



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.

Footings 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:

<u>Piers No.</u>	<u>Bridge</u>	<u>Soil Pressure, Tons</u>
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."

NORTH BRIDGE	SOUTH BRIDGE	
710	1075	Cu. Yds.
46,500	46,500	Lbs.
255	265	Cu. Yds.
140	140	Cu. Yds.
L.S.	L.S.	Lump Sum
315	280	Dollars

Structure Excavation Class A
Steel Reinforcing Bars
Concrete Class B
Concrete Class AX
Superstructure Banders Int. O-Xing
Water Reducing Additive

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

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

LAYOUT

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
DAVE BERCHON, Chairman



PAID BY ADDRESSEE

BRIDGE ENGINEER
CONTRACT NUMBER 9217

APPROVED Sept. 24, 1971
SHEET 139 OF 170 SHEETS

SR 90/292

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