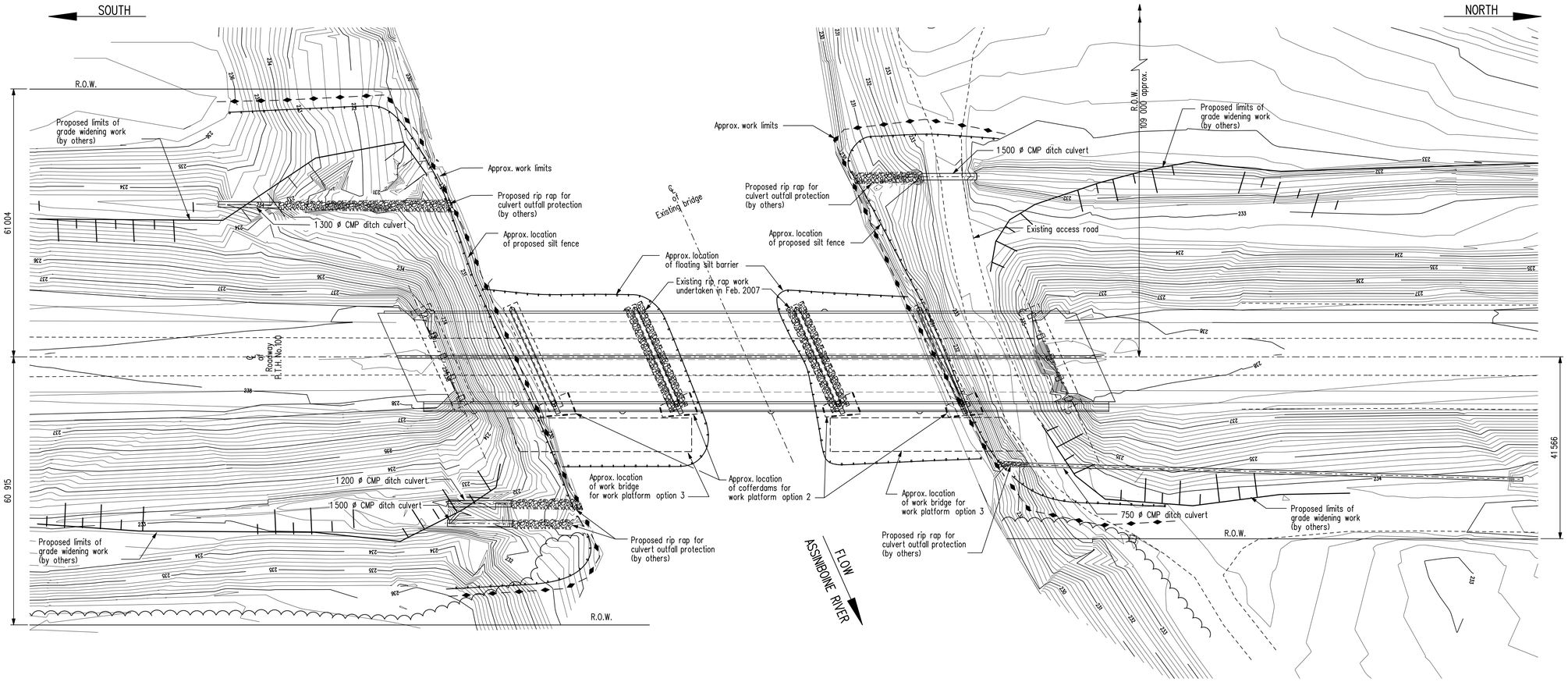
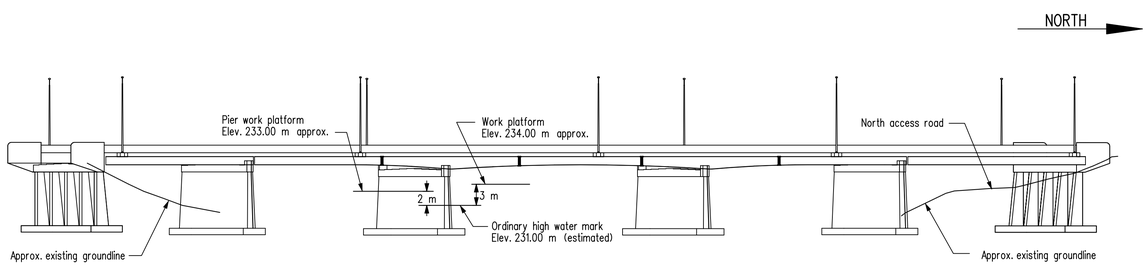


PLAN

Scale 1:500



ELEVATION

Scale 1:400

Navigation Requirements

The work platforms shall meet the vertical navigational clearances shown on this drawing. The Contractor shall ensure that a min. 15 m horizontal navigational clearance is provided at all times during construction.

- The Contractor shall place day beacons on all temporary work platforms.
- The Contractor shall place warning signs :
  - 200 m upstream and downstream of the work site
  - maintain signs during all periods of open-water until completion of the project
  - signs must be legible from a minimum distance of 100 m
  - signs must display black lettering on a yellow background
  - Standard navigation sign details included with tender documents

The Contractor is responsible for preparing and submitting to the Engineer, plans of the temporary work platform works which will be required for securing approval from Transport Canada. The Contractor must submit plans describing and detailing the temporary work platform works. These plans must be submitted to the Engineer. Upon review and approval of the plans, MIT will forward the plans to Transport Canada for review and approval.

Temporary Work Platforms

a) Pier Modification

The pier modification work will take place during open water conditions so there is not an option to work from the ice. The work platforms will be required at the east end of the piers. There are three potential options for the pier modification work platforms :

1. Work platforms suspended from the bridge and/or pier.

2. Work platforms supported from the ground. If ground support is required, cofferdams may need to be constructed to isolate the area. Supports may extend down to the pier footing.

3. Work bridges constructed to provide access to piers. Type of work bridges to be used may be rock, steel pile with deck/platform or other. The location of the temporary work bridges will be within the limits shown on this drawing.

For options 2 & 3, the Contractor can expect to find rip rap in the channel around the two channel piers. Rip rap was placed in 2007 and the extent as shown on this plan.

It is the Department's preference to minimize disruption by utilizing option 1. The Contractor shall prepare plans of the proposed temporary work platforms and submit to the Engineer.

b) Girder Erection Work

The girder erection may take place during winter months or during open water conditions. The additional girders are to be placed along the east side of the bridge. There are three potential options for the girder erection work platforms :

1. No in-stream platforms. Cranes to work from the northeast and southeast banks.

2. Girder erection from the ice.

3. Work bridges. Type of work bridges to be used may be rock, steel pile with deck/platform or other. The location of temporary work bridges will be within the limits shown on this drawing.

It is the Department's preference to minimize disruption by utilizing options 1 or 2. The Contractor shall prepare plans of the proposed temporary work platforms and submit to the Engineer.

General Notes

For any instream work, floating silt barriers shall be used as required to isolate the work bridges and work platform cofferdam areas; all within the work limits shown above.

The Contractor shall ensure that active work areas are isolated from the river with cofferdams, silt fences and/or floating silt barriers as required. These shall also be strategically placed so as to intercept runoff/sediment from exposed areas. Locations shown on plans are approximate and the final locations will be dependant on site conditions, the Contractor's activities and methods of construction and on direction of the Engineer.

The Contractor shall ensure that debris from the active work area, especially that directly above the water, will be contained so as to prevent it from entering into the river.

Temporary access roads shall be located on the east side of the bridge and shall be located within the work limits area. In order to minimize disruption/damage to the existing slopes and vegetation, temporary access roads shall be constructed using clean crushed rock (100 mm down) a min. of 100 mm in thickness, placed over geotextile fabric.

All debris and excess materials shall be removed and disposed of off site immediately.

Erosion and sediment control measures shall be inspected regularly and maintained as required to ensure they are functioning properly.

REVISIONS		
09/04/20	N.S.G.	As built
DATE	BY	DESCRIPTION

PROVINCE OF MANITOBA
Original signed by
N.S. GONZALEZ
Member
20774
09/04/20
REGISTERED PROFESSIONAL ENGINEER

SITE AND EROSION CONTROL DETAILS

RECONSTRUCTION AND STRENGTHENING OF EXISTING BRIDGE OVER ASSINIBOINE RIVER - CONTRACT ONE
ON P.T.H. No. 100 IN R.L.'S 72, 73 & 94
PARISH OF ST. CHARLES

CITY OF WINNIPEG

Manitoba
Infrastructure and Transportation
Water Control & Structures

DESIGN	BY:	N.G.
	CHECKED:	N.G./J.J.
DETAILS	BY:	N.J.
	CHECKED:	N.G.

RELEASED FOR CONSTRUCTION BY:
Original signed by
Ruth J. Eden
09/05/01
DIRECTOR — DATE
STRUCTURES, DESIGN AND CONSTRUCTION BRANCH

SCALE: As shown
SHEET No. 37
SITE No. 2924-00