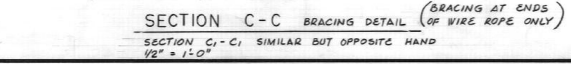
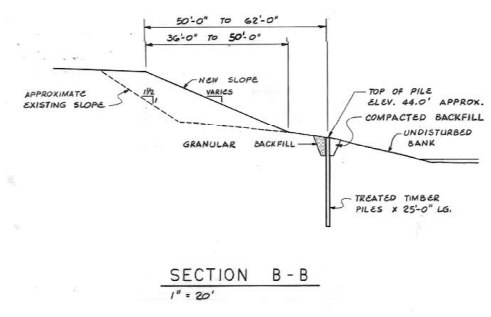
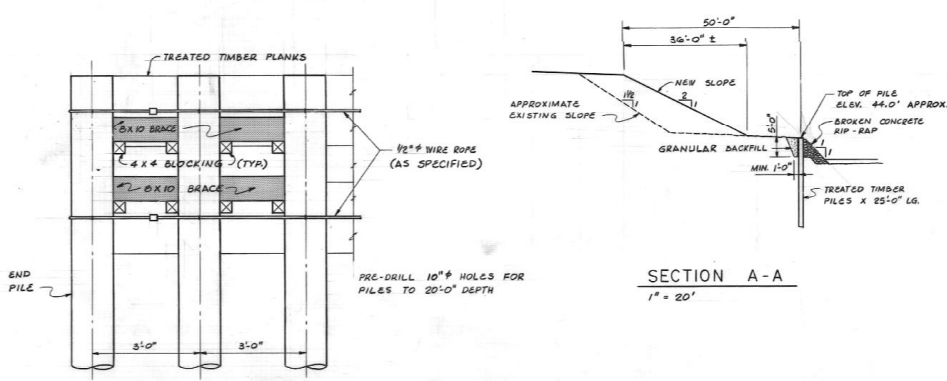
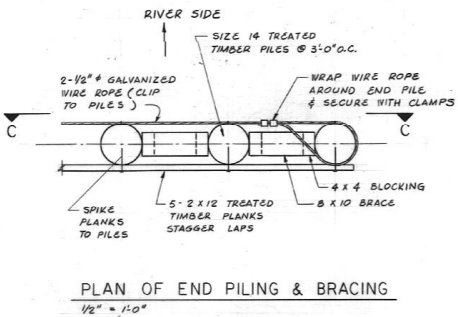
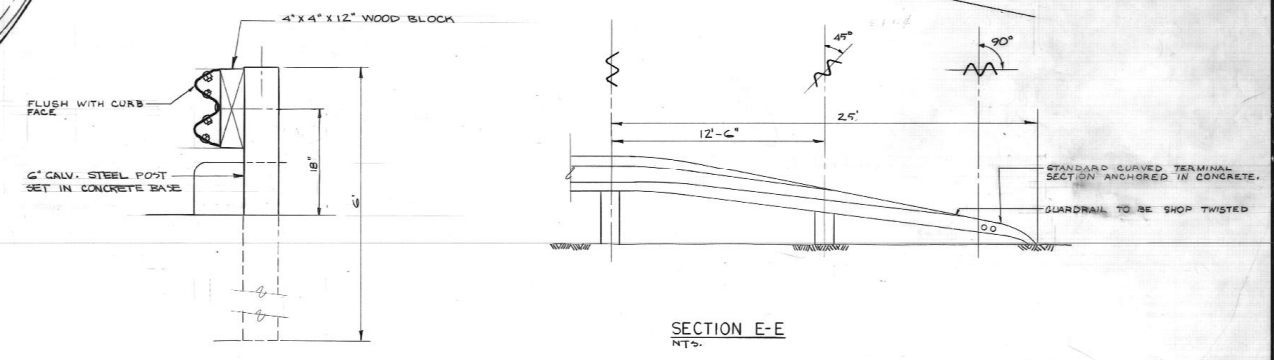
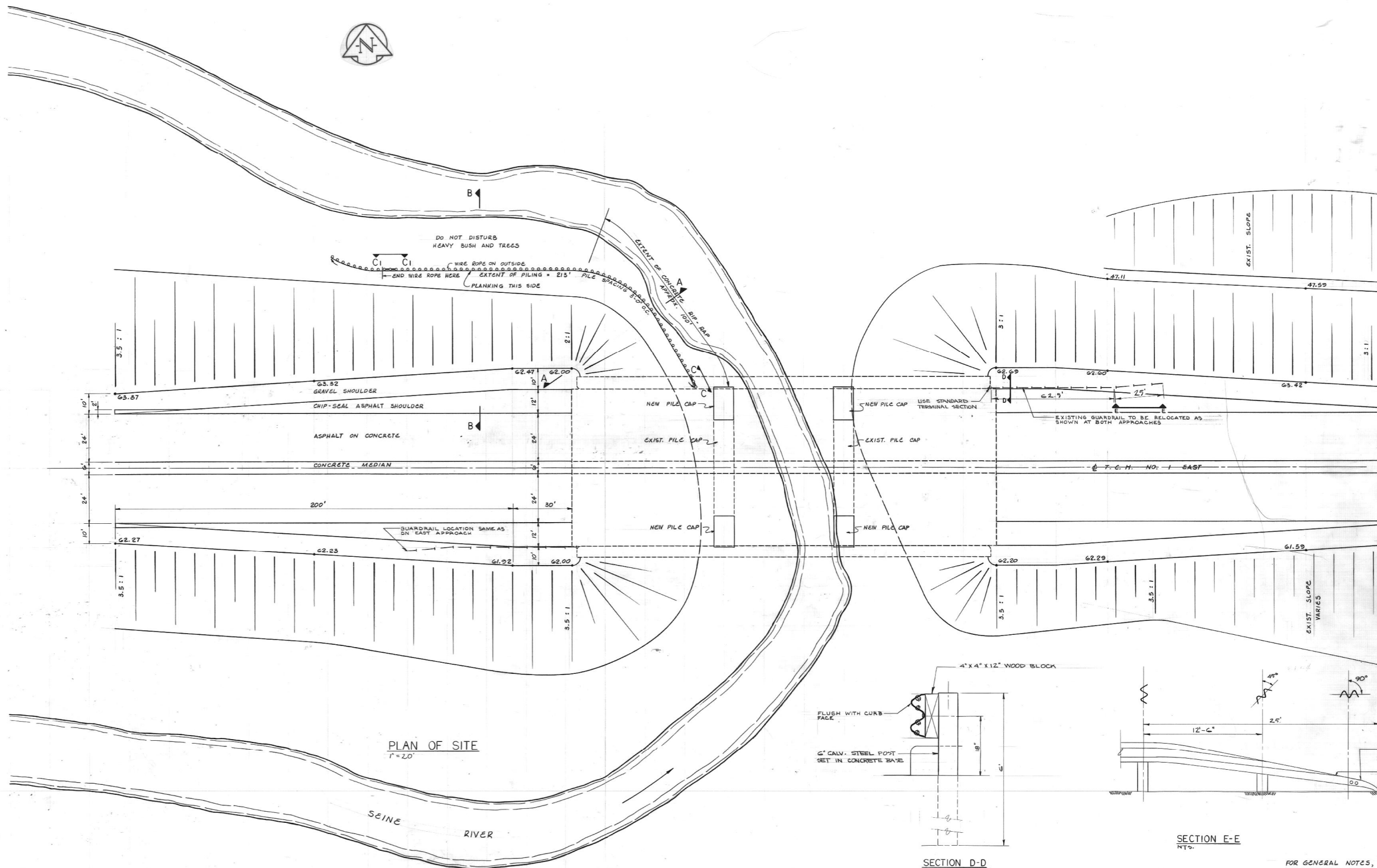


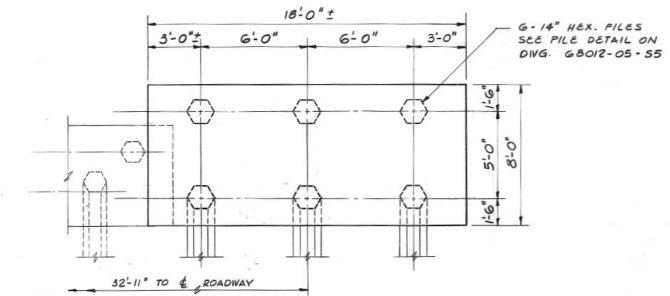
APPENDI X ‘ N’

TRANS-CANADA HIGHWAY NO. 1 EAST BRIDGE WIDING OVER SEINE RIVER (1969 RECORD DRAWINGS)



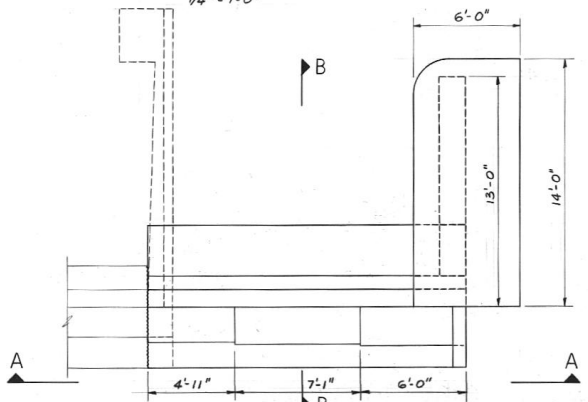
FOR GENERAL NOTES, SEE DWG. 68012-05-53

NO.	REVISIONS	DATE	BY												
THE METROPOLITAN CORPORATION OF GREATER WINNIPEG STREETS AND TRANSIT DIVISION															
TRANS CANADA HIGHWAY NO. 1 EAST BRIDGE WIDENING OVER SEINE RIVER GRADING PLAN AND SLOPE PROTECTION															
APPROVED BY:	DATE:														
W. L. WARDROP & ASSOCIATES LTD. ENGINEERING CONSULTANTS CORPORATE TRUST BUILDING, WINDSOR															
DESIGNED BY:	B. J. R.	DATE:	MAR. 1969												
DRAWN BY:	R. T. W.	DATE:													
CHECKED BY:		DATE:													
APPROVED BY:		DATE:													
<table border="1"> <tr> <td colspan="3">AS - BUILT</td> </tr> <tr> <td>DATE</td> <td>FB. NO.</td> <td>PAGE</td> </tr> <tr> <td>1969</td> <td>579</td> <td>1-60</td> </tr> <tr> <td></td> <td>601</td> <td>1-14</td> </tr> </table>				AS - BUILT			DATE	FB. NO.	PAGE	1969	579	1-60		601	1-14
AS - BUILT															
DATE	FB. NO.	PAGE													
1969	579	1-60													
	601	1-14													
SCALE: AS SHOWN		DRAWING NO. B-5052-2													

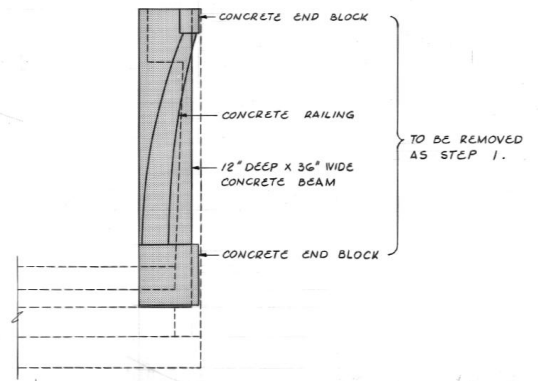


ABUTMENT PILING PLAN
1/4" = 1'-0"

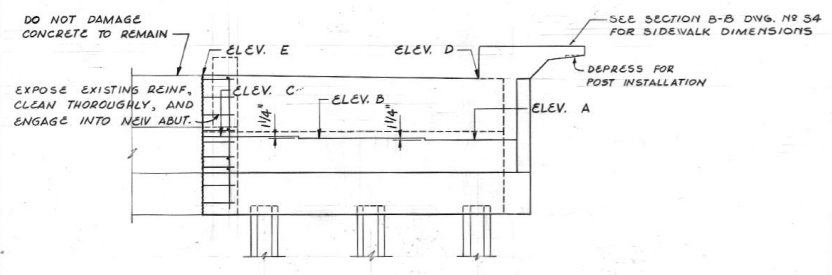
ELEV.	ABUTMENT ELEVATIONS	
	WEST ABUTMENTS	EAST ABUTMENTS
ELEV. A	758.20	758.20
ELEV. B	758.30	758.30
ELEV. C	758.40	758.40
ELEV. D	761.43	761.43
ELEV. E	761.60	761.60



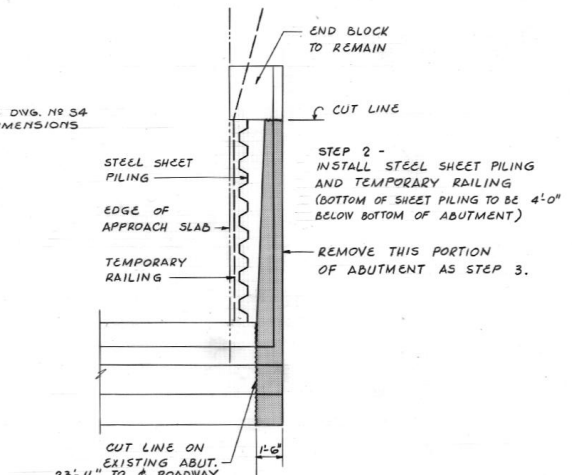
ABUTMENT PLAN
1/4" = 1'-0"



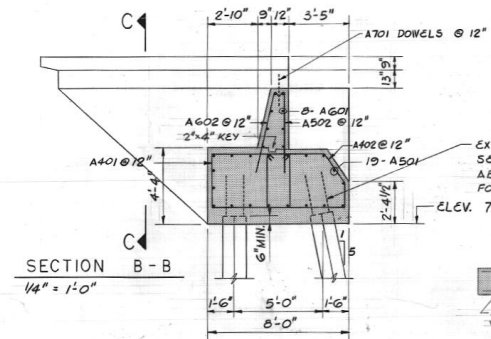
FIRST DEMOLITION
1/4" = 1'-0"



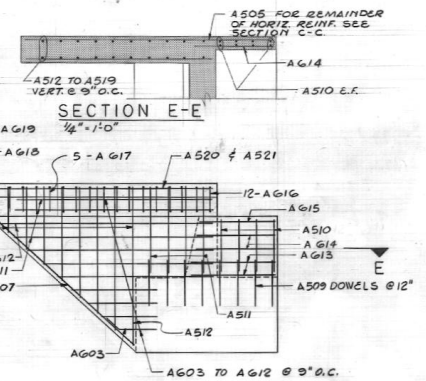
ELEVATION A-A
1/4" = 1'-0"



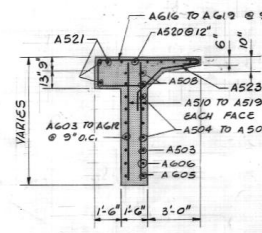
SECOND DEMOLITION
1/4" = 1'-0"



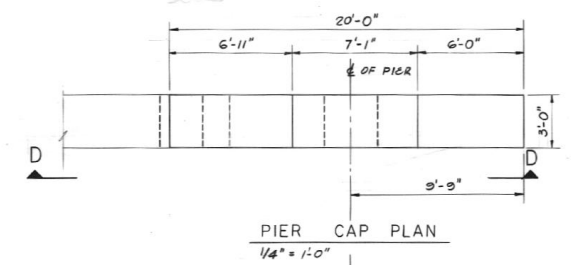
SECTION B-B
1/4" = 1'-0"



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

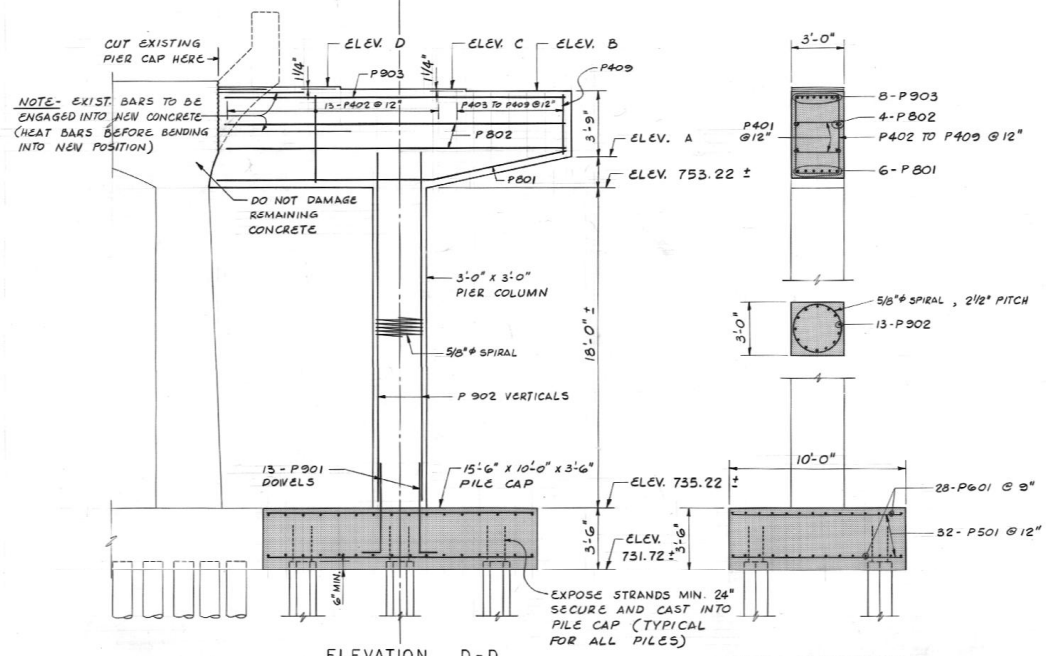


SECTION C-C
1/4" = 1'-0"



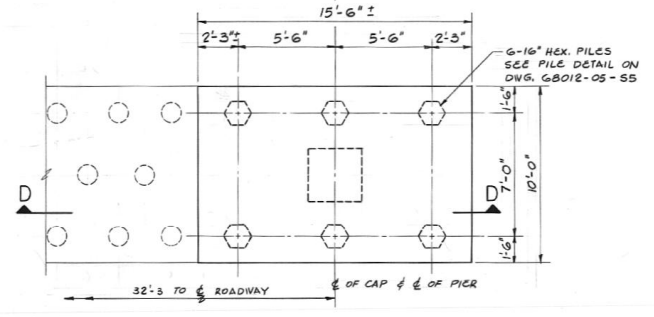
PIER CAP PLAN
1/4" = 1'-0"

ELEV.	PIER ELEVATIONS	
	WEST PIERS	EAST PIERS
ELEV. A	754.95	754.95
ELEV. B	758.70	758.70
ELEV. C	758.80	758.80
ELEV. D	758.90	758.90



ELEVATION D-D
1/4" = 1'-0"

PIER REINFORCING
1/4" = 1'-0"



PIER PILING PLAN
1/4" = 1'-0"

GENERAL NOTES

- ALL ELEVATIONS SHOWN ARE TO BE ADJUSTED IN FIELD TO SUIT EXISTING AS NOTED.
- DESIGN SPECIFICATIONS - AASHO - 1965
- DESIGN LOADS -
A. LIVE LOAD - HS 20 - S16 - 44
B. WIND LOAD - 300 #/LIN. FT.
C. ICE LOAD - 25' @ 10' ABOVE BASE
- MATERIALS -
- ALL CONCRETE SHALL HAVE 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
- SULPHATE RESISTANT CEMENT SHALL BE USED IN CONCRETE BELOW GRADE. THE MINIMUM AMOUNT SHALL BE #80 LBS. PER ONE CU. YD.
- REINFORCING STEEL SHALL BE INTERMEDIATE GRADE DEFORMED BARS IN ACCORDANCE WITH CSA SPECIFICATION #30.1
- PILING - SEE DETAILS
- BRIDGE SEALS AT EXPANSION JOINT - ACME 5500
- BEARINGS - NEOPRENE LAMINATED BEARINGS
- RAILINGS - SEE SPECIFICATIONS
- GRANULAR BACKFILL - SEE SPECIFICATIONS
- ASPHALT SURFACING - SEE SPECIFICATIONS
- FINISHES -
ORDINARY SURFACE FINISH AND SPECIAL ARCHITECTURAL FINISH - SEE SPECIFICATIONS
- BORC HOLE DATA IS SUPPLIED FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING PILE REFUSAL ELEVATIONS.

SEQUENCE OF CONSTRUCTION

- CONSTRUCT THE WIDENING OF THE BRIDGE WITHOUT ANY DEMOLITION OF THE EXISTING DECK.
- WHEN CONCRETE IS CURED, REMOVE AND RE-INSTALL RAILING, DEMOLISH PART OF EXISTING DECK AS SHOWN; INSTALL SHAR CONNECTORS AND FINISH DECK BETWEEN OLD AND NEW DECK USING HIGH EARLY STRENGTH CONCRETE.
- CONSTRUCTION SHALL BE EXECUTED IN A MANNER TO LEAST DISTURB THE TRAFFIC FLOW. - SEE SPECIFICATIONS.

NO.	REVISIONS	DATE	BY

THE METROPOLITAN CORPORATION OF GREATER WINNIPEG
STREETS AND TRANSIT DIVISION

TRANS CANADA HIGHWAY NO. 1 EAST
BRIDGE WIDENING OVER SEINE RIVER
ABUTMENT AND PIER DETAILS

APPROVED BY: *M.W. Wardrop* DATE: *3/14/69*
ENGINEER OF STREETS AND TRAFFIC

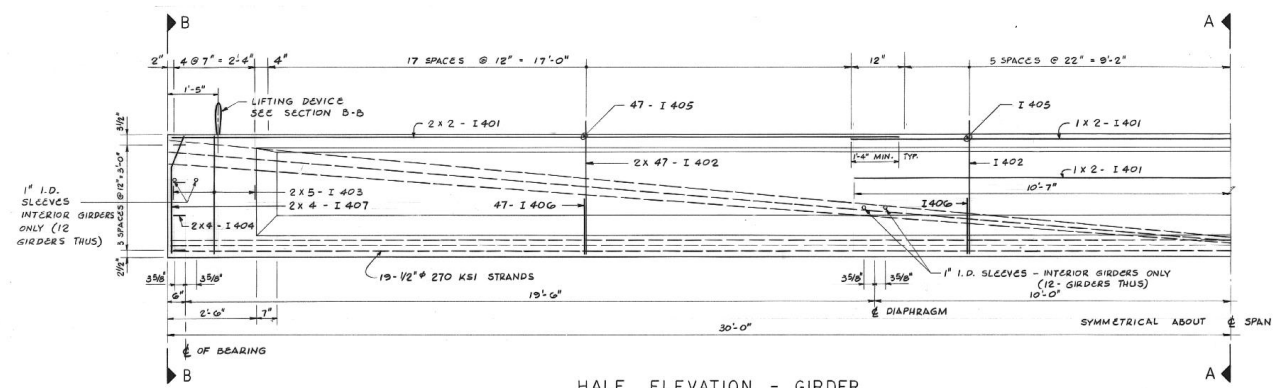
W. L. WARDROP & ASSOCIATES LTD.
ENGINEERING CONSULTANTS
WINNIPEG, PORT WILLIAM, REGINA

DESIGNED BY: B.J.R. DATE: MAR. 1969
DRAWN BY: R.T.W. DATE: *3/14/69*
CHECKED BY: *R.T.W.* DATE: *3/14/69*
APPROVED BY: *M.W. Wardrop* DATE: *3/14/69*

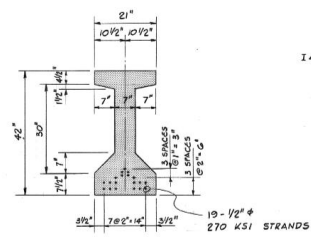
B. M. RUZSICKA
REGISTERED ENGINEER

SCALE: HORIZ. AS SHOWN VERT. B-5052-3

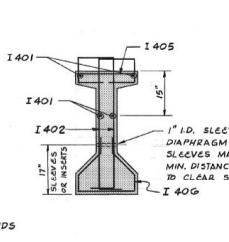
DATE	FB. NO.	PAGE
DEC. 1968	579	1-60
1969	601	1-15



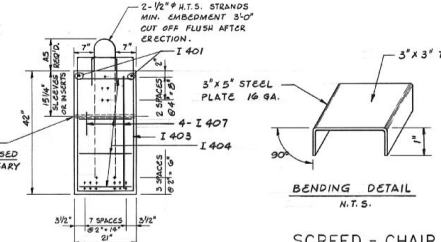
HALF ELEVATION - GIRDER



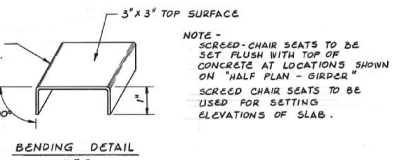
SECTION A-A



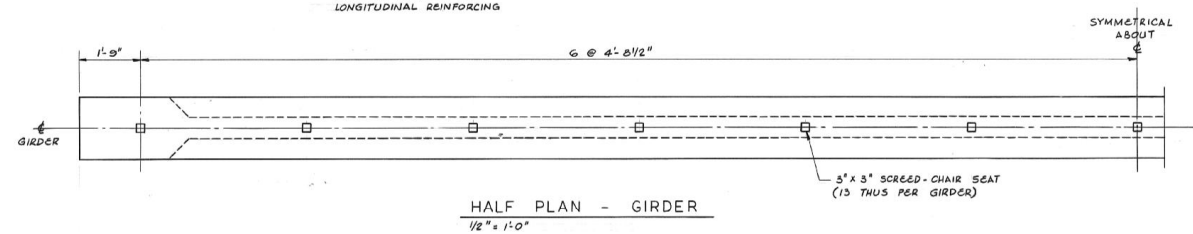
SECTION A-A



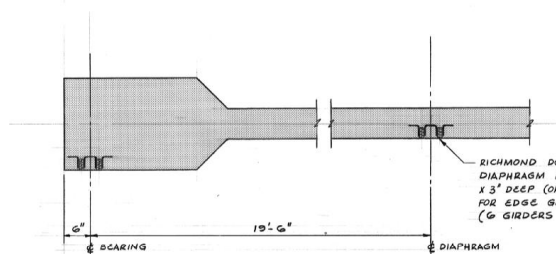
SECTION B-B



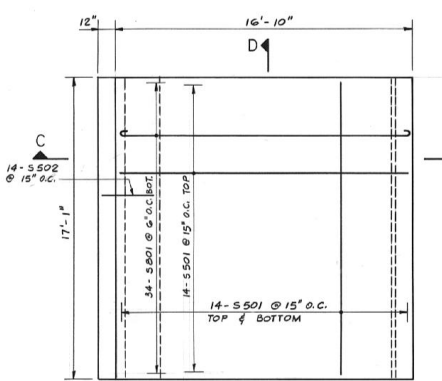
SCREED-CHAIR SEATS



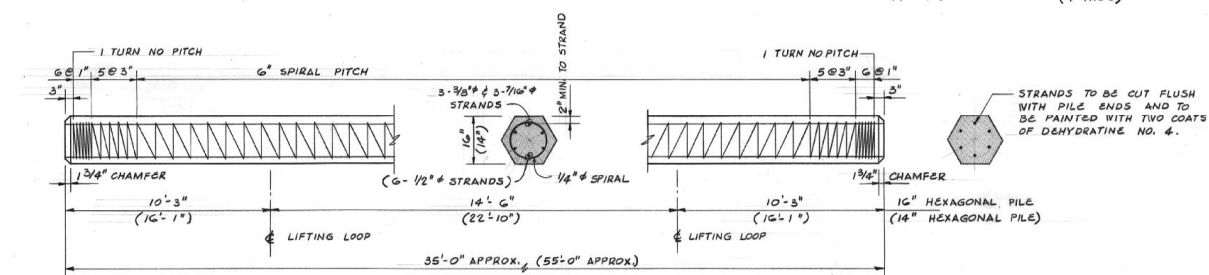
HALF PLAN - GIRDER



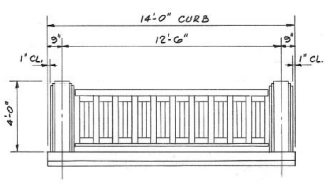
INSERTS FOR DIAPHRAGMS IN EDGE GIRDERS



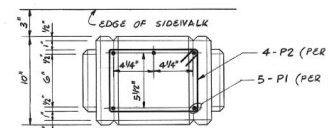
PLAN OF APPROACH SLAB



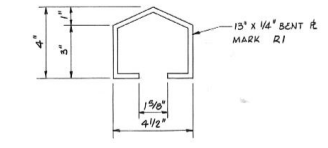
TYPICAL PILE DETAIL



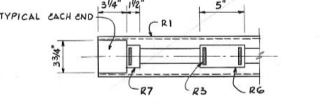
NEW END PANEL & POSTS



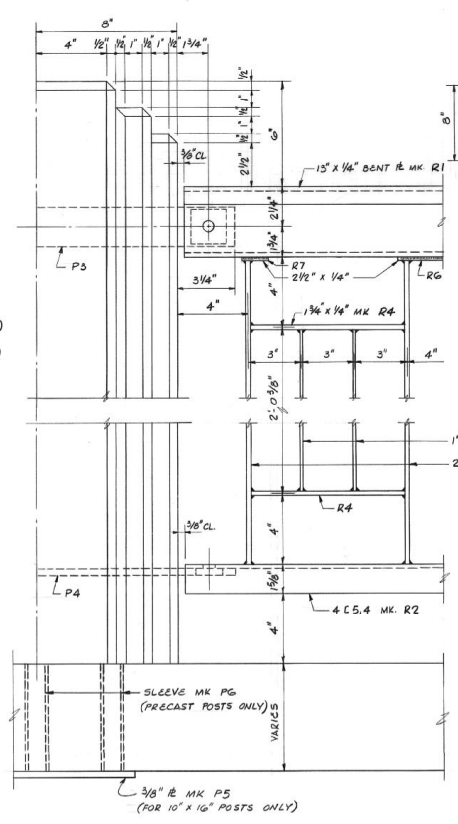
PLAN OF POST



SECTION THROUGH TOP RAIL



UNDERSIDE OF TOP RAIL



DETAIL OF POST & RAIL CONNECTION

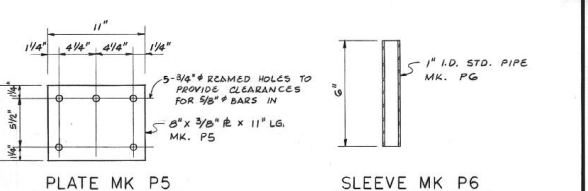
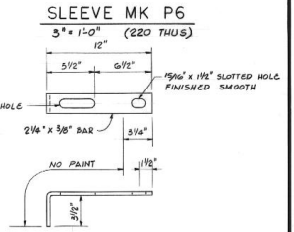


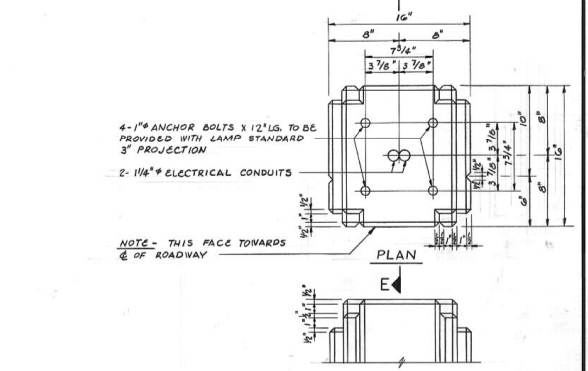
PLATE MK P5



SLEEVE MK P6

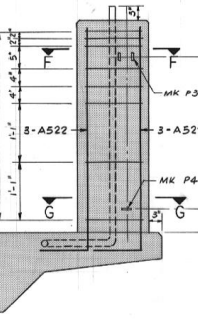
ANCHOR MK P3

ANCHOR MK P4



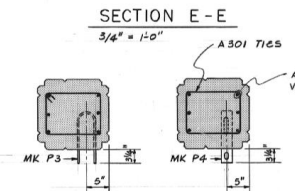
PART ELEVATION

POURED-IN-PLACE CONCRETE LAMP POST BASE

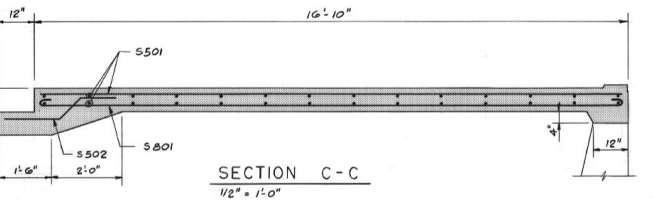


SECTION E-E

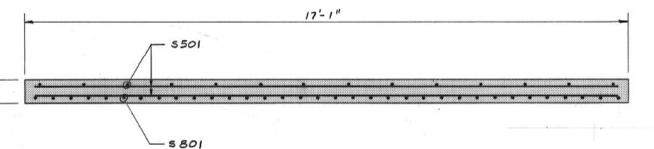
ANCHOR MK P7



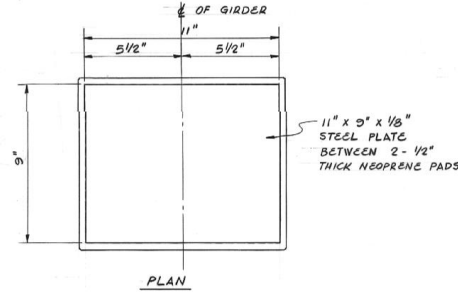
SECTION F-F SECTION G-G



SECTION C-C



SECTION D-D



DETAIL OF BRIDGE BEARINGS

- NOTES FOR PRECAST GIRDERS
1. COMPRESSIVE STRENGTH OF CONCRETE SHALL BE :
A) 5000 PSI @ 28 DAYS
B) 4000 PSI @ STRAND RELEASE
 2. ALL STRANDS SHALL BE 1/2" # 270 KSI YIELD STRENGTH.
 3. INITIAL FORCE IN EACH STRAND SHALL BE 28.9 K.
 4. CLEAR COVER TO REINFORCING STEEL TO BE 1" MIN.
 5. ALL EDGES SHALL BE ROUNDED TO 3/4" RADIUS.
 6. TOP OF UNITS TO BE LEFT ROUGH. REMOVE LAITANCE AT TIME OF INITIAL SET.
 7. DIMENSIONAL TOLERANCES : LENGTH ± 1/4" CROSS SECTION ± 1/8"
 8. UNITS MUST ONLY BE LIFTED AND SUPPORTED AT THE LOCATION OF THE LIFTING DEVICES.

AS - BUILT		
DATE	FB. NO.	PAGE
DEC. 1969	579	1-60
	601	1-15

FOR GENERAL NOTES, SEE DWG. 68012-05-53

NO.	REVISIONS	DATE	BY

THE METROPOLITAN CORPORATION OF GREATER WINNIPEG
STREETS AND TRANSIT DIVISION

TRANS CANADA HIGHWAY NO. 1 EAST
BRIDGE WIDENING OVER SEINE RIVER
MISCELLANEOUS DETAILS

APPROVED BY: *M. L. Wardrop* DATE: *May 5, 1969*
ENGINEER OF STREETS AND TRAFFIC

W. L. WARDROP & ASSOCIATES LTD.
ENGINEERING CONSULTANTS
STREETS AND TRAFFIC

DESIGNED BY: B. J. R. DATE: MAR. 1969
DRAWN BY: R. T. W. DATE:
CHECKED BY: *BR* DATE:
APPROVED BY: *BR* DATE:
B. M.
F. B.
SCALE: HORIZ. AS SHOWN VERT.
DRAWING NO. B-5052-5

REGISTERED ENGINEER
B. RUZSICKA

MARK	NO. BARS	SIZE	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	L	M	O	R	SHAPE	LOCATION																			
ABUTMENTS, WINGWALLS AND G. CAST-IN-PLACE LAMP POST BASES																				9063 LBS.																			
A 701	64	#7	1'-6"	STR.																DWLS. TO APPROACH																			
A 601	32	#6	17'-0"	STR.																BACKWALL																			
A 602	72	#1	5'-2"	SI	7'	4'-7"														"																			
A 603	8		3'-2"	3			1'-0"	2'-2"			8"	8"								WINGWALL																			
A 604	8		3'-2"	STR.																"																			
A 605	8		4'-0"	STR.																"																			
A 606	8		4'-10"	STR.																"																			
A 607	8		12'-0"	3			1'-3"	10'-9"			11"	10"								"																			
A 608	4		9'-0"	STR.																" HOR. I.F.																			
A 609	4		9'-7"	STR.																" " "																			
A 610	4		10'-6"	STR.																" " "																			
A 611	12		11'-3"	STR.																" " "																			
A 612	4		12'-1"	STR.																" " "																			
A 613	8		4'-8"	STR.																" " "																			
A 614	8		4'-4"	STR.																" " "																			
A 615	4		4'-2"	STR.																" " "																			
A 616	48	10'-7"	A	2'-8"	1'-7"	5'-8"	8"													CURB TRANS.																			
A 617	20		7'-11"	A	1'-7"	5'-8"	8"													" " "																			
A 618	4		5'-11"	I	8"	5'-3"														" " "																			
A 619	4	#6	4'-11"	I	8"	4'-3"														" " "																			
A 501	76	#5	17'-0"	STR.																LONGITUDINAL																			
A 502	72	#1	5'-0"	SI	6"	4'-6"														BACKWALL																			
A 503	4		12'-3"	STR.																WINGWALL HOR. O.F.																			
A 504	4		13'-0"	STR.																" " "																			
A 505	4		13'-9"	STR.																" " "																			
A 506	4		14'-9"	STR.																" " "																			
A 507	4		15'-6"	STR.																" " "																			
A 508	8		14'-7"	STR.																" " "																			
A 509	64		2'-8"	STR.																DOWELS TO WINGWALL																			
A 510	32		3'-8"	STR.																WINGWALL VERT.																			
A 511	32		4'-10"	STR.																" " "																			
A 512	8		8'-10"	STR.																" " "																			
A 513	8		8'-0"	STR.																" " "																			
A 514	8		7'-1"	STR.																" " "																			
A 515	8		6'-2"	STR.																" " "																			
A 516	8		5'-3"	STR.																" " "																			
A 517	8		4'-4"	STR.																" " "																			
A 518	8		3'-6"	STR.																" " "																			
A 519	8		2'-6"	STR.																" " "																			
A 520	24		13'-6"	STR.																CURB LONGIT.																			
A 521	4		12'-8"	STR.																" " "																			
A 522	36	#1	5'-3"	SI	4'-3"	12"														VERT. IN LAMP POST BASE																			
A 523	76	#5	5'-5"	D	5"	2'-0"	2'-0"	1'-0"			3"									CURB TRANS.																			
A 401	72	#4	15'-8"	TI	5"	4'-5"	3'-0"	4'-8"	3'-0"		5"									STIRRUPS																			
A 402	72	#4	14'-10"	B	5"	3'-3"	1'-11"	1'-5"	4'-5"	3'-0"	5"	1'-8"	1'-2"							"																			
A 301	48	#3	4'-0"	TI	4"	10"	10"	10"	10"		4"									STIRRUPS IN LAMP POST BASE																			

MARK	NO. BARS	SIZE	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	L	M	O	R	SHAPE	LOCATION																			
PIERS																				17,098 LBS.																			
P 901	52	#9	6'-0"	SI																DWLS. TO COLUMN																			
P 902	52	#1	20'-0"	STR.																COLUMN VERTICALS																			
P 903	32	#9	19'-0"	STR.																PIER CAP TOP																			
P 801	24	#8	20'-0"	3			7'-9"	12'-3"			1'-8"	7'-7"								PIER CAP BOT.																			
P 802	16	#8	19'-0"	STR.																PIER CAP MIDHT.																			
P 601	112	#6	15'-0"	STR.																PILE CAP																			
P 501	128	#5	9'-9"	STR.																PILE CAP																			
P 502	4	#6		C					2 1/2"		18'-0"	32"								COLUMN SPIRAL																			
P 401	152	#4	4'-7"	I	5"	3'-9"					5"									PIER CAP MIDHT.																			
P 402	52	#1	16'-4"	TI	5"	2'-9"	5'-0"	2'-9"	5'-0"		5"									" " STIRRUPS																			
P 403	4		15'-10"	TI	5"	2'-9"	4'-9"	2'-9"	4'-9"		5"									" " "																			
P 404	4		15'-4"	TI	5"	2'-9"	4'-6"	2'-9"	4'-6"		5"									" " "																			
P 405	4		14'-10"	TI	5"	2'-9"	4'-3"	2'-9"	4'-3"		5"									" " "																			
P 406	4		14'-4"	TI	5"	2'-9"	4'-0"	2'-9"	4'-0"		5"									" " "																			
P 407	4		13'-10"	TI	5"	2'-9"	3'-9"	2'-9"	3'-9"		5"									" " "																			
P 408	4	#1	13'-4"	TI	5"	2'-9"	3'-6"	2'-9"	3'-6"		5"									" " "																			
P 409	4	#4	12'-10"	TI	5"	2'-9"	3'-3"	2'-9"	3'-3"		5"									" " "																			
DECK AND DIAPHRAGMS																				36,485 LBS.																			
D 801	48	#8	4'-0"	STR.																4" THREAD ONE END CONNECT TO EDGE GIRDER																			
D 601	48	#6	14'-8"	STR.																BOT. ALL DIAPHRAGMS																			
D 602	12	#1	4'-0"	STR.																4" THREAD ONE END CONNECT TO EXIST. GIRDER																			
D 603	12	#1	4'-3"	3			1'-6"	1'-3"	1'-6"											4" THREAD ONE END CONNECT TO EXIST. GIRDER																			
D 604	482	#6	3'-9"	3	8"	1'-3"	1'-1"	9"												DOWELS TO CURB																			
D 501	414	#5	17'-0"	I	7"	16'-5"														↓ TO TRAFFIC TOP																			
D 502	414	#1	18'-0"	STR.																↓ TO TRAFFIC BOTTOM																			
D 503	414	#1	5'-1"	I	7"	4'-6"														↓ TO TRAFFIC TOP																			
D 504	414	#1	4'-10"	I	7"	4'-3"														↓ TO TRAFFIC BOTTOM																			
D 505	522	#1	20'-11"	STR.																// TO TRAFFIC																			
D 506	28	#5	4'-2"	E	1'-2"	8"	2'-4"				5"	2'-3 1/2"								IN CURB AT LAMP POST BASE																			
D 401	132	#4	6'-3"	T2	7 1/2"	9"	1'-9"	9"	1'-9"		7 1/2"									END DIAPHRAGMS																			
D 402	132	#4	6'-6"	S4	7 1/2"	2'-3"	9"	2'-3"			7 1/2"									INT. DIAPHRAGMS																			

MARK	NO. BARS	SIZE	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	L	M	O	R	SHAPE	LOCATION																			
CURBS AND MEDIAN																				9638 LBS.																			
C 601	482	#6	6'-4"	I	8"	5'-8"														CURB TRANSV.																			
C 501	126	#5	21'-1"	STR.																CURB LONGIT.																			
C 502	45	#1	20'-11"	STR.																MEDIAN LONGIT.																			
C 503	144	#1	6'-9"	17			7"	5'-7"	7"											" TRANSV.																			
C 504	288	#5	11"	STR.																" DOWELS																			
APPROACH SLABS (INCLUDING MEDIAN OVER EXIST. APPROACH)																				10,343 LBS.																			
S 801	136	#8	18'-8"	I	1'-1"	16'-6"					1'-1"									BOTTOM																			
S 501	168	#5	16'-6"	STR.																TOP & BOTTOM																			
S 502	56	#1	3'-4"	3			1'-0"	10'	1'-6"											ROADWAY SEAT																			
S 503	10																																						