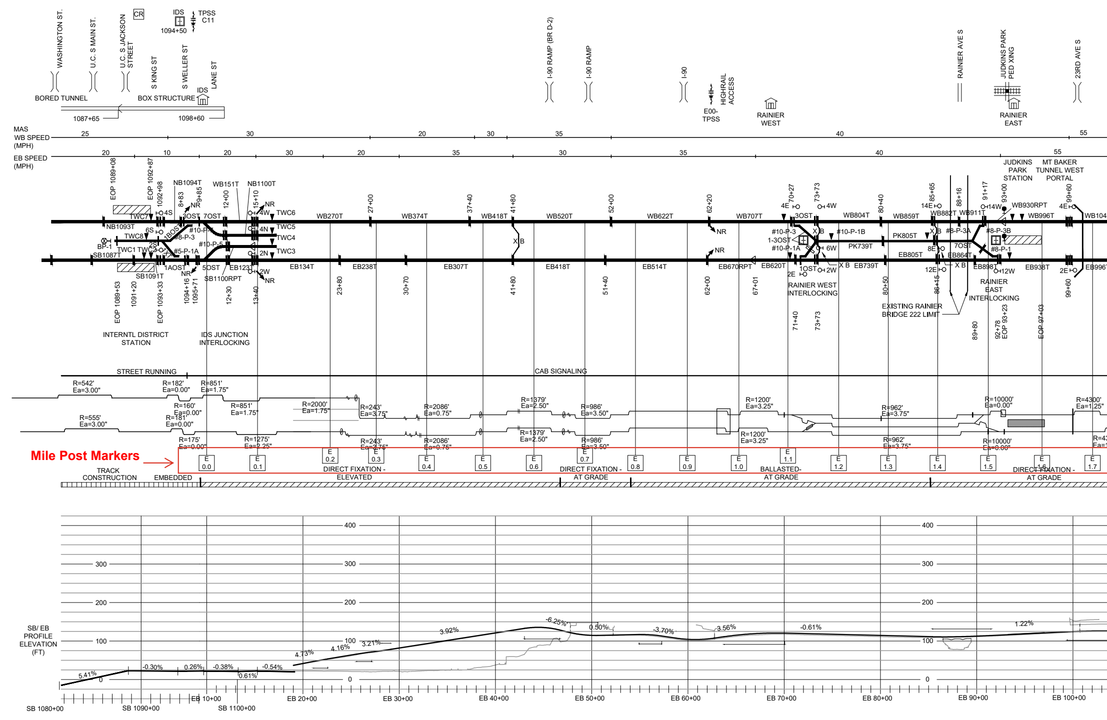
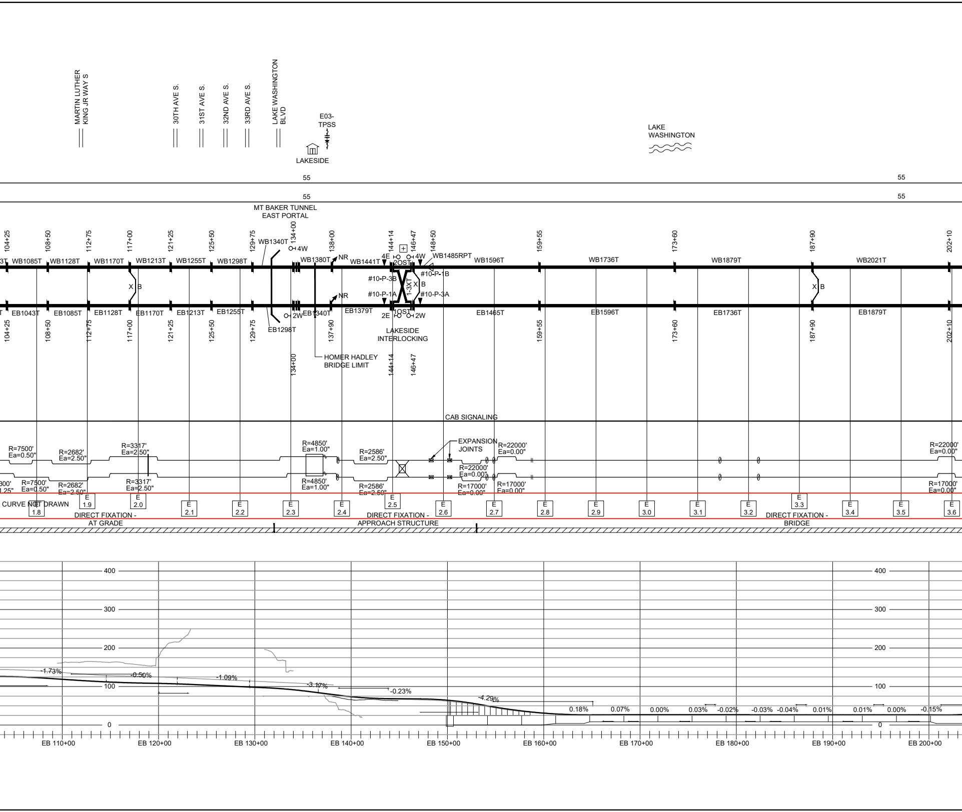
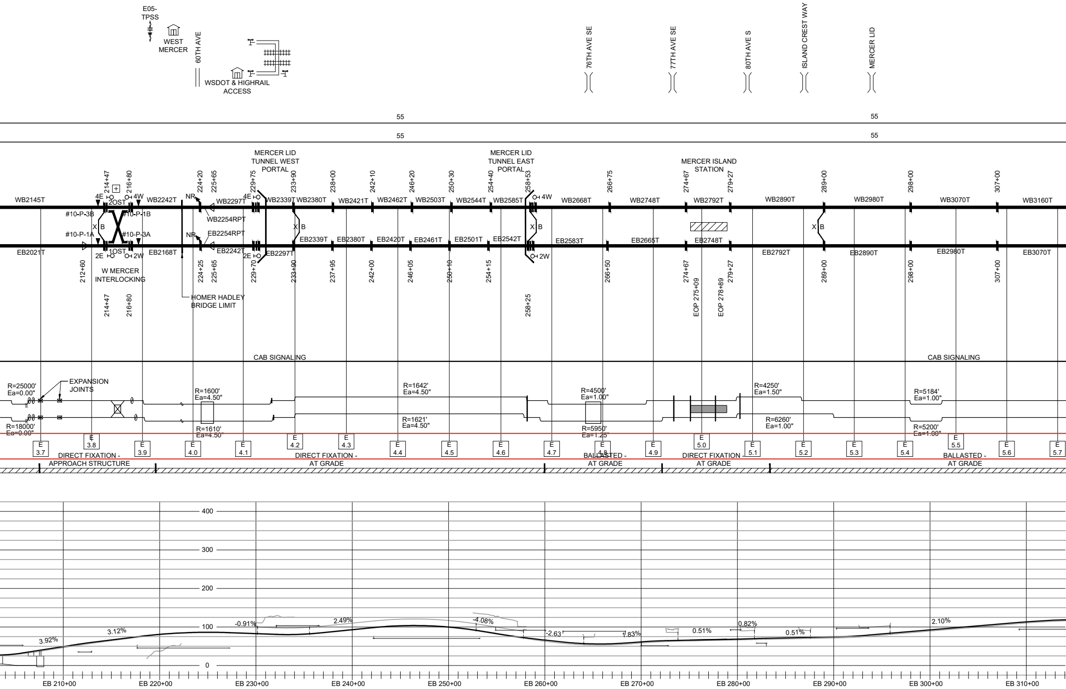
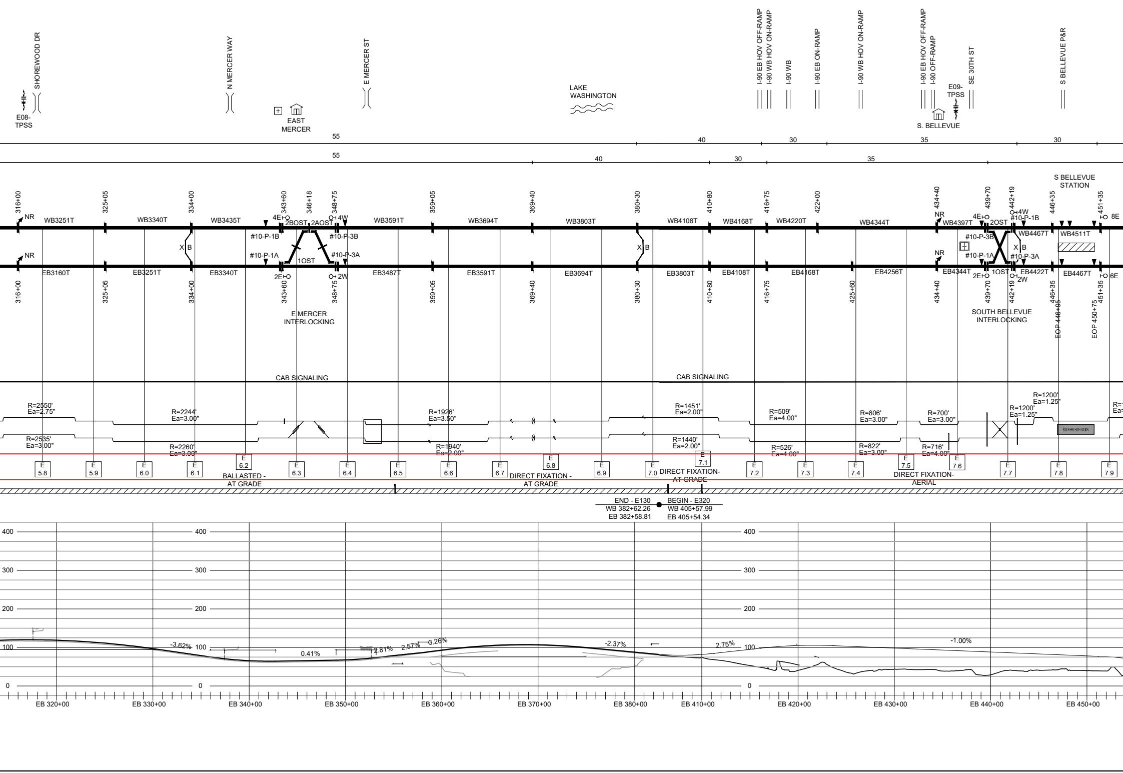
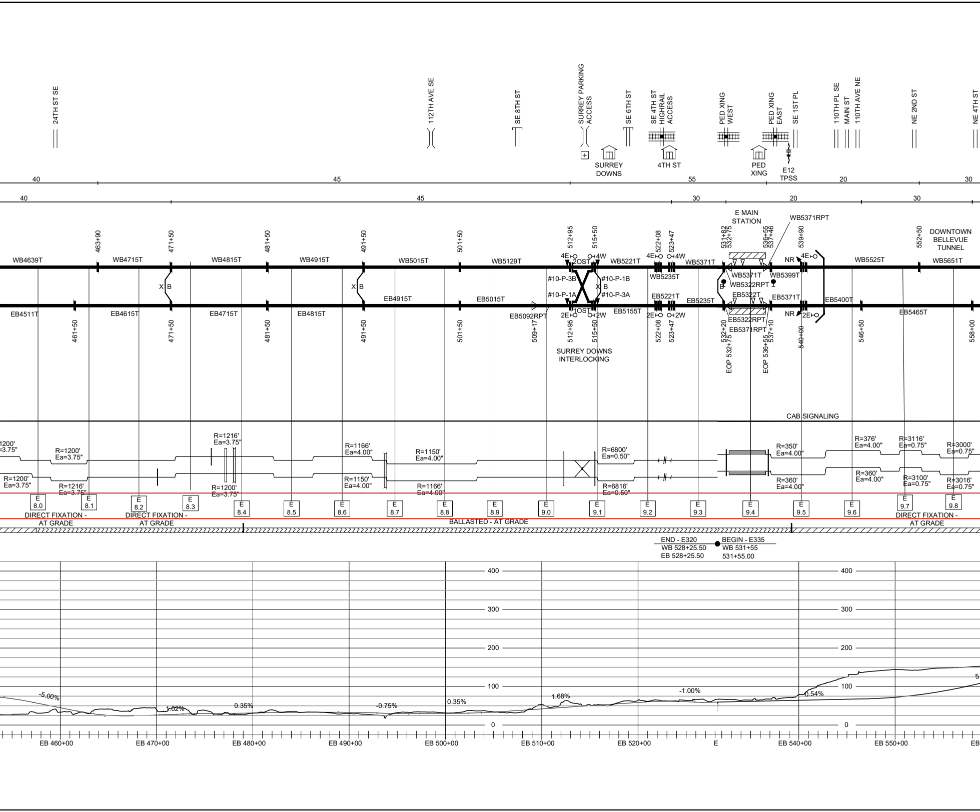

Mile Post Markers

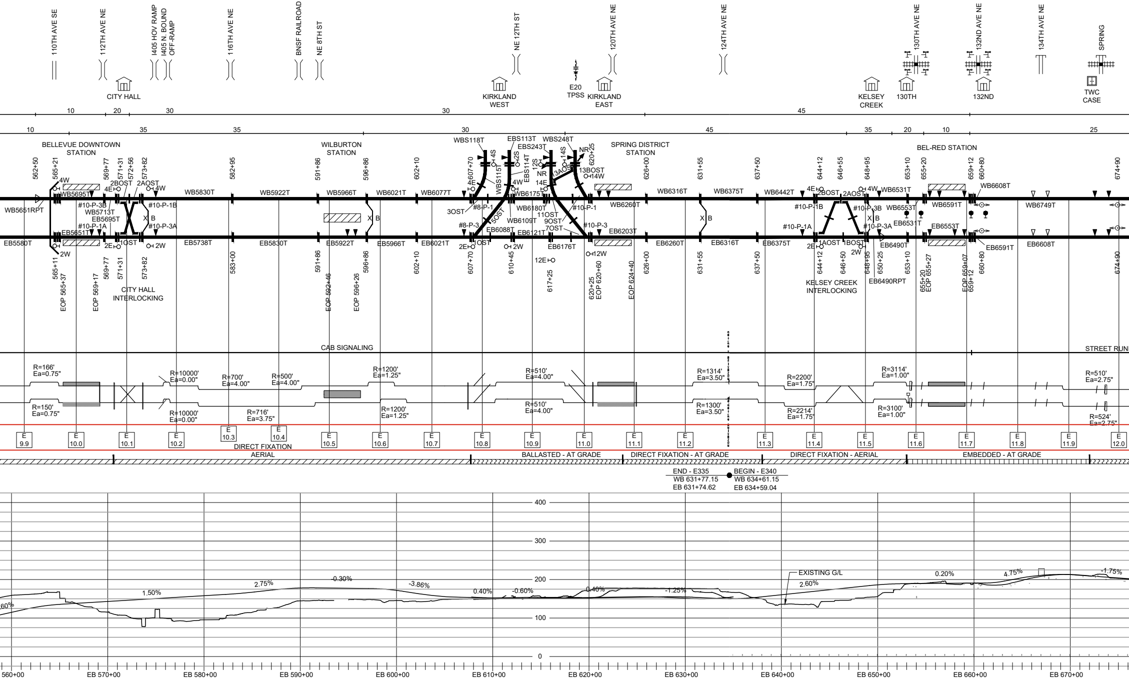
WASHINGTON ST.
U.C. S MAIN ST.
U.C. S JACKSON STREET
CR
S KING ST
S WELLER ST
LANE ST
IDS
1094+50
TPSS C11
IDS
BORED TUNNEL
BOX STRUCTURE
1087+65
1098+60
I-90 RAMP (BR D-2)
I-90 RAMP
I-90
HIGHRAIL ACCESS
E00-TPSS
RAINIER WEST
RAINIER AVE S
JUDKINS PARK PED XING
RAINIER EAST
23RD AVE S
MAS WB SPEED (MPH)
25
30
20
30
35
40
55
EB SPEED (MPH)
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
8+83
9+85
12+00
15+10
27+00
37+40
41+80
52+00
62+20
70+27
73+73
80+40
85+65
88+16
91+17
93+00
99+60
NB1094T
WB151T
NB1100T
TWC7
4S
3OST
7OST
NR
4W
TWC6
WB270T
WB374T
WB418T
WB520T
WB622T
WB707T
4E
3OST
4W
WB804T
WB859T
14E
WB882T
WB911T
14W
WB930RPT
WB996T
4E
WB104
NB1093T
6S
1BOS
#10-P-7
4N
TWC5
TWC4
TWC8
#8-P-3
BP-1
2S
#10-P-5
TWC1
TWC2
2T
#5-P-1A
2N
TWC3
SB1087T
NR
NR
#10-P-3
1-3OST
#10-P-1A
X B
#10-P-1B
6W
PK739T
PK805T
X B
#8-P-3A
8E
7OST
EB864T
#8-P-3B
#8-P-1
X B
1AOST
NR
5OST
EB123T
SB1091T
2W
NR
SB1100RPT
EB134T
EB238T
EB307T
EB418T
EB514T
EB670RPT
EB620T
1OST
2E
2W
X B
EB739T
EB805T
12E
X B
EB898T
12W
EB938T
2E
EB996
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
RAINIER WEST INTERLOCKING
RAINIER EAST INTERLOCKING
EXISTING RAINIER BRIDGE 222 LIMIT
INTERNTL DISTRICT STATION
IDS JUNCTION INTERLOCKING
STREET RUNNING
CAB SIGNALING
R=542' Ea=3.00"
R=182' Ea=0.00"
R=851' Ea=1.75"
R=160' Ea=0.00"
R=851' Ea=1.75"
R=2000' Ea=1.75"
R=243' Ea=3.75"
R=2086' Ea=0.75"
R=1379' Ea=2.50"
R=986' Ea=3.50"
R=1200' Ea=3.25"
R=962' Ea=3.75"
R=10000' Ea=0.00"
R=4300' Ea=1.25"
R=555' Ea=3.00"
R=181' Ea=0.00"
R=175' Ea=0.00"
R=1275' Ea=2.25"
R=243' Ea=3.75"
R=2086' Ea=0.75"
R=1379' Ea=2.50"
R=986' Ea=3.50"
R=1200' Ea=3.25"
R=962' Ea=3.75"
R=10000' Ea=0.00"
E 0.0
E 0.1
E 0.2
E 0.3
E 0.4
E 0.5
E 0.6
E 0.7
E 0.8
E 0.9
E 1.0
E 1.1
E 1.2
E 1.3
E 1.4
E 1.5
E 1.6
E 1.7
TRACK CONSTRUCTION
EMBEDDED
DIRECT FIXATION - ELEVATED
DIRECT FIXATION - AT GRADE
BALLASTED- AT GRADE
DIRECT FIXATION - AT GRADE
400
300
200
100
0
SB/ EB PROFILE ELEVATION (FT)
5.41%
-0.30%
0.26%
-0.38%
0.61%
-0.54%
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
EB 10+00
SB 1100+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

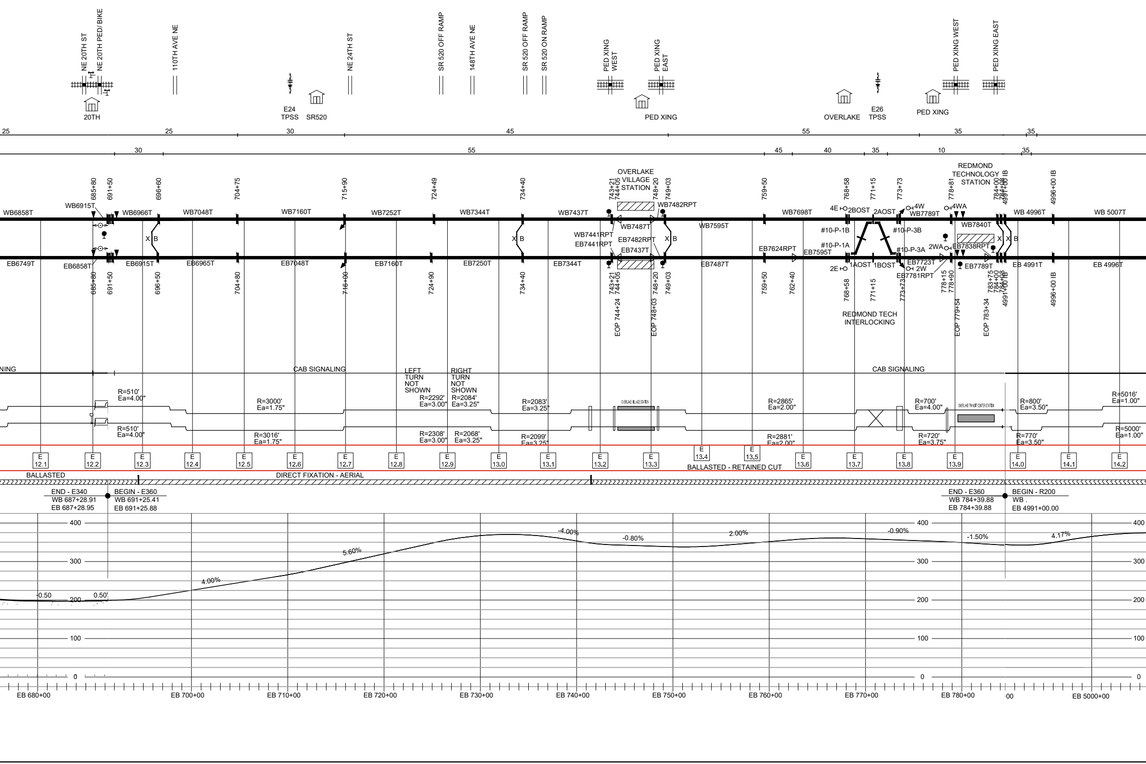

MARTIN LUTHER KING JR WAY S
30TH AVE S.
31ST AVE S.
32ND AVE S.
33RD AVE S.
LAKE WASHINGTON BLVD
E03-TPSS
LAKESIDE
LAKE WASHINGTON
55
55
55
55
MT BAKER TUNNEL EAST PORTAL
104+25
108+50
112+75
117+00
121+25
125+50
129+75
134+00
138+00
144+14
146+47
148+50
159+55
173+60
187+90
202+10
WB1085T
WB1128T
WB1170T
WB1213T
WB1255T
WB1298T
WB1340T
4W
WB1380T
NR
WB1441T
4E
2OST
4W
WB1485RPT
WB1596T
WB1736T
WB1879T
WB2021T
#10-P-3B
#10-P-1B
#10-P-1A
#10-P-3A
1-3XT
X B
X B
X B
NR
EB1043T
EB1085T
EB1128T
EB1170T
EB1213T
EB1255T
EB1298T
2W
EB1340T
EB1379T
2E
1OST
2W
EB1465T
EB1596T
EB1736T
EB1879T
LAKESIDE INTERLOCKING
104+25
108+50
112+75
117+00
121+25
125+50
129+75
137+90
159+55
173+60
187+90
202+10
134+00
HOMER HADLEY BRIDGE LIMIT
144+14
146+47
CAB SIGNALING
R=7500' Ea=0.50"
R=2682' Ea=2.50"
R=3317' Ea=2.50"
R=4850' Ea=1.00"
R=2586' Ea=2.50"
EXPANSION JOINTS
R=22000' Ea=0.00"
R=22000' Ea=0.00"
R=22000' Ea=0.00"
300' 1.25"
R=7500' Ea=0.50"
R=2682' Ea=2.50"
R=3317' Ea=2.50"
R=4850' Ea=1.00"
R=2586' Ea=2.50"
R=17000' Ea=0.00"
R=17000' Ea=0.00"
R=17000' Ea=0.00"
CURVE NOT DRAWN
E 1.8
E 1.9
E 2.0
E 2.1
E 2.2
E 2.3
E 2.4
E 2.5
E 2.6
E 2.7
E 2.8
E 2.9
E 3.0
E 3.1
E 3.2
E 3.3
E 3.4
E 3.5
E 3.6
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - APPROACH STRUCTURE
DIRECT FIXATION - BRIDGE
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%
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

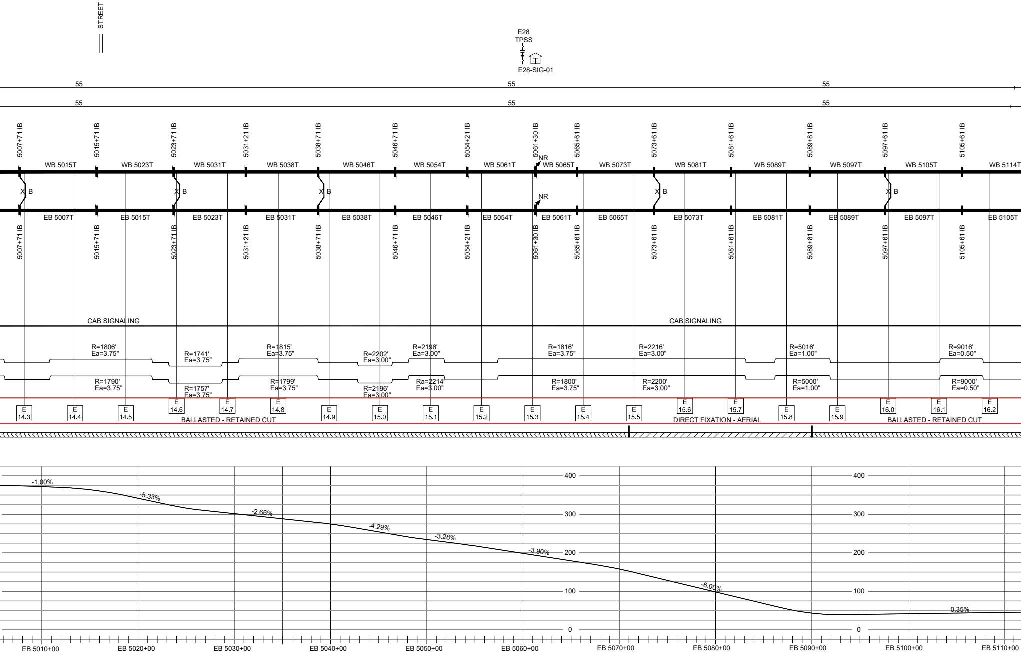

E05-
TPSS
WEST
MERCER
60TH AVE
WSDOT & HIGHRAIL
ACCESS
76TH AVE SE
77TH AVE SE
80TH AVE S
ISLAND CREST WAY
MERCER LID
55
55
55
55
MERCER LID
TUNNEL WEST
PORTAL
MERCER LID
TUNNEL EAST
PORTAL
MERCER ISLAND
STATION
214+47
216+80
224+20
225+65
229+75
233+90
238+00
242+10
246+20
250+30
254+40
258+53
266+75
274+67
279+27
289+00
298+00
307+00
WB2145T
4E
2OST
4W
WB2242T
NR
WB2297T
4E
WB2339T
WB2380T
WB2421T
WB2462T
WB2503T
WB2544T
WB2585T
4W
WB2668T
WB2748T
WB2792T
WB2890T
WB2980T
WB3070T
WB3160T
#10-P-3B
#10-P-1B
WB2254RPT
X B
X B
X B
#10-P-1A
#10-P-3A
NR
EB2254RPT
EB2339T
EB2380T
EB2420T
EB2461T
EB2501T
EB2542T
EB2583T
EB2665T
EB2748T
EB2021T
2E
1OST
2W
EB2168T
EB2242T
2E
EB2297T
2W
EB2792T
EB2890T
EB2980T
EB3070T
212+60
W MERCER
INTERLOCKING
224+25
225+65
229+70
233+90
237+95
242+00
246+05
250+10
254+15
266+50
274+67
279+27
289+00
298+00
307+00
214+47
216+80
HOMER HADLEY
BRIDGE LIMIT
258+25
EOP 275+09
EOP 278+89
CAB SIGNALING
CAB SIGNALING
R=25000'
Ea=0.00"
EXPANSION
JOINTS
R=18000'
Ea=0.00"
R=1600'
Ea=4.50"
R=1610'
Ea=4.50"
R=1642'
Ea=4.50"
R=1621'
Ea=4.50"
R=4500'
Ea=1.00"
R=5950'
Ea=1.25"
R=4250'
Ea=1.50"
R=6260'
Ea=1.00"
R=5184'
Ea=1.00"
R=5200'
Ea=1.00"
E 3.7
E 3.8
E 3.9
E 4.0
E 4.1
E 4.2
E 4.3
E 4.4
E 4.5
E 4.6
E 4.7
E 4.8
E 4.9
E 5.0
E 5.1
E 5.2
E 5.3
E 5.4
E 5.5
E 5.6
E 5.7
DIRECT FIXATION -
APPROACH STRUCTURE
DIRECT FIXATION -
AT GRADE
BALLASTED -
AT GRADE
DIRECT FIXATION -
AT GRADE
BALLASTED -
AT GRADE
400
300
200
100
0
3.92%
3.12%
-0.91%
2.49%
-4.08%
-2.63
1.83%
0.51%
0.82%
0.51%
2.10%
EB 210+00
EB 220+00
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

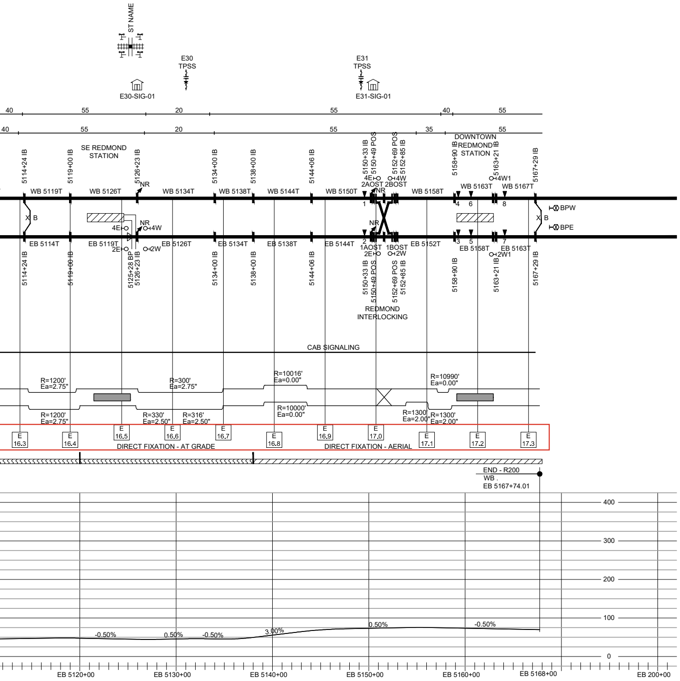

E08-
TPSS
SHOREWOOD DR
N MERCER WAY
EAST
MERCER
E MERCER ST
LAKE
WASHINGTON
I-90 EB HOV OFF-RAMP
I-90 WB HOV ON-RAMP
I-90 WB
I-90 EB ON-RAMP
I-90 WB HOV ON-RAMP
I-90 EB HOV OFF-RAMP
I-90 OFF-RAMP
E09-
TPSS
SE 30TH ST
S. BELLEVUE
S BELLEVUE P&R
55
40
30
35
30
55
40
30
35
S BELLEVUE
STATION
316+00
325+05
334+00
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
NR
WB3251T
WB3340T
WB3435T
4E
2BOST
2AOST
4W
WB3591T
WB3694T
WB3803T
WB4108T
WB4168T
WB4220T
WB4344T
NR
WB4397T
4E
2OST
4W
#10-P-1B
WB4467T
WB4511T
8E
#10-P-1B
#10-P-3B
X B
#10-P-1A
1OST
#10-P-3A
X B
#10-P-3B
NR
#10-P-1A
X B
#10-P-3A
NR
EB3160T
EB3251T
EB3340T
2E
2W
EB3487T
EB3591T
EB3694T
EB3803T
EB4108T
EB4168T
EB4256T
EB4344T
2E
1OST
2W
EB4422T
EB4467T
6E
316+00
325+05
334+00
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
E MERCER
INTERLOCKING
SOUTH BELLEVUE
INTERLOCKING
EOP 446+95
EOP 450+75
CAB SIGNALING
CAB SIGNALING
R=2550'
Ea=2.75"
R=2244'
Ea=3.00"
R=1926'
Ea=3.50"
R=1451'
Ea=2.00"
R=509'
Ea=4.00"
R=806'
Ea=3.00"
R=700'
Ea=3.00"
R=1200'
Ea=1.25"
R=1200'
Ea=1.25"
R=2535'
Ea=3.00"
R=2260'
Ea=3.00"
R=1940'
Ea=2.00"
R=1440'
Ea=2.00"
R=526'
Ea=4.00"
R=822'
Ea=3.00"
R=716'
Ea=4.00"
SOUTH BELLEVUE STATION
E 5.8
E 5.9
E 6.0
E 6.1
E 6.2
E 6.3
E 6.4
E 6.5
E 6.6
E 6.7
E 6.8
E 6.9
E 7.0
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
BALLASTED -
AT GRADE
DIRECT FIXATION -
AT GRADE
DIRECT FIXATION-
AT GRADE
DIRECT FIXATION-
AERIAL
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
-3.62%
0.41%
2.81%
2.57%
3.26%
-2.37%
2.75%
-1.00%
EB 320+00
EB 330+00
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


24TH ST SE
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
SURREY DOWNS
4TH ST
PED XING
E12 TPSS
40
45
55
20
30
40
45
30
20
30
E MAIN STATION
WB5371RPT
DOWNTOWN BELLEVUE TUNNEL
463+90
471+50
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
WB4639T
WB4715T
WB4815T
WB4915T
WB5015T
WB5129T
4E
2OST
4W
WB5221T
4E
4W
WB5371T
NR
4E
WB5525T
WB5651T
X B
X B
#10-P-3B
#10-P-1B
#10-P-1A
#10-P-3A
X B
WB5235T
B
WB5371T
WB5399T
WB5322RPT
EB4915T
EB5015T
EB5221T
EB5235T
EB5322T
EB5371T
EB5400T
EB4511T
EB4615T
EB4715T
EB4815T
EB5092RPT
2E
1OST
2W
EB5155T
2E
2W
EB5322RPT
EB5371RPT
NR
2E
EB5465T
461+50
471+50
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
SURREY DOWNS INTERLOCKING
CAB SIGNALING
1200'
=3.75"
R=1200'
Ea=3.75"
R=1216'
Ea=3.75"
R=1166'
Ea=4.00"
R=1150'
Ea=4.00"
R=6800'
Ea=0.50"
R=350'
Ea=4.00"
R=376'
Ea=4.00"
R=3116'
Ea=0.75"
R=3000'
Ea=0.75"
R=1200'
Ea=3.75"
R=1216'
Ea=3.75"
R=1200'
Ea=3.75"
R=1150'
Ea=4.00"
R=1166'
Ea=4.00"
R=6816'
Ea=0.50"
R=360'
Ea=4.00"
R=360'
Ea=4.00"
R=3100'
Ea=0.75"
R=3016'
Ea=0.75"
E 8.0
E 8.1
E 8.2
E 8.3
E 8.4
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
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - AT GRADE
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
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
-5.00%
1.02%
0.35%
-0.75%
0.35%
1.68%
-1.00%
0.54%
5
EB 460+00
EB 470+00
EB 480+00
EB 490+00
EB 500+00
EB 510+00
EB 520+00
E
EB 540+00
EB 550+00
EB


110TH AVE SE
112TH AVE NE
I405 HOV RAMP
I405 N. BOUND OFF-RAMP
116TH AVE NE
BNSF RAILROAD
NE 8TH ST
NE 12TH ST
120TH AVE NE
124TH AVE NE
130TH AVE NE
132ND AVE NE
134TH AVE NE
SPRING
CITY HALL
KIRKLAND WEST
E20 TPSS
KIRKLAND EAST
KELSEY CREEK
130TH
132ND
TWC CASE
10
20
30
30
45
10
35
35
30
45
35
20
10
25
BELLEVUE DOWNTOWN STATION
WILBURTON STATION
SPRING DISTRICT STATION
BEL-RED STATION
CITY HALL INTERLOCKING
KELSEY CREEK INTERLOCKING
WBS118T
EBS113T
WBS248T
EBS243T
WBS115T
EBS114T
13BOST
14W
WB5651RPT
WB5695T
EB5651T
WB5713T
EB5695T
WB5830T
WB5922T
WB5966T
WB6021T
WB6077T
WB6175T
WB6180T
WB6109T
WB6260T
WB6316T
WB6375T
WB6442T
WB6531T
WB6553T
WB6591T
WB6608T
WB6749T
EB5580T
EB5738T
EB5830T
EB5922T
EB5966T
EB6021T
EB6088T
EB6121T
EB6176T
EB6203T
EB6260T
EB6316T
EB6375T
EB6490T
EB6490RPT
EB6531T
EB6553T
EB6591T
EB6608T
#10-P-3B
#10-P-1A
#10-P-1B
#10-P-3A
#8-P-1
#8-P-3
#10-P-1
#10-P-3
2BOST
2AOST
1OST
3OST
5OST
7OST
9OST
11OST
13AOST
1AOST
1BOST
4W
2W
4E
2E
12E
12W
12S
14E
14S
NR
X B
562+50
565+21
565+11
569+77
571+31
572+56
573+82
582+95
583+00
591+86
596+86
602+10
607+70
610+45
617+25
620+25
620+60
626+00
631+55
637+50
644+12
646+55
648+95
650+25
653+10
655+20
659+12
660+80
674+90
EOP 565+37
EOP 569+17
EOP 592+46
EOP 596+26
EOP 620+60
EOP 624+40
EOP 655+27
EOP 659+07
CAB SIGNALING
STREET RUNNING
R=166' Ea=0.75"
R=150' Ea=0.75"
R=10000' Ea=0.00"
R=10000' Ea=0.00"
R=700' Ea=4.00"
R=500' Ea=4.00"
R=716' Ea=3.75"
R=1200' Ea=1.25"
R=1200' Ea=1.25"
R=510' Ea=4.00"
R=510' Ea=4.00"
R=1314' Ea=3.50"
R=1300' Ea=3.50"
R=2200' Ea=1.75"
R=2214' Ea=1.75"
R=3114' Ea=1.00"
R=3100' Ea=1.00"
R=510' Ea=2.75"
R=524' Ea=2.75"
E 9.9
E 10.0
E 10.1
E 10.2
E 10.3
E 10.4
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
DIRECT FIXATION AERIAL
BALLASTED - AT GRADE
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - AERIAL
EMBEDDED - AT GRADE
END - E335
WB 631+77.15
EB 631+74.62
BEGIN - E340
WB 634+61.15
EB 634+59.04
400
300
200
100
0
EXISTING G/L
.60%
1.50%
2.75%
-0.30%
-3.86%
0.40%
-0.60%
0.40%
-1.25%
2.60%
0.20%
4.75%
-1.75%
560+00
EB 570+00
EB 580+00
EB 590+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


NE 20TH ST
NE 20TH PED/ BIKE
110TH AVE NE
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 WEST
PED XING EAST
20TH
E24 TPSS
SR520
PED XING
OVERLAKE
E26 TPSS
PED XING
25
25
30
45
55
35
35
30
55
45
40
35
10
35
OVERLAKE VILLAGE STATION
REDMOND TECHNOLOGY STATION
685+80
691+50
696+60
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
4991+00 IB
4996+00 IB
WB6858T
WB6915T
WB6966T
WB7048T
WB7160T
WB7252T
WB7344T
WB7437T
WB7482RPT
WB7487T
WB7441RPT
WB7595T
WB7698T
4E
2BOST
2AOST
4W
WB7789T
4WA
WB7840T
WB 4996T
WB 5007T
X B
X B
X B
X X B
EB7441RPT
EB7482RPT
EB7437T
EB7624RPT
EB7595T
#10-P-1B
#10-P-1A
#10-P-3B
#10-P-3A
2WA
EB7838RPT
EB7723T
2W
EB7781RPT
EB7789T
2E
1AOST
1BOST
EB6749T
EB6858T
EB6915T
EB6965T
EB7048T
EB7160T
EB7250T
EB7344T
EB7487T
EB 4991T
EB 4996T
685+80
691+50
696+50
704+80
716+00
724+90
734+40
743+21
744+05
748+20
749+03
759+50
762+40
768+58
771+15
773+73
778+15
778+90
783+75
784+00
4991+00 IB
4996+00 IB
EOP 744+24
EOP 748+03
EOP 779+54
EOP 783+34
REDMOND TECH INTERLOCKING
NING
CAB SIGNALING
LEFT TURN NOT SHOWN
RIGHT TURN NOT SHOWN
CAB SIGNALING
R=510'
Ea=4.00"
R=510'
Ea=4.00"
R=3000'
Ea=1.75"
R=3016'
Ea=1.75"
R=2292'
Ea=3.00"
R=2308'
Ea=3.00"
R=2084'
Ea=3.25"
R=2068'
Ea=3.25"
R=2083'
Ea=3.25"
R=2099'
Ea=3.25"
OVERLAKE VILLAGE STATION
R=2865'
Ea=2.00"
R=2881'
Ea=2.00"
R=700'
Ea=4.00"
R=720'
Ea=3.75"
OVERLAKE TRANSIT CENTER STATION
R=800'
Ea=3.50"
R=770'
Ea=3.50"
R=5016'
Ea=1.00"
R=5000'
Ea=1.00"
E 12.1
E 12.2
E 12.3
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
E 14.1
E 14.2
BALLASTED
DIRECT FIXATION - AERIAL
BALLASTED - RETAINED CUT
END - E340
WB 687+28.91
EB 687+28.95
BEGIN - E360
WB 691+25.41
EB 691+25.88
END - E360
WB 784+39.88
EB 784+39.88
BEGIN - R200
WB .
EB 4991+00.00
400
300
200
100
0
-0.50
0.50
4.00%
5.60%
-4.00%
-0.80%
2.00%
-0.90%
-1.50%
4.17%
EB 680+00
EB 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
00
EB 5000+00


STREET
E28
TPSS
E28-SIG-01
55
55
55
55
55
55
5007+71 IB
5015+71 IB
5023+71 IB
5031+21 IB
5038+71 IB
5046+71 IB
5054+21 IB
5061+30 IB
5065+61 IB
5073+61 IB
5081+61 IB
5089+81 IB
5097+61 IB
5105+61 IB
WB 5015T
WB 5023T
WB 5031T
WB 5038T
WB 5046T
WB 5054T
WB 5061T
NR
WB 5065T
WB 5073T
WB 5081T
WB 5089T
WB 5097T
WB 5105T
WB 5114T
X B
X B
X B
X B
X B
NR
EB 5007T
EB 5015T
EB 5023T
EB 5031T
EB 5038T
EB 5046T
EB 5054T
EB 5061T
EB 5065T
EB 5073T
EB 5081T
EB 5089T
EB 5097T
EB 5105T
5007+71 IB
5015+71 IB
5023+71 IB
5031+21 IB
5038+71 IB
5046+71 IB
5054+21 IB
5061+30 IB
5065+61 IB
5073+61 IB
5081+61 IB
5089+81 IB
5097+61 IB
5105+61 IB
CAB SIGNALING
CAB SIGNALING
R=1806' Ea=3.75"
R=1741' Ea=3.75"
R=1815' Ea=3.75"
R=2202' Ea=3.00"
R=2198' Ea=3.00"
R=1816' Ea=3.75"
R=2216' Ea=3.00"
R=5016' Ea=1.00"
R=9016' Ea=0.50"
R=1790' Ea=3.75"
R=1757' Ea=3.75"
R=1799' Ea=3.75"
R=2196' Ea=3.00"
Ra=2214' Ea=3.00"
R=1800' Ea=3.75"
R=2200' Ea=3.00"
R=5000' Ea=1.00"
R=9000' Ea=0.50"
E 14.3
E 14.4
E 14.5
E 14.6
E 14.7
E 14.8
E 14.9
E 15.0
E 15.1
E 15.2
E 15.3
E 15.4
E 15.5
E 15.6
E 15.7
E 15.8
E 15.9
E 16.0
E 16.1
E 16.2
BALLASTED - RETAINED CUT
DIRECT FIXATION - AERIAL
BALLASTED - RETAINED CUT
-1.00%
-5.33%
-2.66%
-4.29%
-3.28%
-3.90%
-6.00%
0.35%
400
300
200
100
0
400
300
200
100
0
EB 5010+00
EB 5020+00
EB 5030+00
EB 5040+00
EB 5050+00
EB 5060+00
EB 5070+00
EB 5080+00
EB 5090+00
EB 5100+00
EB 5110+00



ST NAME
E30 TPSS
E30-SIG-01
E31 TPSS
E31-SIG-01
40
55
20
55
40
55
35
SE REDMOND STATION
DOWNTOWN REDMOND STATION
5114+24 IB
5119+00 IB
5126+23 IB
5134+00 IB
5138+00 IB
5144+06 IB
5150+33 IB
5150+49 POS
5152+69 POS
5152+85 IB
5158+90 IB
5163+21 IB
5167+29 IB
WB 5119T
WB 5126T
WB 5134T
WB 5138T
WB 5144T
WB 5150T
WB 5158T
WB 5163T
WB 5167T
EB 5114T
EB 5119T
EB 5126T
EB 5134T
EB 5138T
EB 5144T
EB 5152T
EB 5158T
EB 5163T
4E
4W
2E
2W
2AOST
2BOST
1AOST
1BOST
4W1
2W1
NR
X B
BPW
BPE
5125+28 BP
REDMOND INTERLOCKING
CAB SIGNALING
R=1200' Ea=2.75"
R=300' Ea=2.75"
R=10016' Ea=0.00"
R=10990' Ea=0.00"
R=330' Ea=2.50"
R=316' Ea=2.50"
R=10000' Ea=0.00"
R=1300' Ea=2.00"
E 16.3
E 16.4
E 16.5
E 16.6
E 16.7
E 16.8
E 16.9
E 17.0
E 17.1
E 17.2
E 17.3
DIRECT FIXATION - AT GRADE
DIRECT FIXATION - AERIAL
END - R200
WB .
EB 5167+74.01
400
300
200
100
0
-0.50%
0.50%
-0.50%
3.00%
0.50%
-0.50%
EB 5120+00
EB 5130+00
EB 5140+00
EB 5150+00
EB 5160+00
EB 5168+00
EB 200+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 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: E1898_E-LINE-SIG
CONTRACT No.: RTA/AE XXXX-XX
DATE: 10/28/2024

SOUNDTRANSIT
DATE:

LTK Engineering Services
REVIEWED BY:
SUBMITTED BY:

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

No.	DATE	REVISION