

### GENERAL NOTES:

- 1. DO NOT SCALE THIS PLAN. ONLY DRAWINGS ISSUED FOR CONSTRUCTION SHALL BE USED FOR CONSTRUCTION UNLESS NOTED OTHERWISE.
- 2. ALL WORKMANSHIP IS TO BE OF A STANDARD OR EQUAL IN ALL RESPECT GOOD BUILDING PRACTICE.
- 3. PRIOR TO THE START OF CONSTRUCTION, THE BUILDER MUST VERIFY ALL INFORMATION, DIMENSIONS AND WRITTEN SPECIFICATIONS, DIMENSIONS ALWAYS TAKE PRECEDENCE OVER SCALED MEASUREMENTS.
- ANY VARIANCES FROM THE DRAWINGS AND SPECIFICATION OR FROM CONDITIONS ENCOUNTERED ON THE JOB SITE, SHALL BE RESOLVED BY THE OWNER/BUILDER AND SUCH SOLUTION SHALL BE THEIR SOLE RESPONSIBILITY.

## HELICAL PILES

- PRIOR TO INSTALLATION;
  1.1. PROVIDE SHOP DRAWING & PILE LOAD REPORT, BEARING THE SEAL OF A PROFESSIONAL ENGINEER LICENSED IN ONTARIO, FOR ALL HELICAL PILES.
- 1.2. TO BE SUBMITTED TO CONSULTANT AND CHIEF BUILDING OFFICIAL (CBO) FOR REVIEW PRIOR TO START OF WORK.
- 2. AFTER INSTALLATION
- 2.1. PROVIDE PILE INSTALLATION CONFORMITY REPORT BEARING THE SEAL OF A PROFESSIONAL ENGINEER LICENSED IN ONTARIO
- 2.2. TO BE SUBMITTED TO CONSULTANT AND CBO FOR REVIEW.

#### REBAR NOTES:

- ALL BARS TO BE 60 KSI, (400 MPA) CLEAN OF ANY DIRT, SPACED AS SHOWN ON DRAWINGS. ALL BARS TO MEET CSA G30.18- M92
- 2. COVER FOR CONCRETE CONSTRUCTION. THE MINIMUM CLEAR COVER FOR REINFORCEMENT IN CONCRETE
- SHALL BE: 2.1. CAST AGAINST AND PERMANENTLY EXPOSED TO
- EARTH 3" (75MM) 2.2. EXPOSED TO EARTH OR WEATHER.
- 20M OR BIGGER = 2" (50MM) 15M OR SMALLER = 1-1/2" (40MM) OVERLAPPING FOR REBARS SHALL BE
- OVERLAFFING FOR REDARS SHALL BE 15M AND SMALLER = 18" (500MM) 20M AND BIGGER = 24" (600MM)

### CONCRETE NOTES:

- 1. ALL CONCRETE FOUNDATION WALLS & FOOTINGS TO BE 20MPA WITH 6% AIR ENTRAINED;
- 2. ALL EXTERIOR CONCRETE SLABS & GARAGE TO BE 4650 PSI (32MPA) C/W 5% TO 8% AIR ENTRAINED
- 3. CONCRETE TO HAVE A MAXIMUM SLUMP OF 3" (75MM).
- 4. ALL CONCRETE WORK TO RESPECT REQUIREMENTS OF CSA A 23.1, A 23.2 & 23.3-04.

### WOOD NOTES:

3.

- ALL WOOD TO BE SPRUCE-PINE-FIR CATEGORY, #2 AND BETTER UNLESS OTHERWISE SPECIFIED ON PLANS.
- 2. ALL WOOD WORK SHALL CONFORM TO CSA CAN 086.
- ALL EXTRERIOR LUMBER SHALL BE **BROWN** PRESERVATIVE TREATED AND UNINCISED.
- ALL PLYWOOD TO BE EXTERIOR GRADE WATERPROOF MEETING THE REQUIREMENTS OF CSA0121 & CSA 0151
- ALL FLUSH MOUNT WOOD MEMBERS SHALL BE ANCHORED WITH JOIST HANGERS UNLESS OTHERWISE SPECIFIED ON PLANS.
- ALL BUILT-UP BEAMS SHALL BE, ASSEMBLED USING TWO ROWS OF 12.5MM DIAMETER THRU BOLTS (ASTM A307 GRADE BOLTS) SPACED @ 300MM O.C. WITH FIRST ROW PLACED 100MM FROM ENDS. ALL BOLTS TO BE PLACED MIN, 50MM FROM EDGES AND 100MM FROM ENDS. ALL BOLTS C/W NUT AND STANDARD CUT WASHER. BOLTS HOLES SHALL BE NO GREATER THAN 1.6MM OF THE BOLT DIAMETER. DO NOT RECESSES BOLT HEADS.
- 7. ALL 1  $\rlap{\sc 4}^{\prime\prime}_{\prime\prime}$  DECKING BOARD TO BE PAINTED ON SURFACE WITH A SLIP-RESISTANT FINISH.

#### MISCELLANEOUS

- 1. CAULK OVER AND AROUND ALL EXTERIOR OPENINGS USING NON-HARDENING CAULKING COMPOUND.
- 2. FLASH ALL CHANGES OF MATERIAL ON EXTERIOR WALLS.
- 3. ALL SIDING TO BE MIN. 8" ABOVE FINISH GRADE.

### BARRIER-FREE PATH OF TRAVEL AS PER O

- EXCEPT AS REQUIRED IN SENTENCE SUBSECTION 3.8.3., EVERY BARRIER-UNOBSTRUCTED WIDTH OF AT LEAST WHEELCHAIRS.
- 2. INTERIOR AND EXTERIOR WALKING S PATH TRAVEL SHALL,
- 2.1. HAVE NO OPENING THAT WILL PER 13 MM UN DIAM,
- 2.2. HAVE ANY ELONGATED OPENING PERPENDICULAR TO THE DIRECT
- 2.3. BE STABLE, FIRM AND SLIP-RESIS2.4. BE BEVELLED AT A MAXIMUM SLO
- MORE THAN 13 MM, AND
- 2.5. BE PROVIDED WITH SLOPED FLO THAN 13 MM.

# STAIRS AND BALCONIES:

1. LIMITS: MINIMUM RISE: 4 15/16"

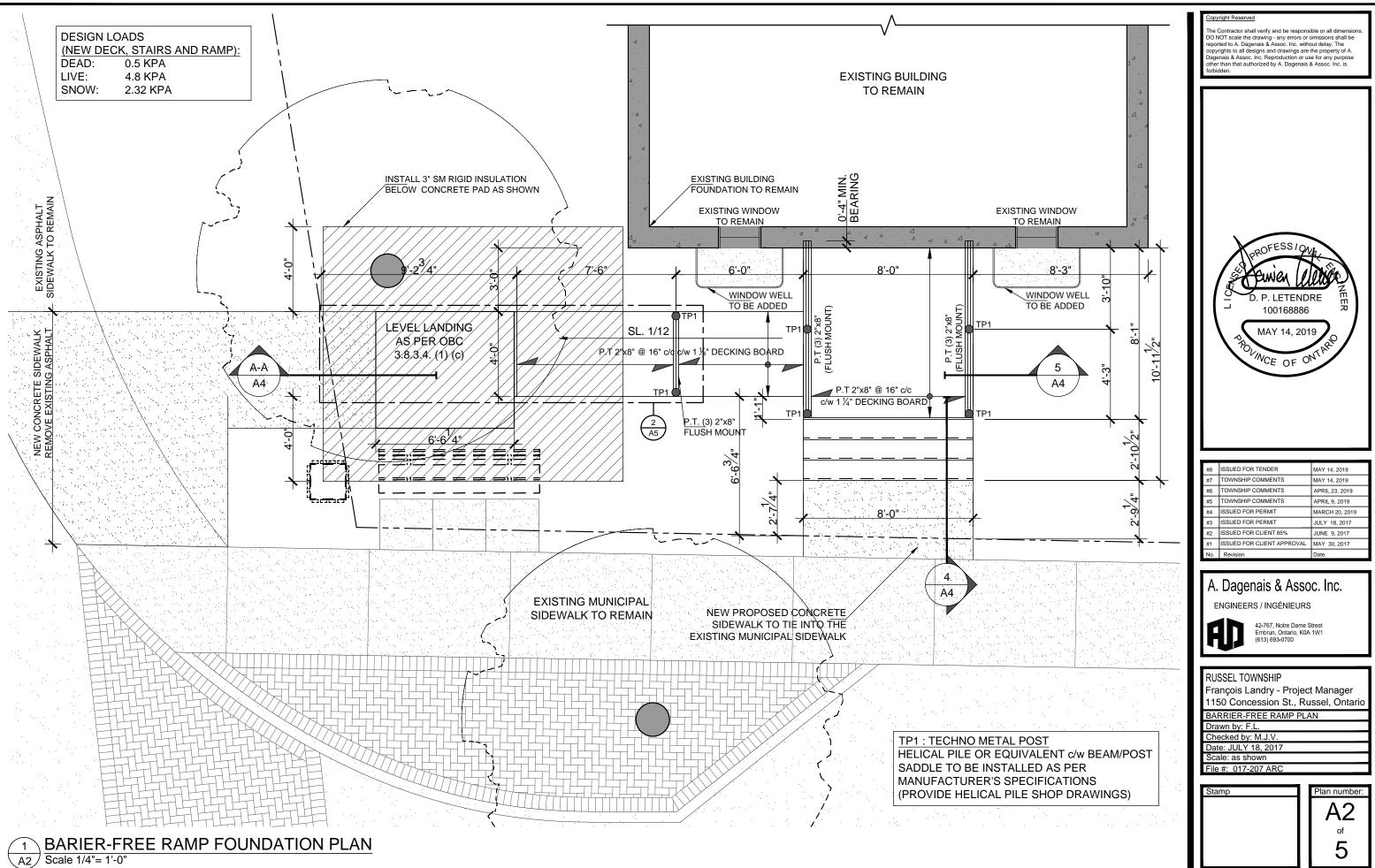
# MINIMUM RUN: 10 1/16"

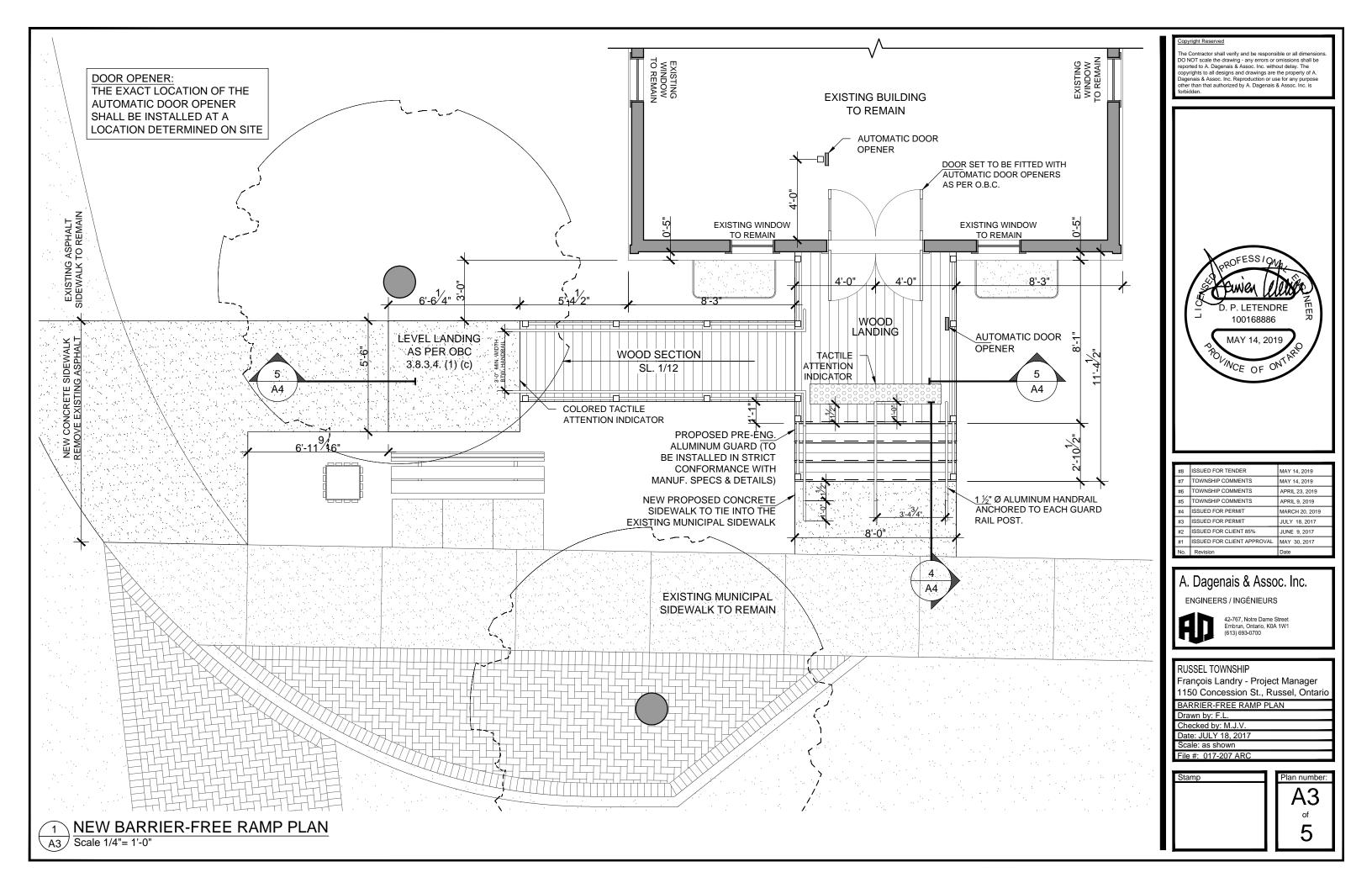
- HANDRAIL HEIGHT 32" ABOVE STAIR, ARE HIGHER THAN 23<sup>2</sup>/<sub>8</sub>" FROM FINISH BALCONIES HIGHER THAN 5'-6" ABOVE
- 3. GUARDS ARE REQUIRED FOR PORCHE
- ALL GUARDS ARE TO BE PRE-ENG TH CODE REQUIREMENTS. PROVIDE SHO HANDRAILS. SHOP DRAWINGS TO BE ENGINEER (ONTARIO). INCLUDE CON TO CONSULTANT AND CHIEF BUILDIN
- 5. LEADING EDGE OF TREAD AND LEADI CONTRAST FINISH; AND AT THE BEGIN

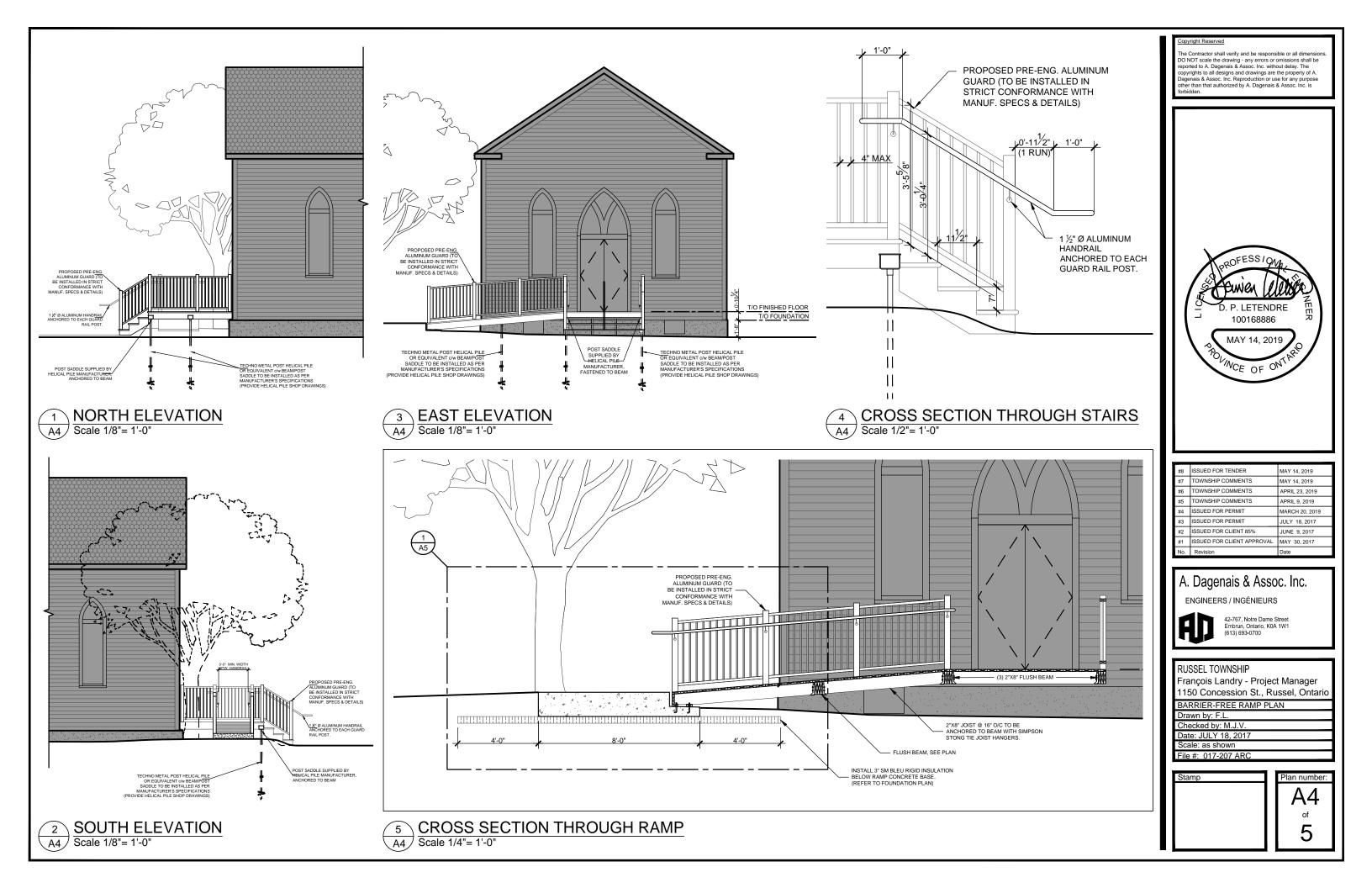
# RAMPS AS PER O.B.C 3.8.3.4.:

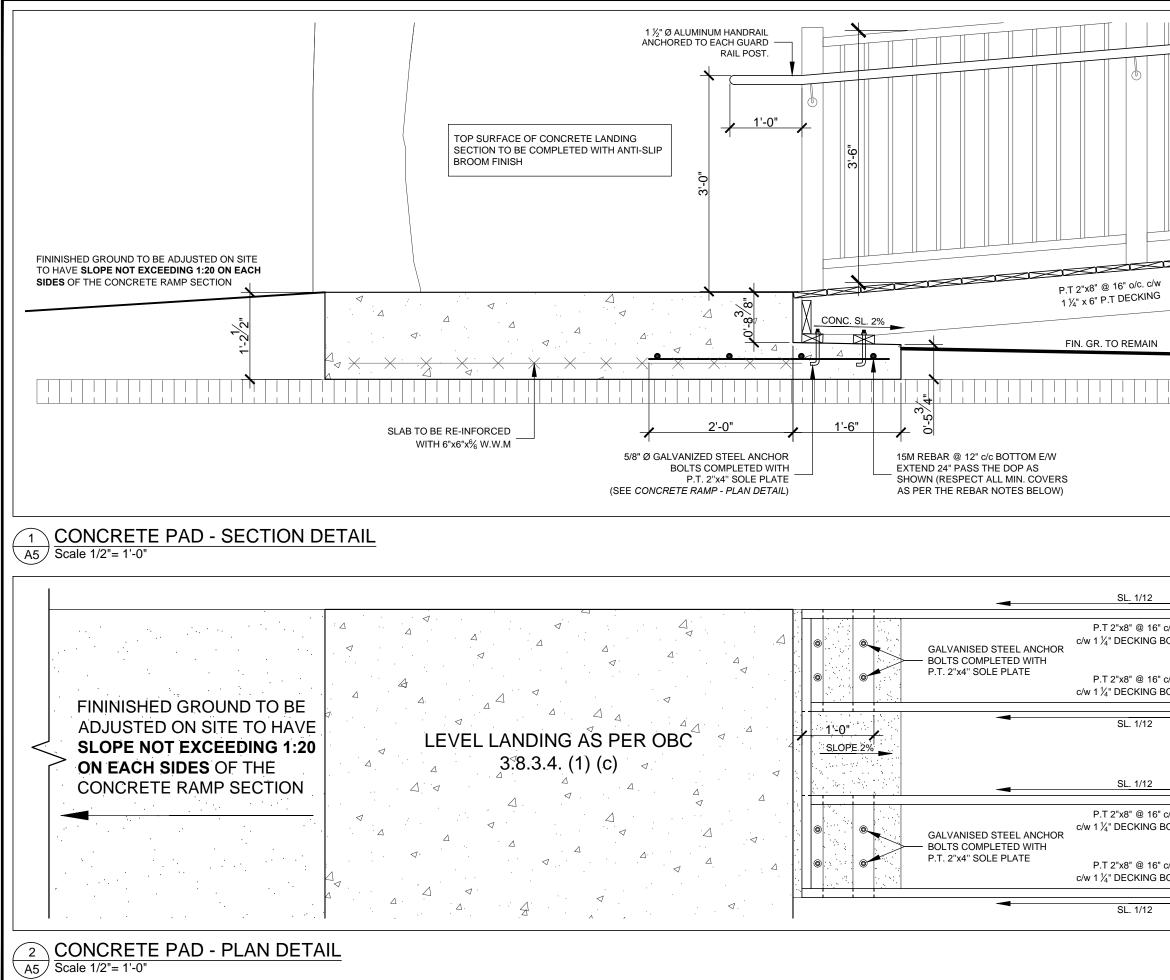
- 1. RAMPS LOCATED IN A BARRIER-FREE
- 1.1. HAVE A MINIMUM WIDTH OF 900 N
- HAVE A MAXIMUM GRADIENT OF
  HAVE A LEVEL AREA OF AT LEAS
  - HAVE A LEVEL AREA OF AT LEAST BOTTOM OF A RAMP AND WHERE LEVEL AREA EXTENDS AT LEAST DOOR OPENING, EXCEPT THAT W RAMP, THE AREA EXTENDING BEY MAY BE REDUCED TO 300 MM,
- 1.4. HAVE A LEVEL AREA AT LEAST 1 67 AS THE RAMP,
- 1.4.1. AT INTERVALS OF NOT MORE
- 1.4.2. WHERE THERE IS AN ABRUPT
- 1.5. EXCEPT AS PROVIDED IN SENTER BOTH SIDES THAT SHALL,
- 1.5.1. BE CONTINUOUSLY GRASPAE CIRCULAR CROSS-SECTION V 30 MM AND NOT MORE THAN GRASPABLE PORTION THAT I AND NOT MORE THAN 155 MM DIMENSION IS NOT MORE TH/
- 1.5.2. BE NOT LESS THAN 865 MM A VERTICALLY FROM THE SURI NOT MEETING THESE REQUI ARE INSTALLED IN ADDITION
- 1.5.3. BE TERMINATED IN A MANNE TRAVEL OR CREATE A HAZAI
- 1.5.4. EXTEND HORIZONTALLY NOT BOTTOM OF THE RAMP,
- 1.5.5. BE PROVIDED WITH A CLEAR THE HANDRAIL AND ANY WAR
- 1.5.6. BE DESIGNED AND CONSTRU SUPPORTS WILL WITHSTAND NON-CONCURRENT APPLICA THAN 0.9 KN APPLIED AT ANY HANDRAILS AND A UNIFORM ANY DIRECTION TO THE HAN
- 1.5.7. EXCEPT AS PROVIDED IN SEI BOTH SIDES AND WHERE A G
- 1.5.8. BE NOT LESS THAN 1 070 MM GUARD FROM THE RAMP SUR
- 1.5.9. BE DESIGNED SO THAT NO M BETWEEN 140 MM AND 900 M PROTECTED BY THE GUARD

| PARE 24.1.3.  I) (1) AND RECEPT TA PERMITTED IN<br>FREE PATH OF TRAVE. ISAALE PROVIDE AN<br>1 100 MF OR THE PASSAGE OF  PARE 24.10 FM OR THE PASSAGE OF    I 1 TO MAY OR THE PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT ARE WITHIN A DARRIER.FREE<br>ESMITT THE PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT REW WITHIN A DARRIER.FREE<br>ESMITTED PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT REW THIN A DARRIER.FREE<br>ESMITTED PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT REW THIN A DARRIER.FREE<br>ESMITTED PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT REW THIN A DARRIER.FREE<br>ESMITTED PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT REW THIN A DARRIER.FREE<br>ESMITTED PASSAGE OF A SPHERE MORE THAT<br>INCOME THAT REV THAT INCOMES IN THAT<br>INCOME THAT REV THAT INCOMES IN THAT<br>INCOME THAT REV THAT INCOMES IN THAT<br>INCOME THAT REV THAT INCOMES INTO<br>INCOME THAT REV TO THAT THE TOP AND<br>INCOME THAT REV THAT INCOMES INTO<br>INCOME THAT REV TO THAT THE TOP AND<br>INCOME THAT REV THAT INCOMES INTO<br>INCOME THAT REV THAT INCOMES INTO<br>INCOME THAT REV TO THAT THE TOP AND<br>INCOMES INCOMES TO THAT THE TOP AND<br>INCOMES INCOMES THAT INCOMES INTO<br>INCOMES INCOMES THAT INCOMES INTO<br>INCOMES INCOMES INTO THAT AND<br>INCOMES INCOMES INTO THAT THE TOP AND<br>INCOMES INCOMES INTO THAT THE TOP AND<br>INCOMES INCOMES INTO THAT AND<br>INCOMES INCOMES THAT INCOMES INTO<br>INCOMES INCOMES INTO THAT AND<br>INCOMES INCOMES INTO THAT AND INCOMES INTO<br>INCOMES INCOMES INTO THAT AND<br>INCOMES INCOMES INTO THAT AND INTO<br>INCOMES INCOMES INTO THAT AND INTO INCOMES INTO INCOMES INTO THAT AND INTO INCOMES INTO INCOME   |  |   |
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| (i) AND EXCEPT AS PERMITTED IN<br>PREPERITION TRAVEL SHALL PROVIDE AN<br>1 100 MFOR THE PASSAGE OF<br>1 100 MFOR THE PASSAGE OF<br>1 100 MFOR THE PASSAGE OF A SPHERE MORE THAN<br>50 CHEME THAN 202 ABOVE FINISH GRADE.<br>40 CHEME THAN 202 CHEME THAN 50 CHEME THAN<br>50 CHEME THAN 202 CHEMETER AND 100 CHEME<br>50 CHEME THAN<br>50 CHEME THAN 202 CHEME THAN 100 CHEME<br>50 CHEME THAN<br>50 CHEME THAN 202 CHEME THAN<br>50 CHEME THAN<br>50 CHEME THAN 202 CHEME THAN<br>50 CHEME THAN 202 CHEME THAN<br>50 CHEME THAN 202 CHEME THAN<br>50 CHEMETER AND 100 CHEME<br>50 CHEMETER AND 100 CHEMETER<br>50 CHEMETER<br>50 CHEMETE   | D.B.C 3.8.1.3.   |   |
| URFACES THAT ARE WITHIN A BARRERFREE<br>RNIT THE PASSAGE OF A SPHERE MORE THAN<br>SO GENTED APPROXIMATELY<br>TON OF TAVEL,<br>STAT.<br>SPE OF I IN 2 AT CHANGES IN LEVEL NOT<br>ORS OR RAMPS AT CHANGES IN LEVEL NOT<br>MAXIMUM RUSE: 778'<br>MAXIMUM RUSE: 700'<br>ESTIMATION TO STAR POPESSIONAL<br>DOI 1058866<br>MAY 14, 2019<br>DOI 1058867<br>MAY 14, 2019<br>DOI 1058868<br>MAY 14, 2019<br>DOI 1058868<br>MAY 14, 2019<br>DOI 1058868<br>MAY 14, 2019<br>MAY 14, 2019<br>DOI 105886<br>MAY 14, 2019<br>MAY 14, 2  | FREE PATH OF TRAVEL SHALL PROVIDE AN   | reported to A. Dagenais & Assoc. Inc. without delay. The<br>copyrights to all designs and drawings are the property of A.<br>Dagenais & Assoc. Inc. Reproduction or use for any purpose |
| SORENTED APPROXIMATELY<br>TOM OF TAYLEL,<br>TOM OF TAYLEL,<br>TOM OF TAYLEL,<br>TOM OF TAYLEL,<br>TOM OF TAYLEL,<br>MAXIMUM RUSE: 7.78"<br>MAXIMUM RU  | URFACES THAT ARE WITHIN A BARRIER-FREE   | forbidden.  |
| IDNO OF TRAVEL.<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STATULE<br>STA | RMIT THE PASSAGE OF A SPHERE MORE THAN   |   |
| ORS OR RAMPS AT CHANGES IN EVEL MORE      MAXIMUM RISE: 7.78'      B'S ABOVE LANDINGS AND BALCONIES THAN<br>GRADE BUT NOT MORE THAT 5' 6', 42' AT      EIS HIGHER THAN 23\$' ABOVE FINISH GRADE.      AT MET APPLICABLE ONTARIO BUILDING<br>SIGNED AND SEALED BY A PROFESSIONAL<br>SIGNED AND SEALED BY A PROFESSIONAL<br>NON AND END OF A RAMP.      FIF HO F TRAVEL SHALL      M BETWEEN HANDROT TO HAVE A COLOUR<br>NINNG AND END OF A RAMP.      FIF HO OF TRAVEL SHALL      M BETWEEN HANDROT TO HAVE A COLOUR<br>NINNG AND BET ORD THE LOOG OFENING<br>OND THE LATCH SIDE OF THE DOOR OFENING      FORM LONG AND AT LEAST THE SAME WIDTH<br>ADDOR'S LOCOPESS ANA'F FROM THENON      MALONG ITS LENGTH, AND      T CHANGE IN THE DIRECTION OF THE RAMP,<br>NCE (2), BE EQUIPPED WITH HANDRALS ON      BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>ADDON'S LOCOPESS ANA'F RAMP.      MALONG THE INTER ENTRE LENGTH AND HAVE<br>ADDAM ALONG THE INTER THAN BAM MIGH, MEASURED<br>RAME, SERET DAN SOM MIGH, MEASURED<br>REGO OT RE FRAMP, EXCEPT THAT HAND PAKE<br>ADDAM ME LOCOPOR THE DAND ALANA<br>ADAM. OR ANY HON-COULAS SHAPE WITH<br>ADDAM TELES THAN 300 MM BETVIEND<br>INTER ADDIANE, EXCEPT THAT HANDPAKE<br>ADDAM TELES THAN 300 MM BETVIEND<br>TO THE REQUIRED HANDLESS THAN<br>ADDAM TELEST THAN 300 MM BETVIEND<br>TO THE REQUIRED HANDLESS THAN<br>ADDAM TELEST   | ION OF TRAVEL,<br>STANT,   |   |
| MAXIMUM RUS: 7.78"      MAXIMUM RUS: 14"      SY ADOVE LANDINGS AND BALCONIES THAN<br>GRADE BUT NOT MORE THAT 5-6", 42" AT      EIS HIGHER THAN 23" ABOVE FINISH GRADE.      LAT MEET APPLICABLE DATARD BUILDING<br>SIGNED AND SEALED BY A PROFESSIONAL<br>SIGNED AND SEALED BY A PROFESSIONAL<br>MINNS AND END OF A RAMP.      14 THAT OF TRAVEL SHALL      MB ETWEEN HANDRAILS.      19 N 12.      11 Y 13.      17 HOT TRAVEL SHALL      MB ETWEEN HANDRAILS.      18 N 12.      19 N 12.      17 HOT TRAVEL SHALL.      MB ETWEEN HANDRAILS.      18 N 12.      17 HOT WILL ATCH SIDE OF THE EDOR OF DETHER MONT<br>SA DORG NIL LATCH SIDE OF THE EDOR OF DETHER<br>MERE THE DORG CHEB SOLE OF THE EDORG OF THE RAMP.      YEEL ALONG THE LATCH SIDE OF THE EDORG OF THE RAMP.      YEEL ALONG THER ENTIRE LENGTH AND PAYER<br>MINN AND WHOBE LARGEST CROSS-SECTIONAL<br>AN 0F MAN.      NO NOT MORE THAN 985 MM HIGH, MEASURED<br>FACE (2), BE COLIPPED THAT HANDRAILS ON<br>BLE ALONG THER ENTIRE LENGTH AND PAYER<br>MAND WHOBE LARGEST CROSS-SECTIONAL<br>AN 0F MAN.      NUN NOT MORE THAN 985 MM HIGH, MEASURED<br>FACE (2), BE COLIPPET THAT HANDRAILS ON<br>BLE ALONG THER REMITTE B ROTUES THAN<br>SOME THE ANDRESE CROSS-SECTIONAL<br>AN 0F MANNEL RARGEST CROSS-SECTIONAL<br>AN MAN WHOBE CHERES THAN SOM METWEEN<br>AND WHOBE LARGEST CROSS-SECTIONAL<br>AN 0F MANNEL RARGEST CROSS-  |  |   |
| MAXIMUM RUN: 14"      BY ABOVE LANDINGS AND BALCONIES THAN<br>GRADE BUT NOT MORE THAT 5-6", 42" AT      EIS HIGHER THAN 25% ABOVE FINISH GRADE.      LAT MEET APPLICABLE OWTARIO BUILDING<br>SIGNED AND SEALED BY A PROFESSIONALD<br>OR ADD SEALED BY A PROFESSIONALD<br>GOFICIAL PRIOR TO START OF WORK.      NING AND DEND OF A RAMP.      PATH OF TRAVEL SHALL,      M BETWEEN HANDRALS.      11 N 12,      1 rot      1 rot NUNG AND DAT LEAST THE SAME WIDTH<br>IS DOOR OPENS AWAY FROM THE<br>COORD BLOCATED IN A RAMP. SO THAT THE<br>BOOM BEYOND THE LATCH SIDE OF THE<br>OWNON THE LATCH SIDE OF THE DOOR OPENNIX      670 MM LONG AND AT LEAST THE SAME WIDTH<br>IS DOOR OPENS BUCATED IN THE SAME WIDTH<br>IS DOOR OPENS AWAY FROM THE<br>CHANGE IN THE DIRECTION OF THE RAMP.      TCHANGE IN THE DIRECTION OF THE RAMP.      NCE (2), BE COUIPPED WITH HANDRALS ON<br>IBLE ALONG THER ENTIRE LENGTH AND HAVEN<br>AND MOSE LARGEST CROSS SECTIONAL.      REAL AND THERE THATE NOT LESS THAN 100 MM.<br>AND MOSE LARGEST CROSS SECTIONAL.      NCE ROLL AND STARL OF PEDESTRIAN<br>ON MOSE UNDER THAN 980 MM HIGH, MEASURED<br>REALED FOR CLEWT APPROVAL MAY 30, 2017<br>IS SUED FOR CLEWT APPROVAL MAY 30, 2017   | OKS OK KAMPS AT GHANGES IN EVEL MORE   |   |
| MAXIMUM RUN: 14"      BY ABOVE LANDINGS AND BALCONIES THAN<br>GRADE BUT NOT MORE THAT 5-6", 42" AT      ES HIGHER THAN 25% ABOVE FINISH GRADE.      AT MEET APPLICABLE OWTARIO BUILDING<br>SIGNED AND SEALED BY A PROFESSIONAL<br>COLLAP PROF ALL CUARDES SUBMITTED<br>G OFFICIAL PRIOR TO START OF WORK.      NING AND AND SEALED BY A PROFESSIONAL<br>COLLAP PROF AND START OF WORK.      NING AND AND SEALED BY A PROFESSIONAL<br>COLLAP PROF A RAMP.      PATH OF TRAVEL SHALL,      MUNDS AND BEN OF A RAMP.      PATH OF TRAVEL SHALL,      M BEY 1670 MM AT THE TOP AND<br>64 DOOR OPENS AWAY FROM THE<br>COLORTED THE LOOR ODE OF THE<br>MERE THE DOOR OPENS AWAY FROM THE<br>MARKET BE OWNED THE LOOR SHOLD OF THE<br>MERE THE DOOR OPENS AWAY FROM THE<br>MARKET BE OWNED THE LOOR SHOLD OF THE<br>MERE THAN 9M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DIRECTION OF THE RAMP.      T CHANGE IN THE DIRECTION OF THE RAMP.      NCE (2), BE EQUIPPED WITH HANDRALS ON<br>BLE ALONG THERE ENTRE LENGTH AND THAY<br>AND MOSE LARGEST CROSS SECTIONAL.      MAX MUNDSE LARGEST CROSS SECTIONAL.      NUND NOT DEET THAN 95% MM HIGH, MEASURED<br>AGOVE THE NOT UESS THAN 100 MM<br>AND WHOSE LARGEST CROSS SECTIONAL.      NUND NOT DET THAN 95% MM HIGH, MEASURED<br>RECORD THAN 95% MM HIGH MEASURED<br>RECORD THAN 95% MM HIGH, MEASURED<br>RECORD THAN 95% MM HIGH MEASURED<br>RECORD THAN 95% MM HIGH MEASURED<br>RECORD THAN 95% MM HIGH MEASURE  |  |   |
| MAXIMUM RUN: 14"      BY ABOVE LANDINGS AND BALCONIES THAN<br>GRADE BUT NOT MORE THAT 5-6", 42" AT      EIS HIGHER THAN 25% ABOVE FINISH GRADE.      LAT MEET APPLICABLE OWTARIO BUILDING<br>SIGNED AND SEALED BY A PROFESSIONALD<br>OR ADD SEALED BY A PROFESSIONALD<br>GOFICIAL PRIOR TO START OF WORK.      NING AND DEND OF A RAMP.      PATH OF TRAVEL SHALL,      M BETWEEN HANDRALS.      11 N 12,      1 rot      1 rot NUNG AND DAT LEAST THE SAME WIDTH<br>IS DOOR OPENS AWAY FROM THE<br>COORD BLOCATED IN A RAMP. SO THAT THE<br>BOOM BEYOND THE LATCH SIDE OF THE<br>OWNON THE LATCH SIDE OF THE DOOR OPENNIX      670 MM LONG AND AT LEAST THE SAME WIDTH<br>IS DOOR OPENS BUCATED IN THE SAME WIDTH<br>IS DOOR OPENS AWAY FROM THE<br>CHANGE IN THE DIRECTION OF THE RAMP.      TCHANGE IN THE DIRECTION OF THE RAMP.      NCE (2), BE COUIPPED WITH HANDRALS ON<br>IBLE ALONG THER ENTIRE LENGTH AND HAVEN<br>AND MOSE LARGEST CROSS SECTIONAL.      REAL AND THERE THATE NOT LESS THAN 100 MM.<br>AND MOSE LARGEST CROSS SECTIONAL.      NCE ROLL AND STARL OF PEDESTRIAN<br>ON MOSE UNDER THAN 980 MM HIGH, MEASURED<br>REALED FOR CLEWT APPROVAL MAY 30, 2017<br>IS SUED FOR CLEWT APPROVAL MAY 30, 2017   |  |   |
| 38° ABOVE LANDINGS AND BALCONIES THAN<br>GRADE BUT NOT MORE THAT 5-6°, 42° AT<br>EINISH GRADE.      18° FINISH GRADE.      19° FINISH GRADE.      10° FINISH GRADE. <td>MAXIMUM RISE: 7 7/8"</td> <td></td>   | MAXIMUM RISE: 7 7/8"   |   |
| E FINISH GRADE.<br>ESP HIGHER THAN 23% ABOVE FINISH GRADE.<br>AT MEET APPLICABLE ONTARIO BUILDING<br>SIGNED AND SEALED BY A PROFESSIONAL<br>DEVETOM TO STRUCTURE. TO BE SUBMITTED<br>ISOME DEVOLUTIORE. TO BE SUBMITTED<br>ISOME DEVOLUTIORE. TO BE SUBMITTED<br>ISOME DEVOLUTIORE. TO BE SUBMITTED<br>ISOME DEVOLUTIORE. TO BE SUBMITTED<br>IN TEGE OF LANDING TO HAVE A COLOUR<br>NNING AND END OF A RAMP.<br>PATH OF TRAVEL SHALL,<br>MM BETWEEN HANDRAILS,<br>I IN 12,<br>I FOT MUEVEN HANDRAILS,<br>I IN 12,<br>I T GFOM ME V1 670 MM AT THE TOP AND<br>ISO OME DEVOLT THE LOTE BO OF THE<br>HERER THE DOOR OPENNING<br>GFO MM LONG AND AT LEAST THE SAME WIDTH<br>E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DIRECTION OF THE RAMP,<br>NCE (2), BE EQUIPPED WITH HANDRAILS ON<br>BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DURCTER NOT LESS THAN<br>AND WHOSE LERGES SCIENTIMAL<br>AN 50 MM, DEVOND CHE LOTE BE SHAPE WITHAN<br>AND WHOSE LERGES SCIENTIMAL<br>AND WHOSE CHANGEST CHOSS SCIENTIMAL<br>IND NOT MORE THAN 958 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRAILS ON<br>BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DURCETER NOT LESS THAN<br>AND WHOSE LERGEST CHOSS SCIENTIMAL<br>AND STIMM.<br>IND NOT MORE THAN 958 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRAILS ON<br>BLE ALONG THER ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DURCH TER NOT LESS THAN<br>AND WHOSE LENGTES CHONDED THEY<br>ITO THE REQUIRED HANDRAIL,<br>IN ELSS THAN 300 MM BEYOND THE TOP AND<br>LICAG BURD TO WHICH IT IS ATTACHED, AND<br>AND CONTORE THAN 958 MM HIGH, MEASURED<br>FRONCO BETHER NOT LESS THAN 100 MM<br>AND WOT SCIENTIFY AND USES THAN 100 MM BEYOND THE TOP AND<br>ISSUED TOR PLENT TOP FOR ALL<br>LOD DONT LESS THAN 0.7 KIMM APPLIED IN<br>DUAL DISTRUCTOR ALL<br>LOD DONT LESS THAN 0.7 KIMM APPLIED IN<br>DUAL DISTRUCT TO THE TOP AND<br>FIG #: 017-207 ARC<br>INTERASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>PENAL<br>MEMBER, ATTACHMENT OR OPENING LOCATER<br>MADOVE THE KAMP SUFFICIEL ONT OF ALL<br>LOD DONT LESS THAN 0.7 KIMM APPLIED IN<br>DUAL DISTRUCTOR ALL<br>LOD DONT LESS THAN 0.7 KIMM APPLIED IN<br>DIAL.<br>INTERCSULP VERTICALLY TO T  | MAXIMUM RUN: 14"   |   |
| AT MEET APPLICABLE ONTARIO BUILDING<br>SIGNED AND SEALE BY A PROFESSIONAL<br>SIGNED AND SEALED BY A PROFESSIONAL<br>TO TRAVEL SHALL,<br>MM BETWEEN HANDRALS,<br>11 N 12,<br>T1 670 MM BY 1670 MM AT THE TOP AND<br>A DOOR IS LOCATED IN A RAMP, SO THAT THE<br>GOOM BEYOND THE LATCH DOOR OPENING<br>GTO MM LONG AND AT LEAST THE SAME WIDTH<br>E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DORR OPENING<br>GTO MM LONG AND AT LEAST THE SAME WIDTH<br>E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DIRECTION OF THE RAMP,<br>NCE (2), BE EQUIPPED WITH HANDRALS ON<br>BLE ALONG THEIR ENTITE LENGTH AND MAYE<br>WITT AN OUTSET LANGEST CROSS-SECTIONAL<br>AN SO PROMIDED DIMMETER POIL TEST THAN 100 MM<br>MAND WHOSE LANGEST CROSS-SECTIONAL<br>AN ST MM.<br>NUN NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND WHOSE LANGEST CROSS-SECTIONAL<br>AN ST MM.<br>IND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND OW HORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND OW THORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>DIE ALONG TO WHICH IT IS ATTACHED, AND<br>CHECKED LANGEST THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>CHECKED VERTICALLY TO THE TOP OF THE<br>REASURED VER  | GRADE BUT NOT MORE THAT 5'-6", 42" AT  | PROFESS / ONL   |
| AT MEET APPLICABLE ONTARIO BUILDING<br>SIGNED AND SEALE BY A PROFESSIONAL<br>SIGNED AND SEALED BY A PROFESSIONAL<br>TO TRAVEL SHALL,<br>MM BETWEEN HANDRALS,<br>11 N 12,<br>T1 670 MM BY 1670 MM AT THE TOP AND<br>A DOOR IS LOCATED IN A RAMP, SO THAT THE<br>GOOM BEYOND THE LATCH DOOR OPENING<br>GTO MM LONG AND AT LEAST THE SAME WIDTH<br>E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DORR OPENING<br>GTO MM LONG AND AT LEAST THE SAME WIDTH<br>E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DIRECTION OF THE RAMP,<br>NCE (2), BE EQUIPPED WITH HANDRALS ON<br>BLE ALONG THEIR ENTITE LENGTH AND MAYE<br>WITT AN OUTSET LANGEST CROSS-SECTIONAL<br>AN SO PROMIDED DIMMETER POIL TEST THAN 100 MM<br>MAND WHOSE LANGEST CROSS-SECTIONAL<br>AN ST MM.<br>NUN NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND WHOSE LANGEST CROSS-SECTIONAL<br>AN ST MM.<br>IND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND OW HORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>AND OW THORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>RTHAT WILL NOT OBSTRUCT PEDESTRIAN<br>DIE ALONG TO WHICH IT IS ATTACHED, AND<br>CHECKED LANGEST THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>CHECKED VERTICALLY TO THE TOP OF THE<br>REASURED VER  | ES HIGHER THAN 23 <sup>7</sup> " ABOVE FINISH GRADE.   | Stawien (1) Dista   |
| NG EDGE OF LANDING TO HAVE A COLOUR      NNING AND END OF A RAMP.      PATH OF TRAVEL SHALL,      MM BETWEEN HANDRALS,      1 IN 12,      1 1 670 MM BY 1 670 MM AT THE TOP AND      COORD IS LOCATED IN A RAMP, SO THAT THE      600 MM BEYOND THE LATCH SIDE OF THE      670 MM LONG AND AT LEAST THE SAME WIDTH      ETHAN 9 M ALONG ITS LENGTH, AND      T CHANGE IN THE DIRECTION OF THE RAMP,      NCE (2), BE EQUIPPED WITH HANDRALS ON      BLE ALONG THEIR ENTIRE LENGTH AND HAVE      WITH AN OUTSDE DIAMETER NOT LESS THAN      HAS A PERIMETER NOT LESS THAN 100 MM      MAY MAY DONCIRCULAR SHAPE WITH A      HAS A PERIMETER NOT LESS THAN 100 MM      MAY MONOT MORE THAN 965 MM HIGH, MEASURED      FACE OF THE RAMP, EXCEPT THAT HANDRALS      MAY MONOT OKRE THAN 965 MM HIGH, MEASURED      FACE OF THE RAMP, EXCEPT THAT HANDRALS      RND NOT MORE THAN 965 MM HIGH, MEASURED      FACE OF THE RAMP, EXCEPT THAT HANDRALS      RD.      RUESS THAN 300 MM BEYOND THE TOP AND      HASD.C FILL      COCONCENTRATED LOAD NOT LESS THAN 100 MM      LOR GUARD TO WHICH IT IS ATTACHED, AND      LOR GUARD THAT HANDRALS AND THEIR      TIC THE REQUIRED HANDRALL,   | AT MEET APPLICABLE ONTARIO BUILDING<br>OP DRAWINGS FOR ALL GUARDS AND<br>SIGNED AND SEALED BY A PROFESSIONAL<br>VECTION TO STRUCTURE. TO BE SUBMITTED            |   |
| MM BETWEEN HANDRAILS,      1 IN 12,      1 IN 10, OR 11 LEAST THE SAME WIDTH      E THAN 9 M ALONG ITS LENGTH, AND      1 CHANGE IN THE DIRECTION OF THE RAMP,      VC2 (2), BE EQUIPPED WITH HANDRAILS ON      BLE ALONG THEIR ENTIRE LENGTH AND HAVE      WITH AN OUTSIDE DIAMETER NOT LESS THAN      HAS & PERIMETER NOT LESS THAN 100 MM      AND WHOSE LARGEST CROSS-SECTIONAL      IAN S7 MM.      NUD NOT MORE THAN 96S MM HIGH, MEASURED      I THAT WILL NOT OBSTRUCT PEDESTRIAN RD.      I CHESS THAN 300 MM BEYOND THE TOP AND      I STHAT WILL NOT OBSTRUCT PEDESTRIAN RD.   |  | ROLINCE OF ONTARD   |
| 1 IN 12,      1 I 570 MM SY 1 670 MM AT THE TOP AND      4 DOOR IS LOCATED IN A RAMP, SO THAT THE      600 MM BEYOND THE LATCH SIDE OF THE      HERE THE DOOR OPENS AWAY FROM THE      700 MM LONG AND AT LEAST THE SAME WIDTH      E THAN 9 M ALONG ITS LENGTH, AND      T CHANGE IN THE DIRECTION OF THE RAMP,      NCE (2), BE EQUIPPED WITH HANDRAILS ON      BLE ALONG THEIR ENTIRE LENGTH AND HAVE      WITH AN OUTSIDE DIAMETER NOT LESS THAN      100 NOT MORE THAN 965 MM HIGH, MEASURED      ANA NONCE COULAR SHAPE WITH ANS 57 MM.      AS A PERIMETER NOT LESS THAN 100 MM      MAS THAT WILL NOT OBSTRUCT PEDESTRIAN RD,      RCE CO FON LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VETED SUCH THAT HANDRAILS AND THER      YOINT AND IN ANY DIRECTON FOR ALL      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND      VARCE OF NOT LESS THAN 500 MM BEYOND THE TOP AND THE LOADNOT VALUES AND THER TOP CONCENTS AND THER TOP CONCENTS AND THER TOP CONCENTS AND THER TOP CONCENTS AND TH  | PATH OF TRAVEL SHALL,  |   |
| T 1 670 MM BY 1 670 MM AT THE TOP AND      CO MM BEYOND THE LATCH SIDE OF THE      VIENEE THE DOOR OPENS AWAY FROM THE      YOND THE LATCH SIDE OF THE DOOR OPENING      G70 MM LONG AND AT LEAST THE SAME WIDTH      E THAN 9 M ALONG ITS LENGTH, AND      T CHANGE IN THE DIRECTION OF THE RAMP,      NCE (2), BE EQUIPPED WITH HANDRAILS ON      BLE ALONG THEIR ENTIRE LENGTH AND HAVE      WITH AN OUTSIDE DIAMETER NOT LESS THAN      40 MM, OR ANY NON-CIRCULAR SHAPE WITH A      HAS A PERILB, 2009      #4 SSUED FOR CLENT 86%, JUNE 9, 2017      #3 ISSUED FOR CLENT 86%, JUNE 9, 2017      #4 ISSUED FOR CLENT 86%, JUNE 9, 2017      #5 TOWNSHIP COMMENTS      MAY 14, 2019      #4 SSUED FOR CLENT 86%, JUNE 9, 2017      #4 ISSUED FOR CLENT 86%, JUNE 9, 2017      #4 ISSUED FOR CLENT 86%, JUNE 9, 2017      #1 ISSUED FOR CLENT 86%, JUNE 9, 2017      #5 TOWNSHIP COMMENTS      MAX 97 KM, OR ANY NON-CIRCULAR SHAPE WITH A      #AS A PERILB, 2017      #AS AND T  | IM BETWEEN HANDRAILS,  |   |
| A DOOR IS LOCATED IN A RAMP, SO THAT THE<br>WHERE THE DOOR OPENIS SUPPORTING<br>WHERE THE DOOR OPENIS SUPPORTING SUPPORTING THE LATCH SIDE OF THE DOOR OPENING<br>670 MM LONG AND AT LEAST THE SAME WIDTH<br>E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DIRECTION OF THE RAMP,<br>NCE (2), BE EQUIPPED WITH HANDRAILS ON<br>BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DIAMETER NOT LESS THAN<br>140 MM, OR ANY NON-CREULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN 100 MM<br>AND WHOSE LARGEST CROSS-SECTIONAL<br>ANS 57 MM,<br>NAS 57 MM,<br>NAS 77 MM,<br>NAS 77 MM,<br>NCE (2), BE EQUIPPED WITH HANDRAILS<br>ANS A PERIMETER NOT LESS THAN 100 MM<br>AND WHOSE LARGEST CROSS-SECTIONAL<br>ANS 57 MM,<br>NAS 77 MM,<br>PLESS THAN 300 MM BEYOND THE TOP AND<br>FACE OF THE RAMP, EXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED PROVIDED THEY<br>ITO THE REQUIRED HANDRAIL,<br>RT THAT WILL NOT OBSTRUCT PEDESTRIAN<br>RD,<br>I LESS THAN 300 MM BEYOND THE TOP AND<br>FACE OF NOT LESS THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>PARCE OF NOT LESS THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>DTAWN BY: F.L.<br>Checked by: M.J.V.<br>Date: JULY 18, 2017<br>Scale: as shown<br>FIENCE (2), HAVE A WALL OR A GUARD ON<br>BUARD IS PROVIDED THE TOP OF THE<br>RFACE, AND<br>NEMBER, ATTACHMEN TO OPENING LOCATED<br>MM ADDUE THE RAMP SUBALL,<br>MMAESURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>NEMBER, ATTACHMENT OR OPENING LOCATED<br>MEMBER, ATTACHMENT OR OPEN  | 1 IN 12,   |   |
| #8    ISSUED FOR TENDER    MAY 14, 2019      #7    TOWNSHIP COMMENTS    APRIL 23, 2019      #7    TOWNSHIP COMMENTS    APRIL 23, 2019      #6    TOWNSHIP COMMENTS    APRIL 23, 2017      #1    ISSUED FOR CLENT 85%    JULY 18, 2017      #1    STOWNCHIP    APRIL 23, 2019      #6    TOWNSHIP COMMENTS    APRIL 23, 2019      #1    STOWNCHIP    APRIL 23, 2017      #1    STOWNCHIP    APRIL 23, 2017      #1    TO THE RAMP, EXCEPT T   | A DOOR IS LOCATED IN A RAMP, SO THAT THE<br>600 MM BEYOND THE LATCH SIDE OF THE<br>/HERE THE DOOR OPENS AWAY FROM THE  |   |
| 670 MM LONG AND AT LEAST THE SAME WIDTH    0.1   | YOND THE LATCH SIDE OF THE DOOR OPENING  |   |
| E THAN 9 M ALONG ITS LENGTH, AND<br>T CHANGE IN THE DIRECTION OF THE RAMP,<br>NGE (2), BE EQUIPPED WITH HANDRAILS ON<br>BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DIAMETER NOT LESS THAN<br>A0 MM, OR ANY NON-CIRCULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN<br>A0 MM, OR ANY NON-CIRCULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN<br>A0 MM, OR ANY NON-CIRCULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN<br>A0 MM, OR ANY NON-CIRCULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN<br>A0 MM HOSE LARGEST CROSS-SECTIONAL<br>LAN 57 MM.<br>NOT MORE THAN 965 MM HIGH, MEASURED<br>REMENTS ARE PERMITTED PROVIDED THEY<br>ITO THE REAMP, EXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED PROVIDED THEY<br>ITO THE REAUPLEXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED DROVIDED THEY<br>ITO THE REAUPLEXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED DROVIDED THEY<br>ITO THE REAUPLEXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED DROVIDED THEY<br>ITO THE REAUPLEXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED LOAD NOT LESS<br>YONT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KNM APPLIED IN<br>IDRAIL,<br>NITENCE (2), HAVE A WALL OR A GUARD ON<br>SUARD IS PROVIDED THE GUARD SHALL,<br>I MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>MEMBER, ATTACHMENT OR OPENING LOCATED<br>MEMBER, ATTACHMENT OR OPENING  | 670 MM LONG AND AT LEAST THE SAME WIDTH  |   |
| #4    ISSUED FOR PERMIT    MARCH 20, 2019      #3    ISSUED FOR PERMIT    JULY 18, 2017      #3    ISSUED FOR CLIENT 85%    JUNE 9, 2017      #4    ISSUED FOR PERMIT    JULY 18, 2017      #500    MARCHAD, 20, 2018    Marchad, 20, 2017      #500    MARCHAD, 20, 2018    Marchad, 20, 2017      #500    MARCHAD, 20, 2017    Marchad, 20, 2017   |  | #5 TOWNSHIP COMMENTS APRIL 9, 2019  |
| #2    ISSUED FOR CLIENT 85%    JUNE 9, 2017      #1    ISSUED FOR CLIENT APPROVAL    MAY 30, 2017 <t< td=""><td></td><td></td></t<>   |  |   |
| If Issued For CLEWI APPROVAL    MAY 30,2017      No.    Revision    Date      BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DIAMETER NOT LESS THAN<br>140 MM, OR ANY NON-CIRCULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN 100 MM<br>M AND WHOSE LARGEST CROSS-SECTIONAL<br>IAN 57 MM,    A.    Dagenais & Assoc. Inc.      No.    Revision    Date      AND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRALS<br>REMENTS ARE PERMITTED PROVIDED THEY<br>ITO THE REQUIRED HANDRAIL,    42-767, Notre Dame Street<br>Embrun, Ontario, K0A 1W1<br>(613) 693-0700      I'LESS THAN 300 MM BEYOND THE TOP AND<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>LOCTED SUCH THAT HANDRAILS AND THEIR<br>D'THE LOADING VALUES OBTAINED FROM THE<br>ITION OF A CONCENTRATED LOAD NOT LESS<br>THAN 0.7 KN/M APPLIED IN<br>IDRAIL,    RUSSEL TOWNSHIP<br>François Landry - Project Manager<br>1150 Concession St., Russel, Ontario<br>BARRIER-FREE RAMP PLAN<br>Drawn by: F.L.<br>Checked by: M.J.V.      Date    Date      DIATE LOADING VALUES OBTAINED FROM THE<br>ITION OF A CONCENTRATED LOAD NOT LESS<br>THAN 0.7 KN/M APPLIED IN<br>IDRAIL,      NTENCE (2), HAVE A WALL OR A GUARD ON<br>SUARD IS PROVIDED THE GUARD SHALL,      MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND      REMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING  |  | #2 ISSUED FOR CLIENT 85% JUNE 9, 2017   |
| BLE ALONG THEIR ENTIRE LENGTH AND HAVE<br>WITH AN OUTSIDE DIAMETER NOT LESS THAN<br>HAS A PERIMETER NOT LESS THAN 100 MM<br>MAD WHOSE LARGEST CROSS-SECTIONAL<br>IAN 57 MM,<br>NAND NOT MORE THAN 965 MM HIGH, MEASURED<br>FACE OF THE RAMP, EXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED PROVIDED THEY<br>ITO THE REQUIRED HANDRAIL,<br>ER THAT WILL NOT OBSTRUCT PEDESTRIAN<br>RD,<br>I LESS THAN 300 MM BEYOND THE TOP AND<br>HANCE OF NOT LESS THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>JCTED SUCH THAT HANDRAILS AND THEIR<br>DTHE LOADING VALUES OBTAINED FROM THE<br>TITON OF A CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN<br>IDRAIL,<br>NTENCE (2), HAVE A WALL OR A GUARD ON<br>SUARD IS PROVIDED THE GUARD SHALL,<br>I MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>IEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING   | NCE (2), BE EQUIPPED WITH HANDKAILS ON   |   |
| FACE OF THE RAMP, EXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED PROVIDED THEY<br>ITO THE REQUIRED HANDRAIL,<br>SER THAT WILL NOT OBSTRUCT PEDESTRIAN<br>RD,<br>IT LESS THAN 300 MM BEYOND THE TOP AND<br>EANCE OF NOT LESS THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>JUCTED SUCH THAT HANDRAILS AND THEIR<br>D THE LOADING VALUES OBTAINED FROM THE<br>TOO TA E CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN<br>IDRAIL,<br>NTENCE (2), HAVE A WALL OR A GUARD ON<br>SUARD IS PROVIDED THE TOP OF THE<br>RFACE, AND<br>MEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING<br>FACE OF THE RAMP SURFACE BEING<br>ADD AND AND AND AND AND AND AND AND AND  | WITH AN OUTSIDE DIAMETER NOT LESS THAN<br>40 MM, OR ANY NON-CIRCULAR SHAPE WITH A<br>HAS A PERIMETER NOT LESS THAN 100 MM<br>M AND WHOSE LARGEST CROSS-SECTIONAL | A. Dagenais & Assoc. Inc.   |
| RD,<br>I LESS THAN 300 MM BEYOND THE TOP AND<br>RANCE OF NOT LESS THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>JCTED SUCH THAT HANDRAILS AND THEIR<br>D THE LOADING VALUES OBTAINED FROM THE<br>TON OF A CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN<br>IDRAIL,<br>NTENCE (2), HAVE A WALL OR A GUARD ON<br>SUARD IS PROVIDED THE GUARD SHALL,<br>I MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>IEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING   | FACE OF THE RAMP, EXCEPT THAT HANDRAILS<br>REMENTS ARE PERMITTED PROVIDED THEY   | Embrun, Ontario, K0A 1W1  |
| RUSSEL TOWNSHIP<br>RACE OF NOT LESS THAN 50 MM BETWEEN<br>LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>JCTED SUCH THAT HANDRAILS AND THEIR<br>THE LOADING VALUES OBTAINED FROM THE<br>TION OF A CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN<br>IDRAIL,<br>NTENCE (2), HAVE A WALL OR A GUARD ON<br>SUARD IS PROVIDED THE GUARD SHALL,<br>MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>MEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING<br>RUSSEL TOWNSHIP<br>François Landry - Project Manager<br>1150 Concession St., Russel, Ontario<br>BARRIER-FREE RAMP PLAN<br>Drawn by: F.L.<br>Checked by: M.J.V.<br>Date: JULY 18, 2017<br>Scale: as shown<br>File #: 017-207 ARC<br>Plan number:<br>A 1<br>of  |  |   |
| LL OR GUARD TO WHICH IT IS ATTACHED, AND<br>JCTED SUCH THAT HANDRAILS AND THEIR<br>D THE LOADING VALUES OBTAINED FROM THE<br>TION OF A CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN<br>IDRAIL,<br>NTENCE (2), HAVE A WALL OR A GUARD ON<br>GUARD IS PROVIDED THE GUARD SHALL,<br>I MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>MEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING  |  |   |
| D THE LOADING VALUES OBTAINED FROM THE<br>TION OF A CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN<br>IDRAIL,<br>NTENCE (2), HAVE A WALL OR A GUARD ON<br>GUARD IS PROVIDED THE GUARD SHALL,<br>I MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND<br>MEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING   |  |   |
| GUARD IS PROVIDED THE GUARD SHALL,  Stamp  Plan number:    I MEASURED VERTICALLY TO THE TOP OF THE<br>RFACE, AND  Manual Stamp  A1    MEMBER, ATTACHMENT OR OPENING LOCATED<br>IM ABOVE THE RAMP SURFACE BEING  of  | D THE LOADING VALUES OBTAINED FROM THE<br>TION OF A CONCENTRATED LOAD NOT LESS<br>Y POINT AND IN ANY DIRECTION FOR ALL<br>LOAD NOT LESS THAN 0.7 KN/M APPLIED IN | Checked by: M.J.V.<br>Date: JULY 18, 2017<br>Scale: as shown  |
| RFACE, AND ALL  |  | Stamp Plan number:  |
| IM ABOVE THE RAMP SURFACE BEING   |  | A1  |
|   | IM ABOVE THE RAMP SURFACE BEING  | of 5  |









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|----------------------------|--|
| Z/C<br>OARD<br>C/C<br>OARD | #8    ISSUED FOR TENDER    MAY 14, 2019      #7    TOWNSHIP COMMENTS    APRIL 23, 2019      #5    TOWNSHIP COMMENTS    APRIL 23, 2019      #4    ISSUED FOR PERMIT    MARCH 20, 2019      #4    ISSUED FOR PERMIT    MARCH 20, 2019      #3    ISSUED FOR PERMIT    JULY 18, 2017      #1    ISSUED FOR CLIENT 85%    JUNE 9, 2017      #1    ISSUED FOR CLIENT APPROVAL    MAY 30, 2017      No.    Revision    Date      AR PROVAL      MAY 14, 2019    MAY 14, 2019      #4    ISSUED FOR PERMIT    JULY 18, 2017      #2    ISSUED FOR CLIENT APPROVAL    MAY 30, 2017      MAX 15, SUED FOR CLIENT APPROVAL    MAY 30, 2017      No.    Revision    Date      APPROVAL      MAY 30, 2017    Scate      ENGINEERS / INGÉNIEURS    Embrun, Ontario, K0A 1W1 (613) 693-0700      RUSSEL TOWNSHIP      François Landry - Project Manager      1150 Concession St., Russel, Ontario      BARRIER-FREE RAMP PLAN    Drawn by: F.L.      Checked by: M.J.V.    Date: JULY 18, 2017      Sc |