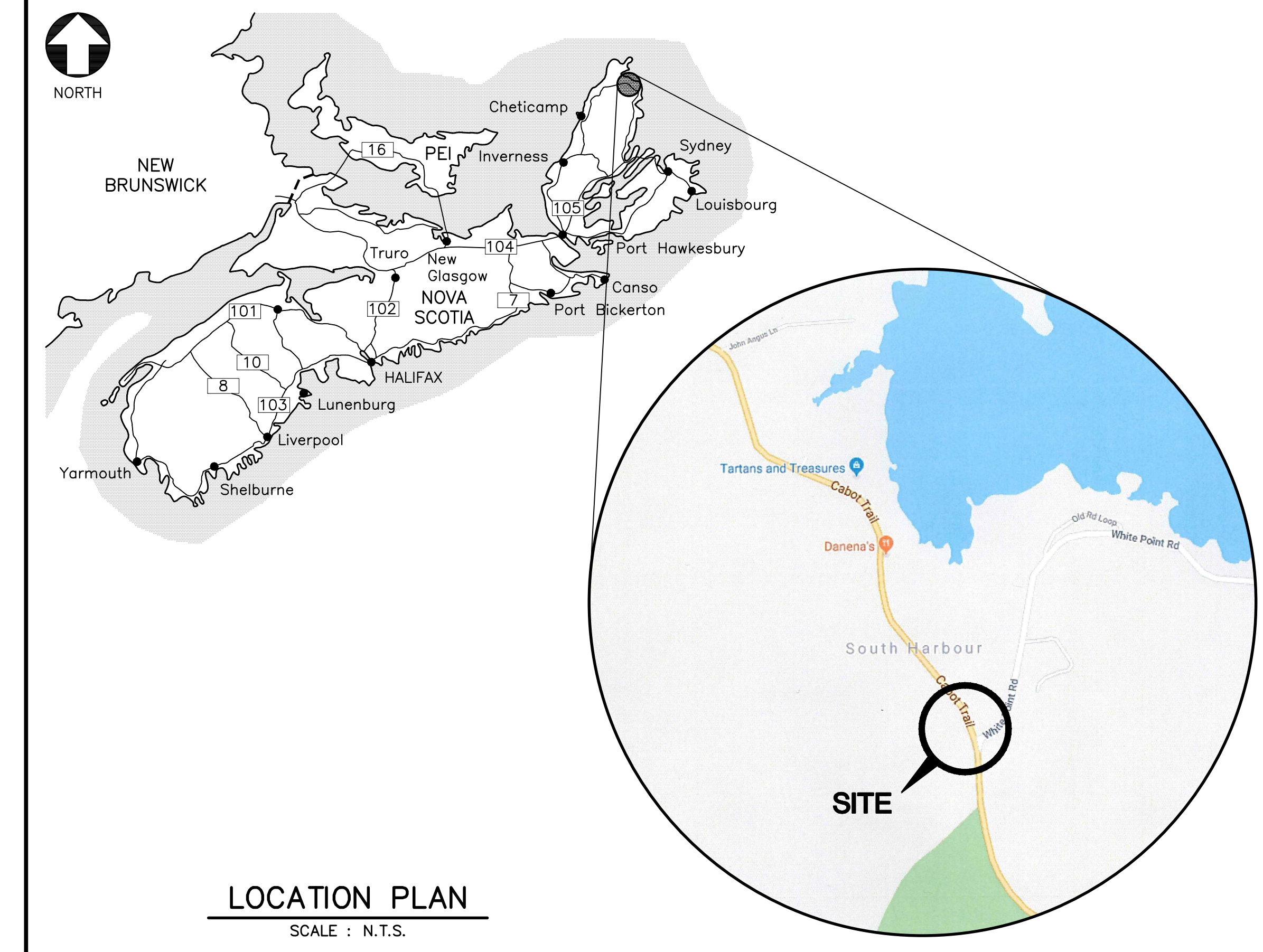


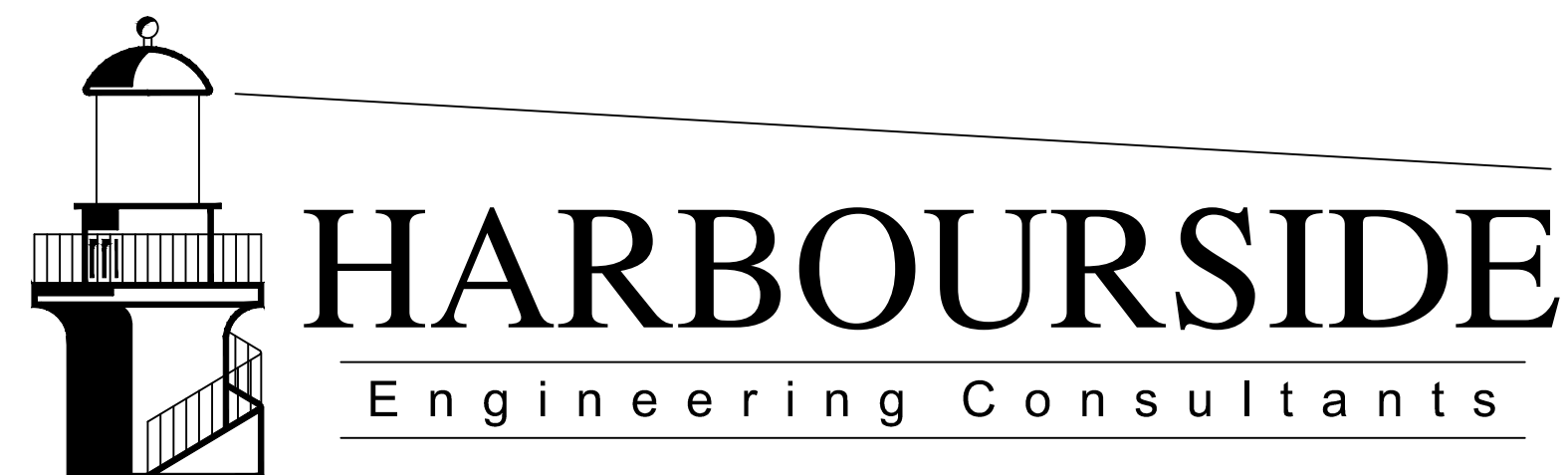
Parcs
Canada

Parks
Canada



EFFIE'S BROOK BRIDGE REPLACEMENT HIGHLANDS NATIONAL PARK CAPE BRETON NOVA SCOTIA

PROJECT NO. 1812



DRAWING LIST

CIVIL

- C01 EXISTING CONDITIONS AND REMOVAL PLAN
- C02 CABOT TRAIL PLAN/PROFILE 50+576 TO 51+000
- C03 CABOT TRAIL PLAN/PROFILE 51+000 TO 51+360
- C04 WHITE POINT ROAD PLAN/PROFILE
- C05 CROSS SECTIONS (SHEET 1 OF 4)
- C06 CROSS SECTIONS (SHEET 2 OF 4)
- C07 CROSS SECTIONS (SHEET 3 OF 4)
- C08 CROSS SECTIONS (SHEET 4 OF 4)
- C09 PROPOSED PAVEMENT MARKING AND SIGNAGE PLAN
- C10 CLEARING PLAN
- C11 PHASING PLAN – PHASE 1
- C12 PHASING PLAN – PHASE 2
- C13 PHASING PLAN – PHASE 3
- C14 MISCELLANEOUS DETAILS

LANDSCAPING

- L01 CABOT TRAIL EXISTING CONDITIONS AND REMOVALS
- L02A CABOT TRAIL LANDSCAPE GRADING 50+676 TO 50+920
- L02B CABOT TRAIL LANDSCAPE GRADING 50+920 TO 51+160
- L02C CABOT TRAIL LANDSCAPE GRADING WHITE POINT ROAD
- L02D CABOT TRAIL LANDSCAPE GRADING 51+160 TO 51+360
- L03A CABOT TRAIL CROSS SECTION (SHEET 1 OF 2)
- L03B CABOT TRAIL CROSS SECTION (SHEET 2 OF 2)
- L04A CABOT TRAIL LANDSCAPE FINISH TREATMENT PLAN 50+676 TO 50+920, 50+920 TO 51+160
- L04B CABOT TRAIL LANDSCAPE FINISH TREATMENT PLAN WHITE POINT ROAD
- L04C CABOT TRAIL LANDSCAPE FINISH TREATMENT PLAN 51+160 TO 51+360

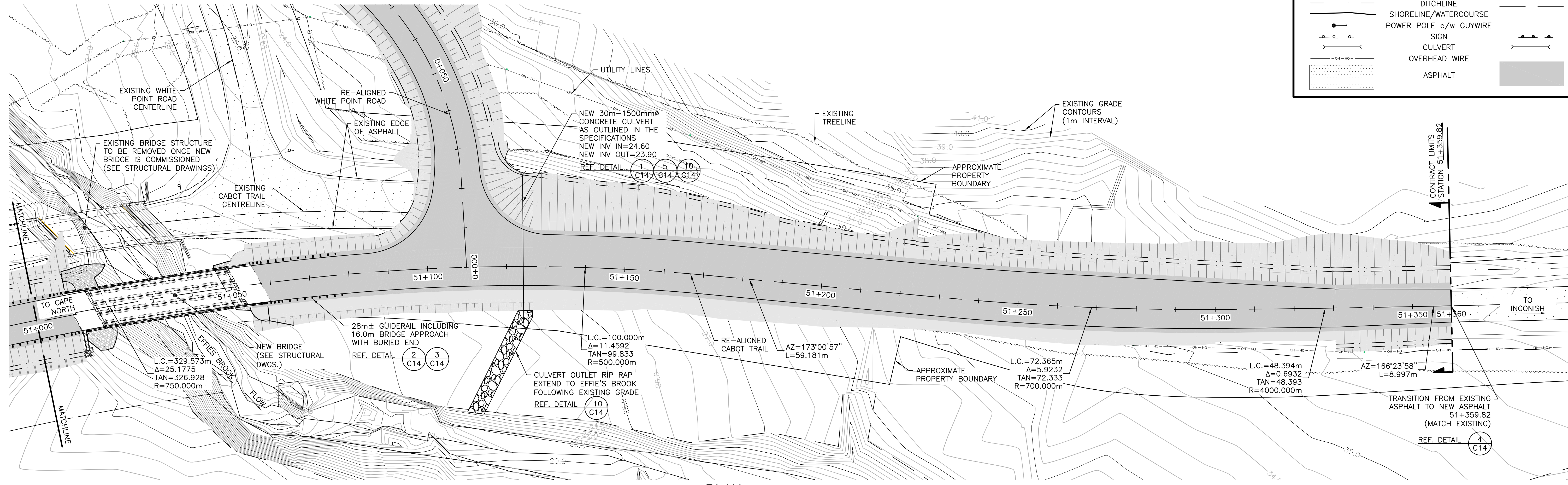
ELECTRICAL

- E01 ROADWAY LIGHTING SITE PLAN AND DETAILS

BRIDGE REPLACEMENT

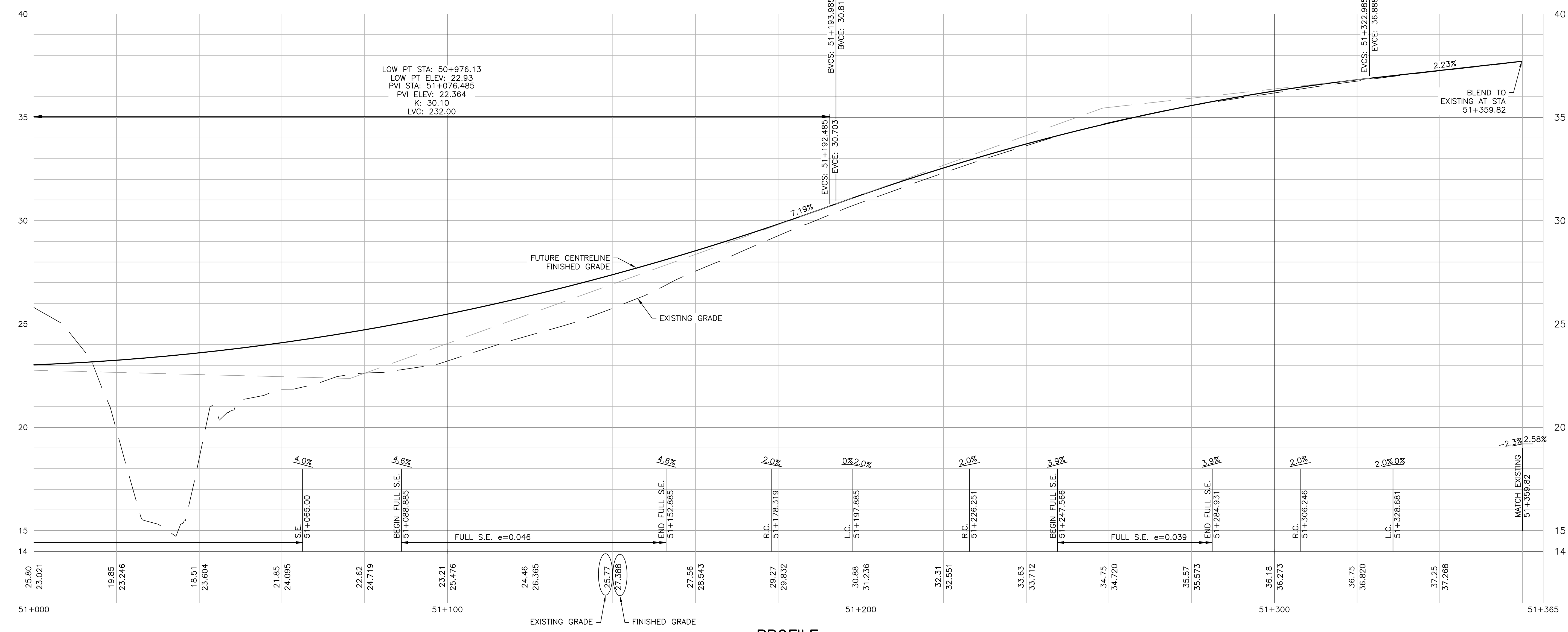
- S1 GENERAL ARRANGEMENT PLAN AND SECTION
- S2 GENERAL ARRANGEMENT ELEVATIONS
- S3 ABUTMENT PLANS
- S4 ABUTMENT AND WINGWALL ELEVATIONS
- S5 ABUTMENT AND WINGWALL SECTIONS AND DETAILS
- S6 WINGWALL PILASTERS SECTIONS AND DETAILS
- S7 GIRDER LAYOUT PLAN, ELEVATION AND CAMBER PROFILES
- S8 GIRDER DETAILS
- S9 DECK AND BARRIER PLAN AND SCREED ELEVATIONS PLAN
- S10 DECK, CURB AND BARRIER SECTIONS AND DETAILS
- S11 ROCK CUTS PLAN AND SECTIONS
- S12 FILL QUANTITY DIAGRAMS
- S13 ABUTMENT REINFORCING
- S14 WINGWALL REINFORCING
- S15 DECK REINFORCING
- S16 CURB REINFORCING
- S17 BOREHOLES (SHEET 1 OF 2)
- S18 BOREHOLES (SHEET 2 OF 2)

Canada



PLAN - CABOT TRAIL
SCALE : 1:500

HIGH PT STA: 51+322.98
HIGH PT ELEV: 36.89
PVI STA: 51+258.485
PVI ELEV: 35.448
K: 26.03
LVC: 129.00



PROFILE - CABOT TRAIL
HORIZONTAL SCALE : 1:500 VERTICAL SCALE : 1:100

LEGEND	
EXISTING	PROPOSED



1. SURVEY DATA REFERENCED TO UTM ZONE 20 NORTH NAD83 (CSRS).
2. SURVEY IS VERTICALLY REFERENCED TO CGV028 (HTV2.0 GEOID MODEL).
3. CONTROL IS DERIVED FROM MULTIPLE STATIC GPS OBSERVATIONS ON NAIL 1 HAVING CO-ORDINATES OF:
N=5193088.530m
E=693220.183m
EL=22.17m
4. SURVEY COMPLETED JULY 12-14, 2017 BY DESIGN POINT ENGINEERING & SURVEYING.
5. CO-ORDINATES ARE GRID. APPLY COMBINED SCALE FACTOR OF 1/1.000052 TO CALCULATE GROUND DISTANCES.
6. CONTOUR INTERVAL IS 1 METRE.
7. ALL WORKS TO BE DONE IN ACCORDANCE WITH PARCS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.
8. REFER TO C09 FOR ROAD MARKINGS AND SIGNAGE.
9. REFER TO C11-C13 FOR CONSTRUCTION PHASING.

SUPERELEVATION DATA
S.E = SUPERELEVATION
R.C = REVERSE CROWN
L.C = LEVEL CROWN
N.C = NORMAL CROWN

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revisions		date

EFFIE'S BROOK BRIDGE REPLACEMENT
HIGHLANDS NATIONAL PARK
NOVA SCOTIA

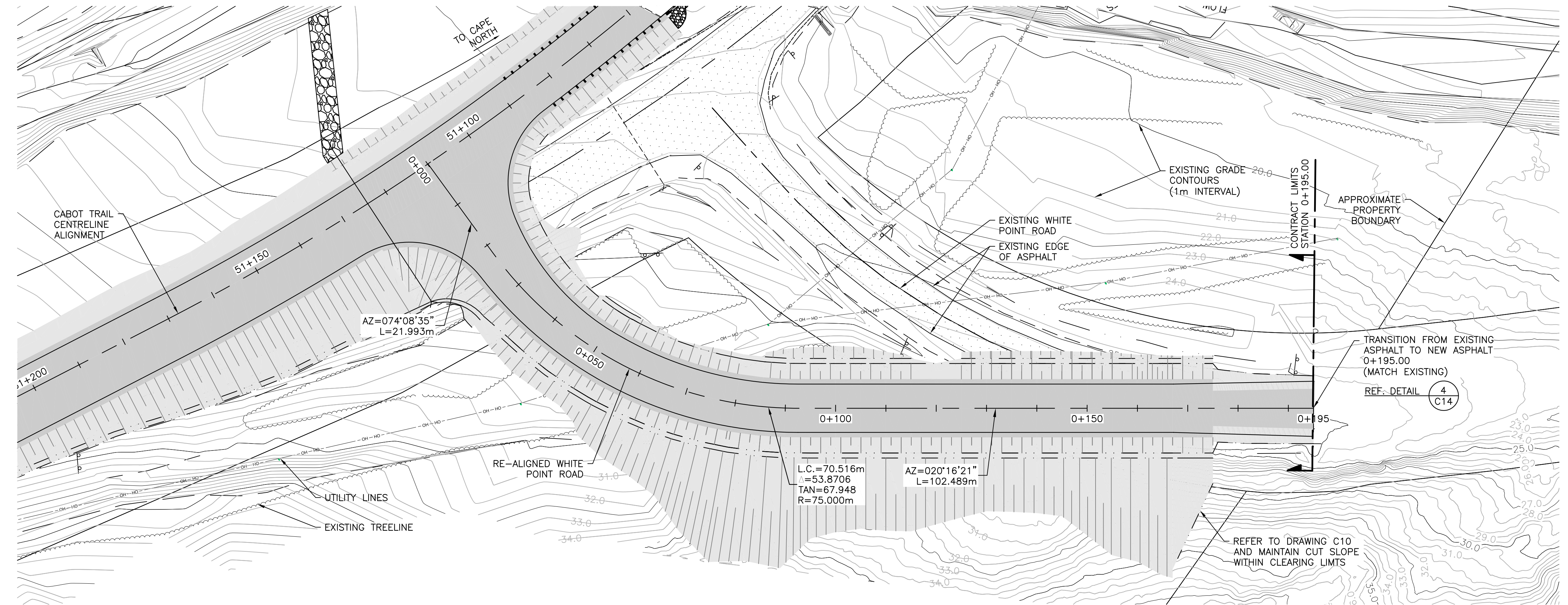
CABOT TRAIL PROPOSED CONDITIONS
51+000 TO 51+360

designed	TIM JORDAN	conçu
date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender		Submission
PCA Project Manager	Administrateur de projets PCA	
project number	no. du projet	
	1812	
drawing no.	no. du dessin	
	C03	

LEGEND	
EXISTING	PROPOSED

Parks Canada

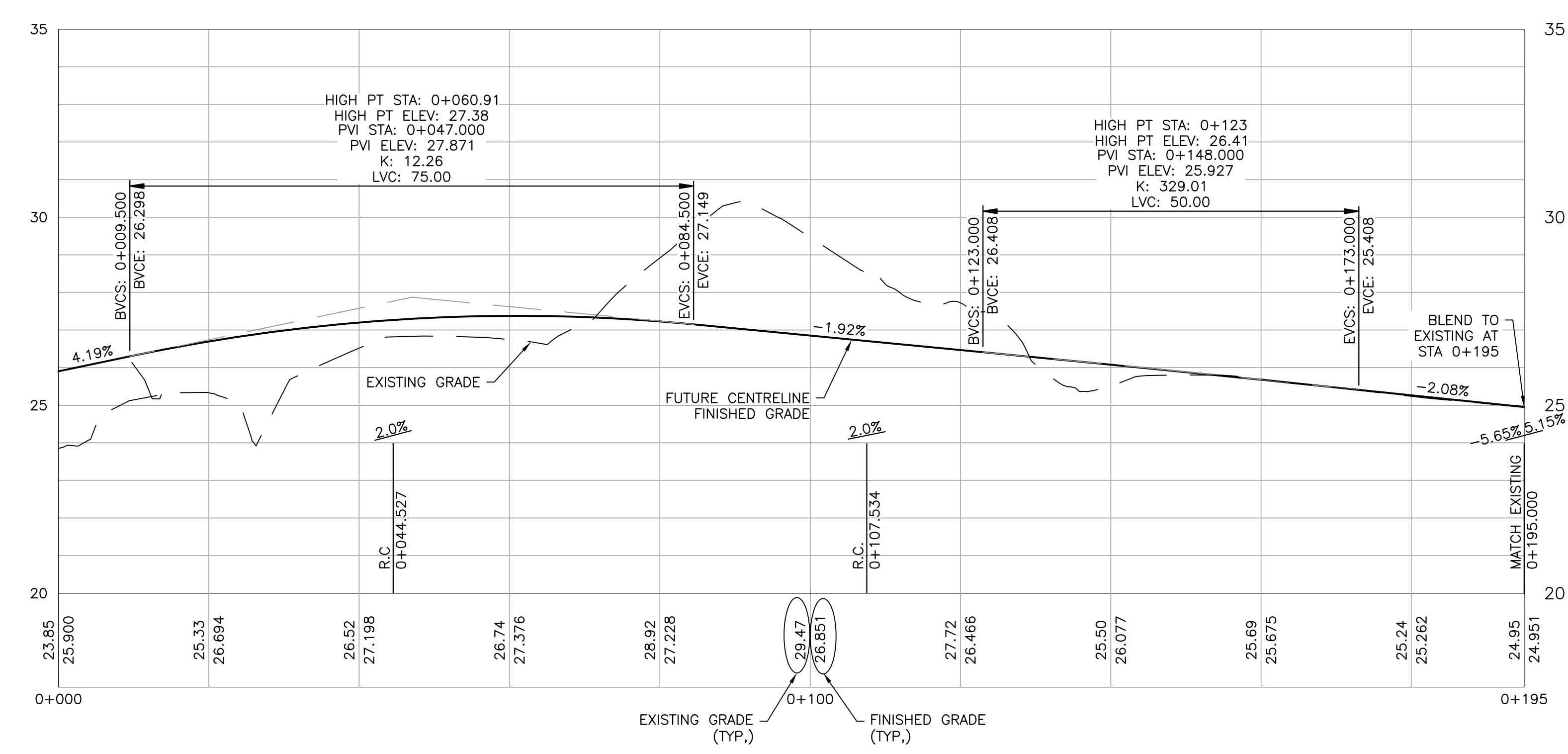
HARBOURSIDE
Engineering Consultants



PLAN — CABOT TRAIL
SCALE : 1:500

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3. CONTROL IS DERIVED FROM MULTIPLE STATIC GPS OBSERVATIONS ON NAIL 1 HAVING CO-ORDINATES OF:
N=5193088.530m
E=693220.183m
EL=22.17m
4. SURVEY COMPLETED JULY 12-14, 2017 BY DESIGN POINT ENGINEERING & SURVEYING.
5. CO-ORDINATES ARE GRID. APPLY COMBINED SCALE FACTOR OF 1/1,000052 TO CALCULATE GROUND DISTANCES.
6. CONTOUR INTERVAL IS 1 METRE.
7. ALL WORKS TO BE DONE IN ACCORDANCE WITH PARKS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.
8. REFER TO C09 FOR ROAD MARKINGS AND SIGNAGE.
9. REFER TO C11-C13 FOR CONSTRUCTION PHASING.

SUPERELEVATION DATA
S.E = SUPERELEVATION
R.C = REVERSE CROWN
L.C = LEVEL CROWN
N.C = NORMAL CROWN



PROFILE — CABOT TRAIL
HORIZONTAL SCALE : 1:500 VERTICAL SCALE : 1:100

0	ISSUED FOR TENDER	MAR 15 2018
revisions		date
project	EFFIE'S BROOK BRIDGE REPLACEMENT HIGHLANDS NATIONAL PARK NOVA SCOTIA	
drawing	dessin	
designed	TIM JORDAN conq	
date	JANUARY 2018	
drawn	JIM HAYWARD dessin	
date	JANUARY 2018	
approved	MICHAEL MACDONALD approve	
date	JANUARY 2018	
Tender	Submission	
PCA Project Manager	Administrateur de projets PCA	
project number	no. du projet	1812
drawing no.	no. du dessin	C04

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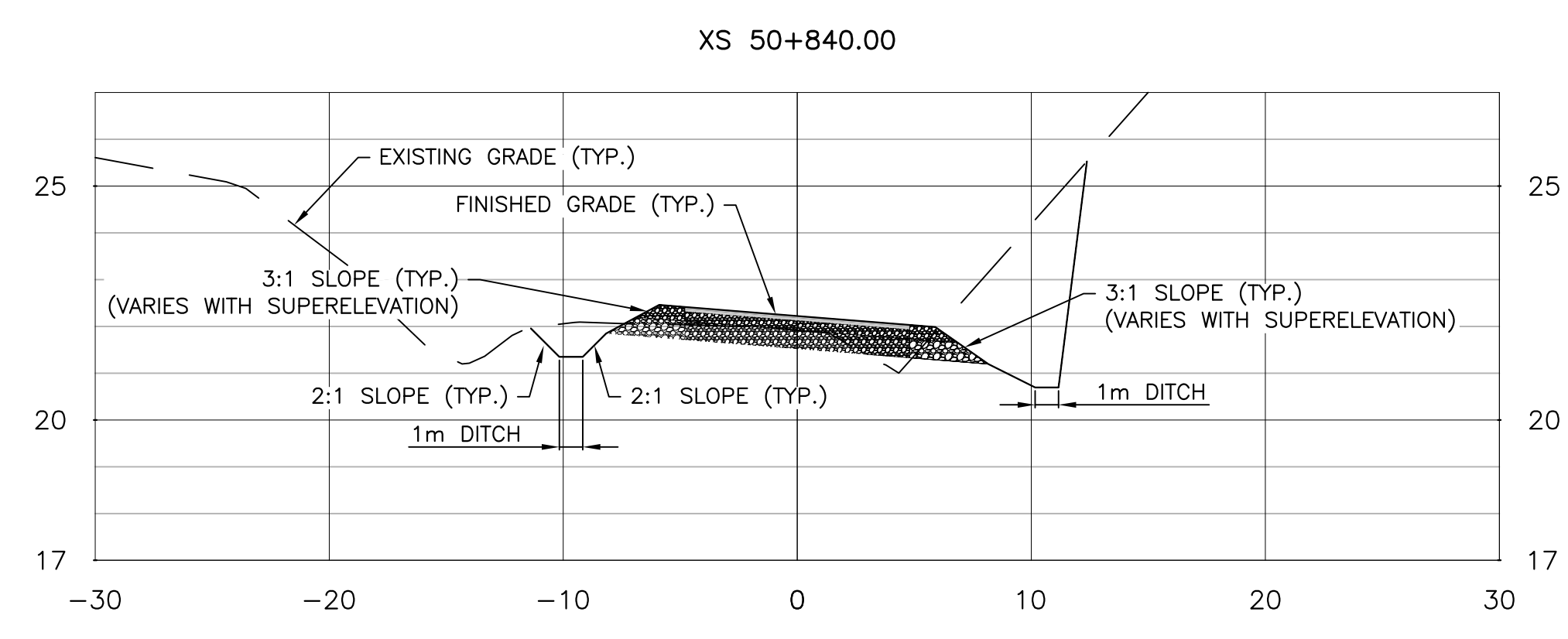
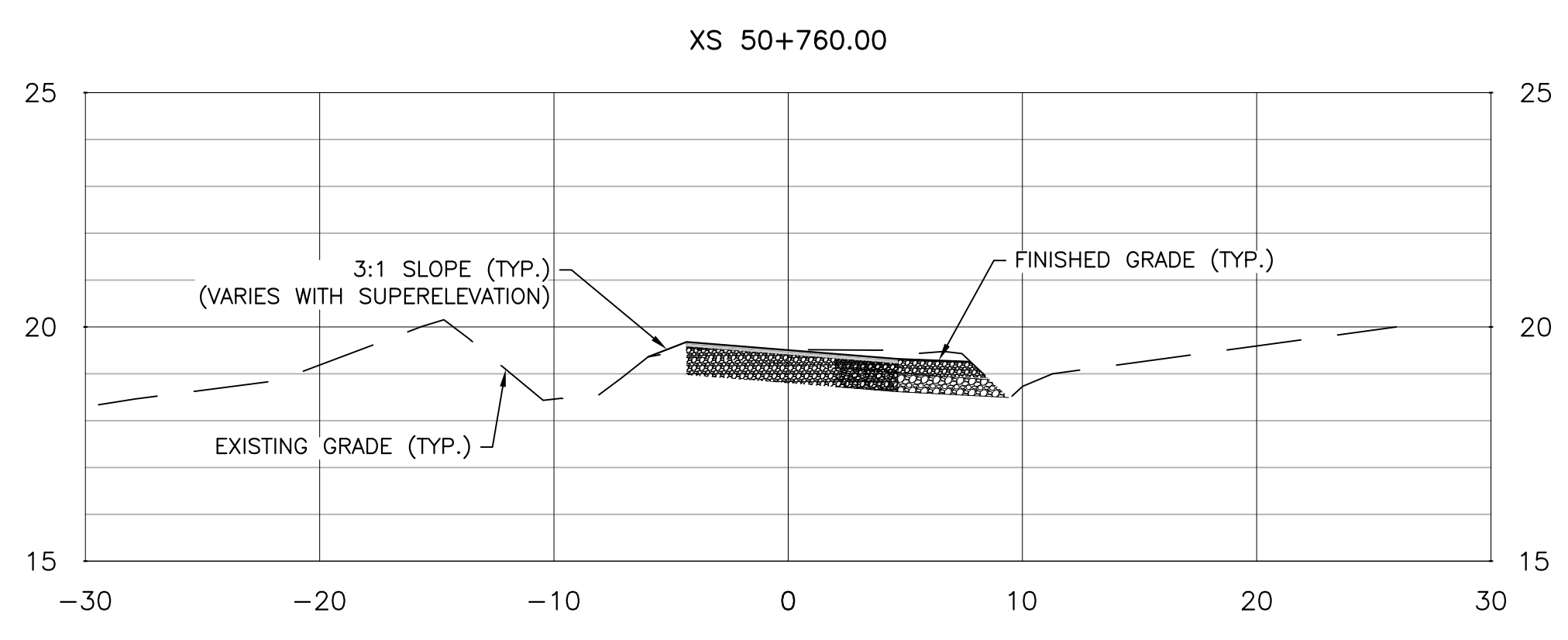
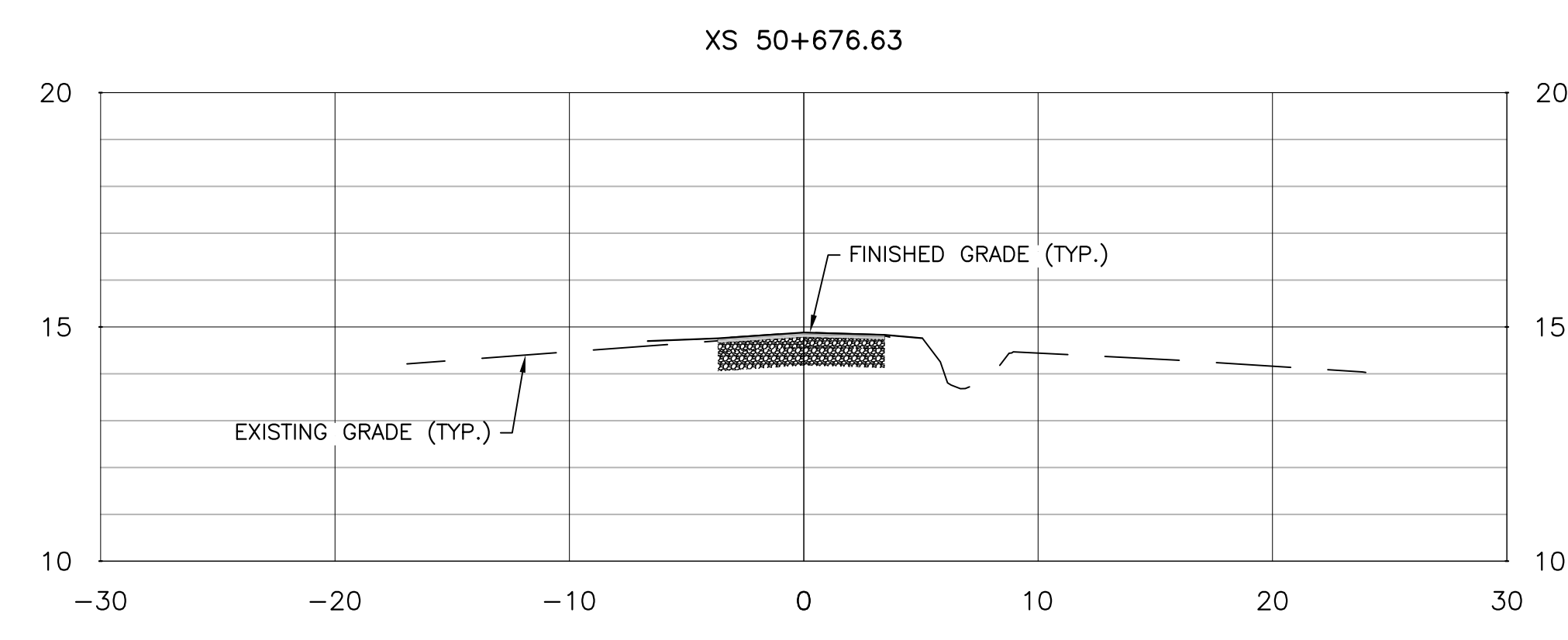
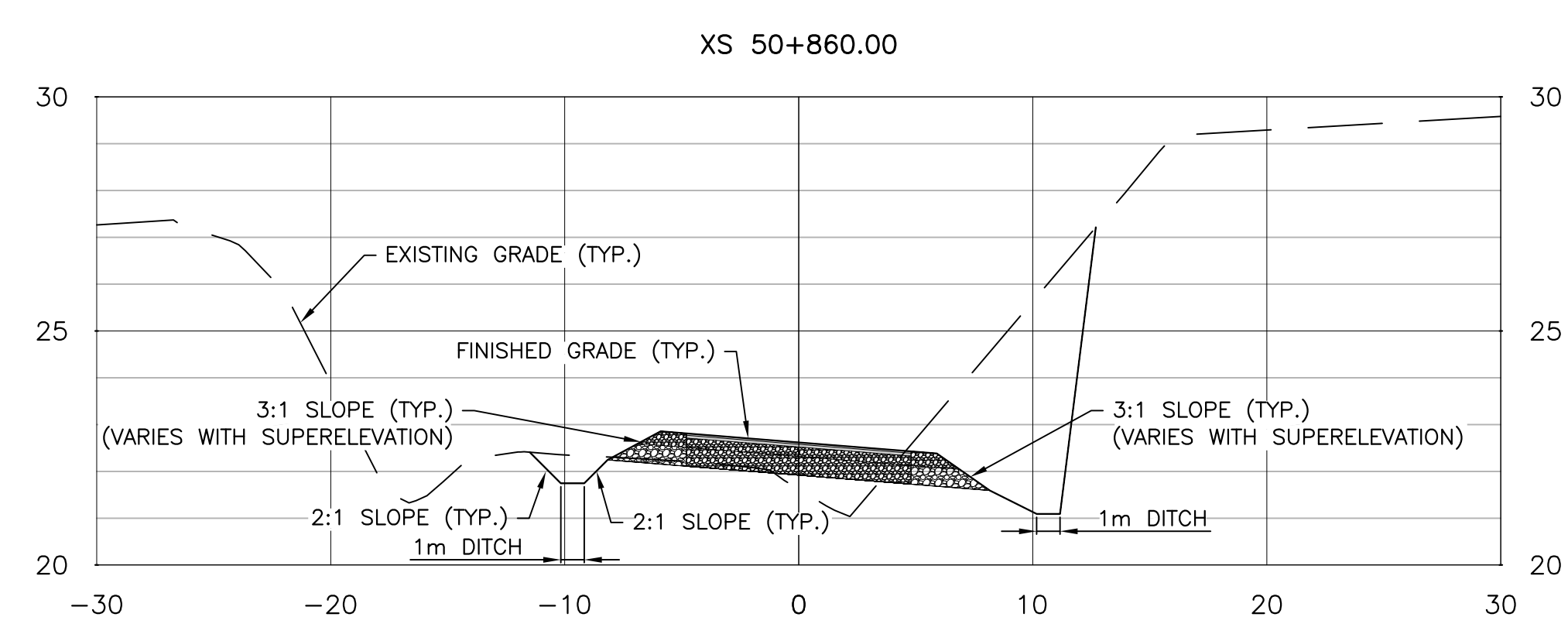
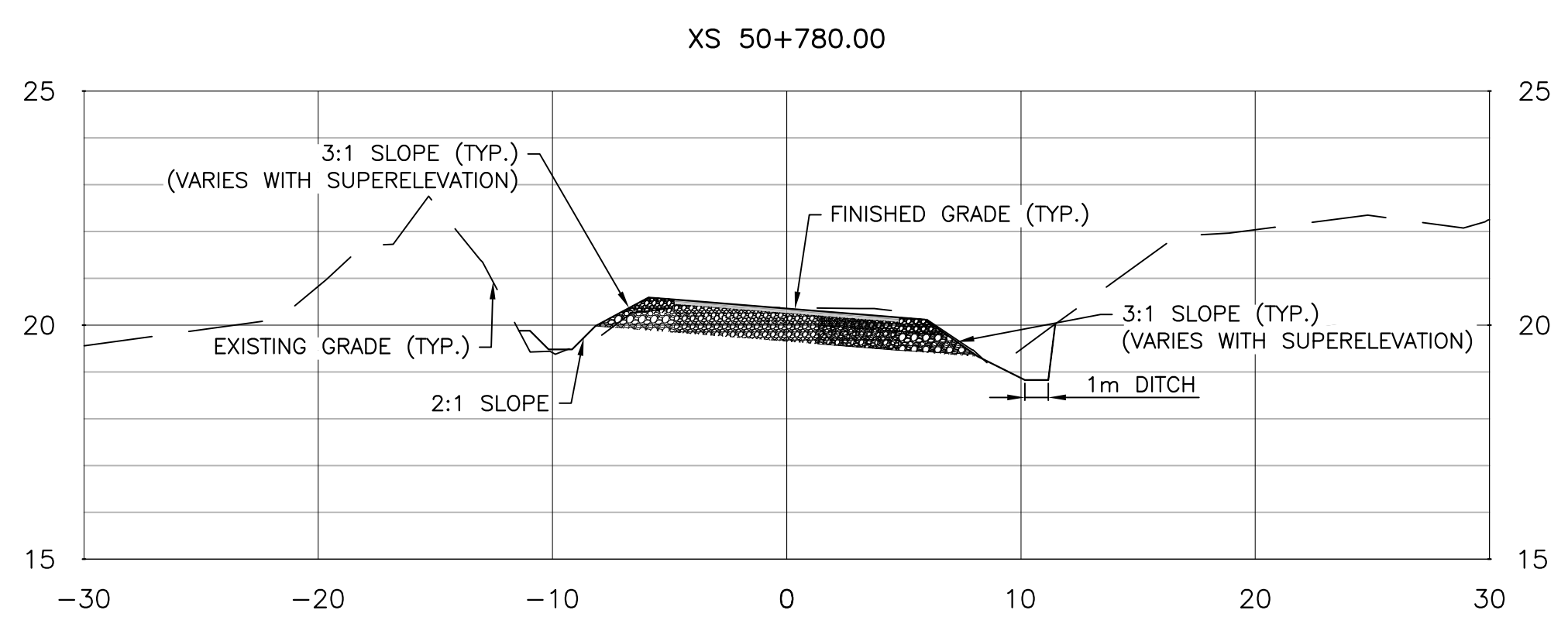
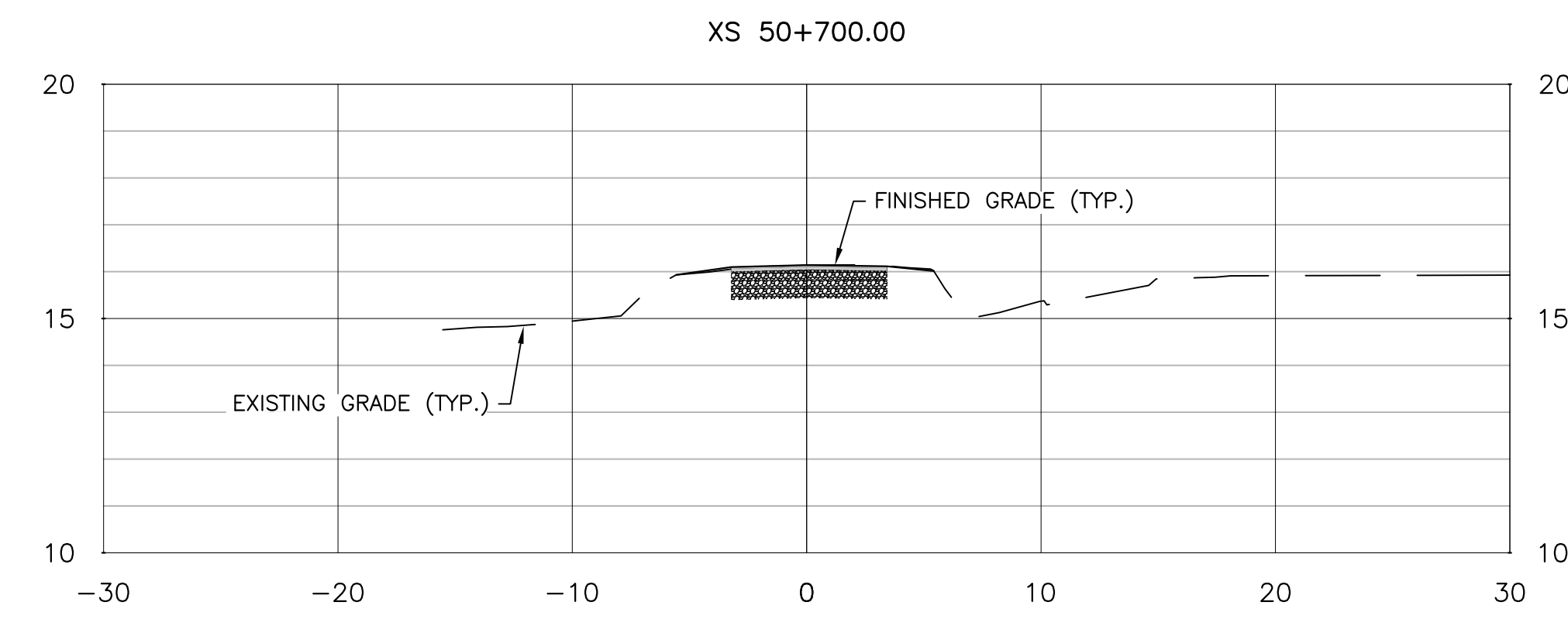
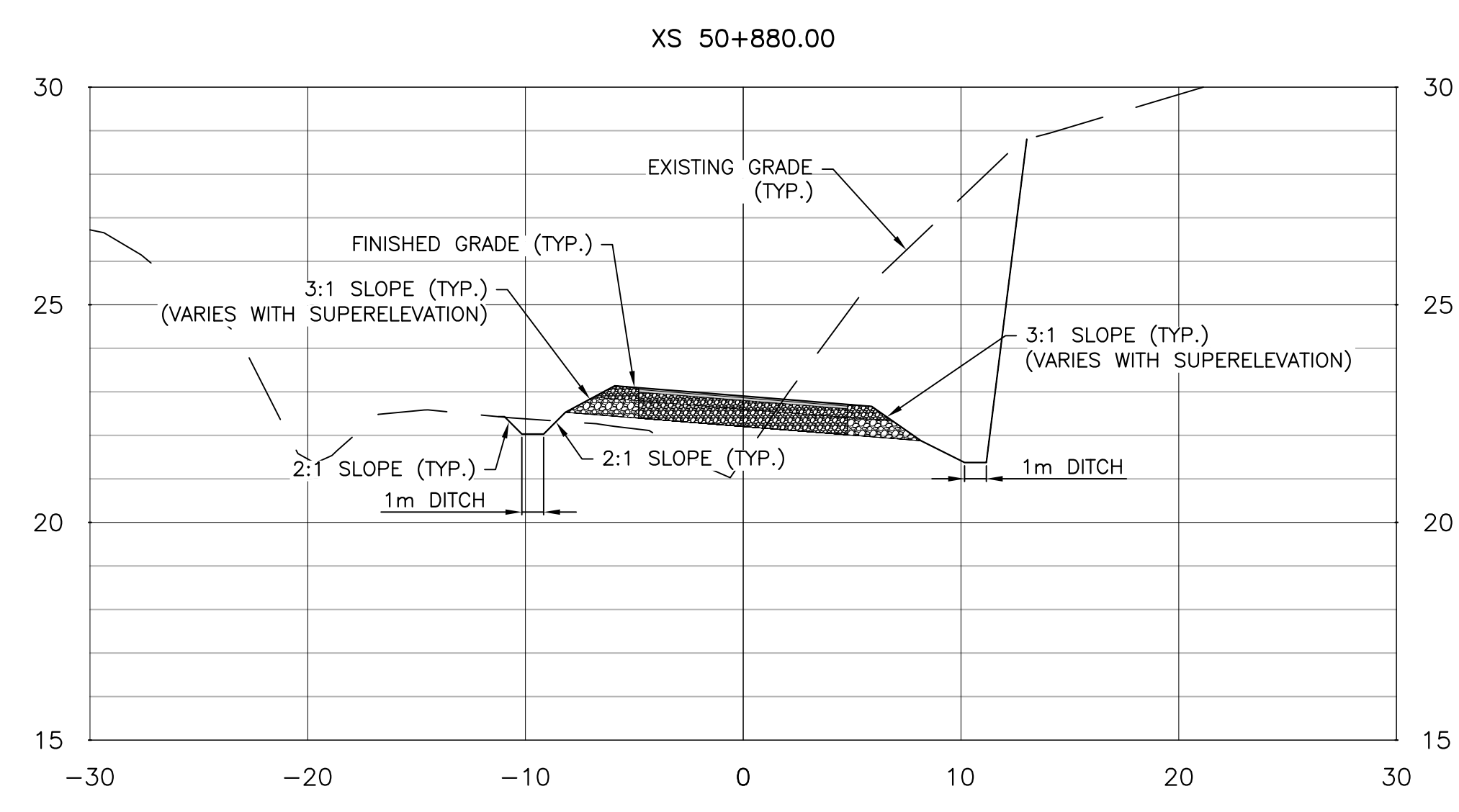
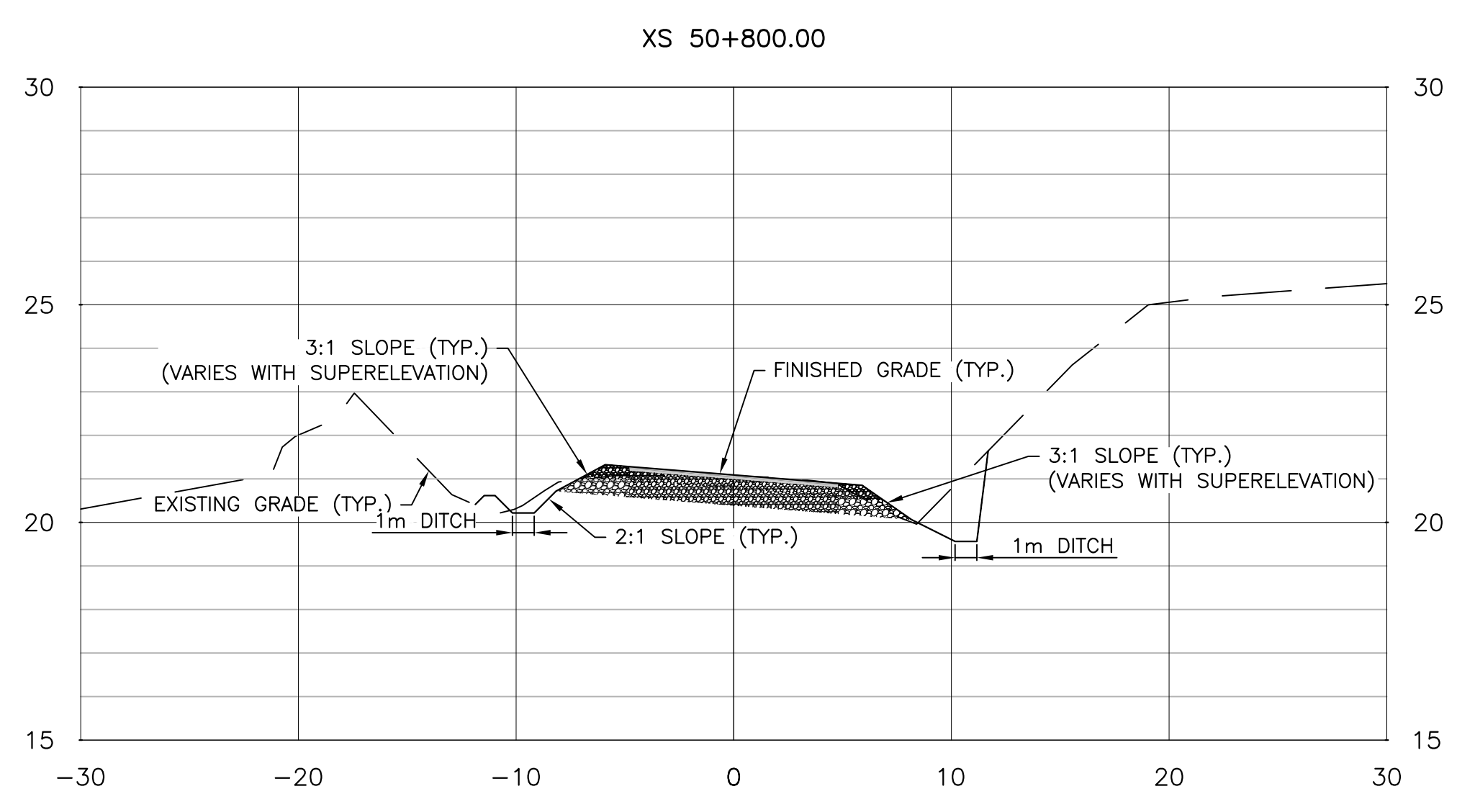
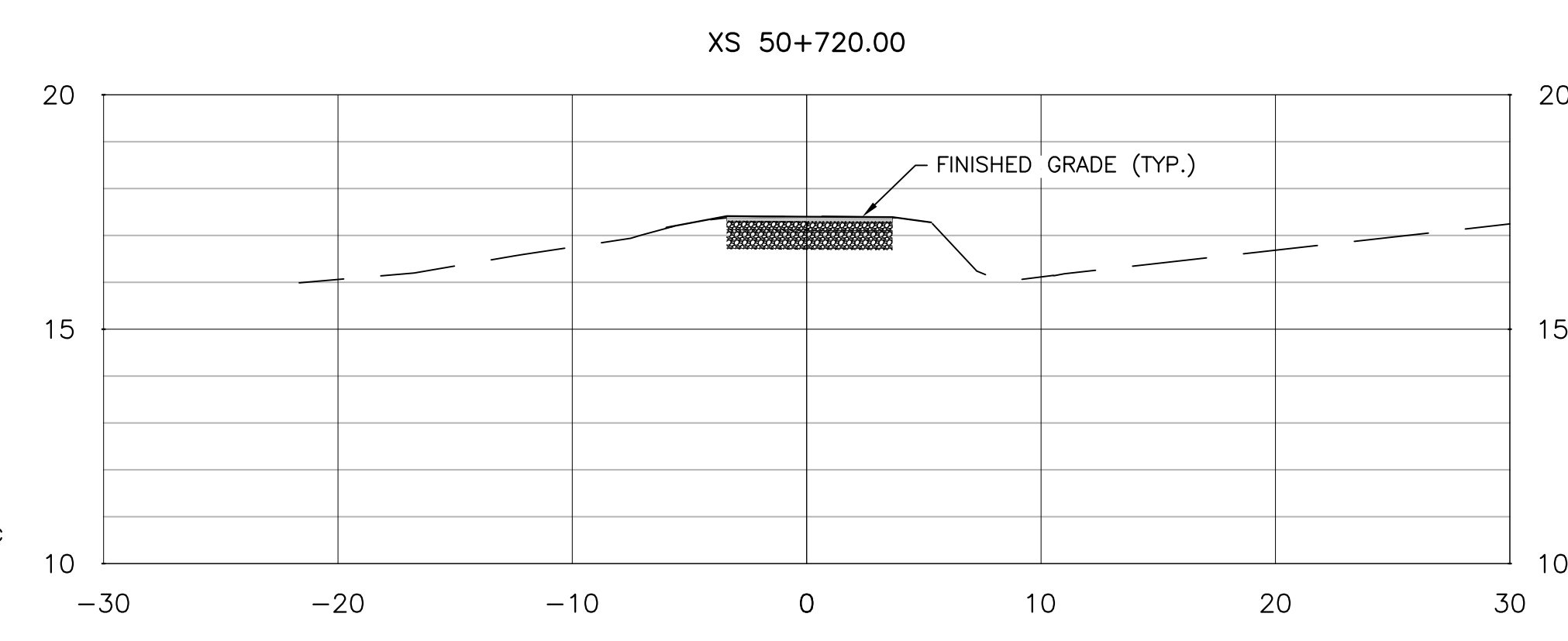
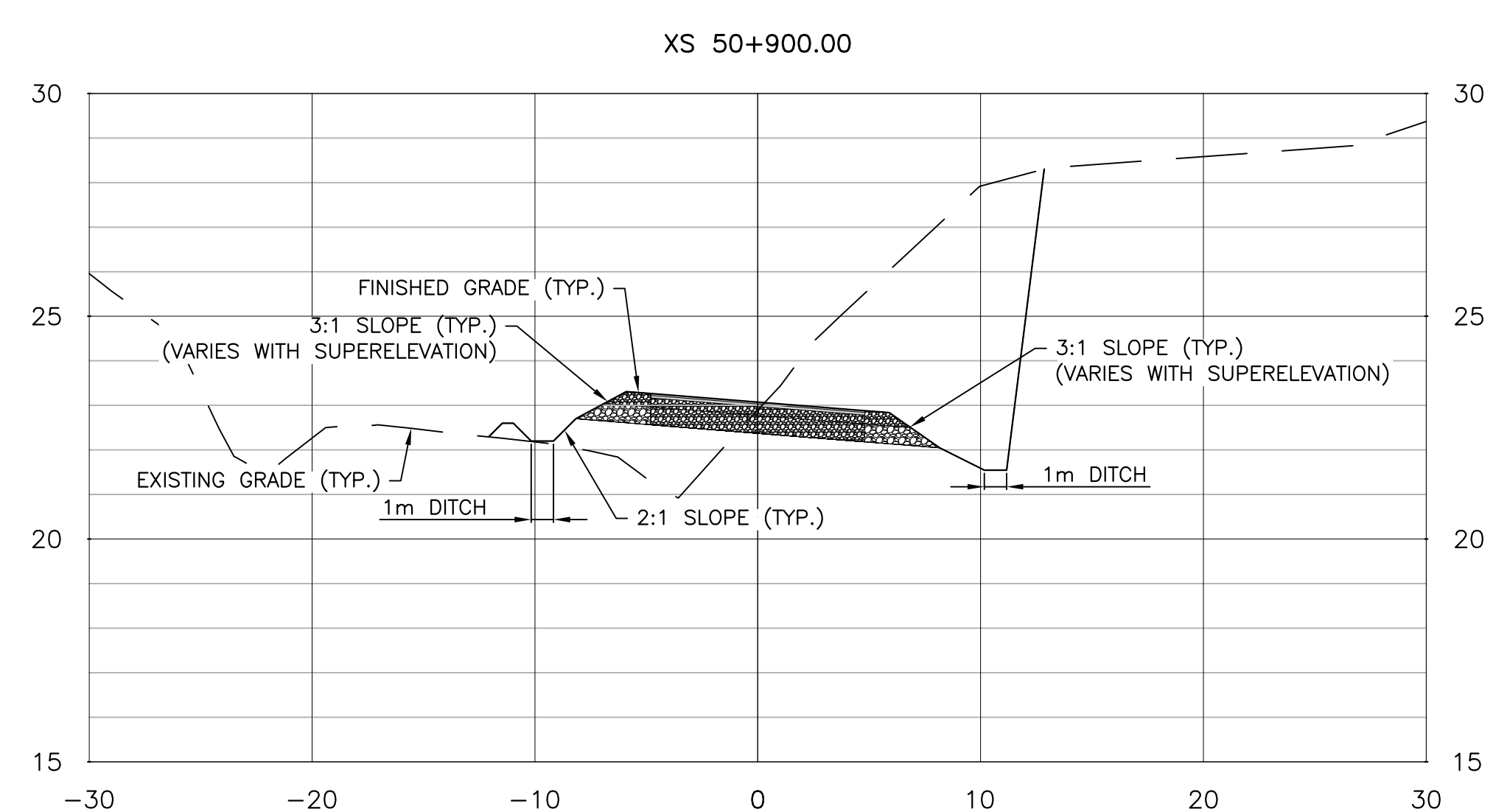
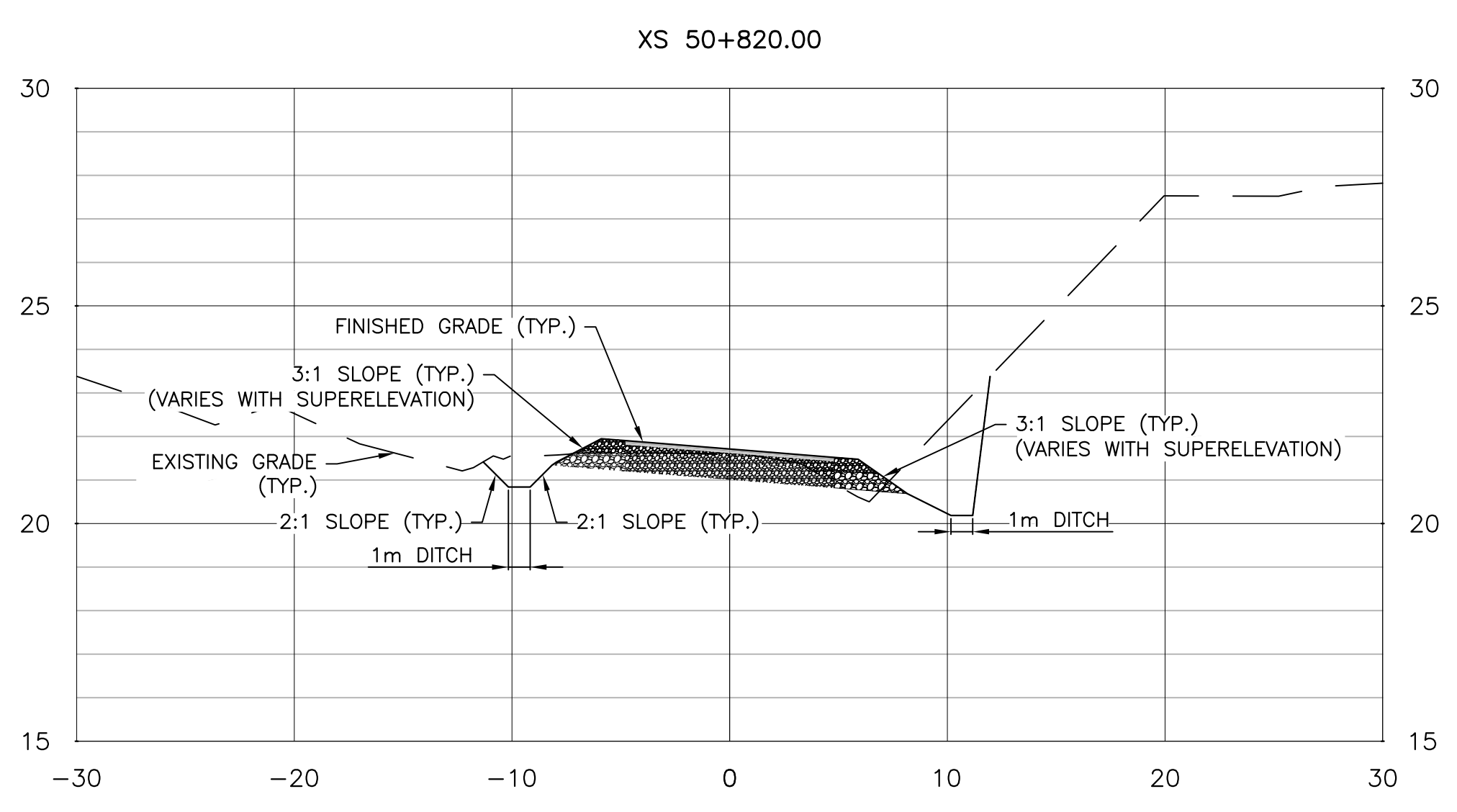
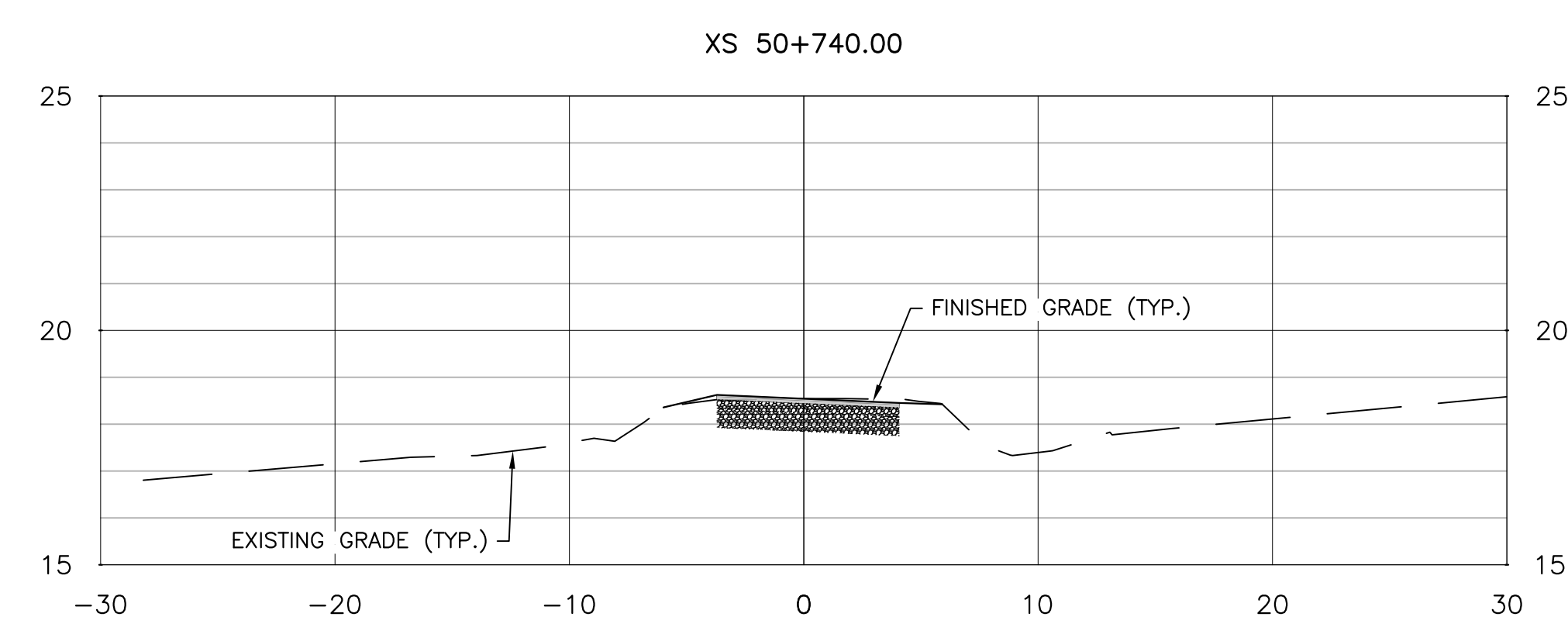


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revisions		date

project
EFFIE'S BROOK BRIDGE REPLACEMENT
HIGHLANDS NATIONAL PARK
NOVA SCOTIA

drawing
CROSS SECTIONS (SHEET 1 OF 4)

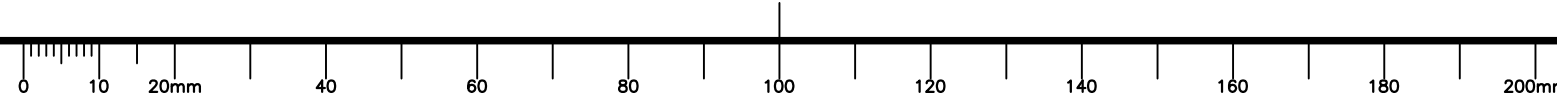
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date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender	<i>[Signature]</i>	Soumission
PCA Project Manager	Administrateur de projets PCA	
project number	1812	no. du projet
drawing no.	C05	no. du dessin



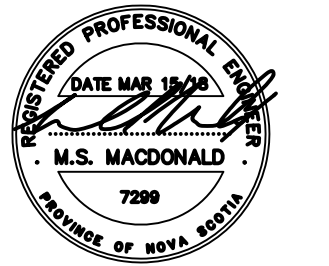
SECTIONS CABOT TRAIL



C



1. REFER TO LANDSCAPE DRAWINGS FOR SIDE SLOPE AND EXISTING ROAD TREATMENTS.

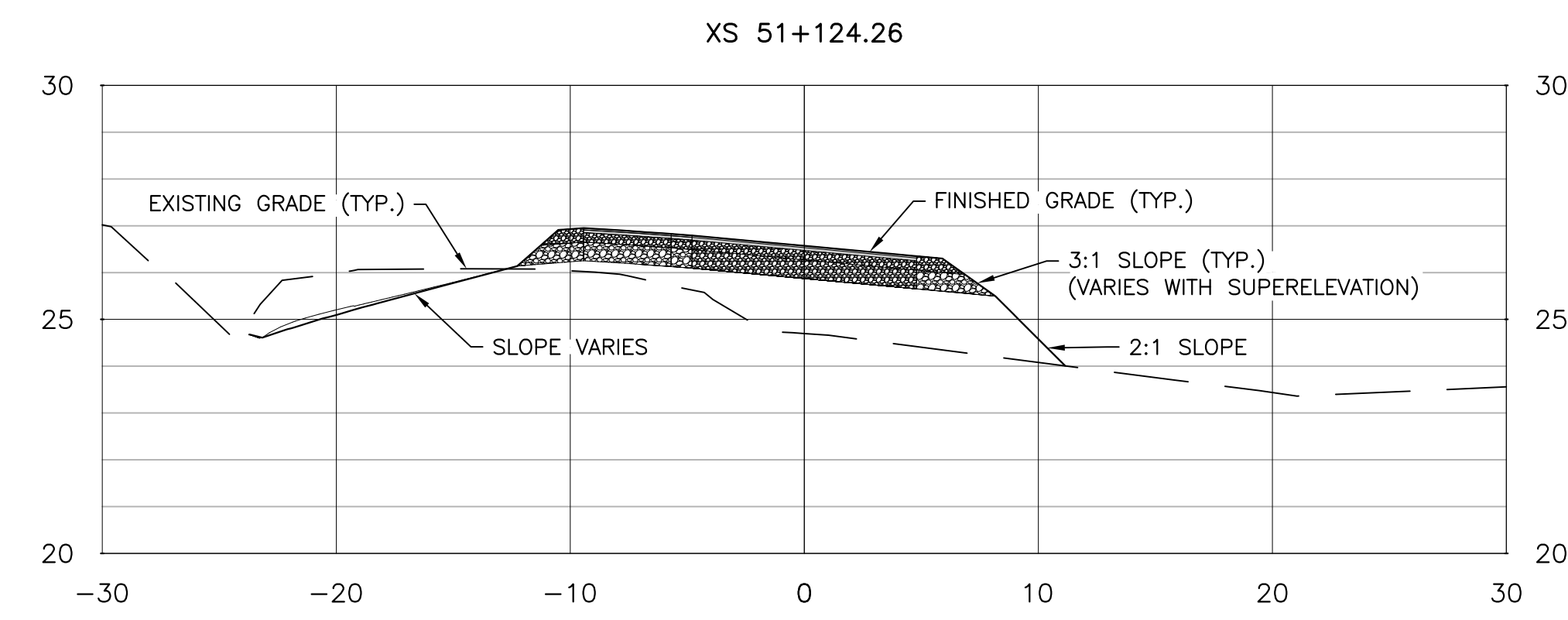
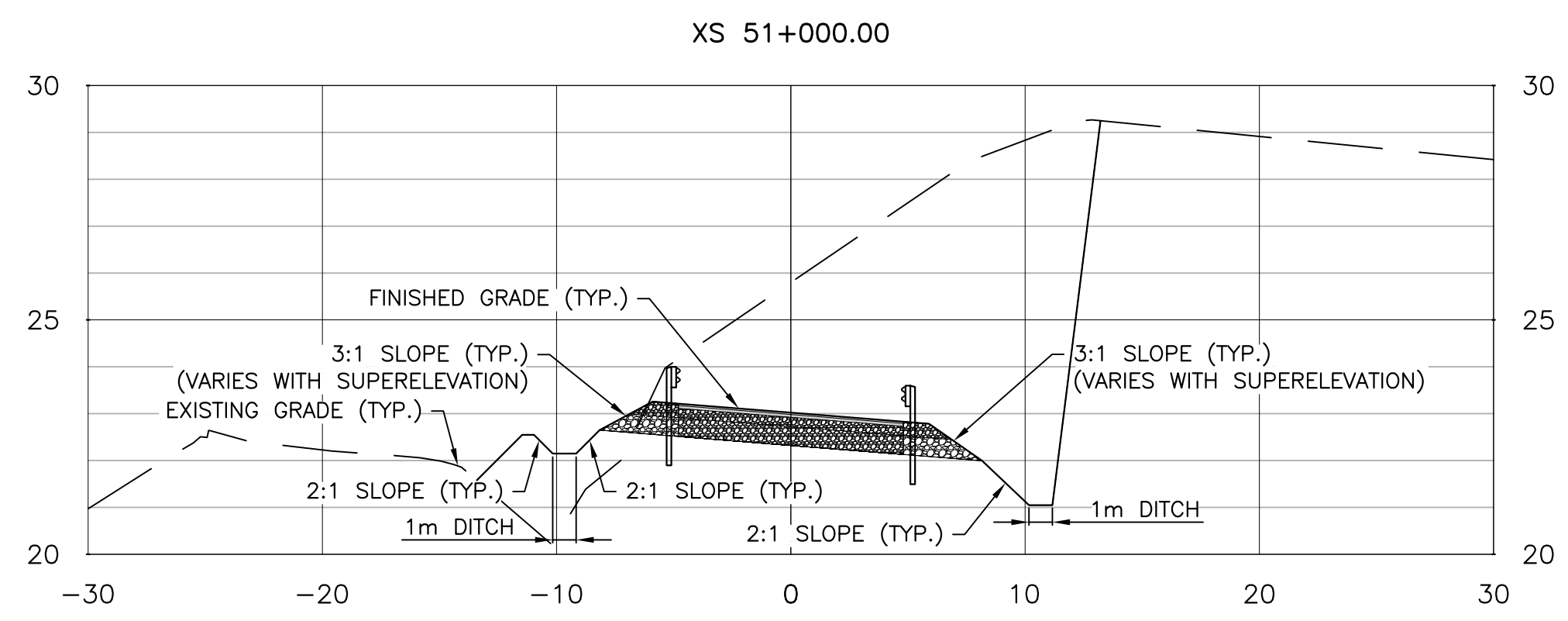
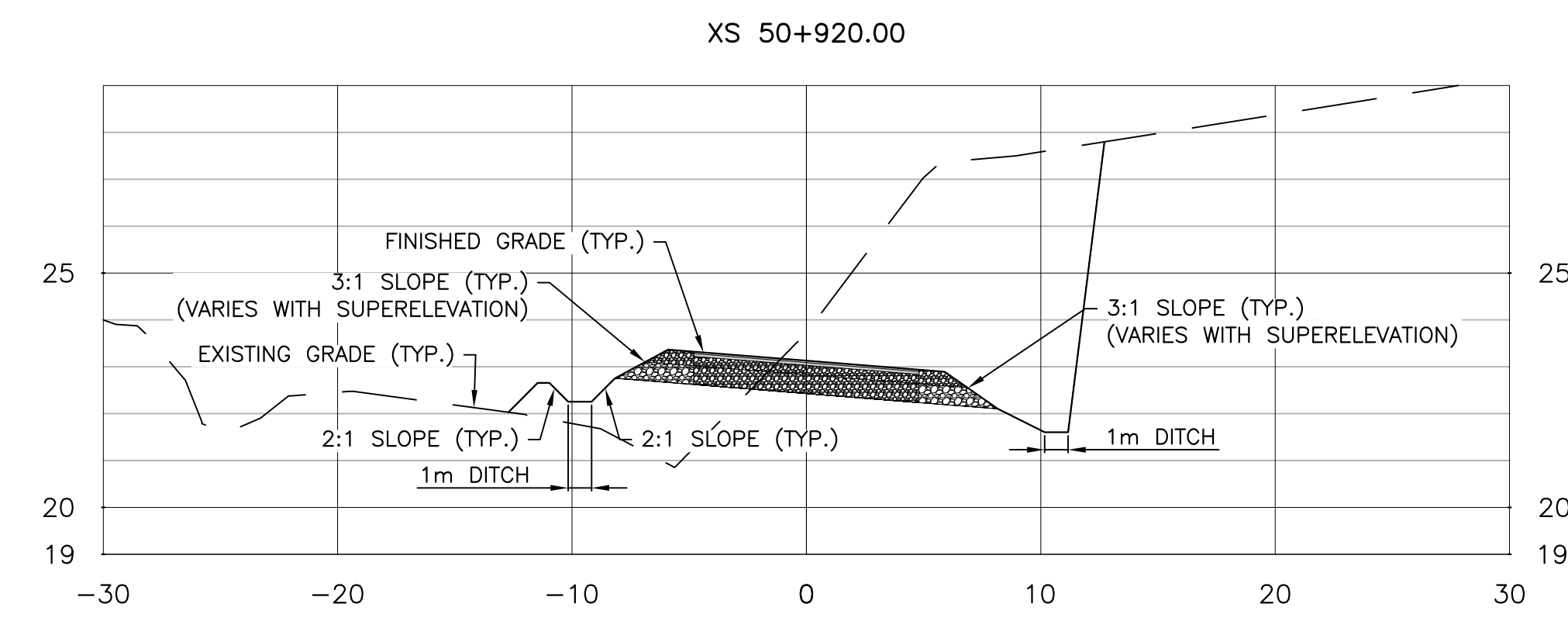
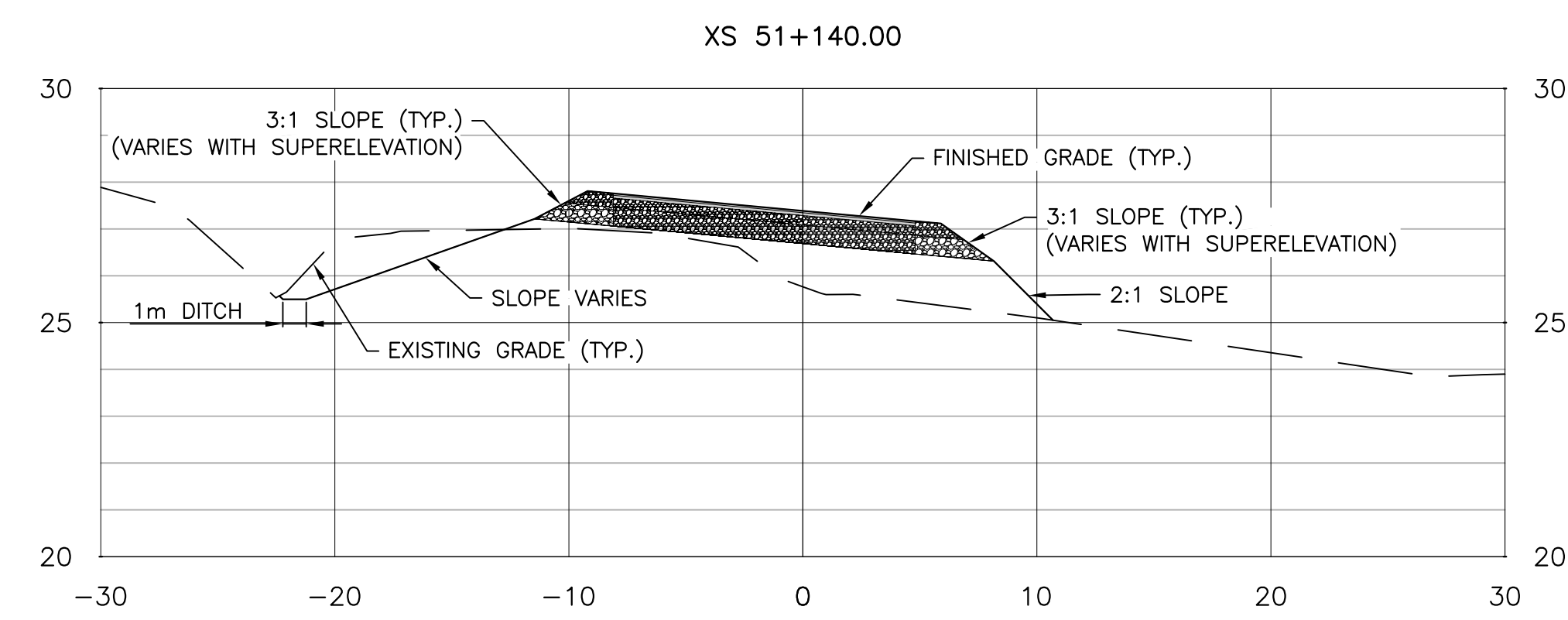
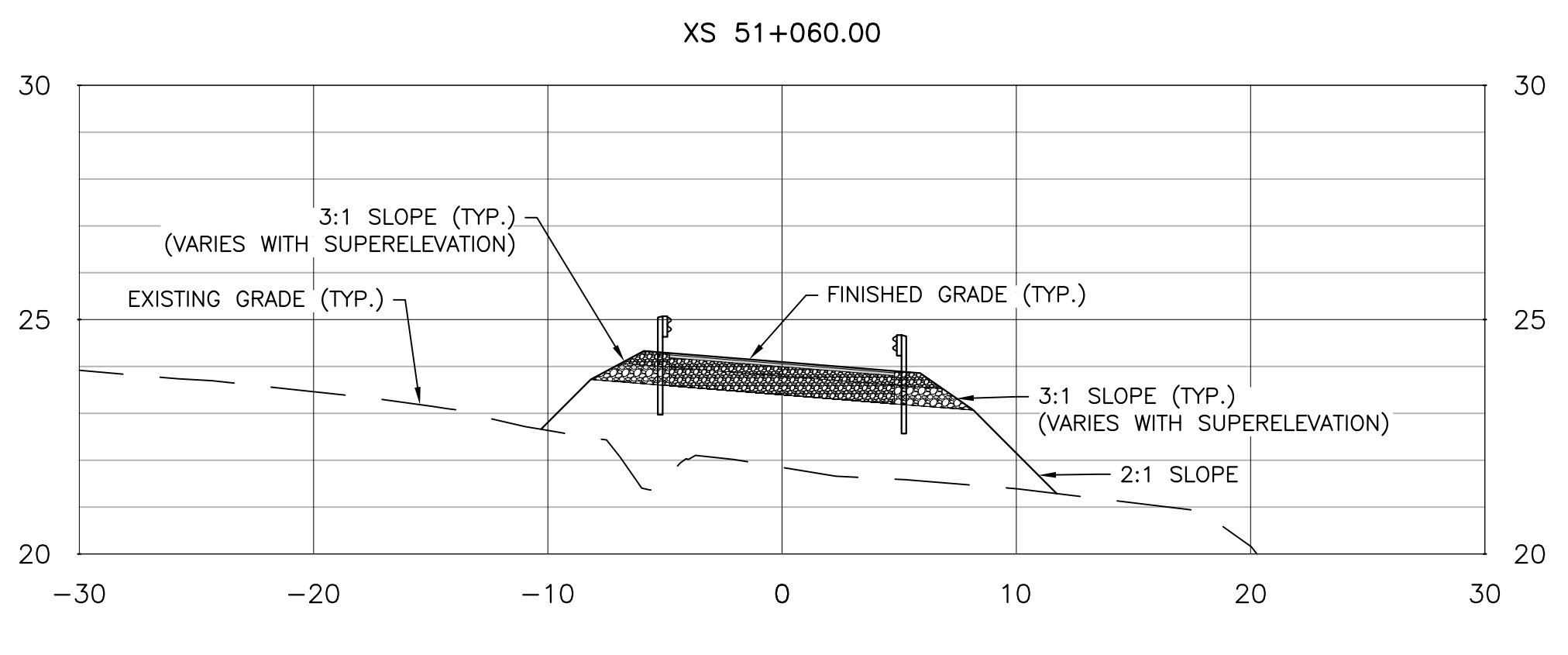
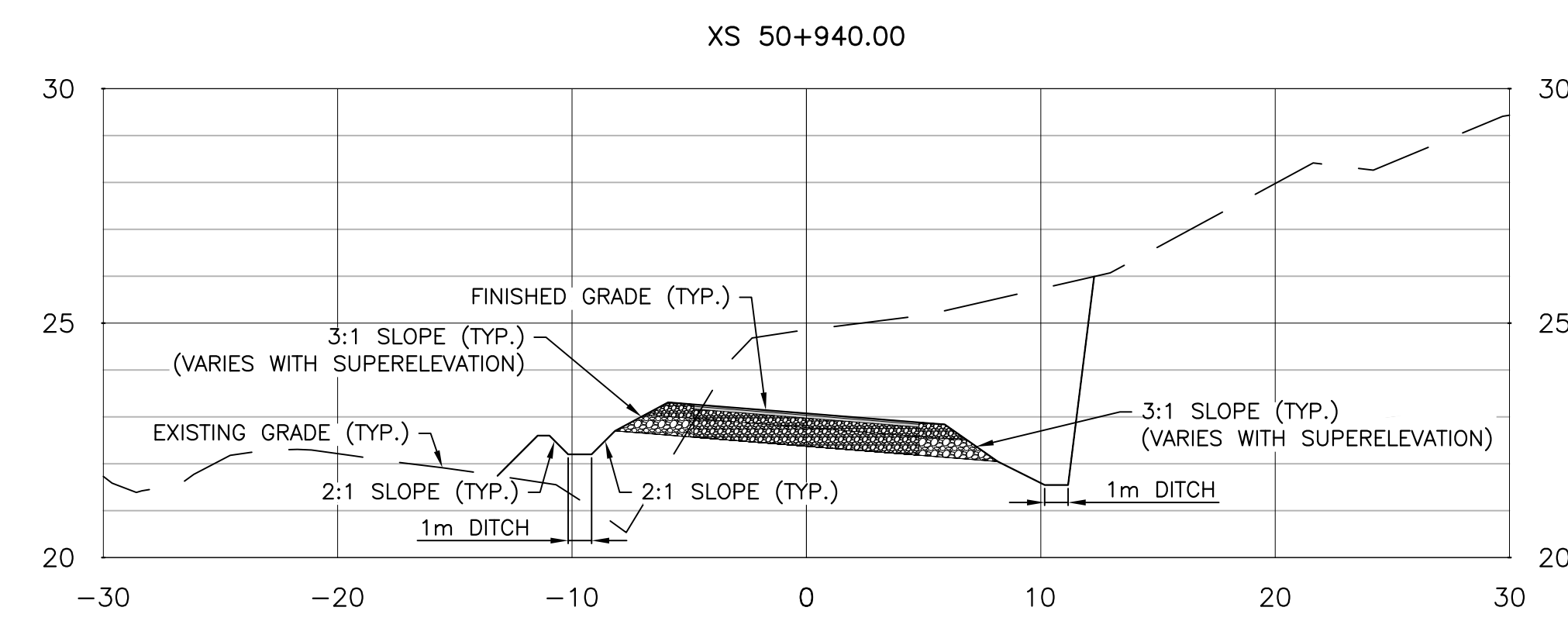
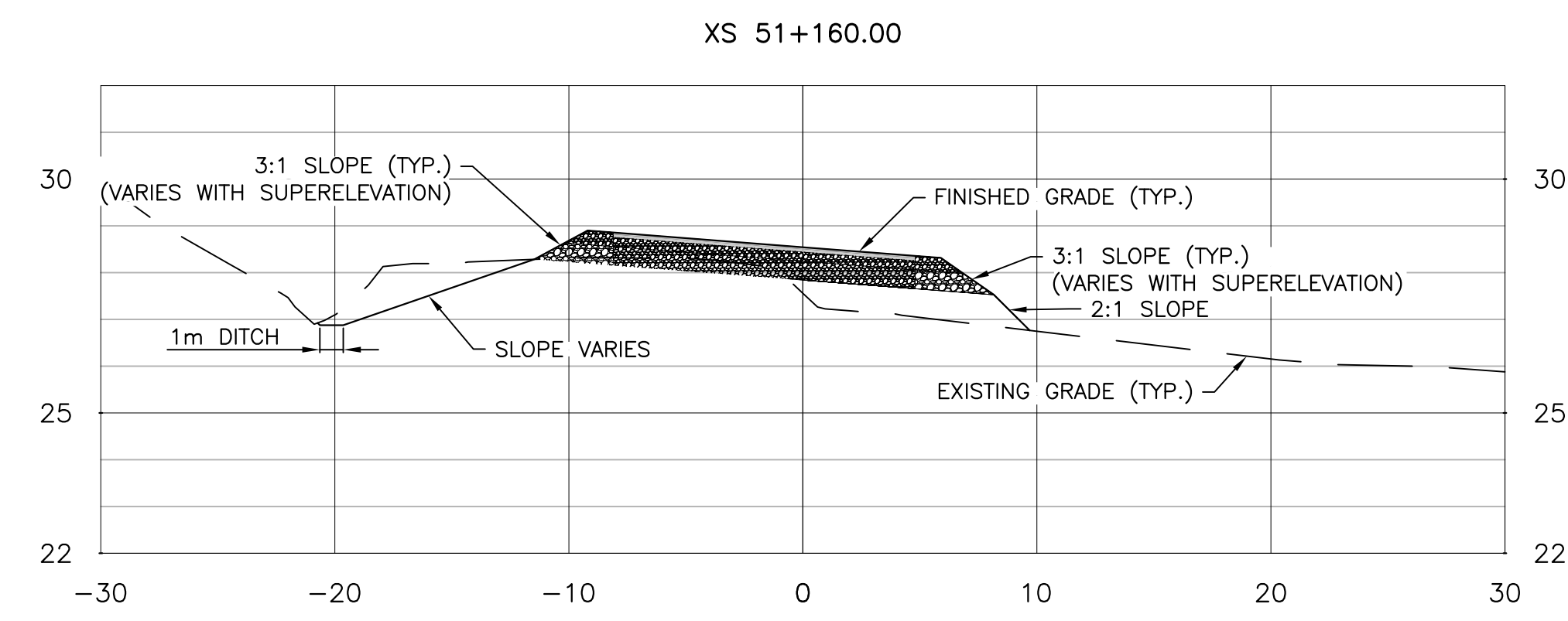
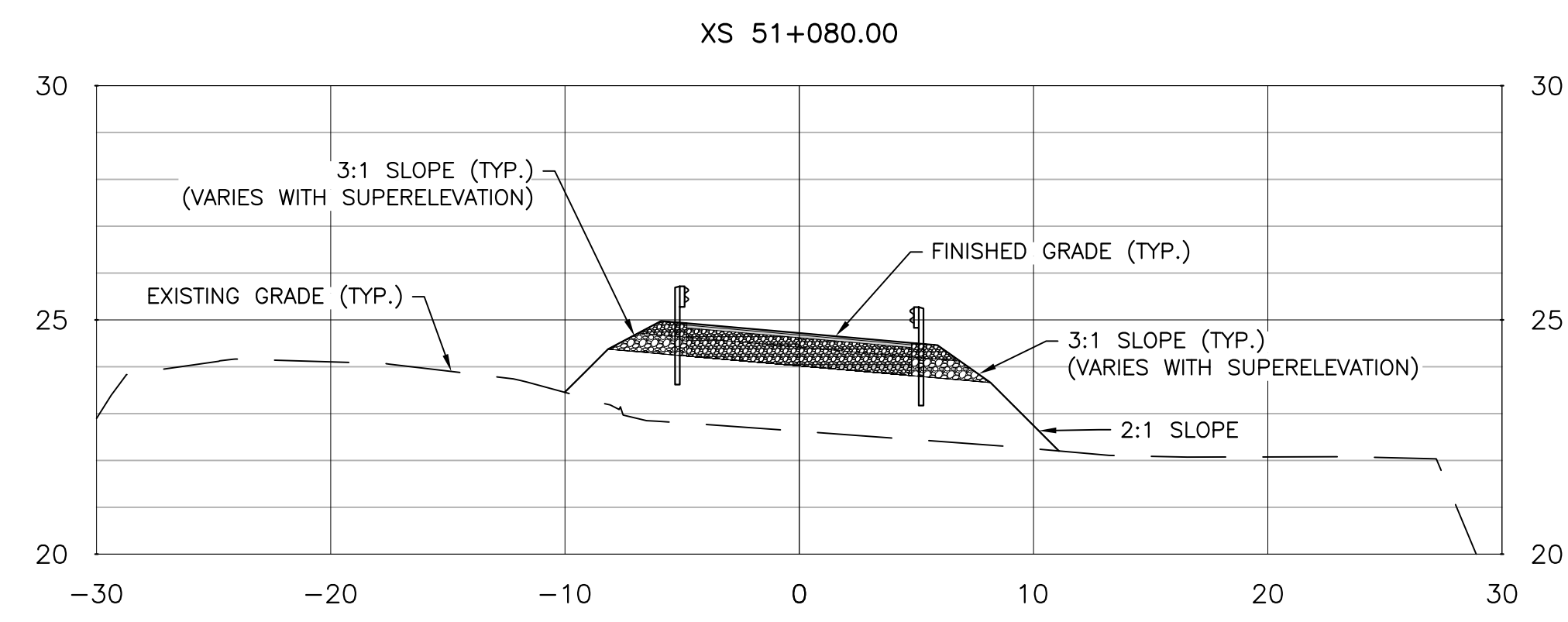
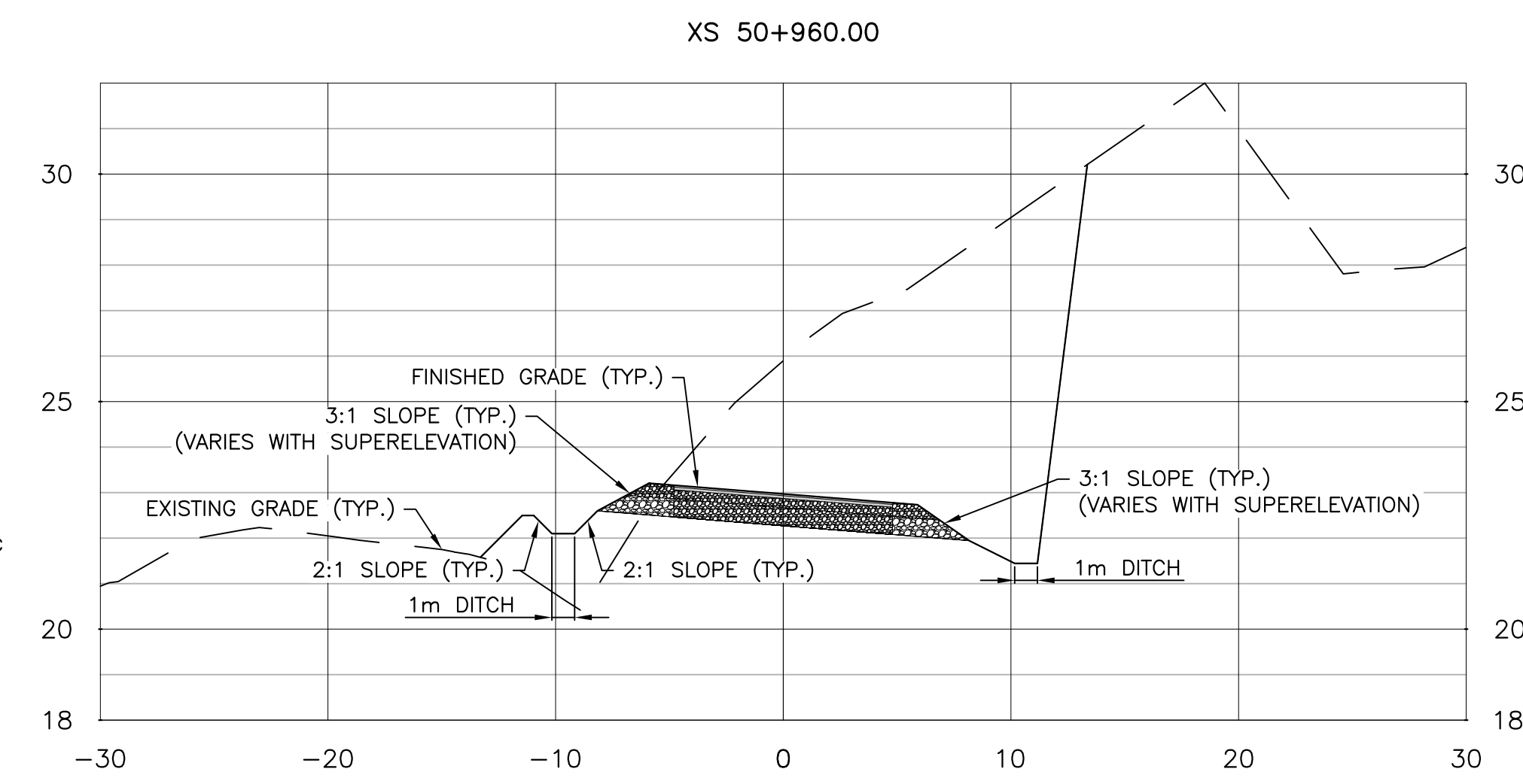
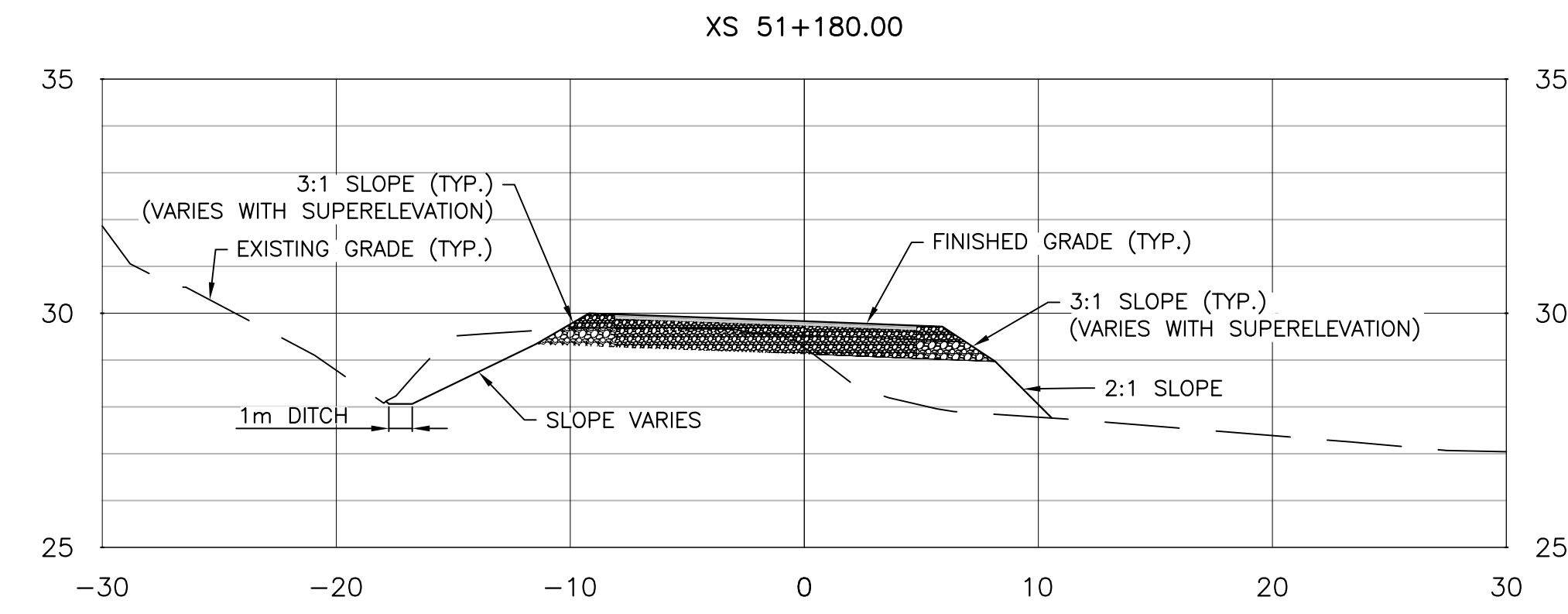
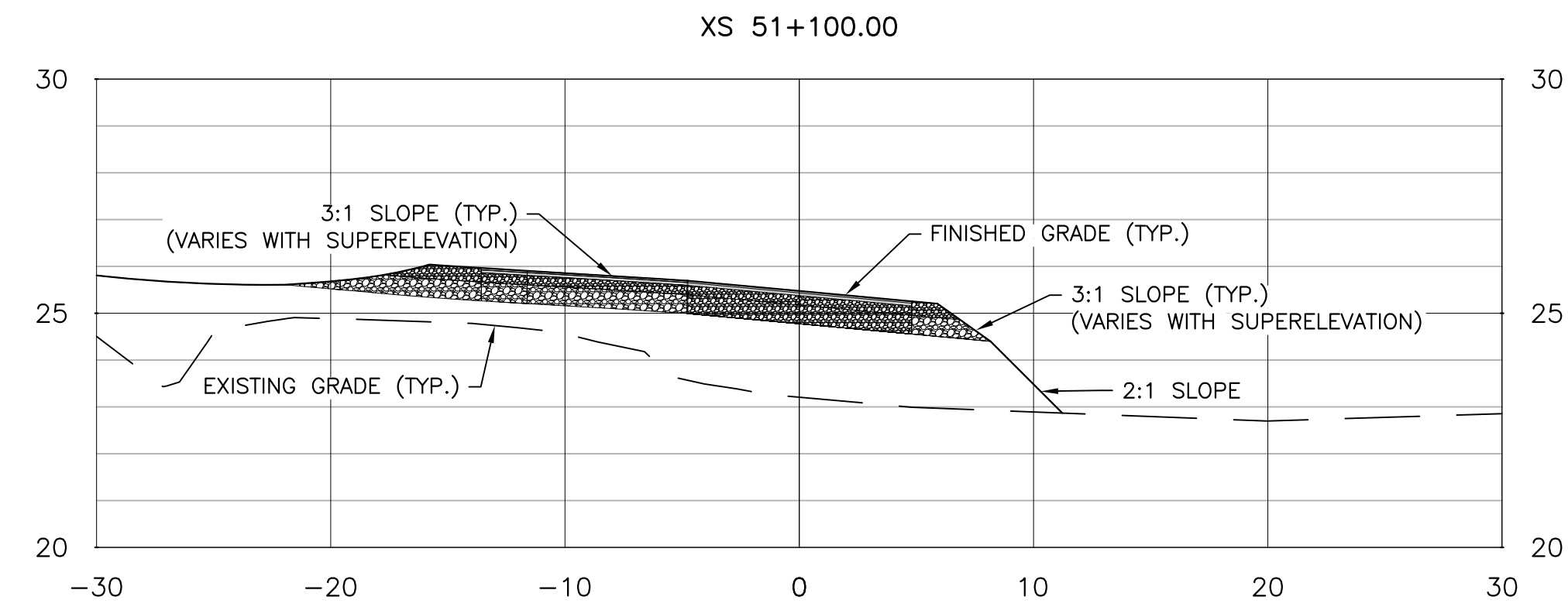
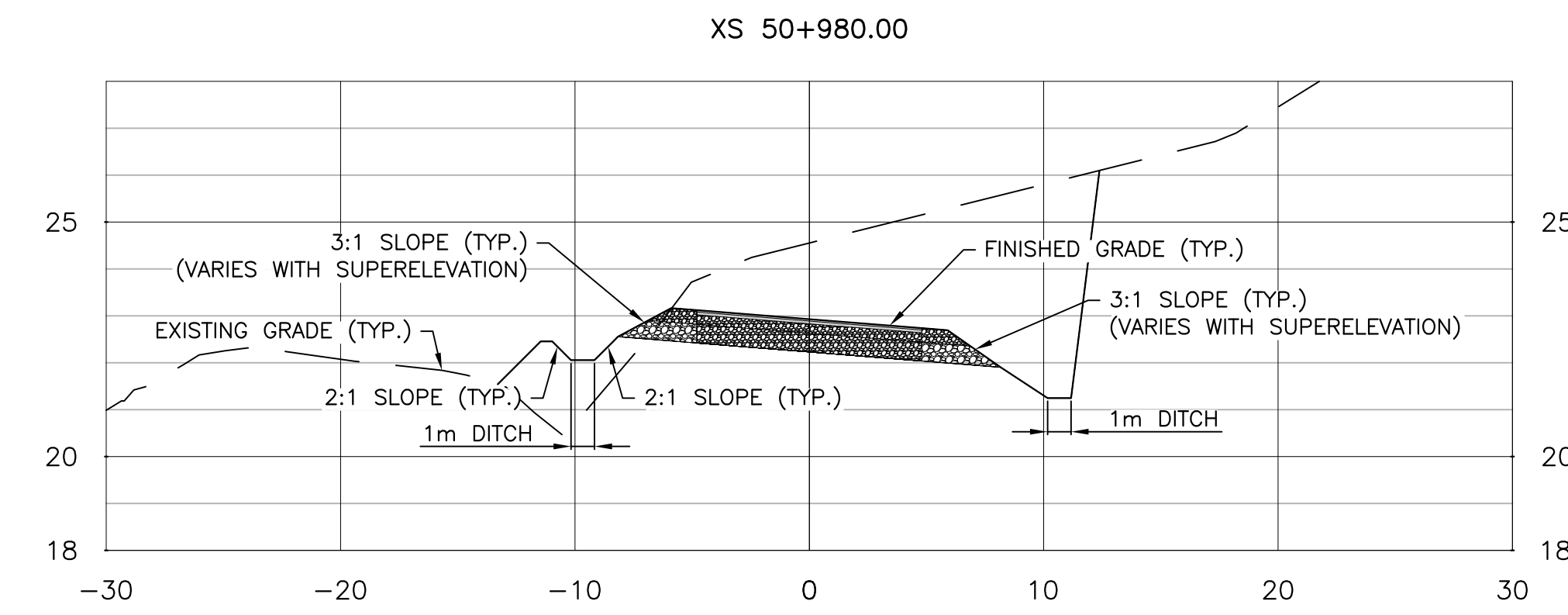


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revisions		date

project
EFFIE'S BROOK BRIDGE REPLACEMENT
 HIGHLANDS NATIONAL PARK NOVA SCOTIA

drawing
CROSS SECTIONS (SHEET 2 OF 4)

designed	TIM JORDAN	conçu
date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender	<i>[Signature]</i>	Soumission
PCA Project Manager	Administrateur de projets PCA	
project number	1812	no. du projet
drawing no.	C06	no. du dessin



SECTIONS CABOT TRAIL



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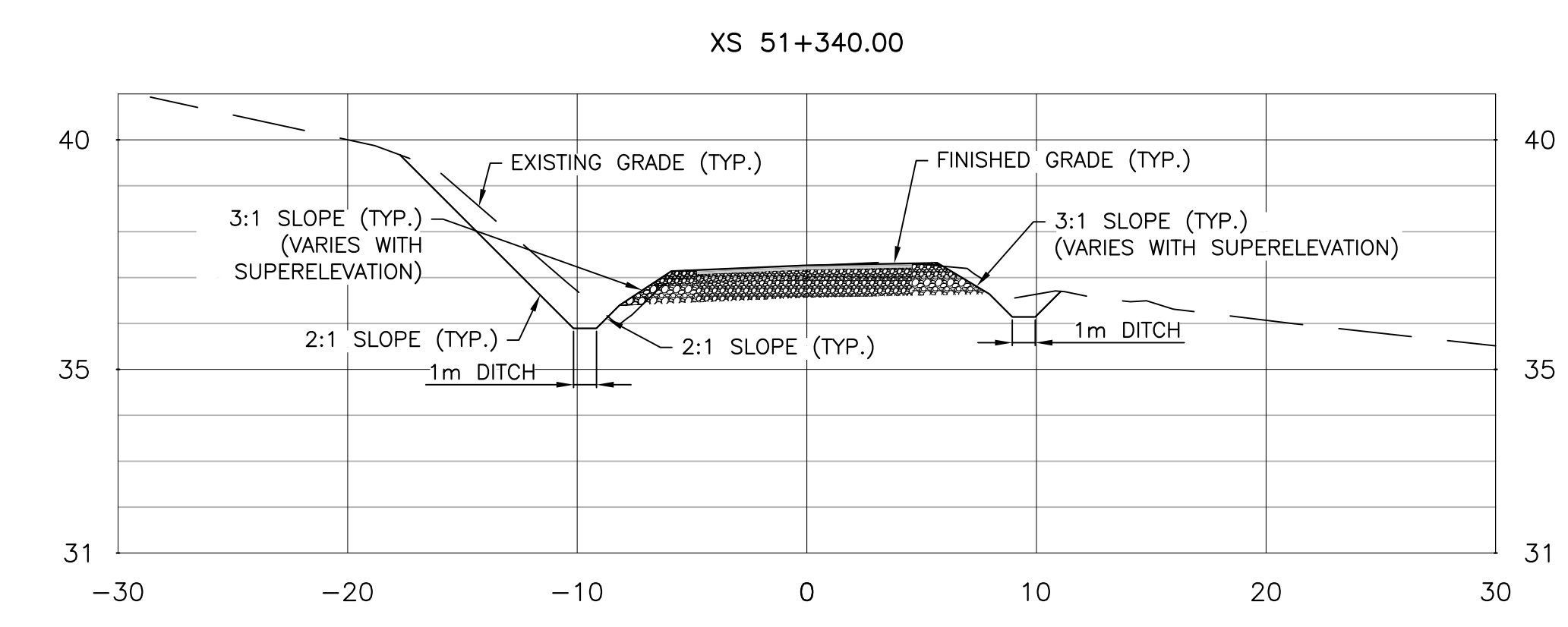
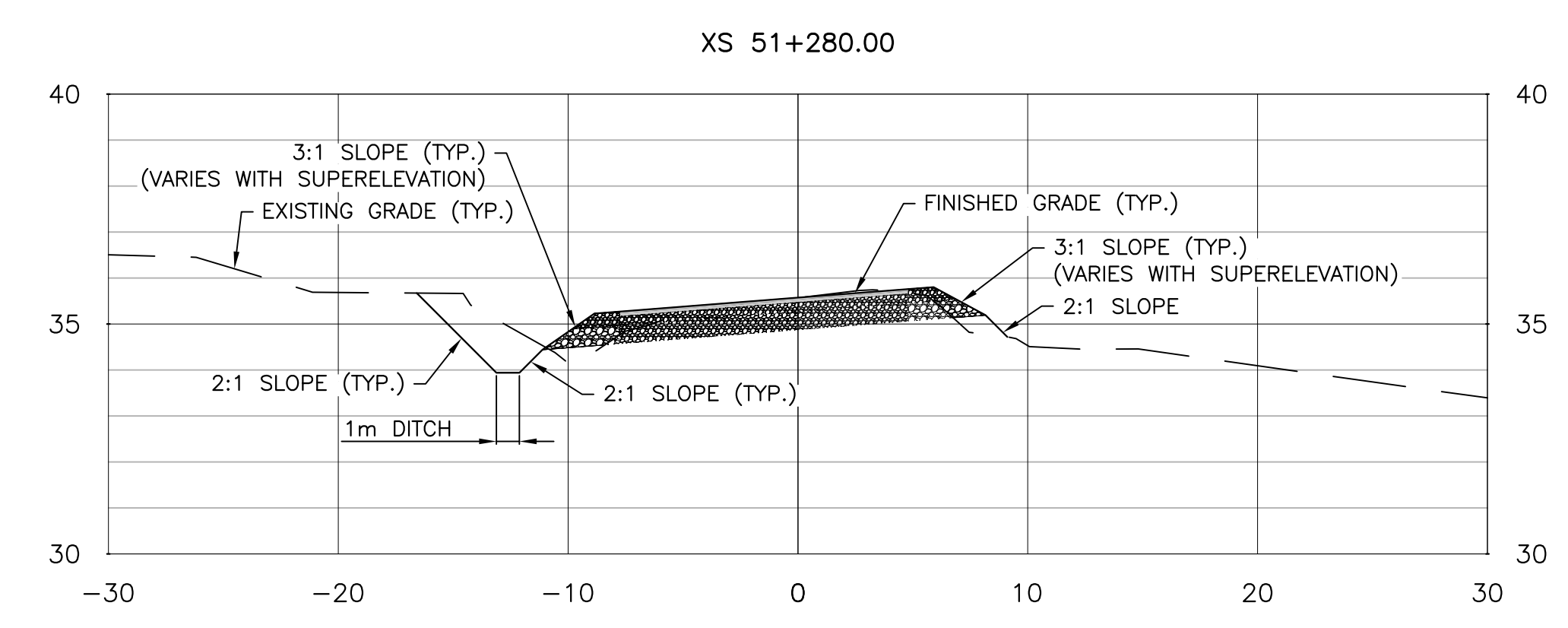
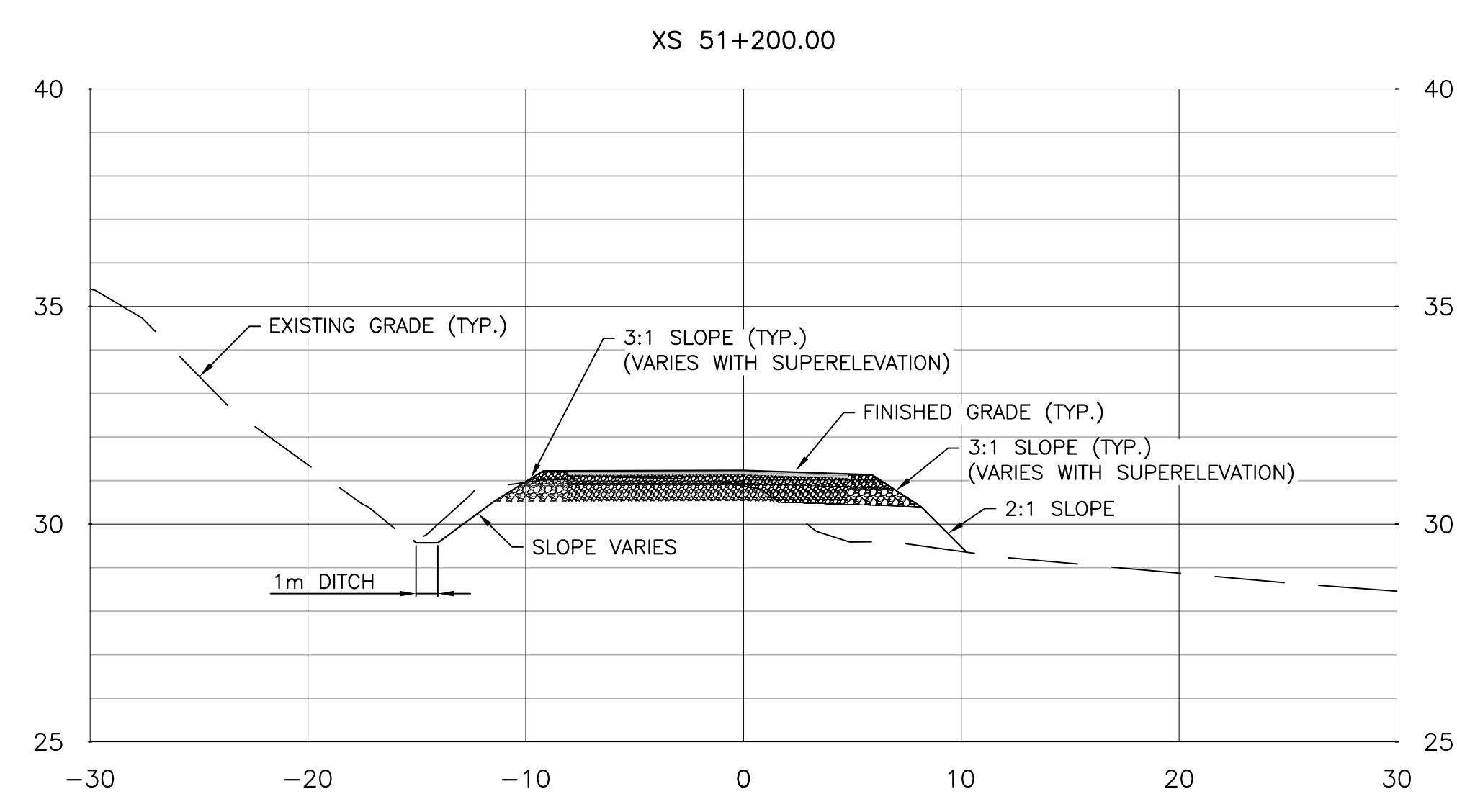
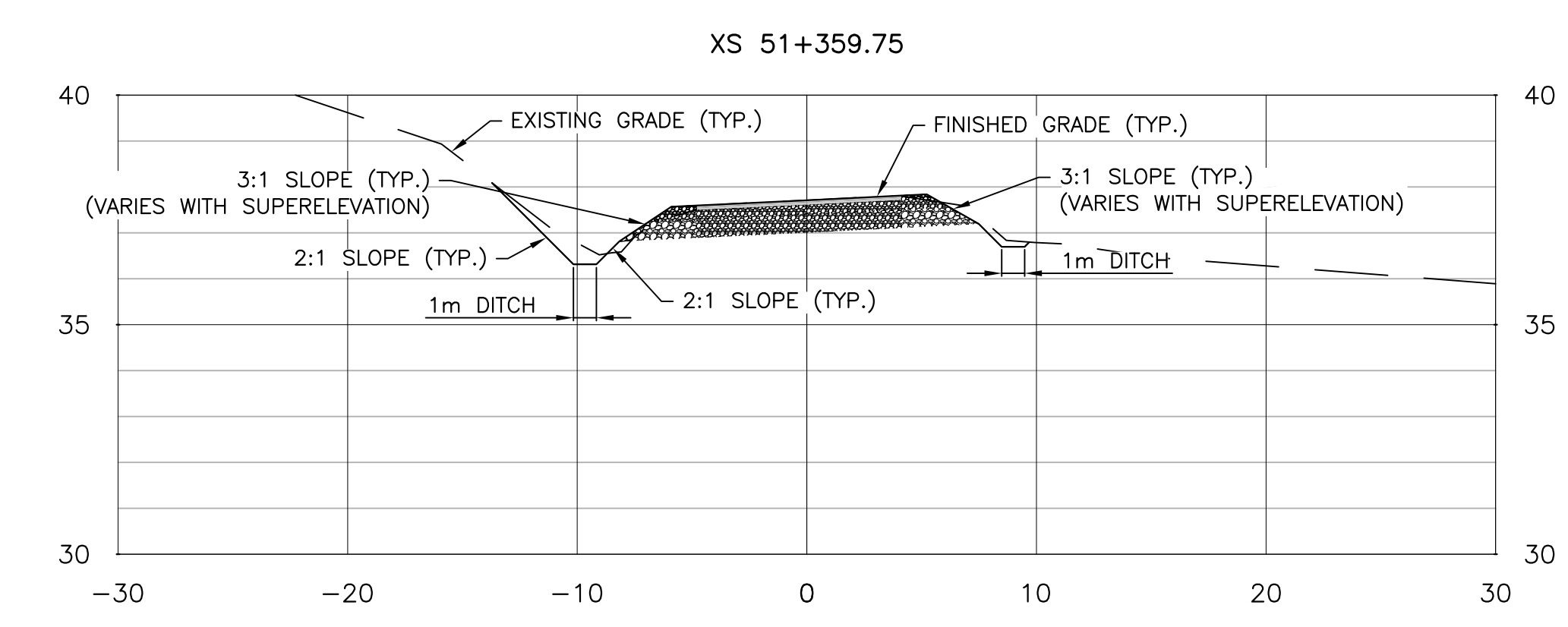
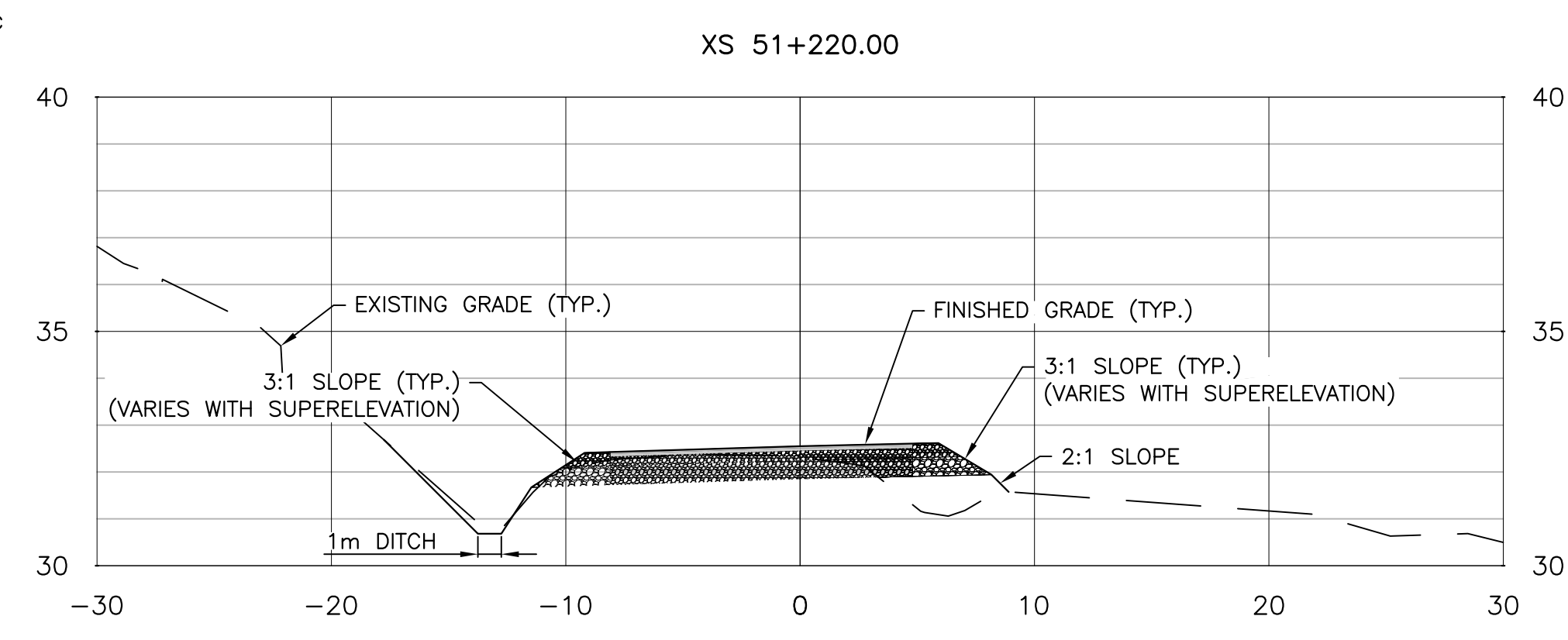
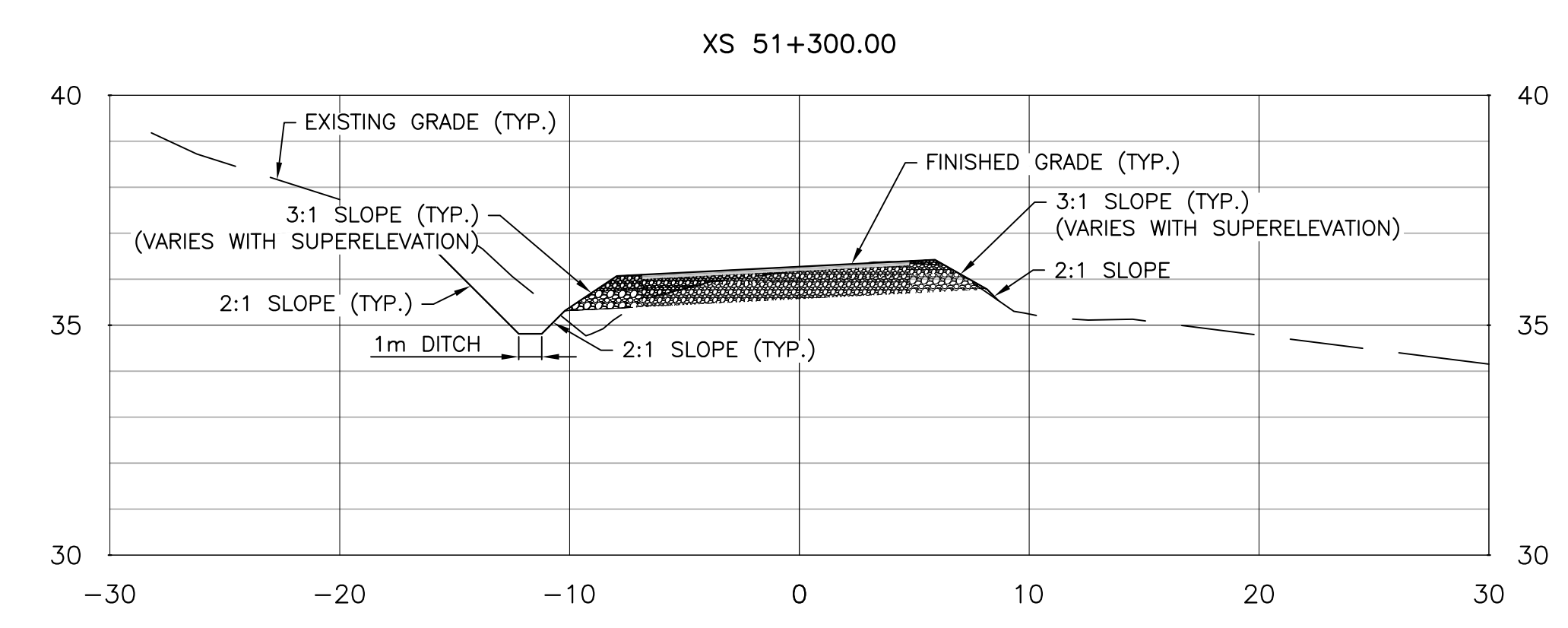
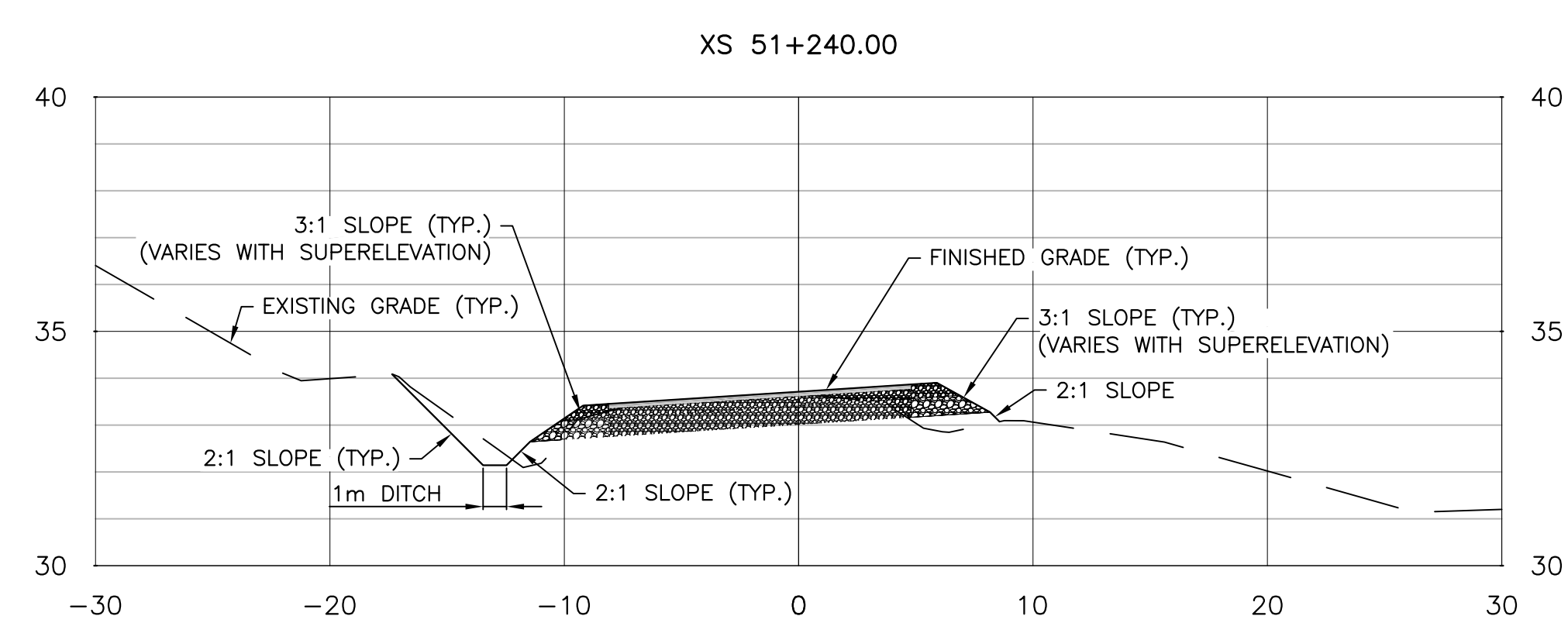
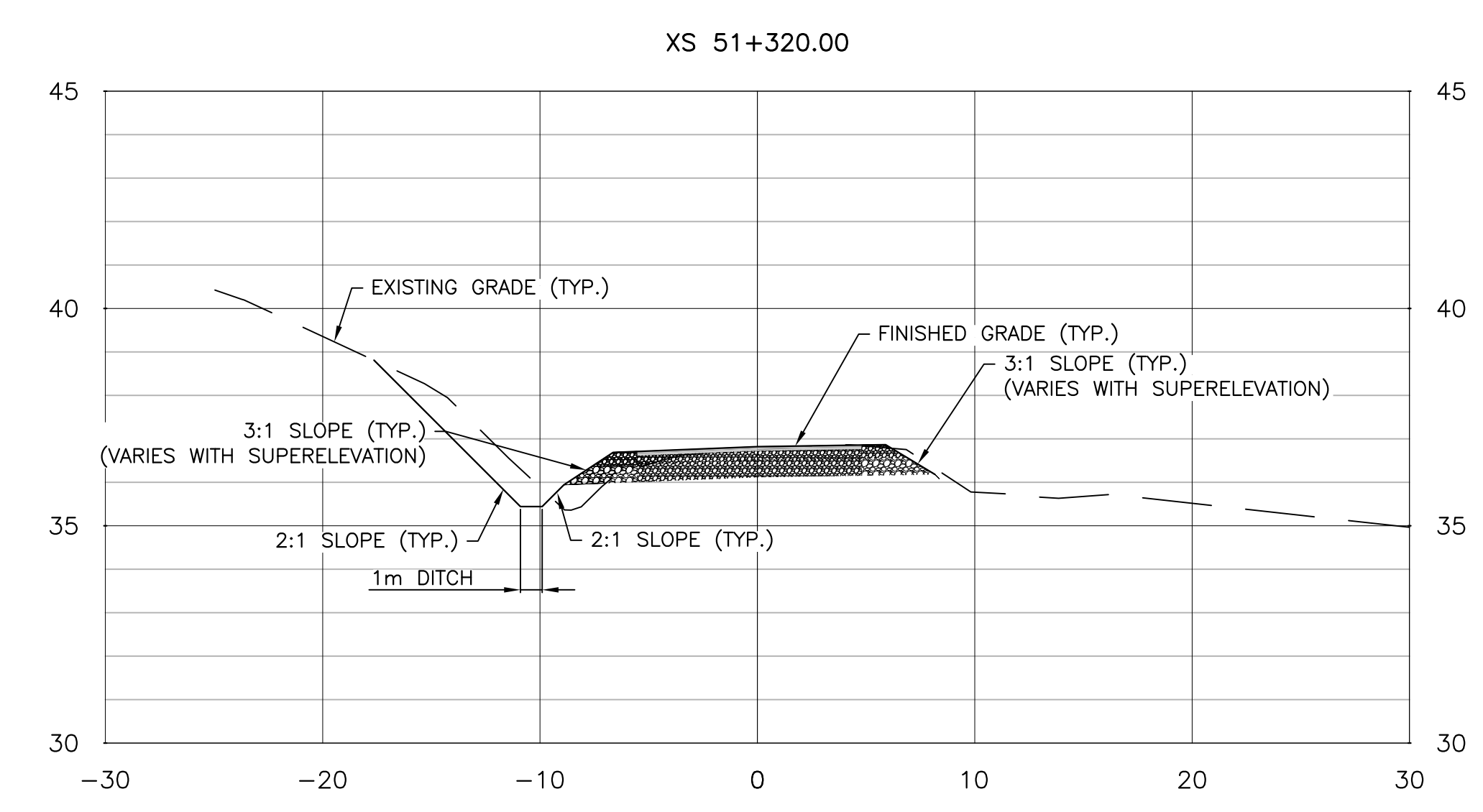
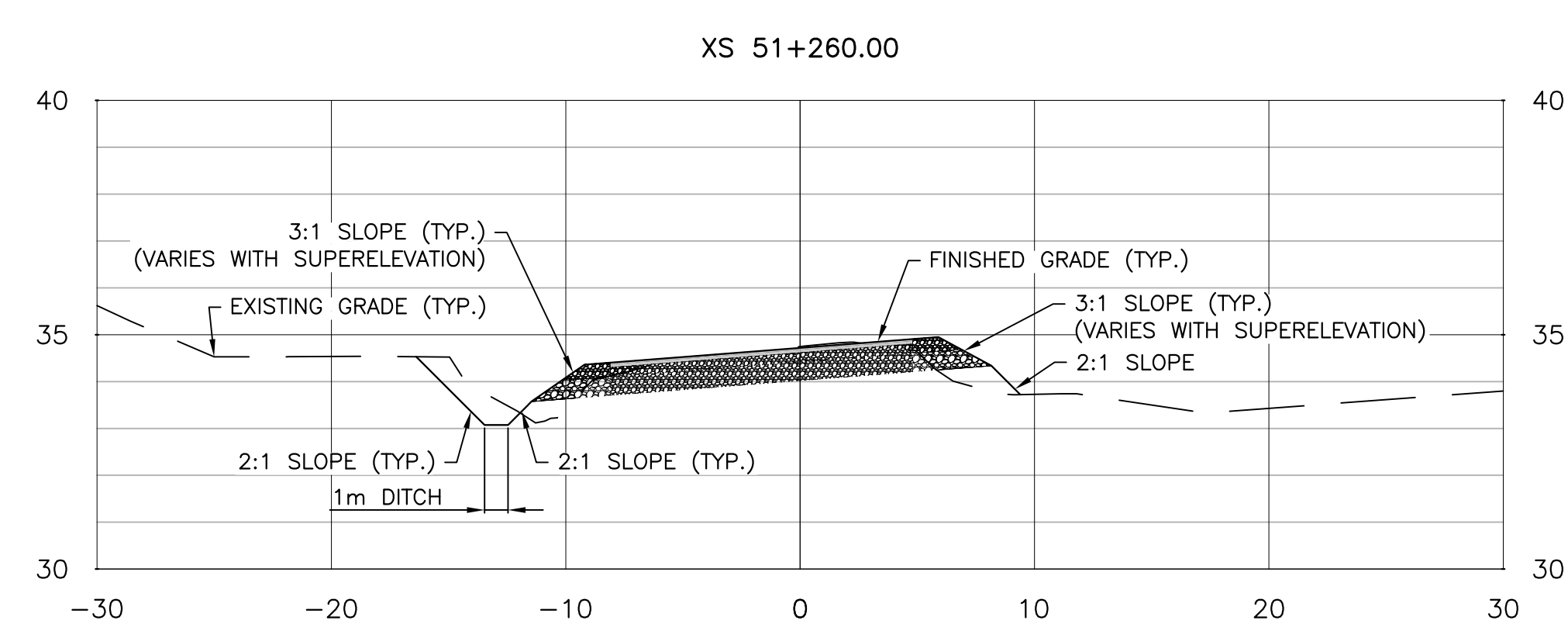


0	ISSUED FOR TENDER	MAR 15 2018
revisions		date

project
EFFIE'S BROOK BRIDGE REPLACEMENT
 HIGHLANDS NATIONAL PARK NOVA SCOTIA

drawing
CROSS SECTIONS (SHEET 3 OF 4)

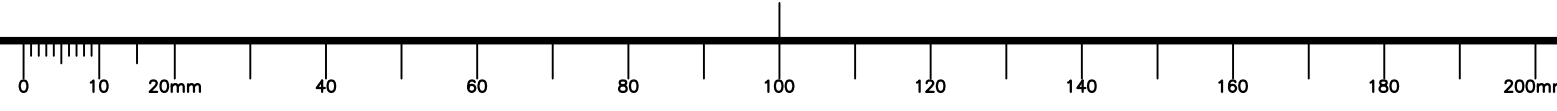
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date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender	<i>[Signature]</i>	Submission
PCA Project Manager	Administrateur de projets PCA	
project number	1812	no. du projet
drawing no.	C07	no. du dessin



SECTIONS CABOT TRAIL



C



1. REFER TO LANDSCAPE DRAWINGS FOR SIDE SLOPE AND EXISTING ROAD TREATMENTS.

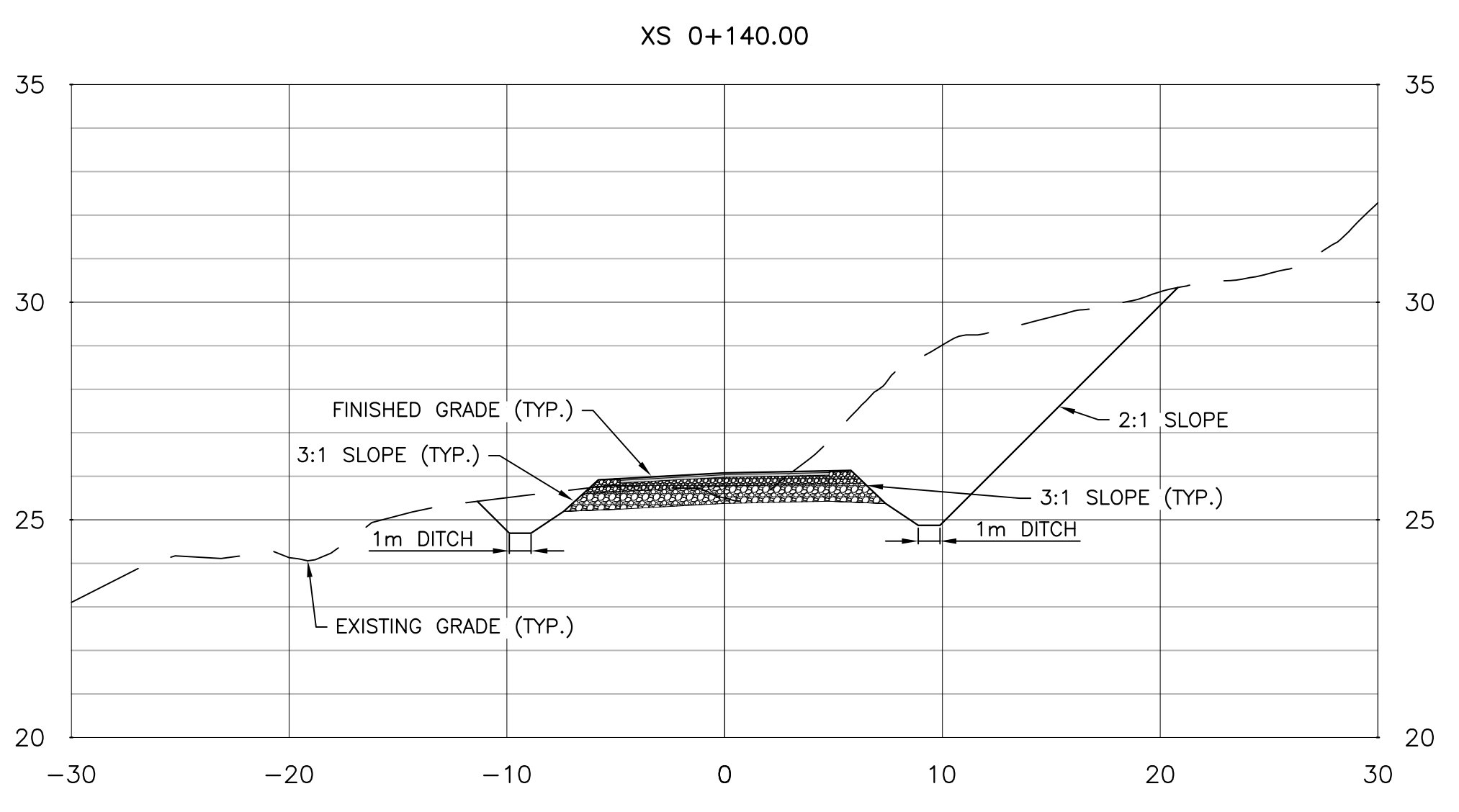
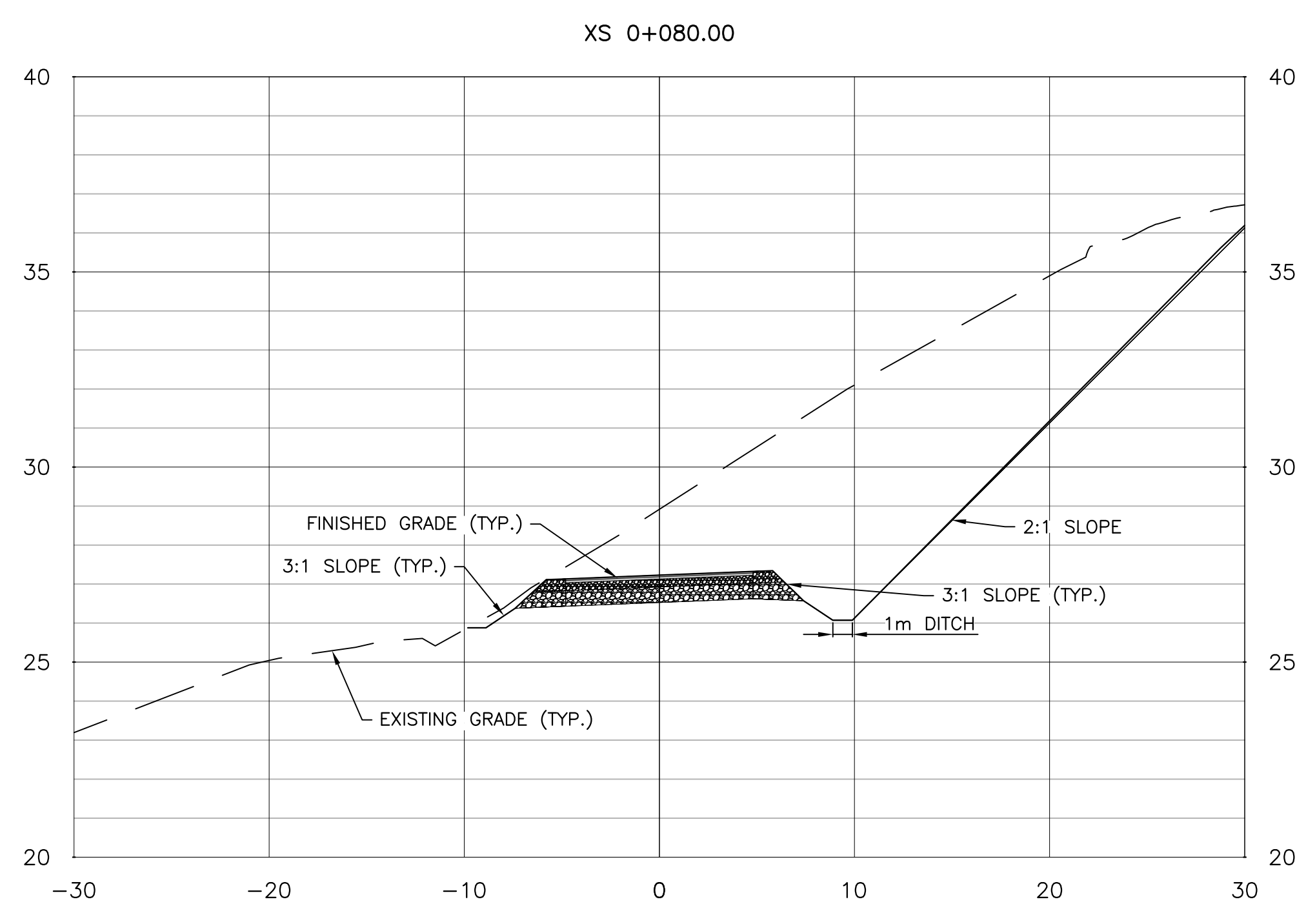
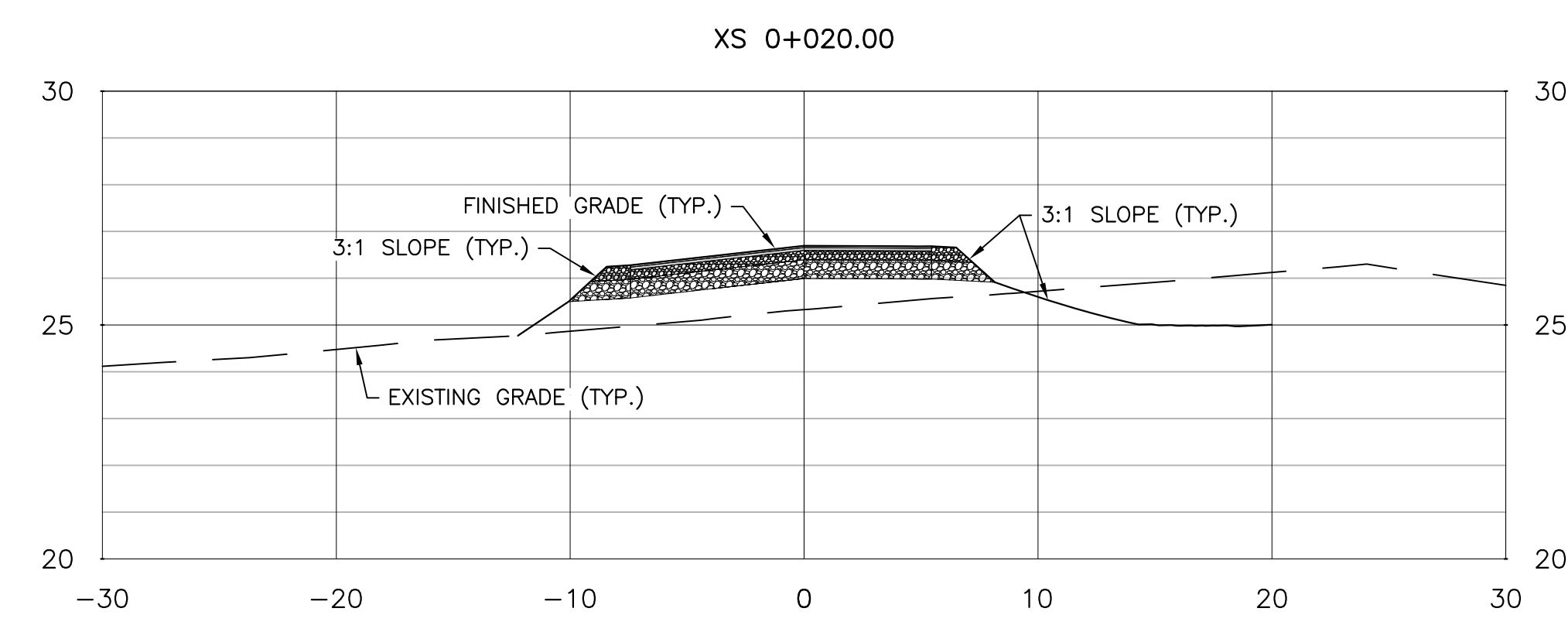
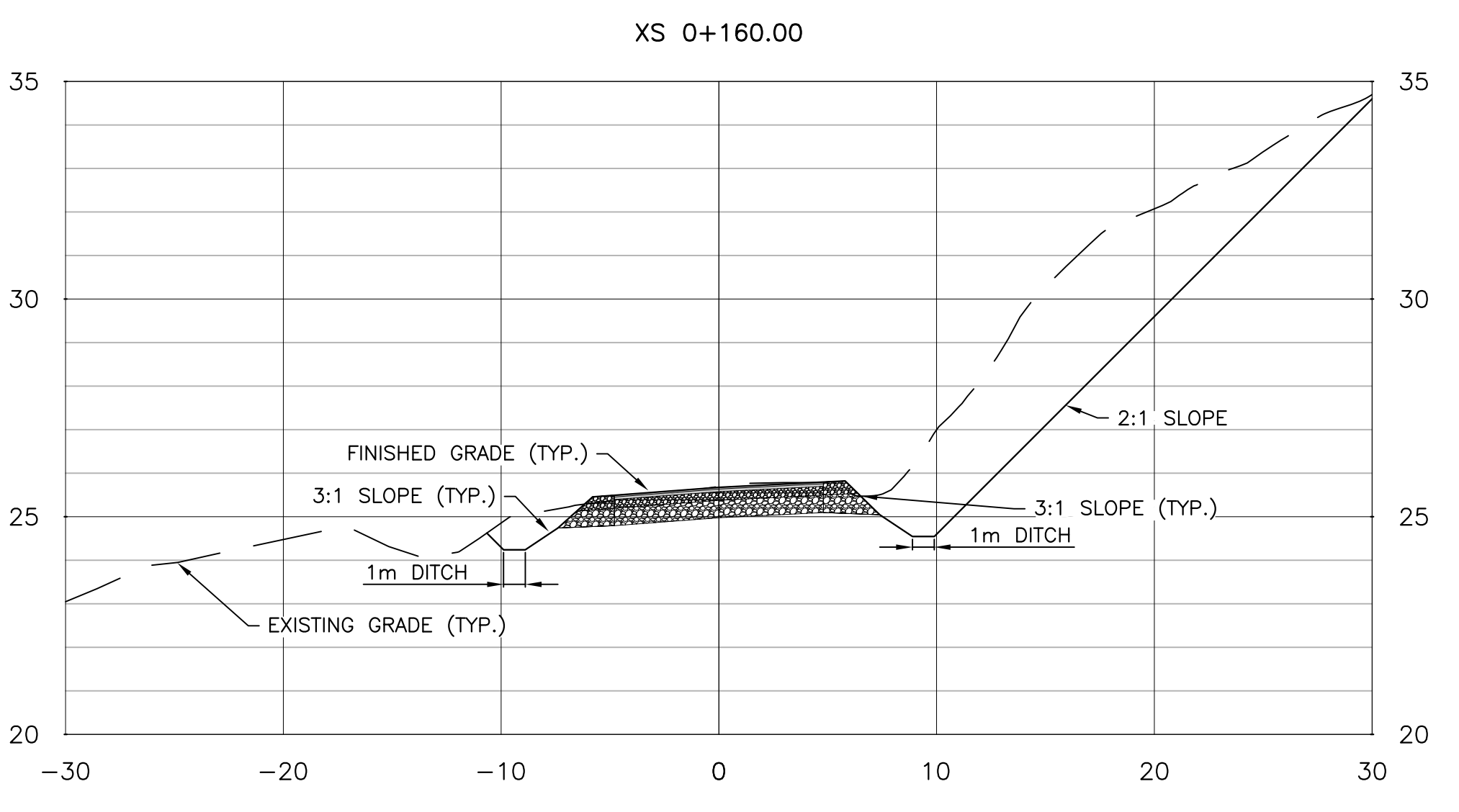
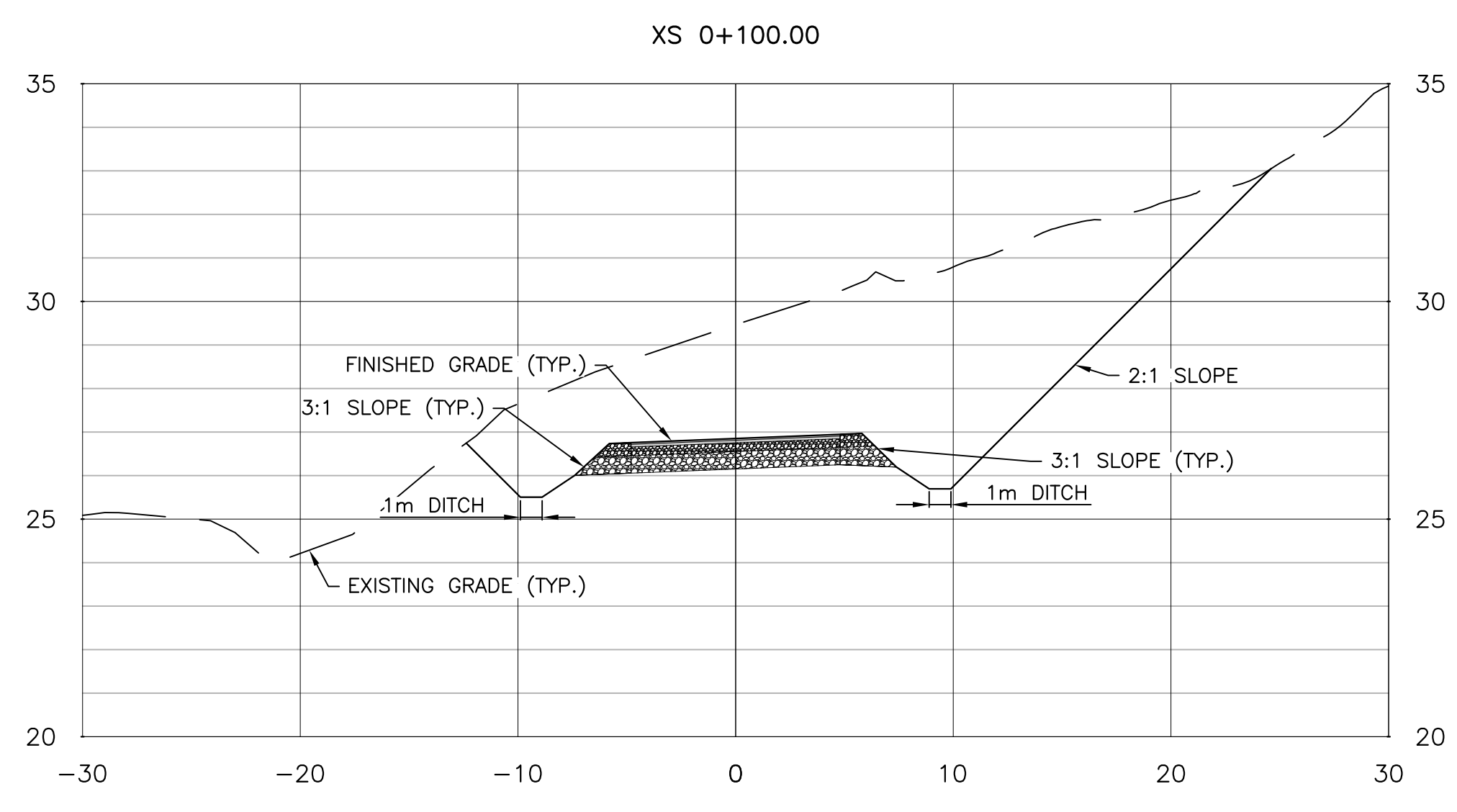
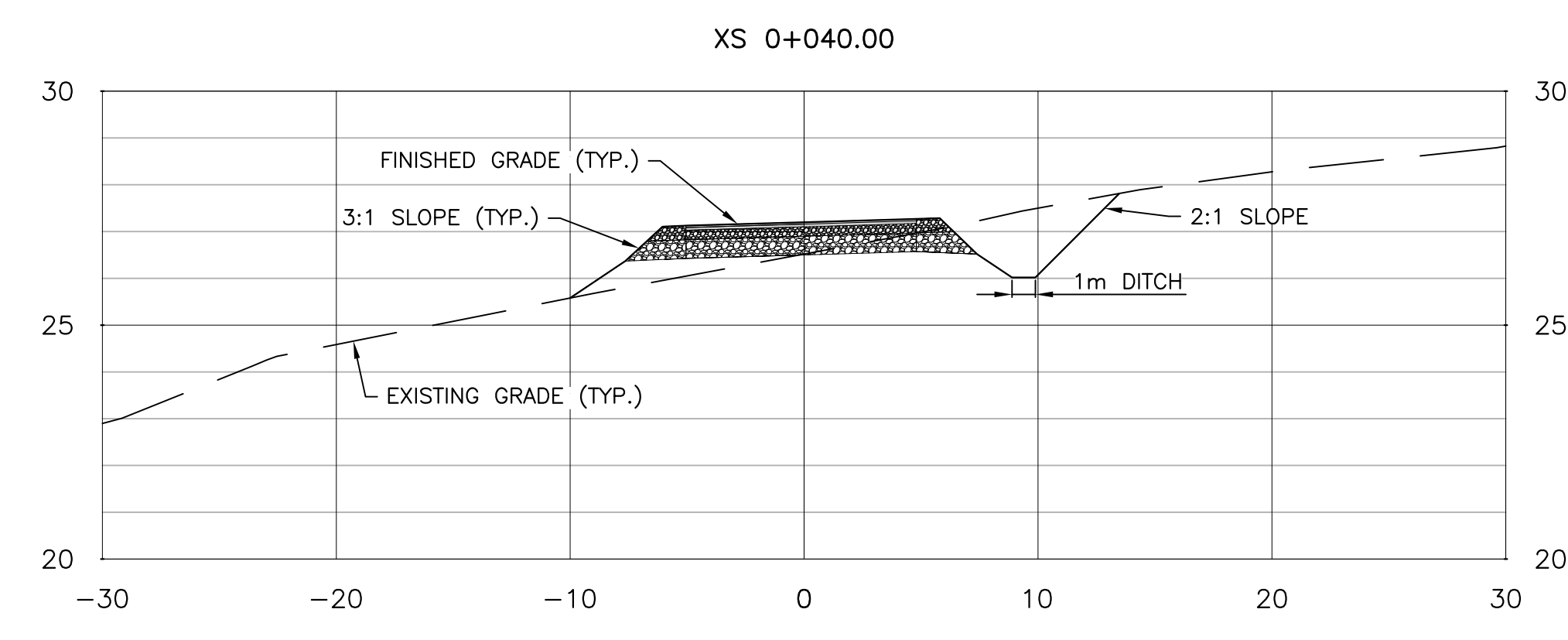
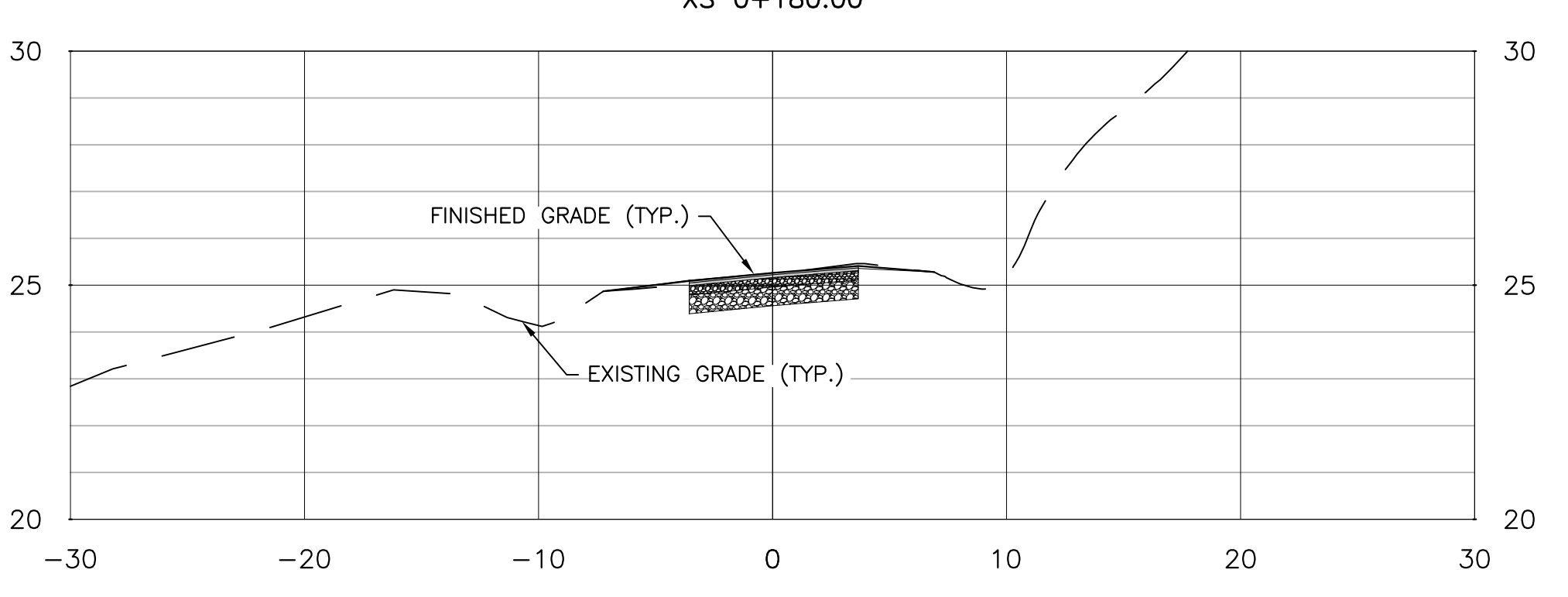
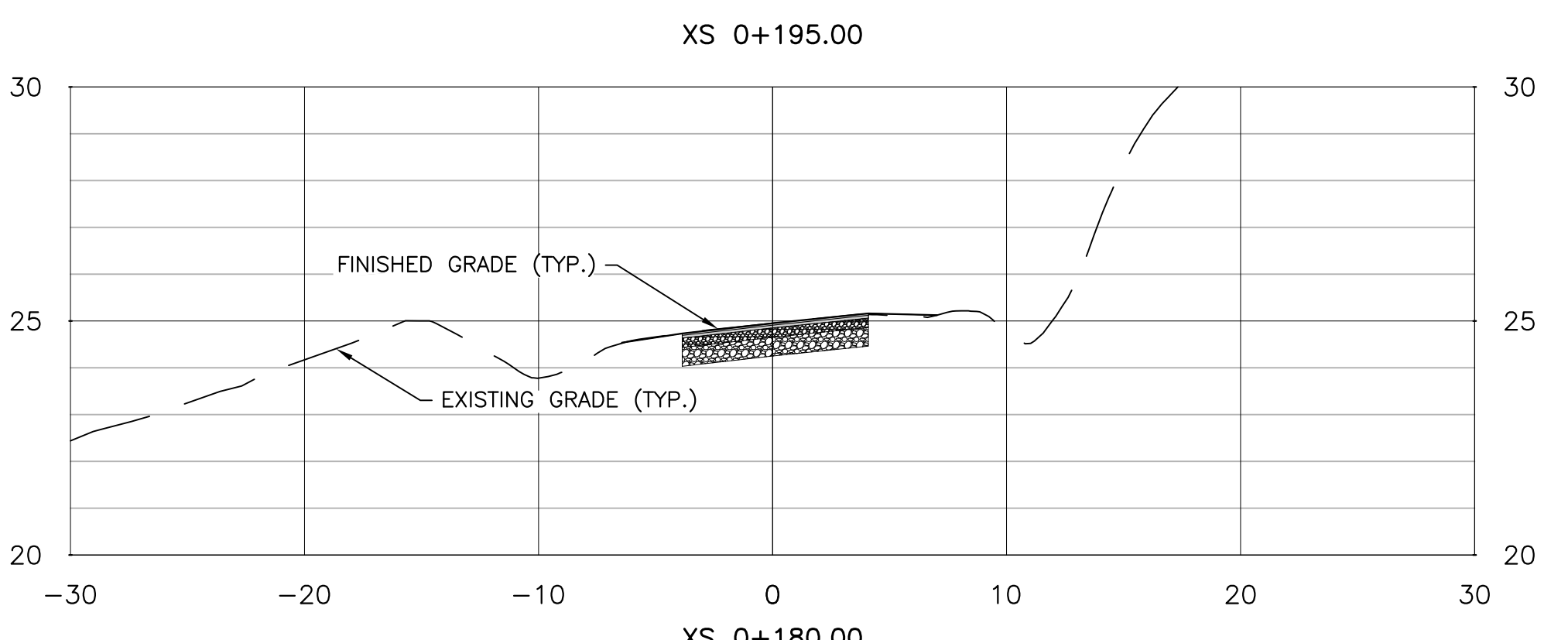
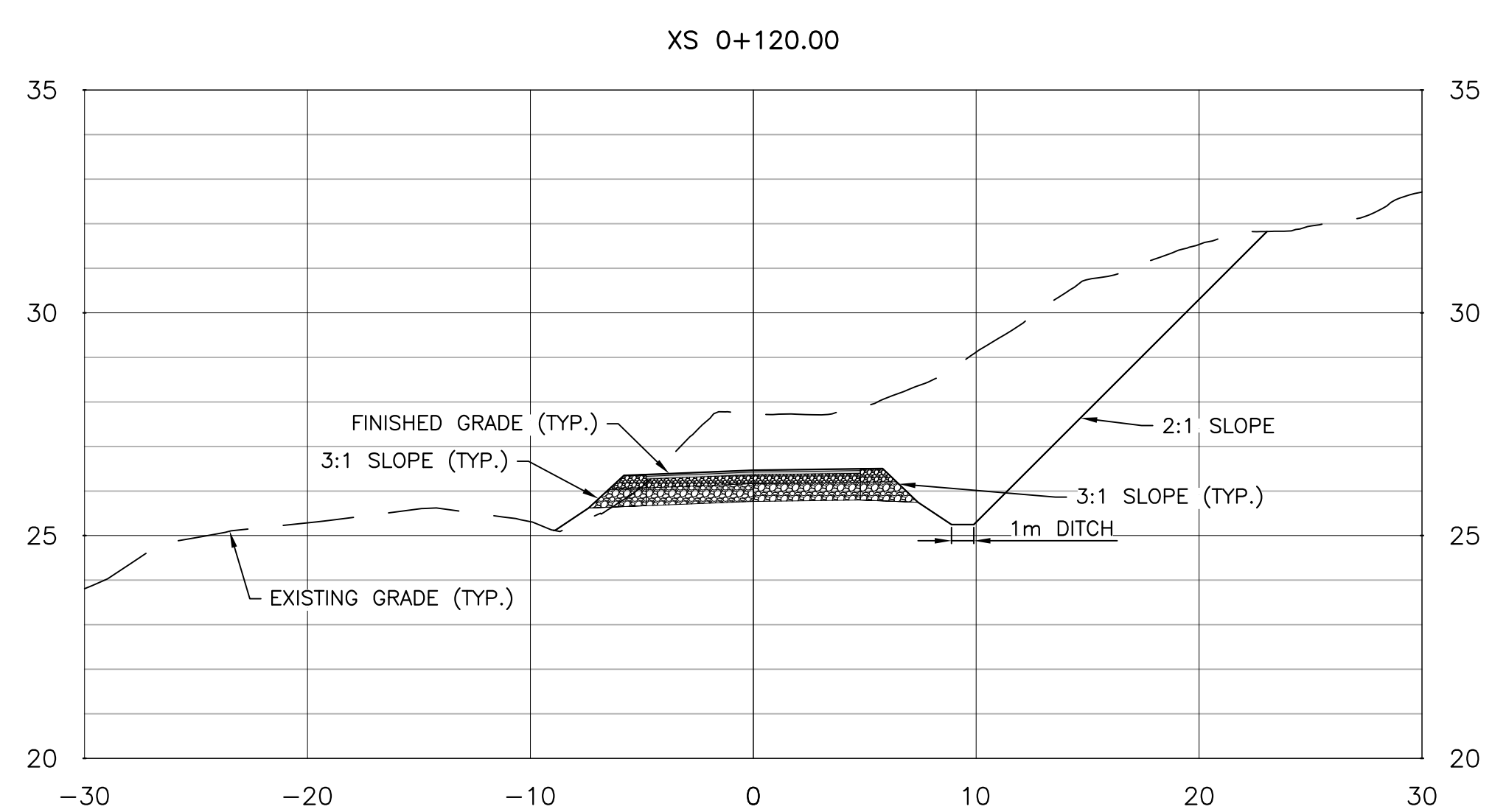
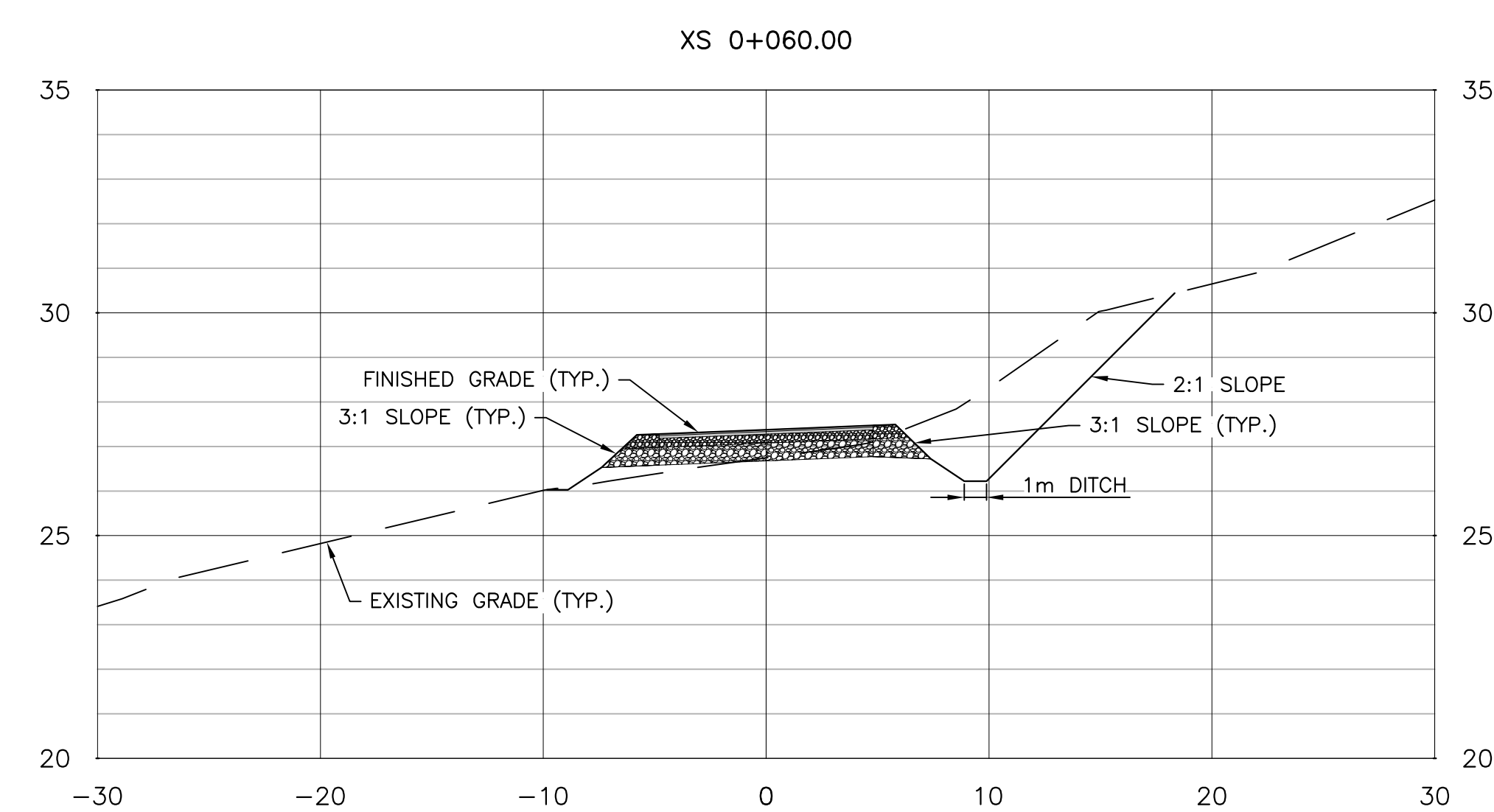


0	ISSUED FOR TENDER	MAR 15 2018
revisions		date

project
EFFIE'S BROOK BRIDGE REPLACEMENT
 HIGHLANDS NATIONAL PARK NOVA SCOTIA

drawing
CROSS SECTIONS (SHEET 4 OF 4)

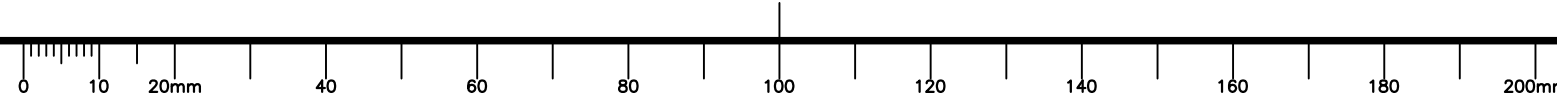
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date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender		Submission
PCA Project Manager	Administrateur de projets PCA	
project number	1812	no. du projet
drawing no.	C08	no. du dessin



SECTIONS WHITE POINT ROAD



C



- SURVEY DATA REFERENCED TO UTM ZONE 20 NORTH NAD83 (CSRS).
- SURVEY IS VERTICALLY REFERENCED TO CGVD08 (HTV2.0 GEOID MODEL).
- CONTROL IS DERIVED FROM MULTIPLE STATIC GPS OBSERVATIONS ON NAIL 1 HAVING CO-ORDINATES OF:
N=5193088.530m
E=693220.183m
EL=22.17m
- SURVEY COMPLETED JULY 12-14, 2017 BY DESIGN POINT ENGINEERING & SURVEYING.
- CO-ORDINATES ARE GRID. APPLY COMBINED SCALE FACTOR OF 1/1,00052 TO CALCULATE GROUND DISTANCES.
- CONTOUR INTERVAL IS 1 METRE.
- ALL WORKS TO BE DONE IN ACCORDANCE WITH PARKS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.
- REFER TO C11-C13 FOR CONSTRUCTION PHASING.

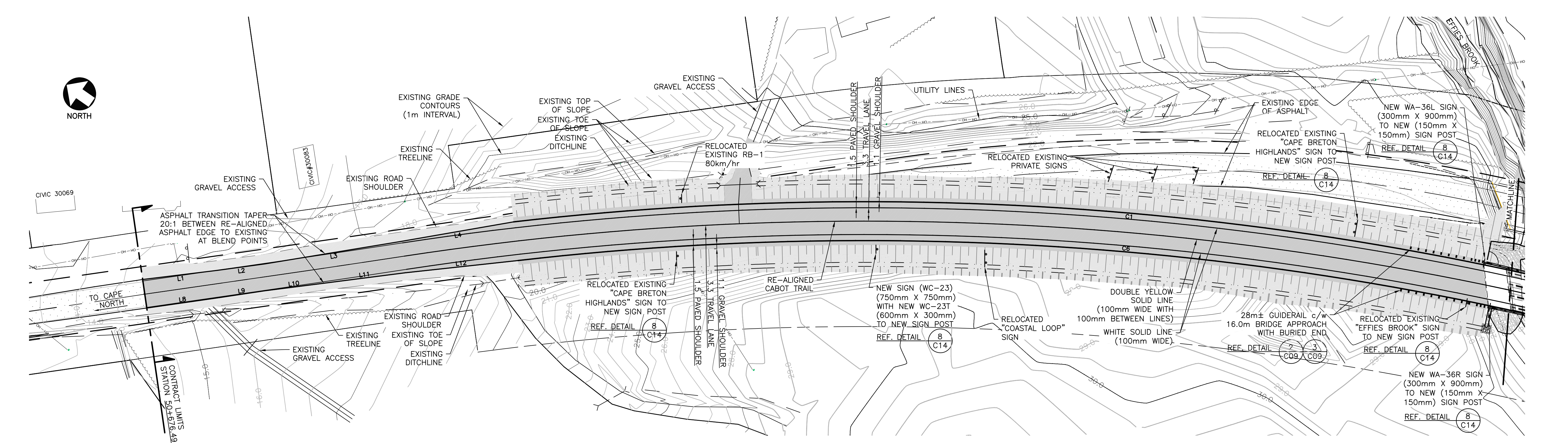


0	ISSUED FOR TENDER	MAR 15 2018
revisions		date

EFFIE'S BROOK BRIDGE REPLACEMENT
HIGHLANDS NATIONAL PARK NOVA SCOTIA

PROPOSED PAVEMENT MARKING AND SIGNAGE PLAN

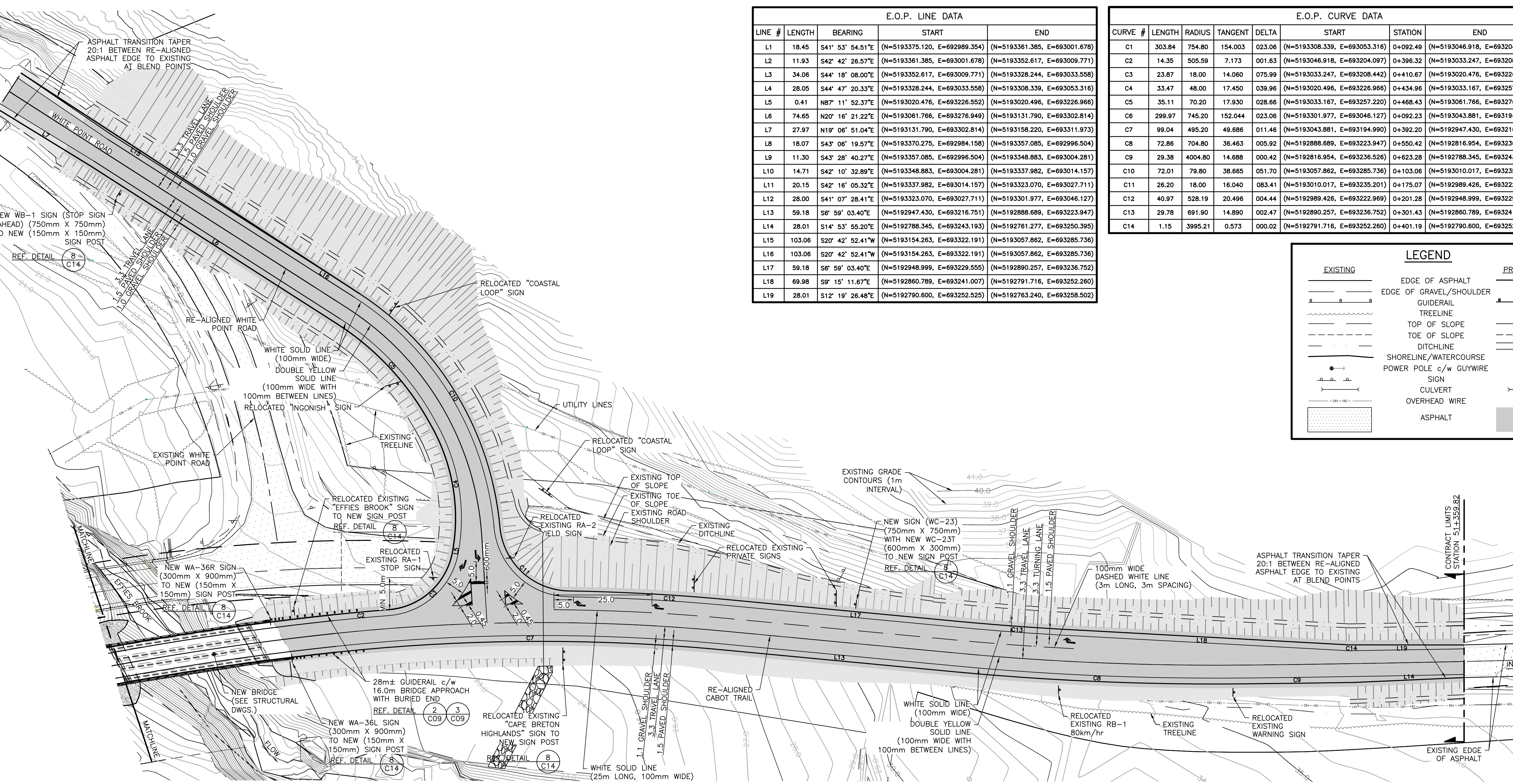
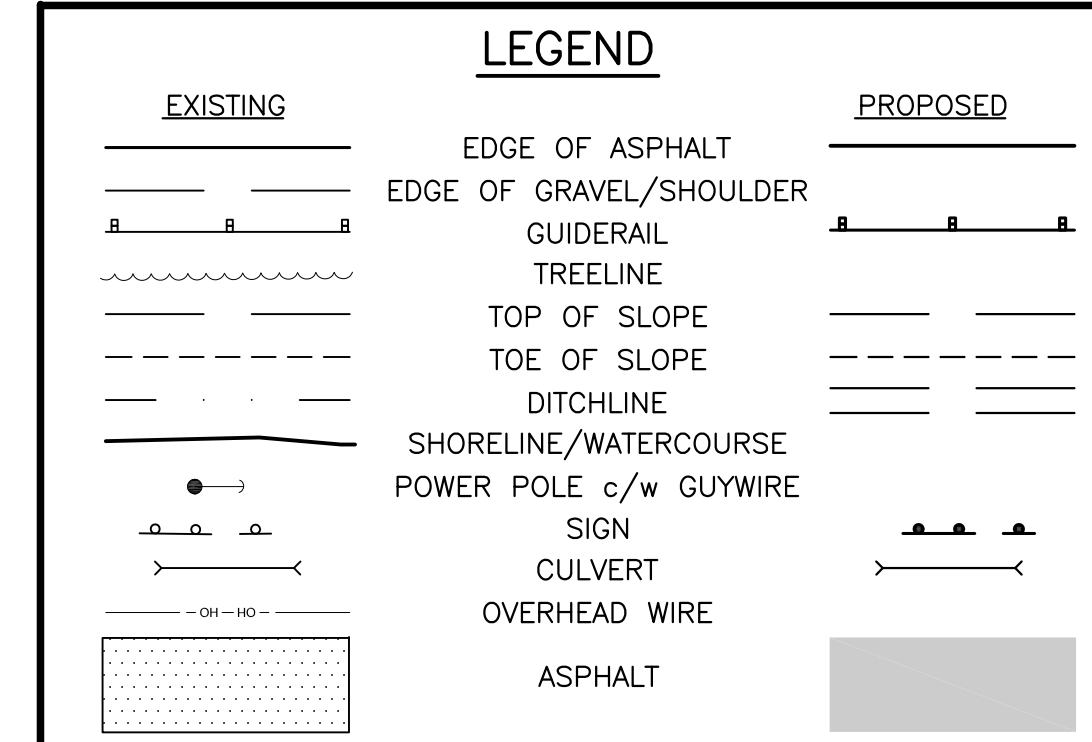
designed **TIM JORDAN** conqru
date **JANUARY 2018**
drawn **JIM HAYWARD** dessin
date **JANUARY 2018**
approved **MICHAEL MACDONALD** approuvé
date **JANUARY 2018**
Tender: **S.M.C.** Soumission
PCA Project Manager: **S.M.C.** Administrateur de projets PCA
project number: **1812** no. du projet
drawing no.: **C09** no. du dessin



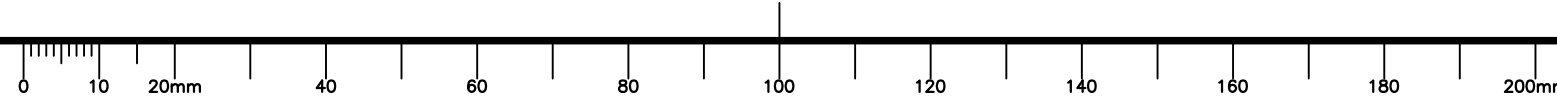
PLAN - CABOT TRAIL
SCALE : 1:500

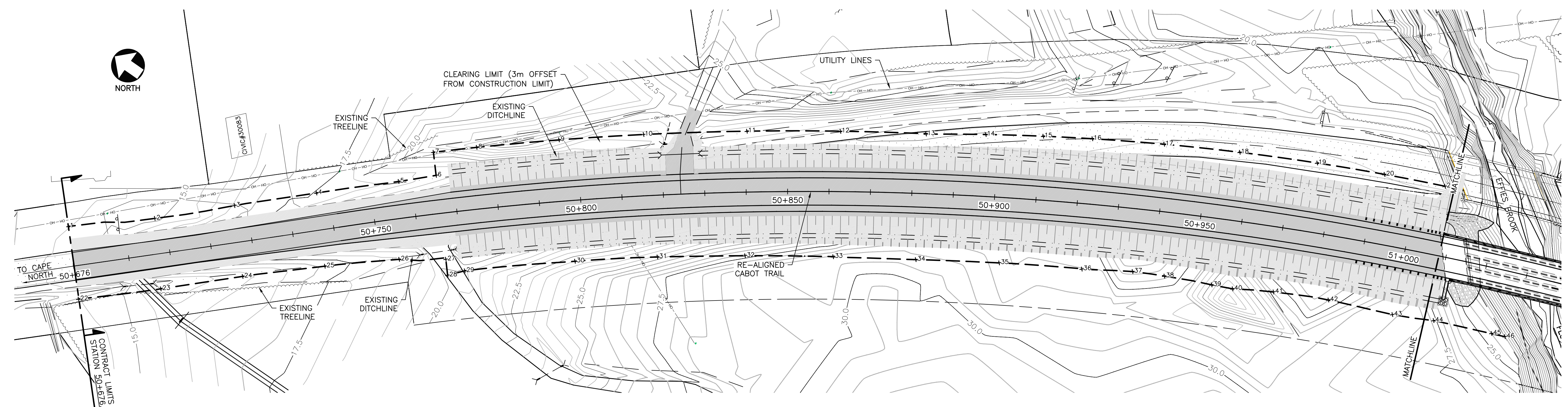
E.O.P. LINE DATA				
LINE #	LENGTH	BEARING	START	END
L1	18.45	S41° 53' 54.51"E	(N=5193375.120, E=692989.354)	(N=5193361.385, E=693001.678)
L2	11.93	S42° 42' 26.57"E	(N=5193361.385, E=693001.678)	(N=5193352.617, E=693009.771)
L3	34.06	S44° 18' 08.00"E	(N=5193352.617, E=693009.771)	(N=5193328.244, E=693033.558)
L4	28.05	S44° 47' 20.33"E	(N=5193328.244, E=693033.558)	(N=5193308.339, E=693053.316)
L5	0.41	N87° 11' 52.37"E	(N=5193020.476, E=693226.552)	(N=5193020.496, E=693226.966)
L6	74.65	N20° 18' 21.22"E	(N=5193061.766, E=693276.949)	(N=5193131.790, E=693302.814)
L7	27.97	N19° 08' 51.04"E	(N=5193131.790, E=693302.814)	(N=5193158.220, E=693311.973)
L8	18.07	S43° 08' 19.57"E	(N=5193370.275, E=692984.158)	(N=5193357.085, E=692996.504)
L9	11.30	S43° 28' 40.27"E	(N=5193357.085, E=692996.504)	(N=5193348.883, E=693004.281)
L10	14.71	S42° 10' 32.89"E	(N=5193348.883, E=693004.281)	(N=5193337.982, E=693014.157)
L11	20.15	S42° 16' 05.32"E	(N=5193337.982, E=693014.157)	(N=5193323.070, E=693027.711)
L12	28.00	S41° 07' 28.41"E	(N=5193323.070, E=693027.711)	(N=5193301.977, E=693046.127)
L13	59.18	S6° 59' 03.40"E	(N=5192947.430, E=693216.751)	(N=5192888.689, E=693223.947)
L14	28.01	S14° 53' 55.20"E	(N=5192888.689, E=693223.947)	(N=5192761.277, E=693250.395)
L15	103.06	S20° 42' 52.41"W	(N=5193154.263, E=693322.191)	(N=5193057.862, E=693285.736)
L16	103.06	S20° 42' 52.41"W	(N=5193154.263, E=693322.191)	(N=5193057.862, E=693285.736)
L17	59.18	S6° 59' 03.40"E	(N=5192948.999, E=693229.555)	(N=5192890.257, E=693236.752)
L18	69.98	S9° 15' 11.67"E	(N=5192860.789, E=693241.007)	(N=5192791.716, E=693252.260)
L19	28.01	S12° 19' 26.48"E	(N=5192790.600, E=693252.525)	(N=5192763.240, E=693258.502)

E.O.P. CURVE DATA									
CURVE #	LENGTH	RADIUS	TANGENT	DELTA	START	STATION	END	STATION	STATION
C1	303.84	754.80	154.003	023.06	(N=5193308.339, E=693053.316)	0+092.49	(N=5193046.918, E=693204.097)	0+396.32	
C2	14.35	505.59	7.173	001.63	(N=5193046.918, E=693204.097)	0+396.32	(N=5193033.247, E=693208.442)	0+410.67	
C3	23.87	18.00	14.080	075.99	(N=5193033.247, E=693208.442)	0+410.67	(N=5193020.476, E=693226.552)	0+434.54	
C4	33.47	48.00	17.450	039.96	(N=5193020.496, E=693226.966)	0+434.96	(N=5193033.167, E=693257.220)	0+468.43	
C5	35.11	70.20	17.930	028.66	(N=5193033.167, E=693257.220)	0+468.43	(N=5193061.766, E=693276.949)	0+503.54	
C6	299.97	745.20	152.044	023.06	(N=5193301.977, E=693046.127)	0+092.23	(N=5193043.881, E=693194.990)	0+392.20	
C7	99.04	495.20	49.686	011.46	(N=5193043.881, E=693194.990)	0+392.20	(N=5192947.430, E=693216.751)	0+481.24	
C8	72.86	704.80	36.463	005.92	(N=5192888.689, E=693223.947)	0+550.42	(N=5192816.954, E=693236.526)	0+623.28	
C9	29.38	4004.80	14.688	000.42	(N=5192816.954, E=693236.526)	0+623.28	(N=5192788.345, E=693243.193)	0+652.66	
C10	72.01	79.80	38.665	051.70	(N=5193057.862, E=693285.736)	0+103.06	(N=5193010.017, E=693235.201)	0+175.07	
C11	26.20	18.00	16.040	083.41	(N=5193010.017, E=693235.201)	0+175.07	(N=5192989.426, E=693222.969)	0+201.28	
C12	40.97	528.19	20.498	004.44	(N=5192989.426, E=693222.969)	0+201.28	(N=5192948.999, E=693229.555)	0+242.25	
C13	29.78	691.90	14.890	002.47	(N=5192890.257, E=693236.752)	0+301.43	(N=5192860.789, E=693241.007)	0+331.20	
C14	1.15	3995.21	0.573	000.02	(N=5192791.716, E=693252.260)	0+401.19	(N=5192790.600, E=693252.525)	0+402.34	



PLAN - CABOT TRAIL
SCALE : 1:500





PLAN - CABOT TRAIL
SCALE : 1:500

NORTH WEST APPROACH CLEARING LIMITS		
PNT No.	NORTHING	EASTING
22	5193367.181	692980.727
23	5193352.333	692994.124
24	5193337.837	693007.903
25	5193322.980	693021.291
26	5193309.216	693032.924
27	5193299.995	693039.380
28	5193297.425	693036.475
29	5193294.665	693039.699
30	5193274.153	693056.836
31	5193258.420	693069.075
32	5193241.261	693081.426
33	5193223.672	693093.415
34	5193206.930	693104.254
35	5193189.969	693115.134
36	5193172.751	693125.328
37	5193162.362	693131.860
38	5193155.439	693135.352
39	5193144.860	693140.152
40	5193140.161	693142.280
41	5193131.643	693147.289
42	5193119.654	693153.291
43	5193104.978	693159.239
44	5193095.988	693163.743
45	5193082.750	693169.201
46	5193079.649	693170.403

SOUTH EAST APPROACH CLEARING LIMITS		
PNT No.	NORTHING	EASTING
47	5193083.403	693202.947
48	5193058.966	693208.922
49	5193038.529	693215.321
50	5193029.342	693218.528
51	5193029.995	693228.570
52	5193034.821	693229.913
53	5193032.831	693238.827
54	5193034.384	693247.044
55	5193041.529	693255.203
56	5193044.791	693257.687
57	5193052.275	693262.472
58	5193054.902	693265.408
59	5193062.843	693266.892
60	5193067.461	693268.217
61	5193072.392	693269.809
62	5193077.315	693271.875
63	5193086.088	693277.109
64	5193090.145	693278.585
65	5193100.067	693281.279
66	5193109.503	693284.786
67	5193123.604	693290.296
68	5193144.827	693298.812
69	5193143.931	693301.232
70	5193149.442	693303.954
71	5193159.618	693308.148

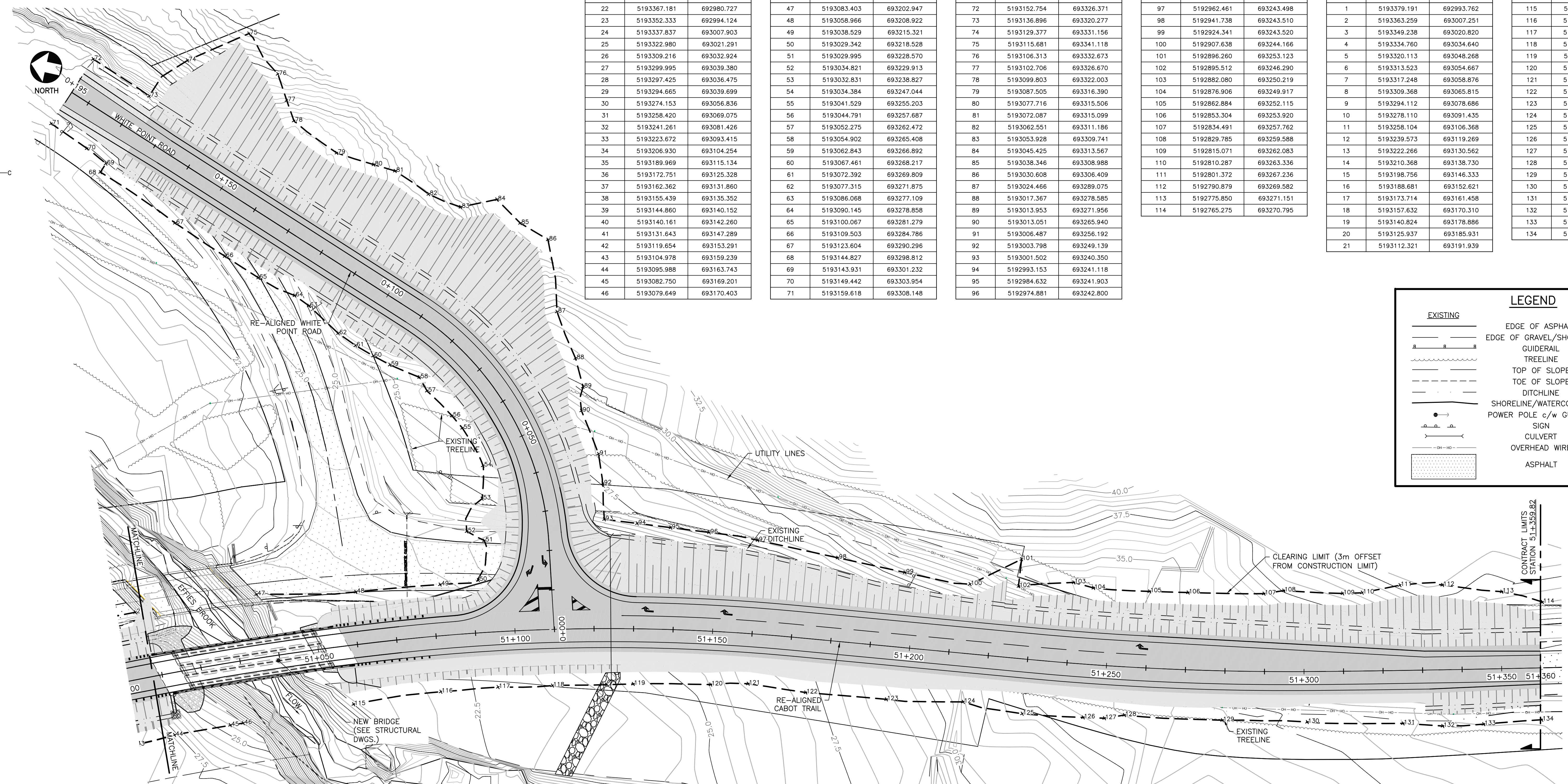
SOUTH EAST APPROACH CLEARING LIMITS		
PNT No.	NORTHING	EASTING
72	5193152.754	693326.371
73	5193136.896	693320.277
74	5193129.377	693331.156
75	5193115.681	693341.118
76	5193106.313	693332.673
77	5193102.706	693326.670
78	5193099.803	693322.003
79	5193087.505	693316.390
80	5193077.716	693315.506
81	5193072.087	693315.099
82	5193062.551	693311.186
83	5193053.928	693309.741
84	5193045.425	693313.567
85	5193038.346	693308.988
86	5193030.608	693306.409
87	5193024.466	693289.075
88	5193017.367	693278.585
89	5193013.953	693271.956
90	5193013.051	693265.940
91	5193006.487	693256.192
92	5193003.798	693249.139
93	5193001.502	693240.350
94	5192993.153	693241.118
95	5192984.632	693241.903
96	5192974.881	693242.800

SOUTH EAST APPROACH CLEARING LIMITS		
PNT No.	NORTHING	EASTING
97	5192962.461	693243.498
98	5192941.738	693243.510
99	5192924.341	693243.520
100	5192907.638	693244.166
101	5192896.260	693253.123
102	5192895.512	693246.290
103	5192882.080	693250.219
104	5192876.906	693249.917
105	5192862.884	693252.115
106	5192853.304	693253.920
107	5192834.491	693257.762
108	5192829.785	693259.588
109	5192815.071	693262.083
110	5192810.287	693263.336
111	5192801.372	693267.236
112	5192790.879	693269.582
113	5192775.850	693271.151
114	5192765.275	693270.795

NORTH EAST APPROACH CLEARING LIMITS		
PNT No.	NORTHING	EASTING
1	5193379.191	692993.762
2	5193363.259	693007.251
3	5193349.238	693020.820
4	5193334.760	693034.640
5	5193320.113	693048.268
6	5193313.523	693054.667
7	5193317.248	693058.876
8	5193309.368	693065.815
9	5193294.112	693078.686
10	5193278.110	693091.435
11	5193258.104	693106.368
12	5193239.573	693119.269
13	5193222.266	693130.562
14	5193210.368	693138.730
15	5193198.756	693146.333
16	5193188.681	693152.621
17	5193173.714	693161.458
18	5193157.632	693170.310
19	5193140.824	693178.886
20	5193125.937	693185.931
21	5193112.321	693191.939

SOUTH WEST APPROACH CLEARING LIMITS		
PNT No.	NORTHING	EASTING
115	5193053.411	693181.048
116	5193032.525	693188.885
117	5193018.643	693193.124
118	5193005.296	693196.449
119	5192985.421	693201.234
120	5192966.252	693205.285
121	5192957.035	693207.525
122	5192942.336	693208.472
123	5192922.059	693211.154
124	5192902.916	693214.708
125	5192887.727	693214.976
126	5192872.443	693217.360
127	5192867.157	693218.322
128	5192862.400	693220.180
129	5192837.919	693224.220
130	5192816.842	693228.375
131	5192793.157	693233.237
132	5192783.154	693234.746
133	5192773.144	693237.435
134	5192759.038	693241.667

- SURVEY DATA REFERENCED TO UTM ZONE 20 NORTH NAD83 (CSRS).
- SURVEY IS VERTICALLY REFERENCED TO CGVD08 (HTV2.0 GEOID MODEL).
- CONTROL IS DERIVED FROM MULTIPLE STATIC GPS OBSERVATIONS ON NAIL 1 HAVING CO-ORDINATES OF:
N=5193088.530m
E=693220.183m
EL=22.17m
- SURVEY COMPLETED JULY 12-14, 2017 BY DESIGN POINT ENGINEERING & SURVEYING.
- CO-ORDINATES ARE GRID. APPLY COMBINED SCALE FACTOR OF 1/1,00052 TO CALCULATE GROUND DISTANCES.
- CONTOUR INTERVAL IS 1 METRE.
- ALL WORKS TO BE DONE IN ACCORDANCE WITH PARKS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.



PLAN - CABOT TRAIL
SCALE : 1:500

LEGEND

	EXISTING		PROPOSED
	EDGE OF ASPHALT		EDGE OF ASPHALT
	EDGE OF GRAVEL/SHOULDER		EDGE OF GRAVEL/SHOULDER
	GUIDERAIL		GUIDERAIL
	TREELINE		TREELINE
	TOP OF SLOPE		TOP OF SLOPE
	TOE OF SLOPE		TOE OF SLOPE
	DITCHLINE		DITCHLINE
	SHORELINE/WATERCOURSE		SHORELINE/WATERCOURSE
	POWER POLE c/w GUYWIRE		POWER POLE c/w GUYWIRE
	SIGN		SIGN
	CULVERT		CULVERT
	OVERHEAD WIRE		OVERHEAD WIRE
	ASPHALT		ASPHALT

PROFESSIONAL SEAL
M.S. MACDONALD
7200
REGISTERED PROFESSIONAL ENGINEER
PROVINCE OF NOVA SCOTIA

0	ISSUED FOR TENDER	MAR 15 2018
revisions	date	date
project	project	project

EFFIE'S BROOK BRIDGE REPLACEMENT
HIGHLANDS NATIONAL PARK NOVA SCOTIA

CLEARING PLAN

designed	TIM JORDAN	conçu
date	JANUARY 2018	date
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	date
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	date
Tender	Submission	
PCA Project Manager	Administrateur de projets PCA	
project number	no. du projet	

1812
drawing no. no. du dessin
C10

1. ALL WORKS TO BE DONE IN ACCORDANCE WITH PARKS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.



0	ISSUED FOR TENDER	MAR 15 2018
revisions		date

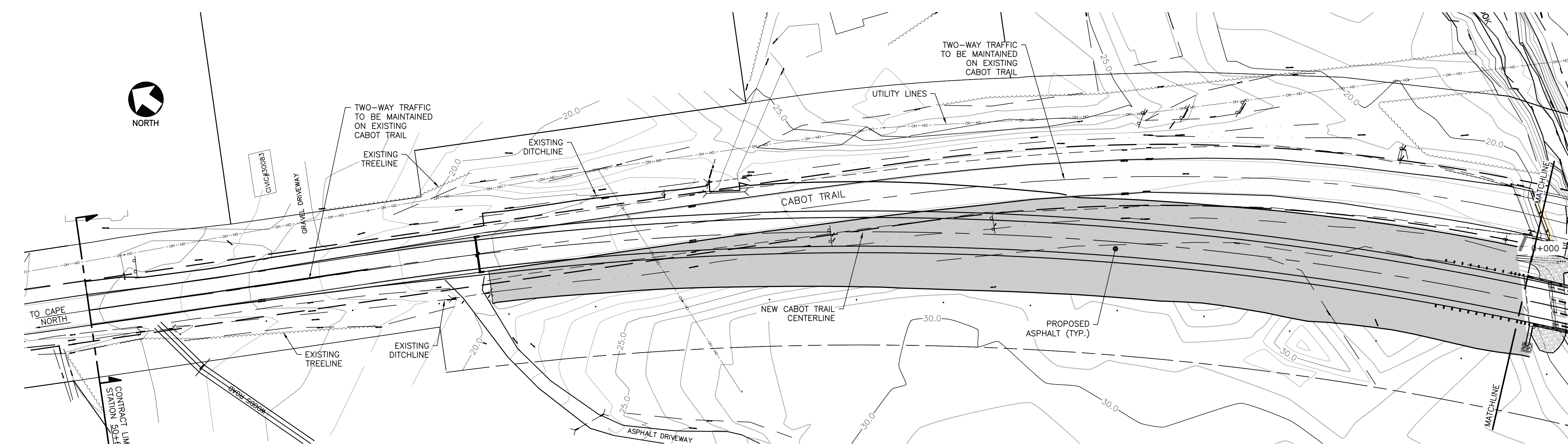
project
EFFIE'S BROOK BRIDGE REPLACEMENT
HIGHLANDS NATIONAL PARK NOVA SCOTIA

drawing
PHASING PLAN PHASE 1

designed	TIM JORDAN	conçu
date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	

Tender
PCA Project Manager
Administrateur de projets PCA
project number
1812
no. du projet

drawing no.
C11
no. du dessin



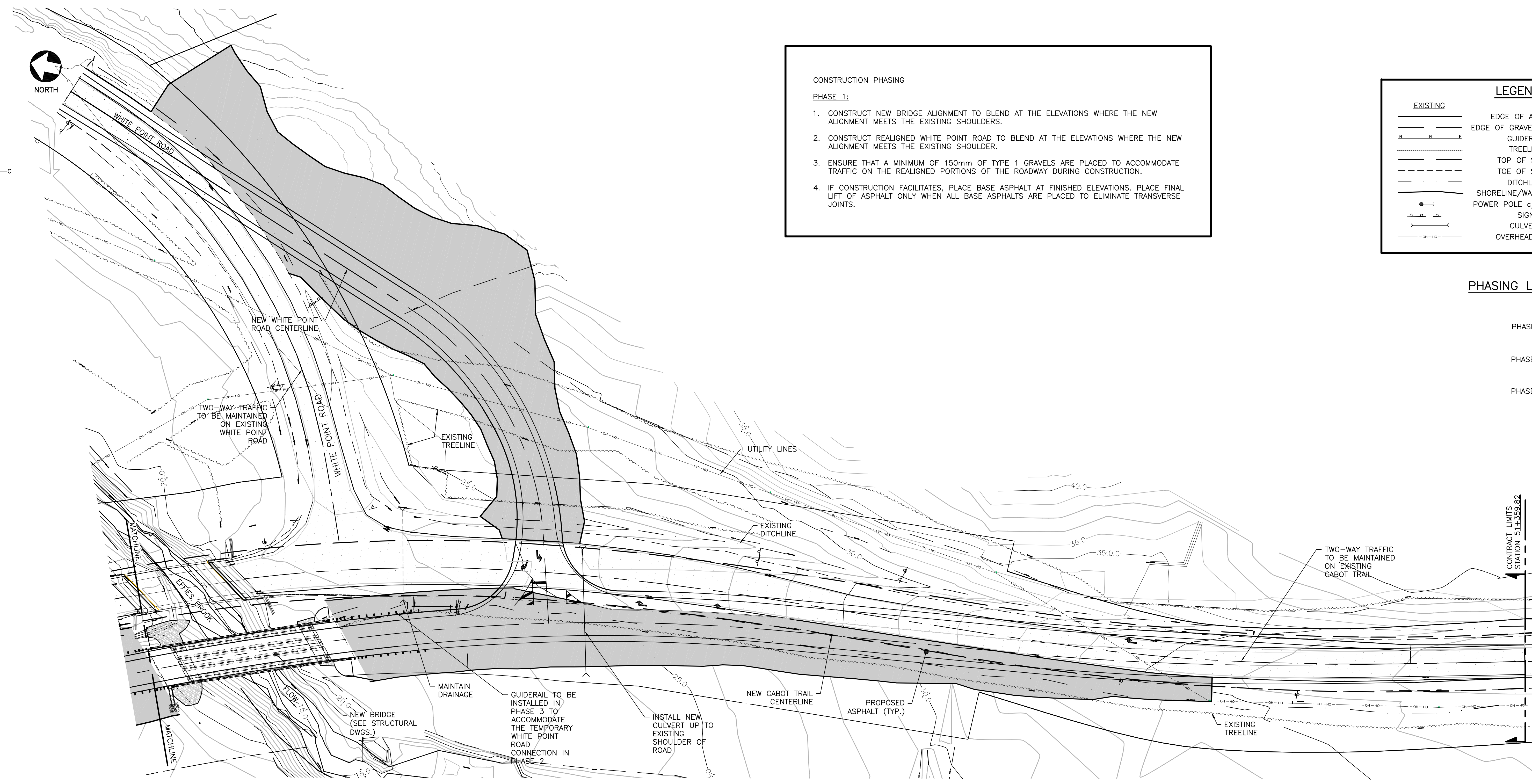
PLAN — CABOT TRAIL
SCALE : 1:500

- CONSTRUCTION PHASING
- PHASE 1:
1. CONSTRUCT NEW BRIDGE ALIGNMENT TO BLEND AT THE ELEVATIONS WHERE THE NEW ALIGNMENT MEETS THE EXISTING SHOULDERS.
 2. CONSTRUCT REALIGNED WHITE POINT ROAD TO BLEND AT THE ELEVATIONS WHERE THE NEW ALIGNMENT MEETS THE EXISTING SHOULDER.
 3. ENSURE THAT A MINIMUM OF 150mm OF TYPE 1 GRAVELS ARE PLACED TO ACCOMMODATE TRAFFIC ON THE REALIGNED PORTIONS OF THE ROADWAY DURING CONSTRUCTION.
 4. IF CONSTRUCTION FACILITATES, PLACE BASE ASPHALT AT FINISHED ELEVATIONS. PLACE FINAL LIFT OF ASPHALT ONLY WHEN ALL BASE ASPHALTS ARE PLACED TO ELIMINATE TRANSVERSE JOINTS.

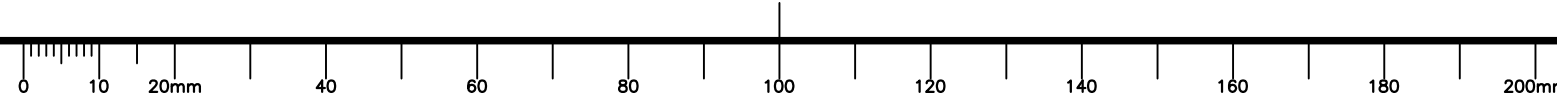
EXISTING	LEGEND	PROPOSED
	EDGE OF ASPHALT	
	EDGE OF GRAVEL/SHOULDER	
	GUIDERAIL	
	TREELINE	
	TOP OF SLOPE	
	TOE OF SLOPE	
	DITCHLINE	
	SHORELINE/WATERCOURSE	
	POWER POLE c/w GUYWIRE	
	SIGN	
	CULVERT	
	OVERHEAD WIRE	

PHASING LEGEND

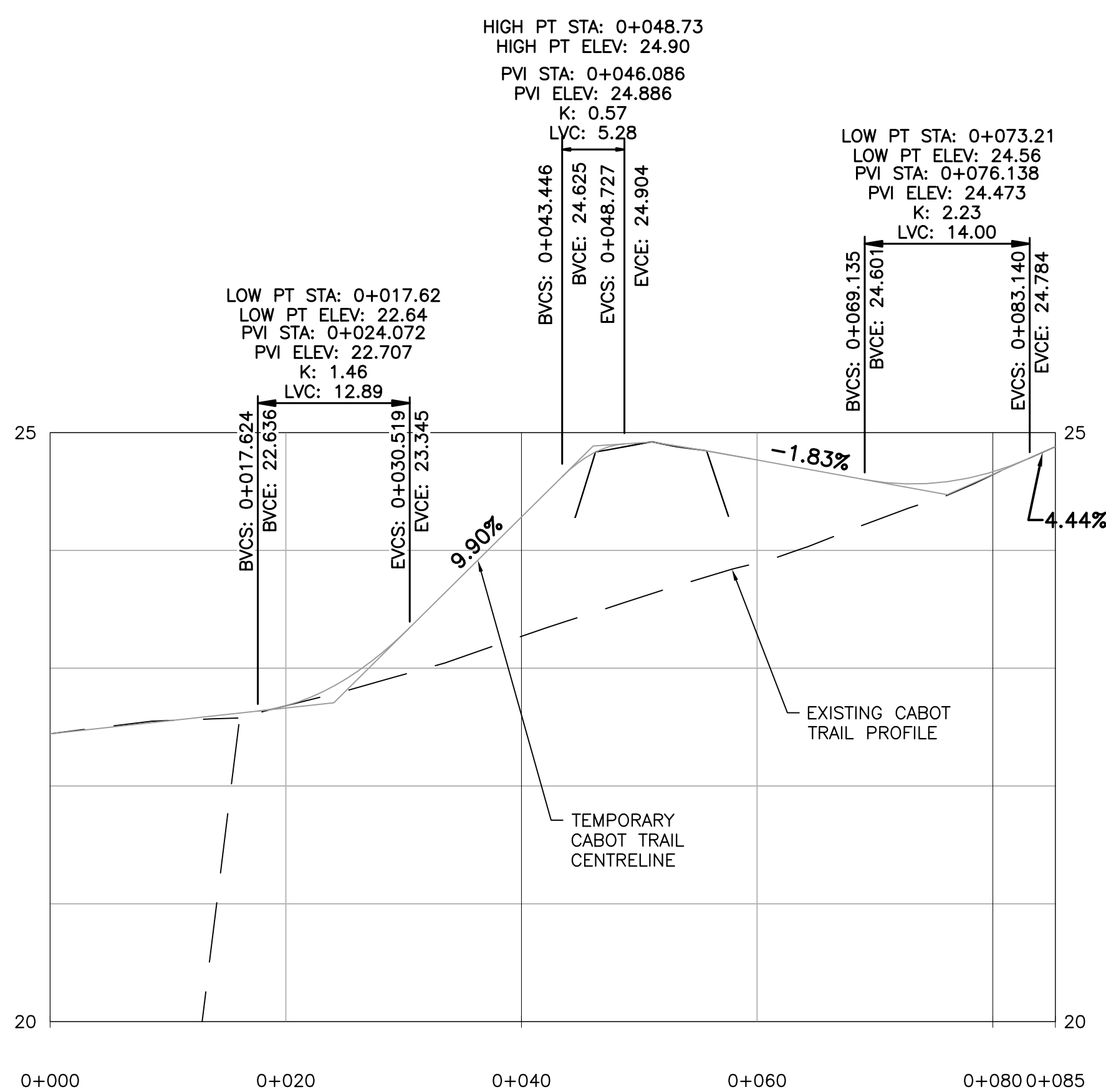
PHASE 1	
PHASE 2	
PHASE 3	



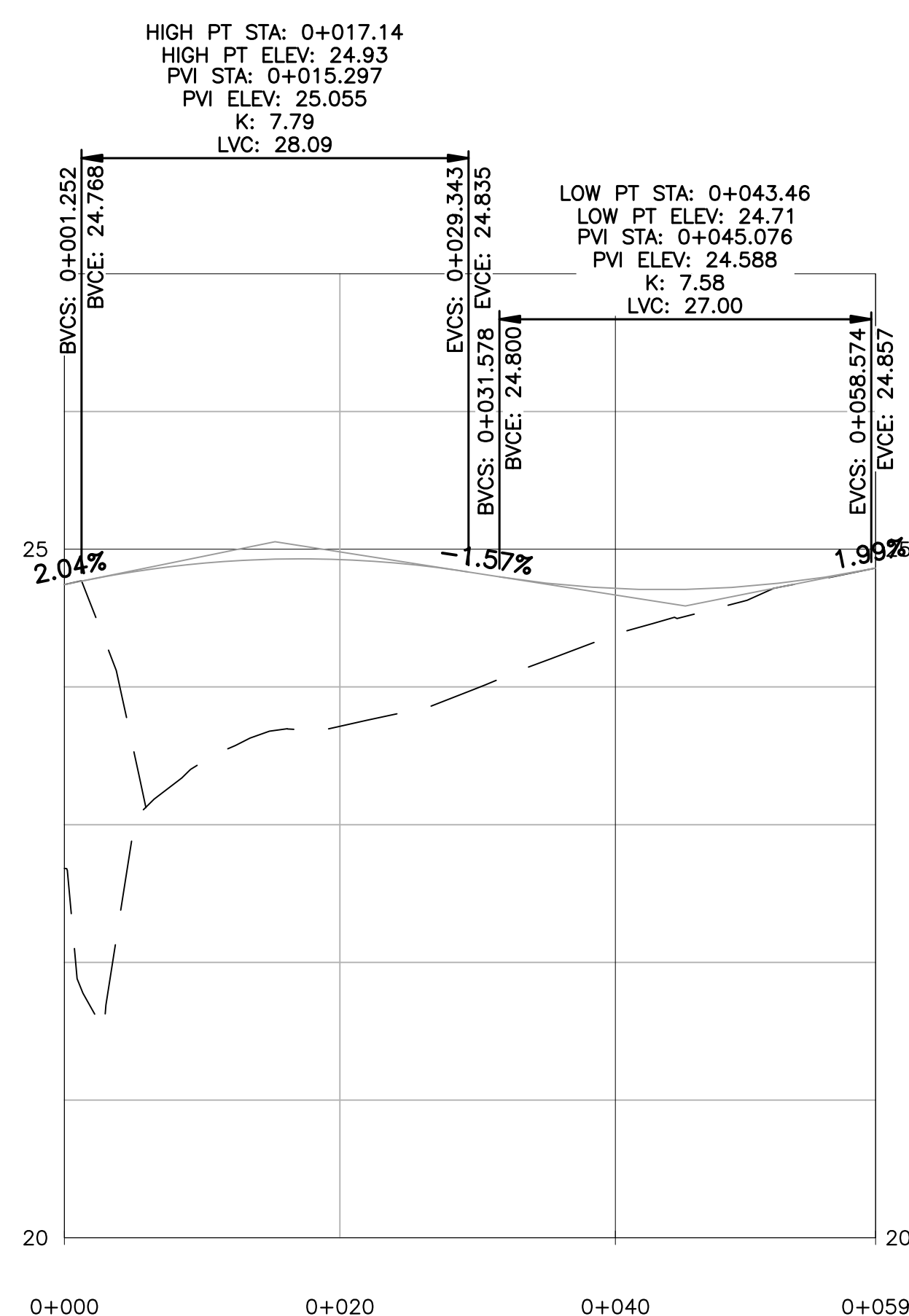
PLAN — CABOT TRAIL
SCALE : 1:500



1. ALL WORKS TO BE DONE IN ACCORDANCE WITH PARKS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.



PROFILE — WHITE POINT ROAD CONNECTION
SCALE : H: 1:400 ; V: 1:40



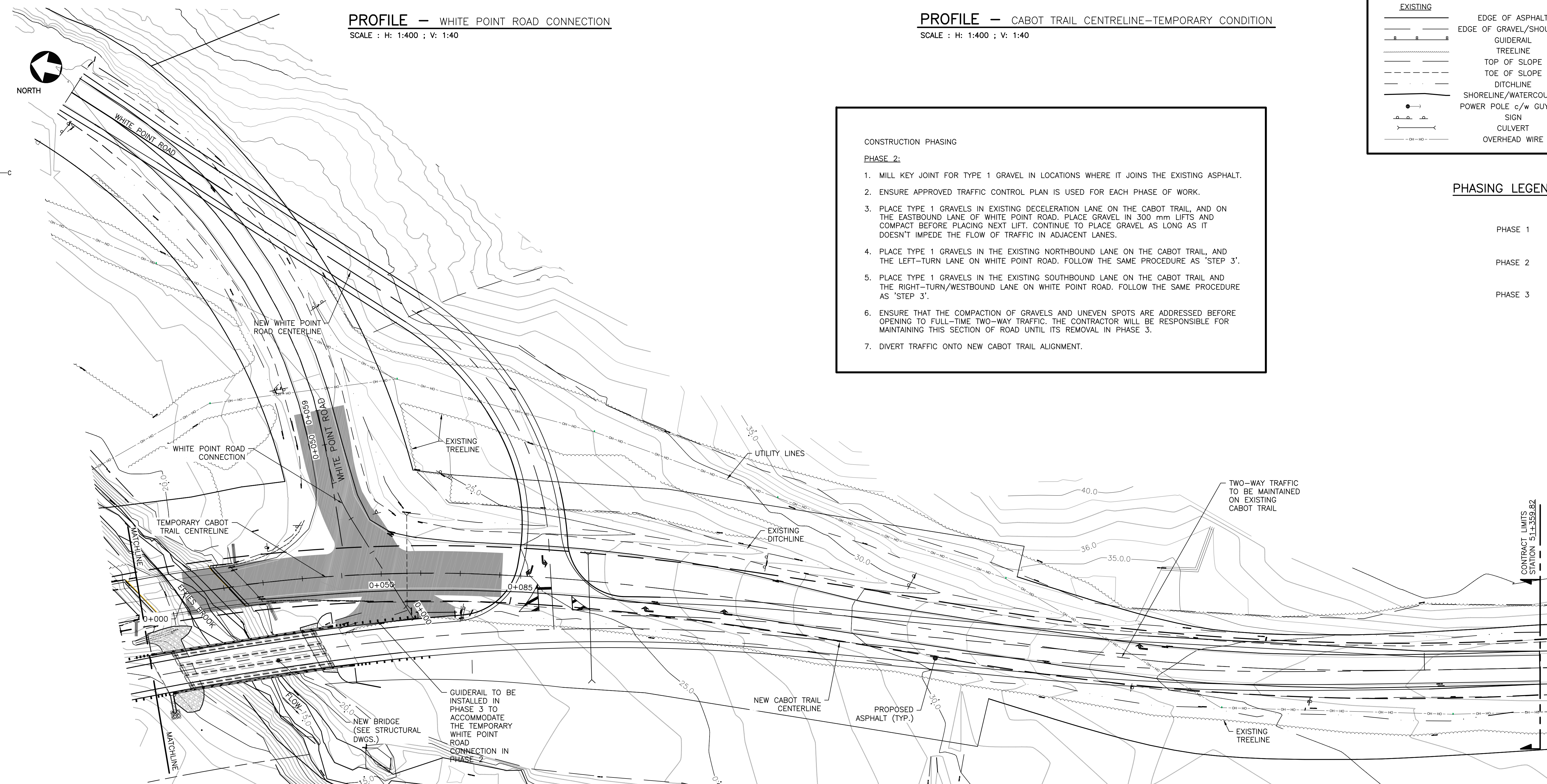
PROFILE — CABOT TRAIL CENTRELINE—TEMPORARY CONDITION
SCALE : H: 1:400 ; V: 1:40

LEGEND		
EXISTING		PROPOSED
—	EDGE OF ASPHALT	—
—	EDGE OF GRAVEL/SHOULDER	—
—	GUIDERAIL	—
—	TREELINE	—
—	TOP OF SLOPE	—
—	TOE OF SLOPE	—
—	DITCHLINE	—
—	SHORELINE/WATERCOURSE	—
—	POWER POLE c/w GUYWIRE	—
—	SIGN	—
—	CULVERT	—
—	OVERHEAD WIRE	—

PHASING LEGEND

PHASE 1	■
PHASE 2	■
PHASE 3	■

- CONSTRUCTION PHASING
- PHASE 2:
- MILL KEY JOINT FOR TYPE 1 GRAVEL IN LOCATIONS WHERE IT JOINS THE EXISTING ASPHALT.
 - ENSURE APPROVED TRAFFIC CONTROL PLAN IS USED FOR EACH PHASE OF WORK.
 - PLACE TYPE 1 GRAVELS IN EXISTING DECELERATION LANE ON THE CABOT TRAIL, AND ON THE EASTBOUND LANE OF WHITE POINT ROAD. PLACE GRAVEL IN 300 mm LIFTS AND COMPACT BEFORE PLACING NEXT LIFT. CONTINUE TO PLACE GRAVEL AS LONG AS IT DOESN'T IMPEDE THE FLOW OF TRAFFIC IN ADJACENT LANES.
 - PLACE TYPE 1 GRAVELS IN THE EXISTING NORTHBOUND LANE ON THE CABOT TRAIL, AND THE LEFT-TURN LANE ON WHITE POINT ROAD. FOLLOW THE SAME PROCEDURE AS 'STEP 3'.
 - PLACE TYPE 1 GRAVELS IN THE EXISTING SOUTHBOUND LANE ON THE CABOT TRAIL AND THE RIGHT-TURN/WESTBOUND LANE ON WHITE POINT ROAD. FOLLOW THE SAME PROCEDURE AS 'STEP 3'.
 - ENSURE THAT THE COMPACTION OF GRAVELS AND UNEVEN SPOTS ARE ADDRESSED BEFORE OPENING TO FULL-TIME TWO-WAY TRAFFIC. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THIS SECTION OF ROAD UNTIL ITS REMOVAL IN PHASE 3.
 - DIVERT TRAFFIC ONTO NEW CABOT TRAIL ALIGNMENT.



PLAN — CABOT TRAIL
SCALE: 1:5000



0	ISSUED FOR TENDER	MAR 15 2018
revisions		date
project	project	
EFFIE'S BROOK BRIDGE REPLACEMENT HIGHLANDS NATIONAL PARK NOVA SCOTIA		
drawing	dessin	
PHASING PLAN PHASE 2		
designed	TIM JORDAN	conçu
date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender		Soumission
PCA Project Manager	Administrateur de projets PCA	
project number	no. du projet	
	1812	
drawing no.	no. du dessin	
	C12	

1. ALL WORKS TO BE DONE IN ACCORDANCE WITH PARKS CANADA AND NSTIR STANDARDS AND SPECIFICATIONS.



0	ISSUED FOR TENDER	MAR 15 2018
revisions		date

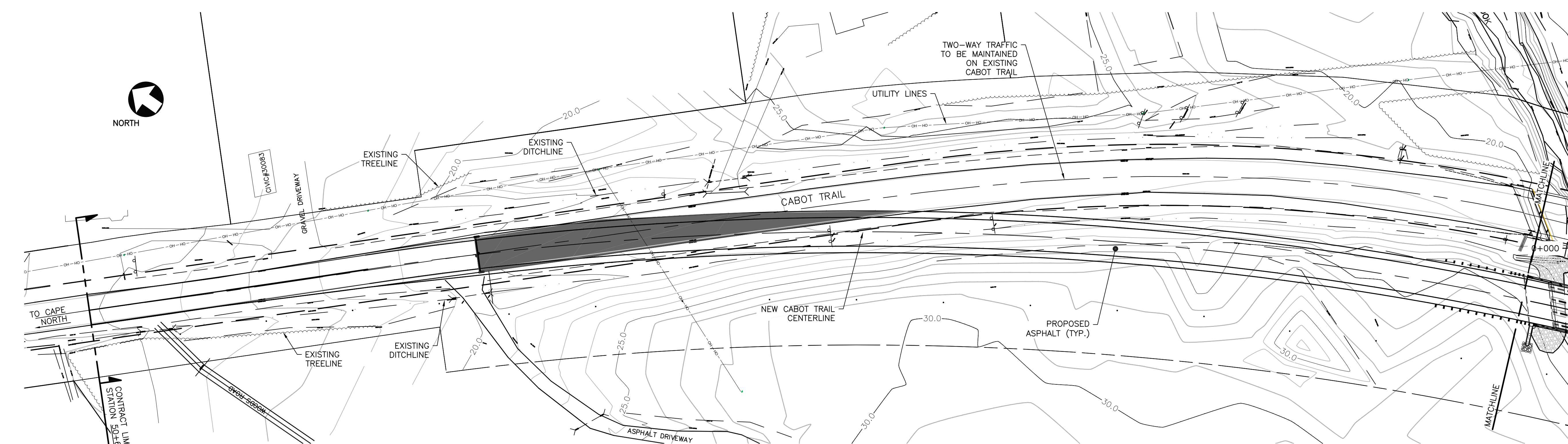
project
EFFIE'S BROOK BRIDGE REPLACEMENT
 HIGHLANDS NATIONAL PARK
 NOVA SCOTIA

drawing
**PHASING PLAN
 PHASE 3**

designed
 TIM JORDAN
 date
 JANUARY 2018
 drawn
 JIM HAYWARD
 date
 JANUARY 2018
 approved
 MICHAEL MACDONALD
 date
 JANUARY 2018

Tender
 PCA Project Manager
 project number
1812

drawing no.
C13



PLAN — CABOT TRAIL
 SCALE : 1:500

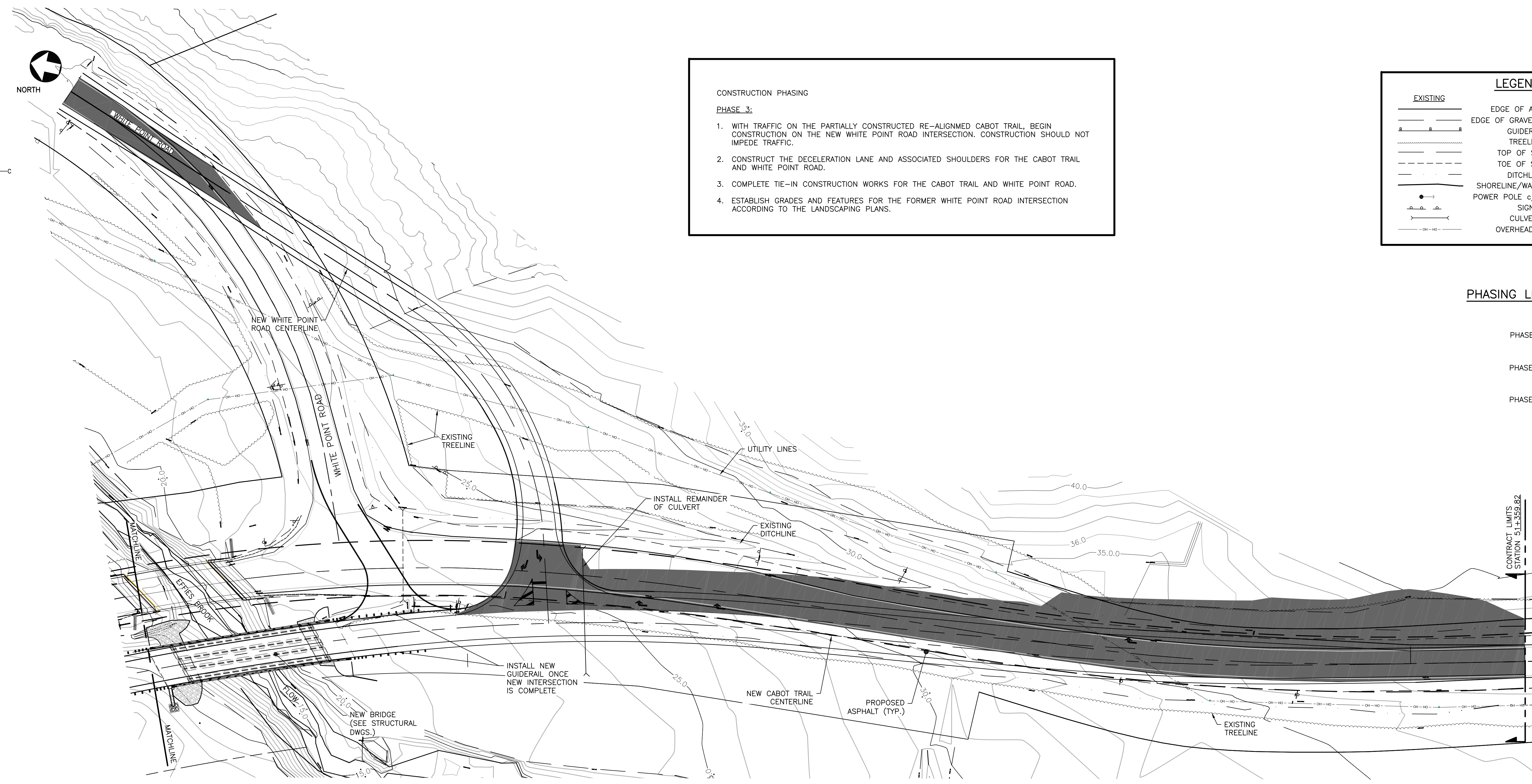
- CONSTRUCTION PHASING
- PHASE 3:**
1. WITH TRAFFIC ON THE PARTIALLY CONSTRUCTED RE-ALIGNMED CABOT TRAIL, BEGIN CONSTRUCTION ON THE NEW WHITE POINT ROAD INTERSECTION. CONSTRUCTION SHOULD NOT IMPEDE TRAFFIC.
 2. CONSTRUCT THE DECELERATION LANE AND ASSOCIATED SHOULDERS FOR THE CABOT TRAIL AND WHITE POINT ROAD.
 3. COMPLETE TIE-IN CONSTRUCTION WORKS FOR THE CABOT TRAIL AND WHITE POINT ROAD.
 4. ESTABLISH GRADES AND FEATURES FOR THE FORMER WHITE POINT ROAD INTERSECTION ACCORDING TO THE LANDSCAPING PLANS.

LEGEND

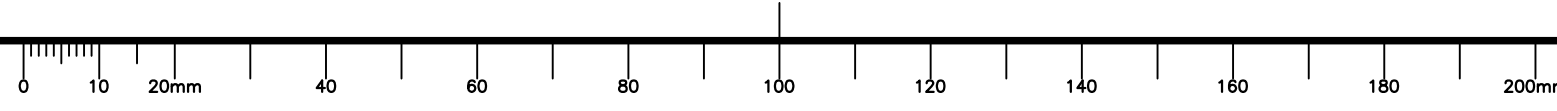
EXISTING	PROPOSED

PHASING LEGEND

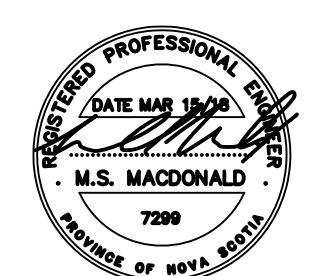
PHASE 1	
PHASE 2	
PHASE 3	



PLAN — CABOT TRAIL
 SCALE : 1:500



1. FOR GENERAL NOTES SEE DRAWING C1.

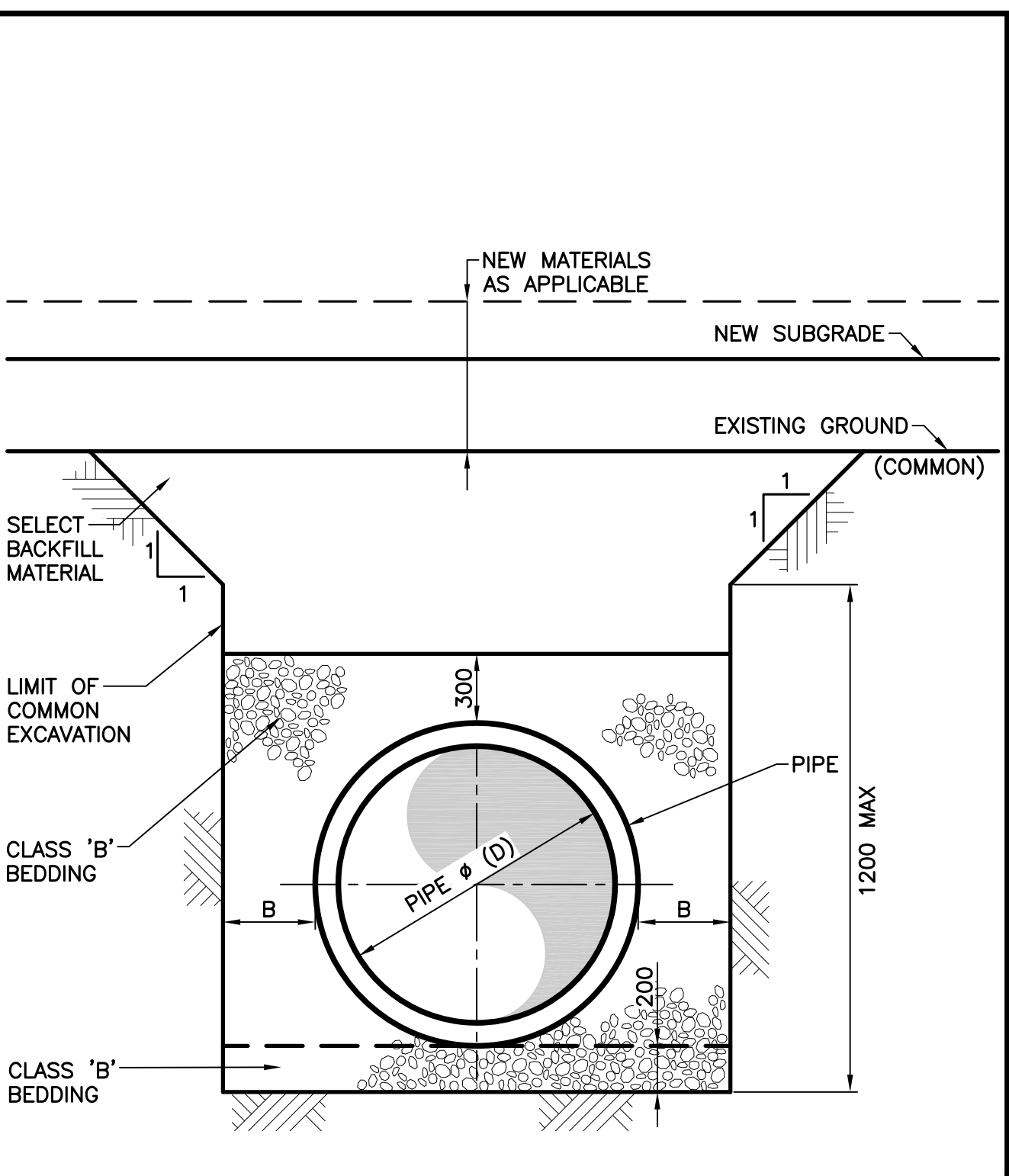


0	ISSUED FOR TENDER	MAR 15 2018
revisions		date

EFFIE'S BROOK BRIDGE REPLACEMENT
HIGHLANDS NATIONAL PARK NOVA SCOTIA

MISCELLANEOUS DETAILS

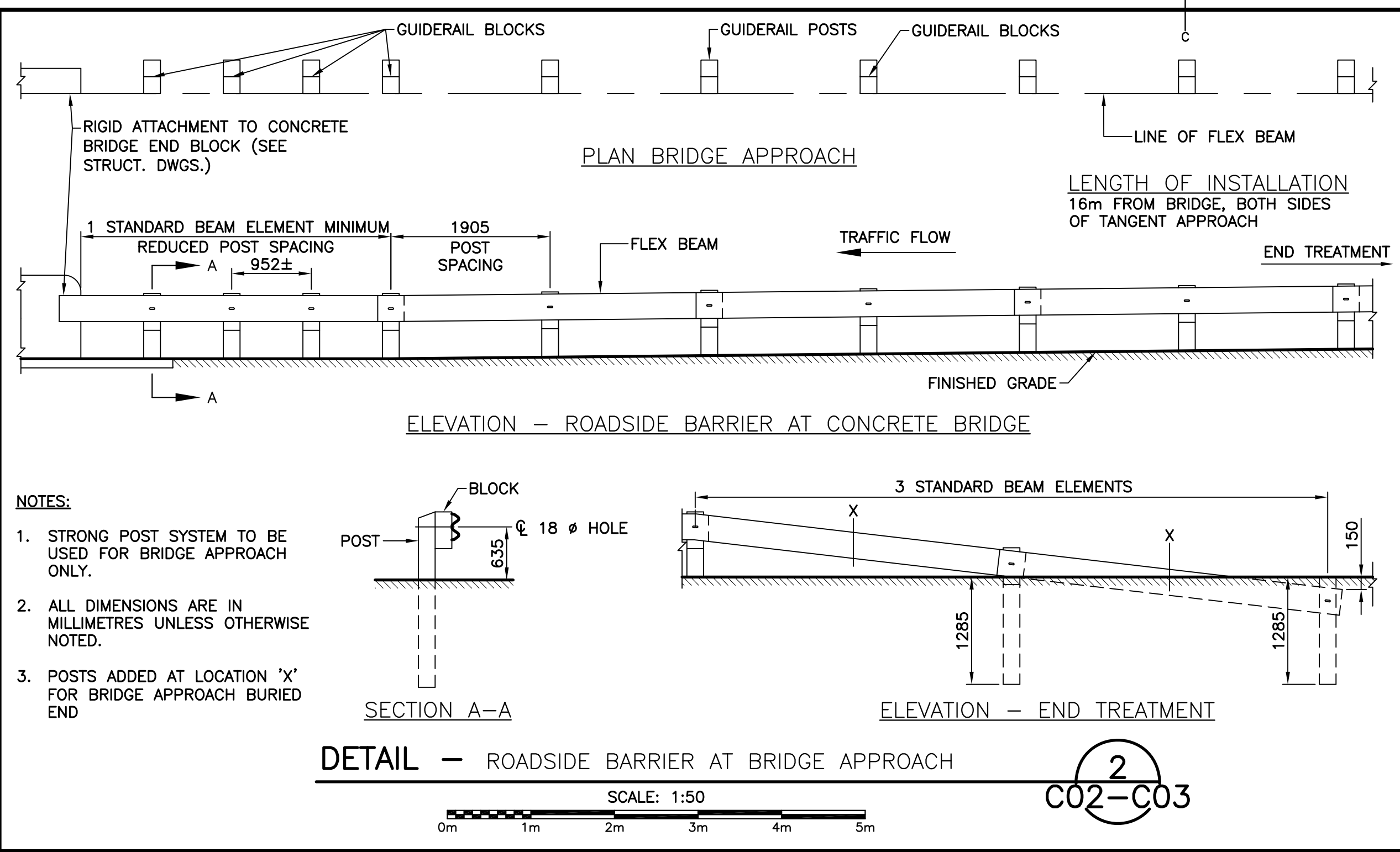
designed	TIM JORDAN	conçu
date	JANUARY 2018	
drawn	JIM HAYWARD	dessiné
date	JANUARY 2018	
approved	MICHAEL MACDONALD	approuvé
date	JANUARY 2018	
Tender		Submission
PCA Project Manager	Administrateur de projets PCA	
project number		no. du projet
	1812	
drawing no.		no. du dessin
	C14	



PIPE Ø, D (INSIDE)	DIMENSION B
UP TO 500	300
501 TO 1200	400
OVER 1200 OR ANY OTHER PRECAST SECTION	500

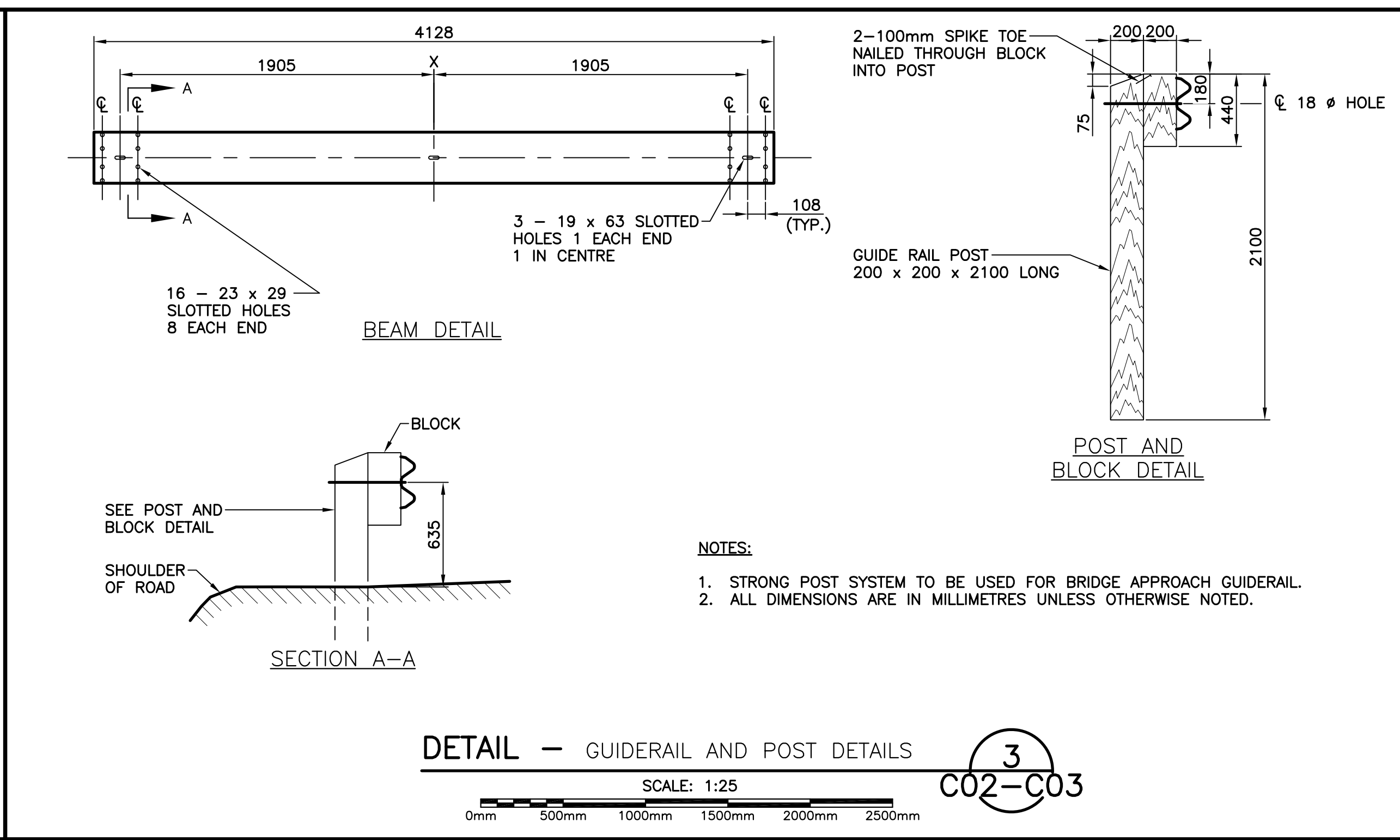
- NOTES:**
- THE CROSS SECTION REPRESENTS MAXIMUM PAY LIMITS FOR EXCAVATION.
 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.

TYPICAL DETAIL - EXCAVATION LIMITS FOR CULVERTS
SCALE: 1:25
C02-C03



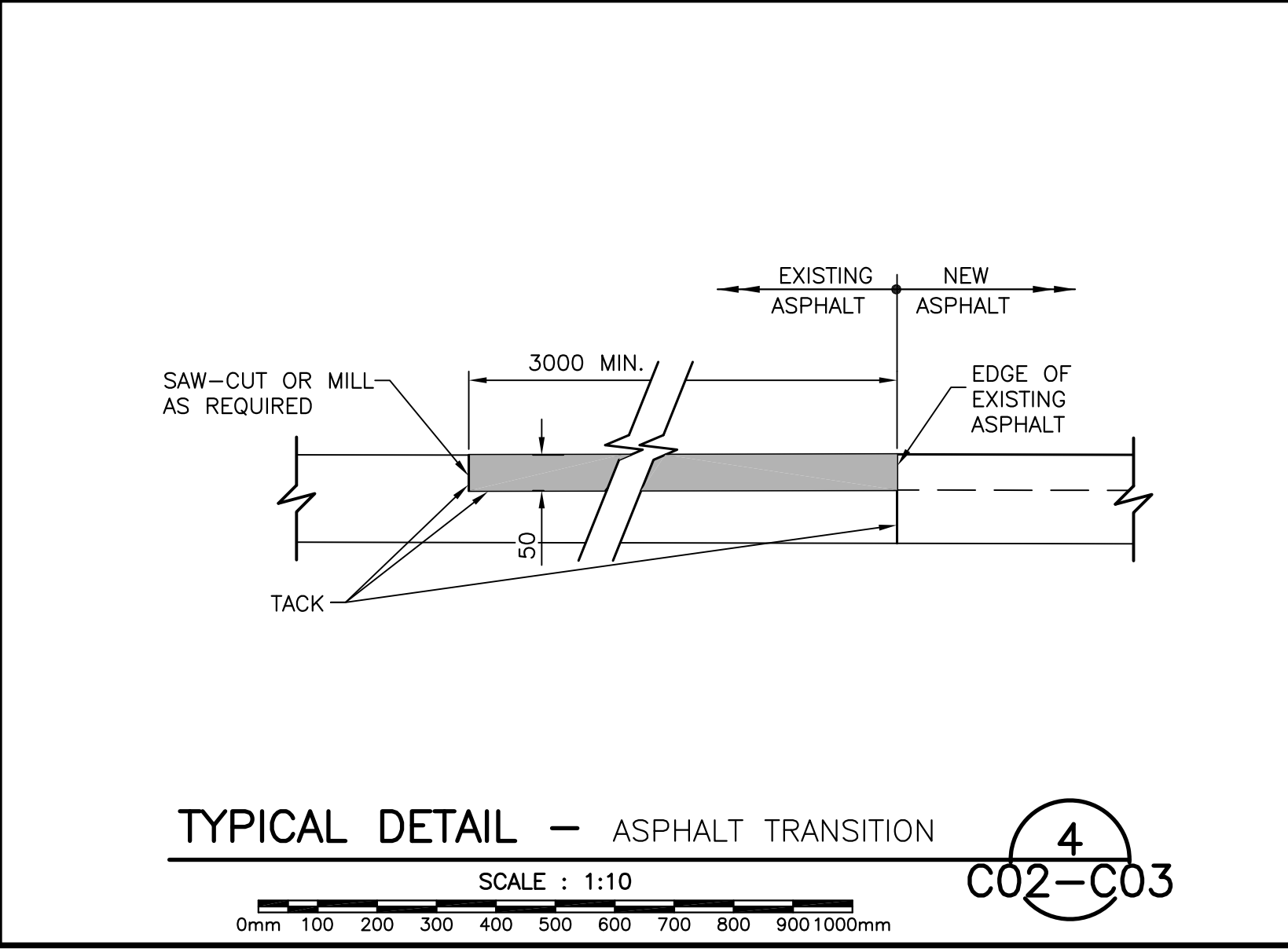
- NOTES:**
- STRONG POST SYSTEM TO BE USED FOR BRIDGE APPROACH ONLY.
 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
 - POSTS ADDED AT LOCATION 'X' FOR BRIDGE APPROACH BURIED END

DETAIL - ROADSIDE BARRIER AT BRIDGE APPROACH
SCALE: 1:50
C02-C03

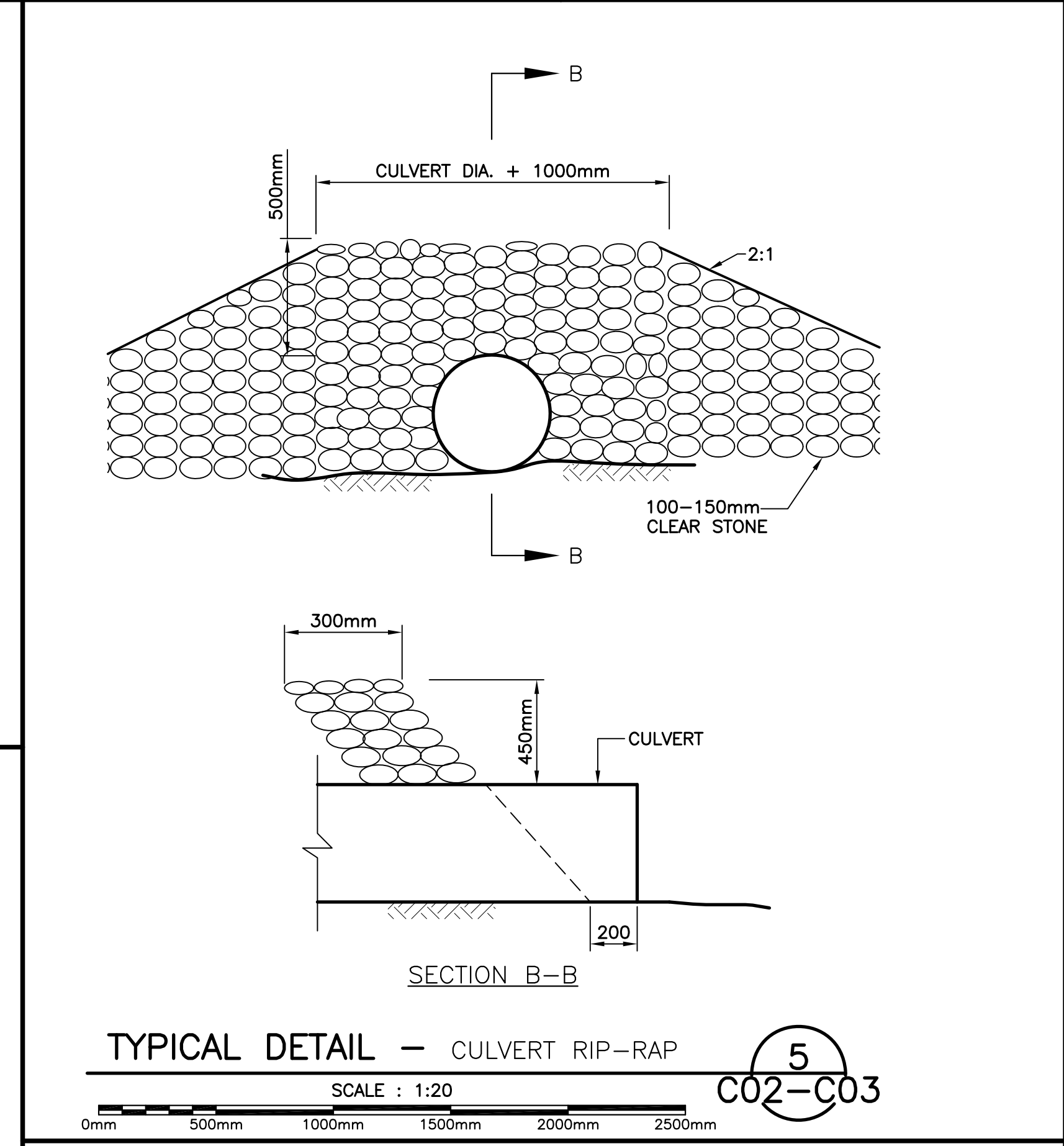


- NOTES:**
- STRONG POST SYSTEM TO BE USED FOR BRIDGE APPROACH GUIDERAIL.
 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.

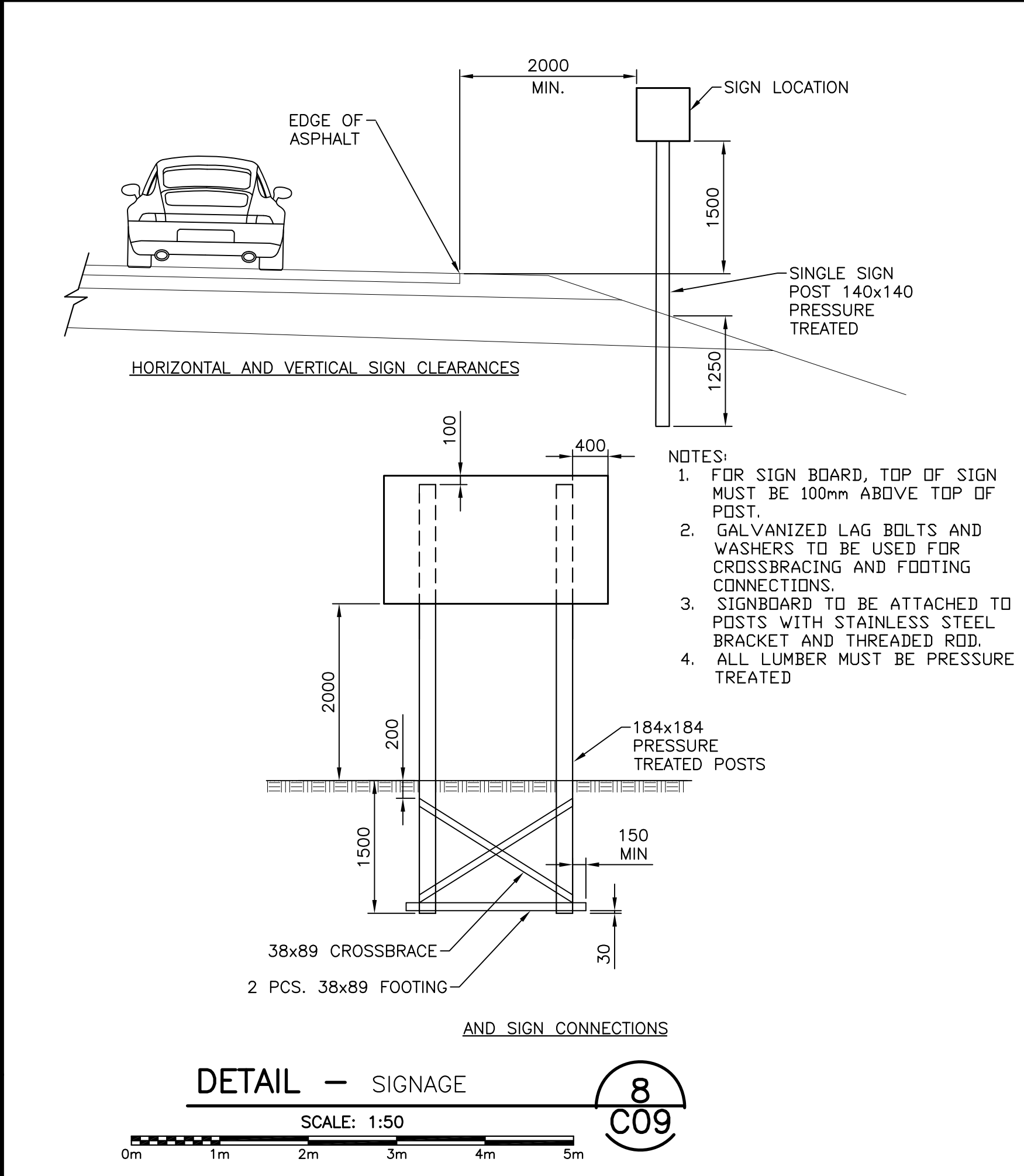
DETAIL - GUIDERAIL AND POST DETAILS
SCALE: 1:25
C02-C03



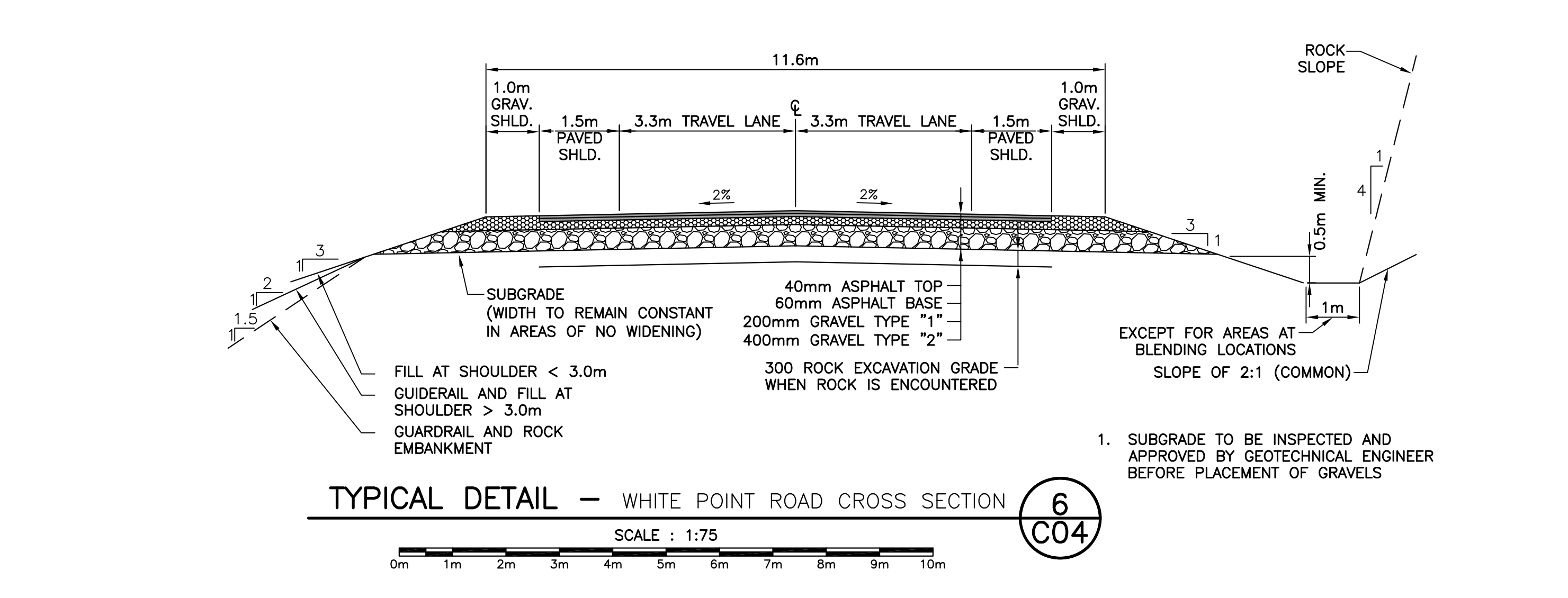
TYPICAL DETAIL - ASPHALT TRANSITION
SCALE: 1:10
C02-C03



TYPICAL DETAIL - CULVERT RIP-RAP
SCALE: 1:20
C02-C03

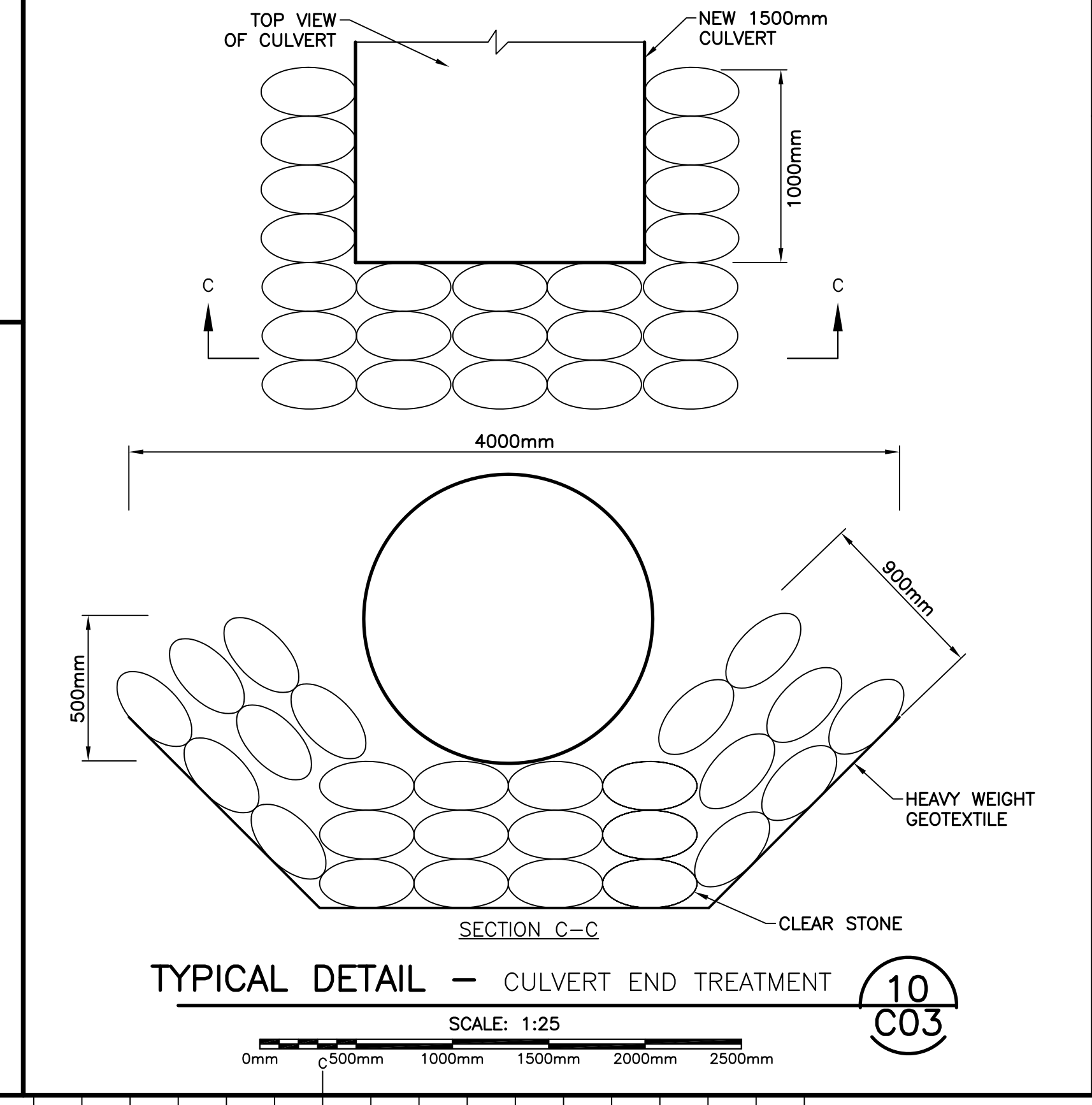


DETAIL - SIGNAGE
SCALE: 1:50
C09

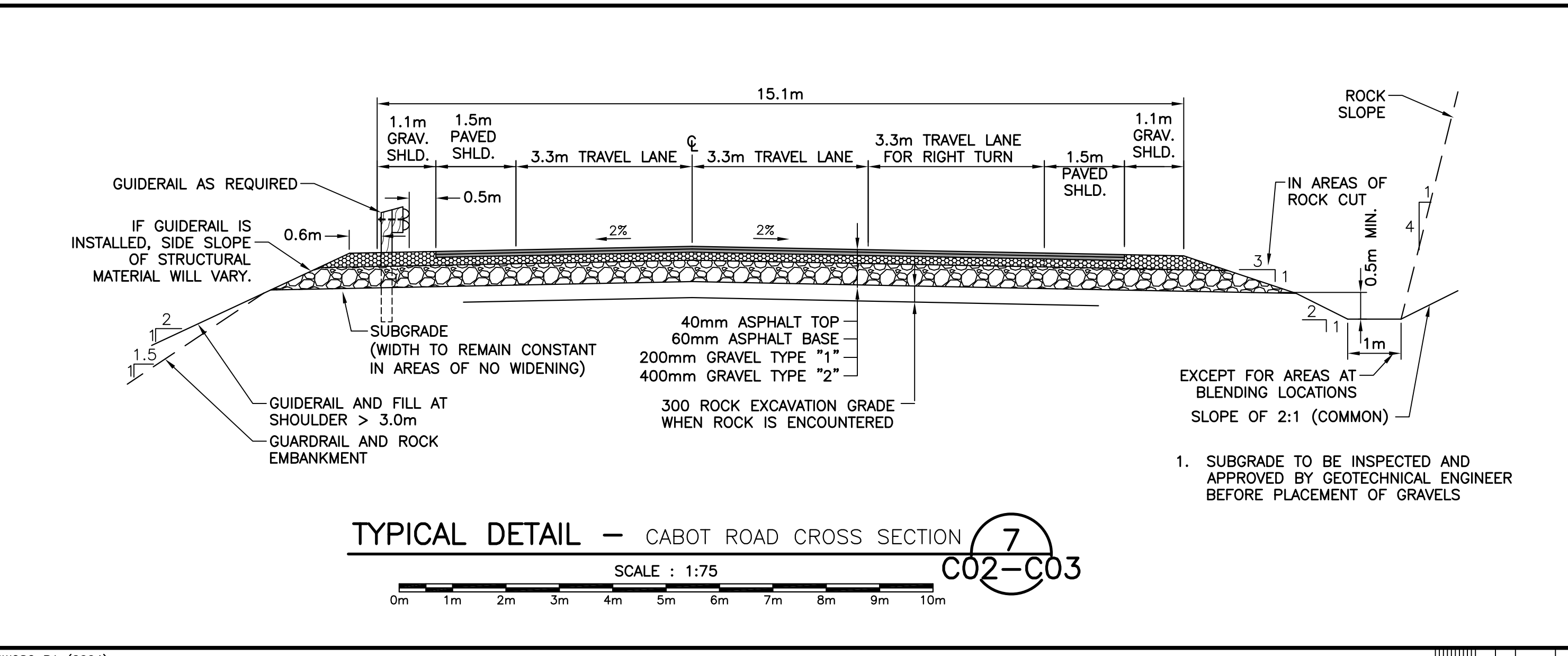


TYPICAL DETAIL - WHITE POINT ROAD CROSS SECTION
SCALE: 1:75
C04

1. SUBGRADE TO BE INSPECTED AND APPROVED BY GEOTECHNICAL ENGINEER BEFORE PLACEMENT OF GRAVELS

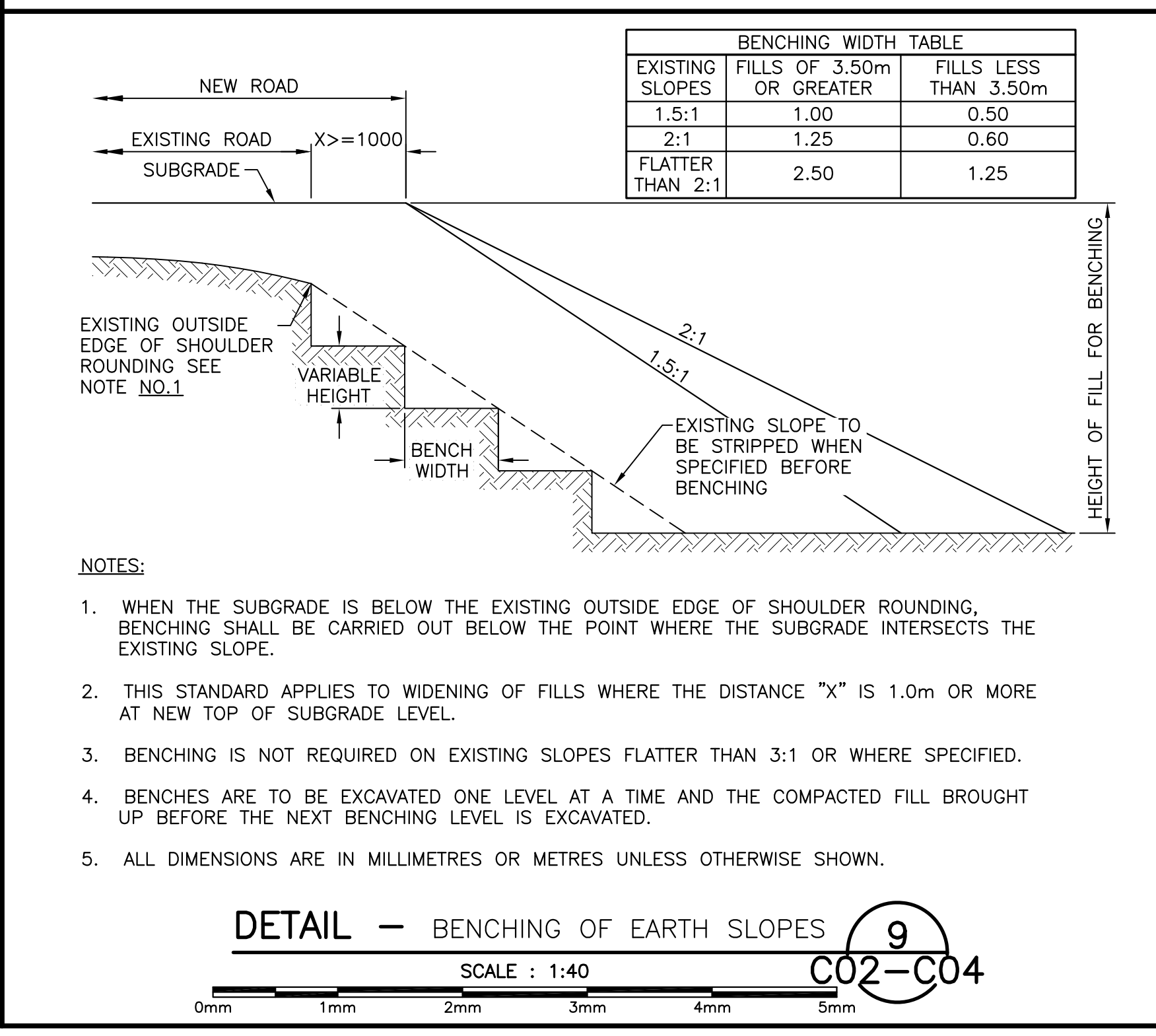


TYPICAL DETAIL - CULVERT END TREATMENT
SCALE: 1:25
C03



TYPICAL DETAIL - CABOT ROAD CROSS SECTION
SCALE: 1:75
C02-C03

1. SUBGRADE TO BE INSPECTED AND APPROVED BY GEOTECHNICAL ENGINEER BEFORE PLACEMENT OF GRAVELS

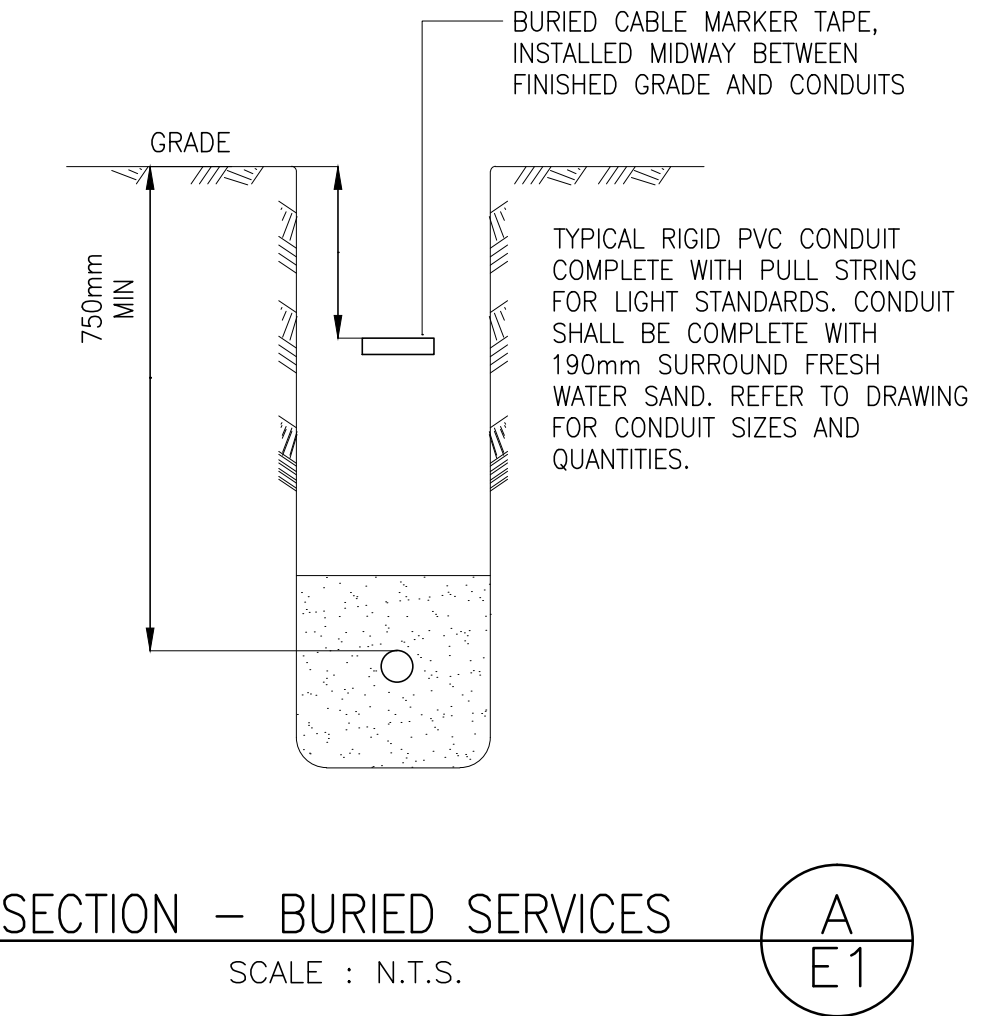
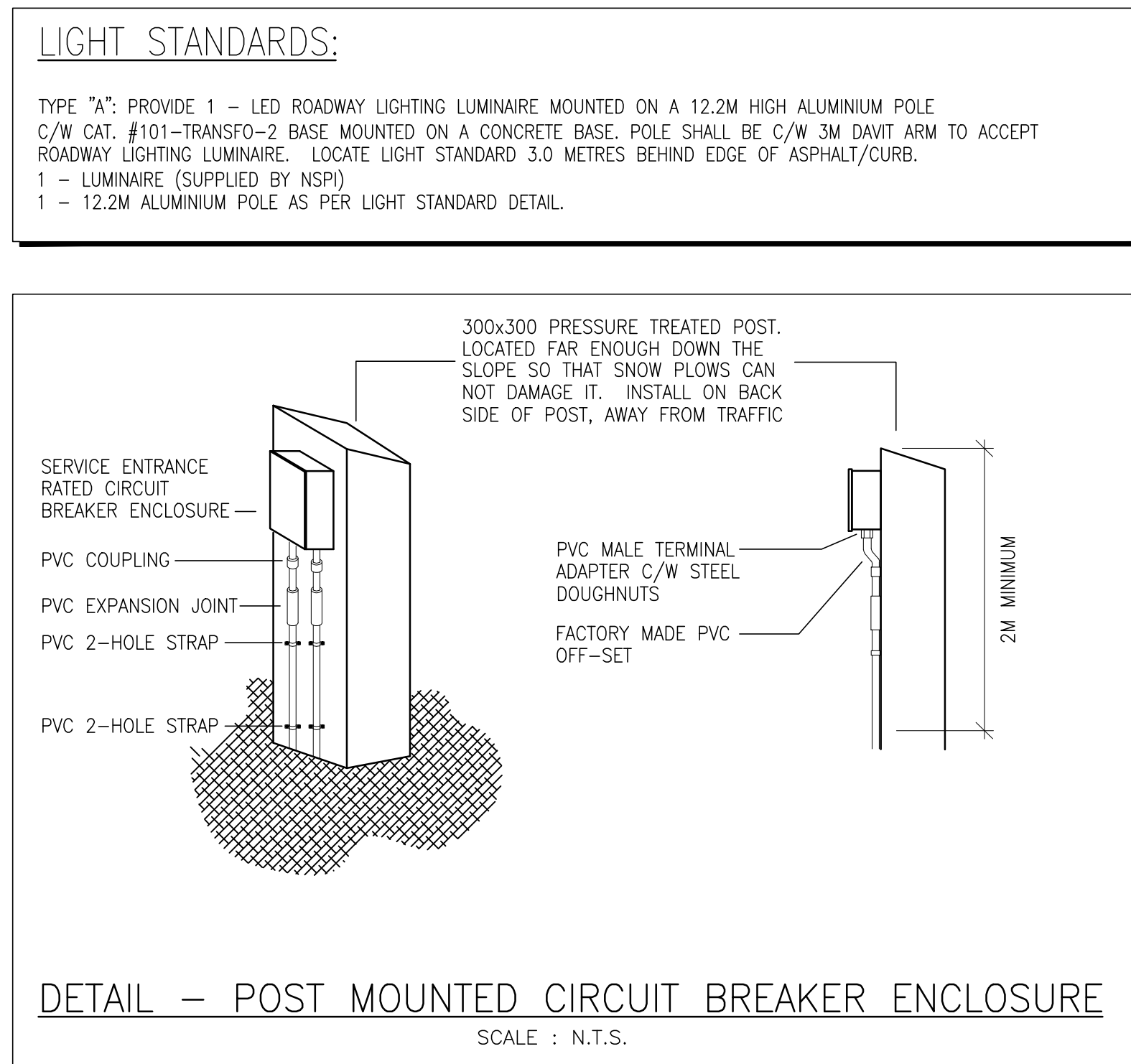
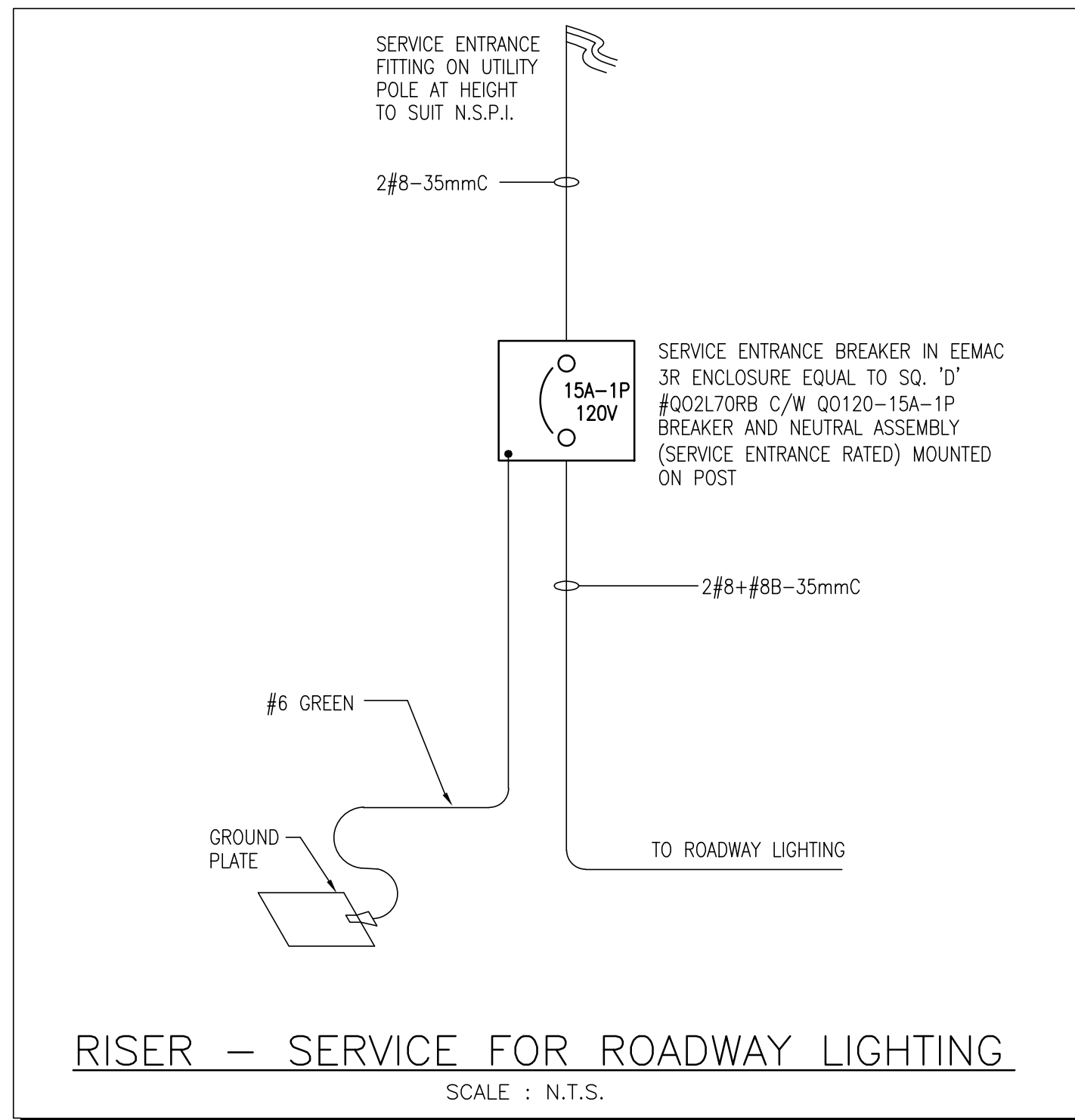
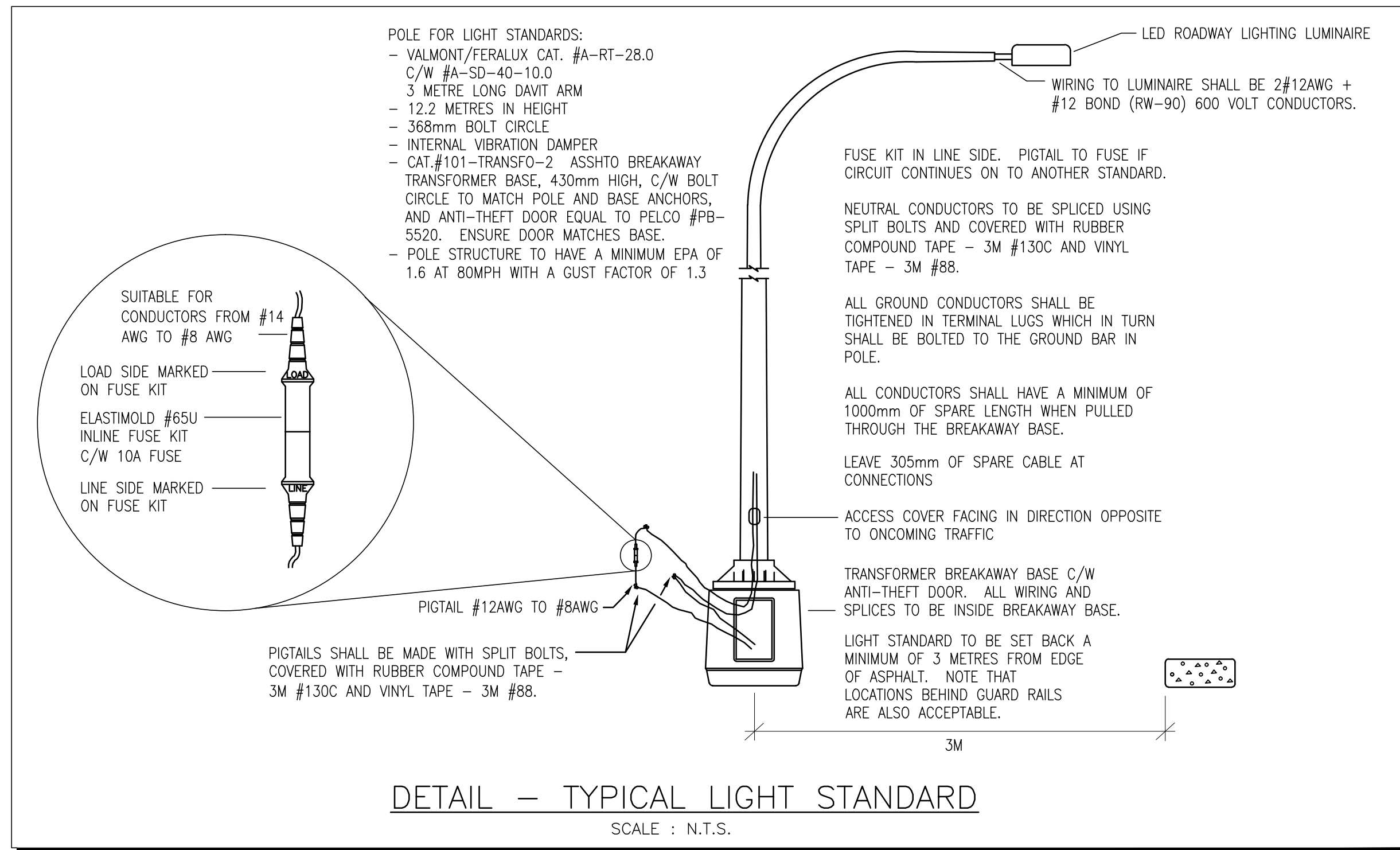


DETAIL - BENCHING OF EARTH SLOPES
SCALE: 1:40
C02-C04

- NOTES:**
- WHEN THE SUBGRADE IS BELOW THE EXISTING OUTSIDE EDGE OF SHOULDER ROUNDING, BENCHING SHALL BE CARRIED OUT BELOW THE POINT WHERE THE SUBGRADE INTERSECTS THE EXISTING SLOPE.
 - THIS STANDARD APPLIES TO WIDENING OF FILLS WHERE THE DISTANCE "X" IS 1.0m OR MORE AT NEW TOP OF SUBGRADE LEVEL.
 - BENCHING IS NOT REQUIRED ON EXISTING SLOPES FLATTER THAN 3:1 OR WHERE SPECIFIED.
 - BENCHES ARE TO BE EXCAVATED ONE LEVEL AT A TIME AND THE COMPACTED FILL BROUGHT UP BEFORE THE NEXT BENCHING LEVEL IS EXCAVATED.
 - ALL DIMENSIONS ARE IN MILLIMETRES OR METRES UNLESS OTHERWISE SHOWN.

BENCHING WIDTH TABLE

EXISTING SLOPES OR GREATER	FILLS OF 3.50m OR GREATER	FILLS LESS THAN 3.50m
1.5:1	1.00	0.50
2:1	1.25	0.60
FLATTER THAN 2:1	2.50	1.25



- SITE LEGEND:**
- TYPE A NEW TYPE "A" POLE MOUNTED LED ROADWAY LIGHTING FIXTURE.
 - NEW POST MOUNTED SERVICE ENTRANCE RATED CIRCUIT BREAKER ENCLOSURE.

- GENERAL NOTES:**
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE CANADIAN ELECTRICAL CODE AND/OR LOCAL INSPECTION AUTHORITIES. THE ELECTRICAL CONTRACTOR SHALL OBTAIN ALL PERMITS AND INSPECTIONS REQUIRED BY LAWS, ORDINANCES, RULES AND REGULATIONS OF PUBLIC AUTHORITIES HAVING JURISDICTION OF THIS DISTRICT AND SHALL OBTAIN CERTIFICATES ON SUCH INSPECTIONS AND SUBMIT SAME AND PAY ALL CHARGES IN CONNECTION THEREWITH.
 - ELECTRICAL CONTRACTOR TO COORDINATE ALL WORK WITH THE PARKS CANADA PRIOR TO STARTING WORK.
 - CONTRACTOR SHALL VISIT SITE PRIOR TO TENDER TO ASSESS EXISTING CONDITIONS, OBSTRUCTIONS, MATERIALS, ETC.
 - ON COMPLETION, ALL EQUIPMENT SHALL BE THOROUGHLY CLEANED. ALL WORK CHECKED OVER AND LEFT IN WORKING ORDER.
 - ALL RUBBISH, UNUSED MATERIALS ETC., SHALL BE REMOVED AND THE PREMISES LEFT CLEAN.
 - MAKE GOOD ALL AREAS AFFECTED BY CONSTRUCTION.
 - CONTRACTOR SHALL SUPPLY AND INSTALL ALL LIGHT FIXTURES, JUNCTION BOXES, WIRING DEVICES, ETC. FOR A COMPLETE AND FINISHED JOB AS DETAILED.
 - CONDUIT RACEWAYS SHALL NOT HAVE MORE THAN THE EQUIVALENT OF FOUR 90° BENDS.
 - EQUIPMENT AND MATERIAL TO BE CSA CERTIFIED.

