AGREEMENT
BETWEEN THE CITY OF REDMOND AND THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY FOR THE FUNDING, DESIGN, AND CONSTRUCTION OF THE OVERLAKE VILLAGE PEDESTRIAN-BICYCLE BRIDGE AND THE OVERLAKE VILLAGE STATION INFILTRATION VAULT

THIS AGREEMENT, effective upon the date of the latest signature, is entered into by and between the CITY OF REDMOND, a Washington optional municipal code city (the "City") and the CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority organized under the laws of the State of Washington ("Sound Transit"), collectively "Parties" and individually "Party."

WHEREAS, the City is a non-charter optional municipal code city incorporated and operating pursuant to Title 35A RCW, with authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens and for other lawful purposes; and

WHEREAS, Sound Transit is a regional transit authority created and operating pursuant Chapter 81.104 and Chapter 81.112 RCW, with all powers necessary to implement a high capacity transit system within the boundaries of King, Pierce, and Snohomish counties; and

WHEREAS, the East Link Project is a voter-approved project of Sound Transit to extend light rail from downtown Seattle to East King County, with stations serving Seattle, Mercer Island, Bellevue, and the Overlake area of Redmond; and

WHEREAS, the East Link Project includes construction of the Overlake Village Station ("OVS") as a public transit center facility. The OVS is proposed to be located on property at 2525 152nd Avenue NE, Redmond, Washington, which Sound Transit is in the process of acquiring; and

WHEREAS, both before and after the public vote approving the East Link Project, the City has engaged in extensive planning efforts with respect to light rail, including but not limited to, Transportation 2040, Vision 2040, the City of Redmond Comprehensive Plan, the Overlake Neighborhood Plan, and the Overlake Village Street Guidelines (collectively the "Overlake Planning Documents"). The Overlake Village Street Guidelines call for the construction of a pedestrian-bicycle bridge commonly known as the Overlake Village Pedestrian-Bicycle Bridge ("the Bridge") as a means of increasing access and mobility for local and regional pedestrians, bicyclists and transit users to the transit-oriented Overlake Village area and the OVS. The Bridge project consists of a new pedestrian and bicycle connection over SR 520 between the OVS and the SR 520 Regional Trail; and

WHEREAS, as part of developing the Overlake Neighborhood Plan, Redmond's City Council adopted the Overlake Village Stormwater and Park Facilities Conceptual Design

Implementation Plan (the "Overlake Stormwater Plan"). The Overlake Stormwater Plan calls for construction and installation of a stormwater infiltration vault commonly known as the Overlake Village Station Infiltration Vault ("the Vault") south of SR 520 in order to provide stormwater water quality treatment and infiltration for the Overlake Village area, including water quality treatment and infiltration of stormwater from the OVS, the light rail facilities to be constructed by Sound Transit, and the streets, roads, and other development in the Overlake Village area. The OVS property has been identified by the City as a desirable location for the Vault; and

WHEREAS, Sound Transit has carefully considered the Bridge and the Vault and believes that they will provide benefit to the OVS and the other components of East Link Project. Sound Transit and the City have determined that it would be most efficient and would best serve the public interest for the design and construction of the Bridge and the Vault to be completed at the same time as Sound Transit's OVS and East Link Project improvements. Sound Transit and the City have also agreed that it would be advantageous to the Parties and to the public to have the construction of the Bridge, the Vault, the OVS, and the East Link project improvements all accomplished by a single contractor under the supervision of Sound Transit utilizing the design-build method of construction; and

WHEREAS, on May 10, 2013, the City and Sound Transit entered into an agreement entitled, "Agreement for Engineering and Design of Overlake Village Pedestrian-Bicycle Bridge" ("the 2013 Agreement") which provides for Sound Transit to design the Bridge but which defers consideration of construction responsibilities to a later agreement. Sound Transit has completed the thirty percent (30%) preliminary design and the City has approved the 30% design deliverables and authorized Sound Transit to proceed with the next phase of design. Following the close out of invoicing for the 30% design, the Parties desire to replace and supersede the 2013 Agreement with this Agreement in order to provide for inclusion of the Vault design and the Bridge and Vault construction as provided herein;

WHEREAS, Sound Transit's Scope Control Policy (Resolution 2009-24) requires the City's financial participation in order to include the Bridge and the Vault in the OVS component of the East Link Project. Sound Transit therefore desires to work with the City to construct the Bridge and the Vault, provided that the City funds the Bridge and the Vault as provided herein; and

WHEREAS, the City has received two grants for design and construction of the Bridge, which have been applied to the work to be performed by Sound Transit under this Agreement:

- A Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant in the amount of $1,606,585.00 to pay for the engineering and design of the Bridge. The CMAQ grant requires a local match in the amount of $250,734.00. In compliance with the grant and the terms of the 2013 Agreement, engineering and design work for the Bridge was commenced in 2013.

- A Transportation Alternatives Program (TAP) grant in the amount of $5,000,000 for construction of the Bridge. A minimum local match of $780,347.00 is required and the construction phase must be fully funded.

WHEREAS, the Parties desire to enter into this Agreement to set forth their respective responsibilities, define the City's funding commitment for the Bridge and the Vault, develop a protocol for sharing information in a timely manner and at stages appropriate to ensure adequate consideration of issues raised by the Parties, and decision-making standards that maximize transparency and efficiency in decision-making and build effective cooperation between the Parties;

NOW, THEREFORE, in consideration of the recitals, terms, conditions, and covenants contained herein:

IT IS MUTUALLY AGREED AS FOLLOWS:

SECTION 1 GENERAL

1.1 Incorporation of Recitals. The above recitals are incorporated as part of this Agreement.

1.2 Purpose. The purpose of this Agreement is to identify the roles and responsibilities of the Parties for the design, construction, operation, and maintenance of the Bridge and the Vault, to identify and define the parameters of the Bridge and Vault to be designed and constructed, to identify and document the contributions to be made by each Party to the design, construction, operation, and maintenance of the Bridge and the Vault, and to define payment terms and methods.

1.3 Cooperation of the Parties. The provisions contained in this Agreement depend upon timely and open communication and cooperation between the Parties. In this regard, communication of issues, changes, or problems that arise should occur as early as possible in the process, and not wait for explicit due dates or deadlines. Each Party shall work cooperatively and in good faith toward resolution of issues in a manner that ensures adequate time for each Party to consider and address the issues. This Agreement contemplates the execution and delivery of a number of future documents, instruments, and permits, the final form and contents of which are not presently determined. The Parties shall provide the necessary resources and work in good faith to develop in a diligent and timely manner the final form and content of such documents, instruments, and permits.

1.4 Design-Build Project Schedule. It is the intent of the Parties that Sound Transit will use the design-build process authorized by RCW 39.10.300, *et seq.*, in order to complete the construction of the Bridge and Vault. The agreed-upon project schedule ("the Project Schedule") for the OVS, the Bridge, and the Vault is attached as Exhibit A. The Project Schedule may be amended as to the Bridge and Vault by mutual agreement of the Designated Representatives as defined in Section 20. The Vault shall be substantially complete and operational no later than

December 31, 2017. The Bridge shall be substantially complete no later than December 31, 2020. The Project Schedule contains the following project phases:

1.4.1 Initial Final Design Phase. This phase begins upon execution of this Agreement and concludes upon the issuance of the design-build Request for Qualifications ("RFQ").

1.4.2 Contractor Selection Phase. This phase begins upon issuance of the RFQ and concludes upon the issuance of a Notice to Proceed ("NTP") for the design-build contractor.

1.4.3 Design Completion/Pre-Construction Phase. This phase begins upon the issuance of the NTP to the design-build contractor and concludes upon the completion of construction plans and specifications for the Bridge and the Vault.

1.4.4 Construction Phase. This phase begins upon the start of construction of the Bridge or the Vault, and concludes on Substantial Completion of the Bridge and the Vault. This phase may begin and end at different times for the Bridge and the Vault as separate facilities.

1.4.5 Commissioning Phase. This phase begins on Substantial Completion of the Bridge and the Vault, and concludes upon the date Sound Transit transfers the Bridge and Vault to the City. This phase may begin and end at different times for the Bridge and the Vault as separate facilities with separate completion dates.

1.4.6 Maintenance and Operations Phase. This phase begins upon the operational start up for the Bridge and the Vault. This phase may begin at different times for the Bridge and the Vault as separate facilities with separate completion dates.

SECTION 2 ENGINEERING, DESIGN, AND CONSTRUCTION

2.1 Completion of Preliminary Bridge Engineering and Design Under 2013 Agreement. Sound Transit has completed the thirty percent (30%) preliminary engineering and design of the Bridge under the 2013 Agreement. The 2013 Agreement shall continue in effect as to the City and grant funding for the 30% design work until the invoices related to the 30% design have been paid in full. Upon final and complete payment of Sound Transit invoices related to the 30% preliminary engineering and design, the 2013 Agreement shall terminate and the provisions of this Agreement shall control as to the additional design, engineering, and construction necessary to complete the Bridge using the design-build process authorized by RCW 39.10.300, *et seq*. Sound Transit will use the 30% design to complete design-build documents for the Bridge in collaboration with the City in accordance with this Section 2. A conceptual design narrative for the Bridge is attached to this Agreement as Exhibit B (the "Bridge Design Narrative"). All design-build documents for the Bridge, including the final design submitted by Sound Transit's contractor, shall be substantially consistent with the Bridge Design Narrative.

2.2 Preliminary Vault Engineering and Design. The City has engaged an appropriate engineering firm to produce a thirty percent (30%) complete design for the Vault. The City has delivered the 30% design to Sound Transit, receipt of which is hereby acknowledged. Sound Transit will use the 30% design to complete design-build documents for the Vault in collaboration with the City in accordance with this Section 2. A conceptual design narrative for the Vault is attached to this Agreement as Exhibit C (the "Vault Design Narrative"). All design-build documents for the Vault, including the final design submitted by Sound Transit's contractor, shall be substantially consistent with the Vault Design Narrative.

2.3 Roles and Responsibilities Generally. Sound Transit shall be solely responsible for administering the engineering, design, contracting, and construction process for the Bridge and Vault and for communicating with all consultants and contractors. The City shall participate in decisions regarding the Bridge and Vault as provided in this Section 2, but shall communicate with consultants and contractors solely through Sound Transit.

2.4 City's Participation in Engineering and Design Team. The City shall be a member of the E-360 engineering and design team with respect to the Bridge and the Vault. The City shall have the right to participate in all engineering and design team meetings that relate to the Bridge and Vault. The City shall not have the authority to direct the E-360 engineering and design team or any of the consultants retained by Sound Transit to perform engineering and design services, but all engineering and design decisions and all changes that materially alter the design or function of the Bridge or Vault from that set forth in the approved plans and specifications or that materially increase the maintenance costs of the Bridge or Vault shall require the City's approval to ensure that the engineering and design meets the goals, objectives, and standards described in the Overlake Planning Documents, the City's Overlake Stormwater Plan, and the City's zoning, building, and construction codes. Nothing in the City's exercise of the right to review and approve the design and engineering of the Bridge and Vault will reduce Sound Transit's responsibility for direct supervision of the engineering and design team. The City's Designated Representative shall provide written documentation of City approvals related to the engineering and design team activities regarding the Bridge and Vault to be included in Sound Transit's permitting files. The City shall provide approvals in a timely fashion so as not to delay the progress of the engineering and design team. However, all project correspondence and communications with the E-360 construction package designers shall be by and through appropriate Sound Transit personnel.

2.5 Environmental Documents. Sound Transit is the "lead agency" for purposes of OVS and Bridge compliance with the State Environmental Policy Act, RCW 43.21C (SEPA). The OVS and Bridge have been subject to procedural and substantive SEPA through issuance of the following environmental documents by the lead agency, which comprise the "Project Environmental Documents" and are incorporated herein by this reference:

A. East Link Project Final Environmental Impact Statement, July 15, 2011 (FEIS);

B. The related documents referenced in the FEIS, including but not limited to those submitted by the City; and

C. East Link Extension – 2013 SEPA Addendum, March 2013.

The City is the "lead agency" for the purpose of Vault compliance with SEPA and has obtained coverage for the Vault under the Overlake SEPA Planned Action, which is incorporated herein by this reference.

2.6 Initial Final Design Phase. The Parties have completed thirty percent (30%) design for the Bridge and Vault and are ready to proceed to the Initial Final Design Phase. The Initial Final Design Phase includes the following milestone activities:

2.6.1 Selection of an artist and development of art for incorporation into the Bridge design. The City of Redmond staff and the Redmond Arts Commission will participate in the selection of the artist and development of the design. Once the artist is selected, a three-phase process of master planning, design, and fabrication/installation will take place. Sound Transit will be responsible for ensuring that the art project and the design-build work for the Bridge are coordinated and integrated. The cost for the art project is included in the Fixed Price for the Bridge and is shown on Exhibit D.

2.6.2 Preparation of a Pre-Final Design Cost Estimate [completed];

2.6.3 Development of a statement of design-build proposed terms "Term Sheet" (optional in the design-build procurement process;

2.6.4 Preparation of draft contract documents for inclusion in the design-build request for qualifications (RFQ); and

2.6.5 Advertisement of the RFQ.

The City has the right to participate in, review, and approve the documents associated with each listed milestone as they pertain to the Bridge or the Vault, but may not add scope, costs, or time to the project beyond that agreed to herein. Sound Transit's RFQ/RFP documents shall include specifications to meet the requirements for functionality, design/appearance, and ease and cost of maintenance for the Bridge and Vault as described in this Agreement. The City shall approve in writing the RFP/RFQ documents pertaining to the design and construction of the Bridge and Vault prior to Sound Transit's issuance of such documents. If the parties cannot agree on the RFQ/RFP documents related to the Bridge and Vault, the disapproving party may terminate its participation in the Bridge or the Vault in accordance with Section 7 of this Agreement.

2.7 Contractor Selection Phase. The Contractor Selection Phase includes the following milestone activities:

2.7.1 Receiving and evaluating Statements of Qualification (SOQs);

2.7.2 Short-listing contractors;

2.7.3 Issuing draft Request for Proposal (RFP) to short list;

2.7.4 Finalizing RFP;

2.7.5 Issuing Final RFP to short list;

2.7.6 Alternative Technical Concept (ATC) review;

2.7.7 Issuing any final modifications to RFP through addendum;

2.7.8 Receiving and evaluating proposals;

2.7.9 Reviewing best and final offer (optional step);

2.7.10 Selecting the most advantageous proposer;

2.7.11 Sound Transit Board approval of the contract; and

2.7.12 Notice of Proceed (NTP).

The City has the right to participate in, review and approve the documents associated with each listed milestone as they pertain to the Bridge or the Vault, except for the Sound Transit Board approval of the contract and the NTP.

2.8 Design Completion/Pre-Construction Phase. The Design Completion/Pre-Construction Phase includes the following milestone activities:

2.8.1 Completion of Construction Plans and Specifications;

2.8.2 Completion of right-of-way and easement acquisition, execution of construction period leases and licenses;

2.8.3 Obtaining permits; and

2.8.4 Pre-Construction meetings and activities, establishment of construction protocols.

Sound Transit or its contractor shall be responsible for obtaining and paying for all land use and environmental permitting or other entitlement fees associated with the OVS, the Bridge, and the Vault, provided, that if the City and Sound Transit approve a staffing agreement that provides for an alternative method of payment, the staffing agreement shall control. The City has the right to participate in, review and approve the documents associated with each listed milestone as they pertain to the Bridge or the Vault. This right to participate is in addition to the City's rights and authority to approve the necessary construction permits.

2.9 Construction Phase. The Construction Phase for the Bridge and/or Vault may begin before the Design Completion/Pre-Construction Phase for the entire E-360 construction package is complete, if construction plans for the Bridge and/or Vault have been finalized.

2.9.1 The Construction Phase for the Bridge and Vault includes the following milestone activities:

2.9.1.1 Bridge Milestones:

2.9.1.1.1 Notice to Proceed;

2.9.1.1.2 Substantial Completion;

2.9.1.1.3 Acceptance.

2.9.1.1.4 Final Acceptance.

2.9.1.2 Vault Milestones.

2.9.1.2.1 Notice to Proceed;

2.9.1.2.2 Completion of Vault Excavation;

2.9.1.2.3 Vault Excavation Infiltration Testing;

2.9.1.2.4 Substantial Completion;

2.9.1.2.5 Vault Infiltration Testing;

2.9.1.2.6 Acceptance.

2.9.1.2.7 Final Acceptance.

2.9.2 Vault Infiltration Testing.

2.9.2.1 Vault Excavation Infiltration Testing. Upon completion of excavation to the soil zone where stormwater infiltration will occur, Sound Transit will require the Contractor to perform testing of the infiltration rate of the soil in order to confirm design assumptions for the Vault as shown in the Vault Design Narrative attached as Exhibit C (or the final design documents, if the parties have agreed to modifications from the Vault Design Narrative). Infiltration testing shall consist of the Large Scale Pilot Infiltration Test as described in the Washington State Department of Ecology's 2012 Stormwater Management Manual for Western Washington or other test mutually agreeable with the City. If the test results confirm the infiltration assumptions within the design, construction of the Vault will proceed. If the test results show less infiltration than anticipated, additional excavation and soil replacement will be performed as necessary to meet the infiltration assumptions or a lesser infiltration rate may be deemed acceptable by the City in its sole discretion. If, at the time the Vault is transferred to the City, the aggregate cost of all approved change orders (additive and deductive) directly related to the Vault, including the change order for any additional excavation and soil replacement required

to meet the infiltration assumptions, exceeds the total of all contingency amounts built into the Fixed Price for the Vault set forth on Exhibit E, the City will reimburse Sound Transit for:

2.9.2.1.1 the actual cost of the approved change order for additional excavation and soil replacement required by the City to meet the infiltration assumptions; or

2.9.2.1.2 the amount by which the aggregate cost of all approved change orders directly related to the Vault exceeds the total of all contingency amounts built into the Fixed Price for the Vault,

whichever is less.

2.9.2.2 Vault Infiltration Testing. Following substantial completion, the Vault's infiltration rate shall be tested in order to confirm that construction has not compacted the soil underneath and around the Vault so as to prevent infiltration at the rates approved by the City under Subsection 2.9.2.1 and that sediment has not accumulated in the Vault. Infiltration testing shall consist of the Large Scale Pilot Infiltration Test as described in the Washington State Department of Ecology's 2012 Stormwater Management Manual for Western Washington or other test mutually agreeable with the City. If the test results show the Vault is not performing as designed, the Contractor shall take such corrective measures as are necessary to restore the infiltration rate. If the failure of the Vault to perform as designed is the result of matters outside the control of the Contractor or Sound Transit, e.g., acts of God or the actions of third parties, the City agrees to reimburse Sound Transit for:

2.9.2.2.1 the actual cost of the corrective measures necessary to restore the infiltration rate; or

2.9.2.2.2 the amount by which the aggregate cost of all approved change orders directly related to the Vault exceeds the total of all contingency amounts built into the fixed price for the Vault,

whichever is less. If the failure of the Vault to perform as designed is the result of matters within the control of the Contractor, e.g., compaction of the soil underneath and around the Vault as the result of construction so as to prevent infiltration at the rates approved by the City or the accumulation of sediment in the Vault as the result of the Contractor's work, the corrective measures shall be performed at no cost to the City. A final test confirming that the Vault's infiltration rate meets design requirements shall be required prior to Final Acceptance.

2.9.2.3 Protection of Vault. During construction and until the Vault is finally accepted by the City and turned over to the City to maintain, Sound Transit and its contractor shall take all reasonable steps to protect the Vault from damage and from accumulation of sediment so as to preserve the proper functioning of the Vault.

2.9.3 Inspections, meetings, and reports. In addition to any authority the City may have to inspect the work as a permitting agency, the City shall also have continuous access, during working hours, to inspect the Bridge and Vault work, including any inspection and other

reports, for compliance with the approved plans and specifications, the standards of the City, and the terms of this Agreement. Sound Transit shall invite the City to all formally scheduled meetings of the design teams and all construction meetings and inspections directly relating to the Bridge or the Vault. If the City's inspectors discover work that is not in conformance with the approved plans and specifications, the City's standards, or the terms of this Agreement, the City will notify Sound Transit as soon as possible, provided, that failure of the City's inspectors to discover work that does not so conform and/or the failure of the City to notify Sound Transit of such a discovery by the City shall not constitute acceptance of the work. Sound Transit shall reject work on the Bridge or Vault that is not completed according to the approved plans and specifications and the terms of this Agreement, unless a change order is expressly approved by Sound Transit and the City. Nothing in the City's exercise of its right to review or inspect the work performed by Sound Transit or the contractor will reduce Sound Transits responsibility for the proper execution of the work or relieve Sound Transit of its responsibility for direct supervision of the design-build process and the design and construction of the Bridge and Vault. The Designated Representatives identified in Section 20 shall provide written documentation of inspections and approvals in a timely fashion so as not to delay the design team or the contractor.

2.9.4 Change Orders. The City will be notified of and given the opportunity to review any change orders related to the Bridge or the Vault, other than minor field corrections. The City agrees to review all change orders within a reasonable established timeframe per the construction contract requirements and to provide Sound Transit with comments in a timely manner so as to not cause delays to the Bridge and Vault construction. Sound Transit shall consider the City comments in good faith, and shall not accept or approve any change order that materially alters the design or function of the Bridge or Vault from that set forth in the approved plans and specifications and the terms of this Agreement, or that materially increases the maintenance costs of the Bridge or Vault, without the consent of the City. If the City objects to the approval of a change order, the City shall provide written documentation of its objections and the reasons therefore to Sound Transit within the time requirements of the construction contract. It is understood by the Parties that some change orders may require immediate attention. After review of all comments on proposed change orders, the Parties shall determine whether a change order materially alters the design or function of the Bridge or Vault from that set forth in the approved plans and specifications and the terms of this Agreement, or that materially increases the maintenance costs of the Bridge of Vault, and if so, the Parties shall agree as to whether the proposed change order is to be approved or not. Change order disputes shall be subject to the Dispute Resolution process described in Section 10.

2.9.5 Disputes. Sound Transit shall be solely responsible for resolving all contractor disputes, provided that the City shall be given notice of all such disputes relating to the Bridge and the Vault, and the City shall be given an opportunity to comment on such disputes prior to Sound Transit making a final decision. Sound Transit will not resolve any contractor dispute in a manner that materially alters the appearance/design or functionality of the Bridge or Vault from that set forth in the approved plans and specifications and the terms of this Agreement, or that materially increases the maintenance costs of the Bridge of Vault, without the consent of the City.

2.9.6 Completion of Construction. Sound Transit shall invite the City to participate in the substantial completion and final acceptance inspection activities related to the Bridge and Vault, including any formal project tours and any formal meetings and discussions. The City shall submit to Sound Transit a complete list of concerns or deficiencies within the requirements of the construction contract agreement for inclusion in the formal punch list relating to the Bridge and Vault, and Sound Transit shall invite the City to participate in any activities related to closing out the punch list. After the Parties have completed final inspection activities, and when Sound Transit has reached the opinion that substantial completion has been accomplished by the contractor, Sound Transit shall notify the City in writing of its intent to declare substantial completion. The City shall respond, also in writing, within fifteen (15) business days indicating agreement or a detailed description of any objection. Failure of the City to issue such a response shall constitute the City's concurrence with the declaration of substantial completion. Sound Transit and the City shall work collaboratively in order to ensure that the Bridge and Vault are completed to the satisfaction of the Parties.

2.9.7 Completion Dates - Phasing of Bridge and Vault Construction.

2.9.7.1 Time is of the essence of this Agreement. Delays in construction of the Vault will significantly impact development in the Overlake Village Area of the City. Significant delays in construction of the Bridge will prevent the City from fulfilling the vision for the Overlake Village Area set forth in the City's Comprehensive Plan and may jeopardize grant funds the City has obtained.

2.9.7.2 Unless completion is delayed as a result of a change order approved by the City, Sound Transit agrees that construction of the Bridge shall be substantially complete no later than December 31, 2020 and that construction of the Vault shall be substantially complete no later than December 31, 2017. In order to ensure that these dates are met, Sound Transit agrees that construction of the Bridge and Vault shall occur during the early phases of the E360 Construction Project according to the Project Schedule set forth on Exhibit A. Construction of the Bridge and Vault shall not be deferred to later phases of the E360 Construction Project without the express written consent of the City, which may be withheld in the City's sole discretion. Under no circumstances will construction of the Bridge and Vault be deferred to any phase of the E360 Construction Project that would cause the completion dates set forth in this subsection to be exceeded.

2.10 Commissioning Phase. The Commissioning Phase begins at the time of substantial completion of the Bridge or the Vault. The Commissioning Phase ends at the time of final acceptance by the City. The schedules for commissioning of the Bridge and the Vault are independent of one another.

2.10.1 Bridge Commissioning. The Commissioning Phase for the Bridge consists of the following milestone activities:

2.10.1.1 Substantial Completion. Substantial completion is the beginning of the Commissioning Phase for the Bridge;

2.10.1.2 Initial Maintenance and Operation. Sound Transit shall be responsible for maintenance and operation of the Bridge during the Commissioning Phase in accordance with the requirements of Section 5 below. The Bridge shall not be open to the public during the Commissioning Phase.

2.10.1.3 Property Rights. Sound Transit shall ensure that all easements and rights-of-way necessary for maintenance and operation of the Bridge are transferred to the City in accordance with the requirements of Section 6 below.

2.10.1.4 Final Acceptance Inspection. The City shall inspect the Bridge at the end of the Commissioning Phase and shall finally accept the same.

2.10.1.5 Transfer. The Commissioning Phase for the Bridge ends with transfer of the Bridge to the City as described in Section 4 below.

2.10.2 Vault Commissioning. The Commissioning Phase for the Vault consists of the following milestone activities:

2.10.2.1 Substantial Completion. Substantial completion of the Vault is the beginning of the Commissioning Phase for the Vault. The Vault shall be put into service and fully operational at this time.

2.10.2.2 Maintenance and Operation. Sound Transit shall be responsible for maintenance and operation of the Vault until completion of the OVS and associated Plaza Street in accordance with the requirements of Section 5 below.

2.10.2.4 Final Acceptance Inspection. At the time that Sound Transit is ready to dedicate the Plaza Street to the City, a final inspection of the Vault will be performed by the City. Sound Transit will clean the system and perform the activities described in Section 5 below prior to final acceptance by the City.

2.10.2.5 Transfer. The Commissioning Phase for the Vault ends with transfer of the Plaza Street to the City.

2.11 Maintenance and Operation Phase. The Maintenance and Operation Phase begins once the Vault and Bridge are finally accepted by and transferred to the City. The Maintenance and Operation Phase is described in Section 5 below. The city will open the Bridge to the public during this Phase.

2.12 No Assumption of Responsibility. No review, approval, inspection, participation, attendance at a meeting, or other involvement in the Bridge or Vault prior to final acceptance by the City shall render the City responsible or liable for design or construction of the Bridge or Vault, or relieve Sound Transit of responsibility therefore.

SECTION 3 FUNDING

3.1 Fixed Price for Bridge. For the completed Bridge and for all associated design, engineering, construction, permits, easements, licenses, air space rights, and rights-of-way to be transferred to the City under this Agreement, the City agrees to pay and Sound Transit agrees to accept the fixed price of $10,151,000.00. A detailed breakdown showing how the fixed price was arrived at is set forth on Exhibit D attached to this Agreement. All grants the City has received or may receive for construction of the Bridge will be transferred to Sound Transit and credited to the fixed price as provided on Exhibit D or, if such grants cannot be so transferred, the grant funds shall be paid to Sound Transit upon receipt by the City.

3.2 Fixed Price for Vault. For the completed Vault and for all associated design, engineering, construction, permits, easements, licenses, and rights-of-way to be transferred to the City under this Agreement, the City agrees to pay and Sound Transit agrees to accept the fixed price of $9,672,000.00. A detailed breakdown showing how the fixed price was arrived at is set forth on Exhibit E attached to this Agreement. All grants the City has received or may receive for construction of the Vault will be transferred to Sound Transit and credited to the fixed price as provided on Exhibit E or, if such grants cannot be so transferred, the grant funds shall be paid to Sound Transit upon receipt by the City.

3.3 Changes. The City and Sound Transit agree that the prices set forth above and the City's fulfillment of its obligations under this Agreement are full and complete compensation to Sound Transit for all design, engineering, administration, and construction of the Bridge and Vault and for the fulfillment of all of Sound Transit's obligations under this Agreement. The City and Sound Transit further agree that the prices set forth above are fixed: neither price shall be reduced in the event of cost underruns for the Bridge or Vault and neither price shall be increased in the event of cost overruns for the Bridge of Vault. If the Bridge or Vault costs less for Sound Transit to design, engineer, administer, and construct than the price agreed to by the City, the City shall remain obligated to pay the agreed-upon price unless the reduced cost is due to one or more reductions in the scope of the Bridge or Vault requested by the City and unless the City and Sound Transit agree upon a reduced price. Similarly, if the Bridge or Vault costs more for Sound Transit to design, engineer, administer, and construct than the price agreed to by the City, any excess costs shall be the sole obligation of Sound Transit, unless the excess cost is due to a change order requested by the City after approval of the construction contract and unless the City and Sound Transit agree upon an increased price.

3.4 Payment Schedule. The City agrees to pay the fixed prices set forth above to Sound Transit in installments according to the following schedule:

3.4.1 The City will make progress payments of the fixed price for the completed Bridge based upon the percentage of Bridge completion, including engineering, design, and construction. Sound Transit will be allowed to invoice the City no more frequently than once per month and will provide sufficient detail in the invoice for the City to document the completion percentage. The entire balance shall be due upon completion of all Sound Transit obligations under this Agreement.

3.4.2 The City will make progress payments of the fixed price for the completed Vault based upon the percentage of Vault completion, including engineering, design, and

construction. Sound Transit will be allowed to invoice the City no more frequently than once per month and will provide sufficient detail in the invoice for the City to document the completion percentage. The entire balance shall be due upon completion of all Sound Transit obligations under this Agreement.

SECTION 4 TRANSFER

4.1 Transfer of Title to Vault and Bridge - Warranties. When the Bridge construction is physically complete, Sound Transit shall accept the Bridge from the contractor and then convey any and all interest of Sound Transit in the Bridge to the City by an appropriate bill of sale or other conveyance instrument without charge. When the Vault construction is physically complete, Sound Transit shall accept the Vault from the contractor and then convey any and all interest of Sound Transit in the Vault to the City by an appropriate bill of sale or other conveyance instrument without charge. Sound Transit shall assign any warranties to the Bridge and Vault to the City in order to enable the City to address directly with the contractor any defects in workmanship and materials.

SECTION 5 MAINTENANCE AND OPERATION

5.1 Bridge. The City will be responsible for all maintenance, repair, and operation of the Bridge upon transfer of title, unless the parties mutually agree in writing that Sound Transit will perform certain maintenance activities. All operation and maintenance will meet City standards and also be consistent with Sound Transit maintenance standards for that portion of the Bridge that is located on Sound Transit property and with WSDOT requirements for structures within WSDOT right-of-way.

5.2 Vault. The Vault will be placed in service, fully operational, at the time of Final Acceptance by Sound Transit from the contractor. Sound Transit shall maintain and operate the Vault until such time as construction of the OVS and the Plaza Street associated therewith is completed and the Plaza Street is dedicated to the City. The City shall pay Sound Transit an annual maintenance fee of $50,000, pro-rated on a monthly basis, for all maintenance performed by Sound Transit during the period from the time the Vault becomes operational until the time the City finally accepts the Vault upon dedication of the Plaza Street as provided in Subsection 6.3.2 below. During construction of the OVS and the Plaza Street, Sound Transit shall take all necessary precautions to protect the Vault from structural damage and from the inflow of sediment-laden water. Upon completion of the OVS and Plaza Street, and prior to transfer of the Plaza Street to the City, the following shall be completed by Sound Transit:

5.2.1 Infiltration testing in order to determine whether the Vault functions as designed and has not been damaged by construction;

5.2.2 Replacement of any stormwater treatment filters or media;

5.2.3 Cleaning of all stormwater piping, vaults, and catch basins;

5.2.4 Visual inspection of the infiltration soils.

5.2.5 Correction of any defects revealed by the infiltration testing and inspection.

Upon completion of any correction work and acceptance of the Plaza Street by the City, the City will become solely responsible for all maintenance, repair, and operation of the Vault.

SECTION 6 PROPERTY RIGHTS

6.1 Property Map. Attached to this Agreement as Exhibit F is a drawing showing the various property rights necessary for the construction and operation of the Bridge and Vault as referred to in this Section 6.

6.2 Bridge. Sound Transit agrees to acquire and convey to the City all real property rights necessary for construction, operation, and maintenance of the Bridge in accord with the following:

6.2.1 Prior to construction of the Bridge, Sound Transit will apply for and obtain a Temporary Construction Airspace Lease (TCAL) from WSDOT for the construction of the Bridge and related work under this Agreement across SR 520.

6.2.2 Prior to transfer of the completed Bridge to the City, Sound Transit will assist the City with applying for and obtaining from WSDOT either a long-term (20-year minimum) Air Space Lease (ASL) or a long-term (20-year minimum) trail lease/easement to locate and maintain the Bridge across SR 520. The ASL or trail lease/easement shall take effect upon Sound Transit's conveyance of the Bridge to the City. The City shall pay the cost, if any, of the ASL or trail lease/easement to WSDOT.

6.2.3 The Fixed Price for the Bridge set forth on Exhibit D includes the sum of $581,000.00 as a contribution by the City towards Sound Transit's cost of acquiring the property commonly known as the Hines Property for the northern Bridge landing. Sound Transit will bill the City for this amount at the time Sound Transit acquires the property. The parties agree that this sum is full compensation to Sound Transit for all property rights to be conveyed to the City, regardless of the actual price paid by Sound Transit for the property or property rights. If Sound Transit completes construction of the Bridge and dedicates the Hines Property to the City upon transfer of the completed Bridge, Sound Transit shall retain this sum as full compensation for the property rights conveyed. If this Agreement is terminated as provided in Section 7 below, Sound Transit will convey fee title to the Hines Property to the City..

6.2.4 The Fixed Price for the Bridge set forth on Exhibit D includes a credit against the estimated construction cost in the amount of $972,000.00. In the event that this Agreement is terminated as to the Vault only and Sound Transit proceeds with construction of the Bridge, the $972,000.00 credit will become null and void, and the Fixed Price for the Bridge will be increased by $972,000.00, to be paid by the City.

6.2.5 Upon transfer of the completed Bridge to the City, Sound Transit will convey an easement to the City for the southern Bridge landing. The easement shall be located on the property to be acquired by Sound Transit at 2525 152nd Avenue NE, Redmond, Washington.

6.3 Vault. Sound Transit agrees to acquire and convey to the City all real property rights necessary for construction, operation, and maintenance of the Vault in accord with the following:

6.3.1 The Fixed Price for the Vault set forth on Exhibit E includes the sum of $972,000.00 as a contribution by the City towards Sound Transit's cost of acquiring the property located at 2525 152nd Avenue NE. Sound Transit will bill the City for this amount at the time of Substantial Completion of the Vault. The parties agree that this sum is full compensation to Sound Transit for all property rights to be conveyed to the City, regardless of the actual price paid by Sound Transit for the property or property rights. If Sound Transit terminates this Agreement as to the Vault, the City shall not be required to make the $972,000.00 contribution for the Vault.

6.3.2 Upon completion of the OVS project, the right-of-way for the Plaza Street shall be dedicated to the City, along with an area shown on Exhibit F as the temporary Plaza Street cul-de-sac. The dedication shall provide the City with the right to construct, reconstruct, operate, maintain, and repair, the street, the Vault, and any and all other utilities within the dedicated area. The City shall re-convey the cul-de-sac area to Sound Transit (or the then-current property owner) at such time in the future as the Plaza Street is extended westward and connected with another public street. Upon dedication of the Plaza Street, Sound Transit shall record a notice on the title of the adjacent Sound Transit property (within the groundwater mounding area) which acknowledges that the presence of a large infiltration facility (the Vault) within the Plaza Street right-of-way may result in the temporary elevation of the groundwater table at times and that buildings on the affected property should be designed and constructed accordingly. The notice shall be substantially in the form attached to this Agreement as Exhibit G. At the time the notice is recorded, the City agrees to pay Sound Transit $57,000.00 in order to compensate Sound Transit for any diminution in value to the Sound Transit property as the result of the restrictions set forth in the notice. The $57,000.00 is in addition to and not included in the Fixed Price for the Vault set forth on Exhibit E. If Sound Transit completes construction of the Vault and dedicates the Plaza Street to the City as provided in Section 6.3.2 below, Sound Transit shall retain this sum as full compensation for any and all diminution in value as the result of the restrictions. If this Agreement is terminated as to the Vault as provided in Section 7 below, the $57,000 will not be paid.

6.4 Other Rights-of-Way. In addition to the property interests specified in Subsections 6.2 and 6.3, Sound Transit agrees, without charge to the City, to:

6.4.1 Dedicate right-of-way for the completed 152nd Ave NE cross-section along the frontage of the property at 2525 152nd Avenue NE to the City upon completion of the OVS construction. The legal description of the dedication shall be determined upon completion of construction but the right-of-way shall be in the location depicted on Exhibit F; and

6.4.2 Dedicate or grant an easement for any stormwater pipes or other facilities that are intended to be dedicated to the City that are not located within City right-of-way. The legal description of the easements or dedicated areas shall be determined during the Design Completion/Pre-Construction Phase.

SECTION 7 SUSPENSION AND TERMINATION

7.1 Suspension for Non-Payment. Sound Transit may suspend or terminate performance of the authorized Bridge and Vault if the City fails to make timely payment of any invoice from Sound Transit. If Sound Transit has not received payment from the City within thirty (30) days following receipt of invoice, or by any later date specified in such invoice, Sound Transit may suspend performance of all or any part of the work after giving the City twenty-five (25) days' written notice of Sound Transit's intent to do so. If the City makes payment within the twenty-five (25) day period, the work shall not be suspended. If the City fails to make payment, Sound Transit may suspend the work at any time after the twenty-five (25) day period expires. Such suspension shall remain in effect until payment is made in full, at which time the suspension shall be lifted. The City shall pay or reimburse Sound Transit for all amounts Sound Transit is obligated to pay any design professionals or the contractor as compensation for any suspension or termination of work caused by the City's non-payment, including all non-cancelable obligations. The City shall also be responsible to repay any grant funding for the Bridge or Vault, if required by the terms of the grant, and to reimburse Sound Transit for costs associated with redesign of the E360 construction package to the extent, but only to the extent, that such costs are the direct result of the removal of the Bridge of Vault as an element of the package.

7.2 Termination for Cause. Either Party may terminate this Agreement as to the Bridge, the Vault, or both, for cause in the event that the other Party fails to fulfill its material obligations under this Agreement in a timely manner or breaches any material provision of this Agreement. The Party wishing to terminate this Agreement for cause shall provide the other Party with notice of its intent to terminate and shall give the other Party an opportunity to correct the failure to perform or breach within thirty days of the notice. If the failure or breach is not corrected or cured, this Agreement may be terminated by the aggrieved party by giving seven (7) days' written notice to the other Party. If Sound Transit terminates this Agreement for the City's failure or breach, the City shall repay the grant funding for the Bridge or Vault, if required by the terms of the grant, shall reimburse Sound Transit for all Bridge or Vault work satisfactorily completed up to the date of termination and for all construction contract closing costs, and shall reimburse Sound Transit for any costs incurred by Sound Transit for redesign of the E360 construction package to the extent, but only to the extent, that such costs are the direct result of the removal of the Bridge or vault as an element of the package. If the City terminates for Sound Transit's failure or breach, Sound Transit shall, if the City so requests, (i) assign to the City any and all intellectual property rights that Sound Transit owns specifically relating to the Bridge and Vault engineering and design work, (ii) grant necessary easements and property rights in Sound Transit's property on terms acceptable to Sound Transit in the event that the City determines to complete construction of the Bridge and/or Vault, subject to receipt of compensation for such easements and property rights as set forth on Exhibits D and E, and (iii) reimburse the City for

any costs incurred by the City as the direct result of such termination, and (iv) repay the grant funds for the Bridge and/or Vault, if required by the terms of the grant.

7.3 Termination by City for Material Alteration. The City may also terminate this Agreement as to the Bridge, the Vault, or both, upon:

7.3.1 Completion of the Initial Final Design Phase or Contractor Selection Phase for the Bridge and/or Vault, in the event the City determines that the specifications for the Bridge and/or Vault described in the documents produced during either or both of these Phases materially alter the functionality, design/appearance, or ease or costs of maintenance of the Bridge or Vault as described in this Agreement, and resolution cannot be reached through the dispute resolution process;

7.3.2 Completion of the Design Completion/Pre-Construction Phase, in the event that the City determines that the specifications for the Bridge and/or Vault described in the documents produced during either or both of these Phases materially alter the functionality, design/appearance, or ease or costs of maintenance of the Bridge or Vault as described in this Agreement, and resolution cannot be reached through the dispute resolution process;

Upon termination under this Subsection 7.3, Sound Transit shall, if the City so requests, (i) assign to the City any and all intellectual property rights that Sound Transit owns specifically relating to the Bridge and Vault engineering and design work, and (ii) permit the City to pursue design and construction of the Bridge and/or Vault without Sound Transit's participation, including granting any necessary easements and property rights in Sound Transit property, subject to receipt of the compensation for such easements and property rights set forth on Exhibits D and E. If the City terminates its participation in the Bridge or Vault under this Subsection, Sound Transit's participation shall also terminate.

7.4 Termination by Sound Transit for Cost Reasons. Sound Transit may terminate this Agreement as to the Bridge, the Vault, or both, for the following reasons:

7.4.1 If the price proposal of the most advantageous construction bid for the E-360 design-build contract exceeds the Sound Transit budget for the E-360 project, including the amount of funding provided by the City pursuant to this Agreement, Sound Transit may terminate its participation in the Bridge and/or the Vault unless all Parties agree on a resolution. If Sound Transit terminates as to the Bridge, Sound Transit shall (i) assign to the City any and all intellectual property rights that Sound Transit owns specifically relating to the Bridge engineering and design work, and (ii) permit the City to pursue design and construction of the Bridge without Sound Transit's participation, including granting any necessary easements and property rights in Sound Transit property, subject to receipt of the compensation for such easements and property rights set forth on Exhibit D. If Sound Transit terminates as to the Vault, Sound Transit shall assign to the City any and all intellectual property rights that Sound Transit owns specifically relating to the Vault, but Sound Transit shall not be required to convey any easements or property rights for the Vault to the City and the City shall not be required to pay for any such easements or property rights.

7.4.2 If the contractor encounters site conditions at the OVS property, including the Bridge and Vault site, that will result in construction of the Bridge and/or Vault significantly exceeding the Fixed Prices for the Bridge and Vault set forth on Exhibits D and E, and a means to reduce the cost through modification of design cannot be satisfactorily achieved, then Sound Transit may terminate its participation in that portion of the work (the Bridge or the Vault) that will significantly exceed the contract amount. In such a case, Sound Transit shall reimburse the City for amounts contributed by the City towards construction of the Bridge and/or Vault to date, less the actual cost of any improvements paid for by the City that will remain and have value to the City (for example, if a segment of the Bridge or a portion of the Vault is completed prior to termination). In addition, if Sound Transit terminates as to the Bridge, Sound Transit shall (i) assign to the City any and all intellectual property rights that Sound Transit owns specifically relating to the Bridge engineering and design work, and (ii) permit the City to pursue design and construction of the Bridge without Sound Transit's participation, including granting any necessary easements and property rights in Sound Transit property, subject to receipt of compensation for such easements and property rights as set forth on Exhibit D. If Sound Transit terminates as to the Vault, Sound Transit shall assign to the City any and all any and all intellectual property rights that Sound Transit owns specifically relating to the Vault, but Sound Transit shall not be required to convey any easements or property rights specific to the Vault to the City and the City shall not be required to pay for any such easements or property rights.

7.5 Additional Termination Rights of Sound Transit. Sound Transit may terminate this Agreement if, in the reasonable determination of Sound Transit, the Bridge or Vault design or construction would prevent or significantly impair Sound Transit's ability to complete construction of the OVS or that portion of the East Link Project located within the City of Redmond within the project schedule. If any granting agency requires repayment of the grant funding due to Sound Transit's termination under this Section 7.5, Sound Transit shall repay the grant funds. Sound Transit shall also refund any monies paid by the City for easements or other property rights in the Sound Transit Property that will not be utilized as the result of the termination or convey such property rights to the City.

7.6 Termination by Mutual Agreement. This Agreement shall also terminate with the mutual consent of both parties.

7.7 Procedure upon Termination. If this Agreement is terminated for any of the reasons set forth in Subsections 7.3, 7.4, or 7.6, the Parties shall proceed as follows:

7.7.1 Sound Transit shall assign to the City any and all intellectual rights that Sound Transit owns specifically related to the Bridge and Vault engineering and design work in order to enable the City to proceed with completion of design and construction of the Bridge and Vault if the City so desires. If this Agreement is terminated as to the Bridge, Sound Transit shall grant any necessary easements and property rights to the City in Sound Transit's property on terms acceptable to Sound Transit if the City decides to proceed with the Bridge, subject to receipt of the compensation for such easements and property rights set forth on Exhibit D. If this Agreement is terminated as to the Vault, Sound Transit shall not be required to convey any easements or property rights specific to the Vault to the City and the City shall not be required to pay for any such easements or property rights; and

7.7.2 Sound Transit shall be reimbursed from any grant funds and any necessary City matching funds for any costs or charges incurred by Sound Transit design, engineering, and construction work satisfactorily completed prior to such termination; and

7.7.3 Sound Transit will make available all remaining, unspent grant funding to the City. If the City proceeds with grant-eligible activities, the City may invoice Sound Transit for Covered Expenses and Sound Transit will reimburse the City from the grant up to the amount of the remaining funds. The City will continue to be responsible for providing matching local funds as required by the grant. Sound Transit will continue to complete all reports and take all actions required to administer the grant as the recipient agency; and

7.7.4 The Parties will take such other actions as are specifically set forth in Sections 7.3, 7.4, or 7.6 related to the termination.

7.8 No Release of Liability. Except as provided in this Section 7, a termination by either Party shall not extinguish or release either Party from liability, claims, or obligations to third parties existing as of the date of termination, including consultant and contractor claims and costs incurred by said Party in relation to the Bridge and/or Vault work and any requirement contained in the terms of any grant for repayment of the grant funds. Any costs incurred prior to proper notification of termination will be borne by the Parties in accord with the terms of this Agreement. The Parties agree to work together cooperatively to develop a coordinated plan for termination, including the determination of reasonable redesign and costs associated with the Project work.

SECTION 8 OWNERSHIP AND USE OF DELIVERABLES

8.1 Joint Ownership. The City and Sound Transit shall jointly own the engineering and design work completed under this Agreement, subject to the obligation of Sound Transit to assign its intellectual property rights in the work to the City in the event that this Agreement is terminated as provided in Section 7.

SECTION 9 INDEMNITY

9.1 Generally. To the extent permitted by law, each Party to this Agreement shall protect, defend, indemnify, and hold harmless the other Party, and its officers, officials, employees, and agents, while acting within the scope of their employment, from any and all costs, claims, demands, judgment, damages or liability of any kind including injuries to persons or damages to property, if and to the extent they arise out of, or in any way result from, or are connected to, or are due to any negligent acts or omissions or intentional misconduct of the indemnifying Party. Neither Party will be required to indemnify, defend, or hold harmless the other Party if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the Party seeking indemnification. Where such claims, suits, or actions result from the concurrent negligence of the Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of any Party's own negligence.

9.2 Injuries to Employees. Except as provided in Subsection 9.6, each Party agrees that its obligations under Subsection 9.1 extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the Parties hereby waives with respect to the other Party only, any immunity that would otherwise be available under the industrial insurance provisions of Title 51 RCW against the claims to which the indemnity extends.

9.3 Notice - Assumption of Defense. In the event of any claims, demands, actions and lawsuits, the indemnifying Party upon prompt notice from the other Party, shall assume all costs of defense thereof, including legal fees incurred by the other Party, and of all resulting judgments that may be obtained against the other Party. In the event that either Party incurs attorneys' fees, costs or other legal expenses to enforce the provisions of this section, all such reasonable fees, costs and expenses shall be recoverable by the prevailing Party. The Parties shall cooperate fully with each other in the defense of any claim associated with this Agreement. Neither party shall settle any claim associated with this agreement directly affecting the other Party, without the prior written consent of such party, which consent shall not be unreasonably withheld.

9.4 Mutual Negotiation. The Parties agree that this Section 9 has been specifically and mutually negotiated by the Parties.

9.5 Tax Liabilities. Each Party shall bear full responsibility for any and all tax liabilities owed by that Party that may arise in relation to this Agreement, and each Party shall fully indemnify and hold the other Party, its officers, agents and employees harmless from any tax liability owed by the other Party arising from or related to the transactions set forth herein, including, but not limited to, any taxes, penalties, fines, and/or interest that are assessed by any tax authority against the indemnifying Party and further including all attorneys' fees and costs incurred in response to any claims or assessments by any tax authority against indemnifying Party, its officers, agents and employees.

9.6 City Inspection Personnel. The City's obligation to indemnify under this paragraph does not extend to claims, demands, and/or causes of action brought by, or on behalf of, City inspection personnel for injuries arising while such inspection personnel are engaged in construction inspection in the normal course of the City's permitting and code compliance process as a regulatory agency. The City acknowledges that the City inspections under this Agreement are not for permitting and code compliance purposes and are undertaken by the City as a participant in the development of Bridge and Vault. The Parties acknowledges that the City's inspections for permitting and code compliance purposes are outside the scope of this Agreement, and the City's waiver of its immunity under Title 51 RCW shall not apply to claims arising from the City's employees conducting inspections for permitting and code compliance purposes.

9.7 Survival. The indemnification obligations provided in this Section 9 shall survive termination of this Agreement.

SECTION 10 DISPUTE RESOLUTION

10.1 Exclusivity. Neither Party shall take or join any action in any judicial or administrative forum to challenge actions of the other Party associated with this Agreement or the Bridge or Vault, except as set forth herein.

10.2 Scope-Cooperation. Any disputes or questions of interpretation of this Agreement that may arise between the Parties shall be governed under the dispute resolution provisions in this Section. The Parties agree that cooperation and communication are essential to resolving issues efficiently. The Parties agree to exercise their best efforts to resolve any disputes that may arise through this dispute resolution process at the lowest level possible.

10.3 Process. The Parties agree to use their best efforts to resolve disputes arising out of or related to this Agreement using good faith negotiations by engaging in the following dispute escalation process should any such disputes arise:

10.3.1 Level One - Sound Transit's Designated Representative and the City's Designated Representative shall meet to discuss and attempt to resolve the dispute in a timely manner. If they cannot resolve the dispute within fourteen (14) days after referral of that dispute to Level One, either Party may refer the dispute to Level Two.

10.3.2 Level Two - Sound Transit's Director of Link Light Rail and the City's Public Works Director shall meet to discuss and attempt to resolve the dispute, in a timely manner. If they cannot resolve the dispute within fourteen (14) days after referral of that dispute to Level Two, either Party may refer the dispute to Level Three

10.3.3 Level Three - Sound Transit's Chief Executive Officer or Designee and the City Mayor or Designee shall meet to discuss and attempt to resolve the dispute in a timely manner.

10.4 Legal Action. Except as otherwise specified in this Agreement, in the event the dispute is not resolved at Level Three within twenty-one (21) days after referral of that dispute to Level Three, the Parties are free to file suit, seek any available legal remedy, or agree to alternative dispute resolution methods such as mediation or arbitration. At all times prior to resolution of the dispute, the Parties shall continue to perform any undisputed obligations and make any undisputed required payments under this Agreement in the same manner and under the same terms as existed prior to the dispute. Notwithstanding anything in this Agreement to the contrary, neither Party has an obligation to agree to refer the dispute to mediation, arbitration, or other form of dispute resolution following completion of Level Three of the process described herein. Such agreement may be withheld for any reason or no reason.

SECTION 11 REMEDIES AND ENFORCEMENT

11.1 Reservation of Rights. The Parties reserve the right to exercise any and all of the following remedies, singly or in combination, and consistent with the dispute resolution and default Sections of this Agreement, in the event the other violates any provision of this Agreement:

11.1.1 Commencing an action at law for monetary damages;

11.1.2 Commencing an action for equitable or other relief;

11.1.3 Seeking specific performance of any provision that reasonably lends itself to such remedy; and/or

11.1.4 The prevailing party (or substantially prevailing party if no one party prevails entirely) shall be entitled to reasonable attorney fees and costs.

11.2 Remedies Cumulative. All remedies set forth above are cumulative and the exercise of one shall not foreclose the exercise of others.

11.3 No Waiver. Neither Party shall be relieved of its obligations to comply promptly with any provision of this Agreement by reason of any failure by the other Party to enforce prompt compliance, and such failure to enforce shall not constitute a waiver of rights or acquiescence in the other Party's conduct.

SECTION 13 CITY'S PERMITTING AND REGULATORY AUTHORITY

13.1 No Waiver of Authority. Nothing in this Agreement shall be deemed a waiver of the City's regulatory or permitting authority as to any of the permits required for the OVS, the Bridge, the Vault, or the East Link Project, nor a predetermination of the compliance of any work with applicable codes and regulations. The City retains the right to approve, disapprove, or condition any City permits required for the Bridge, the Vault, the OVS, and the East Link Project within the bounds of the City's legal authority.

SECTION 14 UTILITY RATES AND CHARGES

14.1 No Waiver. Nothing in this Agreement shall be deemed a waiver of the City's authority to impose stormwater utility rates and charges for the OVS or the East Link Project. The City retains the right to impose stormwater utility rates and charges within the bounds of the City's legal authority.

SECTION 15 DURATION OF AGREEMENT

15.1 Duration. This Agreement shall take effect upon the last date of signature by the Parties as set forth below. This Agreement shall remain in effect until Sound Transit's responsibilities as recipient agency under the grants are completed per the terms of the grants and all Bridge and Vault work is completed, unless this Agreement is sooner terminated as provided in Section 7 above.

SECTION 16 COVENANTS AND WARRANTIES

16.1 The City's Warranties. By execution of this Agreement, the City warrants:

16.1.1 That the City has the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement the City is not in violation of any law, regulation or agreement by which it is bound or to which it is bound or to which it is subject; and

16.1.2 That the execution, delivery and performance of this Agreement by the City has been duly authorized by all requisite corporate action, that the signatories for the City hereto are authorized to sign this Agreement, and that upon approval by the City, the joinder or consent of any other party, including a court or trustee or referee, is not necessary to make valid and effective the execution, delivery and performance of this Agreement.

16.2 Sound Transit's Warranties. By execution of this Agreement, Sound Transit warrants:

16.2.1 That Sound Transit has the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement Sound Transit is not in violation of any law, regulation or agreement by which it is bound or to which it is bound or to which it is subject; and

16.2.2 That the execution, delivery and performance of this Agreement by Sound Transit has been duly authorized by all requisite corporate action, that the signatories for Sound Transit hereto are authorized to sign this Agreement, and that upon approval by Sound Transit, the joinder or consent of any other party, including a court or trustee or referee, is not necessary to make valid and effective the execution, delivery and performance of this Agreement.

SECTION 17 ADMINISTRATION OF AGREEMENT

17.1 Joint Administration. This Agreement will be jointly administered by Sound Transit's Designated Representative and the City's Designated Representative.

17.2 Costs. Each Party shall bear its own costs of administering this Agreement.

SECTION 18 POSTING OF AGREEMENT

18.1 Website. Pursuant to RCW 39.34.040, each party shall list this Agreement on its website by subject matter and shall post a copy in an electronically retrievable source for public viewing.

SECTION 19 ASSIGNMENT AND BENEFICIARIES

19.1 Consent Required. Neither Party may assign all or any portion of this Agreement without the express written consent of the other Party.

SECTION 20 DESIGNATED REPRESENTATIVES

20.1 Designation. To promote effective intergovernmental cooperation and efficiencies, each party designates the following persons as their representatives ("Designated Representatives") who shall be responsible for coordination of communications between the parties and shall act as the point of contact for each party. The Designated Representatives shall communicate regularly to discuss the status of the tasks to be performed, identify upcoming Bridge and Vault decisions and any information or input necessary to inform those decisions, discuss any unanticipated cost increases or substantial changes to the Bridge or Vault, and resolve any issues or disputes related to the Bridge and Vault work. The Designated Representatives are:

SOUND TRANSIT

Leonard McGhee
Project Manager
Sound Transit
401 S. Jackson Street
Seattle, WA 98104
(206) 398-5206
leonard.mcghee@soundtransit.org

CITY OF REDMOND

Steven Gibbs
Senior Engineer
City of Redmond
P.O. Box 97010
Mail Stop 1NPW
Redmond, WA 98073-9710
(425) 556-2729

20.2 Communication. Communication of issues, changes, or problems that may arise with any aspect of the OV Bridge Project should occur as early as possible in the process, and not wait for specific due dates or deadlines. The Designated Representatives shall use reasonable efforts to provide up-to-date and best available information to the other party promptly after such information is obtained or developed.

20.3 Coordination - Change. Each Designated Representative is also responsible for coordinating the input and work of its agency, consultants, and staff as it relates to the objectives of this Agreement. The Parties reserve the right to change Designated Representatives, by written notice to the other party during the term of this Agreement.

SECTION 21 NOTICES

21.1 Designated Representatives. Unless otherwise provided herein, all notices and communications concerning this Agreement shall be in writing and addressed to the Designated Representatives.

21.2 Delivery. Unless otherwise provided herein, all notices shall be either: (i) delivered in person, (ii) deposited postage prepaid in the certified mails of the United States, return receipt requested, (iii) delivered by a nationally recognized overnight or same-day courier service that obtains receipts, or (iv) delivered electronically to the other party's Designated Representative as listed herein. However, notice under Section 5, Suspension and Termination, must be delivered in person or by certified mail, return receipt requested.

SECTION 22 AUDITS

22.1 Records to be Maintained. Sound Transit shall maintain accounts and records, including contract and financial records, which sufficiently and properly reflect all direct and indirect costs of any nature expended for work performed under this Agreement so as to ensure proper accounting for all monies paid by the City to Sound Transit. These records shall be maintained for a period of six (6) years after termination or expiration of this Agreement unless permission to destroy the records is granted by the City and the Office of the Archivist pursuant to RCW Chapter 40.14.

22.2 Inspection. Sound Transit's records and documents with respect to all matters covered by this Agreement shall be subject at all times to inspection, review or audit by the City and any other governmental agency so authorized by law during the performance of this Agreement and for a period of six (6) years after completion and acceptance of the Bridge and Vault. The City shall have the right to inspect, review, and audit Sound Transit's records on the Bridge and Vault at all reasonable times during regular business hours.

SECTION 23 GENERAL PROVISIONS

23.1 Further Action. The Parties shall not unreasonably withhold requests for information, approvals or consents provided for in this Agreement; provided, however, that approvals or consents required to be given by vote of the Sound Transit Board or Redmond City Council are recognized to be legislative actions. The Parties agree to take further actions and execute further documents, either jointly or within their respective powers and authority, to implement the intent of this Agreement provided, however, that where such actions or documents required must be first approved by vote of the Sound Transit Board or Redmond City Council, such actions are recognized to be legislative actions. The City and Sound Transit agree to work cooperatively with each other to achieve the mutually agreeable goals as set forth in this Agreement.

23.2 Governing Law and Venue. This Agreement shall be interpreted, construed and enforced in accordance with the laws of the State of Washington. Venue for any action under this Agreement shall be King County, Washington.

23.3 Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the City and Sound Transit.

23.4 Time. Time is of the essence in every provision of this Agreement. Unless otherwise set forth in this Agreement, the reference to "days" shall mean calendar days. If any time for action occurs on a weekend or legal holiday, then the time period shall be extended automatically to the next business day.

23.5 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

23.6 No Joint Venture. No joint venture or partnership is formed as a result of this Agreement. No employees, agents or subcontractors of one party shall be deemed, or represent themselves to be, employees of any other party.

23.7 Construction. This Agreement has been reviewed and revised by legal counsel for all parties and no presumption or rule that ambiguity shall be construed against the party drafting the document shall apply to the interpretation or enforcement of this Agreement. The Parties intend this Agreement to be interpreted to the full extent authorized by applicable law.

23.8 Costs. Each Party shall be responsible for its own costs, including legal fees, incurred in negotiating or finalizing this Agreement, unless otherwise agreed in writing by the Parties.

23.9 Force Majeure. The Parties shall not be deemed in default with provisions of this Agreement where performance was rendered impossible by war or riots, civil disturbances, floods or other natural catastrophes beyond its control; the unforeseeable unavailability of labor or materials; or labor stoppages or slow-downs, or power outages exceeding back-up power supplies. This Agreement shall not be revoked or a party penalized for such noncompliance, provided that such party takes immediate and diligent steps to bring itself back into compliance and to comply as soon as practicable under the circumstances without unduly endangering the health, safety, and integrity of both parties' employees or property, or the health, safety, and integrity of the public, public right-of-way, public property, or private property.

23.10 Amendments. This Agreement may be amended only by a written instrument executed by each of the Parties hereto. The Designated Representatives may agree upon amendments to the design for the Bridge or Vault and such amendments shall be binding upon the parties without the need for formal approval by the Sound Transit Board and the Redmond City Council as long as the amendments do not materially alter the functionality or design of the Bridge from that set forth in the 30% design, do not cause the Fixed Prices of the Bridge or Vault to exceed those set forth in Section 3, or materially increase the maintenance costs of the Bridge or Vault.

23.11 Entire Agreement. This Agreement constitutes the entire agreement of the Parties with respect to the subject matters of this Agreement, and supersedes any and all prior negotiations (oral and written), understandings and agreements with respect hereto. However, the Parties will negotiate and execute such ancillary agreements as may be required to implement this Agreement.

23.12 Headings. Section headings are intended as information only, and shall not be construed with the substance of the section they caption.

23.13 Grammar. In construction of this Agreement, words used in the singular shall include the plural and the plural the singular, and "or" is used in the inclusive sense, in all cases where such meanings would be appropriate.

23.14 Exhibits. All exhibits attached to this Agreement are hereby incorporated into this Agreement.

23.15 Counterparts. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and all counterparts together shall constitute but one and the same instrument.

SECTION 24 SEVERABILITY

24.1 Terms Severable. In case any term of this Agreement shall be held invalid, illegal or unenforceable in whole or in part, neither the validity of the remaining part of such term nor the validity of the remaining terms of this Agreement shall in any way be affected thereby.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

By: _____
Joan M. Earl, Chief Executive Officer

Date: September 11, 2014

Authorized by Motion No. 2014-61

Approved as to form:

By: _____
Joanna Valeri, Legal Counsel

THE CITY OF REDMOND

By: _____ for
John Marchione, Mayor

Date: August 25, 2014

Authorized by Motion Dated _____

Approved as to form:

By: _____
James Haney, City Attorney

EXHIBITS:

Exhibit A: Project Schedule
Exhibit B: Bridge Design Narrative
Exhibit C: Vault Design Narrative
Exhibit D: Breakdown of Fixed Price for Bridge
Exhibit E: Breakdown of Fixed Price for Vault
Exhibit F Map of Property Interests
Exhibit G: Notice to Title and Waiver of Claims

Exhibit A

Project Schedule

OV Vault and Pedestrian Bridge

ID	Task Name	Start	Finish
1	**Initial Final Design**	12/13/13	8/29/14
2	**Contractor Selection**	8/29/14	9/24/15
3	**Design Completion/Preconstruction**	9/25/15	6/29/17
4	**Construction**	12/18/15	1/9/20
5	**OVS Infiltration Vault in Service**	12/31/17	12/31/17
6	**OVS Pedestrian Bridge Open**	1/10/20	1/10/20
7	**City of Redmond - Final Acceptance of Work**	1/9/20	1/9/20
8	**ST Maintains Vault**	12/31/17	1/9/20
9	**OVS Pedestrian Bridge Commissioning**	7/2/18	1/9/20
10	**Property Transfer**	1/10/19	1/10/20
11	**City Maintains Vault and Ped Bridge**	1/10/20	On-going
12	**LRT Start-up / Operations**	1/1/20	3/31/23

Schedule assumes NTP in late 2015

Exhibit B
Overlake Village Pedestrian and Bicycle Bridge
Design Narrative

August 7, 2014

The fundamental design goal of this pedestrian bridge is to provide safe, ADA compliant, and direct access for pedestrians, cyclists, and wheeled mobility users across SR-520. Additional goals include creating an aesthetically pleasing bridge for the City of Redmond while actively attracting users.

The Contractor shall design the pedestrian bridge as a multi-span continuous structure for the maximum length practical. Items associated with the bridge include, but are not limited to: demolition, clearing/grubbing, earthwork, foundations, substructure, superstructure, bearings, ramps, walls, fill/EPS, pathways, stairs, railings, screening, roof, drainage/downspouts, conduits, MEP, lighting, striping, and markings.

The intent of the Overlake Village Pedestrian Bridge (OVPB) is to provide unobstructed and safe passage across SR-520. The bridge is expected to serve large numbers of pedestrians and cyclists, with a direct connection between the 520 Bike Trail and Sound Transit's Overlake Village Station and the Overlake Village neighborhood. Therefore, an arrangement of a spiraling ramp around a monumental staircase is essential to providing both ADA access for pedestrians and providing cyclists with a comfortable route to ascend and descend the Overlake Village Station plaza. The undulating truss spans over SR-520 are complimented by the simple concrete form of the ramp and stairs that integrate a Sound Transit bike cage and Comm Room into the design. Orientation of the stairs is to provide users of the Light Rail Train station with direct passage to the crossing of the highway. Given the expectation for heavy mixed use traffic on the bridge, it is essential that sight lines are maximized using a raked guardrail design and open screening of the bike cage. Hazards adjacent to the pathway have been minimized. All elements associated with the bridges shall be designed to be vandal resistant.

The City of Redmond will own and operate the bridges following construction.

Refer to the "Guideway and Wayside Facility Code Summary" report for general code summary information regarding the Pedestrian Bridges. Structural design information is outlined in the "Structural Basis of Design for Pedestrian Bridges" report. These documents set the design criteria to be used for the new pedestrian bridges and define the order of precedence for the applicable codes and standards.

All major components of the pedestrian bridge shall be designed for a 75 year life. All performance criteria specified in the applicable Codes for the purposes of ensuring durability and serviceability for the required design life shall be met, including requirements for corrosion control, control of deformations, waterproofing and allowable infiltration, structure detailing, and crack control.

The Contractor shall develop a Bridge Maintenance Manual (BMM) for the OVPB. This shall include inspection and maintenance requirements, design considerations, product details, and any additional information that will be useful during the lifespan of the structure.

Civil and Site Considerations

The pedestrian bridge shall be designed giving consideration to the WSDOT Future Compatibility Report and pre-approved WSDOT deviations to accommodate future widening of SR-520 adjacent to the OVPB. Preliminary design considers this in establishing the bridge profile, and the Contractor shall comply with these future requirements. The reference concept assumes:

- The highway profile will not be raised or lowered near OVPB
- The roadway will be in full superelevation
- Westbound roadway superelevation of 5.0%
- Eastbound roadway superelevation of 5.5%
- Vertical clearance is provided to the edge of the future shoulder

The northwest end of OVPB requires work on private property. The south end of OVPB requires work within City right-of-way. The remaining work occurs in WSDOT ROW and Sound Transit ROW. The Contractor shall perform all work within those prescribed limits as obtained by Sound Transit and in compliance with the terms of any agreements relating thereto. Contractor shall provide measures to prevent pollution damage from stormwater related events during construction.

Clearances over Roadways and Pathways

The pedestrian bridge crosses over various roadways and the Sound Transit trackway, including consideration of future compatibility with WSDOT plans to widen SR-520. Minimum vertical clearance requirements are as follows:

- SR 520 requires 17.5-ft
- 152nd Avenue NE requires 17-ft
- 520 Bike Trail requires 10-ft
- ST Guideway requires 16.5-ft

Bridge Profiles

The bridge shall be designed to be ADA compliant and shall provide a smooth, safe, and high traction surface for cyclists with maximized sight lines. Wherever possible, the longitudinal grade shall be kept below 5.0%. However, there are parts of the bridge that require the use of grades above 5.0% up to the maximum 1:12 grade with landings. Grades for the bridge shall follow the drawings. The truss shall follow a 5% longitudinal grade with a cresting curve near pier P3.

The concrete ramp starting at the south end of the truss spans will require the use of maximum longitudinal grades to achieve the required elevation drop to connect with the plaza. The prescriptive design utilizes the following:

- Grades around curves are a maximum of 1:12 along the inside curb face;
- Landings are provided at a maximum 30-ft measured in plan along the 5% grade line through the corners;
- The minimum landing length is measured as 5-ft along the shortest curve length; and
- The maximum grade of the landings is 2% measured along the inside edge of corners.

Superstructure Drainage and Downspouts

Stormwater management for this project shall comply with the requirements of the City of Redmond and other responsible agencies.

Roof drainage shall be captured and piped down into new catch basins connecting to the storm drainage system. To minimize visual impacts to the consistency of the truss spans, drainage pipes shall run tight to the web members along their diagonal orientation, down the pier cap or abutment, and piped into a new catch basin. Drainage shall be inconspicuous as shown on the drawings, and all drain pipes shall be stainless steel. Location and size of the drains and pipes shall be confirmed by the Contractor.

All gutters and clean-outs shall be easily and safely accessible for maintenance. Contractor shall design the cleanouts to be tamper-proof.

Transverse roof drains are located at the two (2) low points of the roof profile. Collection of roof storm water shall use a transverse trough with stainless steel gutter liner, scuppers, cleanouts, and downspouts to drain the roof and route the catch basins. A solid linear appearance shall be provided at the transverse drain troughs at OVPB that may use a built-up steel section.

The Contractor shall develop a Drainage Assessment Report that identifies drainage impacts. The following impacts are expected:

- Relocation of drainage pipes and inlets located near the pedestrian bridge footings.
- A new drainage ditch shall be installed along the north side of the 520 Bike Trail as required by detailed design.

For the concrete ramp at OVPB, a transverse trench drain is shown on the drawings uphill from crossover point between the ramp and stairs to allow for concealing of the drain pipes within the screened space. Drainage collection shall also occur at the bifurcation point between the ramp and stairs where the piping can be discretely installed within the bike cage. A transverse trench drain shall be located at the north abutment.

Utility Impacts

Existing utilities, drainage facilities, streets, and other built infrastructure shall be protected from damage that could be incurred by project work in the vicinity. Any damage that does occur shall be repaired at the contractor's expense.

All utility lids located within the pathway shall have a non-skid surface under dry and wet conditions.

Contractor shall confirm all existing utilities prior to commencing design.

Temporary Construction Easements (TCE)

Temporary Construction Easements will be required for construction of the OVPB. Any damage to existing pavement, landscaping and irrigation shall be restored fully to pre-construction activities. This includes roadways, 520 Bike Trail, and parking lots. The Contractor shall prepare a pre-construction condition assessment report to document the existing condition.

It is envisioned that the truss assembly for the OTCPB West Ramp and North Ramp will be carried out on the NE 52nd Street staging area. The site shall be secured by temporary screening in accordance with City of Redmond requirements.

Accommodation of Pedestrian and Cyclists during Construction

The Contractor shall develop a plan to accommodate pedestrians and cyclists during construction through staging of the work along the 520 Bike Trail. It is not acceptable for the trail to be closed for extended periods of time as this is an arterial route for daily commuters and reasonable alternative routes do not exist in the vicinity of either site.

Foundations & Substructure

The bridge substructure elements shall be constructed of reinforced concrete. Columns shall be located outside of proposed future lane additions which WSDOT proposes on SR 520. Bridge piers and associated traffic barrier wrap will require a wider cross-sectional width than typical median barrier. The project will be transitioning from typical dual face single slope barrier to a single slope concrete barrier placement (wrap) using a typical concrete barrier transition as shown on WSDOT standard plan C-85.11-00. The maximum width of the new column and the two single slope barriers shall be less than or equal to 8'-3" in width.

The Contractor shall provide 10-ft long approach slabs at each bridge abutment supported on the abutment wall along one edge. This is to ensure a smooth riding surface for cyclists and other wheeled mobility users. The approach slabs shall be lowered to accommodate the placement of trail pavement on top.

Potholing or other investigation of existing conditions shall be undertaken prior to construction of foundations in the vicinity of existing utilities if advanced relocation of the utilities is not completed.

Pier P2 shall have pier protection in compliance with the WSDOT standards. This pier protection barrier shall be designed to resist an errant vehicle impact loading.

Wall Pier P3 is used to support the south end of the truss span of OVPB as indicated in the drawings. A shelf should be used to support the ramp span or if design warrants, the ramp may be made integral with this wall pier. The Contractor shall provide derailment containment for the eastbound LRT track.

Pier P4 is anticipated to be founded on a drilled shaft. The pier may be placed eccentric from the centerline of the ramp in either direction, if found to be required during detailed design.

Piers P5, P6, P7, and P8 may be supported on spread footing foundations or other suitable system. Considerations should be given to the footing at Pier P5 to accommodate the limited space next to the ramp wall.

The abutment supporting the lower end of the concrete ramp is anticipated to be integral with the retaining wall system supporting the ramp and stairs as shown on the drawings. This detail shall be confirmed during detailed design.

Bridge Substructure Architectural Considerations

All hammerhead bridge piers will have a consistent appearance and geometry. The desired dimensions of the pier column is a rectangle measuring 5.5-ft wide in the transverse direction by 3.5-ft in the longitudinal direction. These dimensions may be increased to a maximum of 7-ft x 4-ft if shown to be required by design.

Exceptions include the OVPB median pier.

The Contractor shall apply pigmented sealer to all exposed concrete surfaces of the pedestrian bridge substructures using the WSDOT standard color Washington Gray.

The north abutment shall be designed to have minimal visual presence. The concrete finish shall be smooth form finish except the front face on the SR 520 side shall be textured between vertical 3" chamfer lines using standard corridor Random Board form liners per WSDOT guideline "WSDOT SR 520 SR 405 to Avondale Road Landscape and Visual Guidelines". The wing walls shall be returned sufficiently to provide catchment of the fills spilling around the wall.

Pier P2 shall be a smooth form finish rectangular hammerhead supporting the truss span in the median of the SR-520 roadway. The slopes and end depth of the cap beam geometry shall be consistent with the hammerhead piers used at OTCPB.

Wall Pier P3 shall have a smooth form finish except the exposed face adjacent to the tracks shall be textured between the vertical 3" chamfer lines using the standard corridor Random Board form liners per WSDOT standard. Corbel extensions (as required by final design) shall be detailed to support the truss bearings in a minimally obtrusive manner.

Pier P4 shall be a single circular column with a solid flared capital shall be used to aesthetically support the bridge deck as shown on the drawings.

Piers P5, P6, P7, and P8 shall all be single circular columns with their diameters minimized. They are shown as 2.5-ft in diameter but may be increased up to 3-ft in diameter.

Superstructure

The bridge shall use a truss superstructure with appropriate camber provided to achieve the desired final bridge profile shown in the drawings. Transverse floor-beams shall be pre-cambered to prevent a sagging profile.

Weep holes shall be added to the truss members to allow for weeping of moisture from inside of steel tube sections, ensuring no water buildup is possible.

For the continuous 2-span truss across SR-520 and the LRT trackway, the top transverse beams shall be supplemented with diagonal bracing rods to create a lateral truss to resist transverse demands.

The ramp and stairs leading down from the truss spans to the station plaza shall be constructed of reinforced concrete as depicted on the drawings.

Superstructure Architectural Considerations

The bridge shall use a truss superstructure with a common truss element to that being used on the Overlake Transit Center Pedestrian Bridge to give them a unified aesthetic.

The truss top and bottom chords shall use a consistent HSS 16"x16" member size for the full length of each bridge. The diagonal web members in the vertical planes of the trusses shall use Round HSS 10". The angle of the diagonal web members may vary between 27°-35° (measured as shown on the drawings) but shall appear consistent from span to span and between the two bridges. Vertical members shall not be used. While the outer dimensions of the web members and chords shall be constant for the length of each bridge, it is expected that the wall thickness will vary to optimize material consumption.

The specific member types in all cases shall consist of hollow structural section (HSS) members or equivalent pipe, round or rectangular. The member types used shall be consistent in both type and in the nominal outer dimensions used throughout the length of the trusses. Shapes aside from HSS members may be used for connections and lateral bracings where concealed from direct view at completion of the project.

Transverse floor-beams shall use rectangular HSS. Floor-beam centerlines shall align with the intersection point of the diagonal web members to ensure an organized visual geometry, with additional floor-beams evenly spaced in between.

Cross bracings shall be installed in top and bottom chord planes as shown in the drawings and as determined by detailed analysis. Compression struts within the lower chord plane shall be a consistent appearance along the bridges. The size of the struts may vary as a reflection of the force demands along each span.

Primary overhead transverse beams connecting the upper truss chords shall be rectangular HSS, with the beam centerline aligned with the upper intersection point of the diagonal web members and upper chord. Additional intermediate beams shall be evenly spaced between these. This is to ensure a unified geometric aesthetic. Exceptions to this include the drainage locations where double overhead transverse beams are shown on each side of the drainage trough. Intermediate transverse support beams for the OVPB roof shall be comprised of WT-beams as shown on the drawings.

Design shall not allow for bird perching or roosting.

The 2-span truss bottom chords shall follow the vertical curvature of the deck. The top chords of the truss shall have an undulating form with upturns at each end, as represented on the drawings. A roof shall be provided along the full length of the top chords as indicated on the drawings. Variations to the roof shall be approved.

The ramp and stairs leading down from the truss spans to the station plaza shall be constructed of reinforced concrete as depicted on the drawings. The curbs and deck soffit shall be a visual extension of the deck along the truss spans, with the edges all aligned at the expansion joint. The ramp structure shall use a bottom soffit width that is narrower than the deck to maintain constant 2-ft cantilevers on each side, as shown on the drawings.

The Contractor shall apply pigmented sealer to the horizontal and outer vertical surfaces up to the top outer chamfered edge of the curb of the concrete ramp starting at pier P3. The color shall be WSDOT standard color Washington Gray.

Connections and Field Splices

The final appearance of member connections shall appear simple with minimal protrusion (<1") of any gusset plates used in the design. For the truss web members, the gusset plates shall be shaped to follow the outline of the diagonal members if oriented within the truss plane and shall follow the web member axis if oriented orthogonal to the plane. Large circular or rectangular gussets are not acceptable as they do not maintain the intended sleek final appearance.

Welded field splices shall appear seamless and ground flush once the steel is finished and coated. All top coat paint shall come from the same batch as paint used to coat the steel at the shop.

Truss splice locations may be added as needed to facilitate construction, however, these splices shall be connected in such a way as to appear seamless in the final state.

Bolted connections may be used in areas not directly visible from the bridge deck. Bolted connections should be used only where necessary for erection and at Sound Transit approved locations, from an appearance standpoint.

Steel Coatings

All structural steel shall be painted using high performance coatings. The warranted terms of the high performance coatings shall be confirmed prior to publishing the project requirements in the RFP.

Bridge Bearings

It is anticipated that the bridge bearings supporting the truss spans will be comprised of pot bearings. Appropriate alternatives may be used that provide an aesthetic solution by minimizing the gap between the piers and truss.

The superstructure shall be connected to the substructure using details capable of resisting seismic demands.

The appearance of the bearings shall be minimalist and uncluttered.

Bridge Deck

The bridges shall have a concrete walking surface with curbs along each edge. Curb dimension reference width is shown at 12"on the Drawings, which may be refined during final design. The curb height varies between the two bridges as described earlier.

The truss spans shall utilize a concrete deck spanning longitudinally between the transverse floor-beams of the truss. Acceptable deck systems for use with the truss spans include:

- Cast-in-place full depth concrete deck
- Partial depth precast panels with a composite cast-in-place concrete topping
- Cast-in-place concrete poured atop corrugated steel decking. The corrugated steel shall be treated as stay-in-place form without utilizing composite action with the concrete in design of the deck. The concrete shall be designed using two layers of rebar. Ribs shall run in the longitudinal direction of the bridge. The corrugated steel decking shall be galvanized and painted dark gray on the exposed surface.

To maintain a consistent aesthetic of the underside of the deck, one material shall be used for the full length of the bridge. The same deck shall be used on both bridges.

Transverse control joints shall be used to control cracking and shall be made using a thin, shallow saw cut filled with Sikaflex or similar waterproofing material, or other acceptable means approved by Sound Transit, that ensures a smooth riding surface for cyclists.

The Contractor shall provide a skid resistant walking surface using a transverse broom finish in accordance with finish Class CIP-2. Coarse broom or burlap drag finishes on concrete can present a hazard to inline skaters and are therefore unacceptable.

Drains shall be installed in the deck as determined by detailed design based on the DCM blown rain angle of 15-degrees. If required, the downspouts of such drains shall be located to avoid impacts below and shall not project below the lower chord.

For OVPB, deck clear width between curbs and handrails shall be 14-ft along the truss spans. A smooth, curved transition zone shall be used between the deck width on the truss to the bifurcation point of the stairs and ramp, as shown on the drawings. The ramp shall have a minimum clear width between curbs and handrails of 10-ft, with additional width provided in the corners as shown on the drawings.

Bridge Deck Architectural Considerations

The bridges shall have an exposed concrete walking surface with curbs along each edge. Transverse control joints shall be aligned with the centerline of the floor-beams and placed at a regular spacing to ensure a strong visual aesthetic.

For OVPB, the curb height shall be a constant 6" along the main span, and shall vary along the ramp. The variation along the ramp is done to visually conceal the ramps with landings and give the structure a uniform linear profile when viewed from the outside. The top of guardrail shall be parallel with the curb while maintaining a minimum height of 54-inches above the walking surface to satisfy WSDOT requirements. The ADA compliant handrail shall be parallel with the top of the guardrail.

Expansion Joints

All expansion or construction joints in the travel way shall be bicycle-safe. Special attention shall be paid to detailing deck joints for the bridges. Expansion joints shall be galvanized and detailed to provide a smooth rolling surface with a skid resistant cover plate, installed such that it is

recessed to sit flush with the concrete surface. The cover plate shall fixed to the deck on one side of the expansion joint and sit on top of an embedded plate on the other side. The detail shall create a single groove gap in the travel way (rather than a raised plate). The steel edges on each side of the gap shall be chamfered to minimize the bump felt by wheeled mobility users. The plates shall be galvanized with a non-slip coating applied to the exposed top surface, such as SlipNot. Countersunk tamper-resistant screws shall be used to secure the cover plate in place.

Seismic/expansion joints shall be designed to be watertight over the full range of calculated in-service movements, and seismic movements. The type and quality of expansion joints shall be of high quality and appropriate for the intended use.

Seismic/expansion joints shall be minimized by making sections of the truss continuous over supports as depicted in the drawings. The OVPB concrete ramp shall be made integral with the columns.

For OVPB, seismic/expansion joints occur at each end of the truss with an optional expansion joint provided on the drawings at the top of the stairs. Otherwise, the ramp is anticipated to be continuous between the south abutment and pier P3.

Stairs

All stairs shall be constructed from reinforced concrete supported on appropriate foundations.

The clear width of stairs shall be as shown on the drawings, but shall not be less than six (6) feet. Any surface shall be constructed with a minimum slope of 1%, with the preferred longitudinal slope of landings at 2%.

Exterior stairs at OVPB shall consist of 14" treads with 6" rise as shown on the drawings. Vertical clearance from the walking surface to overhead objects shall be a minimum of 9-ft. The stairs at OVPB shall flair from where they split from the ramp to where they touch down at ground level as depicted on the drawings. To facilitate ease of use the stairs shall use four flights with constant 8-ft landings in between each flight. At OVPB, the location where users can move between the stairs and ramp—known as the "crossover"—shall be adequately sloped to prevent ponding of water. The crossover shall be provided at the second landing with a clear opening of 6-ft to allow users to cross freely between the two elements. The handrail shall have returns at this opening to avoid any possible snagging.

Bike runnels shall be provided along both edges of exterior stair cases associated with the OVPB to aid users in pushing their bikes up and down the stairs.

Bike runnels shall use a stainless steel channel attached to the railing posts. A non-skid inner surface shall ensure bicycle tire grip within the channel (particularly during wet conditions), as it is highly important that users be able to use the bike brakes when descending a staircase with a bike loaded with heavy panniers or packs. Consideration shall also be given to avoiding conflicts between various handlebar shapes (straight bars, drop bars, etc.) with the hand rail as the bike approaches each landing. The runnel profile shall follow a vertical circular curve at the interface with each landing to prevent the bike gears from snagging.

Roof

The truss portions of each bridge shall include a roof. Acceptable roofing materials include:

- Factory finished steel standing seam roof
- Factory finished aluminum standing seam roof

The size and gage requirements of the metal roof shall be finalized by the Contractor during detailed design. Orientation of the standing seam shall be per the drawings. Additional support locations for the roof may be added if necessary, provided that the general configuration shown on the drawings is maintained. Trim and flashing shall be detailed to provide a unified roof system.

A longitudinal tie-off support system utilizing roof safety anchors shall be provided for inspection and maintenance worker safety. Exact roof tie-off access points shall be determined by the Contractor during detailed design.

Roof snow guards shall be provided at all locations where the slope of the roofing system might displace or shed snow on pedestrian, bicycle or auto traffic below.

The roof shall follow the curvature of the upper truss chords and have transverse trench drains at the low points as indicated on the drawings. The proposed roofing system is a standing seam metal panel roofing system running continuously in the longitudinal direction of the bridge structure.

The metal panels shall run continuously with no transverse laps. A longitudinal maintenance walkway shall be installed along the centerline of the roof using non-penetrating connections compatible with the roofing material. Alternative roofing systems shall be approved by Sound Transit.

The metal roof shall be detailed with an upturn at the outer edges of the structure to minimize any potential for drainage or snow from falling onto the roadway below.

Throw Barrier

Throw barrier material shall be installed along the truss portions of each bridge and shall be comprised of a stainless steel cable net tensioned between upper and lower longitudinal stainless steel framing cables. The framing cables shall be anchored from the diagonal web members of the truss and may include secondary attachment to the top member of the guardrails if required by design.

The opening size in the cable net shall be a maximum dimension of 2". The attachment points of the cables to the truss shall be stainless steel, machined to a circular shape to provide an attractive finished aesthetic.

At OVPB, the throw barrier shall extend the full length of the truss on each side of the bridge deck as shown on the drawings, and extend to a constant height of 9'-0" above the top of deck. The throw barrier shall terminate along the same angle as the outwardly inclined web members supporting the cantilevered roof.

Bicycle Guardrail and Handrail

The bicycle guardrail (guardrail) shall provide containment to 54-inches above the walking surface. The guardrails shall be designed to withstand the forces prescribed by AASHTO and WSDOT BDM.

The guardrail shall be made entirely from aluminum with perforated aluminum infill panels. The infill panels shall use aluminum tube members on the upper and lower edges to transfer loads to the guardrail posts. The panels shall be secured to the posts using tamper resistant fasteners that allow for future panel replacement if damage occurs. The posts shall be anchored into the top of the deck curbs using stainless steel or hot-dip galvanized anchor bolts and/or other appropriate measures to account for galvanic action between the aluminum and concrete. The longitudinal spacing of posts shall be confirmed by Contractor during detailed design, but spacing shall be between 3-ft and 6-ft.

The infill panels shall have a perforation density of 50% with a maximum hole size of 1-inch. The perforation may use round or square holes and may consist of a pattern using varying hole sizes in an aesthetic manner approved by Sound Transit. The perforation pattern shall be uniform across the length of the bridges between touch down points.

As shown on the drawings, the guardrail shall lean away from the pathway at 7-degrees from vertical to provide maximum sight distance through the corners. Posts shall be consistently spaced along length of each bridge and shall be aligned perpendicular to the curb. The posts shall use a tapered T-section with the flange oriented to face the pathway as a means of concealing the gap between infill panels from view. The width of the flange shall be consistent along the length of each bridge (including approach pathways) and shall be a means of accommodating construction tolerances where vertical curves exist. The Contractor shall develop final connection details for approval by Sound Transit.

Consideration shall be given to simplifying maintenance of the guardrail including the replacement of infill panels. Along the tangent sections, the panels shall be planar from the bottom edge to the top edge. Through curves, the panels shall be bent to have a smooth appearance. The Contractor shall standardize the infill geometry to the greatest extent possible.

Provide an ADA compliant aluminum or stainless steel pipe handrail at all locations shown on the drawings noted as HNDRL-2. Measures shall be taken to isolate the dissimilar metals to prevent corrosion if stainless steel is used.

The stairs shall use the same guardrail and railing type as the bridge.

OVPB Bicycle Guardrail and Handrail

For OVPB, a guardrail complete with handrail shall be provided on both sides of the bridge, ramp and stairs for the entire length. At the bifurcation point between the stairs and ramp, along with the crossover point, the handrail shall wrap around the corners such that snagging hazards are eliminated. High intensity grade prismatic reflective sheeting shall be attached to the vertical surface of the guardrail end post at the bifurcation point to warn users of the obstacle. All sharp edges shall be eliminated from this end post.

Where the truss span meets the concrete ramp, the guardrail and handrail shall be aligned to provide a continuous and uniform profile.

Bird Protection

The design shall be developed such that there are no bird perching areas. Closed structural sections have been used where possible in the design of OVPB to eliminate roosting opportunities.

Bird deterrents shall keep birds from roosting on bent caps around bearing assemblies.

Urban Design and Landscaping

Areas to be landscaped shall comply with the requirements of the AHJ and Sound Transit Design Criteria Manual. On the west side of SR520, vegetation within five (5) feet of the edge of the concrete or gravel trail shall be a maximum of twenty four (24) inches tall. Within ten (10) feet of the edge of the trail, vegetation shall be kept clear of sight lines to maintain visibility for trail users. Restore all other planting to match existing conditions. Trees removed for construction shall be replaced per the local AHJ requirements. To maintain visibility, proposed deciduous trees shall have a minimum branching height of seven (7) feet from finished grade of the walking surface.

Urban design and landscaping shall meet all Sound Transit Design Criteria Manual safety criteria and Crime Prevention Though Environmental Design (CPTED) guidelines, as well as local code requirements.

The textured pattern at the base of the OVPB ramp shall be installed to slow cyclists traffic in the pedestrian mixing zone at the base of the ramp.

Fencing and Screening

At OVPB ramp, fencing and screening shall be installed between the east station entrance and enclosure around the electric equipment.

At OVPB, screening of the Grade Crossing House between the ramp wall and Pier P3 shall be installed.

Chain link fence shall be installed/maintained/replaced along each side of the 520 Bike Trail, except for new breaks in access as shown on the drawings.

At the north side of OVPB, the fence shall be replaced to reflect the new WSDOT ROW condition. The fence along the north side of the trail shall accommodate the new trail configuration with two gates installed to allow maintenance access as follows:

- The first gate shall be located to provide City of Redmond access from the end of 31st as shown on the drawings.
- The second gate shall provide access to the sewer manhole(s) at the end of the asphalt driveway between the parking stalls.

At OVPB, along the south edge of the WSDOT 520 Bike Trail, the chain link fence shall be tied-into the guardrails extended beyond the North Abutment to prevent access onto the highway.

At-grade Pathways and Flatwork

All at-grade pathways and flatwork shall be concrete except as noted below. Pathways shall be designed to be ADA compliant and shall provide a smooth, safe, and high traction surface for cyclists with maximized sight lines. The longitudinal grade shall be kept below 5.0%.

Trails in WSDOT ROW shall follow WSDOT Design Standards in Division 15 (1515 for Shared Use Paths).

Vertical clearance from the pathway surface shall be a minimum of 10-ft, with the exception of the clearance below the OVPB Ramp at the base of the stairs and the OVPB Ramp loop beneath itself.

All bollards shall be smooth along their edges without any projecting elements that might snag a passing cyclist.

The modifications to the 520 Bike Trail and connection with the north bridge abutment shall be comprised of asphalt and shall follow WSDOT standards, with modification as specified hereafter.

- Minimum trail width shall be 10-ft but shall follow the widths as indicated on the drawings.
- A maximum 4% longitudinal grade shall be used on the trails and elevation gains/losses shall be minimized.
- A constant cross-slope of 2% shall be provided on all paved surfaces to ensure adequate drainage.

Where railings are not provided, the Contractor shall provide a 2-feet horizontal level safety zone immediately adjacent to the travel way covered with fine, crushed granite gravel.

There shall be a minimum clearance of 2-feet to any obstructions, fencing or signage.

The Contractor shall construct approach trails on engineered fill embankments with a maximum slope of 3H:1V. Where the 520 Bike Trail is being raised at the north end of OVPB, the additional fill material shall match the existing slope along the highway with 8-inches of top soil applied to provide for landscaping on the slopes to blend with the surrounding vegetation per Section 8.8 Landscaping.

The sidewalk along 152nd Ave NE shall be made of concrete per the City of Redmond standards. The sidewalk shall fill the area between the roadway curb to the screening.

Mechanical & Plumbing

Roof drainage shall be collected and drain off existing or future sections of WSDOT ROW. All drainage shall be piped down to collection receptacles.

Hose bibs are not required.

Electrical

The bridge crossing over SR 520 impacts the existing luminaire lighting on the highway. The impacted poles will need to be relocated and a lighting study undertaken to verify uniform lighting of the highway is maintained in the final configuration. It should be assumed that

additional luminaires are required in addition to the current luminaires at both bridges sites. Electrical work in the median will need to be adjusted as part of the center median widening around the median pier at each bridge.

At OVPB, conduits for lighting and future use shall be run along structural members. See drawings for suggested location of electrical conduit run along the length of the bridge.

Lighting

A lighting study shall be prepared to demonstrate desired lighting levels are achieved across the bridge, ramps, stairs, and along at-grade pathways. Contractor shall provide a uniform lighting level along the full length of the bridge, providing a minimum average lighting level of 3 foot candles (fc). Stairs and ramps require a minimum 10fc average, per the Sound Transit DCM. Therefore, transition levels will need to be considered between these zones. Averages stated are minimum requirements.

The electrical service for the pedestrian bridge shall be a separate service independent of the power for the ST stations and plazas, with a separate meter installed outside of Sound Transit space with easy access for City of Redmond personnel. The Contractor shall coordinate service requirements with PSE and the City of Redmond for final locations of the meters and design of the electrical systems. At OVPB, it is anticipated that the meter be located beneath the ramp adjacent to 152nd Ave NE near pier P4.

Special attention shall be given to the lighting scheme for the spans over SR520. Glare from the lighting shall be minimized per WSDOT requirements. The perforated metal guardrail is intended to help contain light scatter from the main deck.

The lighting system shall be tamper resistant, but readily accessible by maintenance crews.

Final lighting schemes shall be submitted to Sound Transit for approval by WSDOT.

Lighting shall be installed continuously from the north abutment to the touch down point of the ramp. Lighting along the 520 Bike Trail is not required.

The Contractor shall develop an appropriate lighting scheme for the truss spans that maintains an overhead clearance of 9'-6" above top of deck.

The spacing of the LED lighting elements shall provide an average 3fc without hotspots. The lighting scheme shall also include LED uplighting of the underside of the roof to provide aesthetic lighting. Bird control wires shall be affixed to the top of any fixtures.

The lighting level of 3fc shall be installed from bridge STA 0+00 to 3+00 with the transition occurring to the higher 10fc (required for the stair and ramp) through the curve from the truss to the ramp/stair bifurcation point.

Lighting of the ramp and stairs may need mast mounted LED lights. Masts shall be discretely mounted to ensure an aesthetic configuration is achieved with the guardrail and deck. It is anticipated that masts will follow the stairs with twin fixtures providing light to the stairs and ramp.

Lighting shall be installed beneath the OVPB ramp to illuminate the area in front of the bike cage to 10fc. See the architectural requirements for lighting inside of the bike cage located beneath the OVPB stairs.

OCS Considerations

At OVPB ramp, the OCS wires shall be a minimum of 10'-0" from the edge of walking surface. It is expected that this be accommodated through coordination with the Systems Design Consultant to shift the system away from the ramp through this portion. Anywhere clearance is less than 10'-0" from the ramp pathway and cannot be avoided through design considerations of the OCS, fencing is required.

Closed Circuit Television (CCTV)

A complete CCTV system is not required at this time; however, two (2) 2-inch diameter conduits shall be installed on the pedestrian bridge.

For OVPB, the CCTV conduits shall be attached tightly against the upper chord, running from end to end of the roof coverage such that future cameras may be installed on each cantilever. The conduits shall include one (1) vertical route to the ground. This shall occur at:

- Pier P3, the conduits shall be run into a hand hole on 152nd.

Safety Call Boxes

At OVPB, safety call boxes are not required.

Signage and Striping

The OVPB will have signage and striping requirements. All striping shall use High Performance Hybrid Solvent Reflective Line Paint achieved by standard method of adding glass beads into the wet paint surface.

The bridge shall have a 4" thick continuous yellow stripe along the centerline for the full length of each bridge between touch down points (not including stairs). This yellow centerline shall be as follows at intersection points:

- At the OVPB ramp and stair crossover point, the yellow line shall stop to indicate potential for cross traffic.

Other striping requirements include:

- At the OVPB transition from the truss span to the stairs, a solid white line shall connect the curb of the truss span to the ramp span as a delineation of the stairs.
- At the OVPB connection with the 520 Bike Trail:
  - A solid yellow centerline shall be added to the 520 Bike Trail for a minimum length of 65-ft in both directions as indicated on the drawings.
  - A solid white line shall be painted along the edge of the Bike Trail north of the intersection, to delineate the bike and pedestrian traffic zones.

- Transverse white lines shall be painted on each perpendicular edge of the intersection between the bridge and 520 Bike Trail, complete with yield symbols as indicated on the drawings.

Directional white non-skid painted symbols and wording ("SLOW", etc.) shall be installed on the deck and trails as shown on the drawings. Symbols indicating shared use shall consist of a pedestrian above a cyclist inscribed within a white 3-ft diameter circle with a 2-inch border. The symbol for pedestrian and cyclists shall be per the template for MMCD sign W11-15 "Combination Bike and Pedestrian Crossing" with the order flipped. When indicating cyclists only traffic at the north abutment of OVPB along the east stretch of modified 520 Bike Trail, only a cyclist shall be inscribed within the circle.

Figure – Shared use ground symbol

Cyclists "Yield to Pedestrians" signs shall be installed as indicated on the Drawings. Permanent score lines on the deck are not acceptable and a template shall be used for painting all symbols and words. The truss spans shall have a posted speed limit of 15mph.

Wayfinding Signs shall be installed to provide directions for users of the bridges. Bicycle guide signs shall be visible to bicyclists and oriented such that bicyclists have sufficient time to comprehend the sign and change their course if necessary. Horizontal clearances from the path edge to sign posts and other obstructions shall be a minimum of 2-ft with a preferred clearance of 3-ft.

Directional Signage comprised of high intensity grade prismatic reflective sheeting shall be installed on the guardrail where the three (3) OVPB ramp corners occur. These signs shall be a minimum of 18" wide and use single or double horizontal black arrows on yellow background per the prescribed proportions given by MMCD signs W1-6R, W1-6L, and W1-7.

The truss design shall allow for signs to be attached at the ceiling level with a vertical depth up to 1'-7", while maintaining a minimum clearance of 9'-0" from deck level to the underside of the sign.

Contractor shall design and construct all Sound Transit bridge customer signage per Sound Transit Design Criteria Manual, Sound Transit Customer Signage Design Manual and prescriptive specification 10 14 14 Station Customer Signage. Furnish and install all bridge signage, required mounting and associated structural supports or backing for signage. Coordinate reviews with Sound Transit DECM Architecture and Operations CFAS departments prior to fabrication and installation. Contractor shall coordinate sign location plans prior to 60%

review. Sign location plans shall be submitted for approval to Sound Transit. Sound Transit to have final approval of sign location plans.

Sound Transit will provide production ready artwork for the Sound Transit customer signage program based upon the IFC set, but the Contractor shall prepare all signage concurrently (both Sound Transit Customer Signage and the joint Sound Transit/Microsoft/Redmond signage) with the goal of consistency. Sound Transit customer signage shall be furnished and installed using artwork files provided by Sound Transit for sign face graphics. Contractor shall develop appropriate artwork files for the Sound Transit/Redmond/Microsoft signage, obtaining approval from Sound Transit prior to production.

Sound Transit customer pedestrian bridge signage shall include, but not be limited to:

- Directional Signage: Minimum (3) D5 Double-sided pendant-mount Pedestrian Directionals. Locate on pedestrian bridge at decision points. Primary message: Exit Information & Amenities.
- Directional Signage: Minimum (4) D14 Medium post-mount Pedestrian Directionals. Locate at base of bridge ramps.
- Station Identification: (2) A-type Station Identification signs at west entry of bridge. Sign type shall be A3-A4.

Artwork

OVPB will include public artwork. The Contractor shall work with Sound Transit's artist(s), who are working on behalf of the City, on the final installation of the art.

Attachments

- Draft Basis of Design for Pedestrian Bridges
- Final Draft Guideway and Wayside Facilities Code Summary

EXHIBIT C

Technical Memorandum

otak
Member Global Partner
10230 NE Points Drive
Suite 400
Kirkland, WA 98033
Phone (425) 822-4446
Fax (425) 827-9577

To: Steve Hitch, PE

From: Cheyenne Covington, PE
Russ Gaston, PE

Copies: file

Date: July 21, 2014

Subject: Overlake Village Station Regional Infiltration Facility 30 Percent Design Narrative

Project No.: 31470.B

Overlake Village Station Regional Infiltration Facility – 30 Percent Design Narrative

The following design narrative is a supplement to the Overlake Village Station Regional Infiltration Facility (OVSIF) 30 Percent Design Plans, dated December 20, 2013. The identified design parameters are considered minimal prescriptive design constraints for the completion of the OVSIF through the design-build contract of the Sound Transit East Link E360 Light Rail Project.

Project Overview

The OVSIF generally includes the stormwater connection to the 152nd Avenue NE existing stormwater conveyance system, flow splitters, monitoring equipment cabinet and conduits, conveyance pipe, stormwater junction structures, pretreatment and water quality treatment facilities, and the stormwater infiltration vault.

The Site refers to the area of improvements, encompassing the limits of construction for the OVSIF and the limits of construction associated with the Plaza Street, Overlake Village Light Rail Station, and onsite amenities.

Design Codes

The OVSIF 30% Design has been designed to comply with the following design manuals and codes including, but not limited to:

City of Redmond Clearing, Grading and Stormwater Management Technical Notebook, effective February 2012.

City of Redmond Standard Specifications and Details, June 2013.

Department of Ecology's 2005 Stormwater Management Manual for Western Washington (Ecology SWMMWW).
Infiltration testing procedures shall be per 2012 Ecology SWMMWW.

Washington Department of Transportation Standard Specifications for Road, Bridge and Municipal Construction 2014.

Occupational Safety and Health Administration (OSHA) requirements for confined space entry for all underground structures.

Structural Codes –

- International Building Code 2012,
- Washington State Building Code 2012,
- ASCE 7-10 Minimum Design Loads for Buildings and Other Structures,
- ACI 350-06 Environmental Engineering Concrete Structures,
- ACI 318-11 Building Code Requirements for Structural Concrete,
- AISC Steel Construction Manual 14th Edition,
- PCI Design Handbook 7th Edition 2004,
- WSDOT Geotechnical Design Manual,
- AASHTO LRFD Bridge Design Specifications, 6th Edition 2012

More recent versions of the listed standards shall be required for final design in accordance with permit requirements.

Approval of changes to prescriptive design parameters defined within this Design Narrative shall be provided by the City of Redmond. The City of Redmond representative shall be Steve Hitch at (425) 556-2891 or assigned contact lead by the Public Works Department.

Existing Conditions

Removal of structures and obstructions required for the excavation of the OVSIF on the PS Business Park property shall be completed as part of the overall Overlake Village Station Project, with exception for the minor trenching and trench patch restoration within 152nd Avenue NE for the 36-inch pipe connections to the existing stormwater trunk.

Existing utilities within 152nd Avenue NE and on the PS Business Park property have not all been identified or located as part the OVSIF 30 Percent Design Plans. It shall be the responsibility of the design-build team to identify all existing utilities, coordinate with utility owners and modify the OVSIF design, as necessary, adhering to prescriptive design parameters.

The minimum clearance between these utilities shall be verified by the design-build team.

Site Survey

A complete survey of the PS Business Park or 152nd Avenue NE has not been completed with the OVSIF 30 Percent Design Plans. A site survey and mapping of the overhead and underground utility will be required prior to final design of OVSIF.

Reference elevations within this Design Narrative and OVSIF 30 Percent Design Plans are to NAVD 88. Horizontal coordinates are referenced to State Plane as described on the OVSIF 30 Percent Design Plans.

Water & Sewer Services

Both municipal water and sanitary sewer mains are known to be located within 152nd Avenue NE. Per limited survey of the existing 152nd Avenue NE stormwater structures adjacent to the project site, sanitary sewer structure lids have been identified in close proximity to the existing stormwater main.

Franchise Utilities

Franchise utilities are known to be located within 152nd Avenue NE and likely on the PS Business Park property. A Fiber Optic conduit is likely located along the west side of 152nd Avenue NE.

Geotechnical Parameters

There is a potential for perched groundwater to existing within the Glacial Till soils between the existing surface elevation and the target excavation depth of Advanced Outwash soils. The excavation techniques, dewatering plans, and wall drain system shall account for perched groundwater through the vaults backfill or curtain drain design.

The bottom excavation depth for the Infiltration Vault is targeted at elevation 310 feet. The entire exposed bottom area of the infiltration vault must be in direct contact with the Advanced Outwash soils as identified by a professional geologist or engineer in the State of Washington. The geologist or engineer shall provide a stamped and signed letter documenting observations, testing, and their professional opinion regarding the subgrade's ability to infiltrate stormwater. The targeted Advanced

Outwash soils have been defined by USGS geologic maps that include the project site, and shall be a poorly graded sand with less than 12 percent fines, as defined by the USCS and ASTM.

Areas within the infiltration zone of the vault that do not meet the above soil parameters for the Advanced Outwash soils shall be over-excavated until the Advanced Outwash soils have been reached across the entire bottom area. Areas of over-excavation below the infiltration vault floor elevation at 310 feet, shall be replaced with material having a demonstrated higher infiltration rate than the native outwash soils, such as Sand Drainage Blanket 9-03.13(1).

Structural Design

Loading Criteria

The International Building Code (IBC) shall govern the design of the vault as supplemented by the design codes listed above. Design shall comply with all applicable loads and load combinations as prescribed by the IBC. The minimum required Occupancy Category shall be II.

The vault component geometry shown in the preliminary design documents is approximate and shall not be scaled. Maintenance access structures and components, including but not limited to risers, hatches, and lids, shall be included in the vault structural design. The OVSIF Infiltration Vault and Station Flow Splitter, and other structural details shall be designed and stamped by a licensed professional engineer in the State of Washington.

Static Loads

Static loads, including but not limited to dead earth loads, and snow shall be determined in accordance with the applicable design code and based on site specific data when applicable. See Geotechnical Parameters section for preliminary site specific geotechnical design criteria. Preliminary site specific design geotechnical parameters are subject to change based on revised geologic data.

Live Loads

- Design live load per AASHTO LRFD Bridge Design Specifications 6th Edition 2012
- Maintenance vehicle with the following axle weights and configurations, including lateral live load surcharge on below grade structures as applicable: 45,000 pound outrigger load on an 18" x 18" pad at 15'-0" on centers.

Seismic Loading Criteria

Seismic design shall be in accordance with the IBC 2012 and ACI 350-06 for below grade structures. Preliminary site specific seismic design data is provided below but is subject to change based on revised geologic data and shall be adjusted for the appropriate design data as determined by the geotechnical engineer.

- Site Class C
- S_s = 1.281g
- S_{DS} = 0.854g
- S_1 = 0.491g
- S_{D1} = 0.429g
- The liquefaction potential of the soils is anticipated to be minimal based on the depth to groundwater and the density of the soils.

Infiltration Vault Design

Excavation for the Infiltration Vault shall be to the Advanced Outwash soil layer, below the Glacial Till and Advanced Outwash interface zone as defined through the Geotechnical Parameters of this Design Narrative. The vault footings or temporary shoring systems shall not restrict lateral flow of infiltration at a depth greater than 2 feet below the finished infiltration vault bottom elevation.

A minimum infiltration surface area with the infiltration vault, excluding areas associated with the infiltration vault footings or other appurtenances that block direct infiltration of water both horizontally and vertically shall be 8,960 square feet. The vault footprint shall be adjusted accordingly to maintain this minimum internal surface area per the final vault footing design. Shoring or permanent Site structure foundations that could limit the horizontal infiltration shall not be located to a depth greater than the infiltration vault maximum mounding limits, as identified in the OVSIF Hydrogeology and Geotechnical Engineering Report (OVSIF Geotechnical Report), dated December 19, 2013 and supplemented by Hydrogeology Supplement No. 1 Groundwater Mounding, dated June 2014, by AMEC Environment & Infrastructure, Inc. Foundations deeper than these elevations, must evaluate groundwater mounding impacts and potential impedance to the infiltrating capacity of the vault.

The minimum storage volume between the vault bottom elevation, targeted at 310 feet, and elevation 328 feet shall be 192,600 cubic feet, accounting for interior walls or obstructions. The maximum interior dimension of the infiltration facility, perpendicular to Plaza Street, shall be 36 feet. The extents of the infiltration vault footings shall be within the future City right-of-way. The top of the vault footings shall be at the finished grade elevation for the infiltration surface within the vault. A minimum depth of 8 feet shall be provided between the vault bottom elevation and the outlet elevation from the Water Quality Treatment Facility.

The infiltration vault equipment access shall be a removable concrete panel with lifting anchors. The minimum interior clearance of the equipment access opening shall be 8 ft by 10 ft. The equipment access panel shall support HS-20 loading, at a minimum, and be compatible in the location, alignment and color of the urban design surface features. The equipment access shall be installed

entirely within Plaza Street designated parking areas. The equipment access lid shall be installed parallel to Plaza Street centerline or adjacent concrete urban design features. The equipment access shall be able to remain open without blocking Plaza Street vehicle traffic. The equipment access shall be located near the mid-point of the infiltration vault. A minimum of two equipment access openings shall be included through any proposed interior walls along the long axis of the vault and at least one opening along any proposed interior wall along the short axis of the vault. The wall openings shall have a minimum 8 feet wide by 8 feet tall clearance.

The vault access risers shall be covered with a 24 inch diameter circular cover with vented slots. The riser cover shall be ductile iron with a minimum HS-20 loading strength. Each access riser shall include an access ladder to within 12-inches of the vault floor per City of Redmond Standards. The access risers shall be located approximately 50 feet on-center, including the opening provided by the maintenance access. The location and spacing may be adjusted to accommodate at-grade urban design features. A spacing distance greater than 75 feet shall require approval by the City of Redmond. A minimum of 9 access risers shall be included for the infiltration vault. The access risers shall be located outside of the vehicle travel lanes for Plaza Street. The vault must comply with Occupational Safety and Health Administration (OSHA) requirements for confined space entry.

The infiltration vault bottom shall be protected from sediment laden water with a NTU rating greater than 25 for soils within 5-feet of the vault bottom finished grade elevation. The footprint for the infiltration vault shall not be used as a temporary erosion control runoff storage or infiltration system.

The inlet pipe to the infiltration vault shall be within 6 inches of finished bottom grade. The inlet shall include energy dissipation and permanent erosion control measures for a peak design flow of 25 cubic feet per second.

Pilot Infiltration Tests (PIT), per the Ecology 2012 SWMMWW, shall be conducted at the infiltration vault finished grade elevation. A minimum of two PIT, at least 100 feet apart, shall be completed shortly after excavation has reached the Advanced Outwash and before equipment is allowed access to within 18-inches of the test finish grade. The test pit area should be scarified to a minimum 4-inch depth prior to commencing the infiltration test. The PIT shall be overseen by professional geologist or engineer licensed in the State of Washington.

Upon completion of vault construction, but prior to activation of the vault to stormwater runoff, the bottom of the infiltration vault shall be scarified to a minimum depth of 4-inches. At the completion of scarification, the Contractor shall test and monitor the constructed subgrade to demonstrate that it performs as designed, as described in the 2012 Ecology SWMMWW, Volume III, Section 3.3.8, Step 11. The comparison infiltration rate must be within 20 percent of the highest rate determined during the initial PIT completed. A comparison infiltration rate less than the 20

percent target shall require infiltration improvement modifications to the vault finished grade by the Contractor and retesting of a comparison PIT, until the infiltration rate is restored.

The infiltration vault shall not be required to include permanent lighting or powered ventilation within the interior of the vault.

Water Quality Facilities Design

The OVSIF shall include water quality facilities upstream of the Infiltration Vault as shown on the OVSIF 30 Percent Design Plans, dated December 20, 2013. Sole source approval for the Pretreatment and Water Quality Treatment vaults will be provided by the City of Redmond.

Onsite drainage connections to OVSIF for the Plaza Street or other onsite pollution-generating surfaces, as defined in the 2005 SWWMM, must be upstream of the pretreatment facility, if Site flows are directed through the OVSIF water quality facilities from non-treated pollution-generating impervious surfaces. Additional oil control or enhanced treatment requirements associated with the Site and Light Rail Station project must be provided separately and prior to connection of runoff to the OVSIF.

The maintenance access risers for the pretreatment and water quality facilities shall be located within the designated parking width adjacent to Plaza Street. These parking lanes shall have a minimum 10 foot width. The access risers shall not obstruct the vehicle travel lanes along Plaza Street when open.

Pretreatment Facility

The pretreatment facility shall be a CDS Model 5678-10 by Contech Engineered Solutions or approved equal by the City of Redmond. The pretreatment unit shall be an inline pretreatment system with GULD approved treatment rate by Ecology of at least 25 cubic feet per second (cfs) and a maximum inline flow of at least 40 cfs. All sumps within the separator shall be accessible from the surface for vactor cleaning. The ability of a vactor truck to reach the lowest sump elevation shall be considered in the final design. Both the sump cleanout and the cleanout for sediment captured and retained outside the screen of the CDS unit shall be accessible from the surface.

Water Quality Treatment Facility

The Water Quality Treatment Facility shall be a StormFilter Vault by Contech Engineered Solutions or approved equal by the City of Redmond. The vault shall be plumbed for a minimum of one-hundred twenty-five (125) StormFilter cartridges. At activation of the water quality vault, the vault shall include ninety (90), 27-inch tall cartridges with Contech ZPG Media, or approved equal by the

City of Redmond. The remaining cartridge stubs shall be capped for future cartridge installation. Stormwater filter technologies are changing rapidly. At the time of this design narrative, the Contech StormFilter Vault is the product that was selected for the design. However, a competing product, the Kristar Perk Filter with an equivalent capacity system (as approved by the City of Redmond) and similar media is likely to be considered an equal by the City of Redmond, based upon the City's current experience with such systems. Based on that same experience, other filter Systems are unlikely to be accepted as an approved equal, even if they have GULD approval. At the time of final design of the water quality treatment facility, the City's Clearing, Grading, and Stormwater Management Technical Notebook, current edition, may have additional guidance for the selection and approval of the filter.

The maintenance access to the water quality vault shall be a minimum of four (4) 6 foot by 6 foot maintenance access openings positioned along the length of the vault. The maintenance access openings and circular access openings, in the approximate configuration as shown on the OVSIF 30 Percent Design Plans, shall be installed parallel to Plaza Street centerline or adjacent concrete urban design features to be compatible with the urban design. Four (4) additional circular 30-inch diameter access openings shall be provided within the pedestrian area adjacent to Plaza Street. The circular lids shall be equally spaced along the length of the vault. The equipment access shall be able to remain open without blocking Plaza Street vehicle traffic or a blocking a pedestrian travel route that does not have at least one detour route of equivalent distance.

The outlet from the water quality vault shall not be constructed lower than elevation 318 feet providing a minimum height of 8 feet above the bottom elevation of the infiltration vault. A duckbill backflow prevention valve, Tideflex type TF-1 or approved equal, shall be installed on the outlet pipe of the water quality vault at the first downstream manhole connection to prevent water from flowing backward into the vault. The duckbill style valve shall be visible from the downstream structure access opening.

Flow Splitters

The internal hardware within the flow splitters shall be aluminum or stainless steel.

The concrete baffle walls shall be reinforced concrete with a minimum 6000 psi concrete and a minimum thickness of 6-inches. The baffle walls shall be securely attached to the vault interior walls. The baffle walls structural design shall be design and stamped by a licensed professional engineer in the State of Washington to withstand a force generated by a peak inflow of 60 cfs.

The elevations, opening sizes and opening control systems as shown on the OVSIF 30 Percent Design Plans shall be maintained through final design and construction. The minimum vault interior dimensions are 8 foot by 12 foot. The vault lid shall be located within 2 feet of finished grade.

The maintenance access for the Station Flow Splitter shall be locking lids meeting at minimum HS-20 loading requirements. Lids shall be spring assisted to enable opening for visual inspection by a single person. The maintenance lid shall be installed parallel to Plaza Street centerline or adjacent concrete urban design features. The equipment access shall be able to remain open without blocking Plaza Street vehicle traffic or a blocking a pedestrian travel route that does not have at least one detour route of equivalent distance. The minimum maintenance access opening for equipment access shall be 6 foot by 6 foot.

The Water Quality Flow Splitter shall be designed such that the first 2.44 cfs of flow enters the water quality vault without overtopping flow into the 24-inch diameter bypass pipe. A minimum riser diameter to the 24-inch diameter pipe shall be 42-inches in diameter. The flows splitter shall be able to be modified in the future to accommodate an initial flow before bypass of 3.15 cfs by use of a riser with removable couplet or other mechanism.

Civil Site Design

The installation of structures and stormwater systems shall be per City of Redmond and WSDOT Standard Specifications.

The monitoring cabinet shall be an above ground locking metal cabinet 26-inches by 44-inches by 55-inches tall, at a minimum. A separate conduit, of 2-inch minimum diameter, shall connect from the monitoring cabinet to the Station Flow Splitter, water quality flow splitter, water quality vault, and infiltration vault. The conduit shall slope at a minimum 1 percent constant grade away from the monitoring cabinet. The conduit connection to the stormwater structures shall be approximately 6-inches for the internal lid for sensor equipment to be installed by the City of Redmond. Conduit connections with 120-volt power shall be provided to the monitoring cabinet.

The proposed conveyance pipe and structures shall adhere to City of Redmond standard plans. Conveyance pipe shall have a smooth internal wall with a minimal interior diameter matching listed dimension from the OVSIF 30 Percent Design Plans. The conveyance pipe shall be installed at the minimum design slopes as shown on the OVSIF 30 Percent Design Plans to meet conveyance capacity requirements identified previously by the City of Redmond

Anticipated elevations for the OVSIF cost estimates assume the proposed grades above the vaults will be within 3 feet of the identified existing grade elevation of approximately 337, per the monitoring well lid survey elevations. Additional changes in finish grade elevation may exceed the structural and excavation cost estimates for the OVSIF 30 Percent Design Plans.

Onsite monitoring and observation wells that are impacted by the OVSIF and other Site improvements shall be decommissioned per Department of Ecology requirements. If all monitoring wells are removed, the Contractor shall provide one replacement well within the proposed City of Redmond right-of-way, at a distance no greater than 25 feet from the infiltration vault.

A minimal clearance of 5 feet from the top of the Infiltration Vault lid to the Plaza Street finished grade shall be provided for Site constructed and future underground utilities.

The structure lids shall be located in Plaza Street designated parking areas or within the Site pedestrian areas, with exception for manhole connections to the 152nd Avenue storm main. Manhole lids shall be 24-inch circular lids per City of Redmond standard plans, unless otherwise noted. Manhole lids shall not be located such they interfere with the curb line for Plaza Street. The proposed lid and access riser locations for the manholes, pretreatment facility, water quality vault, flow splitters and infiltration vault shall be approved by the City of Redmond.

Manhole and maintenance access risers that are located with 20 feet of a proposed tree shall be installed with root barrier to protect the riser section connections from tree roots. The proposed tree mature canopy shall not extend over the maintenance access openings that would limit access for maintenance equipment, include overhead crane access.

The construction excavation for the OVSIF anticipates adequate clearance for layback slopes per OSHA requirements. Minimum layback slopes and clearance to existing building and appurtenances to remain shall be determined by a licensed geotechnical engineer as part of the Design-Build process.

The final OVSIF plans shall include the legal description of a stormwater easement for the OVSIF structures and conveyance pipes located outside of the Plaza Street and 152nd Avenue NE right-of-way. The stormwater easement shall extend 10 feet from the center of conveyance pipes and manholes located outside of the right-of-way and 10 feet beyond other structures. The stormwater easement shall include any structural tie-backs for temporary or permanent shoring used during the vault construction. An underground protective easement shall be required to prevent construction of buildings to depths that interfere with the infiltration vault mounding limits, as identified in the OVSIF Geotechnical Report. The temporary turn-around for Plaza Street shall be able to facilitate the turning radius of a vactor maintenance truck at a minimum 40 foot turning radius.

Maintenance Provisions

Once stormwater has been connected to the OVSIF, then minimum maintenance of the facilities, as described below, shall be followed. A final cleaning of the pretreatment facility, water quality facility

with replaced filter cartridges, and the infiltration vault and shall be completed prior to the transfer of the OVSIF ownership to the City of Redmond.

The Design-Build team shall complete an Operations and Maintenance manual for the OVSIF per the City of Redmond standards, including identified maintenance access parking and inspection parking locations. The City of Redmond staff shall be onsite during maintenance activity within the infiltration vault and for installation and replacement of water quality treatment cartridges. Redmond staff shall be allowed to inspect the facilities at times acceptable to the property owner, in accordance with City code requirements.

Flow Splitters

The flow splitters shall be inspected every six months and after all large storm events for sediment accumulation and debris that could plug the splitter openings. Sediment shall be removed from the vault with a vactor truck once the sediment accumulation exceeds a maximum depth of 4-inches.

Pretreatment Facility

The pretreatment facility shall be inspected every six months and after all large storm events for sediment and debris accumulation. Maintenance of the pretreatment facility shall follow the guidance provided by the manufacture. The CDS unit is manufactured by Contech Stormwater Solutions.

The CDS hydrodynamic separator shall be inspection monthly and after any large storm event during the Overlake Station construction. During the inspection, the facility should be inspected for potential debris blockages or obstructions in the system, particularly at the inlet and separation screen. The inspection should also quantify the accumulation for hydrocarbons, floating debris and sediment.

Cleaning of the CDS unit should be done during dry weather conditions with a vactor truck, to vacuum out the solids. If noticeable quantities of motor oil or other hydrocarbons are evident within the CDS unit, the use of absorbent pads shall be required prior to vacuuming of the unit. The sediment shall be removed during the Overlake Station construction once a depth reaches 12 inches within the isolation sump.

Water Quality Treatment Facility

The water quality treatment facility shall be inspected every six months and after all large storm events for sediment and debris accumulation. The treatment cartridges shall be replaced every twelve months following the initial activation. Replaced cartridges shall be provide by the manufacturer using the original treatment media type or approved equal by the City of Redmond.

The need for additional maintenance shall be based on the following inspection results. The maintenance conditions listed below are based on the assumption that there has been no rainfall in the last 24 hours, the vault is online, and outlet pipe is clear of obstructions.

1. Sediment loading on the vault floor: If >4" of accumulated sediment, then go to maintenance.
2. Sediment loading on top of the cartridge: If >1/4" of accumulation, then go to maintenance.
3. Submerged cartridges: If >4" of static water in the cartridge bay for more that 24 hrs after end of rain event, then go to maintenance.
4. Plugged media: If pore space between media granules is absent, then go to maintenance.
5. Bypass condition: If inspection is conducted during an average rain fall event and filters remains in bypass condition (water over the internal outlet baffle wall or submerged cartridges), then go to maintenance.
6. Hazardous material release: If hazardous material release (automotive fluids or other) is reported, then go to maintenance.
7. Pronounced scum line: If pronounced scum line (approximately ≥ 1/4" thick) is present above top cap, then go to maintenance.
8. Calendar Lifecycle: If system has not been maintained for 12 months over first 3 years, then on a maximum 3 year cycle, then go to maintenance.

Maintenance shall include replacement of the water quality cartridges following the guidance provided by the manufacture. Damaged connections shall be replaced by the Contractor.

Infiltration Vault

The infiltration vault shall be inspected on a monthly basis during the wet season of October through May and after all storm large storm events.

The infiltration vault shall be cleaned on an annual basis including the following elements at a minimum.

1. Hand rake the vault bottom prior to wet season to remove potential accumulated dried sediment crust.
2. Removal of accumulated sediment through maintenance access.
3. Inspection for vault walls for signs of cracking.

Removal of sediment and debris from the Station Infiltration Facility shall be completed with hand laborers or a small bobcat blade and loader. The bobcat loader would be lowered through the maintenance access for the infiltration vault. The laborers would be used to hand rake the entire vault bottom area to remove sediment and break any potential sediment crust. A bobcat loader may be used to transfer accumulated debris to a container for lifting to the surface by an onsite crane. Removal of soil from below the vault bottom elevation due to clogging may be accomplished with several bobcats. After excavation by the bobcat loaders, the bottom surface should be scarified to maximize the infiltration capacity of the subgrade to a minimum depth of 4-inches. The vault

bottom surface elevation will then be filled back to the original elevation using a material having a demonstrated higher infiltration rate that the native outwash soils, such as Sand Drainage Blanket 9-03.13(1), followed by a final scarification.

Manhole and Flow Splitter Structures

The manholes and flow splitter structures should be maintained following Ecology and City of Redmond manhole and control structure maintenance procedures.

EXHIBIT D
Breakdown of Fixed Price for Bridge

Scope Description	City Provided Funding (YOE$)
Construction	$5,620,000
Design Allowance	$1,124,000
Allocated Contingency	$711,000
Art	$200,000
Property Acquisition	$581,000
City of Redmond Property Credits	- $972,000
Design	$1,136,000
Project Management	$968,000
Unallocated Contingency	$783,000
Total*	**$10,151,000**

*Reference Sound Transit project cost template dated 7/10/2014.

EXHIBIT E
Breakdown of Fixed Price for Vault

Scope Description	City Provided Funding (YOE$)
Construction	$5,099,000
Design Allowance	$816,000
Allocated Contingency	$598,000
Net Property Costs	$972,000
Design	$662,000
Project Management	$867,000
Unallocated Contingency	$658,000
Total*	**$9,672,000**

*Reference Sound Transit project cost template dated 8/1/2014.

Exhibit F – Map of Property Interests

August 6, 2014

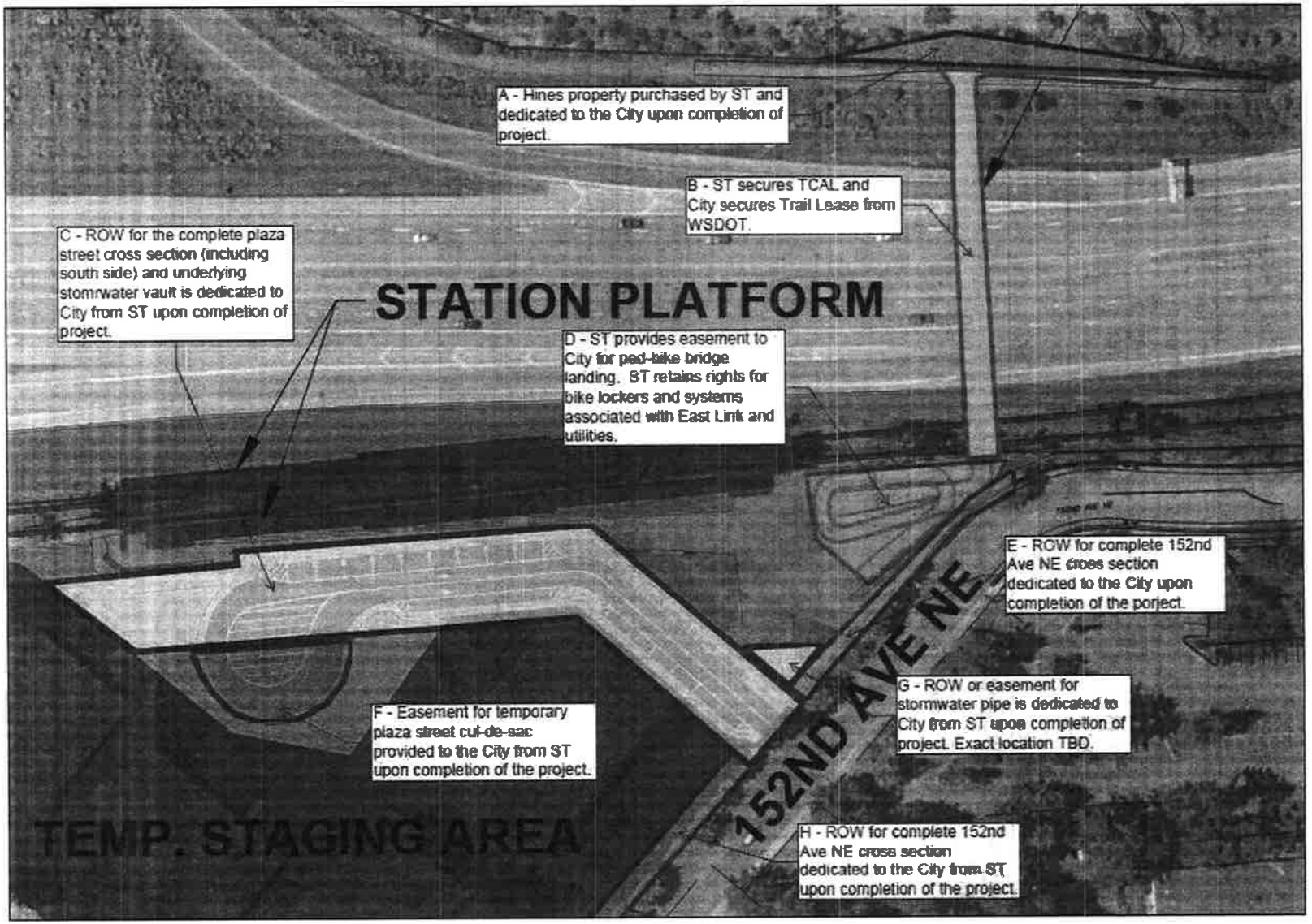

EXHIBIT G

NOTICE OF UNDERGROUND INFILTRATION VAULT AND WAIVER OF CLAIMS

NOTICE IS HEREBY GIVEN that an underground infiltration vault has been constructed within the boundaries of the Plaza Street right-of-way in the vicinity of the property legally described as follows:

[INSERT LEGAL DESCRIPTION]

The underground infiltration vault is a regional facility that is part of the City of Redmond's stormwater system and that infiltrates stormwater from the entire Overlake drainage basin into the soil underneath and around the vault. Infiltration may result in the periodic, temporary elevation of the groundwater table in the vicinity of the vault, including on and under the property legally described above. Buildings and underground structures to be located on and/or under the property legally described above must be designed to protect the same from such periodic fluctuations in the groundwater table. Such protection shall not include pumping groundwater into the public stormwater system or into the vicinity of the underground infiltration vault.

The undersigned, on behalf of itself, and its successors in interest and assigns as to the property described above, hereby waives any and all claims against the City of Redmond, its officers, agents, and employees for damage to the property legally described above and for any increased cost of development, or the construction or maintenance of buildings or other structures on or under said property occasioned by or arising out of the established construction, drainage, infiltration, or maintenance of the infiltration vault.

This Notice and Waiver is a covenant that shall run with the land described above and be binding on the undersigned, its successors in interest, and assigns as to the said land.

DATED this ____ day of _____, 20__.

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

_____

Joan M. Earl, Chief Executive Officer

STATE OF WASHINGTON)
: ss
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Joan M. Earl is the person who appeared before me and said person acknowledged that she was authorized to execute this instrument and acknowledged it as the Chief Executive Officer of the Central Puget Sound Regional Transit Authority to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

SUBSCRIBED AND SWORN to before me this ___ day of _____, 20__.

_____
(Signature of Notary)

_____
(Print or stamp name of Notary)
NOTARY PUBLIC in and for the State of Washington, residing at _____
My Appointment Expires: _____

CURVE DATA				
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH
510+73.30	67°14'59" LT.	3000'	1995.07'	3521.19'

T.25N. R.5E. W.M.

CITY OF REDMOND

TOTAL AREA IS FROM ASSESSOR'S RECORDS UNLESS OTHERWISE NOTED.

OWNERSHIPS

ALL AREAS ARE SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.		EASM'T
1-24509	SEE SHEET 19					

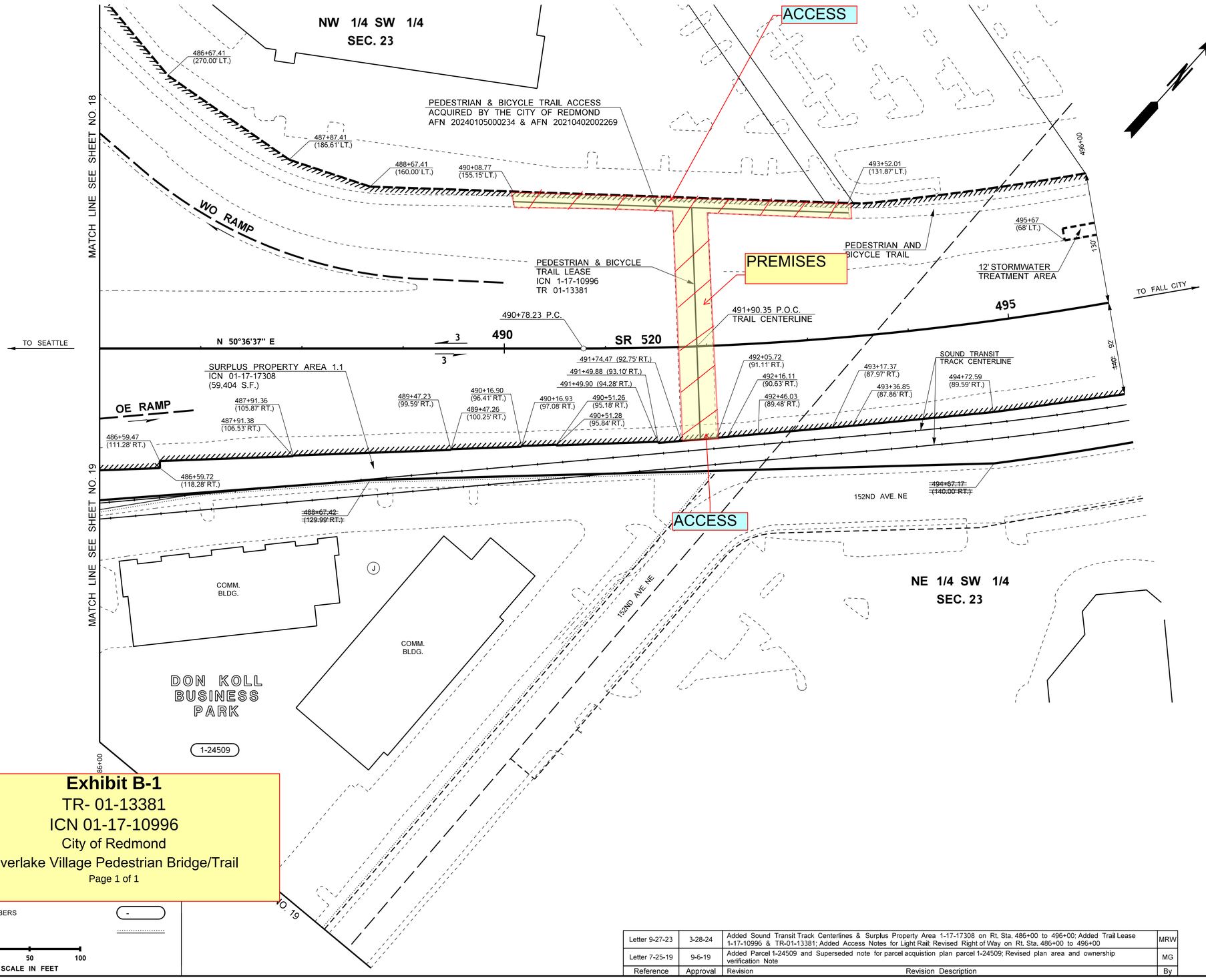

Exhibit B-1
TR- 01-13381
ICN 01-17-10996
City of Redmond
Overlake Village Pedestrian Bridge/Trail
Page 1 of 1

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE (NAD 83/91).

THE DISTANCES SHOWN ARE GROUND DISTANCES. FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AFN 20070312900003 RECORDED MARCH 12, 2007.

THIS PLAN SUPERSEDES SHEET 8 OF 16 SHEETS OF SR 520, NORTHRUP INTERCHANGE TO JCT. SR 202, DATED FEBRUARY 6, 1969.

THIS PLAN SUPERSEDES SHEET 1 OF 1 SHEETS OF SR 520, PARCEL ACQUISITION PLAN PARCEL 1-24509, APPROVED FEBRUARY 9, 2018.

ACCESS NOTES:

PEDESTRIAN AND BICYCLE TRAFFIC WILL BE PERMITTED ACCESS AND USE OF THE TRAIL DESIGNATED BETWEEN STA. 486+00 LT. AND STA. 496+00 LT.

LIMITED ACCESS FEATURES SHOWN ARE TENTATIVELY APPROVED BY THE HEADQUARTERS R/W PLANS MANAGER.

ACCESS NOTES FOR LIGHT RAIL:

PEDESTRIANS, BICYCLES AND CITY OF REDMOND MAINTENANCE PERSONNEL WILL BE ALLOWED TO ENTER/LEAVE THE RIGHT OF WAY BETWEEN STA. 490+08.77 LT. TO STA. 493+52.01 LT. AND BETWEEN STA. 491+78.98' RT. TO STA. 492+05.72' RT. FOR ACCESS TO THE DESIGNATED TRAIL AND BRIDGE.

LIGHT RAIL OPERATIONS VEHICLES AND PERSONNEL WILL BE ALLOWED TO ENTER/LEAVE THE RIGHT OF WAY THROUGH A 4' PERSONNEL GATE AT STA. 486+00 (113' RT.)

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. ENCUMBRANCES MAY OR MAY NOT BE SHOWN. PARTIES SEEKING CURRENT PLAN INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE. FOR ENCUMBRANCE INFORMATION CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS REAL ESTATE SERVICES OFFICE.

Letter 9-27-23	3-28-24	Added Sound Transit Track Centerlines & Surplus Property Area 1-17-17308 on Rt. Sta. 486+00 to 496+00; Added Trail Lease 1-17-10996 & TR-01-13381; Added Access Notes for Light Rail; Revised Right of Way on Rt. Sta. 486+00 to 496+00	MRW
Letter 7-25-19	9-6-19	Added Parcel 1-24509 and Superseded note for parcel acquistion plan parcel 1-24509; Revised plan area and ownership verification Note	MG
Reference	Approval	Revision Description	By

MICHAEL G. YEOMAN
STATE OF WASHINGTON
18051
REGISTERED
PROFESSIONAL LAND SURVEYOR
EXPIRES Feb. 19, 2008
6/21/07

SR 520

116TH AVE. N.E. VIC.
TO N.E. 40TH ST. VIC.

KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 9.36 TO MP 9.55
STATION 486+00 TO STATION 496+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

KEVIN E. WEED
STATE OF WASHINGTON
29742
REGISTERED
PROFESSIONAL ENGINEER
6/21/07
EXPIRES 2-14-2008

APPROVED AND ADOPTED JUNE 28, 2007

RIGHT OF WAY PLANS MANAGER

PROJECT ENGINEER

SHEET 20 OF 22 SHEETS

DESIGNATED FOR LIMITED ACCESS CONTROL BY COMMISSION RESOLUTION NO. 1928, FEB. 19, 1968, CONFORMS TO THE ACCESS PROVISIONS IN THE FINDINGS AND ORDER ISSUED BY THE HIGHWAY COMMISSION ON OCTOBER 21, 1968.

SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

EAST LINK EXTENSION

SOUTH BELLEVUE TO OVERLAKE TRANSIT CENTER

RTA/CN 0122-13

CONTRACT E360

SR 520 TO OVERLAKE TRANSIT CENTER

FINAL AS-BUILT
JANUARY 1, 2021

PREPARED BY:

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

APPROVED FOR CONSTRUCTION

David M. Paul, PE
City Engineer, City of Redmond

Date

DESIGN PACKAGE 015

Exhibit C-1
TR- 01-13381
ICN 01-17-10996
City of Redmond
Overlake Village Pedestrian Bridge/Trail

BOOK 1 OF 1

INDEX OF DRAWINGS - DESIGN PACKAGE 015

SHT. No.	DWG. No.	REV.	TITLE
			GENERAL
1	B25-GZT000	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – COVER SHEET
2	B25-GZI001	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – INDEX OF DRAWINGS – SHEET 1
3	B25-GZI002	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – INDEX OF DRAWINGS – SHEET 2
			SR 520 AT OVERLAKE VILLAGE PEDESTRIAN BRIDGE & 520 BIKE TRAIL – MAINTENANCE OF TRAFFIC
4	B25-TMP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE PLAN
5	B25-TMP102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE PLAN
6	B25-TMP103	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE PLAN
7	B25-TMP104	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE PLAN
8	B25-TMP201	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
9	B25-TMP202	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
10	B25-TMP203	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
11	B25-TMP204	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
12	B25-TMP205	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
13	B25-TMP206	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
14	B25-TMP207	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
15	B25-TMP208	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
16	B25-TMP209	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C
17	B25-TMP301	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
18	B25-TMP302	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
19	B25-TMP303	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
20	B25-TMP304	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
21	B25-TMP305	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
22	B25-TMP306	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
23	B25-TMP307	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE D
24	B25-TMP401	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE EB ROAD CLOSURE
25	B25-TMP402	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE EB ROAD CLOSURE
26	B25-TMP403	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE EB ROAD CLOSURE
27	B25-TMP404	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE EB ROAD CLOSURE
28	B25-TMP501	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE WB ROAD CLOSURE
29	B25-TMP601	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 EB ON-RAMP CLOSED AT 148TH AVE NE
30	B25-TMP701	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 WB ON-RAMP CLOSED AT NE 40TH ST
31	B25-TDP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – 520 BIKE TRAIL CLOSURE DETOUR
32	B25-TDP102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – 520 BIKE TRAIL CLOSURE DETOUR
33	B25-TDP401	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE EB CLOSURE DETOUR
34	B25-TDP501	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – SR 520 MAINLINE WB CLOSURE DETOUR
35	B25-TDP601	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C SR 520 EB DETOUR
36	B25-TDP701	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – MAINTENANCE OF TRAFFIC – STAGE C SR 520 WB DETOUR
			SR 520 AT OVERLAKE VILLAGE PEDESTRIAN BRIDGE – TRAFFIC
37	E25-TIP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – TRAFFIC – TEMPORARY ITS PLAN
38	E25-TID101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – TRAFFIC – TEMPORARY ITS DETAILS
39	R27-TIP102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – TRAFFIC – TEMPORARY ITS PLAN
40	R27-TID102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – TRAFFIC – TEMPORARY ITS DETAILS
			OVERLAKE VILLAGE 520 BIKE TRAIL – CIVIL
41	B25-CMP001	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – QUANTITY TABULATION – PAVEMENT MARKING
42	B25-CMP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – PAVEMENT MARKING PLAN
43	B25-CMP102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – PAVEMENT MARKING PLAN
44	B25-CMP103	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – PAVEMENT MARKING PLAN
45	B25-CLP100	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – TEMPORARY ILLUMINATION PLAN
46	B25-CLP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – TEMPORARY ILLUMINATION PLAN
47	B25-CLP102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – ILLUMINATION PLAN
48	B25-GZK030	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – B25 KEY LAYOUT INDEX 20' PLANS
49	B25-CAP100	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – BIKE TRAIL SITE PLAN
50	B25-CAP101	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – BIKE TRAIL ALIGNMENT
51	B25-CGD102	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL PLAN DETAIL
52	B25-CGD103	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL PLAN DETAIL
53	B25-CMP104	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL STRIPING & SIGNAGE PLAN
54	B25-CAP105	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL DETOUR
55	B25-CAX300	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL TYPICAL SECTION
56	B25-CAX301	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
57	B25-CAX302	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
58	B25-CAX303	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
59	B25-CAX304	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
60	B25-CAX305	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
61	B25-CAX306	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
62	B25-CAX307	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
63	B25-CAX308	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – 520 BIKE TRAIL CROSS SECTIONS
64	B25-CGD310	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – BIKE TRAIL GRADING DETAILS
65	B25-CXP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – DEMOLITION AND REMOVAL PLAN
66	B25-CDP101	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – DRAINAGE PLAN
67	B25-CDP102	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – DRAINAGE PLAN
			OVERLAKE VILLAGE 520 BIKE TRAIL – LANDSCAPE
68	B25-LPP100	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – LANDSCAPE – LANDSCAPE RESTORATION PLAN
69	B25-LPS550	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – LANDSCAPE – LANDSCAPE RESTORATION PLANT LIST AND DETAILS
			OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL
70	B25-SZN010	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – GENERAL NOTES – SHEET 1
71	B25-SZN011	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – GENERAL NOTES – SHEET 2
72	B25-SPP020	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – GENERAL PLAN & ELEVATION
73	B25-SPP025	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – PEDESTRIAN BRIDGE ALIGNMENT
74	B25-SFP101	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – FOUNDATION PLAN
75	B25-SBP210	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – ABUTMENT 1 – LAYOUT
76	B25-SBD211	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – ABUTMENT 1 – REINFORCEMENT DETAILS
77	B25-SBP220	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – PIER 2 – LAYOUT
78	B25-SBP221	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – PIER 2 – REINFORCEMENT DETAILS
79	B25-SBD225	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – MEDIAN BARRIER DETAILS
80	B25-SBP230	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – PIER 3 – LAYOUT
81	B25-SBD231	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – PIER 3 – REINFORCEMENT DETAILS
82	B25-SBD240	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – APPROACH SLAB – LAYOUT & DETAILS
83	B25-SPX400	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TYPICAL SECTION
84	B25-SPD405	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – PROFILE GEOMETRY
85	B25-SPD406	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – FINAL GEOMETRY & DEFLECTIONS
86	B25-SPD407	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS ELEVATION
87	B25-SPD410	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TYPICAL DECK DETAILS
88	B25-SPD411	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – DECK END REINFORCEMENT DETAILS
89	B25-SPD412	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – DECK DETAILS AT P3
90	B25-SPP420	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – FRAMING PLAN
91	B25-SPD431	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – CHORD SPLICE & WELD DETAILS
92	B25-SPD432	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS CONNECTION C01
93	B25-SPD433	C	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS CONNECTION C02
94	B25-SPD434	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS CONNECTION C03
95	B25-SPD435	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS CONNECTIONS C04 & C07
96	B25-SPD436	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS CONNECTIONS C05 & C06
97	B25-SPD437	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – TRUSS CONNECTION C08 & TAPER DETAIL
98	B25-SPD438	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – FLOOR BEAM DETAILS
99	B25-SPD439	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – ROOF BEAM DETAILS
100	B25-SPD440	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – CONNECTION PLATE DETAILS
101	B25-SPD450	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – BARRIER DETAILS – SHEET 1
102	B25-SPD451	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – BARRIER DETAILS – SHEET 2
103	B25-SPD452	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – BARRIER DETAILS – SHEET 3
104	B25-SPD453	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – BARRIER DETAILS – SHEET 4
105	B25-SPD455	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – FENCE DETALS
106	B25-SPD456	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – RAILING DETAILS
107	B25-SPD471	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – EXPANSION JOINT DETAILS
108	B25-SPD481	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – BEARING DETAILS – SHEET 1
109	B25-SPD482	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – STRUCTURAL – BEARING DETAILS – SHEET 2

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FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	AS	AS	FINAL AS-BUILT
0	06/14/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

T.Y. LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SCALE: AS NOTED
FILENAME: E360-B25-GZI001
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
INDEX OF DRAWINGS
SHEET 1

DRAWING No.: B25-GZI001
FACILITY ID: B25
SHEET No.: 2
REV: A

INDEX OF DRAWINGS - DESIGN PACKAGE 015

SHT. No.	DWG. No.	REV.	TITLE
			OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL
110	B25–SDD501	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – ROOF DRAINAGE DETAILS
111	B25–SDD502	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – DECK DRAINAGE DETAILS
112	B25–SDD503	B	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – CIVIL – SUBSTRUCTURE DRAINAGE DETAILS
			OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ELECTRICAL
113	B25–EZN001	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ELECTRICAL – ELECTRICAL LEGEND AND GENERAL NOTES
114	B25–ELP440	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ELECTRICAL – LIGHTING PLAN
115	B25–ELX001	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ELECTRICAL – LIGHTING SECTION
116	B25–EPS800	0	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ELECTRICAL – ELECTRICAL SCHEMATIC, SCHEDULES, AND SPECIFICATIONS

SHT. No.	DWG. No.	REV.	TITLE

A

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A	01/01/21	CH	AS	AS	FINAL AS-BUILT
0	06/14/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

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KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

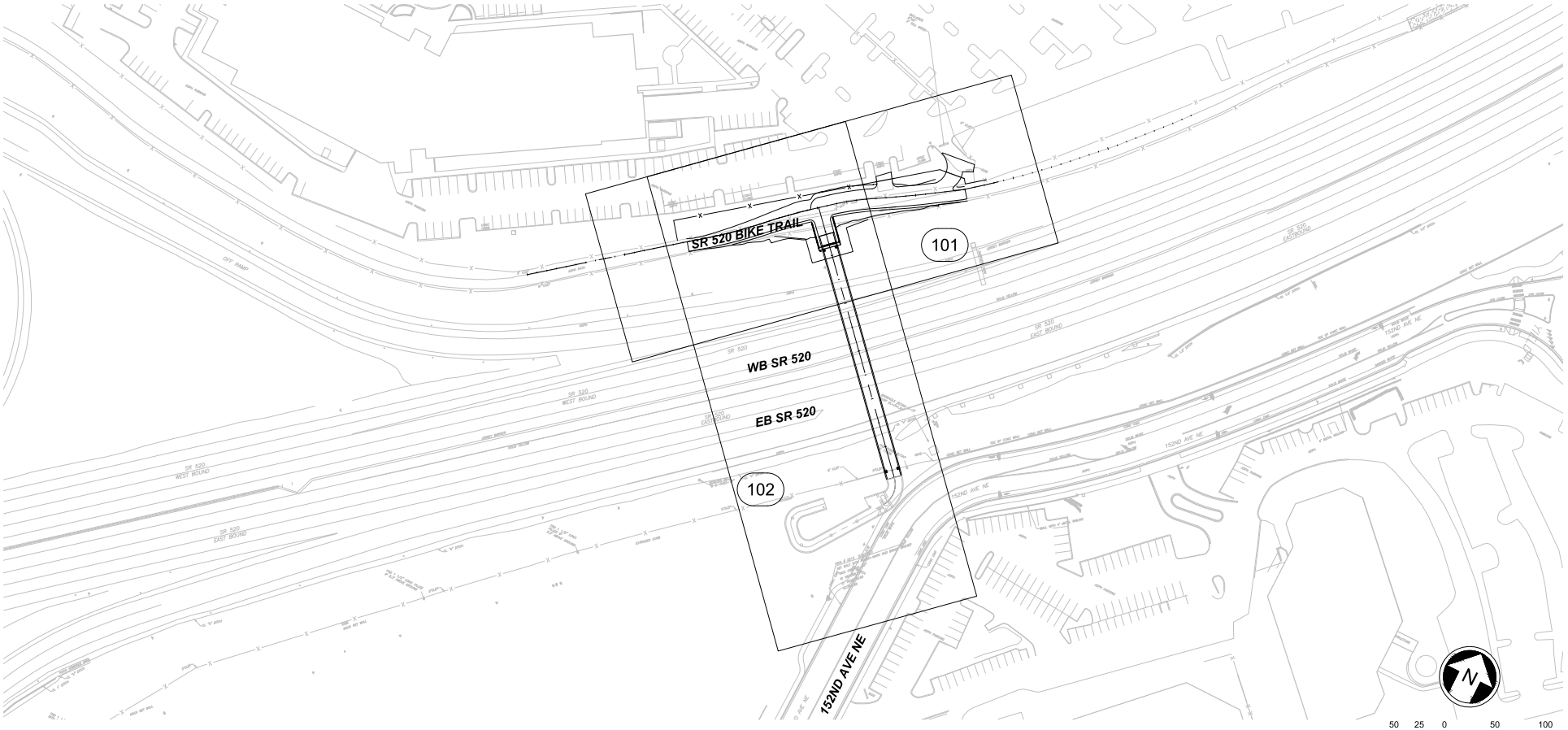
SCALE: AS NOTED
FILENAME: E360-B25-GZI002
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
INDEX OF DRAWINGS
SHEET 2

DRAWING No.: **B25-GZI002**
FACILITY ID: B25
SHEET No.: 3
REV.: A

CROSS REFERENCING OF DRAWINGS		
BASE SHEET TITLE	(101)	(102)
1"=20' DRAWING SETS	B25-CAP101	B25-SPP025

CAP = ALIGNMENT PLAN
SPP = STRUCTURAL LAYOUT
CDP = DRAINAGE PLAN
CGP = GRADING AND PAVING PLAN
CXP = DEMOLITION AND REMOVAL PLAN



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xE360-B25-CAP001.dwg
xE360-E25-SPP115.dwg
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No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. SNYDER
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TY LIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN
DATE: 06/14/2018

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

REVIEWED BY: A. MENCKE
DATE: 06/14/2018

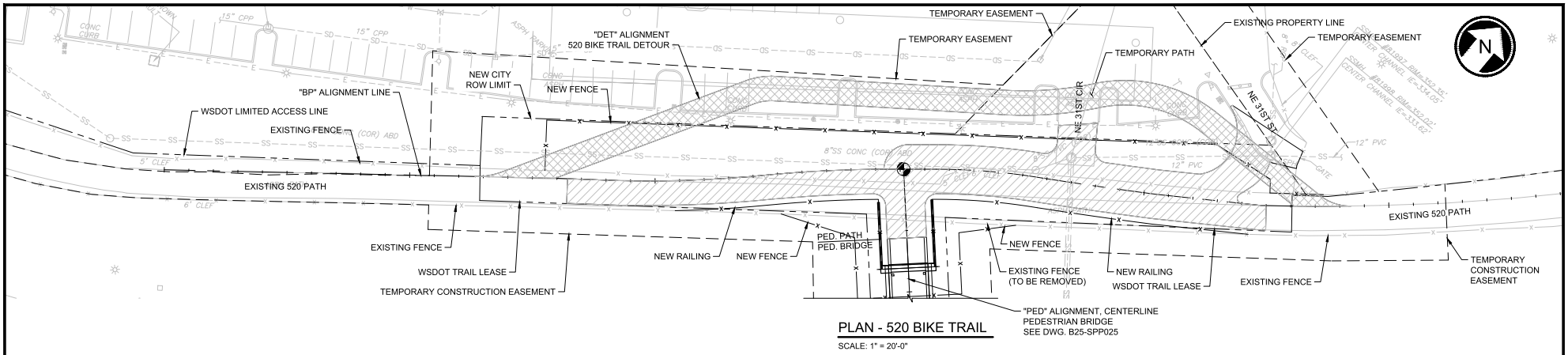
LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: 1" = 50'
FILENAME: E360-B25-GZK030
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
B25 KEY LAYOUT INDEX 20' PLANS

DRAWING No.: B25-GZK030
FACILITY ID: B25
SHEET No.: 48
REV: A



PLAN - 520 BIKE TRAIL

SCALE: 1" = 20'-0"

520 BIKE TRAIL WORK POINT
"BP" STA. 3+01.41, "PED" STA. 0+00

EXTENTS OF PAVEMENT, PERMANENT PATH

EXTENTS OF PAVEMENT, TEMPORARY PATH

CONSTRUCTION SEQUENCING:

1. CONSTRUCT TEMPORARY PATH, AS DEFINED ON DWG. B25-CAP105. MATCH END GRADES TO EXISTING PATH. INSTALL DETOUR SIGNAGE.
2. CLOSE EXISTING PATH. REMOVE EXISTING PAVEMENT AS DEFINED ON DWG. B25-CXP101.
3. GRADE AND PAVE NEW PATH, AS DEFINED ON DWG. B25-CAP101. INSTALL NEW FENCING. FINAL CONNECTIONS TO THE PEDESTRIAN BRIDGE MUST BE BUILT AFTER CASTING OF ABUTMENT 1, ABUTMENT WINGWALLS, AND APPROACH SLAB. SEE DWG. B25-SBP210. FINAL CONNECTIONS TO NE 31ST ST MUST BE BUILT AFTER DEMOLITION OF THE TEMPORARY PATH.
4. RESTORE LANDSCAPE BY NEW PATH. SEE DWG. B25-LPP100. THIS STEP MAY BE DONE WITH STEP 8 PROVIDED TRAIL SERVICE IS NOT INTERRUPTED TO COMPLETE WORK.
5. REMOVE DETOUR SIGNAGE AND OPEN NEW PATH.
6. DEMOLISH TEMPORARY PATH AND RETURN PARKING ISLANDS TO PRE-CONSTRUCTION CONDITION.
7. CONNECT FINAL PATH TO NE 31ST ST.
8. RESTORE REMAINING LANDSCAPE IN AFFECTED REGIONS FOLLOWING DWG. B25-LPP100.

XREF LIST:
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xE360-B25-SPP001.dwg
xE360-B25-CAP201.dwg
xE360-I-90-RPP100.dwg
xEL-173Th.dwg
xE360-B25-CAN101.dwg
xE360-B25-CAP003.dwg
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No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. SNYDER
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

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KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

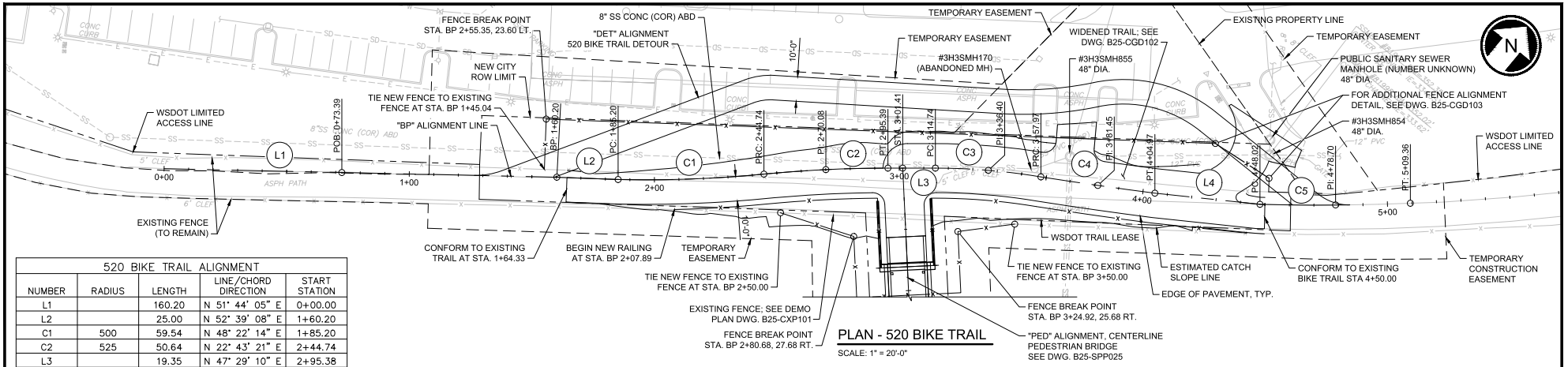
SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-CAP100
CONTRACT No.: RTA/CN 0122-13

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
BIKE TRAIL SITE PLAN

DRAWING No.: B25-CAP100
FACILITY ID: B25
SHEET No.: 49
REV: A



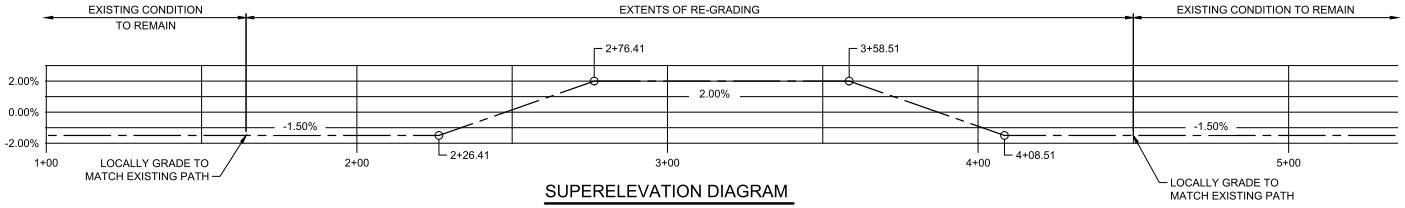
PLAN - 520 BIKE TRAIL

SCALE: 1" = 20'-0"

520 BIKE TRAIL ALIGNMENT				
NUMBER	RADIUS	LENGTH	LINE/CHORD DIRECTION	START STATION
L1		160.20	N 51° 44' 05" E	0+00.00
L2		25.00	N 52° 39' 08" E	1+60.20
C1	500	59.54	N 48° 22' 14" E	1+85.20
C2	525	50.64	N 22° 43' 21" E	2+44.74
L3		19.35	N 47° 29' 10" E	2+95.38
C3	260	43.24	N 50° 15' 00" E	3+14.73
C4	1750	47.00	N 55° 37' 09" E	3+57.97
L4		43.05	N 58° 32' 20" E	4+04.97
C5	915.46	61.34	N 56° 04' 54" E	4+48.02

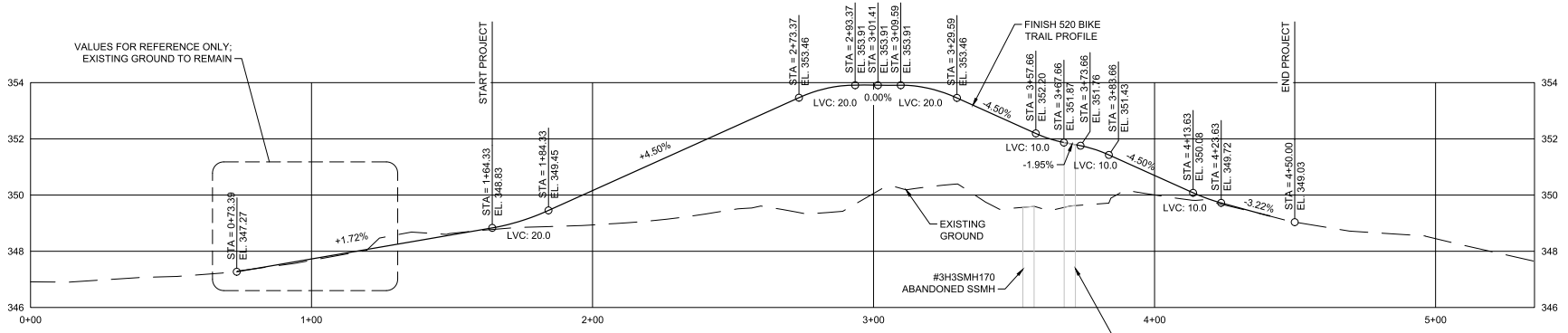
NOTES:

1. RAILING SHALL FOLLOW BP ALIGNMENT AT CONSTANT OFFSET OF 12.25 FT UNTIL IT TIES INTO BRIDGE ABUTMENT WINGWALL. SEE RAILING DETAIL, DWG. B25-SPD456.
2. FENCE SHALL FOLLOW CURRENT ALIGNMENT UNTIL STATIONS NOTED. AT ABUTMENT, MAINTAIN 10.00 FT CONSTANT OFFSET FROM WINGWALLS AND ABUTMENT FACE.



SUPERELEVATION DIAGRAM

SCALE: NTS



PROFILE - BIKE TRAIL

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 2'-0"

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No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	09/18/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. SNYDER
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

CITY OF KIRKLAND, STATE OF WASHINGTON, 1905, INCORPORATED, PUBLIC WORKS DEPARTMENT, PROFESSIONAL ENGINEER

TY LIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN
DATE: 09/18/2018

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

REVIEWED BY: A. MENCKE
DATE: 09/18/2018

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-CAP101
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 09/18/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
BIKE TRAIL ALIGNMENT

DRAWING No.: B25-CAP101
FACILITY ID: B25
SHEET No.: 50
REV: A

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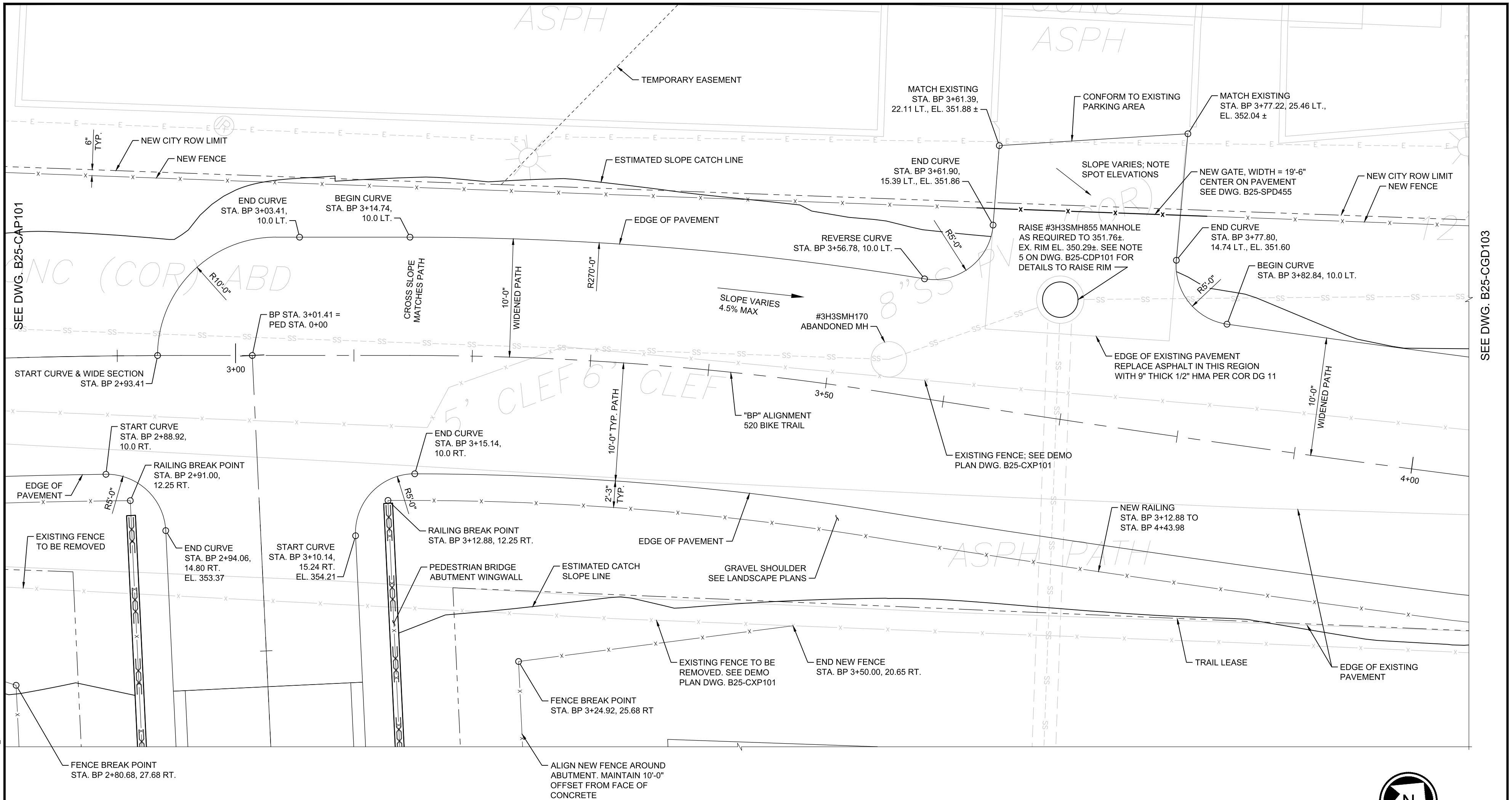

PLAN DETAIL - 520 BIKE TRAIL

SCALE: 1/2" = 1'-0"

NOTES:

1. STRIPING AND SIGNAGE NOT SHOWN. SEE DWG. B25-CMP104 FOR DETAILS.

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No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	09/24/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. SNYDER
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

ERIC WINTERS — STATE OF WASHINGTON — 34860 — REGISTERED PROFESSIONAL ENGINEER

T·Y·LIN INTERNATIONAL
engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 09/24/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 09/24/2018

SCALE: AS NOTED
FILENAME: E360-B25-CGD102
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 09/24/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL PLAN DETAIL

DRAWING No.: B25-CGD102
FACILITY ID: B25
SHEET No.: 51
REV: A

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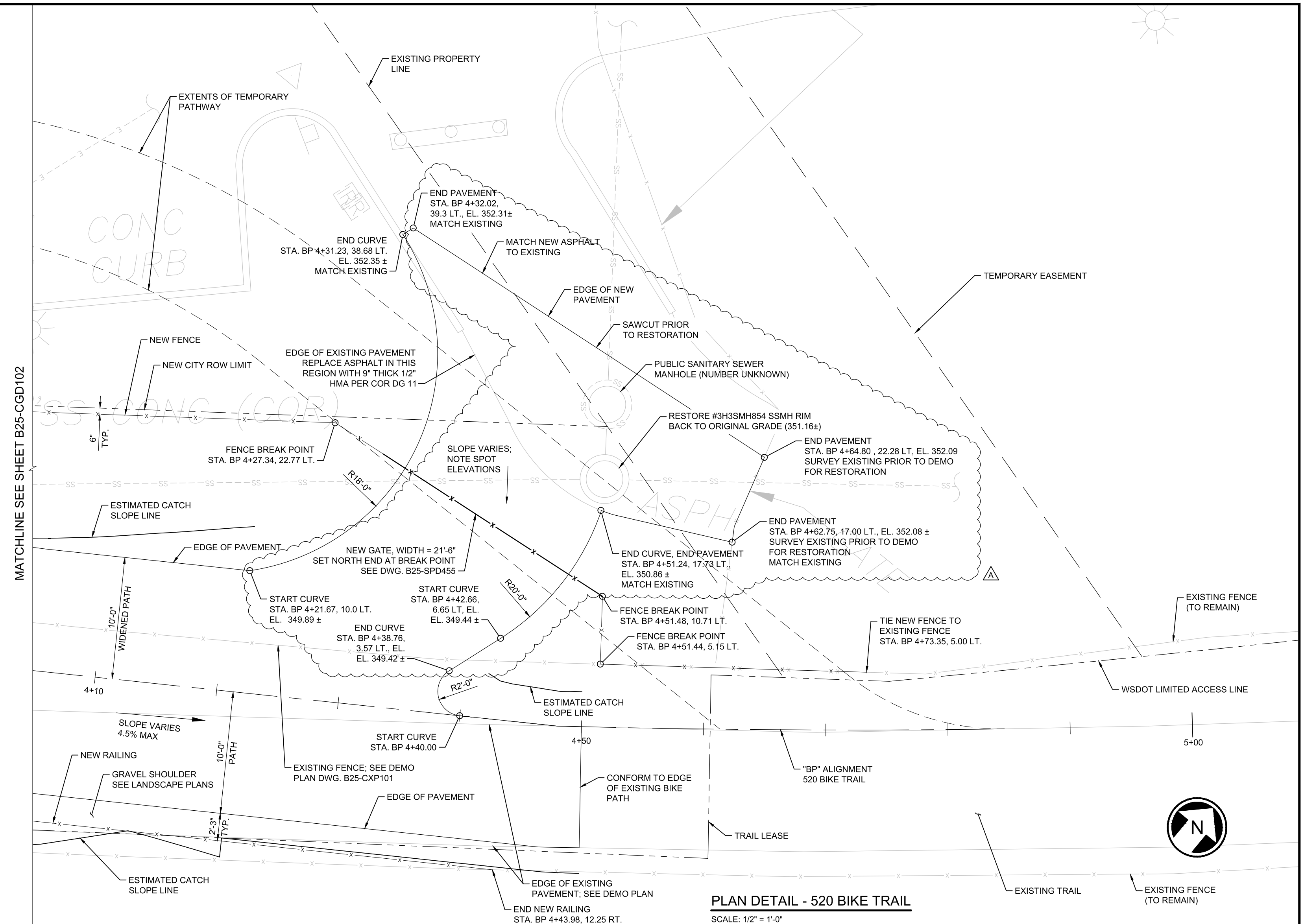

PLAN DETAIL - 520 BIKE TRAIL
SCALE: 1/2" = 1'-0"

NOTES:
1. STRIPING AND SIGNAGE NOT SHOWN. SEE DWG. B25-CMP104 FOR DETAILS.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	07/15/20	CH	RG	EW	NDC 000568 - FINAL AS-BUILT
0	09/24/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. SNYDER
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

ERIC WINTERS STATE OF WASHINGTON 34860 REGISTERED PROFESSIONAL ENGINEER

T·Y·LIN INTERNATIONAL engineers | planners | scientists
SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
DATE: 09/24/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 09/24/2018

SCALE: AS NOTED
FILENAME: E360-B25-CGD103
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 09/24/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL PLAN DETAIL

DRAWING No.: B25-CGD103
FACILITY ID: B25
SHEET No.: 52
REV: A

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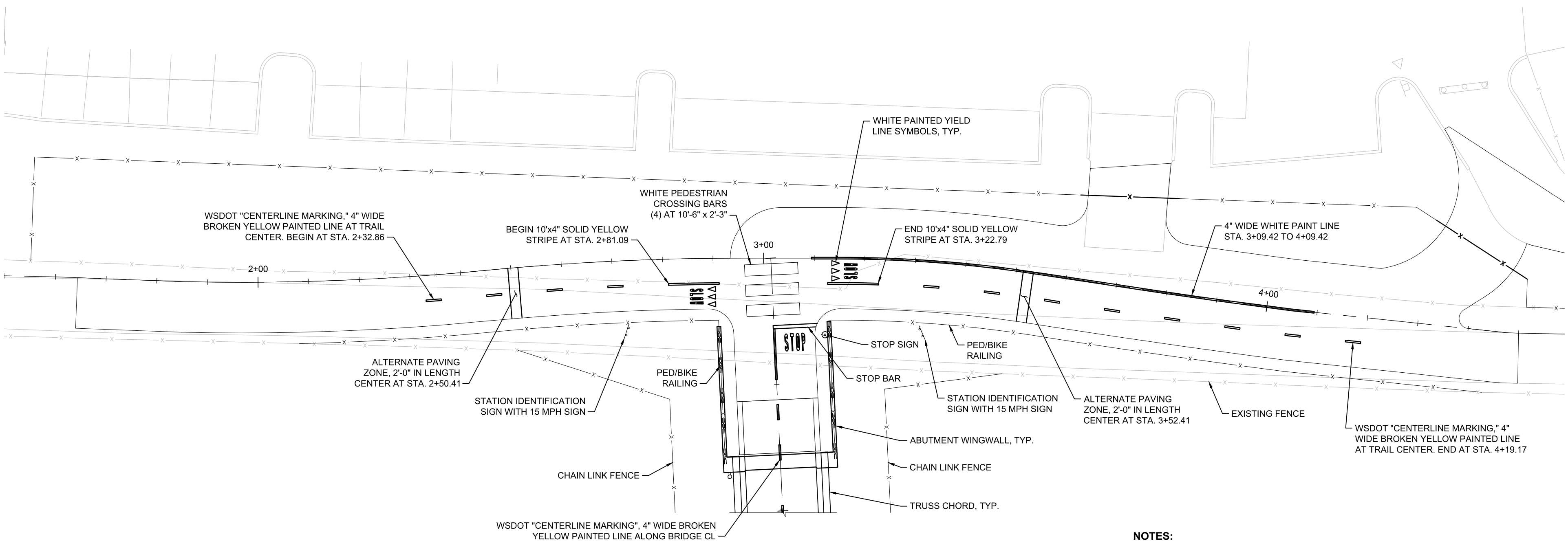
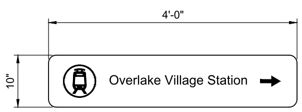


PLAN - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

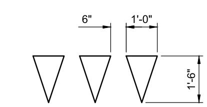
NOTES:

1. PAINT SHALL BE HIGH REFLECTIVE ROADWAY PAINT.
2. WSDOT "CENTERLINE MARKING" AS SHOWN ON STANDARD PLAN M-9.60-00, WITH 3'-0" STRIPES SPACED AT 9'-0" INTERVALS.
3. ALTERNATE PAVING ZONE TO BE CREATED USING CONCRETE INSTEAD OF ASPHALT TOPPING MATERIAL. FINISH FLUSH WITH TYPICAL GRADE. OTHER METHODS MAY BE USED WITH APPROVAL BY ENGINEER OF RECORD.
4. STOP SIGN OUTSIDE DIMENSIONS TO BE 1'-6".



STATION IDENTIFICATION SIGN

EASTBOUND TRAIL SIGN SHOWN
WESTBOUND MIRRORED



TYPE 1 YIELD LINE SYMBOL

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0	07/31/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: C. HOVELL
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

T·Y·LIN INTERNATIONAL engineers | planners | scientists
SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
DATE: 07/31/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

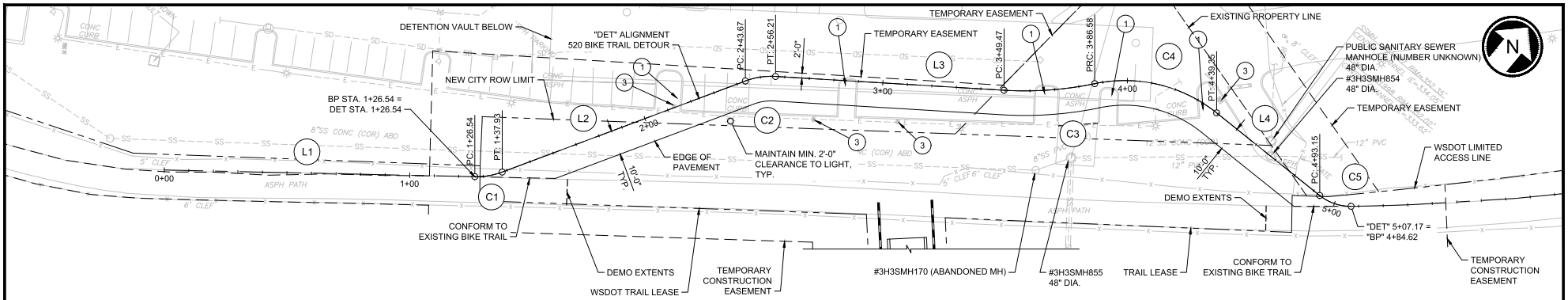
SOUND TRANSIT
DATE: 07/31/2018

SCALE: AS NOTED
FILENAME: E360-B25-CMP104
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL STRIPING & SIGNAGE PLAN

DRAWING No.: B25-CMP104
FACILITY ID: B25
SHEET No.: 53
REV: A

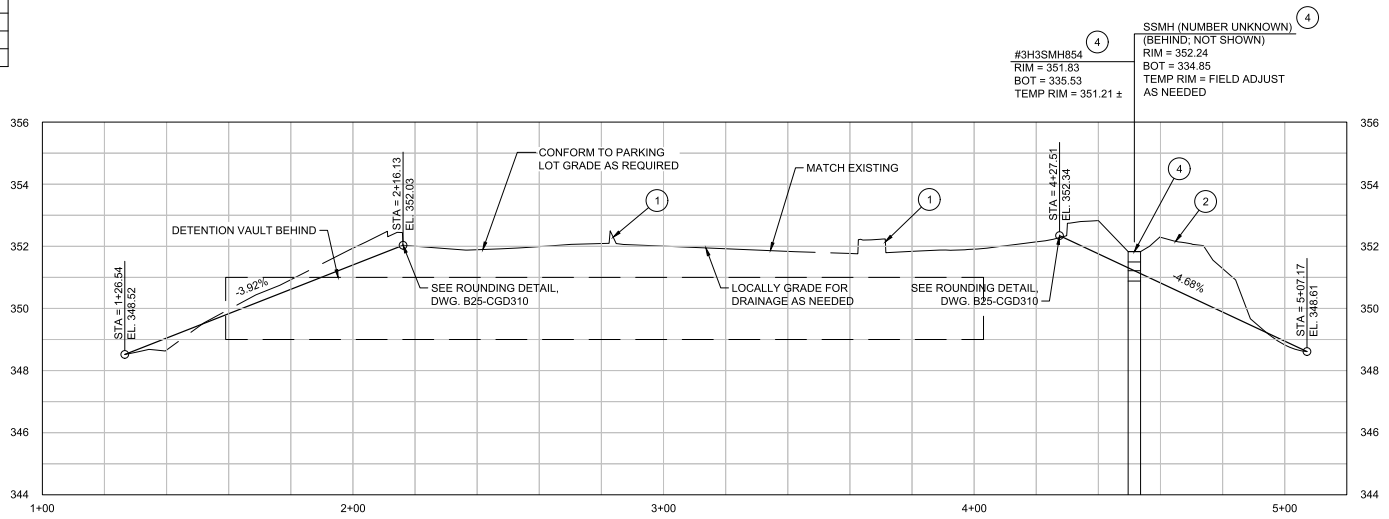


PLAN - BIKE TRAIL DETOUR

SCALE: 1" = 20'-0"

520 DETOUR PATH ALIGNMENT				
NUMBER	RADIUS	LENGTH	LINE/CHORD DIRECTION	START STATION
L1		126.54	N 51° 44' 05" E	0+00.00
C1	30.0	11.39	N 40° 51' 35" E	1+26.54
L2		105.74	N 29° 59' 05" E	1+37.93
C2	30.0	12.54	N 41° 57' 44" E	2+43.67
L3		93.26	N 53° 56' 22" E	2+56.22
C3	140.0	37.11	N 46° 20' 41" E	3+49.48
C4	60.0	52.77	N 63° 56' 50" E	3+86.60
L4		53.77	N 89° 08' 39" E	4+39.37
C5	20.0	13.77	N 69° 24' 55" E	4+93.14

1. REMOVE PARKING LANDSCAPE ISLANDS, FLATTEN AND PAVE TO MATCH LOT GRADE. SAW CUT AT EAST EDGE OF LOT. RESTORE TO MATCH EXISTING. ALTERNATIVELY, TEMPORARILY PAVE UP AND OVER ISLANDS.
2. CUT PATH THROUGH SLOPE TO MAINTAIN GRADE LESS THAN 5.0% ON PATH. SLOPE EMBANKMENTS FOR DRAINAGE AS SHOWN ON DWG. B25-CAX300.
3. TEMPORARILY CAP EXISTING IRRIGATION SYSTEM NEAR DETOUR PATH. RESTORE PRIOR TO COMPLETION.
4. TEMPORARILY REMOVE SSMH SECTION AND USE LEVELING RINGS TO ADJUST RIMS TO BIKE TRAIL DETOUR GRADE. RESTORE BACK TO ORIGINAL GRADE AT COMPLETION OF USE OF THE BIKE TRAIL DETOUR.



PROFILE - BIKE TRAIL DETOUR

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 2'-0"

NOTES:

1. SEE MAINTENANCE OF TRAFFIC DWG. B25-TDP101 FOR SIGNAGE DETAILS AT PATH DETOUR.

XREF LIST:
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eEL-1737cf.dwg
eEL-1737cf.dwg
e360-B25-SBP001.dwg
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e360-LIN-RPP100.dwg
e360-B25-CAP300.dwg
e360-B25-CAV105.dwg
e360-B25-CXP100.dwg
eEL-1737rx.dwg
GB-Seal-EBW04880.dwg

03/30/21 | 4:10 PM | NTURNER
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FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	09/18/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

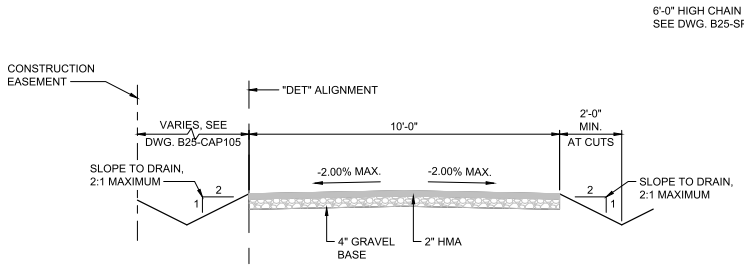
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 09/18/2018
REVIEWED BY: A. MENCKE
DATE: 09/18/2018

SCALE: AS NOTED
FILENAME: E360-B25-CAP105
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 09/18/2018

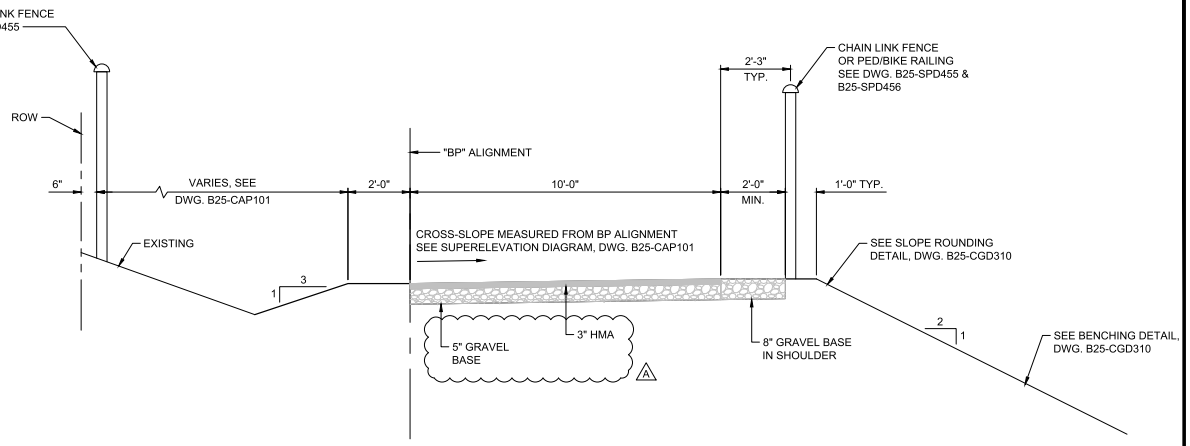
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL DETOUR

DRAWING No.: B25-CAP105
FACILITY ID: B25
SHEET No.: 54
REV: A



TYPICAL SECTION - DETOUR

SCALE: 1/2" = 1'-0"



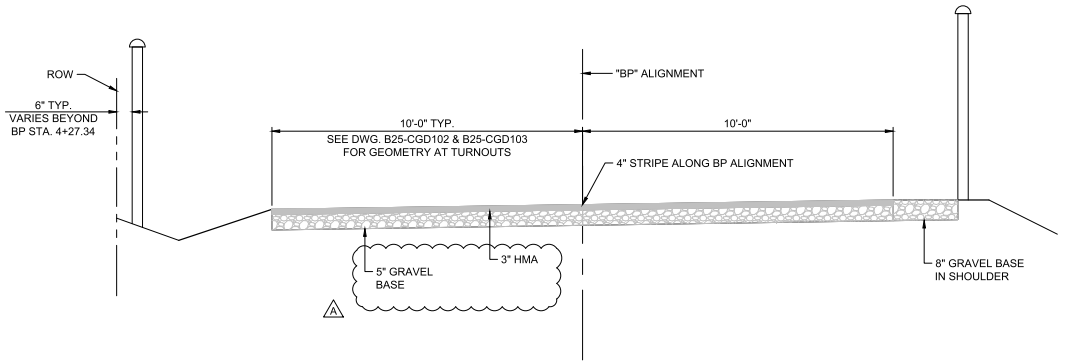
TYPICAL SECTION - 520 BIKE TRAIL

SCALE: 1/2" = 1'-0"

APPLICABLE FROM BP STA. 1+64.33 TO 2+93.41

NOTES:

1. SEE PROJECT SPECIFICATION 32 11 23 AND WSDOT SPECIFICATION 9-03.10 FOR GRAVEL BASE MATERIAL INFORMATION.
2. SEE GRADING DETAIL SHEET B25-CGD310 FOR DETAILS OF BENCHING AND SLOPE ROUNDING.
3. SEE GRADING DETAIL SHEETS, B25-CGD102 & B25-CGD103 FOR PLAN GEOMETRY AT CORNERS AND INTERSECTIONS.
4. IN EXISTING PARKING LOT, STRIPE EDGE OF DETOUR PATH WITH 4" MIN. WIDTH WHITE STRIPE OUTSIDE OF 10'-0" PATH.



WIDENED SECTION - 520 BIKE TRAIL

SCALE: 1/2" = 1'-0"

APPLICABLE FROM BP STA. 2+93.41 TO 4+50.00

SEE TYPICAL SECTION FOR DETAILS NOT PROVIDED

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	02/27/20	CH	RG	EW	NDC 000267 - FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

DATE: 06/14/2018

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-CAX300
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL TYPICAL SECTION

DRAWING No.: B25-CAX300
FACILITY ID: B25
SHEET No.: 55
REV: A

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xE360-B25-CAP300.dwg
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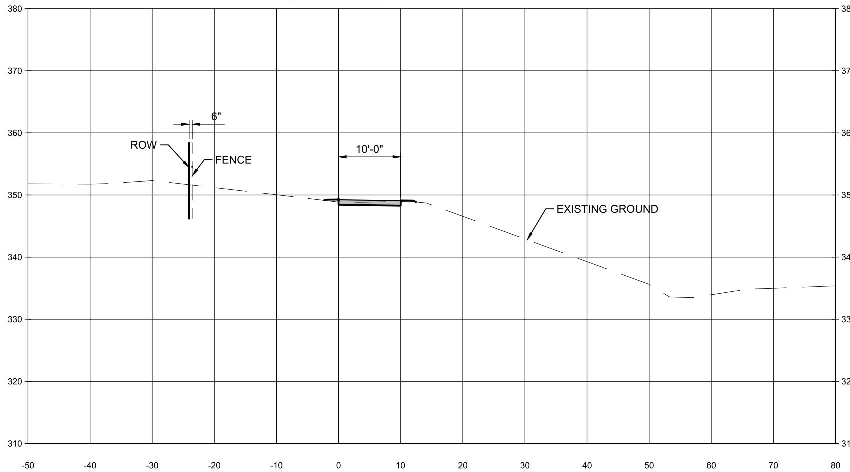
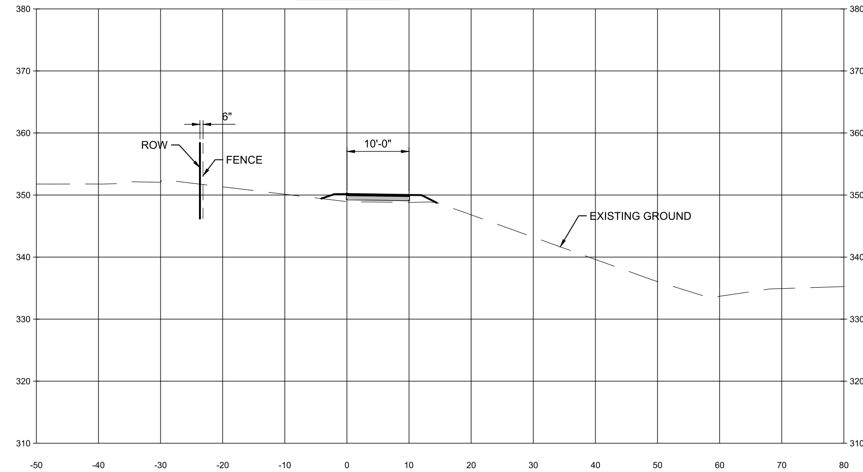
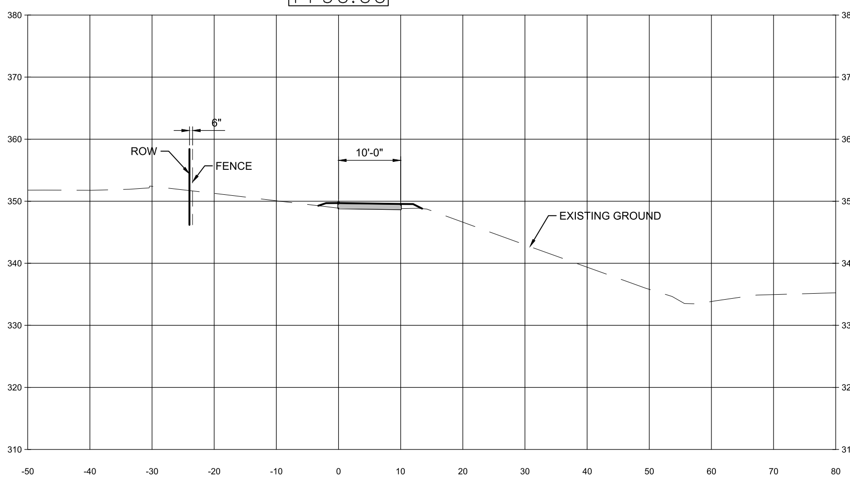
1+80.00



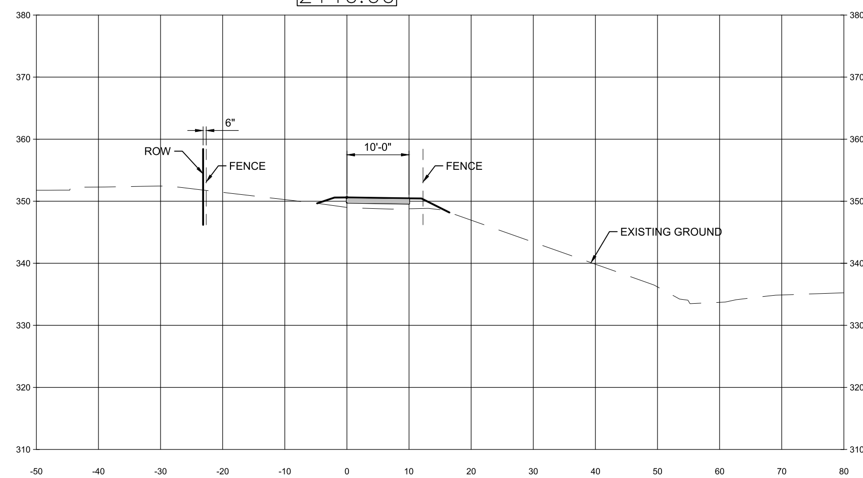
2+00.00



1+90.00



2+10.00



CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

ERIC WINTERS, STATE OF WASHINGTON, 34860, REGISTERED PROFESSIONAL ENGINEER

T·Y·LIN INTERNATIONAL
engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 06/14/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-CAX301
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: **B25-CAX301**
FACILITY ID: B25
SHEET No.: 56
REV: A

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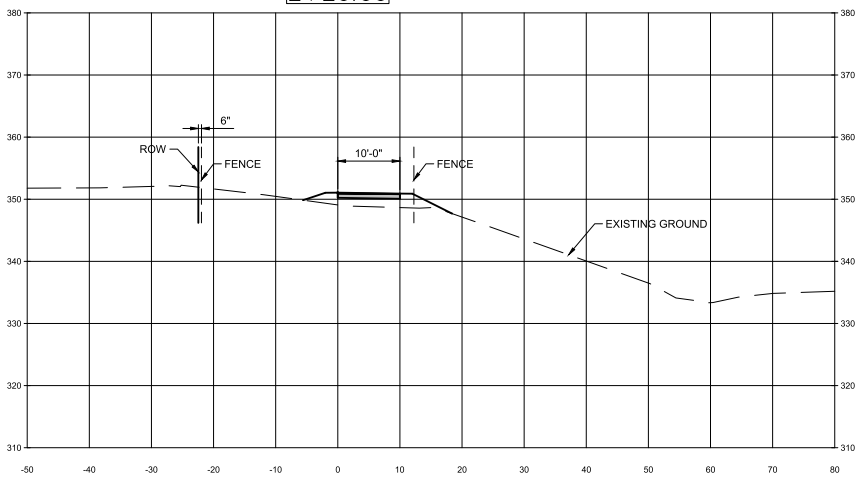

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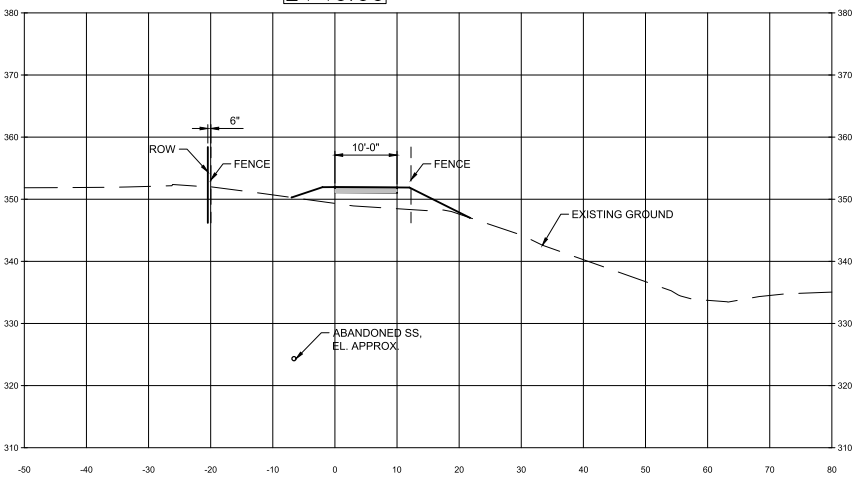

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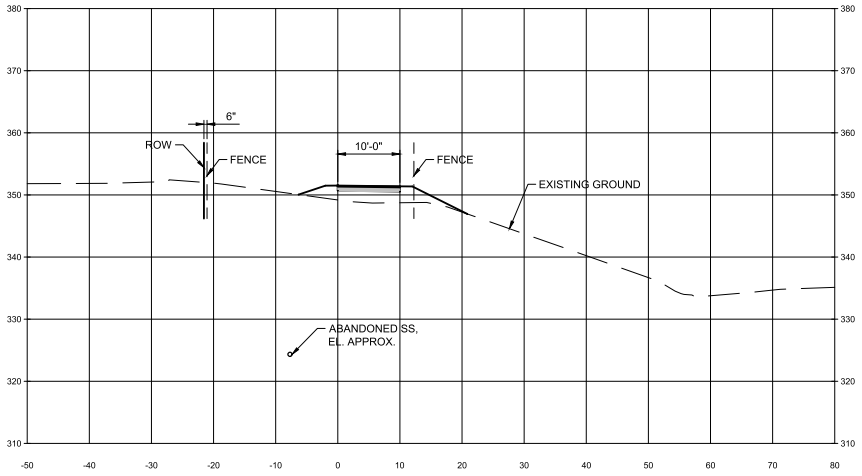

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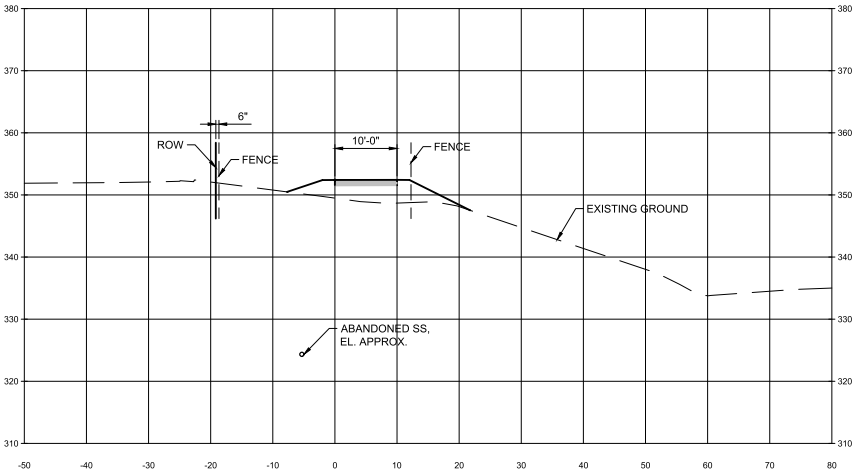

CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TY LIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

DATE: 06/14/2018

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-CAX302
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: B25-CAX302
FACILITY ID: B25
SHEET No.: 57
REV: A

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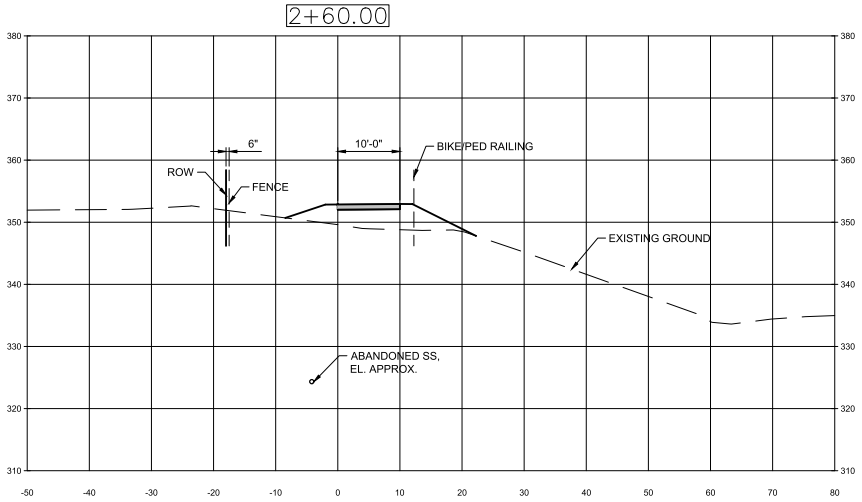

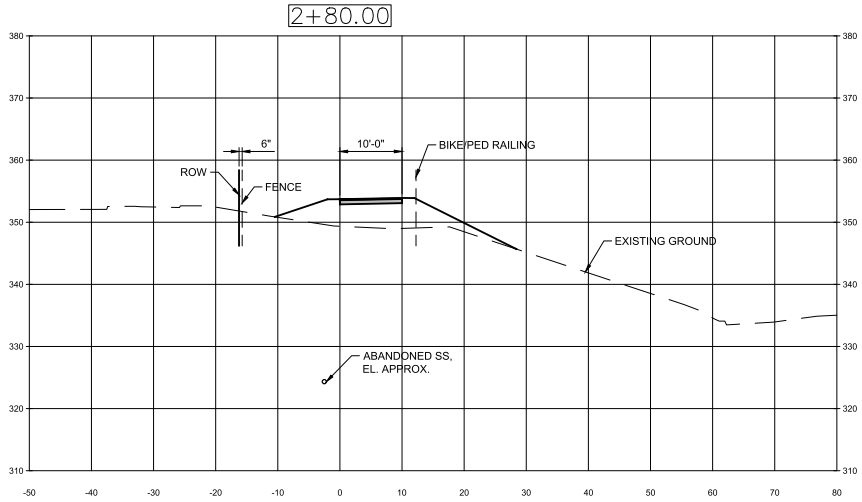

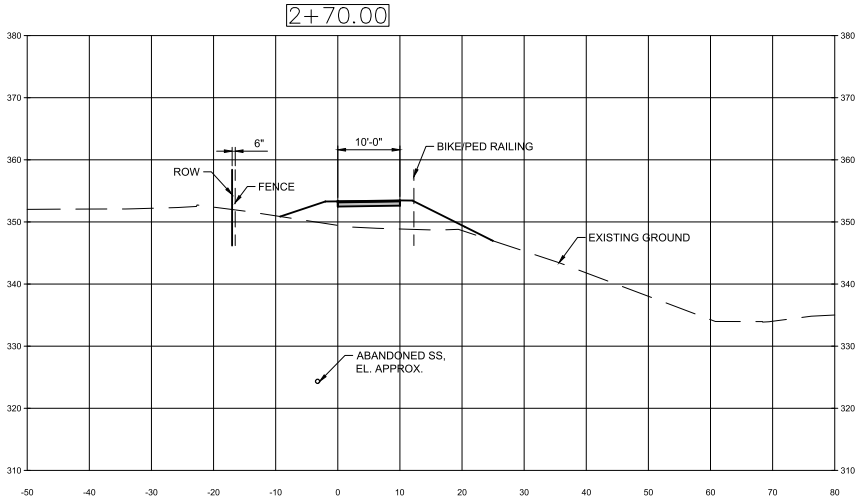

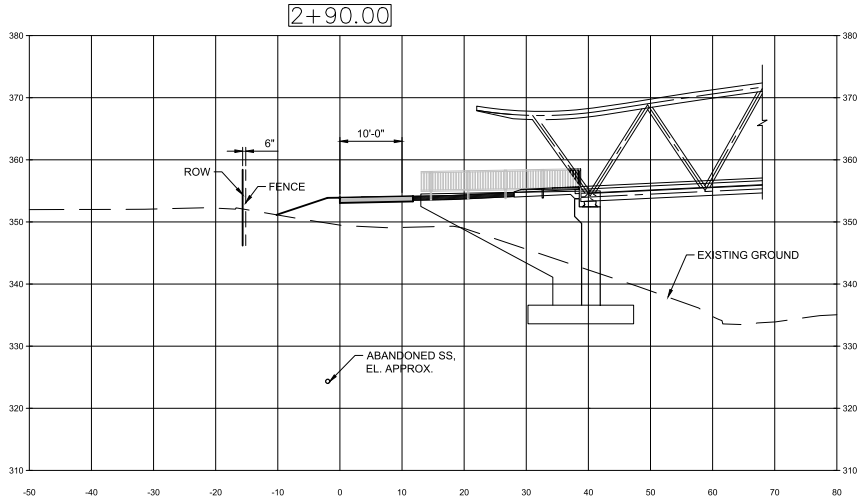

CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TY LIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

DATE: 06/14/2018

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-CAX303
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: B25-CAX303
FACILITY ID: B25
SHEET No.: 58
REV: A

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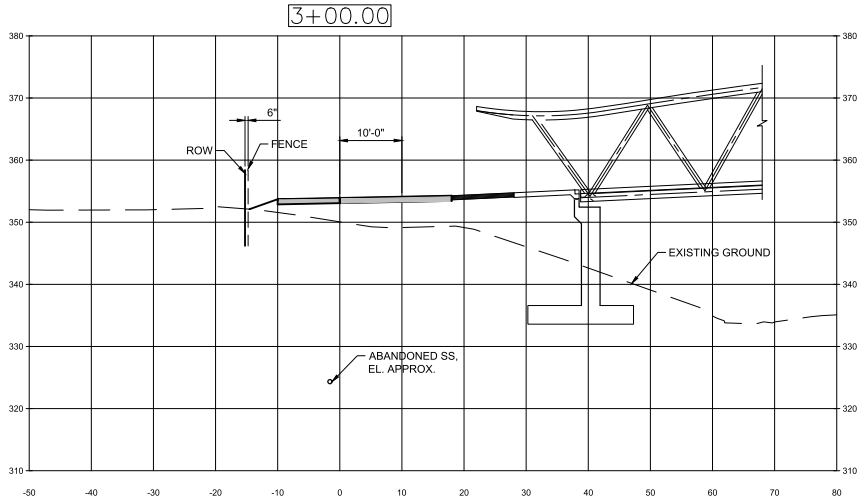

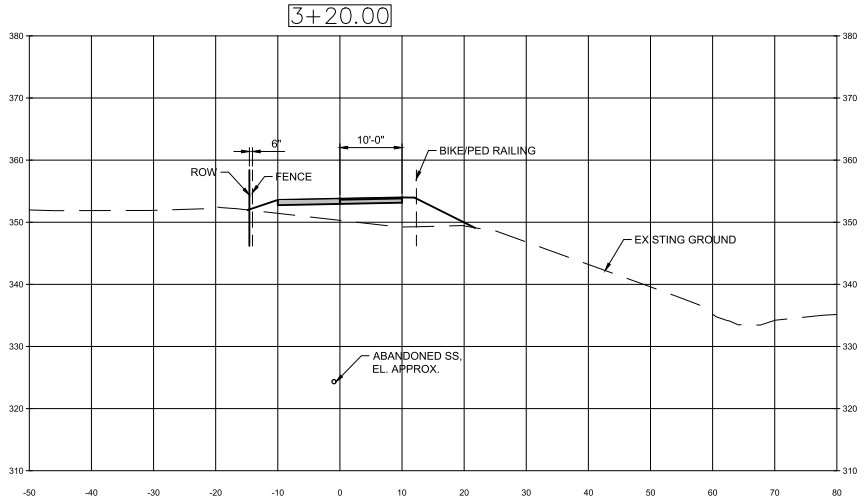

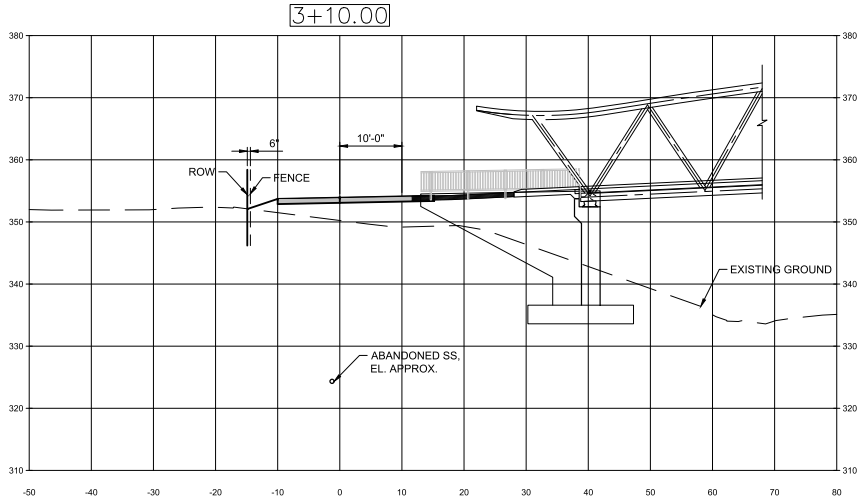

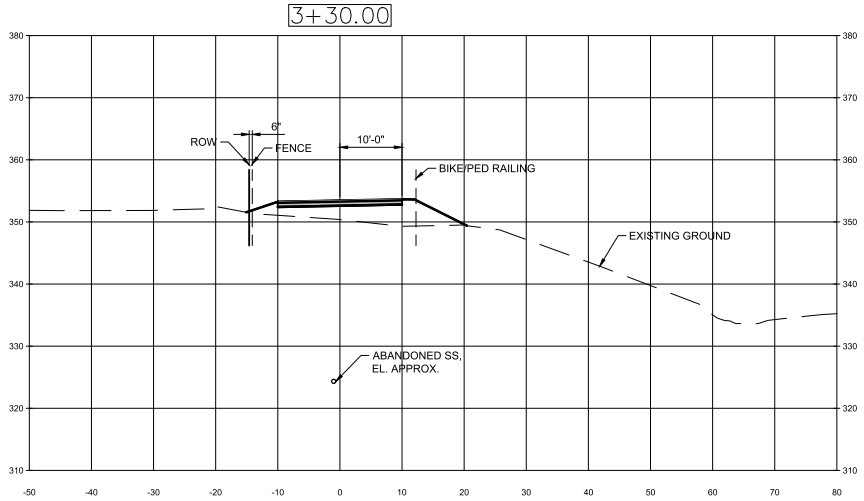

CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-CAX304
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: B25-CAX304
FACILITY ID: B25
SHEET No.: 59
REV: A

03/30/21 | 4:11 PM | NTURNER
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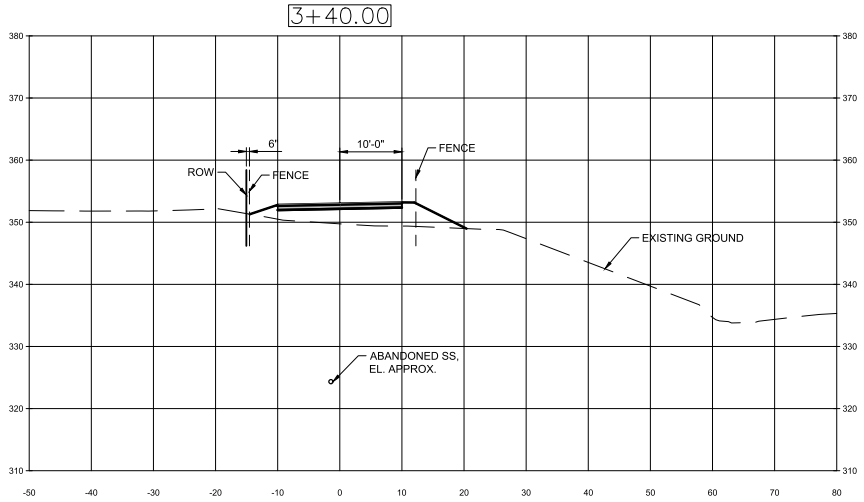

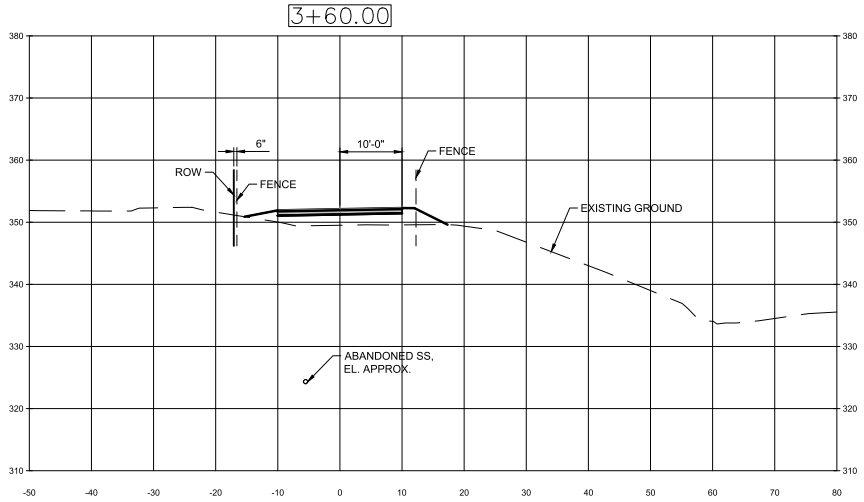

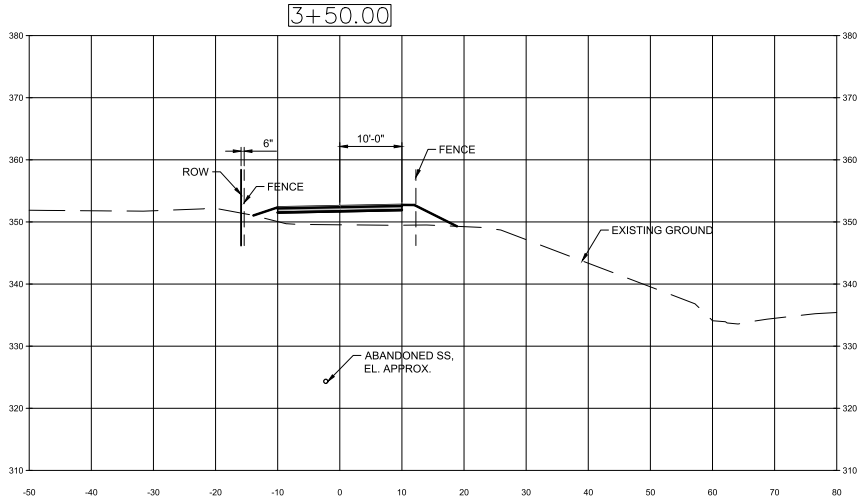

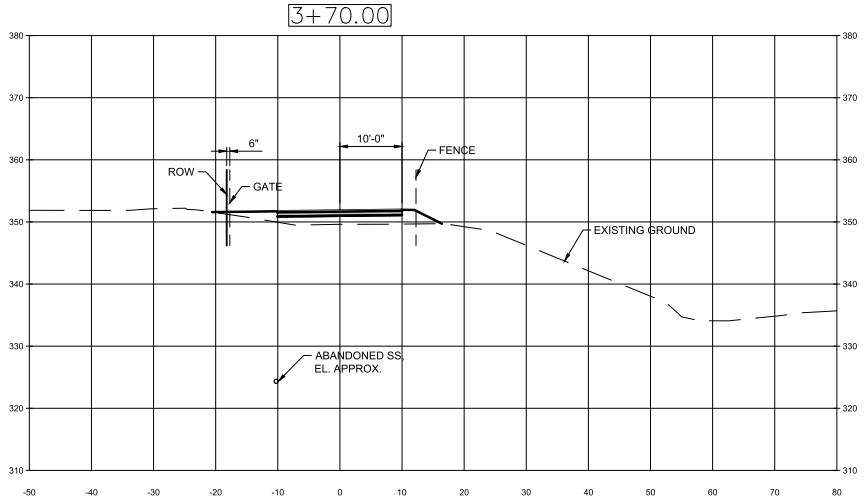

CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	09/18/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 09/18/2018
REVIEWED BY: A. MENCKE
DATE: 09/18/2018

SCALE: AS NOTED
FILENAME: E360-B25-CAX305
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 09/18/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: B25-CAX305
FACILITY ID: B25
SHEET No.: 60
REV: A

03/30/21 | 4:11 PM | NTURNER
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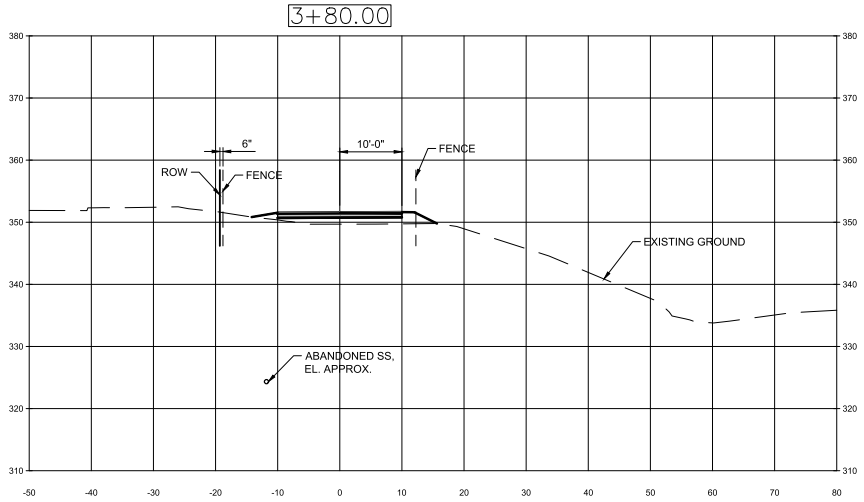

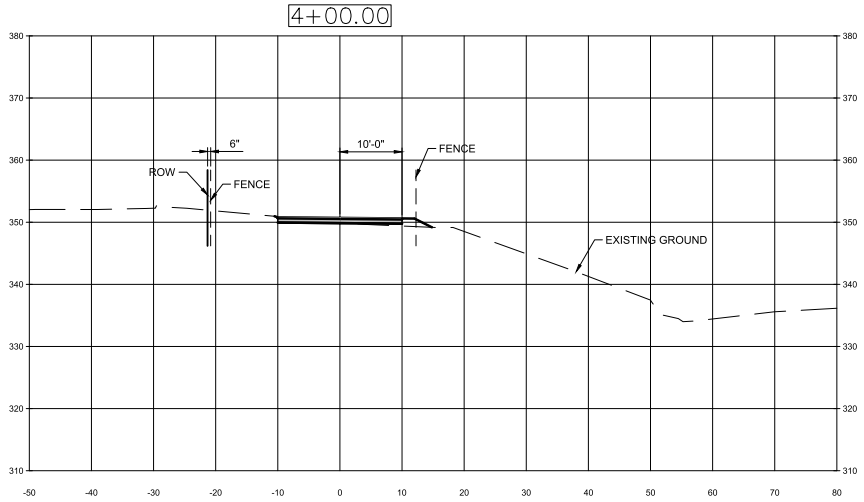

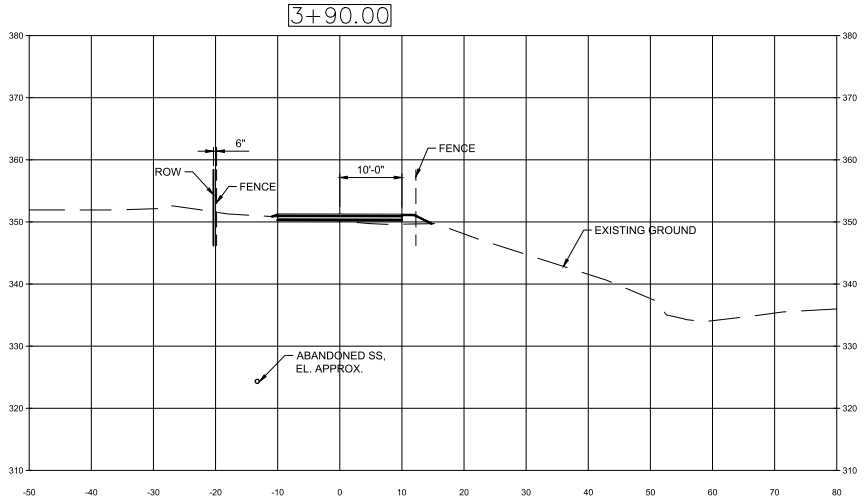

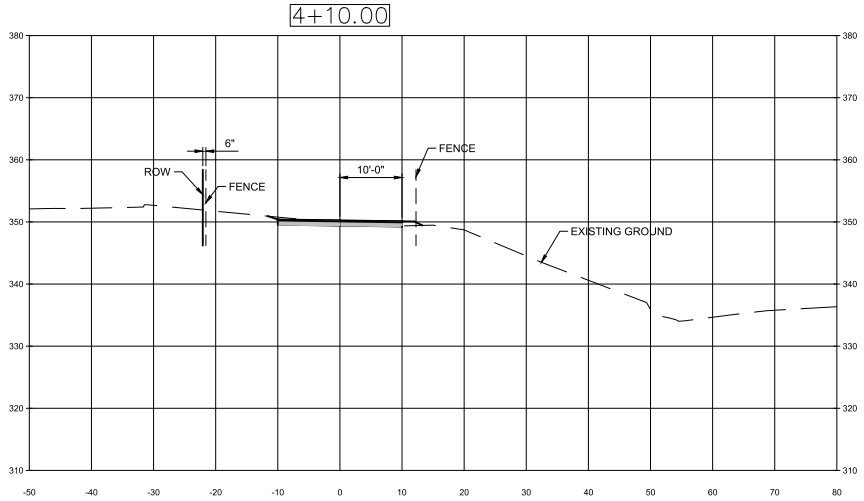

CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

DATE: 06/14/2018

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-CAX306
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: B25-CAX306
FACILITY ID: B25
SHEET No.: 61
REV: A

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xE360-B25-CAP300.dwg
GB-Seal-EBW34860.dwg

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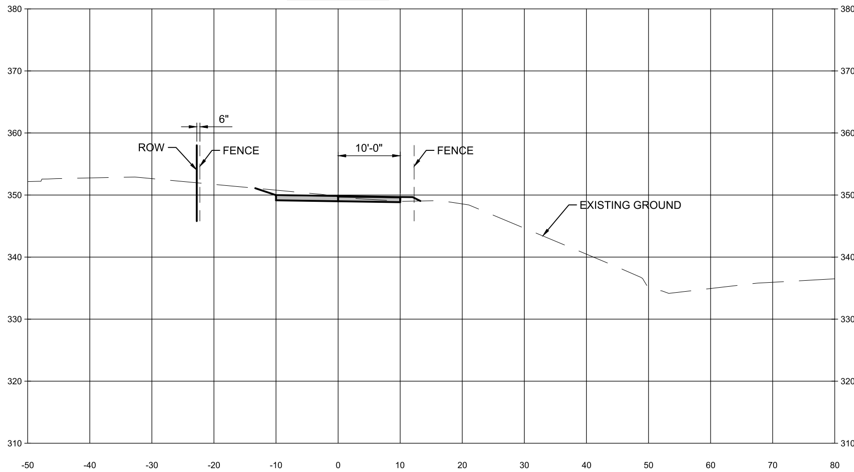

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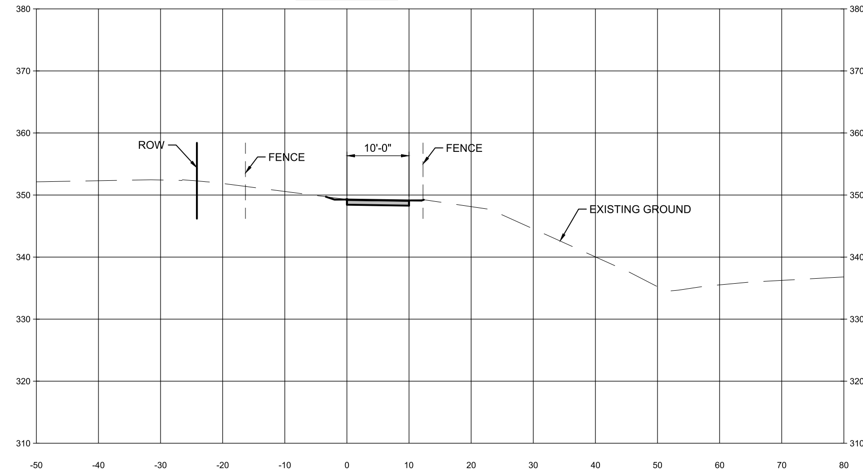

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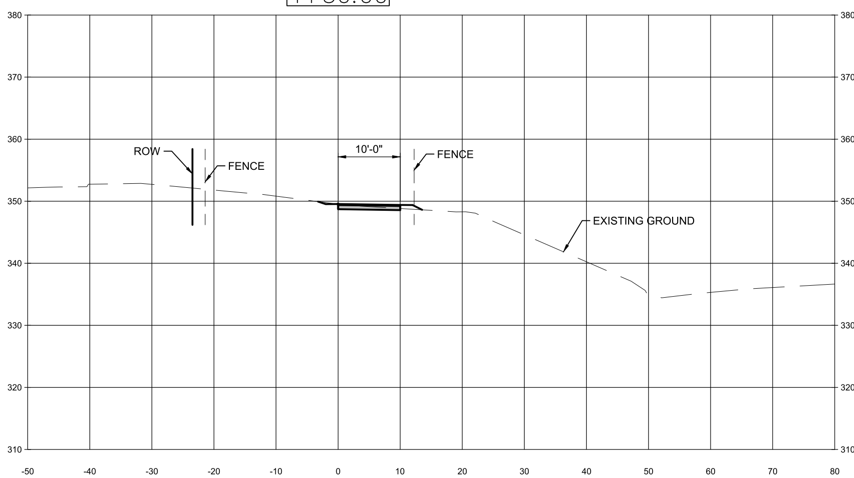

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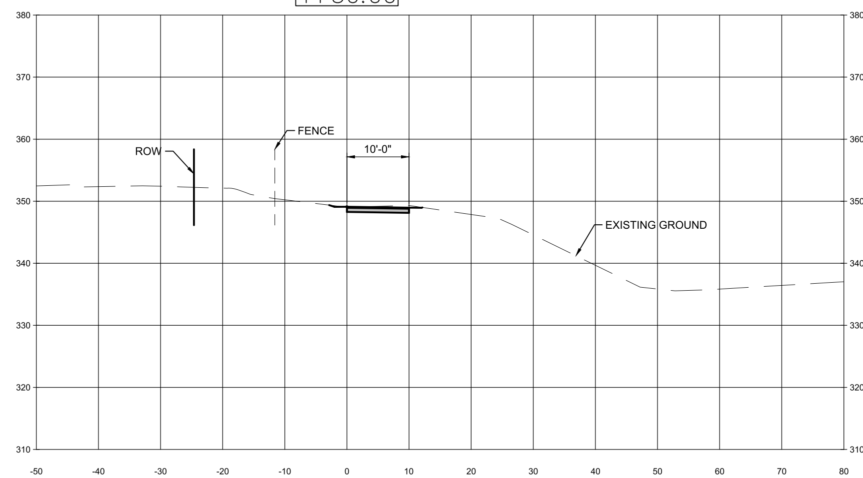

CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
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APPROVED BY: E. WINTERS

T·Y·LIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 06/14/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-CAX307
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: **B25-CAX307**
FACILITY ID: B25
SHEET No.: 62
REV: A

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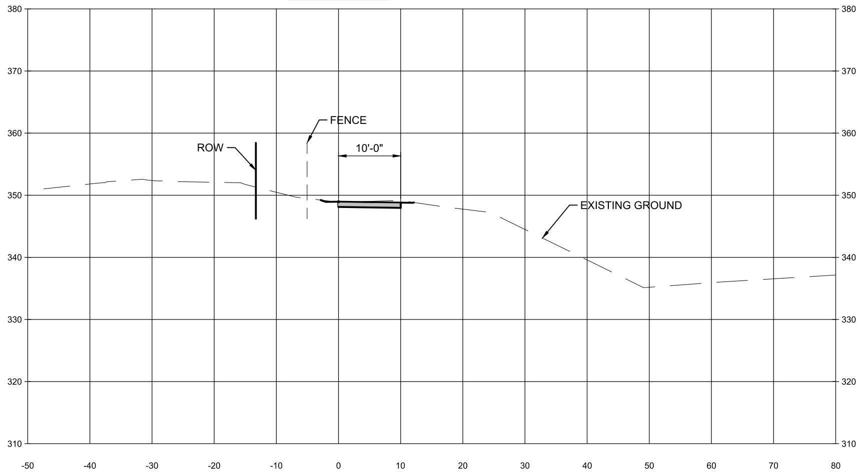

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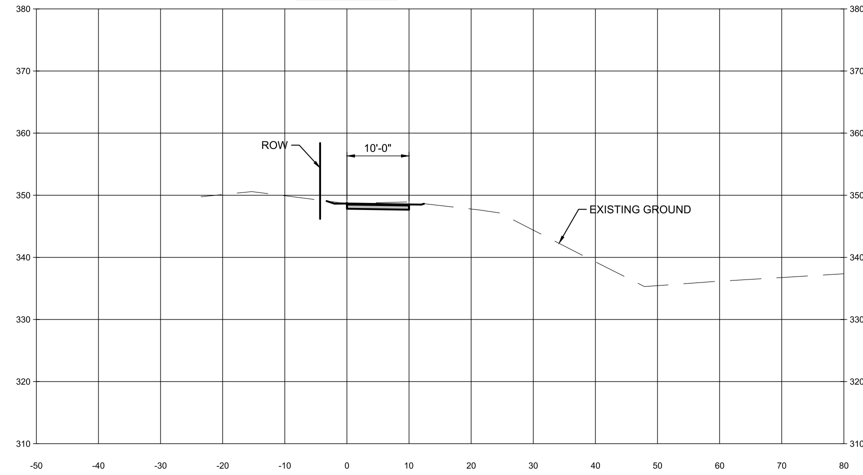

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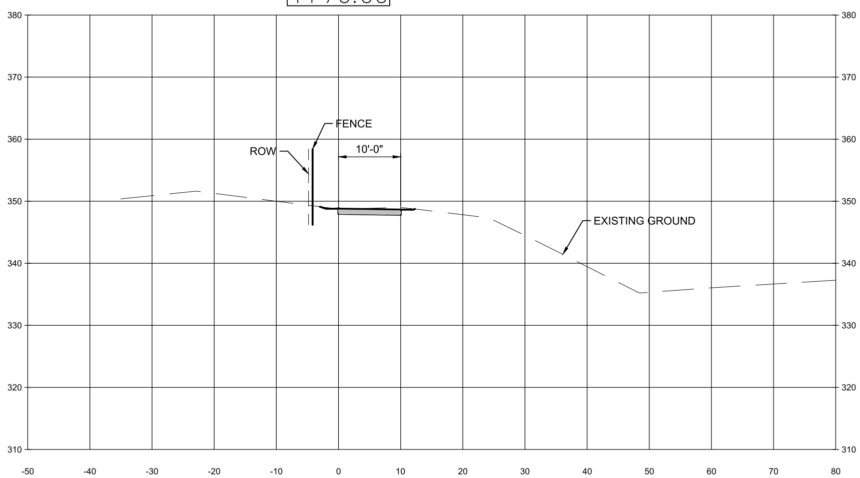


CROSS SECTIONS - 520 BIKE TRAIL

SCALE: 1" = 10'-0"

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

ERIC WINTERS, STATE OF WASHINGTON, 34860, REGISTERED PROFESSIONAL ENGINEER

T·Y·LIN INTERNATIONAL
engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 06/14/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

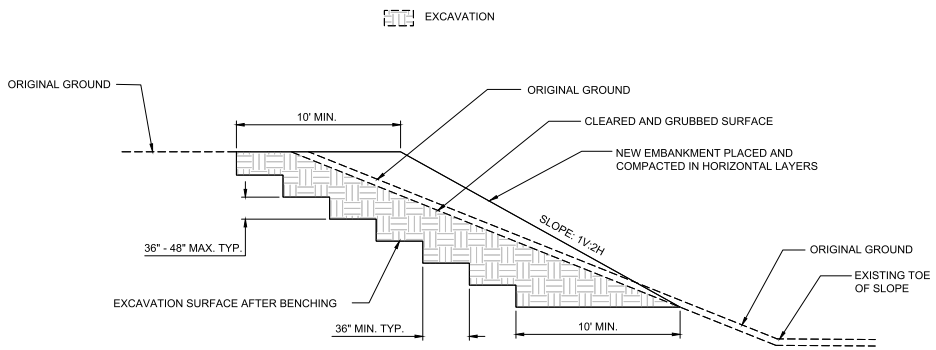
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-CAX308
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

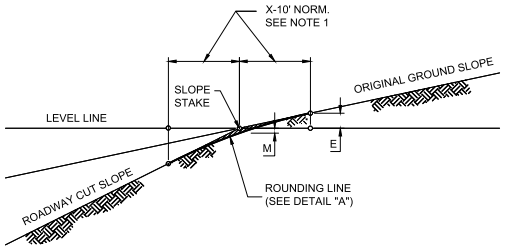
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
520 BIKE TRAIL CROSS SECTIONS

DRAWING No.: B25-CAX308
FACILITY ID: B25
SHEET No.: 63
REV: A

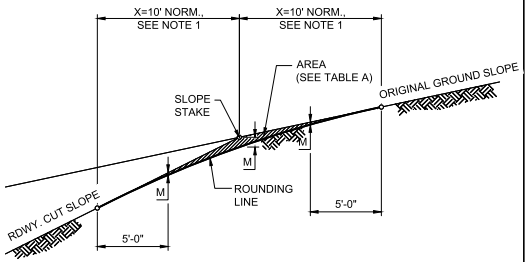


BENCHING DETAIL

SCALE: NTS



ASCENDING SECTION



SLOPE ROUNDING DETAIL

SCALE: NTS

TABLE A *

	E (FT)	CUT SLOPE 1 : 1 M (FT)	1 : 1 AREA (SQFT)	1 : 1.5 M (FT)	1 : 1.5 AREA (SQFT)	1 : 2 M (FT)	1 : 2 AREA (SQFT)	1 : 3 M (FT)	1 : 3 AREA (SQFT)	1 : 4 M (FT)	1 : 4 AREA (SQFT)
ASCENDING GROUND	4	1.50	10								
	3	1.75	12								
	2	2.00	13								
	1	2.25	15	1.42	9	ROUNDING NOT REQUIRED WITHIN THESE LIMITS.					
LEVEL		2.50	17	1.67	11						
DESCENDING GROUND	1	2.75	18	1.92	13	1.50	10				
	2	3.00	20	2.17	14	1.75	12				
	3	3.25	22	2.42	16	2.00	13	1.58	11		
	4	3.50	23	2.67	18	2.25	15	1.83	12	1.63	11
	5	3.75	25	2.92	19	2.50	17	2.08	14	1.88	13
	6	4.00	27	3.17	21	2.75	18	2.33	16	2.13	14
	7	4.25	28	3.42	23	3.00	20	2.58	17	2.38	16
	8	4.50	30	3.67	24	3.25	22	2.83	19	2.63	18
	9	4.75	32	3.92	26	3.50	23	3.08	21	2.88	19
	10	5.00	33	4.17	28	3.75	25	3.33	22	3.13	21

* SEE NOTE 2

NOTES:

1. EXTEND SLOPE ROUNDING 10'-0" OR TO RIGHT OF WAY LINE, WHICHEVER IS LESS. USE THE SAME X DIMENSION ON BOTH SIDES OF SLOPE BREAK POINT.
2. TABLE A VALUES ARE ONLY FOR SLOPE ROUNDING WITH AN X DIMENSION OF 10'-0".

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. SNYDER
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-CGD310
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
BIKE TRAIL GRADING DETAILS

DRAWING No.: B25-CGD310
FACILITY ID: B25
SHEET No.: 64
REV: A

XREF LIST:
xE360-GB-TB22x34.dwg
xE360-GB-TB22x34_TYLI LOGO.dwg
GB-Seal-AS54684.dwg

1. GENERAL:

A. THESE NOTES APPLY TO THE OVERLAKE VILLAGE PEDESTRIAN BRIDGE ONLY.
B. DRAWINGS SHALL NOT BE SCALED. ANY DISCREPANCIES BETWEEN THE DRAWINGS SHALL BE REFERRED TO THE ENGINEER OF RECORD FOR CLARIFICATION PRIOR TO UNDERTAKING THE WORK.

2. DESIGN SPECIFICATIONS:

DESIGN SPECIFICATIONS ARE AS FOLLOWS UNLESS NOTED OTHERWISE.
A. AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, 2ND EDITION WITH 2015 INTERIM REVISIONS.
B. SETRA TECHNICAL GUIDE FOR FOOTBRIDGES, OCTOBER 2006.
C. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION WITH 2015 AND 2016 INTERIM REVISIONS.
D. WSDOT BRIDGE DESIGN MANUAL, JUNE 2016.
E. AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, 2ND EDITION WITH 2012, 2014 AND 2015 INTERIM REVISIONS.
F. AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMNINIRES, AND TRAFFIC SIGNALS, SIXTH EDITION 2013.

3. DESIGN LOADS:

THE LOADS SHOWN IN THESE GENERAL NOTES SUPPLEMENT THE INFORMATION PROVIDED IN THE SOUND TRANSIT DESIGN CRITERIA MANUAL. WHERE IN CONFLICT, THE INFORMATION SHOWN IN THESE GENERAL NOTES SHALL GOVERN.

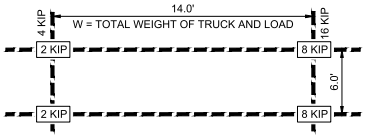
A. DEAD LOADS (DC):
SELF-WEIGHT:

CAST-IN-PLACE REINFORCED CONCRETE	p = 155 pcf
REINFORCING AND STRUCTURAL STEEL	p = 490 pcf
ARCHITECTURAL ROOF	w = 2 psf
ARCHITECTURAL CEILING	w = 2 psf
OTHER ROOF ATTACHMENTS	w = 0.3 psf
PURLINS	w = 6.7 plf
GUTTER	w = 40 plf
ARTWORK LOUVERS AND HANDRAILING	w = 180 plf
PEDESTRIAN THROW BARRIER	w = 0.22 plf

B. LIVE LOADS (LL):

PEDESTRIAN LIVE LOAD	w = 90 psf
ROOF LIVE LOAD	w = 20 psf

C. MAINTENANCE VEHICLE: 20 KIP DISTRIBUTED AS SHOWN BELOW



MAINTENANCE VEHICLE LIVE LOAD - H10 VEHICLE

D. SNOW LOAD (S):
PER ASCE-7-10 IN ACCORDANCE WITH IBC SECTION 1608, WITH THE FOLLOWING FACTORS:
MINIMUM DESIGN LOAD: 25 PSF WITHOUT DRIFT
Pg = 20 PSF, Ce = 0.9, Ct = 1.2, Is =1.10, Pf =17 PSF
LOAD COMBINATION FOR ROOF SUPPORT SYSTEM (LOCAL ELEMENTS)
1.2 DC + 1.6 S +(f1 L OR 0.5 W)
LOAD COMBINATION FOR PRIMARY ELEMENTS (TRUSS)
1.25 DC + 1.50 LL + 0.5 S

E. WIND LOAD (W):
DESIGN WIND SPEED V = 85 mph

LOADS, LOAD FACTORS, AND LOAD COMBINATIONS FOR BRIDGE ELEMENTS PER AASHTO SIGNS SPECIFICATIONS, ARTICLE 3.8 AND 3.9.

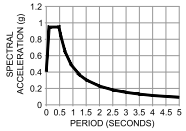
LOADS, LOAD FACTOR AND LOAD COMBINATIONS FOR ROOF AND OTHER ATTACHMENTS PER ASCE 7-10, CHAPTER 2 & 30.

4. SEISMIC DESIGN:

SEISMIC DESIGN IS BY MULTI MODE ANALYSIS IN ACCORDANCE WITH AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, 2ND EDITION WITH 2012, 2014 AND 2015 INTERIM REVISIONS. SITE-SPECIFIC RESPONSE SPECTRA ARE USED IN DESIGN. DESIGN CONSIDERS THE CONTROLLING EFFECTS OF THE 1000-YEAR (NO-COLLAPSE) EARTHQUAKE RETURN PERIODS ONLY.

THE PROJECT SPECIFIC ACCELERATION COEFFICIENTS FOR THE SITE (CLASS C) AREA ARE AS FOLLOWS:

F_{PGA}	1.00
F_a	1.03
F_V	1.50
A_S (PGA)	0.41
S_{DS}	0.95
S_{D1}	0.46
T_S (sec)	0.48
T_0 (sec)	0.10



5. DIMENSIONS:

A. ALL PLAN DIMENSIONS ARE MEASURED IN A TRUE HORIZONTAL PLANE.
B. ALL VERTICAL DIMENSIONS ARE MEASURED IN A TRUE VERTICAL PLANE.
C. ALL DIMENSIONS, LOCATIONS, AND ELEVATIONS OF EXISTING STRUCTURES SHOWN ON THE DRAWINGS ARE FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD.

6. MATERIAL PROPERTIES:

A. CONCRETE AND GROUT

CONCRETE MIX DESIGNATION	USE	MINIMUM REQUIRED COMPRESSIVE STRENGTH f'c (PSI)
CAST-IN-PLACE CONCRETE		
4.A.1	CONCRETE NOT NOTED OTHERWISE	4,000
4.A.4	PEDESTRIAN BRIDGE COLUMNS AND CAPS	4,000
4.A.5	SHALLOW FOUNDATIONS AND SLABS ON GRADE	4,000
5.A.1	PEDESTRIAN BRIDGE DECK	5,000
MANUFACTURER	GROUT	5,000

7. STRUCTURAL CONCRETE:

A. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 3/4" UNLESS NOTED OTHERWISE ON THE DRAWINGS.
B. CONCRETE CLEAR COVER REQUIREMENTS ARE SPECIFIED BELOW UNLESS NOTED OTHERWISE ON THE DRAWINGS.

LOCATION	SPECIFIED COVER
CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH	3.0"
CAST-IN-PLACE CONCRETE EXPOSED TO EARTH OR WEATHER	
PRIMARY REINFORCEMENT	2.0"
STIRRUPS, TIES, OR SPIRALS	1.5"
CAST-IN-PLACE SLABS AND BEAMS	
TOP & BOTTOM REINFORCEMENT	1.5"
SLAB BOTTOM REINFORCEMENT (NOT EXPOSED)	1.5"

CoR BUILDING PERMIT INFORMATION:

A. LOCATION - SEE VICINITY MAP DRAWING B25-GKZ030.
B. CONSTRUCTION TYPE I AND II, REINFORCED CONCRETE AND STEEL.
C. STRUCTURE:
TOTAL HEIGHT - 42FT
SINGLE STORY - ELEVATED
3360 SQUARE FEET ENCLOSED
D. OCCUPANCY LOAD - N/A, TRANSITORY OCCUPANCY ONLY
OCCUPANCY CLASSIFICATION UTILITY AND MISCELLANEOUS GROUP U, NO NEIGHBORING SPACES.

8. STRUCTURAL STEEL:

A. ALL STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING ASTM DESIGNATIONS UNLESS NOTED OTHERWISE ON THE DRAWINGS:

W SHAPES	ASTM A709, GRADE 50
PLATES, BARS, CHANNELS, AND ANGLES	ASTM A709, GRADE 50
SQUARE AND RECTANGULAR HSS	ASTM A501 GRADE B, OR A1085
ROUND HSS	ASTM A500 GRADE C
STAINLESS STEEL ROD	ASTM A276 ALLOY T304

B. ALL FASTENERS SHALL BE 7/8" DIAMETER HIGH STRENGTH BOLTS, ASTM A325 SLIP CRITICAL AND SHALL BE PRETENSIONED TO 39 KIPS UNLESS NOTED OTHERWISE. BOLTS SHALL BE INSTALLED WITH THE HEAD END EXPOSED AND WITH THREADS EXCLUDED FROM THE SHEAR PLANE (WHEN FEASIBLE).
C. ALL WELDING SHALL BE IN ACCORDANCE WITH THE WSDOT STANDARD SPECIFICATIONS, AMENDMENTS THERETO, THE PROJECT SPECIFICATIONS, THE AASHTO/AWS D1.5 BRIDGE WELDING CODE, AND AS SPECIFIED HEREIN. ASTM A500 AND A501 STRUCTURAL STEEL MATERIALS ARE HEREIN APPROVED AS BASE METALS FOR WELDING ACCORDING TO AASHTO/AWS D1.5. WELDERS ARE TO BE CERTIFIED BY WABO IN ADDITION TO THE REQUIREMENTS OF AASHTO/AWS D1.5.
D. ALL WELDING OF AND TO MEMBERS DESIGNATED ON THE PLANS AS FRACTURE CRITICAL MEMBERS (FCM) SHALL BE IN ACCORDANCE WITH SECTION 12 OF AASHTO/AWS D1.5 BRIDGE WELDING CODE. ALL REQUIREMENTS OF SECTION 12 SPECIFIC TO ASTM A709 MATERIAL ARE APPLICABLE TO MEMBERS FABRICATED FROM ASTM A500 AND A501 STEEL. WELDING DETAILS FOR HSS MEMBERS SHALL ALSO CONFORM TO THE REQUIREMENTS OF AASHTO/AWS D1.1 STRUCTURAL WELDING CODE FOR CYCLICALLY LOADED MEMBERS.
E. 100% OF SHOP OR FIELD GROOVE WELDS FOR MATERIAL GREATER THAN OR EQUAL TO 5/16" SHALL BE ULTRASONICALLY AND RADIOGRAPHICALLY TESTED (UT AND RT). 30% OF SHOP OR FIELD FILLET AND PARTIAL PENETRATION GROOVE WELDS SHALL BE TESTED BY MAGNETIC PARTICLE METHOD.
F. STRUCTURAL STEEL FABRICATOR SHALL BE CERTIFIED UNDER THE AISC CERTIFICATION PROGRAM FOR STEEL BRIDGE FABRICATORS, ADVANCED BRIDGES CATEGORY. THE STRUCTURAL STEEL FABRICATOR SHALL ALSO MEET THE SUPPLEMENTAL REQUIREMENTS F, FRACTURE CRITICAL, UNDER AISC QUALITY CERTIFICATION PROGRAM FOR STEEL BRIDGE FABRICATORS.

9. EXPANSION JOINTS:

PER THE DETAIL PLAN SHEETS

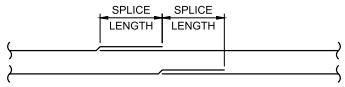
10. REINFORCING STEEL:

A. REINFORCING STEEL FOR PEDESTRIAN BRIDGE COLUMNS, VERTICAL AND SPIRAL, SHALL CONFORM TO ASTM A706 GRADE 60. ALL OTHER REINFORCEMENT SHALL CONFORM TO ASTM A615 GRADE 60 OR TO ASTM A706 GRADE 60, UNLESS OTHERWISE NOTED.
B. ALL LAP SPLICES OF REINFORCING BARS NOT DIMENSIONED ON THE DRAWINGS SHALL BE BASED ON THE LAP SPLICE TABLE BELOW.

TENSION LAP SPLICE LENGTHS - FOR GRADE 60 BARS.

BAR SIZE	UNCOATED BARS			
	f'c = 4000 psi		f'c = 5000 psi	
	TOP BARS	OTHERS	TOP BARS	OTHERS
#3	2'-0"	2'-0"	2'-0"	2'-0"
#4	2'-0"	2'-0"	2'-0"	2'-0"
#5	2'-4"	2'-0"	2'-4"	2'-0"
#6	2'-9"	2'-0"	2'-9"	2'-0"
#7	3'-6"	2'-6"	3'-3"	2'-4"
#8	4'-7"	3'-3"	4'-11"	2'-11"
#9	5'-9"	4'-2"	5'-2"	3'-9"
#10	7'-4"	5'-3"	6'-7"	4'-8"
#11	9'-0"	6'-5"	8'-1"	5'-9"

NOTES:
1. TOP BARS ARE HORIZONTAL BARS PLACED SUCH THAT MORE THAN 12" OF CONCRETE IS CAST BELOW THE REINFORCEMENT.
2. MODIFICATION FACTOR FOR 3-BAR BUNDLE = 1.2.
3. STAGGER SPLICES TO PROVIDE NOT MORE THAN 50% OF REINFORCEMENT SPLICED AT ANY SECTION.



STAGGERED SPLICE EXAMPLE
SCALE: NTS

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FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	TS	AS	AS	FINAL AS-BUILT
0	06/14/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

T.Y. LIN INTERNATIONAL engineers | planners | scientists
SUBMITTED BY: G. OWEN
DATE: 06/14/2018

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SOUND TRANSIT
SUBMITTAL DATE: 06/14/2018

LINE IS 1" AT FULL SCALE
SCALE: AS NOTED
FILENAME: E360-B25-SZN010
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EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
GENERAL NOTES - SHEET 1

DRAWING No.: B25-SZN010
FACILITY ID: B25
SHEET No.: 70
REV: A

XREF LIST:
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xE360-GB-TB22x34_TYLI LOGO.dwg
GB-Seal-AS54684.dwg

11. ANCHOR RODS:

A. ANCHOR RODS SHALL CONFORM TO ASTM DESIGNATION F1554 GRADE 105 AND SHALL BE HOT DIPPED GALVANIZED TO ASTM A153.
B. WASHERS SHALL CONFORM TO ASTM DESIGNATION F436 AND BE HOT DIPPED GALVANIZED TO ASTM A153.
C. ONE NUT AND ONE WASHER SHALL BE SUPPLIED WITH EACH ANCHOR ROD UNLESS OTHERWISE NOTED ON THE DRAWING.

12. BEARINGS:

PROVIDE BRIDGE BEARINGS TO RESIST LOADING AS SHOWN ON THE BEARING DETAIL PLANS.

13. SUPPORT OF EXCAVATION:

TEMPORARY SOE BY CONTRACTOR.

14. SHALLOW FOUNDATION DESIGN

A. FACTORED BEARING RESISTANCE (STRENGTH): 9 ksf
B. FACTORED BEARING RESISTANCE (EXTREME): 20 ksf
C. FACTORED SLIDING COEFFICIENT (STRENGTH): 0.50
D. FACTORED SLIDING COEFFICIENT (EXTREME): 0.62
E. NOMINAL PASSIVE RESISTANCE: 400 pcf EQUIVALENT FLUID PRESSURE
F. FACTORED PASSIVE RESISTANCE (STRENGTH): 200 pcf EQUIVALENT FLUID PRESSURE

15. SPECIAL INSPECTIONS:

PROVIDE SPECIAL INSPECTION PER IBC 1704/1705 FOR THE FOLLOWING, BUT NOT LIMITED TO:
A. STRUCTURAL WELDING
B. HIGH STRENGTH BOLTING
C. STRUCTURAL CONCRETE AND REINFORCING STEEL
D. GRADING EXCAVATION AND FILLING
E. ARCHITECTURAL COMPONENTS
F. MECHANICAL/ELECTRICAL COMPONENTS
G. EXPANSION OR ADHESIVE ANCHORS

16. COATINGS AND FINISHES

A. BRIDGE STRUCTURAL MEMBERS AND ATTACHMENTS TO BE FINISHED FOLLOWING SPECIFICATION 05 05 13 SHOP APPLIED COATINGS FOR METAL AND 09 96 00 HIGH-PERFORMANCE COATINGS, UNLESS NOTED OTHERWISE IN THE PLANS.
B. BRIDGE SHALL BE PAINTED USING COLOR "ST DARK BLUE".

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FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	TS	AS	AS	FINAL AS-BUILT
0	06/14/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SZN011
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
GENERAL NOTES - SHEET 2

DRAWING No.: **B25-SZN011**
FACILITY ID: B25
SHEET No.: 71
REV: A

XREF LIST:
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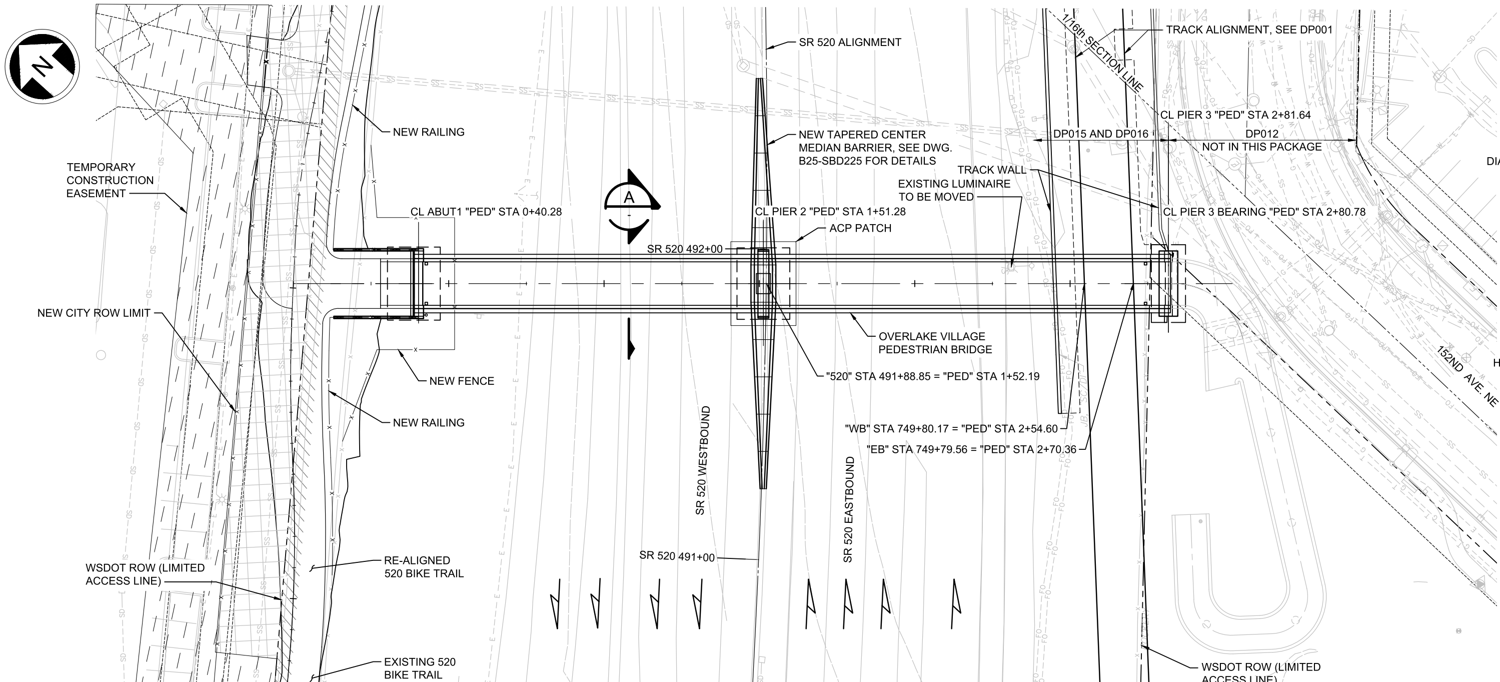
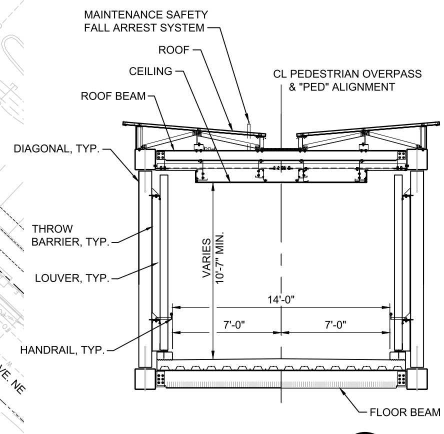
xE360-B25-SFP001.dwg
xE360-B25-SPP001.dwg
xE360-B25-SPE000.dwg
xE360-B25-SPX001.dwg
xEL-1737cn.dwg
xEL-1737rx.dwg
xEL-1737sf.dwg
xEL-1737ut.dwg
xE360-B25-SBE001.dwg
xE360-B25-SBE002.dwg
xE360-B25-SBE003.dwg
xE360-B25-SPE001.dwg
xE360-B25-SFP002.dwg
xE360-B25-SFP003.dwg
xE360-B25-SBP001.dwg
xE360-B25-SBP002.dwg
xE360-B25-SBP003.dwg
xE360-L88-KAP100.dwg
xE360-B25-SPD002.dwg
xE360-L88-SWP100.dwg
xE360-B25-CAP301.dwg
xE360-B25-SBE011.dwg
xE360-GB-TB22x34_TYLI LOGO.dwg
xE360-E25-SFP115.dwg
xE360-B25-AWX001.dwg
xE360-B25-AWE020.dwg
xE360-B25-ARE011.dwg
xE360-B25-ARX003.dwg
GB-Seal-AS54684.dwg



PLAN

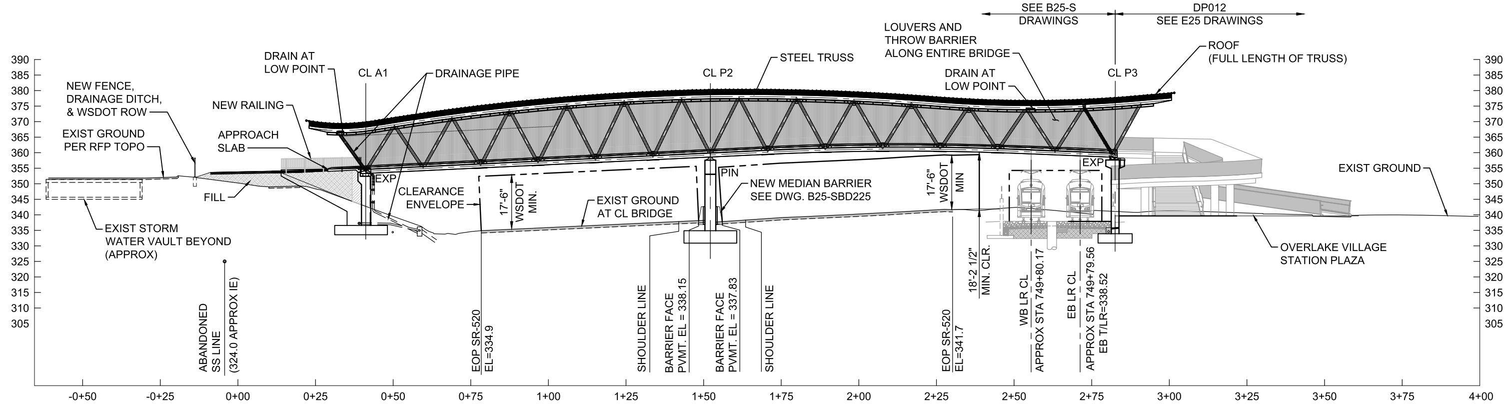
SCALE: 1" = 20'-0"



SECTION A

SCALE: 1/4" = 1'-0"

SEE DWG. B25-SPX400 FOR TYPICAL SECTION DETAILS



ELEVATION

SCALE: 1" = 20'-0"

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No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	TS	AS	AS	FINAL AS-BUILT
0	08/24/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

AMILAN SELLADURAI, STATE OF WASHINGTON, 54684, STRUCTURAL, PROFESSIONAL ENGINEER

T.Y.LIN INTERNATIONAL
engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 08/24/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

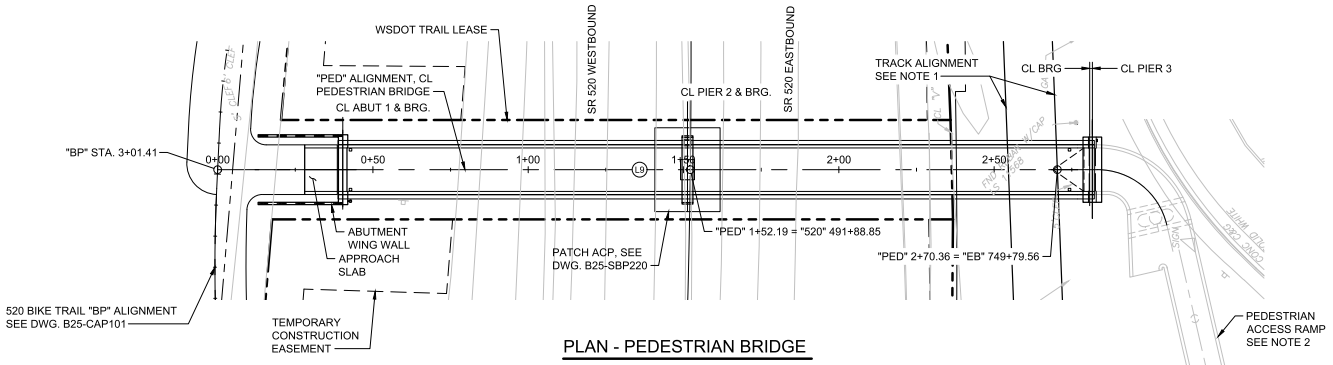
DATE: 08/24/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPP020
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 08/24/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
GENERAL PLAN & ELEVATION

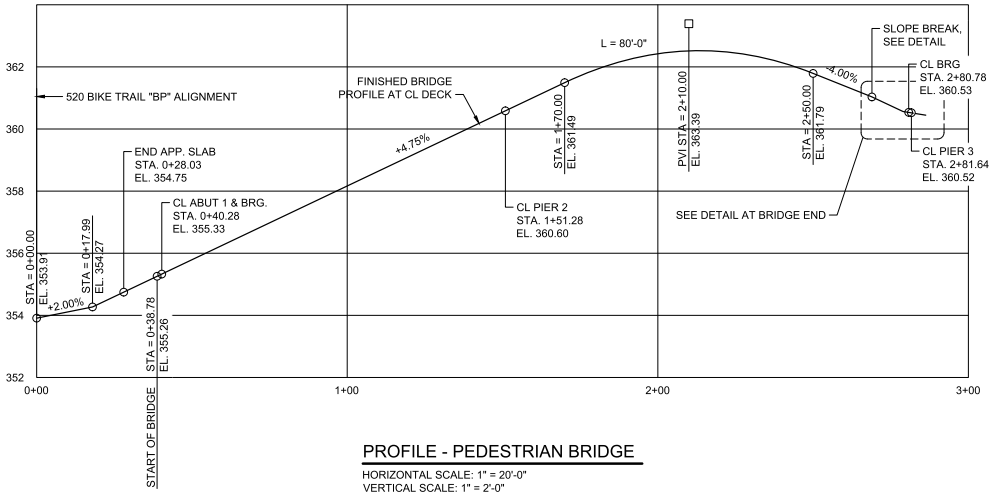
DRAWING No.: B25-SPP020
FACILITY ID: B25
SHEET No.: 72
REV: A



PLAN - PEDESTRIAN BRIDGE

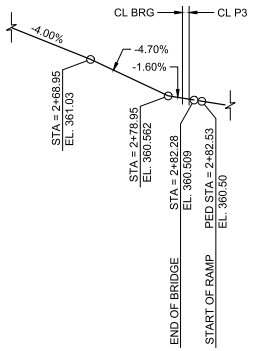
SCALE: 1" = 20'-0"

OVERPASS ALIGNMENT				
NUMBER	RADIUS	LENGTH	LINE/CHORD DIRECTION	START STATION
L9		282.28	S42° 13' 36.08" E	0+00.00



PROFILE - PEDESTRIAN BRIDGE

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 2'-0"



PROFILE DETAIL AT BRIDGE END

SLOPE AT CL BRIDGE INCREASED TO REMOVE DECK CROWN. SEE DWG. B25-SPD412 FOR DETAILS.

NOTES:

1. SEE TRACK ALIGNMENT SHEETS, DWGS. L88-KAP100 TO L88-KAP105 (DP001) FOR TRACK ARRANGEMENT.
2. DESIGN DETAILS FOR THE OVERLAKE VILLAGE PEDESTRIAN BRIDGE (OVPB) ARE CONTAINED WITHIN DRAWINGS FOR FACILITY B25. DESIGN DETAILS FOR THE PEDESTRIAN ACCESS RAMP TO GRADE ARE CONTAINED WITHIN DRAWINGS FOR FACILITY E25 (DP012). SEE DWG. E25-SFP100 FOR AN OVERALL VIEW OF FACILITY E25.
3. SEE DWG. E25-CAP305 (DP012) FOR RAMP ALIGNMENTS. RAMP PROFILES CAN BE FOUND ON DWGS. E25-CGV305 AND E25-CGV306.

XREF LIST:
xE360-GB-TB02x34.dwg
xE360-GB-TB02x34_TYLI LOGO.dwg
xE360-E25-SFP115.dwg
xE360-L88-RPP100.dwg
xE360-L88-KAP100.dwg
xE360-B25-CAP101.dwg
xE360-B25-SPP001.dwg
xE360-B25-CAV201.dwg
xE360-B25-SBP001.dwg
xE360-B25-SBP002.dwg
xE360-B25-SBP003.dwg
xEL-1737n.dwg
xEL-1737d.dwg
GB-Sssl-AS54684.dwg

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FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	AS	AS	FINAL AS-BUILT
0	06/14/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: C. HOVELL
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

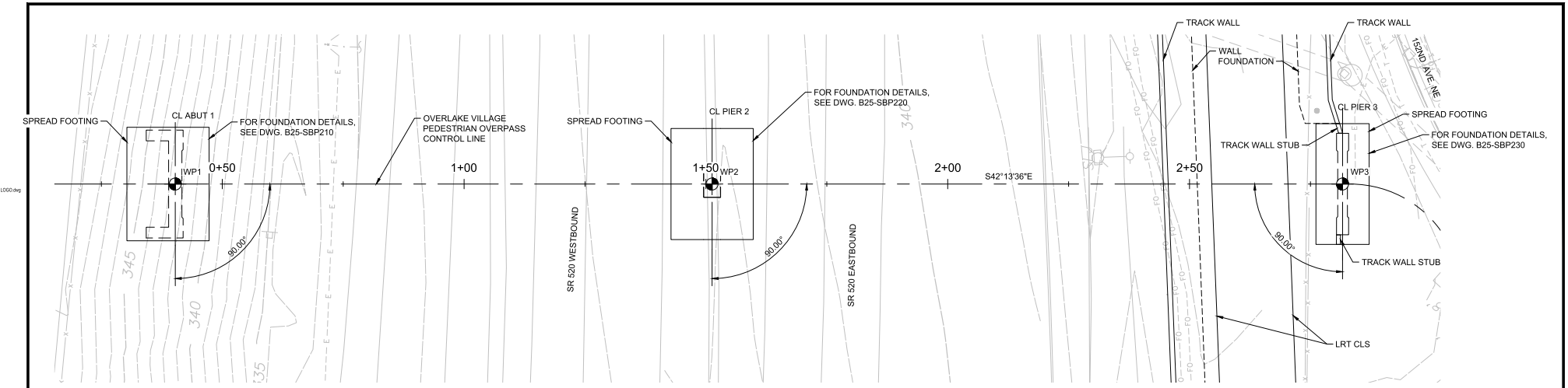
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPP025
CONTRACT No.: RTA/CN 0122-13

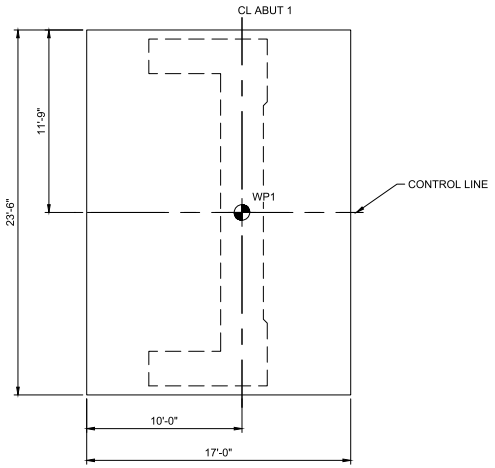
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
PEDESTRIAN BRIDGE ALIGNMENT

DRAWING No.: B25-SPP025
FACILITY ID: B25
SHEET No.: 73
REV: A



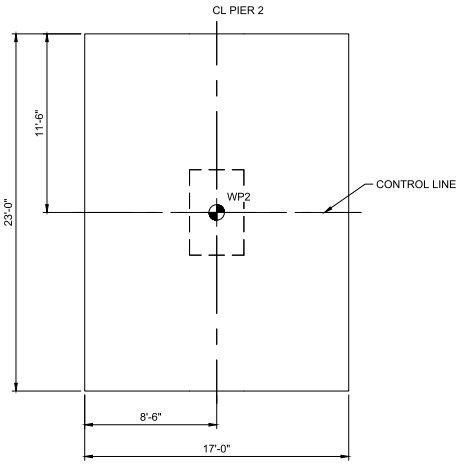
FOUNDATION PLAN

SCALE: 1" = 10'-0"



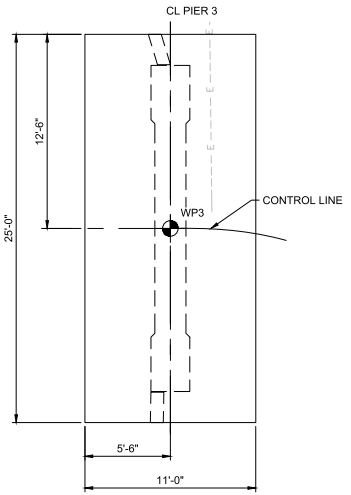
ABUT 1 FOOTING PLAN

SCALE: 1/4" = 1'-0"



PIER 2 FOOTING PLAN

SCALE: 1/4" = 1'-0"



PIER 3 FOOTING PLAN

SCALE: 1/4" = 1'-0"

WORKPOINT TABLE		
WP#	NORTHING	EASTING
WP1	563346.88	1646774.97
WP2	563264.68	1646849.57
WP3	563168.15	1646937.19

NOTES:
1. FOR TRACK WALL DETAILS, SEE DP 011.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	DR	AS	AS	FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

SOUND TRANSIT

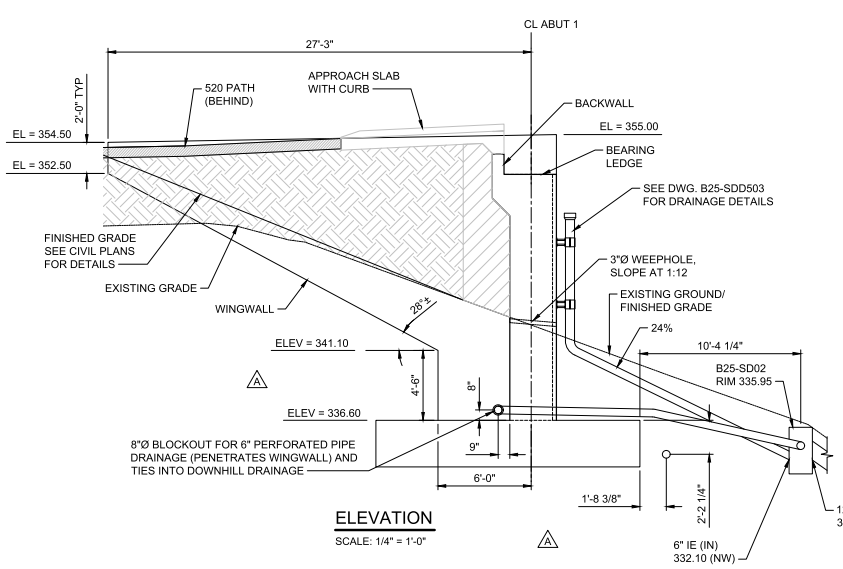
SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

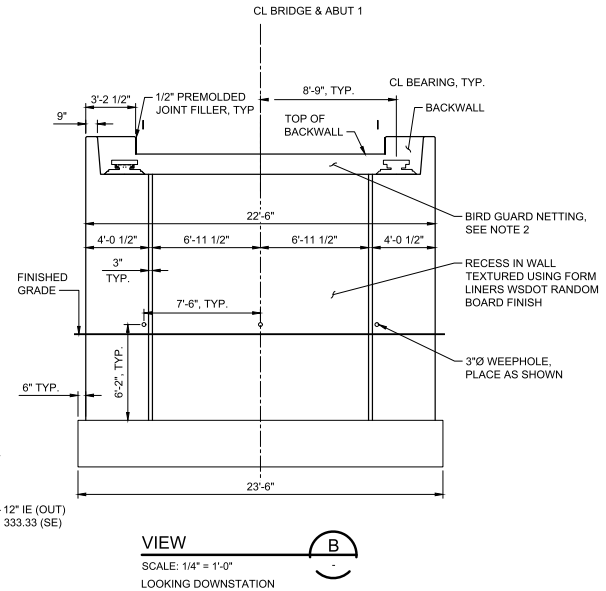
LINE IS 1" AT FULL SCALE

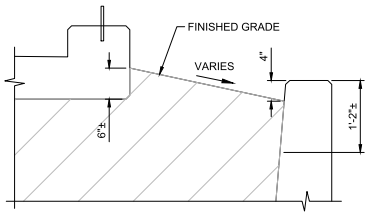
SCALE: AS NOTED
FILENAME: E360-B25-SFP101
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

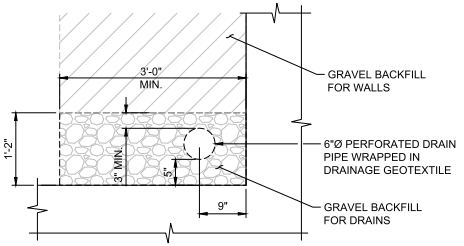
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
FOUNDATION PLAN

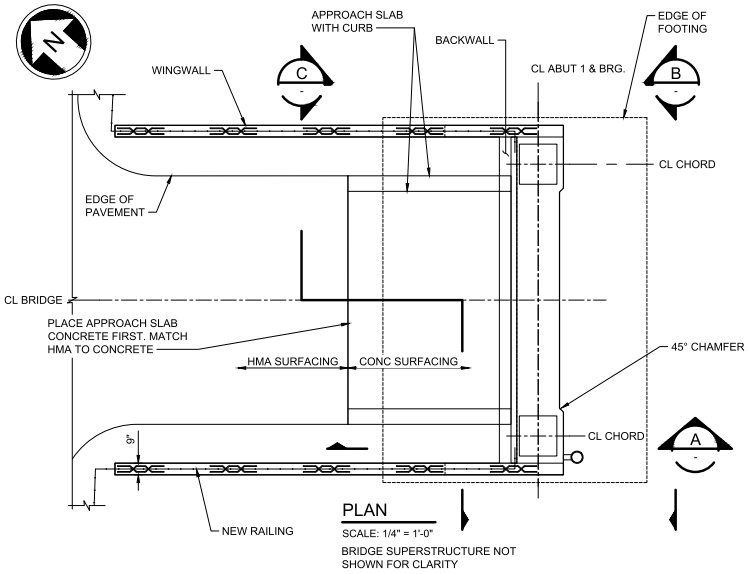
DRAWING No.: B25-SFP101
FACILITY ID: B25
SHEET No.: 74
REV: A

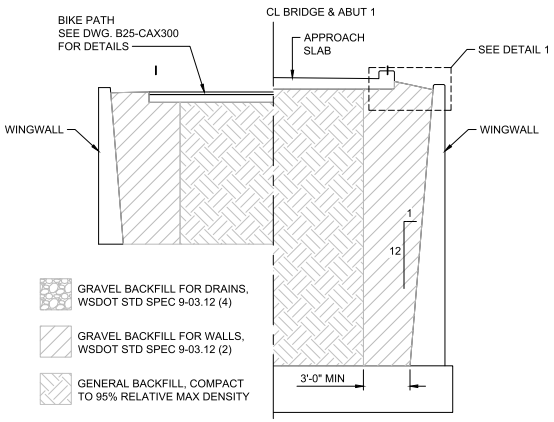


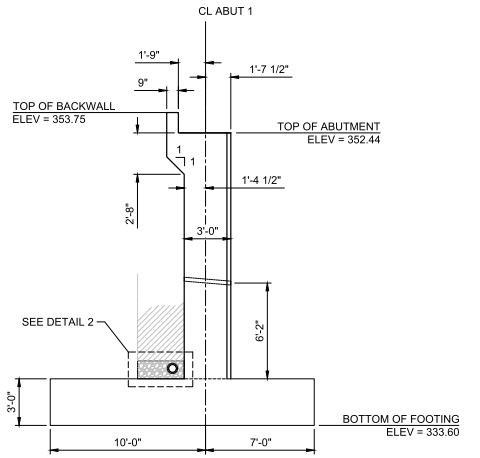












NOTES:

1. PIGMENTED SEALER SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. COLOR SHALL BE WSDOT STANDARD WASHINGTON GRAY.
2. INSTALL BIRD GUARD MESH/NETTING BELOW THE SUPERSTRUCTURE AND AROUND THE ABUTMENT TO PREVENT ROOSTING ON THE BEARING LEDGE AND AROUND THE BEARING ASSEMBLIES.

XREF LIST:
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e360-B25-SPE001.dwg
e360-B25-SFX001.dwg
e360-B25-SBX001.dwg
e360-B25-SPE000.dwg
e360-B25-SBE001.dwg
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e360-B25-SBX011.dwg
e360-B25-SBE011.dwg
e360-B25-CAP001.dwg
e360-GB-TB02x34_TYLI LOGO.dwg
e360-B25-SBX012.dwg
GB-Seal-AS5468d.dwg

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FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	DR	AS	AS	FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

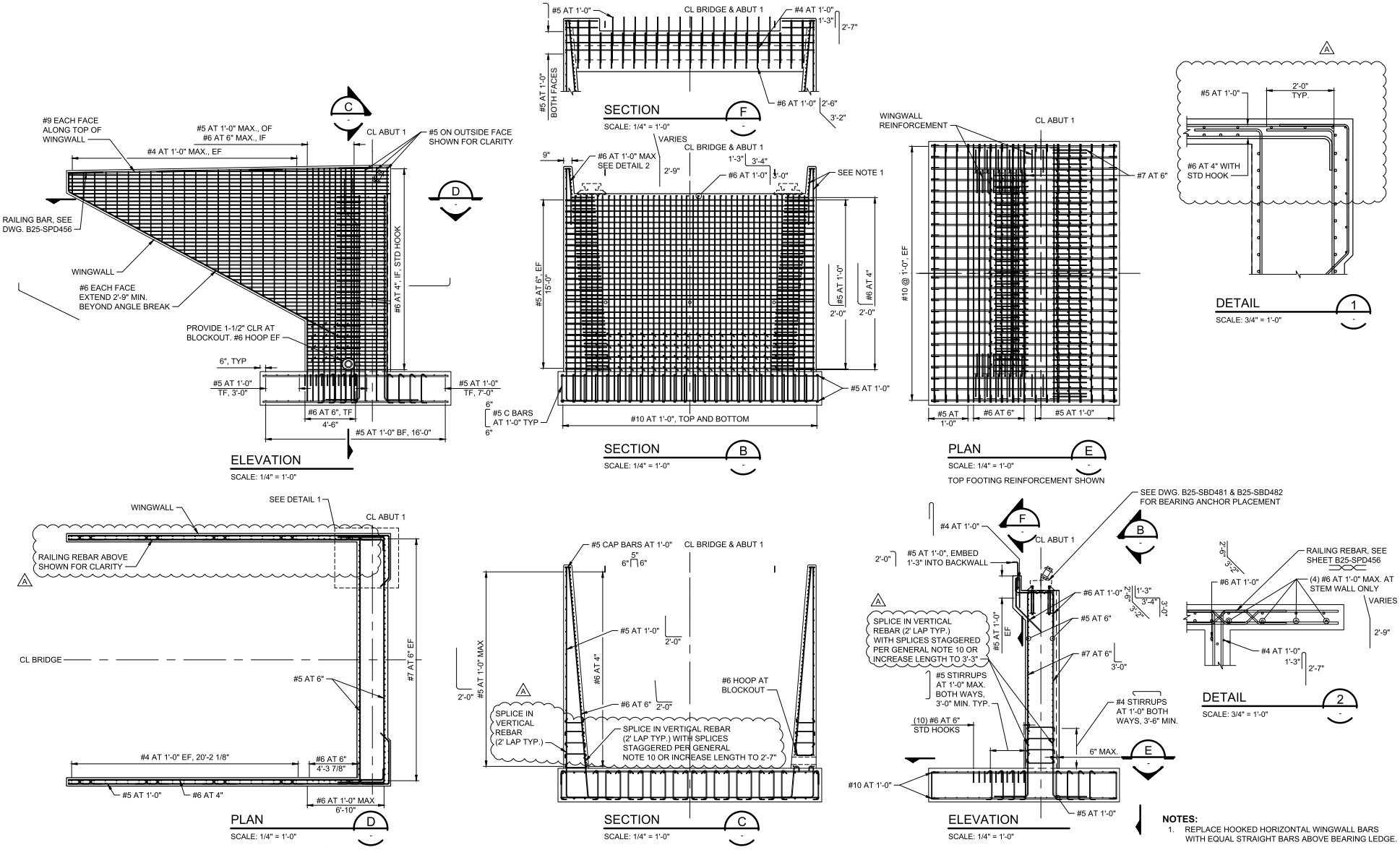
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SBP210
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
ABUTMENT 1 - LAYOUT

DRAWING No.: B25-SBP210
FACILITY ID: B25
SHEET No.: 75
REV: A



NOTES:
1. REPLACE HOOKED HORIZONTAL WINGWALL BARS WITH EQUAL STRAIGHT BARS ABOVE BEARING LEDGE.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	12/10/18	DR	AS	AS	FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SBD211
CONTRACT No.: RTA/CN 0122-13

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
ABUTMENT 1 - REINFORCEMENT DETAILS

DRAWING No.: B25-SBD211
FACILITY ID: B25
SHEET No.: 76
REV: A

XREF LIST:
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xE360-B25-SBP001.dwg
xE360-B25-SPE001.dwg
xE360-B25-SPF001.dwg
xE360-B25-SBX001.dwg
xE360-B25-SPE000.dwg
xE360-B25-SBE001.dwg
xE360-GB-TB22x34_TYLI LOGO.dwg
xE360-B25-SFP001.dwg
xE360-B25-SBX011.dwg
GB-Seal-ASS6684.dwg

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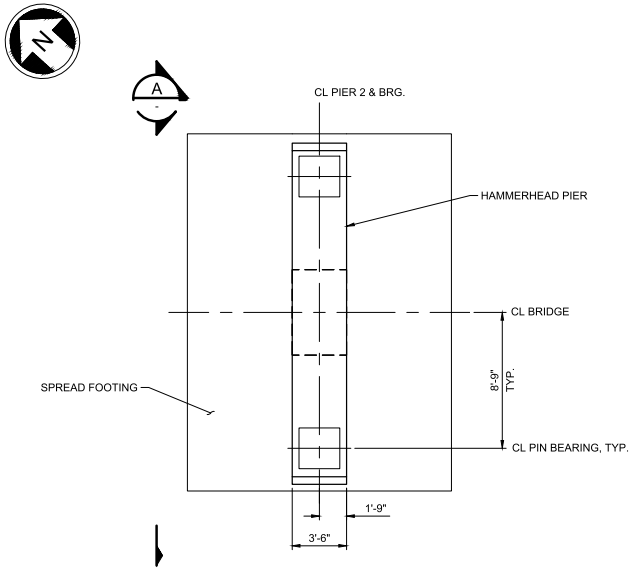
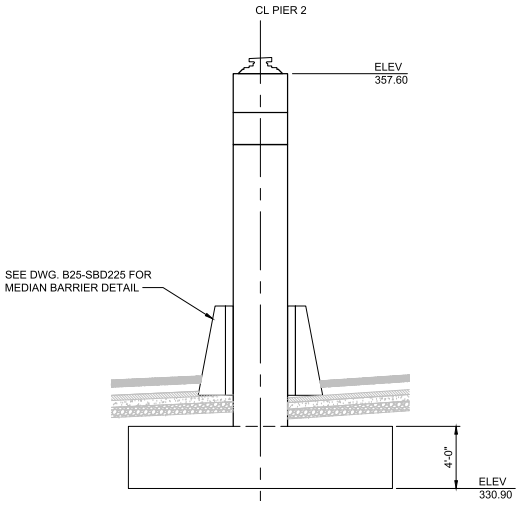
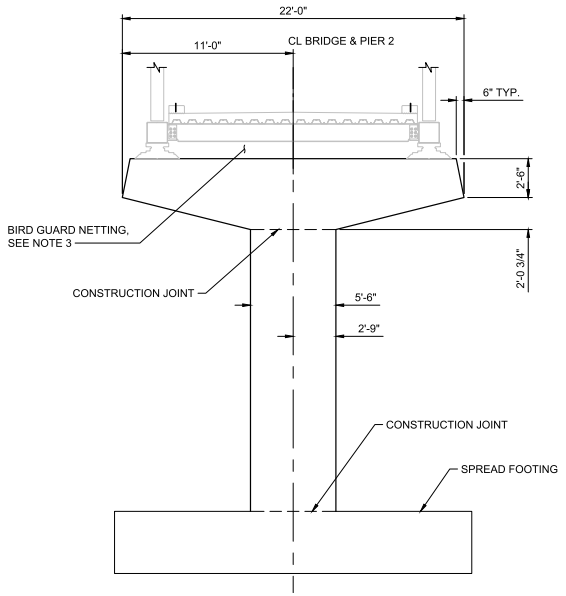


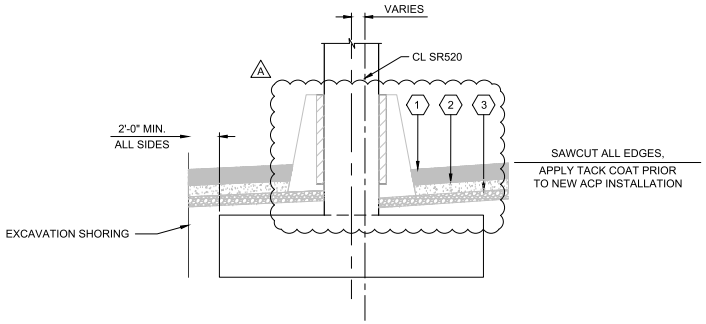
PLAN
SCALE: 1/4" = 1'-0"



ELEVATION
SCALE: 1/4" = 1'-0"



VIEW A
SCALE: 1/4" = 1'-0"



ASPHALT PATCH DETAIL - ELEVATION
SCALE: 1/4" = 1'-0"

NOTES:

1. PIGMENTED SEALER SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. COLOR SHALL BE WSDOT STANDARD WASHINGTON GRAY.
2. SR-520 PATCH DETAIL BASED ON EXISTING PLANS OF ROADWAY. IF ALTERNATE CONDITIONS ARE FOUND UPON EXCAVATION, CONSULT WITH ENGINEER OF RECORD PRIOR TO REPAIR.
3. INSTALL BIRD GUARD MESH/NETTING BELOW THE SUPERSTRUCTURE AND AROUND THE PIER TO PREVENT ROOSTING ON THE BEARING LEDGE AND AROUND THE BEARING ASSEMBLIES.

1. 0.5' ASPHALT CONC: 0.25' WEARING COURSE, 0.25' LEVELING COURSE
2. 0.3' ASPHALT (A)
3. 0.3' CRUSHED SURFACING BASE COURSE

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	DR	AS	AS	FDC 000290 - FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

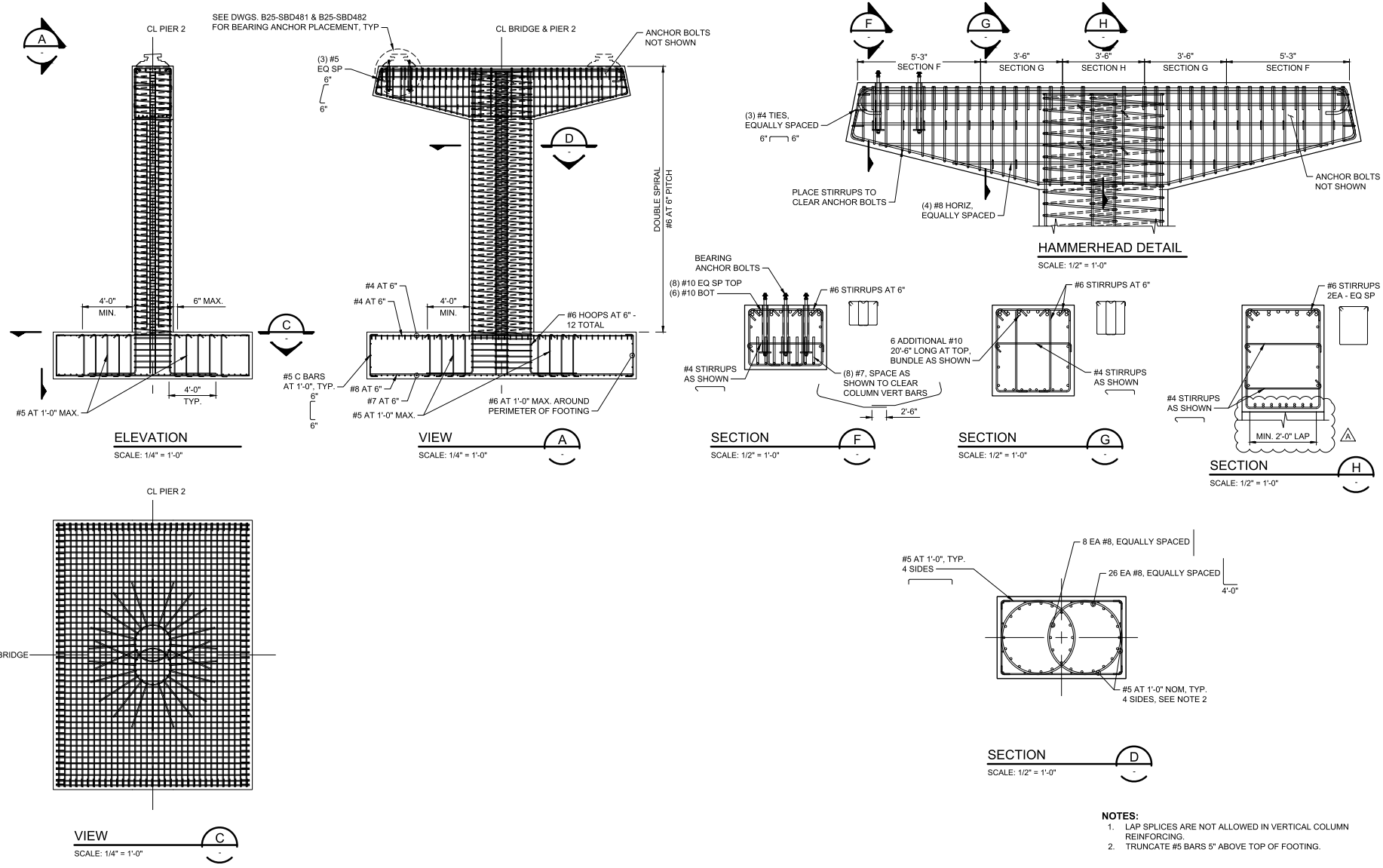
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SBP220
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
PIER 2 - LAYOUT

DRAWING No.: B25-SBP220
FACILITY ID: B25
SHEET No.: 77
REV: A



NOTES:
1. LAP SPLICES ARE NOT ALLOWED IN VERTICAL COLUMN REINFORCING.
2. TRUNCATE #5 BARS 5" ABOVE TOP OF FOOTING.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	12/07/18	DR	AS	AS	FDC 000130 - FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

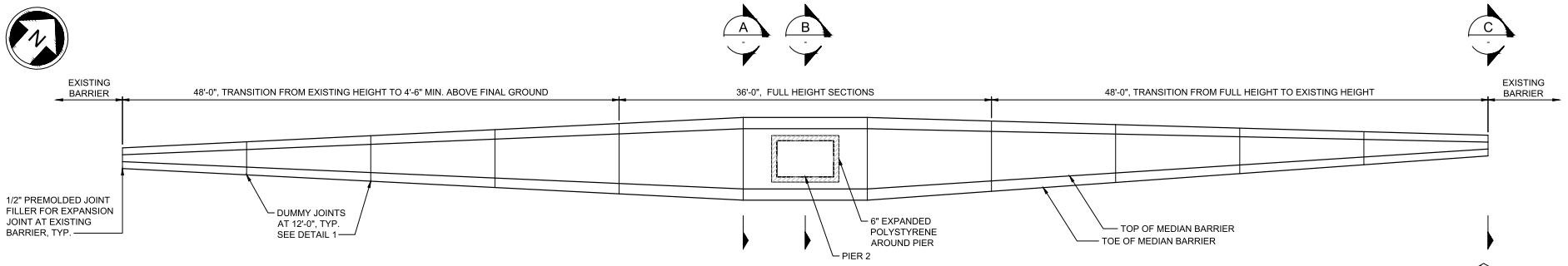
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SBP221
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

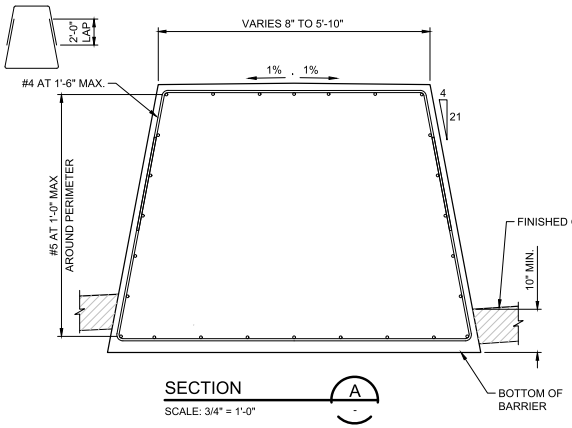
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
PIER 2 - REINFORCEMENT DETAILS

DRAWING No.: B25-SBP221
FACILITY ID: B25
SHEET No.: 78
REV: A



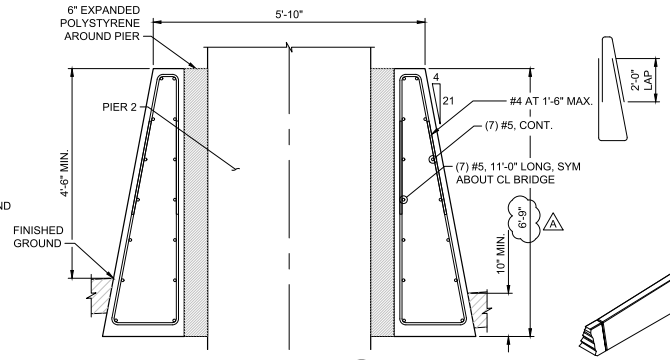
PLAN

SCALE: 1/5" = 1'-0"



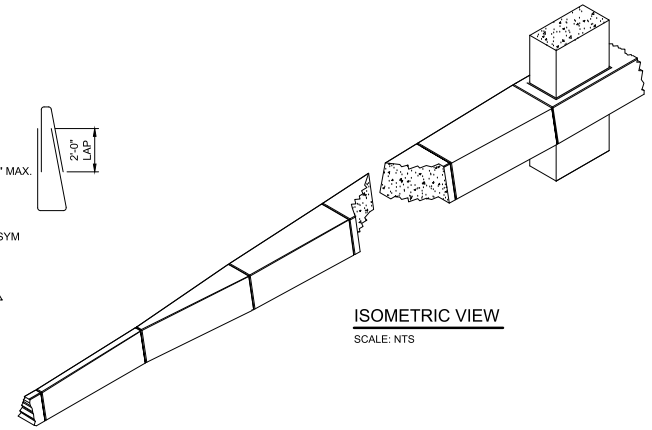
SECTION A

SCALE: 3/4" = 1'-0"



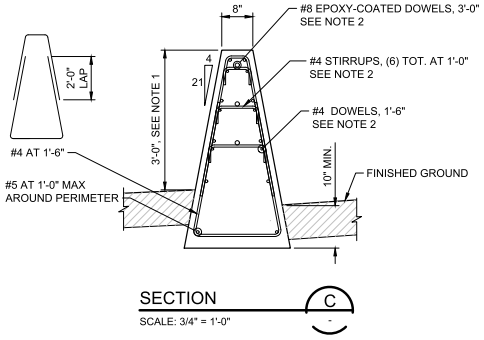
SECTION B

SCALE: 3/4" = 1'-0"



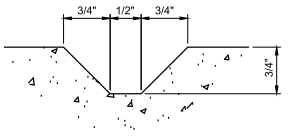
ISOMETRIC VIEW

SCALE: NTS



SECTION C

SCALE: 3/4" = 1'-0"



DETAIL 1

SCALE: NTS

SHOWING DUMMY JOINT SECTION

NOTES:

1. CONTRACTOR SHALL FIELD VERIFY HEIGHT OF EXISTING BARRIER. VERTICAL TRANSITION SHALL MATCH EXISTING BARRIER HEIGHT AT LIMITS OF REMOVAL.
2. SEE WSDOT STD PLAN C-80.10-01 FOR EXPANSION JOINT DETAIL. #8 DOWEL SHALL BE POST-INSTALLED IN EXISTING BARRIER AND EPOXIED IN PLACE.
3. ALL MEASUREMENTS IN PLAN VIEW ARE PERPENDICULAR TO CL BRIDGE.

XREF LIST:
xE360-GB-TB02x34.dwg
xE360-GB-TB02x34_TYLI LOGO.dwg
xE360-B25-SBE002.dwg
xE360-B25-SBP002.dwg
xE360-B25-SPO020.dwg
xE360-B25-SFP002.dwg
GB-Seal-ABS4684.dwg

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FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	DR	AS	AS	NDC 000263 - FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

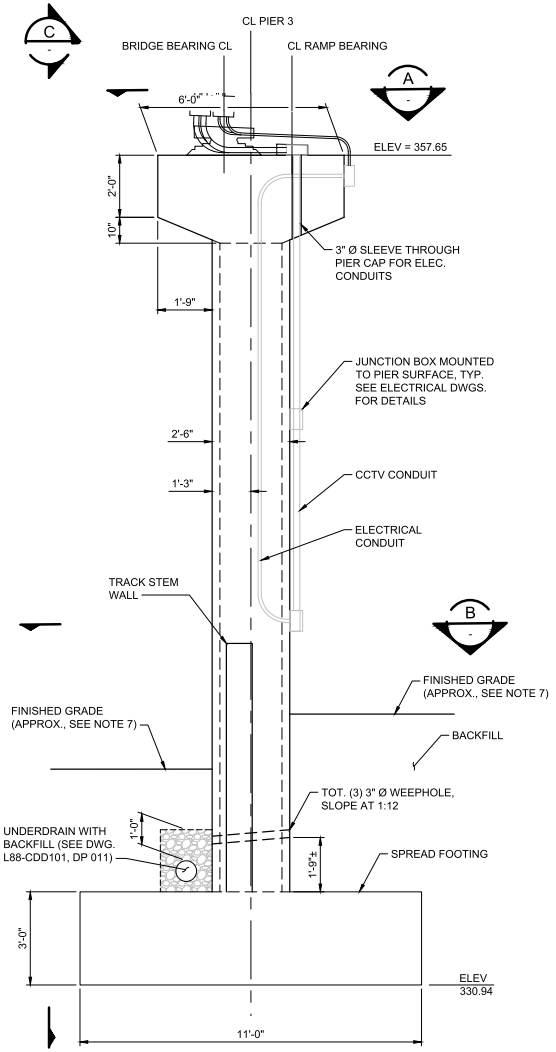
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SBD225
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

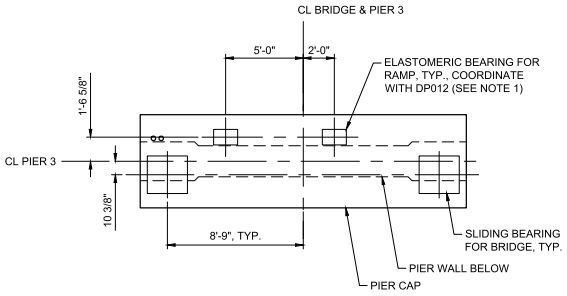
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
MEDIAN BARRIER DETAILS

DRAWING No.: B25-SBD225
FACILITY ID: B25
SHEET No.: 79
REV: A



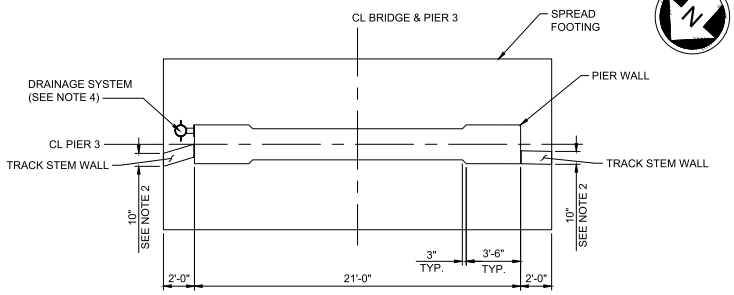
PIER 3 ELEVATION

SCALE: 1/2" = 1'-0"



SECTION A

SCALE: 1/4" = 1'-0"

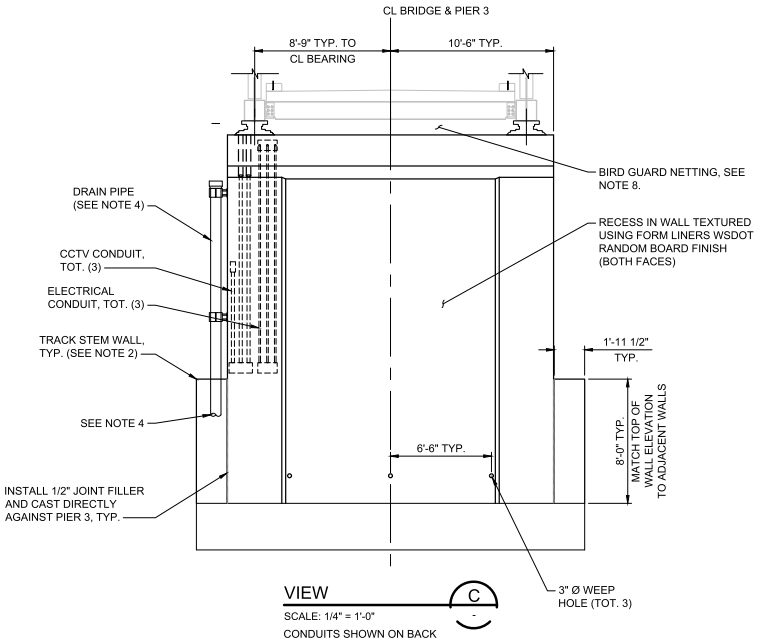


SECTION B

SCALE: 1/4" = 1'-0"

NOTES:

1. BUILDER TO OBTAIN WRITTEN AGREEMENT OF FINAL COORDINATION WITH PEDESTRIAN BRIDGE RAMP BEARING LOCATIONS AND P3 CAP DETAILS FROM DP0012 ENGINEER PRIOR TO FABRICATION OF REINFORCING AND CONSTRUCTION OF PIER CAP.
2. DIMENSIONS AND ORIENTATION OF TRACK STEM WALLS SET TO MATCH ADJACENT TRACK WALL. SEE SHEET L88-SWP120, DP011.
3. DECORATIVE FENCE DETAILS FOR TRACK STEM WALL CAN BE FOUND ON DWG. E25-SGD351.
4. FOR DRAINAGE DETAILS AT PIER 3, SEE DWG. B25-SDD503. FOR DRAINAGE DETAILS AT GROUND, SEE DWG. B25-CDP102.
5. PIGMENTED SEALER SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. COLOR SHALL BE WSDOT STANDARD WASHINGTON GRAY.
6. ELECTRICAL CONDUITS FOR BRIDGE AND RAMP LIGHTING AND FOR CCTV ARE MOUNTED ON AND WITHIN PIER 3. DETAILS OF MATERIALS AND CAN BE FOUND ON DWG. B25-ELP440 AND IN DP012. CONDUITS SHALL BE ROUTED TO CLEAR PRIMARY REINFORCING STEEL.
7. FINISHED GRADES AT PIER 3 CAN BE FOUND IN E25-CPD300 SERIES DRAWINGS (DP012).
8. INSTALL BIRD GUARD MESH/NETTING BELOW THE SUPERSTRUCTURE AND AROUND THE PIER TO PREVENT ROOSTING ON THE BEARING LEDGE AND AROUND THE BEARING ASSEMBLIES.



VIEW C

SCALE: 1/4" = 1'-0"

CONDUITS SHOWN ON BACK SIDE OF PIER

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xE360-B25-SBX003.dwg
xE360-B25-SFP003.dwg
xE360-B25-SBE003.dwg
xE360-GB-TB20x34_TYLI LOGO.dwg
xE360-B25-SBE004.dwg
xE360-B25-SPE001.dwg
xE360-B25-CSD100.dwg
GB-Seal-ASS6684.dwg

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FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP.	REVISION
A	01/01/21	DR	AS	AS	FINAL AS-BUILT
0	09/25/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

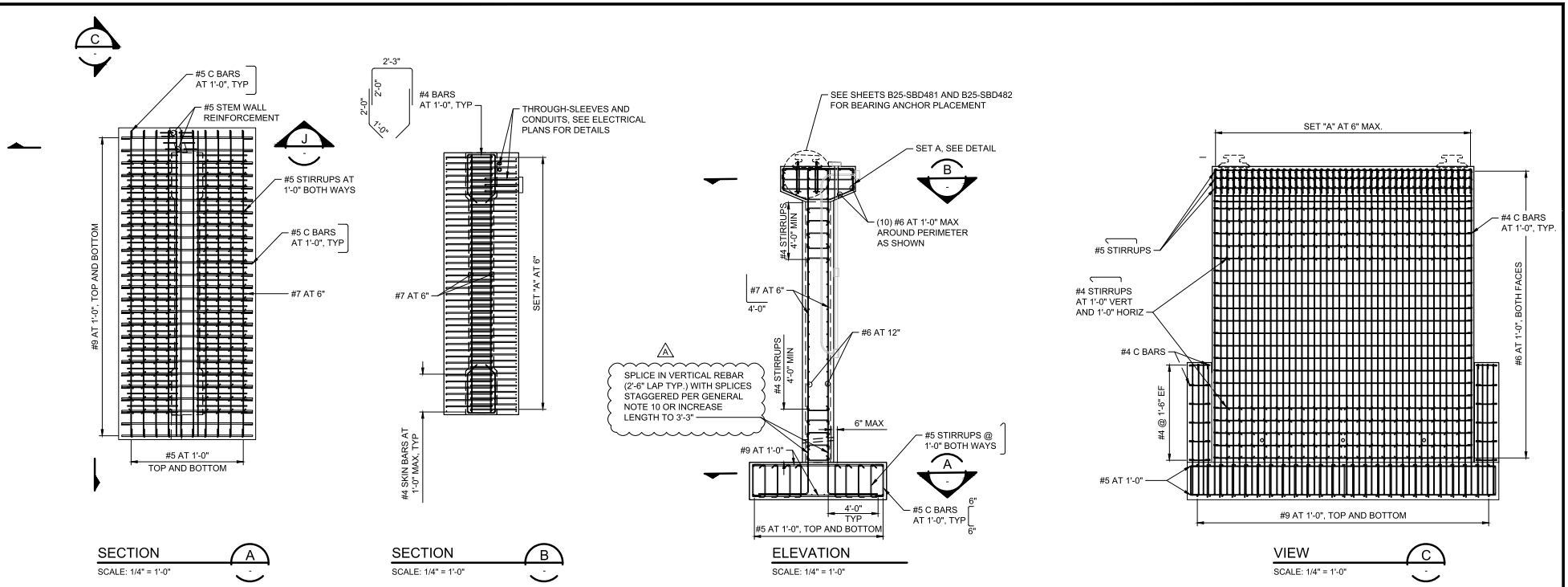
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 09/25/2018
REVIEWED BY: A. MENCKE
DATE: 09/25/2018

SCALE: AS NOTED
FILENAME: E360-B25-SBP230
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 09/25/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
PIER 3 - LAYOUT

DRAWING No.: B25-SBP230
FACILITY ID: B25
SHEET No.: 80
REV: A



FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	10/29/18	DR	AS	AS	FDC 000112 - FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists
SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
DATE: 06/14/2018
REVIEWED BY: A. MENCKE

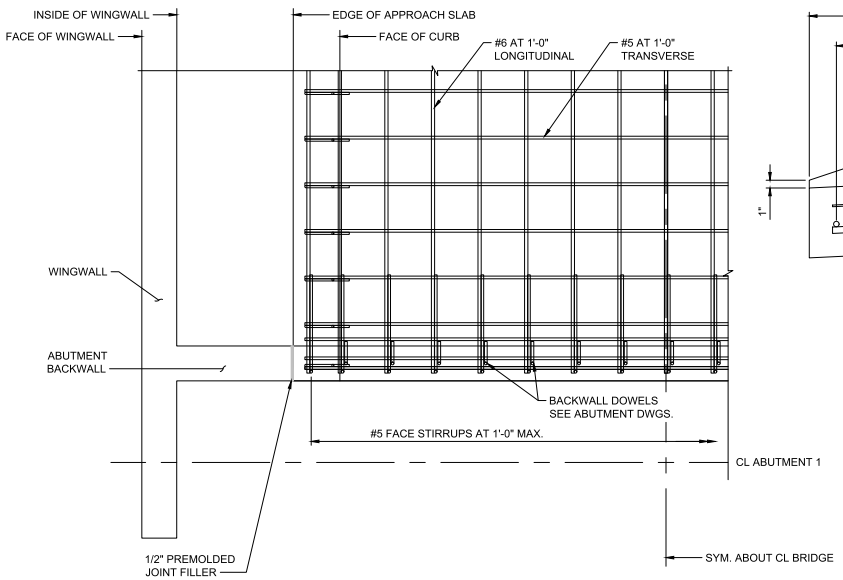
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SBD231
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
PIER 3 - REINFORCEMENT DETAILS

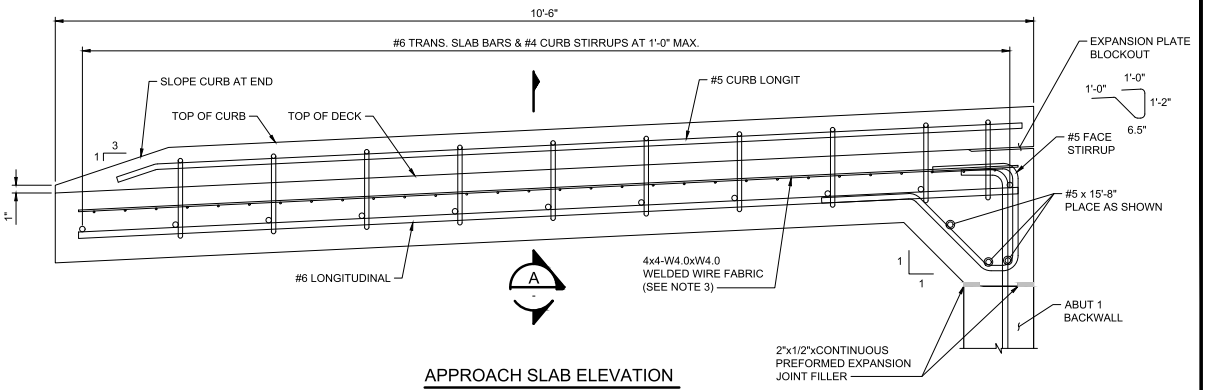
DRAWING No.: B25-SBD231
FACILITY ID: B25
SHEET No.: 81
REV: A



APPROACH SLAB PLAN

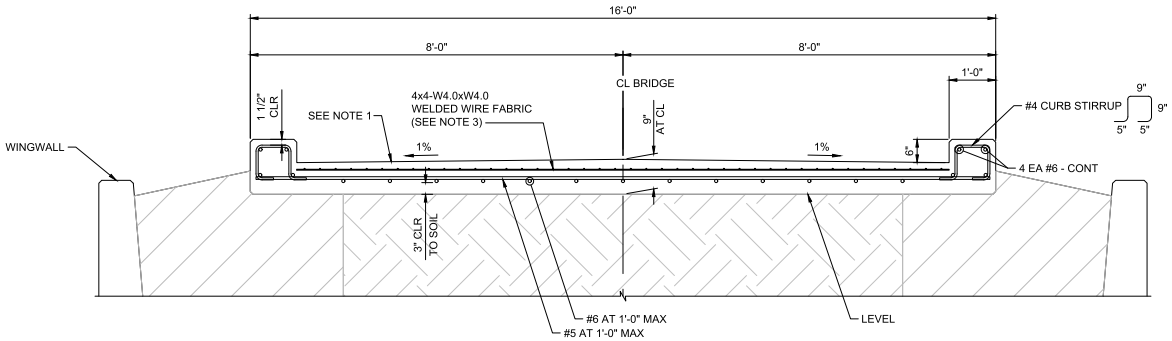
SCALE: 1" = 1'-0"

WELDED WIRE FABRIC NOT SHOWN



APPROACH SLAB ELEVATION

SCALE: 1-1/2" = 1'-0"



APPROACH SLAB SECTION

A

SCALE: 1" = 1'-0"

NOTES:

1. PROVIDE A SKID-RESISTANT WALKING SURFACE USING A TRANSVERSE BROOM FINISH IN ACCORDANCE WITH FINISH CLASS CIP-2.
2. SEE DWG. B25-SPD471 FOR DETAILS AT EXPANSION JOINT.
3. WELDED WIRE MAY BE REPLACED WITH #4 BARS AT 1'-0" EA. WAY AT CONTRACTOR OPTION. LONGITUDINAL BARS ON TOP AS SHOWN.

XREF LIST:
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xE360-GB-TB22x34_TYLI LOGO.dwg
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xE360-B25-SBE001.dwg
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GB-Saai-ABS4684.dwg

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FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	DR	AS	AS	FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SBD240
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
APPROACH SLAB - LAYOUT & DETAILS

DRAWING No.: B25-SBD240
FACILITY ID: B25
SHEET No.: 82
REV: A

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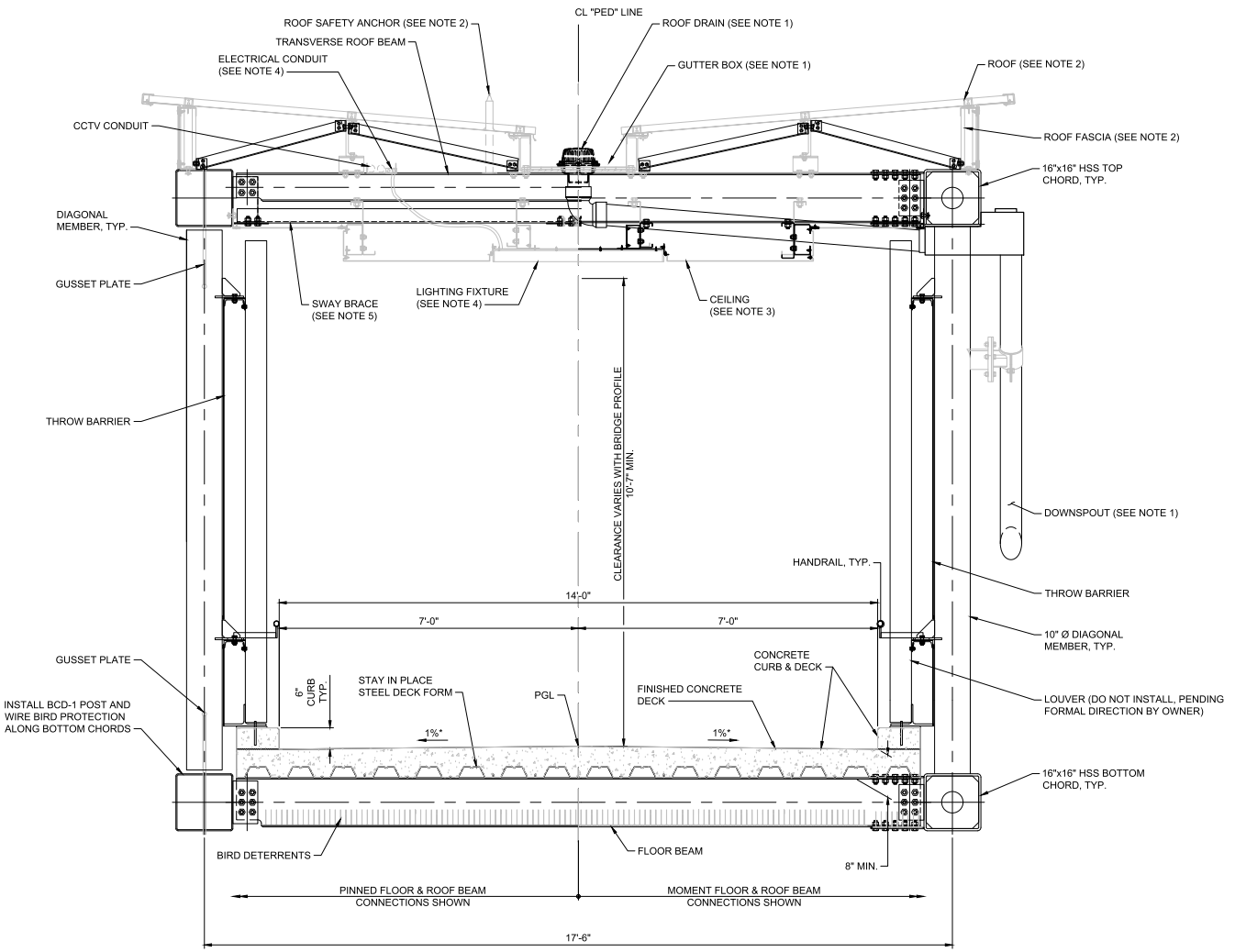

SECTION A
SCALE: 3/4" = 1'-0"
B25-SPP020

* CROWNED PROFILE TYPICAL. SEE DWG. B25-SPD412 FOR LEVELING DETAIL NEAR PIER 3

NOTES:

1. FOR DRAINAGE DETAILS, SEE DWG. B25-SDD501.
2. FOR ARCHITECTURAL ROOF AND SAFETY ANCHOR LAYOUT, SEE DWG. B25-APE610. STRUCTURAL DESIGN DONE BY OTHERS.
3. FOR ARCHITECTURAL CEILING LAYOUT AND DETAILS, SEE DWG. B25-ACP620. STRUCTURAL DESIGN DONE BY OTHERS.
4. FOR LIGHTING DETAILS, SEE B25-E SERIES DRAWINGS.
5. CONNECTIONS TO STRUCTURAL MEMBERS FOR ROOF, CEILING, AND DRAINAGE TO BE APPROVED BY THE ENGINEER. NO CONNECTIONS MAY BE MADE TO THE SWAY BRACE MEMBERS.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	TS	AS	AS	FINAL AS-BUILT
0	07/31/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists
SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
DATE: 07/31/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 07/31/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPX400
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TYPICAL SECTION

DRAWING No.: B25-SPX400
FACILITY ID: B25
SHEET No.: 83
REV: A

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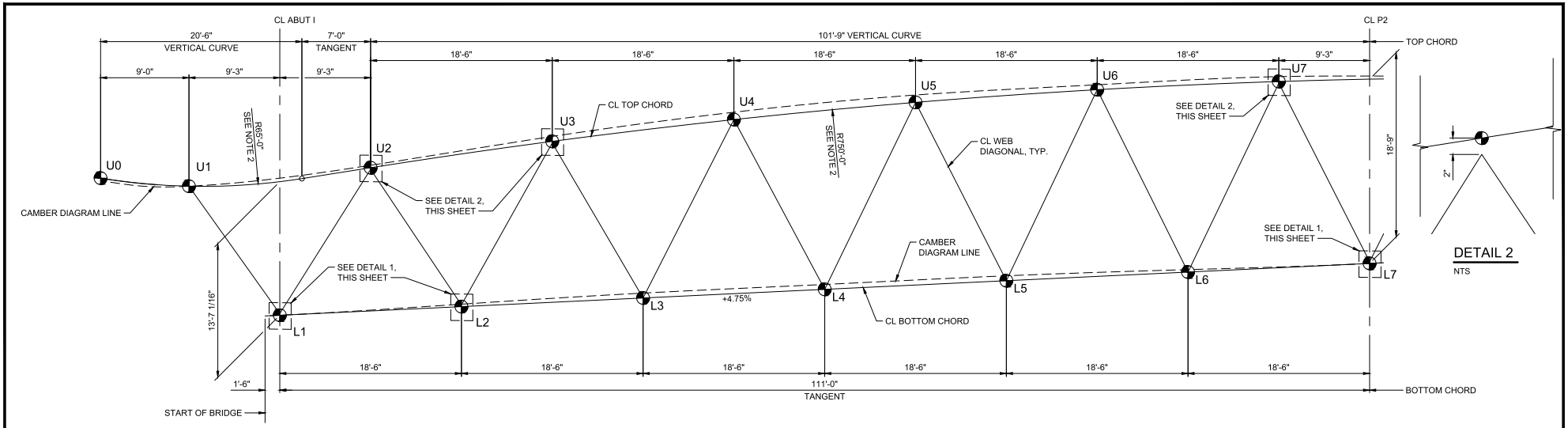
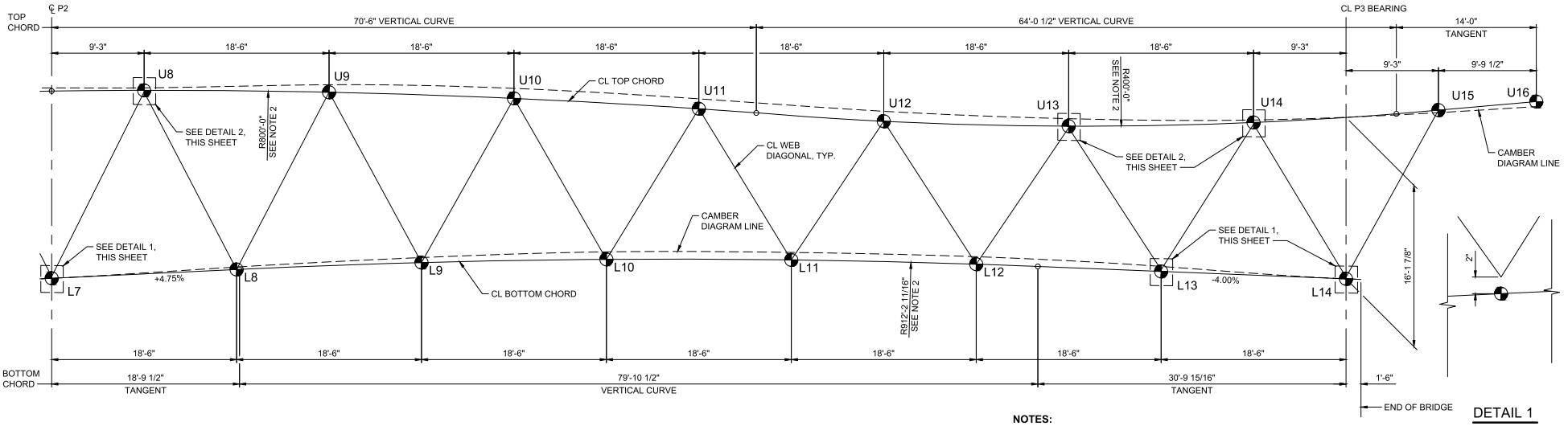


DETAIL 2
NTS



DETAIL 1
NTS

PROFILE GEOMETRY
SCALE: 1" = 5'-0"

NOTES:
1. SEE DRAWING B25-SPD406 FOR CAMBER DEFLECTION TABLE.
2. ALL TOP AND BOTTOM CHORD MEMBERS SHALL BE CURVED IN THE VERTICAL PLANE TO FOLLOW THE PROFILE RADII SHOWN.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	TS	AS	AS	FINAL AS-BUILT
0	06/14/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

LINE IS 1" AT FULL SCALE
SCALE: AS NOTED
FILENAME: E360-B25-SPD405
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
PROFILE GEOMETRY

DRAWING No.: B25-SPD405
FACILITY ID: B25
SHEET No.: 84
REV: A

XREF LIST:
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e360-B25-SBE001.dwg
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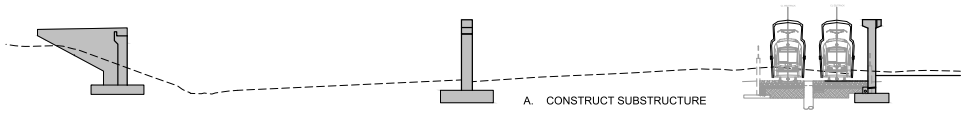
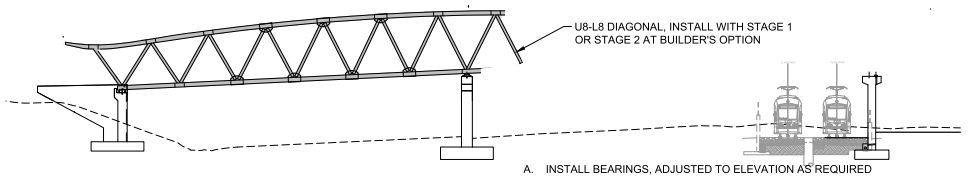
FINAL GEOMETRY AND DEFLECTION

	FINAL UNDEFORMED GEOMETRY CL LOWER CHORD	STAGE 1 SPAN 1 ERECTED	STAGE 2 SPAN 2 ERECTED	STAGE 3 DECK PLACEMENT	TOTAL PREDICTED DEFLECTIONS
NODE	ELEVATION (FT)	DEFLECTION (IN)	DEFLECTION (IN)	DEFLECTION (IN)	DEFLECTION (IN)
U0	367.96	0.02	0.01	0.07	0.07
U1	367.14	0.02	0.01	0.04	0.17
U2	369.02	−0.03	−0.02	−0.08	−0.18
U3	371.71	−0.08	−0.06	−0.19	−0.45
U4	373.92	−0.11	−0.08	−0.24	−0.56
U5	375.67	−0.11	−0.07	−0.24	−0.53
U6	376.96	−0.08	−0.06	−0.19	−0.39
U7	377.79	−0.04	−0.04	−0.10	−0.18
U8	378.10	0.00	−0.05	−0.14	−0.25
U9	377.92		−0.10	−0.30	−0.58
U10	377.30		−0.14	−0.43	−0.83
U11	376.26		−0.16	−0.48	−0.96
U12	375.01		−0.15	−0.45	−0.92
U13	374.52		−0.11	−0.33	−0.68
U14	374.89		−0.04	−0.12	−0.26
U15	376.12		0.03	0.08	0.22
U16	376.98		0.04	0.16	0.17
L1	354.02	0.00	0.00	0.00	0.00
L2	354.89	−0.06	−0.04	−0.14	−0.32
L3	355.77	−0.10	−0.07	−0.23	−0.52
L4	356.65	−0.11	−0.08	−0.25	−0.56
L5	357.53	−0.10	−0.07	−0.22	−0.46
L6	358.41	−0.07	−0.05	−0.15	−0.27
L7	359.29	−0.01	−0.02	−0.06	−0.05
L8	360.17		−0.08	−0.23	−0.40
L9	360.86		−0.12	−0.38	−0.70
L10	361.18		−0.15	−0.47	−0.91
L11	361.13		−0.16	−0.49	−0.96
L12	360.70		−0.13	−0.41	−0.82
L13	359.98		−0.08	−0.24	−0.48
L14	359.23		0.00	0.00	0.00



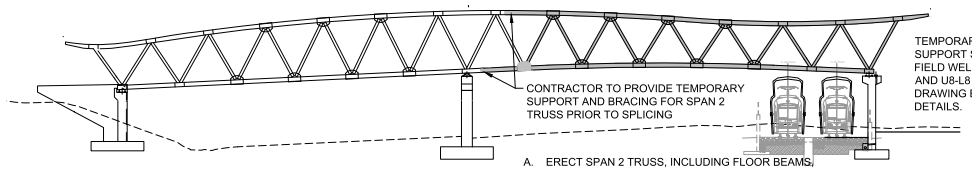
A. CONSTRUCT SUBSTRUCTURE

STAGE 0
SCALE: 1" = 20'-0"



A. INSTALL BEARINGS, ADJUSTED TO ELEVATION AS REQUIRED
B. ERECT SPAN 1 TRUSS, INCLUDING FLOOR BEAMS, TRANSVERSE ROOF BEAMS, AND SWAY BRACES. PROVIDE SUPPORT FOR U8-L8 (IF ERECTED).

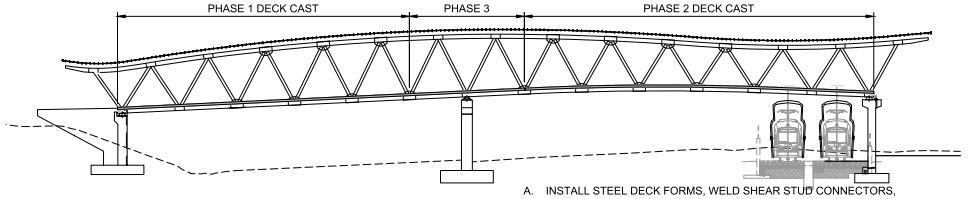
STAGE 1
SCALE: 1" = 20'-0"



TEMPORARY SUPPORT AS REQUIRED TO SUPPORT STRUCTURE IN PLACE UNTIL FIELD WELDED SPLICES OF U8-U9 CHORDS AND U8-L8 DIAGONAL ARE COMPLETED, SEE DRAWING B25-SPD431 FOR WELD SPLICE DETAILS.

A. ERECT SPAN 2 TRUSS, INCLUDING FLOOR BEAMS, TRANSVERSE ROOF BEAMS, AND SWAY BRACES.
B. COMPLETE FIELD WELDED SPLICES AT U8, L7, AND L8. INSTALL SWAY BRACES BETWEEN U8 AND U9.
C. FIELD WELD BEARING SOLE PLATES AS REQUIRED

STAGE 2
SCALE: 1" = 20'-0"



A. INSTALL STEEL DECK FORMS, WELD SHEAR STUD CONNECTORS, PLACE REBAR, AND CAST CONCRETE DECK IN PHASES AS SHOWN.
B. INSTALL DECK EXPANSION JOINTS
C. INSTALL ROOF FRAME, ROOFING, AND DRAINAGE
D. INSTALL THROW BARRIER
E. PROVIDE ACCESS FOR ART LOUVER INSTALLATION (BY OTHERS)
F. INSTALL HANDRAILING
G. INSTALL CCTV AND ELECTRICAL CONDUITS
H. PROVIDE ACCESS FOR CCTV INSTALLATION (BY OTHERS)
I. INSTALL CEILING AND LIGHTING

STAGE 3
SCALE: 1" = 20'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	TS	AS	AS	FINAL AS-BUILT
0	06/14/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

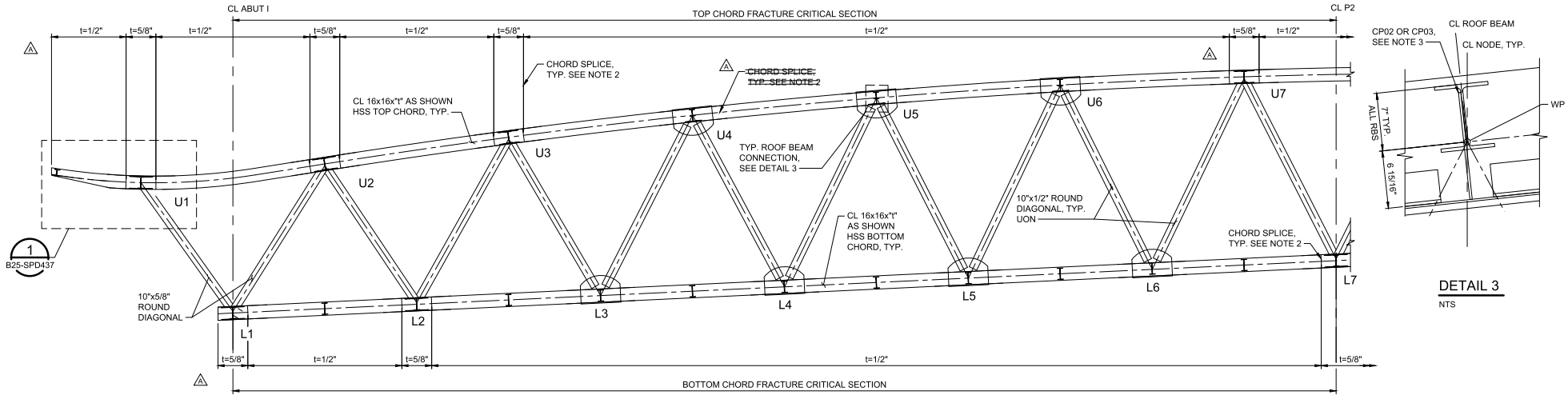
SOUNDTRANSIT

DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD406
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

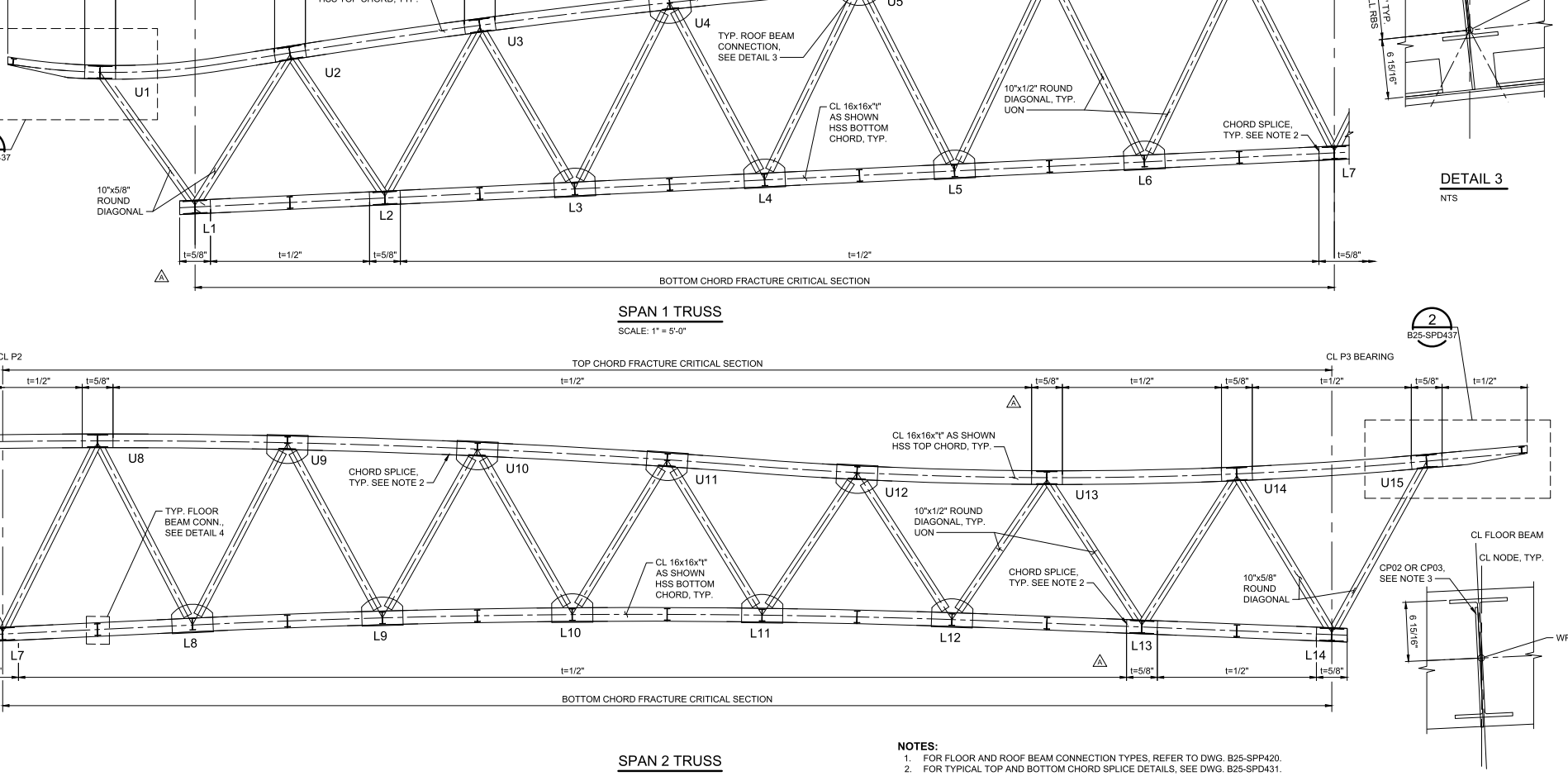
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
FINAL GEOMETRY & DEFLECTIONS

DRAWING No.: B25-SPD406
FACILITY ID: B25
SHEET No.: 85
REV: A



SPAN 1 TRUSS

SCALE: 1" = 5'-0"



DETAIL 3

NTS

SPAN 2 TRUSS

SCALE: 1" = 5'-0"

DETAIL 4

NTS

NOTES:

1. FOR FLOOR AND ROOF BEAM CONNECTION TYPES, REFER TO DWG. B25-SPP420.
2. FOR TYPICAL TOP AND BOTTOM CHORD SPLICE DETAILS, SEE DWG. B25-SPD431.
3. FLOOR BEAM AND ROOF BEAM ATTACHMENT PLATES SHALL BE INSTALLED SUCH THAT THE PLATES ALTERNATE SIDES OF BEAM WEB.
4. ADDITIONAL CHORD SPLICES TO FACILITATE THE CONTRACTOR'S MEANS AND METHODS OF FABRICATION AND ERECTION WILL BE PERMITTED ONLY AS APPROVED BY THE ENGINEER. PROPOSED LOCATION OF ADDITIONAL CHORD SPLICES ARE TO BE SHOWN IN THE SHOP DRAWINGS. NO SPLICE WILL BE ALLOWED WITHIN 1'-6" OF A NODE.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
B	01/01/21	TS	AS	AS	FINAL AS-BUILT
A	09/18/18	ER	AS	AS	FDC 000049 - HSS CHORD SIZE
0	06/14/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

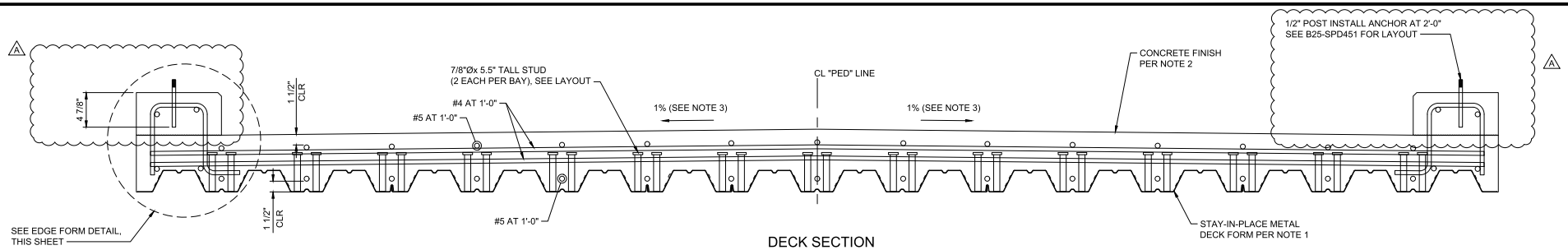
SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD407
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

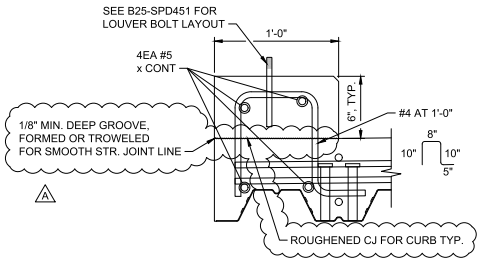
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS ELEVATION

DRAWING No.: B25-SPD407
FACILITY ID: B25
SHEET No.: 86
REV: B



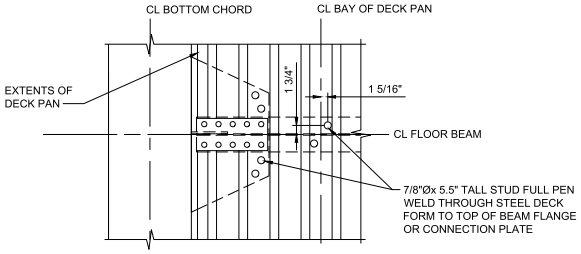
DECK SECTION

SCALE: 1 1/2" = 1'-0"



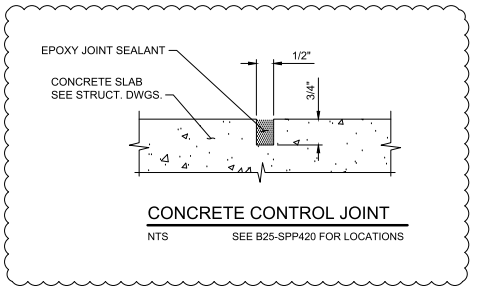
EDGE FORM DETAIL

SCALE: 2" = 1'-0"



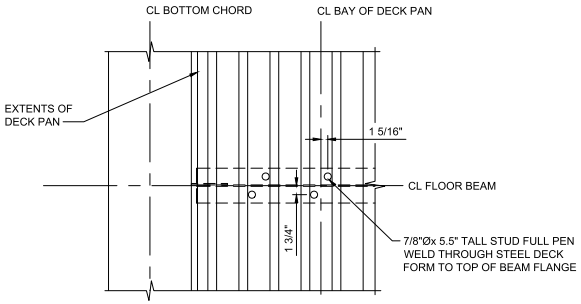
SHEAR STUD LAYOUT ON FLOORBEAM

SCALE: 2" = 1'-0" AT C02 CONNECTION



CONCRETE CONTROL JOINT

NTS SEE B25-SPP420 FOR LOCATIONS



SHEAR STUD LAYOUT ON FLOORBEAM

SCALE: 2" = 1'-0" AT C01 CONNECTION

NOTES:

1. STAY-IN-PLACE STEEL DECK FORM: 16 GA 3WH-36 CORRUGATED STEEL DECK FORM (ASC STEEL DECK OR APPROVED EQUAL). ORIENT CORRUGATIONS PARALLEL TO BRIDGE CL. A 6" MIN OVERLAP SHALL BE PROVIDED AT LONGITUDINAL AND TRANSVERSE DECK SEAMS. STEEL DECKING SHALL BE GALVANIZED AND PAINTED DARK GRAY ON THE EXPOSED SURFACE.
2. PROVIDE A SKID-RESISTANT WALKING SURFACE USING A TRANSVERSE BROOM FINISH IN ACCORDANCE WITH FINISH CLASS CIP-2.
3. CROWN PROFILE TYPICAL FROM BEGINNING OF BRIDGE TO NEAR PIER P3. SEE DWG. B25-SPD412 FOR DETAIL AT P3.
4. TRANSVERSE CONTROL JOINTS SHALL BE USED TO CONTROL CRACKING AND SHALL BE MADE USING A THIN, SHALLOW SAW CUT FILLED WITH SIKAFLEX OR SIMILAR WATERPROOFING MATERIAL, OR OTHER ACCEPTABLE MEANS APPROVED BY SOUND TRANSIT, THAT ENSURES A SMOOTH RIDING SURFACE FOR CYCLISTS.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	07/10/20	CV	AS	AS	FINAL AS-BUILT
0	06/14/18	CV	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

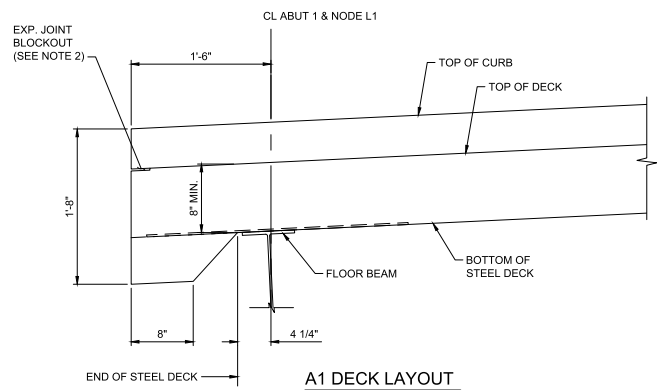
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD410
CONTRACT No.: RTA/CN 0122-13

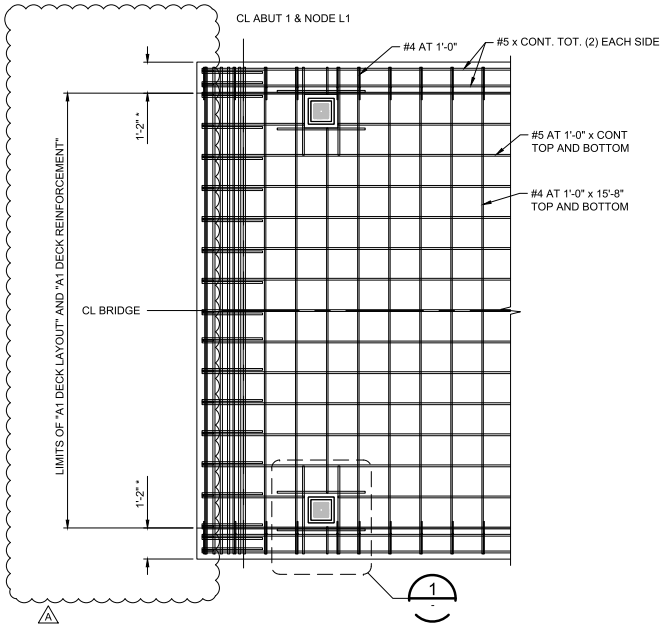
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TYPICAL DECK DETAILS

DRAWING No.: **B25-SPD410**
FACILITY ID: B25
SHEET No.: 87
REV: A



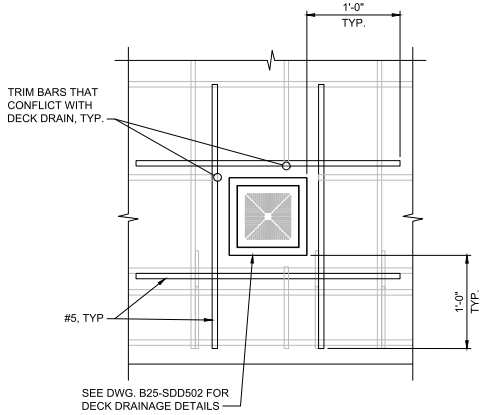
A1 DECK LAYOUT

SCALE: 1 1/2" = 1'-0"



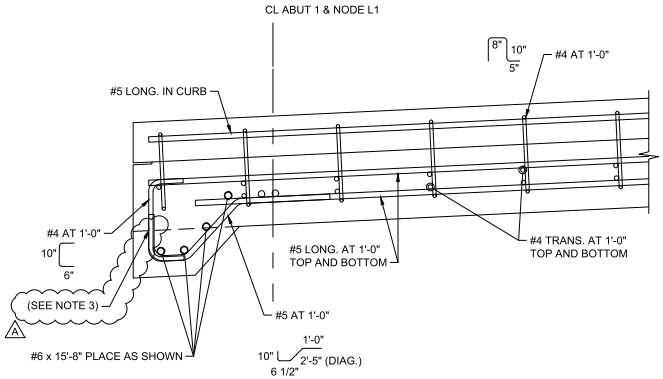
TYPICAL DECK REINFORCING PLAN

SCALE: 1/2" = 1'-0"



DETAIL 1

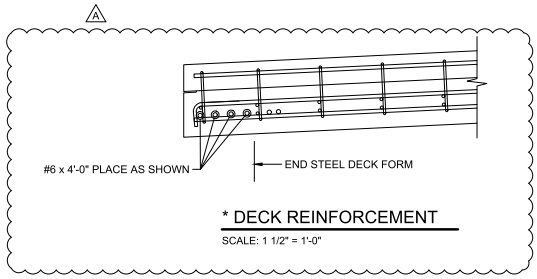
SCALE: 1 1/2" = 1'-0"



A1 DECK REINFORCEMENT

SCALE: 1 1/2" = 1'-0"

SEE DWG. B25-SPD410 FOR CROSS-SECTION



* DECK REINFORCEMENT

SCALE: 1 1/2" = 1'-0"

NOTES:

1. DETAILS SHOWN AT ABUTMENT 1 END OF PEDESTRIAN BRIDGE. DETAILS AT PIER 3 END SIMILAR.
2. SEE DWG. B25-SPD471 FOR DETAILS AT EXPANSION JOINT.
3. THICKENED SLAB SECTION OMITTED WHERE FLOOR BEAM GUSSET PLATE INTERFERES. SEE REINFORCEMENT PLAN FOR LIMITS OF SECTIONS.

A

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	07/15/20	CV	AS	AS	NDC 000517 - FINAL AS-BUILT
0	06/14/18	CV	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

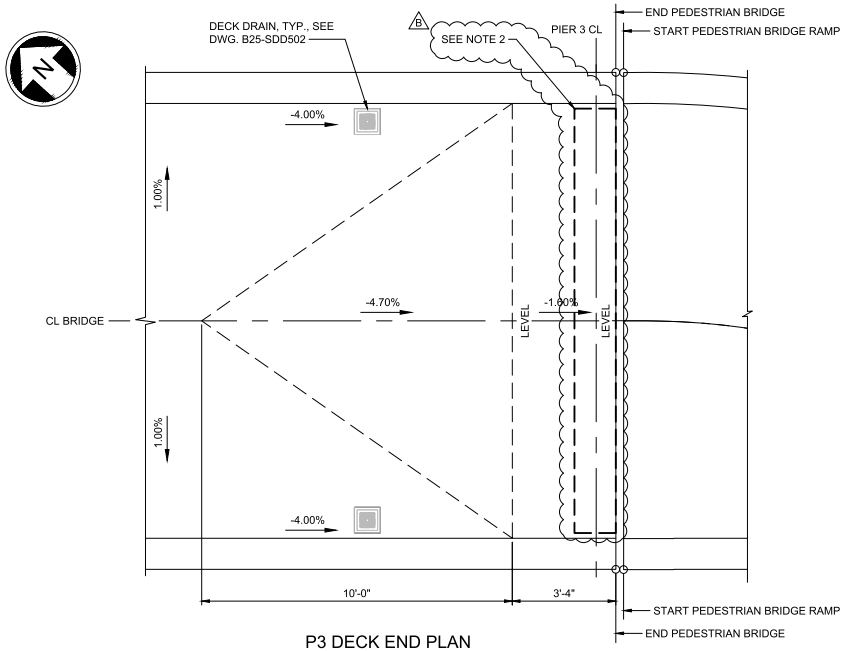
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD411
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
DECK END REINFORCEMENT DETAILS

DRAWING No.: B25-SPD411
FACILITY ID: B25
SHEET No.: 88
REV: A



P3 DECK END PLAN

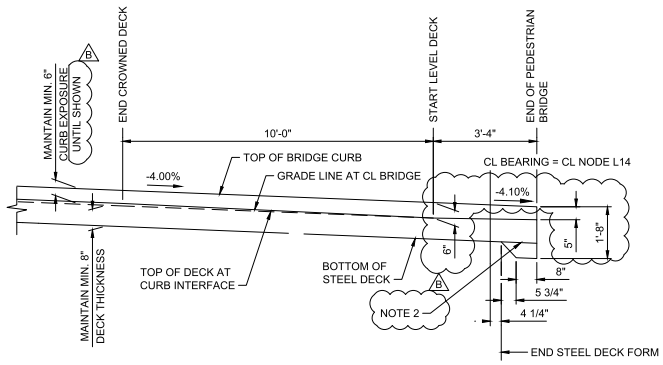
SCALE: 1/2" = 1'-0"

CROWN-TO-LEVEL GRADE TRANSITION SHOWN

		NORTHING	EASTING	ELEVATION
PEDESTRIAN BRIDGE	EAST	563173.058	1646943.537	360.51
	WEST	563162.305	1646931.689	
BRIDGE RAMP	EAST	563172.873	1646943.705	360.50
	WEST	563162.120	1646931.856	

NOTES:

1. SEE DWG. B25-SPD471 (THIS PACKAGE) AND DWG. E25-CAP305 (DP012, OVERLAKE VILLAGE STATION PACKAGE) FOR EXPANSION JOINT DETAILS.
2. OMIT THICKENED DECK SECTION WHERE MOMENT CONNECTION GUSSET PLATE CLASHES. B



P3 DECK END ELEVATION

SCALE: 1/2" = 1'-0"

No.	DATE	DSN.	CHK	APP	REVISION
B	07/15/20	CH	AS	AS	NDC 000517 - FINAL AS-BUILT
A	09/13/2019	CH	BF	BF	NDC 000360 - PIER 3 EXPANSION JOINT
0	06/14/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

FINAL AS-BUILT

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

DATE: 06/14/2018

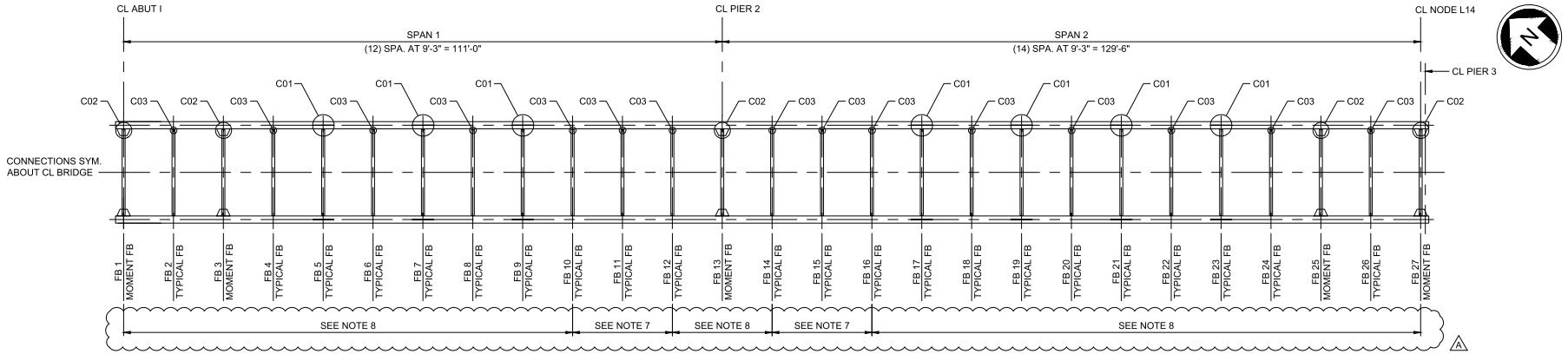
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SPD412
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

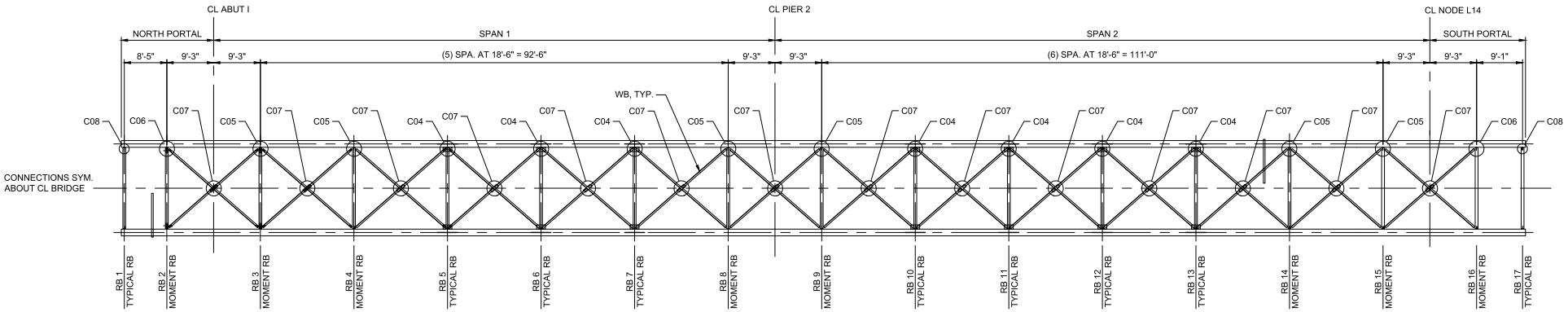
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
DECK DETAILS AT P3

DRAWING No.: **B25-SPD412**
FACILITY ID: B25
SHEET No.: 89
REV: B



FLOOR FRAMING PLAN

SCALE: 1" = 10'



ROOF FRAMING PLAN

SCALE: 1" = 10'

NOTES:

1. SEE DWG. B25-SPD432 FOR CONNECTION C01 DETAILS.
2. SEE DWG. B25-SPD433 FOR CONNECTION C02 DETAILS.
3. SEE DWG. B25-SPD434 FOR CONNECTION C03 DETAILS.
4. SEE DWG. B25-SPD435 FOR CONNECTION C04 & C07 DETAILS.
5. SEE DWG. B25-SPD436 FOR CONNECTION C05 & C06 DETAILS.
6. SEE DWG. B25-SPD437 FOR CONNECTION C08 DETAILS.
7. CONSTRUCTION JOINTS TO OCCUR AT FB 11 & FB 15. LOCATE JOINTS 8" BEYOND CENTER LINE OF FB.
8. CONTROL JOINTS AT ALL OTHER FLOOR BEAMS, SEE B25-SPD410.

A

No.	DATE	DSN.	CHK	APP	REVISION
A	07/10/20	CH	AS	AS	FDC 000445 - FINAL AS-BUILT
0	06/14/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

FINAL AS-BUILT

DESIGNED BY: C. HOVELL
DRAWN BY: J. RYDING
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

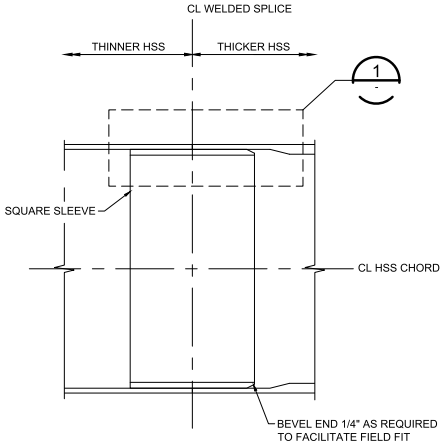
SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPP420
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

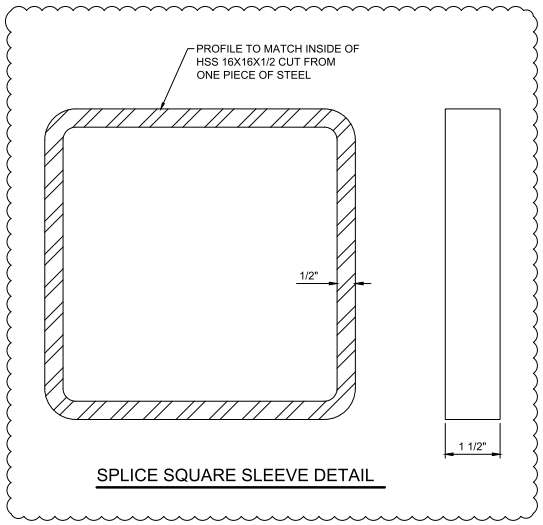
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
FRAMING PLAN

DRAWING No.: B25-SPP420
FACILITY ID: B25
SHEET No.: 90
REV: A

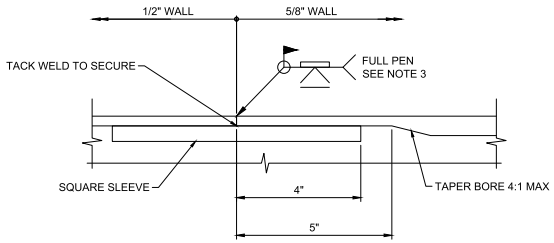


TYPICAL HSS SPLICE DETAIL

SCALE: 3" = 1'-0"



SPLICE SQUARE SLEEVE DETAIL



DETAIL 1

SCALE: 6" = 1'-0"

NOTES:

1. ALL WELDING SHALL BE IN ACCORDANCE WITH AASHTO/AWS D1.5 SECTION 12.
2. WELDED SPLICE DETAIL IS APPLICABLE TO BOTH FIELD AND SHOP WELDS.
3. PROVIDE POST WELD HEAT TREATMENT IN ACCORDANCE WITH AASHTO/AWS D1.5 ARTICLE 12.15.
4. REQUIRED BORE ONLY APPLICABLE AT SPLICES WITH DIFFERING WALL THICKNESSES. DETAIL IS SYMETRIC ABOUT CL WELDED SPLICE FOR SPLICES WITHOUT THICKNESS CHANGE.
5. FIT-UP OF THE SPLICE SQUARE SLEEVE INSIDE THE HSS MEMBER SHALL CONFORM TO THE TOLERANCE OF AAASHTO/AWS D1.5 ARTICLE 3.13.5.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	05/02/19	TS	AS	AS	FDC 000250 - FINAL AS-BUILT
0	06/14/18	TS	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: T. SETHJINDA
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

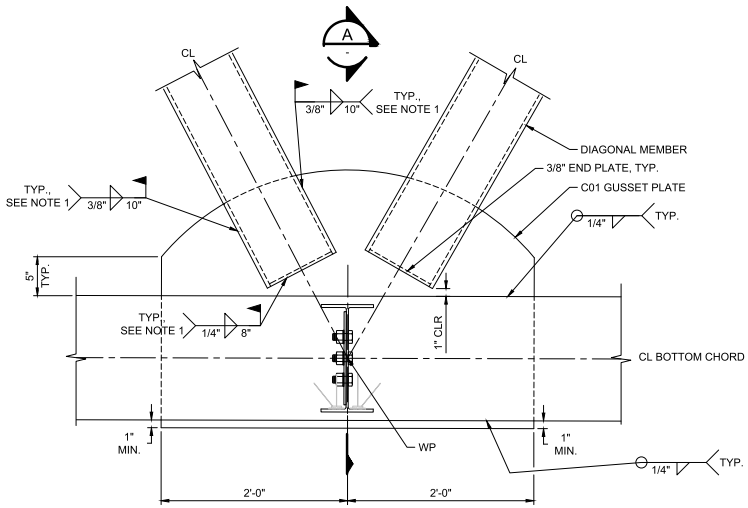
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD431
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

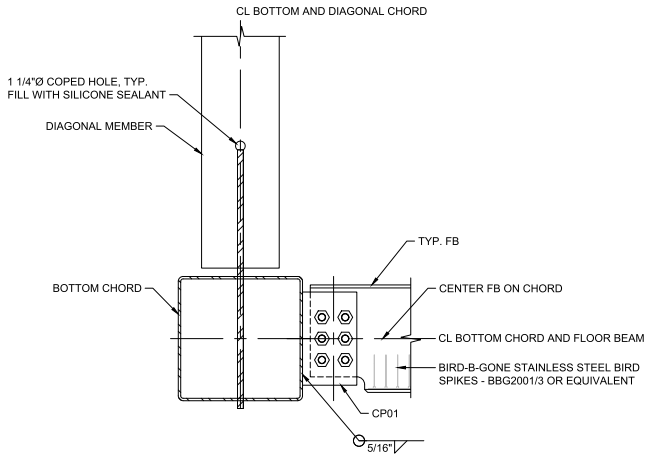
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
CHORD SPLICE & WELD DETAILS

DRAWING No.: B25-SPD431
FACILITY ID: B25
SHEET No.: 91
REV: A



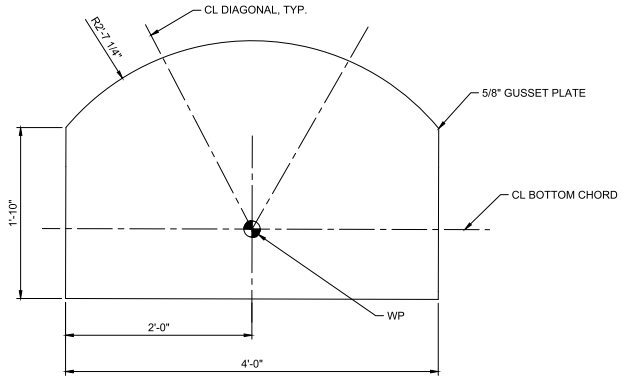
C01 ELEVATION

SCALE: 1 1/2" = 1'-0"



C01 SECTION A

SCALE: 1 1/2" = 1'-0"



C01 GUSSET PLATE DETAIL

SCALE: 1 1/2" = 1'-0"

NOTES:

1. WELD LENGTHS SHOWN ARE MINIMUMS FOR LAP OF TUBE AND GUSSET PLATES. WELDS SHALL BE FULL LENGTH OF LAPS AND BE CONTINUOUS OVER TOP EDGE OF PLATE AND AROUND BOTTOM CORNERS TO FORM A WATER TIGHT SEAL.
2. SEE DWG. B25-SPD438 FOR FLOOR BEAM DETAILS. SEE DWG. B25-SPD440 FOR CONNECTION PLATE DETAILS.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CV	AS	AS	FINAL AS-BUILT
0	06/14/18	CV	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

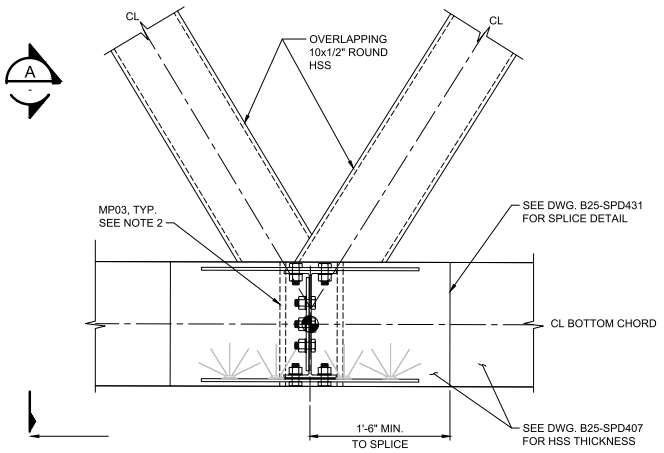
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD432
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS CONNECTION C01

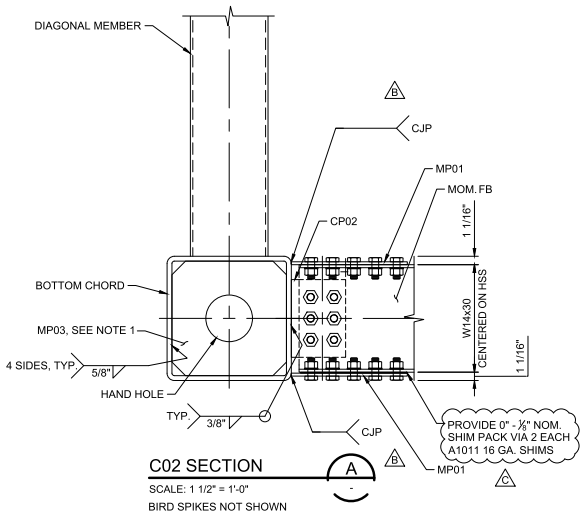
DRAWING No.: **B25-SPD432**
FACILITY ID: B25
SHEET No.: 92
REV: A



C02 ELEVATION

SCALE: 1 1/2" = 1'-0"

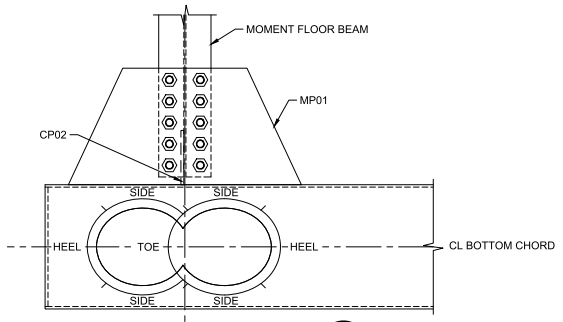
SEE DWG. B25-SPD407 FOR LAYOUT OF OVERLAPPING AND OVERLAPPED DIAGONALS AT EACH PANEL POINT



C02 SECTION

SCALE: 1 1/2" = 1'-0"

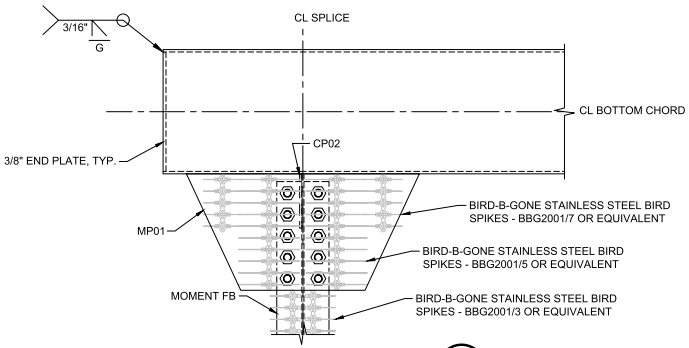
BIRD SPIKES NOT SHOWN



C02 VIEW

SCALE: 1 1/2" = 1'-0" LOOKING DOWN

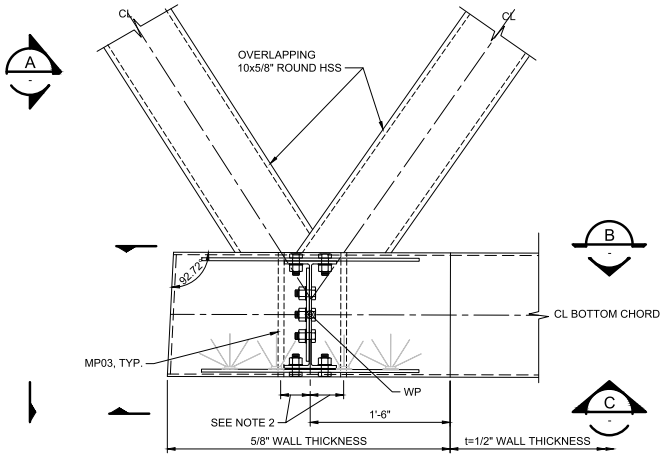
SHOWN AT L1. L14 & TYPICAL SIMILAR.



C02 VIEW

SCALE: 1 1/2" = 1'-0" LOOKING UP

SHOWN AT L1. L14 & TYPICAL SIMILAR.



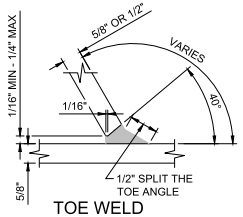
C02 ELEVATION AT L1

SCALE: 1 1/2" = 1'-0"

DETAILS AT L1 SHOWN
DETAILS AT L14 SIMILAR

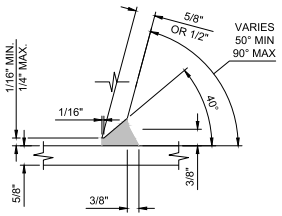
NOTES:

1. SEE B25-SPD440 FOR DETAIL OPTION:
   1.1. CUT AND GRIND MP03 PLATE TO FIT. FILLET WELD AS SHOWN
   1.2. CUT MP03 1/16" SHORT ALL AROUND. CJP WELD ALL SIDES
2. CENTER MP03 PLATES DIRECTLY UNDER THE INTERSECTION OF THE DIAGONAL CL AND THE TOP OF THE HSS.
3. WELD PROFILE FOR HSS-TO-HSS TRUSS CONNECTIONS SHALL BE PROFILE WITH TOE FILLET, MEETING REQUIREMENTS FOR LEVEL I FATIGUE PERFORMANCE IN ACCORDANCE WITH AWS D1.1.
4. FOR CONNECTION PLATE DETAILS, SEE DWG. B25-SPD440. FOR FLOOR BEAM DETAILS, SEE DWG. B25-SPD438.



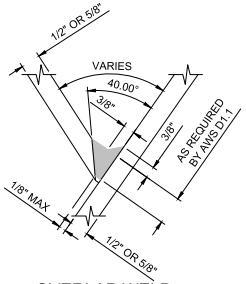
TOE WELD

SEE NOTE 3



SIDE & HEEL WELD

SEE NOTE 3



OVERLAP WELD

SEE NOTE 3

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
C	01/03/19	CV	AS	AS	FDC 000144 - FINAL AS-BUILT
B	10/08/18	ER	CH	AS	NDC 000087 - WELD CALLOUTS
A	09/18/18	ER	AS	AS	FDC 000049 - HSS CHORD SIZE
0	06/14/18	CV	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

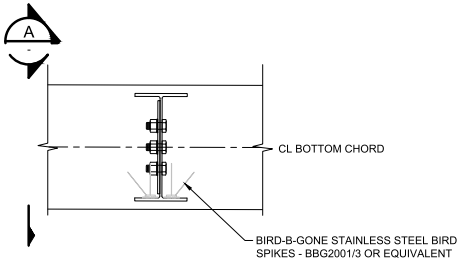
SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD433
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

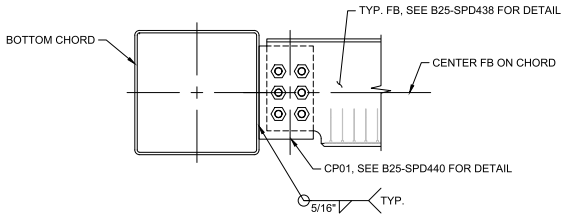
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS CONNECTION C02

DRAWING No.: B25-SPD433
FACILITY ID: B25
SHEET No.: 93
REV: C



C03 ELEVATION

SCALE: 1 1/2" = 1'-0"



C03 SECTION A

SCALE: 1 1/2" = 1'-0"

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CV	AS	AS	FINAL AS-BUILT
0	06/14/18	CV	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

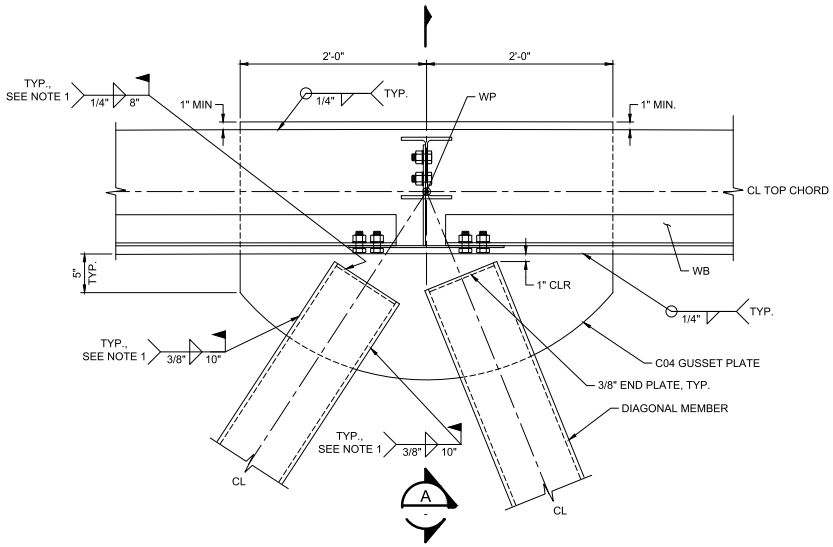
LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SPD434
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

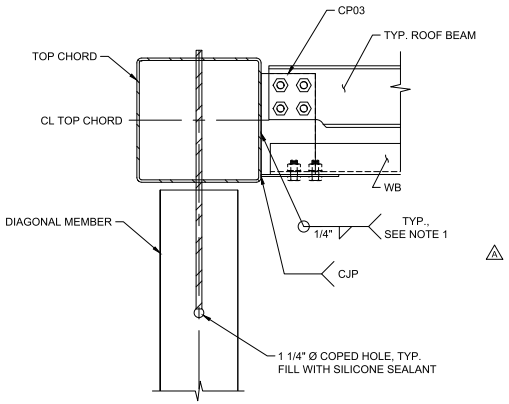
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS CONNECTION C03

DRAWING No.: B25-SPD434
FACILITY ID: B25
SHEET No.: 94
REV: A



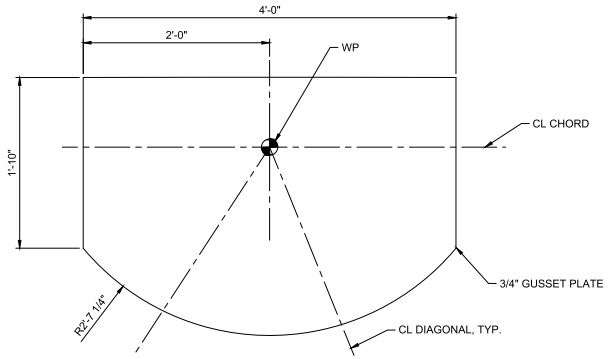
C04 ELEVATION

SCALE: 1 1/2" = 1'-0"



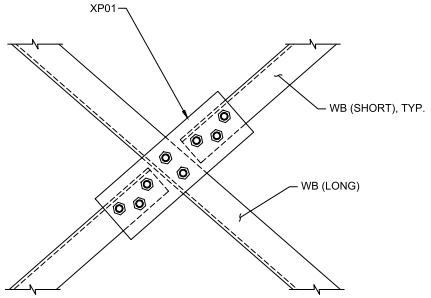
C04 SECTION A

SCALE: 1 1/2" = 1'-0"



C04 GUSSET PLATE DETAIL

SCALE: 1 1/2" = 1'-0"



C07 PLAN

SCALE: 1 1/2" = 1'-0"

LOOKING UP

NOTES:

1. WELD LENGTHS SHOWN ARE MINIMUMS FOR LAP OF TUBE AND GUSSET PLATES. WELDS SHALL BE FULL LENGTH OF LAPS AND BE CONTINUOUS OVER TOP EDGE OF PLATE AND AROUND BOTTOM CORNERS TO FORM A WATER TIGHT SEAL.
2. SEE DWG. B25-SPD439 FOR ROOF BEAM AND SWAY BRACING (WB) DETAILS. SEE DWG. B25-SPD440 FOR CONNECTION PLATE DETAILS.

No.	DATE	DSN.	CHK	APP	REVISION
B	01/01/21	DR	AS	AS	FINAL AS-BUILT
A	10/08/18	ER	CH	AS	NDC 000087 - WELD CALLOUTS
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

FINAL AS-BUILT

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

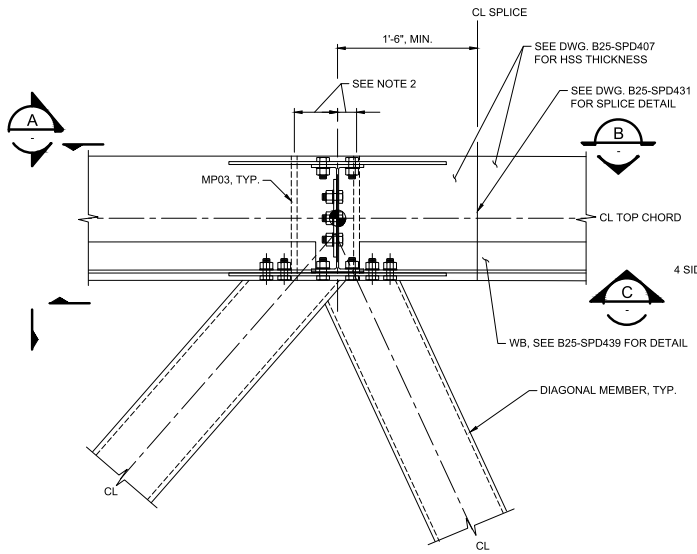
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD435
CONTRACT No.: RTA/CN 0122-13

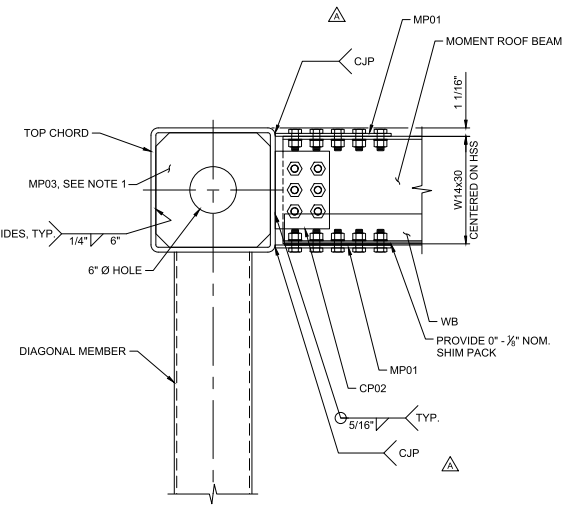
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS CONNECTIONS C04 & C07

DRAWING No.: B25-SPD435
FACILITY ID: B25
SHEET No.: 95
REV: B



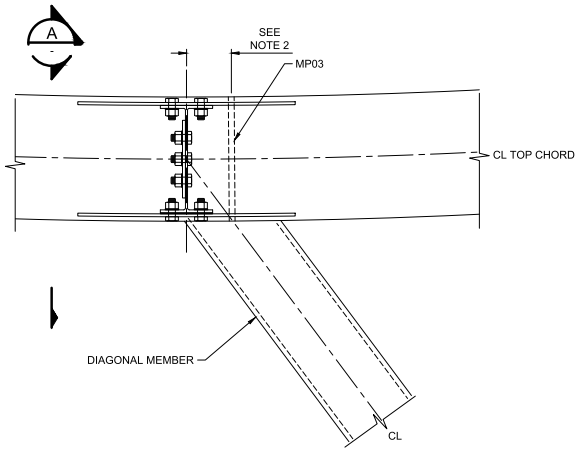
C05 ELEVATION

SCALE: 1-1/2" = 1'-0"



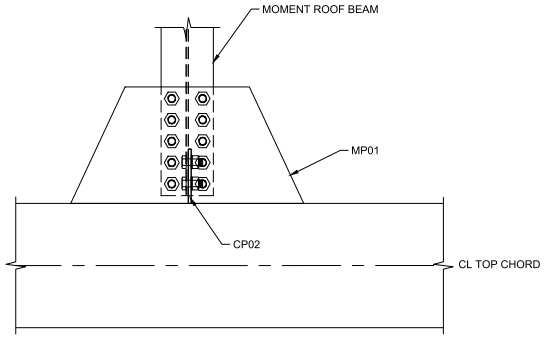
C05 & C06 SECTION A

SCALE: 1-1/2" = 1'-0"



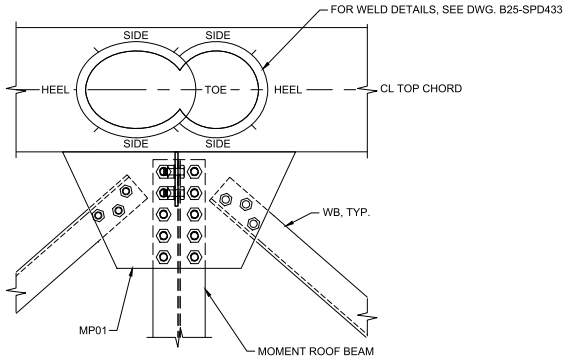
C06 ELEVATION

SCALE: 1-1/2" = 1'-0"



C05 PLAN

SCALE: 1-1/2" = 1'-0" LOOKING DOWN B



C05 PLAN

SCALE: 1-1/2" = 1'-0" LOOKING UP C

NOTES:

1. SEE DWG. B25-SPD440 FOR DETAIL.
   OPTION:
   1.1. CUT AND GRIND MP03 PLATE TO FIT. FILLET WELD AS SHOWN.
   1.2. CUT MP03 1/16" SHORT ALL AROUND. CJP WELD ALL SIDES.
2. CENTER MP03 PLATES DIRECTLY ABOVE THE INTERSECTION OF THE DIAGONAL CL AND THE BOTTOM OF THE HSS.
3. FOR CONNECTION PLATE DETAILS, SEE DWG. B25-SPD440. FOR ROOF BEAM DETAILS, SEE DWG. B25-SPD439.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
B	01/01/21	DR	AS	AS	FINAL AS-BUILT
A	10/08/18	ER	CH	AS	NDC 000087 - WELD CALLOUTS
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

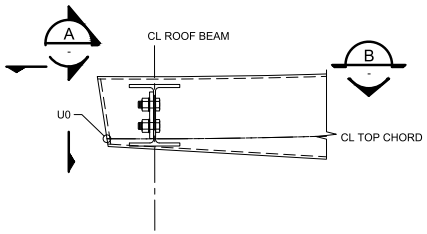
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018
SUBMITTAL DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD436
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS CONNECTIONS C05 & C06

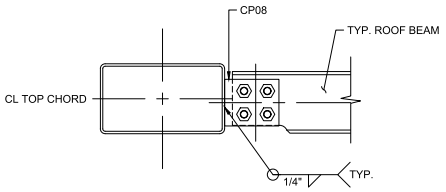
DRAWING No.: **B25-SPD436**
FACILITY ID: B25
SHEET No.: 96
REV: B



C08 ELEVATION

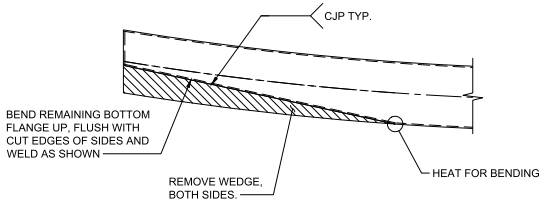
SCALE: 1-1/2" = 1'-0"

SOUTH END (NODE U16) SIMILAR



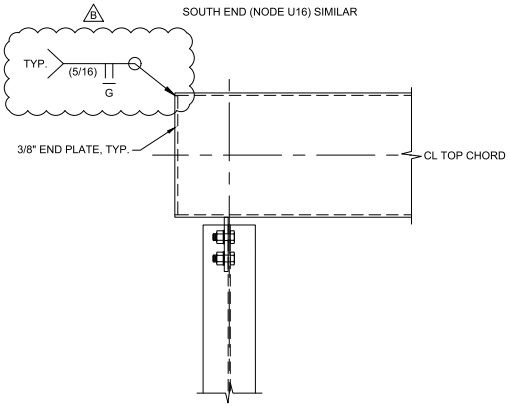
C08 SECTION A

SCALE: 1-1/2" = 1'-0"



TAPER DETAIL

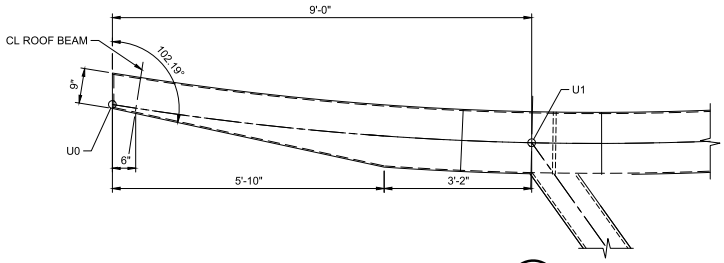
SCALE: 3/4" = 1'-0"



C08 PLAN B

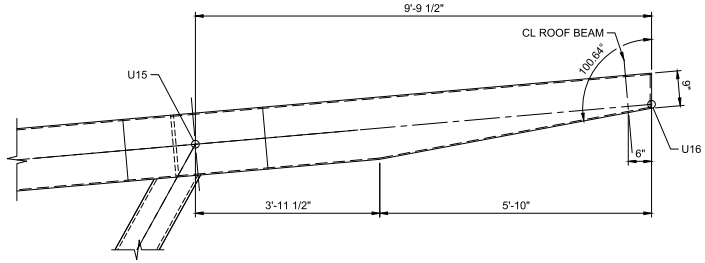
SCALE: 1-1/2" = 1'-0"

SOUTH END (NODE U16) SIMILAR



NORTH PORTAL CHORD DETAIL 1 B25-SPD407

SCALE: 3/4" = 1'-0"



SOUTH PORTAL CHORD DETAIL 2 B25-SPD407

SCALE: 3/4" = 1'-0"

NOTES:

1. FOR ROOF BEAM DETAILS, SEE DWG. B25-SPD439. FOR CONNECTION PLATE DETAILS, SEE DWG. B25-SPD440.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
B	02/21/19	DR	AS	AS	FDC 000171 - FINAL AS-BUILT
A	10/08/18	ER	CH	AS	NDC 000087 - WELD CALLOUTS
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

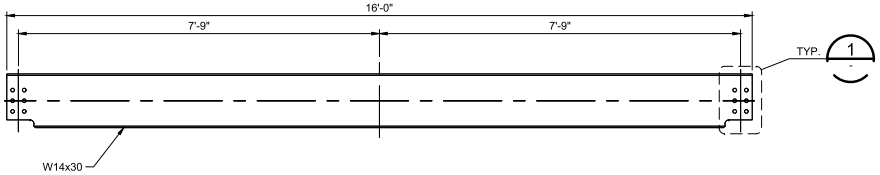
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD437
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

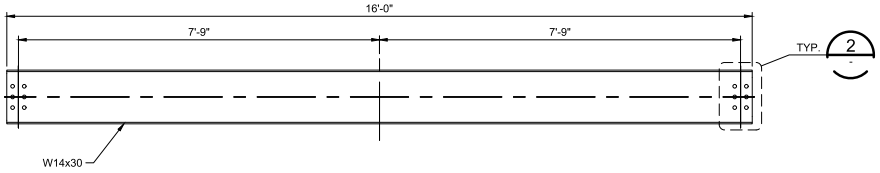
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
TRUSS CONNECTION C08 & TAPER DETAIL

DRAWING No.: B25-SPD437
FACILITY ID: B25
SHEET No.: 97
REV: B



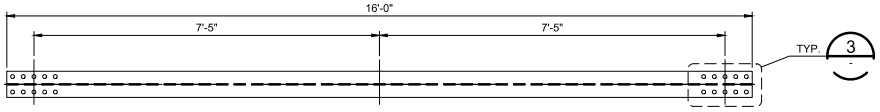
TYPICAL FLOOR BEAM

SCALE: 3/4" = 1'-0" (22EA REQUIRED)



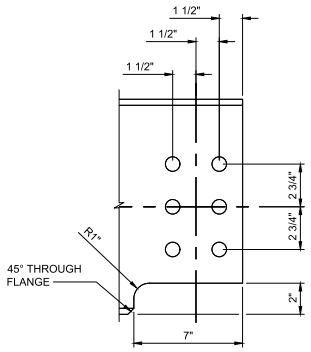
MOMENT FLOOR BEAM

SCALE: 3/4" = 1'-0" (5EA REQUIRED)



MOMENT FLOOR BEAM TOP AND BOTTOM FLANGE

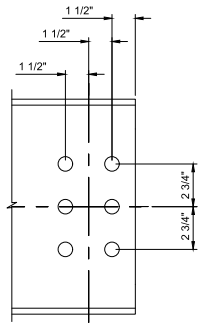
SCALE: 3/4" = 1'-0" (5EA REQUIRED)



DETAIL 1

SCALE: 3" = 1'-0"

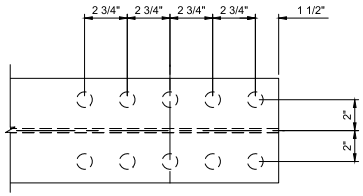
TYPICAL FLOOR BEAM CONNECTION



DETAIL 2

SCALE: 3" = 1'-0"

MOMENT FLOOR BEAM CONNECTION



DETAIL 3

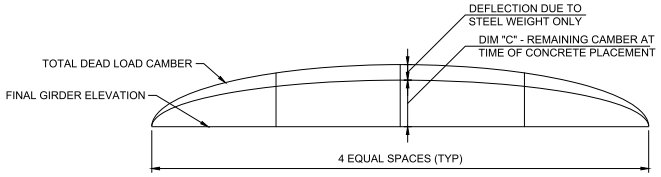
SCALE: 3" = 1'-0"

MOMENT FLOOR BEAM TOP & BOTTOM FLANGE

NOTES:

1. BOLT HOLES SHALL BE 15/16" DIAMETER.
2. BIRD PROTECTION NOT SHOWN.

	QUARTER POINTS				
	0	0.25	0.5	0.75	1
TOTAL DEAD LOAD CAMBER (IN.)	0	3/32	5/32	3/32	0
CAMBER DUE TO SELF WEIGHT OF STEEL (IN.)	0	0	0	0	0
REMAINING CAMBER "C"	0	3/32	5/32	3/32	0



DEAD LOAD FLOOR BEAM CAMBER DIAGRAM

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	CV	AS	AS	FINAL AS-BUILT
0	06/14/18	CV	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

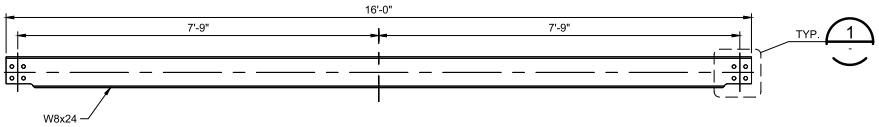
LINE IS 1" AT FULL SCALE

SOUND TRANSIT

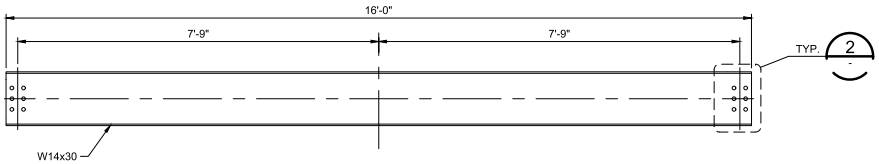
SCALE: AS NOTED
FILENAME: E360-B25-SPD438
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
FLOOR BEAM DETAILS

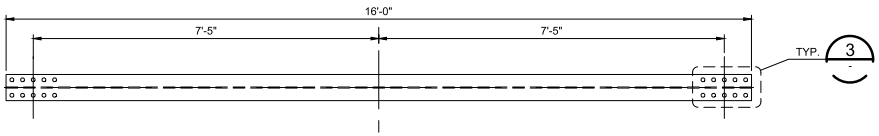
DRAWING No.: B25-SPD438
FACILITY ID: B25
SHEET No.: 98
REV: A



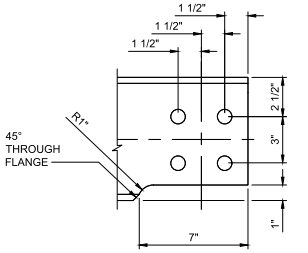
TYPICAL ROOF BEAM
SCALE: 3/4" = 1'-0" (9EA REQUIRED)



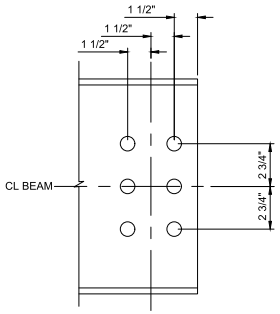
MOMENT ROOF BEAM
SCALE: 3/4" = 1'-0" (8EA REQUIRED)



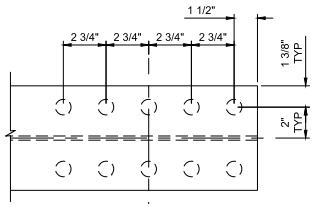
MOMENT ROOF BEAM TOP AND BOTTOM FLANGE
SCALE: 3/4" = 1'-0" (8EA REQUIRED)



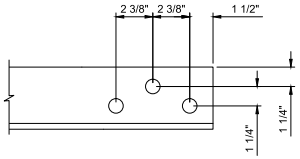
DETAIL 1
SCALE: 3" = 1'-0"
TYPICAL ROOF BEAM CONNECTION



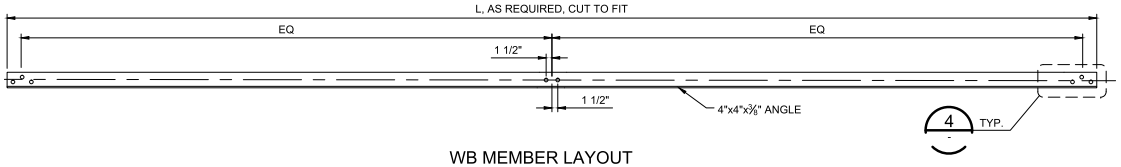
DETAIL 2
SCALE: 3" = 1'-0"
MOMENT ROOF BEAM CONNECTION



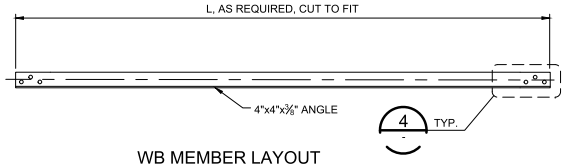
DETAIL 3
SCALE: 3" = 1'-0"
MOMENT ROOF BEAM TOP & BOTTOM FLANGE CONNECTION



DETAIL 4
SCALE: 3" = 1'-0"
WB MEMBER CONNECTION



WB MEMBER LAYOUT
SCALE: 3/4" = 1'-0" (14 LONG REQUIRED)



WB MEMBER LAYOUT
SCALE: 3/4" = 1'-0" (28 SHORT REQUIRED)

NOTES:
1. ALL BOLT HOLES SHALL BE 15/16" Ø.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP.	REVISION
A	01/01/21	DR	AS	AS	FINAL AS-BUILT
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

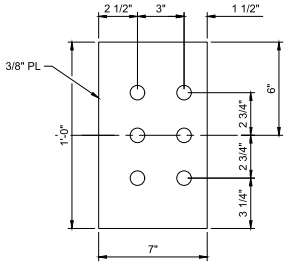
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD439
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

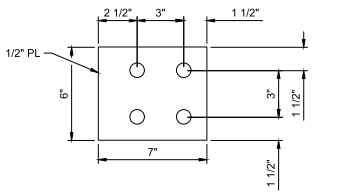
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
ROOF BEAM DETAILS

DRAWING No.: B25-SPD439
FACILITY ID: B25
SHEET No.: 99
REV: A



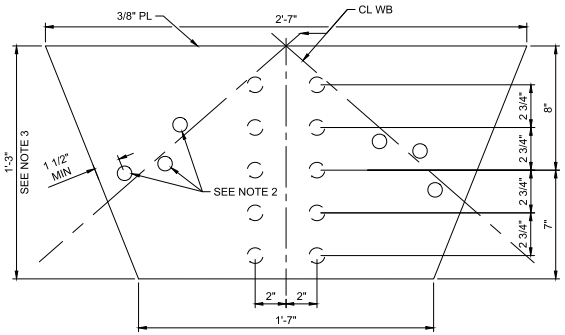
CP01 DETAIL

SCALE: 3" = 1'-0" (26EA REQUIRED)



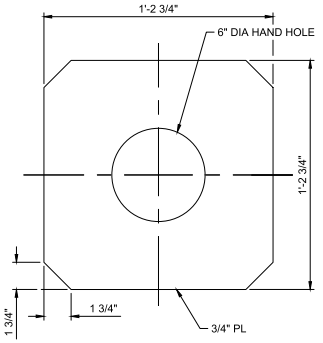
CP08 DETAIL

SCALE: 3" = 1'-0" (4EA REQUIRED)



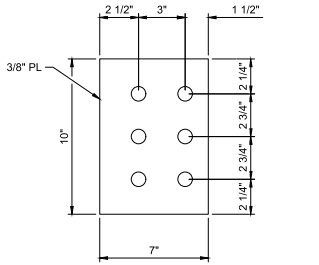
MP01 DETAIL

SCALE: 3" = 1'-0" (52EA REQUIRED)



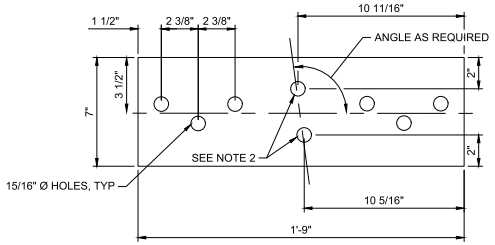
MP03 DETAIL

SCALE: 3" = 1'-0" (48EA REQUIRED)



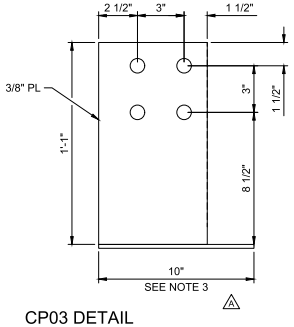
CP02 DETAIL

SCALE: 3" = 1'-0" (44EA REQUIRED)



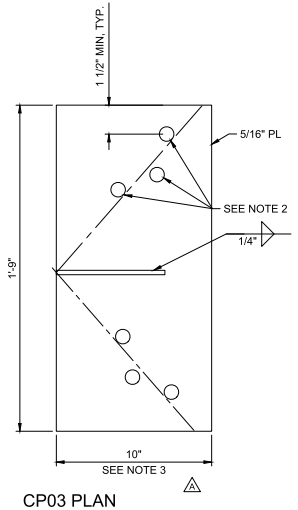
XP01 DETAIL

SCALE: 3" = 1'-0" (14EA REQUIRED)



CP03 DETAIL

SCALE: 3" = 1'-0" (14EA REQUIRED)



CP03 PLAN

SCALE: 3" = 1'-0"

NOTES:

1. ALL BOLT HOLES SHALL BE 15/16" Ø.
2. CONTRACTOR MAY FIELD DRILL HOLES WHERE NOTED.
3. DIMENSION TO VERTICAL FACE OF HSS MEMBER.

A

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
B	01/01/21	DR	AS	AS	FINAL AS-BUILT
A	10/08/18	ER	CH	AS	NDC 000087 - WELD CALLOUTS
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH/C. VAGGIONE
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 06/14/2018

REVIEWED BY: A. MENCKE

DATE: 06/14/2018

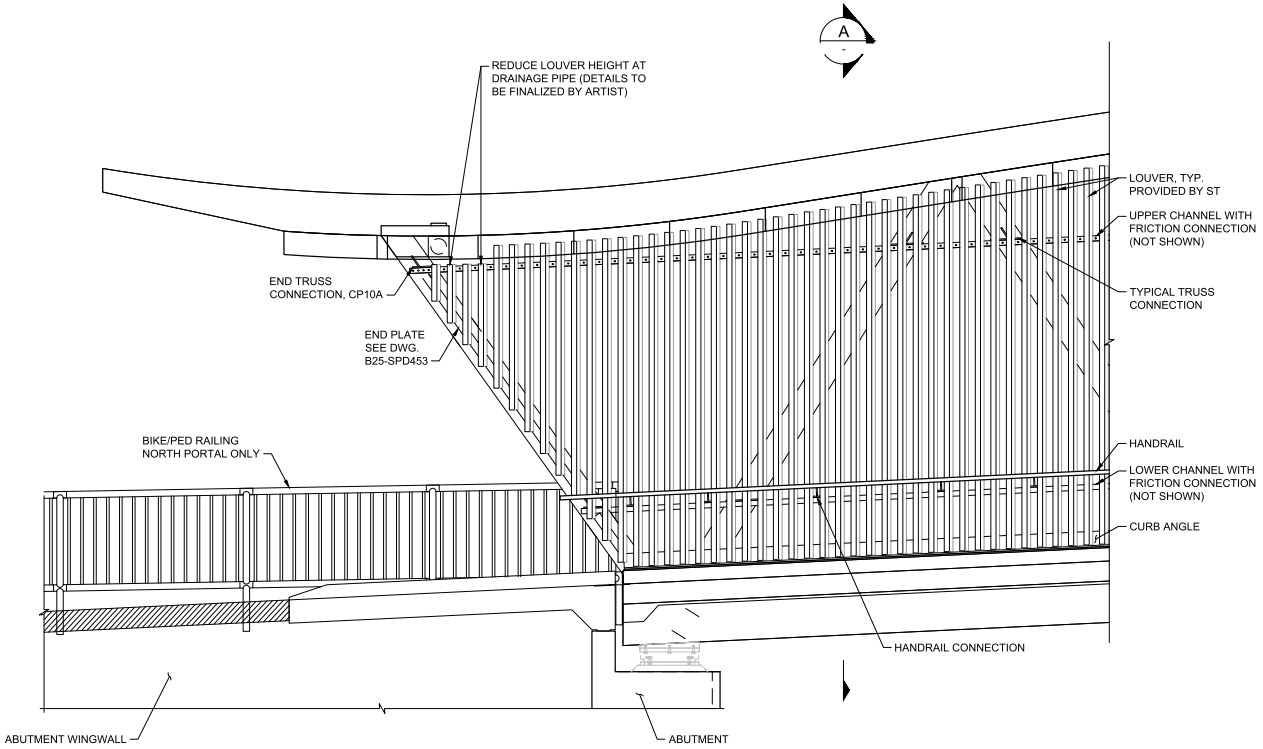
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SPD440
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
CONNECTION PLATE DETAILS

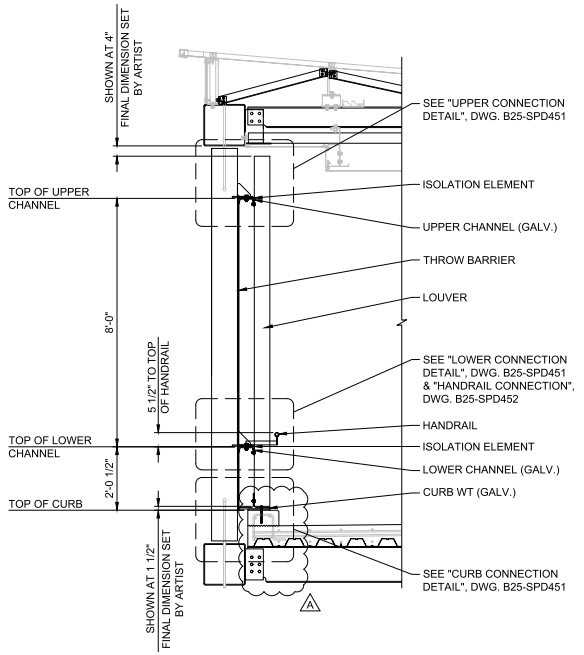
DRAWING No.: B25-SPD440
FACILITY ID: B25
SHEET No.: 100
REV: B



ELEVATION ALONG CL BRIDGE

SCALE: 1/2" = 1'-0

ROOF NOT SHOWN FOR CLARITY



SECTION A

SCALE: 1/2" = 1'-0"

NOTES:

1. PROFILE OF UPPER AND LOWER CHANNELS FOLLOW PGL. SEE DWG. B25-SPP025.
2. LOUVERS ARE TO BE PROVIDED AND INSTALLED BY SOUND TRANSIT.
3. LOUVER CONNECTIONS DESIGNED BASED ON THE FOLLOWING LOUVER PROPERTIES:
   - ASTM B221 ALUMINUM, Ftu = 38 KSI, Fty = 35 KSI, Fluw = 24 KSI
   - AREA = 1.45 IN^2
   - Ix = 3.672 IN^4
   - Iy = 1.163 IN^4
   - yb = 1.848 IN

   LOUVERS WITH ALTERNATE PROPERTIES SHALL BE APPROVED BY THE ENGINEER OF RECORD PRIOR TO FABRICATION.
4. SEE DP012, OVS STATION DRAWINGS FOR BARRIER CONNECTION AT SOUTH PORTAL.
5. FOR CONNECTION PLATE DETAILS, SEE DWG. B25-SPD451.

CONSTRUCTION SEQUENCING FOR BARRIERS:

1. FABRICATE TRUSS CONNECTIONS AND CONFIRM VERTICAL ALIGNMENT OF CHANNELS IN SHOP.
2. ALIGN CURB CONNECTION WITH TRUSS CONNECTIONS IN FIELD. PLACE GROUT PAD AND TIGHTEN CURB BOLTS.
3. INSTALL THROW BARRIER, WITH LACING PLATES AT TRUSS CONNECTIONS.
4. ATTACH LOUVERS TO CURB ANGLE.
5. ATTACH LOUVERS TO LOWER AND UPPER FRICTION CONNECTION, CHECKING VERTICAL ALIGNMENT PRIOR TO FINAL TIGHTENING.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	02/27/20	AS	BF	AS	FDC 000337 - FINAL AS-BUILT
0	08/24/18	AS	BF	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: A. SELLADURAI
DRAWN BY: T. KOONS
CHECKED BY: B. FISH
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

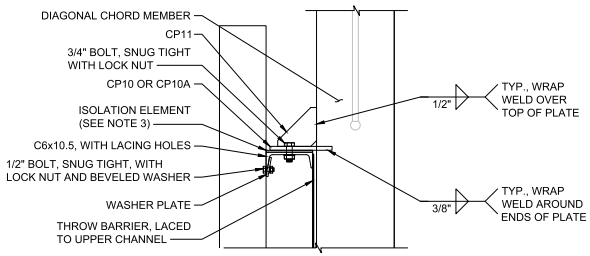
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 08/24/2018
REVIEWED BY: A. MENCKE
DATE: 08/24/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD450
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 08/24/2018

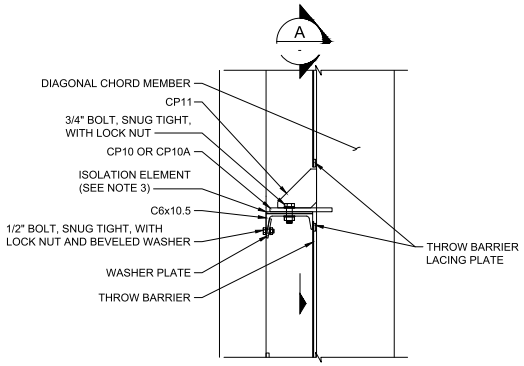
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
BARRIER DETAILS - SHEET 1

DRAWING No.: B25-SPD450
FACILITY ID: B25
SHEET No.: 101
REV: A



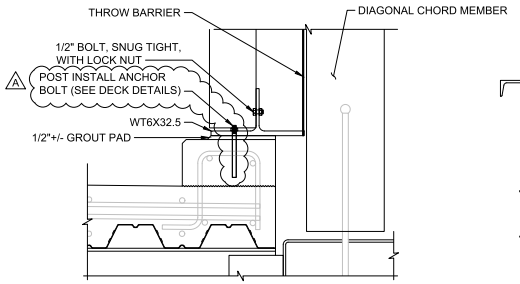
UPPER CONNECTION DETAIL

SCALE: 1 1/2" = 1'-0"



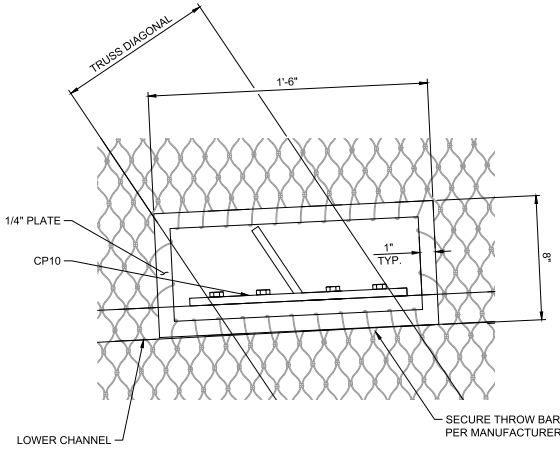
LOWER CONNECTION DETAIL

SCALE: 1 1/2" = 1'-0"



CURB CONNECTION DETAIL

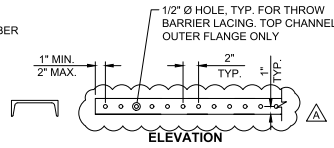
SCALE: 1 1/2" = 1'-0"



SECTION A

SCALE: 3" = 1'-0"

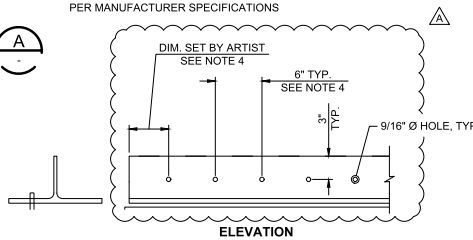
PROVIDE LACING PLATE AT TRUSS CONNECTIONS



SEE HANDRAIL AND CP10(A) DETAILS FOR HOLE SPACING AND LOCATION

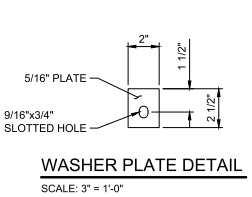
CHANNEL DETAIL

SCALE: 1 1/2" = 1'-0"



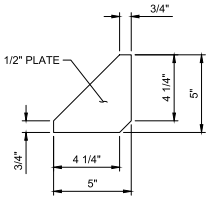
WT DETAIL

SCALE: 1 1/2" = 1'-0"



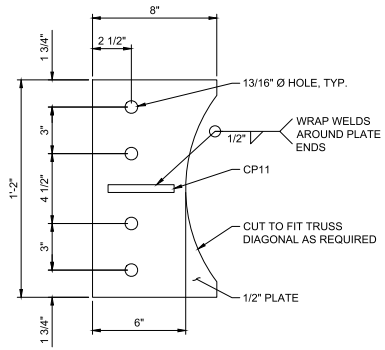
WASHER PLATE DETAIL

SCALE: 3" = 1'-0"



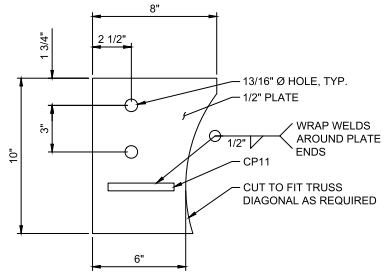
CP11 DETAIL

SCALE: 3" = 1'-0"



CP10 DETAIL

SCALE: 3" = 1'-0"



CP10A DETAIL

SCALE: 3" = 1'-0"

USED AT FINAL DIAGONAL, NORTH AND SOUTH END ONLY

NOTES:

1. ALL PLATES (CP10, CP10A, CP11, WASHER PLATE) SHALL BE FINISHED AND PAINTED SAME AS MAIN STRUCTURAL TRUSS MEMBERS. UPPER AND LOWER CHANNELS AND CURB WT TO BE HOT DIP GALVANIZED AND THEN PAINTED. SEE GENERAL NOTES, DWG. B25-SZN010.
2. EMBEDDED CURB ANCHOR BOLT SHALL BE GALVANIZED.
3. PROVIDE INSULTATING PAD (1/4") AT CHANNEL-TO-PLATE CONNECTION.
4. LOUVER CONNECTION DIMENSIONS SET AT CL OF PIER 2, WITH 8 5/8" GAP CENTERED ON THE CL. 6" HOLE SPACING TYPICAL ELSEWHERE. SEE DETAIL, DWG. B25-SPD451.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	02/27/20	AS	BF	AS	FDC 000337 - FINAL AS-BUILT
0	06/14/18	AS	BF	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: A. SELLADURAI
DRAWN BY: T. KOONS
CHECKED BY: B. FISH
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

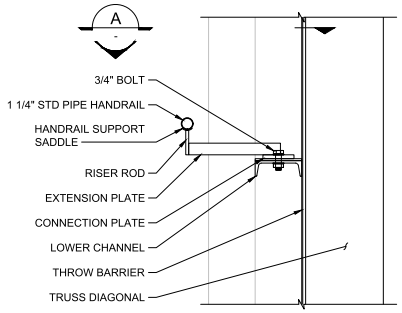
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

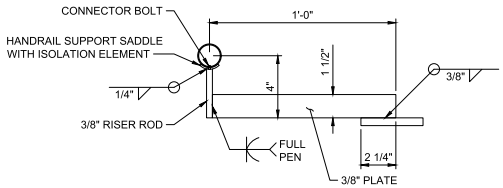
SCALE: AS NOTED
FILENAME: E360-B25-SPD451
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
BARRIER DETAILS - SHEET 2

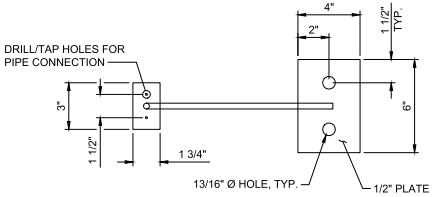
DRAWING No.: B25-SPD451
FACILITY ID: B25
SHEET No.: 102
REV: A



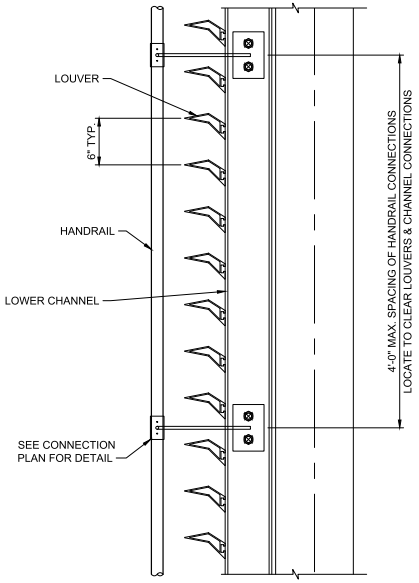
HANDRAIL CONNECTION



HANDRAIL CONNECTION - SECTION

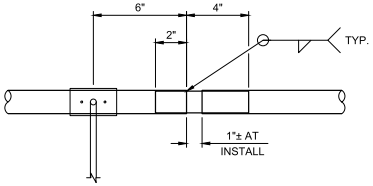


HANDRAIL CONNECTION - PLAN



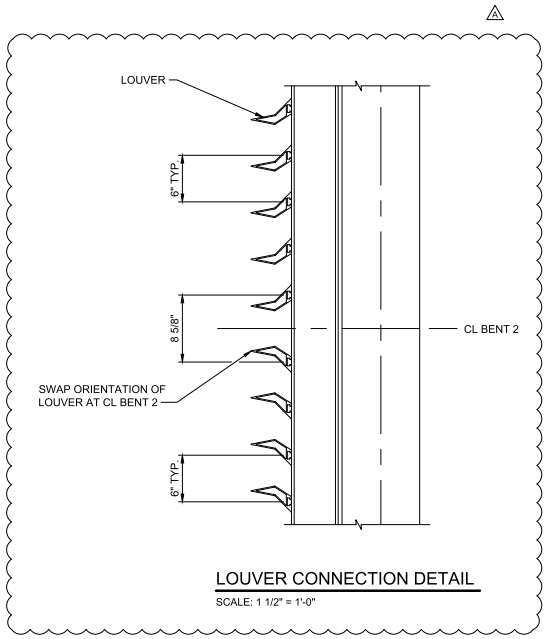
PLAN

SCALE: 1 1/2" = 1'-0"



HANDRAIL EXPANSION JOINT - PLAN

EXPANSION SLEEVE TO BE 1" STD PIPE



LOUVER CONNECTION DETAIL

SCALE: 1 1/2" = 1'-0"

NOTES:

1. HANDRAIL TO BE STAINLESS STEEL, TYPE "HNDRL-2" PER SPECIFICATION 05 73 00, DECORATIVE METAL RAILINGS.
2. ASSUMED INSTALLATION TEMPERATURE IS 64° F. INSTALLATION GAP IN HANDRAIL SHALL BE ADJUSTED FOR ACTUAL TEMPERATURE AT INSTALLATION.
3. HANDRAIL EXPANSION JOINTS SHALL BE LOCATED AT 100 FT MAXIMUM.
4. ALL PLATES SHALL BE FINISHED AND PAINTED SAME AS MAIN STRUCTURAL TRUSS MEMBERS. UPPER AND LOWER CHANNELS AND CURB WT TO BE HOT DIP GALVANIZED AND PAINTED. SEE GENERAL NOTES, DWG. B25-SZN010.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	AS	BF	AS	FINAL AS-BUILT
0	06/14/18	AS	BF	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: A. SELLADURAI
DRAWN BY: T. KOONS
CHECKED BY: B. FISH
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

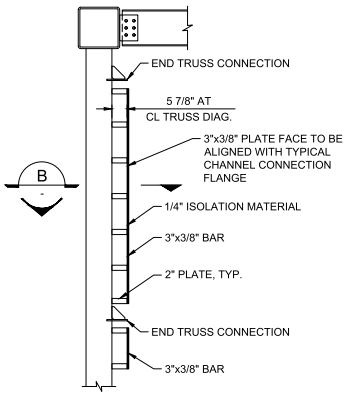
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD452
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

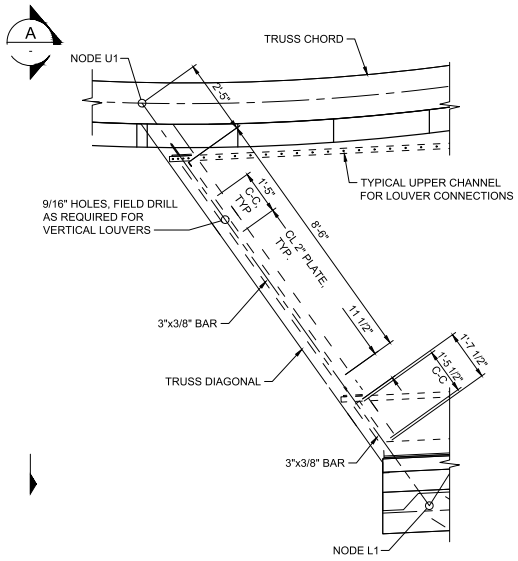
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
BARRIER DETAILS - SHEET 3

DRAWING No.: B25-SPD452
FACILITY ID: B25
SHEET No.: 103
REV: A



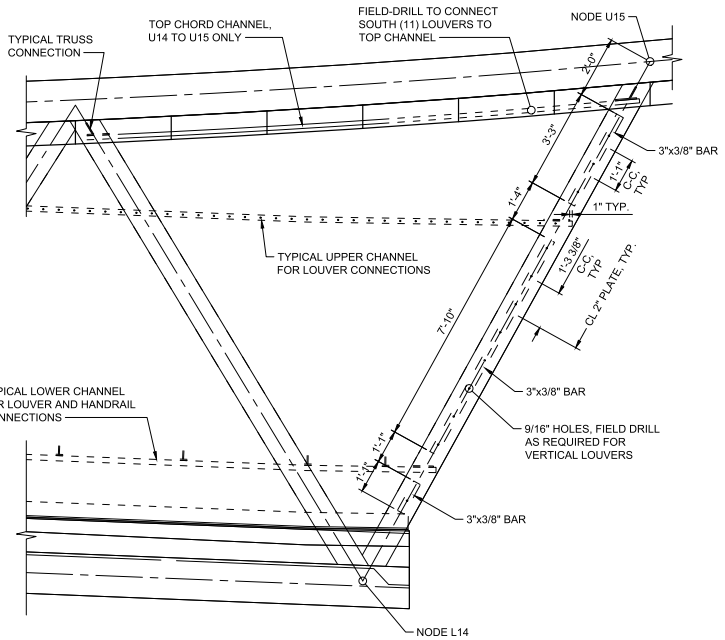
SECTION (AT NODE U-1) A

SCALE: 1/2" = 1'-0"



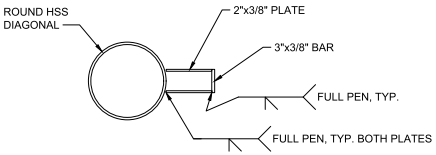
NORTH PORTAL END PLATE

SCALE: 1/2" = 1'-0"



SOUTH PORTAL END PLATE

SCALE: 1/2" = 1'-0"



DETAIL B

SCALE: 1 1/2" = 1'-0"

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	AS	BF	AS	FINAL AS-BUILT
0	06/14/18	AS	BF	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: A. SELLADURAI
DRAWN BY: T. KOONS
CHECKED BY: B. FISH
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

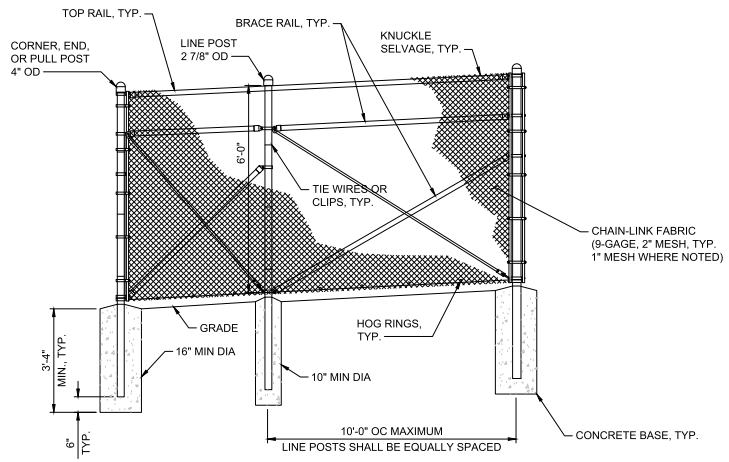
LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD453
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
BARRIER DETAILS - SHEET 4

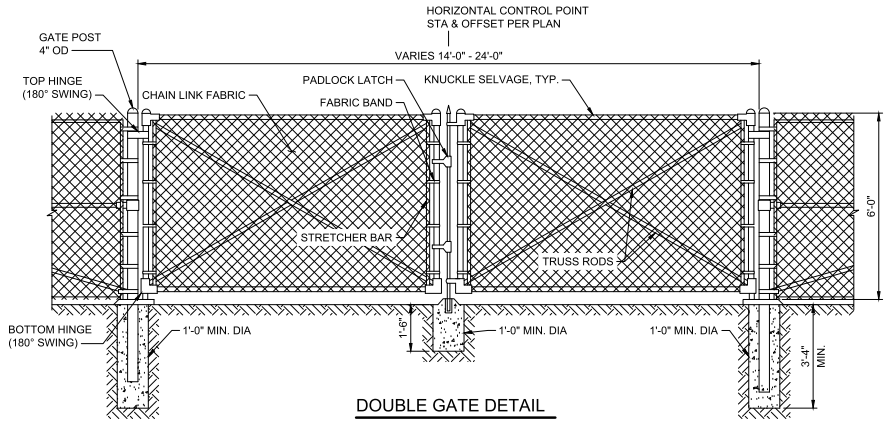
DRAWING No.: B25-SPD453
FACILITY ID: B25
SHEET No.: 104
REV: A



CHAIN LINK FENCE DETAIL

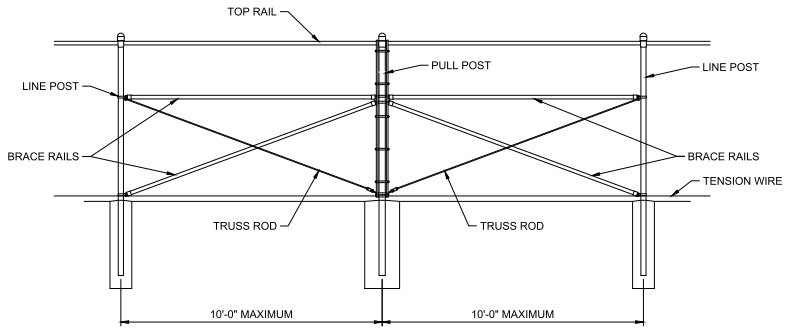
SCALE : NTS

SHOWN AT ABUTMENT 1; ALONG PATH SIMILAR



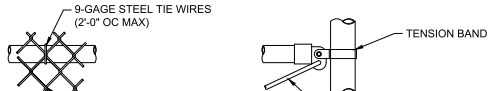
DOUBLE GATE DETAIL

SCALE : NTS



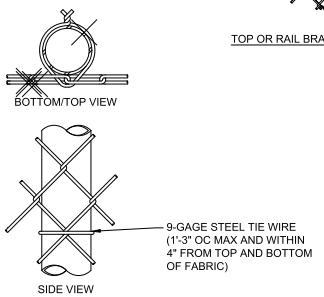
BRACE PANEL DETAIL

SCALE : NTS

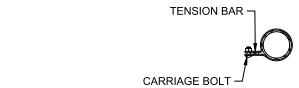


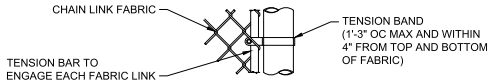
TOP OR RAIL BRACE ATTACHMENT

ROUND POST

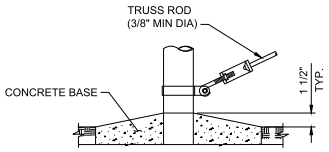


ROUND POST

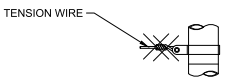




END OR GATE POST DETAIL



TRUSS ROD AND BAND



TENSION BAND DETAIL

FASTENING DETAILS

SCALE : NTS

NOTES:

1. CONSTRUCT WIRE TIES, RAILS, POSTS, AND BRACES ON THE SECURE SIDE OF THE FENCE ALIGNMENT. CHAIN-LINK FABRIC SHALL BE PLACED ON THE SIDE OPPOSITE THE SECURE AREA.
2. FENCE FABRIC SHALL BE BLACK VINYL COATED. POSTS, RAILS, AND HARDWARE SHALL BE BLACK POWDER COATED.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	CH	RG	EW	FINAL AS-BUILT
0	06/14/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. VANDENBERG
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN
DATE: 06/14/2018

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

REVIEWED BY: A. MENCKE
DATE: 06/14/2018

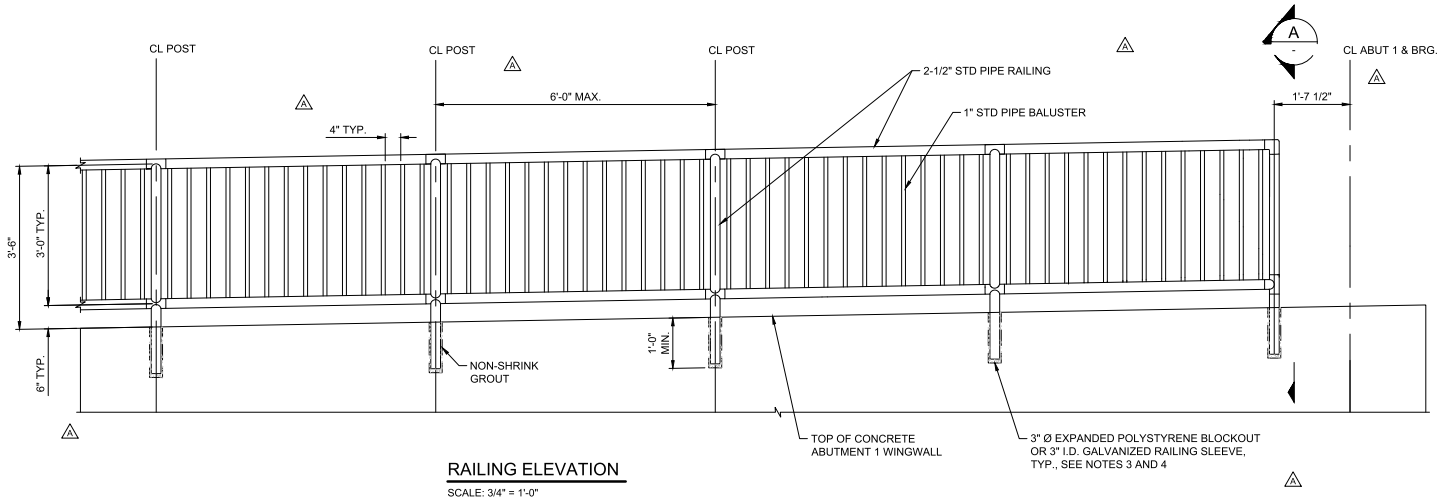
LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SPD455
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

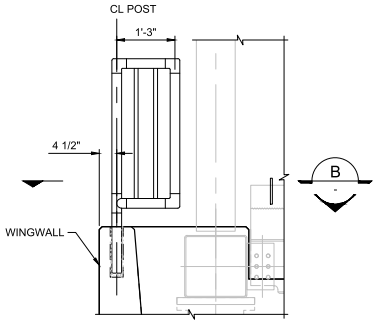
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
FENCING DETAILS

DRAWING No.: B25-SPD455
FACILITY ID: B25
SHEET No.: 105
REV: A



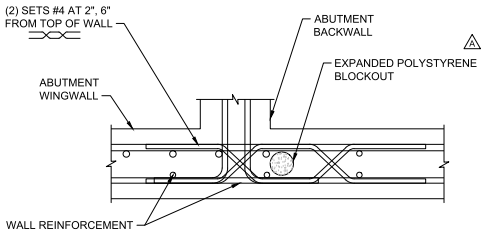
RAILING ELEVATION

SCALE: 3/4" = 1'-0"



SECTION

SCALE: 3/4" = 1'-0"



REBAR DETAIL - PLAN

SCALE: 1 1/2" = 1'-0"

NOTES:

1. FOR FOUNDATION INTO SOIL, SEE DETAILS ON DWG. B25-SPD455.
2. POSTS TO BE CENTERED ON WALL. POSTS SHALL BE ORIENTED PLUMB.
3. PIPES SHALL BE ALUMINUM AND MEET ASTM B241/B241M-02 OR B429-02 ALLOY 6063-T6 SCHEDULE 40 (STD PIPE).
4. USE EXPANDED POLYSTYRENE TO CREATE SLEEVE FOR RAILING POST. REMOVE POLYSTYRENE BEFORE POST INSTALLATION. GROUT AFTER INSTALLATION.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
B	01/01/21	CH	RG	EW	FINAL AS-BUILT
A	12/04/18	CH	RG	EW	NDC 000141 - PEDESTRIAN RAILING
0	07/31/18	CH	RG	EW	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. VANDENBERG
CHECKED BY: R. GIBSON
APPROVED BY: E. WINTERS

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

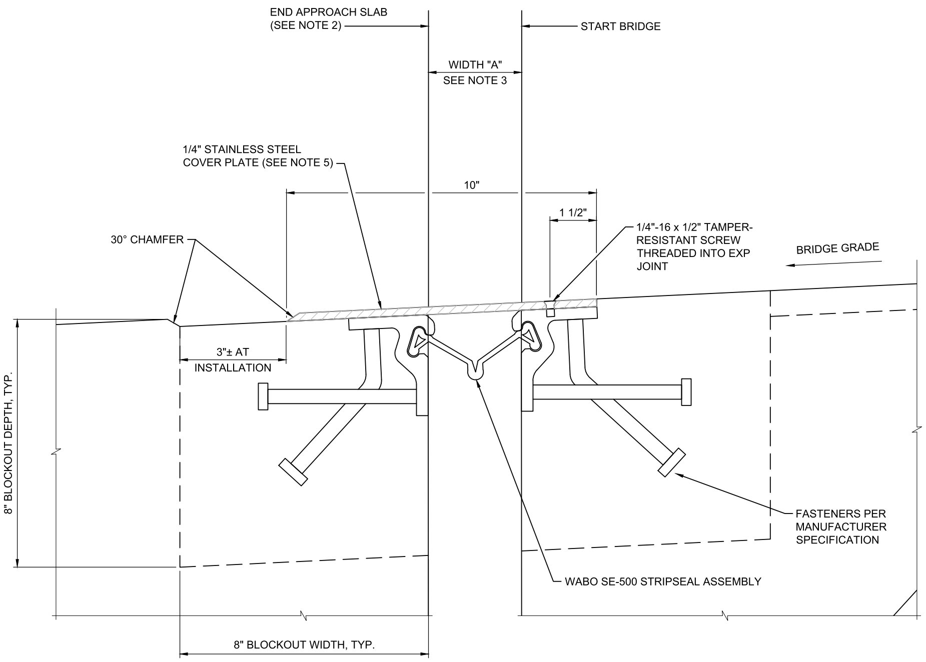
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 07/31/2018
REVIEWED BY: A. MENCKE
DATE: 07/31/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD456
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

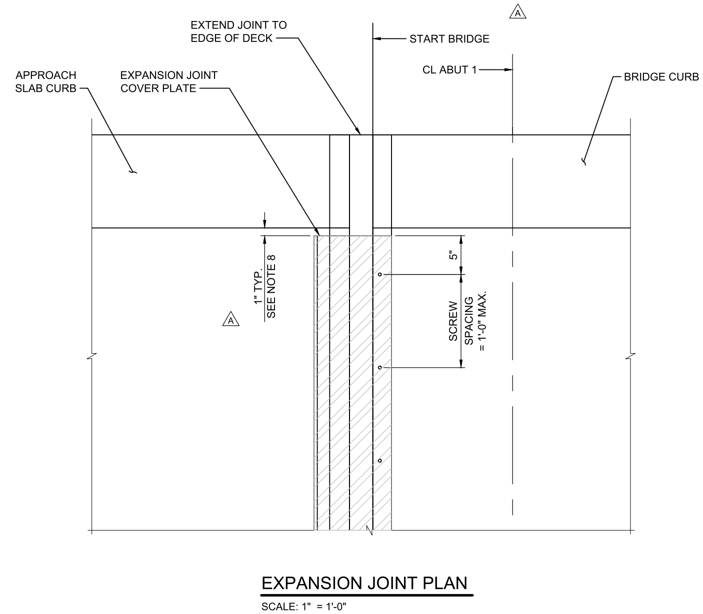
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
RAILING DETAILS

DRAWING No.: B25-SPD456
FACILITY ID: B25
SHEET No.: 106
REV: B



EXPANSION JOINT ELEVATION

SCALE: 1 1/2" = 1'-0"



EXPANSION JOINT PLAN

SCALE: 1" = 1'-0"

EXPANSION JOINT SCHEDULE									
JOINT	MANUFACTURER & ITEM NAME	OPENING "A" NORMAL TO JOINT		MIN. INSTALLATION WIDTH NORMAL TO JOINT	OPENING "A" NORMAL TO JOINT			BLOCKOUT DEPTH "B"	PLATE WIDTH "C"
		MIN.	MAX.		40°	60°	80°		
ABUT 1	WABO SE-500	1/2"	5 1/2"	2"	3.20"	3"	2.80"	8"	10"
PIER 3	WABO SE-500	1/2"	5 1/2"	2"	3.22"	3"	2.78"	8"	10"

NOTES:

1. WABO STRIPSEAL SE-500 SHOWN. ALTERNATE PRODUCT MAY BE USED WITH ENGINEER APPROVAL. SEE MANUFACTURER DETAILS FOR INSTALLATION PROCEDURE, FASTENER DETAILS, AND GEOMETRY NOT SHOWN HERE.
2. ABUTMENT 1 EXPANSION JOINT SHOWN. PIER 3 SIMILAR (OPPOSITE HAND). CONFIRM DETAILS AT PIER 3 WITH ENGINEER OF PEDESTRIAN BRIDGE RAMP (DP012) PRIOR TO CONSTRUCTION. SEE DWG. E25-SFD328 FOR FURTHER DETAILS AT PEDESTRIAN RAMP.
3. DIMENSION NORMALIZED TO MEASURED AIR TEMPERATURE OF 60° F. ADJUST BY 0.1" FOR EACH INCREMENT OF 10° F DIFFERING FROM THAT TEMPERATURE, NEGATIVE FOR INCREASED TEMPERATURE AND POSITIVE FOR DECREASED TEMPERATURE.
4. SEE BEARING TABLE, DWG. B25-SPD481, FOR EXPECTED MOVEMENTS.
5. EXPANSION JOINT COVER PLATE SHALL BE STAINLESS STEEL WITH A NON-SLIP COATING APPLIED TO THE EXPOSED TOP SURFACE (SLIPNOT OR APPROVED EQUAL). PLATE SHALL SIT FLUSH WITH CONCRETE DECK SURFACE.
6. STEEL FABRICATION SHALL BE VERIFIED AND APPROVED IN THE SHOP BEFORE SHIPMENT TO THE SITE.
7. INSTALLED EXPANSION JOINTS SHALL BE WATERTIGHT AND TESTED AFTER FINISHED CONSTRUCTION AND BEFORE FINAL ACCEPTANCE.
8. EXPANSION JOINT COVER PLATE SHOWN AT ABUTMENT 1. AT PIER 3, INCREASE LENGTH OF PLATE BY 2" TO REDUCE DIMENSION FROM PLATE TO CURB TO 0". SEE DWG. E25-SFD328 FOR DETAILS AT PIER 3.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
B	01/01/21	CH	AS	AS	FINAL AS-BUILT
A	09/13/19	CH	BF	BF	NDC 000360 - PIER 3 EXPANSION JOINT
0	07/31/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

ROBERT C. FISH — STATE OF WASHINGTON — 57432 — STRUCTURAL ENGINEER — PROFESSIONAL ENGINEER

T·Y·LIN INTERNATIONAL — engineers | planners | scientists
SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
DATE: 07/31/2018
REVIEWED BY: A. MENCKE

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 07/31/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD471
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
EXPANSION JOINT DETAILS

DRAWING No.: **B25-SPD471**
FACILITY ID: B25
SHEET No.: 107
REV: B

03/30/21 | 4:20 PM | NTURNER
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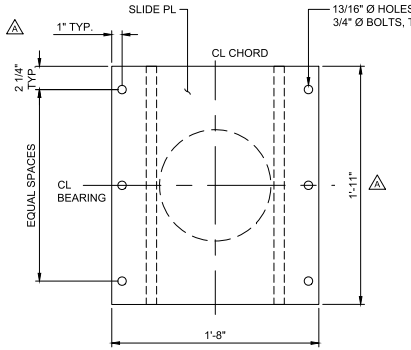
△

BEARING SCHEDULE

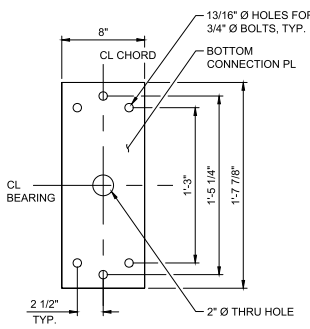
LOCATION	NUMBER	BEARING TYPE	UNFACTORED LOADS (KIPS)							FACTORED LOADS (KIPS)				HORIZONTAL FACTORED LOADS				EXTREME EVENT I	FACTORED DESIGN MOVEMENT (IN)			FACTORED ROTATIONS (RADIANS)			BEARING HEIGHT "Y" (IN)	SOLE PLATE SLOPE	BEARING SEAT WORKPOINT ELEVATION
			COMPRESSION LOADS				UPLIFT LOADS			COMPRESSION LOADS			UPLIFT LOADS	LONGITUDINAL		TRANSVERSE			LONGITUDINAL			LONGITUDINAL					
			DL	PL	WS	EQ	PL	WS	EQ	SERVICE	STRENGTH	EXTREME	EXTREME I	SERVICE	STRENGTH	SERVICE	STRENGTH		SERVICE	STRENGTH	EXTREME	SERVICE	STRENGTH	EXTREME			
A1	2	GUIDED	70	32	28	102	7	44	102	111	144	193	53	N/A	N/A	11	30	58	0.72	0.77	6.75	0.0007	0.0011	0.0014	5.39	4.75%	353.35
P2	2	PIN	215	94	4	32	0	60	32	312	434	253	N/A	3	4	64	96	145	N/A	N/A	N/A	0.0005	0.0009	0.0330	5.75	4.75%	358.62
P3	2	GUIDED	85	35	22	84	2	42	84	127	168	186	16	N/A	N/A	11	32	74	0.83	0.91	8.30	0.0008	0.0013	0.0074	5.39	4.00%	358.56



GUIDED BEARING PLAN

SCALE: 2" = 1'-0"

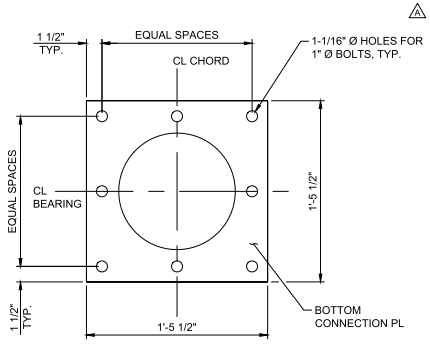
SHOWING SLIDE PLATE



GUIDED BEARING PLAN

SCALE: 2" = 1'-0"

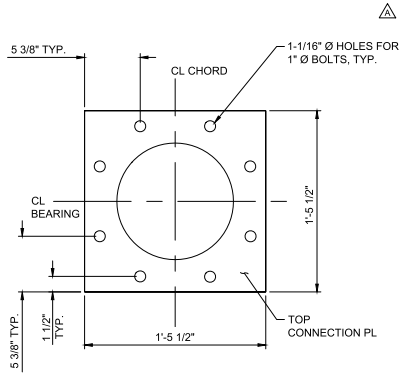
SHOWING BOTTOM CONNECTION PLATE



FIXED BEARING PLAN

SCALE: 2" = 1'-0"

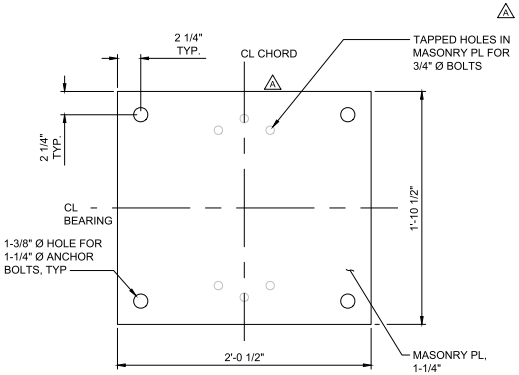
SHOWING BOTTOM CONNECTION PLATE



FIXED BEARING PLAN

SCALE: 2" = 1'-0"

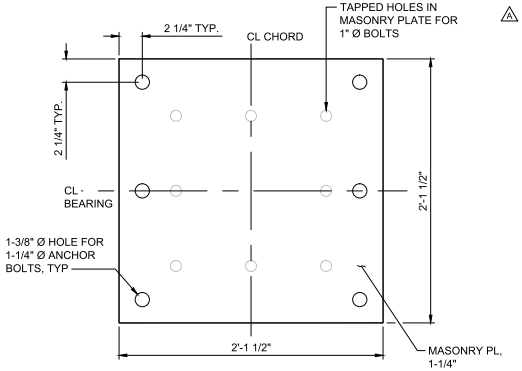
SHOWING TOP CONNECTION PLATE



GUIDED BEARING PLAN

SCALE: 2" = 1'-0"

SHOWING MASONRY PLATE



FIXED BEARING PLAN

SCALE: 2" = 1'-0"

SHOWING MASONRY PLATE

BEARING NOTES:

1. BEARING AND GROUT PAD DETAILS, SHOWN ON THESE DRAWINGS, ARE BASED ON THE BEARING ALLOWANCE "Y" SHOWN IN THE BEARING TABLE. IF BEARING AND/OR ATTACHMENT PLATES PROVIDED ARE DIFFERENT FROM WHAT IS INDICATED, THE CONTRACTOR SHALL ADJUST THE TOP OF GROUT LEVELING PAD ELEVATION ACCORDINGLY.
2. BEARINGS SHALL BE DESIGNED TO ACCOMMODATE THE FACTORED DESIGN MOVEMENTS IN THE BEARING TABLE.
3. ESTIMATED TRANSVERSE MOVEMENT FOR GUIDED BEARINGS AT ABUTMENT 1 AND PIER 3 DUE TO UNIFORM TEMPERATURE CHANGE IS 1/8".
4. BEARINGS SHALL BE SHOP PAINTED, WITH TOUCHUPS DONE AFTER INSTALLATION.
5. FACTORED EXTREME EVENT I DEMANDS, SHOWN IN THE BEARING TABLE, INCLUDE REQUIREMENTS FOR CAPACITY PROTECTION AND ORTHOGONAL COMBINATIONS.

ANCHOR BOLT NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE PROPER PLACEMENT OF ANCHOR BOLTS. AT A MINIMUM, A TEMPORARY STEEL TEMPLATE SHALL BE USED TO POSITION THE BOLTS WHILE PLACING CONCRETE.
2. UPON COMPLETION OF CONCRETE PLACEMENT FOR BENT A1, P2 & P3 AND PRIOR TO BEARING INSTALLATION, MINOR ADJUSTMENT MAY BE MADE TO ANCHOR BOLT POSITION BY TAPPING AGAINST A TEMPORARY NUT.
3. PRIOR TO BEARING INSTALLATION, THE PIPE SLEEVES SHALL BE GROUTED AND THE GROUT LEVELING PAD CONSTRUCTED USING NON-SHRINK GROUT WITH A MINIMUM COMPRESSION STRENGTH OF 6 KSI AT 7 DAYS. BEARINGS SHALL NOT BE INSTALLED UNTIL GROUT HAS ATTAINED DESIGN STRENGTH.
4. ALTERNATE GROUT PAD AND BEARING INSTALLATION SEQUENCE AND WORK PLAN REQUIRE APPROVAL OF ENGINEER PRIOR TO BEARING WORKS COMMENCING.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
B	01/01/21	DR	AS	AS	FINAL AS-BUILT
A	10/08/18	DR	CH	AS	FDC 000099 - BEARING REVISION
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:	SUBMITTAL DATE:
G. OWEN	06/14/2018	A. MENCKE	06/14/2018	06/14/2018

SCALE: AS NOTED
FILENAME: E360-B25-SPD481
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
BEARING DETAILS - SHEET 1

DRAWING No.: B25-SPD481
FACILITY ID: B25
SHEET No.: 108
REV: B

03/30/21 | 4:20 PM | NTURNER
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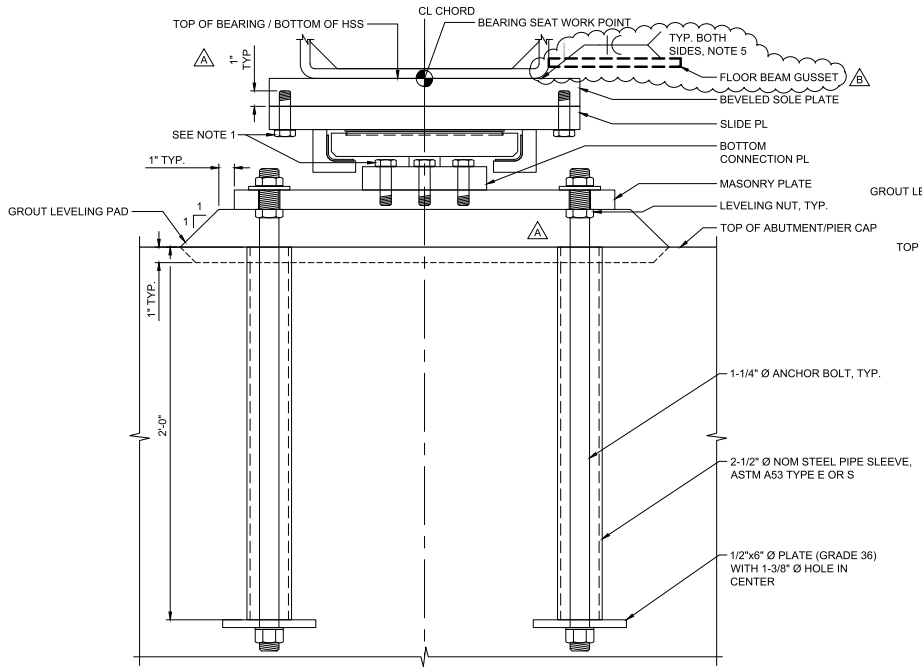
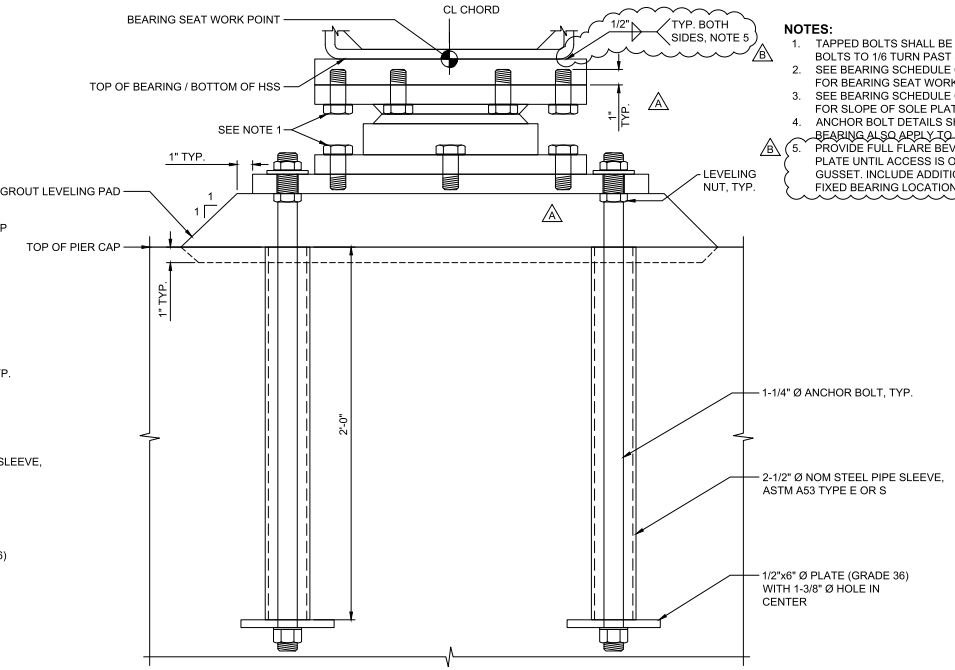


SECTION

SUPERSTRUCTURE NOT SHOWN

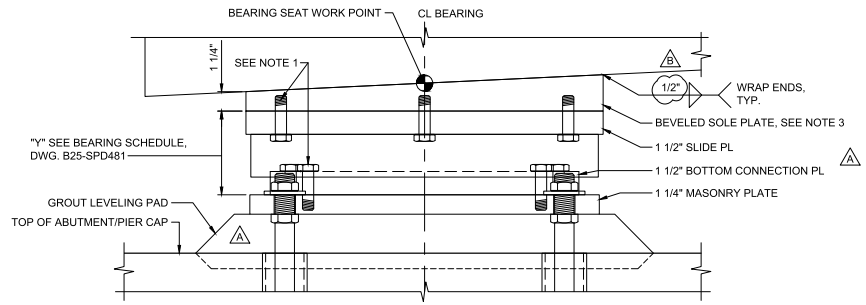


SECTION

SUPERSTRUCTURE NOT SHOWN

NOTES:

1. TAPPED BOLTS SHALL BE ASTM A325. TIGHTEN BOLTS TO 1/6 TURN PAST SNUG TIGHT.
2. SEE BEARING SCHEDULE ON DWG. B25-SPD481 FOR BEARING SEAT WORK POINT ELEVATIONS.
3. SEE BEARING SCHEDULE ON DWG. B25-SPD481 FOR SLOPE OF SOLE PLATE.
4. ANCHOR BOLT DETAILS SHOWN FOR GUIDED BEARING ALSO APPLY TO FIXED BEARING.
5. PROVIDE FULL FLARE BEVEL WELDS AT SOLE PLATE UNTIL ACCESS IS OBSTRUCTED BY GUSSET. INCLUDE ADDITIONAL 1/2" FILLET AT FIXED BEARING LOCATION.

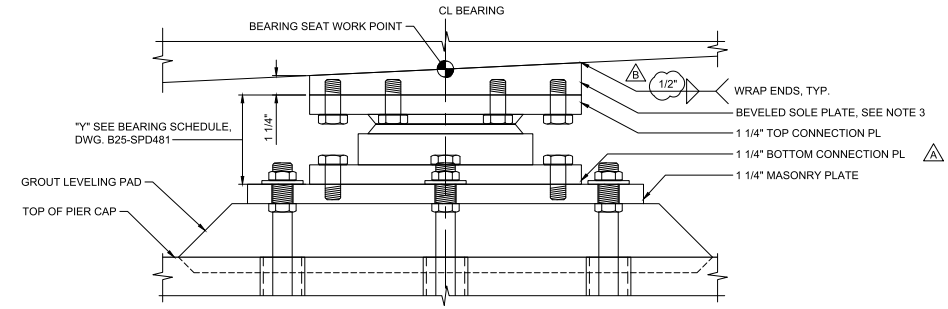


ELEVATION

GUIDED BEARING DETAIL

SCALE: 3" = 1'-0"

BEARING AT ABUT 1 SHOWN, BEARING AT PIER 3 SIMILAR



ELEVATION

FIXED BEARING DETAIL

SCALE: 3" = 1'-0"

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xE360-B25-SBX001.dwg
xE360-B25-SBE001.dwg
xE360-GB-TB02x34_TYLI LOGO.dwg
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GB-Seal-ASS4684.dwg

03/30/21 | 4:59 PM | NTURNER
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FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
B	06/25/20	DR	AS	AS	NDC 000563 - FINAL AS-BUILT
A	10/08/18	DR	CH	AS	FDC 000099 - BEARING REVISION
0	06/14/18	DR	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: D. RISH
DRAWN BY: T. KOONS
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

T.Y. LIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 06/14/2018
REVIEWED BY: A. MENCKE
DATE: 06/14/2018

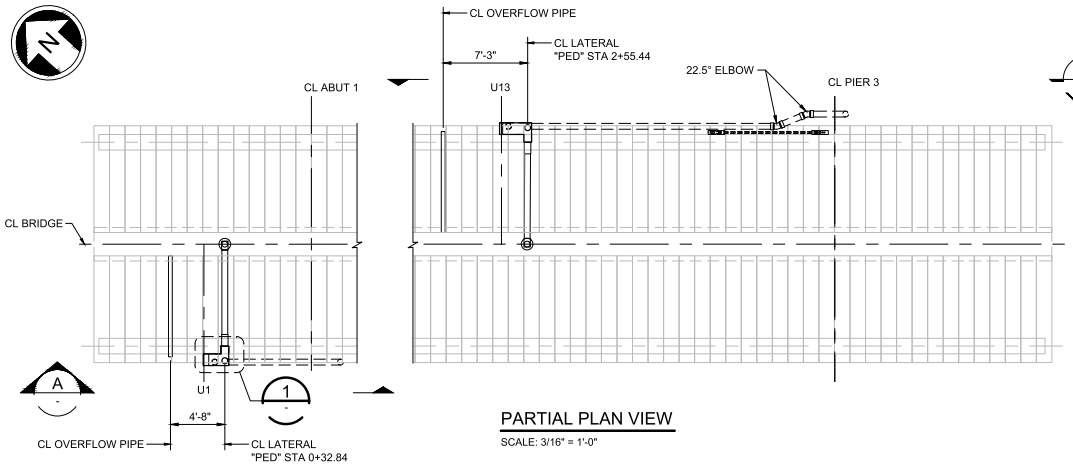
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SPD482
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 06/14/2018

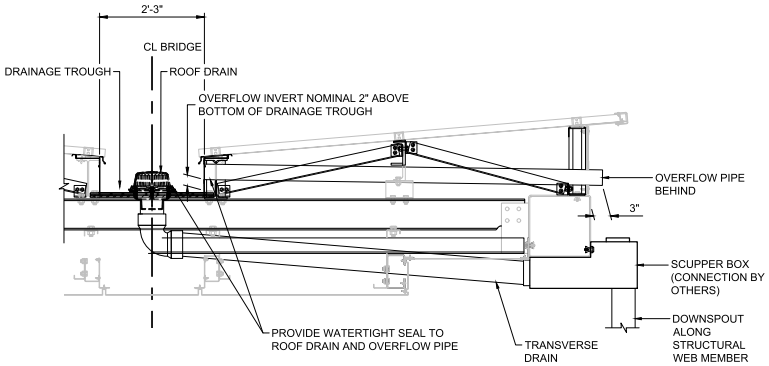
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
STRUCTURAL
BEARING DETAILS - SHEET 2

DRAWING No.: B25-SPD482
FACILITY ID: B25
SHEET No.: 109
REV: B



PARTIAL PLAN VIEW

SCALE: 3/16" = 1'-0"

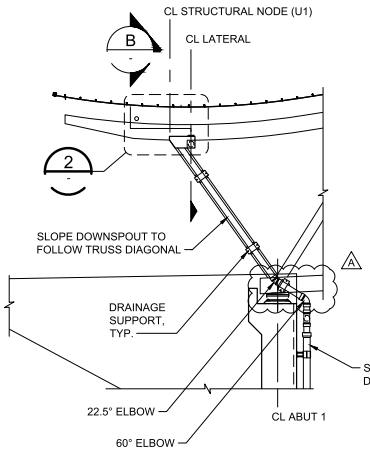


PARTIAL SECTION C

SCALE: 3/4" = 1'-0"

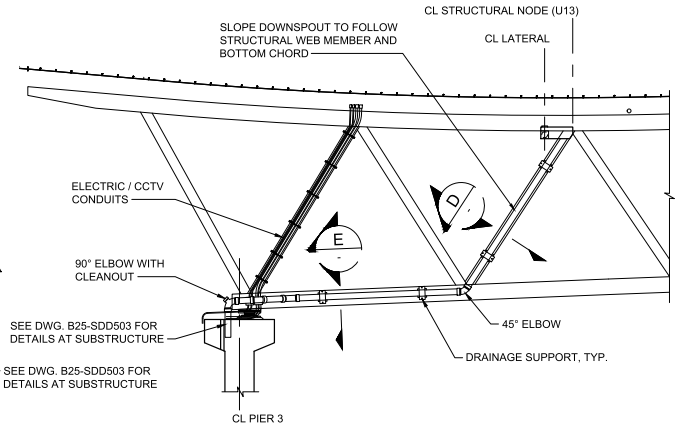
SHOWN NEAR U1

U13 SIMILAR



ELEVATION A

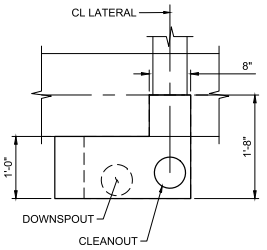
SCALE: 3/16" = 1'-0"



ELEVATION B

SCALE: 3/16" = 1'-0"

LOOKING SOUTH



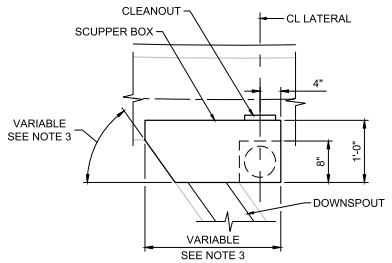
DETAIL 1

SCALE: 1" = 1'-0"

SCUPPER BOX PLAN

SHOWN NEAR U13

U1 SIMILAR



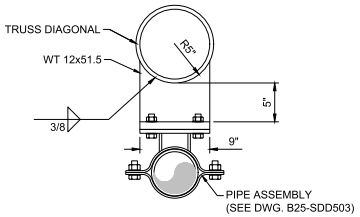
DETAIL 2

SCALE: 1" = 1'-0"

SCUPPER BOX ELEVATION

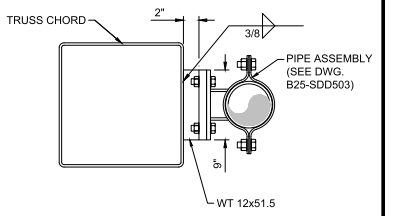
SHOWN NEAR U1

U13 SIMILAR



SECTION D

SCALE: 1 1/2" = 1'-0"



SECTION E

SCALE: 1 1/2" = 1'-0"

NOTES:

1. ROOF DRAIN BASIS OF DESIGN SMITH 15" SMITH 1010 OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
2. FABRICATE ALL DRAINAGE TROUGH, PIPING, AND GUTTER BOX ELEMENTS FROM STAINLESS STEEL (ASTM A240/A240M OR ASTM A666 TYPE 316). PIPING SHALL BE 6" DIAMETER (SCHEDULE 10) TYPE 304L SS PIPE. OVERFLOW PIPE MAY BE 4" DIAMETER AND SHALL BE SECURED TO THE DRAINAGE TROUGH.
3. ATTACHMENTS TO THE TRUSS SHALL BE FINISHED AND PAINTED SAME AS THE TRUSS ELEMENTS.
4. SCUPPER BOX VARIABLE ANGLE AND LENGTH TO MATCH TRUSS GEOMETRY.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/27/20	CH	AS	AS	FDC 000407 - FINAL AS-BUILT
0	07/31/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. RYDING
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

SUBMITTED BY: G. OWEN
DATE: 07/31/2018
REVIEWED BY: A. MENCKE
DATE: 07/31/2018

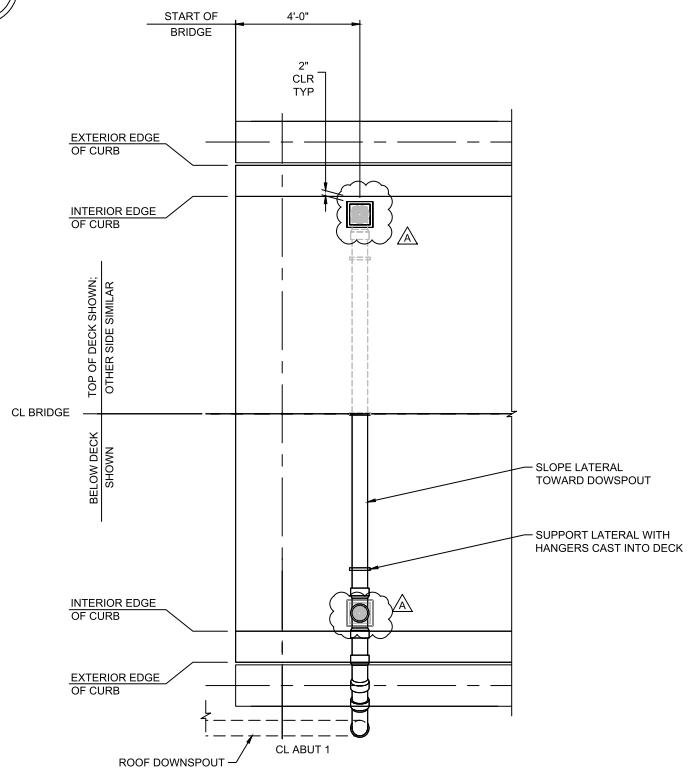
LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SDD501
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

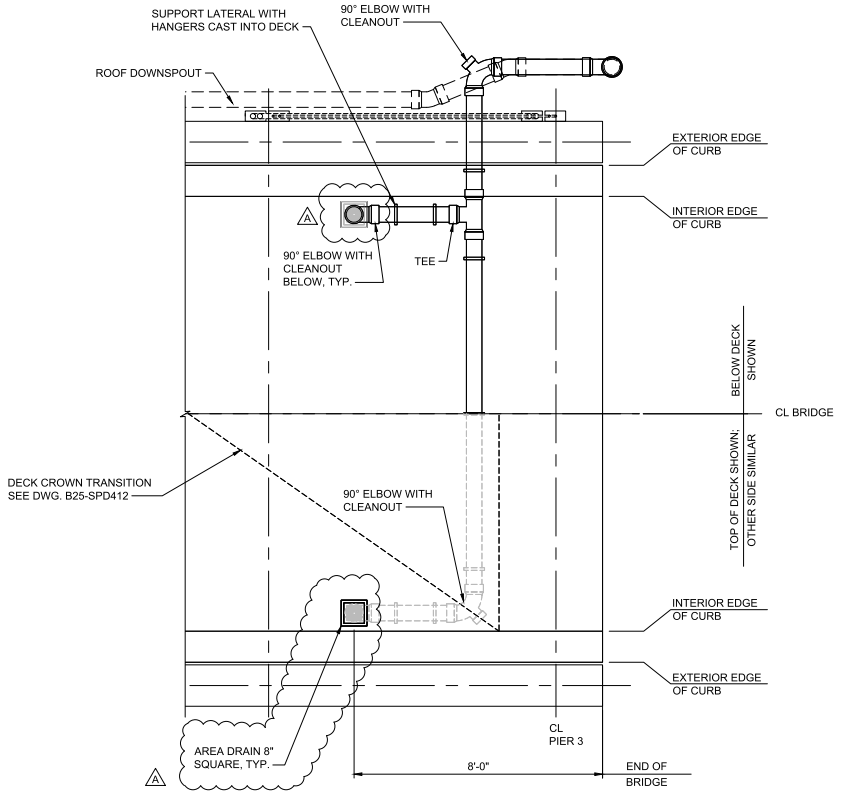
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
ROOF DRAINAGE DETAILS

DRAWING No.: B25-SDD501
FACILITY ID: B25
SHEET No.: 110
REV: A



DECK PLAN AT ABUT 1

SCALE: 1/2" = 1'-0"



DECK PLAN AT PIER 3

SCALE: 1/2" = 1'-0"

NOTES:

1. SEE DWG. B25-SDD501 FOR MATERIAL NOTES.
2. AREA DRAIN BASIS OF DESIGN ZURN Z158 SQUARE TOP PROM-DECK DRAIN WITH HEEL-PROOF GRATE AND ROTATABLE FRAME. ALTERNATE MAY BE USED WITH ENGINEER APPROVAL.
3. LOCALLY SLOPE DECK TO DRAIN.
4. ALL 90° ELBOWS TO HAVE CLEANOUT OR BE REPLACED BY (2) 45° BENDS.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	09/21/20	CH	AS	AS	FDC 000466 - FINAL AS-BUILT
0	07/31/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

DESIGNED BY: C. HOVELL
DRAWN BY: J. RYDING
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

SUBMITTED BY: G. OWEN
DATE: 07/31/2018
REVIEWED BY: A. MENCKE
DATE: 07/31/2018

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

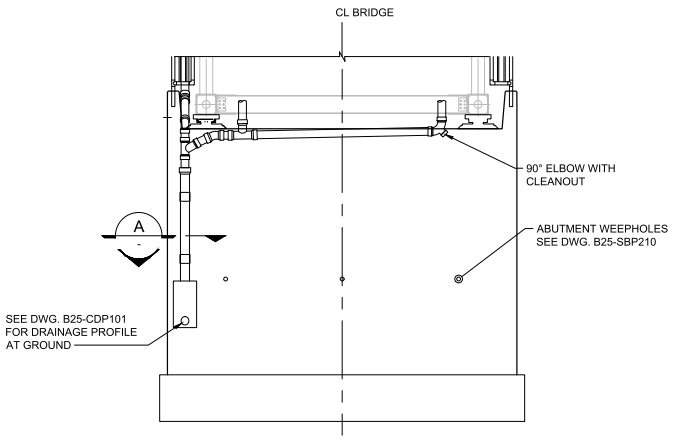
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SDD502
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

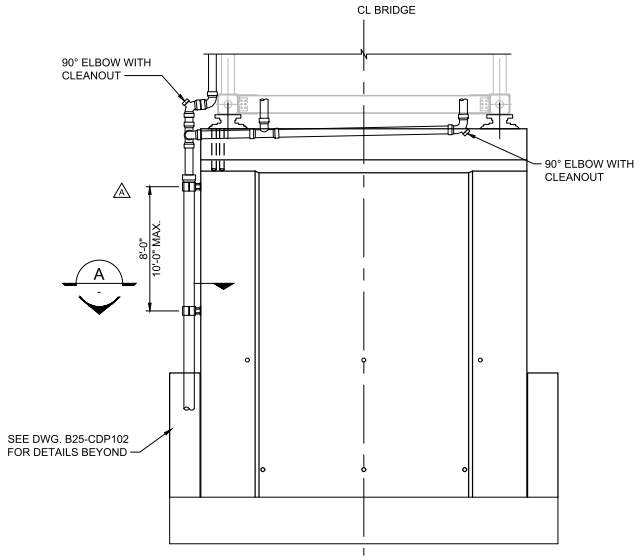
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
DECK DRAINAGE DETAILS

DRAWING No.: B25-SDD502
FACILITY ID: B25
SHEET No.: 111
REV: A



ABUTMENT 1 ELEVATION

SCALE: 1/4" = 1'-0"

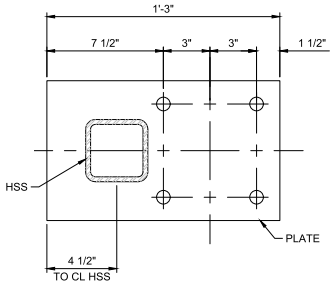


PIER 3 SECTION

SCALE: 1/4" = 1'-0"

NOTES:

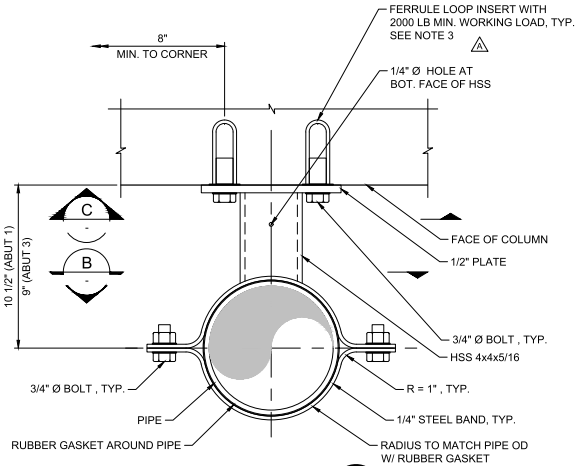
1. SEE DWG. B25-SDD501 FOR MATERIAL NOTES.
2. ALL 90° ELBOWS TO HAVE CLEANOUT OR BE REPLACED BY (2) 45° BENDS.
3. CAST-IN-PLACE INSERTS MAY BE REPLACED WITH DRILL-AND-BOND DOWELS WITH ENGINEER OF RECORD CONCURRENCE AND APPROVAL OF MATERIALS TO BE USED. CAPACITY REQUIRED IS AS SHOWN.



SECTION C

SCALE: 3" = 1'-0"

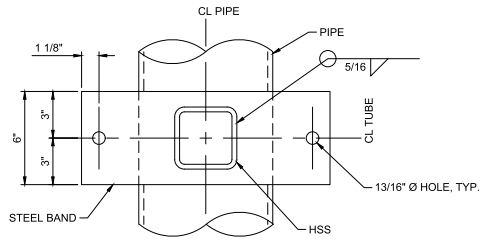
PIER 3 CONNECTION SHOWN



SECTION A

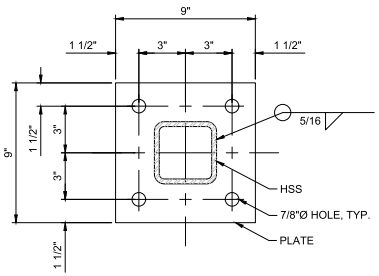
SCALE: 3" = 1'-0"

ABUTMENT 1 SHOWN
PIER 3 SIMILAR



SECTION B

SCALE: 3" = 1'-0"



SECTION C

SCALE: 3" = 1'-0"

ABUT 1 CONNECTION SHOWN

No.	DATE	DSN.	CHK	APP	REVISION
B	01/01/21	CH	AS	AS	FINAL AS-BUILT
A	09/13/2019	CH	BF	BF	NDC 000262 - PIER 3 DRAINAGE
0	07/31/18	CH	AS	AS	ISSUED FOR CONSTRUCTION

FINAL AS-BUILT

DESIGNED BY: C. HOVELL
DRAWN BY: J. RYDING
CHECKED BY: A. SELLADURAI
APPROVED BY: A. SELLADURAI

TYLIN INTERNATIONAL engineers | planners | scientists

SUBMITTED BY: G. OWEN

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

DATE: 07/31/2018

REVIEWED BY: A. MENCKE

DATE: 07/31/2018

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-SDD503
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/31/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
CIVIL
SUBSTRUCTURE DRAINAGE DETAILS

DRAWING No.: B25-SDD503
FACILITY ID: B25
SHEET No.: 112
REV: B

SOUNDTRANSIT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

EAST LINK EXTENSION

SOUTH BELLEVUE TO OVERLAKE TRANSIT CENTER

RTA/CN 0122-13

CONTRACT E360

SR 520 TO OVERLAKE TRANSIT CENTER

FINAL AS-BUILT
JANUARY 1, 2021

OVERLAKE VILLAGE PEDESTRIAN BRIDGE - ARCHITECTURE

PREPARED BY:

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DESIGN PACKAGE 016

BOOK 1 OF 1

INDEX OF DRAWINGS - DESIGN PACKAGE 016

SHT. No.	DWG. No.	REV.	TITLE
			ARCHITECTURAL
1	B25–GZT000A	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – ARCHITECTURAL COVER SHEET
2	B25–GZI003	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – INDEX OF DRAWINGS
3	B25–AEE601	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – OVERALL BRIDGE ELEVATION
4	B25–ARP610	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – ROOF PLAN & DETAILS
5	B25–ACP620	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – REFLECTED CEILING PLAN & DETAILS
6	B25–ACE621	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – ENLARGED PLANS & ELEVATIONS
7	B25–ACE622	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – ENLARGED ELEVATIONS
8	B25–AFX623	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – CEILING AND ROOF SECTIONS
9	B25–AFX624	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – CEILING AND ROOF SECTIONS
10	B25–AFD625	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – ENLARGED SECTIONS
11	B25–AFD628	A	OVERLAKE VILLAGE PEDESTRIAN BRIDGE – ARCHITECTURAL – ROOF & CEILING DETAILS

SHT. No.	DWG. No.	REV.	TITLE

A

XREF LIST:
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xE360-GB-TB02x34_TYLI LOGO.dwg
GB-Seal-ANSI12166.dwg

03/31/21 | 8:14 AM | NTURNER
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FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	10/30/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

DESIGNED BY: N. SHAMBLE
DRAWN BY: J. VANDENBERG
CHECKED BY: D. BLASCHKE
APPROVED BY: N. SHAMBLE

12166 REGISTERED ARCHITECT
ALFRED NOEL SHAMBLE
STATE OF WASHINGTON

TY LIN INTERNATIONAL
engineers | planners | scientists

SUBMITTED BY: G. OWEN
DATE: 10/30/2018

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

REVIEWED BY: A. MENCKE
DATE: 10/30/2018

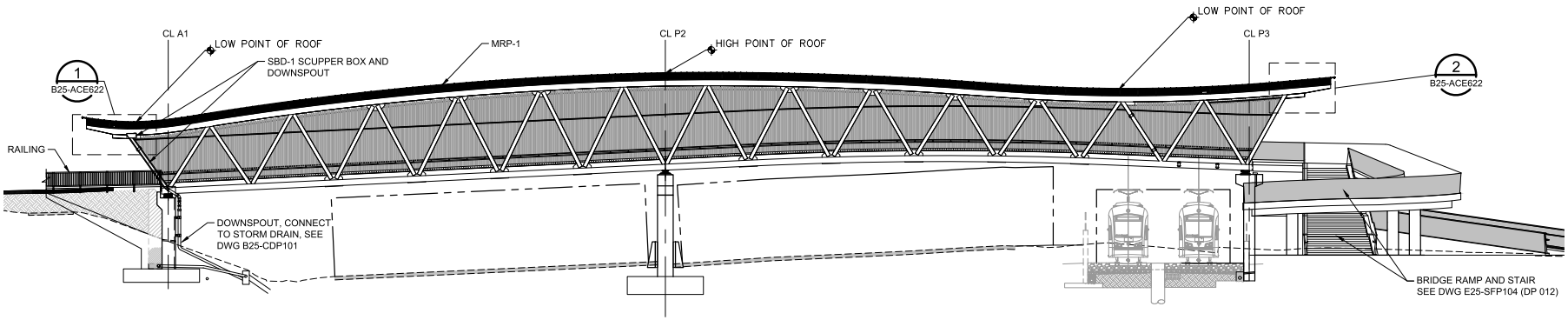
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-GZI003
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 10/30/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
INDEX OF DRAWINGS

DRAWING No.: B25-GZI003
FACILITY ID: B25
SHEET No.: 2
REV.: A



BRIDGE OVERALL ELEVATION (WEST)

SCALE: 1" = 10'-0"

EXTERIOR FINISH & SPECIFICATION REFERENCE SCHEDULE

NOMENCLATURE	DESCRIPTION	COLOR
03 35 00 CONCRETE FINISHING		
CIP-2	SKID RESISTANT WALKING SURFACE USING A TRANSVERSE BROOM FINISH	
HNDRL-2	STAINLESS STEEL PIPE HANDRAIL ON INTERIOR AND EXTERIOR; MOUNTED ON WALL AND GUARDRAIL	
05 05 23 METAL FASTENINGS		
	SEE GENERAL NOTE H AND 09 95 00	
05 40 00 COLD-FORMED METAL FRAMING		
	SEE GENERAL NOTE H AND 09 95 00	
05 75 00 DECORATIVE FORMED METAL		
DMP-7	STAINLESS STEEL WIRE MESH (1/4"x 3/4" MODULE)	
07 41 13 METAL ROOF PANELS		
MRP-1	ARCHITECTURAL STANDING SEAM METAL ROOF PANELS	METALLIC SILVER
GB-1	STAINLESS STEEL GUTTER BOX	
SBD-1	STAINLESS STEEL SCUPPER BOX AND DOWNSPOUT	
07 42 10 METAL WALL AND SOFFIT PANELS		
MP-5	ALUMINUM PANELS, CUSTOM PERFORATED (WALL & SOFFIT APPLICATION) AS DETAILED	SILVER
MP-6	ALUMINUM PANELS, SOLID (WALL OR SOFFIT APPLICATION)	SILVER
07 62 00 SHEET METAL FLASHING AND TRIM		
	TO MATCH ADJACENT FINISH	
09 96 00 HIGH-PERFORMANCE COATINGS		
HPC-1	SEE GENERAL NOTE H	DARK GREY
11 24 29 FALL-ARRESTING & MAINTENANCE SUPPORT SYSTEMS		
FPAP-2	RIGID ANCHOR POST	SILVER
HLL	HORIZONTAL LIFE LINE	SILVER

GENERAL ARCHITECTURAL NOTES:

A. ARCHITECTURAL DRAWINGS SHOW ARCHITECTURAL INFORMATION ONLY. SEE DESIGN PACKAGE 015, B25-S SERIES DRAWINGS FOR ALL INFORMATION REGARDING BRIDGE STRUCTURE, LAYOUT, AND DIMENSIONS. SEE B25-E SERIES DRAWINGS FOR ELECTRICAL DETAILS. SEE DESIGN PACKAGE 012, E25 SERIES DRAWINGS FOR OVERLAKE VILLAGE STATION DETAILS.

B. ALL INTERNAL FRAMING TO SUPPORT ROOF, SIDE, AND CEILING PANELS TO BE ATTACHED TO THE PRIMARY STRUCTURE WITH MECHANICAL CONNECTIONS AS APPROVED BY THE ENGINEER. DESIGN AND INSTALLATION BY OTHERS. ALL INTERNAL STRUCTURAL STEEL FRAMING AND COLD-FORMED FRAMING TO SUPPORT ROOF, SIDE, AND CEILING PANELS SHALL BE DEFERRED DESIGN BY THE SUPPLIER/FABRICATOR AND SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF WASHINGTON. ALL SUBMITTALS, INCLUDING SHOP DRAWINGS, SHALL INCLUDE STRUCTURAL COMPONENTS, CONNECTIONS, AND FASTENERS, AND SHALL BE PROVIDED TO THE OVS PEDESTRIAN BRIDGE DESIGNER OF RECORD FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.

C. SEE STRUCTURAL GENERAL NOTES (DWG. B25-SZN010) FOR ASSUMED DESIGN LOADS. NOTIFY THE DESIGNER OF RECORD IF FINAL LOADS EXCEED THESE ASSUMED VALUES. HOLES, PENETRATIONS, WELDS, BOLTS, AND OTHER CONNECTIONS TO THE HSS STEEL TRUSS TO ACCOMMODATE THE ROOF SYSTEM, CONDUITS, JUNCTION BOXES, AND OTHER ITEMS RELATED TO LIGHTING, ELECTRICAL, GUTTER, OR SIMILAR MISCELLANEOUS FEATURES SHALL BE DETAILED BY THE SUPPLIER/FABRICATOR. ALL SUBMITTALS, INCLUDING SHOP DRAWINGS AND FINAL LOADS, SHALL BE PROVIDED TO THE OVS PEDESTRIAN BRIDGE DESIGNER OF RECORD FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.

D. IN CASE OF CONFLICT, DETAILED SPECIFICATIONS AND FINISH INFORMATION LISTED IN THESE DRAWINGS SUPERCEDE THE GENERAL SPECIFICATIONS LISTED IN "EXTERIOR FINISH & SPECIFICATION REFERENCE SCHEDULE." SEE ALL RELATED PROJECT SPECIFICATIONS FOR ADDITIONAL GENERAL, PRODUCT, AND EXECUTION INFORMATION.

E. ALL ROOF FLASHING GAUGE, COLOR, AND FINISH TO MATCH MRP-1.

F. USE NON-METAL WASHERS TO SEPARATE DISSIMILAR METALS THROUGHOUT.

G. GUTTER BOX SHALL BE 14 GAUGE (0.078") STAINLESS STEEL. THE 3-SIDED BOX, MADE FROM ONE BOTTOM AND 2 SIDE PANELS SHALL BE CONTINUOUSLY WELDED TOGETHER TO FORM THE PAN SHAPE. TO MATCH THE CURVED BRIDGE PROFILE, AND FOR EASE OF INSTALLATION, DIVIDE TOTAL LENGTH INTO SEGMENTS (AS INDICATED ON ROOF PLAN ON DWG. B25-ARP610). THEN ASSEMBLE IN FIELD WITH 2" OVERLAP OF SEGMENTS. BASED ON ROOF RADII, HIGH SIDE OF GUTTER SECTIONS SHALL LAP OVER LOW SIDE SECTIONS FOR POSITIVE DRAINAGE ALONG CURVE. ON HIGH SIDE END, TAPER LAST 3" OF BOX LENGTH IN BY 0.156" WIDTH TO ACCOMMODATE OVERLAP. GUTTER LAPS SHALL BE CONTINUOUSLY WELDED FROM ABOVE ALONG ENTIRE OVERLAP SPLICE. THE GUTTER WELDED CONNECTION DETAIL MAY BE REPLACED WITH AN ALTERNATE AS DETAILED FOR REVIEW AND APPROVAL IN SHOP DRAWINGS.

H. FOR ALL GALVANIZED COLD-FORMED FRAMING AND HOT DIPPED GALVANIZED MISCELLANEOUS STEEL FRAMING HIDDEN FROM VIEW BY EITHER DMP-7 OR MP-5 PANEL TYPES, PROVIDE TWO FIELD-APPLIED COATS OF HIGH-PERFORMANCE COATING, IN addition TO SHOP-APPLIED PRIMER, PRIOR TO INSTALLATION OF PERFORATED PANELS. SEE SCHEDULE FOR COLOR.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	12/21/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

DESIGNED BY: N. SHAMBLE
DRAWN BY: J. VANDENBERG
CHECKED BY: D. BLASCHKE
APPROVED BY: N. SHAMBLE

12166 REGISTERED ARCHITECT
ALFRED NOEL SHAMBLE STATE OF WASHINGTON

TY LIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

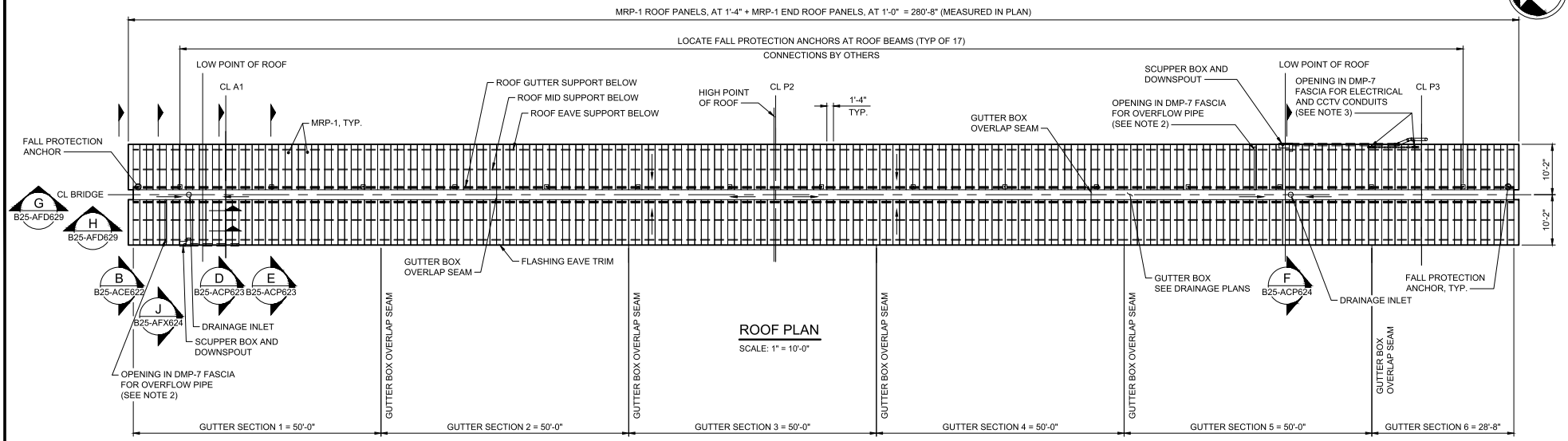
SOUNDTRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-AEE601
CONTRACT No.: RTA/CN 0122-13

SUBMITTED BY: G. OWEN
DATE: 12/21/2018
REVIEWED BY: A. MENCKE
DATE: 12/21/2018
SUBMITTAL DATE: 12/21/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
OVERALL BRIDGE ELEVATION

DRAWING No.: **B25-AEE601**
FACILITY ID: B25
SHEET No.: 3
REV: A



ROOF PLAN
SCALE: 1" = 10'-0"

NOTES:
1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601.
2. PROVIDE OPENING IN DMP-7 FASCIA FOR GUTTER OVERFLOW PIPE (TWO LOCATIONS). SEE SECTION K, DWG. B25-AFX624.
3. PROVIDE OPENING IN DMP-7 FASCIA FOR ELECTRICAL AND CCTV CONDUITS (ONE LOCATION, FOUR CONDUITS).

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	10/30/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

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KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

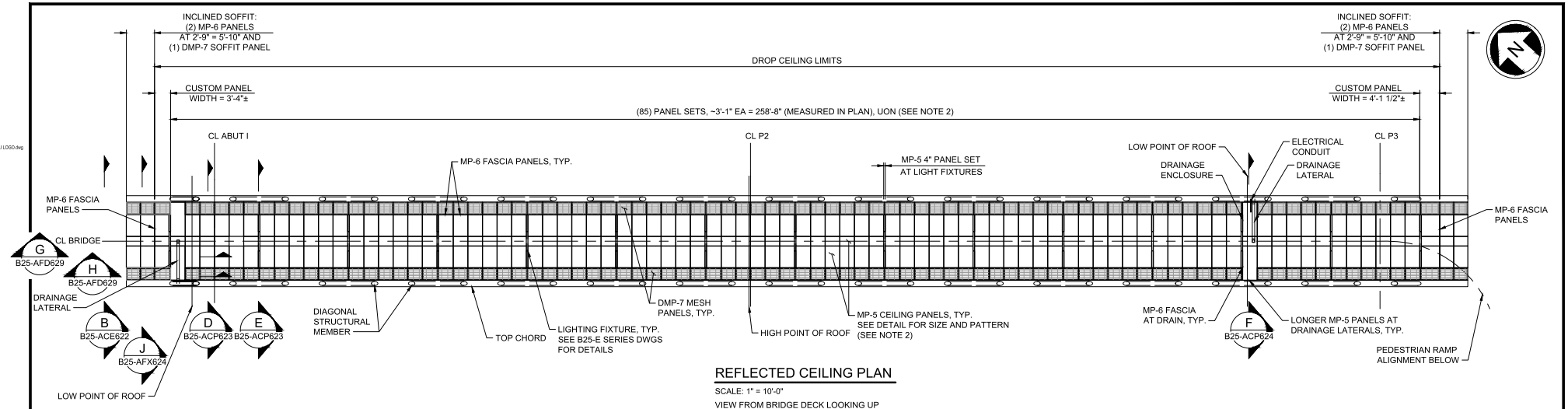
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 10/30/2018
REVIEWED BY: A. MENCKE
DATE: 10/30/2018
SCALE: AS NOTED
FILENAME: E360-B25-ARP610
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 10/30/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
ROOF PLAN & DETAILS

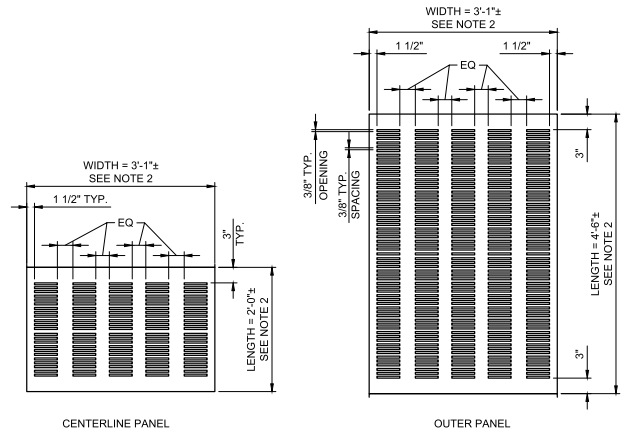
DRAWING No.: B25-ARP610
FACILITY ID: B25
SHEET No.: 4
REV: A



REFLECTED CEILING PLAN

SCALE: 1" = 10'-0"

VIEW FROM BRIDGE DECK LOOKING UP



MP-5 PANEL DETAIL OF PERFORATIONS

SCALE: 1/2" = 1'-0"

SEE NOTE 2 & 3

NOTES:

1. SEE "GENERAL ARCHITECTURE NOTES" ON DWG. B25-AEE601.
2. FINAL PANEL DIMENSIONS TO BE SET BY FABRICATOR WITH CONSIDERATION OF CONSTRUCTION TOLERANCES. APPROXIMATE TYPICAL WIDTH = 3'-1". SEE PLAN FOR LENGTHS AND LOCATIONS.
3. NOTE 4" WIDE PANELS AT EACH LIGHT LOCATION WITH LENGTH = 3'-6"± ARE NOT SHOWN.

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xE360-B25-SDX001.dwg
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xE360-B25-ELX001.dwg
GB-Seal-ANSI21166.dwg

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No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	12/21/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

FINAL AS-BUILT

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DRAWN BY: J. RYDING
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KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

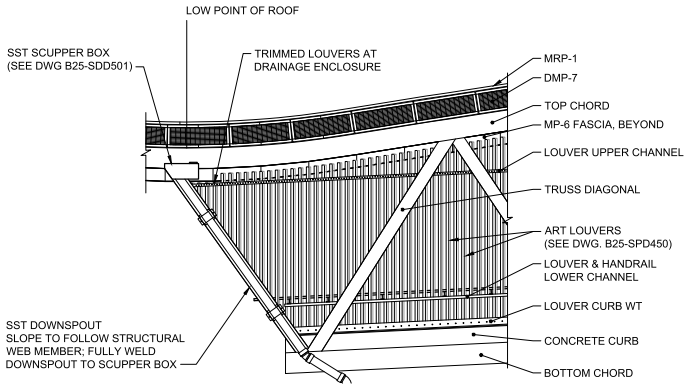
SUBMITTED BY: G. OWEN
DATE: 12/21/2018
REVIEWED BY: A. MENCKE
DATE: 12/21/2018

SCALE: AS NOTED
FILENAME: E360-B25-ACP620
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 12/21/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

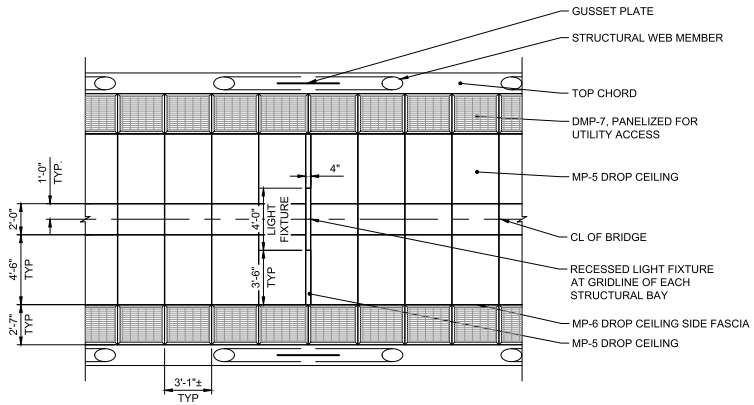
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
REFLECTED CEILING PLAN & DETAILS

DRAWING No.: B25-ACP620
FACILITY ID: B25
SHEET No.: 5
REV: A



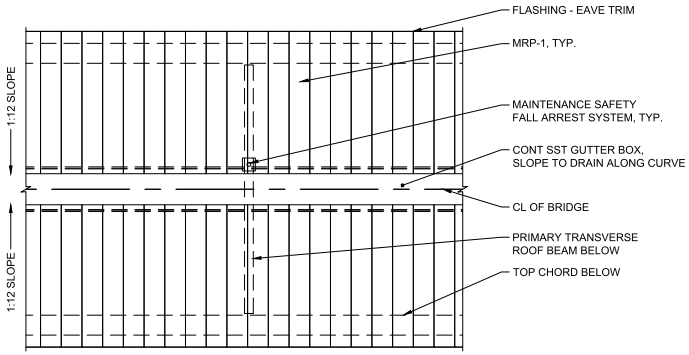
ENLARGED ELEVATION - EXTERIOR NORTH PORTAL (WEST)

SCALE: 1/4" = 1'-0"



ENLARGED REFLECTED CEILING PLAN (TYP)

SCALE: 1/4" = 1'-0"



NOTES:

1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601.

ENLARGED ROOF PLAN (TYP)

SCALE: 1/4" = 1'-0"

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	10/30/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

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KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

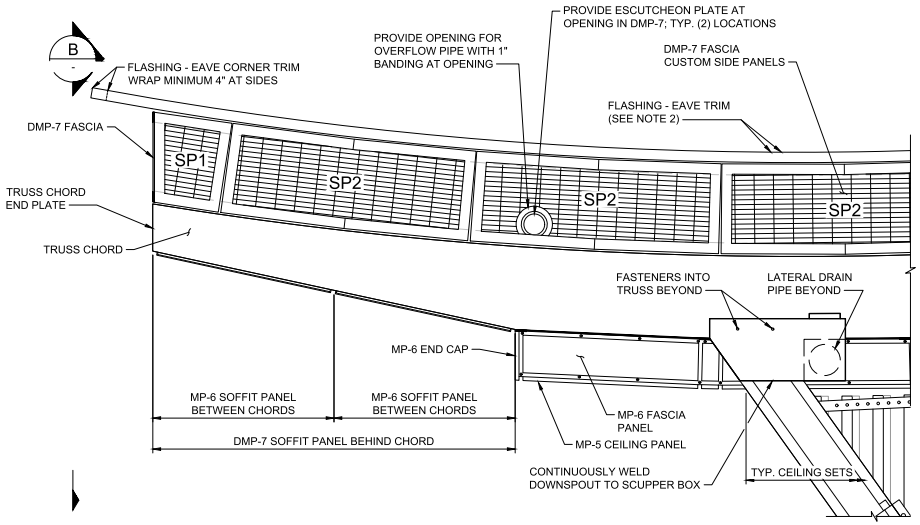
SUBMITTED BY: G. OWEN
DATE: 10/30/2018
REVIEWED BY: A. MENCKE
DATE: 10/30/2018

SCALE: AS NOTED
FILENAME: E360-B25-ACE621
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 10/30/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

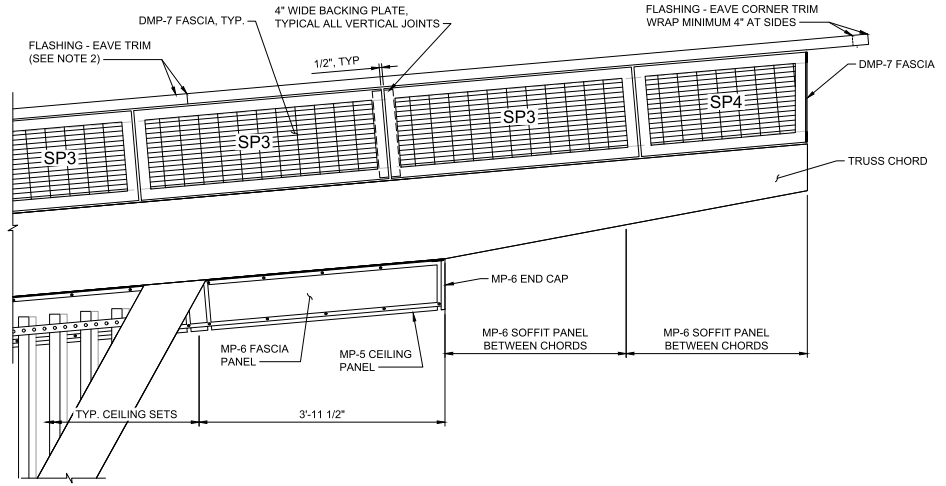
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
ENLARGED PLANS & ELEVATIONS

DRAWING No.: B25-ACE621
FACILITY ID: B25
SHEET No.: 6
REV: A



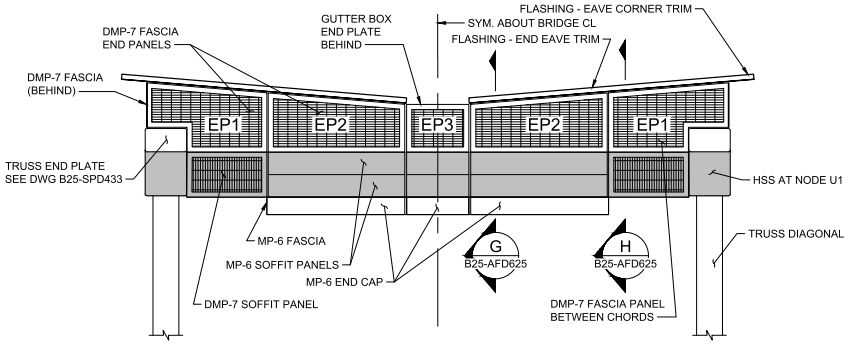
ENLARGED ELEVATION - NORTH PORTAL (WEST) 1

SCALE: 1" = 1'-0" B25-AEE601



ENLARGED ELEVATION - SOUTH PORTAL (WEST) 2

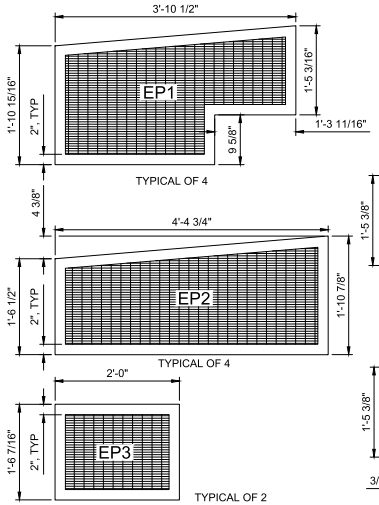
SCALE: 1" = 1'-0" B25-AEE601



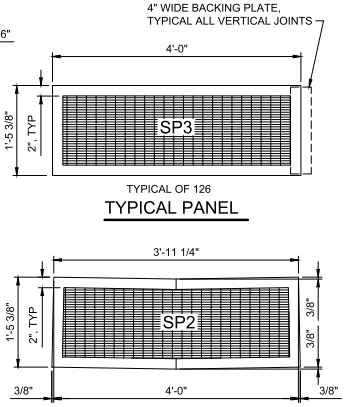
ENLARGED ELEVATION - NORTH PORTAL (NORTH) B

SCALE: 1/2" = 1'-0" B25-ARP610

LOUVER AND CONNECTION NOT SHOWN B25-ACP620

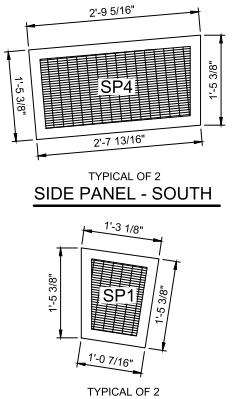


TYPICAL END PANELS (NORTH & SOUTH)



TYPICAL PANEL

SIDE PANEL - CUSTOM ANGLE



SIDE PANEL - SOUTH

SIDE PANEL - NORTH

DMP-7 FASCIA ELEVATIONS

SCALE: 1" = 1'-0" SEE NOTE 3

NOTES:

1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601
2. FLASHING- EAVE TRIM: APPROXIMATELY 10'-0" BETWEEN SEAMS, EXCEPT NORTH OF ROOF BEAM AT U2 WHERE SHORTER LENGTHS SHALL BE USED TO MATCH TRUSS CURVATURE (LENGTHS PENDING ARCHITECT APPROVAL). 4" OVERLAPPING LENGTH WITH SEALANT PER SUPPLIER. DIRECTION OF OVERLAP VARIES TO FOLLOW DIRECTION OF WATER FLOW.
3. ORIENT 1/4" X 3/4" PATTERN AS SHOWN TYPICAL. 3/4" OPENING SHALL ALIGN ALONG BRIDGE AXIS. DMP-7 PANELS IN CEILING SIMILAR.

XREF LIST:
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xE360-B25-ARX006.dwg
GB-Seal-ANSI21166.dwg

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No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	10/30/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

FINAL AS-BUILT

DESIGNED BY: N. SHAMBLE
DRAWN BY: J. RYDING
CHECKED BY: D. BLASCHKE
APPROVED BY: N. SHAMBLE

12166 REGISTERED ARCHITECT
ALFRED NOEL SHAMBLE
STATE OF WASHINGTON

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KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

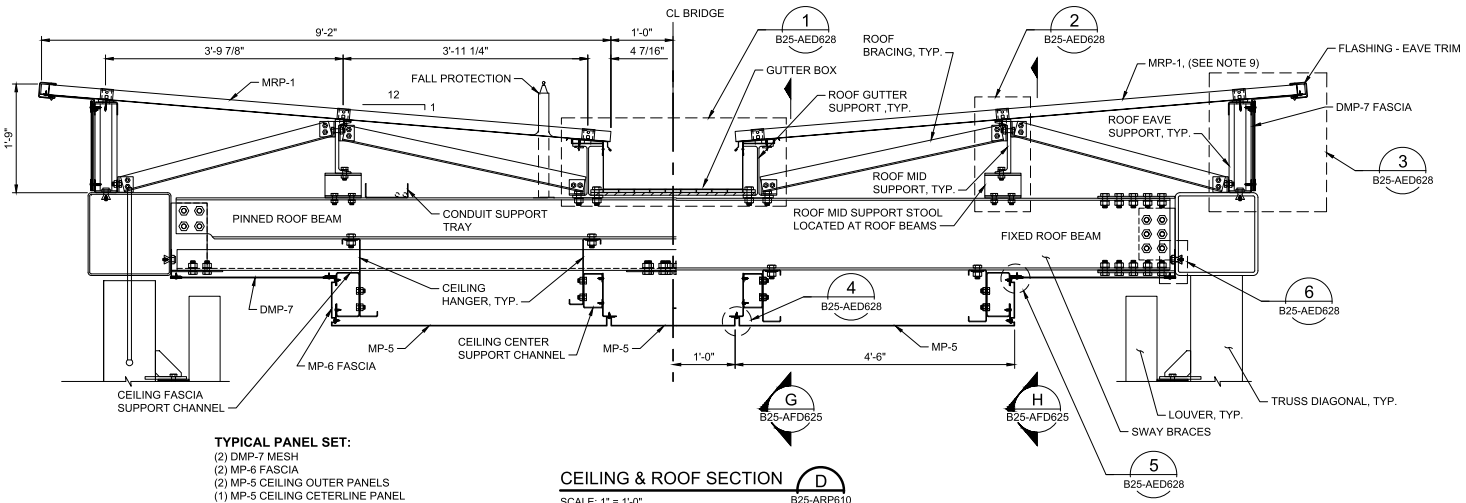
SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 10/30/2018
REVIEWED BY: A. MENCKE
DATE: 10/30/2018
SUBMITTAL DATE: 10/30/2018

SCALE: AS NOTED
FILENAME: E360-B25-ACE622
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
ENLARGED ELEVATIONS

DRAWING No.: B25-ACE622
FACILITY ID: B25
SHEET No.: 7
REV: A



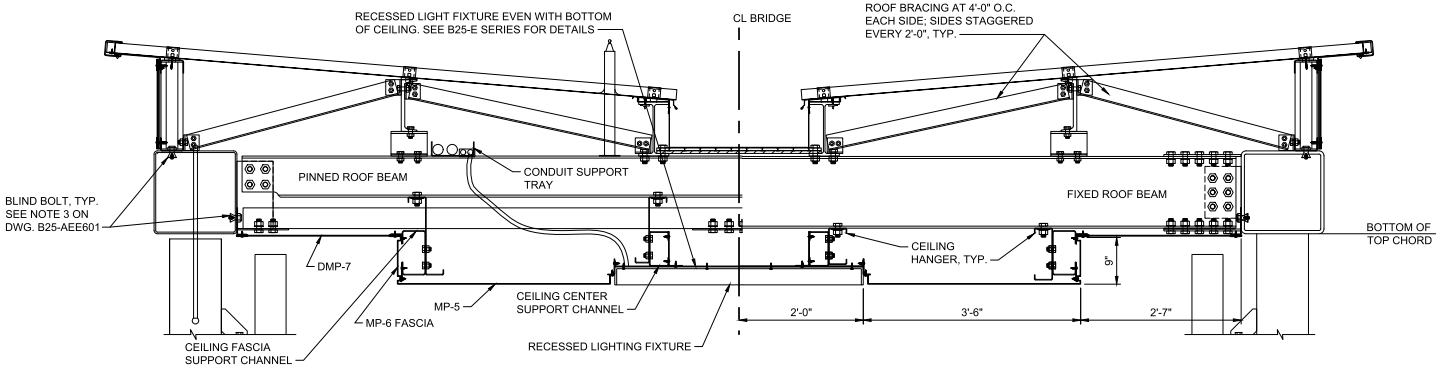
TYPICAL PANEL SET:
(2) DMP-7 MESH
(2) MP-6 FASCIA
(2) MP-5 CEILING OUTER PANELS
(1) MP-5 CEILING CETERLINE PANEL

CEILING & ROOF SECTION D

SCALE: 1" = 1'-0"
TYPICAL ROOF SECTION

B25-ARP610
B25-ACP620

SECTION CUT AT PINNED (SHORT) ROOF BEAM; FIXED (DEEP) ROOF BEAM SHOWN TO ILLUSTRATE CONNECTION DETAILS



CEILING & ROOF SECTION E

SCALE: 1" = 1'-0"
ROOF SECTION AT LIGHTS

B25-ARP610
B25-ACP620

SECTION CUT AT PINNED (SHORT) ROOF BEAM; FIXED (DEEP) ROOF BEAM SHOWN TO ILLUSTRATE CONNECTION DETAILS

NOTES:
1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601.
2. CONDUIT SUPPORT TRAY BASIS OF DESIGN SHALL BE "COPE STEEL TROF TRAY"
3. FOR LOCATION OF FIXED AND PINNED ROOF BEAMS, SEE STRUCTURAL FRAMING PLAN, DWG. B25-SPP420.

XREF LIST:
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APPROVED BY: N. SHAMBLE

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KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 10/30/2018
REVIEWED BY: A. MENCKE
DATE: 10/30/2018

SCALE: AS NOTED
FILENAME: E360-B25-AFX623
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 10/30/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
CEILING AND ROOF SECTIONS

DRAWING No.: B25-AFX623
FACILITY ID: B25
SHEET No.: 8
REV: A

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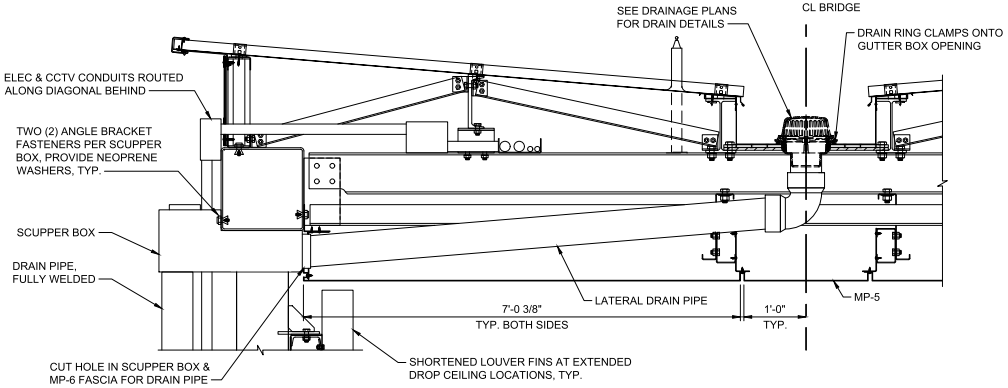
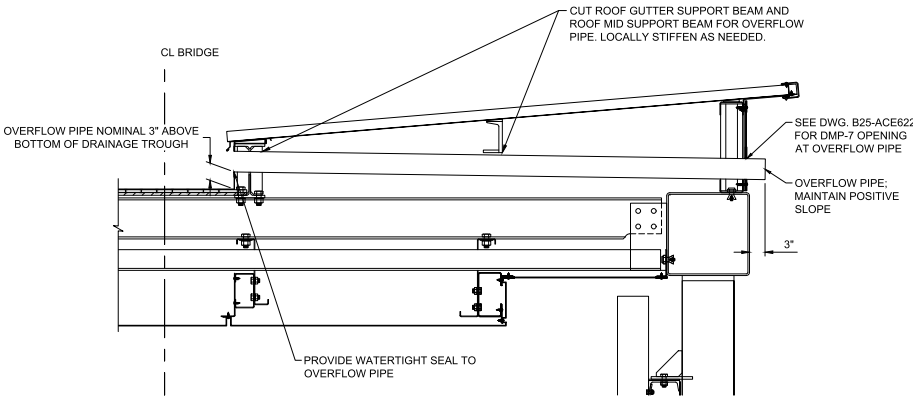
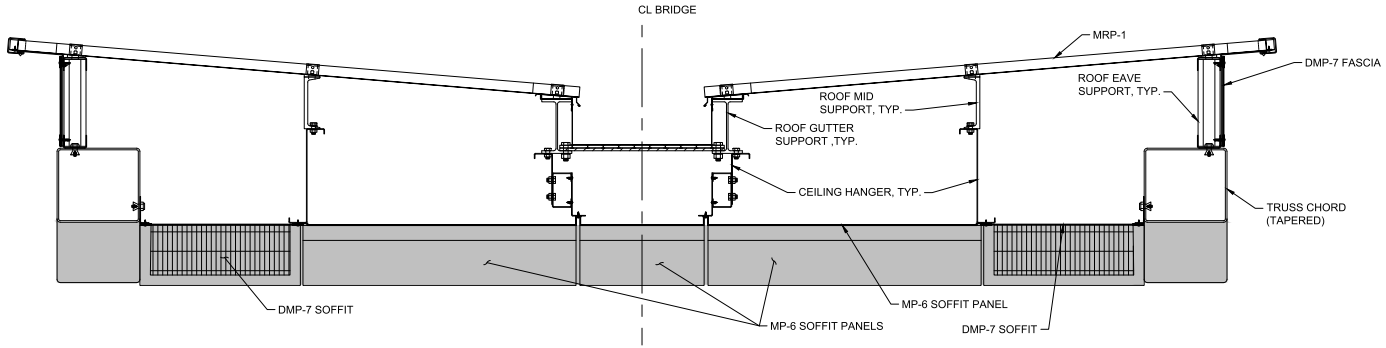


CEILING & ROOF SECTION (F)
SCALE: 1" = 1'-0"
ROOF SECTION AT DRAIN PIPE
B25-ARP610
B25-ACP620



CEILING & ROOF SECTION (K)
SCALE: 1" = 1'-0"
ROOF SECTION AT OVERFLOW PIPE
B25-ARP610



CEILING & ROOF SECTION (J)
SCALE: 1" = 1'-0"
ROOF SECTION AT NORTH END TAPERED SOFFIT
B25-ARP610
B25-ACP620

NOTES:
1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601.

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No.	DATE	DSN	CHK	APP	REVISION
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KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

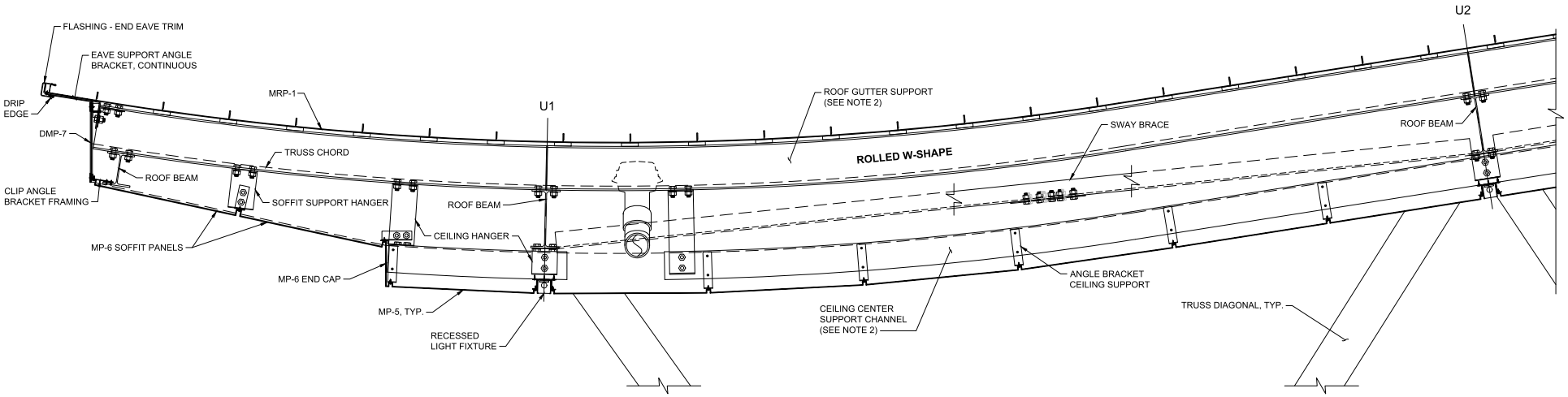
SOUND TRANSIT

SCALE: AS NOTED
FILENAME: E360-B25-AFX624
CONTRACT No.: RTA/CN 0122-13

SUBMITTED BY: G. OWEN
DATE: 10/30/2018
REVIEWED BY: A. MENCKE
DATE: 10/30/2018
SUBMITTAL DATE: 10/30/2018

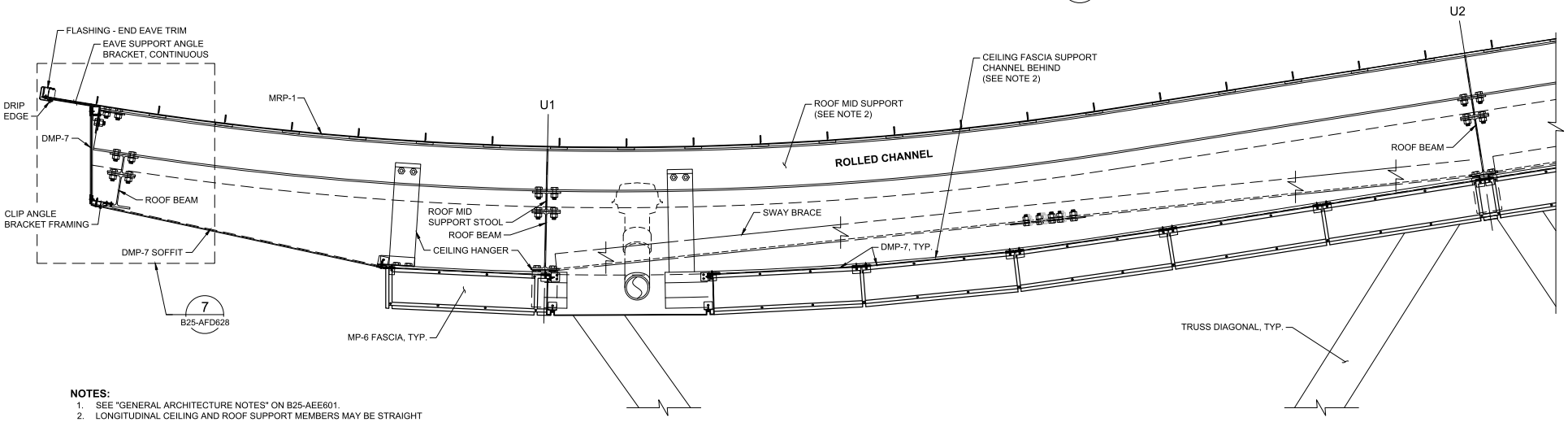
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
CEILING AND ROOF SECTIONS

DRAWING No.: B25-AFX624
FACILITY ID: B25
SHEET No.: 9
REV: A



ENLARGED SECTION - INNER CEILING SUPPORT AT INNER ROOF SUPPORT (G, B25-AFX623)

SCALE: 1" = 1'-0"



ENLARGED SECTION - MID CEILING SUPPORT AT MID ROOF SUPPORT (H, B25-AFX623)

SCALE: 1" = 1'-0"

NOTES:

1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601.
2. LONGITUDINAL CEILING AND ROOF SUPPORT MEMBERS MAY BE STRAIGHT CHORDED SEGMENTS BETWEEN ROOF BEAMS WITH THE EXCEPTION OF THOSE MEMBERS NORTH OF ROOF BEAM AT U2 WHICH MUST BE BENT OR ROLLED TO MATCH THE TRUSS CURVATURE RADIUS.

FINAL AS-BUILT

No.	DATE	DSN	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	10/30/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

DESIGNED BY: N. SHAMBLE
DRAWN BY: J. VANDENBERG
CHECKED BY: D. BLASCHKE
APPROVED BY: N. SHAMBLE

12166 REGISTERED ARCHITECT
ALFRED NOEL SHAMBLE STATE OF WASHINGTON

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

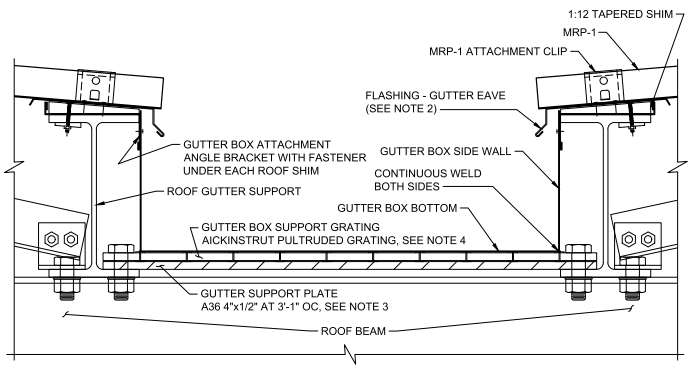
SUBMITTED BY: G. OWEN | DATE: 10/30/2018 | REVIEWED BY: A. MENCKE | DATE: 10/30/2018

SCALE: AS NOTED
FILENAME: E360-B25-AFD625
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 10/30/2018

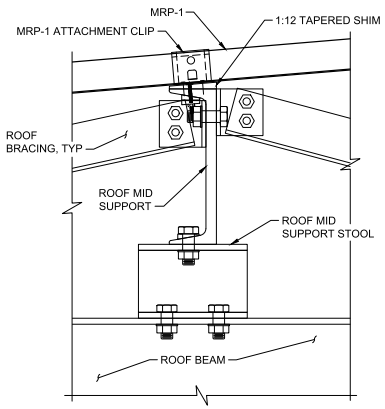
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
ENLARGED SECTIONS

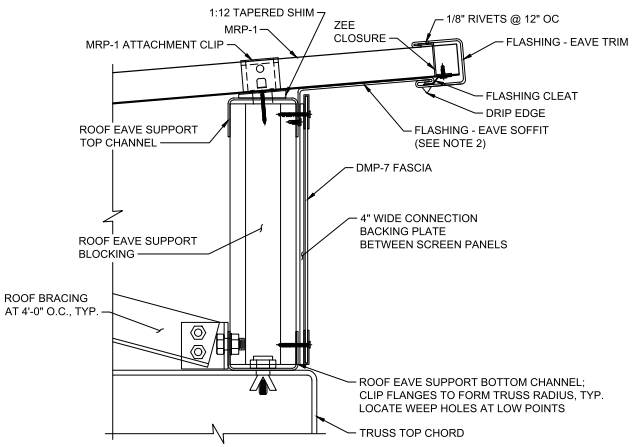
DRAWING No.: B25-AFD625
FACILITY ID: B25
SHEET No.: 10
REV: A



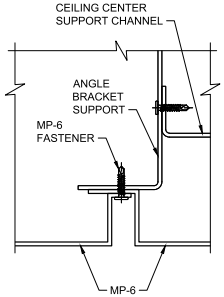
GUTTER PLAN DETAIL 1
SCALE: 3" = 1'-0" B25-AFX623



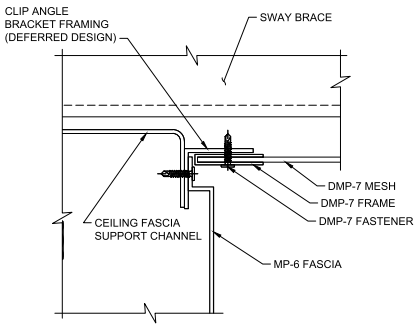
ROOF SUPPORT DETAIL 2
SCALE: 3" = 1'-0" B25-AFX623



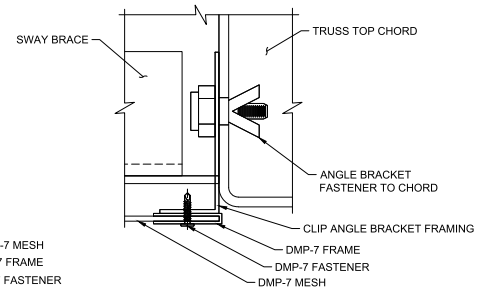
FASCIA DETAIL 3
SCALE: 3" = 1'-0" B25-AFX623



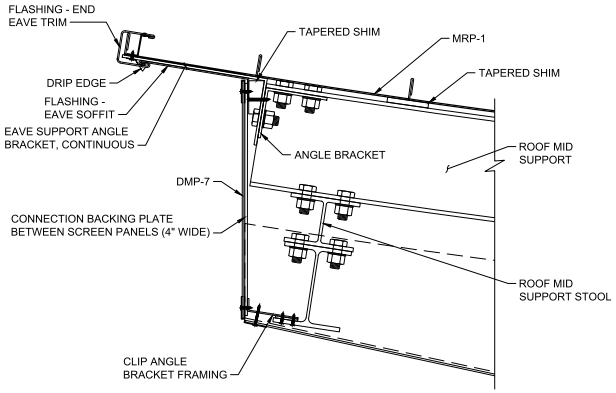
CEILING CLIP DETAIL 4
SCALE: 6" = 1'-0" B25-AFX623



CEILING CLIP DETAIL 5
SCALE: 6" = 1'-0" B25-AFX623



CEILING CLIP DETAIL 6
SCALE: 6" = 1'-0" B25-AFX623



CEILING CLIP DETAIL 7
SCALE: 1/2" = 1'-0" B25-AFX625

NOTES:

1. SEE "GENERAL ARCHITECTURE NOTES" ON B25-AEE601.
2. FLASHING- EAVE TRIM: APPROXIMATELY 10'-0" BETWEEN SEAMS, EXCEPT NORTH OF ROOF BEAM AT U2 WHERE SHORTER LENGTHS SHALL BE USED TO MATCH TRUSS CURVATURE (LENGTHS PENDING ARCHITECT APPROVAL). 4" OVERLAPPING LENGTH WITH SEALANT PER SUPPLIER. DIRECTION OF OVERLAP VARIES TO FOLLOW DIRECTION OF WATER FLOW.
3. SHOP DRAWINGS OF GUTTER SUPPORT SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE ENGINEER.
4. LENGTH OF PULTRUDED GRATING SECTIONS SHALL BE AT LEAST 3'-1" AND SHALL NOT EXCEED 18'-6". GAP BETWEEN ADJACENT SECTIONS OF PULTRUDED GRATING SHALL NOT EXCEED 1/2". SECTIONS OF PULTRUDED GRATING SHALL AT A MINIMUM BE CONNECTED AT SUPPORTING PLATES FOR ALL FOUR CORNERS, AND AT EACH INTERMEDIATE SUPPORTING PLATE.

FINAL AS-BUILT

No.	DATE	DSN.	CHK	APP	REVISION
A	01/01/21	NS	DB	NS	FINAL AS-BUILT
0	10/30/18	NS	DB	NS	ISSUED FOR CONSTRUCTION

DESIGNED BY: N. SHAMBLE
DRAWN BY: T. KOONS
CHECKED BY: D. BLASCHKE
APPROVED BY: N. SHAMBLE

12166 REGISTERED ARCHITECT
ALFRED NOEL SHAMBLE
STATE OF WASHINGTON

TYLIN INTERNATIONAL engineers | planners | scientists

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUND TRANSIT

SUBMITTED BY: G. OWEN
DATE: 10/30/2018
REVIEWED BY: A. MENCKE
DATE: 10/30/2018

SCALE: AS NOTED
FILENAME: E360-B25-AFD628
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 10/30/2018

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
OVERLAKE VILLAGE PEDESTRIAN BRIDGE
ARCHITECTURAL
ROOF & CEILING DETAILS

DRAWING No.: B25-AFD628
FACILITY ID: B25
SHEET No.: 11
REV: A

Redmond
WASHINGTON

Connected Community
Enhanced Livability
Environmental Sustainability

November 9, 2023

Kevin MacFarlane
Principal Construction Manager
Sound Transit

Re: Notice of Completion for the Overlake Village Pedestrian Bridge and Infiltration Vault

Dear Mr. MacFarlane:

Thank you for providing the Notice of Completion for the Overlake Village Pedestrian Bridge and Infiltration Vault per Section 2.9.6 of the Agreement. The City participated in the punch list walks, as well as the final inspections to verify completion of all punch list items. The City concurs that these facilities have been fully completed to our satisfaction.

The Binding Site Plan has been recorded which has completed the dedication of the new street ROW. We will continue to work with John Arnesen to complete the transfer with the execution of the Bill of Sale along with the easements associated with the OVS site in a timely manner.

Sincerely,

Micah Ross, P.E.
Senior Engineer
Transportation Planning and Engineering

Exhibit D
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City of Redmond
Overlake Village Pedestrian Bridge/Trail
Page 1 of 1

City Hall
PO Box 97010
15670 NE 85th Street
Redmond, WA
98073-9710

Instrument Number: 20210402002269 Document:EAS Rec: $120.50 Page-1 of 18
Record Date:4/2/2021 4:32 PM
Electronically Recorded King County, WA EXCISE TAX NOT REQUIRED BY LISA OHLEN, DEPUTY

DocuSign Envelope ID: 04DF1763-2F98-43A9-9E0D-B0CCA477FFC8

Please return to:
City of Redmond
Finance-Real Property, MS 3NFN
PO Box 97010
Redmond, WA 98073-9710

Please print or type information **WASHINGTON STATE RECORDER'S Cover Sheet** (RCW 65.04)

Document Title(s) (or transactions contained therein): (all areas applicable to your document **must** be filled in)
EASEMENT - PUBLIC PEDESTRIAN AND BICYCLE ACCESS

Reference Number(s) of Documents assigned or released:
Additional reference numbers on page_____of document

Grantor(s) Exactly as name(s) appear on document
MICROSOFT CORPORATION
☐ Additional names on page_____of document

Grantee (s) Exactly as name(s) appear on document
REDMOND, CITY OF
☐ Additional names on page_____of document

Legal description (abbreviated: i.e. lot, block, plat or section, township, range)
☒ Additional legal is on Exhibit A of this document.

Assessor's Property Tax Parcel/Account Number ☐ Assessor Tax # not yet
249990-0010, 249990-0030, 644820-0010, 644820-0030

City of Redmond Reference:
Project Number: 20021927 Permit Number: _____

The Auditor/Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

201202 ne 31st st ped-bike easement_compare (draft 12-10-20)

Exhibit E
TR- 01-13381
ICN 01-17-10996
City of Redmond
Overlake Village Pedestrian Bridge/Trail
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PUBLIC PEDESTRIAN AND BICYCLE ACCESS EASEMENT

THIS PUBLIC PEDESTRIAN AND BICYCLE ACCESS EASEMENT (hereinafter referred to as "Easement") is hereby executed by and between **Microsoft Corporation** ("Grantor") and the **City of Redmond**, Washington, a municipal corporation organized under Title 35A RCW ("Grantee").

RECITALS

WHEREAS, the Grantor has developed real properties ("Properties"), legally described in **Exhibit A**, attached hereto and incorporated herein by reference, and donates and grants to the Grantee an easement for the purpose of providing public pedestrian and bicycle access over and across the Properties in an area legally described in **Exhibit B** attached, and depicted in **Exhibit C** attached hereto and incorporated herein by reference ("Easement"); and

WHEREAS, the Grantor desires to grant to the Grantee this Easement for the benefit of the general public and to establish maintenance and other obligations pertaining to the Easement;

NOW THEREFORE, in consideration of the foregoing and the covenants set forth herein, and in consideration of the mutual benefits accruing, the receipt and sufficiency of which are hereby acknowledged, the Grantor and Grantee agree as follows:

1. Grant of Easement. The Grantor does hereby grant to the Grantee, for the use and benefit of the general public a non-exclusive public pedestrian and bicycle access easement over and across the properties described in **Exhibit A** and for permitting maintenance of said public pedestrian and bicycle access together with the right of ingress and egress to, from and across said properties for the foregoing purposes, in an area legally described in **Exhibit B** and depicted in **Exhibit C**, over, across, along, in, and upon the Properties.

2. Use of Easement. The Grantor retains the right to use the Easement for any purpose not inconsistent or interfering with the easement rights granted to the Grantee. Use of the Easement by Grantor does not include the right to plant or maintain landscaping in or abutting the Easement not in compliance with the Grantee's municipal code or which may have root patterns that could cause damage to or interfere with pedestrian and bicycle improvements or to erect or maintain any structures, fences, gates, or any other physical feature which will act as a barrier to pedestrian and bicycle access.

3. Covenant Running with the Land. The Easement is intended as a covenant running with the land and shall inure to the benefit of the general public and be recorded with the King County Recorder's Office.

4. Maintenance of the Easement. The Grantor shall be responsible for maintenance and repair of the Easement. The Grantor shall be required to maintain the Easement in a reasonably safe condition for pedestrians and bicyclists, including promptly making repairs as hazardous conditions are reported either to the Grantee or to the Grantor directly by the traveling public. Should the Grantee receive any reports from the public regarding hazardous conditions on the Easement, the Grantee shall promptly notify the Grantor of such report. The above notwithstanding, Grantee shall be responsible for installing and maintaining all street and Easement markings and signs for Easement usage and directions.

5. Indemnities. The Grantor agrees on its behalf and that of any successor or assign to protect, defend, indemnify, and hold harmless the Grantee, its officers, employees, and agents, from and against any

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City of Redmond
Overlake Village Pedestrian Bridge/Trail
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and all actions, claims, costs, damages, demands, expenses, fines, injuries, judgments, liabilities, losses, penalties, or suits including, without limitation, attorneys' fees and costs (collectively, "claims") of any kind allegedly arising directly or indirectly from the Grantor's performance of the obligations contained in Sections 2 and 4 this Easement, provided, however, where such actions, claims, costs, damages, or suits result from the concurrent negligence of the Parties, the Grantor's indemnity provisions provided herein shall be valid and enforceable only to the extent of the Grantor's own negligence. The provisions of this Paragraph shall apply to claims by the Grantor's own employees and the employees of the Grantor's agents, representatives, contractors, and subcontractors to which the Grantor might otherwise be immune under Title 51 RCW. This waiver of immunity under Title 51 RCW has been mutually negotiated by the parties hereto, and the Grantor acknowledges that the Grantee would not enter into this Easement agreement without the Grantor's waiver thereof.

Grantee agrees to hold harmless, indemnify and defend the Grantor from and against any and all claims, losses or liability, for injuries, sickness or death of persons, including employees of the Grantee, or damage to property, arising out of the exercise of Grantee's rights under this Easement or any willful misconduct or negligent act, error, or omission of the Grantee, its officers, agents, contractors, subcontractors, licensees, or employees, in connection with the Grantee's activities authorized by this easement, provided, however, that:

a. The Grantee's obligations to indemnify, defend and hold harmless shall not extend to injuries, sickness, death or damage caused by or resulting from the sole willful misconduct or sole negligence of the Grantor; and

b. The Grantee's obligations to indemnify, defend and hold harmless for injuries, sickness, death or damage caused by or resulting from the concurrent negligence or willful misconduct of the Grantee and the Grantor, or of the Grantee and a third party other than an officer, agent, contractor or employee of the Grantee, shall apply only to the extent of the negligence or willful misconduct of the Grantee (including an officer, agent, contractor or employee of the Grantee).

6. Relocation/Termination. Grantor shall notify Grantee if Grantor plans to redevelop the Property. Promptly after such notice, Grantee and Grantor shall mutually agree on a relocation of the Easement so that it will continue to provide pedestrian and bicycle access but will also not interfere with the Grantor's plans for the redeveloped Property. This relocation plan may be incorporated as part of the land use entitlement process for the redevelopment of the Property. If the Grantor and Grantee cannot reach agreement on a relocation that satisfies both parties, the Easement and this Easement shall remain unchanged. In addition, if the pedestrian and bicycle pathway is permanently closed or deconstructed, this Easement shall terminate, and Grantee shall relinquish its rights as provided in Section 11 below.

7. Insurance. Grantor shall maintain and shall cause its agents to maintain commercial general liability insurance against any loss, liability or damage on, about or relating to Grantor's activities involving the Easement or Easement with limits of not less than $3,000,000 combined single limit, per occurrence and in the aggregate, and containing a deductible or self-insured retention of not more than $10,000. The insurance shall name the Grantee as an additional insured. The insurance shall (a) be written by a company having a financial rating of at least "VIII" and a general policy holder's rating of "A," as rated in the most current Best's Key Rating Guide Property – Casualty, (b) have attached thereto an endorsement that such policy shall not be cancelled or materially changed without thirty (30) days prior written notice to the other party, (c) provide for severability of interests, and (d) provide that any act or omission of one of the insureds or additional insureds which would void or otherwise reduce coverage shall not reduce or void the coverage as to the additional insured. The Grantor shall deliver a certificate

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Overlake Village Pedestrian Bridge/Trail
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of insurance for the insurance policy required under this paragraph to the Grantee within 30 days following execution of this Easement. In addition, the Grantor shall maintain Workers Compensation and Employers' Liability insurance as required by Washington State. Grantor may at its option, meet the above insurance requirements via commercial insurance, self-insurance, alternative risk financing solutions, or a combination of these options, so long as the option chosen provides the same coverage stated above, and so long as Grantee furnishes proof of such coverage within 30 days following execution of this Easement.

8. Recovery of Litigation Costs. If either party brings suit against the other in order to enforce the provisions of this Easement or to redress any breach thereof, the prevailing party in such action shall be entitled to recover its reasonable costs and reasonable attorney's fees incurred in such action from the non-prevailing party, in addition to any other relief to which the prevailing party may be entitled.

9. Notices. Notices under this Easement shall be provided to the following:

City of Redmond	**Microsoft Corporation**
Finance-Real Property, MS: 3NFN	**Attn: General Manager, Real Estate & Security**
P.O. Box 97010	**One Microsoft Way**
Redmond, WA 98073-9710	**Redmond WA 98052**

10. This Easement is granted for the mutual benefit of both named parties. In the event that both the Grantee and Grantor of this easement concurrently declare the rights granted herein to be surplus to the original conveyance, Grantee shall terminate, relinquish and release its rights by way of quit claim deed and without further consideration.

11. Miscellaneous. This Easement is granted for mutual benefit of both herein named parties and constitutes the entire agreement between the parties concerning its subject matter and supersedes any previous agreements or negotiations. This Easement may only be amended in writing, signed by both parties. In the event that both the Grantee and Grantor of this Easement concurrently declare the rights granted herein to be surplus to the original conveyance, Grantee shall terminate, relinquish and release its rights by way of quit claim only and without further consideration. Any disputes regarding this Easement shall be governed by the laws of the State of Washington and venue shall be properly in King County Superior Court.

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City of Redmond
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IN WITNESS WHEREOF, the parties have executed this easement as of the last date set forth below.

GRANTOR: Microsoft Corporation

By: _____

By: John R Taune
Printed Name

Its: Sr. Director RE&S

STATE OF WASHINGTON)
) §
COUNTY OF KING)

I certify that I know or have satisfactory evidence that John R Taune is the person who appeared before me, and said person acknowledged that they signed this instrument, on oath stated that they were authorized to execute the instrument, and acknowledged it as the authorized signatory of to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

Dated this 18 day of March, 2021.

Notary Signature: Marie Rainen

Notary Seal

Notary Print Name: Marie Rainen

Marie Rainen
Notary Public
State of Washington
My Appointment Expires 07/27/2022
Commission Number 151809

Notary Public in
and for the State of: Washington

Residing at: Redmond

My Appointment Expires: 7-27-22

ACKNOWLEDGEMENT: CITY OF REDMOND

DocuSigned by:
Kelley Cochran
A635186F3C3D744A...
for Angela Birney, Mayor

Date: 4/1/2021

Exhibit A: Legal Description of Grantor's Properties

DESCRIPTIONS ARE BASED UPON FIRST AMERICAN TITLE COMMITMENT NO. NCS-891463-WA1, DATED JUNE 20, 2018.

LOTS S AND T OF CITY OF REDMOND LOT LINE REVISION NO. LLR 00-001, RECORDED DECEMBER 19, 2000 UNDER RECORDING NO. 20001219900009 IN KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION CONDEMNED BY CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, DBA SOUND TRANSIT BY DECREE OF APPROPRIATION UNDER KING COUNTY CAUSE NO. 16-2-20692-1 AND RECORDED UNDER RECORDING NO. 20180122000574.

AND

LOTS 1 AND 3, CITY OF REDMOND FC 10.5 HART LLC A BINDING SITE PLAN NO. BSP97-005,ACCORDING TO THAT BINDING SITE PLAT FILED IN VOLUME 185 OF PLATS AT PAGES 54 THROUGH 57, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION OF SAID LOT 2 AS CONVEYED TO THE CITY OF REDMOND BY DEED RECORDED UNDER RECORDING NO. 20091230000922.

SITUATE IN THE CITY OF REDMOND, KING COUNTY, WASHINGTON.

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City of Redmond
Overlake Village Pedestrian Bridge/Trail
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Exhibit B: Legal Description of the Bike Access and Pedestrian Easement

BIKE ACCESS EASEMENT DESCRIPTION

THAT PORTION OF LOTS 9 AND T, CITY OF REDMOND LOT LINE REVISION LLR 00-001, RECORDED UNDER RECORDING NO. 20001219900009, AND LOTS 1 AND 3, PC10.5 HART LLC, A BINDING SITE PLAN, ACCORDING TO THE BINDING SITE PLAN THEREOF, RECORDED IN VOLUME 185 OF PLATS, PAGES 54 THROUGH 57, INCLUSIVE, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 23, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, BEING A FOUND 2 INCH BRASS DOME WITH PUNCH IN CONCRETE IN CASE AT THE INTERSECTION OF THE CENTERLINES OF NORTHEAST 40TH STREET AND 148TH AVENUE NORTHEAST,
THENCE SOUTH 01°15'08" ALONG THE WEST LINE OF SAID SECTION 23 AND CENTERLINE OF SAID 148TH AVENUE NORTHEAST, A DISTANCE OF 2,631.87 FEET TO THE WEST QUARTER CORNER OF SAID SECTION;
THENCE SOUTH 01°13'27" WEST ALONG SAID WEST LINE AND CENTERLINE, A DISTANCE OF 12.01 FEET TO THE NORTHWESTERLY PROJECTION OF THE SOUTH LINE OF SAID LOT 1;
THENCE DEPARTING SAID WEST LINE AND CENTERLINE,
SOUTH 74°32'18" EAST ALONG SAID PROJECTION, A DISTANCE OF 51.56 FEET TO THE EASTERLY RIGHT OF WAY MARGIN OF SAID 148TH AVE NORTHEAST;
THENCE DEPARTING SAID PROJECTION NORTH 01°13'27" EAST ALONG SAID EASTERLY MARGIN, A DISTANCE OF 20.54 FEET TO THE TRUE POINT OF BEGINNING;
THENCE DEPARTING SAID MARGIN SOUTH 74°34'03" EAST, A DISTANCE OF 756.42 FEET;
THENCE SOUTH 15°25°57" WEST, A DISTANCE OF 89.92 FEET;
THENCE SOUTH 73°52'36" EAST, A DISTANCE OF 5.57 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHWEST WITH A RADIUS OF 20.00 FEET;
THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 61°30'47", AN ARC LENGTH OF 21.47 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHEAST, WITH A RADIUS OF 10.00 FEET;
THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 61°30'33", AN ARC LENGTH OF 10.74 FEET;
THENCE SOUTH 73°52'01" EAST, A DISTANCE OF 160.69 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE NORTH, WITH A RADIUS OF 10.00 FEET;
THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 46°04'30", AN ARC LENGTH OF 8.04 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTH, WITH A RADIUS OF 20.00 FEET;
THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 46°04'20", AN ARC LENGTH OF 16.08 FEET;

THENCE SOUTH 73°52'12" EAST, A DISTANCE OF 65.06 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHWEST, WITH A RADIUS OF 25.00 FEET;
THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°03'42", AN ARC LENGTH OF 15.73 FEET;
THENCE SOUTH 37°48'30" EAST, A DISTANCE OF 55.54 FEET TO THE NORTHWESTERLY MARGIN OF A FEE TAKE AREA RECORDED UNDER RECORDING NUMBER 20180122000574, RECORDS OF KING COUNTY, WASHINGTON;
THENCE SOUTH 52°34'44" WEST ALONG SAID MARGIN, A DISTANCE OF 10.00 FEET;
THENCE DEPARTING SAID MARGIN NORTH 37°48'30" WEST, A DISTANCE OF 55.47 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHWEST, WITH A RADIUS OF 15.00 FEET;
THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°03'42", AN ARC LENGTH OF 9.44 FEET;
THENCE NORTH 73°52'12" WEST, A DISTANCE OF 65.06 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTH, WITH A RADIUS OF 10.00 FEET;
THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 49°25'42", AN ARC LENGTH OF 8.62 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTH, WITH A RADIUS OF 22.00 FEET;
THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 49°25'53", AN ARC LENGTH OF 18.98 FEET;
THENCE NORTH 73°52'01" WEST, A DISTANCE OF 156.99 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE NORTHEAST, WITH A RADIUS OF 20.00 FEET;
THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 65°46'24", AN ARC LENGTH OF 22.96 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTHWEST, WITH A RADIUS OF 10.00 FEET;
THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 65°46'37", AN ARC LENGTH OF 11.48 FEET;
THENCE NORTH 73°47'52" WEST, A DISTANCE OF 32.45 FEET;
THENCE NORTH 15°25'57" EAST, A DISTANCE OF 66.52 FEET;
THENCE NORTH 74°02'46" WEST, A DISTANCE OF 259.85 FEET;
THENCE NORTH 71°20'29" WEST, A DISTANCE OF 99.34 FEET;
THENCE NORTH 74°33'12" WEST, A DISTANCE OF 269.73 FEET;
THENCE NORTH 83°35'53" WEST, A DISTANCE OF 74.69 TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHEAST, WITH A RADIUS OF 23.60 FEET;
THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 44°26'35", AN ARC LENGTH OF 18.31 FEET TO SAID EASTERLY MARGIN OF 148TH STREET NORTHEAST;
THENCE NORTH 01°13'27" EAST ALONG SAID MARGIN, A DISTANCE OF 26.91 FEET TO THE TRUE POINT OF BEGINNING;

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THE ABOVE DESCRIBED EASEMENT CONTAINS AN AREA OF 27,557 SQUARE FEET, OR 0.6326 ACRES, MORE OR LESS.

SITUATE IN THE CITY OF REDMOND, KING COUNTY, WASHINGTON.

01/27/21

MICROSOFT CORPORATION
PCL. NOS.2499900010,
2499900030, 6448200010, 6448200030
TAYLOR R. SCHULTE, P.L.S. 44646
BRH JOB NO. 2017257.09
JANUARY 26, 2021

BUSH, ROED & HITCHINGS, INC.
2009 MINOR AVENUE EAST
SEATTLE, WA 98102
(206) 323-4144

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PEDESTRIAN EASEMENT DESCRIPTION

THAT PORTION OF LOTS S AND T, CITY OF REDMOND LOT LINE REVISION LLR 00-001, RECORDED UNDER RECORDING NO. 20001219900009, AND LOTS 1 AND 3, PC10.5 HART LLC, A BINDING SITE PLAN, ACCORDING TO THE BINDING SITE PLAN THEREOF, RECORDED IN VOLUME 185 OF PLATS, PAGES 54 THROUGH 57, INCLUSIVE, RECORDS OF KING COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 23, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, BEING A FOUND 2 INCH BRASS DOME WITH PUNCH IN CONCRETE IN CASE AT THE INTERSECTION OF THE CENTERLINES OF NORTHEAST 40TH STREET AND 148TH AVENUE NORTHEAST,
THENCE SOUTH 01°15'08" ALONG THE WEST LINE OF SAID SECTION 23 AND CENTERLINE OF SAID 148TH AVENUE NORTHEAST, A DISTANCE OF 2,631.87 FEET TO THE WEST QUARTER CORNER OF SAID SECTION;
THENCE SOUTH 01°13'27" WEST ALONG SAID WEST LINE AND CENTERLINE, A DISTANCE OF 12.01 FEET TO THE NORTHWESTERLY PROJECTION OF THE SOUTH LINE OF SAID LOT 1;
THENCE DEPARTING SAID WEST LINE AND CENTERLINE,
SOUTH 74°32'18" EAST ALONG SAID PROJECTION, A DISTANCE OF 51.58 FEET TO THE EASTERLY RIGHT OF WAY MARGIN OF SAID 148TH AVE NORTHEAST;
THENCE DEPARTING SAID PROJECTION NORTH 01°13'27" EAST ALONG SAID EASTERLY MARGIN, A DISTANCE OF 20.54 FEET TO THE TRUE POINT OF BEGINNING;
THENCE CONTINUING NORTH 01°13'27" EAST, ALONG SAID MARGIN, A DISTANCE OF 4.15 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 23;
THENCE NORTH 01°15'08" EAST ALONG SAID MARGIN, A DISTANCE OF 2.77 FEET;
THENCE DEPARTING SAID MARGIN SOUTH 59°49'11" EAST, A DISTANCE OF 5.49 FEET;
THENCE SOUTH 74°35'34" EAST, A DISTANCE OF 132.64 FEET;
THENCE NORTH 15°24'26" EAST, A DISTANCE OF 5.00 FEET;
THENCE SOUTH 74°35'34" EAST, A DISTANCE OF 70.23 FEET;
THENCE SOUTH 15°24'26" WEST, A DISTANCE OF 5.00 FEET;
THENCE SOUTH 74°35'34" EAST, A DISTANCE OF 74.77 FEET;
THENCE NORTH 15°24'26" EAST, A DISTANCE OF 5.00 FEET;
THENCE SOUTH 74°35'34" EAST, A DISTANCE OF 75.32 FEET;
THENCE SOUTH 15°24'26" WEST, A DISTANCE OF 5.00 FEET;
THENCE SOUTH 74°35'34" EAST, A DISTANCE OF 353.36 FEET;
THENCE NORTH 63°06'18" EAST, A DISTANCE OF 6.51 FEET;
THENCE SOUTH 74°35'34" EAST, A DISTANCE OF 5.81 FEET;
THENCE SOUTH 15°24'26" WEST, A DISTANCE OF 99.48 FEET;

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THENCE SOUTH 73°52'14" EAST, A DISTANCE OF 41.39 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHWEST WITH A RADIUS OF 20.00 FEET;
THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 61°30'47", AN ARC LENGTH OF 21.47 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHEAST, WITH A RADIUS OF 10.00 FEET;
THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 61°30'33", AN ARC LENGTH OF 10.74 FEET;
THENCE SOUTH 73°52'01" EAST, A DISTANCE OF 160.69 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE NORTH, WITH A RADIUS OF 10.00 FEET;
THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 46°04'30", AN ARC LENGTH OF 8.04 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTH, WITH A RADIUS OF 20.00 FEET;
THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 46°04'20", AN ARC LENGTH OF 16.08 FEET;
THENCE SOUTH 73°52'12" EAST, A DISTANCE OF 65.06 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHWEST, WITH A RADIUS OF 25.00 FEET;
THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°03'42", AN ARC LENGTH OF 15.73 FEET;
THENCE SOUTH 37°48'30" EAST, A DISTANCE OF 55.54 FEET TO THE NORTHWESTERLY MARGIN OF A FEE TAKE AREA RECORDED UNDER RECORDING NUMBER 20180122000574, RECORDS OF KING COUNTY, WASHINGTON;
THENCE SOUTH 52°34'44" WEST ALONG SAID MARGIN, A DISTANCE OF 10.00 FEET;
THENCE DEPARTING SAID MARGIN NORTH 37°48'30" WEST, A DISTANCE OF 55.47 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTHWEST, WITH A RADIUS OF 15.00 FEET;
THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°03'42", AN ARC LENGTH OF 9.44 FEET;
THENCE NORTH 73°52'12" WEST, A DISTANCE OF 65.06 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE SOUTH, WITH A RADIUS OF 10.00 FEET;
THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 49°25'42", AN ARC LENGTH OF 8.63 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTH, WITH A RADIUS OF 22.00 FEET;
THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 49°25'53", AN ARC LENGTH OF 18.98 FEET;
THENCE NORTH 73°52'01" WEST, A DISTANCE OF 156.99 FEET TO THE BEGINNING OF A TANGENTIAL CURVE, CONCAVE NORTHEAST, WITH A RADIUS OF 20.00 FEET;
THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 65°46'24", AN ARC LENGTH OF 22.96 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTHWEST, WITH A RADIUS OF 10.00 FEET;
THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 65°46'37", AN ARC LENGTH OF 11.48 FEET;

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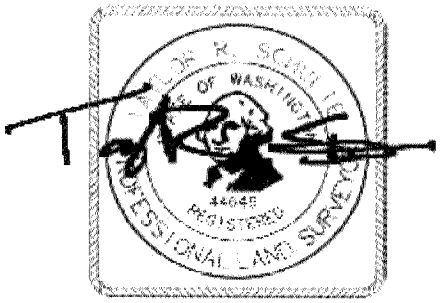
THENCE NORTH 73°52'12" WEST, A DISTANCE OF 51.23 FEET;
THENCE NORTH 15°13'51" EAST, A DISTANCE OF 99.36 FEET;
THENCE NORTH 74°34'03" WEST, A DISTANCE OF 710.29 FEET TO THE TRUE POINT OF BEGINNING;

THE ABOVE DESCRIBED EASEMENT CONTAINS AN AREA OF 9,972 SQUARE FEET, OR 0.2289 ACRES, MORE OR LESS.

SITUATE IN THE CITY OF REDMOND, KING COUNTY, WASHINGTON.



01/26/21

MICROSOFT CORPORATION
PCL. NOS.2499900010,
2499900030, 6448200010
TAYLOR R. SCHULTE, P.L.S.
BRH JOB NO. 2017257.09
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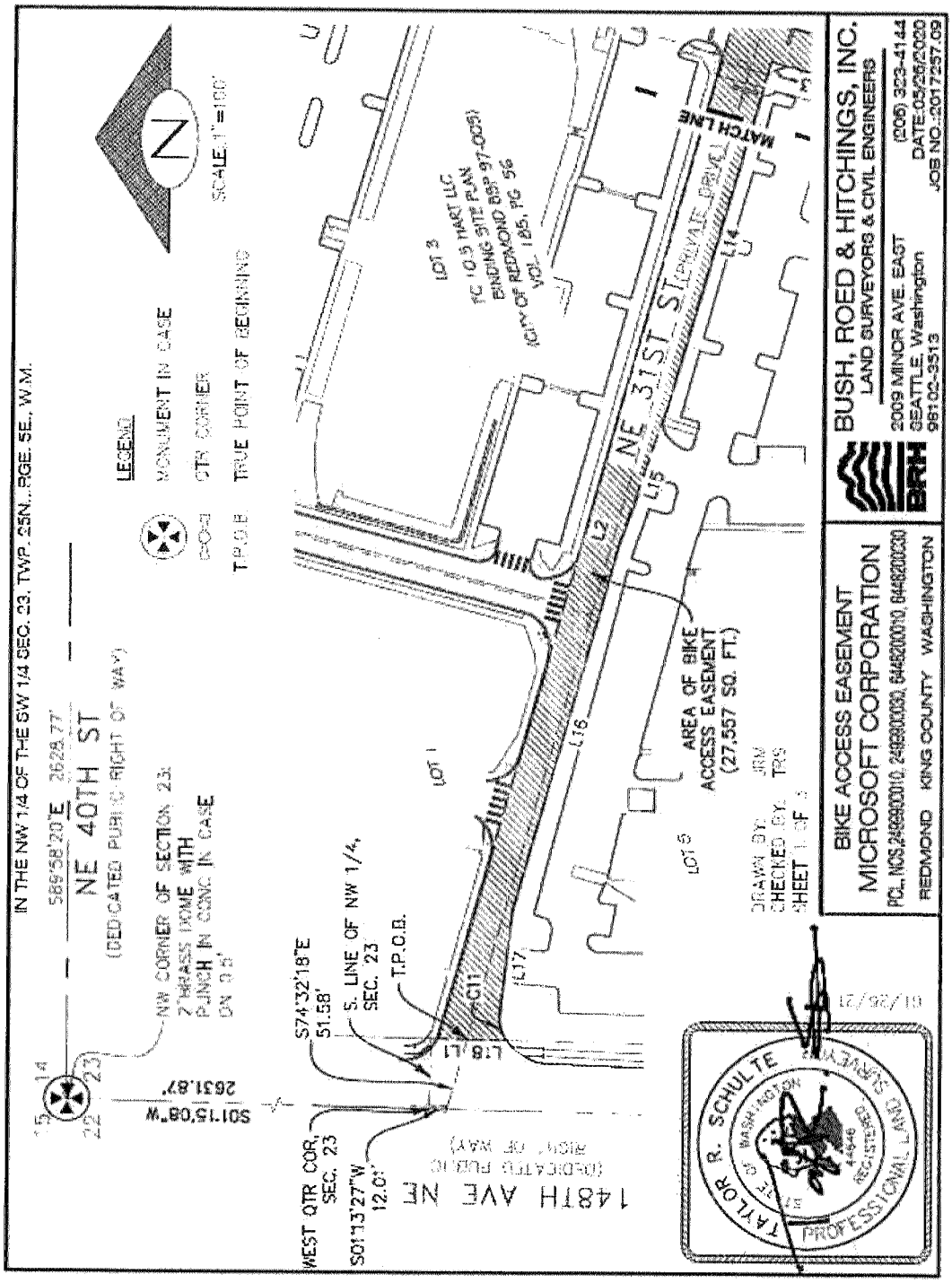
Exhibit 3: Map Depictions of the Bike Access and Pedestrian Easements

Bike Access Easement



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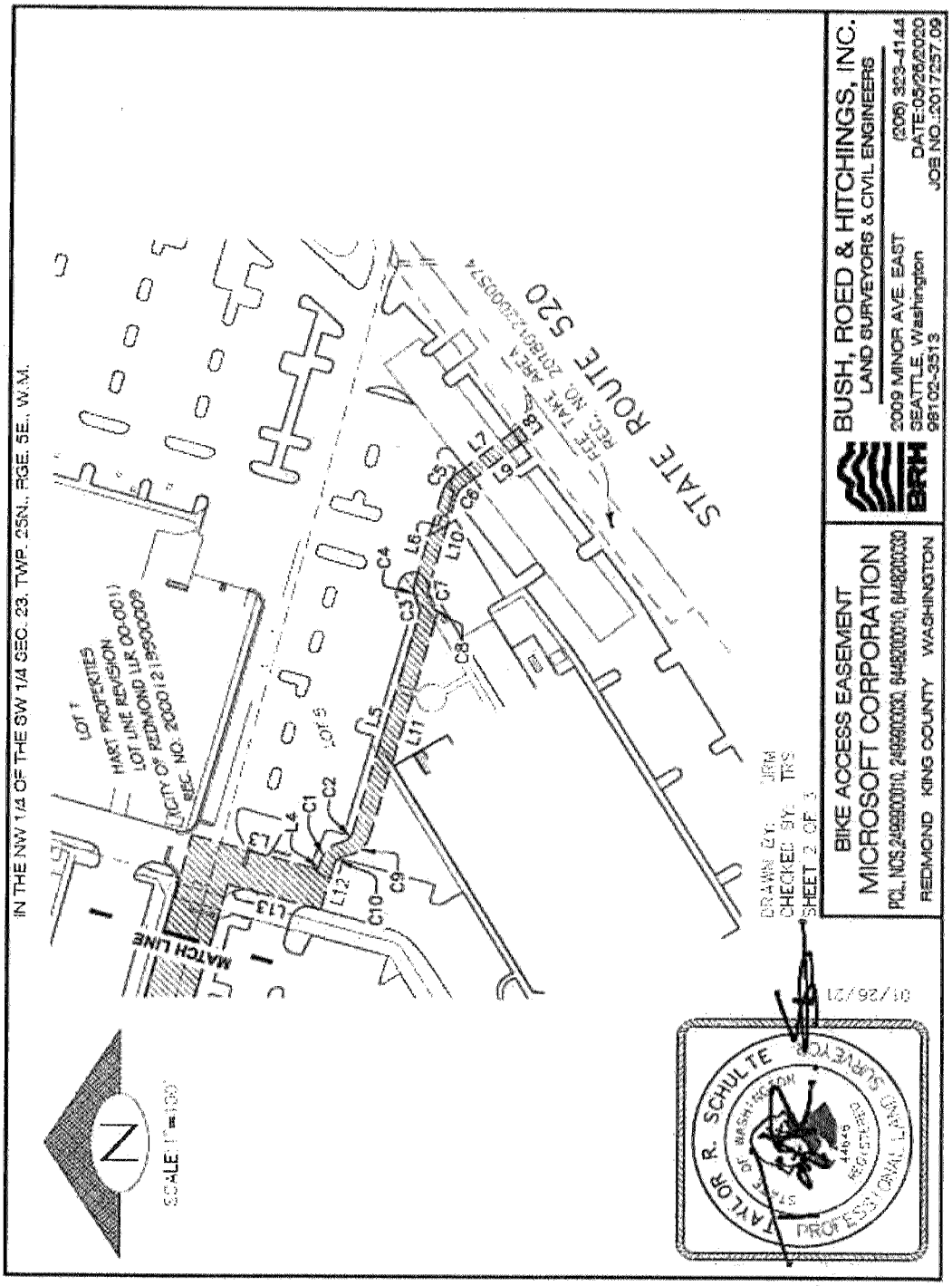

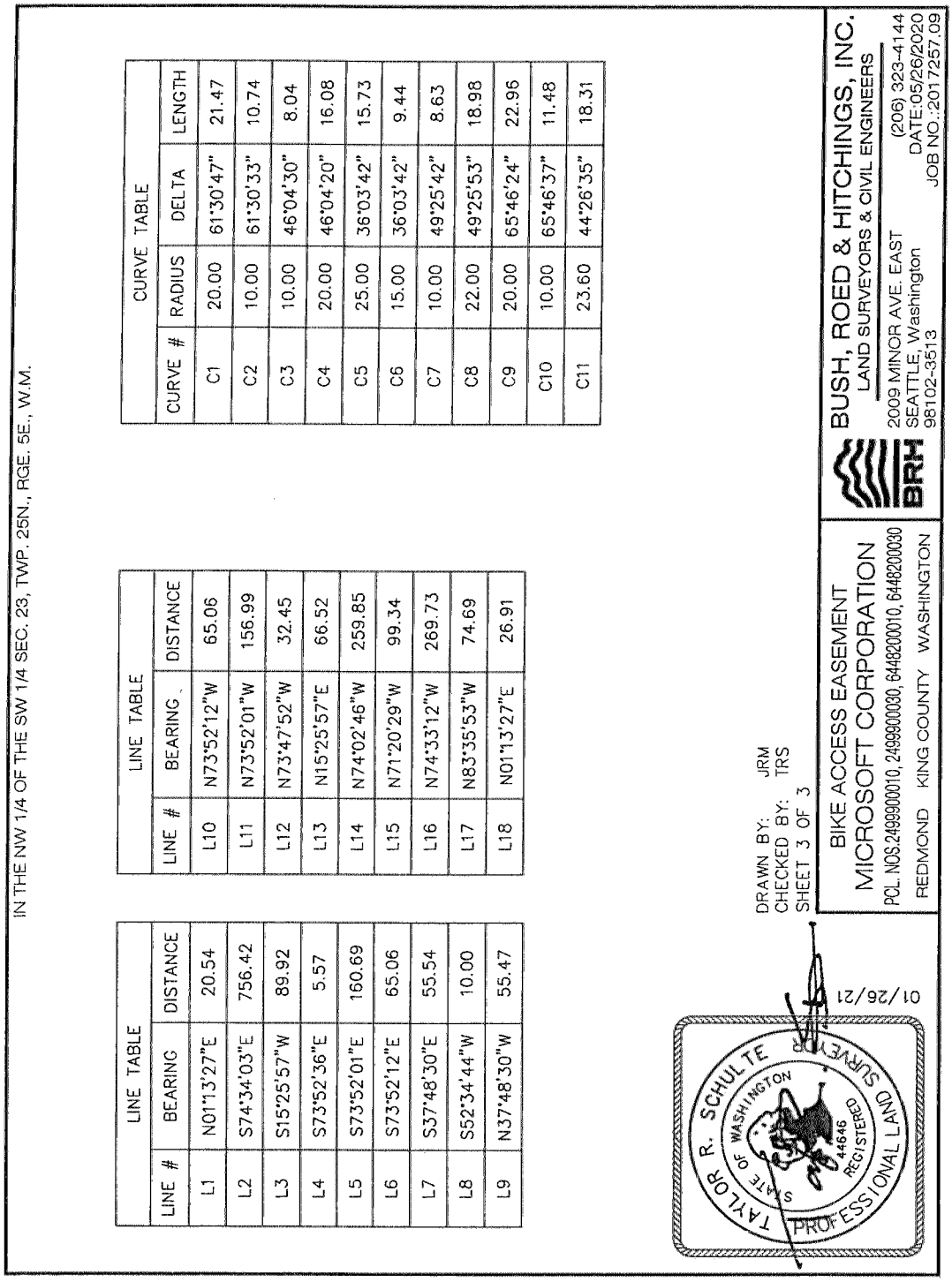

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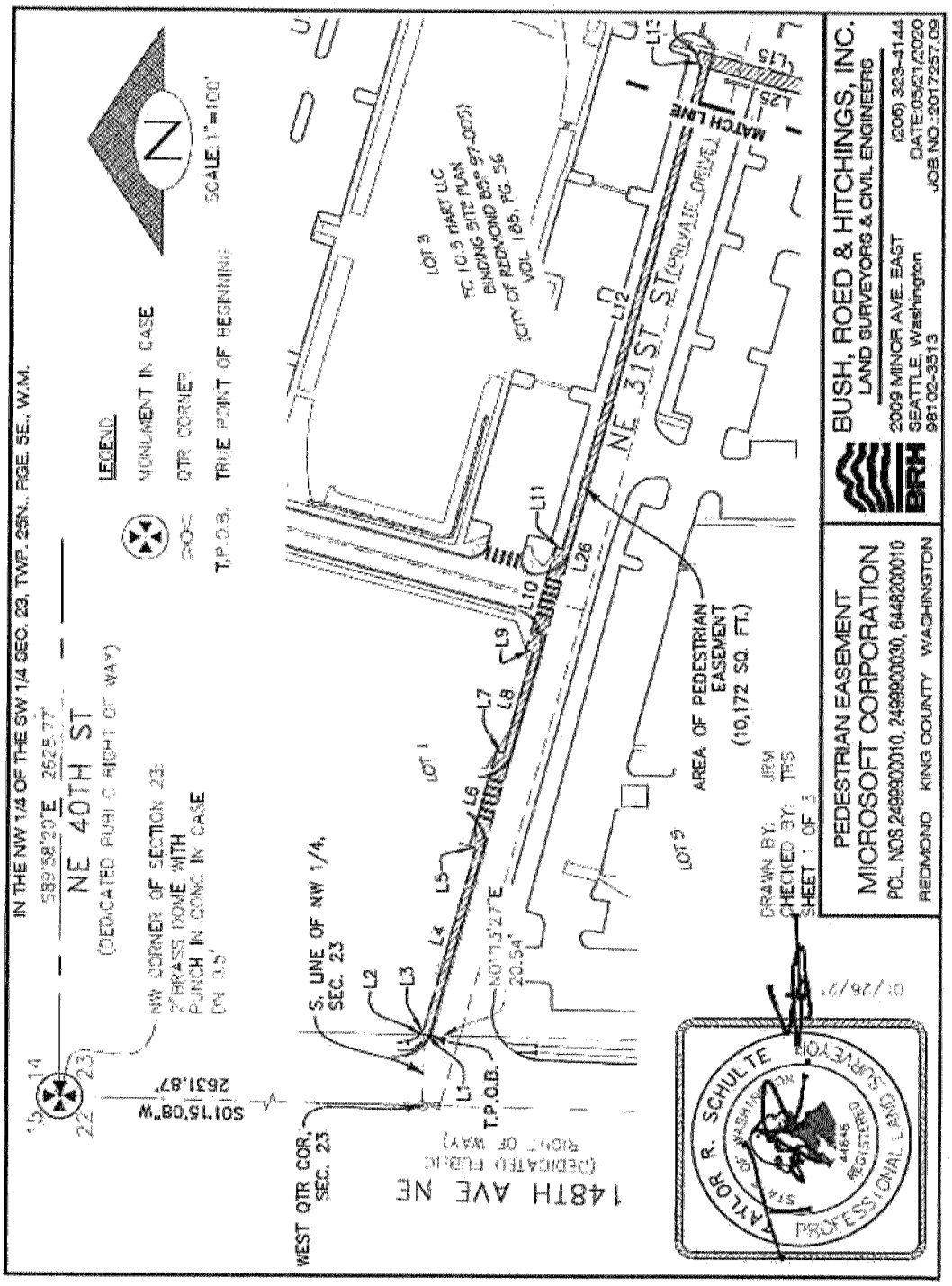
Pedestrian Easement



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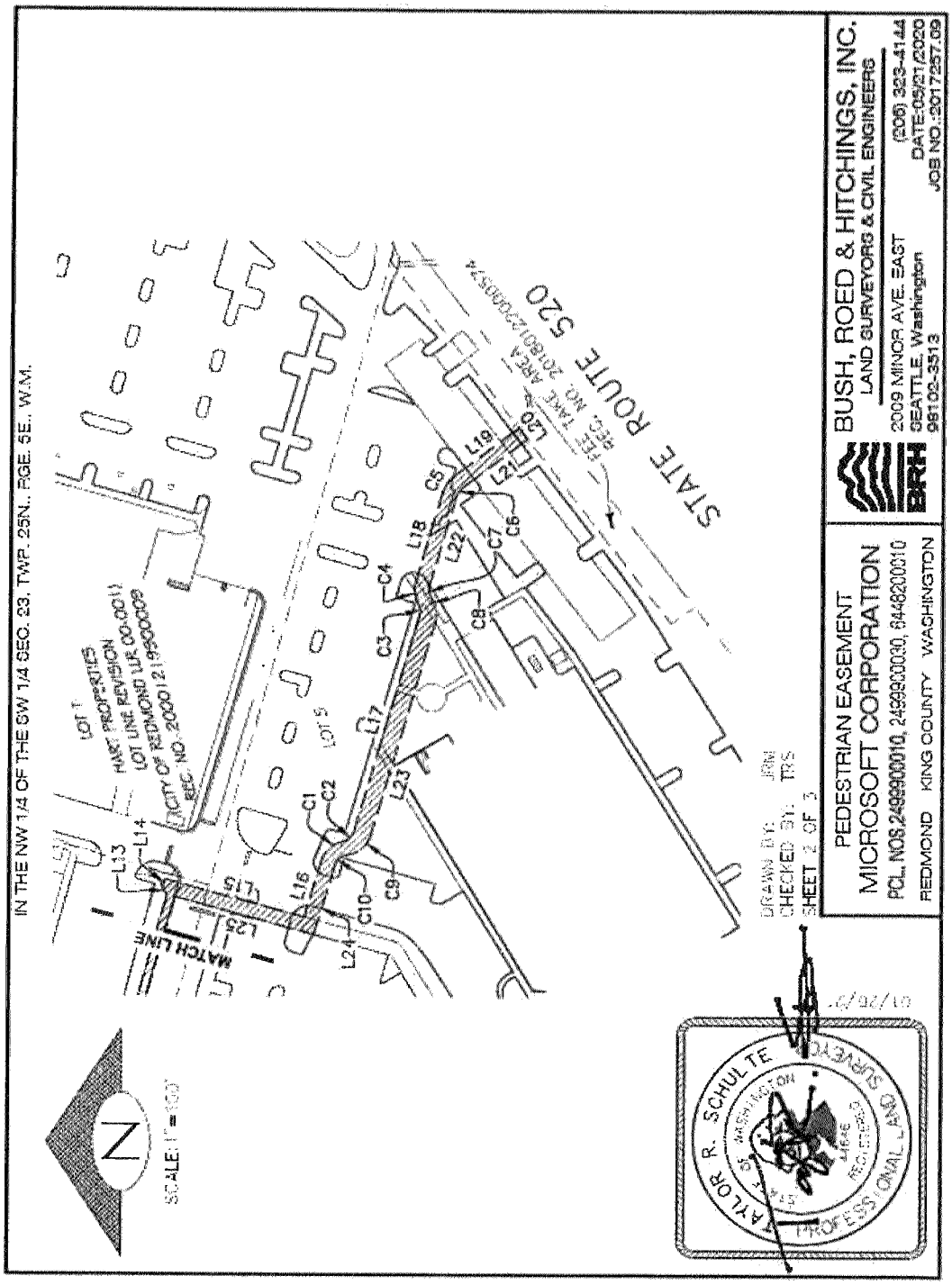

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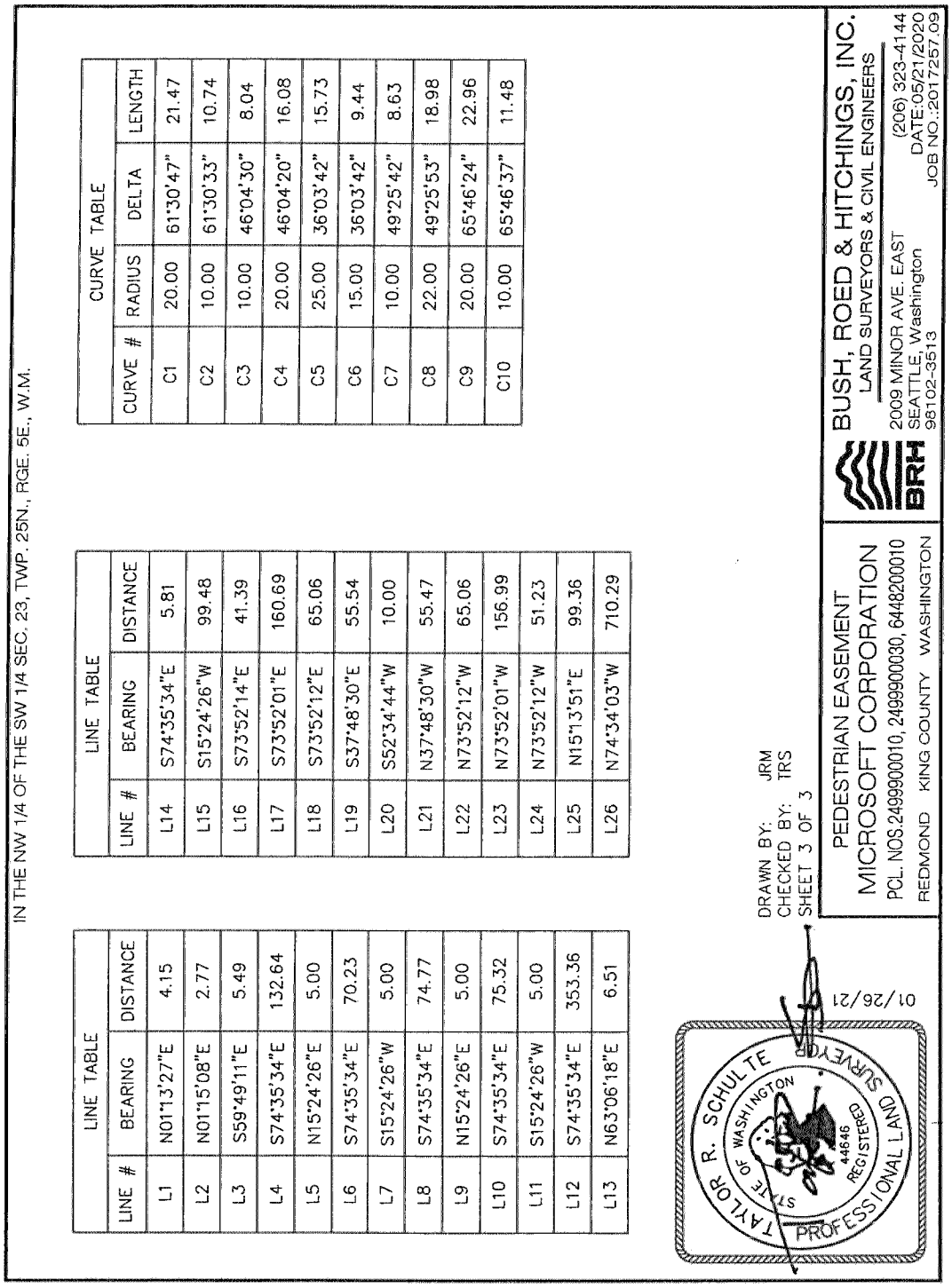

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Instrument Number: 20240105000227 Document:EAS Rec: $309.50 Page-1 of 7
Record Date:1/5/2024 9:02 AM
Electronically Recorded King County, WA EXCISE TAX NOT REQUIRED BY LISA OHLEN, DEPUTY

RECORDING REQUESTED BY AND
RETURN ADDRESS:

City of Redmond
Attn: Terence Marpert
Mail Stop 3NFN
P.O. Box 97010
Redmond, WA 98073-9710

PEDESTRIAN BRIDGE EASEMENT AGREEMENT

GRANTOR:	CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
GRANTEE:	CITY OF REDMOND
ABBREVIATED LEGAL:	LOT 1 BSP 2022-00185 REC NO. 20231020000364, SW 23-25N-5E
ASSESSOR'S TAX PARCEL NO:	206350-0100 (To be segregated)
ROW ID.:	EL344

This Pedestrian Bridge Easement Agreement (this "Agreement") is made this 3rd day of Jan, 2024, between Central Puget Sound Regional Transit Authority, a regional transit authority under the laws of the State of Washington, hereinafter referred to as "Grantor," and the City of Redmond, a municipal corporation of the State of Washington, hereinafter referred to as "Grantee." Grantor and Grantee are sometimes collectively referred to herein as "the Parties."

RECITALS

A. Grantor is a regional transit authority authorized by Chapter 81.104 and 81.112 RCW and a vote of the people to implement a high-capacity transportation system.

B. Grantor owns certain real property legally described on **Exhibit A** hereto (the "Property").

C. Grantor has constructed portions of the Link Light Rail System and related transit station improvements on the Property, including its Overlake Village Link Light Rail Station (the "Overlake Village Station").

D. Grantee has funded construction of a pedestrian bridge (the "Pedestrian Bridge") that abuts the Overlake Village Station, the purpose of which is to provide pedestrian and bicycle access to the Overlake Village Station from across the adjacent SR-520 corridor and light rail trackway. The Pedestrian Bridge is owned by Grantee and, per that certain Agreement for the Funding, Design, and Construction of the Overlake Village Pedestrian-Bicycle Bridge and Overlake Village Station Infiltration Vault (the "OVS Agreement") by and between Grantee and Grantor dated September 11, 2014, shall be fully maintained by Grantee.

E. Grantor and Grantee are further parties to that certain Operations and Maintenance Agreement (the "O&M Agreement") of even date herewith, the purpose of which is to establish clear roles and responsibilities for each Party for the ongoing maintenance, operations and repair of the Pedestrian Bridge and related appurtenances and other Grantee-owned infrastructure.

E. Grantor has agreed to grant certain easement rights to Grantee over the Property and over Grantor's adjacent light rail transit way for the location and maintenance of the Pedestrian Bridge and associated appurtenances in accordance with the terms and conditions of this Agreement.

F. As set forth in the OVS Agreement, Grantee's funding of the Pedestrian Bridge included compensation for any easement rights necessary in connection therewith. Accordingly, no further monetary consideration need be exchanged for the easement rights granted herein.

AGREEMENT

THEREFORE, in consideration of mutual benefits to be derived and in consideration of the performance of the covenants, terms and conditions hereinafter set forth, Grantor hereby conveys the following easement:

A non-exclusive easement (the "Easement") across, along, in, upon and under the Property and across Grantor's light rail transit way, including all appurtenances attached thereto ("Grantor's Facilities"), for the purposes set forth herein, in the area legally described on **Exhibit B** and depicted on **Exhibit C** (the "Easement Area"), together with the right of ingress to and egress from the Property for the City and its agents, employees, representatives, contractors, invitees, and licensees.

The Easement is granted in conjunction with, and subject to, the OVS Agreement and the O&M Agreement and is conditioned upon the following terms, conditions and covenants:

1. Purposes. Grantee shall use the Easement for the purpose of providing members of the general public with pedestrian and bicycle access across the Property and Grantor's adjacent light rail transit way to and from the Overlake Village Station. Grantee shall have rights over and across the Easement Area for the purpose of constructing, installing, altering, improving, extending, accessing, inspecting, operating, maintaining, repairing, replacing, and removing the Pedestrian Bridge and all components appurtenant thereto,

including without limitation the "paperclip" approach ramp, and the associated stairs, bridge/ramp columns, footings, pedestrian bridge abutment, utilities, vaults, and conduit, and related improvements ("Grantee's Facilities"). Except as otherwise provided in the OVS Agreement and O&M Agreement, Grantee shall not use the Property for any other purpose whatsoever.

2. Use of Easement Area. The following conditions apply to Grantee's occupancy, use, and operations in the Easement Area:

a. Grantee acknowledges that Grantor's light rail transit way and the Overlake Village Station are essential to providing transit services to the public. In Grantee's use of the Easement Area, except as expressly provided herein or in the O&M Agreement, Grantee shall not interfere with the operations of the light rail transit way, Overlake Village Station operations, Grantor's light rail transit operations, nor with Grantor's contractors, agents, employees, representatives, customers, invitees, or permittees.

b. Grantee shall be solely responsible for the maintenance, inspection and repair of the Pedestrian Bridge and all appurtenances thereto in the Easement Area on the Property, as further detailed in and limited by the O&M Agreement. Grantee will maintain the Pedestrian Bridge in a state of good repair and efficiency so as to avoid damage to the Property. Grantee shall be responsible for and promptly repair any damage to the Property as a result of Grantee's use of the Easement.

c. Grantee shall comply with all applicable Grantor rules and safety protocols during its use and occupancy of the Property and Easement Area, as further detailed in the O&M Agreement, including without limitation Grantor's Standard Operating Procedure 6.15 (Track Access Procedures). Grantee shall further comply with all applicable federal, state, and local laws and regulations (including without limitation 49 C.F.R. Part 214).

d. Grantee shall not construct or maintain any permanent structures upon or within the Easement Area other than the Pedestrian Bridge and related appurtenances as the same is depicted on Exhibit C, except as otherwise provided in the OVS Agreement or the O&M Agreement.

e. Grantee shall not park or operate construction vehicles, trucks, or store materials or equipment on the Property in or adjacent to the Easement Area except as may be reasonably necessary for the construction, maintenance, repair, inspection, and replacement of the Pedestrian Bridge and related improvements referenced herein.

f. Grantor's vehicular and pedestrian access/egress to and from the Property and Grantor's Facilities and operations shall be maintained at all times during use of the Easement Area by Grantee or its Representatives or invitees, unless approved otherwise in writing by Grantor.

g. Grantee shall conduct its activities on the Easement Area in a reasonably safe manner and shall be solely responsible for the safety of all persons and property using the Pedestrian Bridge and related improvements in the Easement Area, except that Grantee shall not be responsible for any endangerment of such persons or property as the result of the activities of Grantor.

h. Grantee shall be responsible for any damage done to the Property by Grantee or its employees, agents, representatives, contractors, licensees, or invitees acting within the scope of Grantee's invitation and shall promptly repair such damage at its sole cost, as further set forth in the O&M Agreement. Any repairs will be conducted at Grantor's direction and reasonable discretion, further outlined in the O&M Agreement.

i. Grantee shall be responsible to clean up any spills, fuel or leaks arising out of its use of the Easement Area.

j. Grantee shall in no event dispose of hazardous materials on or under the ground surface of the Property.

3. Non-Exclusive. Grantor reserves the right to grant other non-exclusive easements, franchises and/or permits across the Property; provided, that such easements, franchises or permits shall not permit uses that unreasonably interfere with Grantee's authorized use of the Property under the Easement.

4. Indemnity. Grantee agrees to defend, indemnify and hold harmless Grantor, its officers, directors and employees from and against any and all claims, demands or causes of action and the resulting losses, costs, expenses, reasonable attorney fees, liabilities, damages, orders, judgments or decrees arising out of the acts, errors, or omissions of Grantee or its agents, employees, representatives, contractors, invitees acting within the scope of the invitation, or licensees, or related to or in any way arising out of the use of the Grantee's Facilities by the general public or by Grantee or its agents, employees, representatives, contractors, invitees, or licensees, including without limitation the installation, operation, maintenance, repair or removal of Grantee's Facilities and/or from Grantee's failure to obtain necessary property rights and/or permission to install, operate, or maintain Grantee's Facilities, provided, that nothing herein shall require the Grantee to hold harmless or defend Grantor from any claims, demands, suits at law or equity, actions, penalties, losses, damages or costs arising from the sole negligence of the Grantor. To the extent that RCW 4.24.115 applies, and such claims, suits, or actions result from concurrent negligence of the parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of the negligence or intentional misconduct of Grantee or its Representatives, invitees, or licensees; and Grantee specifically assumes potential liability for any claim, demand, and/or cause of action brought by, or on behalf of any of its employees or agents against Grantor except where such claim, demand, and/or cause of action arises from the sole negligence of Grantor. For this purpose, Grantee, by mutual negotiation and solely to provide Grantor with the indemnity provided by this paragraph, hereby waives, with respect to Grantor only, any immunity that would otherwise be available to Grantee against such claims under the industrial insurance provisions of Title 51 RCW or any applicable industrial insurance, disability act or employee benefit act of any other jurisdiction that would be applicable in case of such a claim.

In addition to all other indemnities provided in this Agreement, Grantee agrees to protect, defend, and indemnify and hold Grantor harmless for any suits, claims, damages, strict liabilities, and costs or liabilities associated with the presence, removal or remediation of any Hazardous Substance (including petroleum and gasoline products) that are released onto or from the Easement Area, or otherwise come to be located on the Property as a result of the Grantee's use of the Property, including the construction, reconstruction, alteration, maintenance, operation, repair, removal or relocation of Grantee's Facilities, whether such suits, claims, or liabilities are made, commenced or incurred during the term of this Agreement, or after the expiration or termination of the Easement as a result of events occurring during the term of this Agreement. Grantee shall have no liability for any Hazardous Substances released onto or from the Easement Area as the result of Grantor's retained use of the Property or any adjacent property of Grantor. "Hazardous Substances" for purposes of this section include, but are not limited to, those substances included within the definition of "hazardous wastes" or solid wastes in any federal, state or local law, statute, ordinance, regulation, order, or rule pertaining to health, industrial hygiene, environmental conditions or hazardous substances. "Costs" shall include, but not be limited to, all response or remediation costs, disposal fees, investigation costs, monitoring costs, civil or criminal penalties, attorneys' fees, and other litigation costs incurred in connection with such response or remediation.

5. Insurance. Grantee shall at its expense procure and maintain throughout the term of the Easement, and provide proof to Grantor that Grantee and its contractors have secured the following insurance policies:

a. Commercial Liability insurance in amounts of at least $5,000,000 per occurrence and $10,000,000 in the aggregate or in such other amounts as Grantor may from time to time reasonably require, insuring Grantee, Grantor, Grantor's agents and their respective affiliates against all liability for injury to or death of a person or persons or damage to property arising from the use and occupancy of the Easement Area;

b. Commercial Liability insurance described in (a) above, shall include coverage for Bodily Injury and Property Damage Liability, Personal Injury liability and containing endorsements covering Contractual Liability, Fire Legal Liability and Stop-Gap coverage endorsements sufficient to cover Grantee indemnity obligations hereunder;

c. Automobile Liability insurance in amounts of not less than a combined single limit of $1,000,000 covering Grantee's owned, non-owned, leased or rented vehicles;

d. All risk Property insurance covering the full value of Grantee's property and improvements (including all initial improvements), and other property (including property of others), in the Easement Area, with the exceptions for the following: Earthquake limits of $1,000,000 or less and Flood Limits of $50,000 or less;

e. Workers' Compensation and Employers' Liability in accordance with the provisions of Title 51 of the Revised Code of Washington and covering Grantee's employee's industrial accidents and injuries.

f. Unless approved by Grantor in advance and in writing, the insurance coverages required by this Section shall not be subject to any deductible or self-insured retentions of liability greater than Twenty-five Thousand Dollars ($25,000) per occurrence. The payment of any such deductible or self-insured retention of liability amounts remains the sole responsibility of Grantee.

g. At Grantor's request, Grantee shall furnish Grantor with a Certificate(s) of Insurance, executed by a duly authorized representative of each insurer, or other acceptable evidence of insurance showing compliance with the insurance requirements set forth above and naming Grantor or its heirs, successors and assigns in interest as additional insureds. A copy of the Additional Insured Endorsement(s) must be attached to the required Certificate(s) of Insurance.

h.

i. Grantor reserves the right to reasonably modify the required insurance coverage to reflect the then-current risk management practices and underwriting practices in the insurance industry.

6. Representations. Grantee will exercise its rights under this Agreement in accordance with the requirements of all applicable statutes, orders, rules and regulations of any public authority having jurisdiction. Grantee expressly acknowledges that Sound Transit makes no guarantees, warranties or representations as to the safety or suitability of the Property for the uses authorized under this Agreement. Grantee acknowledges that Grantee is using the Property in an "as-is and where-is" condition, with all faults and defects, latent and otherwise, and shall assume the risks that adverse physical conditions may not have been revealed by its investigation.

7. Covenants Run with the Land. The terms and conditions of this Agreement shall run with the land and be binding upon and inure to the benefit of the parties hereto and their respective heirs, successors, assigns, and legal representatives.

8. Abandonment. The rights herein granted shall continue until such time as Grantee ceases to use the Easement Area for the purposes defined herein for a period of two years or more. In this event, the Easement shall terminate, Grantee shall remove Grantee's Facilities, and any improvements remaining, from the Easement Area, and leave the Easement Area in as good a condition as before the date of this Agreement.

9. Amendment. This Agreement may not be amended or modified except in writing signed by each of the parties hereto.

10. Counterparts. This Agreement may be executed in counterparts, which, when taken together, shall constitute one Agreement. However, this Agreement shall not be effective unless and until all counterpart signatures have been obtained.

11. Governing Law. This Agreement shall be governed by the laws of the State of Washington without regard to the conflict of law provisions therein.

12. Venue. Venue for any action pertaining to this Agreement will be in King County Superior Court, King County, Washington.

13. Authorized Signature. Each party to this Agreement warrants and represents to the other parties that the individual signing this Agreement on behalf of such party has been duly authorized to execute this Agreement.

14. Survival. The obligations set forth in Section 4 shall survive termination of this Agreement.

Executed as of the date hereinabove set forth.

GRANTOR

CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

By: _____

Print Name: Faith A. Roland

Title: Director Real Property

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ICN 01-17-10996
City of Redmond
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Approved as to Form:

By: _____
Sound Transit Legal Counsel

The terms and conditions of this easement are hereby accepted and approved by the Grantee as of the date hereinabove set forth.

GRANTEE

CITY OF REDMOND

Mayor Angela Birney

Attest:
FOR Cheryl Xanthos
City Clerk

Approved as to Form for Grantee:

By: DocuSigned by: James E. Haney
James E. Haney
City Attorney

(ACKNOWLEDGEMENT FOR GRANTOR)

STATE OF WASHINGTON)
) ss.
County of King)

This record was acknowledged before me on 1/3/24 KW (date) by Faith A Roland as Director Real Property (title) of **Central Puget Sound Regional Transit Authority**.

KAREN L WRIGHT NOTARY PUBLIC 133197 COMMISSION EXPIRES 1-10-24 STATE OF WASHINGTON

Karen L Wright
(Signature of notary public)
Notary in and for the State of Washington
My commission expires: 1/10/24
Date: 1/3/24 KW

(ACKNOWLEDGEMENT FOR GRANTEE)

STATE OF WASHINGTON)
) ss.
County of King)

On this 21ST day of December, 2023, before me personally appeared Angela Birney, to me known to be the Mayor of the **CITY OF REDMOND**, the authority that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said authority, for the uses and purposes therein mentioned, and on oath stated that he/she was duly authorized to execute the same.

WITNESS my hand and official seal hereto the day and year in this Certificate first above written.

Date: 12-21-23 Sara L Smith
Signature of Notary
Notary Public in and for the State of Washington
My commission expires: 2-09-24

SARA L SMITH

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EXHIBIT "A"

R/W No. EL-344 OVS LOT 1
PIN: TBD
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

Grantor's Parcel:

LOT 1, CITY OF REDMOND BINDING SITE PLAN NO. LAND-2022-00185 FOR OVERLAKE VILLAGE STATION, RECORDED IN KING COUNTY, WASHINGTON, UNDER RECORDING NUMBER 20231020000364.

Exhibit E
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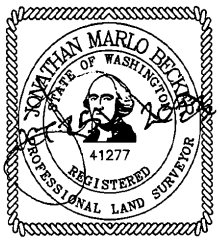

EXHIBIT "B"

R/W No. EL-344 OVS LOT 1
PIN: TBD
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

Pedestrian Bridge Easement Area:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") LYING NORTHEASTERLY OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHERNMOST CORNER OF SAID GRANTOR'S PARCEL;
THENCE ALONG THE EAST LINE THEREOF, SOUTH 01°11'23" WEST A DISTANCE OF 176.91 FEET TO THE SOUTHEAST LINE OF SAID GRANTOR'S PARCEL;
THENCE ALONG SAID SOUTHEAST LINE, NORTH 88°48'37" WEST A DISTANCE OF 20.00 FEET TO THE **POINT OF BEGINNING**;
THENCE LEAVING SAID SOUTHEAST LINE, NORTH 88°48'37" WEST A DISTANCE OF 25.00 FEET;
THENCE NORTH 31°03'52" WEST A DISTANCE OF 90.76 FEET;
THENCE NORTH 45°32'52" EAST A DISTANCE OF 39.00 FEET;
THENCE NORTH 44°27'08" WEST A DISTANCE OF 9.28 FEET TO A POINT ON THE NORTHWEST LINE OF SAID GRANTOR'S PARCEL, LYING 98.12 FEET SOUTHWESTERLY OF THE NORTHERNMOST CORNER THEREOF, AND THE **TERMINUS** OF SAID LINE DESCRIPTION.

CONTAINING 10,384 SQUARE FEET, MORE OR LESS.

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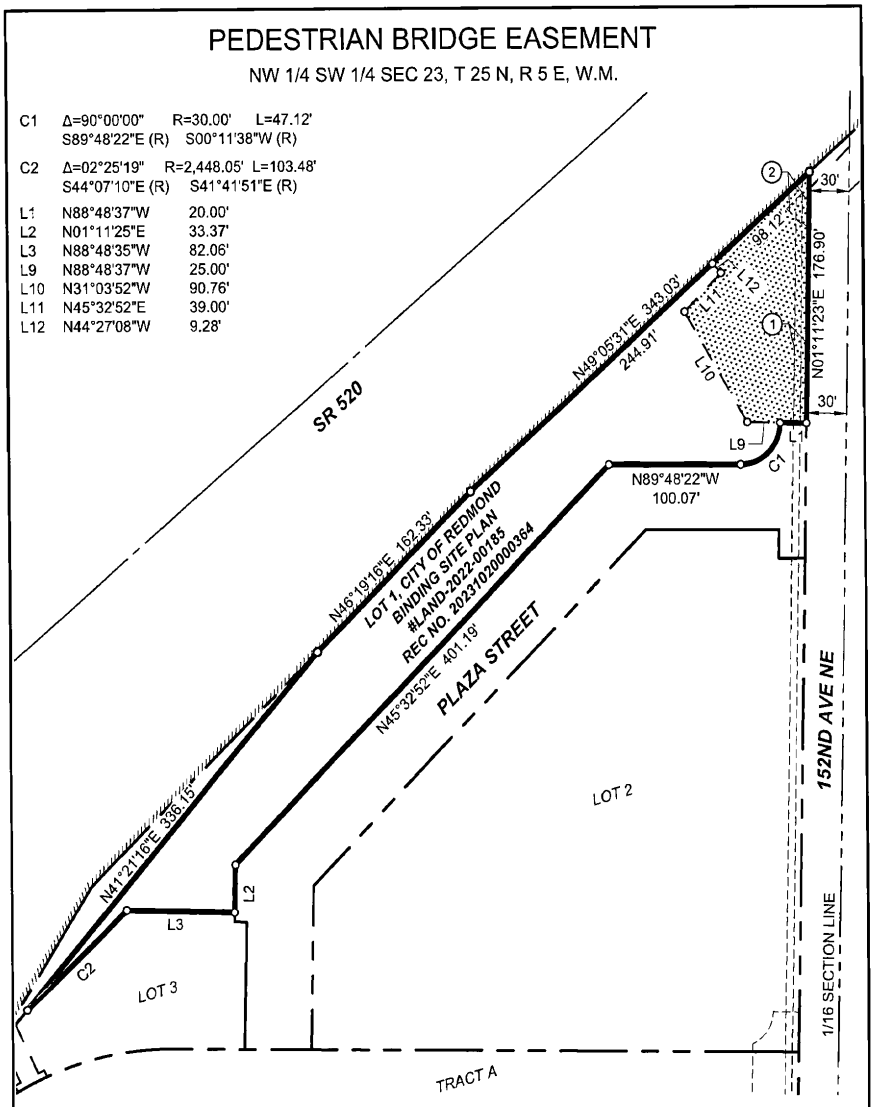
JONATHAN MARLO BECKER
STATE OF WASHINGTON
41277
REGISTERED
PROFESSIONAL LAND SURVEYOR

PEDESTRIAN BRIDGE EASEMENT

NW 1/4 SW 1/4 SEC 23, T 25 N, R 5 E, W.M.

C1	Δ=90°00'00"	R=30.00'	L=47.12'
	S89°48'22"E (R)	S00°11'38"W (R)	
C2	Δ=02°25'19"	R=2,448.05'	L=103.48'
	S44°07'10"E (R)	S41°41'51"E (R)	

L1	N88°48'37"W	20.00'
L2	N01°11'25"E	33.37'
L3	N88°48'35"W	82.06'
L9	N88°48'37"W	25.00'
L10	N31°03'52"W	90.76'
L11	N45°32'52"E	39.00'
L12	N44°27'08"W	9.28'



① PER PLAT, REC NO. 740810480; 10' PUBLIC UTILITY ESMT AND 5' SIDEWALK CONSTRUCTION ESMT

② REC NO. 20191205001242; PSE TRANSMISSION/DISTRIBUTION ESMT

LEGEND

- EASEMENT LINE PERMANENT
- EXISTING RIGHT-OF-WAY LINE
- STREET CENTER LINE
- PLATTED LOT LINE
- PROPERTY LINE
- PARENT PARCEL

PERMANENT ESMT

50 25 0 50 100 SCALE IN FEET

NAD 83 (91)

SOUNDTRANSIT

F&A FURTADO & ASSOCIATES

JONATHAN MARLO BECKER
STATE OF WASHINGTON
41277
REGISTERED PROFESSIONAL LAND SURVEYOR

PARCEL AREA: 49,836 SF
PEDESTRIAN BRIDGE ESMT: 10,384 SF

EXHIBIT "C"
R/W NO. EL-344 PARCEL MAP

ASSESSOR NO.: TBD DATE: 10/25/2023
OWNER: SOUND TRANSIT
BLOCK NO.: N/A LOT NO.: 1
CITY OF REDMOND KING COUNTY, WA

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