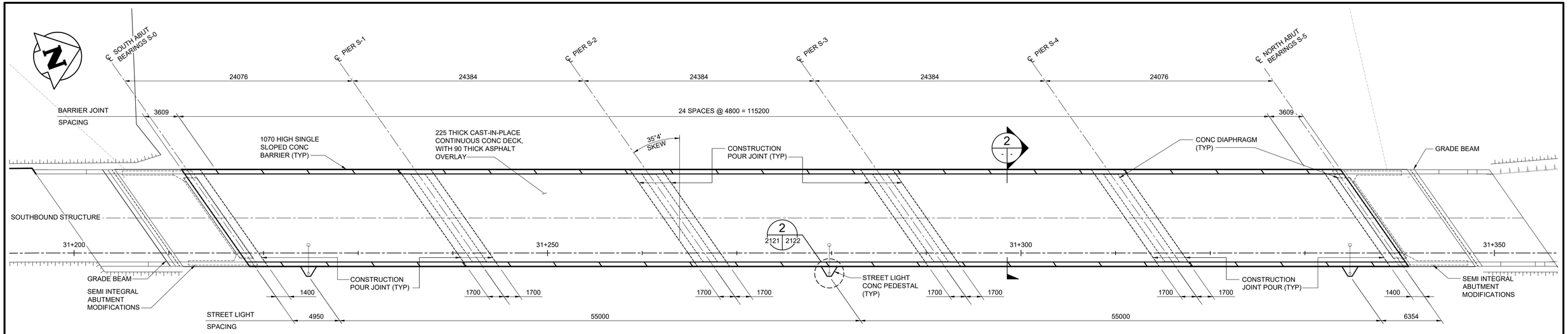
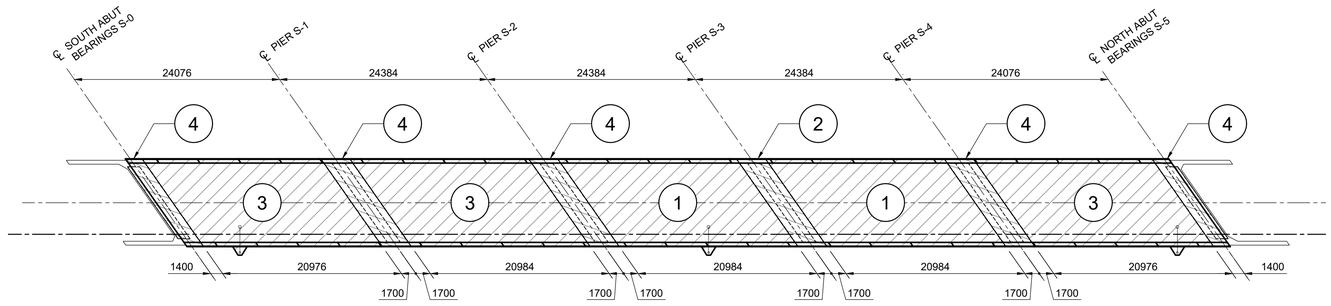
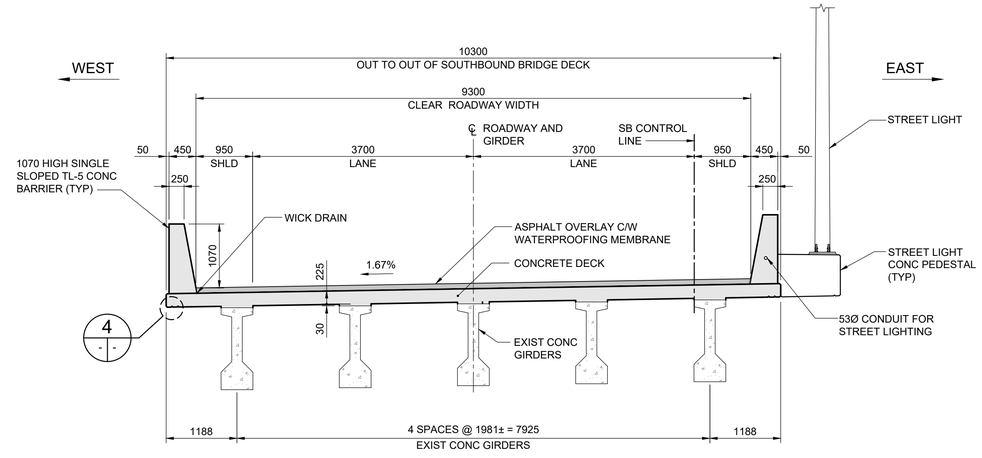


1 DECK LAYOUT
1 : 200



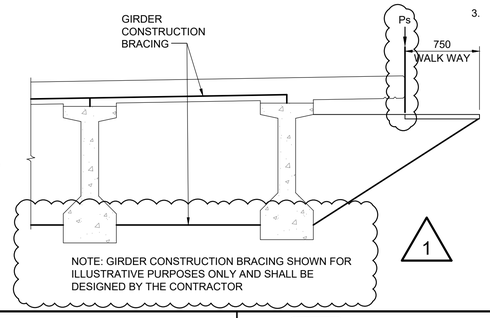


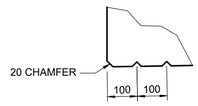
2 SECTION
1 : 50

3 POUR DIAGRAM
1 : 350

NOTES:
1. ABUTMENT END DIAPHRAGMS, PIER END DIAPHRAGMS AND INTERMEDIATE DIAPHRAGM SHALL BE CAST MONOLITHIC WITH DECK POUR.
2. DECK POUR SEQUENCE SHALL FIRST ESTABLISH LONGITUDINAL FIXITY AT FIXED BEARING PIER.
3. NEGATIVE DECK POUR 4 MAY BE PLACED BEFORE ALL POSITIVE DECK POUR 3 PROVIDED THAT SPANS ADJACENT TO NEGATIVE DECK POUR 4 HAVE BEEN CAST.

TRANSVERSE POUR SEQUENCE
CONCRETE MUST BE POURED BETWEEN GIRDERS PRIOR TO OVERHANG POUR





4 DETAIL
1 : 10

ASSUMED CONSTRUCTION LOADING:

1. GIRDER CAPACITY HAS BEEN EVALUATED FOR THE FOLLOWING UNFACTORED LOADS IN ADDITION TO THE DEAD LOADS OF THE GIRDERS AND THE CONCRETE DECK:
   - FORMWORK DEAD LOAD = 2.5 kPa
   - FORMWORK LIVE LOAD = 2.4 kPa
   - SCREED MACHINE LOAD Ps = 15 kN (on one screed rail, assumed to act on deck bulkhead)
2. IF THE CONTRACTOR PROPOSES TO USE ANY CONSTRUCTION LOADS OR PROCEDURES THAT DEVIATE FROM THOSE ON THE PLANS, THE CONTRACTOR SHALL SUBMIT NEW PLANS FOR REVIEW TO THE CONSULTANT, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE PROVINCE OF MANITOBA, INDICATING ALL LOADS, PROPOSED METHODS AND SEQUENCES OF CONSTRUCTION, AND ANY TEMPORARY SUPPORT SYSTEM REQUIRED. THE SUBMISSION SHALL VERIFY THAT THE GIRDERS ARE CAPABLE OF RESISTING THE ACTUAL LOAD SAFELY AND WITHOUT DAMAGE OR DISTORTION OF THE GIRDERS. BOTTOM BRACE FOR OVERHANG BRACKETS SHALL BEAR ON BOTTOM FLANGE OR AS CLOSE TO BOTTOM FLANGE AS POSSIBLE. EXISTING DIAPHRAGMS HAVE ZERO TENSION CAPACITY FOR LATERAL LOADS FOLLOWING REMOVAL OF EXISTING CONCRETE DECK.

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EXTERIOR GIRDER BRACING NOTES:

1. FOLLOWING REMOVAL OF EXISTING DECK AND PRIOR TO DEMOLITION OF EXISTING CONCRETE DIAPHRAGMS, THE CONTRACTOR SHALL BE REQUIRED TO DESIGN AND INSTALL GIRDER BRACING TO PREVENT ROTATION OF THE EXTERIOR GIRDERS UNDER CONSTRUCTION LOADING.
2. THE BRACING SHALL BE DESIGNED TO ALLOW FOR ADJUSTMENT DURING CONSTRUCTION IF ANY ROTATION OF THE EXTERIOR GIRDER IS OBSERVED.
3. BRACING SHALL EXTEND TO ALL GIRDERS IN THE BRIDGE CROSS SECTION.
4. BASED ON THE EVALUATED CONSTRUCTION LOADING AS NOTED, THE BRACING SHALL BE REQUIRED AT ALL EXISTING DIAPHRAGM LOCATIONS, AND AT NO MORE THAN 2m SPACING BETWEEN DIAPHRAGM LOCATIONS OR AS OTHERWISE APPROVED BY THE CONTRACT ADMINISTRATOR.
5. THE GIRDER BRACING SHALL BE DESIGNED FOR A FACTORED TENSION LOAD OF 100 kN BASED ON THE EVALUATED CONSTRUCTION LOADING AND SPACING UNLESS OTHERWISE APPROVED BY THE CONTRACT ADMINISTRATOR. BOTTOM FLANGE COMPRESSION BRACES SHALL BE DESIGNED FOR THE EQUIVALENT COMPRESSION LOAD.
6. PLANS FOR THE GIRDER BRACING, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE PROVINCE OF MANITOBA, SHALL BE SUBMITTED FOR REVIEW.
7. GIRDERS SHALL BE ATTACHED LONGITUDINALLY OVER PIER BEARING LOCATIONS WITH SUFFICIENT STRENGTH TO ALLOW ENTIRE SUPERSTRUCTURE TO ARTICULATE WITH CHANGES IN TEMPERATURE.

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ENGINEERS GEOSCIENTISTS MANITOBA
Certificate of Authorization
Tetra Tech Canada Inc.
No. 6499

NO.	REVISIONS	DATE	BY
1	ISSUED FOR ADDENDUM 3	25.09.12	RL
0	ISSUED FOR TENDER	25.08.07	TN

B.M. ELEV.

TETRA TECH

DESIGNED BY TN | REVIEWED BY SA
DRAWN BY EV | APPROVED BY KA
SCALE: AS NOTED | ACCEPTED BY CAM WARD, P.ENG. DATE 25.08.07
DATE 25.08.07

ORIGINAL DRAWING REVISION " 0 " SEALED BY T.A.B. NEIRINCK 25.08.07

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Winnipeg

THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

LAGIMODIERE TWIN OVERPASSES
OVER CPKC KEEWATIN
REHABILITATION AND RELATED WORKS

CITY DRAWING NUMBER B123-25-2121

SHEET 21 OF 47

SOUTHBOUND STRUCTURE
DECK CONCRETE PLAN, SECTION AND DETAILS

2121