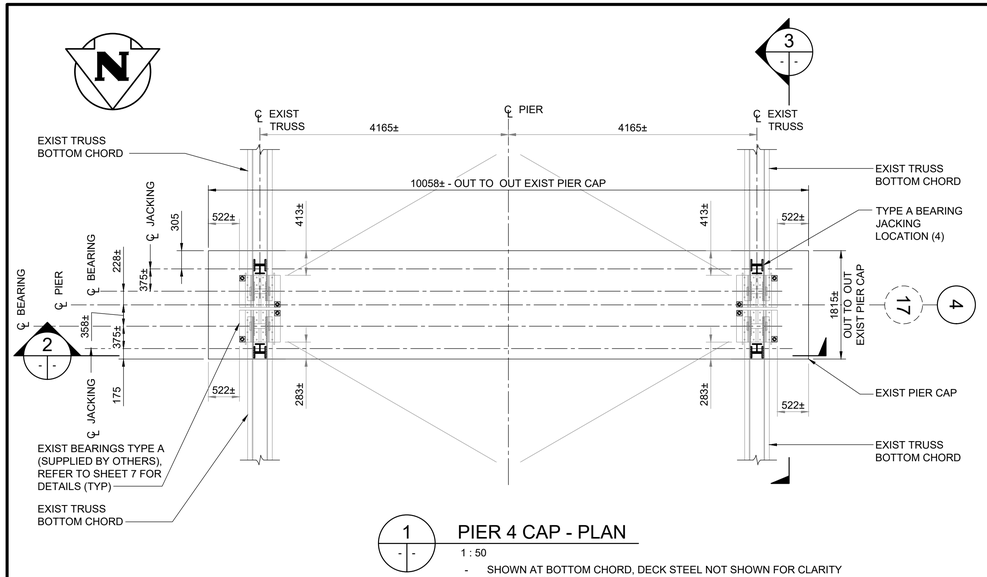
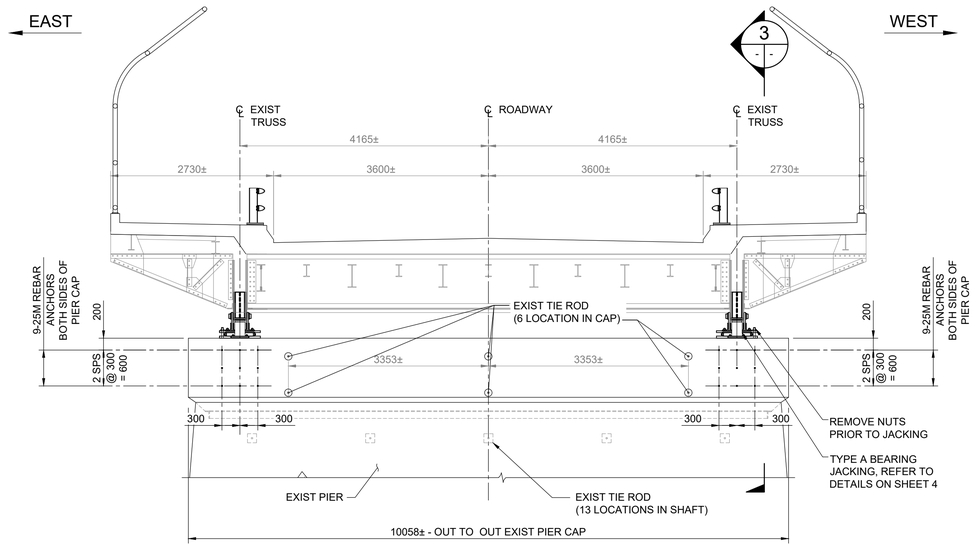


1 — PIER 4 CAP - PLAN

1 : 50

- SHOWN AT BOTTOM CHORD, DECK STEEL NOT SHOWN FOR CLARITY
- PIER SU.2 SIMILAR



2 — PIER 4 CAP - NORTH ELEVATION

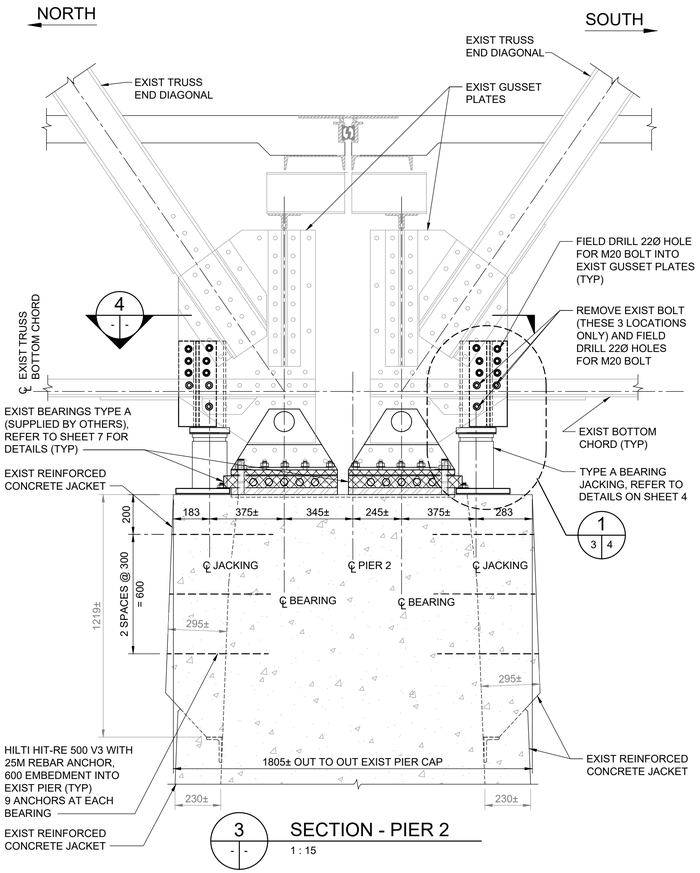
1 : 50

JACKING NOTES:

1. EXISTING STRUCTURE CONDITIONS ARE SHOWN FOR REFERENCE AND TO BE FIELD VERIFIED AS REQUIRED. ANY DISCREPANCIES SHALL BE NOTED TO THE ENGINEER FOR REVIEW.
2. DETAILED JACKING PLAN TO BE DEVELOPED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL MINIMUM 3 WEEKS PRIOR TO TRUSS JACKING.
3. REMOVE EXISTING BEARING PLATE ANCHOR NUTS PRIOR TO JACKING.
4. THE CONTRACTOR TO CONFIRM WITH THE CONTRACT ADMINISTRATOR ANY BRIDGE COMPONENTS, SUCH AS EXPANSION JOINTS COMPONENTS, TRAFFIC RAILS, OR OTHER ITEMS THAT MAY AFFECT THE WORK THAT ARE TO BE DISCONNECTED OR REMOVED PRIOR TO WORK COMMENCING, IN WRITING IMMEDIATELY AFTER THE SITE VISIT TO BE COMPLETED, PER THE WORKPLAN.
5. TWO (2) BEARINGS LOCATIONS ON THE SAME TRUSS SHALL BE JACKED SIMULTANEOUSLY. 4 SETS TOTAL ON PIER 2 AND 4.
6. BEARINGS SHALL BE JACKED TO A MAXIMUM HEIGHT OF 3mm THEN LOWERED BACK IN PLACE.
7. RESET JACKS AND RESTART JACKING THE BEARINGS TO A MAXIMUM HEIGHT OF 100mm.
8. EACH JACK TO BE USED FOR JACKING SHALL BE POSITIONED AS SHOWN IN THE DRAWINGS.
9. JACKING OF EXISTING TRUSSES SHALL BE DONE WITH NO LIVE LOAD ON THE BRIDGE.
10. REFER TO TABLE BELOW FOR JACKING LOADS:

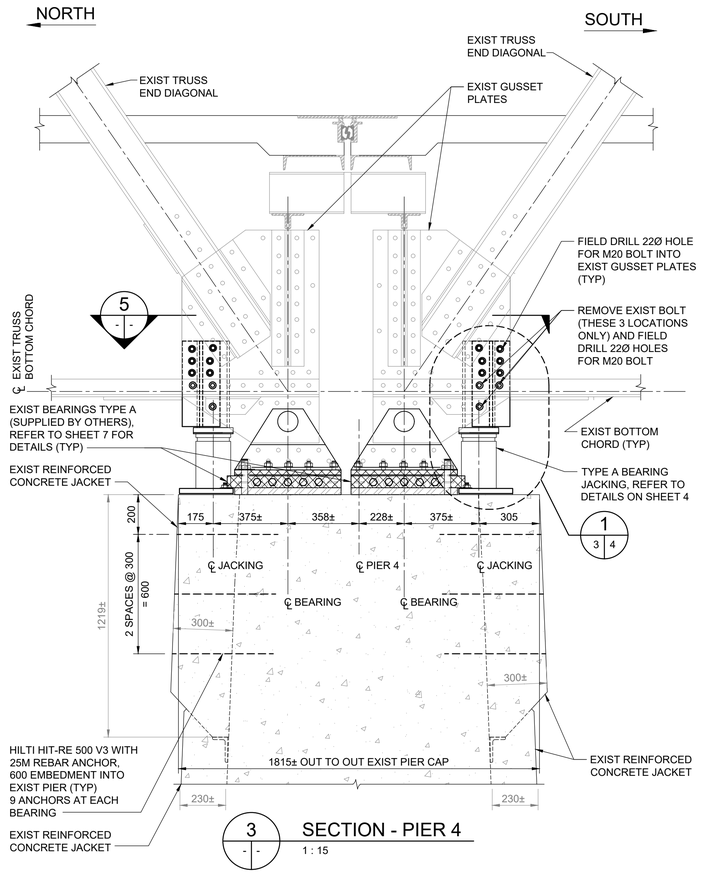
JACKING LOAD CASE	
DESIGN JACKING LOAD (kN/BEARING)	960

11. REPLACE ALL BEARINGS WITH ELASTOMERIC BEARING PADS AS SHOWN ON SHEET 7.
12. RELEASE JACKS AND RESTORE BRIDGE COMPONENTS AND OTHER ITEMS PREVIOUSLY REMOVED AS PER CONTRACT ADMINISTRATOR DIRECTION.
13. FINAL BEARING HEIGHTS TO ENSURE EXISTING ELEVATIONS ARE MATCHED AT FINAL RESTING.
14. REBAR ANCHORS SHALL CONFORM TO LATEST EDITION OF CAN/CSA G30.18 GRADE 400W.



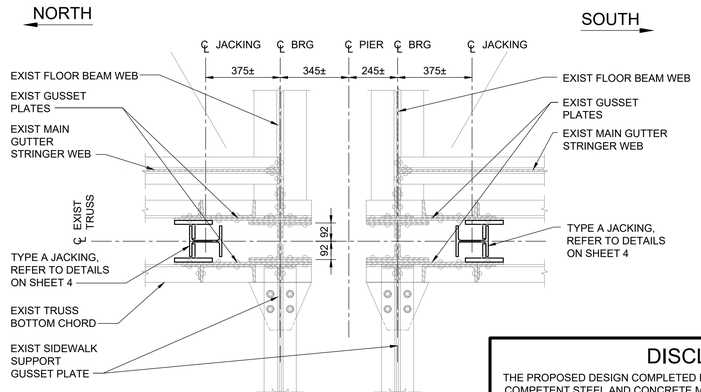
3 — SECTION - PIER 2

1 : 15



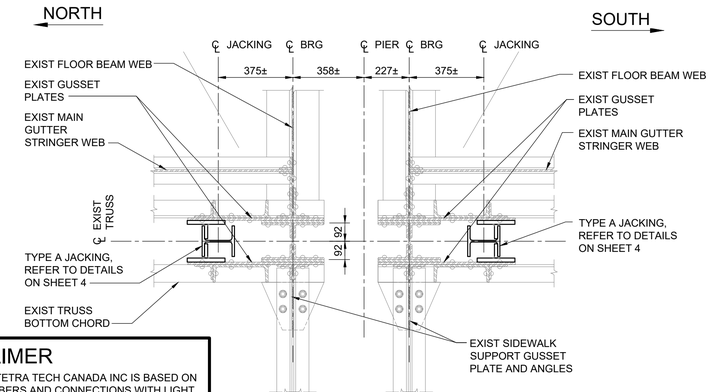
3 — SECTION - PIER 4

1 : 15



4 — SECTION

1 : 15



5 — SECTION

1 : 15

DISCLAIMER

THE PROPOSED DESIGN COMPLETED BY TETRA TECH CANADA INC IS BASED ON COMPETENT STEEL AND CONCRETE MEMBERS AND CONNECTIONS WITH LIGHT CORROSION. TETRA TECH CANADA INC CANNOT GUARANTEE THAT THERE ARE ADDITIONAL STRUCTURAL STEEL OR CONCRETE DEFECTS, NOT EVIDENT DURING TETRA TECH CANADA INC 2023 INSPECTION, THAT MAY IMPACT THE DESIGNED BEARING REPLACEMENT. THE DESIGNED BEARING REPLACEMENT DOES NOT ENSURE PUBLIC SAFETY, RATHER PROVIDES SOME LEVEL OF COMFORT THAT THE PRATT TRUSS EXPANSION AND CONTRACTION IS NOT OBSTRUCTED.

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

NO.	REVISIONS	DATE	BY
00	ISSUED FOR TENDER	24.05.14	SA

B.M. ELEV.

TETRA TECH

DESIGNED BY SA | REVIEWED BY KA
DRAWN BY EV | APPROVED BY MJB
SCALE: AS NOTED | ACCEPTED BY ORIGINAL SIGNED | DATE
DATE 24.05.14 | MOHAMED MADY, PH.D, P.ENG BRIDGE PLANNING & OPERATIONS ENGINEER

ORIGINAL DRAWING REVISION "00" SEALED BY S.Y.I. AWAD 24.05.14

CONSULTANT DRAWING NO. 734-230070400-DWG-S1103

Winnipeg
THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

ARLINGTON BRIDGE REHABILITATION
BEARING REPLACEMENT

CITY DRAWING NUMBER B106-24-03
SHEET 3 OF

PIER 2 AND 4
TYPE A JACKING DETAILS

3