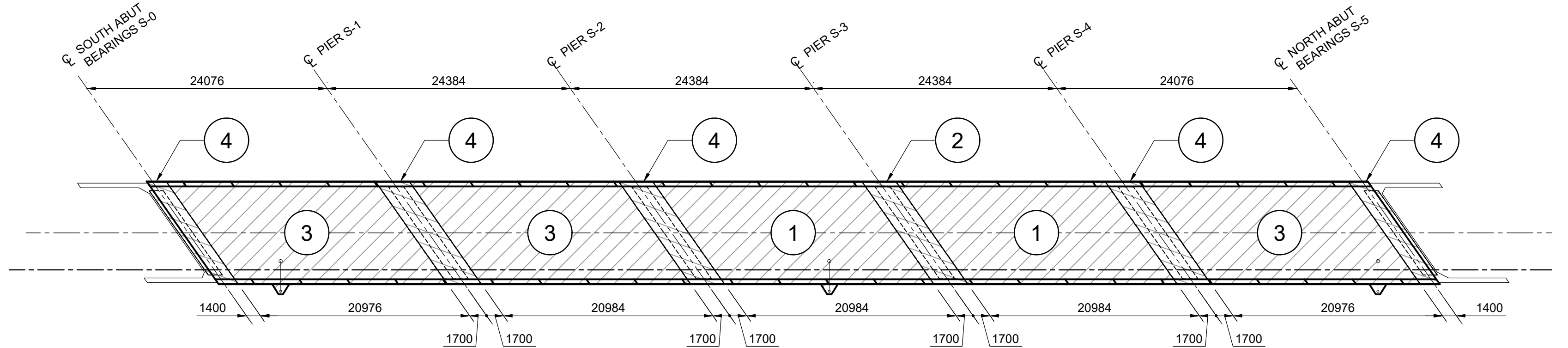


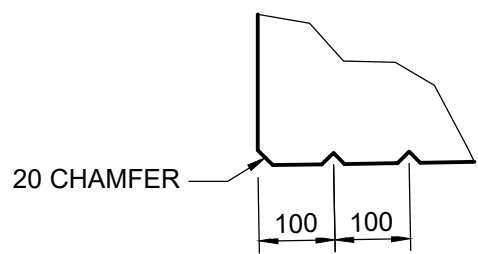
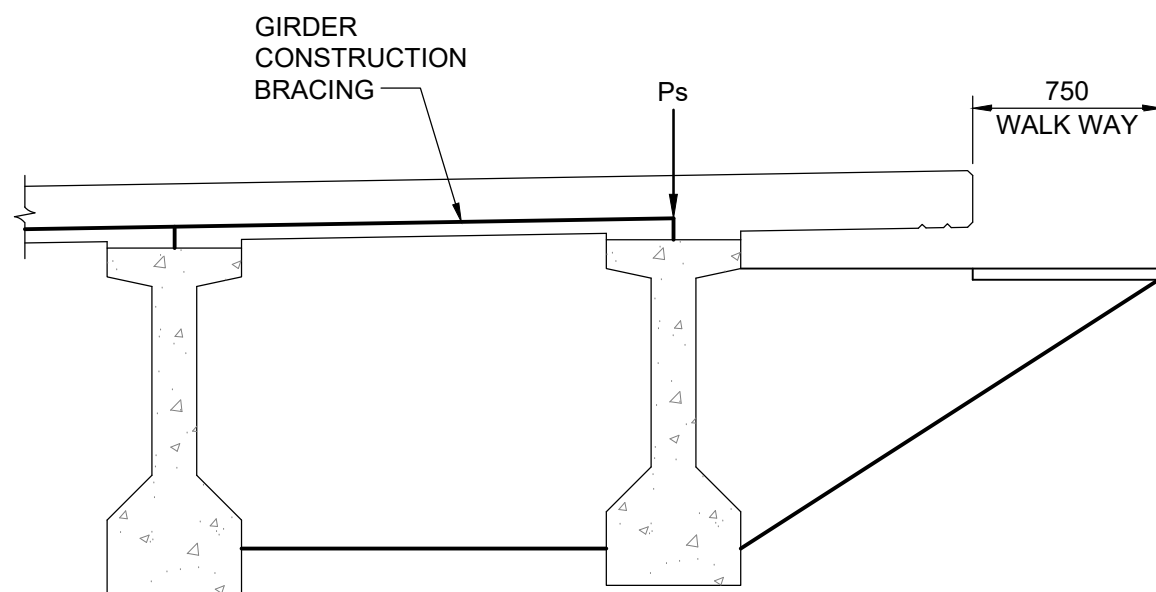
1 DECK LAYOUT
1 : 200



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 P_s = 15 kN (on one screed rail)
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 OR OTHER STRUCTURAL STEEL COMPONENTS. 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.

EXTERIOR GIRDER BRACING NOTES:

1. FOLLOWING REMOVAL OF EXISTING DECK AND PRIOR TO DEMOLITION OF EXISTING CONCRETE DIAPHRAGMS, THE CONTRACTOR SHALL BE REQUIRED TO 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. 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.
4. THE TOP FLANGES BRACING SHALL BE DESIGNED FOR A FACTORED TENSION LOAD OF 100 kN BASED ON THE EVALUATED CONSTRUCTION LOADING AND SPACING.
5. PLANS FOR THE GIRDER BRACING, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE PROVINCE OF MANITOBA, SHALL BE SUBMITTED FOR REVIEW.
6. GIRDERS SHALL BE ATTACHED LONGITUDINALLY OVER PIER BEARING LOCATIONS WITH SUFFICIENT STRENGTH TO ALLOW ENTIRE SUPERSTRUCTURE TO ARTICULATE WITH CHANGES IN TEMPERATURE.



B.M. ELEV.			TETRA TECH		CONSULTANT DRAWING NO. 704-INF-MBI03007.01-DWG-S2121	
			DESIGNED BY TN	REVIEWED BY SA		
			DRAWN BY EV	APPROVED BY KA		
			SCALE: AS NOTED		ACCEPTED BY	DATE
					CAM WARD, P.ENG.	25.08.07
0	ISSUED FOR TENDER	25.08.07	TN			
NO.	REVISIONS	DATE	BY	DATE	25.08.07	



LAGIMODIERE TWIN OVERPASSES OVER CPKC KEEWATIN REHABILITATION AND RELATED WORKS		CITY DRAWING NUMBER B123-25-2121
SOUTHBOUND STRUCTURE DECK CONCRETE PLAN, SECTION AND DETAILS		SHEET 21 OF 47
		2121