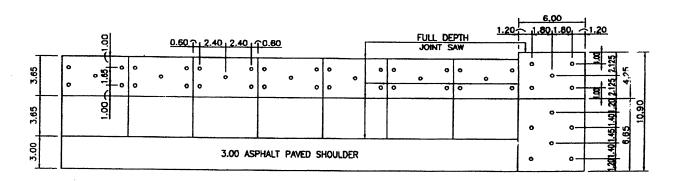
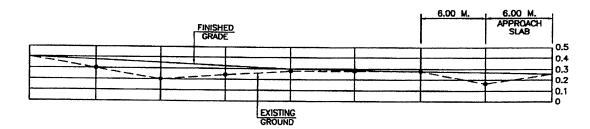
#### SLABJACKING DETAILS



### HOLE PATTERN



### **ELEVATION**

# NOTES:

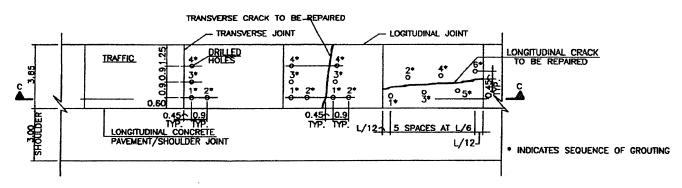
- 1 THE HOLE PATTERN FOR SLAB SHOWN ABOVE IS TYPICAL FOR THE DISTRESS CONDITION SHOWN IN ELEVATION PROFILE. HOLE PATTERN FOR SLABLACKING SHOULD BE DETERMINED IN THE FIELD, TALKING IN TO CONSIDERATION THE
  - THE SIZE OR LENGTH OF THE PAVEMENT TO BE RAISED.

  - THE ELEVATION DIFFERENCE.
    SUBGRADE AND DRAINAGE CONDITIONS.
  - LOCATION OF JOINTS AND CRACKS.

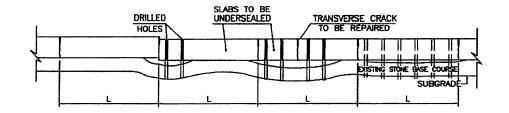
# SEE SPECIFICATION 508 CONCRETE PAVEMENT JACKING.

- 2 SEVERAL DAYS BEFORE ATTEMPTING SLABJACKING, THE CONTRACTOR SHALL DRILL HOLES IN THE BRIDGE APPROACH SLAB IN ORDER TO ESTABLISH THE LOCATION AND THE SIZE OF THE VOID ADJACENT TO THE BRIDGE ABUTMENT. THESE HOLES SHALL BE USED TO FILL THE VOID WITH A LOW FLUIDITY GROUTWITHOUT LIFTING THE APPROACH SLAB. AT LEAST 3 DAYS WILL BE ALLOWED FOR THIS GROUT TO HARDEN BEFORE ATTEMPTING THE LIFTING OF SLABS.
- 3 IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A GROUT MIX PUMP CAPABLE OF SUPPLYING THE NECESSARY PRESSURE TO PERFORM THE JACKING OPERATION. NO MINIMUM PRESSURE REQUIREMENTS ARE ESTABLISHED BY THE AUTHORITY.

#### UNDERSEALING DETAILS



### HOLE PATTERN AND SEQUENCE OF GROUTING



### SECTION C-C

## NOTES:

- 1 THE HOLES SHALL BE DRILLED TO A DEPTH OF APPROXIMATELY 0.20 BENEATH THE BOTTOM OF THE CONCRETE PAVEMENT.
- 2 DIAMETER OF DRILLED HOLES SHALL BE FROM 1-1/2" TO 2-1/2".
- 3 DURING THE TESTING PROCESS, THE TRUCK USED FOR TESTING SHALL BE DRIVEN IN REVERSE IN THE DIRECTION OF TRAFFIC SO THE DUAL TIRE AXLE IS THE FIRST AXLE TO ENTER THE LEAVE SLAB.
- 4 IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A GROUT MIX PUMP CAPABLE OF SUPPLYING THE NECESSARY PRESSURE TO PERFORM THE JACKING OPERATION. NO MINIMUM PRESSURE REQUIREMENTS ARE ESTABLISHED BY THE AUTHORITY.

EFFECTIVE DATE: MAY 1999

