

SHEET INDEX 2

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AWV NB & SB LINES (CONTINUED)	
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AWV NB & SB LINES (CONTINUED)	
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AWV NB & SB LINES (CONTINUED)	
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SR 99 FILE NO. SHEET IB002

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Index 2.WND		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM			10	WASH.			
Designed By							
Checked By							
Detailed By							
Bridge Projects Engr.							
Prelim. Plan By	2/17/10	REVISED SHEET	CH	TMM			
Architect/Specialist	DATE	REVISION	BY	APPD			

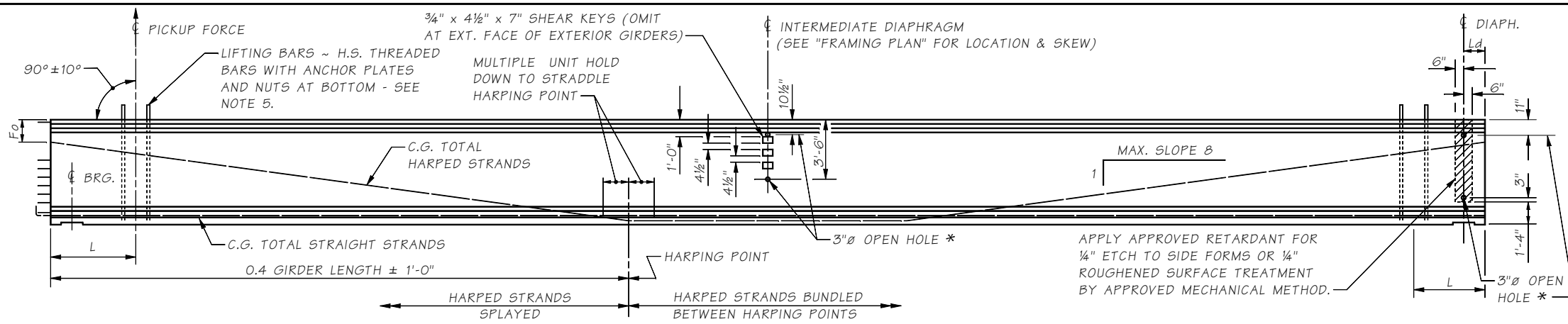
BRIDGE AND STRUCTURES OFFICE



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB**

STRUCTURAL SHEET INDEX

BRIDGE SHEET NO. **IB002**
SHEET **1010** OF **1475** SHEETS



NOTES

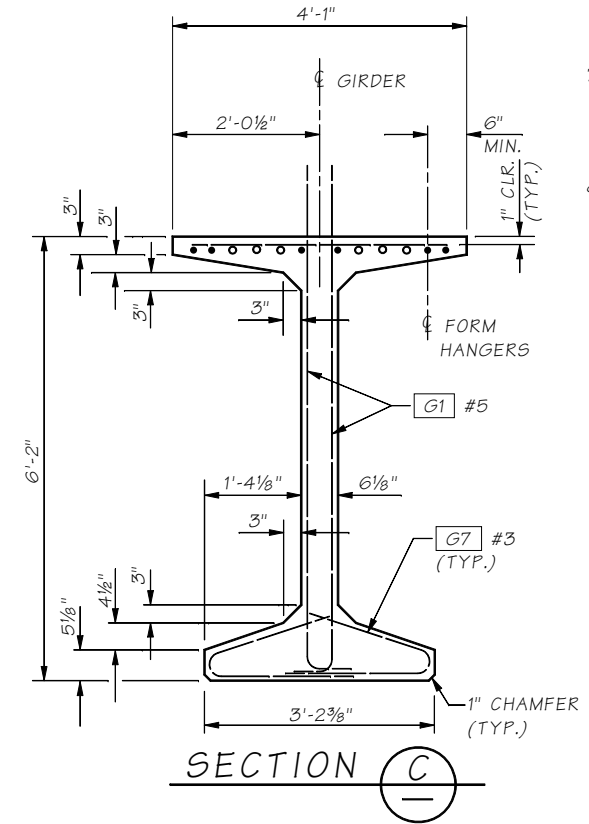
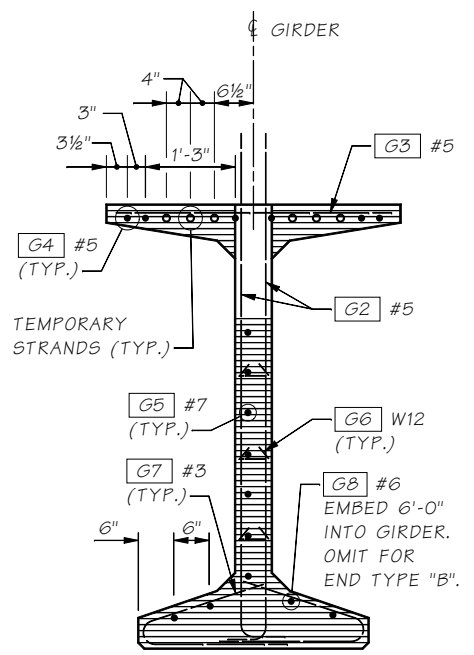
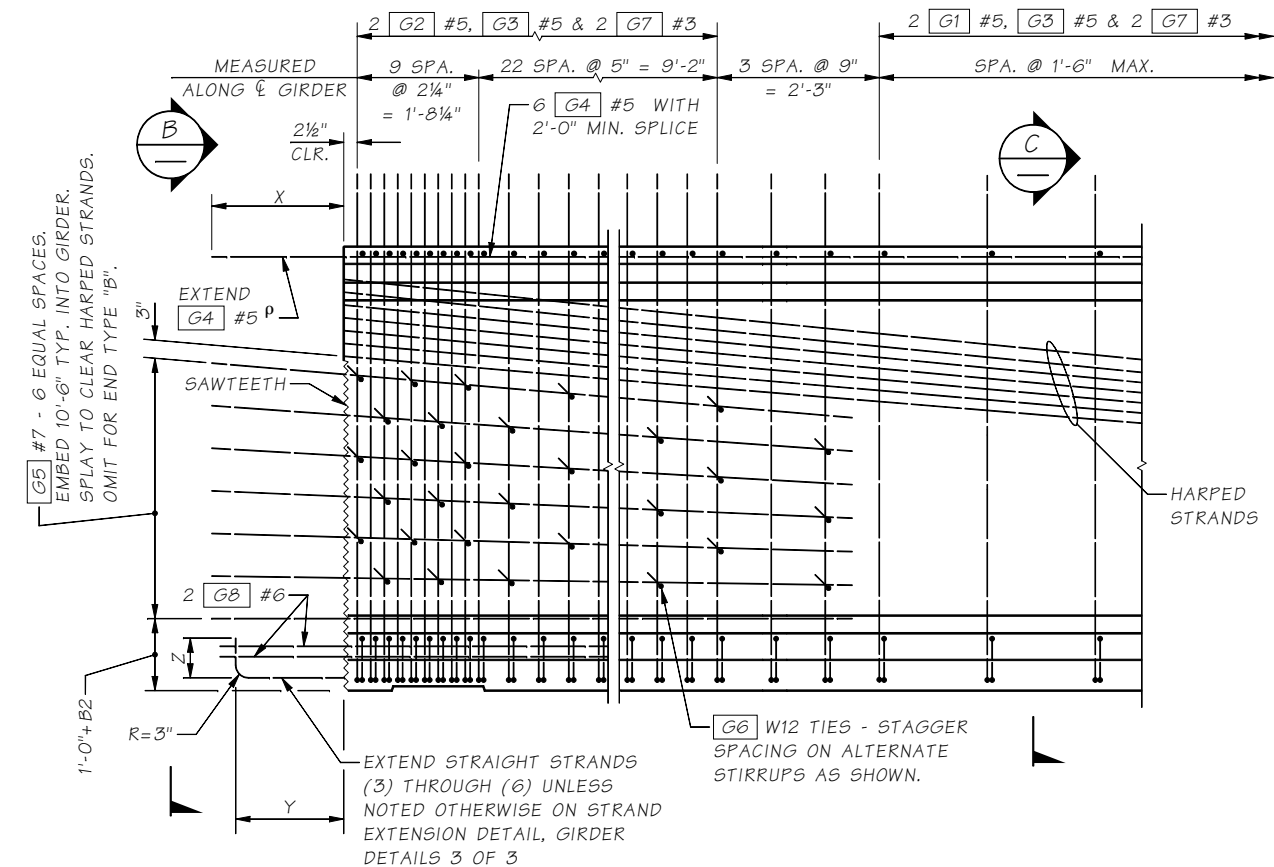
1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE 0.6"Ø LOW RELAXATION STRANDS (AASHTO M203 GRADE 270).
3. FOR END TYPES A, C AND D CUT ALL STRANDS FLUSH WITH THE GIRDER ENDS AND PAINT WITH AN APPROVED EPOXY RESIN, EXCEPT FOR EXTENDED STRANDS AS SHOWN. FOR END TYPE B CUT ALL STRANDS 1" BELOW CONCRETE SURFACE AND GROUT WITH AN APPROVED EPOXY GROUT.
4. THE TOP SURFACE OF THE GIRDER FLANGE SHALL BE ROUGHENED IN ACCORDANCE WITH SECTION 6-02.3(25)H OF THE STANDARD SPECIFICATIONS.
5. LIFTING EMBEDMENTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 6-02.3(25)L OF THE STANDARD SPECIFICATIONS.
6. CAUTION SHALL BE EXERCISED IN HANDLING AND PLACING GIRDERS. ALL GIRDERS SHALL BE CHECKED BY THE CONTRACTOR TO ENSURE THAT THEY ARE BRACED ADEQUATELY TO PREVENT TIPPING AND TO CONTROL LATERAL BENDING DURING SHIPPING. ONCE ERECTED, ALL GIRDERS SHALL BE BRACED TO PREVENT TIPPING UNTIL THE INTERMEDIATE DIAPHRAGMS ARE CAST AND CURED.
7. FORMS FOR BEARING PAD RECESSES SHALL BE CONSTRUCTED AND FASTENED IN SUCH A MANNER AS TO NOT CAUSE DAMAGE TO THE GIRDER DURING THE STRAND RELEASE OPERATION.
8. TEMPORARY STRANDS ARE EITHER PRETENSIONED OR POST-TENSIONED IN ACCORDANCE WITH SECTION 6-02.3(25)L OF THE STANDARD SPECIFICATIONS. IF PRETENSIONED, THESE TEMPORARY STRANDS SHALL BE UNBONDED OVER ALL BUT THE END 10'-0" OF THE GIRDER LENGTH. AS AN ALTERNATE, TEMPORARY STRANDS MAY BE POST-TENSIONED ON THE SAME DAY THE PRETENSIONING IS RELEASED INTO THE GIRDER.

END TYPE A

GIRDER ELEVATION

SEE GIRDER SCHEDULES FOR ACTUAL END TYPES REQUIRED.

* OMIT HOLES AND PLACE INSERTS ON THE INTERIOR FACE OF EXTERIOR GIRDER AND NEAR DIAPHRAGM CLOSURE WHERE SHOWN ON DIAPHRAGM SHEETS. PLACE HOLES AND INSERTS PARALLEL TO DIAPHRAGM. INSERTS SHALL BE 1"Ø MEADOW BURKE HI-TENSILE, LANCASTER MALLEABLE, DAYTON-SUPERIOR F-62 FLARED THIN SLAB (1" x 4 5/8") FERRULE INSERT OR APPROVED EQUAL. ADJUST HOLE LOCATION VERTICALLY TO MISS HARPED STRANDS.



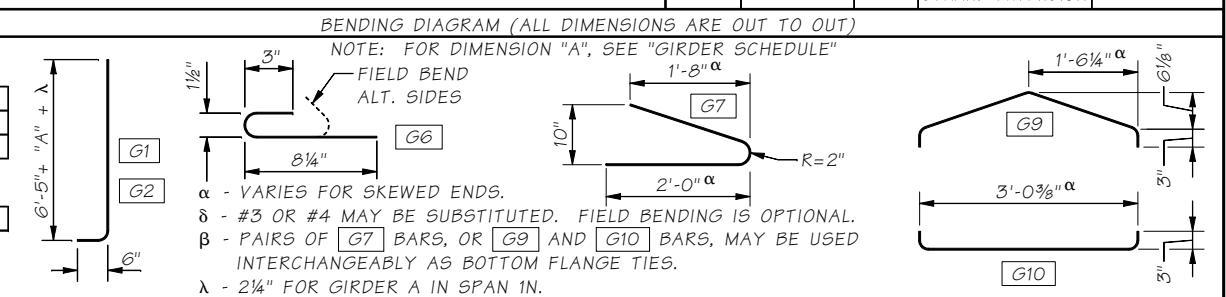
END TYPE	BEARING RECESS	X	Y	Z	SAWTEETH
A	YES	1'-10"	1'-6"	9"	YES
B	YES	0"	0"	0"	NO
D	NO	1'-10"	ALT. 1 OR ALT. 2	STRAND EXTENSION	YES

TYPICAL END ELEVATION

END TYPE A SHOWN, OTHER END TYPES SIMILAR.

P FIELD BENDING REQUIRED TO OBTAIN 1 1/2" CONCRETE COVER AT PAVEMENT SEAT.

MARK	LOCATION	SIZE
G1	GIRDER STIRRUPS	5
G2	GIRDER END STIRRUPS	5
G3	GIRDER TOP FLANGE	5 STR.
G4	GIRDER LONGIT. FULL LENGTH	5 STR.
G5	GIRDER END LONGIT.	7 STR.
G6	GIRDER END TIES	W12 δ
G7B	GIRDER BOT. FLANGE TIES	3
G8	GIRDER END LONGIT.	6 STR.
G9B	GIRDER BOT. FLANGE TIES	3
G10B	GIRDER BOT. FLANGE TIES	3



SR 99 FILE NO. SHEET BG160

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF74G Gir Dtls 1.WND				
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Designed By Glassford, P 08/08	10	WASH.			
Checked By Mizumori, A 09/09	JOB NUMBER 09A803				
Detailed By Hanson, CE 08/08					
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist	DATE	REVISION	BY	APPD	



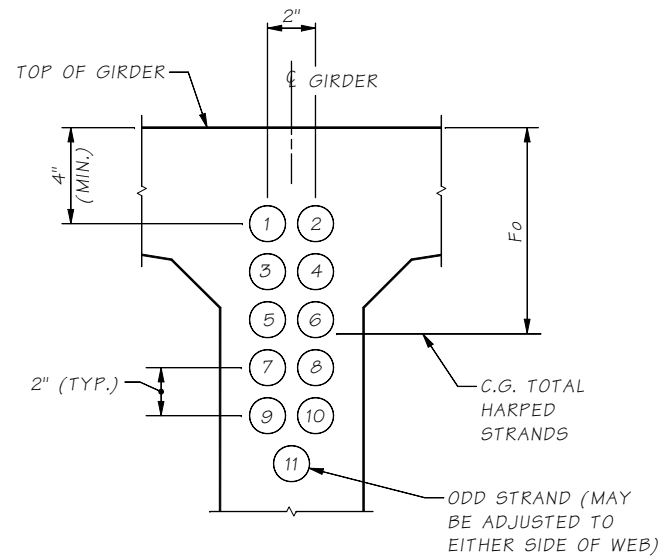
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

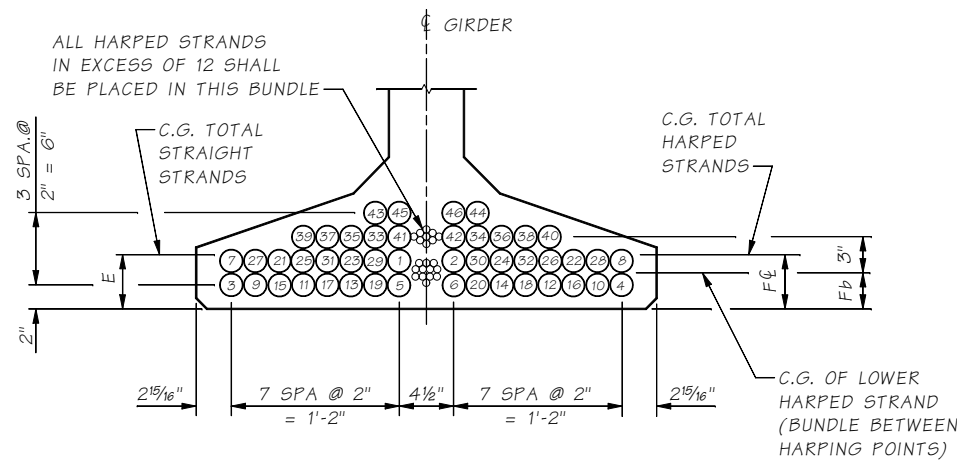
WF74G GIRDER DETAILS 1 OF 3

BRIDGE SHEET NO. BG160
SHEET 1011 OF 1475 SHEETS



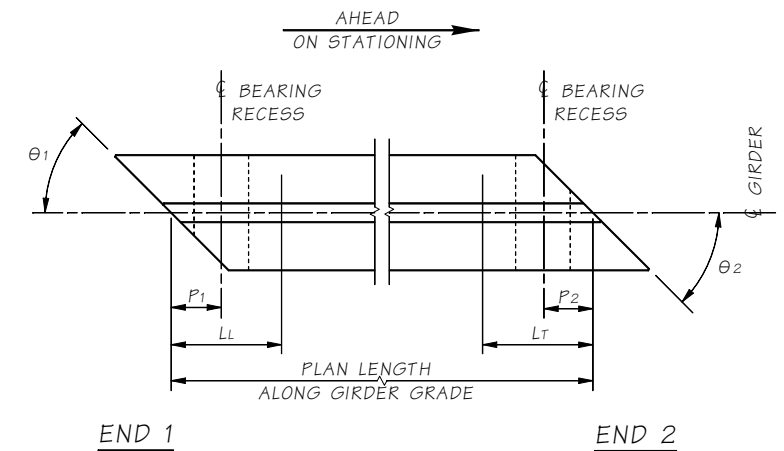
STRAND PATTERN AT GIRDER END

HARPED STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.

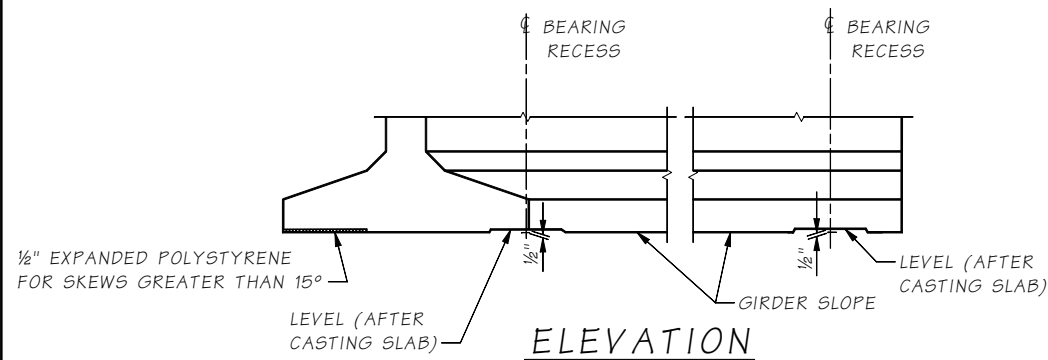


STRAND PATTERN AT ϕ SPAN

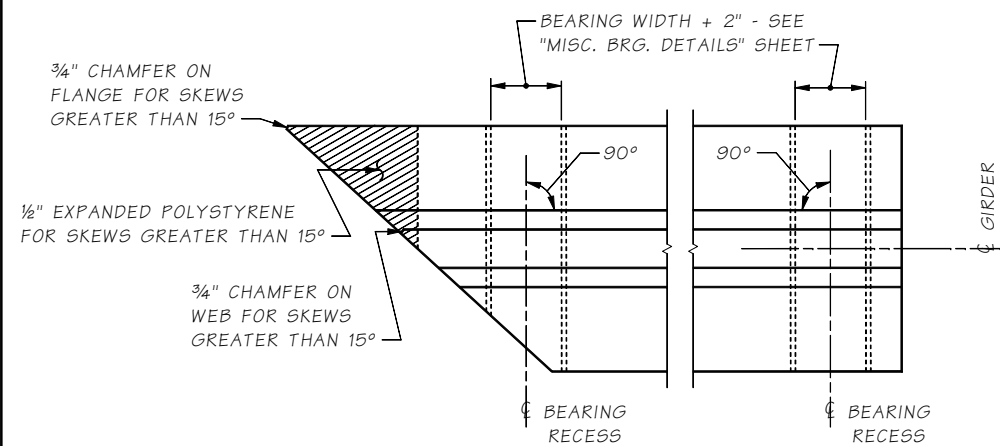
STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.



NOTE:
LL AND Lt ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS, RESPECTIVELY.

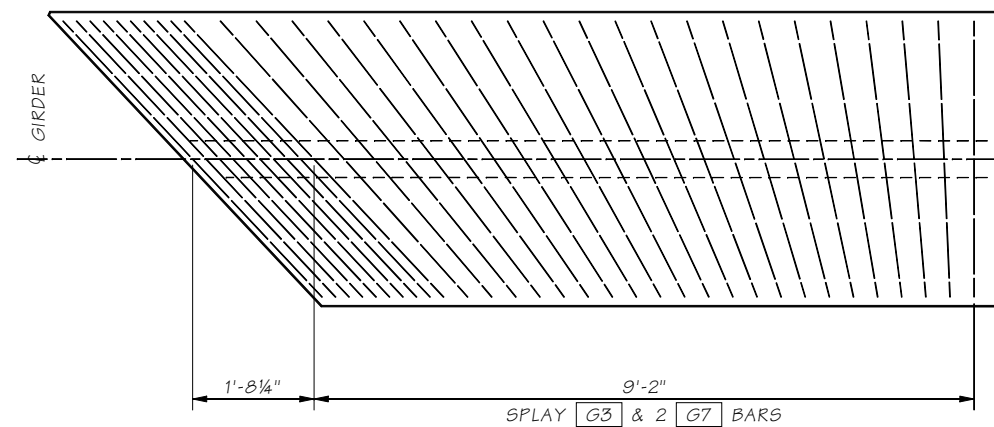


ELEVATION



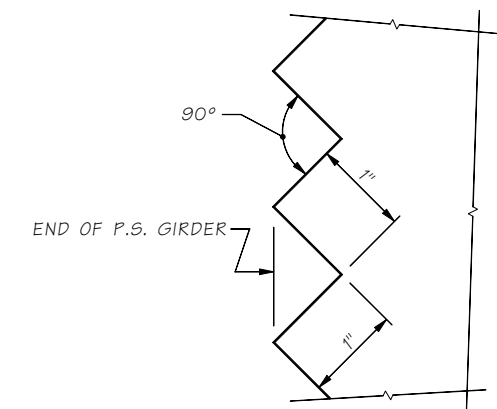
PLAN

BEARING RECESS AND BOTTOM FLANGE SPALL PROTECTION DETAIL



TRANSVERSE REINFORCING SKEWED ENDS

ONLY TRANSVERSE REINF. SHOWN



SAWTOOTH DETAILS

SAWTEETH ARE FULL WIDTH - USE SAWTOOTH KEYS FROM BOTTOM OF BOTTOM FLANGE TO BOTTOM OF LOWEST HARPED STRAND AS WELL AS TOP FLANGE ADJACENT TO HARPED STRANDS AS SHOWN IN VIEW B - GIRDER DETAILS 1 OF 3

SR 99 FILE NO. SHEET BG161

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF74G Gir Dtls 2.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Glassford, P	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER			
Detailed By	Hanson, CE	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



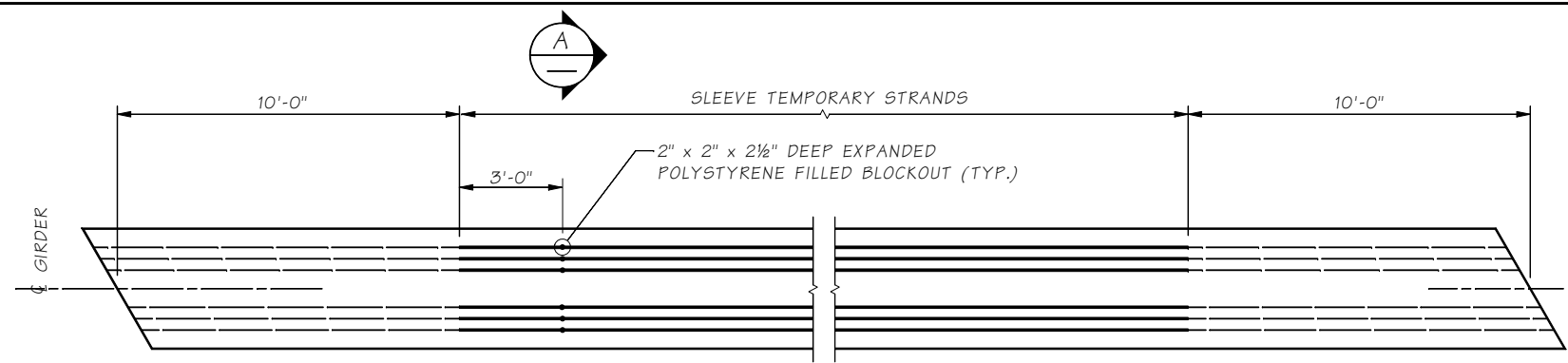
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

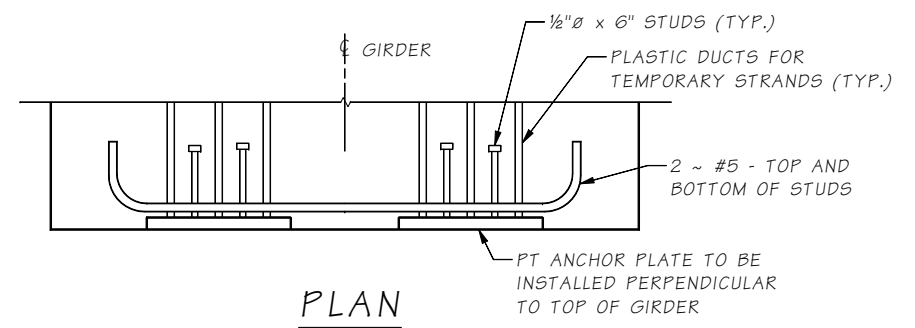
WF74G GIRDER DETAILS 2 OF 3

BRIDGE SHEET NO. BG161
SHEET 1012 OF 1475 SHEETS

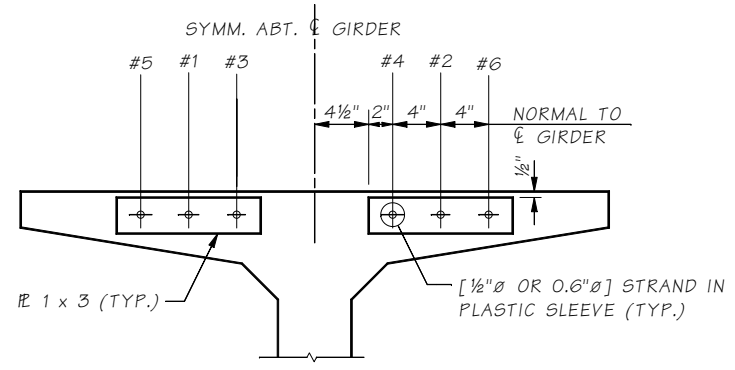


PLAN
PRETENSIONED TEMPORARY TOP STRANDS

POST-TENSIONED TEMPORARY TOP STRANDS SIMILAR, EXCEPT 10'-0" LENGTH OF BONDING OCCURS AT ONE END ONLY. THE OPPOSING END IS ANCHORED WITH PLATES AND STRAND CHUCKS. SEE "GIRDER SCHEDULE" FOR NUMBER OF TEMPORARY STRANDS REQUIRED.

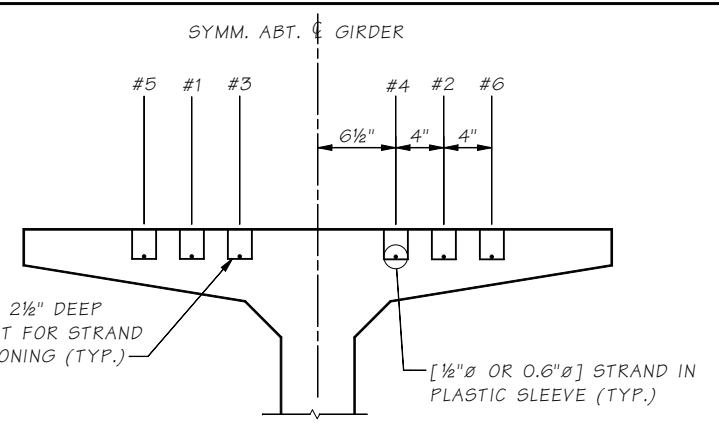


PLAN
TEMPORARY STRAND
POST-TENSIONED ALTERNATE



END VIEW
TEMPORARY STRAND
POST-TENSIONED ALTERNATE

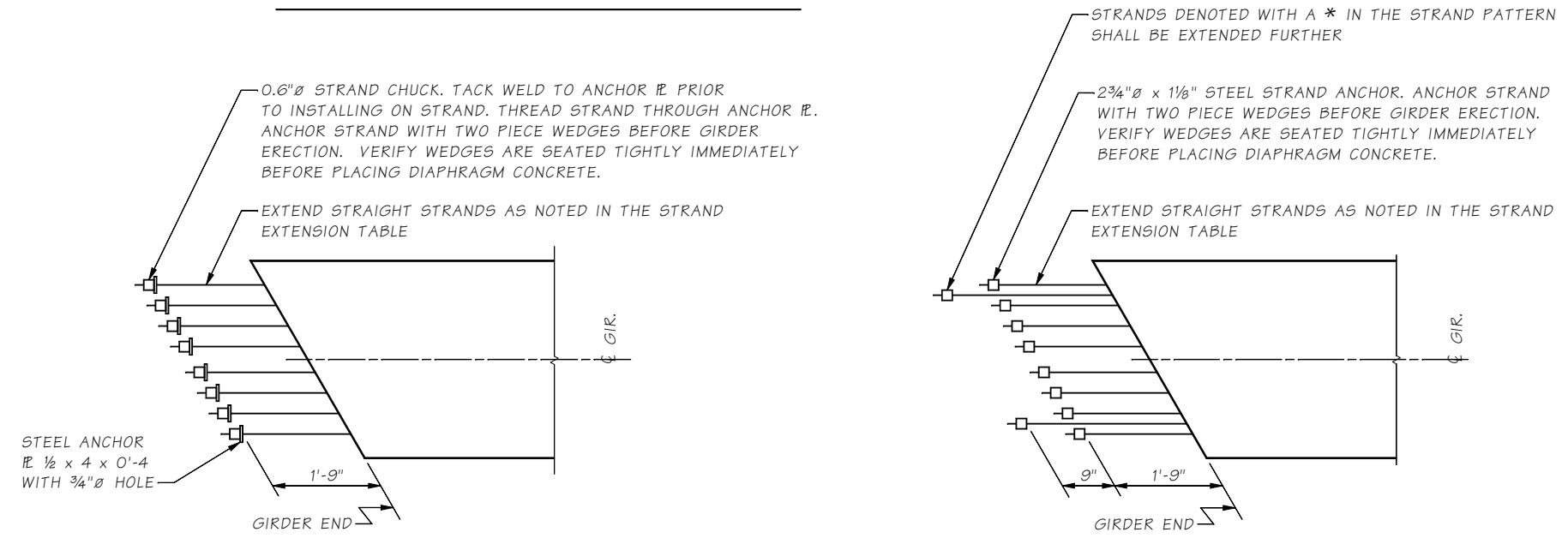
ADJUST G4 BARS TO CLEAR THE STEEL PLATE



SECTION A

STRAND EXTENSION TABLE		
SPAN	AT END BACK ON STATION	AT END AHEAD ON STATION
1S	NONE	PATTERN 1
2S	PATTERN 2	PATTERN 1
3S	PATTERN 2	NONE
4S	NONE	PATTERN 3
5S	PATTERN 4	PATTERN 1
6S	PATTERN 2	PATTERN 1
7S	PATTERN 2	NONE
1N	NONE	PATTERN 1
2N	PATTERN 2	PATTERN 1
3N	PATTERN 2	NONE
4N	NONE	PATTERN 1
5N	PATTERN 2	PATTERN 3
6N	PATTERN 4	NONE
4C	PATTERN 6	NONE
5C	NONE	PATTERN 7
6C	PATTERN 8	(3) THROUGH (6)

PATTERN 1: (3), (4), (15), (16), (17), (18), (19), (20), (25), (26), (27), (28)
 PATTERN 2: (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (21), (22)
 PATTERN 3: (3), (4), (15), (16), (17), (18), (19), (20), (23), (24), (25), (26), (27), (28)
 PATTERN 4: (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (21), (22), (31), (32)
 PATTERN 6: (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (17)*, (18)*, (21), (22), (29), (30), (31), (32)
 PATTERN 7: (3), (4), (15), (16), (17), (18), (19), (20)
 PATTERN 8: (5), (6), (7), (8), (9), (10), (11), (12)

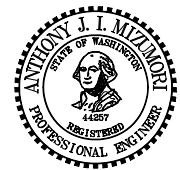


ALTERNATE #1
NOT FOR USE WITH STRAND PATTERN 6
STRAND EXTENSION DETAIL

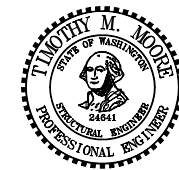
ALTERNATE #2

SR 99 FILE NO. SHEET BG162

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF74G Gir Dtls 3.WND			
Supervisor Moore, TM	REGION NO. 10	STATE WASH.	FED. AID PROJ. NO.	SHEET NO.
Designed By Glassford, P 08/08	JOB NUMBER 09A803			
Checked By Mizumori, A 09/09	DATE			
Detailed By Hanson, CE 08/08	REVISION			
Bridge Projects Engr.	BY APPD			
Prelim. Plan By	DATE			
Architect/Specialist	REVISION			

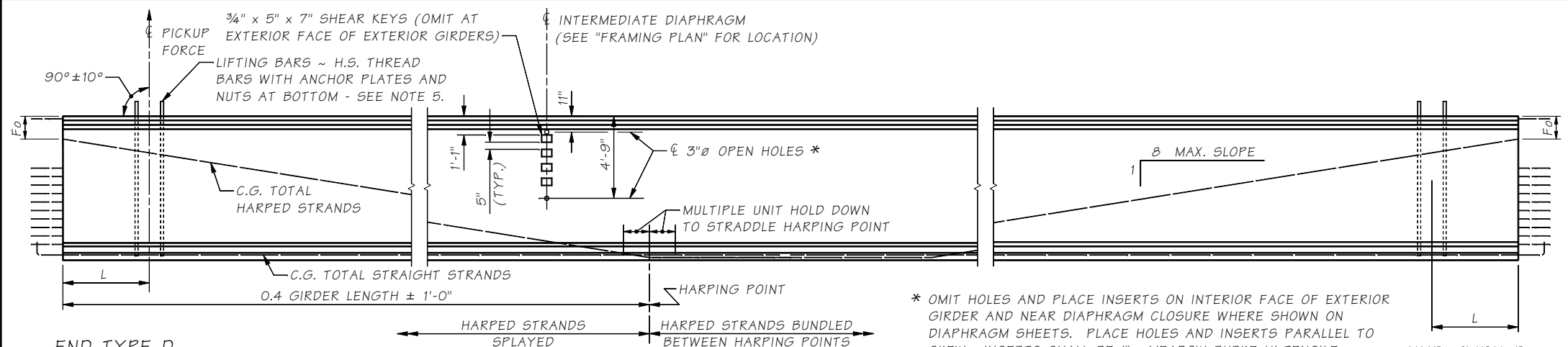


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
WF74G GIRDER DETAILS 3 OF 3

BRIDGE SHEET NO. BG162
SHEET 1013 OF 1475 SHEETS

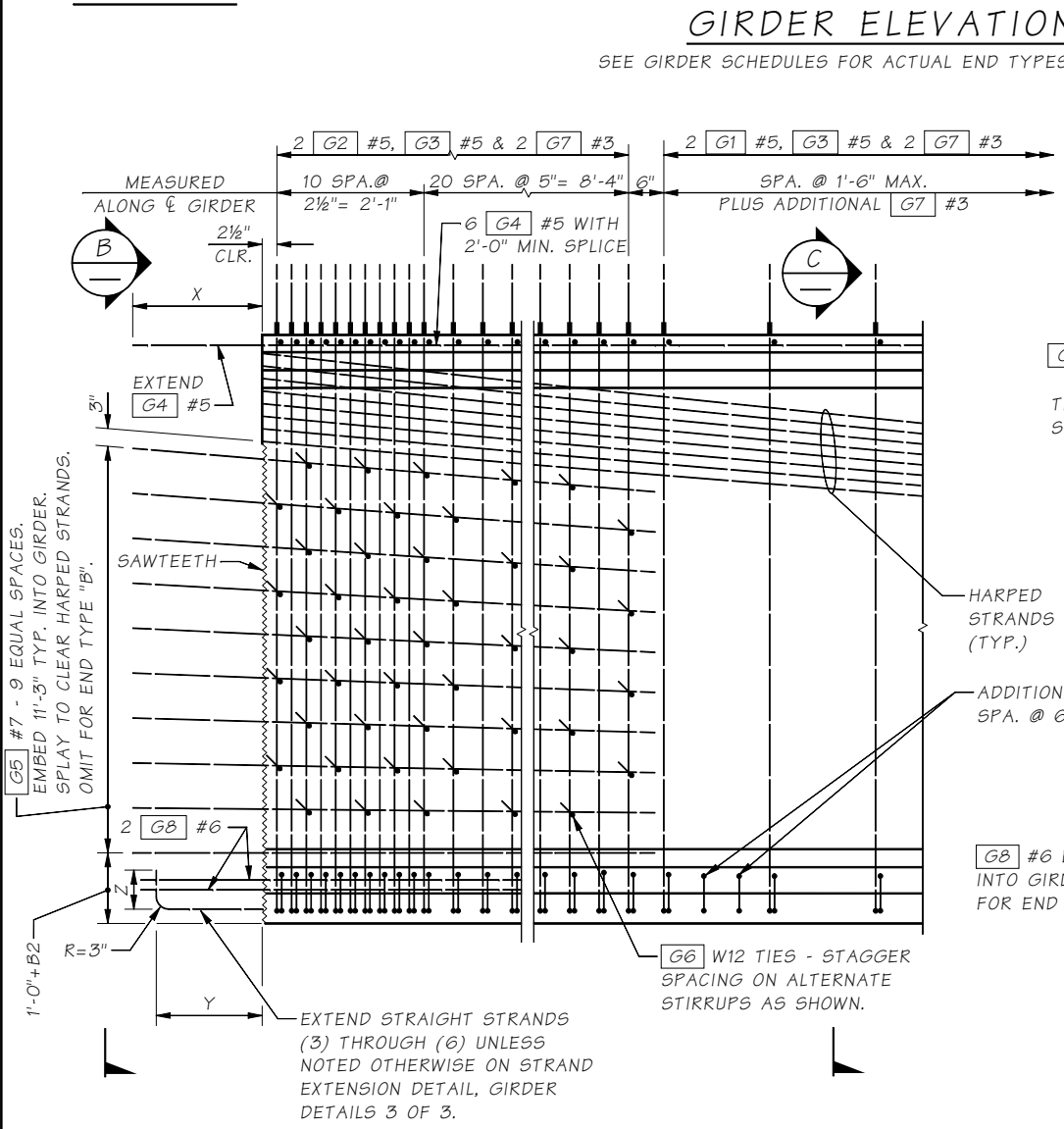


GIRDER ELEVATION
SEE GIRDER SCHEDULES FOR ACTUAL END TYPES REQUIRED.

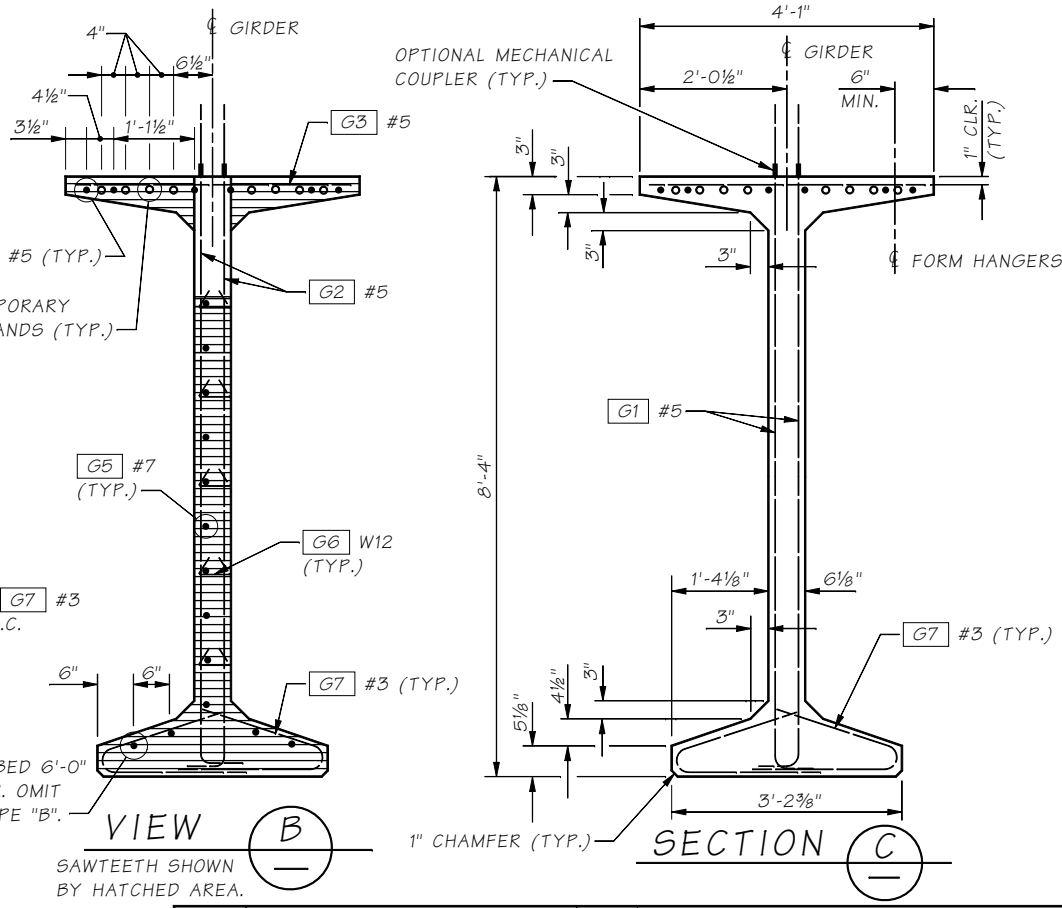
* OMIT HOLES AND PLACE INSERTS ON INTERIOR FACE OF EXTERIOR GIRDER AND NEAR DIAPHRAGM CLOSURE WHERE SHOWN ON DIAPHRAGM SHEETS. PLACE HOLES AND INSERTS PARALLEL TO SKEW. INSERTS SHALL BE 1"Ø MEADOW BURKE HI-TENSILE, LANCASTER MALLEABLE, DAYTON-SUPERIOR F-62 FLARED THIN SLAB (1" x 4 5/8") FERRULE INSERT OR APPROVED EQUAL. ADJUST HOLE LOCATION VERTICALLY TO MISS HARPED STRAND.

NOTES

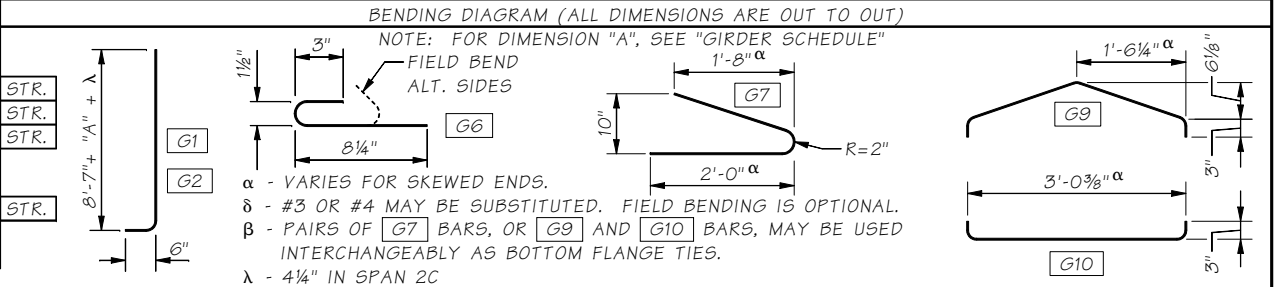
1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE 0.6"Ø LOW RELAXATION STRANDS (AASHTO M203 GRADE 270).
3. FOR END TYPES A, C AND D CUT ALL STRANDS FLUSH WITH THE GIRDER ENDS AND PAINT WITH AN APPROVED EPOXY RESIN, EXCEPT FOR EXTENDED STRANDS AS SHOWN. FOR END TYPE B CUT ALL STRANDS 1" BELOW CONCRETE SURFACE AND GROUT WITH AN APPROVED EPOXY GROUT.
4. THE TOP SURFACE OF THE GIRDER FLANGE SHALL BE ROUGHENED IN ACCORDANCE WITH SECTION 6-02.3(25)H OF THE STANDARD SPECIFICATIONS.
5. LIFTING EMBEDMENTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 6-02.3(25)L OF THE STANDARD SPECIFICATIONS.
6. CAUTION SHALL BE EXERCISED IN HANDLING AND PLACING GIRDERS. ALL GIRDERS SHALL BE CHECKED BY THE CONTRACTOR TO ENSURE THAT THEY ARE BRACED ADEQUATELY TO PREVENT TIPPING AND TO CONTROL LATERAL BENDING DURING SHIPPING. ONCE ERECTED, ALL GIRDERS SHALL BE BRACED TO PREVENT TIPPING UNTIL THE INTERMEDIATE DIAPHRAGMS ARE CAST AND CURED.
7. FORMS FOR BEARING PAD RECESSES SHALL BE CONSTRUCTED AND FASTENED IN SUCH A MANNER AS TO NOT CAUSE DAMAGE TO THE GIRDER DURING THE STRAND RELEASE OPERATION.
8. TEMPORARY STRANDS ARE PRETENSIONED IN ACCORDANCE WITH SECTION 6-02.3(25)J OF THE STANDARD SPECIFICATIONS. THESE TEMPORARY STRANDS SHALL BE UNBONDED OVER ALL BUT THE END 10'-0" OF THE GIRDER LENGTH.
9. MECHANICAL COUPLERS ARE ALLOWED IN THE EXTENDED STIRRUPS IN THE GIRDERS AS A MEANS TO ACCOMMODATE VERTICAL CLEARANCE RESTRICTIONS DURING SHIPPING. THE CONTRACTOR SHALL DETERMINE THE NEED FOR COUPLERS BASED ON THE ACTUAL ROUTE AND MEANS OF TRANSPORTATION.



TYPICAL END ELEVATION
END TYPE D SHOWN, OTHER END TYPES SIMILAR



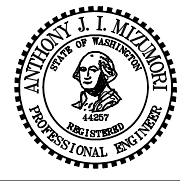
MARK	LOCATION	SIZE
G1	GIRDER STIRRUPS	5
G2	GIRDER END STIRRUPS	5
G3	GIRDER TOP FLANGE	5 STR.
G4	GIRDER LONGIT. FULL LENGTH	5 STR.
G5	GIRDER END LONGIT.	7 STR.
G6	GIRDER END TIES	W12 δ
G7B	GIRDER BOT. FLANGE TIES	3
G8	GIRDER END LONGIT.	6 STR.
G9B	GIRDER BOT. FLANGE TIES	3
G10B	GIRDER BOT. FLANGE TIES	3



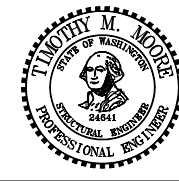
END TYPE	BEARING RECESS	X	Y	Z	SAWTEETH
D	NO	1'-10"	ALT. 1 OR ALT. 2	STRAND EXTENSION	YES

SR 99 FILE NO. SHEET BG163

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF100G Gir Dtls 1.WND			
Supervisor Moore, TM	REGION NO. 10	STATE WASH.	FED. AID PROJ. NO.	SHEET NO.
Designed By Mizumori, A 08/08	JOB NUMBER 09A803			TOTAL SHEETS
Checked By Rodda, NT 09/09				
Detailed By Hanson, CE 08/08	DATE	REVISION	BY	APPD
Bridge Projects Engr.				
Prelim. Plan By				
Architect/Specialist Aldrich, B				



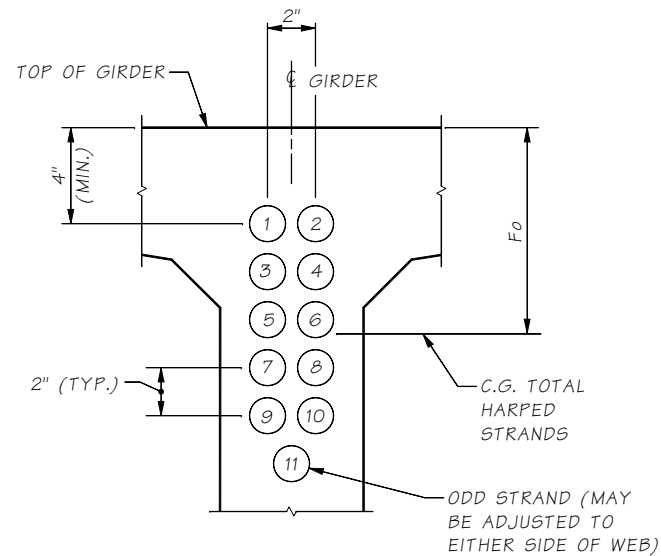
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

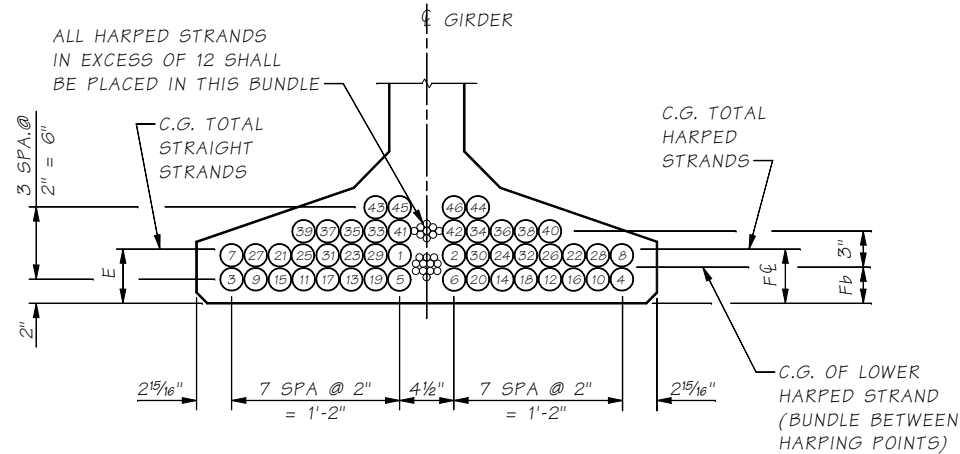
BRIDGE SHEET NO. BG163
SHEET 1014 OF 1475 SHEETS

WF100G GIRDER DETAILS 1 OF 3



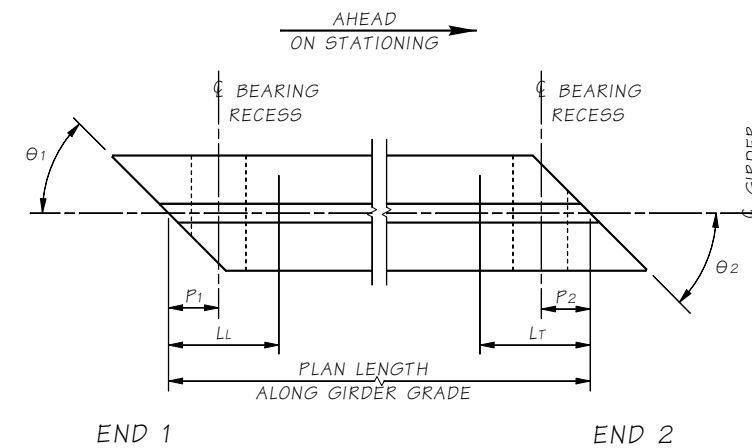
STRAND PATTERN AT GIRDER END

HARPED STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.

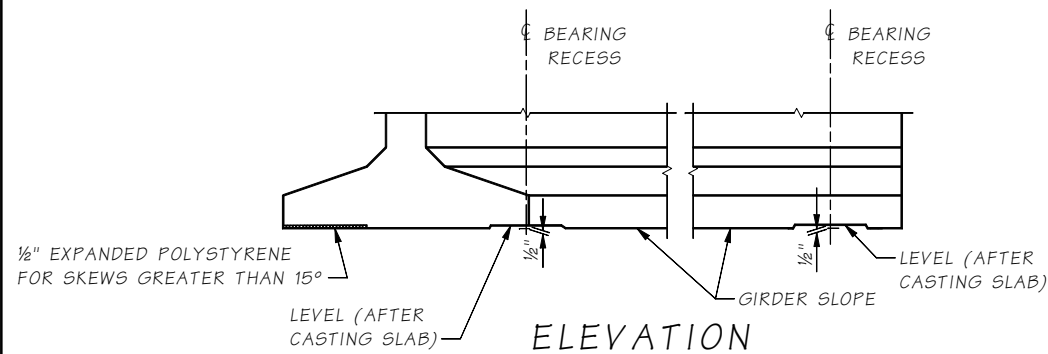


STRAND PATTERN AT ϕ SPAN

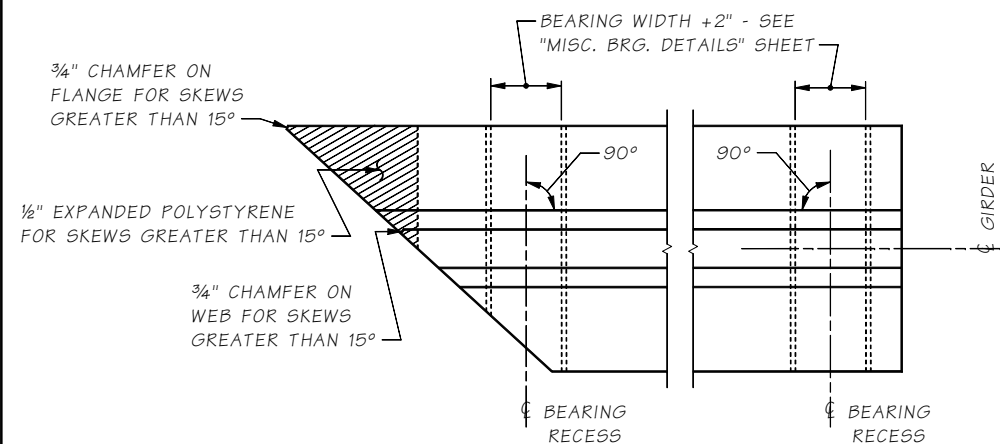
STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.



NOTE: LL AND LT ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS, RESPECTIVELY.

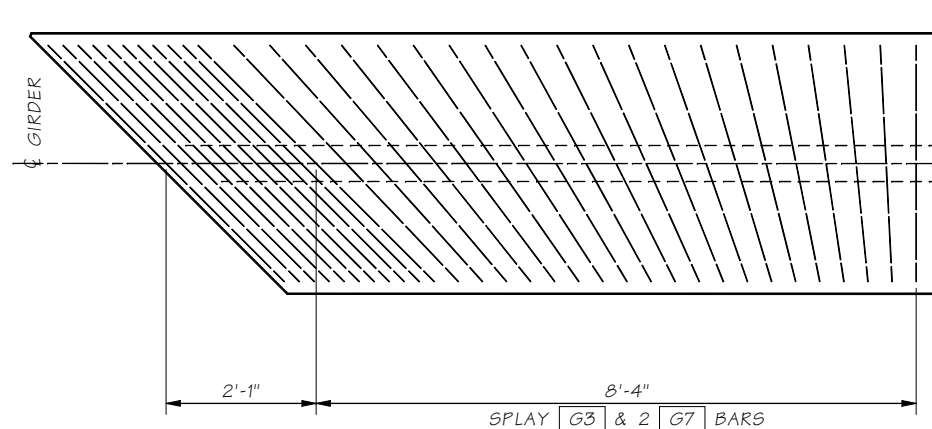


ELEVATION



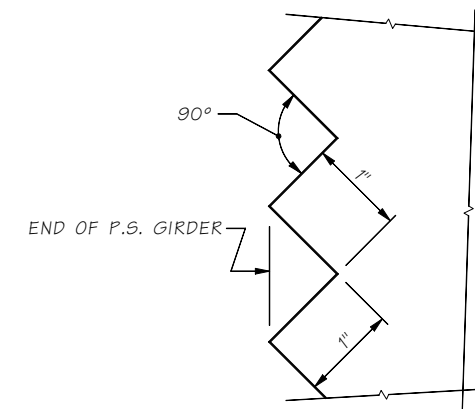
PLAN

BEARING RECESS AND BOTTOM FLANGE SPALL PROTECTION DETAIL



TRANSVERSE REINFORCING SKEWED ENDS

ONLY TRANSVERSE REINF. SHOWN



SAWTOOTH DETAILS

SAWTEETH ARE FULL WIDTH - USE SAWTOOTH KEYS FROM BOTTOM OF BOTTOM FLANGE TO BOTTOM OF LOWEST HARPED STRAND AS WELL AS TOP FLANGE ADJACENT TO HARPED STRANDS AS SHOWN IN VIEW B - GIRDER DETAILS 1 OF 3

SR 99 FILE NO. SHEET BG164

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF100G Gir Dtls 2.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Mizumori, A	08/08			10	WASH.				
Checked By	Rodda, NT	09/09								
Detailed By	Hanson, CE	08/08								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist	Aldrich, B	DATE	REVISION	BY	APPD					



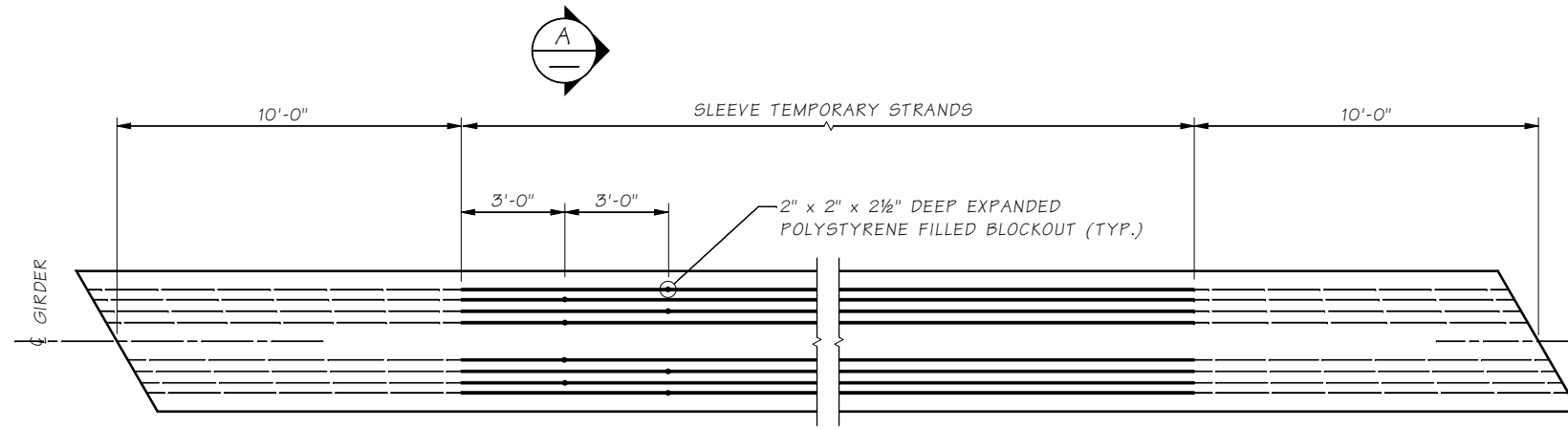
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

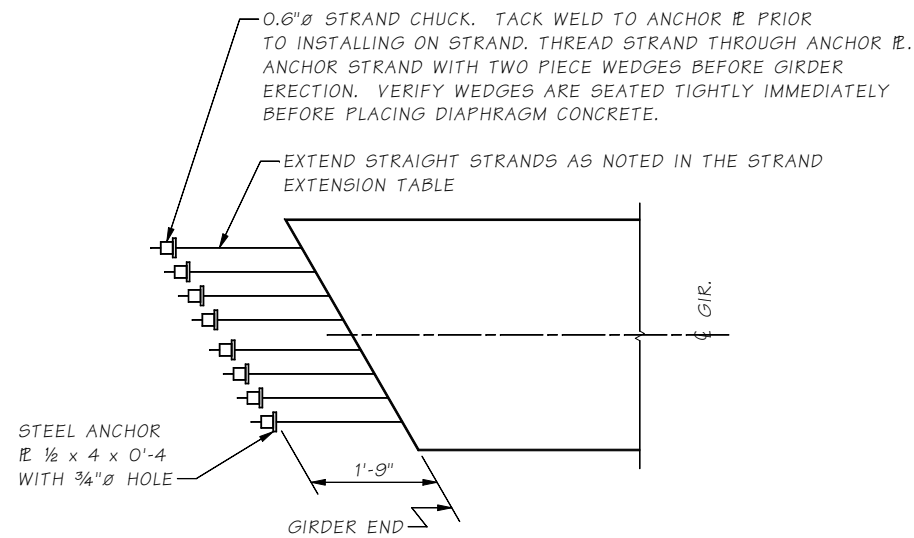
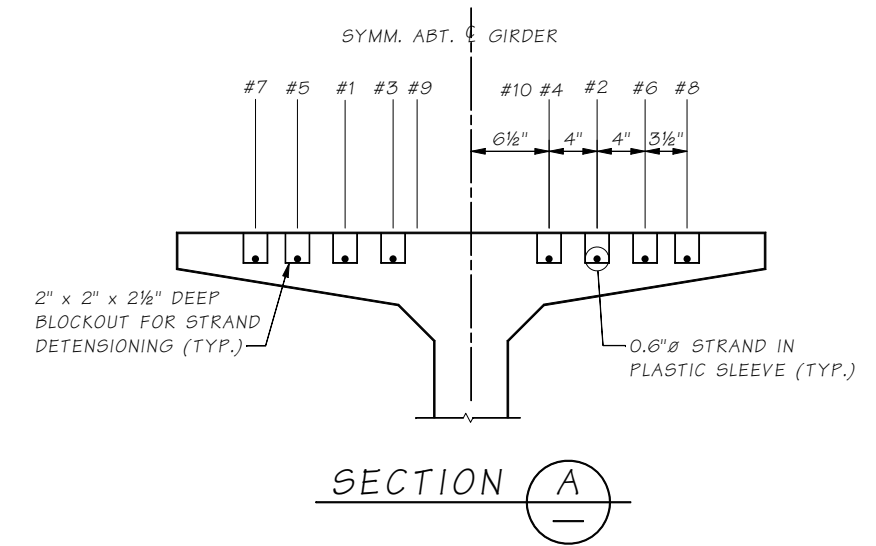
WF100G GIRDER DETAILS 2 OF 3

BRIDGE SHEET NO. BG164
SHEET 1015 OF 1475 SHEETS

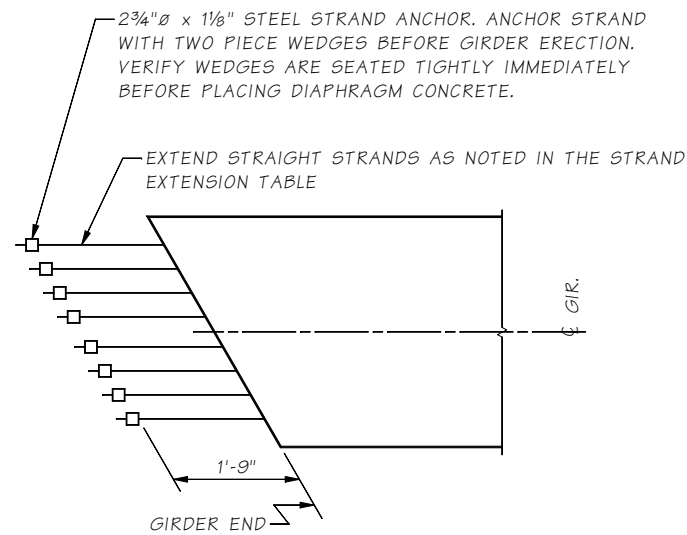


**PLAN
PRETENSIONED TEMPORARY
TOP STRANDS**

SEE "GIRDER SCHEDULE" FOR NUMBER OF TEMPORARY STRANDS
REQUIRED.



ALTERNATE #1



ALTERNATE #2

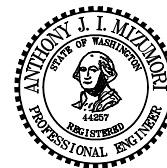
STRAND EXTENSION DETAIL

STRAND EXTENSION TABLE		
SPAN	AT END BACK ON STATION	AT END AHEAD ON STATION
2C	PATTERN 4	PATTERN 3

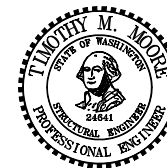
PATTERN 3: (3), (4), (15), (16), (17), (18), (19), (20), (23), (24), (25), (26), (27), (28)
 PATTERN 4: (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (21), (22), (31), (32)

SR 99 FILE NO. SHEET BG165

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF100G Gir Dtls 3.WND				
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Designed By Mizumori, A 08/08	10	WASH.			
Checked By Rodda, NT 09/09	JOB NUMBER 09A803				
Detailed By Hanson, CE 08/08					
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist Aldrich, B	DATE	REVISION	BY	APPD	



**BRIDGE
AND
STRUCTURES
OFFICE**



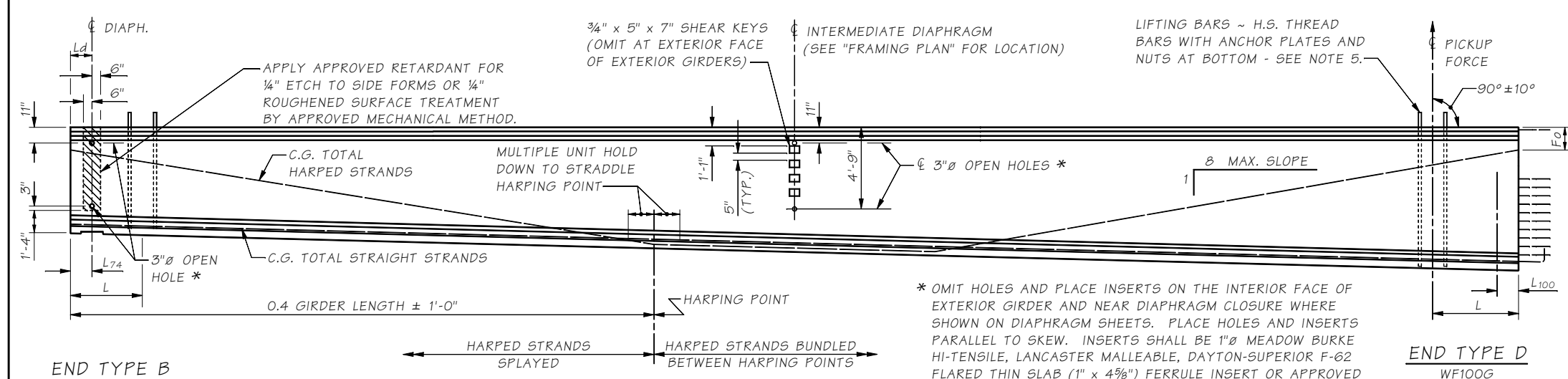
**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB**

WF100G GIRDER DETAILS 3 OF 3

BRIDGE
SHEET NO.
BG165
SHEET
OF
1016
1475
SHEETS

NOTES

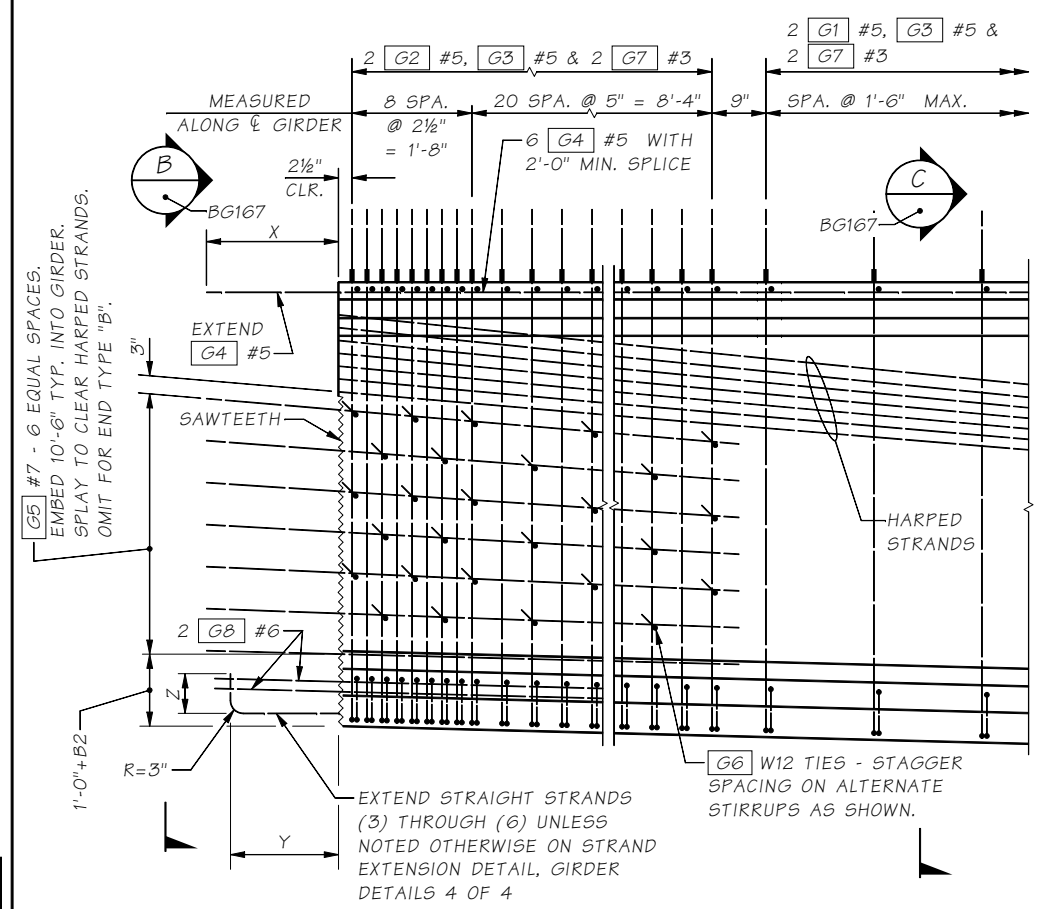
1. PLAN LENGTH SHALL BE INCREASED AS NECESSARY TO COMPENSATE FOR SHORTENING DUE TO PRESTRESS AND SHRINKAGE.
2. ALL PRETENSIONED AND TEMPORARY STRANDS SHALL BE 0.6"Ø LOW RELAXATION STRANDS (AASHTO M203 GRADE 270).
3. FOR END TYPES A, C AND D CUT ALL STRANDS FLUSH WITH THE GIRDER ENDS AND PAINT WITH AN APPROVED EPOXY RESIN, EXCEPT FOR EXTENDED STRANDS AS SHOWN. FOR END TYPE B CUT ALL STRANDS 1" BELOW CONCRETE SURFACE AND GROUT WITH AN APPROVED EPOXY GROUT.
4. THE TOP SURFACE OF THE GIRDER FLANGE SHALL BE ROUGHENED IN ACCORDANCE WITH SECTION 6-02.3(25)H OF THE STANDARD SPECIFICATIONS.
5. LIFTING EMBEDMENTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 6-02.3(25)L OF THE STANDARD SPECIFICATIONS.
6. CAUTION SHALL BE EXERCISED IN HANDLING AND PLACING GIRDERS. ALL GIRDERS SHALL BE CHECKED BY THE CONTRACTOR TO ENSURE THAT THEY ARE BRACED ADEQUATELY TO PREVENT TIPPING AND TO CONTROL LATERAL BENDING DURING SHIPPING. ONCE ERECTED, ALL GIRDERS SHALL BE BRACED TO PREVENT TIPPING UNTIL THE INTERMEDIATE DIAPHRAGMS ARE CAST AND CURED.
7. FORMS FOR BEARING PAD RECESSES SHALL BE CONSTRUCTED AND FASTENED IN SUCH A MANNER AS TO NOT CAUSE DAMAGE TO THE GIRDER DURING THE STRAND RELEASE OPERATION.
8. TEMPORARY STRANDS ARE PRETENSIONED IN ACCORDANCE WITH SECTION 6-02.3(25)J OF THE STANDARD SPECIFICATIONS. THESE TEMPORARY STRANDS SHALL BE UNBONDED OVER ALL BUT THE END 10'-0" OF THE GIRDER LENGTH.
9. MECHANICAL COUPLERS ARE ALLOWED IN THE EXTENDED STIRRUPS IN THE GIRDERS AS A MEANS TO ACCOMMODATE VERTICAL CLEARANCE RESTRICTIONS DURING SHIPPING. THE CONTRACTOR SHALL DETERMINE THE NEED FOR COUPLERS BASED ON THE ACTUAL ROUTE AND MEANS OF TRANSPORTATION.



GIRDER ELEVATION

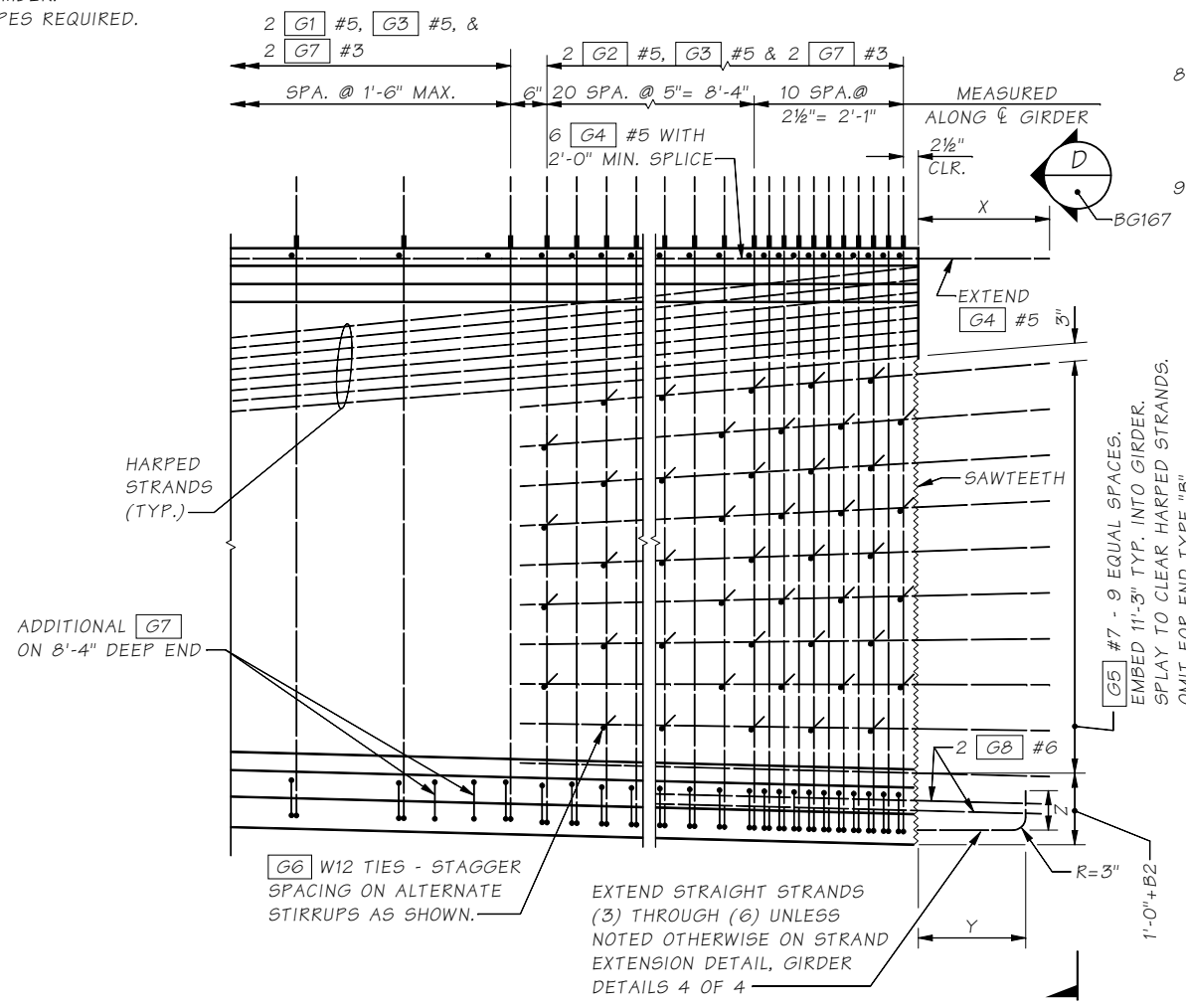
LONGITUDINAL DIMENSIONS ARE MEASURED PARALLEL TO THE TOP FLANGE, NEGLECTING CAMBER. SEE GIRDER SCHEDULES FOR ACTUAL END TYPES REQUIRED.

* OMIT HOLES AND PLACE INSERTS ON THE INTERIOR FACE OF EXTERIOR GIRDER AND NEAR DIAPHRAGM CLOSURE WHERE SHOWN ON DIAPHRAGM SHEETS. PLACE HOLES AND INSERTS PARALLEL TO SKEW. INSERTS SHALL BE 1"Ø MEADOW BURKE HI-TENSILE, LANCASTER MALLEABLE, DAYTON-SUPERIOR F-62 FLARED THIN SLAB (1" x 4 9/16") FERRULE INSERT OR APPROVED EQUAL. ADJUST HOLE LOCATION VERTICALLY TO MISS HARPED STRANDS.



WF74G END ELEVATION

END TYPE D SHOWN, OTHER END TYPES SIMILAR.



WF100G END ELEVATION

END TYPE D SHOWN, OTHER END TYPES SIMILAR.

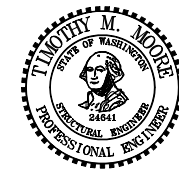
END TYPE	BEARING RECESS	X	Y	Z	SAWTEETH
B	YES	0"	0"	0"	NO
D	NO	1'-10"	ALT. 1 OR ALT. 2	STRAND EXTENSION	YES

SR 99 FILE NO. SHEET BG166

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF100 to 74G Gir Dtls 1.WND				
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Designed By Mizumori, A 09/08	10	WASH.			
Checked By Rodda, NT 09/09	JOB NUMBER 09A803				
Detailed By Hanson, CE 09/08					
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist Aldrich, B	DATE	REVISION	BY	APPD	



BRIDGE AND STRUCTURES OFFICE

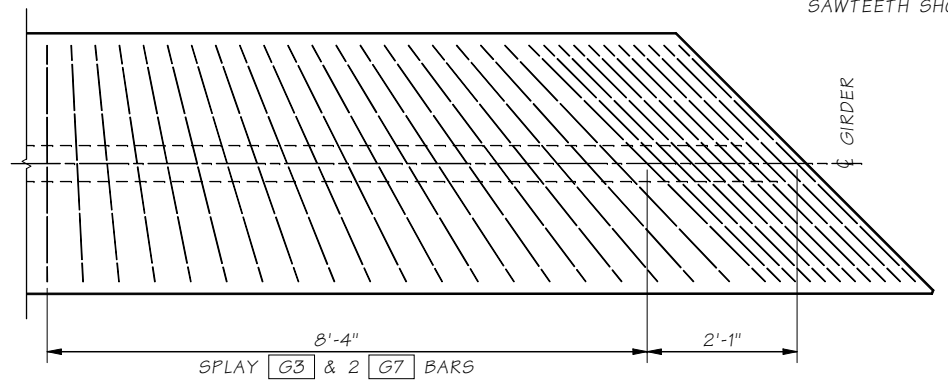
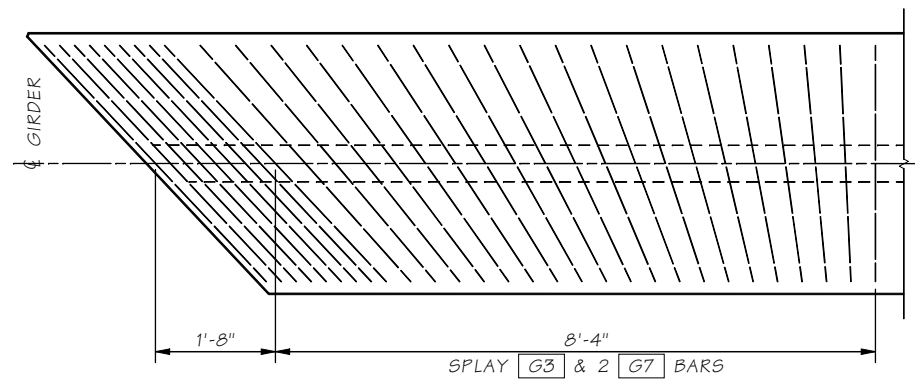
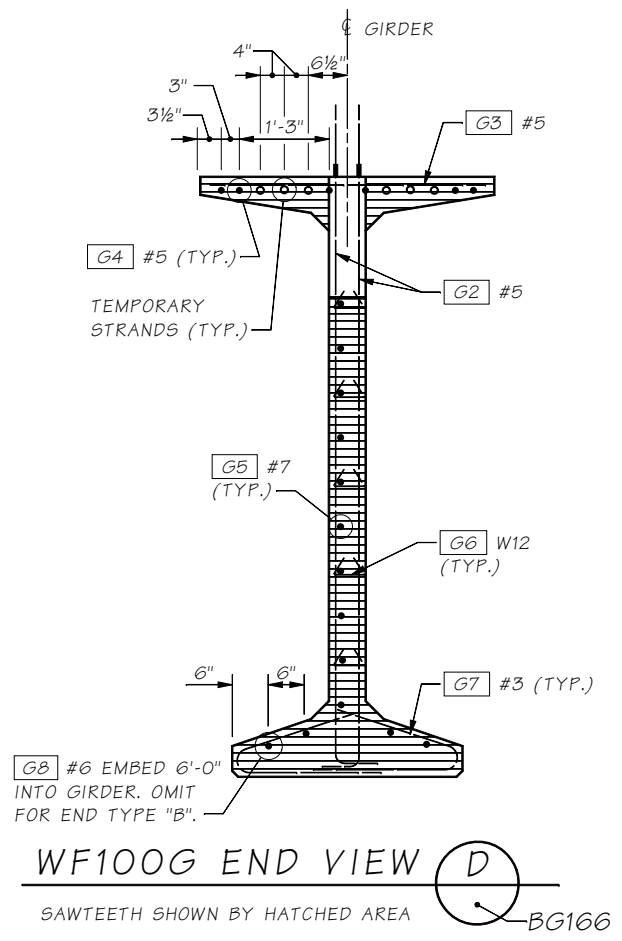
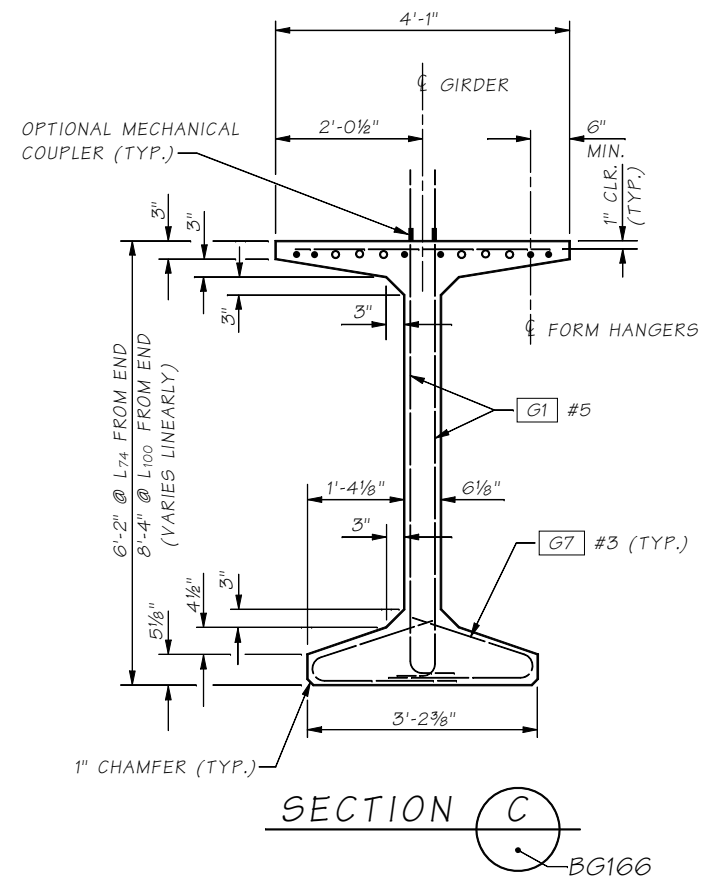
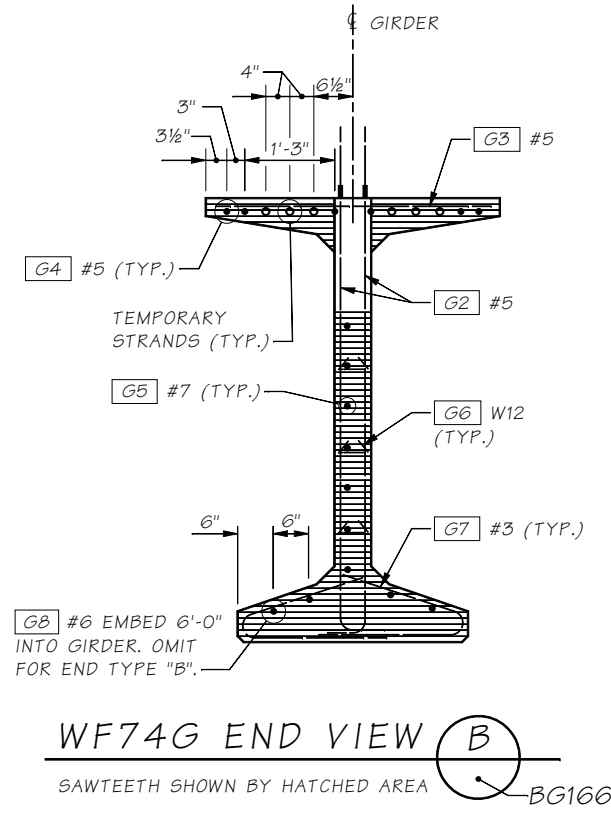


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

WF74 - 100G GIRDER DETAILS 1 OF 4

BRIDGE SHEET NO. BG166
SHEET 1017 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG167

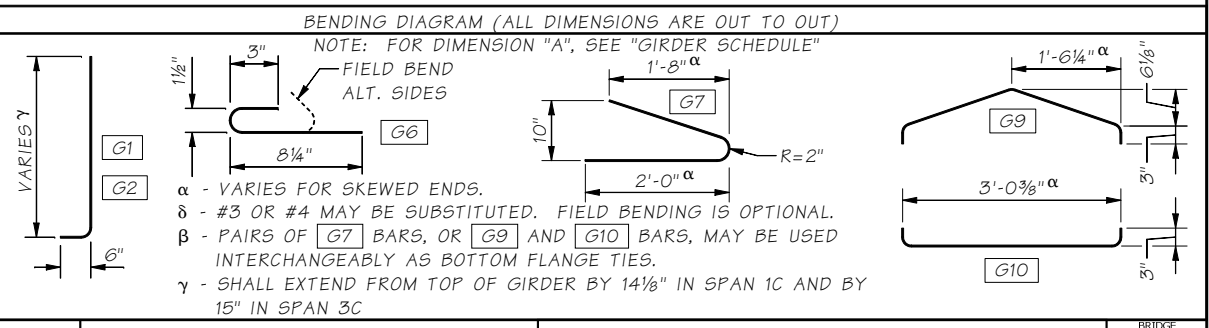


WF74G END

WF100G END

TRANSVERSE REINFORCING SKEWED ENDS
ONLY TRANSVERSE REINF. SHOWN

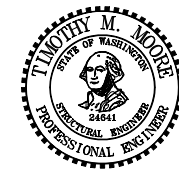
MARK	LOCATION	SIZE
G1	GIRDER STIRRUPS	5
G2	GIRDER END STIRRUPS	5
G3	GIRDER TOP FLANGE	5 STR.
G4	GIRDER LONGIT. FULL LENGTH	5 STR.
G5	GIRDER END LONGIT.	7 STR.
G6	GIRDER END TIES	W12 δ
G7β	GIRDER BOT. FLANGE TIES	3
G8	GIRDER END LONGIT.	6 STR.
G9β	GIRDER BOT. FLANGE TIES	3
G10β	GIRDER BOT. FLANGE TIES	3



Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF100 to 74G Gir Dtls 2.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET TOTAL SHEETS
Designed By	Mizumori, A 09/08	10	WASH.		
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist	Aldrich, B	DATE	REVISION	BY	APPD



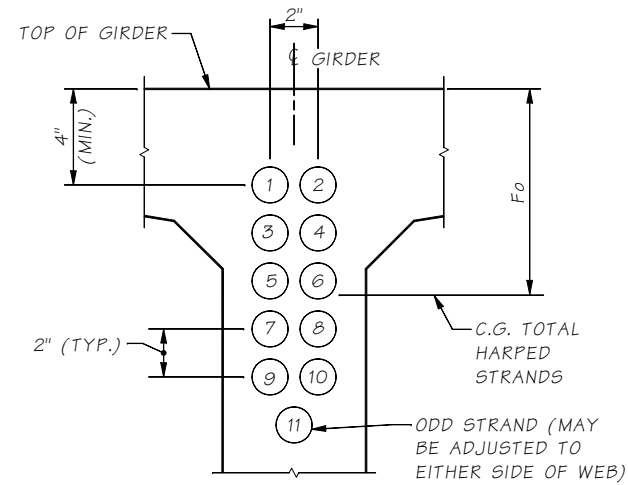
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

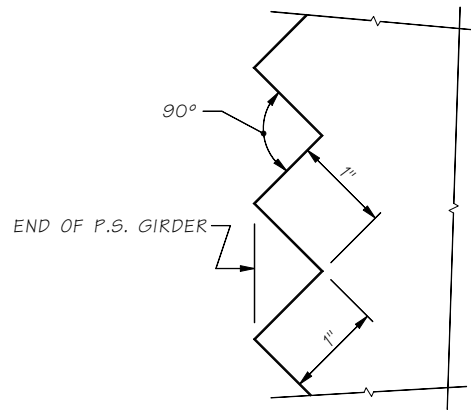
WF74 - 100G GIRDER DETAILS 2 OF 4

BRIDGE SHEET NO. BG167
SHEET 1018 OF 1475 SHEETS



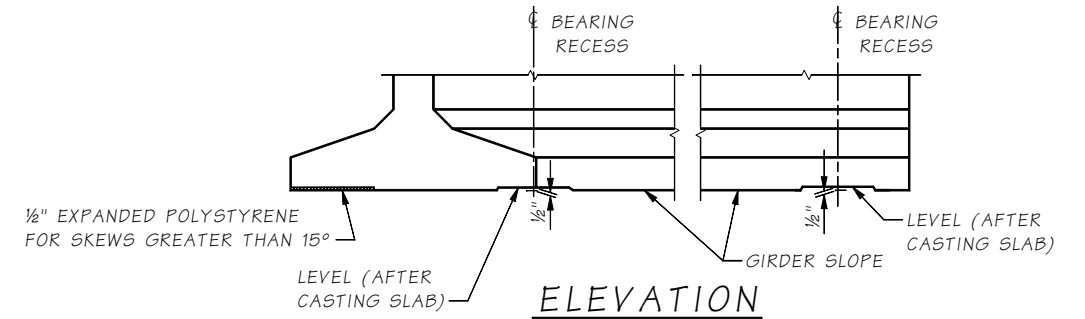
STRAND PATTERN AT GIRDER END

HARPED STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.

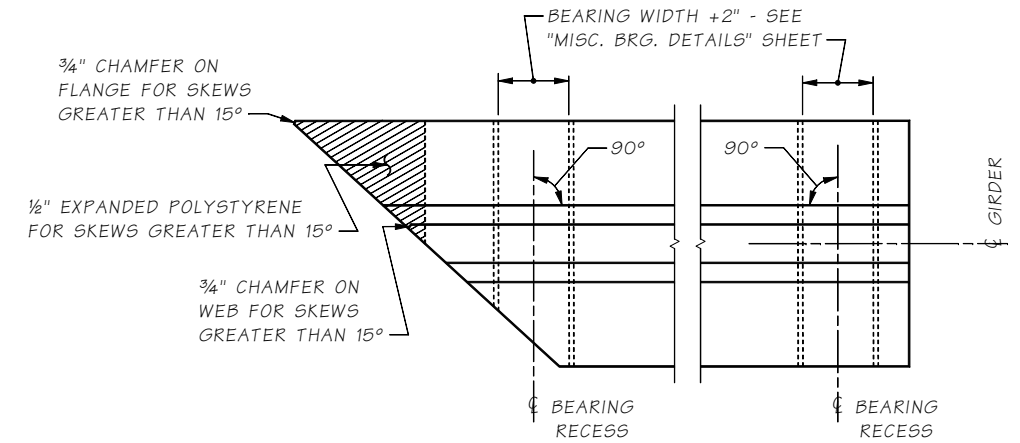


SAWTOOTH DETAILS

SAWTEETH ARE FULL WIDTH - USE SAWTOOTH KEYS FROM BOTTOM OF BOTTOM FLANGE TO BOTTOM OF LOWEST HARPED STRAND AS WELL AS TOP FLANGE ADJACENT TO HARPED STRANDS AS SHOWN IN VIEW B - GIRDER DETAILS 2 OF 4

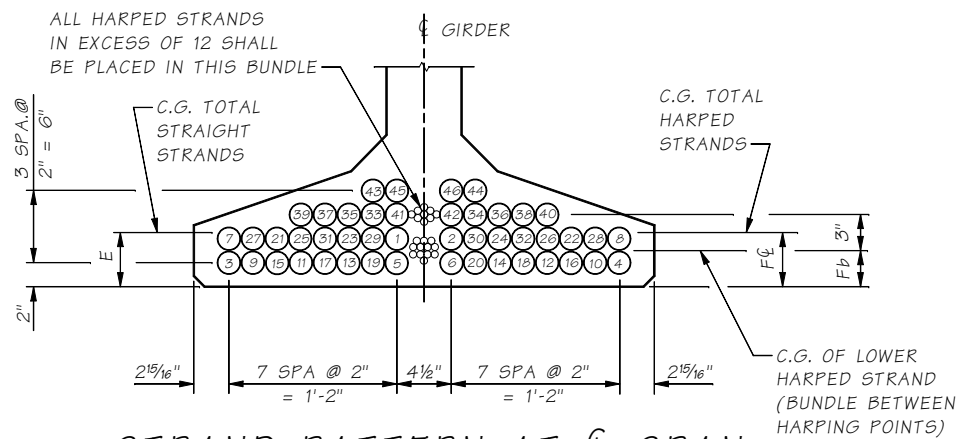


ELEVATION



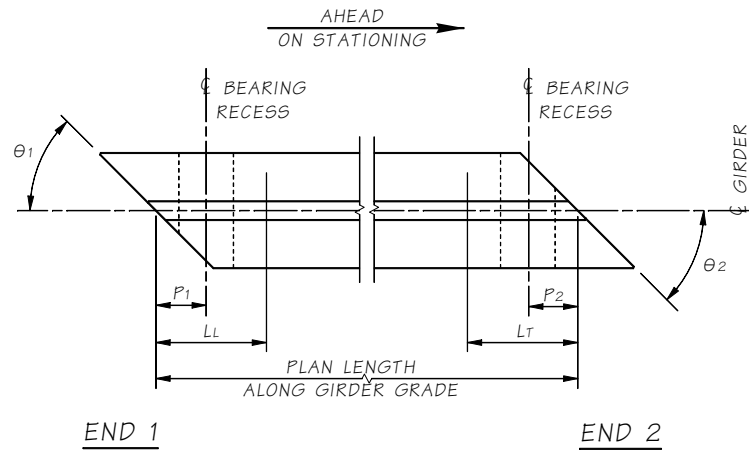
PLAN

BEARING RECESS AND BOTTOM FLANGE SPALL PROTECTION DETAIL



STRAND PATTERN AT CENTER OF SPAN

STRAIGHT STRAND LOCATION SEQUENCE SHALL BE AS SHOWN (1), (2) ETC.



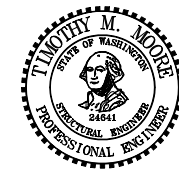
NOTE:
LL AND LT ARE SHIPPING SUPPORT LOCATIONS AT LEADING AND TRAILING ENDS, RESPECTIVELY.

SR 99 FILE NO. SHEET BG168

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\WF100 to 74G Gir Dtls 3.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 09/08	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist	Aldrich, B	DATE	REVISION	BY	APPD

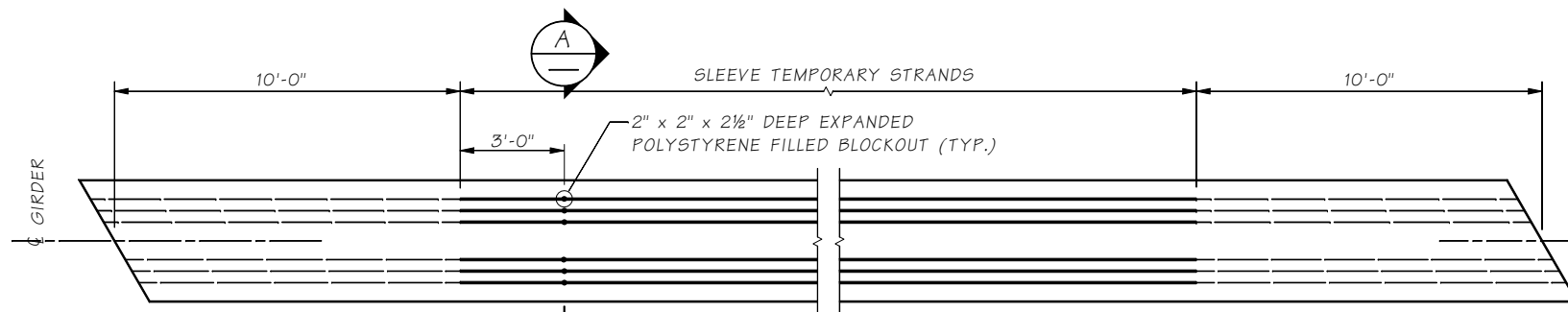


BRIDGE AND STRUCTURES OFFICE



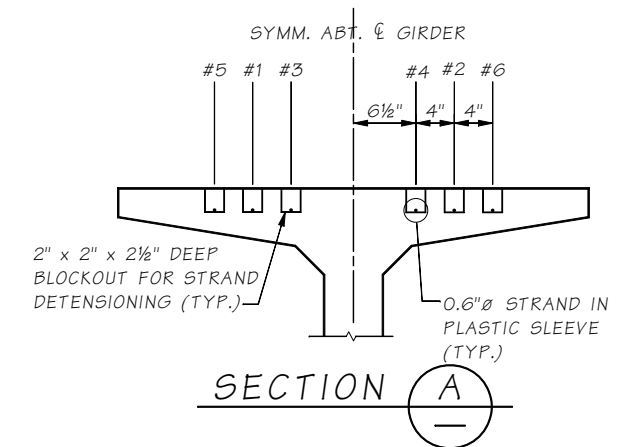
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
WF74 - 100G GIRDER DETAILS 3 OF 4

BRIDGE SHEET NO. BG168
SHEET 1019 OF 1475 SHEETS

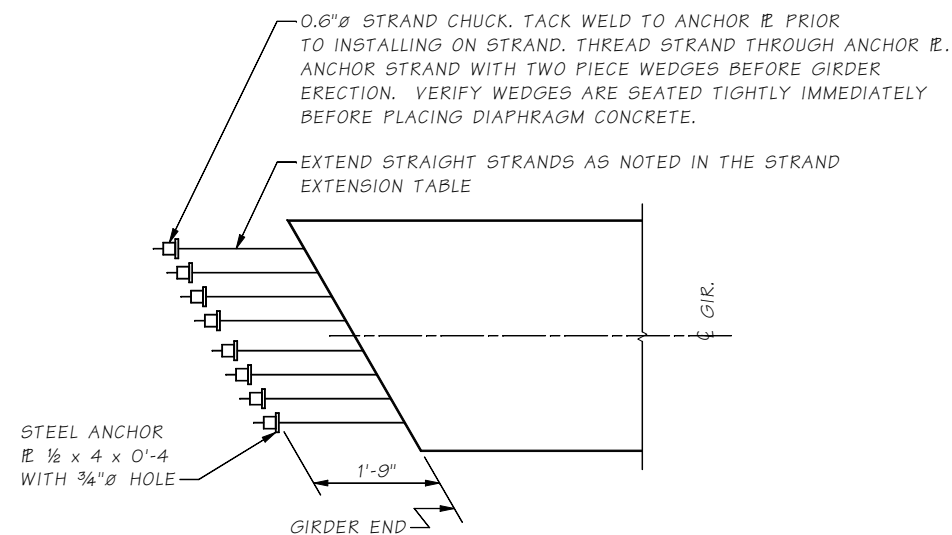


PLAN
PRETENSIONED TEMPORARY TOP STRANDS

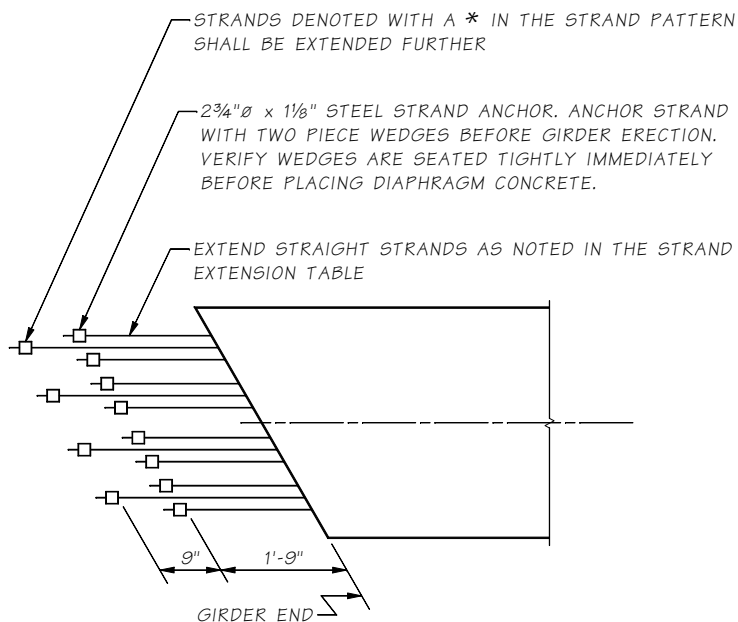
POST-TENSIONED TEMPORARY TOP STRANDS SIMILAR, EXCEPT 10'-0" LENGTH OF BONDING OCCURS AT ONE END ONLY. THE OPPOSING END IS ANCHORED WITH PLATES AND STRAND CHUCKS. SEE "GIRDER SCHEDULE" FOR NUMBER OF TEMPORARY STRANDS REQUIRED.



SECTION A



ALTERNATE #1
 NOT FOR USE WITH
 STRAND PATTERN 5



ALTERNATE #2

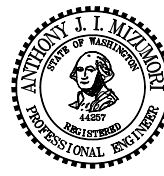
STRAND EXTENSION DETAIL

STRAND EXTENSION TABLE		
SPAN	AT END BACK ON STATION	AT END AHEAD ON STATION
1C	NONE	PATTERN 1
3C	PATTERN 2	PATTERN 5

PATTERN 1: (3), (4), (15), (16), (17), (18), (19), (20), (25), (26), (27), (28)
 PATTERN 2: (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (21), (22)
 PATTERN 5: (1), (2), (3), (4), (5)*, (6)*, (7)*, (8)*, (9)*, (10)*, (11)*, (12)*, (13)*, (14)*, (15), (16), (17), (18), (19), (20), (21)*, (22)*, (23), (24), (25), (26), (27), (28), (29)*, (30)*

SR 99 FILE NO. SHEET BG169

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AW SOUTH INTERCHANGE\window files\WF100 to 74G Gir Dtls 4.WND			
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By Mizumori, A 09/08	10	WASH.		
Checked By Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By Hanson, CE 09/08				
Bridge Projects Engr.				
Prelim. Plan By				
Architect/Specialist Aldrich, B	DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

WF74 - 100G GIRDER DETAILS 4 OF 4

BRIDGE SHEET NO. **BG169**
 SHEET 1020 OF 1475 SHEETS

GIRDER SCHEDULE

SEE TABLE FOR DIMENSION "A" AT C BEARINGS													BASED ON GIRDER DEFLECTION = "D" AT TIME OF SLAB PLACEMENT (120 DAYS)															
SPAN	GIRDER	END 1 TYPE	END 2 TYPE	L (FT.)	LL (FT.)	Lt (FT.)	θ ₁ (DEG.)	θ ₂ (DEG.)	P ₁ (IN.)	P ₂ (IN.)	PLAN LENGTH (ALONG GIRDER GRADE)	MIN. CONC. COMP. STRENGTH		HARPED		STRAIGHT		TEMPORARY		LOCATION OF C.G. STRANDS				C	D @ 40 DAYS	D @ 120 DAYS	L _d	A
												@ FINAL F/C (KSI)	@ RELEASE F/C (KSI)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	E	F _ℓ	F _b	F _o					
15	A	B	D	3	8.5	8.5	90	90	15	12	146'-4"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	4"	3 1/8"	12"	2 3/8"	4 1/4"	4 3/4"	1'-3"	10 1/2"
	B	B	D	3	8.5	8.5	90	90	15	12	146'-4 1/8"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	4"	3 1/8"	12"	2 1/4"	4 1/8"	4 3/4"	1'-3"	10 1/2"
	C	B	D	3	8.5	8.5	90	90	15	12	146'-4 1/4"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	4"	3 1/8"	12"	2 1/4"	4 1/8"	4 3/4"	1'-3"	10 1/2"
	D	B	D	3	8.5	8.5	90	90	15	12	146'-4 3/8"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	4"	3 1/8"	12"	2 1/8"	4 1/8"	4 3/4"	1'-3"	10 1/2"
	E	B	D	3	8.5	8.5	90	90	15	12	146'-4 1/2"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	3 7/8"	3"	11 1/2"	2 1/4"	4 1/8"	4 3/4"	1'-3"	10 1/2"
	F	B	D	3	8.5	8.5	90	90	15	12	146'-4 3/4"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	3 7/8"	3"	11 1/2"	2 3/8"	4 1/8"	4 3/4"	1'-3"	10 1/2"
	G	B	D	3	8.5	8.5	90	90	15	12	146'-5"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	3 7/8"	3"	11 1/2"	2 3/8"	4 1/4"	4 3/4"	1'-3"	10 1/2"
25	A	D	D	3	6.0	6.0	90	90	12	12	139'-2 1/2"	8.5	7.6	17	747	32	1406	6	263	3"	3 7/8"	3"	11 1/2"	2"	3 1/4"	3 5/8"	-	11 3/4"
	B	D	D	3	6.0	6.0	90	90	12	12	139'-5 1/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	-	11 3/4"
	C	D	D	3	6.0	6.0	90	90	12	12	139'-7 7/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	-	11 3/4"
	D	D	D	3	6.5	6.5	90	90	12	12	139'-10 5/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2"	3 3/4"	4 3/8"	-	11 3/4"
	E	D	D	3	7	7	90	90	12	12	140'-1 1/4"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	-	11 3/4"
	F	D	D	3	5.5	5.5	90	90	12	12	140'-3 5/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	-	11 3/4"
	G	D	D	3	5.5	5.5	90	90	12	12	140'-6"	9.0	7.1	17	747	36	1581	2	87	3 3/8"	3 7/8"	3"	11 1/2"	2 1/8"	4 1/8"	4 3/4"	-	11 3/4"
35	A	D	B	3	5.5	5.5	90	90	12	15	140'-6 7/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2"	3 7/8"	4 1/2"	1'-3"	10 1/2"
	B	D	B	3	6.0	6.0	90	90	12	15	140'-11 1/4"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	1'-3"	10 1/2"
	C	D	B	3	6.0	6.0	90	90	12	15	141'-3 3/4"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	1'-3"	10 1/2"
	D	D	B	3	6.0	6.0	90	90	12	15	141'-8 1/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2"	3 3/4"	4 3/8"	1'-3"	10 1/2"
	E	D	B	3	6.0	6.0	90	90	12	15	142'-0 5/8"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2 1/8"	3 3/4"	4 3/8"	1'-3"	10 1/2"
	F	D	B	3	6.5	6.5	90	90	12	15	142'-4 1/4"	8.0	6.4	14	615	34	1494	2	87	3 1/8"	3 3/8"	3"	10"	2"	3 3/4"	4 3/8"	1'-3"	10 1/2"
	G	D	B	3	6.5	6.5	90	90	12	15	142'-8"	9.0	7.3	15	659	36	1581	2	87	3 3/8"	3 5/8"	3"	10 1/2"	2 1/8"	4"	4 1/2"	1'-3"	10 1/2"

SR 99 FILE NO. SHEET BG170

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\GIR SCHED SB 1.WND									
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS					
Designed By Glassford, P 02/09	10	WASH.								
Checked By Rodda, NT 09/09						JOB NUMBER 09A803				
Detailed By Evans, A 02/09										
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist	DATE	REVISION	BY	APPD						



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

GIRDER SCHEDULE 1 OF 2
 SB LINE

BRIDGE SHEET NO. BG170
SHEET 1021 OF 1475 SHEETS

GIRDER SCHEDULE

SEE TABLE FOR DIMENSION "A" AT C BEARINGS													BASED ON GIRDER DEFLECTION = "D" AT TIME OF SLAB PLACEMENT (120 DAYS)															
SPAN	GIRDER	END 1 TYPE	END 2 TYPE	L (FT.)	LL (FT.)	Lt (FT.)	θ ₁ (DEG.)	θ ₂ (DEG.)	P ₁ (IN.)	P ₂ (IN.)	PLAN LENGTH (ALONG GIRDER GRADE)	MIN. CONC. COMP. STRENGTH		HARPED		STRAIGHT		TEMPORARY		LOCATION OF C.G. STRANDS				C	D @ 40 DAYS	D @ 120 DAYS	Ld	A
												@ FINAL F'C (KSI)	@ RELEASE F'C (KSI)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	E	F _C	F _b	F _o					
4S	A	B	D	3	12.5	12.5	90	108	15	12	153'-11 3/8"	9.0	7.3	15	659	40	1757	4	175	3 5/8"	3 5/8"	3"	10 1/2"	2 3/4"	4 1/2"	5 1/8"	1'-3"	10 1/4"
	B	B	D	3	11.5	11.5	90	108	15	12	151'-8 1/8"	9.5	7.5	19	834	40	1757	4	175	3 5/8"	4 1/8"	3"	12 1/2"	2 3/4"	4 5/8"	5 1/4"	1'-3"	10 1/4"
	C	B	D	3	10	10	90	108	15	12	149'-4 3/4"	9.5	7.5	17	747	40	1757	4	175	3 5/8"	3 7/8"	3"	11 1/2"	2 1/2"	4 1/2"	5"	1'-3"	10 1/4"
	D	B	D	3	9	9	90	108	15	12	147'-1 1/8"	9.0	7.3	17	747	36	1581	2	87	3 3/8"	3 7/8"	3"	11 1/2"	2 1/4"	4"	4 5/8"	1'-3"	10 1/4"
	E	B	D	3	8	8	90	108	15	12	144'-10"	8.5	7.1	15	659	36	1581	2	87	3 3/8"	3 5/8"	3"	10 1/2"	2 1/8"	4"	4 1/2"	1'-3"	10 1/4"
	F	B	D	3	6.5	6.5	90	108	15	12	142'-11 1/2"	8.5	7.4	15	659	34	1494	2	87	3 1/8"	3 5/8"	3"	10 1/2"	1 7/8"	3 5/8"	4 1/8"	1'-3"	10 1/4"
	G	B	D	3	5.75	5.75	90	108	15	12	141'-0 3/4"	8.5	7.4	15	659	34	1494	2	87	3 1/8"	3 5/8"	3"	10 1/2"	2 1/8"	3 5/8"	4 1/8"	1'-3"	10 1/4"
5S	A	D	D	3	5	5	110	90	12	12	104'-1 1/8"	7.0	5.6	11	483	16	703	0	0	2 1/2"	3"	3"	14"	5/8"	1 1/2"	1 3/4"	-	12 1/4"
	B	D	D	3	5	5	110	90	12	12	107'-0 3/4"	7.0	5.6	10	439	22	966	4	175	2 1/2"	3"	3"	11"	3/4"	1 3/4"	2 1/8"	-	12 1/4"
	C	D	D	3	5	5	110	90	12	12	110'-0 1/8"	7.0	5.6	10	439	22	966	2	87	2 1/2"	3"	3"	11"	7/8"	1 7/8"	2 1/4"	-	12 1/4"
	D	D	D	3	5	5	110	90	12	12	112'-11 3/8"	7.0	5.6	10	439	24	1054	2	87	2 5/8"	3"	3"	8"	7/8"	2 1/8"	2 1/2"	-	12 1/4"
	E	D	D	3	5	5	110	90	12	12	115'-10 3/4"	7.0	5.1	10	439	26	1142	6	263	2 3/4"	3"	3"	8"	1"	2 1/4"	2 3/4"	-	12 1/4"
	F	D	D	3	5	5	110	90	12	12	118'-4"	7.0	5.6	10	439	26	1142	4	175	2 3/4"	3"	3"	8"	1 1/8"	2 3/8"	2 3/4"	-	12 1/4"
	G	D	D	3	5	5	110	90	12	12	120'-9 1/4"	7.0	5.2	13	527	26	1230	6	263	2 3/4"	3 1/4"	3"	9 1/2"	1 3/8"	2 5/8"	3"	-	12 1/4"
6S	A	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1 1/8"	2 1/4"	2 5/8"	-	10"
	B	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	-	10"
	C	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	-	10"
	D	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	7/8"	2 1/4"	2 5/8"	-	10"
	E	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	-	10"
	F	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	7/8"	2 1/4"	2 5/8"	-	10"
	G	D	D	3	5	5	90	90	12	12	116'-0"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	-	10"
7S	A	D	B	3	5	5	90	79	12	15	112'-0 1/4"	7.0	5.6	11	483	22	966	0	0	2 1/2"	3"	3"	8 1/2"	7/8"	2 1/8"	2 1/2"	1'-3"	10"
	B	D	B	3	5	5	90	79	12	15	113'-6 1/4"	7.0	5.6	10	439	24	1054	2	87	2 5/8"	3"	3"	8"	7/8"	2 1/8"	2 1/2"	1'-3"	10"
	C	D	B	3	5	5	90	79	12	15	115'-0 1/8"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	1'-3"	10"
	D	D	B	3	5	5	90	79	12	15	116'-6 1/8"	7.0	5.6	10	439	24	1054	2	87	2 5/8"	3"	3"	8"	7/8"	2 1/8"	2 1/2"	1'-3"	10"
	E	D	B	3	5	5	90	79	12	15	118'-0 1/4"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	1'-3"	10"
	F	D	B	3	5	5	90	79	12	15	119'-3 1/8"	7.0	5.6	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1"	2 1/4"	2 5/8"	1'-3"	10"
	G	D	B	3	5	5	90	79	12	15	120'-6"	7.0	5.8	11	483	24	1054	2	87	2 5/8"	3"	3"	8 1/2"	1 1/8"	2 1/4"	2 5/8"	1'-3"	10"

SR 99 FILE NO. SHEET BG171

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\GIR SCHED SB 2.WND	
Supervisor Moore, TM	REGION NO.	STATE
Designed By Glassford, P 02/09	10	WASH.
Checked By Rodda, NT 09/09	FED. AID PROJ. NO.	
Detailed By Evans, A 02/09	SHEET NO.	
Bridge Projects Engr.	TOTAL SHEETS	
Prelim. Plan By	JOB NUMBER 09A803	
Architect/Specialist	DATE	REVISION
	BY	APPD



BRIDGE AND STRUCTURES OFFICE



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2**
BRIDGE NO. 99/540 NB & SB

*GIRDER SCHEDULE 2 OF 2
SB LINE*

BRIDGE SHEET NO. **BG171**
SHEET 1022 OF 1475 SHEETS

GIRDER SCHEDULE

SEE TABLE FOR DIMENSION "A" AT \bar{C} BEARINGS													BASED ON GIRDER DEFLECTION = "D" AT TIME OF SLAB PLACEMENT (120 DAYS)															
SPAN	GIRDER	END 1 TYPE	END 2 TYPE	L (FT.)	LL (FT.)	Lr (FT.)	θ_1 (DEG.)	θ_2 (DEG.)	P1 (IN.)	P2 (IN.)	PLAN LENGTH (ALONG GIRDER GRADE)	MIN. CONC. COMP. STRENGTH		HARPED		STRAIGHT		TEMPORARY		LOCATION OF C.G. STRANDS				C	D @ 40 DAYS	D @ 120 DAYS	Ld	A
												@ FINAL F'c (KSI)	@ RELEASE F'cI (KSI)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	E	F \bar{C}	Fb	Fo					
1N	A	B	D	5	15	15	90	90	15	12	159'-8 1/2"	9.5	8.0	19	834	44	1933	4	175	3 7/8"	5"	3 7/8"	13"	3 5/8"	5 1/4"	5 7/8"	1'-3"	1'-1/4"
	B	B	D	5	15	15	90	90	15	12	159'-8 5/8"	9.0	7.4	18	790	40	1757	2	87	3 5/8"	4"	3"	14"	3 1/2"	4 7/8"	5 1/2"	1'-3"	1'-1/4"
	C	B	D	5	15	15	90	90	15	12	159'-8 3/4"	9.0	7.4	18	790	40	1757	2	87	3 5/8"	4"	3"	14"	3 3/8"	4 7/8"	5 1/2"	1'-3"	1'-1/4"
	D	B	D	5	15	15	90	90	15	12	159'-8 3/4"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	13 1/2"	3 1/8"	4 5/8"	5 1/4"	1'-3"	1'-1/4"
	E	B	D	5	15	15	90	90	15	12	159'-8 7/8"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	13 1/2"	3"	4 5/8"	5 1/4"	1'-3"	1'-1/4"
	F	B	D	5	15	15	90	90	15	12	159'-9"	8.5	7.1	18	790	38	1669	2	87	3 1/2"	4"	3"	14"	3 1/4"	4 5/8"	5 3/8"	1'-3"	1'-1/4"
	G	B	D	5	15	15	90	90	15	12	159'-9 1/8"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	11 1/2"	2 7/8"	4 1/2"	5 1/4"	1'-3"	1'-1/4"
	H	B	D	5	15	15	90	90	15	12	159'-9 1/8"	8.5	7.1	18	790	38	1669	6	263	3 1/2"	4"	3"	12"	3"	4 3/8"	5"	1'-3"	1'-1/4"
2N	A	D	D	5	14.5	14.5	90	90	12	12	158'-3 1/8"	9.0	7.9	18	790	40	1757	6	263	3 5/8"	4"	3"	14"	3 1/8"	4 5/8"	5 1/4"	-	10"
	B	D	D	5	14.5	14.5	90	90	12	12	158'-4 7/8"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	13 1/2"	3"	4 5/8"	5 1/4"	-	10"
	C	D	D	5	14.5	14.5	90	90	12	12	158'-6 3/8"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	13 1/2"	3 1/8"	4 5/8"	5 1/4"	-	10"
	D	D	D	5	14.5	14.5	90	90	12	12	158'-8 1/4"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	11 1/2"	2 7/8"	4 1/2"	5 1/4"	-	10"
	E	D	D	5	14.5	14.5	90	90	12	12	158'-10"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	11 1/2"	2 7/8"	4 1/2"	5 1/4"	-	10"
	F	D	D	5	14.5	14.5	90	90	12	12	158'-11 3/4"	9.0	7.4	17	747	40	1757	4	175	3 5/8"	3 7/8"	3"	11 1/2"	3 1/8"	4 5/8"	5 1/8"	-	10"
	G	D	D	5	14.5	14.5	90	90	12	12	159'-1 1/2"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	11 1/2"	3"	4 1/2"	5 1/4"	-	10"
	H	D	D	5	15	15	90	90	12	12	159'-2 7/8"	9.0	7.4	19	834	40	1757	4	175	3 5/8"	4 1/8"	3"	14 1/2"	3 1/4"	5"	5 5/8"	-	10"
3N	A	D	B	5.75	15	15	90	90	12	15	159'-9 1/4"	8.5	7.1	18	790	38	1669	2	87	3 1/2"	4"	3"	14"	3 1/8"	4 3/4"	5 3/8"	1'-3"	10"
	B	D	B	5.75	15	15.25	90	90	12	15	160'-1 1/4"	9.0	7.1	16	703	40	1757	4	175	3 5/8"	3 3/4"	3"	13"	3 1/8"	4 5/8"	5 1/4"	1'-3"	10"
	C	D	B	5.75	15	15.5	90	90	12	15	160'-5 3/8"	9.0	7.1	16	703	40	1757	4	175	3 5/8"	3 3/4"	3"	13"	3 1/8"	4 5/8"	5 1/4"	1'-3"	10"
	D	D	B	5.75	15	16	90	90	12	15	160'-9 1/2"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	11 1/2"	2 7/8"	4 1/2"	5 1/8"	1'-3"	10"
	E	D	B	5.75	15	16.5	90	90	12	15	161'-1 5/8"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	11 1/2"	2 7/8"	4 1/2"	5 1/8"	1'-3"	10"
	F	D	B	5.75	15	16.5	90	90	12	15	161'-5 7/8"	9.0	7.4	17	747	40	1757	4	175	3 5/8"	3 7/8"	3"	13 1/2"	3 1/8"	4 5/8"	5 1/4"	1'-3"	10"
	G	D	B	5.75	15	17	90	90	12	15	161'-10"	8.5	7.0	17	747	38	1669	2	87	3 1/2"	3 7/8"	3"	13 1/2"	3"	4 5/8"	5 1/4"	1'-3"	10"
	H	D	B	5.75	15	17.5	90	90	12	15	162'-1 1/8"	10.0	8.1	20	878	44	1933	6	263	3 7/8"	5 3/4"	4 1/2"	13"	3 3/8"	5 1/8"	5 3/4"	1'-3"	10"

SR 99 FILE NO. SHEET BG172

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\GIR SCHED NB 1.WND		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM			10	WASH.			
Designed By Glassford, P	02/09		JOB NUMBER 09A803				
Checked By Rodda, NT	09/09						
Detailed By Evans, A	10/08						
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist	DATE	REVISION	BY	APPD			



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
GIRDER SCHEDULE 1 OF 2
NB LINE

BRIDGE SHEET NO. BG172
SHEET 1023 OF 1475 SHEETS

GIRDER SCHEDULE

SEE TABLE FOR DIMENSION "A" AT \bar{C} BEARINGS													BASED ON GIRDER DEFLECTION = "D" AT TIME OF SLAB PLACEMENT (120 DAYS)															
SPAN	GIRDER	END 1 TYPE	END 2 TYPE	L (FT.)	LL (FT.)	Lt (FT.)	θ_1 (DEG.)	θ_2 (DEG.)	P ₁ (IN.)	P ₂ (IN.)	PLAN LENGTH (ALONG GIRDER GRADE)	MIN. CONC. COMP. STRENGTH		HARPED		STRAIGHT		TEMPORARY		LOCATION OF C.G. STRANDS				C	D @ 40 DAYS	D @ 120 DAYS	L _d	A
												@ FINAL F _c (KSI)	@ RELEASE F _{cr} (KSI)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	E	F \bar{C}	F _b	F _o					
4N	A	B	D	5.75	15	15	90	90	15	12	159'-8 $\frac{3}{4}$ "	9.0	7.1	18	790	38	1669	2	87	3 $\frac{1}{2}$ "	4"	3"	12"	3"	4 $\frac{3}{4}$ "	5 $\frac{3}{8}$ "	1'-3"	10"
	B	B	D	5.75	15	15.25	90	90	15	12	160'-0 $\frac{7}{8}$ "	9.0	7.2	18	790	38	1669	2	87	3 $\frac{1}{2}$ "	4"	3"	12"	3 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	1'-3"	10"
	C	B	D	5.75	15	15.5	90	90	15	12	160'-4 $\frac{7}{8}$ "	9.0	7.2	18	790	38	1669	2	87	3 $\frac{1}{2}$ "	4"	3"	12"	3 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	1'-3"	10"
	D	B	D	5.75	15	16	90	90	15	12	160'-9"	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{7}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{8}$ "	1'-3"	10"
	E	B	D	5.75	15	16.5	90	90	15	12	161'-1 $\frac{1}{8}$ "	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{7}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{8}$ "	1'-3"	10"
	F	B	D	5.75	15	16.5	90	90	15	12	161'-5 $\frac{1}{4}$ "	9.0	7.4	17	747	40	1757	4	175	3 $\frac{5}{8}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	3 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{8}$ "	1'-3"	10"
	G	B	D	5.75	15	17	90	90	15	12	161'-9 $\frac{1}{2}$ "	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	3"	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	1'-3"	10"
	H	B	D	5.75	15	17.5	90	90	15	12	162'-0 $\frac{1}{2}$ "	10.0	8.1	17	747	46	2021	4	175	4 $\frac{1}{8}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	3 $\frac{1}{4}$ "	5 $\frac{3}{8}$ "	6"	1'-3"	10"
5N	A	D	D	5	14.5	14.5	90	90	12	12	158'-2 $\frac{1}{8}$ "	9.5	7.5	19	834	40	1757	4	175	3 $\frac{5}{8}$ "	4 $\frac{1}{8}$ "	3"	12 $\frac{1}{2}$ "	3 $\frac{1}{8}$ "	4 $\frac{7}{8}$ "	5 $\frac{1}{2}$ "	-	10"
	B	D	D	5	14.5	14.5	90	90	12	12	158'-3 $\frac{1}{2}$ "	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	3 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	-	10"
	C	D	D	5	14.5	14.5	90	90	12	12	158'-5"	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	3 $\frac{1}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	-	10"
	D	D	D	5	14.5	14.5	90	90	12	12	158'-6 $\frac{1}{2}$ "	8.5	7.0	17	747	36	1581	2	87	3 $\frac{3}{8}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{3}{4}$ "	4 $\frac{1}{8}$ "	4 $\frac{3}{4}$ "	-	10"
	E	D	D	5	14.5	14.5	90	90	12	12	158'-8 $\frac{1}{4}$ "	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{7}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	-	10"
	F	D	D	5	14.5	14.5	90	90	12	12	158'-9 $\frac{7}{8}$ "	9.0	7.1	18	790	38	1669	2	87	3 $\frac{1}{2}$ "	4"	3"	12"	3"	4 $\frac{5}{8}$ "	5 $\frac{1}{4}$ "	-	10"
	G	D	D	5	14.5	14.5	90	90	12	12	158'-11 $\frac{5}{8}$ "	8.5	7.0	17	747	38	1669	2	87	3 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{7}{8}$ "	4 $\frac{1}{2}$ "	5 $\frac{1}{4}$ "	-	10"
	H	D	D	5	14.5	14.5	90	90	12	12	159'-0 $\frac{7}{8}$ "	9.5	7.4	16	703	42	1845	4	175	3 $\frac{3}{4}$ "	3 $\frac{3}{4}$ "	3"	11"	3"	4 $\frac{7}{8}$ "	5 $\frac{5}{8}$ "	-	10"
6N	A	D	B	3	6	6	90	79	12	15	141'-6"	8.5	6.6	16	703	34	1494	2	87	3 $\frac{1}{8}$ "	3 $\frac{3}{4}$ "	3"	11"	2 $\frac{1}{4}$ "	4"	4 $\frac{5}{8}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	B	D	B	3	6.5	6.5	90	79	12	15	142'-9"	8.5	6.6	16	703	34	1494	2	87	3 $\frac{1}{8}$ "	3 $\frac{3}{4}$ "	3"	11"	2 $\frac{1}{8}$ "	3 $\frac{7}{8}$ "	4 $\frac{1}{2}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	C	D	B	3	7.5	7.5	90	79	12	15	144'-0 $\frac{1}{8}$ "	8.5	6.6	16	703	34	1494	2	87	3 $\frac{1}{8}$ "	3 $\frac{3}{4}$ "	3"	11"	2 $\frac{1}{4}$ "	3 $\frac{7}{8}$ "	4 $\frac{1}{2}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	D	D	B	3	8	8	90	79	12	15	145'-3 $\frac{1}{4}$ "	8.5	6.6	16	703	34	1494	4	175	3 $\frac{1}{8}$ "	3 $\frac{3}{4}$ "	3"	11"	2"	3 $\frac{3}{4}$ "	4 $\frac{3}{8}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	E	D	B	3	8.5	8.5	90	79	12	15	146'-6 $\frac{3}{8}$ "	8.5	6.6	16	703	34	1494	4	175	3 $\frac{1}{8}$ "	3 $\frac{3}{4}$ "	3"	11"	2"	3 $\frac{3}{4}$ "	4 $\frac{3}{8}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	F	D	B	3	9	9	90	79	12	15	147'-9 $\frac{1}{2}$ "	8.5	6.6	16	703	36	1581	4	175	3 $\frac{3}{8}$ "	3 $\frac{3}{4}$ "	3"	11"	2 $\frac{1}{4}$ "	4 $\frac{1}{8}$ "	4 $\frac{3}{4}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	G	D	B	3	10	10	90	79	12	15	149'-0 $\frac{5}{8}$ "	8.5	7.6	17	747	32	1406	6	263	3"	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{1}{8}$ "	3 $\frac{1}{4}$ "	3 $\frac{5}{8}$ "	1'-3"	1'-1 $\frac{1}{4}$ "
	H	D	B	3	10	10	90	79	12	15	149'-11 $\frac{7}{8}$ "	8.5	7.6	17	747	32	1406	6	263	3"	3 $\frac{7}{8}$ "	3"	11 $\frac{1}{2}$ "	2 $\frac{3}{8}$ "	3 $\frac{3}{8}$ "	3 $\frac{3}{4}$ "	1'-3"	1'-1 $\frac{1}{4}$ "

SR 99 FILE NO. SHEET BG173

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Gir Sched NB 2.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By Glassford, P	02/09	JOB NUMBER 09A803				
Checked By Rodda, NT	09/09					
Detailed By Evans, A	02/09					
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist	DATE	REVISION	BY	APPD		



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

GIRDER SCHEDULE 2 OF 2
 NB LINE

BRIDGE SHEET NO. BG173
SHEET 1024 OF 1475 SHEETS

GIRDER SCHEDULE

SEE TABLE FOR DIMENSION "A" AT ϕ OF BEARINGS													BASED ON GIRDER DEFLECTION = "D" AT TIME OF SLAB PLACEMENT (120 DAYS)																
SPAN	GIRDER SERIES	GIRDER	END 1 TYPE	END 2 TYPE	L (FT.)	LL (FT.)	Lt (FT.)	θ_1 (DEG.)	θ_2 (DEG.)	P1 (IN.)	P2 (IN.)	PLAN LENGTH (ALONG GIRDER GRADE)	MIN. CONC. COMP. STRENGTH		HARPED		STRAIGHT		TEMPORARY		LOCATION OF C.G. STRANDS (IN.)				Ld (IN.)	A (IN.)			
													@ FINAL F'c (KSI)	@ RELEASE F'c (KSI)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	E (IN.)	F ϕ (IN.)	Fb (IN.)	Fo (IN.)			C* (IN.)	D @ 40 DAYS (IN.)	D @ 120 DAYS (IN.)
5	WF74G	A	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{1}{8}$ "	6.5	5.5	9	395	20	878	0	0	2 $\frac{3}{8}$	3	3	7 $\frac{1}{2}$	$\frac{7}{8}$	1 $\frac{3}{4}$	2 $\frac{1}{8}$	15	10 $\frac{1}{2}$
		B	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{1}{8}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		C	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		D	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		E	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		F	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		G	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		H	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		I	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		J	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	9	395	20	878	0	0	2 $\frac{3}{8}$	3	3	7 $\frac{1}{2}$	$\frac{7}{8}$	1 $\frac{7}{8}$	2 $\frac{1}{8}$	15	
		K	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{3}{4}$ "	6.5	5.5	9	395	20	878	0	0	2 $\frac{3}{8}$	3	3	7 $\frac{1}{2}$	$\frac{7}{8}$	1 $\frac{7}{8}$	2 $\frac{1}{8}$	15	
		L	B	D	5.0	8.0	8.0	90	90	15	12	117'-1 $\frac{7}{8}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{7}{8}$	1 $\frac{3}{4}$	2	15	
		M	B	D	5.0	8.0	8.0	90	90	15	12	117'-2"	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{3}{4}$	1 $\frac{3}{4}$	2	15	
		N	B	D	5.0	8.0	8.0	90	90	15	12	117'-2 $\frac{1}{4}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{3}{4}$	1 $\frac{3}{4}$	2	15	
		O	B	D	5.0	8.0	8.0	90	90	15	12	117'-2 $\frac{5}{8}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{3}{4}$	1 $\frac{3}{4}$	2	15	
		P	B	D	5.0	8.0	8.0	90	90	15	12	117'-2 $\frac{7}{8}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{3}{4}$	1 $\frac{3}{4}$	2	15	
		Q	B	D	5.0	8.0	8.0	90	90	15	12	117'-3 $\frac{1}{8}$ "	6.5	5.5	8	351	20	878	0	0	2 $\frac{3}{8}$	3	3	7	$\frac{3}{4}$	1 $\frac{3}{4}$	2	15	
		R	B	D	5.0	8.0	8.0	90	90	15	12	117'-3 $\frac{3}{4}$ "	6.5	5.5	9	395	20	878	0	0	2 $\frac{3}{8}$	3	3	7 $\frac{1}{2}$	$\frac{7}{8}$	1 $\frac{3}{4}$	2 $\frac{1}{8}$	15	
		S	B	D	5.0	8.0	8.0	90	90	15	12	117'-4 $\frac{3}{8}$ "	6.5	5.5	9	395	20	878	0	0	2 $\frac{3}{8}$	3	3	7 $\frac{1}{2}$	$\frac{7}{8}$	1 $\frac{3}{4}$	2 $\frac{1}{8}$	15	
		T	B	D	5.0	8.0	8.0	90	90	15	12	117'-4 $\frac{7}{8}$ "	6.5	5.5	10	439	20	878	0	0	2 $\frac{3}{8}$	3	3	8	$\frac{7}{8}$	1 $\frac{7}{8}$	2 $\frac{1}{4}$	15	

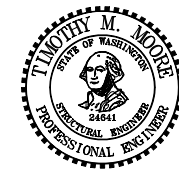
* SET SCREED TO ACCOMMODATE THE DIFFERENTIAL DEFLECTIONS ("C") ACROSS THE WIDTH OF EACH STAGE OF THE DECK PLACEMENT.

SR 99 FILE NO. SHEET BG175

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Gir Sched Span 5C.WND														
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS										
Designed By Mizumori, A 11/08	10	WASH.													
Checked By Rodda, NT 09/09															
Detailed By Evans, A 11/08															
Bridge Projects Engr.															
Prelim. Plan By															
Architect/Specialist	DATE	REVISION	BY	APPD											



BRIDGE AND STRUCTURES OFFICE



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2**
BRIDGE NO. 99/540 NB & SB

GIRDER SCHEDULE SPAN 5C

BRIDGE SHEET NO. BG175
SHEET 1026 OF 1475 SHEETS

GIRDER SCHEDULE

SEE TABLE FOR DIMENSION "A" AT $\frac{1}{2}$ OF BEARINGS

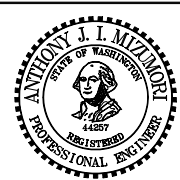
BASED ON GIRDER DEFLECTION = "D" AT TIME OF SLAB PLACEMENT (120 DAYS)

SPAN	GIRDER SERIES	GIRDER	END 1 TYPE	END 2 TYPE	L (FT.)	LL (FT.)	Lt (FT.)	θ_1 (DEG.)	θ_2 (DEG.)	P1 (IN.)	P2 (IN.)	PLAN LENGTH (ALONG GIRDER GRADE)	MIN. CONC. COMP. STRENGTH		HARPED		STRAIGHT		TEMPORARY		LOCATION OF C.G. STRANDS (IN.)				C* (IN.)	D @ 40 DAYS (IN.)	D @ 120 DAYS (IN.)	Ld (IN.)	A (IN.)
													@ FINAL F/C (KSI)	@ RELEASE F/C (KSI)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	NO. OF STRANDS	JACKING FORCE (KIPS)	E (IN.)	F \bar{c} (IN.)	Fb (IN.)	Fo (IN.)					
6	WF74G	A	D	A	3.0	12.0	12.0	90	72	12	21.5	135'-0 $\frac{1}{8}$ "	6.5	5.2	12	527	28	1230	2	87.8	2 $\frac{7}{8}$	3	3	9	1 $\frac{5}{8}$	3 $\frac{1}{8}$	3 $\frac{3}{4}$		
		B	D	A	3.0	12.0	12.0	90	72	12	21.5	136'-11"	6.5	5.2	12	527	28	1230	2	87.8	2 $\frac{7}{8}$	3	3	9	1 $\frac{5}{8}$	3 $\frac{1}{8}$	3 $\frac{5}{8}$		
		C	D	A	3.0	12.0	12.0	90	72	12	21.5	138'-10"	6.5	5.2	12	527	28	1230	2	87.8	2 $\frac{7}{8}$	3	3	9	1 $\frac{3}{4}$	3 $\frac{1}{8}$	3 $\frac{5}{8}$		
		D	D	A	3.0	12.0	12.0	90	72	12	21.5	140'-10 $\frac{3}{8}$ "	6.5	5.2	13	571	28	1230	2	87.8	2 $\frac{7}{8}$	3 $\frac{1}{4}$	3	9 $\frac{1}{2}$	1 $\frac{5}{8}$	3 $\frac{1}{8}$	3 $\frac{3}{4}$		
		E	D	A	3.0	12.0	12.0	90	72	12	21.6	142'-9 $\frac{3}{8}$ "	6.7	5.2	13	571	28	1230	2	87.8	2 $\frac{7}{8}$	3 $\frac{1}{4}$	3	9 $\frac{1}{2}$	1 $\frac{3}{4}$	3 $\frac{1}{8}$	3 $\frac{3}{4}$		
		F	D	A	3.0	12.0	12.0	90	72	12	21.6	144'-9 $\frac{3}{8}$ "	6.7	5.2	14	615	28	1230	2	87.8	2 $\frac{7}{8}$	3 $\frac{3}{8}$	3	10	1 $\frac{3}{4}$	3 $\frac{1}{2}$	3 $\frac{7}{8}$		
		G	D	A	3.0	12.0	12.0	90	72	12	21.6	146'-7 $\frac{1}{4}$ "	7.2	5.7	14	615	30	1318	2	87.8	2 $\frac{7}{8}$	3 $\frac{3}{8}$	3	10	1 $\frac{7}{8}$	3 $\frac{3}{8}$	4		
		H	D	A	3.0	12.0	12.0	90	72	12	21.6	148'-6 $\frac{1}{4}$ "	7.2	5.7	14	615	32	1406	2	87.8	3	3 $\frac{3}{8}$	3	10	2 $\frac{1}{4}$	3 $\frac{3}{4}$	4 $\frac{3}{8}$		
		I	D	A	3.0	12.0	12.0	90	72	12	21.6	150'-5 $\frac{1}{8}$ "	7.2	5.7	15	659	32	1406	2	87.8	3	3 $\frac{5}{8}$	3	10 $\frac{1}{2}$	2 $\frac{3}{8}$	3 $\frac{7}{8}$	4 $\frac{1}{2}$		
		J	D	A	4.0	12.0	12.0	90	72	12	21.6	152'-3 $\frac{1}{4}$ "	7.6	6.1	15	659	34	1494	2	87.8	3 $\frac{1}{8}$	3 $\frac{5}{8}$	3	10 $\frac{1}{2}$	2 $\frac{1}{2}$	4	4 $\frac{5}{8}$		
		K	D	A	4.0	12.0	12.0	89	71	12	21.6	154'-2 $\frac{7}{8}$ "	7.6	6.1	15	659	34	1494	2	87.8	3 $\frac{1}{8}$	3 $\frac{5}{8}$	3	10 $\frac{1}{2}$	2 $\frac{1}{2}$	4	4 $\frac{5}{8}$		
		L	D	A	4.0	12.0	12.0	89	71	12	21.6	156'-2 $\frac{3}{8}$ "	7.6	6.1	15	659	34	1494	2	87.8	3 $\frac{1}{8}$	3 $\frac{5}{8}$	3	10 $\frac{1}{2}$	2 $\frac{5}{8}$	4	4 $\frac{5}{8}$		
		M	D	A	7.0	15.0	15.0	89	71	12	21.7	158'-2 $\frac{1}{8}$ "	7.6	6.1	16	703	32	1406	2	87.8	3	3 $\frac{3}{4}$	3	11	2 $\frac{3}{8}$	3 $\frac{3}{4}$	4 $\frac{3}{8}$		
		N	D	A	7.0	15.0	15.0	88	70	12	21.8	160'-1 $\frac{3}{4}$ "	7.6	6.1	16	703	32	1406	2	87.8	3	3 $\frac{3}{4}$	3	11	2 $\frac{1}{2}$	3 $\frac{3}{8}$	4 $\frac{1}{4}$		
		O	D	A	7.0	15.0	20.0	88	70	12	21.8	162'-1 $\frac{5}{8}$ "	7.6	6.1	15	659	34	1494	2	87.8	3 $\frac{1}{8}$	3 $\frac{5}{8}$	3	10 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{7}{8}$	4 $\frac{1}{2}$		
		P	D	A	9.0	15.0	20.0	88	70	12	21.9	164'-1 $\frac{1}{2}$ "	8.4	6.7	17	747	34	1494	2	87.8	3 $\frac{1}{8}$	3 $\frac{7}{8}$	3	11 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{7}{8}$	4 $\frac{1}{2}$		
		Q	D	A	9.0	15.0	25.0	87	69	12	21.9	166'-1 $\frac{1}{2}$ "	8.4	6.7	17	747	34	1494	2	87.8	3 $\frac{1}{8}$	3 $\frac{7}{8}$	3	11 $\frac{1}{2}$	2 $\frac{3}{4}$	3 $\frac{7}{8}$	4 $\frac{3}{8}$		
		R	D	A	9.0	15.0	25.0	87	69	12	21.9	168'-1 $\frac{3}{8}$ "	8.4	6.7	16	703	36	1581	2	87.8	3 $\frac{3}{8}$	3 $\frac{3}{4}$	3	11	2 $\frac{7}{8}$	4	4 $\frac{5}{8}$		
		S	D	A	9.0	15.0	25.0	87	69	12	22.0	170'-1 $\frac{3}{8}$ "	8.4	6.7	18	790	36	1581	2	87.8	3 $\frac{3}{8}$	4	3	12	3	4 $\frac{1}{4}$	4 $\frac{7}{8}$		
		T	D	A	9.0	15.0	25.0	86	68	12	22.0	172'-1 $\frac{1}{2}$ "	9.2	7.4	18	790	40	1757	4	175	3 $\frac{5}{8}$	4	3	12	3 $\frac{3}{8}$	4 $\frac{1}{2}$	5 $\frac{1}{8}$		
U	D	A	9.0	15.0	25.0	86	68	12	22.1	174'-1 $\frac{5}{8}$ "	9.2	7.4	19	834	40	1757	4	175	3 $\frac{5}{8}$	4 $\frac{1}{8}$	3	12 $\frac{1}{2}$	3 $\frac{1}{2}$	4 $\frac{5}{8}$	5 $\frac{1}{4}$				
V	D	A	10.0	15.0	25.0	86	68	12	22.1	176'-1 $\frac{3}{4}$ "	9.8	8.0	19	834	44	1933	4	175	3 $\frac{7}{8}$	4 $\frac{1}{8}$	3	12 $\frac{1}{2}$	4	5 $\frac{1}{4}$	5 $\frac{7}{8}$				

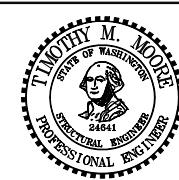
* SET SCREED TO ACCOMMODATE THE DIFFERENTIAL DEFLECTIONS ("C") ACROSS THE WIDTH OF EACH STAGE OF THE DECK PLACEMENT.

SR 99 FILE NO. SHEET BG176

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Gir Sched Span 6C.WND	
Supervisor Moore, TM		
Designed By Mizumori, A	11/08	
Checked By Rodda, NT	09/09	
Detailed By Evans, A	11/08	
Bridge Projects Engr.		
Prelim. Plan By		
Architect/Specialist	DATE	REVISION
	BY	APPD

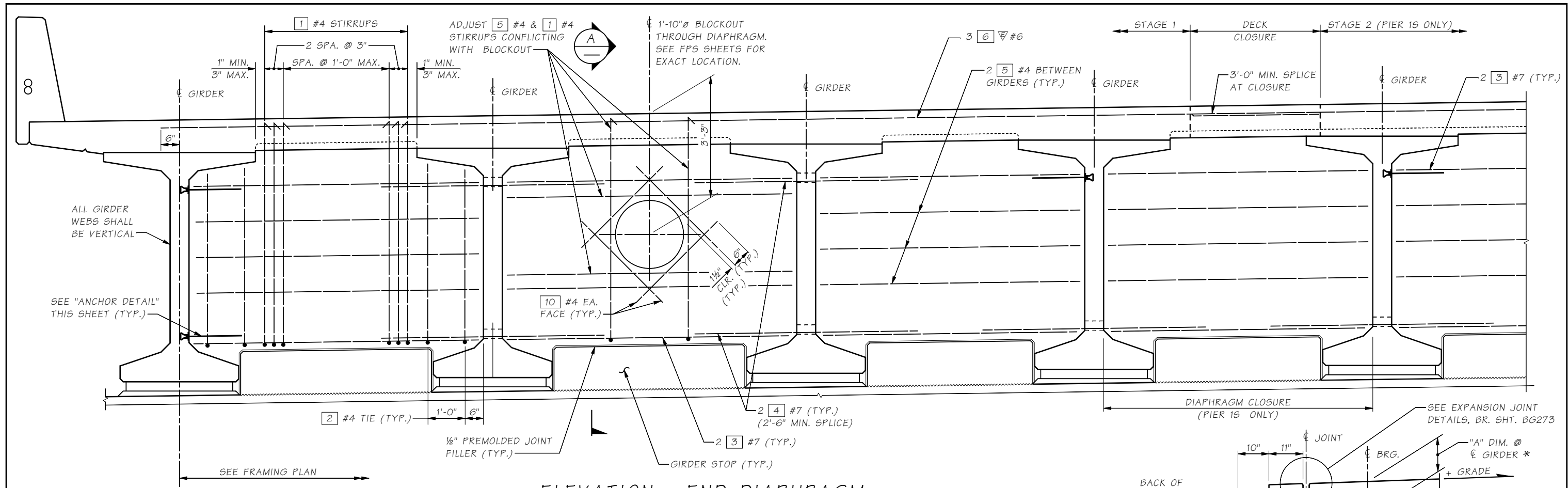


BRIDGE AND STRUCTURES OFFICE



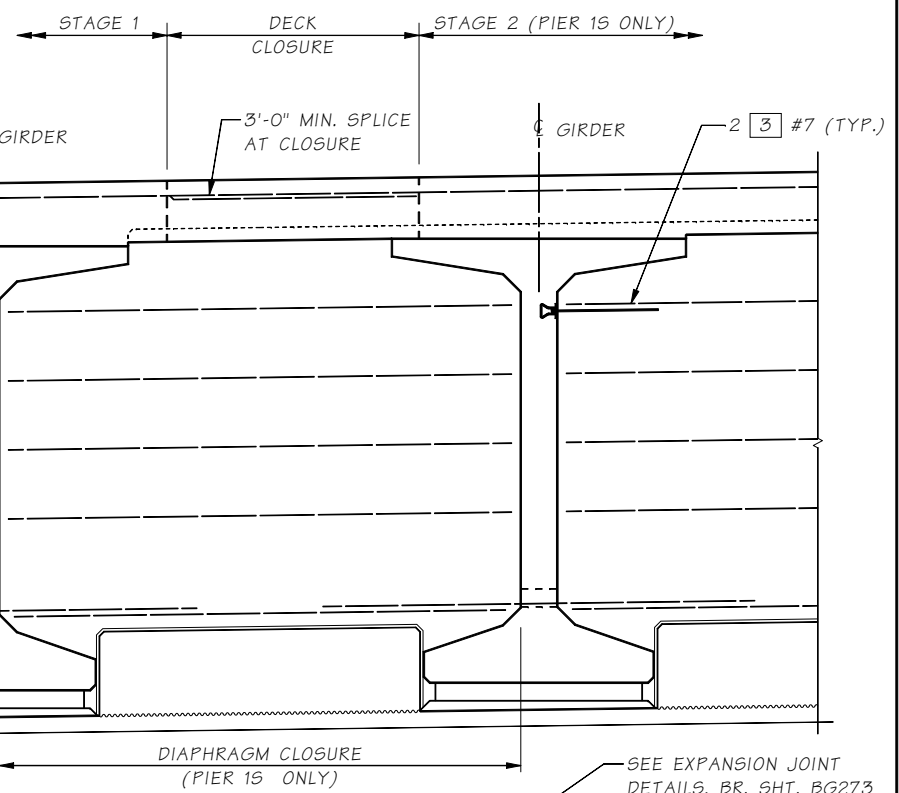
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
GIRDER SCHEDULE SPAN 6C

BRIDGE SHEET NO. BG176
SHEET 1027 OF 1475 SHEETS



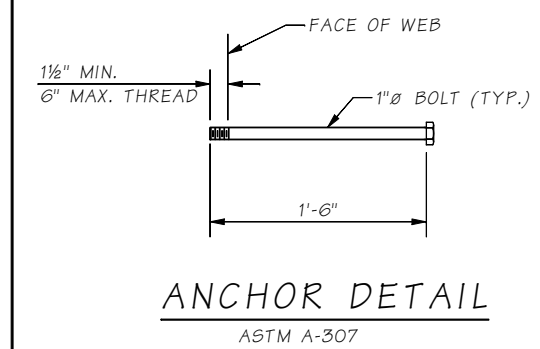
ELEVATION - END DIAPHRAGM

DIMENSIONS ARE ALONG DIAPHRAGM. SLAB REINFORCEMENT NOT SHOWN FOR CLARITY. PIER 15 SHOWN LOOKING BACK ON STATIONING (PIER 1N SIMILAR).



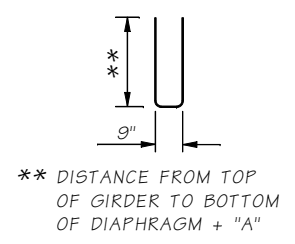
ROADWAY EXPANSION JOINT AT PIERS 1S AND 1N

LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW. GIRDER STOP NOT SHOWN FOR CLARITY.

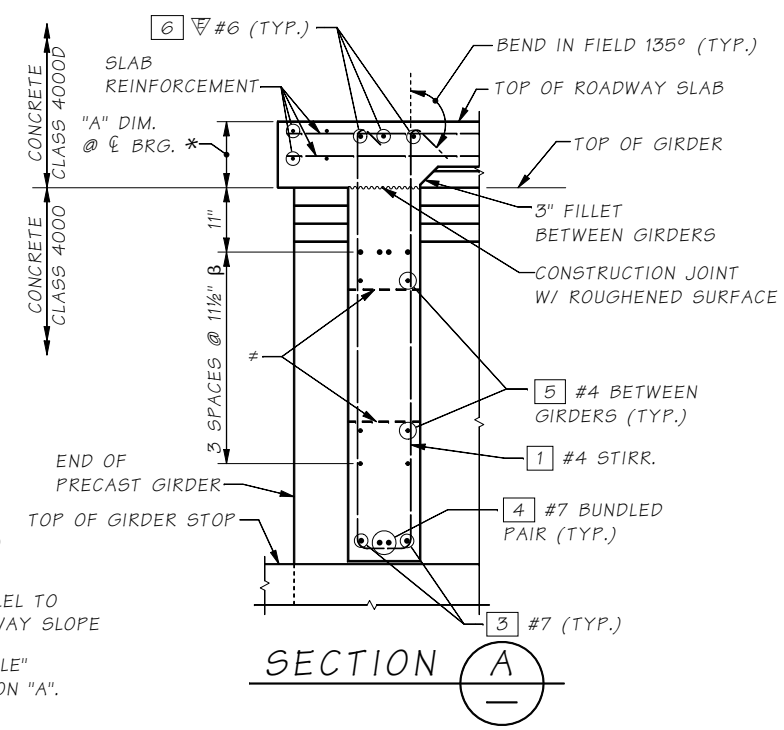


ANCHOR DETAIL
ASTM A-307

NOTE:
GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED. REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR TO PLACING OF EXTERIOR GIRDERS.



** DISTANCE FROM TOP OF GIRDER TO BOTTOM OF DIAPHRAGM + "A"



SECTION A

β ADJUST SPACING TO CLEAR BLOCKOUT
 ≠ BLOCK OUT IS PARALLEL TO LONGITUDINAL ROADWAY SLOPE
 * SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".

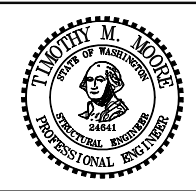
TEMPORARY STRAND CUTTING SEQUENCE

1. ERECT AND BRACE GIRDERS.
2. REMOVE EXPANDED POLYSTYRENE IN 2" x 2" RECESSES IN TOP FLANGE OF GIRDERS.
3. CUT STRAND AND PLASTIC SLEEVE IN 2" x 2" RECESS.
4. REMOVE ALL MOISTURE IN RECESS PRIOR TO FILLING RECESS WITH GROUT.
5. CAST INTERMEDIATE & END DIAPHRAGMS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\End Diaph Pier 1S-1N.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By	2/17/10	REVISED SHEET	CSL	TMM	
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

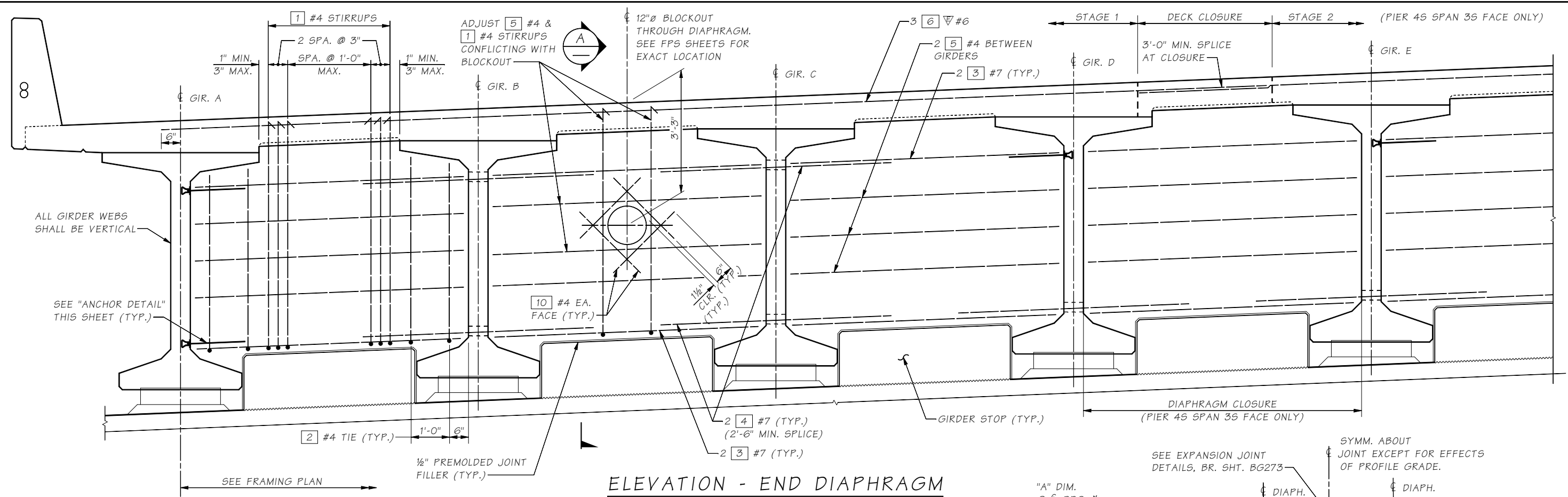


SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

END DIAPHRAGM DETAILS
 PIERS 1S AND 1N

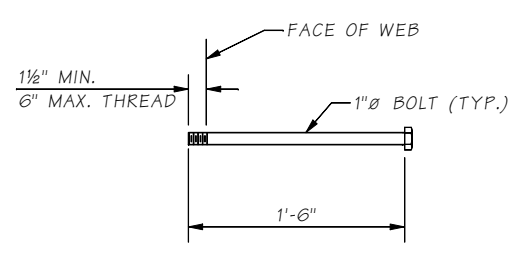
BRIDGE SHEET NO. BG177
 SHEET 1028 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG177

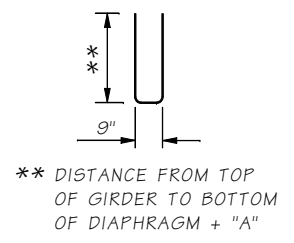


ELEVATION - END DIAPHRAGM

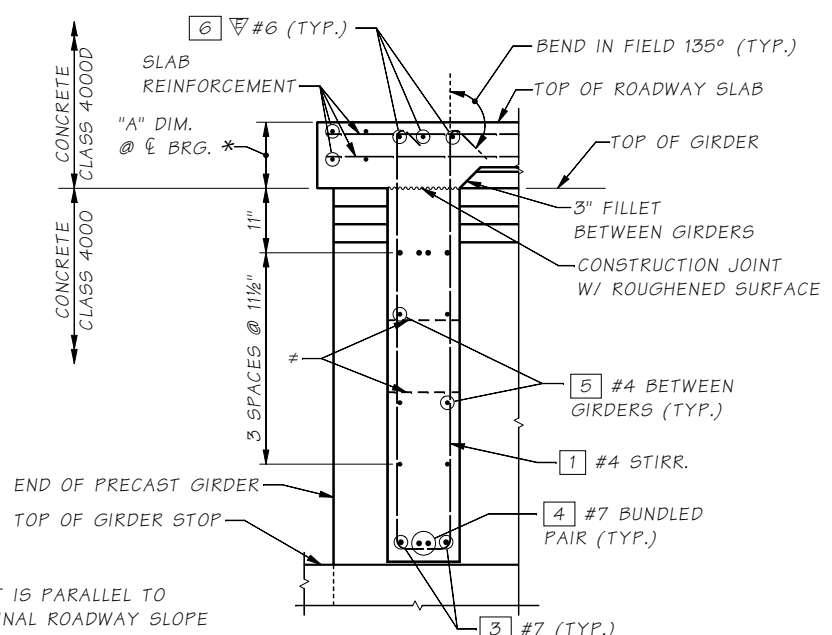
DIMENSIONS ARE ALONG DIAPHRAGM. SLAB REINFORCEMENT NOT SHOWN FOR CLARITY. PIER 4S SHOWN LOOKING AHEAD ON STATIONING (PIER 4N SIMILAR).



ANCHOR DETAIL
ASTM A-307

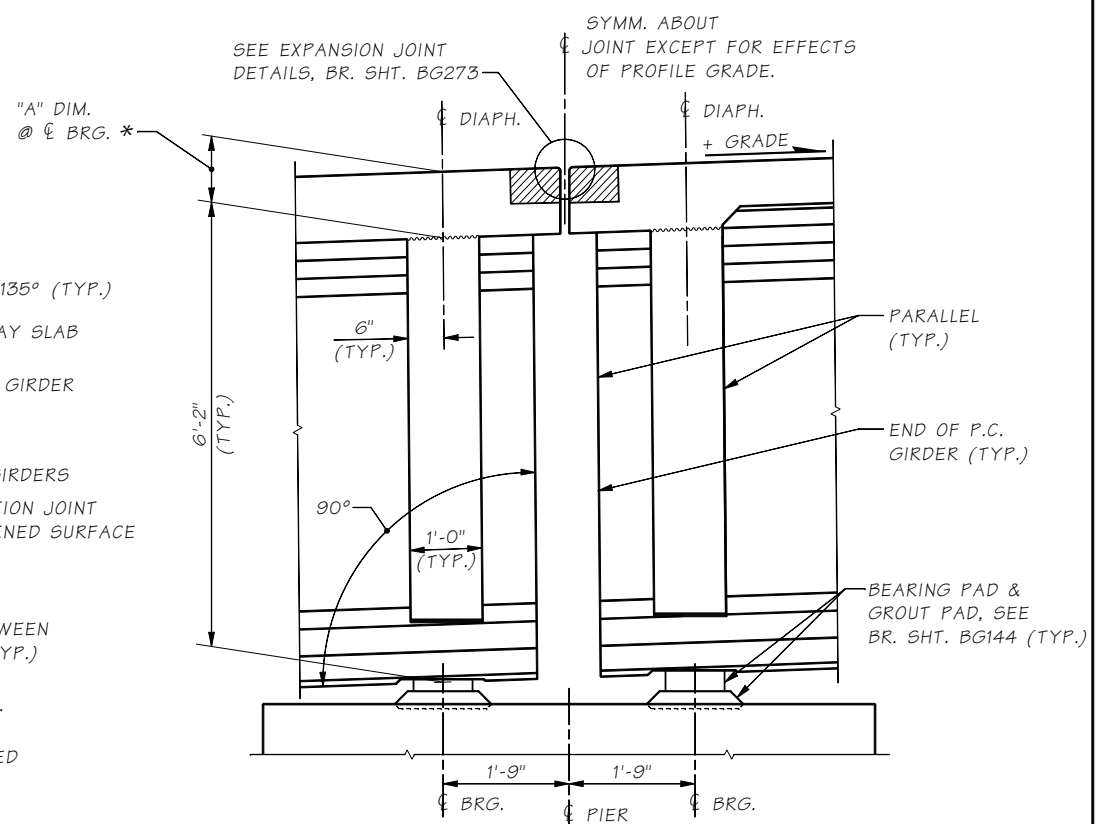


NOTE:
GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED. REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR TO PLACING OF EXTERIOR GIRDERS.



SECTION A

* BLOCK OUT IS PARALLEL TO LONGITUDINAL ROADWAY SLOPE
* SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".



ROADWAY EXPANSION JOINT AT PIERS 4S AND 4N

LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW. GIRDER STOP NOT SHOWN FOR CLARITY.

TEMPORARY STRAND CUTTING SEQUENCE

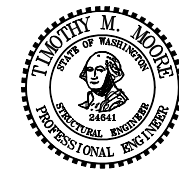
1. ERECT AND BRACE GIRDERS.
2. REMOVE EXPANDED POLYSTYRENE IN 2" x 2" RECESSES IN TOP FLANGE OF GIRDERS.
3. CUT STRAND AND PLASTIC SLEEVE IN 2" x 2" RECESS.
4. REMOVE ALL MOISTURE IN RECESS PRIOR TO FILLING RECESS WITH GROUT.
5. CAST INTERMEDIATE & END DIAPHRAGMS.

SR 99 FILE NO. SHEET BG178

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\End Diaph Pier 4S-4N.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



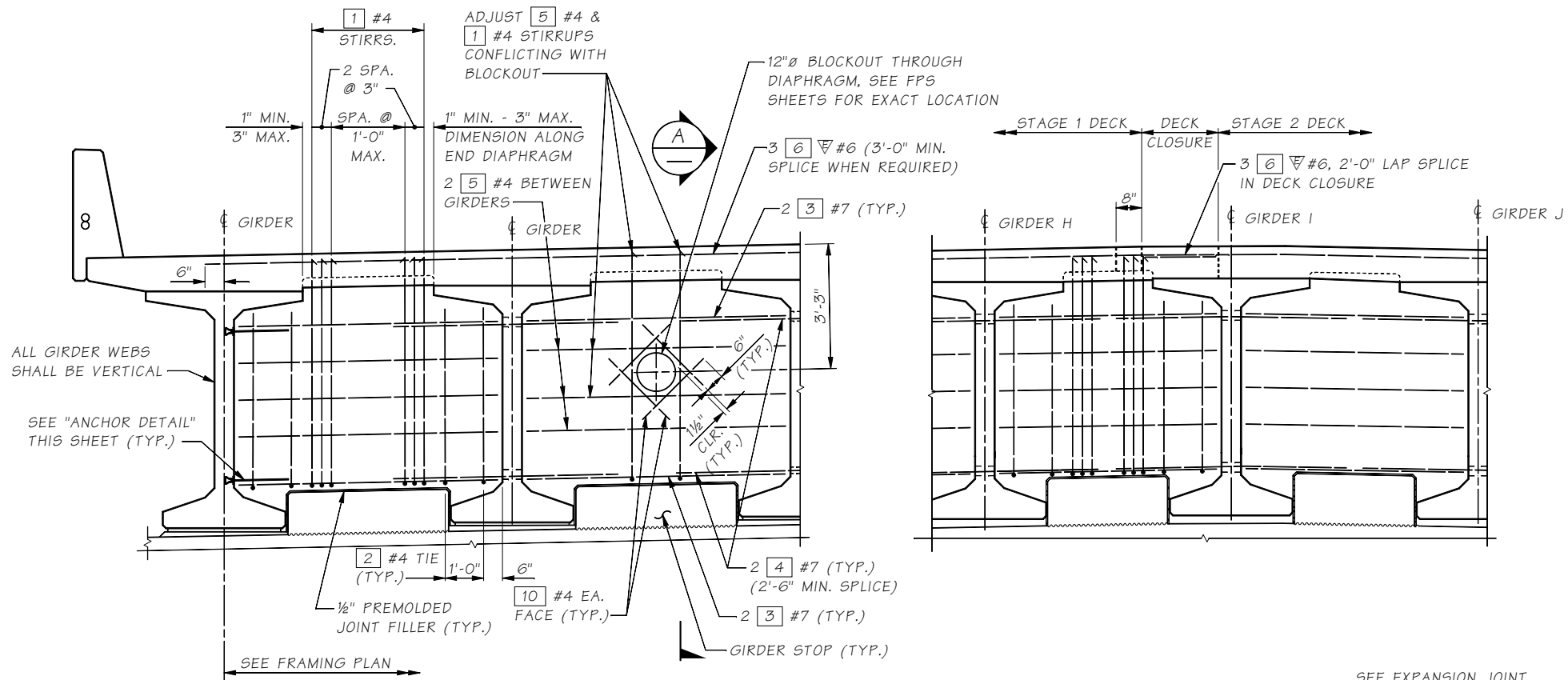
BRIDGE AND STRUCTURES OFFICE



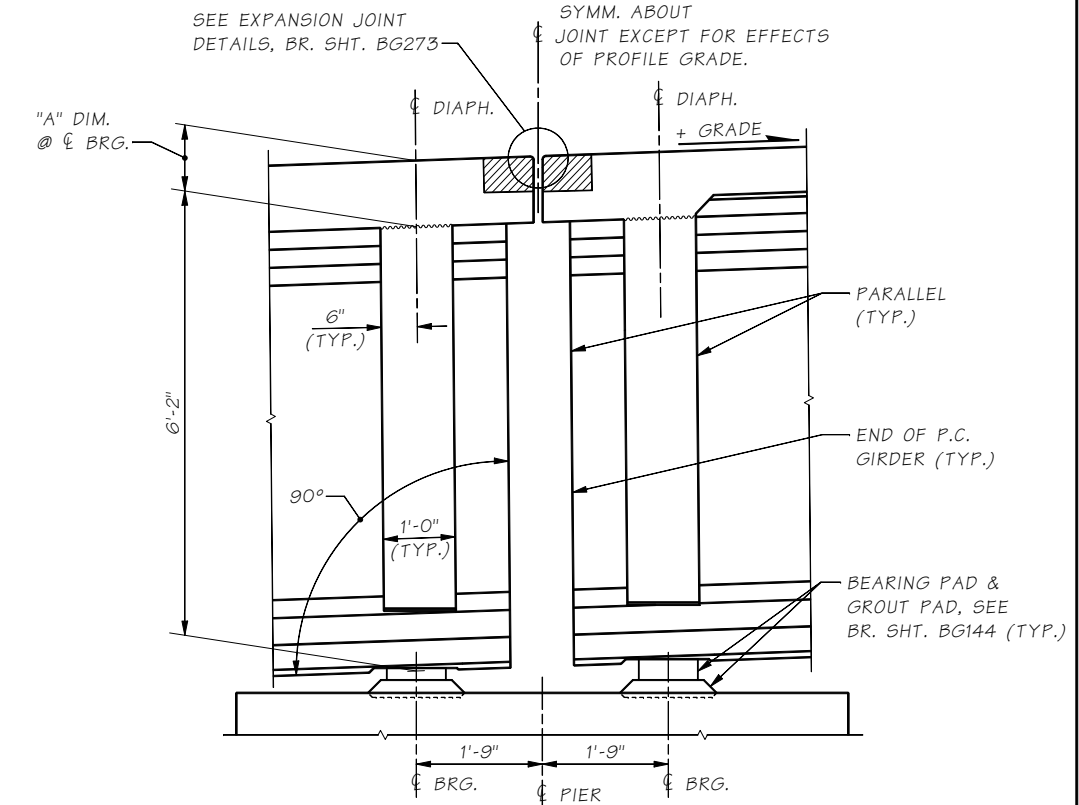
SR 99 ALASKAN WAY VIADUCT - REPLACEMENT S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

END DIAPHRAGM DETAILS PIERS 4S AND 4N

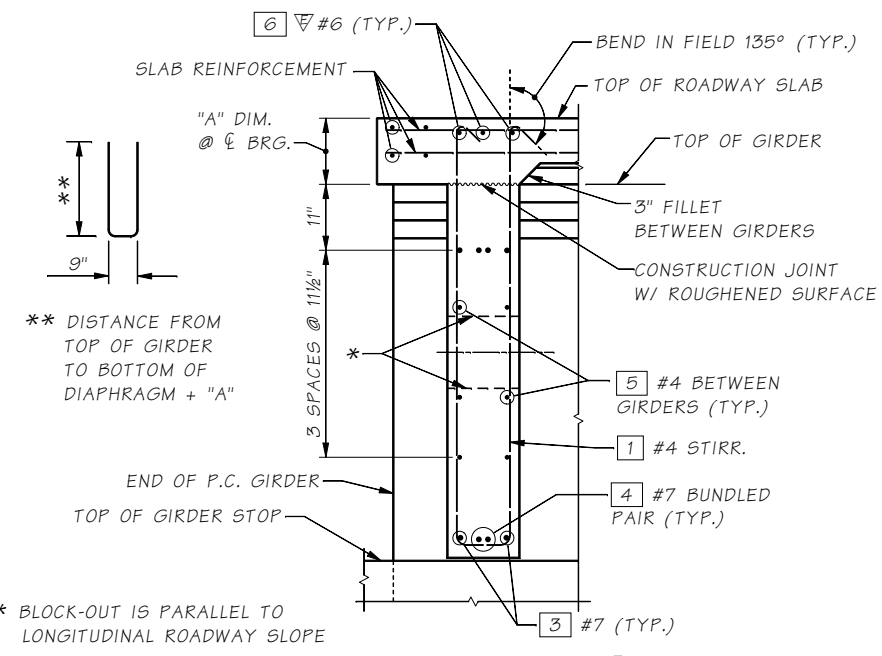
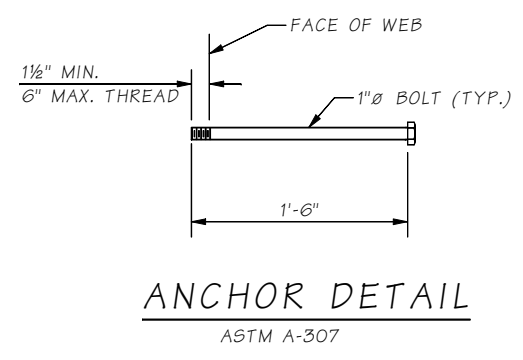
BRIDGE SHEET NO. **BG178**
SHEET 1029 OF 1475 SHEETS



ELEVATION ~ END DIAPHRAGM
 DIMENSIONS ARE ALONG DIAPHRAGM.
 PLACE STIRRS. NORMAL TO DIAPHRAGM.



ROADWAY EXPANSION JOINT AT PIERS 1C
 LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.
 GIRDER STOP NOT SHOWN FOR CLARITY.



SECTION A

NOTE:
 GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED. REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR TO PLACING OF EXTERIOR GIRDERS. SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".

SR 99 FILE NO. SHEET BG179

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\End Diaph Pier 1C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



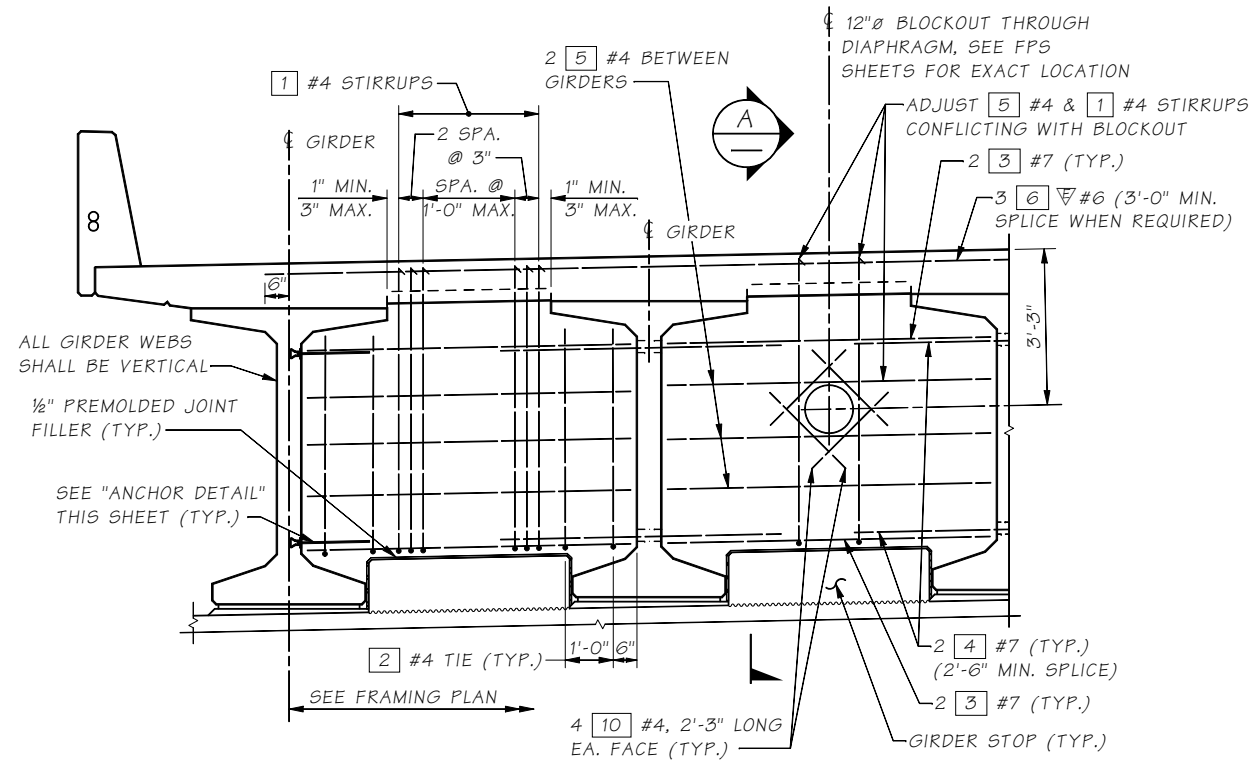
BRIDGE AND STRUCTURES OFFICE



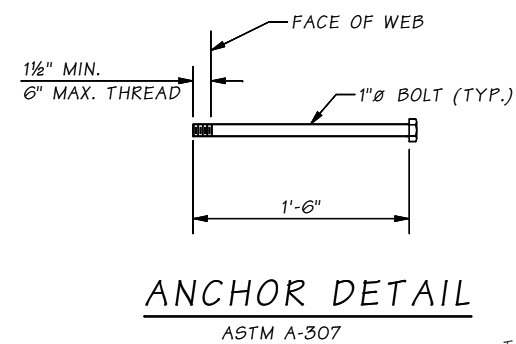
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

END DIAPHRAGM DETAILS
PIER 1C

BRIDGE SHEET NO. **BG179**
 SHEET OF 1030
 OF 1475
 SHEETS

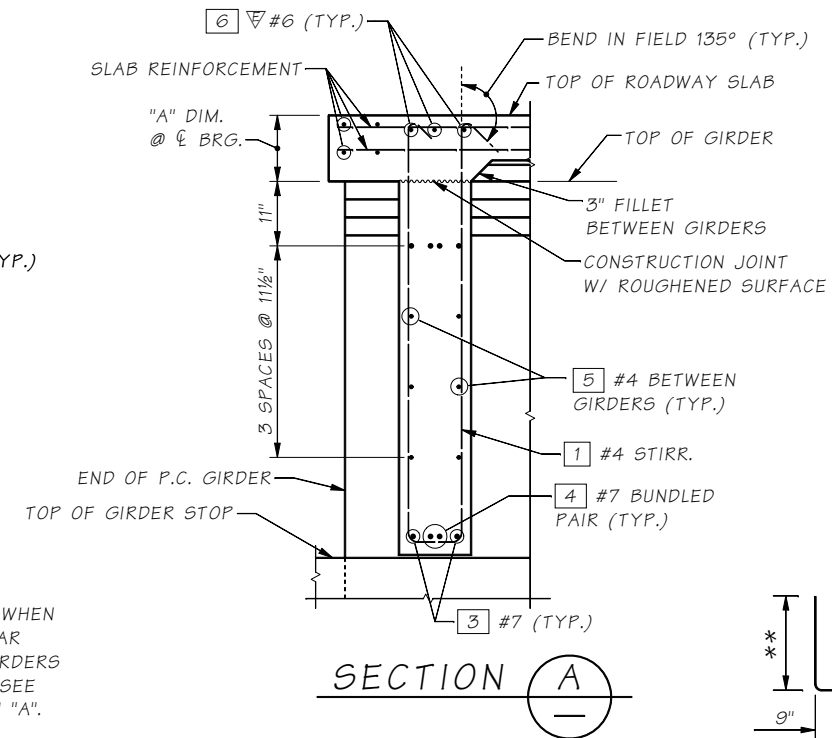


**ELEVATION - SPAN 4C GIRDERS
END DIAPHRAGM**
DIMENSIONS ARE ALONG DIAPHRAGM

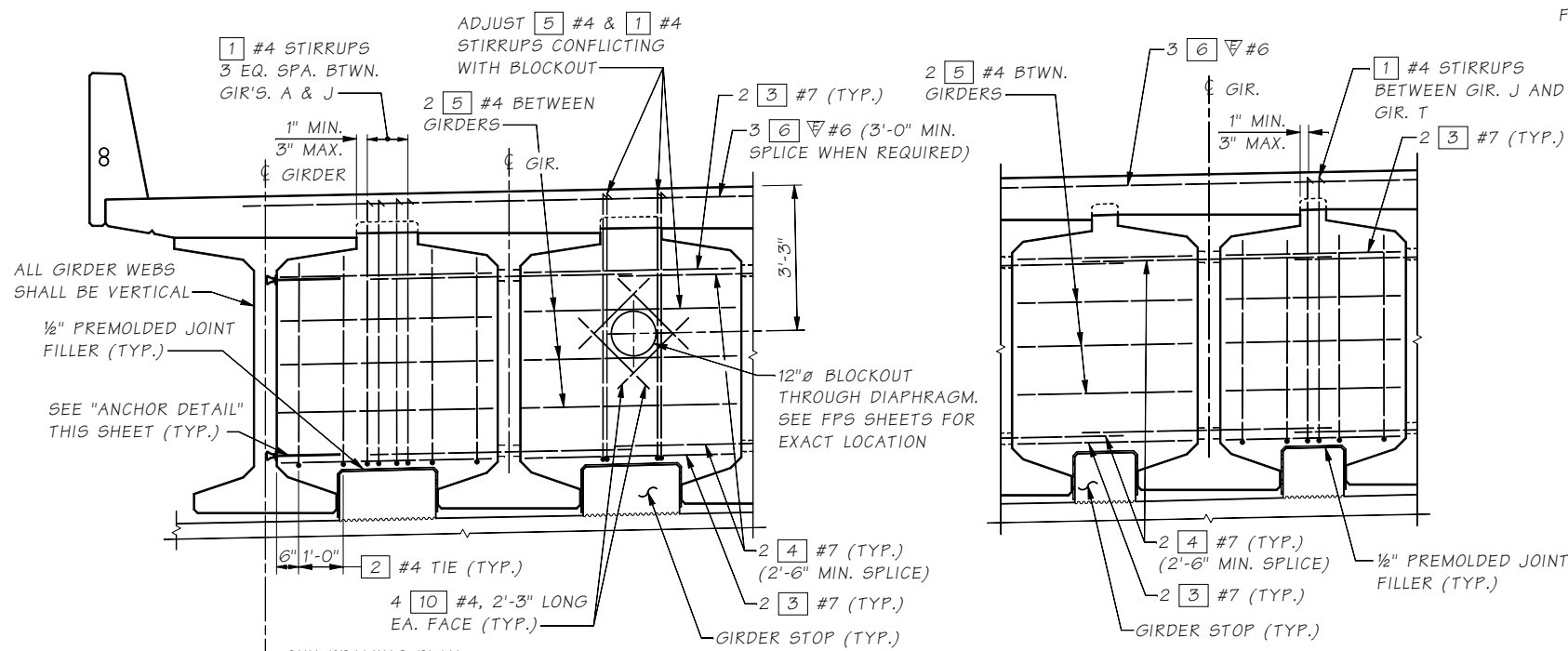


NOTE:

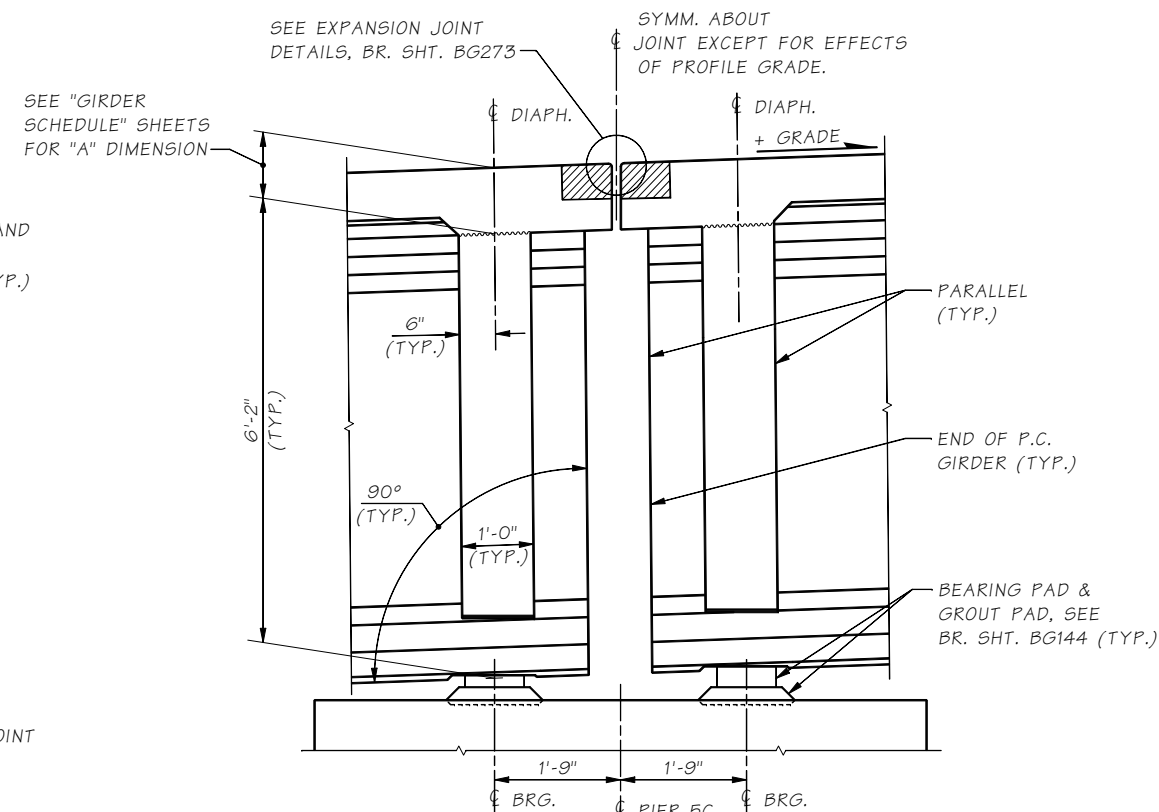
GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED. REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR TO PLACING OF EXTERIOR GIRDERS. SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".



** DISTANCE FROM TOP OF GIRDER TO BOTTOM OF DIAPHRAGM + "A"



**ELEVATION - SPAN 5C GIRDERS
END DIAPHRAGM**
DIMENSIONS ARE ALONG DIAPHRAGM



ROADWAY EXPANSION JOINT AT PIER 5C

LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.
GIRDER STOP NOT SHOWN FOR CLARITY.

SR 99 FILE NO. SHEET BG180

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\End Diaph Pier 5C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 02/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Evans, A 02/09				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



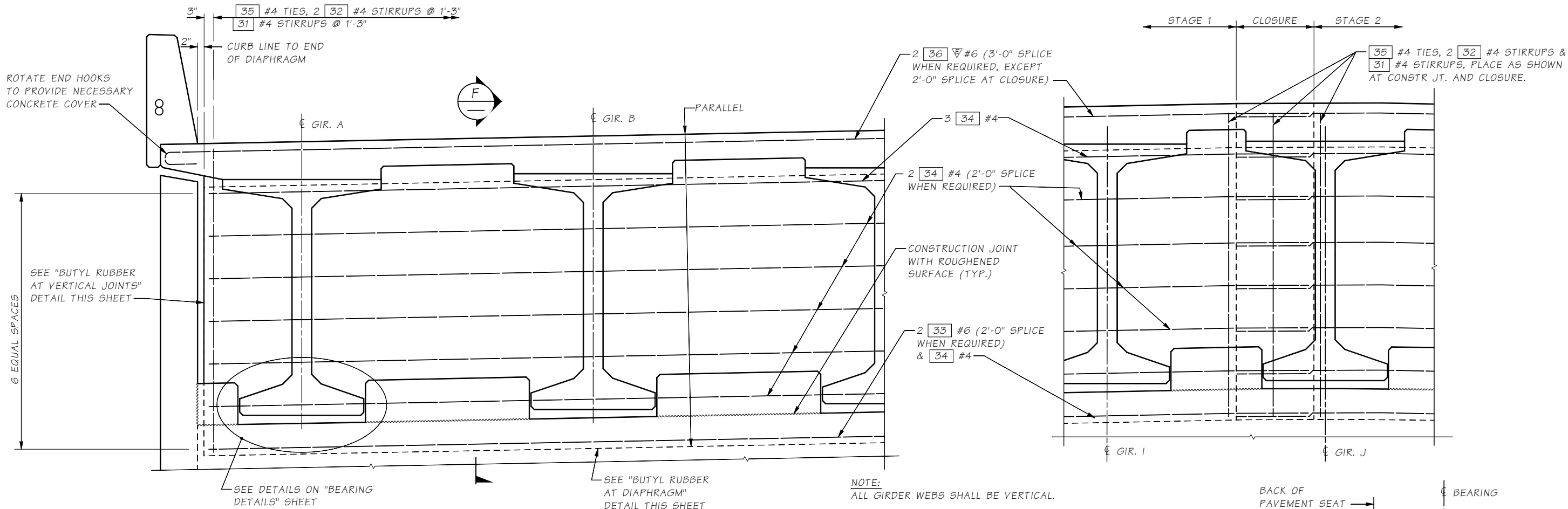
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

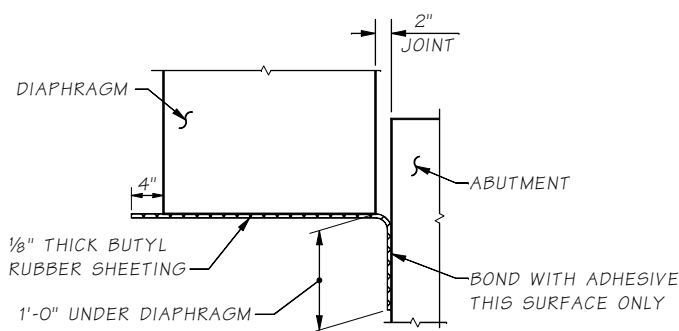
END DIAPHRAGM DETAILS
PIER 5C

BRIDGE SHEET NO. BG180
SHEET 1031 OF 1475 SHEETS

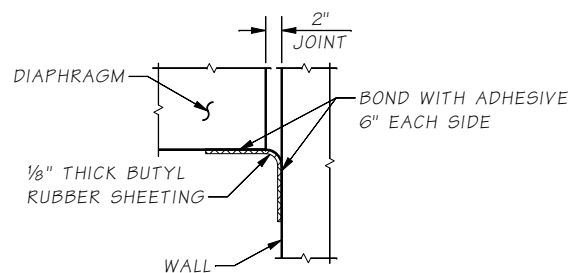


**ELEVATION
END DIAPHRAGM**

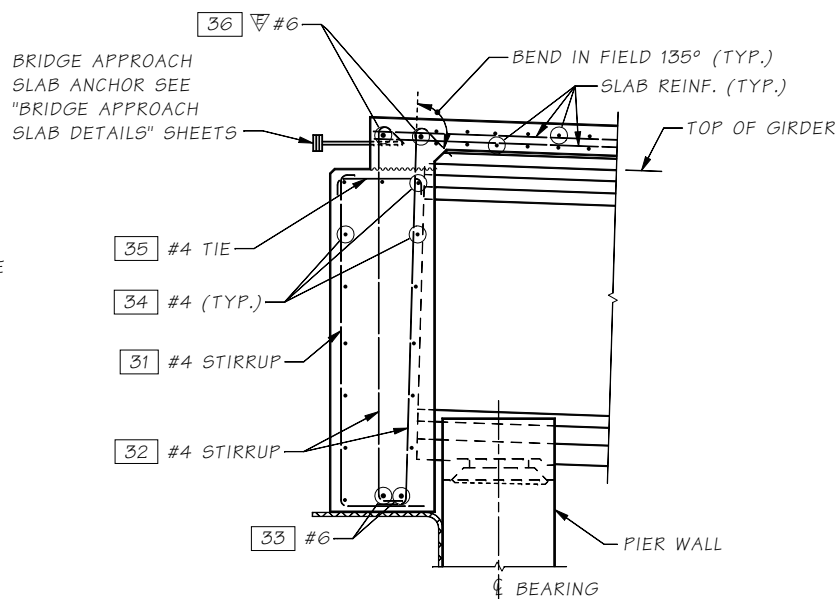
DIMENSIONS ARE ALONG DIAPHRAGM



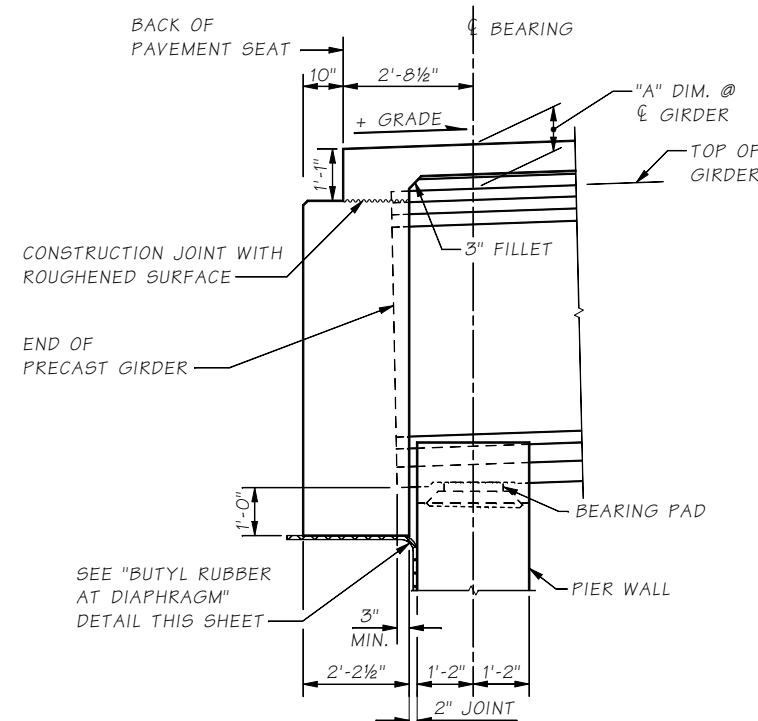
**ELEVATION
BUTYL RUBBER
AT DIAPHRAGM**



**PLAN
BUTYL RUBBER
AT VERTICAL JOINTS**



SECTION F



END DIAPHRAGM GEOMETRY

SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A". ALL LONGITUDINAL DIMENSIONS ARE NORMAL TO SKEW.

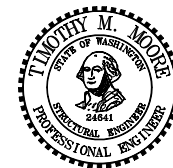
NOTE: GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED.

SR 99 FILE NO. SHEET BG181

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\End Diaph Pier 7C.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM					10	WASH.			
Designed By Mizumori, A	10/08								
Checked By Rodda, NT	09/09								
Detailed By Evans, A	10/08								
Bridge Projects Engr.					JOB NUMBER				
Prelim. Plan By					09A803				
Architect/Specialist	DATE	REVISION	BY	APPD					



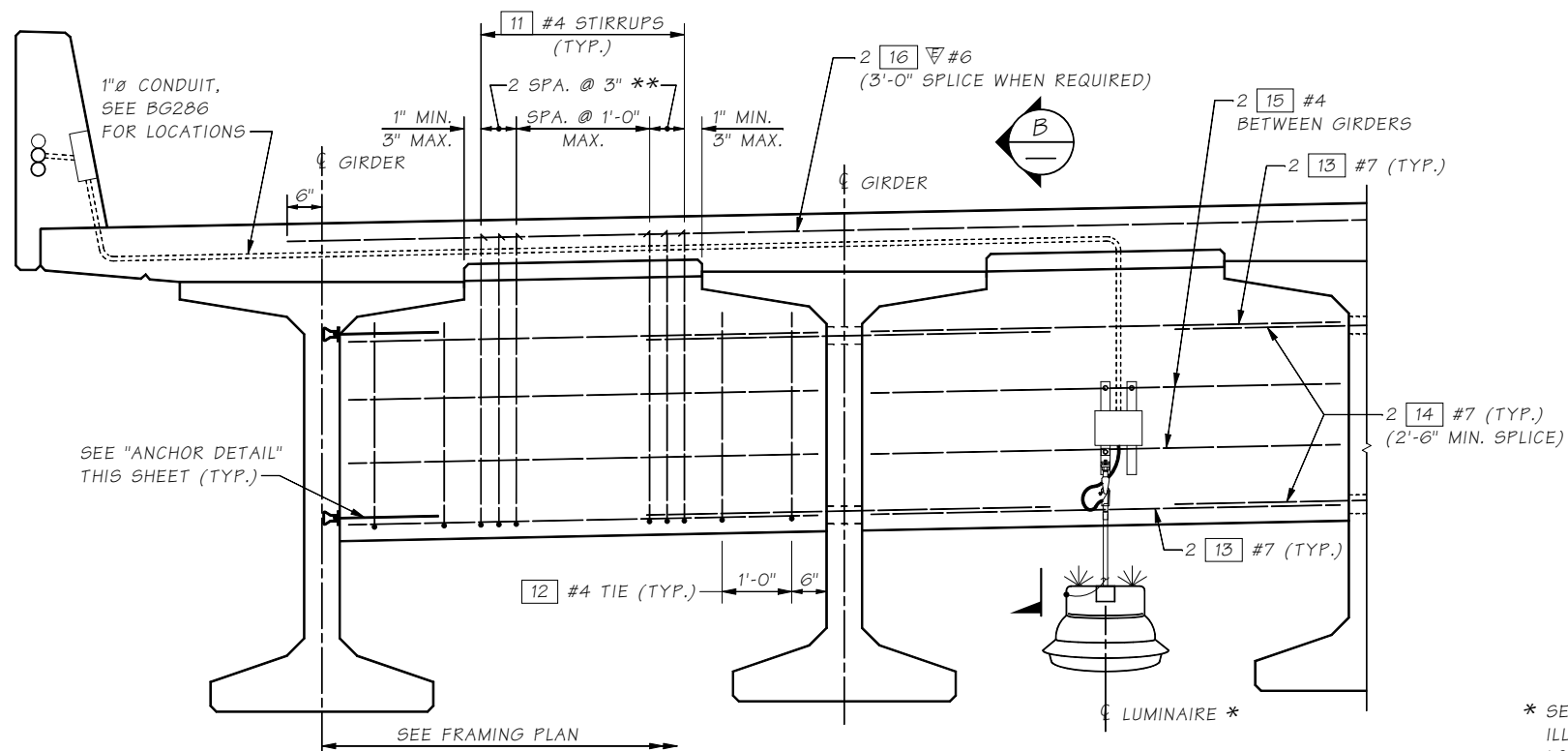
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

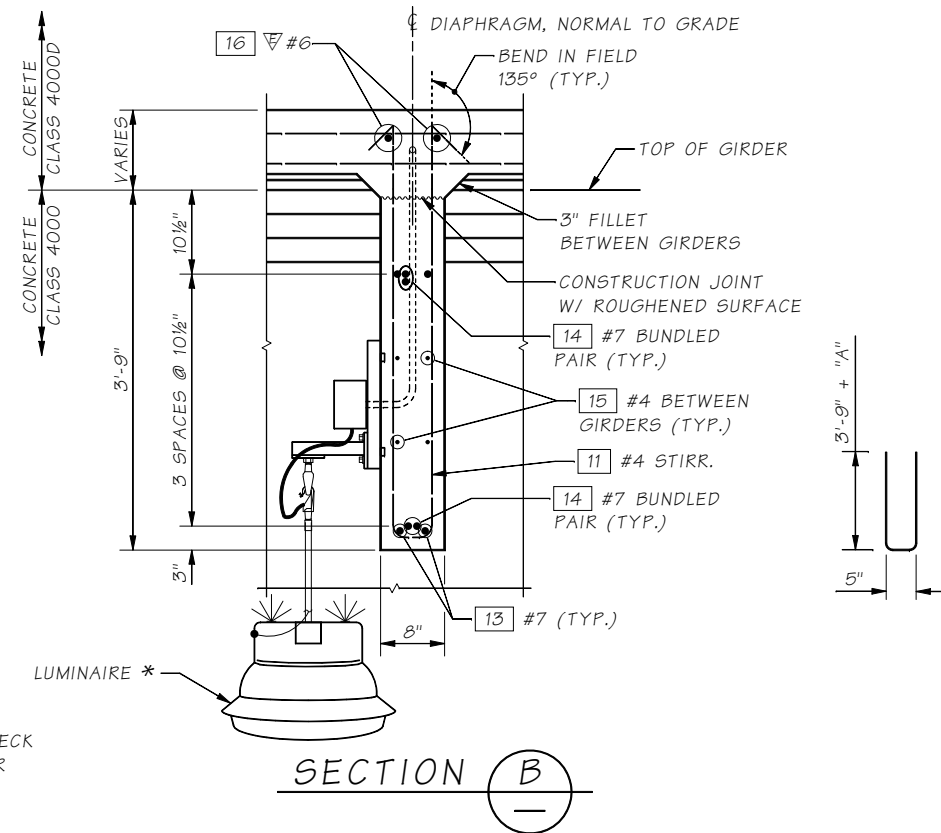
END DIAPHRAGM DETAILS
PIER 7C

BRIDGE SHEET NO. BG181
SHEET 1032 OF 1475 SHEETS



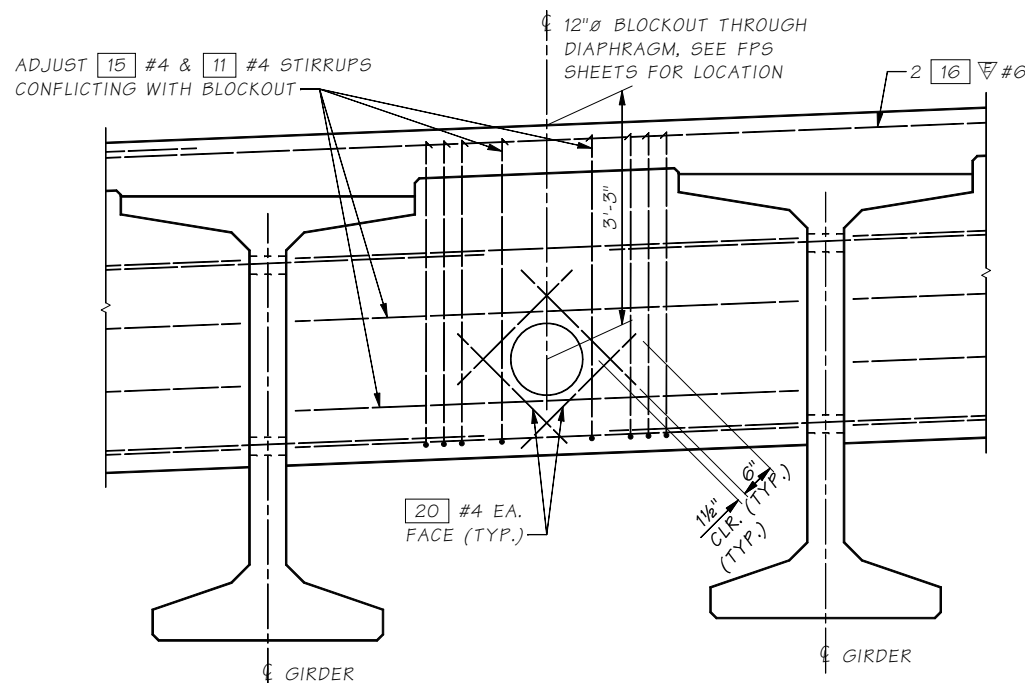
ELEVATION - INTERMEDIATE DIAPHRAGM

DIMENSIONS ARE ALONG DIAPHRAGM.
SEE CLOSURE DETAILS ON BR. SHT. BG185.



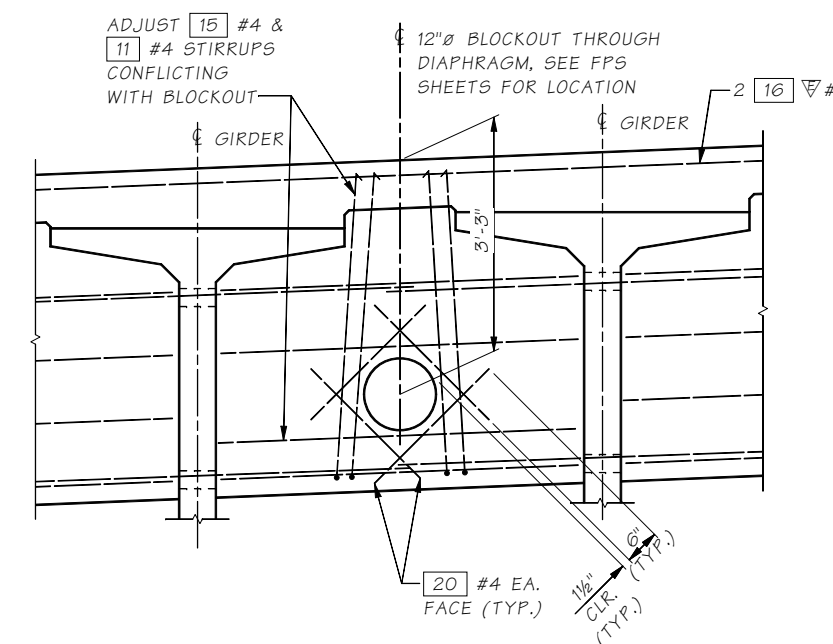
* SEE ROADWAY & UNDERDECK ILLUMINATION SHEETS FOR LOCATIONS AND DETAILS.

** 1 SPA. IN SPANS 5C & 6C



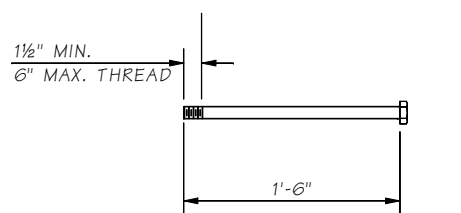
TYPICAL INTERMEDIATE DIAPHRAGM UTILITY BLOCKOUT ~ SPAN 15 - 7S

SEE "ELEVATION - INTERMEDIATE DIAPHRAGM" FOR ADDITIONAL INFORMATION
SLAB REINFORCING NOT SHOWN FOR CLARITY



TYPICAL INTERMEDIATE DIAPHRAGM UTILITY BLOCKOUT - SPAN 5C-6C

SEE "ELEVATION - INTERMEDIATE DIAPHRAGM" FOR ADDITIONAL INFORMATION
SLAB REINFORCING NOT SHOWN FOR CLARITY



ANCHOR DETAIL

ASTM A-307

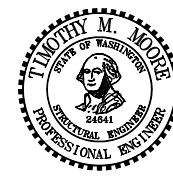
NOTE:
GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED. REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR TO PLACING OF EXTERIOR GIRDERS. SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".

SR 99 FILE NO. SHEET BG182

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Intern Diaph WF74G.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



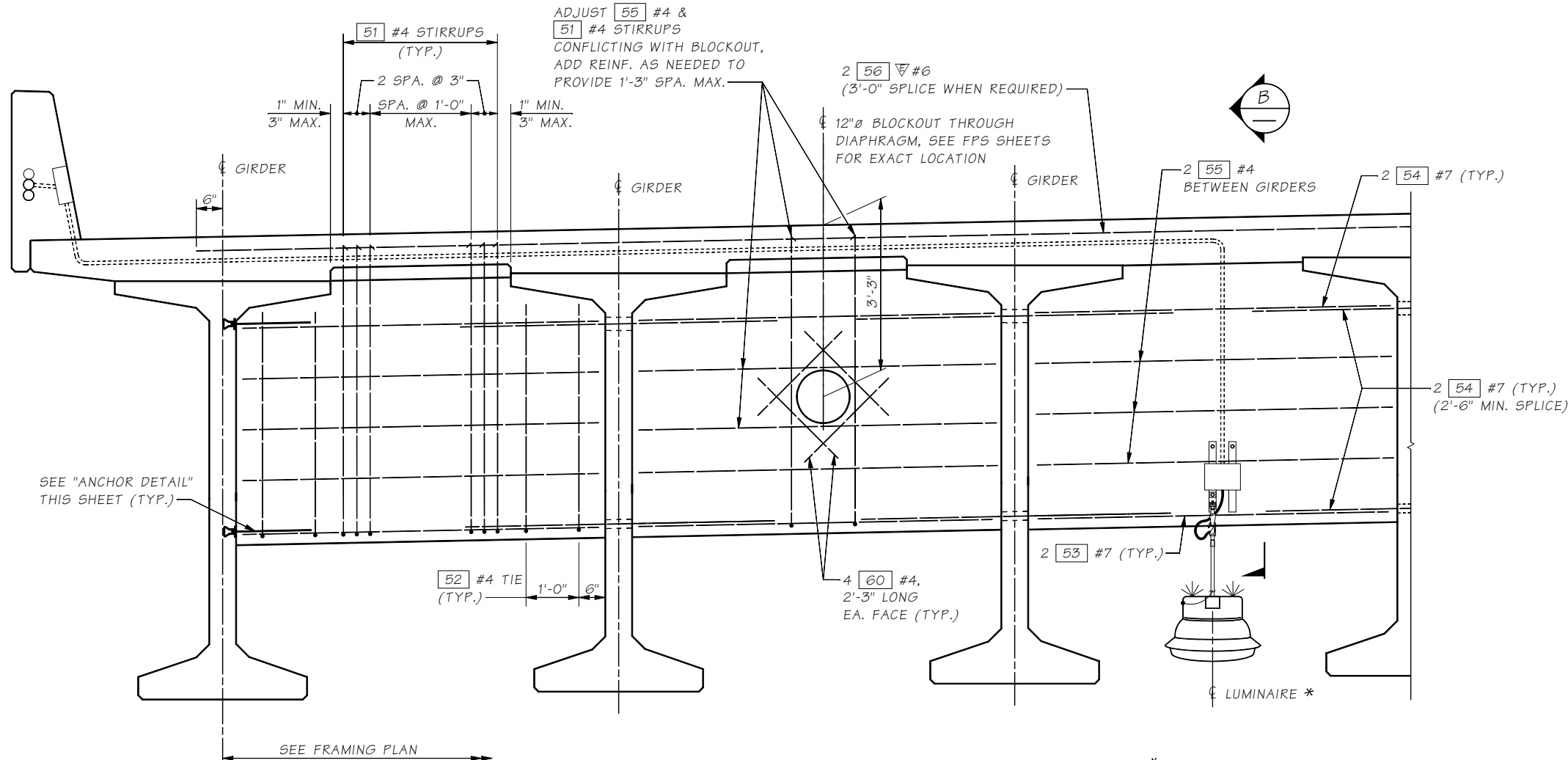
BRIDGE AND STRUCTURES OFFICE



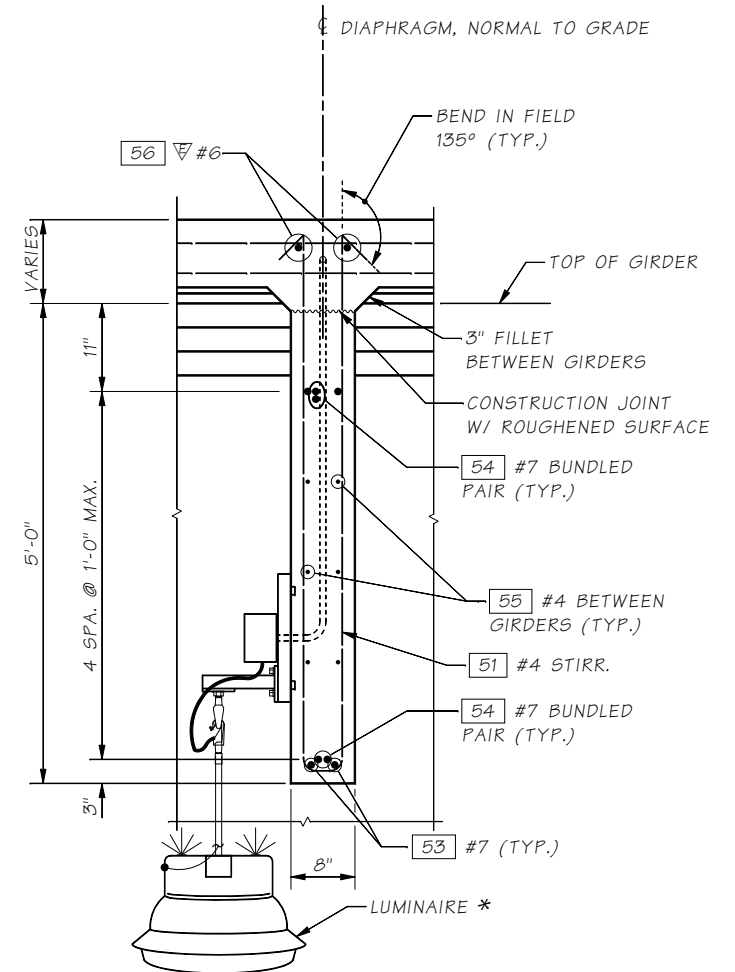
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

INTERMEDIATE DIAPHRAGM DETAILS
WF74G GIRDERS

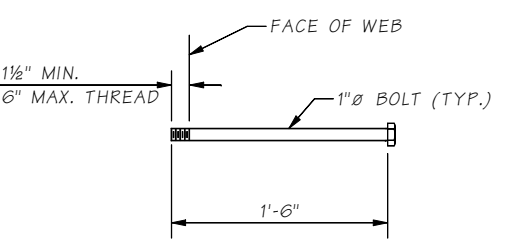
BRIDGE SHEET NO. **BG182**
SHEET 1033 OF 1475 SHEETS



**ELEVATION
INTERMEDIATE DIAPHRAGM**
DIMENSIONS ARE ALONG DIAPHRAGM

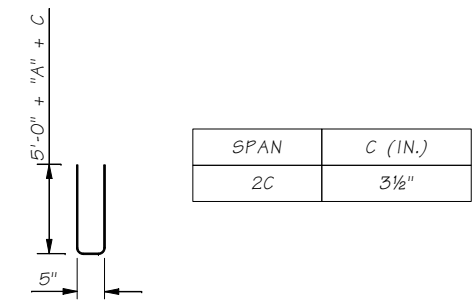


SECTION B



ANCHOR DETAIL
ASTM A-307

* SEE ROADWAY & UNDERDECK ILLUMINATION SHEETS FOR LOCATIONS AND DETAILS.



C DIMENSION REFLECTS EFFECTS OF ROADWAY PROFILE

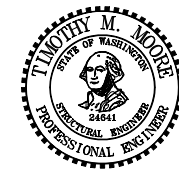
NOTE:
GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED. REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR TO PLACING OF EXTERIOR GIRDERS. SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".

SR 99 FILE NO. SHEET BG183

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Intern Diaph WF100G.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Hanson, CE 10/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD



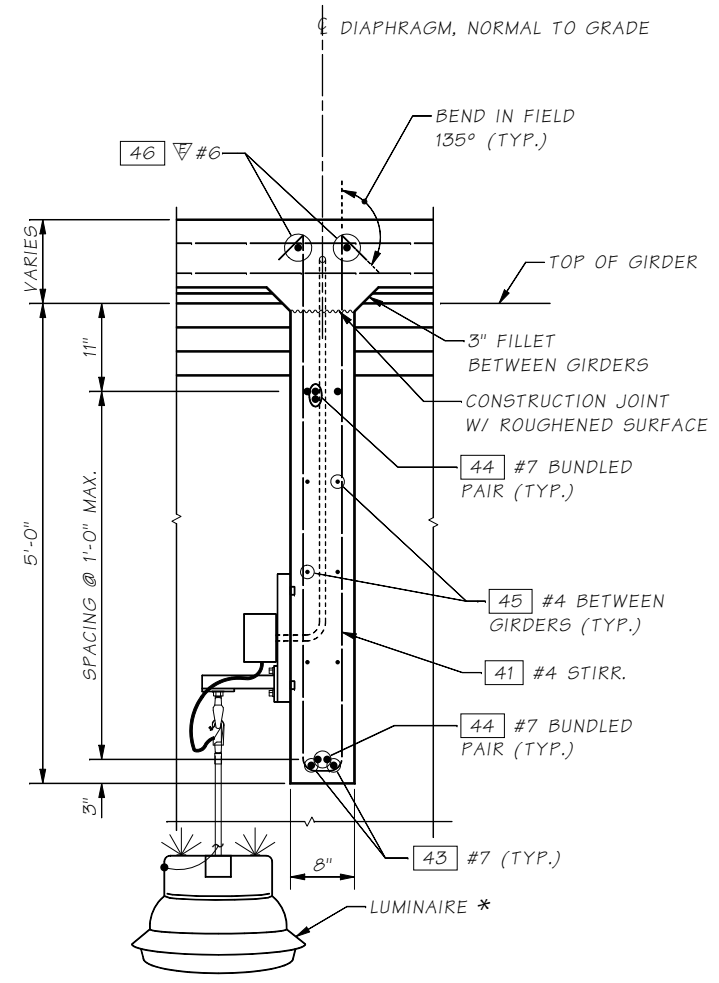
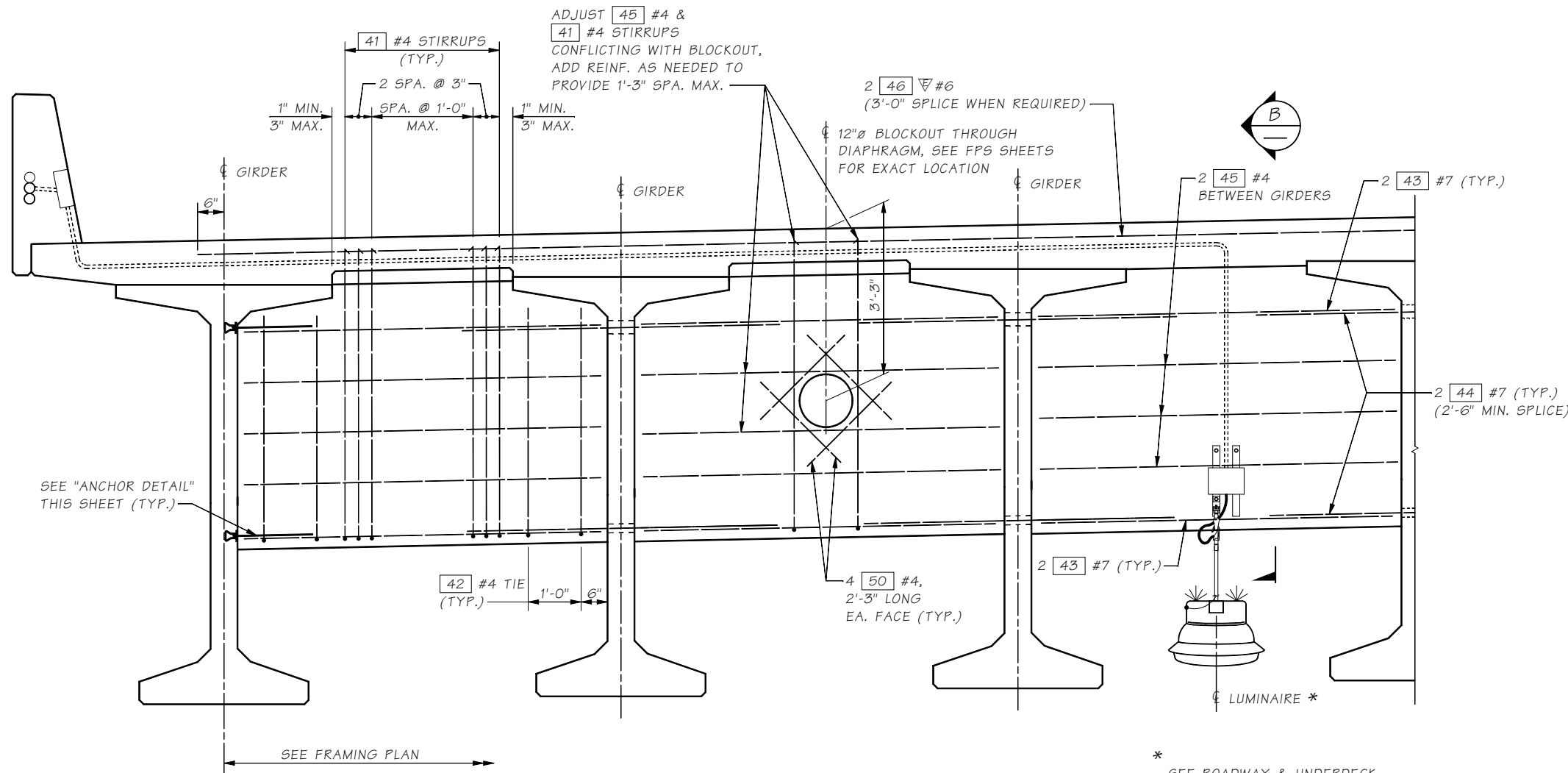
BRIDGE AND STRUCTURES OFFICE



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2**
BRIDGE NO. 99/540 NB & SB

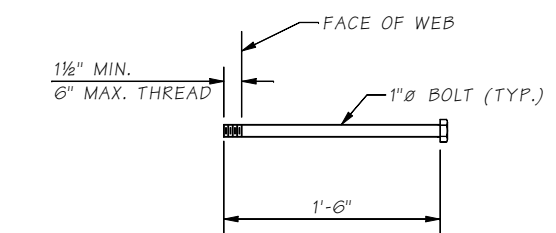
**INTERMEDIATE DIAPHRAGM DETAILS
WF100G GIRDERS**

BRIDGE SHEET NO. **BG183**
SHEET OF 1034
1475 SHEETS



ELEVATION
INTERMEDIATE DIAPHRAGM

DIMENSIONS ARE ALONG DIAPHRAGM



ANCHOR DETAIL
ASTM A-307

NOTE:
GIRDERS SHALL BE HELD RIGIDLY IN PLACE WHEN DIAPHRAGMS ARE PLACED.
REINFORCING BAR SHALL BE THREADED THROUGH HOLES IN GIRDERS PRIOR
TO PLACING OF EXTERIOR GIRDERS. SEE "GIRDER SCHEDULE" SHEETS FOR DIMENSION "A".

SPAN	C (IN.)
1C	2"
3C	2½"

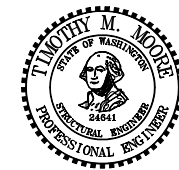
C DIMENSION REFLECTS EFFECTS OF ROADWAY PROFILE

SR 99 FILE NO. SHEET BG184

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Intern Diaph WF74-100G.WND
Supervisor	Moore, TM	
Designed By	Mizumori, A	10/08
Checked By	Rodda, NT	09/09
Detailed By	Evans, A	10/08
Bridge Projects Engr.		
Prelim. Plan By		
Architect/Specialist		
DATE	REVISION	BY APPD



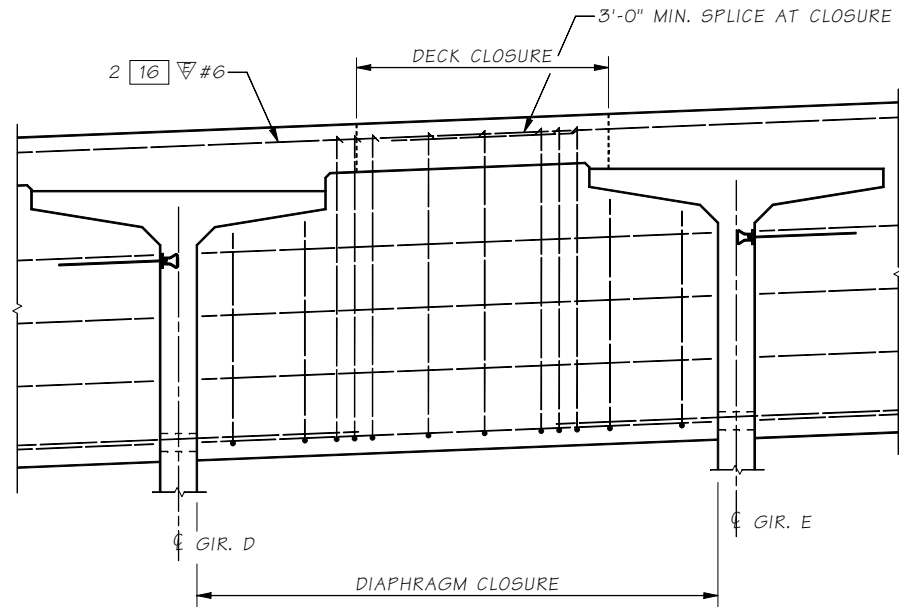
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

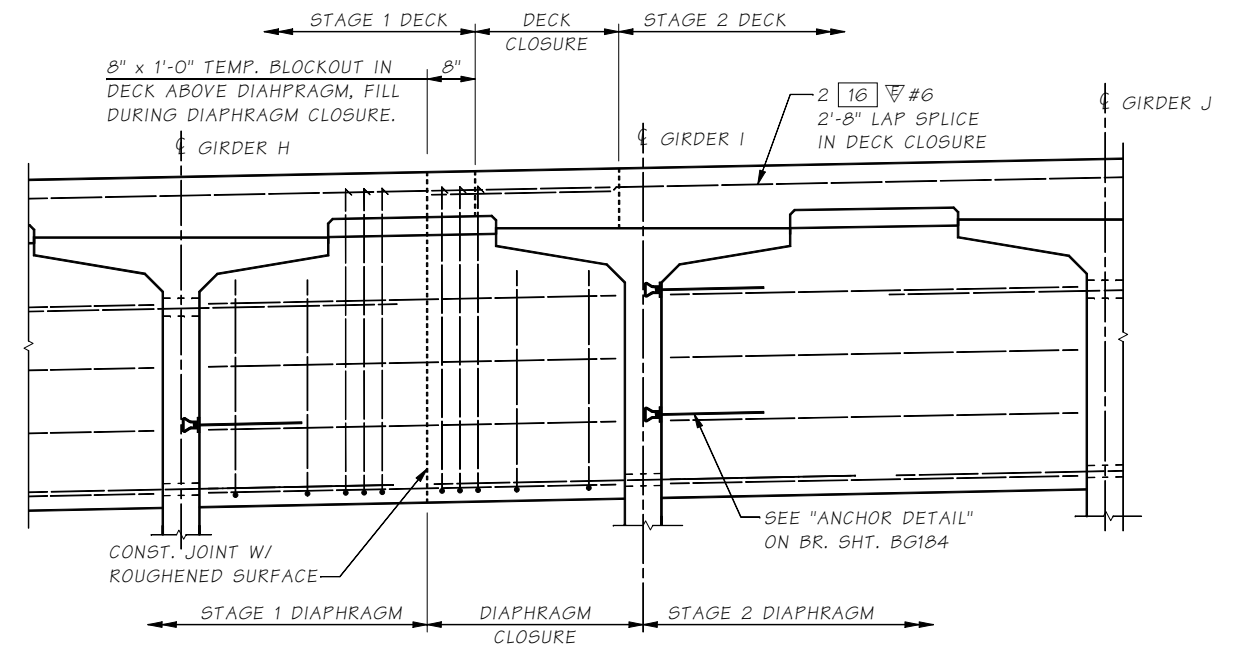
INTERMEDIATE DIAPHRAGM DETAILS
WF74 - 100G GIRDERS

BRIDGE SHEET NO. **BG184**
SHEET 1035 OF 1475 SHEETS



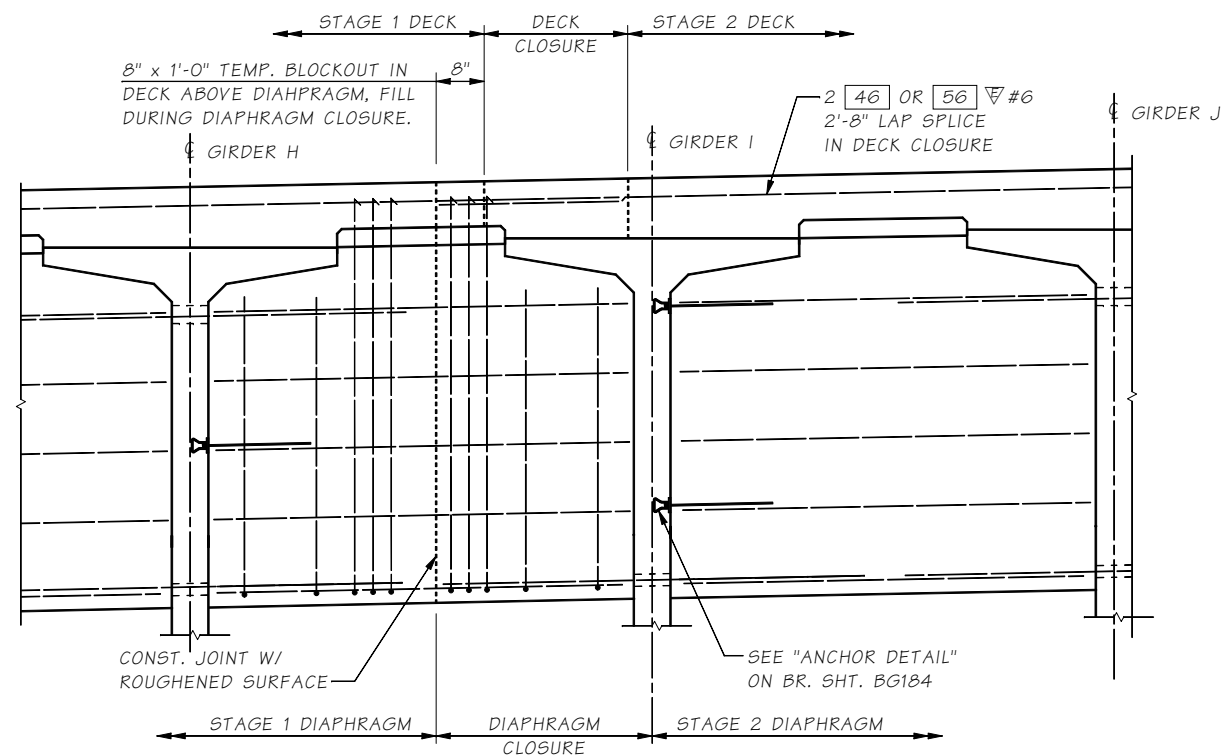
INTERMEDIATE DIAPHRAGM CLOSURE AT SPANS 1S - 3S

SEE "ELEVATION - INTERMEDIATE DIAPHRAGM" ON BR. SHT. BG182 FOR ADDITIONAL INFORMATION.
SLAB REINFORCING NOT SHOWN FOR CLARITY.



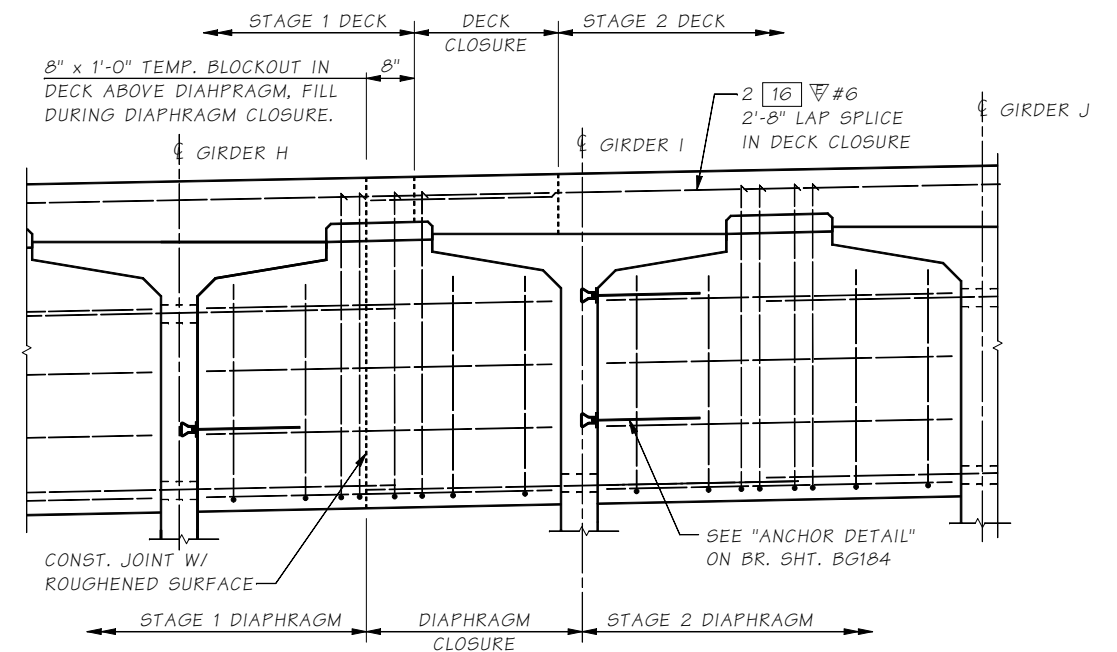
INTERMEDIATE DIAPHRAGM CLOSURE ~ SPAN 4C

DIMENSIONS ARE NORMAL TO SB LINE.
SEE INTERMEDIATE DIAPHRAGM DETAILS FOR DETAILS NOT SHOWN.



INTERMEDIATE DIAPHRAGM CLOSURE ~ SPAN 1C-3C

DIMENSIONS ARE NORMAL TO SB LINE.
SEE INTERMEDIATE DIAPHRAGM DETAILS FOR DETAILS NOT SHOWN.

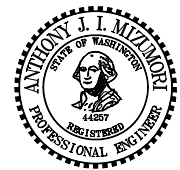


INTERMEDIATE DIAPHRAGM CLOSURE ~ SPAN 5C-6C

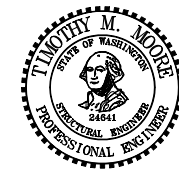
DIMENSIONS ARE NORMAL TO SB LINE.
SEE INTERMEDIATE DIAPHRAGM DETAILS FOR DETAILS NOT SHOWN.

SR 99 FILE NO. SHEET BG185

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Intern Diaph Closure Dtls.WND							
Supervisor	Moore, TM								
Designed By	Mizumori, A	06/09			REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	
Checked By	Rodda, NT	09/09			10	WASH.		TOTAL SHEETS	
Detailed By	Evans, A	06/09							
Bridge Projects Engr.					JOB NUMBER				
Prelim. Plan By					09A803				
Architect/Specialist			DATE	REVISION	BY	APPD			



BRIDGE AND STRUCTURES OFFICE

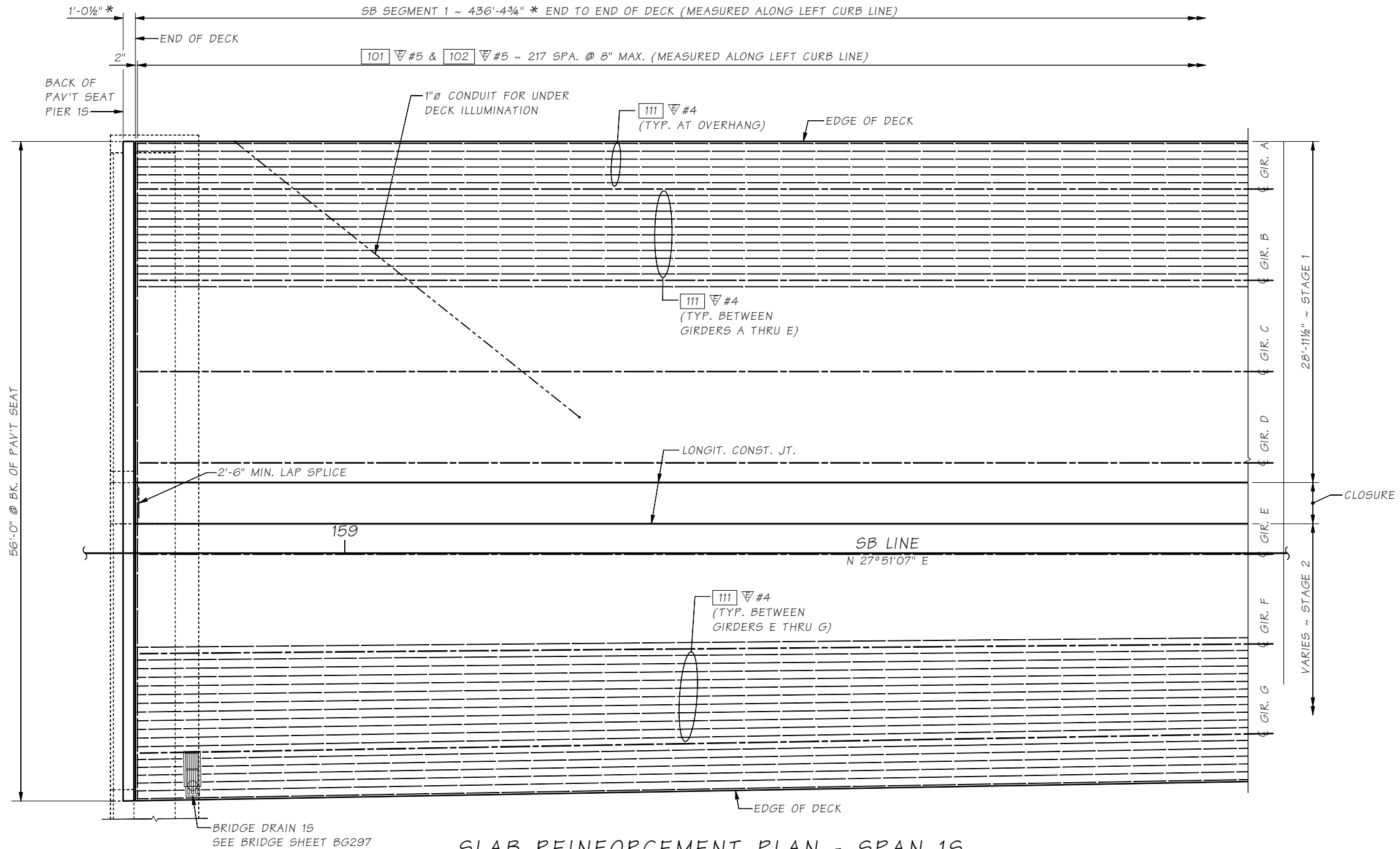


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

INTERMEDIATE DIAPHRAGM CLOSURE DETAILS

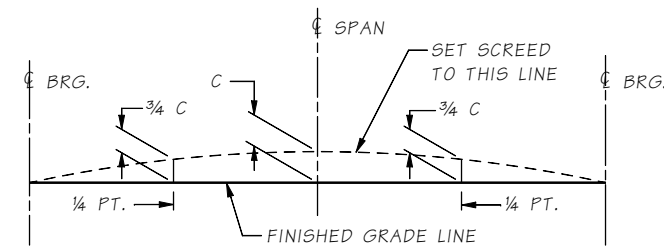
BRIDGE SHEET NO. **BG185**
SHEET OF **1036**
1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 1 1/2" AT PIER 15 AND 2" AT
 PIER 45 AT 64° F. FOR
 ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273



SLAB REINFORCEMENT PLAN - SPAN 15

BOTTOM MAT (SB LINE - SEGMENT 1)



SCREED SETTING DIMENSIONS

FOR DIMENSION "C" SEE "GIRDER SCHEDULE" SHEETS

TEMPORARY STRAND CUTTING SEQUENCE

1. ERECT AND BRACE GIRDERS.
2. REMOVE EXPANDED POLYSTYRENE IN 2" X 2" RECESSES IN TOP FLANGE OF GIRDERS.
3. CUT STRAND AND PLASTIC SLEEVE IN 2" X 2" RECESS. STRAND CUTTING SEQUENCE SHALL BE AS SHOWN #1, #2 ETC. IN TEMPORARY STRAND BLOCKOUT DETAIL BR. SHEET BG160.
4. REMOVE ALL MOISTURE IN RECESS PRIOR TO FILLING RECESS WITH GROUT.
5. CAST INTERMEDIATE & END DIAPHRAGMS.
6. PLACE DECK CONCRETE.

NOTES:

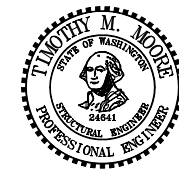
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ▽ #4 - 2'-0"; ▽ #5 - 2'-6"; ▽ #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".

SR 99 FILE NO. SHEET BG186

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 15 Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

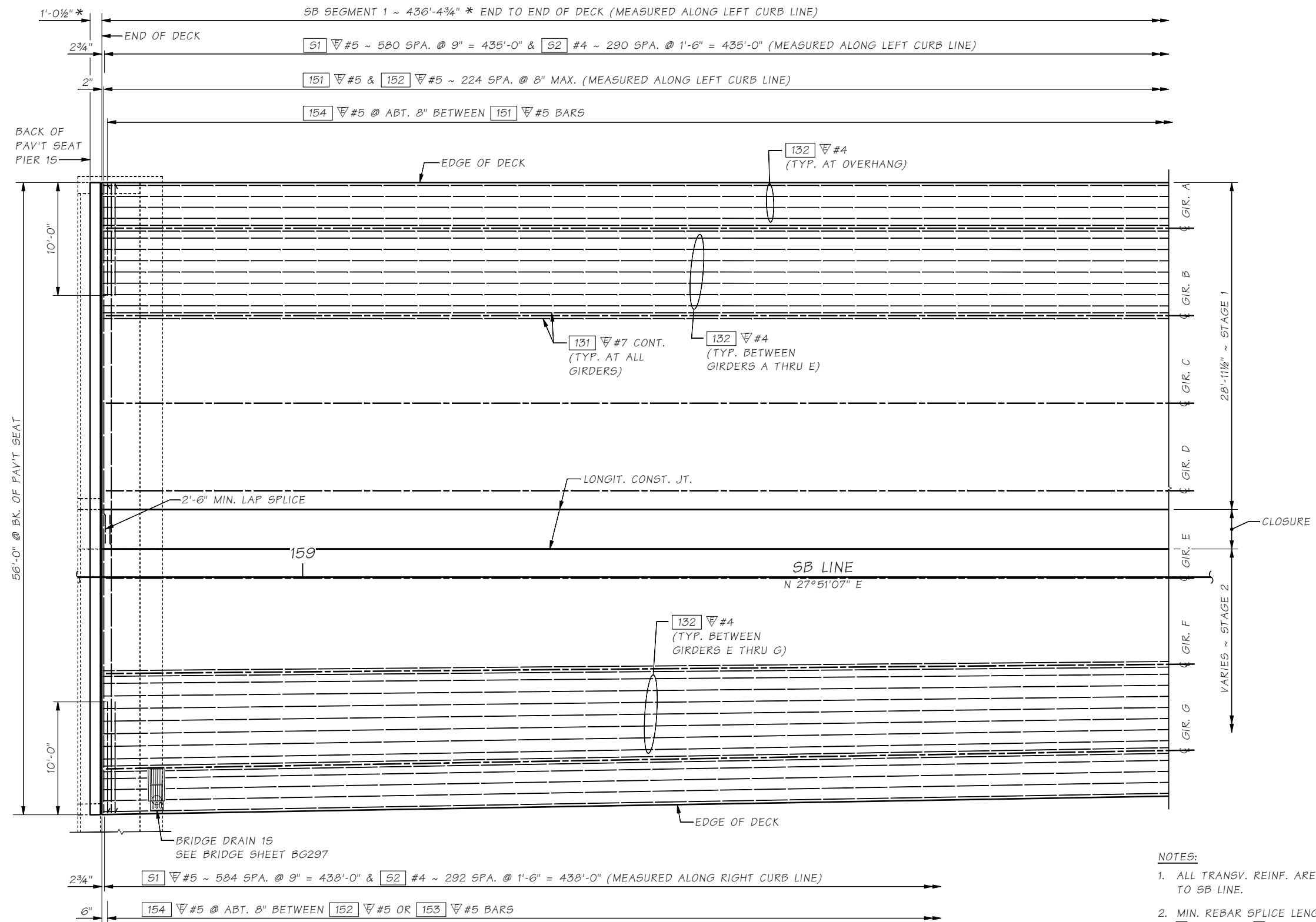


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
SPAN 15 BOTTOM MAT

BRIDGE SHEET NO. **BG186**
 SHEET 1037 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
= 1½" AT PIER 1S AND 2" AT
PIER 4S AT 64° F. FOR
ADJUSTMENT, SEE "EXPANSION
JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 1S
TOP MAT (SB LINE - SEGMENT 1)

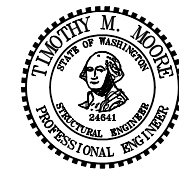
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG187

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 1S Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



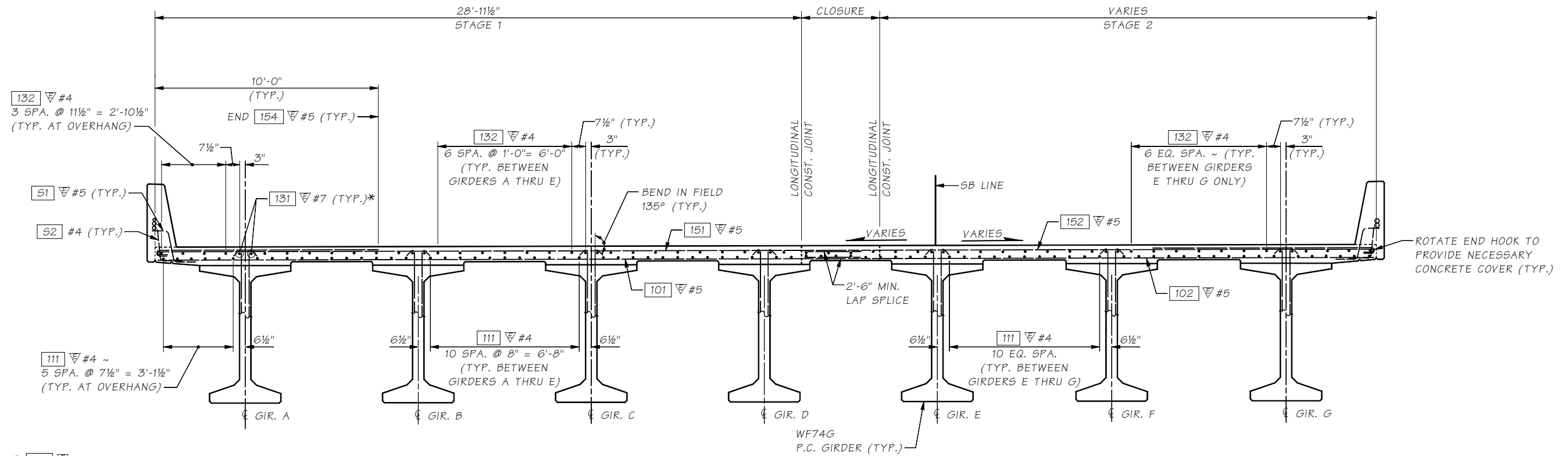
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
SPAN 1S TOP MAT

BRIDGE SHEET NO. BG187
SHEET 1038 OF 1475 SHEETS



* 131 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER.

SLAB REINFORCEMENT SECTION - SPAN 1S

SHOWN NEAR MIDSPAN
(SB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG188

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Span 1S.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Avery, D 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



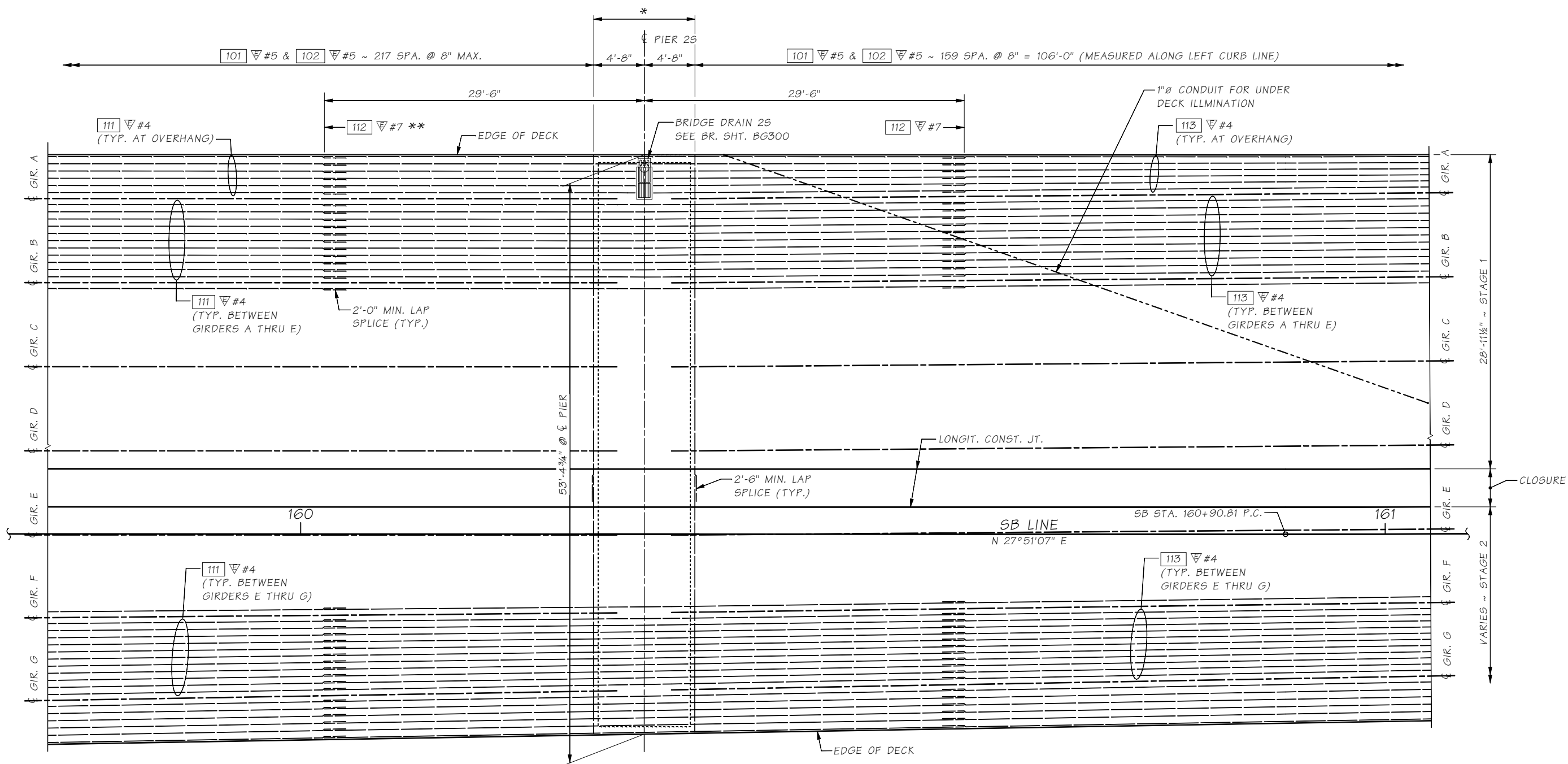
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
SPAN 1S

BRIDGE SHEET NO. BG188
SHEET 1039 OF 1475 SHEETS



* SEE "PIER 2 CROSSBEAM" FOR REINFORCING OVER PIER.
 ** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM ϕ PIER.

SLAB REINFORCEMENT PLAN @ PIER 25
 BOTTOM MAT (SB LINE - SEGMENT 1)

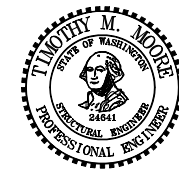
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 19, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG189

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 2s Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET TOTAL SHEETS
Designed By	Lee, CS 09/08	10	WASH.		
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



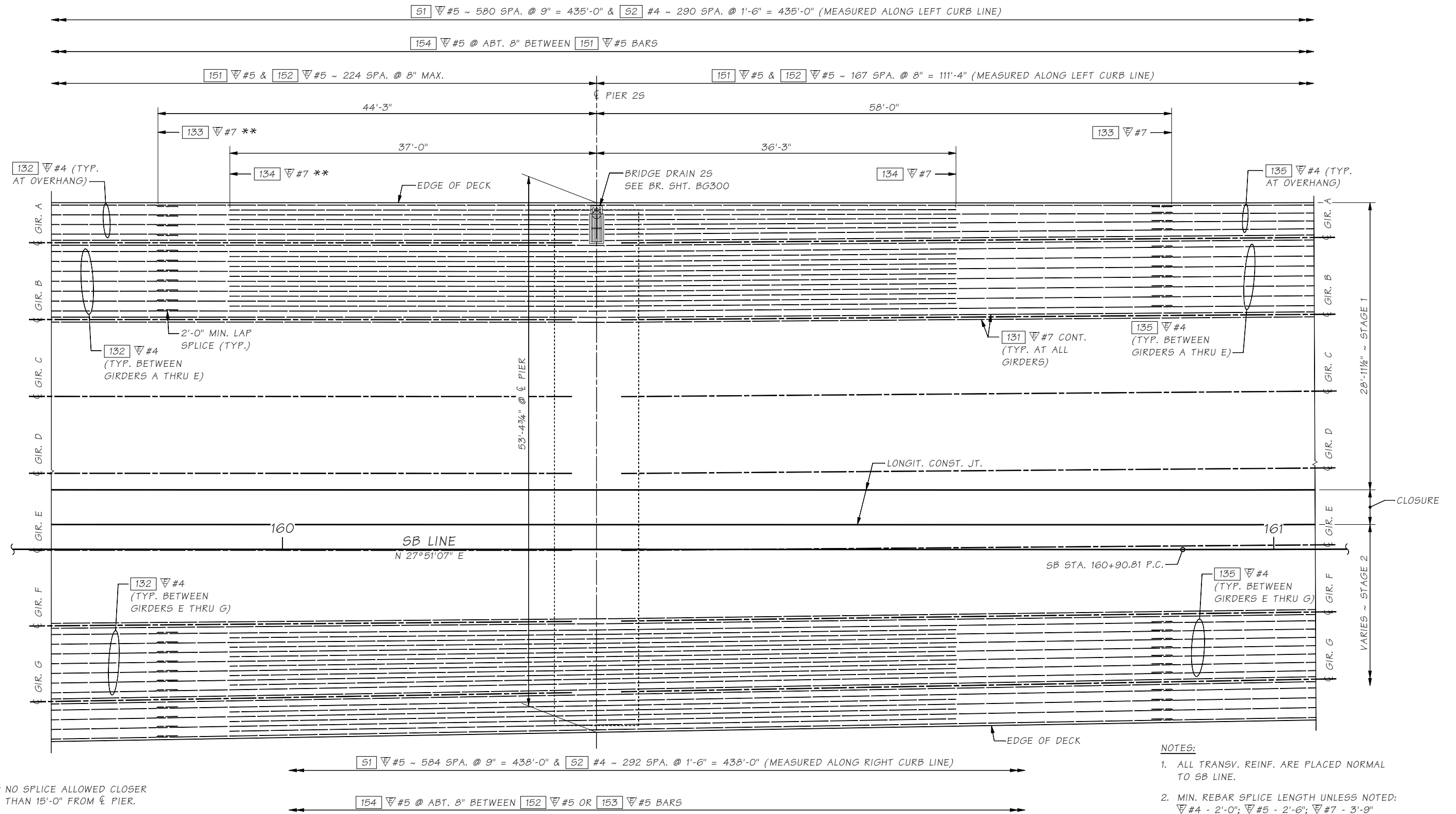
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 25 BOTTOM MAT

BRIDGE SHEET NO. **BG189**
 SHEET **1040** OF **1475** SHEETS



SLAB REINFORCEMENT PLAN @ PIER 25

TOP MAT (SB LINE - SEGMENT 1)

- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 19, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

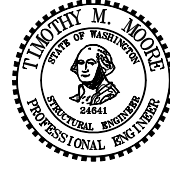
** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM CL PIER.

SR 99 FILE NO. SHEET BG190

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 2s Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET TOTAL
Designed By	Lee, CS 09/08	10	WASH.		
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



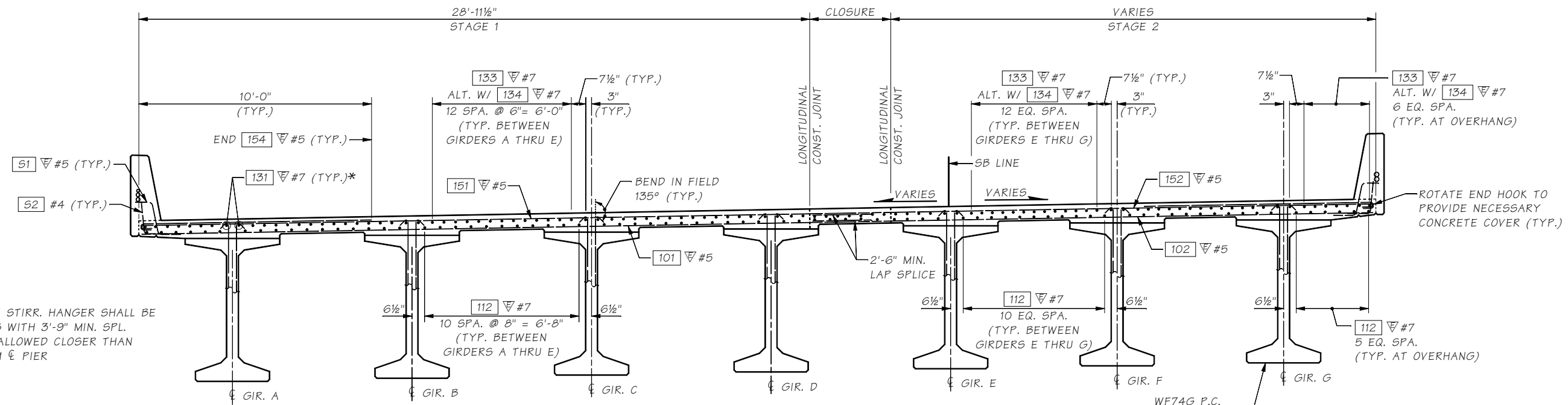
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 PIER 25 TOP MAT

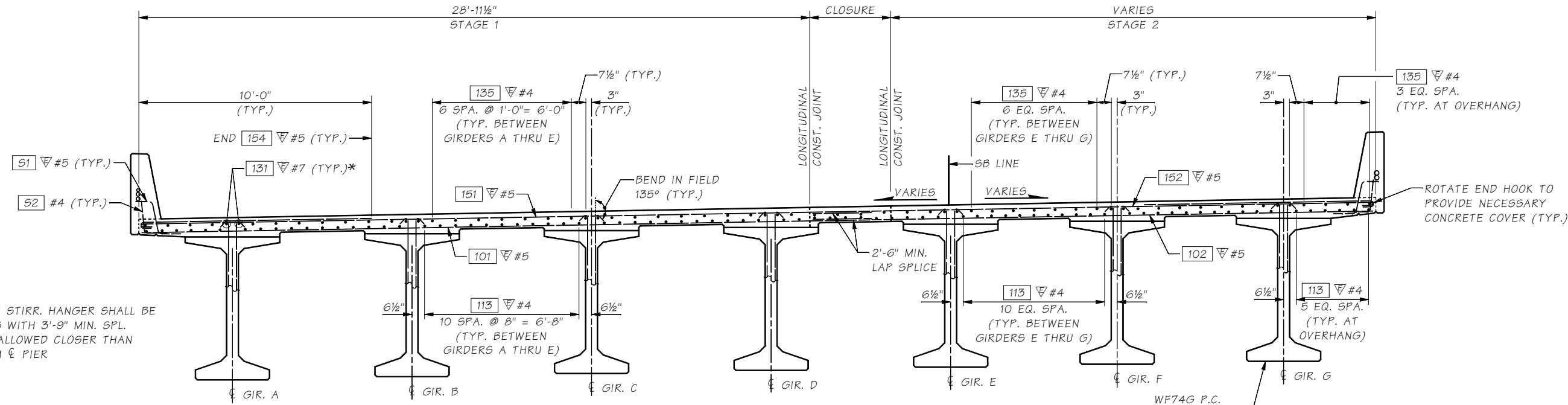
BRIDGE SHEET NO. **BG190**
 SHEET 1041 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION NEAR PIER 25

SEE "PIER 25 CROSSBEAM" FOR REINFORCING OVER PIER 25
(SB LINE - SEGMENT 1)

* [131] #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER



SLAB REINFORCEMENT SECTION - SPAN 25

SHOWN NEAR MID-SPAN
(SB LINE - SEGMENT 1)

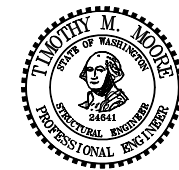
* [131] #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SR 99 FILE NO. SHEET BG191

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 2s.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		
Checked By	Glassford, P 09/09	JOB NUMBER	09A803		
Detailed By	Avery, D 09/08	DATE	REVISION	BY	APPD
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist					



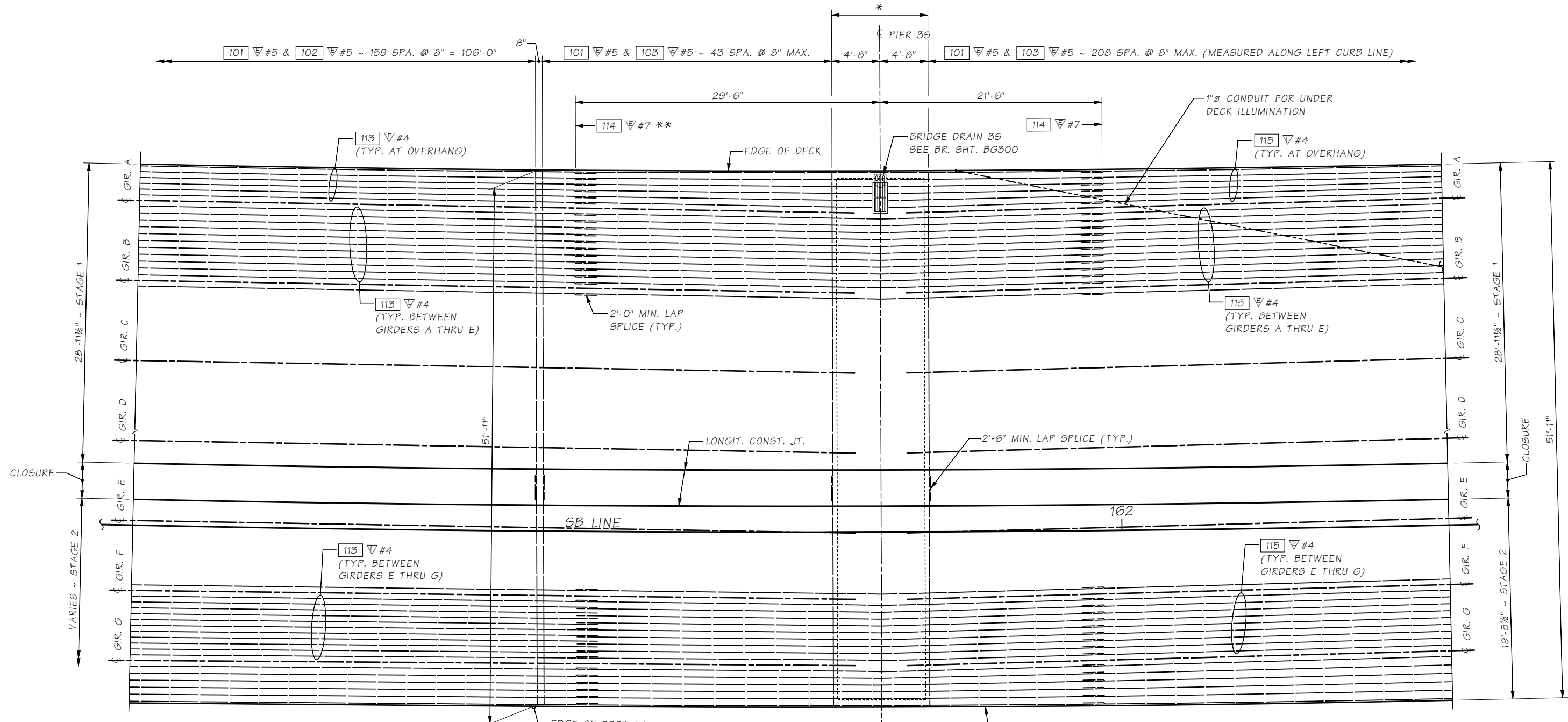
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 25 & SPAN 25

BRIDGE SHEET NO. BG191
SHEET 1042 OF 1475 SHEETS



* SEE "PIER 35 CROSSBEAM" FOR REINFORCING OVER PIER.
 ** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM ϕ PIER.

SLAB REINFORCEMENT PLAN @ PIER 35

BOTTOM MAT (SB LINE - SEGMENT 1)

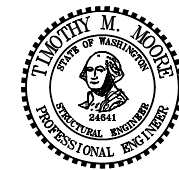
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 19, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG192

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 3s Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

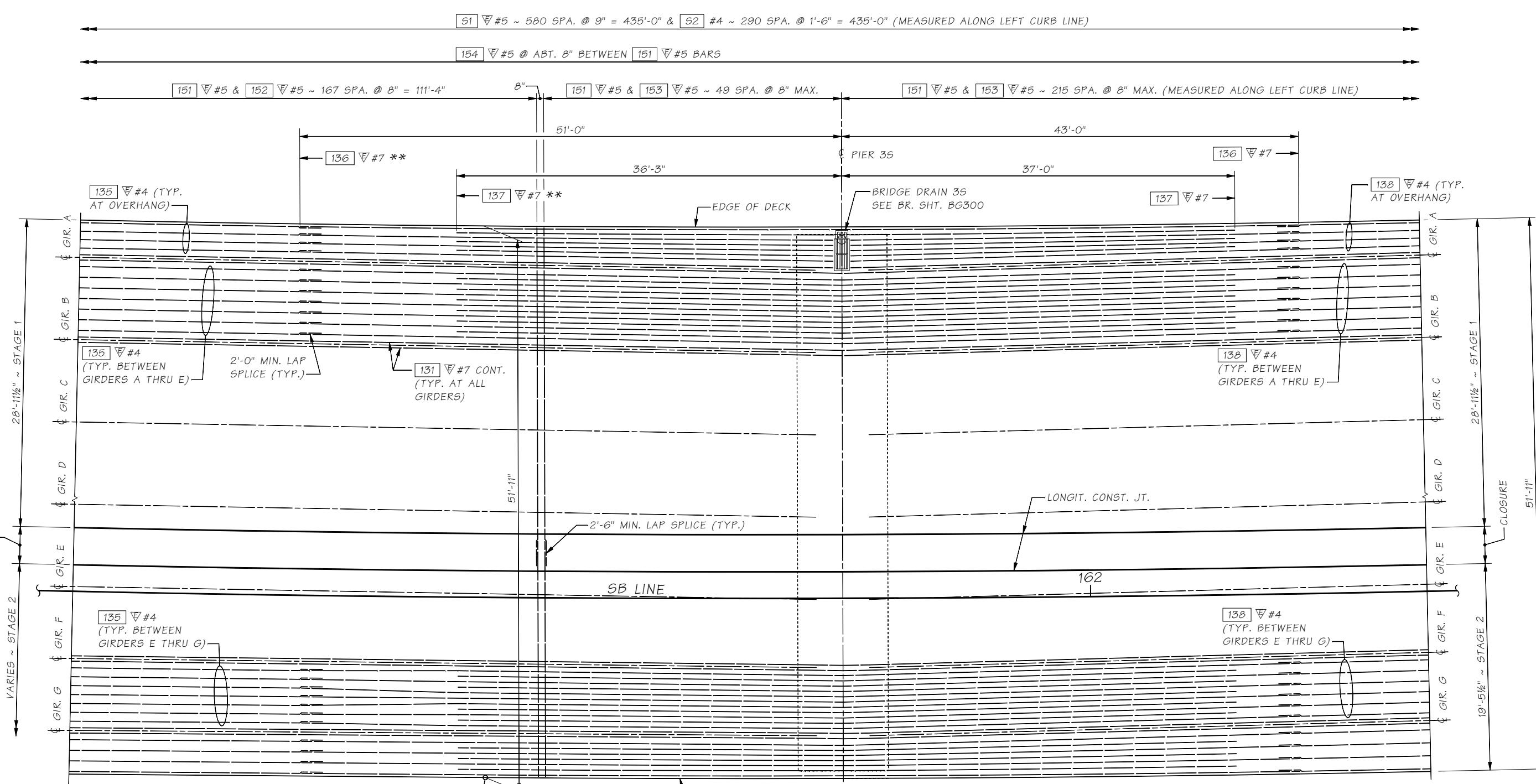


BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT PLAN
 PIER 35 BOTTOM MAT

BRIDGE SHEET NO. BG192
 SHEET 1043 OF 1475 SHEETS



** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM C PIER.

EDGE OF DECK AT END SHOULDER TAPER SB STA. 161+43.16 (16'-11 1/2" RT.)

- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED: #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 19, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SLAB REINFORCEMENT PLAN @ PIER 35

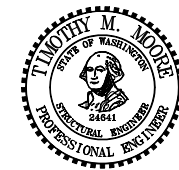
TOP MAT (SB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG193

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 3s Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



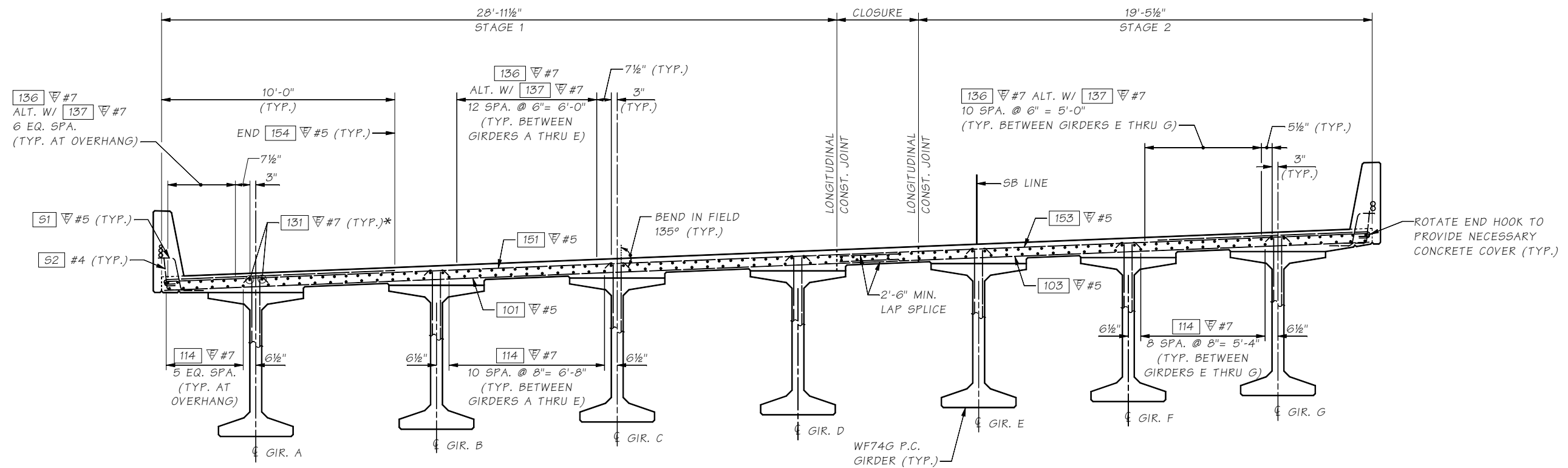
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 35 TOP MAT

BRIDGE SHEET NO. BG193
SHEET 1044 OF 1475 SHEETS



* #131 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION NEAR PIER 35

SEE "PIER 35 CROSSBEAM" FOR REINFORCING OVER PIER 35
(SB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG194

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 3s.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Avery, D 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

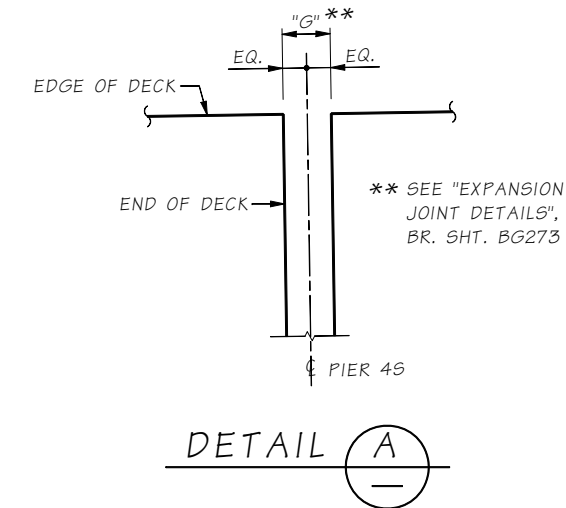
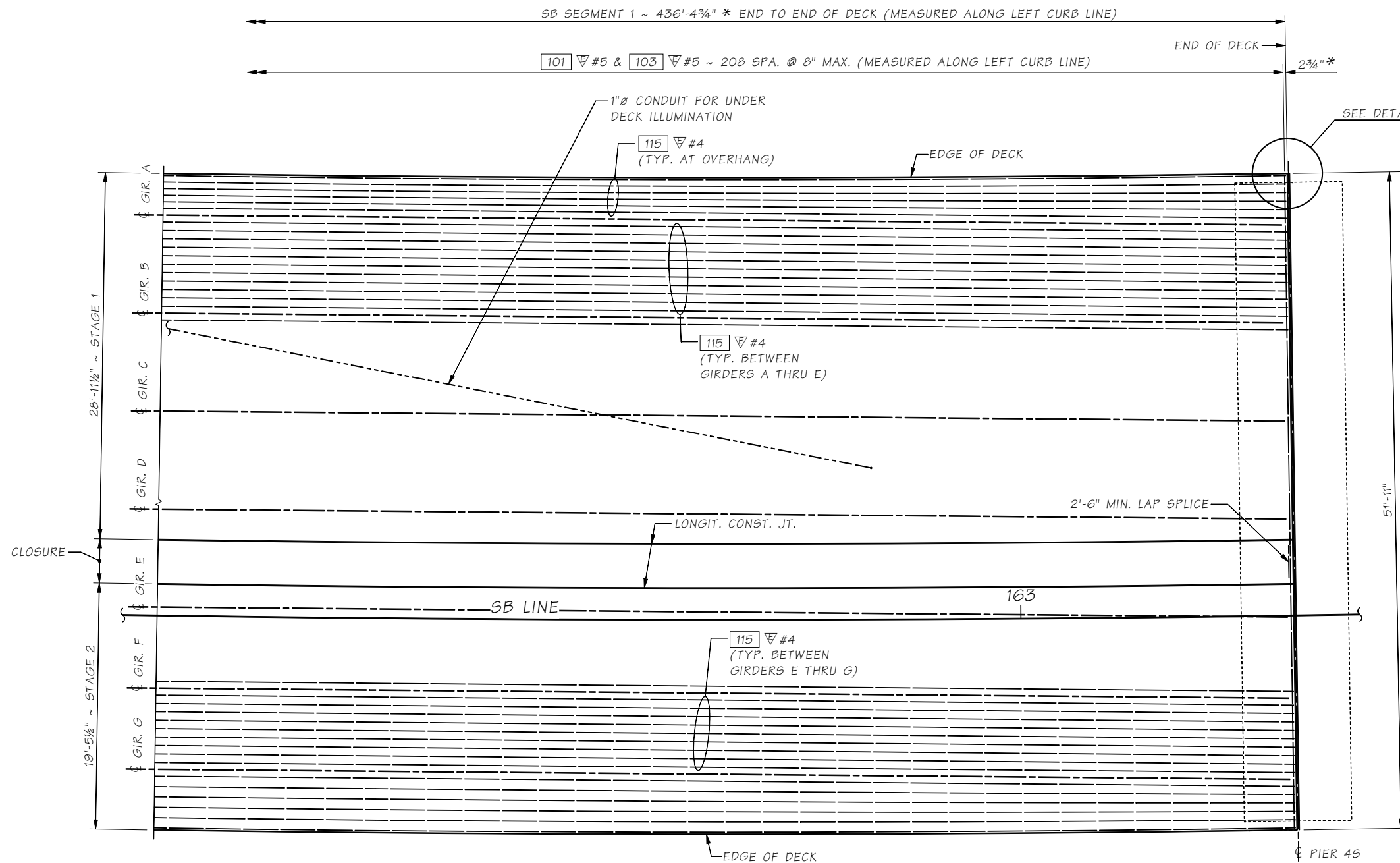


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 35

BRIDGE SHEET NO. BG194
SHEET 1045 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 1½" AT PIER 15 AND 2" AT
 PIER 45 AT 64° F. FOR
 ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 3S

BOTTOM MAT (SB LINE - SEGMENT 1)

NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ▽ #4 - 2'-0"; ▽ #5 - 2'-6"; ▽ #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 15, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG195

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 3S Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



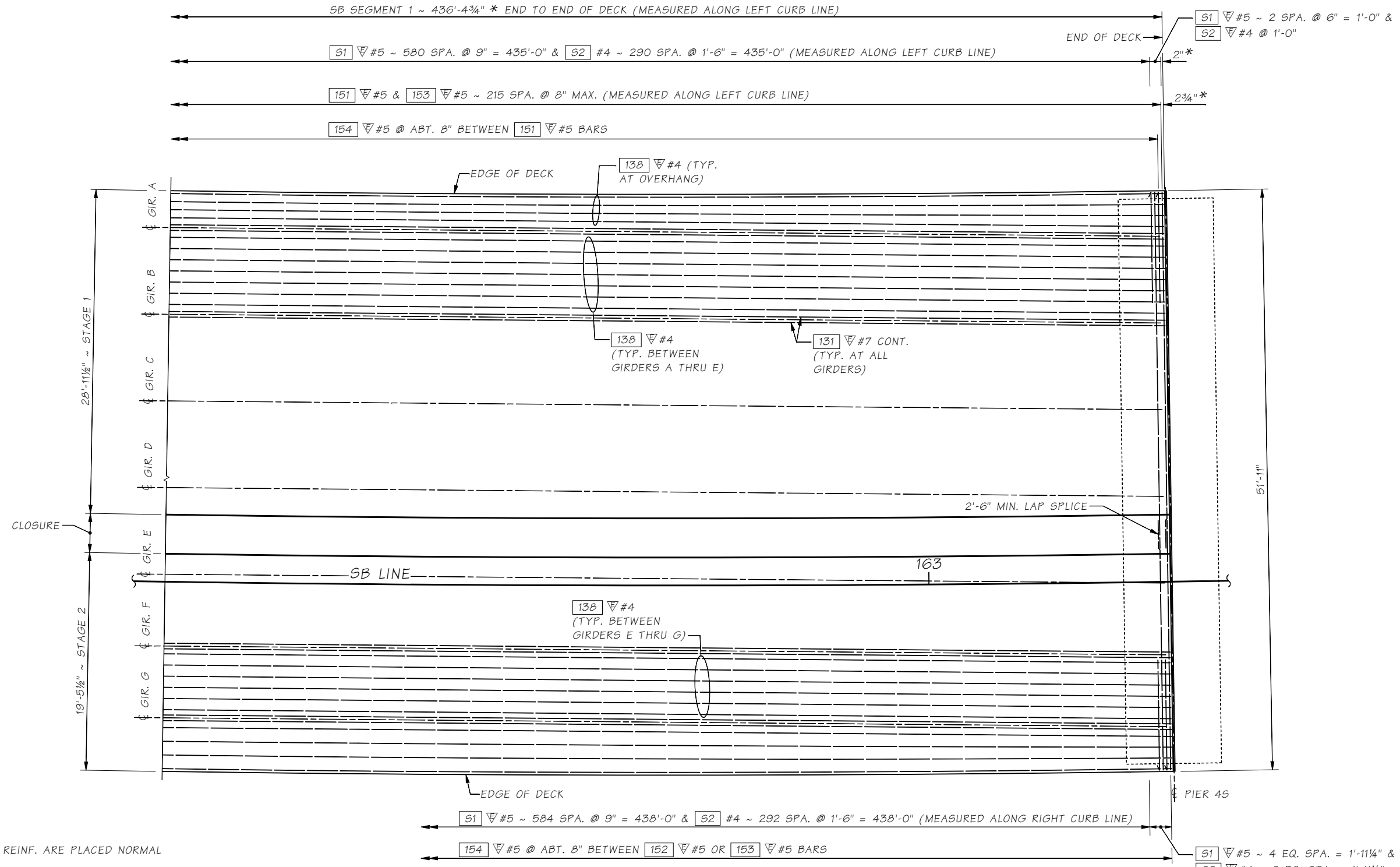
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 3S BOTTOM MAT

BRIDGE SHEET NO. BG195
 SHEET 1046 OF 1475 SHEETS



* BASED ON JOINT OPENING "G" = 1 1/2" AT PIER 15 AND 2" AT PIER 45 AT 64° F. FOR ADJUSTMENT, SEE "EXPANSION JOINT DETAILS", BR. SHT. BG273.

- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

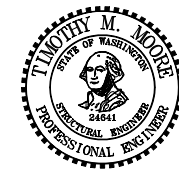
SLAB REINFORCEMENT PLAN - SPAN 3S
 TOP MAT (SB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG196

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 3s Top.WND		
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.
Designed By Lee, CS 09/08	10	WASH.	
Checked By Glassford, P 09/09	JOB NUMBER 09A803		
Detailed By Hanson, CE 09/08			
Bridge Projects Engr.			
Prelim. Plan By			
Architect/Specialist	DATE	REVISION	BY APPD



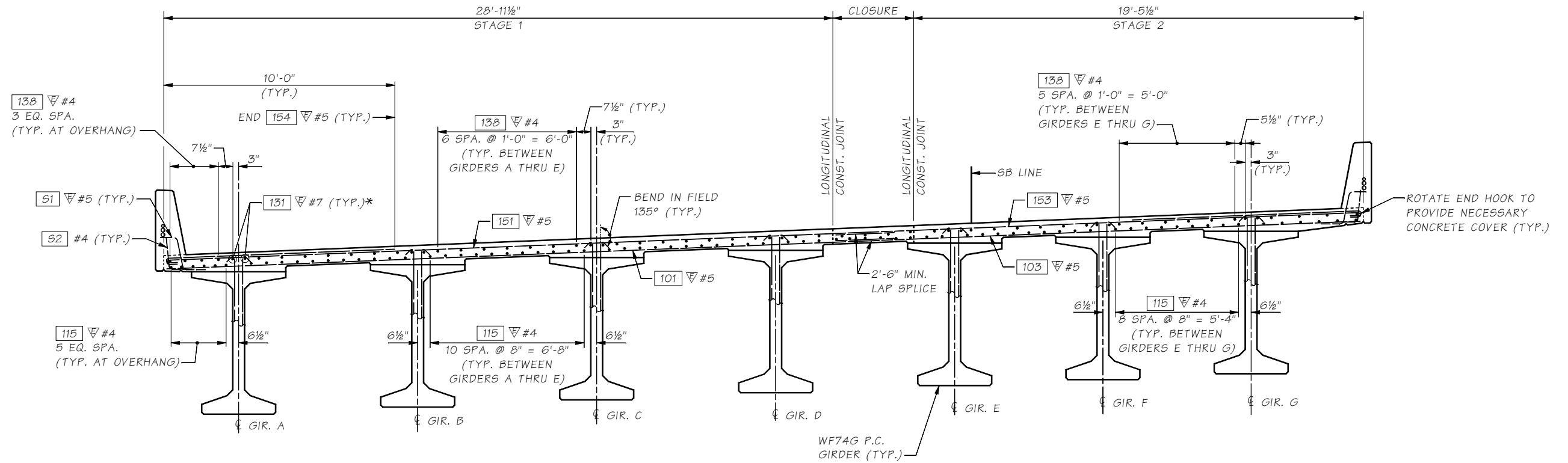
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 3S TOP MAT

BRIDGE SHEET NO. BG196
 SHEET 1047 OF 1475 SHEETS



* 131 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPLICE. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER.

SLAB REINFORCEMENT SECTION - SPAN 3S

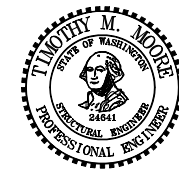
SHOWN NEAR MIDSPAN
(SB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG197

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Span 3S.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Avery, D 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



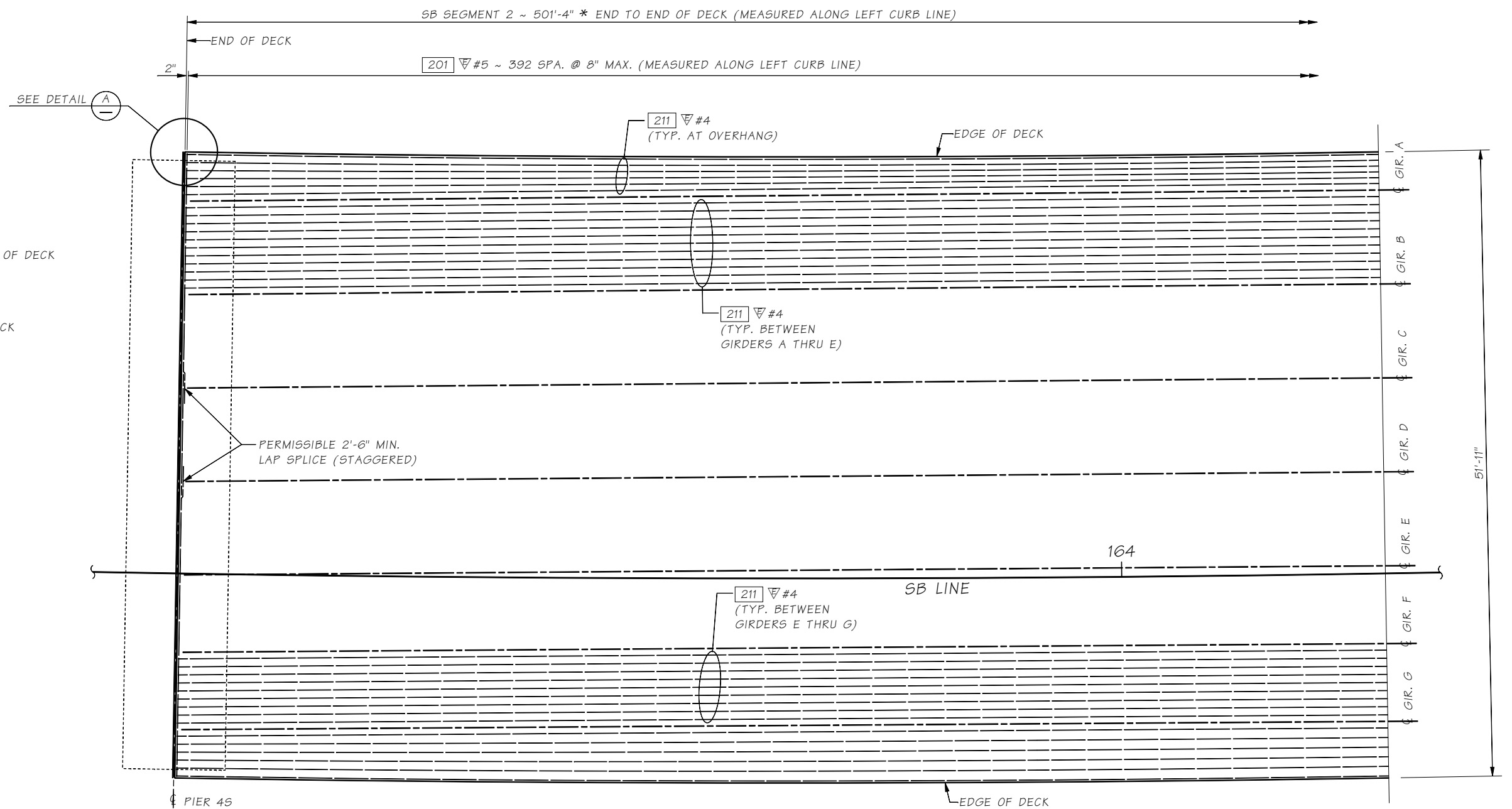
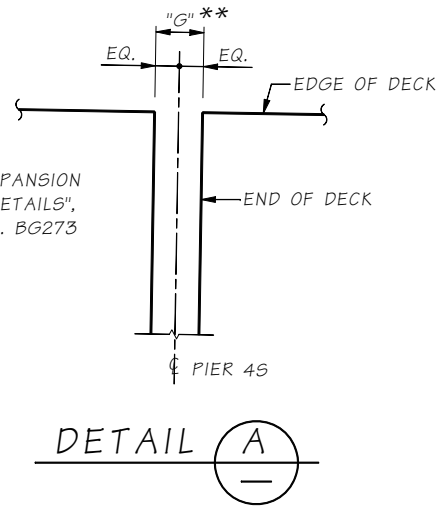
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
SPAN 3S

BRIDGE SHEET NO. BG197
SHEET 1048 OF 1475 SHEETS

* BASED ON JOINT OPENING "G" = 2"
 AT PIERS 4S & 1C AT 64° F.
 FOR ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273.

** SEE "EXPANSION
 JOINT DETAILS",
 BR. SHT. BG273



SLAB REINFORCEMENT PLAN - SPAN 4S

BOTTOM MAT (SB LINE - SEGMENT 2)

NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG198

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 4S Bot.wnd				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM				10	WASH.				
Designed By	Lee, CS	09/08								
Checked By	Glassford, P	09/09								
Detailed By	Hanson, CE	09/08								
Bridge Projects Engr.					JOB NUMBER 09A803					
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



BRIDGE AND STRUCTURES OFFICE

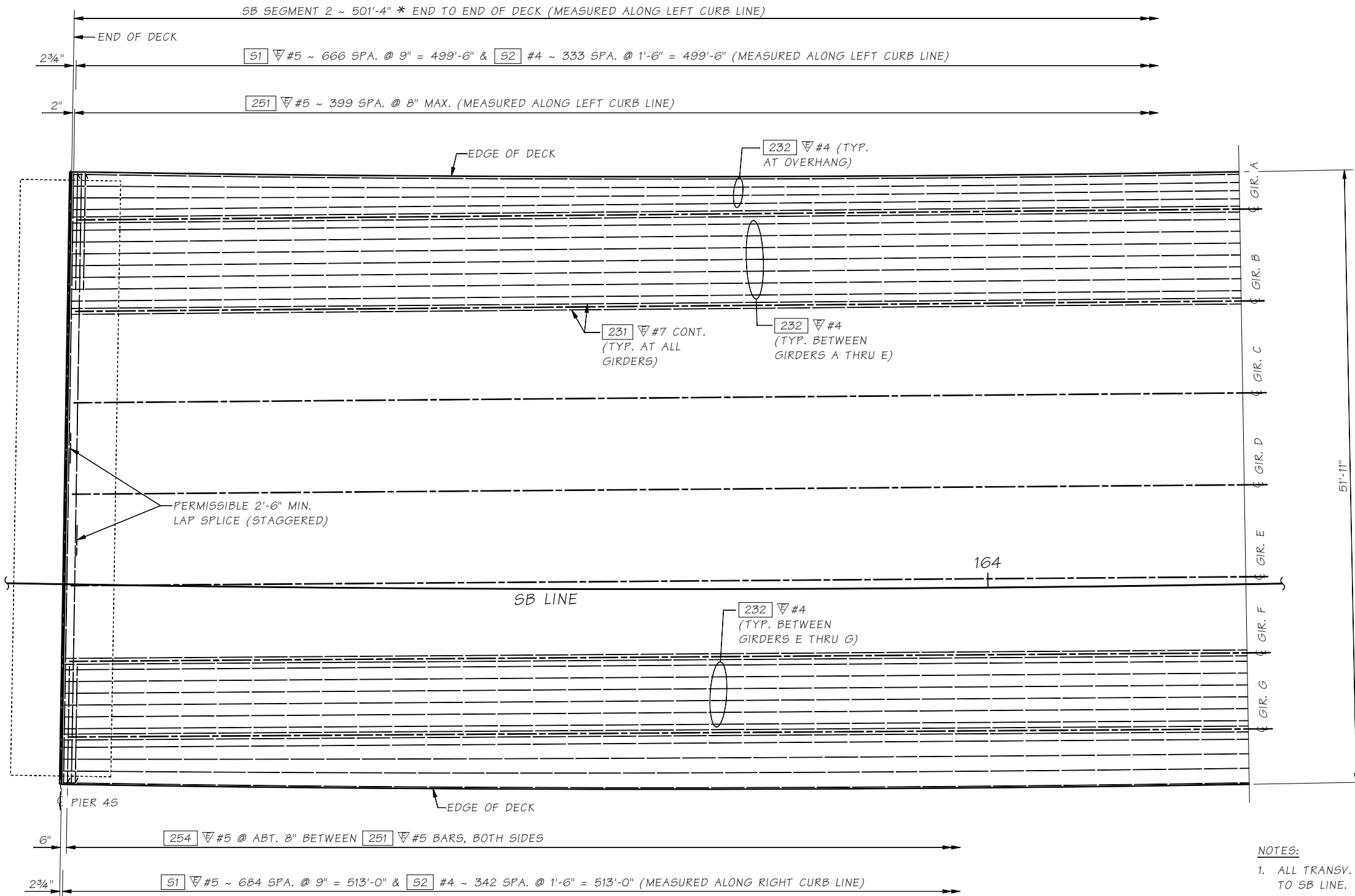


SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 4S BOTTOM MAT

BRIDGE SHEET NO.
 BG198
 SHEET
 1049
 OF
 1475
 SHEETS

* BASED ON JOINT OPENING "G"
 = 2" AT PIERS 4S & 1C
 AT 64° F. FOR ADJUSTMENT,
 SEE "EXPANSION JOINT DETAILS",
 BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 4S

TOP MAT (SB LINE - SEGMENT 2)

NOTES:

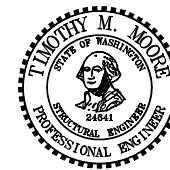
- ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
- MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
- DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
- SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG199

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 4S Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



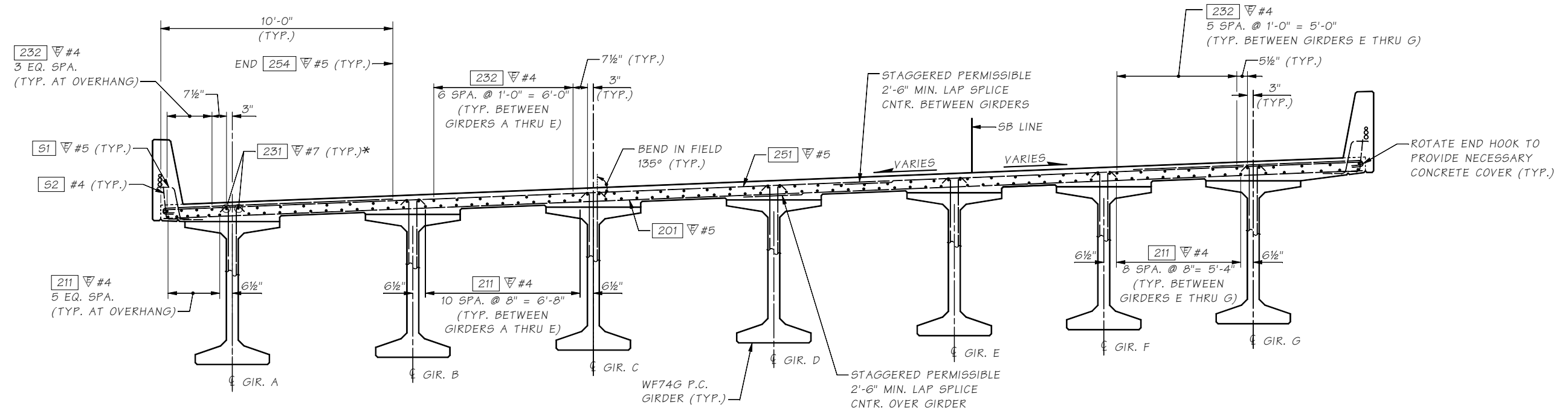
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 4S TOP MAT

BRIDGE SHEET NO. BG199
 SHEET 1050 OF 1475 SHEETS



* [231] #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION - SPAN 4S

SHOWN NEAR MIDSPAN
(SB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG200

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 4S.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		
Checked By	Glassford, P	JOB NUMBER			
Detailed By	Avery, D	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

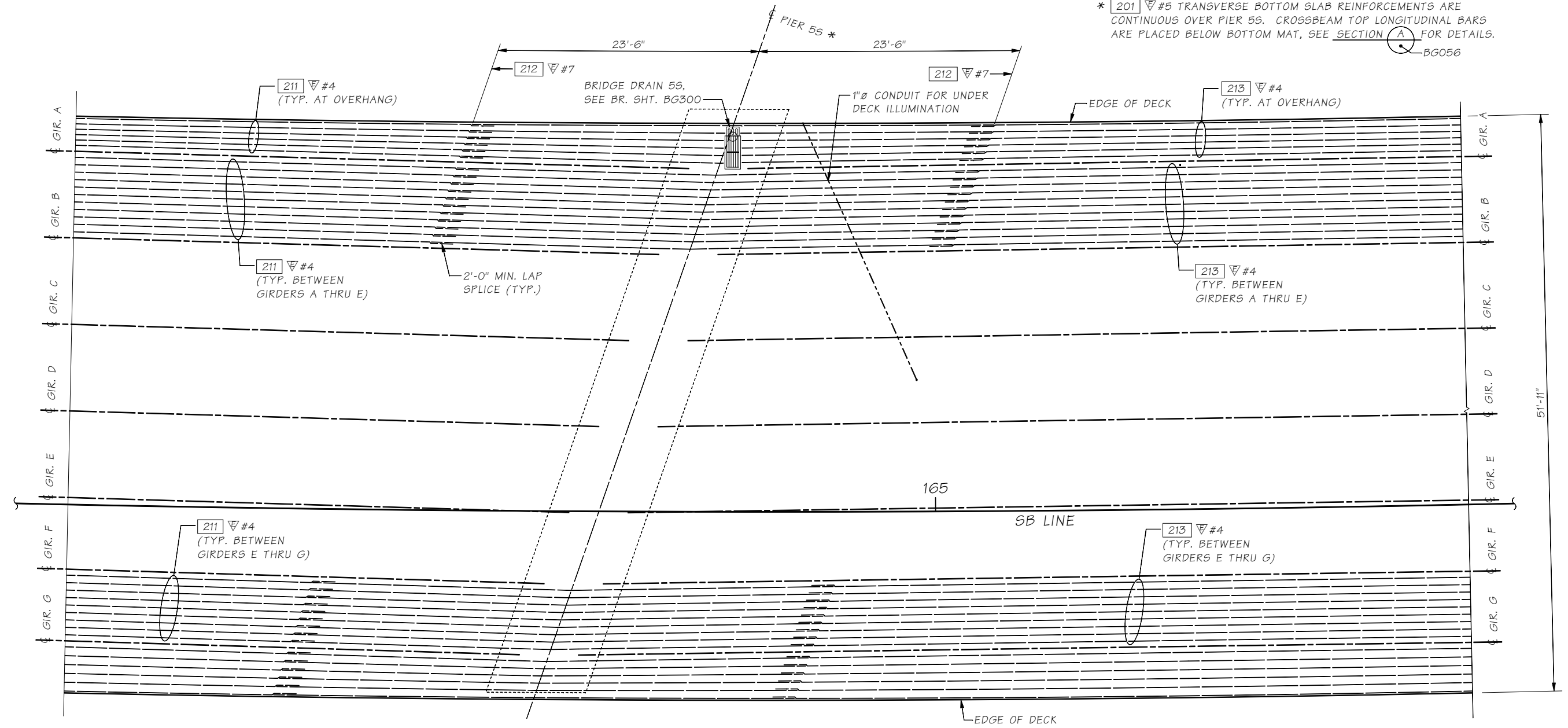


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT SECTION
 SPAN 4S

BRIDGE SHEET NO. **BG200**
 SHEET 1051 OF 1475 SHEETS

201 #5 ~ 392 SPA. @ 8" MAX. (MEASURED ALONG LEFT CURB LINE)

* 201 #5 TRANSVERSE BOTTOM SLAB REINFORCEMENTS ARE CONTINUOUS OVER PIER 55. CROSSBEAM TOP LONGITUDINAL BARS ARE PLACED BELOW BOTTOM MAT. SEE SECTION A FOR DETAILS. BG056



SLAB REINFORCEMENT PLAN @ PIER 55
BOTTOM MAT (SB LINE - SEGMENT 2)

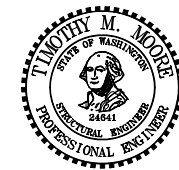
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 19, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG201

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 5s Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



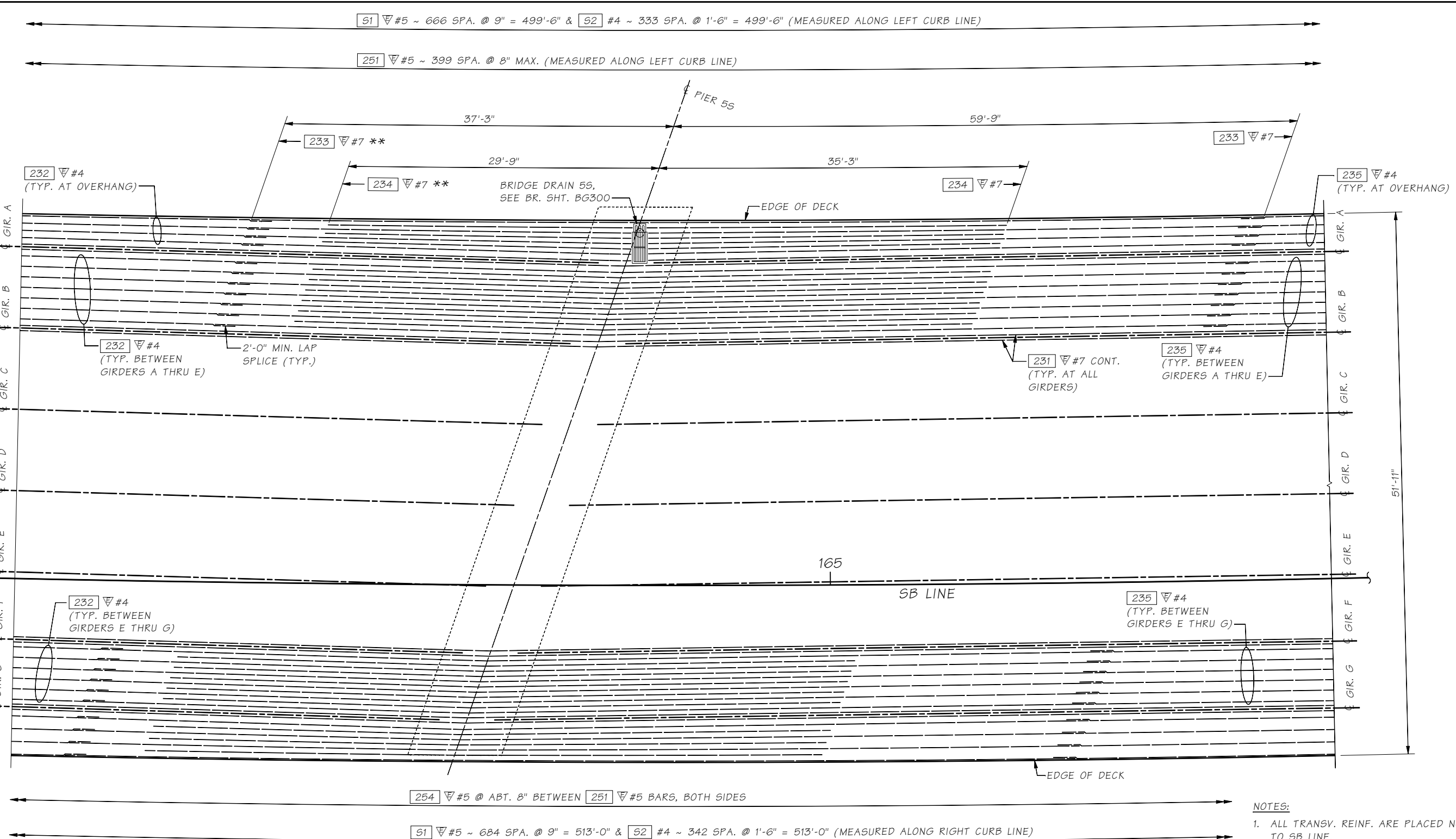
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 55 BOTTOM MAT

BRIDGE SHEET NO. BG201
SHEET 1052 OF 1475 SHEETS



** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM C PIER.

SLAB REINFORCEMENT PLAN @ PIER 55

TOP MAT (SB LINE - SEGMENT 2)

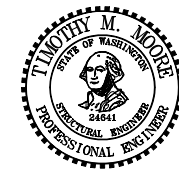
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED: #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 15, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG202

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 5s Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



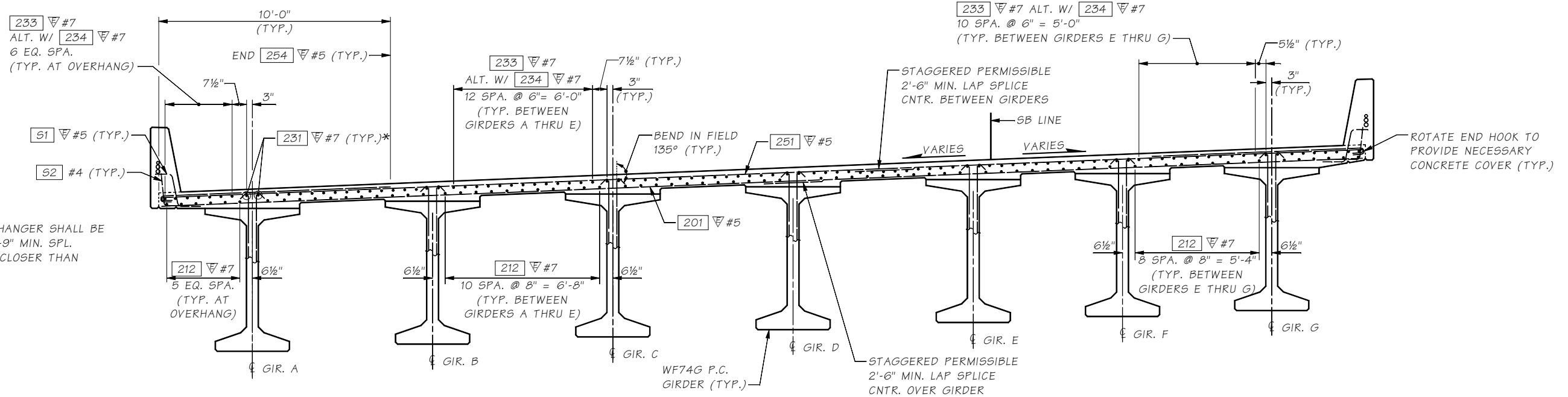
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

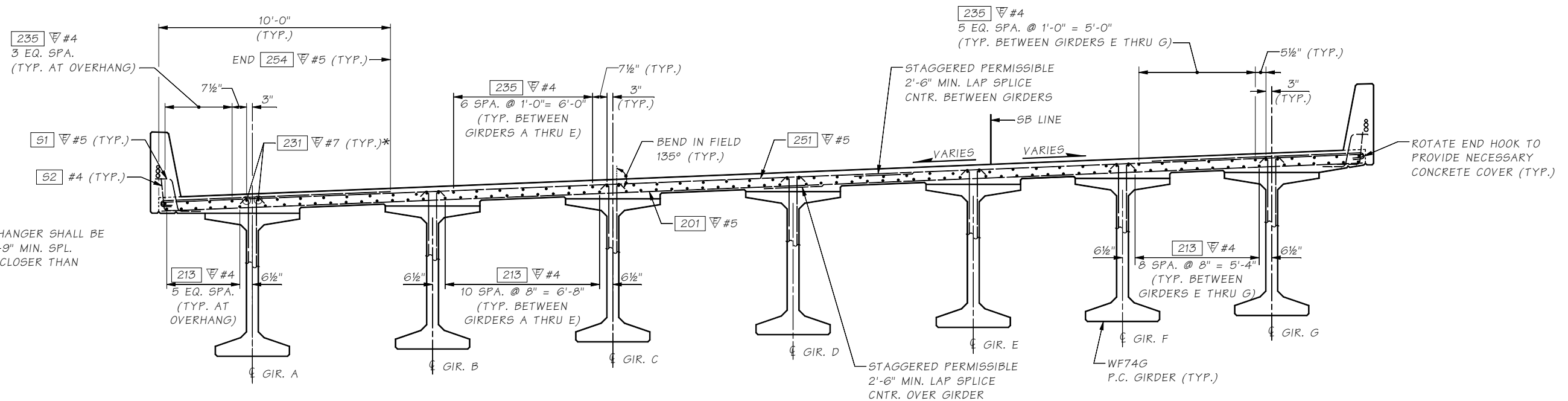
SLAB REINFORCEMENT PLAN
PIER 55 TOP MAT

BRIDGE SHEET NO. BG202
SHEET 1053 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION NEAR PIER 55

SEE "PIER 55 CROSSBEAM" FOR REINFORCING OVER PIER 55.
(SB LINE - SEGMENT 2)



SLAB REINFORCEMENT SECTION - SPAN 55

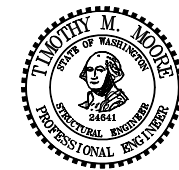
SHOWN NEAR MID-SPAN
(SB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG203

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\Window files\Slab Sect Pier 5s.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Avery, D 09/08				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



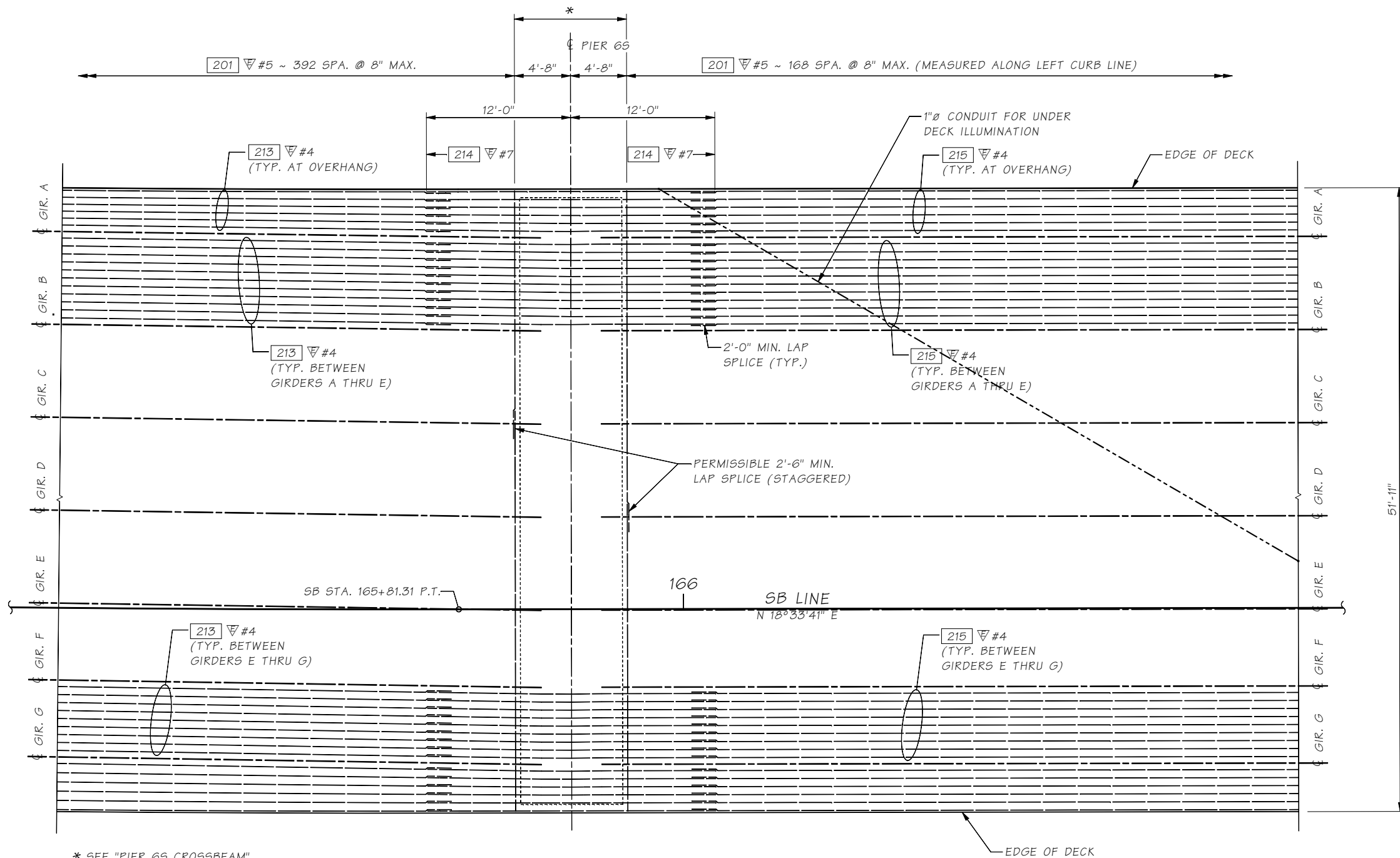
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 55 & SPAN 55

BRIDGE SHEET NO. BG203
SHEET 1054 OF 1475 SHEETS



* SEE "PIER 65 CROSSBEAM" FOR REINFORCING OVER PIER.

SLAB REINFORCEMENT PLAN @ PIER 65

BOTTOM MAT (SB LINE - SEGMENT 2)

NOTES:

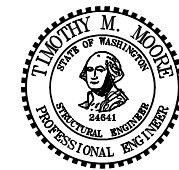
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 19, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG204

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6s Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



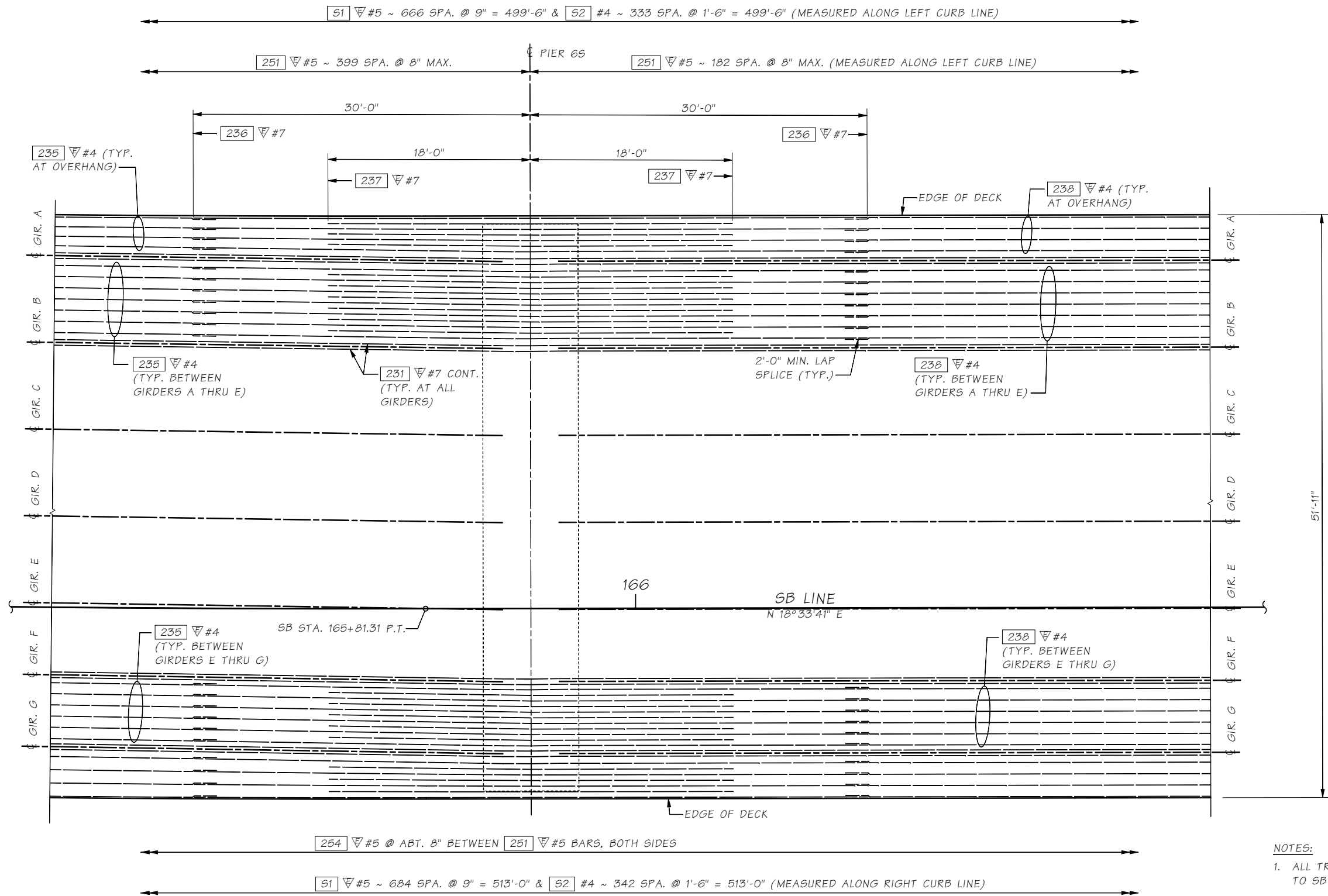
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 65 BOTTOM MAT

BRIDGE SHEET NO. BG204
SHEET 1055 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN @ PIER 65

TOP MAT (SB LINE - SEGMENT 2)

NOTES:

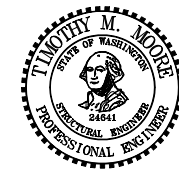
- ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
- MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
- DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
- SEE "SLAB REINFORCEMENT PLAN - SPAN 15, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG205

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6s Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



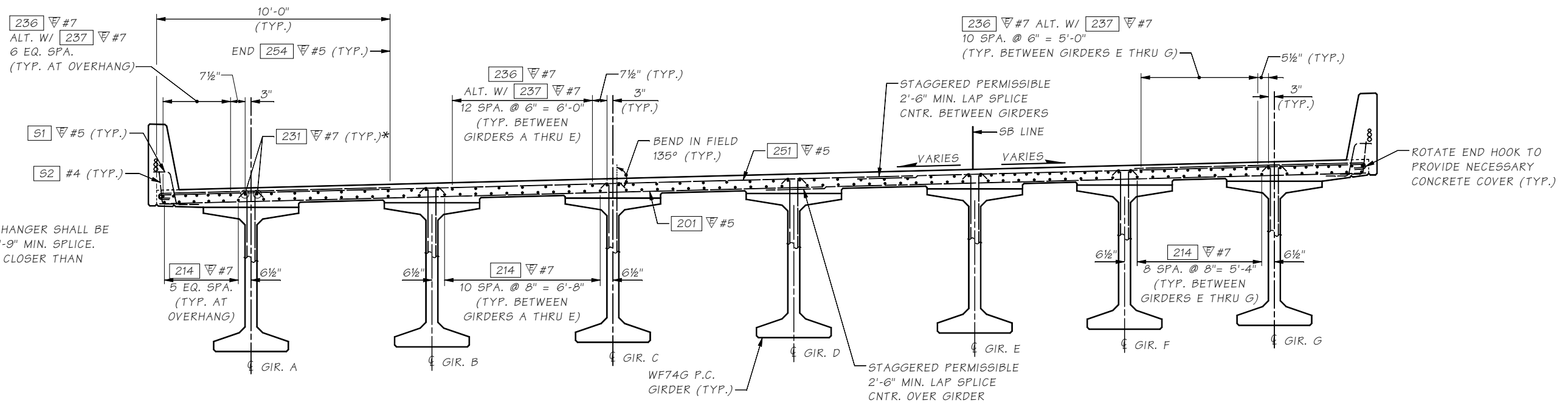
BRIDGE AND STRUCTURES OFFICE



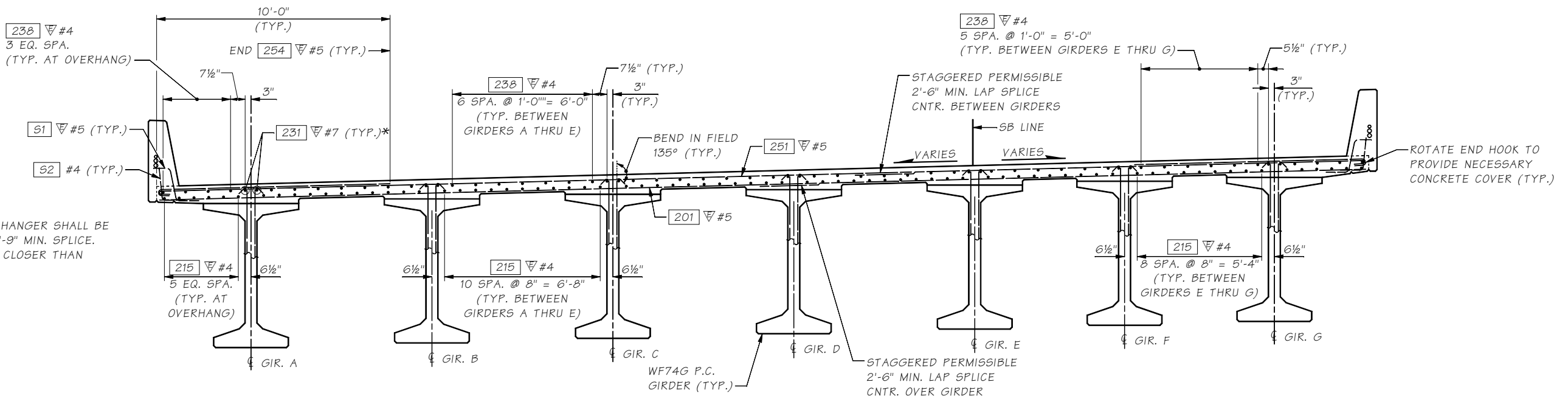
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 65 TOP MAT

BRIDGE SHEET NO. BG205
SHEET 1056 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION NEAR PIER 65
 SEE "PIER 65 CROSSBEAM" FOR REINFORCING OVER PIER 65
 (SB LINE - SEGMENT 2)



SLAB REINFORCEMENT SECTION - SPAN 65
 SHOWN NEAR MID-SPAN
 (SB LINE - SEGMENT 2)

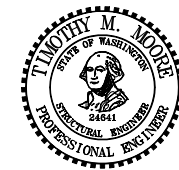
SR 99 FILE NO. SHEET BG206

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 6s.WND
Supervisor	Moore, TM	
Designed By	Lee, CS	09/08
Checked By	Glassford, P	09/09
Detailed By	Avery, D	09/08
Bridge Projects Engr.		
Prelim. Plan By		
Architect/Specialist		
DATE	REVISION	BY APPD

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10	WASH.			
JOB NUMBER				
09A803				



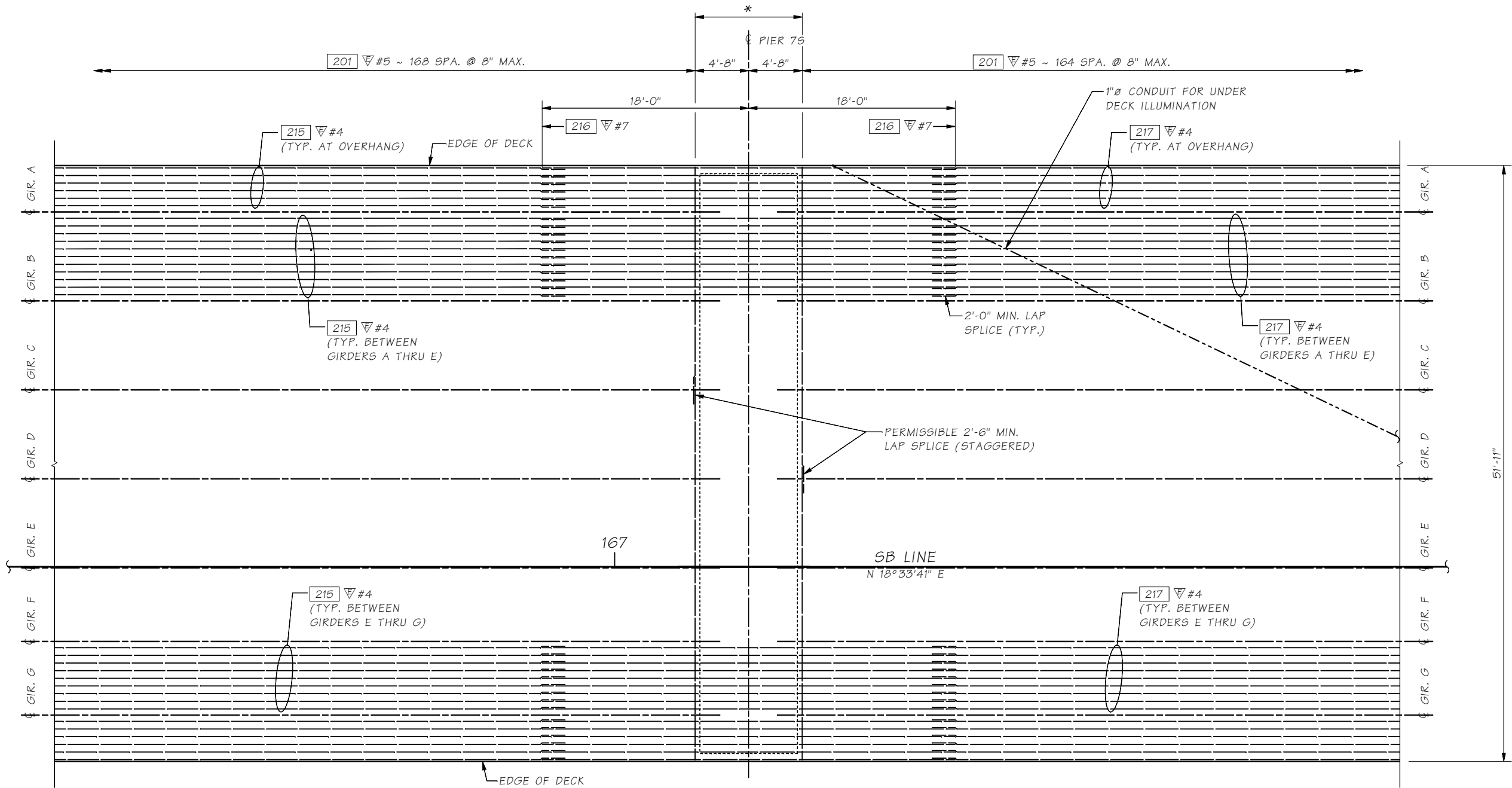
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
 PIER 65 & SPAN 65

BRIDGE SHEET NO. **BG206**
 SHEET OF 1057
 1475 SHEETS



* SEE "PIER 7S CROSSBEAM" FOR REINFORCING OVER PIER.

SLAB REINFORCEMENT PLAN @ PIER 7S

BOTTOM MAT (SB LINE - SEGMENT 2)

NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG207

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 7s Bot.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					

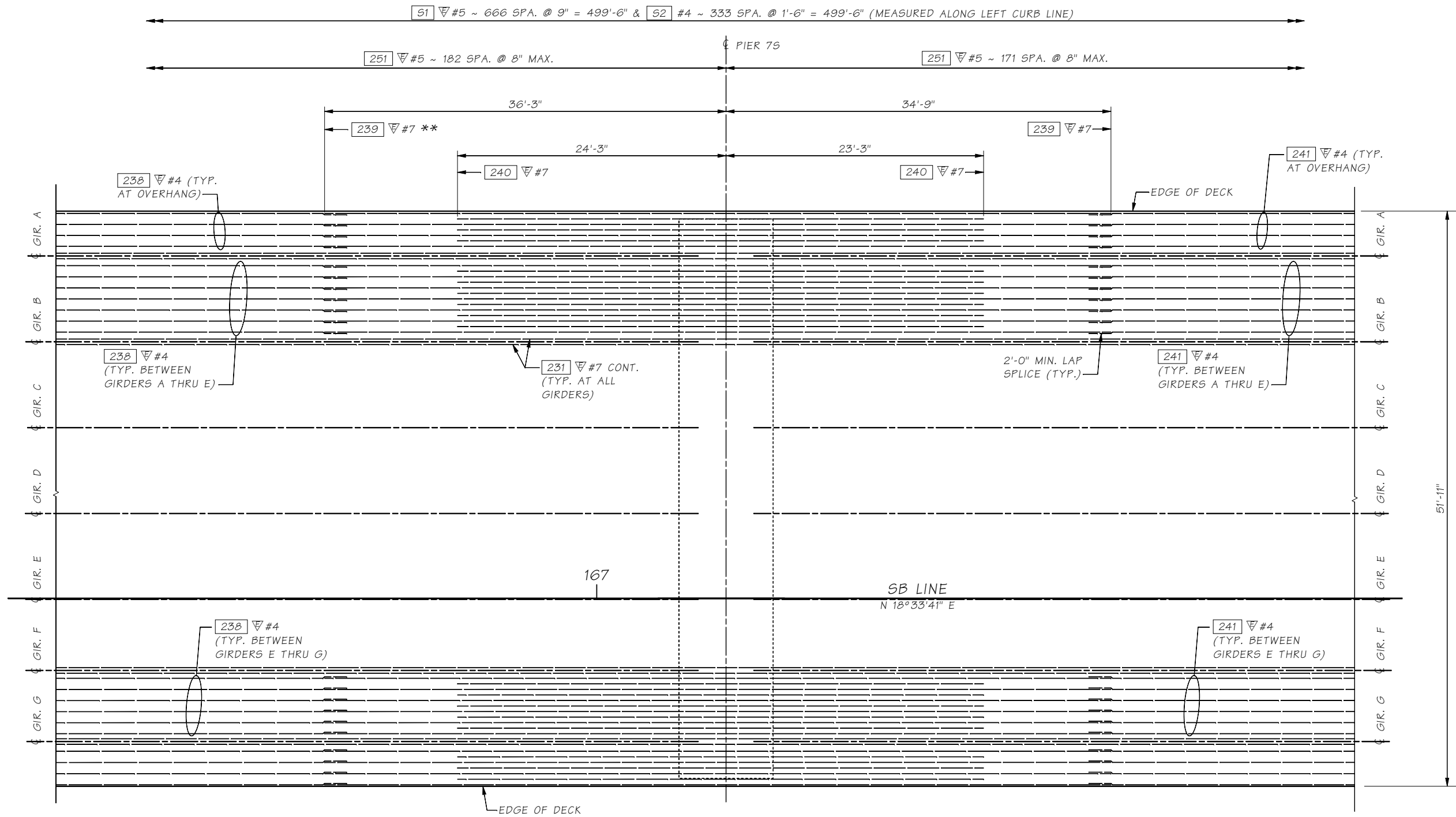


BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT PLAN
 PIER 7S BOTTOM MAT

BRIDGE SHEET NO. BG207
 SHEET 1058 OF 1475 SHEETS



51 #5 ~ 666 SPA. @ 9" = 499'-6" & 52 #4 ~ 333 SPA. @ 1'-6" = 499'-6" (MEASURED ALONG LEFT CURB LINE)

251 #5 ~ 182 SPA. @ 8" MAX.

251 #5 ~ 171 SPA. @ 8" MAX.

PIER 7S

36'-3"

34'-9"

239 #7 **

239 #7

24'-3"

23'-3"

240 #7

240 #7

241 #4 (TYP. AT OVERHANG)

238 #4 (TYP. AT OVERHANG)

EDGE OF DECK

GIR. A

GIR. A

GIR. B

GIR. B

GIR. C

GIR. C

GIR. D

GIR. D

GIR. E

GIR. E

GIR. F

GIR. F

GIR. G

GIR. G

51'-11"

167

SB LINE
N 18°33'41" E

238 #4 (TYP. BETWEEN GIRDERS E THRU G)

231 #7 CONT. (TYP. AT ALL GIRDERS)

2'-0" MIN. LAP SPLICE (TYP.)

241 #4 (TYP. BETWEEN GIRDERS A THRU E)

241 #4 (TYP. BETWEEN GIRDERS E THRU G)

EDGE OF DECK

254 #5 @ ABT. 8" BETWEEN 251 #5 BARS, BOTH SIDES

51 #5 ~ 684 SPA. @ 9" = 513'-0" & 52 #4 ~ 342 SPA. @ 1'-6" = 513'-0" (MEASURED ALONG RIGHT CURB LINE)

NOTES:

- ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
- MIN. REBAR SPLICE LENGTH UNLESS NOTED: #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
- DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
- SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM C PIER.

SLAB REINFORCEMENT PLAN @ PIER 7S

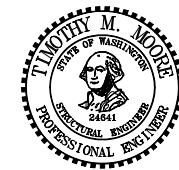
TOP MAT (SB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG208

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 7s Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



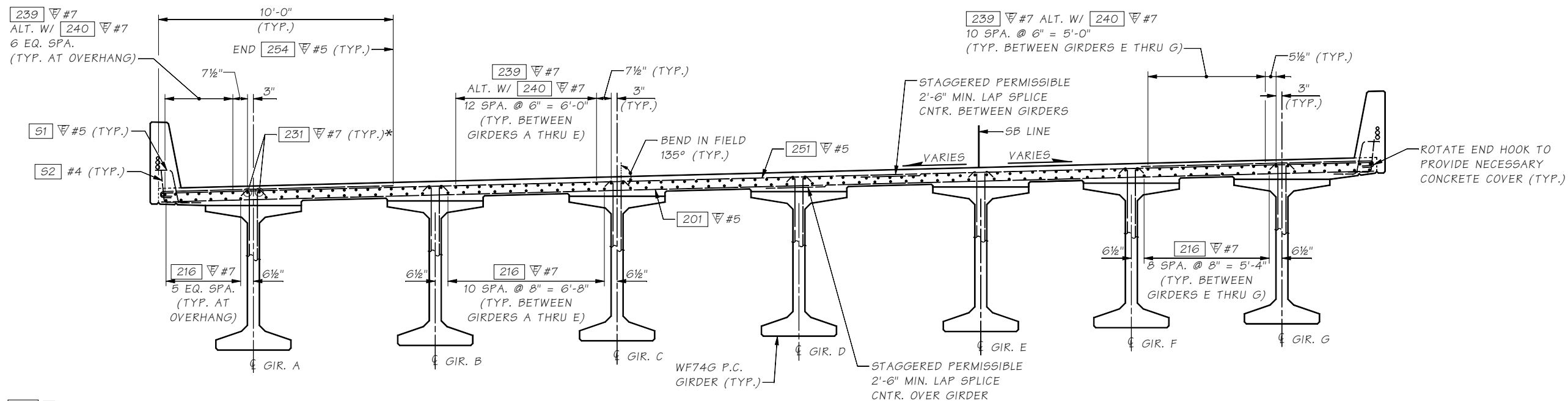
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 7S TOP MAT

BRIDGE SHEET NO. BG208
SHEET 1059 OF 1475 SHEETS



* 231 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION NEAR PIER 7S

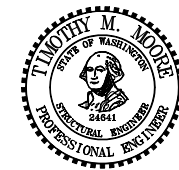
SEE "PIER 7S CROSSBEAM" FOR REINFORCING OVER PIER 7S.
(SB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG209

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 7s.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Avery, D 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



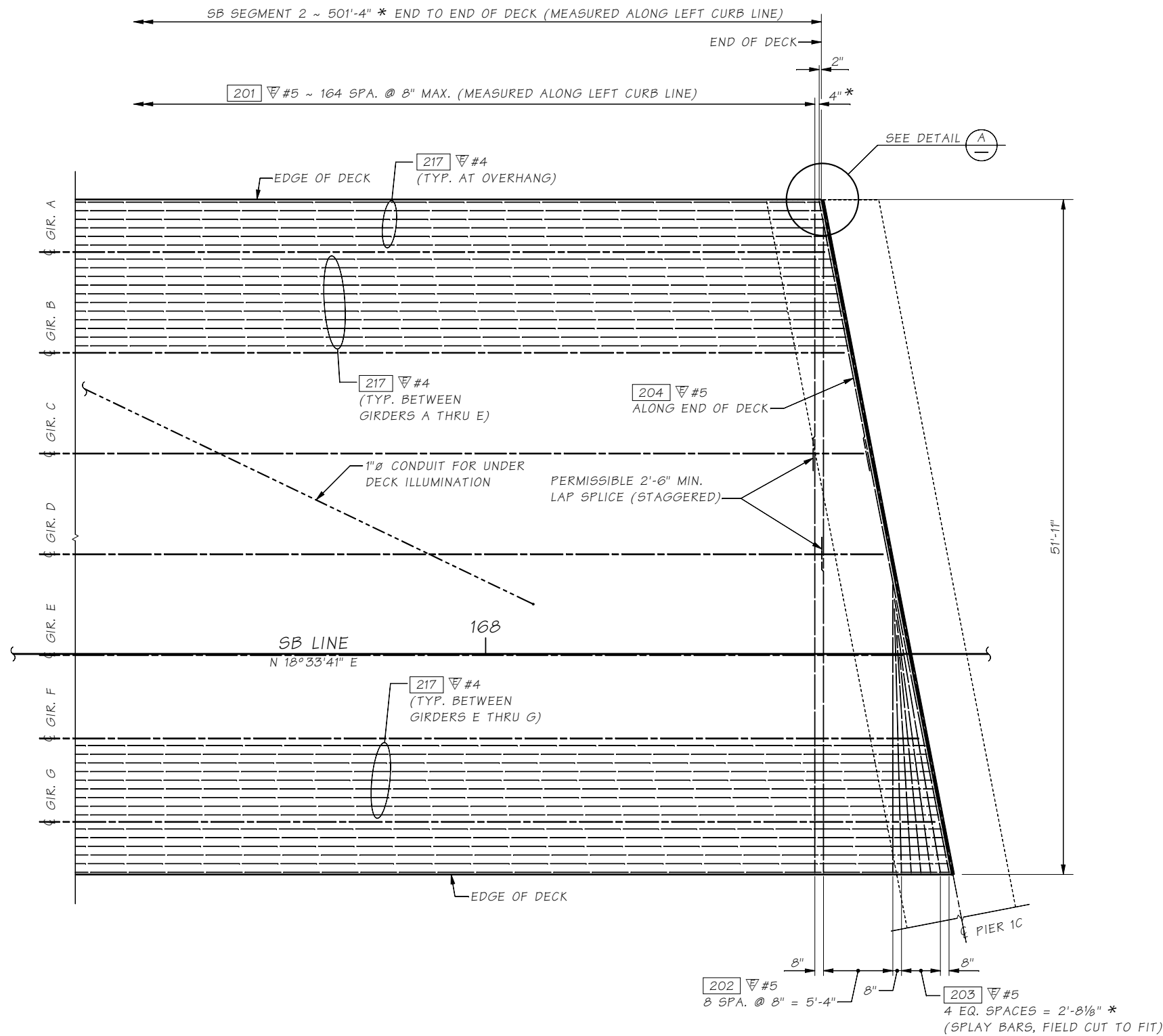
BRIDGE AND STRUCTURES OFFICE



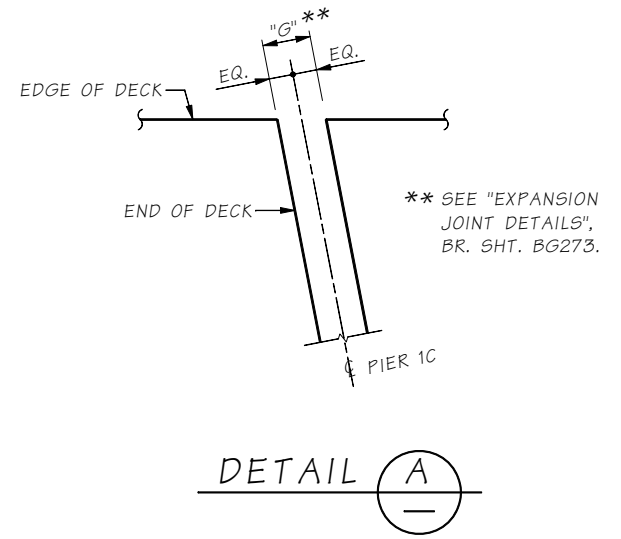
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 7S

BRIDGE SHEET NO. BG209
SHEET 1060 OF 1475 SHEETS



* BASED ON JOINT OPENING "G" = 2" AT PIERS 4S & 1C AT 64° F. FOR ADJUSTMENT, SEE "EXPANSION JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 7S
BOTTOM MAT (SB LINE - SEGMENT 2)

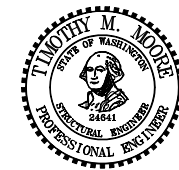
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG210

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 7S Bot.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



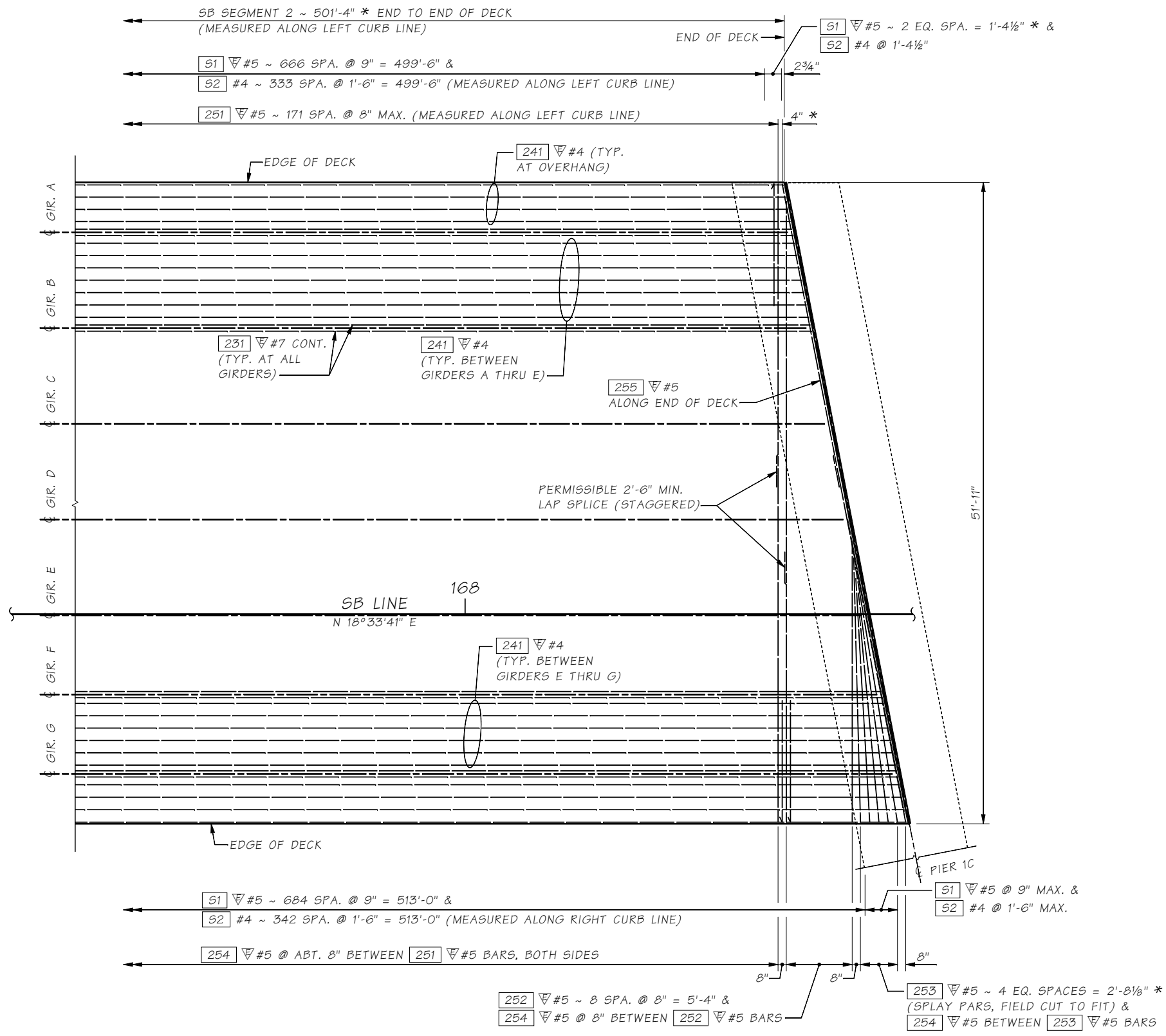
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
SPAN 7S BOTTOM MAT

BRIDGE SHEET NO. BG210
SHEET 1061 OF 1475 SHEETS



* BASED ON JOINT OPENING "G"
 = 2" AT PIERS 45 & 1C
 AT 64° F. FOR ADJUSTMENT,
 SEE "EXPANSION JOINT DETAILS",
 BR. SHT. BG273.

- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1S, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SLAB REINFORCEMENT PLAN - SPAN 7S
 TOP MAT (SB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG211

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 7S Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



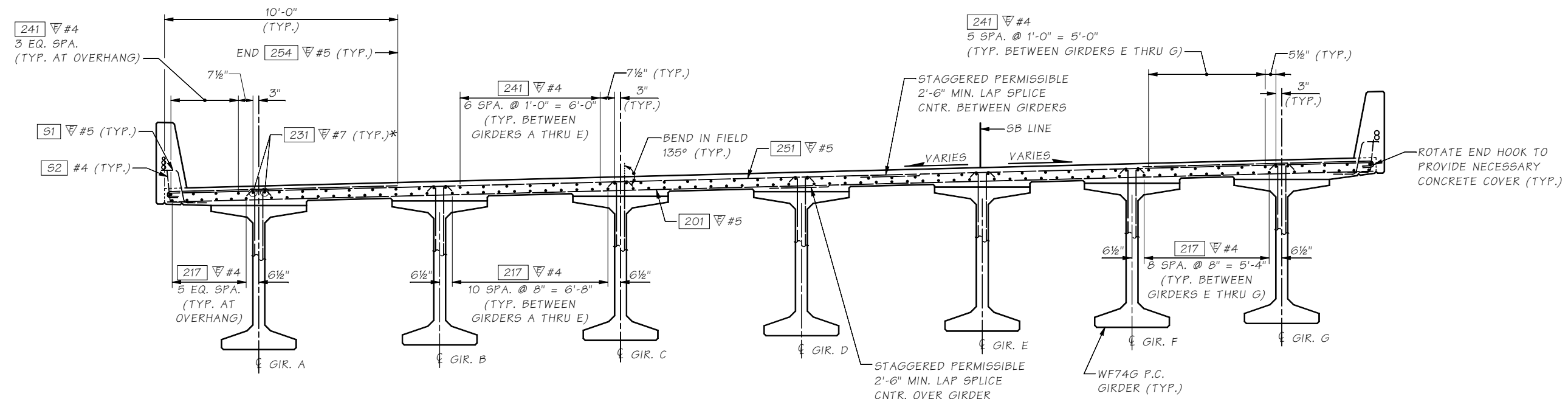
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 7S TOP MAT

BRIDGE SHEET NO. BG211
 SHEET 1062 OF 1475 SHEETS



* 231 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION - SPAN 7S

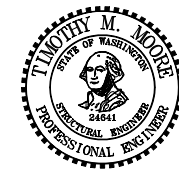
SHOWN NEAR MIDSPAN
(SB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG212

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Span 7S.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P	JOB NUMBER			
Detailed By	Avery, D	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

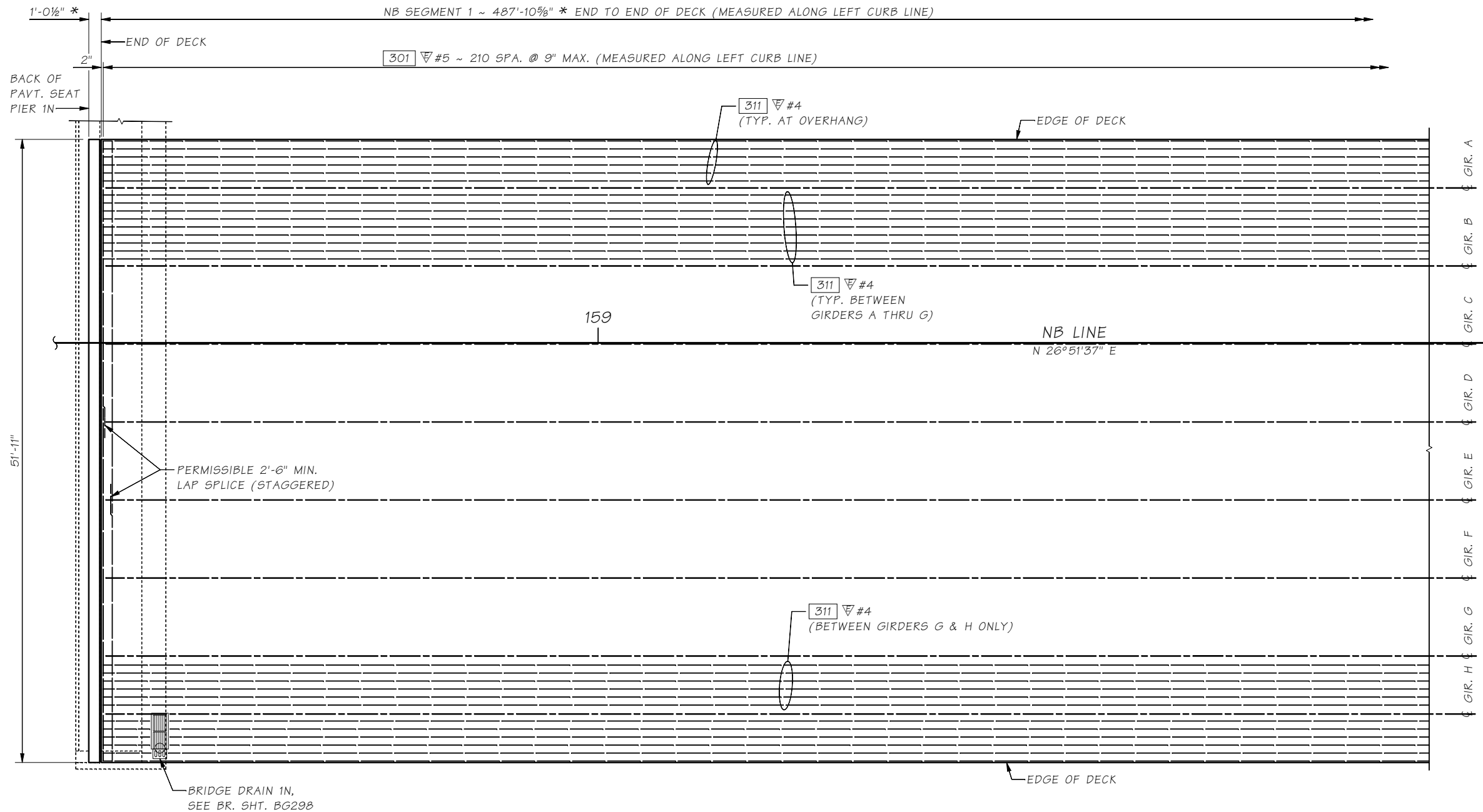


SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
 SPAN 7S

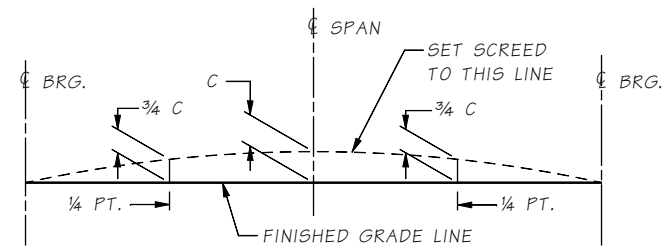
BRIDGE SHEET NO. BG212
 SHEET 1063 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 1 1/2" AT PIER 1N AND 2" AT
 PIER 4N AT 64° F. FOR
 ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 1N

BOTTOM MAT (NB LINE - SEGMENT 1)



SCREED SETTING DIMENSIONS

FOR DIMENSION "C" SEE GIRDER SCHEDULE

TEMPORARY STRAND CUTTING SEQUENCE

1. ERECT AND BRACE GIRDERS.
2. REMOVE EXPANDED POLYSTYRENE IN 2" X 2" RECESSES IN TOP FLANGE OF GIRDERS.
3. CUT STRAND AND PLASTIC SLEEVE IN 2" X 2" RECESS. STRAND CUTTING SEQUENCE SHALL BE AS SHOWN #1, #2 ETC. IN TEMPORARY STRAND BLOCKOUT DETAIL, BR. SHEET BG160.
4. REMOVE ALL MOISTURE IN RECESS PRIOR TO FILLING RECESS WITH GROUT.
5. CAST INTERMEDIATE & END DIAPHRAGMS.
6. PLACE DECK CONCRETE.

NOTES:

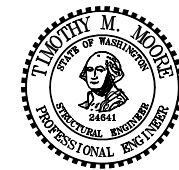
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇#4 - 2'-0"; ∇#5 - 2'-6"; ∇#7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".

SR 99 FILE NO. SHEET BG213

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 1N Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

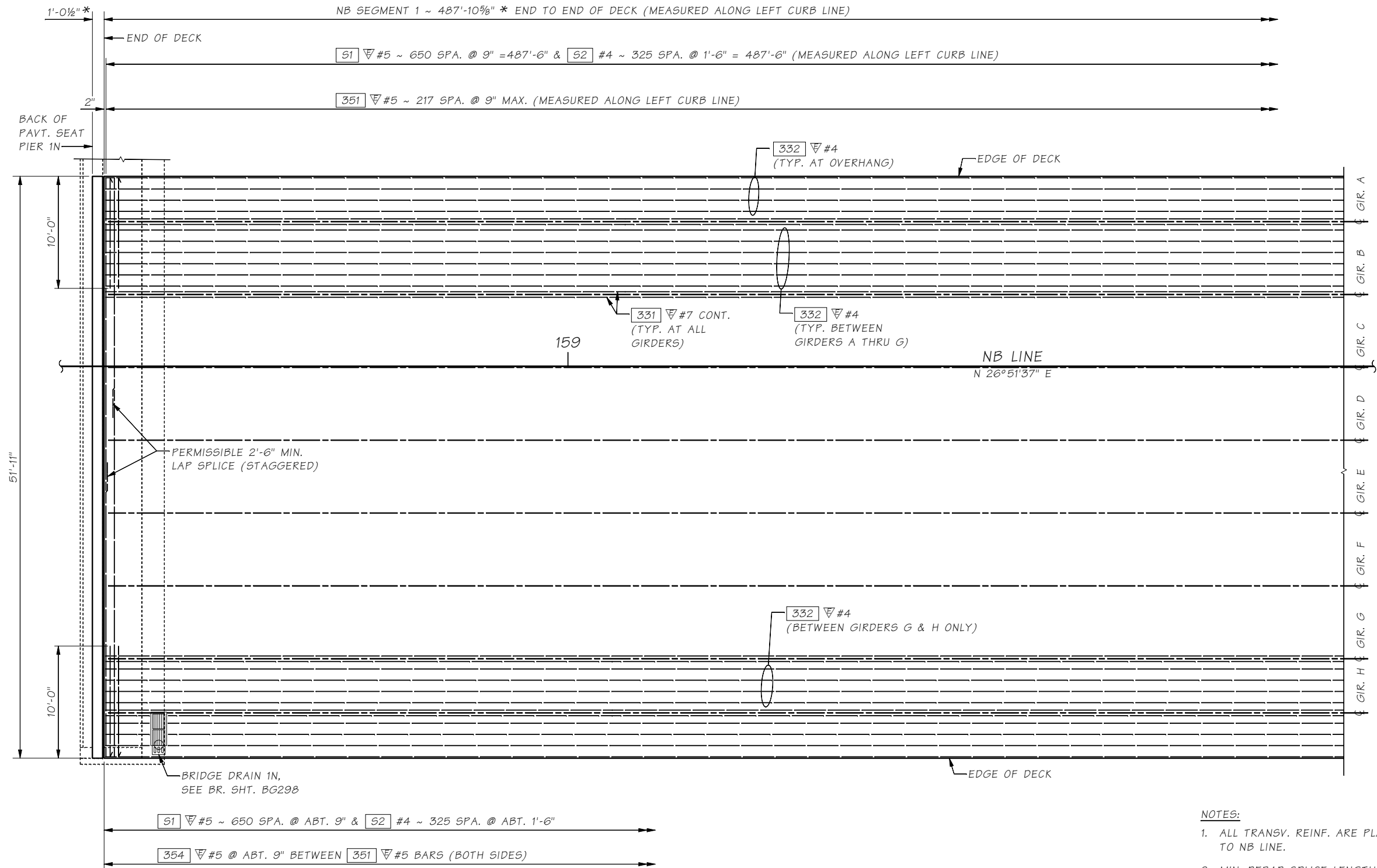


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 1N BOTTOM MAT

BRIDGE SHEET NO. **BG213**
 SHEET 1064 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 1 1/2" AT PIER 1N AND 2" AT
 PIER 4N AT 64° F. FOR
 ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 1N

TOP MAT (NB LINE - SEGMENT 1)

NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ▽ #4 - 2'-0"; ▽ #5 - 2'-6"; ▽ #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG214

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 1N Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



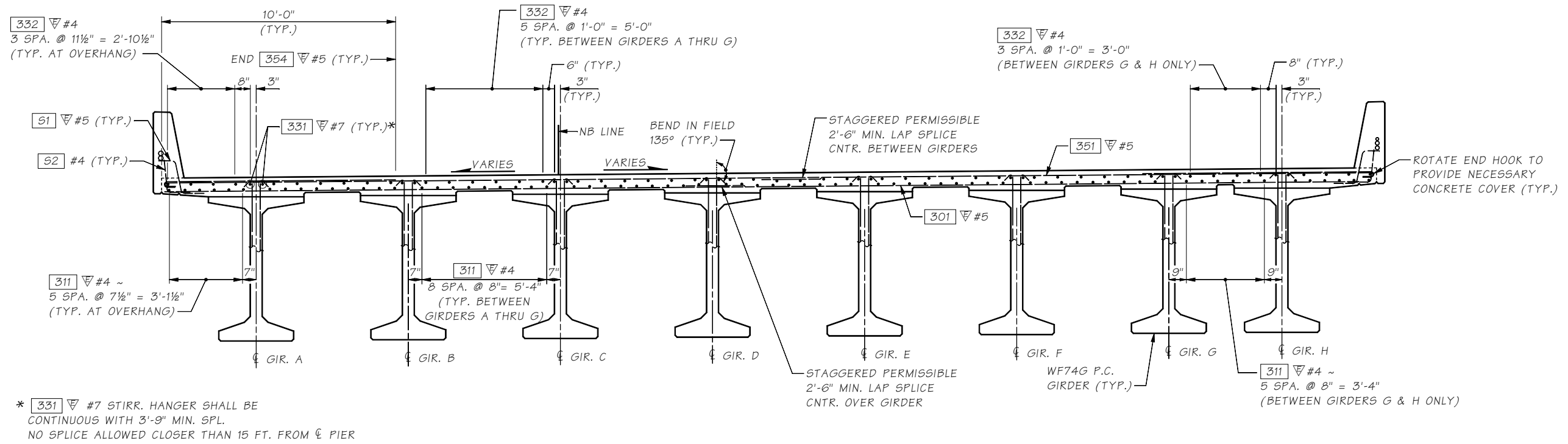
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 1N TOP MAT

BRIDGE SHEET NO. BG214
 SHEET 1065 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - SPAN 1N

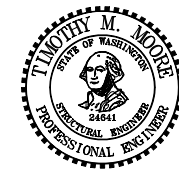
SHOWN NEAR MIDSPAN
(NB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG215

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 1N.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P	JOB NUMBER			
Detailed By	Avery, D	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



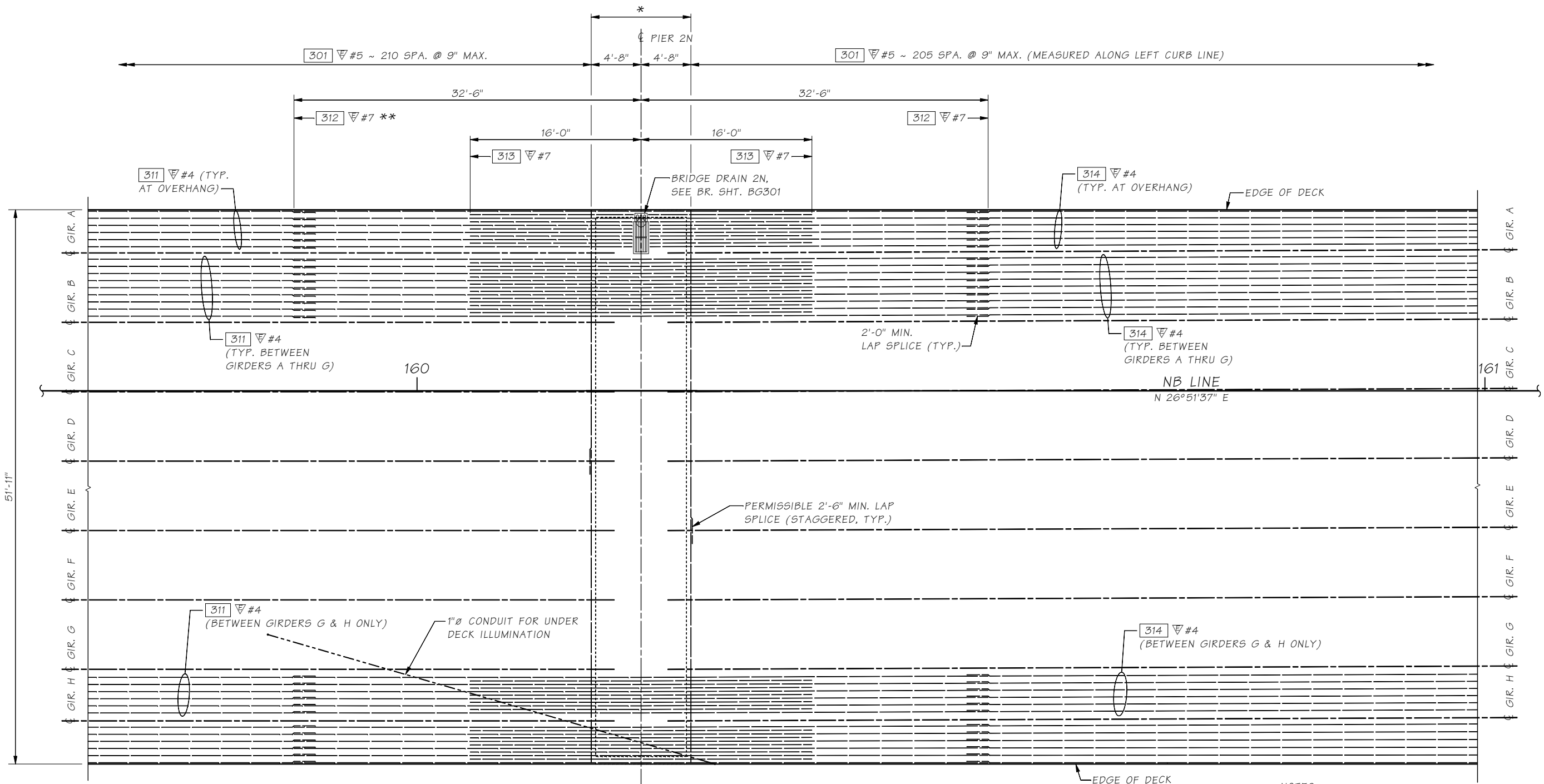
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
 SPAN 1N

BRIDGE SHEET NO. BG215
 SHEET 1066 OF 1475 SHEETS



* SEE "PIER 2N CROSSBEAM" FOR REINFORCING OVER PIER
 ** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM \bar{C} PIER.

SLAB REINFORCEMENT PLAN @ PIER 2N

BOTTOM MAT (NB LINE - SEGMENT 1)

NOTES:

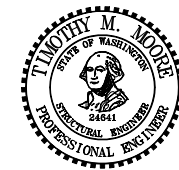
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
- MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #7 - 3'-9"
- DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
- SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG216

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 2n Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

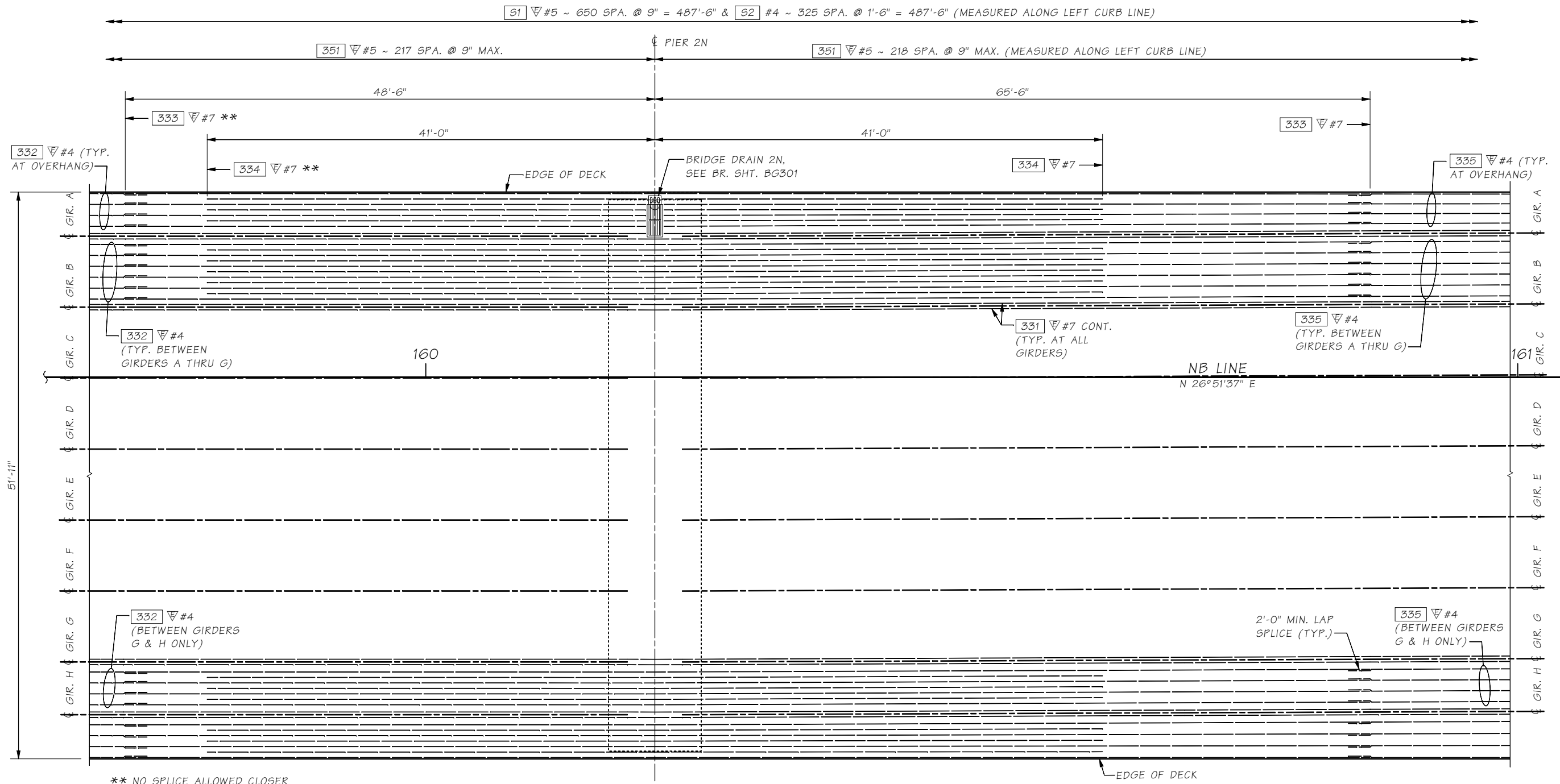


BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT PLAN
 PIER 2N BOTTOM MAT

BRIDGE SHEET NO. BG216
 SHEET 1067 OF 1475 SHEETS



** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM \bar{C} PIER.

S1 ∇ #5 ~ 650 SPA. @ ABT. 9" & S2 #4 ~ 325 SPA. @ ABT. 1'-6"

354 ∇ #5 @ ABT. 9" BETWEEN 351 ∇ #5 BARS (BOTH SIDES)

SLAB REINFORCEMENT PLAN @ PIER 2N

TOP MAT (NB LINE - SEGMENT 1)

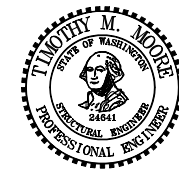
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG217

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 2n Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



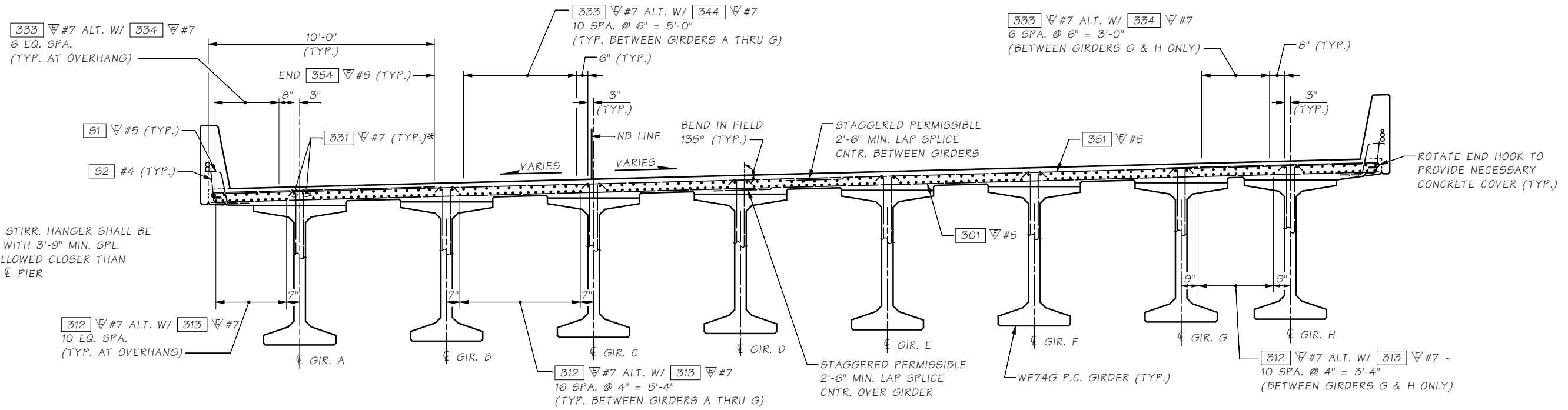
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

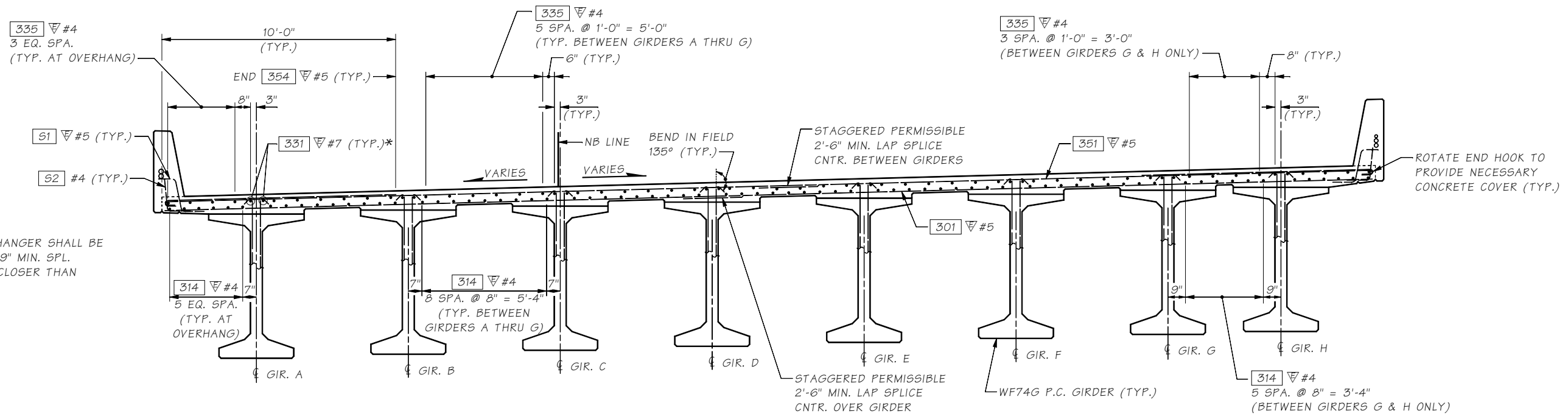
SLAB REINFORCEMENT PLAN
 PIER 2N TOP MAT

BRIDGE SHEET NO. BG217
 SHEET 1068 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION NEAR PIER 2N

SEE "PIER 2N CROSSBEAM" FOR REINFORCING OVER PIER 2N.
(NB LINE - SEGMENT 1)



SLAB REINFORCEMENT SECTION - SPAN 2N

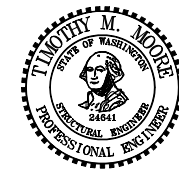
SHOWN NEAR MID-SPAN
(NB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG218

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 2n.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P	JOB NUMBER 09A803			
Detailed By	Avery, D				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



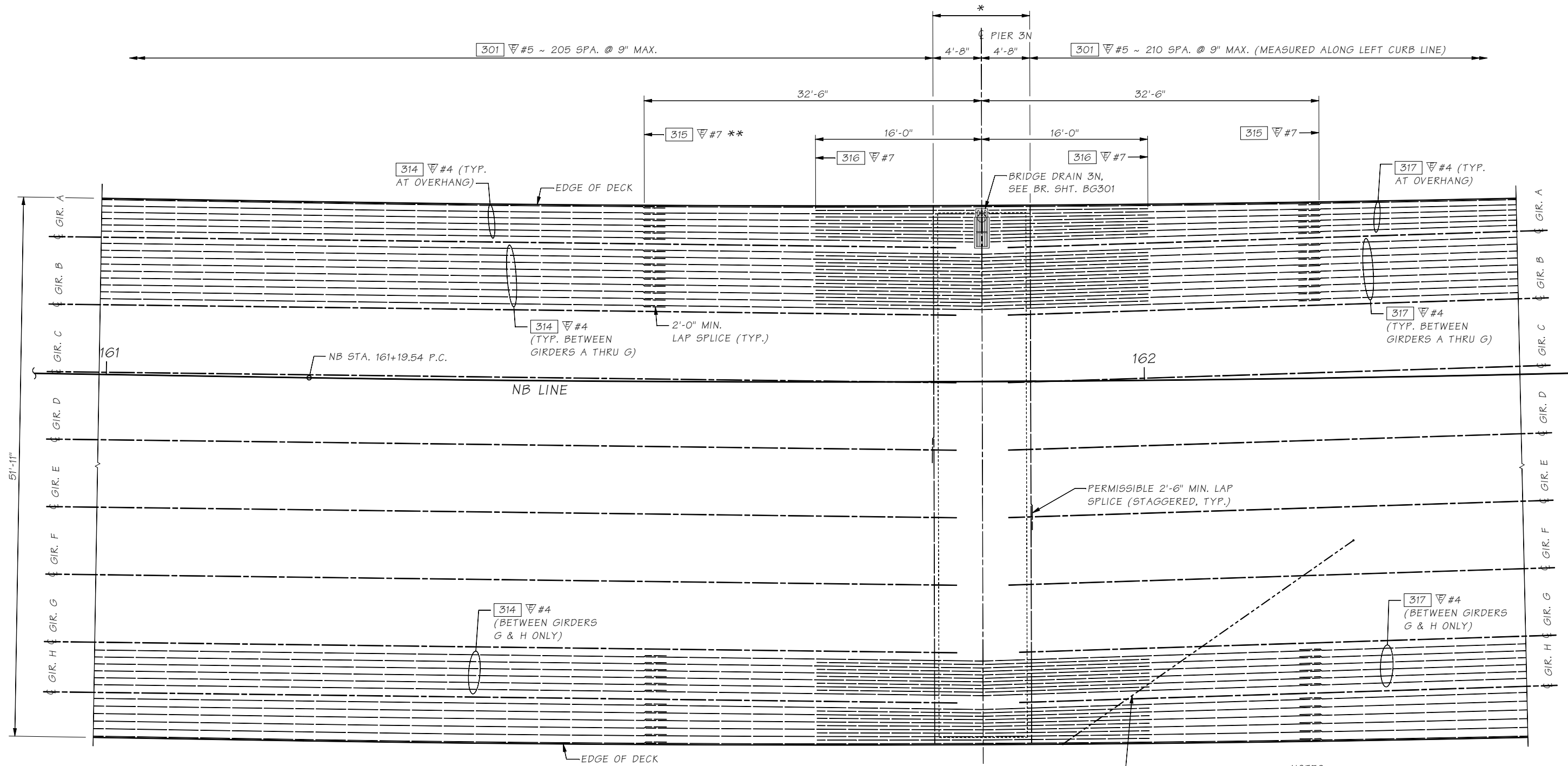
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 2N & SPAN 2N

BRIDGE SHEET NO. BG218
SHEET 1069 OF 1475 SHEETS



* SEE "PIER 3N CROSSBEAM" FOR REINFORCING OVER PIER
 ** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM \bar{C} PIER.

SLAB REINFORCEMENT PLAN @ PIER 3N
 BOTTOM MAT (NB LINE - SEGMENT 1)

1" $\bar{\varnothing}$ CONDUIT FOR UNDER DECK ILLUMINATION

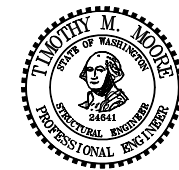
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 $\bar{\nabla}$ #4 - 2'-0"; $\bar{\nabla}$ #5 - 2'-6"; $\bar{\nabla}$ #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG219

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 3n Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

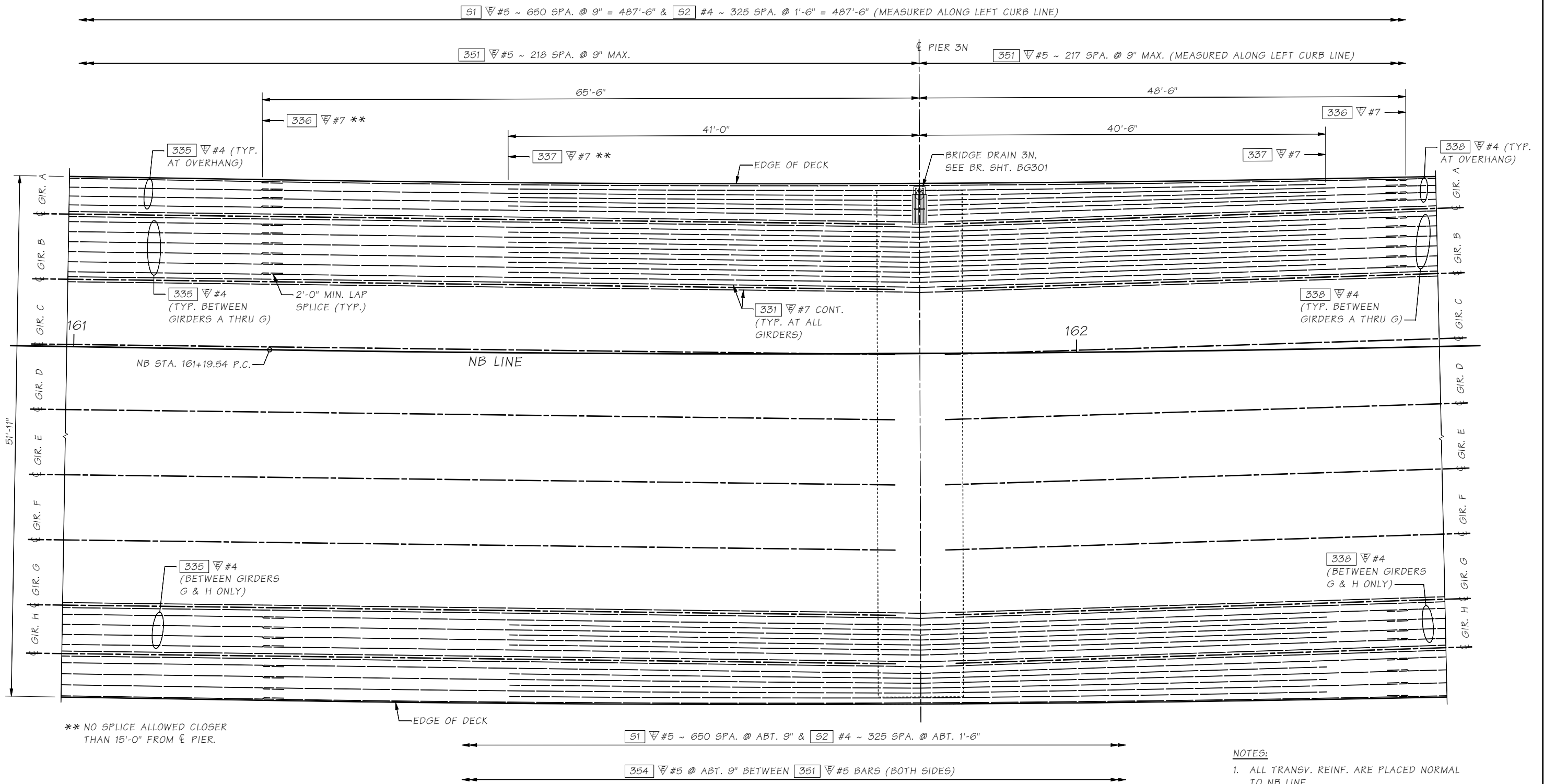


BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT PLAN
 PIER 3N BOTTOM MAT

BRIDGE SHEET NO. BG219
 SHEET 1070 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN @ PIER 3N
TOP MAT (NB LINE - SEGMENT 1)

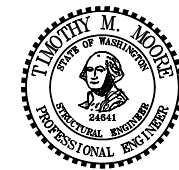
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG220

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 3n Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE

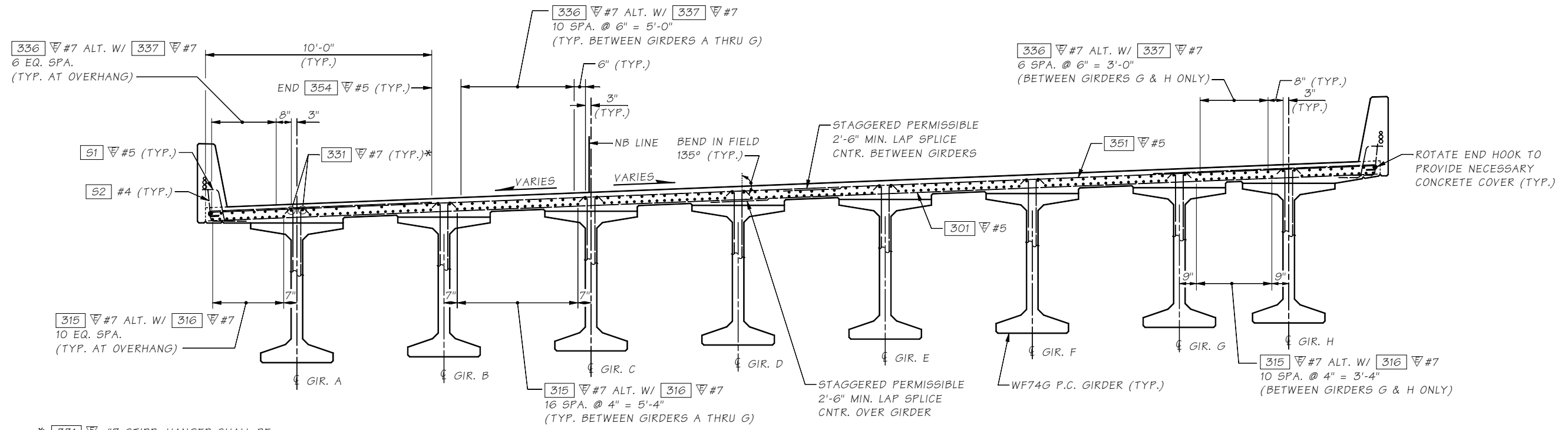


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 3N TOP MAT

BRIDGE SHEET NO. BG220
SHEET 1071 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG221



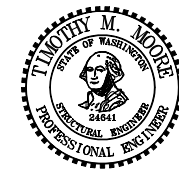
* 331 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION NEAR PIER 3N
 SEE "PIER 3N CROSSBEAM" FOR REINFORCING OVER PIER 3N.
 (NB LINE - SEGMENT 1)

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Pier 3n.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Avery, D 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



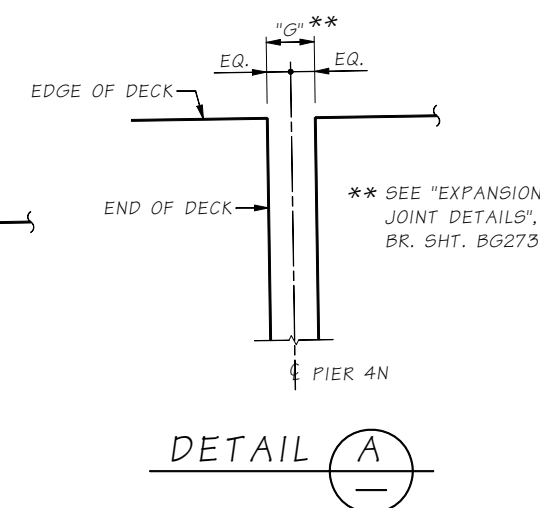
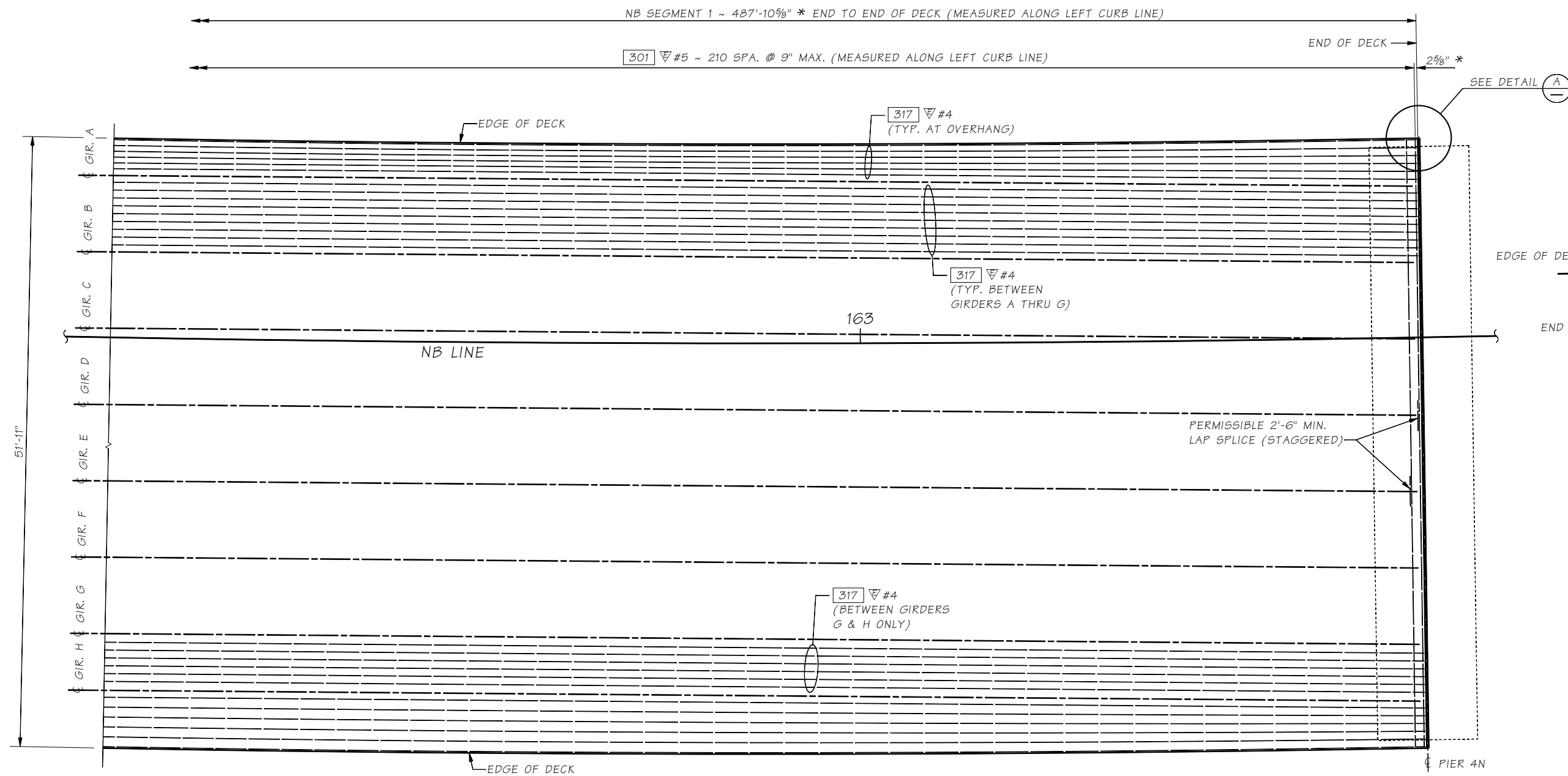
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT SECTION
 PIER 3N

BRIDGE SHEET NO. BG221
 SHEET 1072 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 1½" AT PIER 1N AND 2" AT
 PIER 4N AT 64° F. FOR
 ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 3N

BOTTOM MAT (NB LINE - SEGMENT 1)

NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG222

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 3N Bot.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Lee, CS	09/08			10	WASH.				
Checked By	Glassford, P	09/09								
Detailed By	Hanson, CE	09/08								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



BRIDGE AND STRUCTURES OFFICE

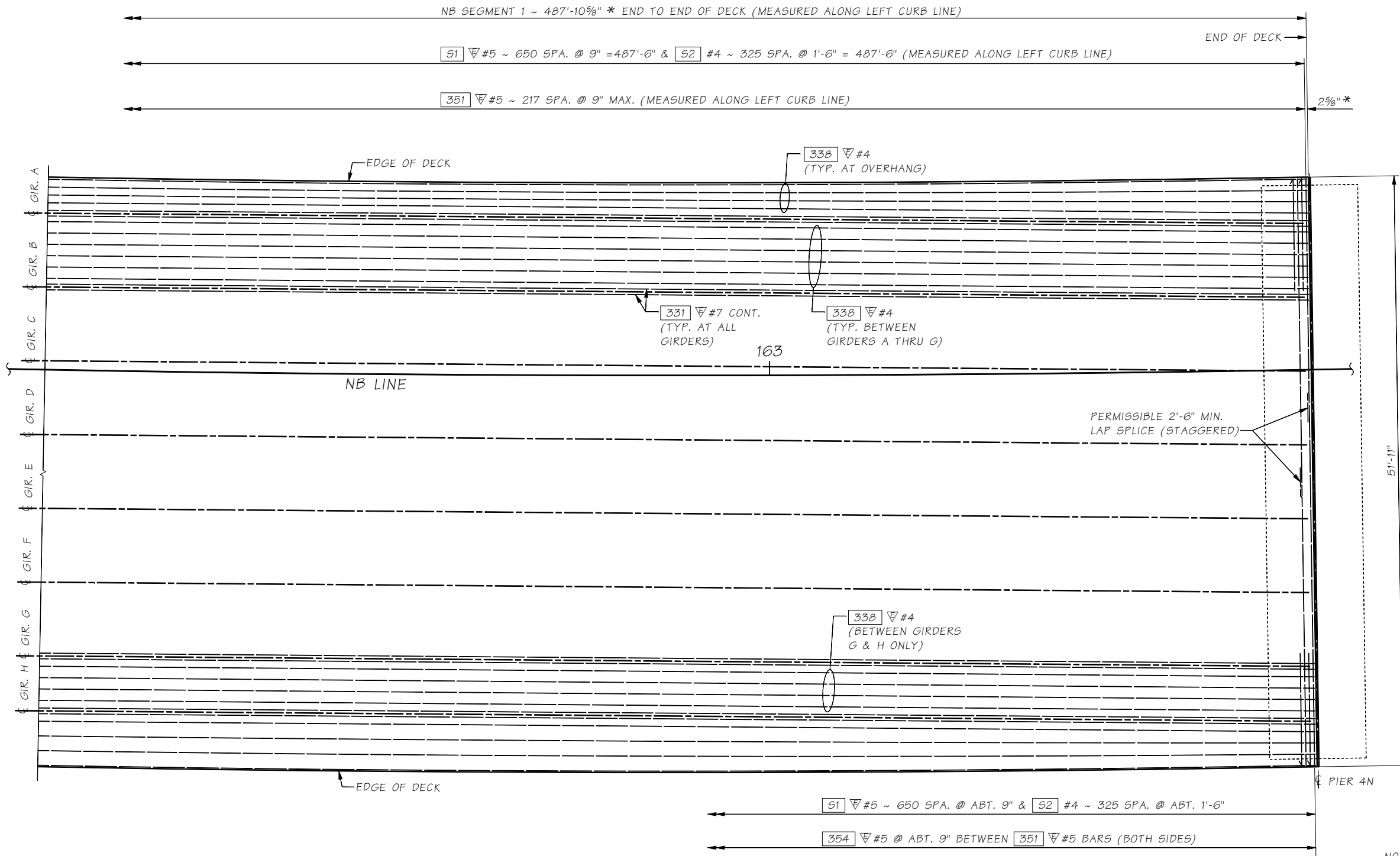


SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 3N BOTTOM MAT

BRIDGE SHEET NO.
BG222
 SHEET
 1073
 OF
 1475
 SHEETS

* BASED ON JOINT OPENING "G"
 = 1½" AT PIER 1N AND 2" AT
 PIER 4N AT 64° F. FOR
 ADJUSTMENT, SEE "EXPANSION
 JOINT DETAILS", BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 3N

TOP MAT (NB LINE - SEGMENT 1)

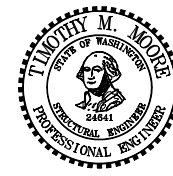
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG223

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 3N Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



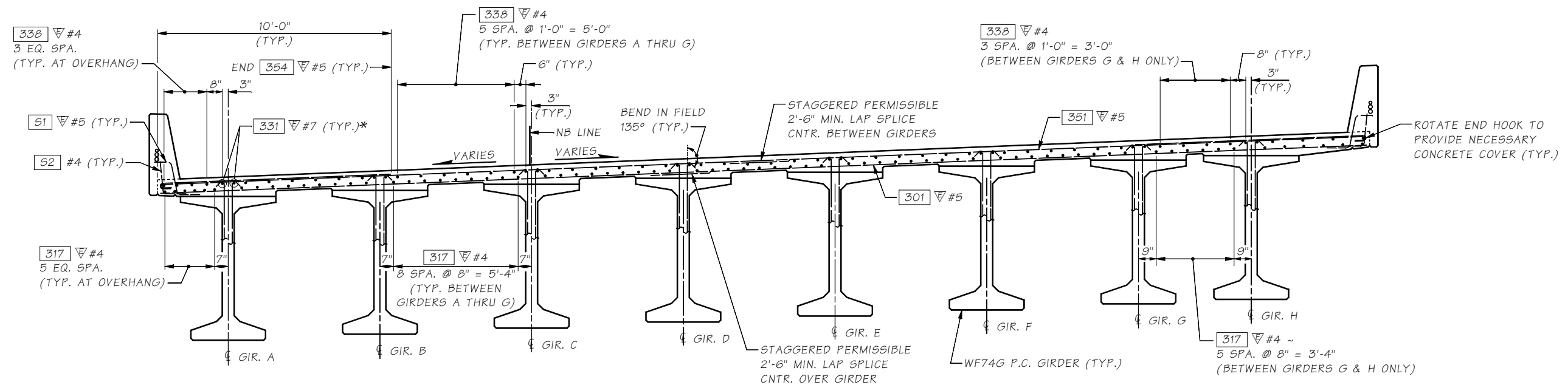
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 3N TOP MAT

BRIDGE SHEET NO. BG223
 SHEET 1074 OF 1475 SHEETS



* [331] #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION - SPAN 3N

SHOWN NEAR MIDSPAN
(NB LINE - SEGMENT 1)

SR 99 FILE NO. SHEET BG224

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Span 3N.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Avery, D 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE



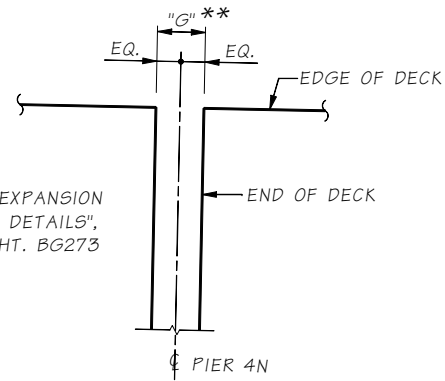
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
SPAN 3N

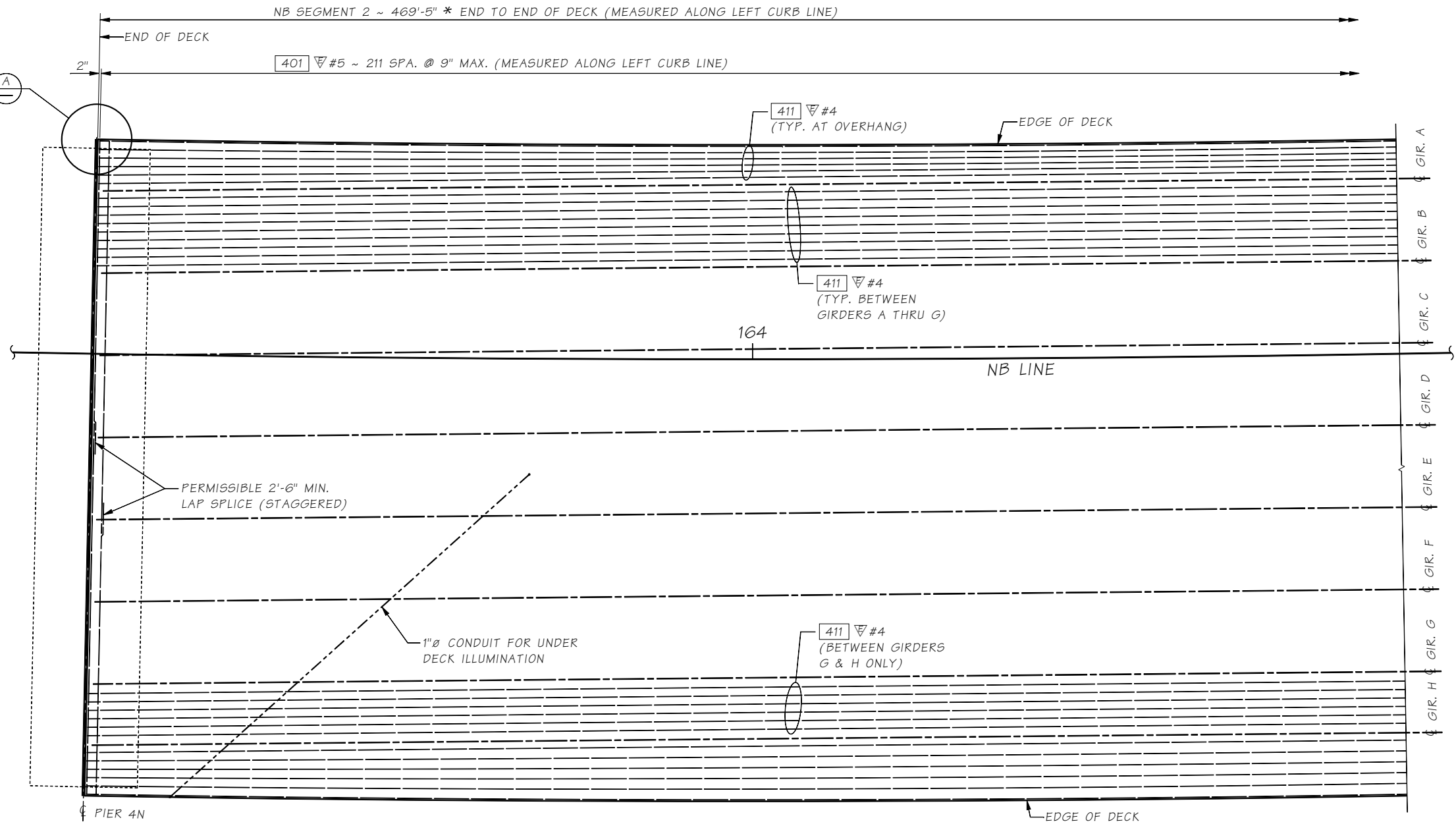
BRIDGE SHEET NO. BG224
SHEET 1075 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 2" AT PIERS 4N & 1C
 AT 64° F. FOR ADJUSTMENT.
 SEE "EXPANSION JOINT DETAILS",
 BR. SHT. BG273.

** SEE "EXPANSION
 JOINT DETAILS",
 BR. SHT. BG273



DETAIL A



SLAB REINFORCEMENT PLAN - SPAN 4N

BOTTOM MAT (NB LINE - SEGMENT 2)

NOTES:

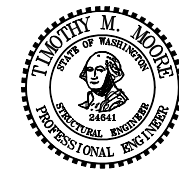
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG225

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 4N Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

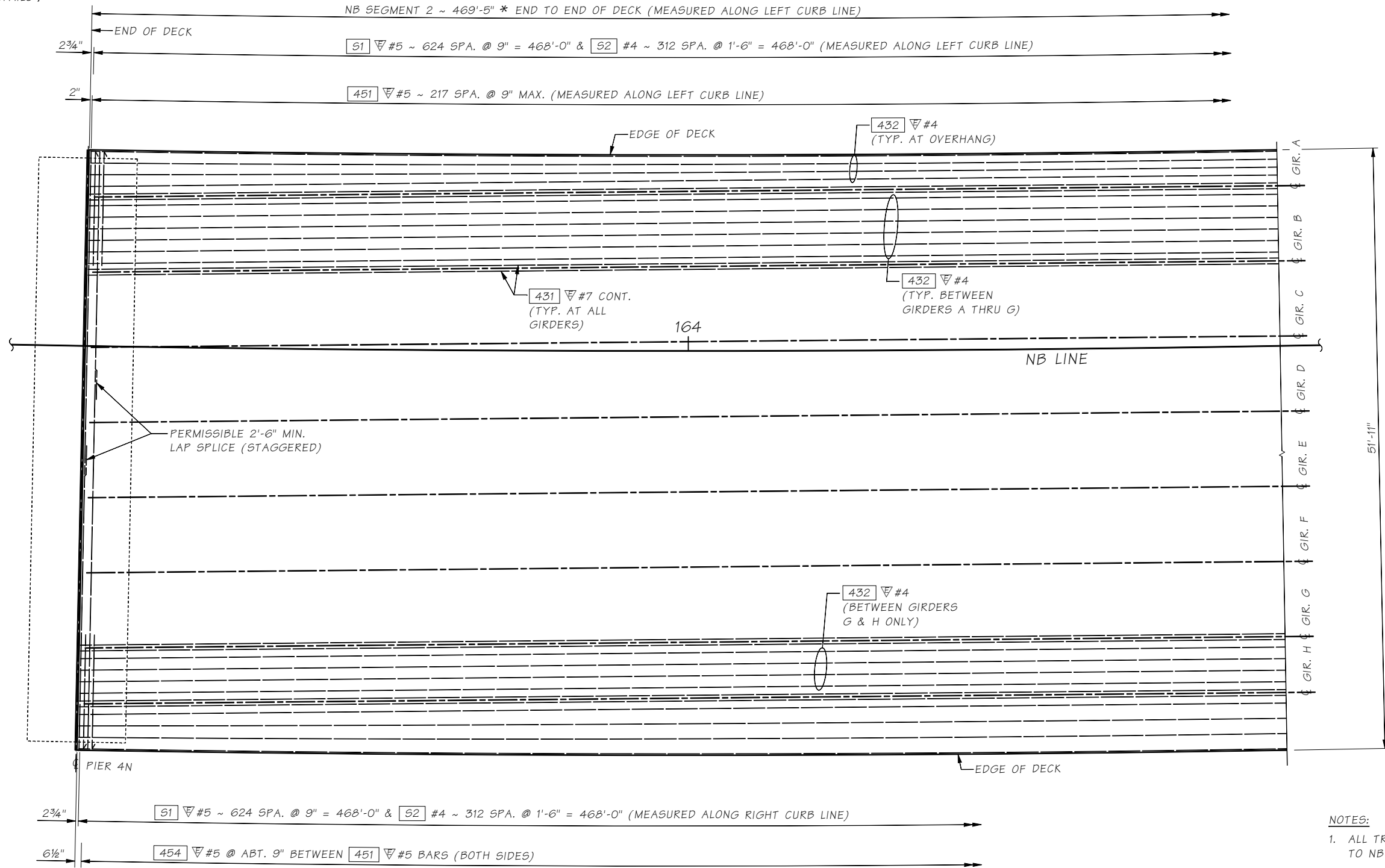


SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 4N BOTTOM MAT

BRIDGE SHEET NO. BG225
 SHEET 1076 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
 = 2" AT PIERS 4N & 1C
 AT 64° F. FOR ADJUSTMENT,
 SEE "EXPANSION JOINT DETAILS",
 BR. SHT. BG273.



- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SLAB REINFORCEMENT PLAN - SPAN 4N

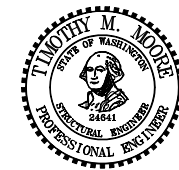
TOP MAT (NB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG226

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 4N Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

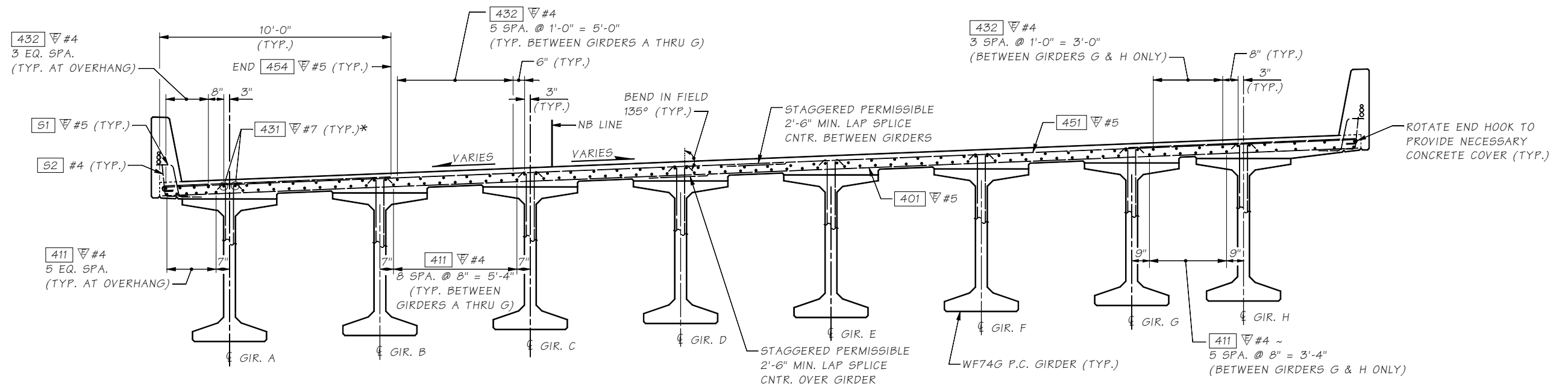


BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 SLAB REINFORCEMENT PLAN
 SPAN 4N TOP MAT

BRIDGE SHEET NO. BG226
 SHEET 1077 OF 1475 SHEETS



* 431 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION - SPAN 4N

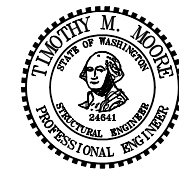
SHOWN NEAR MIDSPAN
(NB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG227

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Span 4N.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P	JOB NUMBER 09A803			
Detailed By	Avery, D				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



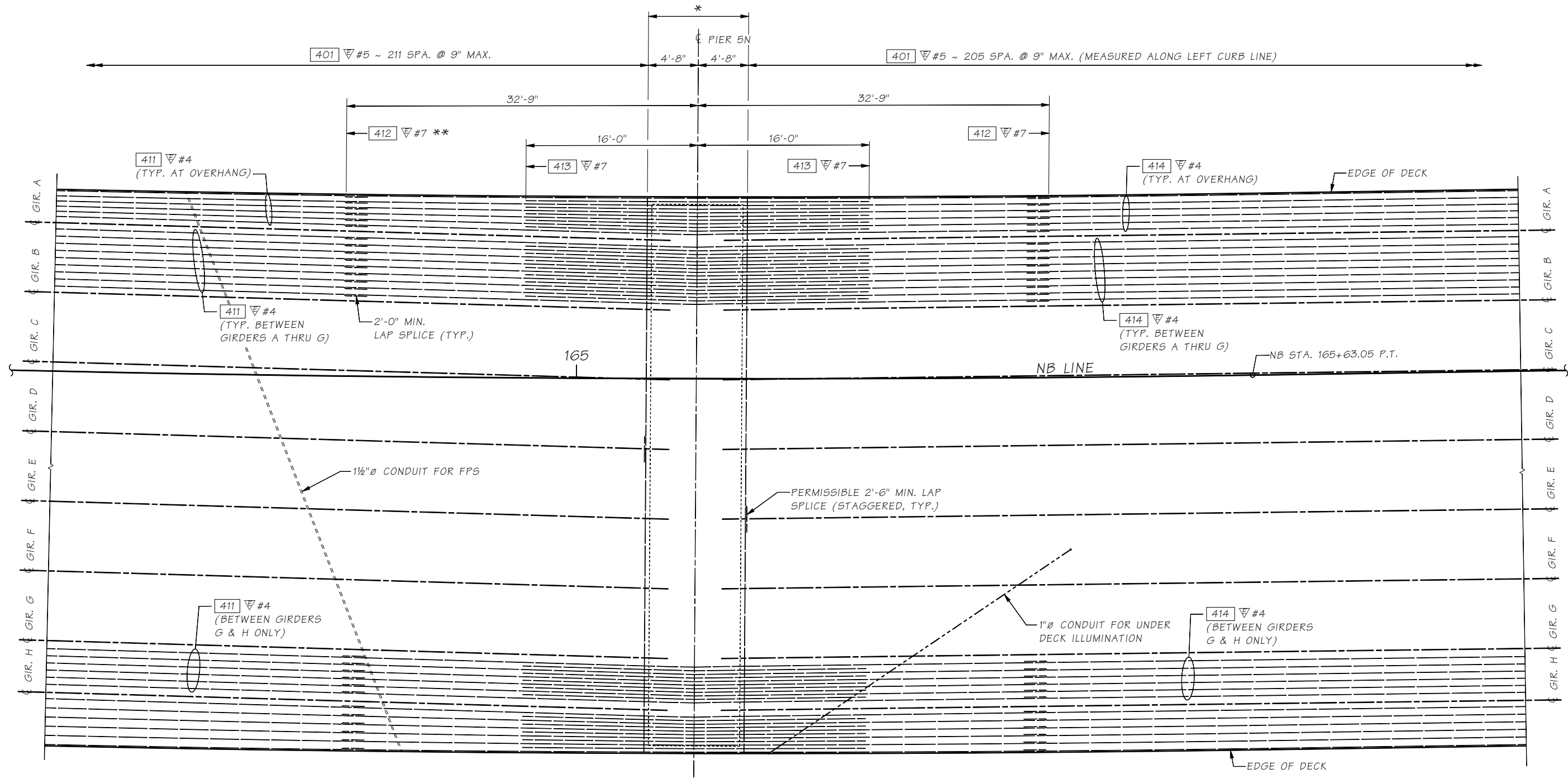
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
SPAN 4N

BRIDGE SHEET NO. BG227
SHEET 1078 OF 1475 SHEETS



* SEE "PIER 5N CROSSBEAM" FOR REINFORCING OVER PIER.
 ** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM C PIER.

SLAB REINFORCEMENT PLAN @ PIER 5N
 BOTTOM MAT (NB LINE - SEGMENT 2)

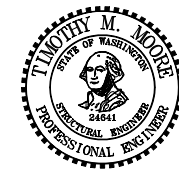
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG228

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 5n Bot.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Lee, CS	09/08			10	WASH.				
Checked By	Glassford, P	09/09								
Detailed By	Hanson, CE	09/08								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT PLAN
PIER 5N BOTTOM MAT

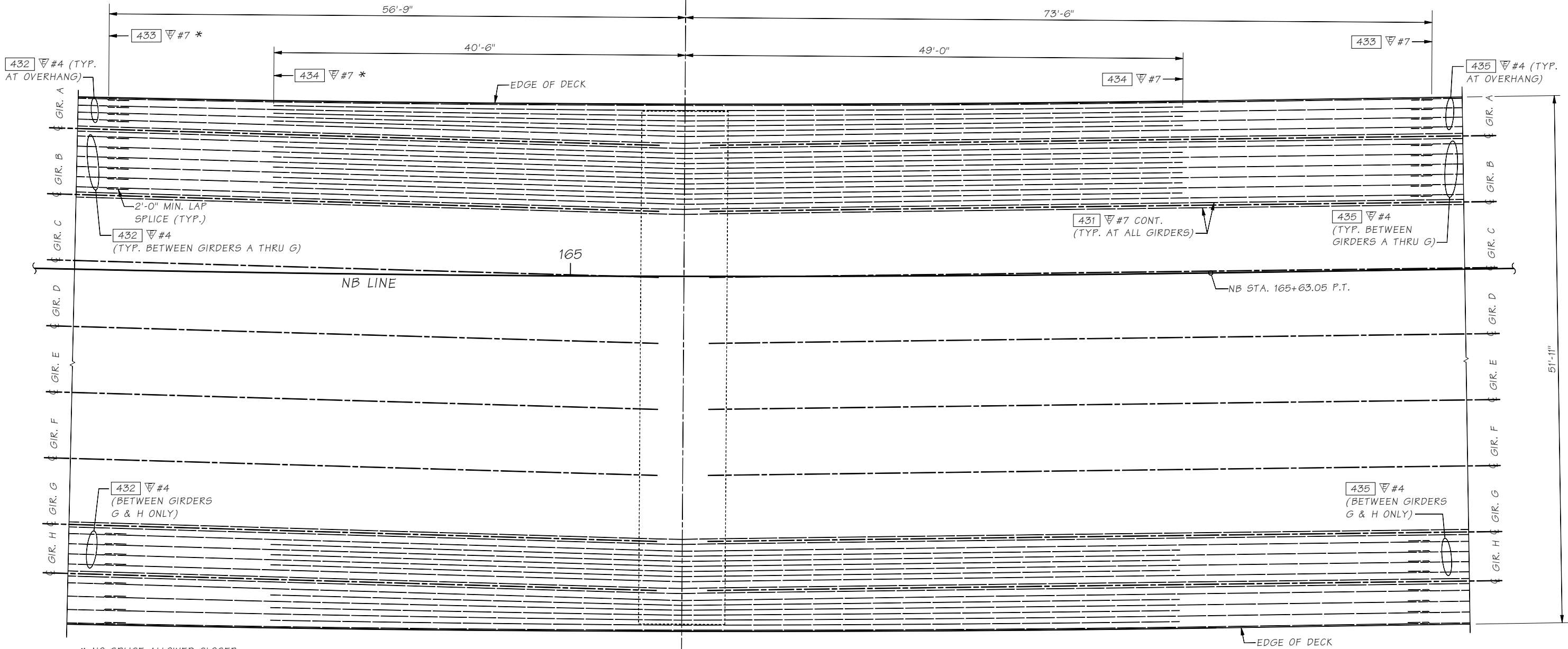
BRIDGE SHEET NO. **BG228**
 SHEET **1079** OF **1475** SHEETS

S1 #5 ~ 624 SPA. @ 9" = 468'-0" & S2 #4 ~ 312 SPA. @ 1'-6" = 468'-0" (MEASURED ALONG LEFT CURB LINE)

451 #5 ~ 217 SPA. @ 9" MAX.

451 #5 ~ 218 SPA. @ 9" MAX. (MEASURED ALONG LEFT CURB LINE)

PIER 5N



* NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM & PIER.

S1 #5 ~ 624 SPA. @ 9" = 468'-0" & S2 #4 ~ 312 SPA. @ 1'-6" = 468'-0" (MEASURED ALONG RIGHT CURB LINE)

454 #5 @ ABT. 9" BETWEEN 451 #5 BARS (BOTH SIDES)

SLAB REINFORCEMENT PLAN @ PIER 5N

TOP MAT (NB LINE - SEGMENT 2)

NOTES:

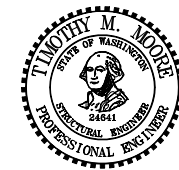
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
- MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
- DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
- SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG229

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 5n Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



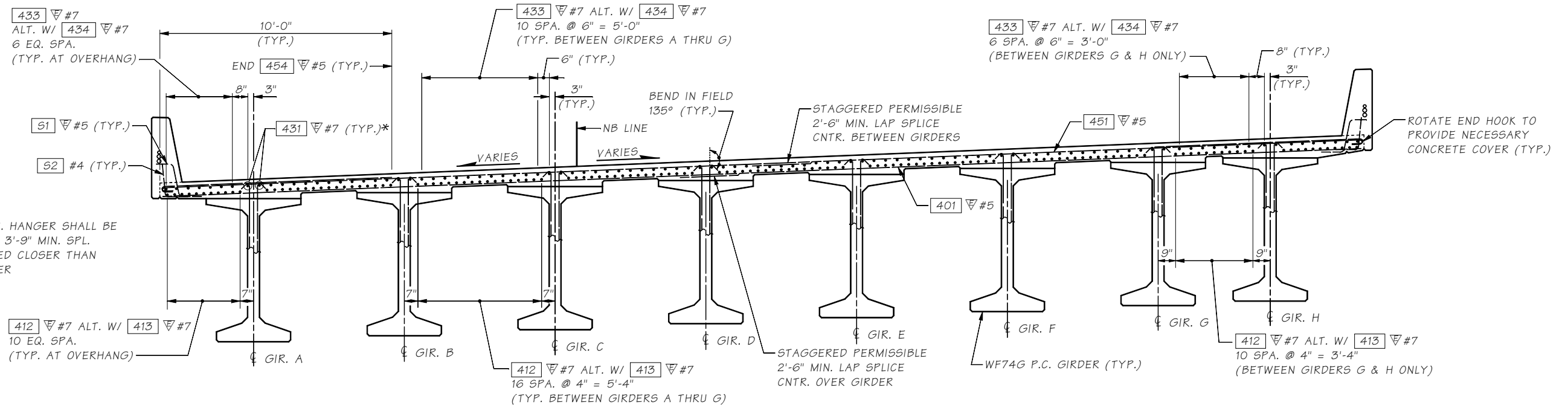
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 5N TOP MAT

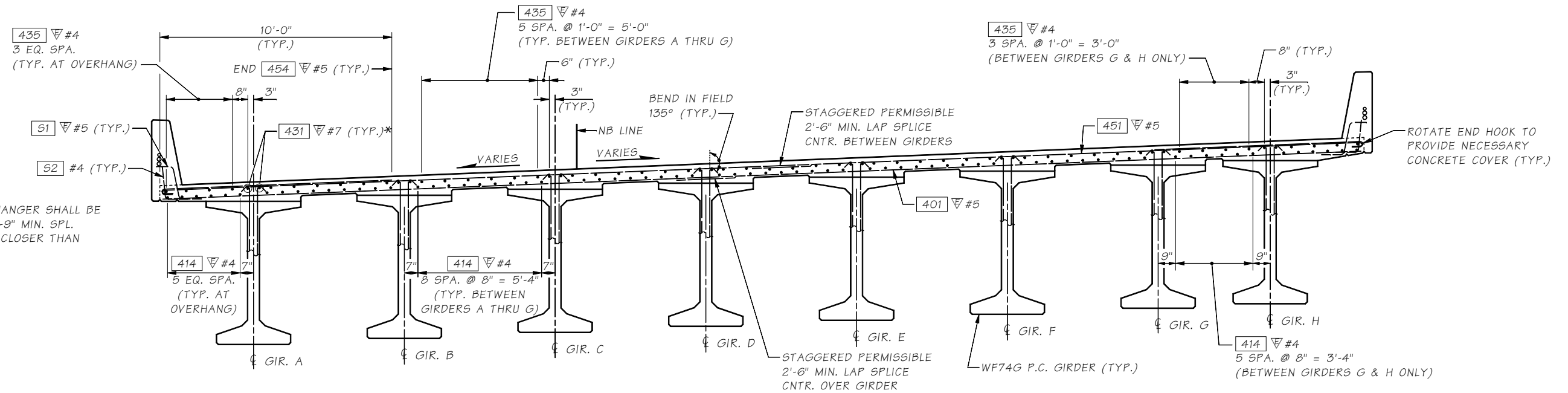
BRIDGE SHEET NO. BG229
SHEET 1080 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION NEAR PIER 5N

SEE "PIER 5N CROSSBEAM" FOR REINFORCING OVER PIER 5N.
(NB LINE - SEGMENT 2)

* 431 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER



SLAB REINFORCEMENT SECTION - SPAN 5N

SHOWN NEAR MID-SPAN
(NB LINE - SEGMENT 2)

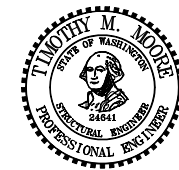
* 431 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SR 99 FILE NO. SHEET BG230

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Pier 5n.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Avery, D 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

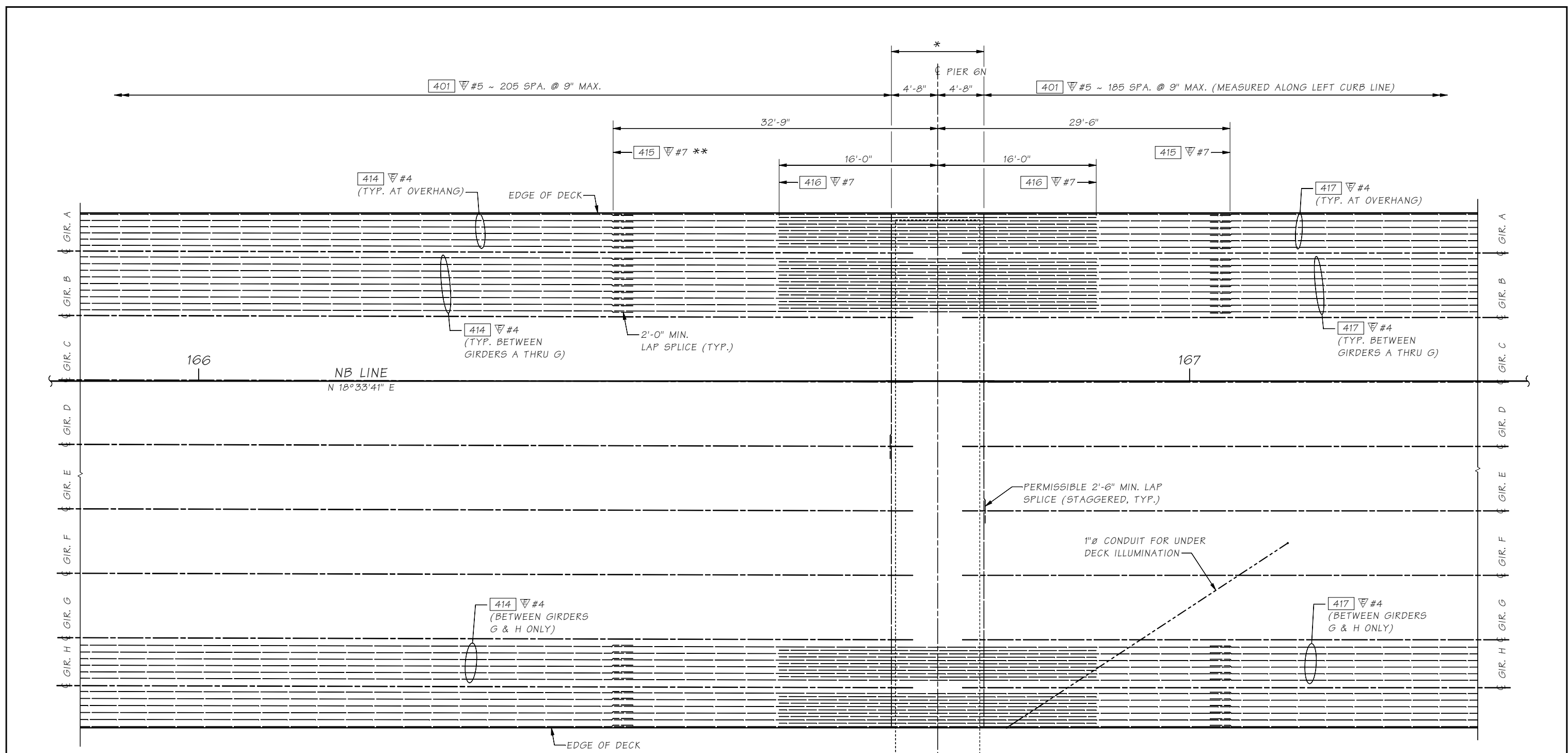


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 5N & SPAN 5N

BRIDGE SHEET NO. BG230
SHEET 1081 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG231



* SEE "PIER 6N CROSSBEAM" FOR REINFORCEMENT OVER PIER.
 ** NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM C/P PIER.

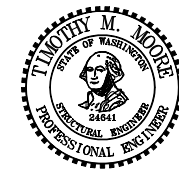
SLAB REINFORCEMENT PLAN @ PIER 6N
 BOTTOM MAT (NB LINE - SEGMENT 2)

- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6n Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE



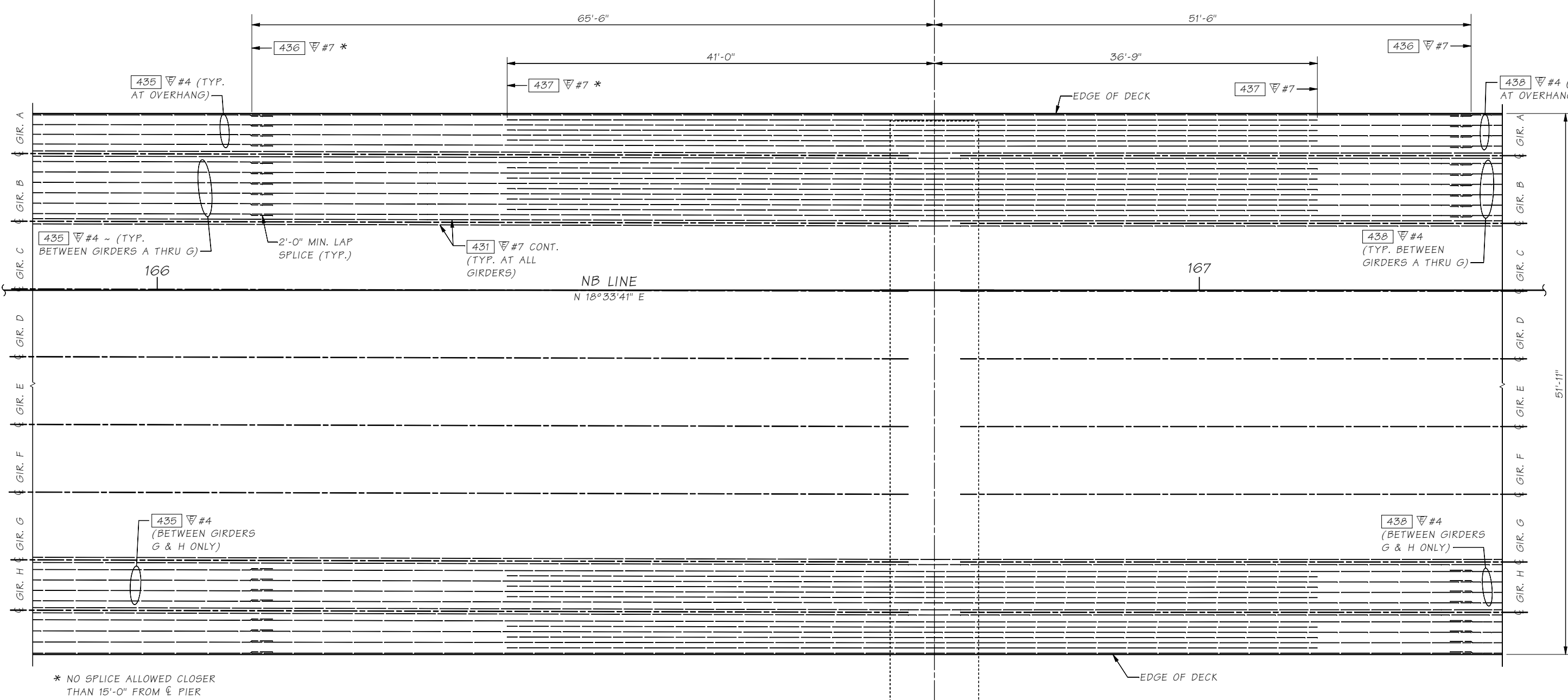
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 PIER 6N BOTTOM MAT

BRIDGE SHEET NO. BG231
 SHEET 1082 OF 1475 SHEETS

S1 #5 ~ 624 SPA. @ 9" = 468'-0" & S2 #4 ~ 312 SPA. @ 1'-6" = 468'-0" (MEASURED ALONG LEFT CURB LINE)

451 #5 ~ 218 SPA. @ 9" MAX. PIER 6N 451 #5 ~ 191 SPA. @ 9" MAX. (MEASURED ALONG LEFT CURB LINE)



* NO SPLICE ALLOWED CLOSER THAN 15'-0" FROM PIER

S1 #5 ~ 624 SPA. @ 9" = 468'-0" & S2 #4 ~ 312 SPA. @ 1'-6" = 468'-0" (MEASURED ALONG RIGHT CURB LINE)

454 #5 @ ABT. 9" BETWEEN 451 #5 BARS (BOTH SIDES)

SLAB REINFORCEMENT PLAN @ PIER 6N
TOP MAT (NB LINE - SEGMENT 2)

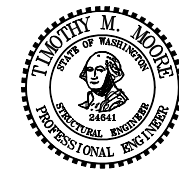
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG232

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AW SOUTH INTERCHANGE\window files\Slab Plan Pier 6n Top.WND				
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Designed By	Lee, CS 09/08	10	WASH.			
Checked By	Glassford, P 09/09	JOB NUMBER 09A803				
Detailed By	Hanson, CE 09/08					
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist		DATE	REVISION	BY	APPD	

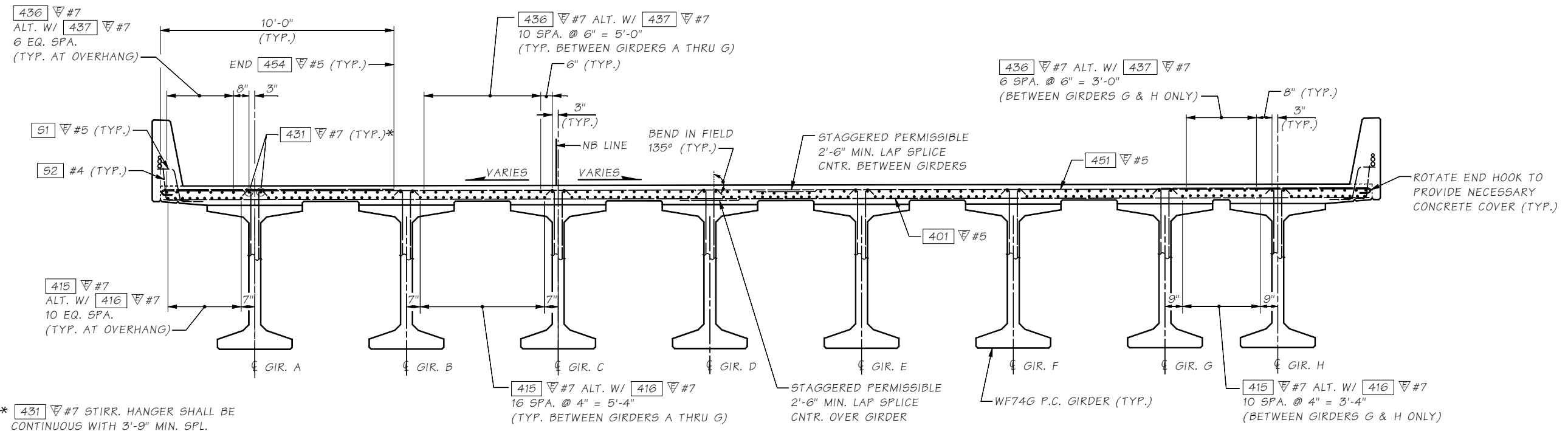


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT PLAN
PIER 6N TOP MAT

BRIDGE SHEET NO. BG232
SHEET 1083 OF 1475 SHEETS



* 431 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION NEAR PIER 6N

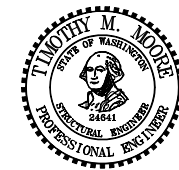
SEE "PIER 6N CROSSBEAM" FOR REINFORCING OVER PIER 6N.
(NB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG233

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\slab Sect Pier 6n.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER 09A803			
Detailed By	Avery, D 09/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE

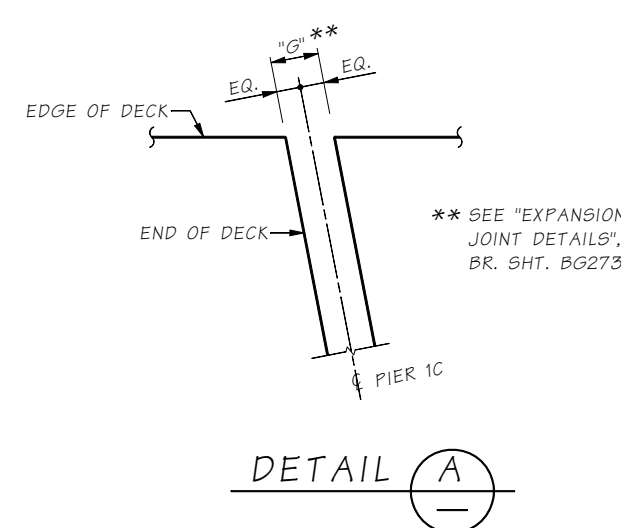
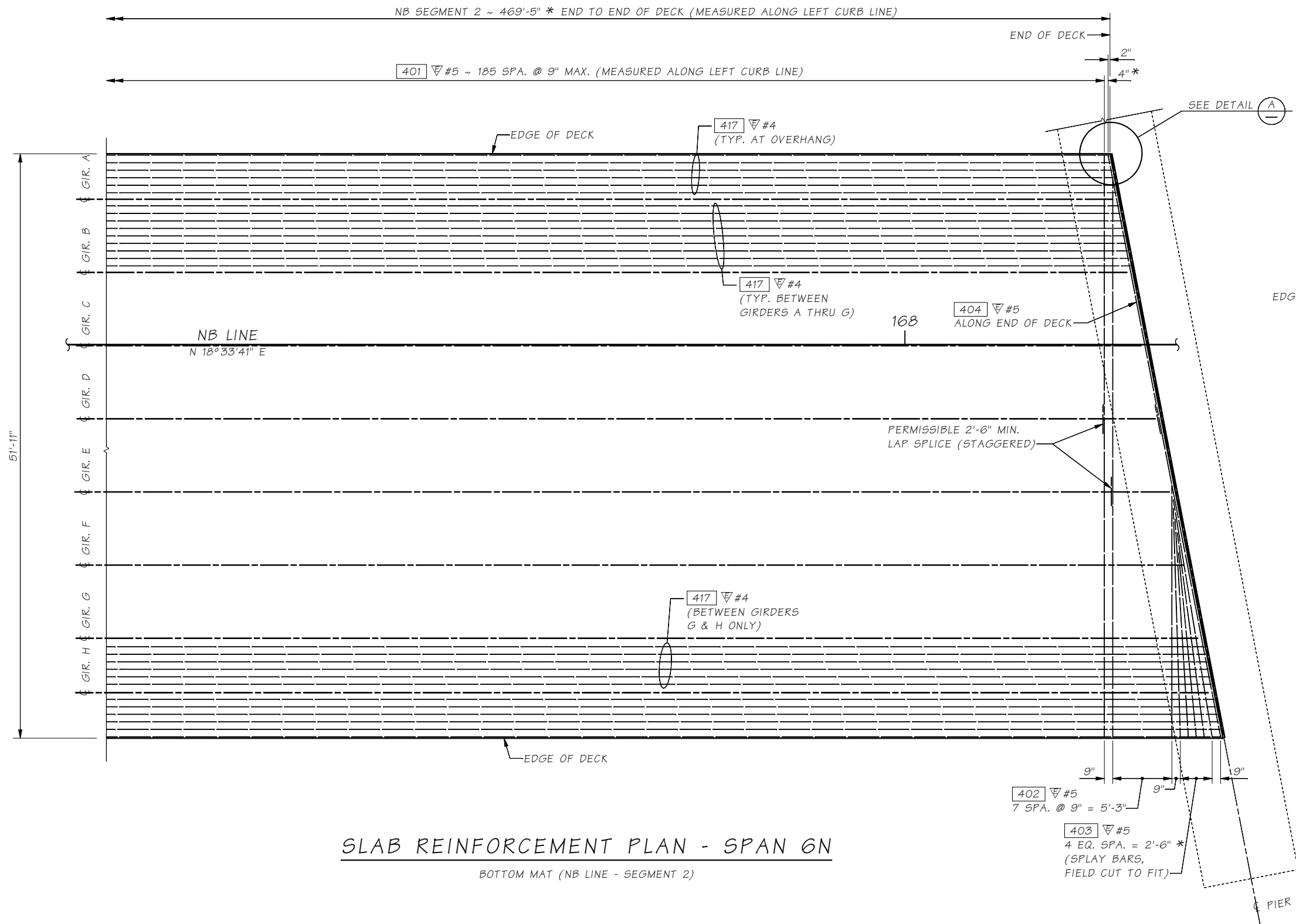


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 6N

BRIDGE SHEET NO. BG233
SHEET 1084 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
= 2" AT PIERS 4N & 1C
AT 64° F. FOR ADJUSTMENT,
SEE "EXPANSION JOINT DETAILS",
BR. SHT. BG273.



SLAB REINFORCEMENT PLAN - SPAN 6N
BOTTOM MAT (NB LINE - SEGMENT 2)

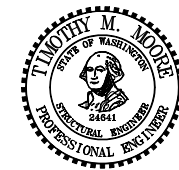
- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
∇#4 - 2'-0"; ∇#5 - 2'-6"; ∇#7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SR 99 FILE NO. SHEET BG234

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 6N Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 09/08	10	WASH.		TOTAL SHEETS
Checked By	Glassford, P 09/09	JOB NUMBER			
Detailed By	Hanson, CE 09/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

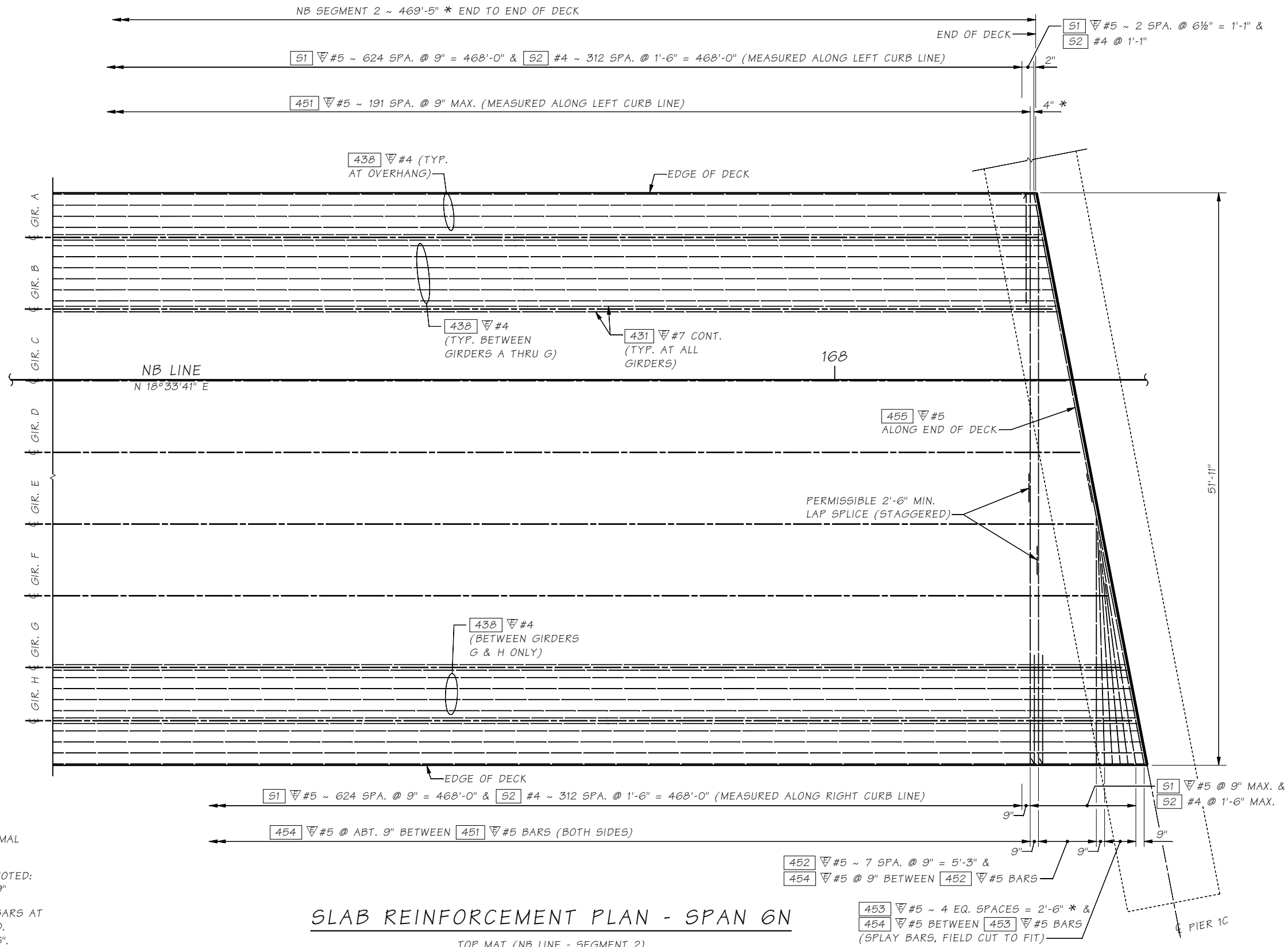


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
SPAN 6N BOTTOM MAT

BRIDGE SHEET NO. BG234
SHEET 1085 OF 1475 SHEETS

* BASED ON JOINT OPENING "G"
= 2" AT PIERS 4N & 1C
AT 64° F. FOR ADJUSTMENT,
SEE "EXPANSION JOINT DETAILS",
BR. SHT. BG273.



NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6".
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1N, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS AND TEMPORARY STRAND CUTTING SEQUENCE.

SLAB REINFORCEMENT PLAN - SPAN 6N

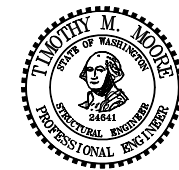
TOP MAT (NB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG235

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 6N Top.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Lee, CS	09/08			10	WASH.				
Checked By	Glassford, P	09/09			JOB NUMBER					
Detailed By	Hanson, CE	09/08			09A803					
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



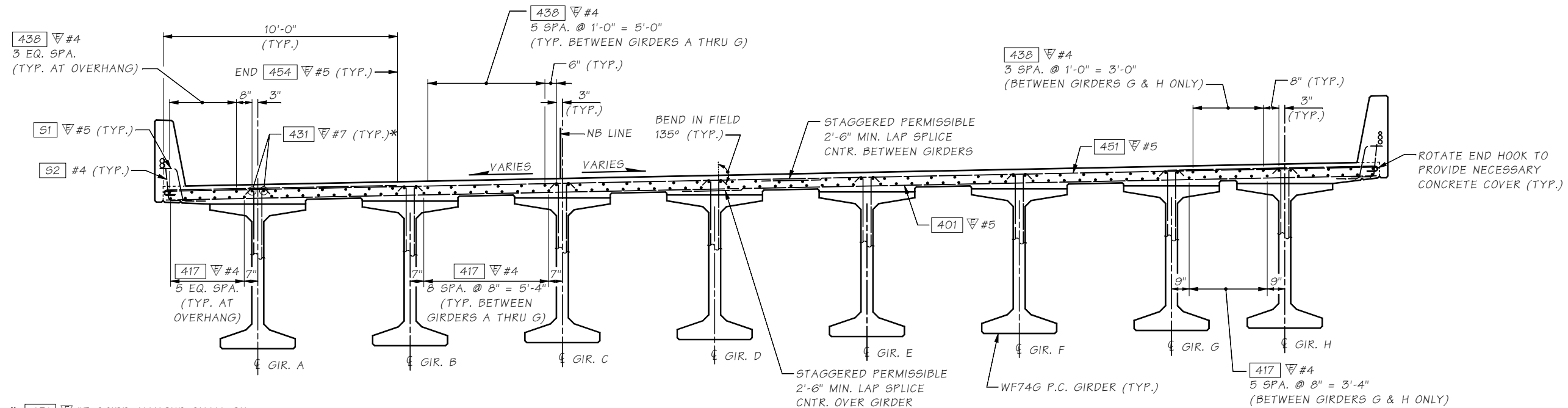
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
SPAN 6N TOP MAT

BRIDGE SHEET NO. BG235
SHEET 1086 OF 1475 SHEETS



* 431 #7 STIRR. HANGER SHALL BE CONTINUOUS WITH 3'-9" MIN. SPL. NO SPLICE ALLOWED CLOSER THAN 15 FT. FROM C PIER

SLAB REINFORCEMENT SECTION - SPAN 6N

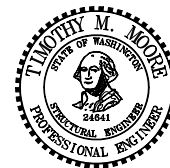
SHOWN NEAR MIDSPAN
(NB LINE - SEGMENT 2)

SR 99 FILE NO. SHEET BG236

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 6N.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM				10	WASH.				
Designed By	Lee, CS	09/08								
Checked By	Glassford, P	09/09								
Detailed By	Avery, D	09/08								
Bridge Projects Engr.					JOB NUMBER	09A803				
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



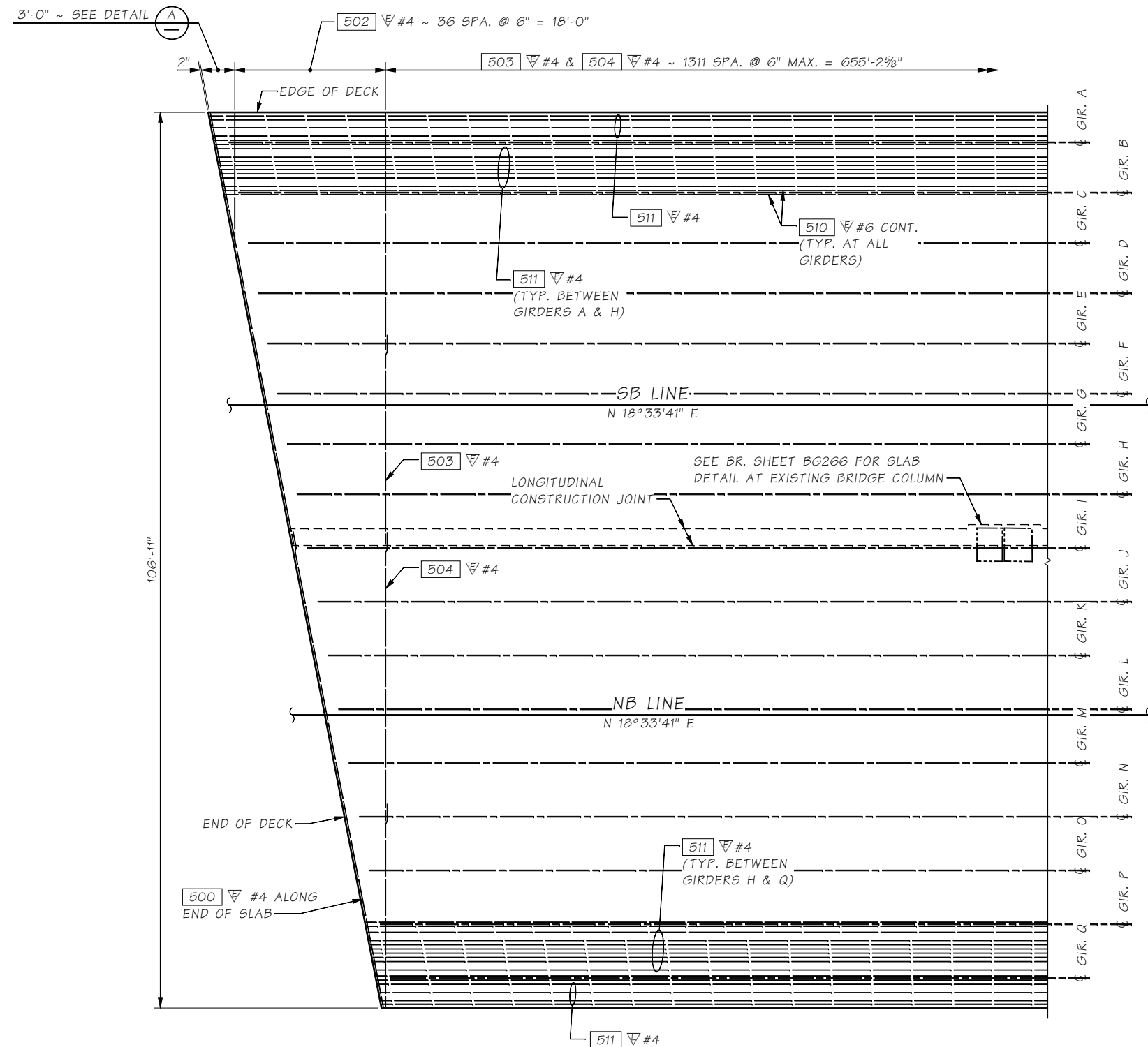
BRIDGE AND STRUCTURES OFFICE



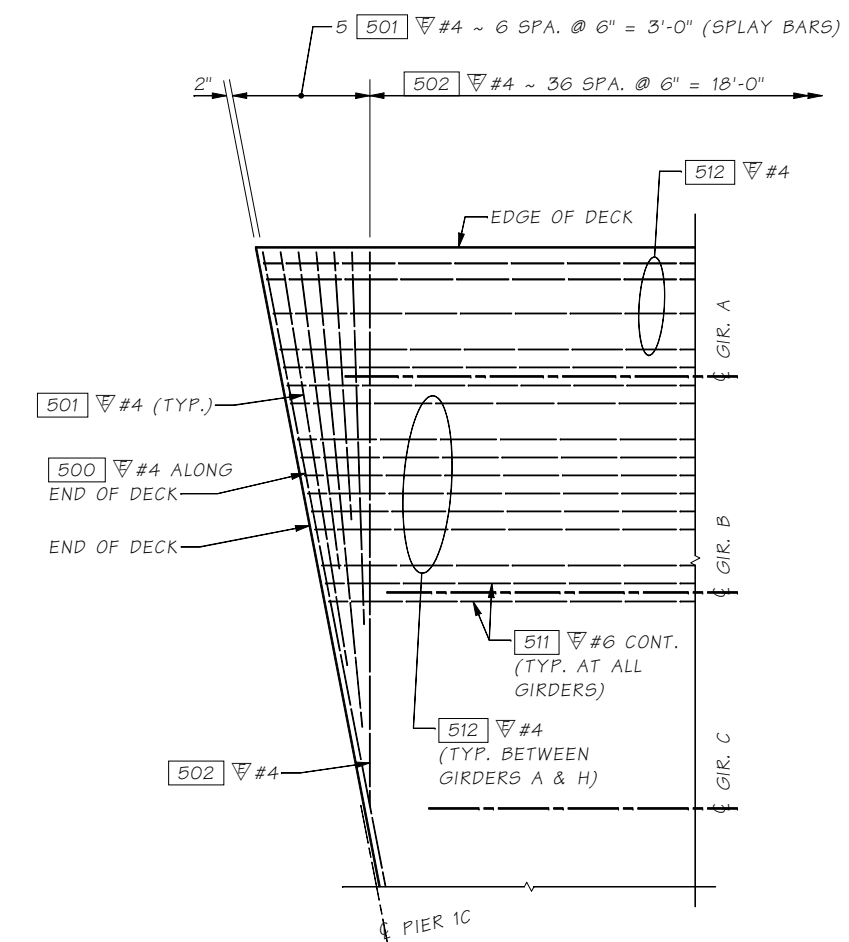
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
SPAN 6N

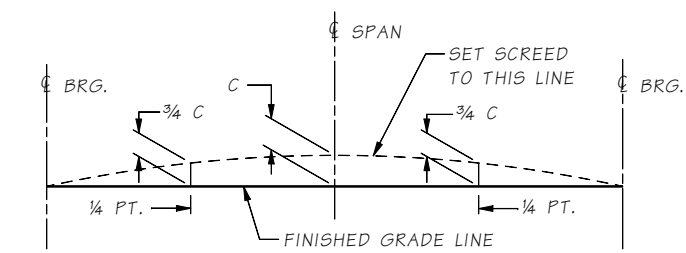
BRIDGE SHEET NO. BG236
SHEET 1087 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN - SPAN 1C
BOTTOM MAT



DETAIL A



SCREED SETTING DIMENSIONS
FOR DIMENSION "C" SEE "GIRDER SCHEDULE" SHEETS

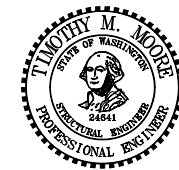
- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"

SR 99 FILE NO. SHEET BG237

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 1c Bot.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



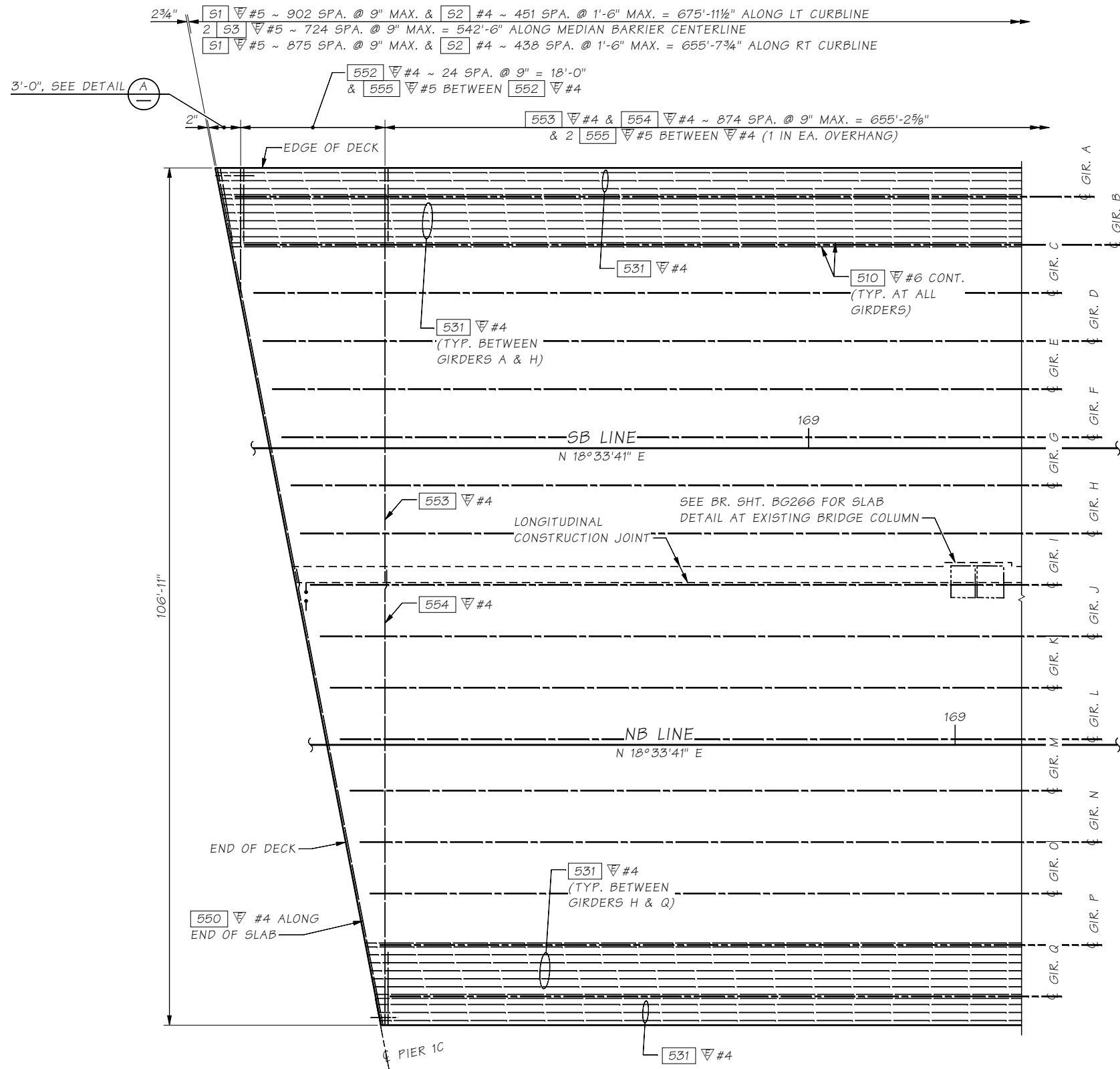
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

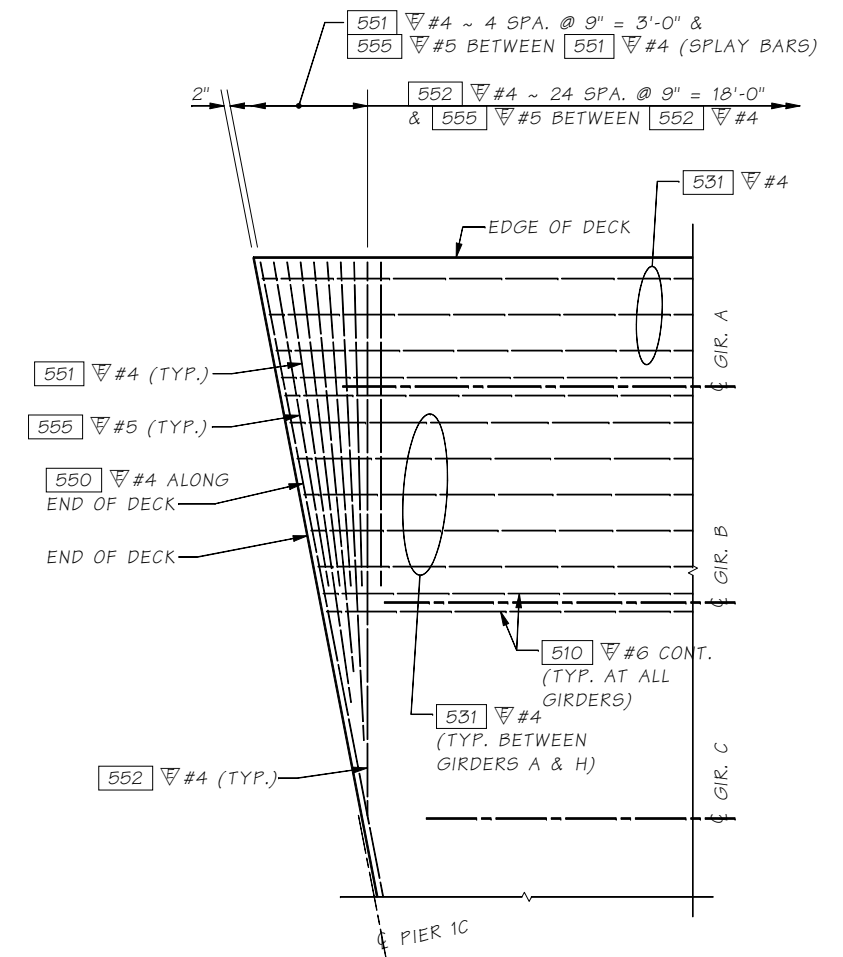
SLAB REINFORCEMENT PLAN
SPAN 1C BOTTOM MAT

BRIDGE SHEET NO. **BG237**
SHEET 1088 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN - SPAN 1C

TOP MAT



DETAIL A

NOTES:

- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
- MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
- DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
- SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG238

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 1c Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Evans, A 10/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



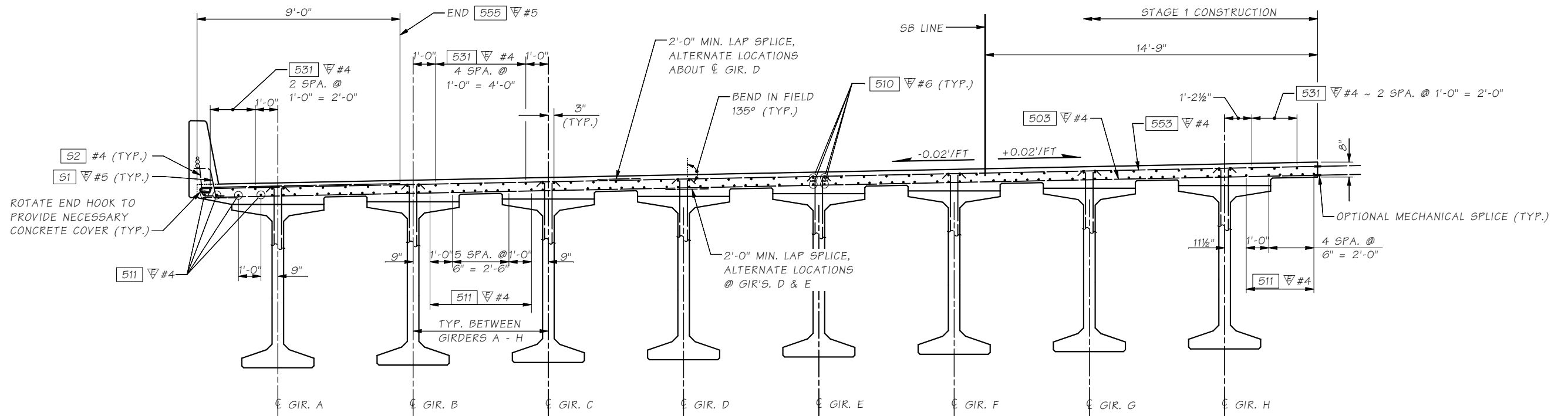
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

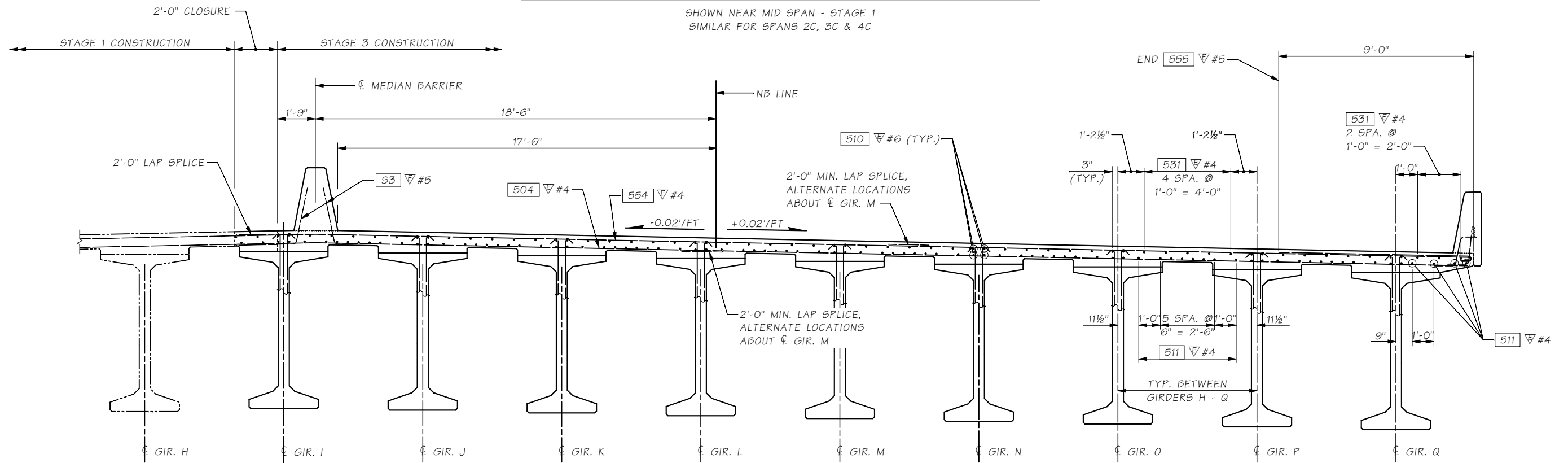
SLAB REINFORCEMENT PLAN
 SPAN 1C TOP MAT

BRIDGE SHEET NO. BG238
 SHEET 1089 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - SPAN 1C

SHOWN NEAR MID SPAN - STAGE 1
SIMILAR FOR SPANS 2C, 3C & 4C



SLAB REINFORCEMENT SECTION - SPAN 1C

SHOWN NEAR MID SPAN - STAGE 2
SIMILAR FOR SPANS 2C, 3C & 4C

SR 99 FILE NO. SHEET BG239

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 1C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 04/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 04/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

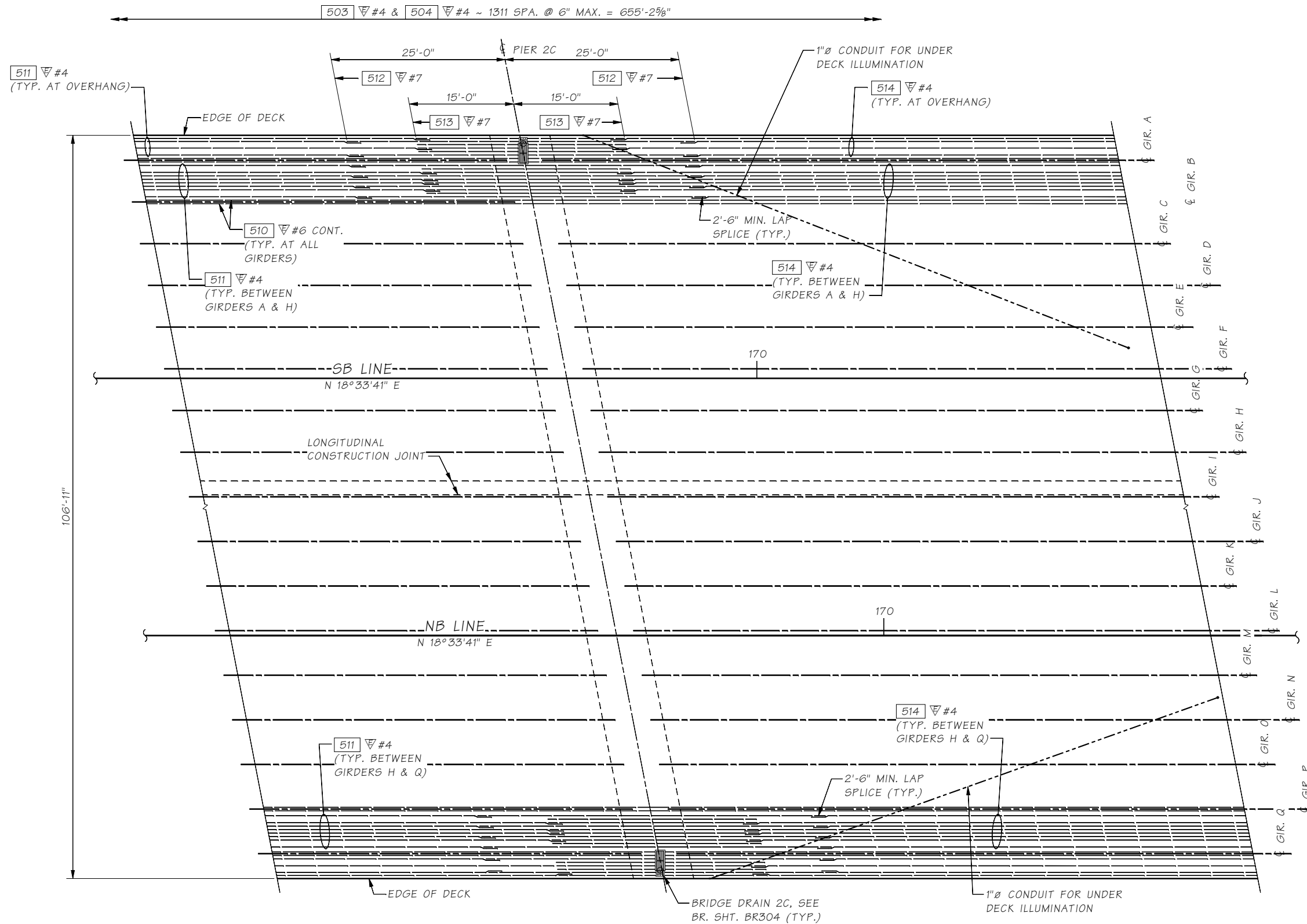


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT SECTION
SPAN 1C

BRIDGE SHEET NO. BG239
SHEET 1090 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN - PIER 2C
BOTTOM MAT

- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG240

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 2C Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



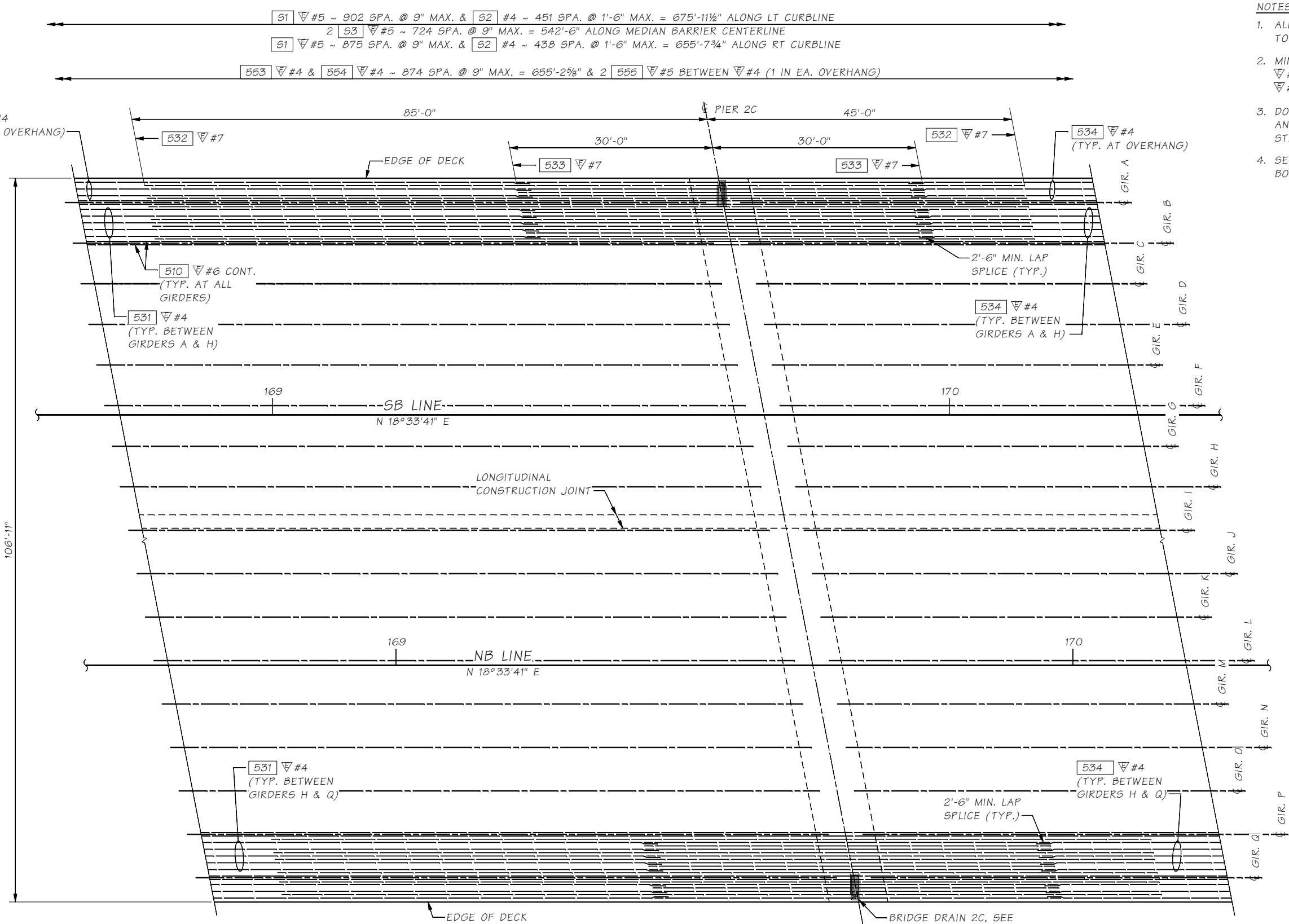
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 2C BOTTOM MAT

BRIDGE SHEET NO. BG240
SHEET 1091 OF 1475 SHEETS



- NOTES:
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
#7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

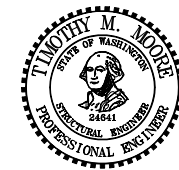
SLAB REINFORCEMENT PLAN - PIER 2C
TOP MAT

SR 99 FILE NO. SHEET BG241

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 2C Top.WND			
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By Evans, A 10/08				
Bridge Projects Engr.	DATE	REVISION	BY	APPD
Prelim. Plan By				
Architect/Specialist				



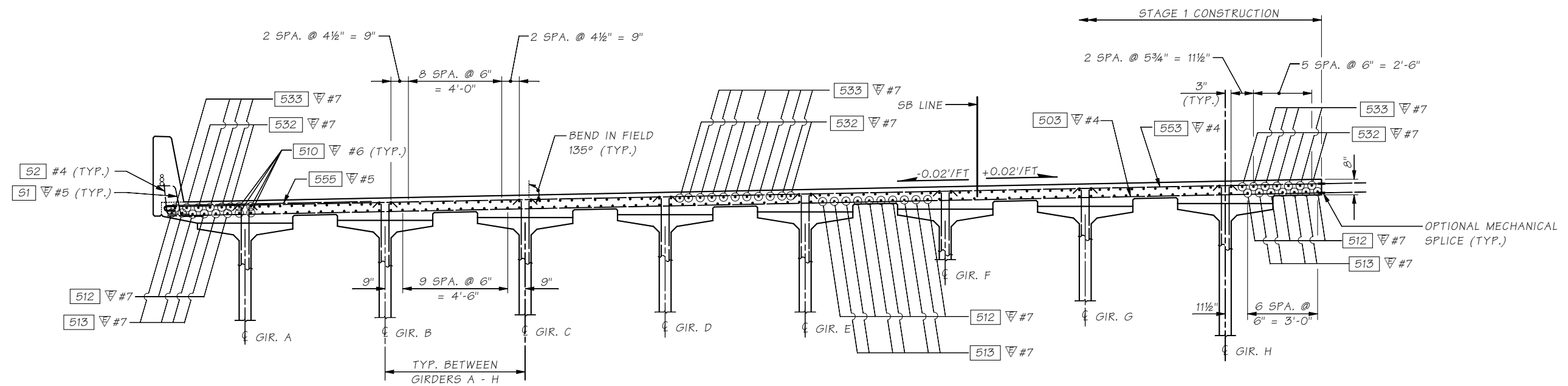
BRIDGE AND STRUCTURES OFFICE



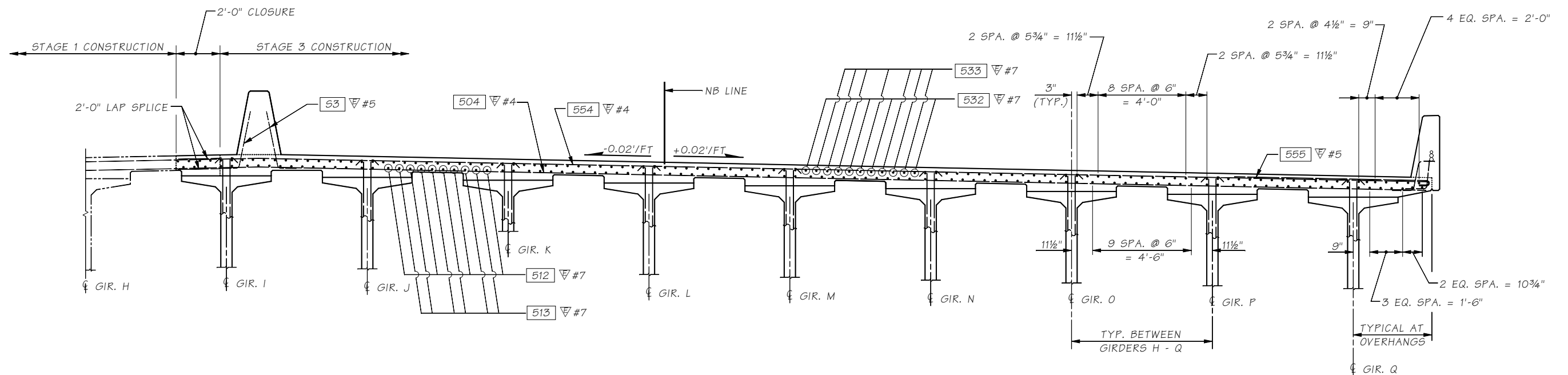
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 2C TOP MAT

BRIDGE SHEET NO. BG241
SHEET 1092 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - PIER 2C
SHOWN NEAR PIER 2 - STAGE 1



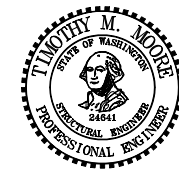
SLAB REINFORCEMENT SECTION - PIER 2C
SHOWN NEAR PIER 2 - STAGE 2

SR 99 FILE NO. SHEET BG242

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 2C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 04/09	10	WASH.		
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 04/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



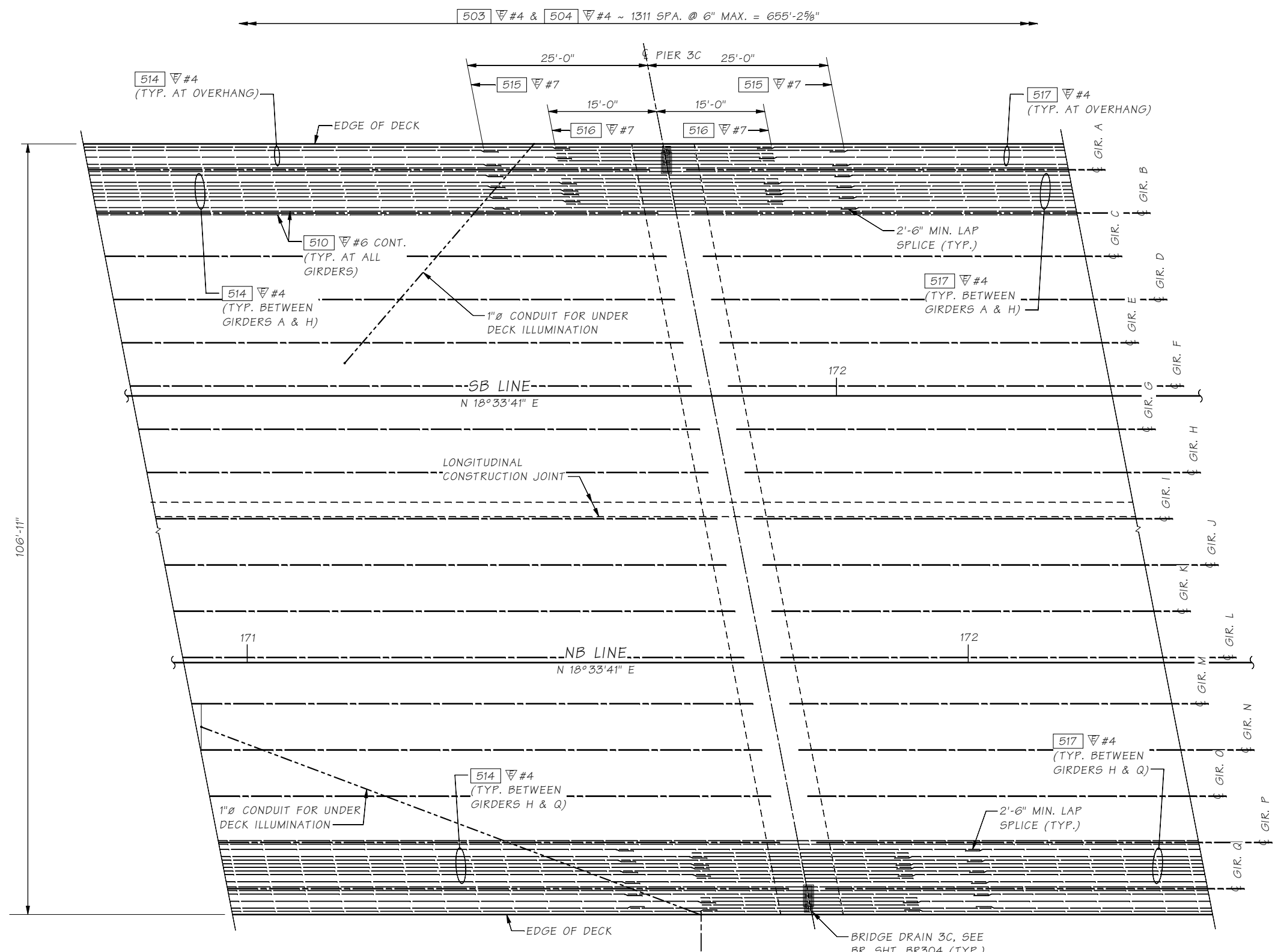
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 2C

BRIDGE SHEET NO. BG242
SHEET 1093 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN - PIER 3C

BOTTOM MAT

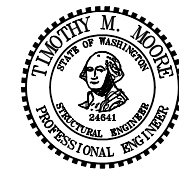
- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG243

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 3c Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Evans, A 10/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



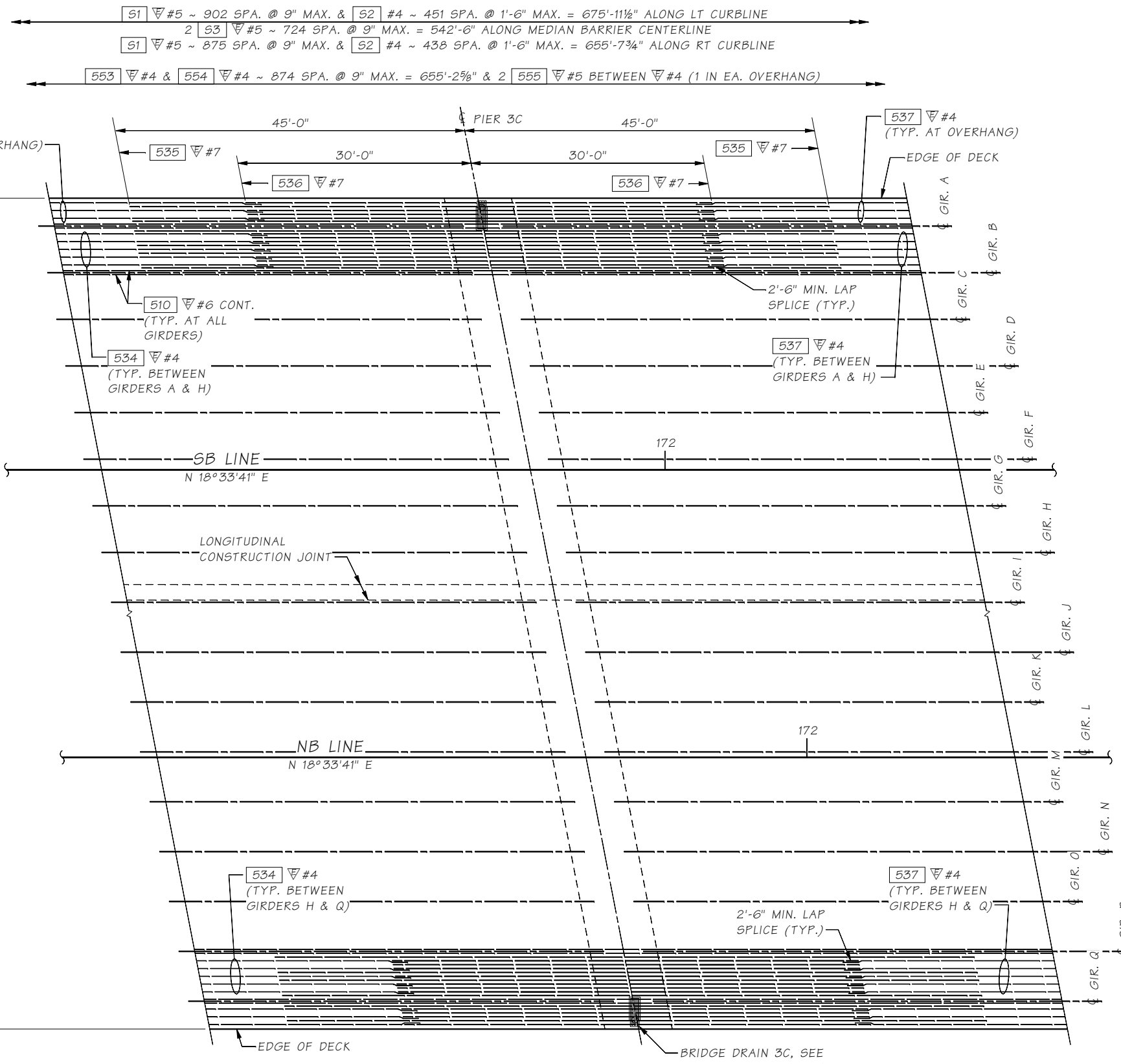
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 PIER 3C BOTTOM MAT

BRIDGE SHEET NO. BG243
 SHEET 1094 OF 1475 SHEETS



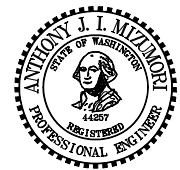
SLAB REINFORCEMENT PLAN - PIER 3C

TOP MAT

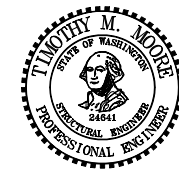
- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG244

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 3C Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Evans, A 10/08				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



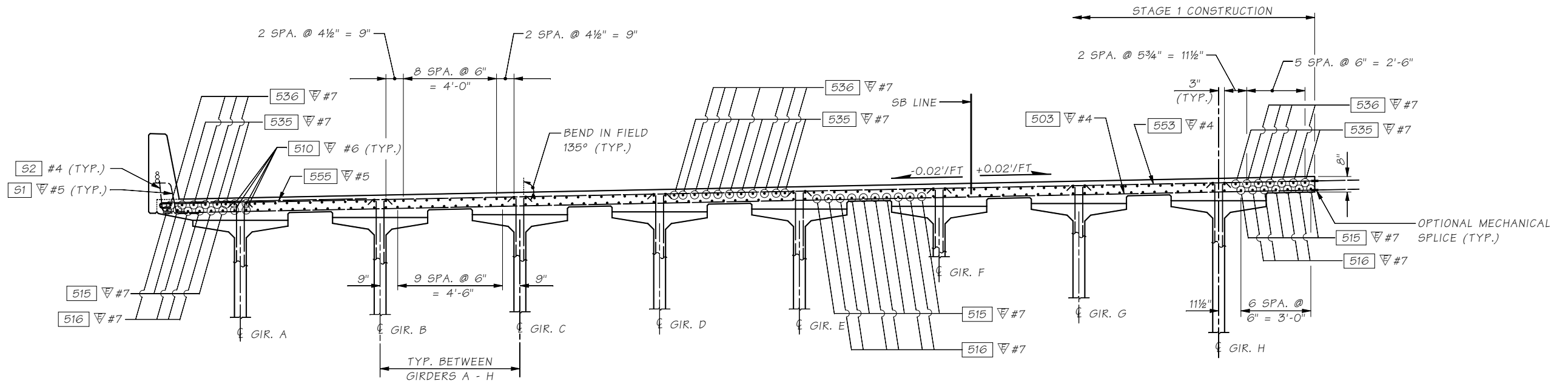
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

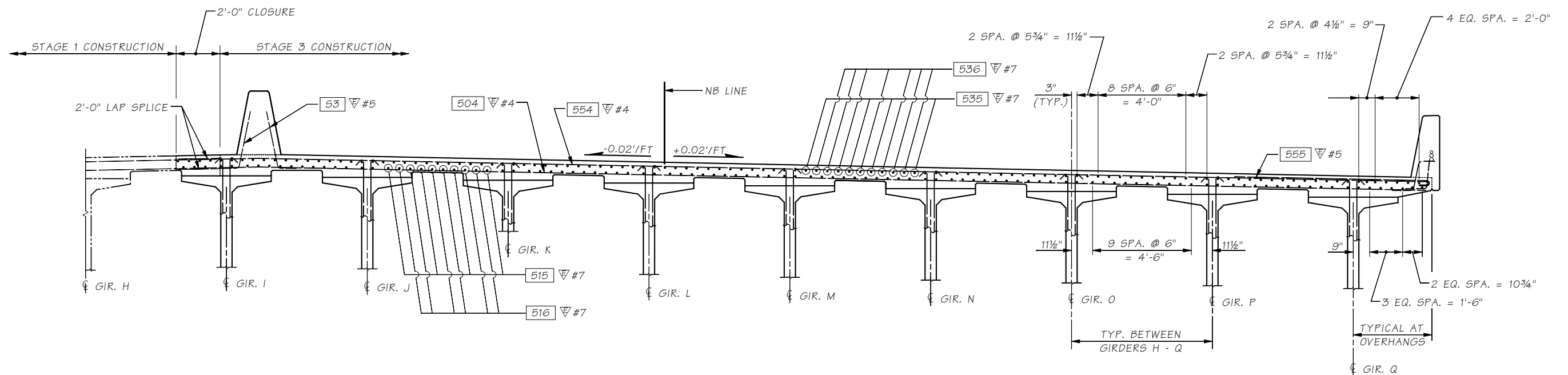
SLAB REINFORCEMENT PLAN
 PIER 3C TOP MAT

BRIDGE SHEET NO. BG244
 SHEET 1095 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - PIER 3C

SHOWN NEAR PIER 3 - STAGE 1



SLAB REINFORCEMENT SECTION - PIER 3C

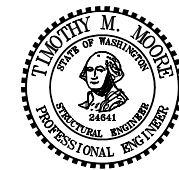
SHOWN NEAR PIER 3 - STAGE 2

SR 99 FILE NO. SHEET BG245

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 3C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 05/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Evans, A 05/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



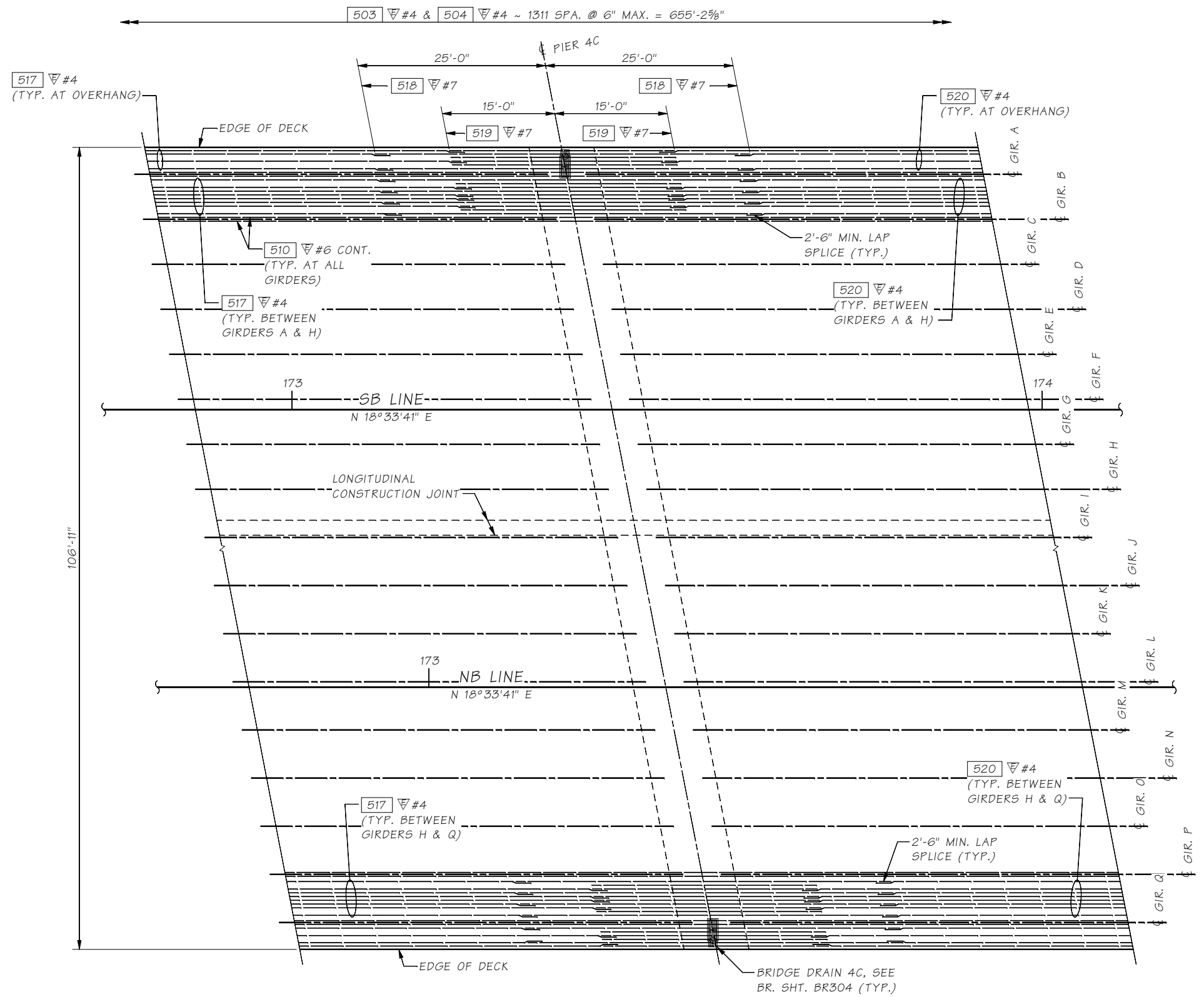
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 3C

BRIDGE SHEET NO. BG245
SHEET 1096 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN - PIER 4C

BOTTOM MAT

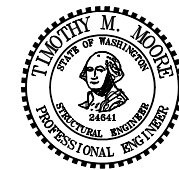
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG246

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 4C Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Evans, A 10/08	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

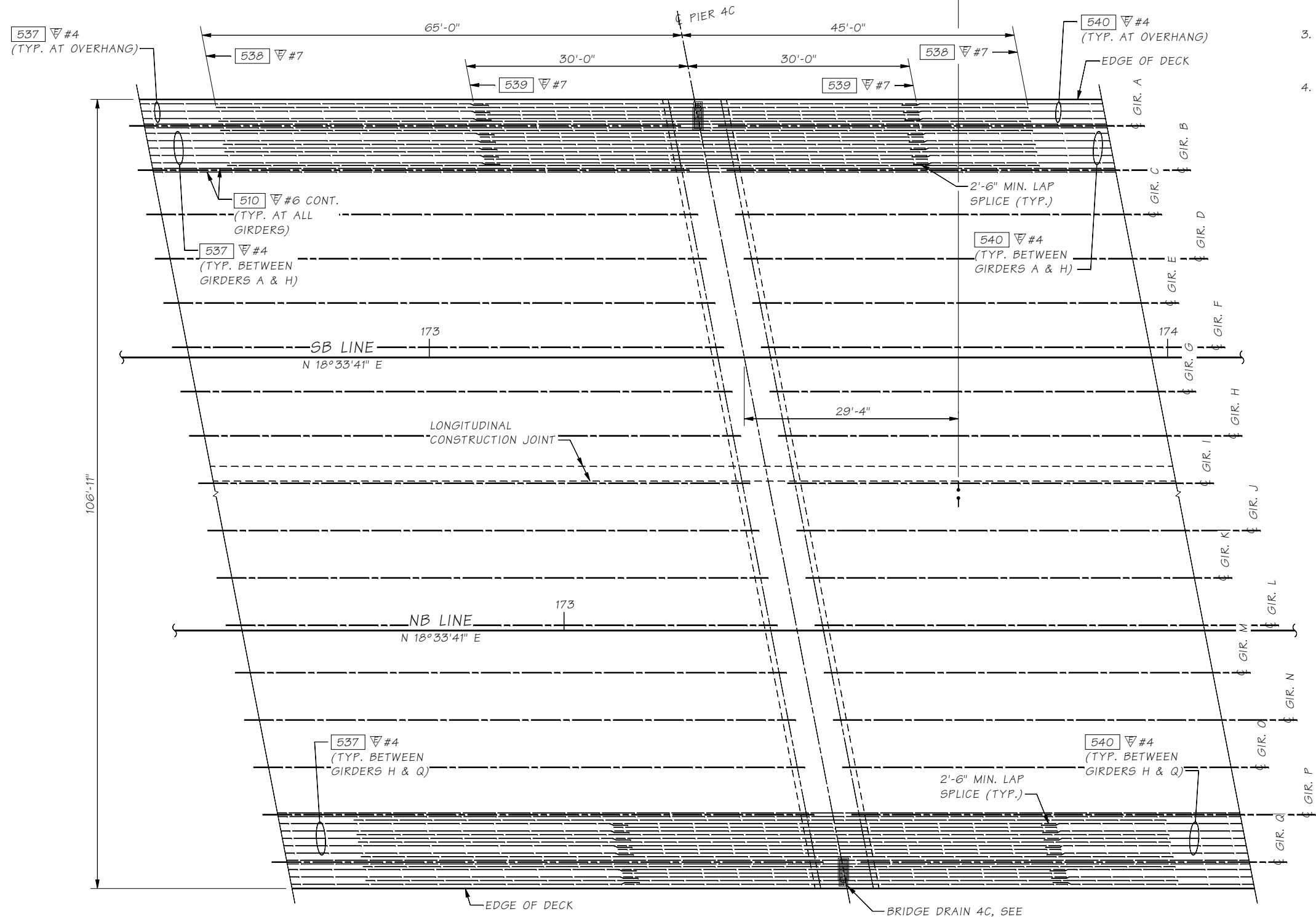


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 PIER 4C BOTTOM MAT

BRIDGE SHEET NO. BG246
 SHEET 1097 OF 1475 SHEETS

51 #5 ~ 902 SPA. @ 9" MAX. & 52 #4 ~ 451 SPA. @ 1'-6" MAX. = 675'-11 1/2" ALONG LT CURBLINE
 51 #5 ~ 875 SPA. @ 9" MAX. & 52 #4 ~ 438 SPA. @ 1'-6" MAX. = 655'-7 3/4" ALONG RT CURBLINE
 2 53 #5 ~ 724 SPA. @ 9" MAX. = 542'-6" ALONG MEDIAN BARRIER CENTERLINE
 553 #4 & 554 #4 ~ 874 SPA. @ 9" MAX. = 655'-2 5/8" & 2 555 #5 BETWEEN #4 (1 IN EA. OVERHANG)



- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SLAB REINFORCEMENT PLAN - PIER 4C

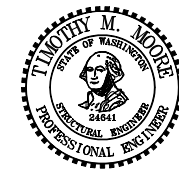
TOP MAT

SR 99 FILE NO. SHEET BG247

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 4C Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



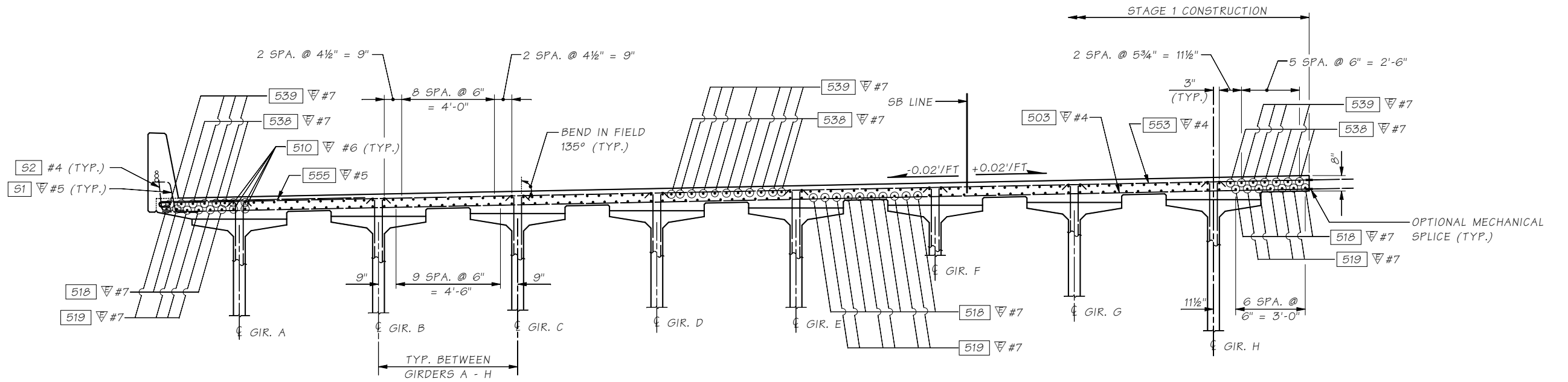
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

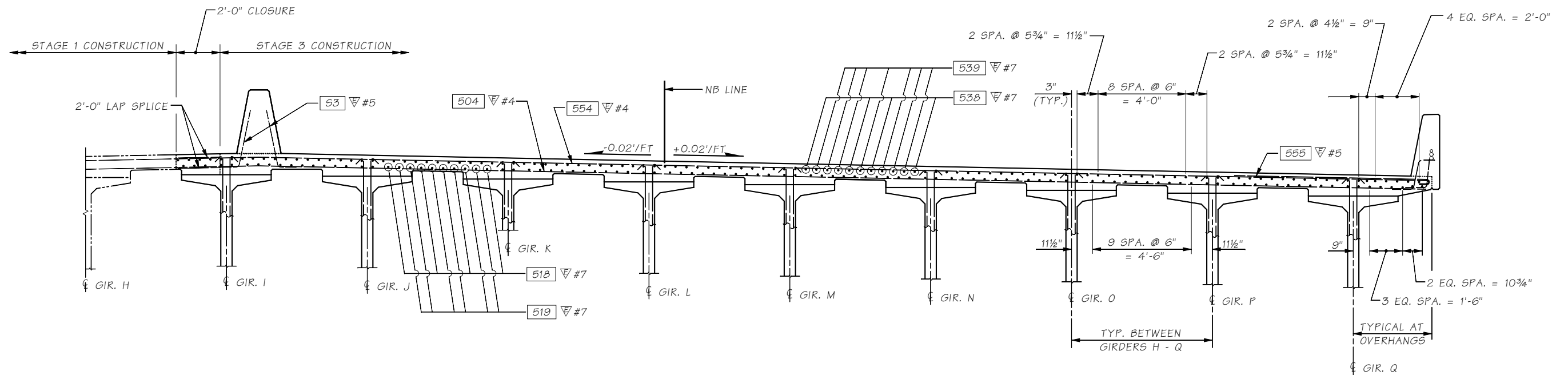
SLAB REINFORCEMENT PLAN
 PIER 4C TOP MAT

BRIDGE SHEET NO. BG247
 SHEET 1098 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - PIER 4C

SHOWN NEAR PIER 4 - STAGE 1



SLAB REINFORCEMENT SECTION - PIER 4C

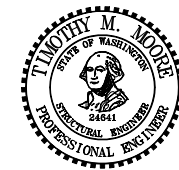
SHOWN NEAR PIER 4 - STAGE 2

SR 99 FILE NO. SHEET BG248

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 4C.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Mizumori, A	05/09			10	WASH.				
Checked By	Rodda, NT	09/09								
Detailed By	Evans, A	05/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist										
	DATE	REVISION	BY	APPD						



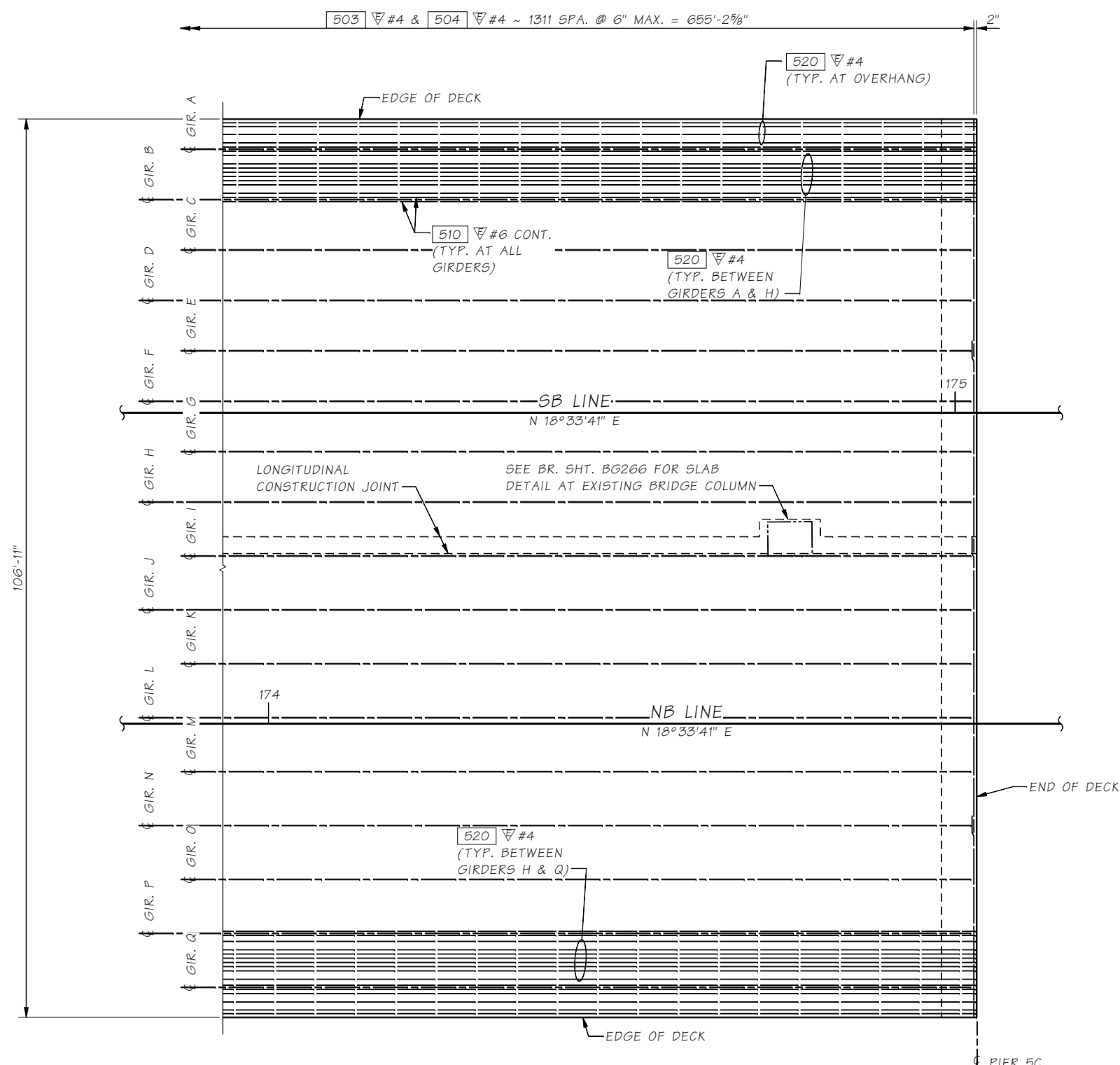
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT SECTION
PIER 4C

BRIDGE SHEET NO. **BG248**
 SHEET **1099** OF **1475** SHEETS

SR 99 FILE NO. SHEET BG249



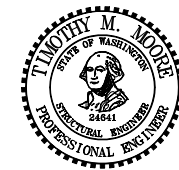
SLAB REINFORCEMENT PLAN - SPAN 4C
BOTTOM MAT

- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 4C Bot.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



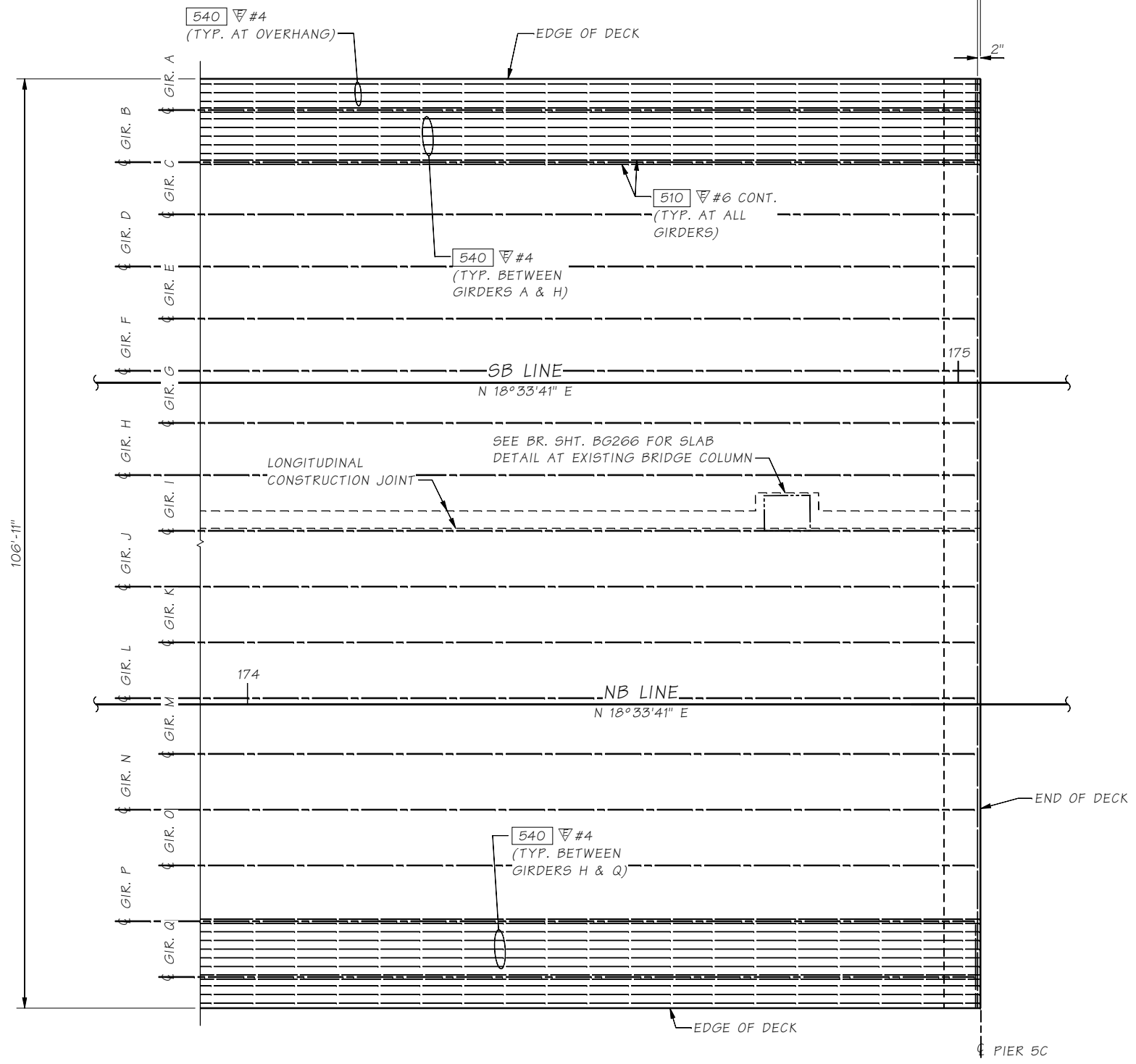
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 4C BOTTOM MAT

BRIDGE SHEET NO. **BG249**
 SHEET 1100 OF 1475 SHEETS

S1 ▽#5 ~ 902 SPA. @ 9" MAX. & S2 #4 ~ 451 SPA. @ 1'-6" MAX. = 675'-11½" ALONG LT CURBLINE
 S1 ▽#5 ~ 875 SPA. @ 9" MAX. & S2 #4 ~ 438 SPA. @ 1'-6" MAX. = 655'-7¾" ALONG RT CURBLINE

553 ▽#4 & 554 ▽#4 ~ 874 SPA. @ 9" MAX. = 655'-2⅝" & 2 555 ▽#5 BETWEEN ▽#4 (1 IN EA. OVERHANG)



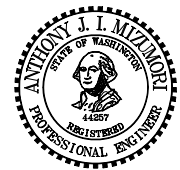
SLAB REINFORCEMENT PLAN - SPAN 4C

TOP MAT

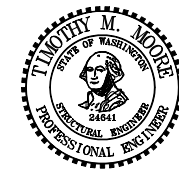
- NOTES:
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ▽#4 - 2'-0"; ▽#5 - 2'-6"; ▽#6 - 3'-0";
 ▽#7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG250

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 4C Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



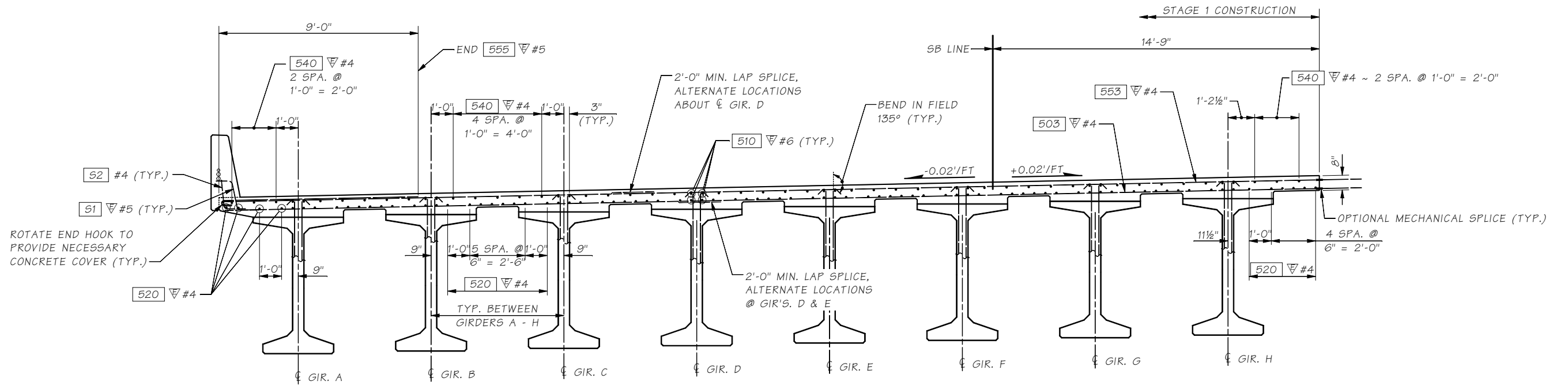
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

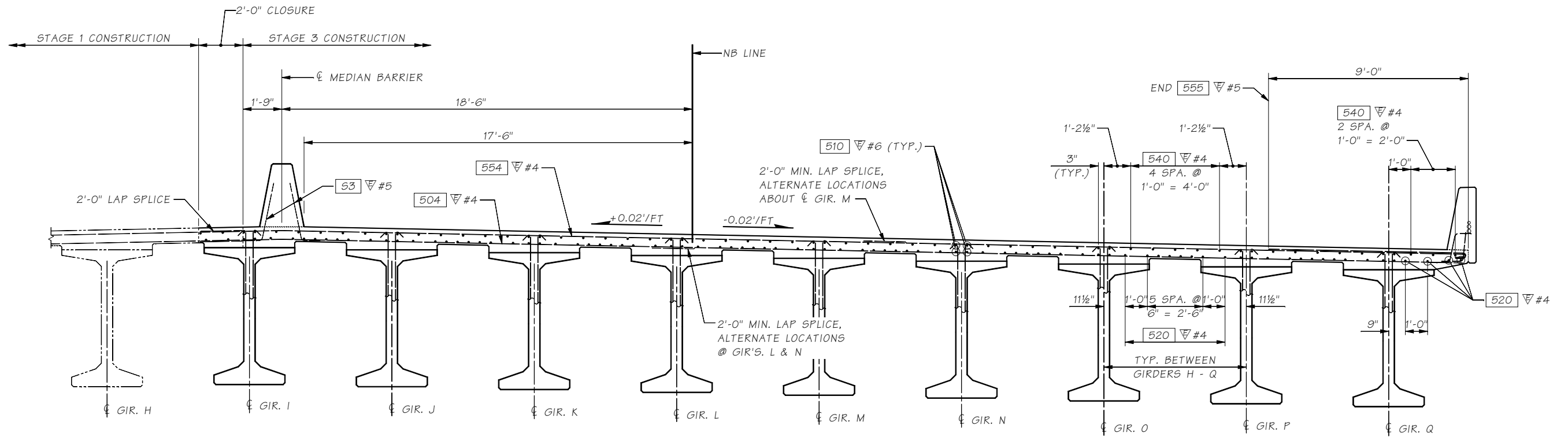
SLAB REINFORCEMENT PLAN
 SPAN 4C TOP MAT

BRIDGE SHEET NO. BG250
 SHEET 1101 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - SPAN 4C

SHOWN NEAR MIDSPAN - STAGE 1



SLAB REINFORCEMENT SECTION - SPAN 4C

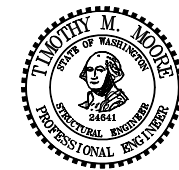
SHOWN NEAR MIDSPAN - STAGE 2

SR 99 FILE NO. SHEET BG251

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 4C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER 09A803			
Detailed By	Evans, A				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

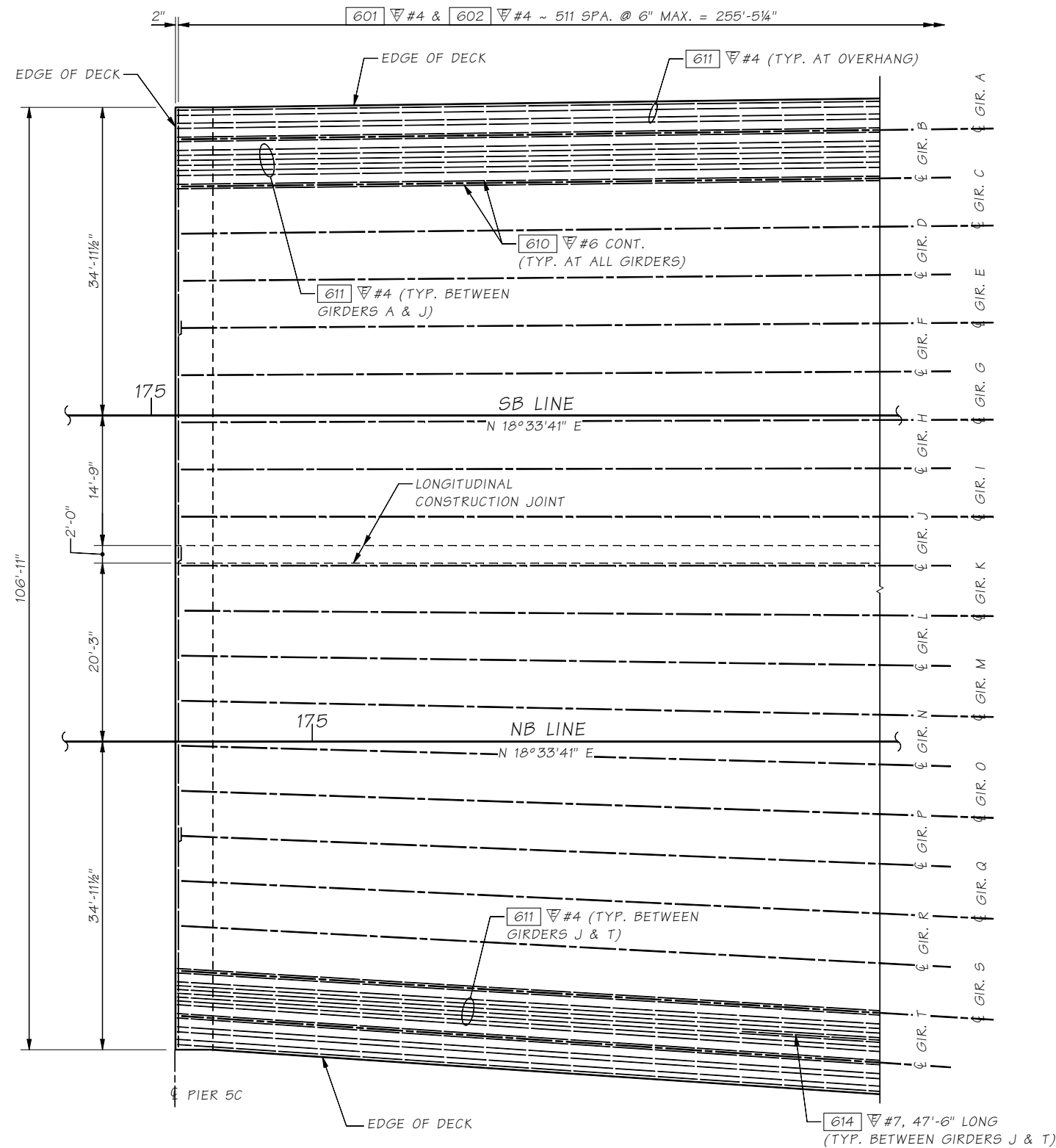


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT SECTION
SPAN 4C

BRIDGE SHEET NO. BG251
 SHEET 1102 OF 1475 SHEETS



SLAB REINFORCEMENT PLAN - SPAN 5C

BOTTOM MAT

- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

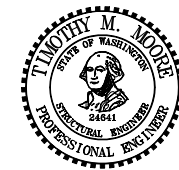
SR 99 FILE NO. SHEET BG252

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 5C Bot.WND
Supervisor	Moore, TM	
Designed By	Mizumori, A	10/08
Checked By	Rodda, NT	09/09
Detailed By	Waldron, GA	04/09
Bridge Projects Engr.		
Prelim. Plan By		
Architect/Specialist		
DATE	REVISION	BY APPD

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10	WASH.			
JOB NUMBER				
09A803				



BRIDGE AND STRUCTURES OFFICE

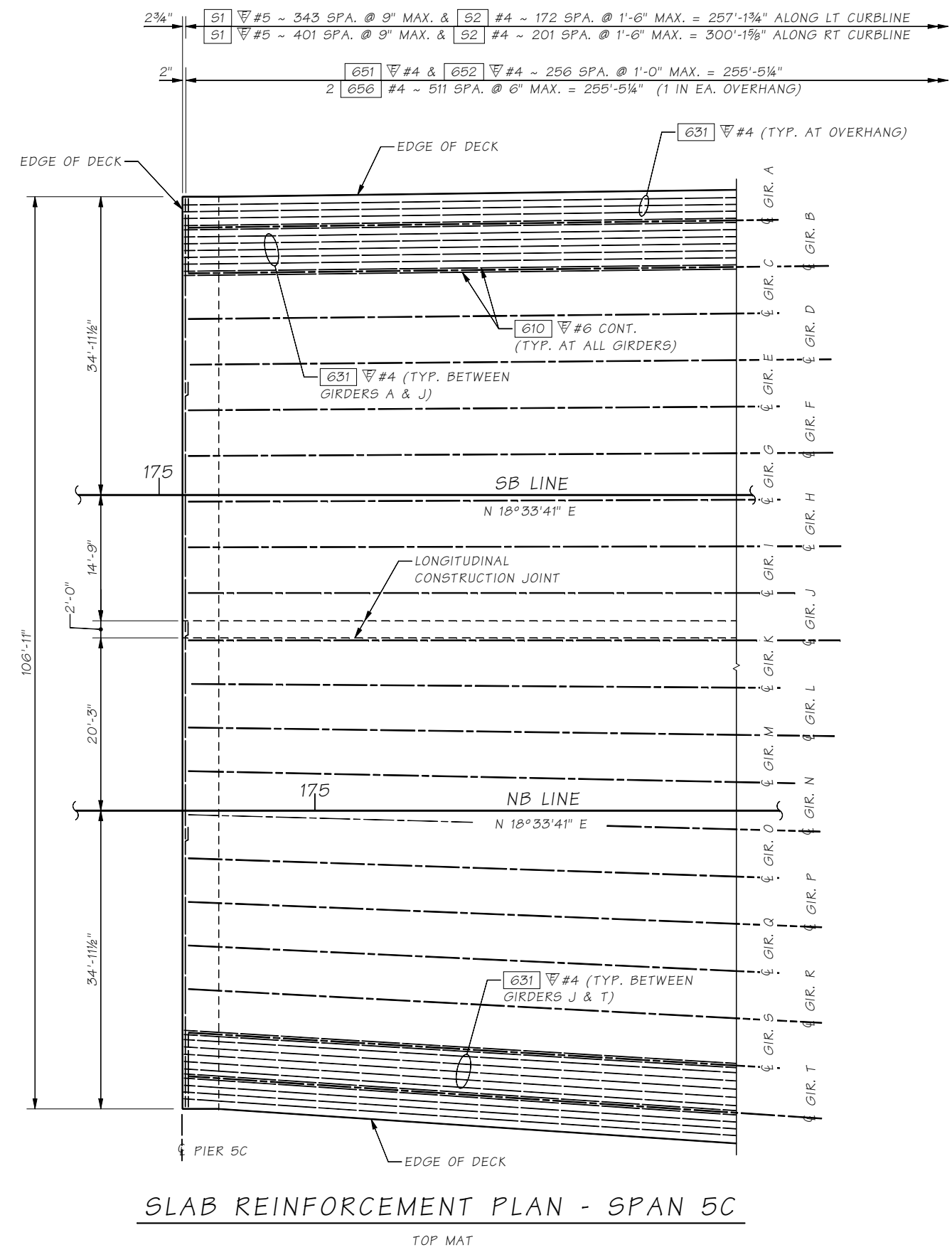


SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 5C BOTTOM MAT

BRIDGE SHEET NO. BG252
 SHEET 1103 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG253



SLAB REINFORCEMENT PLAN - SPAN 5C

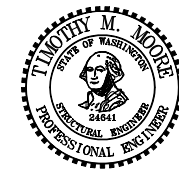
TOP MAT

- NOTES:**
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 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
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 #7 - 3'-9"
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 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 5C Top.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT	JOB NUMBER			
Detailed By	Waldron, GA	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



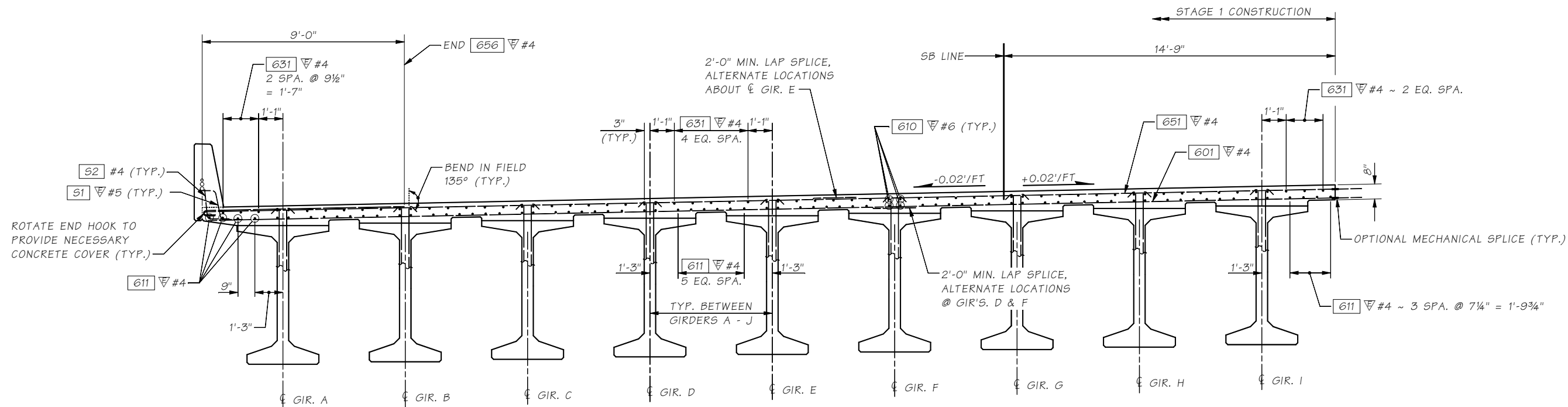
BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

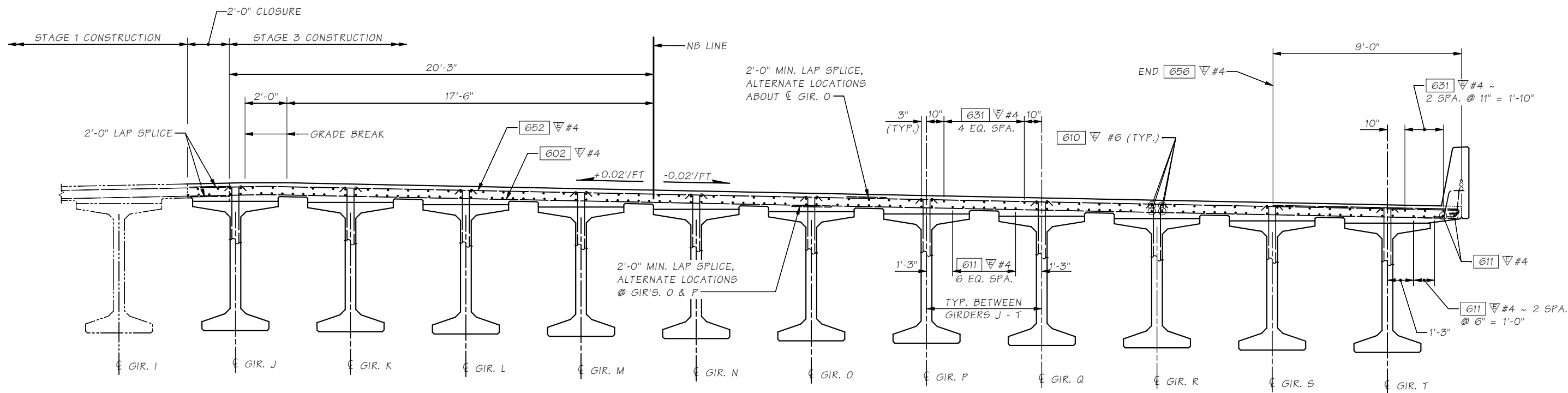
SLAB REINFORCEMENT PLAN
 SPAN 5C TOP MAT

BRIDGE SHEET NO. BG253
 SHEET 1104 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - SPAN 5C

SHOWN NEAR MIDSPAN - STAGE 1



SLAB REINFORCEMENT SECTION - SPAN 5C

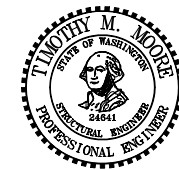
SHOWN NEAR MIDSPAN - STAGE 2

SR 99 FILE NO. SHEET BG254

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 5C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 04/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 04/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

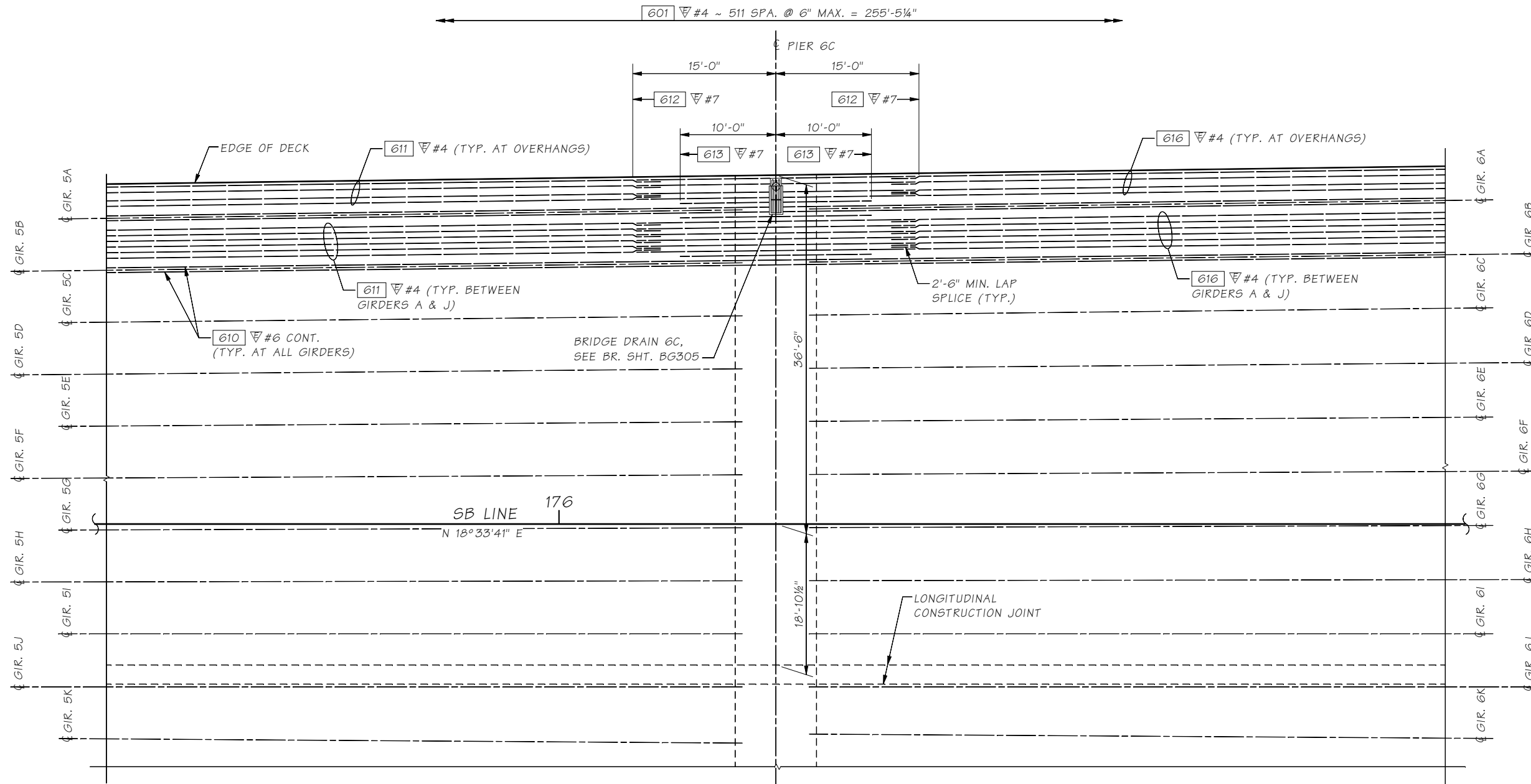


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT SECTION
SPAN 5C

BRIDGE SHEET NO. BG254
SHEET 1105 OF 1475 SHEETS



**SLAB REINFORCEMENT PLAN
PIER 6C - STAGE 1**

BOTTOM MAT

NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
#7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG255

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6C Bot Stage 1.WND				SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.			
Designed By	Mizumori, A 03/09	10	WASH.				
Checked By	Rodda, NT 09/09	JOB NUMBER					
Detailed By	Waldron, GA 03/09	09A803					
Bridge Projects Engr.		DATE	REVISION	BY	APPD		
Prelim. Plan By							
Architect/Specialist							



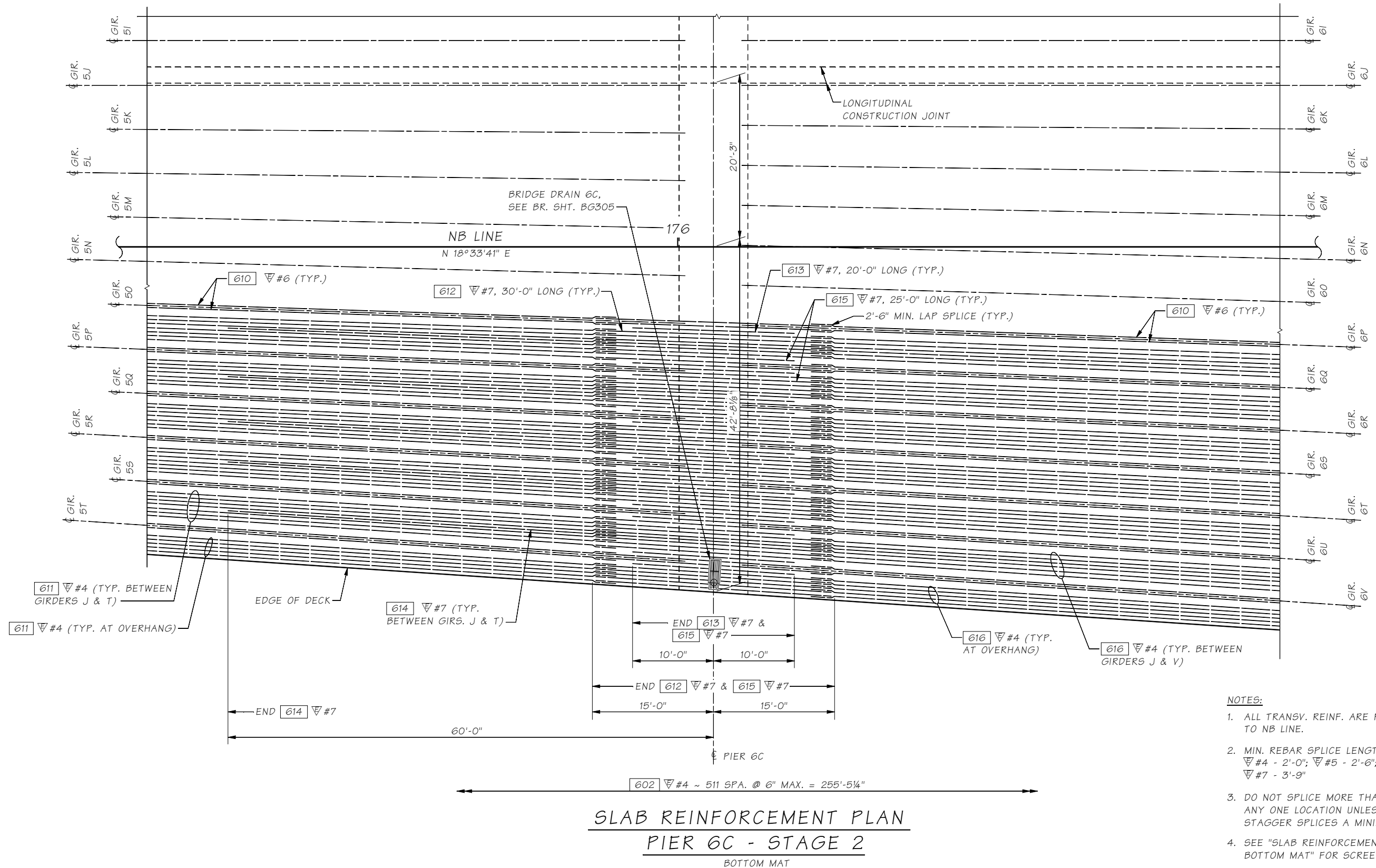
**BRIDGE
AND
STRUCTURES
OFFICE**



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2**
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 6C BOTTOM MAT STAGE 1

BRIDGE SHEET NO.
BG255
SHEET
1106
OF
1475
SHEETS



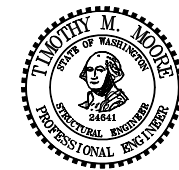
SLAB REINFORCEMENT PLAN
PIER 6C - STAGE 2
BOTTOM MAT

- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
#7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6C Bot Stage 2.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 03/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Waldron, GA 03/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



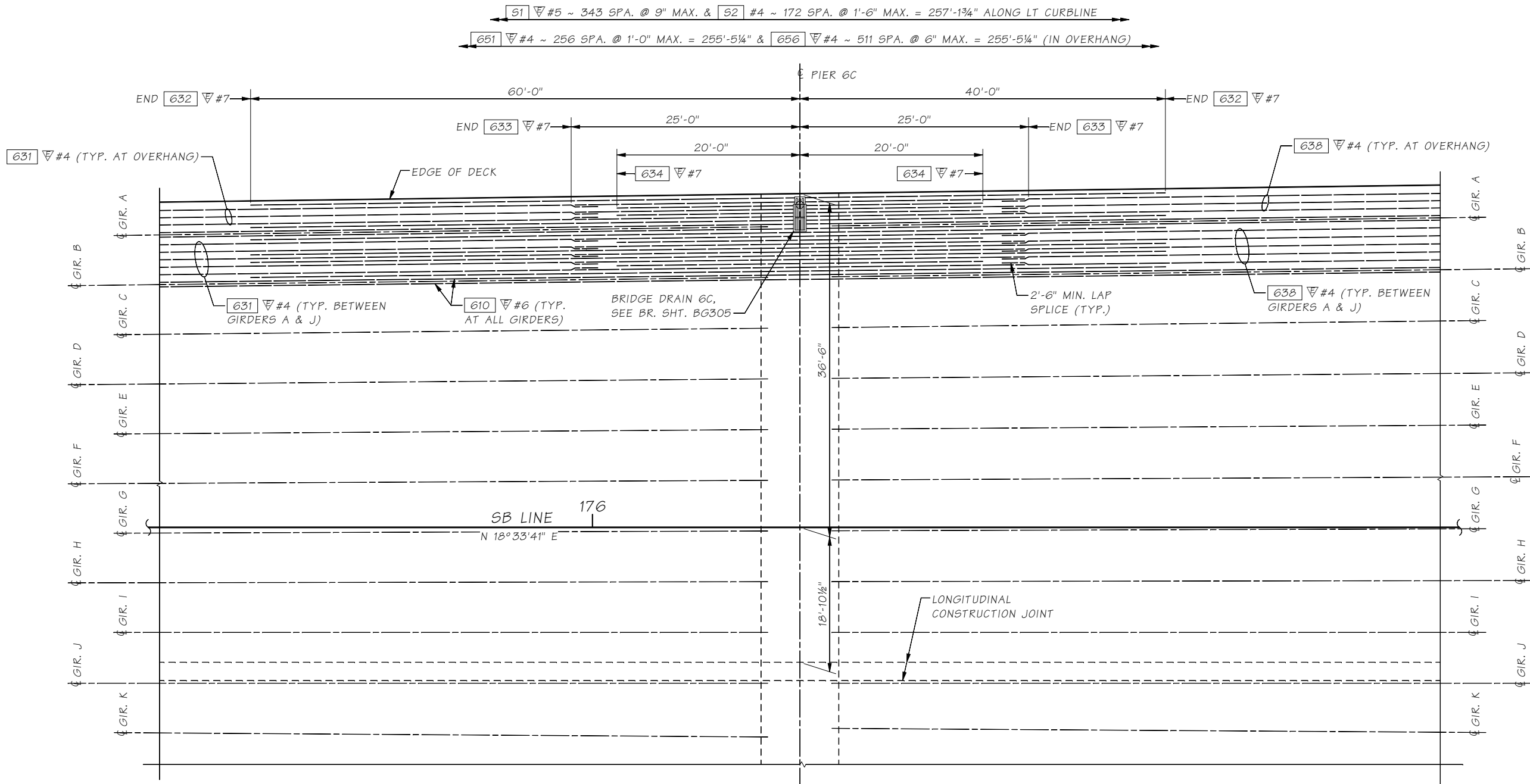
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 6C BOTTOM MAT STAGE 2

BRIDGE SHEET NO. **BG256**
SHEET 1107 OF 1475 SHEETS



**SLAB REINFORCEMENT PLAN
PIER 6C - STAGE 1**

TOP MAT

NOTES:

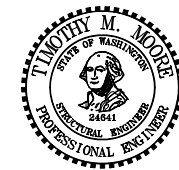
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SR 99 FILE NO. SHEET BG257

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6C Top Stage 1.WND			
Supervisor Moore, TM				
Designed By Mizumori, A	10/08			
Checked By Rodda, NT	09/09			
Detailed By Waldron, GA	04/09			
Bridge Projects Engr.				
Prelim. Plan By				
Architect/Specialist	DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE

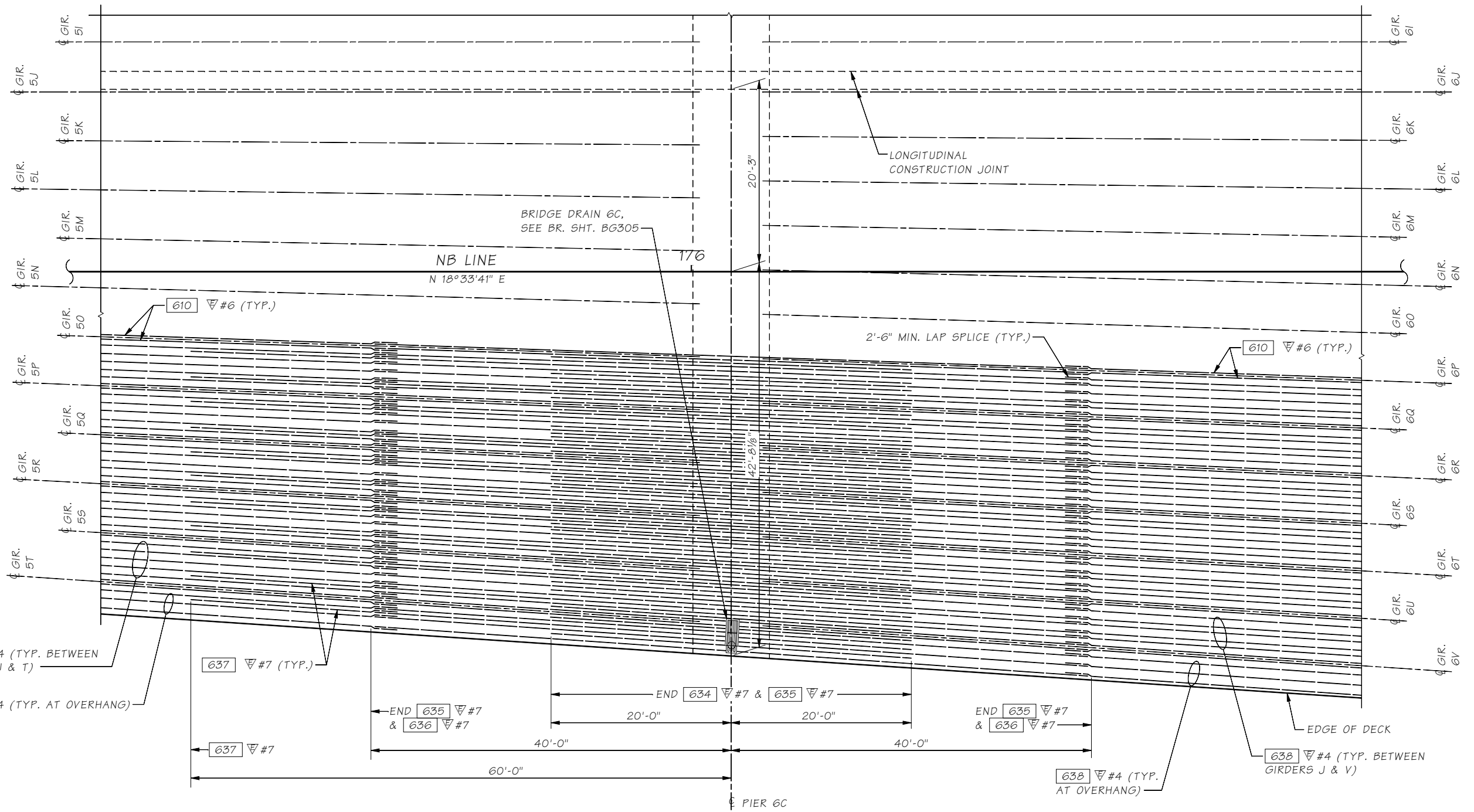


**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2**
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
PIER 6C TOP MAT STAGE 1

BRIDGE SHEET NO. BG257
SHEET 1108 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG258



← [652] #4** ~ 256 SPA. @ 1'-0" MAX. = 255'-5 1/4" & [656] #4 ~ 511 SPA. @ 6" MAX. = 255'-5 1/4" (IN OVERHANG) →
 ← [S1] #5 ~ 401 SPA. @ 9" MAX. & [S2] #4 ~ 201 SPA. @ 1'-6" MAX. = 300'-1 1/2" ALONG RT CURBLINE →

SLAB REINFORCEMENT PLAN PIER 6C - STAGE 2

TOP MAT

** SPLICE PATTERN CHANGES AT PIER 6C, SEE SLAB REINFORCEMENT SECTIONS FOR SPANS 5C & 6C

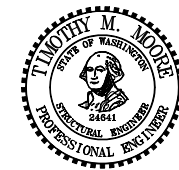
NOTES:

1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE.
2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
#7 - 3'-9"
3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

Bridge Design Engr. Khaleghi, B		M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Pier 6C Top Stage 2.WND	
Supervisor Moore, TM		REGION NO.	STATE
Designed By Mizumori, A 03/09		10	WASH.
Checked By Rodda, NT 09/09		JOB NUMBER 09A803	
Detailed By Waldron, GA 03/09		FED. AID PROJ. NO.	SHEET NO.
Bridge Projects Engr.			TOTAL SHEETS
Prelim. Plan By			
Architect/Specialist	DATE	REVISION	BY APPD



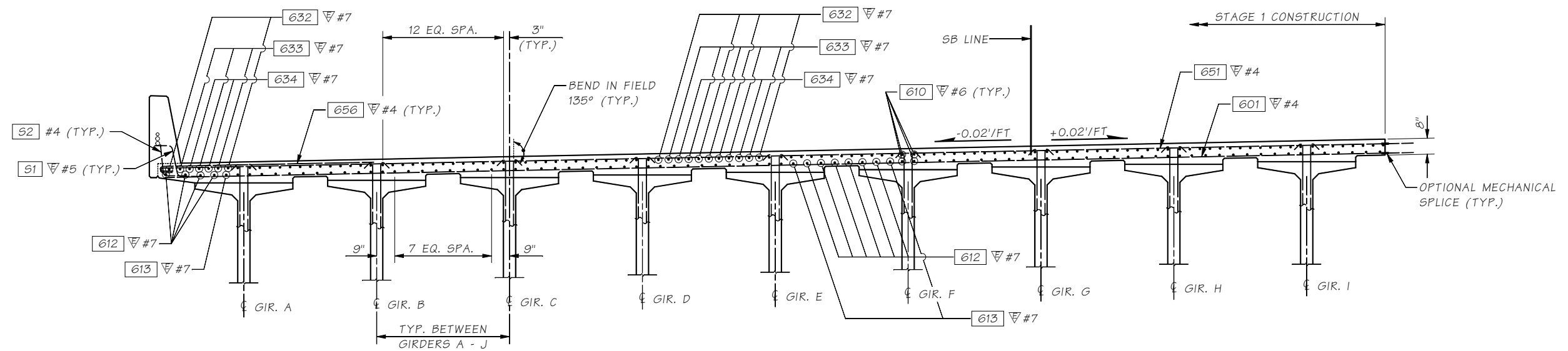
BRIDGE AND STRUCTURES OFFICE



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB**

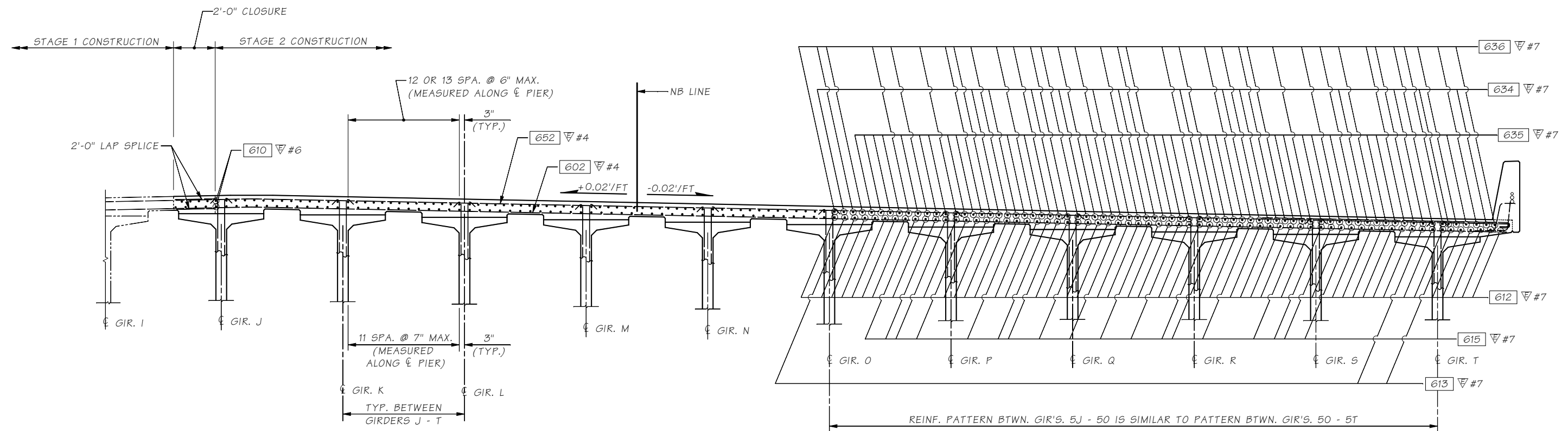
SLAB REINFORCEMENT PLAN
PIER 6C TOP MAT STAGE 2

BRIDGE SHEET NO. BG258
SHEET 1109 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - PIER 6C

STAGE 1
SHOWN IN SPAN 5C ~ LOOKING AHEAD ON STATION



SLAB REINFORCEMENT SECTION - PIER 6C

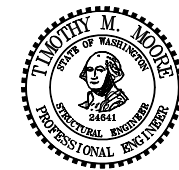
STAGE 2
SHOWN IN SPAN 5C ~ LOOKING AHEAD ON STATION

SR 99 FILE NO. SHEET BG259

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 6C - span 5C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 04/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 04/09				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					

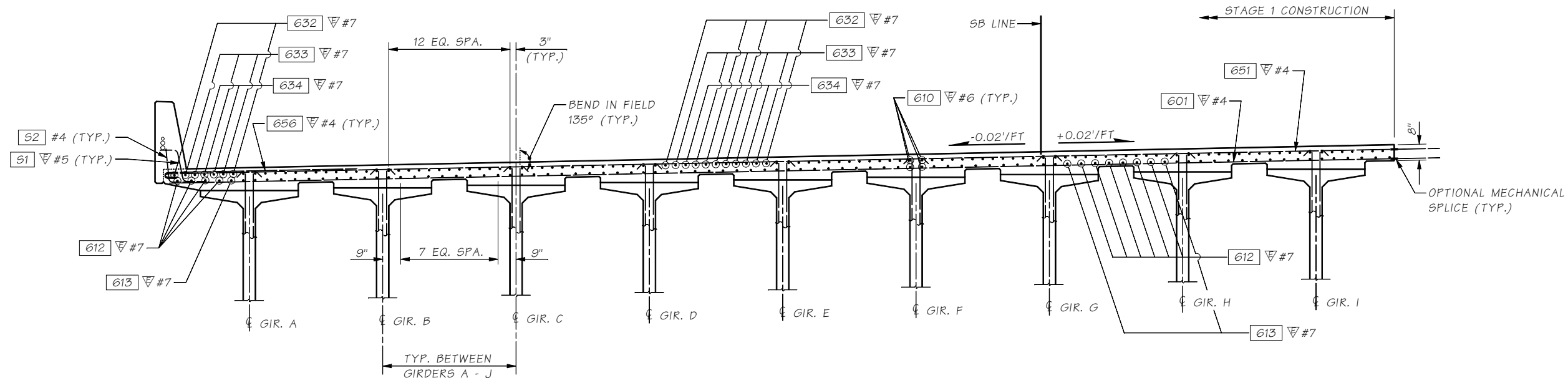


BRIDGE AND STRUCTURES OFFICE



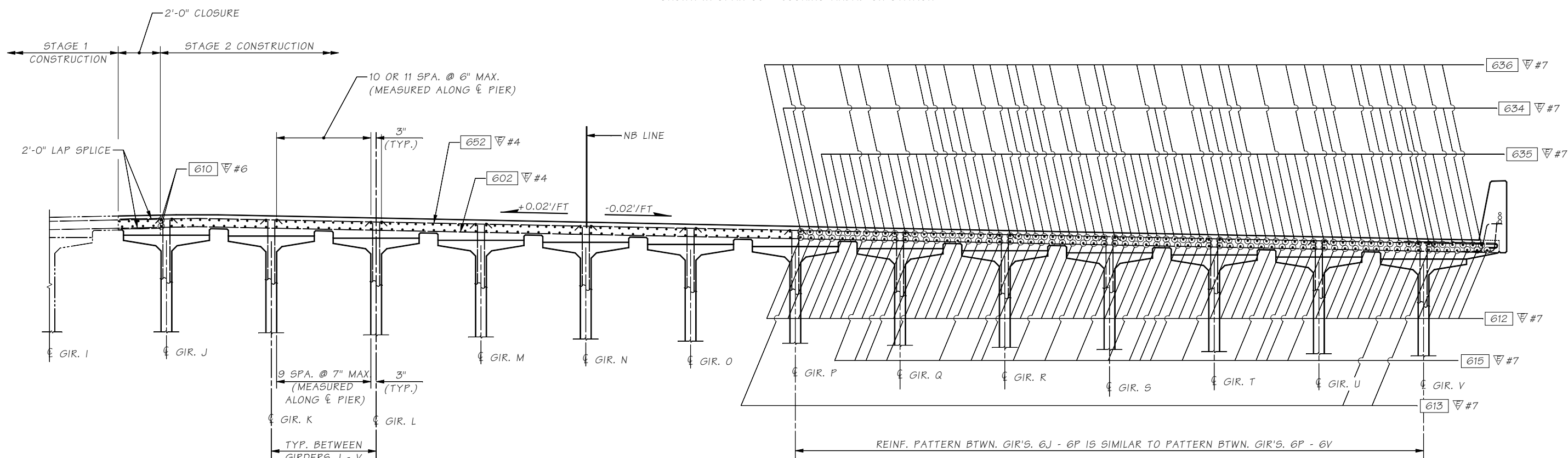
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT SECTION
PIER 6C (BK.)

BRIDGE SHEET NO. BG259
SHEET 1110 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - PIER 6C

STAGE 1
SHOWN IN SPAN 6C ~ LOOKING AHEAD ON STATION



SLAB REINFORCEMENT SECTION - PIER 6C

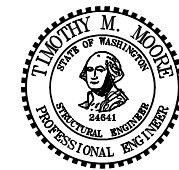
STAGE 2
SHOWN IN SPAN 6C ~ LOOKING AHEAD ON STATION

SR 99 FILE NO. SHEET BG260

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Pier 6C - span 6C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 04/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 04/09				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

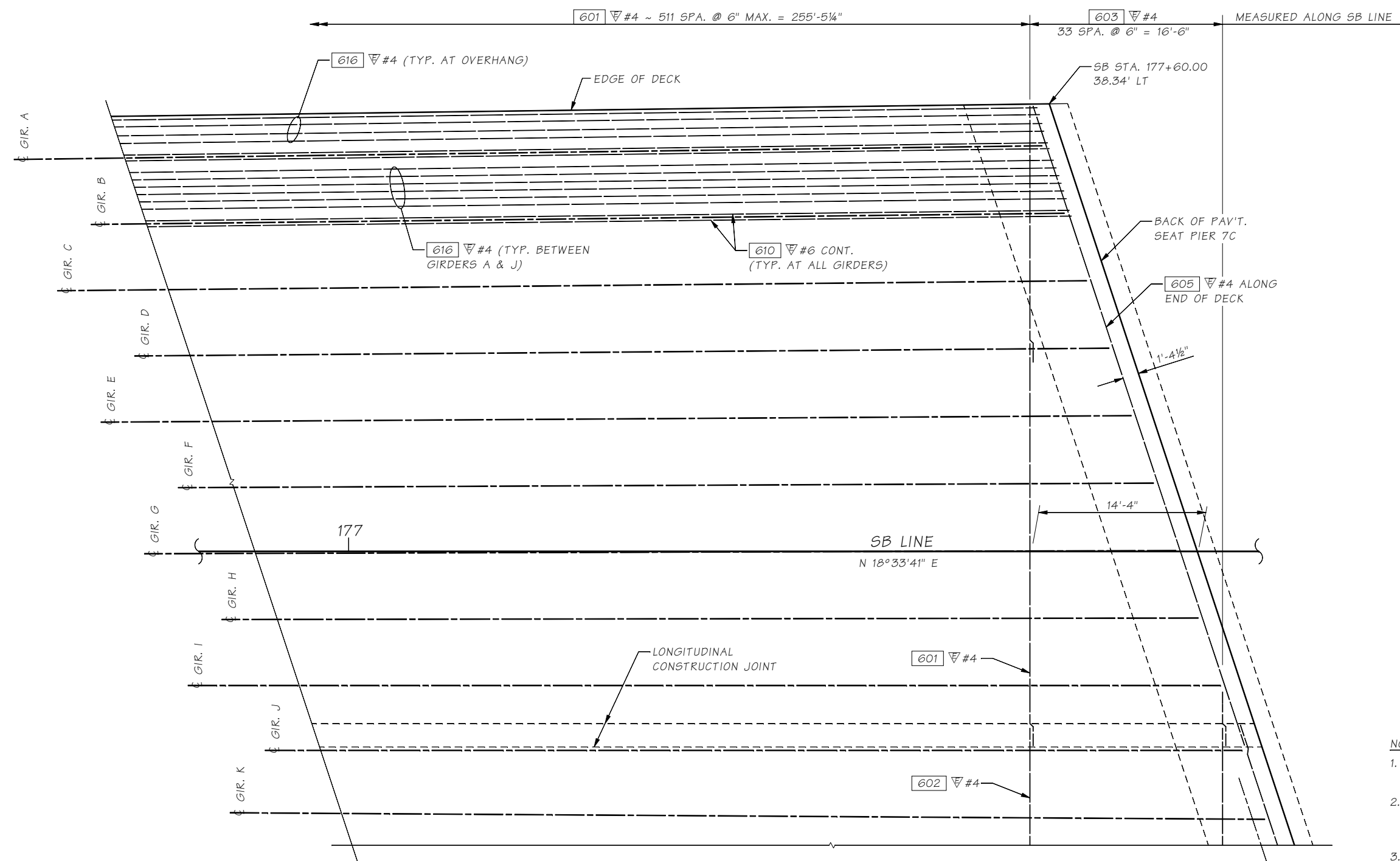


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT SECTION
PIER 6C (AHD.)

BRIDGE SHEET NO. **BG260**
SHEET 1111 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG261



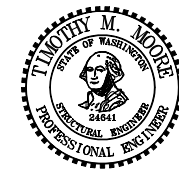
- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE, UNLESS SHOWN OTHERWISE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

SLAB REINFORCEMENT PLAN
SPAN 6C - STAGE 1
 BOTTOM MAT

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 6C Bot Stage 1.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 03/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 03/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE

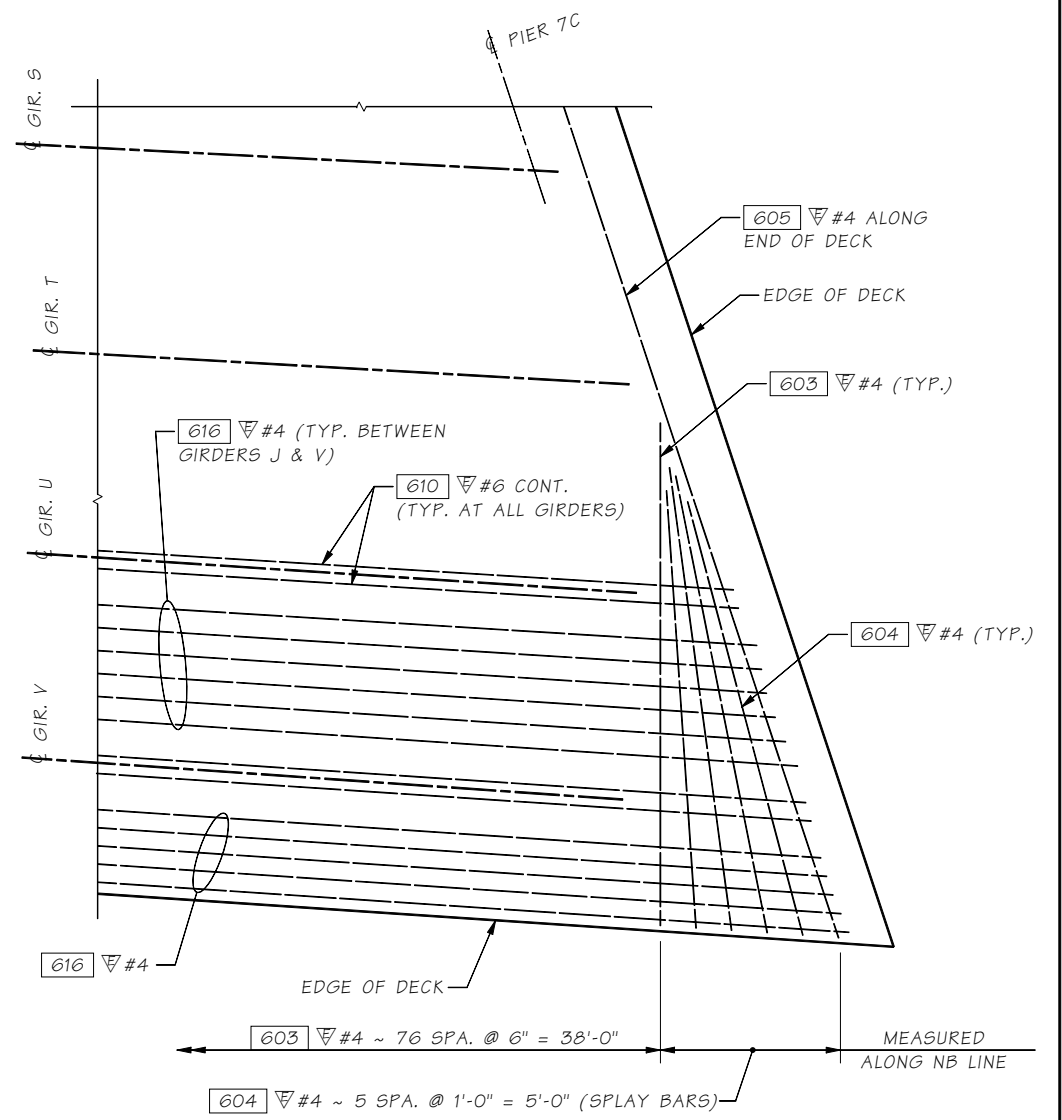
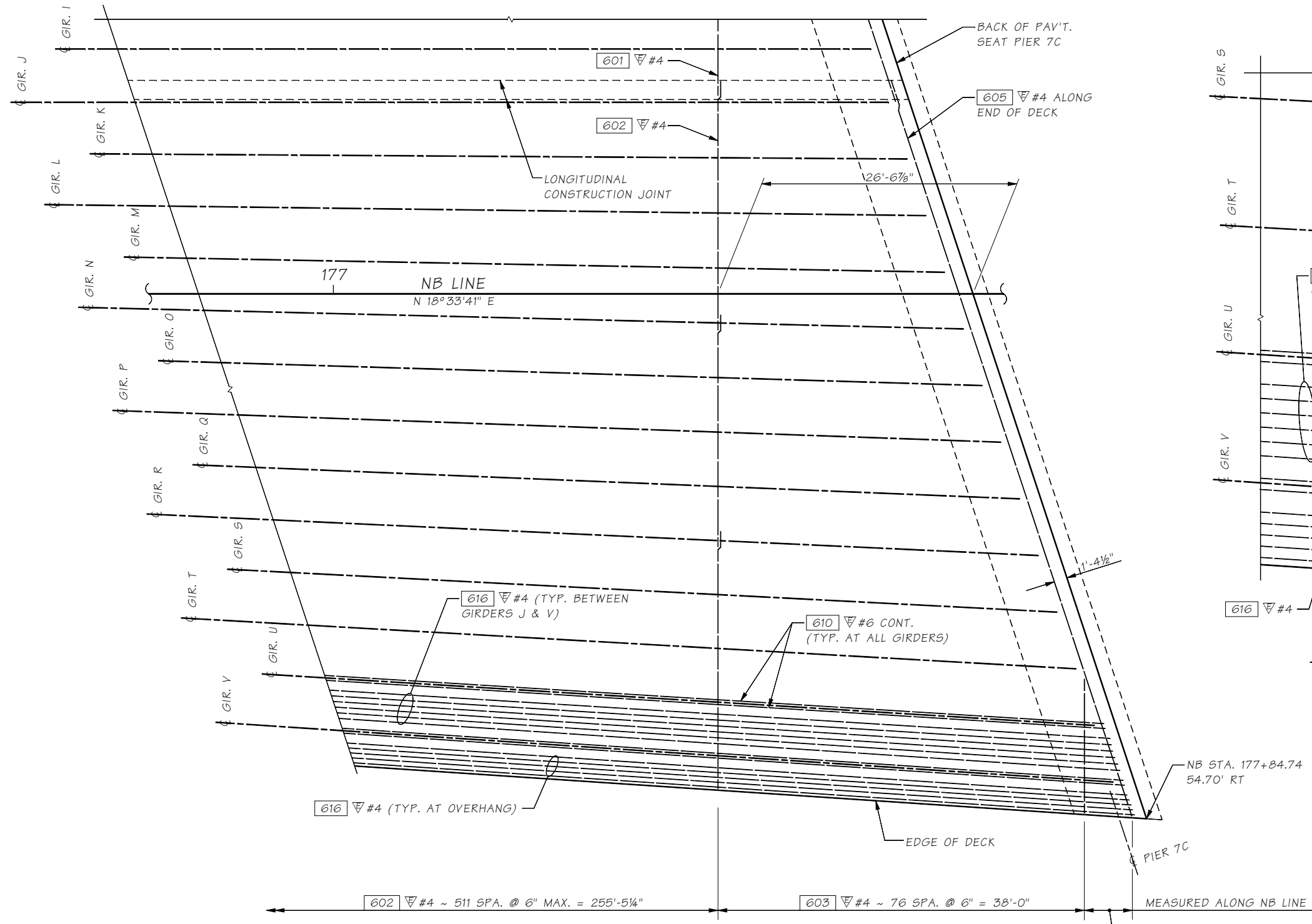


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 6C BOTTOM MAT STAGE 1

BRIDGE SHEET NO. **BG261**
 SHEET 1112 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG262



DETAIL A

- NOTES:**
- ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE, UNLESS SHOWN OTHERWISE.
 - MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 ∇ #4 - 2'-0"; ∇ #5 - 2'-6"; ∇ #6 - 3'-0";
 ∇ #7 - 3'-9"
 - DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 - SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

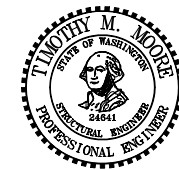
**SLAB REINFORCEMENT PLAN
SPAN 6C - STAGE 2**

BOTTOM MAT

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 6C Bot Stage 2.WND			
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By Mizumori, A 03/09	10	WASH.		
Checked By Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By Waldron, GA 03/09				
Bridge Projects Engr.	DATE	REVISION	BY	APPD
Prelim. Plan By				
Architect/Specialist				



BRIDGE AND STRUCTURES OFFICE

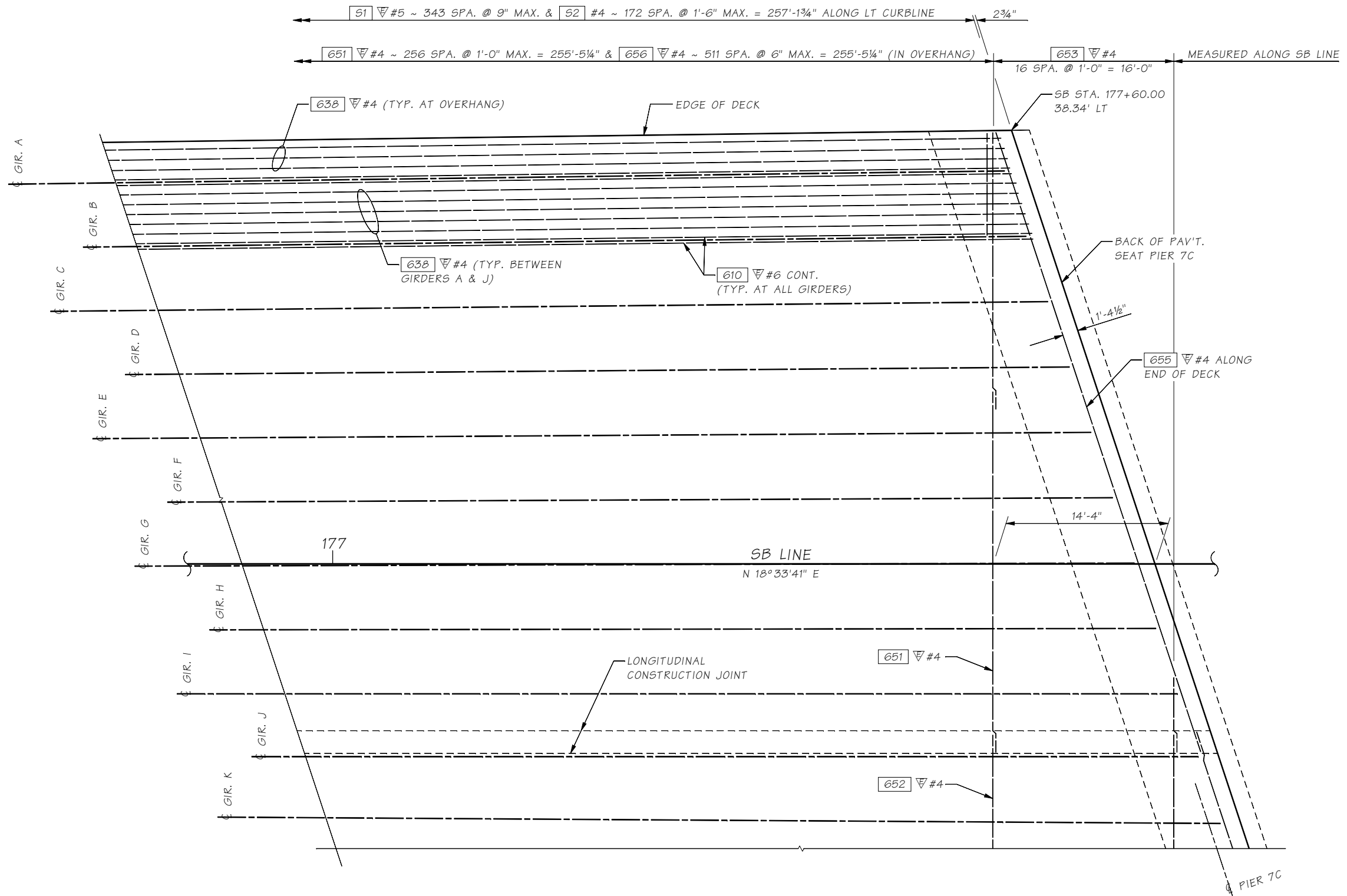


**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB**

**SLAB REINFORCEMENT PLAN
SPAN 6C BOTTOM MAT STAGE 2**

BRIDGE SHEET NO. BG262
SHEET 1113 OF 1475 SHEETS

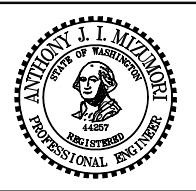
SR 99 FILE NO. SHEET BG263



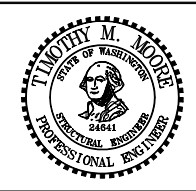
SLAB REINFORCEMENT PLAN
SPAN 6C - STAGE 1
 TOP MAT

- NOTES:**
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO SB LINE, UNLESS SHOWN OTHERWISE.
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
 #4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
 #7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 6C Top Stage 1.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 03/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 03/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE

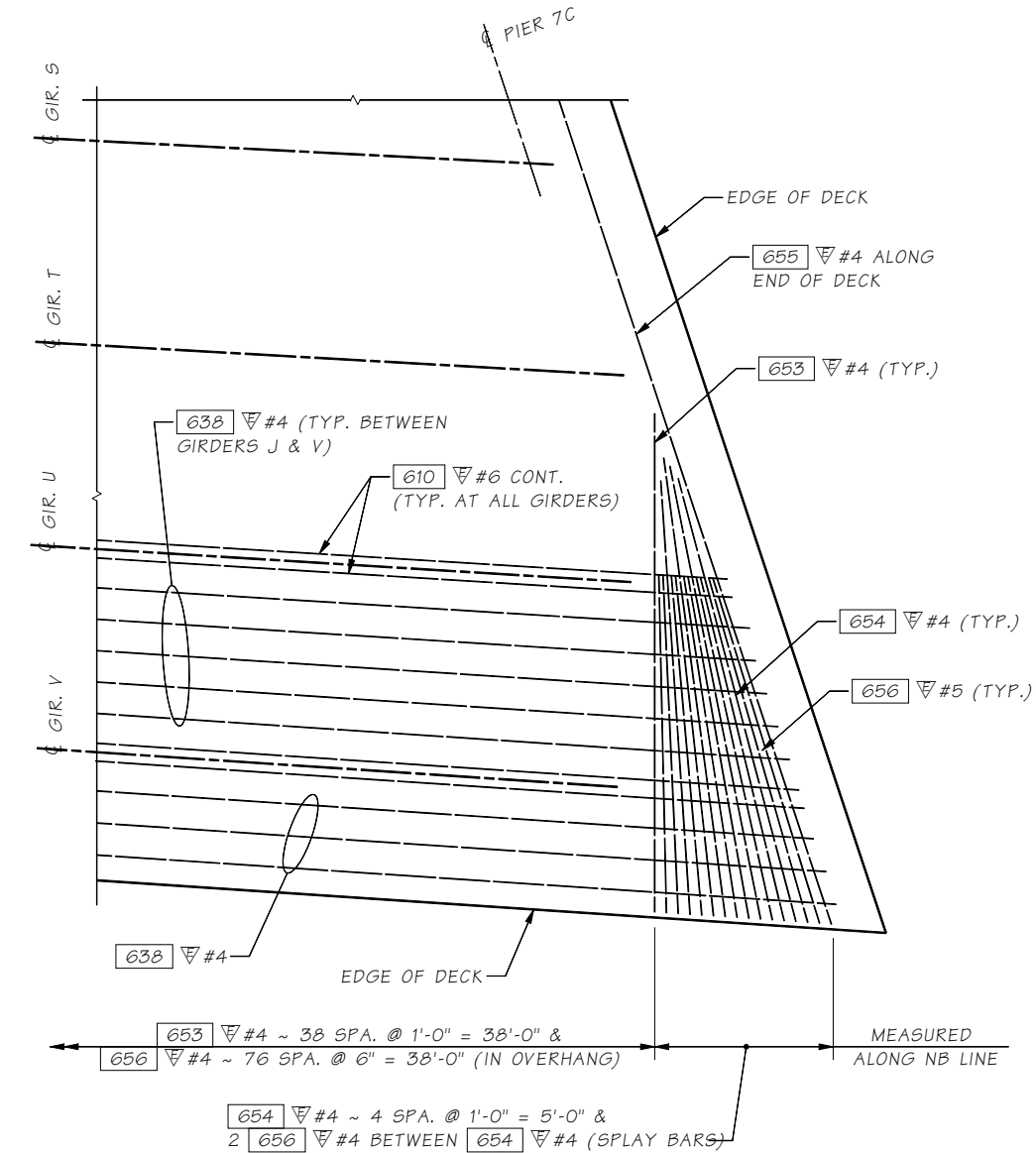
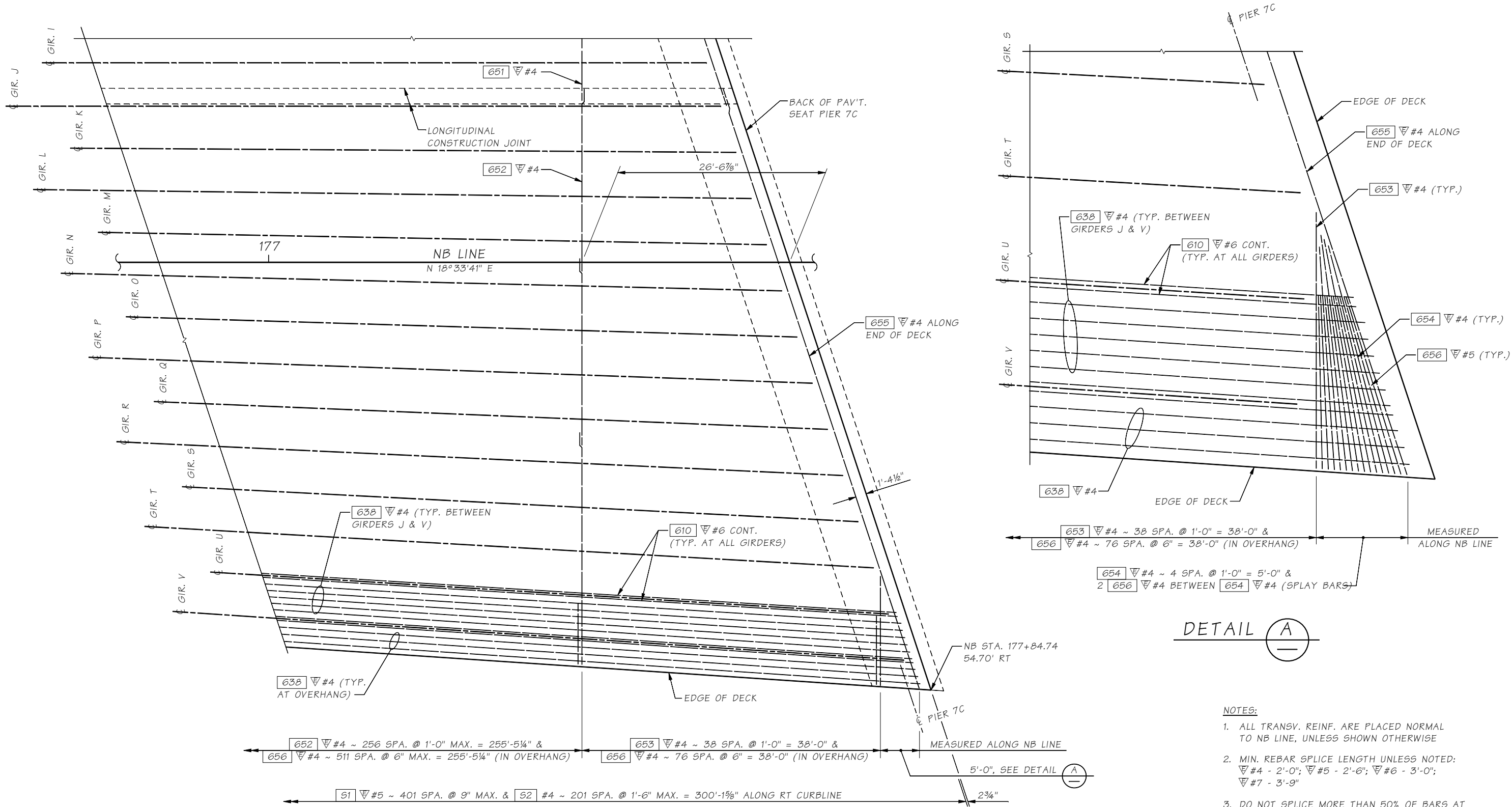


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

SLAB REINFORCEMENT PLAN
 SPAN 6C TOP MAT STAGE 1

BRIDGE SHEET NO. **BG263**
 SHEET 1114 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG264



DETAIL A

- NOTES:
1. ALL TRANSV. REINF. ARE PLACED NORMAL TO NB LINE, UNLESS SHOWN OTHERWISE
 2. MIN. REBAR SPLICE LENGTH UNLESS NOTED:
#4 - 2'-0"; #5 - 2'-6"; #6 - 3'-0";
#7 - 3'-9"
 3. DO NOT SPLICE MORE THAN 50% OF BARS AT ANY ONE LOCATION UNLESS AS NOTED. STAGGER SPLICES A MINIMUM OF 2'-6"
 4. SEE "SLAB REINFORCEMENT PLAN - SPAN 1C, BOTTOM MAT" FOR SCREED SETTING DIMENSIONS.

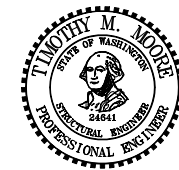
SLAB REINFORCEMENT PLAN
SPAN 6C - STAGE 2

TOP MAT

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Plan Span 6C Top Stage 2.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM					10	WASH.			
Designed By Mizumori, A	03/09								
Checked By Rodda, NT	09/09								
Detailed By Waldron, GA	03/09								
Bridge Projects Engr.					JOB NUMBER 09A803				
Prelim. Plan By									
Architect/Specialist	DATE	REVISION	BY	APPD					



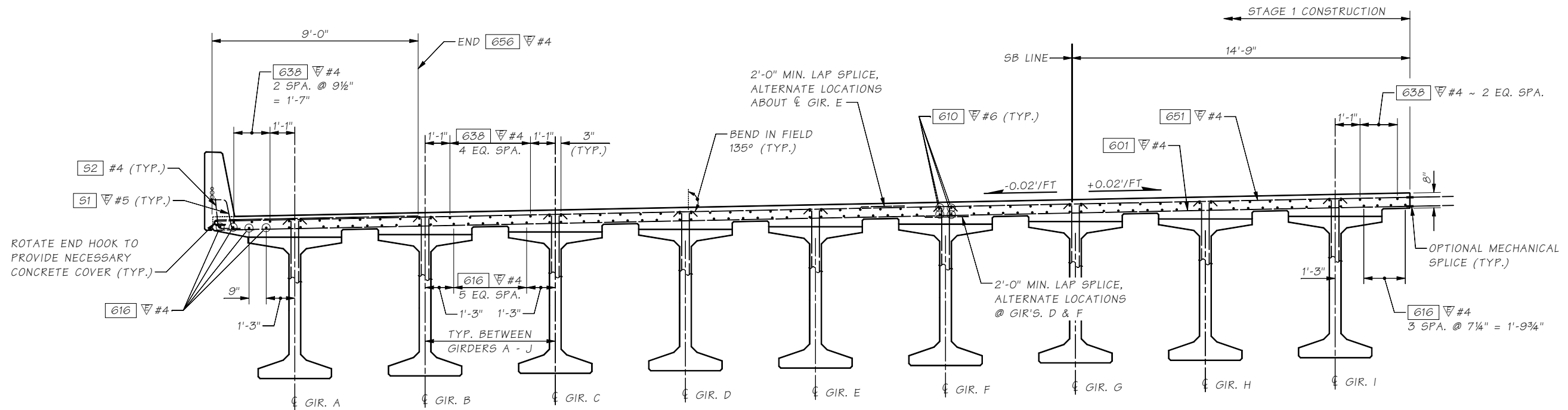
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

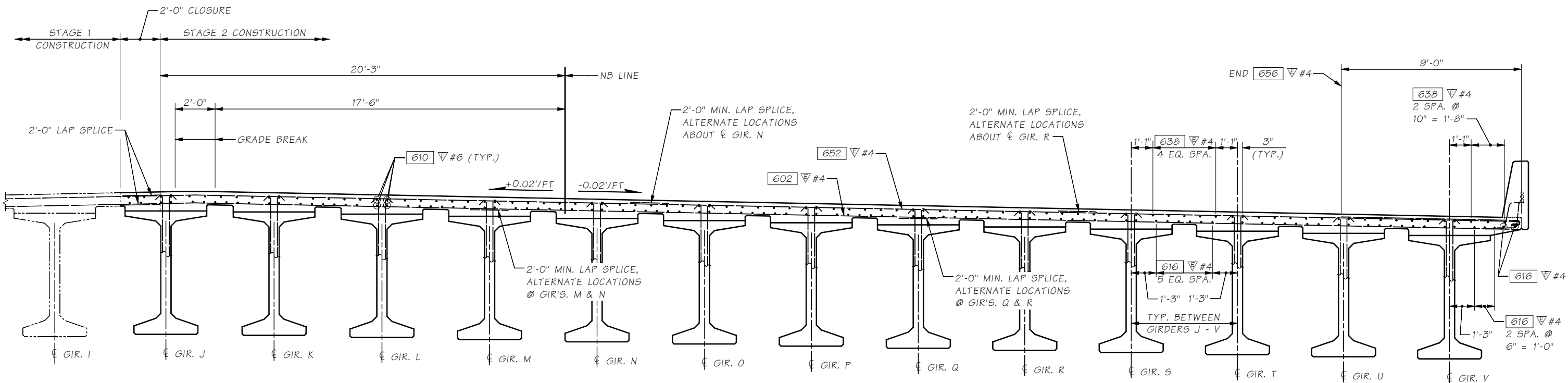
SLAB REINFORCEMENT PLAN
SPAN 6C TOP MAT STAGE 2

BRIDGE SHEET NO. BG264
SHEET 1115 OF 1475 SHEETS



SLAB REINFORCEMENT SECTION - SPAN 6C

SHOWN NEAR MIDSPAN - STAGE 1

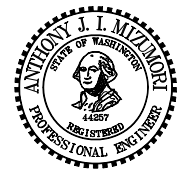


SLAB REINFORCEMENT SECTION - SPAN 6C

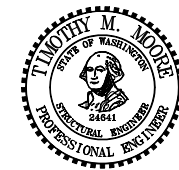
SHOWN NEAR MIDSPAN - STAGE 2

SR 99 FILE NO. SHEET BG265

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Sect Span 6C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 04/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Waldron, GA 04/09				
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					

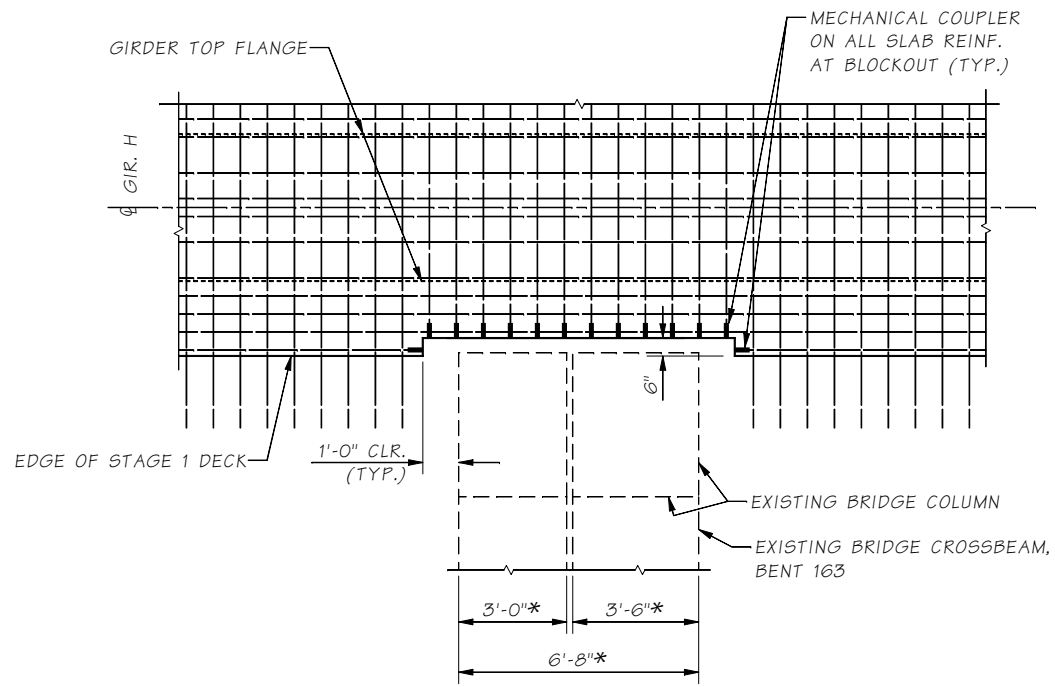


BRIDGE AND STRUCTURES OFFICE



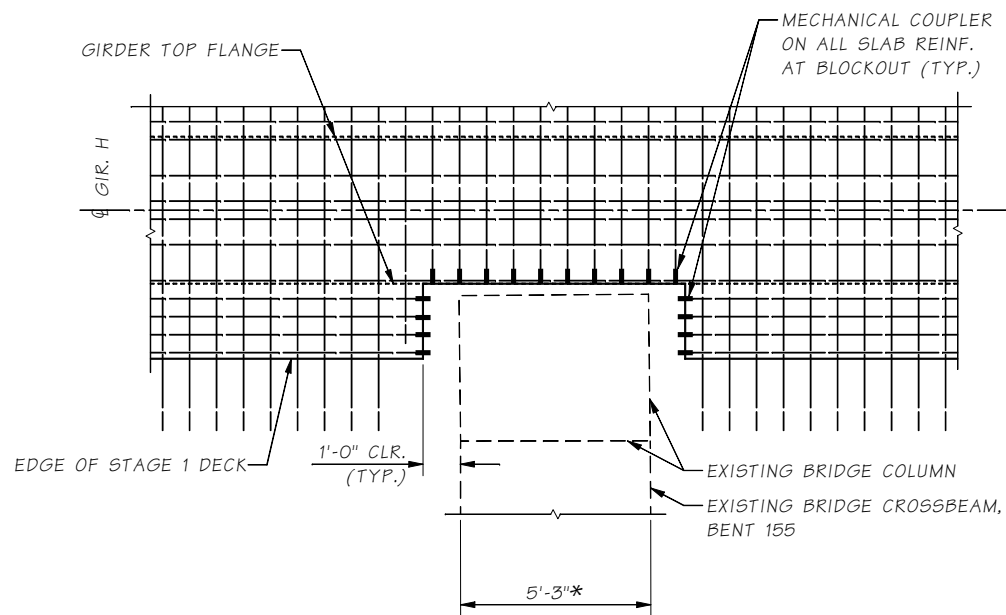
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
SLAB REINFORCEMENT SECTION
SPAN 6C

BRIDGE SHEET NO. **BG265**
 SHEET 1116 OF 1475 SHEETS



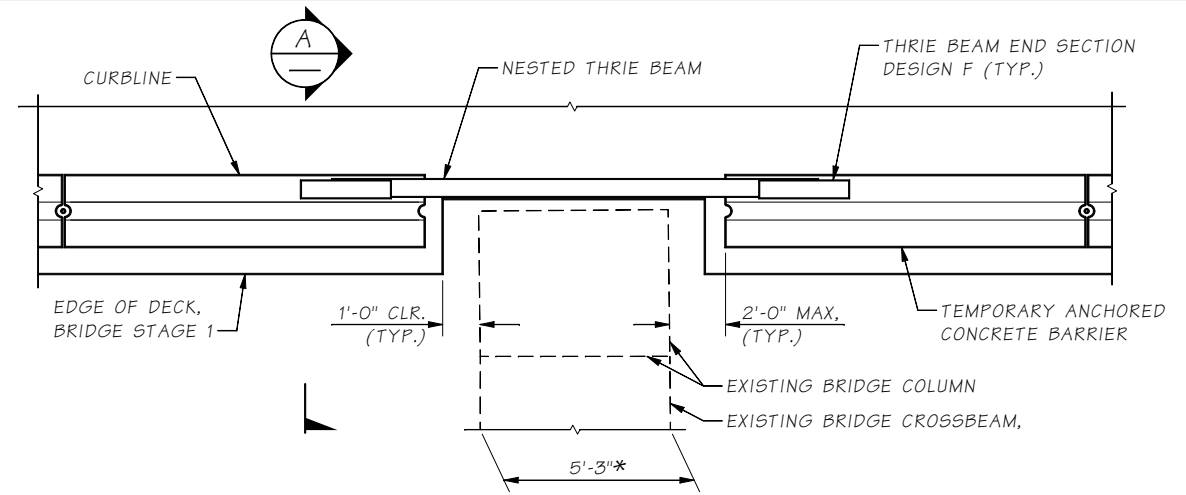
SLAB BLOCKOUT

SPAN 1C BRIDGE STAGE 1 @ EXISTING BR. 99/540 - BENT 163.
BOTTOM MAT REINF. SHOWN, TOP MAT SIMILAR.



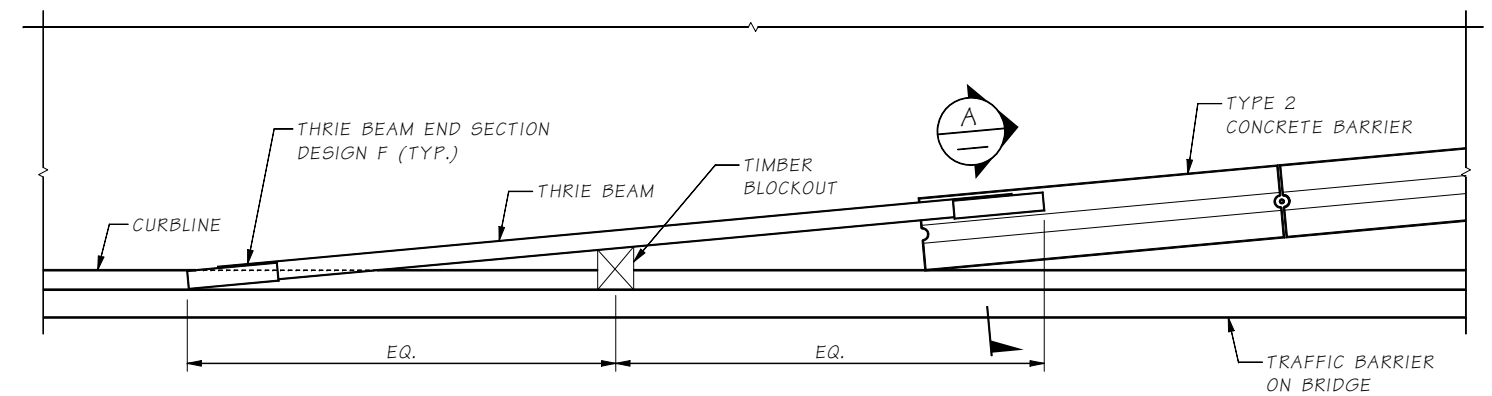
SLAB BLOCKOUT

SPAN 4C BRIDGE STAGE 1 @ EXISTING BR. 99/540 - BENT 155.
BOTTOM MAT REINF. SHOWN, TOP MAT SIMILAR.



TEMPORARY BARRIER BREAK - PLAN

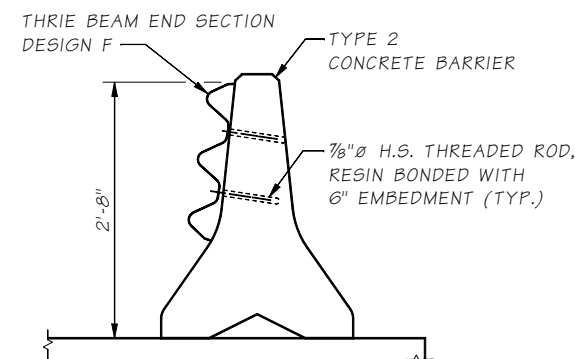
NEAR SB STA. 174+80 AT EXISTING BR. 99/540 - BENT 155.



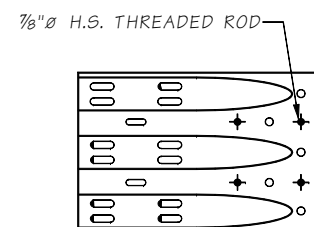
TEMPORARY BARRIER END - PLAN

NEAR NB STA. 172+20

NOTE:
ATTACH THRIE BEAM TO BRIDGE RAIL AND CONCRETE BARRIER W/ 7/8"Ø H.S. THREADED RODS AND 6" EMBEDMENT.



SECTION A



THRIE BEAM END SECTION

SEE STANDARD PLAN C-7a DESIGN F FOR DETAILS NOT SHOWN

SR 99 FILE NO. SHEET BG266

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Slab Details.WND		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM			10	WASH.			
Designed By	Mizumori, A	06/09						
Checked By	Rodda, NT	09/09						
Detailed By	Evans, A	06/09						
Bridge Projects Engr.								
Prelim. Plan By		2/17/10	REVISED SHEET	AM	TMM			
Architect/Specialist			REVISION	BY	APPD			

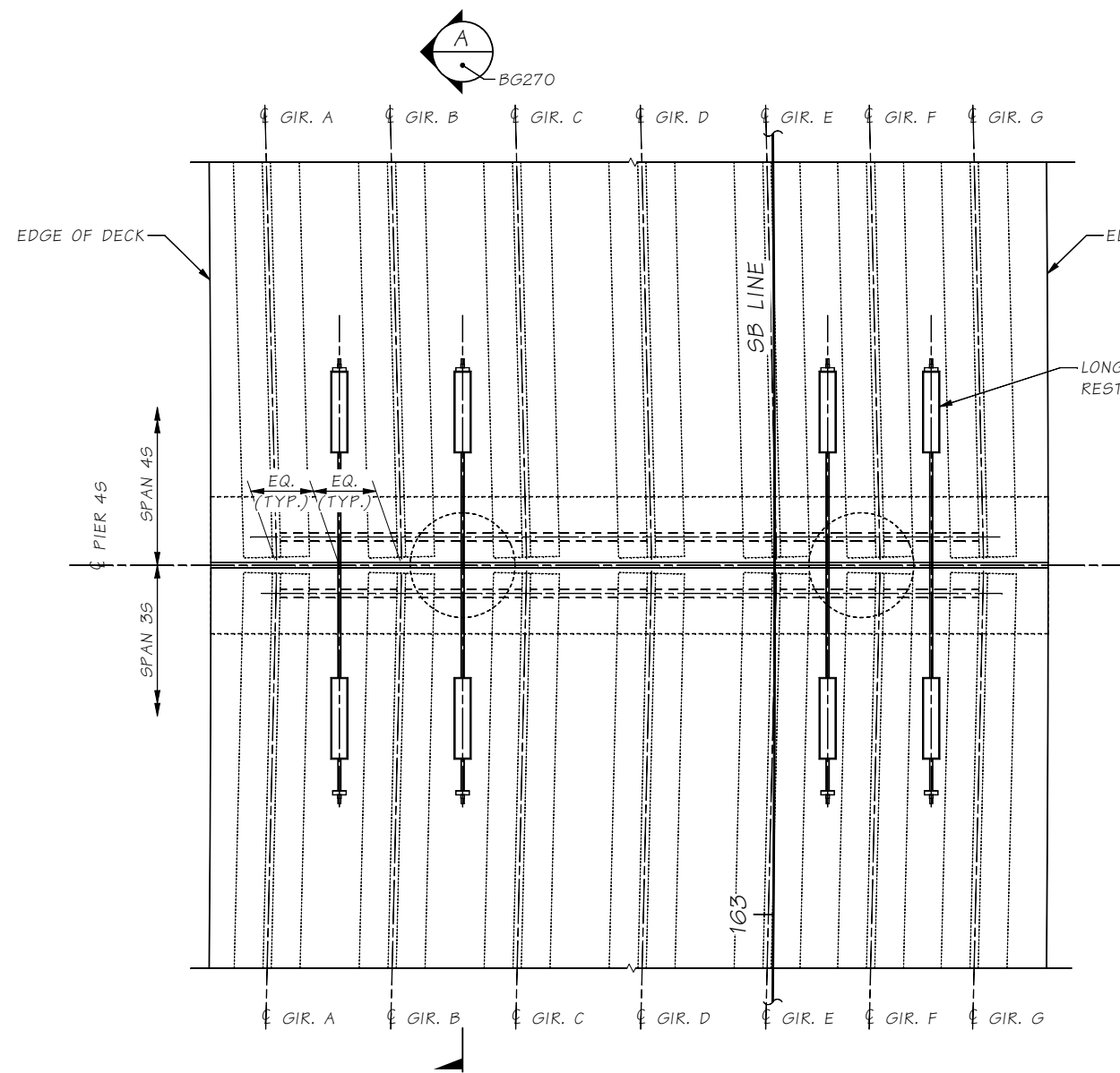


BRIDGE AND STRUCTURES OFFICE



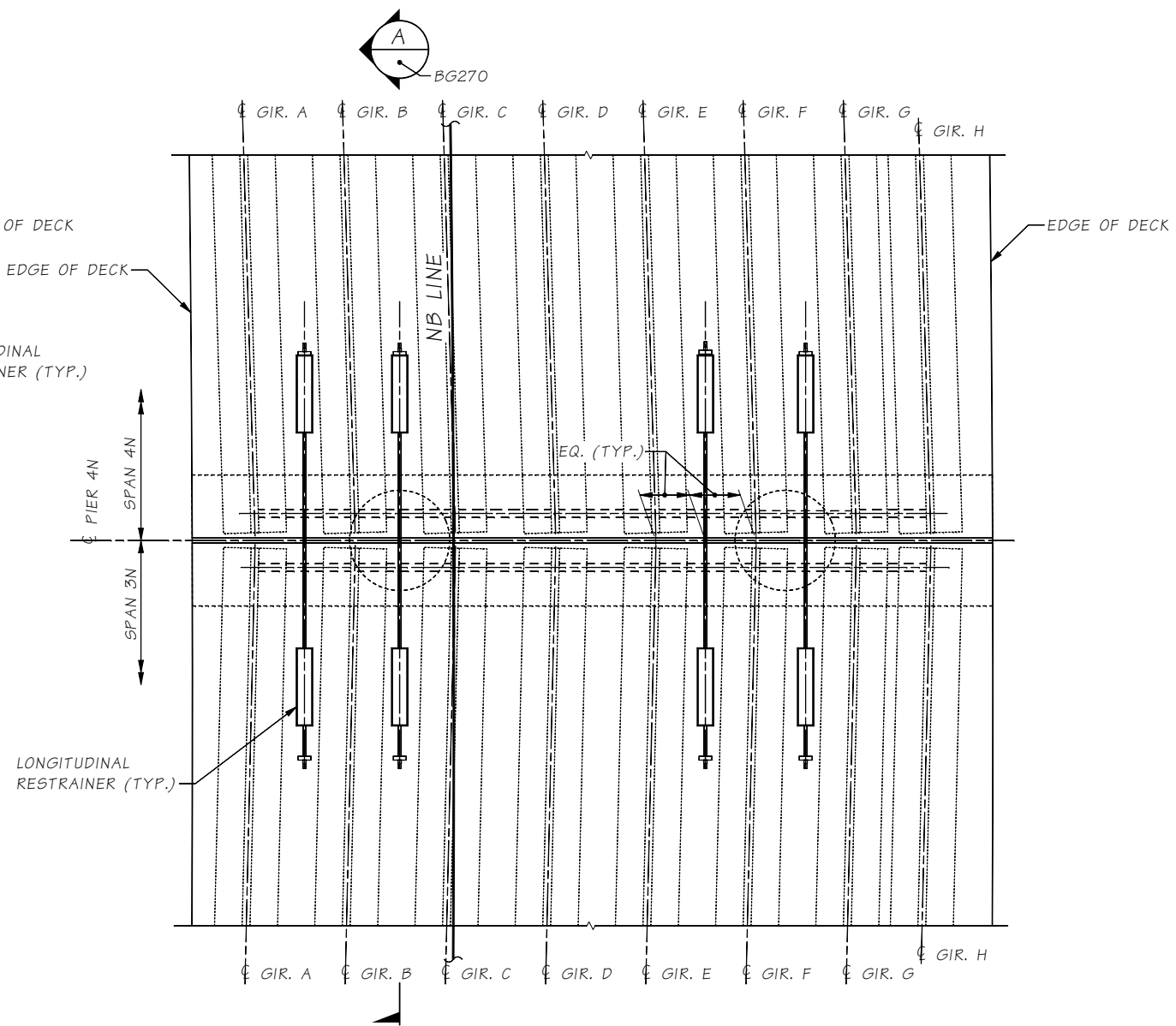
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
SLAB DETAILS

BRIDGE SHEET NO. BG266
SHEET 1117 OF 1475 SHEETS



PLAN

PIER 4S LONGITUDINAL RESTRAINERS.
PLACE RESTRAINERS NORMAL TO ϕ OF PIER.



PLAN

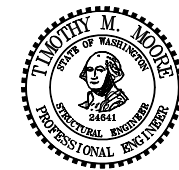
PIER 4N LONGITUDINAL RESTRAINERS.
PLACE RESTRAINERS NORMAL TO ϕ OF PIER.

SR 99 FILE NO. SHEET BG267

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Longit Restr Pier 4S-4N.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 05/09	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A 09/09	JOB NUMBER 09A803			
Detailed By	Lemcke, DR 05/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



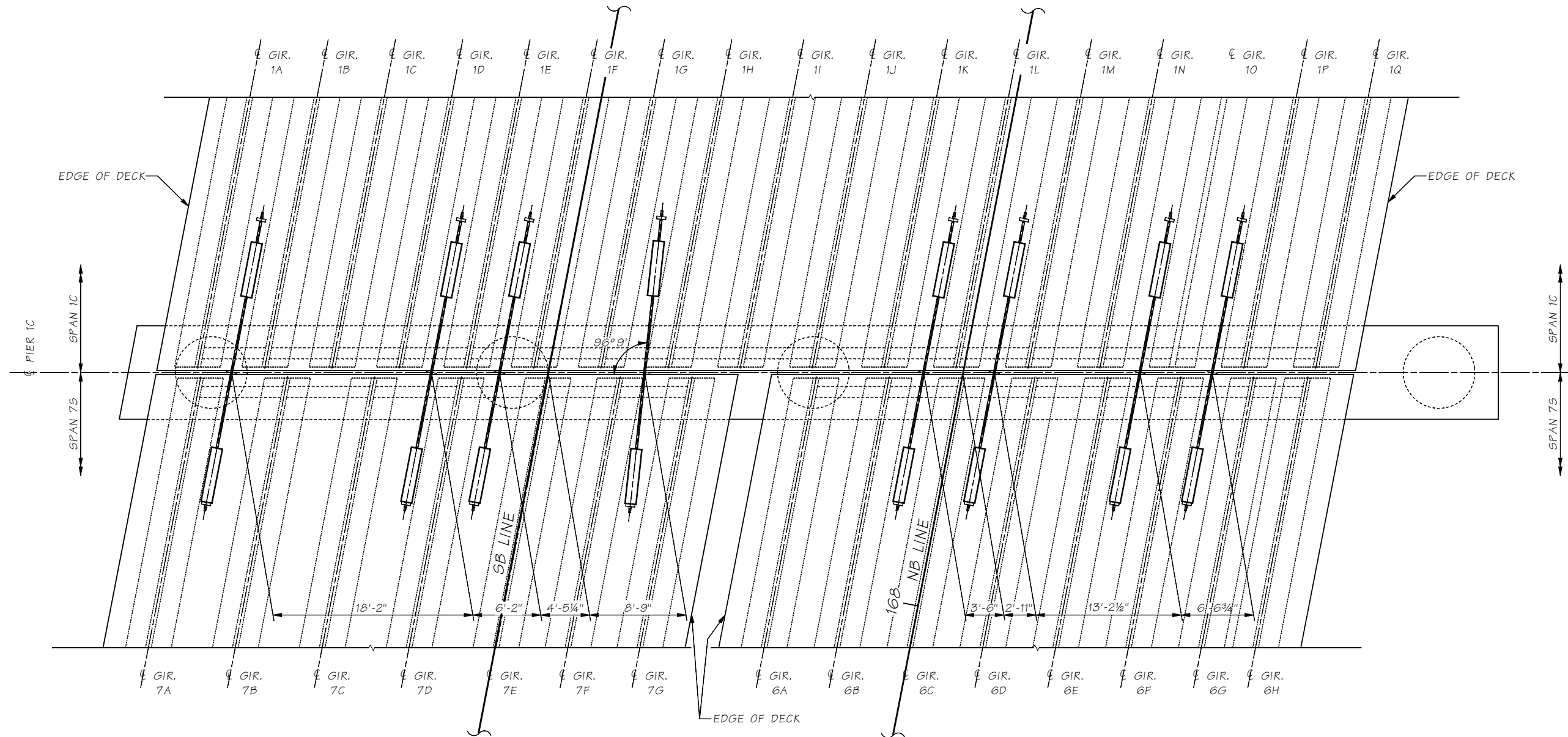
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

LONGITUDINAL RESTRAINERS
PIERS 4S AND 4N

BRIDGE SHEET NO. BG267
SHEET 1118 OF 1475 SHEETS



PLAN
 PIER 1C LONGITUDINAL RESTRAINERS.
 PLACE RESTRAINERS PARALLEL TO
 SB LINE EXCEPT AS NOTED.

SR 99 FILE NO. SHEET BG268

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Longit Restr Pier 1C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Lee, CS	JOB NUMBER 09A803			
Detailed By	Lemcke, DR				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



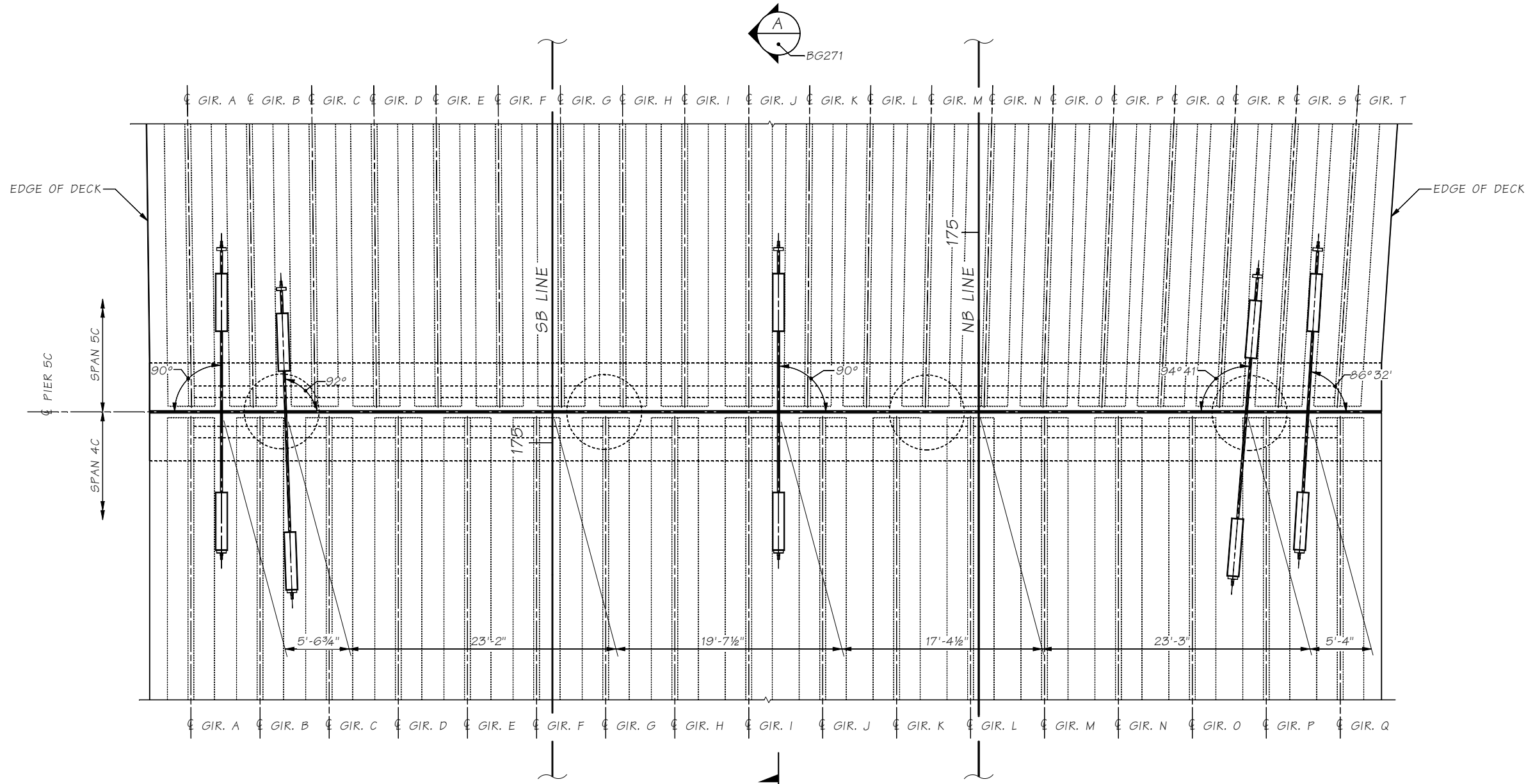
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

LONGITUDINAL RESTRAINERS
 PIER 1C

BRIDGE SHEET NO. **BG268**
 SHEET 1119 OF 1475 SHEETS



PLAN

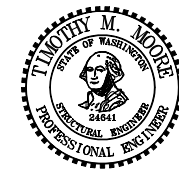
PIER 5C LONGITUDINAL RESTRAINERS.
PLACE RESTRAINERS NORMAL TO PIER EXCEPT AS NOTED.

SR 99 FILE NO. SHEET BG269

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Longit Restr Pier 5C.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A	10	WASH.		TOTAL SHEETS
Checked By	Lee, CS	JOB NUMBER			
Detailed By	Lemcke, DR	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



BRIDGE AND STRUCTURES OFFICE

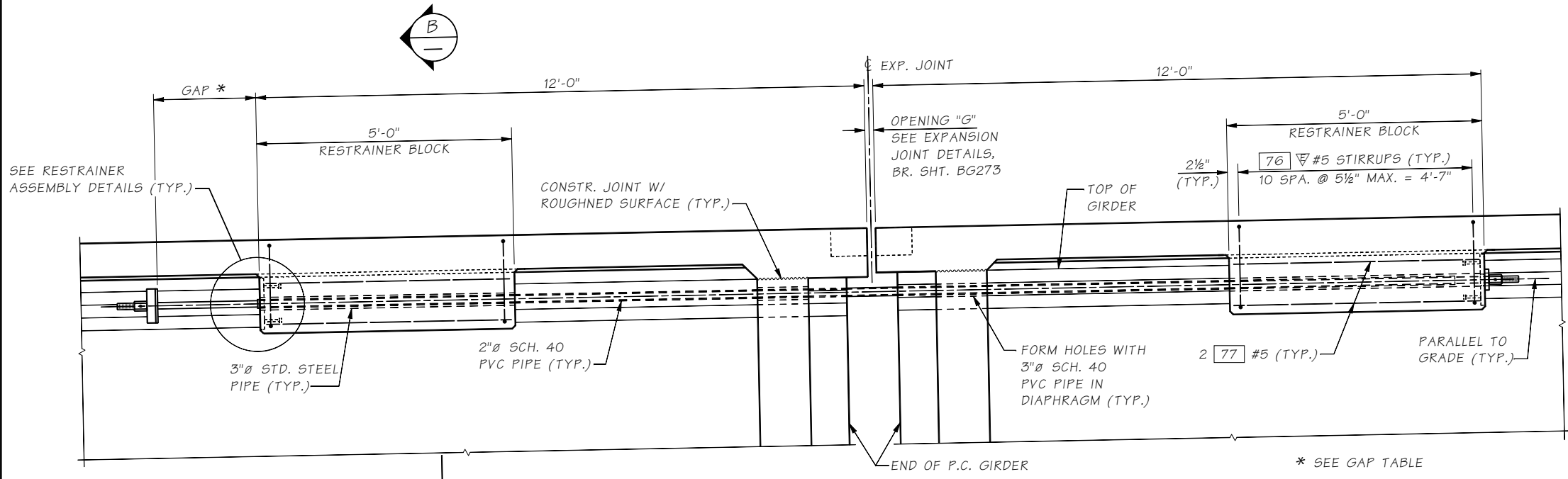


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
LONGITUDINAL RESTRAINERS
PIER 5C

BRIDGE SHEET NO. BG269
SHEET 1120 OF 1475 SHEETS

LONGITUDINAL RESTRAINER GENERAL NOTES

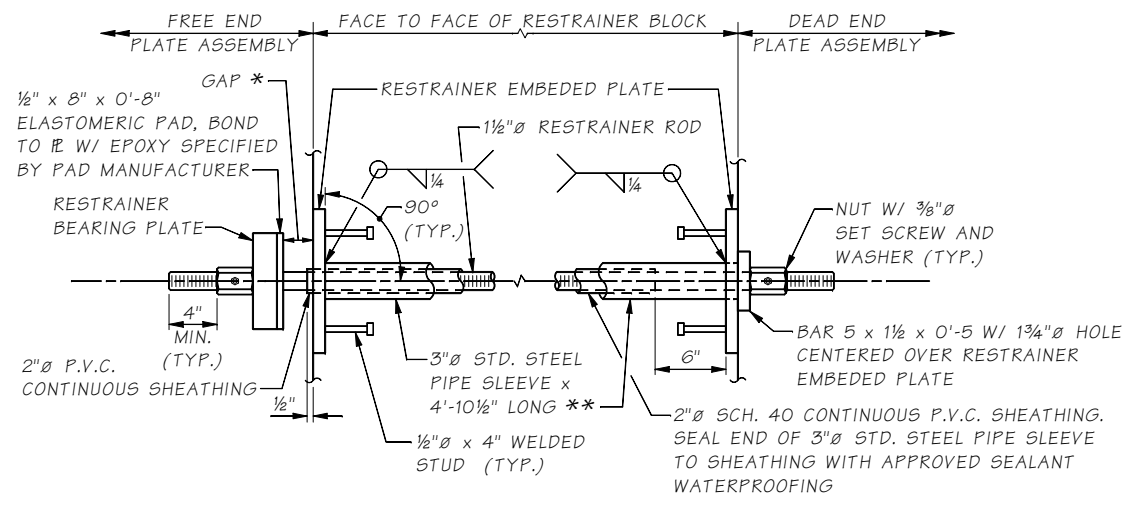
1. RESTRAINER RODS SHALL CONFORM TO ASTM F 1554 GRADE 105, INCLUDING SUPPLEMENT REQUIREMENTS S2, S3 AND S5. RODS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM F 2339.
2. NUTS SHALL BE AASHTO SPECIFICATION M 291 (ASTM A 563) HEAVY HEX GR. DH. NUT THREADS SHALL BE COMPATIBLE WITH CORROSION PROTECTION SYSTEM.
3. WASHERS SHALL BE AASHTO SPECIFICATION M 293 (ASTM F 436, TYPE 1).
4. NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M 232 (ASTM A 153, CLASS C).
5. RESTRAINER EMBEDDED PLATES & BEARING PLATES SHALL BE ASTM A 36 GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M 111 (ASTM A 123).
6. STEEL PIPE SHALL CONFORM TO ASTM A 53, GRADE B, TYPE E OR S, GALVANIZED. THE PIPE SHALL BE SCHEDULE 40.
7. WELDED SHEAR STUDS SHALL CONFORM TO STD. SPEC. 9-06.15.
8. RESTRAINER ROD NUT SHALL BE TEST ASSEMBLED AT THE MANUFACTURER BEFORE ARRIVING AT THE JOB SITE TO ENSURE A PROPER FIT.



SECTION A
BG267

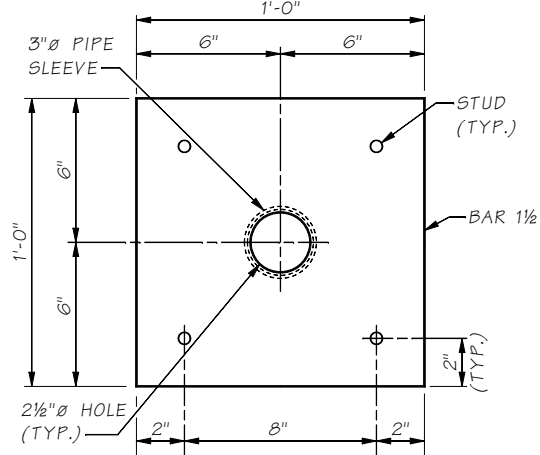
GAP TABLE

	TEMP.		
	40°	64°	80°
PIER 4S	23 1/8"	24"	24 1/2"
PIER 4N	23 1/8"	24"	24 1/2"

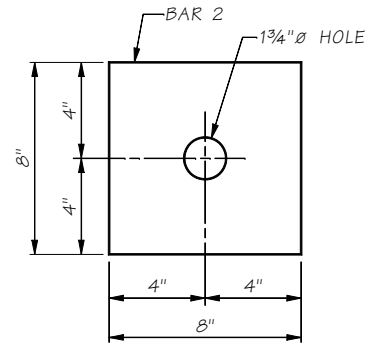


RESTRAINER ASSEMBLY DETAILS

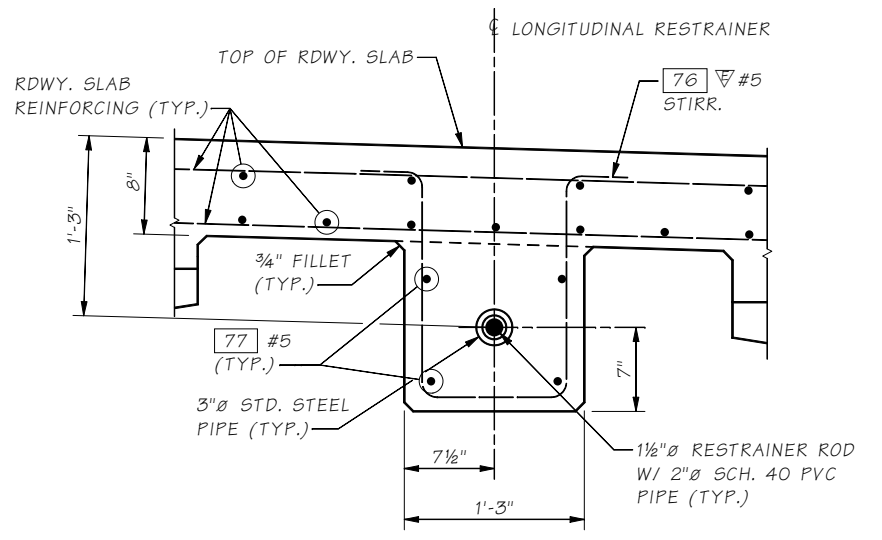
PIERS 4S & 4N.
FREE END SHALL BE ON THE DOWNHILL SIDE OF THE JOINT UNLESS NOTED OTHERWISE.
* SEE GAP TABLE, GAP AT ONE END ONLY. ** EMBEDDED IN RESTRAINER BLOCK



RESTRAINER EMBEDDED PLATE



RESTRAINER BEARING PLATE



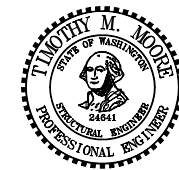
SECTION B

SR 99 FILE NO. SHEET BG270

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Longit Restr Dtls I.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM		10	WASH.			
Designed By	Lee, CS	05/09					
Checked By	Mizumori, A	09/09					
Detailed By	Lemcke, DR	05/09					
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist							



BRIDGE AND STRUCTURES OFFICE

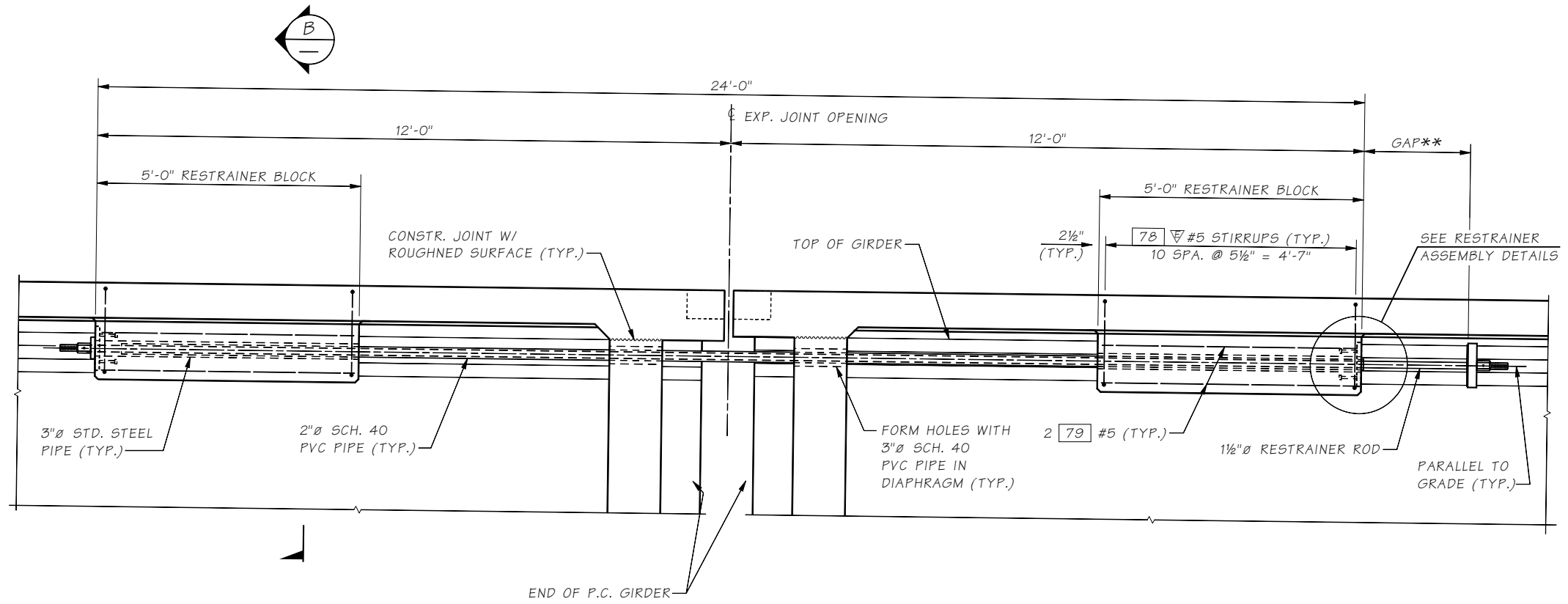


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
LONGITUDINAL RESTRAINER
DETAILS 1 OF 3

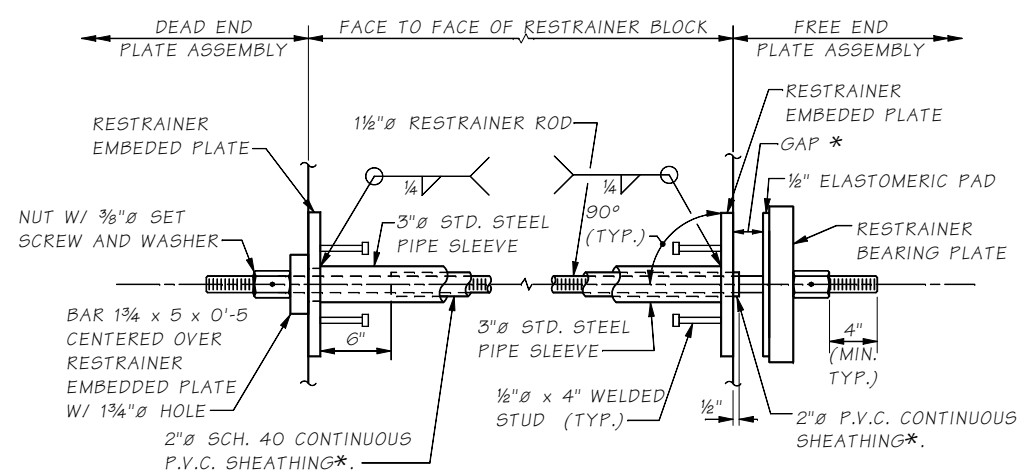
BRIDGE SHEET NO. **BG270**
SHEET 1121 OF 1475 SHEETS

GAP TABLE

PIER 1C	TEMP.		
	40°	64°	80°
	23 1/4"	24"	24 1/2"

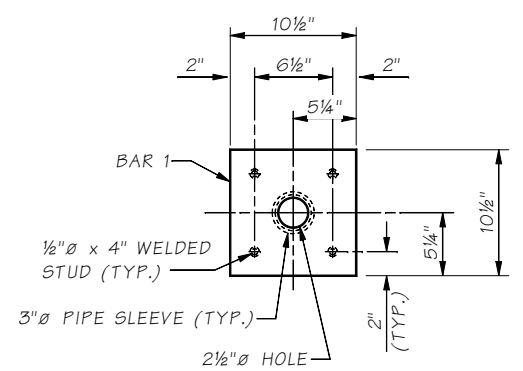


SECTION A
PIER 1C
** SEE GAP TABLE

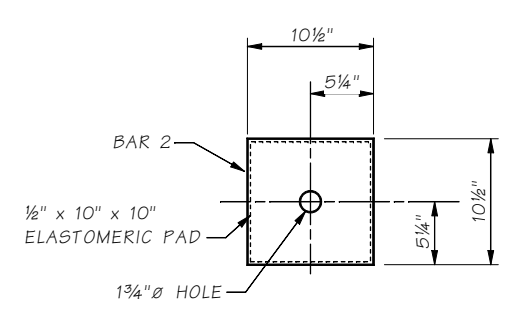


RESTRAINER ASSEMBLY DETAILS

PIER 1C.
FREE END SHALL BE ON THE DOWNHILL SIDE OF THE JOINT UNLESS NOTED OTHERWISE.
*SEAL SHEATHING TO END OF STEEL PIPE WITH APPROVED WATERPROOFING SEALANT.

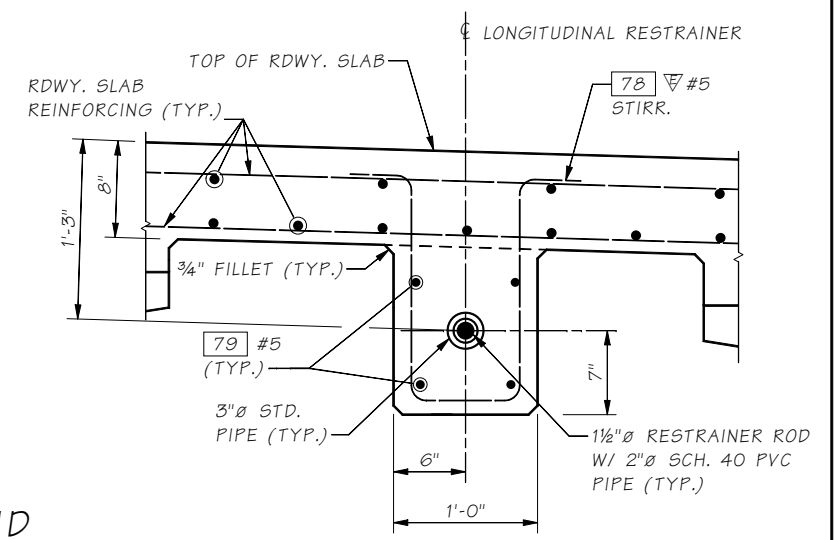


EMBEDDED PLATE DETAIL
2 PER RESTRAINER ASSEMBLY



RESTRAINER FREE END BEARING PLATE

BOND ELASTOMERIC PAD TO BEARING PLATE WITH AN ADHESIVE RECOMMENDED BY THE PAD MANUFACTURER



SECTION B

SR 99 FILE NO. SHEET BG271

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Longit Restr Dtls 2.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 05/09	10	WASH.		TOTAL SHEETS
Checked By	Lee, CS 09/09	JOB NUMBER 09A803			
Detailed By	Lemcke, DR 05/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



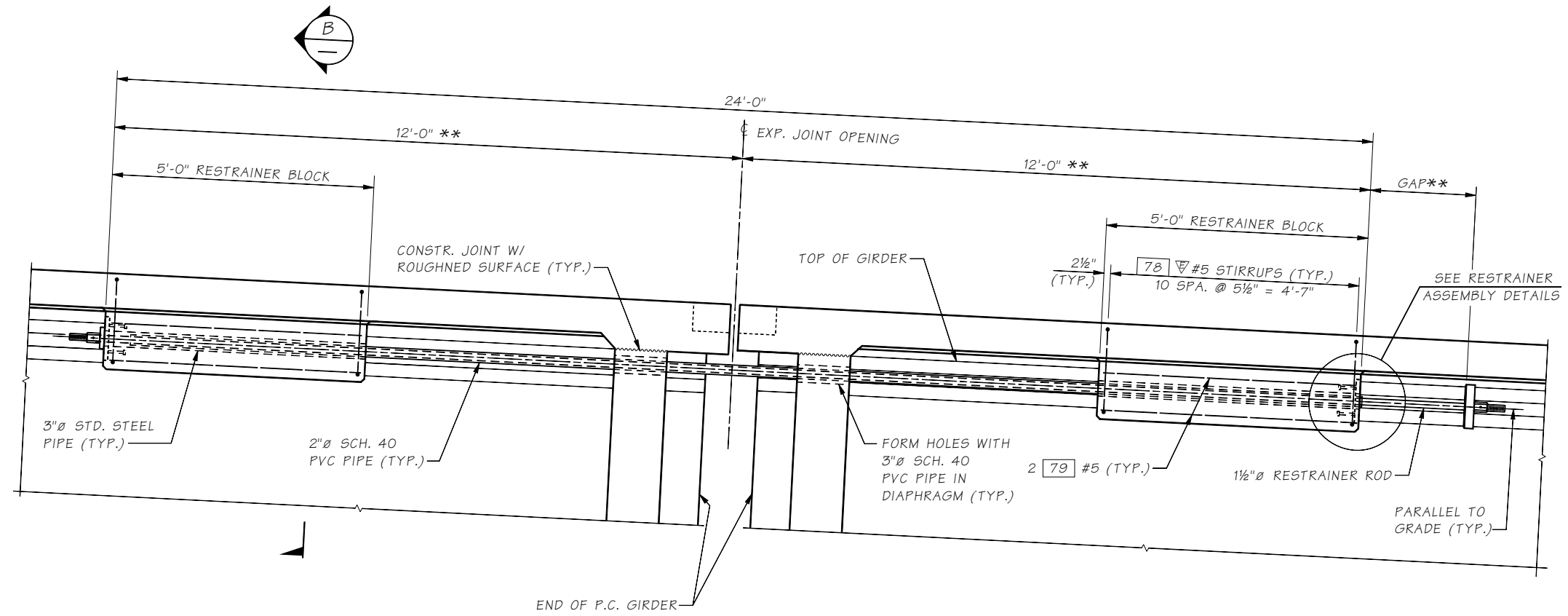
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

LONGITUDINAL RESTRAINER
DETAILS 2 OF 3

BRIDGE SHEET NO. BG271
SHEET 1122 OF 1475 SHEETS

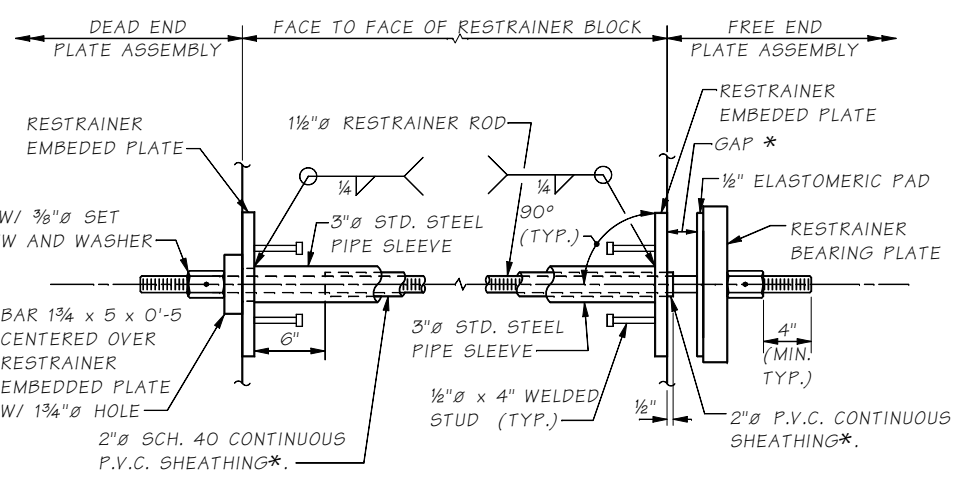
GAP TABLE

PIER 5C	TEMP.		
	40°	64°	80°
	23 1/4"	24"	24 1/2"



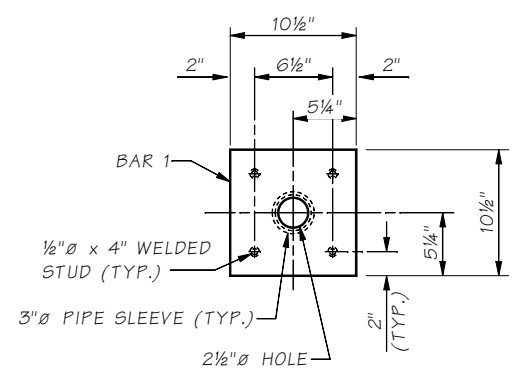
SECTION A
PIER 5C A BG269

** SEE GAP TABLE. RESTRAINER ASSEMBLIES NEAR GIRDERS B AND D AT PIER 5C MAY BE SHIFTED ABOUT THE \bar{C} PIER TO AVOID CONFLICT WITH GIRDER FLANGES.

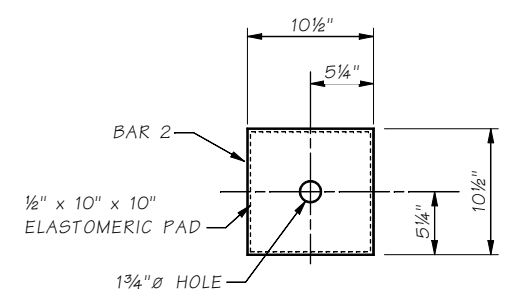


RESTRAINER ASSEMBLY DETAILS
PIER 5C.

FREE END SHALL BE ON THE DOWNHILL SIDE OF THE JOINT UNLESS NOTED OTHERWISE.
*SEAL SHEATHING TO END OF STEEL PIPE WITH APPROVED WATERPROOFING SEALANT.

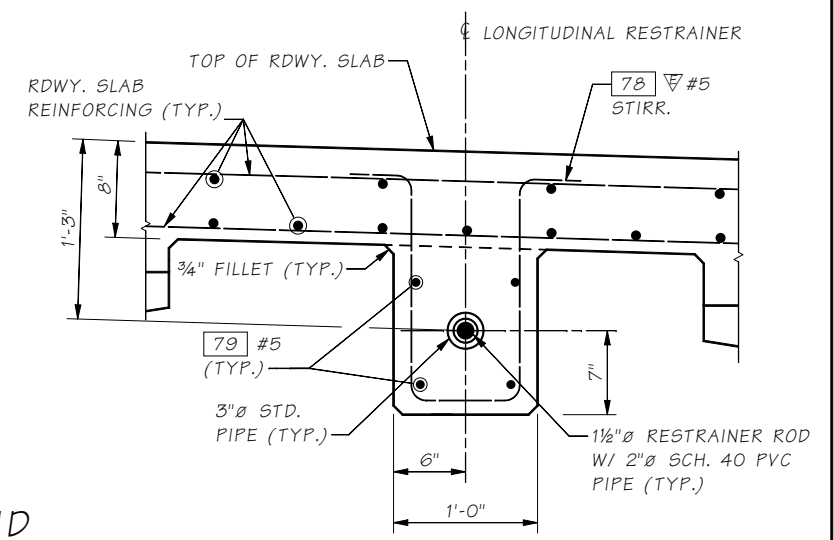


EMBEDDED PLATE DETAIL
2 PER RESTRAINER ASSEMBLY



RESTRAINER FREE END BEARING PLATE

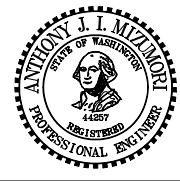
BOND ELASTOMERIC PAD TO BEARING PLATE WITH AN ADHESIVE RECOMMENDED BY THE PAD MANUFACTURER



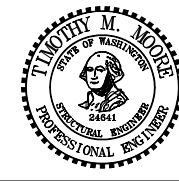
SECTION B

SR 99 FILE NO. SHEET BG272

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Longit Restr Dtls 3.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By Mizumori, A	05/09	JOB NUMBER 09A803				
Checked By Lee, CS	09/09					
Detailed By Lemcke, DR	05/09					
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist	DATE	REVISION	BY	APPD		



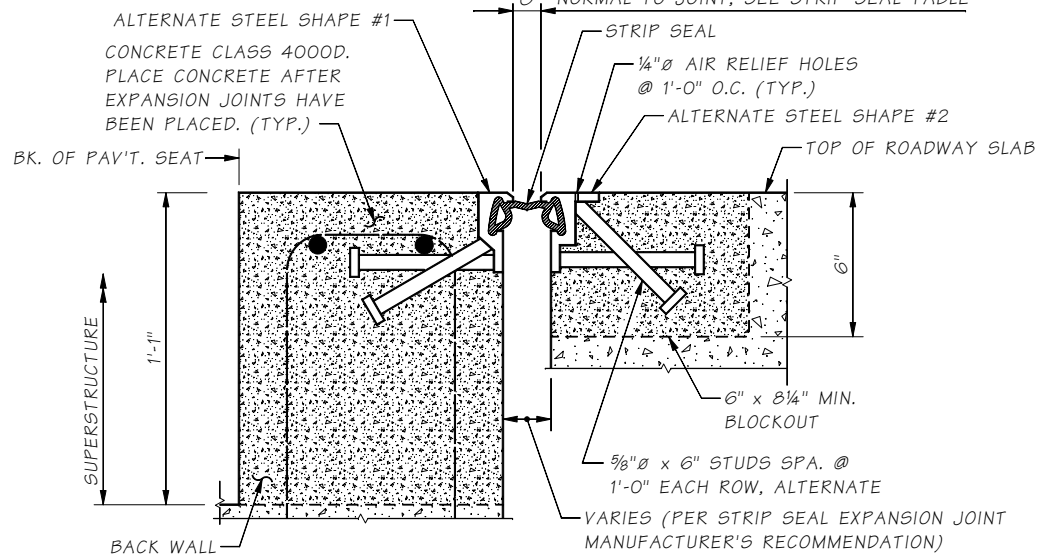
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

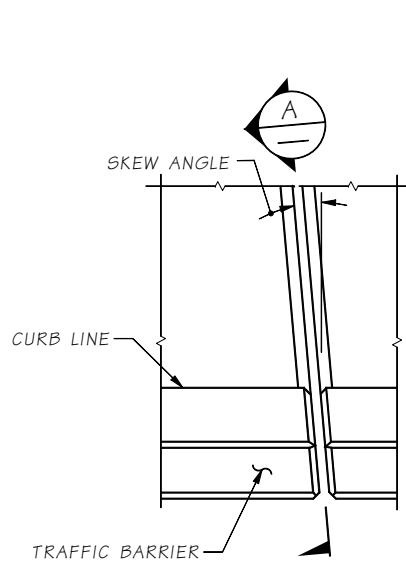
LONGITUDINAL RESTRAINER
DETAILS 3 OF 3

BRIDGE SHEET NO. BG272
SHEET 1123 OF 1475 SHEETS

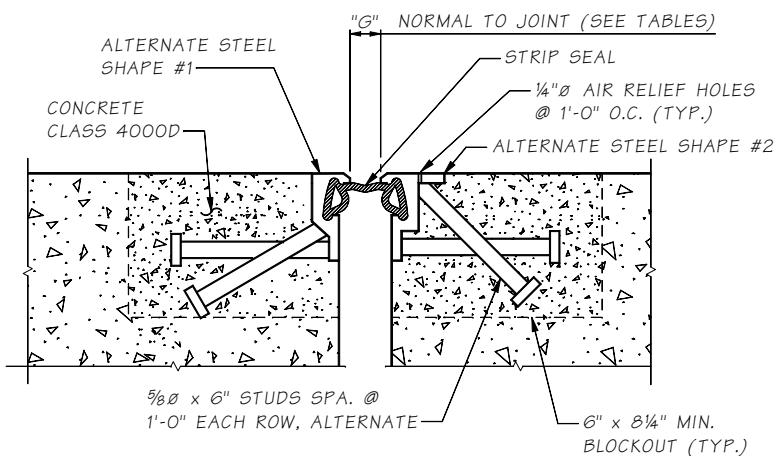


STRIP SEAL AT PIERS 1S/1N

EXTEND SLAB STEEL INTO THE BLOCKOUT

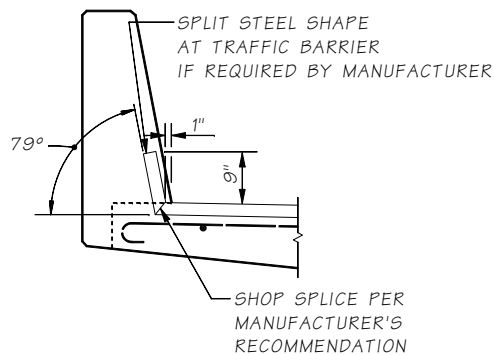


PLAN EXPANSION JOINT



STRIP SEAL AT PIERS 4S/4N, 1C AND 5C

EXTEND SLAB STEEL INTO THE BLOCKOUT



SECTION A
2 SEALS REQUIRED AT PIER 1C

PIERS 1S/1N (3" MOTION RANGE)

MANUFACTURER	ITEM NAME	OPENING "G" NORMAL TO JT.		MIN. INSTALLATION WIDTH NORMAL TO JOINT	OPENING "G" NORMAL TO JOINT		
		MIN.	MAX.		@40°F	@64°F	@80°F
D. S. BROWN	DSB STRIP SEAL A2R-400	1/2"	4 1/2"	1 1/2"	1 7/8"	1 1/2"	1 1/4"
WATSON BOWMAN ACME	WABO STRIP SEAL SE-300	0"	3"	1 1/2"	1 7/8"	1 1/2"	1 1/4"
R.J. WATSON, INC.	R.J. STRIP SEAL 300	0"	3"	1 1/2"	1 7/8"	1 1/2"	1 1/4"
HEXCEL FYFE CO.	STRIP J200-C E5500	1/4"	5 1/2"	1 1/2"	1 7/8"	1 1/2"	1 1/4"

PIERS 4S/4N (5" MOTION RANGE)

MANUFACTURER	ITEM NAME	OPENING "G" NORMAL TO JT.		MIN. INSTALLATION WIDTH NORMAL TO JOINT	OPENING "G" NORMAL TO JOINT		
		MIN.	MAX.		@40°F	@64°F	@80°F
D. S. BROWN	DSB STRIP SEAL L2-500	1/2"	5 1/2"	1 1/2"	2 7/8"	2"	1 1/2"
WATSON BOWMAN ACME	WABO STRIP SEAL SE-500	0"	5"	1 1/2"	2 7/8"	2"	1 1/2"
R.J. WATSON, INC.	R.J. STRIP SEAL 500	0"	5"	1 1/2"	2 7/8"	2"	1 1/2"

PIER 1C (5" MOTION RANGE)

MANUFACTURER	ITEM NAME	OPENING "G" NORMAL TO JT.		MIN. INSTALLATION WIDTH NORMAL TO JOINT	OPENING "G" NORMAL TO JOINT		
		MIN.	MAX.		@40°F	@64°F	@80°F
D. S. BROWN	DSB STRIP SEAL L2-500	1/2"	5 1/2"	1 1/2"	3 3/8"	2 1/2"	1 3/4"
WATSON BOWMAN ACME	WABO STRIP SEAL SE-500	0"	5"	1 1/2"	2 7/8"	2"	1 1/4"
R.J. WATSON, INC.	R.J. STRIP SEAL 500	0"	5"	1 1/2"	2 7/8"	2"	1 1/4"

PIER 5C (5" MOTION RANGE)

MANUFACTURER	ITEM NAME	OPENING "G" NORMAL TO JT.		MIN. INSTALLATION WIDTH NORMAL TO JOINT	OPENING "G" NORMAL TO JOINT		
		MIN.	MAX.		@40°F	@64°F	@80°F
D. S. BROWN	DSB STRIP SEAL L2-500	1/2"	5 1/2"	1 1/2"	2 7/8"	2 1/8"	1 7/8"
WATSON BOWMAN ACME	WABO STRIP SEAL SE-500	0"	5"	1 1/2"	2 3/8"	1 9/8"	1 1/8"
R.J. WATSON, INC.	R.J. STRIP SEAL 500	0"	5"	1 1/2"	2 3/8"	1 9/8"	1 1/8"

STEEL SHAPE TYPES

MANUFACTURER	ITEM NAME	S		V		X	
		TYPE	S	TYPE	V	TYPE	X
D. S. BROWN	DSB STRIP SEAL	SSCM2	1 1/4"	8"	SSA2, *	1 1/4"	2"
WATSON BOWMAN ACME	WABO STRIP SEAL	M, R, P	2 3/4"	3 1/4"	A	1 1/4"	2"
R.J. WATSON, INC.	RJ STRIP SEAL	RJM	2 3/4"	3 1/4"	RJA	1 1/4"	2"
HEXCEL FYFE CO.	STRIP J200-C	C	2 1/2"	3"	A	1 1/4"	2"

* TRIM OUTSTANDING LEGS OF SSCM2 SHAPE FOR USE IN TRAFFIC BARRIER

NOTES:

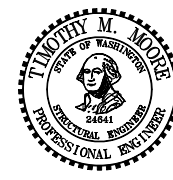
- STRIP SEAL SHALL BE INSTALLED OVER THE ENTIRE JOINT LENGTH OF STAGE 1 AND STAGE 2. NO SPLICING SHALL BE PERMITTED.
- SEAL WELD STAGE 2 STEEL SHAPES TO STAGE 1 STEEL SHAPES PER MAUNUFACTURER'S RECOMMENDATION.

SR 99 FILE NO. SHEET BG273

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Exp Jt Dtl's Strip Seal.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By Lee, CS	10/08	JOB NUMBER 09A803				
Checked By Mizumori, A	09/09					
Detailed By Hanson, CE	10/08					
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist Dornsife, RJ	09/09	DATE	REVISION	BY	APPD	



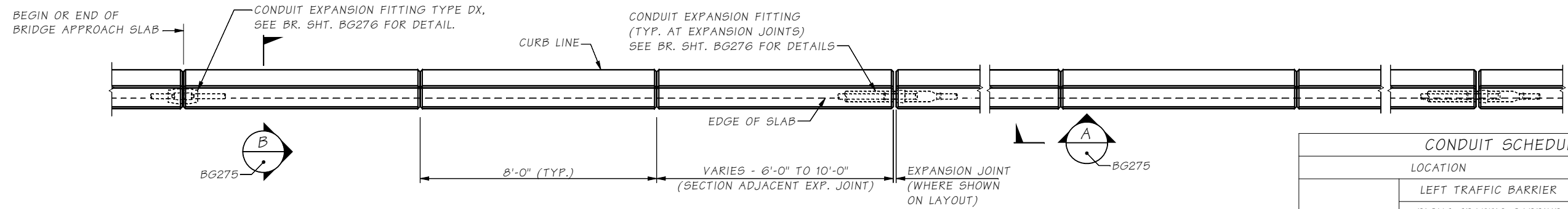
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

EXPANSION JOINT DETAILS
STRIP SEAL

BRIDGE SHEET NO. BG273
SHEET 1124 OF 1475 SHEETS



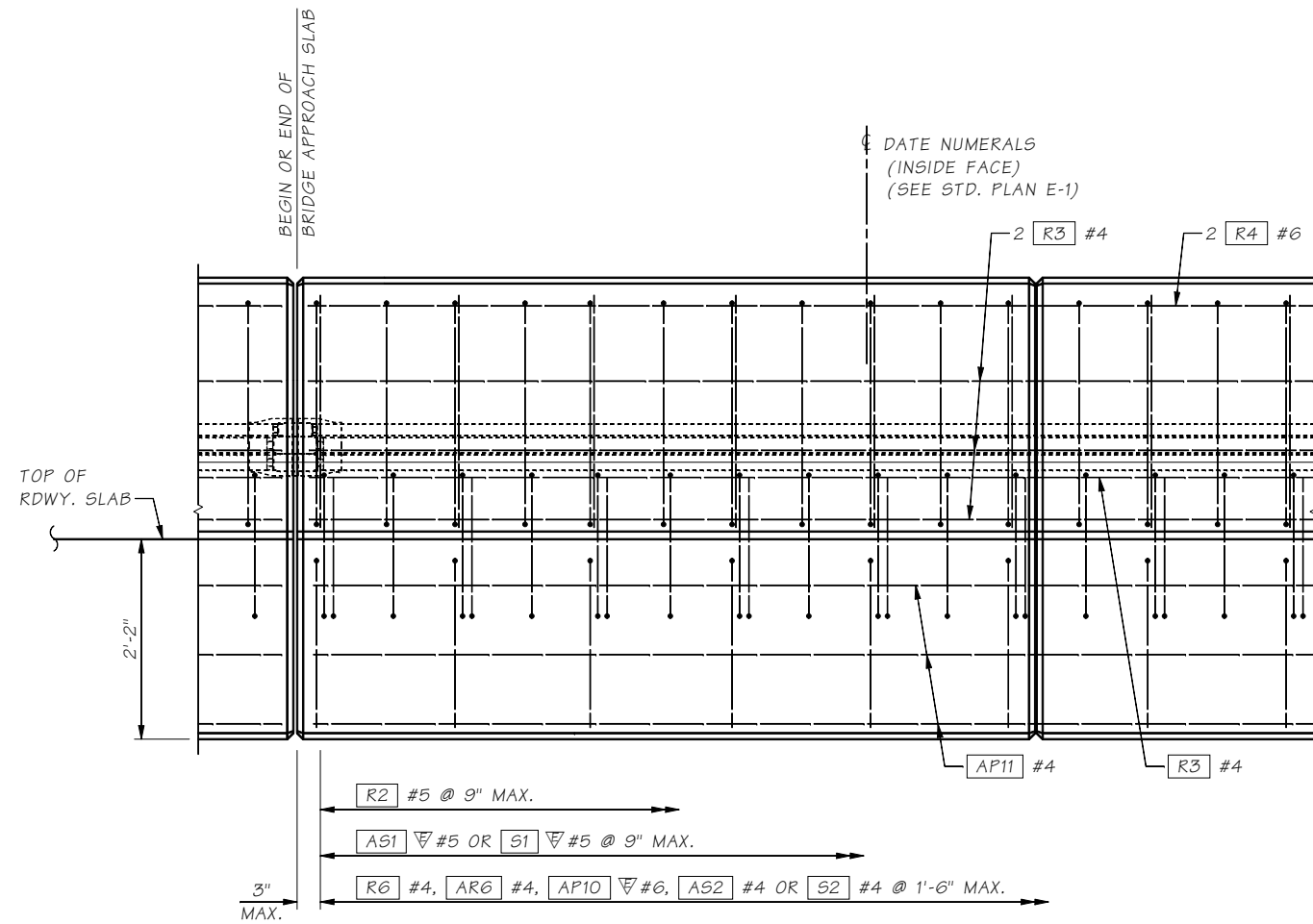
PLAN - TRAFFIC BARRIER

BARRIER CONTINUOUS BETWEEN ROADWAY EXPANSION JOINTS.
CONSTRUCTION JOINTS WITH SHEAR KEYS ARE PERMISSIBLE AT DUMMY JOINT LOCATIONS.
FORM JOINTS BETWEEN DUMMY JOINTS SHALL NOT BE PERMITTED.

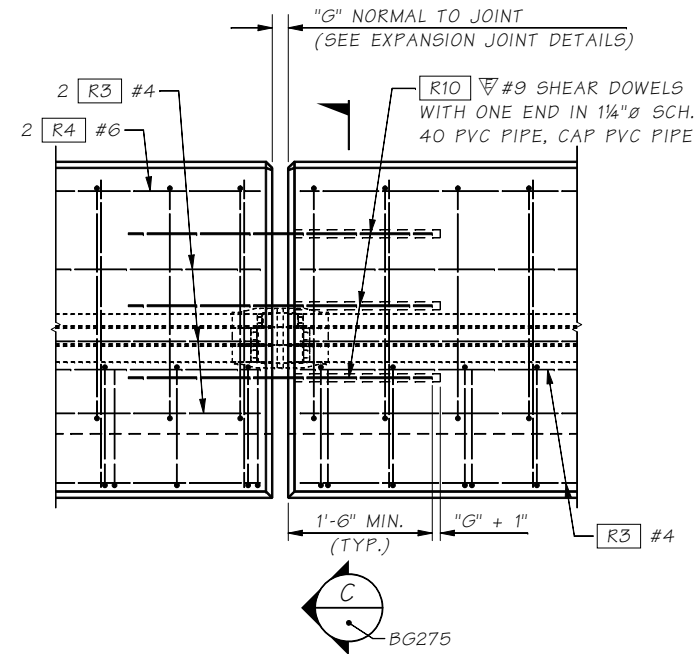
NOTE:
SEE ILLUMINATION, ITS AND FPS PLANS FOR ADDITIONAL INFORMATION AND DETAILS.

* SEE "FIRE PROTECTION PLAN" SHT. MFO03 FOR BEGIN AND END OF 1 1/2" Ø CONDUIT.

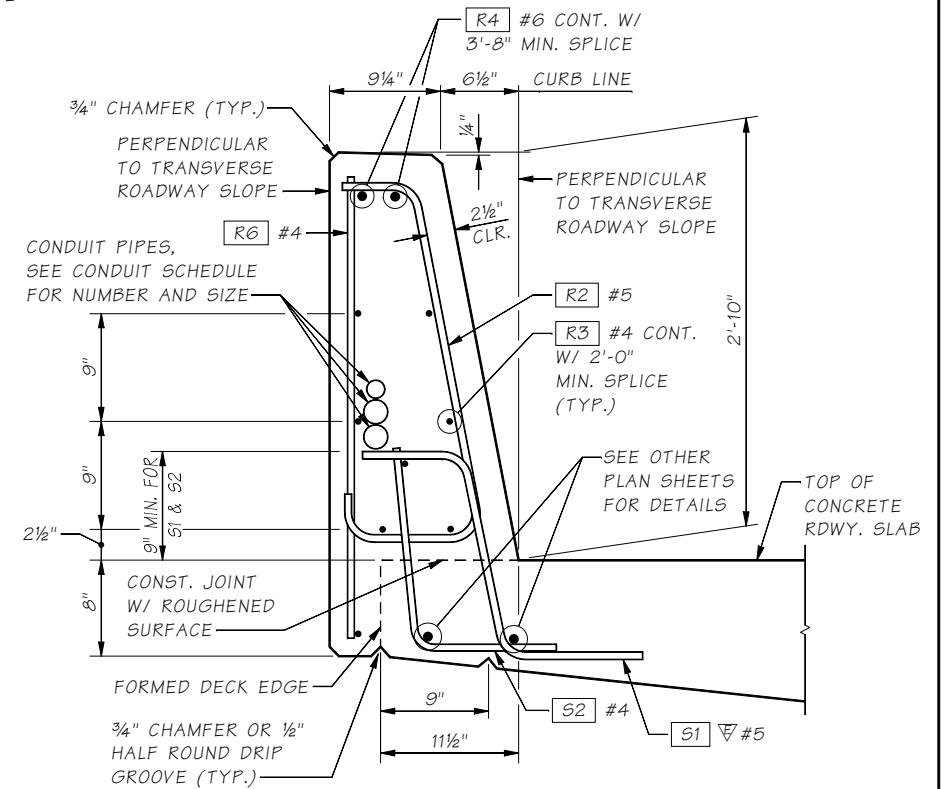
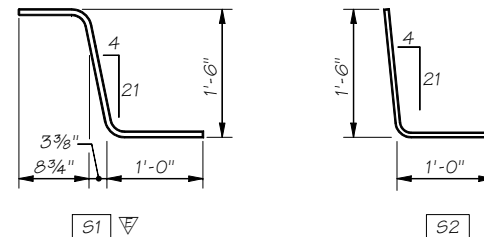
CONDUIT SCHEDULE		
	LOCATION	NUMBER & SIZE
SB STRUCTURE	LEFT TRAFFIC BARRIER	2 ~ 2"Ø & 1 ~ 1 1/2"Ø
	RIGHT TRAFFIC BARRIER EXCEPT CP-3 NEAR PIER 3S THRU CP-5 NEAR PIER 7S *	2 ~ 2"Ø
	RIGHT TRAFFIC BARRIER CP-3 NEAR PIER 3S THRU CP-5 NEAR PIER 7S *	2 ~ 2"Ø & 1 ~ 1 1/2"Ø
NB STRUCTURE	LEFT TRAFFIC BARRIER EXCEPT CP-4 NEAR PIER 3N THRU CP-6 NEAR PIER 6N *	2 ~ 2"Ø
	LEFT TRAFFIC BARRIER CP-4 NEAR PIER 3N THRU CP-6 NEAR PIER 6N *	2 ~ 2"Ø & 1 ~ 1 1/2"Ø
	RIGHT TRAFFIC BARRIER	2 ~ 2"Ø & 1 ~ 1 1/2"Ø
COMBINED NB & SB	LEFT TRAFFIC BARRIER	2 ~ 2"Ø & 1 ~ 1 1/2"Ø
	RIGHT TRAFFIC BARRIER	2 ~ 2"Ø & 1 ~ 1 1/2"Ø
	MEDIAN BARRIER	2 ~ 2"Ø



OUTSIDE ELEVATION AT BRIDGE APPROACH SLAB



OUTSIDE ELEVATION AT EXPANSION JOINT



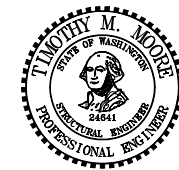
TYPICAL SECTION - TRAFFIC BARRIER

SR 99 FILE NO. SHEET BG274

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AW SOUTH INTERCHANGE\window files\TRAFFIC BARRIER 1.WND			
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By Lee, CS 10/08	10	WASH.		
Checked By Mizumori, A 09/09	JOB NUMBER 09A803			
Detailed By Hanson, CE 10/08				
Bridge Projects Engr.				
Prelim. Plan By				
Architect/Specialist	DATE	REVISION	BY	APPD

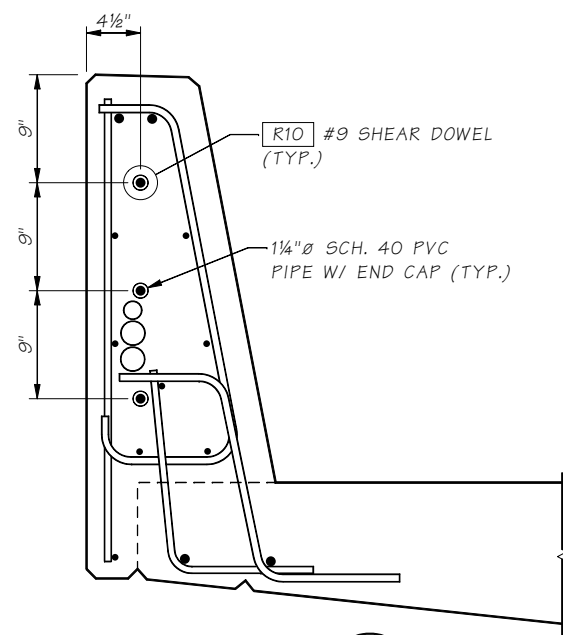


BRIDGE AND STRUCTURES OFFICE

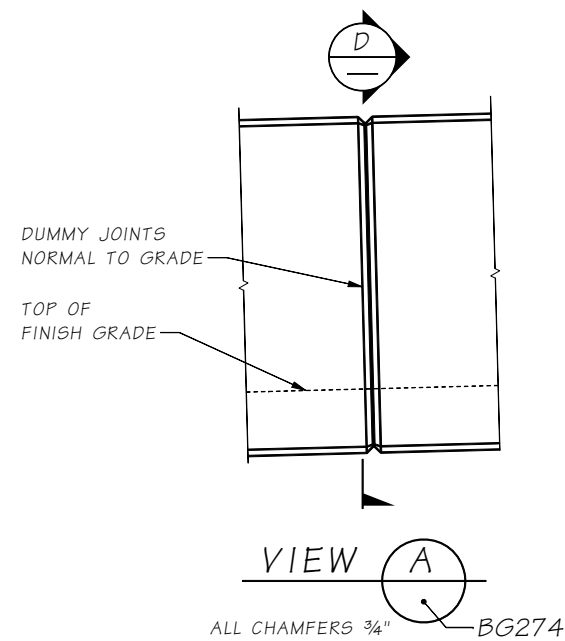


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
TRAFFIC BARRIER DETAILS 1 OF 4

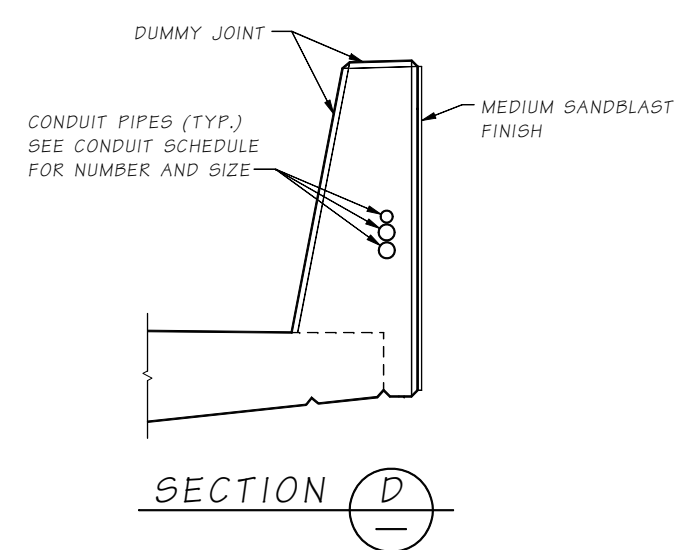
BRIDGE SHEET NO. BG274
SHEET 1125 OF 1475 SHEETS



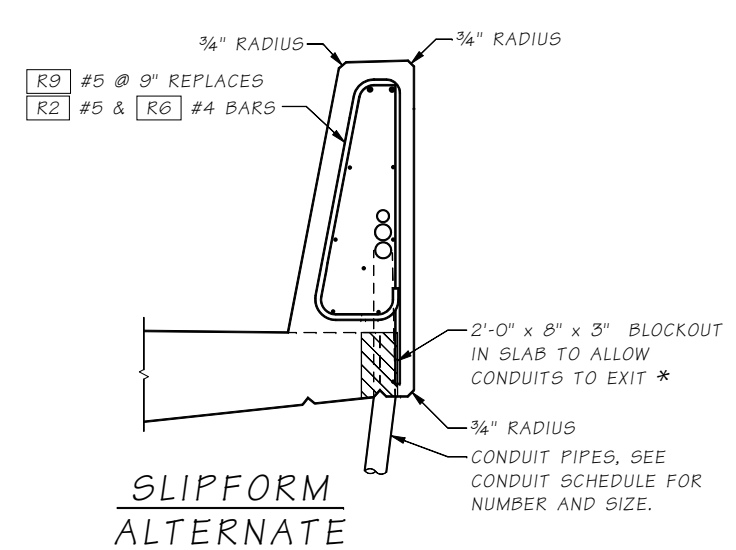
SECTION C
SEE "TYPICAL SECTION - TRAFFIC BARRIER" FOR DETAILS NOT SHOWN
BG274



VIEW A
ALL CHAMFERS 3/4"
BG274

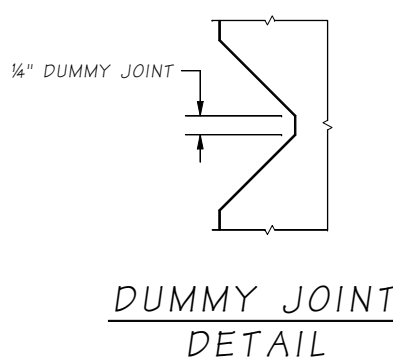


SECTION D

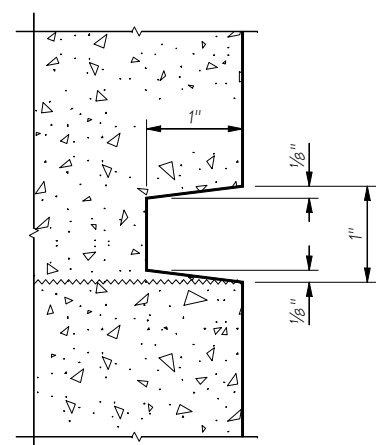


SLIPFORM ALTERNATE

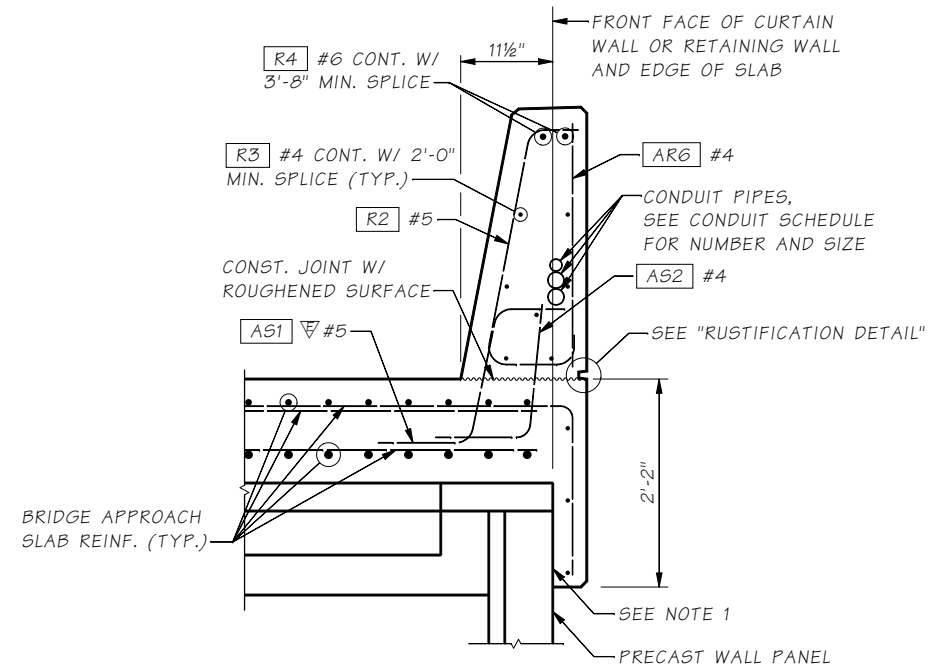
SEE "TYPICAL SECTION - TRAFFIC BARRIER" FOR ADDITIONAL DETAILS.
THE CONTRACTOR IS ADVISED THAT THE SLIPFORM CONSTRUCTION METHOD IS A PATENTED PROPRIETARY PROCESS.



DUMMY JOINT DETAIL



RUSTIFICATION DETAIL



SECTION B
DETAIL FOR TRAFFIC BARRIER WITH BRIDGE APPROACH SLAB AND PRECAST WALL PANEL. DETAIL FOR TRAFFIC BARRIER AT MEDIAN SIMILAR.
BG274

- NOTES:
1. POSITIVE BOND BREAKER SHALL BE PROVIDED BETWEEN PRECAST WALL PANEL AND C.I.P. CONCRETE.
 2. SEE "PAVING PLANS," "ROADWAY SECTIONS" AND SL SERIES FOR ADDITIONAL INFORMATION.

TRAFFIC BARRIER BAR LIST

MARK	SIZE	LENGTH	BENDING DIAGRAM (ALL DIMENSIONS ARE OUT TO OUT)	▽ DENOTES EPOXY COATED
R2	5	4'-3"		
R2A	5	(A)		
R3	4	(A)		STR.
R4	6	(A)		STR.
R6	4	3'-0"		STR.
R9	5	7'-5"		
R10	9	3'-6"	STR.	

(A) DETERMINE FROM PLANS

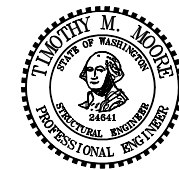
FOR S1 & S2 BARS, SEE BARLIST.
‡ DIMENSIONS TO POINTS OF INTERSECTION.

SR 99 FILE NO. SHEET BG275

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\TRAFFIC BARRIER 2.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

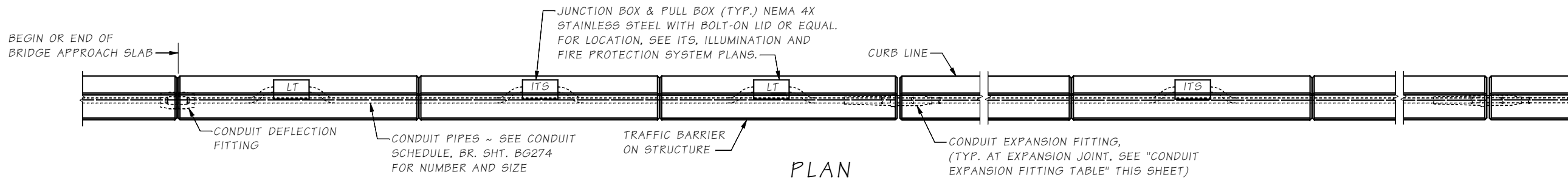


BRIDGE AND STRUCTURES OFFICE

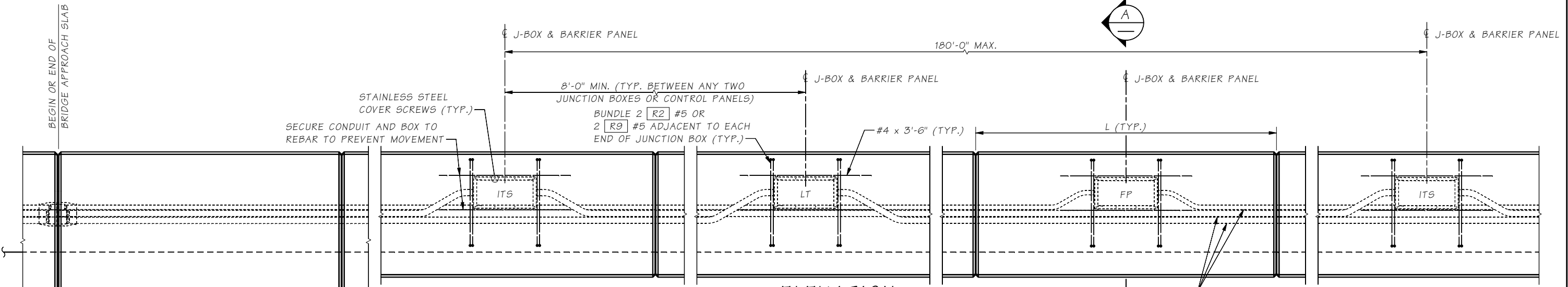


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
TRAFFIC BARRIER DETAILS 2 OF 4

BRIDGE SHEET NO. BG275
SHEET 1126 OF 1475 SHEETS



PLAN
CONDUITS & J-BOX IN TRAFFIC BARRIER

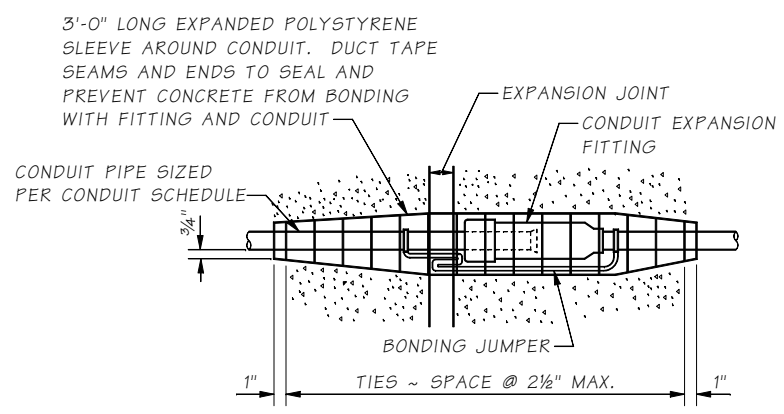
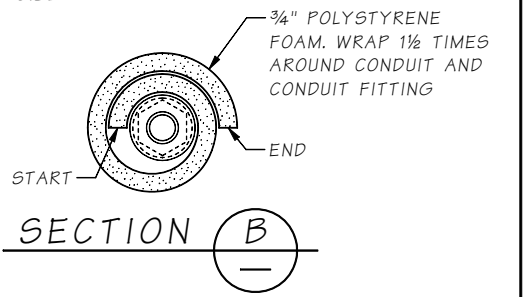


ELEVATION
CONDUITS & J-BOX IN TRAFFIC BARRIER

LABEL JUNCTION BOX COVER IN ACCORDANCE WITH STANDARD PLAN J-16a AND SPECIAL PROVISIONS. ADJACENT JUNCTION BOXES ARE SHOWN CENTERED BETWEEN ADJACENT DUMMY JOINTS.

ELEVATION AT BRIDGE APPROACH SLAB

- LEGEND:**
- ITS: INTELLIGENT TRANSPORTATION SYSTEM
 - LT: LIGHTING SYSTEM
 - FP: FIRE PROTECTION SYSTEM

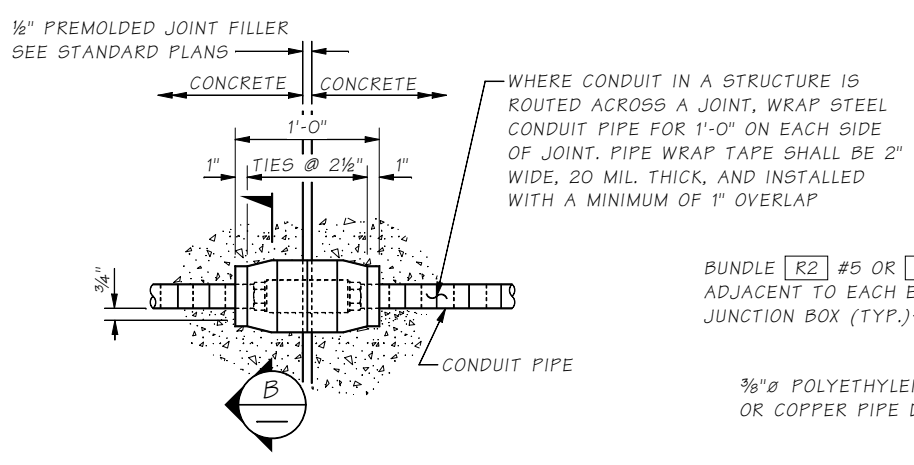


CONDUIT EXPANSION FITTING

CONDUIT EXPANSION FITTING SHALL MEET THE REQUIREMENTS OF STD. SPEC. 9-29.1.

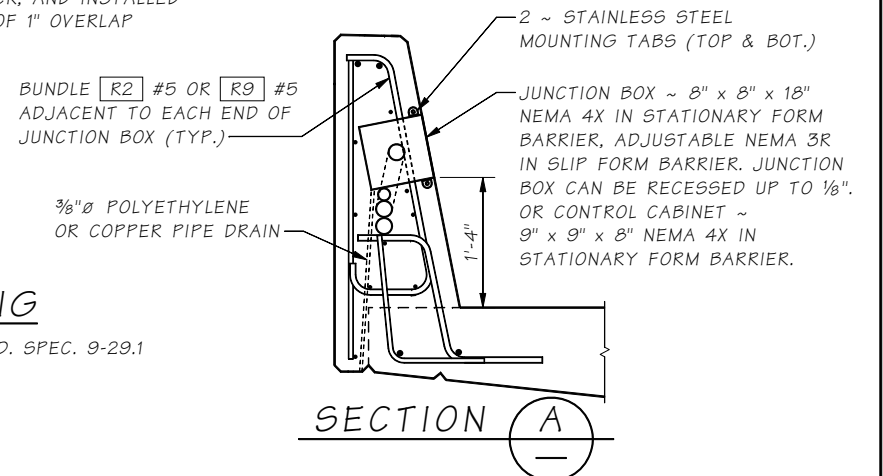
CONDUIT EXPANSION FITTING TABLE	
LOCATION	MOVEMENT
PIER 1N	4"
PIER 4N	8"
PIER 1S	4"
PIER 4S	8"
PIER 1C	8"
PIER 5C	8"
PIER 7C	*

* USE CONDUIT DEFLECTION FITTING



CONDUIT DEFLECTION FITTING

CONDUIT DEFLECTION FITTINGS SHALL MEET THE REQUIREMENTS OF STD. SPEC. 9-29.1

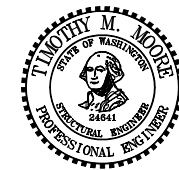


SR 99 FILE NO. SHEET BG276

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\TRAFFIC BARRIER 3.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By Lee, CS	10/08	JOB NUMBER 09A803				
Checked By Mizumori, A	09/09					
Detailed By Hanson, CE	10/08					
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist	DATE	REVISION	BY	APPD		

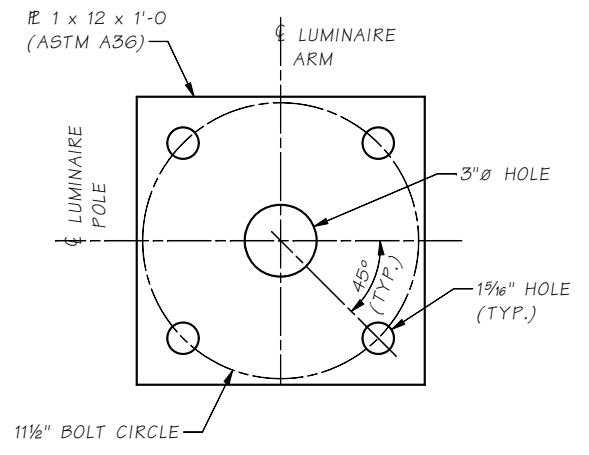
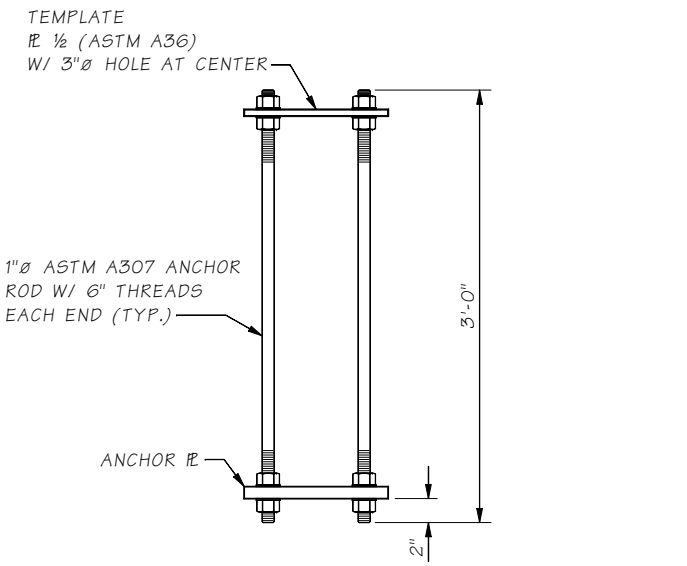
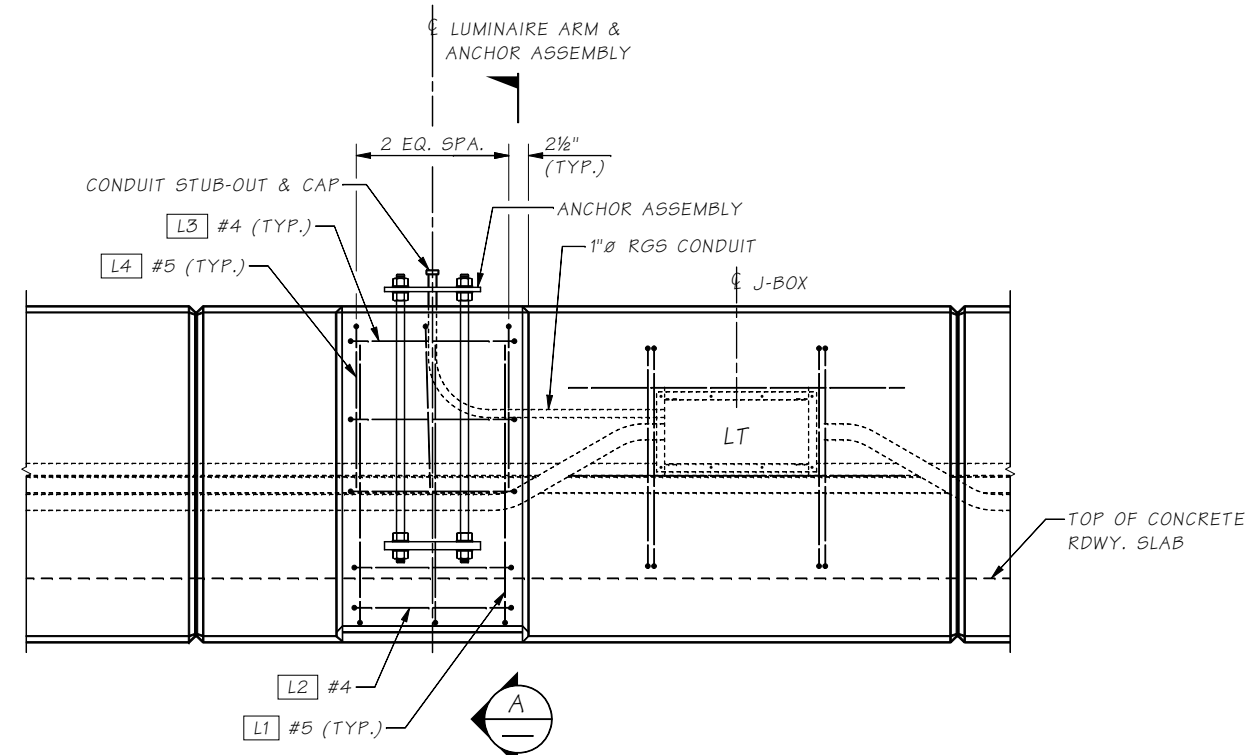
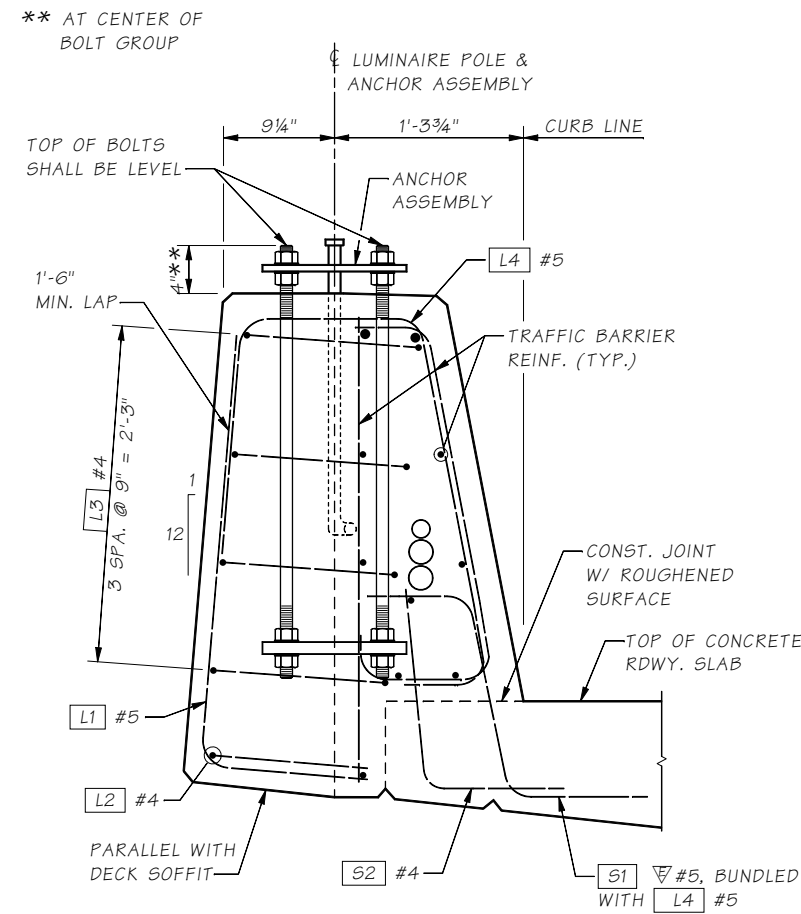
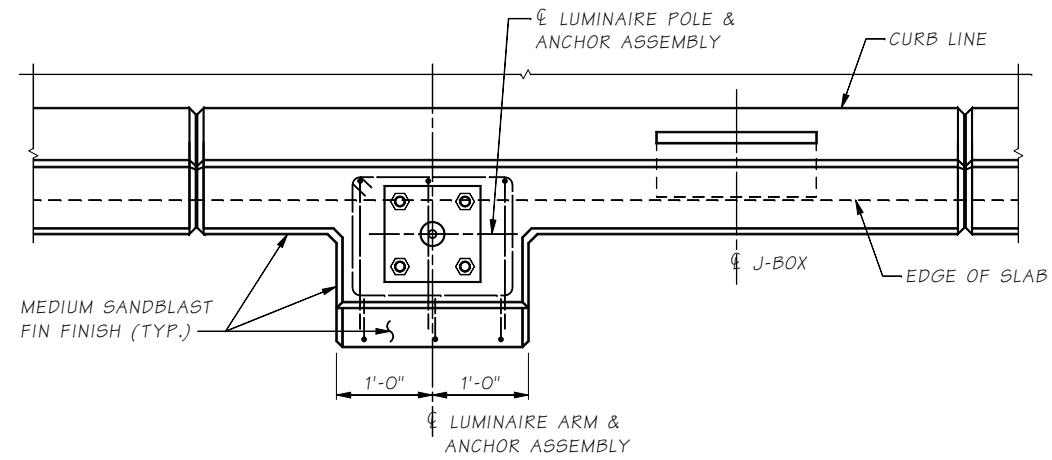


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
TRAFFIC BARRIER DETAILS 3 OF 4

BRIDGE SHEET NO. BG276
SHEET 1127 OF 1475 SHEETS



NOTE:
SEE BR. SHT. BG287 FOR LUMINAIRE SCHEDULE.

LUMINAIRE STANDARD ANCHORAGE BAR LIST

MARK	SIZE	LENGTH	BENDING DIAGRAM (ALL DIMENSIONS ARE OUT TO OUT)	∇ DENOTES EPOXY COATED
L1	5	4'-2"		
L2	5	4'-1"		
L3	4	4'-5"		
L4	6	5'-11"		

SR 99 FILE NO. SHEET BG277

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\TRAFFIC BARRIER 4.WND			
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By Mizumori, A 10/08	10	WASH.		TOTAL SHEETS
Checked By Lee, CS 09/09	JOB NUMBER 09A803			
Detailed By Waldron, GA 03/09				
Bridge Projects Engr.	DATE	REVISION	BY	APPD
Prelim. Plan By				
Architect/Specialist				



BRIDGE AND STRUCTURES OFFICE

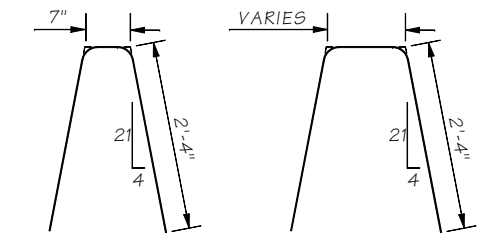


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
TRAFFIC BARRIER DETAILS 4 OF 4

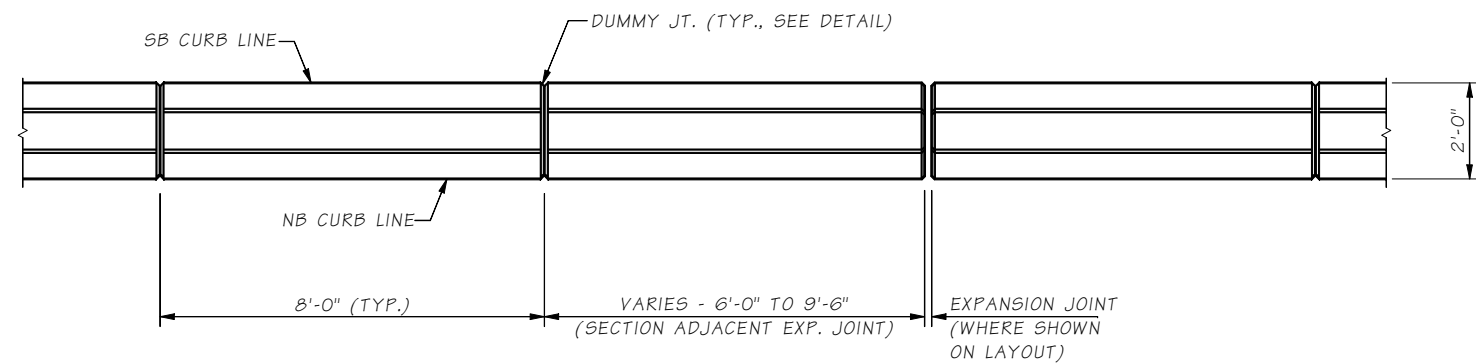
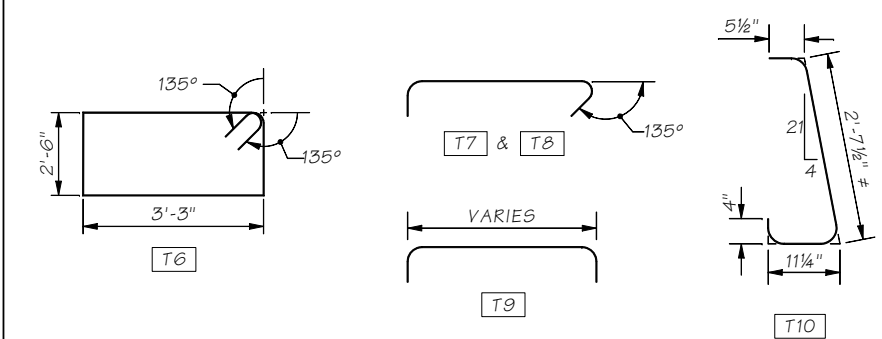
BRIDGE SHEET NO. BG277
SHEET 1128 OF 1475 SHEETS

MEDIAN BARRIER BAR LIST

MARK	SIZE	LENGTH	BENDING DIAGRAM (ALL DIMENSIONS ARE OUT TO OUT)
T3	4	(A)	STR.
T4	6	(A)	STR.
T5	4	40'-0"	STR.
T6	5	(A)	
T7	3	(A)	
T8	2	(A)	
T9	2	(A)	
T10	**	(A)	

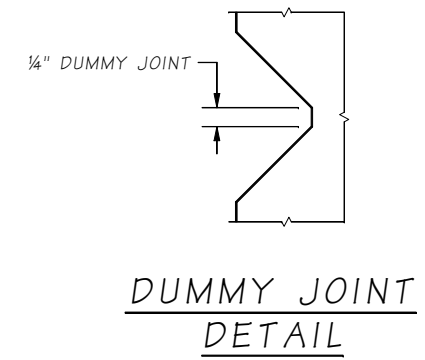


(A) DETERMINE FROM PLANS
 ** AS NEEDED AT JUNCTION BOXES
 † DIMENSIONS TO POINTS OF INTERSECTION.

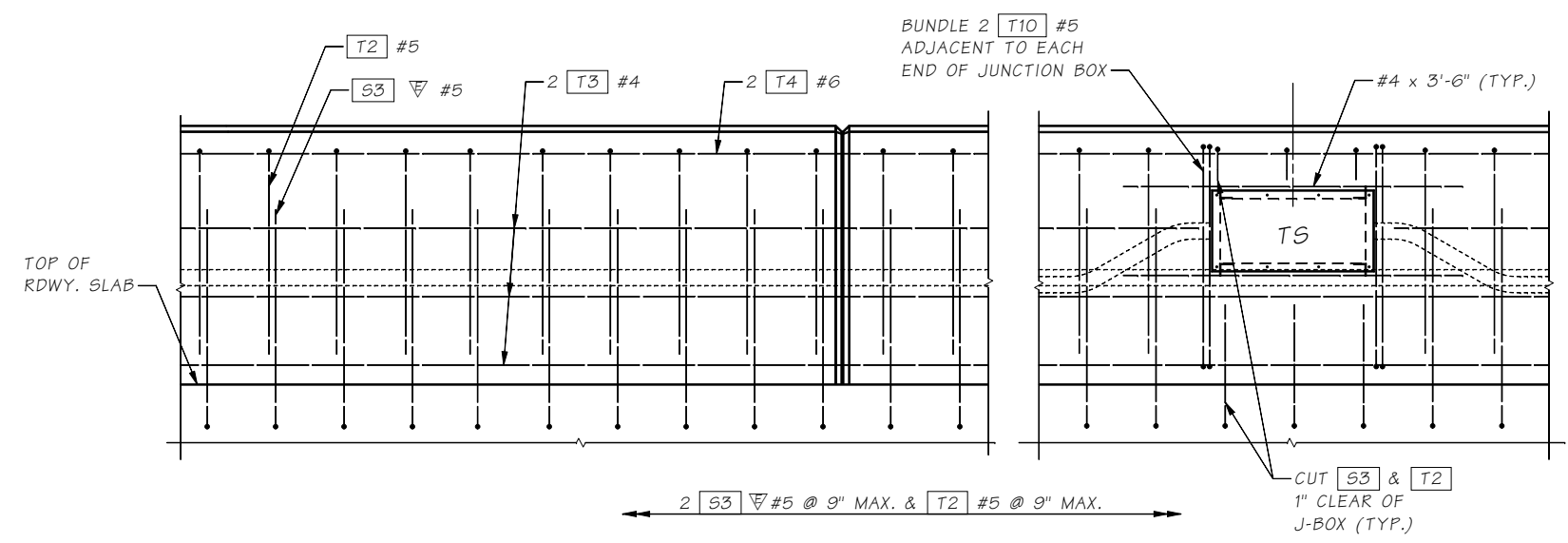


PLAN MEDIAN BARRIER

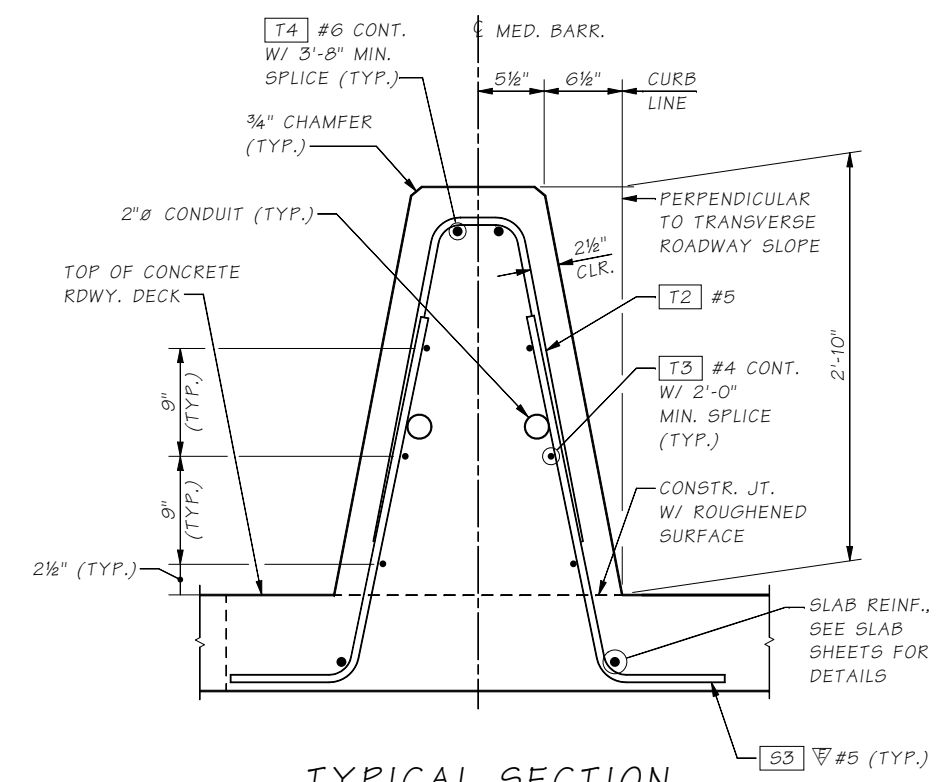
BARRIER CONTINUOUS BETWEEN ROADWAY EXPANSION JOINTS. CONSTRUCTION JOINTS WITH SHEAR KEYS ARE PERMISSIBLE AT DUMMY JOINT LOCATIONS. FORM JOINTS BETWEEN DUMMY JOINTS SHALL NOT BE PERMITTED. SEE TRAFFIC BARRIER SHEETS FOR CONDUIT, JUNCTION BOX, AND EXPANSION JOINT DETAILS.



DUMMY JOINT DETAIL



ELEVATION



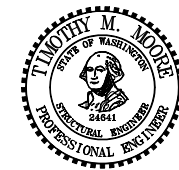
TYPICAL SECTION

SR 99 FILE NO. SHEET BG278

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\MEDIAN BARRIER DETAILS 1.WND		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM			10	WASH.			
Designed By	Mizumori, A	02/09						
Checked By	Rodda, NT	09/09						
Detailed By	Evans, A	02/09						
Bridge Projects Engr.								
Prelim. Plan By								
Architect/Specialist								
	DATE	REVISION	BY	APPD				

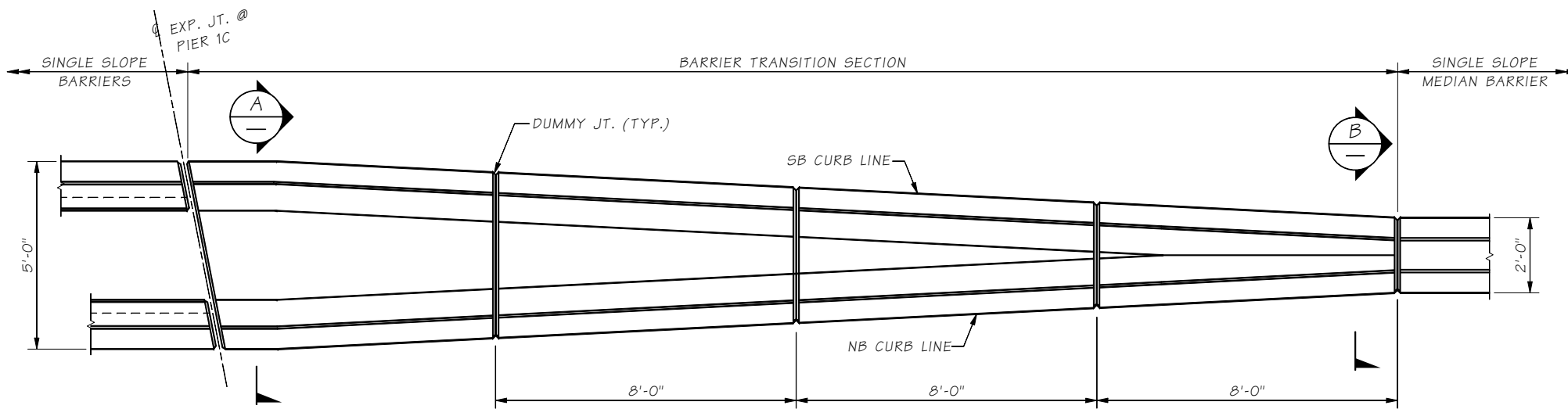


BRIDGE AND STRUCTURES OFFICE



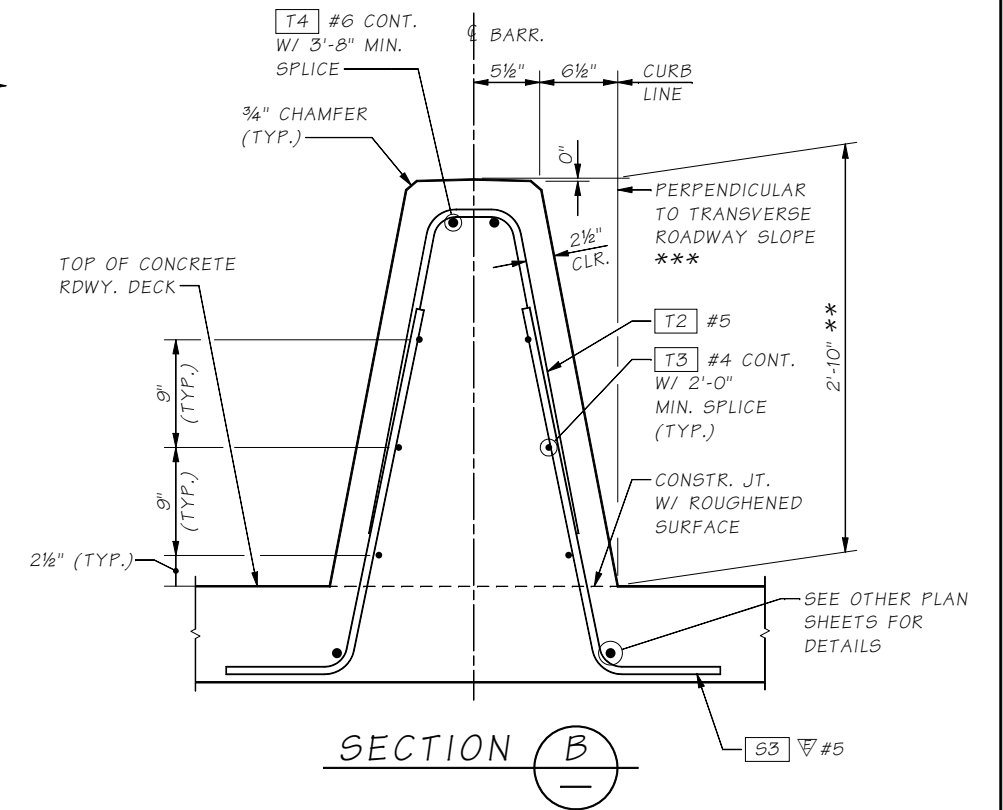
SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
 MEDIAN TRAFFIC BARRIER DETAILS 1

BRIDGE SHEET NO.
 BG278
 SHEET
 1129
 OF
 1475
 SHEETS

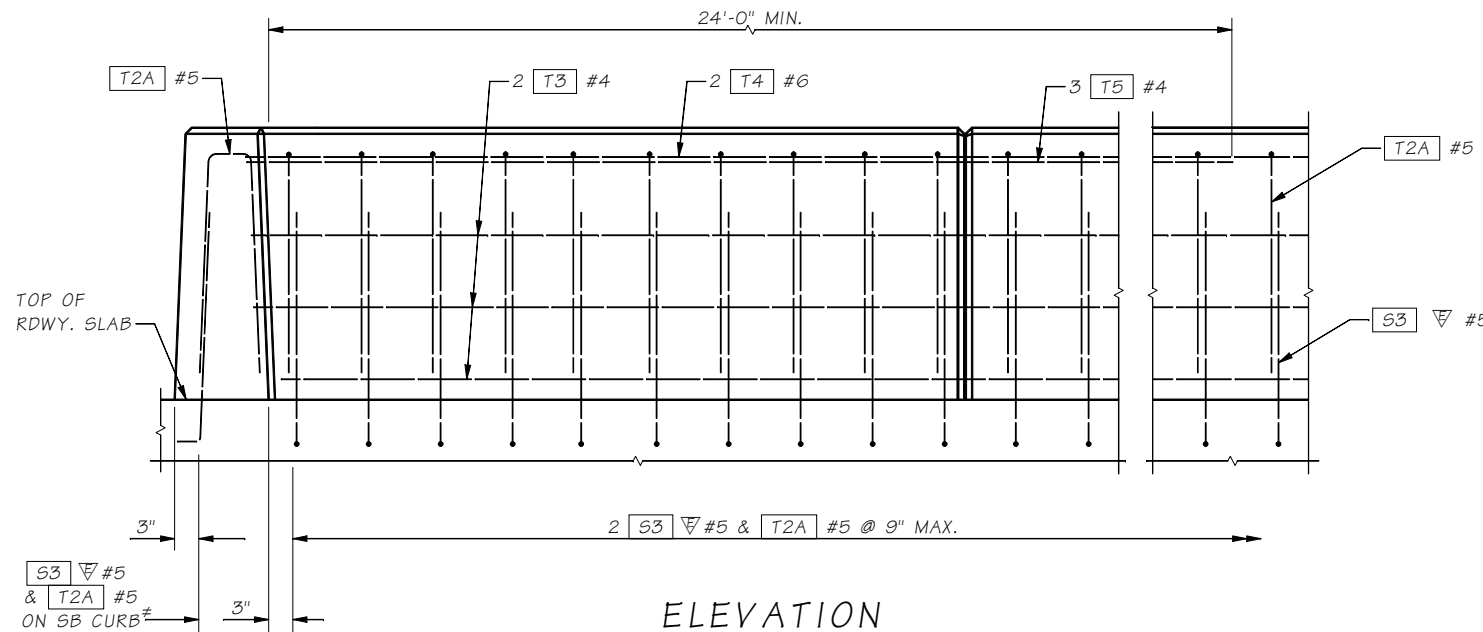


**PLAN
MEDIAN BARRIER @ PIER 1C**

BARRIER CONTINUOUS BETWEEN ROADWAY EXPANSION JOINTS. CONSTRUCTION JOINTS WITH SHEAR KEYS ARE PERMISSIBLE AT DUMMY JOINT LOCATIONS. FORM JOINTS BETWEEN DUMMY JOINTS SHALL NOT BE PERMITTED.

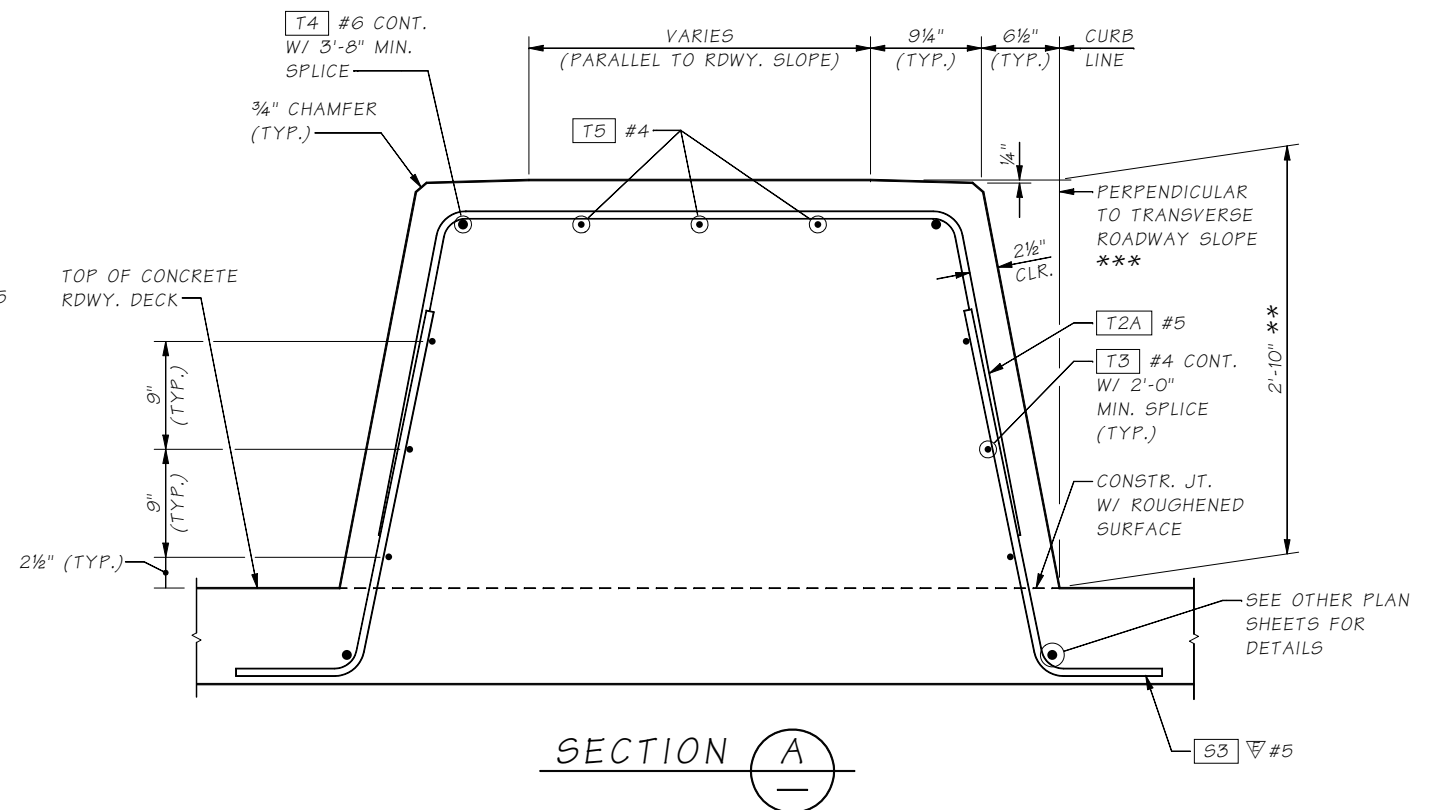


SECTION B



ELEVATION

* PLACE ALONG END FACE OF BARRIER



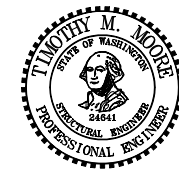
SECTION A

SR 99 FILE NO. SHEET BG279

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AW SOUTH INTERCHANGE\window files\MEDIAN BARRIER DETAILS 2.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 02/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER			
Detailed By	Evans, A 02/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



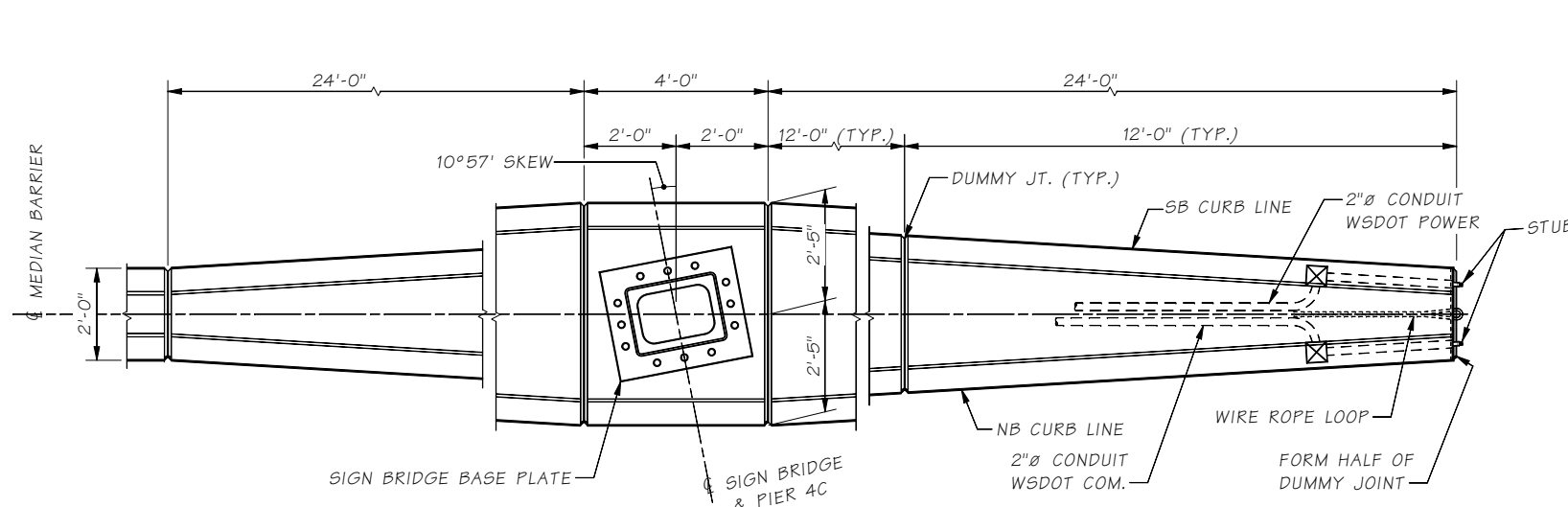
**BRIDGE
AND
STRUCTURES
OFFICE**



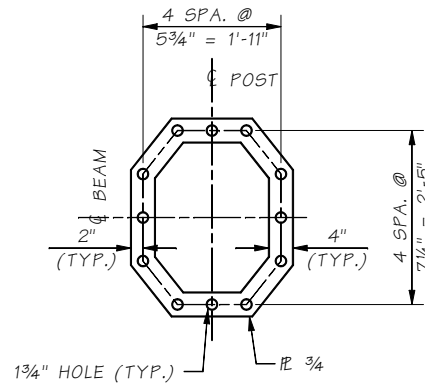
**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB**

MEDIAN TRAFFIC BARRIER DETAILS 2

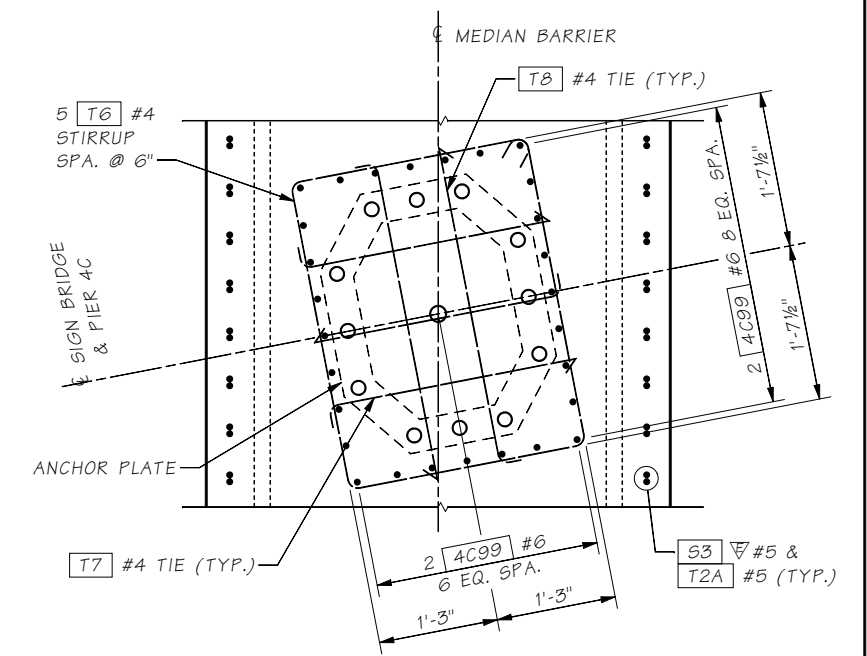
BRIDGE SHEET NO.	BG279
SHEET	1130
OF	1475
SHEETS	



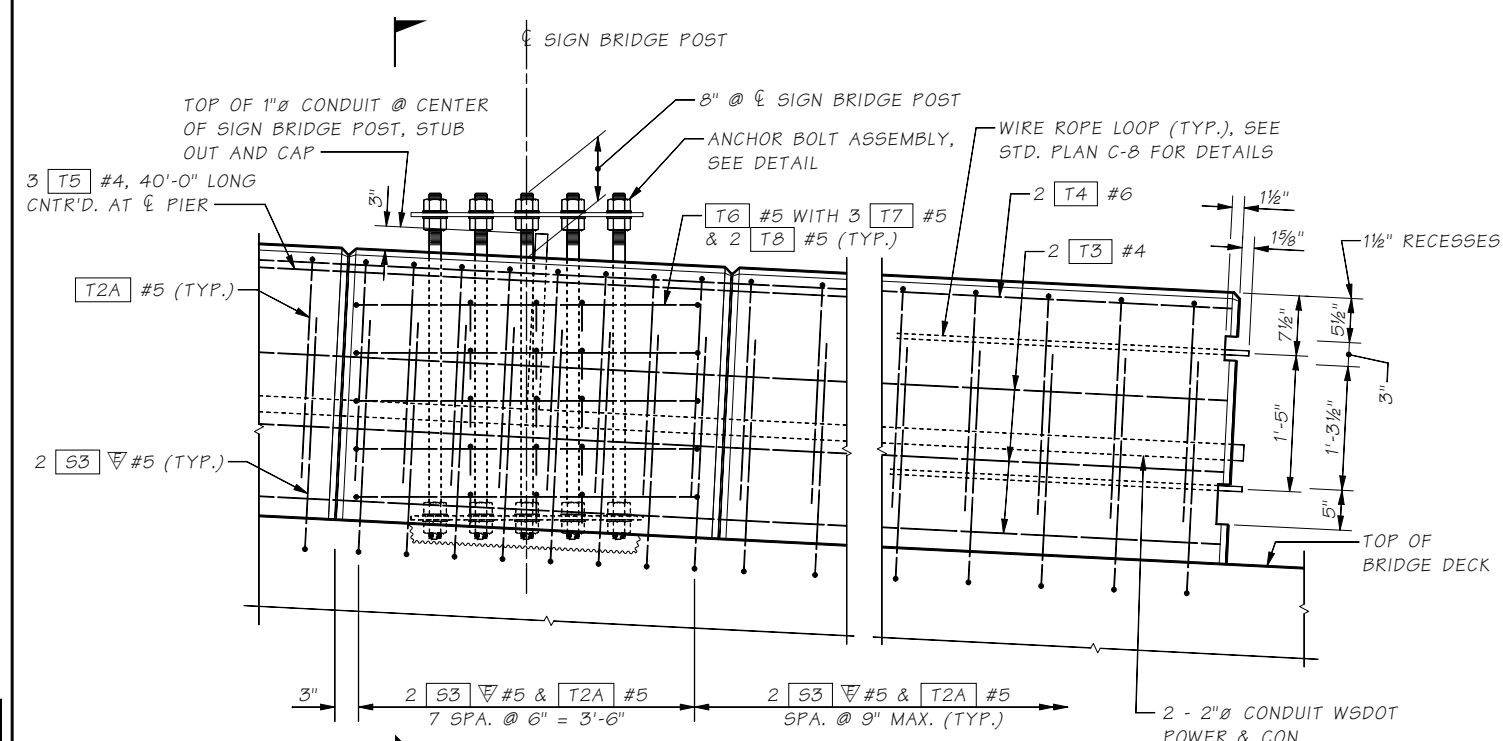
PLAN
MEDIAN BARRIER @ SIGN BRIDGE POST



ANCHOR R DETAIL
TEMPLATE R SIMILAR

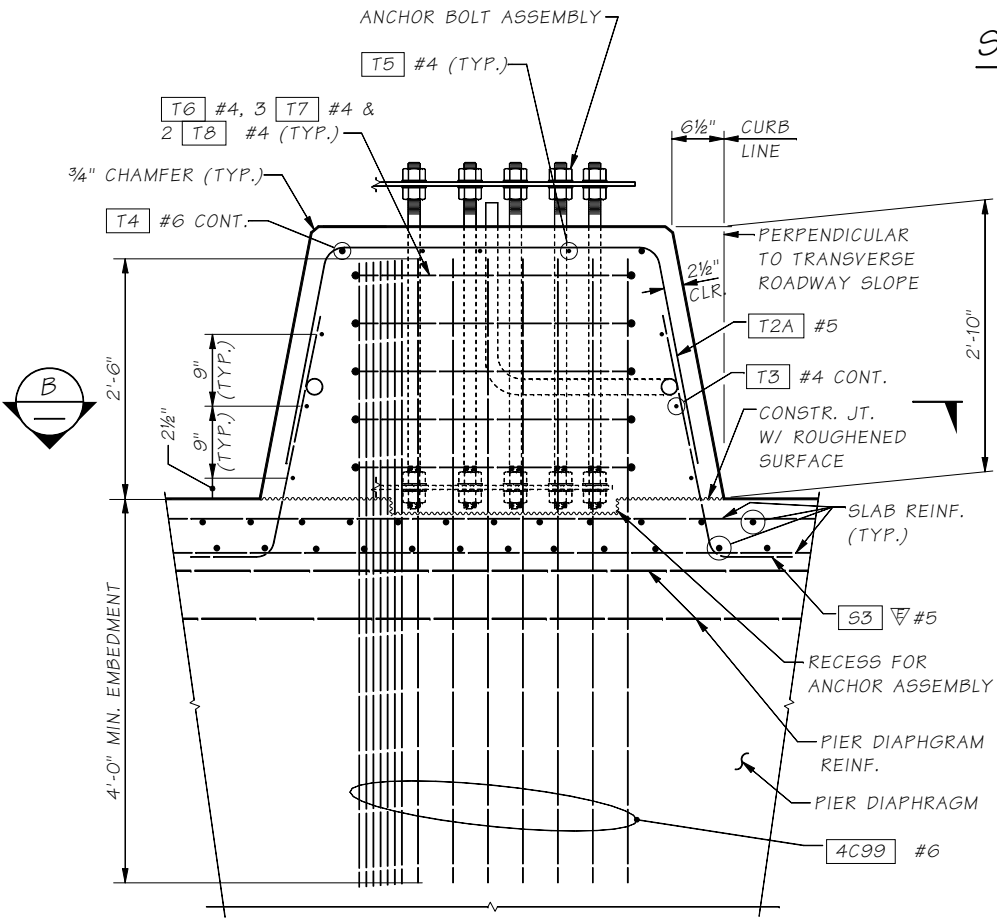


SECTION B

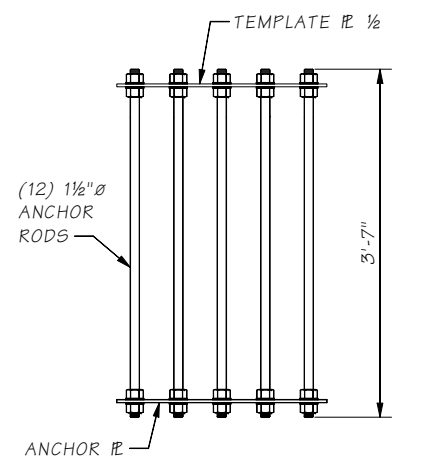


ELEVATION

SLAB REINF. AND DIAPHRAGM REINF. NOT SHOWN



SECTION A

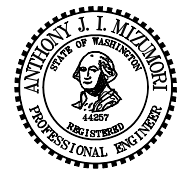


ANCHOR BOLT ASSEMBLY

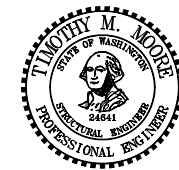
PLATE STEEL SHALL CONFORM TO ASTM A36
ANCHOR RODS SHALL CONFORM TO ASTM F1554 GR. 105.
SEE SIGN BRIDGE DETAILS

SR 99 FILE NO. SHEET BG280

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\MEDIAN BARRIER DETAILS 3.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 02/09	10	WASH.		TOTAL SHEETS
Checked By	Rodda, NT 09/09	JOB NUMBER 09A803			
Detailed By	Evans, A 02/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

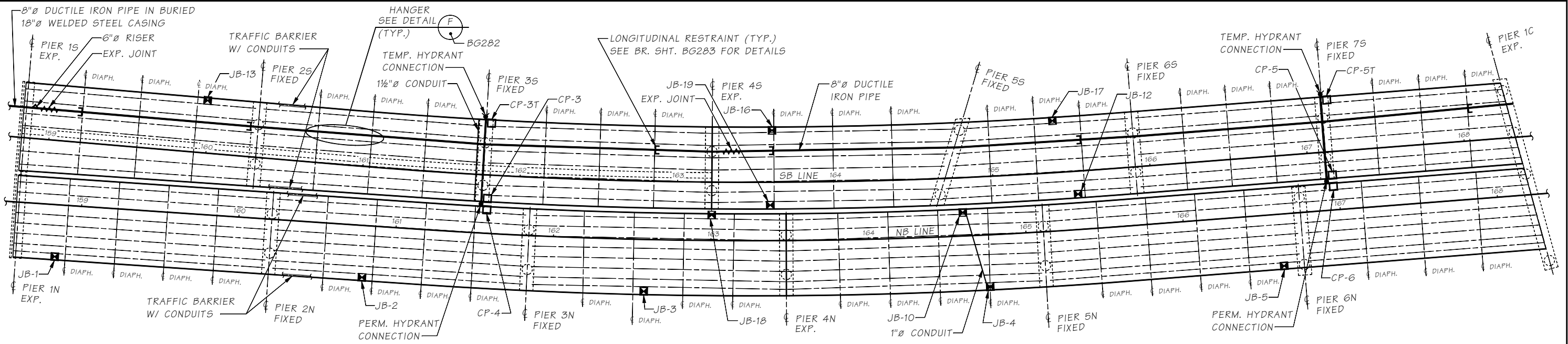


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
MEDIAN TRAFFIC BARRIER DETAILS 3

BRIDGE SHEET NO. **BG280**
SHEET OF **1131**
SHEETS **1475**

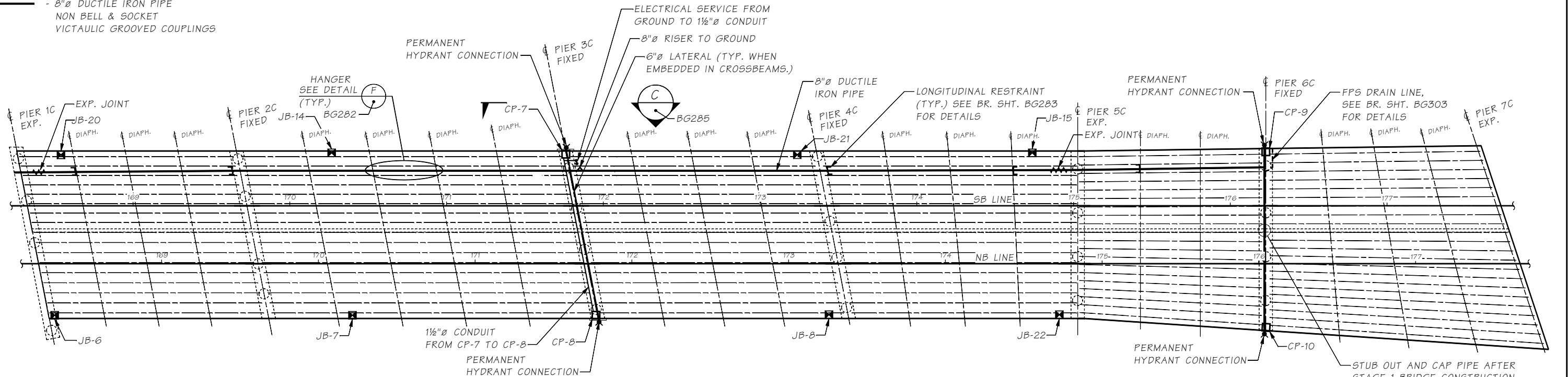


**PLAN - FIRE PROTECTION SYSTEM
SEPARATED STRUCTURE**

SEE CROSSBEAM SHEETS FOR DETAILS
OF THE FPS PIPE AT PIERS.

LEGEND

- - JUNCTION BOX
- - CONTROL PANEL
- 8" DUCTILE IRON PIPE
NON BELL & SOCKET
VICTAULIC GROOVED COUPLINGS



**PLAN - FIRE PROTECTION SYSTEM
COMBINED STRUCTURE**

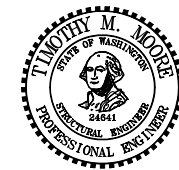
SEE CROSSBEAM SHEETS FOR DETAILS
OF THE FPS PIPE AT PIERS.

SR 99 FILE NO. SHEET BG281

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Fire Prot Sys 1 Layout.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET TOTAL
Designed By	Moore, TM	10	WASH.		
Checked By	Mizumori, AJI	JOB NUMBER			
Detailed By	Hanson, CE	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By		2/17/10	REVISED SHEET	CSL	TMM
Architect/Specialist					



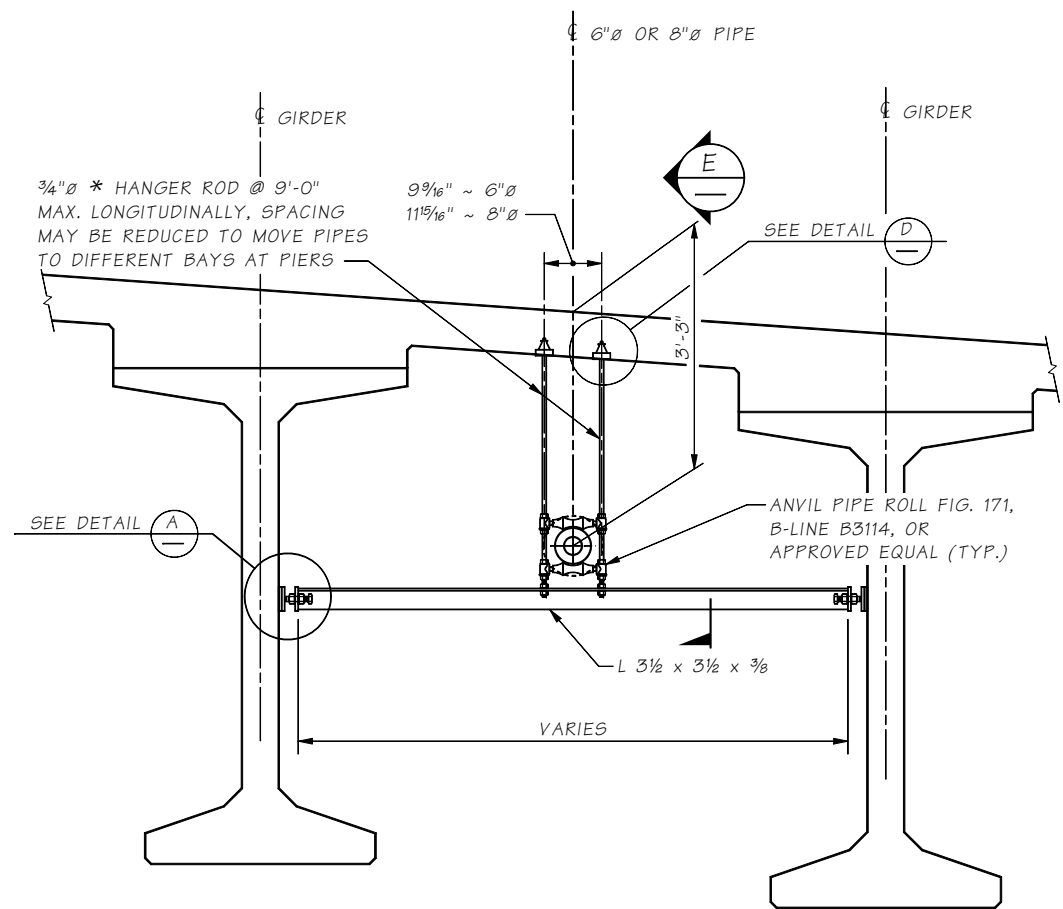
**BRIDGE
AND
STRUCTURES
OFFICE**



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

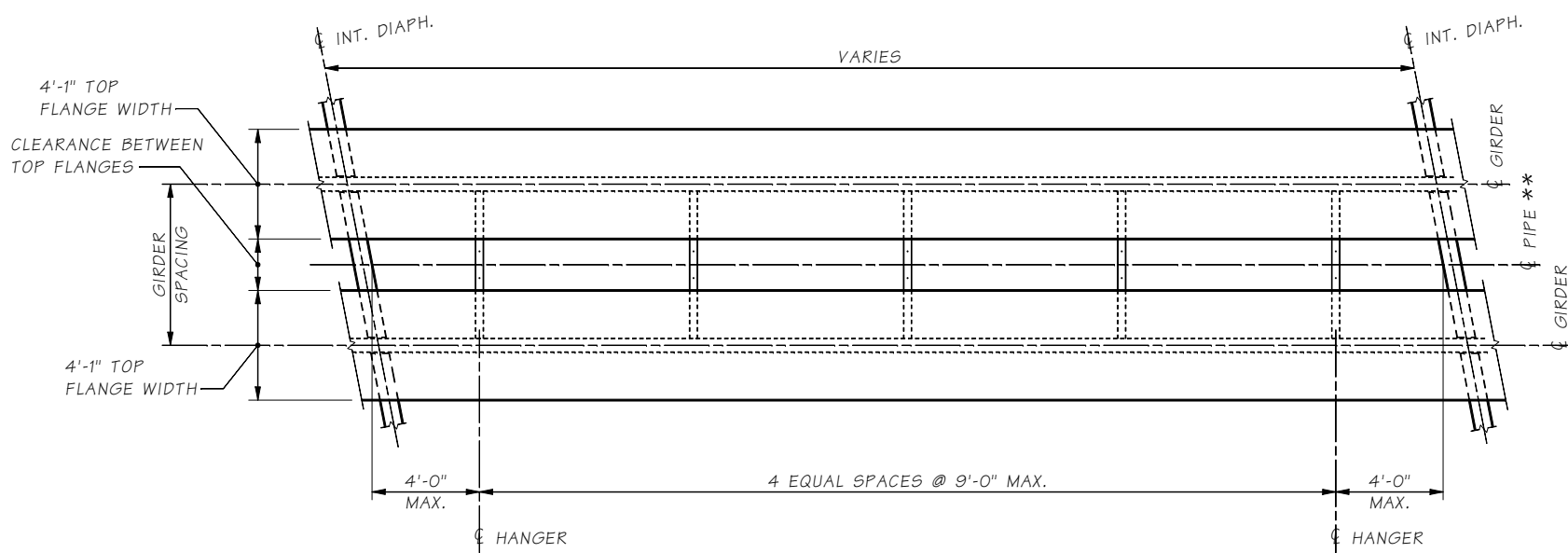
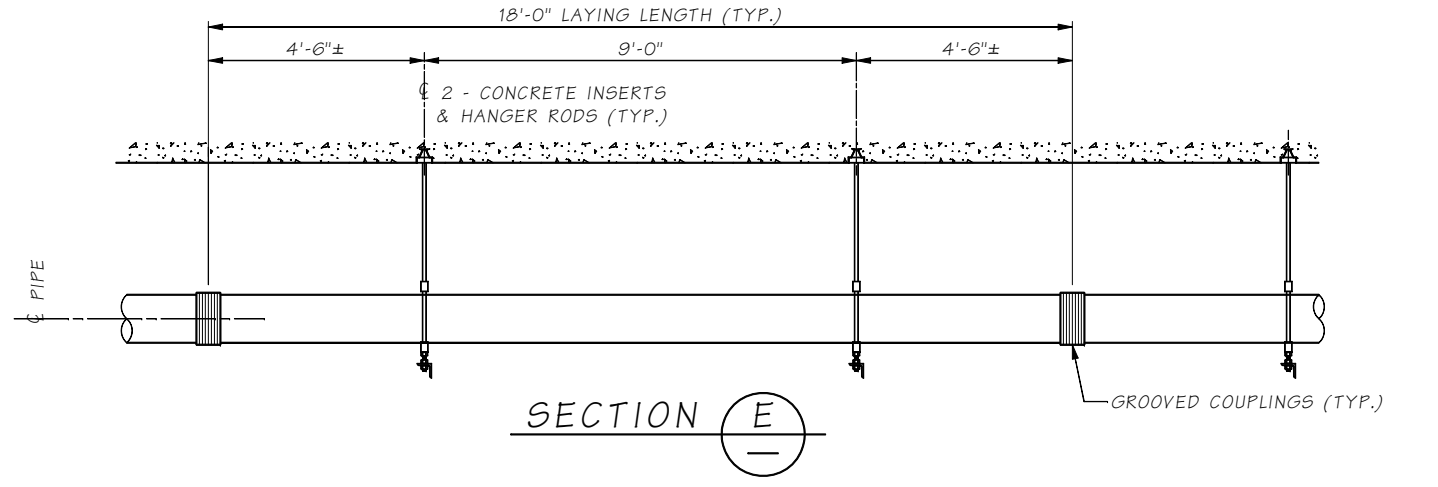
FIRE PROTECTION SYSTEM
LAYOUT

BRIDGE SHEET NO. BG281
SHEET 1132 OF 1475 SHEETS

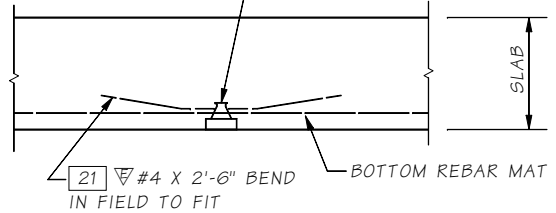


FPS PIPE SUPPORT

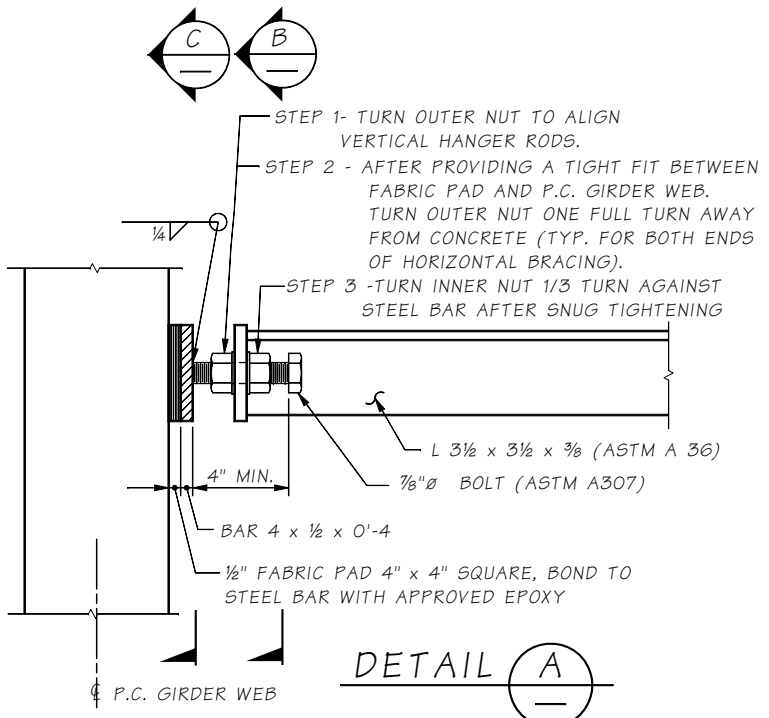
CONCRETE INSERTS TO BE SPACED LONGITUDINALLY AT 9'-0" MAX. UTILITY LOCATIONS MAY BE IN OTHER BAYS. SEE UTILITY SPECIFIC SHEETS.



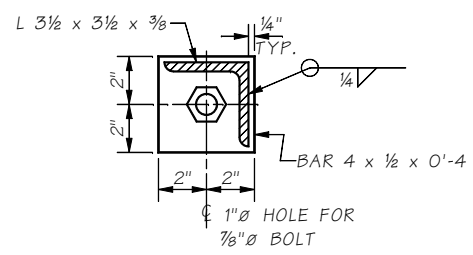
ANVIL INSERT FIG. 282. UNISTRUT M 26 SPOT CONCRETE INSERT DAYTON-RICHMOND IASM OR APPROVED EQUAL (TYP.) INSERT TO BE INSTALLED LEVEL LONGITUDINALLY & TRANSVERSELY. PLACE INSERT TO PROVIDE FOR TRANSVERSE ADJUSTMENT OF HANGER RODS.



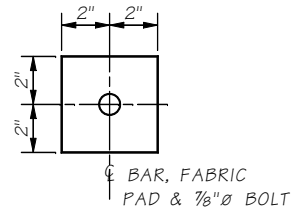
DETAIL D



DETAIL A



SECTION B



SECTION C

NOTES:

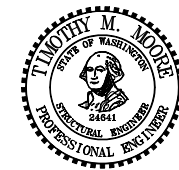
1. ALL MATERIALS SHALL BE GALVANIZED AFTER FABRICATION PER AASHTO M111 OR AASHTO M232 EXCEPT PIPE ROLLERS.
 2. PAINT ROLLERS WITH THREE COATS OF GALVANIZING REPAIR PAINT. SEE STD. SPEC. 9-08.2.
- * IF B-LINE B 3114 IS SELECTED, USE 7/8" HANGER ROD INSERT (TYP.)
- ** PIPE HANGER MAY BE LOCATED ANYWHERE BETWEEN GIRDERS TO ENSURE PIPES FIT TOGETHER PROPERLY. EQUAL SPACES ARE PREFERRED.

SR 99 FILE NO. SHEET BG282

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Fire Prot Sys 2 Pipe Hngr Dtls.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM 04/09	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, AJI 09/09	JOB NUMBER			
Detailed By	Hanson, CE 04/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



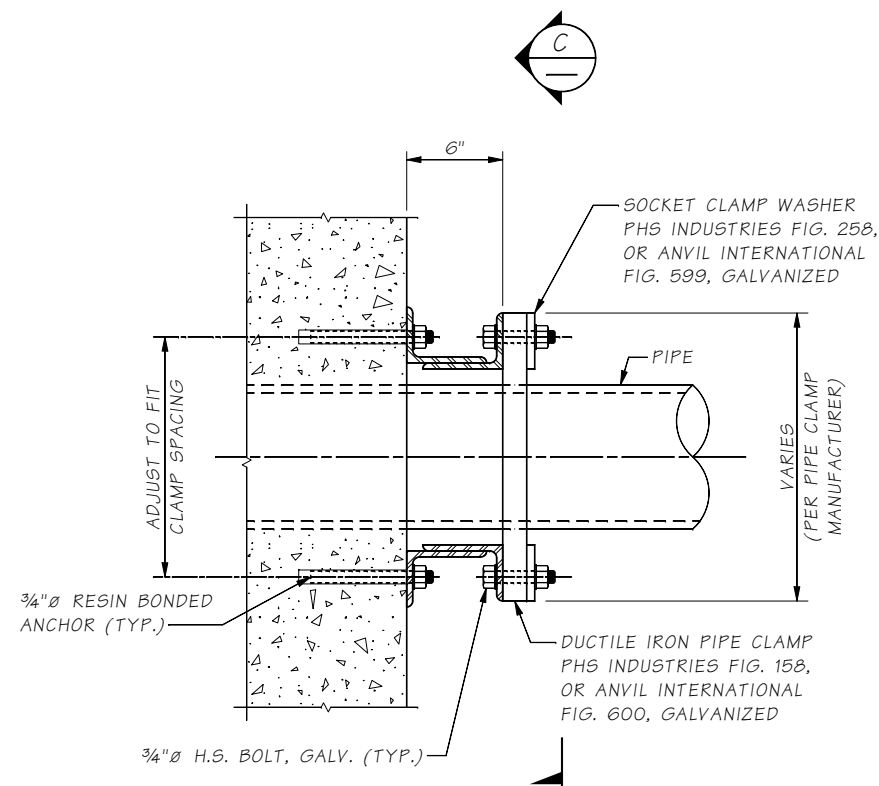
BRIDGE AND STRUCTURES OFFICE



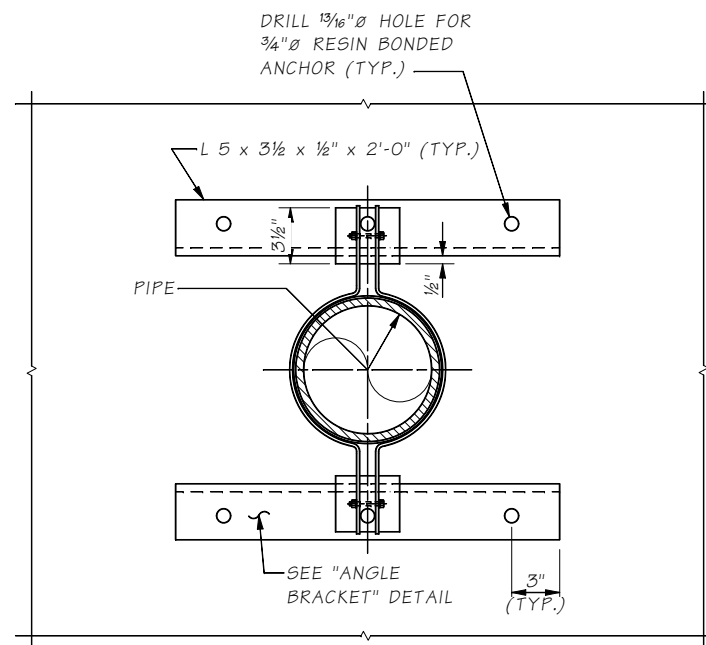
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

FIRE PROTECTION SYSTEM
PIPE HANGER DETAILS

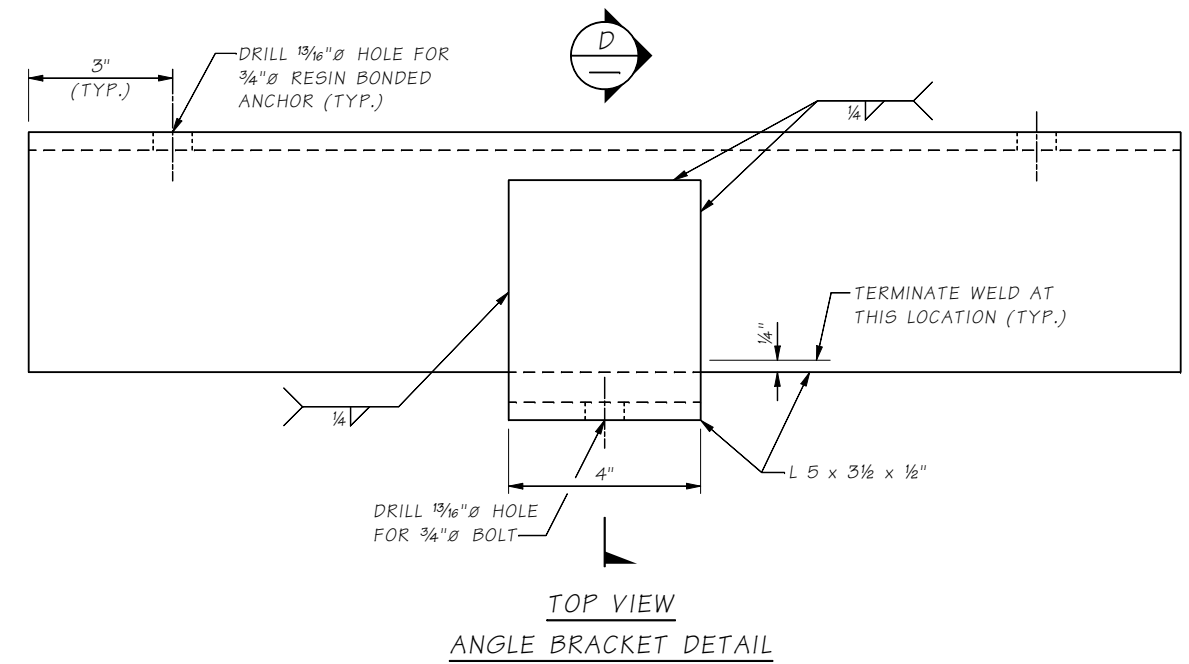
BRIDGE SHEET NO. **BG282**
 SHEET 1133 OF 1475 SHEETS



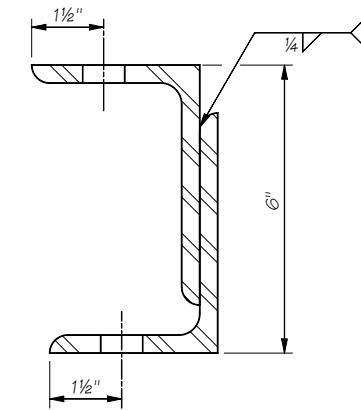
FIXED PIPE ANCHORAGE DETAIL



SECTION C



TOP VIEW ANGLE BRACKET DETAIL



SECTION D

LONGITUDINAL RESTRAINT ~ FIXED ANCHORAGE

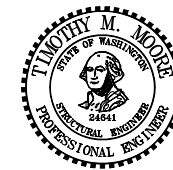
NOTE:
STEEL ANGLES SHALL CONFORM TO ASTM A36
AND SHALL BE GALVANIZED IN ACCORDANCE WITH
AASHTO M 111 AFTER FABRICATION.

SR 99 FILE NO. SHEET BG283

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Fire Prot Sys 3 Longit Rest.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM					10	WASH.			
Designed By	Moore, TM	04/09								
Checked By	Mizumori, AJI	09/09								
Detailed By	Hanson, CE	04/09								
Bridge Projects Engr.						JOB NUMBER				
Prelim. Plan By						09A803				
Architect/Specialist		DATE	REVISION	BY	APPD					



BRIDGE AND STRUCTURES OFFICE



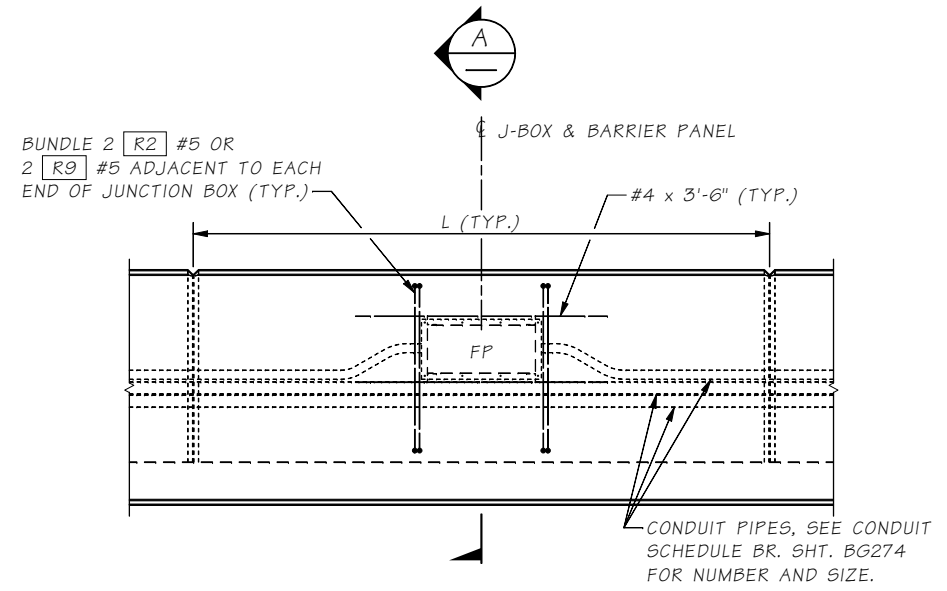
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

FIRE PROTECTION SYSTEM
LONGITUDINAL RESTRAINT

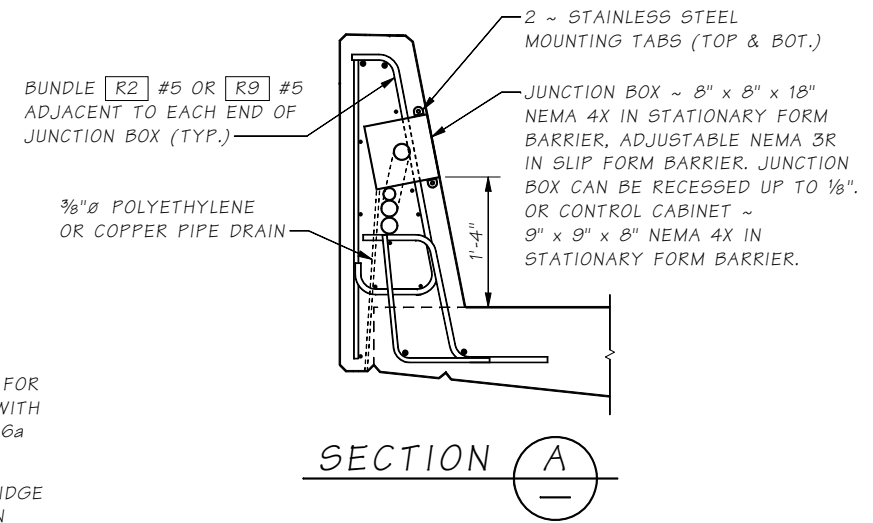
BRIDGE SHEET NO. BG283
SHEET 1134 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG284

CONTROL PANEL / JUNCTION BOX LOCATIONS			
SB STATIONING	NORTHBOUND OR SOUTHBOUND?	CENTER OR SIDE OF ROADWAY?	CONTROL PANEL OR JUNCTION BOX?
161+80	SB STRUCTURE	CENTER	CP-3
161+80	NB STRUCTURE	CENTER	CP-4
161+80	SB STRUCTURE	SIDE	CP-3T
167+15	SB STRUCTURE	CENTER	CP-5
167+15	NB STRUCTURE	CENTER	CP-6
167+15	SB STRUCTURE	SIDE	CP-5T
171+75	SB	SIDE	CP-7
171+95	NB	SIDE	CP-8
176+20	SB	SIDE	CP-9
176+20	NB	SIDE	CP-10
159+10	NB STRUCTURE	SIDE	JUNCTION BOX 1
161+05	NB STRUCTURE	SIDE	JUNCTION BOX 2
162+80	NB STRUCTURE	SIDE	JUNCTION BOX 3
164+95	NB STRUCTURE	SIDE	JUNCTION BOX 4
166+80	NB STRUCTURE	SIDE	JUNCTION BOX 5
168+50	NB	SIDE	JUNCTION BOX 6
170+40	NB	SIDE	JUNCTION BOX 7
173+35	NB	SIDE	JUNCTION BOX 8
164+80	NB STRUCTURE	CENTER	JUNCTION BOX 10
165+40	SB STRUCTURE	CENTER	JUNCTION BOX 12
160+00	SB STRUCTURE	SIDE	JUNCTION BOX 13
170+20	SB	SIDE	JUNCTION BOX 14
174+75	SB	SIDE	JUNCTION BOX 15
163+60	SB STRUCTURE	SIDE	JUNCTION BOX 16
165+40	SB STRUCTURE	SIDE	JUNCTION BOX 17
163+30	NB STRUCTURE	CENTER	JUNCTION BOX 18
163+60	SB STRUCTURE	CENTER	JUNCTION BOX 19
168+65	SB	SIDE	JUNCTION BOX 20
173+25	SB	SIDE	JUNCTION BOX 21
174+75	NB	SIDE	JUNCTION BOX 22



TRAFFIC BARRIER ELEVATION VIEW @ JUNCTION BOX / CONTROL PANEL

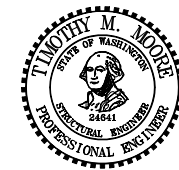


- NOTES:**
- JUNCTION BOX AND CONTROL CABINET COVERS FOR FIRE PROTECTION SYSTEM SHALL BE MARKED WITH "FP" IN ACCORDANCE WITH STANDARD PLAN J-16a AND SPECIAL PROVISIONS.
 - INSTALL ALL CONDUIT RUNS TO DRAIN TO A BRIDGE END OR PROVIDE DRAIN AT ALL LOW POINTS ON CONDUIT ON BRIDGE.
 - ADJUST CONTROL PANEL AND JUNCTION BOX LOCATIONS TO PROVIDE MIN. SPACING BETWEEN ADJACENT BOXES AND TO AVOID BRIDGE DRAINS.

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Fire Prot Sys 4 J-Box.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By Moore, TM	04/09	JOB NUMBER 09A803				
Checked By Mizumori, AJI	09/09					
Detailed By Hanson, CE	04/09					
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist	DATE	REVISION	BY	APPD		



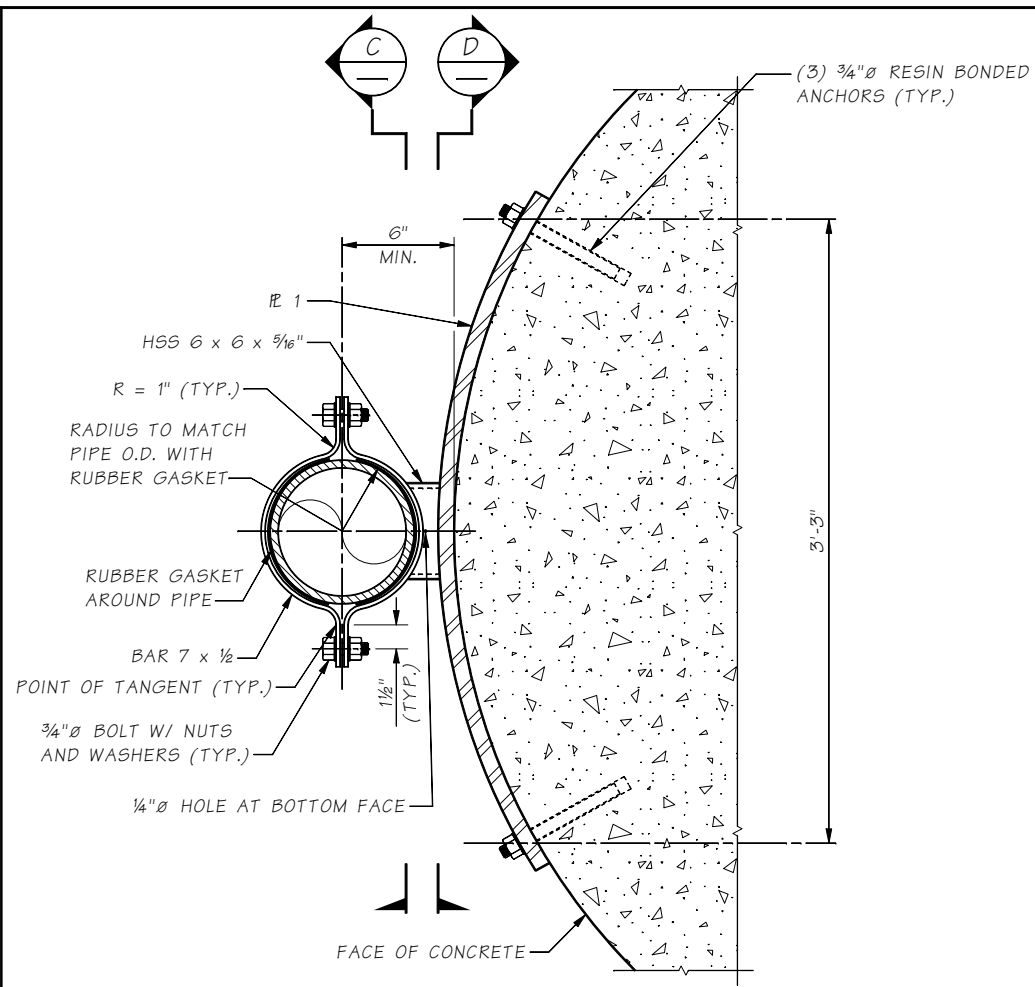
BRIDGE AND STRUCTURES OFFICE



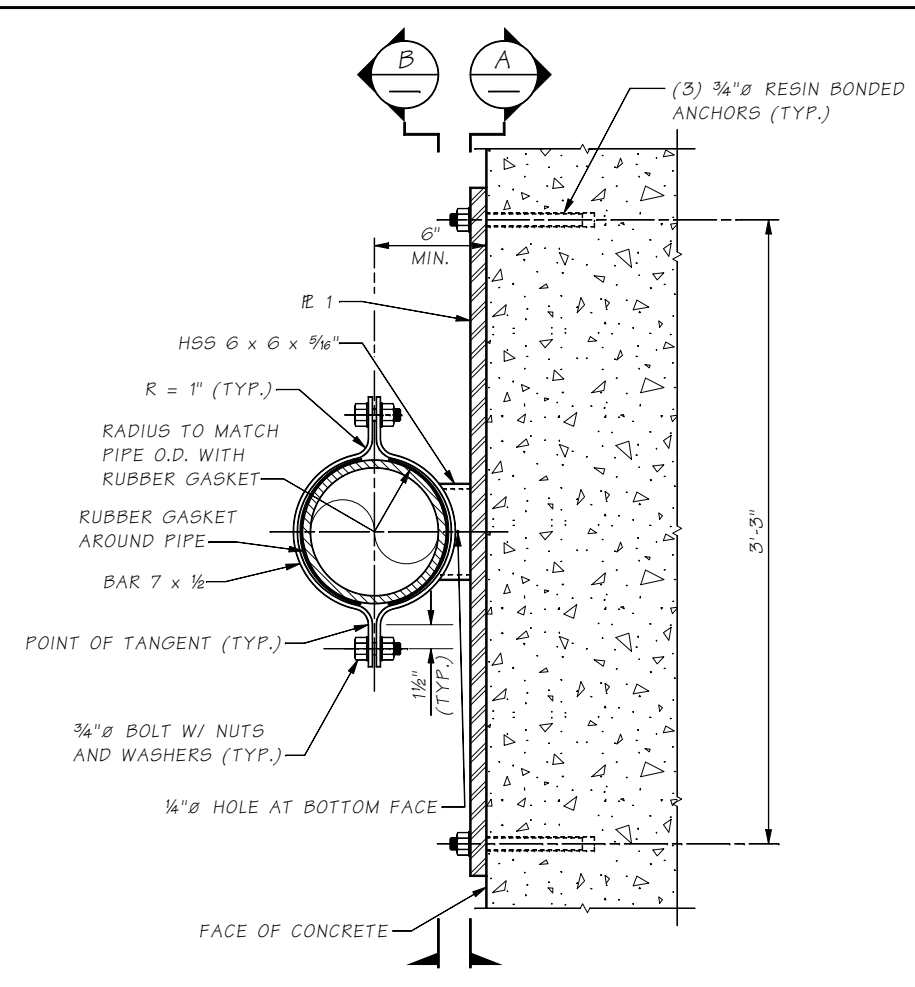
SR 99 ALASKAN WAY VIADUCT - REPLACEMENT S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

FIRE PROTECTION SYSTEM JUNCTION BOXES & CONTROL PANELS

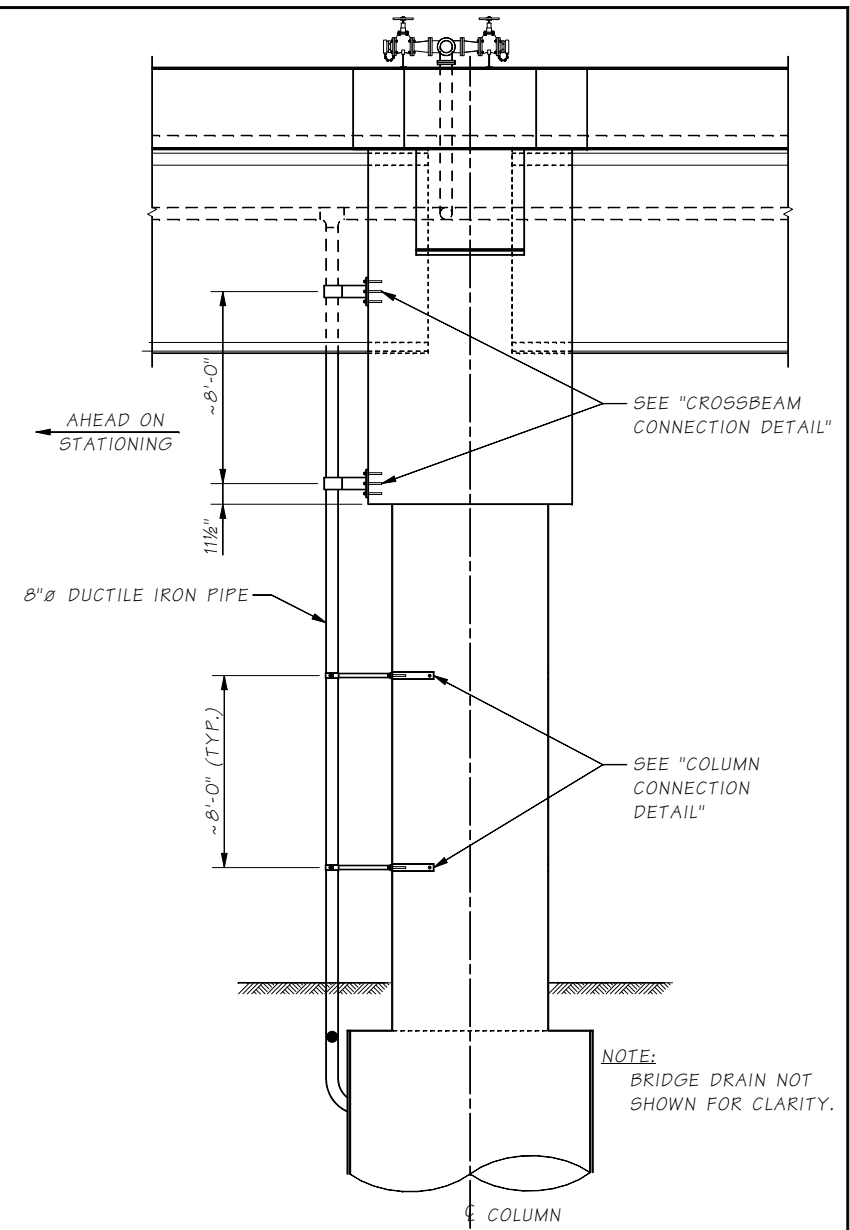
BRIDGE SHEET NO. **BG284**
SHEET 1135 OF 1475 SHEETS



PIPE SUPPORT BRACKET DETAIL

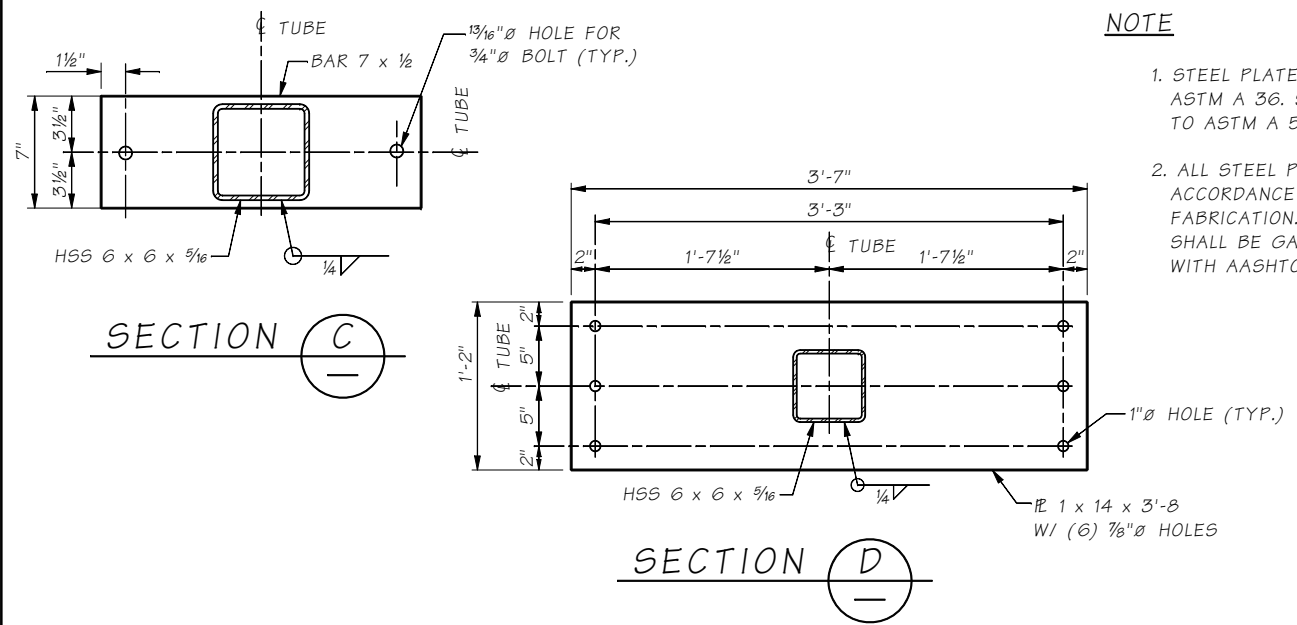


PIPE SUPPORT BRACKET DETAIL



NOTE: BRIDGE DRAIN NOT SHOWN FOR CLARITY.

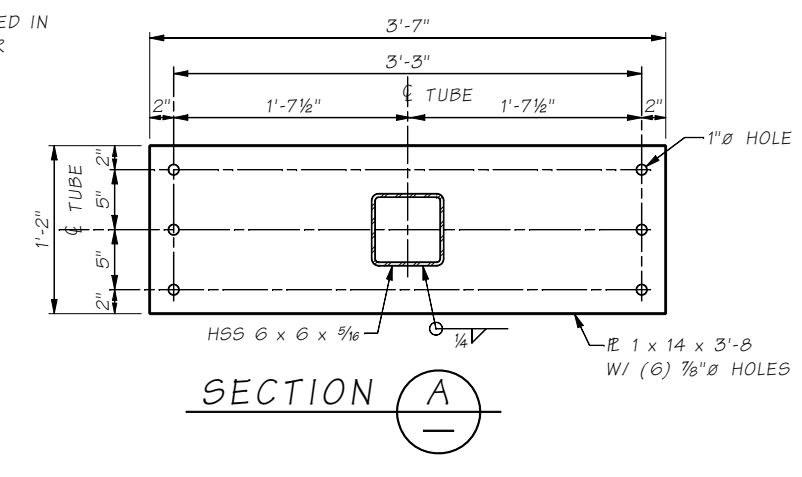
SECTION C



COLUMN CONNECTION DETAIL

NOTE

1. STEEL PLATES AND BARS SHALL CONFORM TO ASTM A 36. STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500 GRADE B.
2. ALL STEEL PARTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 AFTER FABRICATION. BOLTS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232.



CROSSBEAM CONNECTION DETAIL

SR 99 FILE NO. SHEET BG285

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Fire Prot Sys 6 Anch Dtls.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, AJI	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



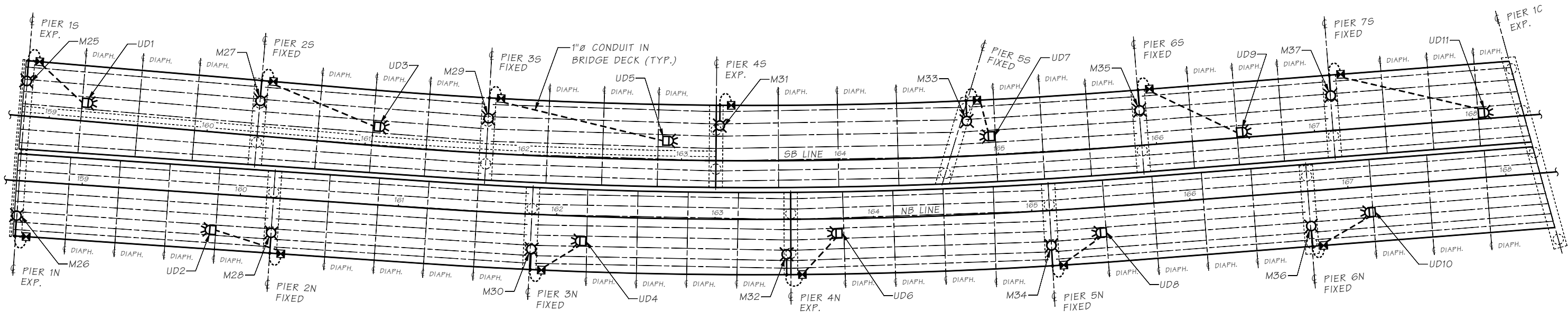
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

FIRE PROTECTION SYSTEM
PIPE ANCHORAGE DETAILS

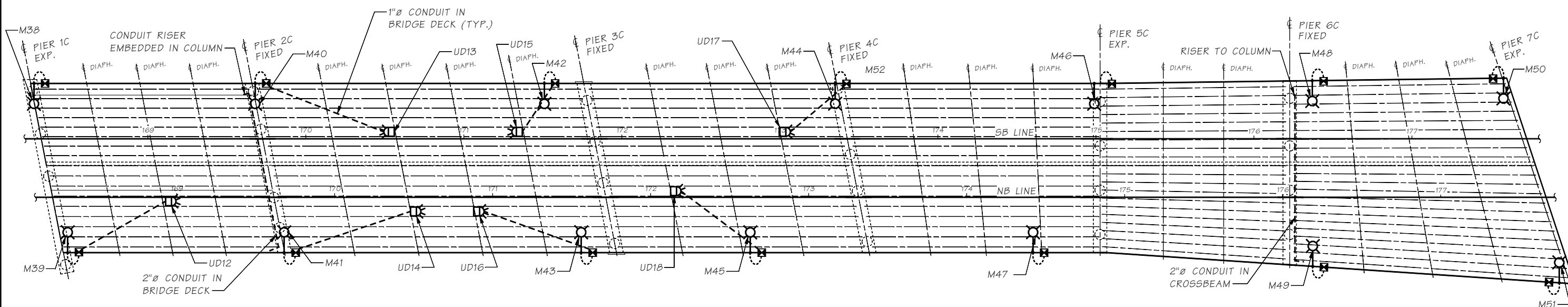
BRIDGE SHEET NO. BG285
SHEET 1136 OF 1475 SHEETS



PLAN - ROADWAY & UNDERDECK ILLUMINATION
SEPARATED STRUCTURE

LEGEND

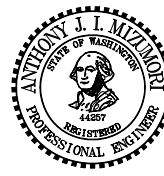
- - J-BOX FOR ILLUMINATION
- ⊗ - ROADWAY LUMINAIRE
- ⊠ - UNDERDECK LUMINAIRE
- - CONDUIT IN BRIDGE DECK SLAB



PLAN - ROADWAY & UNDERDECK ILLUMINATION
COMBINED STRUCTURE

SR 99 FILE NO. SHEET BG286

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Illumination Dtls I.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By	2/17/10	REVISED SHEET	AM	TMM	
Architect/Specialist	DATE	REVISION	BY	APPD	



BRIDGE
AND
STRUCTURES
OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

ROADWAY & UNDERDECK ILLUMINATION
LAYOUT

BRIDGE SHEET NO. BG286
SHEET 1137 OF 1475 SHEETS

LUMINAIRE LOCATION

SERVICE #2 LIGHTING SCHEDULE				
LIGHT STD. NO.	TYPE	LOCATION	WATTS	MAST ARM LENGTH
M25	A	SB STA. 158+84 - 35' LT.	250	8'
M27	A	SB STA. 160+32 - 35' LT.	250	8'
M29	A	SB STA. 161+77 - 35' LT.	250	8'
M31	A	SB STA. 163+24 - 35' LT.	250	8'
M33	A	SB STA. 164+81 - 35' LT.	250	8'
M35	A	SB STA. 165+91 - 35' LT.	250	8'
M37	A	SB STA. 167+12 - 35' LT.	250	8'
M38	A	SB STA. 168+28 - 35' LT.	250	8'
M26	A	NB STA. 158+60 - 35' RT.	250	8'
M28	A	NB STA. 160+21 - 35' RT.	250	8'
M30	A	NB STA. 161+85 - 35' RT.	250	8'
M32	A	NB STA. 163+45 - 35' RT.	250	8'
M34	A	NB STA. 165+11 - 35' RT.	250	8'
M36	A	NB STA. 166+75 - 35' RT.	250	8'
M39	A	NB STA. 168+31 - 35' RT.	250	8'
M41	A	NB STA. 169+68 - 35' RT.	400	8'

SERVICE #3 LIGHTING SCHEDULE				
LIGHT STD. NO.	TYPE	LOCATION	WATTS	MAST ARM LENGTH
M40	A	SB STA. 169+68 - 35' LT.	250	8'
M42	A	SB STA. 171+51 - 35' LT.	400	8'
M44	A	SB STA. 173+35 - 35' LT.	250	8'
M46	A	SB STA. 174+99 - 35' LT.	250	8'
M48	A	SB STA. 176+37 - 36.7' LT.	250	8'
M50	A	SB STA. 177+58 - 38.3' LT.	400	8'
M43	A	NB STA. 171+56 - 35' RT.	400	8'
M45	A	NB STA. 172+63 - 35' RT.	400	8'
M47	A	NB STA. 174+42 - 35' RT.	400	8'
M49	A	NB STA. 176+19 - 43.7' RT.	400	8'
M51	A	NB STA. 177+75 - 54.1' RT.	400	8'

UNDERDECK ILLUMINATION LOCATION

SERVICE #2 LIGHTING SCHEDULE				
LIGHT STD. NO.	TYPE	LOCATION	WATTS	MAST ARM LENGTH
UD1	E	SB STA. 159+20 - 11.5' LT.	150	N/A
UD3	E	SB STA. 161+05 - 12' LT.	150	N/A
UD5	E	SB STA. 162+88 - 12' LT.	150	N/A
UD7	E	SB STA. 164+98 - 11.8' LT.	150	N/A
UD9	E	SB STA. 166+51 - 3.5' LT.	150	N/A
UD11	E	SB STA. 168+04 - 3.8' LT.	150	N/A
UD2	E	NB STA. 159+86 - 22.8' RT.	150	N/A
UD4	E	NB STA. 162+19 - 15.7' RT.	150	N/A
UD6	E	NB STA. 163+80 - 9' RT.	150	N/A
UD8	E	NB STA. 165+46 - 16' RT.	150	N/A
UD10	E	NB STA. 167+16 - 16.3' RT.	150	N/A
UD12	E	NB STA. 168+93 - 2.5' RT.	150	N/A

SERVICE #3 LIGHTING SCHEDULE				
LIGHT STD. NO.	TYPE	LOCATION	WATTS	MAST ARM LENGTH
UD13	E	SB STA. 170+56 - 4.4' LT.	250	N/A
UD15	E	SB STA. 171+37 - 4.4' LT.	150	N/A
UD14	E	NB STA. 170+48 - 9' RT.	150	N/A
UD16	E	NB STA. 170+88 - 9' RT.	250	N/A
UD17	C	SB STA. 173+09 - 4.5' LT.	250	N/A
UD18	C	NB STA. 172+13.36 - 3.1' LT.	250	N/A

SR 99 FILE NO. SHEET BG287

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Illumination Dtls 2.WND			
Supervisor Moore, TM				
Designed By Moore, TM	05/09			
Checked By Mizumori, A	09/09			
Detailed By Hanson, CE	05/09			
Bridge Projects Engr.				
Prelim. Plan By				
Architect/Specialist	DATE	REVISION	BY	APPD

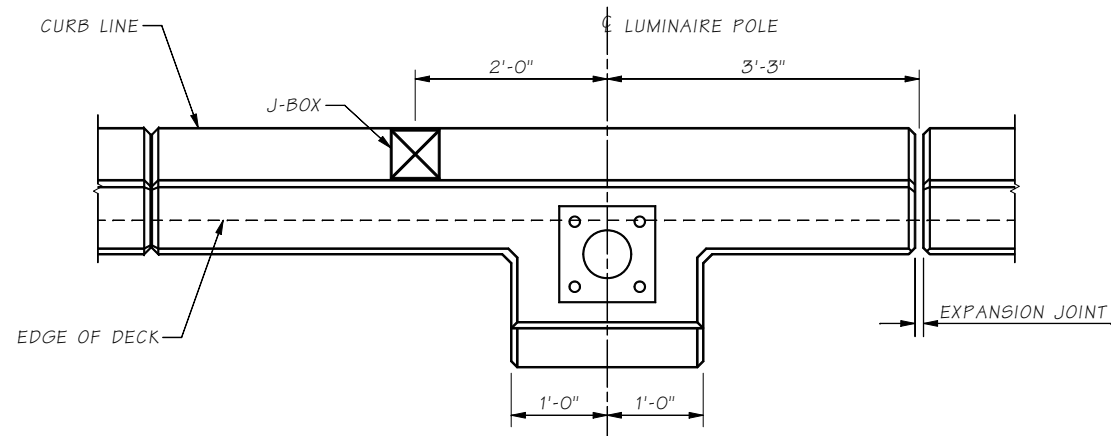


BRIDGE AND STRUCTURES OFFICE

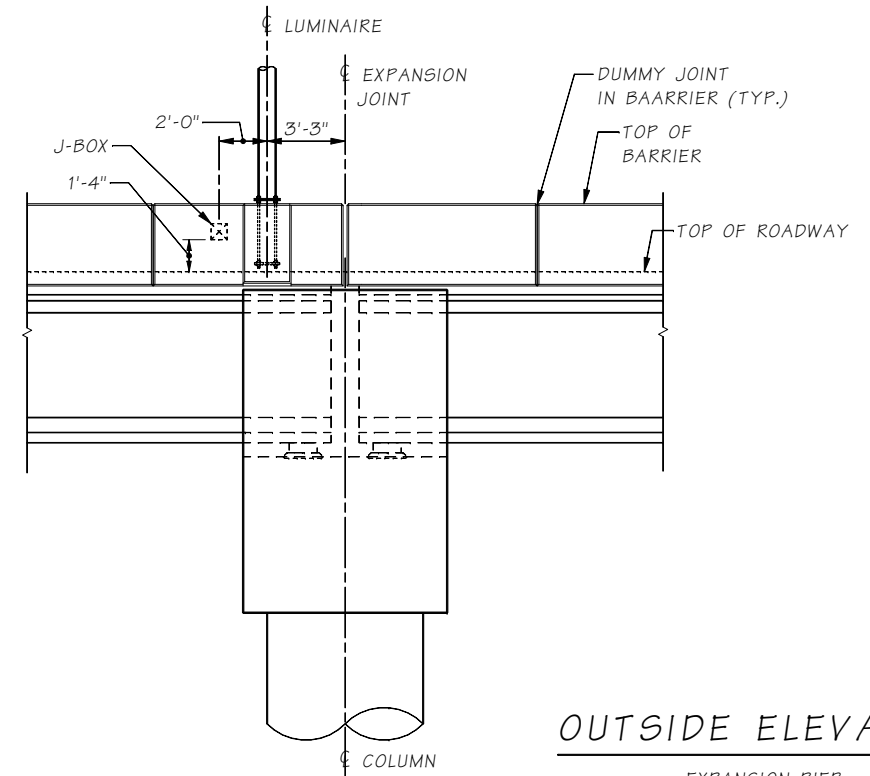


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
ROADWAY & UNDERDECK ILLUMINATION SCHEDULE

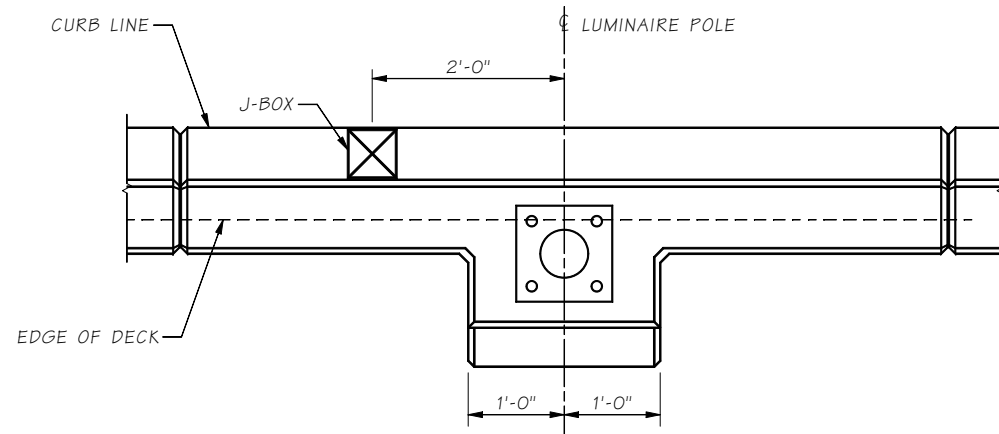
BRIDGE SHEET NO. BG287
SHEET 1138 OF 1475 SHEETS



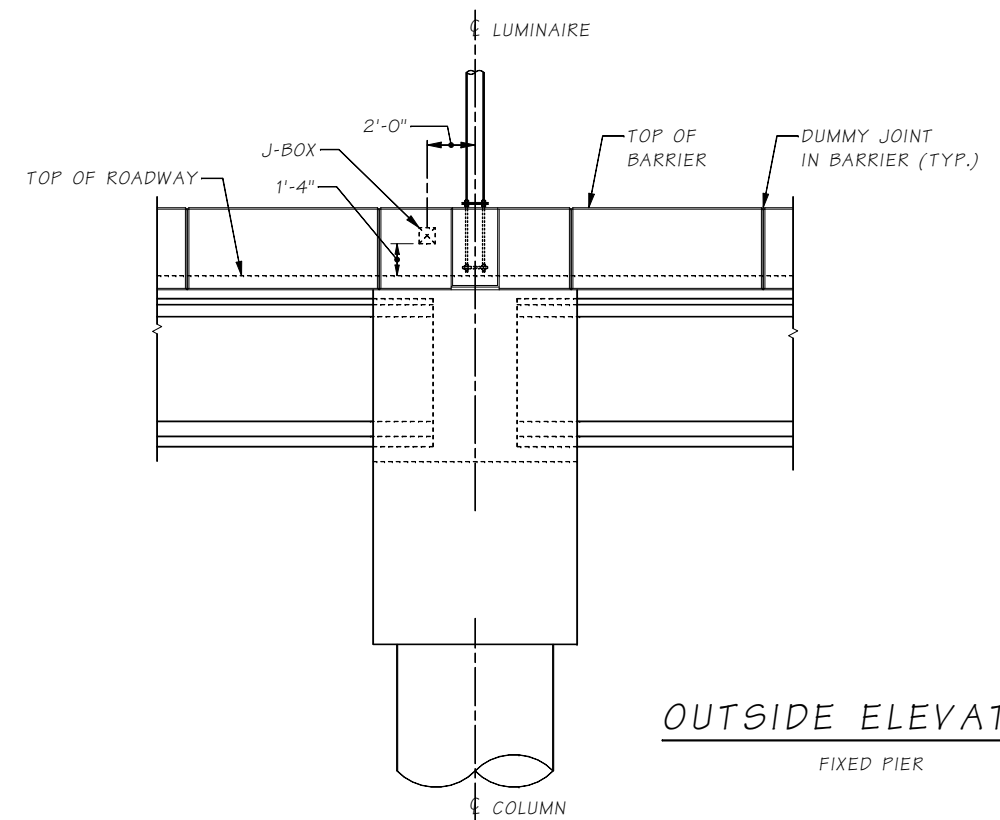
PLAN - EXPANSION PIER
TRAFFIC BARRIER REINF. OMITTED FOR CLARITY



OUTSIDE ELEVATION
EXPANSION PIER



PLAN - FIXED PIER
TRAFFIC BARRIER REINF. OMITTED FOR CLARITY



OUTSIDE ELEVATION
FIXED PIER

NOTE:
1. SEE "TRAFFIC BARRIER 4 OF 4", BR. SHT. BG277 FOR ADDITIONAL BARRIER DETAILS.

SR 99 FILE NO. SHEET BG288

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Illumination Dtls 3.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



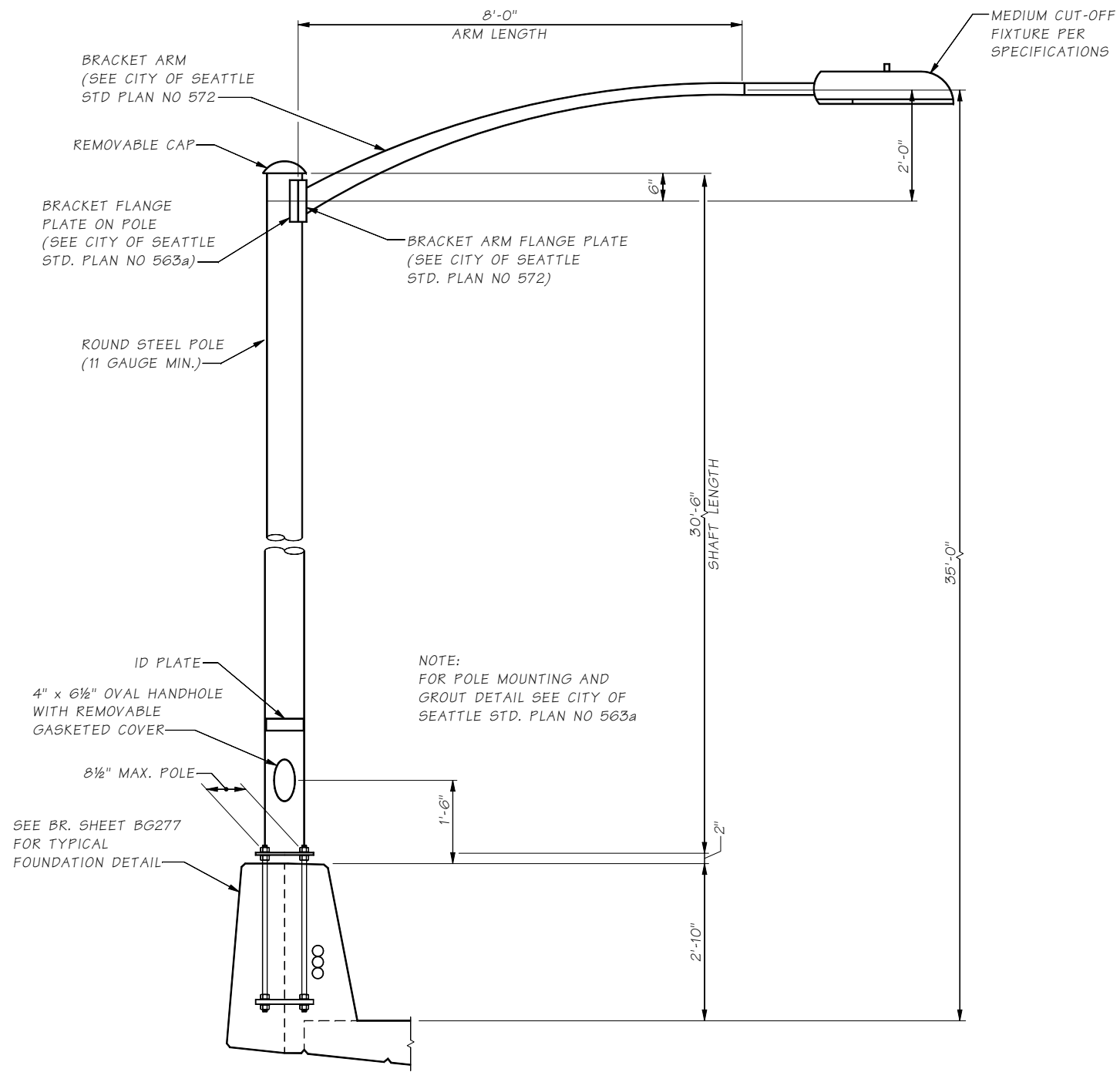
BRIDGE AND STRUCTURES OFFICE



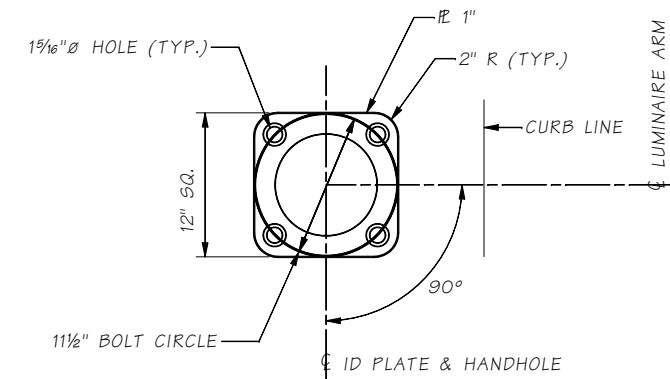
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

ROADWAY & UNDERDECK ILLUMINATION
DETAILS 1 OF 3

BRIDGE SHEET NO. **BG288**
SHEET 1139 OF 1475 SHEETS



TYPE "A" LUMINAIRE DETAIL



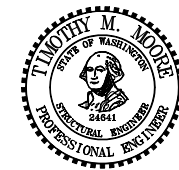
POLE BASE PLATE DETAIL

SR 99 FILE NO. SHEET BG289

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\illumination Dtls 4.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Moore, TM	05/09			10	WASH.				
Checked By	Mizumori, A	09/09								
Detailed By	Hanson, CE	05/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



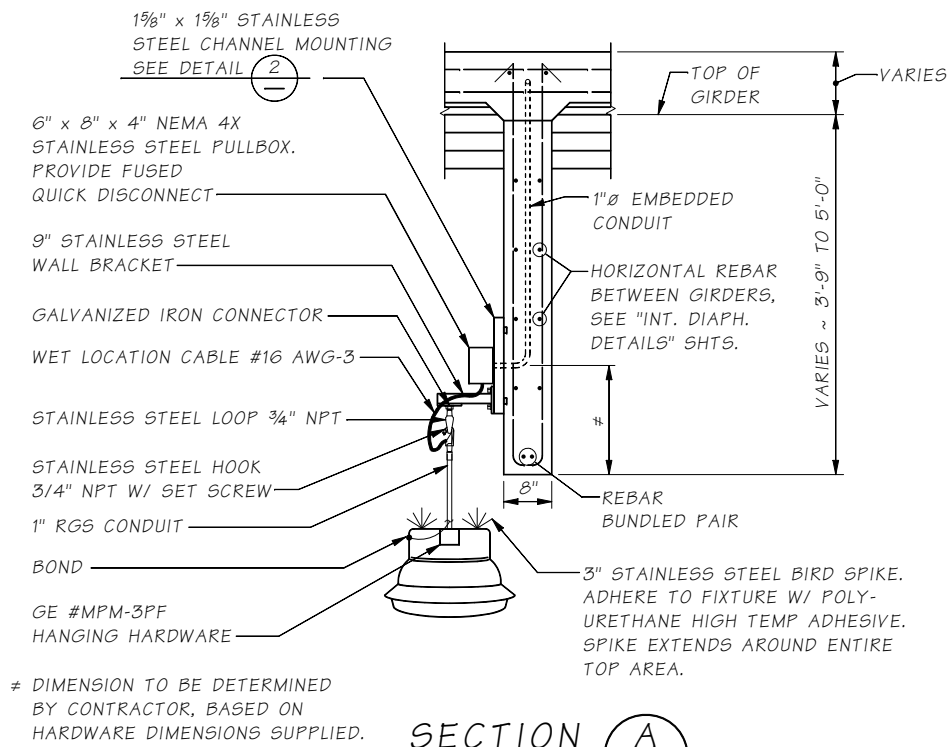
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

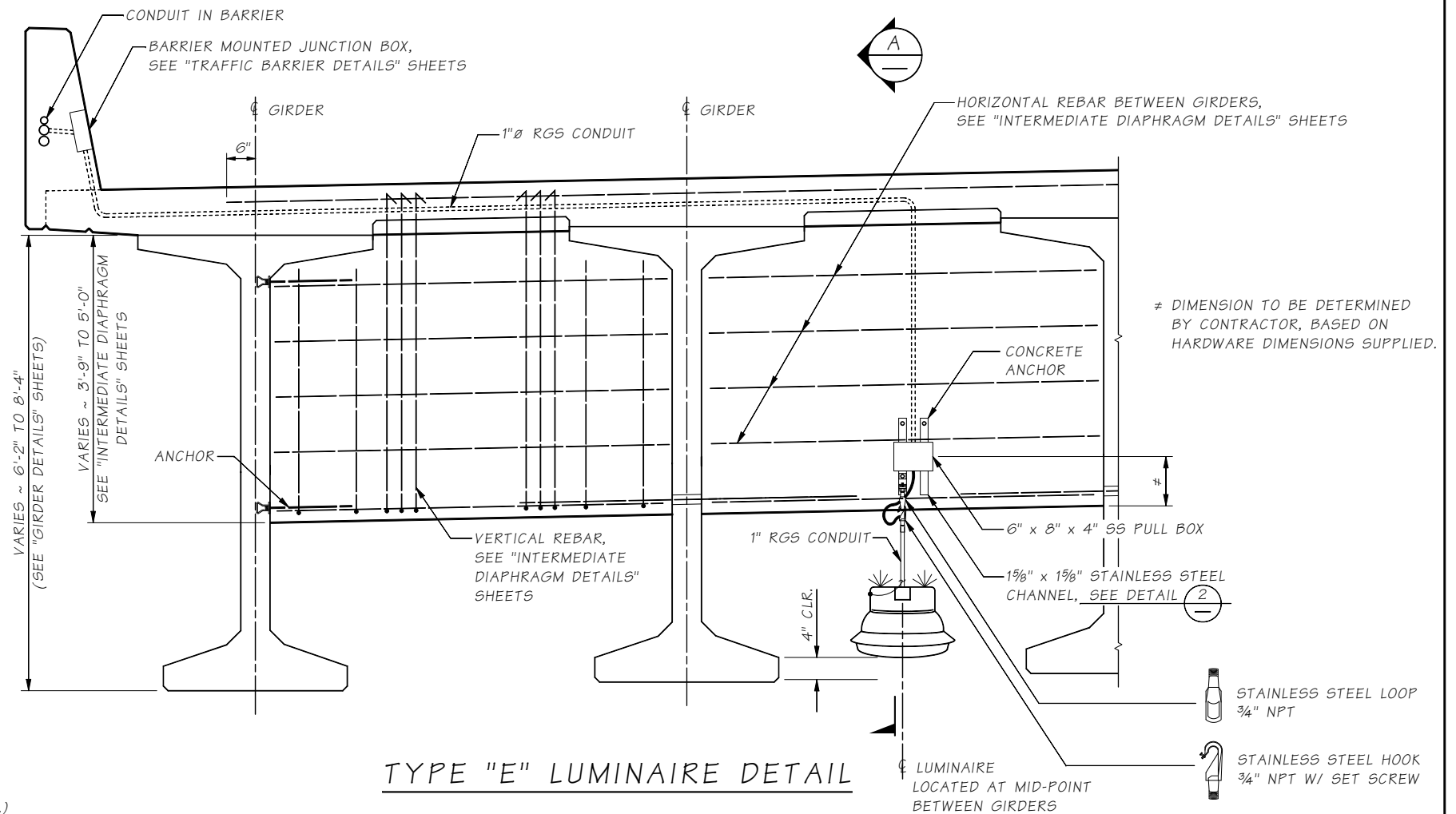
ROADWAY & UNDERDECK ILLUMINATION
DETAILS 2 OF 3

BRIDGE SHEET NO. BG289
SHEET 1140 OF 1475 SHEETS



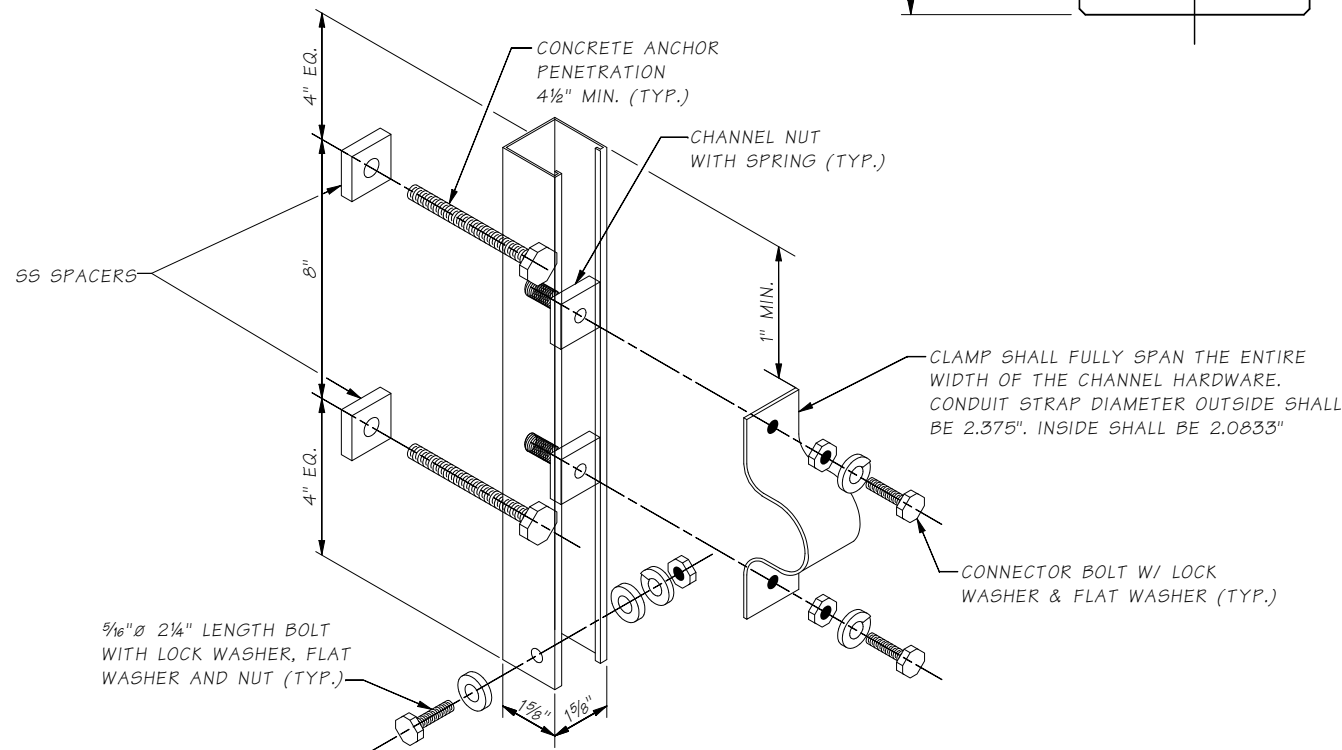
≠ DIMENSION TO BE DETERMINED BY CONTRACTOR, BASED ON HARDWARE DIMENSIONS SUPPLIED.

SECTION **A**



≠ DIMENSION TO BE DETERMINED BY CONTRACTOR, BASED ON HARDWARE DIMENSIONS SUPPLIED.

TYPE "E" LUMINAIRE DETAIL



DETAIL **2**
STAINLESS STEEL CHANNEL SUPPORT

NOTES:

1. DRILLING THROUGH REINFORCING STEEL IS NOT ALLOWED. IF STEEL IS HIT WHILE DRILLING, THE LOCATION SHALL BE MOVED AND THE ABANDONED HOLE FILLED WITH GROUT CONFORMING TO SECTION 6-02.3(20) OF THE STANDARD SPECIFICATIONS. THERE SHALL BE A MINIMUM 3" EDGE DISTANCE TO THE CENTERLINE OF ANCHOR HOLES IN CONCRETE. MOUNT THE STAINLESS STEEL SUPPORT USING AN APPROVED CONCRETE ANCHOR SYSTEM, INSTALLED PER MANUFACTURERS RECOMMENDATION IN DRY CONDITIONS. CONCRETE ANCHORS SHALL BE STAINLESS STEEL AND SHALL BE 3/8" DIA. (EXPANSION ANCHORS ARE NOT ALLOWED.)
2. MOUNTING HARDWARE DETAILS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY. THE CONTRACTOR MAY PROPOSE GEOMETRIC ATTACHMENT MODIFICATIONS, SUBJECT TO APPROVAL BY THE ENGINEER.
3. ALL HARDWARE SHALL BE STAINLESS STEEL.

SR 99 FILE NO. SHEET BG290

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Illumination Dtls 5.WND					
Supervisor	Moore, TM						
Designed By	Moore, TM	05/09					
Checked By	Mizumori, A	09/09					
Detailed By	Hanson, CE	05/09					
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist							
	DATE	REVISION	BY	APPD			



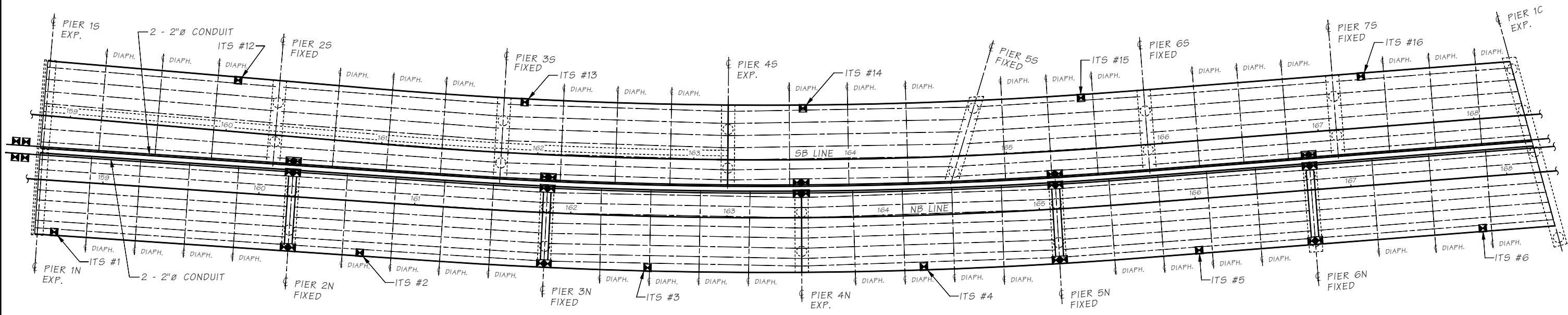
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

ROADWAY & UNDERDECK ILLUMINATION
DETAILS 3 OF 3

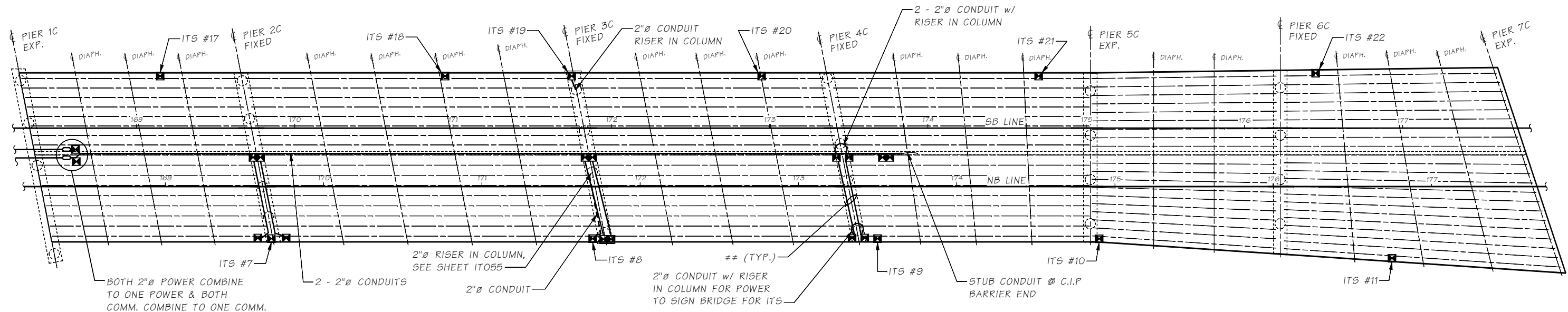
BRIDGE SHEET NO. BG290
SHEET 1141 OF 1475 SHEETS



**ITS & WSDOT POWER/COMMUNICATION PLAN
SEPARATED STRUCTURE**

LEGEND

- - ITS JUNCTION BOX
- - - - - CONDUIT IN BRIDGE DECK SLAB



**ITS & WSDOT POWER/COMMUNICATION PLAN
COMBINED STRUCTURE**

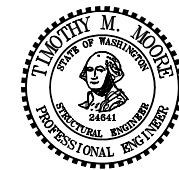
2 - 2" CONDUIT FOR WSDOT POWER AND COMMUNICATION FROM MEDIAN BARRIER TO RIGHT SIDE BARRIER (TYPICAL AT PIERS 2N, 3N, 5N, 6N, 2C, 3C AND 4C) STUB 1" CONDUIT OUT RIGHT SIDE BARRIER BACK FACE. JUNCTION BOXES IN BARRIERS AT PIER 4C SHALL NOT BE PLACED WITHIN 4'-0" OF THE C PIER 4C.

SR 99 FILE NO. SHEET BG291

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\ITS Dtl's 1.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2**
BRIDGE NO. 99/540 NB & SB

ITS DETAILS 1 OF 3

BRIDGE SHEET NO. BG291
SHEET 1142 OF 1475 SHEETS

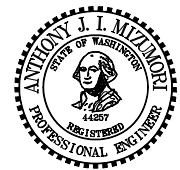
ITS JUNCTION BOX LOCATIONS			
ITS NO.	STATION	NORTHBOUND OR SOUTHBOUND?	LEFT OR RIGHT BARRIER?
1	158+71	NB	RIGHT
2	160+67	NB	RIGHT
3	162+50	NB	RIGHT
4	164+25	NB	RIGHT
5	166+00	NB	RIGHT
6	167+82	NB	RIGHT
7	169+67	NB	RIGHT
8	171+70	NB	RIGHT
9	173+50	NB	RIGHT
10	174+90	NB	RIGHT
11	176+75	NB	RIGHT
12	160+05	SB	LEFT
13	161+90	SB	LEFT
14	163+70	SB	LEFT
15	165+50	SB	LEFT
16	167+30	SB	LEFT
17	169+15	SB	LEFT
18	170+95	SB	LEFT
19	171+75	SB	LEFT
20	172+95	SB	LEFT
21	174+70	SB	LEFT
22	176+45	SB	LEFT

- NOTES:**
- JUNCTION BOX COVERS FOR ITS SHALL BE MARKED WITH "ITS" IN ACCORDANCE WITH STANDARD PLAN J-16a AND SPECIAL PROVISIONS.
 - INSTALL ALL CONDUIT RUNS TO DRAW TO A BRIDGE END OR PROVIDE DRAIN AT ALL LOWER POINTS IN CONDUIT ON BRIDGE.

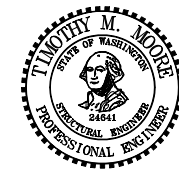
WSDOT POWER/COMMUNICATION JUNCTION BOX LOCATIONS		
STATION/PIER #	MEDIAN	NB (RIGHT SIDE)
APPROACH SLAB TRANSITION	NB & SB	
PIER 2N	NB & SB	NB
PIER 3N	NB & SB	NB
PIER 4N (EXPANSION)	NB & SB	
PIER 5N	NB & SB	NB
PIER 6N	NB & SB	NB
NEAR PIER 1C	NB & SB	
PIER 2C	NB	NB
PIER 3C	NB	NB
PIER 4C	NB	NB
END OF TRANSITION	NB	

- NOTES:**
- JUNCTION BOX COVERS FOR WSDOT POWER SHALL BE MARKED WITH "WSDOT POW", FOR WSDOT COMMUNICATION THE COVER SHALL BE MARKED WITH "WSDOT COMM" IN ACCORDANCE WITH STD. PLAN J-16a AND SPECIAL PROVISIONS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\ITS Dtls 2.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM				10	WASH.				
Designed By	Moore, TM	05/09								
Checked By	Mizumori, A	09/09								
Detailed By	Hanson, CE	05/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



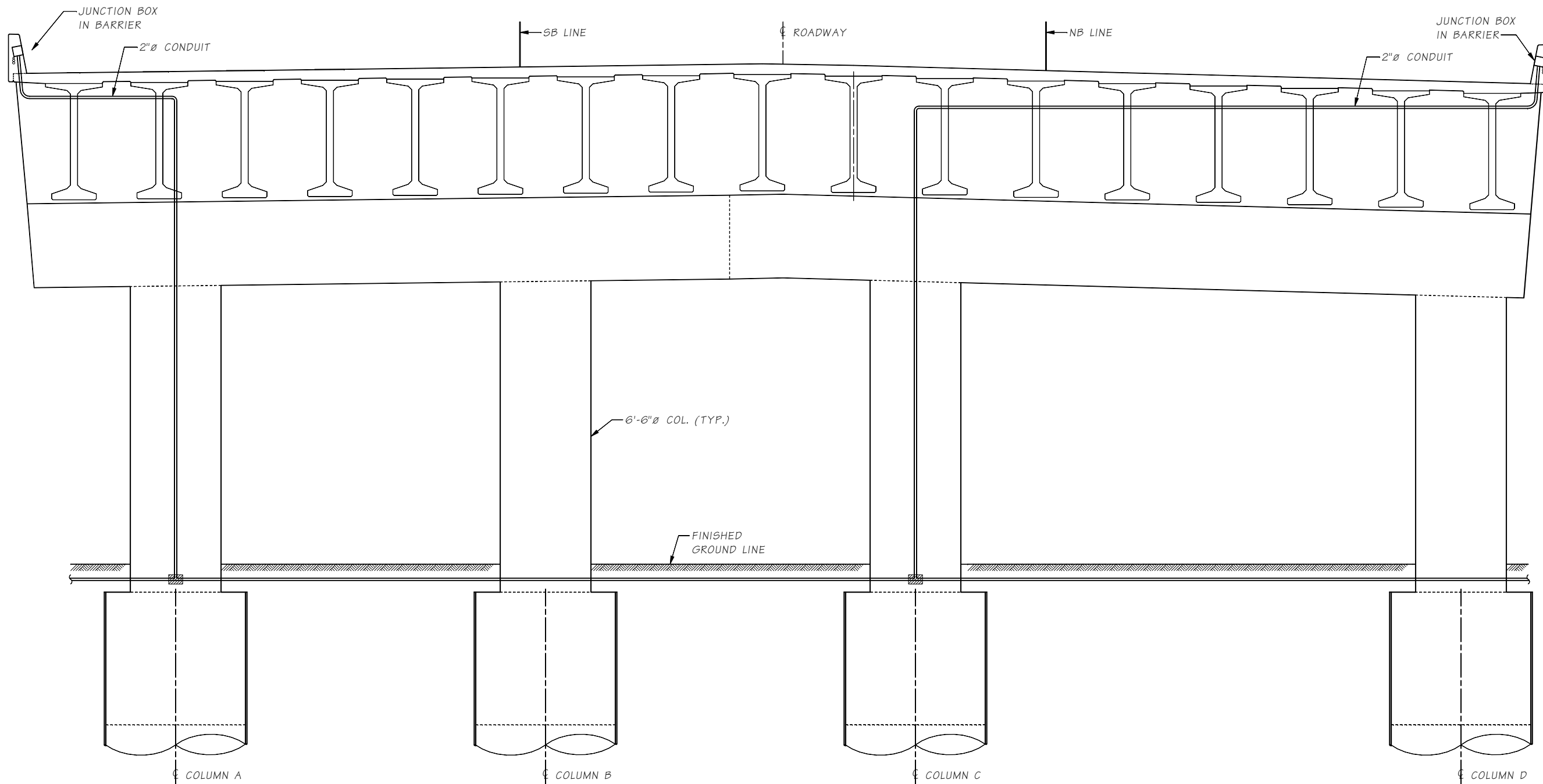
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

ITS DETAILS 2 OF 3

BRIDGE SHEET NO. **BG292**
 SHEET 1143 OF 1475 SHEETS



CONDUIT INSTALLATION DETAIL

PIER 3C

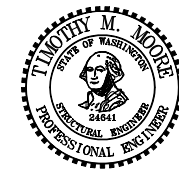
NOTE:
SEE SHEET IT055 FOR ADDITIONAL DETAILS.

SR 99 FILE NO. SHEET BG293

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\ITS Dtl's 3.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER			
Detailed By	Hanson, CE	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



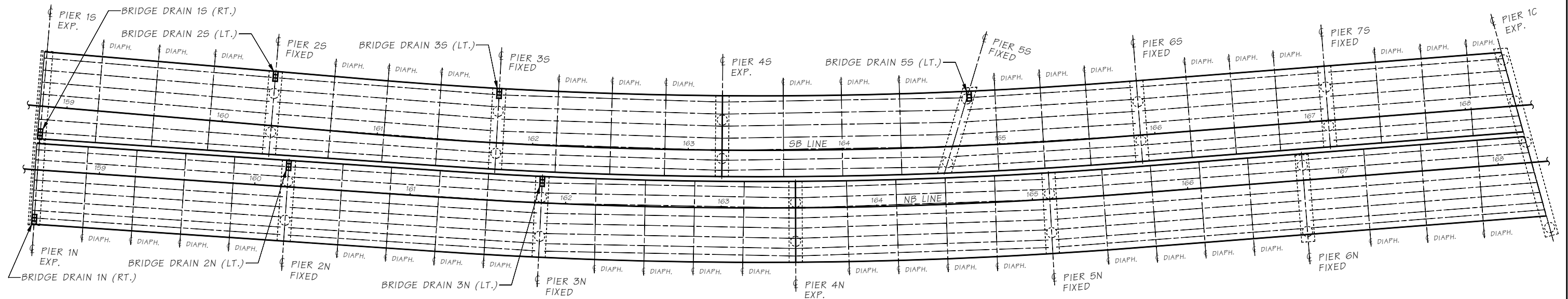
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

ITS DETAILS 3 OF 3

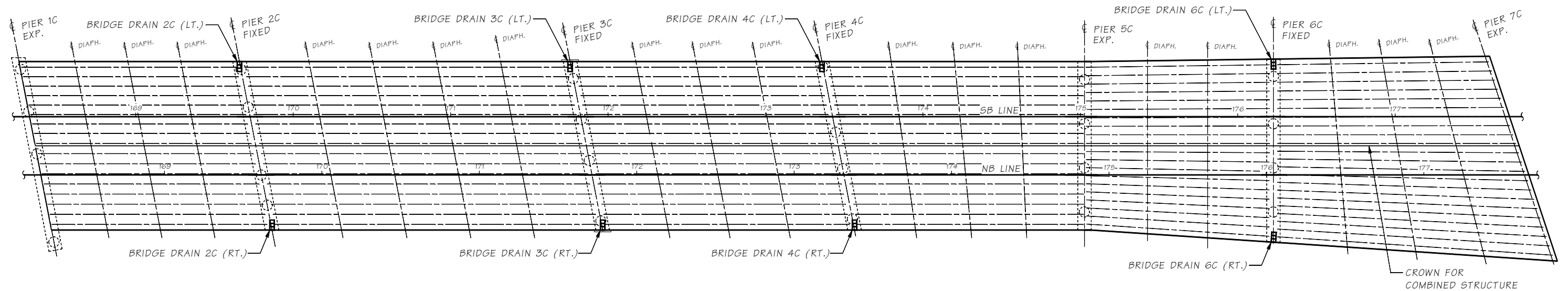
BRIDGE SHEET NO. BG293
SHEET 1144 OF 1475 SHEETS



PLAN - BRIDGE DRAIN SYSTEM
SEPARATED STRUCTURE

LEGEND

B - BRIDGE DRAIN INLET



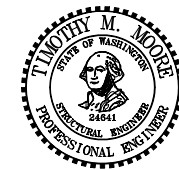
PLAN - BRIDGE DRAIN SYSTEM
COMBINED STRUCTURE

SR 99 FILE NO. SHEET BG294

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 01.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Moore, TM	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A	JOB NUMBER 09A803			
Detailed By	Hanson, CE				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD

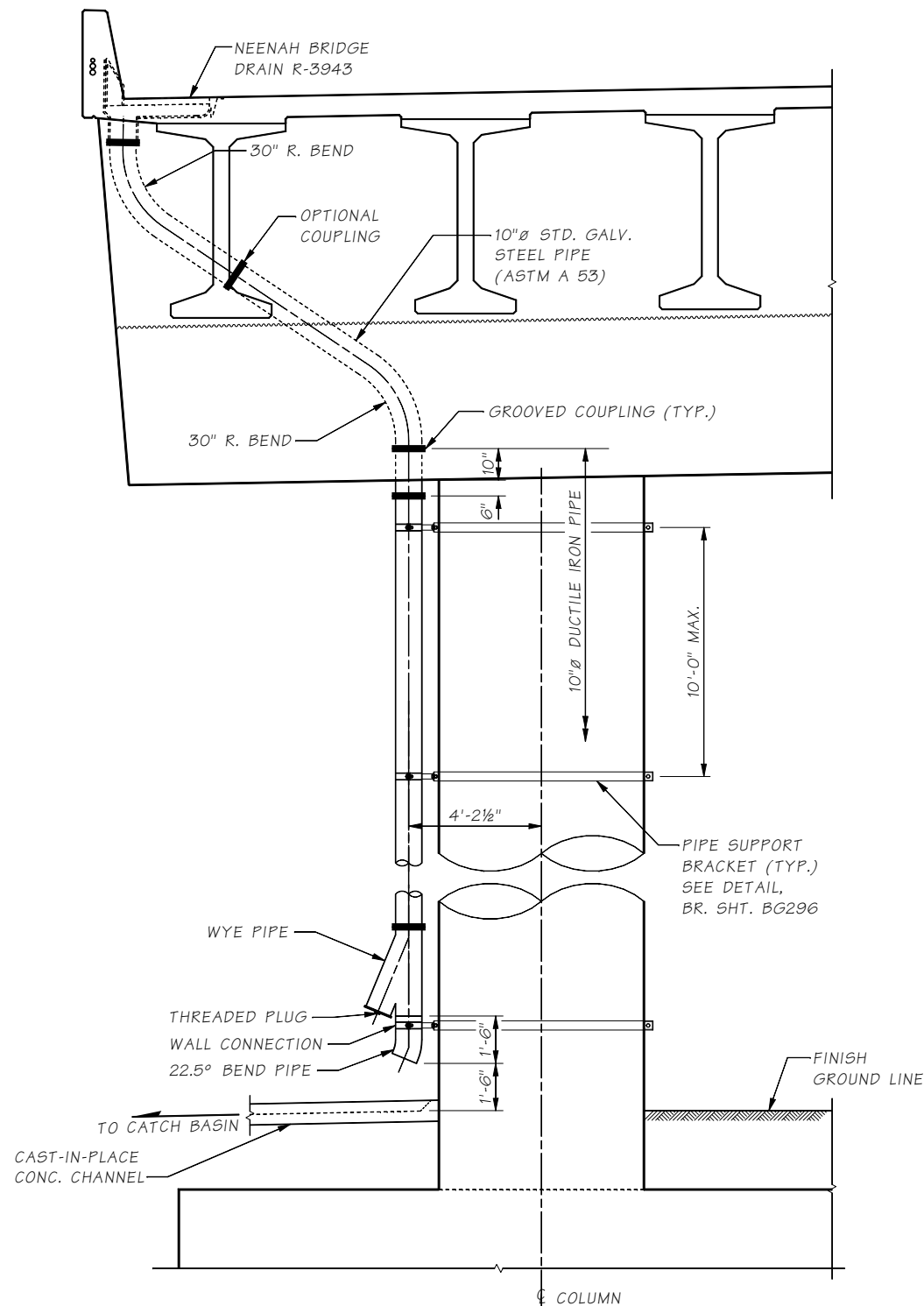


BRIDGE AND STRUCTURES OFFICE



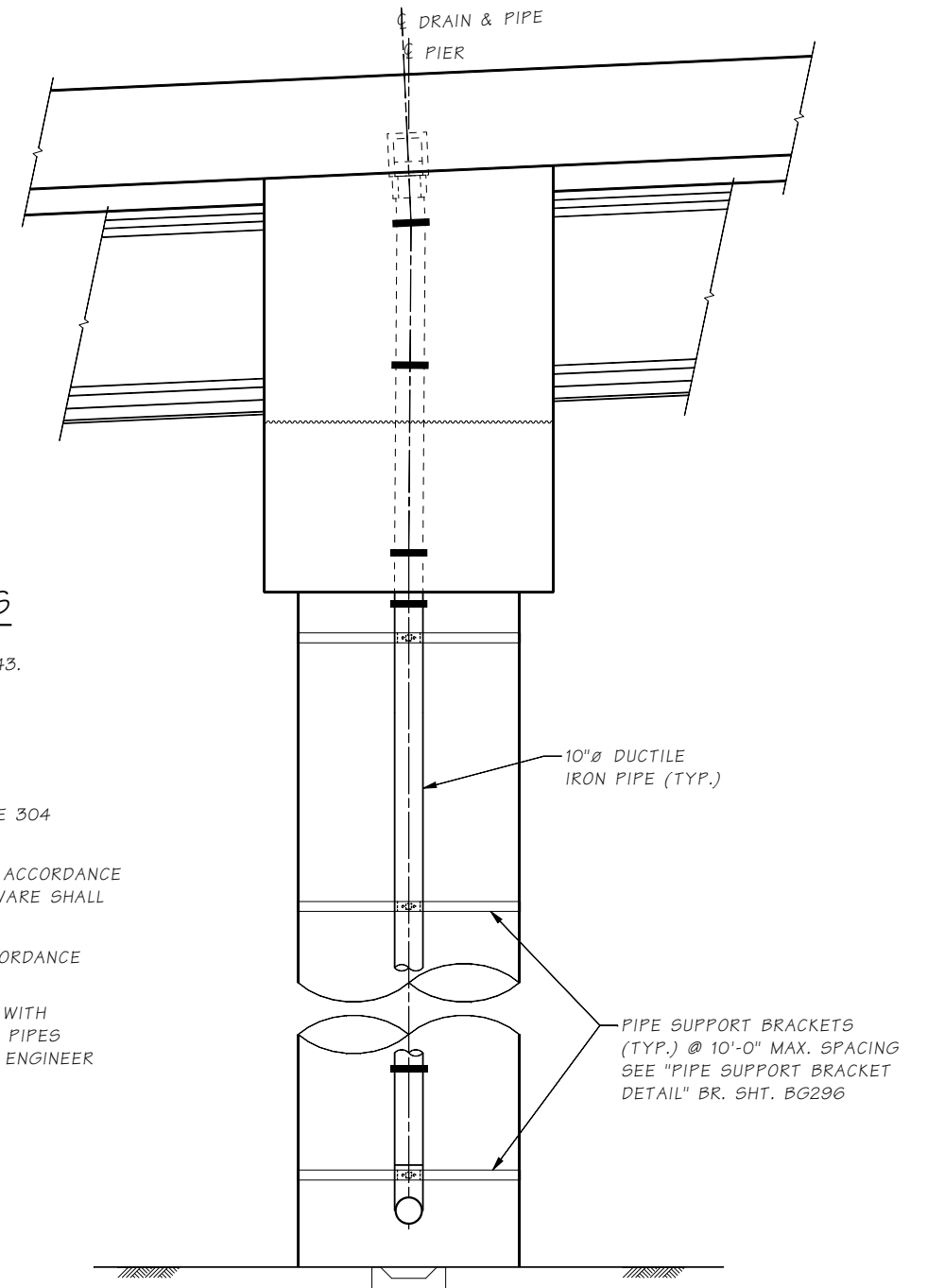
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
BRIDGE DRAIN DETAILS 1

BRIDGE SHEET NO. BG294
SHEET 1145 OF 1475 SHEETS



DRAIN PIPE GENERAL NOTES

1. DECK DRAIN SHALL BE NEENAH BRAND DRAIN, MODEL #R-3943. SEE SPECIAL PROVISIONS.
2. MATERIAL SPECIFICATIONS:
 PLATES, BARS & SHAPES ASTM A36
 STEEL PIPE ASTM A53
 HSS ASTM A500
 BOLTS, NUTS & WASHERS ASTM F 593 AND F 594, TYPE 304
 BRAND NAME HARDWARE BY SUPPLIER
3. ALL NON-STAINLESS STEEL PARTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 111 AFTER FABRICATION. BOLTS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232.
4. PIPE, SUPPORTS, AND HARDWARE SHALL BE PAINTED IN ACCORDANCE WITH SECTION 6-07.
5. FIELD CONNECTION OF PIPES AND FITTINGS SHALL BE MADE WITH GROOVED TYPE COUPLINGS. DETAILED SHOP DRAWINGS FOR PIPES AND FITTINGS SHALL BE PREPARED AND FURNISHED TO THE ENGINEER FOR APPROVAL.
6. CONTRACTOR SHALL SUBMIT FABRICATION DRAWINGS FOR APPROVAL BY THE ENGINEER.



SIDE ELEVATION

PIER 25 SHOWN

ELEVATION

PIER 25 SHOWN, OTHER PIERS SIMILAR.
 SEE BR. SHT. BG302 FOR BRIDGE DRAIN 2C LT. & 4C LT.
 SEE BR. SHT. BG303 FOR BRIDGE DRAIN 6C.

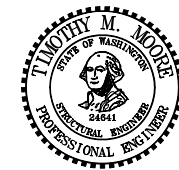
NOTE:
 SEE USD SERIES "DRAINAGE DETAILS" FOR
 DOWNSPOUT CONCRETE, CONCRETE CHANNEL
 AND CATCH BASIN DETAILS.

SR 99 FILE NO. SHEET BG295

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 02.wnd				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Lee, CS	06/09			10	WASH.				
Checked By	Mizumori, A	09/09								
Detailed By	Hanson, CE	06/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



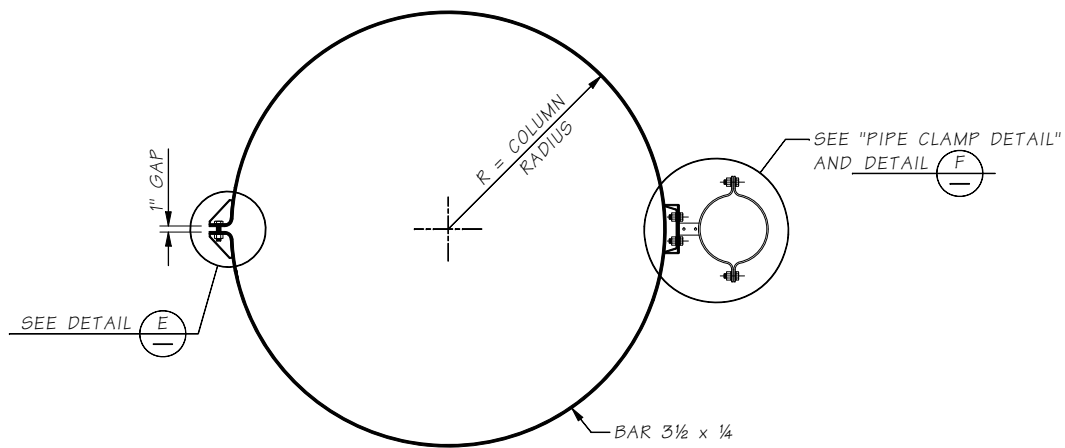
BRIDGE AND STRUCTURES OFFICE



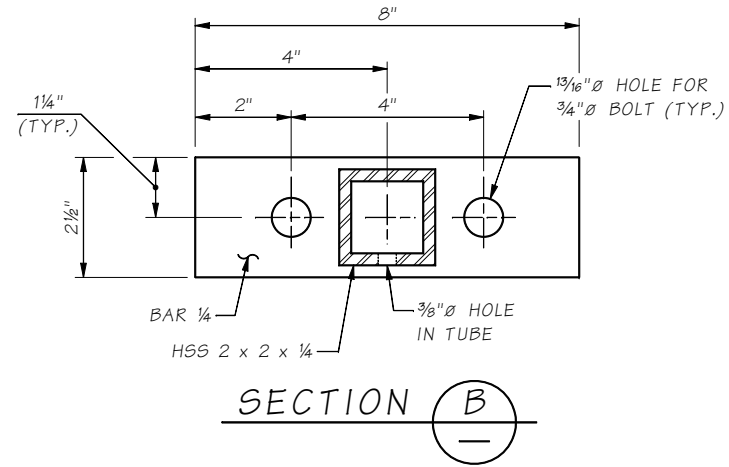
SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

BRIDGE DRAIN DETAILS 2

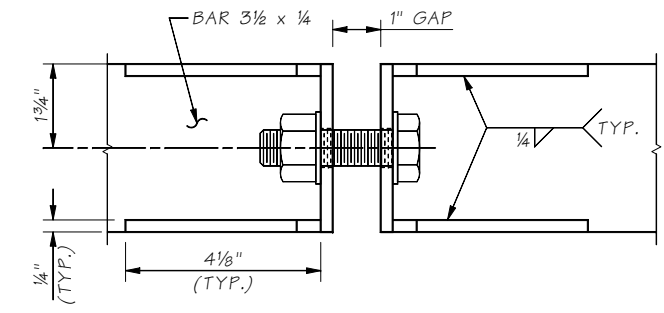
BRIDGE SHEET NO. BG295
 SHEET 1146 OF 1475 SHEETS



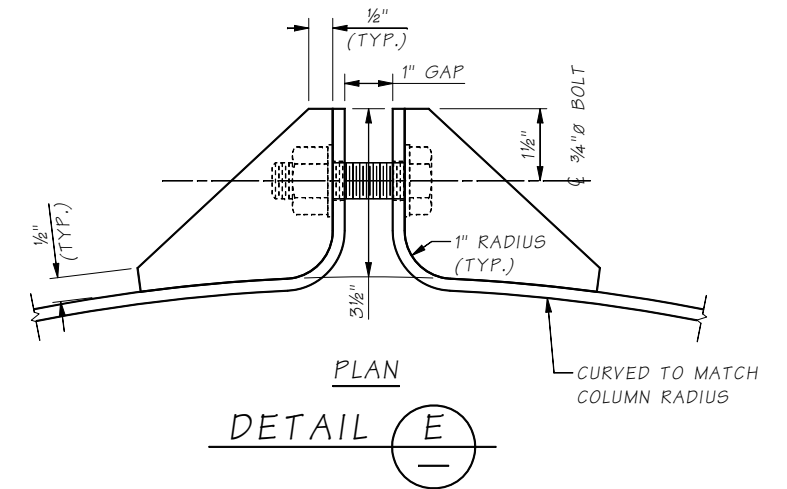
**COLUMN PIPE SUPPORT
BRACKET DETAIL**



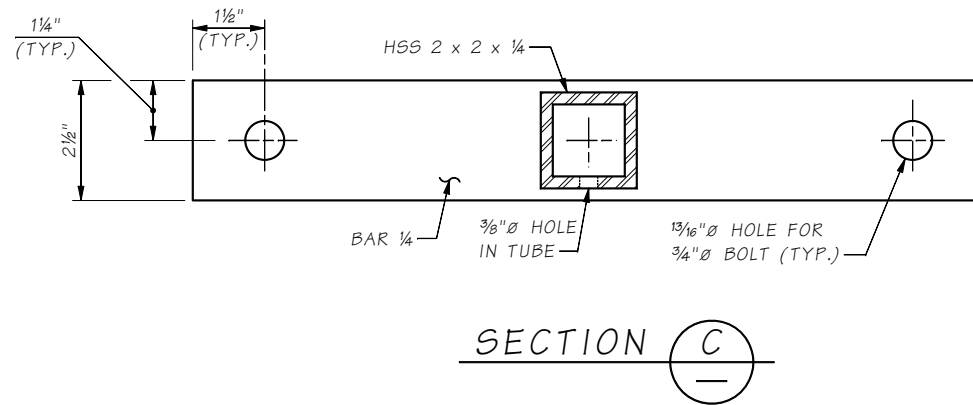
SECTION B



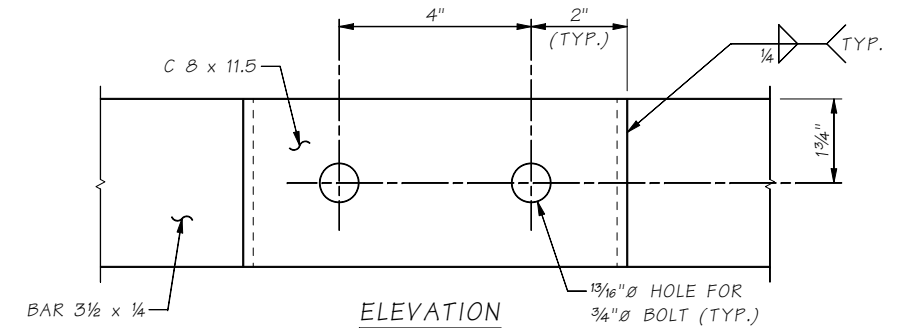
ELEVATION



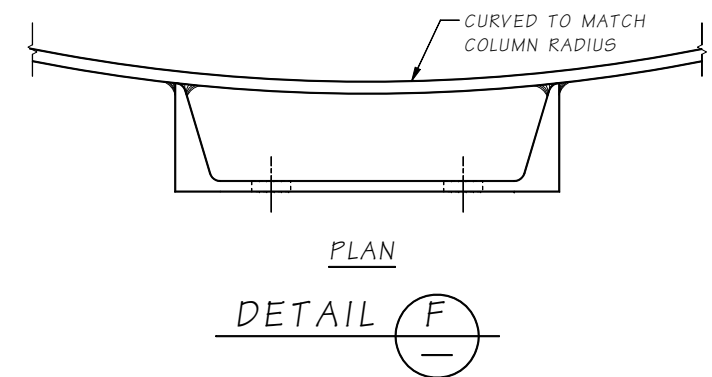
**PLAN
DETAIL E**



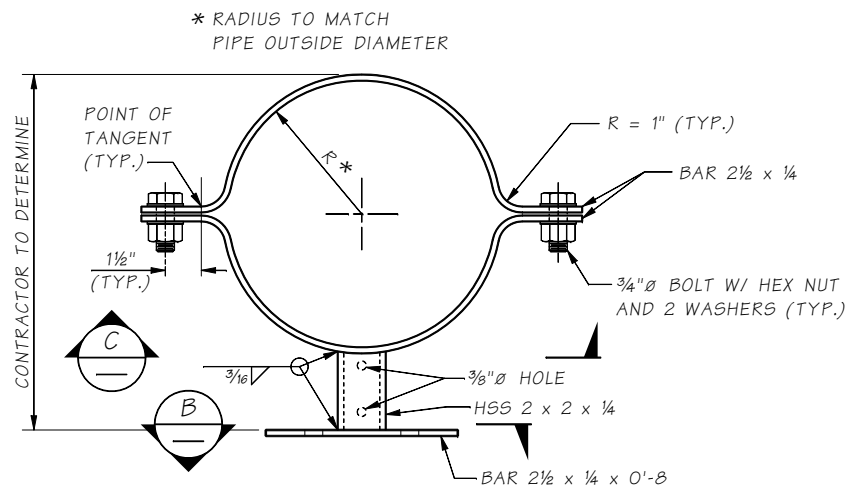
SECTION C



ELEVATION



**PLAN
DETAIL F**



PIPE CLAMP DETAIL

SR 99 FILE NO. SHEET BG296

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 03.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Schultz, E 06/09	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A 09/09	JOB NUMBER			
Detailed By	Hanson, CE 06/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



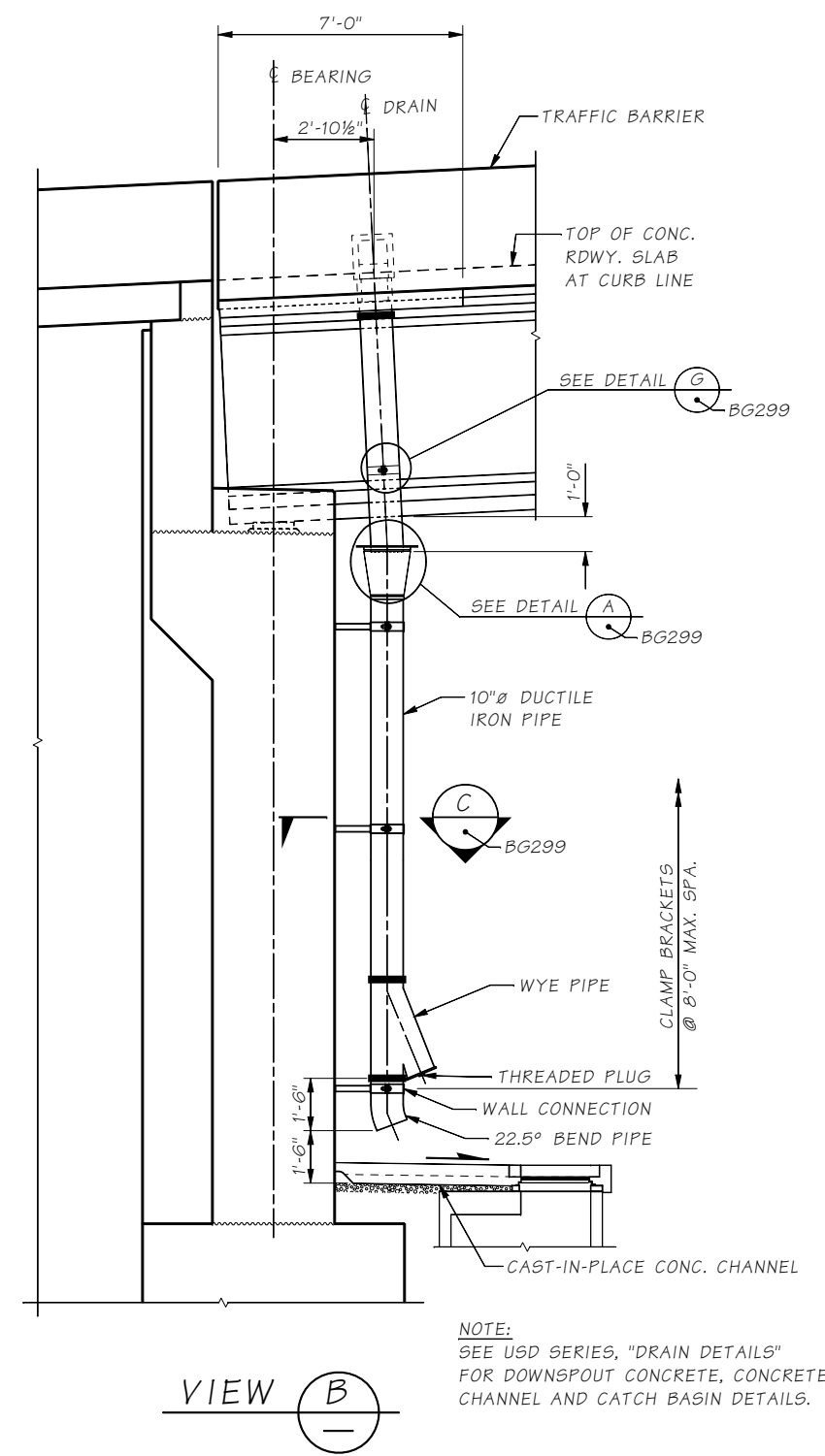
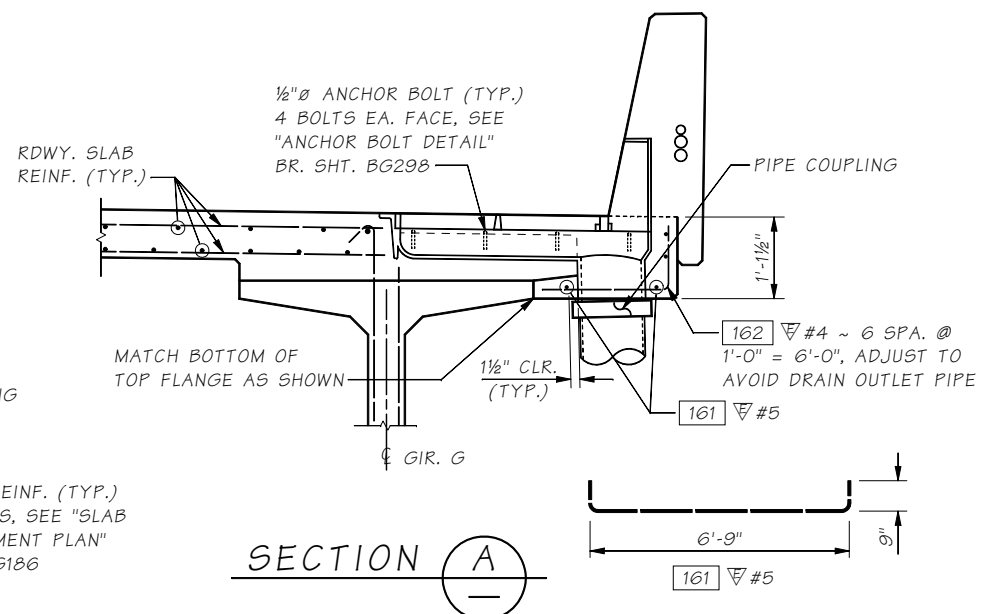
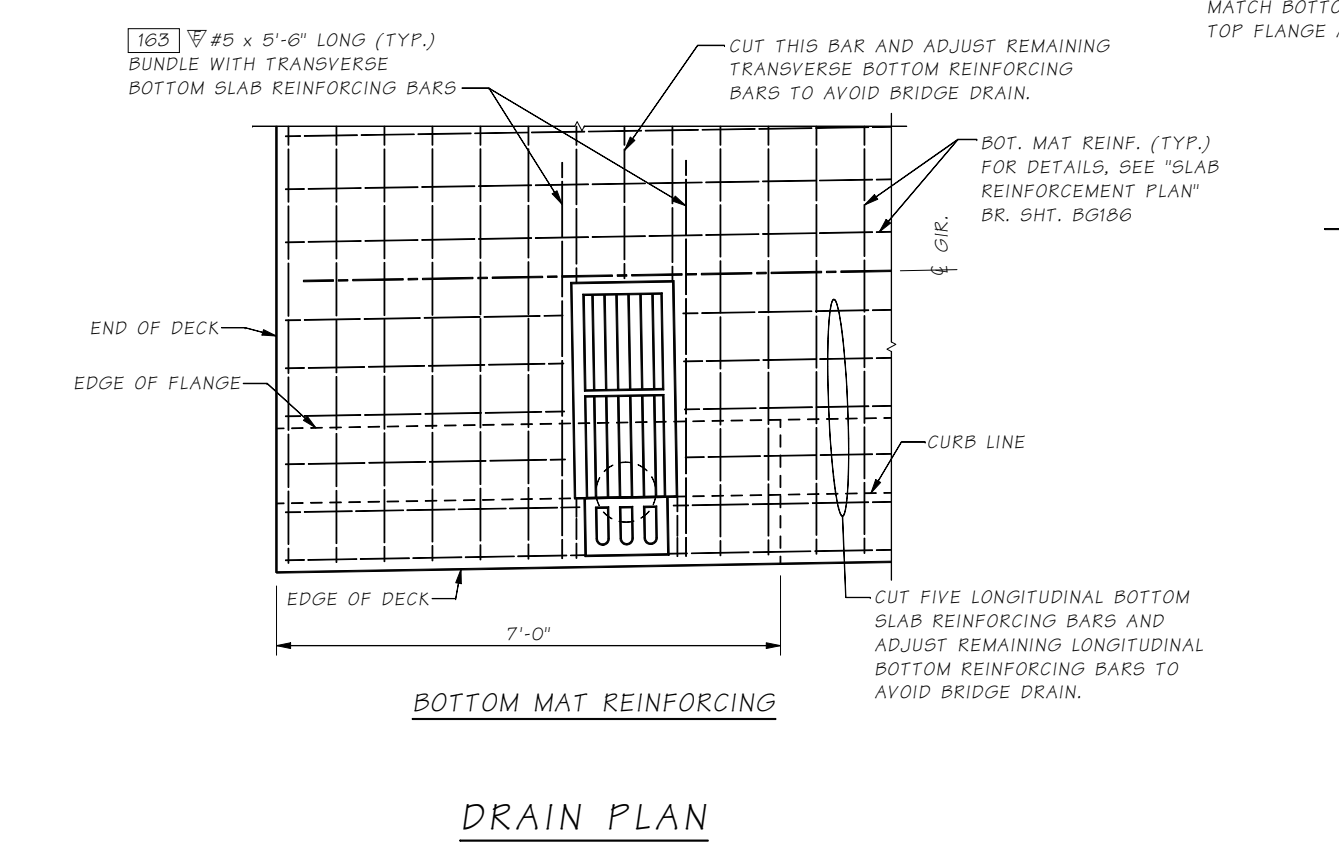
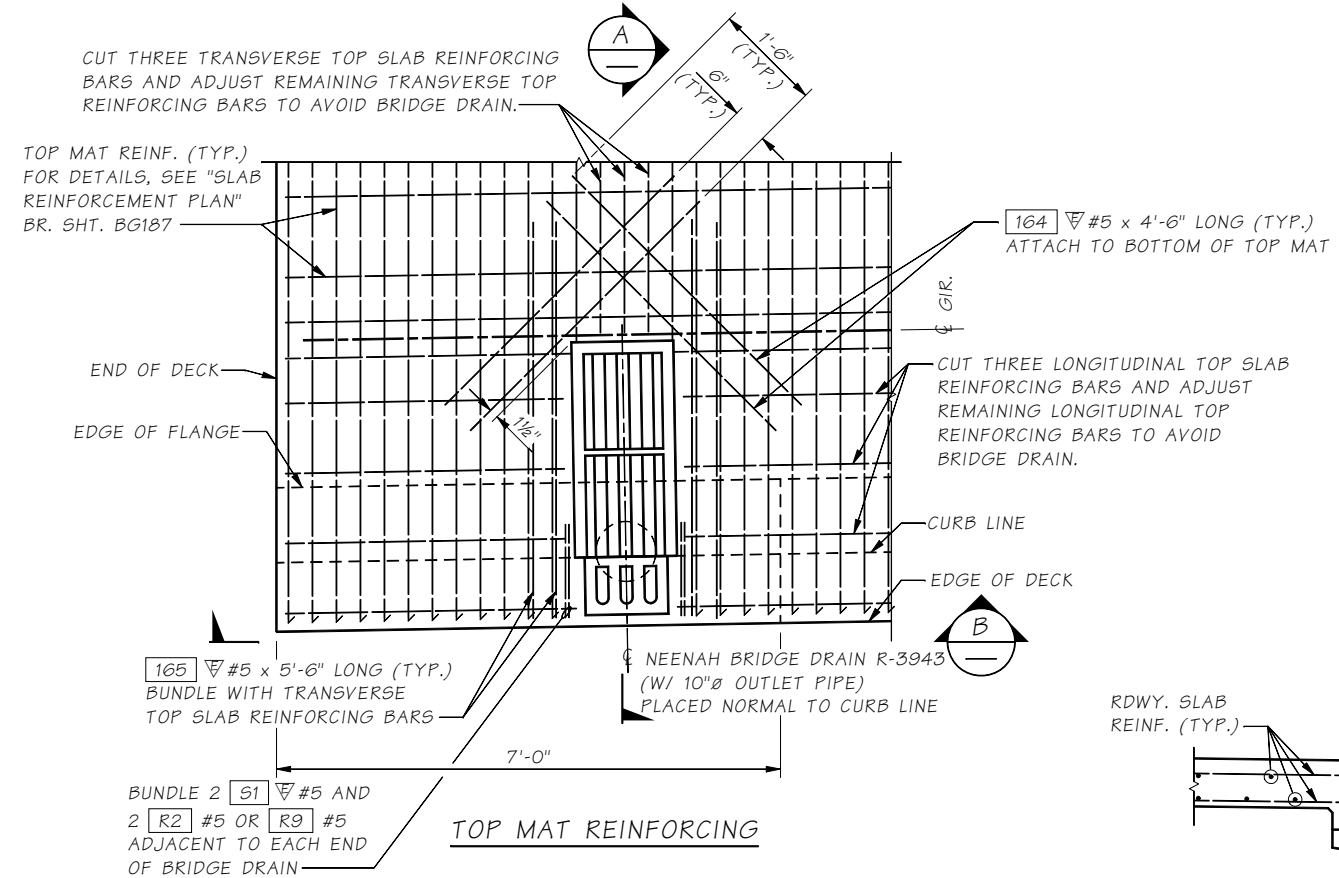
**BRIDGE
AND
STRUCTURES
OFFICE**



**SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
BRIDGE DRAIN DETAILS 3**

BRIDGE SHEET NO. **BG296**
SHEET 1147 OF 1475 SHEETS

SR 99 FILE NO. SHEET BG297

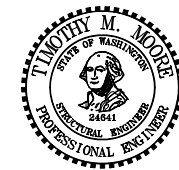


NOTE:
SEE USD SERIES, "DRAIN DETAILS" FOR DOWNSPOUT CONCRETE, CONCRETE CHANNEL AND CATCH BASIN DETAILS.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 04.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 06/09	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 06/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

BRIDGE DRAIN DETAILS 4
BRIDGE DRAIN 15

BRIDGE SHEET NO. BG297
SHEET 1148 OF 1475 SHEETS

CUT FOUR TRANSVERSE TOP SLAB REINFORCING BARS AND ADJUST REMAINING TRANSVERSE TOP REINFORCING BARS TO AVOID BRIDGE DRAIN.

TOP MAT REINF. (TYP.)
FOR DETAILS, SEE "SLAB REINFORCEMENT PLAN"
BR. SHT. BG214

END OF DECK
EDGE OF FLANGE

365 #5 x 5'-6" LONG (TYP.)
BUNDLE WITH TRANSVERSE
TOP SLAB REINFORCING BARS

NEENAH BRIDGE DRAIN R-3943
(W/ 10" Ø OUTLET PIPE)
PLACED NORMAL TO CURB LINE

364 #5 x 4'-6" LONG (TYP.)
PLACE BETWEEN TOP AND
BOTTOM REINF. MAT

CUT THREE LONGITUDINAL TOP SLAB
REINFORCING BARS AND ADJUST
REMAINING LONGITUDINAL TOP
REINFORCING BARS TO AVOID
BRIDGE DRAIN.

CURB LINE
EDGE OF DECK

TOP MAT REINFORCING

BOTTOM MAT
SLAB REINF. (TYP.)

END OF DECK
EDGE OF FLANGE

363 #5 x 5'-6" LONG

CUT THESE TWO BARS

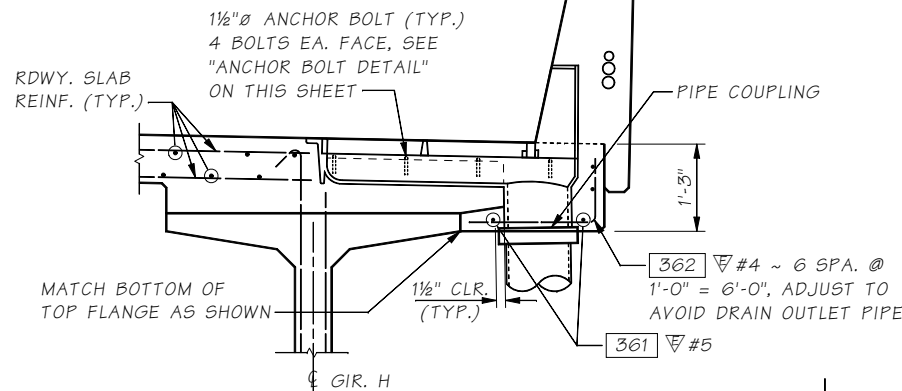
¢ GIR.

CURB LINE

EDGE OF DECK

BOTTOM MAT REINFORCING

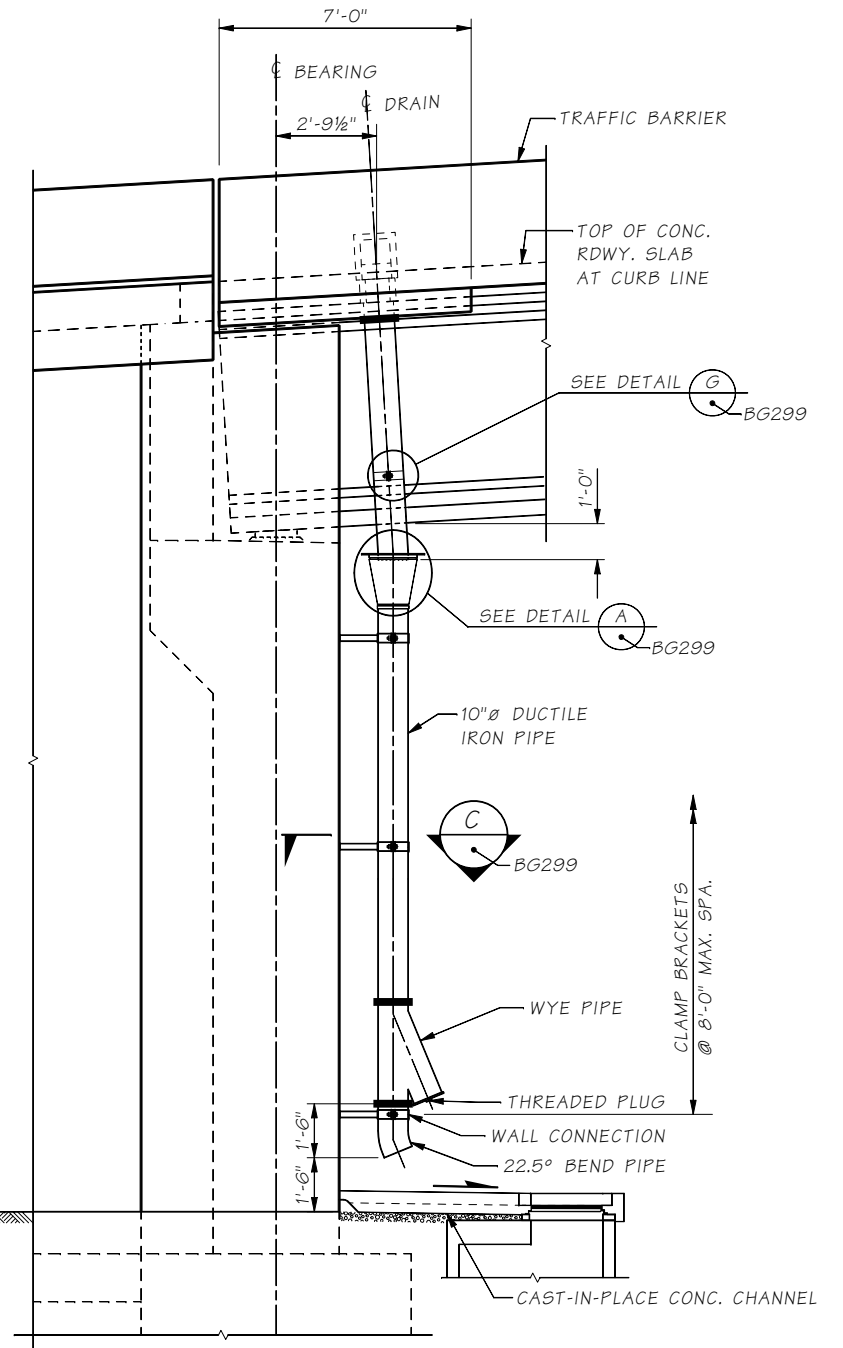
DRAIN PLAN



SECTION A

ANCHOR BOLT DETAIL

ASTM A 307 (8 BOLTS PER DRAIN)
GALVANIZE ANCHOR BOLTS ACCORDING TO AASHTO M 232



VIEW B

NOTE:
SEE USD SERIES, "DRAIN DETAILS"
FOR DOWNSPOUT CONCRETE, CONCRETE
CHANNEL AND CATCH BASIN DETAILS.

SR 99 FILE NO. SHEET BG298

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 05.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 06/09	10	WASH.		
Checked By	Mizumori, A 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 06/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



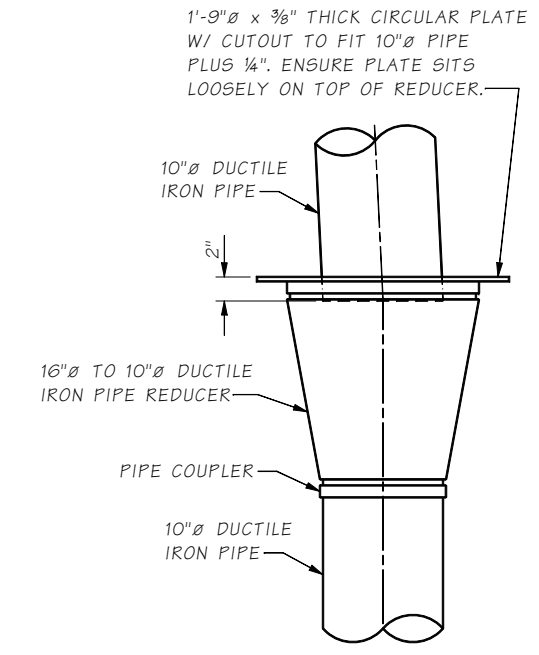
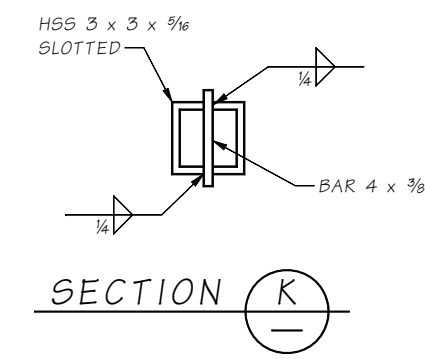
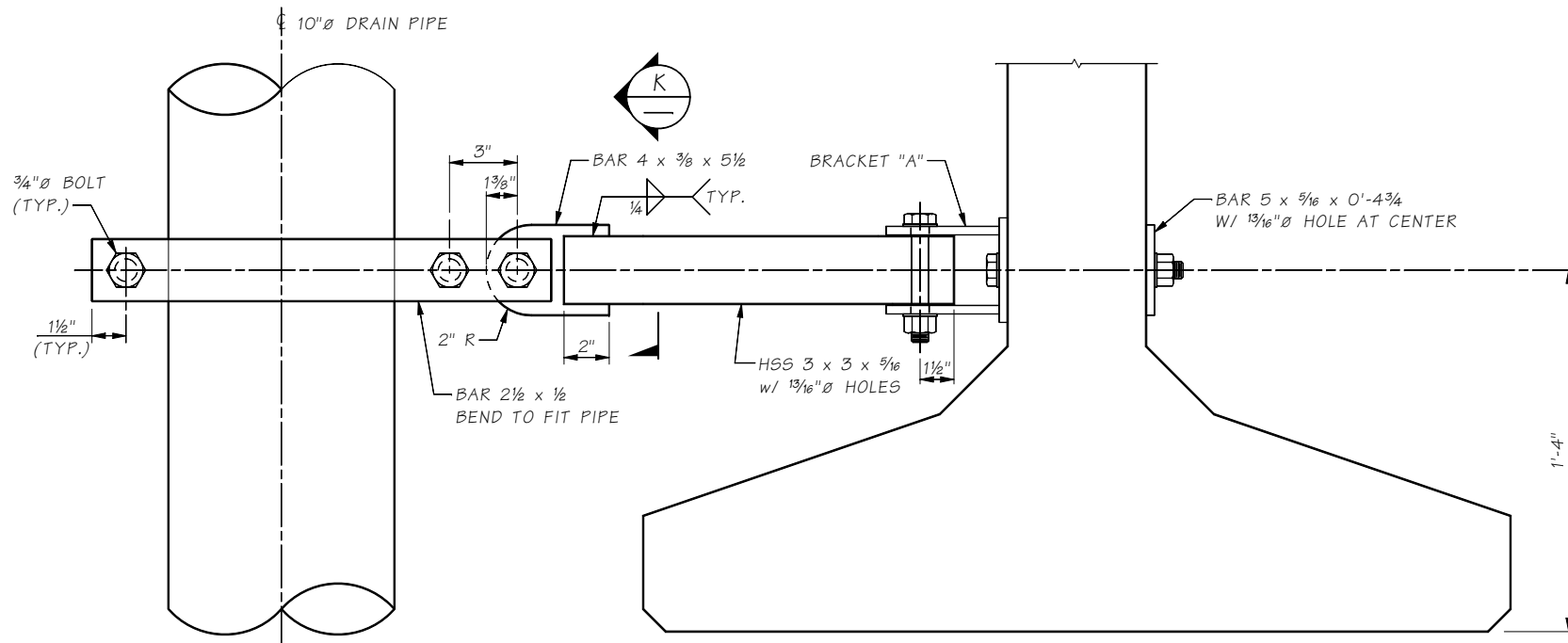
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

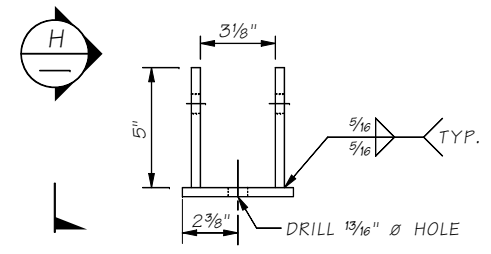
BRIDGE DRAIN DETAILS 5
BRIDGE DRAIN 1N

BRIDGE SHEET NO. BG298
SHEET 1149 OF 1475 SHEETS

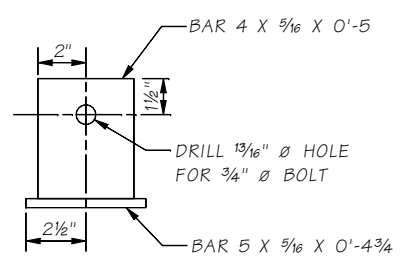


DETAIL G
BG297, BG298

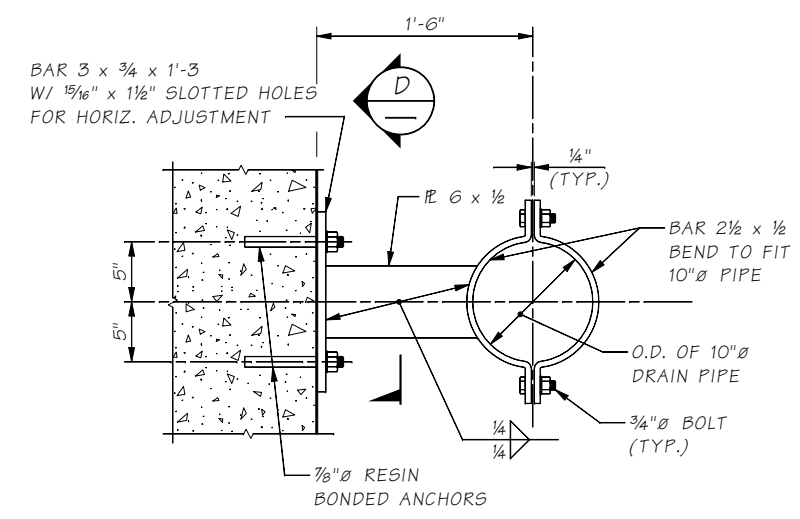
DETAIL A
BG297, BG298



BRACKET "A"

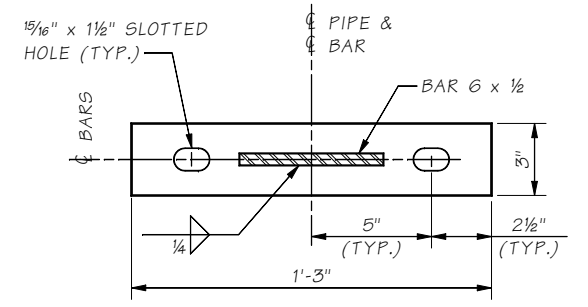


VIEW H



SECTION C CLAMP BRACKET

BG297, BG298
10" DRAIN PIPE NOT SHOWN FOR CLARITY



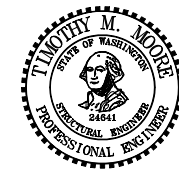
SECTION D

SR 99 FILE NO. SHEET BG299

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 06.wnd				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Lee, CS	06/09			10	WASH.				
Checked By	Mizumori, A	09/09								
Detailed By	Hanson, CE	06/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



BRIDGE AND STRUCTURES OFFICE

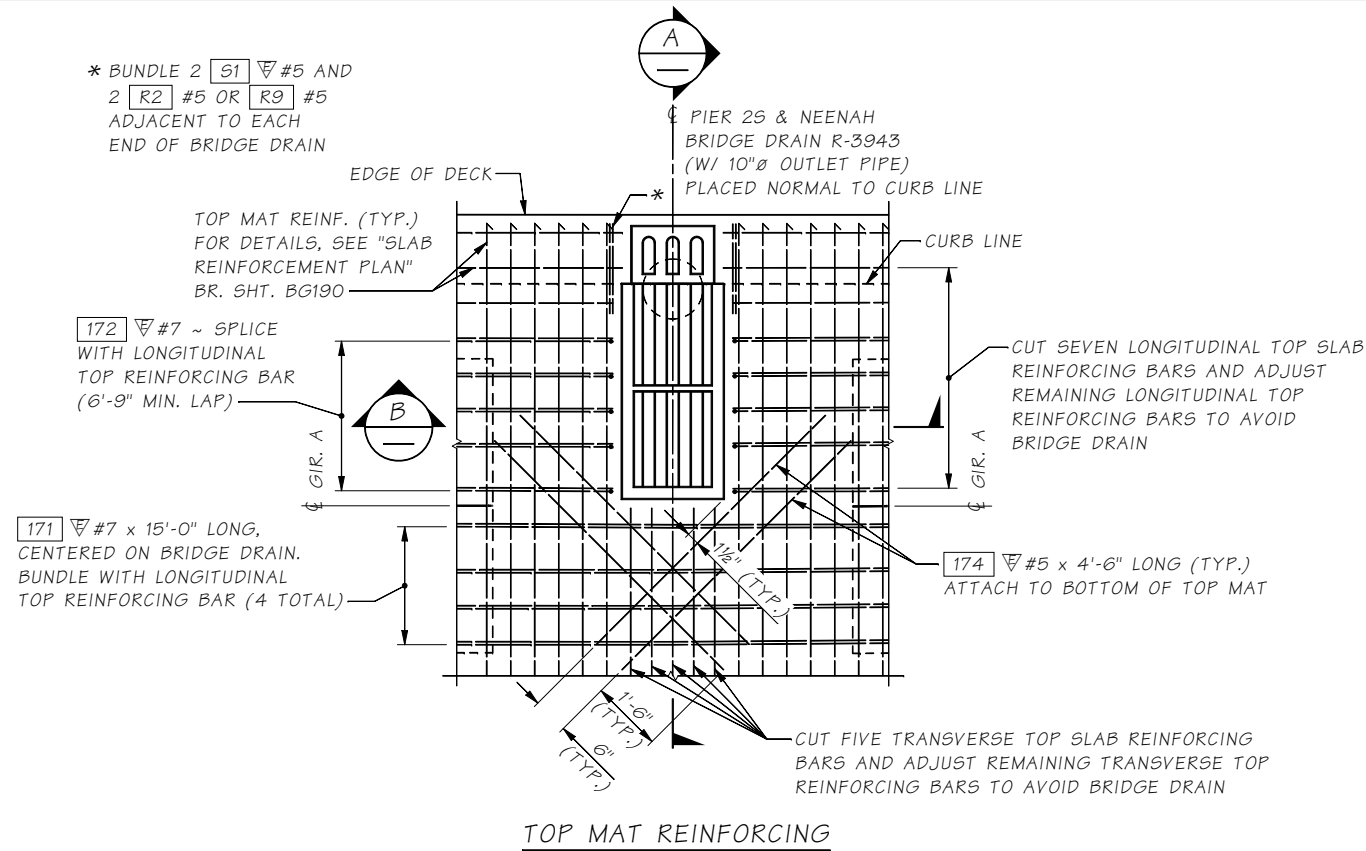


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

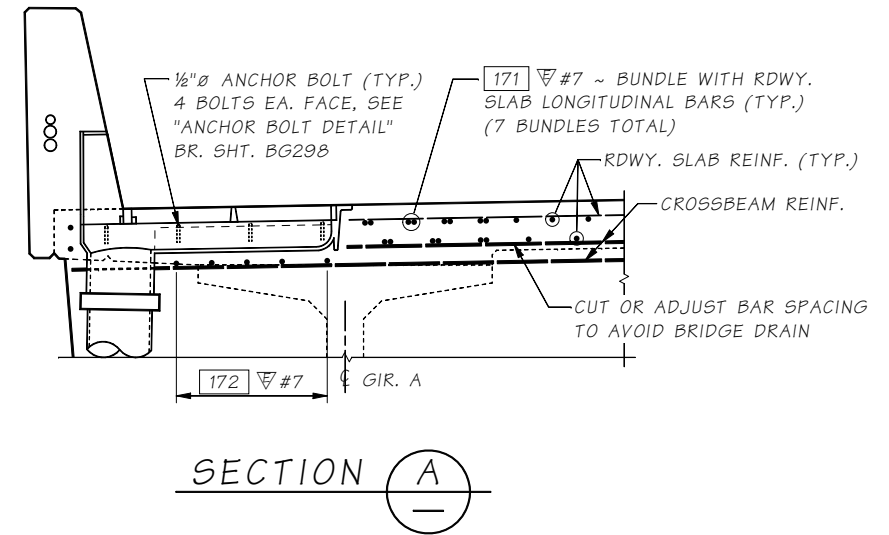
BRIDGE DRAIN DETAILS 6

BRIDGE SHEET NO. BG299
SHEET 1150 OF 1475 SHEETS

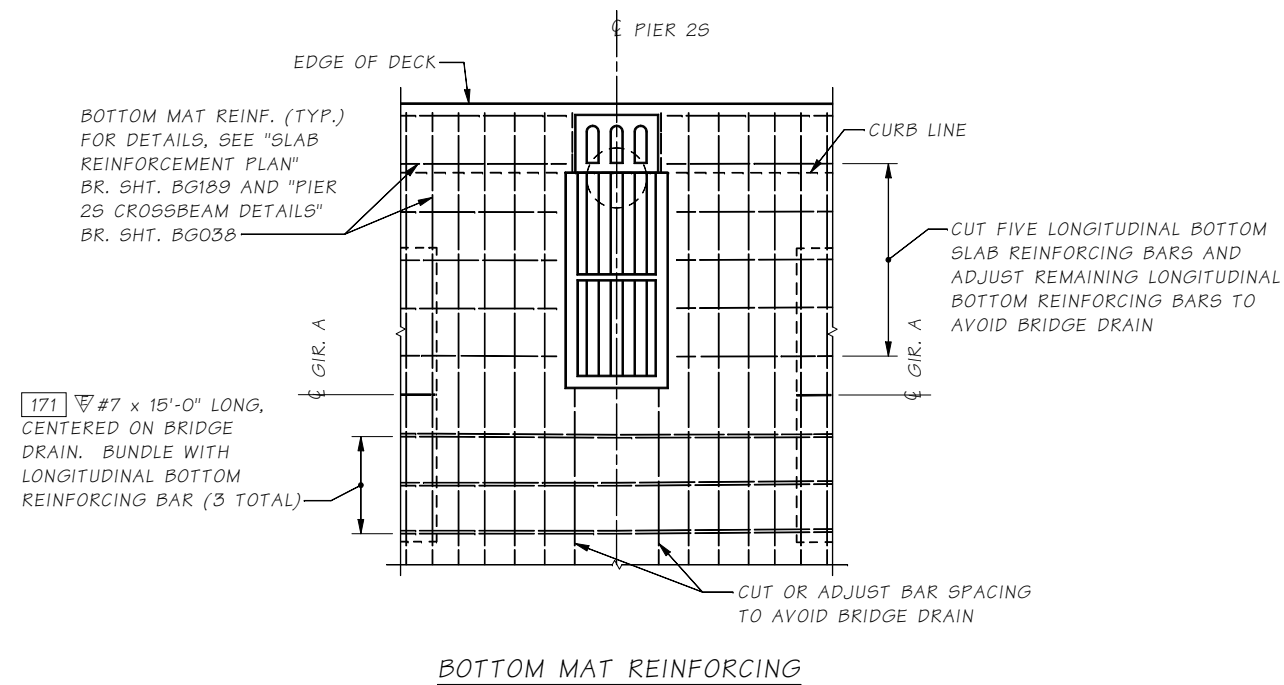
* BUNDLE 2 [S1] #5 AND
2 [R2] #5 OR [R9] #5
ADJACENT TO EACH
END OF BRIDGE DRAIN



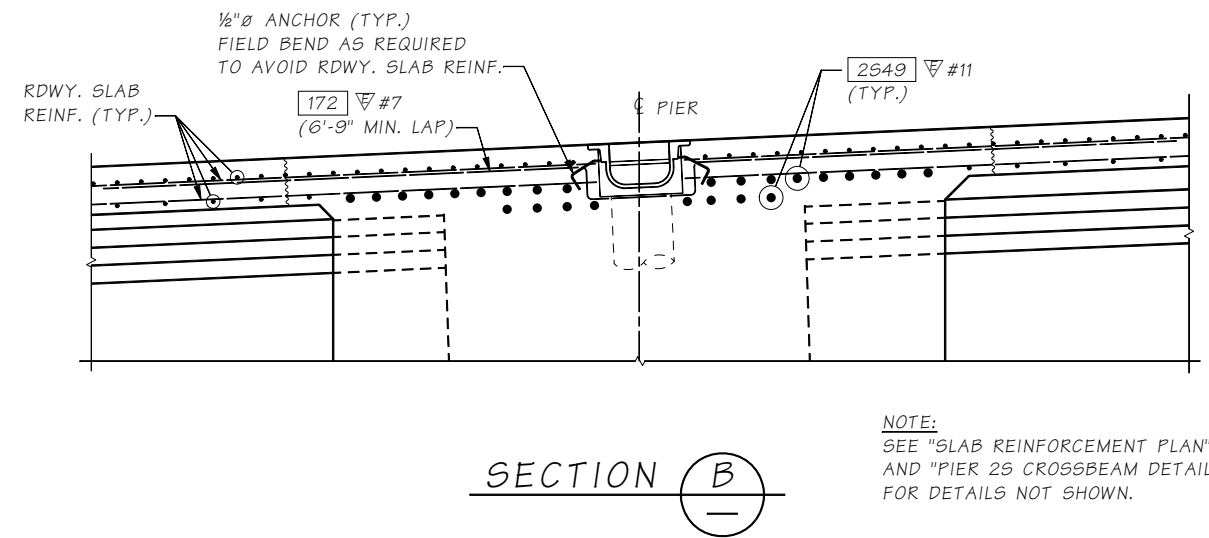
TOP MAT REINFORCING



SECTION A



BOTTOM MAT REINFORCING



SECTION B

NOTE:
SEE "SLAB REINFORCEMENT PLAN"
AND "PIER 25 CROSSBEAM DETAILS"
FOR DETAILS NOT SHOWN.

DRAIN PLAN AT PIER 25, 35 AND 55

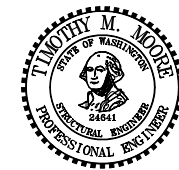
BRIDGE DRAIN 25 AS SHOWN, BRIDGE DRAINS 35 AND 55 SIMILAR

SR 99 FILE NO. SHEET BG300

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 07.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM									
Designed By	Lee, CS	06/09			10	WASH.				
Checked By	Mizumori, A	09/09								
Detailed By	Hanson, CE	06/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist										
	DATE	REVISION	BY	APPD						



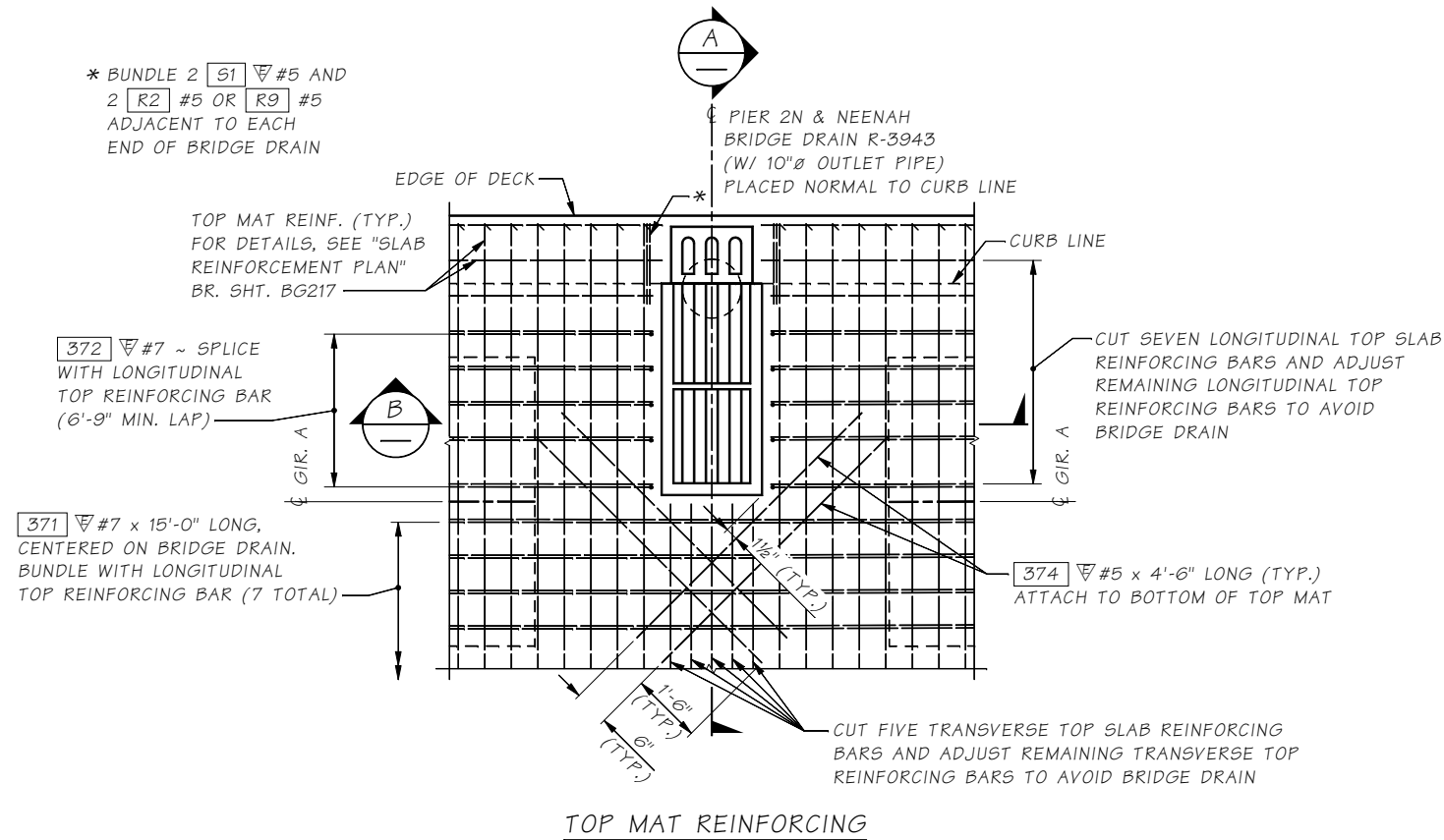
BRIDGE AND STRUCTURES OFFICE



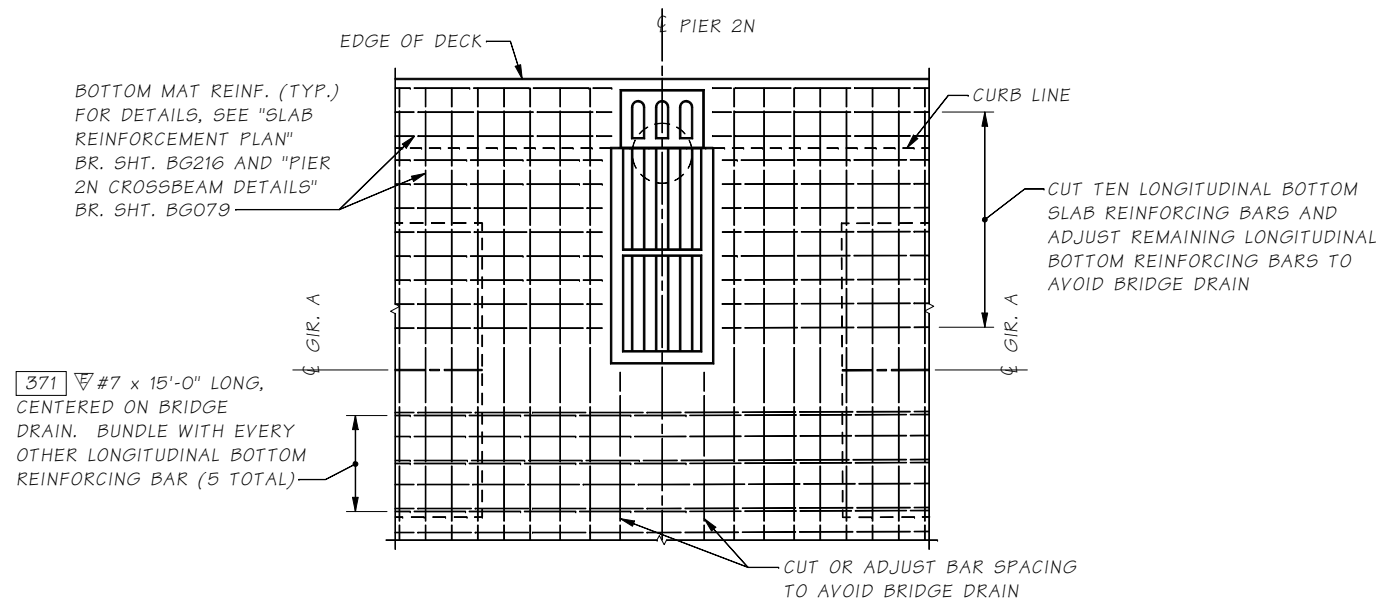
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
BRIDGE DRAIN DETAILS 7
SB FIXED PIERS

BRIDGE SHEET NO. BG300
SHEET 1151 OF 1475 SHEETS

* BUNDLE 2 [51] #5 AND
2 [R2] #5 OR [R9] #5
ADJACENT TO EACH
END OF BRIDGE DRAIN



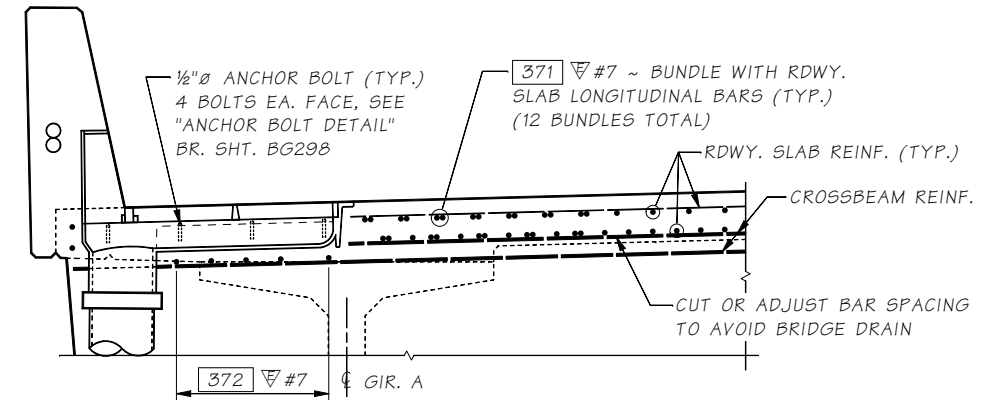
TOP MAT REINFORCING



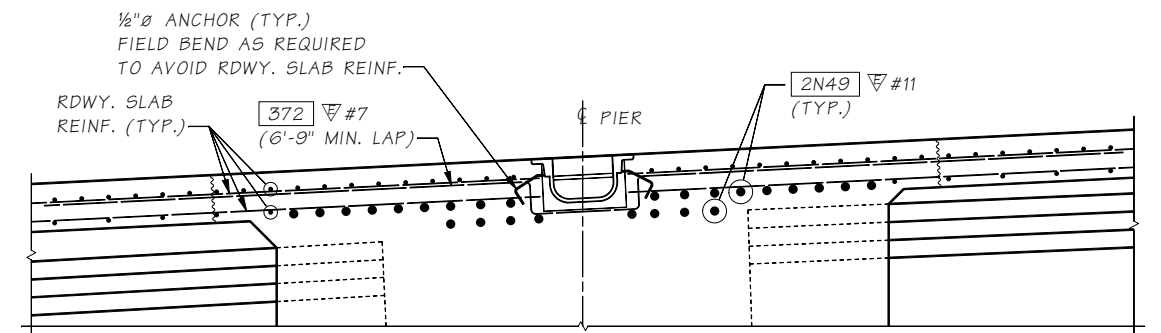
BOTTOM MAT REINFORCING

DRAIN PLAN AT PIERS 2N AND 3N

BRIDGE DRAIN 2N AS SHOWN, BRIDGE DRAIN 3N SIMILAR



SECTION A



SECTION B

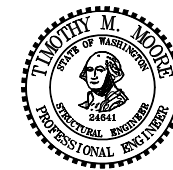
NOTE:
SEE "SLAB REINFORCEMENT PLAN"
AND "PIER 2N CROSSBEAM DETAILS"
FOR DETAILS NOT SHOWN.

SR 99 FILE NO. SHEET BG301

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 08.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Lee, CS 06/09	10	WASH.		TOTAL SHEETS
Checked By	Mizumori, A 09/09	JOB NUMBER			
Detailed By	Hanson, CE 06/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



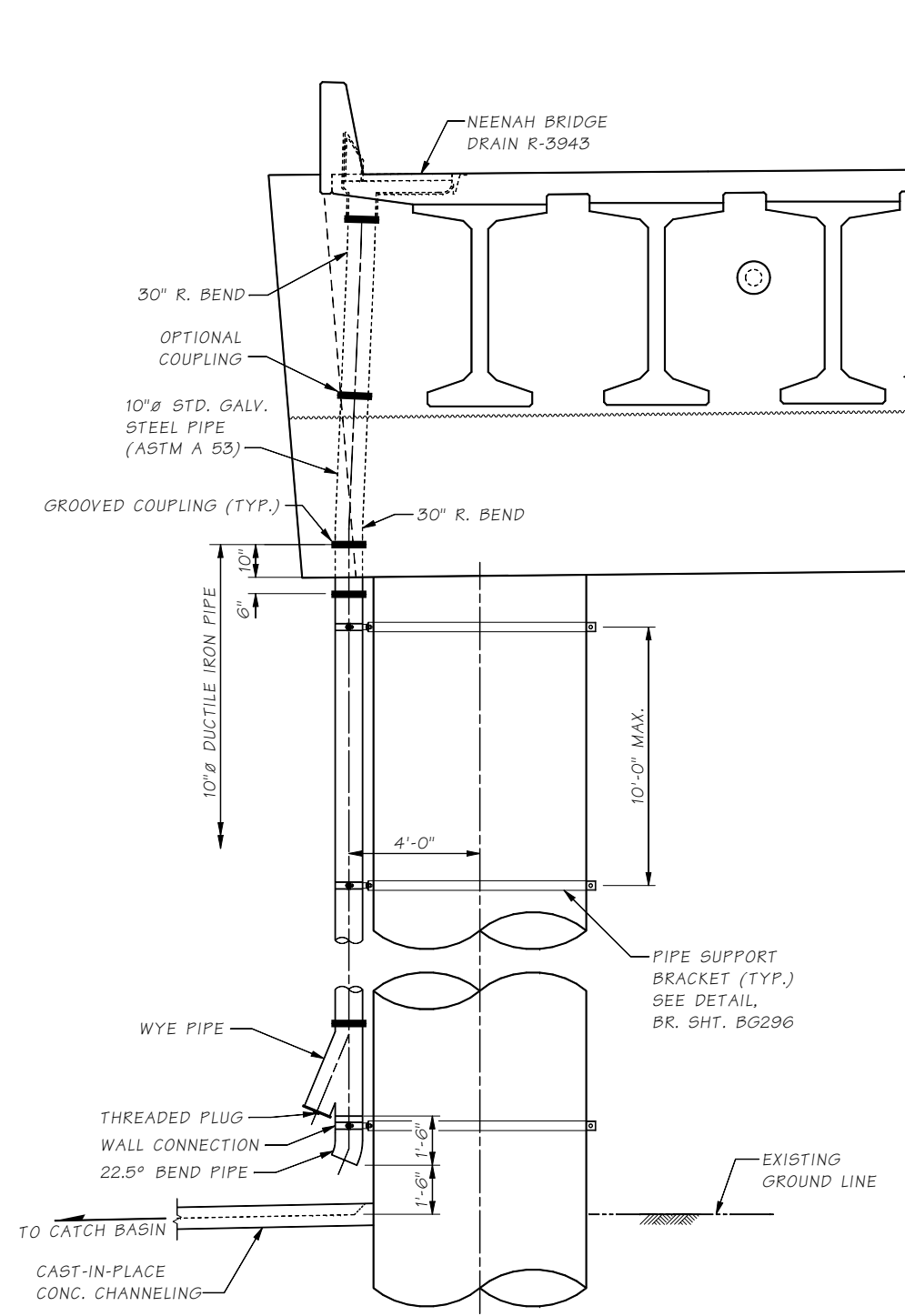
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

BRIDGE DRAIN DETAILS 8
NB FIXED PIERS

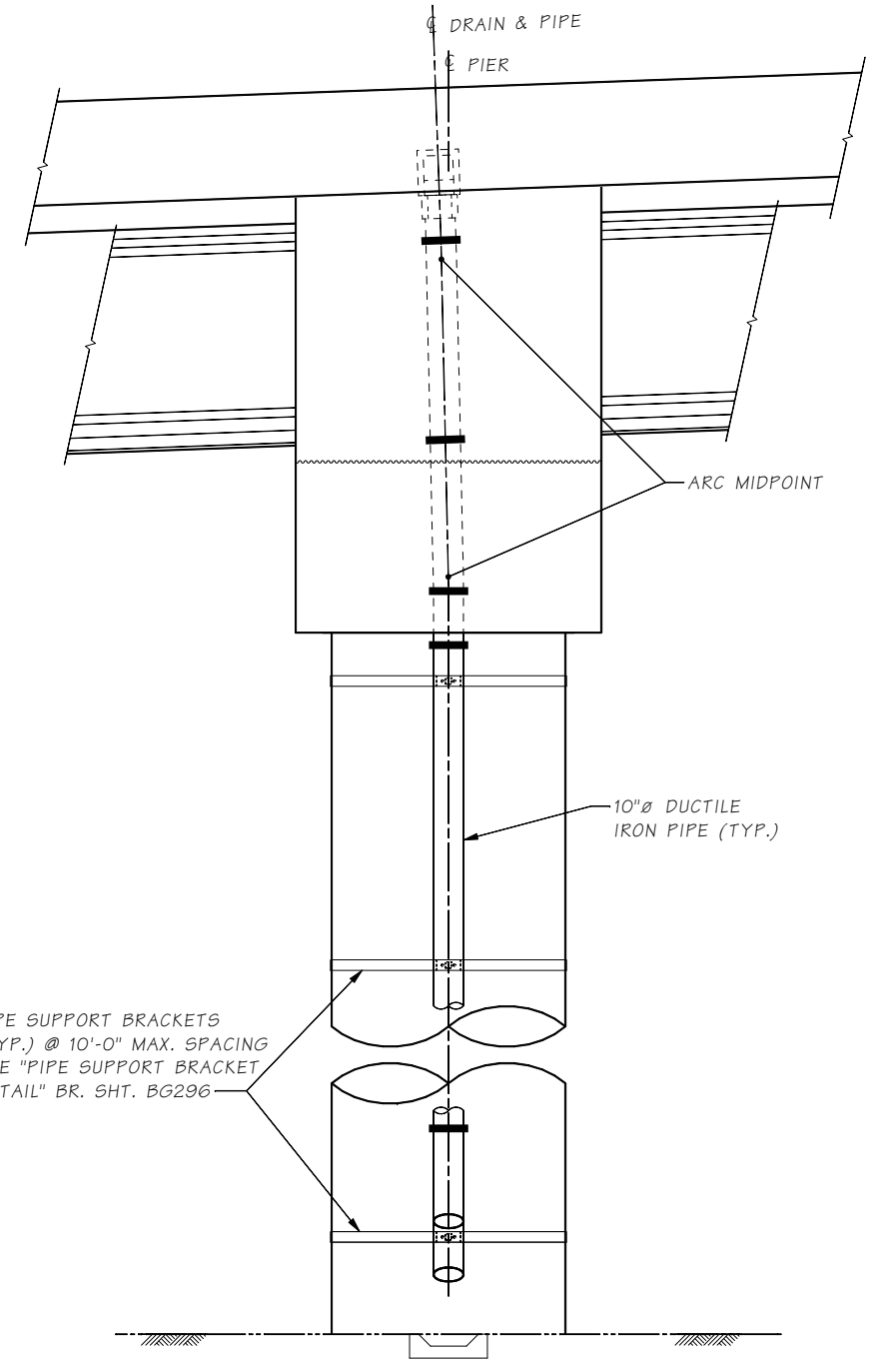
BRIDGE SHEET NO. BG301
SHEET 1152 OF 1475 SHEETS



ELEVATION

PIER 4C LT,
PIER 2C LT SIMILAR

NOTE:
SEE USD SERIES "DRAINAGE DETAILS" FOR
DOWNSPOUT CONCRETE, CONCRETE CHANNEL
AND CATCH BASIN DETAILS.



SIDE ELEVATION

PIER 4C LT ~ LOOKING EAST

SR 99 FILE NO. SHEET BG302

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 09.wnd			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 06/09	10	WASH.		TOTAL SHEETS
Checked By	Lee, CS 09/09	JOB NUMBER			
Detailed By	Evans, A 06/09	09A803			
Bridge Projects Engr.		DATE	REVISION	BY	APPD
Prelim. Plan By					
Architect/Specialist					



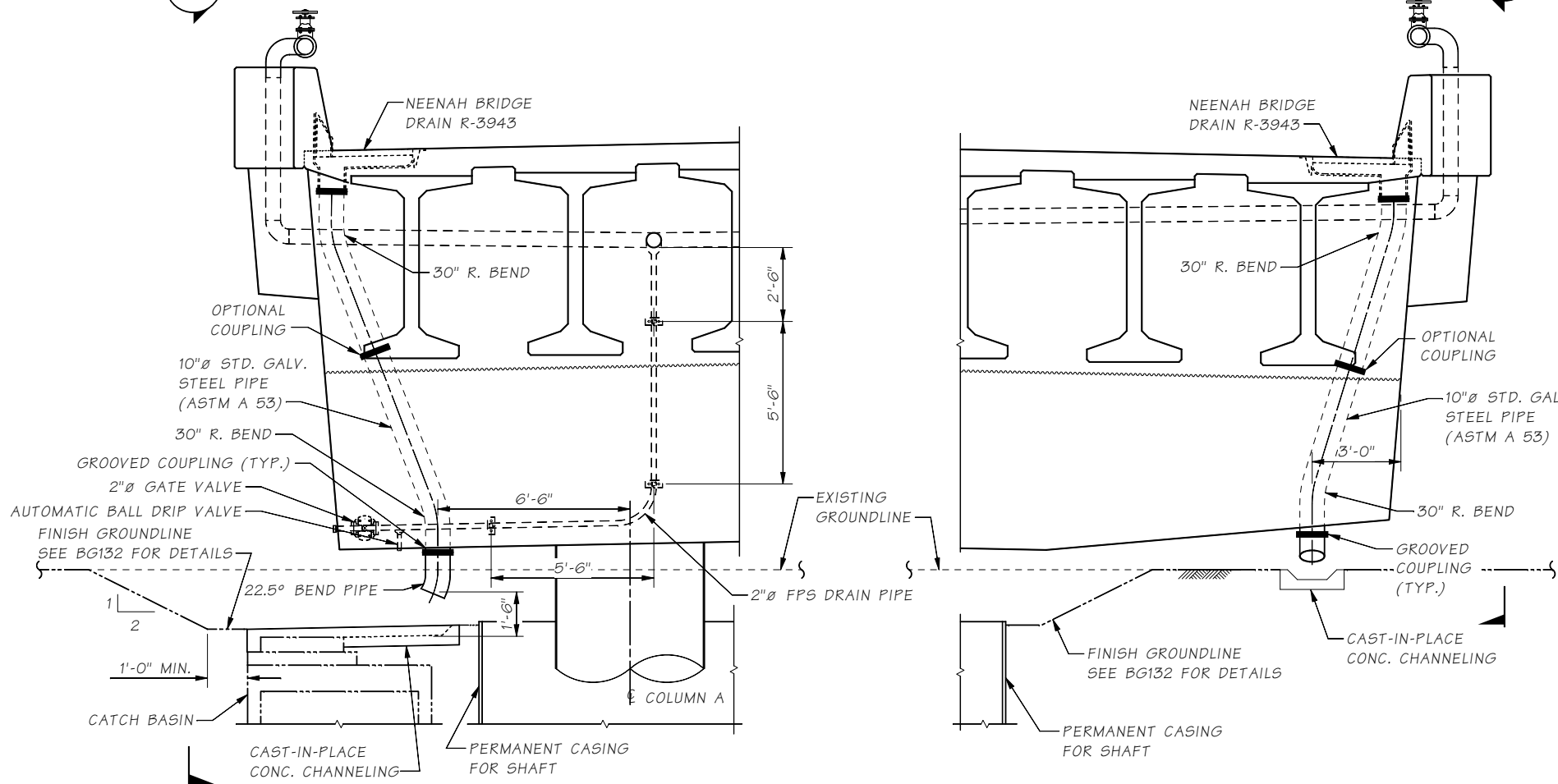
BRIDGE
AND
STRUCTURES
OFFICE



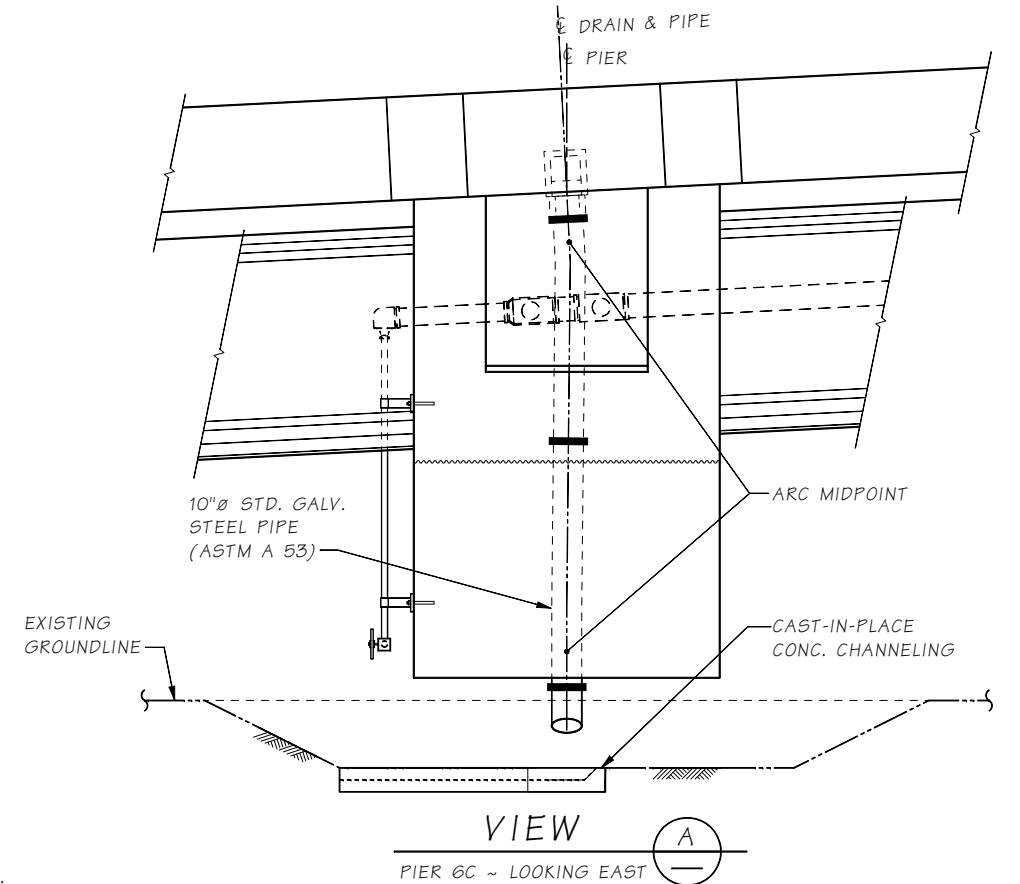
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

BRIDGE DRAIN DETAILS 9

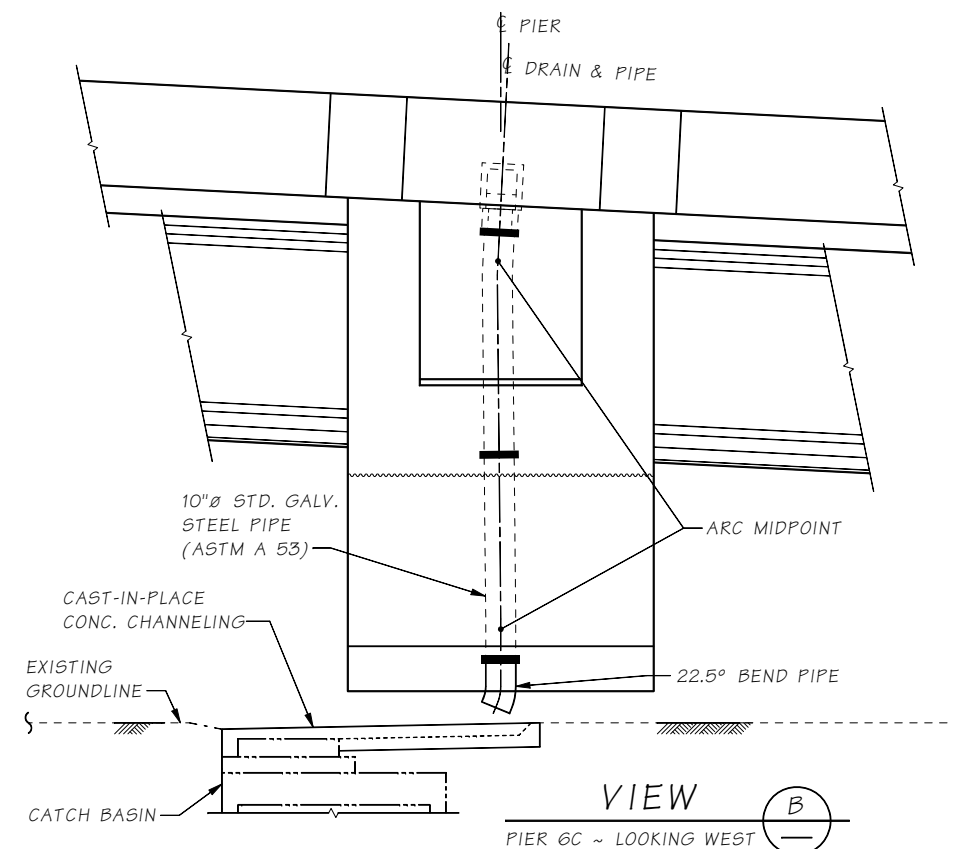
BRIDGE SHEET NO. BG302
SHEET 1153 OF 1475 SHEETS



ELEVATION
PIER 6C



VIEW A
PIER 6C ~ LOOKING EAST



VIEW B
PIER 6C ~ LOOKING WEST

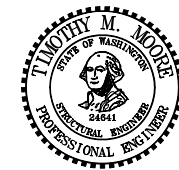
NOTE:
SEE USD SERIES "DRAINAGE DETAILS" FOR
DOWNSPOUT CONCRETE, CONCRETE CHANNEL
AND CATCH BASIN DETAILS.

SR 99 FILE NO. SHEET BG303

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 10.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM					10	WASH.			
Designed By	Mizumori, A	06/09								
Checked By	Lee, CS	09/09								
Detailed By	Hanson, CE	06/09								
Bridge Projects Engr.						JOB NUMBER				
Prelim. Plan By						09A803				
Architect/Specialist		DATE	REVISION	BY	APPD					



BRIDGE AND STRUCTURES OFFICE

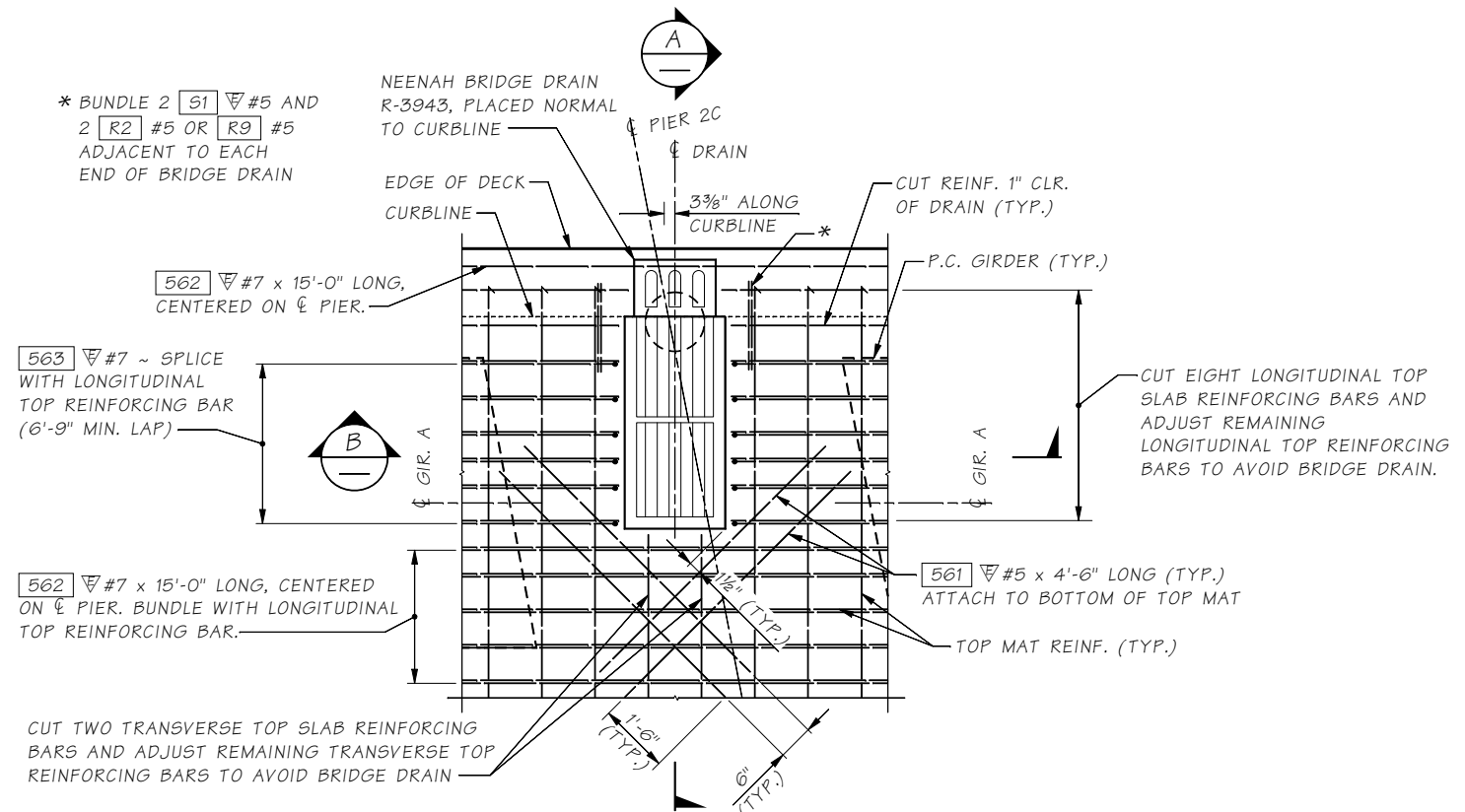


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

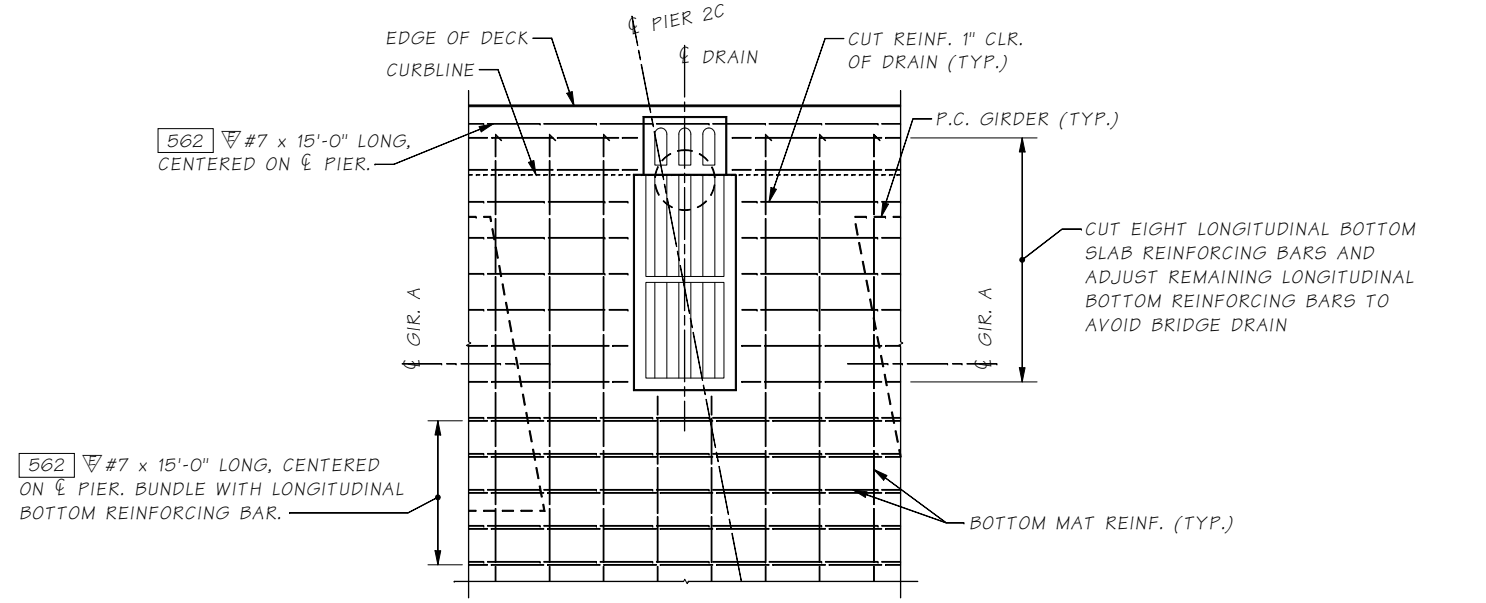
BRIDGE DRAIN DETAILS 10

BRIDGE SHEET NO. BG303
SHEET 1154 OF 1475 SHEETS

* BUNDLE 2 [51] #5 AND 2 [R2] #5 OR [R9] #5 ADJACENT TO EACH END OF BRIDGE DRAIN

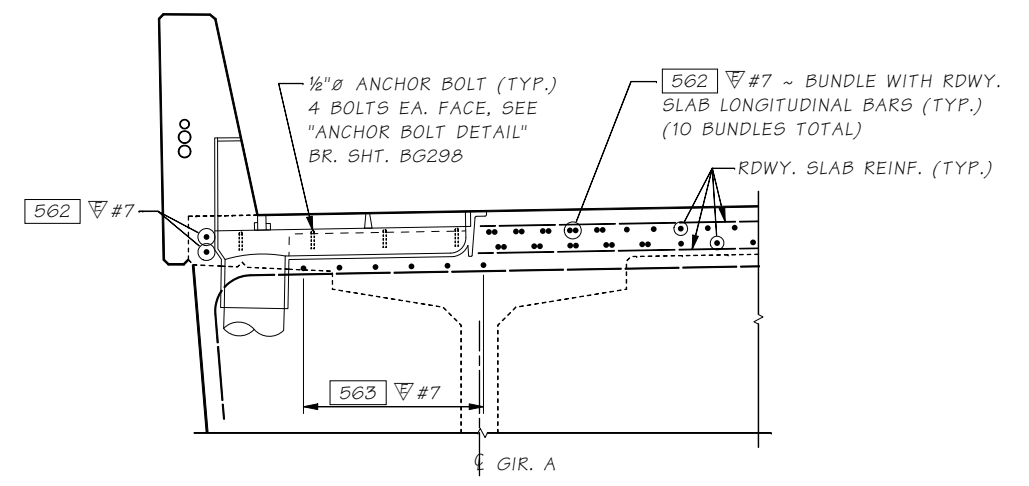


TOP MAT REINFORCING

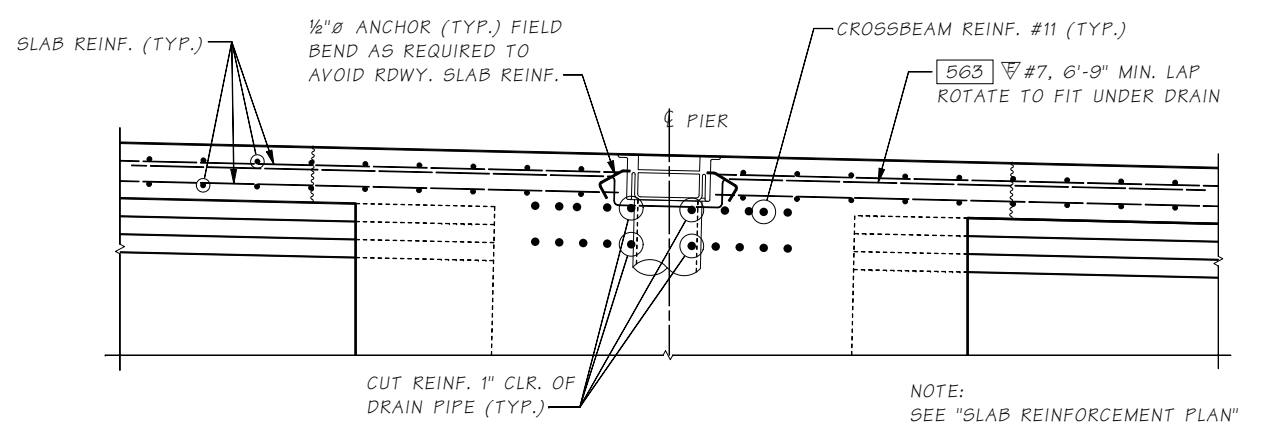


BOTTOM MAT REINFORCING

DRAIN PLAN AT PIER 2C, 3C, & 4C
BRIDGE DRAIN 2C AS SHOWN, BRIDGE DRAINS 3C & 4C SIMILAR



SECTION A



SECTION B

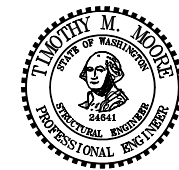
NOTE:
SEE "SLAB REINFORCEMENT PLAN"
AND "PIER 2C CROSSBEAM DETAILS"
FOR DETAILS NOT SHOWN.

SR 99 FILE NO. SHEET BG304

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 11.WND					
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
Designed By	Mizumori, A 06/09	10	WASH.				
Checked By	Lee, CS 09/09	JOB NUMBER					
Detailed By	Evans, A 06/09	09A803					
Bridge Projects Engr.		DATE	REVISION	BY	APPD		
Prelim. Plan By							
Architect/Specialist							



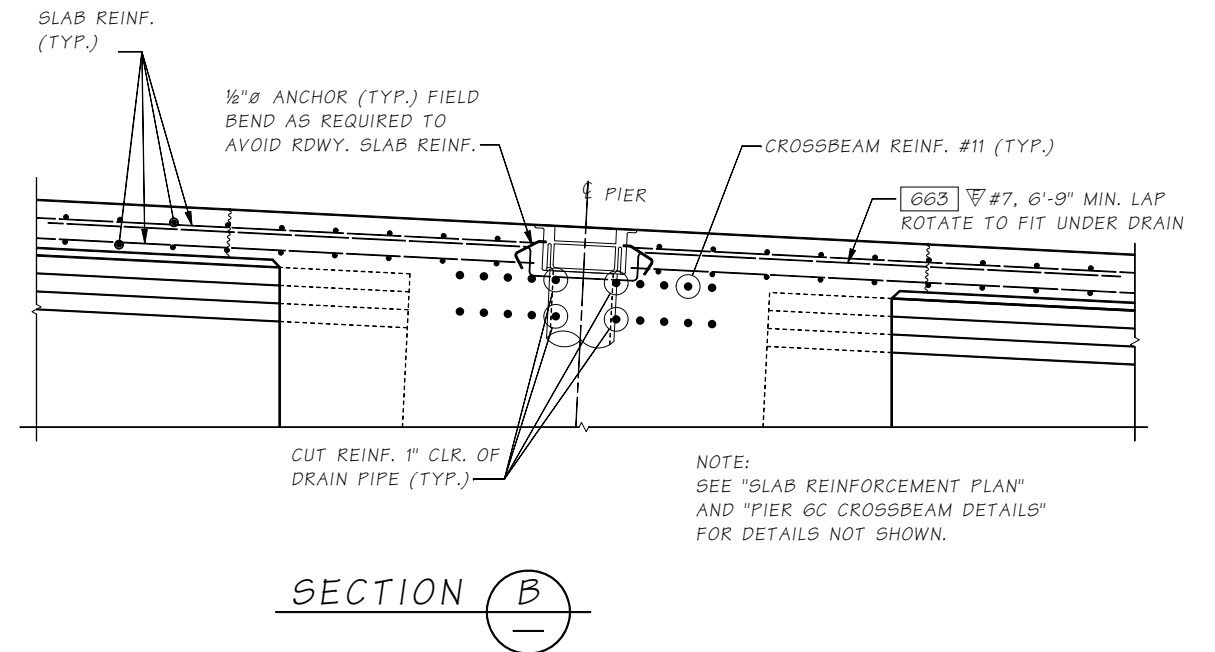
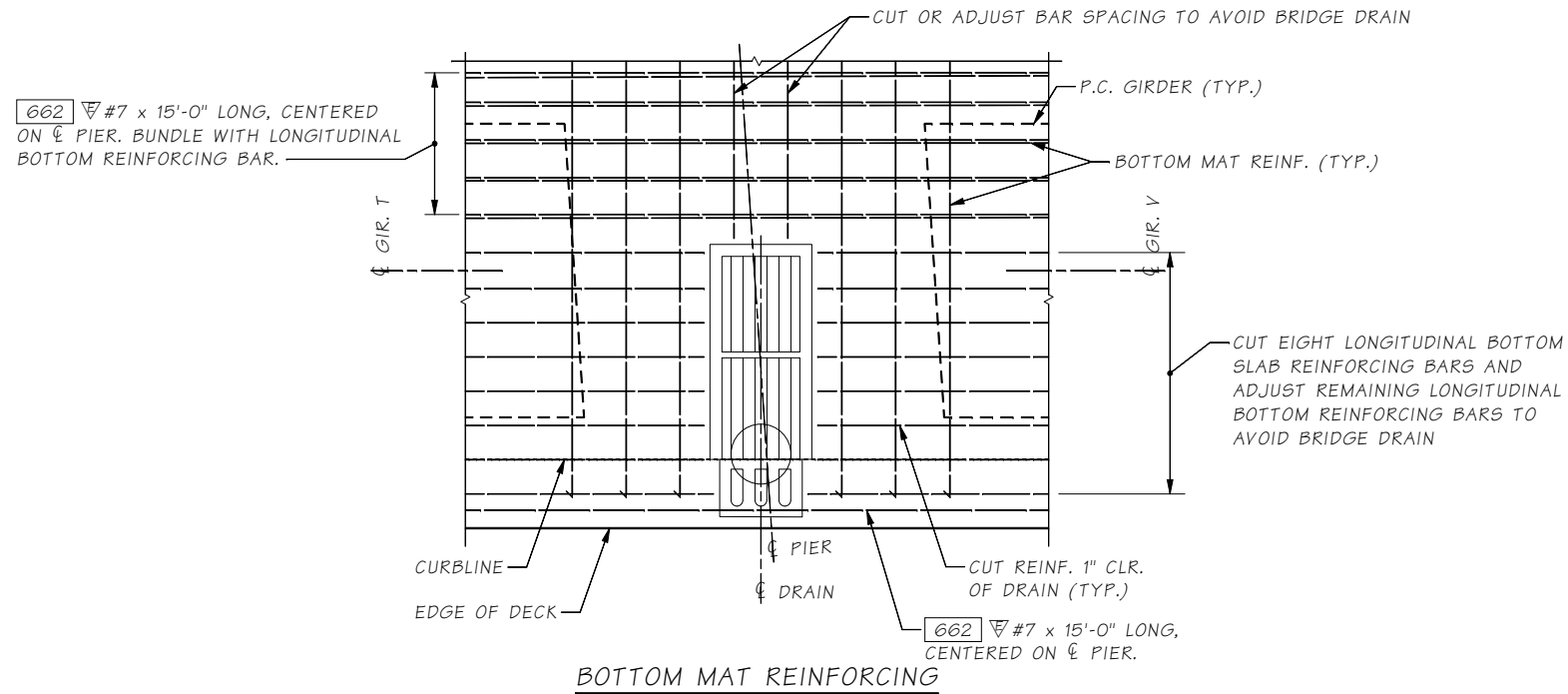
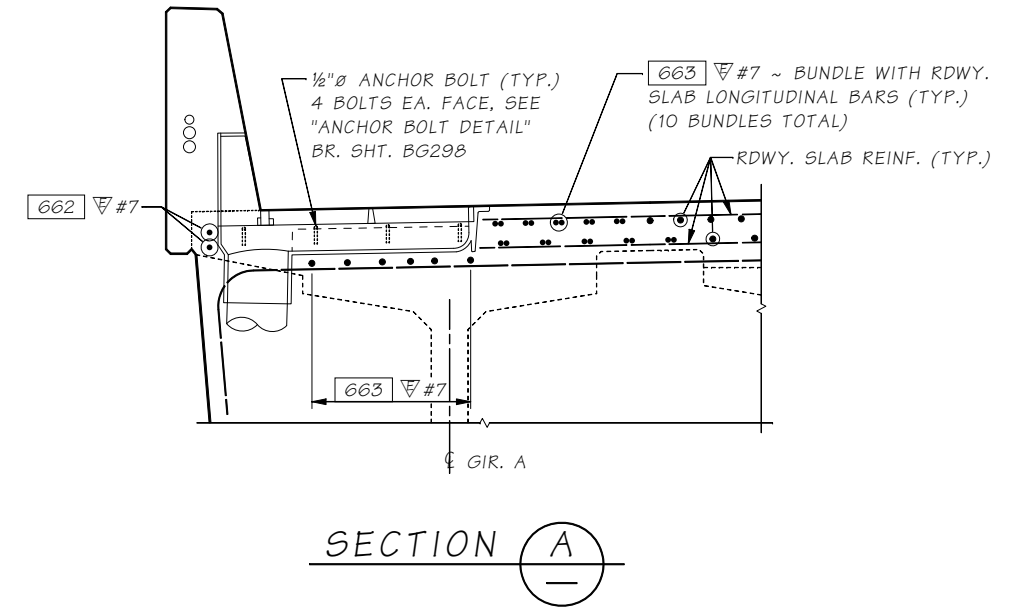
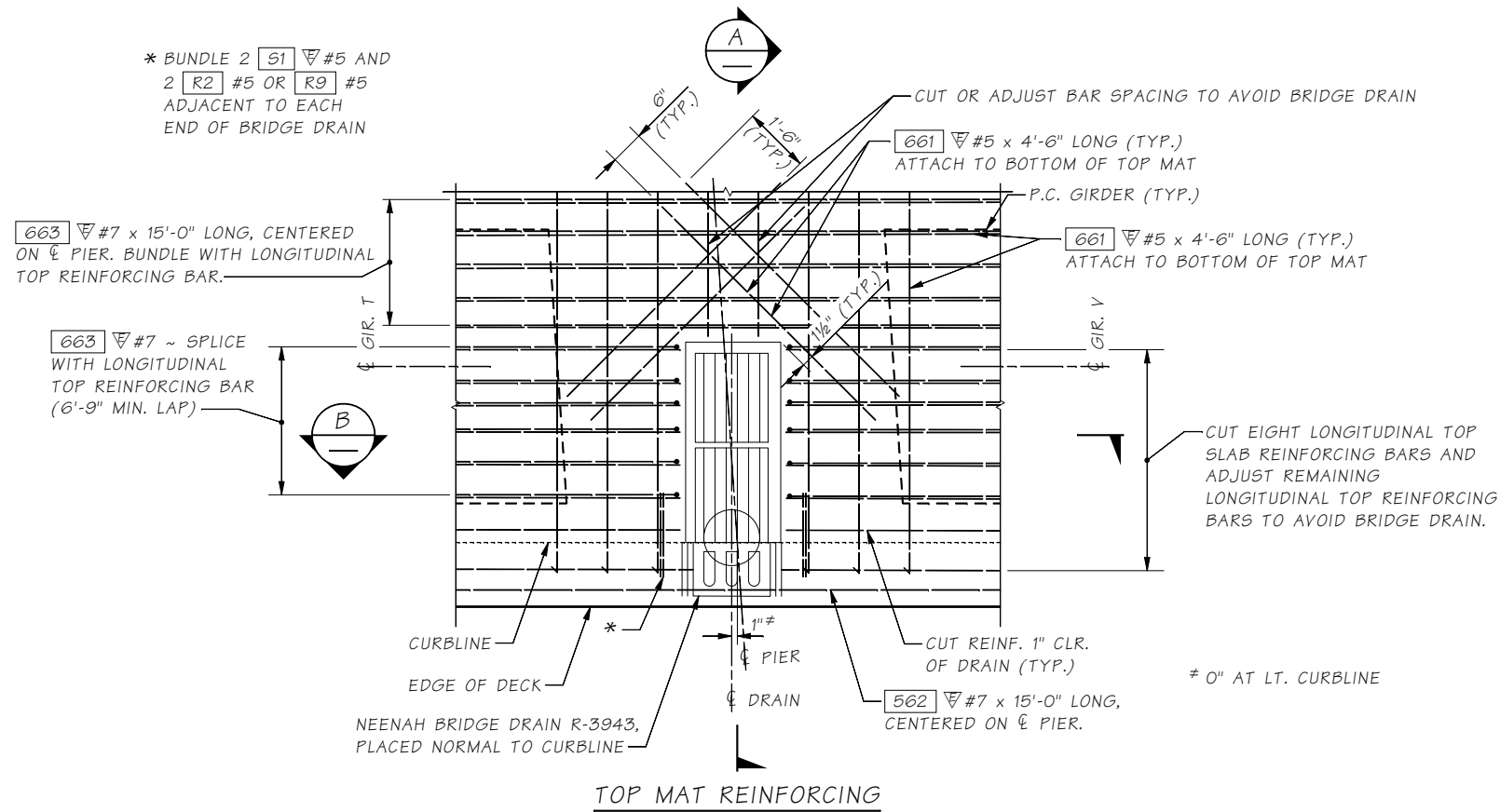
BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
BRIDGE DRAIN DETAILS 11

BRIDGE SHEET NO. BG304
SHEET 1155 OF 1475 SHEETS

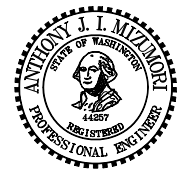
* BUNDLE 2 **61** #5 AND
2 **R2** #5 OR **R9** #5
ADJACENT TO EACH
END OF BRIDGE DRAIN



DRAIN PLAN AT PIER 6C
RT. CURB SHOWN, LT CURB SIMILAR

SR 99 FILE NO. SHEET BG305

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\Bridge Drain Details 12.wnd				
Supervisor Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Designed By Mizumori, A 08/09	10	WASH.			
Checked By Lee, CS 09/09	JOB NUMBER 09A803				
Detailed By Evans, A 08/09					
Bridge Projects Engr.	DATE	REVISION	BY	APPD	
Prelim. Plan By					
Architect/Specialist					



BRIDGE
AND
STRUCTURES
OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

BRIDGE DRAIN DETAILS 12

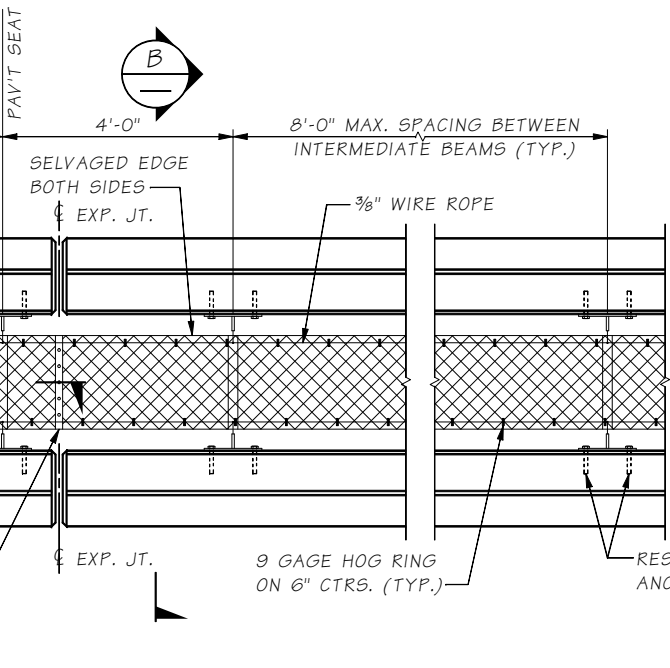
BRIDGE SHEET NO. BG305
SHEET 1156 OF 1475 SHEETS

ATTACH MESSENGER CABLE TO TRAFFIC BARRIER WITH A STRANDVISE AND BRACKET. USE A 1"Ø TURNBUCKLE AT ONE END (TYP.)

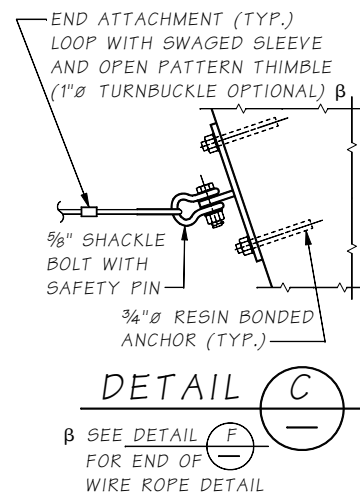
2 ~ 3/4"Ø RESIN BONDED ANCHORS (TYP.)
2"Ø x 1'-7 1/2" LONG STANDARD STEEL PIPE (TYPICAL TERMINAL AND INTERMEDIATE BEAMS) SEE SECTION (A)

SUSPENSION BRACKET (SEE DETAIL)

2 ~ BAR 1 1/2 x 1/4 x 1'-7 1/2" W/ 3/16"Ø HOLES @ 6" CTRS. MAX. SEE SECTION (A) (TYP.)

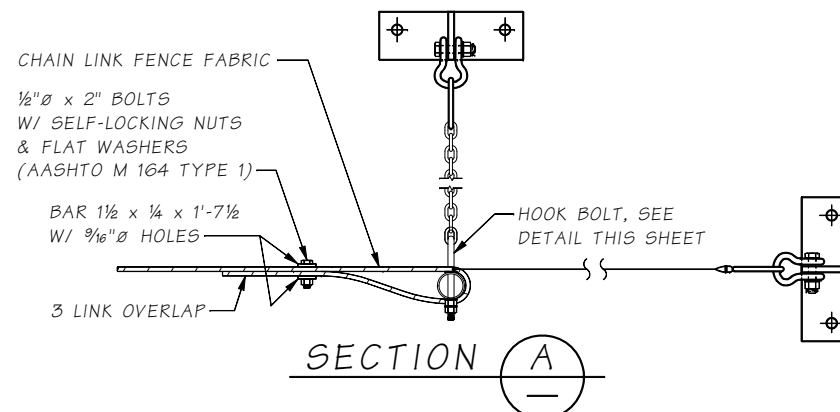


PLAN

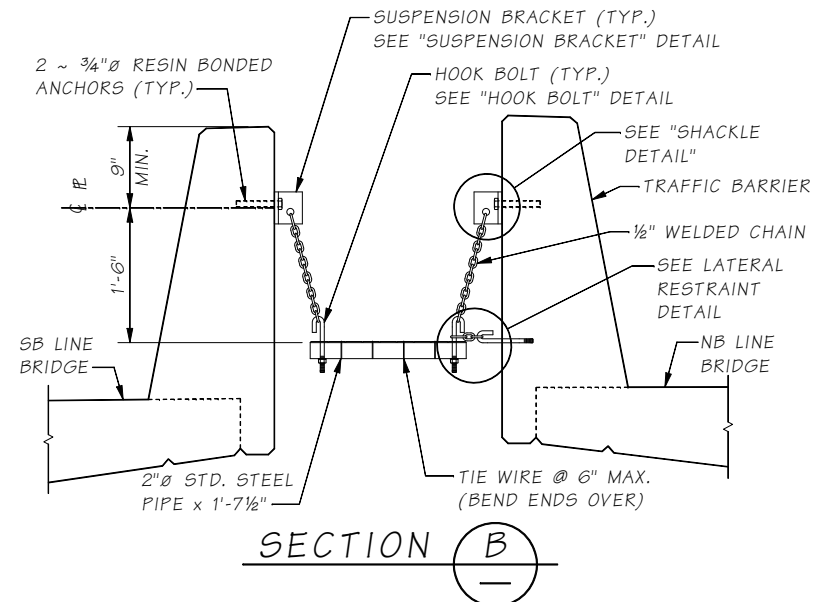


NOTES:

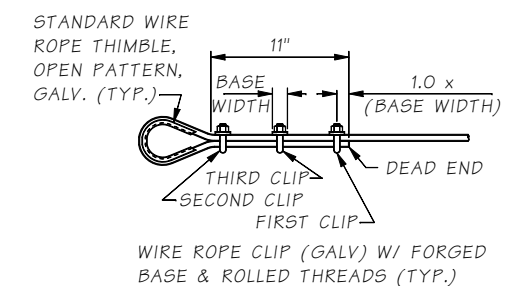
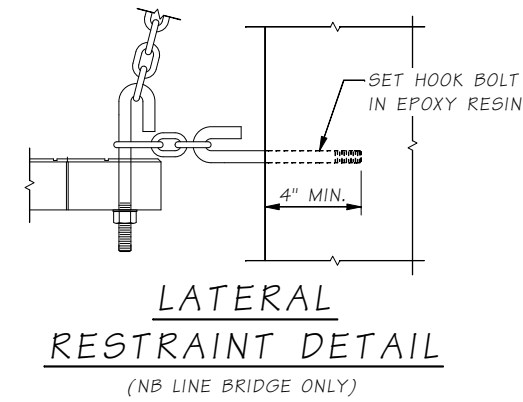
1. STEEL PIPE SHALL CONFORM TO ASTM A 53 GRADE B, GALVANIZED.
2. STEEL BARS, PLATES AND SHAPES CONFORM TO EITHER ASTM A 36 OR ASTM A 992, AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M 111.
3. HOOK BOLTS AND ASSOCIATED NUTS AND WASHERS SHALL CONFORM TO STD. SPEC. 9-06.5(3), AND SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH AASHTO M 232.
4. CHAIN LINK FENCE FABRIC SHALL BE GALVANIZED STEEL WIRE CONFORMING TO STD. SPEC. 9-16.1(1)B REQUIREMENTS FOR TYPE 1 FENCE.
5. HARDWARE, HOG RING AND TIE WIRE SHALL CONFORM TO STD. SPEC. 9-16.1(1)D.
6. WIRE ROPE SHALL CONFORM TO ASTM A 603.
7. CHAIN SHALL CONFORM TO ASTM A 413 GRADE 43.
8. RESIN BONDED ANCHORS SHALL CONFORM TO STD. SPEC. 6-02.2 AS SUPPLEMENTED IN THE SPECIAL PROVISIONS.



SECTION (A)

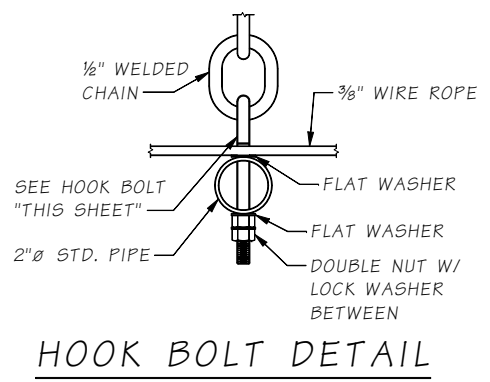
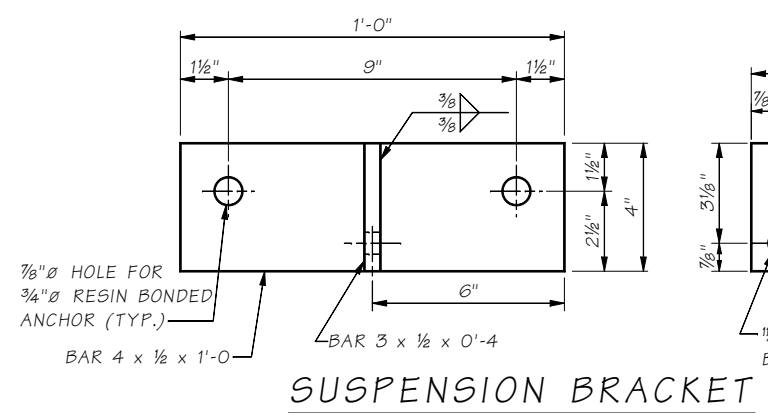


SECTION (B)

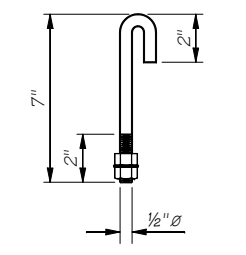


CLIP NOTES:

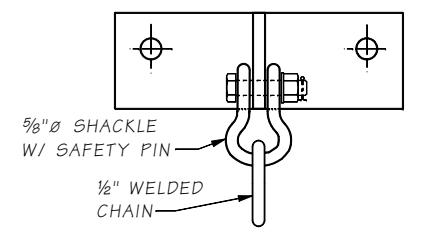
1. WIRE ROPE SHALL BE TAUT TO MINIMIZE DEFLECTION.
2. ATTACH FIRST CLIP ONE CLIP WIDTH FROM THE DEAD END OF ROPE.
3. ATTACH SECOND CLIP AS CLOSE TO THIMBLE AS POSSIBLE. TIGHTEN NUT FIRMLY, BUT NOT COMPLETELY TIGHT.
4. ATTACH THIRD CLIP MIDWAY BETWEEN THE FIRST TWO CLIPS. TIGHTEN NUTS. TAKE UP ANY ROPE SLACK UNIFORMLY. TIGHTEN ALL NUTS TO 40 FOOT-POUNDS OF TORQUE.



HOOK BOLT DETAIL



HOOK BOLT



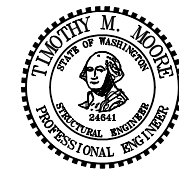
SHACKLE DETAIL

SR 99 FILE NO. SHEET BG306

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\safety screen.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By Lee, CS	06/09					
Checked By Mizumori, A	09/09					
Detailed By Hanson, CE	06/09					
Bridge Projects Engr.						
Prelim. Plan By	2/17/10	REVISED SHEET	CSL	TMM		
Architect/Specialist		REVISION	BY	APPD		

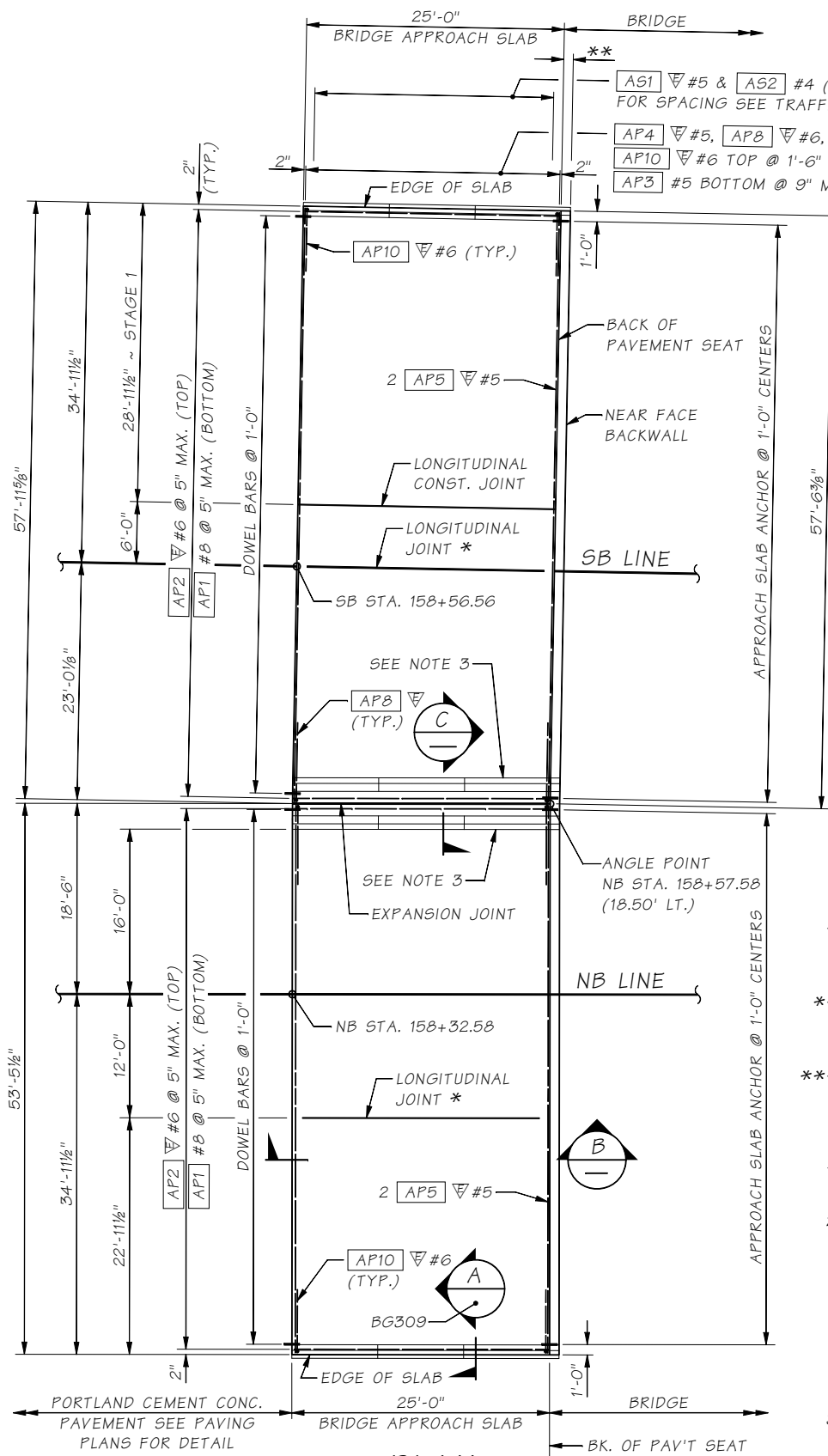


BRIDGE AND STRUCTURES OFFICE



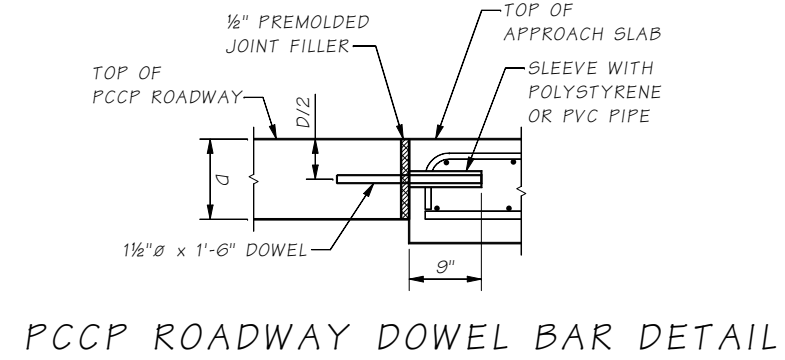
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
SAFETY SCREEN

BRIDGE SHEET NO. BG306
SHEET 1157 OF 1475 SHEETS

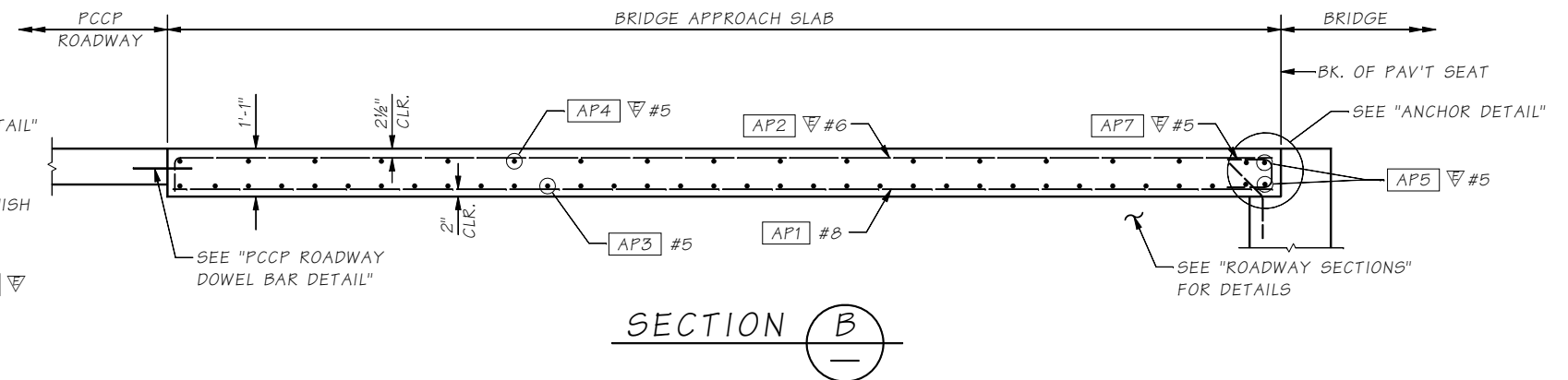
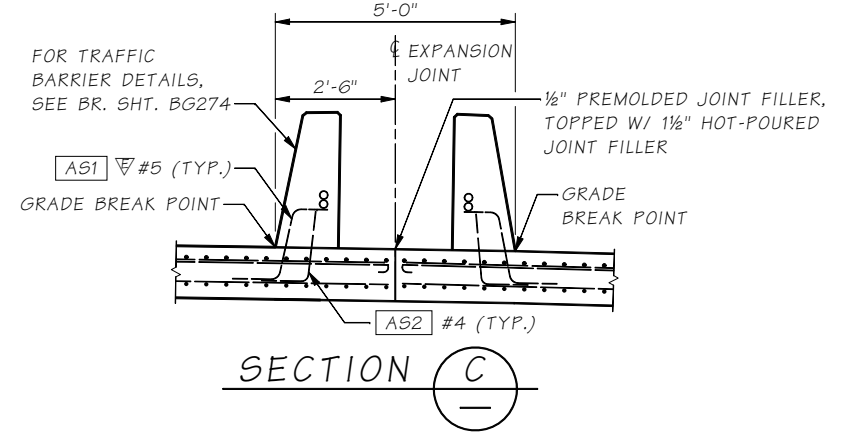


PLAN

BRIDGE APPROACH SLAB AT PIERS 15 AND 1N
(TRAFFIC BARRIER REINFORCING OMITTED FOR CLARITY)

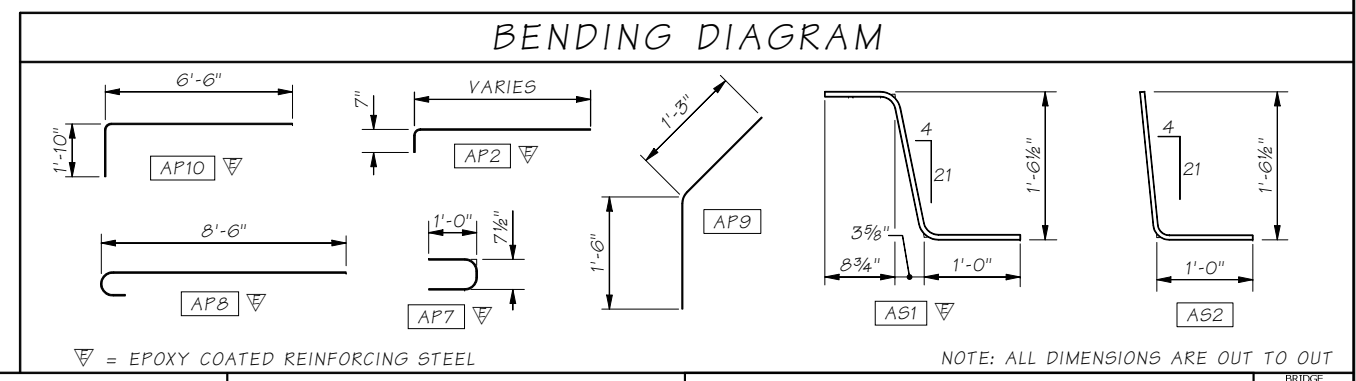


INSERT DOWELS PARALLEL TO CENTER LINE
ALONG TRANSVERSE CONSTRUCTION JOINT.



- * SEE "LONGITUDINAL JOINT DETAIL" ON BRIDGE APPROACH SLAB DETAILS 3.
- ** CONST. JOINT W/ SMOOTH FINISH BETWEEN BARRIERS AND TOP OF BACKWALL (TYP.)
- *** PLACE AP8 #6 & AP10 #6 BETWEEN AP4 #5

- NOTES:**
- ALL EDGES OF BRIDGE APPROACH SLAB SHALL HAVE 1/2" RADIUS.
 - LONGITUDINAL JOINTS SHALL BE PLACED ON LANE LINES AND SHALL BE CONSTRUCTED AND SEALED IN ACCORDANCE WITH STD. SPEC. SECTION 5-05.3(8). JOINTS MAY BE EITHER A SAWCUT CRACK CONTROL JOINT OR A CONSTRUCTION JOINT. SAWCUT JOINTS SHALL TERMINATE 1'-0" BEFORE REACHING EDGE OF SLAB AND MUST BE SAW CUT AS SOON AS POSSIBLE AFTER PLACEMENT OF CONCRETE.
 - MEDIAN TRAFFIC BARRIERS ARE PARALLEL TO NB LINE.
 - PROVIDE 2'-6" MIN. LAP SPLICE FOR AP4 #5 & 2'-0" MIN. LAP SPLICE FOR AP3 #5 WHEN REQUIRED.



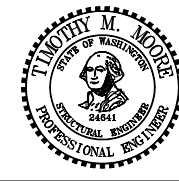
SR 99 FILE NO. SHEET BG307

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\Window files\APPROACH SLAB 1.WND
Supervisor	Moore, TM	
Designed By	Lee, CS	09/09
Checked By	Mizumori, A	09/09
Detailed By	Hanson, CE	09/09
Bridge Projects Engr.		
Prelim. Plan By		
Architect/Specialist		

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10	WASH.			
JOB NUMBER				
09A803				

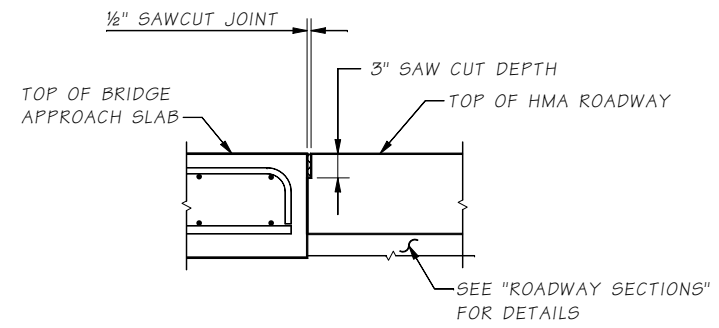


BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

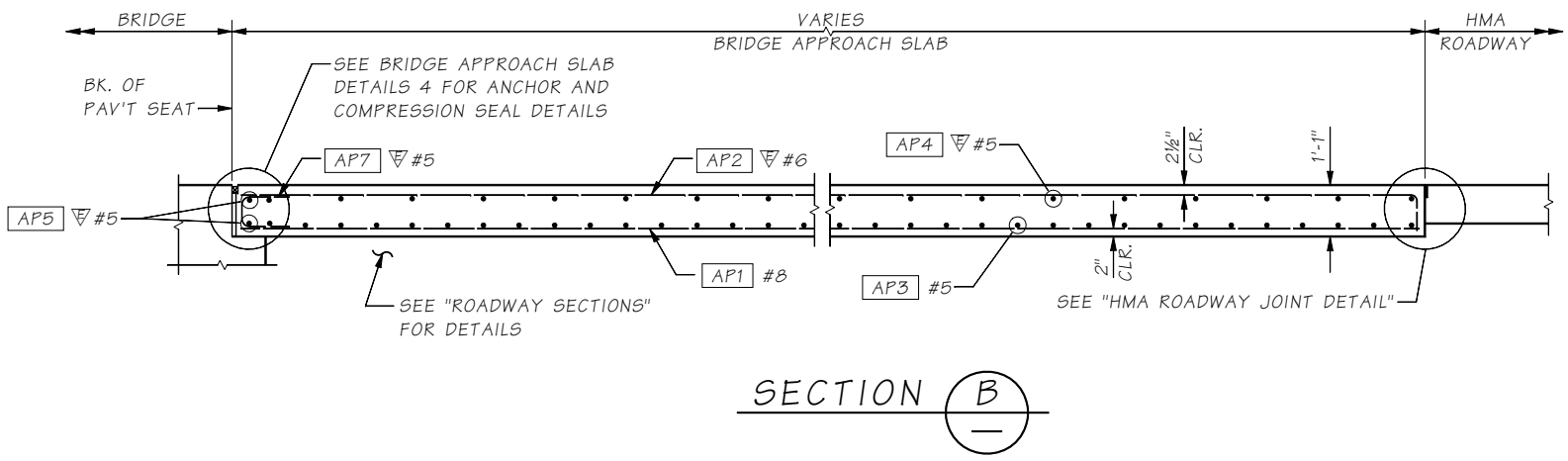
BRIDGE SHEET NO. BG307
SHEET 1158 OF 1475 SHEETS



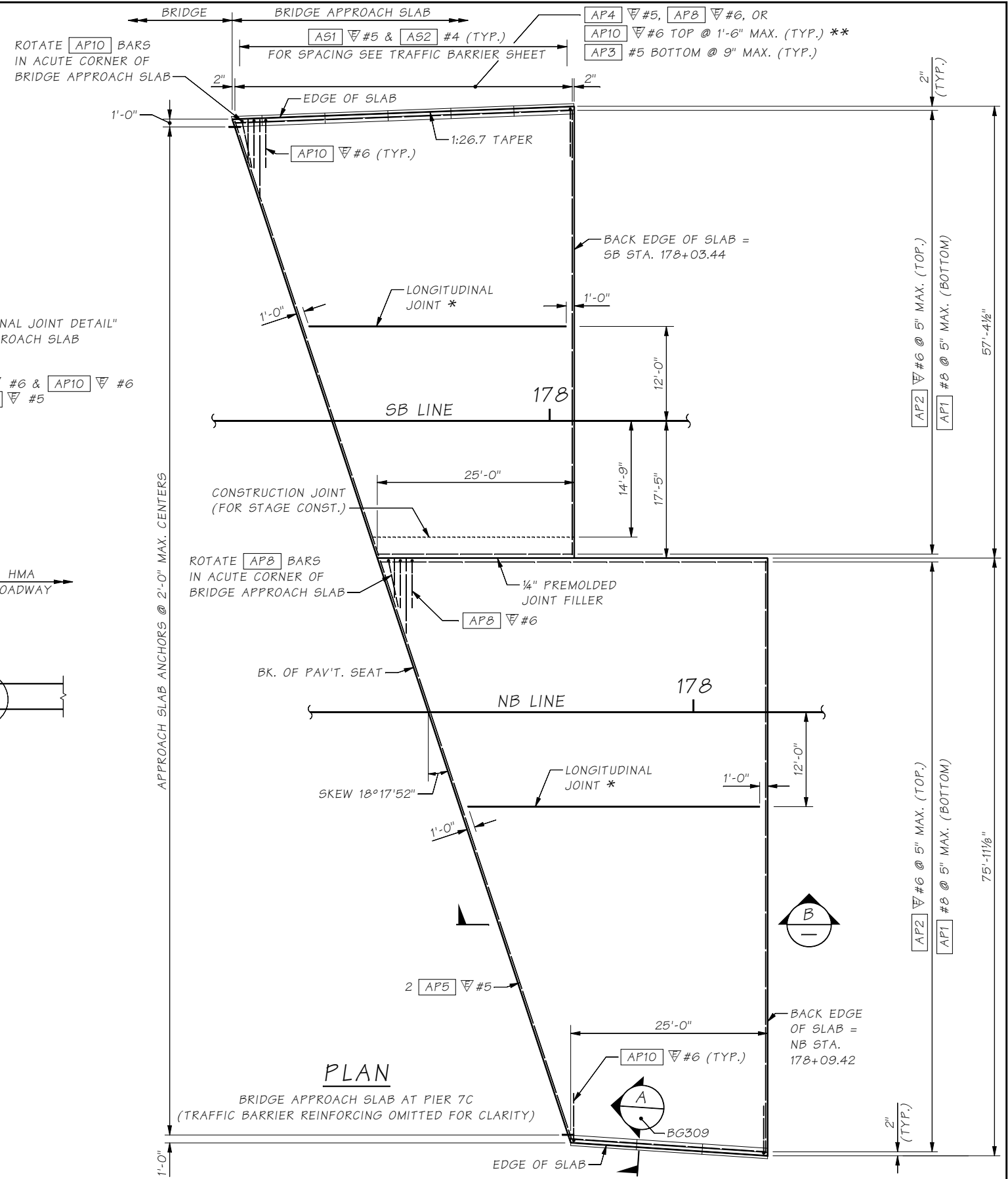
HMA ROADWAY JOINT DETAIL

SAWCUT SHALL BE FILLED WITH HOT-POURED COMPONENT IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 9-04.2(1) AND SEALED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 5-05.3(B).

* SEE "LONGITUDINAL JOINT DETAIL" ON BRIDGE APPROACH SLAB DETAILS 3.
 ** PLACE AP8 #6 & AP10 #6 BETWEEN AP4 #5



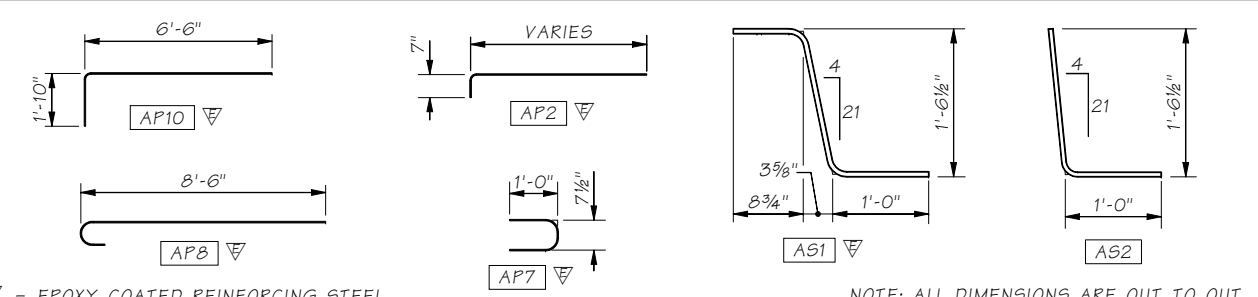
SECTION B



PLAN

BRIDGE APPROACH SLAB AT PIER 7C
 (TRAFFIC BARRIER REINFORCING OMITTED FOR CLARITY)

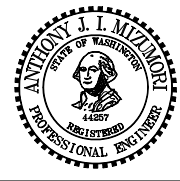
BENDING DIAGRAM



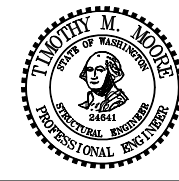
NOTE: ALL DIMENSIONS ARE OUT TO OUT

SR 99 FILE NO. SHEET BG308

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\APPROACH SLAB 2.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM		10	WASH.			
Designed By	Mizumori, A	09/09					
Checked By	Lee, CS	09/09					
Detailed By	Hanson, CE	09/09					
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist							

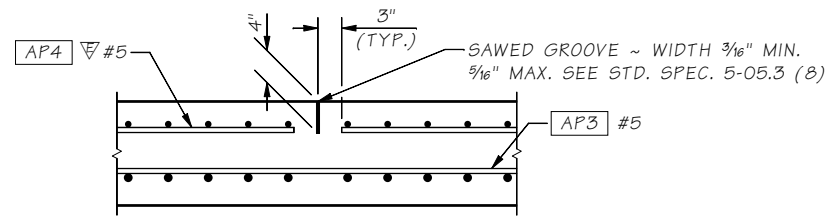


BRIDGE AND STRUCTURES OFFICE

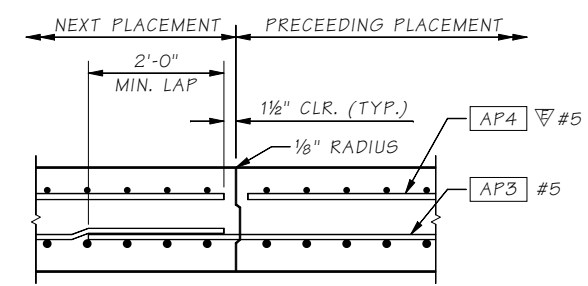


SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB
BRIDGE APPROACH SLAB DETAILS 2

BRIDGE SHEET NO. **BG308**
 SHEET 1159 OF 1475 SHEETS

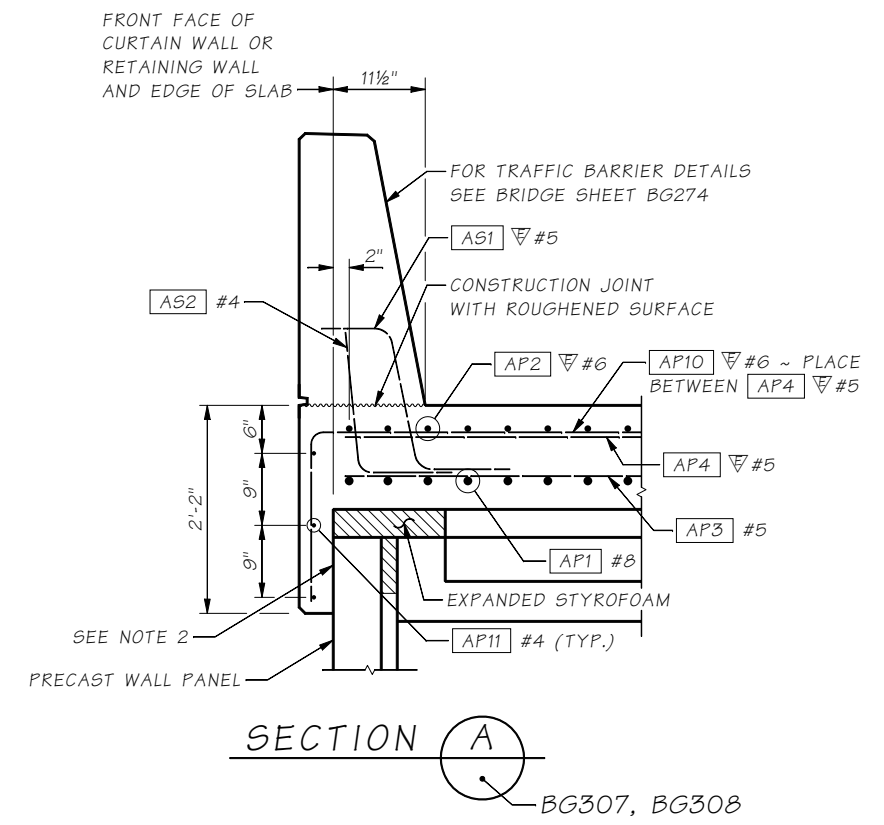


LONGITUDINAL JOINT DETAIL



ALTERNATE LONGITUDINAL JOINT DETAIL

EDGE PRECEEDING PLACEMENT ONLY WITH 1/8" RADIUS.



SECTION A

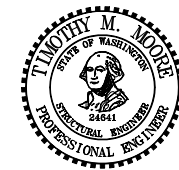
BG307, BG308

- NOTES:
- SEE "WALL SECTIONS", "WALL DETAILS" AND "ROADWAY SECTIONS" FOR ADDITIONAL DETAILS.
 - POSITIVE BOND BREAKER SHALL BE PROVIDED BETWEEN PRECAST WALL PANEL AND C.I.P. CONCRETE.

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\APPROACH SLAB 3.WND				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor	Moore, TM					10	WASH.			
Designed By	Lee, CS	09/09								
Checked By	Mizumori, A	09/09								
Detailed By	Hanson, CE	09/09								
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist		DATE	REVISION	BY	APPD					



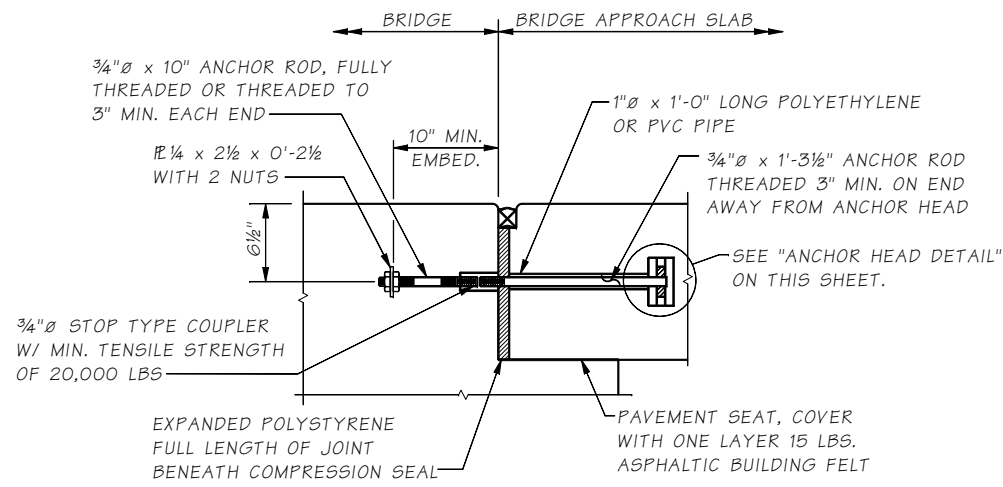
BRIDGE AND STRUCTURES OFFICE



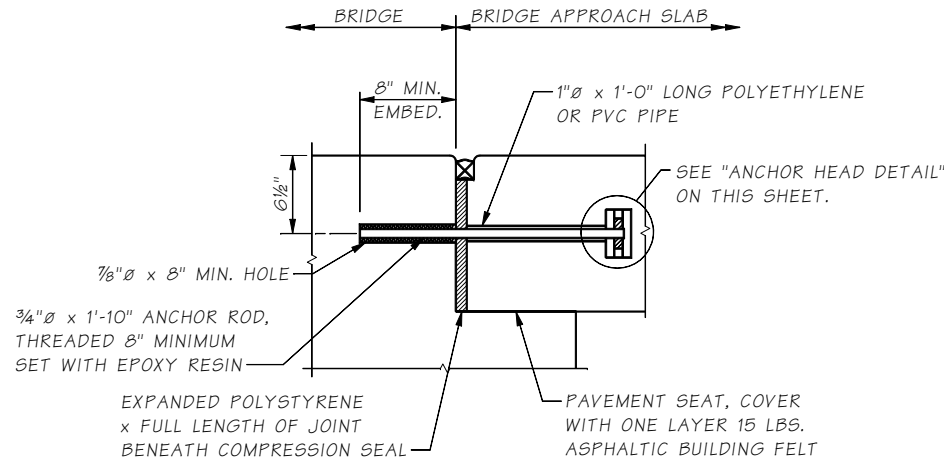
SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB

BRIDGE APPROACH SLAB DETAILS 3

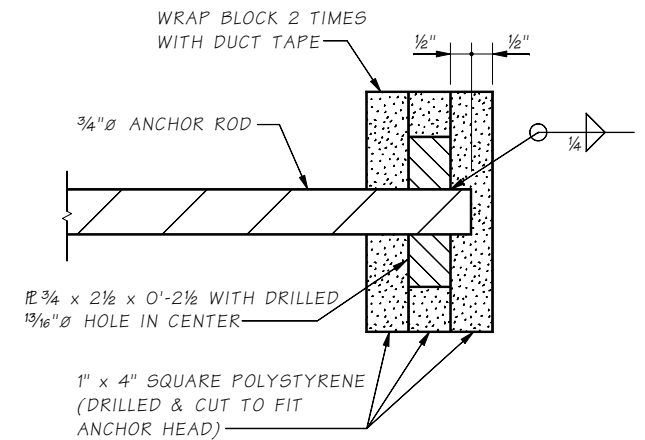
BRIDGE SHEET NO. BG309
SHEET 1160 OF 1475 SHEETS



APPROACH ANCHOR - METHOD A

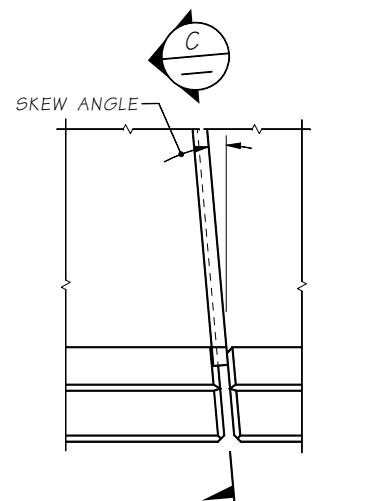


APPROACH ANCHOR - METHOD B

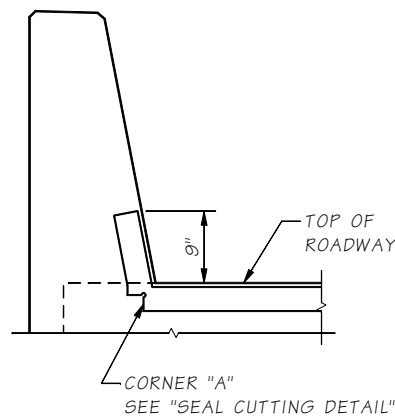


ANCHOR HEAD DETAIL

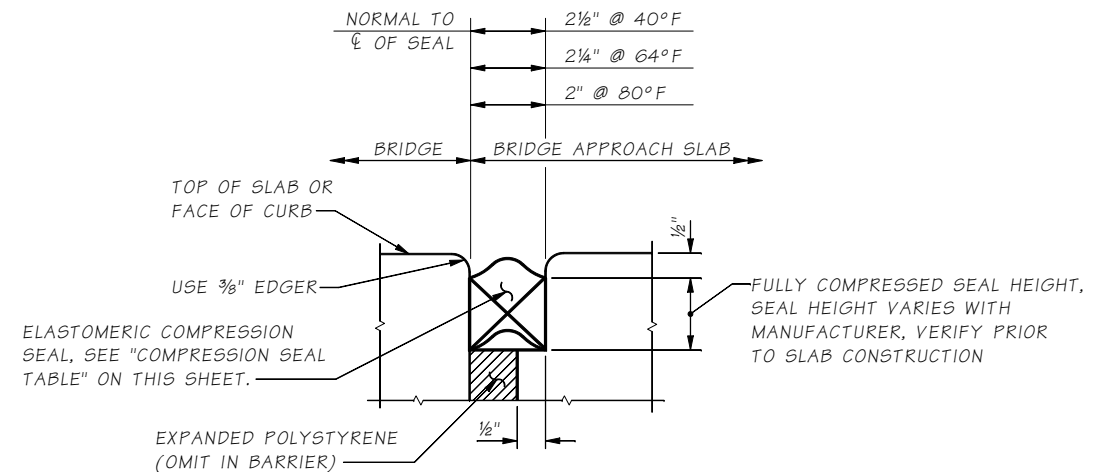
NOTE:
PAINT METAL COMPONENTS OF APPROACH ANCHOR WITH ONE COAT OF INORGANIC ZINC PAINT CONFORMING TO EITHER SECTION 9-08.1(2)D OR 9-08.1(2)F.



PLAN EXPANSION JOINT
PIER 7C

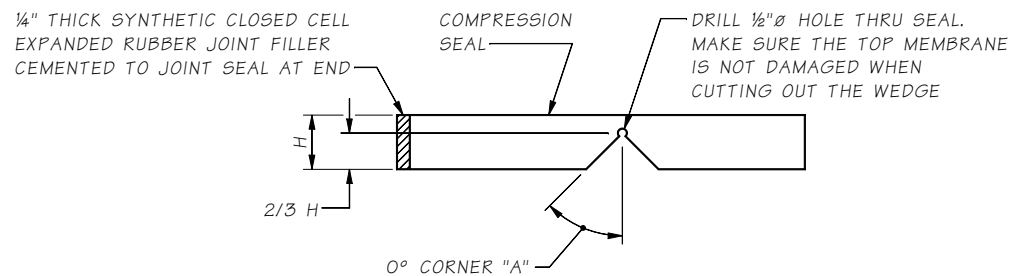


SECTION C



COMPRESSION SEAL DETAIL
EXPANSION JOINT AT BACK OF PAV'T SEAT

NOTE:
COMPRESSION SEAL SHALL BE INSTALLED OVER THE ENTIRE JOINT LENGTH. NO SPLICING SHALL BE PERMITTED.



SEAL CUTTING DETAIL

COMPRESSION SEAL TABLE

D.S. BROWN		WATSON BOWMAN ACME	
SEAL	W (IN.)	SEAL	W (IN.)
CV-40	4	WA-400	4

TESTING SHALL BE PER AASHTO M-220 PRIOR TO USE.

SR 99 FILE NO. SHEET BG310

Bridge Design Engr.	Khaleghi, B	M:\Y-Team\AWV SOUTH INTERCHANGE\window files\APPROACH SLAB 4.WND			
Supervisor	Moore, TM	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
Designed By	Mizumori, A 09/09	10	WASH.		TOTAL SHEETS
Checked By	Lee, CS 09/09	JOB NUMBER 09A803			
Detailed By	Hanson, CE 09/09				
Bridge Projects Engr.					
Prelim. Plan By					
Architect/Specialist		DATE	REVISION	BY	APPD



BRIDGE AND STRUCTURES OFFICE



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
S HOLGATE ST TO S KING ST - PHASE 2
BRIDGE NO. 99/540 NB & SB
BRIDGE APPROACH SLAB DETAILS 4

BRIDGE SHEET NO. BG310
SHEET 1161 OF 1475 SHEETS

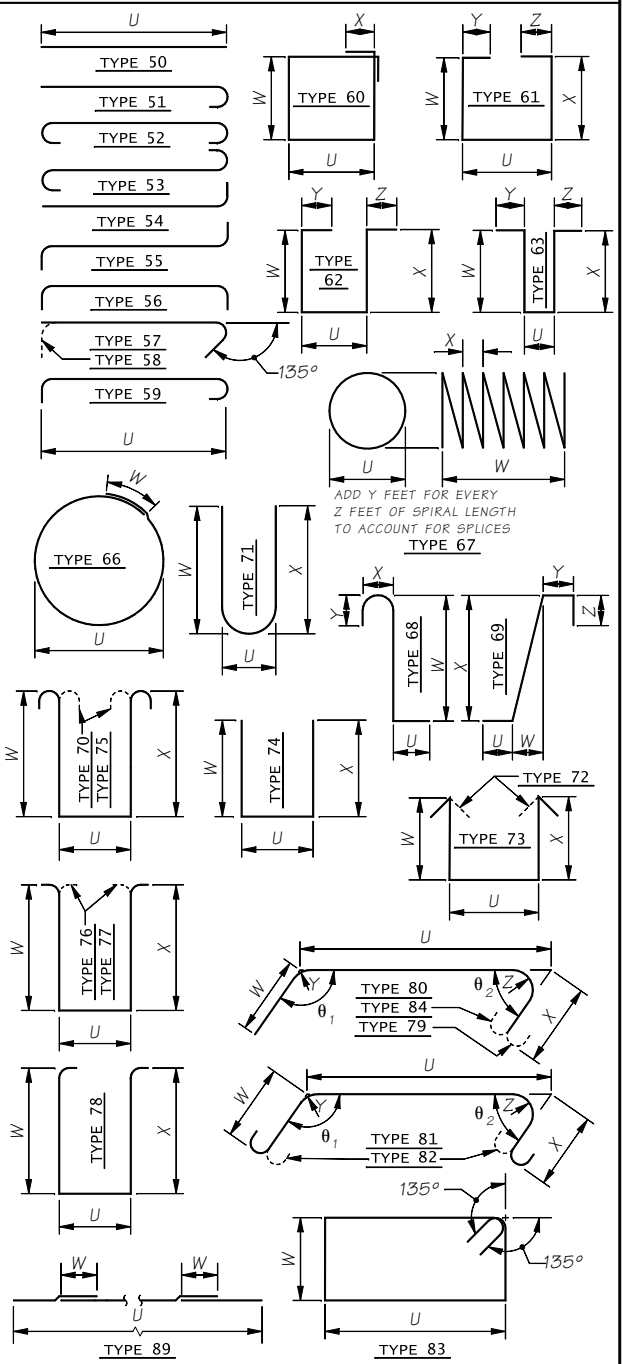
S = Bar is included in substructure quantities.
L = Lump sum quantity.
T = Transverse or S = Seismic

E = Bar is to be epoxy coated.
V = Bar dimensions vary between dimensions shown on this line and the following line.

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BENDING DIAGRAMS



- NOTES:
- ALL REINFORCING BARS ON THIS SHEET SHALL BE ASTM A 706 UNLESS SHOWN OTHERWISE.
 - REINFORCING FOR TRAFFIC BARRIERS NOT SHOWN IN THE BAR LIST, SEE TRAFFIC BARRIER SHEET.
 - BEND FOR TRANSVERSE BARS DUE TO ROADWAY CROWN CONDITIONS HAS NOT BEEN SHOWN. THESE BARS SHALL BE BENT AS REQUIRED TO CONFORM TO THE CONFIGURATION OF THE STRUCTURE.
- * NUMBER AND LENGTH OF BARS TO BE DETERMINED BY THE CONTRACTOR FROM PLANS.

MARK NO.	LOCATION	SIZE	NO. REQ'D	BEND TYPE	TIE OR STIK.	LUMP SUM	SUBSTC.	EPOXY COAT.	VARIES	DIMENSIONS (Out to Out)										LENGTH		WEIGHT															
										U		W		X		Y		Z		θ ₁	θ ₂		Ft.	In.	Lbs.												
										Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.							Deg.	Deg.										
SB LINE SUBSTRUCTURE																																					
PIER 1S ABUTMENT																																					
1S01	Shaft Cap Stirrup	6	6	78	72	T	S													14	0				1641												
1S02	Shaft Cap Stirr. at Shaft	6	6	40	72	T	S													10	4				620												
1S03	Shaft Cap Stirr. at Shaft	6	6	20	72	T	S													6	7				199												
1S04	Shaft Cap Longit.	10	6	26	50		S													31	3				3496												
1S04	Shaft Cap Longit.	10	6	26	50		S													27	9				3105												
1S05	Shaft Cap Longit. Side	6	6	6	50		S													32	8				294												
1S05	Shaft Cap Longit. Side	6	6	6	50		S													30	10				278												
1S06	Shaft Cap Tie	6	6	59	58	T	S													7	3				89												
1S07	Stem Wall Vert.	8	226	54			S		V 2											26	4				774												
1S08	Stem Wall Horiz.	6	6	42	50	T	S													25	9				16391												
1S08	Stem Wall Horiz.	6	6	42	50	T	S													32	8				2058												
1S09	Stem Wall Ties	4	4	261	50	T	S													28	2				1774												
1S09	Stem Wall Ties	4	4	29	50	T	S													3	3				567												
1S10	Stem Wall Top Tie	6	6	58	58	T	S													5	0				97												
1S11	Stem Wall Top Horiz.	6	6	6	50		S													25	9				16391												
1S11	Stem Wall Top Horiz.	6	6	6	50		S													32	8				294												
1S11	Stem Wall Top Horiz.	6	6	6	50		S													28	2				253												
1S12	Back Wall Vert. FF	6	6	115	80		S													6	3.5			0	3.0	45	1860										
1S13	Back Wall Vert. NF	6	6	115	50		S													8	2.0					1410											
1S14	Back Wall Horiz.	4	4	15	89	T	S													57	2.9			2	0.0		594										
1S15	Back Wall Top Tie	4	4	58	58	T	S													1	7.0					87											
1S16	Back Wall Top Stirrup	4	4	58	74	T	S													0	8.0			2	11.5	2	11.5										
1S17	Back Wall Horiz.	6	6	2	50		S													32	7.5					98											
1S17	Back Wall Horiz.	6	6	2	50		S													28	2					84											
1S19	Stage Curt. Wall Stirr. Bott	4	4	36	74	T	S													0	8.5			3	4.5	3	4.5										
1S20	Stage Curt. Wall Stirr. Top	4	4	20	74	T	S													0	8.5			1	6.5	1	6.5										
1S21	Stage Curtain Wall Vert.	4	4	8	50		S													25	10.2					138											
1S21	Stage Curtain Wall Vert.	4	4	4	50		S													16	1.1					43											
1S22	Stage Curtain Wall Dowels	4	4	12	50		S													4	1.5					33											
1S23	Curtain Wall Dowels	6	6	14	50		S													4	10.5					103											
1S24	Curtain Wall Vert.	6	6	14	50		S													29	4.4					29											
1S25	Curtain Wall Vert.	8	4	54			S		V 2											29	2					615											
1S26	Curtain Wall Horiz.	4	4	56	50		S													33	12					363											
1S27	Blockout	4	4	8	50	T	S													5	3					196											
1S44	Girder Stop Stirr.	5	5	8	74	T	S													3	1					16											
1S44	Girder Stop Stirr.	5	5	16	74	T	S													10	10					90											
1S45	Girder Stop Stirr.	5	5	39	74	T	S													4	1.4			3	1.5	3	1.5										
1S46	Girder Stop Tie	4	4	4	74	T	S													3	2.0			3	1.5	3	1.5										
1S46	Girder Stop Tie	4	4	4	74	T	S													3	3.0			2	11.3	2	11.3										
1S46	Girder Stop Tie	4	4	8	74	T	S													3	3.0			2	7.2	2	7.2										
1S46	Girder Stop Tie	4	4	2	74	T	S													7	9					10											
1S51	Girder Stop Stirr.	5	5	4	74	T	S													5	1					21											
1S52	Girder Stop Tie	4	4	1	74	T	S													7	3					5											
1S53	Girder Stop Stirr.	5	5	4	74	T	S													9	7					40											
PIER 2S PILE CAP																																					
2S01	Bott. Transv.	11	11	128	56	T	S													22	4.5						25										
2S02	Bott. Longit.	11	11	60	56		S													50	8						17465										
2S03	Mid Cap Ties	7	7	604	58	T	S													6	12						8617										
2S04	Top Longit.	11	11	60	56		S													50	8						16157										
2S05	Top Transv.	11	11	128	56		S													22	4.5						17465										
2S06	Side Transv.	7	7	12	50		S													47	9						1171										
2S07	Side Longit.	7	7	12	50		S													22	9						558										
2S08	Face Tie	7	7	142	58	T	S													22	9						558										
PIER 2S COLUMN																																					
2S21	Longit. Left Column	11	11	32	54		S													32	3.5							5771									
2S21	Longit. Right Column	11	11	32	54		S													34	4						5842										
2S23	Hoop	8	8	250	66		S													6	3.0						12930										
PIER 2S CROSSBEAM																																					
2S31	Stirrup Crossbeam	6	6	105	72	S	S													8	3.0			4	9.0	4	9.0		19	3	3031						
2S32	Longit. Bottom Layer	9	9	16	50		S													50	11.5							2772									
2S33	Longit. Side Crossbeam	6	6	10	50		S													51	1							771									
2S34	Longit. Top Crossbeam	11	11	16	50		S													51	7							4396									
2S35	Horiz. Ties	5	5	105	58	T	S													8	3.0							1039									
2S36	Crossbeam End Vert.	6	6	18	80	T	S													11	7.0			1	0.0	1	0.0		13	3	259						
2S37	Vertical Diaphragm Dowel	6	6																																		

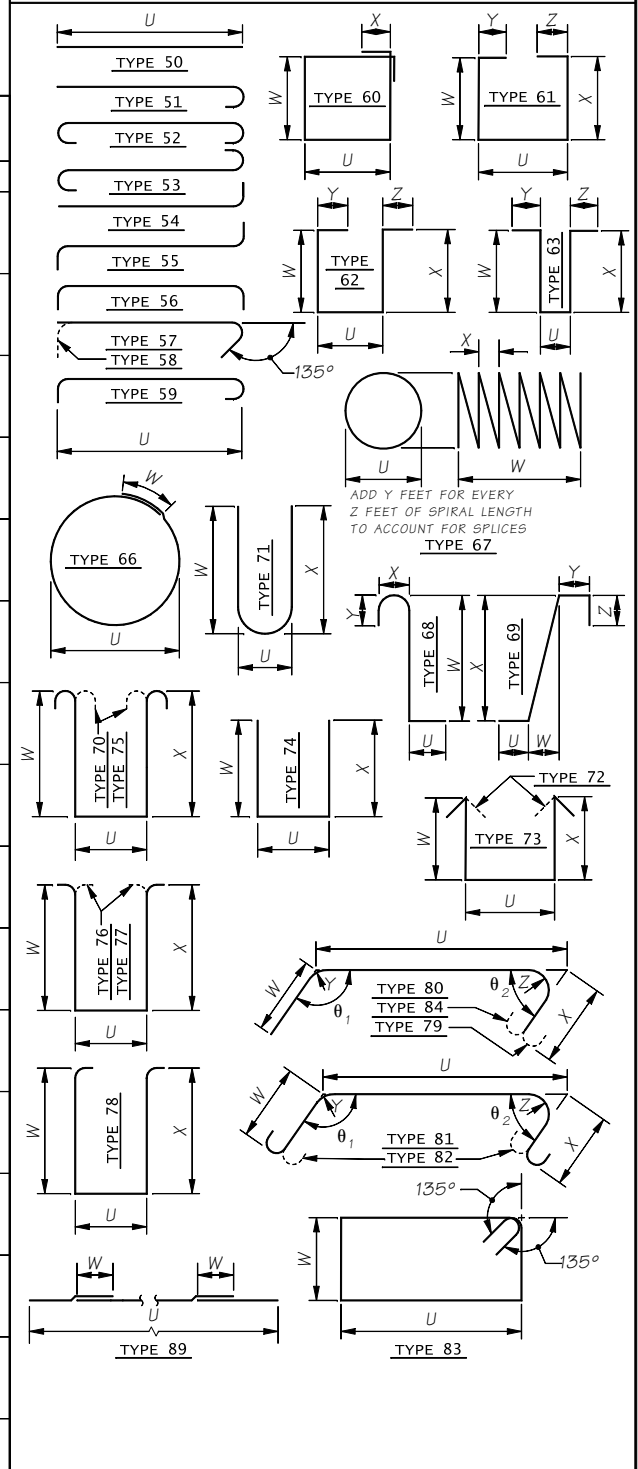
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BENDING DIAGRAMS



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- * NUMBER AND LENGTH OF BARS TO BE DETERMINED BY THE CONTRACTOR FROM PLANS.

MARK NO.	LOCATION	SIZE	NO. REQ'D	BEND TYPE	TIE OR STIK.	LUMP SUM	EPOXY COAT.	VARIES	DIMENSIONS (Out to Out)										LENGTH		WEIGHT			
									U		W		X		Y		Z		θ_1 θ_2			Ft.	In.	Lbs.
									Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Deg.	Deg.				
5S39	Vertical Diaphragm Dowel	6	22	58	S					12	3.0							13	10	458				
5S40	Vertical Diaphragm Dowel	6	14	54	S					11	5.5							12	2	256				
5S41	Inner Vert. Stirrup	6	45	58	S					12	2.0							13	9	931				
5S42	Inner Vert. Stirrup	6	45	58	S					12	2.5							13	10	934				
5S43	Corssbeam End Ties	6	10	80	T					8	7.0	2	9.0	2	9.0	0	3.0	0	3.0	71	109	13	9	206
PIER 6S COLUMN																								
6S21	Longit. Left Column	11	32	50	S					49	4.0							49	4	8388				
6S22	Spiral Bot. Left Column	6	1	167	S					6	3.0	8	6.0	0	6.0	0	8.0	60	0.0	334	3	502		
6S23	Spiral Mid. Left Column	6	1	167	S					6	3.0	36	1.0	0	3.0	0	8.0	60	0.0	2836	12	4261		
6S24	Spiral Mid. Left Column	6	1	167	S					6	3.0	4	1.0	0	3.0	0	8.0	60	0.0	314	6	472		
6S21	Longit. Right Column	11	32	50	S					50	0.0							50	0	8501				
6S22	Spiral Bot. Right Column	6	1	167	S					6	3.0	8	6.0	0	6.0	0	8.0	60	0.0	334	3	502		
6S23	Spiral Mid. Right Column	6	1	167	S					6	3.0	36	9.0	0	3.0	0	8.0	60	0.0	2889	5	4339		
6S24	Spiral Top Right Column	6	1	167	S					6	3.0	4	0.0	0	3.0	0	8.0	60	0.0	314	6	472		
PIER 6S CROSSBEAM																								
6S31	Stirrup Crossbeam	6	69	72	S					8	3.0	4	9.0	4	9.0			19	3	1992				
6S32	Longit. Bottom Layer	9	14	50	S					49	5.5							49	6	2354				
6S33	Longit. Side Crossbeam	6	10	50	S					49	7.5							49	8	2354				
6S34	Longit. Top Crossbeam	11	16	50	S					50	1.0							50	1	749				
6S35	Horiz. Ties	5	69	58	S					8	3.0							9	6	683				
6S36	Crossbeam End Vert.	6	18	80	T					11	9.5	1	0.0	1	0.0	0	2.5	0	2.5	87	93	13	6	254
6S37	Vertical Diaphragm Dowel	6	22	58	S					11	10.5							13	6	446				
6S38	Vertical Diaphragm Dowel	6	14	54	S					10	11.0							11	8	245				
6S39	Vertical Diaphragm Dowel	6	22	58	S					11	10.5							13	6	446				
6S40	Vertical Diaphragm Dowel	6	14	54	S					11	2.0							11	11	250				
6S41	Inner Vert. Stirrup	6	44	58	S					11	10.5							13	6	891				
6S42	Inner Vert. Stirrup	6	44	58	S					11	10.5							13	6	891				
6S43	Corssbeam End Ties	6	10	80	T					8	1.5	2	9.0	2	9.0	0	3.0	0	3.0	90	90	13	4	200
PIER 7S COLUMN																								
7S21	Longit. Left Column	11	32	50	S					49	8.0							49	8	8445				
7S22	Spiral Bot. Left Column	6	1	167	S					6	3.0	8	6.0	0	6.0	0	8.0	60	0.0	334	3	502		
7S23	Spiral Mid. Left Column	6	1	167	S					6	3.0	36	5.0	0	3.0	0	8.0	60	0.0	2863	2	4300		
7S24	Spiral Mid. Left Column	6	1	167	S					6	3.0	4	0.0	0	3.0	0	8.0	60	0.0	314	6	472		
7S21	Longit. Right Column	11	32	50	S					50	2.0							50	2	8530				
7S22	Spiral Bot. Right Column	6	1	167	S					6	3.0	8	6.0	0	6.0	0	8.0	60	0.0	334	3	502		
7S23	Spiral Mid. Right Column	6	1	167	S					6	3.0	36	11.0	0	3.0	0	8.0	60	0.0	2902	6	4359		
7S24	Spiral Top Right Column	6	1	167	S					6	3.0	4	0.0	0	3.0	0	8.0	60	0.0	314	6	472		
PIER 7S CROSSBEAM																								
7S31	Stirrup Crossbeam	6	69	72	S					8	3.0	4	9.0	4	9.0			19	3	1992				
7S32	Longit. Bottom Layer	9	14	50	S					49	5.5							49	6	2354				
7S33	Longit. Side Crossbeam	6	10	50	S					49	7.0							49	7	2354				
7S34	Longit. Top Crossbeam	11	16	50	S					50	1.0							50	1	748				
7S35	Horiz. Ties	5	69	58	S					8	3.0							9	6	683				
7S36	Crossbeam End Vert.	6	18	80	T					11	7.0	1	0.0	1	0.0	0	2.5	0	2.5	87	93	13	4	250
7S37	Vertical Diaphragm Dowel	6	22	58	S					11	8.5							13	4	440				
7S38	Vertical Diaphragm Dowel	6	14	54	S					10	11.5							11	8	246				
7S39	Vertical Diaphragm Dowel	6	22	58	S					11	8.0							13	3	439				
7S40	Vertical Diaphragm Dowel	6	14	54	S					10	11.0							11	8	245				
7S41	Inner Vert. Stirrup	6	44	58	S					11	8.5							13	4	880				
7S42	Inner Vert. Stirrup	6	44	58	S					11	8.5							13	4	880				
7S43	Corssbeam End Ties	6	10	80	T					8	1.5	2	9.0	2	9.0	0	3.0	0	3.0	90	90	13	4	200
SB LINE SUPERSTRUCTURE																								
PIER 2S DIAPHRAGM																								
2S45	Longit. Inner Diaphragm	6	14	50						31	0.5							31	0	661				
2S46	Longit. Inner Diaphragm	6	14	50						31	10.5							31	10	661				
2S47	Diaphragm Tie	5	468	51	S					24	0.0							24	0	500				
2S48	Top Bar Support Tie	4	22	56	T					5	11.0							4	6	2900				
2S49	Longit. Top	11	28	50						52	10.0							52	10	66				
2S50	Longit. Btw. Webs (A-E)	6	70	50						52	10.0							52	10	7860				
2S51	Vert. Girder Web	6	56	50						4	7.5							4	8	736				
2S52	Longit. Btw. Webs (E-G)	6	28	50						6	5.0							6	5	389				
2S53	Diaphragm End Ties	6	14	80	T					8	1.5	3	4.0	3	4.0	0	3.0	0	3.0	90	90	14	6	270
2S60	Utility Blockouts	4	8	50						2	3.0							2	3	304				
PIER 3S DIAPHRAGM																								
3S45	Longit. Inner Diaphragm	6	14	50						31	0.5							31	0	661				
3S46	Longit. Inner Diaphragm	6	14	50						31	10.5							31	10	661				
3S47	Diaphragm Tie	5	432	51	S					22	5.5							22	6	468				
3S48	Top Bar Support Tie	4	22	56	T					5	11.0							4	6	2677				
3S49	Longit. Top	11	28	50						51	4.5							51	4	66				
3S50	Longit. Btw. Webs (A-E)	6	70	50						51	4.5							51	4	7643				
PIER 4S DIAPHRAGM																								
4S47	Diaphragm Tie	5	432	51	S					22	5.5							22	6	468				
4S48	Top Bar Support Tie	4	22	56	T					5	11.0							4	6	2677				
4S49	Longit. Top	11	28	50						51	4.5							51	4	66				
4S50	Longit. Btw. Webs (A-E)	6	70	50						51	4.5							51	4	7643				
PIER 5S DIAPHRAGM																								
5S45	Longit. Inner Diaphragm	6	14	50						55	5.0							55	5	1174				
5S49	Diaphragm Tie	5	356	51	S					56	3.0							56	3					

S = Bar is included in substructure quantities.

E = Bar is to be epoxy coated.

S = Bar is included in substructure quantities.

E = Bar is to be epoxy coated.

L = Lump sum quantity.

V = Bar dimensions vary between dimensions shown on this line and the following line.

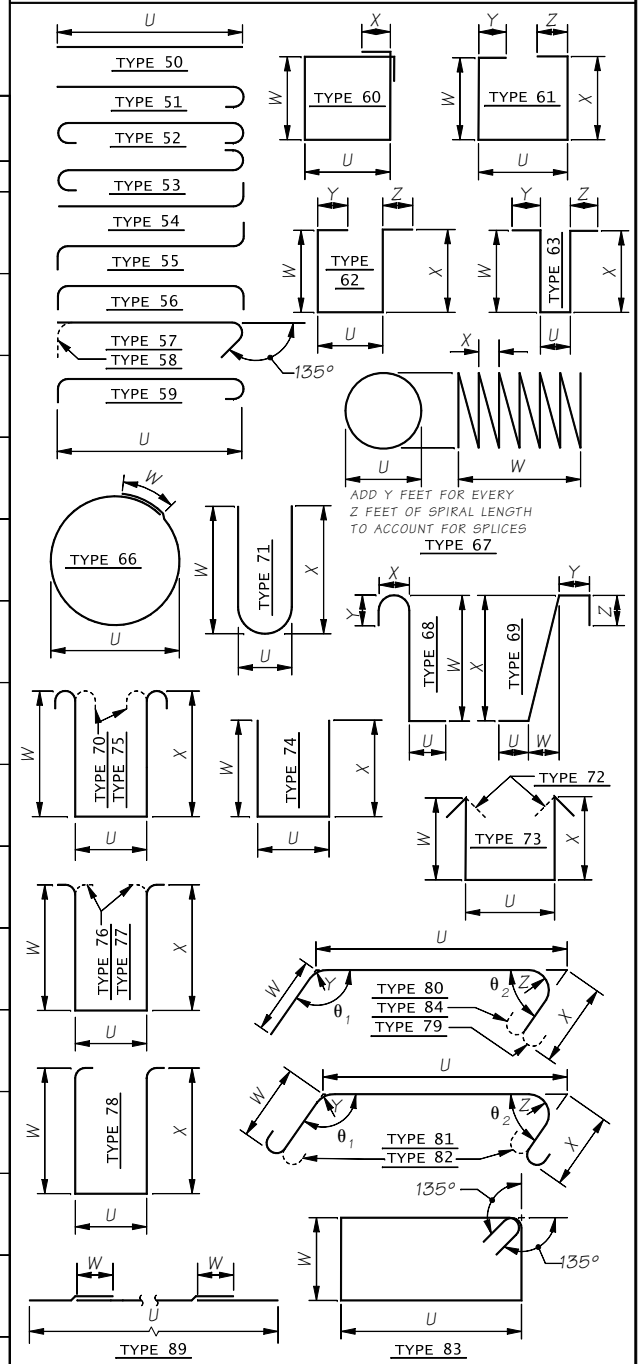
L = Lump sum quantity.

V = Bar dimensions vary between dimensions shown on this line and the following line.

T = Transverse or S = Seismic

T = Transverse or S = Seismic

BENDING DIAGRAMS



- NOTES: 1. ALL REINFORCING BARS ON THIS SHEET SHALL BE ASTM A 706 UNLESS SHOWN OTHERWISE. 2. REINFORCING FOR TRAFFIC BARRIERS NOT SHOWN IN THE BAR LIST, SEE TRAFFIC BARRIER SHEET. 3. BEND FOR TRANSVERSE BARS DUE TO ROADWAY CROWN CONDITIONS HAS NOT BEEN SHOWN. THESE BARS SHALL BE BENT AS REQUIRED TO CONFORM TO THE CONFIGURATION OF THE STRUCTURE. * NUMBER AND LENGTH OF BARS TO BE DETERMINED BY THE CONTRACTOR FROM PLANS.

Table with columns: MARK NO., LOCATION, SIZE, NO REQ'D, BEND TYPE, TIE OR STIK, LUMP SUM, EPOXY COAT, SUBSTR., VARIES, NO. EACH, DIMENSIONS (Out to Out) U, W, X, Y, Z, theta_1, theta_2, LENGTH, WEIGHT.

Table with columns: MARK NO., LOCATION, SIZE, NO REQ'D, BEND TYPE, TIE OR STIK, LUMP SUM, EPOXY COAT, SUBSTR., VARIES, NO. EACH, DIMENSIONS (Out to Out) U, W, X, Y, Z, theta_1, theta_2, LENGTH, WEIGHT.

Project information section including: Bridge Design Engr. Khaleghi, B; Supervisor Moore, TM; REGION NO. 10; STATE WASH.; JOB NUMBER 09A803; ARCHITECT/SPECIALIST; DATE; REVISION; BY; APPD.

BRIDGE AND STRUCTURES OFFICE; TRAFFIC BARRIER BRIDGE GRATE INLETS RETAINING WALL; SR 99 ALASKAN WAY VIADUCT - REPLACEMENT S HOLGATE ST TO S KING ST - PHASE 2; BRIDGE NO. 99/540 NB & SB; BARLIST SHEET 4; WASHINGTON STATE Department of Transportation logo.

SR 99 ALASKAN WAY VIADUCT - REPLACEMENT S HOLGATE ST TO S KING ST - PHASE 2; BRIDGE NO. 99/540 NB & SB; BARLIST SHEET 4; BRIDGE SHEET NO. BG314; SHEET 1165 OF 1475 SHEETS.

SR 99 FILE NO. SHEET BG314

S = Bar is included in substructure quantities.
 L = Lump sum quantity.
 T = Transverse or S = Seismic

E = Bar is to be epoxy coated.
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E = Bar is to be epoxy coated.
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MARK NO.	LOCATION	SIZE	NO. REQ'D	BEND TYPE	TIE OR STIR. TIE OR STIR.	LUMP SUM SUBST. EPOXY COAT. VARIES	NO. EACH	DIMENSIONS (Out to Out)										LENGTH	WEIGHT			
								U		W		X		Y		Z				$\theta_1 \theta_2$		
								Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			Deg.	Deg.	Ft.
4N46	Girder Stop (G-H)	4	4	80	S			3	5.0	1	2.0	1	2.0	0	2.5	0	2.5	88	92	5	6	15
PIER 5N COLUMN																						
5N21	Longit. Left Column	11	32	50	S			49	6.5											49	6	8423
5N21	Longit. Right Column	11	32	50	S			50	6.5											50	6	8593
5N23	Hoop	8	267	66	S			6	3.0											19	4	13810
PIER 5N CROSSBEAM																						
5N31	Stirrup Crossbeam	6	99	72	S			8	3.0	4	9.0	4	9.0							19	3	2858
5N32	Longit. Bottom Layer	9	16	50	S			49	5.5											49	6	2691
5N33	Longit. Side Crossbeam	6	10	50	S		2	49	8.5											49	8	750
								50	2.5											50	2	4268
5N34	Longit. Top Crossbeam	11	16	50	S			50	2.5											50	2	4268
5N35	Horiz. Ties	5	99	58	S			8	3.0											9	6	980
5N36	Crossbeam End Vert.	5	18	80	T			11	7.0	1	0.0	1	0.0	0	2.5	0	2.5	87	93	13	4	250
5N37	Vertical Diaphragm Dowel	28	58		S			11	8.5											13	4	560
5N38	Vertical Diaphragm Dowel	14	54		S			10	11.5											11	8	246
5N39	Vertical Diaphragm Dowel	6	28	58	S			11	9.0											13	4	562
5N40	Vertical Diaphragm Dowel	6	14	54	S			11	0.0											11	9	246
5N41	Inner Vert. Stirrup	6	58	58	S			11	9.0											13	4	1164
5N42	Inner Vert. Stirrup	6	58	58	S			11	9.0											13	4	1164
5N43	Crossbeam End Ties	6	10	80	T			8	1.5	2	9.0	2	9.0	0	3.0	0	3.0	71	109	13	3	199
PIER 6N COLUMN																						
6N21	Longit. Left Column	11	32	50	S			49	2.0											49	2	8360
6N22	Spiral Bot. Left Column	6	1	67	S			6	3.0	8	6.0	0	6.0	0	8.0	60	0.0			334	3	502
6N23	Spiral Mid. Left Column	6	1	67	S			6	3.0	35	5.0	0	3.0	0	8.0	60	0.0			2784	7	4182
6N24	Spiral Top Right Column	6	1	67	S			6	3.0	4	6.0	0	3.0	0	8.0	60	0.0			353	10	531
6N21	Longit. Right Column	11	32	50	S			48	7.0											48	7	8260
6N22	Spiral Bot. Right Column	6	1	67	S			6	3.0	8	6.0	0	6.0	0	8.0	60	0.0			334	3	502
6N23	Spiral Mid. Right Column	6	1	67	S			6	3.0	35	4.0	0	3.0	0	8.0	60	0.0			2778	0	4172
6N24	Spiral Top Right Column	6	1	67	S			6	3.0	4	6.0	0	3.0	0	8.0	60	0.0			353	10	531
PIER 6N CROSSBEAM																						
6N31	Stirrup Crossbeam	6	105	72	S			8	3.0	5	3.0	5	3.0							20	3	3189
6N32	Longit. Bottom Layer	9	22	50	S			54	9.5											54	10	4099
6N33	Longit. Side Crossbeam	6	10	50	S		2	55	0.5											55	0	830
								55	6.5											55	8	5320
6N34	Longit. Top Crossbeam	11	18	50	S			55	7.5											55	8	5320
6N35	Horiz. Ties	5	111	58	S			8	3.0											9	6	1099
6N36	Crossbeam End Vert.	5	18	80	T			12	4.5	1	0.0	1	0.0	0	2.5	0	2.5	85	95	14	1	265
6N37	Vertical Diaphragm Dowel	6	34	58	S			12	6.0											14	1	721
6N38	Vertical Diaphragm Dowel	6	14	54	S			11	9.0											12	6	262
6N39	Vertical Diaphragm Dowel	6	34	58	S			12	5.0											14	0	716
6N40	Vertical Diaphragm Dowel	6	14	54	S			11	5.0											12	2	255
6N41	Inner Vert. Stirrup	6	65	58	S			12	6.0											14	1	1378
6N42	Inner Vert. Stirrup	6	65	58	S			12	5.5											14	1	1374
6N43	Crossbeam End Ties	6	10	80	T			8	1.5	2	9.0	2	9.0	0	3.0	0	3.0	90	90	13	4	200
NB LINE SUPERSTRUCTURE																						
PIER 2N DIAPHRAGM																						
2N45	Longit. Inner Diaphragm	6	14	50	S		2	50	4.0											50	4	1067
								51	2.0											51	2	2342
2N47	Diaphragm Tie	5	378	51	S			5	2.0											5	11	2342
2N48	Top Bar Support Tie	4	24	56	T			3	11.0											4	6	72
2N49	Longit. Top	11	28	50	S			51	4.0											51	4	7637
2N50	Longit. Btw. Webs (A-G)	6	84	50	S			5	9.0											5	9	725
2N51	Vert. Girder web	6	64	50	S			4	7.5											4	8	445
2N52	Longit. Btw. Webs (G-H)	6	14	50	S			4	1.0											4	1	86
2N53	Diaphragm End Ties	6	14	80	T			8	1.5	3	3.5	3	3.5	0	3.0	0	3.0	90	90	14	5	303
PIER 3N DIAPHRAGM																						
3N45	Longit. Inner Diaphragm	6	14	50	S		2	50	4.0											50	4	1067
								51	2.0											51	2	2342
3N47	Diaphragm Tie	5	378	51	S			5	2.0											5	11	2342
3N48	Top Bar Support Tie	4	24	56	T			3	11.0											4	6	72
3N49	Longit. Top	11	28	50	S			51	4.0											51	4	7637
3N50	Longit. Btw. Webs (A-G)	6	84	50	S			5	9.0											5	9	725
3N51	Vert. Girder web	6	64	50	S			4	7.5											4	8	445
3N52	Longit. Btw. Webs (G-H)	6	14	50	S			4	1.0											4	1	86
3N53	Diaphragm End Ties	6	14	80	T			8	1.5	3	3.5	3	3.5	0	3.0	0	3.0	90	90	14	5	303
PIER 5N DIAPHRAGM																						
5N45	Longit. Inner Diaphragm	6	14	50	S		2	50	4.0											50	4	1067
								51	2.0											51	2	2342
5N47	Diaphragm Tie	5	378	51	S			5	2.0											5	11	2342
5N48	Top Longit. Bar Support Tie	4	24	56	T			3	11.0											4	12	80
5N49	Longit. Top	11	28	50	S			51	4.0											51	4	7637
5N50	Longit. Btw. Webs (A-G)	6	84	50	S			5	9.0											5	9	725
5N51	Vert. Girder web	6	64	50	S			4	7.5											4	8	445
5N52	Longit. Btw. Webs (G-H)	6	14	50	S			4	1.0											4	1	86
5N52	Longit. Btw. Webs (G-H)	6	14	50	S			4	10.0											4	10	102

MARK NO.	LOCATION	SIZE	NO. REQ'D	BEND TYPE	TIE OR STIR. TIE OR STIR.	LUMP SUM SUBST. EPOXY COAT. VARIES	NO. EACH	DIMENSIONS (Out to Out)										LENGTH	WEIGHT			
								U		W		X		Y		Z				$\theta_1 \theta_2$		
								Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			Deg.	Deg.	Ft.
5N53	Diaphragm End Ties	6	14	80	T			8	1.5	3	3.5	3	3.5	0	3.0	0	3.0	90	90	14	5	303
PIER 6N DIAPHRAGM																						
6N																						

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MARK NO.	LOCATION	SIZE	NO REQ'D	BEND TYPE	TIE OR STIR.	LUMP SUM SUBST.	EPOXY COAT.	VARIABLES	DIMENSIONS (Out to Out)										LENGTH	WEIGHT					
									U		W		X		Y		Z				θ_1	θ_2	Ft.	In.	Lbs.
									Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.							
12	Stirrup Web	4	112	74				V 56	0	5.0	3	0.5	3	0.5					6	4	483				
13	Longit. Btwn. Gir. A-G	7	96	50					0	5.0	3	2.5	3	2.5					5	9	1128				
13	Longit. Btwn. Gir. G-H	7	16	50					4	1.0									4	1	134				
14	Longit. Thru Girders	7	96	50					5	10.0									5	10	1145				
15	Longit. Btwn. Girders A-G	4	96	50					5	9.0									5	9	369				
15	Longit. Btwn. Girders G-H	4	16	50					4	1.0									4	1	44				
16	Top Longit.	6	8	50				E	44	10.0									44	10	539				
SPAN 4N INTERMEDIATE DIAPHRAM																									
11	Stirrup Between Flanges	4	156	74				V 56	0	5.0	4	7.0	4	7.0					9	4	977				
12	Stirrup Web	4	112	74				V 56	0	5.0	3	0.5	3	0.5					6	4	483				
13	Longit. Btwn. Gir. A-G	7	96	50					5	9.0									5	9	1128				
13	Longit. Btwn. Gir. G-H	7	16	50					4	1.0									4	1	134				
14	Longit. Thru Girders	7	96	50					5	10.0									5	10	1145				
15	Longit. Btwn. Girders A-G	4	96	50					5	9.0									5	9	369				
15	Longit. Btwn. Girders G-H	4	16	50					4	1.0									4	1	44				
16	Top Longit.	6	8	50				E	44	10.0									44	10	539				
SPAN 5N INTERMEDIATE DIAPHRAM																									
11	Stirrup Between Flanges	4	156	74				V 56	0	5.0	4	7.0	4	7.0					9	4	977				
12	Stirrup Web	4	112	74				V 56	0	5.0	3	0.5	3	0.5					6	4	483				
13	Longit. Btwn. Gir. A-G	7	96	50					5	9.0									5	9	1128				
13	Longit. Btwn. Gir. G-H	7	16	50					4	1.0									4	1	134				
14	Longit. Thru Girders	7	96	50					5	10.0									5	10	1145				
15	Longit. Btwn. Girders A-G	4	96	50					5	9.0									5	9	369				
15	Longit. Btwn. Girders G-H	4	16	50					4	1.0									4	1	44				
16	Top Longit.	6	8	50				E	44	10.0									44	10	539				
SPAN 6N INTERMEDIATE DIAPHRAM																									
11	Stirrup Between Flanges	4	117	74				V 42	0	5.0	4	10.5	4	10.5					9	12	778				
12	Stirrup Web	4	84	74				V 42	0	5.0	3	0.5	3	0.5					6	4	362				
13	Longit. Btwn. Gir. A-G	7	72	50					0	5.0	3	2.5	3	2.5					6	8	846				
13	Longit. Btwn. Gir. G-H	7	12	50					5	9.0									5	9	100				
14	Longit. Thru Girders	7	72	50					5	10.0									5	10	859				
15	Longit. Btwn. Girders A-G	4	72	50					5	9.0									5	9	277				
15	Longit. Btwn. Girders G-H	4	12	50					4	1.0									4	1	33				
16	Top Longit.	6	6	50				E	44	10.0									44	10	404				
RESTRAINER ANCHOR BLOCK - NB																									
76	Stirrup Span 3N	5	44	77	T			E	1	0.0	1	6.0	1	6.0					4	6	207				
77	Longit. Span 3N	5	16	50					4	9.0									4	9	79				
76	Stirrup Span 4N	5	44	77	T			E	1	0.0	1	6.0	1	6.0					4	6	207				
77	Longit. Span 4N	5	16	50					4	9.0									4	9	79				
78	Stirrup Span 6N	5	44	77	T			E	0	9.0	1	6.0	1	6.0					4	3	195				
79	Longit. Span 6N	5	16	50					4	9.0									4	9	79				
NB LINE SEGMENT 1 DECK																									
301	Bot. Transv. Span 1N	5	628	50				E	51	8.0	2	0.0							51	8	33838				
311	Bot. Longit. Span 1N	4	72	89				E	131	9.0									137	9	6625				
312	Bot. Longit. Pier 2N	7	72	89				E	65	0.0	3	9.0							68	9	10118				
313	Bot. Longit. Pier 2N	7	63	50				E	32	0.0									32	0	4121				
314	Bot. Longit. Span 2N	4	72	89				E	103	2.0	2	0.0							107	2	5154				
315	Bot. Longit. Pier 3N	7	72	89				E	65	0.0	3	9.0							68	9	10118				
316	Bot. Longit. Pier 3N	7	63	50				E	32	0.0									32	0	4121				
317	Bot. Longit. Span 3N	4	72	89				E	134	6.0	2	0.0							140	6	6757				
331	Web Hanger Stirr.	7	16	89				E	491	5.0	3	9.0							521	5	17053				
332	Top Longit. Span 1N	4	48	89				E	115	9.0	2	0.0							119	9	3839				
333	Top Longit. Pier 2N	7	48	89				E	117	9	11553								117	9	1553				
334	Top Longit. Pier 2N	7	39	89				E	82	0.0	3	9.0							85	9	6836				
335	Top Longit. Span 2N	4	48	50				E	37	2.0									37	2	1192				
336	Top Longit. Pier 3N	7	48	89				E	114	0.0	3	9.0							117	9	11553				
337	Top Longit. Pier 3N	7	39	89				E	81	6.0	3	9.0							85	3	6796				
338	Top Longit. Span 3N	4	48	89				E	118	7.0	2	0.0							122	7	3930				
351	Top Transv.	5	653	52				E	51	8.0									52	10	35967				
354	Top Transv. Cantilever	5	1304	51				E	9	10.5									10	5	14209				
S1	Traffic Barrier	4	1302	69				E	1	0.0	0	3.4	1	6.0	0	8.8			3	1	4172				
S2	Traffic Barrier	4	652	69				E	1	0.0	0	3.4	1	6.0	0	8.8			2	5	1068				
S3	Traffic Barrier	5	1450	69				E	0	10.5	0	3.4	1	6.0	0	8.8			2	11	4459				
BRIDGE DRAIN 1N																									
361	Bottom Longit.	5	2	74				E	6	9.0	0	10.5	0	10.5					8	3	17				
362	Bottom Transverse	4	7	74				E	1	9.0									2	7	12				
363	Bottom Mat Transverse	5	2	50				E	5	6.0									5	6	11				
364	Top Mat Corner	5	4	50				E	4	6.0									4	6	19				
365	Top Mat Transverse	5	4	50				E	5	6.0									5	6	23				
BRIDGE DRAIN 2N																									
371	Longit. Top and Bottom	7	12	50				E	15	0.0									15	0	368				
372	Longit. Under Drain	7	5	63				E	1	5.0	0	7.0	0	7.0	6	9.0	6	9.0	15	4	157				

MARK NO.	LOCATION	SIZE	NO REQ'D	BEND TYPE	TIE OR STIR.	LUMP SUM SUBST.	EPOXY COAT.	VARIABLES	DIMENSIONS (Out to Out)										LENGTH	WEIGHT					
									U		W		X		Y		Z				θ_1	θ_2	Ft.	In.	Lbs.
									Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.							
374	Top Mat Corner	5	4	50				E	4	6.0									4	6	19				
BRIDGE DRAIN 3N																									
371	Longit. Top and Bottom	7	12	50				E	15	0.0									15	0	368				
372	Longit. Under Drain	7	5	63				E	1	5.0	0	7.0	0	7.0	6	9.0	6	9.0	15	4	157				
374	Top Mat Corner	5	4	50				E	4	6.0									4	6	19				
NB LINE SEGMENT 2 DECK																									
401	Bot. Transv. Span 6N Corner	5	604	50				E	51	8.0									51	8	32545				
402	Bot. Transv. Span 6N Corner	5	49	8	50			E	49	6.0									49	6	300				
403	Bot. Transv. Span 6N Splay	5	5	50				E	22	4.5									22	4	106				
404	Bot. Transv. Along Exp. Jt.	5	5	50				E	20	3.0									20	3	106				
411	Bot. Longit. Span 4N	4	72	89				E	52	7.0									52	7	55				
412	Bot. Longit. Pier 5N	7	72	89				E	134	4.0	2	0.0							140	4	6749				
413	Bot. Longit. Pier 5N	7	63	50				E	65	6.0	3	9.0							69	3	10192				
414	Bot. Longit. Span 5N	4	72	89				E	32	0.0									32	0	4121				
415	Bot. Longit. Pier 6N	7	72	89				E	105	9.0	3	0.0							109	9	5278				
416	Bot. Longit. Pier 6N	7	63	50				E	66	0									66	0	9714				
417	Bot. Longit. Span 6N	4	72	89				E	32	0.0									32	0	4121				
431	Web Hanger Stirr.	7	16	89				E	1	116	3.0	2	0.0						125	3	6064				
432	Top Longit. Span 4N	4	48	89				E	125	11.0	2	0.0							131	11	5125				
433	Top Longit. Pier 5N	7	48	89				E	48	2.0	3														

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E = Bar is to be epoxy coated.
V = Bar dimensions vary between dimensions shown on this line and the following line.

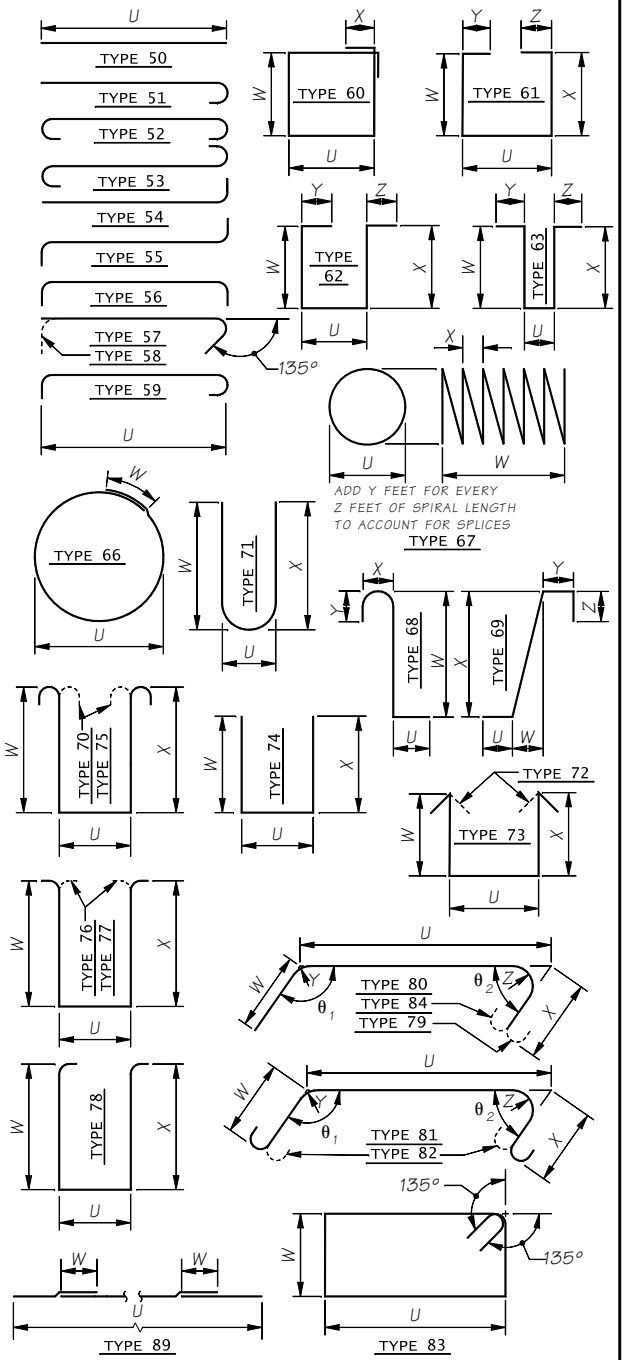
L = Lump sum quantity.
T = Transverse
or S = Seismic

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BENDING DIAGRAMS



ADD Y FEET FOR EVERY Z FEET OF SPIRAL LENGTH TO ACCOUNT FOR SPLICES
TYPE 67

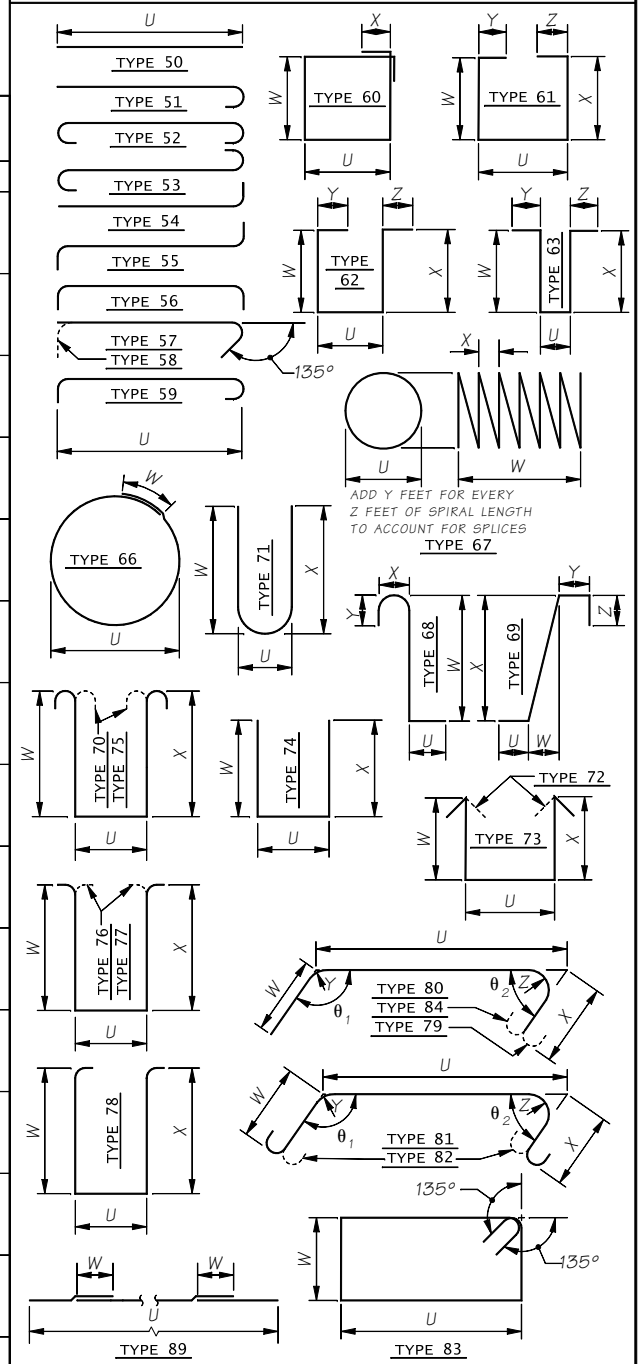
- NOTES:
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- * NUMBER AND LENGTH OF BARS TO BE DETERMINED BY THE CONTRACTOR FROM PLANS.

MARK NO.	LOCATION	SIZE	NO REQ'D	BEND TYPE	TIE OR STRIK	LUMP SUM	SUBST.	EPOXY COAT	VARIES	NO. EACH	DIMENSIONS (Out to Out)					LENGTH	WEIGHT								
											U	W	X	Y	Z			θ ₁	θ ₂	Ft.	In.	Lbs.			
1C47	Girder Stop	5	36	74	T	S					2	9.8	3	3.5	3	3.5	0	2.0	0	2.0	79	101	9	2	345
1C48	Girder Stop	4	8	80	T	S					3	4.4	2	10.0	2	10.0	0	2.0	0	2.0	79	101	8	10	47
1C48	Girder Stop	4	4	80	T	S					3	4.4	2	10.0	2	10.0	0	2.0	0	2.0	79	101	7	2	19
1C48	Girder Stop	4	2	80	T	S					3	4.4	4	5.0	4	5.0	0	2.0	0	2.0	79	101	11	12	16
1C48	Girder Stop	4	12	80	T	S					3	4.4	2	1.0	2	1.0	0	2.0	0	2.0	79	101	7	4	59
1C48	Girder Stop	4	2	80	T	S					3	4.4	1	2.0	1	2.0	0	2.0	0	2.0	79	101	5	6	7
1C48	Girder Stop	4	14	80	T	S					3	4.4	1	10.0	1	10.0	0	2.0	0	2.0	79	101	6	10	64
1C48	Girder Stop	4	18	80	T	S					3	4.4	2	0.0	2	0.0	0	2.0	0	2.0	79	101	7	2	86
1C49	Longit. Bot - Stg. 2	11	6	80	T	S					69	11.5	7	1.0			0	7.0			85		76	3	2430
1C49	Longit. Bot - Stg. 2	11	4	80	T	S					68	11.5	7	1.0			0	7.0			85		75	8	1608
1C49	Longit. Bot - Stg. 2	11	6	80	T	S					69	11.0	7	1.0			0	7.0			90		76	8	2444
1C50	Longit. 2nd Bot. - Stg. 2	11	10	54	T	S					68	1.5											69	9	3707
1C50	Longit. 2nd Bot. - Stg. 2	11	10	54	T	S					67	4.0											68	12	3707
1C50	Longit. 2nd Bot. - Stg. 2	11	6	54	T	S					69	11.0	4	6.0									74	5	2199
1C51	Longit. Side - Stg. 2	9	14	89	T	S					70	5.5	4	6.0									74	12	3555
1C52	Longit. 2nd Top - Stg. 2	11	10	54	T	S					68	1.5											69	9	3707
1C52	Longit. 2nd Top - Stg. 2	11	10	54	T	S					67	4.0											68	12	3665
1C53	Longit. Top - Stg. 2	11	6	79	T	S					69	6.5	7	1.0			0	7.0			95		76	4	2434
1C53	Longit. Top - Stg. 2	11	4	79	T	S					68	11.5	7	1.0			0	7.0			95		75	9	1610
1C53	Longit. Top - Stg. 2	11	6	79	T	S					69	11.0	7	1.0			0	7.0			90		76	8	2444
1C54	End Tie - Stg. 2	5	7	80	T	S					8	3.0	3	3.0	3	3.0	0	2.0	0	2.0	90	90	14	6	106
PIER 2C COLUMN																									
2C21	Longit. - Col. A	11	40	50	T	S					41	8.3											41	8	8861
2C21	Longit. - Col. B	11	40	50	T	S					42	0.8											42	1	8940
2C21	Longit. - Col. C	11	40	50	T	S					42	0.4											42	0	8933
2C21	Longit. - Col. D	11	40	50	T	S					41	6.7											41	7	8832
2C22	Shaft Hoop	7	104	66	T	S					6	3.0											19	5	4126
2C23	Hoop	7	674	66	T	S					6	3.0											19	5	26737
2C24	Cap Hoop	7	52	66	T	S					6	3.0											19	5	2063
2C25	Conduit	4	10	79	T	S					0	9.0	0	6.0	0	9.0	0	2.0	0	2.0	230	80	2	4	16
PIER 2C CROSSBEAM																									
2C31	Stirrup	6	255	72	T	S					8	3.0	5	9.0	5	9.0							20	9	7935
2C32	Tie	6	510	58	T	S					5	9.0											7	3	5544
2C33	Stirrup End	6	2	80	T	S					5	9.0											20	9	62
2C34	Longit. Bot. - Stg. 1	11	16	54	T	S					49	9.0	7	6.0	7	6.0							51	5	4370
2C35	Longit. Bot. 2nd - Stg. 1	11	16	50	T	S					18	0.0											18	0	1530
2C36	Longit. Side - Stg. 1	7	10	50	T	S					49	10.0											49	10	1022
2C37	Longit. Top 2nd - Stg. 1	11	20	50	T	S					50	1.5											50	0	5313
2C38	Longit. Top - Stg. 1	11	20	50	T	S					50	2.5											50	2	5335
2C39	Tie	6	126	58	T	S					8	3.0											9	9	1843
2C40	Add'l. Tie	4	72	58	T	S					8	3.0											8	11	428
2C41	Vert. Dowel - Inner	7	282	57	T	S					14	8.0											15	5	8885
2C42	Vert. Dowel - Outer	7	150	58	T	S					14	9.0											16	6	5027
2C43	Vert. Dowel - Outer	7	66	54	T	S					13	9.0											14	9	1976
2C44	Vert. Dowel - End	6	18	56	T	S					14	7.5											16	4	439
2C45	End Tie	6	10	80	T	S					8	3.0	1	0.0	1	0.0	0	3.0	0	3.0	101	79	9	11	149
2C46	Longit. Bot. - Stg. 2	11	16	50	T	S					56	7.5											56	8	4814
2C47	Longit. 2nd Bot. - Stg. 2	11	16	50	T	S					19	0.0											19	0	1615
2C48	Longit. Side - Stg. 2	7	10	50	T	S					56	8.0											56	8	1161
2C49	Longit. 2nd Top - Stg. 2	11	20	50	T	S					56	10.5											56	10	6044
2C50	Longit. Top - Stg. 2	11	20	50	T	S					57	1.0											57	1	6066
PIER 3C COLUMN																									
3C21	Longit. - Col. A	11	32	50	T	S					36	1.3											36	1	6139
3C21	Longit. - Col. B	11	32	50	T	S					36	5.3											36	5	6196
3C21	Longit. - Col. C	11	32	50	T	S					36	5.1											36	5	6193
3C21	Longit. - Col. D	11	32	50	T	S					36	4.4											36	4	6183
3C22	Shaft Hoop	7	104	66	T	S					6	3.0											19	5	4126
3C23	Hoop	7	520	66	T	S					6	3.0											19	5	20628
3C24	Cap Hoop	7	60	66	T	S					6	3.0											19	5	2380
3C25	Conduit	4	20	79	T	S					0	9.0	0	6.0	0	9.0	0	2.0	0	2.0	230	80	2	4	31
PIER 3C CROSSBEAM																									
3C31	Stirrup	6	202	72	T	S					8	3.0	5	9.0	5	9.0							20	9	6286
3C32	Tie	6	404	58	T	S					5	9.0											7	3	4392
3C33	Stirrup End	6	5	74	T	S					5	9.0													

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BENDING DIAGRAMS



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MARK NO.	LOCATION	SIZE	NO. REQ'D	BEND TYPE	TIE OR STIR.	LUMP SUM	SUBST.	EPOXY COAT.	VARIES	NO. EACH	DIMENSIONS (Out to Out)							LENGTH		WEIGHT Lbs.						
											U	W	X	Y	Z	θ ₁	θ ₂	Ft.	In.							
5C45	Longit. Bot. - Stg. 2	11	16	50	S						55	8.5						55	8	4736						
5C46	Longit. Side - Stg. 2	9	10	50	S						55	9.5						55	10	4775						
5C47	Longit. Top - Stg. 2	11	16	50	S						56	1.0						56	1	1902						
											56	2.0						56	2	4775						
PIER 6C COLUMN																										
6C21	Longit. - Col. A	10	17	50	S						30	8.1						30	8	2244						
6C21	Longit. - Col. B	10	17	50	S						31	3.3						31	3	2288						
6C21	Longit. - Col. C	10	17	50	S						31	2.8						31	3	2285						
6C21	Longit. - Col. D	10	17	50	S						30	8.1						30	8	2244						
6C22	Shaft Hoop	7	64	66	S						4	9.0						14	8	8560						
6C23	Hoop	7	285	66	S						4	9.0						14	8	1322						
6C24	Cap Hoop	7	44	66	S						4	9.0						14	8	1322						
PIER 6C CROSSBEAM																										
6C31	Stirrup	6	153	72	T	S					8	3.0	5	9.0	5	9.0		20	9	4761						
6C31	Stirrup	6	11	72	T	S					8	3.0	5	9.0	5	9.0		20	9	4761						
6C32	Tie	6	306	58	T	S					8	3.0						9	9	4475						
6C32	Tie	6	22	58	T	S					7	3						9	3	217						
6C33	Longit. Bot. - Stg. 1	11	14	50	S						49	10.0						49	10	3707						
6C34	Longit. Side - Stg. 1	7	14	50	S						50	0						50	0	1434						
6C35	Longit. Top - Stg. 1	11	16	50	S						50	3.0						50	4	4279						
6C36	Tie	6	114	58	T	S					8	4.0						9	9	1667						
6C37	Add'l. Tie	4	29	56	T	S					8	3.0						8	10	171						
6C38	Vert. Dowel - Inner Span 5C	7	131	58	T	S					12	8.5						14	5	3866						
6C38	Vert. Dowel - Inner Span 6C	7	121	58	T	S					12	6.5						14	5	3530						
6C39	Vert. Dowel - Outer Span 5C	7	52	58	T	S					12	9.9						14	7	1547						
6C39	Vert. Dowel - Outer Span 6C	7	33	58	T	S					12	5.0						14	2	954						
6C40	Vert. Dowel - Outer Span 5C	7	40	54	T	S					11	9.9						12	10	1047						
6C40	Vert. Dowel - Outer Span 6C	7	44	54	T	S					11	5.0						12	5	1115						
6C41	Vert. Dowel - End Stg. 1	6	9	56	T	S					12	7.0						14	3	190						
6C42	End Tie	6	10	80	T	S					8	1.0	1	0.0	1	0.0	0	3.0	0	3.0	91	89	147			
6C43	Longit. Bot. - Stg. 2	11	16	80	S						52	2.5	1	0.0	1	0.0	1	0.0	0	3.0	0	3.0	174	53	2	4523
6C43	Longit. Bot. - Stg. 2	11	16	50	S						10	2.0						10	2	889						
6C44	Longit. Side - Stg. 2	7	10	50	S						58	0.0						58	0	1186						
6C44	Longit. Side - Stg. 2	7	10	50	S						8	0.0						8	0	135						
6C45	Longit. 2nd Top - Stg. 2	11	12	50	S						40	0.0						40	0	2550						
6C46	Longit. Top - Stg. 2	11	16	89	S						63	10.0	9	0.0				73	4	6213						
6C47	Vert Dowel - End Stg. 2	6	9	56	T	S					11	4.0						13	0	173						
											10	10.0						12	6							
PIER 7C ABUTMENT																										
7C1	Stirrup - Cap	6	2	74	T	S					6	9.0	6	7.0	6	7.0		19	7	59						
7C2	Stirrup - Cap	6	275	72	T	S					8	9.0	6	7.0	6	7.0		22	11	9453						
7C3	Longit. Cap Bot - Stg. 1	11	16	50	S						57	0.7						57	1	4966						
7C4	Longit. Cap Side - Stg. 1	9	12	50	S						59	9.2						57	1	2383						
7C5	Longit. Cap Top - Stg. 1	11	16	50	T	S					57	0.7						57	1	4966						
7C6	Tie - Cap	6	138	58	T	S					59	9.2						59	9	2122						
7C7	Vert. Stem	9	230	54	S						8	9.0						10	3	9632						
7C7	Vert. Stem	9	312	54	S						10	10.7						12	3	11700						
7C8	Vert. Curt. wall LT	5	18	50	S						11	1.1						12	5	235						
7C9	Vert. Curt. wall RT	5	18	50	S						15	0.0						12	6	702						
7C10	Horiz. Stem - Stg. 1	6	4	50	S						58	1.2						58	1	351						
7C11	Horiz. Stem - Stg. 1	6	4	50	T	S					58	9.0						58	2	866						
7C12	Cross Tie - Stem	4	459	58	T	S					2	2.0						2	10	249						
7C13	Tie - Stem	4	136	58	T	S					2	1.0						2	9	92						
7C14	Horiz. Curt. Wall LT	4	24	50	T	S					5	8.0						5	10	72						
7C15	Horiz. Curt. Wall RT	4	18	50	T	S					6	1.5						6	2	313						
7C16	Girder Stop	5	84	74	T	S					5	10.5						5	10	701						
7C17	Girder Stop	5	24	74	T	S					2	2.3	3	0.0	3	0.0		7	12	206						
7C17	Girder Stop	5	3	74	T	S					2	1.5	3	0.5	3	0.5		7	12	25						
7C17	Girder Stop	5	36	74	T	S					2	5.7	3	0.5	3	0.5		8	4	313						
7C18	Longit. Bot Cap - Stg. 2	11	16	89	S						80	2.0	6	0.0				86	8	7368						
7C19	Longit. Side Cap - Stg. 2	9	12	89	S						80	2.0						80	2	3271						
7C20	Longit. Cap Top - Stg. 2	11	16	89	T	S					80	2.0						89	2	7580						
7C21	Horiz. Stem - Stg. 2	6	4	89	S						78	11.0	2	0.0				80	11	489						
7C21	Horiz. Stem - Stg. 2	6	4	89	S						79	8.8	2	0.0				81	9	489						
7C21	Horiz. Stem - Stg. 2	6	4	50	S						53	6.0						53	6	236						
7C21	Horiz. Stem - Stg. 2	6	4	50	S						25	0.0						25	0							

STEEL REINFORCING BAR QUANTITIES NOT INCLUDED IN THIS BAR LIST

TRAFFIC BARRIER
 BRIDGE GRATE INLETS
 RETAINING WALL

SR 99
 SHEET BG318
 FILE NO.

Bridge Design Engr. Khaleghi, B	M:\Y-Team\AVW SOUTH INTERCHANGE\Window files\Barlist8.WND	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor Moore, TM		10	WASH.			
Designed By						
Checked By						
Detailed By						
Bridge Projects Engr.						
Prelim. Plan By	2/17/10	REVISED SHEET	CSL	TMM		
Architect/Specialist	DATE	REVISION	BY	APPD		

Fri Feb 12 14:55:19 2010

BRIDGE AND STRUCTURES OFFICE



SR 99
 ALASKAN WAY VIADUCT - REPLACEMENT
 S HOLGATE ST TO S KING ST - PHASE 2
 BRIDGE NO. 99/540 NB & SB

BRIDGE SHEET NO.
 BG318
 SHEET
 1169
 OF
 1475
 SHEETS

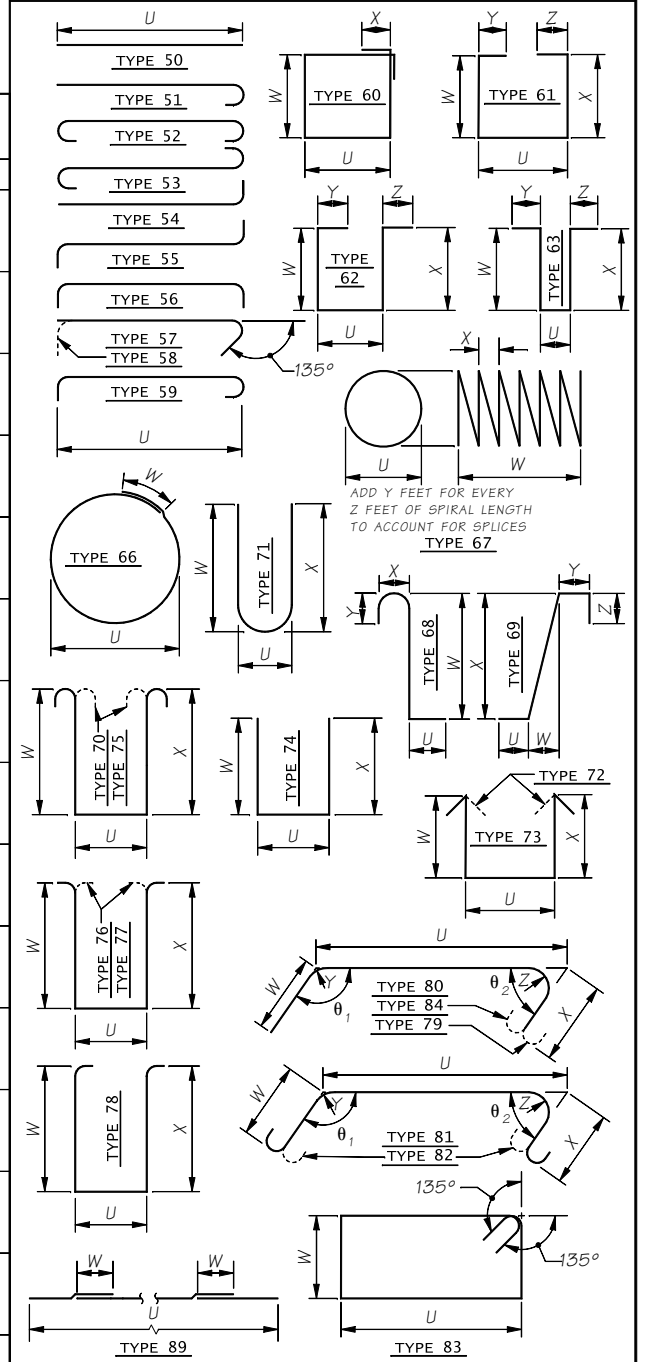
BARLIST SHEET 8

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MARK NO.	LOCATION	SIZE	NO REQ'D	BEND TYPE	TIE OR STIK.	LUMP SUM	EPOXY COAT	VARIES	NO. EACH	DIMENSIONS (Out to Out)										LENGTH		WEIGHT					
										U		W		X		Y		Z		θ_1			θ_2		Ft.	In.	Lbs.
										Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Deg.	Deg.		Ft.	In.			
4C77	Horiz. End - Stg. 2	6	6	80	T			V	1	8	3.0	2	3.0	2	3.0	0	3.0	0	3.0	79	101	12	5	115			
4C79	LT Corner	4	4	12	80	T				8	3.0	2	7.0	2	7.0	0	3.0	0	3.0	79	101	13	1	37			
4C80	LT Corner	4	4	1	50	T				8	3.0	1	9.0	1	9.0	0	3.0	0	3.0	86		4	7	6			
4C81	Corbel - Vert	6	6	6	80	T				7	0.0	7	0.0	7	0.0	0	3.0			99		13	11	125			
4C82	Corbel - StIRRUP	5	4	73	T			V	1	4	4.0	7	5.0	7	5.0	0	3.0	0	3.0	101	79	20	4	84			
4C83	Corbel - Horiz. StIRRUP	6	4	80	T					4	2.0	5	10.0	5	10.0	0	3.0	0	3.0	101	79	15	6	93			
4C84	Corbel Barrier - Back Vert.	5	5	6	72	T				3	4.0	3	2.0	3	2.0	0	3.0					6	10	43			
4C84	Corbel Barrier - Back Vert.	5	5	6	72	T				3	1.0	3	2.0	3	2.0	0	3.0					6	7				
4C85	Corbel Barrier - Back Horiz.	5	8	63	T					11	5.0	3	2.0	4	7.0	2	2.0	2	2.0			4	11	36			
4C86	Corbel Barrier - Top Horiz.	4	3	50	T			V	1	5	6.0	4	7.0	4	7.0	0	3.0	0	3.0			18	6	154			
4C87	Corbel Barrier - Top Hook	5	6	58	T					6	10.0											6	10	18			
4C87	Corbel Barrier - Top Hook	5	12	58	T			V	4	3	8.5											4	6	28			
4C87	Corbel Barrier - Top Hook	5	12	58	T			V	4	3	5.0											4	3				
4C99	Sign Bridge Dowels	6	28	50	T					2	1	2.0										2	12	45			
4C99	Sign Bridge Dowels	6	28	50	T					6	1	2.0										6	6	273			
PIER 6C DIAPHRAGM																											
6C61	Longit. Inner - Stg. 1	9	12	50	T			V	2	50	10.5										50	10	2069				
6C62	Longit. Top - Stg. 1	11	10	54	T					50	6.5										50	6	2780				
6C63	Tie	6	6	115	58	T				3	8.0										5	2	890				
6C64	Horiz. Face (A-J)	6	6	108	50	T				4	9.0										4	9	770				
6C65	Horiz. Face Top (A-J)	6	6	18	50	T				1	2.0										1	2	32				
6C66	Horiz. End - Stg. 1	6	6	6	80	T			V	1	8	0.0	2	5.0	2	5.0	0	3.0	0	3.0	91	89	12	6	115		
6C67	Vert Face	6	6	84	50	T				8	0.0	2	8.5	2	8.5	0	3.0	0	3.0	91	89	13	1	547			
6C68	Cross Tie	5	936	57	T					5	4.0											3	10	5659			
6C69	Pipe Blockout	4	8	50	T					3	6.0											3	6	19			
6C70	Longit. Inner - Stg. 2	9	12	89	T			V	2	64	2.0	6	0.0	6	0.0						70	6	2869				
6C71	Longit. Top 2nd - Stg. 2	11	10	50	T					64	5.5										70	6	2391				
6C72	Longit. Top - Stg. 2	11	10	89	T			V	1	64	6.0	9	0.0	9	0.0						73	6	3912				
6C73	Add'l Tie	4	4	31	56	T				64	9.0										73	9	88				
6C74	Horiz. Face (53-5T)	6	6	60	50	T				3	8.0										4	3	388				
6C74	Horiz. Face (63-6V)	6	6	72	50	T				5	1.0										5	1	442				
6C75	Horiz. Face Top (53-5T)	6	6	10	50	T				1	6.0										1	6	23				
6C75	Horiz. Face Top (63-6V)	6	6	12	50	T				0	7.0										0	7	11				
6C76	Horiz. End - Stg. 2	6	6	6	80	T			V	1	8	1.0	2	0.0	2	0.0	0	3.0	0	3.0	86	94	11	9	109		
6C81	Corbel - Vert.	5	12	80	T					8	1.0	2	4.0	2	4.0	0	3.0	0	3.0	86	94	12	5	143			
6C82	Corbel - StIRRUP	5	4	73	T			V	2	4	3.0	7	4.0	7	6.0	0	3.0	0	3.0	99		19	10	83			
6C83	Corbel - Horiz. StIRRUP	5	5	8	80	T				4	3.0	7	5.0	7	7.0	0	3.0	0	3.0			19	12	83			
6C84	Corbel Barrier - Back Vert	5	5	12	72	T				4	2.5	4	8.0	4	8.0	0	3.0	0	3.0	91	89	13	3	111			
6C84	Corbel Barrier - Back Vert	5	5	12	72	T				2	6.5	3	2.0	3	2.0	0	3.0	0	3.0			6	1	76			
6C84	Corbel Barrier - Back Vert	5	5	12	72	T				2	4.0	3	2.0	3	2.0	0	3.0	0	3.0			5	10				
6C85	Corbel Barrier - Back Horiz.	5	8	63	T					0	8.0	3	2.0	3	4.0	2	2.0	2	2.0			4	2	63			
6C86	Corbel Barrier - Top Horiz.	4	4	4	50	T			V	2	5	6.0	3	4.0	3	4.0	2	2.0	2	2.0			15	12	133		
6C87	Corbel Barrier - Top Hook	5	12	58	T					9	0.0											9	0				
6C87	Corbel Barrier - Top Hook	5	12	58	T			V	4	7	3.0											7	3	22			
6C87	Corbel Barrier - Top Hook	5	12	58	T			V	4	2	7.8											3	2	43			
6C87	Corbel Barrier - Top Hook	5	12	58	T					0	7.8											1	6	29			
SPAN 1C END DIAPHRAGM																											
1	StIRRUP	4	4	96	74	T				0	9.0	6	3.1	6	3.1						13	1	837				
2	Tie	4	4	64	74	T				0	9.0	4	7.5	4	7.5						9	10	419				
3	Longit. (A-H)	7	7	28	50	T				5	2.0										5	2	296				
3	Longit. (H-Q)	7	7	36	50	T				5	7.0										5	7	411				
4	Longit. Thru	7	7	60	50	T				3	2.0										3	2	388				
5	Longit. (A-H)	5	5	42	50	T				5	4.0										5	4	234				
5	Longit. (H-Q)	5	5	54	50	T				5	9.0										5	9	324				
6	Top Longit. - Stg. 1	6	6	3	50	T				49	6.0										49	6	223				
6	Top Longit. - Stg. 2	6	6	3	50	T				55	2.0										55	2	249				
10	Utility Blockout	4	4	8	50	T				2	3.0										2	3	12				
SPAN 4C END DIAPHRAGM																											
1	StIRRUP	4	4	96	74	T				0	9.0	6	5.3	6	5.3						13	5	861				
2	Tie	4	4	64	74	T				0	9.0	4	7.5	4	7.5						9	10	419				
3	Longit. (A-H)	7	7	28	50	T				5	3.0										5	3	300				
3	Longit. (H-Q)	7	7	36	50	T				5	10.0										5	8	417				
4	Longit. Thru	7	7	60	50	T				5	8.0										5	10	715				
5	Longit. (A-H)	5	5	42	50	T				5	3.0										5	3	230				
5	Longit. (H-Q)	5	5	54	50	T				5	8.0										5	8	319				
6	Top Longit. - Stg. 1	6	6	3	50	T				48	8.0										48	8	219				
6	Top Longit. - Stg. 2	6	6	3	50	T				54	2.0										54	2	244				
10	Utility Blockout	4	4	8	50	T				2	3.0										2	3	12				
SPAN 5C END DIAPHRAGM																											
1	StIRRUP	4	4	76	74	T				0	9.0	6	4.5	6	4.5						13	4	675				
4	Tie	4	4	76	74	T				0	9.0	4	7.5	4	7.5						9	10	497				
3	Longit. (A-I)	7	7	32	50	T				4	7.0										4	7	300				
3	Longit. (I-J)	7	7	4	50	T				4	9.5										4	10	39				

MARK NO.	LOCATION	SIZE	NO REQ'D	BEND TYPE	TIE OR STIK.	LUMP SUM	EPOXY COAT	VARIES	NO. EACH	DIMENSIONS (Out to Out)										LENGTH		WEIGHT					
										U		W		X		Y		Z		θ_1			θ_2		Ft.	In.	Lbs.
										Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Deg.	Deg.		Ft.	In.			
3	Longit. (J-T)	7	40	50	T					4	4.0										4	4	354				
4	Longit. Thru	7	72	50	T					5	10.0										5	10	859				
5	Longit. (A-I)	5	5	48	50	T				4	7.0										4	7	229				
5	Longit. (I-J)	5	5	6	50	T				4	9.5										4	10	30				
5	Longit. (J-T)	5	5	60</																							

