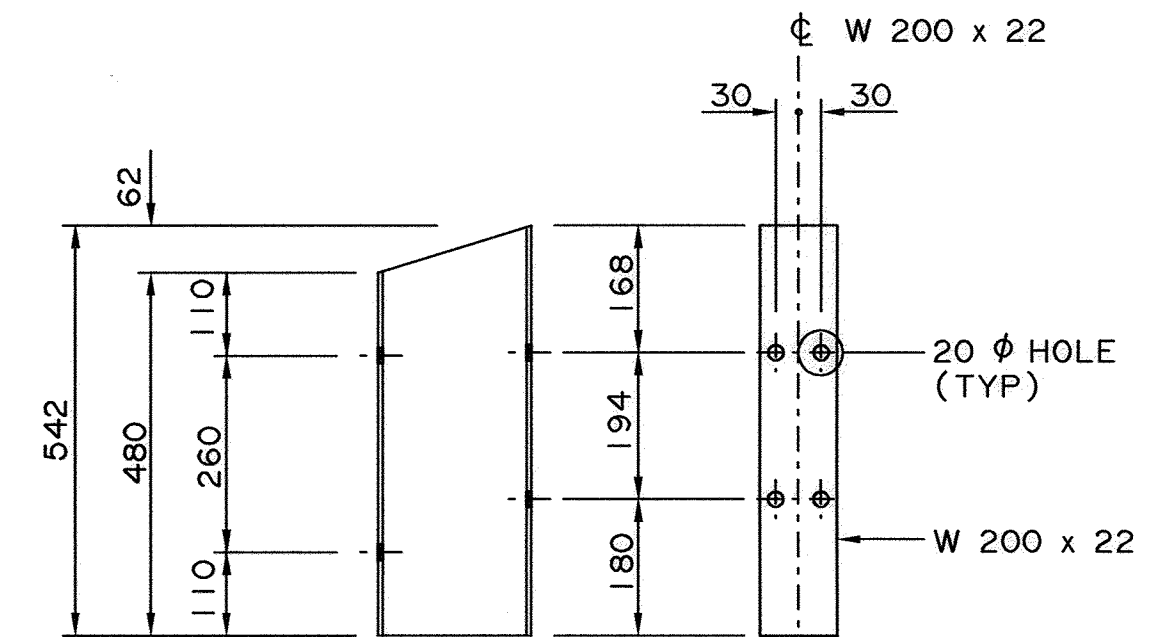


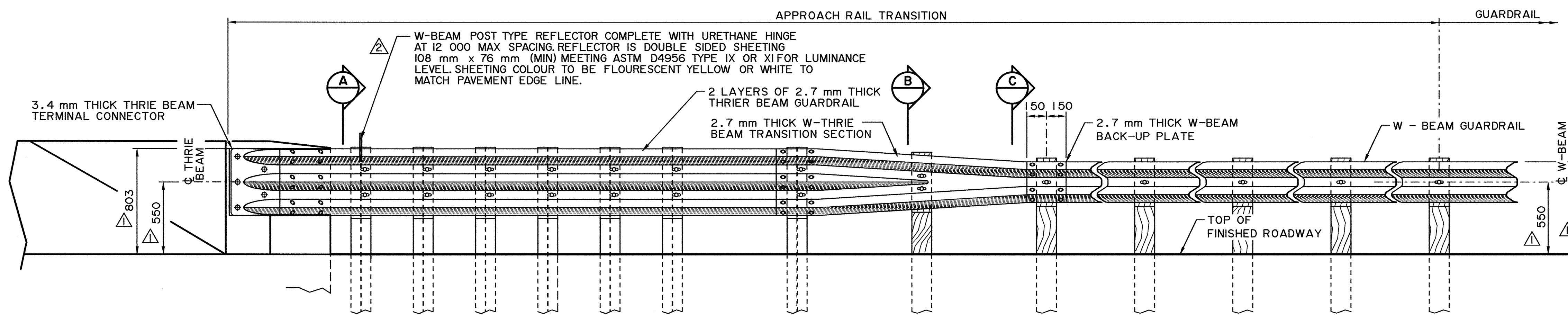
APPROACH RAIL TRANSITION PLAN

1:20



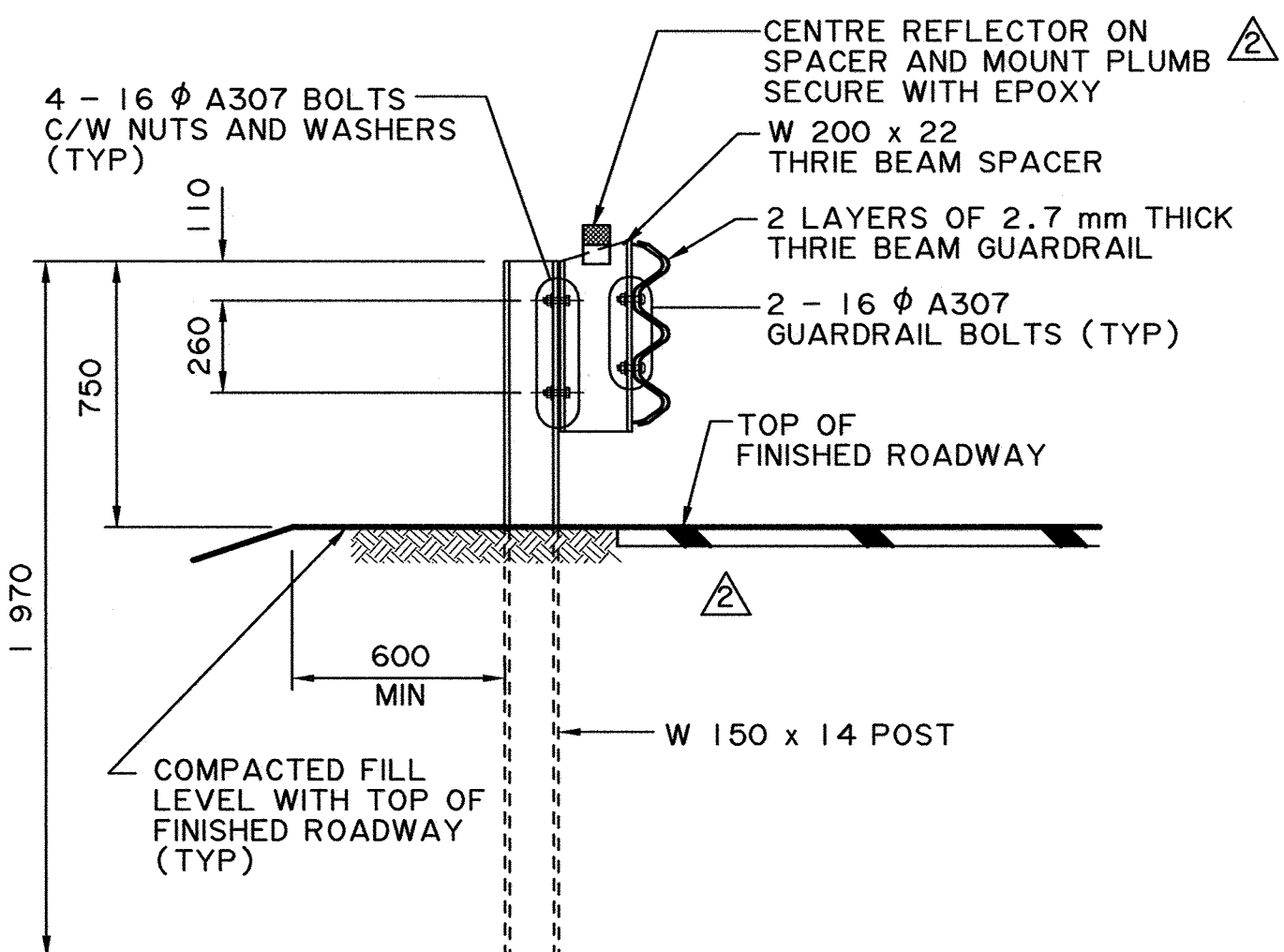
THRIE BEAM SPACER DETAIL

1:10



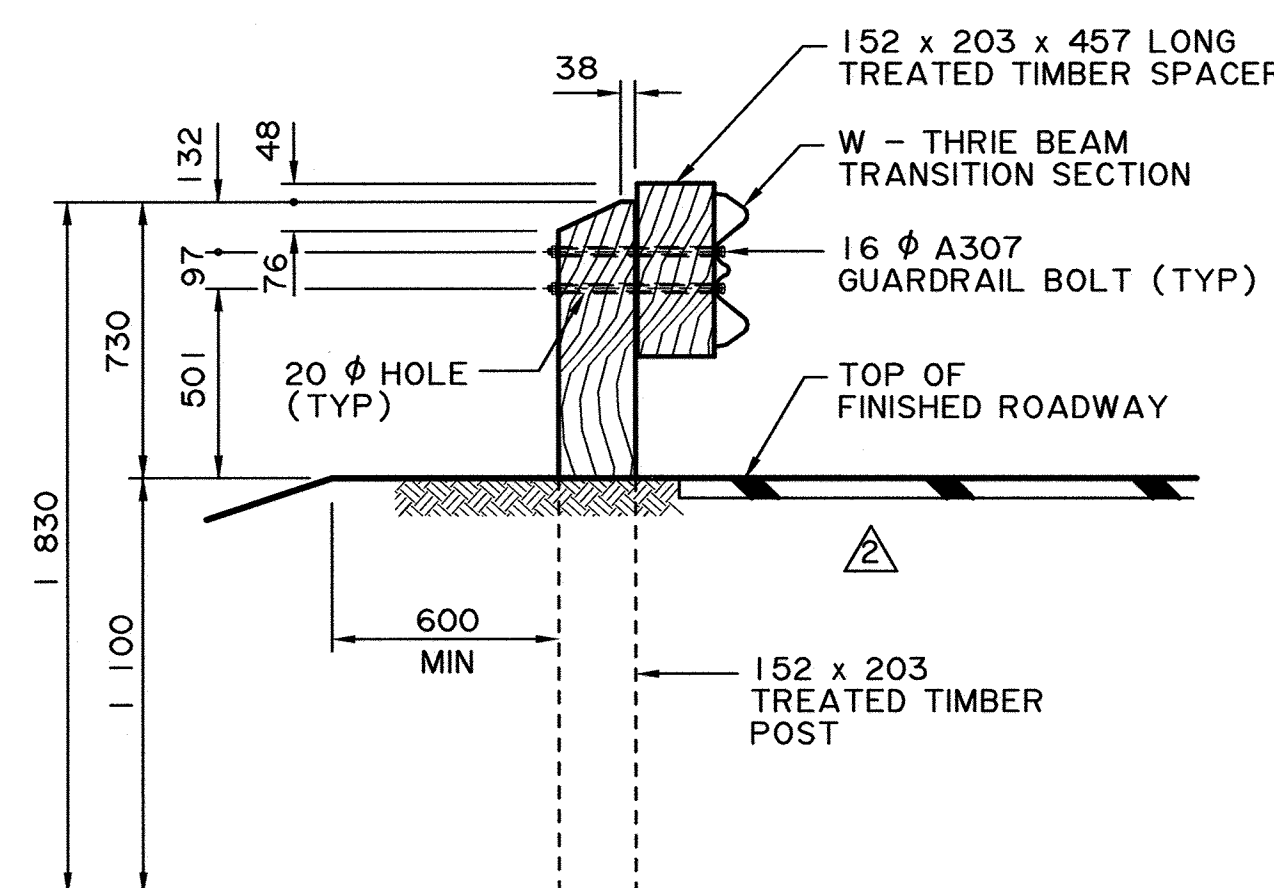
APPROACH RAIL TRANSITION ELEVATION

1:20



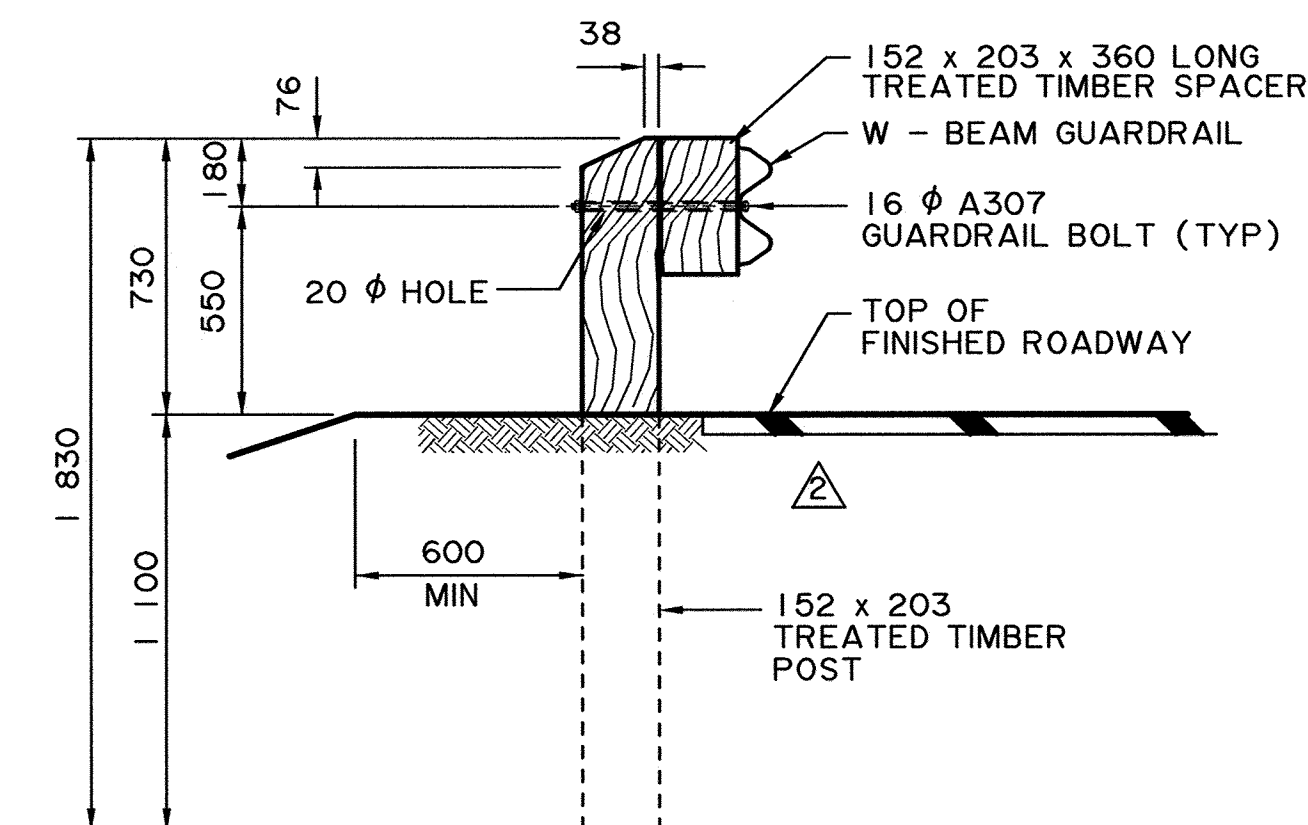
SECTION A

1:20



SECTION B

1:20



SECTION C

1:20

GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED
2. BARRIER CONFIGURATION IS BASED ON A CONFIGURATION THAT HAS BEEN CRASH TESTED AND MEETS THE REQUIREMENTS OF PERFORMANCE LEVEL 2 OF AASHTO GUIDE SPECIFICATIONS FOR BRIDGE RAILING, 1989
3. DESIGN OF DECK REBAR SHALL BE CARRIED OUT ON A SITE SPECIFIC BASIS

FABRICATION

1. APPROACH RAIL TRANSITION SHALL CONFORM TO THE CURRENT REQUIREMENTS OF THE SPECIFICATIONS FOR BRIDGE CONSTRUCTION SECTION 14 - GUARDRAIL
2. ALL PLATE STEEL AND STRUCTURAL SHAPES SHALL CONFORM TO CSA G40.21 GRADE 300W, OR ASTM A36
3. ALL BOLTS SHALL CONFORM TO ASTM A325 UNLESS NOTED OTHERWISE
4. ALL W-BEAM AND THRIE BEAM GUARDRAIL (INCLUDING THRIE BEAM TERMINAL CONNECTOR AND W-THRIE BEAM TRANSITION SECTION) SHALL HAVE A MINIMUM YIELD STRENGTH OF 345 MPa
5. TIMBER POSTS AND SPACERS SHALL BE COAST DOUGLAS FIR OR PACIFIC COAST HEMLOCK CONFORMING TO THE STRESS GRADE "SELECT STRUCTURAL POSTS AND TIMBERS" (NLGA PARAGRAPH 131 a)
6. ALL WELDING SHALL CONFORM TO CURRENT AWS SPECIFICATION D1.5
7. ALL MATERIALS SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123/A123M AND ASTM F2329 UNLESS NOTED OTHERWISE
8. ALL CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 45 MPa
9. ALL CONCRETE CORNERS SHALL HAVE A 20 mm CHAMFER OR FILLET UNLESS NOTED OTHERWISE
10. ALL REINFORCING STEEL SHALL HAVE A MINIMUM 50 mm CLEAR COVER UNLESS NOTED OTHERWISE
11. ALL REINFORCING STEEL BE IN ACCORDANCE WITH SECTION 5 OF THE SPECIFICATION FOR BRIDGE CONSTRUCTION. SEE SITE SPECIFIC DRAWINGS FOR REINFORCING STEEL TYPE.

ERECTION

1. LINE AND ELEVATION OF BARRIER SHALL BE SET BY INSTRUMENT AFTER DECK IS CAST

• WORK THESE DRAWINGS TOGETHER: S-1650 AND S-1651

WS 2012-01-18 S1651X00.RV2.DGN

<p>UMA UMA Engineering Ltd. Engineers, Planners & Surveyors</p>	<p>PERMIT TO PRACTICE UMA ENGINEERING LTD. PERMIT NUMBER: P 329 ORIGINAL SIGNED AND STAMPED BY: ART WASHUTA ON: NOVEMBER 21, 2000 <small>The Association of Professional Engineers, Geologists and Geophysicists of Alberta</small></p>	<p>DESIGNER </p>	<p>CHECKER </p>	<table border="1"> <tr> <th>REV</th> <th>DATE</th> <th>REVISIONS</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	REV	DATE	REVISIONS	BY					<p>RECOMMENDED DIRECTOR BRIDGE ENGINEERING</p> <p>ORIGINAL SIGNED BY REG QUINTON</p> <p>APPROVED EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH</p> <p>ORIGINAL SIGNED BY TIM HAWNT</p> <p>DATE NOV 22, 2000</p>	<p>Alberta INFRASTRUCTURE</p> <p>PL-2 SINGLE SLOPE CONCRETE BRIDGE BARRIER APPROACH RAIL TRANSITION DETAILS</p> <table border="1"> <tr> <td>AI BAR CODE</td> <td>DATE</td> <td>SHEET</td> <td>DRAWING</td> </tr> <tr> <td> </td> <td>2000-06-21</td> <td>2 of 2</td> <td>S-1651-00</td> </tr> </table>	AI BAR CODE	DATE	SHEET	DRAWING		2000-06-21	2 of 2	S-1651-00
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