

CITY OF SEATTLE

ORDINANCE 127251

COUNCIL BILL 121003

AN ORDINANCE relating to the Central Puget Sound Regional Transit Authority (Sound Transit); authorizing the Director of the Seattle Department of Transportation to execute an amendment to the “Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive Use of a Light Rail Transit Way as related to the Link Light Rail Transit Project” to reflect the approved alignment and light rail transit facilities for the Link Light Rail Transit Project, including addition of the West Seattle Link Extension; and ratifying and confirming certain prior acts.

WHEREAS, since 1996, Sound Transit (formally known as the Central Puget Sound Regional Transit Authority, or RTA) has been implementing the voter-approved Sound Move, Sound Transit 2 (ST2), and Sound Transit 3 (ST3) plans for a high-capacity regional transit system for the Central Puget Sound region; and

WHEREAS, the Sound Move and ST2 Plans include the following five electric light-rail lines: Central Link (downtown Seattle to SeaTac); University Link (downtown Seattle to University of Washington); Northgate Link Extension (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and

WHEREAS, in May 2016 during the development of the ST3 proposal, City Council passed Resolution 31668, which made alignment recommendations for the West Seattle Link Extension (WSLE) and Ballard Link Extension (BLE) projects to the Sound Transit Board, including a new light rail tunnel through Downtown Seattle; and

WHEREAS, the ST3 ballot measure was approved by voters in November 2016 and includes the following two electric light-rail lines: West Seattle Link (downtown Seattle to West Seattle) and Ballard Link (downtown Seattle to Ballard); and

1 WHEREAS, in December 2017, the City entered into a ST3 Partnership Agreement with Sound
2 Transit (Resolution 31788) to collaborate on project delivery, streamline permitting, and
3 seek ways to reduce project costs and deliver the project in advance of schedule; and

4 WHEREAS, through a series of resolutions (R99-34; R2001-16; R2005-20; R2006-07; R2011-
5 10; and R2012-13; R2015-05; and R2024-22), the Sound Transit Board selected the rail
6 alignment, station locations, and maintenance base location for the projects that are
7 currently under construction, operating, or for which a Record of Decision has been
8 issued in The City of Seattle (City): Central Link; University Link; Northgate Link
9 Extension; East Link; Lynnwood Link; and West Seattle Link; and

10 WHEREAS, the Seattle City Council approved the alignment, station locations, and maintenance
11 base location for the Sound Transit Central Link, University Link, Northgate Link
12 Extension, East Link, and Lynnwood Link projects in Resolutions 30128 (adopted April
13 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013),
14 and 31784 (adopted December 11, 2017); and

15 WHEREAS, pursuant to Ordinance 119975, in July 2000, the City and Sound Transit executed
16 an Agreement between the City of Seattle and Sound Transit for Grant of Non-Exclusive
17 Use of a Light Rail Transit Way as Related to the Central Link Light Rail Transit Project
18 (Transit Way Agreement) that reflected the current alignment; and

19 WHEREAS, the Transit Way Agreement was amended by Ordinance 120788, in 2002, to
20 include technical corrections; by Ordinance 122504 in 2007, to revise the approved
21 alignment and include the University Link and North Link extensions, among other
22 things; by Ordinance 124289 in 2013, to again revise the approved alignment and to add
23 the Northgate Link and East Link extensions to the agreement, among other things; by

1 Ordinance 125500 in 2017 to add the Lynnwood Link extension to the agreement; and by
2 Ordinance 126701 in 2022 to add an infill station at Northeast 130th Street; and

3 WHEREAS on February 20, 2025, Mayor Bruce Harrell issued Executive Order 2025-02

4 Supporting and Expediting Sound Transit 3 Investments – including the West Seattle
5 Link Extension and Ballard Link Extension – in the City of Seattle; and

6 WHEREAS, a resolution to approve the West Seattle Link alignment and station locations is
7 being considered by the Seattle City Council along with this ordinance; and

8 WHEREAS, an amendment to the Transit Way Agreement is required to reflect the alignment
9 and light rail transit facilities for the West Seattle Link Light Rail Extension Project in
10 the City and allow Sound Transit to proceed with the West Seattle Link project;

11 NOW, THEREFORE,

12 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

13 Section 1. The Director of the Seattle Department of Transportation is authorized to
14 execute an amendment to the Transit Way Agreement, substantially in the form attached as
15 Attachment 1 to this ordinance, acknowledging the alignment and light rail transit facilities for
16 the West Seattle Link Light Rail Extension Project.

17 Section 2. Any act consistent with the authority of this ordinance taken after its passage
18 and prior to its effective date is ratified and confirmed.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code
Sections 1.04.020 and 1.04.070.

Passed by the City Council the 15th day of June, 2025,
and signed by me in open session in authentication of its passage this 15th day of
June, 2025.



President _____ of the City Council

☒ Approved / ☐ returned unsigned / ☐ vetoed this 18th day of July, 2025.



Bruce A. Harrell, Mayor

Filed by me this 18th day of July, 2025.



Scheereen Dedman, City Clerk

(Seal)

Attachments:
Attachment 1 – Amendment No. 5 to the Transit Way Agreement

**AMENDMENT NO. 5 TO THE AGREEMENT BETWEEN THE CITY OF
SEATTLE AND SOUND TRANSIT
FOR GRANT OF NON-EXCLUSIVE USE OF A LIGHT RAIL TRANSIT WAY
AS RELATED TO THE LINK LIGHT RAIL TRANSIT PROJECT**

This Amendment No. 5 to the August 29, 2002 Agreement (effective September 4, 2002) for Grant of Non-Exclusive Use of a Light Rail Transit Way as Related to the Link Light Rail Transit Project is entered into by and between the City of Seattle (City) and the Central Puget Sound Regional Transit Authority (Sound Transit) and is effective when signed by both parties hereto.

RECITALS

WHEREAS, Sound Transit is a governmental entity created pursuant to RCW 81.104 and 81.112 with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish Counties, including the right to construct and maintain facilities in public rights of way without a franchise (RCW 81.112.100 and RCW 35.58.330); and

WHEREAS, the City is a first-class city operating under the Laws of the State of Washington; and

WHEREAS, the City owns and operates city streets, and other infrastructure improvements within the City boundaries where Sound Transit proposes certain transit improvements and light rail; and

WHEREAS, the Growth Management Act (RCW 36.70A) requires the City to plan for and encourage regional high capacity transportation facilities such as Sound Transit's Link light rail transit system projects (RCW 36.70A.020); and

WHEREAS, in 1996, 2008, and 2016, pursuant to state law, Sound Transit proposed, and Central Puget Sound voters approved financing for regional transit system plans known as Sound Move, ST2, and ST3, respectively; and

WHEREAS, the Sound Move and ST2 Plans include the following five light rail projects: Central Link (downtown Seattle to SeaTac Airport); University Link (downtown Seattle to University of Washington); Northgate Link (University of Washington to Northgate); Lynnwood Link Extension (Northgate to Lynnwood); and East Link (downtown Seattle to Redmond); and the ST3 Plan includes the West Seattle Link Extension (downtown Seattle to West Seattle) and the Ballard Link Extension (downtown Seattle to Ballard) (the Sound Move and ST2 light rail projects and the West Seattle Link Extension collectively constitute the "Light Rail Transit System Projects"); each of which will provide numerous benefits to Seattle's residents, workers, and visitors, and will help the City meet its

Comprehensive Plan goals for dense, mixed use urban centers and urban villages connected by high-quality public transit; and

WHEREAS, Sound Transit and the Federal Transit Administration of the United States Department of Transportation (FTA) jointly planned the Light Rail Transit System Projects pursuant to the National and State Environmental Policy Acts, and have completed environmental review of the Light Rail Transit System Projects; and

WHEREAS, through a series of resolutions (R99-34, R2001-16; R2005-20; R2006-07; R2011-10; R2012-13; R2015-05; and R2024-22), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for Central Link, University Link, Northgate Link, East Link, Lynnwood Link, and West Seattle Link; and

WHEREAS, the Seattle City Council approved the alignment, station locations, and maintenance base location for Central Link, University Link, Northgate Link, East Link, Lynnwood Link, and West Seattle Link in Resolutions 30128 (adopted April 10, 2000), 30993 (adopted September 24, 2007), 31465 (adopted September 16, 2013), 31784 (adopted December 11, 2017), and _____ (adopted _____, 2025); and

WHEREAS, the City and Sound Transit desire to agree upon the grant of non-exclusive use of a Light Rail Transit Way for the Light Rail Transit System Projects located within in the City.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties hereby agree to amend the Agreement as follows:

Section 1. Exhibit A to the Agreement, as referenced in Section 2.1 of the Agreement, is hereby replaced with Exhibit A of this Amendment.

Section 2. Exhibit B to the Agreement, as referenced in Section 2.1 of the Agreement, is hereby replaced with Exhibit B of this Amendment.

Section 3. The plans and profile drawings attached as Exhibit C of this Amendment are hereby incorporated as additional drawings into Exhibit C of the Agreement, as referenced in Section 2.1 of the Agreement, to reflect the addition of the alignment and light rail transit facilities for the West Seattle Link Extension.

Section 4. All of the remaining provisions and terms of the Agreement, except as specifically modified by this Amendment, remain in full force and effect.

IN WITNESS WHEREOF, each of the parties hereto has executed this Amendment to the Agreement by having its authorized representative affix his/her name in the appropriate space below.

**CENTRAL PUGET SOUND REGIONAL THE CITY OF SEATTLE
TRANSIT AUTHORITY (SOUND
TRANSIT)**

By: _____
Signature

Print or type name

Date: _____

Approved as to form:

By: _____
Signature

Sound Transit Legal Counsel

By: _____
Signature

Print or type name

Date: _____

Authorized by Ordinances _____

Attachments:

Exhibit A to Amendment No. 5: General Description of Light Rail Alignment,
Station Locations and Maintenance Facility Location

Exhibit B to Amendment No. 5: Light Rail Alignment, Station Locations and
Maintenance Facility Location (Maps 1 through 10)

Exhibit C to Amendment No. 5: Plans and Profile Drawings

**Exhibit A:
General Description of Light Rail Alignment, Station Locations, and
Maintenance Facility Location**

West Seattle Link Extension (SODO Station to West Seattle Junction Station)

Route: At grade structure begins north of the existing SODO Station and travels west of and parallel to the existing Link light rail line in the SODO Busway and continues south under South Lander Street, which would be reconstructed as an overpass of the light rail tracks.

Tracks transition to an elevated guideway and the route continues south from South Forest Street. A connection to the Operations and Maintenance Facility Central would be provided from tracks between South Forest Street and South Spokane Street. The route continues southwest from South Forest Street to cross over to the south side of the West Seattle Bridge. Route runs along the south side of the West Seattle Bridge on a light rail only bridge. West of the Duwamish Waterway crossing, the route crosses the northern edge of Pigeon Point before turning southwest on an elevated guideway that crosses Delridge Way Southwest.

The route continues on an elevated guideway on the west side of Delridge Way Southwest, then west along Southwest Yancy Street before crossing Southwest Avalon Way in the vicinity of Southwest Yancy Street. The route crosses 32nd Avenue Southwest at-grade and continues south along the east side of the West Seattle Bridge connection to Fauntleroy Way Southwest.

The route enters a tunnel at Southwest Genesee Street and 37th Avenue Southwest. It terminates at Southwest Hudson Street, with tail tracks in a north-south orientation under 41st Avenue Southwest.

Stations:

SODO Station – Immediately west of the existing SODO Station, north of South Lander Street, at-grade

Delridge Station – North of Southwest Andover Street and west of Delridge Way Southwest, elevated

Avalon Station – South of Southwest Genesee Street, beneath 35th Avenue Southwest, lidded retained cut

Alaska Junction Station – Beneath 41st Avenue Southwest and Southwest Alaska Street, tunnel

Lynnwood Link Extension (NE 145th St to Northgate)

Route: Elevated structure begins north of Northgate Station and continues along the route of Interstate 5 (I-5) as combined retained cut/fill and elevated structure to NE 145th St.

Station:

NE 130th Street Station – West side of 5th Ave NE and north of NE 130th Street/Roosevelt Way NE, elevated side platform

Northgate Link Extension (Northgate to University of Washington)

Route: Elevated structure at Northgate, tunnel begins south of the Maple Leaf Portal at 94th Street.

Stations:

Northgate Station - East side of 1st Avenue NE, spanning NE 103rd Street, elevated (includes tail track)

Roosevelt Station - West side of 12th Avenue NE, north of NE 65th St, tunnel

U District Station - Brooklyn Ave NE, south of NE 45th Street, tunnel

University Link (University of Washington to Pine Street Stub Tunnel)

Route: Tunnel under University of Washington, Montlake Cut, and Capitol Hill

Stations:

University of Washington Station - East side of Montlake Boulevard NE, near Husky Stadium, tunnel (includes crossover)

Capitol Hill Station - East side of Broadway E, south of E John Street, tunnel

Initial Segment (Pine Street Stub Tunnel to S. McClellan Street)

Route: Use existing Downtown Seattle Transit Tunnel (DSTT). South of downtown, use E-3

Busway rising to elevated structure turning east along south side of S. Forest Street, and then to tunnel under Beacon Hill.

Stations:

Westlake - Tunnel

University Street - Tunnel Pioneer Square - Tunnel

International District/Chinatown - Tunnel

Stadium - E-3 Busway at S Royal Brougham Way, at-grade

SODO - E-3 Busway, north of S Lander Street, at-grade

Beacon Hill - Beacon Avenue S at S Lander Street, tunnel

Initial Segment (S. McClellan Street to Boeing Access Road)

Route: Elevated out of Beacon Hill tunnel, then turning south on Martin Luther King, Jr. Way S, at-grade in median

Stations:

Mount Baker - S McClellan Street, elevated

Columbia City - S Edmunds Street, at-grade

Othello - S Othello Street, at-grade

Rainier Beach - S Henderson Street, at-grade

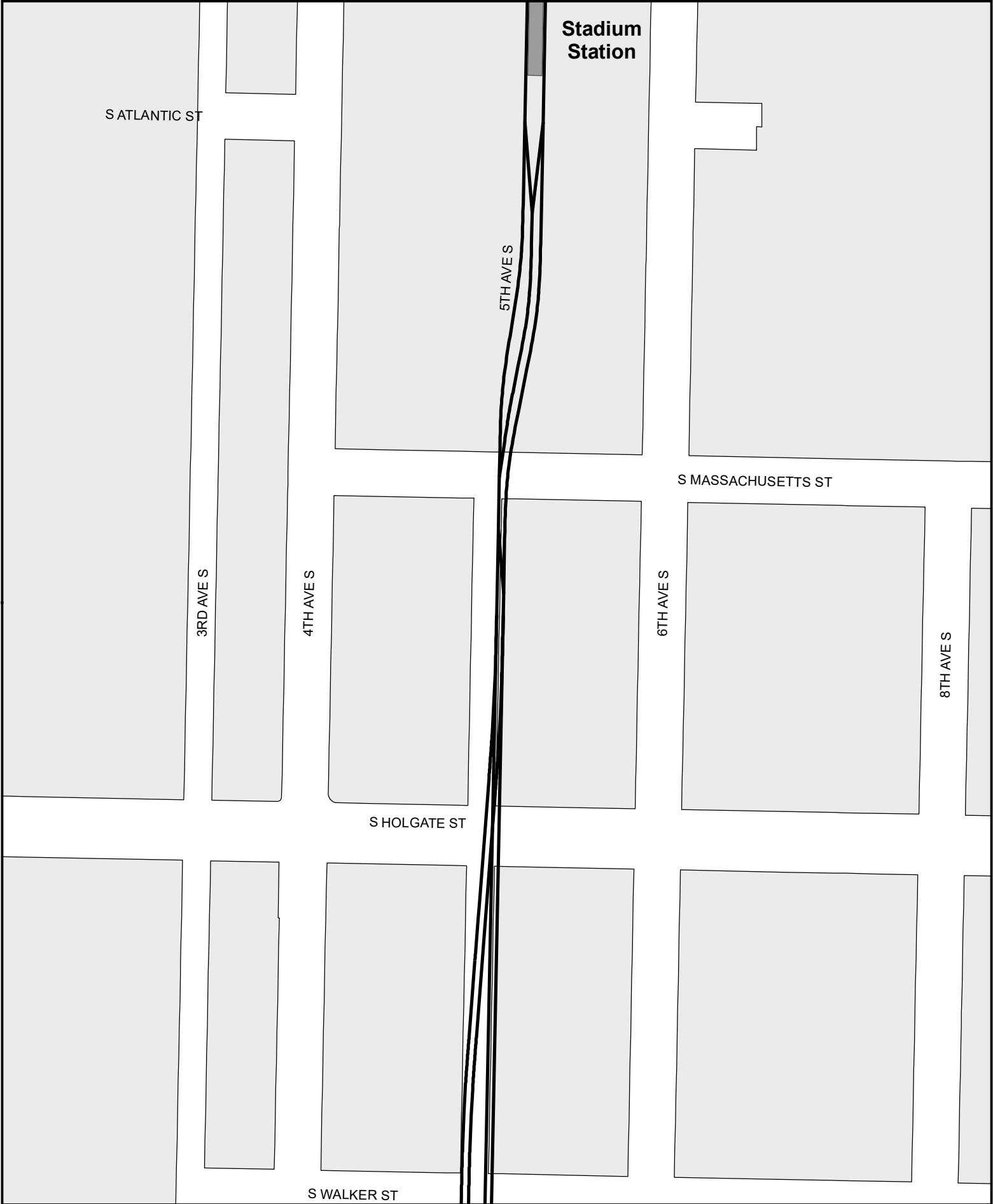
Maintenance Facility Maintenance Facility site - extends from 7th Avenue S to Airport Way S, and from S Forest Street to south of S Hinds Street.

East Link (International District/Chinatown Station to the west edge of Lake Washington along 1-90)

Route: From the International District/Chinatown Station in the Downtown Seattle Transit Tunnel coming up at grade onto the Interstate 90 Express Lanes

Stations:

Judkins Park Station - on 1-90 center roadway east of Rainer Avenue S, at-grade



Legend

Light Rail Alignment

- Aerial
- At Grade
- Subway

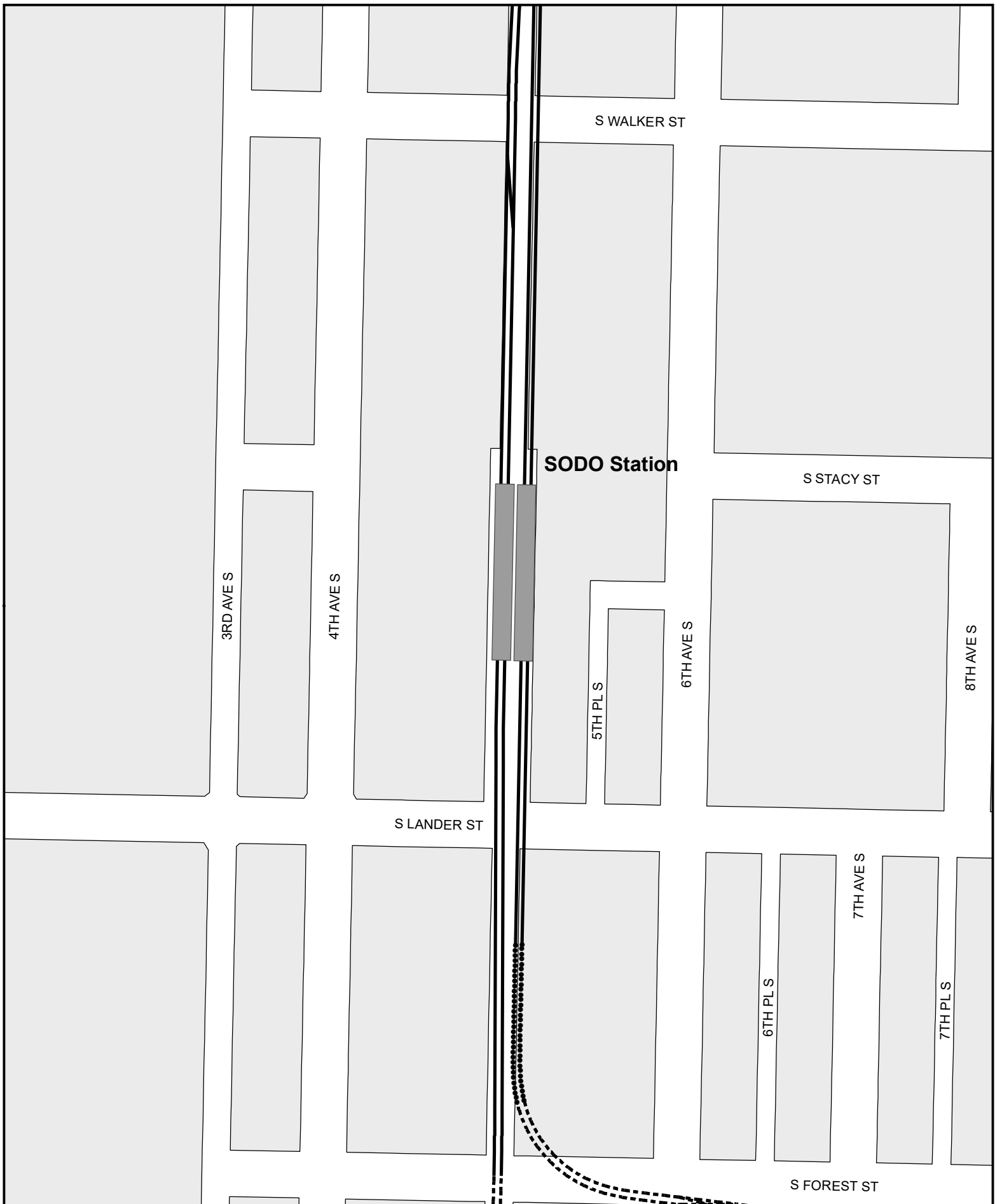
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 1 of 35

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June 2025

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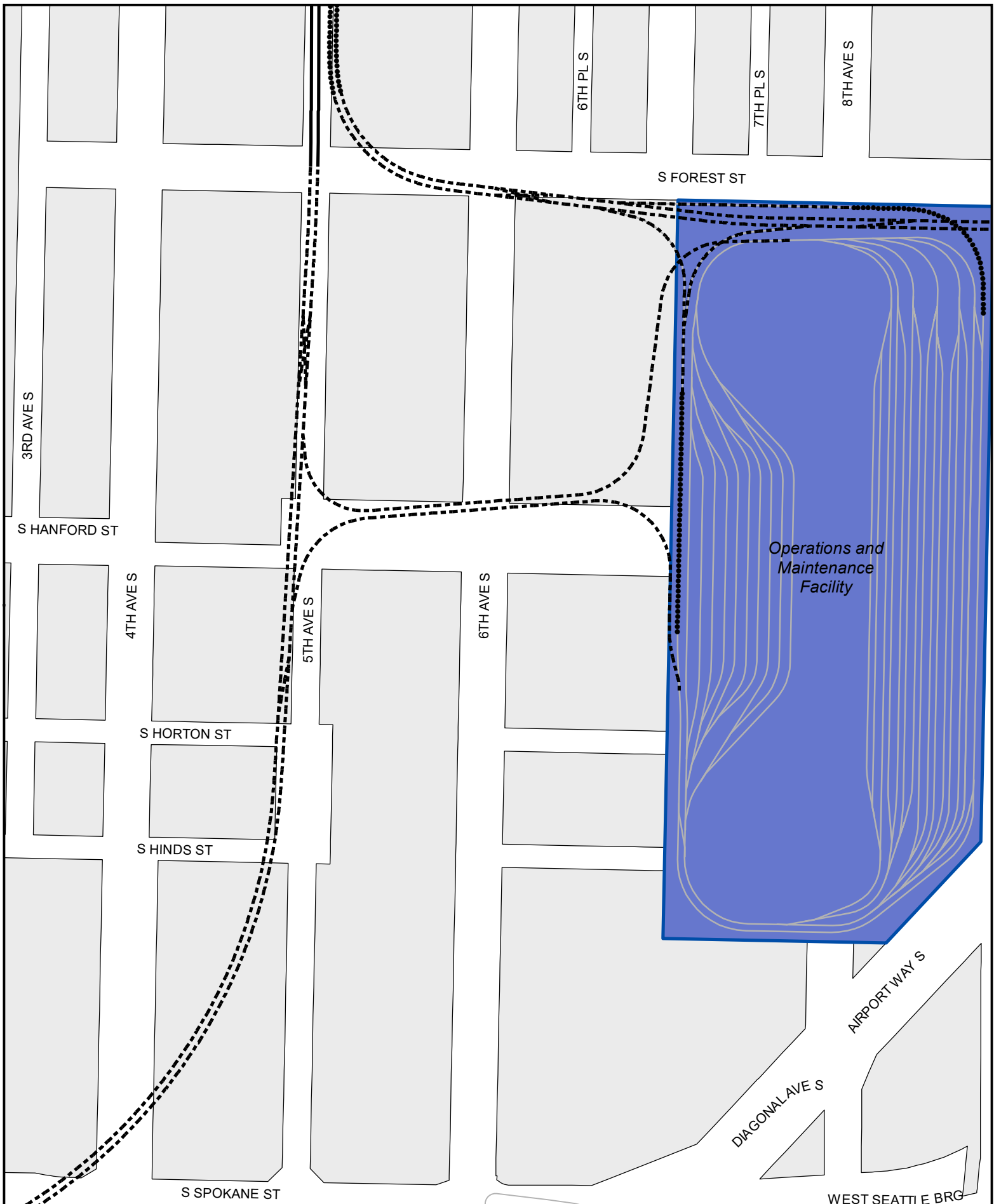
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Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: Light Rail Alignment
and Station Locations within
City of Seattle**
Map 2 of 35

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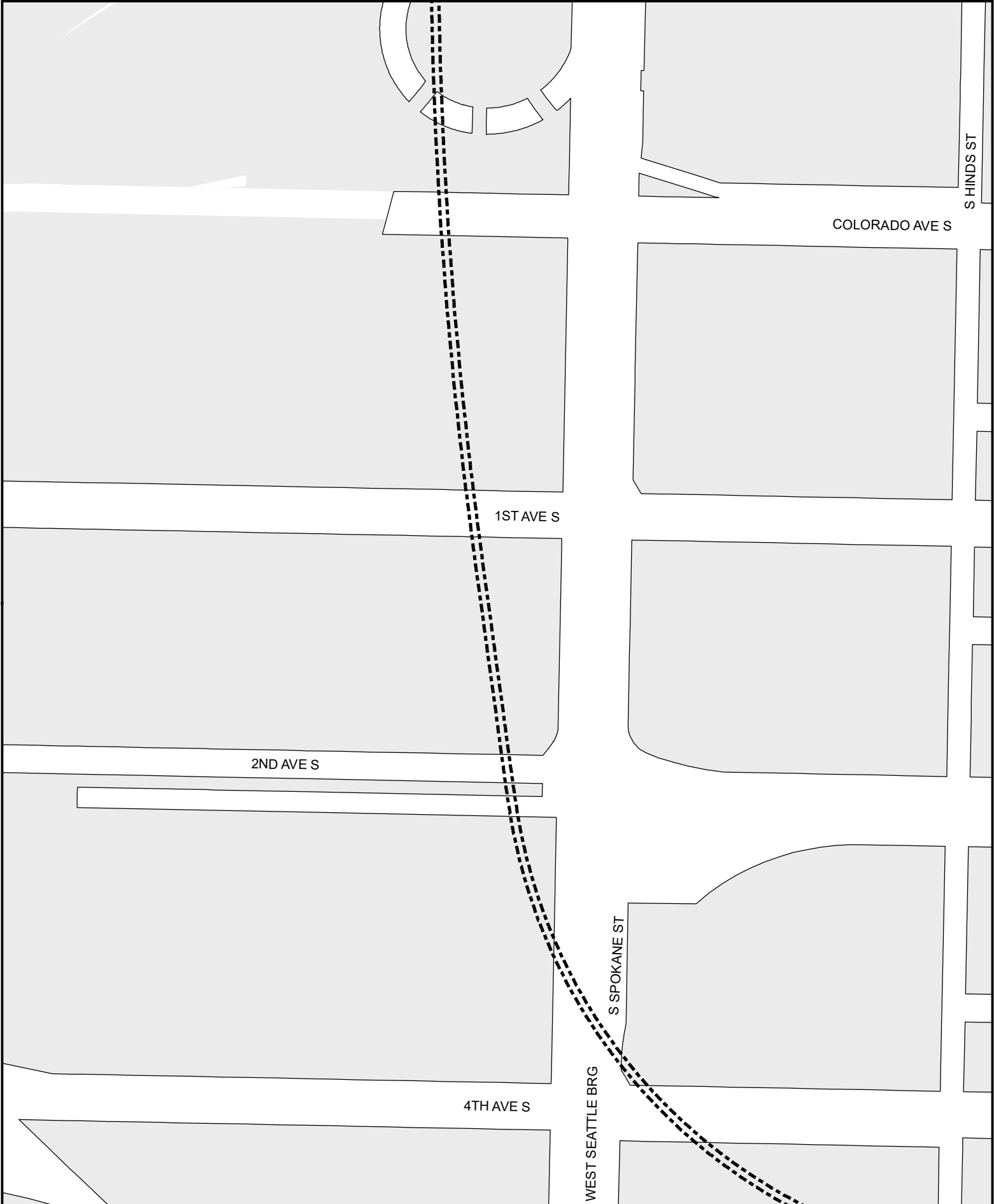
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 3 of 35

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Legend

Light Rail Alignment

- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 4 of 35

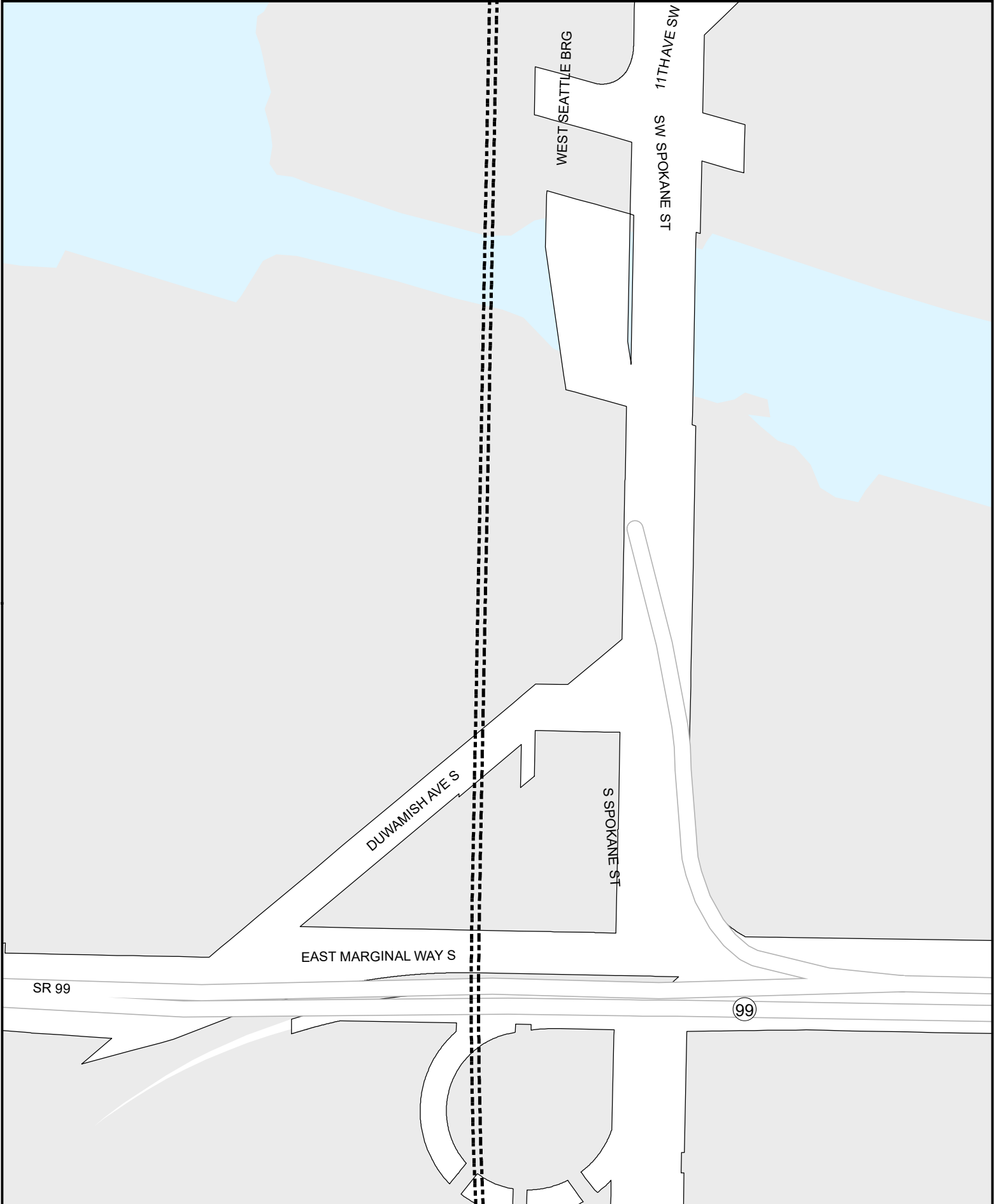

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Legend

Light Rail Alignment

- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 5 of 35

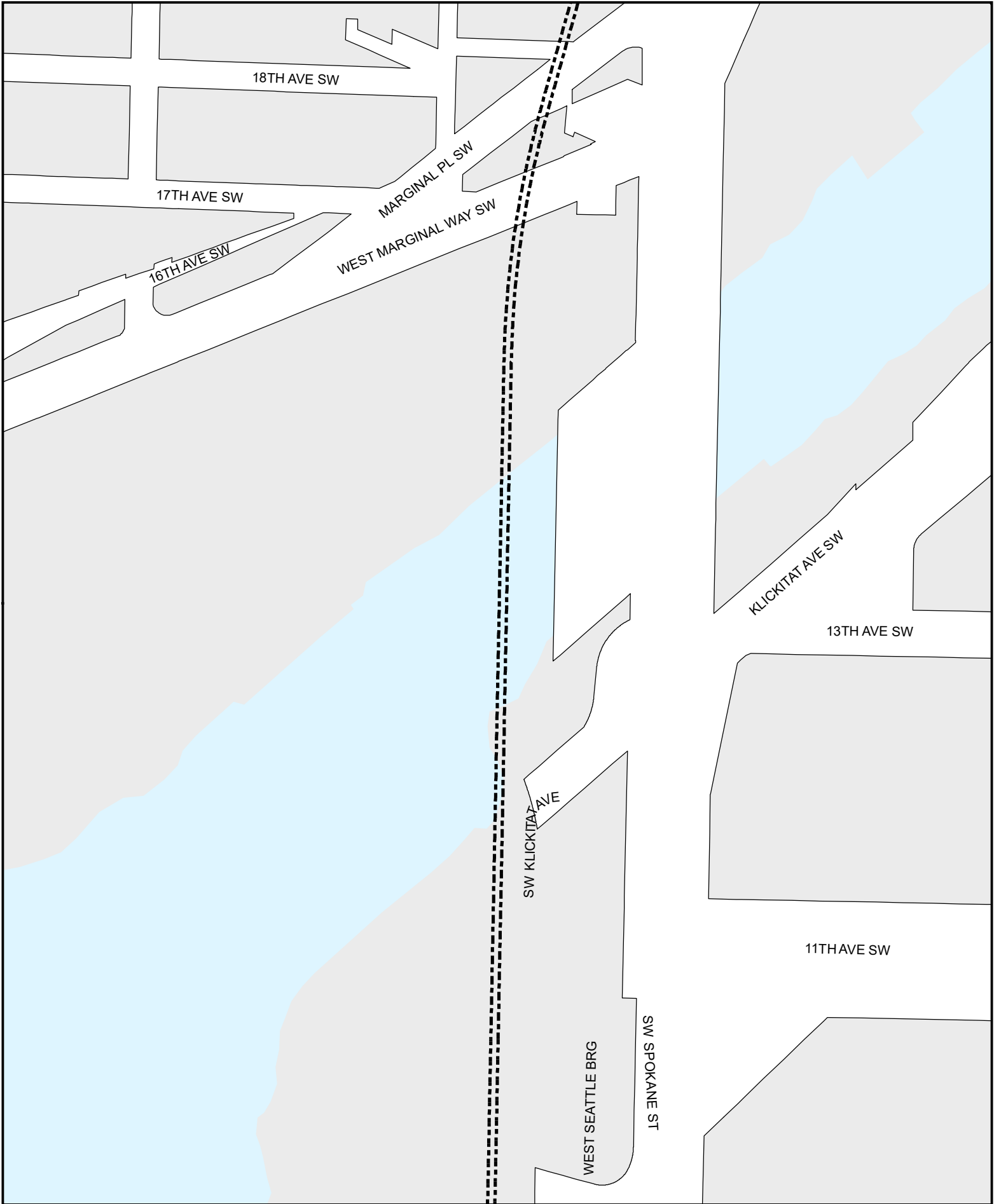


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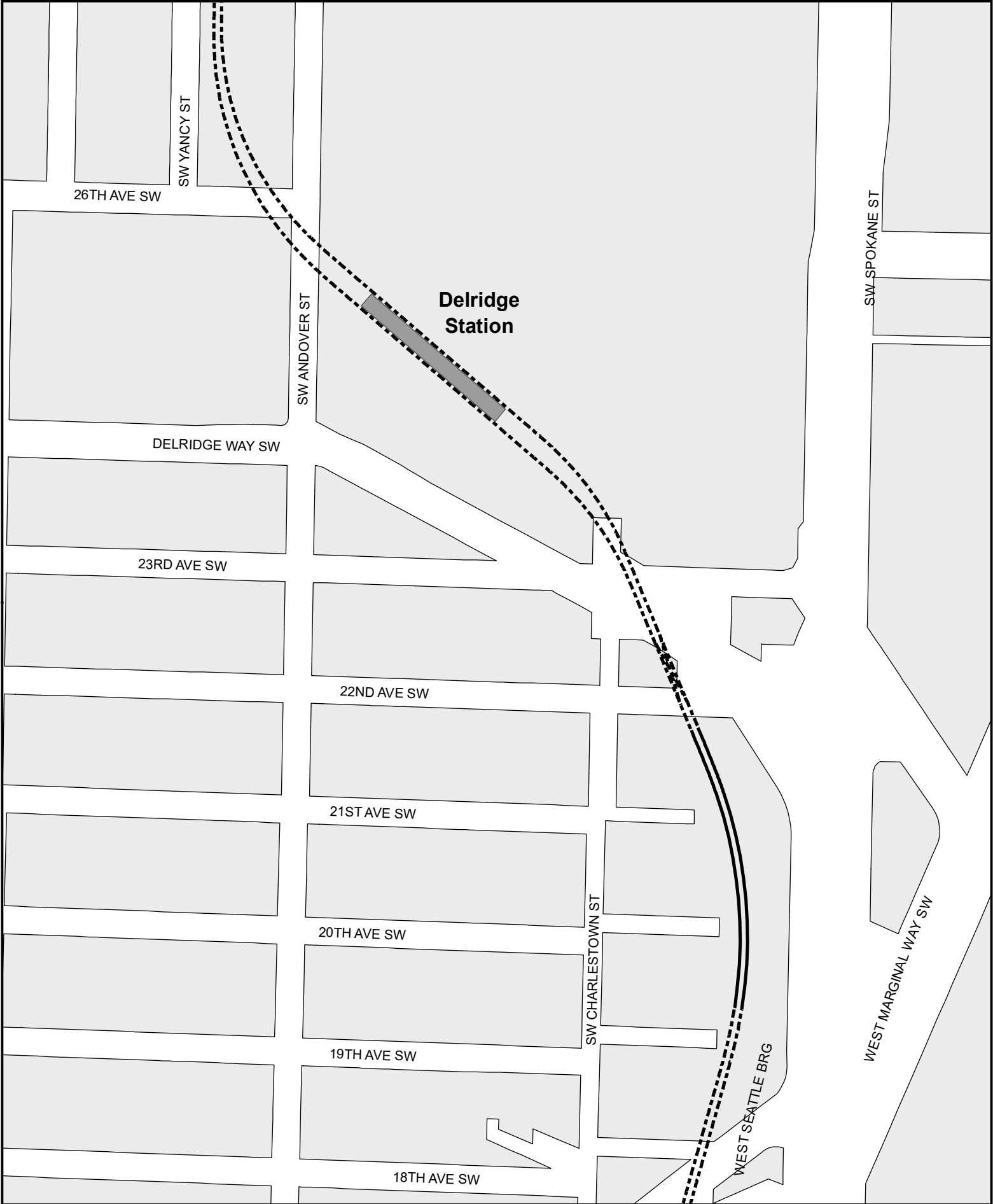
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Light Rail Alignment	Station and Facility
--- Aerial	Light rail station platform
— At Grade	Maintenance facility
— Subway	Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 6 of 35

SOUNDTRANSIT
June 2025

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Light Rail Alignment

- Aerial
- At Grade
- Subway

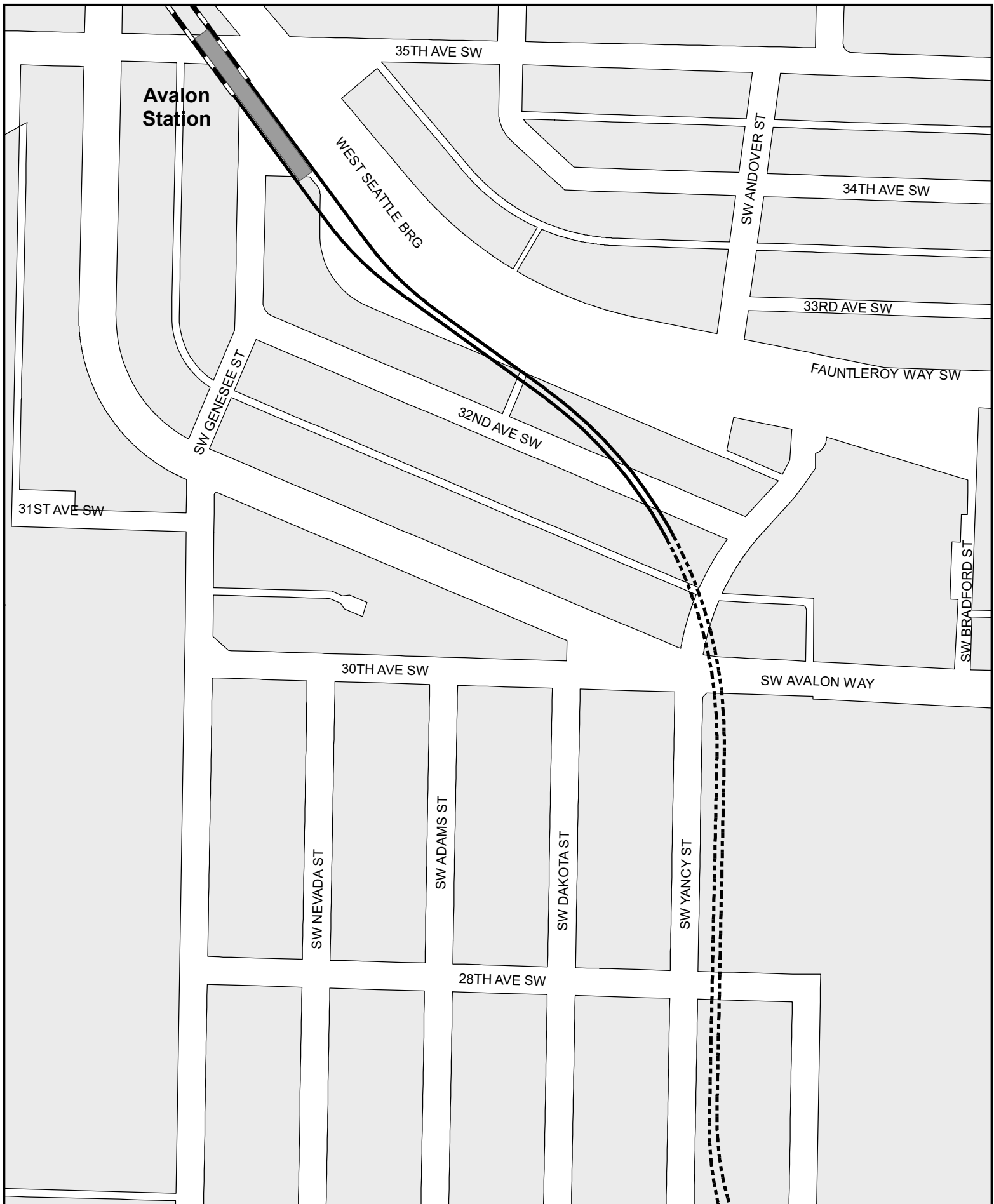
- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 7 of 35

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Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 8 of 35

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Legend

Aerial

At Grade

Subway

Light rail station platform

Maintenance facility

Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle

Map 9 of 35

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Data source: King County GIS, City of Seattle, Sound Transit GIS

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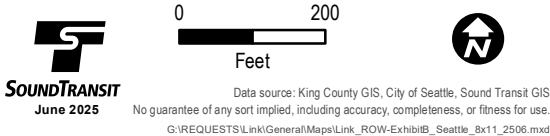
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

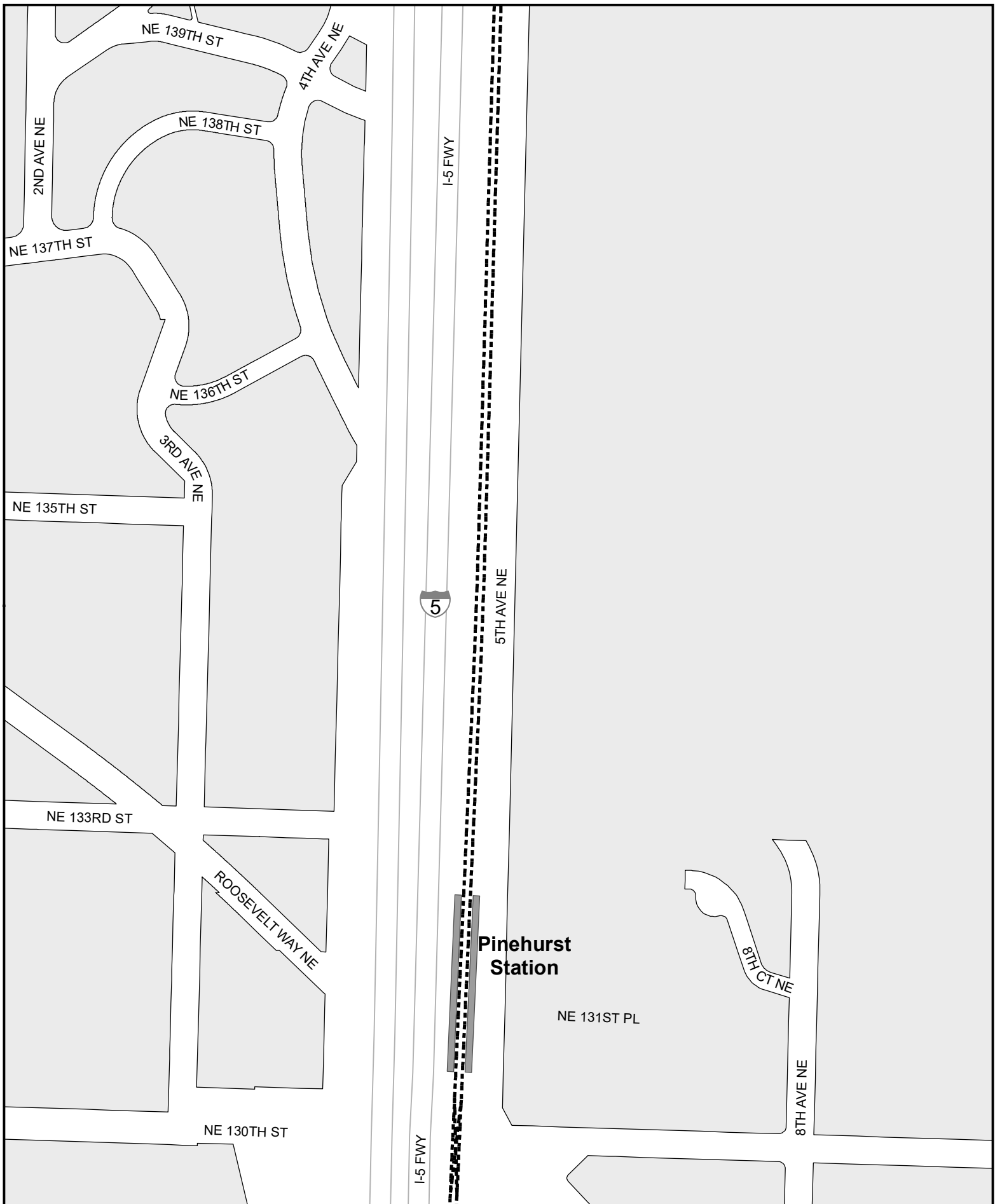
**Exhibit B: Light Rail Alignment
and Station Locations within
City of Seattle
Map 10 of 35**

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Data source: King County GIS, City of Seattle, Sound Transit GIS
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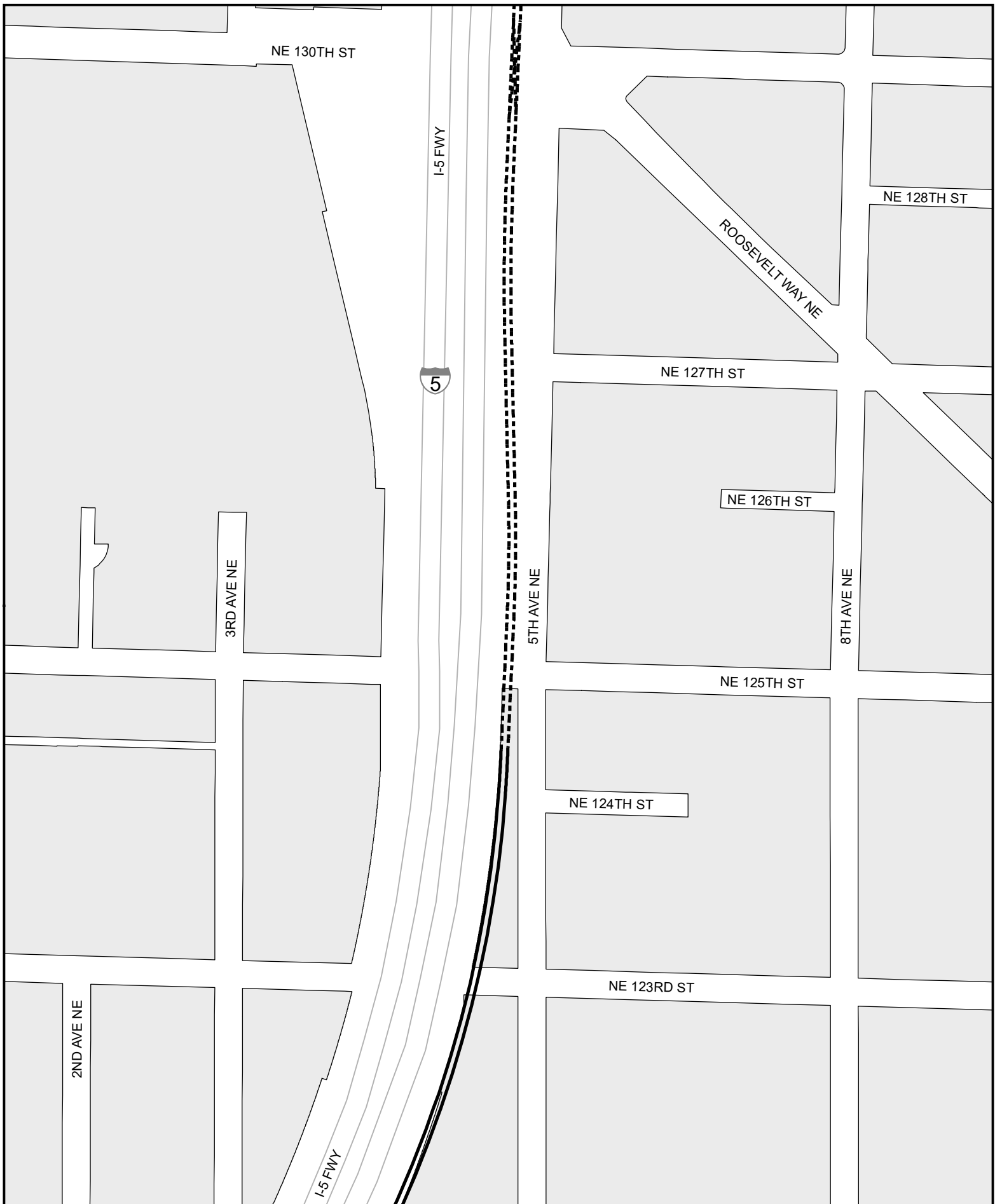
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: Light Rail Alignment
and Station Locations within
City of Seattle
Map 12 of 35**

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Light Rail Alignment

- Aerial
- At Grade
- Subway

Station and Facility

- Light rail station platform
- Maintenance facility
- Right-of-way

**Exhibit B: Light Rail Alignment
and Station Locations within
City of Seattle
Map 13 of 35**

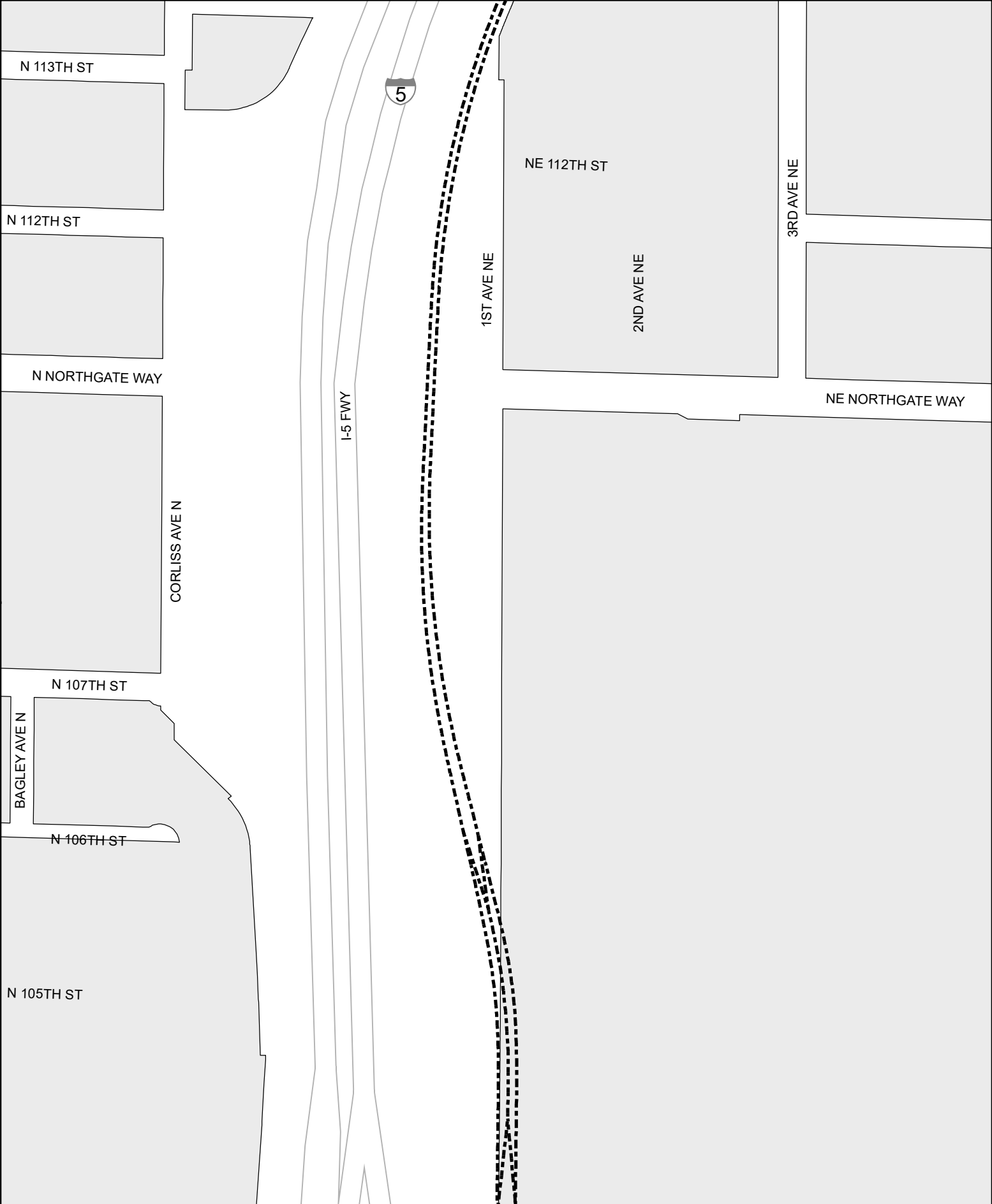
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Light Rail Alignment

- Aerial
- At Grade
- Subway

- Light rail station platform
- Maintenance facility
- Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 15 of 35

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- Light Rail Alignment**
 - Aerial
 - At Grade
 - Subway
- Station and Facility**
 - Light rail station platform
 - Maintenance facility
 - Right-of-way

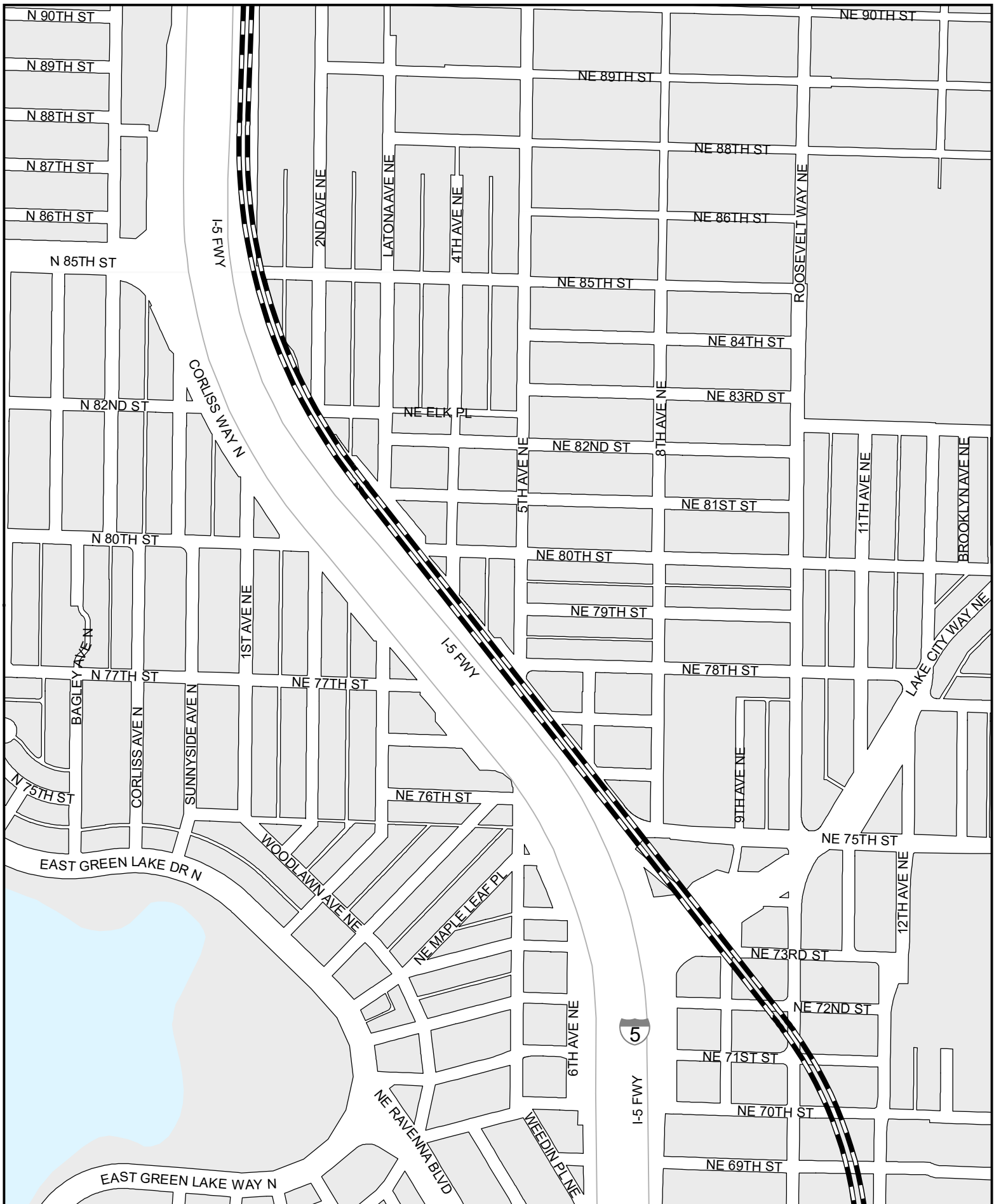
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
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SOUND TRANSIT
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Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
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SOUNDTRANSIT
June 2025

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Data source: King County GIS, City of Seattle, Sound Transit GIS
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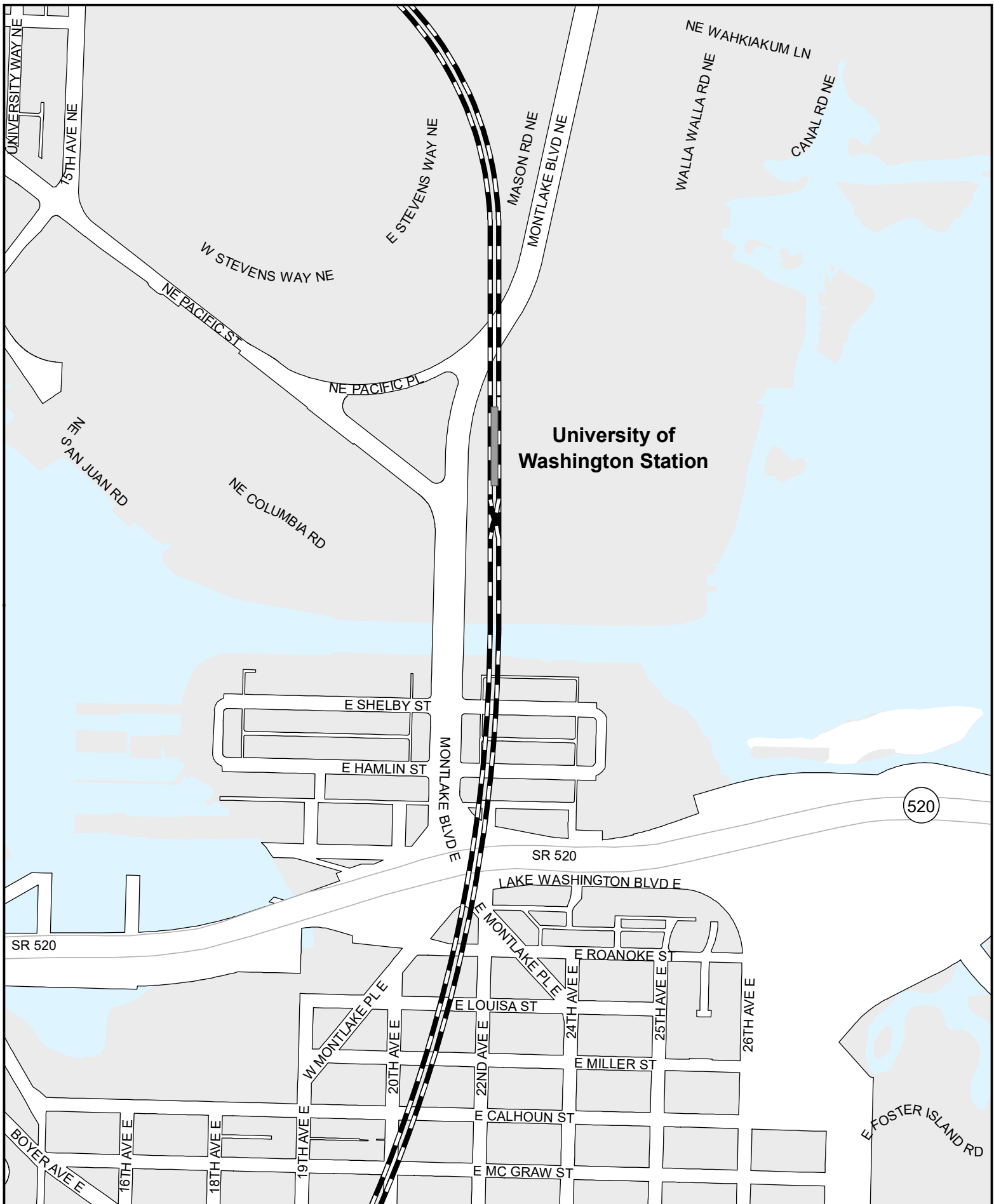


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Light Rail Alignment	Light rail station platform
--- Aerial	Maintenance facility
— At Grade	Right-of-way
— Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle **Map 18 of 35**

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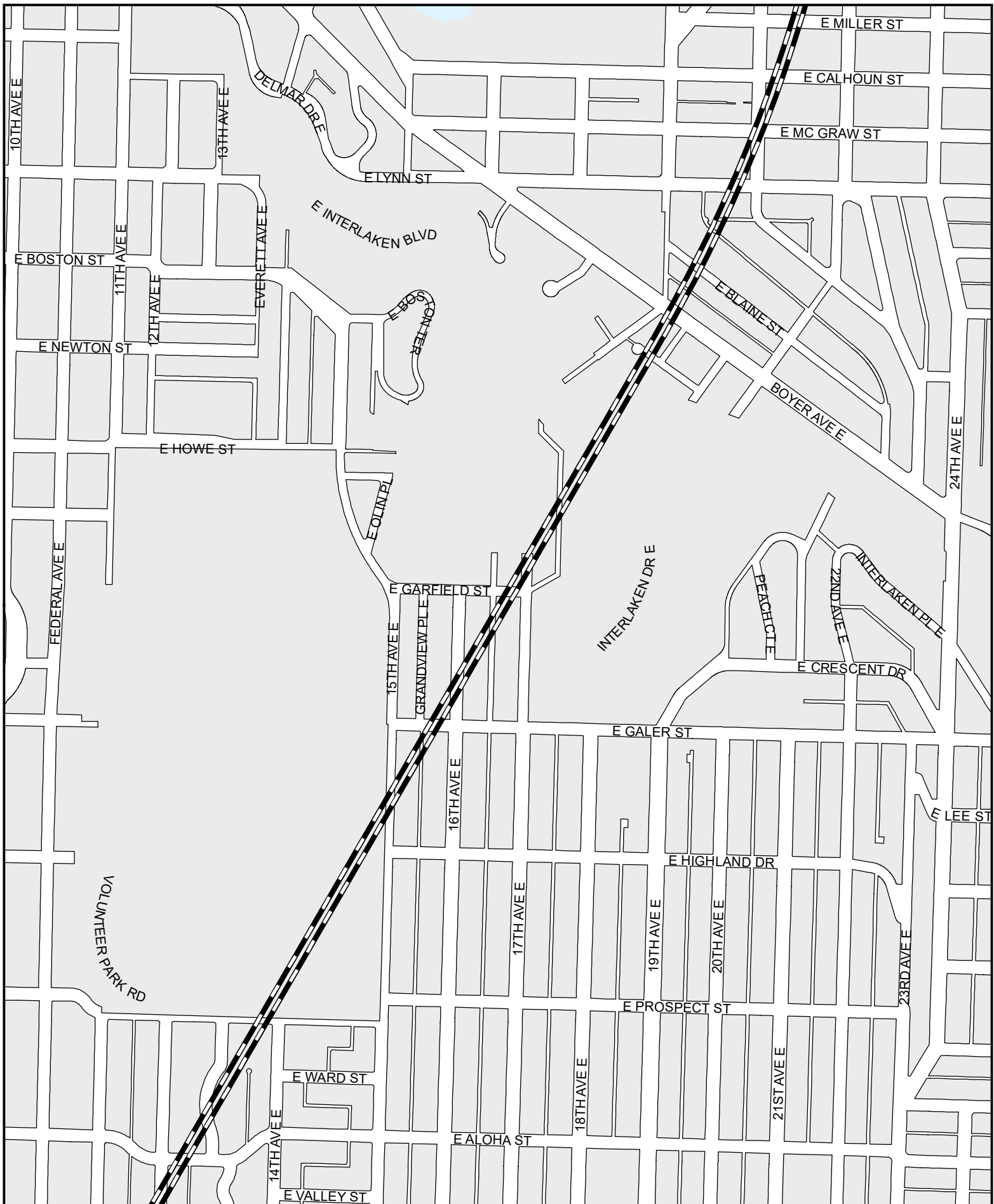
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 20 of 35

SOUND TRANSIT
 June 2025

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Legend	
Light Rail Alignment	
--- Aerial	Light rail station platform
— At Grade	Maintenance facility
— Subway	Right-of-way

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 21 of 35



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June 2025

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Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 22 of 35

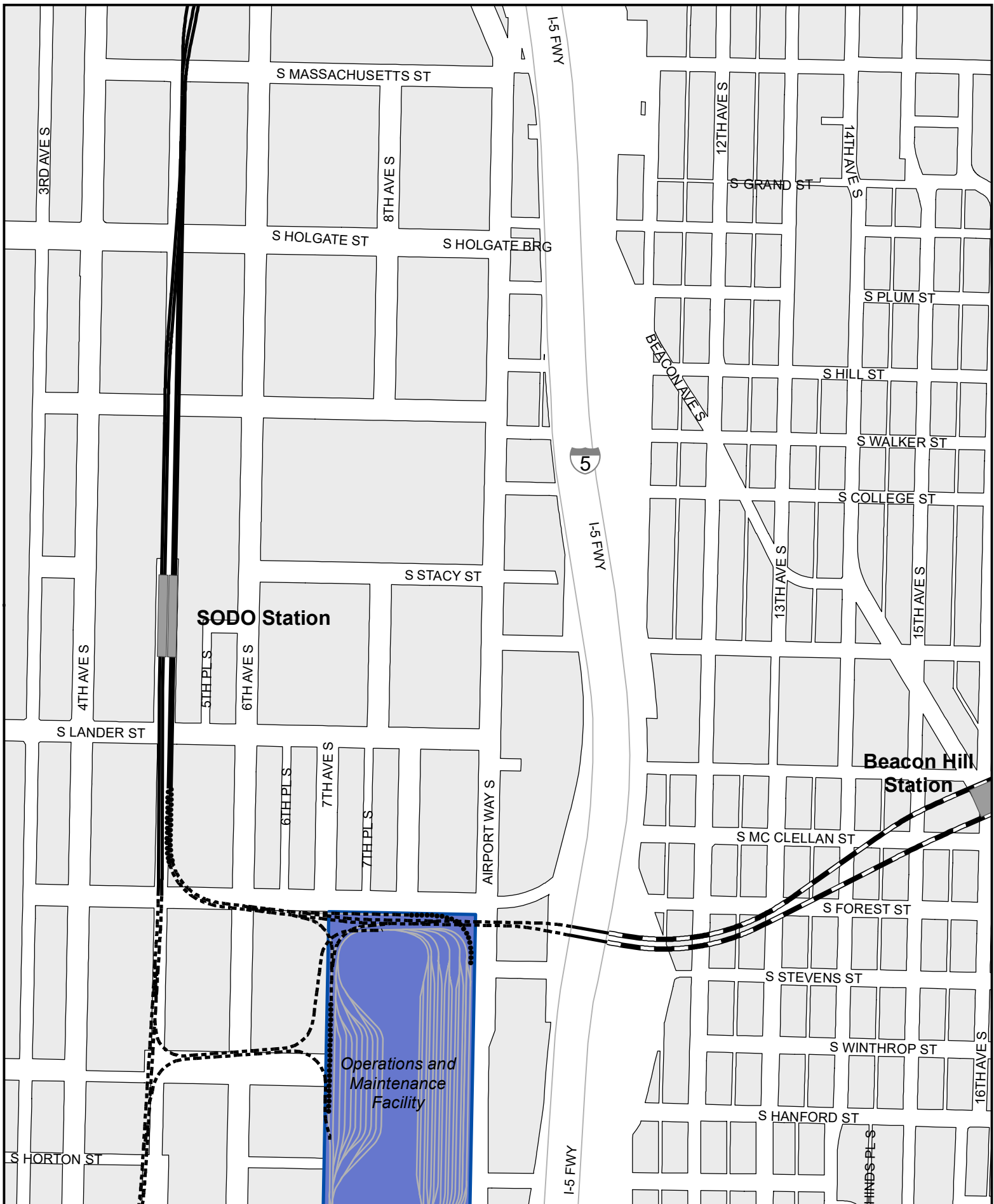
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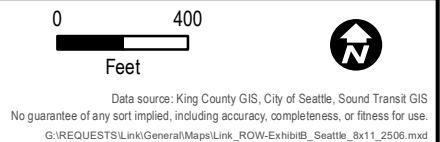
Legend	
Light Rail Alignment	Light rail station platform
--- Aerial	Maintenance facility
— At Grade	Right-of-way
— Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle Map 25 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x11_2506.mxd

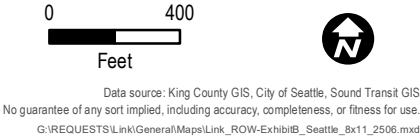




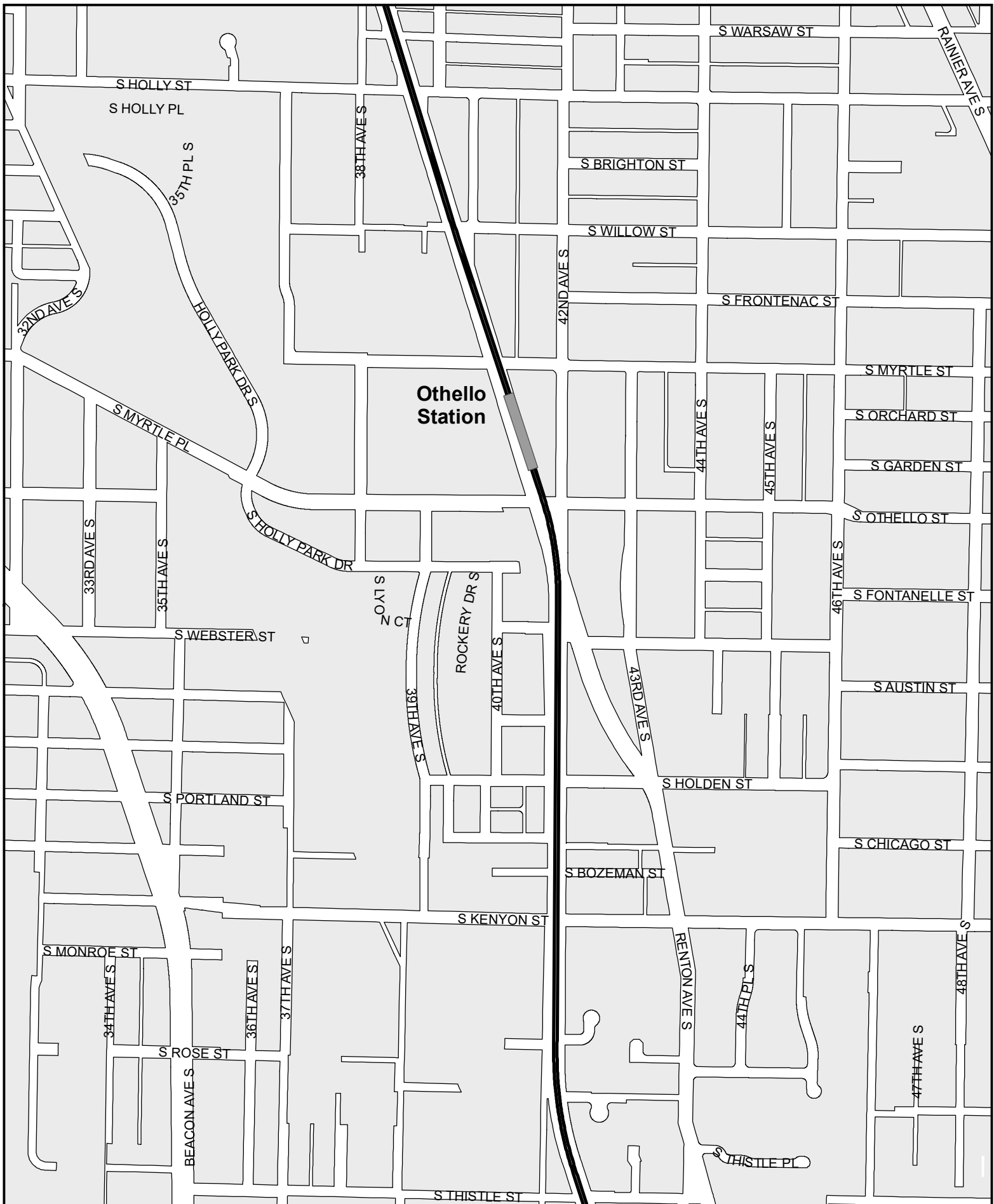
Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	

**Exhibit B: Light Rail Alignment
and Station Locations within
City of Seattle
Map 27 of 35**

SOUNDTRANSIT June 2025	0 400 Feet		
	Data source: King County GIS, City of Seattle, Sound Transit GIS No guarantee of any sort implied, including accuracy, completeness, or fitness for use. G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x11_2506.mxd		



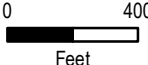




Legend

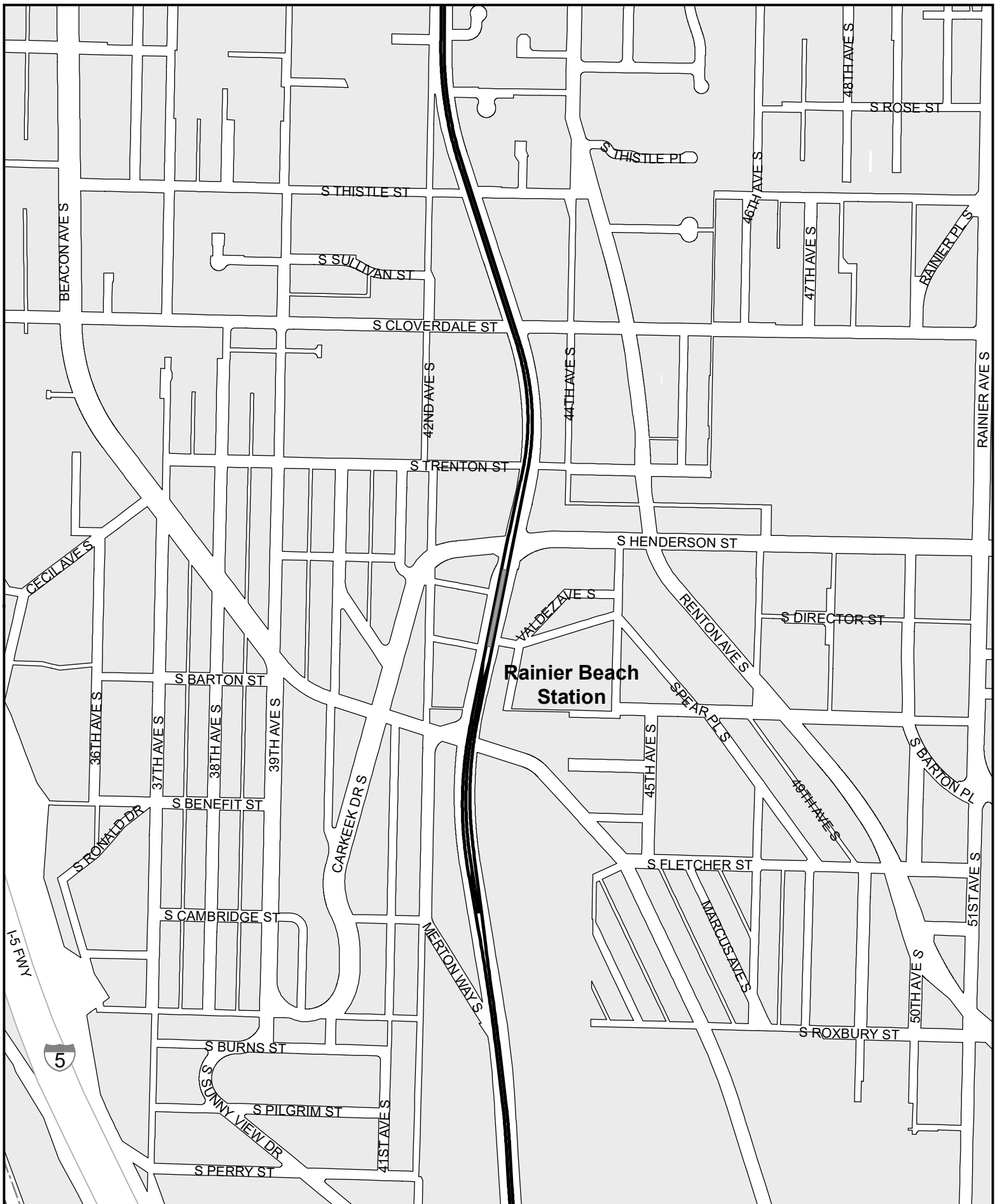
Light Rail Alignment --- Aerial — At Grade — Subway	Light rail station platform Maintenance facility Right-of-way
--	--

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle
Map 30 of 35


SOUNDTRANSIT
 June 2025

Data source: King County GIS, City of Seattle, Sound Transit GIS
 No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
 G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x11_2506.mxd



Legend	
	Aerial
	At Grade
	Subway
	Light rail station platform
	Maintenance facility
	Right-of-way

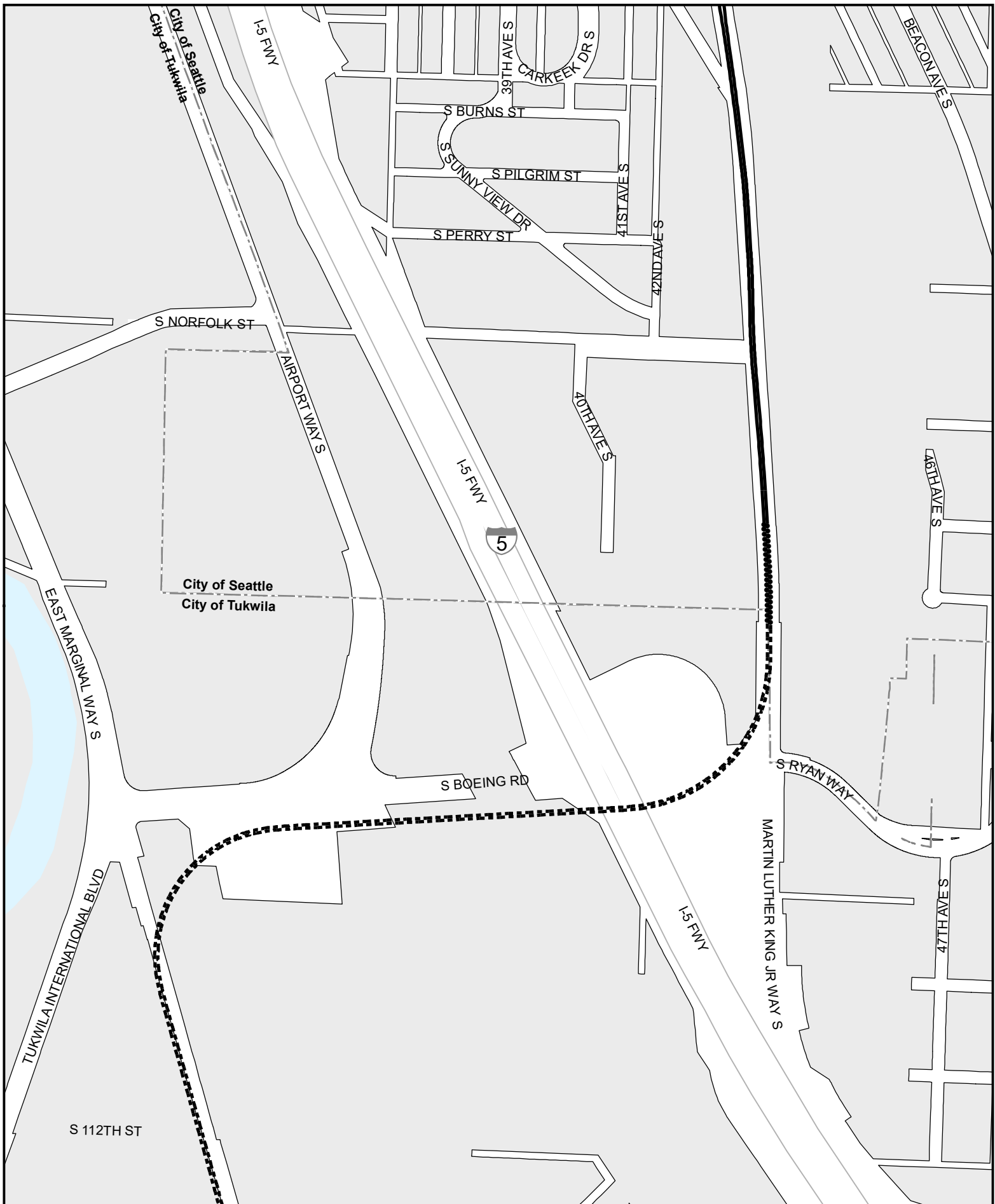
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle

Map 31 of 35

SOUNDTRANSIT
June 2025

0 400
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x11_2506.mxd



Legend	
Light Rail Alignment	Light rail station platform
--- Aerial	Blue rectangle Maintenance facility
— At Grade	White rectangle Right-of-way
— Subway	

Exhibit B: Light Rail Alignment and Station Locations within City of Seattle

Map 32 of 35

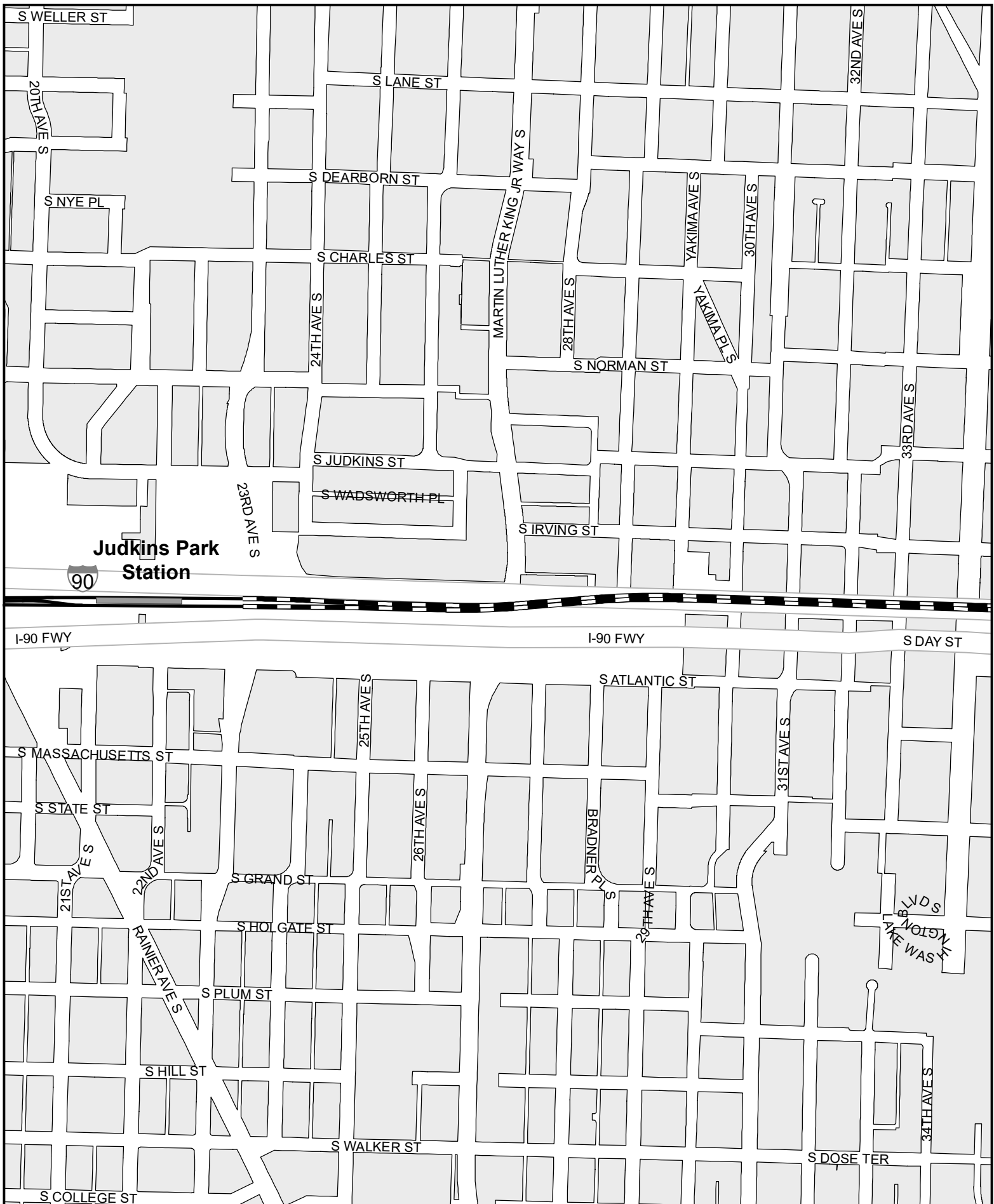
SOUNDTRANSIT
June 2025

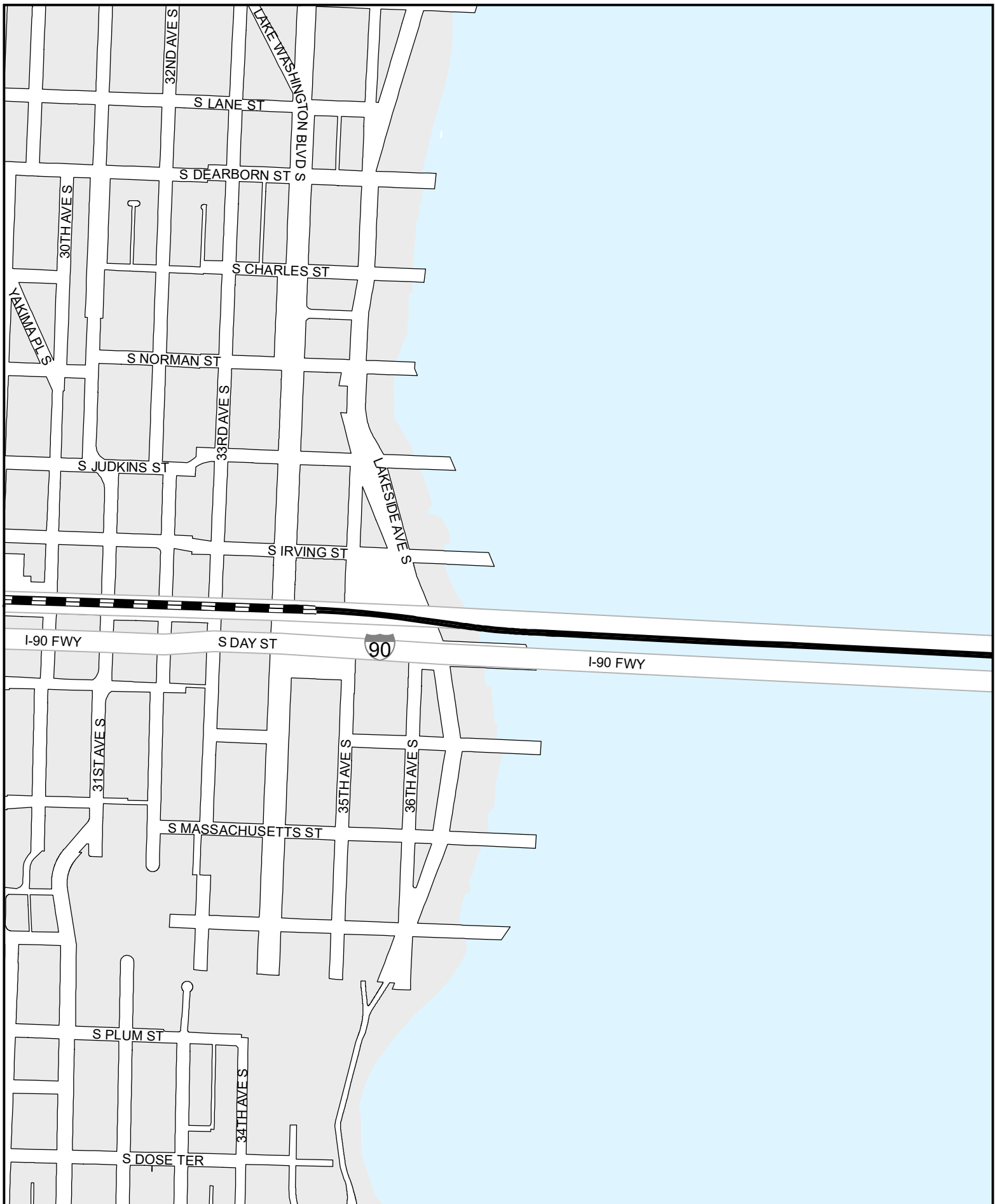
0 400
Feet

Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x11_2506.mxd

Legend

---	Aerial		Light rail station platform
—	At Grade		Maintenance facility
▬	Subway		Right-of-way





Legend		Light Rail Alignment
---	Aerial	
—	At Grade	
—	Subway	
		Light rail station platform
		Maintenance facility
		Right-of-way

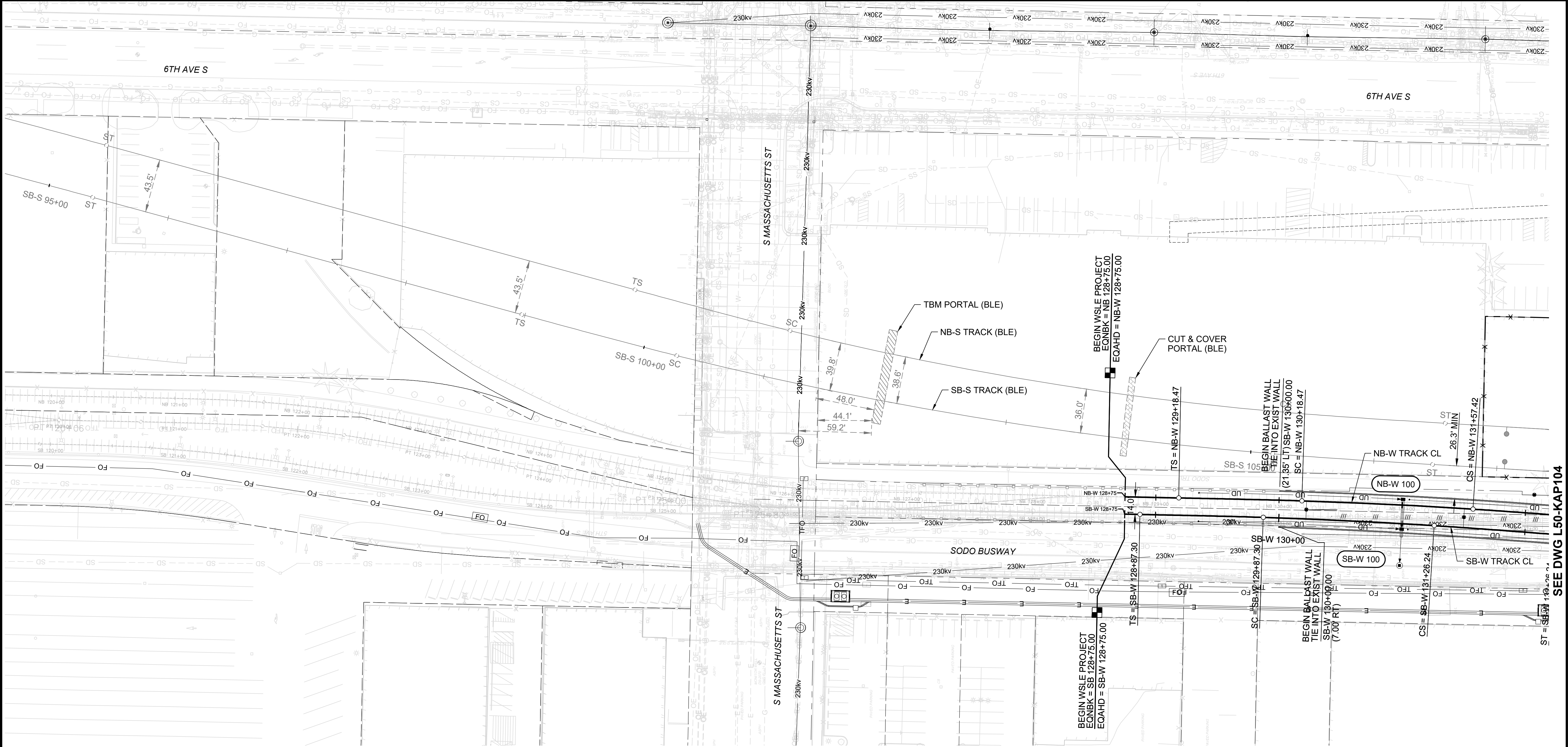
Exhibit B: Light Rail Alignment and Station Locations within City of Seattle

Map 35 of 35



Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
G:\REQUESTS\Link\General\Maps\Link_ROW-ExhibitB_Seattle_8x11_2506.mxd

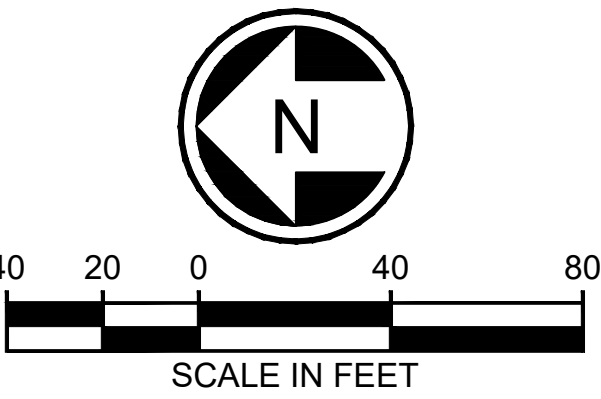
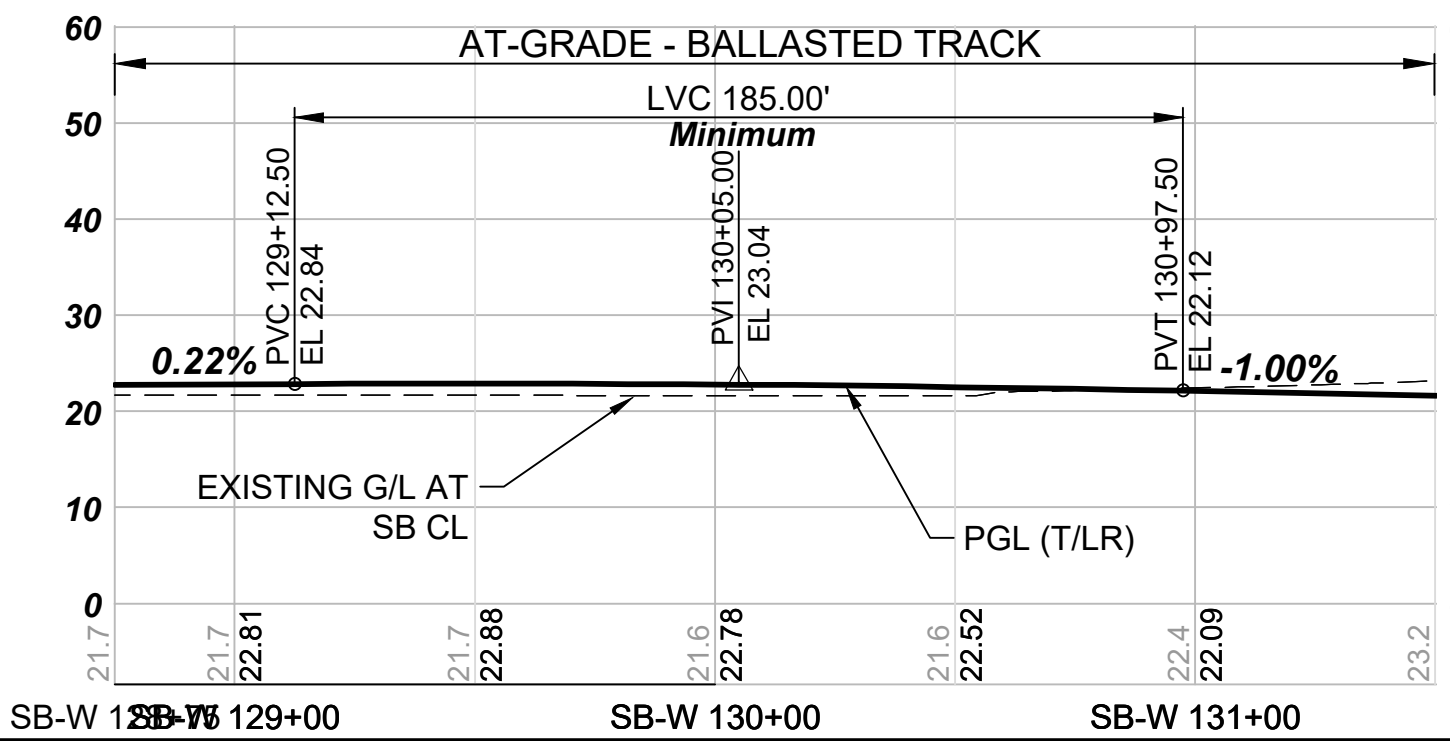
Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UPP100
xWSL-CES-VBP
xWSL-CES-VRX
xWSL-L55-KAP301
xW105-L51-UPP100
xW105-L51-UPP300
xW100-L50-JOP100
xW100-L50-RPP100
c05_L50_K4
GB-SEAL-AKW



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 100		NB-W 100	
	PI STA	SB-W 130+56.74	PI STA	NB-W 130+87.98
R		4200.00'		4200.00'
Lc		138.95'		138.95'
Ls1		100.00'		100.00'
Ls2		100.00'		100.00'
Ea		1.25"		1.25"
Eu		1.60"		1.60"
V		55 MPH		55 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



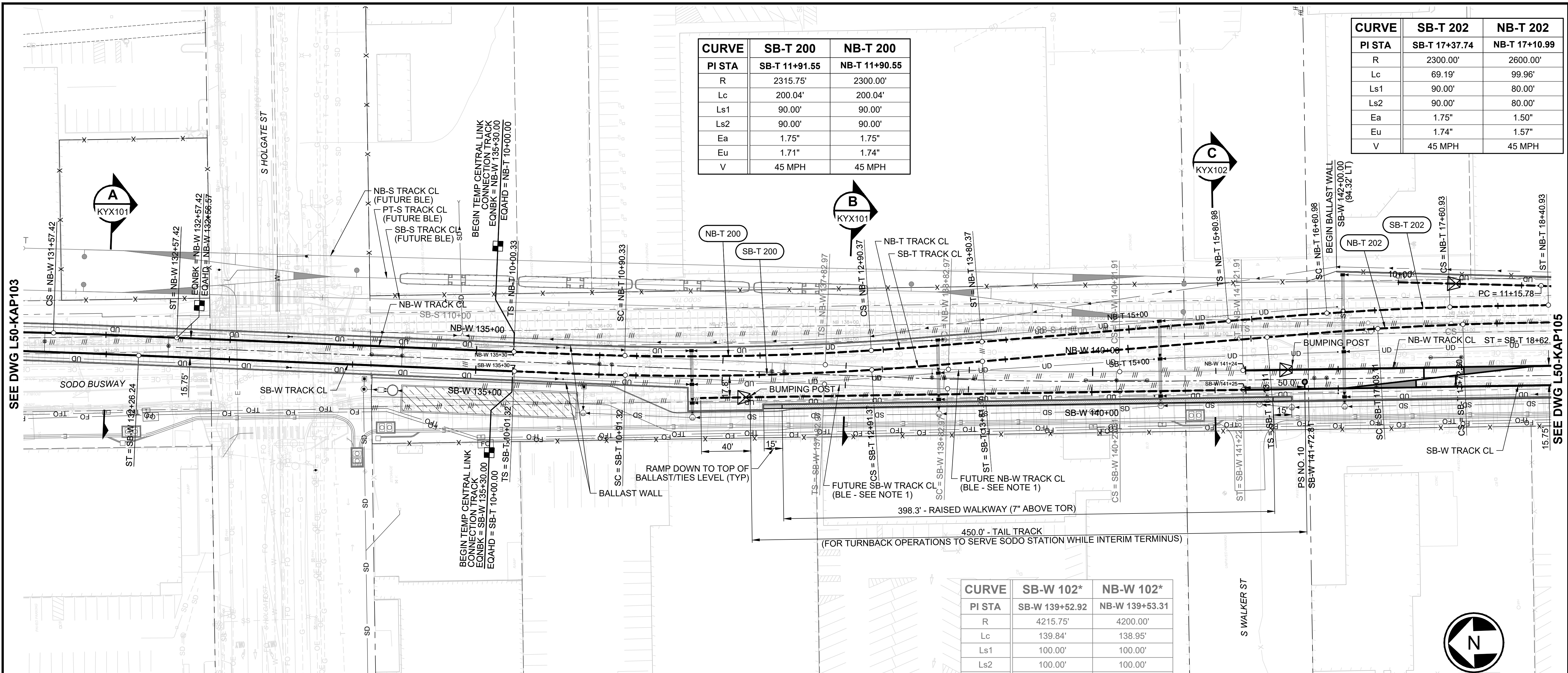
SUBMITTED BY: K. PROIA
DATE: 04/2024
REVIEWED BY: C. RIDGE
DATE: 04/2024

SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP103
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP103
LOCATION ID:
L50
SHEET No.: 157
REV: 0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xWSBL-CES-VBP
xWSBL-CES-VRX
xW100-L50-SWP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-L55-KAP301
xW105-L51-UPP300
xWSBL-L55-SWP301
c05_100.ko
xW100-L50-KAP101
GB-SEAL-AKW
xW100-L50-JOP100
xW100-L50-RPP100

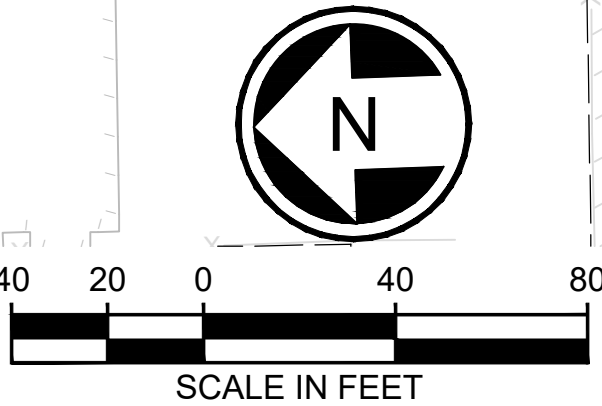


CURVE	SB-T 200	NB-T 200
PI STA	SB-T 11+91.55	NB-T 11+90.55
R	2315.75'	2300.00'
Lc	200.04'	200.04'
Ls1	90.00'	90.00'
Ls2	90.00'	90.00'
Ea	1.75"	1.75"
Eu	1.71"	1.74"
V	45 MPH	45 MPH

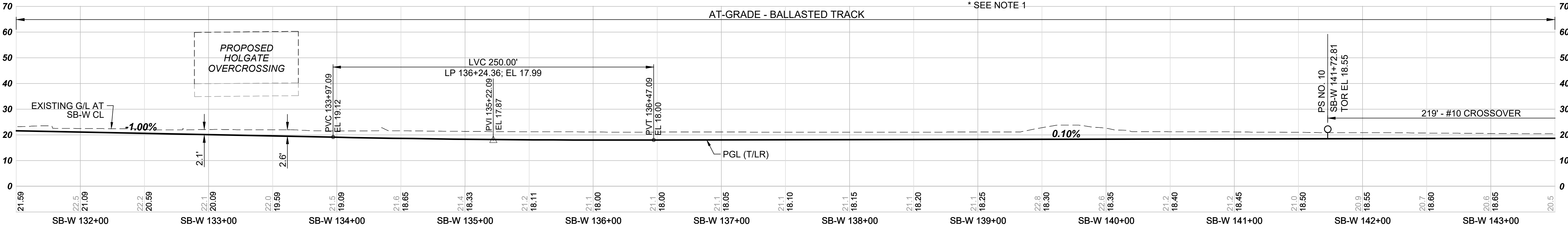
CURVE	SB-T 202	NB-T 202
PI STA	SB-T 17+37.74	NB-T 17+10.99
R	2300.00'	2600.00'
Lc	69.19'	99.96'
Ls1	90.00'	80.00'
Ls2	90.00'	80.00'
Ea	1.75"	1.50"
Eu	1.74"	1.57"
V	45 MPH	45 MPH

CURVE	SB-W 102*	NB-W 102*
PI STA	SB-W 139+52.92	NB-W 139+53.31
R	4215.75'	4200.00'
Lc	139.84'	138.95'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	1.25"	1.25"
Eu	1.59"	1.60"
V	55 MPH	55 MPH

PLAN
SCALE: 1" = 40'



NOTE:
1. FROM SB-W 135+30 TO 141+25, FINAL WSLE CONNECTIONS TO BE CONSTRUCTED (TRACKS RE-ALIGNED) DURING END OF BLE PHASE, INCLUDING CURVE SB-W/NB-W 102.



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP104
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP104
LOCATION ID:
L50
SHEET No.:
158
REV:
0

SUBMITTED BY:
K. PROIA

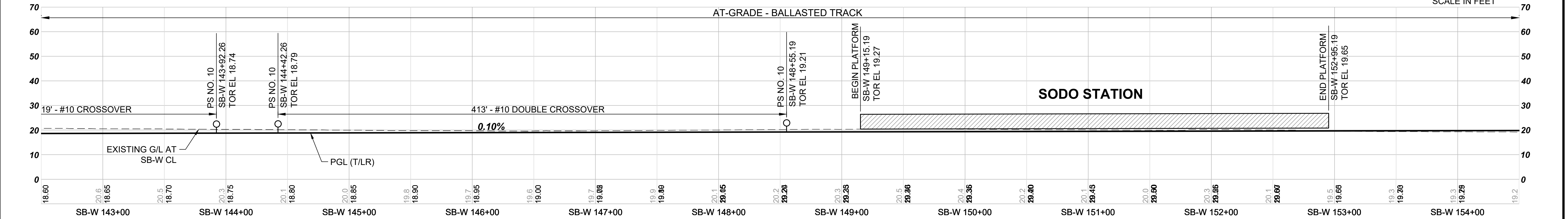
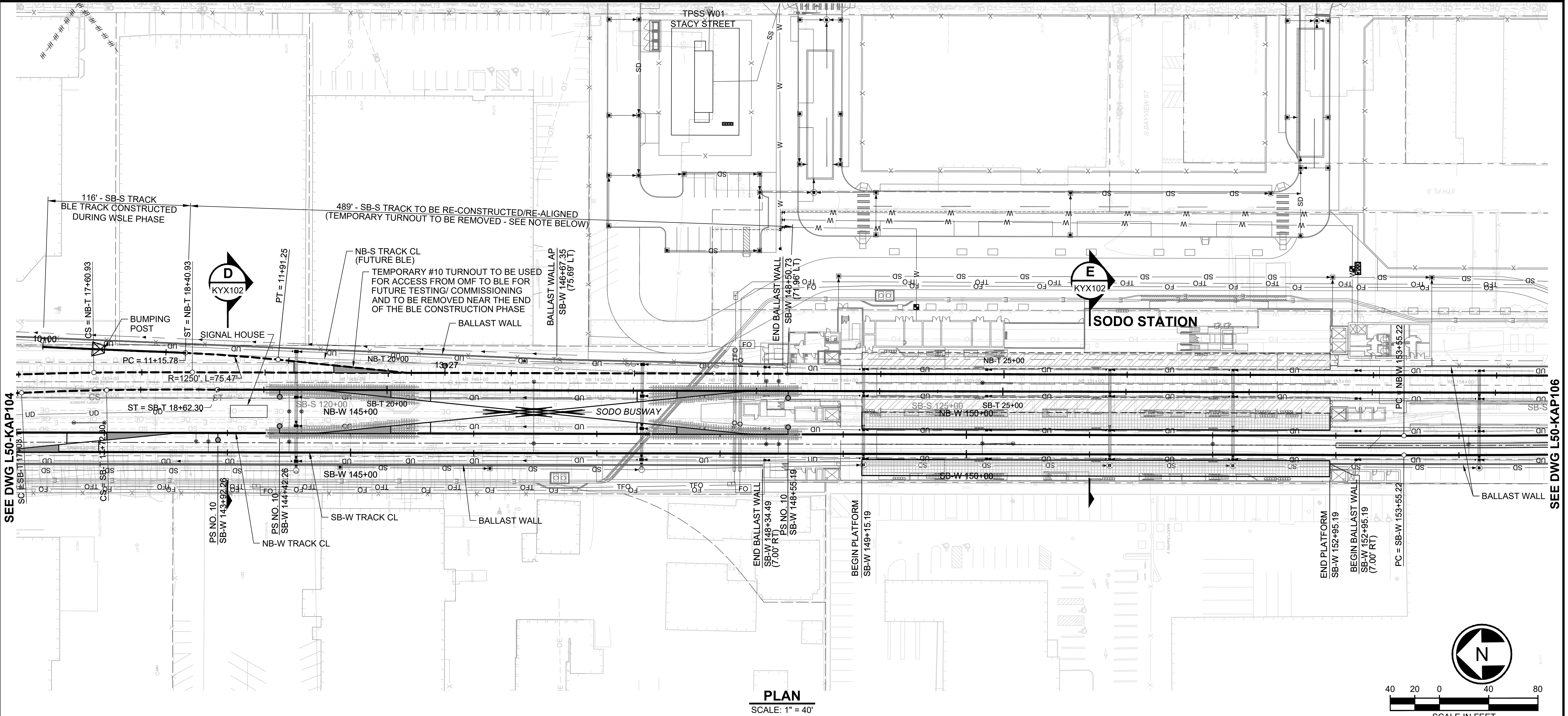
DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

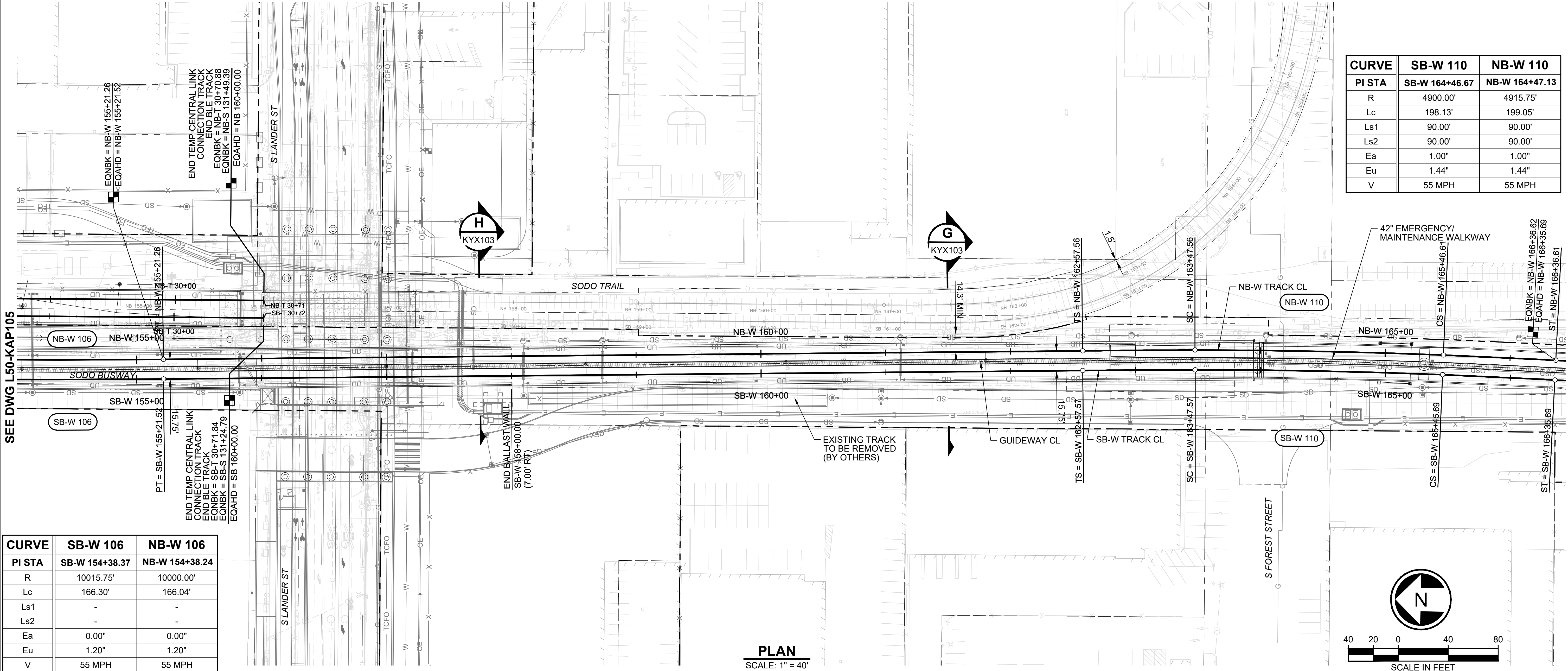
Att 1 – Amendment No. 5 to the Transit Way Agreement

Xrefs:
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xW100-L50-KAP100
xWSBL-CES-VBP
xWSBL-CES-VRX
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-JOP100
xW100-L50-SWP100
xW100-L50-SWV100
xW100-W01-APP100
xW100-L51-UPP300
xWSBL-L55-KAP301
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xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

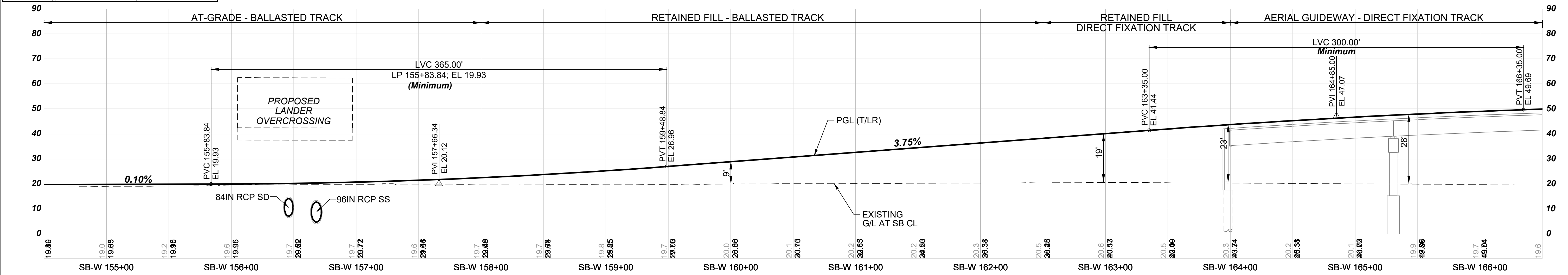
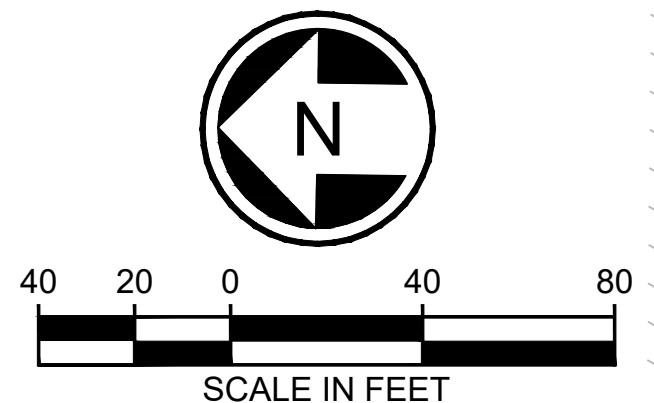


PRELIMINARY ENGINEERING						DESIGNED BY: A. WHALEN						SCALE: H: 1" = 40'; V: 1" = 20'	WEST SEATTLE LINK EXTENSION CONTRACT W100 SODO STATION TO WEST SEATTLE JUNCTION STATION TRACKWORK TRACK PLAN & SOUTHBOUND (SB-W) PROFILE	DRAWING No.: L50-KAP105
						DRAWN BY: R. JOHNSON						FILENAME: W100-L50-KAP105		LOCATION ID: L50
						CHECKED BY: D. MUELLERLEILE						CONTRACT No.: RTA / XXXXXXXXX		SHEET No.: 159
						APPROVED BY: A. WHALEN						DATE: 04/2024		REV: 0
No.	DATE	DSN	CHK	APP	REVISION			SUBMITTED BY: K. PROIA	DATE: 04/2024	REVIEWED BY: C. RIDGE	DATE: 04/2024			

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-50E-VBP
xWSBL-50E-VBK
xW100-L50-SEV100
xW100-W01-APP200
xW100-L50-SEP801
xW100-L50-SEP802
xW100-L50-SWV100
xW100-W01-ASP100
xW100-W01-APP100
xW100-L50-RPP100
xW100-L50-KAV100
GB-SEAL-AKW
xW100-L50-OPP100
xW105-L51-UPP300
c05_L30_ko



CURVE	SB-W 106	NB-W 106
PI STA	SB-W 154+38.37	NB-W 154+38.24
R	10015.75'	10000.00'
Lc	166.30'	166.04'
Ls1	-	-
Ls2	-	-
Ea	0.00"	0.00"
Eu	1.20"	1.20"
V	55 MPH	55 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
A. WHALEN

DRAWN BY:
R. JOHNSON

CHECKED BY:
D. MUELLERLEILE

APPROVED BY:
A. WHALEN

SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

LINE IS 1" AT FULL SCALE

SCALE:
H: 1" = 40'; V: 1" = 20'

FILENAME:
W100-L50-KAP106

CONTRACT No.:
RTA / XXXXXXXX

DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100

SODO STATION TO WEST SEATTLE JUNCTION STATION

TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP106

LOCATION ID:
L50

SHEET No.:
160

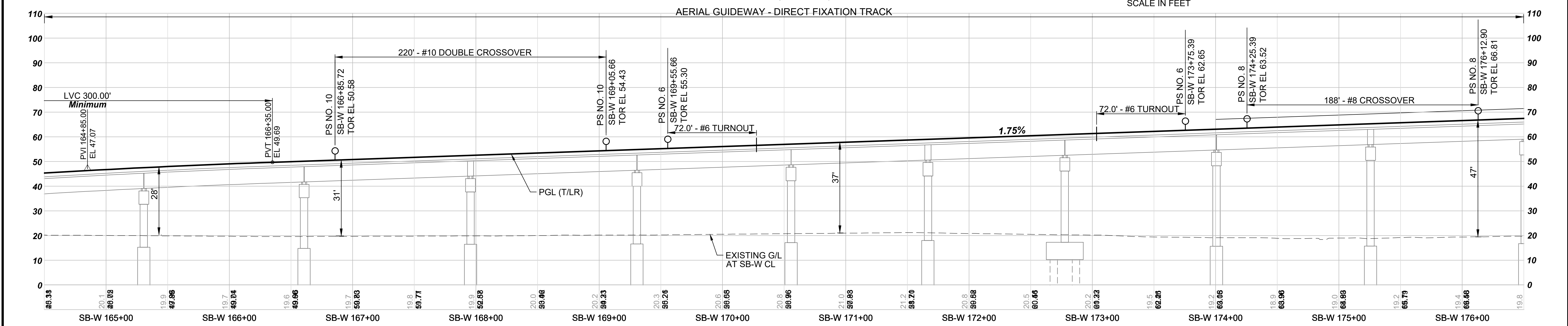
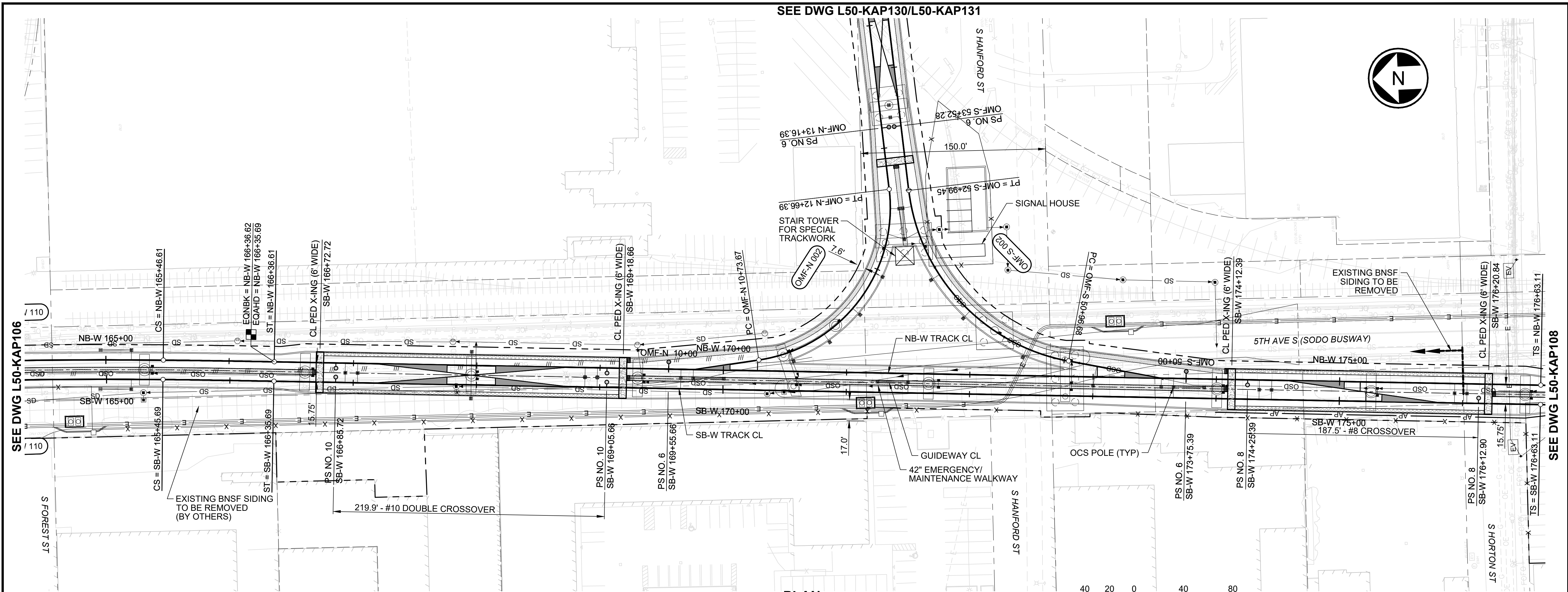
REV:
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04/18/24 | 4:28 PM | AVHWALEN

SEE DWG L50-KAP105

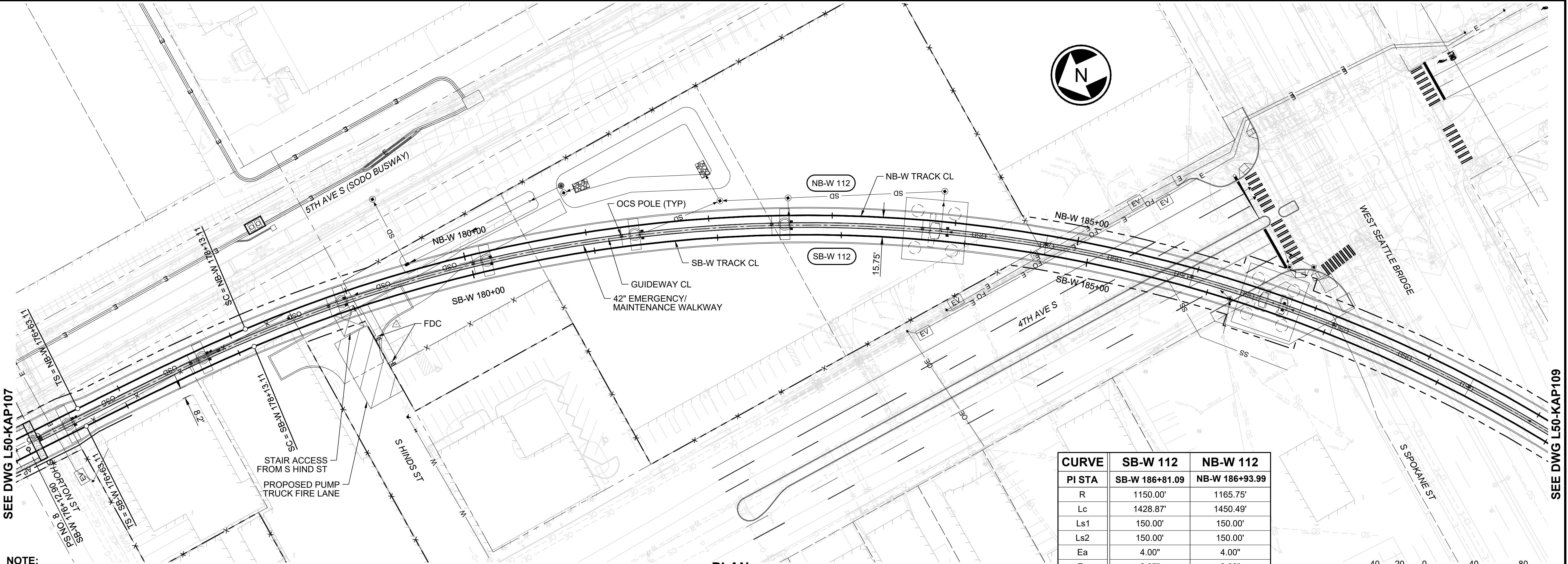
SEE DWG L50-KAP107

Xrefs:
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xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SDV100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW
xW105-L51-UPP300



PRELIMINARY ENGINEERING						DESIGNED BY: A. WHALEN					SUBMITTED BY: K. PROIA	DATE: 04/2024	REVIEWED BY: C. RIDGE	DATE: 04/2024	DATE: 04/2024	SCALE: H: 1" = 40'; V: 1" = 20' FILENAME: W100-L50-KAP107 CONTRACT No.: RTA / XXXXXXXX	WEST SEATTLE LINK EXTENSION CONTRACT W100		DRAWING No.: L50-KAP107
						DRAWN BY: R. JOHNSON											LOCATION ID: L50		
						CHECKED BY: D. MUELLERLEILE											SHEET No.: 161		
						APPROVED BY: A. WHALEN											REV: 0		
No.	DATE	DSN	CHK	APP	REVISION														

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEP100
xW100-L50-SEP100
xW100-L50-SEP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
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GB-SAL-AKW
xW100-L50-JOP100
xW105-L51-UPP300



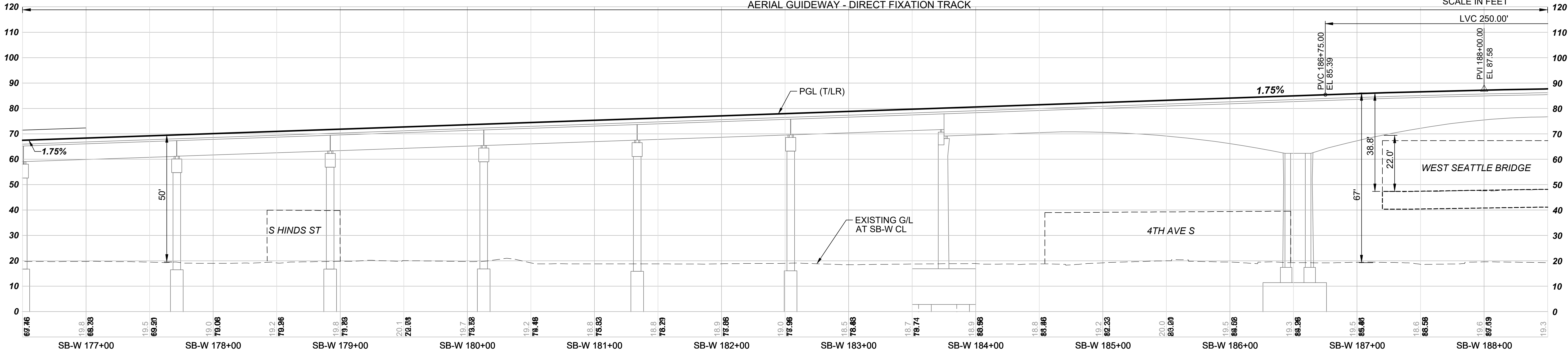
NOTE:
XXXXXXXXXX

PLAN

SCALE: 1" = 40'

AERIAL GUIDEWAY - DIRECT FIXATION TRACK

CURVE	SB-W 112	NB-W 112
	SB-W 186+81.09	NB-W 186+93.99
R	1150.00'	1165.75'
Lc	1428.87'	1450.49'
Ls1	150.00'	150.00'
Ls2	150.00'	150.00'
Ea	4.00"	4.00"
Eu	2.97"	2.88"
V	45 MPH	45 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE

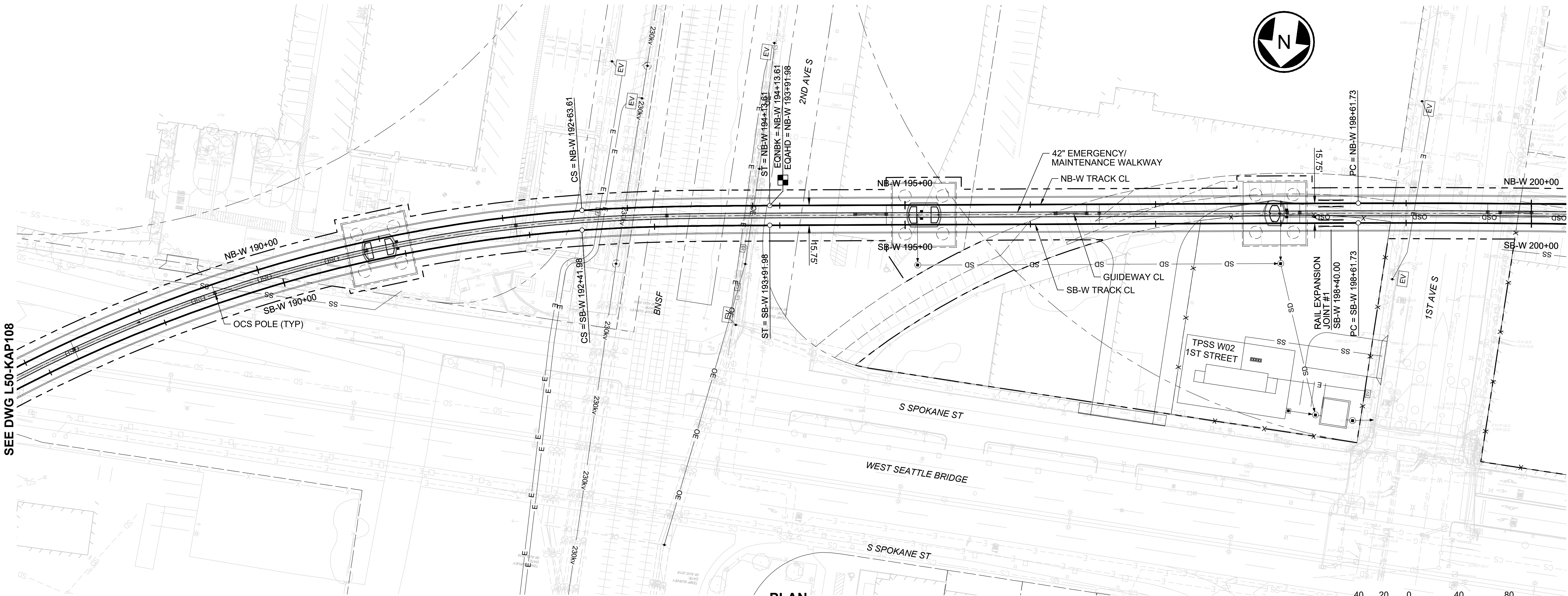


SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP108
CONTRACT No.:
RTA / XXXXXXXXX
DATE:
04/2024

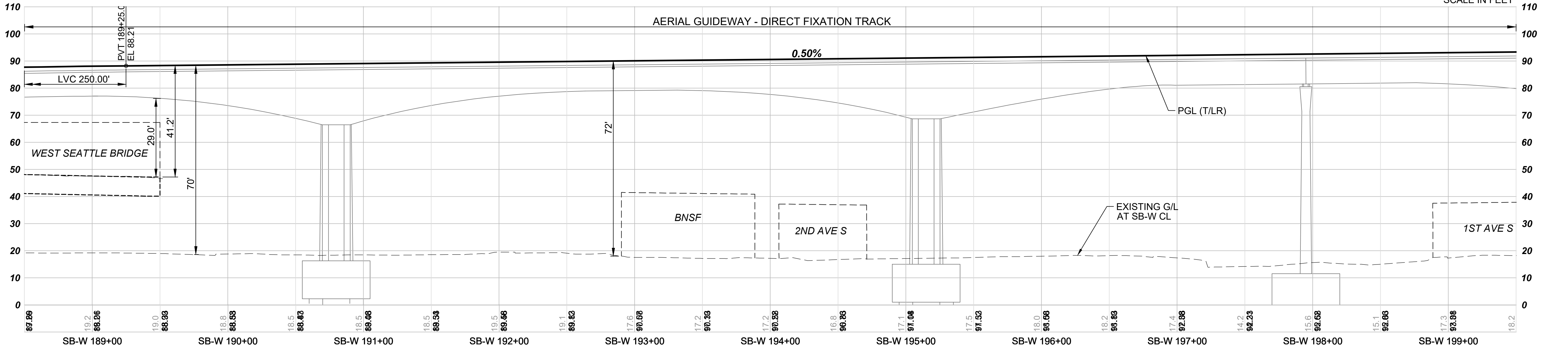
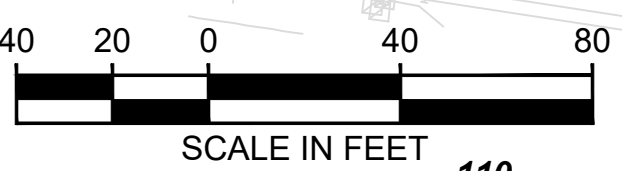
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP108
LOCATION ID:
L50
SHEET No.:
162
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSL-SOE-VBP
xWSL-SOE-VRX
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

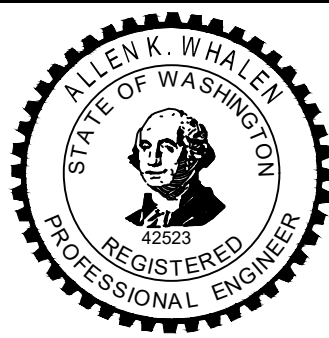


PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP109
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

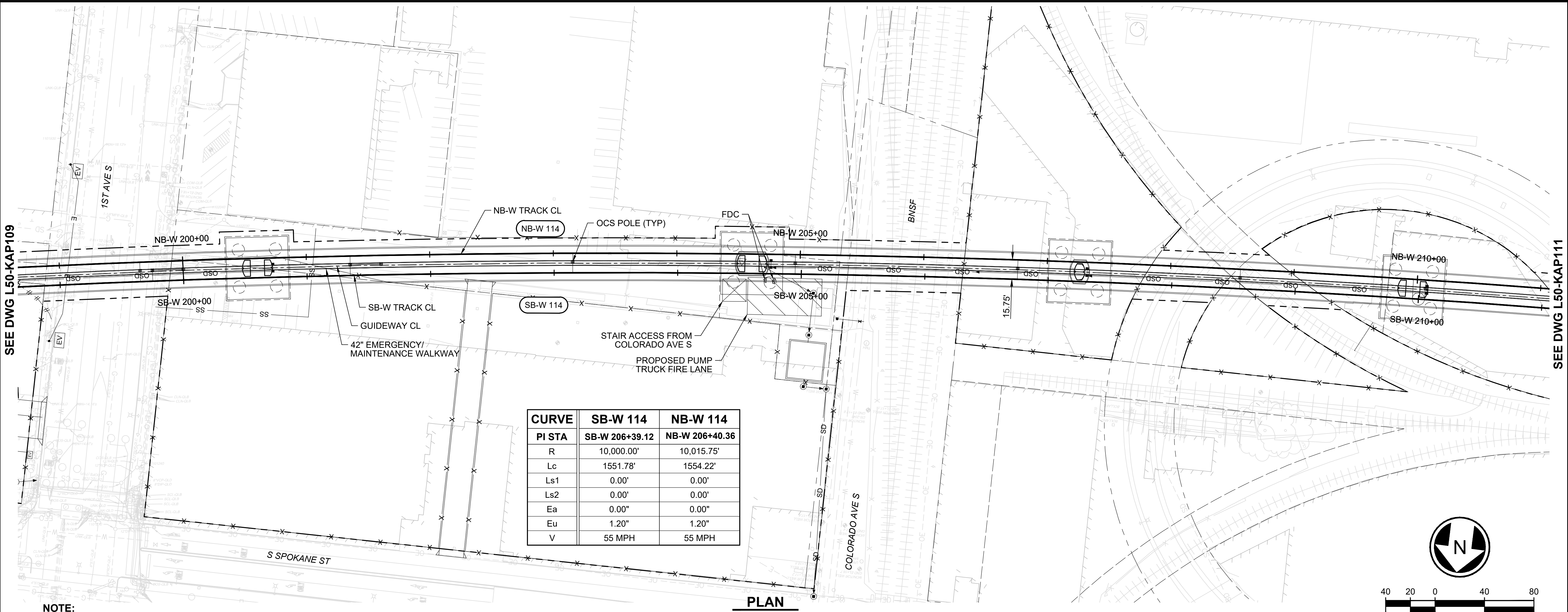
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP109
LOCATION ID:
L50
SHEET No.:
163
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xWSBL-SOE-VSP
xWSBL-SOE-VRX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UJP100
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEA-AKW
xW100-L50-JOP100

SEE DWG L50-KAP109

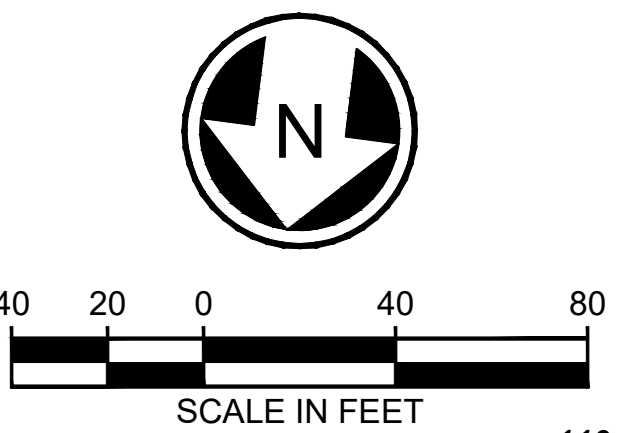
SEE DWG L50-KAP111



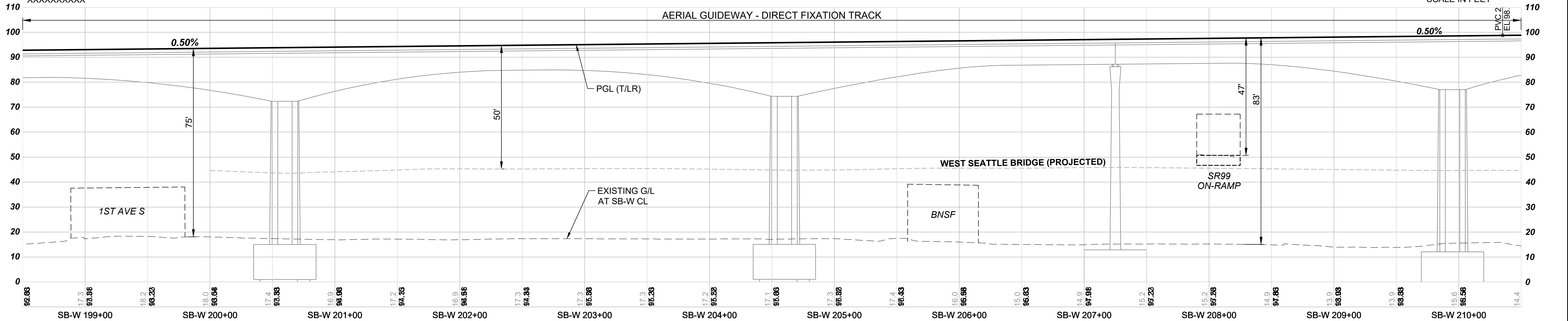
PLAN

SCALE: 1" = 40'

NOTE:
XXXXXXXXXX



AERIAL GUIDEWAY - DIRECT FIXATION TRACK



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE

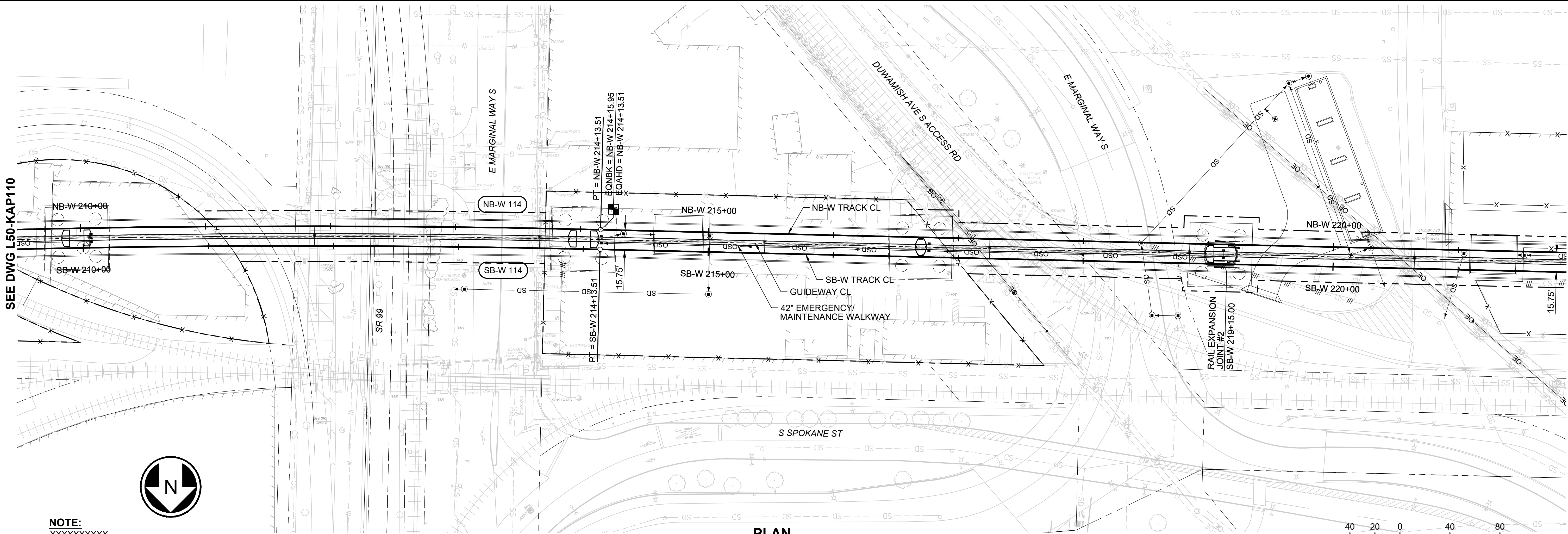


SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP110
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

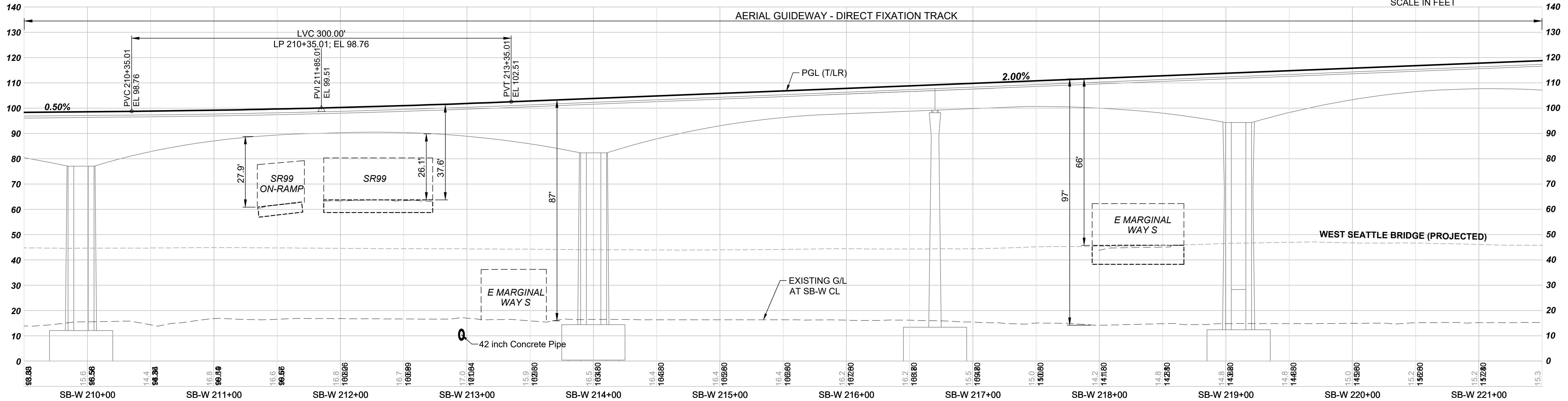
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L50-KAP110
LOCATION ID:
L50
SHEET No.:
164
REV:
0

Xrefs:
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xW100-L50-KAP100
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SPI100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEA100
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xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



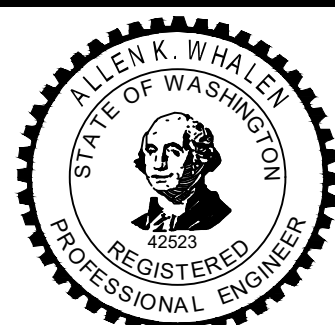
NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE

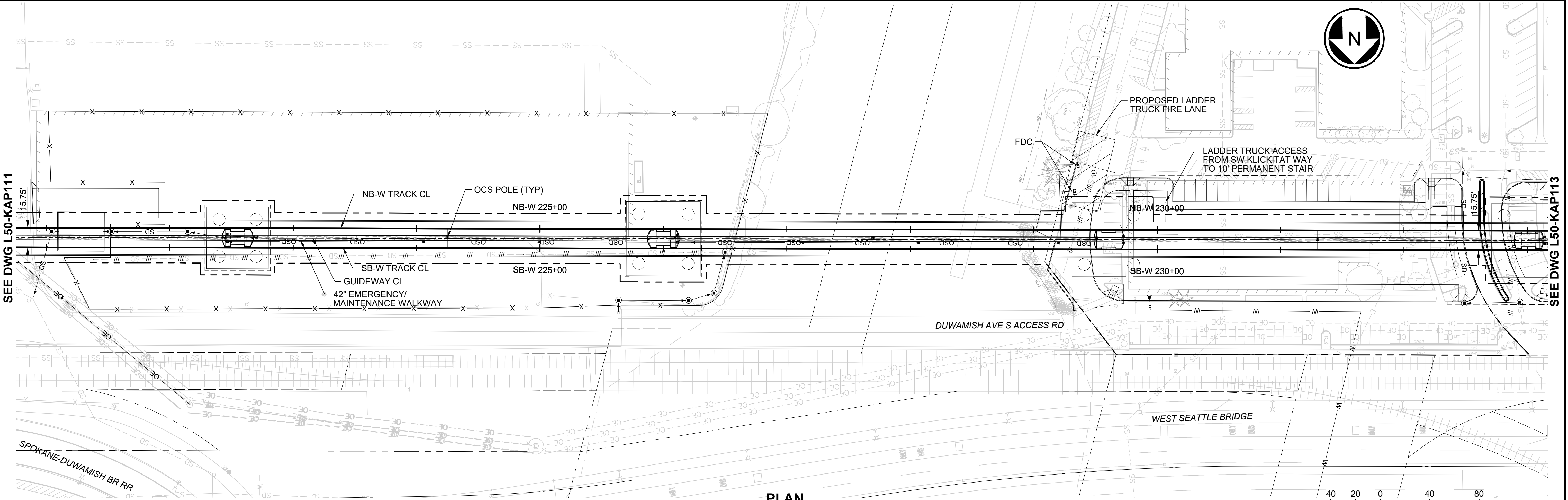


SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP111
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

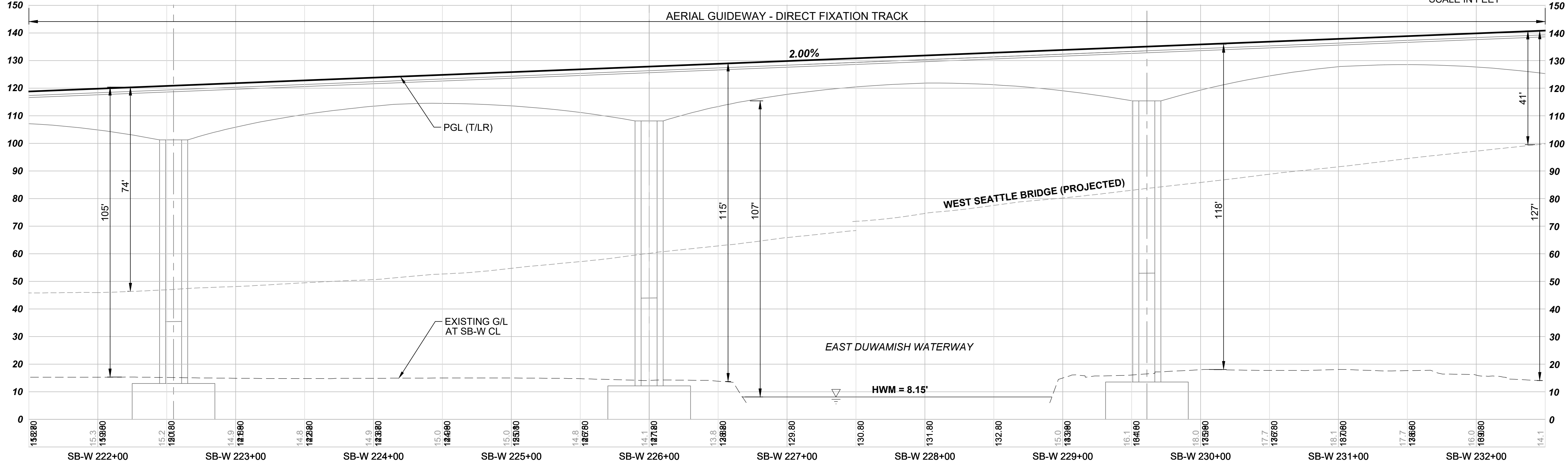
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP111
LOCATION ID:
L50
SHEET No.:
165
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEA-AKW
xW100-L50-JOP100



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: A. WHALEN
DRAWN BY: R. JOHNSON
CHECKED BY: D. MUELLERLEILE
APPROVED BY: A. WHALEN



HNTB

SUBMITTED BY: K. PROIA	DATE: 04/2024	REVIEWED BY: C. RIDGE
---------------------------	------------------	--------------------------

LINE IS 1" AT
FULL SCALE



SCALE: H: 1" = 40'; V: 1" = 20'
FILENAME: W100-L50-KAP112
CONTRACT No.: RTA / XXXXXXXX
DATE: 04/2024

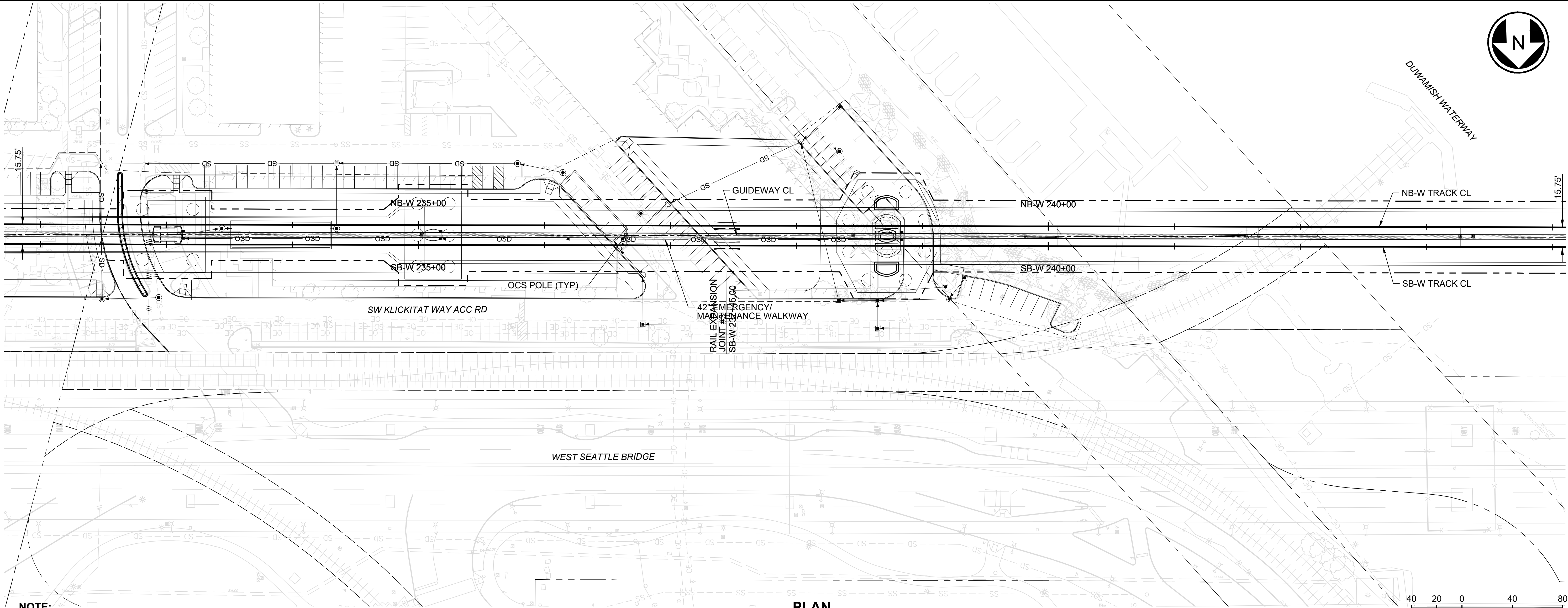
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.: L50-KAP112
LOCATION ID: L50
SHEET No.: 166
REV: 0

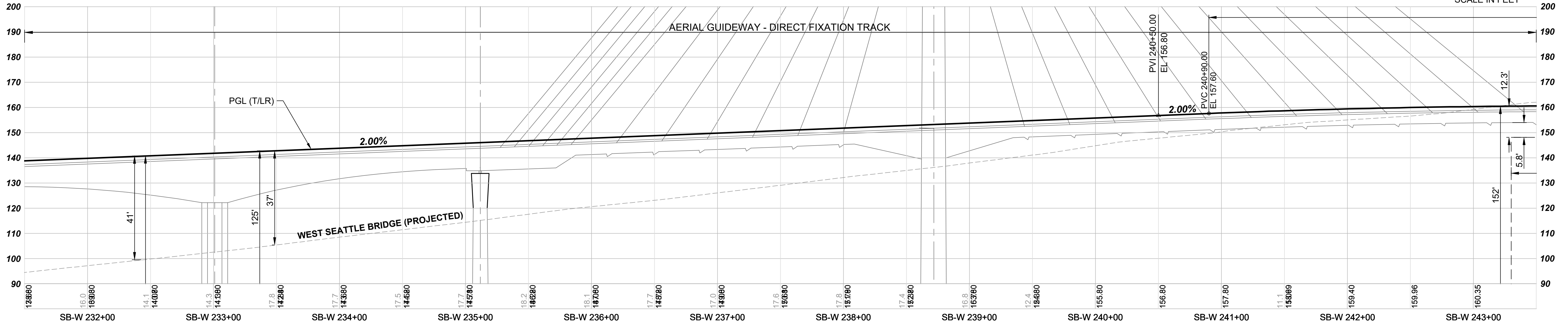
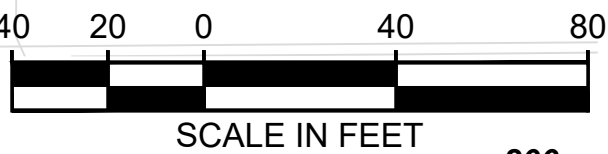
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xW100-L50-KAP100
xWSBL-SOE-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SFP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SV100
xWSBL-SOE-VBP
xW100-L50-MFP100
xW100-L50-RPP100
GB-SEA-AKW
xW100-L50-JOP100

SEE DWG L50-KAP112

SEE DWG L50-KAP114



NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE

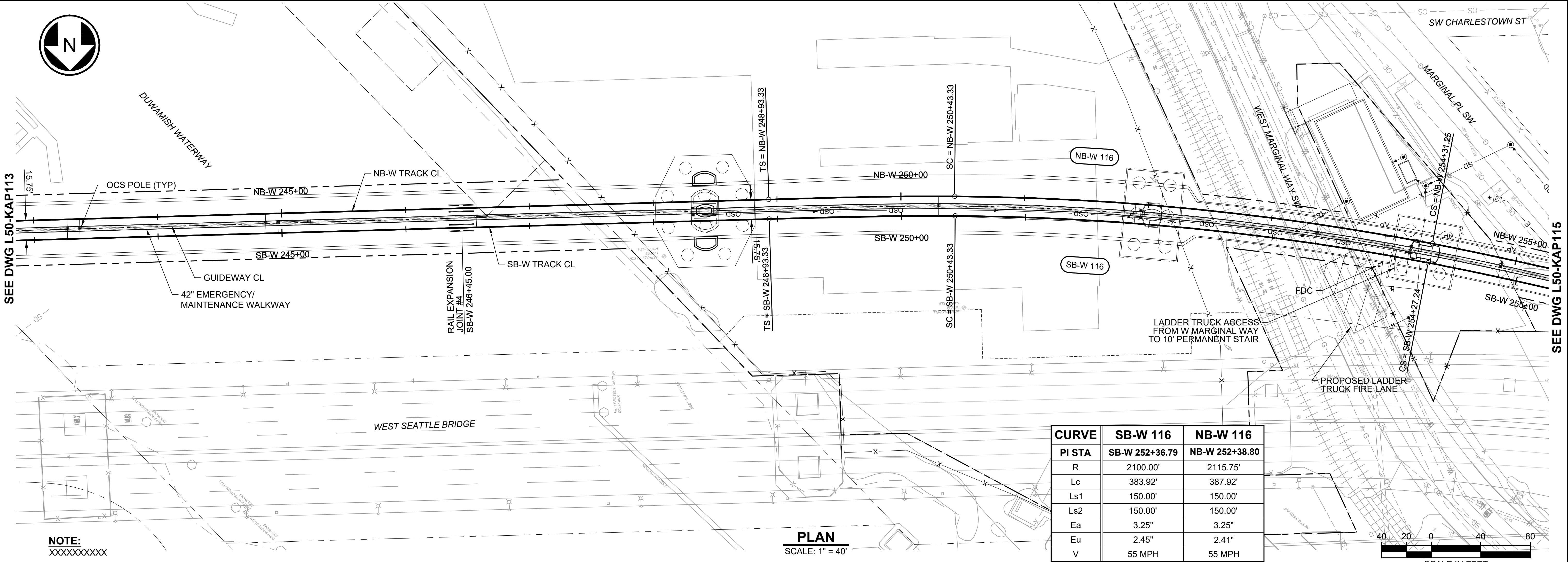


SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP113
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP113
LOCATION ID:
L50
SHEET No.:
167
REV:
0

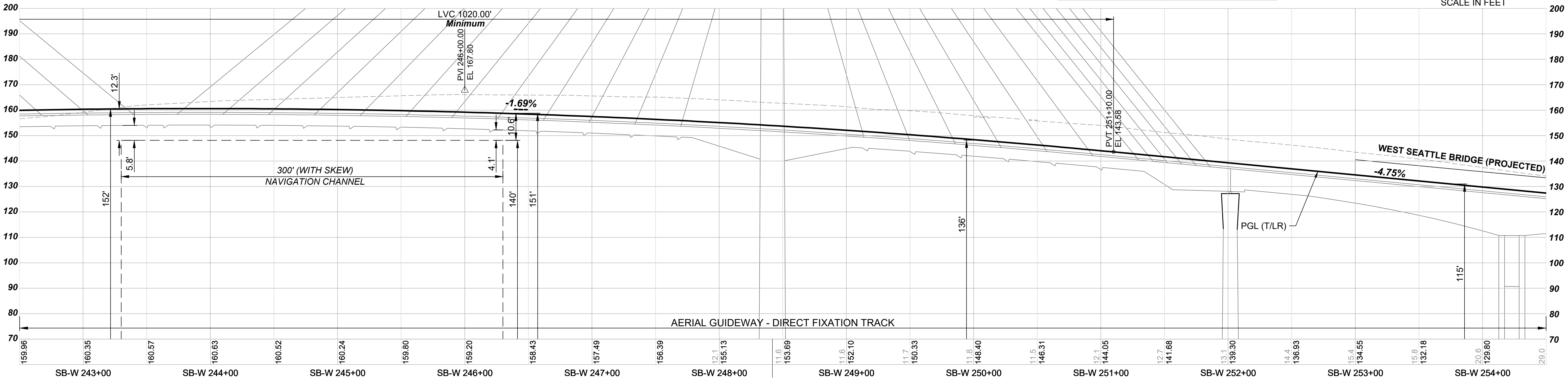
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xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-SPI100
xW100-L50-LCP100
xW100-L50-UDP100
xWSBL-SOE-VBP
xWSBL-SOE-VRX
xWSBL-SOW-VBP
xWSBL-SOW-VRX
xW100-L50-SEV100
xW100-L50-MFP100
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 116	NB-W 116
PI STA	SB-W 252+36.79	NB-W 252+38.80
R	2100.00'	2115.75'
Lc	383.92'	387.92'
Ls1	150.00'	150.00'
Ls2	150.00'	150.00'
Ea	3.25"	3.25"
Eu	2.45"	2.41"
V	55 MPH	55 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP114
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP114
LOCATION ID:
L50
SHEET No.:
168
REV:
0

SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

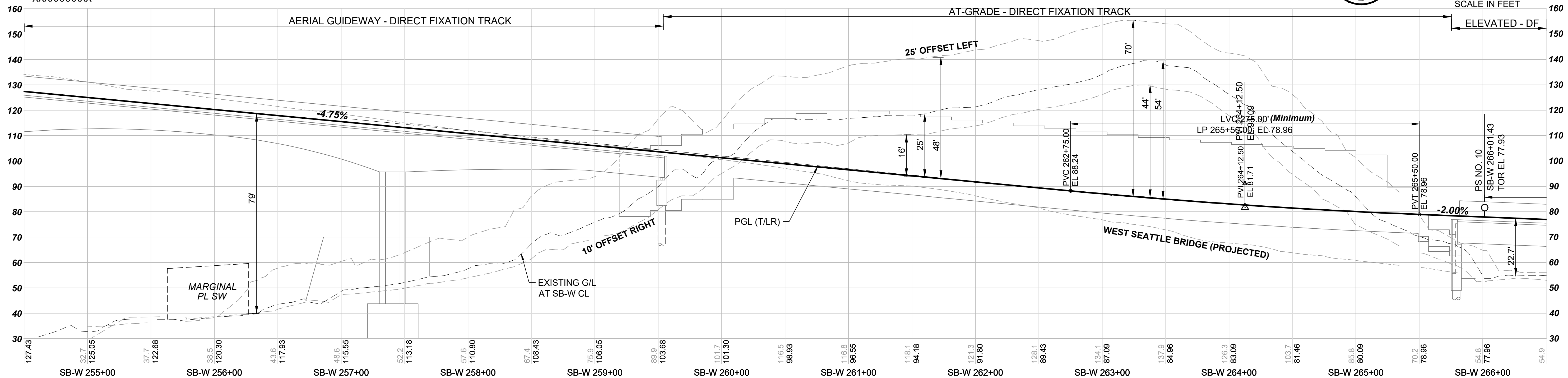


CURVE	SB-W 118	NB-W 118
PI STA	SB-W 261+77.09	NB-W 261+71.63
R	965.75'	950.00'
Lc	513.96'	503.46'
Ls1	130.00'	130.00'
Ls2	130.00'	130.00'
Ea	3.75"	3.75"
Eu	2.81"	2.92"
V	40 MPH	40 MPH

SEE DWG L50-KAP116

NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

DESIGNED BY:

A. WHALEN

R. JOHNSON

CHECKED BY:

D. MUELLER

APPROVED BY:



HNTB

LINE IS 1" AT



SCALE:

H: 1" = 40'; V: 1" = 20'

FILENAME:

W100-L50-KA

CONTRACT No.:

RTA

DATE:

WEST SEATTLE LINK EXTENSION
CONTRACT W100
 SODO STATION TO WEST SEATTLE JUNCTION STATION
 TRACKWORK
 TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:

L50-KAP115

LOCATION ID:

SHEET No.:

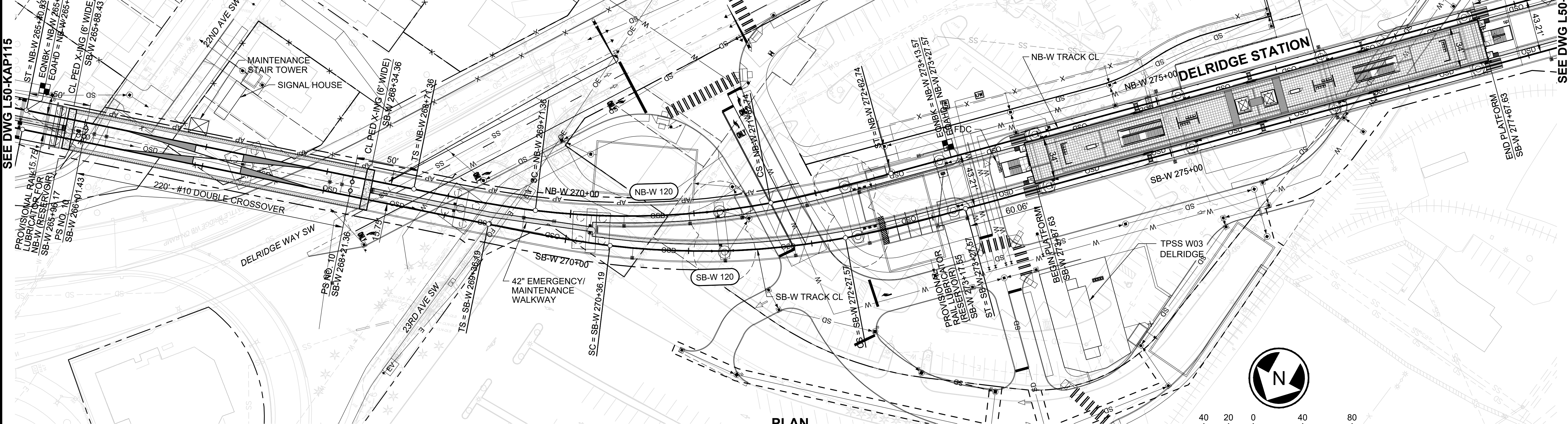
REV:

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBK
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xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-RFP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-JOP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-MPP100
xW100-W03-APP300
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

SEE DWG L50-KAP115

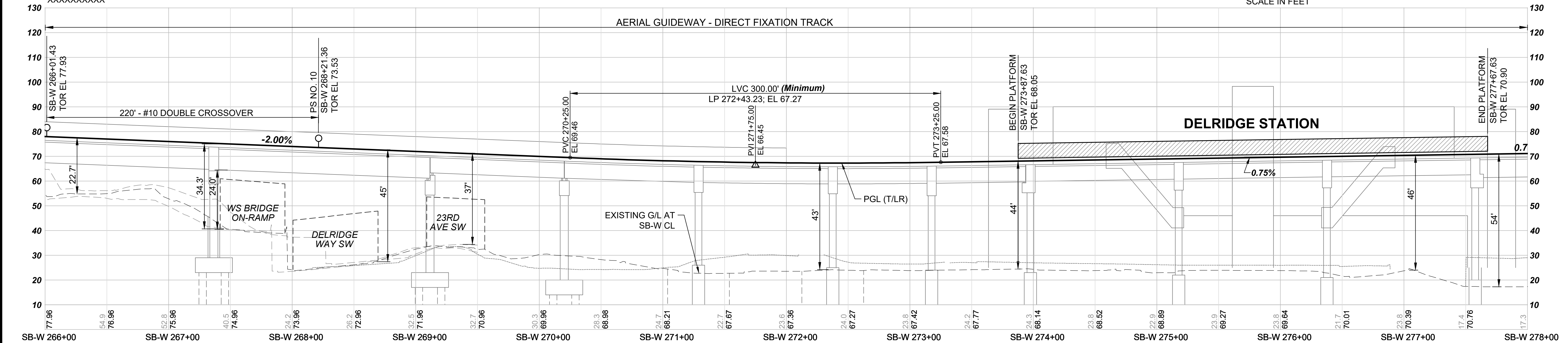
SEE DWG L50-KAP117

CURVE	SB-W 120	NB-W 120
	PI STA	PI STA
R	625.00'	625.00'
Lc	191.39'	191.39'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	3.00"	3.00"
Eu	2.70"	2.70"
V	30 MPH	30 MPH



PLAN
SCALE: 1" = 40'

NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP116
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

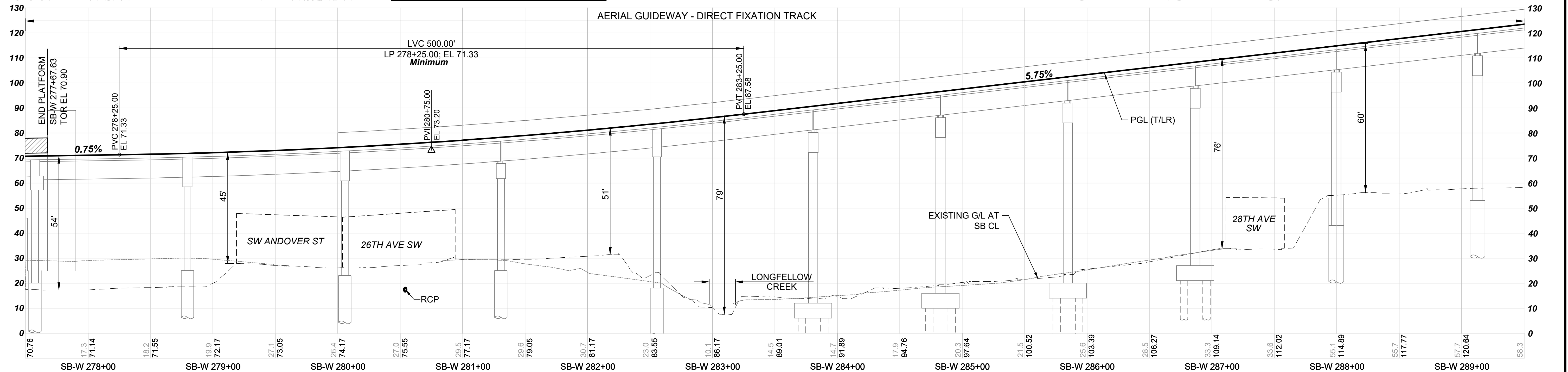
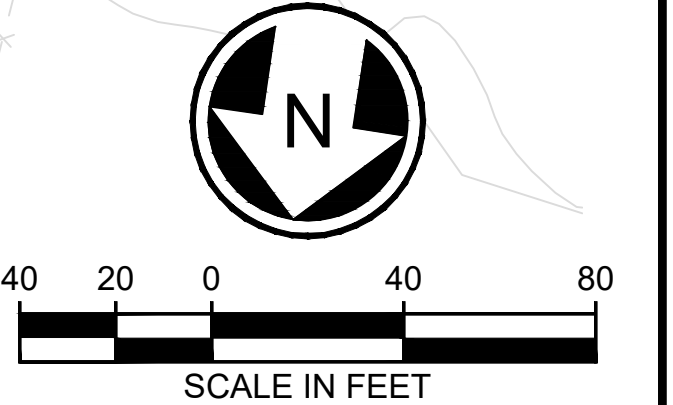
WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP116
LOCATION ID:
L50
SHEET No.:
170
REV:
0



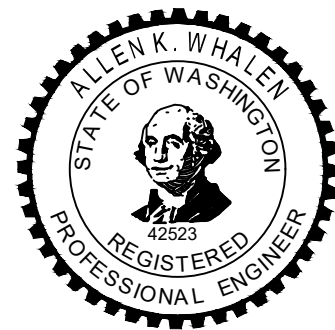
CURVE	SB-W 122	NB-W 122
PI STA	SB-W 282+06.13	NB-W 281+90.85
R	625.00'	675.00'
Lc	450.10'	504.10'
Ls1	100.00'	90.00'
Ls2	100.00'	90.00'
Ea	3.00"	2.75"
Eu	2.70"	2.53"
V	30 MPH	30 MPH

PLAN
SCALE: 1" = 40'



PRELIMINARY ENGINEERING

DESIGNED BY:	A. WHALEN
DRAWN BY:	R. JOHNSON
CHECKED BY:	D. MUELLERLEILE
APPROVED BY:	A. WHALEN



LINE IS 1" AT



SCALE:	H: 1" = 40'; V: 1" = 20'
FILENAME:	W100-L50-KAP117
CONTRACT No.:	RTA / XXXXXXXXX
DATE:	04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
 SODO STATION TO WEST SEATTLE JUNCTION STATION
 TRACKWORK
 TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

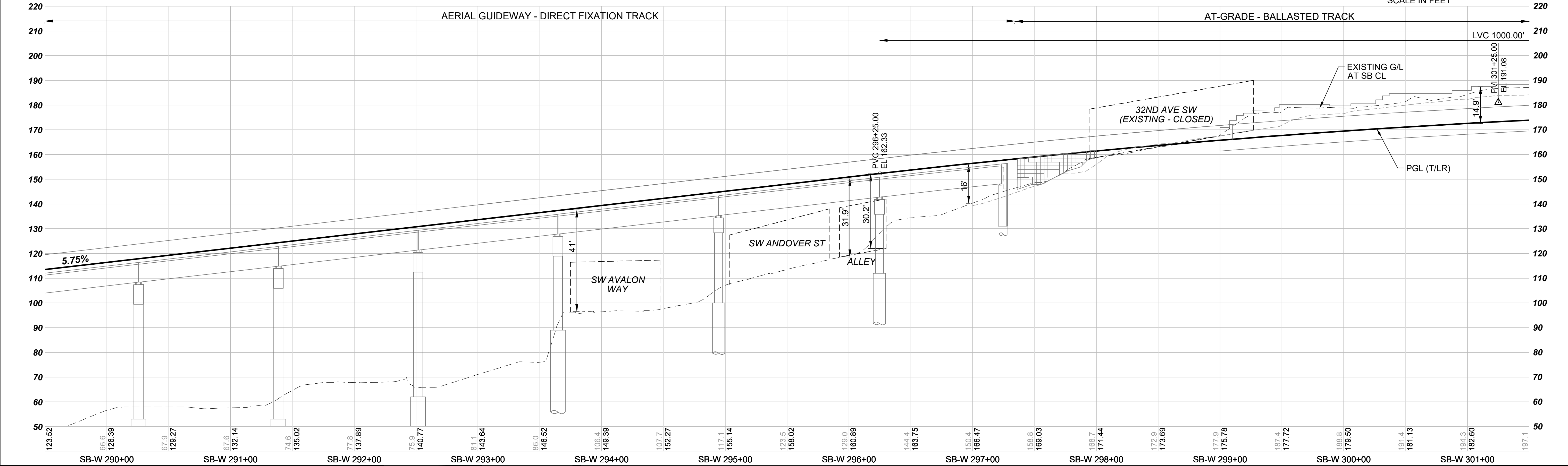
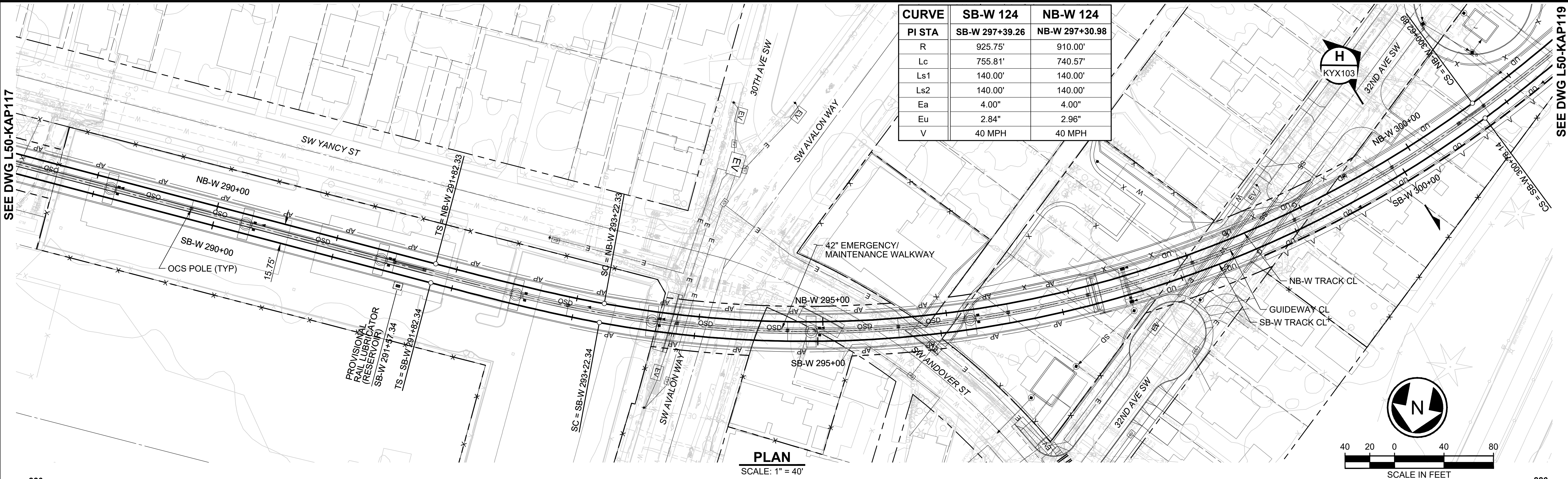
DRAWING No.:	
L50-KAP117	
LOCATION ID:	
L50	
SHEET No.:	REV:
171	0

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xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-CRP100
xW100-L50-SEP100
xW100-L50-SEV100
xW100-L50-SWV100
xW100-L50-MFP100
xWSBL-SOW-VBP
xW100-L50-RPP100
xW100-L50-JOP100
GB-SEAL-AKW

SEE DWG L50-KAP117

SEE DWG L50-KAP119

CURVE	SB-W 124	NB-W 124
PI STA	SB-W 297+39.26	NB-W 297+30.98
R	925.75'	910.00'
Lc	755.81'	740.57'
Ls1	140.00'	140.00'
Ls2	140.00'	140.00'
Ea	4.00"	4.00"
Eu	2.84"	2.96"
V	40 MPH	40 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP118
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP118
LOCATION ID:
L50
SHEET No.:
172
REV:
0

SUBMITTED BY:
K. PROIA

DATE:
04/2024

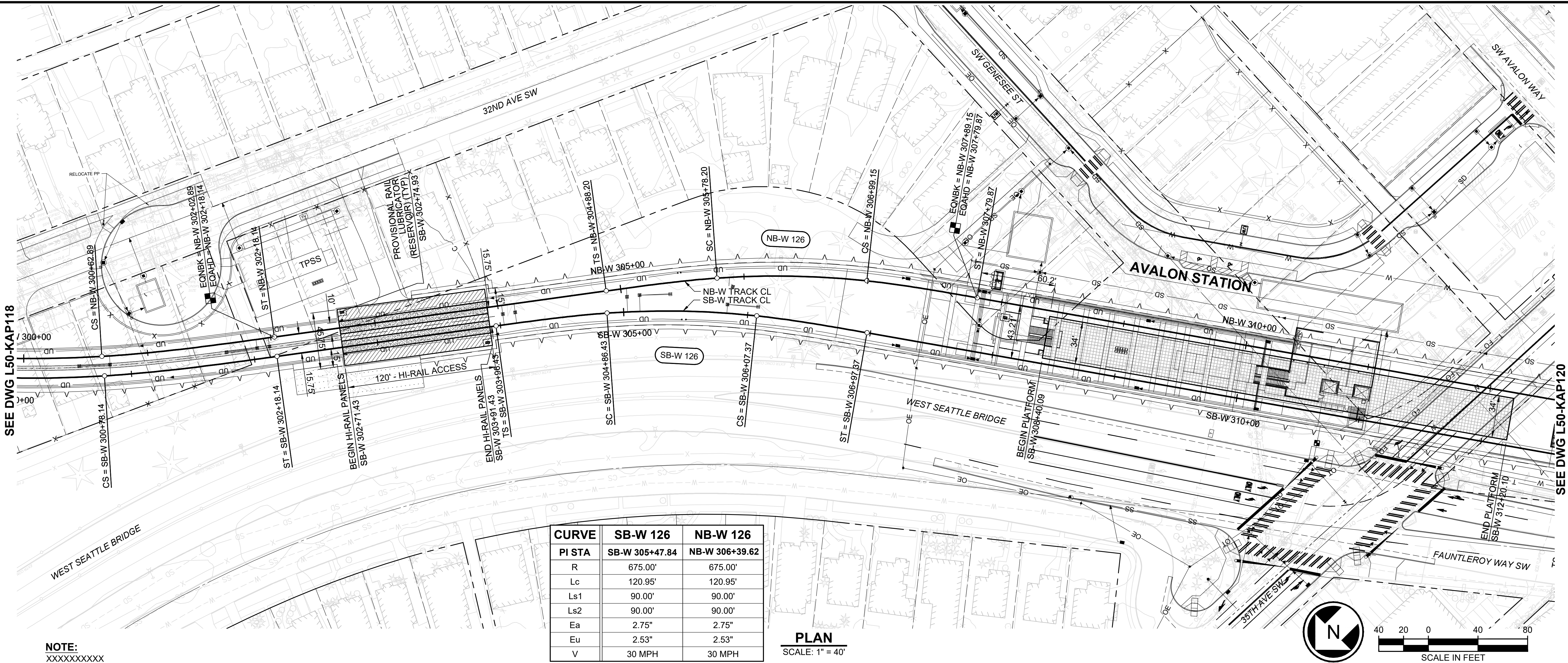
REVIEWED BY:
C. RIDGE

DATE:
04/2024

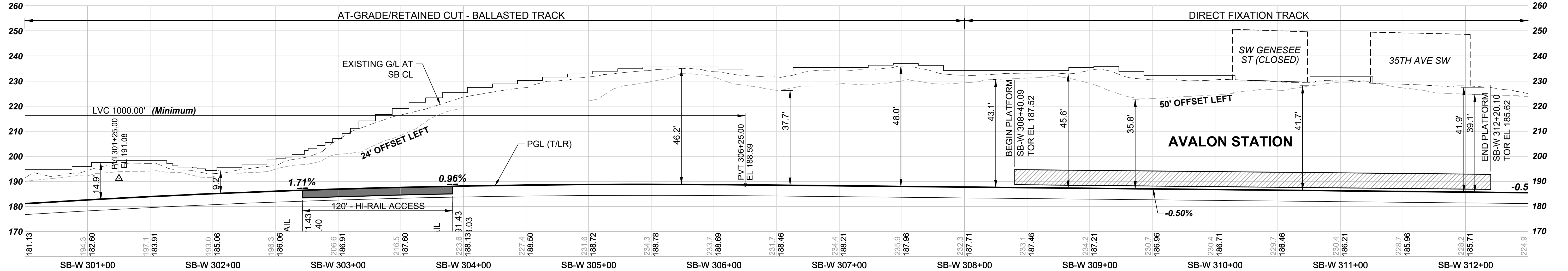
Xrefs:
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xWSBL-SOW-VBX
xW100-L50-CRP100
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xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWV100
xW100-W05-APP100
GB-SCAL-AKW
xW100-L50-JOP100
xW100-L50-JTP100

SEE DWG L50-KAP118

SEE DWG L50-KAP120

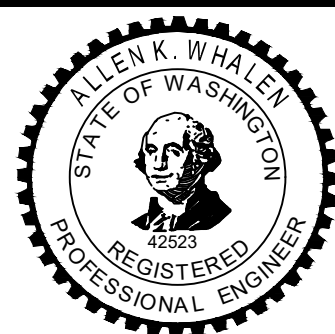


NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP119
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP119
LOCATION ID:
L50
SHEET No.:
173
REV:
0

SUBMITTED BY:
K. PROIA

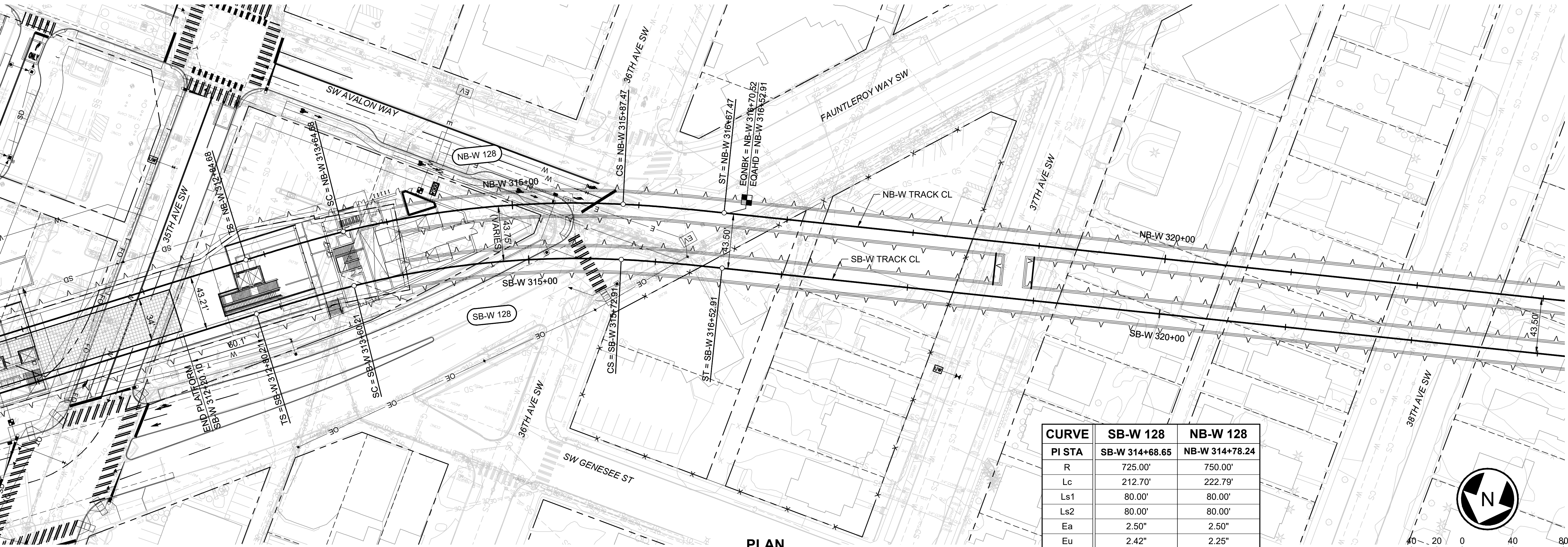
DATE:
04/2024

REVIEWED BY:
C. RIDGE

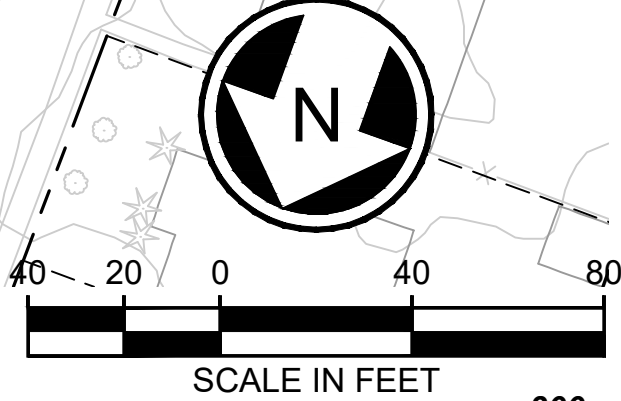
DATE:
04/2024

Xrefs:
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xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBX
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-KAV100
xW100-L50-STV100
xW100-L50-SWV100
xW100-W05-APP100
GB-SEA-AKW
xW100-L50-JOP100
xW100-L50-SW201

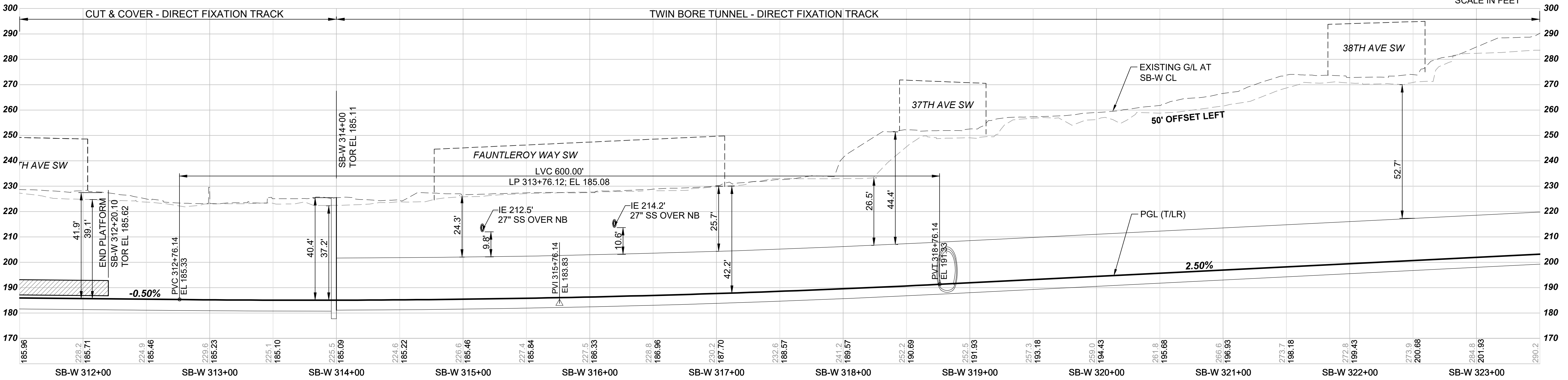
SEE DWG L50-KAP119



CURVE	SB-W 128	NB-W 128
PI STA	SB-W 314+68.65	NB-W 314+78.24
R	725.00'	750.00'
Lc	212.70'	222.79'
Ls1	80.00'	80.00'
Ls2	80.00'	80.00'
Ea	2.50"	2.50"
Eu	2.42"	2.25"
V	30 MPH	30 MPH

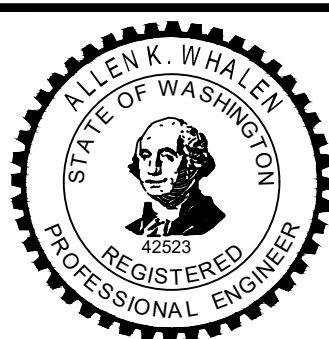


NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP120
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

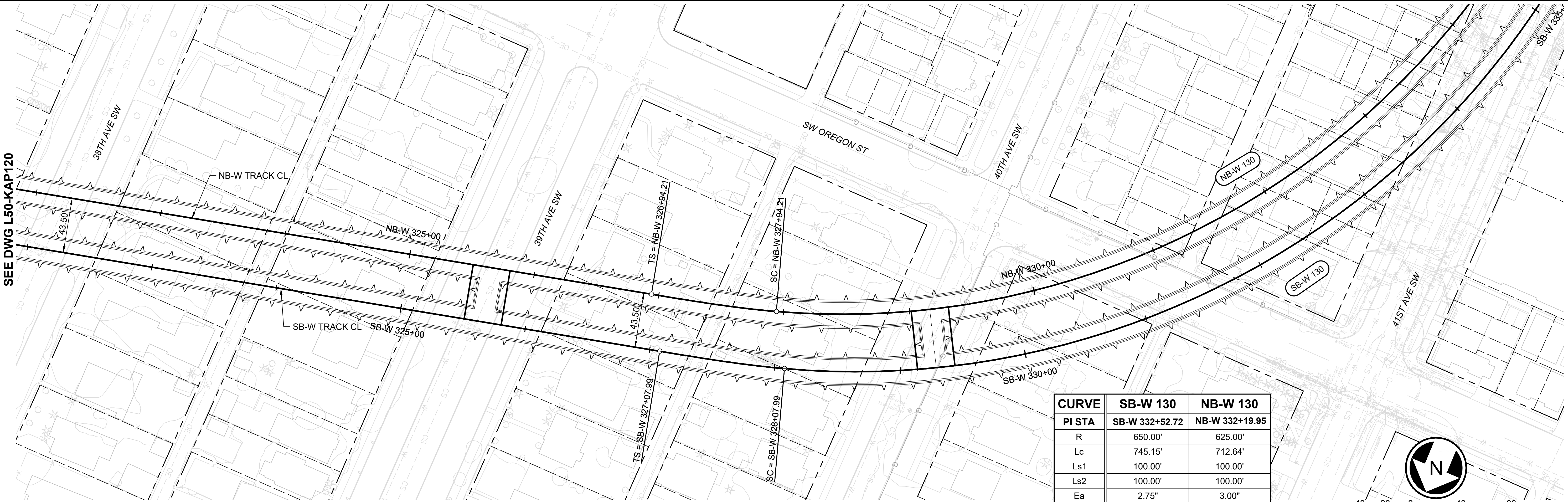
**WEST SEATTLE LINK EXTENSION
CONTRACT W100**
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP120
LOCATION ID:
L50
SHEET No.:
174
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xWSBL-SOW-VRX
xW100-L50-KAV100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-STP100
xW100-L50-SWP100
xW100-L50-STV100
xWSBL-SOW-VBP
GB-SCAL-AKW
xW100-L50-SW201

SEE DWG L50-KAP120

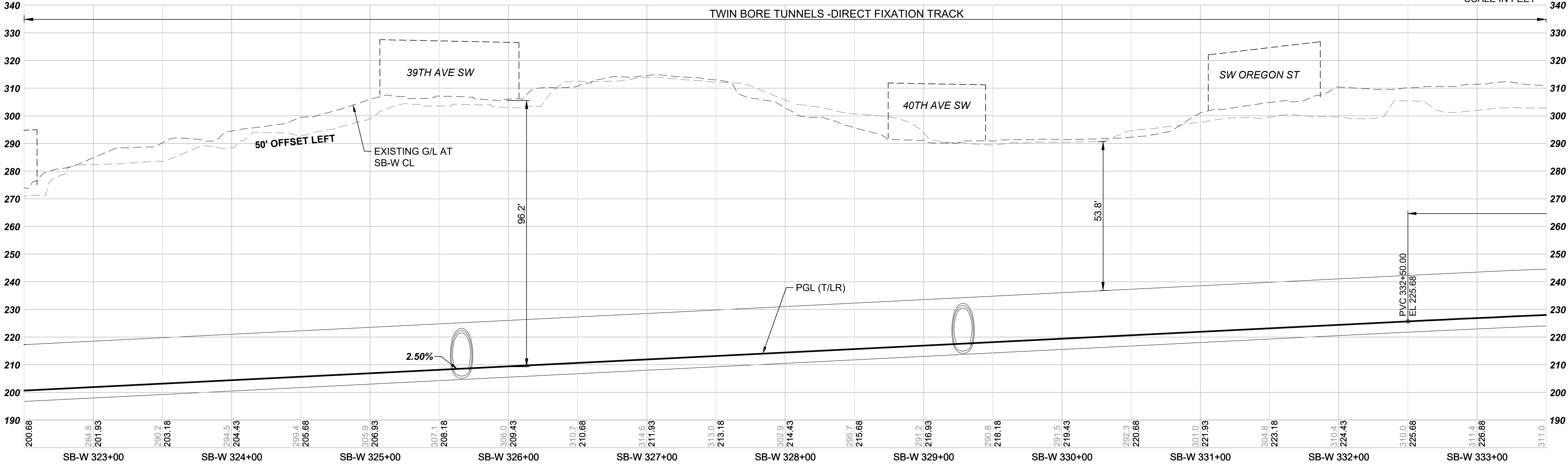
SEE DWG L50-KAP122



NOTE:
XXXXXXXXXX

PLAN
SCALE: 1" = 40'

CURVE	SB-W 130	NB-W 130
PI STA	SB-W 332+52.72	NB-W 332+19.95
R	650.00'	625.00'
Lc	745.15'	712.64'
Ls1	100.00'	100.00'
Ls2	100.00'	100.00'
Ea	2.75"	3.00"
Eu	2.73"	2.70"
V	30 MPH	30 MPH



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



HNTB

SUBMITTED BY:
K. PROIA

DATE:
04/2024

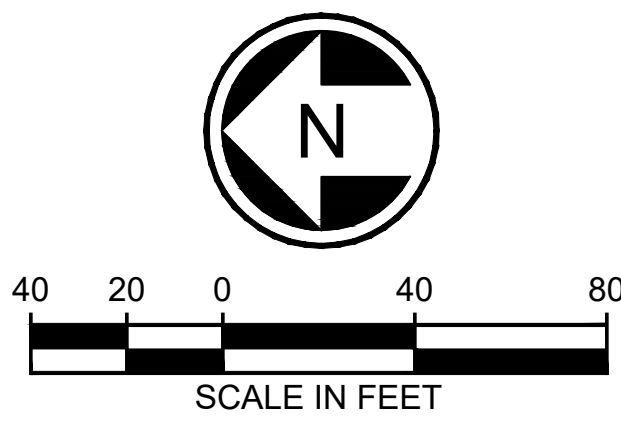
REVIEWED BY:
C. RIDGE

DATE:
04/2024

SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP121
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

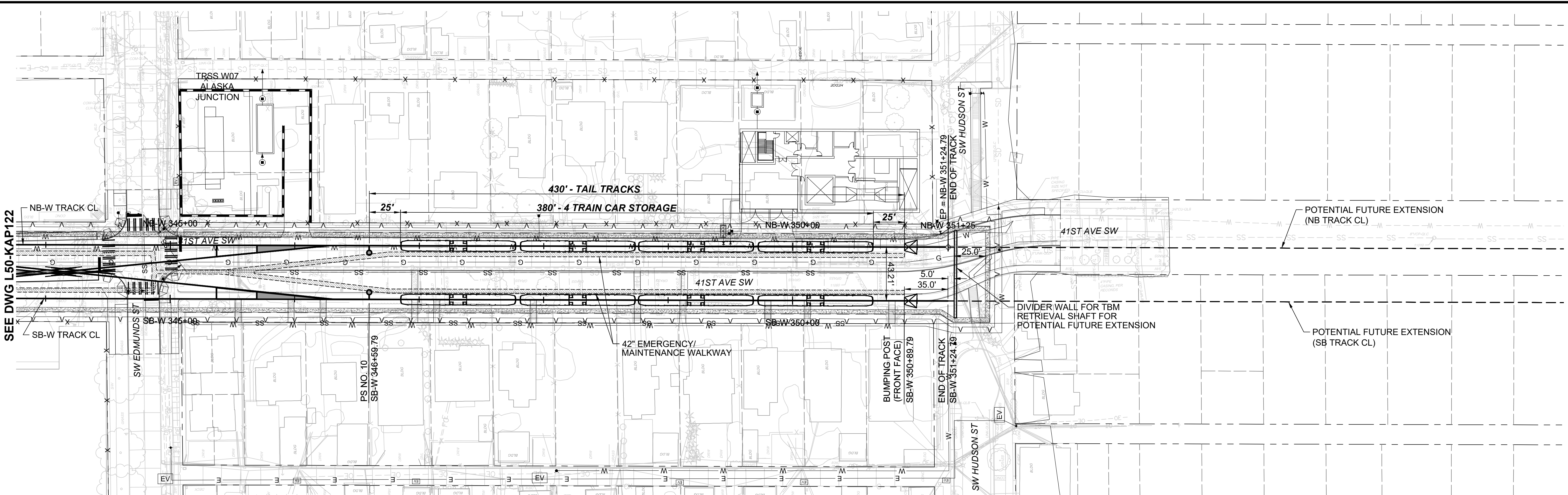
DRAWING No.:
L50-KAP121
LOCATION ID:
L50
SHEET No.:
175
REV:
0



PRELIMINARY ENGINEERING						DESIGNED BY: A. WHALEN			HNTB LINE IS 1" AT FULL SCALE 			SCALE: H: 1" = 40'; V: 1" = 20'		WEST SEATTLE LINK EXTENSION CONTRACT W100 SODO STATION TO WEST SEATTLE JUNCTION STATION TRACKWORK TRACK PLAN & SOUTHBOUND (SB-W) PROFILE			DRAWING No.: L50-KAP122										
						DRAWN BY: R. JOHNSON						FILENAME: W100-L50-KAP122					LOCATION ID: L50										
						CHECKED BY: D. MUELLERLEILE						CONTRACT No.: RTA / XXXXXXXX					SHEET No.: 176		REV: 0								
						APPROVED BY: A. WHALEN						DATE: 04/2024					REVIEWED BY: C. RIDGE		DATE: 04/2024								
<table><tr><td>No.</td><td>DATE</td><td>DSN</td><td>CHK</td><td>APP</td><td>REVISION</td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table>						No.	DATE					DSN	CHK				APP	REVISION							SUBMITTED BY: K. PROIA		DATE: 04/2024
No.	DATE	DSN	CHK	APP	REVISION																						

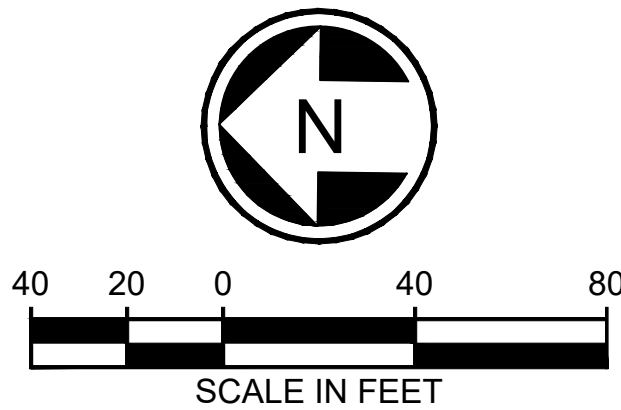
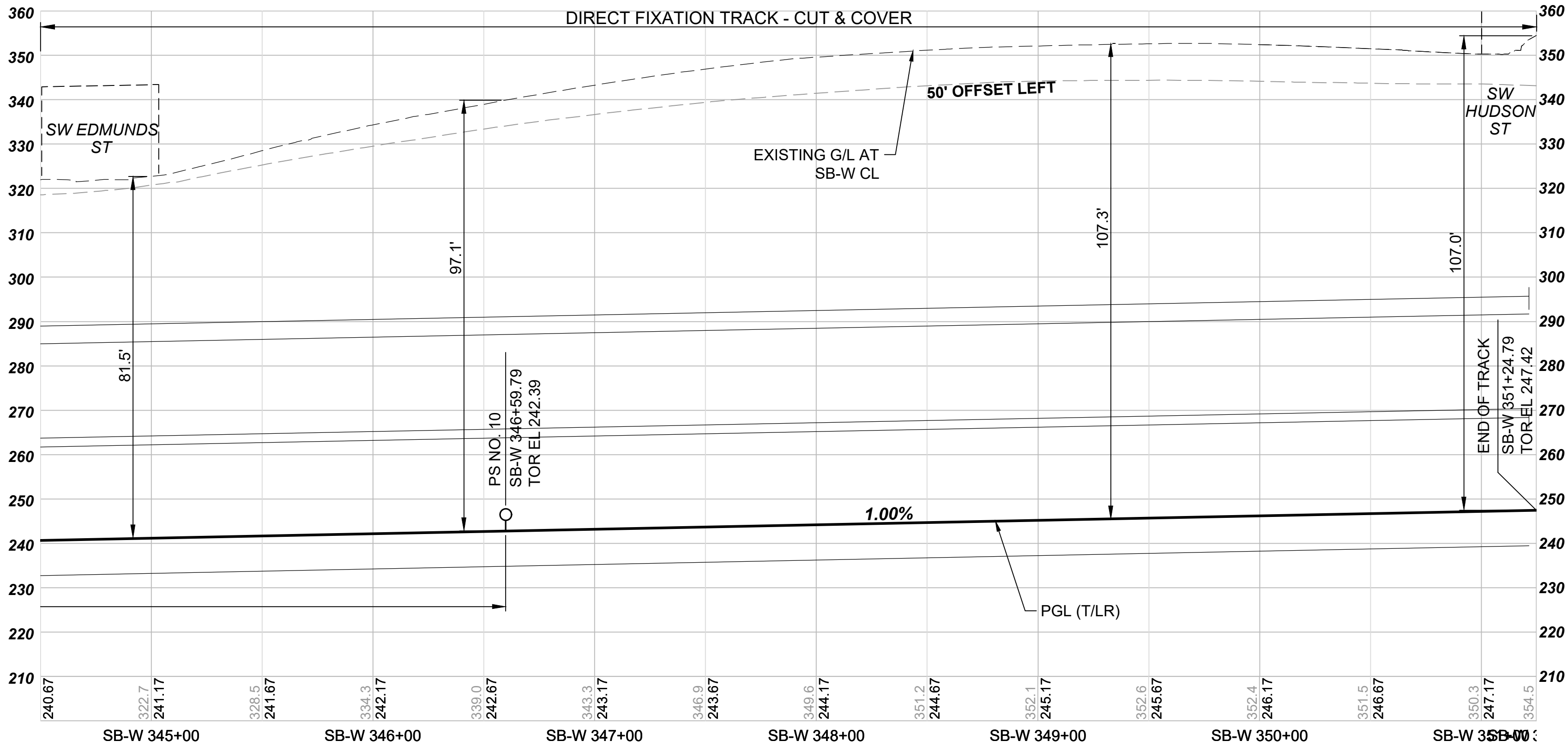
Xrefs:
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xW100-L50-KAP100
xWSBL-SOW-VBP
xWSBL-SOW-VBX
xW100-W07-ASP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-KAV100
xW100-L50-STP100
xW100-L50-STV100
xW100-L50-UCP100
xW100-L50-UDP100
xW100-L50-SWV100
xW100-L50-SWP100
xW100-W07-APP100
GB-SEAL-AKW

SEE DWG L50-KAP122



PLAN
SCALE: 1" = 40'

NOTE:
XXXXXXXXXX



PRELIMINARY ENGINEERING

DESIGNED BY:
A. WHALEN
DRAWN BY:
R. JOHNSON
CHECKED BY:
D. MUELLERLEILE
APPROVED BY:
A. WHALEN



LINE IS 1" AT
FULL SCALE



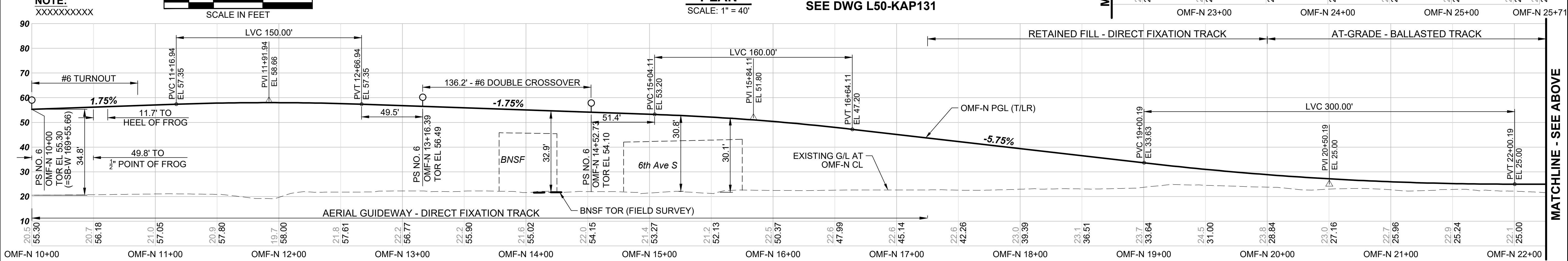
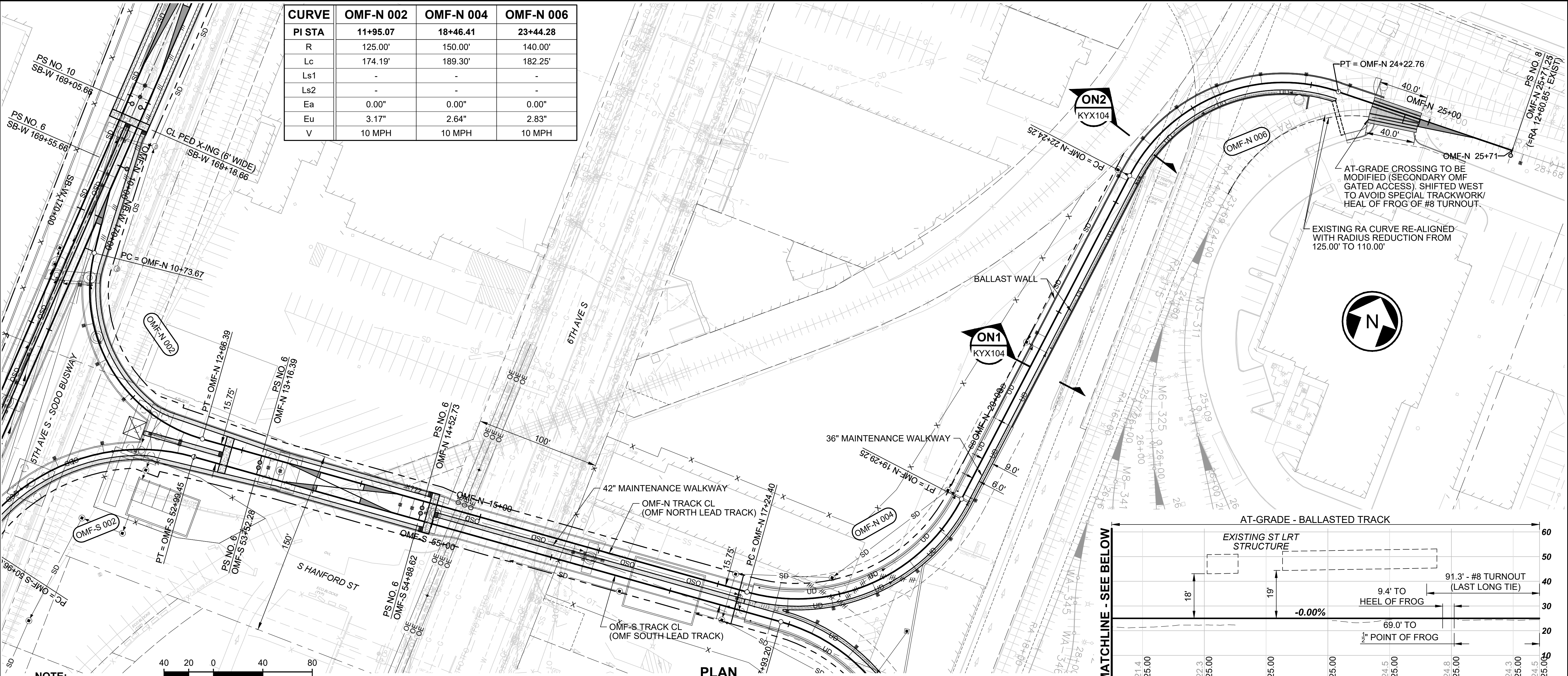
SCALE:
H: 1" = 40'; V: 1" = 20'
FILENAME:
W100-L50-KAP123
CONTRACT No.:
RTA / XXXXXXXX
DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100
SODO STATION TO WEST SEATTLE JUNCTION STATION
TRACKWORK
TRACK PLAN & SOUTHBOUND (SB-W) PROFILE

DRAWING No.:
L50-KAP123
LOCATION ID:
L50
SHEET No.:
177
REV:
0

Xrefs:
xW100-GB-TB22x34
xW100-L50-KAP100
xW100-L50-CRP100
xW100-L50-JTP100
xW100-L50-SEP100
xW100-L50-UCP100
xW100-L50-UPP100
xW100-L50-SFP100
xW100-L50-SWP100
xW100-L50-KAV100
xWSL-SOE-VSP
xWSL-SOE-VRX
xW100-L50-JOP100
xW100-L50-RPP100
GS-SEA-AKW
C80_M01_KA

CURVE	OMF-N 002	OMF-N 004	OMF-N 006
PI STA	11+95.07	18+46.41	23+44.28
R	125.00'	150.00'	140.00'
Lc	174.19'	189.30'	182.25'
Ls1	-	-	-
Ls2	-	-	-
Ea	0.00"	0.00"	0.00"
Eu	3.17"	2.64"	2.83"
V	10 MPH	10 MPH	10 MPH



PRELIMINARY ENGINEERING

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
A. WHALEN

DRAWN BY:
R. JOHNSON

CHECKED BY:
D. MUELLERLEILE

APPROVED BY:
A. WHALEN

HNTB

SUBMITTED BY:
K. PROIA

DATE:
04/2024

REVIEWED BY:
C. RIDGE

DATE:
04/2024

SCALE:
H: 1" = 40'; V: 1" = 20'

FILENAME:
W100-L50-KAP130

CONTRACT No.:
RTA / XXXXXXXXX

DATE:
04/2024

WEST SEATTLE LINK EXTENSION
CONTRACT W100

SODO STATION TO WEST SEATTLE JUNCTION STATION

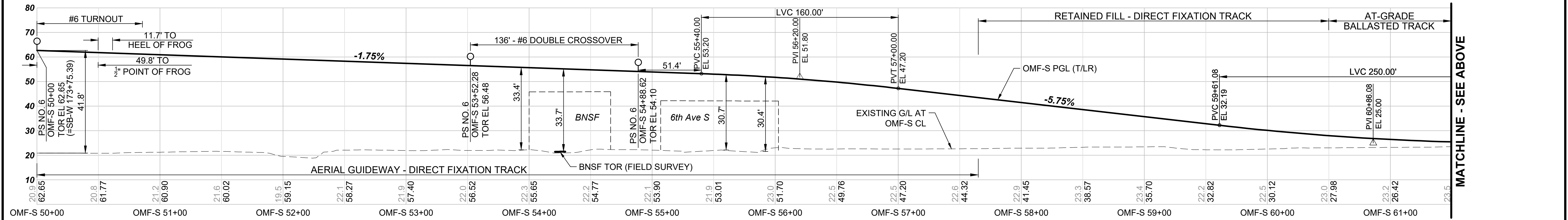
TRACKWORK
NORTH OMF CONNECTION - TRACK PLAN & PROFILE

DRAWING No.:
L50-KAP130

LOCATION ID:
L50

SHEET No.:
178

REV:
0



DESIGNED BY:	A. WHALEN
DRAWN BY:	R. JOHNSON
CHECKED BY:	D. MUELLERLEILE
APPROVED BY:	A. WHALEN



LINE IS 1" AT
FULL SCALE



SOUNDTRANSIT

DRAWING No.:	
L50-KAP131	
LOCATION ID:	
L50	
SHEET No.:	REV:
179	0