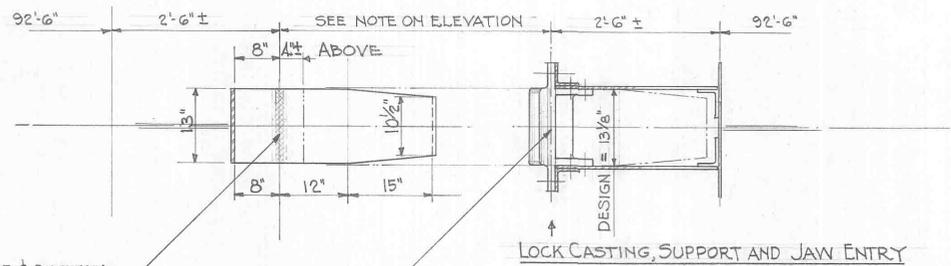


NO. BASCULE
SO. BASCULE
MIDSPAN JUNCTION 18'-0" OFF ϕ EACH SIDE.
ELEVATION OUTLINE-DETAIL ONLY $\frac{3}{4}" = 12"$



ANTICIPATED WEAR AREA TOP & BOTTOM. EXAMINE ALL RUBBING SURFACES FOR APPRECIABLE WEAR ON JAW & LOCK CASTING. ANY CORRECTIVE BUILDUP & FINISH IS TO BE MADE BY ARC WELD WITH ABRASIVE RESISTANT STEEL GROUND BACK TO A SMOOTH AND TRUE SURFACE NORMAL TO ITS MATING CONTACT. BUILDUP WILL BE TO CORRECT UNNECESSARY PLAY AND WILL BE DIRECTED TO IMPROVE THE DECK JOINT.

SECTION H-H WITH LOCK CASTING SHOWN SEPARATELY.
SCALE: $\frac{3}{4}" = 12"$

DETAIL OF CORRECTIVE WORK AT INTERLOCK: SURVEY & REPORT WITH DATA. REFINISHING AS DIRECTED AT BID PER SQ. INCH.

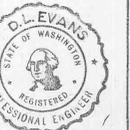
MISCELLANEOUS CORRECTIVE WORK, REQUIRING MINOR NEW MATERIAL AS SHIMS AND RELACEMENT BOLTS, AS LISTED:

1. BASCULE CANTILEVER REAR STOP AND ANCHORAGE CONTACT SHIM STACKS ARE TO BE ADJUSTED TO BEAR ALIKE AT ALL FOUR CORNERS WHEN BRIDGE IS IN POSITION FOR TRAFFIC. BY ADDED SHIMS THE MIDSPAN JUNCTION IS TO BE RAISED ABOUT ONE-HALF INCH TO IMPROVE CLEARANCE AT ROADWAY MIDSPAN FLOOR BREAK BY THE ROLL BACK FORCED BY ADDED SHIMS. THIS WORK IS TO BE DONE AFTER NORTH APPROACH SPAN ADJUSTMENT IS COMPLETE. (ACCESS PLATFORMS ARE INCLUDED IN NEW WORK.)
2. PICK UP AND RESET BASCULE FLOOR BREAK CASTINGS TO IMPROVE CLEARANCES, ALIGNMENT AND GRADE MATING AT EACH FLOOR JOINT. THIS WORK REQUIRES SLOTTING OUT HOLES IN CASTINGS & SUPPORTING STEEL SO THAT RESET CASTINGS WILL ALLOW ONE-HALF INCH CLEARANCE FROM OPPOSING METAL AT 110°F. TEMPERATURE. SHIM AS NECESSARY TO MATE GRADE. BLOCK SHIFT OF CASTINGS BY WELD METAL AT VACATED SIDES OF SLOTTED HOLES. REUSE UNDAMAGED BOLTS, EXCEPT DEEPLY CORRODED.
3. REBALANCE BASCULE EACH SIDE OF CROSSING BY SHIFTING LOOSE BLOCKS IN COUNTERWEIGHT OR BY ADDING OR REMOVING EXISTING BLOCKS AND INCLUDING REMOVAL OF ATTACHED WEIGHTS NEAR OUTER END OF SOUTH BASCULE LEAF. GOOD BALANCE TO BE CONSIDERED SLOW DRIFT DOWN FROM 45° OPENING WITH ACCELERATION LIMITED TO THE RESULT DETERMINABLE FROM A CENTER OF MASS POSITION 0.07 FT. AWAY FROM THE CENTER OF ROTATION AT THE POWER PINION. IN OTHER WORDS THE BASCULE SHOULD LIFT ABOUT 0.02 FT. IN THE FIRST 45° OF OPENING AND LOWER A BIT FROM THERE TO FULL OPEN POSITION. (INFORMATION ONLY: LEAF WEIGHT COMPUTED TO BE 1670000 LBS. DYNAMIC RADIUS 22.2 ± FT.) TESTS OF OPERATIONAL BEHAVIOR INCLUDING RESPONSE TO WEIGHT SHIFTING SHOULD BE MADE BEFORE ANY NEW WORK ON BRIDGE.
4. REMOVING CONCRETE FROM COUNTERWEIGHT AS DIRECTED IN THE BACK AT BID PRICE PER CUBIC FOOT OF CONCRETE TAKEN OUT. IT IS ANTICIPATED PARTICULARLY THAT THE SOUTH COUNTERWEIGHT WILL PROVE TOO HEAVY ON ACCOUNT OF THE BULGE IN THE LOWER REAR FACE. EXCAVATION WOULD BE ABOUT OPPOSITE THE LOWER POCKET ENTRIES AND OF A NARROW VERTICAL DIMENSION EXTENDING Laterally AND INWARD KEEPING EXCAVATION IN BALANCE ABOUT BRIDGE ϕ AND NOT CUTTING REINFORCING STEEL. OPENINGS TO BE LATER FACED IN WITH A CONCRETE SLAB NOT OVER 6 INCHES THICK. PAYMENT IN BID PRICE FOR EXCAVATION.

ADOPTED BY THE BOARD OF KING COUNTY COMMISSIONERS
SEATTLE, WASHINGTON, 19____
ATTEST: _____ CHAIRMAN
DEPUTY CLERK

KING COUNTY ENGINEERING DEPARTMENT
D.L. EVANS, COUNTY ROAD ENGINEER
14TH AVE. SO. BASCULE BR. AT DUWAMISH W. WAY.
INTERLOCK WEAR SURVEY. MISCL. CORRECTIVE WORK.

SURVEY No. _____ C. R. P. No. _____
SHEET 7 OF 9 SHEETS
SCALE: HORIZONTAL - 1" = 100 FT. VERTICAL - 1" = 10 FT.
COMMISSIONER'S DISTRICT NO. 2
APPROVED BY: _____ COUNTY ROAD ENGINEER



CITY LIMIT.

End of 2" City Main

P.C. STA. 17+61.47

MONROE ST. cont. Riv.

ELMGROVE ST.

DUWAMISH WATERWAY

THISTLE ST.

ORR AVE.

DALLAS AVE.

SULLIVAN ST.

END RETAINING WALL 15+94.63

BEG. RETAINING WALL 14+74.23

PIER 2 12+33.65

PIER 1 11+54.45

BEARING 101+46.73

SPAN 9+51.73

BEARING 81+56.73

PIER 1 7+48.58

PIER 2 6+69.81

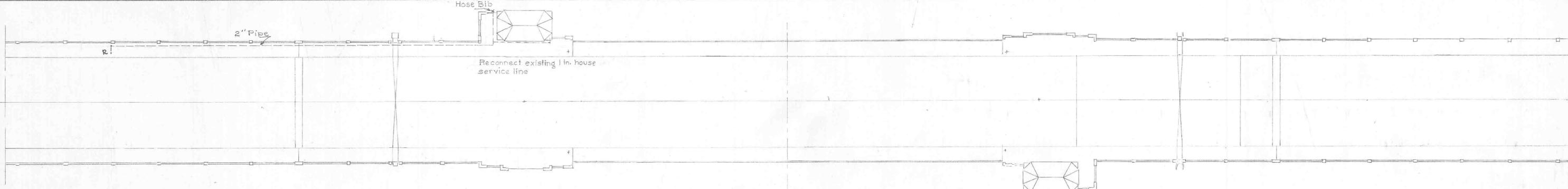
END RETAINING WALL 4+29.23

BEG. RETAINING WALL 3+09.23

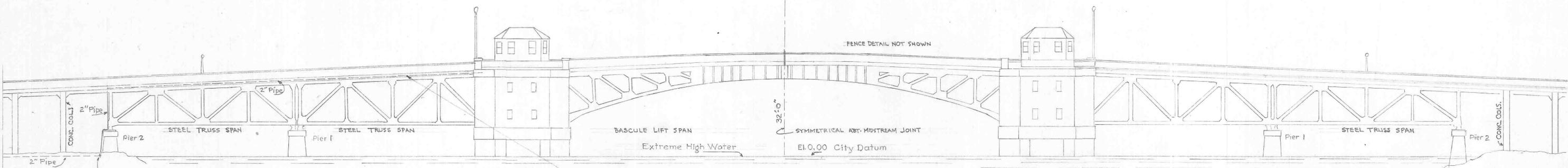
2+41.80

CONTRACT INCLUDES CITY OF SEATTLE WATER DEPT. CHARGES FOR 1" OR LARGER CITY WATER METER, TO BE FOR BRIDGE SERVICE ONLY IN NAME OF KING COUNTY COMMISSIONER DIST. NO. 2.

PLAN SHOWING PIPE TO BE LAID IN TRENCH SCALE 1"=100'



PLAN



ELEVATION 1"=20'

EXPOSED PIPE = INSULATED AGAINST HEAT LOSS

ADOPTED BY THE BOARD OF KING COUNTY COMMISSIONERS SEATTLE, WASHINGTON, 19... ATTEST: DEPUTY CLERK CHAIRMAN

KING COUNTY ENGINEERING DEPARTMENT D.L. EVANS, COUNTY ROAD ENGINEER 14TH AVE SO. BASCULE BR. AT DUWAMISH WATERWAY WATER SERVICE TO BRIDGE & PIPE LINE LAYOUT SURVEY No. 8 C.R.P. No. 9 SHEET 8 OF 9 SHEETS SCALE HOR. 1"=100 FT. VERT. 1"=10 FT. COMMISSIONER'S DISTRICT NO. 2 APPROVED BY: COUNTY ROAD ENGINEER

10707

67-53-4

