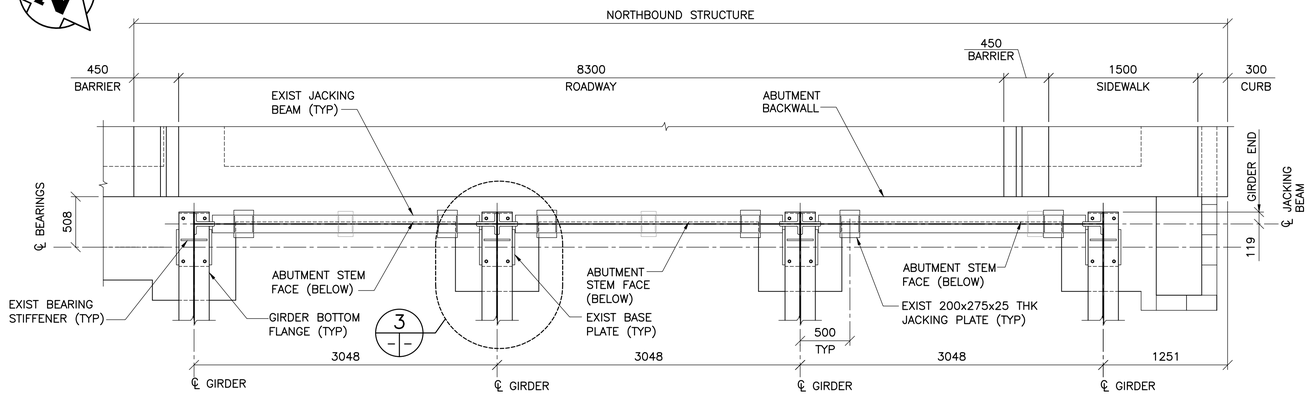
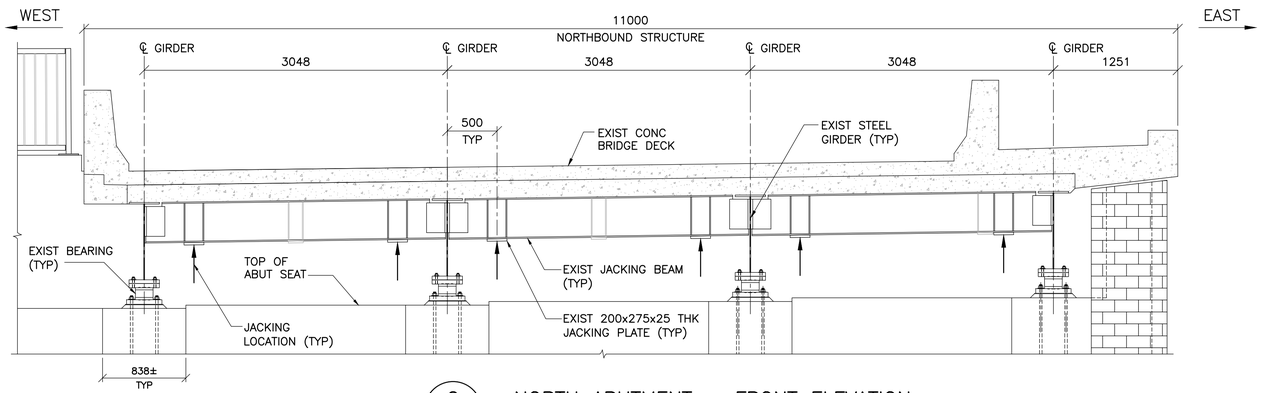


1 — NORTH ABUTMENT – PARTIAL PLAN

1 : 30

- NORTH ABUTMENT NORTHBOUND STRUCTURE AS SHOWN, SOUTHBOUND STRUCTURE OPPOSITE HAND
- SOUTH ABUTMENT SIMILAR
- BRIDGE DECK NOT SHOWN FOR CLARITY



2 — NORTH ABUTMENT – FRONT ELEVATION

1 : 30

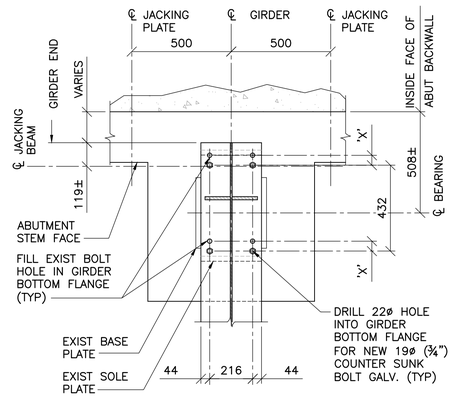
- SHOWING NORTH ABUTMENT NORTHBOUND STRUCTURE, SOUTHBOUND STRUCTURE OPPOSITE HAND
- SOUTH ABUTMENT SIMILAR

BEARING REPAIR SEQUENCE OF WORK:

1. SETUP TRAFFIC CONTROL WHEN NEEDED.
2. INSTALL TEMPORARY SUPPORT SYSTEM AS REQUIRED AND JACK BRIDGE.
3. REMOVE AND REPLACE EXISTING TOOTH PLATES, AND REMOVE AND RE–USE EXISTING ROLLERS.
4. REMOVE EXISTING MACHINE SCREWS FIXING TOOTH PLATES TO ROLLER AND REPLACE WITH NEW SCREWS. WHERE SCREWS ARE DAMAGED, TAP NEW HOLES INTO ROLLER AND REPLACE WITH NEW SCREWS.
5. REMOVE EXISTING COUNTERSUNK BOLTS CONNECTING BEARING SOLE PLATE TO GIRDER BOTTOM FLANGE, AND REPLACE WITH NEW COUNTERSUNK BOLTS.
6. REMOVE AND RE–USE GIRDER SOLE PLATE.
7. DRILL NEW HOLES INTO GIRDER BOTTOM FLANGE USING EXISTING SOLE PLATE AS A TEMPLATE, ACCORDING TO OFFSET DIMENSIONS SHOWN ON PLANS.
8. BOLT SOLE PLATE TO GIRDER BOTTOM FLANGE IN NEW POSITION.
9. INSTALL ROLLER WITH NEW TOOTH PLATE INTO POSITION BETWEEN BEARING TOP AND BOTTOM PLATES. ROLLER SHOULD BE ORIENTED THAT THE MIDDLE TOOTH WILL INTERLOCK WITH THE MIDDLE SPACE IN BOTH RACK PLATES.
10. LOWER BRIDGE ONTO RESET BEARINGS.
11. INSTALL BEARING SHROUDS AND GREASE BEARING ASSEMBLIES.
12. FILL EXISTING BOLT HOLES WITH FLEXIBLE SEALANT (SILICONE OR BUTYL).

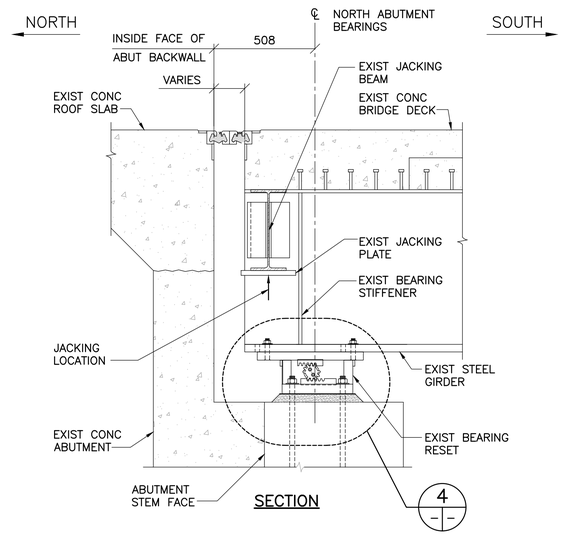
NOTE:

1. ALL DIMENSIONS SHALL BE FIELD VERIFIED.



PLAN

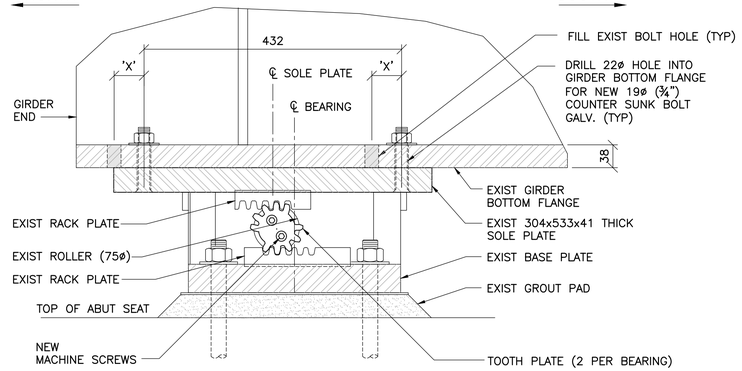
- NORTH ABUTMENT AS SHOWN, SOUTH ABUTMENT OPPOSITE HAND



SECTION

3 — PROPOSED RESET BEARING DETAIL

1 : 15



4 — RESET BEARING DETAIL

1 : 5

- NORTH ABUTMENT AS SHOWN, SOUTH ABUTMENT OPPOSITE HAND

LOCATION	OFFSET DISTANCE, 'X'
NORTH ABUTMENT	50–75
SOUTH ABUTMENT	30

NOTE:
OFFSET DISTANCE MAY VARY BETWEEN BEARINGS AT SINGLE SUBSTRUCTURE UNIT. ENGINEER TO CONFIRM OFFSET DISTANCE AT EACH BEARING PRIOR TO CONSTRUCTION.

JACKING NOTES:

1. DETAILED SHOP DRAWINGS OF THE PROPOSED JACKING SYSTEM AND TEMPORARY SUPPORT SYSTEM, EQUIPMENT AND PROCEDURES SHALL BE SUBMITTED IN ACCORDANCE WITH E5 OF THE SPECIFICATIONS.
2. EACH JACK TO BE USED FOR JACKING SHALL BE CENTERED BELOW EACH JACKING BEAM AND UNDER JACKING PLATE STIFFENERS.
3. JACKING LOCATIONS ARE AS SHOWN ON THE PLANS.
4. JACKING PLATES MAY NOT BE FULLY LOCATED ABOVE ABUTMENT STEM. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TEMPORARY SUPPORT SYSTEM FROM THE ABUTMENT SEAT.
5. MAXIMUM JACKING HEIGHT TO BE 8mm.

JACKING LOAD CASE	NORTH ABUTMENT	SOUTH ABUTMENT
UNFACTORED PERMANENT JACKING LOAD (kN/JACK)	375	280
FACTORED PERMANENT JACKING LOAD (kN/JACK)	490	370
UNFACTORED LIVE LOAD (kN/JACK)	250	250
FACTORED LIVE LOAD (kN/JACK)	450	450

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

NO.	REVISIONS	DATE	BY
0	ISSUED FOR TENDER	19.11.25	J.B.

B.M. ELEV.

TETRA TECH

DESIGNED BY R.L. | CHECKED BY J.B.
DRAWN BY B.M. | APPROVED BY J.B.
HOR. SCALE: AS NOTED
VERTICAL:
ACCEPTED BY DATE
ORIGINAL DRAWING SIGNED BY: D. BURMEY, P.ENG. 19.11.25
D. BURMEY, P.ENG. BRIDGE PROJECTS ENGINEER
DATE 19.11.25

PROVINCE OF MANITOBA — J. S. BETKE — ORIGINAL SIGNED 19.11.25 — 22412 — REGISTERED PROFESSIONAL ENGINEER

CONSULTANT DRAWING NO.
1900070500–DWG–S0003

Winnipeg

THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

ST. VITAL BRIDGE
BEARING REPAIR

CITY DRAWING NUMBER
B116–19–003
SHEET 3 OF 4

NORTH AND SOUTH ABUTMENT
BEARING REPAIRS

3