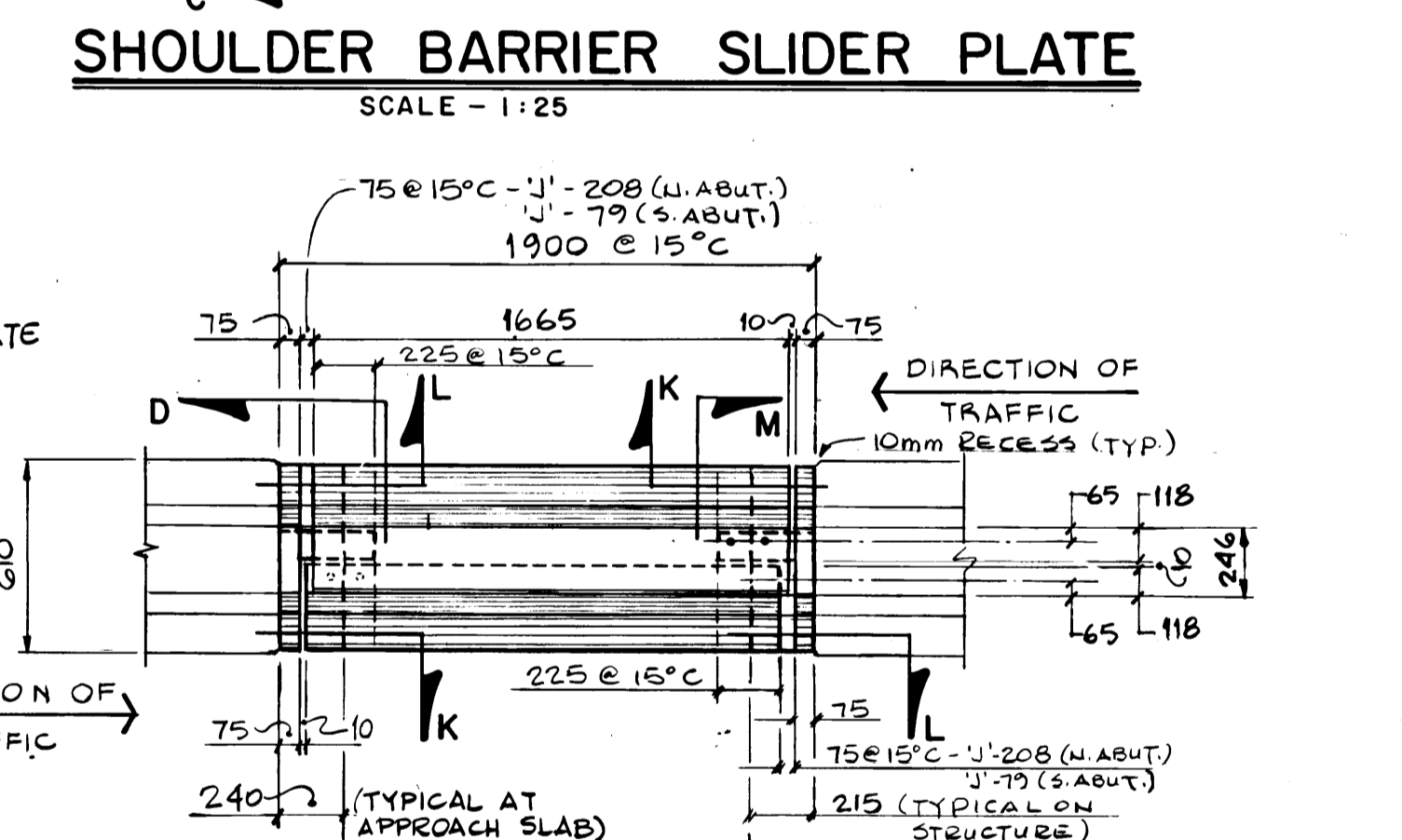
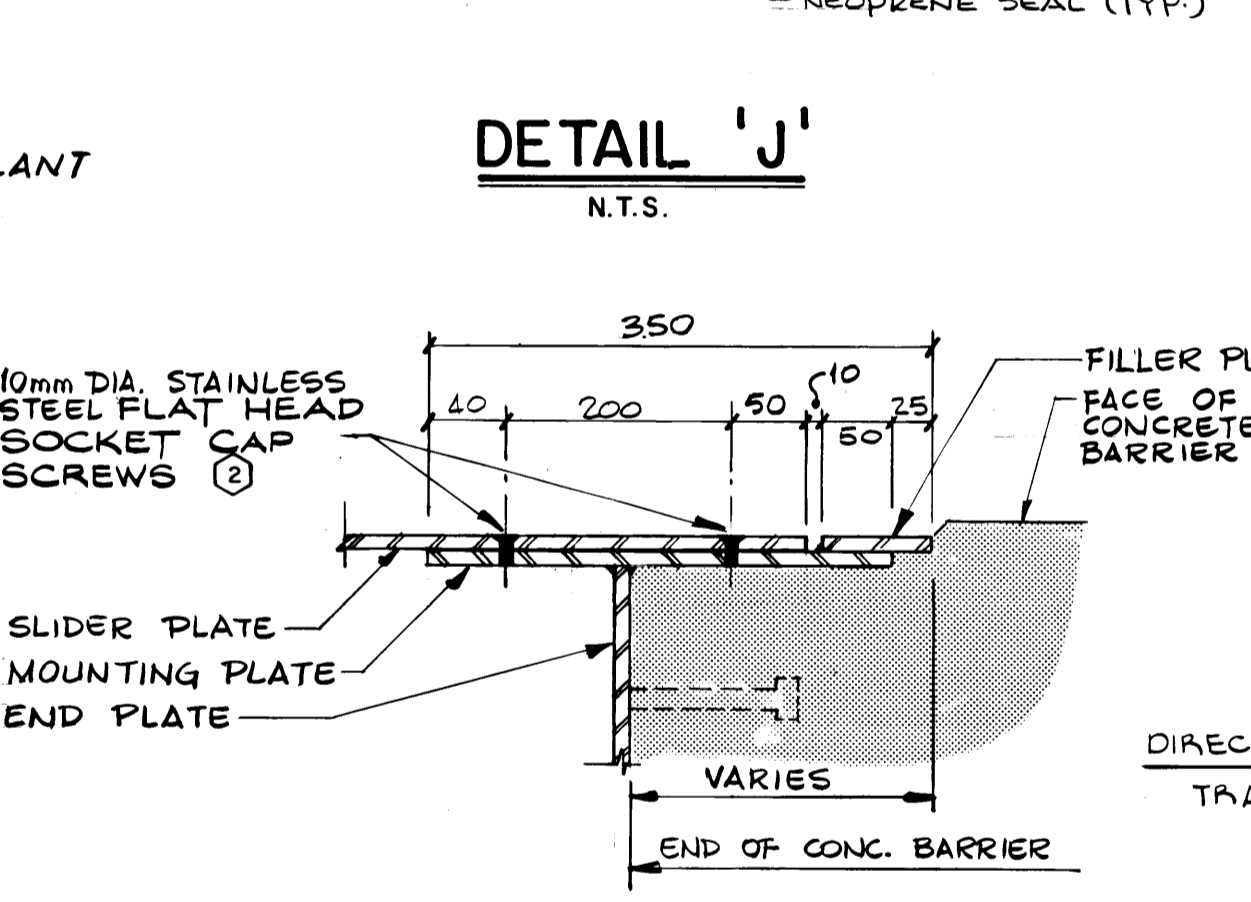
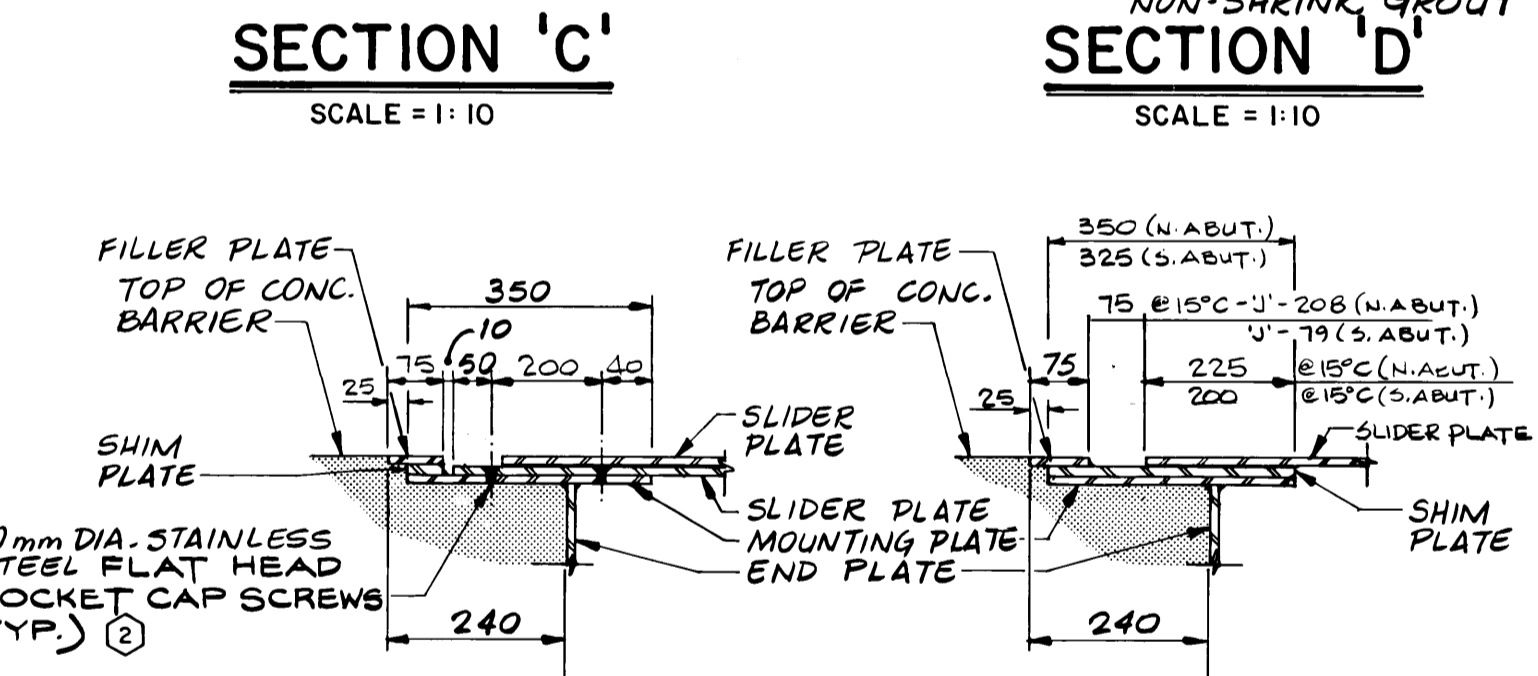
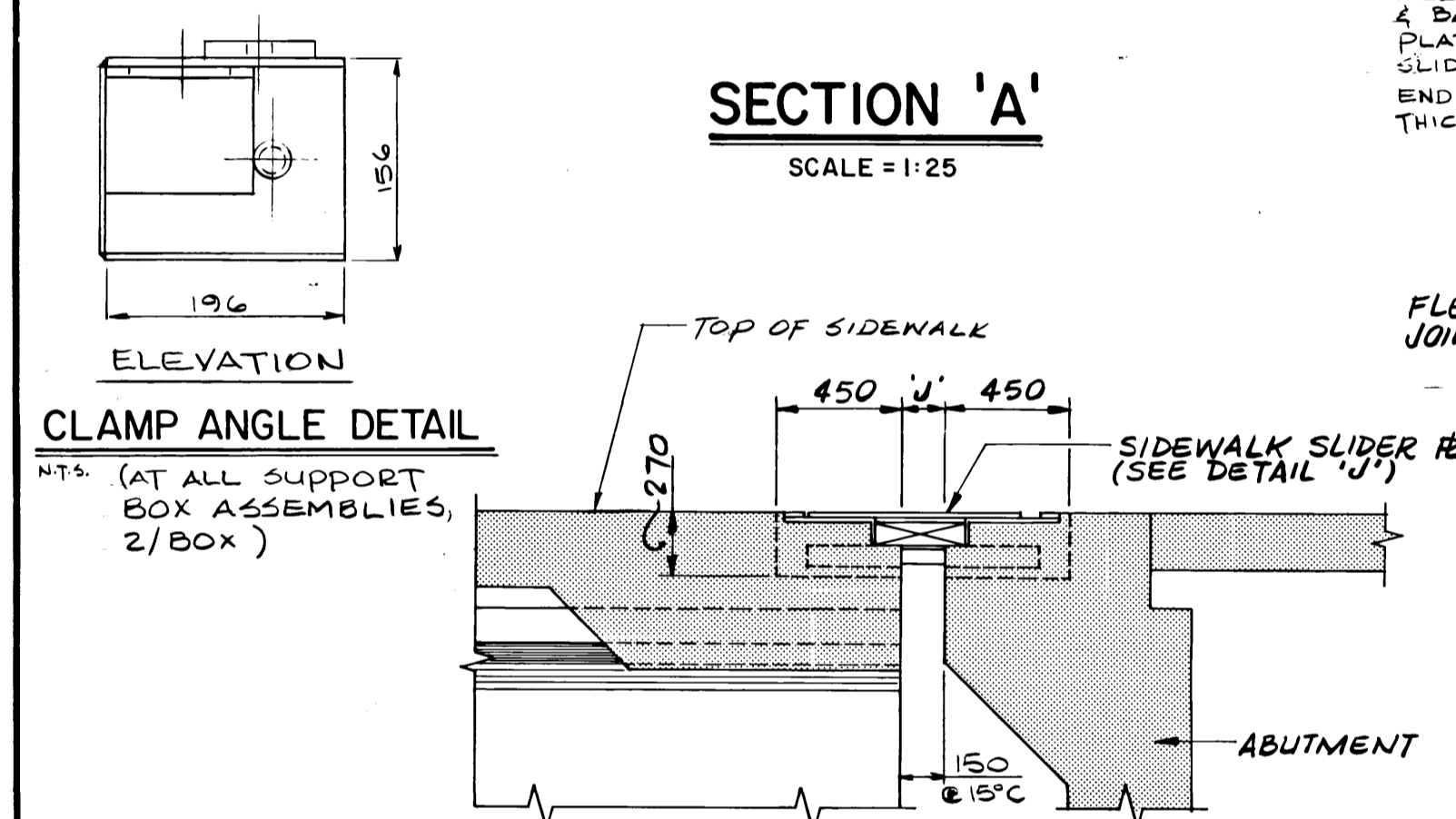
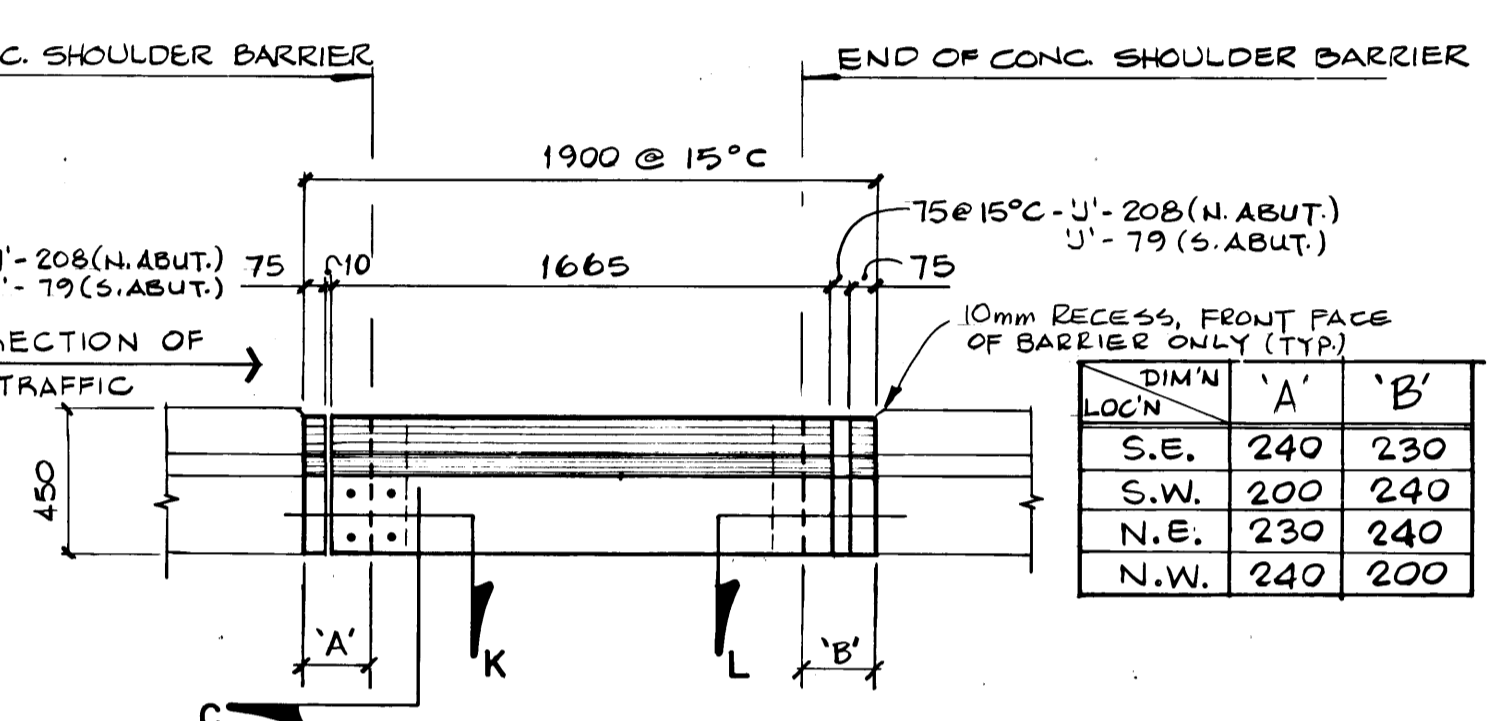
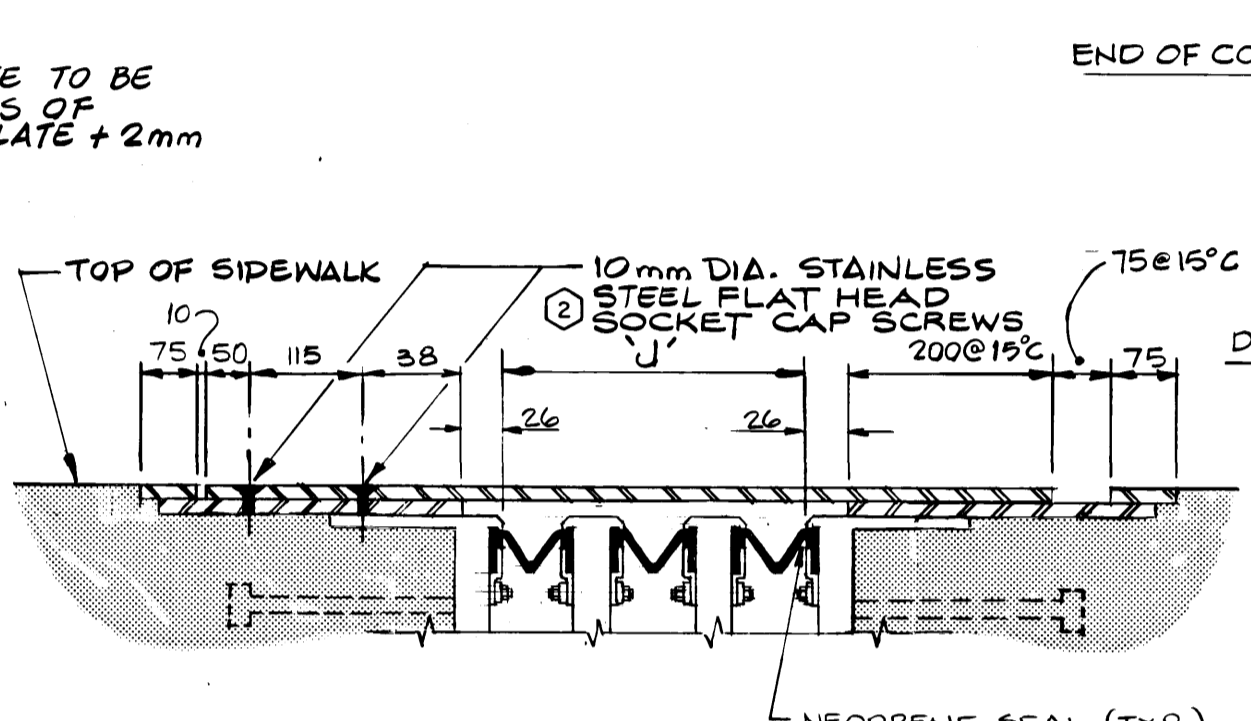
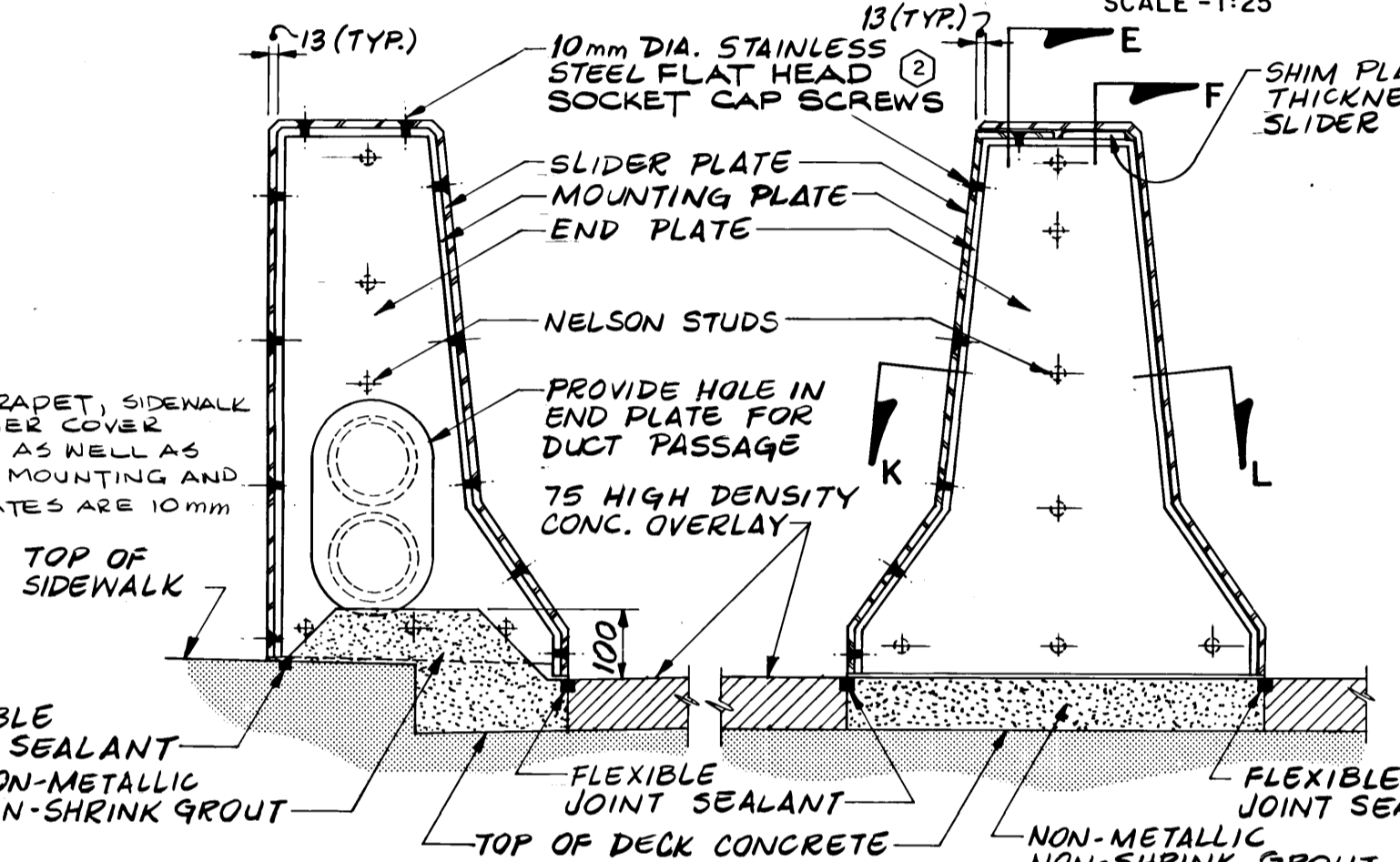
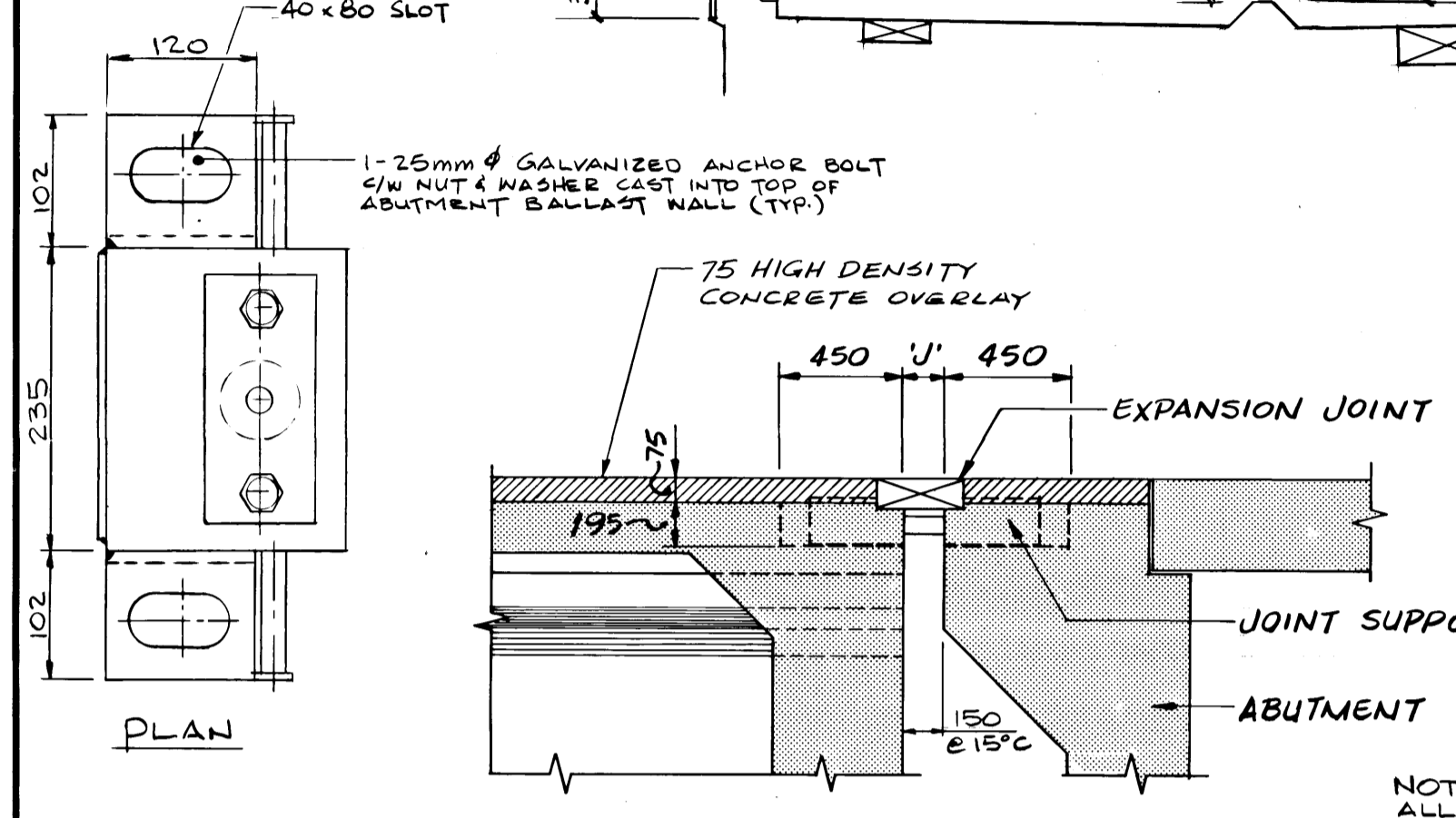
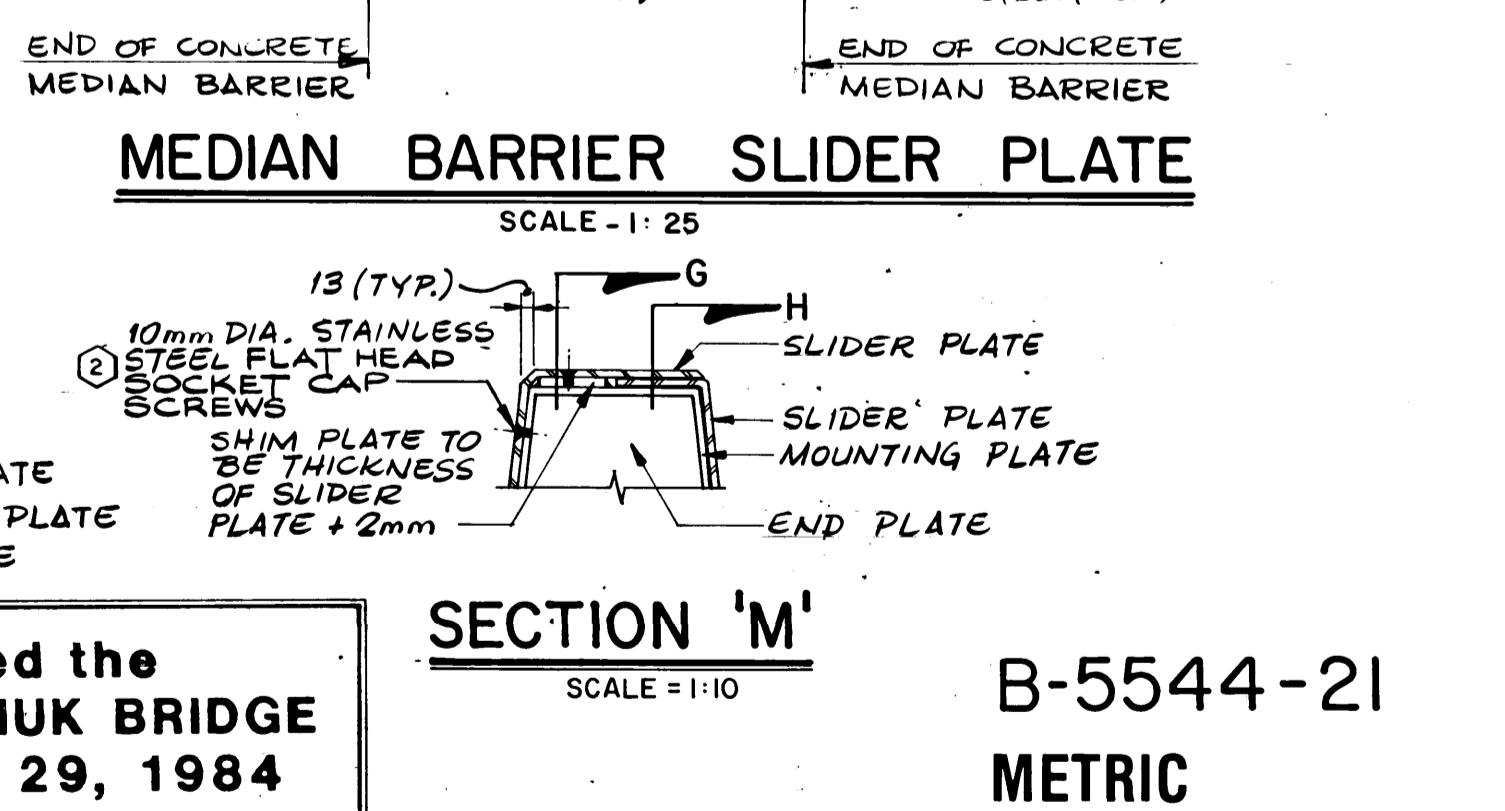
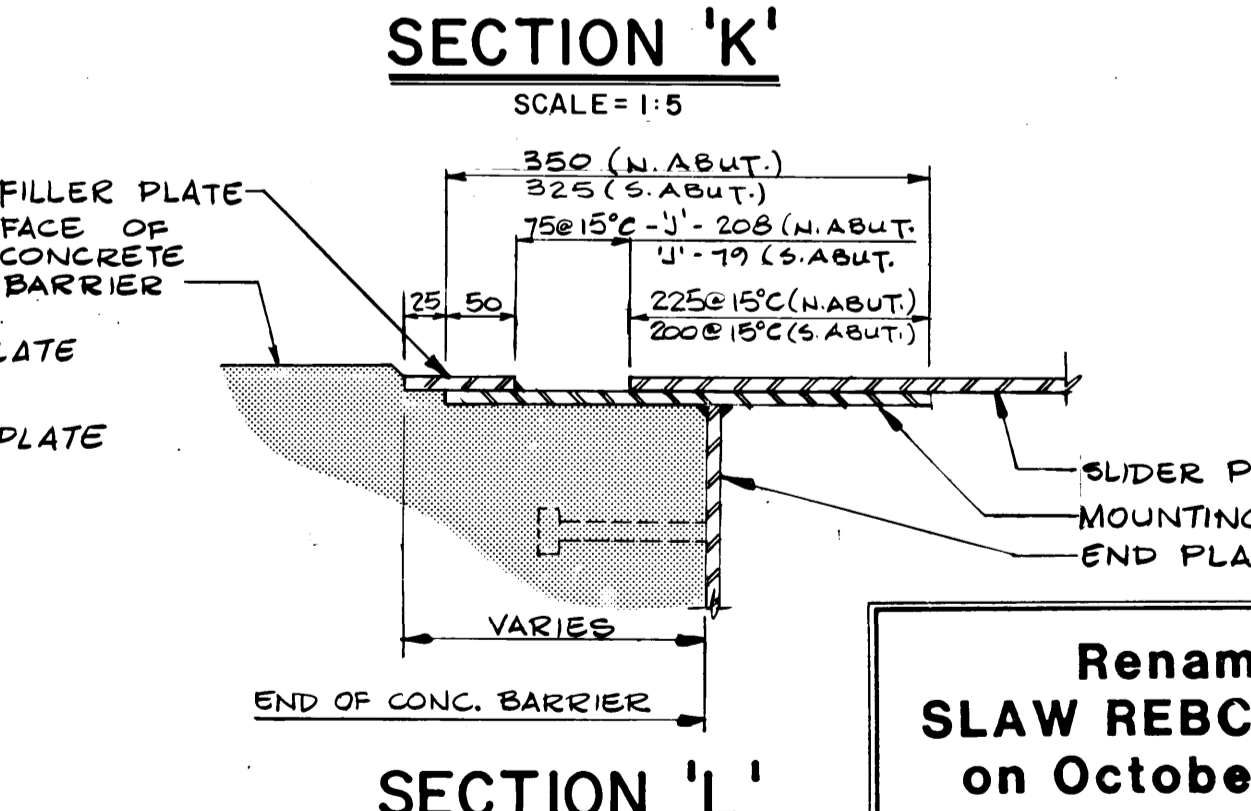
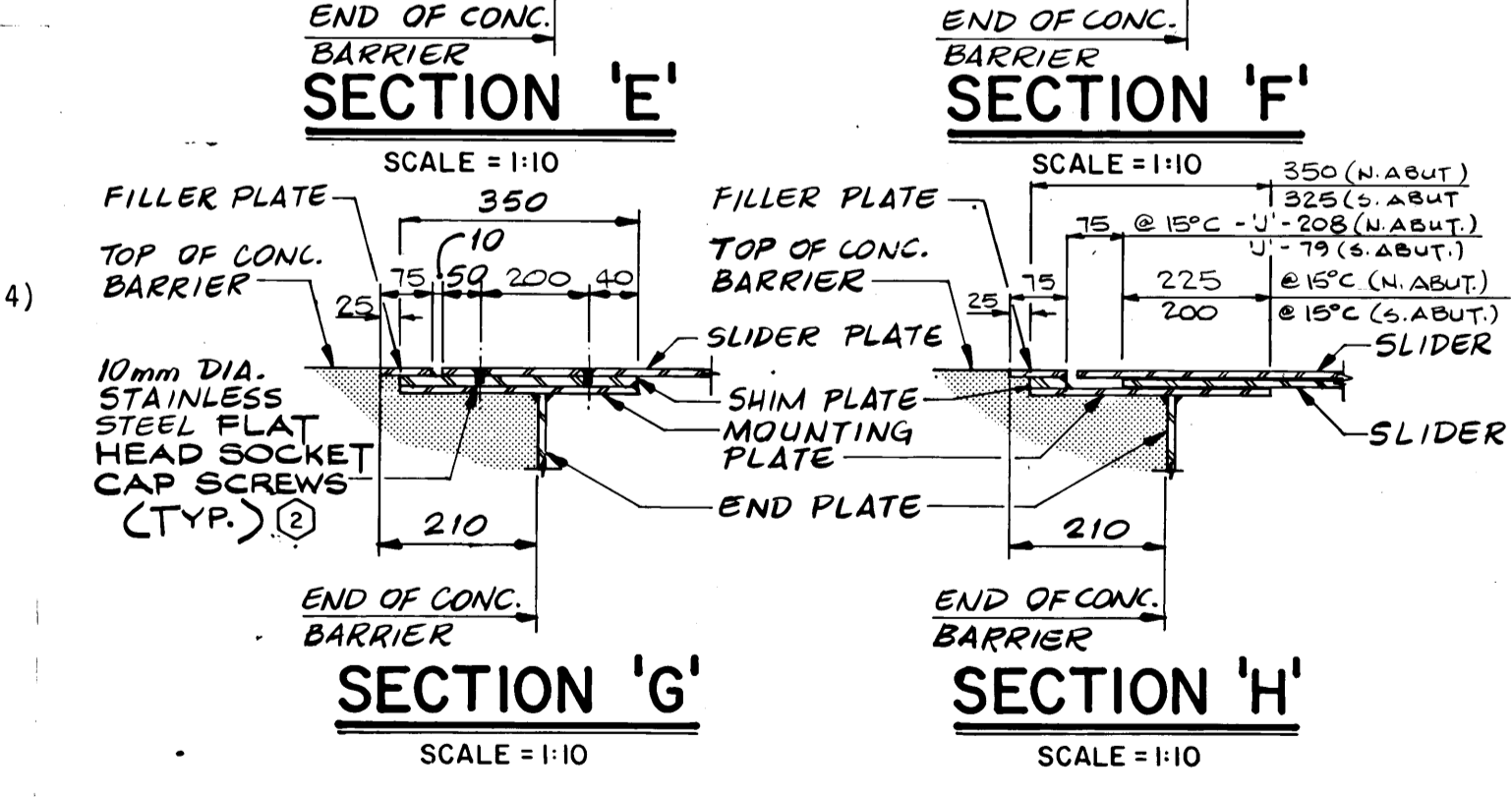


ELEVATION - EXPANSION JOINT ASSEMBLY
SCALE = 1:25



- NOTES:
- MANUFACTURER'S SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL AT LEAST FOURTEEN (14) WORKING DAYS PRIOR TO FABRICATION. THE EXPANSION JOINT ASSEMBLIES SHALL BE DESIGNED TO CARRY AASHTO HS20-44 LIVE LOADING.
 - STEEL SHALL BE IN ACCORDANCE WITH CSA STANDARD G40.21M GRADE 300 W.
 - STEEL EXTRUSIONS SHALL BE IN ACCORDANCE WITH CSA STANDARD G40.21 M GRADE 230 G MINIMUM.
 - PARAPET, SIDEWALK, AND BARRIER COVER PLATES AS WELL AS SLIDER, MOUNTING AND END PLATES SHALL BE HOT DIP GALVANIZED TO A NET RETENTION OF 600 GM/M² IN ACCORDANCE WITH CSA STANDARD G 164 AFTER FABRICATION AND INSTALLED IN ONE CONTINUOUS PIECE.
 - ALL METAL SURFACES EXCEPT THOSE LISTED IN NOTE 4, SHALL BE BLAST CLEANED IN ACCORDANCE WITH SSPC-SP6 COMMERCIAL BLAST CLEANING AND COATED WITH ONE PRIME COAT OF 1.5 MIL MIN. THICKNESS, ONE INTERMEDIATE COAT (BLACK) OF 8.0 MILS MIN. THICKNESS AND ONE FINISH COAT (BROWN) OF 8.0 MILS MIN. THICKNESS. THE PRIMER SHALL BE "COLTURIET CT ZINC PRIMER #7400" AND FINISH COATS TO BE "COLTURIET TCN 300" AS SUPPLIED BY SIGMA COATINGS.
 - JOINT ASSEMBLY SHALL BE FABRICATED TO SUIT THE SKEW OF THE BRIDGE AND SHALL BE COMPLETELY SHOP ASSEMBLED AND PRESET TO DIMENSION 'J' FOR 15° C PRIOR TO SHIPMENT.
 - WELDING SHALL BE OF A LOW HYDROGEN CLASSIFICATION. MANUAL ELECTRODES SHALL BE E7018 OR E7018. ALL WELDING SHALL BE IN ACCORDANCE WITH CSA STANDARD W59.
 - SEAL SHALL BE PERFORMED NEOPRENE SEAL. EACH NEOPRENE SEAL SHALL BE SUPPLIED AND INSTALLED IN ONE CONTINUOUS PIECE. NO SPLICES IN THE NEOPRENE SEAL WILL BE PERMITTED.
 - JOINT ASSEMBLY SHALL BE INSTALLED 5 MM BELOW ELEVATION AND GRADE OF BRIDGE DECK.
 - AFTER REMOVAL OF CLAMPING CHANNELS AND SPACER DAM, BOLT AND BLEEDER HOLES TO BE FILLED WITH AN APPROVED EPOXY GROUT.
 - INSTALLATION TEMPERATURE SHALL BE TAKEN AS THE MEAN SHADE AIR TEMPERATURE PRIOR TO JOINT INSTALLATION AT THE STRUCTURE AS FOLLOWS: FOR CONCRETE STRUCTURES - 48 HOURS, FOR STEEL STRUCTURES - 24 HOURS.



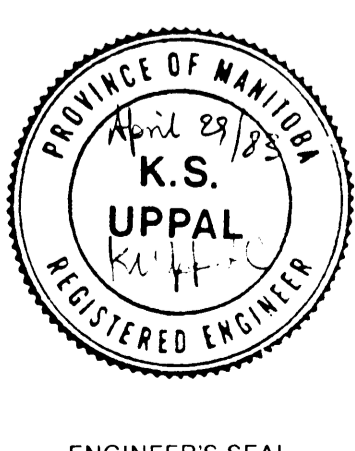
TEMPERATURE WIDTH ADJUSTMENT TABLE

DIM. 'J'	5°	10°	15°	20°	25°	30°	MIN.	MAX.
S. ABUT.	168	161	154	147	140	133	133	265
N. ABUT.	305	294	283	272	261	250	241	439

NOTE: 5° DENOTES TEMPERATURE IN CELSIUS

① GENERAL REVISION

NO.	REVISIONS	DATE	APP.
1	ADDENDUM No. 1	7/4/83	K.U.
2	10 Ø 5 S. SOCKET HD CAP SCREWS NOW FLAT HD SOCKET CAP SCREWS	02/8/85	J.T.
3	REVISED TO RECORD DRAWING	FEB/86	J.S.



the **uma** group
Underwood McLellan Ltd.
Consulting Engineers and Planners

DESIGNED BY: J.C.J. DRAWN BY: A.T.
CHECKED BY: K.S.U. DATE: JUNE 15, 1983.
JOB No.: 0265-204-05

APPROVED BY: [Signature] DATE: April 29, 1983

THE CITY OF WINNIPEG
WORKS & OPERATIONS DIVISION
STREETS & TRANSPORTATION DEPARTMENT

SALTER STREET BRIDGE REPLACEMENT PROJECT
CONCRETE GIRDER ALTERNATIVE
EXPANSION JOINT DETAILS

AUTHORIZED BY: [Signature] P. Eng. 1983-06-16
ACCEPTED BY: [Signature] BRIDGE ENGINEER 1983-06-16

SCALE: AS NOTED DRAWING NO. B115-84-B21C

Renamed the **SLAW REBCHUK BRIDGE** on October 29, 1984
RECORD DRAWING

B-5544-21 METRIC
WHOLE NUMBERS INDICATE MILLIMETRES
DECIMALIZED NUMBERS INDICATE METRES