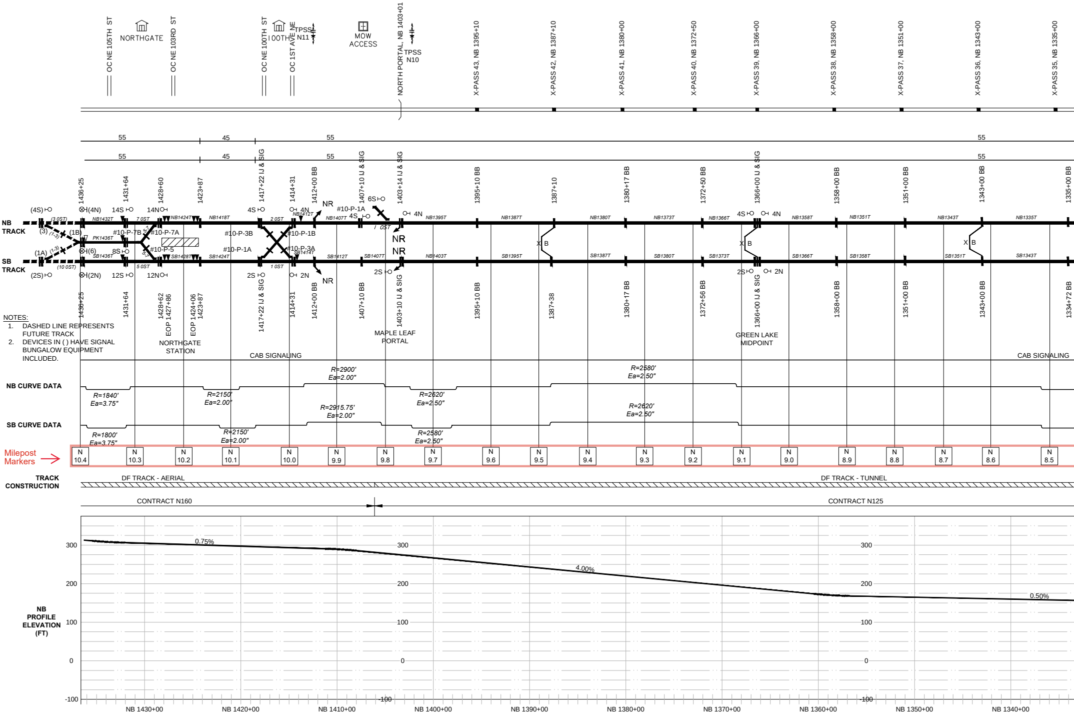
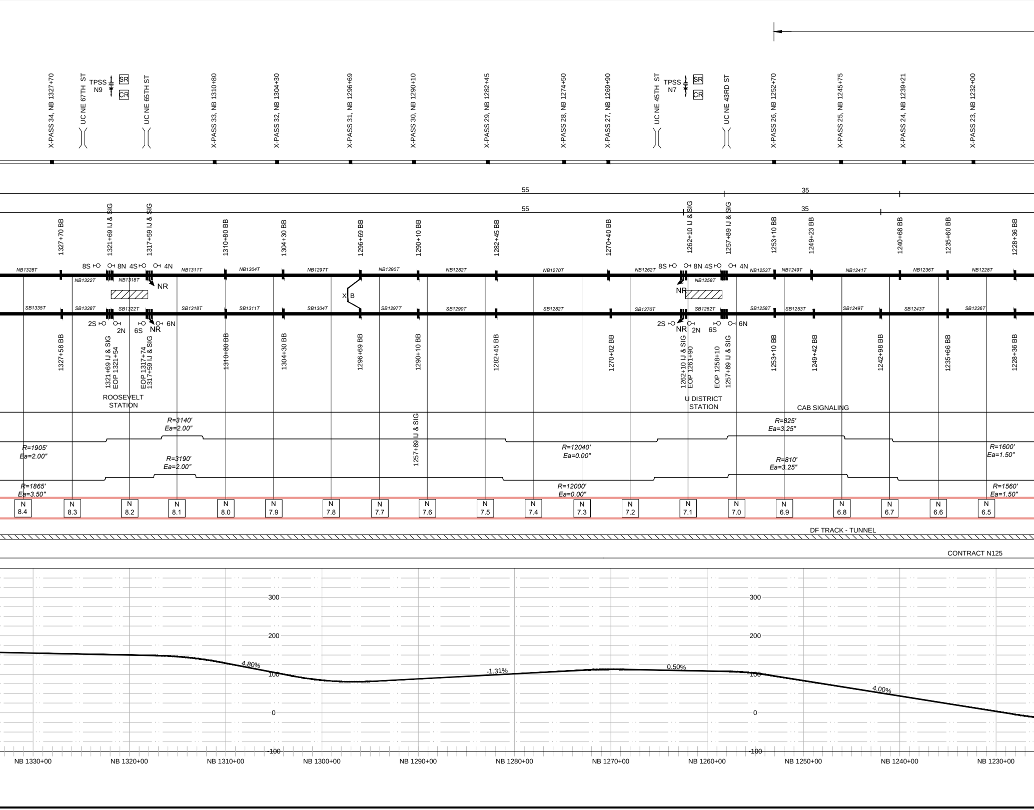
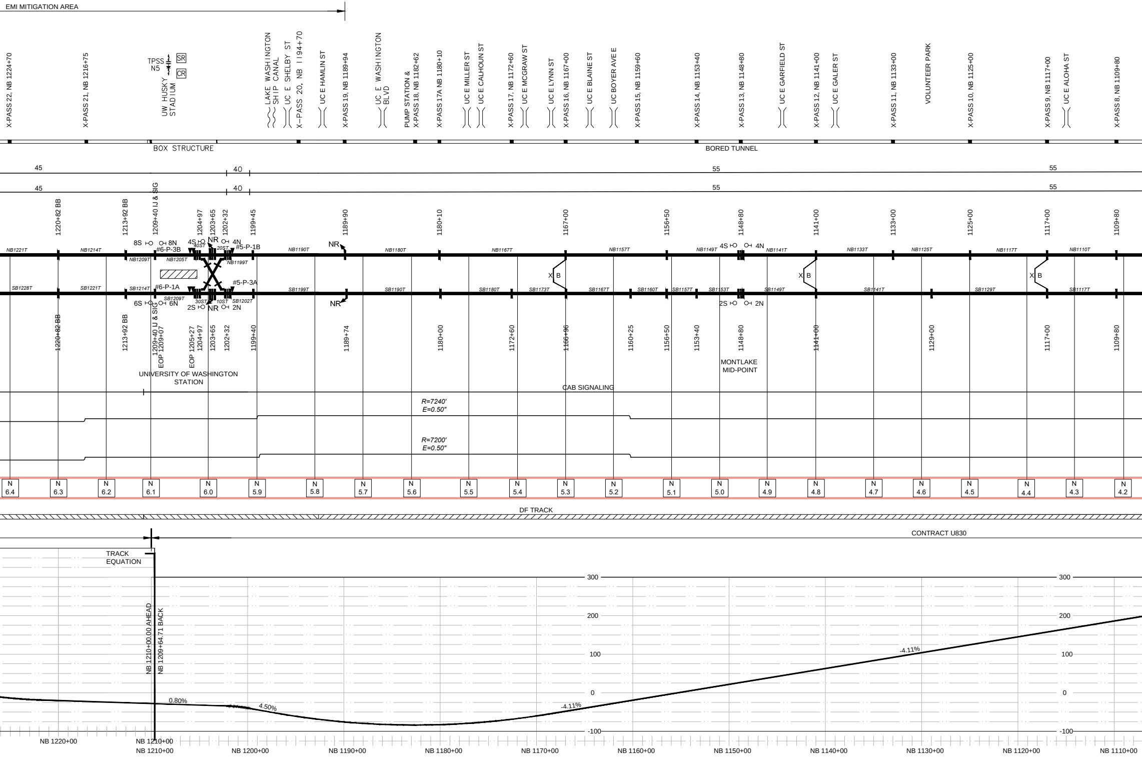

OC NE 105TH ST
NORTHGATE
OC NE 103RD ST
OC NE 100TH ST
100TH
OC 1ST AVE NE
TPSS N11
MOW ACCESS
NORTH PORTAL, NB 1403+01
TPSS N10
X-PASS 43, NB 1395+10
X-PASS 42, NB 1387+10
X-PASS 41, NB 1380+00
X-PASS 40, NB 1372+50
X-PASS 39, NB 1366+00
X-PASS 38, NB 1358+00
X-PASS 37, NB 1351+00
X-PASS 36, NB 1343+00
X-PASS 35, NB 1335+00
55
45
55
55
1436+25
1431+64
1428+60
1423+87
1417+22 IJ & SIG
1414+31
1412+00 BB
1407+10 IJ & SIG
1403+14 IJ & SIG
1395+10 BB
1387+10
1380+17 BB
1372+50 BB
1366+00 IJ & SIG
1358+00 BB
1351+00 BB
1343+00 BB
1335+00 BB
NB TRACK
SB TRACK
(4S)
(4N)
14S
14N
4S
4N
NR
#10-P-1A
6S
(3)
(1B)
#10-P-7B
#10-P-7A
#10-P-3B
#10-P-1B
#10-P-5
#10-P-1A
#10-P-3A
(1A)
(6)
8S
NR
NR
X B
(2S)
(2N)
12S
12N
2S
2N
NR
NB1432T
NB1424T
NB1418T
NB1412T
NB1407T
NB1395T
NB1387T
NB1380T
NB1373T
NB1366T
NB1358T
NB1351T
NB1343T
NB1335T
PK1436T
SB1436T
SB1428T
SB1424T
SB1414T
SB1412T
SB1407T
NB1403T
SB1395T
SB1387T
SB1380T
SB1373T
SB1366T
SB1358T
SB1351T
SB1343T
1436+25
1431+64
1428+62
EOP 1427+86
EOP 1424+06
1423+87
1417+22 IJ & SIG
1414+31
1412+00 BB
1407+10 BB
1403+10 IJ & SIG
1395+10 BB
1387+38
1380+17 BB
1372+56 BB
1366+00 IJ & SIG
1358+00 BB
1351+00 BB
1343+00 BB
1334+72 BB
NORTHGATE STATION
CAB SIGNALING
MAPLE LEAF PORTAL
GREEN LAKE MIDPOINT
CAB SIGNALING
NB CURVE DATA
R=1840' Ea=3.75"
R=2150' Ea=2.00"
R=2900' Ea=2.00"
R=2620' Ea=2.50"
R=2580' Ea=2.50"
SB CURVE DATA
R=1800' Ea=3.75"
R=2150' Ea=2.00"
R=2915.75' Ea=2.00"
R=2580' Ea=2.50"
R=2620' Ea=2.50"
Milepost Markers
N 10.4
N 10.3
N 10.2
N 10.1
N 10.0
N 9.9
N 9.8
N 9.7
N 9.6
N 9.5
N 9.4
N 9.3
N 9.2
N 9.1
N 9.0
N 8.9
N 8.8
N 8.7
N 8.6
N 8.5
TRACK CONSTRUCTION
DF TRACK - AERIAL
DF TRACK - TUNNEL
CONTRACT N160
CONTRACT N125
NB PROFILE ELEVATION (FT)
300
200
100
0
-100
0.75%
4.00%
0.50%
NB 1430+00
NB 1420+00
NB 1410+00
NB 1400+00
NB 1390+00
NB 1380+00
NB 1370+00
NB 1360+00
NB 1350+00
NB 1340+00

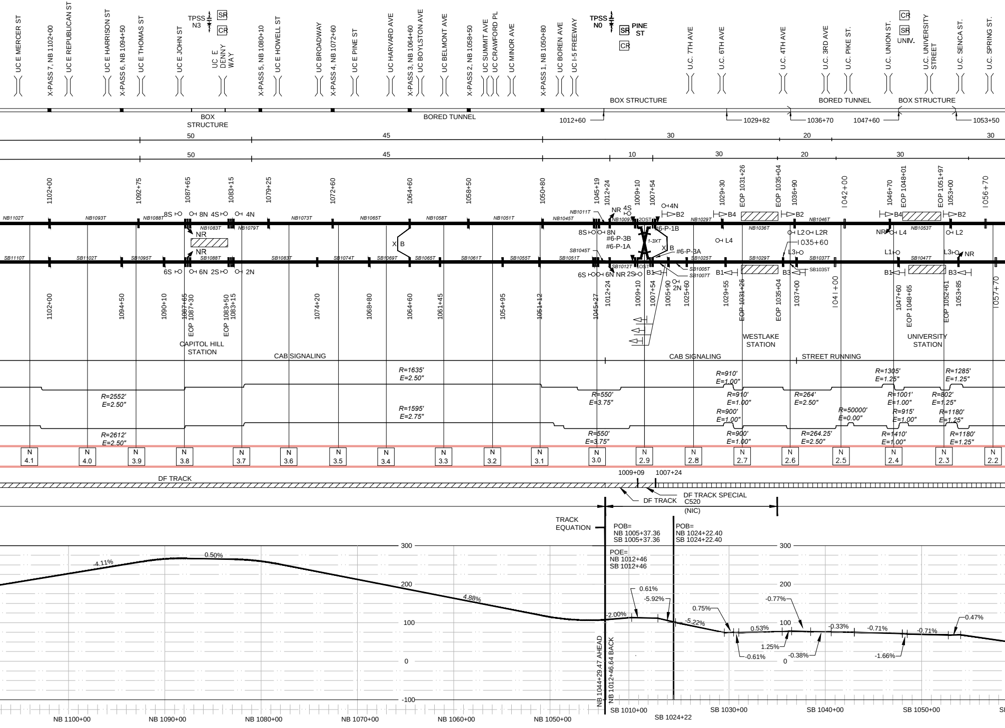
NOTES:
1. DASHED LINE REPRESENTS FUTURE TRACK
2. DEVICES IN ( ) HAVE SIGNAL BUNGALOW EQUIPMENT INCLUDED.

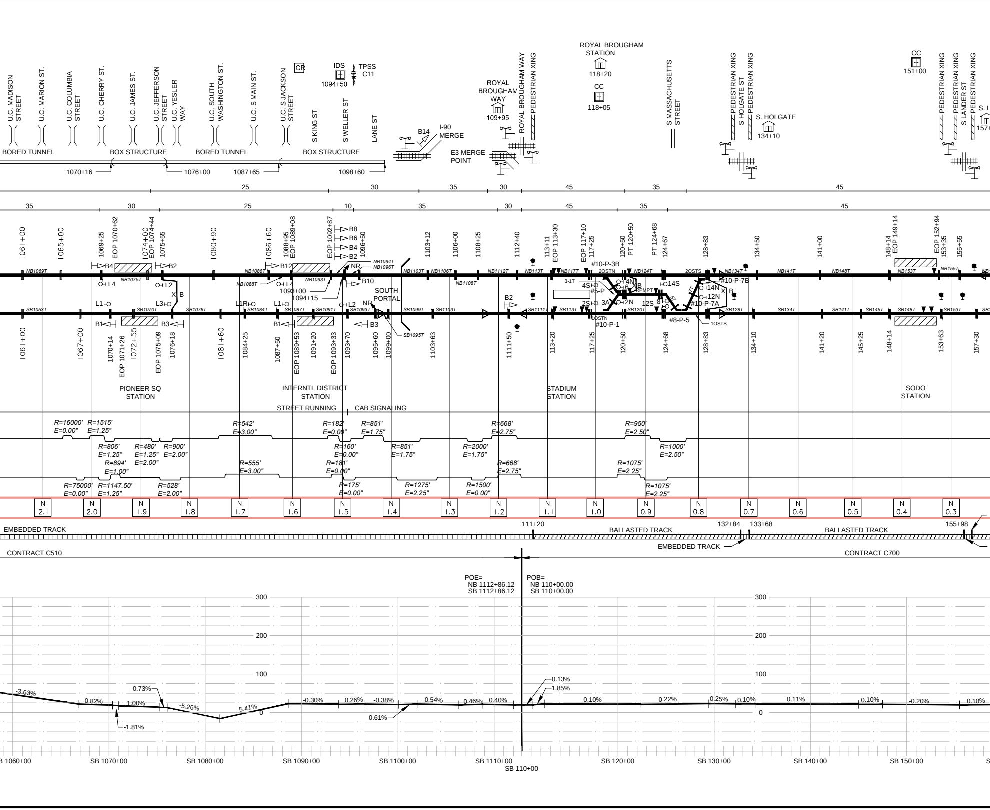
03/12/15 | 1:15 PM | HENDERSONJ
T:_JASON HENDERSON\#REQUESTED DWG\IST_SYSTEMS\SINGLE LINE TRACK DIAGRAM\MASTER_S-LINE-SIG.DWG

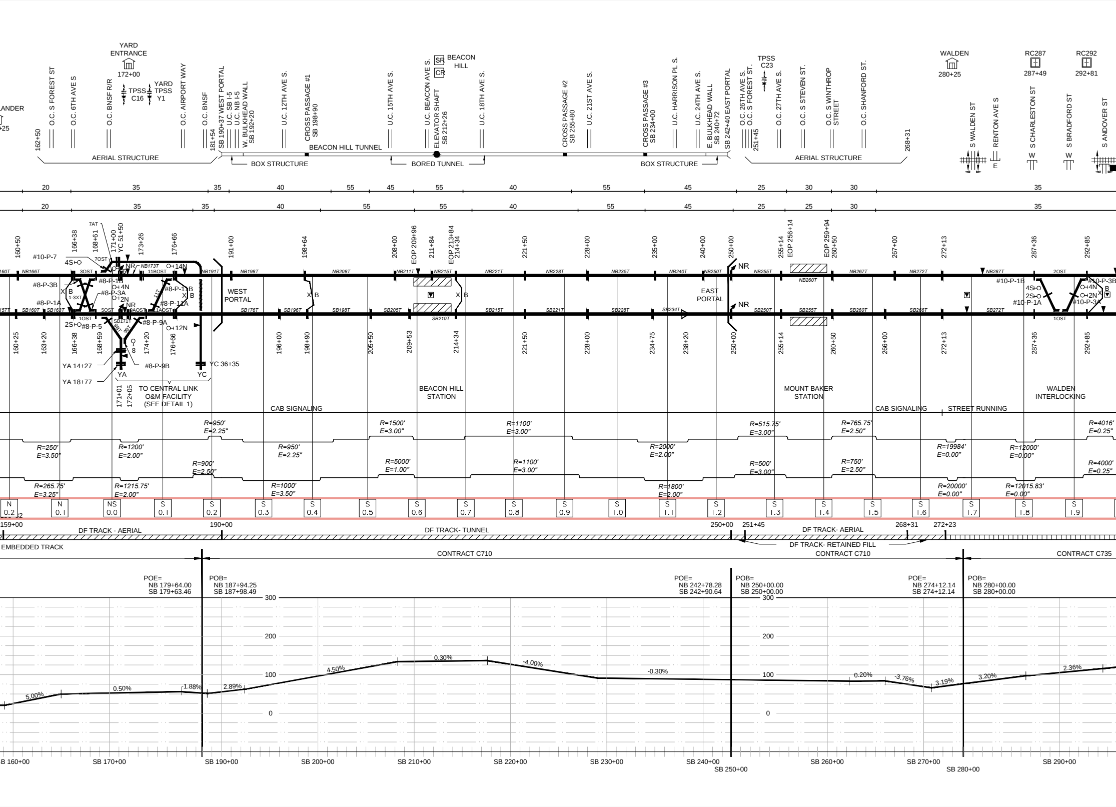

X-PASS 34, NB 1327+70
UC NE 67TH ST
TPSS N9
SR
CR
UC NE 65TH ST
X-PASS 33, NB 1310+80
X-PASS 32, NB 1304+30
X-PASS 31, NB 1296+69
X-PASS 30, NB 1290+10
X-PASS 29, NB 1282+45
X-PASS 28, NB 1274+50
X-PASS 27, NB 1269+90
UC NE 45TH ST
TPSS N7
SR
CR
UC NE 43RD ST
X-PASS 26, NB 1252+70
X-PASS 25, NB 1245+75
X-PASS 24, NB 1239+21
X-PASS 23, NB 1232+00
55
35
55
35
1327+70 BB
1321+69 IJ & SIG
1317+59 IJ & SIG
1310+80 BB
1304+30 BB
1296+69 BB
1290+10 BB
1282+45 BB
1270+40 BB
1262+10 IJ & SIG
1257+89 IJ & SIG
1253+10 BB
1249+23 BB
1240+68 BB
1235+60 BB
1228+36 BB
NB1328T
NB1322T
NB1318T
NB1311T
NB1304T
NB1297T
NB1290T
NB1282T
NB1270T
NB1262T
NB1258T
NB1253T
NB1249T
NB1241T
NB1236T
NB1228T
8S
8N
4S
4N
NR
X
B
SB1335T
SB1328T
SB1322T
SB1318T
SB1311T
SB1304T
SB1297T
SB1290T
SB1282T
SB1270T
SB1262T
SB1258T
SB1253T
SB1249T
SB1243T
SB1236T
2S
2N
6S
6N
1327+58 BB
1321+69 IJ & SIG
EOP 1321+54
EOP 1317+74
1317+59 IJ & SIG
1310+80 BB
1304+30 BB
1296+69 BB
1290+10 BB
1282+45 BB
1270+02 BB
1262+10 IJ & SIG
EOP 1261+90
EOP 1258+10
1257+89 IJ & SIG
1253+10 BB
1249+42 BB
1242+98 BB
1235+66 BB
1228+36 BB
ROOSEVELT STATION
U DISTRICT STATION
CAB SIGNALING
R=3140'
Ea=2.00"
R=1905'
Ea=2.00"
R=3190'
Ea=2.00"
1257+89 IJ & SIG
R=12040'
Ea=0.00"
R=825'
Ea=3.25"
R=810'
Ea=3.25"
R=1600'
Ea=1.50"
R=1865'
Ea=3.50"
R=12000'
Ea=0.00"
R=1560'
Ea=1.50"
N 8.4
N 8.3
N 8.2
N 8.1
N 8.0
N 7.9
N 7.8
N 7.7
N 7.6
N 7.5
N 7.4
N 7.3
N 7.2
N 7.1
N 7.0
N 6.9
N 6.8
N 6.7
N 6.6
N 6.5
DF TRACK - TUNNEL
CONTRACT N125
300
200
100
0
-100
300
200
100
0
-100
4.80%
-1.31%
0.50%
4.00%
NB 1330+00
NB 1320+00
NB 1310+00
NB 1300+00
NB 1290+00
NB 1280+00
NB 1270+00
NB 1260+00
NB 1250+00
NB 1240+00
NB 1230+00


EMI MITIGATION AREA
X-PASS 22, NB 1224+70
X-PASS 21, NB 1216+75
TPSS N5
SR
CR
UW HUSKY STADIUM
LAKE WASHINGTON SHIP CANAL
UC E SHELBY ST
X-PASS 20, NB 1194+70
UC E HAMLIN ST
X-PASS 19, NB 1189+94
UC E WASHINGTON BLVD
PUMP STATION & X-PASS 18, NB 1182+62
X-PASS 17A NB 1180+10
UC E MILLER ST
UC E CALHOUN ST
X-PASS 17, NB 1172+60
UC E MCGRAW ST
UC E LYNN ST
X-PASS 16, NB 1167+00
UC E BLAINE ST
UC BOYER AVE E
X-PASS 15, NB 1159+60
X-PASS 14, NB 1153+40
X-PASS 13, NB 1148+80
UC E GARFIELD ST
X-PASS 12, NB 1141+00
UC E GALER ST
X-PASS 11, NB 1133+00
VOLUNTEER PARK
X-PASS 10, NB 1125+00
X-PASS 9, NB 1117+00
UC E ALOHA ST
X-PASS 8, NB 1109+80
BOX STRUCTURE
BORED TUNNEL
45
40
55
55
45
40
55
55
1220+82 BB
1213+92 BB
1209+40 IJ & SIG
1204+97
1203+65
1202+32
1199+45
1189+90
1180+10
1167+00
1156+50
1148+80
1141+00
1133+00
1125+00
1117+00
1109+80
8S
8N
4S
NR
4N
40ST
20ST
#6-P-3B
#5-P-1B
NB1221T
NB1214T
NB1209T
NB1205T
NB1199T
NB1190T
NR
NB1180T
NB1167T
NB1157T
NB1149T
4S
4N
NB1141T
NB1133T
NB1125T
NB1117T
NB1110T
X B
X B
X B
#6-P-1A
#5-P-3A
SB1228T
SB1221T
SB1214T
SB1209T
SB1199T
SB1190T
SB1180T
SB1173T
SB1167T
SB1160T
SB1157T
SB1153T
SB1149T
SB1141T
SB1129T
SB1117T
6S
6N
30ST
10ST
SB1202T
2S
NR
2N
NR
2S
2N
1220+82 BB
1213+92 BB
1209+40 IJ & SIG
EOP 1209+07
EOP 1205+27
1204+97
1203+65
1202+32
1199+40
1189+74
1180+00
1172+60
1166+96
1160+25
1156+50
1153+40
1148+80
1141+00
1129+00
1117+00
1109+80
UNIVERSITY OF WASHINGTON STATION
MONTLAKE MID-POINT
CAB SIGNALING
R=7240'
E=0.50"
R=7200'
E=0.50"
N 6.4
N 6.3
N 6.2
N 6.1
N 6.0
N 5.9
N 5.8
N 5.7
N 5.6
N 5.5
N 5.4
N 5.3
N 5.2
N 5.1
N 5.0
N 4.9
N 4.8
N 4.7
N 4.6
N 4.5
N 4.4
N 4.3
N 4.2
DF TRACK
CONTRACT U830
TRACK EQUATION
NB 1210+00.00 AHEAD
NB 1209+64.71 BACK
300
200
100
0
-100
300
200
100
0
-100
0.80%
4.50%
-4.11%
-4.11%
NB 1220+00
NB 1210+00
NB 1210+00
NB 1200+00
NB 1190+00
NB 1180+00
NB 1170+00
NB 1160+00
NB 1150+00
NB 1140+00
NB 1130+00
NB 1120+00
NB 1110+00

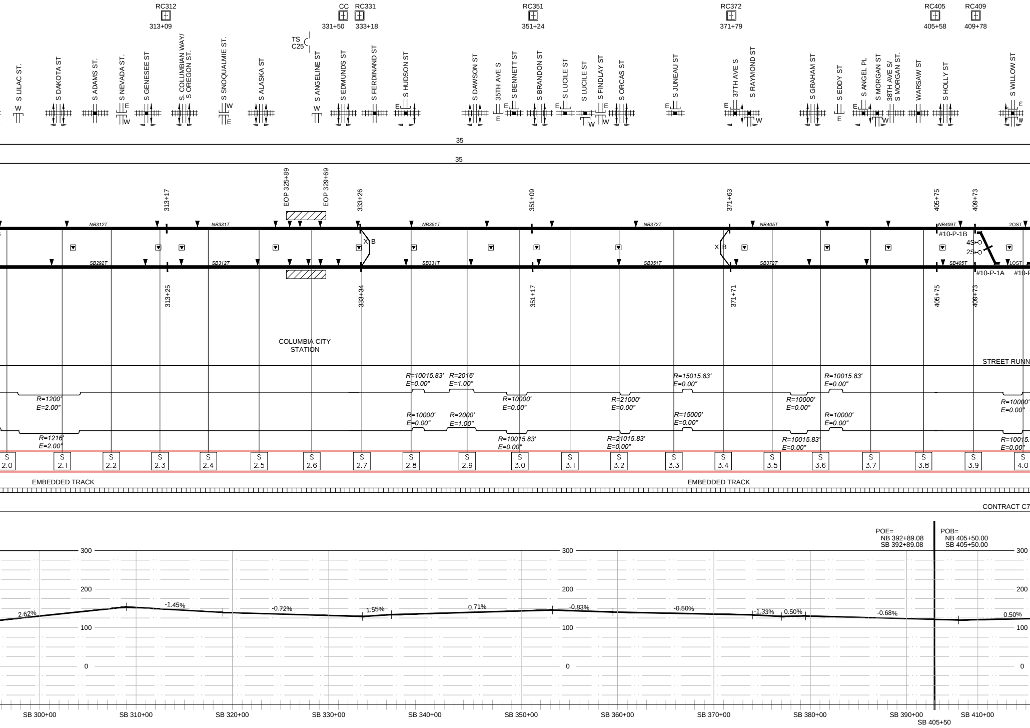
1. CPS SIGNAL EQUIPMENT NOT SHOWN FOR CLARITY, SEE L10-JS541, PINE STREET ROUTE AND ASPECT CHART FOR CPS EQUIPMENT.

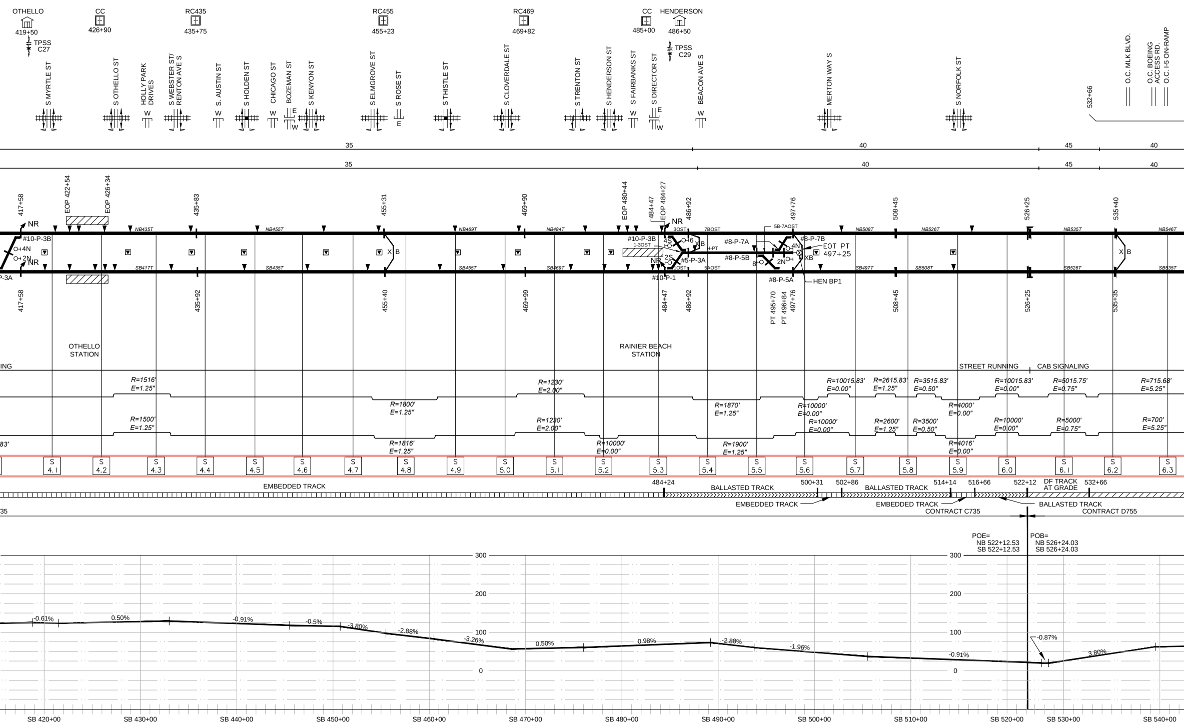

UC E MERCER ST
X-PASS 7, NB 1102+00
UC E REPUBLICAN ST
UC E HARRISON ST
X-PASS 6, NB 1094+50
UC E THOMAS ST
UC E JOHN ST
TPSS N3
SR
CR
UC E DENNY WAY
X-PASS 5, NB 1080+10
UC E HOWELL ST
UC BROADWAY
X-PASS 4, NB 1072+60
UC E PINE ST
UC HARVARD AVE
X-PASS 3, NB 1064+60
UC BOYLSTON AVE
UC BELMONT AVE
X-PASS 2, NB 1058+50
UC SUMMIT AVE
UC CRAWFORD PL
UC MINOR AVE
X-PASS 1, NB 1050+80
UC BOREN AVE
UC I-5 FREEWAY
TPSS N0
PINE ST
U.C. 7TH AVE
U.C. 6TH AVE
U.C. 4TH AVE
U.C. 3RD AVE
U.C. PIKE ST.
U.C. UNION ST.
UNIV.
U.C. UNIVERSITY STREET
U.C. SENCA ST.
U.C. SPRING ST.
BOX STRUCTURE
BORED TUNNEL
BOX STRUCTURE
BORED TUNNEL
BOX STRUCTURE
1012+60
1029+82
1036+70
1047+60
1053+50
50
45
30
20
30
50
45
10
30
20
30
CAPITOL HILL STATION
WESTLAKE STATION
UNIVERSITY STATION
CAB SIGNALING
CAB SIGNALING
STREET RUNNING
R=1635' E=2.50"
R=2552' E=2.50"
R=1595' E=2.75"
R=2612' E=2.50"
R=550' E=3.75"
R=550' E=3.75"
R=910' E=1.00"
R=910' E=1.00"
R=900' E=1.00"
R=900' E=1.00"
R=264' E=2.50"
R=264.25' E=2.50"
R=50000' E=0.00"
R=1305' E=1.25"
R=1001' E=1.00"
R=915' E=1.00"
R=1410' E=1.00"
R=1285' E=1.25"
R=802' E=1.25"
R=1180' E=1.25"
R=1180' E=1.25"
N 4.1
N 4.0
N 3.9
N 3.8
N 3.7
N 3.6
N 3.5
N 3.4
N 3.3
N 3.2
N 3.1
N 3.0
N 2.9
N 2.8
N 2.7
N 2.6
N 2.5
N 2.4
N 2.3
N 2.2
DF TRACK
1009+09
1007+24
DF TRACK
DF TRACK SPECIAL C520 (NIC)
TRACK EQUATION
POB= NB 1005+37.36 SB 1005+37.36
POB= NB 1024+22.40 SB 1024+22.40
POE= NB 1012+46 SB 1012+46
NB 1044+29.47 AHEAD
NB 1012+46.64 BACK
-4.11%
0.50%
4.88%
-2.00%
0.61%
-5.92%
-5.22%
0.75%
-0.61%
0.53%
1.25%
-0.77%
-0.38%
-0.33%
-0.71%
-1.66%
-0.71%
-0.47%
300
200
100
0
-100
NB 1100+00
NB 1090+00
NB 1080+00
NB 1070+00
NB 1060+00
NB 1050+00
SB 1010+00
SB 1024+22
SB 1030+00
SB 1040+00
SB 1050+00

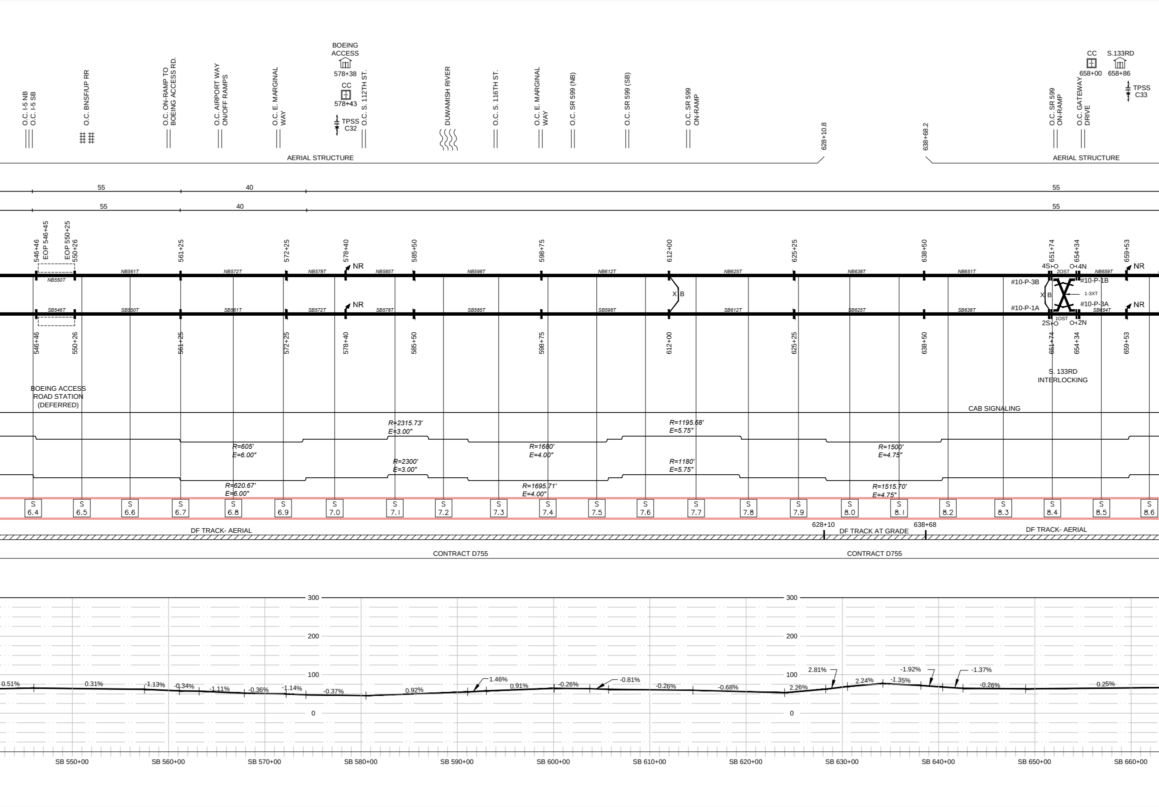

U.C. MADISON STREET
U.C. MARION ST.
U.C. COLUMBIA STREET
U.C. CHERRY ST.
U.C. JAMES ST.
U.C. JEFFERSON STREET
U.C. YESLER WAY
U.C. SOUTH WASHINGTON ST.
U.C. S MAIN ST.
U.C. S JACKSON STREET
CR
IDS
1094+50
TPSS C11
S KING ST
S WELLER ST
LANE ST
B14
I-90 MERGE
E3 MERGE POINT
ROYAL BROUGHAM WAY
109+95
ROYAL BROUGHAM WAY
PEDESTRIAN XING
ROYAL BROUGHAM STATION
118+20
CC
118+05
S MASSACHUSETTS STREET
PEDESTRIAN XING
S HOLGATE ST
PEDESTRIAN XING
S. HOLGATE
134+10
CC
151+00
PEDESTRIAN XING
PEDESTRIAN XING
S LANDER ST
PEDESTRIAN XING
BORED TUNNEL
BOX STRUCTURE
BORED TUNNEL
BOX STRUCTURE
1070+16
1076+00
1087+65
1098+60
25
30
35
30
45
35
45
35
30
25
10
35
30
45
35
45
1061+00
1065+00
1069+25
EOP 1070+62
1074+00
EOP 1074+44
1075+55
1080+90
1086+60
1088+95
EOP 1089+08
EOP 1092+87
B8
B6
B4
B2
1096+50
1103+12
1106+00
1108+25
1112+40
113+11
EOP 113+30
EOP 117+10
117+25
120+50
PT 120+50
PT 124+68
124+67
128+83
134+50
141+00
148+14
EOP 149+14
EOP 152+94
153+35
155+55
B4
B2
B12
NR
NB1094T
NB1096T
NB1069T
NB1075T
NB1086T
NB1088T
NB1093T
NB1103T
NB1106T
NB1108T
NB1112T
NB113T
NB117T
NB124T
NB134T
NB141T
NB148T
NB153T
NB155T
L4
L2
X B
L4
B10
1093+00
1094+15
SOUTH PORTAL
#10-P-3B
2OSTN
3-1T
4S
#5-P
4N
6
X B
RPMPT
14S
2OSTS
#10-P-7B
14N
12N
X B
2S
3A
2N
12S
#10-P-7A
L1
L3
L1R
L1
L2
NR
B2
SB1053T
SB1070T
SB1076T
SB1084T
SB1087T
SB1091T
SB1093T
SB1095T
SB1099T
SB1103T
SB1111T
SB113T
SB120T
SB128T
SB134T
SB141T
SB145T
SB148T
SB153T
B1
B3
B1
B3
1OSTN
#10-P-1
#8-P-5
1OSTS
1061+00
1067+00
1070+14
EOP 1071+26
1072+55
EOP 1075+09
1076+18
1081+60
1084+25
1087+50
EOP 1089+53
1091+20
EOP 1093+33
1093+70
1095+60
1099+00
1103+63
1111+50
113+20
117+25
120+50
124+68
128+83
134+10
141+20
145+25
148+14
153+63
157+30
PIONEER SQ STATION
INTERNTL DISTRICT STATION
STREET RUNNING
CAB SIGNALING
STADIUM STATION
SODO STATION
R=16000' E=0.00"
R=1515' E=1.25"
R=542' E=3.00"
R=182' E=0.00"
R=851' E=1.75"
R=668' E=2.75"
R=950' E=2.50"
R=806' E=1.25"
R=480' E=1.25"
R=900' E=2.00"
R=894' E=2.00"
R=894' E=1.00"
R=160' E=0.00"
R=851' E=1.75"
R=2000' E=1.75"
R=1000' E=2.50"
R=555' E=3.00"
R=181' E=0.00"
R=668' E=2.75"
R=1075' E=2.25"
R=75000' E=0.00"
R=1147.50' E=1.25"
R=528' E=2.00"
R=175' E=0.00"
R=1275' E=2.25"
R=1500' E=0.00"
R=1075' E=2.25"
N 2.1
N 2.0
N 1.9
N 1.8
N 1.7
N 1.6
N 1.5
N 1.4
N 1.3
N 1.2
N 1.1
N 1.0
N 0.9
N 0.8
N 0.7
N 0.6
N 0.5
N 0.4
N 0.3
EMBEDDED TRACK
111+20
BALLASTED TRACK
132+84
133+68
BALLASTED TRACK
155+98
EMBEDDED TRACK
CONTRACT C510
CONTRACT C700
POE= NB 1112+86.12 SB 1112+86.12
POB= NB 110+00.00 SB 110+00.00
300
200
100
0
300
200
100
0
-3.63%
-0.82%
1.00%
-0.73%
-1.81%
-5.26%
5.41%
-0.30%
0.26%
-0.38%
0.61%
-0.54%
0.46%
0.40%
0.13%
1.85%
-0.10%
0.22%
-0.25%
0.10%
-0.11%
0.10%
-0.20%
0.10%
SB 1060+00
SB 1070+00
SB 1080+00
SB 1090+00
SB 1100+00
SB 1110+00
SB 110+00
SB 120+00
SB 130+00
SB 140+00
SB 150+00

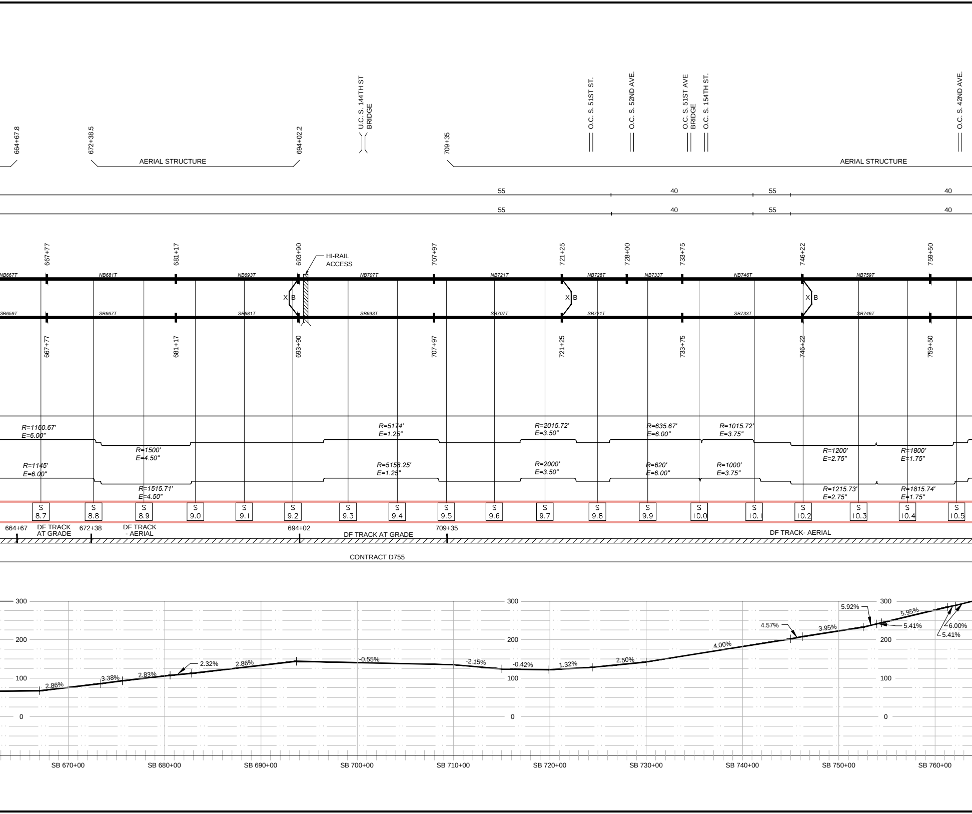


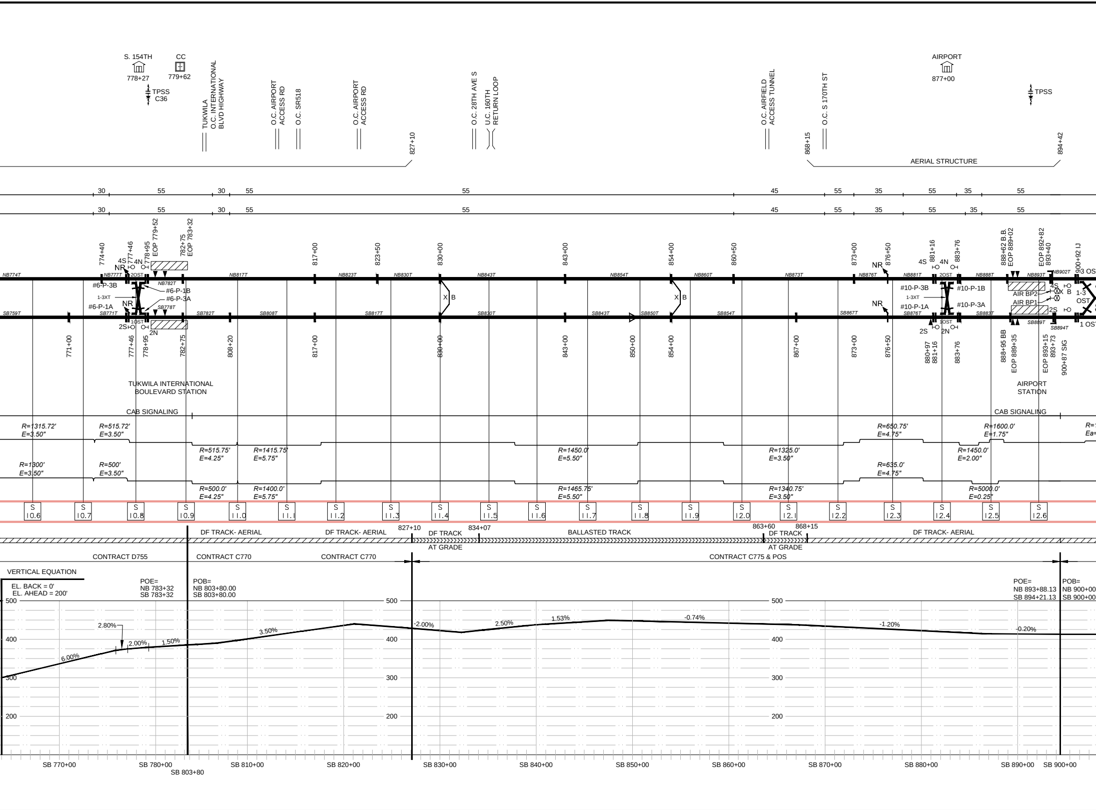
YARD ENTRANCE
172+00
YARD TPSS Y1
TPSS C16
O.C. S FOREST ST
O.C. 6TH AVE S
O.C. BNSF R/R
O.C. AIRPORT WAY
O.C. BNSF
181+54
SB 190+37 WEST PORTAL
U.C. SB I-5
U.C. NB I-5
W. BULKHEAD WALL SB 192+20
U.C. 12TH AVE S.
CROSS PASSAGE #1 SB 198+90
U.C. 15TH AVE S.
U.C. BEACON AVE S.
ELEVATOR SHAFT SB 212+26
SR
CR
BEACON HILL
U.C. 18TH AVE S.
CROSS PASSAGE #2 SB 255+80
U.C. 21ST AVE S.
CROSS PASSAGE #3 SB 234+00
U.C. HARRISON PL S.
U.C. 24TH AVE S.
E. BULKHEAD WALL SB 240+72
SB 242+40 EAST PORTAL
O.C. 26TH AVE S.
O.C. S FOREST ST.
251+45
TPSS C23
O.C. 27TH AVE S.
O.C. S STEVEN ST.
O.C. S WINTHROP STREET
O.C. S SHANFORD ST.
268+31
WALDEN 280+25
S WALDEN ST
RENTON AVE S
E
RC287 287+49
S CHARLESTON ST
W
S BRADFORD ST
W
RC292 292+81
S ANDOVER ST
162+50
AERIAL STRUCTURE
BEACON HILL TUNNEL
BOX STRUCTURE
BORED TUNNEL
BOX STRUCTURE
AERIAL STRUCTURE
20 35 35 40 55 45 55 40 55 45 25 30 30 35
20 35 35 40 55 55 40 55 45 25 25 30 35
160+50 166+38 168+61 171+00 YC 51+50 173+26 176+66 191+00 198+64 208+00 EOP 209+96 211+84 EOP 213+84 214+34 221+50 228+00 235+00 240+00 250+00 255+14 EOP 256+14 EOP 259+94 260+50 267+00 272+13 287+36 292+85
#10-P-7
4S
7AT
7OST
3OST
#8-P-3B
#8-P-1B
#8-P-3A
#8-P-1A
1-3XT
4N
2N
NR
14N
NB173T
11BOST
#8-P-11B
#8-P-11A
1OST
5OST
9AOST
1AOST
2S
#8-P-5
#8-P-9A
12N
SB171T
9BT
8
YA 14+27
YA 18+77
YA
#8-P-9B
YC 36+35
YC
171+01
172+05
TO CENTRAL LINK O&M FACILITY (SEE DETAIL 1)
WEST PORTAL
EAST PORTAL
NR
NR
X B
NB166T NB191T NB198T NB208T NB211T NB215T NB221T NB228T NB235T NB240T NB250T NB255T NB260T NB267T NB272T NB287T
SB160T SB163T SB176T SB196T SB198T SB205T SB210T SB215T SB221T SB228T SB234T SB250T SB255T SB260T SB266T SB272T
2OST
#10-P-1B
#10-P-1A
#10-P-3B
#10-P-3A
1OST
160+25 163+20 166+38 168+59 174+20 176+66 196+00 198+90 205+50 209+53 214+34 221+50 228+00 234+75 238+20 250+00 255+14 260+50 266+00 272+13 287+36 292+85
BEACON HILL STATION
MOUNT BAKER STATION
WALDEN INTERLOCKING
CAB SIGNALING
CAB SIGNALING
STREET RUNNING
R=950' E=2.25"
R=1500' E=3.00"
R=1100' E=3.00"
R=515.75' E=3.00"
R=765.75' E=2.50"
R=4016' E=0.25"
R=250' E=3.50"
R=1200' E=2.00"
R=950' E=2.25"
R=2000' E=2.00"
R=19984' E=0.00"
R=12000' E=0.00"
R=900' E=2.50"
R=5000' E=1.00"
R=1100' E=3.00"
R=500' E=3.00"
R=750' E=2.50"
R=4000' E=0.25"
R=265.75' E=3.25"
R=1215.75' E=2.00"
R=1000' E=3.50"
R=1800' E=2.00"
R=20000' E=0.00"
R=12015.83' E=0.00"
N 0.2
N 0.1
NS 0.0
S 0.1
S 0.2
S 0.3
S 0.4
S 0.5
S 0.6
S 0.7
S 0.8
S 0.9
S 1.0
S 1.1
S 1.2
S 1.3
S 1.4
S 1.5
S 1.6
S 1.7
S 1.8
S 1.9
159+00
190+00
250+00
251+45
268+31
272+23
DF TRACK - AERIAL
DF TRACK- TUNNEL
DF TRACK- AERIAL
DF TRACK- RETAINED FILL
EMBEDDED TRACK
CONTRACT C710
CONTRACT C710
CONTRACT C735
POE= NB 179+64.00 SB 179+63.46
POB= NB 187+94.25 SB 187+98.49
POE= NB 242+78.28 SB 242+90.64
POB= NB 250+00.00 SB 250+00.00
POE= NB 274+12.14 SB 274+12.14
POB= NB 280+00.00 SB 280+00.00
300
200
100
0
5.00%
0.50%
-1.88%
2.89%
4.50%
0.30%
-4.00%
-0.30%
0.20%
-3.76%
3.19%
3.20%
2.36%
SB 160+00
SB 170+00
SB 190+00
SB 200+00
SB 210+00
SB 220+00
SB 230+00
SB 240+00
SB 250+00
SB 260+00
SB 270+00
SB 280+00
SB 290+00

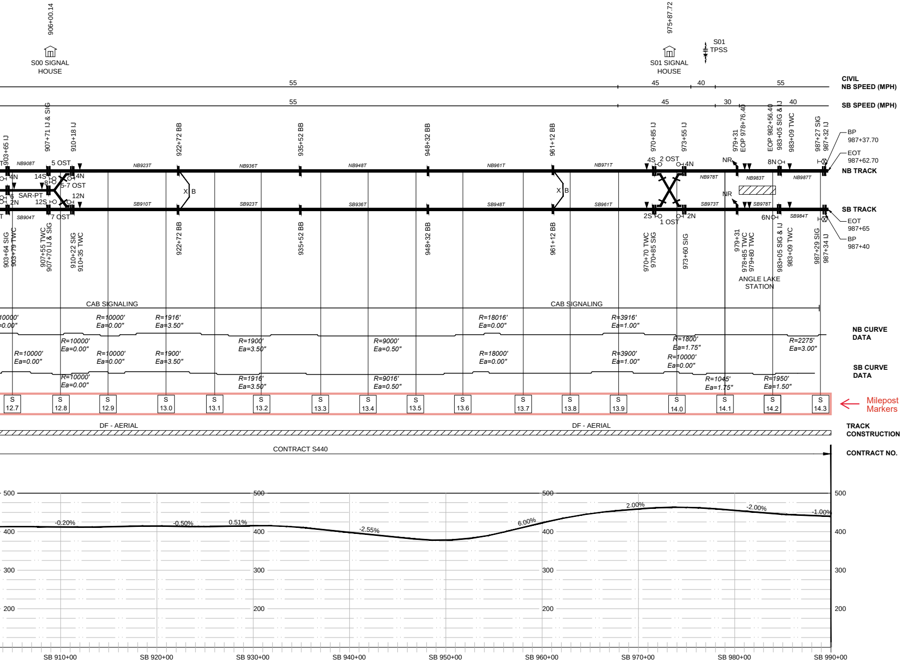

RC312
313+09
CC
RC331
331+50
333+18
RC351
351+24
RC372
371+79
RC405
405+58
RC409
409+78
TS
C25
S LILAC ST.
S DAKOTA ST
S ADAMS ST.
S NEVADA ST.
S GENESEE ST
S. COLUMBIAN WAY/ S OREGON ST.
S SNOQUALMIE ST.
S ALASKA ST
S ANGELINE ST
S EDMUNDS ST
S FERDINAND ST
S HUDSON ST
S DAWSON ST
35TH AVE S
S BENNETT ST
S BRANDON ST
S LUCILE ST
S LUCILE ST
S FINDLAY ST
S ORCAS ST
S JUNEAU ST
37TH AVE S
S RAYMOND ST
S GRAHAM ST
S EDDY ST
S ANGEL PL
S MORGAN ST
38TH AVE S/ S MORGAN ST.
WARSAW ST
S HOLLY ST
S WILLOW ST
W
E
35
35
313+17
EOP 325+89
EOP 329+69
333+26
351+09
371+63
405+75
409+73
NB312T
NB331T
NB351T
NB372T
NB405T
NB409T
2OST
SB292T
SB312T
SB331T
SB351T
SB372T
SB405T
1OST
X B
#10-P-1B
4S-O
2S-O
#10-P-1A
313+25
333+34
351+17
371+71
405+75
409+73
COLUMBIA CITY STATION
STREET RUNN
R=1200'
E=2.00"
R=1216'
E=2.00"
R=10015.83'
E=0.00"
R=2016'
E=1.00"
R=10000'
E=0.00"
R=2000'
E=1.00"
R=10000'
E=0.00"
R=10015.83'
E=0.00"
R=21000'
E=0.00"
R=21015.83'
E=0.00"
R=15015.83'
E=0.00"
R=15000'
E=0.00"
R=10000'
E=0.00"
R=10015.83'
E=0.00"
R=10015.83'
E=0.00"
R=10000'
E=0.00"
R=10000'
E=0.00"
R=10015.
E=0.00"
S 2.0
S 2.1
S 2.2
S 2.3
S 2.4
S 2.5
S 2.6
S 2.7
S 2.8
S 2.9
S 3.0
S 3.1
S 3.2
S 3.3
S 3.4
S 3.5
S 3.6
S 3.7
S 3.8
S 3.9
S 4.0
EMBEDDED TRACK
EMBEDDED TRACK
CONTRACT C7
POE=
NB 392+89.08
SB 392+89.08
POB=
NB 405+50.00
SB 405+50.00
300
200
100
0
2.62%
-1.45%
-0.72%
1.55%
0.71%
-0.83%
-0.50%
-1.33%
0.50%
-0.68%
0.50%
SB 300+00
SB 310+00
SB 320+00
SB 330+00
SB 340+00
SB 350+00
SB 360+00
SB 370+00
SB 380+00
SB 390+00
SB 405+50
SB 410+00


OTHELLO
419+50
TPSS
C27
CC
426+90
RC435
435+75
RC455
455+23
RC469
469+82
CC
485+00
HENDERSON
486+50
TPSS
C29
S MYRTLE ST
S OTHELLO ST
HOLLY PARK DRIVES
S WEBSTER ST/ RENTON AVE S
S. AUSTIN ST
S HOLDEN ST
CHICAGO ST
BOZEMAN ST
S KENYON ST
S ELMGROVE ST
S ROSE ST
S THISTLE ST
S CLOVERDALE ST
S TRENTON ST
S HENDERSON ST
S FAIRBANKS ST
S DIRECTOR ST
BEACON AVE S
MERTON WAY S
S NORFOLK ST
532+66
O.C. MLK BLVD.
O.C. BOEING ACCESS RD.
O.C. I-5 ON-RAMP
W
E
35
40
45
40
417+58
EOP 422+54
EOP 426+34
435+83
455+31
469+90
EOP 480+44
484+47
EOP 484+27
486+92
497+76
508+45
526+25
535+40
NR
#10-P-3B
4N
2N
NR
P-3A
NB435T
NB455T
NB469T
NB484T
NB508T
NB526T
NB535T
NB546T
SB417T
SB435T
SB455T
SB469T
SB497T
SB508T
SB526T
SB535T
X B
#10-P-3B
1-3OST
3OST
4S
6
XB
H-PT
7BOST
#8-P-7A
5B-7AOST
#8-P-7B
4N
EOT PT
497+25
2S
#5-P-3A
#8-P-5B
8
2N
XB
NR
1OST
5AOST
#10-P-1
#8-P-5A
HEN BP1
417+58
435+92
455+40
469+99
484+47
486+92
PT 495+70
PT 496+84
497+76
508+45
526+25
535+35
OTHELLO STATION
RAINIER BEACH STATION
ING
STREET RUNNING
CAB SIGNALING
R=1516'
E=1.25"
R=1230'
E=2.00"
R=10015.83'
E=0.00"
R=2615.83'
E=1.25"
R=3515.83'
E=0.50"
R=10015.83'
E=0.00"
R=5015.75'
E=0.75"
R=715.68'
E=5.25"
R=1800'
E=1.25"
R=1870'
E=1.25"
R=10000'
E=0.00"
R=4000'
E=0.00"
R=1500'
E=1.25"
R=1230'
E=2.00"
R=10000'
E=0.00"
R=2600'
E=1.25"
R=3500'
E=0.50"
R=10000'
E=0.00"
R=5000'
E=0.75"
R=700'
E=5.25"
83'
R=1816'
E=1.25"
R=10000'
E=0.00"
R=1900'
E=1.25"
R=4016'
E=0.00"
S 4.1
S 4.2
S 4.3
S 4.4
S 4.5
S 4.6
S 4.7
S 4.8
S 4.9
S 5.0
S 5.1
S 5.2
S 5.3
S 5.4
S 5.5
S 5.6
S 5.7
S 5.8
S 5.9
S 6.0
S 6.1
S 6.2
S 6.3
EMBEDDED TRACK
484+24
BALLASTED TRACK
500+31
502+86
BALLASTED TRACK
514+14
516+66
522+12
DF TRACK AT GRADE
532+66
EMBEDDED TRACK
EMBEDDED TRACK
BALLASTED TRACK
35
CONTRACT C735
CONTRACT D755
POE=
NB 522+12.53
SB 522+12.53
POB=
NB 526+24.03
SB 526+24.03
300
200
100
0
-0.61%
0.50%
-0.91%
-0.5%
-3.80%
-2.88%
-3.26%
0.50%
0.98%
-2.88%
-1.96%
-0.91%
-0.87%
3.80%
SB 420+00
SB 430+00
SB 440+00
SB 450+00
SB 460+00
SB 470+00
SB 480+00
SB 490+00
SB 500+00
SB 510+00
SB 520+00
SB 530+00
SB 540+00


O.C. I-5 NB
O.C. I-5 SB
O.C. BNSF/UP RR
O.C. ON-RAMP TO BOEING ACCESS RD.
O.C. AIRPORT WAY ON/OFF RAMPS
O.C. E. MARGINAL WAY
BOEING ACCESS
578+38
CC
578+43
TPSS C32
O.C. S. 112TH ST.
DUWAMISH RIVER
O.C. S. 116TH ST.
O.C. E. MARGINAL WAY
O.C. SR 599 (NB)
O.C. SR 599 (SB)
O.C. SR 599 ON-RAMP
628+10.8
638+68.2
O.C. SR 599 ON-RAMP
O.C. GATEWAY DRIVE
CC
658+00
S.133RD
658+86
TPSS C33
AERIAL STRUCTURE
AERIAL STRUCTURE
55
40
55
55
40
55
546+46
EOP 546+45
EOP 550+25
550+26
561+25
572+25
578+40
NR
585+50
598+75
612+00
625+25
638+50
651+74
654+34
659+53
NR
NB550T
NB561T
NB572T
NB578T
NB585T
NB598T
NB612T
NB625T
NB638T
NB651T
NB659T
SB546T
SB550T
SB561T
SB572T
SB578T
SB585T
SB598T
SB612T
SB625T
SB638T
SB654T
X B
4S
4N
2OST
#10-P-3B
#10-P-1B
1-3XT
#10-P-1A
#10-P-3A
2S
2N
1OST
546+46
550+26
561+25
572+25
578+40
585+50
598+75
612+00
625+25
638+50
651+74
654+34
659+53
BOEING ACCESS ROAD STATION (DEFERRED)
S. 133RD INTERLOCKING
CAB SIGNALING
R=2315.73'
E=3.00"
R=1195.68'
E=5.75"
R=605'
E=6.00"
R=1680'
E=4.00"
R=1500'
E=4.75"
R=2300'
E=3.00"
R=1180'
E=5.75"
R=620.67'
E=6.00"
R=1695.71'
E=4.00"
R=1515.70'
E=4.75"
S 6.4
S 6.5
S 6.6
S 6.7
S 6.8
S 6.9
S 7.0
S 7.1
S 7.2
S 7.3
S 7.4
S 7.5
S 7.6
S 7.7
S 7.8
S 7.9
S 8.0
S 8.1
S 8.2
S 8.3
S 8.4
S 8.5
S 8.6
DF TRACK- AERIAL
628+10
DF TRACK AT GRADE
638+68
DF TRACK- AERIAL
CONTRACT D755
CONTRACT D755
300
200
100
0
300
200
100
0
0.51%
0.31%
-1.13%
-0.34%
-1.11%
-0.36%
-1.14%
-0.37%
0.92%
1.46%
0.91%
-0.26%
-0.81%
-0.26%
-0.68%
2.26%
2.81%
2.24%
-1.92%
-1.35%
-1.37%
-0.26%
0.25%
SB 550+00
SB 560+00
SB 570+00
SB 580+00
SB 590+00
SB 600+00
SB 610+00
SB 620+00
SB 630+00
SB 640+00
SB 650+00
SB 660+00

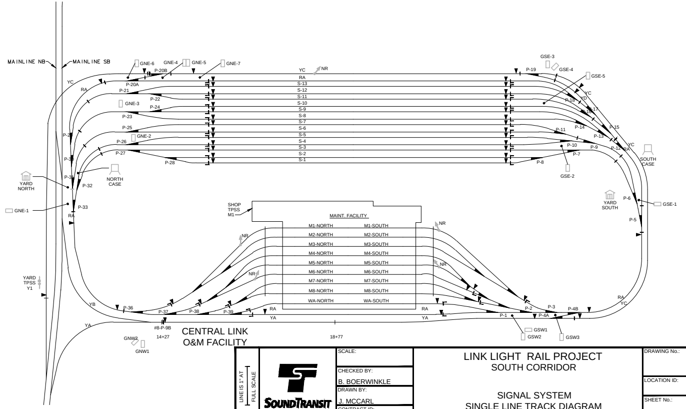

664+67.8
672+38.5
694+02.2
U.C. S. 144TH ST BRIDGE
709+35
O.C. S. 51ST ST.
O.C. S. 52ND AVE.
O.C. S. 51ST AVE BRIDGE
O.C. S. 154TH ST.
O.C. S. 42ND AVE.
AERIAL STRUCTURE
AERIAL STRUCTURE
55
40
55
40
55
40
55
40
667+77
681+17
693+90
HI-RAIL ACCESS
707+97
721+25
728+00
733+75
746+22
759+50
NB667T
NB681T
NB693T
NB707T
NB721T
NB728T
NB733T
NB746T
NB759T
X B
X B
X B
SB659T
SB667T
SB681T
SB693T
SB707T
SB721T
SB733T
SB746T
667+77
681+17
693+90
707+97
721+25
733+75
746+22
759+50
R=1160.67'
E=6.00"
R=1500'
E=4.50"
R=1145'
E=6.00"
R=1515.71'
E=4.50"
R=5174'
E=1.25"
R=5158.25'
E=1.25"
R=2015.72'
E=3.50"
R=2000'
E=3.50"
R=635.67'
E=6.00"
R=620'
E=6.00"
R=1015.72'
E=3.75"
R=1000'
E=3.75"
R=1200'
E=2.75"
R=1215.73'
E=2.75"
R=1800'
E=1.75"
R=1815.74'
E=1.75"
S 8.7
S 8.8
S 8.9
S 9.0
S 9.1
S 9.2
S 9.3
S 9.4
S 9.5
S 9.6
S 9.7
S 9.8
S 9.9
S 10.0
S 10.1
S 10.2
S 10.3
S 10.4
S 10.5
664+67
DF TRACK AT GRADE
672+38
DF TRACK - AERIAL
694+02
DF TRACK AT GRADE
709+35
DF TRACK- AERIAL
CONTRACT D755
300
200
100
0
300
200
100
0
300
200
100
0
2.86%
3.38%
2.83%
2.32%
2.86%
-0.55%
-2.15%
-0.42%
1.32%
2.50%
4.00%
4.57%
3.95%
5.92%
5.41%
5.95%
6.00%
5.41%
SB 670+00
SB 680+00
SB 690+00
SB 700+00
SB 710+00
SB 720+00
SB 730+00
SB 740+00
SB 750+00
SB 760+00


S. 154TH
778+27
CC
779+62
TPSS
C36
TUKWILA
O.C. INTERNATIONAL
BLVD HIGHWAY
O.C. AIRPORT
ACCESS RD
O.C. SR518
O.C. AIRPORT
ACCESS RD
827+10
O.C. 28TH AVE S
U.C. 160TH
RETURN LOOP
O.C. AIRFIELD
ACCESS TUNNEL
868+15
O.C. S 170TH ST
AIRPORT
877+00
TPSS
AERIAL STRUCTURE
894+42
30
55
30
55
55
45
55
35
55
35
55
774+40
777+46
778+95
EOP 779+52
782+75
EOP 783+32
817+00
823+50
830+00
843+00
854+00
860+50
873+00
876+50
881+16
883+76
888+62 B.B.
EOP 889+02
EOP 892+82
893+40
900+92 IJ
NB774T
NB777T
2OST
NB782T
NB817T
NB823T
NB830T
NB843T
NB854T
NB860T
NB873T
NB876T
NB881T
2OST
NB888T
NB893T
NB902T
3 OS
4S
4N
NR
#6-P-3B
#6-P-1B
#6-P-3A
1-3XT
#6-P-1A
NR
X B
X B
#10-P-3B
#10-P-1B
1-3XT
#10-P-1A
#10-P-3A
AIR BP2
AIR BP1
1-3
OST
2S
SB759T
SB771T
SB778T
SB782T
SB808T
SB817T
SB830T
SB843T
SB850T
SB854T
SB867T
SB876T
SB883T
SB889T
SB894T
2S
1OST
2N
1OST
2S
2N
1 OST
771+00
777+46
778+95
782+75
808+20
817+00
830+00
843+00
850+00
854+00
867+00
873+00
876+50
880+97
881+16
883+76
888+95 BB
EOP 889+35
EOP 893+15
893+73
900+87 SIG
TUKWILA INTERNATIONAL
BOULEVARD STATION
AIRPORT
STATION
CAB SIGNALING
CAB SIGNALING
R=1315.72'
E=3.50"
R=515.72'
E=3.50"
R=515.75'
E=4.25"
R=1415.75'
E=5.75"
R=1450.0'
E=5.50"
R=1325.0'
E=3.50"
R=650.75'
E=4.75"
R=1600.0'
E=1.75"
R=1450.0'
E=2.00"
R=1300'
E=3.50"
R=500'
E=3.50"
R=500.0'
E=4.25"
R=1400.0'
E=5.75"
R=1465.75'
E=5.50"
R=1340.75'
E=3.50"
R=635.0'
E=4.75"
R=5000.0'
E=0.25"
S 10.6
S 10.7
S 10.8
S 10.9
S 11.0
S 11.1
S 11.2
S 11.3
S 11.4
S 11.5
S 11.6
S 11.7
S 11.8
S 11.9
S 12.0
S 12.1
S 12.2
S 12.3
S 12.4
S 12.5
S 12.6
DF TRACK- AERIAL
DF TRACK- AERIAL
827+10
DF TRACK
AT GRADE
834+07
BALLASTED TRACK
863+60
868+15
DF TRACK
AT GRADE
DF TRACK- AERIAL
CONTRACT D755
CONTRACT C770
CONTRACT C770
CONTRACT C775 & POS
VERTICAL EQUATION
EL. BACK = 0'
EL. AHEAD = 200'
POE=
NB 783+32
SB 783+32
POB=
NB 803+80.00
SB 803+80.00
POE=
NB 893+88.13
SB 894+21.13
POB=
NB 900+00
SB 900+00
500
400
300
200
6.00%
2.80%
2.00%
1.50%
3.50%
-2.00%
2.50%
1.53%
-0.74%
-1.20%
-0.20%
SB 770+00
SB 780+00
SB 803+80
SB 810+00
SB 820+00
SB 830+00
SB 840+00
SB 850+00
SB 860+00
SB 870+00
SB 880+00
SB 890+00
SB 900+00


906+00.14
S00 SIGNAL HOUSE
975+87.72
S01 SIGNAL HOUSE
S01 TPSS
CIVIL
NB SPEED (MPH)
SB SPEED (MPH)
55
45
40
55
55
45
30
40
903+65 IJ
907+71 IJ & SIG
910+18 IJ
922+72 BB
935+52 BB
948+32 BB
961+12 BB
970+85 IJ
973+55 IJ
979+31
EOP 978+76.40
EOP 982+56.40
983+05 SIG & IJ
983+09 TWC
987+27 SIG
987+32 IJ
BP 987+37.70
EOT 987+62.70
NB TRACK
SB TRACK
EOT 987+65
BP 987+40
NB908T
NB923T
NB936T
NB948T
NB961T
NB971T
NB978T
NB983T
NB987T
SB904T
SB910T
SB923T
SB936T
SB948T
SB961T
SB973T
SB978T
SB984T
5 OST
4N
14S
8
5-7 OST
4N
12N
SAR-PT
6
2N
12S
7 OST
X B
X B
4S
2 OST
4N
2S
1 OST
2N
NR
NR
8N
6N
903+64 SIG
903+79 TWC
907+55 TWC
907+70 IJ & SIG
910+22 SIG
910+35 TWC
922+72 BB
935+52 BB
948+32 BB
961+12 BB
970+70 TWC
970+85 SIG
973+60 SIG
979+31
978+85 TWC
979+80 TWC
983+05 SIG & IJ
983+09 TWC
987+29 SIG
987+34 IJ
ANGLE LAKE STATION
CAB SIGNALING
CAB SIGNALING
NB CURVE DATA
SB CURVE DATA
R=10000' Ea=0.00"
R=10000' Ea=0.00"
R=1916' Ea=3.50"
R=10000' Ea=0.00"
R=1900' Ea=3.50"
R=9000' Ea=0.50"
R=18016' Ea=0.00"
R=3916' Ea=1.00"
R=1800' Ea=1.75"
R=2275' Ea=3.00"
R=10000' Ea=0.00"
R=10000' Ea=0.00"
R=1900' Ea=3.50"
R=10000' Ea=0.00"
R=1916' Ea=3.50"
R=9016' Ea=0.50"
R=18000' Ea=0.00"
R=3900' Ea=1.00"
R=10000' Ea=0.00"
R=1045' Ea=1.75"
R=1950' Ea=1.50"
S 12.7
S 12.8
S 12.9
S 13.0
S 13.1
S 13.2
S 13.3
S 13.4
S 13.5
S 13.6
S 13.7
S 13.8
S 13.9
S 14.0
S 14.1
S 14.2
S 14.3
Milepost Markers
DF - AERIAL
DF - AERIAL
TRACK CONSTRUCTION
CONTRACT S440
CONTRACT NO.
500
400
300
200
-0.20%
-0.50%
0.51%
-2.55%
6.00%
2.00%
-2.00%
-1.00%
SB 910+00
SB 920+00
SB 930+00
SB 940+00
SB 950+00
SB 960+00
SB 970+00
SB 980+00
SB 990+00

LEGEND

▼	TWC LOOP
▽	(DEFERRED) TWC LOOP
XX	TWC LOOP ROUTE CODE
	SIGNAL HOUSE
⊞	SIGNAL CASE (RCXXX)
⊞	COMM CASE (CC)
CR	COMM ROOM
SR	SIGNAL ROOM
	TRACTION POWER SUBSTATION (TPSSXX)
	TRACTION POWER TIE STATION (TSXX)
	GRADE CROSSING WARNING EQUIPMENT
	STOP MARKER SIGNAL
	SIGNAL
	FLASHING PEDESTRIAN SIGNAL
	BUS SIGNAL
	TWC CASE
	INSULATED JOINT BETWEEN TRACK CIRCUITS
	IMPEDANCE BOND
	(DEFERRED) IMPEDANCE BOND
NR	IMPEDANCE BOND WITH TPSS NEGATIVE RETURN
	AT-GRADE HIGHWAY CROSSING
	EMERGENCY VEHICLES CROSSING
E	STREET DEAD ENDS AT EAST SIDE OF TRACK
W	STREET DEAD ENDS AT WEST SIDE OF TRACK
E W	STREET DEAD ENDS AT BOTH SIDES OF TRACK
	LRT TUNNEL
	LRT AERIAL STRUCTURE
	O.C. (LRT OVERCROSSING)
	PEDESTRIAN CROSSING
	U.C. (LRT UNDERCROSSING)
▨	PASSENGER STATION
	PASSENGER STATION (DEFERRED)
	RIVER
	PEDESTRIAN WARNING SIGN (NIC – SEE TRAFFIC PLANS)
	LRT TUNNEL PORTAL
EOP	END OF PLATFORM
EOT	END OF TRACK
P	POWER DUAL– CONTROL SWITCH MACHINE
POE	POINT OF ENDING
POB	POINT OF BEGINNING
◅ ▻	LRT SIGNAL (NIC – SEE TRAFFIC PLANS)
▯	MODULAR MESSAGE SIGN
NR	NEGATIVE RETURN CONNECTION TO RAIL
X B	CROSS BOND
	RECEIVE POINT LOOP


MAINLINE NB
MAINLINE SB
GNE-6
GNE-4
GNE-5
GNE-7
P-20B
P-20A
YC
RA
NR
S-13
S-12
S-11
S-10
S-9
S-8
S-7
S-6
S-5
S-4
S-3
S-2
S-1
P-21
P-22
GNE-3
P-24
P-23
P-25
GNE-2
P-26
P-27
P-28
P-2
P-30
P-31
P-32
P-33
YARD NORTH
NORTH CASE
GNE-1
RA
GSE-3
GSE-4
GSE-5
P-19
YC
YD
P-18
P-17
P-16
P-15
P-14
P-13
P-11
P-12
P-10
P-9
P-7
P-8
YC
RA
SOUTH CASE
GSE-2
YARD SOUTH
P-6
GSE-1
P-5
SHOP TPSS M1
MAINT. FACILITY
M1-NORTH
M2-NORTH
M3-NORTH
M4-NORTH
M5-NORTH
M6-NORTH
M7-NORTH
M8-NORTH
WA-NORTH
M1-SOUTH
M2-SOUTH
M3-SOUTH
M4-SOUTH
M5-SOUTH
M6-SOUTH
M7-SOUTH
M8-SOUTH
WA-SOUTH
NR
NR
NR
NR
YARD TPSS Y1
YB
P-36
P-37
P-38
P-39
RA
YA
RA
YA
YA
P-1
P-2
P-3
P-4A
P-4B
RA
YC
#8-P-9B
14+27
18+77
GNW2
GNW1
GSW1
GSW2
GSW3
CENTRAL LINK
O&M FACILITY

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE:

CHECKED BY:
B. BOERWINKLE

DRAWN BY:
J. MCCARL

CONTRACT ID:

LINK LIGHT RAIL PROJECT
SOUTH CORRIDOR

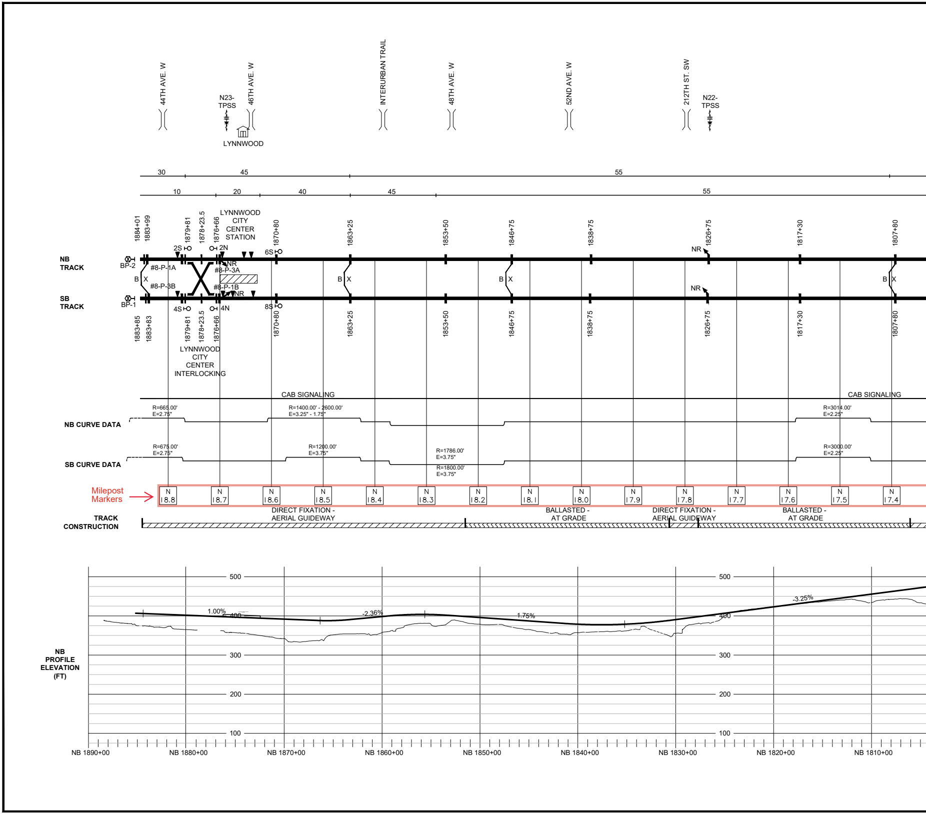
SIGNAL SYSTEM
SINGLE LINE TRACK DIAGRAM

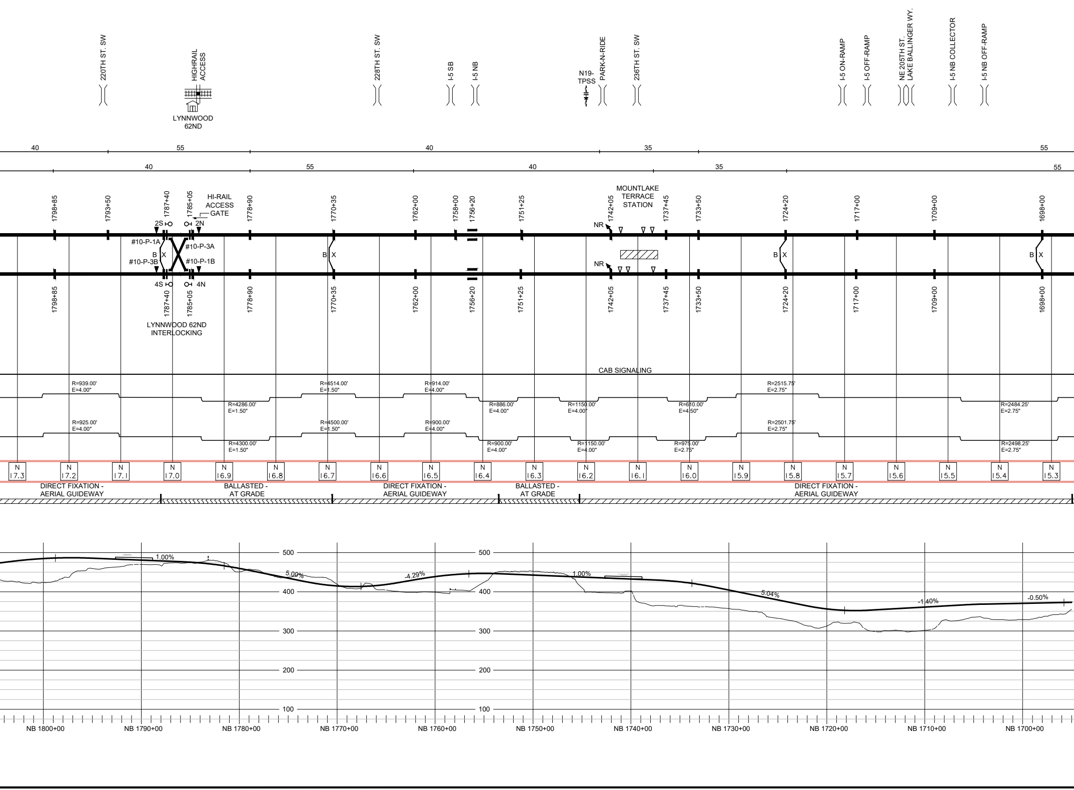
DRAWING No.:

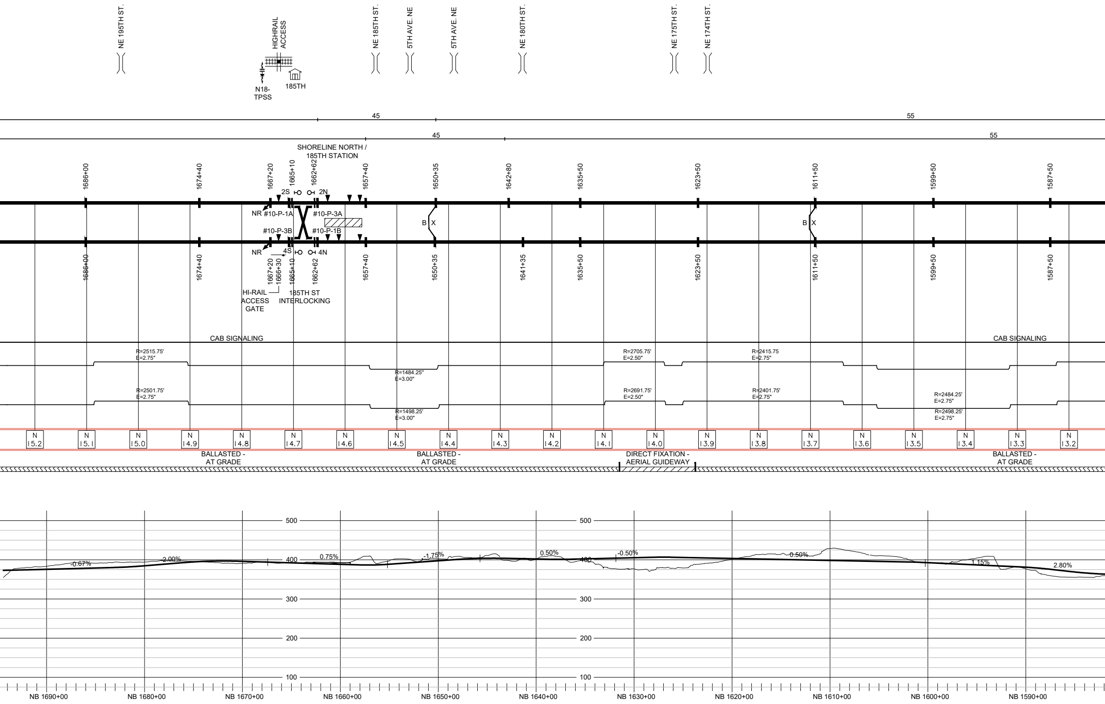
LOCATION ID:

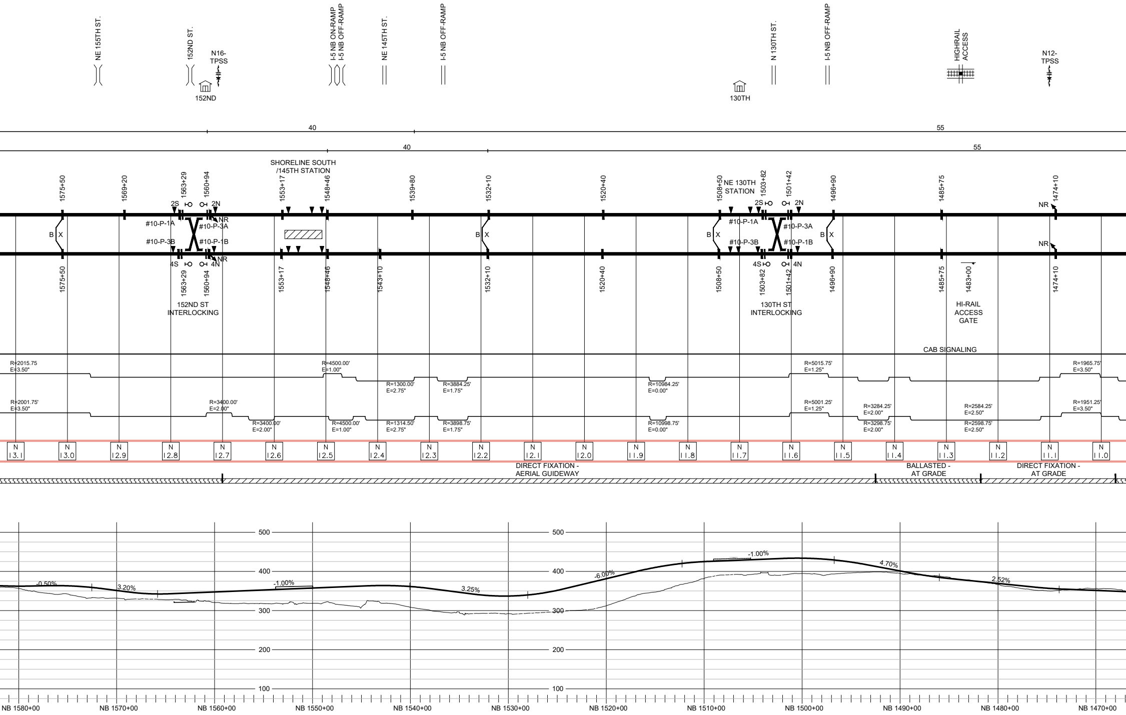
SHEET No.:

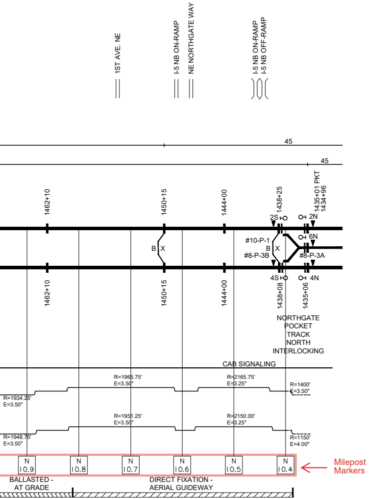
REV:

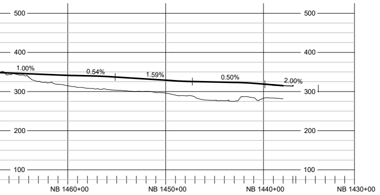

44TH AVE. W
N23-TPSS
46TH AVE. W
LYNNWOOD
INTERURBAN TRAIL
48TH AVE. W
52ND AVE. W
212TH ST. SW
N22-TPSS
30
45
55
10
20
40
45
55
LYNNWOOD CITY CENTER STATION
1884+01
1883+99
1879+81
1878+23.5
1876+66
1870+80
1863+25
1853+50
1846+75
1838+75
1826+75
1817+30
1807+80
NB TRACK
SB TRACK
BP-2
BP-1
2S
2N
6S
4S
4N
8S
NR
#8-P-1A
#8-P-3B
#8-P-3A
#8-P-1B
B
X
1883+85
1883+83
1879+81
1878+23.5
1876+66
1870+80
1863+25
1853+50
1846+75
1838+75
1826+75
1817+30
1807+80
LYNNWOOD CITY CENTER INTERLOCKING
CAB SIGNALING
CAB SIGNALING
NB CURVE DATA
R=665.00'
E=2.75"
R=1400.00' - 2600.00'
E=3.25" - 1.75"
R=3014.00'
E=2.25"
SB CURVE DATA
R=675.00'
E=2.75"
R=1200.00'
E=3.75"
R=1786.00'
E=3.75"
R=1800.00'
E=3.75"
R=3000.00'
E=2.25"
Milepost Markers
N 18.8
N 18.7
N 18.6
N 18.5
N 18.4
N 18.3
N 18.2
N 18.1
N 18.0
N 17.9
N 17.8
N 17.7
N 17.6
N 17.5
N 17.4
TRACK CONSTRUCTION
DIRECT FIXATION - AERIAL GUIDEWAY
BALLASTED - AT GRADE
DIRECT FIXATION - AERIAL GUIDEWAY
BALLASTED - AT GRADE
NB PROFILE ELEVATION (FT)
500
400
300
200
100
1.00%
-2.36%
1.75%
-3.25%
NB 1890+00
NB 1880+00
NB 1870+00
NB 1860+00
NB 1850+00
NB 1840+00
NB 1830+00
NB 1820+00
NB 1810+00


220TH ST. SW
HIGHRAIL ACCESS
LYNNWOOD 62ND
228TH ST. SW
I-5 SB
I-5 NB
N19-TPSS
PARK-N-RIDE
236TH ST. SW
I-5 ON-RAMP
I-5 OFF-RAMP
NE 205TH ST. LAKE BALLINGER WY.
I-5 NB COLLECTOR
I-5 NB OFF-RAMP
40
55
40
35
55
40
55
40
35
55
1798+85
1793+50
1787+40
1785+05
HI-RAIL ACCESS GATE
1778+90
1770+35
1762+00
1758+00
1756+20
1751+25
MOUNTLAKE TERRACE STATION
1742+05
1737+45
1733+50
1724+20
1717+00
1709+00
1698+00
2S
2N
#10-P-1A
#10-P-3A
B
X
#10-P-3B
#10-P-1B
4S
4N
NR
NR
B
X
B
X
B
X
1798+85
1787+40
1785+05
1778+90
1770+35
1762+00
1756+20
1751+25
1742+05
1737+45
1733+50
1724+20
1717+00
1709+00
1698+00
LYNNWOOD 62ND INTERLOCKING
CAB SIGNALING
R=939.00' E=4.00"
R=4286.00' E=1.50"
R=4514.00' E=1.50"
R=914.00' E=4.00"
R=886.00' E=4.00"
R=1150.00' E=4.00"
R=610.00' E=4.50"
R=2515.75' E=2.75"
R=2484.25' E=2.75"
R=925.00' E=4.00"
R=4300.00' E=1.50"
R=4500.00' E=1.50"
R=900.00' E=4.00"
R=900.00' E=4.00"
R=1150.00' E=4.00"
R=975.00' E=2.75"
R=2501.75' E=2.75"
R=2498.25' E=2.75"
N 17.3
N 17.2
N 17.1
N 17.0
N 16.9
N 16.8
N 16.7
N 16.6
N 16.5
N 16.4
N 16.3
N 16.2
N 16.1
N 16.0
N 15.9
N 15.8
N 15.7
N 15.6
N 15.5
N 15.4
N 15.3
DIRECT FIXATION - AERIAL GUIDEWAY
BALLASTED - AT GRADE
DIRECT FIXATION - AERIAL GUIDEWAY
BALLASTED - AT GRADE
DIRECT FIXATION - AERIAL GUIDEWAY
1.00%
5.00%
-4.29%
1.00%
5.04%
-1.40%
-0.50%
500
400
300
200
100
500
400
300
200
100
NB 1800+00
NB 1790+00
NB 1780+00
NB 1770+00
NB 1760+00
NB 1750+00
NB 1740+00
NB 1730+00
NB 1720+00
NB 1710+00
NB 1700+00


NE 195TH ST.
HIGHRAIL ACCESS
N18-TPSS
185TH
NE 185TH ST.
5TH AVE. NE
5TH AVE. NE
NE 180TH ST.
NE 175TH ST.
NE 174TH ST.
45
55
45
55
SHORELINE NORTH / 185TH STATION
1686+00
1674+40
1667+20
1665+10
1662+62
1657+40
1650+35
1642+80
1635+50
1623+50
1611+50
1599+50
1587+50
2S
2N
NR
#10-P-1A
#10-P-3A
#10-P-3B
#10-P-1B
B
X
B
X
NR
4S
4N
1686+00
1674+40
1667+20
1666+30
1665+10
1662+62
1657+40
1650+35
1641+35
1635+50
1623+50
1611+50
1599+50
1587+50
HI-RAIL ACCESS GATE
185TH ST INTERLOCKING
CAB SIGNALING
CAB SIGNALING
R=2515.75'
E=2.75"
R=2705.75'
E=2.50"
R=2415.75
E=2.75"
R=1484.25"
E=3.00"
R=2501.75'
E=2.75"
R=2691.75'
E=2.50"
R=2401.75'
E=2.75"
R=2484.25'
E=2.75"
R=1498.25'
E=3.00"
R=2498.25'
E=2.75"
N 15.2
N 15.1
N 15.0
N 14.9
N 14.8
N 14.7
N 14.6
N 14.5
N 14.4
N 14.3
N 14.2
N 14.1
N 14.0
N 13.9
N 13.8
N 13.7
N 13.6
N 13.5
N 13.4
N 13.3
N 13.2
BALLASTED - AT GRADE
BALLASTED - AT GRADE
DIRECT FIXATION - AERIAL GUIDEWAY
BALLASTED - AT GRADE
500
400
300
200
100
500
400
300
200
100
-0.67%
2.00%
0.75%
-1.75%
0.50%
-0.50%
0.50%
1.15%
2.80%
NB 1690+00
NB 1680+00
NB 1670+00
NB 1660+00
NB 1650+00
NB 1640+00
NB 1630+00
NB 1620+00
NB 1610+00
NB 1600+00
NB 1590+00


NE 155TH ST.
152ND ST.
N16-TPSS
152ND
I-5 NB ON-RAMP
I-5 NB OFF-RAMP
NE 145TH ST.
I-5 NB OFF-RAMP
N 130TH ST.
I-5 NB OFF-RAMP
130TH
HIGHRAIL ACCESS
N12-TPSS
40
40
55
55
SHORELINE SOUTH /145TH STATION
NE 130TH STATION
1575+50
1569+20
1563+29
1560+94
1553+17
1548+46
1539+80
1532+10
1520+40
1508+50
1503+82
1501+42
1496+90
1485+75
1474+10
2S
2N
4S
4N
NR
NR
#10-P-1A
#10-P-3A
#10-P-3B
#10-P-1B
B
X
1543+10
1483+00
152ND ST INTERLOCKING
130TH ST INTERLOCKING
HI-RAIL ACCESS GATE
CAB SIGNALING
R=2015.75
E=3.50"
R=4500.00'
E=1.00"
R=1300.00'
E=2.75"
R=3884.25'
E=1.75"
R=10984.25'
E=0.00"
R=5015.75'
E=1.25"
R=1965.75'
E=3.50"
R=2001.75'
E=3.50"
R=3400.00'
E=2.00"
R=3400.00'
E=2.00"
R=4500.00'
E=1.00"
R=1314.50'
E=2.75"
R=3898.75'
E=1.75"
R=10998.75'
E=0.00"
R=5001.25'
E=1.25"
R=3284.25'
E=2.00"
R=3298.75'
E=2.00"
R=2584.25'
E=2.50"
R=2598.75'
E=2.50"
R=1951.25'
E=3.50"
N 13.1
N 13.0
N 12.9
N 12.8
N 12.7
N 12.6
N 12.5
N 12.4
N 12.3
N 12.2
N 12.1
N 12.0
N 11.9
N 11.8
N 11.7
N 11.6
N 11.5
N 11.4
N 11.3
N 11.2
N 11.1
N 11.0
DIRECT FIXATION - AERIAL GUIDEWAY
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
500
400
300
200
100
500
400
300
200
100
-0.50%
3.20%
-1.00%
3.25%
-6.00%
-1.00%
4.70%
2.52%
NB 1580+00
NB 1570+00
NB 1560+00
NB 1550+00
NB 1540+00
NB 1530+00
NB 1520+00
NB 1510+00
NB 1500+00
NB 1490+00
NB 1480+00
NB 1470+00


1ST AVE. NE
I-5 NB ON-RAMP
NE NORTHGATE WAY
I-5 NB ON-RAMP
I-5 NB OFF-RAMP
45
45
1462+10
1450+15
1444+00
1438+25
1435+01 PKT
1434+96
2S
2N
#10-P-1
B
X
B
X
6N
#8-P-3B
#8-P-3A
4S
4N
1462+10
1450+15
1444+00
1438+08
1435+06
NORTHGATE
POCKET
TRACK
NORTH
INTERLOCKING
CAB SIGNALING
R=1934.25'
E=3.50"
R=1965.75'
E=3.50"
R=2165.75'
E=3.25"
R=1400'
E=3.50"
R=1948.75'
E=3.50"
R=1951.25'
E=3.50"
R=2150.00'
E=3.25"
R=1150'
E=4.00"
N 10.9
N 10.8
N 10.7
N 10.6
N 10.5
N 10.4
Milepost Markers
BALLASTED -
AT GRADE
DIRECT FIXATION -
AERIAL GUIDEWAY



LEGEND

▼	TWC LOOP
▽	(DEFERRED) TWC LOOP
XX	TWC LOOP ROUTE CODE
	SIGNAL HOUSE
⊞	SIGNAL CASE (RCXXX)
⊞	COMM CASE (CC)
CR	COMM ROOM
SR	SIGNAL ROOM
	TRACTION POWER SUBSTATION (TPSSXX)
	TRACTION POWER TIE STATION (TSXX)
	GRADE CROSSING WARNING EQUIPMENT
	STOP MARKER SIGNAL
	SIGNAL
●	FLASHING PEDESTRIAN SIGNAL
	BUS SIGNAL
▼	TWC CASE
	INSULATED JOINT BETWEEN TRACK CIRCUITS
	IMPEDANCE BOND
	(DEFERRED) IMPEDANCE BOND
NR	IMPEDANCE BOND WITH TPSS NEGATIVE RETURN
	AT-GRADE HIGHWAY CROSSING
	EMERGENCY VEHICLES CROSSING
N	STREET DEAD ENDS AT EAST SIDE OF TRACK
S	STREET DEAD ENDS AT WEST SIDE OF TRACK
N S	STREET DEAD ENDS AT BOTH SIDES OF TRACK
	LRT TUNNEL
	LRT AERIAL STRUCTURE
	O.C. (LRT OVERCROSSING)
	PEDESTRIAN CROSSING
	U.C. (LRT UNDERCROSSING)
▨	PASSENGER STATION
☐	PASSENGER STATION (DEFERRED)
	RIVER, LAKE
↕	PEDESTRIAN WARNING SIGN (NIC - SEE TRAFFIC PLANS)
	LRT TUNNEL PORTAL
EOP	END OF PLATFORM
EOT	END OF TRACK
P	POWER DUAL- CONTROL SWITCH MACHINE
POE	POINT OF ENDING
POB	POINT OF BEGINNING
◅ ▻	LRT SIGNAL (NIC - SEE TRAFFIC PLANS)
▯	MODULAR MESSAGE SIGN
NR	NEGATIVE RETURN CONNECTION TO RAIL
X B	CROSS BOND
	RECEIVE POINT LOOP

LINE IS 1" AT FULL SCALE

HATCH

SOUNDTRANSIT

SCALE:	NTS
CHECKED BY:	L. MACK
DRAWN BY:	R. PUNSALAN
DATE:	03/19/2024

LYNNWOOD LINK EXTENSION
CONTRACT L800
SYSTEMS

SIGNALS SYSTEM
SINGLE LINE TRACK DIAGRAM

03/19/24 | 11:18 AM | RODIN
D:\PROJECTS\SOUND TRANSIT\LYNNWOOD LINK\CAD\SINGLE LINE TRACK DIAGRAM - NORTH_CENTRAL_SOUTH LINES.DWG