



- STABILIZING MACHINERY REHABILITATION NOTES:**
1. WITH THE CORRECTIVE SHIM THICKNESS BETWEEN THE CENTER PIVOT TOP AND PIVOT GIRDER DETERMINED, THE CONTRACTOR SHALL ESTABLISH THE FINAL ELEVATION OF THE SWING SPAN. WITH THE FINAL ELEVATION OF THE SWING SPAN ESTABLISHED, THE CONTRACTOR CAN SET THE ELEVATION OF THE MACHINERY AND BEGIN THE MACHINERY REHABILITATION WORK.
  2. FOR THE STABILIZING MACHINERY, THE CONTRACTOR SHALL PLAN TO TEMPORARILY REMOVE THE CENTER PIVOT'S OIL BOX FROM THE ASSEMBLY TO EXPOSE THE UPPER AND LOWER BEARING DISCS. THIS EFFORT MAY BE COORDINATED WITH THE CONTRACTOR'S EFFORTS TO JACK THE SWING SPAN FOR INTRODUCTION OR REMOVAL OF THE CORRECTIVE SHIM BETWEEN THE CENTER PIVOT TOP AND PIVOT GIRDER. THE UPPER AND LOWER BEARING DISCS SHALL BE INSPECTED TO CONFIRM THEY REMAIN IN LIKE-NEW CONDITION.
  3. THE EXPOSED LOWER BEARING DISC SHALL BE USED TO DETERMINE THE FINAL POSITION OF THE NEW RACK AND NEW TRACK ASSEMBLIES.
  4. THE EXISTING CENTER PIVOT ASSEMBLY SHALL BE CLEANED PRIOR TO REINSTALLING THE OIL BOX. THE OIL BOX SHALL BE INSTALLED WITH A NEW GASKET AND ALL NEW HARDWARE. AS PART OF THE ASSEMBLY EFFORT, ALL NON-GASKETED JOINTS SHALL BE SEALED WITH A PERMATEX NON-HARDENING COMPOUND AS RECOMMENDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE EXTERIOR OF THE CENTER PIVOT ASSEMBLY SHALL THEN BE PAINTED. AS SOON AS PRACTICAL, THE BEARING CAVITY SHALL BE FILLED WITH THE PROPER QUANTITY AND TYPE OF LUBRICANT. AS PART OF THE WORK AND FOR THE DURATION OF CONSTRUCTION, THE CONTRACTOR SHALL CONFIRM THAT THE REASSEMBLED CENTER PIVOT REMAINS PROPERLY SEALED AND IN GOOD WORKING CONDITION.
  5. THE EXISTING TRACK AND ANCHORAGE HARDWARE SHALL BE REPLACED IN-KIND. PRIOR TO REPLACING TRACK SECTIONS, THE CONTRACTOR SHALL CONFIRM THAT EXISTING EMBEDDED SUPPORT PLATES REMAIN IN SATISFACTORY CONDITION. ANY SIGNS OF DETERIORATION, ANCHORAGE LOCATION, OR OTHER FINDINGS THAT MIGHT AFFECT PROPER INSTALLATION AND SERVICE OF NEW TRACK SECTIONS SHALL BE REPORTED TO THE ENGINEER. THE ENGINEER MAY REQUIRE REPLACEMENT OF ANY EXISTING MECHANICAL ELEMENT OR SUPPORT DEEMED UNACCEPTABLE AS A RESULT OF THIS INSPECTION. THE ENGINEER SHALL BE THE FINAL JUDGE OF A COMPONENT'S CONDITION.
  6. REPLACEMENT TRACK SECTIONS SHALL BE INSTALLED SUCH THAT THEIR ENDS FULLY MATE, THEY FORM A CONCENTRIC CIRCLE AROUND THE CENTER PIVOT, THEIR TREAD SURFACE IS LEVEL AND THEIR ELEVATIONS CONSISTENT. THE FULLY ASSEMBLED TRACK SHALL BE INSTALLED WITH A CONCENTRICITY TOLERANCE OF 1/16 INCH AND SECURED AT AN ELEVATION THAT COMPLEMENTS THE FINAL ELEVATION OF THE SWING SPAN, WHICH MAY INFLUENCE THE FINAL ELEVATION OF BALANCE WHEELS.
  7. THE EXISTING BALANCE WHEEL ASSEMBLIES SHALL BE REMOVED, DISASSEMBLED, CLEANED, INSPECTED, PAINTED, REASSEMBLED, INSTALLED, ALIGNED, FASTENED AND LUBRICATED AS PART OF THIS WORK.
  8. REFER TO SPECIAL PROVISION 'STABILIZING MACHINERY' FOR INSTALLATION CLEARANCES BETWEEN TRACK AND BALANCE WHEELS.
  9. ANY MOVEMENT OF THE SWING SPAN REQUIRES THE CENTER PIVOT ASSEMBLY, TRACK ASSEMBLY AND BALANCE WHEELS TO BE INSTALLED FOR PROPER STABILIZATION.

PROJECT NO. B-5936  
TYRRELL COUNTY  
 BRIDGE NO: 7

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**CENTER BEARING AND BALANCE WHEELS**

**ALLIGATOR RIVER SWING SPAN**

DRAWN BY: JAG/MS DATE: 8/8/2016  
 CHECKED BY: GAF/RH DATE: 8/8/2016  
 DESIGN ENGINEER OF RECORD: JAG/MS DATE: 8/8/2016

DWG NUMBER	70	TOTAL DWGS	90	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	NO.	BY:	DATE:	NO.	BY:	DATE:	SHEET NO.
					1			3			M-3
					2			4			TOTAL SHEETS 23

DocuSigned by:  
 Scott Reynolds  
 11/10/2016

**Hardesty & Hanover**  
 engineering that moves you

SEAL  
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 ENGINEER  
 SCOTT A. REYNOLDS