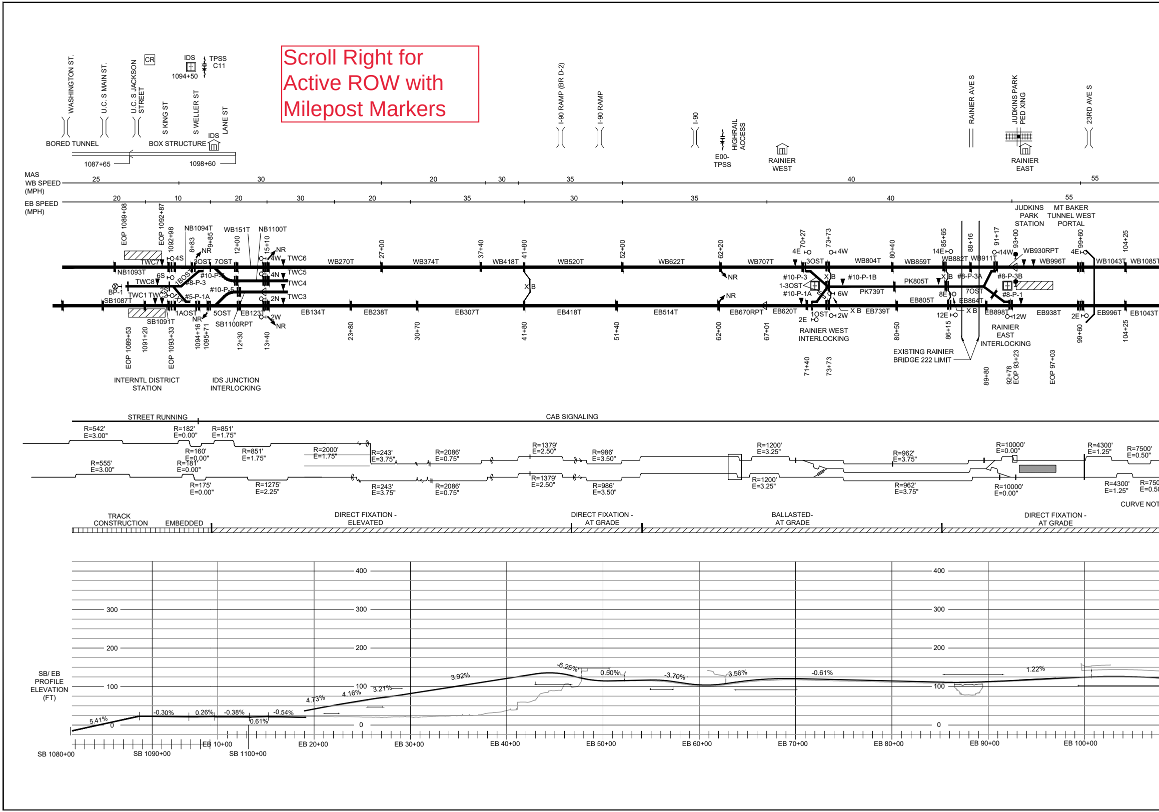
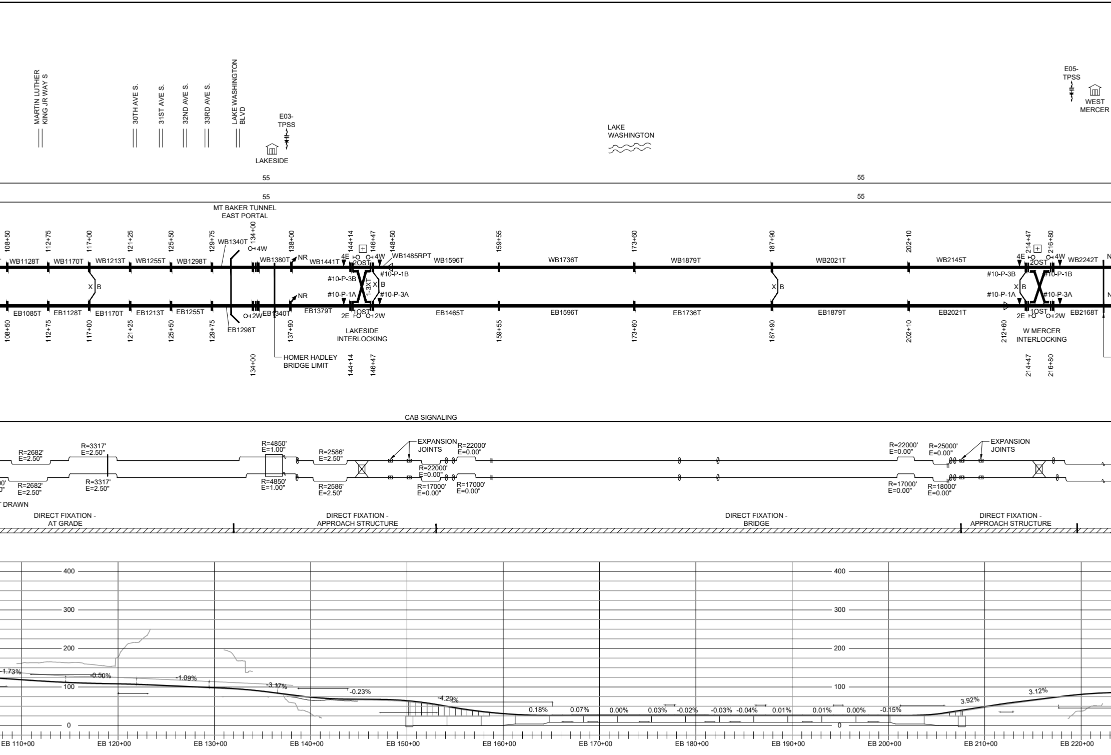
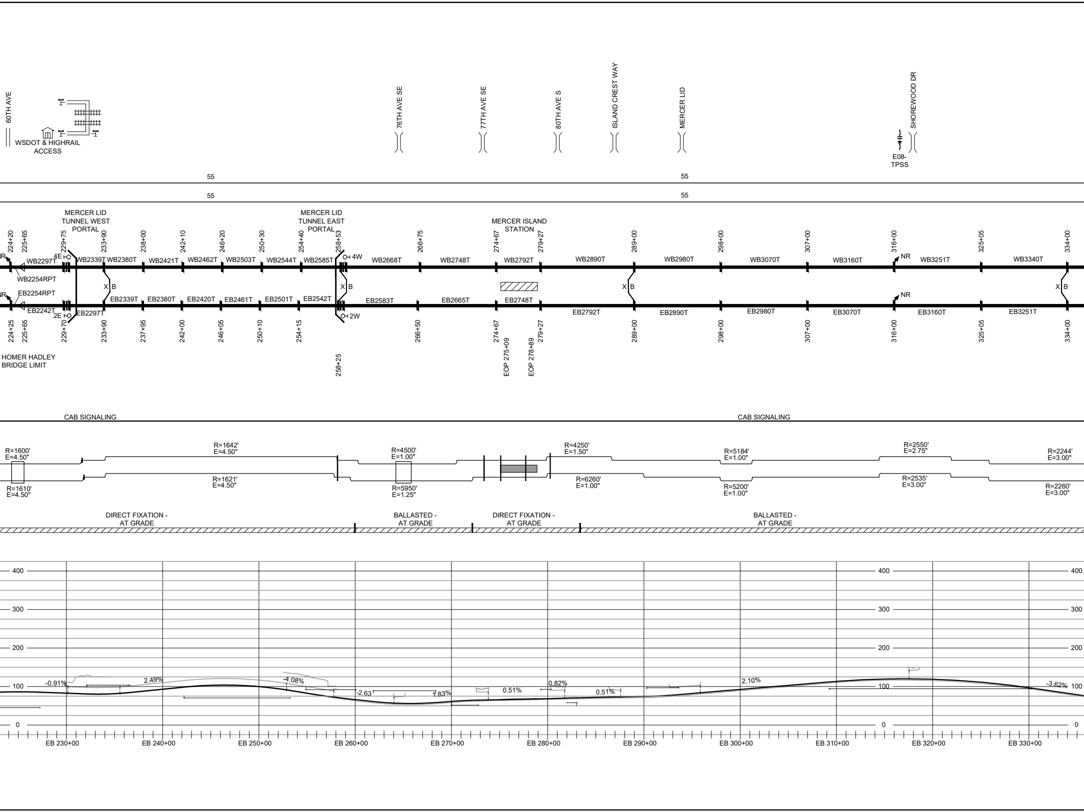
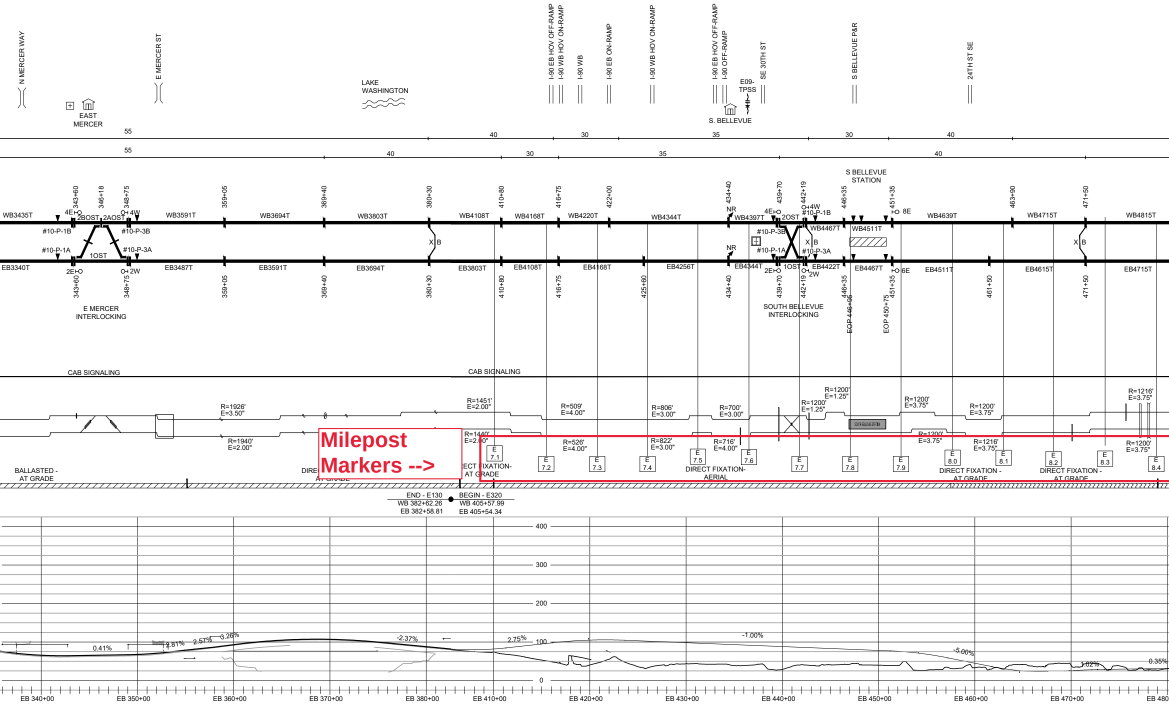


Scroll Right for Active ROW with Milepost Markers

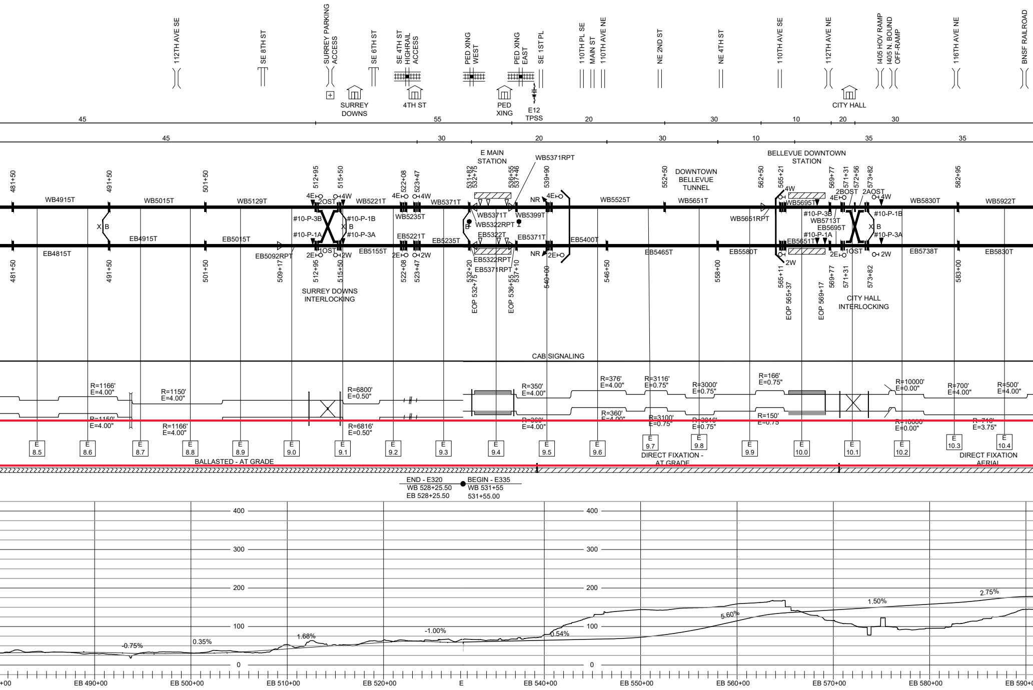
WASHINGTON ST.
U.C. S MAIN ST.
U.C. S JACKSON STREET
S KING ST
S WELLER ST
LANE ST
CR
IDS
1094+50
TPSS C11
BORED TUNNEL
BOX STRUCTURE
IDS
1087+65
1098+60
I-90 RAMP (BR D-2)
I-90 RAMP
I-90
HIGHRAIL ACCESS
E00-TPSS
RAINIER WEST
RAINIER AVE S
JUDKINS PARK PED XING
RAINIER EAST
23RD AVE S
MAS
WB SPEED (MPH)
EB SPEED (MPH)
25
30
20
30
35
40
55
20
10
20
30
20
35
30
35
40
55
JUDKINS PARK STATION
MT BAKER TUNNEL WEST PORTAL
EOP 1089+08
EOP 1092+87
1092+98
NB1094T
8+83
9+85
WB151T
12+00
NB1100T
15+10
NR
4S
3OST
7OST
4W
TWC6
NB1093T
6S
TWC7
TWC8
#10-P-
1BOS
#8-P-3
4N
TWC5
TWC4
BP-1
SB1087T
TWC1
TWC2
2S
#5-P-1A
#10-P-5
2N
TWC3
1AOST
5OST
EB123T
2W
NR
SB1091T
SB1100RPT
WB270T
27+00
WB374T
37+40
WB418T
41+80
WB520T
52+00
WB622T
62+20
WB707T
EB134T
EB238T
EB307T
EB418T
EB514T
EB670RPT
EB620T
X B
NR
NR
4E
70+27
73+73
4W
3OST
WB804T
80+40
WB859T
85+65
14E
88+16
WB882T
WB911T
91+17
93+00
14W
WB930RPT
WB996T
99+60
4E
104+25
WB1043T
WB1085T
#10-P-3
1-3OST
#10-P-1A
#10-P-1B
6W
PK739T
PK805T
EB805T
#8-P-3A
8E
7OST
EB864T
#8-P-3B
#8-P-1
1OST
2W
2E
EB739T
12E
EB898T
12W
EB938T
2E
EB996T
EB1043T
RAINIER WEST INTERLOCKING
RAINIER EAST INTERLOCKING
EXISTING RAINIER BRIDGE 222 LIMIT
EOP 1089+53
1091+20
EOP 1093+33
1094+16
1095+71
12+30
13+40
23+80
30+70
41+80
51+40
62+00
67+01
71+40
73+73
80+50
86+15
89+80
92+78
EOP 93+23
EOP 97+03
99+60
104+25
INTERNTL DISTRICT STATION
IDS JUNCTION INTERLOCKING
STREET RUNNING
CAB SIGNALING
R=542' E=3.00"
R=182' E=0.00"
R=851' E=1.75"
R=555' E=3.00"
R=160' E=0.00"
R=181' E=0.00"
R=851' E=1.75"
R=2000' E=1.75"
R=243' E=3.75"
R=2086' E=0.75"
R=1379' E=2.50"
R=986' E=3.50"
R=1200' E=3.25"
R=962' E=3.75"
R=10000' E=0.00"
R=4300' E=1.25"
R=7500' E=0.50"
R=175' E=0.00"
R=1275' E=2.25"
R=243' E=3.75"
R=2086' E=0.75"
R=1379' E=2.50"
R=986' E=3.50"
R=1200' E=3.25"
R=962' E=3.75"
R=10000' E=0.00"
R=4300' E=1.25"
R=750 E=0.5
CURVE NOT
TRACK CONSTRUCTION
EMBEDDED
DIRECT FIXATION - ELEVATED
DIRECT FIXATION - AT GRADE
BALLASTED- AT GRADE
DIRECT FIXATION - AT GRADE
SB/ EB PROFILE ELEVATION (FT)
400
300
200
100
0
5.41%
-0.30%
0.26%
-0.38%
-0.54%
0.61%
4.73%
4.16%
3.21%
3.92%
-6.25%
0.50%
-3.70%
3.56%
-0.61%
1.22%
SB 1080+00
SB 1090+00
SB 1100+00
EB 10+00
EB 20+00
EB 30+00
EB 40+00
EB 50+00
EB 60+00
EB 70+00
EB 80+00
EB 90+00
EB 100+00

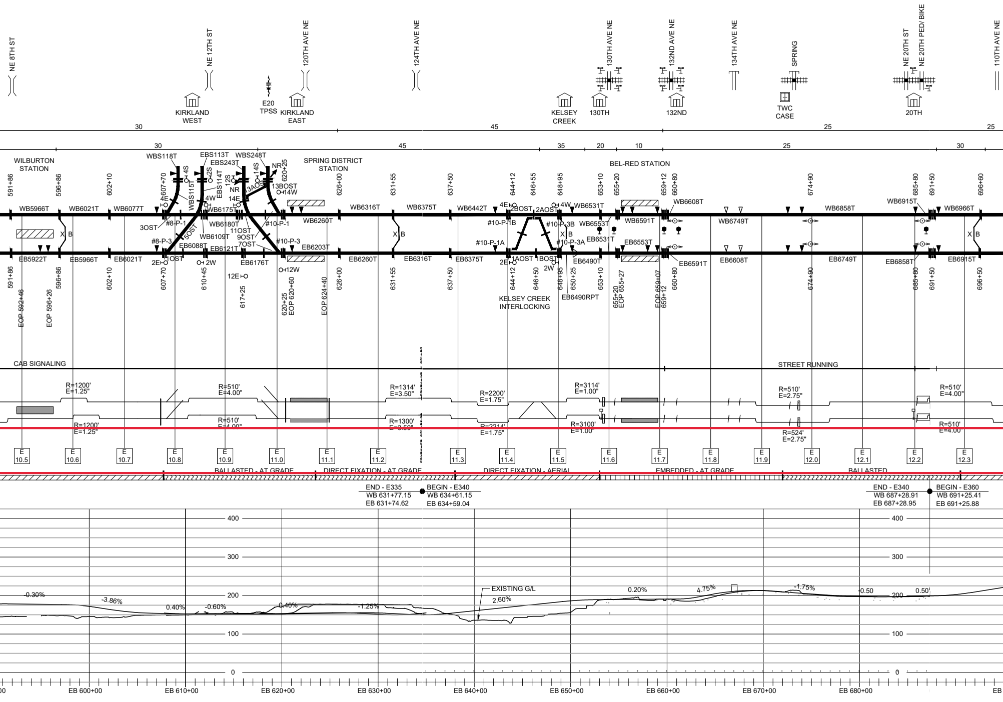

MARTIN LUTHER KING JR WAY S
30TH AVE S.
31ST AVE S.
32ND AVE S.
33RD AVE S.
LAKE WASHINGTON BLVD
E03-TPSS
LAKESIDE
LAKE WASHINGTON
E05-TPSS
WEST MERCER
55
55
55
55
MT BAKER TUNNEL EAST PORTAL
108+50
112+75
117+00
121+25
125+50
129+75
134+00
138+00
144+14
146+47
148+50
159+55
173+60
187+90
202+10
214+47
216+80
WB1128T
WB1170T
WB1213T
WB1255T
WB1298T
WB1340T
4W
WB1380T
NR
WB1441T
4E
2OST
4W
WB1485RPT
WB1596T
WB1736T
WB1879T
WB2021T
WB2145T
4E
2OST
4W
WB2242T
X B
#10-P-3B
#10-P-1B
1-3XT
X B
#10-P-1A
#10-P-3A
X B
#10-P-3B
#10-P-1B
X B
#10-P-1A
#10-P-3A
NR
EB1085T
EB1128T
EB1170T
EB1213T
EB1255T
2W
EB1340T
EB1379T
2E
1OST
2W
EB1465T
EB1596T
EB1736T
EB1879T
EB2021T
2E
1OST
2W
EB2168T
EB1298T
108+50
112+75
117+00
121+25
125+50
129+75
137+90
159+55
173+60
187+90
202+10
212+60
LAKESIDE INTERLOCKING
W MERCER INTERLOCKING
HOMER HADLEY BRIDGE LIMIT
134+00
144+14
146+47
214+47
216+80
CAB SIGNALING
R=2682' E=2.50"
R=3317' E=2.50"
R=4850' E=1.00"
R=2586' E=2.50"
EXPANSION JOINTS
R=22000' E=0.00"
R=22000' E=0.00"
R=25000' E=0.00"
EXPANSION JOINTS
R=2682' E=2.50"
R=3317' E=2.50"
R=4850' E=1.00"
R=2586' E=2.50"
R=22000' E=0.00"
R=17000' E=0.00"
R=17000' E=0.00"
R=17000' E=0.00"
R=18000' E=0.00"
T DRAWN
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - APPROACH STRUCTURE
DIRECT FIXATION - BRIDGE
DIRECT FIXATION - APPROACH STRUCTURE
400
300
200
100
0
400
300
200
100
0
-1.73%
-0.50%
-1.09%
-3.17%
-0.23%
-4.29%
0.18%
0.07%
0.00%
0.03%
-0.02%
-0.03%
-0.04%
0.01%
0.01%
0.00%
-0.15%
3.92%
3.12%
EB 110+00
EB 120+00
EB 130+00
EB 140+00
EB 150+00
EB 160+00
EB 170+00
EB 180+00
EB 190+00
EB 200+00
EB 210+00
EB 220+00

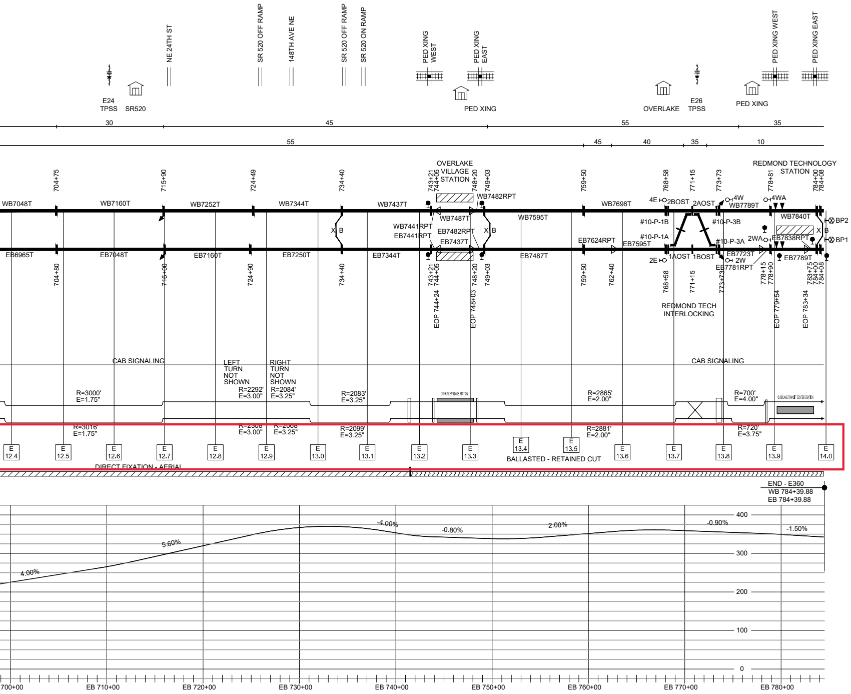

60TH AVE
WSDOT & HIGHRAIL ACCESS
76TH AVE SE
77TH AVE SE
80TH AVE S
ISLAND CREST WAY
MERCER LID
SHOREWOOD DR
E08-TPSS
55
55
55
55
MERCER LID TUNNEL WEST PORTAL
MERCER LID TUNNEL EAST PORTAL
MERCER ISLAND STATION
224+20
225+65
229+75
233+90
238+00
242+10
246+20
250+30
254+40
258+53
266+75
274+67
279+27
289+00
298+00
307+00
316+00
325+05
334+00
4E
4W
NR
WB2297T
WB2254RPT
WB2339T
WB2380T
WB2421T
WB2462T
WB2503T
WB2544T
WB2585T
WB2668T
WB2748T
WB2792T
WB2890T
WB2980T
WB3070T
WB3160T
WB3251T
WB3340T
X B
X B
X B
X B
NR
EB2254RPT
EB2242T
2E
EB2297T
EB2339T
EB2380T
EB2420T
EB2461T
EB2501T
EB2542T
2W
EB2583T
EB2665T
EB2748T
EB2792T
EB2890T
EB2980T
EB3070T
EB3160T
EB3251T
224+25
225+65
229+70
233+90
237+95
242+00
246+05
250+10
254+15
258+25
266+50
274+67
EOP 275+09
EOP 278+89
279+27
289+00
298+00
307+00
316+00
325+05
334+00
HOMER HADLEY BRIDGE LIMIT
CAB SIGNALING
CAB SIGNALING
R=1600' E=4.50"
R=1610' E=4.50"
R=1642' E=4.50"
R=1621' E=4.50"
R=4500' E=1.00"
R=5950' E=1.25"
R=4250' E=1.50"
R=6260' E=1.00"
R=5184' E=1.00"
R=5200' E=1.00"
R=2550' E=2.75"
R=2535' E=3.00"
R=2244' E=3.00"
R=2260' E=3.00"
DIRECT FIXATION - AT GRADE
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
BALLASTED - AT GRADE
400
300
200
100
0
-0.91%
2.49%
-4.08%
-2.63
1.83%
0.51%
0.82%
0.51%
2.10%
-3.62%
EB 230+00
EB 240+00
EB 250+00
EB 260+00
EB 270+00
EB 280+00
EB 290+00
EB 300+00
EB 310+00
EB 320+00
EB 330+00


N MERCER WAY
EAST MERCER
E MERCER ST
LAKE WASHINGTON
I-90 EB HOV OFF-RAMP
I-90 WB HOV ON-RAMP
I-90 WB
I-90 EB ON-RAMP
I-90 WB HOV ON-RAMP
I-90 EB HOV OFF-RAMP
I-90 OFF-RAMP
E09-TPSS
SE 30TH ST
S. BELLEVUE
S BELLEVUE P&R
24TH ST SE
55
40
30
35
30
40
55
40
30
35
40
S BELLEVUE STATION
343+60
346+18
348+75
359+05
369+40
380+30
410+80
416+75
422+00
434+40
439+70
442+19
446+35
451+35
463+90
471+50
WB3435T
WB3591T
WB3694T
WB3803T
WB4108T
WB4168T
WB4220T
WB4344T
WB4397T
WB4467T
WB4511T
WB4639T
WB4715T
WB4815T
4E
2BOST
2AOST
4W
#10-P-1B
#10-P-3B
#10-P-1A
#10-P-3A
1OST
2E
2W
NR
4E
2OST
4W
#10-P-1B
#10-P-3B
#10-P-1A
#10-P-3A
1OST
2E
2W
8E
6E
X B
X B
X B
EB3340T
EB3487T
EB3591T
EB3694T
EB3803T
EB4108T
EB4168T
EB4256T
EB4344T
EB4422T
EB4467T
EB4511T
EB4615T
EB4715T
343+60
348+75
359+05
369+40
380+30
410+80
416+75
425+60
434+40
439+70
442+19
446+35
451+35
461+50
471+50
EOP 446+95
EOP 450+75
E MERCER INTERLOCKING
SOUTH BELLEVUE INTERLOCKING
CAB SIGNALING
CAB SIGNALING
R=1926' E=3.50"
R=1940' E=2.00"
R=1451' E=2.00"
R=1440' E=2.00"
R=509' E=4.00"
R=526' E=4.00"
R=806' E=3.00"
R=822' E=3.00"
R=700' E=3.00"
R=716' E=4.00"
R=1200' E=1.25"
R=1200' E=1.25"
R=1200' E=3.75"
R=1200' E=3.75"
R=1200' E=3.75"
R=1216' E=3.75"
R=1216' E=3.75"
R=1200' E=3.75"
SOUTH BELLEVUE STATION
E 7.1
E 7.2
E 7.3
E 7.4
E 7.5
E 7.6
E 7.7
E 7.8
E 7.9
E 8.0
E 8.1
E 8.2
E 8.3
E 8.4
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
DIRECT FIXATION- AT GRADE
DIRECT FIXATION- AERIAL
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - AT GRADE
END - E130
WB 382+62.26
EB 382+58.81
BEGIN - E320
WB 405+57.99
EB 405+54.34
400
300
200
100
0
0.41%
2.81%
2.57%
3.26%
-2.37%
2.75%
-1.00%
-5.00%
1.02%
0.35%
EB 340+00
EB 350+00
EB 360+00
EB 370+00
EB 380+00
EB 410+00
EB 420+00
EB 430+00
EB 440+00
EB 450+00
EB 460+00
EB 470+00
EB 480

Milepost Markers -->


112TH AVE SE
SE 8TH ST
SURREY PARKING ACCESS
SE 6TH ST
SE 4TH ST HIGHRAIL ACCESS
PED XING WEST
PED XING EAST
SE 1ST PL
110TH PL SE
MAIN ST
110TH AVE NE
NE 2ND ST
NE 4TH ST
110TH AVE SE
112TH AVE NE
I405 HOV RAMP
I405 N. BOUND OFF-RAMP
116TH AVE NE
BNSF RAILROAD
SURREY DOWNS
4TH ST
PED XING
E12 TPSS
CITY HALL
45
55
20
30
10
20
30
45
30
20
30
10
35
35
E MAIN STATION
WB5371RPT
DOWNTOWN BELLEVUE TUNNEL
BELLEVUE DOWNTOWN STATION
481+50
491+50
501+50
512+95
515+50
522+08
523+47
531+82
532+75
536+55
537+46
539+90
552+50
562+50
565+21
569+77
571+31
572+56
573+82
582+95
WB4915T
WB5015T
WB5129T
4E
2OST
4W
WB5221T
4E
4W
WB5371T
NR
4E
WB5525T
WB5651T
4W
WB5695T
4E
2BOST
2AOST
4W
WB5830T
WB5922T
X
B
#10-P-3B
#10-P-1B
X
B
WB5235T
WB5371T
WB5399T
WB5322RPT
B
WB5651RPT
#10-P-3B
WB5713T
EB5695T
#10-P-1B
X
B
EB4915T
EB5015T
#10-P-1A
#10-P-3A
EB5221T
EB5235T
EB5322T
EB5371T
EB5400T
#10-P-1A
EB5651T
#10-P-3A
EB4815T
EB5092RPT
2E
1OST
2W
EB5155T
2E
2W
NR
2E
EB5465T
EB5580T
2E
1OST
2W
EB5738T
EB5830T
EB5322RPT
EB5371RPT
2W
481+50
491+50
501+50
509+17
512+95
515+50
522+08
523+47
532+20
EOP 532+75
EOP 536+55
537+10
540+00
546+50
558+00
565+11
EOP 565+37
EOP 569+17
569+77
571+31
573+82
583+00
SURREY DOWNS INTERLOCKING
CITY HALL INTERLOCKING
CAB SIGNALING
R=1166'
E=4.00"
R=1150'
E=4.00"
R=6800'
E=0.50"
R=350'
E=4.00"
R=376'
E=4.00"
R=3116'
E=0.75"
R=3000'
E=0.75"
R=166'
E=0.75"
R=10000'
E=0.00"
R=700'
E=4.00"
R=500'
E=4.00"
R=1150'
E=4.00"
R=1166'
E=4.00"
R=6816'
E=0.50"
R=360'
E=4.00"
R=360'
E=4.00"
R=3100'
E=0.75"
R=3016'
E=0.75"
R=150'
E=0.75
R=10000'
E=0.00"
R=716'
E=3.75"
E 8.5
E 8.6
E 8.7
E 8.8
E 8.9
E 9.0
E 9.1
E 9.2
E 9.3
E 9.4
E 9.5
E 9.6
E 9.7
E 9.8
E 9.9
E 10.0
E 10.1
E 10.2
E 10.3
E 10.4
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
DIRECT FIXATION AERIAL
END - E320
WB 528+25.50
EB 528+25.50
BEGIN - E335
WB 531+55
531+55.00
400
300
200
100
0
400
300
200
100
0
-0.75%
0.35%
1.68%
-1.00%
0.54%
5.60%
1.50%
2.75%
+00
EB 490+00
EB 500+00
EB 510+00
EB 520+00
E
EB 540+00
EB 550+00
EB 560+00
EB 570+00
EB 580+00
EB 590+0


NE 8TH ST
NE 12TH ST
120TH AVE NE
124TH AVE NE
130TH AVE NE
132ND AVE NE
134TH AVE NE
SPRING
NE 20TH ST
NE 20TH PED/ BIKE
110TH AVE NE
KIRKLAND WEST
E20 TPSS
KIRKLAND EAST
KELSEY CREEK
130TH
132ND
TWC CASE
20TH
30
45
25
25
30
45
35
20
10
25
30
WILBURTON STATION
SPRING DISTRICT STATION
BEL-RED STATION
WBS118T
EBS113T
EBS243T
WBS248T
WBS115T
EBS114T
4S
2S
12S
14S
NR
NR
3AOST
13BOST
14W
4E
4W
14E
3OST
#8-P-1
WB6175T
WB6180T
11OST
WB6109T
9OST
5OST
#8-P-3
EB6088T
EB6121T
7OST
#10-P-1
#10-P-3
EB6203T
2E
1OST
2W
12E
EB6176T
12W
WB5966T
WB6021T
WB6077T
WB6260T
WB6316T
WB6375T
WB6442T
2BOST
2AOST
4W
4E
WB6531T
WB6553T
WB6591T
WB6608T
WB6749T
WB6858T
WB6915T
WB6966T
#10-P-1B
#10-P-3B
#10-P-1A
#10-P-3A
EB6531T
EB6553T
1AOST
1BOST
2W
2E
EB6490T
EB6591T
EB6608T
EB6749T
EB6858T
EB6915T
EB5922T
EB5966T
EB6021T
EB6260T
EB6316T
EB6375T
X B
X B
X B
X B
591+86
596+86
602+10
607+70
610+45
617+25
620+25
620+25
EOP 620+60
EOP 624+40
626+00
631+55
637+50
644+12
646+55
646+50
648+95
650+25
653+10
655+20
EOP 655+27
EOP 659+07
659+12
660+80
674+90
685+80
691+50
696+60
696+50
EOP 592+46
EOP 596+26
EB6490RPT
KELSEY CREEK INTERLOCKING
CAB SIGNALING
STREET RUNNING
R=1200' E=1.25"
R=1200' E=1.25"
R=510' E=4.00"
R=510' E=4.00"
R=1314' E=3.50"
R=1300' E=3.50"
R=2200' E=1.75"
R=2214' E=1.75"
R=3114' E=1.00"
R=3100' E=1.00"
R=510' E=2.75"
R=524' E=2.75"
R=510' E=4.00"
R=510' E=4.00"
E 10.5
E 10.6
E 10.7
E 10.8
E 10.9
E 11.0
E 11.1
E 11.2
E 11.3
E 11.4
E 11.5
E 11.6
E 11.7
E 11.8
E 11.9
E 12.0
E 12.1
E 12.2
E 12.3
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - AERIAL
EMBEDDED - AT GRADE
BALLASTED
END - E335
WB 631+77.15
EB 631+74.62
BEGIN - E340
WB 634+61.15
EB 634+59.04
END - E340
WB 687+28.91
EB 687+28.95
BEGIN - E360
WB 691+25.41
EB 691+25.88
400
300
200
100
0
-0.30%
-3.86%
0.40%
-0.60%
0.40%
-1.25%
EXISTING G/L
2.60%
0.20%
4.75%
-1.75%
-0.50
0.50
00
EB 600+00
EB 610+00
EB 620+00
EB 630+00
EB 640+00
EB 650+00
EB 660+00
EB 670+00
EB 680+00
EB


E24 TPSS
SR520
NE 24TH ST
SR 520 OFF RAMP
148TH AVE NE
SR 520 OFF RAMP
SR 520 ON RAMP
PED XING WEST
PED XING EAST
PED XING
OVERLAKE
E26 TPSS
PED XING
PED XING WEST
PED XING EAST
30
45
55
35
55
45
40
35
10
OVERLAKE VILLAGE STATION
REDMOND TECHNOLOGY STATION
704+75
715+90
724+49
734+40
743+21
744+05
748+20
749+03
759+50
768+58
771+15
773+73
778+81
784+00
784+08
WB7048T
WB7160T
WB7252T
WB7344T
WB7437T
WB7482RPT
WB7441RPT
EB7441RPT
WB7487T
EB7482RPT
EB7437T
WB7595T
WB7698T
4E
2BOST
2AOST
4W
WB7789T
4WA
WB7840T
#10-P-1B
#10-P-3B
#10-P-1A
#10-P-3A
2WA
EB7838RPT
EB7624RPT
EB7595T
2E
1AOST
1BOST
EB7723T
2W
EB7781RPT
EB7789T
BP2
BP1
X B
EB6965T
EB7048T
EB7160T
EB7250T
EB7344T
EB7487T
704+80
716+00
724+90
734+40
743+21
744+24
748+20
749+03
759+50
762+40
768+58
771+15
773+73
778+15
778+90
783+75
784+00
784+08
EOP 744+24
EOP 748+03
EOP 779+54
EOP 783+34
REDMOND TECH INTERLOCKING
CAB SIGNALING
LEFT TURN NOT SHOWN
RIGHT TURN NOT SHOWN
CAB SIGNALING
R=3000' E=1.75"
R=2292' E=3.00"
R=2084' E=3.25"
R=2083' E=3.25"
R=2865' E=2.00"
R=700' E=4.00"
R=3016' E=1.75"
R=2308' E=3.00"
R=2068' E=3.25"
R=2099' E=3.25"
R=2881' E=2.00"
R=720' E=3.75"
E 12.4
E 12.5
E 12.6
E 12.7
E 12.8
E 12.9
E 13.0
E 13.1
E 13.2
E 13.3
E 13.4
E 13.5
E 13.6
E 13.7
E 13.8
E 13.9
E 14.0
DIRECT FIXATION - AERIAL
BALLASTED - RETAINED CUT
END - E360
WB 784+39.88
EB 784+39.88
4.00%
5.60%
-4.00%
-0.80%
2.00%
-0.90%
-1.50%
400
300
200
100
0
700+00
EB 710+00
EB 720+00
EB 730+00
EB 740+00
EB 750+00
EB 760+00
EB 770+00
EB 780+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
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
E 14.0	MILE MARKER

EAST LINK - SYSTEMS
CONTRACT E750
SYSTEMS

SIGNALS SYSTEM
SINGLE LINE TRACK DIAGRAM

SCALE: 1" = 800'
FILENAME: E-LINE-SIG
CONTRACT No: RTA/AE XXXX-XX
DATE: 02/27/2024

SOUNDTRANSIT
DATE:

LTK Engineering Services
REVIEWED BY:
SUBMITTED BY:

DESIGNED BY: R. BRANDON
DRAWN BY: R. PUNSALAN
CHECKED BY: -
APPROVED BY: L. MACK

REVISION
No. DATE