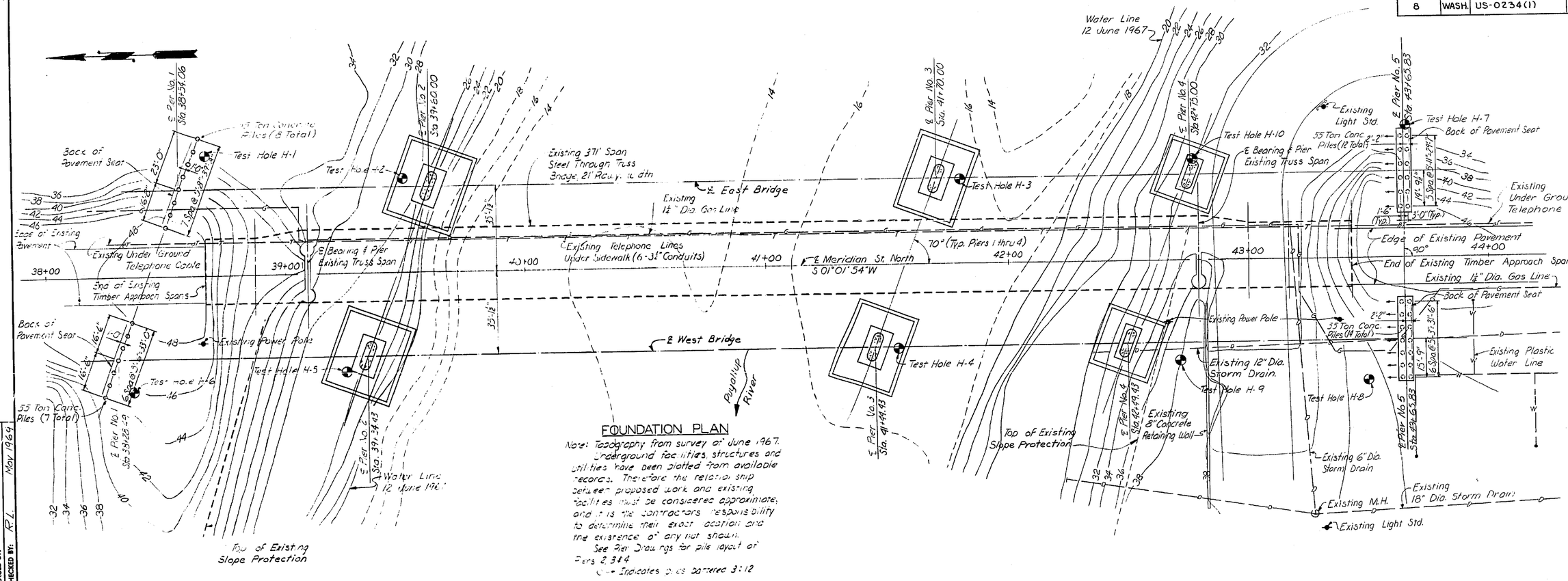
REGION NO.	STATE	FED. AID PROJECT NO.	SHEET NO.
8	WASH.	US-0234(1)	10 OF 31



FOUNDATION PLAN

Note: Topography from survey of June 1967. Underground facilities, structures and utilities have been plotted from available records. Therefore the relationship between proposed work and existing facilities must be considered approximate; and it is the contractors responsibility to determine their exact location and the existence of any not shown.

See Pier Drawings for pile layout of Piers 2, 3 & 4

(●) Indicates piles battered 3:12

GENERAL NOTES

Specifications:
Design: AASHTO, Standard Specifications for Highway Bridges, 1965, Ninth Edition.

Construction: All materials and work shall be in accordance with the requirements of the State of Washington Department of Highways, Standards Specifications for Road and Bridge Construction, dated 1967, and Special Provisions of this Contract.

Design Unit Stresses: Reinforced Concrete: Grade 40 Steel fs = 20,000 p.s.i. Grade 60 Steel fs = 24,000 p.s.i.
Class AX Concrete fc = 600 p.s.i. n = 8
Class B Concrete fc = 1200 p.s.i. n = 10
Prestressed Girder Concrete fc = 2800 p.s.i. (Suspended Span W.S.R.C.A. Girders) Falsework:
fc = 2400 p.s.i. (Spans 4 Girders)

Concrete: The concrete in all seals shall be Class D mix. The concrete in footings of Piers 2 thru 5 shall be Class B mix. All other cast in place concrete shall be Class AX mix. Prestressed Girder Concrete shall have a 28 day minimum compressive strength of 7000 p.s.i. for suspended span girders and 6000 psi for span 4 girders.

Reinforcement: All reinforcement shall conform to ASTM designation A615 Grade 40 or 60 except that specifically designated A615 Grade 60. Prestressing shall be with ½" diameter 270 ° strands.

Seals: The concrete seals are designed for a water elevation of 31.0 feet. After seals are poured, cofferdams shall not be dewatered if the water is above elevation 31.0, and provisions shall be made to flood the cofferdams in the event the water surface rises above this design elevation.

Footings: Footing elevations are subject to change depending on the foundation material encountered. Reinforcing steel for the footings and columns shall not be cut until the final elevations have been determined in the field.

Falsework: Falsework shall not be released in any span until all concrete, except that in the curb & rail base, has been in place the required length of time and has developed sufficient strength as outlined in the specifications. Falsework shall be carefully released to prevent impact or undue stresses in the structure. The curb & rail base for all spans shall not be poured until all slab concrete in the prestressed girder spans has been placed.

Piling: 55 Ton Concrete Piles, Piers 1, 2, 3, 4 & 5
Each pile shall be driven to a depth sufficient to develop a minimum load bearing capacity of 55 Tons.

Note: The East Bridge is not included in this contract.

ROBERT G. LUJAN — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

DATUM

U.S.C.&G.S.
1947 Adjustment
1965 Relevel

NOTE: DO NOT SCALE THIS DRAWING. FOLLOW DIMENSIONS.

DATE	REVISION	BY	APP'D
2-27-70	Rev. Steel Piles to Conc. Piles	HRY	[illegible]

SR 161 **MP 28.62 TO MP 28.52**

MERIDIAN ST.-PUYALLUP R. WEST BRIDGE

PIERCE COUNTY

FOUNDATION PLAN

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
BROOKS D. ZAHN, CHAIRMAN

B. L. MIKALSEN — BRIDGE ENGINEER
N. WALSH — JOHN H. REPP

APPROVED August 6, 1970

CONTRACT NUMBER 8903 — SHEET 10 OF 31 SHEETS

SR 161/22

27/66

DRAWN BY: D.L.M. & T.C. Dec. 1967
TRACED BY: R.L. May 1969
CHECKED BY:
2786B
68587

State Route 167
Meridian St. Crossing of Puyallup River
Foundation Plan
167-1502-2

SVERDRUP & PARCEL AND ASSOCIATES, INC.