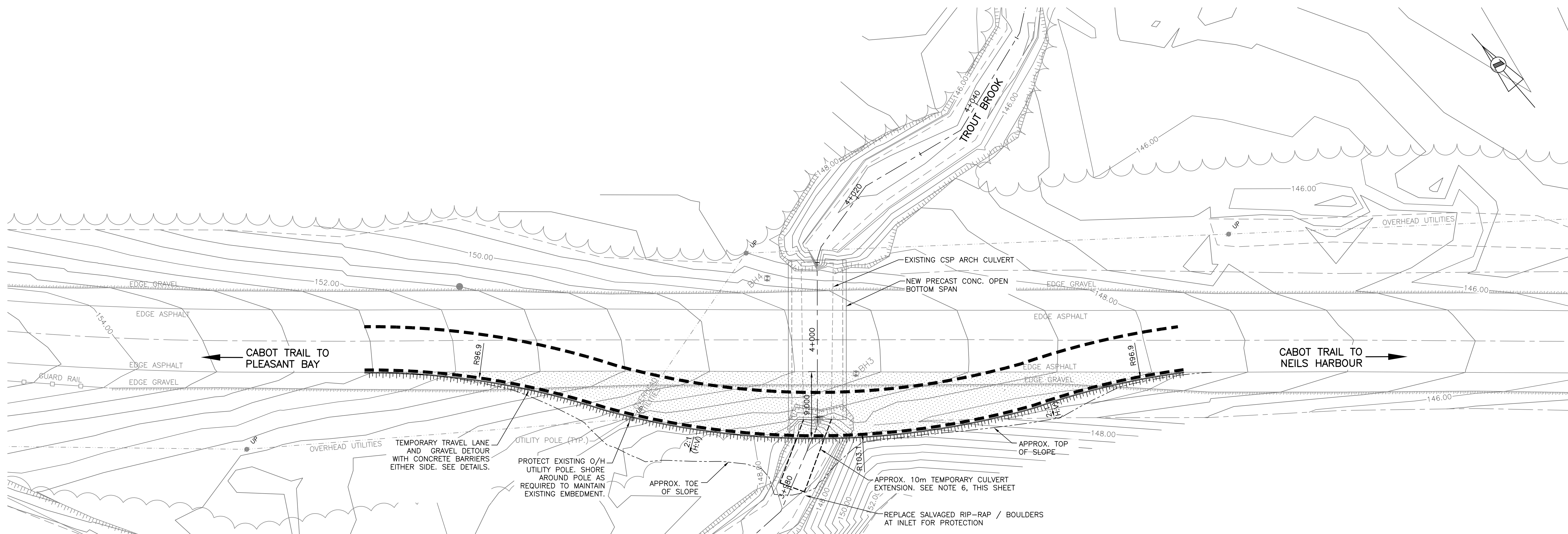


SNC-LAVALIN Inc.
Halifax, Nova Scotia, Canada

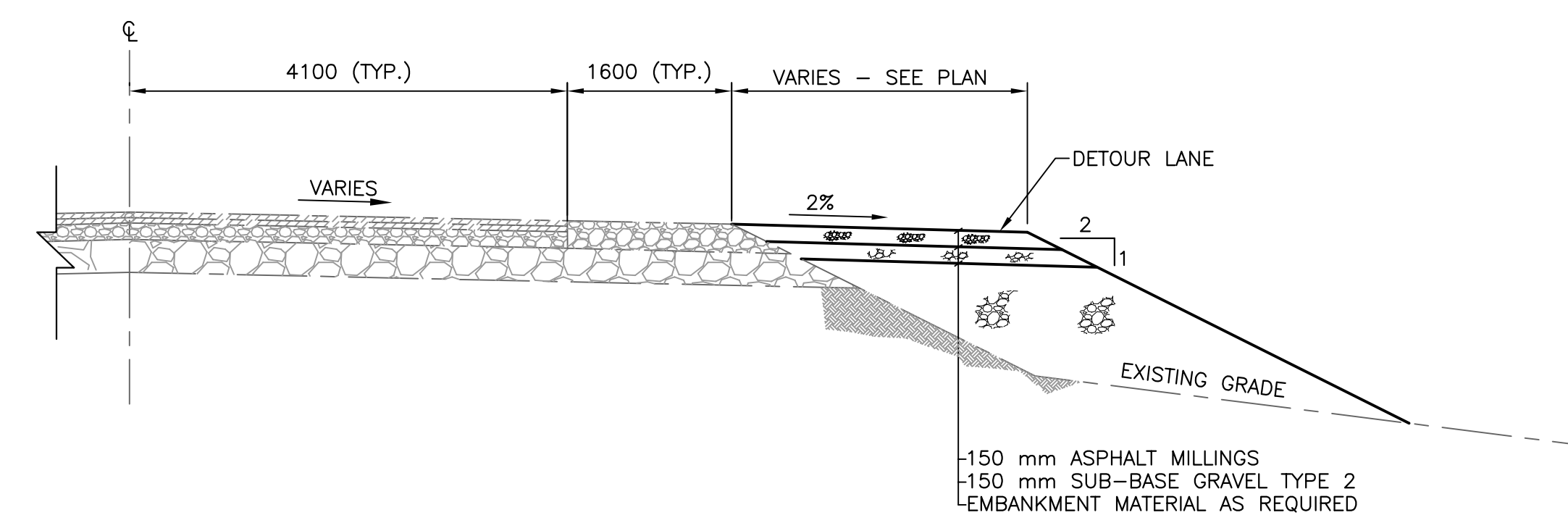
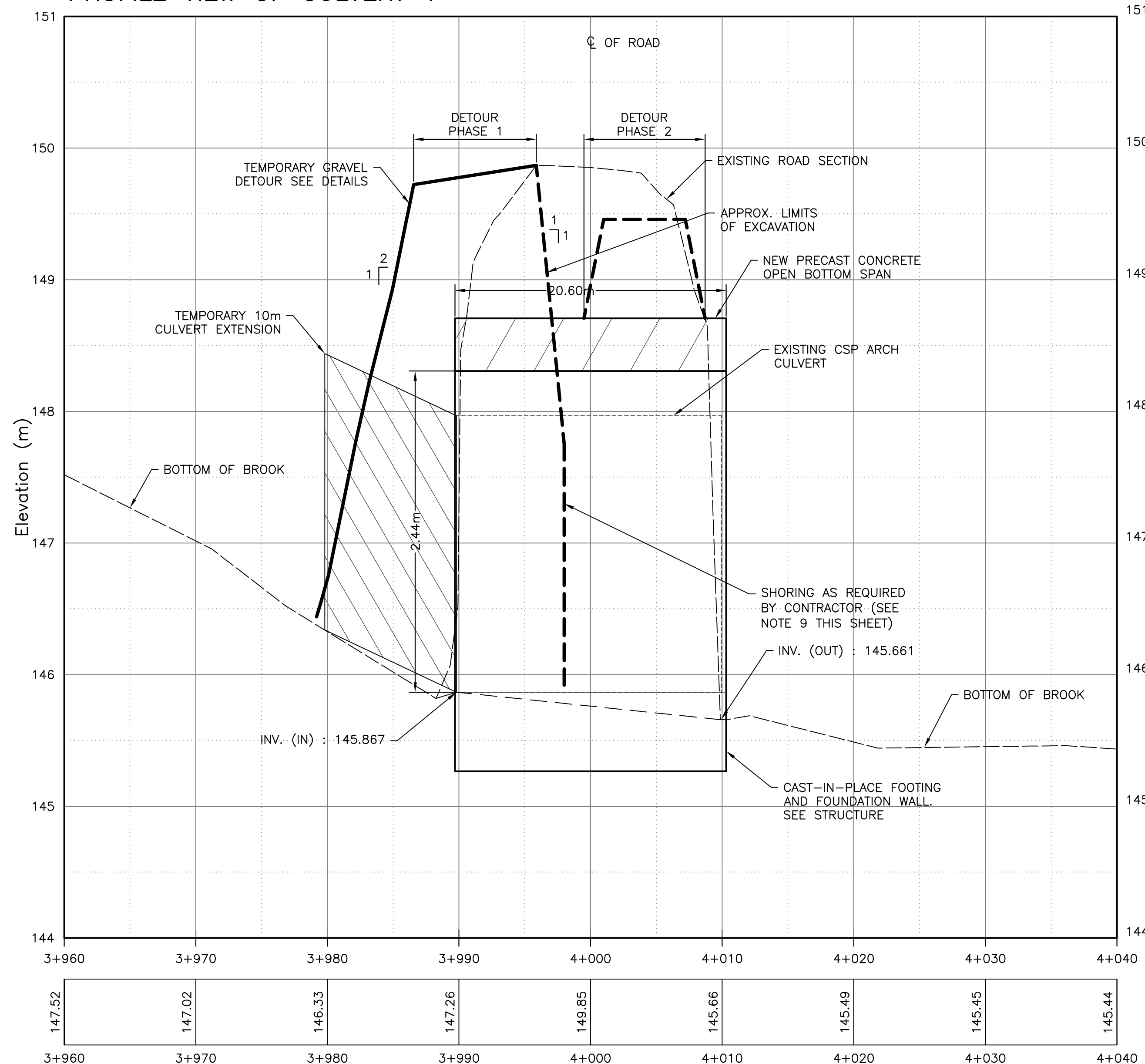
Member of the SNC-LAVALIN Group



CULVERT 1 - DETOUR PHASE 1

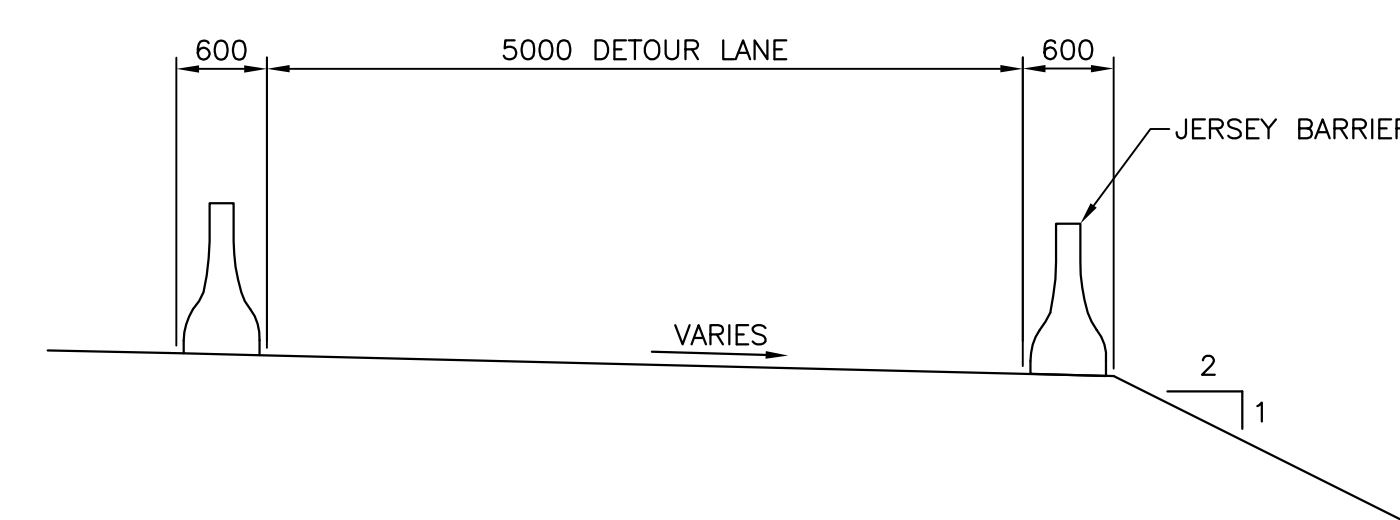
SCALE: 1:250

PROFILE VIEW OF CULVERT 1



TYPICAL SECTION - TEMPORARY GRAVEL DETOUR

SCALE/ÉCHELLE: 1:50

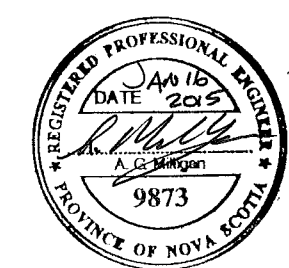


TYPICAL SECTION - TEMPORARY TRAVEL LANE

SCALE/ÉCHELLE: 1:50

GENERAL NOTES:

1. PROVIDE ANY AND ALL TRAFFIC CONTROL SERVICES REQUIRED DURING THE PROJECT. ALL SIGNS, DELINEATORS, BARRICADES AND MISCELLANEOUS WARNING DEVICES TO BE IN ACCORDANCE WITH PART D - TEMPORARY CONDITIONS SIGNS AND DEVICES OF MUTED MANUAL AND NOVA SCOTIA TEMPORARY WORKPLACE TRAFFIC CONTROL MANUAL.
2. MAINTAIN, AT MINIMUM, ONE LANE, ALTERNATING TWO WAY TRAFFIC AT THE SITE FOR VEHICLE AS WELL AS BICYCLE TRAFFIC. PROVIDE 5.0m WIDE TEMPORARY LANE, COMPLETE WITH JERSEY BARRIERS ON BOTH SIDES, THROUGH ENTIRE LENGTH OF ANY TRAFFIC DETOUR. DETOURED TRAFFIC TO BE CONTROLLED BY WAY OF STIR APPROVED TEMPORARY, FULLY ACTUATED TRAFFIC SIGNALS. TEMPORARY DETOURS TO HAVE DESIGN SPEED OF 30 km/hr.
3. CONSTRUCT TEMPORARY TRAFFIC DETOUR EMBANKMENT AS INDICATED TO ALLOW FOR CONSTRUCTION OF DOWNSTREAM PORTION OF NEW CULVERT. IT IS INTENDED THAT CONSTRUCTION OF THE REMAINING UPSTREAM PORTION OF CULVERT WILL NOT REQUIRE AN ADDITIONAL EMBANKMENT, WITH ALTERNATING TWO WAY TRAFFIC MAINTAINED OVER NEWLY COMPLETED SECTION OF CULVERT AT AN ELEVATION LOWER THAN THE EXISTING ROADWAY.
4. COMPLETELY REMOVE TEMPORARY TRAFFIC DETOUR EMBANKMENTS AND REINSTATE AREAS BACK TO EXISTING CONDITIONS, FOLLOWING RESPECTIVE PHASES OF WORK.
5. TEMPORARILY RELOCATE TRAFFIC CONTROL CONCRETE BARRIERS TO ACCOMMODATE 'WIDE LOAD' TRAFFIC AS REQUIRED. MINIMUM 24 HOUR NOTICE WILL BE PROVIDED BY DEPARTMENTAL REPRESENTATIVE.
6. WATERCOURSE SHALL BE MAINTAINED WITHIN FOOTPRINT OF TRAFFIC DETOUR EMBANKMENT. CONTRACTOR TO SUBMIT CONSTRUCTION METHODOLOGY TO DEPARTMENTAL REPRESENTATIVE BEFORE PROCEEDING. METHODOLOGY TO INCLUDE EXCAVATION DENATURING TECHNIQUES, MAINTENANCE OF WATERCOURSE FLOW AND ISOLATION FROM CONSTRUCTION AREAS FOR DURATION OF CONSTRUCTION.
7. METHODS TO MAINTAIN AND ISOLATE WATERCOURSE TO BE CAPABLE OF ACCOMMODATING MIN. FLOW OF 6.5m³/S. CHECK LONG RANGE WEATHER FORECAST TO ENSURE THAT THERE IS ADEQUATE TIME BEFORE FORECAST OF HEAVY RAIN STORMS TO STABILIZE THE WORK AND HANDLE ANY OVERFLOW. PROVIDE DETAILS OF STABILIZATION PLAN TO DEPARTMENTAL REPRESENTATIVE FOR REVIEW.
8. ANY 'IN-STREAM' WORK MUST OCCUR COMPLETELY IN THE DRY.
9. PROVIDE STAMPED ENGINEERING DRAWING FOR SHORING.
10. TOTAL TRAFFIC CONTROL DELAY SHALL NOT EXCEED 15 MINUTES.



C02	ISSUED FOR TENDER	JAN 16 2015
C01	ISSUED FOR TENDER	FEB 28 2014
revisions		date

project
**BIG JOHNNY'S TURN
CULVERT REPLACEMENT
CABOT TRAIL,
CAPE BRETON HIGHLANDS
NATIONAL PARK**

drawing
**CULVERT 1
TRAFFIC DETOUR**

designed M.E. conq
date 2013-12-12
drawn D.B. / M.Z. dessin
date 2013-12-13
approved N.L. approuv
date 2013-12-19
Tender Soumission
PWSC Project Manager Administrateur de projets TPSOC
project number no. du projet
R.059970.001
drawing no. no. du dessin
C02