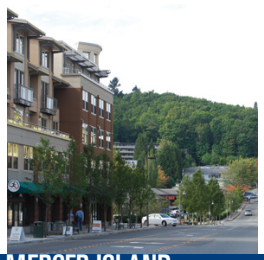
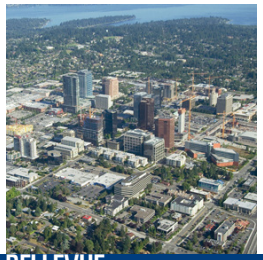
EAST LINK EXTENSION

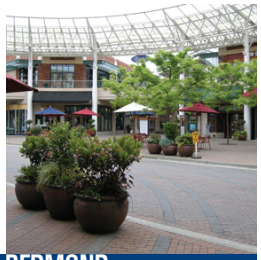
2018 SEPA Addendum


SEATTLE


MERCER ISLAND


BELLEVUE


OVERLAKE


REDMOND

SOUNDTRANSIT

Washington State Department of Transportation

June 2018

Redmond Technology Station Pedestrian / Bicycle Bridge A Project Refinement

2018 State Environmental Policy Act Addendum

to the

2011 East Link Extension

Final Environmental Impact Statement

Prepared Pursuant to the Washington State Environmental Policy Act

Chapter 43.21C RCW and WAC 197-11-625

June 2018

SOUND TRANSIT

(Central Puget Sound Regional Transit Authority)

SOUNDTRANSIT

June 15, 2018

Dear Recipient:

Sound Transit has prepared this State Environmental Policy Act (SEPA) Addendum for the East Link Extension Project, which is a light rail extension from Seattle to Mercer Island, Bellevue, and Redmond. This Addendum adds analysis and information to the East Link Extension Final Environmental Impact Statement (FEIS) issued in July 15, 2011 and subsequent addenda.

This Addendum describes proposed design refinements and evaluates potential environmental impacts resulting from refining the Redmond Technology Station's pedestrian/bicycle bridge, which spans State Route 520 freeway. The refinement includes a wider bridge and a different landing location on 156th Avenue NE.

Based on this evaluation, Sound Transit has determined that the potential refinements to the project would not substantially change the analysis of significant impacts and alternatives in the FEIS and would not result in new probable significant environmental impacts. Accordingly, no supplemental EIS is required.

Copies of the Addendum are available for review at Sound Transit headquarters at Union Station, the Redmond Library, and on the Sound Transit website at www.soundtransit.org/About-Sound-Transit/Environment-and-sustainability/Environmental-planning-documents. For further information about this Addendum or to request a CD copy please contact Elma Borbe, Environmental Planner, 401 S. Jackson St., Seattle WA 98104-2826, or 206.398.5000 TTY: 206.398.5410.

Sincerely,

Elma Borbe
Environmental Planner
Environmental Affairs and Sustainability

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Contents

Appendices

Tables

Exhibits

This page intentionally left blank.

Acronyms and Abbreviations

CD	collector-distributor
DBH	diameter at breast height
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
HOV	high-occupancy vehicle
RCW	Revised Code of Washington
RT Station	Redmond Technology Station
SEPA	State Environmental Policy Act
SR	State Route
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

This page intentionally left blank.

1.0 Purpose and Findings of this Addendum

The East Link Extension will construct and operate an approximately 18-mile light rail line connecting Sound Transit's existing system in downtown Seattle east across Lake Washington via Interstate 90 to Mercer Island, Bellevue, and Redmond. Sound Transit, Washington State Department of Transportation (WSDOT), and the Federal Transit Administration (FTA) issued the East Link Project Final Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act and the State Environmental Policy Act (SEPA) in July 2011. The Sound Transit Board selected the East Link project to build in July 2011, and FTA and the Federal Highway Administration each issued a Record of Decision in November 2011. Construction for East Link began in April 2016. The East Link Extension from Seattle to the Redmond Technology Station will open for service in 2023.

1.1 Purpose

This SEPA Addendum to the *East Link Light Rail Transit Project Final Environmental Impact Statement* (Final EIS; Sound Transit et al., 2011) analyzes different potential impacts compared to the Final EIS associated with construction of a new 50-foot-wide pedestrian/bicycle bridge across State Route (SR) 520 in the vicinity of NE 36th Street in Redmond, Washington. This evaluation applies to a portion of the Selected Alternative (Preferred Alternative: D2A Alternative) of the East Link Light Rail Transit Extension (East Link Extension[1]) in the Overlake neighborhood of Redmond. This bridge has been designed and will be funded by Microsoft Corporation. For the purposes of this Addendum, the bridge is called the Redmond Technology (RT) Station pedestrian/bicycle bridge.

The 2011 Final EIS noted that a pedestrian bridge crossing SR 520 would be considered to connect the RT Station with the Microsoft campus west of SR 520. In 2013, Sound Transit issued an addendum that included a conceptual design of a 12-foot-wide bridge, which affected five new parcels. Since then, the design has been changed to a 50-foot-wide pedestrian/bicycle bridge across the freeway, extending to and landing at a different location on 156th Avenue NE than the 2013 design. The pedestrian bridge is an access enhancement project being funded by the Microsoft Corporation. Because of its proximity and relationship to the East Link project, Sound Transit's East Link contractor will construct the bridge concurrent with construction of the East Link project and RT Station. Pursuant to an agreement between Sound Transit, the City of Redmond, Microsoft, and WSDOT, Sound Transit is preparing the environmental review of the bridge design to support WSDOT design and airspace lease approvals, and to support City of Redmond permitting for the project.

This Addendum provides a description of the proposed pedestrian/bicycle bridge and potential impacts, and compares it to the impact analyses contained in the Final EIS and subsequent addenda. The impact discussion focuses on the following environmental resources: transportation, acquisitions, visual/aesthetic, ecosystems, and historic/archaeological. The transportation impact discussion is limited to construction, except for nonmotorized transportation, which is discussed for operational impacts as well.

[1] "East Link Extension" is the new name for this project; in the East Link Final EIS (Sound Transit et al., 2011) and other past environmental documents, the project was called "East Link Project."

1.2 Findings

Changes in impacts of the proposed RT Station pedestrian/bicycle bridge from those in the 2011 Final EIS and subsequent addenda would primarily occur during the construction period and are of similar magnitude to the impacts identified for the Selected Alternative. The RT Station pedestrian/bicycle bridge would not increase any permanent adverse impacts from the East Link Extension Project, and its impacts are within the range of impacts for the full-length project from Seattle to Redmond as shown in the Final EIS and subsequent addenda. During operation, the bridge would improve access across SR 520 for pedestrians and bicyclists and create more access points for this crossing as well as to the RT Station. Temporary impacts would be limited to transportation changes and vegetation removal. Temporary construction impacts to roadways near the bridge would include short-term and nighttime partial and full lane closures with detours provided. The vegetation removed would not be high-quality habitat, and impacts on "significant trees," as defined by the City of Redmond, would be mitigated per Redmond Zoning Code. The pedestrian/bicycle bridge would not alter the analysis or conclusions of significant impacts evaluated in the 2011 Final EIS and subsequent addenda. No new probable significant adverse environmental impacts would arise, and a supplemental EIS is not warranted.

2.0 Description of Redmond Technology Station Pedestrian/Bicycle Bridge

Previous analysis of impacts related to light rail construction in Redmond was completed as part of the East Link 2011 Final EIS and subsequent addenda. For the purposes of this Addendum, the project to be built selected in 2011 and the conceptual bridge design evaluated in the 2013 SEPA Addendum represent the baseline future condition. Findings associated with the RT Station pedestrian/bicycle bridge are compared to this baseline future condition along with all other alternatives evaluated in the Final EIS and subsequent addenda. Construction of this bridge would be concurrent with light rail construction.

2.1 Selected Alternative in the Area of the Bridge

The segment of the Selected Alternative where the RT Station pedestrian/bicycle bridge would be built is identified in the Final EIS as Alternative D2A. In the area of the new pedestrian/bicycle bridge, the light rail will parallel the east side of SR 520 in a partially retained cut in the WSDOT right-of-way, with a station at the former Overlake Transit Center. A bridge across SR 520 connecting the Microsoft campus and the RT Station (referred to as Overlake Transit Center in the Final EIS) was described in the Final EIS as a project to be built by others and was shown as connecting to the same location as the current 50-foot bridge on the west side of SR 520 but with one different pedestrian connection. On the east side of SR 520, the bridge would connect to the station plaza at the south end of the RT Station and also continue east over 156th Avenue NE, connecting to the pathway on the east side of 156th Avenue NE at the edge of the Microsoft East Campus (Exhibit 2-1).

2.2 Microsoft Pedestrian/Bicycle Bridge

The proposed pedestrian/bicycle bridge would also connect Microsoft's campus on the west side of SR 520 with its campus on the east side (Exhibit 2-1). The bridge would be about 1,700 feet long between ramp ends and either 50 feet or 30 feet wide and would have five access points:

- A plaza on the west side of SR 520 (via a ramp from the Microsoft West Campus and from the SR 520 Multiuse Regional Trail in WSDOT right-of-way to the north)
- The SR 520 Multiuse Regional Trail from WSDOT right-of-way on the west side of SR 520 (via walkway to an access stair)
- The SR 520 NE 40th Street off-ramp flyer stop (via a ramp)
- The south end of the Sound Transit RT Link Station on the east side of SR 520 (via elevator, escalator, and stairs)
- The sidewalk on the east side of 156th Avenue NE (east of SR 520), south of NE 36th Street (via a ramp and a stair)

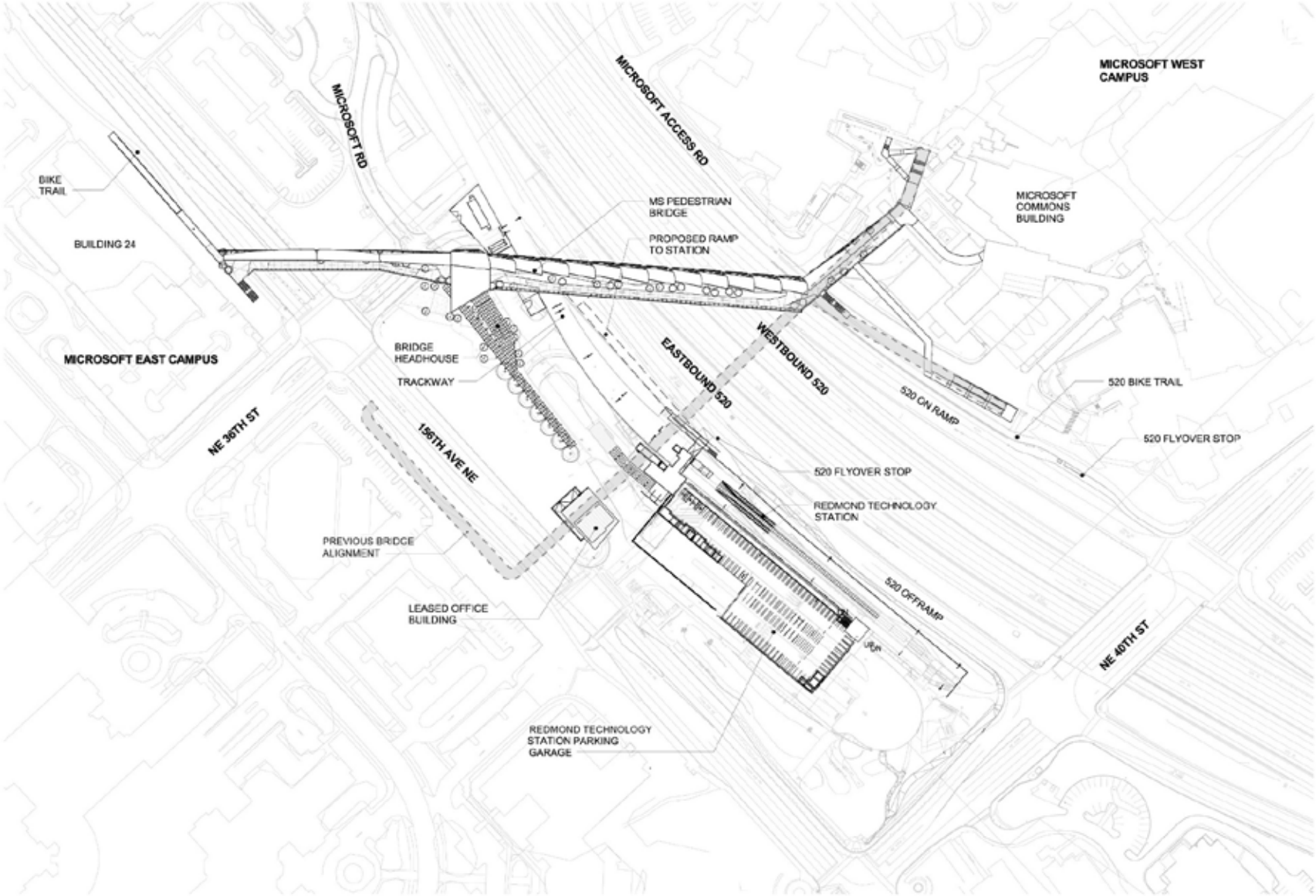


Exhibit 2-1. Proposed Pedestrian/Bicycle Bridge

The span over SR 520, NE 36th Street, and 156th Avenue NE would be approximately 1,225 feet long with nine columns. Three columns would be in WSDOT right-of-way (including one in the SR 520 median), one would be on Sound Transit property on the south end of the RT Station, four would be on Microsoft property, and one would be on City of Redmond right-of-way in the median of 156th Avenue NE. Both bridge landings would be on Microsoft property (see Appendix A). The bridge would be located over either paved or vegetated areas and would not require removal of any buildings. The bridge would include landscaping and a partial roof, and all ramp access points would be accessible in accordance with the Americans with Disabilities Act.

Overall, construction is expected to take 14 to 18 months, and would occur before light rail track and traction power substation construction begins in this area. Truck volumes and haul routes in this vicinity would generally be the same as described in the Final EIS, including SR 520, 148th Avenue NE, NE 24th Street, 156th Avenue NE, Microsoft Road, and NE 40th Street.

The general construction sequence for the pedestrian/bicycle bridge would be as follows:

1. **Demolition and removal**: This phase would involve utility relocations and protecting in place the utilities that will remain. All bridge piers have been located to avoid major utilities, communication duct banks, and Puget Sound Energy electrical facilities. A City of Redmond water meter vault and water line connections located on the east side of 156th Avenue NE would be relocated to the north to avoid access height restrictions due to being under the pedestrian bridge deck. Landscaping and natural vegetation, including approximately 5,000 square feet of mature trees at the southwest corner of NE 36th Street and 156th Avenue NE, would be cleared.
2. **Bridge construction**: The bridge would be built in phases, with the sections over SR 520 being completed first, the connection to the Microsoft campus west of SR 520 second, and the connection to the Microsoft campus east of SR 520 last.
3. **Landscaping**: Following completion of the bridge, all disturbed areas of vegetation would be revegetated, and landscaping on the bridge and surface plazas would be installed per landscaping plans.

This page intentionally left blank.

3.0 Changes in Environmental Effects

The RT Station pedestrian/bicycle bridge would not change the characteristics of the East Link project as evaluated in the Final EIS and subsequent addenda. Most environmental impacts from this bridge are expected to be temporary and would occur during construction. The permanent long-term changes are expected to be beneficial for nonmotorized users. Compared to the bridge design evaluated in the 2013 SEPA Addendum, the changes to the RT Station pedestrian/bicycle bridge are minor and within the range of impacts evaluated in the Final EIS and 2013 addendum. Table 3-1 summarizes changes in impacts from those discussed in the Final EIS.

Table 3-1. Summary of Changes in Potential Impacts from Microsoft Pedestrian Bridge

Element of the Environment	Changes in Effects
Transportation	During operation, the bridge would improve access across SR 520 for pedestrians and bicyclists and create more access points between the two Microsoft campuses located on either side of SR 520, including the RT Station. Temporary construction impacts to roadways near the bridge would include short-term and nighttime partial and full lane closures with detours provided.
Acquisitions	Additional properties would be affected, but all properties are owned by Microsoft and would not require any new property acquisition by Sound Transit. No displacements would occur.
Visual and Aesthetic Resources	Activities related to building and operating the bridge would be similar to nearby bridges that span SR 520 and would not have an impact on visual quality.
Ecosystems	There would be no impacts to wetlands, water bodies, or high-quality habitat. Approximately 0.2 acre of mature vegetation would be removed and all significant trees would be replaced per Redmond Zoning Code. There is low potential for construction impacts to wildlife because of the urbanized nature of the project area.
Historic and Archaeological Resources	The bridge would not affect any historic properties and would be located in an area of low probability for archaeological resources. All areas that would be disturbed have been previously disturbed by construction of SR 520, local roads, utilities, or private development.

The following resources do not require additional discussion in this Addendum because there would be no changes in effects during project construction or operation:

- Land Use
- Economics
- Social, Community Facilities, and Neighborhoods
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Water Resources
- Energy
- Geology and Soils
- Hazardous Materials
- Electromagnetic Fields
- Public Services, Safety, and Security
- Utilities

3.1 Transportation

This section provides a description of operational impacts to nonmotorized transportation, and construction-period impacts related to vehicle traffic on highways, arterials, and local streets, and nonmotorized transportation. No operational period impacts would occur for other transportation modes. Transit and freight would be affected during construction as described for highways and arterials below.

3.1.1 Operations

The RT Station pedestrian/bicycle bridge could reduce the number of pedestrians using at-grade crosswalks at the intersection of 156th Avenue NE and NE 36th Street, as the bridge would provide access between the east side of 156th Avenue NE and the RT Station. The bridge would also shorten pedestrian and bicycle trips across SR 520 that currently use the NE 40th Street or NE 31st Street overpasses, and could potentially replace some vehicle trips due to the shorter distance between buildings. The bridge would also increase the number of access points compared to the previous design described in the Final EIS by connecting to the SR 520 Multiuse Regional Trail and the east side of 156th Avenue NE.

3.1.2 Construction

Maintenance of Traffic plans are included in Appendix A and a description of construction phasing is provided in Appendix B.

3.1.2.1 Highway Operations and Safety

Construction of the RT Station pedestrian/bicycle bridge would require short-term closures of SR 520 shoulders and lanes, similar to closures of SR 520 farther east near West Lake Sammamish Parkway for elevated light rail crossings as described in the Final EIS. Full nighttime closures for construction over SR 520 were also assumed in the Final EIS.

The narrowing of lanes and shoulder width on the SR 520 mainline for construction in the median would cause an approximately 2 percent decrease in speed (calculated based on *Highway Capacity Manual* [Transportation Research Board, 2010] methodology), but the duration would be limited to a few months and would be shorter than the overall East Link construction described in the Final EIS. Lane closures for work over westbound SR 520 would create a new merge condition between the NE 40th Street westbound off-ramp and the westbound on-ramp. During this time, the right-side high-occupancy vehicle (HOV) lane may need to be re-striped to allow general-purpose merging traffic to change lanes into the two left-side general-purpose lanes, similar to other merge conditions on SR 520 where the right-side HOV lane occurs.

Construction over the on- and off-ramps at NE 40th Street would require short-term nightly closures of the SR 520 mainline and some ramps at the SR 520/NE 40th Street interchange. Detour routes would use NE 40th Street and 148th Avenue NE. The detours are not expected to substantially impact regional traffic since the detours and closures will occur at night when traffic volumes are lower. For work over the SR 520 westbound on-ramp at NE 40th Street, the HOV bypass lane and right shoulder could be closed for up to 6 months. The westbound on-ramp would still maintain two lanes of traffic and ramp

meters would remain operational. Minor delays to HOV and transit vehicles could be experienced during this phase while the HOV bypass lane is closed; however, WSDOT could change ramp meter rates to minimize delays.

3.1.2.2 Arterials and Local Streets

Construction of the RT Station pedestrian/bicycle bridge would require short-term closures during nighttime hours, and detours would be provided similar to road closures described for light rail construction in the Final EIS. Work over the Microsoft Service Road that runs parallel to and west of SR 520 would experience partial lane closures and short-term full closures during nights and weekends; however, at least one lane would be permanently open on the Microsoft Service Road. A full closure of the NE 36th Street and Augusta Drive intersection would be required when work occurs over this intersection, although a temporary bus loop there would remain accessible and operational for public transit and the Microsoft Connector bus. Augusta Drive would also be accessible from NE 31st Street. 156th Avenue NE would be partially closed and the roadway reconfigured during the construction of the median pier. The south leg of NE 36th Street and 156th Avenue NE would be fully closed during construction over 156th Avenue NE, and the detour would use 157th Avenue NE and NE 31st Street. The detour is not expected to substantially affect intersection operations because the detours would occur on the weekends or at night when traffic volumes are lower.

Section 6.4.2.4 of the Final EIS Appendix H1, Transportation Technical Report, noted that the potential for detoured traffic and construction vehicles in neighborhood areas would be low because there is little residential development in the area, and the construction would occur on or near designated truck routes. The detour routes proposed in the Maintenance of Traffic plans in Appendix A were assumed for other road closures in the Final EIS, except for Microsoft Way/157th Avenue NE between NE 31st Street and NE 36th Street, which is proposed as a detour for 156th Avenue NE when a full closure is needed. This detour would only be needed on nights and weekends when traffic volumes on Microsoft Way/157th Avenue NE are low.

3.1.2.3 Nonmotorized Transportation

Construction of the RT Station pedestrian/bicycle bridge would require short-term closure of the SR 520 Multiuse Regional Trail, as described in the Final EIS, as well as sidewalks along Microsoft Access Road and 156th Avenue NE. The SR 520 Multiuse Regional Trail between NE 40th Street and NE 36th Street would be fully closed and detoured through the Microsoft campus to 150th Ave NE and NE 36th St, resulting in approximately a 0.25-mile increase in length. A temporary pedestrian path would also be constructed on the east side of 156th Ave NE near NE 36th Street to the east of the existing path while the bridge connection to the path is constructed.

3.2 Acquisitions

The proposed RT Station pedestrian/bicycle bridge would not require acquisition of any additional property by Sound Transit. The bridge would use property on four additional properties that are owned by Microsoft (see Appendix C). These properties would continue to be owned by Microsoft and would not require any displacements.

3.3 Visual and Aesthetic Resources

The East Link Project Final EIS concluded that the Preferred Alternative, which parallels the east side of SR 520 from the Overlake Transit Center to the Sammamish River, would be compatible with the transportation-infrastructure character of this part of the SR 520 corridor.

To evaluate how the project refinements to the pedestrian/bicycle bridge would impact visual character and quality, a 2-mile section of the SR 520 corridor and adjacent areas (approximately one mile north and south of the proposed bridge) was selected as the assessment area. The southern end of the assessment area is the 148th Avenue NE overpass and the northern end is the NE 60th Street overpass. Within this assessment area, SR 520 passes next to a series of multi-story office complexes, the Overlake Transit Center, and a residential area (north of NE 51st Street).

This area includes five overpasses (148th Avenue NE bridge, NE 36th Street bridge, NE 40th Street bridge, NE 51st Street bridge, and NE 60th Street bridge) over SR 520. The distance between the overpasses ranges between approximately 0.4 and 0.6 mile. The overpasses are strong visual elements when viewed from SR 520. Appendix D contains images of the five overpasses in the assessment area as seen from SR 520. The appendix includes northbound views of the overpasses from SR 520 at viewing distances of approximately 200 feet (Exhibits D-1 to D-5) and southbound views at distances of approximately 400 feet (Exhibits D-6 to D-10). It should be noted that some of the vegetation along the sides of SR 520 that can be seen in the Appendix D images has been removed by East Link construction.

The views toward SR 520 by people traveling on adjacent streets and sidewalks are somewhat limited due to the low elevation of the surface of SR 520 and vegetative screening. Overpasses are more visible than the surface of SR 520 to nearby viewers, although vegetation screens views in many locations. Workers in the upper stories of adjacent office buildings, and pedestrians and bicyclists on the SR 520 Multiuse Regional Trail on the west side of the freeway have clearer views of SR 520 and the overpasses than the street and sidewalk viewers, where trees do not block their views.

With the exception of the heavily landscaped NE 36th Street overpass, the general appearance of the other four overpasses from SR 520, and towards SR 520 from adjacent areas, is similar. They all have a utilitarian, transportation infrastructure character. Although the supporting structure of the NE 36th Street bridge is similar in appearance to the structures of the other overpasses, the surface of the overpass has shrubs, trees, and trails, making it a more distinctive and memorable visual element than the other overpasses.

For travelers on SR 520 in this area, views are blocked for short periods of time by the overpasses. Short-duration views of Mt. Rainier from southbound SR 520 are possible between the NE 51st Street and NE 40th Street overpasses. However, as motorists approach the NE 40th Street overpass, views are blocked. Where vegetation within and next to the right-of-way has not been removed, it may block views from SR 520 of adjacent properties. Because the existing overpasses are similar in elevation to adjacent streets and sidewalks, they do not block views towards SR 520 from these areas. The overpasses are far enough apart that they generally do not block views along the SR 520 corridor by motorists or pedestrians driving or walking across the overpasses.

The project refinements to the RT Station pedestrian/bicycle bridge would widen the bridge from 12 feet to 50 feet, but the bridge would continue to link areas of the Microsoft campus on both sides of SR 520. The west edge of the pedestrian/bicycle bridge would be approximately 0.1 mile south of the NE 40th Street overpass and approximately 0.2 mile north of the NE 36th Street overpass. A roof structure over the pedestrian path would provide shelter during inclement weather and would lend architectural interest to the top of the overpass (see Exhibits 3-1 and 3-2).

A paved bike path would follow the southern edge of the overpass and be separated from the northern pedestrian path and roof structure by a linear landscaped area. The landscaped area would contain vegetation that would be seen from both directions of SR 520. The support structure of the overpass would be very similar in appearance and character to the support structures of the existing overpasses.

Several types of viewers would see the changes associated with the bridge. They include motorists and passengers traveling on SR 520 and nearby surface streets, people using the SR 520 Multiuse Regional Trail, workers in nearby office buildings, and people using sidewalks. As described in the Final EIS, viewers can be categorized as having low, average, or high sensitivity to changes in the viewed environment. Viewer sensitivity is strongly influenced by a viewer's activity, awareness of his or her surroundings, and amount of time spent looking at a view. Travelers in this area are assumed to have low to medium viewer sensitivity because they would be viewing it for a short period of time (generally a few seconds) and drivers would be focused on driving. Recreationists, such as those who use the SR 520 Multiuse Regional Trail (cyclists and pedestrians), are assumed to have high viewer sensitivity. People bicycling on the trail as commuters who would view the bridge are assumed to have low to medium viewer sensitivity.

Below is an assessment of potential impacts on the visual environment using the same factors as evaluated in the Final EIS:

- **Consistency with existing visual character**: The RT Station pedestrian/bicycle bridge would add a sixth structure crossing this 2-mile section of SR 520. The bridge would be consistent with the character of this part of SR 520 corridor when viewed from SR 520 and when viewed from adjacent areas. Its appearance, although including a partial roof, would be similar to the landscaped NE 36th Street overpass.
- **Changes in visual quality**: The pedestrian/bicycle bridge design would create a visual element seen by motorists on SR 520 that would have more architectural interest and distinctiveness than the nearby roadway overpasses. From adjacent areas, the bridge would have the appearance of a landscaped pedestrian walkway with an interesting roof structure over the pedestrian path along its north side. It would visually connect both sides of the Microsoft campus and nearby areas. When viewed from nearby offices, the overpass would have a park-like appearance.

Exhibit 3-1a. Existing Condition from SR 520 (Looking North)

Exhibit 3-1b. Visual Simulation of Pedestrian/Bicycle Bridge from SR 520 (Looking North)

Exhibit 3-2a. Existing Conditions from East Side of SR 520 (Looking South)

Exhibit 3-2b. Visual Simulation of Pedestrian/Bicycle Bridge from East Side of SR 520 (Looking South)

- **Likely impact on viewers with high viewer sensitivity**: The only viewers with potentially high viewing sensitivity who would see the overpass would be recreationists using the SR 520 Multiuse Regional Trail. They would see another (unique appearing) overpass structure from the trail.
- **Blockage of sensitive views with an emphasis placed on views that are identified by local jurisdictions as requiring protection**: Neither the City of Redmond nor WSDOT has identified the views of Mt. Rainier from SR 520 as requiring protection. Views of Mt. Rainier that are currently possible from the southbound section of SR 520 between the NE 40th Street overpass and the NE 36th Street overpass might be blocked along a short section of the highway by the bridge.
- **Creation of shadows**: The proposed bridge would cast shadows onto SR 520 that would be similar to those cast by the roadway overpasses in the assessment area.
- **Light and glare**: Pedestrian-scale safety lights would be located along the bridge, but would not create glare to people driving on SR 520 or to viewers in nearby buildings. If appropriate and/or required by reviewing agencies, light fixtures that only cast light in a downward direction to the bridge deck walking surface would be used.
- **Construction Impacts**: As described in the Final EIS, removal of natural vegetation and landscaping would change the existing conditions of the visual environment. Activities related to building the pedestrian/bicycle bridge would also have similarly temporary impacts on the visual environment and would include movement of construction equipment and materials; earthwork and exposed soils; glare and lights associated with nighttime construction; stored construction materials; and general visual changes to the viewed landscape during the construction period.

3.4 Ecosystems

Approximately 5,000 square feet of large, mature trees would be cleared at the southwest corner of NE 36th Street and 156th Avenue NE. All other areas of vegetation disturbance would be landscaped areas. Trees greater than 6 inches in diameter at 4.5 feet above the ground (also known as diameter at breast height, or DBH) are considered significant under Redmond Zoning Code. All significant trees removed during construction would be replaced as required under Redmond Zoning Code 21.72.080. Landscaped areas disturbed by construction would be re-landscaped once construction is completed.

No species listed or proposed for listing under the Endangered Species Act, or areas that provide suitable habitat for listed species or other species of concern, are known to occur in areas anticipated to be disturbed by construction.

The risk of disturbing wildlife during construction is considered low due to existing background noise and generally degraded habitat conditions in the project area. Clearing of vegetation for project construction could potentially impact bird nesting sites and could result in the “take” of migratory bird nests and/or their eggs protected under the Migratory Bird Treaty Act if the clearing were conducted during the breeding and nesting season. This project will use the same East Link Extension Project construction documents to build the project, which includes measures to comply with the Migratory Bird Treaty Act. These measures include establishing a clearing schedule that occurs outside the active bird nesting

period, to the extent possible. Additional measures also include actions to take if avoidance scheduling is infeasible and if nesting migratory birds are present.

3.5 Historic and Archaeological Resources

Sound Transit evaluated the construction footprint of the RT Station pedestrian/bicycle bridge for historic and archaeological resources. The areas within WSDOT right-of-way and the RT Station vicinity were previously evaluated in the East Link Final EIS and no resources were identified. For this Addendum, Sound Transit queried the Washington State Department of Archaeological and Historic Preservation database and found no historic properties within or adjacent to the footprint for the pedestrian/bicycle bridge. For archaeological resources, Sound Transit reviewed the Department of Archaeological and Historic Preservation's predictive model for the area within the construction footprint for the new bridge and found it would be within a low-risk area (see map in Appendix E), the same as adjacent areas along SR 520 evaluated in the Final EIS. All areas that would be disturbed have been previously disturbed by construction of SR 520, local roadways, utilities, or private development. An Inadvertent Discovery Plan is in place, which establishes protocols to follow if archaeological resources are encountered during ground-disturbing activities.

This page intentionally left blank.

4.0 Conclusion

Potential impacts resulting from the RT Station pedestrian/bicycle bridge have been identified and compared with the impacts identified in the Final EIS and subsequent addenda for this segment of East Link. Based on this evaluation, the impacts of the refined RT Station pedestrian/bicycle bridge are of similar magnitude to the impacts identified for the Final EIS and subsequent addenda. The impacts are also within the range of impacts identified for all alternatives evaluated in the Final EIS and addenda. None of the refinements to the bridge would result in new significant impacts not previously identified and evaluated in the Final EIS and subsequent addenda or substantially different conclusions with regard to the significant of the impacts.

Visual and aesthetic resources, ecosystems, and historic and archaeological resources and construction impacts related to transportation, would be different from the Selected Alternative but would be similar to those discussed in the Final EIS and subsequent addenda. The RT Station pedestrian/bicycle bridge would not substantially change the analysis of significant impacts evaluated in the Final EIS and subsequent addenda, and no new probable significant adverse environmental impacts would result from proposed changes to the bridge design. Accordingly, no supplemental EIS is required.

This page intentionally left blank.

5.0 References

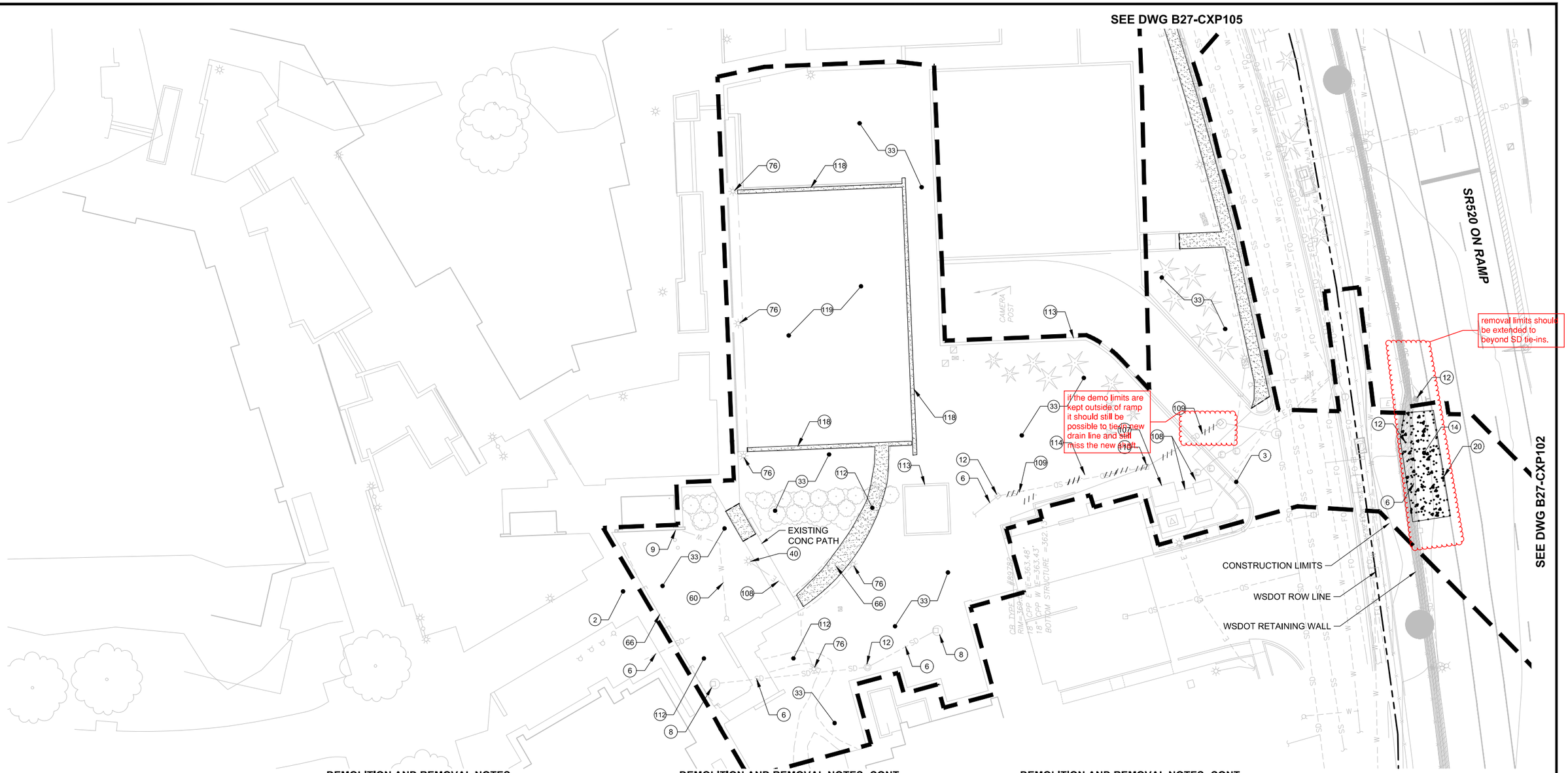
Sound Transit, Washington State Department of Transportation, and Federal Transit Administration. 2011. *East Link Light Rail Transit Project Final Environmental Impact Statement* (Final EIS). https://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/East-Link-Documents/East-Link-document-collections/East-Link-Final-EIS-document-collection. July.

Transportation Research Board. 2010. *HCM2010: Highway Capacity Manual.*

This page intentionally left blank.

Appendix A
Conceptual Plans

XREF LIST:
xE360-L88-KAP100
xE360-L88-RPP100
xE360-L88-SFP100
xE360-GB-TB22x34
xE360-L88-SHT100
xEL-1737vg
xEL-1737rx
xEL-1737sf
xEL-1737ut
xEL-2037vg
xEL-2037rx
xEL-2037sf
xEL-2037ut
xEL-2040vg
xEL-1740rx
xEL-1740sf
xEL-1740ut
xEL-2040rx
xEL-2040sf
xEL-2040ut
xE360-R431-CSP100
xE360-L88-CLM100
xE360-B27-CXP100
XH 520_combo_ST
xEL-1740vg



NOTES:

1. SEE DRAWINGS B27-CSP101 THRU B27-CXP106 FOR SITE PLANS.
2. SEE DRAWINGS B27-CDP101 THRU B27-CDP106 FOR STORM DRAINAGE CONSTRUCTION.
3. SEE DRAWINGS B27-CTP101 THRU B27-CTP106 FOR EROSION AND SEDIMENT CONTROL.
4. SEE DRAWINGS G88-GZN007 AND G88-GZN008 IN DESIGN PACKAGE GENERAL FOR GENERAL SYMBOLS AND LEGENDS.
5. MAINTAIN ELECTRICAL SERVICE FOR STREET LIGHTING DURING CONSTRUCTION.

DEMOLITION AND REMOVAL NOTES:

(2) PROTECT EXISTING SIDEWALK TO REMAIN.
(3) PROTECT EXISTING CURB TO REMAIN.
(6) PROTECT EXISTING STORM DRAIN IN PLACE.
(8) PROTECT EXISTING STORM DRAIN MANHOLE TO REMAIN.
(9) PROTECT EXISTING BUILDING TO REMAIN.
(12) PROTECT EXISTING CATCH BASIN TO REMAIN.
(14) REMOVE CEMENT CONCRETE PAVEMENT.
(20) SAWCUT EXISTING PAVEMENT.
(33) REMOVE TREES, LANDSCAPING AND VEGETATION.

DEMOLITION AND REMOVAL NOTES: CONT.

(40) REMOVE LIGHT POLE AND FOUNDATION AND DISCONNECT WIRING AT THE SOURCE.
(60) PROTECT EXISTING WATER SERVICE.
(66) PROTECT IN PLACE EXISTING UNDERGROUND ELECTRICAL.
(76) PROTECT IN PLACE EXISTING LIGHT POLE.
(107) RELOCATE PSE ELECTRICAL TRANSFORMER. COORDINATE WITH PSE.
(108) RELOCATE EXISTING UNDERGROUND ELECTRICAL.
(109) RELOCATE EXISTING STORM DRAIN.
(110) RELOCATE EXISTING CATCH BASIN.
(112) REMOVE GRAVEL WALKWAY.

DEMOLITION AND REMOVAL NOTES: CONT.

(113) PROTECT EXISTING RETAINING WALL.
(114) RELOCATE EXISTING FRENCH DRAIN.
(118) DEMO EXISTING RETAINING WALL.
(119) DEMO EXISTING BASKETBALL COURT.

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: T. FINNEGAN
DRAWN BY: M. OWINGS
CHECKED BY: S. DEKLEVA
APPROVED BY: T. FINNEGAN

McMILLEN JACOBS ASSOCIATES
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

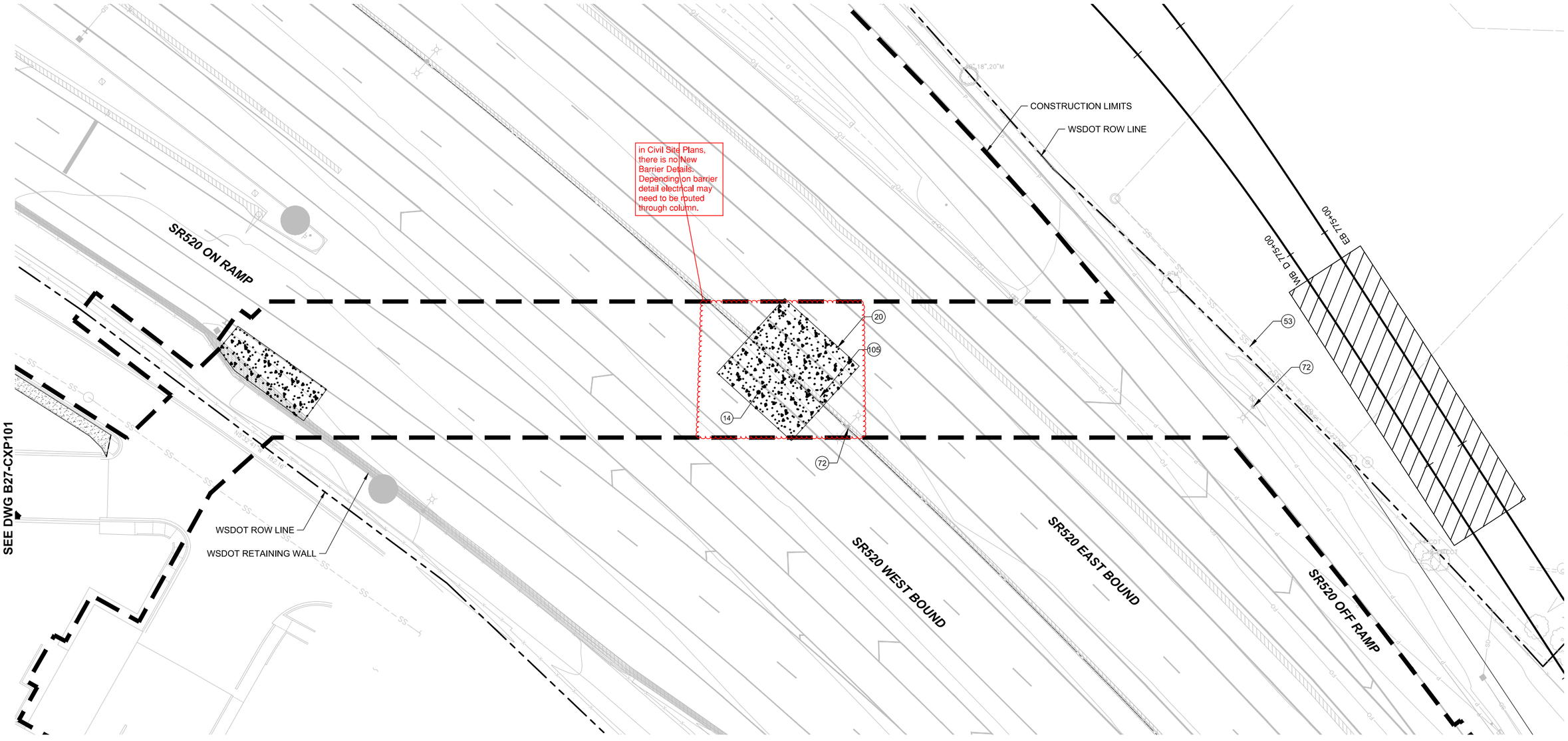
SCALE: 1" = 20'
FILENAME: E360-B27-CXP101
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.: B27-CXP101
FACILITY ID: B27
SHEET No.: 5
REV: 0

07/17/17 | 1:23 PM | OWINGS
I:\5480.0 E360 FINAL DESIGN PHASE\CAD\DRAWINGS\E360-B27-CXP101.DWG

XREF LIST:
xE360-L88-KAP100
xE360-L88-RPP100
xE360-L88-SFP100
xE360-GB-TB22x34
xE360-L88-SHT100
xEL-1737vg
xEL-1737rx
xEL-1737sf
xEL-1737ut
xEL-2037vg
xEL-2037rx
xEL-2037sf
xEL-2037ut
xEL-2040vg
xEL-1740rx
xEL-1740sf
xEL-1740ut
xEL-2040rx
xEL-2040sf
xEL-2040ut
xE360-L88-CLM100
xE360-B27-CXP100
xE360-B27-CSP100
KH 500_combo_ST



NOTES:

1. SEE DRAWINGS B27-CSP101 THRU B27-CXP106 FOR SITE PLANS.
2. SEE DRAWINGS B27-CDP101 THRU B27-CDP106 FOR STORM DRAINAGE CONSTRUCTION.
3. SEE DRAWINGS B27-CTP101 THRU B27-CTP106 FOR EROSION AND SEDIMENT CONTROL.
4. SEE DRAWINGS G88-GZN007 AND G88-GZN008 IN DESIGN PACKAGE GENERAL FOR GENERAL SYMBOLS AND LEGENDS.
5. MAINTAIN ELECTRICAL SERVICE FOR STREET LIGHTING DURING CONSTRUCTION.

DEMOLITION AND REMOVAL NOTES:

(14) REMOVE CEMENT CONCRETE PAVEMENT.
(20) SAWCUT EXISTING PAVEMENT.
(53) PROTECT IN PLACE EXISTING SANITARY SEWER.
(72) LIGHT POLE TO BE RELOCATED.
(105) REMOVE SECTION OF CONCRETE JERSEY BARRIER.

20 10 0 20 40
SCALE IN FEET

07/17/17 | 1:23 PM | OWINGS
I:\5480.0 E360 FINAL DESIGN PHASE\CAD\DRAWINGS\E360-B27-CXP102.DWG

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: T. FINNEGAN
DRAWN BY: M. OWINGS
CHECKED BY: S. DEKLEVA
APPROVED BY: T. FINNEGAN

McMILLEN JACOBS ASSOCIATES
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

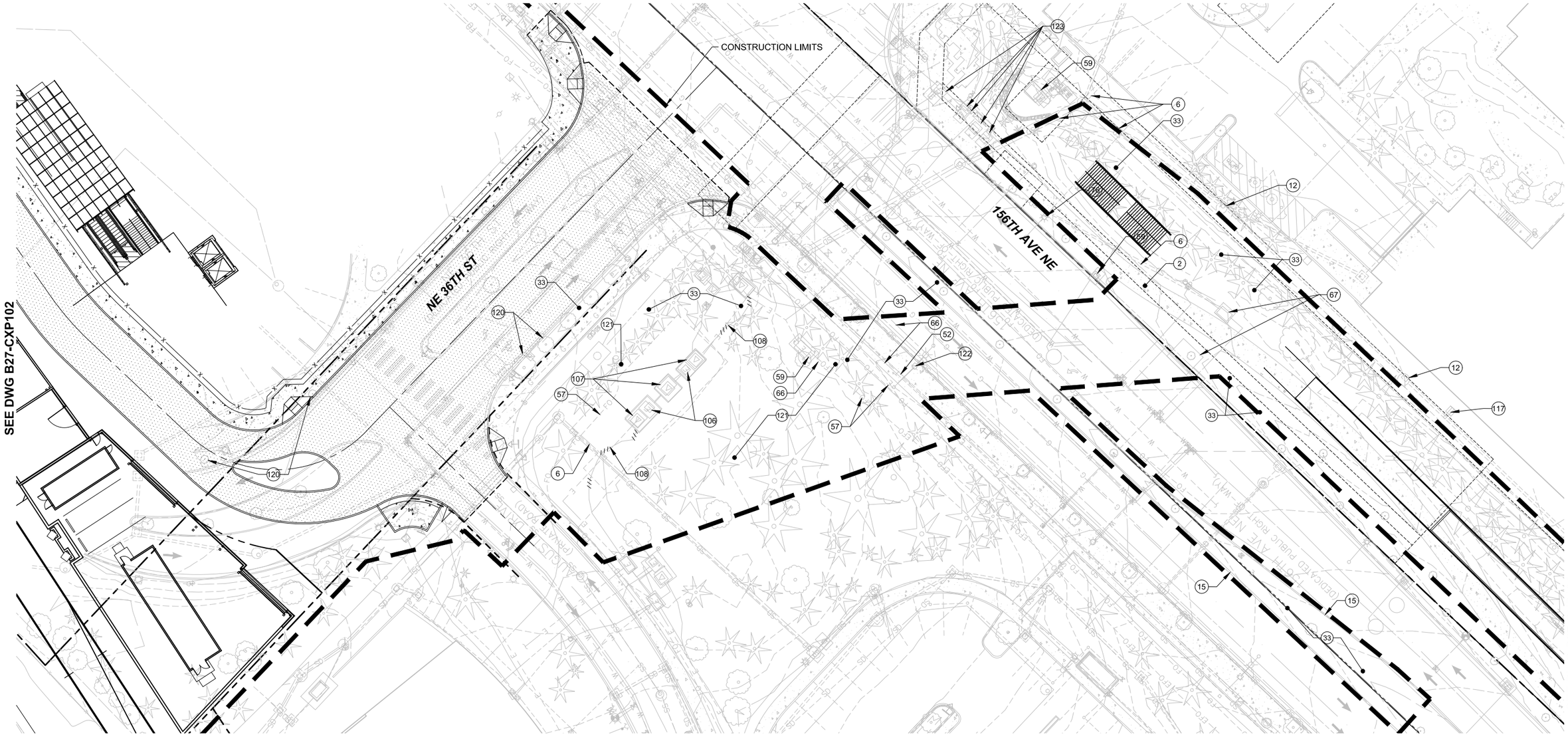
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1" = 20'
FILENAME: E360-B27-CXP102
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.: **B27-CXP102**
FACILITY ID: B27
SHEET No.: 6
REV: 0

XREF LIST:
xE360-L88-KAP100
xE360-L88-RPP100
xE360-L88-SFP100
xE360-GB-TB22x34
xE360-L88-SHT100
xEL-1737vg
xEL-1737rx
xEL-1737sf
xEL-1737ut
xEL-2037vg
xEL-2037rx
xEL-2037sf
xEL-2037ut
xEL-2040vg
xEL-1740rx
xEL-1740sf
xEL-1740ut
xEL-2040rx
xEL-2040sf
xEL-2040ut
xE360-L88-CLM100
xE360-B27-CXP100
KH 520_combo_ST
xE360-E27-CSP209
xE360-B27-APP100



NOTES:

1. SEE DRAWINGS B27-CSP101 THRU B27-CXP106 FOR SITE PLANS.
2. SEE DRAWINGS B27-CDP101 THRU B27-CDP106 FOR STORM DRAINAGE CONSTRUCTION.
3. SEE DRAWINGS B27-CTP101 THRU B27-CTP106 FOR EROSION AND SEDIMENT CONTROL.
4. SEE DRAWINGS G88-GZN007 AND G88-GZN008 IN DESIGN PACKAGE GENERAL FOR GENERAL SYMBOLS AND LEGENDS.
5. MAINTAIN ELECTRICAL SERVICE FOR STREET LIGHTING DURING CONSTRUCTION.
6. SEE DRAWING B27-TMP109 FOR TEMPORARY CHANNELIZATION MODIFICATIONS WHICH REQUIRE REMOVAL OF APPROXIMATELY 350 FEET OF LANDSCAPED MEDIAN.

DEMOLITION AND REMOVAL NOTES:

(2) PROTECT EXISTING SIDEWALK TO REMAIN.
(6) PROTECT EXISTING STORM DRAIN IN PLACE.
(12) PROTECT EXISTING CATCH BASIN TO REMAIN.
(15) REMOVE CURB.
(33) REMOVE TREES, LANDSCAPING AND VEGETATION.
(52) PROTECT IN PLACE EXISTING TELECOMM.
(57) PROTECT IN PLACE EXISTING FIBER OPTIC.
(59) PROTECT EXISTING ELECTRIC VAULT/CABINET.
(66) PROTECT IN PLACE EXISTING UNDERGROUND ELECTRICAL.
(67) PROTECT IN PLACE EXISTING WATER VALVE.

DEMOLITION AND REMOVAL NOTES: CONT.

(76) PROTECT IN PLACE EXISTING LIGHT POLE.
(106) RELOCATE PSE ELECTRICAL VAULT. COORDINATE WITH PSE.
(107) RELOCATE PSE ELECTRICAL TRANSFORMER. COORDINATE WITH PSE.
(108) RELOCATE EXISTING UNDERGROUND ELECTRICAL.
(117) PROTECT EXISTING BUILDING VENT.
(120) INVENTORY, REMOVE, AND REPLANT TREES IN PUBLIC ROW.
(121) REMOVE EXISTING TREES ON MICROSOFT PROPERTY AS REQUIRED.
(122) RELOCATE LIGHT POLE. TEMPORARY LIGHTING REQUIRED DURING CONSTRUCTION.
(123) PROTECT IN PLACE EXISTING TRAFFIC SIGNAL, ITS AND OTHER SERVICE CABINETS.

20 10 0 20 40
SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: T. FINNEGAN
DRAWN BY: M. OWINGS
CHECKED BY: S. DEKLEVA
APPROVED BY: T. FINNEGAN

McMILLEN JACOBS ASSOCIATES
SUBMITTED BY: G. OWEN
DATE: 07/14/17

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
REVIEWED BY: A. MENCKE
DATE: 07/14/17

LINE IS 1" AT FULL SCALE

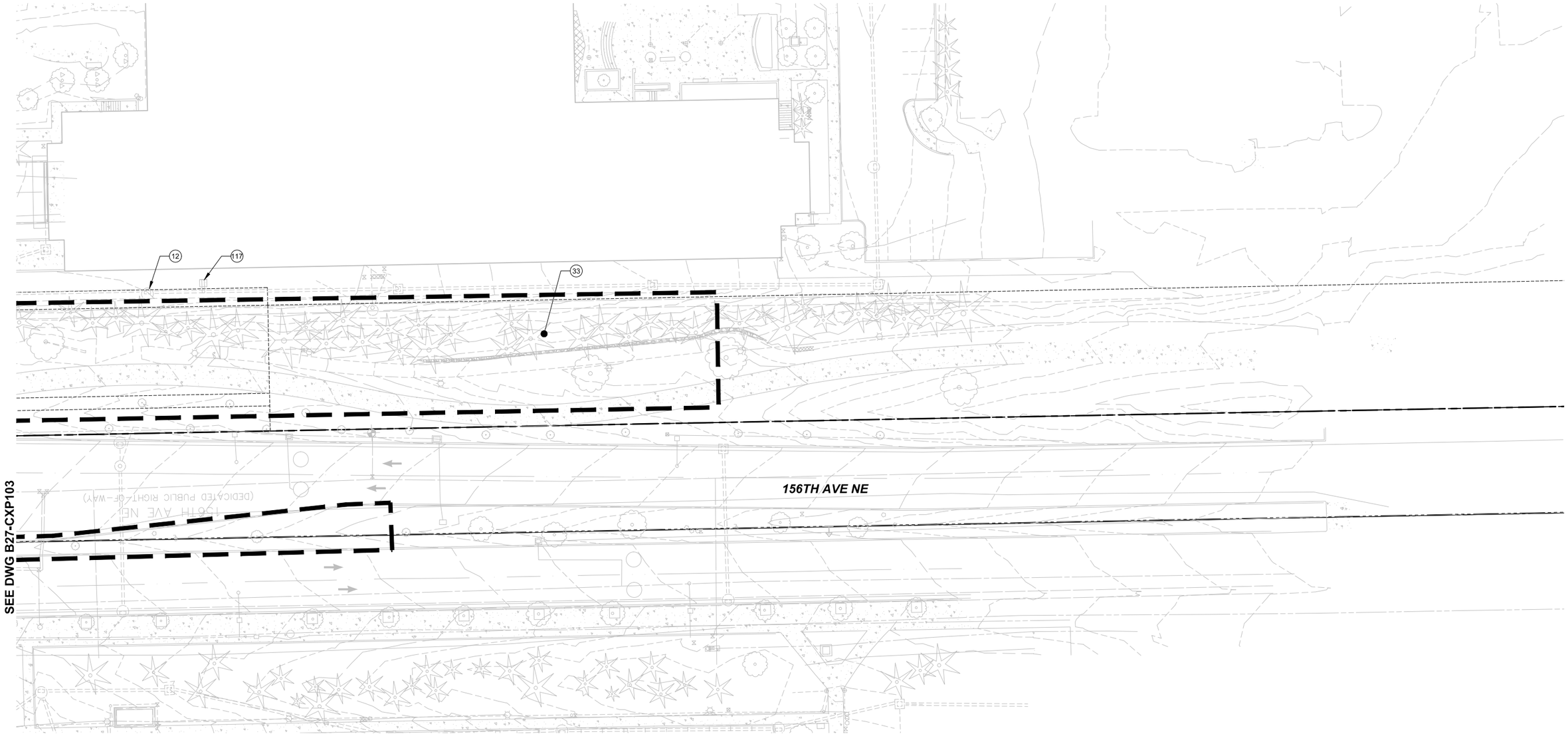
SCALE: 1" = 20'
FILENAME: E360-B27-CXP103
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.: B27-CXP103
FACILITY ID: B27
SHEET No.: 7
REV: 0

07/17/17 | 1:24 PM | OWINGS
I:\35480.0 E360 FINAL DESIGN PHASE\CAD\DRAWINGS\E360-B27-CXP103.DWG

XREF LIST:
xE360-L88-KAP100
xE360-L88-RPP100
xE360-L88-SFP100
xE360-GB-TB22x34
xE360-L88-SHT100
xEL-1737vg
xEL-1737rx
xEL-1737sf
xEL-1737ut
xEL-2037vg
xEL-2037rx
xEL-2037sf
xEL-2037ut
xEL-2040vg
xEL-1740rx
xEL-1740sf
xEL-1740ut
xEL-1740vg
xEL-2040rx
xEL-2040sf
xEL-2040ut
xE360-E27-CSP200
xE360-E27-CGP100
xE360-L88-SWP100
xE360-E27-UCP100
xE360-E27-USP100
xE360-E27-USP200
xE360-E27-APP100
xE360-R31-CSP100
xE360-B27-APP100
xE360-L88-CLM100
xE360-B27-CSP100
KH 520_combo_ST



NOTES:

1. SEE DRAWINGS B27-CSP101 THRU B27-CXP106 FOR SITE PLANS.
2. SEE DRAWINGS B27-CDP101 THRU B27-CDP106 FOR STORM DRAINAGE CONSTRUCTION.
3. SEE DRAWINGS B27-CTP101 THRU B27-CTP106 FOR EROSION AND SEDIMENT CONTROL.
4. SEE DRAWINGS G88-GZN007 AND G88-GZN008 IN DESIGN PACKAGE GENERAL FOR GENERAL SYMBOLS AND LEGENDS.
5. MAINTAIN ELECTRICAL SERVICE FOR STREET LIGHTING DURING CONSTRUCTION.

DEMOLITION AND REMOVAL NOTES:

(12) PROTECT EXISTING CATCH BASIN TO REMAIN.
(33) REMOVE TREES, LANDSCAPING AND VEGETATION.
(117) PROTECT EXISTING BUILDING VENT.

N

20 10 0 20 40
SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: T. FINNEGAN
DRAWN BY: M. OWINGS
CHECKED BY: S. DEKLEVA
APPROVED BY: T. FINNEGAN

McMILLEN JACOBS ASSOCIATES
SUBMITTED BY: G. OWEN
DATE: 07/14/17

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
REVIEWED BY: A. MENCKE
DATE: 07/14/17

LINE IS 1" AT FULL SCALE

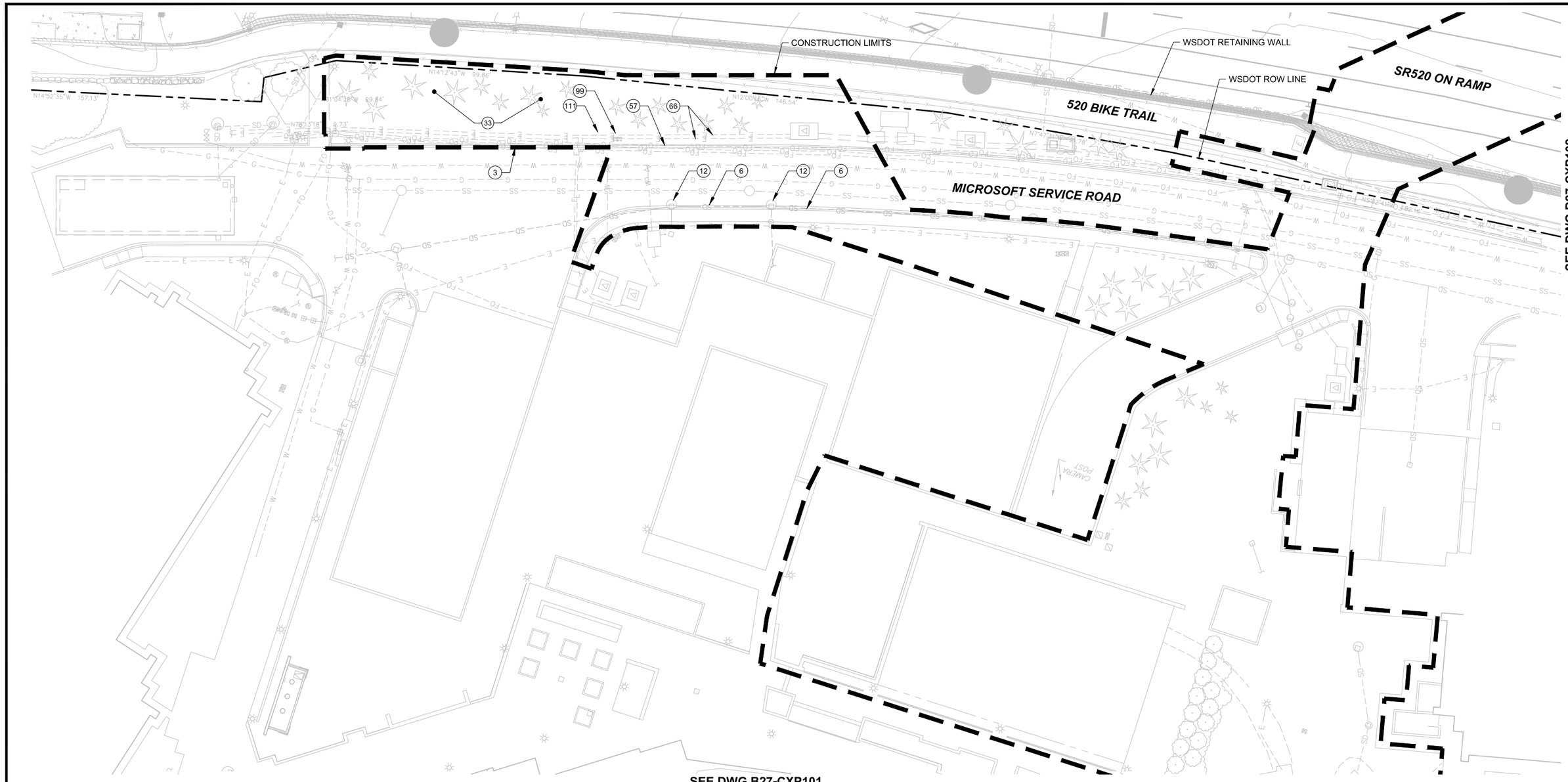
SCALE: 1" = 20'
FILENAME: E360-B27-CXP104
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.: B27-CXP104
FACILITY ID: B27
SHEET No.: 8
REV: 0

07/17/17 | 1:24 PM | OWINGS
I:\5480.0 E360 FINAL DESIGN PHASE\CAD\DRAWINGS\E360-B27-CXP104.DWG

XREF LIST:
xE360-L88-KAP100
xE360-L88-RPP100
xE360-L88-SFP100
xE360-GB-TB22x34
xE360-L88-SHT100
xEL-1737vg
xEL-1737rx
xEL-1737sf
xEL-1737ut
xEL-2037vg
xEL-2037rx
xEL-2037sf
xEL-2037ut
xEL-2040vg
xEL-1740rx
xEL-1740sf
xEL-1740ut
xEL-2040rx
xEL-2040sf
xEL-2040ut
xE360-L88-CLM100
xE360-B27-CXP100
KH 520_combo_ST
xEL-1740vg



SEE DWG B27-CXP101

NOTES:

1. SEE DRAWINGS B27-CSP101 THRU B27-CXP106 FOR SITE PLANS.
2. SEE DRAWINGS B27-CDP101 THRU B27-CDP106 FOR STORM DRAINAGE CONSTRUCTION.
3. SEE DRAWINGS B27-CTP101 THRU B27-CTP106 FOR EROSION AND SEDIMENT CONTROL.
4. SEE DRAWINGS G88-GZN007 AND G88-GZN008 IN DESIGN PACKAGE GENERAL FOR GENERAL SYMBOLS AND LEGENDS.
5. MAINTAIN ELECTRICAL SERVICE FOR STREET LIGHTING DURING CONSTRUCTION.

DEMOLITION AND REMOVAL NOTES:

(3) PROTECT EXISTING CURB TO REMAIN.
(6) PROTECT EXISTING STORM DRAIN IN PLACE.
(12) PROTECT EXISTING CATCH BASIN TO REMAIN.
(33) REMOVE TREES, LANDSCAPING AND VEGETATION.
(57) PROTECT IN PLACE EXISTING FIBER OPTIC.
(66) PROTECT IN PLACE EXISTING UNDERGROUND ELECTRICAL.
(99) PROTECT IN PLACE EXISTING SIGN.
(111) RELOCATE EXISTING SIGN.

20 10 0 20 40
SCALE IN FEET

07/17/17 | 1:25 PM | OWINGS
I:\5480.0 E360 FINAL DESIGN PHASE\CAD\DRAWINGS\E360-B27-CXP105.DWG

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: T. FINNEGAN
DRAWN BY: M. OWINGS
CHECKED BY: S. DEKLEVA
APPROVED BY: T. FINNEGAN

McMILLEN JACOBS ASSOCIATES
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1" = 20'
FILENAME: E360-B27-CXP105
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.: B27-CXP105
FACILITY ID: B27
SHEET No.: 9
REV: 0

XREF LIST:
xE360-L88-KAP100
xE360-L88-RPP100
xE360-L88-SFP100
xE360-GB-TB22x34
xE360-L88-SHT100
xEL-1737vg
xEL-1737rx
xEL-1737sf
xEL-1737ut
xEL-2037vg
xEL-2037rx
xEL-2037sf
xEL-2037ut
xEL-2040vg
xEL-1740rx
xEL-1740sf
xEL-1740ut
xEL-1740vg
xEL-2040rx
xEL-2040sf
xEL-2040ut
xE360-E27-CSP200
xE360-E27-CGP100
xE360-L88-SWP100
xE360-E27-UCP100
xE360-E27-USP100
xE360-E27-USP200
xE360-E27-APP100
xE360-R31-CSP100
xE360-L88-CLM100
xE360-B27-CSP100
KH 520_combo_ST

SEE DWG B27-CXP103

CL EB TRACK

CL WB TRACK

EB 775+00

WB D 775+00

72

Δ=5°04'16" R=3129.95' L=277.04'

N67°08'10"E 273.38'

WSDOT ROW LINE

CONSTRUCTION LIMITS

SR520 OFF RAMP

SR520 EAST BOUND

SEE DWG B27-CXP102

NOTES:

1. SEE DRAWINGS B27-CSP101 THRU B27-CXP106 FOR SITE PLANS.
2. SEE DRAWINGS B27-CDP101 THRU B27-CDP106 FOR STORM DRAINAGE CONSTRUCTION.
3. SEE DRAWINGS B27-CTP101 THRU B27-CTP106 FOR EROSION AND SEDIMENT CONTROL.
4. SEE DRAWINGS G88-GZN007 AND G88-GZN008 IN DESIGN PACKAGE GENERAL FOR GENERAL SYMBOLS AND LEGENDS.
5. MAINTAIN ELECTRICAL SERVICE FOR STREET LIGHTING DURING CONSTRUCTION.

DEMOLITION AND REMOVAL NOTES:

(72) LIGHT POLE TO BE RELOCATED.

N

20 10 0 20 40
SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: T. FINNEGAN
DRAWN BY: M. OWINGS
CHECKED BY: S. DEKLEVA
APPROVED BY: T. FINNEGAN

McMILLEN JACOBS ASSOCIATES
SUBMITTED BY: G. OWEN
DATE: 07/14/17

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
REVIEWED BY: A. MENCKE
DATE: 07/14/17

LINE IS 1" AT FULL SCALE

SCALE: 1" = 20'
FILENAME: E360-B27-CXP106
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.: B27-CXP106
FACILITY ID: B27
SHEET No.: 10
REV: 0

07/17/17 | 1:26 PM | OWINGS
I:\5480.0 E360 FINAL DESIGN PHASE\CAD\DRAWINGS\E360-B27-CXP106.DWG

XREF LIST:
xE360-GB-TB22x34

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	POSTED SPEED (MPH)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FEET)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs			HOST VEHICLE WEIGHT > 22,000 lbs		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

LEGEND

PROPOSED

WORK ZONE/CONSTRUCTION AREA

PEDESTRIAN MOVEMENT

PORTABLE CHANGEABLE MESSAGE SIGN

TEMPORARY CONCRETE BARRIER

TRAFFIC SAFETY DRUM WITH TYPE C STEADY BURN LIGHTS

GENERAL PURPOSE TRAFFIC/ DIRECTIONAL ARROW

CONSTRUCTION ACCESS/ DIRECTIONAL ARROW

TEMPORARY SIGN

TYPE 3 BARRICADE

CHANNELIZING DEVICE

TEMPORARY IMPACT ATTENUATOR (SEE NOTE 15)

GENERAL NOTES

1. THESE NOTES APPLY TO ALL MAINTENANCE OF TRAFFIC DRAWINGS.
2. THE TRAFFIC PHASING SHOWN IN THESE PLANS REPRESENTS A CONCEPTUAL SEQUENCE OF OPERATIONS.
3. THE WORK AREAS AND PHASES SHOWN ARE FOR MAINTENANCE OF TRAFFIC, LOCAL ACCESS, TRANSIT ACCESS, AND CONSTRUCTION ACCESS PURPOSES. THE TRAFFIC PHASING IN SOME LOCATIONS CAN BE RE-SEQUENCED, COMBINED, OR OVERLAPPED. DETAILED CONSTRUCTION SEQUENCING, TRAFFIC CONTROL, AND DETOUR PLANS WILL BE DEVELOPED TO BE APPROVED BY THE RESIDENT ENGINEER AND AUTHORITY HAVING JURISDICTIONS.
4. THE CONTRACTOR SHALL MAINTAIN TRANSIT, PEDESTRIAN, BICYCLE, AND LOCAL ACCESS AT ALL TIMES UNLESS OTHERWISE DIRECTED. ALL TEMPORARY PEDESTRIAN FACILITIES MUST MEET AMERICANS WITH DISABILITIES ACT (ADA) GUIDELINES. AT SOME LOCATIONS THE CONTRACTOR MAY BE REQUIRED TO PERFORM MINOR TEMPORARY GRADING, PAVING, AND DRAINAGE WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY WHILE THE PROJECT IS UNDER CONSTRUCTION.
6. BEFORE A ROAD CLOSURE, THE CONTRACTOR SHALL ERECT SIGNS 1 WEEK IN ADVANCE FOR BOTH DIRECTIONS OF TRAVEL, IF APPLICABLE, NOTIFYING MOTORISTS, CYCLISTS, AND PEDESTRIANS OF THE CLOSURE. THE SIGNS SHALL GIVE THE DATE(S) AND TIME(S) OF THE CLOSURE.
7. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL SIGNAGE REQUIRED FOR TRAFFIC CONTROL AND FOR THE TIMELY INSTALLATION AND REMOVAL OF THAT SIGNAGE. ALL CONFLICTING SIGNING SHALL BE COVERED.
8. THE CONTRACTOR SHALL PLATE OVER OPEN TRENCHES WHEN NOT IN OPERATION AND SHALL OPEN TRAFFIC LANES TO NORMAL OPERATIONS. WHERE PLATES ARE USED OVER BIKE/PEDESTRIAN FACILITIES, NON-SLIP PLATE SURFACE SHALL BE USED.
9. THE CONTRACTOR SHALL COORDINATE WITH AUTHORITY HAVING JURISDICTIONS FOR THE ADJUSTMENT OF SIGNAL PHASING AND/OR TIMINGS DURING CONSTRUCTION, AS REQUIRED.
10. WITHIN CITY OF REDMOND RIGHT-OF-WAY, SAFETY RAILINGS SHALL BE REQUIRED WHEN THE BOTTOM OF A ROCK WALL, RETAINING WALL, OR SLOPE IS 30 INCHES OR MORE BELOW THE FINISHED ELEVATION OF A SIDEWALK OR OTHER PEDESTRIAN FACILITY.
11. WITHIN CITY OF REDMOND RIGHT-OF-WAY, WSDOT APPROVED GUARDRAILS SHALL BE REQUIRED AS DIRECTED BY THE CITY INSPECTOR, SUBJECT TO APPROVAL BY THE CITY TRANSPORTATION ENGINEER.
12. WITHIN CITY OF REDMOND RIGHT-OF-WAY, ALL NECESSARY SIGNS AND MARKINGS ON-SITE, ALONG PROPERTY FRONTAGE, AND AT SPECIFICALLY DESIGNATED OFF-SITE LOCATIONS SHALL BE PROVIDED BY THE APPLICANT AS REQUIRED BY THE TRAFFIC OPERATIONS DIVISION WHETHER OR NOT THESE ARE INDICATED ON THE CIVIL CONSTRUCTION DRAWINGS.
13. WITHIN CITY OF REDMOND RIGHT-OF-WAY, THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL SIGNS AND CHANNELIZATION PER CITY OF REDMOND STANDARDS. CONTRACTOR SHALL LAY OUT ALL SIGNS AND CHANNELIZATION, AND THEN CONTACT THE SENIOR TRANSPORTATION TECHNICIAN, AT (425) 556-2752, 48-HOURS IN ADVANCED TO VERIFY LAYOUT.
14. WITHIN CITY OF REDMOND RIGHT-OF-WAY, WHEN REQUESTED BY THE CITY INSPECTOR, THE GEOTECHNICAL ENGINEER EMPLOYED BY THE DEVELOPER SHALL VERIFY AND SUBSEQUENTLY ADVISE THE CITY OF REDMOND THAT THE INSTALLATION OF THE PAVING SECTION(S) CONFORMS TO HIS/HER DESIGN. THE PROJECT WILL NOT BE ACCEPTED UNTIL THE WRITTEN DOCUMENTATION IS SUBMITTED.
15. SELECT FROM THE FOLLOWING LIST OF IMPACT ATTENUATORS FOR USE WITHIN WSDOT RIGHT OF WAY:

    QUADGUARD CZ MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. FILL IN 6 BAY FOR SPEEDS OF 45 MPH OR GREATER. FILL IN 3 BAY FOR SPEEDS LESS THAN 45 MPH.

    REUSABLE ENERGY ABSORBING CRASH TERMINAL (REACT 350) MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC.

    ABSORB 350 MANUFACTURED BY BARRIER SYSTEMS, INC. FILL IN 9 ABSORBING ELEMENTS FOR SPEEDS OF 45 MPH OR GREATER. FILL IN 5 ABSORBING ELEMENTS FOR SPEEDS LESS THAN 45 MPH.

    TRITON CET MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. USE TL-3 FOR SPEEDS 62 MPH OR LESS. USE TL-2 FOR 45 MPH OR LESS.

    SCI100GM, SCI70GM MANUFACTURED BY SCI PRODUCTS, INC.

07/14/17 | 10:12 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\MOT\B27-TZN100.DWG

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: J. CHENG
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

SUBMITTED BY: G. OWEN | DATE: 07/14/17 | REVIEWED BY: A. MENCKE | DATE: 07/14/17

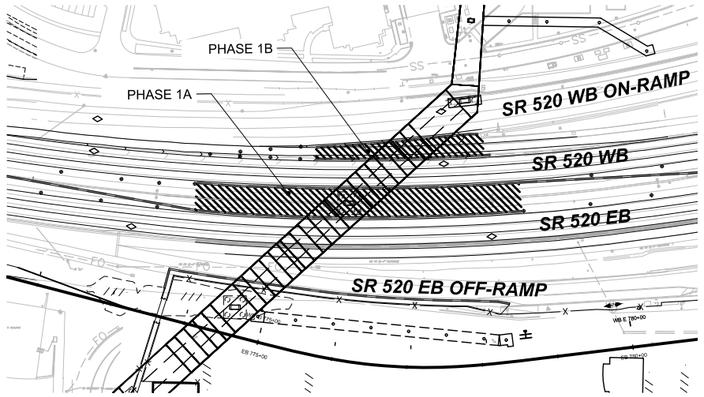
LINE IS 1" AT FULL SCALE

SCALE: NTS
FILENAME: B27-TZN100
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
GENERAL NOTES, LEGENDS, AND ABBREVIATIONS

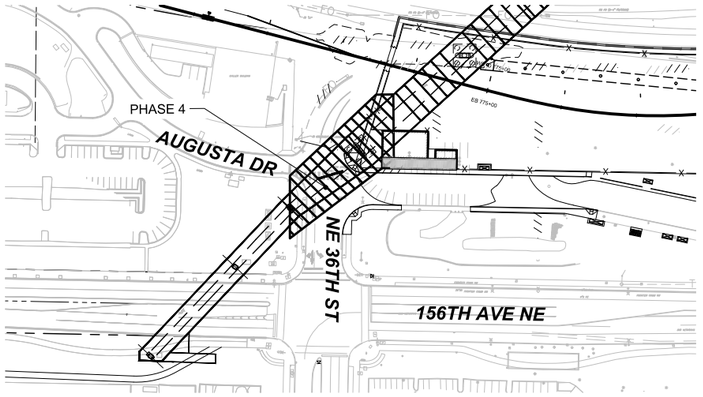
DRAWING No.: G88-TZN100
FACILITY ID: G88
SHEET No.: 24
REV: 0

XREF LIST:
xEL-1737rx
xE360-GB-TB22x34_REV
xEL-1737sf
xEL-2037rx
xEL-2037sf
xEL-1740sf
xEL-2040sf
xEL-1740ut
xEL-2040ut
xE360-LB6-KAP100
xE360-E27-CTM101
xE360-E27-CXP200
xB27-CTM100
xB27-CTM101
xB27-CTM102
xB27-CTM103
xB27-CTM104
xB27-CTM105
xB27-CTM106
xB27-CTM107
xE360-E27-CSP100
xB27-CTM000



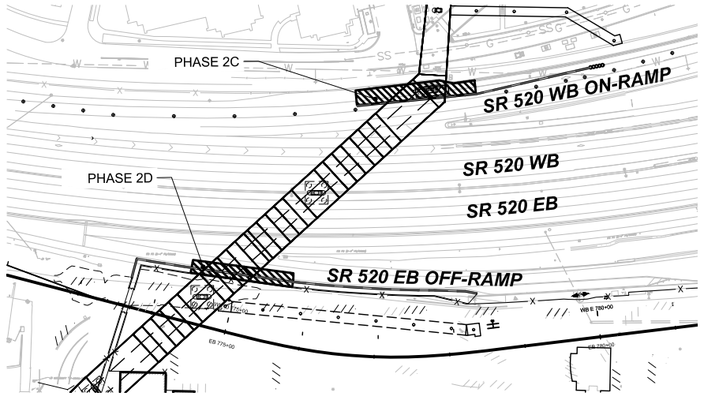
PHASE 1A & 1B

WORK AREAS ALONG SR 520 MAINLINE. INCLUDES POCKET IN THE MEDIAN OF SR 520 FOR WORK ASSOCIATED WITH PIER 5.



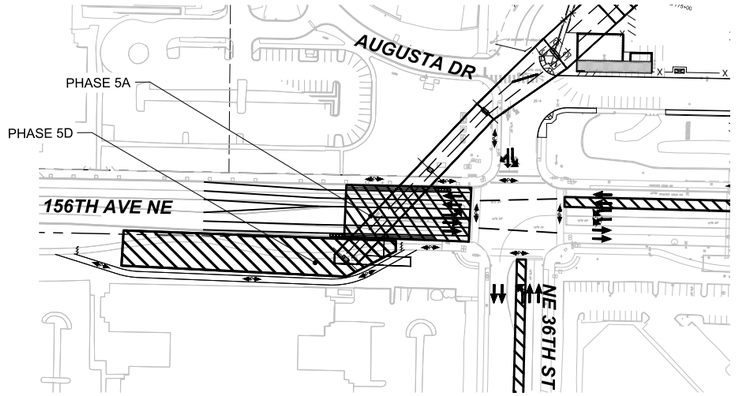
PHASE 4

WORK AREAS AT THE NE 36TH ST & AUGUSTA DR INTERSECTION - SOUTH END OF THE OVERLAKE TRANSIT CENTER. REQUIRES FULL CLOSURE OF THE INTERSECTION. THE TEMPORARY BUS LOOP WILL REMAIN ACCESSIBLE AND OPERATIONAL FOR PUBLIC TRANSIT AND MICROSOFT CONNECTOR.



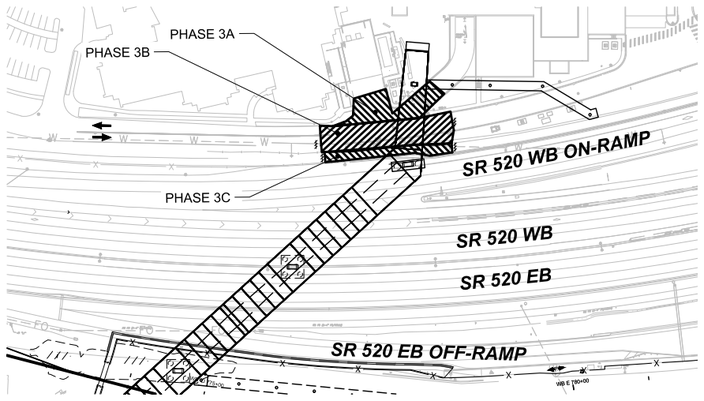
PHASE 2A, 2B, 2C, & 2D

WORK AREAS ALONG THE EB OFF-RAMP AND THE WB ON-RAMP AT THE SR 520 & NE 40TH ST INTERCHANGE. INCLUDES FULL CLOSURE OF BOTH RAMPS.



PHASE 5A, 5B, 5C, & 5D

WORK AREAS INCLUDE THE PEDESTRIAN BRIDGE CROSSING LOCATION OVER 156TH AVE NE AND VARIOUS LANE CLOSURES ON THE NORTH, SOUTH, AND EAST LEG OF THE NE 36TH ST & 156TH AVE NE INTERSECTION.



PHASE 3A, 3B, & 3C

WORK AREAS INCLUDE MICROSOFT SERVICE ROAD AND 520 BIKE TRAIL. 520 BIKE TAIL WILL REQUIRE A FULL CLOSURE AND DETOUR.

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: NTS
FILENAME: B27-TZN101
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

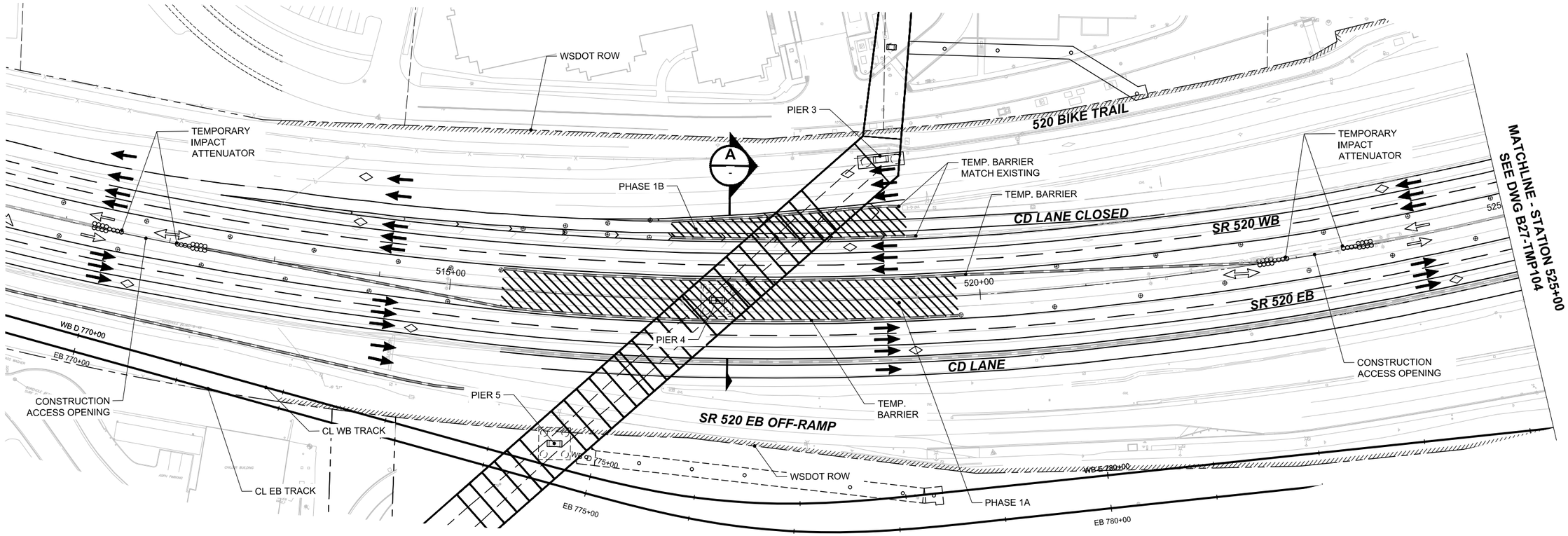
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
TRAFFIC PHASING NOTES

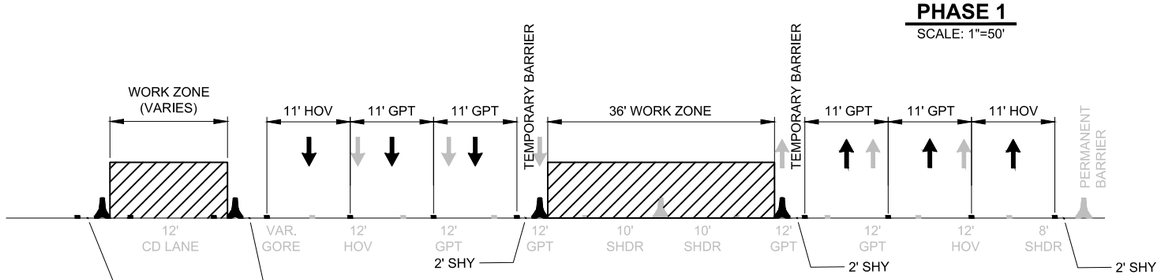
DRAWING No.: **B27-TZN101**
FACILITY ID: B27
SHEET No.: 25
REV: 0

07/14/17 | 10:13 AM | YXH
H:\(P) PROJECTS\2015\15,68 E360\MS PED BRIDGE\CAD\MOT\B27-TZN101.DWG

XREF LIST:
xE360-GB-TB22x34
xB27-CTM103
xEL-1737xf
xE360-L88-KAP100
xEL-1737rx
xEL-1740tf
xEL-1740rx
xE360-E25-CTM100
xEL-1740sf
xB27-CTM000



PHASE 1
SCALE: 1"=50'



TYPICAL SECTION
SCALE: NTS

A

PHASE 1: SR 520 MAINLINE

1A INSTALL TEMPORARY BARRIER POCKET AT THE MEDIAN OF SR 520 MAINLINE. THIS WORK ZONE WILL BE REQUIRED FOR ALL WORK ASSOCIATED WITH PIER 4.

1B CLOSE SR 520 WB COLLECTOR-DISTRIBUTOR LANE FOR THE CONSTRUCTION OF FALSEWORK SUPPORT. CONSTRUCT TEMPORARY OPENING IN BARRIER THAT SEPARATES WB CD LANE AND WB SR 520 MAINLINE FOR MERGE CONDITION.

NOTES:

1. WORK AREAS SHOWN ARE FOR MAINTENANCE OF TRAFFIC FOR PEDESTRIAN BRIDGES SUBSTRUCTURES AND COLUMNS.
2. ARROWS INDICATE TRAFFIC ROUTES THROUGH CONSTRUCTION ACTIVITIES, LOCAL ACCESS, TRANSIT ACCESS, AND CONSTRUCTION ACCESS.
3. CONTRACTOR SHALL LOCATE WSDOT FIBER OPTIC CABLE PRIOR TO UNDERGROUND CONSTRUCTION WITHIN SR 520.
4. RAMP METERS SHALL BE OPERATIONAL AT ALL TIMES.

N

50 25 0 50 100
SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

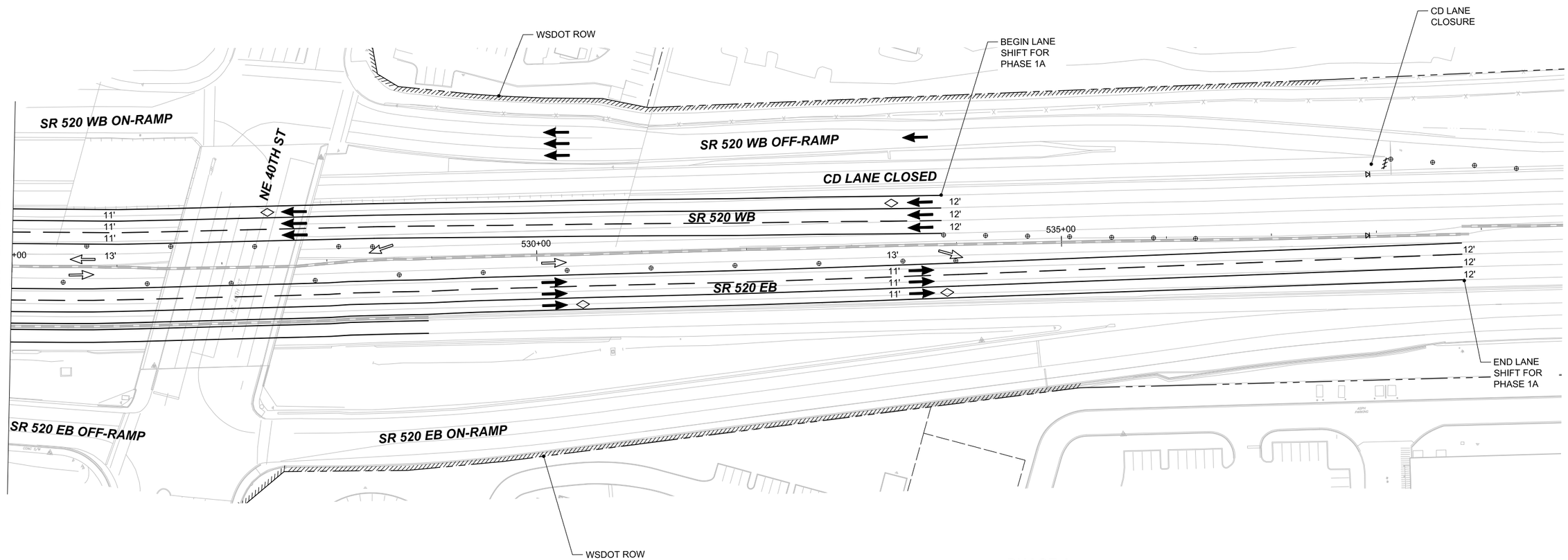
SCALE: 1"=50'
FILENAME: B27-TMP103
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
SR 520 MAINLINE PLAN

DRAWING No.: B27-TMP103
FACILITY ID: B27
SHEET No.: 26
REV: 0

07/14/17 | 10:14 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\MOT\B27-TMP103.DWG

XREF LIST:
xE360-GB-TB22x34
xB27-CTM103
xEL-1737sf
xE360-L88-KAP100
xEL-1737rx
xEL-1740sf
xEL-1740rx
xE360-E25-CTM100
fRoofPlex-DOC_APP100
17007-E360-PEDBridge-LA-R16_rvt-1-DOC_APP100



PHASE 1
SCALE: 1"=50'

NOTES:

1. WORK AREAS SHOWN ARE FOR MAINTENANCE OF TRAFFIC FOR PEDESTRIAN BRIDGES SUBSTRUCTURES AND COLUMNS.
2. ARROWS INDICATE TRAFFIC ROUTES THROUGH CONSTRUCTION ACTIVITIES, LOCAL ACCESS, TRANSIT ACCESS, AND CONSTRUCTION ACCESS.
3. CONTRACTOR SHALL LOCATE WSDOT FIBER OPTIC CABLE PRIOR TO UNDERGROUND CONSTRUCTION WITHIN SR 520.
4. RAMP METERS SHALL BE OPERATIONAL AT ALL TIMES.

N

50 25 0 50 100
SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17
SCALE: 1"=50'
FILENAME: B27-TMP104
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
SR 520 MAINLINE PLAN

DRAWING No.: B27-TMP104
FACILITY ID: B27
SHEET No.: 27
REV: 0

07/14/17 | 10:14 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\MOT\B27-TMP104.DWG

XREF LIST:
xE360-GB-TB22x34
B27-CTM104
xEL-1737sf
xE360-L88-KAP100
xEL-1737rx
xEL-1740sf
xEL-1740rx
xE360-E25-CTM100
xEL-1740sf
xB27-CTM105
xB27-CTM000

PHASE 2: SR 520 WB ON-RAMP AT NE 40TH ST

2A FULL CLOSURE. WB ON-RAMP WILL BE CLOSED AT NIGHTS FOR ERECTING AND REMOVING FALSEWORK. TWO ADDITIONAL WEEKEND CLOSURES WILL BE REQUIRED FOR DRILLING OPERATION FOR PIER 3. PHASE REQUIRES ADDITIONAL TURN LANE CLOSURE ON NE 40TH ST. SEE DWG. B27-TDP101 FOR SR 520 WEST DETOUR PLAN.

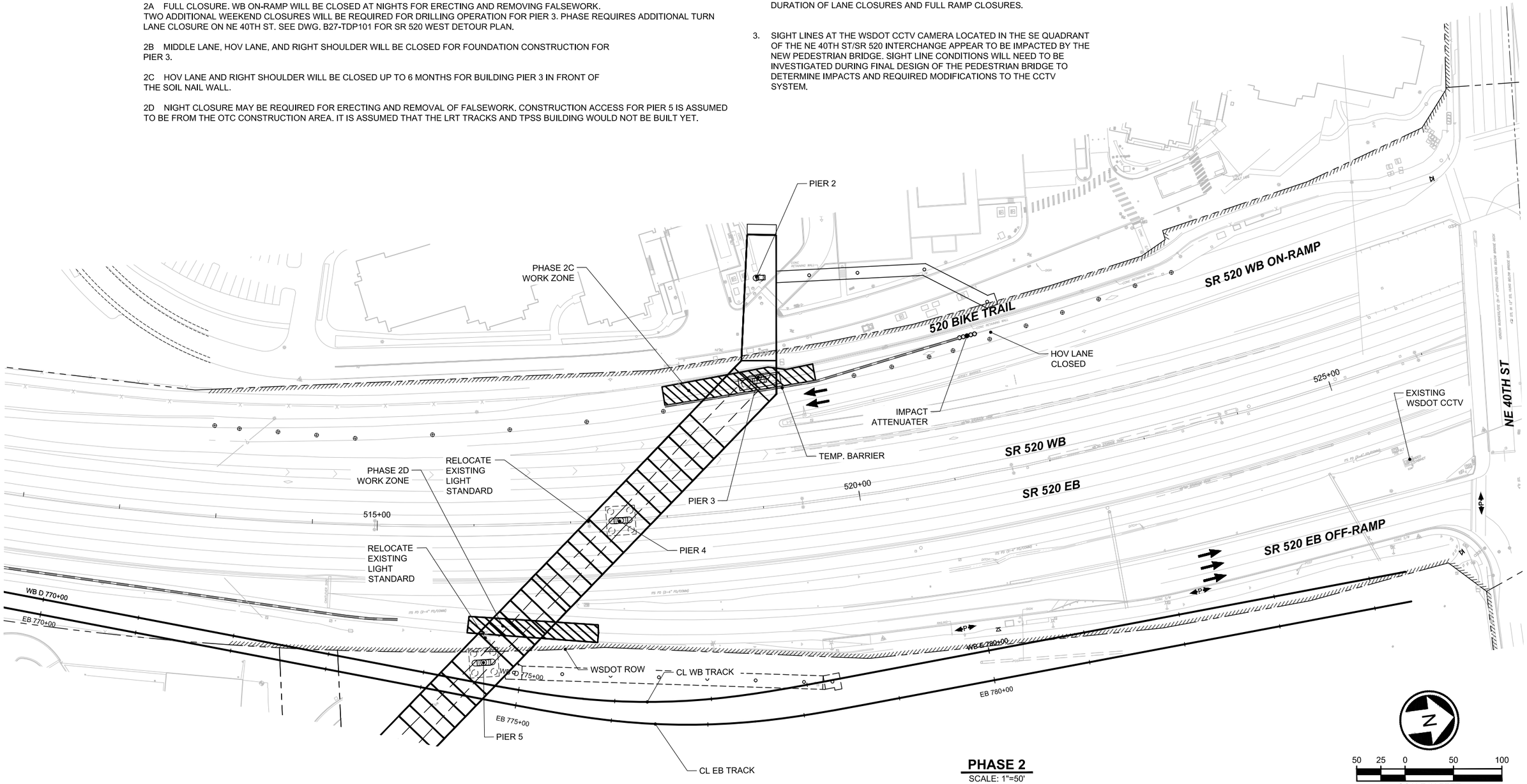
2B MIDDLE LANE, HOV LANE, AND RIGHT SHOULDER WILL BE CLOSED FOR FOUNDATION CONSTRUCTION FOR PIER 3.

2C HOV LANE AND RIGHT SHOULDER WILL BE CLOSED UP TO 6 MONTHS FOR BUILDING PIER 3 IN FRONT OF THE SOIL NAIL WALL.

2D NIGHT CLOSURE MAY BE REQUIRED FOR ERECTING AND REMOVAL OF FALSEWORK. CONSTRUCTION ACCESS FOR PIER 5 IS ASSUMED TO BE FROM THE OTC CONSTRUCTION AREA. IT IS ASSUMED THAT THE LRT TRACKS AND TPSS BUILDING WOULD NOT BE BUILT YET.

NOTES:

1. THE WORK AREAS SHOWN ARE FOR MAINTENANCE OF TRAFFIC AND LOCAL ACCESS PURPOSES. THE CONTRACTOR SHALL DEVELOP DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLANS.
2. CONTRACTOR SHALL SEQUENCE THE WORK OF PEDESTRIAN BRIDGE OVER THE NE 40TH ST/SR 520 WB ON-RAMP TO LIMIT THE FREQUENCY AND DURATION OF LANE CLOSURES AND FULL RAMP CLOSURES.
3. SIGHT LINES AT THE WSDOT CCTV CAMERA LOCATED IN THE SE QUADRANT OF THE NE 40TH ST/SR 520 INTERCHANGE APPEAR TO BE IMPACTED BY THE NEW PEDESTRIAN BRIDGE. SIGHT LINE CONDITIONS WILL NEED TO BE INVESTIGATED DURING FINAL DESIGN OF THE PEDESTRIAN BRIDGE TO DETERMINE IMPACTS AND REQUIRED MODIFICATIONS TO THE CCTV SYSTEM.



PHASE 2
SCALE: 1"=50'

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17
SCALE: 1"=50'
FILENAME: B27-TMP105
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
SR 520 AND NE 40TH ST RAMP AND LANE CLOSURES

DRAWING No.: B27-TMP105
FACILITY ID: B27
SHEET No.: 28
REV: 0

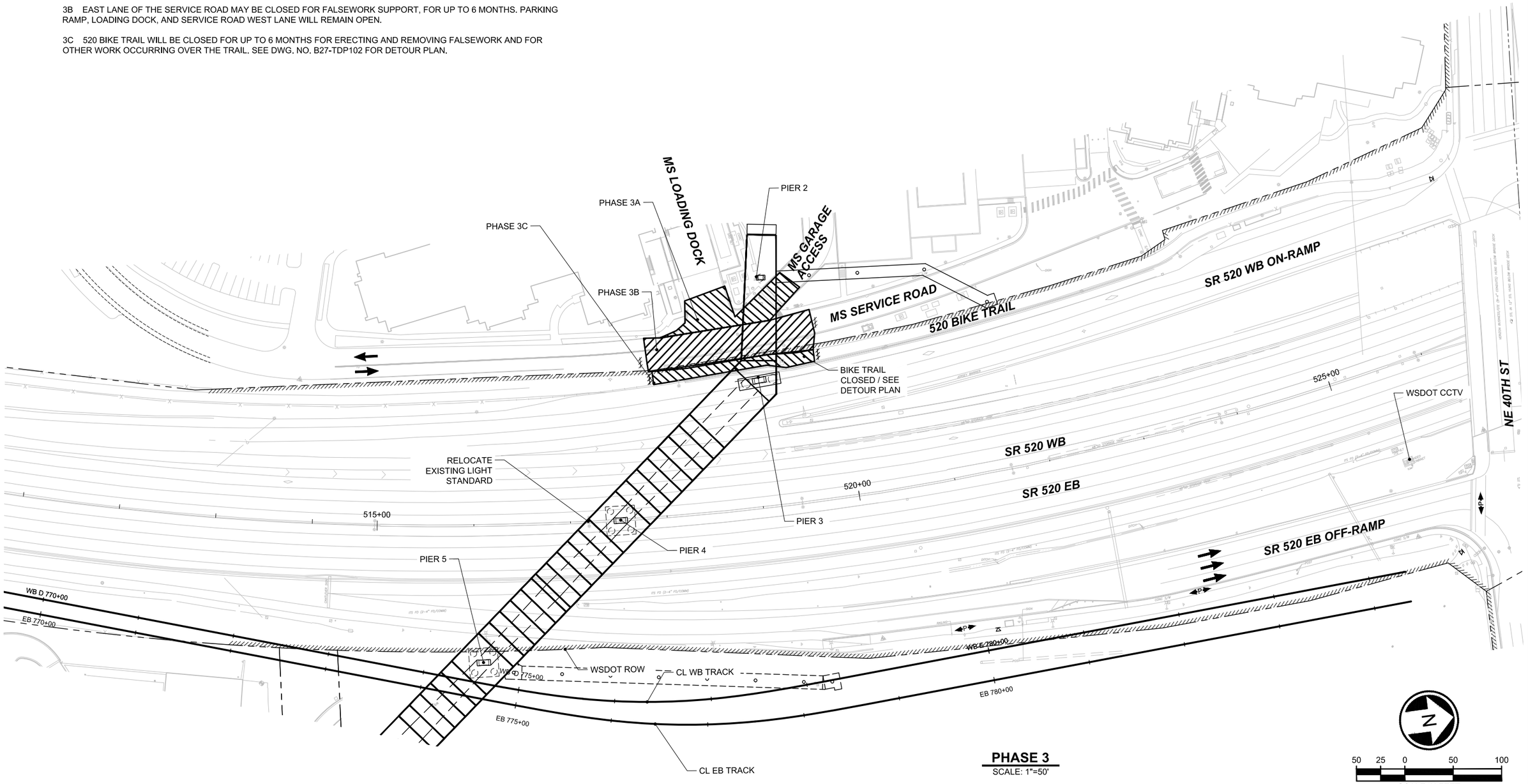
07/14/17 | 10:15 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\MOT\B27-TMP105.DWG

STAGE 3: MICROSOFT SERVICE ROAD AND PARKING GARAGE EAST RAMP

3A LOADING DOCK, SERVICE ROAD, AND GARAGE RAMP MAY BE CLOSED DURING NIGHTS FOR ERECTING AND REMOVING FALSEWORK. PERMANENT CLOSURE FOR UP TO 2 WEEKS MAY BE RQUIRED FOR DRILLED SHAFT AND DRILLING OPERATIONS FOR PIER 2.

3B EAST LANE OF THE SERVICE ROAD MAY BE CLOSED FOR FALSEWORK SUPPORT, FOR UP TO 6 MONTHS. PARKING RAMP, LOADING DOCK, AND SERVICE ROAD WEST LANE WILL REMAIN OPEN.

3C 520 BIKE TRAIL WILL BE CLOSED FOR UP TO 6 MONTHS FOR ERECTING AND REMOVING FALSEWORK AND FOR OTHER WORK OCCURRING OVER THE TRAIL. SEE DWG. NO. B27-TDP102 FOR DETOUR PLAN.



PHASE 3
SCALE: 1"=50'

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

LINE IS 1" AT FULL SCALE

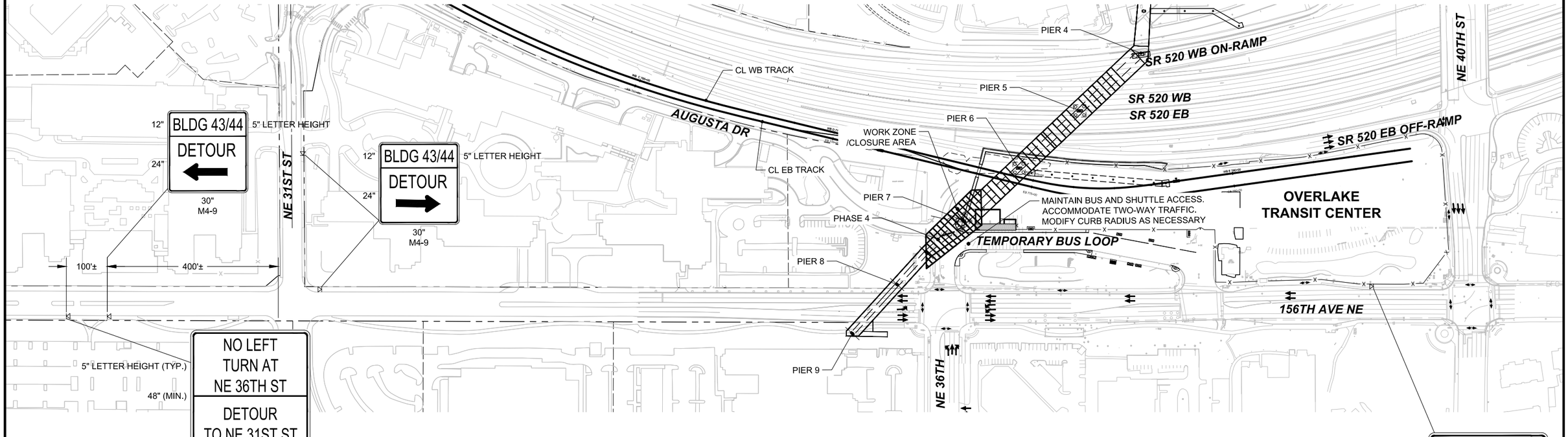
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1"=50'
FILENAME: B27-TMP106
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
MS SERVICE ROAD AND 520 BIKE TRAIL CLOSURES

DRAWING No.: B27-TMP106
FACILITY ID: B27
SHEET No.: 29
REV: 0

XREF LIST:
xEL-1737rx
xE360-GB-TB22x34_REV
xEL-1737sf
xEL-2037rx
xEL-2037sf
xEL-1740sf
xEL-2040sf
xEL-1740ut
xEL-2040ut
xE360-LB9-KAP100
xE360-E27-CTM101
xE360-E27-CSP100
xB27-CTM000



PHASE 4
NTS

PHASE 4: NE 36TH ST

NIGHT CLOSURES WILL BE REQUIRED FOR ERECTING AND REMOVING FALSEWORK OVER NE 36TH ST. TEMPORARY BUS LOOP WILL REMAIN OPERATIONAL DURING PEDESTRIAN BRIDGE CONSTRUCTION. TWO LANES WILL BE PRESERVED FOR ACCESS TO 156TH AVE NE. AUGUSTA DR. WILL BE CLOSED FOR UP TO 2 WEEKS FOR SUBSTRUCTURE CONSTRUCTION OF PIERS 6 AND 7.

NOTES:

1. THIS WORK AREAS SHOWN ARE FOR MAINTENANCE OF TRAFFIC AND LOCAL ACCESS PURPOSES. THE CONTRACTOR SHALL DEVELOP DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLANS.
2. CONTRACTOR SHALL SEQUENCE WORK OF PEDESTRIAN BRIDGE OVER 156TH AVE NE TO MAINTAIN EXISTING TRAFFIC LANE CONFIGURATION AND PEDESTRIAN ACCESS.
3. CONTRACTOR SHALL COORDINATE WITH MICROSOFT FOR DETOUR SIGNING ALONG AUGUSTA DR.
4. ADDITIONAL DETOUR SIGNING MAY BE REQUIRED FOR PEDESTRIANS ACCESSING OVERLAKE TRANSIT CENTER AND AUGUSTA DR.
5. ADDITIONAL DETOUR SIGNING WILL BE REQUIRED FOR GENERAL PURPOSE TRAFFIC AT THE NE 36TH ST/156TH AVE NE INTERSECTION.
6. TEMPORARY BUS LOOP SHALL REMAIN OPEN AND OPERATIONAL DURING PUBLIC TRANSIT AND MICROSOFT CONNECTOR SERVICE HOURS.

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

LINE IS 1" AT FULL SCALE

SCALE: NTS
FILENAME: B27-TMP107
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
NE 36TH ST PLAN

DRAWING No.: B27-TMP107
FACILITY ID: B27
SHEET No.: 30
REV: 0

07/14/17 | 10:17 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\MOT\B27-TMP107.DWG

XREF LIST:
xEL=1737rx
xE360-GB-TB22x34_REV
xEL=1737sf
xEL=2037rx
xEL=2037sf
xEL=1740sf
xEL=2040sf
xEL=1740ut
xEL=2040ut
xE360-LB6-KAP100
xE360-E27-CSP100
xE360-E27-CXP200
xB27-CTM101
xB27-CTM000

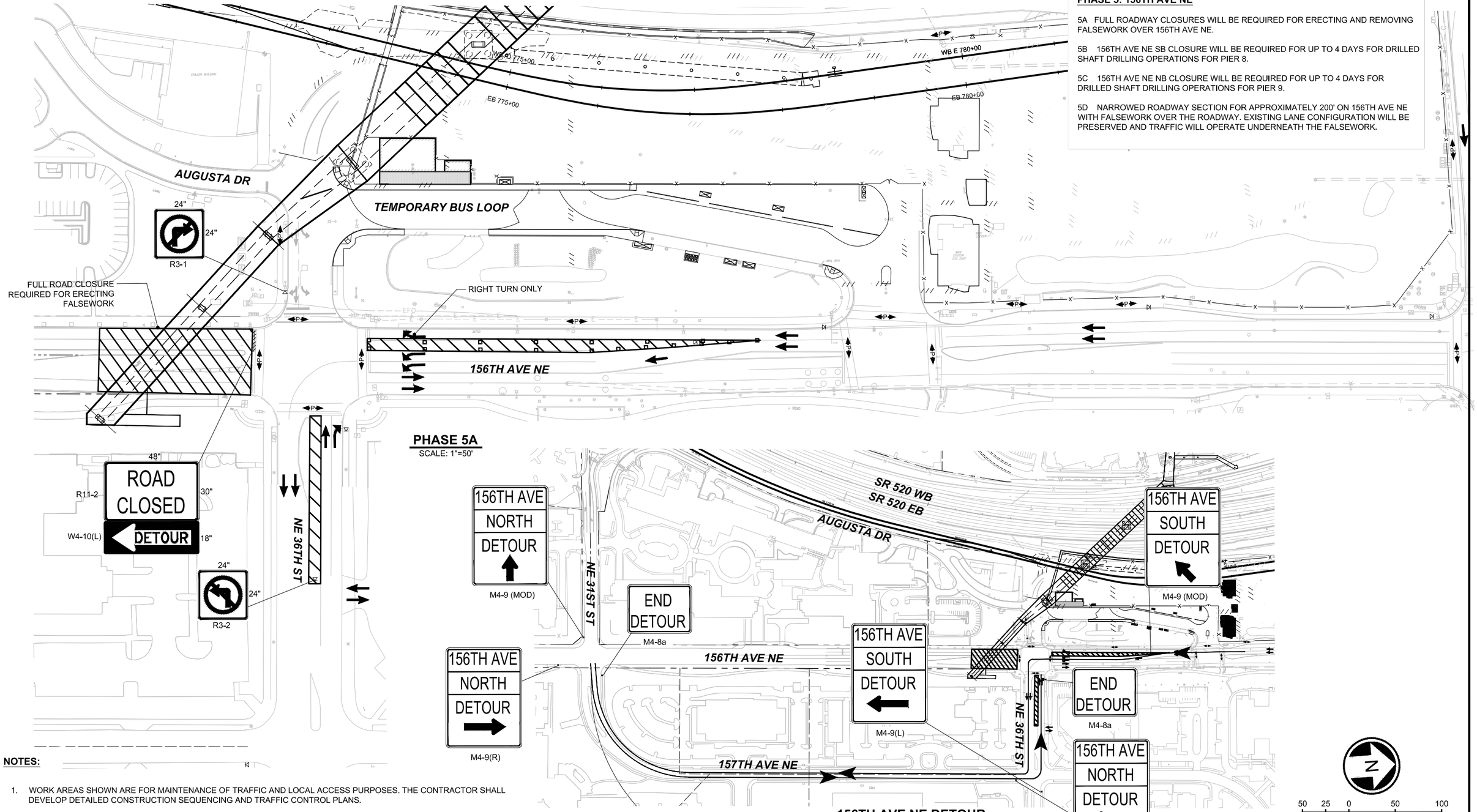
PHASE 5: 156TH AVE NE

5A FULL ROADWAY CLOSURES WILL BE REQUIRED FOR ERECTING AND REMOVING FALSEWORK OVER 156TH AVE NE.

5B 156TH AVE NE SB CLOSURE WILL BE REQUIRED FOR UP TO 4 DAYS FOR DRILLED SHAFT DRILLING OPERATIONS FOR PIER 8.

5C 156TH AVE NE NB CLOSURE WILL BE REQUIRED FOR UP TO 4 DAYS FOR DRILLED SHAFT DRILLING OPERATIONS FOR PIER 9.

5D NARROWED ROADWAY SECTION FOR APPROXIMATELY 200' ON 156TH AVE NE WITH FALSEWORK OVER THE ROADWAY. EXISTING LANE CONFIGURATION WILL BE PRESERVED AND TRAFFIC WILL OPERATE UNDERNEATH THE FALSEWORK.



NOTES:

1. WORK AREAS SHOWN ARE FOR MAINTENANCE OF TRAFFIC AND LOCAL ACCESS PURPOSES. THE CONTRACTOR SHALL DEVELOP DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLANS.
2. CONTRACTOR SHALL SEQUENCE WORK OF PEDESTRIAN BRIDGE OVER 156TH AVE NE TO MAINTAIN EXISTING TRAFFIC LANE CONFIGURATION AND PEDESTRIAN ACCESS.
3. CONTRACTOR SHALL PROVIDE A DETAILED DETOUR PLAN. DETOUR PLAN SHALL INDICATE WORKING DAYS/HOURS.

07/14/17 | 10:18 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\MOT\B27-TMP108.DWG

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

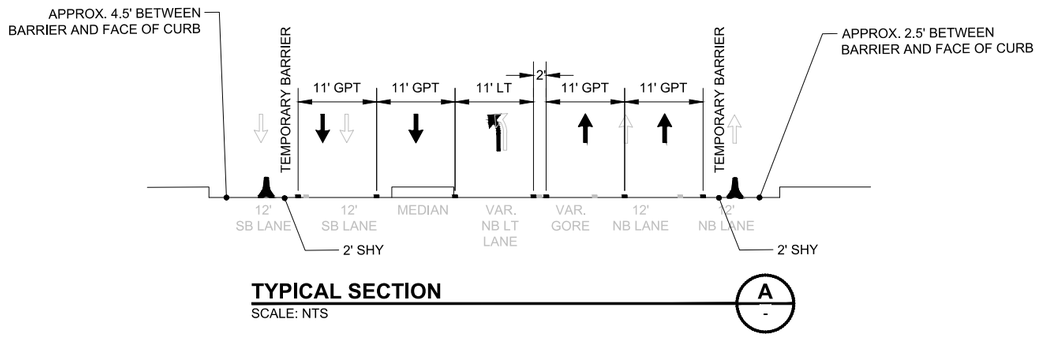
LINE IS 1" AT FULL SCALE

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:	SUBMITTAL DATE:
G. OWEN	07/14/17	A. MENCKE	07/14/17	07/14/17

SCALE: 1"=50'
FILENAME: B27-TMP108
CONTRACT No.: RTA/CN 0122-13

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
156TH AVE CLOSURE

DRAWING No.: B27-TMP108
FACILITY ID: B27
SHEET No.: 31
REV: 0



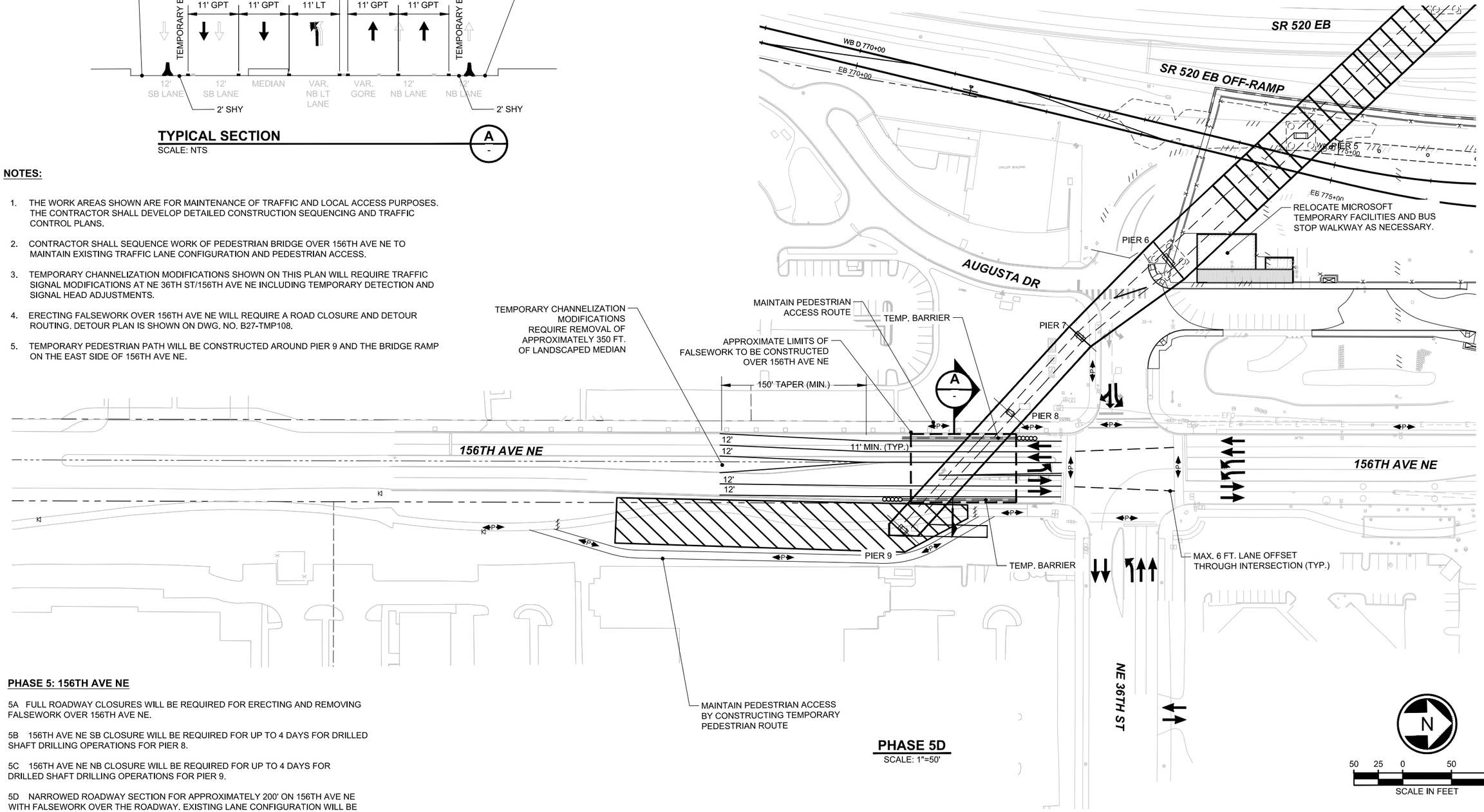
TYPICAL SECTION

SCALE: NTS

A

NOTES:

1. THE WORK AREAS SHOWN ARE FOR MAINTENANCE OF TRAFFIC AND LOCAL ACCESS PURPOSES. THE CONTRACTOR SHALL DEVELOP DETAILED CONSTRUCTION SEQUENCING AND TRAFFIC CONTROL PLANS.
2. CONTRACTOR SHALL SEQUENCE WORK OF PEDESTRIAN BRIDGE OVER 156TH AVE NE TO MAINTAIN EXISTING TRAFFIC LANE CONFIGURATION AND PEDESTRIAN ACCESS.
3. TEMPORARY CHANNELIZATION MODIFICATIONS SHOWN ON THIS PLAN WILL REQUIRE TRAFFIC SIGNAL MODIFICATIONS AT NE 36TH ST/156TH AVE NE INCLUDING TEMPORARY DETECTION AND SIGNAL HEAD ADJUSTMENTS.
4. ERECTING FALSEWORK OVER 156TH AVE NE WILL REQUIRE A ROAD CLOSURE AND DETOUR ROUTING. DETOUR PLAN IS SHOWN ON DWG. NO. B27-TMP108.
5. TEMPORARY PEDESTRIAN PATH WILL BE CONSTRUCTED AROUND PIER 9 AND THE BRIDGE RAMP ON THE EAST SIDE OF 156TH AVE NE.



PHASE 5D

SCALE: 1"=50'

PHASE 5: 156TH AVE NE

5A FULL ROADWAY CLOSURES WILL BE REQUIRED FOR ERECTING AND REMOVING FALSEWORK OVER 156TH AVE NE.

5B 156TH AVE NE SB CLOSURE WILL BE REQUIRED FOR UP TO 4 DAYS FOR DRILLED SHAFT DRILLING OPERATIONS FOR PIER 8.

5C 156TH AVE NE NB CLOSURE WILL BE REQUIRED FOR UP TO 4 DAYS FOR DRILLED SHAFT DRILLING OPERATIONS FOR PIER 9.

5D NARROWED ROADWAY SECTION FOR APPROXIMATELY 200' ON 156TH AVE NE WITH FALSEWORK OVER THE ROADWAY. EXISTING LANE CONFIGURATION WILL BE PRESERVED AND TRAFFIC WILL OPERATE UNDERNEATH THE FALSEWORK.

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: X. LIU
DRAWN BY: X. LIU
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1"=50'
FILENAME: B27-TMP109
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

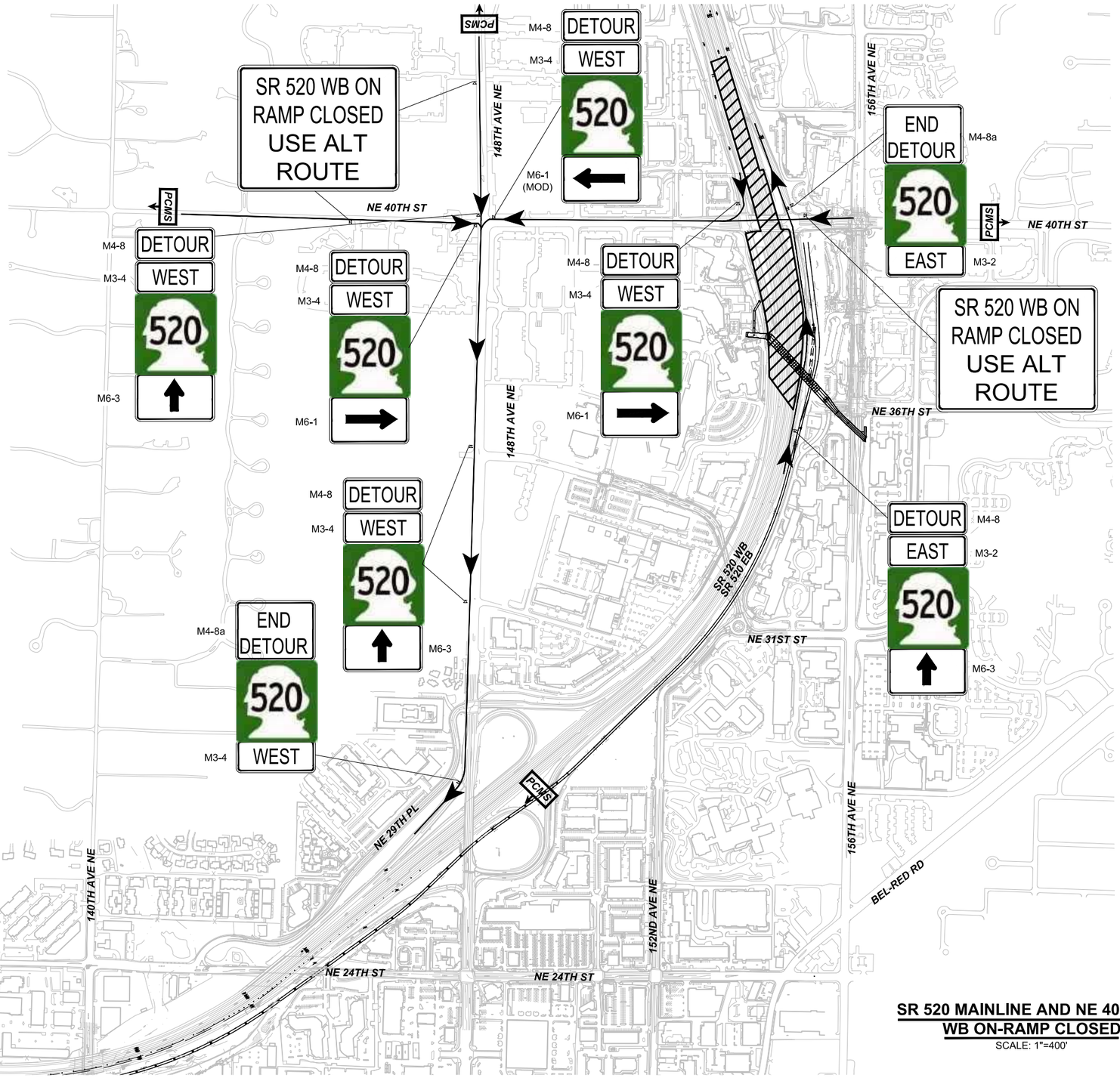
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
156TH AVE NE PLAN

DRAWING No.: B27-TMP109
FACILITY ID: B27
SHEET No.: 32
REV: 0

XREF LIST:
xE360-GB-TB22x34
xEL-1737sf
xEL-2037rx
xEL-2037sf
xEL-2046sf
xEL-2040ut
xE360-LB8-KAP100
xE360-LB8-CSP100
xEL-1134sf
xEL-1131sf
xEL-1431sf
xEL-1434sf
xEL-1437sf
xEL-1731sf
xEL-1734sf
xEL-1740sf
xEL-1743sf
xE360-LB8-SFP100
E360-GB8-CHP100
xE360-B25-CTM303
xB27-CTM000

NOTES:

1. DETOUR PLAN IS FOR THE CLOSURE OF SR 520 MAINLINE AND THE SR 520 WB ON-RAMP AT NE 40TH ST.
2. ARROWS INDICATE DETOUR ROUTES TO BE USED DURING CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR ROAD CLOSURES AND DETOURS.
4. MODIFICATIONS TO DETOUR ROUTES MUST BE REVIEWED AND APPROVED BY RESIDENT ENGINEER AND AUTHORITY HAVING JURISDICTIONS.
5. FIELD LOCATE PORTABLE CHANGEABLE MESSAGE SIGNS. INSTALL AND OPERATE SIGNS ONE WEEK IN ADVANCE OF CLOSURES.



SR 520 MAINLINE AND NE 40TH ST
WB ON-RAMP CLOSED
SCALE: 1"=400'

N

400 200 0 400 800
SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: Y. HUANG
DRAWN BY: Y. HUANG
CHECKED BY: H.SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
SOUNDTRANSIT

LINE IS 1" AT FULL SCALE

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17
SCALE: 1"=400'
FILENAME: B27-TDP101
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
ROAD CLOSURE DETOUR PLAN

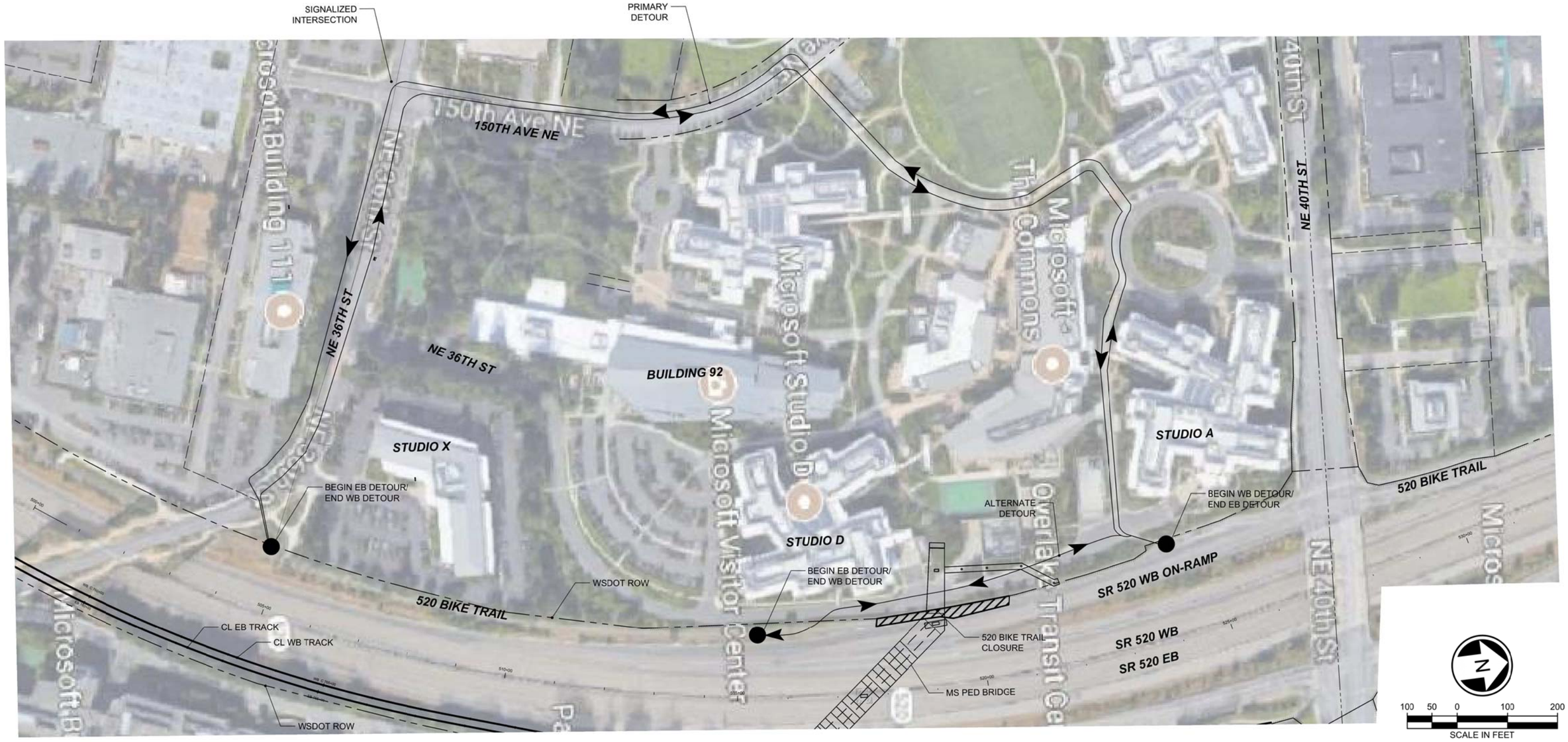
DRAWING No.: B27-TDP101
FACILITY ID: B27
SHEET No.: 33
REV: 0

07/14/17 | 10:20 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\TDP\B27-TDP101.DWG

XREF LIST:
xE360-GB-TB22x34
xEL-1737sf
xE360-LB8-KAP100
xEL-1737rx
xEL-1740sf
xEL-1740rx
xB27-CTM000

NOTES:

1. THIS DETOUR PLAN IS FOR THE CLOSURE OF 520 BIKE TRAIL BETWEEN NE 36TH ST AND NE 40TH ST.
2. ARROWS INDICATE DIRECTION OF TRAVEL ALONG DETOUR ROUTE DURING TRAIL CLOSURE.
3. CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FOR ROAD CLOSURES AND DETOURS.
4. MODIFICATIONS TO DETOUR ROUTES MUST BE REVIEWED AND APPROVED BY RESIDENT ENGINEER AND AUTHORITY HAVING JURISDICTIONS.
5. CONTRACTOR SHALL PROIVDE APPROPRIATE DETOUR SIGNING AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES FOR THIS DETOUR.



CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: Y. HUANG
DRAWN BY: S. ISLAM
CHECKED BY: H. SUNG
APPROVED BY: J. WHEELER

concord ENGINEERING
KIEWIT-HOFFMAN EAST LINK CONSTRUCTORS
LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

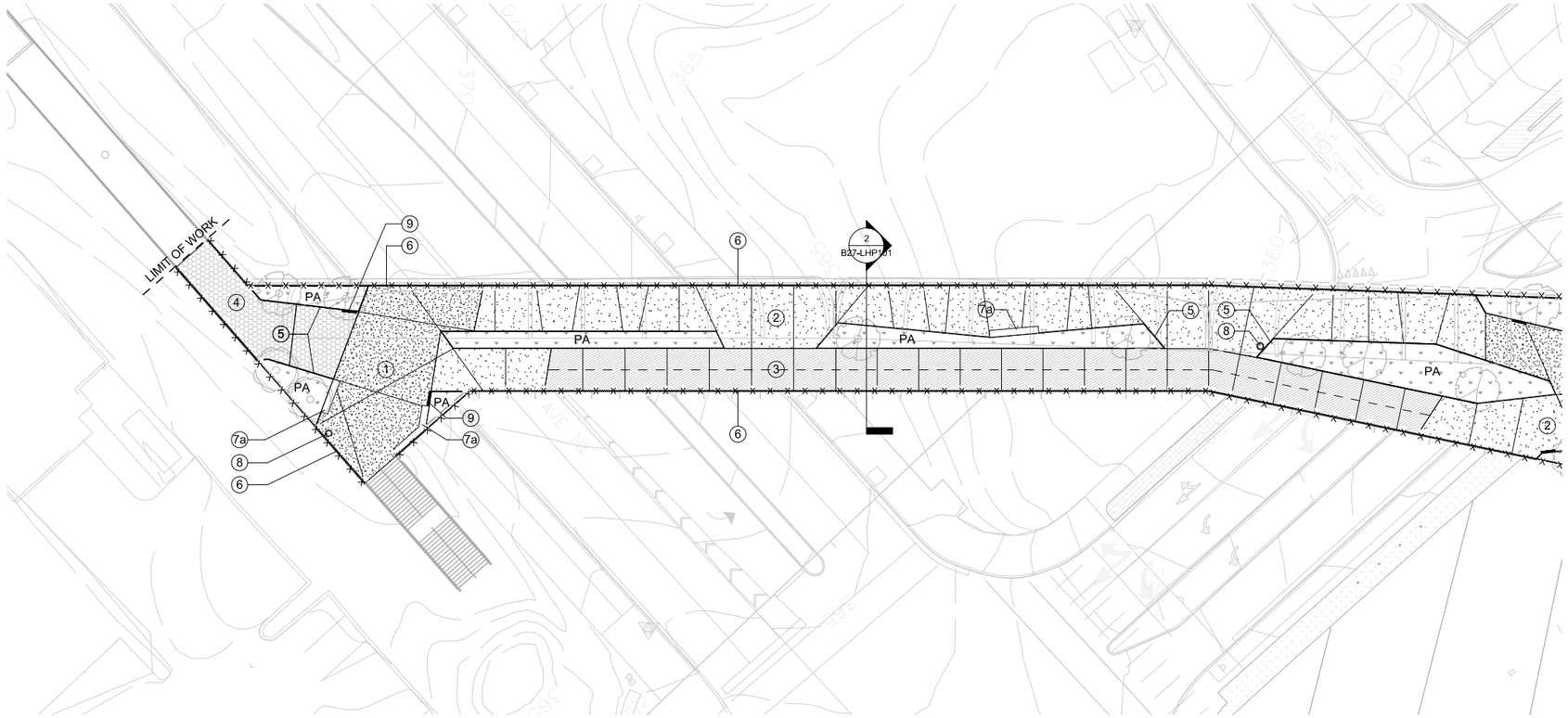
SUBMITTED BY: G. OWEN | DATE: 07/14/17 | REVIEWED BY: A. MENCKE | DATE: 07/14/17

SCALE: 1"=100'
FILENAME: B27-TDP102
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER
MICROSOFT PEDESTRIAN BRIDGE
MAINTENANCE OF TRAFFIC
520 BIKE TRAIL DETOUR PLAN

DRAWING No.: B27-TDP102
FACILITY ID: B27
SHEET No.: 34
REV: 0

07/14/17 | 10:20 AM | YXH
H:\(P) PROJECTS\2015\15.68 E360\MS PED BRIDGE\CAD\TDP\B27-TDP102.DWG



HARDSCAPE & SITE FURNISHING PLAN - EAST

SCALE: 1" = 20'-0"

0 10' 20' — 1 B27-LHP101

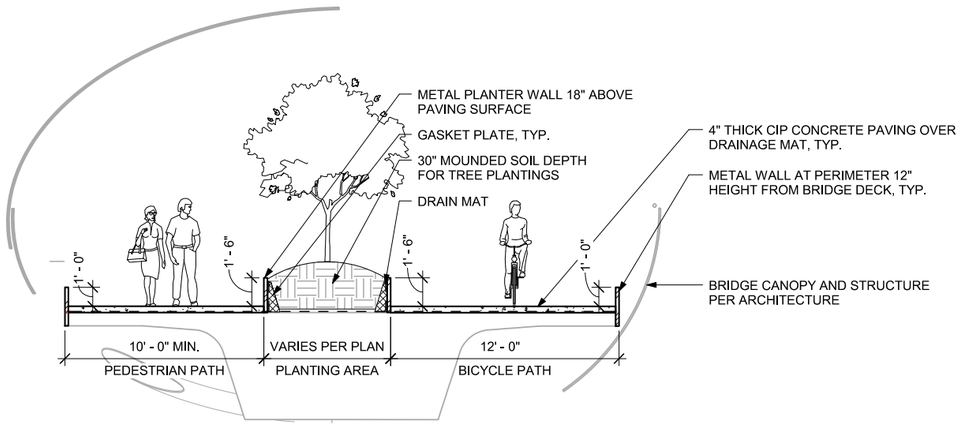
LEGEND:

①	CIP - 1	
②	CIP - 2	
③	CIP -3	
④	CIP - 4	
⑤	MP - 7	
⑥	MP - 8	
7a	BENCH - 1A	
7b	BENCH - 1B	
⑧	TRASH RECEPTACLE	
⑨	TD - 1	
PA	PLANTING AREA	

NOTES:

HARDSCAPE AND MATERIALS

1. REFER TO CIVIL DRAWINGS FOR EXISTING AND PROPOSED UTILITY LINES, POLES, METERS, VAULTS AND STRUCTURES.
2. ALL SITE FURNISHINGS TO BE CONTRACTOR INSTALLED. FINAL LOCATIONS AND QUANTITIES TO BE REVIEWED AND FINALIZED.
3. REPORT ANY DISCREPANCIES BETWEEN THESE DRAWINGS AND ACTUAL FIELD CONDITIONS TO RESIDENT ENGINEER PRIOR TO CONSTRUCTION/ INSTALLATION.
4. ALL PAVEMENT JOINTS TO BE TOOLED OR SAWCUT, DO NOT LEAVE TOOL MARKS WHEN JOINTING (NO SHINERS OR WINDOW PANING).
5. PROVIDE EXPANSION JOINTS AT ALL CHANGES IN PAVING MATERIAL.
6. MEET AND MATCH ADJACENT INFRASTRUCTURE (STAIRS AND RAMP) WITH A SMOOTH TRANSITION.
7. ALL PEDESTRIAN PATHS OF TRAVEL SHALL BE ADA COMPLIANT.



SECTION - EAST

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

0 2'-0" 4'-0" — 2 B27-LHP101

NOTES:

1. REFER TO PLANTING DRAWINGS: B27-LPP101-103 FOR PLANTING PLANS AND NOTES. REFER TO B27-LPS101 FOR PLANT SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.

N

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 07/14/17

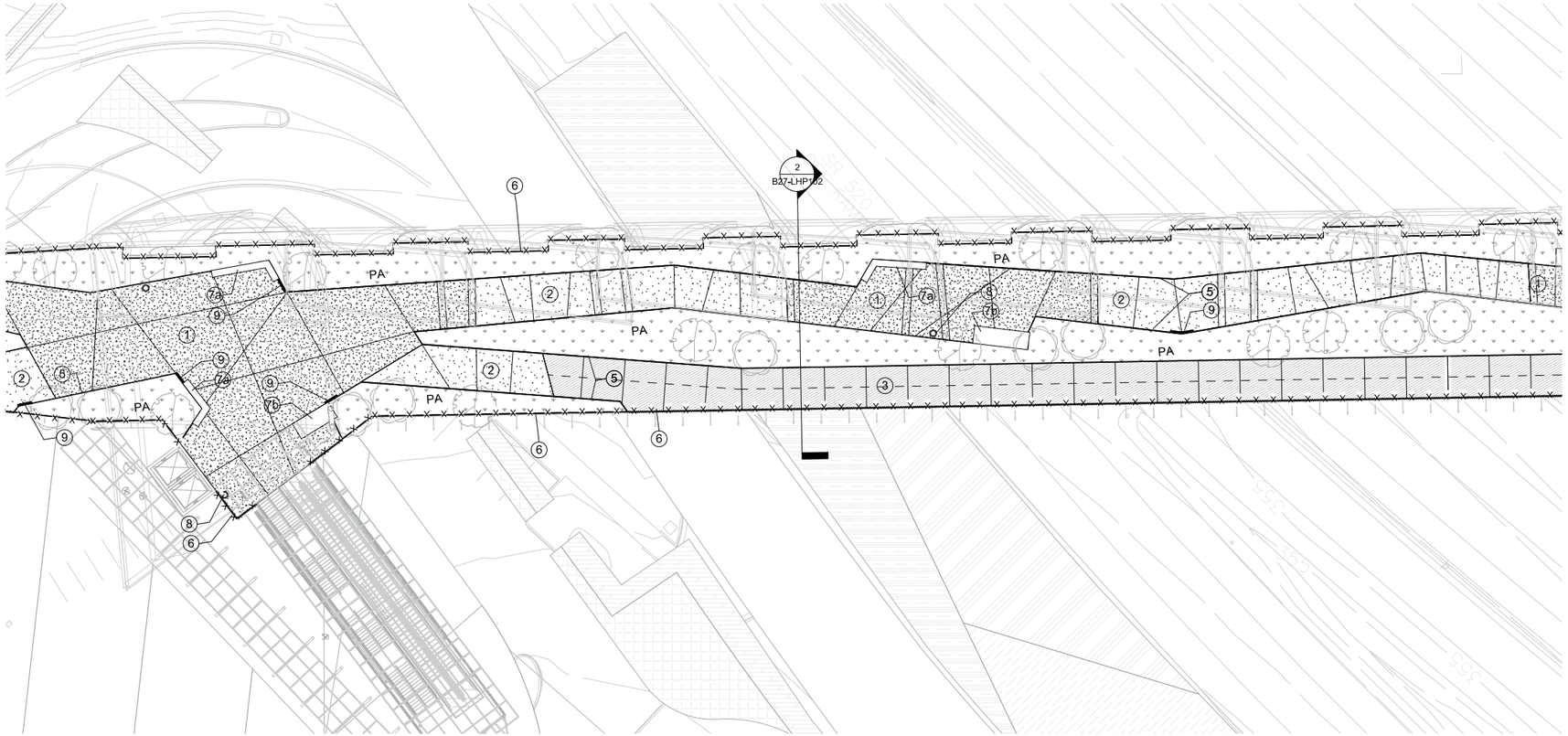
SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
HARDSCAPE & SITE FURNISHING - EAST

DRAWING NO.: **B27-LHP101**
FACILITY ID: B27
SHEET No: 35
REV: 0

7/13/2017 3:56:33 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt



LEGEND:

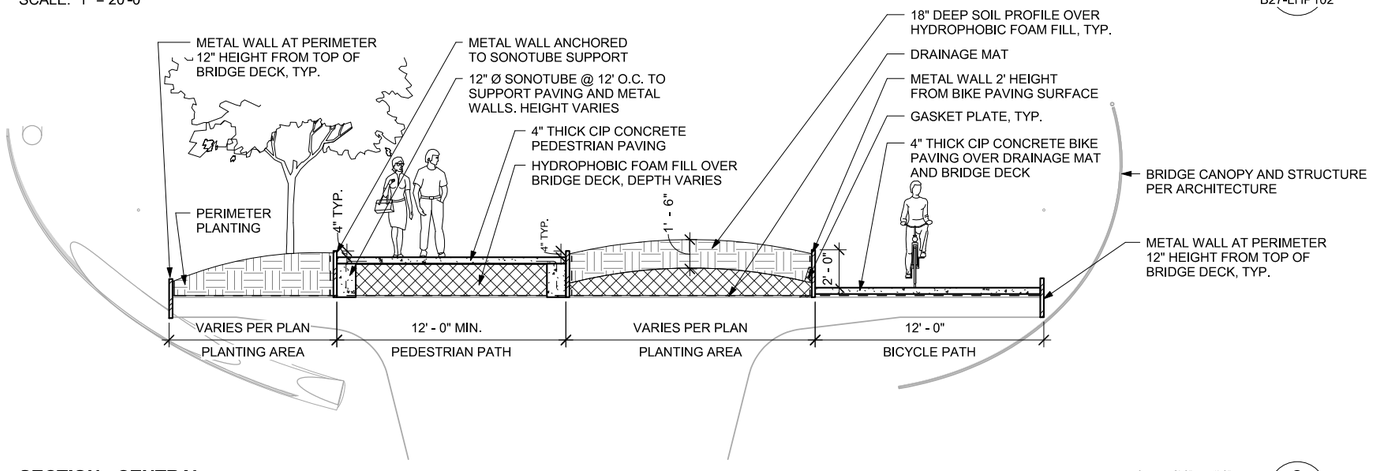
	1	CIP - 1
	2	CIP - 2
	3	CIP -3
	4	CIP - 4
	5	MP - 7
	6	MP - 8
	7a	BENCH - 1A
	7b	BENCH - 1B
	8	TRASH RECEPTACLE
	9	TD - 1
PA		PLANTING AREA

HARDSCAPE & SITE FURNISHING PLAN - CENTRAL

SCALE: 1" = 20'-0"

0 10' 20'

1
B27-LHP102



SECTION - CENTRAL

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

0 2'-0" 4'-0"

2
B27-LHP102

NOTES:

1. REFER TO PLANTING DRAWINGS: B27-LPP101-103 FOR PLANTING PLANS AND NOTES. REFER TO B27-LPS101 FOR PLANT SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.

N

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

SOUNDTRANSIT

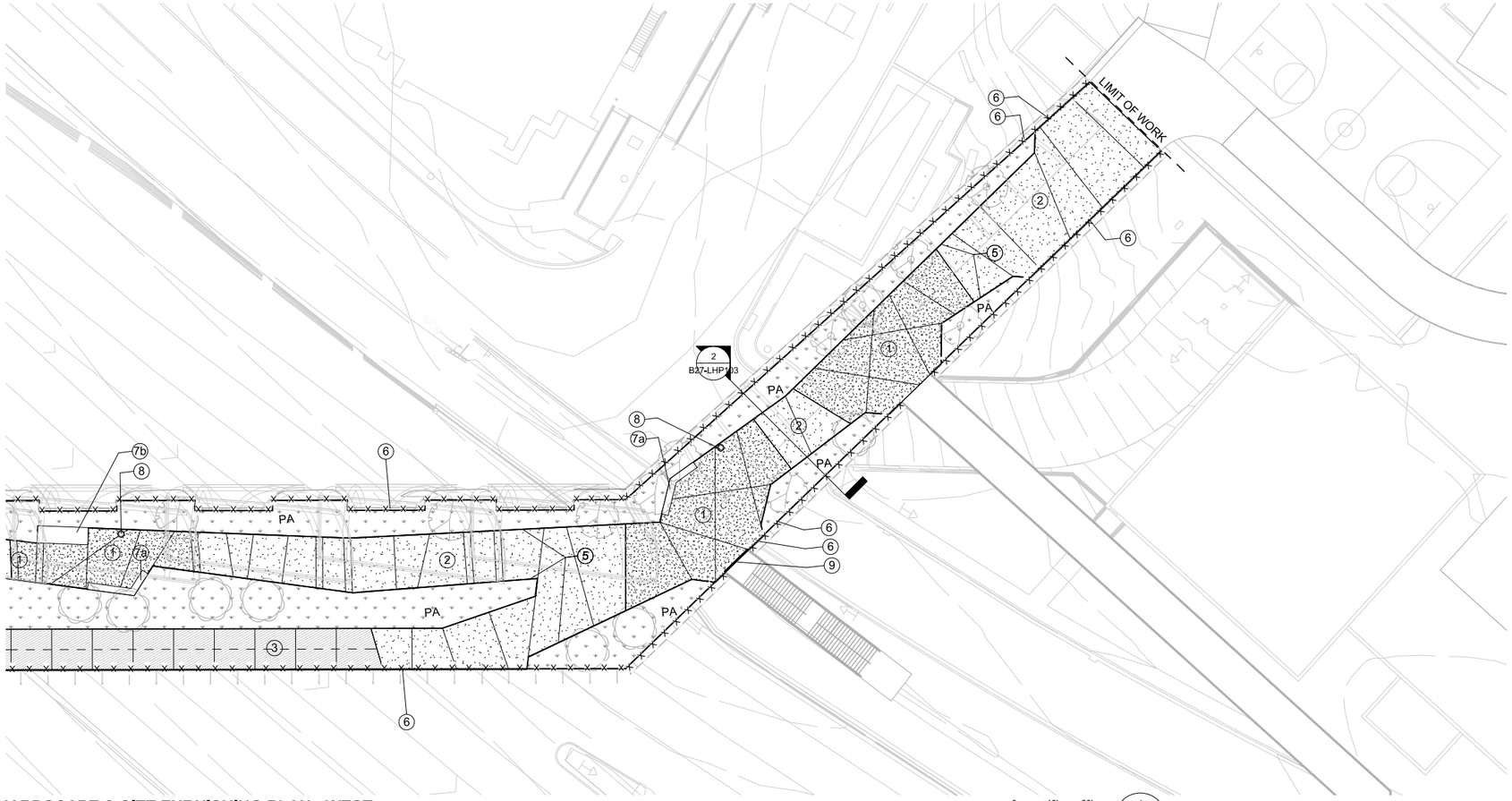
SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
HARDSCAPE & SITE FURNISHING - CENTRAL

DRAWING NO.: **B27-LHP102**
FACILITY ID: B27
SHEET No: 36
REV: 0

7/13/2017 3:57:05 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt



LEGEND:

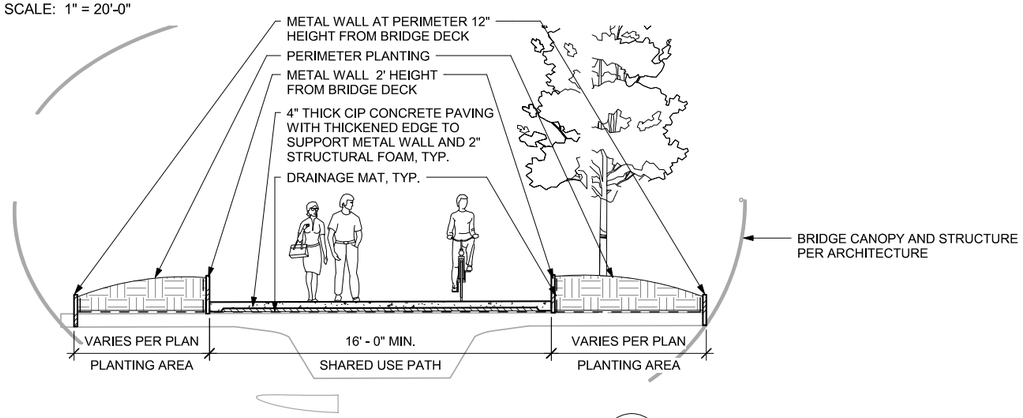
①	CIP - 1	
②	CIP - 2	
③	CIP -3	
④	CIP - 4	
⑤	MP - 7	
⑥	MP - 8	
7a	BENCH - 1A	
7b	BENCH - 1B	
⑧	TRASH RECEPTACLE	
⑨	TD - 1	
PA	PLANTING AREA	

HARDSCAPE & SITE FURNISHING PLAN - WEST

SCALE: 1" = 20'-0"

0 10' 20'

1 B27-LHP103



SECTION - WEST

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

0 2'-0" 4'-0"

2 B27-LHP103

NOTES:

1. REFER TO PLANTING DRAWINGS: B27-LPP101-103 FOR PLANTING PLANS AND NOTES. REFER TO B27-LPS101 FOR PLANT SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.

N

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
HARDSCAPE & SITE FURNISHING - WEST

DRAWING NO.: **B27-LHP103**
FACILITY ID: B27
SHEET No: 37
REV: 0

7/13/2017 3:57:29 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_miller@hewittseattle.com.rvt

PAVING MATERIAL

Type A Paving Finish
CIP - 1

Type B Paving Finish
CIP - 2

Type C Paving Finish
CIP - 3 + CIP - 4

Concrete jointing

METAL WALL

Planter Wall
MP - 7 + MP - 8 SIM

BENCH

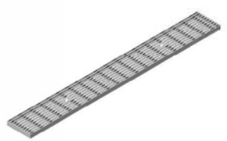
Streetlife - Horse Shoe Bench
BENCH - 1A

BENCH - 1B

LITTER RECEPTACLE

Landscape Forms - Austin Receptacle
TRASH RECEPTACLE

TRENCH DRAIN



Trench Drain Grate
TD - 1

BOLLARD

Removable bollard
TD - 1

7/13/2017 3:57:43 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

SUBMITTED BY:

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

DATE: 07/14/17

REVIEWED BY:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

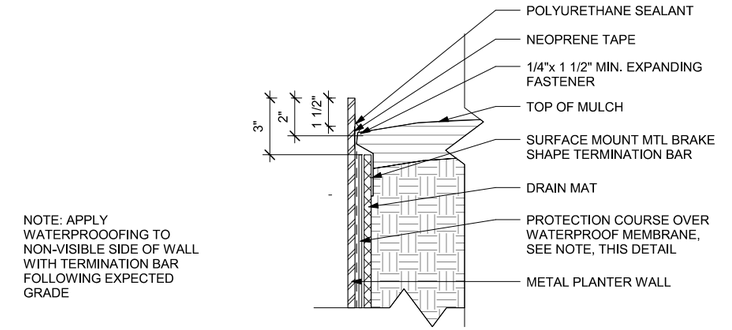
DATE: 07/14/17

SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

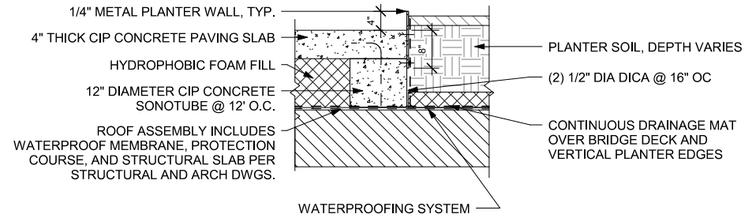
MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
HARDSCAPE & SITE FURNISHING INDEX

DRAWING NO.: B27-LHS101
FACILITY ID: B27
SHEET No: 38
REV: 0

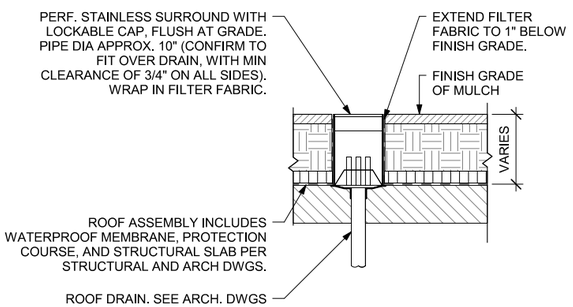


3 CIP CONCRETE WALL - TERMINATION BAR
3" = 1'-0"

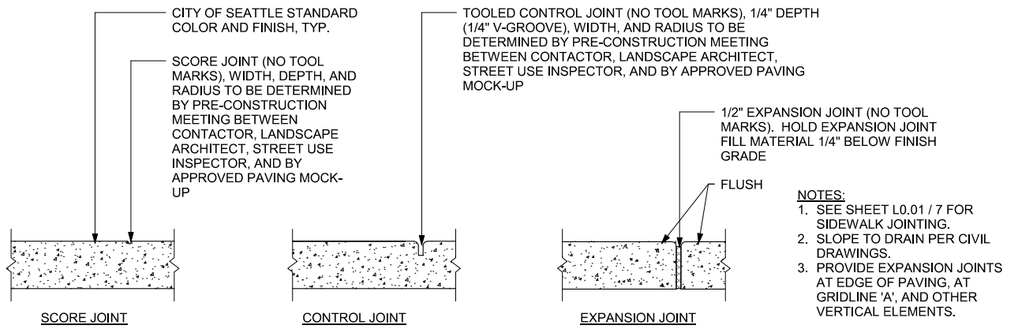
NOTE:
SEE STANDARD PLANTING SOIL DETAIL FOR SOIL CROSS SECTION



2 CIP CONCRETE WALL ON STRUCTURE - METAL CLAD
3/4" = 1'-0"



4 DRAIN CLEANOUT AT PLANTER ON STRUCTURE
3/4" = 1'-0"



NOTES:
1. SEE SHEET L0.01 / 7 FOR SIDEWALK JOINTING.
2. SLOPE TO DRAIN PER CIVIL DRAWINGS.
3. PROVIDE EXPANSION JOINTS AT EDGE OF PAVING, AT GRIDLINE 'A', AND OTHER VERTICAL ELEMENTS.

1 CIP CONCRETE FINISHING - SCORING AND JOINTING
3/4" = 1'-0"

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT
SUBMITTED BY:

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
DATE: 07/14/17
REVIEWED BY:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 07/14/17

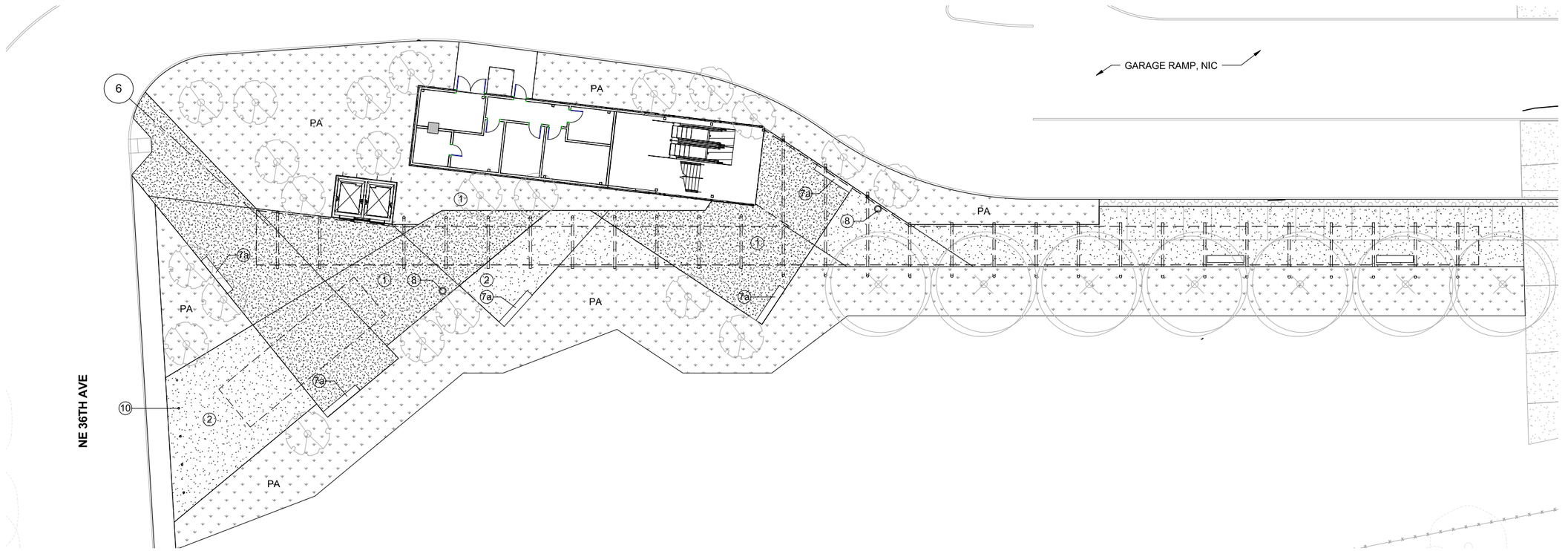
SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
HARDSCAPE DETAILS

DRAWING NO.: B27-LHD101
FACILITY ID: B27
SHEET No: 39
REV: 0

7/13/2017 3:56:23 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt



HARDSCAPE & SITE FURNISHING PLAN ENLARGEMENT - PLAZA

SCALE: 1/16" = 1'-0"

1 / B27-LHD102

No Hardscape & funishing plan provided for areas South of 36th, East of 156th or on the Microsoft West Campus

LEGEND:

	1	CIP - 1
	2	CIP - 2
	7a	BENCH - 1A
	8	TRASH RECEPTACLE
	10	BOLLARD
PA		PLANTING AREA

NOTES:

1. REFER TO PLANTING DRAWINGS: B27-LPD102 FOR PLANTING PLANS AND NOTES. REFER TO B27-LPS101 FOR PLANT SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.

7/13/2017 3:56:25 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_miller@hewittseattle.com.rvt

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

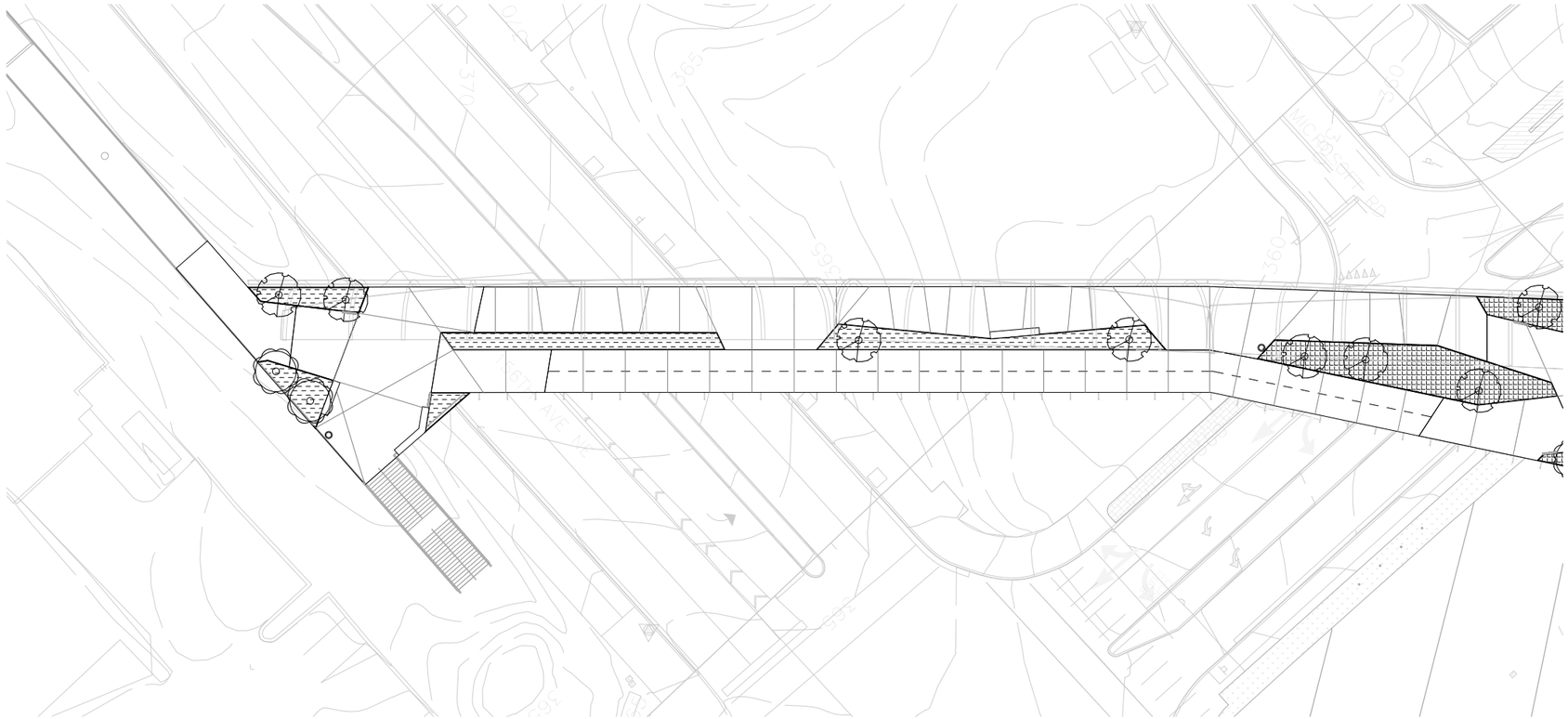
SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
HARDSCAPE & SITE FURNISHING PLAN - PLAZA

DRAWING NO.: **B27-LHD102**
FACILITY ID: B27
SHEET No.: 40
REV.: 0



LANDSCAPE PLANTING PLAN - EAST

SCALE: 1" = 20'-0"

0 10' 20'

1
B27-LPP101

NOTES:

1. REFER TO HARDSCAPE AND SITE FURNISHING DRAWINGS: B27-LHP101-103 FOR HARDSCAPE PLANS AND NOTES. REFER TO B27-LHS101 FOR HARDSCAPE AND SITE FURNISHING SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.
7. REFER TO B27-LPS101 FOR PLANTING SCHEDULE AND PLANT AND IRRIGATION NOTES

N

7/13/2017 3:57:49 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

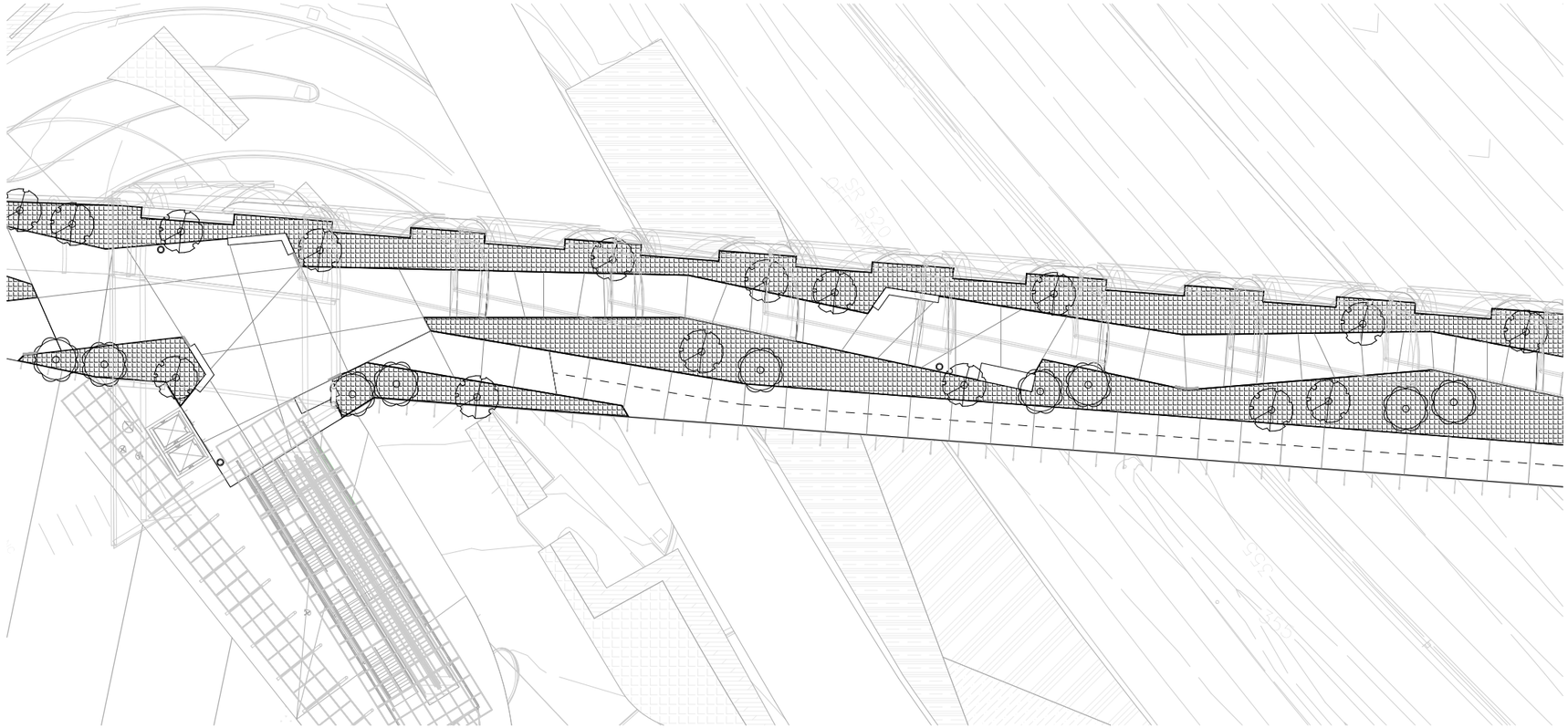
SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17
SUBMITTAL DATE: 07/14/17

SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
LANDSCAPE PLANTING PLAN - EAST

DRAWING NO.: **B27-LPP101**
FACILITY ID: B27
SHEET No: 41
REV: 0



LANDSCAPE PLANTING PLAN - CENTRAL

SCALE: 1" = 20'-0"

0 10' 20'

1
B27-LPP102

NOTES:

1. REFER TO HARDSCAPE AND SITE FURNISHING DRAWINGS: B27-LHP101-103 FOR HARDSCAPE PLANS AND NOTES. REFER TO B27-LHS101 FOR HARDSCAPE AND SITE FURNISHING SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.
7. REFER TO B27-LPS101 FOR PLANTING SCHEDULE AND PLANT AND IRRIGATION NOTES

N

7/13/2017 3:58:11 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT
KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
LANDSCAPE PLANTING PLAN - CENTRAL

DRAWING NO.: **B27-LPP102**
FACILITY ID: B27
SHEET No: 42
REV: 0

LANDSCAPE PLANTING PLAN - WEST

SCALE: 1" = 20'-0"

0 10' 20'

1
B27-LPP103

NOTES:

1. REFER TO HARDSCAPE AND SITE FURNISHING DRAWINGS: B27-LHP101-103 FOR HARDSCAPE PLANS AND NOTES. REFER TO B27-LHS101 FOR HARDSCAPE AND SITE FURNISHING SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.
7. REFER TO B27-LPS101 FOR PLANTING SCHEDULE AND PLANT AND IRRIGATION NOTES

N

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

SOUNDTRANSIT

SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
LANDSCAPE PLANTING PLAN - WEST

DRAWING NO.: **B27-LPP103**
FACILITY ID: B27
SHEET No: 43
REV: 0

7/13/2017 3:58:23 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt

TREES


Amelanchier x g. 'Autumn Brilliance'
Autumn Brilliance Serviceberry


Acer griseum
Paperbark Maple


Magnolia stellata
Star Magnolia


Populus tremuloides
Quacking Aspen

GRASSES AND GROUNDCOVER


Boutelloua gracilis
Blue Gama Grass


Carex divulsa
Berkeley Sedge


Carex oshimensis 'Evergold'
Japanese Sedge


Fragaria chiloensis
Beach strawberry


Leymus arenarius
Blue Lyme Grass


Liriope muscari 'Royal Purple'
Royal Purple lilyturf


Miscanthis sinensis
Chinese Silver Grass


Pinus strobus 'Blue Shag'
Eastern White Pine

PERENNIALS


Achillea millefolium 'Terra Cotta'
Terra Cotta Yarrow


Echinacea purpurea 'Pow Wow'
Pow Wow White Coneflower


Hemerocallis 'Bela Lugosi'
Bela Lugosi daylily


Rudbeckia fulgida 'Goldstrum'
Goldstrum Black-Eyed Susan


Salvia x sylvestris 'May Night'
May Night Sage


Sedum 'Mr. Goodbud'
Mr. Goodbud Stonecrop

SHRUBS - EVERGREEN


Ceanothus impressus 'Vandenberg'
Vandenberg Mountain Lilac


Myrica californica
Wax Myrtle


Pinus contorta
Shore Pine


Pinus thunbergii 'Thunderhead'
Thunderhead Black Pine

SHRUBS - DECIDUOUS


Cornus alba 'Bud's Yellow'
Bud's Yellow Dogwood


Hamamelis virginiana
Witch Hazel


Ribes sanguineum 'Icecicle'
White Flowering Currant

TRANSITIONAL PLANTINGS


Hakonechloa macra
Hakon grass


Hemerocallis 'Bela Lugosi'
Bela Lugosi daylily


Hydrangea quercifolia 'Snow Queen'
Snow Queen oakleaf hydrangea


Liriope muscari 'Royal Purple'
Royal Purple lilyturf


Rubus calycinoides
Creeping Raspberry


Viburnum davidii
David's viburnum

PLANTING SCHEDULE - TREES

BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
TREE				
ACER GRISEUM	PAPERBARK MAPLE	3.5" CAL	PER PLAN	
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	3.5" CAL	PER PLAN	
MAGNOLIA STELLATA	STAR MAGNOLIA	3.5" CAL	PER PLAN	
POPULUS TREMULOIDES	QUAKING ASPEN	3.5" CAL	PER PLAN	

PLANTING SCHEDULE - GRASSES, PERENNIALS, AND SHRUBS

BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
GRASSES AND GROUNDCOVERS				
BOUTELOUA GRACILIS	BLUE GRAMA GRASS	#2 POT	24" O.C.	
CAREX DIVULSA	BERKELEY SEDGE	#2 POT	24" O.C.	
CAREX OSHIMENSIS 'EVERGOLD'	JAPANESE SEDGE	#2 POT	24" O.C.	
FRAGARIA CHILOENSIS	BEACH STRAWBERRY	4" POT	24" O.C.	
LEYMUS ARENARIUS	BLUE LYME GRASS	#2 POT	24" O.C.	
LIRIOPE MUSCARI 'ROYAL PURPLE'	ROYAL PURPLE LILYTURF	#2 POT	24" O.C.	
MISCANTHUS SINENSUS	CHINESE SILVER GRASS	#2 POT	24" O.C.	
PINUS STROBUS 'BLUE SHAG'	BLUE SHAG EASTERN WHITE PINE	#7 POT	30" O.C.	
PERENNIAL				
ACHILLEA MILLEFOLIUM 'TERRA COTTA'	TERRA COTTA YARROW	#1 POT	24" O.C.	
ECHINACEA PURPUREA 'POW WOW'	POW WOW WHITE CONEFLOWER	#1 POT	24" O.C.	
HEMEROCALLIS 'BELA LUGOSI'	BELA LUGOSI DAYLILY	#1 POT	24" O.C.	
RUDBECKIA FULGIDA 'GOLDSTURM'	GOLDSTURM BLACK-EYED SUSAN	#1 POT	24" O.C.	
SALVIA X SYLVESTRIS 'MAY NIGHT'	MAY NIGHT SAGE	#1 POT	24" O.C.	
SEDUM 'MR. GOODBUD'	MR. GOODBUD STONECROP	#1 POT	24" O.C.	
SHRUB				
CEANOTHUS IMPRESSUS 'VANDENBERG'	VANDENBERG MOUNTAIN LILAC	#5 POT	24" O.C.	
CORNUS ALBA 'BUD'S YELLOW'	BUD'S YELLOW DOGWOOD	#5 POT	24" O.C.	
HAMAMELIS VIRGINIANA	WITCH HAZEL	#5 POT	24" O.C.	
MYRICA CALIFORNICA	WAX MYRTLE	#5 POT	24" O.C.	
PINUS CONTORTA	SHORE PINE	#5 POT	24" O.C.	
PINUS THUNBERGII 'THUNDERHEAD'	THUNDERHEAD BLACK PINE	#5 POT	24" O.C.	
RIBES SANGUINEUM 'ICECICLE'	WHITE FLOWERING CURRANT	#5 POT	24" O.C.	

PLANTING SCHEDULE - TRANSITIONAL PLANTING

BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
HAKONECHLOA MACRA	HAKON GRASS	#1 POT		
HEMEROCALLIS 'BELA LUGOSI'	BELA LUGOSI DAYLILY	#1 POT		
HYDRANGEA QUERCIFOLIA ' SNOW QUEEN'	SNOW QUEEN OAKLEAF HYDRANGEA	#5 POT		
LIRIOPE MUSCARI 'ROYAL PURPLE'	ROYAL PURPLE LILYTURF	#1 POT		
RUBUS CALYCINOIDES	CREEPING RASPBERRY	#1 POT		
VIBURNUM DAVIDII	DAVID'S VIBURNUM	#2 POT		

NOTES:
PLANTING
1. FINAL PLANT SELECTIONS SHALL BE NATIVE, ADAPTIVE, AND/OR DROUGHT TOLERANT SPECIES.
2. MIN. TREE CALIPER SHALL BE 3 1/2" OR AS NOTED ON PLANS.
3. PROVIDE MULCH THROUGHOUT ALL PLANTED AREAS TO A DEPTH OF 3 INCHES.
4. ALL PLANTS SHALL BE INSTALLED PER CITY OF REDMOND AND MICROSOFT STANDARDS.
5. MEET AND MATCH EXISTING PLANTING AREAS TO REMAIN WITH SMOOTH TRANSITION.
6. FIELD STAKE PLANTING LAYOUT FOR APPROVAL BY RESIDENT ENGINEER PRIOR TO PLANTING.
7. VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
8. REFER TO SOIL PREPERATION AND PLANT DETAILS ON SHEETS E27-LPD101-102.
9. REFER TO SHEET B27-LPS101 FOR PLANT SCHEDULE.

NOTES:
IRRIGATION
1. CONTRACTOR IS RESPONSIBLE FOR PROVIDING FULLY AUTOMATED, FULL COVERAGE FOR ALL IRRIGATED AREAS THROUGHOUT BRIDGE PROJECT LIMITS.
2. CONTRACTOR SHALL COORDINATE IRRIGATION EQUIPMENT LOCATIONS W/ PLANT MATERIAL TO AVOID CONFLICTS, SPRAY BLOCKAGE & ANY OTHER ITEMS DEEMED APPROPRIATE BY THE RESIDENT ENGINEER.
3. DRAWINGS ARE SCHEMATIC. ACTUAL LOCATIONS MAY VARY DUE TO PLANT MATERIALS, UTILITIES OR OTHER CONDITIONS. ALL IRRIGATION EQUIPMENT SHALL BE LOCATED WITHIN PLANTING AREAS, WHERE POSSIBLE. ADJUST HEIGHT OF IRRIGATION HEADS TO CLEAR PLANTINGS AS NECESSARY, TYP.
4. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION. PROTECT UTILITIES DURING CONSTRUCTION AND RESTORE DAMAGED UTILITES AT NO ADDITIONAL COST TO OWNER IN A TIMELY MANNER.
5. PROVIDE ONE WINTERIZATION AND ONE DE-WINTERIZING/SPRING STARTUP OF THE SYSTEM DURING THE WARRANTY PERIOD. COORDINATE TIMING OF WINTERIZATION AND DE-WINTERIZING/SPRING WITH RESIDENT ENGR. SEE SPECIFICATIONS FOR WINTERIZATION AND DE-WINTERIZING/SPRING START-UP REQUIREMENTS.
6. ASSUME QUICK COUPLERS @ 150' O.C.
7. POC TBD
8. CONTROLLER AND ASSEMBLY TO BE LOCATED IN HEAD HOUSE RM# TBD

PLANTING COVERAGE ASSUMPTIONS:
1. TREES AS LOCATED IN PLAN
2. SHRUBS ASSUME 30% COVERAGE @ 36" O.C.
3. GRASSES ASSUME 60% COVERAGE AT 24" O.C.
4. PERRENIALS ASSUME 25% COVERAGE AT 24" O.C.
5. GROUNDCOVERS (NOT LISTED) ASSUME #4 POTS @ 30" O.C FOR 100% COVERAGE

NOTES:
SOIL SPECIFICATION
A. SEE IMPORTED TOPSOIL SPECIFICATION, CITY OF REDMOND STANDARD SPEC 9.14.1(10) FOR PLANTING SOIL REQUIREMENTS.
B. MANUFACTURER: CEDAR GROVE, TWO-WAY SOIL MIX, OR APPROVED EQUAL TYPICALLY MEETS THE AFOREMENTIONED REQUIREMENTS. OBTAIN AND SUBMIT TESTING TO CONFIRM LATEST SOIL SPEC CONTINUES TO MEET REQUIREMENTS PRIOR TO INSTALLATION.
C. COMPOSITION MIXTURE OF PURE COMPOST; AND SAND, SANDY LOAM OR SILTY SAND WHICH IS HIGH IN ORGANIC CONTENT, COMPRISED OF FULLY COMPOSTED AND MATURE ORGANIC MATERIALS. FREE OF FRESH SAWDUST/WOOD PRODUCTS; COMPOST SHALL BE PRODUCED AT A PERMITTED SOLID WASTE COMPOSTING FACILITY.

1.	SCREEN SIZE:	7/16" MAXIMUM
2.	TOTAL"NITROGEN	.25% MINIMUM
3.	ORGANIC MATTER	10%
4.	PH RANGE	5.5-7.5
5.	CONDUCTIVITY	5MMHOS/CM MAXIMUM

MULCH SPECIFICATION
A. SEE MULCH SPECIFICATION CITY OF REDMOND STANDARD SPEC 9.14.1(9).
B. "PACIFIC GARDEN MULCH" AS PROVIDED BY PACIFIC TOPSOILS, INC., OR APPROVED EQUAL, TYPICALLY MEETS THE AFOREMENTIONED REQUIREMENTS. OBTAIN AND SUBMIT TESTING TO CONFIRM LATEST MULCH SPEC CONTINUES TO MEET REQUIREMENTS PRIOR TO INSTALLATION.
1. ORGANIC MULCH FOR GROUND COVER BEDS AND TREE AND SHRUB SAUCERS AND/OR BEDS.
2. INSTALL TO A DEPTH OF 2 INCHES MIN.

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT
SUBMITTED BY:

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
DATE: 07/14/17
REVIEWED BY:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
DATE: 07/14/17

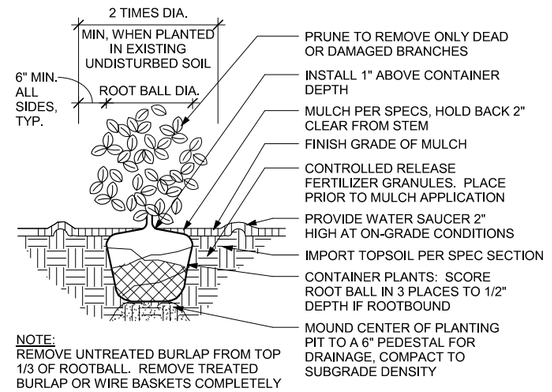
SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
PLANTING SCHEDULE / INDEX

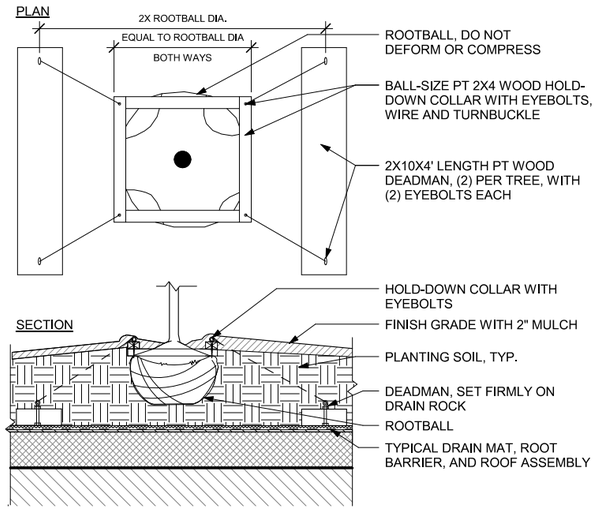
DRAWING NO.: B27-LPS101
FACILITY ID: B27
SHEET No: 44
REV: 0

7/13/2017 3:58:39 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt



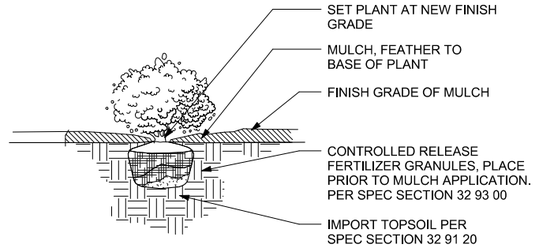
3 SHRUB PLANTING

3/4" = 1'-0"



5 TREE STAKING ON STRUCTURE

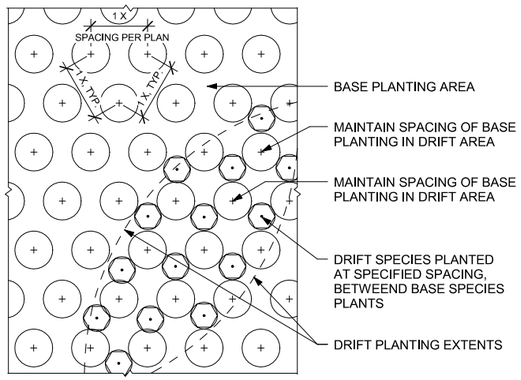
3/4" = 1'-0"



2 GROUNDCOVER PLANTING

3/4" = 1'-0"

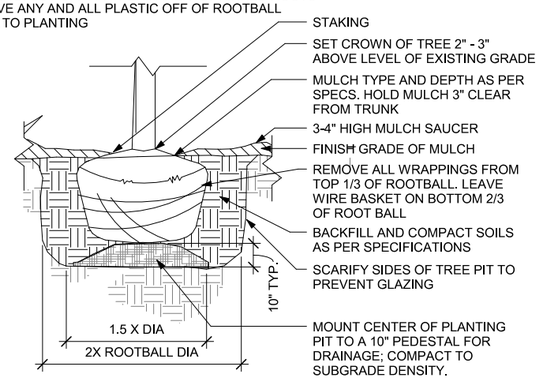
NOTE:
DRIFT PATTERN ALLOWS FOR OVER 100% COVERAGE IN PLANT COVERAGE ASSUMPTIONS DESCRIBED ON B27-LPS101



6 DRIFT PLANTING DIAGRAM

1/2" = 1'-0"

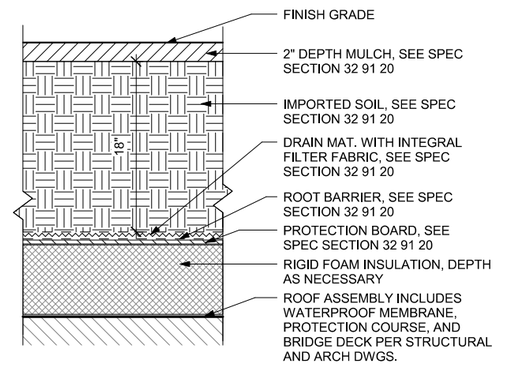
NOTES:
1. DIG PLANTING PITS DOWN AND OUTWARD SO THAT WATER WILL NOT COLLECT DIRECTLY BELOW ROOTBALL
2. SOAK PLANTING PIT PRIOR TO PLANTING
3. UNCOIL TWISTED OR CIRCULATING ROOTS PRIOR TO PLANTING. CUT OFF ANY PERMANENTLY KINKED ROOTS
4. REMOVE ANY AND ALL PLASTIC OFF OF ROOTBALL PRIOR TO PLANTING



4 TREE PLANTING

1 1/2" = 1'-0"

NOTE: 30" DEPTH FOR 8' DIAMETER AT TREE LOCATIONS.



1 SOIL PREPARATION - TYPICAL PLANTER

1 1/2" = 1'-0"

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

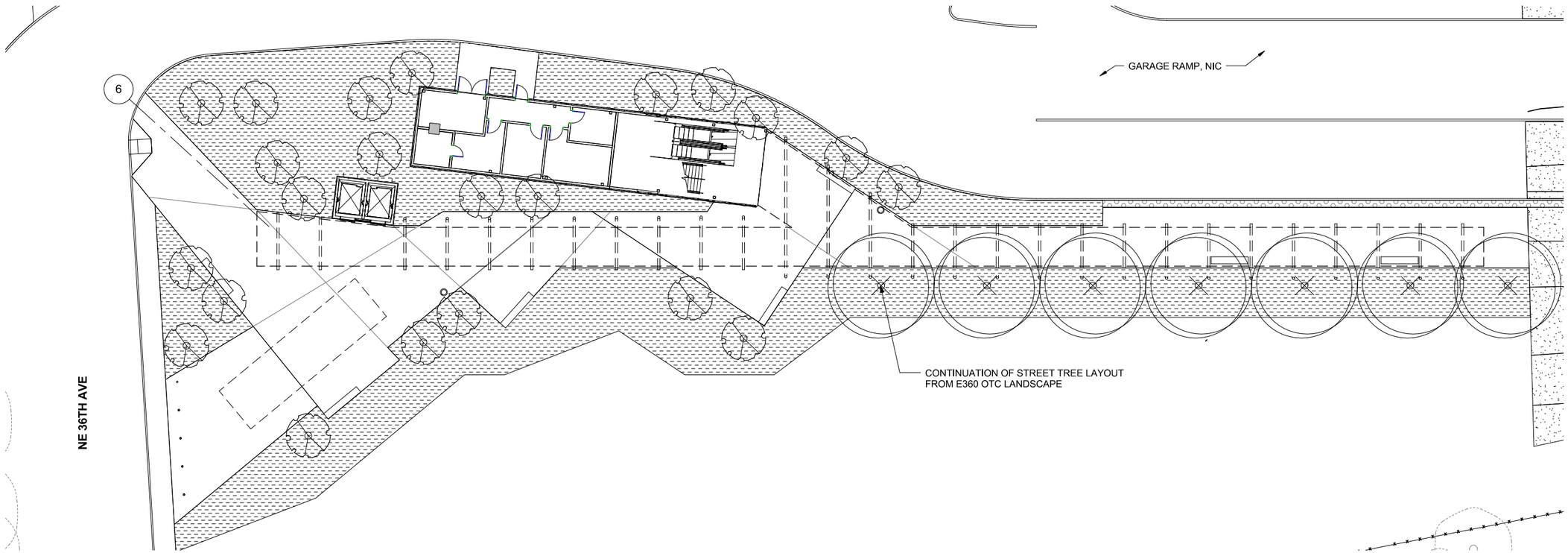
SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
LANDSCAPE DETAILS

DRAWING NO.: **B27-LPD101**
FACILITY ID: B27
SHEET No: 45
REV: 0

7/13/2017 3:57:44 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt



LANDSCAPE PLANTING PLAN ENLARGEMENT - PLAZA

SCALE: 1/16" = 1'-0"

1
B27-LPD102

No Landscape Planting plan provided for areas South of 36th, East of 156th or on the Microsoft West Campus

NOTES:

1. REFER TO HARDSCAPE AND SITE FURNISHING DRAWINGS: B27-LHD102 FOR HARDSCAPE PLANS AND NOTES. REFER TO B27-LHS101 FOR HARDSCAPE AND SITE FURNISHING SCHEDULE.
2. REFER TO B27-LPS101 FOR IRRIGATION NOTES.
3. SEE B27-AFP101-103 FOR PRELIMINARY PAVEMENT GRADING.
4. SEE SHEET B27-AZN002 FOR HARDSCAPE AND SITE FURNISHINGS DESCRIPTIONS
5. SEE ELECTRICAL DRAWINGS FOR BRIDGE LIGHTING.
6. SEE PLUMBING DRAWINGS FOR BRIDGE DRAINAGE SYSTEM.
7. REFER TO B27-LPS101 FOR PLANTING SCHEDULE AND PLANT AND IRRIGATION NOTES

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: J. WOLAND
DRAWN BY: R. MILLER
CHECKED BY: L. EPHREM
APPROVED BY: K. SNYDER

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:
DATE: 07/14/17
REVIEWED BY:
DATE: 07/14/17

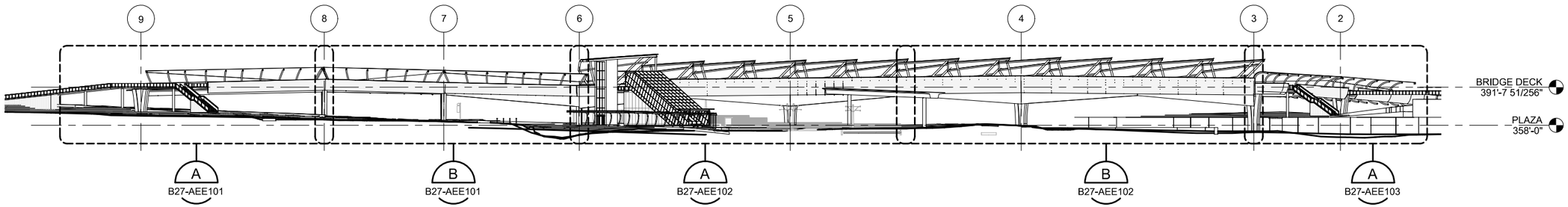
SCALE:
FILENAME: E360-PEDBridge-LA-R16
CONTRACT No.: RTA/CN 0122-16
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
LANDSCAPE
LANDSCAPE PLANTING PLAN - PLAZA

DRAWING NO.: **B27-LPD102**
FACILITY ID: B27
SHEET No: 46
REV: 0

7/13/2017 3:57:45 PM
C:\Temp\17007-E360-PEDBridge-LA-R16_rmiller@hewittseattle.com.rvt



50' 25' 0' 50' 100'

SCALE IN FEET

7/14/2017 10:24:32 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

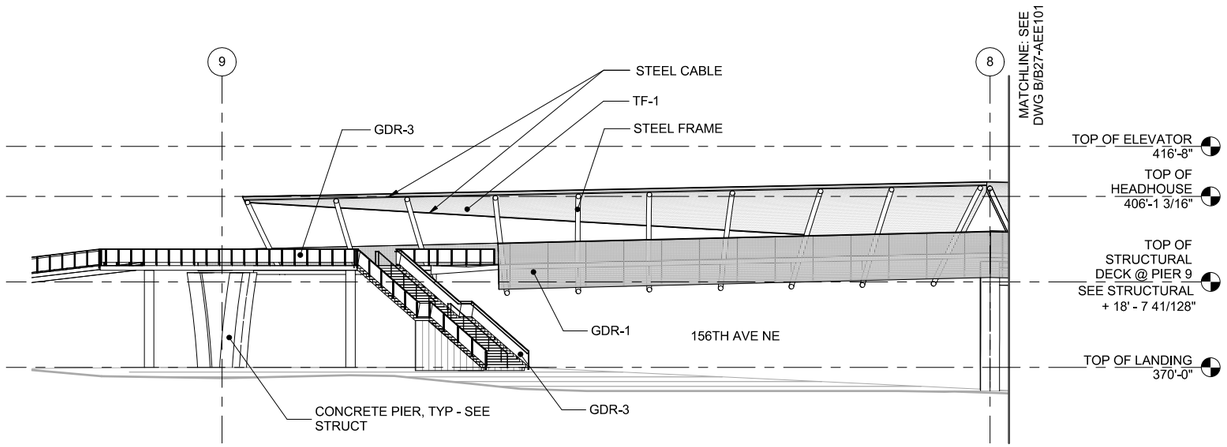
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1" = 50'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

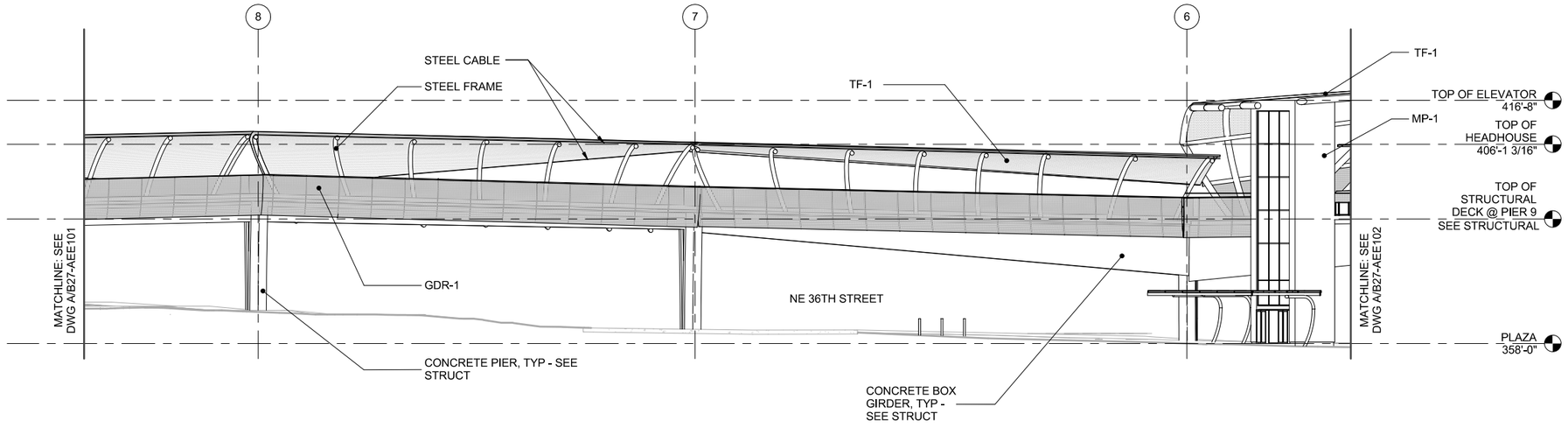
MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
NORTH KEYED ELEVATION

DRAWING NO.: **B27-AEE100**
FACILITY ID: B27
SHEET No: 92
REV: 0



ELEVATION — A

SCALE: 1/16" = 1'-0" — B27-AEE100



ELEVATION — B

SCALE: 1/16" = 1'-0" — B27-AEE100

16' 4' 0' 16' 32'

SCALE IN FEET

7/14/2017 10:24:35 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

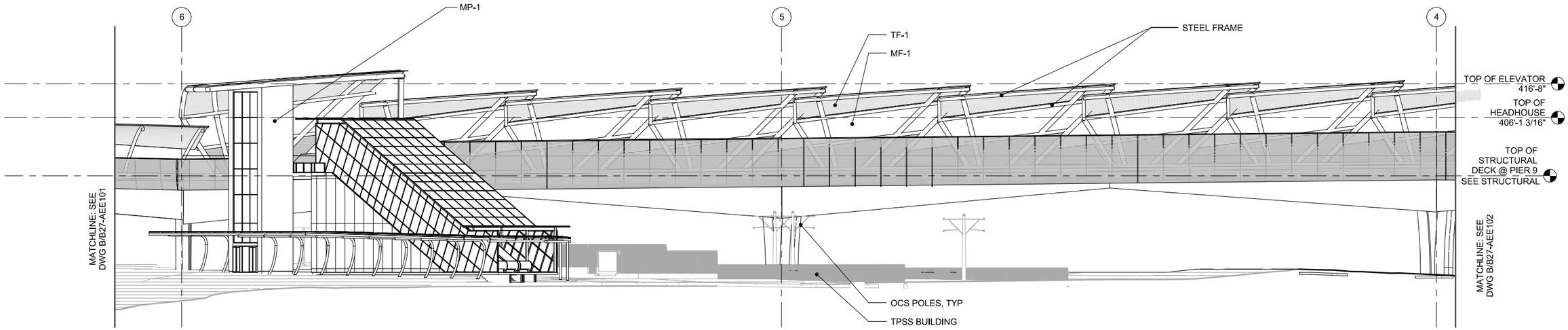
SUBMITTED BY: G. OWEN | DATE: 07/14/17 | REVIEWED BY: A. MENCKE | DATE: 07/14/17

SCALE: 1/16"=1'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

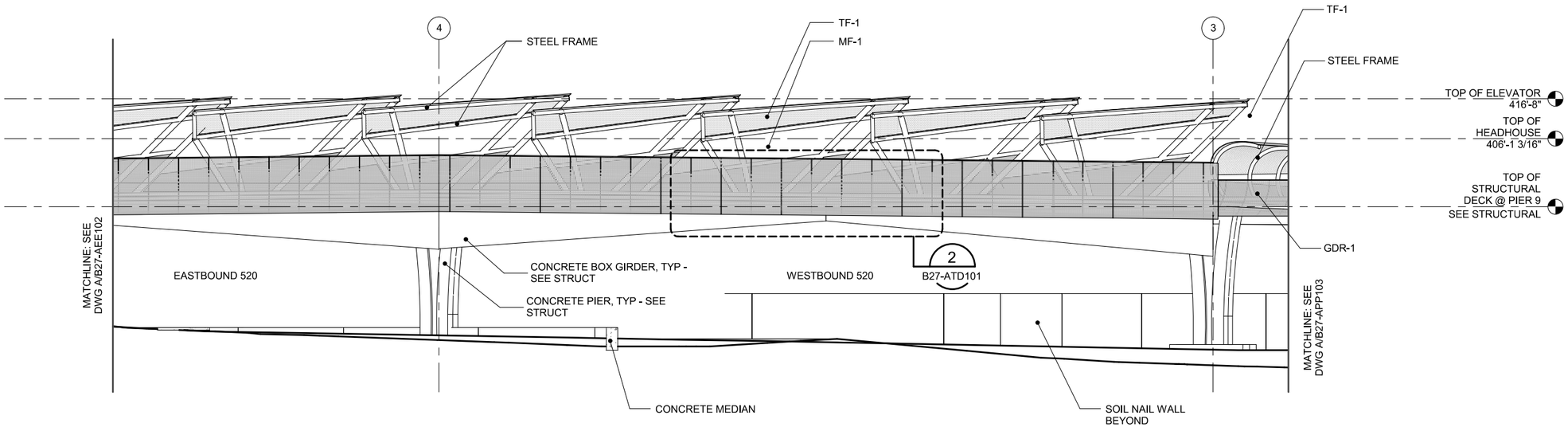
MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
ELEVATIONS

DRAWING NO.: **B27-AEE101**
FACILITY ID: B27
SHEET No: 93
REV: 0



ELEVATION — A — B27-AEE100

SCALE: 1/16" = 1'-0"



ELEVATION — B — B27-AEE100

SCALE: 1/16" = 1'-0"

16' 4' 0' 16' 32'

SCALE IN FEET

7/14/2017 10:24:43 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

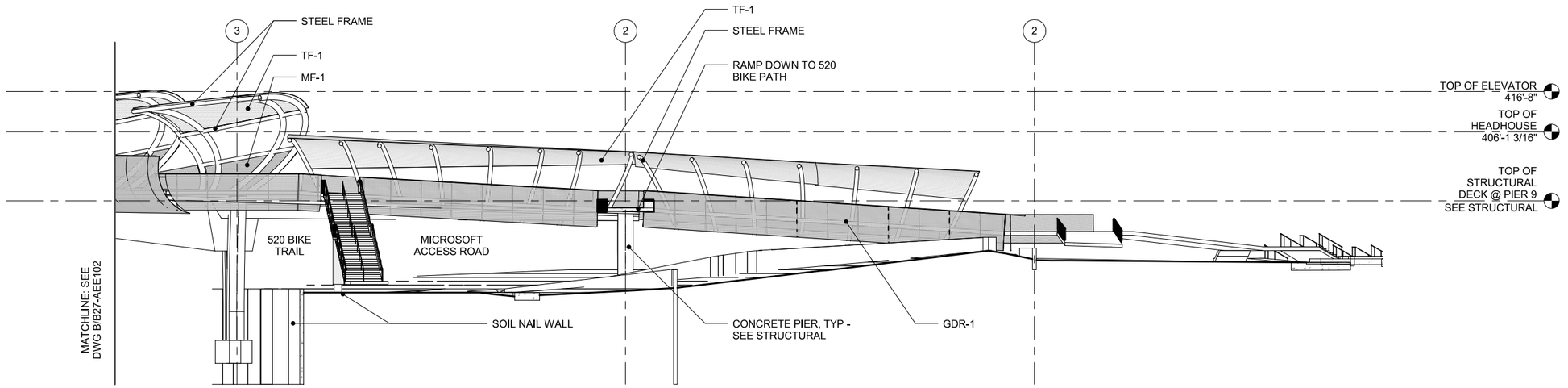
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1/16"=1'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

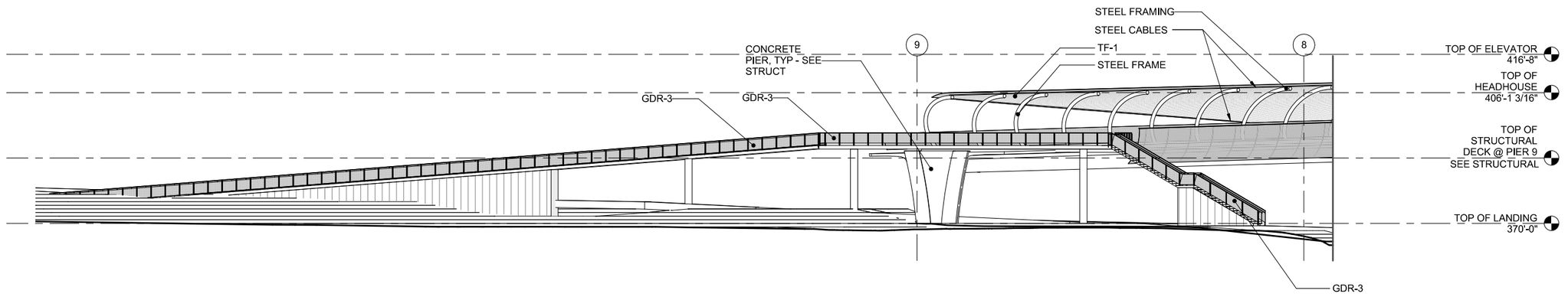
MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
ELEVATIONS

DRAWING NO.: B27-AEE102
FACILITY ID: B27
SHEET No: 94
REV: 0



ELEVATION
SCALE: 1/16" = 1'-0"

A
B27-AEE100



ELEVATION
SCALE: 1/16" = 1'-0"

B
B27-APP101

16' 4' 0' 16' 32'
SCALE IN FEET

7/14/2017 10:24:47 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

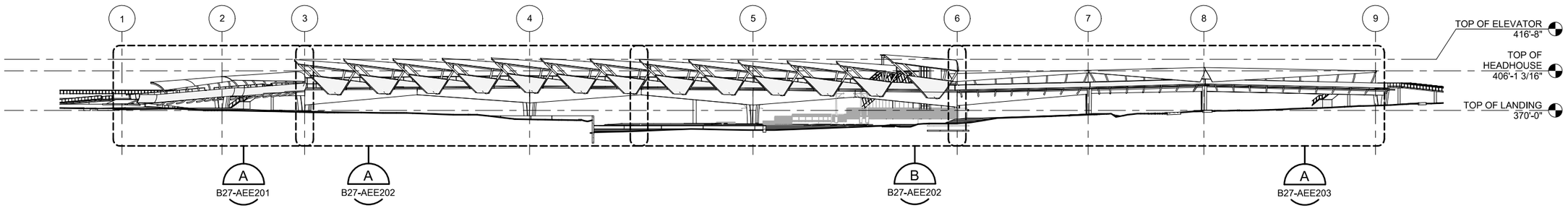
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1/16"=1'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
ELEVATIONS

DRAWING NO.: **B27-AEE103**
FACILITY ID: B27
SHEET No: 95
REV: 0



50' 25' 0' 50' 100'

SCALE IN FEET

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

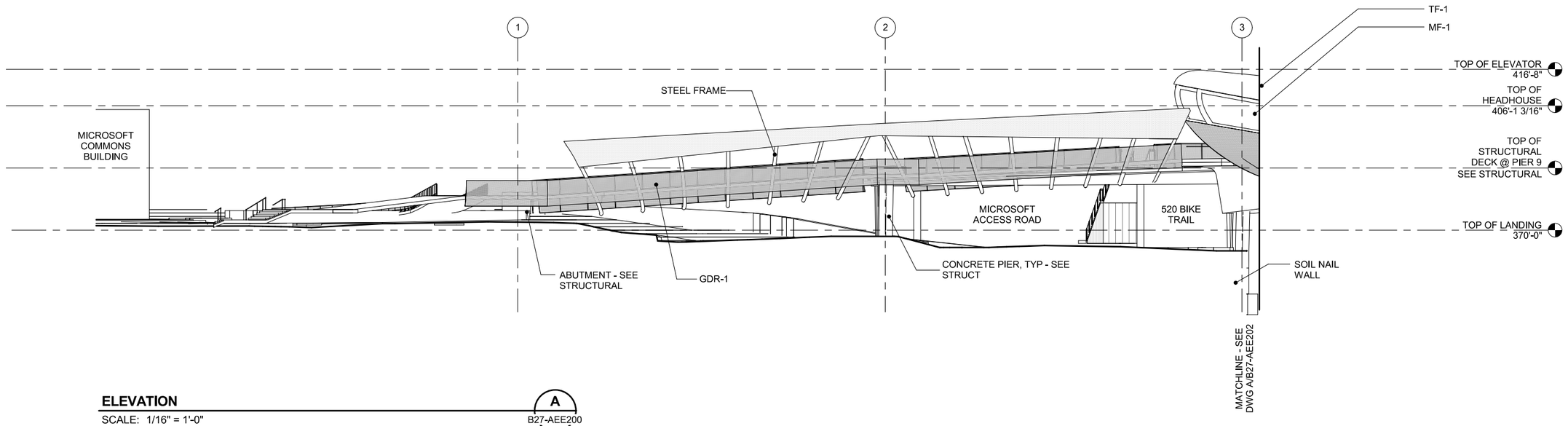
SCALE: 1" = 50'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
SOUTH KEYED ELEVATIONS

DRAWING NO.: **B27-AEE200**
FACILITY ID: B27
SHEET No: 96
REV: 0

7/14/2017 10:24:55 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt



ELEVATION A

SCALE: 1/16" = 1'-0" B27-AEE200

7/14/2017 10:24:57 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

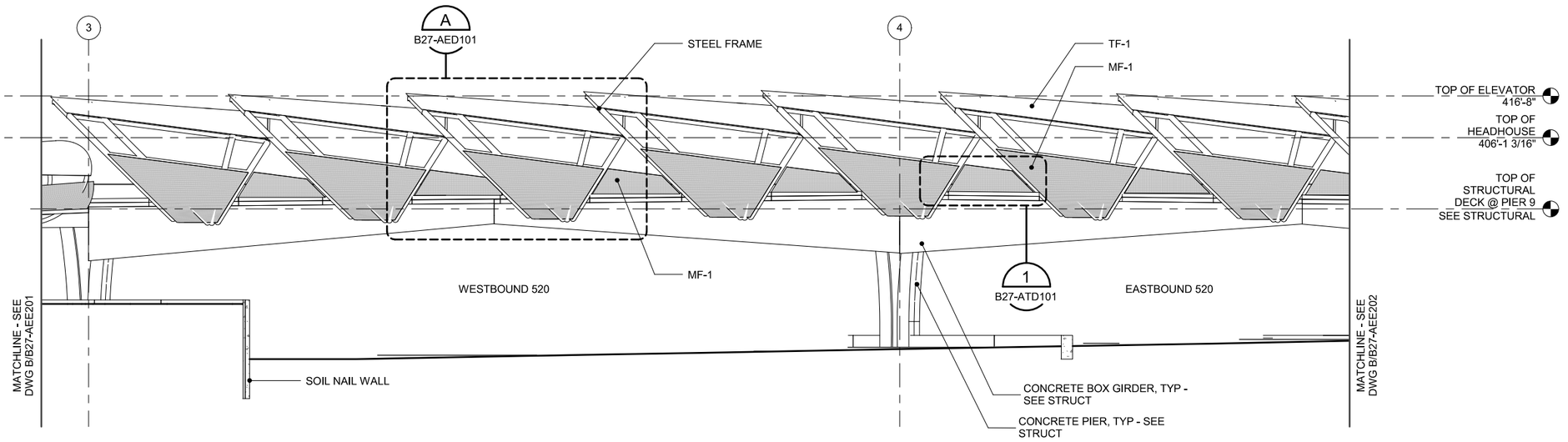
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1/16" = 1'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

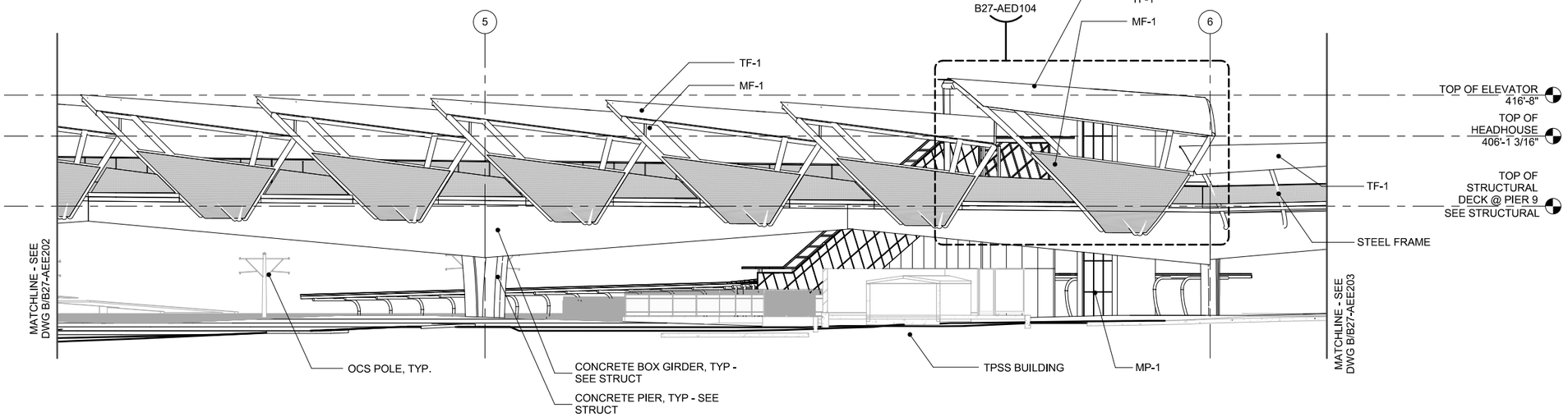
EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
ELEVATIONS

DRAWING NO.: **B27-AEE201**
FACILITY ID: B27
SHEET No: 97
REV: 0



ELEVATION — A B27-AEE200
SCALE: 1/16" = 1'-0"



ELEVATION — B B27-AEE200
SCALE: 1/16" = 1'-0"

7/14/2017 10:25:05 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT
KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS
LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

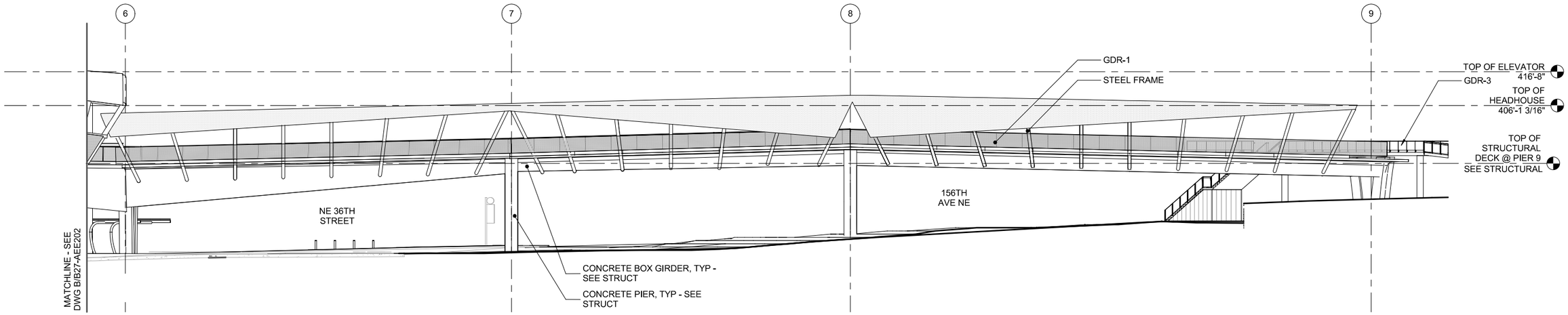
SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1/16" = 1'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
ELEVATIONS

DRAWING NO.: **B27-AEE202**
FACILITY ID: B27
SHEET No: 98
REV: 0



ELEVATION A

SCALE: 1/16" = 1'-0" B27-AEE200

16' 4' 0' 16' 32'

SCALE IN FEET

7/14/2017 10:25:09 AM
C:\Temp\17007-E360-PEDBridge-A-R16_mwind@hewittseattle.com.rvt

CONCEPT DESIGN PACKAGE

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: M. WIND
DRAWN BY: S. KEAR
CHECKED BY: L. EPHREM
APPROVED BY: P. SHEMA

HEWITT

KIEWIT-HOFFMAN
EAST LINK CONSTRUCTORS

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: G. OWEN
DATE: 07/14/17
REVIEWED BY: A. MENCKE
DATE: 07/14/17

SCALE: 1/16"=1'-0"
FILENAME: E360-B27-A.RVT
CONTRACT No.: RTA/CN 0122-13
SUBMITTAL DATE: 07/14/17

EAST LINK EXTENSION
CONTRACT E360
SR 520 TO OVERLAKE TRANSIT CENTER

MICROSOFT PEDESTRIAN BRIDGE
ARCHITECTURAL
ELEVATIONS

DRAWING NO.: **B27-AEE203**
FACILITY ID: B27
SHEET No.: 99
REV.: 0

Appendix B
Construction Phasing

Appendix B
Construction Phasing

The new pedestrian/bicycle bridge would be built in phases, with the sections over SR 520 being completed first, the connection to the Microsoft campus west of SR 520 second, and the connection to the Microsoft campus east of SR 520 last. The phasing described below assumes precast girders over SR 520 and cast-in-place box girder construction for the western bridge span over Microsoft and for the eastern bridge spans from the south side of NE 36th Street and over 156th Avenue NE. The precast construction over SR 520 would reduce the duration of closures and detours. The phasing described here is based on July 2017 Maintenance of Traffic plans and was used for determining potential traffic impacts.

Phases 1A and 1B: Construction would begin across SR 520 in Phase 1. A column in the median of SR 520 would require a temporary 500-foot-long barrier pocket installed in the median. Phase 1A would require nightly short-term closure and detours for re-striping of the SR 520 mainline. Within the construction zone on SR 520 (approximately 0.5 mile in length at the SR 520/NE 40th Street interchange), the mainline lanes would be narrowed from 12 to 11 feet and the shoulders on both sides of the road would be narrowed to 2 feet. In Phase 1B, the westbound collector-distributor (CD) lane at the SR 520/NE 40th Street interchange would be closed for construction of falsework support for the bridge. During the westbound CD lane closure, a temporary opening in the barrier that separates the westbound CD lane and mainline lane would be created to allow a merge condition for vehicles entering SR 520 westbound from the NE 51st Street on-ramp. Construction of the column between the eastbound off-ramp and the mainline is assumed to occur from a Sound Transit East Link staging area east of SR 520. During nighttime short-term closures of the SR 520 westbound mainline and CD lanes, a detour would be in place along NE 40th Street and 148th Avenue NE. During nighttime short-term closure of the SR 520 eastbound mainline lanes, a detour would be in place at the SR 520/NE 40th Street interchange eastbound off-ramp and on-ramp.

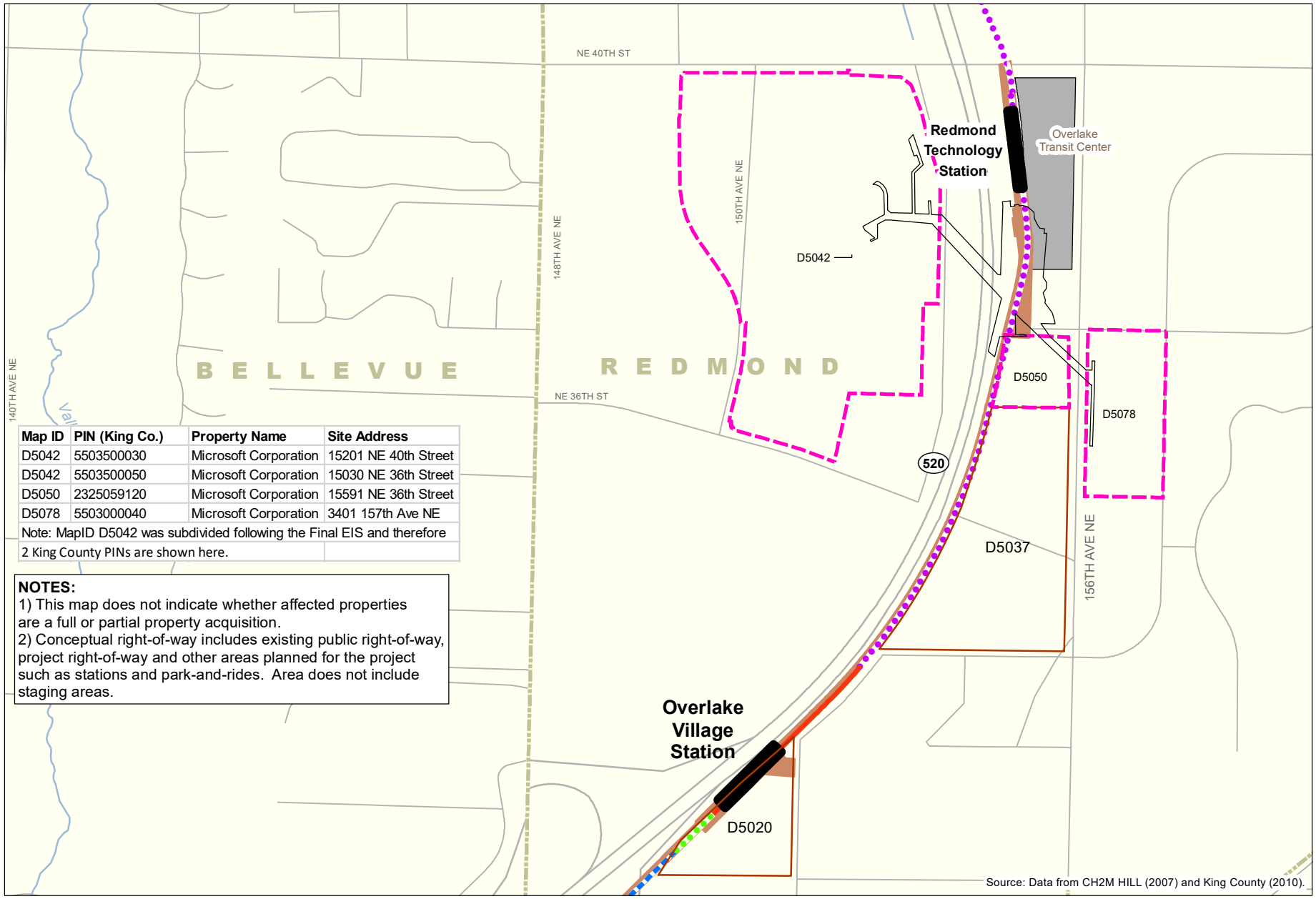
Phases 2A, 2B, 2C, and 2D: The bridge sections over the eastbound off-ramp and westbound on-ramp at SR 520/NE 40th Street interchange would be constructed in Phase 2, including the columns between these ramps and the mainline. Nightly short-term closures and detours of both ramps for erecting and removing falsework would be needed. Phase 2A involves nightly short-term closures of the westbound off-ramp, with two weekend closures for bridge column drilling operations. Turn lanes on NE 40th Street at the ramps would also be closed. Phase 2B involves closing the middle lane, high-occupancy vehicle (HOV) lane (outer lane), and right shoulder of the westbound NE 40th Street on-ramp for foundation construction. Two lanes would remain open on the westbound on-ramp during this phase. Phase 2C involves closing the westbound on-ramp HOV bypass lane and right shoulder for up to 6 months for building the column between the mainline and the westbound on-ramp in front of a soil nail wall. Phase 2D would require short-term night closures of the eastbound NE 40th Street off-ramp for erecting and removing falsework.

Phases 3A, 3B, and 3C: The bridge section over the Microsoft service road and SR 520 Multiuse Regional Trail on the west side of SR 520 would be constructed in Phase 3, including the two columns on Microsoft property west of SR 520. Full closure of the road and path would be required on several nights for erecting and removing falsework, with a full closure of up to 2 weeks for drilled shafts and drilling operations for the column west of the westbound on-ramp. The east lane of the service road and SR 520 Multiuse Regional Trail could be closed for up to 6 months for other work over these facilities. The service road west lane would remain open, and the ramp and loading dock for the adjacent Microsoft buildings would not be affected.

Phase 4: The bridge section over the NE 36th Street and Augusta Drive intersection on the east side of SR 520 would be constructed in Phase 4, including the three columns east of SR 520. Full closures of the intersection would be required, although a temporary bus loop there would remain accessible and operational for public transit and the Microsoft Connector bus. Augusta Drive would also be accessible from NE 31st Street. Full closures at night would also be required for erecting and removing falsework over NE 36th Street. Augusta Drive would be closed for up to 2 weeks during construction of columns to the south.

Phases 5A, 5B, 5C, and 5D: The bridge section over 156th Avenue NE would be constructed last. Various lane closures would be required on the north, south, and east legs of the NE 36th Street and 156th Avenue NE intersection. Full closures of the south leg on nights and/or weekends would be required for erecting and removing falsework over 156th Avenue NE. Closure of the southbound lanes on 156th Avenue NE would be required twice for up to 4 days for drilled shaft construction. A 200-foot narrowed roadway section on 156th Avenue NE would be required under the falsework. The existing lane configuration would be preserved and traffic would operate under the falsework. The sidewalk on the east side of 156th Avenue NE would be closed during construction of the connecting ramp, with alternative access provided via a temporary pedestrian path. Pedestrian access on one side of 156th Avenue NE would be maintained at all times.

Appendix C
Affected Parcels



Map ID	PIN (King Co.)	Property Name	Site Address
D5042	5503500030	Microsoft Corporation	15201 NE 40th Street
D5042	5503500050	Microsoft Corporation	15030 NE 36th Street
D5050	2325059120	Microsoft Corporation	15591 NE 36th Street
D5078	5503000040	Microsoft Corporation	3401 157th Ave NE
Note: MapID D5042 was subdivided following the Final EIS and therefore 2 King County PINs are shown here.			

NOTES:
1) This map does not indicate whether affected properties are a full or partial property acquisition.
2) Conceptual right-of-way includes existing public right-of-way, project right-of-way and other areas planned for the project such as stations and park-and-rides. Area does not include staging areas.

1119 Map ID & Affected Parcel Boundary
Conceptual Right-of-Way and Areas to be Acquired
Existing Park & Rides

At-Grade Route
Elevated Route
Retained-Cut Route
Retained-Fill Route

Station
Parcels Affected by Redmond Technology Center Station Pedestrian/Bridge
Proposed Pedestrian Bridge

N
0 0.125 Mile

Exhibit C-1. **Potentially Affected Parcels Redmond Technology Station Pedestrian/Bicycle Bridge**
East Link Extension

This page intentionally left blank.

Appendix D
Images of Overpasses within the Assessment Area

Appendix D
Images of Overpasses within the Assessment Area

Exhibit D-1. Northbound View from SR 520 of the 148th Avenue NE Overpass (Approximately 200 Feet Away)

Exhibit D-2. Northbound View from SR 520 of the NE 36th Street Overpass (Approximately 200 Feet Away)

Exhibit D-3. Northbound View from SR 520 of the NE 40th Street Overpass (Approximately 200 Feet Away)

Exhibit D-4. Northbound View from SR 520 of the NE 51st Street Overpass (Approximately 200 Feet Away)

Exhibit D-5. Northbound View from SR 520 of the NE 60th Overpass (Approximately 200 Feet Away)

Exhibit D-6. Southbound View from SR 520 of the NE 60th Overpass (Approximately 400 Feet Away)

Exhibit D-7. Southbound View from SR 520 of the NE 51st Street Overpass (Approximately 400 Feet Away)

Exhibit D-8. Southbound View from SR 520 of the NE 40th Street Overpass (Approximately 400 Feet Away)

Exhibit D-9. Southbound View from SR 520 of the NE 36th Street Overpass (Approximately 400 Feet Away)

Exhibit D-10. Southbound View from SR 520 of the 148th Avenue NE Overpass (Approximately 400 Feet Away)

Appendix E
Archaeological Probability Map

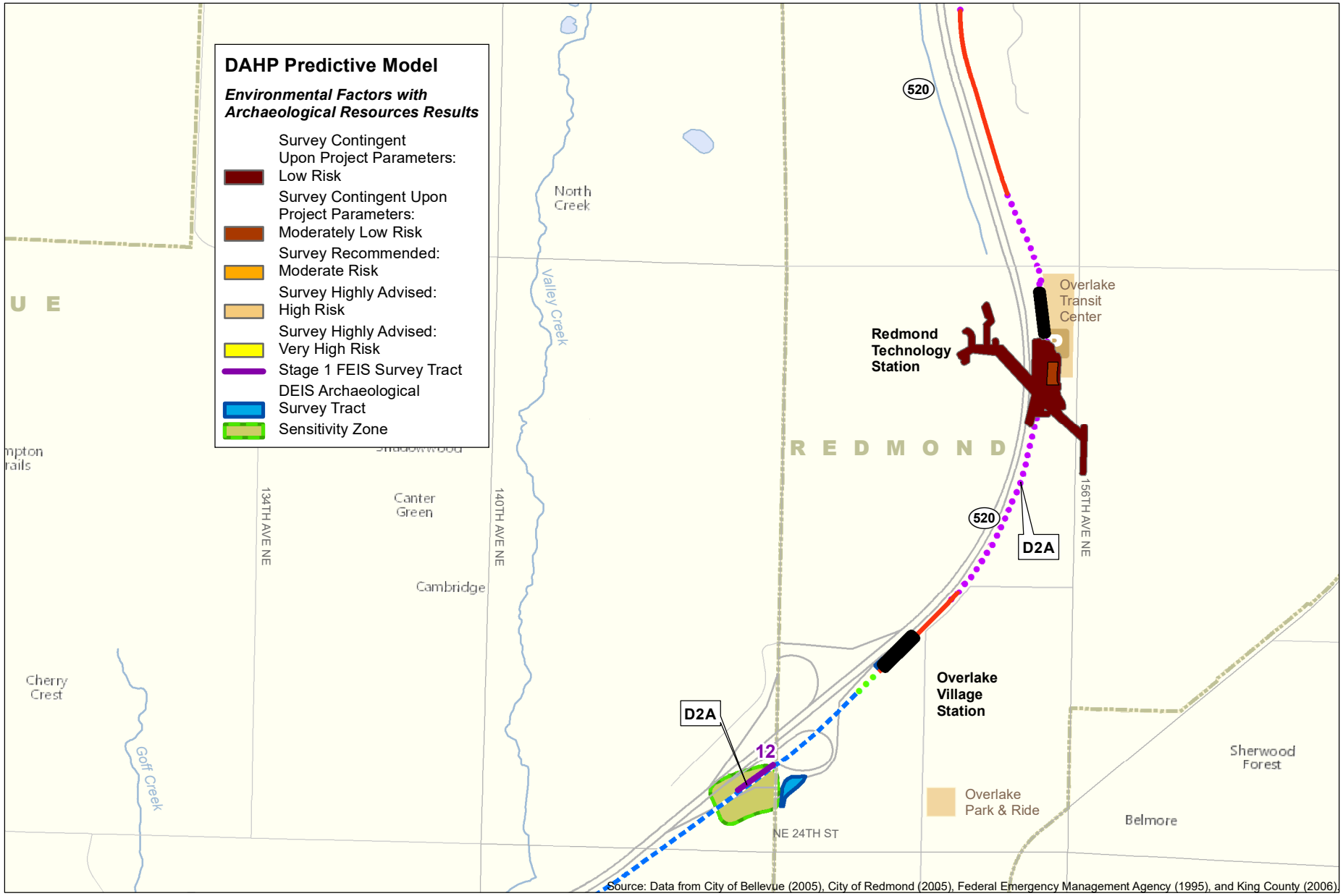


Exhibit E-1 **Archaeological Resources Potential, Redmond Technology Station Pedestrian/Bicycle Bridge**
East Link Extension

This page intentionally left blank.