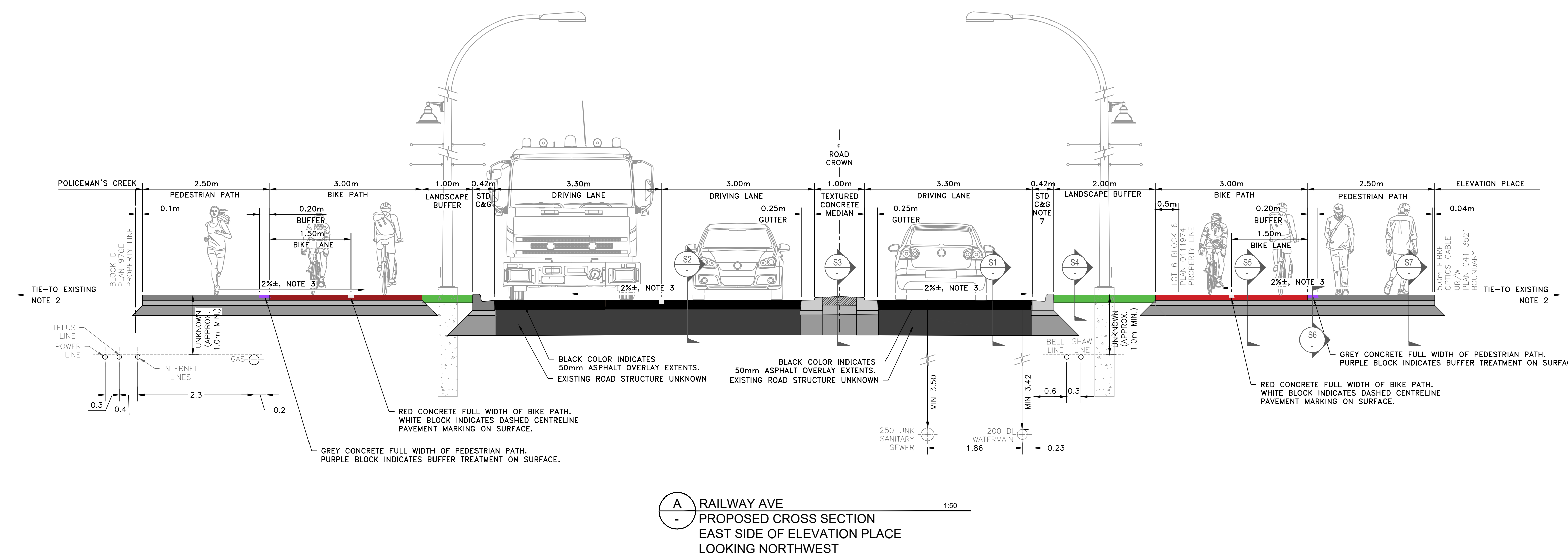


NOTES

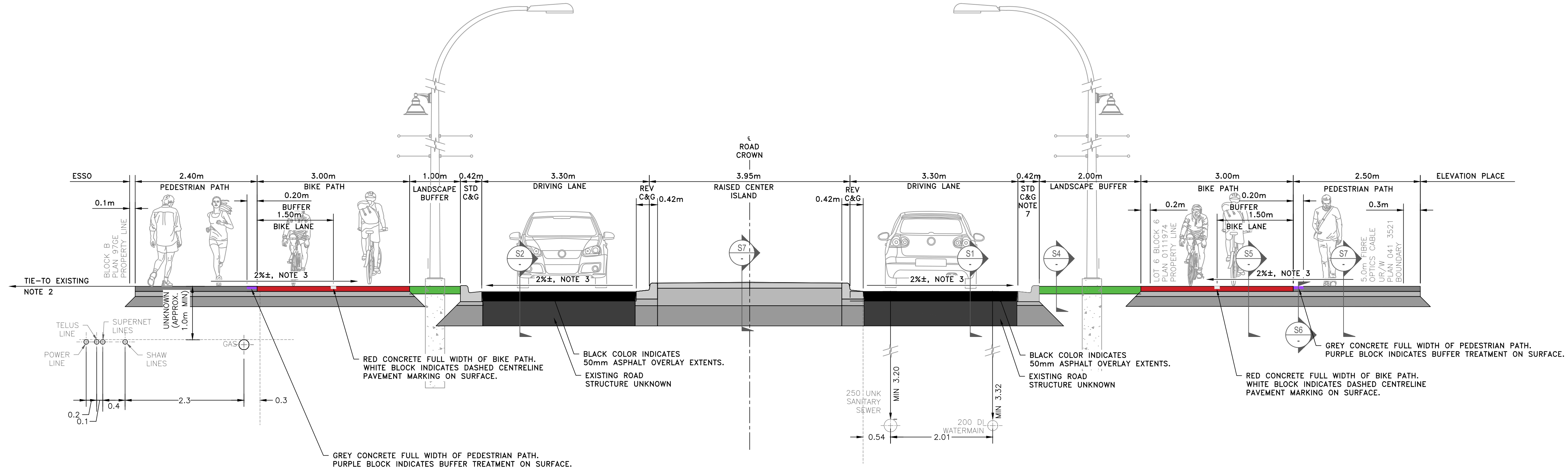
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- 2) ALL TIE-INS TO EXISTING DRIVEWAYS AND PRIVATE CURB INFRASTRUCTURE TO BE COMPLETED TO ENSURE SMOOTH TRANSITIONS TO DESIGN, DESIGN EXTENTS AND TIE-IN AREAS TO BE RETURNED TO ORIGINAL CONDITION OR BETTER.
- 3) GENERAL GRADING CONCEPT SHOWN ILLUSTRATING TYPICAL CROWNED ROADWAY, REFER TO 2531-12578-C-100 THRU 105 FOR DETAILED GRADING INFORMATION.
- 4) ALL CONTROL JOINTS PROVIDED FOR PROPOSED CONCRETE PATHWAYS ARE TO BE SAW CUT PER CITY OF CALGARY SPECIFICATIONS. HAND TOOLED JOINTS WILL NOT BE ACCEPTED.
- 5) SECTIONS (BELOW) S4, S5, S8, AND S9 DO NOT REFLECT STRUCTURE FOR DRIVEWAY CROSSINGS SEE SECTIONS 6 AND 7.
- 6) CONCRETE FINISHES:
 - 6.1) TINED FINISH: METAL TILING FINISH CONSISTING OF UNIFORM LONGITUDINAL SHALLOW TILING @ 20mm O.C., IN THE DIRECTION OF TRAFFIC, AVOID MATERIAL ACCUMULATION ON SURFACE THAT WOULD CREATE AN UNWANTED RAISED/POSITIVE TEXTURE.
 - 6.2) BROOM FINISH: TRADITIONAL BROOM FINISH, CARE TO BE TAKEN THAT BROOM LINES ARE CONSISTENT AND PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL. THIS IS THE DEFAULT CONCRETE FINISH IF NOT OTHERWISE SPECIFIED.
- 7) RAILWAY AVENUE NORTH CURB AND GUTTER IS LARGELY TO BE MAINTAINED, CARE TO BE TAKEN TO ENSURE LIMITED DAMAGE DURING CONSTRUCTION. SEVERAL SECTIONS (IDENTIFIED) ARE TO BE REMOVED TO ACCOMMODATE ROAD GEOMETRY AND/OR GRADING CHANGES. CURBS IDENTIFIED AS TO BE MAINTAINED (REUSED) THAT ARE OF POOR CONDITION, ARE TO BE FLAGGED AND ASSESSED AT TIME OF CONSTRUCTION. REFER TO PLAN DRAWINGS.

STRUCTURES

- S1 TYPICAL MILL & OVERLAY DRIVING LANE STRUCTURE
 - 50mm (MIN.) ASPHALTIC CONCRETE OVERLAY (CITY OF CALGARY MIX B)
 - EXISTING ASPHALTIC CONCRETE MILLED 50mm (MIN.)
 - ENSURE APPROPRIATE TACK COAT AND/OR OTHER TREATMENTS IF NECESSARY
 - S2 TYPICAL DRIVING LANE STRUCTURE
 - 50mm ASPHALTIC CONCRETE (CITY OF CALGARY MIX B) (NO RECYCLED ASPHALT IN TOP LIFT, c/w TACK COAT IF REQUIRED)
 - 140mm ASPHALTIC CONCRETE (MIX TYPE A 2 LIFTS FIRST LIFT 70mm OVER 70mm, TACK COAT IF REQUIRED)
 - 100mm 25mm MINUS CRUSHED GRAVEL GRANULAR BASE @ 98% SPMD c/w PRIME COAT IF REQUIRED
 - 400mm 80mm PIT RUN SUB-BASE @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - ANY ASPHALT ROAD OR DRIVEWAYS IMPACTED BY CONSTRUCTION THAT DO NOT REQUIRE FULL DEPTH REPLACEMENT TO HAVE 50mm MILL AND OVERLAY IN CONJUNCTION WITH 50mm MIX B TOP LIFT
 - S3 TYPICAL TEXTURED CONCRETE MEDIAN STRUCTURE
 - TINED FINISH
 - 150mm MINIMUM FIBER REINFORCED CONCRETE PER ASTM C1116, 4.1.3, TYPE III AND SHALL BE OLEFIN MACRO FIBERS. FIBRE CONTENT TO BE 1-2KG/M³ WITH FIBRE LENGTH 38-50mm.
 - 65mm 25mm MINUS CRUSHED GRAVEL GRANULAR BASE @ 98% SPMD
 - 400mm 80mm PIT RUN SUB-BASE @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - S4 LANDSCAPE BUFFER
 - 150mm TOPSOIL SOD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ADJACENT TO LANDSCAPE BUFFER
 - S5 TYPICAL RED CONCRETE BIKE PATH
 - 100mm RED FIBER REINFORCED CONCRETE PER ASTM C1116, 4.1.3, TYPE III AND SHALL BE OLEFIN MACRO FIBERS. FIBRE CONTENT TO BE 1-2KG/M³ WITH FIBRE LENGTH 38-50mm.
 - COLOR INTERSTAR SEDONA JO-6435R @ 2 BAGS/CUBIC YARD
 - 100mm 25mm MINUS CRUSHED GRAVEL @ 98% SPMD
 - 200mm 80mm MINUS PIT RUN GRAVEL @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - TYPICAL RED CONCRETE BIKE PATH (HEAVY DUTY @ DRIVEWAY CROSSINGS AND ROADS)
 - 150mm RED FIBER REINFORCED CONCRETE PER ASTM C1116, 4.1.3, TYPE III AND SHALL BE OLEFIN MACRO FIBERS. FIBRE CONTENT TO BE 1-2KG/M³ WITH FIBRE LENGTH 38-50mm.
 - 100mm 25mm MINUS CRUSHED GRAVEL @ 98% SPMD
 - 200mm 80mm MINUS PIT RUN GRAVEL @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - S6 TYPICAL SANDBLASTED TEXTURED CONCRETE PATH BUFFER
 - 200mm WIDE BUFFER WITH SEALED 10mm EXPOSED AGGREGATE (SURFACE TO HAVE SKID-RESISTANCE EQUIVALENT TO BROOM FINISHED CONCRETE)
 - BUFFER STRIP IS PART OF PEDESTRIAN PATH
 - REFER TO PEDESTRIAN PATH FOR STRUCTURE DETAILS
 - S7 TYPICAL CONCRETE PEDESTRIAN PATH
 - 100mm FIBER REINFORCED CONCRETE PER ASTM C1116, 4.1.3, TYPE III AND SHALL BE OLEFIN MACRO FIBERS. FIBRE CONTENT TO BE 1-2KG/M³ WITH FIBRE LENGTH 38-50mm.
 - 100mm 25mm MINUS CRUSHED GRAVEL @ 98% SPMD
 - 200mm 80mm MINUS PIT RUN GRAVEL @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - TYPICAL CONCRETE PEDESTRIAN PATH (HEAVY DUTY @ DRIVEWAY CROSSINGS AND ROADS)
 - 150mm FIBER REINFORCED CONCRETE PER ASTM C1116, 4.1.3, TYPE III AND SHALL BE OLEFIN MACRO FIBERS. FIBRE CONTENT TO BE 1-2KG/M³ WITH FIBRE LENGTH 38-50mm.
 - 100mm 25mm MINUS CRUSHED GRAVEL @ 98% SPMD
 - 200mm 80mm MINUS PIT RUN GRAVEL @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - S8 TYPICAL VEHICLE-RATED CONCRETE (BUS BAY, INTERSECTION APRON(S), FLUSH ROAD CROSSING)
 - REFER TO PLAN FOR SPECIFIED FINISH
 - TINED FINISH
 - 150mm FIBER REINFORCED CONCRETE PER ASTM C1116, 4.1.3, TYPE III AND SHALL BE OLEFIN MACRO FIBERS. FIBRE CONTENT TO BE 1-2KG/M³ WITH FIBRE LENGTH 38-50mm.
 - 65mm 25mm MINUS CRUSHED GRAVEL GRANULAR BASE @ 98% SPMD
 - 400mm 80mm PIT RUN SUB-BASE @ 98% SPMD
 - SUBGRADE COMPACTED TO 98% SPD AND APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF ROAD/PATH STRUCTURE ABOVE
 - S9 TYPICAL MULTI-USE PATH
 - REFER TO PLAN DRAWINGS
 - 75mm ASPHALT MIX-B
 - 100mm 25mm MINUS CRUSHED GRAVEL GRANULAR BASE @ 95% SPMD
 - 200mm 80mm PIT RUN SUB-BASE @ 95% SPMD
 - HORIZONTAL ROOT BARRIER
- THE CURRENT CITY OF CALGARY STANDARD SPECIFICATIONS FOR ROADS CONSTRUCTION SHOULD APPLY TO ALL MATERIALS AND CONSTRUCTION PROCEDURES.
 - THE GRANULAR MATERIALS SHOULD BE COMPACTED TO MINIMUM 98% OF STANDARD PROCTOR MAXIMUM DRY DENSITY (SPMD) AT A MOISTURE CONTENT WITHIN ±2% OF OPTIMUM MOISTURE CONTENT (OMC). THE ASPHALT CONCRETE SHOULD BE COMPACTED TO A MINIMUM 93% OF MAXIMUM THEORETICAL DENSITY (MTD).



A RAILWAY AVE
 PROPOSED CROSS SECTION
 EAST SIDE OF ELEVATION PLACE
 LOOKING NORTHWEST
 1:50



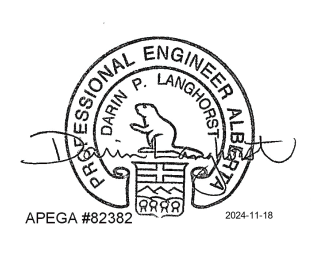
B RAILWAY AVE
 PROPOSED CROSS SECTION
 EAST OF INTERSECTION ELEVATION PLACE
 LOOKING NORTHWEST
 1:50

NOT FOR CONSTRUCTION

McElhanney
 McElhanney Ltd.
 #203, 502 Bow Valley Trail
 CANMORE AB, T1W 1N9
 PH (403) 609-3992
 www.mcelhanney.com

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PERMIT TO PRACTICE
McELHANNEY LTD.
 RNS SIGNATURE: *[Signature]*
 RNS APEGA ID #: 82382
 DATE: 2024-11-18
PERMIT NUMBER: P006383
 The Association of Professional Engineers and Geoscientists of Alberta (APEGA)



01	19	11	24	ISSUED FOR RFP PRICING	KB	GK	DL
REV	D	M	Y	DESCRIPTION	DPS	CHK	ENG

CONSULTANT: McELHANNEY LTD. CONSULTANT FILE NUMBER: 2531-12578

DRAWN: WC DATE: 2023 01 01

SCALE:

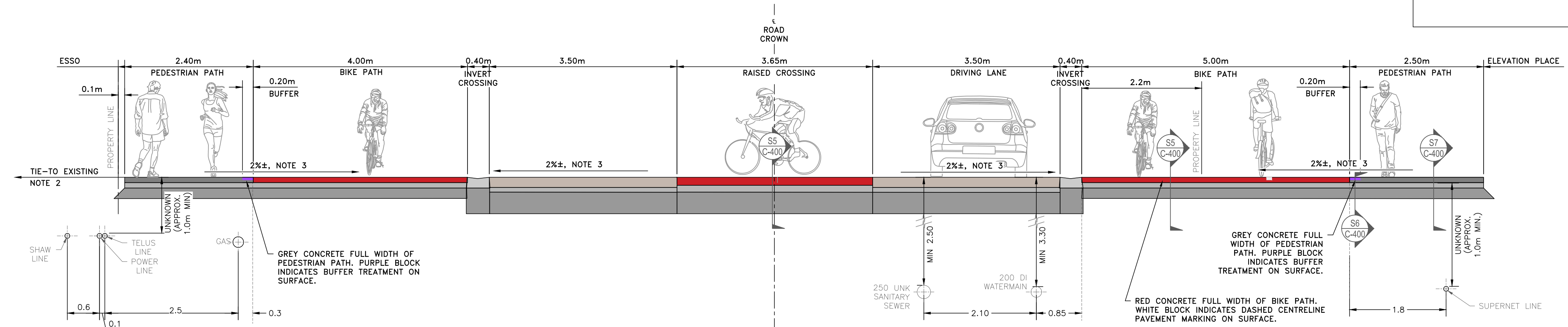
APPROVED:

TOWN ENGINEER:

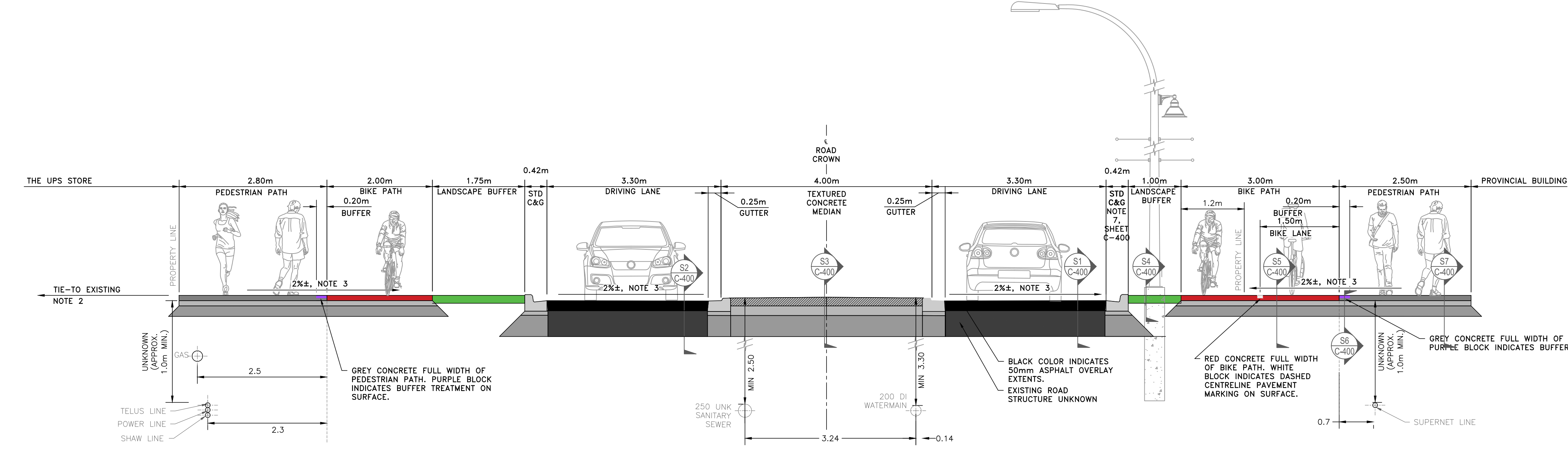
Town of Canmore
 ENGINEERING SERVICES
TOWN OF CANMORE
 CAP 7359 RAILWAY AVE CENTRAL
 DESIGN SECTIONS
 SHEET 1 OF 4
 SHEET NO: 2531-12578-C-400 TOWN FILE NO: CAP 7359

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C RAILWAY AVE
- PROPOSED CROSS SECTION
EAST OF ELEVATION PLACE DRIVEWAY
LOOKING NORTHWEST



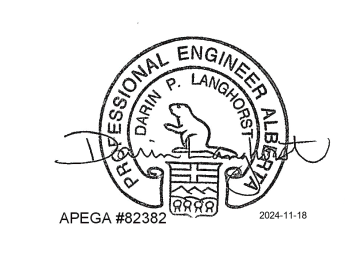
D RAILWAY AVE
- PROPOSED CROSS SECTION
EAST OF 8TH STREET INTERSECTION
LOOKING NORTHWEST

NOT FOR CONSTRUCTION

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PERMIT TO PRACTICE
McELHANNNEY LTD.
RM SIGNATURE: *Daniel McElhanney*
RM APEGA ID #: 82382
DATE: 2024-11-18
PERMIT NUMBER: P006383
The Association of Professional Engineers and Geoscientists of Alberta (APEGA)



01	19	11	24	ISSUED FOR RFP PRICING	KB	GK	DL
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CONSULTANT: McELHANNNEY LTD.
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DRAWN:	WC	DATE:	2023 01 01
SCALE:			
APPROVED:			

Town of Canmore
ENGINEERING SERVICES
TOWN OF CANMORE
CAP 7359 RAILWAY AVE CENTRAL
DESIGN SECTIONS
SHEET 2 OF 4

SHEET NO: 2531-12578-C-401
TOWN FILE NO: CAP 7359

GROUND COORDINATE SYSTEM: **UTM**
ALL DIMENSIONS ARE METRES
UNLESS OTHERWISE NOTED

