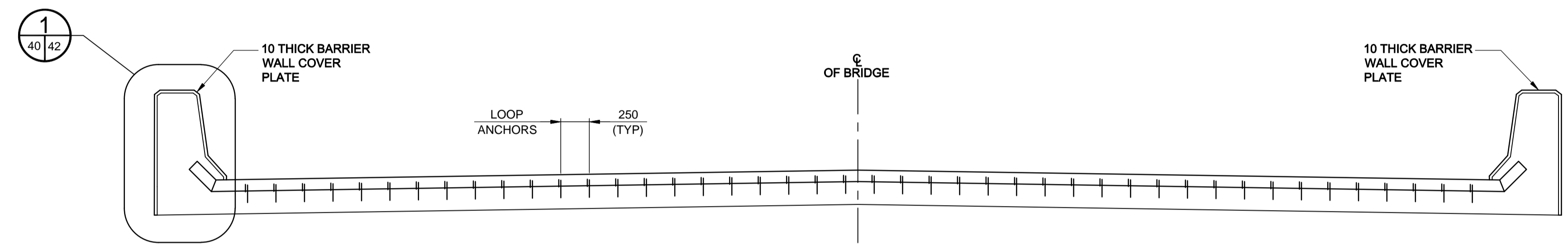
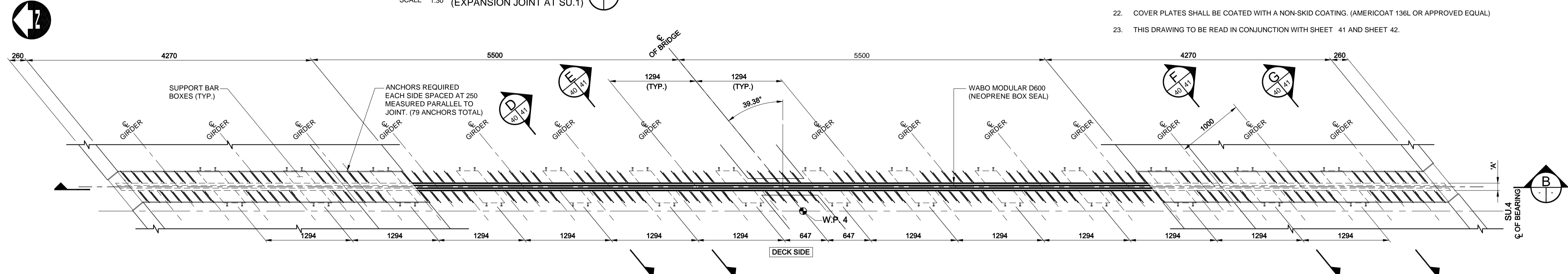


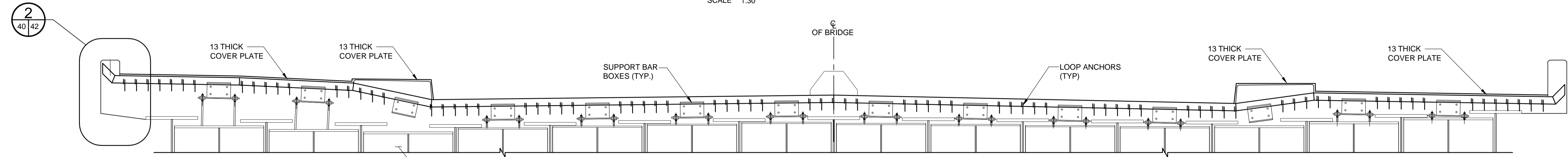
**PLAN OF EXPANSION JOINT AT SU.1**  
SCALE 1:30



**SECTION**  
SCALE 1:30 (EXPANSION JOINT AT SU.1)



**PLAN OF EXPANSION JOINT AT SU.4**  
SCALE 1:30



**SECTION**  
SCALE 1:30 (EXPANSION JOINT AT SU.4)

**EXPANSION JOINT NOTES:**

- ALL STEEL COMPONENTS SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH CSA G164 FOR A MINIMUM NET RETENTION OF 600 g/m<sup>2</sup>
- STEEL PLATE 10 mm THICK UNLESS OTHERWISE NOTED.
- WELDING ELECTRODES SHALL BE OF A LOW HYDROGEN CLASSIFICATION.
- INSTALLATION TEMPERATURE SHALL BE TAKEN AS THE MEAN SHADE TEMPERATURE UNDER THE BRIDGE FOR 48 HOURS PRIOR TO CASTING THE JOINT INTO THE DECK.
- EXPANSION JOINT UNITS AND RELATED MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- APPLY GALVALOY TO ALL FIELD WELDS AND AREAS WHERE GALVANIZING HAS BEEN DAMAGED.
- PRIOR TO PLACING CONCRETE, INSTALLATION SHALL BE APPROVED BY ENGINEER.
- IMMEDIATELY PRIOR TO PLACEMENT OF CONCRETE, ALL METAL SURFACES WHICH WILL BE IN CONTACT WITH CONCRETE SHALL BE COATED WITH EPOXY ADHESIVE. RATE OF PLACEMENT SHALL BE SUCH THAT THE ADHESIVE DOES NOT DRY OR SET BEFORE CONCRETE IS PLACED AGAINST IT.
- LOOSEN OFF ERECTION BOLTS WITHIN 4 HOURS OF CONCRETING TO ALLOW JOINT MOVEMENT DUE TO TEMPERATURE CHANGE.
- MANUFACTURER'S SHOP DRAWINGS SHALL BE SUBMITTED TO THE CONTRACT ADMINISTRATOR FOR APPROVAL AT LEAST TWENTY-ONE (21) DAYS PRIOR TO FABRICATION. THE EXPANSION JOINT ASSEMBLIES SHALL BE DESIGNED TO CARRY CL-625 TRUCK.
- STEEL SHALL BE IN ACCORDANCE WITH CSA STANDARD G40.21M GRADE 300 W OR EQUAL.
- STEEL EXTRUSIONS SHALL BE IN ACCORDANCE WITH CSA, STANDARD G40.21M GRADE 230 G MINIMUM.
- ROADWAY AND SIDEWALK EXPANSION JOINTS SHALL BE MODULAR ASSEMBLY SUPPLIED AND INSTALLED IN ONE CONTINUOUS PIECE (BOX SEAL).
- SEAL SHALL BE PREFORMED NEOPRENE RUBBER. EACH SEAL SHALL BE SUPPLIED & INSTALLED IN ONE CONTINUOUS PIECE. NO SPLICE IN THE SEAL WILL BE PERMITTED.
- ROADWAY/SIDEWALK EXPANSION JOINT ASSEMBLY SHALL BE INSTALLED 5mm BELOW ELEVATION AND GRADE OF ADJACENT BRIDGE DECK/SIDEWALK.
- ALL BARRIER COVER PLATES SHALL BE RECESSED 20mm FROM THE FACE OF THE CONCRETE.
- ANY ERECTION BOLT AND BLEEDER HOLES SHALL BE FILLED WITH EPOXY GROUT.
- THE USE OF HOLLOW SEPARATION BEAMS IS NOT PERMITTED. SHOP SPlicing OF SEPARATION BEAM IS PERMITTED AND AT ROADWAY CROWN, UPTURNS. SHOP SPLICES BETWEEN UPTURNS SHALL BE FULL STRENGTH.
- ALL SURFACES IN CONTACT WITH THE JOINT SEALS SHALL BE CLEANED PRIOR TO INSTALLATION OF THE SEALS. SEALS SHALL BE CONTINUOUS ACROSS THE BRIDGE WITH NO SPLICES.
- PREFORMED SEALS SHALL HAVE MINIMUM THICKNESS OF 5 mm.
- ENDS OF BOX SEAL SHALL BE SEALED WITH BITUTHENE PERFORMED SHEET TO PREVENT ENTRANCE OF WATER OR FOREIGN MATTER.
- COVER PLATES SHALL BE COATED WITH A NON-SKID COATING. (AMERICOAT 136L OR APPROVED EQUAL)
- THIS DRAWING TO BE READ IN CONJUNCTION WITH SHEET 41 AND SHEET 42.

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LOCATION UNDERGROUND	APPROVED STRUCTURES	B.M. ELEV.
SUPV. U/G STRUCTURES COMMITTEE	DATE	
NOTE: LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.		
1	ISSUED FOR TENDER	10/05/14 DPK
NO.	REVISIONS	DATE BY

DESIGNED BY	BJS
DRAWN BY	MJB
CHECKED BY	SSR
APPROVED BY	DPK
HOR. SCALE	AS SHOWN
VERTICAL	AS SHOWN
DATE	2010/05/14

**DILLON CONSULTING**

RELEASED FOR CONSTRUCTION  
ORIGINAL SIGNED BY RANDY FINGAS  
DATE 2010/05/14

ENGINEER'S SEAL  
PROVINCE OF MANITOBA  
ORIGINAL STAMPED BY  
S.S. RIHAL  
2010/05/14  
REGISTERED PROFESSIONAL ENGINEER

CONSULTANT PROJECT NO.  
088813

**THE CITY OF WINNIPEG TRANSIT DEPARTMENT**

SOUTHWEST RAPID TRANSIT CORRIDOR - STAGE 1  
OSBORNE STATION & ASSOCIATED WORKS

EXPANSION JOINT - LAYOUT

CITY DRAWING NUMBER  
B237-10-40  
SHEET 40 OF 121  
CONSULTANT DRAWING NUMBER  
C5-S1125-T