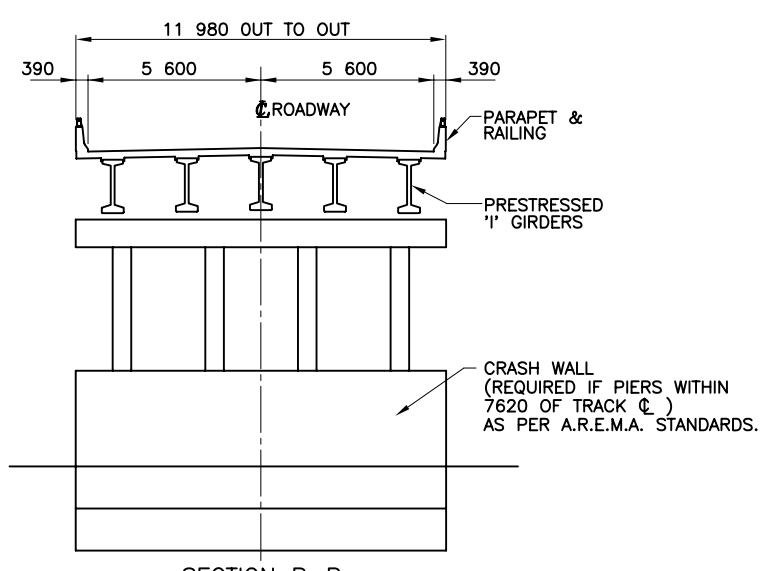
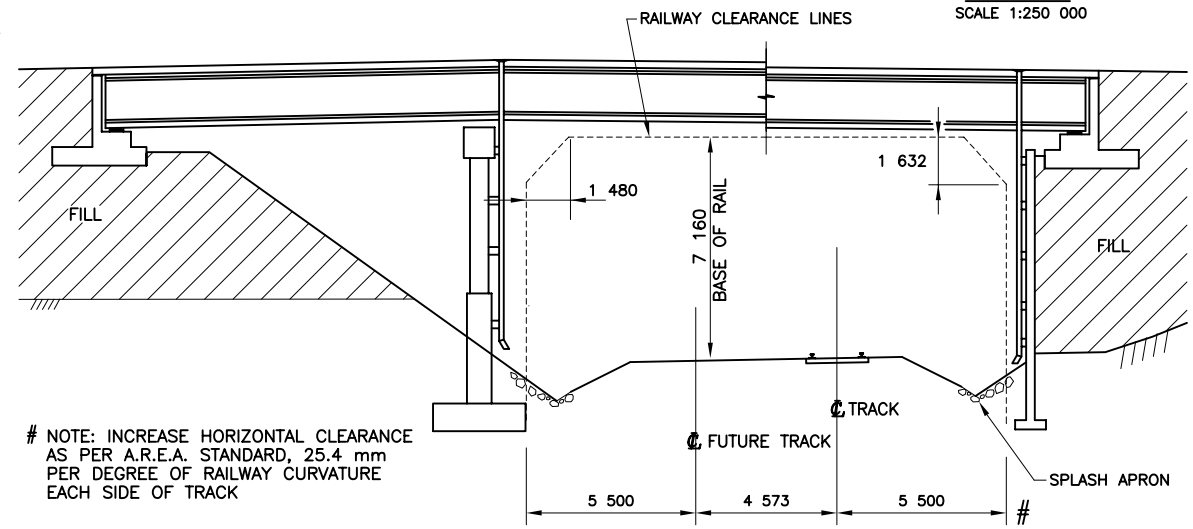
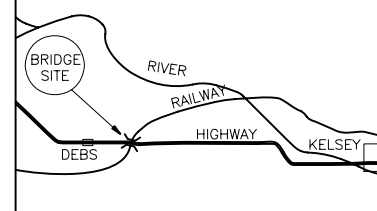


DETAILED DRAWINGS OF TEMPORARY STRUCTURES, CRIBBING, FALSE WORK, EXCAVATION PROCEDURES AND ERECTION METHODS ON RAILWAY RIGHT-OF-WAY, AS WELL AS A DETAILED TIME SCHEDULE OF THE ENTIRE CONSTRUCTION, SHALL BE SUBMITTED TO THE APPROPRIATE RAILWAY OFFICIAL AND APPROVAL OBTAINED, BEFORE ANY WORK ON THIS PROJECT IS COMMENCED ON RAILWAY RIGHT-OF-WAY.

5.5m MIN. CLEARANCE TO NEAREST TRACK CENTERLINE FOR CRASH WALLS OR RETAINING WALLS SUPPORTING ROAD CROSSING STRUCTURES, TO A MAXIMUM TOTAL LENGTH OF 70m. WALLS BEYOND THE 70m LENGTH AND FOR ALL OTHER WALLS 7.7m MIN. CLEARANCE IS REQUIRED.

RAILWAY REQUIREMENTS MAY INCLUDE CRASH WALLS FOR MSE OR TIE BACK WALL SYSTEMS.



Rev	Date	Description	Init
B	03/06	GENERAL REVISIONS	WHK
A	04/96	GENERAL REVISIONS	BGDC

BRITISH COLUMBIA
Ministry of Transportation
Bridge Engineering

HIGHWAY DISTRICT
HIGHWAY
OVERHEAD
APPLICATION LAYOUT (SAMPLE)

PREPARED UNDER THE DIRECTION OF	DESIGNED _____ DATE _____
ENGINEER OF RECORD CHIEF BRIDGE ENGINEER	CHECKED _____ DATE _____
DATE _____	DRAWN _____ DATE _____
FILE No. _____	PROJECT No. _____
REG. _____	DRAWING No. R 06-1 B

- NOTES:
- * AS FOUND IN FIELD OR PROPOSED.
 - RAILWAY NAME, MILEAGE, AND SUBDIVISION.
 - LONGITUDE & LATITUDE (DEGREES, MINUTES & SECONDS)
 - DECK DRAINS SHOULD BE ENCLOSED WITHIN 10m OF CENTER LINE OF TRACK AND LOCATED OUTSIDE OF CLEARANCE BOX.