

BRIDGE JACKING & PIER RECONSTRUCTION



U.S. ROUTE 209 OVER BUSHKILL CREEK DELAWARE WATER GAP NATIONAL RECREATION AREA

In order to perform pier seat repairs and bridge beam bearing replacement at two river piers, the contractor was required to support and jack the existing bridge beams. The maximum jacking load per bridge beam was 92 kips including impact. Peirce Engineering, Inc. was engaged to design the bridge jacking system which utilized a series of 100 ton, locknut, hydraulic jacks and steel support brackets bolted to the faces of the concrete bridge piers below each bridge beam. In addition, Peirce Engineering, Inc. designed the concrete formwork for the pier seat reconstruction.

OWNER:

U.S. Department of the Interior
National Park Service

PROJECT ENGINEER:

U.S. Department of Transportation
Federal Highway Administration
Sterling, Virginia

GENERAL CONTRACTOR:

Minichi Contracting Group
Dupont, Pennsylvania



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