



PROPOSED JACKING

1/2" = 1'

GENERAL NOTES FOR JACKING SUPERSTRUCTURE:

1. LIVE LOAD, SUPPLIES AND MATERIALS ARE NOT PERMITTED ON THE STRUCTURE DURING JACKING OPERATIONS AND WHEN THE SUPERSTRUCTURE IS IN AN ELEVATED POSITION.
2. THE CONTRACTOR SHALL INSTALL NEW C15x33.9 DIAPHRAGMS AS SHOWN ON PLANS. ALL EXISTING AND NEW DIAPHRAGMS SHALL HAVE 3/4" X 3" STIFFENER INSTALLED ABOVE ALL JACKING LOCATIONS. PAYMENT FOR PROVIDING AND INSTALLING NEW C14x 33.9 DIAPHRAGMS AND STIFFENERS SHALL BE PAID UNDER ITEM 605607 - JACKING BRIDGE.
3. MONITOR THE JACKING FORCES APPLIED TO THE GIRDERS DURING JACKING OPERATIONS AND DO NOT EXCEED THE ESTIMATED JACKING FORCES. THE APPLIED JACKING FORCE SHOULD BE SUFFICIENT TO RAISE EXISTING GIRDERS TO THE REQUIRED ELEVATION.
4. USE HYDRAULIC JACKS WITH LOCK NUT CYLINDER HAVING A MINIMUM CAPACITY OF 150 KIPS. THE OUTSIDE DIAMETER OF THE JACK SHALL BE LIMITED TO A MAXIMUM OF 8". THE CONTRACTOR SHALL JACK ALL SIX GIRDERS AT BOTH ABUTMENT SIMULTANEOUSLY AND SHALL ENSURE A MAXIMUM OF 1/8" IN HEIGHT DIFFERENTIAL BETWEEN ANY TWO GIRDERS. ALL JACKS SHALL DISPLAY HEIGHT OF LIFT. CONSTRUCT PROPOSED PEDESTALS AS SHOWN ON PLANS. CORE DRILL HOLES FOR ANCHOR BOLTS AS SHOWN ON PLANS. USE A PACHOMETER TO LOCATE AND AVOID PIER CAP REINFORCING STEEL DURING DRILLING OPERATIONS.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SHOP DRAWING DETAILS AND CALCULATIONS FOR THE PROPOSED JACKING OPERATION AND INFORMATION ON THE TYPE OF JACK AND JACKING SEQUENCE TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL SUBMIT CALCULATIONS TO VERIFY ALL CONNECTIONS TO CARRY JACKING AND SUPERSTRUCTURE LOADS (DEAD). ALL DRAWINGS AND CALCULATIONS ARE TO BE SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF DELAWARE. PAYMENT UNDER ITEM # 605607- JACKING BRIDGE.

NOTES FOR ALTERNATE JACKING ARRANGEMENT:

6. THE CONTRACTOR MAY SUBMIT AN ALTERNATE JACKING DESIGN, OR A VARIATION OF THE AS-DESIGNED JACKING ARRANGEMENT BY SUBMITTING DRAWINGS AND CALCULATIONS FOR THE ALTERNATE DESIGN TO THE ENGINEER FOR APPROVAL. ALL DRAWINGS AND CALCULATIONS ARE TO BE SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF DELAWARE.
7. ALL PAINTED AREAS DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR SHALL BE REPAINTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT

ESTIMATED JACKING FORCE (KIPS)		
STRINGER NO.	WEST ABUTMENT	EAST ABUTMENT
GR-1	132.00	132.00
GR-2	69.00	69.00
GR-3	69.00	69.00
GR-4	69.00	69.00
GR-5	69.00	69.00
GR-6	173.00	172.00

* ALL LOADS SHOWN ARE DEAD LOADS WHICH INCLUDE A 30% FACTOR OF SAFETY

NOTE:
SEE CONTRACT 27-074-01 SHEET 42 OF 65 FOR MORE DETAILS AND SPECIFICATIONS.

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 DELAWARE DEPARTMENT OF TRANSPORTATION	ADDENDUMS / REVISIONS	SCALE AS NOTED	BRIDGE 1-651 ON NEWPORT ROAD OVER CSX RAILROAD	CONTRACT	BRIDGE NO.	1-651	JACKING DETAILS	SHEET NO.	
					T201407406	DESIGNED BY: PAM		8	
					NEW CASTLE	CHECKED BY: SR		TOTAL SHTS.	
							13		