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JACKING NOTES:

THE JACKING PLANS SPECIF CONTRACTOR S ENGINEER REC MATERIAL PUF	SET-UP S FIC TO TH SHALL SUE GISTERED RCHASE OF	HOWN IS AN EXAMPLE HE BRIDGE CONSTRUCTI BMIT JACKING PLANS A IN THE STATE OF NOR R FABRICATION OF THE	ONLY. ON, MA AND CAL TH CAR E JACKI	THE CONTR TERIALS, LCULATION ROLINA FC ING SYSTE	RACTOR S DIMENSIO NS SEALE R REVIE M.	SHALL DEVE DNS, AND OF D BY A PF W AND APP	ELOP JACK RIENTATIC ROFESSION ROVAL PR	ING)n. The Al Ior to
THE METHOD L SPECIAL PRON	JSED FOR /ISIONS.	BRIDGE JACKING SHAL	l be t	YPE I OR	TYPE I	I. FOR BRI	DGE JACK	ING, SEE
THE SPAN SHALL BE LIFTED SUCH THAT THE BEAMS CLEAR THE BEARINGS AND ALL LOAD IS SUPPORTED BY THE JACKS. AFTER JACKING IS COMPLETE, THE CONTRACTOR SHALL PROVIDE A METHOD TO SUPPORT THE SPAN FOR DEAD AND LIVE LOADS, REMOVE THE JACKS DURING REPAIR WORK, OR IF JACKS REMAIN IN PLACE DURING REPAIR WORK THEY SHALL HAVE MECHANICAL LOCK-OFE CAPABLITIES								
THE CONTRACTOR SHALL PROVIDE BLOCKING FOR ALL JACKS AS NECESSARY. A BLOCKING PLAN								
PRIOR TO BRIDGE JACKING, THE CONTRACTOR SHALL ENSURE THERE ARE NO OBSTACLES PREVENTING THE SPAN FROM BEING LIFTED. THIS MAY INCLUDE BUT IS NOT LIMITED TO METAL RAINLINGS AND UTILITIES.								
THE CONTRACTOR MAY NEED TO REINFORCE EXISTING BRIDGE MEMBERS OR TEMPORARILY ADD MEMBERS TO WITHSTAND THE JACKING FORCES.								
PROVISIONS SHALL BE MADE TO ACCOUNT FOR THERMAL MOVEMENTS OR LATERAL FORCES SUCH AS WIND LOADS DURING THE PERIOD THAT THE STRUCTURE IS TEMPORARILY SUPPORTED.								
ALL JACKS AND JACKING SUPPORTS SHALL BE PLUMB.								
EACH HYDRAULIC JACK SHALL HAVE A RATED CAPACITY CLEARLY SHOWN WITH MINIMUM RATED CAPACITY OF 1.3 TIMES THE CALCULATED LOAD REACTION ADJACENT TO THE POINT FOR JACKING.								
JACKS WITHOUT A MECHANICAL LOAD HOLDER (LOCK-OFF) SHALL BE SECURED BY BLOCKING IF THE JACKING OPERATION IN ANY ONE LOCATION LASTS LONGER THAN 30 MINUTES.								
THE HYDRAULIC SYSTEM SHALL BE CONFIGURED TO LIFT ALL JACKS SIMULTANEOUSLY.								
LIFT IS 1 INCH.								
THE CUNTRACTOR SHALL PROVIDE SPAN LIFT POINTS AS CLOSE AS POSSIBLE TO THE FACE OF THE BENT CAP.								
IF DURING THE JACKING PROCESS OR WHILE THE SPAN IS BEING SUPPORTED, THE BEAMS SHIFT FROM THEIR ORIGINAL POSITION, ALL WORK SHALL CEASE AND THE BEAMS SHALL BE STABILIZED. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY UPON OCCURRENCE.								
THE CONTRACTOR SHALL ENSURE THAT ANY EXISTING UTILITIES ADJACENT TO THE BRIDGE ARE NOT DAMAGED DURING REPAIR OPERATIONS.								
PAYMENT FOR BRIDGE JACKING WILL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS FOR EITHER TYPE I BRIDGE JACKING OR TYPE II BRIDGE JACKING.								
B	RTDG	F JACKING	TAR	51 F				
PRELIMI	NARY (GIRDER REACTION	ONS					
LOCATION	BEAMS	BRIDGE JACKING TYP	Έ	(DC+DW) (KIPS)				
BENT 5 BENT 21	1-4	II II		50 50				
BENT 48 BENT 157	1-4	II TT		50				
BENT 175	1-4			50				
BENT 206	1-4	II		50				
BENT 236 BENT 252	<u>1</u> -4 <u>1</u> -4	II II		<u> </u>				
BENT 257 BENT 311	1-4 1-4	II II		50 50				
NOTE: LOADS All Ty	ARE UNFA Pe II Ja	CTORED CKING	-		×		$R = 0 \cap 1$	7
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STATE OF NORTH CAROLINA								TTON
TH CAROLING				DEPARIMENT OF TRANSPORTATION Raleigh				
		JACKING DETAILS						
DocuSigned by: Ein Bruch fr 7/14/2022								
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	gh, NC 27603 420-7660	DOCUMENT NOT CONSIL FINAL UNLESS AL	DERED -	NO. ВҮ:	DATE:	NO. BY:	DATE:	S-355 Total sheets
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