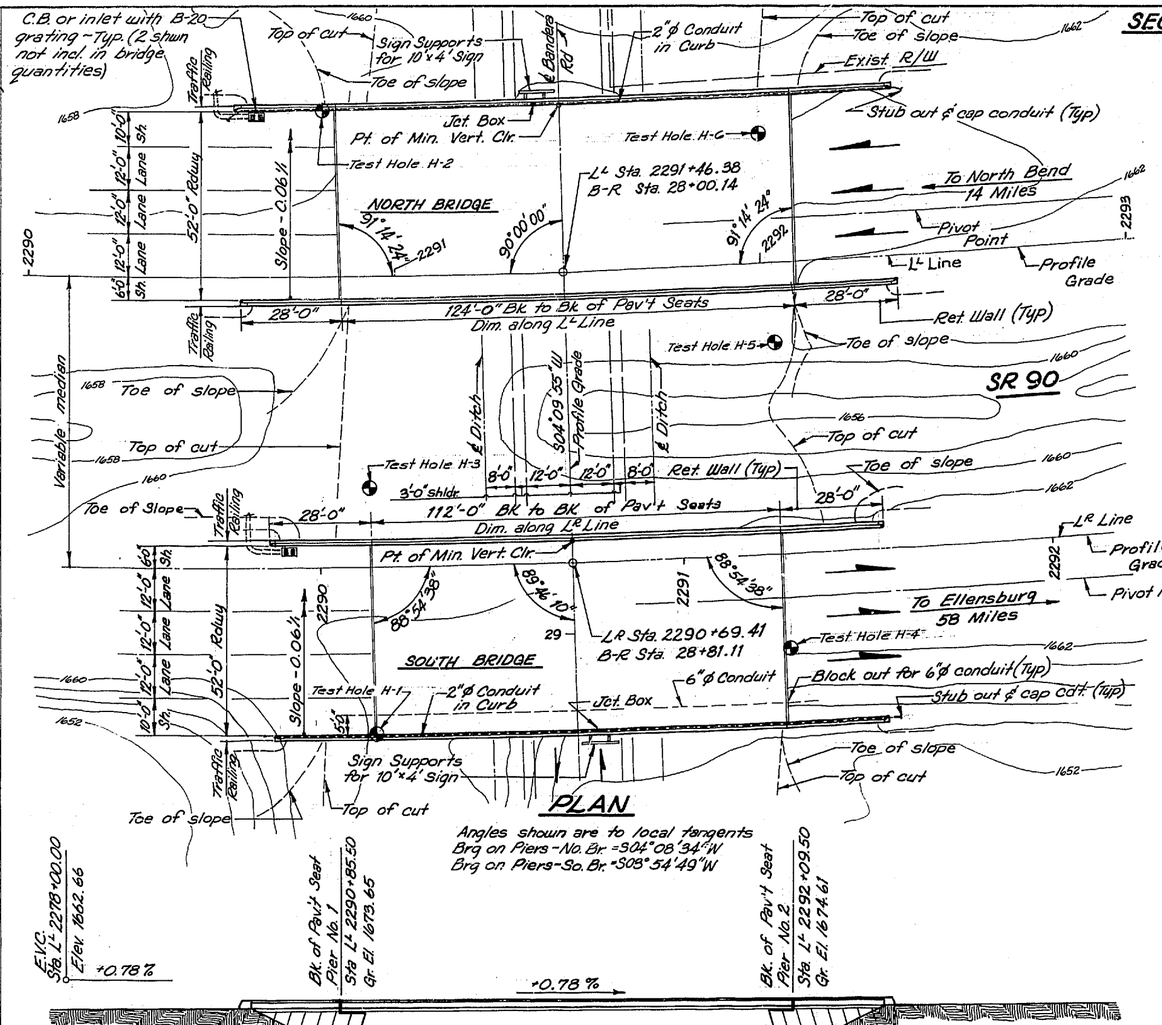
BY	APP'D	Engineer of Bridge Design	Supervising Bridge Engr.	Reviewed By
		G.C. Richardson 12-70	T.O. Crews 6-71	M.W. Siegrist 6-71
		T.A. Larson 6-71	C.E. Nelson 6-71	T.A. Larson 6-71
		L.T. Robinson 7-71	" " "	R.L. Bantz 6-71

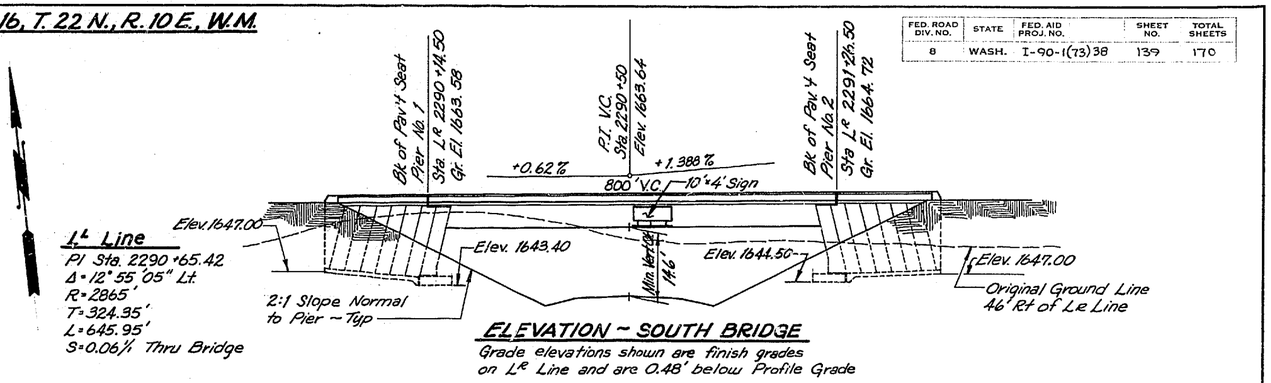
BY	DATE	REVISION
TAL	9-6-71	Changed size of signs

SR 90 JOB NO. 1572 SHEET 1 of 11



SEC. 16, T. 22 N., R. 10 E., W.M.

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	WASH.	I-90-1(73)38	139	170



L¹ Line
P.I. Sta. 2290+65.42
Δ = 12°55'05" Lt.
R = 2865'
T = 324.35'
L = 645.95'
S = 0.06% Thru Bridge

L^R Line
P.I. Sta. 2289+72.26
Δ = 13°00'00" Lt.
R = 2945'
T = 335.54'
L = 668.20'
S = 0.06% Thru Bridge

ELEVATION - SOUTH BRIDGE
Grade elevations shown are finish grades on L^R Line and are 0.48' below Profile Grade

GENERAL NOTES

All material and work shall be in accordance with the requirements of the State of Washington, Department of Highways, Standard Specifications for Road and Bridge Construction, dated 1969.

Footing elevations are subject to change depending upon foundation material encountered. Reinforcing steel for the footings, pier walls and retaining walls shall not be cut until final footing elevations have been determined in the field.

The concrete in the footings of all piers and the retaining walls shall be Class B mix. All other cast in place concrete shall be Class AX mix.

Falsework shall be carefully released to prevent impact or undue stresses in the structure.

The maximum design soil pressure per square foot is as follows:

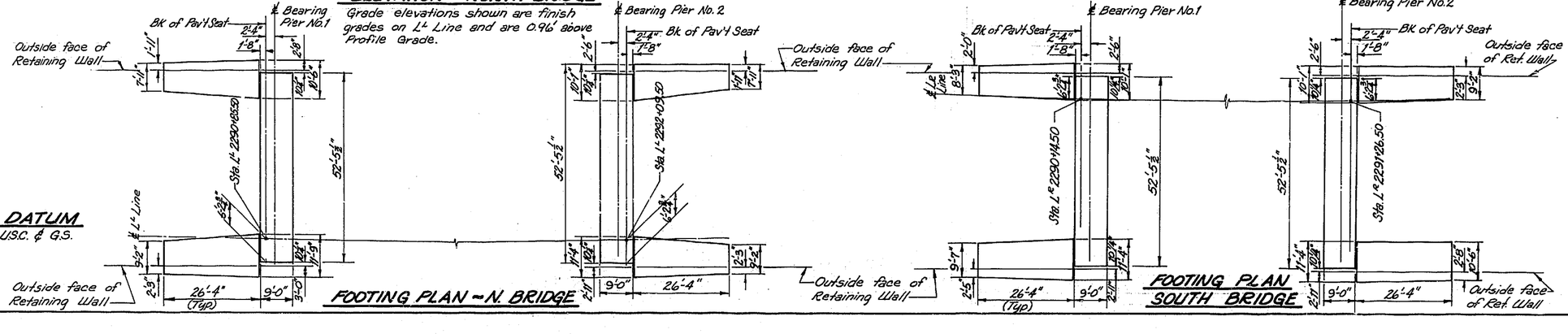
Piers No.	Bridge	Soil Pressure, Tons
1	North	4
2	North	3½
1 & 2	South	3½

Unless otherwise shown on the plans, concrete cover measured from the face of the concrete to the face of any reinforcement bar shall be 1½".

APPROXIMATE QUANTITIES

	NORTH BRIDGE	SOUTH BRIDGE	
Structure Excavation Class A	710	1075	Cu. Yds.
Steel Reinforcing Bars	46,500	46,500	Lbs.
Concrete Class B	255	265	Cu. Yds.
Concrete Class AX	140	140	Cu. Yds.
Superstructure Banders Int. O-Xing	L.S.	L.S.	Lump Sum
Water Reducing Additive	315	280	Dollars

LOADING: HS-20 OR TWO 24 KIP AXLES @ 4' CTRS.



SR 90 MP 41.24 TO MP 46.98
NATIONAL FOREST BOUNDARY TO ASAHEL CURTIS INTERCHANGE
KING COUNTY
BANDERA INTERCHANGE OVERCROSSING

LAYOUT

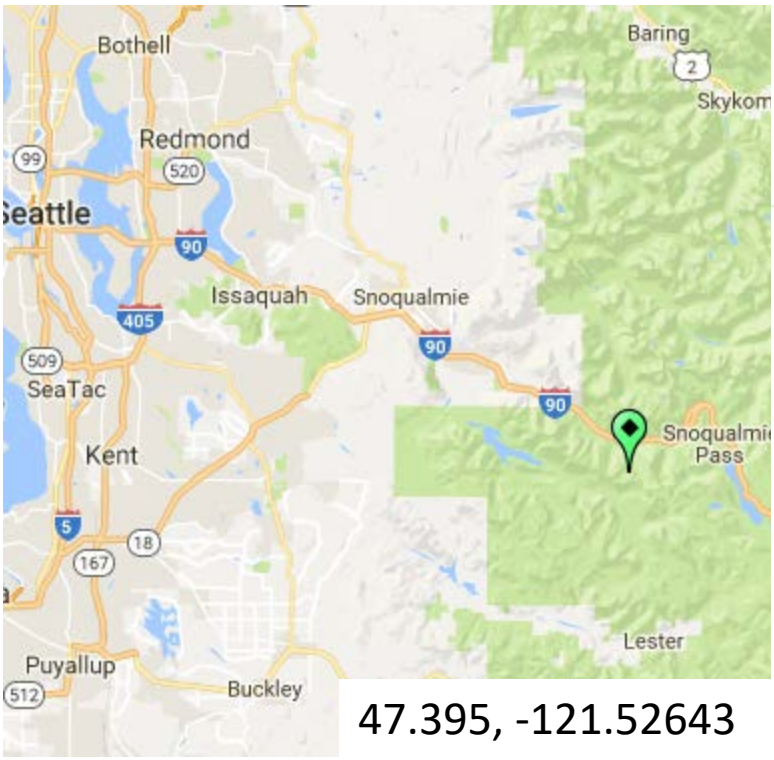
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
BAKER FERGUSON, Chairman
HAROLD WALSH JOHN H. STUFF

L.T. Robinson
BRIDGE ENGINEER
CONTRACT NUMBER 9217

APPROVED Sept. 24, 1971
SHEET 139 OF 170 SHEETS

SR 90/292

80/154



47.395, -121.52643

28 min (30.3 miles)

via I-90 E

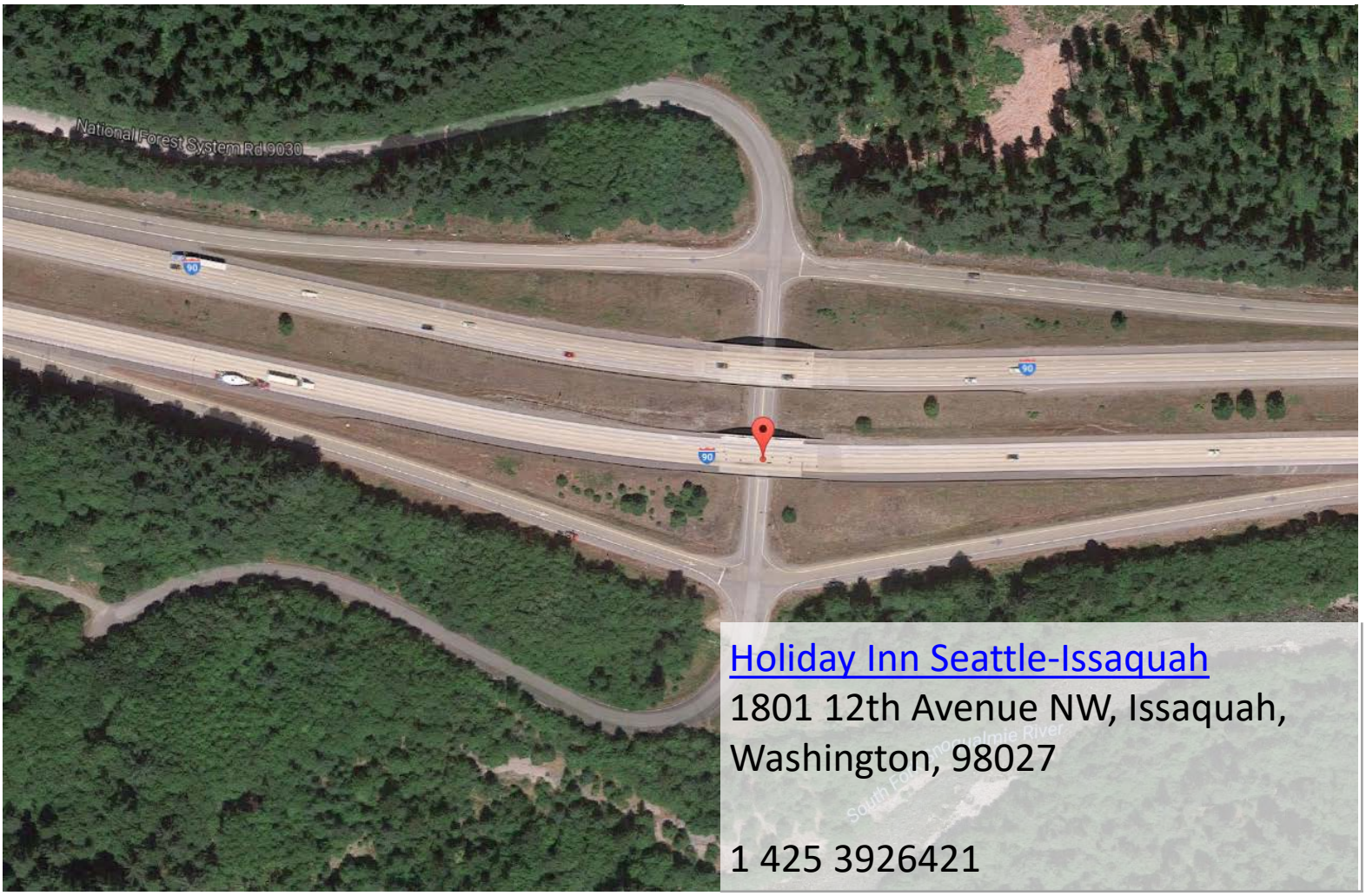
27 min without traffic

Holiday Inn Seattle-Issaquah
1801 12th Avenue Northwest, Issaquah, WA 98027

- Head west on 12th Ave NW toward 17th Ave NW — 177 ft
- Turn left onto 17th Ave NW — 479 ft
- Use the left lane to stay on 17th Ave NW — 0.2 mi
- Turn left to merge onto I-90 E — 30.0 mi

National Forest System Road 9030
North Bend, WA 98045

Time to hotel: 30 min



[Holiday Inn Seattle-Issaquah]
1801 12th Avenue NW, Issaquah, Washington, 98027

1 425 3926421

0009217C0000000

Bridge 7 – Washington

Portal Link

NBI Data:

1 - State Name	Washington
8 - Structure Number	0009217C0000000
Bridge Name	I-90 over BANDERA RD
26 - Functional Class Of Inventory Rte.	1 - Rural Principal Arterial - Interstate...
48 - Length Of Largest Span	34.1
49 - Total Length	34.1
52 - Deck Width	16.8
34 - Skew	1
22 - Owner	1 - State Highway Agency
27 - Year Built	1972
37 - Historic Significance	5 - Bridge is not eligible for the NRHP.
31 - Design Load	6 - MS 18+Mod / HS 20+Mod
45 - Number Of Main Spans	1
43A - Main Span Materials	5 - Prestressed concrete *
43B - Main Span Design	2 - Stringer/Multi-beam or girder
107 - Deck Type	1 - Concrete Cast-in-Place
108A - Wearing Surface	1 - Monolithic Concrete (concurrently placed with structura...