CONTRACT NO. RTA / LR 0177-09

NORTH LINK LIGHT RAIL PROJECT

CONTRACT N140

BROOKLYN STATION FINISHES

CONTRACT DRAWINGS

60% SUBMITTAL

BOOK 1 OF 2

APRIL 27, 2012
NORTH LINK LIGHT RAIL

CONTRACT NO. RTA / LR 0177-09

CONTRACT N140

BROOKLYN STATION FINISHES

60% SUBMITTAL

APRIL 27, 2012

PROJECT LOCATION MAP

Approved:

Civil Engineering Manager

Date:

The preparation of this document has been funded in part through a grant from the U.S. Department of Transportation Federal Transit Administration under the Urbanized Transportation Act of 1994, as amended, and paid by the Central Puget Sound Regional Transit Authority District of Washington and the State of Washington.
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City of Seattle

Sound Transit

LINC CONTRACT N140
BROOKLYN STATION FINISHES

INDEX OF DRAWINGS

1 OF 4

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**Brooklyn Station Finishes**

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**City of Seattle**

**Sound Transit**

**Link Contract No. 140**

**Brooklyn Station Finishes**

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<tr>
<td>Catch Basin</td>
<td>SETTLE</td>
<td>Electrical Overhead</td>
<td>ST-58</td>
<td>Electrical Overhead</td>
<td>ST-58</td>
<td>Pipe storm drain</td>
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<tr>
<td>Check Dam</td>
<td>GRADE BREAK</td>
<td>Electrical Overhead</td>
<td>ST-58</td>
<td>Electrical Overhead</td>
<td>ST-58</td>
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<tr>
<td>Curb Ramp</td>
<td>GUARD RAIL</td>
<td>Electrical Overhead</td>
<td>ST-58</td>
<td>Electrical Overhead</td>
<td>ST-58</td>
<td>Pipe storm drain</td>
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<td>Detachable Warning</td>
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<table>
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<tr>
<th>HATCH PATTERNS</th>
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<tr>
<td>CONCRETE</td>
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<tr>
<td>SITE GRAVEL</td>
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<tr>
<td>AGGREGATE BASE COURSE</td>
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<tr>
<td>STRUCTURAL BACKFILL</td>
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<td>EXISTING STRUCTURE TO BE REMOVED</td>
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<tr>
<td>REMOVE CEMENT CONCRETE PAVEMENT</td>
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<td>REMOVE ASPHALT CONCRETE PAVEMENT</td>
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<td>FEE TAKES</td>
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<tr>
<td>PERMANENT EASEMENT</td>
</tr>
<tr>
<td>TEMPORARY CONSTRUCTION EASEMENT STEPS OVER WORK AREA</td>
</tr>
<tr>
<td>SAFE PAD ROADWAY AREA</td>
</tr>
</tbody>
</table>
NOTES:
1. FOR HORIZONTAL AND VERTICAL CONTROL, MONUMENTS AND
   CONTROL POINTS, SEE DRAWING 2011-0011.
CONSTRUCTION NOTES:
1. INSTALL STORM BELT, CONNECT TO EXISTING STORM MAIN.

NOTES:
1. TRANSITION FROM EXISTING CURB HEIGHT AT MANHOLE LOCATION TO TEMPORARY "NO CUT" CURB HEIGHT BY INCREASING TOP OF CURB ELEVATION.
2. FOR HORIZONTAL AND VERTICAL CONTROL, SEE DRAWING DESIGN.
3. FOR CURB ALIGNMENT PLAN SEE DRAWING DWG-901.
4. GRAVING SHALL BE STAGED BY OCTOBER 31, NO EXCAVATION OR PLACEMENT SHALL BE PERFORMED BETWEEN OCTOBER 31 AND APRIL 1ST WITHOUT WRITTEN APPROVAL FROM THE CITY GEOTECHNICAL ENGINEERING GROUP.

NOTES CONT'D:
5. SEE COMPLETE UTILITY DRAWINGS FOR OTHER UTILITY WORK NOT RELATED TO CURB,WHEEL ROLLER, STORM BELT OR UTILITY.
6. SEE DRAWING DWG-905 FOR PROFILE OF NEW STORM BELT.

LINK CONTRACT N140
BROOKLYN STATION FINISHES
GRAINING AND DRAINAGE
PLAN 1 OF 3
8" WATER PROFILE
BROOKLYN AVE NE

SCALE: 1"=50' H/V
STA R03 14+50.20 TO STA R03 14+65.25

NOTES:
1. MAINTAIN AT LEAST 3' SEPARATION BETWEEN ELECTRICAL DUCT BANK AND PROPOSED WATER LINE.
1. SEE EXHIBIT FOR STREET LIGHTING GENERAL NOTES AND SCHEDULE.

CONSTRUCTION NOTES:

1. INSTALL 70W STREET LIGHT FOUNDATION POLE, BRACKET ARM, AND RETURN, REFERENCE EXHIBIT STANDARD PLANS NO. 74986890, S/1, NO STREET LIGHT SCHEDULE.

2. EXISTING 70W STREET LIGHT TO REMAIN.
1. See NE-33 for street lighting general notes and schedule.

Construction Notes:

1. Install COS street light foundation pole, bracket arm, and fixture. Reference COS standard plans and MOC rail, rail civil, SY STREET, LIT SCHEDULE.
2. Existing COS street light to remain.
3. Existing COS street light removed per previous contract.
STREET LIGHTING GENERAL NOTES:

1. SEE NEC/2007 AND NEC/2007a FOR SYMBOLS AND ABBREVIATIONS,
2. STREET LIGHTING WORK SHALL BE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARDS INCLUDING THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS FOR ROAD, STREET, AND MUNICIPAL CONSTRUCTION AND SEATTLE CITY LIGHT CONSTRUCTION STANDARDS,
3. CONSTRUCTION METHODS, MATERIAL, STANDARDS AND SUB Contractor,
4. THE STREET LIGHTING PLAN ARE DRAWN TO SCALE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD MEASUREMENT AND FINAL LOCATION OF ALL ELECTRICAL EQUIPMENT. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS, COORDINATE WITH THE CITY OF SEATTLE, OTHER CONSTRUCTION PROJECTS, AND SHALL PROVIDE A COMPLETE AND OPERABLE STREET LIGHTING SYSTEM. CONTACT THE ENGINEER FOR ANY CONFLICTS THAT ARISE AS PART OF CONSTRUCTION AND ALLOW MINIMUM 10 CALENDAR DAYS FOR RESOLUTION.
5. STREET LIGHTING PLANS MAY NOT SHOW ALL EXISTING OR PROPOSED UNDERGROUND AND OVERHEAD UTILITY, SEE THE CONSTRUCTION PLAN FOR COMPLETE INFORMATION. THE INSTALLATION OF THE STREET LIGHTING EQUIPMENT WITHIN THE EXISTING TARGET POINTS IS SUBJECT TO ALL CODES AND LOCAL REQUIREMENTS.
6. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A COMPLETE STREET LIGHTING SUBMISSIONS PACKAGING BUT NOT LIMITED TO POLES, ANCHOR BOLTS, BRACKETS, ARMS, FIXTURES, LAMPS, WIRING, CONDUIT, CONDUCTORS, FUSES, AND FITTINGS.
7. ALL ELECTRICAL EQUIPMENT SHALL BE EFFECTIVELY GROUNDED IN ACCORDANCE WITH THE NAJA & NATIONAL ELECTRICAL CODE,
8. COORDINATE WITH SEATTLE CITY LIGHT FOR ALL SERVICE CONNECTIONS AND DISCONNECTIONS. CONTACT SEATTLE CITY LIGHT 10 CALENDAR DAYS IN ADVANCE OF THESE ACTIVITIES,
9. ALL STREET LIGHT POLES SHALL BE PLACED A MAXIMUM OF 4FT BEYOND THE CURB TO THE CURB OF THE POLE,
10. COORDINATE WITH SEATTLE LIGHT FOR THE INSTALLATION OF ANY EXISTING STREET LIGHTS. THE CONTRACTOR IS REQUIRED TO MAINTAIN THE EXISTING STREET LIGHTING SYSTEMS ALONG OPERATIONS THROUGHOUT THE PROJECT. PROVIDE TEMPORARY STREET LIGHTING SYSTEMS FOR ROADWAYS WHERE THE EXISTING STREET LIGHTS ARE REMOVED.
11. UPON COMPLETION OF THE WORK, SUBMIT AS BUILT STREET LIGHTING PLANS FOR APPROVAL. AS A MINIMUM, THE AS BUILT PLANS SHALL SHOW ALL LUMINARIES LOCATIONS, CONDUITS, WIRING, WIRING AND ELECTRICAL SERVICE LOCATION,

<table>
<thead>
<tr>
<th>LUMINARE NUMBER</th>
<th>STATION</th>
<th>OFFSET</th>
<th>POLE</th>
<th>POLE LENGTH</th>
<th>ARM LENGTH</th>
<th>LIGHT SOURCE</th>
<th>WATTS USED</th>
<th>HIS DISTRIBUTION</th>
<th>MOUNTING HEIGHT</th>
<th>NOTES</th>
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<td>HPS</td>
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<td>WC2</td>
<td>12</td>
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</table>
BROOKLYN STATION CONSTRUCTION LIMITS

REMOVAL NOTES:
A.  MOTORCYCLE PARKING ON WEST SIDE OF BROOKLYN AVE NE SHALL BE ELIMINATED TO FACILITATE TRUCK MOVEMENTS, COORDINATE WITH CITY OF SEATTLE FOR SCAFFOLDING.
B.  EIGHT FOOT BARRIER ON SOUTH SIDE OF 5TH AVE NE NEEDED TO ELIMINATE TRAFFIC FROM BART LAKE. COORDINATE WITH CITY OF SEATTLE FOR BUILDING ASSOCIATIONAL.
C.  TRAFFIC CIRCLE SHALL BE ELIMINATED TO FACILITATE TRUCK MOVEMENTS, COORDINATE ON TRUCK ROUTE USAGE.

NOTES:
1.  MAINTAIN BUS, PEDESTRIAN, CYCLE, AND LOCAL ACCESS AT ALL TIMES OUTSIDE OF CONSTRUCTION HOURS.
2.  ALL TRUCK ROUTES TO BE REVIEWED AND APPROVED BY CITY OF SEATTLE AND WSDOT.
3.  COORDINATE TRAFFIC CONTROL, HAZ. ROUTER AND NECESSARY PLACEMENT WITH CITY OF SEATTLE AND WSDOT FOR ENVIRONMENTAL LOADS.

City of Seattle

LINK CONTRACT N140
BROOKLYN STATION FINISHES
CONSTRUCTION TRUCK HAUL ROUTE

Parsons Brinckerhoff
6065 Eastlawn Dr NE, Suite 400
Seattle, WA 98105

Lamb, Jr. and Associates, Inc.
11. RETAINING STRUCTURES:

A. DESIGN FORMULA

DESIGN FORMULA

1. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

2. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

3. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

4. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

5. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

6. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

7. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

8. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

9. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

10. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

11. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

12. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

13. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

14. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

15. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

16. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

17. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

18. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

19. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

20. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

21. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

22. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

23. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

24. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

25. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

26. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

27. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

28. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

29. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

30. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

31. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor

32. Design Load:

\[ F = \frac{W}{1 + \frac{S}{L}} \]

where:

- \( F \) = factor
- \( W \) = weight
- \( S \) = safety factor
- \( L \) = load factor
NOTE:
1. Dimensions are approximate.
2. Pressures are approximate.
3. Surcharge loading corresponds to a 60 psi vertical surcharge force acting from the base of the wall. If the applied surcharge, \( q_s \), is significantly different than the 60 psi, apply the appropriate surcharge pressure distribution as per Figure 5. Surcharge from adjacent structures is shown in Figure 7 to 9.
4. Maximum pressures are allowable values that permit a factor of safety.
5. Passive pressures act over 3 pile diameters on the pile spacing. When piled less, apparent pressures act over the pile spacing.
6. Determine pile penetration based upon cemented end-bearing for load-sharing analysis.
7. Use 60 percent of the computed pile moment for soldier pile design.
8. Use 15 percent of the earth pressure for lagging design.
10. Lower groundwater to 0 psi below bottom of excavation and maintain for duration of excavation.

LEGEND:
- Depth of excavation
- Depth of first row of trenches
- Depth from bottom of excavation to lowest edge of trenches
- Embedded depth of soldier pile
- Groundwater level during construction

City of Seattle

Temporary Excavation Support
Earth Pressure Diagrams

Link Contract N149
Brooklyn Station Finishes

Sound Transit

November 2021

505 Elliott Way
Seattle, WA 98124

(206) 903-8000

www.soundtransit.org

City of Seattle

Temporary Excavation Support
Earth Pressure Diagrams

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www.soundtransit.org
(A) SURCHARGE POINT LOAD
\[ \Delta \sigma_1 = \frac{P}{A} \left( 1 - \frac{\mu (H/z_0)}{\mu + 1} \right) \]
\( \mu = \) POISSON'S RATIO

(B) SURCHARGE LOAD (LAD) OF INFINITE LENGTH PARALLEL TO WALL
\[ \Delta \sigma_1 = \frac{P L}{2 \pi} \frac{e^{2}}{z_0^2} \]

(C) SURCHARGE LOAD (LAD) OF INFINITE LENGTH AND PERPENDICULAR TO WALL
\[ \Delta \sigma_1 = \frac{P}{2 \pi} \left( 1 - \frac{1}{\mu + 1} \left( x^2 + y^2 \right)^{1/2} \right) \]

(D) SURCHARGE STRIP LOAD UNIFORM AND PARALLEL TO WALL
\[ \Delta \sigma_1 = \frac{P a}{2 \pi} \left( 1 - \frac{1}{\mu + 1} \left( x^2 + y^2 \right)^{1/2} \right) \]

(E) LARGE AREA SURCHARGE LOADING
\[ \Delta \sigma_1 = \frac{P a}{2 \pi} \left( 1 - \frac{1}{\mu + 1} \left( x^2 + y^2 \right)^{1/2} \right) \]

\( a \) = INERTIA AREA
STAGE 1
1. PLACE WATERPROOFING TO BASE SLAB AND WALLS.
2. PLACE INVERT SLAB.
3. DETENSION ROW C TIEBACKS.

STAGE 2
1. PLACE STATION WALLS TO BASEMENT LEVEL 1.
2. LEAVE ACCESS WINDOWS FOR ROW C TIEBACKS.
3. DETENSION ROW C TIEBACKS.

STAGE 3
1. PLACE STATION WALLS TO BASEMENT LEVEL 2.
2. PLACE BASEMENT LEVEL 2 SLAB AND SADDLEBAG INVERT SLAB.
3. DETENSION ROW C TIEBACKS.

STAGE 4
1. PLACE STATION WALLS TO UK LEVEL.
2. LEAVE ACCESS WINDOWS FOR ROW C TIEBACKS.
3. DETENSION ROW C TIEBACKS.

STAGE 5
1. REMOVE CROSS LOT BRACING & INVERT TIEBACK ACCESS WINDOWS.
2. WATERPROOF BROOKLYN STATION ROOF, BACKFILL, AND REINSTALL CRADLE.
STAGE 1
1. INFLICT SWEEP, PLACE WATERPROOFING TO BASE SLAB AND WALLS.
2. PLACE INSERT SLAB.

STAGE 2
1. PLACE WALLS UP TO WATER LEVEL, AND BACK OF HOUSE SLABS, INCLUDING STATION 80 FT ABOVE BASEMENT LEVELS. LEAVE ACCESS WINDOWS FOR ROW C AND D TRIMBANKS.
2. DE-TENSION ROW B, C AND D TRIMBANKS.

STAGE 3
1. PLACE SAWNT AND WEST WALLS, COLUMNS, STRUTS AND REMAINDER OF I.D. SLABS AND INFILL TRIMBANK ACCESS WINDOWS.
2. DE-TENSION ROW B, C AND D TRIMBANKS.

STAGE 4
1. WATERPROOF BROOKLYN STATION ROOF, BACKFILL AND RE-INFILTRATE GRANDE.
STAGE 1
1. Place waterproofing to invert slab and walls.
2. Place invert slab.
3. Extension row C tiebacks.

STAGE 2
1. Place station walls & columns to strut level, leave access windows for row E & F tiebacks.
2. Place struts and walls.

STAGE 3
1. Place station walls & columns to lid level, leave access windows for row B & D tiebacks.
2. Place station lid.

STAGE 4
1. Remove crosslot bracing.
2. Infill tieback access windows.

STAGE 5
1. Waterproof Brooklyn station roof, backfill and reestablish grading.
STAGE 1
1. PLACE WATERPROOFING TO BASE SLAB AND WALLS.
2. PLACE INVERT SLAB.
3. DETENTION ROW C TIEBACKS.

STAGE 2
1. PLACE STATION WALLS AND COLUMNS TO BASEMENT LEVEL 2.
2. PLACE BASEMENT LEVEL 2 SLAB.
3. DETENTION ROW E & F TIEBACKS.

STAGE 3
1. PLACE STATION WALLS TO BASEMENT LEVEL 2
2. PLACE BASEMENT LEVEL 2 SLAB AND BASEMENT INVERT SLAB.
3. DETENTION ROW G TIEBACKS.

STAGE 4
1. PLACE STATION WALLS TO BASEMENT LEVEL 1.
2. PLACE BASEMENT LEVEL 1 SLAB.
3. DETENTION ROW C TIEBACKS.

STAGE 5
1. PLACE STATION WALLS TO LO LEVEL.
2. PLACE STATION LID.
3. REMOVE CROSS LOT BRACING.

STAGE 6
1. INSTALL TIEBACK ACCESS WINDOWS.
2. WATERPROOF STATION ROOF, BASCULI AND REMATE AVE.
3. DETENTION ROW B & C TIEBACKS.
STAGE 1:
1. Place waterproofing to base slab and walls.
2. Place invert slab.

STAGE 2:
1. Place walls up to water level and back of house slab, including station up above basement level.
2. Leave access windows for row B, C, and D tiebacks.

STAGE 3:
1. Place east and west walls, columns, struts, and remainder of lid slab and in-fill tieback access windows.

STAGE 4:
1. De-tension row A tiebacks.
2. Waterproof Brooklyn station roof, backfill, and reinstate grade.

STAGE 1:
1. Place waterproofing to base slab and walls.
2. Place saddlebag invert slab.
3. De-tension row D tiebacks.

STAGE 2:
1. Place station walls, leave access windows row B, C tiebacks.
2. Place station lid.

STAGE 3:
1. De-tension row A tiebacks.
2. Waterproof Brooklyn station roof, backfill, and reinstate grade.
## Basement and Mezzanine Level Beam Reinforcement Schedule

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**NOTES:**
1. First stirrup is located a minimum of 2" from face of support.
2. Slab & beam shall be poured monolithically.
3. Reinforcement shall be provided when "Y" exceeds 1-1/2".
4. Top bars may be spliced per Figure 3-5.
5. For Class 5 lap splices see DWG. NZ-05110.
LID SLAB AT INTERIOR COLUMNS

SCALE 1/8" = 1'-0"

SEE COLUMN SCHEDULES FOR COLUMN REINFORCING.

INTERIOR COLS

SEE PLAIN FOR SLAB REINFORCING.
NOTES:

1. PROVIDE IB ACCESS HOLE IN TOP OF DE-TENSIONING WINDOW.
2. HOLE SHOULD BE LOCATED AT 6" O.C. AT PERIMETER, AND 2" O.C. AT CENTER.
3. DRILL HOLE IN WINDOW AND SPACING OF HOLE MUST BE WITHIN 1" ALLOWED CLEARANCEمعدله نتایج زمانی.
4. PIPE MATERIALS SHALL BE CONFORM TO ASTM A535, GRADE 2 OR MIL-S-9030.

ELEVATION OF REBAR AT DE-TENSIONING WINDOW

SECTION AT DE-TENSIONING WINDOW

SOLDIER PILE

FILL, TIEBACK POCKET, APERFEK-POID CONCRETE AND INSTALLING REBAR.

CENTRE LINE STRING

TYPICAL REBAR COLUMNS AT REBAR TERMINATION

TIEBACK DE-TENSIONING WINDOW

2" TIEBACK

INSIDE REBAR CURTAIN AT TIEBACK WINDOW

1/2" TIEBACK DE-TENSIONING WINDOW, FULL IN 2000 PSI CONCRETE

TIEBACK DE-TENSIONING WINDOW

TIEBACK COLUMNS IN WINDOW.

INSIDE REBAR CURTAIN AT TIEBACK WINDOW

2" TIEBACK

SOLDIER PILE

TYPICAL REBAR COLUMNS AT REBAR TERMINATION

TIEBACK DE-TENSIONING WINDOW

2" TIEBACK

INSIDE REBAR CURTAIN AT TIEBACK WINDOW

1/2" TIEBACK DE-TENSIONING WINDOW, FULL IN 2000 PSI CONCRETE

BARS, SPACED IN WINDOW, ALLOW 5" MINIMUM CLEARANCE FROM FACE OF CONCRETE

TYPICAL REBAR COLUMNS AT REBAR TERMINATION

TIEBACK DE-TENSIONING WINDOW

2" TIEBACK

INSIDE REBAR CURTAIN AT TIEBACK WINDOW

1/2" TIEBACK DE-TENSIONING WINDOW, FULL IN 2000 PSI CONCRETE

BARS, SPACED IN WINDOW, ALLOW 5" MINIMUM CLEARANCE FROM FACE OF CONCRETE

TIEBACK DE-TENSIONING WINDOW

1/2" TIEBACK DE-TENSIONING WINDOW, FULL IN 2000 PSI CONCRETE
ENLARGED SECTION - ESCALATOR 1 & 2

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

VARY'S BY MANUFACTURER

INTERMEDIATE SUPPORT

10'-8" TIE

5'-2" TIE

5'-0" TIE

10'-6" TIE

City of Seattle

LINK CONTRACT N140
BROOKLYN STATION FINISHES

ENLARGED PLANS AND SECTIONS
ESCALATORS 1 & 2

05/03/12 04/27/12 04/27/12 04/27/12

LUND 9062413

NDT-AD501
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**SECURITY GROUPS**
- A: PREMIUM CARD READER (CR), ELECTRIC DOOR LOCK (DL)
- RC: REQUEST TO EXIT (RTS), AND MAGNETIC CONTACT SWITCH (MCS)
- MC: MAGNETIC CONTACT SWITCH (MCS)
- N: SECURITY ITEM REQUIRED

**FRAME TYPES**
- TYPE A
- TYPE B
- TYPE C
- TYPE D
- TYPE E
- TYPE F - ON COILING DOOR
- TYPE G - ON COILING SLIDING
- TYPE H

---

**LINK CONTRACT N140**
**BROOKLYN STATION FINISHES**
**DOOR SCHEDULE**

City of Seattle

[City of Seattle Logo]

[Sound Transit Logo]

[LMN Logo]

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**DOOR SCHEDULE NOTES**

1. PROVIDE ASTRAGAL WITH FLUSH BOLTS (PAIRS OF DOORS)
2. COORDINATE WITH SECURITY AND COMBINATION SYSTEM
3. MUST BE PROVIDED TO MEET SECURITY REQUIREMENTS
4. SEE SPECIFICATION SHEET FOR DOOR HARDWARE GROUPS
5. LOCATE MUTE ALARM AND REPEAT BUTTON CHIMES
6. PROVIDE PULL DEVICES FOR DOORS DOORWAY

**SECURITY GROUPS**

- A: PROXIMITY CARD READER (PC) ELECTRIC DOOR LOCK (EDL)
  REQUEST TO EXIT (REX), AND MAGNETIC CONTACT SWITCH (MCS)
- MC: MAGNETIC CONTACT SWITCH (MCS)
  - NO SECURITY ITEMS REQUIRED
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**Door Schedule Notes:**
1. Provide astral, with flush bolts/deventine on doors.
2. Coordinate with security and communication system.
3. See Sheet A4.6 for information regarding reader access control.
4. See Sheet A4.1 for information regarding reader access control.
5. Site sheet 304 for door types and dimensions.
6. Locate work if blank and contact building manager.
7. Provide exit devices for doors 3130126, 3130128, 3130130.

**Security Groups:**
- A: Premacy Card Reader (CR), Electric Door Lock (EDL), Request to Exit (RTE), and Magnetic Contact Switch (MCS)
- RC: Magnetic Contact Switch (MCS)
- RD: No Security Required

---

City of Seattle

**Link Contract N140**
Brooklyn Station Finishes

**Door Schedule**

**Building Code:**
- NC: Magnetic Contact Switch (MCS)

**Building Code Notes:**
- NC: Magnetic Contact Switch (MCS)
- RD: No Security Required

**City of Seattle**

**Link Contract N140**

Brooklyn Station Finishes

**Door Schedule**

**Building Code:**
- NC: Magnetic Contact Switch (MCS)

**Building Code Notes:**
- NC: Magnetic Contact Switch (MCS)
- RD: No Security Required

Signature:
By: [Signature]
Date: [Date]

City of Seattle

**Link Contract N140**
Brooklyn Station Finishes

**Door Schedule**

**Building Code:**
- NC: Magnetic Contact Switch (MCS)

**Building Code Notes:**
- NC: Magnetic Contact Switch (MCS)
- RD: No Security Required

---

City of Seattle

**Link Contract N140**
Brooklyn Station Finishes

**Door Schedule**

**Building Code:**
- NC: Magnetic Contact Switch (MCS)

**Building Code Notes:**
- NC: Magnetic Contact Switch (MCS)
- RD: No Security Required

Signature:
By: [Signature]
Date: [Date]

City of Seattle

**Link Contract N140**
Brooklyn Station Finishes

**Door Schedule**

**Building Code:**
- NC: Magnetic Contact Switch (MCS)

**Building Code Notes:**
- NC: Magnetic Contact Switch (MCS)
- RD: No Security Required

---

City of Seattle

**Link Contract N140**
Brooklyn Station Finishes

**Door Schedule**

**Building Code:**
- NC: Magnetic Contact Switch (MCS)

**Building Code Notes:**
- NC: Magnetic Contact Switch (MCS)
- RD: No Security Required

Signature:
By: [Signature]
Date: [Date]
SIGNAGE GRAPHIC LEGEND

SIGNAGE GENERAL NOTES
1. All signage, including signage panels, pendant, poles, integral mounts, brackets, and fasteners shall be produced and installed by the Signage Installer under a separate contract with the exception of 7 Series signs which are in contract.
2. Contractor shall provide electrical and or attachment supports for signage as indicated in the details and at the locations indicated on the sign plan.

D3.0 ELEVATOR ACCESSIBLE
D3.4 ACCESSIBLE DIRECTIONAL
D3.6 PROOF OF PAYMENT ZONE

F2.1 ELEVATOR
F2.3 INFORMATION
F2.5 BOARDING AREA
F2.6 INOPERATIVE

G1.0 PLEASE DO, PLEASE DON'T
G1.4 EMERGENCY EXIT ONLY
G1.5 WARNING AUTHORIZED PERSONS ONLY
G1.7 DO NOT CROSS TRACKS
G1.9 HOURS OF OPERATION

H6.0X SURFACE MOUNTED
J5.0 FIRE ZONE

SIGNAGE SCHEDULE
LINK CONTRACT N140
BROOKLYN STATION FINISHES

City of Seattle
N7T-ANB01

F2.6 INOPERATIVE