

GENERAL NOTES

1. THE EXISTING PACIFIC RIM NATIONAL PARK WEST COAST TRAIL CROSSING #21, #96, #97, CULLITE CABLE CAR AND CHEEWHAT SUSPENSION BRIDGE HAVE BEEN PARTIALLY UPGRADED AND BRIDGE #19 HAS BEEN REPLACED TO THE GENERAL INTENT OF THE CANADIAN HIGHWAY BRIDGE DESIGN CODE 2006 AND DIRECTIVE FOR DESIGN, CONSTRUCTION AND INSPECTION OF VEHICULAR AND PEDESTRIAN BRIDGES - 2008 BY PARKS CANADA. UPGRADE DESIGN HAS BEEN DONE AS FAR AS PRACTICAL GIVEN THE LIMITATIONS OF THE AVAILABLE EXISTING DRAWING INFORMATION AND LIMITED KNOWLEDGE OF THE ACTUAL CONSTRUCTION. MODIFICATION OF STRUCTURAL FRAMING AND/OR DETAILS MAY BE REQUIRED IF EXISTING CONDITIONS ARE DIFFERENT FROM THOSE SHOWN ON THE DRAWINGS. WHERE UPGRADE HAS BEEN PARTIAL, THE RESISTANCE OF THE CROSSING IS LIMITED AND PERFORMANCE WILL BE LESS THAN THAT EXPECTED OF A NEW CROSSING. THE FOLLOWING ARE EXCEPTIONS TO CAN/CSA S6-06 CHBDC, AS DIRECTED BY THE DEPARTMENTAL REPRESENTATIVE AND BASED ON THE DIRECTIONS FROM PARKS CANADA:
- LIVE LOAD NOTED APPLIES TO NEW MEMBERS OF CROSSINGS ONLY.
 - MAINTAINING NUMBER OF GUARDRAILS ON THE BRIDGE AS PER ORIGINAL CONDITIONS (IN SOME CASES NONE OR ONE SIDE ONLY)
 - VIBRATION ANALYSIS WAS NOT PART OF THE ASSESSMENT AND DESIGN.
 - SCOUR ANALYSIS / FLOW STUDY WAS NOT IN SCOPE OF ASSESSMENT AND DESIGN
2. CONSTRUCT TO THE REQUIREMENTS OF THE CANADIAN HIGHWAY BRIDGE DESIGN CODE 2006 AND DIRECTIVE FOR DESIGN, CONSTRUCTION AND INSPECTION OF VEHICULAR AND PEDESTRIAN BRIDGES - 2008 BY PARKS CANADA.

3. SPECIFIED DESIGN LOADS (kN/m²).

GRAVITY: DEAD LOAD = SELF-WEIGHT
LIVE LOAD = 2.2 kPa
SNOW LOAD = 1.28 kPa (PORT RENFREW)
1kN OR 0.75kN/m HORIZ. LOAD AT TOP
(GUARDRAIL REPLACEMENT ALONG ENTIRE SPAN ONLY)

ICE ACCRETION: MODERATE (12mm ON ALL EXPOSED SURFACES)

WIND: q1/50 = 0.52 kPa

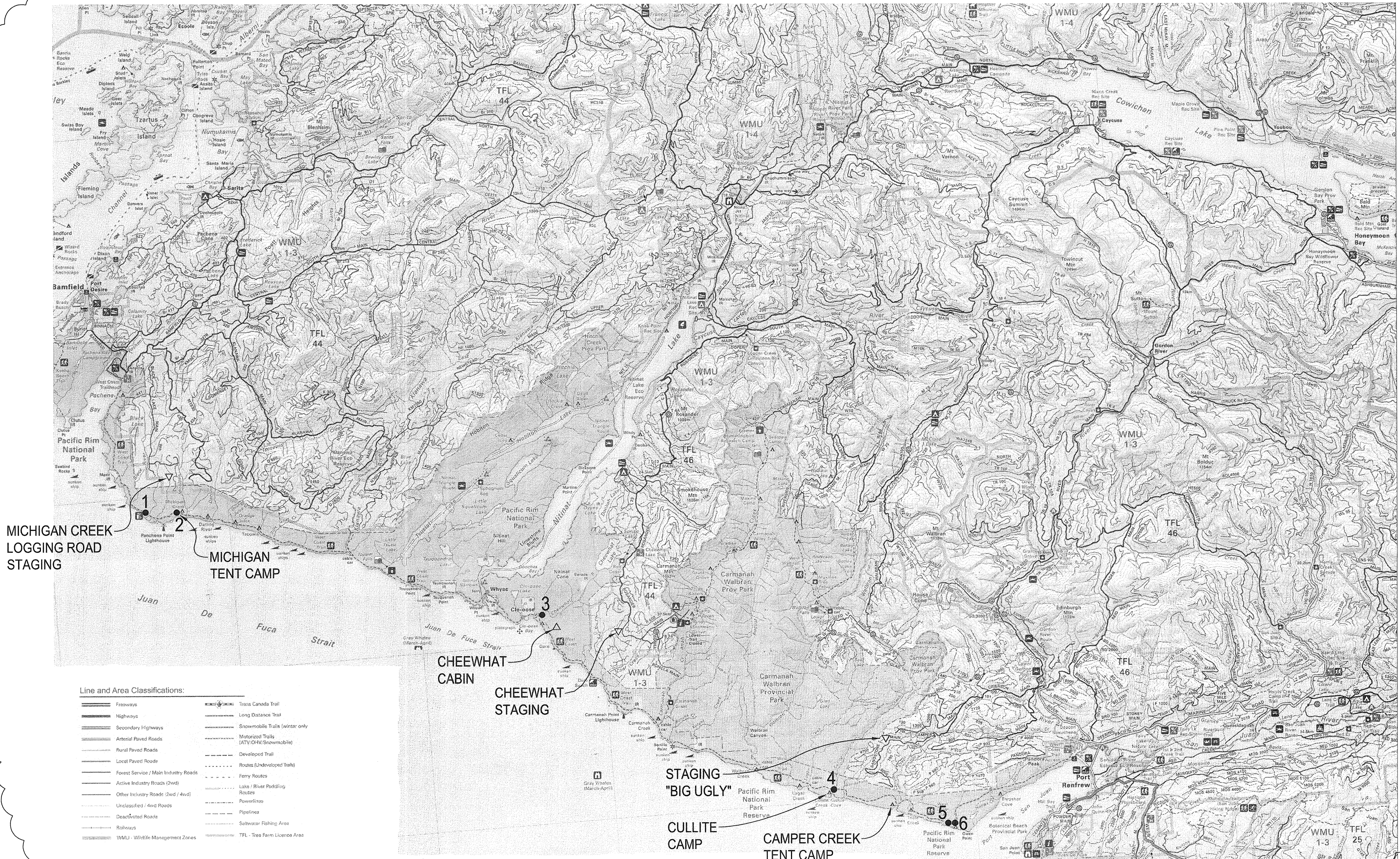
SEISMIC: Z_v = 5
V = 0.3
Z_a = 5
A = 0.3
SEISMIC PERFORMANCE ZONE 4
SOIL PROFILE III (ASSUMED)
S = 1.5
K = 1.0

4. FOR METHODS OF CONSTRUCTION, QUALITY OF WORKMANSHIP AND MATERIAL AND FOR STANDARDS AND CODES, REFER TO SPECIFICATIONS THAT ARE OF THE CONTRACT DOCUMENTS.
5. ALL STRUCTURAL ITEMS MUST BE REVIEWED BY THE DEPARTMENTAL REPRESENTATIVE OR BY ANOTHER SUITABLY QUALIFIED PERSON RESPONSIBLE TO THE DEPARTMENTAL REPRESENTATIVE.
6. SEE SPECIFICATIONS FOR REVIEW OF THE FOLLOWING:
- EXCAVATIONS: BEFORE FORMING.
 - REINFORCING STEEL AND POUR CONDITIONS: BEFORE EACH CONCRETE POUR.
 - STRUCTURAL STEEL: BEFORE COVERING UP.
 - WOOD FRAMING.
7. CHECK AND CONFIRM THAT WORK IS COMPLETED IN ACCORDANCE WITH CONTRACT DOCUMENTS PRIOR TO CONSTRUCTION REVIEW. WORK FOR CONSTRUCTION REVIEW IS TO BE COMPLETED IN REASONABLY SIZED SEGMENTS.
8. BRACE AND SHORE THE STRUCTURE UNTIL ALL STRUCTURAL COMPONENTS ARE COMPLETED. BRACING SHOWN IS DESIGNED FOR LOADS TO COMPLETED STRUCTURE ONLY.
9. VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION. REPORT DISCREPANCIES TO THE DEPARTMENTAL REPRESENTATIVE.

BRIDGE LOCATION AT CENTRE OF BRIDGE					
	BRIDGE NAME	LONGITUDE (W)	LATITUDE (N)	ELEVATION (m)	WCT MILESTONE (km)
1	BRIDGE No. 19	125° 06.013'	48° 43.502'	55.0	9.5
2	BRIDGE No. 21	125° 04.665'	48° 43.465'	54.0	11.9
3	CHEEWHAT SUSPENSION BRIDGE	124° 48.720'	48° 39.795'	54.0	35.9
4	CULLITE CABLE CAR CROSSING	124° 35.855'	48° 34.029'	28.0	57.7
5	BRIDGE No. 96	124° 30.55'	48° 32.812'	~ 59.0	66.25
6	BRIDGE No. 97	124° 30.472'	48° 32.805'	59.0	66.5

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KEY PLAN



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Project number/ Numéro de projet: 111-15111-08

PROFESSIONAL
REGISTERED
ENGINEER
DEC. 11, 2013

Revision/ Révision	Description/ Description	Date/ Date
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Public Works and Government Services Canada

800 Burrard Street - 12th Floor
Vancouver B.C.

Project title/ Titre du projet
Pacific Rim National Park
Vancouver Island, B.C.

West Coast Trail
Bridges Repair

Consultant Signature Only

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Drawing title/ Titre du dessin

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AND KEY PLAN

Project No./No. du
projet
R.064182.001

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Revision no./
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no.
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