

BRIDGE JACKING NOTES:

THIS DETAIL IS A GENERIC EXAMPLE OF A JACKING SCHEME AND DOES NOT NECESSARILY REPRESENT SPECIFIC CONDITIONS AT A PARTICULAR BRIDGE. ACTUAL BRIDGE GEOMETRIES, DIMENSIONS, AND CONDITIONS MAY DIFFER FROM THIS DETAIL. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL INVESTIGATE THE BRIDGES ON THE PROJECT AND DEVELOP A JACKING PLAN TO BE SUBMITTED FOR REVIEW AND APPROVAL. SEE BRIDGE JACKING SPECIAL PROVISION.

PRIOR TO BRIDGE JACKING OPERATIONS, THE ENGINEER AND CONTRACTOR SHALL INSPECT THE STRUCTURE FOR ANY NOTABLE DEFECTS TO THE PRIMARY AND SECONDARY STRUCTURAL MEMBERS. ALL NOTABLE DEFECTS SHALL BE DOCUMENTED AND REPORTED TO THE AREA BRIDGE MAINTENANCE ENGINEER PRIOR TO COMMENCEMENT OF ANY BRIDGE JACKING. THE CONTRACTOR SHALL PROVIDE SAFE AND SUFFICIENT ACCESS TO ALL STRUCTURAL MEMBERS FOR THE ENGINEER TO ESTABLISH PROPER DOCUMENTATION.

PRIOR TO JACKING, THE CONTRACTOR SHALL ENSURE THERE ARE NO OBSTACLES PREVENTING THE BEAM FROM BEING LIFTED.

THE BEAM SHALL BE LIFTED ENOUGH THAT THE BEAM CLEARS THE BEARINGS AND ALL LOAD IS SUPPORTED BY THE JACKS. AFTER JACKING IS COMPLETE, THE CONTRACTOR SHALL PROVIDE FOR A METHOD TO REMOVE THE JACKS AND SUPPORT THE BEAM FOR DEAD AND LIVE LOAD DURING THE REPAIR OPERATIONS. IF THE JACKS REMAIN IN PLACE DURING THE ENTIRE JACKING AND REPAIR OPERATION, THEY SHALL HAVE MECHANICAL LOCK OFF CAPABILITIES.

IF, DURING THE JACKING PROCESS, OR WHILE THE BEAM IS BEING SUPPORTED, THE BEAM SHIFTS FROM ITS ORIGINAL POSITION, ALL WORK SHALL CEASE AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.

BEARINGS ADJACENT TO THE BEAM BEING JACKED MAY BE LOOSENED TO DECREASE THE RESISTANCE OF THE DECK SLAB DURING JACKING. ALL BEARINGS LOOSENED SHALL BE TIGHTENED BACK AFTER REPAIR OPERATIONS ARE COMPLETED AND THE JACKS AND BLOCKING HAVE BEEN REMOVED.

THE MAXIMUM DIFFERENTIAL BETWEEN ADJACENT BEAMS THAT ARE BEING JACKED IS 1/8".

LOADS PROVIDED IN THE "BRIDGE JACKING TABLE" ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR'S ENGINEER SHALL DETERMINE THE EXPECTED LOADS TO BE LIFTED DURING THE BRIDGE JACKING OPERATIONS.

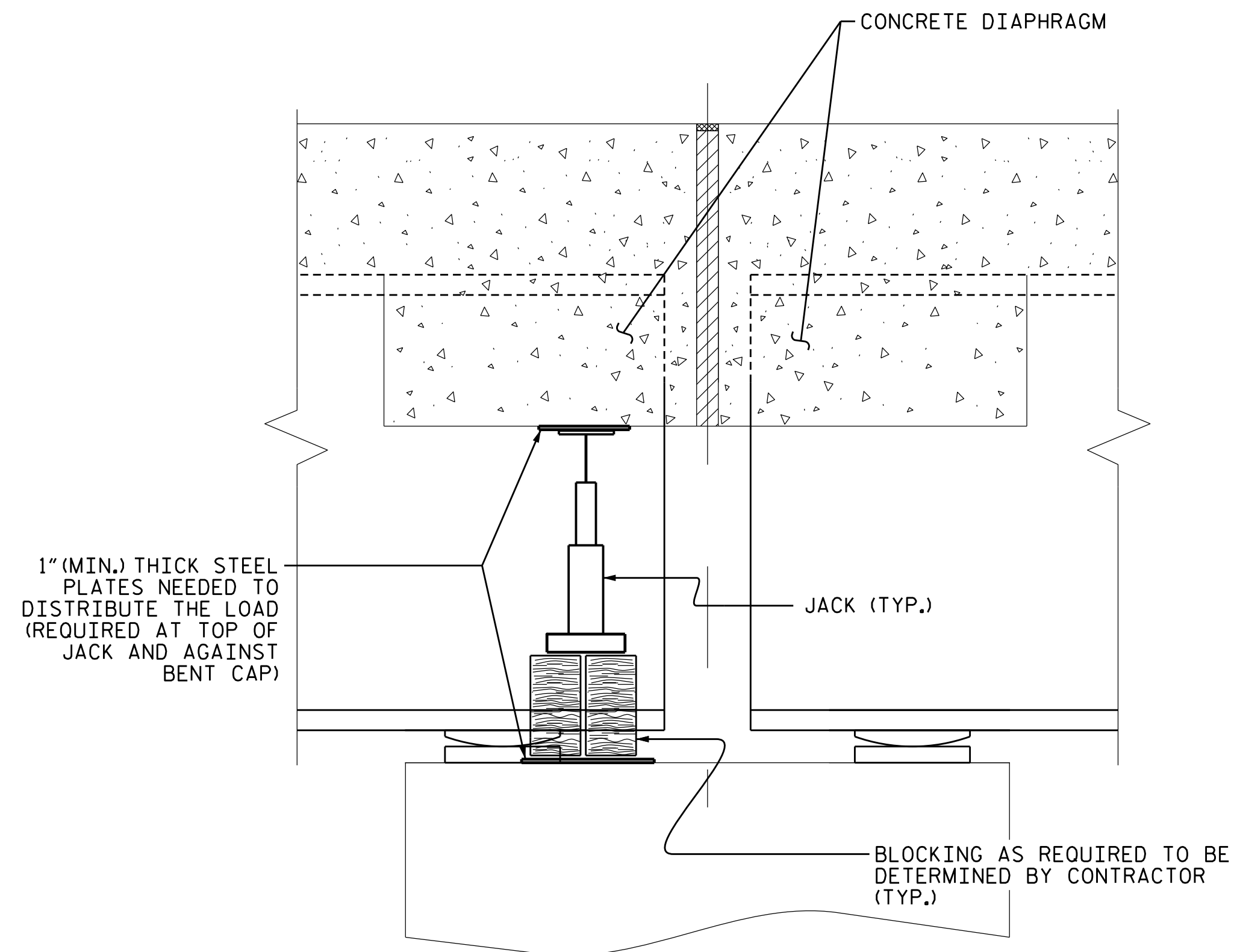
THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS AND CALCULATIONS OF THE JACKING PROCEDURE(S) SEALED BY A PROFESSIONAL ENGINEER IN THE STATE OF NORTH CAROLINA TO THE ENGINEER FOR APPROVAL PRIOR TO BRIDGE JACKING OPERATIONS.

FOR TYPE I OR TYPE II BRIDGE JACKING, SEE "BRIDGE JACKING" SPECIAL PROVISIONS.

ANY STEEL THAT HAS BEEN WELDED TO THE EXISTING STRUCTURE SHALL REMAIN IN PLACE.

TYPE II BRIDGE JACKING SHALL BE DONE WITH A HYDRULIC JACKING SYSTEM THAT LIFTS EACH BEAM ALONG ENTIRE SPAN END WITH EQUAL FORCE AND AT AN EQUAL RATE.

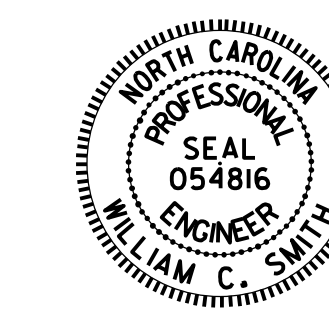
THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED TO THE EXISTING STRUCTURE BY BRIDGE JACKING OPERATIONS AT NO ADDITIONAL COST TO THE DEPARTMENT.



SECTION THRU DIAPHRAGM

BRIDGE JACKING TABLE				
LOCATION	SPAN	BEAM(S)	BRIDGE JACKING TYPE	DEAD LOAD (DC + DW) (KIPS)
BENT 1	A-B	1, 2, 3, 4	TYPE I	27.0
BENT 2	B-C	1, 2, 3, 4	TYPE I	27.0
BENT 3	C-D	1, 2, 3, 4	TYPE I	27.0
BENT 4	D-E	1, 2, 3, 4	TYPE I	27.0

PROJ. NO. **B-5981**
DUPLIN COUNTY
 BRIDGE NO. **300017**



DocuSigned by:
 William C. Smith
 8A2A2023F0241D

10/24/2023

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
**BRIDGE JACKING
 DETAILS**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-31
1			3			TOTAL SHEETS
2			4			31

ASSEMBLED BY : S. T. SANDOR DATE : 7/14/22
 CHECKED BY : W. C. SMITH DATE : 5/31/23
 DRAWN BY : NAP 08/18
 CHECKED BY :

DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED