±120

NOTE: ESTIMATED QUANTITY FOR ABUTMENT BEARING SEAT CONCRETE REPAIRS IS APPROXIMATELY 25% OF THE DESIGNATED AREA ABUTMENT

REMOVE DETERIORATED CONCRETE AS DIRECTED BY THE CONTRACT ADMINISTRATOR. REMOVAL TO EXTEND A MINIMUM 25mm BEYOND DETERIORATION OR

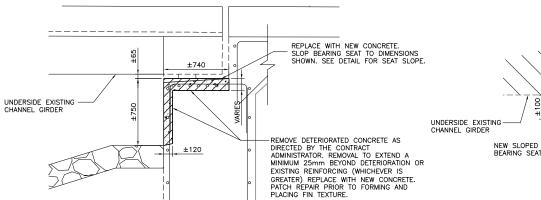
EXISTING REINFORCING (WHICHEVER IS
GREATER) REPLACE WITH NEW CONCRETE.
PATCH REPAIR PRIOR TO FORMING AND
PLACING FIN TEXTURE.

REMOVE EXISTING CONCRETE PROFILED SURFACE TO THE LIMITS SHOWN, REPAIR DELAMINATED AREAS, REPLACE WITH NEW CONCRETE. EXISTING REINFORCING-15M @ 300 B.W. ±3.4m FRACTURED FIN TEXTURE REMOVAL LIMIT NORTHWEST **ABUTMENT**

ELEVATION - ABUTMENT BEARING SEAT FACE

EXISTING ABUTMENT — EXISTING REINFORCING -(CONTINUOUS) ±3.4m REMOVE DETERIORATED CONCRETE BEARING SEAT TO THE LIMITS SHOWN, AND REPLACE WITH NEW CONCRETE. NEW BEARING SEAT CONCRETE TO EXISTING 350x250 ELASTOMÉRIC BEARINGS (TYP) PROVIDE A 2% SLOPE FOR POSITIVE

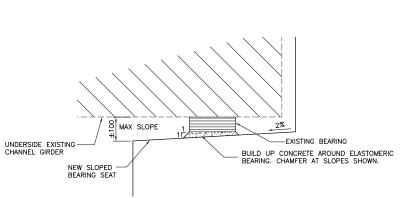
PLAN - NORTHWEST BEARING SEAT REPAIRS



- UNDERSIDE EXISTING CHANNEL GIRDER

NORTHWEST BEARING SEAT REPAIRS (B)

NORTHEAST BEARING SEAT REPAIRS (A



BEARING SEAT SLOPE DETAIL

ABUTMENT REPAIR NOTES:

- 1. VERTICAL FACE SAWCUT 25mm DEEP BEYOND VALLEYS IN "25mm FRACTURE FIN TEXTURE" AROUND PERIMETER OF REPAIR AREA.

 2. REMOVE DETERIORATED CONCRETE IN DESIGNATED AREA MINIMUM 25mm BEYOND REINFORCING GRID OR TO THE DEPTH OF DETERIORATION AS DIRECTED BY THE CONTRACT ADMINISTRATOR.

 3. DO NOT EXCAVATE CONCRETE UNDER THE LISTOMERIC BEARINGS BY MORE THAN 30mm AROUND THE PERIMETER TO ENSURE GIRDER SUPPORT UNLESS OTHERWISE APPROVED BY THE CONTRACT ADMINISTRATOR. SHOULD FURTHER REMOVAL BE REQUIRED, THEY SHALL BE ASSOCIATED WITH TEMPORARY GIRDER SUPPORT AS EXTRA WORK,

 4. THE RESULTING CONCRETE AND STEEL SURFACES SHALL BE THOROUGHLY CLEANED BY GRIT BLASTING, ALL GRIT BLASTING MATERIALS TO BE COLLECTED AND REMOVED OFF SITE FOR DISPOSAL.

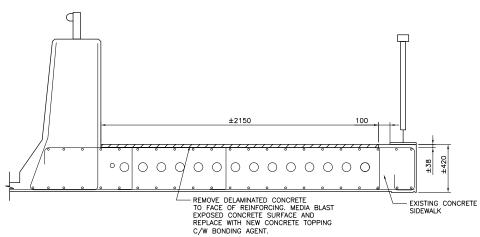
 5. VERTICAL FACE FORMING FOR NEW VERTICAL FACE TEXTURE SHALL INCLUDE FORMLINER TO CLOSELY MATCH EXISTING SURFACE TEXTURE. EXISTING TEXTURE RESULTED FROM SYMONS CORPORATION FORMLINER 1" FRACTURED
- TEXTURE RESULTED FROM SYMONS CORPORATION FORMLINER 1" FRACTURED
- TEXTURE RESULTED FROM SYMONS CURPORATION FURMLINER I FRACTORED FIN P/C30492-6

 6. CONCRETE AND CURING IN ACCORDANCE WITH CITY OF WINNIPEG STANDARDS AND SPECIFICATIONS. CONCRETE FOR ABUTMENT REPAIRS SHALL INCLUDE A MIGRATING CORROSION INHIBITOR ADMIXTURE.

 7. REFER TO REFERENCE DRAWINGS B178-80-31 AND B178-80-32 FOR FURTHER DETAIL ON EXISTING ABUTMENT GEOMETRY AND REINFORCING.

SIDEWALK REPAIR NOTES:

- REMOVE CONCRETE AND THINSET COATING IN THE DESIGNATED AREA TO A
 DEPTH OF 24-40mm. STAY ABOVE REINFORCING STEEL WHERE POSSIBLE.
 CONCRETE SURFACE SHALL BE ROUGHENED TO A 6mm PROFILE.
 SAWCUT PERIMETER OF REPAIR AREA TO A DEPTH OF 25mm.



CONCRETE SIDEWALK REPAIR DETAIL

B.M. ELEV.				DESIGNED BY	DDW	1,	ENGI
				DRAWN BY	DDW	The state of the s	
				CHECKED BY	JSB	DILLON	(R
				APPROVED BY		CONSULTING	
				HOR. SCALE	AS NOTED	RELEASED FOR CONSTRUCTION	
	JOSUSTA COR TELIDED	07/31/08	JSB	VERTICAL	AS NOTED		CON
0	ISSUED FOR TENDER	07/31/08	128	VERTIONE		ORIGINAL SIGNED BY B.A. NEIRINCK	l
NO.	REVISIONS	DATE	BY	DATE	JULY 2008	DATE JULY 31, 2008	



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OF WINNIPEG ORKS DEPARTMENT

2008 BRIDGE MAINTENANCE	CITY DRAWING NUMBER B178-08-02		
PORTAGE AVENUE BRIDGE AT STURGEON CREEK	SHEET 3 OF 7		
	BID OPPORTUNITY		
MISCELLANEOUS REPAIR DETAILS	571-2008		