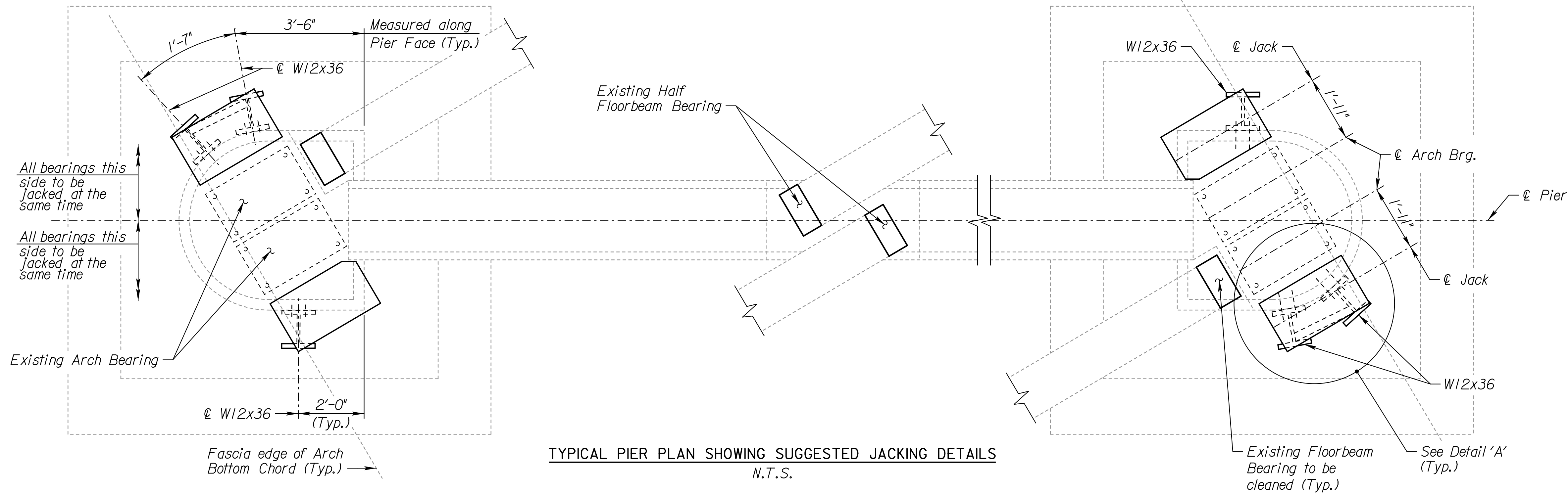


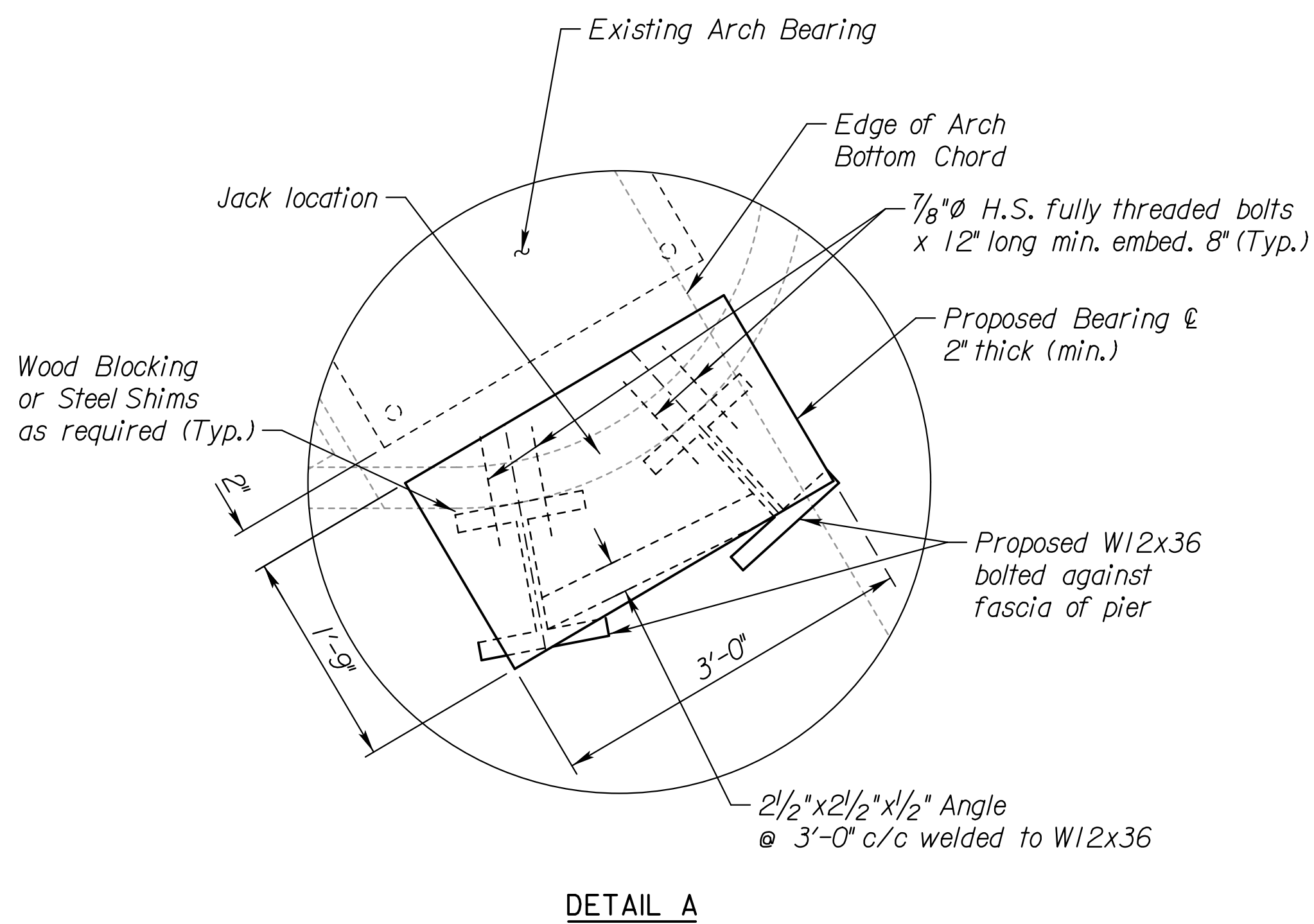
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	472-85210	2015	6	28



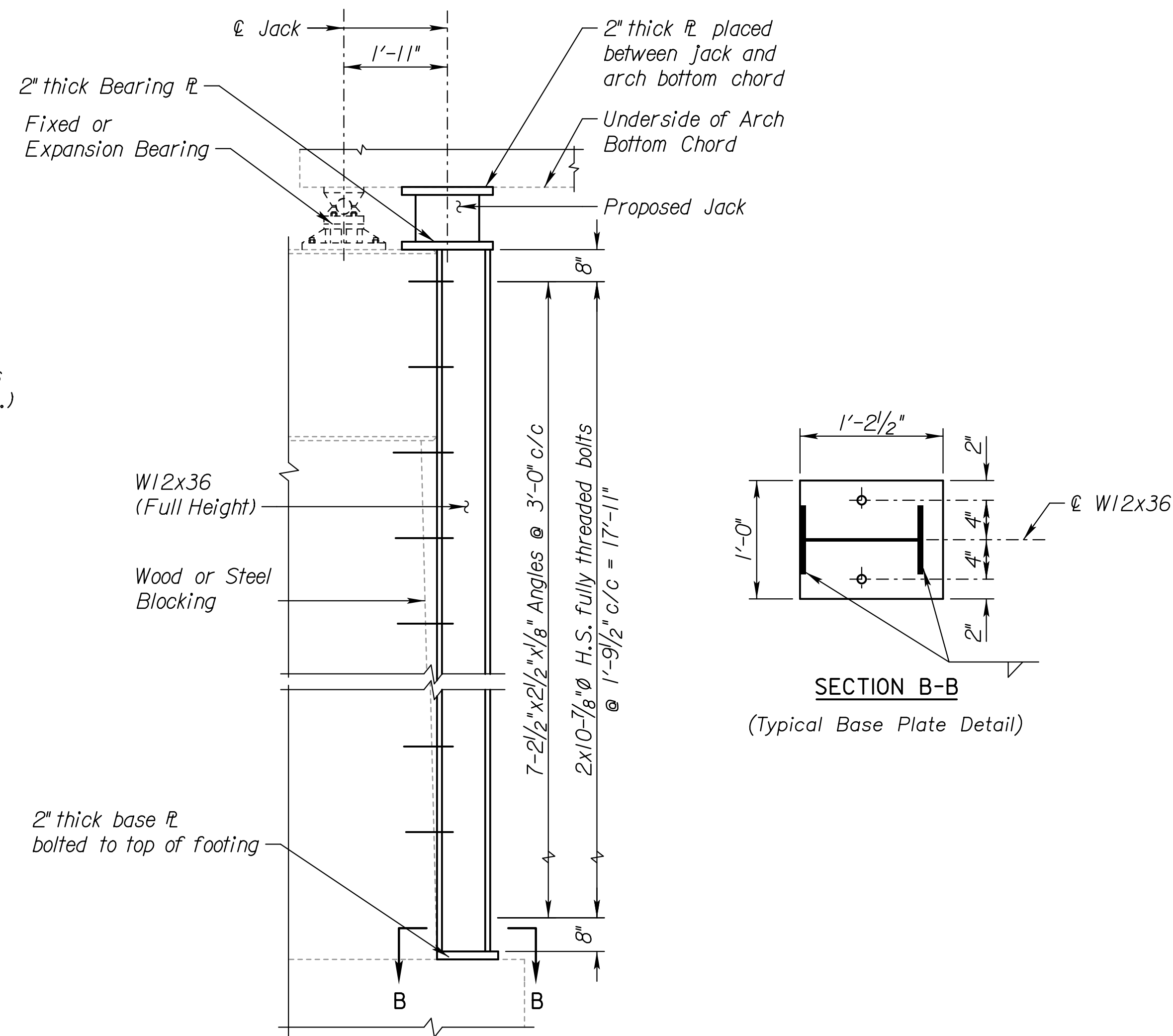
TYPICAL PIER PLAN SHOWING SUGGESTED JACKING DETAILS
N.T.S.

JACKING NOTES:

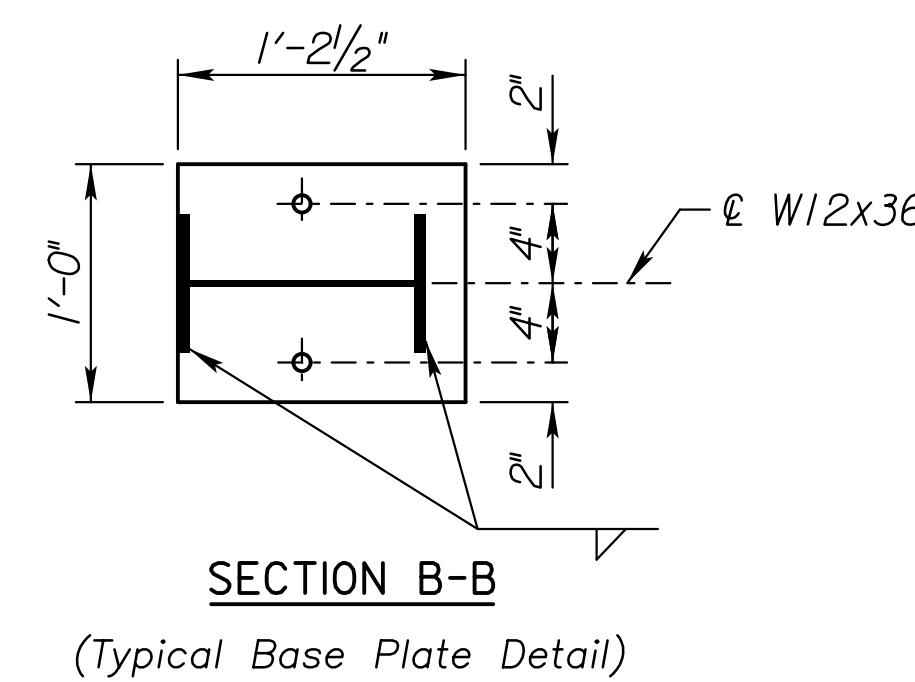
- The plans indicate a suggested scheme for jacking the existing superstructure. The method for jacking and for temporarily supporting the existing structure shall be of the Contractor's choosing but will be subject to approval of the Engineer. The Contractor shall submit detailed drawings showing all elements of the proposed jacking operations and temporary supports he proposes to use including design calculations therefor signed and sealed by a Kansas P.E., for approval by the Engineer.
- The following requirements shall be included when designing the jacking system:
 - Positive support is required to stabilize individual elements in the assembly as well as to stabilize the assembly as a whole.
 - Provide an adequate number of jacks in the jacking assembly so that no damage occurs to the bridge in the event of the failure of any single jack.
 - Jacks shall have a rated capacity of at least one and one half times the calculated force.
 - Control the movement of the span after it has been raised by jacking. No damaging impact shall be permitted to occur to the bridge due to rapid movement either vertically or horizontally.
 - All bearings at the span end shall be jacked simultaneously.
- Live load will not be permitted directly over the area that is being jacked when bearing is in lifted position.
- The approximate dead load reaction at each arch bearing is 350 kips. This load is provided for bidding purposes only. The Contractor's engineer shall determine the force required for jacking system.
- At the end of each workday, the superstructure shall be supported from shoring resting on top of the concrete pier or top of concrete abutment.
- Holes for the $\frac{7}{8}$ "± threaded bolts shall be filled with non-shrink grout after removal of bolts.



DETAIL A



TYPICAL SECTION THRU W12x36
N.T.S.



SECTION B-B
(Typical Base Plate Detail)

Plotted By: AJDINKEL Plot Location:
 File: c:\transystems\pw\local\transyscorp\pw\ajdinkel\020779\Bearing Repair.dgn
 Plot Date: 10/5/2015

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

CITY OF WICHITA
BR. NO. 53040087000AR30 STA. 236+89.80

BEARING REPAIR DETAILS

REHABILITATION OF THE JOHN MACK BRIDGE
OVER THE KANSAS RIVER

SHEET NO.	OF	SCALE	APP'D
DESIGNED	XXX	DETAILED	AJD
DESIGN CK.	XXX	DETAIL CK.	MJJ
		QUANTITIES	CADD
		QUAN. CK.	CADD CK.