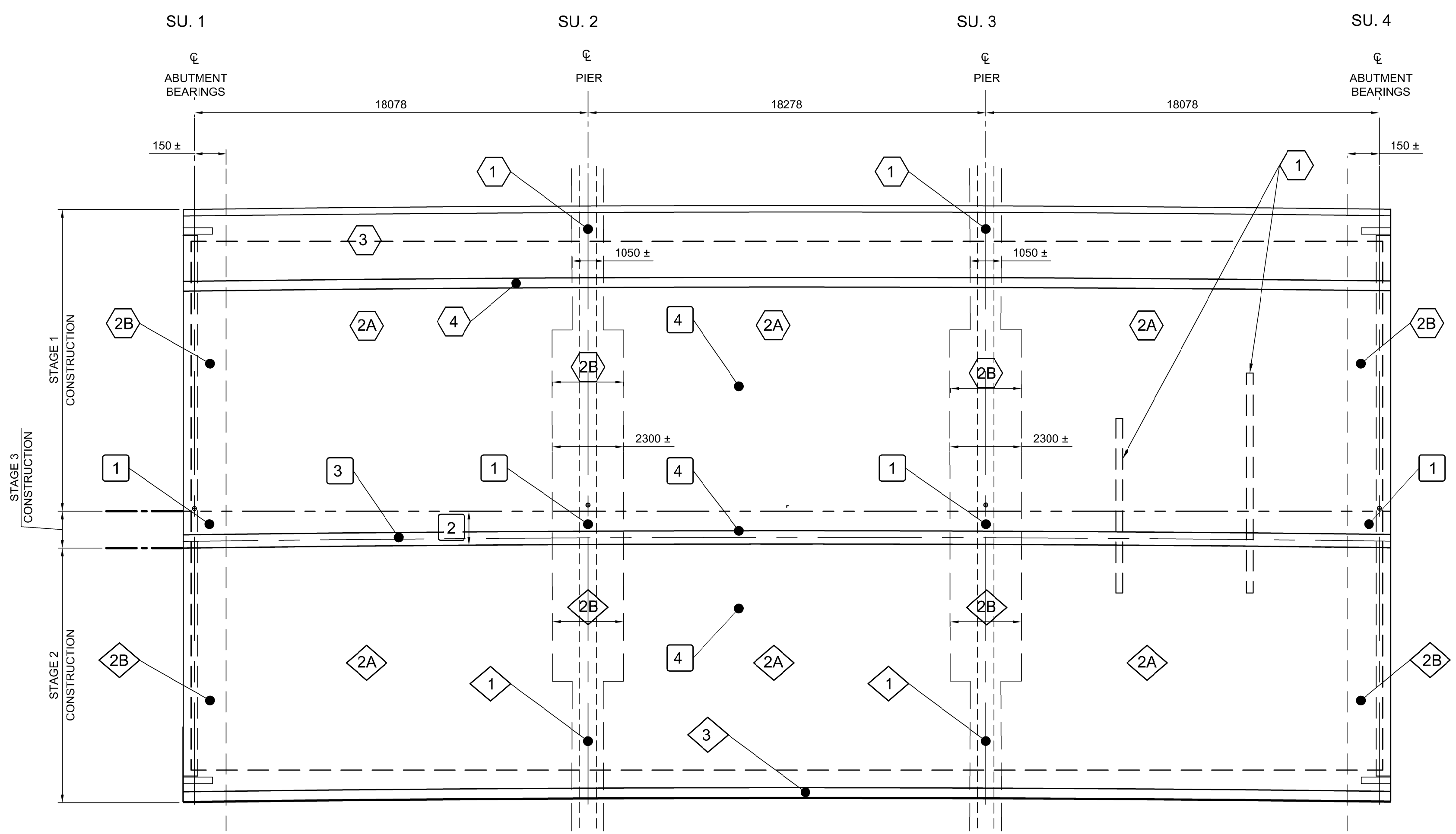


PROPOSED PLACING SEQUENCE OF NEW CONCRETE OVER EXISTING BRIDGE DECK
1:40



PROPOSED BRIDGE DECK POUR SEQUENCE LAYOUT
1:150

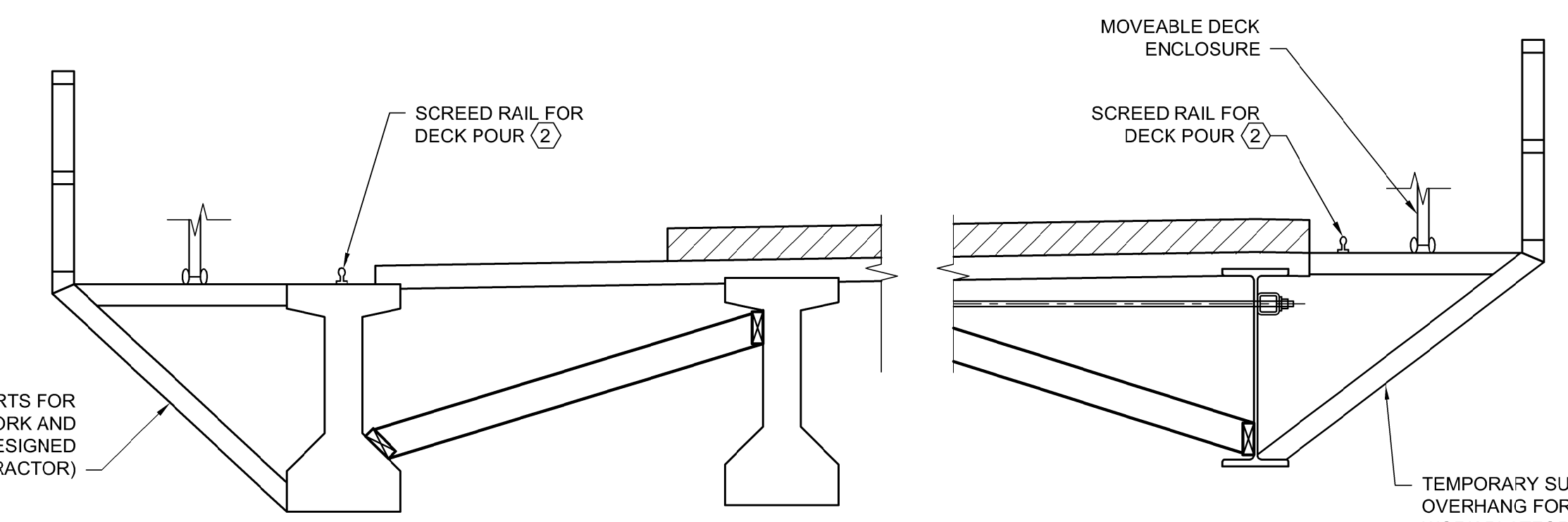
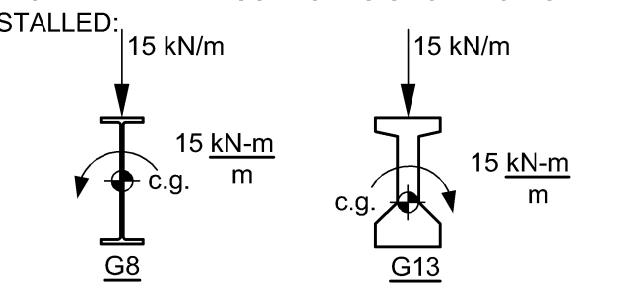
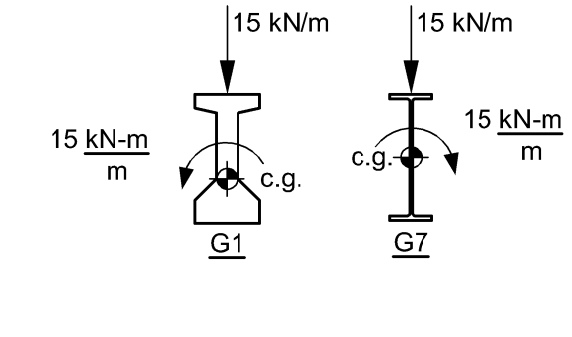
LEGEND

- 1 PROPOSED PLACING SEQUENCE FOR STAGE 1
- 2 PROPOSED PLACING SEQUENCE FOR STAGE 2
- 3 PROPOSED PLACING SEQUENCE FOR STAGE 3

NOTES

GENERAL:

- THIS DRAWING PROVIDES THE SUPERSTRUCTURE CONCRETE PLACING SEQUENCE. THIS SEQUENCE SHALL BE FOLLOWED BY THE CONTRACTOR UNLESS OTHERWISE APPROVED BY THE CONTRACT ADMINISTRATOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND SELECTION OF ALL SCREED RAILS, TEMPORARY OVERHANGS/PLATFORMS, MOVEABLE DECK ENCLOSURES AND ANY OTHER TEMPORARY ITEMS (EXCEPT THOSE SHOWN ON SHEET CS-026) REQUIRED FOR THE WORKS SUBJECT TO THE FOLLOWING CONDITIONS:
 - **STAGE 1 DECK PLACEMENT (1)**
 1. NO (2) CONCRETE SHALL BE PLACED WITHOUT THE USE OF A MOVEABLE DECK ENCLOSURE.
 2. SCREED RAILS, MOVEABLE DECK ENCLOSURES, OR OTHER TEMPORARY WORKS RESULTING IN APPLIED CONCENTRATED LOADS ARE NOT PERMITTED ON THE HYDRO-DEMOLISHED DECK BETWEEN GIRDER CENTERLINES.
 3. THE DETAIL BELOW PROVIDES THE CONCEPTUAL PLACEMENT OF THE SCREED RAILS AND MOVEABLE DECK ENCLOSURE SUPPORTS. DEPENDING ON THE TYPE OF ENCLOSURE SELECTED, AN INDEPENDENT STRUCTURE MAY BE REQUIRED TO SUPPORT ONE OR BOTH OF THESE ITEMS.
 4. THE ADJACENT STRUCTURE (SOUTH PORTION OF THE BRIDGE) SHALL NOT BE USED AS A MEANS OF SUPPORT FOR ANY STAGE 1 WORKS.
 5. THE MAXIMUM FACTORED PERMISSIBLE OVERTURNING MOMENT AND/OR UNIFORMLY DISTRIBUTED LINE LOAD DUE TO TEMPORARY WORKS FOR THE G1 AND G7 GIRDERS ARE AS FOLLOWS PROVIDED THE TEMPORARY TIMBER SUPPORTS SHOWN ON SHEET CS-026 HAVE BEEN INSTALLED:
 - **STAGE 1 OVERHANG/SIDEWALK PLACEMENT (3)**
 1. A MOVEABLE DECK ENCLOSURE IS NOT REQUIRED FOR THIS POUR PROVIDED THE CONTRACTOR HAS A SYSTEM FOR PROTECTING THE FRESHLY PLACED CONCRETE THAT IS ACCEPTABLE TO THE CONTRACT ADMINISTRATOR.
 2. IT HAS BEEN ASSUMED THAT A SCREED MACHINE WILL NOT BE USED FOR THIS POUR.
 3. THE MAXIMUM FACTORED PERMISSIBLE OVERTURNING MOMENT AND/OR UNIFORMLY DISTRIBUTED LINE LOAD DUE TO TEMPORARY WORKS FOR G1 IS SIMILAR TO THAT SPECIFIED ABOVE FOR STAGE 1 PROVIDED THE TEMPORARY TIMBER SUPPORTS SHOWN ON SHEET CS-026 HAVE BEEN INSTALLED.
 4. THE ABOVE LIMITS ACCOUNT FOR THE FACTORED WEIGHT OF THE FRESH OVERHANG CONCRETE.
 - **STAGE 2 DECK PLACEMENT (2)**
 1. NO (2) SHALL BE PLACED WITHOUT THE USE OF A MOVEABLE DECK ENCLOSURE.
 2. SCREED RAILS, MOVEABLE DECK ENCLOSURES, OR OTHER TEMPORARY WORKS RESULTING IN APPLIED CONCENTRATED LOADS ARE NOT PERMITTED ON THE HYDRO-DEMOLISHED DECK BETWEEN GIRDER CENTERLINES.
 3. THE ADJACENT STRUCTURE (NORTH PORTION OF THE BRIDGE) SHALL NOT BE USED AS A MEANS OF SUPPORT FOR ANY STAGE 2 WORKS.
 4. THE MAXIMUM FACTORED PERMISSIBLE OVERTURNING MOMENT AND/OR UNIFORMLY DISTRIBUTED LINE LOAD DUE TO TEMPORARY WORKS FOR THE G8 AND G13 GIRDERS ARE AS FOLLOWS PROVIDED THE TEMPORARY TIMBER SUPPORTS SHOWN ON SHEET CS-026 HAVE BEEN INSTALLED:



CONCEPTUAL FALSEWORK AND SCREED RAIL INSTALLATION DETAIL
1:25
(STAGE 1 SHOWN, STAGE 2 SIMILAR)

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APEGM
Certificate of Authorization
Dillon Consulting Limited (MB)
No. 1789 Date: 2018/02/09

DESIGNED BY	DRA / MS	CHECKED BY	SSR
DRAWN BY	NBG	APPROVED BY	MBL
HOR. SCALE	AS SHOWN	RELEASED FOR CONSTRUCTION	
VERTICAL SCALE	AS SHOWN		
ISSUED FOR TENDER	18/02/09	DRA	
NO. REVISIONS	DATE	BY	DATE
			2018/02/09

ENGINEER'S SEAL
PROVINCE OF MANITOBA
D.R.C. AMORIM
Member
33215
REGISTERED PROFESSIONAL ENGINEER
CONSULTANT PROJECT NUMBER
17-5932

THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
Winnipeg
FERMOR AVENUE BRIDGE OVER SEINE RIVER
BRIDGE RE-HABILITATION, PEDESTRIAN-CYCLIST UNDERPASS STRUCTURE AND ROADWORKS FROM ST. ANNE'S ROAD TO ARCHIBALD STREET
REMOVAL AND PLACING SEQUENCE OF CONCRETE BRIDGE DECK 2 OF 2
CITY DRAWING NUMBER
B-118-2017-CS-028
SHEET
028 OF 100
CONSULTANT DRAWING NUMBER
CS-028