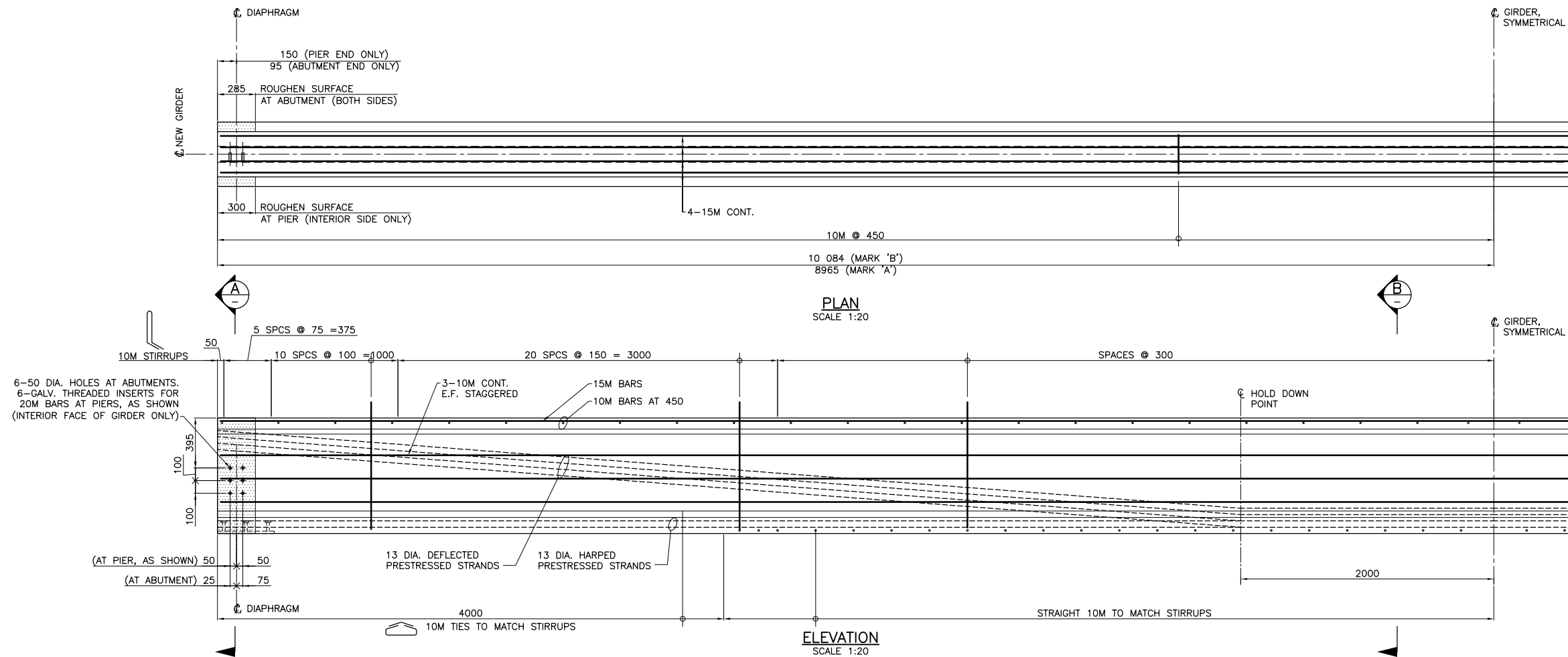


Ministry of
Transportation And Infrastructure
South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD NEW GIRDER LAYOUT

PREPARED UNDER THE DIRECTION OF		DESIGNED	RS.	DATE 12/12/10.
ENGINEER OF RECORD		CHECKED	KH.	DATE 12/12/10.
DATE		DRAWN	EAG.	DATE 12/12/10.
FILE No.		SCALE	AS NOTED	
12469	PROJECT No.	REG.	DRAWING No.	
12469-0002	1	2736-108 A		

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+ PRESTRESSING STRAND
 • REINFORCING STEEL

THESE DRAWINGS ACCURATELY RECORD ALL THE SIGNIFICANT DESIGN CHANGES AS PROVIDED TO ME BY THE MINISTRY REPRESENTATIVE AND THE DESIGN AS REPRESENTED BY THESE RECORD DRAWINGS SUBSTANTIALLY CONFORMS WITH THE DESIGN INTENT AND SOUND ENGINEERING PRACTICE.

NOTES:

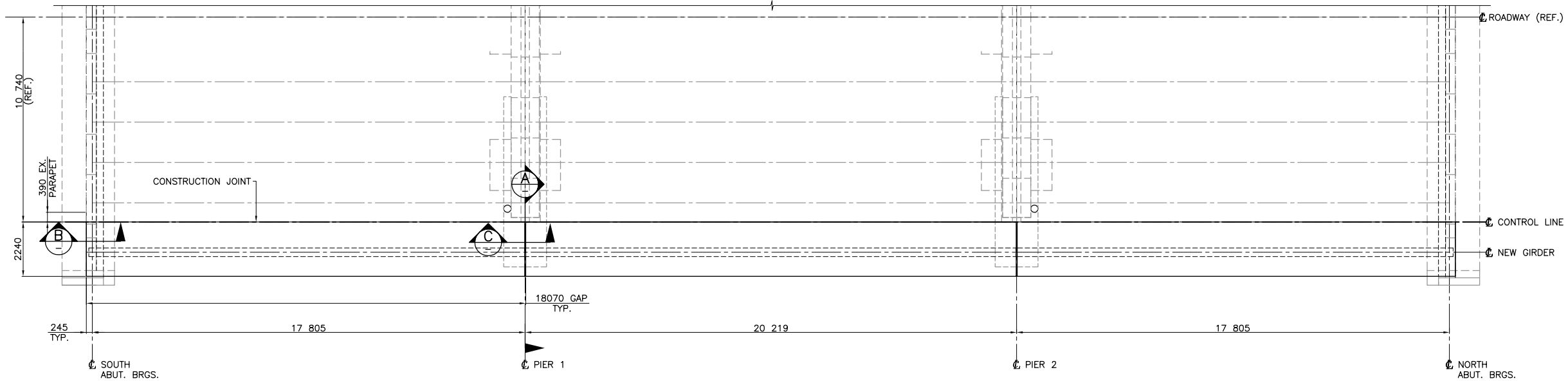
- FOR GENERAL NOTES, SEE DWG. 2736-101.

Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

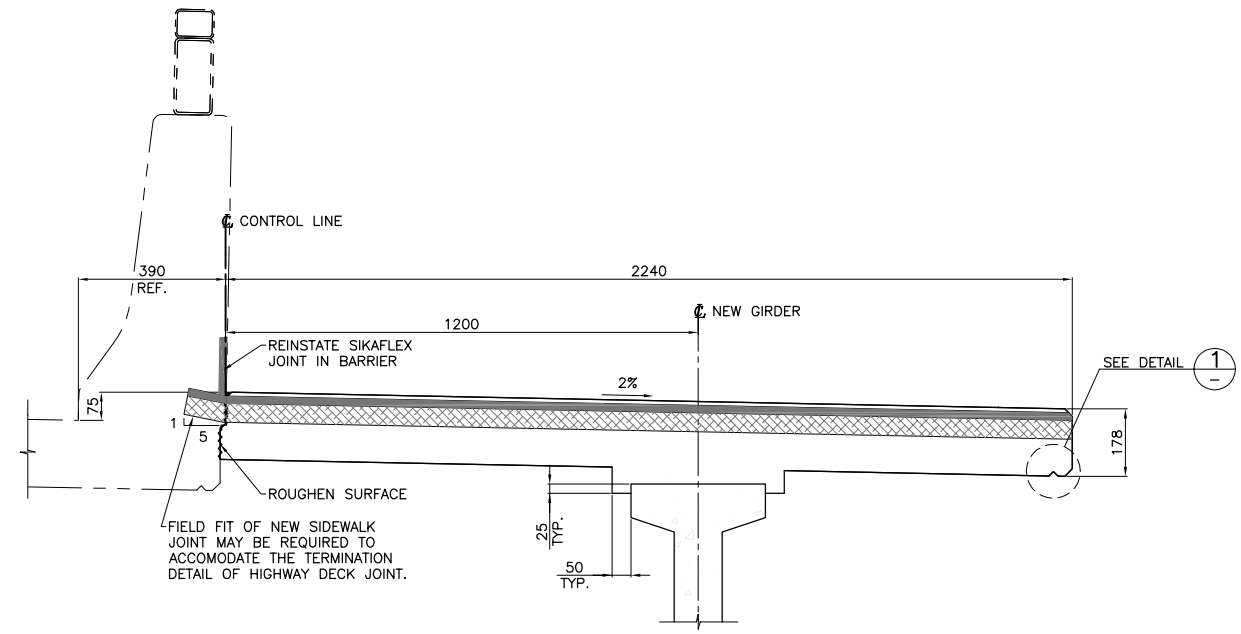
Ministry of Transportation and Infrastructure
 South Coast Region

LOWER MAINLAND DISTRICT
 ABBOTSFORD - MISSION HIGHWAY No. 11
 MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD NEW GIRDER DETAILS

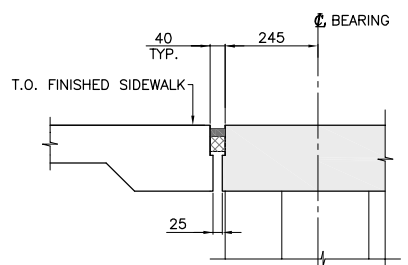
PREPARED UNDER THE DIRECTION OF		DESIGNED	RS	DATE	12/12/10
ENGINEER OF RECORD		CHECKED	KH	DATE	12/12/10
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FILE No.		PROJECT No.	REG.	DRAWING No.	
12469		12469-0002	1	2736-109 A	



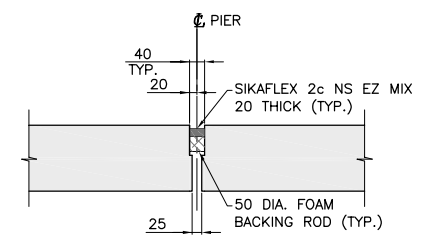
DECK PLAN
SCALE 1:100



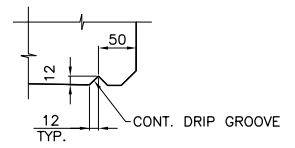
SECTION A
SCALE 1:10



SECTION B
SCALE 1:10



SECTION C
SCALE 1:10



DETAIL 1
SCALE 1:5

NOTES:

- 1. FOR GENERAL NOTES, SEE DWG. 2736-101.



Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

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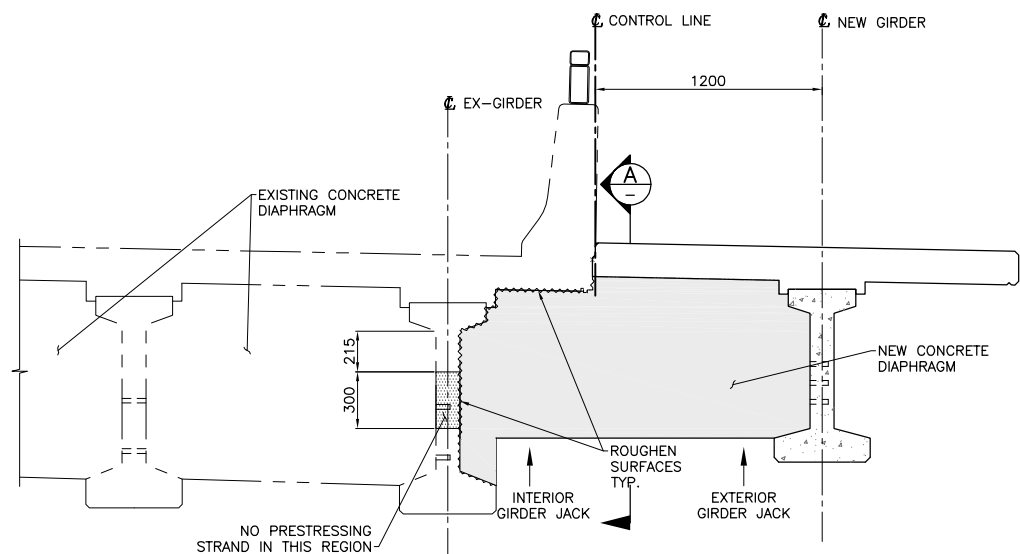


Ministry of
Transportation And Infrastructure
South Coast Region

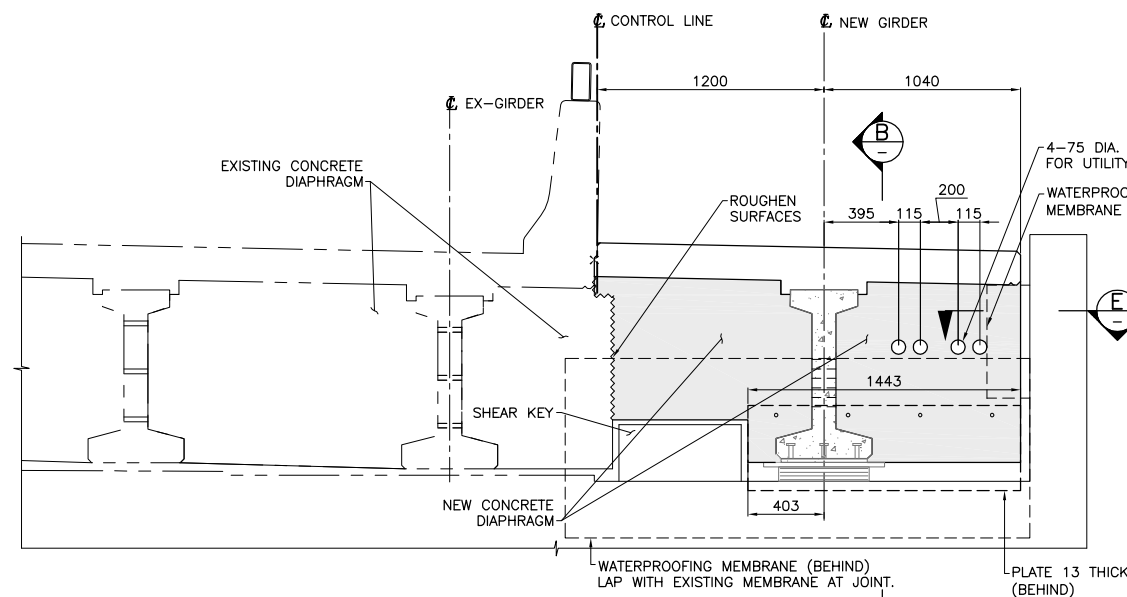
LOWER MAINLAND DISTRICT
ABBOTSFORD – MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 – SIDEWALK EXTENSION
RECORD DECK PLAN

PREPARED UNDER THE DIRECTION OF		DESIGNED	RS	DATE 12/12/10
ENGINEER OF RECORD		CHECKED	KH	DATE 12/12/10
DATE		DRAWN	EAG	DATE 12/12/10
FILE No.		SCALE	AS NOTED	
12469	PROJECT No.	REG.	NEGATIVE No.	
12469-0002	1	DRAWING No.		
			2736-110 A	

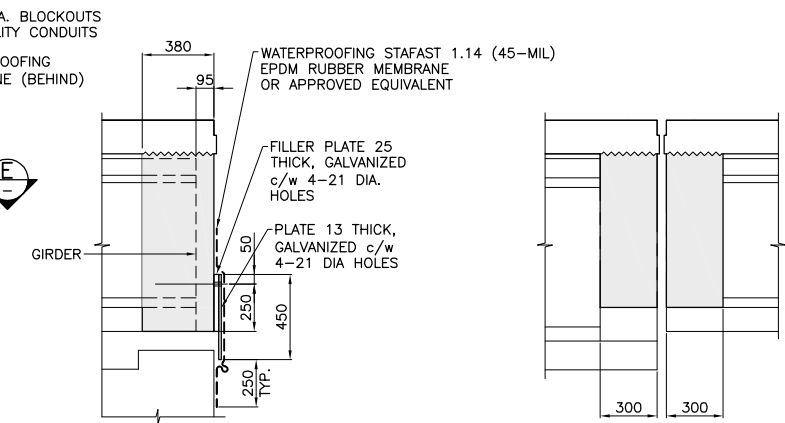
THESE DRAWINGS ACCURATELY RECORD ALL THE SIGNIFICANT DESIGN CHANGES AS PROVIDED TO ME BY THE MINISTRY REPRESENTATIVE AND THE DESIGN AS REPRESENTED BY THESE RECORD DRAWINGS SUBSTANTIALLY CONFORMS WITH THE DESIGN INTENT AND SOUND ENGINEERING PRACTICE.



ELEVATION - DIAPHRAGM AT PIER
SCALE 1:20

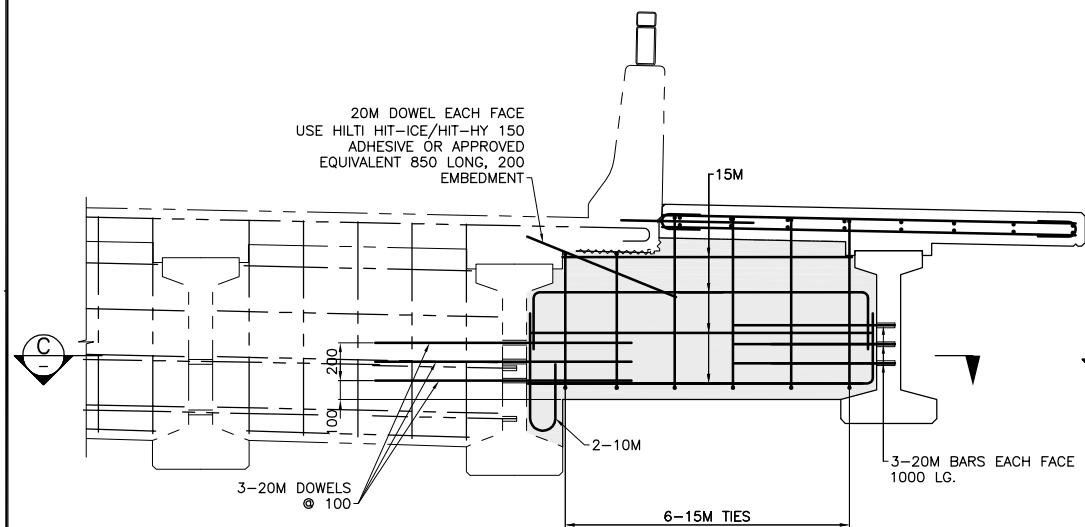


ELEVATION - DIAPHRAGM AT ABUTMENT
SCALE 1:20

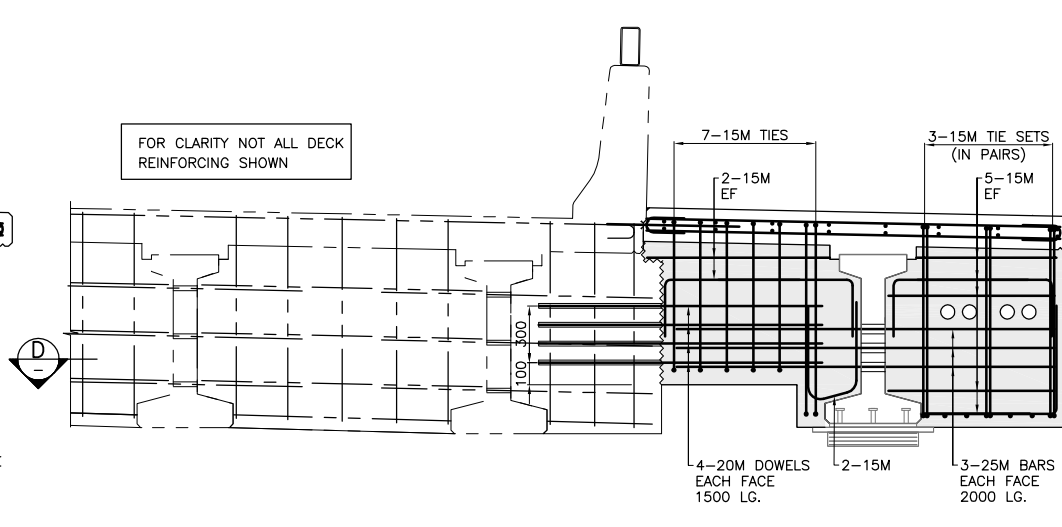


SECTION B
SCALE 1:20

SECTION A
SCALE 1:20



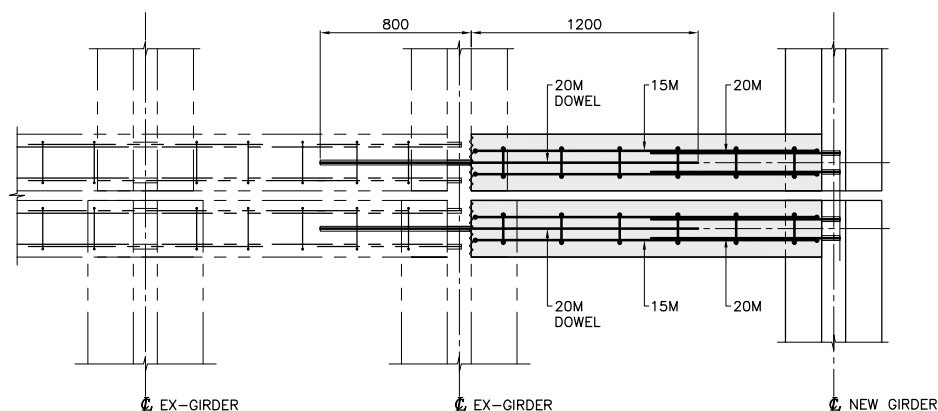
ELEVATION - DIAPHRAGM REINFORCEMENT AT PIER
SCALE 1:20



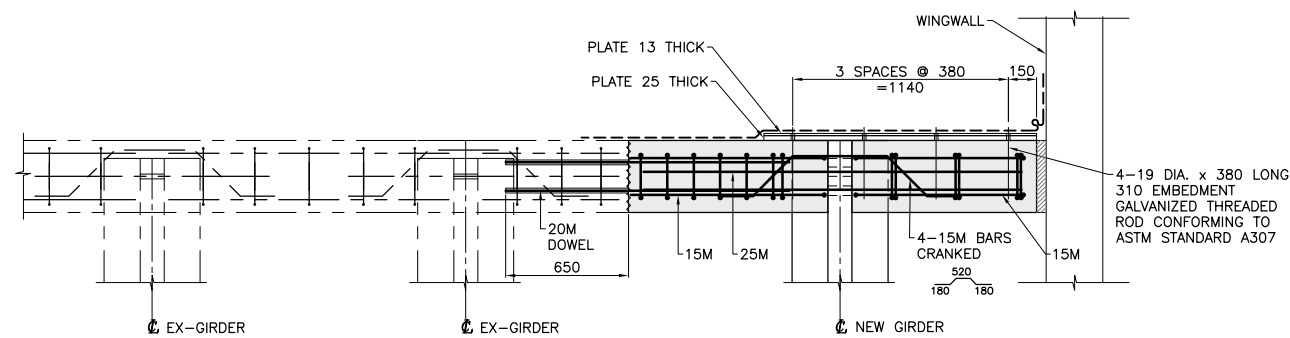
ELEVATION - DIAPHRAGM REINFORCEMENT AT ABUTMENT
SCALE 1:20

- NOTES:**
- FOR GENERAL NOTES SEE DWG. 2736-101.
 - SUPERSTRUCTURE JACKING ASSUMES 2 JACKS PER DIAPHRAGM BAY. MAXIMUM JACKING LOAD: 840 kN PER JACK FOR EXTERIOR GIRDER JACK, 620 kN PER JACK FOR INTERIOR GIRDER JACK.
 - JACKS SHALL BE POSITIONED AS CLOSE AS POSSIBLE TO THE SIDES OF GIRDERS.
 - JACKING OPERATION SHALL BE REVIEWED AND APPROVED BY A PROFESSIONAL ENGINEER.

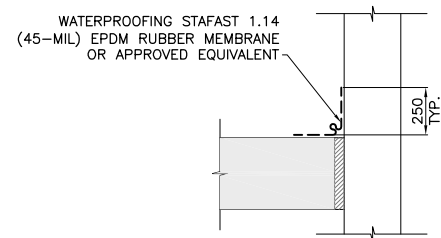
THESE DRAWINGS ACCURATELY RECORD ALL THE SIGNIFICANT DESIGN CHANGES AS PROVIDED TO ME BY THE MINISTRY REPRESENTATIVE AND THE DESIGN AS REPRESENTED BY THESE RECORD DRAWINGS SUBSTANTIALLY CONFORMS WITH THE DESIGN INTENT AND SOUND ENGINEERING PRACTICE.



SECTION C
SCALE 1:20



SECTION D
SCALE 1:20



SECTION E
SCALE 1:20



Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

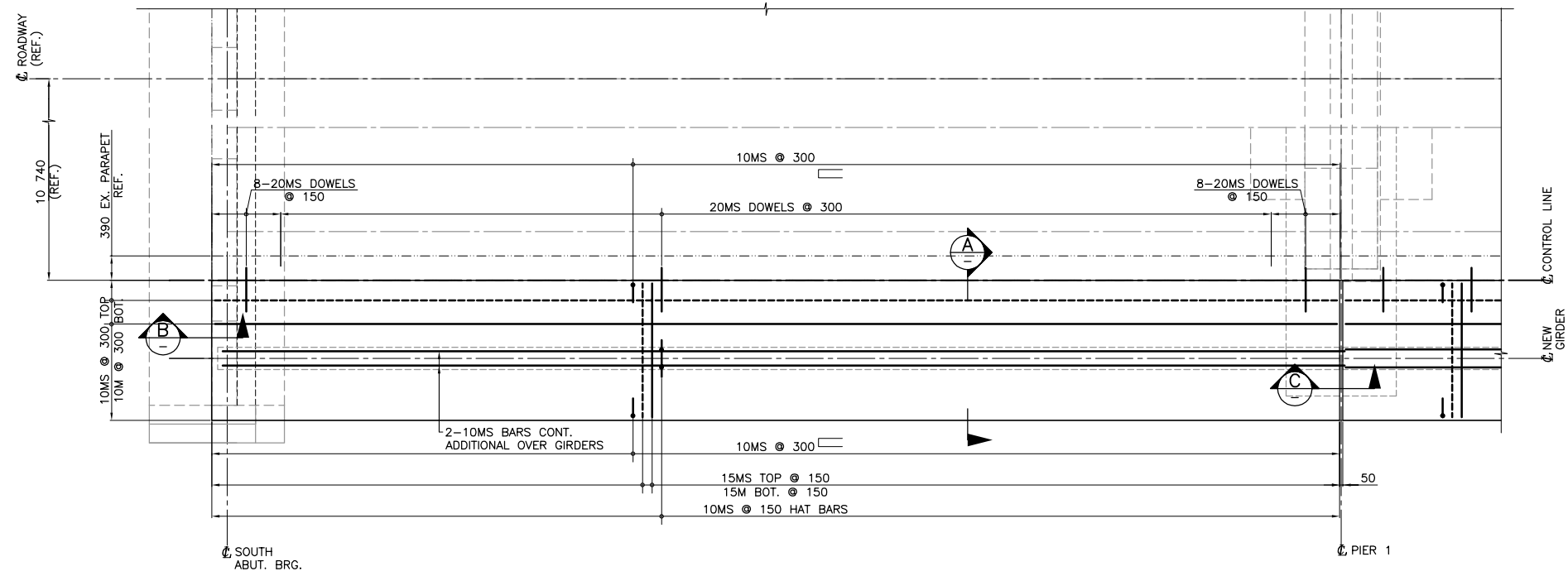
REVISIONS



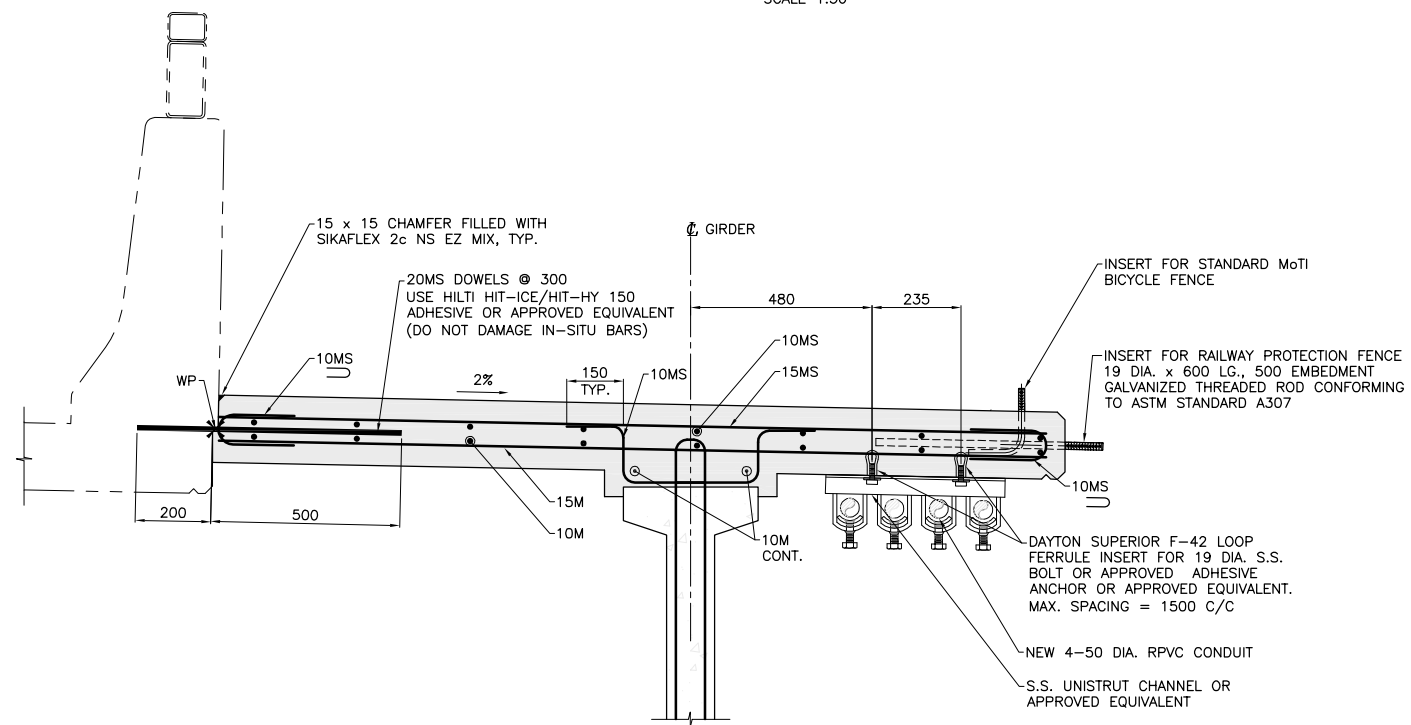
Ministry of Transportation and Infrastructure
South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD DIAPHRAGM DETAILS

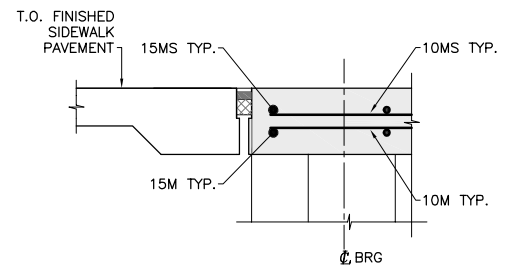
PREPARED UNDER THE DIRECTION OF KEITH HOLMES ENGINEER OF RECORD DATE	DESIGNED <u>RS</u> DATE 12/12/10 CHECKED <u>KH</u> DATE 12/12/10 DRAWN <u>EAG</u> DATE 12/12/10 SCALE AS NOTED NEGATIVE No.
FILE No. 12469	PROJECT No. 12469-0002
REG. No. 1	DRAWING No. 2736-111 A



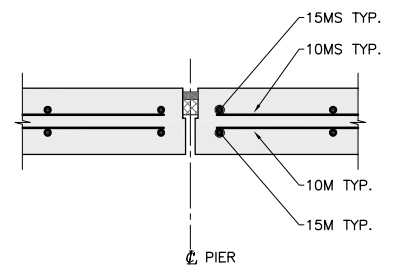
PLAN - TYPICAL DECK REINFORCEMENT
SCALE 1:50



SECTION A
SCALE 1:10



SECTION B
SCALE 1:10



SECTION C
SCALE 1:10

NOTES:

- FOR GENERAL NOTES, SEE DWG. 2736-101.



Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

REVISIONS

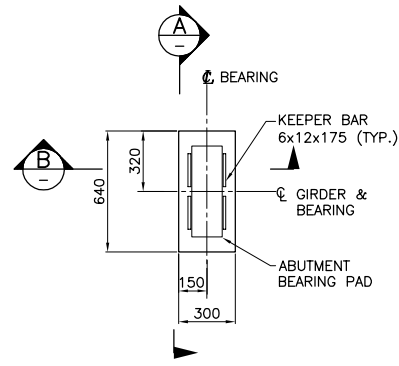


Ministry of
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South Coast Region

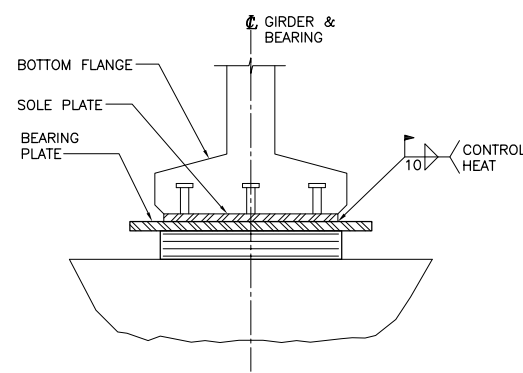
LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD DECK SLAB REINFORCING

PREPARED UNDER THE DIRECTION OF KEITH HOLMES ENGINEER OF RECORD DATE	DESIGNED _____ RS. DATE 12/12/10. CHECKED _____ KH. DATE 12/12/10. DRAWN _____ EAG. DATE 12/12/10. SCALE AS NOTED NEGATIVE No.
FILE No. 12469	PROJECT No. 12469-0002
REG. 1	DRAWING No. 2736-112 A

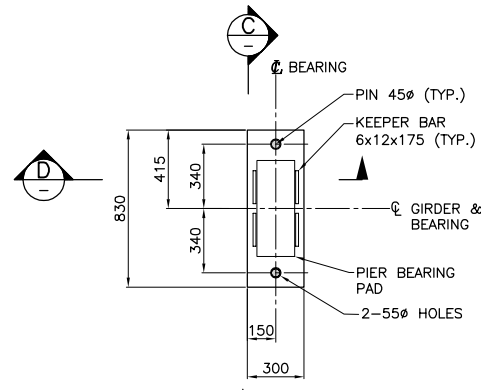
THESE DRAWINGS ACCURATELY RECORD ALL THE SIGNIFICANT DESIGN CHANGES AS PROVIDED TO ME BY THE MINISTRY REPRESENTATIVE AND THE DESIGN AS REPRESENTED BY THESE RECORD DRAWINGS SUBSTANTIALLY CONFORMS WITH THE DESIGN INTENT AND SOUND ENGINEERING PRACTICE.



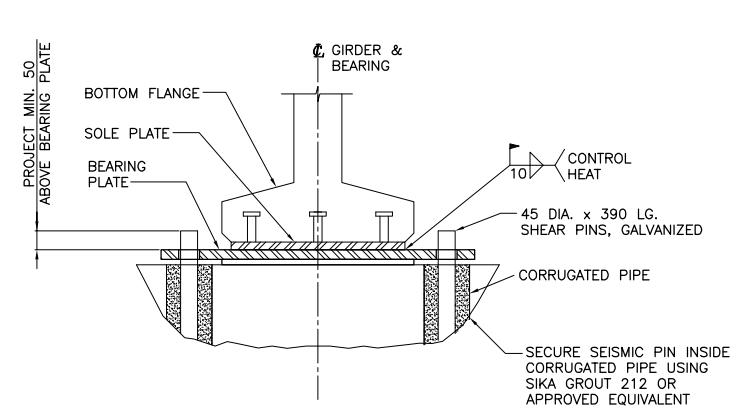
ABUTMENT BEARING PLATE DETAIL
SCALE 1:20



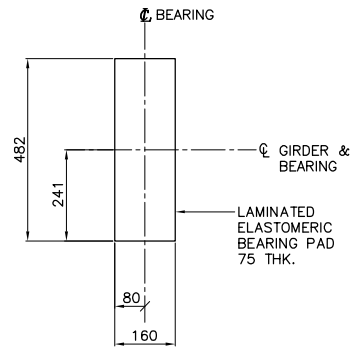
SECTION A
SCALE 1:10



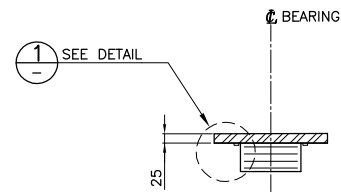
PIER BEARING PLATE DETAIL
SCALE 1:20



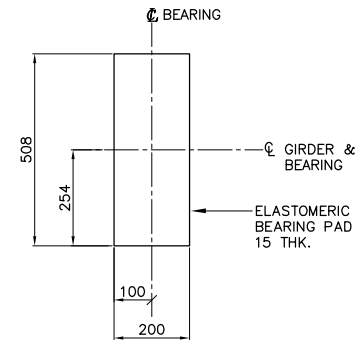
SECTION C
SCALE 1:10



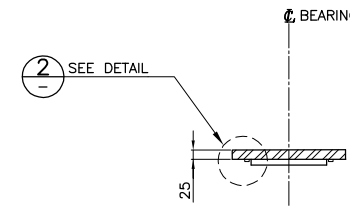
ABUTMENT BEARING PAD DETAIL
SCALE 1:10



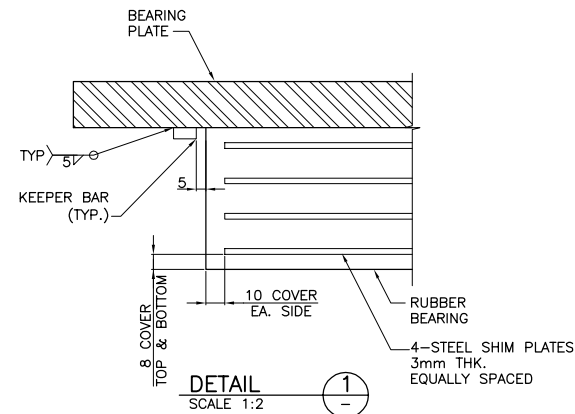
SECTION B
SCALE 1:10



PIER BEARING PAD DETAIL
SCALE 1:10



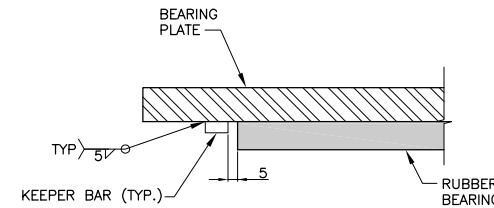
SECTION D
SCALE 1:10



DETAIL 1
SCALE 1:2

LOCATION	TOTAL VERTICAL DEMAND PER BEARING (kN)			HORIZONTAL MOVEMENT DEMAND (mm)			BEARING ROTATION DEMAND (rad)
	SLS DEAD	SLS LIVE	ULS TOTAL	DEAD	LIVE	TOTAL	
PIERS	170	70	240	200	130	330	0
ABUTMENTS	150	60	210	175	115	290	±21

NOTE: POSITIVE REACTION REPRESENTS COMPRESSION



DETAIL 2
SCALE 1:2

NOTES:

- FOR GENERAL NOTES SEE DWG 2736-101.
- BEARING PADS SHALL CONFORM TO CAN/CSA-S6-06 AND SATISFY DEMANDS LISTED IN TABLE 113-1.



Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

REVISIONS

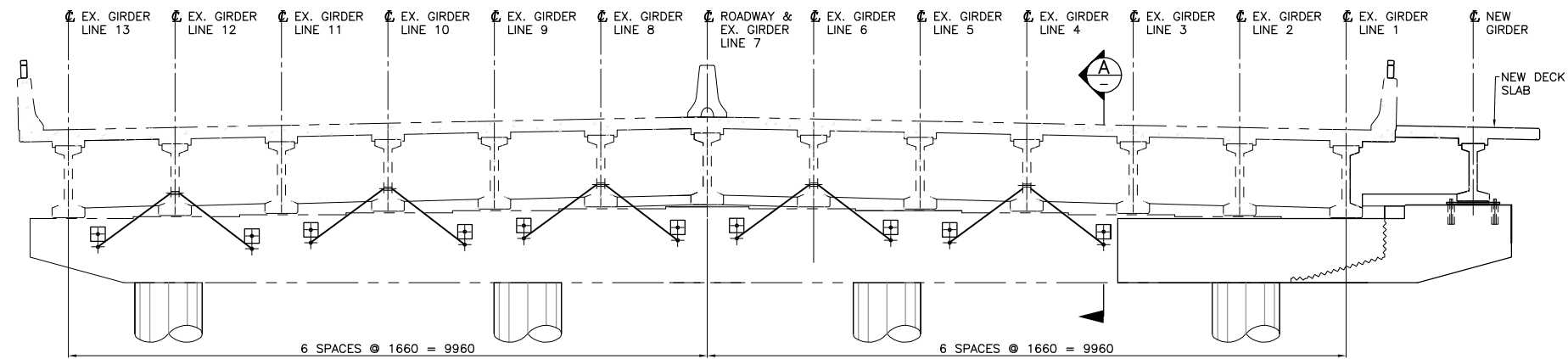


Ministry of
Transportation And Infrastructure
South Coast Region

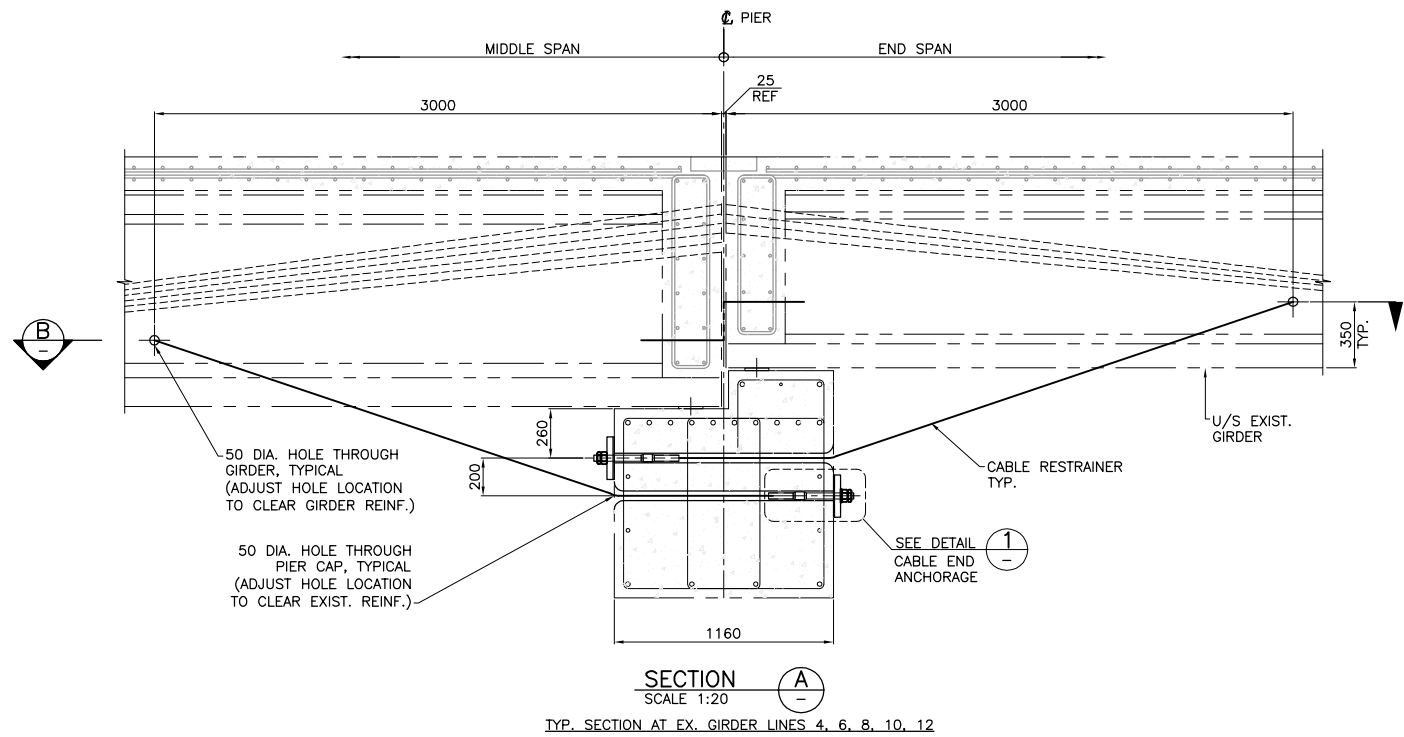
LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD BEARING DETAILS

PREPARED UNDER THE DIRECTION OF KEITH HOLMES ENGINEER OF RECORD DATE	DESIGNED _____ RS. DATE 12/12/10 CHECKED _____ KH. DATE 12/12/10 DRAWN _____ EAG. DATE 12/12/10 SCALE AS NOTED NEGATIVE No.
FILE No. 12469	PROJECT No. 12469-0002
REG. 1	DRAWING No. 2736-113 A

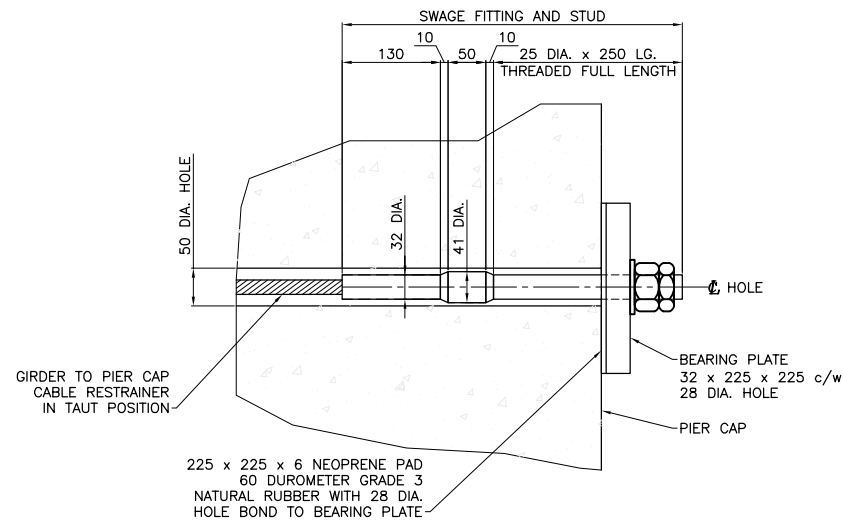
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CROSS SECTION OF MIDDLE SPAN AT PIER
SCALE 1:50



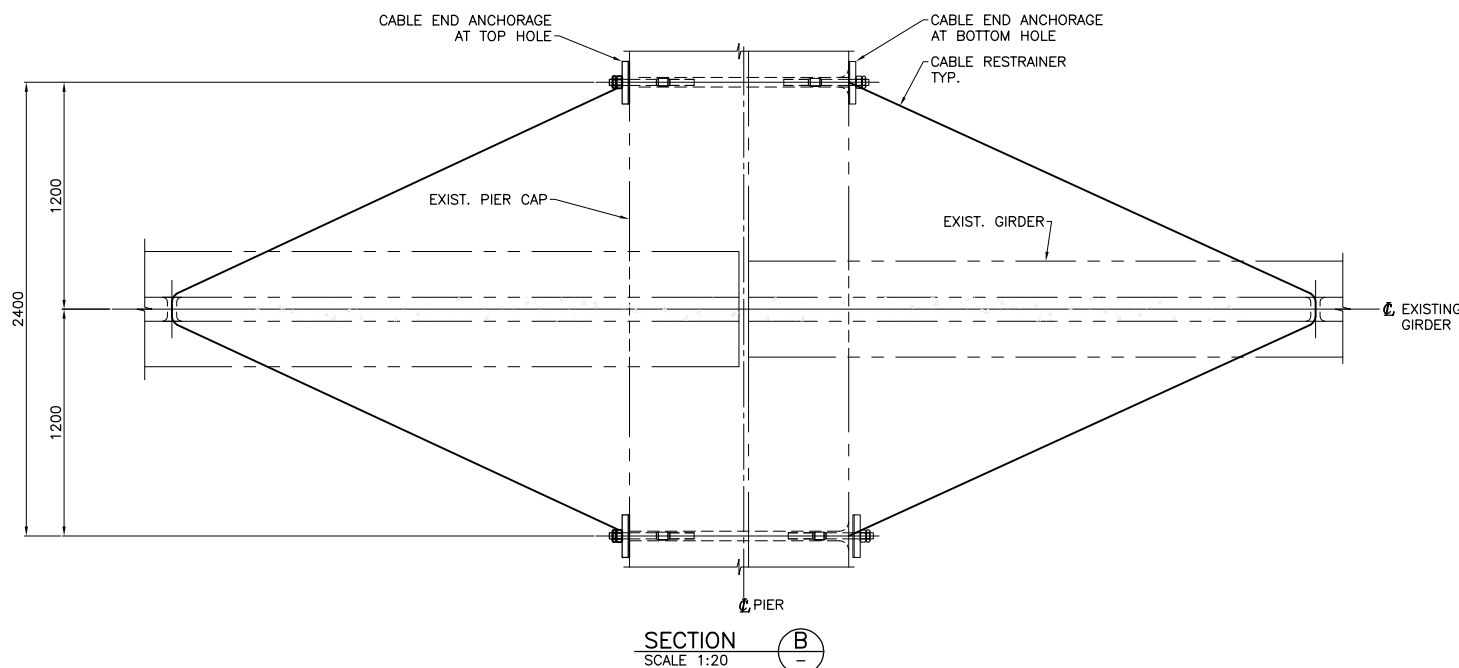
SECTION A
SCALE 1:20
TYP. SECTION AT EX. GIRDER LINES 4, 6, 8, 10, 12



DETAIL 1 CABLE END ANCHORAGE
SCALE 1:5

NOTES:

- FOR GENERAL NOTES SEE DWG. 2736-101.
- CABLE RESTRAINERS SHALL CONFORM TO ASTM STANDARD A-603
- CABLE RESTRAINERS TO BE 19 DIA. WIRE ROPE WITH MINIMUM BREAKING STRENGTH OF 275kN.
- ALL DRILLED HOLES TO BE ROUNDED SMOOTH TO 50 RADIUS AT ALL CABLE CONTACT AREAS.
- ALL CABLE RESTRAINERS AND ANCHORAGE COMPONENTS TO BE GALVANIZED. WHERE FIELD WELDING IS REQUIRED, GRIND OFF GALVANIZING AND TOUCH UP WITH GALVACON 6C-243 OR APPROVED EQUIVALENT.



SECTION B
SCALE 1:20

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Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

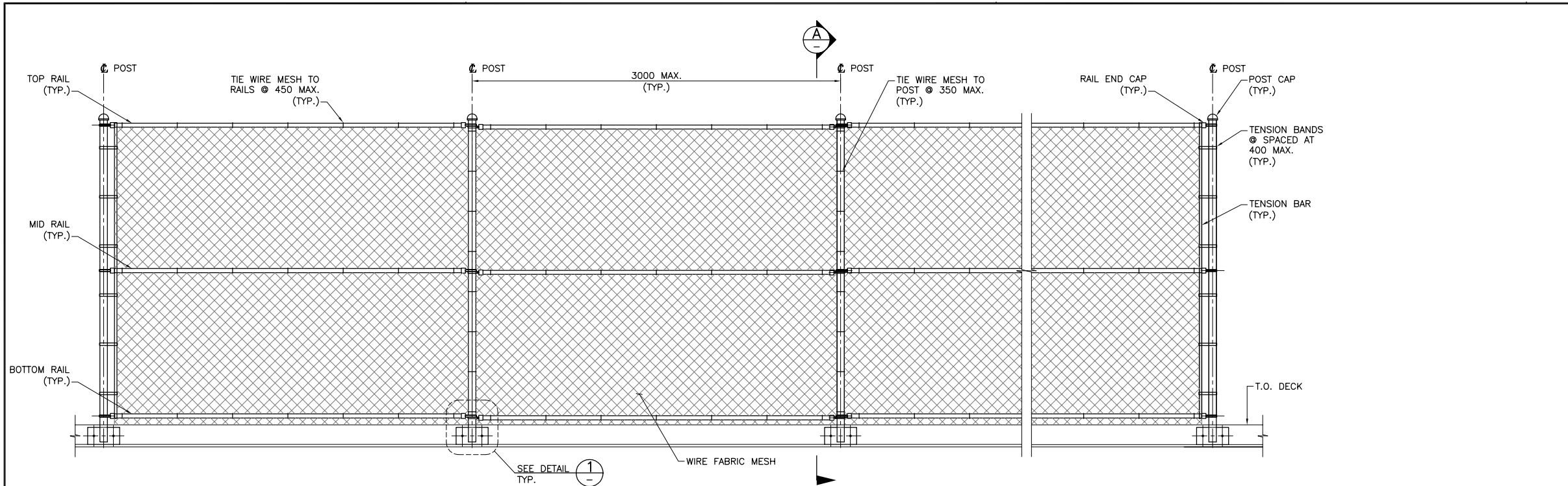
REVISIONS



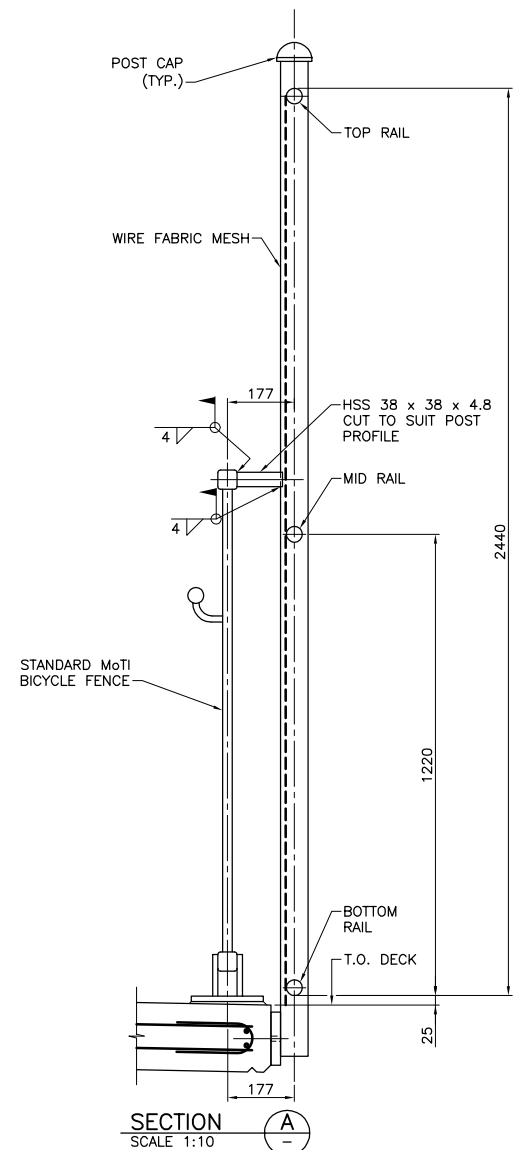
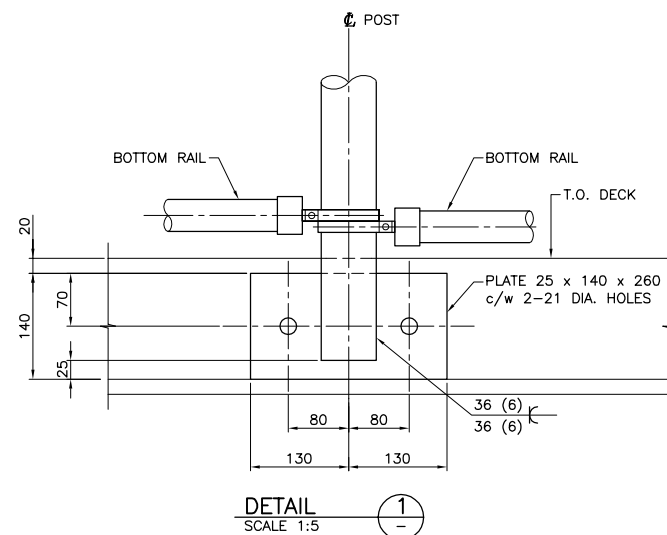
Ministry of
Transportation And Infrastructure
South Coast Region

LOWER MAINLAND DISTRICT
ABBOTSFORD - MISSION HIGHWAY No. 11
MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD CABLE RESTRAINER DETAILS

PREPARED UNDER THE DIRECTION OF KEITH HOLMES ENGINEER OF RECORD DATE	DESIGNED <u>RS</u> DATE 12/12/10 CHECKED <u>KH</u> DATE 12/12/10 DRAWN <u>EAG</u> DATE 12/12/10 SCALE AS NOTED NEGATIVE No.
FILE No. 12469	PROJECT No. 12469-0002
REG. 1	DRAWING No. 2736-114 A



FENCE ELEVATION
SCALE 1:20



NOTES:

- FOR GENERAL NOTES SEE DWG. 2736-101.
- ALL MATERIALS AND CONSTRUCTION FOR THE RAILWAY PROTECTION FENCE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, SECTION 316 AND SECTION 741.
- ALL POSTS SHALL BE 73 O.D. ASTM STANDARD (SCHEDULE 40).
- ALL RAILS SHALL BE 42.2 O.D. ASTM STANDARD (SCHEDULE 40).
- WIRE FABRIC SHALL BE TYPE A SPECIAL WIRE FABRIC FENCE FOR USE ON RAILWAY RIGHT-OF-WAY WITH OPENINGS NOT LARGER THAN 50 x 50.
- ALL FENCING COMPONENTS AND ANCHORS SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH CSA SPECIFICATION G164.

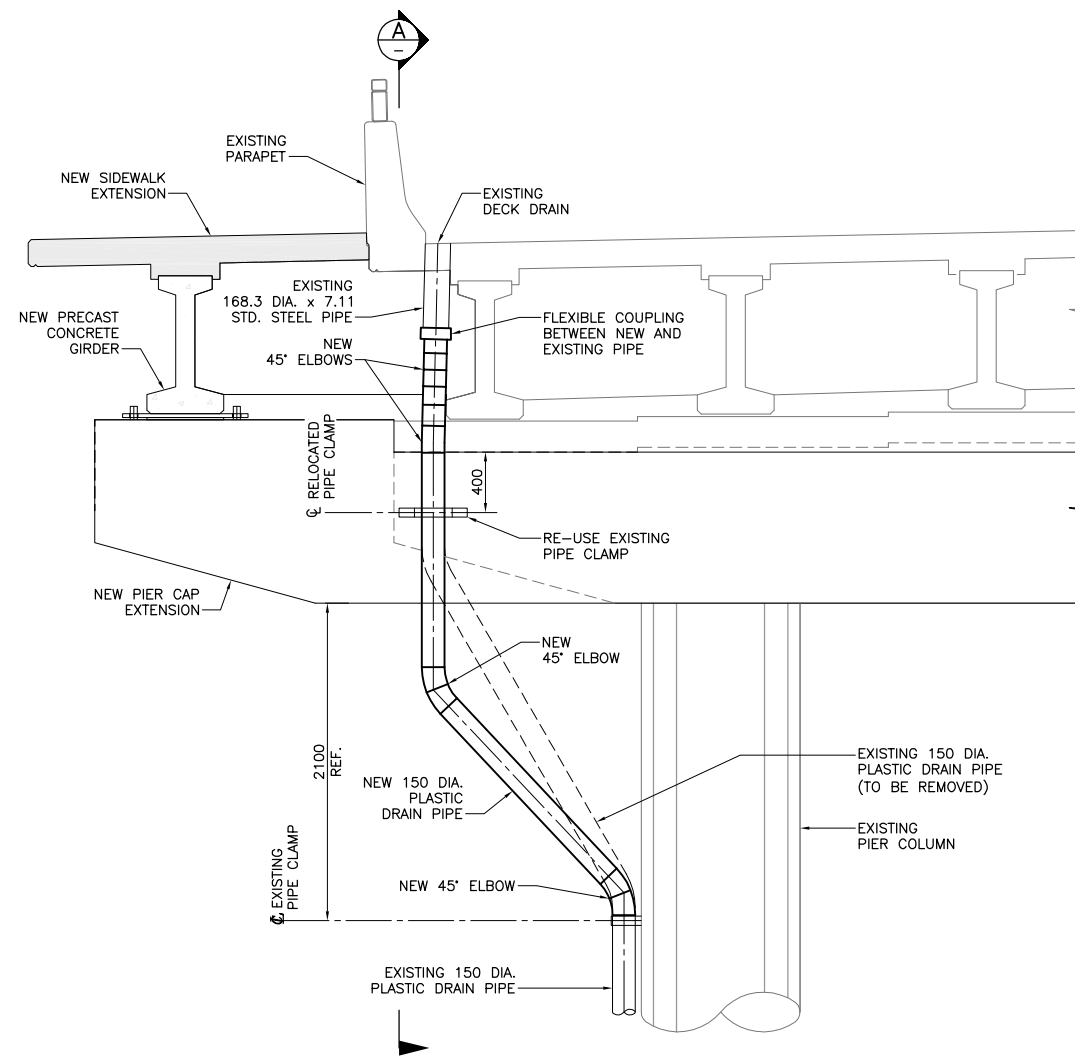
Rev	Date	Description	Init
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Ministry of Transportation and Infrastructure
 South Coast Region

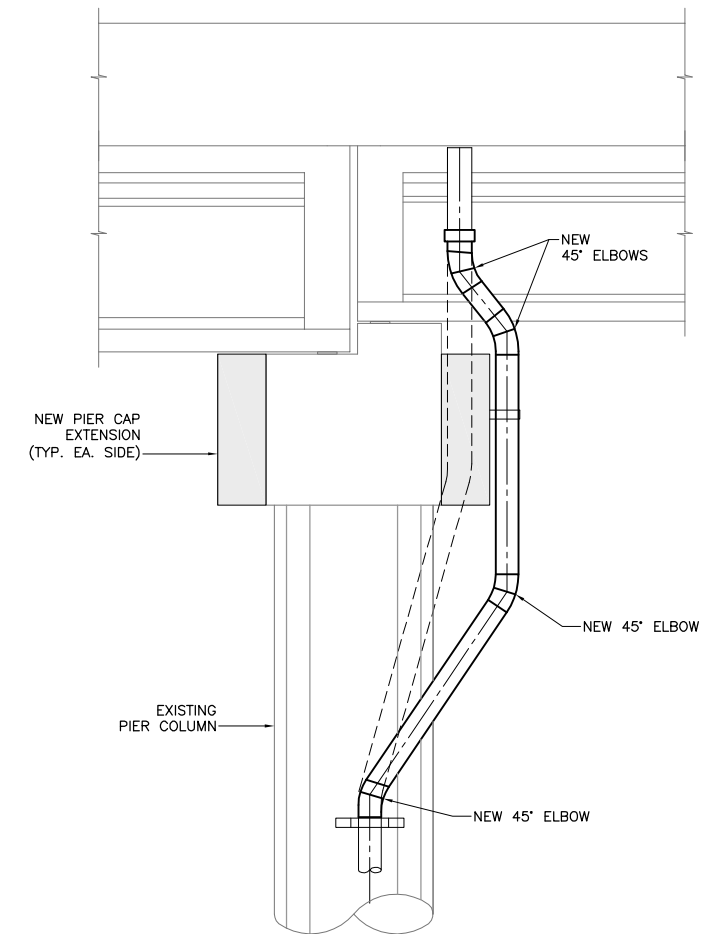
LOWER MAINLAND DISTRICT
 ABBOTSFORD - MISSION HIGHWAY No. 11
 MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD RAILWAY PROTECTION FENCE DETAILS

PREPARED UNDER THE DIRECTION OF		DESIGNED	RS	DATE 12/12/10
ENGINEER OF RECORD		CHECKED	KH	DATE 12/12/10
DATE		DRAWN	EAG	DATE 12/12/10
		SCALE	AS NOTED	
FILE No.	PROJECT No.	REG.	DRAWING No.	
12469	12469-0002	1	2736-115 A	

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ELEVATION AT SOUTH FACE - PIER 1
ELEVATION AT NORTH FACE - PIER 2



SECTION A-A

TYPICAL DECK DRAIN RELOCATION DETAIL
AT EAST SIDE OF EXISTING BRIDGE
SCALE 1:25

NOTES:
1. FOR GENERAL NOTES SEE DWG. 2736-101.

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Rev	Date	Description	Init
A	14/03/11	RECORD DRAWING	KH

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Ministry of
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South Coast Region

LOWER MAINLAND DISTRICT
 ABBOTSFORD - MISSION HIGHWAY No. 11
 MISSION OVERHEAD No. 2736 - SIDEWALK EXTENSION
RECORD DRAIN RELOCATION DETAILS

PREPARED UNDER THE DIRECTION OF KEITH HOLMES ENGINEER OF RECORD DATE:	DESIGNED: <u>RS</u> DATE 12/12/10 CHECKED: <u>KH</u> DATE 12/12/10 DRAWN: <u>EAG</u> DATE 12/12/10 SCALE: AS NOTED NEGATIVE No.
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FILE No. 12469	PROJECT No. 12469-0002	REG. 1	DRAWING No. 2736-116 A
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