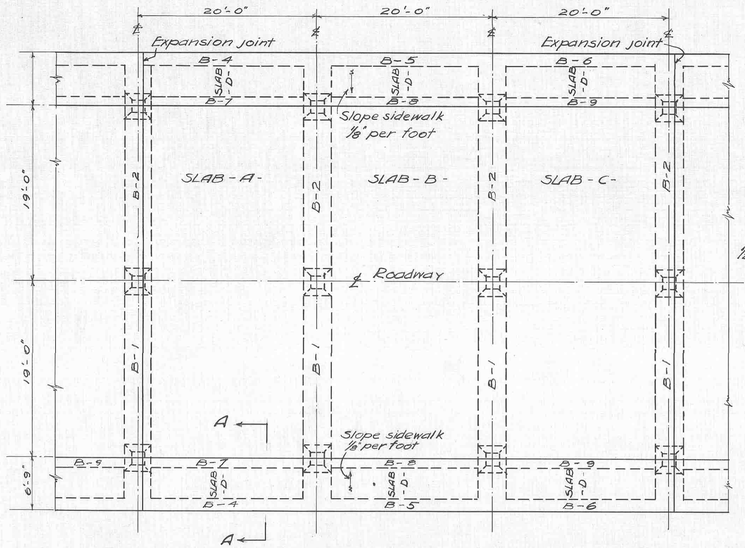
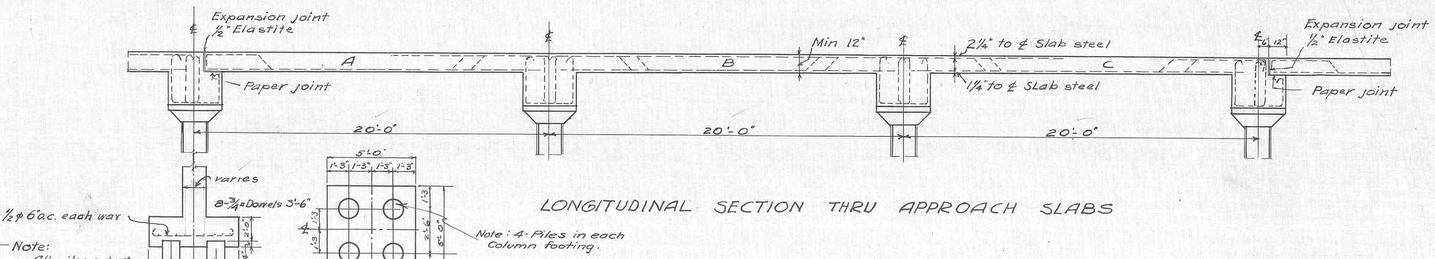
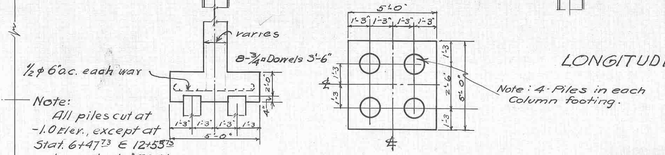


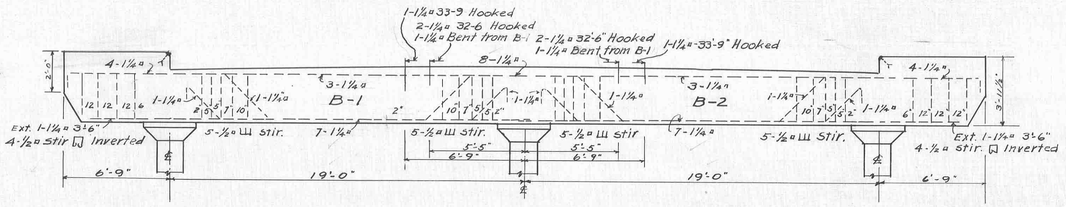
TYPICAL PLAN OF APPROACH SLABS



LONGITUDINAL SECTION THRU APPROACH SLABS

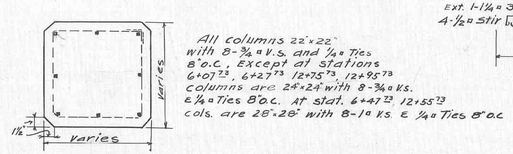


TYPICAL APPROACH COLUMN FOOTING



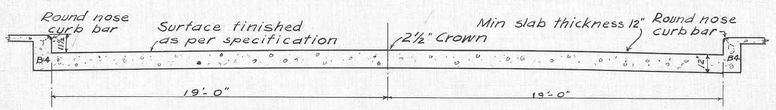
DETAIL OF APPROACH BEAMS B-1 & B-2

Do not scale

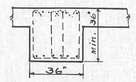


All columns 22"x22" with 8-3/4" ø V.S. and 1/4" ø Ties 8" o.c. Except at Stations 6+07.73, 6+47.73 12+75.73 12+85.73 Columns are 24"x24" with 8-3/4" ø V.S. & 1/4" ø Ties 8" o.c. At Stat. 6+47.73 12+55.73 cols. are 28"x28" with 8-1" ø V.S. & 1/4" ø Ties 8" o.c.

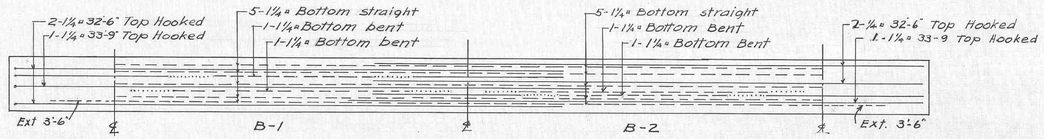
SECTION THRU APPROACH COLS.



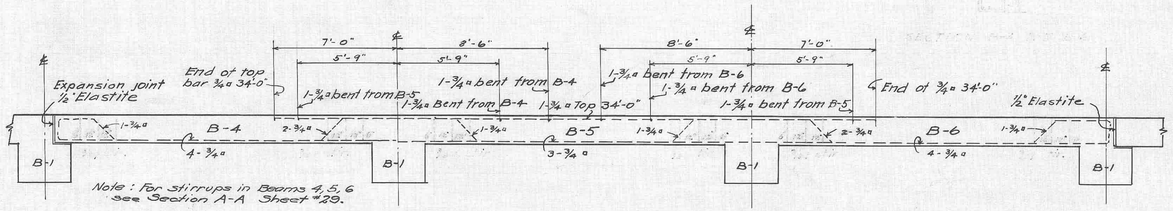
TRANSVERSE SECTION ROADWAY APPROACH SLAB



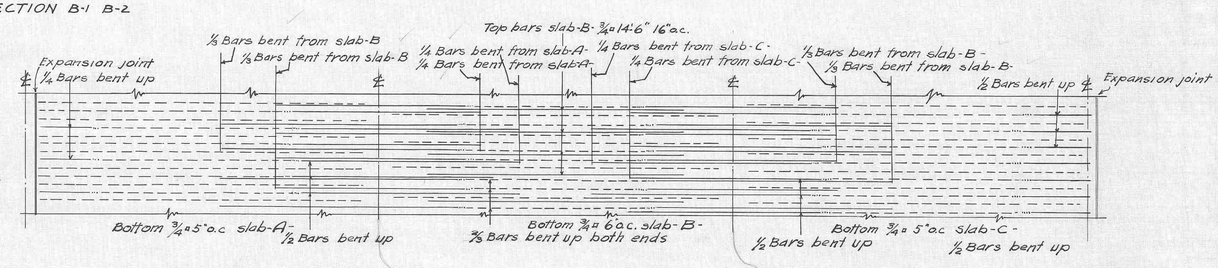
SECTION B-1 B-2



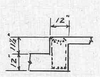
PLAN OF REINFORCING IN APPROACH BEAMS B-1 & B-2



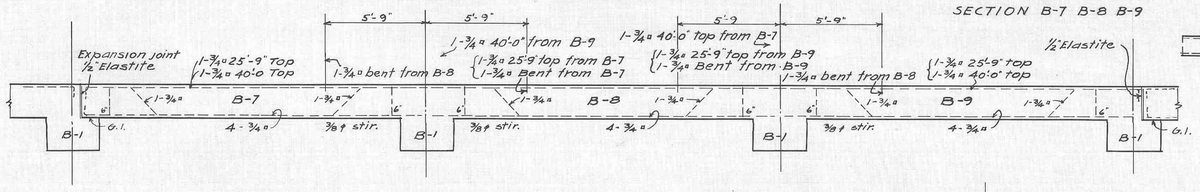
DETAIL OF BEAMS B-4 B-5 B-6



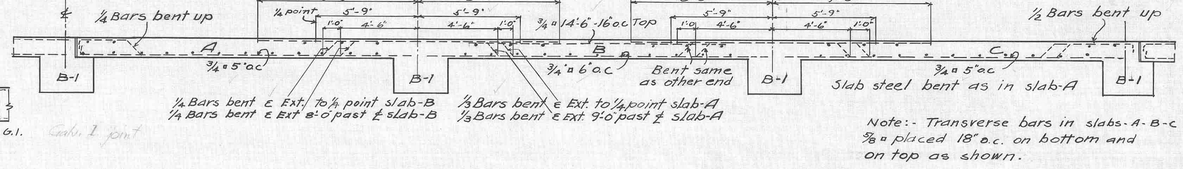
PLAN OF REINFORCING IN APPROACH SLABS A - B - C -



SECTION B-7 B-8 B-9

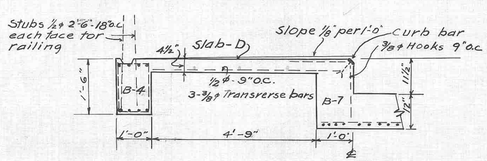


DETAIL OF BEAMS B-7 B-8 B-9



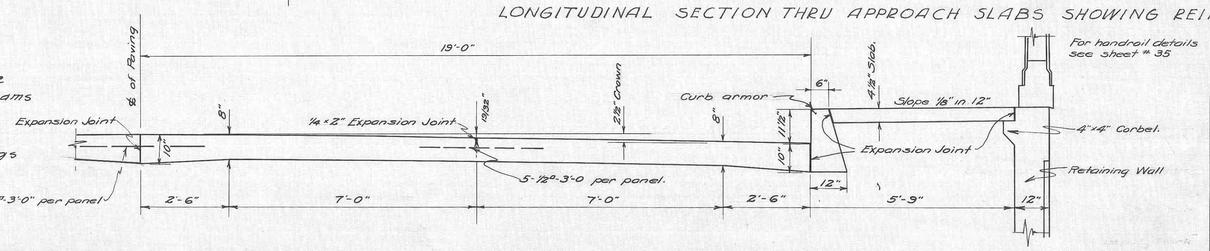
Note:- Transverse bars in slabs-A-B-C 5/8" ø placed 18" o.c. on bottom and on top as shown.

LONGITUDINAL SECTION THRU APPROACH SLABS SHOWING REINFORCING



SECTION AA THRU SIDEWALK

Concrete class D. 2" stone
Mix 1:2:3 in all approach beams
slabs and columns
concrete class A 2" stone
Mix 1:2:4 in approach footings



TYPICAL HALF SECTION OF PAVEMENT ON FILL Scale 1/2" = 1'-0"

KING COUNTY ENGINEER'S OFFICE
THOMAS D. HUNT Co. ENGR.

14TH AVE S. BRIDGE RELOCATION
SCHERZER ROLLING LIFT BRIDGE
APPROACH DETAILS

Approved
Principal Assistant.

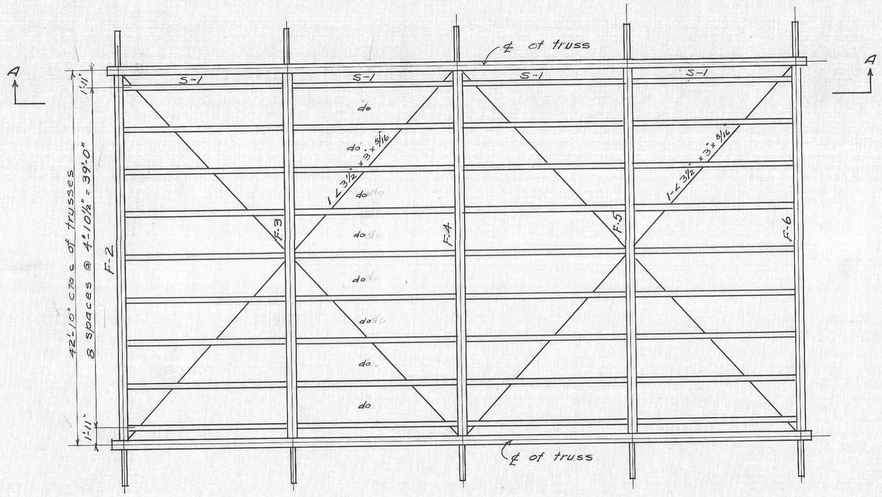
Drawn by H.J.W.
Traced by
Checked by V.C.H.

Scale 1/4", 1/8" = 1'-0"
Date Aug. 1929

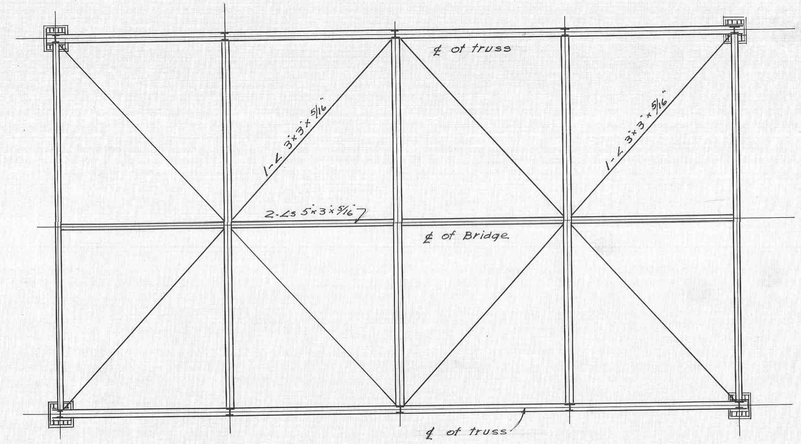
Sheet 36.

DEC 29 1998 MICRO.

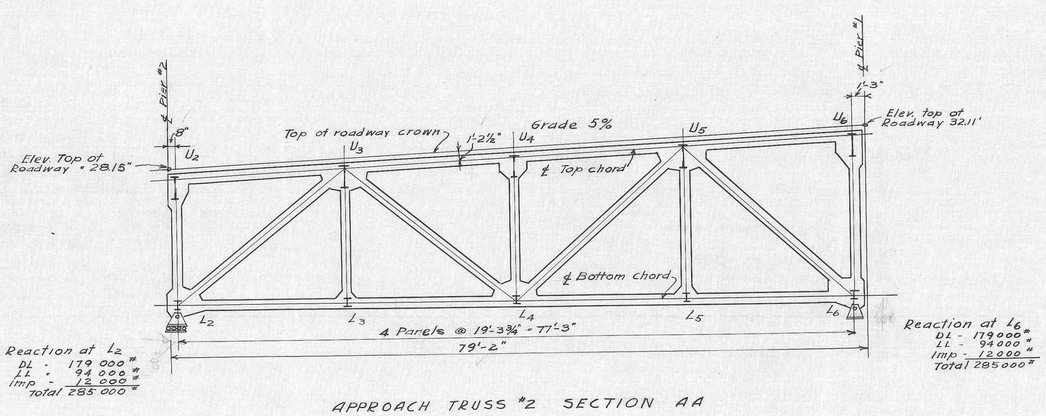
9620 103-11 J-1



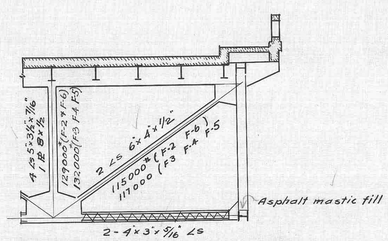
PLAN OF FLOOR SYSTEM APPROACH TRUSS #2



PLAN OF BOTTOM LATERALS APPROACH TRUSS #2



APPROACH TRUSS #2 SECTION AA



HALF SECTION THRU FLOOR SYSTEM AND LATERALS

STRESSES IN APPROACH TRUSS #2

Member	D.L.	P.W. L.L.	Imp. coef.	Imp	S.W L.L.	L.L. & Imp	Max DL. LL. & Imp	Unit stresses	Area req G	Area req N	Area used G	Area used N	Section
$U_2 L_2$	50	61	.6	37	5	-103	-153	10.8	14.2		20.1		4-∠s 5"×3½"×½" 1 Pl 11"×3/8"
$U_6 L_6$	50	61	.6	37	5	-103	-153	10.8	14.2		20.1		4 ∠s 5"×3½"×½" 1 Pl 11"×3/8"
$U_3 L_3$	6	0	0	0	0	0	+6				16.3		4 ∠s 5"×3½"×3/8 1 Pl 11"×3/8"
$U_4 L_4$	86	57	.6	34	9	90	-176	10.5	16.7		22.0		4 ∠s 5"×3½"×9/16" 1 Pl 11"×3/8"
$U_5 L_5$	6	0	0	0	0	0	+6				16.3		4 ∠s 5"×3½"×3/8" 1 Pl 11"×3/8"
$L_2 U_3$	205	97	.162	16	22	135	-340	10.7	31.8		35.3		12" C.B. 120#/1
$L_4 U_3$	80	47	.162	9	12	68	+148	16.0		9.5	14.4	11.9	10" C.B 49#/1
$L_4 U_5$	80	28	.162	5	8	41	+121	16.0		7.6	10.6	9.1	10 C.B 36#/1
$L_6 U_5$	195	93	.162	15	20	128	-323	9.7	33.4		35.3		12 C.B 120#/1
$L_2 L_4$	161	76	.162	12	17	105	+266	16.0		16.4	24.4	21.2	12" C.B 83#/1
$L_4 L_6$	147	69	.162	11	15	95	242	16.0		15.1	22.1	18.8	12" C.B 75#/1
$U_3 U_4$	200	97	.162	16	21	134	334	11.2	29.8		32.3		12" C.B 110#/1
$U_4 U_5$	200	97	.162	16	21	134	334	11.2	29.8		32.3		12" C.B 110#/1

STRESSES IN STRINGERS & FLOOR BEAMS

Member	Shear in 1000# DL.	LL	Imp	Total	Moment in 1000'# DL.	L.L.	Imp	Total	Section
Stringer S-1	6	17	5	28	28	77	24	129	20" I 65.4#/1
Floor Beams F-2 F-6	14	39	24	77	50	165	90	314	4 ∠s 6"×4"×9/16" 1 Pl 30"×7/16"
Floor Beams F-3 F-4 F-5	26	41	10	77	80	170	40	290	4 ∠s 6"×4"×½" 1 Pl 30"×3/8"

Approved

County Engineer.

Adopted by the BOARD OF COUNTY COMMISSIONERS

Chairman

Deputy Clerk

Date

KING COUNTY ENGINEER'S OFFICE
THOMAS D. HUNT CO. ENG'R.

14TH AVE. S. BRIDGE RELOCATION
SCHERZER ROLLING LIFT BRIDGE
STRESS SHEET TRUSS #2

Approved

Principal Assistant

Drawn by H.J.W.
Traced by
Checked by V.C.H.

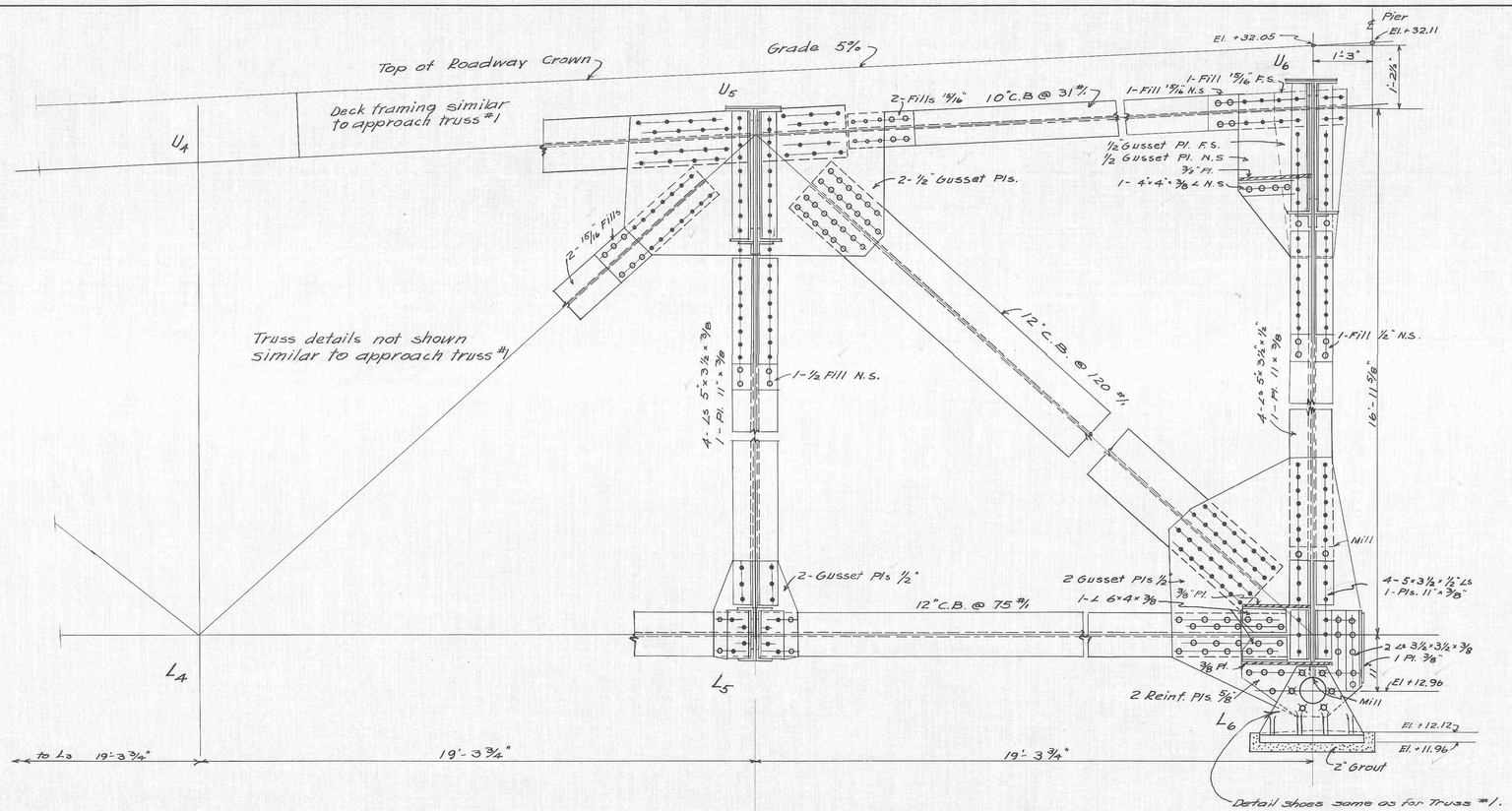
Scale 1/8" = 1'-0"

Date Aug. 1929

Sheet 37.

DEC 29 1998 MICRO.

9621 103-11 K-1



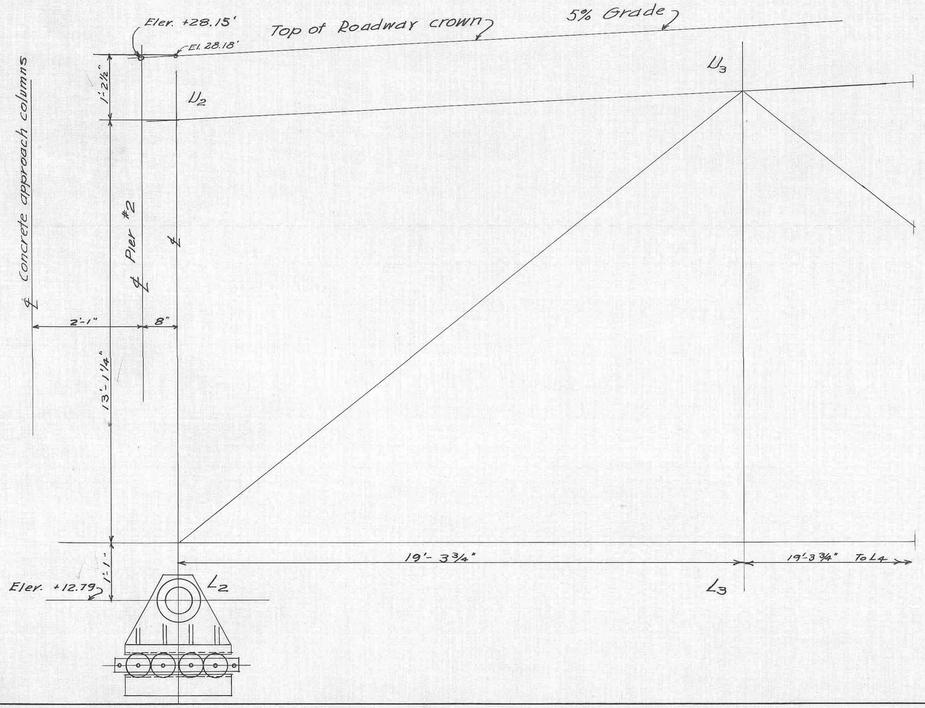
DETAIL OF APPROACH TRUSS #2
4-Required

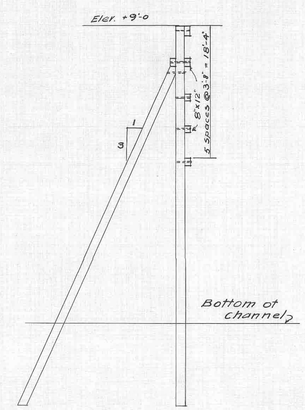
Note:

Deck and deck framing for approach truss #2 same as for approach truss #1 see sheets #25 - #26 - #29

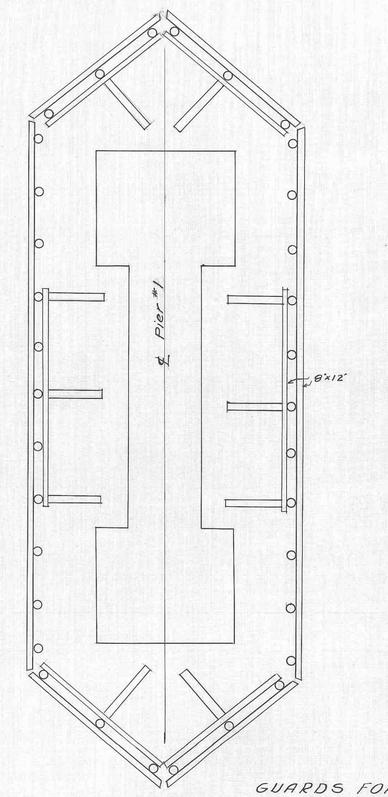
Details for truss #2 not shown or indicated on sheets #37 & 38, see details for approach truss #1 sheets #26 - #27. Use dimensions and elevations noted here.

Specifications same as for Bascule





DETAIL OF GUARDS AT PIER #1
scale ½" - 1'-0"



GUARDS FOR PIER #1
scale ⅛" - 1'-0"

Approved

County Engineer.

Adopted by the BOARD OF COUNTY COMMISSIONERS

Chairman

Deputy Clerk

Date

KING COUNTY ENGINEER'S OFFICE
THOMAS D. HUNT Co. ENG'R.
14TH AVE. S. BRIDGE RELOCATION
SCHERZER ROLLING LIFT BRIDGE.
DETAILS TRUSS #2

Approved

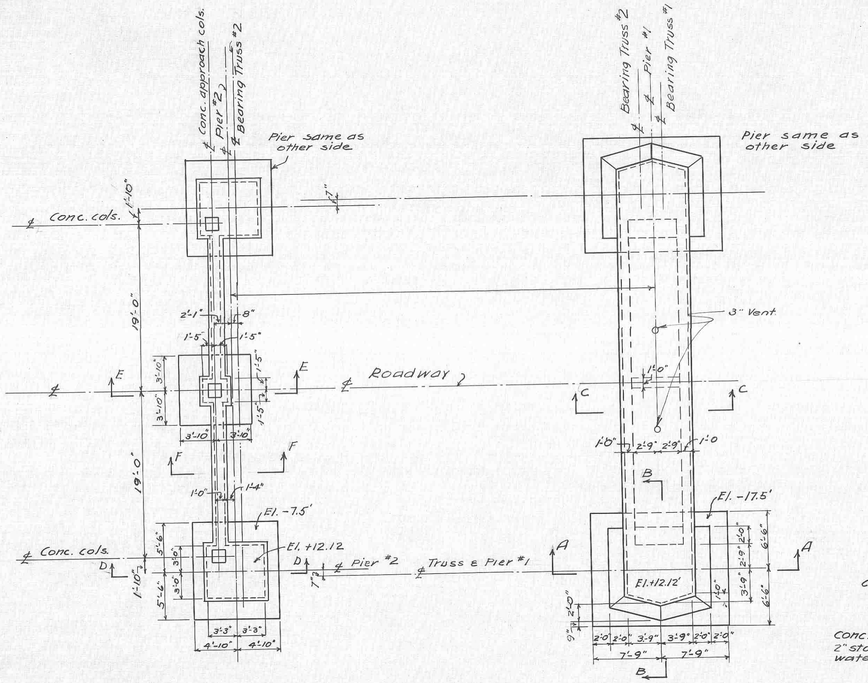
Principal Assistant.

Drawn by H.J.W.	Scale ¾" = 1'-0"
Traced by ✓	
Checked by V.C.H.	Date Aug. 1929

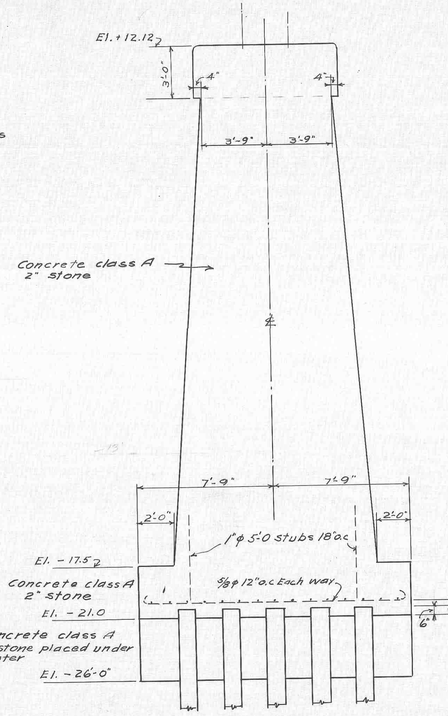
Sheet 38.

DEC 29 1998 MICRO.
DEC 29 1998 MICRO.

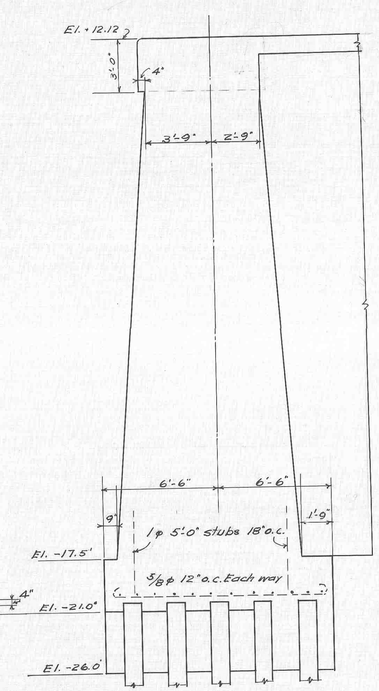
9622 103-11 L-1



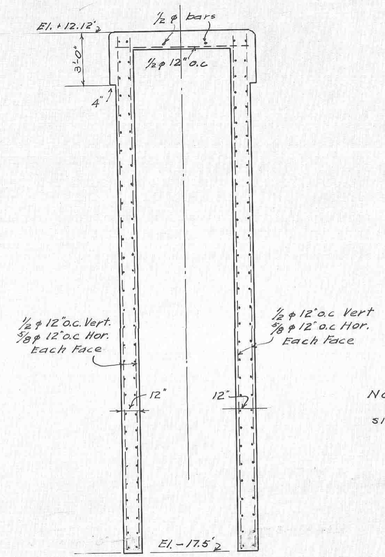
PLAN OF PIERS #1 AND #2



SECTION AA PIER #1

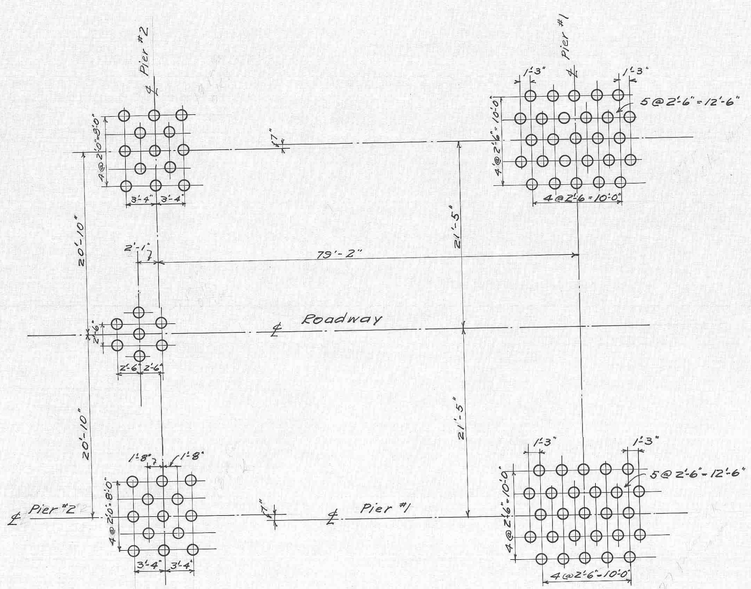


SECTION BB PIER #1



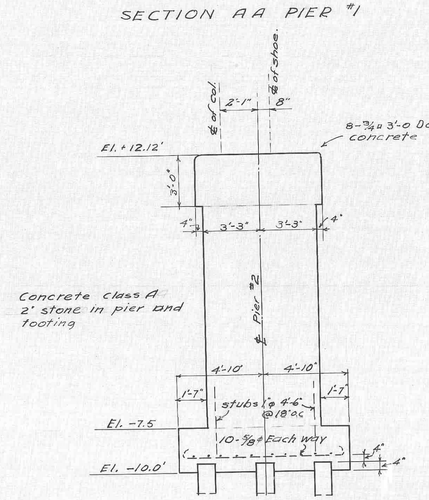
SECTION CC PIER #1

Note:- Piers #1 and #2 on other side of Bascule span similar
Class A concrete 1:2:4 Mix

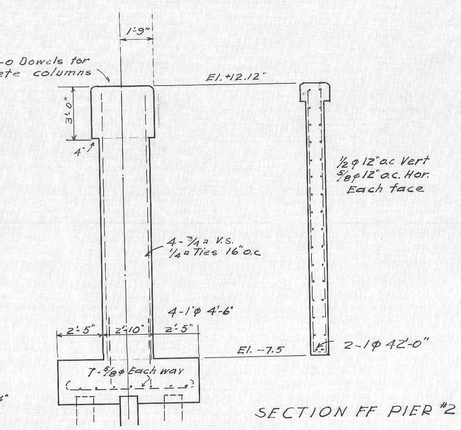


PILE LAYOUT FOR PIERS #1 AND #2

Note: Loading 22 Tons per pile



SECTION DD PIER #2



SECTION EE PIER #2

SECTION FF PIER #2

Approved _____ County Engineer.

Adopted by the BOARD OF COUNTY COMMISSIONERS

_____ Chairman

_____ Deputy Clerk

Date _____

KING COUNTY ENGINEER'S OFFICE
THOMAS D. HUNT Co. ENG'R.

14TH AVE. S. BRIDGE RELOCATION
SCHERZER ROLLING LIFT BRIDGE
DETAILS PIERS #1 AND #2

Approved _____ Principal Assistant.

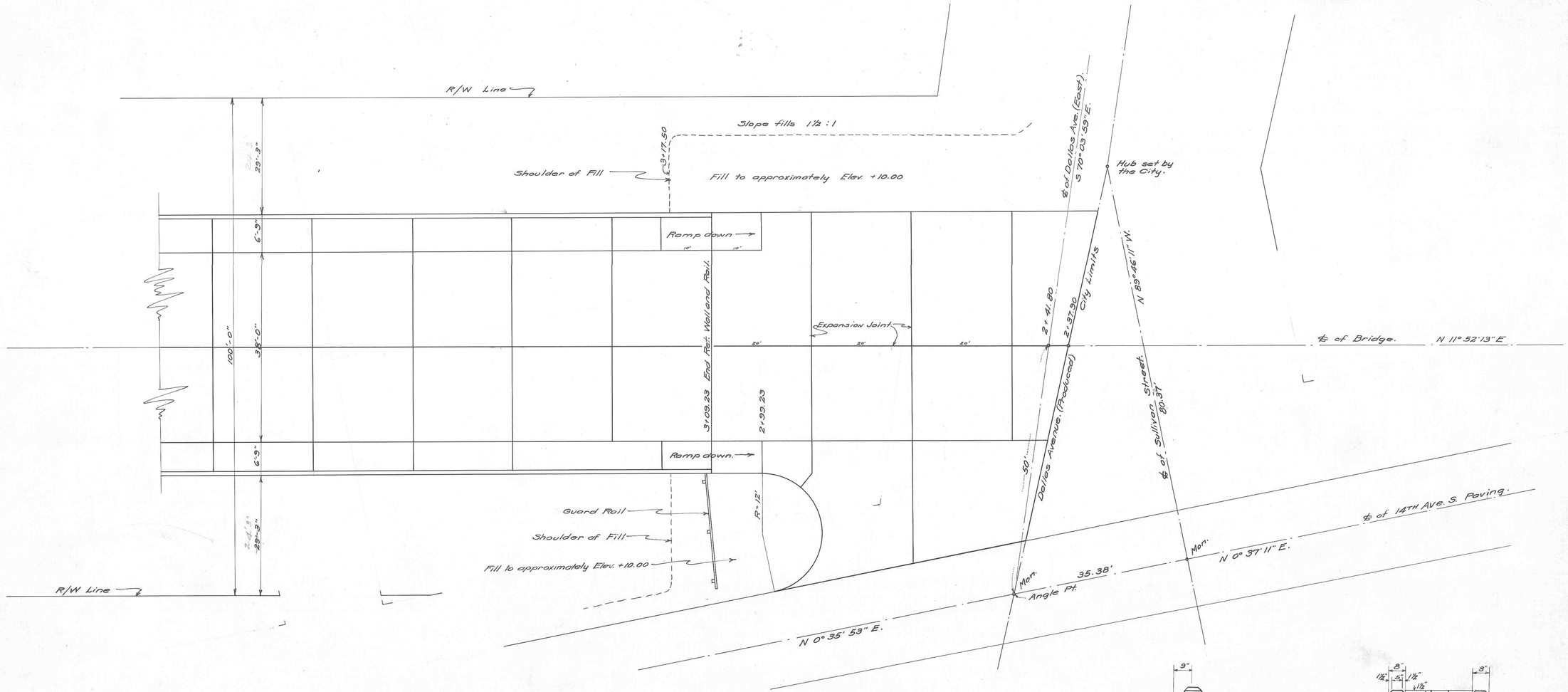
Drawn by H.J.W.
Traced by -
Checked by V.C.H.

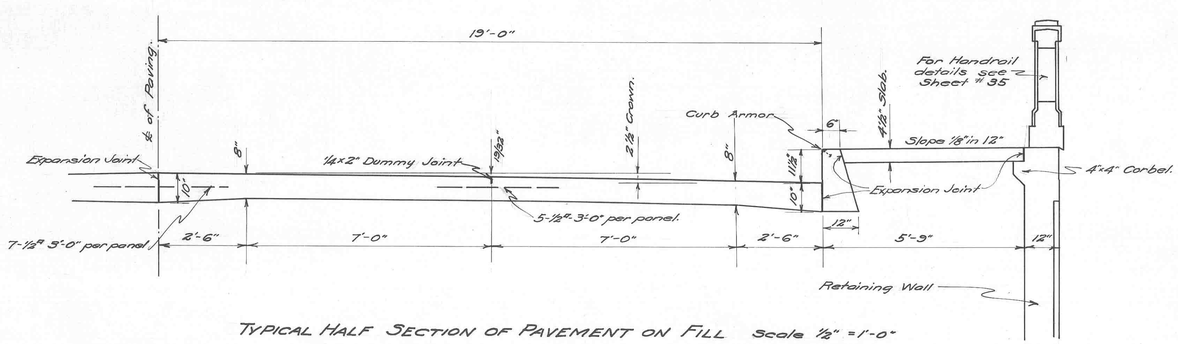
Scale 1/8", 1/4" = 1'-0"
Date Aug. 1929

Sheet 39.

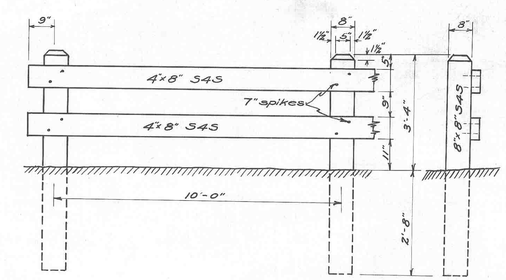
DEC 28 1998 MICRO.

9623 103-11 M-1





TYPICAL HALF SECTION OF PAVEMENT ON FILL Scale ½" = 1'-0"



GUARD RAIL

KING COUNTY ENGINEER'S OFFICE
THOMAS D. HUNT CO. ENG'R
14TH AVE. S. BRIDGE RELOCATION
SCHERZER ROLLING LIFT BRIDGE
S. APPROACH PAVING.

Approved
Principal Assistant.

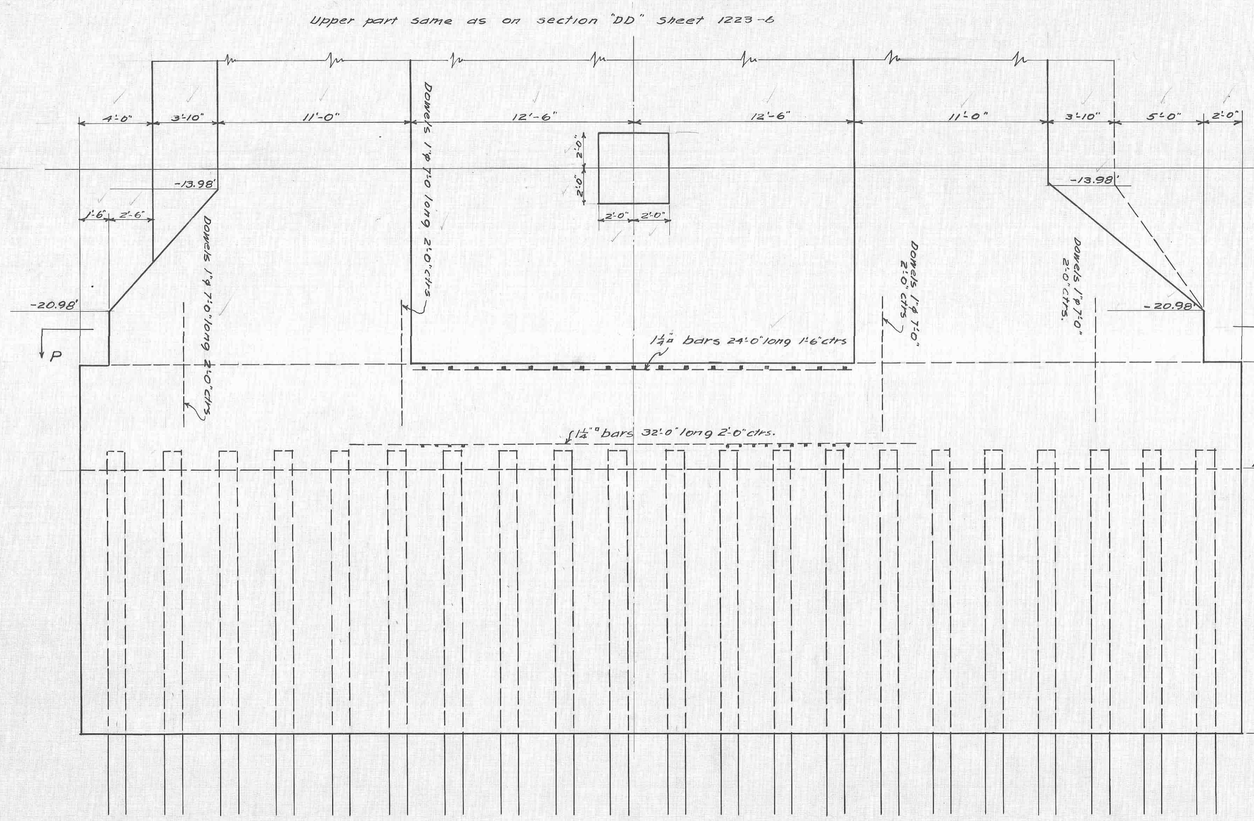
Drawn by Honer
Traced by "
Checked by

Scale 1" = 10'
Aug. 1929.

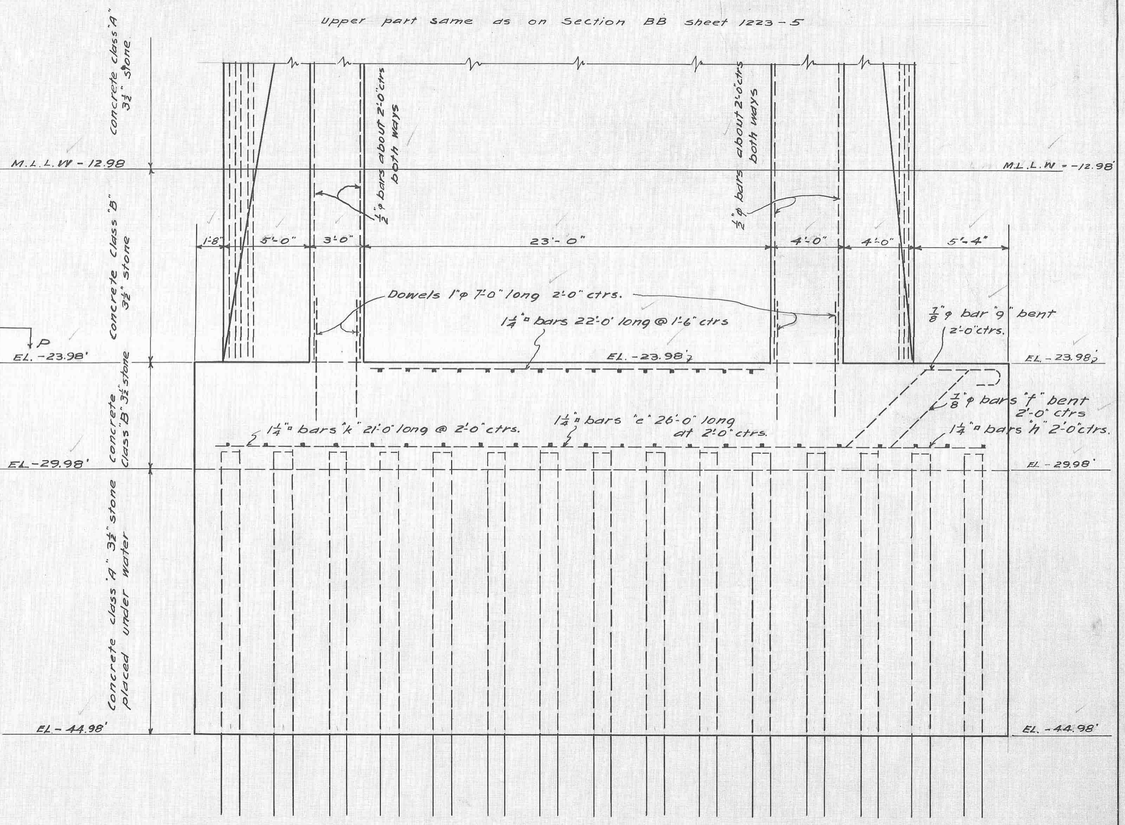
Sheet 40

DEC 29 1998 MICRO.

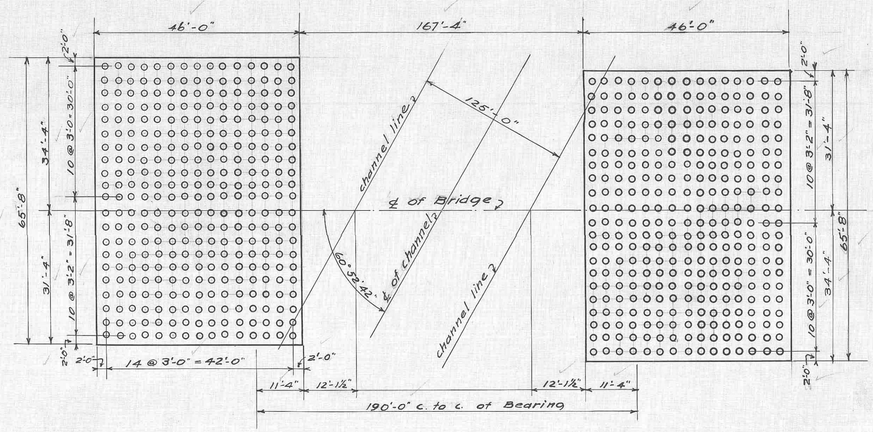
(9624) 103-11 N-1



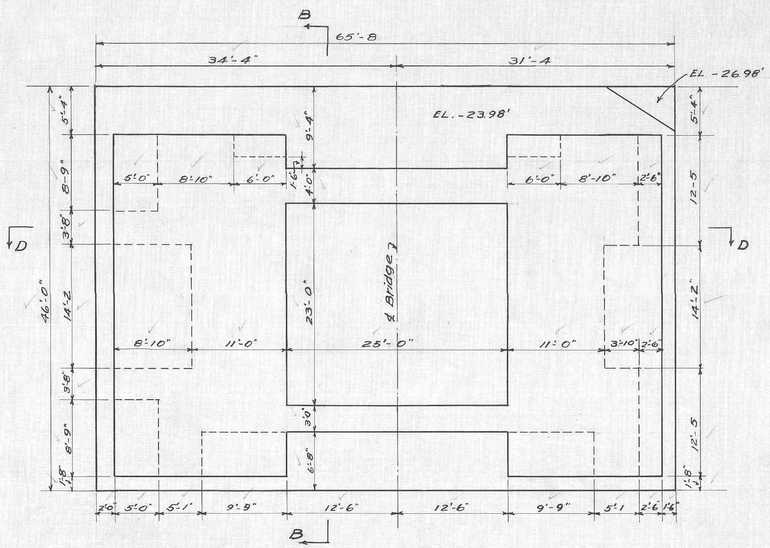
REVISED SECTION "DD"
scale ¼"-1'-0"



REVISED SECTION "BB"
scale ¼"-1'-0"



REVISED BASCULE PIERS PILE PLAN
scale 1/16"-1'-0"



REVISED PLAN OF BASCULE PIERS AT ELEVATION -22.0'
SECTION "PP"
scale ⅛"-1'-0"

KING COUNTY ENGINEER'S OFFICE
THOMAS D. HUNT CO. ENG'R

14TH AVE S. BRIDGE RELOCATION
SCHERZER ROLLING LIFT BRIDGE
REVISION ON BASCULE PIERS

Approved
Principal Assistant

Drawn by H.J.W
Traced by H.J.W
Checked by

Scale as noted
Jan. 1930

Sheet 41

DEC 29 1998 MICRO.

9625 103-11 0-1