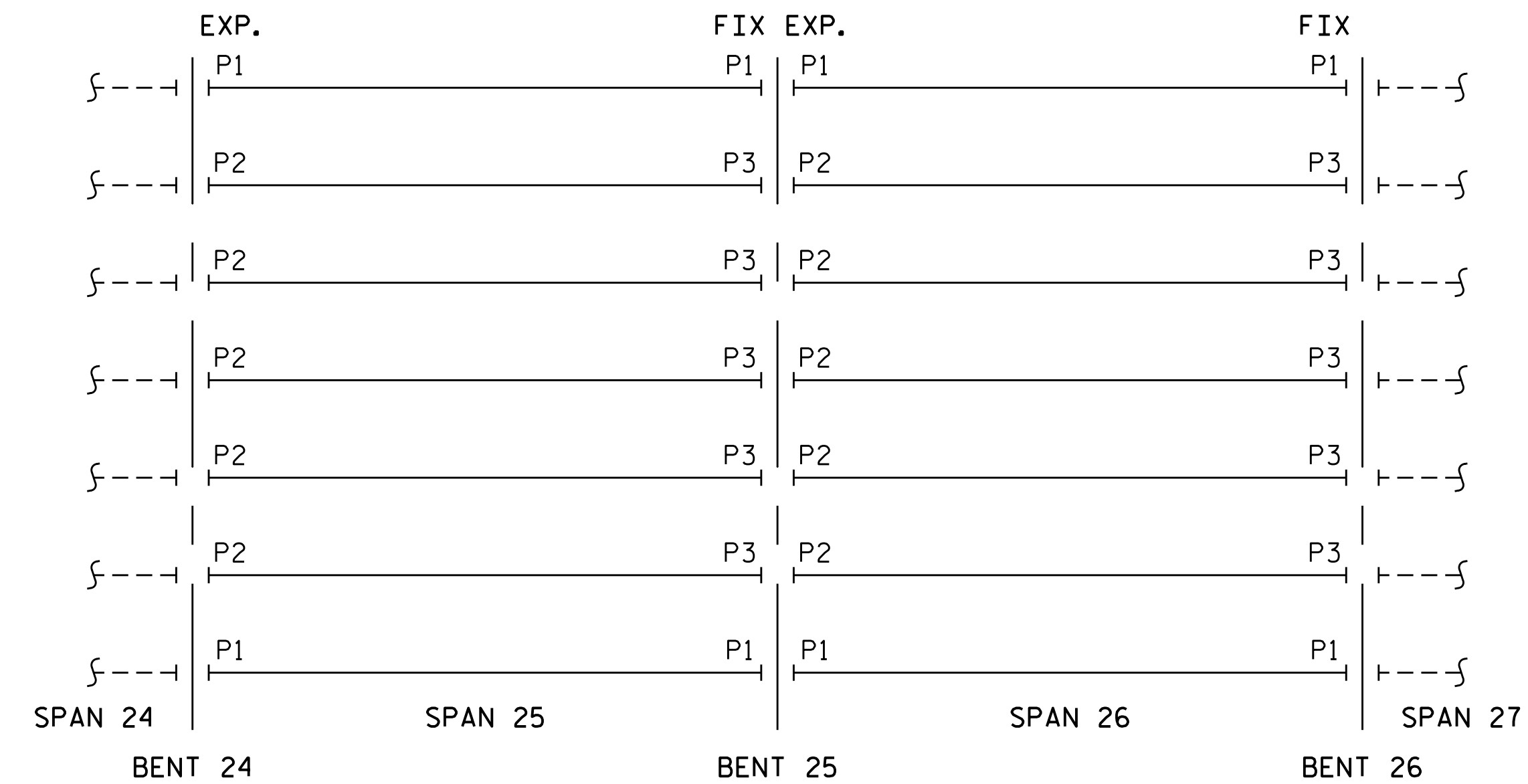


ELEVATION VIEW



LAYOUT OF ELASTOMERIC BEARINGS AND SOLE PLATE TYPES

BILL OF MATERIAL					
	BRIDGE JACKING FOR SPAN RE-POSITIONING	SPAN RE-POSITIONING	REPLACEMENT OF BRIDGE BEARINGS (TYPE P1)	REPLACEMENT OF BRIDGE BEARINGS (TYPE P2)	REPLACEMENT OF BRIDGE BEARINGS (TYPE P3)
UNIT	EACH	EACH	EACH	EACH	EACH
QUANTITY	2	2	8	10	10

ELASTOMERIC BEARINGS AND SOLE PLATE TYPES			
TYPE		TOTAL NO.	LOCATION
* P1	ELASTOMERIC PAD	8	BT. 24, 25, 26
	SOLE PLATE	8	
* P2	ELASTOMERIC PAD	10	BT. 24 & 25
	SOLE PLATE	10	
P3	ELASTOMERIC PAD	10	BT. 25 & 26
	SOLE PLATE	10	
	ANCHOR BOLTS	20	

* STEEL SOLE PLATE VULCANIZE BONDED TO ELASTOMER

NOTES:

SPAN RE-POSITIONING SHALL OCCUR PRIOR TO ANY OVERLAY OR DECK REPAIR WORK.

CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO VERIFY INFORMATION SHOWN ON THESE PLANS AND SHALL OBTAIN ALL OTHER EXISTING BRIDGE DATA NECESSARY FOR THE EXECUTION OF THE WORK.

ANCHOR BOLTS SHALL CONFORM TO EITHER ASTM A572, GRADE 50 OR EQUIVALENT AND SHALL BE GALVANIZED. ALL ANCHOR BOLTS SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

STEEL SOLE PLATES FOR TYPE P3 BEARING SHALL CONFORM WITH ASTM A36 AND SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123. STEEL SOLE PLATE FOR TYPE P1 AND P2 BEARING SHALL CONFORM TO ASTM A36 AND BE METALLIZED AFTER VULCANIZE BONDING TO THE ELASTOMER. SEE SPECIAL PROVISIONS FOR THERMAL SPRAYED COATINGS (METALLIZATION).

PRIOR TO JACKING THE SPANS, LOCATE THE APPROXIMATE POSITION OF THE ANCHOR BOLT HOLES ON EACH CAP. USING A PACHOMETER, CHECK THE CAP FOR MAIN REINFORCING STEEL INTERFERENCE WITH THE HOLES. IF NECESSARY, ADJUST THE HOLE LOCATIONS SLIGHTLY TO AVOID REINFORCING STEEL AND MARK THE LOCATIONS, DRILL THE HOLES AND CLEAN IN ACCORDANCE WITH THE SPECIAL PROVISION ADHESIVELY ANCHORED ANCHOR BOLTS. CLEAN THE CAP OF DEBRIS. ALSO PRIOR TO JACKING, THE CONTRACTOR SHALL HAVE ALL MATERIALS NECESSARY FOR REPLACEMENT OF THE BEARING, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

FOR SPANS THAT REQUIRE HORIZONTAL REPOSITIONING, REPLACE THE EXISTING BEARINGS, OR SLIDING DEVICES IF APPLICABLE, UNDER BOTH ENDS OF THE SPAN DURING THE FINAL VERTICAL JACKING OPERATION.

LOWER THE SPANS AND OPEN THE BRIDGE TO TRAFFIC ONCE THE NEW BEARINGS ARE IN THE CORRECT POSITION. WELDING AND BOLT INSTALLATION SHALL BE PERFORMED WHILE THE BRIDGE IS OPEN TO TRAFFIC AND WITHIN 24 HOURS OF THE SPAN WAS FIRST JACKED.

DO NOT PERMIT TRAFFIC ON THE SPANS WHILE JACKS SUPPORT IT AND WHEN SLIDING PLATES ARE INSTALLED UNDER THE GIRDERS WITHOUT BLOCKING OR RESTRAINT. REPLACE BEARING ON THE EXTERIOR GIRDERS OF ALL SPANS INVOLVED WITH TYPE P1 BEARINGS. REPLACE BEARINGS ON THE INTERIOR GIRDER OF THE EXPANSION END OF ALL SPANS INVOLVED WITH TYPE P2 BEARINGS. REPLACE BEARINGS ON THE INTERIOR GIRDERS OF THE FIXED END OF ALL SPANS INVOLVED WITH TYPE P3 BEARINGS, STEEL SOLE PLATES AND ANCHOR BOLTS.

DO NOT LEAVE SLIDING PLATES IN PLACE UNATTENDED. SLIGHT CHANGE IN TEMPERATURE MIGHT CAUSE BRIDGE TO MOVE DOWN.

UPON REMOVAL OF EXISTING BEARINGS, CLEAN THE CAP AND REMOVE ANY EPOXY COATING FROM THE AREA WHERE THE NEW BEARING WILL REST.

GRIND SURFACES OF THE SOLE PLATES THAT HAVE BEEN METALLIZED IN AND AROUND THE AREA OF THE PLATE THAT IS TO BE WELDED.

INSTALL BEARINGS AS SHOWN. FOR TYPE P3 BEARINGS, POSITION THE SOLE PLATE AND TYPE P3 BEARING TO ALIGN WITH THE PREVIOUSLY DRILLED HOLES IN THE CAP. JACKS AND BLOCKING MAY BE REMOVED ONCE THE NEW BEARINGS ARE IN POSITION AND THE SPAN LOWERED.

WHEN WELDING THE SOLE PLATE TO THE EMBEDDED PLATE IN THE GIRDER, USE TEMPERATURE INDICATING WAX PENS, OR OTHER SUITABLE MEANS, TO ENSURE THAT THE TEMPERATURE OF THE SOLE PLATE DOES NOT EXCEED 300 F. TEMPERATURES ABOVE THIS MAY DAMAGE THE ELASTOMER.

WELDS SHALL BE MADE IN ONE PASS USING A MAXIMUM 1/8" ELECTRODE, AND THEN ALLOWED TO COOL BEFORE MAKING ANOTHER PASS. APPLY TWO COATS OF ZINC-RICH PAINT TO THE WELDED AREAS AND ANY DAMAGED AREAS IN ACCORDANCE WITH THE SPECIFICATIONS.

INSTALL BOLTS USING APPROVED ADHESIVE BONDING AGENT. ALLOW ADHESIVE TO CURE BEFORE INSTALLING NUT AND WASHER TIGHTEN FINGER TIGHT AND THEN BACK OF 1/2 TURN. THE THREAD OF THE NUT AND BOLT SHALL THEN BE BURRED WITH A SHARP POINTED TOOL.

REAPPLY EPOXY COATING TO CAP IF, AFTER THE BEARING IS INSTALLED, UNCOATED PORTIONS OF THE CAP AREA AROUND THE BEARING ARE EXPOSED OR PORTIONS OF THE EXISTING EPOXY ARE DAMAGE. SEE SPECIAL PROVISIONS FOR "EPOXY PROTECTIVE COATING."

PROCEED TO THE NEXT SPANS UNTIL ALL BEARINGS ON BENTS ARE PLACED.

SEE SPECIAL PROVISIONS FOR REPLACEMENT OF BRIDGE BEARINGS.

SEE SPECIAL PROVISIONS FOR BRIDGE JACKING FOR SPAN RE-POSITIONING.

SEE SPECIAL PROVISIONS FOR SPAN RE-POSITIONING.

DRAWN BY: WJ HARRIS DATE : JAN, 2017
 CHECKED BY: GW DICKEY DATE : JAN, 2017



DocuSigned by:
 Gregory W. Dickey
 27229961919CE8486

PROJECT NO. B-5938
 COUNTY: CARTERET
 BRIDGE NO. 68

SHEET 1 OF 6

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SPAN RE-POSITIONING
 GENERAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	S1-9
1			3			TOTAL SHEETS
2			4			-