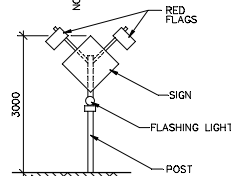
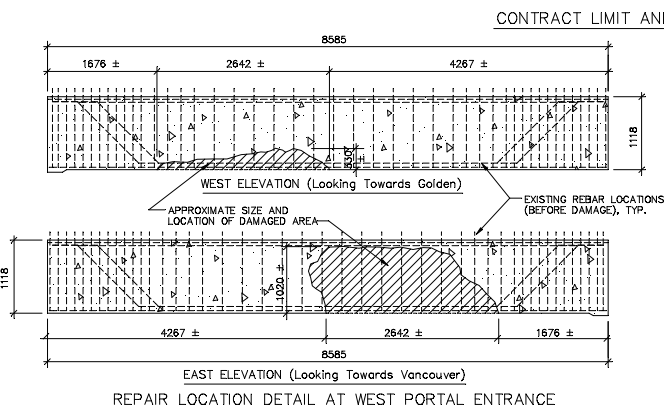


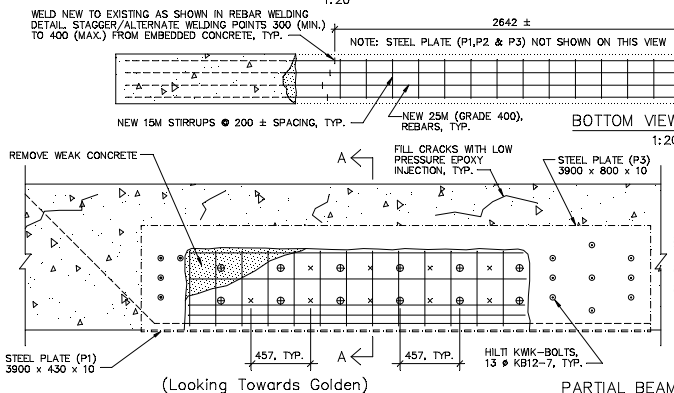
WOODEN TRAFFIC BARRICADE DETAIL



SIGN POST DETAIL
(For Note No. 3 & 4)



REPAIR LOCATION DETAIL AT WEST PORTAL ENTRANCE



(Looking Towards Golden)

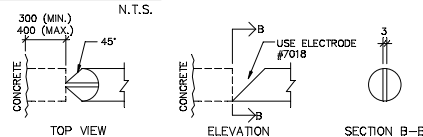
SIGN LEGEND			
NO.	DESCRIPTION OR MESSAGE	NO.	DESCRIPTION OR MESSAGE
RB-1	MAXIMUM SPEED	WD-A41	ROAD WORK
RB-5	MAXIMUM SPEED AHEAD (30)/(60)/(90)	WD-A45	FLAGPERSON (WHEN NECESSARY)
RB-31	DO NOT PASS (Use Overlap)	WD-A46	SIGNALS AHEAD
WD-A33L	LEFT LANE ENDS (Sign Used Upright)	WD-154	END CONSTRUCTION (Fn)
WD-A33R	RIGHT LANE ENDS (Used Reversed)	WD-170	CONSTRUCTION AHEAD (1.0 km)

NOTE: GIVE FRENCH EQUIVALENT WHERE SHOWN (F)

NOTES FOR TRAFFIC CONTROL & SIGNING

1. ENGINEER MAY INSTRUCT CONTRACTOR TO ADJUST CONTROLS AND SIGNINGS AS FIELD CONDITIONS VARY.
2. ALL SIGNS MAY BE ON TEMPORARY STANDS, HEIGHT = 3 METRES.
3. PARA-AIR FLASHING LIGHTS ON ALL TRAFFIC SIGNS.
4. TWO RED FLAGS TO BE INSTALLED ON EACH SIGN DURING DAYLIGHT HOURS.
5. ALL SIGNS NOT IN EFFECT TO BE COVERED.
6. WHEN FLAGPERSONS ARE ON DUTY, THEY MUST STAND WITHIN THE 30 KM/H ZONE AND ARE REQUIRED TO MAINTAIN A CONSTANTLY MOVING POSITION AT ALL TIMES. STOP AND GO PADDLES SHALL BE USED BOTH DAY AND NIGHT. HANDS ARE TO BE ON PADDLES AT NIGHT.
7. ALL SIGNS ARE TO BE KEPT CLEAN AT ALL TIMES. DAMAGED OR WORN OUT SIGNS ARE TO BE REPLACED.
8. TRAFFIC CONTROL FOR DAY TIME ONLY. NORMAL TWO-WAY TRAFFIC RESUMES AT END OF WORK DAY.

CONTRACT LIMIT AND TRAFFIC CONTROL

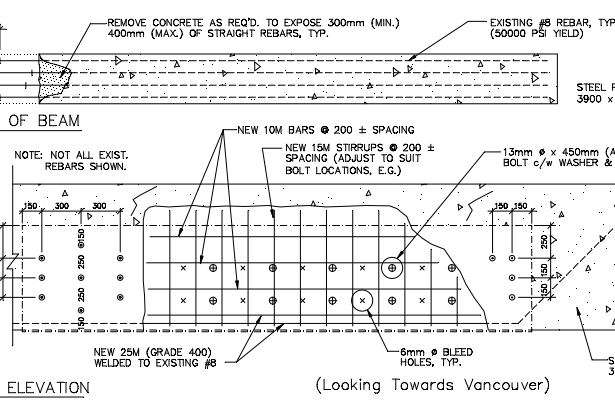


- NOTE: 1.) SHAPE ENDS OF NEW REBAR AS SHOWN BEFORE WELDING.
2.) PRE-HEAT NEW & EXISTING REBARS TO 200°C BEFORE WELDING.
3.) AT ANY TIME, CONTRACTOR MUST MAINTAIN FIVE (5) CONNECTED BOTTOM #8 OR (25M) REBARS.

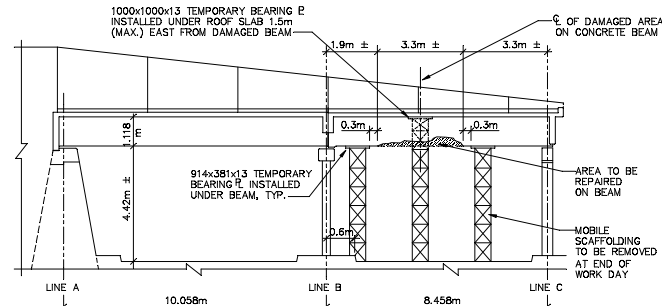
REBAR WELDING DETAIL

NOTES:

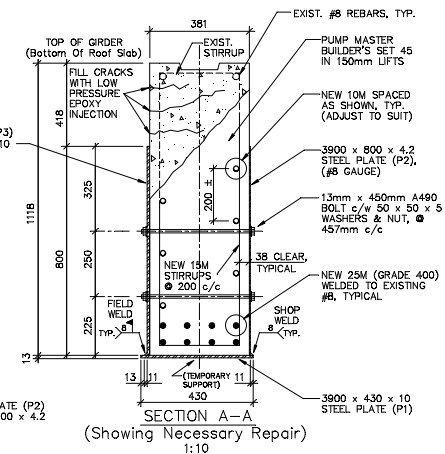
1. DIMENSIONS ON IMAGED AREAS ARE APPROXIMATE, AS CRACKS MAY PENETRATE DEEPER THAN VISUALLY SHOWN.
2. AFTER PLACING STEEL PLATE P1 & P2, INSERT ASGEO BOLTS AS SHOWN. ADJUST NEW STIRRUPS & LONGITUDINAL LUG REBARS TO FIT TRANSVERSE BOLTS.
3. PLACE STEEL PLATE P3 TO P5, SET ASGEO BOLTS TO MATCH BOLT ENDS. TIGHTEN BOLTS SNUG TIGHT. WELD STEEL PLATE P3 TO P1 AS SHOWN.
4. TO ENSURE FIT OF VERTICAL STIRRUPS, CHALK MARK BOLT HOLE LOCATIONS BEFORE TIGHTENING STIRRUPS. ADJUST STIRRUP SPACING TO 200MM ±.
5. ALL LUG REBARS ARE GRADE 400.
6. ALL STEEL PLATES TO G40.21M GRADE 300W.



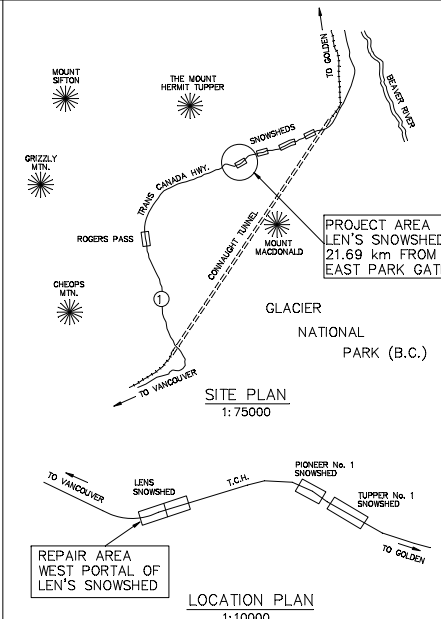
PARTIAL BEAM ELEVATION
1:20



END VIEW AT WEST PORTAL
(Looking Towards Golden)
1:100




SECTION A-A
(Showing Necessary Repair)
1:10



LOCATION PLAN

CAD FILE: GLACIER\669106-1

revision		date
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 A detail no.
no. du detail
 B location drawing no.
sur dessin no.
 C drawing no.
dessin no.

project	projet
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LEN'S SNOWSHED
GLACIER NATIONAL PARK
km 21.69 T.C.H.

drawing	dessin
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GIRDER REPAIR AND RELATED DETAILS

DESIGNED	R. POON	CONQU
DATE	OCTOBER 1992	
DRAWN	J. McCRONE	DESSINÉ
DATE	OCTOBER 1992	
REVIEWED		EXAMINÉ
DATE		
APPROVED		APPROUVÉ
DATE		
TENDER		SOUSSION
PWC PROJECT MANAGER		
PROJECT NUMBER	669106	NO. DU PROJET

1 of 1