



**Public Services
and Procurement
Canada**

**Services Publics et
Approvisionnement
Canada**

2019 REHABILITATION OF TRUSS BRIDGES

**RACING RIVER BRIDGE Km 641.1
TETSA No.1 RIVER BRIDGE Km 584.5
ALASKA HWY**

**PROJECT No. R.104797.001
PROJECT No. R.104798.001**

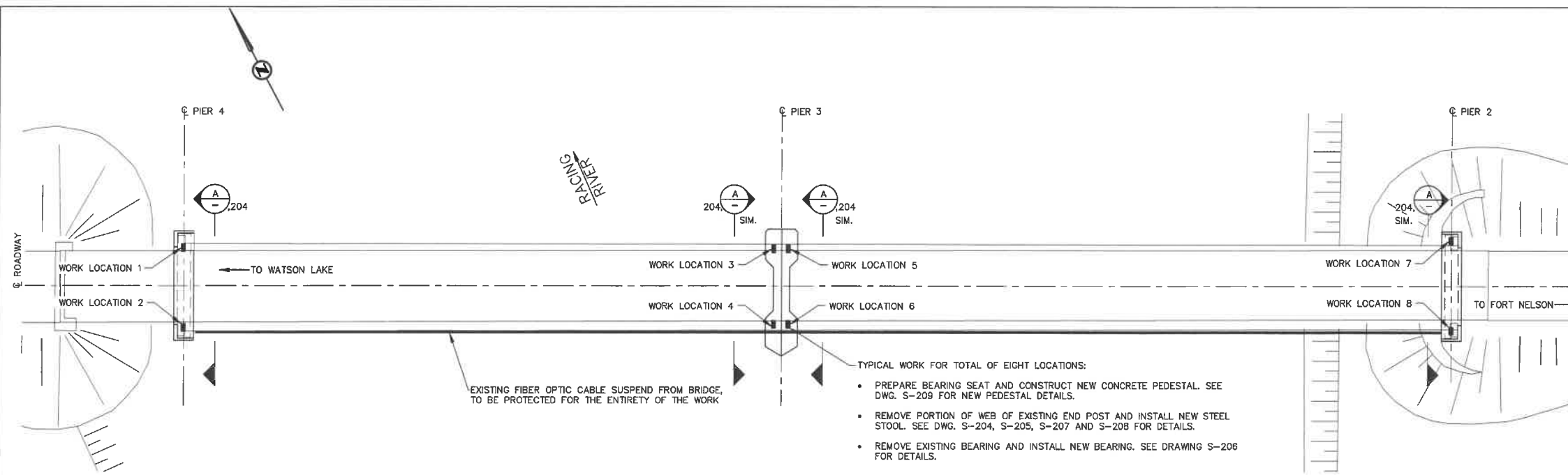
DRAWING LIST		
DRAWING No.	DRAWING TITLE	REVISION No.
S-100	COVER PAGE	--
RACING RIVER BRIDGE		
S-202	GENERAL ARRANGEMENT	0
S-203	EXISTING BRIDGE PHOTOS	0
S-204	EXISTING BEARING, FLOOR BEAM AND END POST DETAILS 1 OF 2	0
S-205	EXISTING BEARING, FLOOR BEAM AND END POST DETAILS 2 OF 2	0
S-206	BEARING LAYOUT AND DETAILS	0
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TETSA No.1 RIVER BRIDGE		
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S-309	NEW PEDESTAL DETAILS	0
S-310	END FLOOR BEAM STRENGTHENING DETAILS	0

PARSONS

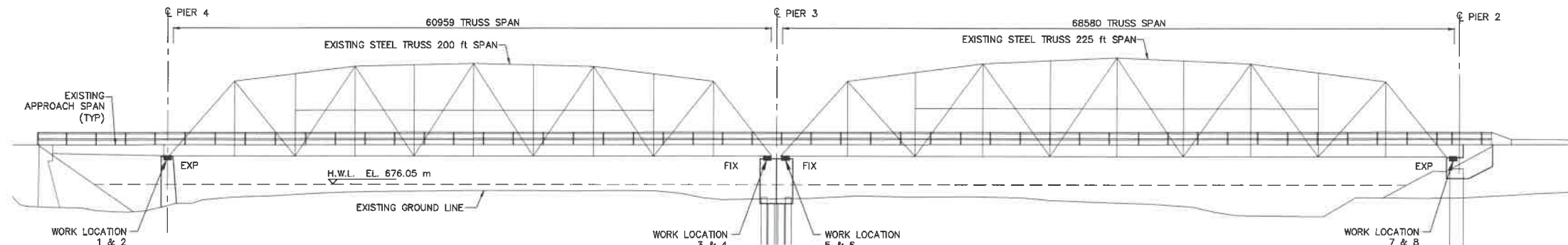
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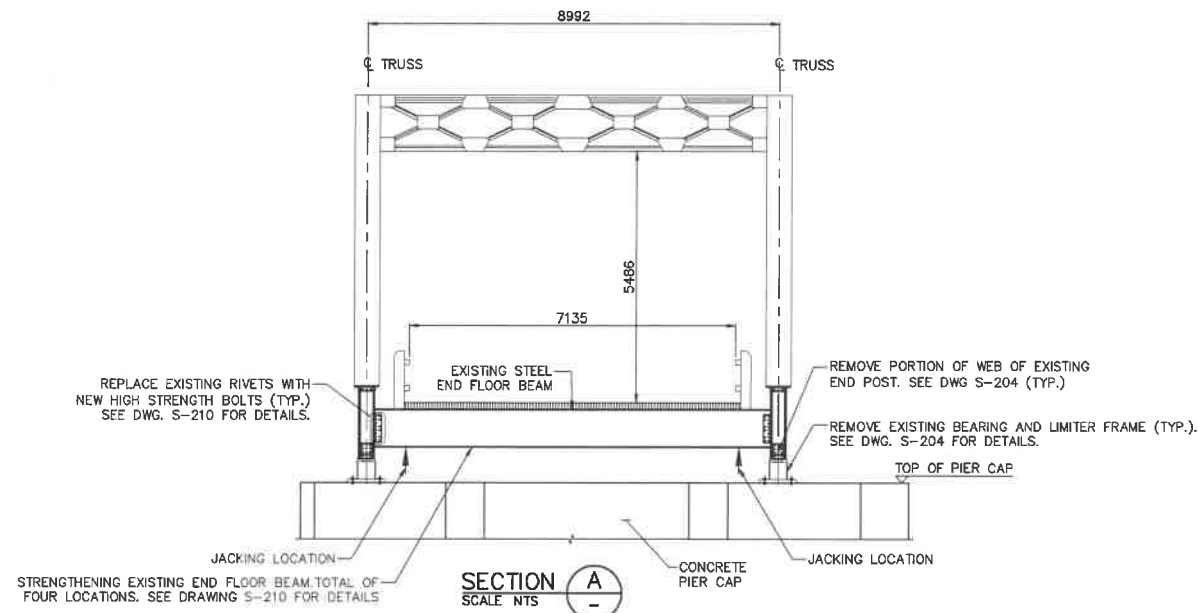
PARSONS



PLAN
SCALE: NTS



ELEVATION
SCALE: NTS



SECTION A
SCALE: NTS

GUIDELINE CONSTRUCTION SEQUENCE FOR ONE WORK LOCATION

1. SURVEY & FIELD MEASURE EXISTING BEARING & END POST DIMENSION AND ELEVATION.
2. STRENGTHENING END FLOOR BEAM.
3. JACK THE BRIDGE UP TO 6 mm & LOCK UP THE TEMPORARY SUPPORT.
4. REMOVE THE EXISTING BEARINGS.
5. CUT & REMOVE PORTION OF WEB OF EXISTING END POST.
6. PREPARE SURFACE FOR NEW BEARING.
7. INSTALL NEW CONCRETE PEDESTAL.
8. INSTALL NEW STEEL STOOL.
9. INSTALL NEW BEARING.
10. RELEASE TEMPORARY SUPPORT & LOWER THE BRIDGE TO BE SUPPORTED ON NEW BEARING.

NOTES:

1. ALL UNITS ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE
2. FOR GENERAL NOTES SEE SPECIFICATIONS APPENDIX G.

Revision/Description	Date/Date
0 ISSUED FOR TENDER	07/09/19

Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

Designed by/Concept par
 A.MOROZ
 Drawn by/Dessiné par
 D.KRASEV
 PWSSC Project Manager/Administrateur de Projets TPSSC
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gestionnaire régional, Services d'architecture et de génie, TPSSC
 P.PAUL

Drawing title/Titre du dessin
RACING RIVER BRIDGE
GENERAL ARRANGEMENT

Project No./No. du projet	Sheet/Fauille	Revision no./La Révision no.
R.104797.001 R.104798.001	S-202 OF 19	0



WEST ELEVATION OF STRUCTURE



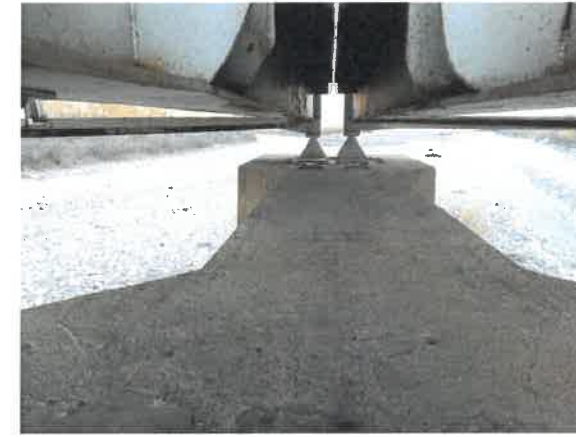
EAST END OF STRUCTURE



PIER 2 NORTH BEARING LOCATION - 225 ft SPAN



PIER 3 BEARING SEAT-EXISTING STEEL COMPONENTS EMBEDDED IN BEARING SEAT



PIER 3 BEARING SEAT



PIER 2



PIER 4 SOUTH VERTICAL END POST - 200 ft SPAN



TYPICAL TRUSS END CONNECTION AT BEARING - 225 ft SPAN (200 ft SPAN FLOOR BEAM CONNECTION RIVET PATTERN DIFERENT)



PIER 4

NOTE:

1. THE PHOTOGRAPHS SHOWN HERE ARE FROM 2013, 2015 AND 2018 SITE INSPECTIONS. THEY ARE PROVIDED TO GIVE THE CONTRACTOR A GENERAL OVERVIEW OF THE STRUCTURE. IT IS NOT WARRANTED THAT THE CURRENT CONDITION OF THE EXISTING BRIDGE STRUCTURE MATCHES WHAT IS SHOWN IN THESE PHOTOGRAPHS.



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Consultant Signature Only

Designed by/Conçepé par
A.MOROZ

Drawn by/Dessiné par
D.KRASYEV

TPSC Project Manager/Administrateur de Projets TPSC
A.TAHERI

Regional Manager, Architectural and Engineering Services
Gestionnaire régionale, Services d'architecture et de génie, TPSC
P.FALL

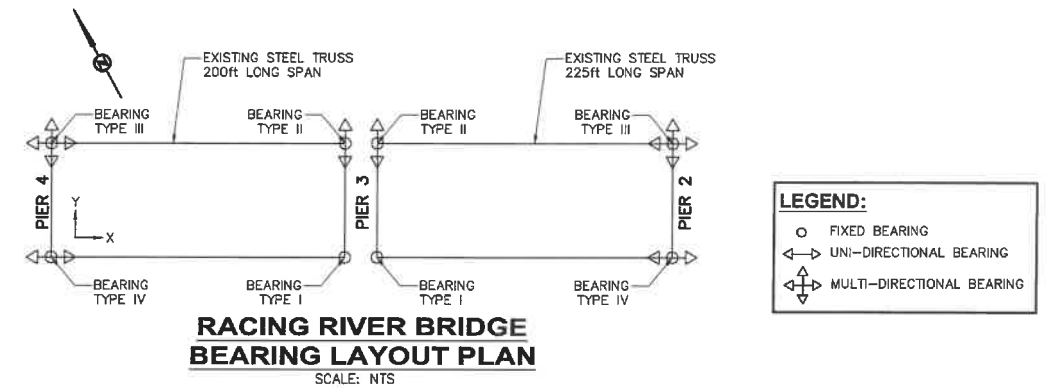
Drawing title/Titre du dessin

RACING RIVER BRIDGE

EXISTING BRIDGE PHOTOS

Project No./No. du projet	Sheet/Feuille	Revision no./no. de révision
R.104797.001	S-203	0
R.104798.001	OF 19	

FILE: c:\bb\3529\Alaska Highway Crack Inspection\Design\Scope A - Crack Repair\DWGs\Racing River\Working Files Racing River\210 END FLOOR BEAM STRENGTHENING DETAILS.dwg
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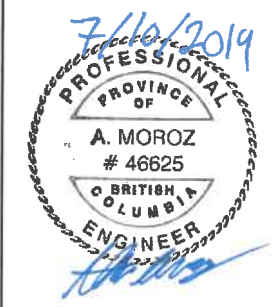
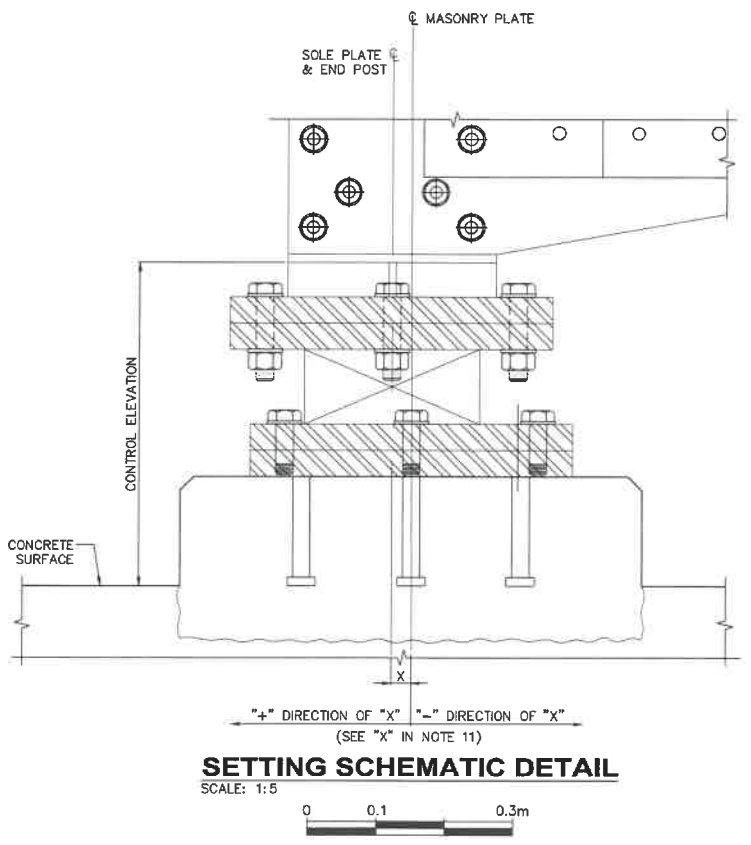
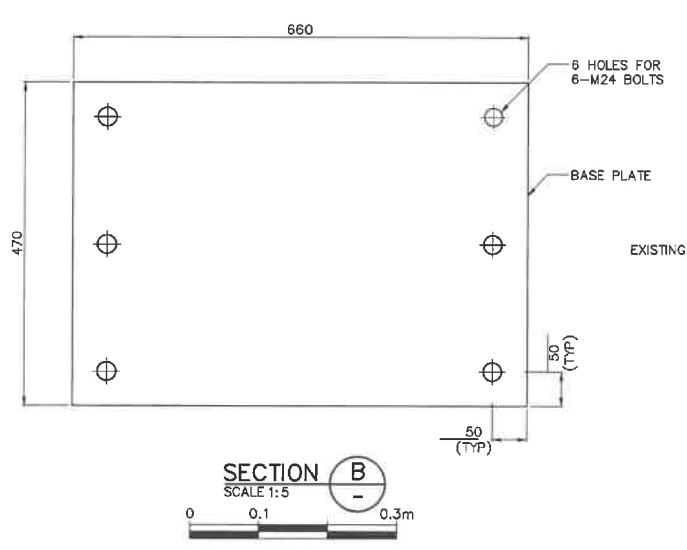
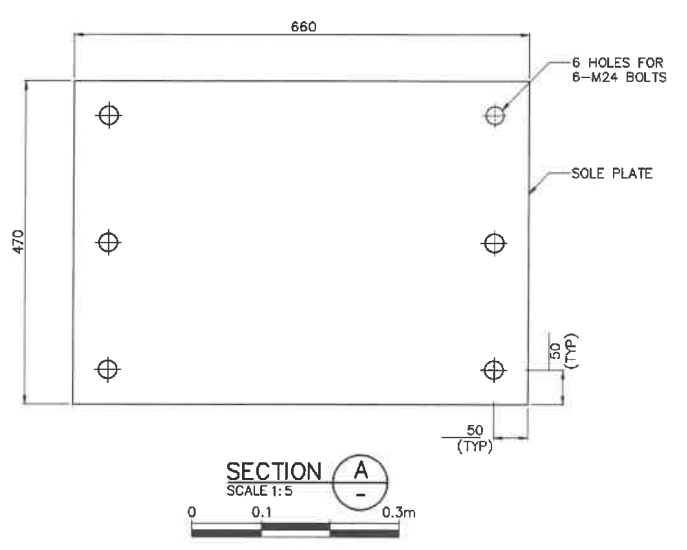
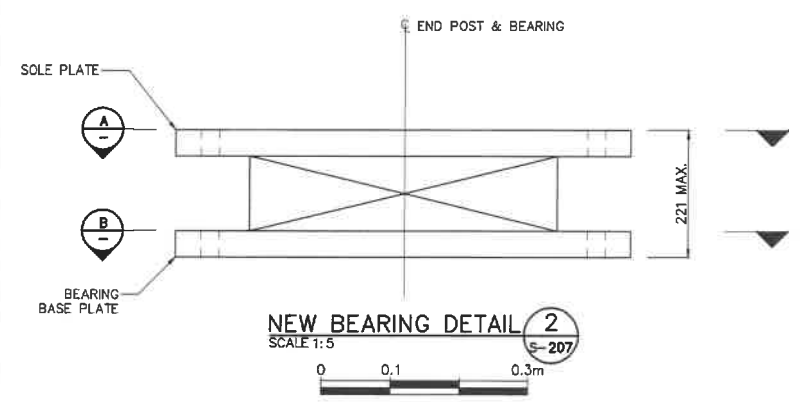


BEARING LOAD AND MOVEMENT TABLE

BEARING	TYPE	LIMIT STATE	VERTICAL PERMANENT (kN)	VERTICAL PERMANENT+TRANSITORY (kN)	HORIZONTAL LONGITUDINAL (kN)	HORIZONTAL TRANSVERSE (kN)	ROTATION * TRANSVERSE (RAD) - Rx	ROTATION * LONGITUDINAL (RAD) - Ry	DISPLACEMENT TRANSVERSE (mm)	DISPLACEMENT LONGITUDINAL (mm)
I	FIXED	SERVICEABILITY	561	1333	36	36	0.0035	0.0042	-	-
		ULTIMATE	757	1986	340	286	0.0059	0.0069	-	-
II	UNI-DIRECTIONAL	SERVICEABILITY	561	1333	36	0	0.0035	0.0042	+/-11	-
		ULTIMATE	757	1986	340	0	0.0059	0.0069	+/-13	-
III	MULTI-DIRECTIONAL	SERVICEABILITY	561	1333	0	0	0.0035	0.0042	+/-11	+/-79
		ULTIMATE	757	1986	0	0	0.0059	0.0069	+/-13	+/-85
IV	UNI-DIRECTIONAL	SERVICEABILITY	561	1333	0	36	0.0035	0.0042	-	+/-79
		ULTIMATE	757	1986	0	286	0.0059	0.0069	-	+/-85

* BEARING ROTATION DOES NOT INCLUDE CONSTRUCTION TOLERANCE

- BEARING NOTES:**
- BEARINGS SHALL BE PROPRIETARY POT BEARING. THEY SHALL BE DESIGNED, FABRICATED, TESTED AND INSTALLED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND CONTRACT DRAWINGS BY THE BEARING SUPPLIER.
 - BEARINGS SHALL BE DESIGNED TO MEET THE LOADS, MOVEMENTS AND ROTATIONS SPECIFIED IN THE BEARING LOAD AND MOVEMENT TABLE.
 - THE BEARING FRICTION COEFFICIENT SHALL NOT BE GREATER THAN 0.08.
 - BEARING SHOP DRAWINGS SHALL BE DEVELOPED AND SUBMITTED TO THE DEPARTMENTAL REPRESENTATIVE FOR REVIEW AND APPROVAL PRIOR TO FABRICATION. THE SHOP DRAWING SHALL INCLUDE CONNECTIONS TO THE SOLE PLATE AND MASONRY PLATE.
 - CONTRACTOR SHALL SUBMIT THEIR BEARING INSTALLATION PLAN FOR REVIEW AND APPROVAL BY THE DEPARTMENTAL REPRESENTATIVE PRIOR TO COMMENCING THE WORK.
 - NOTWITHSTANDING CLAUSE 11.6.1.1 OF CAN/CSA S6-14, BEARINGS SHALL BE DESIGNED AT THE ULTIMATE LIMIT STATES FOR ALL ROTATIONS AS SPECIFIED IN THE BEARING LOAD AND MOVEMENT TABLE PLUS AN ALLOWANCE FOR FABRICATION AND CONSTRUCTION TOLERANCE OF 0.005 RADS, PLUS AN ADDITIONAL ALLOWANCE FOR UNCERTAINTIES OF 0.005 RADS.
 - EXPANSION BEARINGS SHALL PROVIDE AN EXCESS TRAVEL CAPACITY IN EACH DIRECTION OF AN ADDITIONAL 25 mm BEYOND VALUES PROVIDED IN THE BEARING LOAD AND MOVEMENT TABLE.
 - STEEL FOR BEARING COMPONENTS SHALL BE IN ACCORDANCE WITH CAN/CSA G40.20/G40.21 GRADE 350W.
 - SHIM PLATES USED FOR SHIM STACKS SHALL BE GALVANIZED IN CONFORMANCE WITH ASTM A123/A123M. A BARRIER COATING SHALL BE APPLIED TO THE SHIM STACK SUCH THAT THE GALVANIZED SURFACE IS NOT DIRECT CONTACT WITH BLACK STEEL OR NEWLY PLACED GROUT.
 - STEEL BEARING PLATES IN CONTACT WITH EACH OTHER SHALL HAVE A SURFACE FINISH OF 50 MICRONS.
 - FOR EXPANSION BEARINGS, THE SETTING DIMENSION 'X' AS SHOWN IN THE SETTING SCHEMATIC DETAIL SHALL BE ADJUSTED IN ACCORDANCE WITH THE TABLE BELOW BASED ON THE ACTUAL TEMPERATURE OF THE STEEL SUPERSTRUCTURE. THE SETTING TEMPERATURE IS 5°C.
- | TEMPERATURE (°C) | -10 | -5 | 0 | 5 | 10 | 15 | 20 |
|-------------------|-----|----|----|---|----|----|----|
| X [mm] 200ft SPAN | -11 | -7 | -4 | 0 | 4 | 7 | 11 |
| X [mm] 225ft SPAN | -12 | -8 | -4 | 0 | 4 | 8 | 12 |
- THE POSITIVE 'X' DIRECTION SHALL BE AWAY FROM MIDSPAN
- THE PEDESTAL AND BEARING SHALL BE TEMPORARILY SUPPORTED ON SETTING SHIMS WITHIN THE GROUT BLOCKOUT. SHIMS TO BE ADJUSTED TO ALIGN THE BEARING TO ACHIEVE TARGET POSITION IN PLAN AND ELEVATION.
 - CONTRACTOR MAY INCLUDE VENT HOLE IN THE BEARING BASE PLATE AND MASONRY PLATE TO FACILITATE PLACEMENT OF THE NEW CONCRETE PEDESTAL.
 - BEARING COMPONENTS SHALL BE METALIZED FOR CORROSION PROTECTION.



Revision/Description	Date/Date
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BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

Consultant Signature Only
 Designed by/Concept par
 A. MOROZ
 Drawn by/Dessiné par
 D. KRSTEVIC
 PWGSC Project Manager/Administrateur de Projets TPSSC
 A. TAHERI
 Regional Manager, Architectural and Engineering Services
 Gestionnaire régionale, Services d'architecture et de génie, TPSSC
 P. PAUL

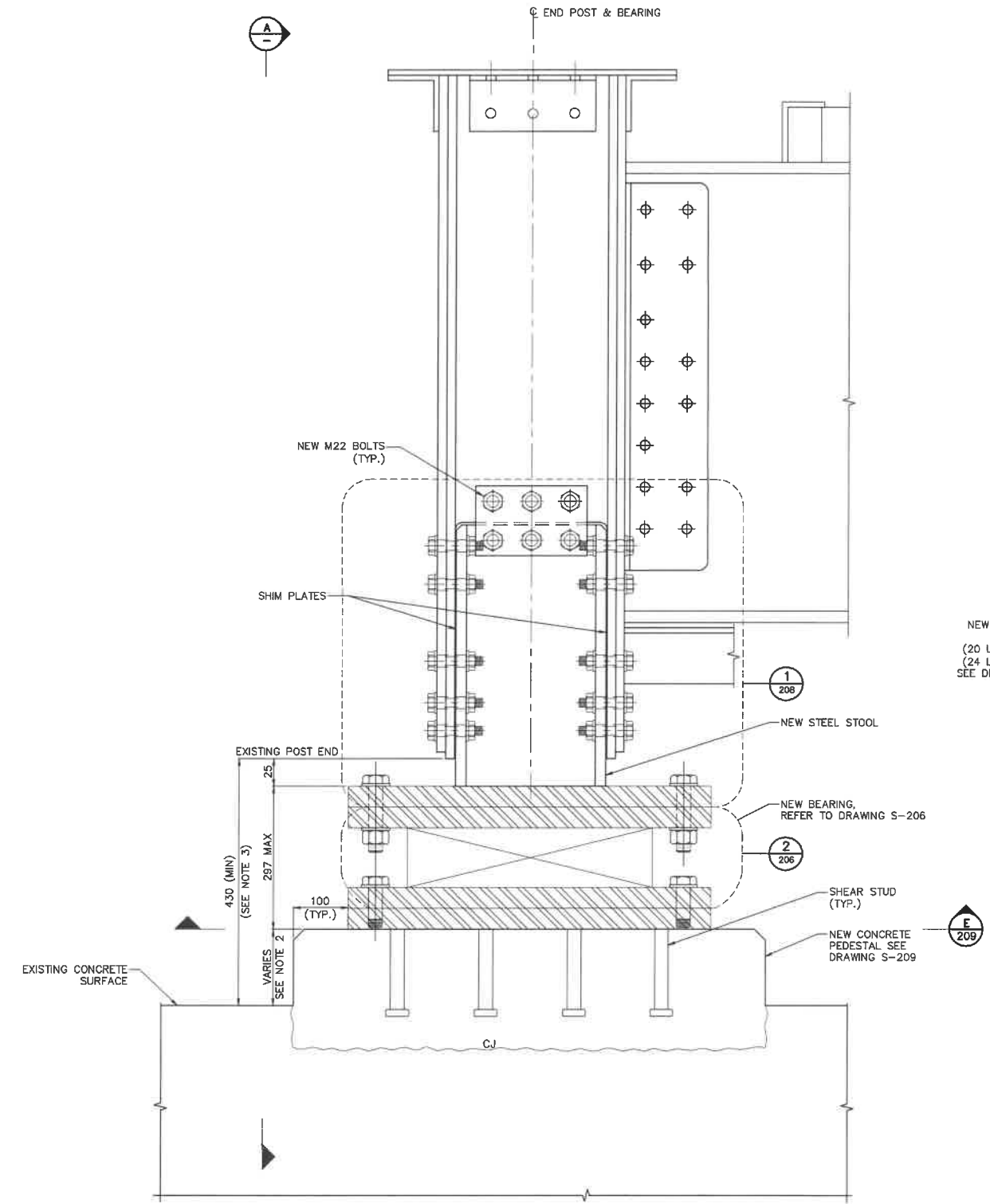
Drawing title/Titre du dessin

RACING RIVER BRIDGE

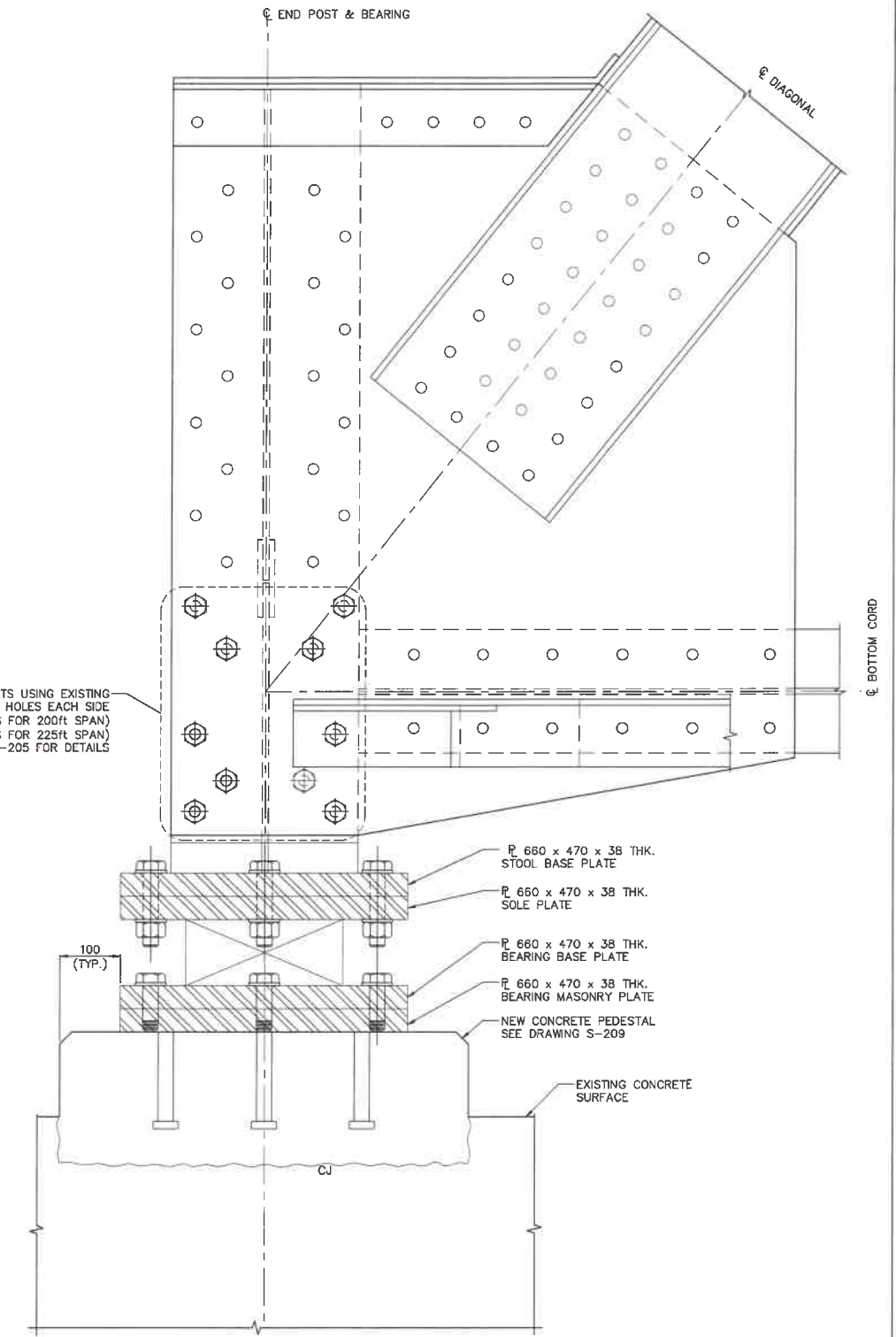
Project No./No. du projet	Sheet/Feuille	Revision no./La Révision no.
R.104797.001	S-206	0
R.104798.001	of 19	



- NOTES:**
1. ALL UNITS ARE IN MILLIMETER, UNLESS NOTED OTHERWISE.
 2. ACTUAL BEARING HEIGHT WILL VARY FROM THE HEIGHT SHOWN ON THIS DRAWINGS. ADJUST CONCRETE PEDESTAL HEIGHT AS REQUIRED TO SUIT ACTUAL BEARING HEIGHT AT EACH LOCATION.
 3. CONTRACTOR SHALL VERIFY DIMENSION AT EACH LOCATION AND REPORT ACTUAL ELEVATION TO DEPARTMENTAL REPRESENTATIVE ALONG WITH ANY REQUIRED MODIFICATIONS TO THE WORK.



ELEVATION VIEW
 SCALE: 1:5
 (200ft SPAN SHOWN, 225FT SPAN SIMILAR)



SECTION
 SCALE: 1:5
 (200ft SPAN SHOWN, 225FT SPAN SIMILAR)



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0 ISSUED FOR TENDER	07/09/19

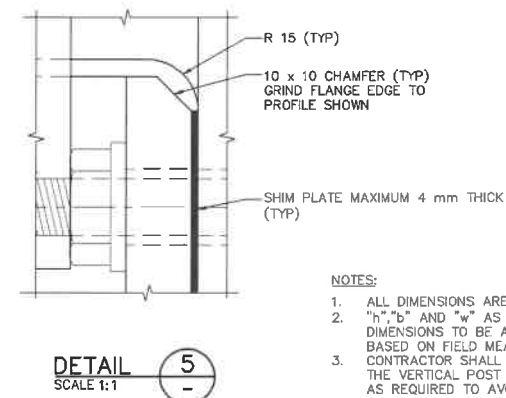
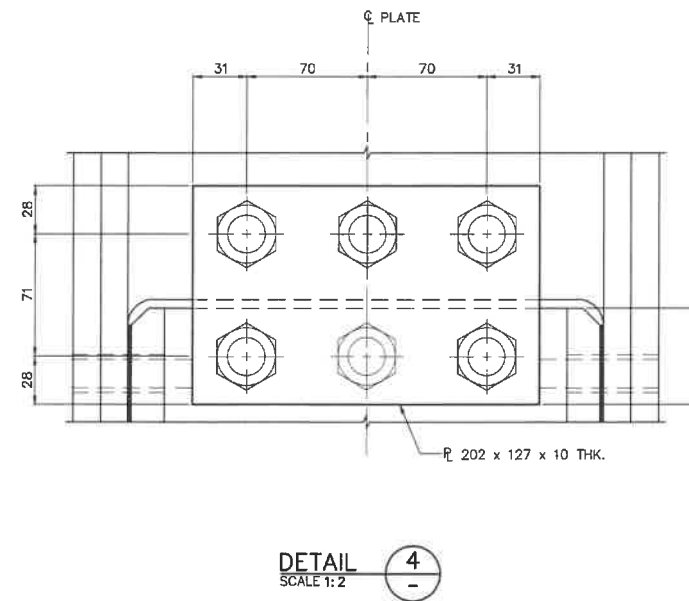
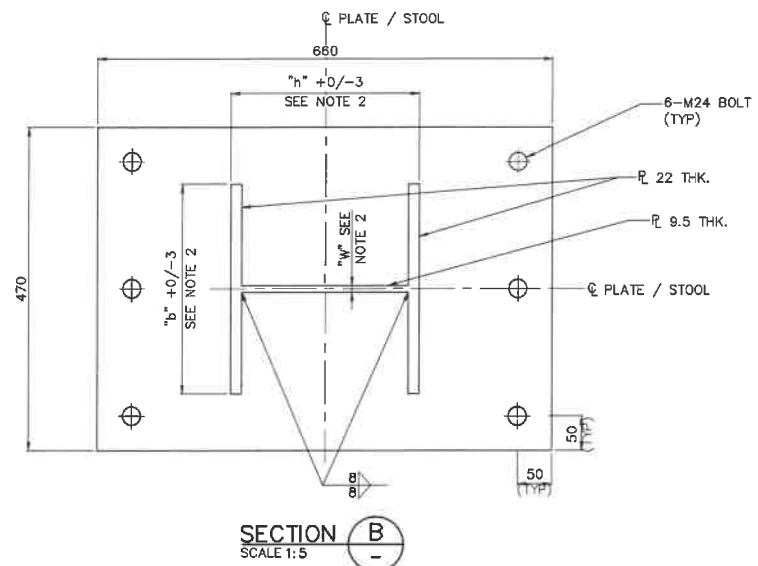
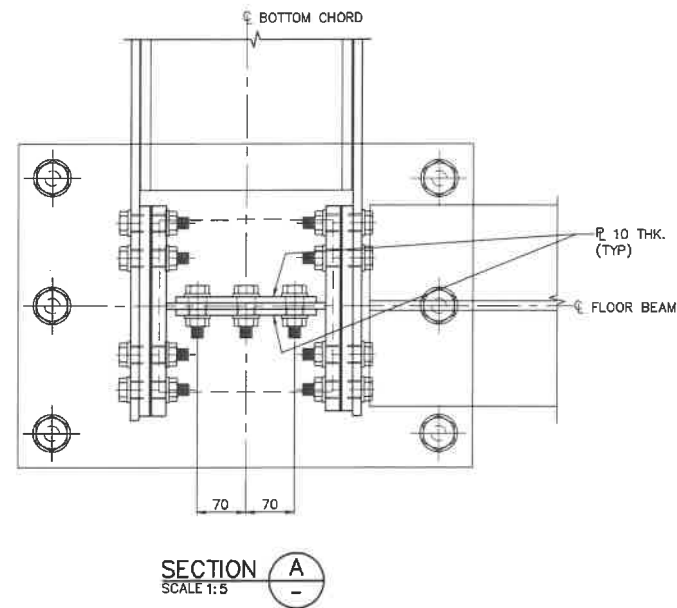
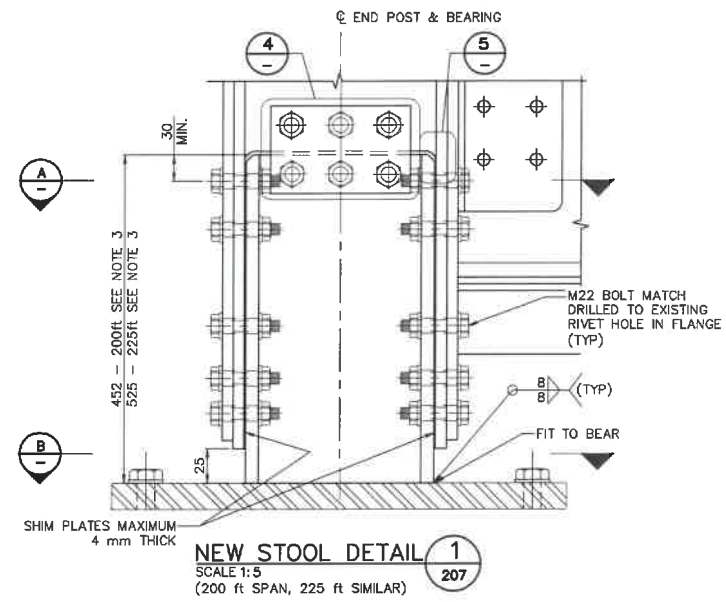
Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

Consultant Signature Only
 Designed by/Concept par
 A.MOROZ
 Drawn by/Dessiné par
 D.KRASTEV
 PWSSC Project Manager/Administrateur de Projets TPSSC
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gestionnaire régionale, Services d'architecture et de génie, TPSSC
 P.PAUL

Drawing title/Titre du dessin
RACING RIVER BRIDGE

NEW STOOL DETAILS - 1 OF 2

Project No./No. de projet R.104797.001 R.104798.001	Sheet/Feuille S-207 OF 19	Revision no./La révision no. 0
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- NOTES:**
- ALL DIMENSIONS ARE IN MILLIMETER.
 - "h", "b" AND "w" AS PER TABLE ON DWG. S-205 NEW STOOL DIMENSIONS TO BE ADJUST TO MATCH EXISTING POST DIMENSIONS BASED ON FIELD MEASUREMENTS BY CONTRACTOR.
 - CONTRACTOR SHALL FIELD VERIFY THE EXISTING RIVET SPACING IN THE VERTICAL POST AND ADJUST THE HEIGHT OF THE STEEL STOOL AS REQUIRED TO AVOID CONFLICT WITH RIVETS TO REMAIN AND MEET MINIMUM BOLT EDGE SPACING IN THE NEW STOOL.



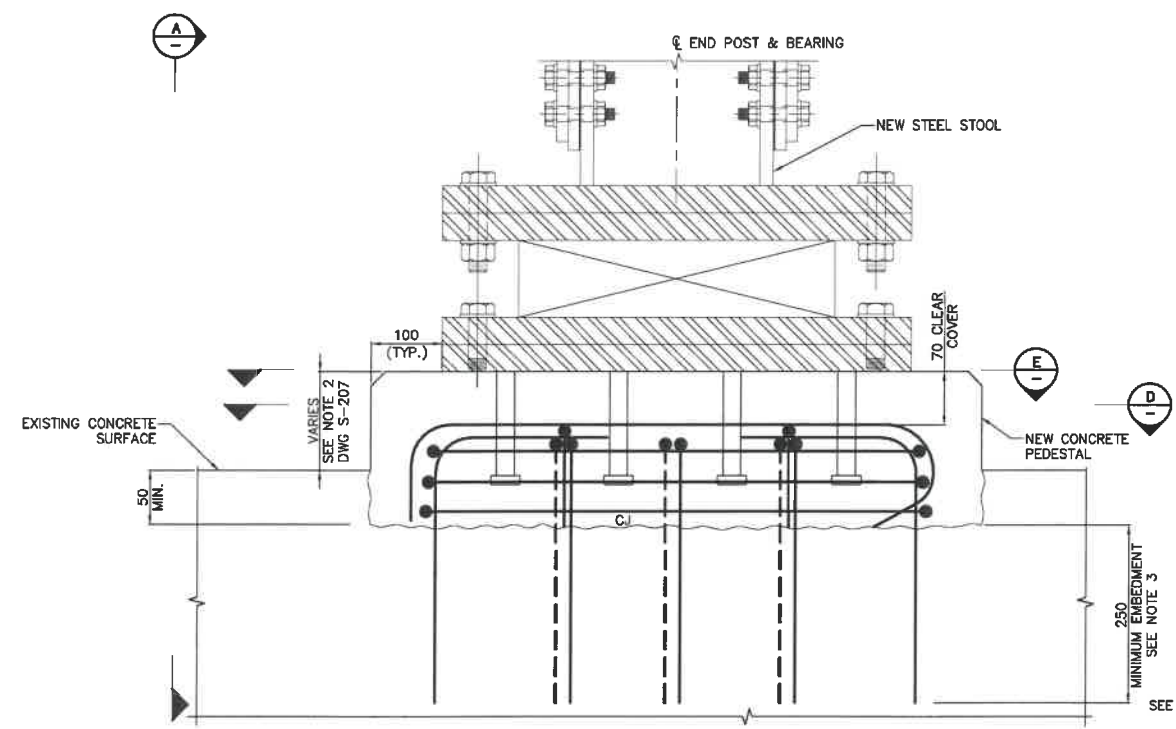
Revision/	Description/Description	Date/Date
0	ISSUED FOR TENDER	07/09/19

Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

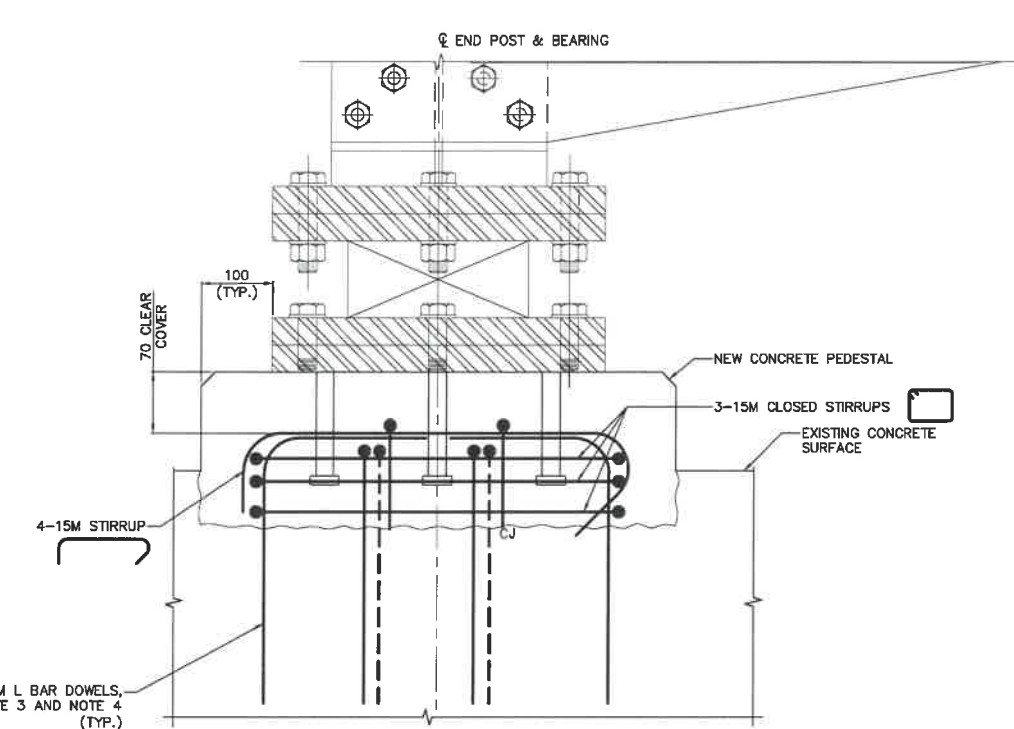
Designed by/Concept par
 A.MOROZ
 Drawn by/Dessiné par
 D.KRSTEV
 PWSC Project Manager/Administrateur de Projets
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gérant régional, Services d'architecture et de génie, TPSC
 P.PAUL
 Drawing title/Titre du dessin
RACING RIVER BRIDGE

NEW STOOL DETAILS - 2 OF 2

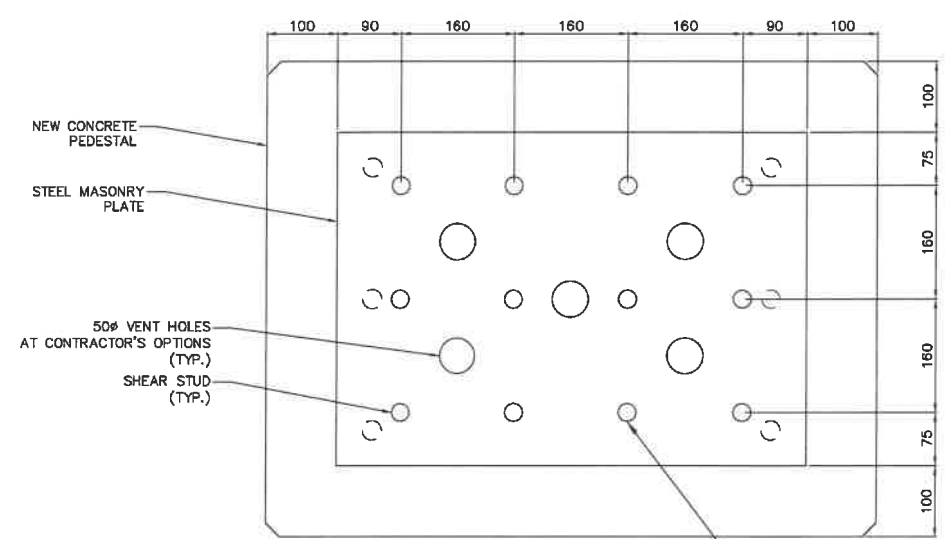
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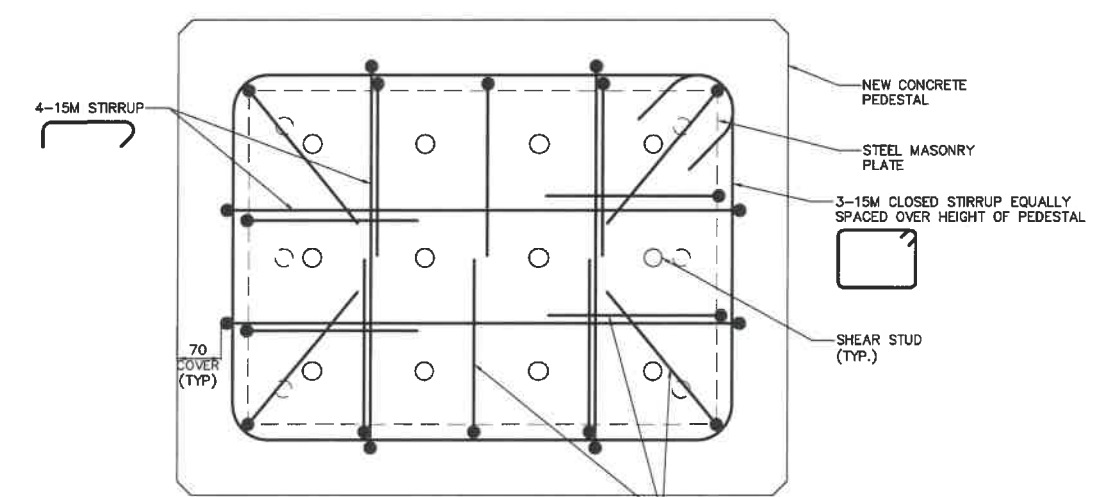
ELEVATION VIEW
 SCALE: 1:5
 (200FT SPAN SHOWN, 225FT SPAN SIMILAR)



SECTION A
 SCALE: 1:5
 (200FT SPAN SHOWN, 225FT SPAN SIMILAR)



SECTION E
 SCALE: 1:5
 207



SECTION D
 SCALE: 1:5

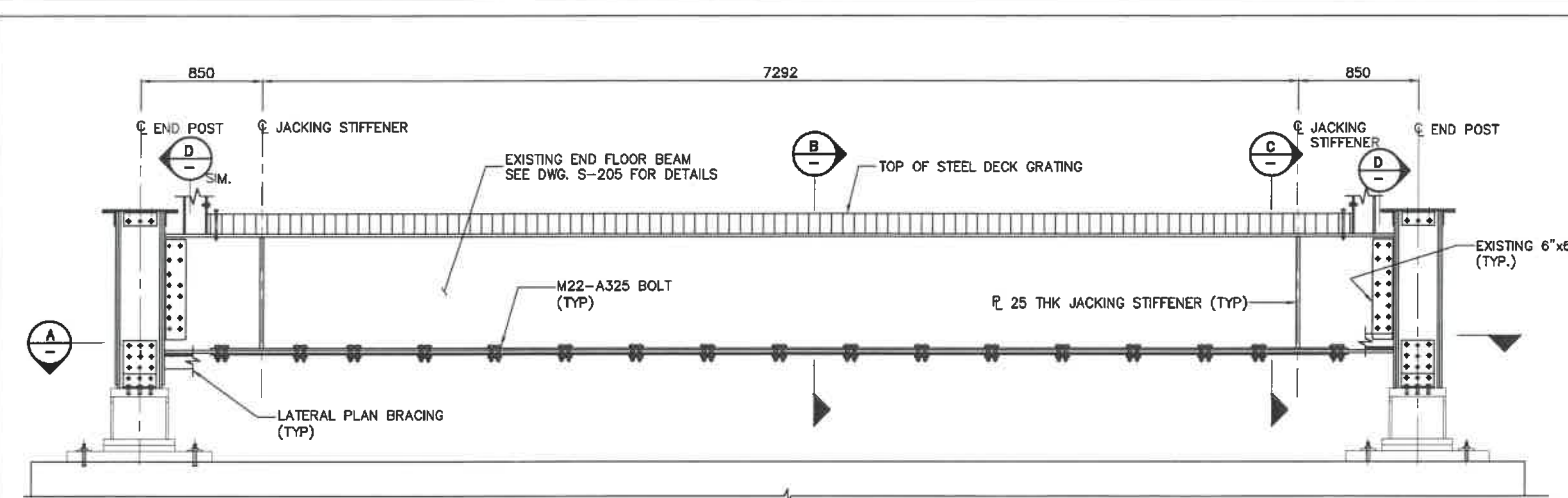
- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETER, UNLESS NOTED OTHERWISE.
 2. CONCRETE COVER TO TOP OF EXISTING STEEL REINFORCEMENT IS EXPECTED TO BE 76 mm ± 20 mm.
 3. IN LOCATION WHERE DOWEL HOLES CANNOT BE DRILLED VERTICALLY DUE TO OVERHEAD CLEARANCE OBSTACLES THE DOWEL MAY BE DRILLED AT AN ANGLE TO THE VERTICAL AND THEN BENT AS REQUIRED TO BE VERTICAL. THE DIRECTION OF THE DRILLED HOLE SHALL BE AWAY FROM FREE EDGES.
 4. LOCATION OF DOWELS MAY BE ADJUSTED TO SUIT EXISTING REBAR LOCATIONS. SPACING BETWEEN DOWELS SHALL NOT BE LARGER THAN 300 mm.
 5. REBAR DOWELS TO BE EPOXIED INTO EXISTING CONCRETE USING HILTI HIT-HY 200 OR APPROVED EQUIVALENT BY DEPARTMENTAL REPRESENTATIVE. ALL SUPPLIER'S WRITTEN INSTRUCTIONS TO BE STRICTLY ADHERED TO.
 6. CONCRETE CLEAR COVER SHALL BE 70±20 mm.

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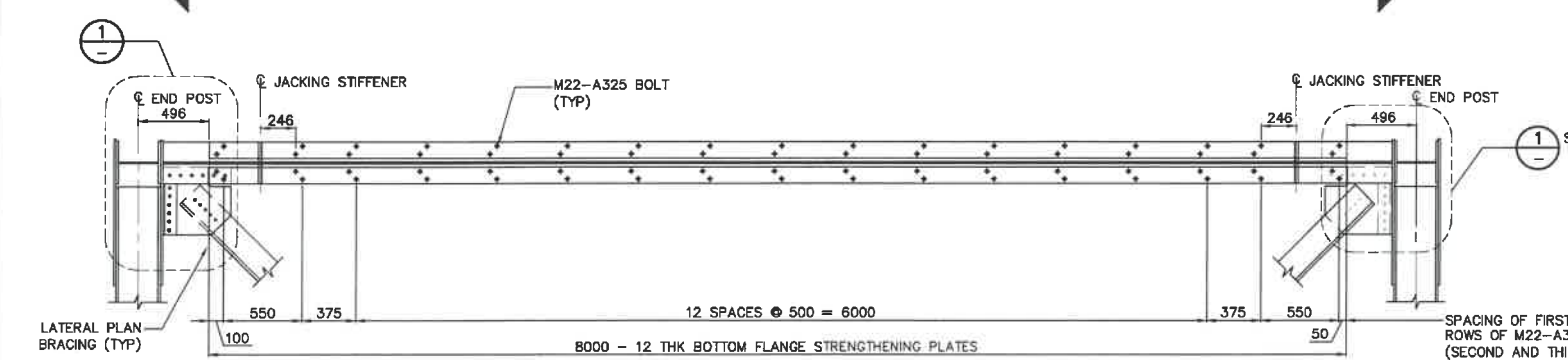
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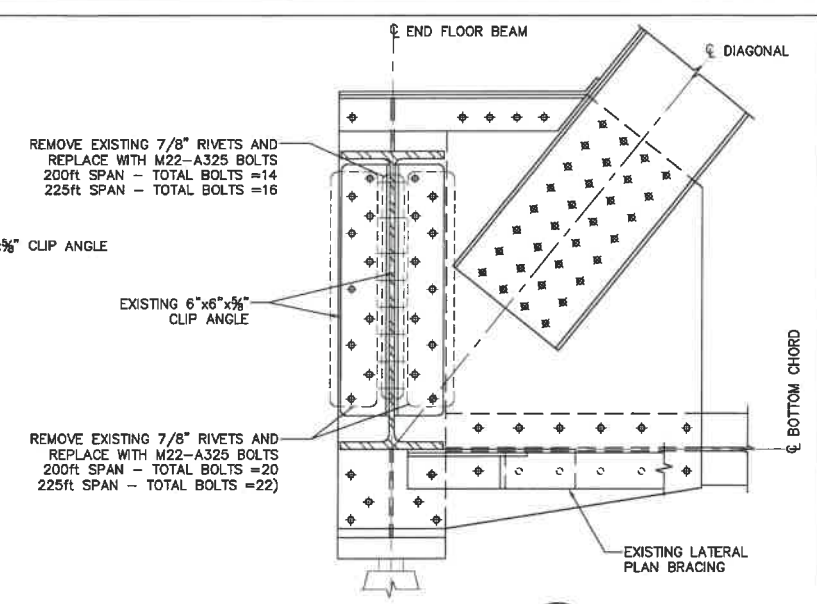
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END FLOOR BEAM ELEVATION VIEW
SCALE: 1:25 TOTAL OF FOUR LOCATIONS

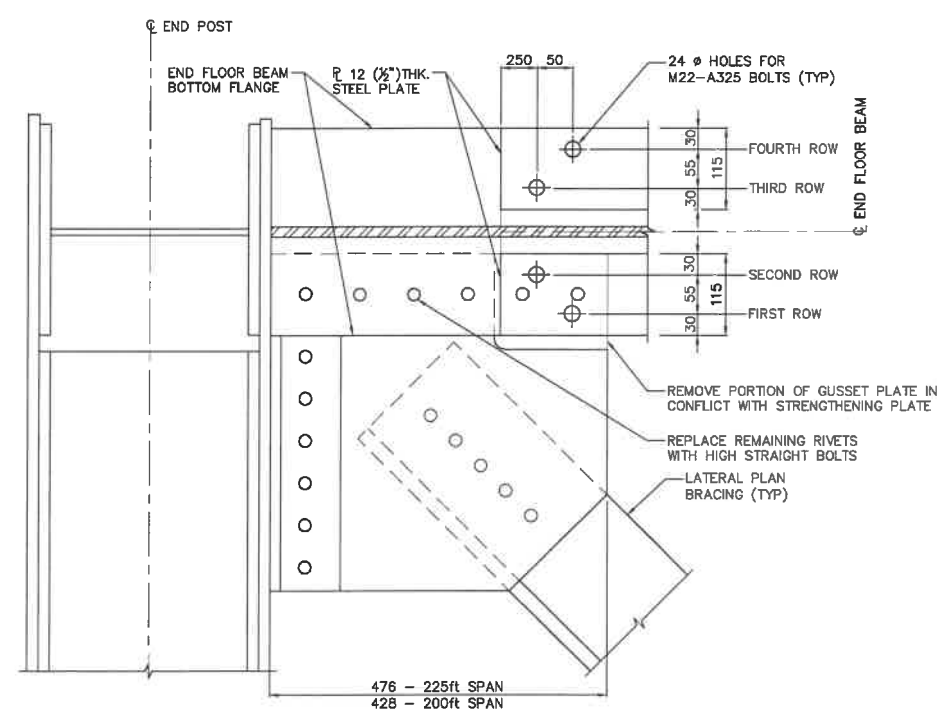


SECTION A
SCALE 1:25

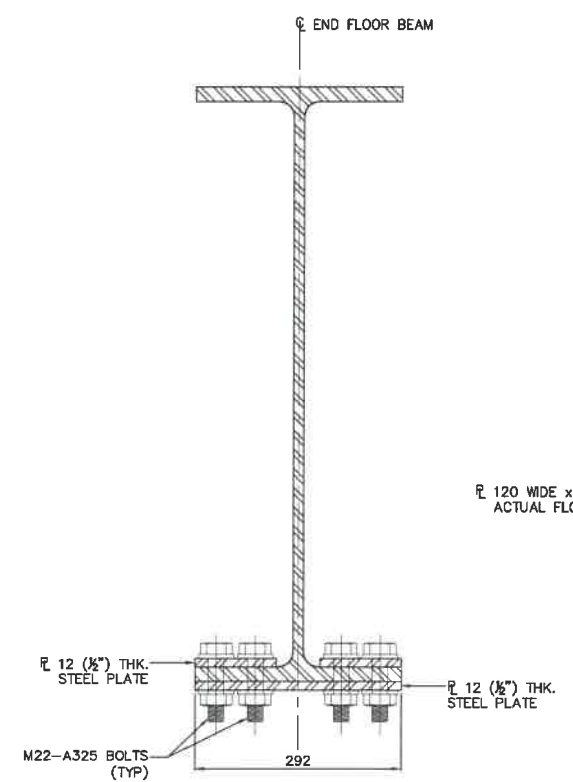


SECTION D
SCALE 1:10

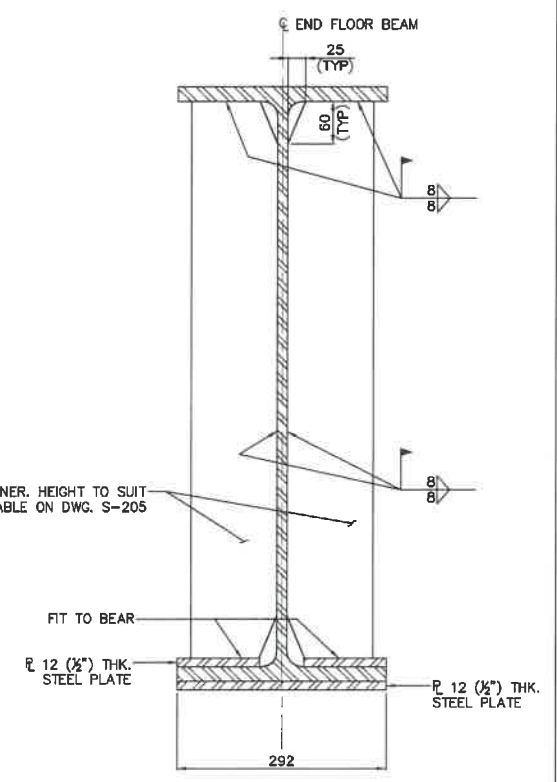
NOTE:
1. ALL UNITS ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE.
2. FOR GENERAL NOTES SEE SPECIFICATIONS APPENDIX G.



DETAIL 1
SCALE 1:5



SECTION B
SCALE 1:5



SECTION C
SCALE 1:5

Public Works and Government Services Canada / Travaux publics et Services gouvernementaux Canada
REAL PROPERTY SERVICES
Pacific Region
SERVICES IMMOBILIERS
Région du Pacifique

PARSONS



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Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

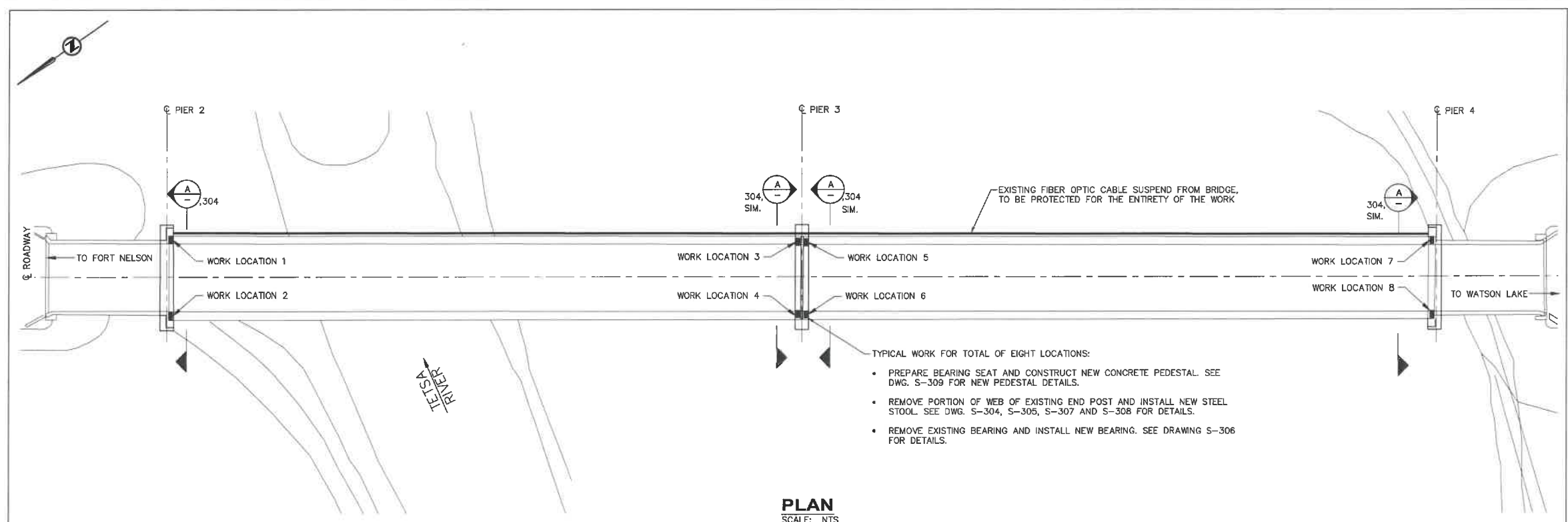
Consultant Signature Only
Designed by/Concept par
A.MOROZ
Drawn by/Dessiné par
D.KRASNIEV
PWSC Project Manager/Administrateur de Projets TPSGC
A.TAHERI
Regional Manager, Architectural and Engineering Services
Gouverneur régional, Services d'architecture et de génie, TPSGC
P.PAUL
Drawing title/Titre du dessin
RACING RIVER BRIDGE

END FLOOR BEAM STRENGTHENING DETAILS

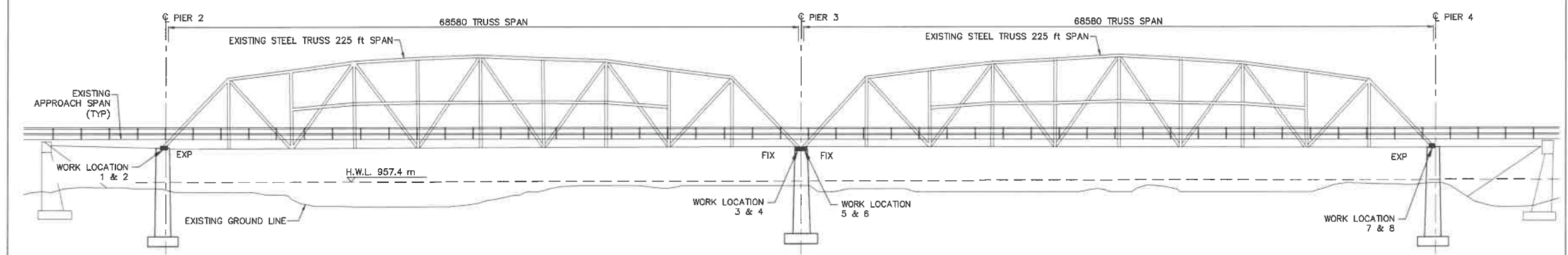
Project No./No. du projet R.104797.001 R.104798.001	Sheet/Feuille S-210 OF 19	Revision no./ La révision no. 0
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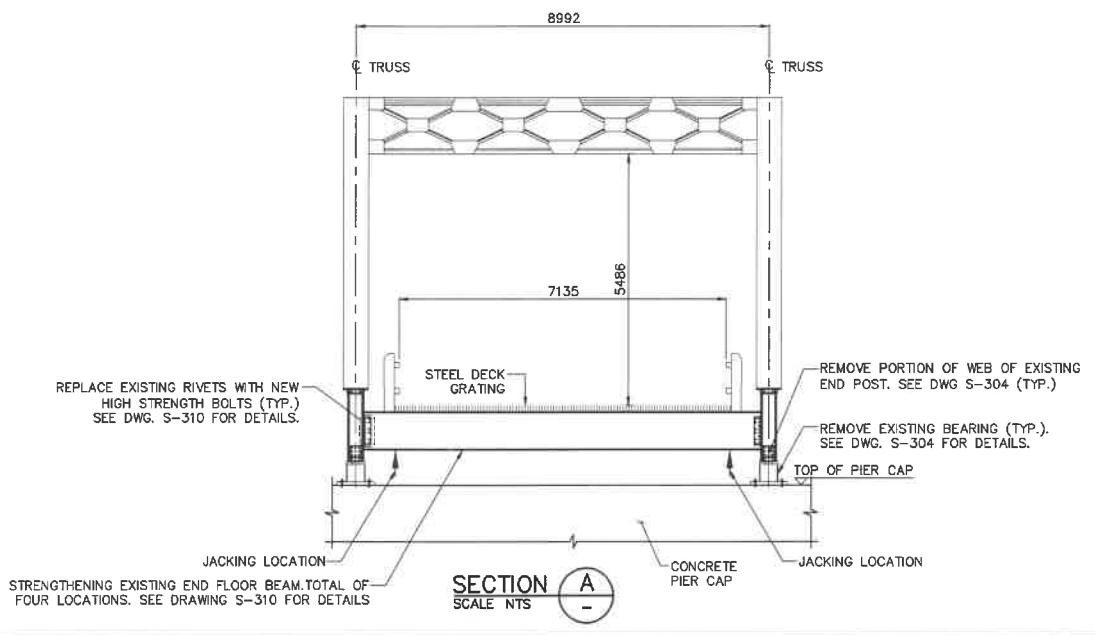
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PLAN
SCALE: NTS



ELEVATION
SCALE: NTS



- GUIDELINE CONSTRUCTION SEQUENCE FOR ONE WORK LOCATION**
1. SURVEY & FIELD MEASURE EXISTING BEARING & END POST DIMENSION AND ELEVATION.
 2. STRENGTHENING END FLOOR BEAM.
 3. JACK THE BRIDGE UP TO 6 mm & LOCK UP THE TEMPORARY SUPPORT.
 4. REMOVE THE EXISTING BEARINGS.
 5. CUT & REMOVE PORTION OF WEB OF EXISTING END POST.
 6. PREPARE SURFACE FOR NEW BEARING.
 7. INSTALL NEW CONCRETE PEDESTAL.
 8. INSTALL NEW STEEL STOOL.
 9. INSTALL NEW BEARING.
 10. RELEASE TEMPORARY SUPPORT & LOWER THE BRIDGE TO BE SUPPORTED ON NEW BEARING.

- NOTES:**
1. ALL UNITS ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE
 2. FOR GENERAL NOTES SEE SPECIFICATIONS APPENDIX G.

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Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

Consultant Signature Only

Designed by/Concept par
 A.MOROZ

Drawn by/Designé par
 D.KRSTEV

PM/SC Project Manager/Administrateur de Projets IP/SC
 A.TAHERI

Regional Manager, Architectural and Engineering Services
 Gestionnaire régional, Services d'architecture et de génie, IP/SC
 P.PAUL

Drawing title/Titre du dessin
TETSA RIVER NO. 1 BRIDGE

GENERAL ARRANGEMENT

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EAST ELEVATION OF STRUCTURE



PIER 4 BEARING SEAT



DECK END - SOUTH



PIER 2 WEST VERTICAL END POST



TYPICAL TRUSS END CONNECTION AT BEARING



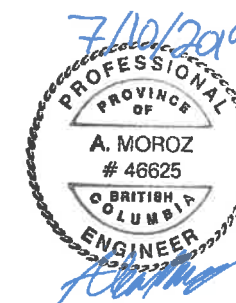
SOUTH FACE OF PIER 4



PIER 3 BEARING SEAT

NOTE:

1. THE PHOTOGRAPHS SHOWN HERE ARE FROM 2013, 2015 AND 2018 SITE INSPECTIONS. THEY ARE PROVIDED TO GIVE THE CONTRACTOR A GENERAL OVERVIEW OF THE STRUCTURE. IT IS NOT WARRANTED THAT THE CURRENT CONDITION OF THE EXISTING BRIDGE STRUCTURE MATCHES WHAT IS SHOWN IN THESE PHOTOGRAPHS.



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BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

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Designed by/Conçu par
 A.MOROZ

Drawn by/Dessiné par
 D.KRSTEV

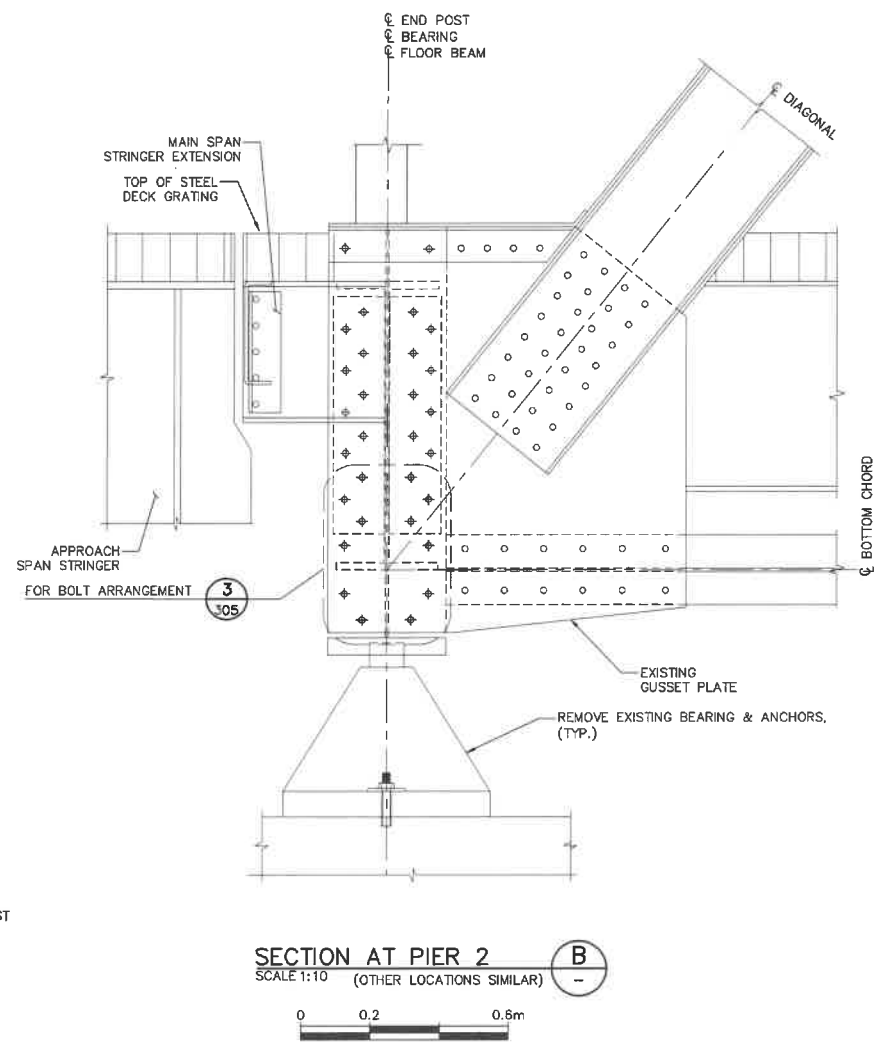
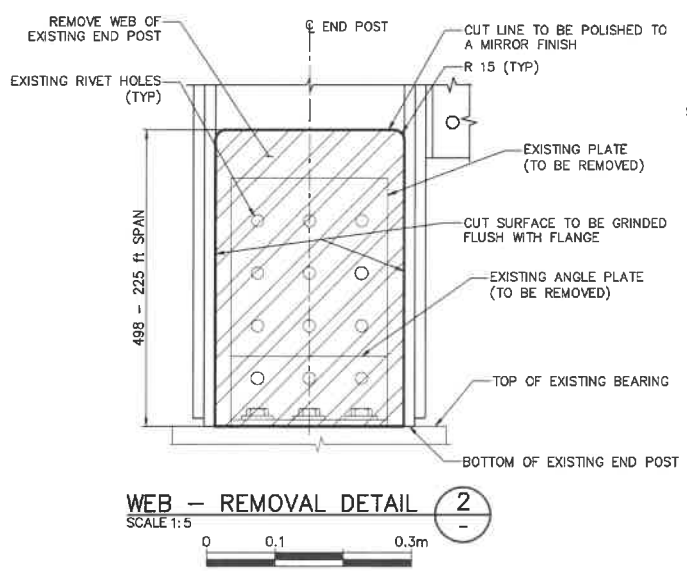
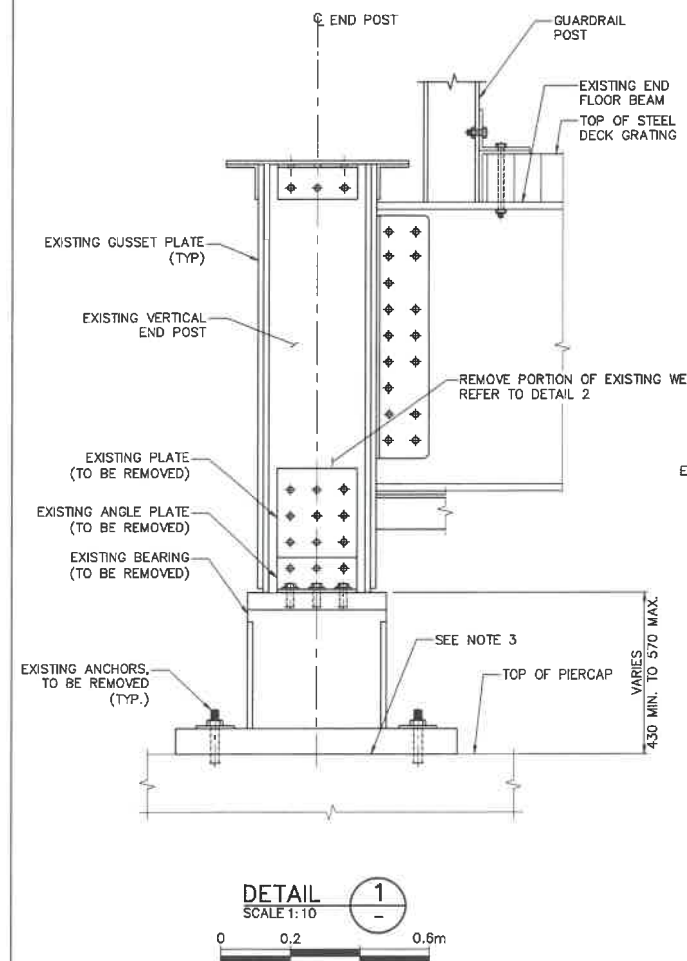
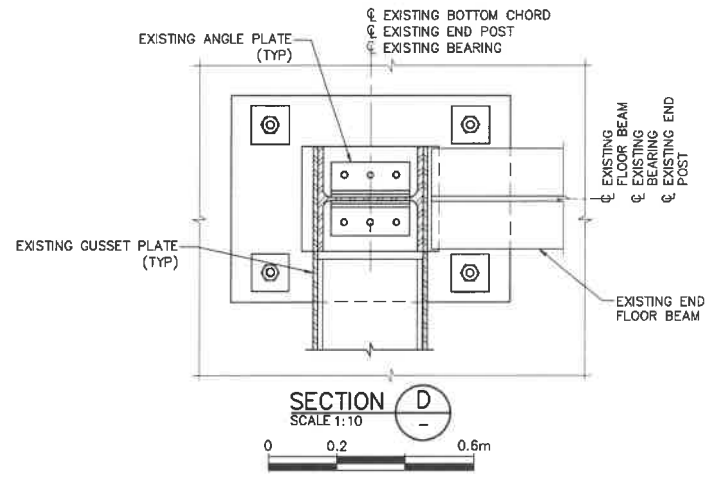
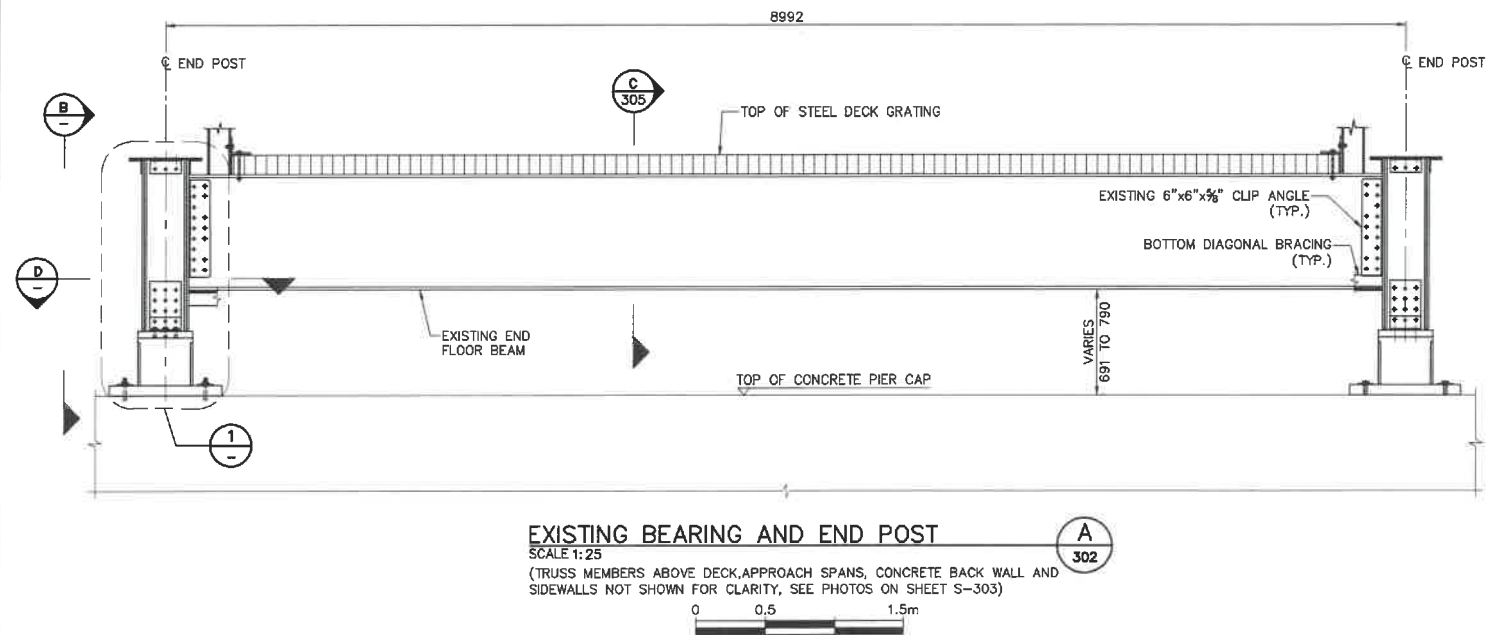
PMSC Project Manager/Administrateur de Projets TPSC
 A.TAHERI

Regional Manager, Architectural and Engineering Services
 Directeur régional, Services d'architecture et de génie, TPSC
 P.PAUL

Drawing title/Titre du dessin
TETSA RIVER NO. 1 BRIDGE

EXISTING BRIDGE PHOTOS

Project No./No. du projet R.104797.001 R.104798.001	Sheet/Faible S-303 OF 19	Revision no./La Révision no. 0
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- NOTES:
1. ALL UNITS ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE.
 2. INFORMATION SHOWN IS BASED ON AVAILABLE SHOP DRAWINGS AND APPROXIMATE FIELD MEASUREMENTS. ALL SHOWN DIMENSIONS ARE CONSIDERED APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO UNDERTAKING ANY OF THE WORK.
 3. REMOVE EXISTING GROUT PAD, EXISTING ANCHOR ROD AND EXISTING CONCRETE TO A MINIMUM DEPTH OF 50 mm WITHIN FOOTPRINT OF NEW CONCRETE PEDESTAL.



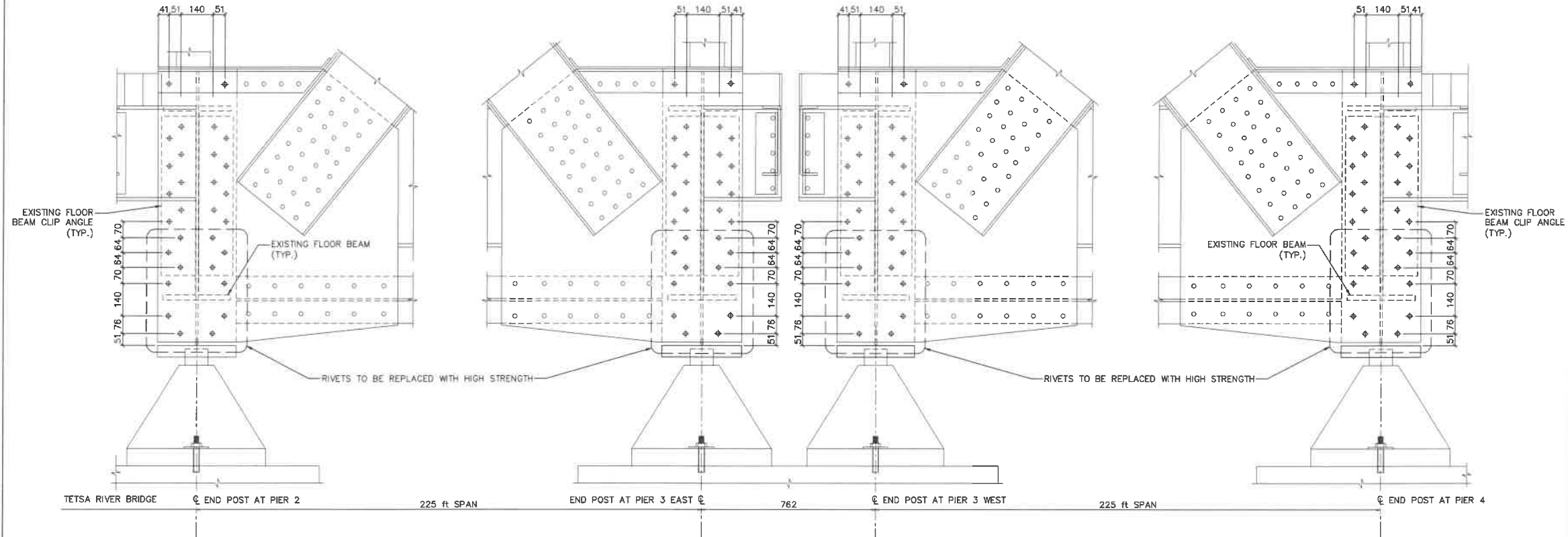
0	ISSUED FOR TENDER	07/09/19
Revision/Description	Description/Description	Date/Date
Client/client		

Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

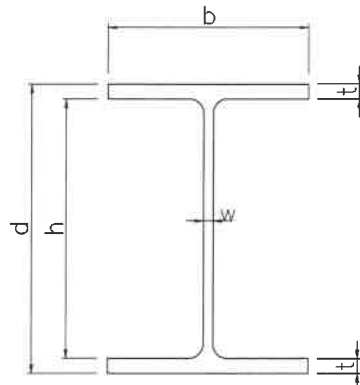
Consultant Signature Only
Designed by/Concept par: A.MOROZ
Drawn by/Dessiné par: D.KRABSTEV
PWSC Project Manager/Administrateur de Projets TPSCC: A.TAHERI
Regional Manager, Architectural and Engineering Services / Gestionnaire régionale, Services d'architecture et de génie, TPSCC: P.PAUL
Drawing title/Titre du dessin: **TETSA RIVER NO. 1 BRIDGE**

EXISTING BEARING, FLOOR BEAM AND END POST
DETAILS 1 OF 2

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DETAIL -- END POST ELEVATION **3**
 SCALE 1:10



SECTION **C**
 SCALE 1:10

EXISTING END FLOORBEAM DIMENSIONS					
SPAN	d [mm]	b [mm]	t [mm]	w [mm]	h [mm]
225ft SPAN TETSA RIVER BRIDGE	836	290	20.7	14	795

EXISTING VERTICAL END POST					
SPAN	d [mm]	b [mm]	t [mm]	w [mm]	h [mm]
225ft SPAN TETSA RIVER BRIDGE	315	308	18.7	12.7	278

CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF EXISTING END FLOORBEAM AND VERTICAL END POST.

- NOTES:
1. ALL UNITS ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE.
 2. EXISTING RIVETS CONNECTING THE EXISTING VERTICAL END POST, GUSSET PLATE AND FLOOR BEAM CLIP ANGLES TO THE EXTENT SHOWN IN THE DETAIL OF THIS DRAWING SHALL BE REPLACED WITH HIGH STRENGTH BOLTS FOLLOWING INSTALLATION OF THE NEW STOOL.

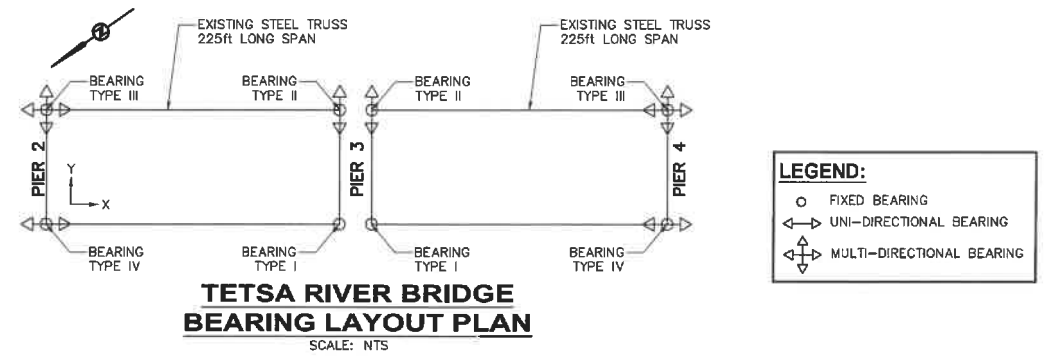
Revision/Édition	Description/Description	Date/Date
0	ISSUED FOR TENDER	07/09/19

Project title/Titre du projet
 BRITISH COLUMBIA
 ALASKA HWY
**2019 REHABILITATION OF
 TRUSS BRIDGES**

Consultant Signature Only
 Designed by/Concept par
 A.MOROZ
 Drawn by/Dessiné par
 D.KRASTEY
 PWSC Project Manager/Administrateur de Projets TPSC
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gérant régional, Services d'architecture et de génie, TPSC
 P.PAUL
 Drawing title/Titre du dessin
TETSA RIVER NO. 1 BRIDGE

**EXISTING BEARING, FLOOR BEAM
 AND END POST
 DETAILS 2 OF 2**

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TETSA RIVER BRIDGE BEARING LAYOUT PLAN
 SCALE: NTS

- BEARING NOTES:**
- BEARINGS SHALL BE PROPRIETARY POT BEARING. THEY SHALL BE DESIGNED, FABRICATED, TESTED AND INSTALLED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND CONTRACT DRAWINGS BY THE BEARING SUPPLIER.
 - BEARINGS SHALL BE DESIGNED TO MEET THE LOADS, MOVEMENTS AND ROTATIONS SPECIFIED IN THE BEARING LOAD AND MOVEMENT TABLE.
 - THE BEARING FRICTION COEFFICIENT SHALL NOT BE GREATER THAN 0.08.
 - BEARING SHOP DRAWINGS SHALL BE DEVELOPED AND SUBMITTED TO THE DEPARTMENTAL REPRESENTATIVE FOR REVIEW AND APPROVAL PRIOR TO FABRICATION. THE SHOP DRAWING SHALL INCLUDE CONNECTIONS TO THE SOLE PLATE AND MASONRY PLATE.
 - CONTRACTOR SHALL SUBMIT THEIR BEARING INSTALLATION PLAN FOR REVIEW AND APPROVAL BY THE DEPARTMENTAL REPRESENTATIVE PRIOR TO COMMENCING THE WORK.
 - NOTWITHSTANDING CLAUSE 11.6.1.1 OF CAN/CSA S8-14, BEARINGS SHALL BE DESIGNED AT THE ULTIMATE LIMIT STATES FOR ALL ROTATIONS AS SPECIFIED IN THE BEARING LOAD AND MOVEMENT TABLE PLUS AN ALLOWANCE FOR FABRICATION AND CONSTRUCTION TOLERANCE OF 0.005 RADS, PLUS AN ADDITIONAL ALLOWANCE FOR UNCERTAINTIES OF 0.005 RADS.
 - EXPANSION BEARINGS SHALL PROVIDE AN EXCESS TRAVEL CAPACITY IN EACH DIRECTION OF AN ADDITIONAL 25 mm BEYOND VALUES PROVIDED IN THE BEARING LOAD AND MOVEMENT TABLE.
 - STEEL FOR BEARING COMPONENTS SHALL BE IN ACCORDANCE WITH CAN/CSA G40.20/G40.21 GRADE 350W.
 - SHIM PLATES USED FOR SHIM STACKS SHALL BE GALVANIZED IN CONFORMANCE WITH ASTM A123/A123M. A BARRIER COATING SHALL BE APPLIED TO THE SHIM STACK SUCH THAT THE GALVANIZED SURFACE IS NOT IN DIRECT CONTACT WITH BLACK STEEL OR NEWLY PLACED GROUT.
 - STEEL BEARING PLATES IN CONTACT WITH EACH OTHER SHALL HAVE A SURFACE FINISH OF 50 MICRONS.
 - FOR EXPANSION BEARINGS, THE SETTING DIMENSION 'X' AS SHOWN IN THE SETTING SCHEMATIC DETAIL SHALL BE ADJUSTED IN ACCORDANCE WITH THE TABLE BELOW BASED ON THE ACTUAL TEMPERATURE OF THE STEEL SUPERSTRUCTURE. THE SETTING TEMPERATURE IS 5°C.

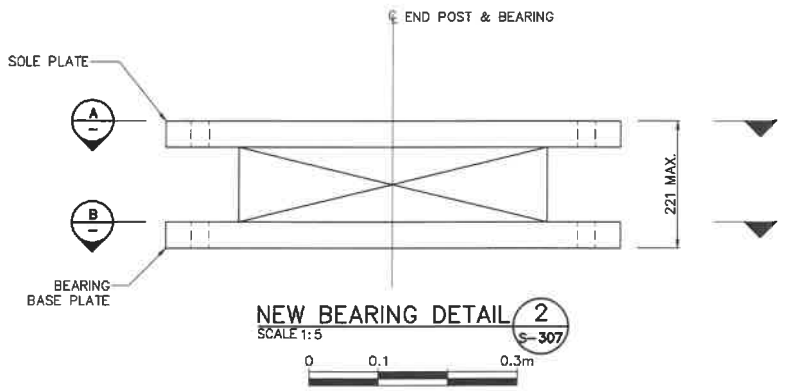
TEMPERATURE (°C)	-10	-5	0	5	10	15	20
X [mm] 225ft SPAN	-12	-8	-4	0	4	8	12

- THE POSITIVE 'X' DIRECTION SHALL BE AWAY FROM MIDSPAN
- THE PEDESTAL AND BEARING SHALL BE TEMPORARILY SUPPORTED ON SETTING SHIMS WITHIN THE GROUT BLOCKOUT. SHIMS TO BE ADJUSTED TO ALIGN THE BEARING TO ACHIEVE TARGET POSITION IN PLAN AND ELEVATION.
 - CONTRACTOR MAY INCLUDE VENT HOLE IN THE BEARING BASE PLATE AND MASONRY PLATE TO FACILITATE PLACEMENT OF THE NEW CONCRETE PEDESTAL.
 - BEARING COMPONENTS SHALL BE METALIZED FOR CORROSION PROTECTION.

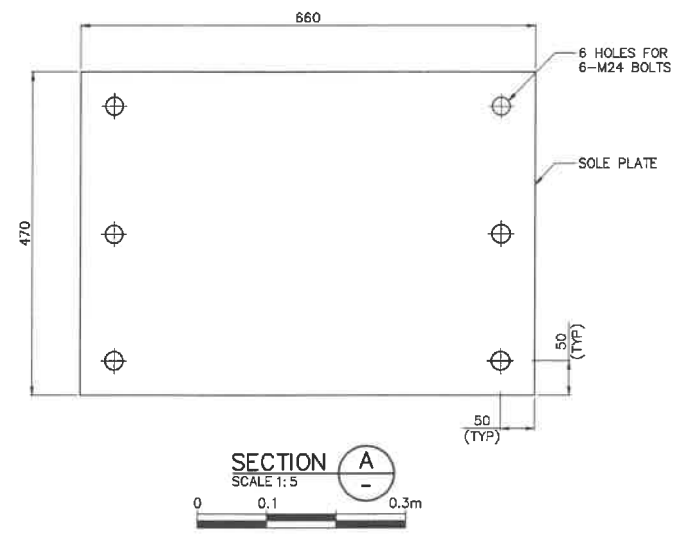
BEARING LOAD AND MOVEMENT TABLE

BEARING	TYPE	LIMIT STATE	VERTICAL PERMANENT (kN)	VERTICAL PERMANENT+TRANSITORY (kN)	HORIZONTAL LONGITUDINAL (kN)	HORIZONTAL TRANSVERSE (kN)	ROTATION * TRANSVERSE (RAD) - Rx	ROTATION * LONGITUDINAL (RAD) - Ry	DISPLACEMENT TRANSVERSE (mm)	DISPLACEMENT LONGITUDINAL (mm)
I	FIXED	SERVICEABILITY	561	1333	36	36	0.0035	0.0042	-	-
		ULTIMATE	757	1986	340	286	0.0059	0.0069	-	-
II	UNI-DIRECTIONAL	SERVICEABILITY	561	1333	36	0	0.0035	0.0042	+/-11	-
		ULTIMATE	757	1986	340	0	0.0059	0.0069	+/-13	-
III	MULTI-DIRECTIONAL	SERVICEABILITY	561	1333	0	0	0.0035	0.0042	+/-11	+/-79
		ULTIMATE	757	1986	0	0	0.0059	0.0069	+/-13	+/-85
IV	UNI-DIRECTIONAL	SERVICEABILITY	561	1333	0	36	0.0035	0.0042	-	+/-79
		ULTIMATE	757	1986	0	286	0.0059	0.0069	-	+/-85

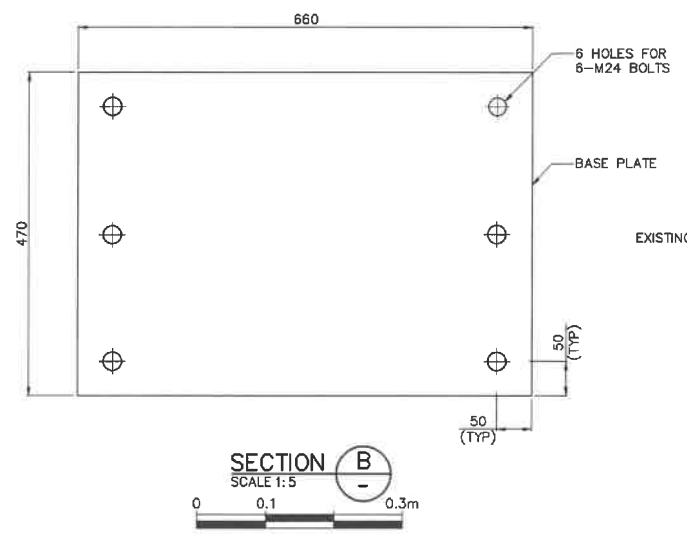
* BEARING ROTATION DOES NOT INCLUDE CONSTRUCTION TOLERANCE



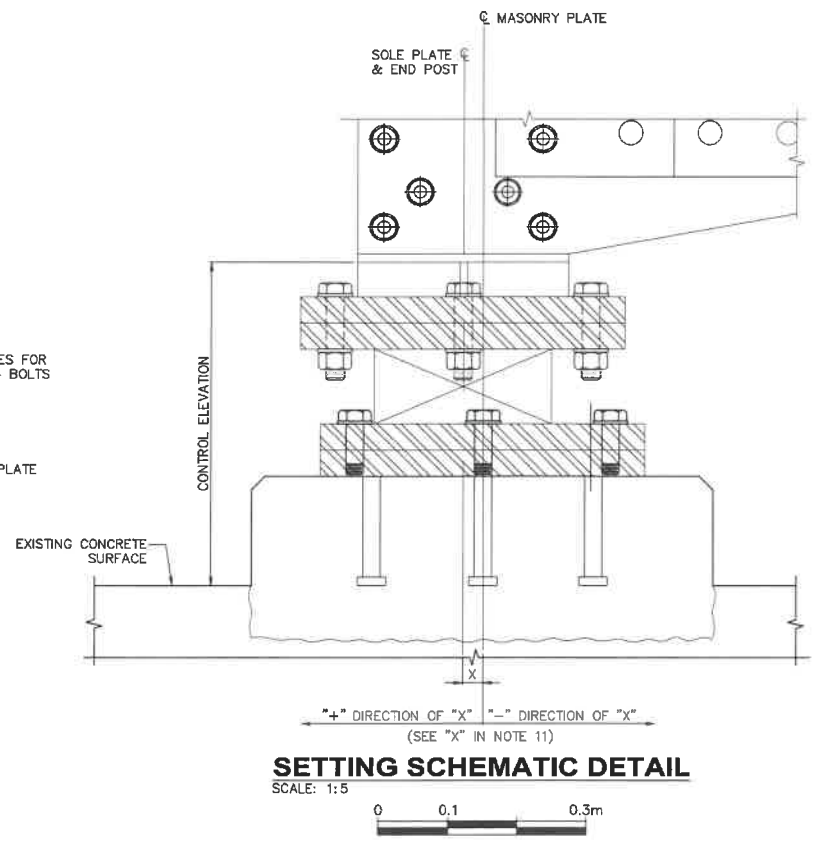
NEW BEARING DETAIL
 SCALE 1:5



SECTION A
 SCALE 1:5



SECTION B
 SCALE 1:5



SETTING SCHEMATIC DETAIL
 SCALE: 1:5

Revision/Description	Date/Date
0 ISSUED FOR TENDER	07/09/19

Project title/Titre du projet
BRITISH COLUMBIA ALASKA HWY
2019 REHABILITATION OF TRUSS BRIDGES

Designed by/Concept par
 A.MOROZ
 Drawn by/Dessiné par
 D.KRSTEV
 Project Manager/Administrateur de Projets
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gestionnaire régionale, Services d'architecture et de génie, TPSOC
 P.PAUL

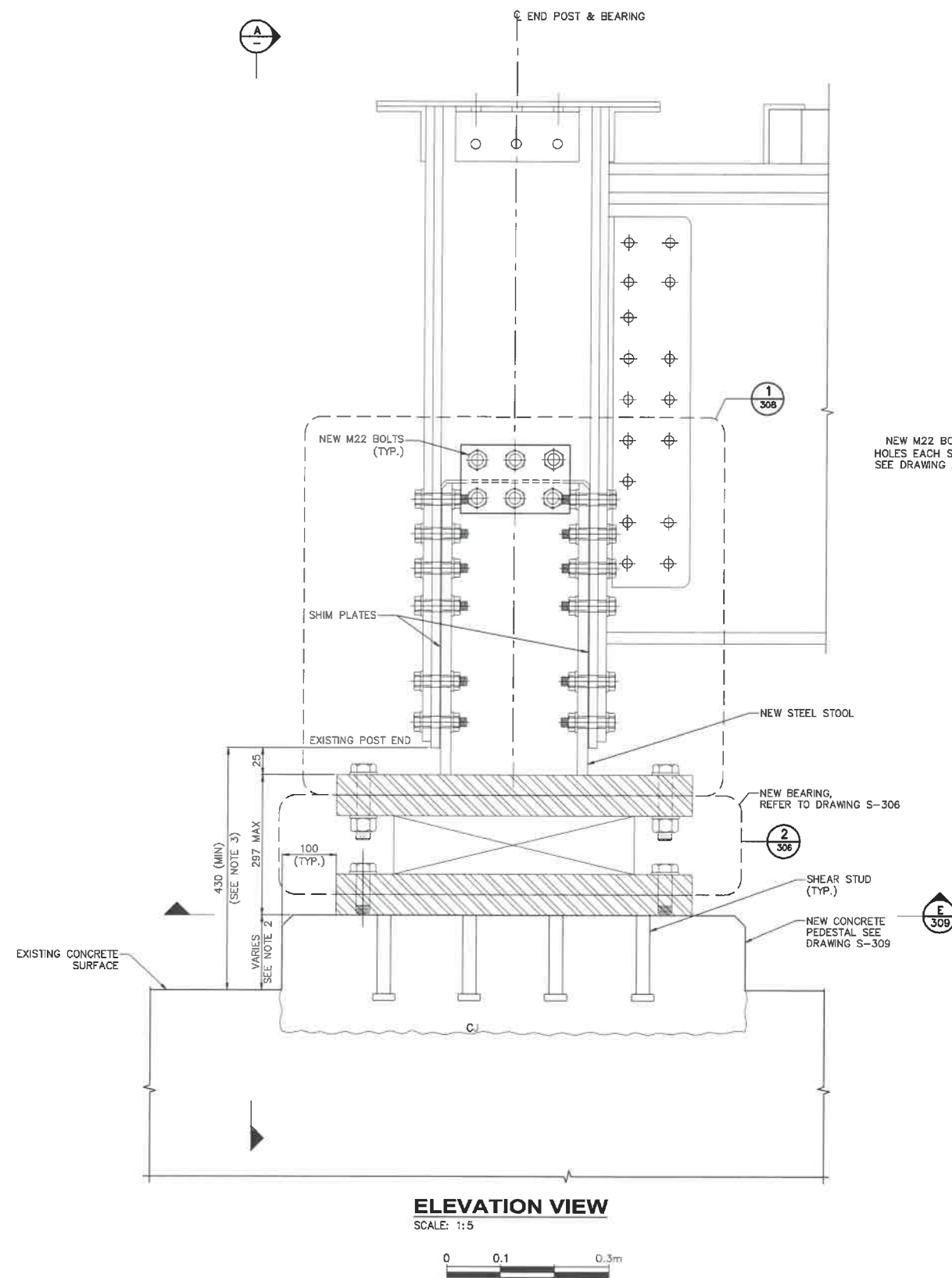
Drawing title/Titre du dessin
TETSA RIVER NO. 1 BRIDGE

BEARING LAYOUT AND DETAILS

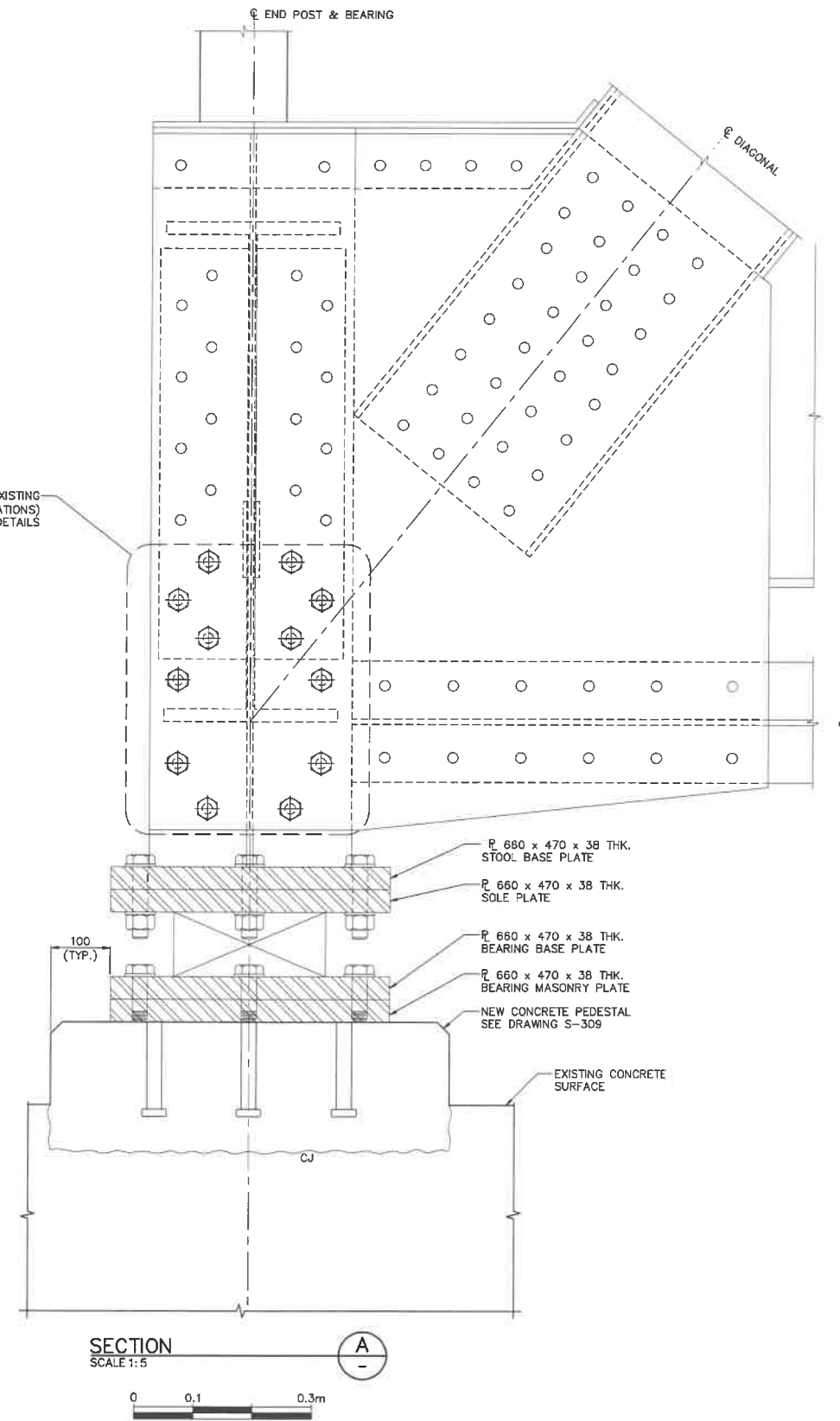
Project No./No. du projet	Sheet/Fauille	Revision no./La Révision
R.104797.001	S-306	0
R.104798.001	OF 19	

NOTES:

1. ALL UNITS ARE IN MILLIMETER, UNLESS NOTED OTHERWISE.
2. ACTUAL BEARING HEIGHT WILL VARY FROM THE HEIGHT SHOWN ON THIS DRAWINGS. ADJUST CONCRETE PEDESTAL HEIGHT AS REQUIRED TO SUIT ACTUAL BEARING HEIGHT AT EACH LOCATION.
3. CONTRACTOR SHALL VERIFY DIMENSION AT EACH LOCATION AND REPORT ACTUAL ELEVATION TO DEPARTMENTAL REPRESENTATIVE ALONG WITH ANY REQUIRED MODIFICATIONS TO THE WORK.



ELEVATION VIEW
SCALE: 1:5



SECTION
SCALE: 1:5

Revision/Description	Date/Date
0 ISSUED FOR TENDER	07/09/19

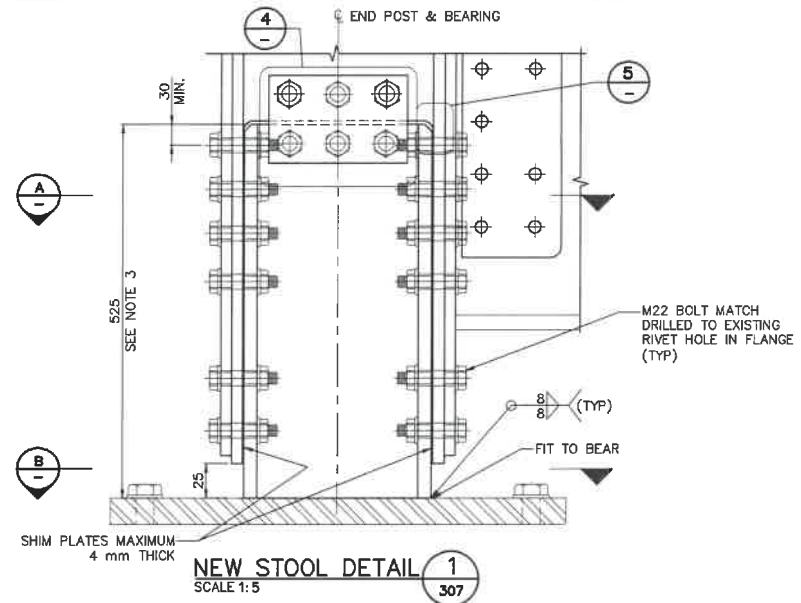
Project title/Titre du projet
**BRITISH COLUMBIA
ALASKA HWY**
**2019 REHABILITATION OF
TRUSS BRIDGES**

Consultant Signature Only
Designed by/Concept par
A.MOROZ
Drawn by/Desiné par
D.KRASEV
PWSC Project Manager/Administrateur de Projets TPSGC
A.TAHERI
Regional Manager, Architectural and Engineering Services
Gestionnaire régional, Services d'architecture et de génie, TPSGC
P.PAUL

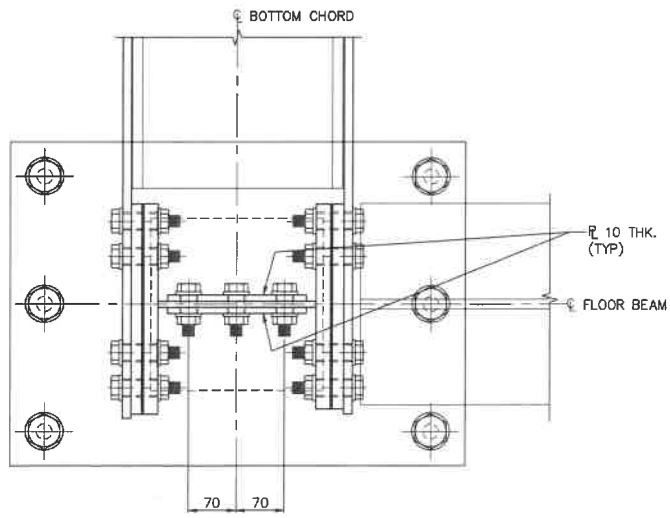
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TETSA RIVER NO. 1 BRIDGE

**NEW STOOL
DETAILS - 1 OF 2**

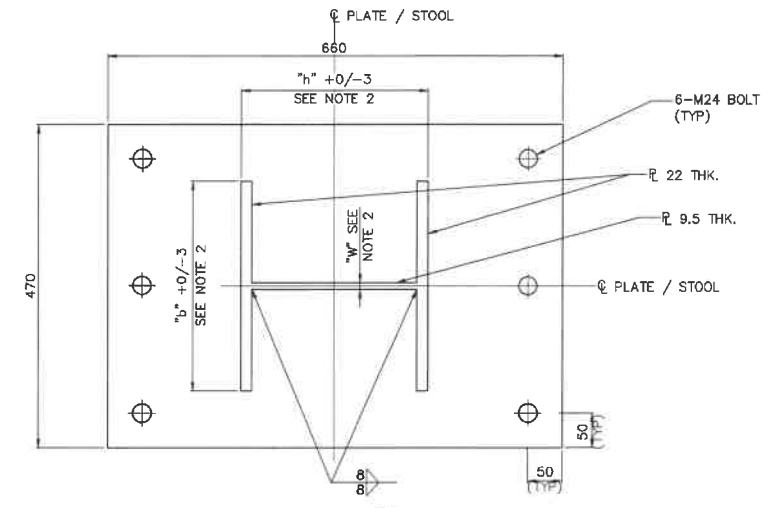
Project No./No. du projet R.104797.001 R.104798.001	Sheet/Feuille S-307 OF 19	Revision no./ La Révision no. 0
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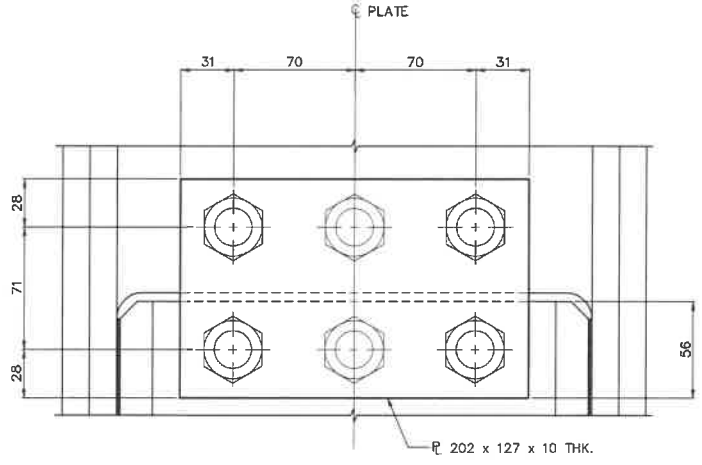
NEW STOOL DETAIL 1
SCALE 1:5



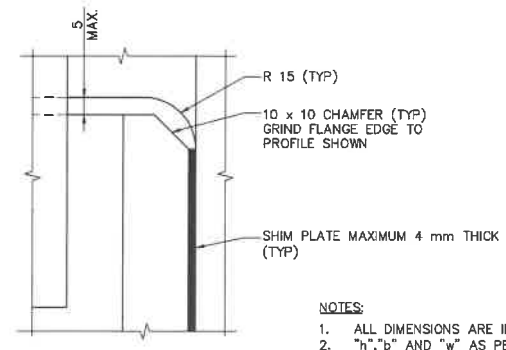
SECTION A
SCALE 1:5



SECTION B
SCALE 1:5



DETAIL 4
SCALE 1:2



DETAIL 5
SCALE 1:1

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETER.
 2. "h", "b" AND "w" AS PER TABLE ON DWG. S-305 NEW STOOL DIMENSIONS TO BE ADJUST TO MATCH EXISTING POST DIMENSIONS BASED ON FIELD MEASUREMENTS BY CONTRACTOR.
 3. CONTRACTOR SHALL FIELD VERIFY THE EXISTING RIVET SPACING IN THE VERTICAL POST AND ADJUST THE HEIGHT OF THE STEEL STOOL AS REQUIRED TO AVOID CONFLICT WITH RIVETS TO REMAIN AND MEET MINIMUM BOLT EDGE SPACING IN THE NEW STOOL.



Revision/Description	Date/Date
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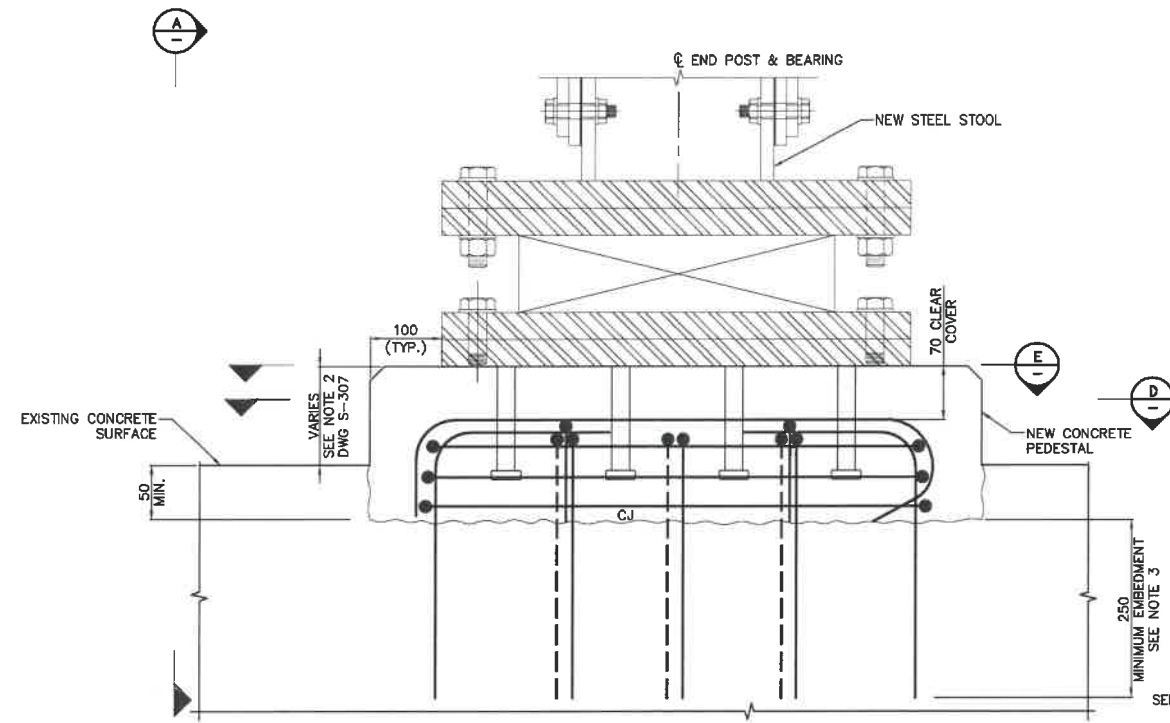
Project title/Titre du projet
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2019 REHABILITATION OF TRUSS BRIDGES

Designed by/Concept par
 A.MOROZ
 Drawn by/Desiné par
 D.KRSTEVIC
 PWSC Project Manager/Administrateur de Projets TPSCC
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gestionnaire régionale, Services d'architecture et de génie, TPSCC
 P.PAUL

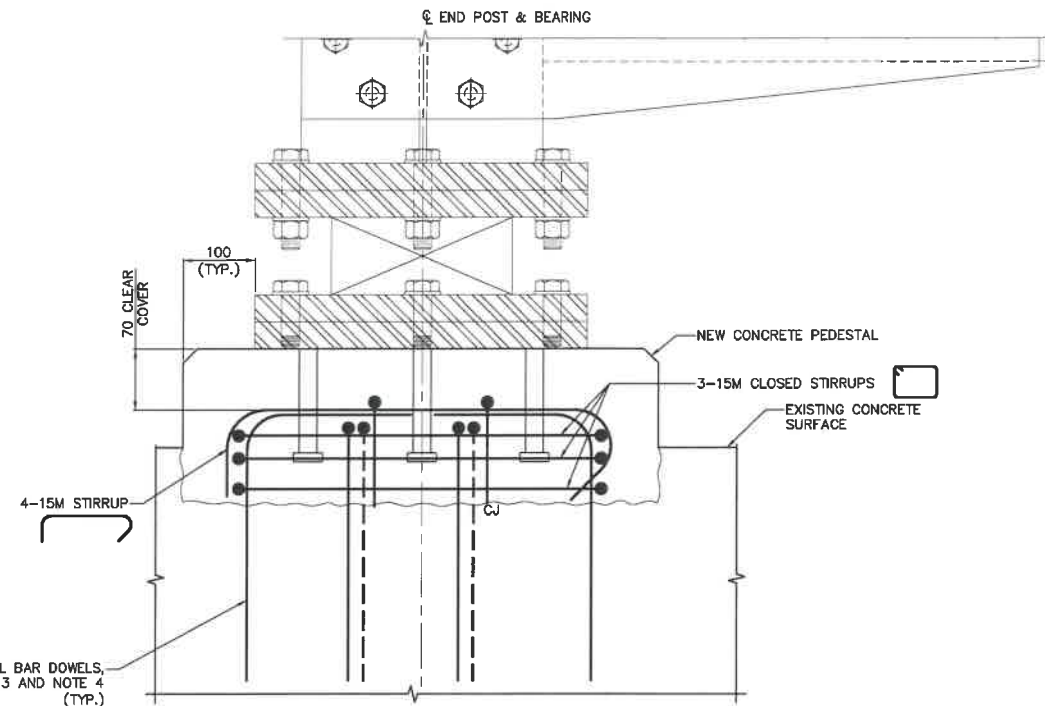
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TETSA RIVER NO. 1 BRIDGE

NEW STOOL
DETAILS - 2 OF 2

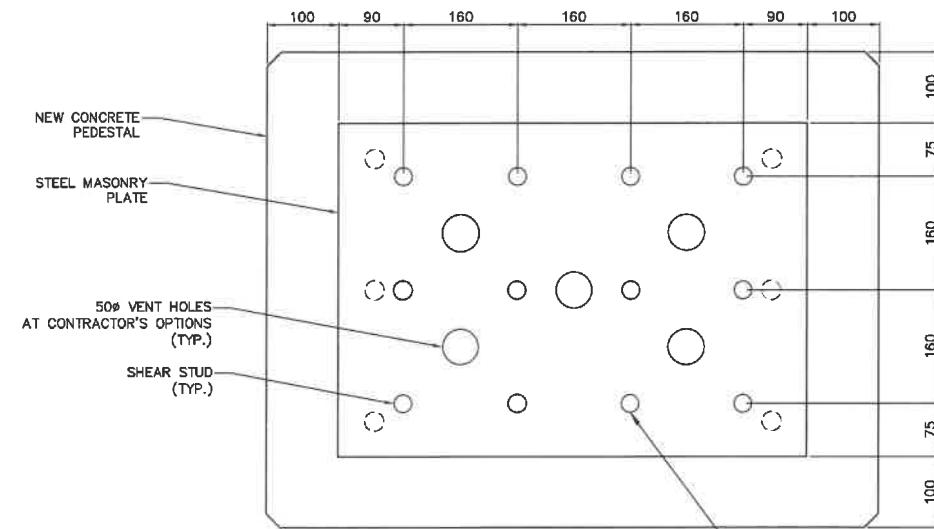
Project No./No. du projet R.104797.001 R.104798.001	Sheet/Feuille S-308 OF 19	Revision no./No. de révision 0
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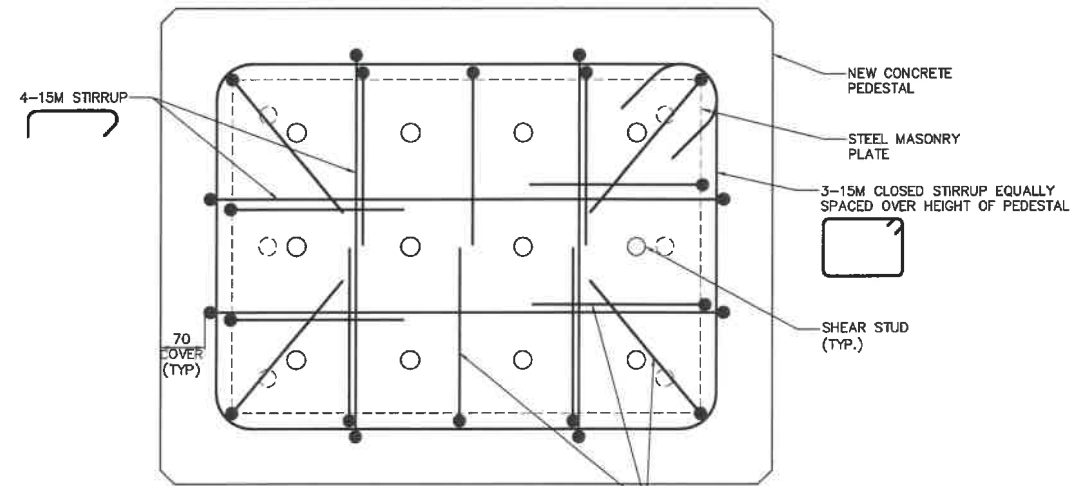
ELEVATION VIEW
SCALE: 1:5



SECTION A
SCALE: 1:5



SECTION E
SCALE: 1:5



SECTION D
SCALE: 1:5

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETER, UNLESS NOTED OTHERWISE.
 2. CONCRETE COVER TO TOP OF EXISTING STEEL REINFORCEMENT IS EXPECTED TO BE 76 mm ± 20 mm.
 3. IN LOCATION WHERE DOWEL HOLES CANNOT BE DRILLED VERTICALLY DUE TO OVERHEAD CLEARANCE OBSTACLES THE DOWEL MAY BE DRILLED AT AN ANGLE TO THE VERTICAL AND THEN BENT AS REQUIRED TO BE VERTICAL. THE DIRECTION OF THE DRILLED HOLE SHALL BE AWAY FROM FREE EDGES.
 4. LOCATION OF DOWELS MAY BE ADJUSTED TO SUIT EXISTING REBAR LOCATIONS. SPACING BETWEEN DOWELS SHALL NOT BE LARGER THAN 300 mm.
 5. REBAR DOWELS TO BE EPOXIED INTO EXISTING CONCRETE USING MILTI HIT-HY 200 OR APPROVED EQUIVALENT BY THE DEPARTMENTAL REPRESENTATIVE. ALL SUPPLIER'S WRITTEN INSTRUCTIONS TO BE STRICTLY ADHERED TO.
 6. CONCRETE CLEAR COVER SHALL BE 70±20 mm.

Revision/Revisions	Description/Description	Date/Date
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Consultant Signature Only
 Designed by/Concept par
 A.MOROZ
 Drawn by/Dessiné par
 D.KRABSTEY
 PROJECT Project Manager/Administrateur de Projets TP500
 A.TAHERI
 Regional Manager, Architectural and Engineering Services
 Gestionnaire régional, Services d'architectural et de génie, TP500
 P.PAUL

Drawing title/Titre du dessin
TETSA RIVER NO. 1 BRIDGE

NEW PEDESTAL DETAILS

Project No./No. du projet	Sheet/Feuille	Revision no./La Révision no.
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