**Change Record**

**Contract Number** 008625  
**Contract Title** SR 520 West Approach Bridge North Project  
**Federal Aid Number** BR-NHPP-0520(053)

<table>
<thead>
<tr>
<th>Change Order Number</th>
<th>Change Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>116</td>
<td>RSUP Lighting Mod</td>
<td>Oct 11, 2017</td>
</tr>
</tbody>
</table>

**Region** Northwest Region  
**Prime Contractor / Design-Builder** Flatiron West, Inc.

- Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications or the RFP  
- Change proposed by Contractor / Design-Builder

**Evolution & Description Of Change**

**Description of the Change**

The Contract Illumination plans detail conduit and wire runs to be installed behind the north kick plate of the Regional Shared Use Path (RSUP), and the Architectural plan sheets detail lighting to be integrated into the handrail. Neither of these plans detail how the two connect. After reviewing the Contractor’s inquiry regarding wiring details and connection to the handrail, and also evaluating the overall RSUP lighting system, WSDOT pursued lighting design changes to address the following issues:
- Reduction of the RSUP light source reflected by the concrete traffic barrier to minimize the perceived lighting when viewed from the lake or neighborhoods north of the highway;
- Removal of LED light fixtures from the handrail to avoid possible vandalism since the conduit and wiring would likely be visible when routed from the kick plate to handrail; and
- Re-design of the RSUP lighting such that conduit and wiring can be installed in a concealed fashion to improve aesthetics, ensure safety to the RSUP users, and deter vandalism.

The design changes maintain the same lighting criteria applied to the SR 520 Floating Bridge RSUP for both safety lighting at conflict points and continuous wayfinding lighting along the RSUP, also similar to the I-90 floating bridge. This WSDOT initiated change order revises the RSUP lighting plans to reflect the above modifications, including changes to the Illumination Details, Railing Type Decorative Ped. plans, and the Architectural plan sheets to redesign the hand railing and include the lighting within the RSUP kick plate.

**Evolution of the Change**

As construction of the WABN project progressed, WSDOT became increasingly aware of the lighting sensitivities of neighboring communities. The proposed lighting system design changes reflect WSDOT’s shared concern with minimizing facility lighting effects on neighboring communities while providing safe and navigable passage for bicyclists and pedestrians on the RSUP. In addition, while reviewing the existing lighting design in detail, concern grew over the durability of the RSUP lighting components, especially with exposed conduit and wiring along the handrail that may be prone to vandalism.

On April 27, 2016, the Contractor notified WSDOT during the weekly electrical meeting that the Contract Illumination Plans for the RSUP lighting do not detail the connection between the junction boxes behind the kick plate and the handrail.

On May 24, 2016, WSDOT Project office and the Engineer of Record visited the Floating Bridge and Landsings (FB&L) project site to coordinate lighting designs between both projects. WSDOT Project office coordinated with the FB&L project office and the City of Seattle to evaluate alternative designs. It was determined that the best option would be to install the lighting within the RSUP handrail kick plate, requiring a redesign of the RSUP handrail and lighting components.

This change order was then initiated to make the above revisions, and change approvals were obtained as noted above. To avoid potential schedule delays, WSDOT directed the Contractor to proceed with these changes on August 23, 2016, in advance of the executed change order.

The Contractor began preparing shop drawings and submittals for the modified RSUP railing and lighting in October 2016 based on plan sheets provided in WSDOT’s direction to proceed. While preparing the shop drawings and submittals, it was discovered that further modifications would be required to meet minimum lighting requirements. As a result of submittal S 169 003 Decorative Pedestrian Handrail revisions 1-4 and RFI 771 Decorative Ped Handrail LED Count, the following additional modifications were made to the RSUP railing and illumination:
- 50 custom junction boxes with toe plate lighting were added to the RSUP.
- Gaskets were added to the toe plate LED lighting fixtures.
- Modifications were made to the angle the LED fixtures are mounted at.

On November 4, 2016, the Contractor submitted FWI SLI/0306, notifying WSDOT that the railing fabrication subcontractor and suppliers were being delayed by the lack of a final design for the Decorative Bridge Railing Pedestrian Handrail. The Contractor notified WSDOT that they would continue to complete shop drawings and begin procurement of materials and fabrication of handrail as the design was being finalized.

On March 3, 2017, WSDOT approved revision 4 of submittal S 169 003 Decorative Pedestrian Handrail, and the Contractor continued material procurement and fabrication of the RSUP railing and lighting as modified in this change order.

DOT Form 422-002  
Revised 06/2016
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Contract Title</th>
<th>Change Order Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>008625</td>
<td>SR 520 West Approach Bridge North Project</td>
<td>116</td>
</tr>
</tbody>
</table>

**Basis of Cost & Justification:**

In accordance with Standard Specifications 1-04.4, the Contractor is entitled to compensation for the additional cost of the labor, material and equipment as a result of this change. The total negotiated lump-sum cost of this change order is $620,000. The lump sum amount covers the following items:

- The cost difference between the railing mounted lighting and the kick plate mounted lighting.
- Design changes to the RSUP illumination pushed the railing construction work past the WABN open to traffic date. That resulted in the RSUP railing and illumination being constructed from the 14-foot wide RSUP path instead of from a closed bridge.
- Multiple design changes impacted the fabrication of the RSUP railing. Design changes were made during the shop drawing and submittal process requiring additional CADD and engineering along with creating inefficiencies in the fabrication of the railing itself.

The Engineer’s Independent Estimate was based on information provided by industry sources and historical cost data. See Attachment B.

**Contract Time:**

Contract time is not affected by this change order.

<table>
<thead>
<tr>
<th>Prior Approvals</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PE Change Approval: Brian Dobbins/Stephen Strand</td>
<td>Multiple (See Attachment A)</td>
</tr>
<tr>
<td>Region Change Approval: Dave Becher</td>
<td>Multiple (See Attachment A)</td>
</tr>
<tr>
<td>HQ Change Approval: Derek Case/Dewayne Matlock</td>
<td>Multiple (See Attachment A)</td>
</tr>
<tr>
<td>FHWA Change Approval: Jeff Horton</td>
<td>9/25/2017</td>
</tr>
<tr>
<td>Program Funding Concurrence: Janet Buoy</td>
<td>9/25/2017</td>
</tr>
</tbody>
</table>

**List Attachments:**

- CCIS Change Order Document (54 pages)
- Change Order Checklist (2 pages)
- Change Approval Emails (Attachment A)
- Engineer’s Estimate (Attachment B)

**Distribution By:**

Project Office
Copy of Change Records & Change Order w/Backup - Project Engineer
Copy of ONLY Change Order - Prime Contractor / Design-Builder
Electronic Copy of Change Records & Change Order w/Backup - State Construction Office
Original of Change Records & Change Order w/Backup - Region Construction Office
Region
Original of Change Records & Change Order w/Backup - State Construction Office

DOT Form 422-002
Revised 06/2016
# Change Order Checklist

<table>
<thead>
<tr>
<th>Cont. #: 8625</th>
<th>Cont. Title: SR 520 West Approach Bridge North (WARN)</th>
<th>If yes, State Construction Office Approval Required:</th>
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</thead>
<tbody>
<tr>
<td>C.O. #: 116</td>
<td>C.O. Title: RSUP Lighting Mod</td>
<td></td>
</tr>
</tbody>
</table>

## I. Executed by the State Construction Office

1. Cost or credit equal to or exceeding $500,000. *1, *3
   - [ ] Yes  [ ] No
2. Change in the contract documents beyond the scope, intent or termini of the original contract. *2
   - [ ] Yes  [ ] No
3. Any proposed revision or deletion of work that affects the condition of award requirements. (Must be coded "CO" in CCIS, includes changes to goal or commitment)
   - [ ] Yes  [ ] No
4. Change in contract time greater than 30 working days, or a change in contract time not related to any change order. *1
   - [ ] Yes  [ ] No

## II. Executed by the Region

5. Determination of impacts and/or overhead.
   - [ ] Yes  [ ] No
   - [ ] Yes  [ ] No
7. Material or product substitution. (Excludes materials associated with Std. Specification Sections 6-07, 8-01, 8-02, 8-12, 8-18 & 8-20)
   - [ ] Yes  [ ] No
8. Structural design change in the roadway section. (Requires concurrence from designer)
   - [ ] Yes  [ ] No
9. Determination of changed condition. (*Section 1-04.7 of the Standard Specifications*)
   - [ ] Yes  [ ] No
10. Settlement of a claim. (*Section 1-09.11(2) of the Standard Specifications*)
    - [ ] Yes  [ ] No
11. Repair of damage regarding "acts of God" or "acts of the public enemy or of government authorities" (*Section 1-07.13 of the Standard Specification*)
    - [ ] Yes  [ ] No
12. Structural change to structures
    - [ ] Yes  [ ] No

## Approvals obtained:

- **Project Engineer:** Stephen Strand  
  - Date: 9/22/2017  
- **Region:** Dave Bacher  
  - Date: 9/22/2017  
- **State Construction Office:** Derek Case  
  - Date: 9/25/2017  
- **Other (Local Agency, FHWA, Surety, etc.):** Jeff Horton  
  - Date: 9/25/2017

*To be completed by the Project Engineer:*

- CO Reason(s) (See "2008 Codes and Definitions" on State Construction Office web page): AP-07, PM, DS  
- Change Order Prepared By: Skye Fitzpatrick  
  - Date: 5/24/2017

*Is this project under full FHWA stewardship oversight (Project Of Division Interest)?*  
- [ ] Yes  [ ] No

*To be completed by the Region:*

- Is the change eligible for Federal participation where applicable?  
  - [ ] Yes  [ ] No
- Change Order Reviewed by: Jon Danks  
  - Date: 10/12/2017

---

*1 Change (Cost or Credit) greater than $200,000 or greater than 30 days on Projects of Division Interest (PODI) requires FHWA approval. (see Construction Manual - Chapier 1-00-10, Chapter SS 1-04.4, and State Construction Office web page)

*2 Per RCW 47.28.050, any change beyond $7,500 that is beyond the original scope shall go through the competitive bidding process.

*3 Engineering error changes over $500,000 requires reporting (See reporting instructions & template on State Construction Office web page)

This form represents the minimum information required by the State Construction Office. If you wish to supplement this information, you may do so on a separate sheet of paper.

---

DOT Form 422-003  
Rev 06/2016
### Change Order Checklist

**SR 520 Corridor Program:** Change Order Page 2 - Checklist Supplement

**Cont. #:** 8625  
**C.O. #:** 116

**To be completed by the Project Engineer:**

<table>
<thead>
<tr>
<th>Project</th>
<th>Required Coordination</th>
<th>Name</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Pontoon</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>Pontoon Mitigation</td>
<td>No</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>Pontoon Moorage</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>Eastside HOV</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>Evans Creek</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>FB&amp;L</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>WCB</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>WABN</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
</tbody>
</table>

**Identified risk has been entered into the SR 520 Risk Management Database:**  
☐ Yes  ☑ No  ☐ N/A

**Risk ID Number (if pending, identify as Pending):**

- **Project Risk ID No.:** WN.CNS.900.01
- **Project Risk ID No.:** N/A
- **Project Risk ID No.:** N/A

**To be coordinated with Program Finance, Budget and Controls Group:**

<table>
<thead>
<tr>
<th>Coordination Item</th>
<th>Discussion</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program Funding Concurrence?</td>
<td>☑ Yes ☐ No</td>
<td>Date</td>
</tr>
<tr>
<td>Is Sales Tax Included in Cost?</td>
<td>☑ Yes ☐ No</td>
<td>Date</td>
</tr>
<tr>
<td>Is sales tax deferred?</td>
<td>☑ Yes ☐ No</td>
<td>Date</td>
</tr>
<tr>
<td>Max Payment Curve Changes discussed with:</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>Third Party Agreements discussed with:</td>
<td>N/A</td>
<td>Date</td>
</tr>
</tbody>
</table>

**Coordination with Others:**

<table>
<thead>
<tr>
<th>Coordination Item</th>
<th>Required Coordination</th>
<th>Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design / Technical Lead</td>
<td>Yes</td>
<td>Joey Yang/Greg Knutson Engineers of Record</td>
<td>Date</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
<tr>
<td>Environmental Commitments</td>
<td>Yes</td>
<td>N/A</td>
<td>Date</td>
</tr>
</tbody>
</table>

**Funding Concurrence Obtained on:**  
09/25/2017
WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 09/25/17
Page 1 of 54

CONTRACT NO: 008625
FEDERAL AID NO: BR-NHPP-0520 (053)
CONTRACT TITLE: SR 520, MONTLAKE TO EVERGREEN PT. BRIDGE WEST APPR
CHANGE ORDER NO: 116 RSUP LIGHTING MOD

PRIME CONTRACTOR: SW0178155
FLATTEN WEST, INC
18702 NORTH CREEK PARKWAY #202
BOTHELL
WA 98011-8019

(X) Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications
( ) Change proposed by Contractor

ENDORSED BY:

SURETY CONSENT:

ATTORNEY IN FACT

DATE

CONTRACTOR
9/25/17

ORIGINAL CONTRACT AMOUNT: 199,537,370.50
CURRENT CONTRACT AMOUNT: 210,124,024.55
ESTIMATED NET CHANGE THIS ORDER: 620,000.00
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 210,744,024.55
Approval Required: ( ) Region ( ) Olympia Service Center ( ) Local Agency

( ) APPROVAL RECOMMENDED ( ) EXECUTED
PROJECT ENGINEER
9/28/17

EXECUTED:

STATE CONSTRUCTION ENGINEER
10/23/2017

( ) APPROVAL RECOMMENDED ( ) EXECUTED
REGIONAL ADMIN:

OTHER APPROVAL WHEN REQUIRED

SIGNATURE 10/19/2017
REPRESENTING

CG02v04 (revised Feb 2005)
All work, materials, and measurements to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.

This contract is revised as follows:

Description:
This change order makes the following modifications to the illumination system for the Regional Shared Use Path (RSUP):

- Delete Light Emitting Diode (LED) luminaires installed inside of the RSUP Railing,
- Add linear LED luminaires in the raceway of the RSUP railing,
- Modify the RSUP illumination conduit and junction box layout along with modifications to the connections required to accommodate the new faceplate mounted linear LED luminaires.

Materials:
Contract Provisions Volume 2 of 2, Special Provisions Division 8 Illumination, Traffic Signal Systems, Intelligent Transportation Systems, and Electrical, Section 8-20.2 Materials, Subsection Bridge Railing Type Decorative Pedestrian Integral LED Luminaires is modified as follows:

Delete:

"Bridge Railing Type Decorative Pedestrian Integral LED Luminaires
The luminaires in the Bridge Railing Type Decorative Pedestrian integral LED luminaire system shall conform to the following requirements:

<table>
<thead>
<tr>
<th>Type</th>
<th>Linear Class II with inline fuse</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color Temperature</td>
<td>ANSI 3000 to 4000K</td>
</tr>
<tr>
<td>Voltage</td>
<td>ND24V (Non-Dimming) AC</td>
</tr>
<tr>
<td>Lamp Watts per linear foot</td>
<td>7.5 maximum</td>
</tr>
<tr>
<td>Average Horizontal Light Level</td>
<td>1.0 foot-candles minimum</td>
</tr>
<tr>
<td>Uniformity Ratio</td>
<td>4:1 maximum</td>
</tr>
<tr>
<td>Transformer Type</td>
<td>Remote Low Voltage Multiple Output with NEMA 3R outdoor rated enclosure</td>
</tr>
<tr>
<td>Input Voltage</td>
<td>277V</td>
</tr>
</tbody>
</table>

"And replace with the following:

"Bridge Railing Type Decorative Pedestrian Integral LED Luminaires
The luminaires in the Bridge Railing Type Decorative Pedestrian integral LED luminaire system shall conform to the following requirements:

| Color Temperature     | ANSI 3000 to 4000K               |
| Voltage               | ND24V (Non-Dimming) AC           |
| Transformer Type      | Remote Low Voltage Multiple Output with NEMA 3R outdoor rated enclosure |
| Input Voltage         | 277V                             |
Contract Provisions Volume 2 of 2, Special Provisions Division 8
Illumination, Traffic Signal Systems, Intelligent Transportation Systems, and
Electrical, Section 8-20.2(1) Equipment List and Drawings is modified as
follows:

Delete:

"Bridge Railing Type Decorative Pedestrian Integral LED Luminaire System
In addition to submitting the Request for Approval of Material (RAM) and the
associated supplemental data (catalog cuts, product specifications, shop
drawings, wiring diagrams, etc.) as required by this Section, the Contractor
shall also submit the following to the Project Engineer for approval:

1. Design data indicating conformance with the specified performance
requirements and design criteria, including supporting analysis data,
prepared in accordance with Section 6-01.9.

2. Photometric data and details of the integration of the integral LED
luminaire system into the railing assembly."

And replace with the following:

"Bridge Railing Type Decorative Pedestrian Integral LED Luminaire System
The Contractor shall submit the Request for Approval of Material (RAM) and
the associated supplemental data (catalog cuts, product specifications, shop
drawings, wiring diagrams, etc.) to the Project Engineer for approval."

Delete:

"Site Furniture Bench Integral LED Luminaire System
In addition to submitting the Request for Approval of Material (RAM) and the
associated supplemental data (catalog cuts, product specifications, shop
drawings, wiring diagrams, etc.) as required by this Section, the Contractor
shall also submit the following to the Project Engineer for approval:

1. Design data indicating conformance with the specified performance
requirements and design criteria, including supporting analysis data,
prepared in accordance with Section 6-01.9.

2. Photometric data and details of the integration of the integral LED
luminaire system into the bench assembly."

And replace with the following:

"Site Furniture Bench Integral LED Luminaire System
The Contractor shall submit the Request for Approval of Material (RAM) and
the associated supplemental data (catalog cuts, product specifications, shop
drawings, wiring diagrams, etc.) to the Project Engineer for approval."
Construction Criteria:
Contract Provisions Volume 2 of 2, Special Provisions Division 8
Illumination, Traffic Signal Systems, Intelligent Transportation Systems, and
Electrical, Section 8-20.3 Construction Requirements is modified as follows:

Delete:

"Bridge Railing Type Decorative Pedestrian Integral LED Luminaire System
The integral LED luminaire system shall be included in the full-size mock-up
sections of Bridge Railing Type Decorative Pedestrian as specified in Section
6-06.3(2).

The Contractor shall orient the integral LED luminaires as required to direct
the light solely onto the Regional Shared Use Path without any light escaping
onto the vehicular bridge deck or beyond the outside edge of the railing."

And replace with the following:

"Bridge Railing Type Decorative Pedestrian Integral LED Luminaire System
The integral LED luminaire system shall be included in the full-size mock-up
sections of Bridge Railing Type Decorative Pedestrian as specified in Section
6-06.3(2)."

Contract Plans Volume 3 of 10 is modified as follows:

Delete the following Plan sheet:

- Plan sheet WR45 titled "Bridge Railing Type Moment Slab Ped. Details"

And replace with the following included as page 8 of this change order.

Contract Plans Volume 4 of 10 is modified as follows:

Delete the following Plan sheets:

- IIN02 titled "Illumination General Notes & Legend"
- IIN03 titled "Illumination Removal Notes"
- IIN02 titled "Illumination Plan"
- IIN07 titled "Illumination Details"
- IIN11 titled "Illumination Details"
- IIN12 titled "Illumination Details"
- IIN13 titled "Illumination Details"
- IIN41 titled "Illumination Details"

And replace with pages 9 through 16 of this change order.

Add:

- Plans sheet IIN13a, IIN13b and IIN13c all titled "Illumination Details"
See pages 17 through 19 of this change order for added plan sheets.

Contract Plans Volume 9 of 10 is modified as follows:

Delete the following Plan sheets:

- BA567 titled "Br. Railing Type Decorative Ped. Typical Details 1"
- BA568 titled "Br. Railing Type Decorative Ped. Typical Details 2"
- BA569 titled "Br. Railing Type Decorative Ped. Typical Details 3"
- BA570 titled "Br. Railing Type Decorative Ped. Pier 1 Details"
- BA571 titled "Br. Railing Type Decorative Ped. Piers 9, 18, 27, 34 Details"
- BA572 titled "Br. Railing Type Decorative Ped. Pier 41 Details"
- BA573 titled "Br. Railing Type Decorative Ped. Pier 42 Details"
- BA574 titled "Br. Railing Type Decorative Ped. Expansion Details"
- BA575 titled "Br. Railing Type Decorative Ped. Belvedere Details 1"
- BA576 titled "Br. Railing Type Decorative Ped. Belvedere Details 2"
- BA577 titled "Br. Railing Type Decorative Ped. Belvedere Details 3"
- BA614 titled "Belvedere Framing Plan and Notes"

And replace with pages 20 through 31 of this change order.

Add plan sheets:

- BA567a titled "Br. Railing Type Decorative Ped. Typical Details 1"
- BA568a titled "Br. Railing Type Decorative Ped. Typical Details 2"
- BA575a titled "Br. Railing Type Decorative Ped. Belvedere Details 1"

See pages 32 through 34 of this change order for added plan sheets.

Contract Plans Volume 10 of 10 is modified as follows:

Delete the following Plan sheets:

- T1.00 titled "Index Sheet"
- G1.00 titled "Symbols Legend and Abbreviations"
- A2.00 titled "Typical Railing Layout at Spans 10-12"
- A2.01 titled "Railing Layout at Spans 1 & 17-19"
- A2.02 titled "Floating Bridge Transition Span"
- A2.03 titled "Typical Railing Plan and Elevations"
- A2.04 titled "Pedestrian Belvedere Pier 10 Plans and Elevations (Pier 24 SIM)"
- A2.05 titled "Equipment Platform Belvedere Piers 16, 28, 36"
- A2.06 titled "Equipment Platform Belvedere Pier 21"
- A3.00 titled "Typical Railing Types"
- A3.01 titled "Section at Typical Railing"
- A3.02 titled "Typical Railing Details"
- A3.04 titled "Railing Lighting & Connection Details"
- A3.05 titled "Pedestrian Belvedere Details"
- A3.06 titled "Pedestrian Belvedere Railing Sections"
- A3.08 titled "Bench Details"
- A3.09 titled "Equipment Platform Belvedere at Signbridge Monotube - Piers 16, 28, 36"
- A3.13 titled "Railing at West Abutment"

And replace with pages 35 through 52 of this change order.

Add plan sheets:
- A3.06A titled "Ped Belvedere Railing & Lighting Details"
- A3.06B titled "Belvedere Wiring Raceway Details"
See pages 53 through 54 of this change order for added plan sheets.

Measurement and Payment:
The new pay item, "CO#116 RSUP Lighting Mod", in the Lump Sum amount of $620,000, shall be full payment for all additional costs for equipment, labor, tools, materials, engineering, indirect, overhead, and other costs realized by Flatiron West, Inc. and its subcontractors, consultants, and suppliers.

Time:
Contract time will not be affected by this change order.
<table>
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<tr>
<th>ITEM NO</th>
<th>GROUP NO</th>
<th>STD ITEM</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT MEASURE</th>
<th>UNIT PRICE</th>
<th>EST QTY CHANGE</th>
<th>EST AMT CHANGE</th>
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<tbody>
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<td>1119</td>
<td>01</td>
<td></td>
<td>C08116 BBUP LIGHTING MOD</td>
<td>L.S.</td>
<td>248,000.00</td>
<td>1.00</td>
<td>248,000.00</td>
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<tr>
<td>1117</td>
<td>02</td>
<td></td>
<td>C08116 BBUP LIGHTING MOD</td>
<td>L.S.</td>
<td>372,000.00</td>
<td>1.00</td>
<td>372,000.00</td>
</tr>
</tbody>
</table>
ELEVATION

(LOOKING SOUTH)

SECTION A

AT INTERIOR POSTS

NOTES:

1. SEE ARCHITECTURAL PLANS AND BRIDGE PLANS FOR ADDITIONAL DETAILS.

2. EXCEPT FOR COMPONENTS IDENTIFIED AS STAINLESS STEEL (S.S.), ALL STEEL PLATES AND BASES SHALL BE BATHED IN A STII DEGREE 300 AND GALVANIZED ACCORDING TO ASTM A653. CONTRACTORS SHALL FABRICATE AN INSTALL GAULVIZED IN A MANNER THAT CONTROLS DIRECTION OF THE STEEL COMPONENTS AND IN THE ASSEMBLED RAILING.

3. SCREWS AND COUNTERSUNK SCREWS SHALL BE STAINLESS STEEL MACHINE SCREWS. THREADS SHALL BE COATED WITH MARINE GRADE ANTI-SEIZE COMPOUND.

4. CONTRACTORS SHALL REPAIR ALL STEEL SURFACES WITH DAMAGED GALVANIZED AFTER WELDING WITH THREE COATS OF PAINT CONFORMING TO STD. SPEC. SD-1010 (B) OR RG-100 APPLIED IN ACCORDANCE WITH STD. SPEC. SECTION 6-07.30(b).

5. INSTALL POSTS NORMAL TO TOP OF RAIL.

6. SHIM AS NECESSARY TO PLUMB POSTS FULL WIDTH GALVANIZED SHIM.

SECTION B

AT END POSTS

WASHINGTON STATE
Department of Transportation

BRIDGE RAILING TYPE
MOMENT SLAB PEB DETAILS
CONSTRUCTION NOTES (CONTINUATION FROM ILC2)

FURNISH AND INSTALL NEW CONDUCTORS FROM SCL XMPR TO VIESD SERVICE CABLE SCL TO MAKE FINAL SECONDARY CONNECTIONS ON SCL XMPR SEE UTILITY PLAN SERIES U UC FOR ADDITIONAL DETAILS.

CONCRETE UTILITY TRANSFORMER PAD FOR ADDITIONAL DETAILS SEE UTILITY PLAN SERIES U FOR ADDITIONAL DETAILS.

SCL TO INSTALL TRANSFORMER SEE UTILITY PLAN SERIES U FOR ADDITIONAL DETAILS.

FURNISH AND INSTALL ISUP LED LUMINARIE POWER ASSEMBLY IN AMLA 4X JUNCTION BOX.

FURNISH AND INSTALL CONDUCTORS AND JUNCTION BOX FOR A TOTAL OF 13 ISUP LED FIXTURE BETWEEN STATION WITHIN 400V-405V FROM CABINET LC1 SEE SHEET LD2.13 FOR TYPICAL CIRCUIT LAYOUT AND CONDUCT OR ROUTE SEE ARCHITECTURAL SHEETS FOR LUMINARIE AND "COND" ROUTING DETAILS.

FURNISH AND INSTALL CONDUCTORS AND JUNCTION BOX FOR A TOTAL OF 12 ISUP LED FIXTURE BETWEEN STATION 404.7-409.5 FROM CABINET LC1 SEE SHEET LD2.13 FOR TYPICAL CIRCUIT LAYOUT AND CONDUCT OR ROUTE SEE ARCHITECTURAL SHEETS FOR LUMINARIE AND "COND" ROUTING DETAILS.

CONSTRUCT STEEL LIGHT STANDARD FOUNDATION TYPE A SEE VIESD STD PLAN J-26.30.02.

CONSTRUCT STEEL LIGHT STANDARD FOUNDATION TYPE B SEE VIESD STD PLAN J-26.30.02.

CONSTRUCT SPECIAL STEEL LIGHT STANDARD FOUNDATION SEE RETAINING WALL PLANS SERIES V FOR DETAILS.

FURNISH AND INSTALL CONDUIT IN FOSTER ISLAND CONDUIT TRENCH AND LOCATION SHALL AVOID PRE-EXISTING FOUNDATION LOCATIONS ON FOSTER ISLAND.

FURNISH AND INSTALL 469/3360V STEP DOWN NAVIGATION XMPR SEE SHEET LIGHT4 FOR CABINET DETAILS.

FURNISH AND INSTALL BRONZE GROUND CLAMP WITH BRONZE U-BOLT, WASHER AND SET SCREWS ATTACHED TO CONDUIT TYPE.

FURNISH AND INSTALL 2 PIECE BRONZE GROUND CLAMP ATTACHED TO JUNCTION BOX TYPICAL MANUFACTURE RATING 4K FOR RATING FOR JUNCTION BOX.

FURNISH AND INSTALL 2 PIECE BRONZE GROUND CLAMP ATTACHED TO CONDUIT MOUNTING PLATE TYPICAL.

FURNISH AND INSTALL 4G AND ISOLATED STRANDED CONDUCTOR CONNECTED BETWEEN BRONZE GROUND CLAMP CONNECTOR ATTACHED TO CONDUIT AND BRONZE GROUND CLAMP CONNECTOR ATTACHED TO JUNCTION BOX OR CONDUIT MOUNTING PLATE TYPICAL.

FURNISH AND INSTALL 4X 4X1/2X1/2" JUNCTION BOX ATTACHED JUNCTION BOX ATTACHMENT FLANGE SHALL BE AT BOTTOM SEE STD PLAN J-26.30.06 FOR DETAILS.

SEE PIER 28 GROUNDING AND BONDING PLAN ON PLATFORM FOR ADDITIONAL CONDUITS IN PIER 28 SEE SHEET LIGHT 6 FOR DETAILS.

SEE PIER 36 GROUNDING AND BONDING PLAN ON PLATFORM FOR ADDITIONAL CONDUITS IN PIER 36 SEE SHEET LIGHT 9 FOR DETAILS.

FURNISH AND INSTALL 8 CHANNEL SUPPORT /MAX SPACING TYPICAL SEE STD PLAN J-650.130.

FURNISH AND INSTALL 46-18 STRAND CONCENTRIC CABLE FLUSH WELDED TO STEEL ROD ON ONE SIDE AND EXTERIORLY CONNECTED TO 46-XXHV CONDUCTOR AND CONNECTIONS MADE TO ALL ASSOCIATED ATTACHMENT HARDWARE CUT LEFT OVER BOLTS Flush AND SEAL ANY HOLES LEFT FROM THE REMOVAL.

FURNISH AND INSTALL EXTERIOR WELD CONNECTION.

FURNISH AND INSTALL CONDUIT A MIX OF EMBEDEED IN CONCRETE SEAL CONDUIT END EMBEDDED IN CONCRETE BEFORE CONCRETE POUR.

FURNISH AND INSTALL TYPE L CONDUIT OUTLET BOX, MATCH CONDUIT SIZE.

FURNISH AND INSTALL TYPE L CONDUIT OUTLET BOX MATCH CONDUIT SIZE.

FURNISH AND INSTALL TYPE L CONDUIT OUTLET BOX MATCH CONDUIT SIZE.

FURNISH AND INSTALL LIQUID TIGHT 5.5 FLEXIBLE METAL CONDUIT AND CONNECTORS LIQUID TIGHT 5.5 FLEXIBLE METAL CONDUIT TO ALLOW MAXIMUM SEismic DISplacement, NICE FOR BEARING INSTALLED BY CONTRACTORS SEE BRIDGE PLANS FOR MAXIMUM SEISMIC DISPLACEMENTS NICE FOR LOAD RUBBER BEARING AND TRIPLE FRICTION PENNULUM DATA TABLES.

FURNISH AND INSTALL 3/22.5 VARE ROVE CLAMP AND APPURTEANCE ATTACHMENT TYPE "A" SEE SHEET LIGHT 10 FOR ADDITIONAL DETAILS.

FURNISH AND INSTALL SUPPORT GRIP STRAP TO LIQUID TIGHT FLEXIBLE METAL CONDUIT AND 5.5 VARE ROVE.

FURNISH AND INSTALL 12U1X12VRF/P5 JUNCTION BOX COIL, 2 SLACK IN JUNCTION BOX.

FURNISH AND INSTALL 440 XMPR CONDUIT.

FURNISH AND INSTALL CONDUIT ATTACHED TO DIAPHRAGM.

ATTACH CONDUIT TO UNDERSIDES OF EXISTING BRIDGE OVERHAWS USING STAINLESS STEEL CHANNEL SUPPORTS IN ACCORDANCE WITH VIESD STANDARD PLAN J-26.300 STOCK MULTIPLE CHANNEL SUPPORTS AND WIRE CLIPPS AS NECESSARY TO PASS OVER EXISTING CONDUITS TYPICAL AT ALL POINTS OF CONNECTION.

COORDINATE PLACEMENT OF CONDUIT AND JUNCTION BOXES ON EXISTING STRUCTURE TO AVOID CONFLICTS WITH EXISTING STRUCTURE MOUNTED EQUIPMENT AND PROPOSED ITS SIGNAL IMPROVEMENTS SEE SHEETS TTD AND SDG3.

REMOVAL NOTES

REMOVING EXISTING LIGHT STANDARD, FOUNDATION CONDUIT AND CONductor TO NEAREST JUNCTION BOX REMOVE COBRA HEAD FIXTURE AND DELIVER TO SIGNAL MAINTENANCE SHOP IN ACCORDANCE WITH SPECIAL PROVISIONS.

REMOVING EXISTING BARRIER MOUNTED LIGHT STANDARD CONDUIT AND CONDUCTORS TO NEAREST JUNCTION BOX SEE SHEET LIGHT 4 FOR DETAILS.

REMOVING EXISTING BARRIER MOUNTED LIGHT STANDARD CONDUIT AND CONDUCTORS TO NEAREST JUNCTION BOX REMOVE COBRA HEAD FIXTURE AND DELIVER TO SIGNAL MAINTENANCE SHOP IN ACCORDANCE WITH SPECIAL PROVISIONS.

REMOVING EXISTING BARRIER MOUNTED LIGHT STANDARD CONDUIT AND CONDUCTORS TO NEAREST JUNCTION BOX SEE SHEET LIGHT 4 FOR DETAILS.

REMOVING EXISTING BARRIER MOUNTED LIGHT STANDARD CONDUIT AND CONDUCTORS TO NEAREST JUNCTION BOX SEE SHEET LIGHT 4 FOR DETAILS.

REMOVING EXISTING SURFACE MOUNT JUNCTION BOX AND ALL ASSOCIATED ATTACHMENT HARDWARE CUT LEFT OVER BOLTS Flush AND SEAL ANY HOLES LEFT FROM THE REMOVAL.

REMOVING EXISTING JUNCTION BOX AND BACKFLIP VOID.

REMOVING ALL EXISTING SURFACE MOUNT ROADWAY ILLUMINATION CONDUIT, CONDUCTORS AND ALL ASSOCIATED ATTACHMENT HARDWARE CUT LEFT OVER BOLTS Flush AND SEAL ANY HOLES LEFT FROM THE REMOVAL.

REMOVING JUNCTION BOX SEE ILLUMINATION PLANS FOR INSTALLING JUNCTION BOX.

REMOVING ALL EXISTING ILLUMINATION CONDUCTORS AND ABANDON EXISTING CONDUIT IN PLACE REMOVE CONDUIT ELBOWS ON EITHER END OF ABANDONED CONDUIT.

REMOVING ALL EXISTING ROADWAY ILLUMINATION CONDUCTORS.

REMOVING ALL EXISTING LIGHTING FEEDER FROM ELA 668 TO NAVIGATION LIGHTING REMOVE NAVIGATION LIGHTING POWER CONTROL CIRCUIT CONDUIT AND CONDUCTORS.

REMOVING ALL EXISTING UNDERGROUND FIXTURE AND ALL ASSOCIATED ATTACHMENT HARDWARE, CUT LEFT OVER BOLTS Flush AND SEAL ANY HOLES LEFT FROM THE REMOVAL DELIVER REMOVED UNDERGROUND FIXTURE TO SIGNAL MAINTENANCE SHOP IN ACCORDANCE WITH SPECIAL PROVISIONS.

REMOVING ALL EXISTING SERVICE CABINET AND FOUNDATION DELIVER TO SIGNAL MAINTENANCE SHOP IN ACCORDANCE WITH SPECIAL PROVISIONS.

REMOVING ALL EXISTING ILLUMINATION AND ITS TRANSFORMER FEEDER CONDUCTORS ABANDON EXISTING JUNCTION BOX REMOVE CONDUIT ELBOWS ON EITHER END OF ABANDONED CONDUIT.

REMOVING ALL EXISTING ROADWAY ILLUMINATION CONDUCTOR AND CONDUIT, CUT EXISTING CONDUIT AND ELBOWS WITH THE FACE OF BARRIER SEAL CONDUIT AND MAKE IT WATER TIGHT.

REMOVING ALL EXISTING ILLUMINATION CONDUCTORS TO SERVICE PANEL IN BLDG BELOW BRIDGE DECK.

REMOVING ALL EXISTING FEEDER CONDUCTORS.

REMOVING ALL EXISTING FEEDER CONDUCTORS AND ABANDONING EXISTING CONDUIT IN PLACE REMOVE CONDUIT ELBOWS ON EITHER END OF ABANDONED CONDUIT. SIGNAL MAINTENANCE SHOP IN ACCORDANCE WITH SPECIAL PROVISIONS.

REMOVING ALL EXISTING SURFACE MOUNT ROADWAY ILLUMINATION AND ITS FEEDER CONDUCTORS AND ALL ASSOCIATED ATTACHMENT HARDWARE CUT LEFT OVER BOLTS Flush AND SEAL ANY HOLES LEFT FROM THE REMOVAL.

NOTE WED Sep TWO WEEKS BEFORE REMOVAL OF FOUNTAIN LIGHT, CONDUIT AND WIRING. TO DISCONNECT POWER TO FOUNTAIN LIGHT FROM EXISTING NAVIGATION LIGHTING SYSTEM CONTRACTOR SHALL REMOVE CONDUIT AND CONDUIT FROM PLACE UNDER EXISTING PIER 13 TO FOUNTAIN LIGHTS.

REMOVING FOUNTAIN LIGHT.

REMOVING ALL EXISTING ILLUMINATION AND ITS TRANSFORMER FEEDER CONDUCTORS.

REMOVING ALL EXISTING CONDUIT AND ALL ASSOCIATED ATTACHMENT HARDWARE CUT LEFT OVER BOLTS Flush AND SEAL ANY HOLES LEFT FROM THE REMOVAL.
BELVEDERE STEEL BAR GRATING

NOTES:
1. SECURE ALL CONDUIT BELOW STEEL BAR GRATING STAINLESS STEEL CHANNEL SUPPORT; SEE STANDARD PLAN 40 11 00
2. SEE BRIDGE PLAN B4000 FOR CONDUIT SUPPORT TO STRUCTURE
3. ADJUST CHANNEL SUPPORT TO ALIGN WITH CONDUIT.
4. BOND AND GROUND ALL METAL CONDUIT AND RACEWAYS IN ACCORDANCE WITH NEC. ALL EXHIBITABLE PARTS OF THE METAL RACEWAY SHALL BE BONDED AND GROUNDED PER NEC USING A GROUNDED STUD WELDED TO THE EXHIBITABLE PARTS OF THE RACEWAY. REFER TO THE ARCHITECTURAL PLANS FOR STUD LOCATIONS.
5. ALL RACEWAYS AND LIGHT FIXTURES SHALL BE INSTALLED USING TAMPER PROOF FASTENERS FOR VANDALISM PROTECTION.
6. SEE SHEET PLAN 02 FOR ILLUMINATION LEGEND, ABBREVIATIONS AND GENERAL NOTES.
ELEVATION

(Looking South)

AT FIER #41, BEGIN RAILING
ATTACHMENT ON TRANSITION SPAN: SEE BR. SHEET DAS73 FOR DETAILS

Curtain Wall

Max. 0.50 in. to allow smooth
Holding inside 16'W std. pipe rail, maintain
7.150' min. wall thickness for 16"W 25 SF pipe.
NOTE:

FOR LIGHTING FIXTURE AND MOUNTING PLATE DETAILS SEE ARCHITECTURAL SHEETS.

DRILL HOLES IN POST PRIOR TO GALVANIZE FOR AttACHING GALVANIZED SQUARE TUBE RACEWAY. SEE ARCHITECTURAL SHEETS.
# MONTLAKE TO EVERGREEN POINT BRIDGE
## WEST APPROACH BRIDGE NORTH

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**Washington State Department of Transportation**

**Contract #825**

**Change Order #116**

Page 35 of 54
1. RAILING SPACING PLAN - FLOATING BRIDGE TRANSITION SPAN

1" = 20'-0"

RAILWAY CURVE RAD AND EDGE GEOMETRY TO CONFORM TO AS-BUILT CONDITION. VERIFY ALL DIMENSIONS IN PLANS.

DOUBLE POST - BREAK RAIL SECTIONS AT CURVE TANGENT POINTS

RECEIVED LAYOUT OF TYPICAL 17' RAILING ENDS

FIELD VERIFY ALL DIMENSIONS

MAX RAIL LENGTH

MAX RAIL LENGTH

TRANSITION SPAN

FLOATING BRIDGE

2. WABN RAIL TERMINATION @ FB SENTINEL

3/16" = 1'-0"

LED LUMINARIES

LED LUMINARIES

FLOATING BRIDGE TRANSITION SPAN

NOTICE: RAILWAY COVER PLATE AS REQUIRED TO ACCEMODATE RAILING NAVIGATION LIGHT MOUNT.

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NOTICE: RAILWAY COVER PLATE AS REQUIRED TO ACCEMODATE RAIL NAVIGATION LIGHT MOUNT.
1. PLAN - TYPICAL A1 RAILING UNITS
1/8" = 1'-0"

2. TYPICAL A1 RAILING ELEVATION - SOUTH
1/8" = 1'-0"

3. TYPICAL A1 RAILING ELEVATION - NORTH
1/8" = 1'-0"
A1 TYPICAL 15' RAILING UNIT - SOUTH ELEVATION
3/8" = 1'-0"

A1 TYPICAL 15' RAILING UNIT - NORTH ELEVATION
3/8" = 1'-0"

A2 INFILL RAILING UNIT AT PIER CL - SOUTH ELEVATION
3/8" = 1'-0"

RAILING LAYOUT STARTPOINT AT MID-SPAN, TYP - SOUTH ELEVATION
3/8" = 1'-0"

SEE STRUCTURAL DRAWINGS FOR ADDITIONAL RAILING DETAILS
**ELEVATION - KICK PLATE**

1 1/2" = 1'-0"

- Provide 1 main perforated square between ends of fixture cover plate and perforated pattern.
- Provide 1 main perforated birder between ends of fixture cover plate and perforated pattern.

**RACEWAY AT TYPICAL RAILING**

3" = 1'-0"

- See structural drawings for additional railing details.

**TYPICAL RAILING DETAILS**

- See structural drawings for additional railing details.

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**TYPICAL RAILING DETAILS**

- See structural drawings for additional railing details.

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**Contract B625**

**Change Order #116**

**Page 46 of 54**
WOOD TOP RAIL ON ADJUSTABLE MOUNTING PLATE
6" = 1'-0"

DETAIL ELEVATION OF WOOD RAIL
6" = 1'-0"

RAILING SECTION AT BELVEDERE
1 1/2" = 1'-0"

NOTES
2. SEE STRUCTURAL FOR ADDITIONAL RAILING DETAILS

REFER TO SPECIAL PROVISIONS SECTIONS "BRIDGE RAILING" AND "SITE FURNITURE" FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
VERT RACEWAY TRANSITION - LONG. SECTION

VERT RACEWAY TRANSITION - SECTION

NOTES:
ALL REMOVABLE PARTS OF THE METAL RACEWAY SHALL BE BURNT WITH HAMMERED PIPES SEEN AS A POINTING STUB WELDED TO THE OUTER FACE OF THE RACEWAY BUT ALL GROUNDSHAFT STUDS ARE DRAWN.

BELVEDERE RAILING:
STAINLESS

"BELVEDERE RAILING" COVER PLATE:
SEE ELUMINATION SHEETS

1/4" HOLE VERSO PLATE FOR
1/4" CONDUIT

BELVEDERE WIRING RACEWAY DETAILS