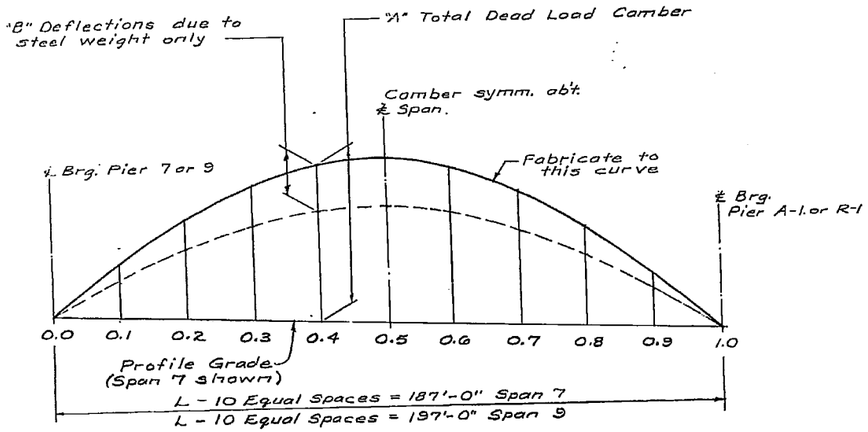
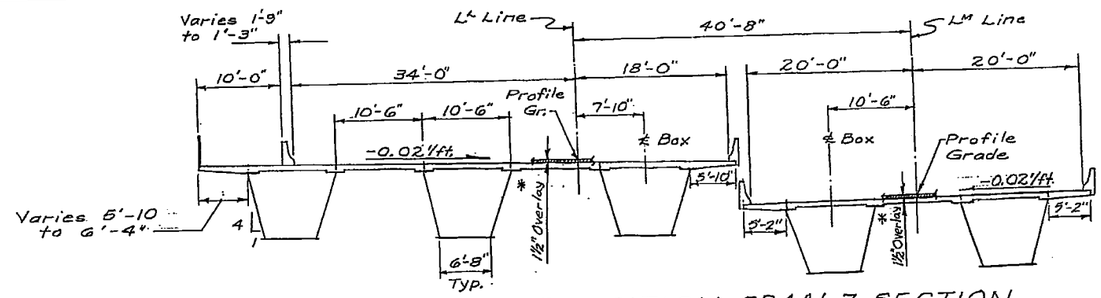
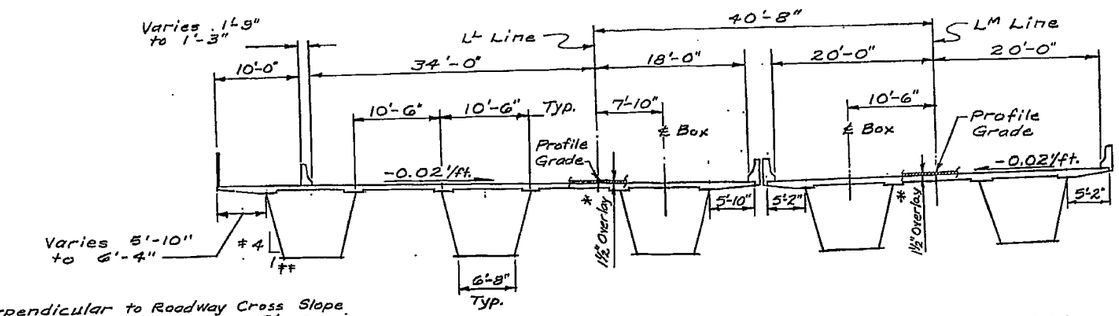


CAMBER DIAGRAM
Total Dead Load Camber including effects of shrinkage.



WEST TRANSITION - SPAN 7 SECTION
Looking ahead on Stationing



Perpendicular to Roadway Cross Slope
Parallel to Roadway Cross Slope

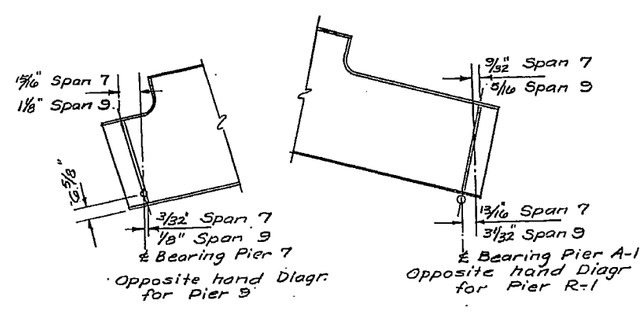
EAST TRANSITION - SPAN 9 SECTION
Looking ahead on Stationing

* By Others

CAMBER TABLE

Values in inches

Locat. @ 1/10 Pt.	SPAN 7				SPAN 9			
	L^L Line		L^M Line		L^L Line		L^M Line	
	"A"	"B"	"A"	"B"	"A"	"B"	"A"	"B"
0.0	0	0	0	0	0	0	0	0
0.1	3 1/2	13/16	3 9/16	13/16	4 1/8	1	4 1/4	1
0.2	6 7/16	1 1/2	6 9/16	1 1/2	7 5/8	1 13/16	7 3/4	1 13/16
0.3	8 5/8	2 1/16	8 13/16	2 1/16	10 3/16	2 7/16	10 3/8	2 7/16
0.4	9 15/16	2 3/8	10 1/8	2 3/8	11 3/4	2 13/16	12	2 13/16
0.5	10 7/16	2 1/2	10 9/16	2 1/2	12 5/16	2 15/16	12 9/16	2 15/16



BEARING DIAPHRAGM
CAMBER DIAGRAM

GENERAL NOTES

ALL MATERIAL AND WORK SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STATE OF WASHINGTON, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, DATED 1984.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE 1977 AASHTO AND INTERIM SPECIFICATIONS THROUGH 1983.

THE STEEL BOX GIRDERS AND THE ROADWAY DECK WERE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS FOR LOAD FACTOR DESIGN. ALL OTHER ELEMENTS HAVE BEEN DESIGNED FOR SERVICE LOAD.

ALL CAST-IN-PLACE CONCRETE SHALL BE CLASS AX.

FALSEWORK SHALL NOT BE RELEASED UNTIL APPROVED BY THE ENGINEER. FALSEWORK SHALL BE CAREFULLY RELEASED TO PREVENT IMPACT OR UNDUE STRESSES.

SPANS 7 AND 9 (WEST AND EAST TRANSITION SPANS) WERE DESIGNED AND DETAILED TO MATCH ALTERNATE A-2. SHOULD ALTERNATE A-1 BE SELECTED, SPANS 7 AND 9 MUST BE SHORTENED 1'-0" EACH TO ACCOMMODATE THIS ALTERNATE. THE STATE WILL PROVIDE THE CONTRACTOR WITH A CORRECTED SET OF PLANS FOR SPANS 7 AND 9 WITHIN 30 DAYS OF THE AWARD OF THE CONTRACT IF ALTERNATE A-1 IS SELECTED.

UNLESS OTHERWISE SHOWN ON THE PLANS, CONCRETE COVER MEASURED FROM THE FACE OF THE CONCRETE TO THE FACE OF ANY REINFORCEMENT BAR SHALL BE 1 3/4" CLEAR (NOT INCLUDING OVERLAY) AT THE TOP OF THE ROADWAY SLAB, 1" AT THE BOTTOM OF THE ROADWAY SLAB AND 1 1/2" AT ALL OTHER LOCATIONS.

☆ SECTION 6-02.3(14) OF THE STANDARD SPECIFICATIONS IS AMENDED TO DELETE THE CLASS 2 SURFACE FINISH FROM UNDER SURFACE OF CANTILEVER FLOOR SLABS OVERHANGING OUTSIDE GIRDERS, OR BOX GIRDERS. A CLASS 3 SURFACE FINISH SHALL BE APPLIED IN THIS AREA.

☆ AS BUILT CHANGES 5-11-90

DATE	REVISION	BY	APP'D

Bridge Design Engineer	H. Mortuch	7-84	
Supervisor	Charles C. Ruth	7/84	
Reviewed By	C. E. Nelson	7/84	
Designed By	H. A. S.	7/84	
Checked By	C.F.E.	7/84	
Detailed By	G. Battin	6/84	
Architect			
Preliminary Plan By			

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10	WASH	I-90-1(242)		

JOB NUMBER 84W107
CONTRACT NO. 2833

BRIDGES AND STRUCTURES
CLYDE L. SLEMMER, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER
Aug 6, 1984
APPROVED
C. L. Slemmer

Washington State Department of Transportation

SR 90
3RD LAKE WASHINGTON FLOATING BR.
APPROACHES AND TRANSITION SPANS

CAMBER DIAGRAM & CROSS-SECTIONS
L^L & L^M ~ SPANS 7 & 9

BRIDGE SHEET NO. 2
SHEET 29 OF 579 SHEETS

SR 90/540

DOT FORM 221-013

SR 90 JOB NO. 1650 SHEET 2 of 2