

AMENDMENT NO. 3 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. 3 (Amendment) 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, 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 Airport); 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, through a series of resolutions (R99-34; R2001-16; R2005-20; R2006-07; R2011-10; and R2012-13), the Sound Transit Board selected the rail alignment, station locations, and maintenance base location for the four projects that are currently under construction or operating in The City of Seattle (City): Central Link, University Link, Northgate Link Extension and East Link; and

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

WHEREAS, pursuant to Ordinance 119975, in July 2000, , the City and Sound Transit executed an 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 Central Link Light Rail Transit Project (Transit Way Agreement or Agreement); and

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

WHEREAS, in April 2015, Sound Transit, the Federal Transit Administration (FTA) and the Washington State Department of Transportation issued a Final Environmental Impact Statement (FEIS) for the Lynnwood Link Light Rail Extension Project to satisfy the requirements of the National Environmental Policy Act and the State Environmental Policy Act; and

WHEREAS, on April 23, 2015, the Sound Transit Board adopted Resolution R2015-05, selecting and authorizing the implementation of the light rail alignment for the Lynnwood Link Light Rail Extension Project; and

WHEREAS, after consideration of the FEIS for the Lynnwood Link Light Rail Extension Project, on July 10, 2015 the FTA issued a Record of Decision and on August 31, 2015 the Federal Highway Administration issued a Record of Decision, finding that the federal environmental process is complete for the project; and

WHEREAS, the Lynnwood Link light rail line approved by the Sound Transit Board extends north from the previously-approved location of the Northgate Station along I-5 and includes accommodations for a future station at Northeast 130th Street; and

WHEREAS, on [REDACTED], 2017, the Seattle City Council adopted Resolution [REDACTED], approving the alignment and station locations for the Lynnwood Link Light Rail Extension Project in the City of Seattle; and

WHEREAS, an amendment to the Transit Way Agreement is required to reflect the alignment of the Lynnwood Link Light Rail line in the City of Seattle and allow Sound Transit to proceed with the Lynnwood Link Extension Project;

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 of the Lynnwood Link Light Rail line in the City of Seattle.

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 TRANSIT AUTHORITY
(SOUND TRANSIT)**

THE CITY OF SEATTLE

By: _____
Ahmad Fazel, Executive Director, Design,
Engineering & Construction Management

By: _____
Scott Kubly, Director
Seattle Department of Transportation

Date: _____

Date: _____

Authorized by Ordinance: _____

Attachments:

Exhibit A to Amendment No. 3: General Description of Light Rail Alignment, Station Locations and Maintenance Facility Location

Exhibit B to Amendment No. 3: Light Rail Alignment, Station Locations and Maintenance Facility Location (Maps 1 through 25)

Exhibit C to Amendment No. 3: Plans and Profile Drawings

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

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.

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:

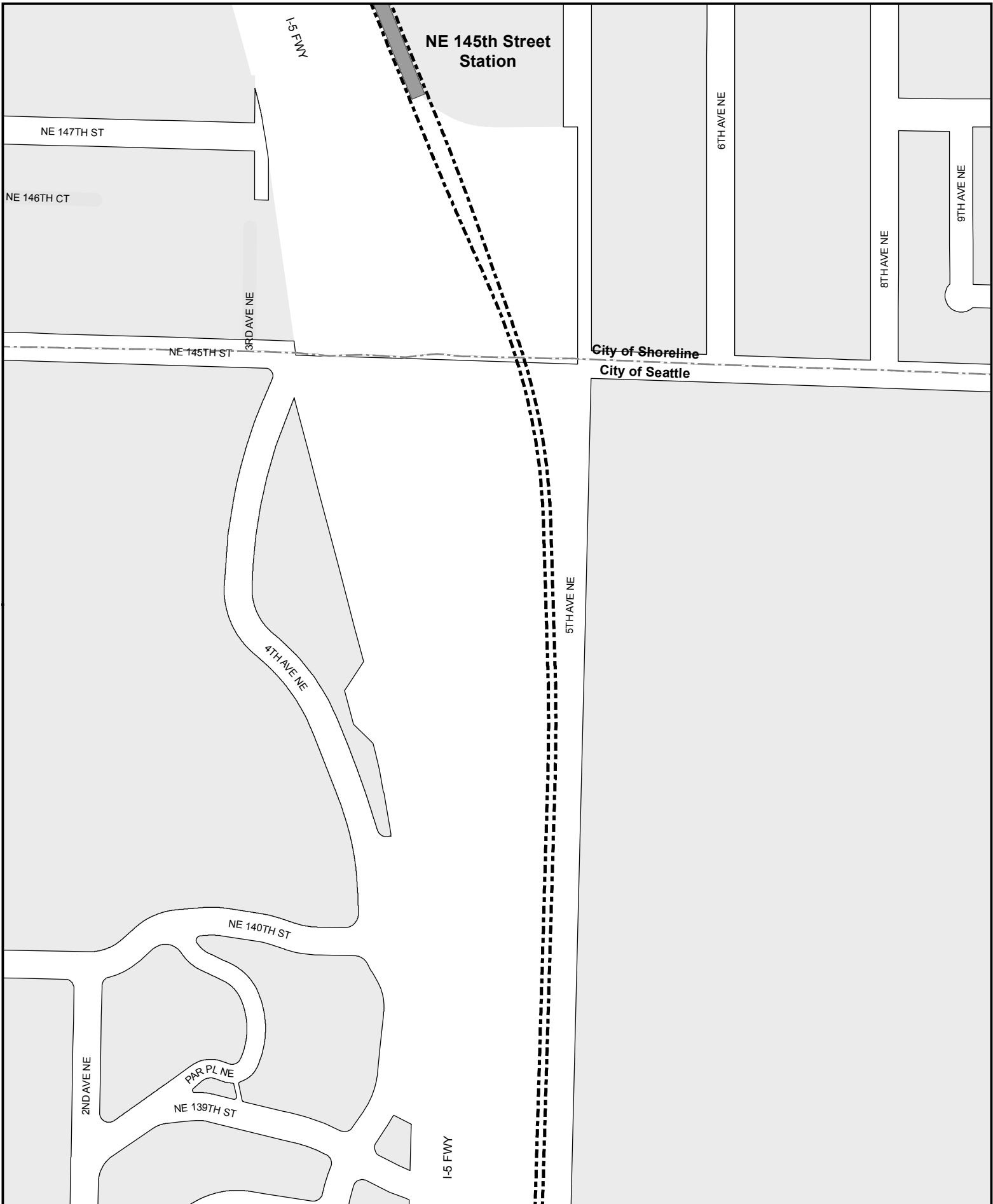
Judkins Park Station - on 1-90 center roadway east of Rainer Avenue S, at-grade

Exhibit B

Light Rail Alignment, Station Locations, and Maintenance Facility Location

(Maps 1-25)

Lynnwood Link (NE 145th St to Northgate).....	1-6
Northgate Link (Northgate Station to University of Washington Station).....	6-10
U-Link (University of Washington to Pine St.).....	10-13
Initial Segment (Pine St. to City Limit – Boeing Access Road).....	13-22
East Link (International District Tunnel Station to Lake Washington, Via I-90).....	23-25



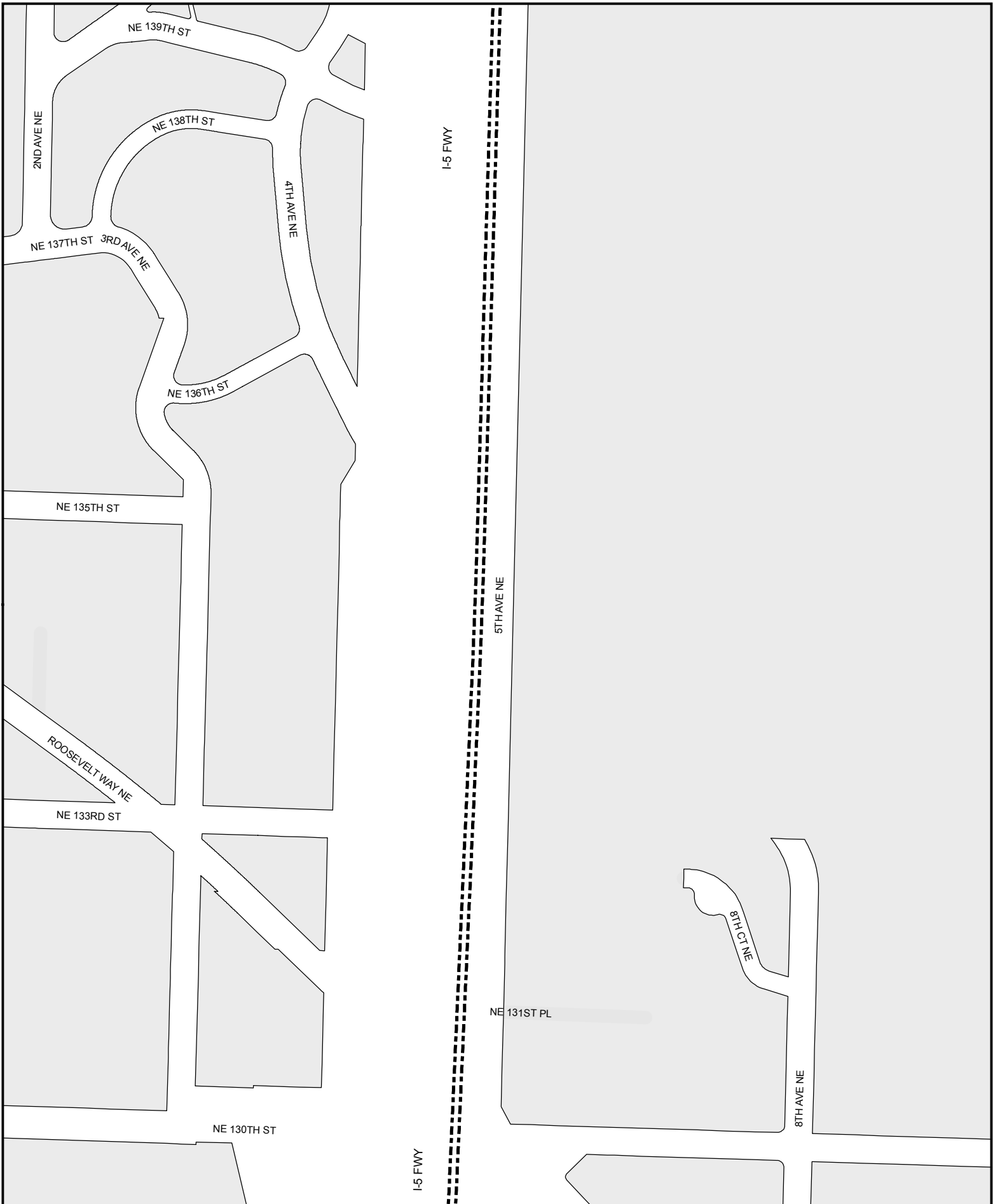
Legend

Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 1 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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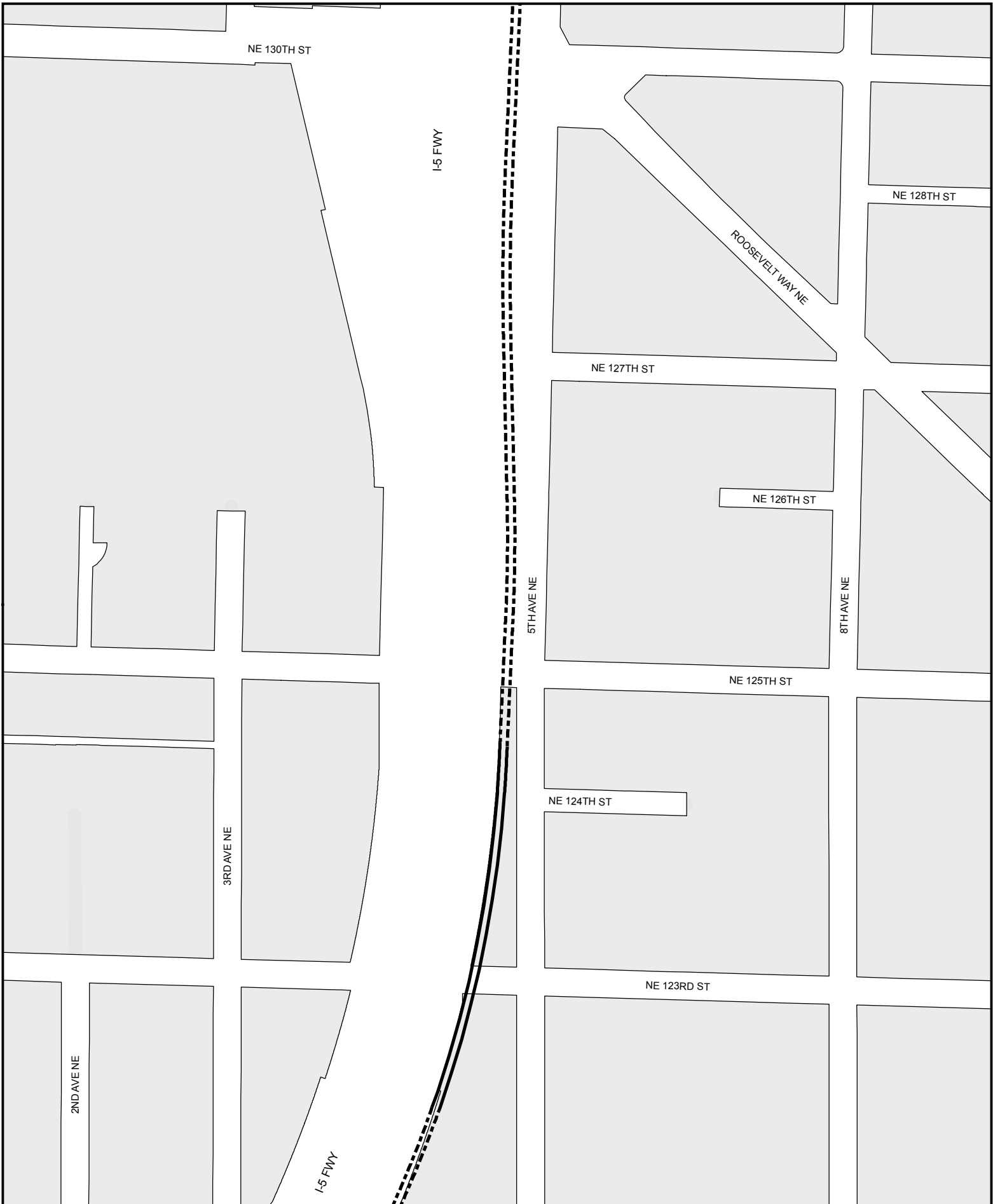


Legend	
Light Rail Alignment	
Aerial	Cut and Cover
At Grade	Retained Cut / Fill
Subway	Light rail station platform
	Maintenance facility
	Right-of-way

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 2 of 25**



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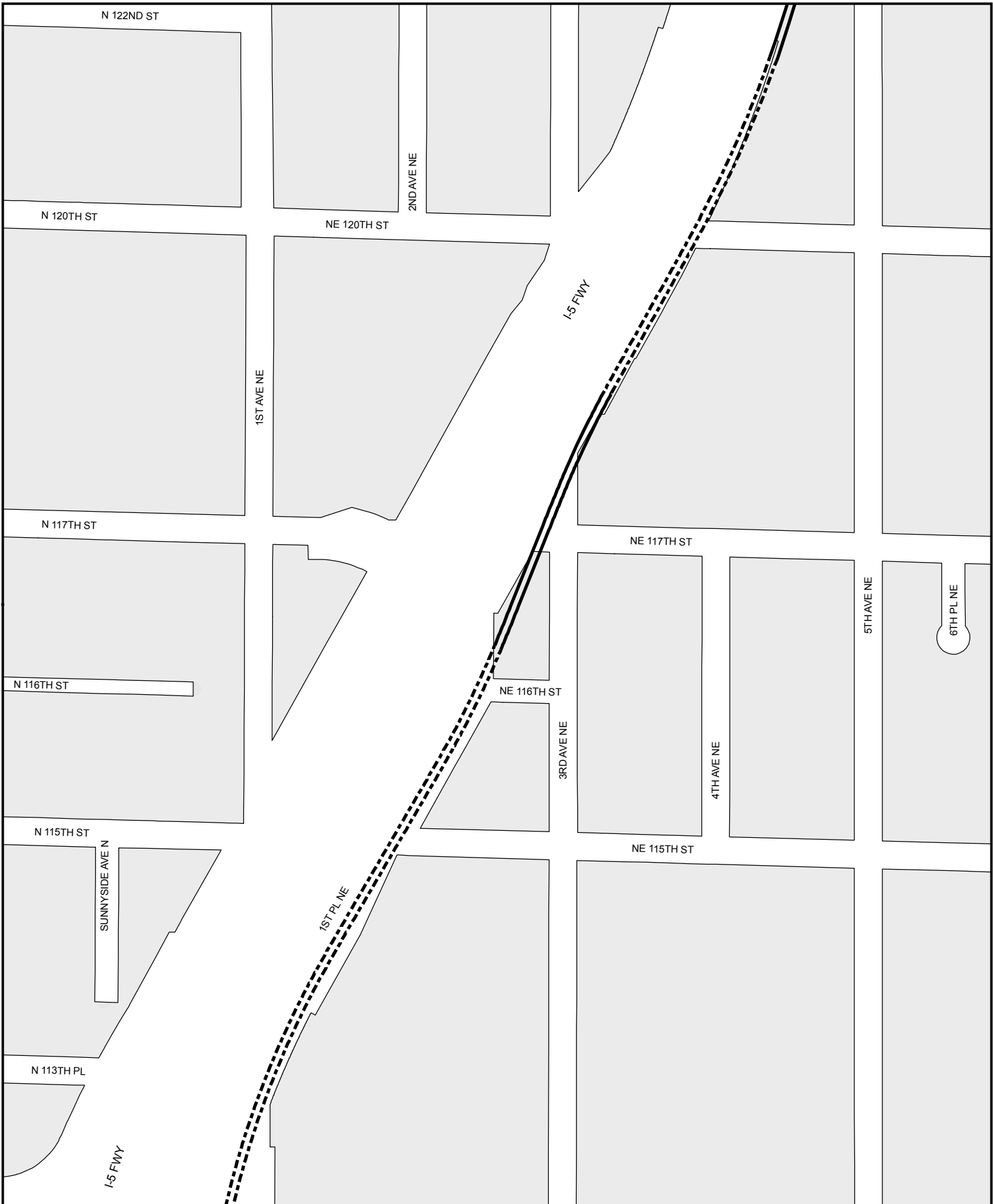
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Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 3 of 25**



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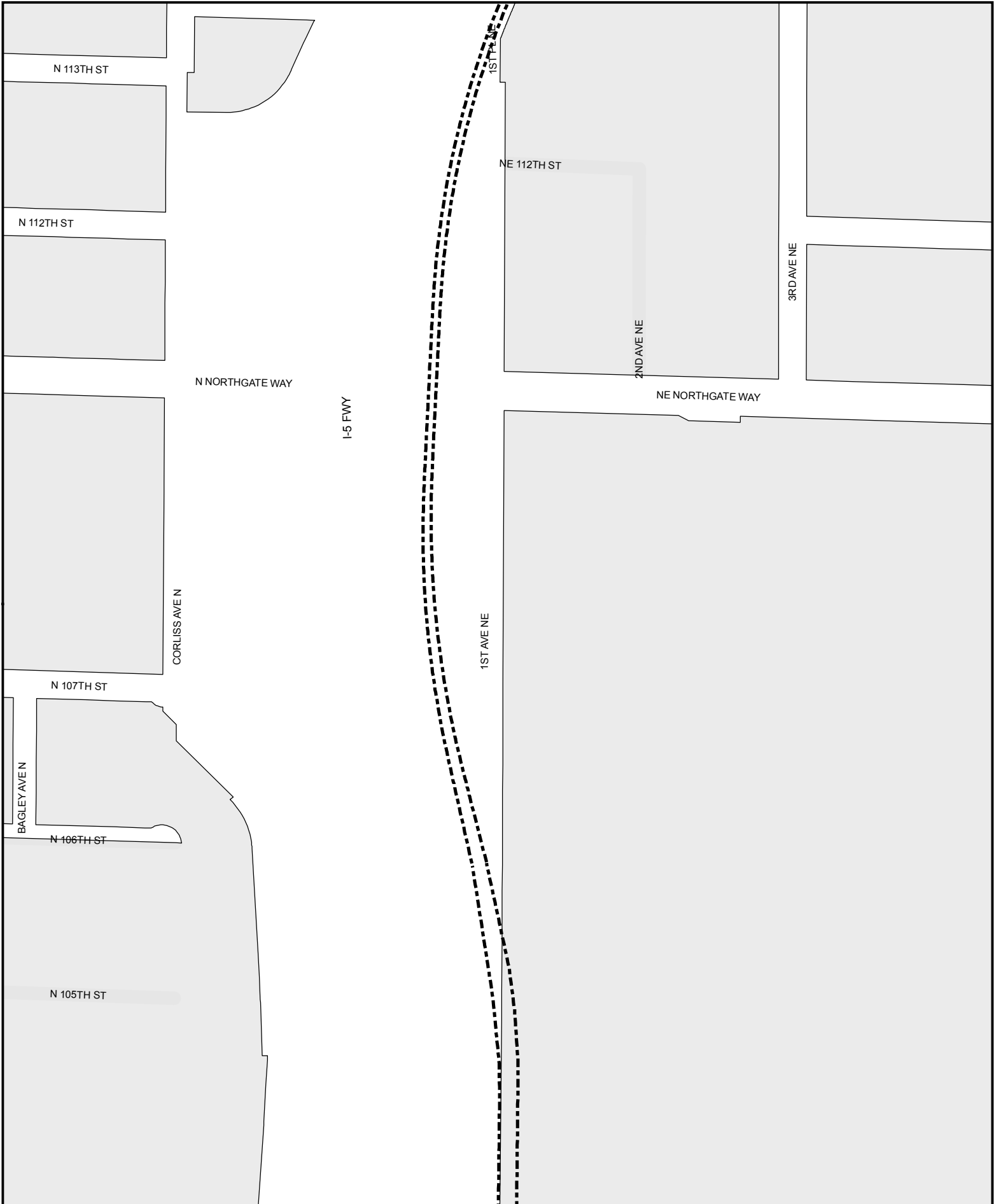
Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	
Cut and Cover	
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 4 of 25**



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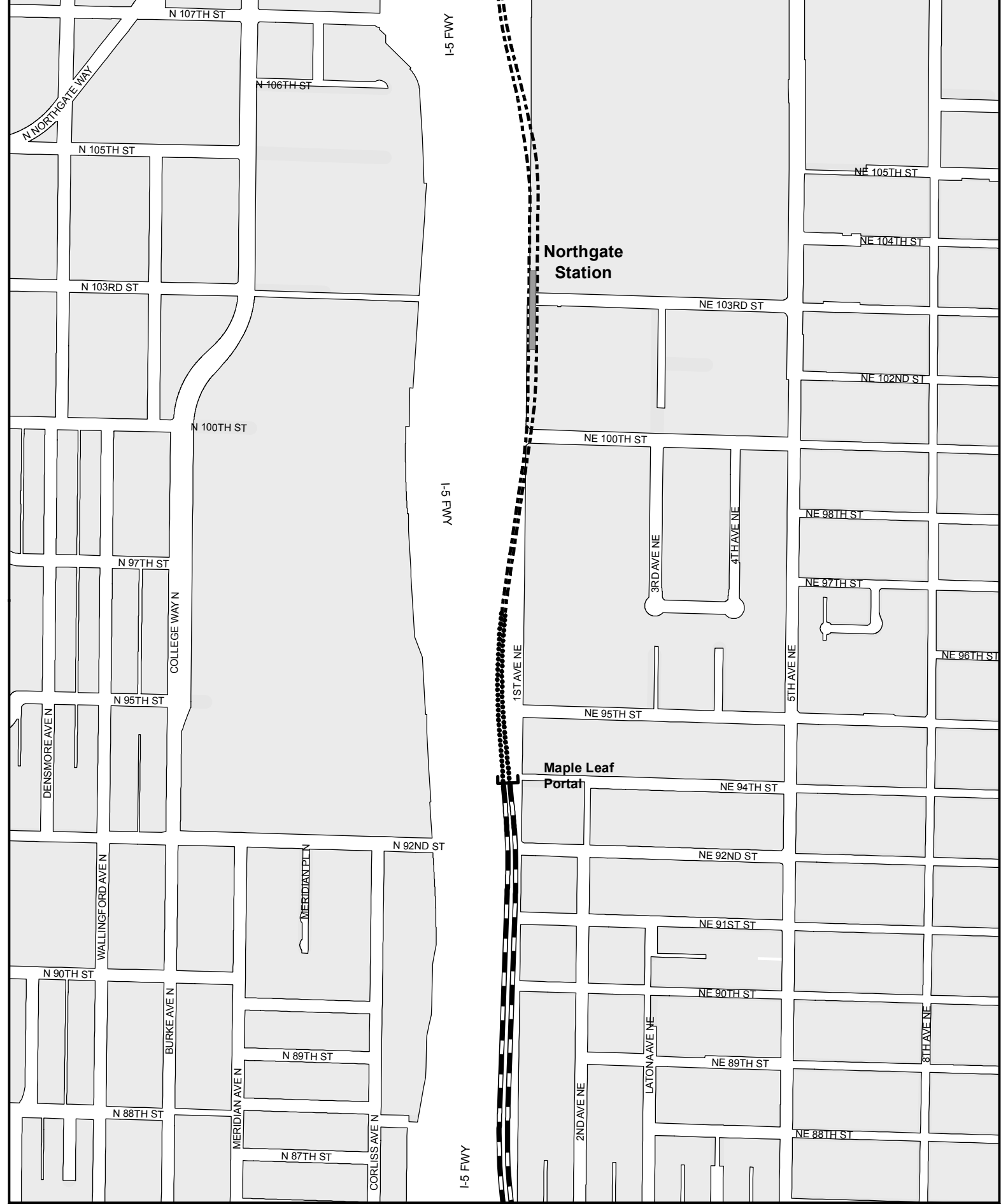


Legend

Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 5 of 25**

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	<p><small>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_1707.mxd</small></p>	

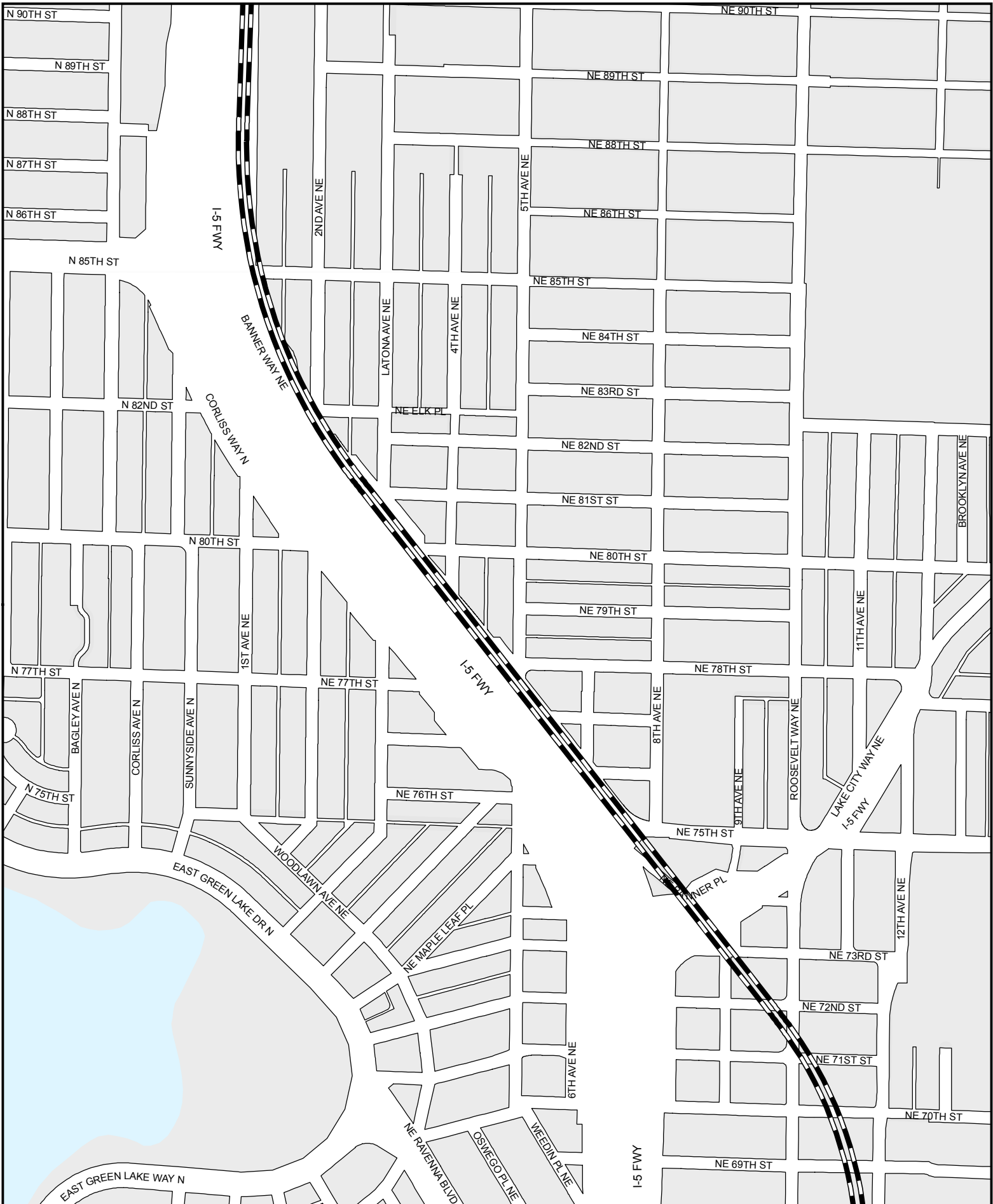


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Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,
 Station Locations, and
 Maintenance Facility Location
 Map 6 of 25**

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

Light Rail Alignment		Light rail station platform
--- Aerial	==== Cut and Cover	Maintenance facility
— At Grade Retained Cut / Fill	Right-of-way
— Subway		

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 7 of 25**



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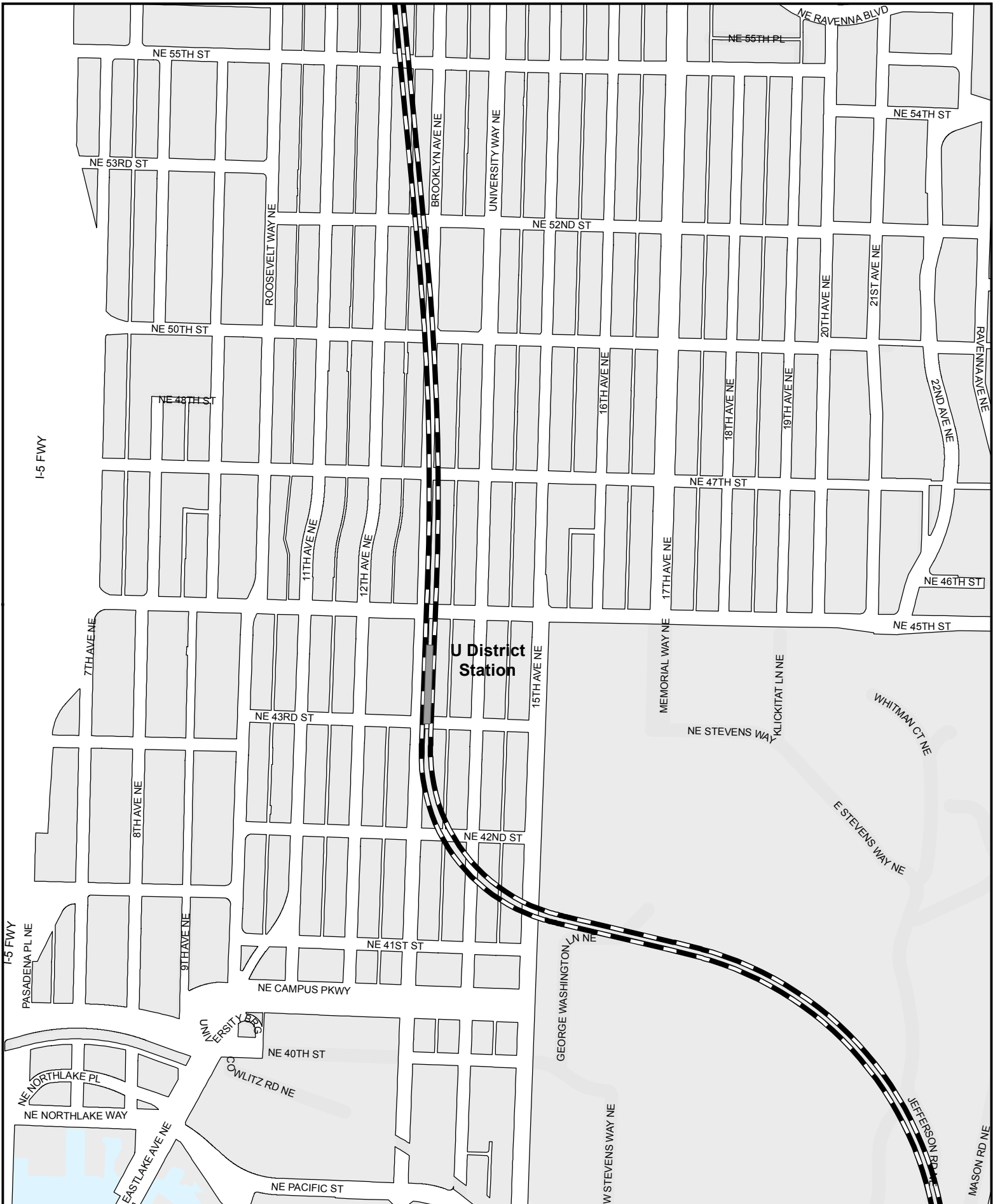
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Retained Cut / Fill	
Subway	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 8 of 25**

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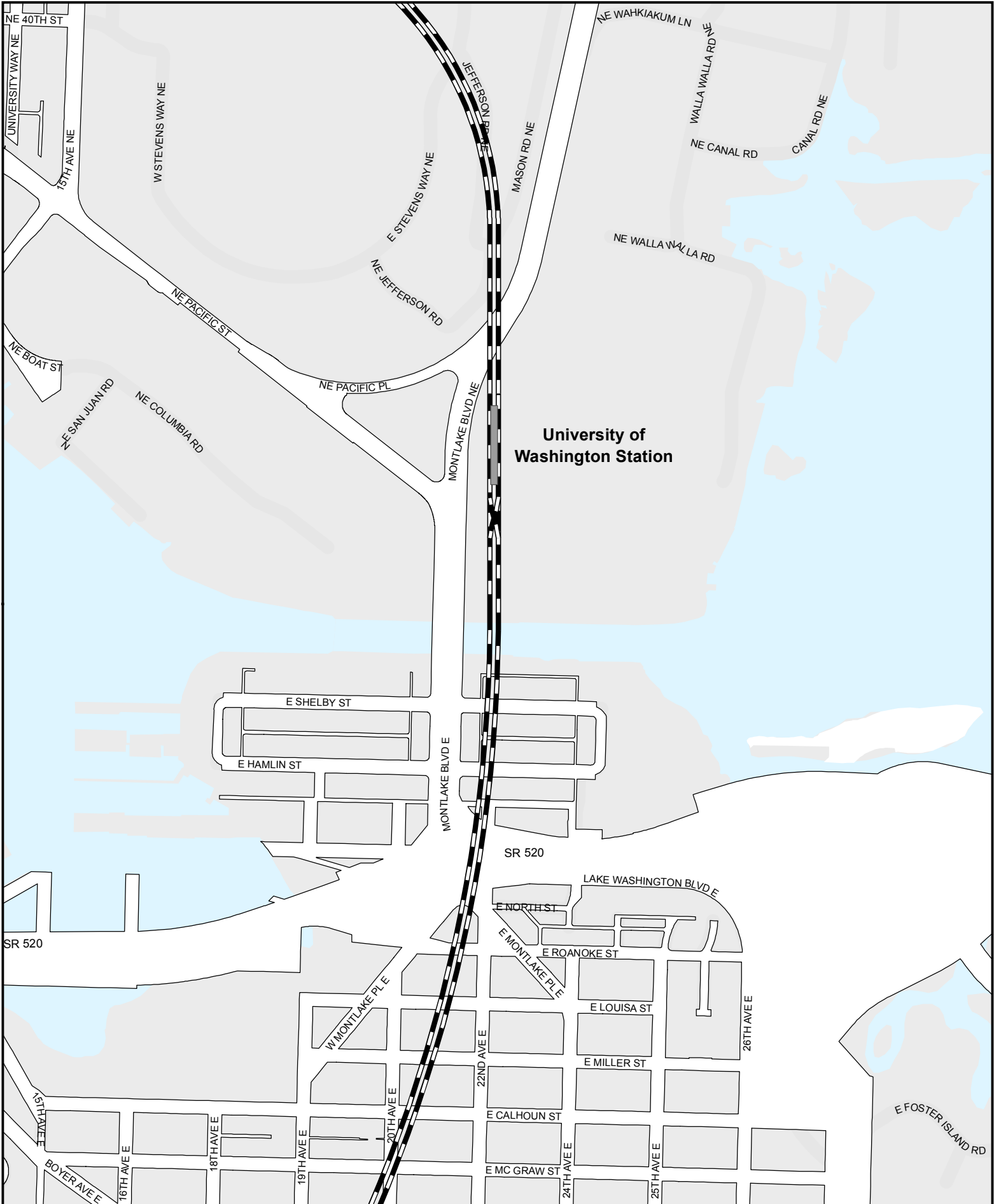
Light Rail Alignment	Light rail station platform
At Grade	Maintenance facility
Aerial	Right-of-way
Subway	Cut and Cover
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 9 of 25**

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Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	Cut and Cover
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 10 of 25**



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	
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 11 of 25**

SOUNDTRANSIT
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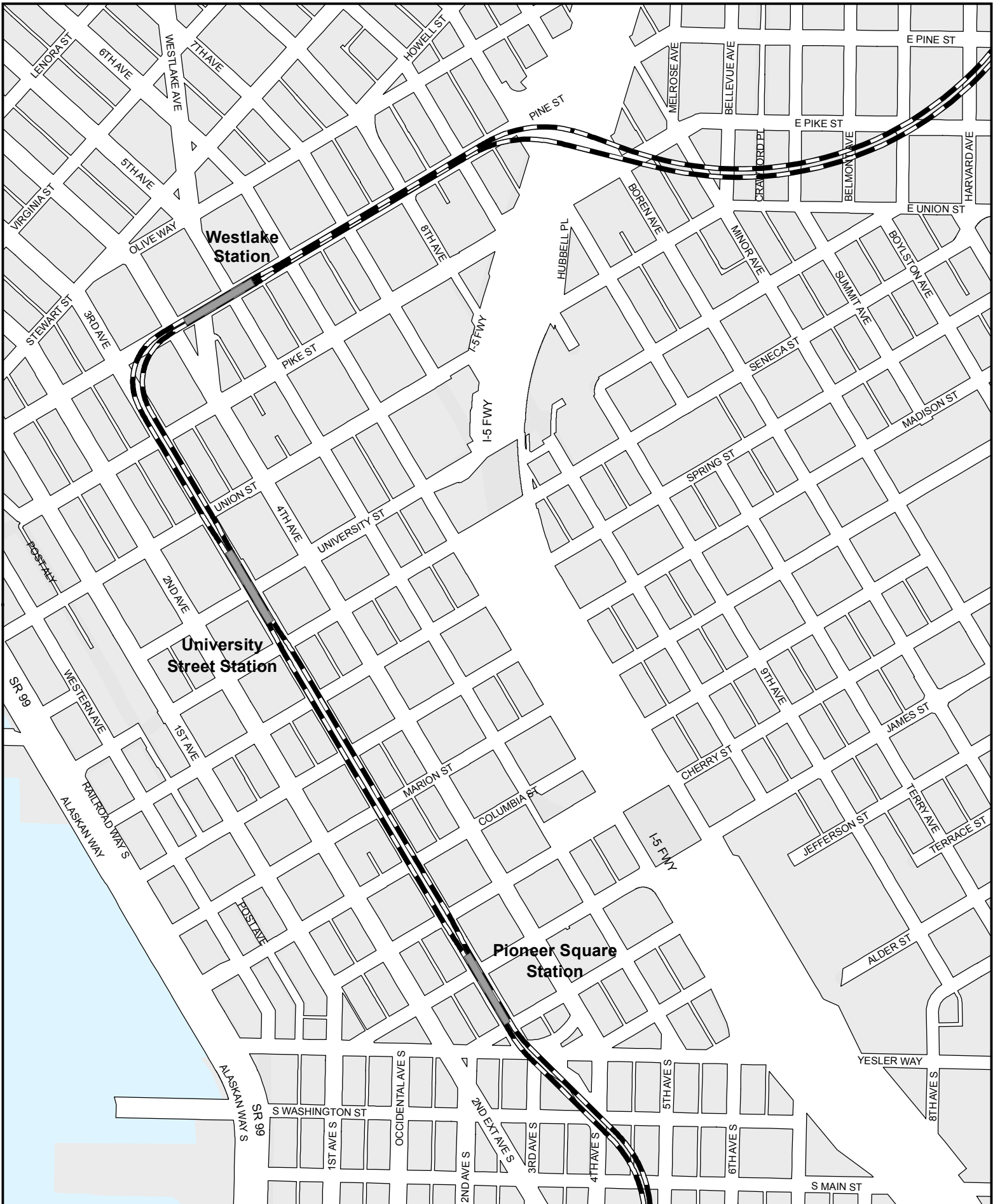
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Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Retained Cut / Fill	
Subway	
Cut and Cover	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 12 of 25**



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

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	
Cut and Cover	
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 13 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS
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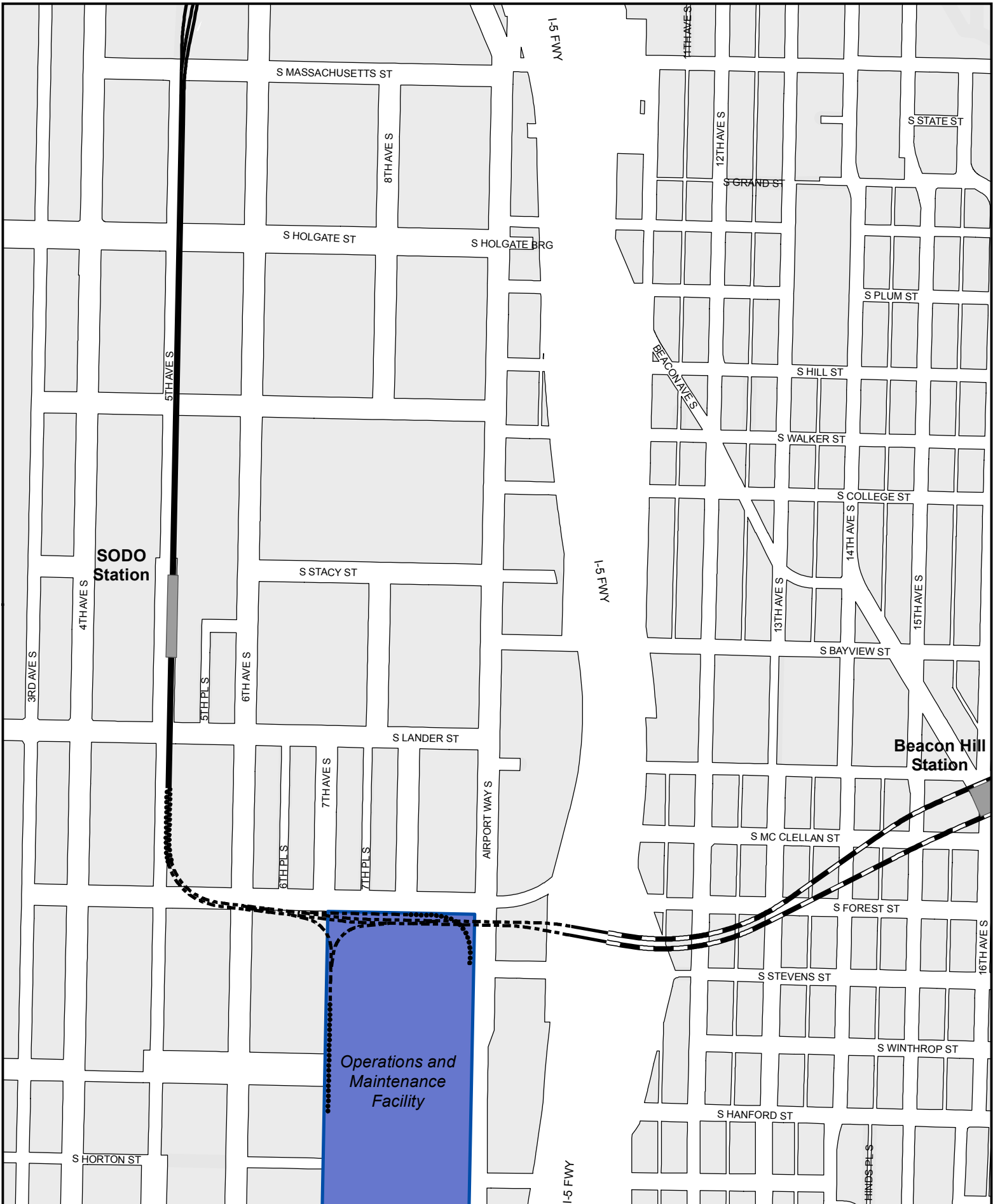
Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location
Map 14 of 25

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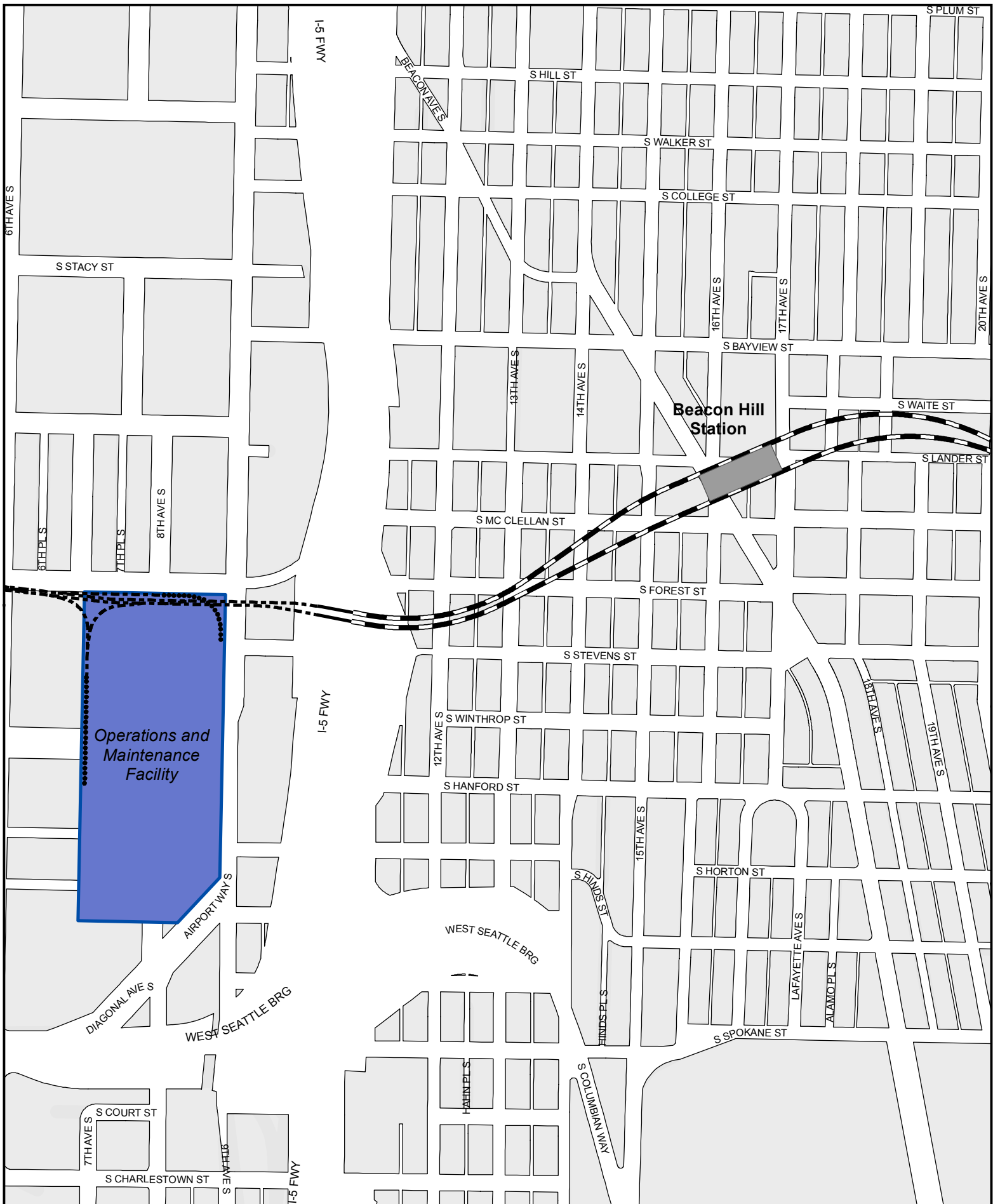
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Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 15 of 25**



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

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

Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location
Map 16 of 25

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Legend

Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location
Map 17 of 25

SOUNDTRANSIT
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Legend	
Light Rail Alignment	
	Aerial
	At Grade
	Subway
	Cut and Cover
	Retained Cut / Fill
	Light rail station platform
	Maintenance facility
	Right-of-way


Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location
Map 18 of 25



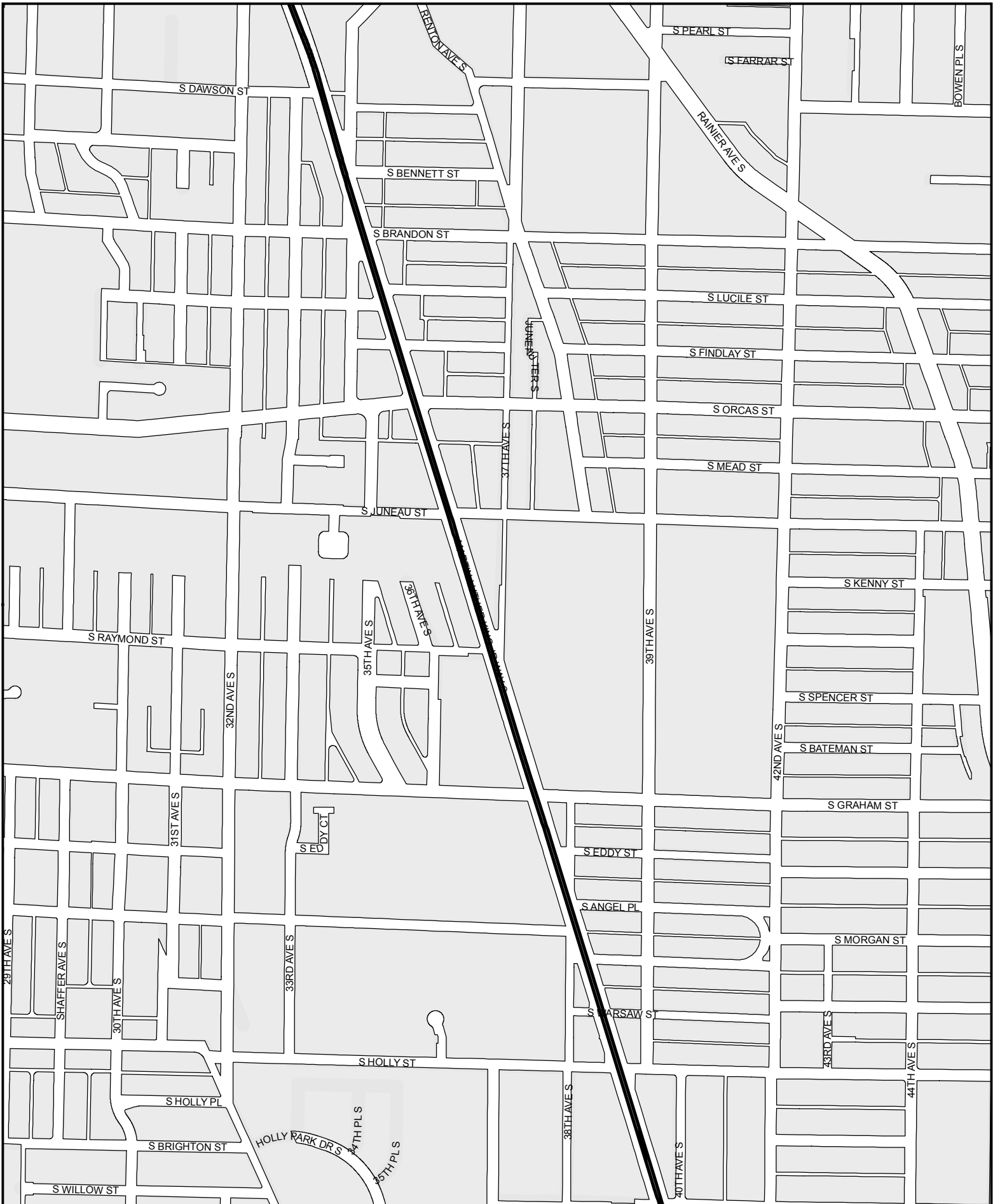
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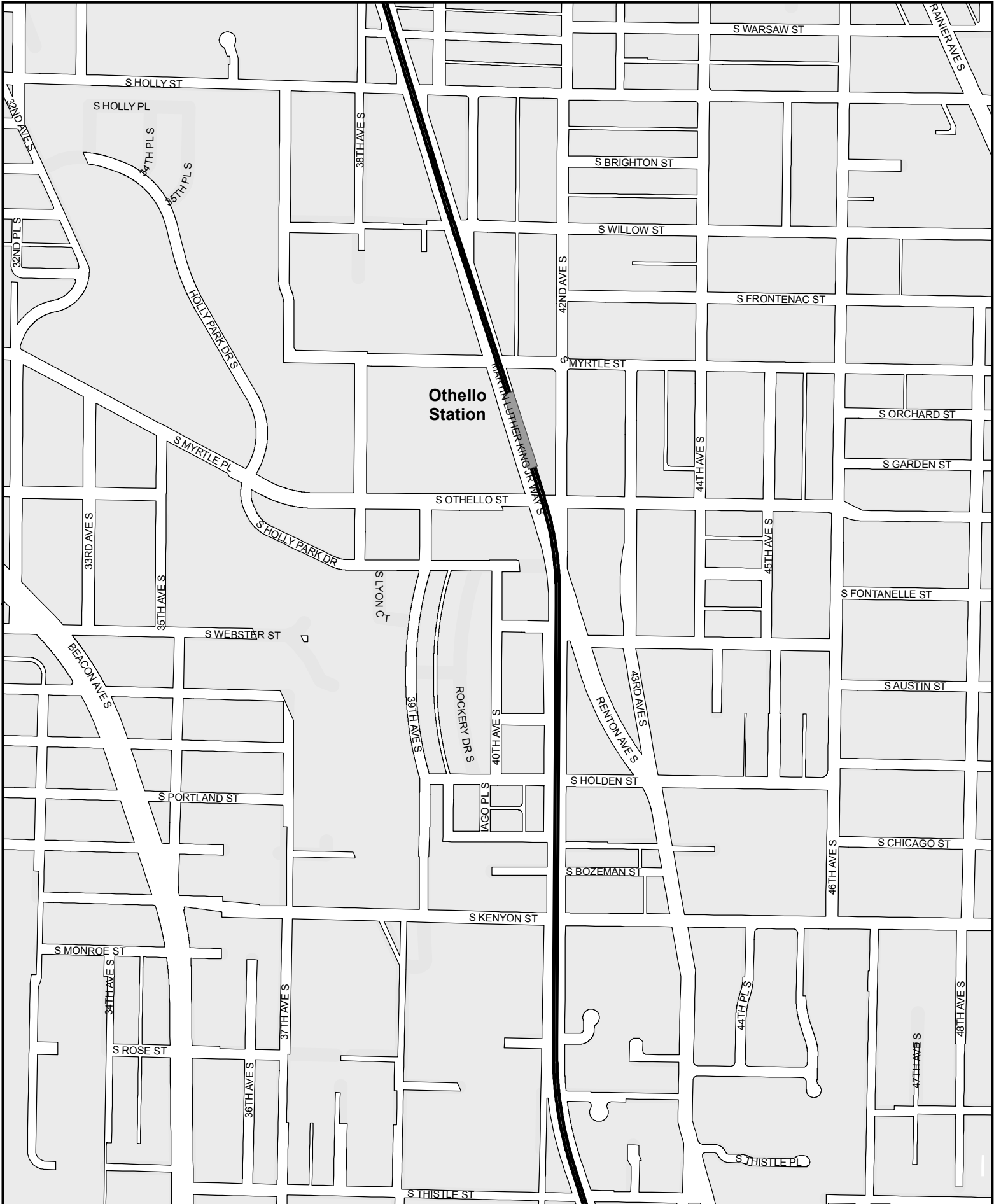
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--- Aerial	
==== Cut and Cover	
— At Grade	
●●●● Retained Cut / Fill	
— Subway	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 19 of 25**



Data source: King County GIS, City of Seattle, Sound Transit GIS
No guarantee of any sort implied, including accuracy, completeness, or fitness for use.
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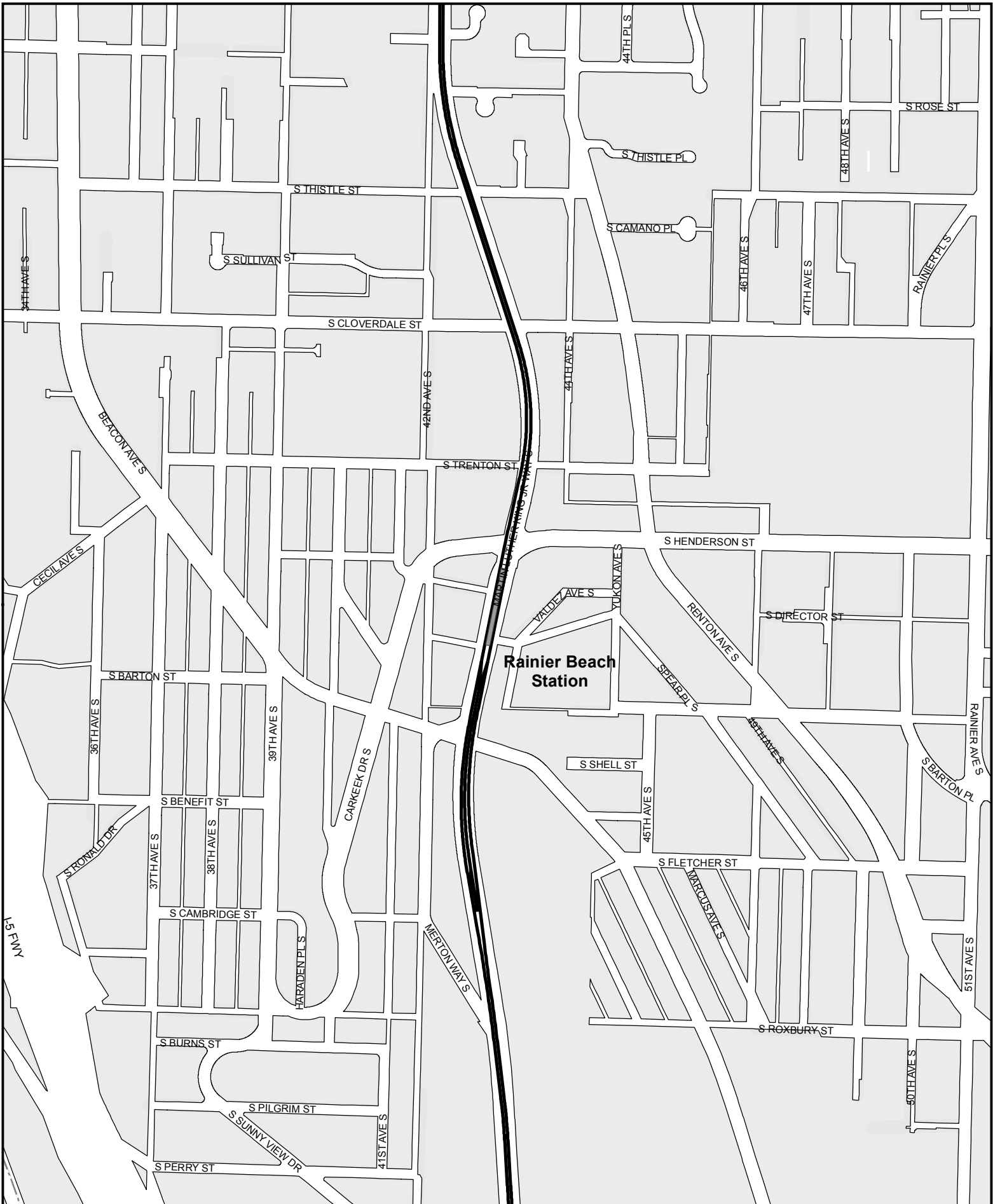
Legend

Light Rail Alignment		Light rail station platform
Aerial	Cut and Cover	Maintenance facility
At Grade	Retained Cut / Fill	Right-of-way
Subway		

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 20 of 25**



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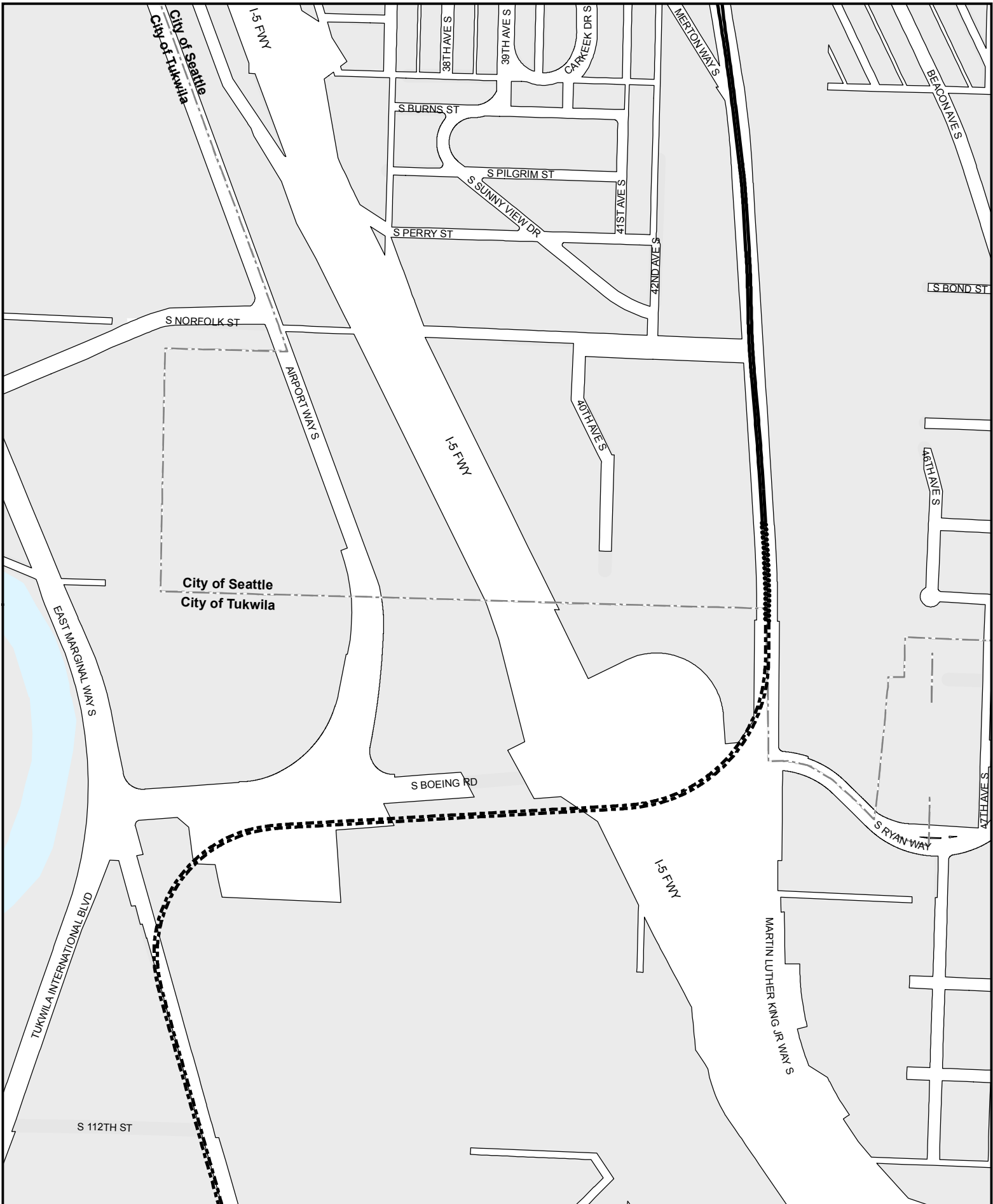
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Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	
Cut and Cover	
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 21 of 25**



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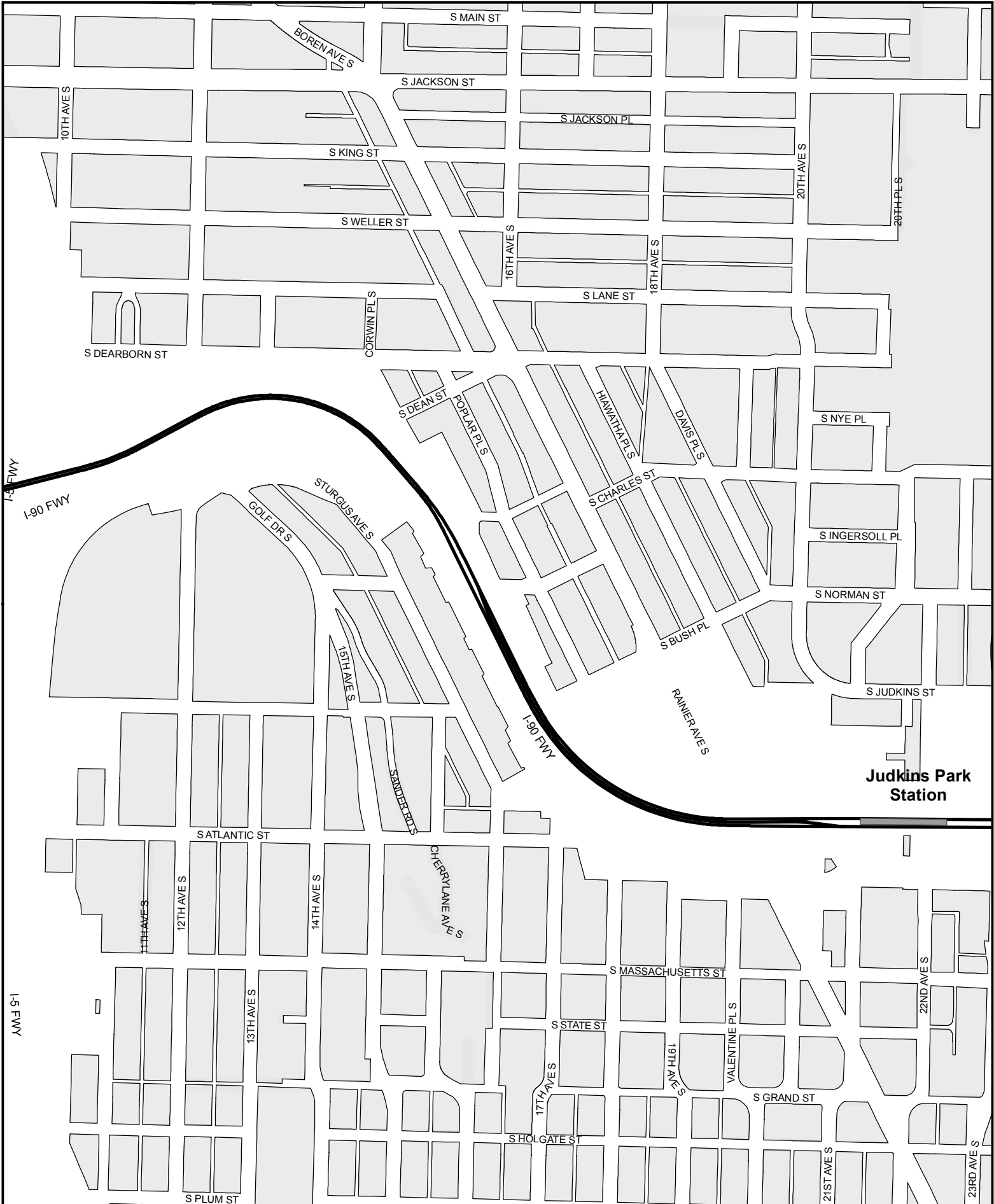


Legend	
Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Subway	Cut and Cover
Retained Cut / Fill	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 22 of 25**



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

Legend

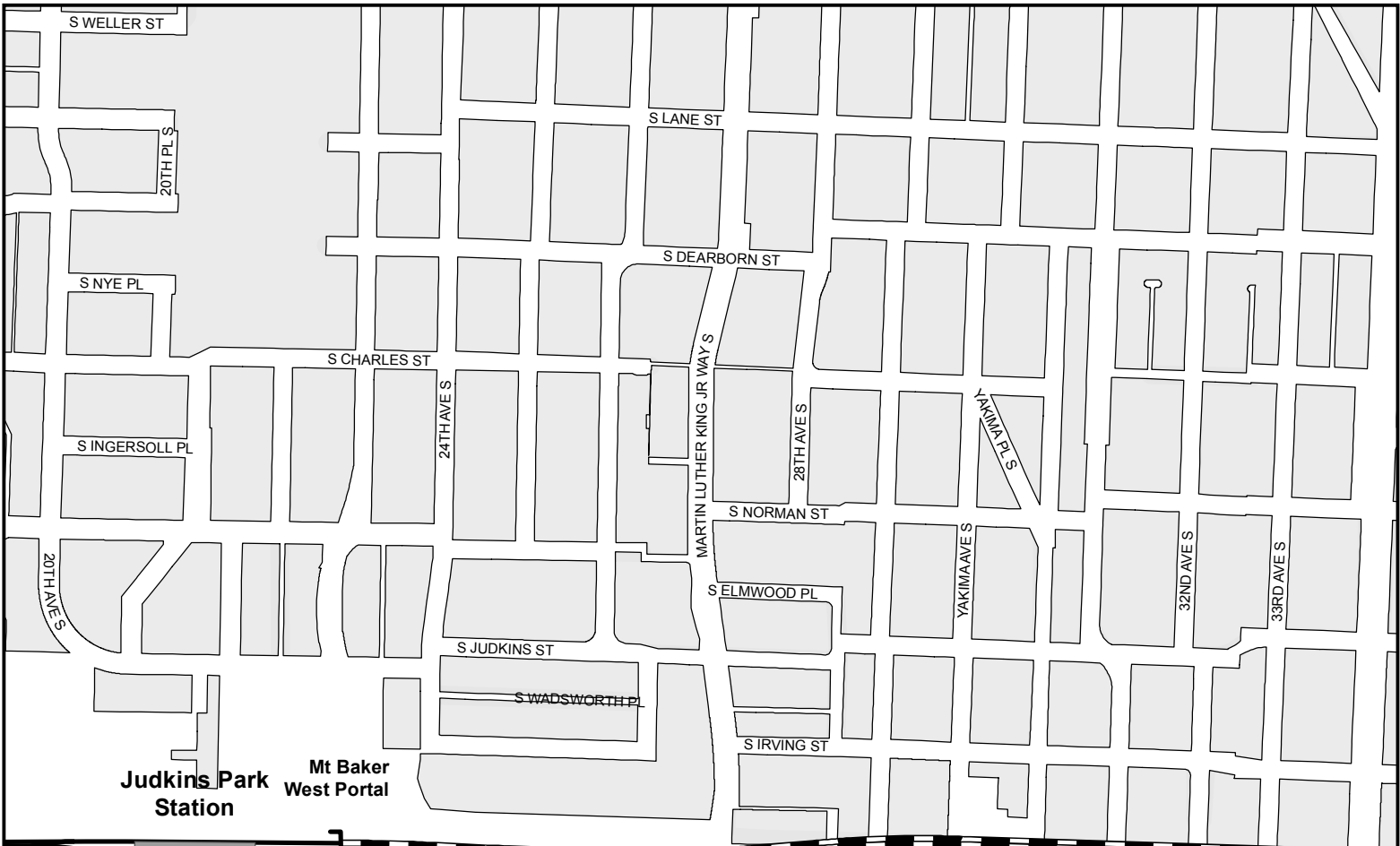
Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location
Map 23 of 25

SOUNDTRANSIT
 October, 2017

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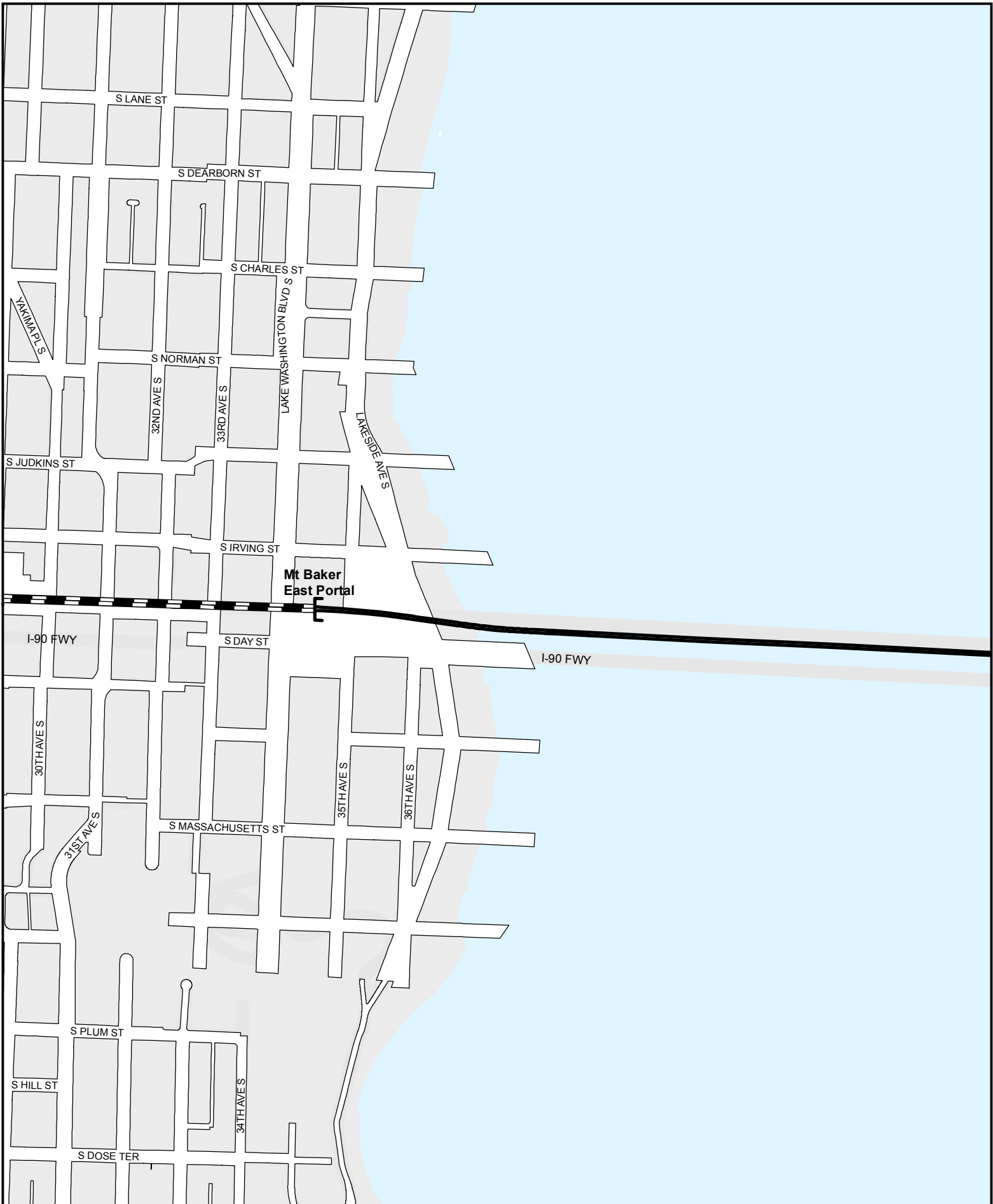
Legend

Light Rail Alignment	Light rail station platform
Aerial	Maintenance facility
At Grade	Right-of-way
Retained Cut / Fill	
Subway	
Cut and Cover	

Exhibit B: Light Rail Alignment, Station Locations, and Maintenance Facility Location
Map 24 of 25



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

Aerial	Cut and Cover	Light rail station platform
At Grade	Retained Cut / Fill	Maintenance facility
Subway	Right-of-way	

**Exhibit B: Light Rail Alignment,
Station Locations, and
Maintenance Facility Location
Map 25 of 25**



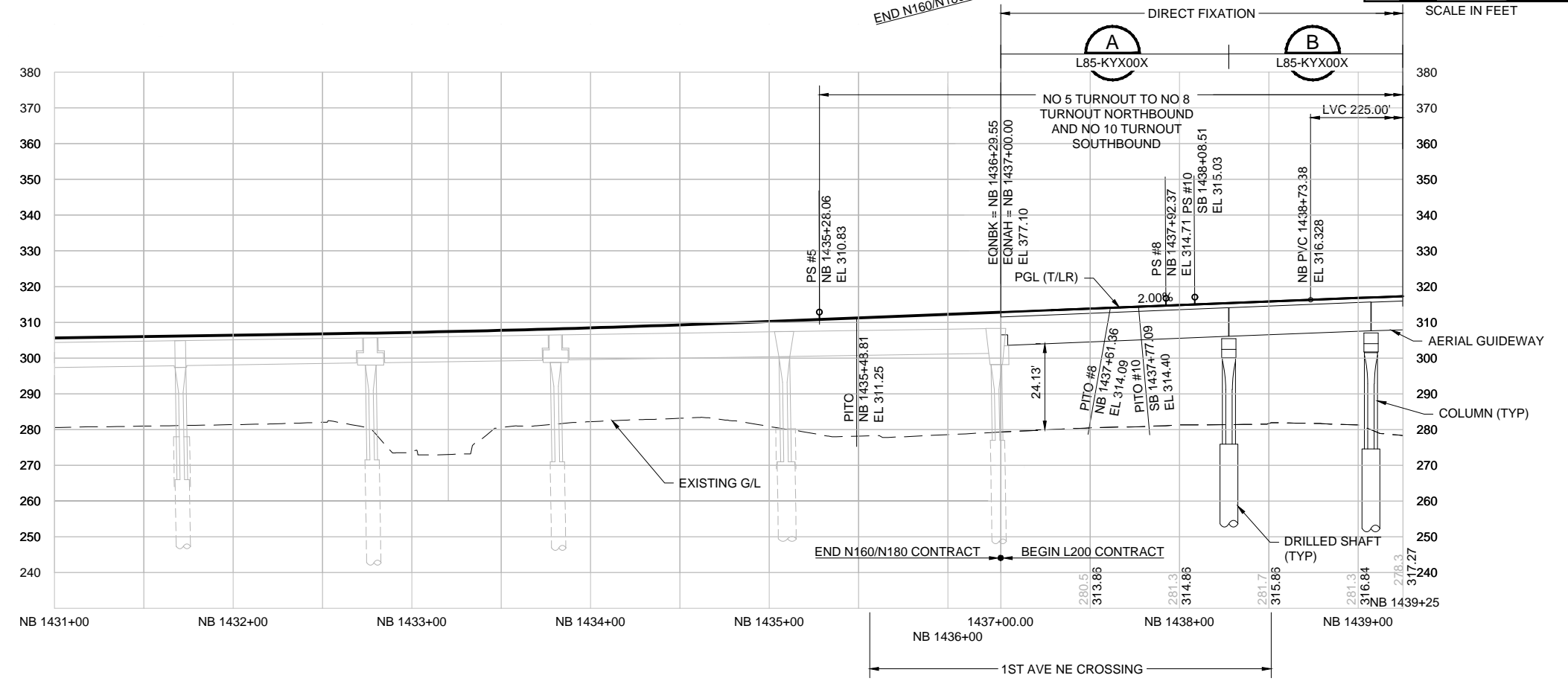
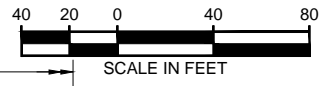
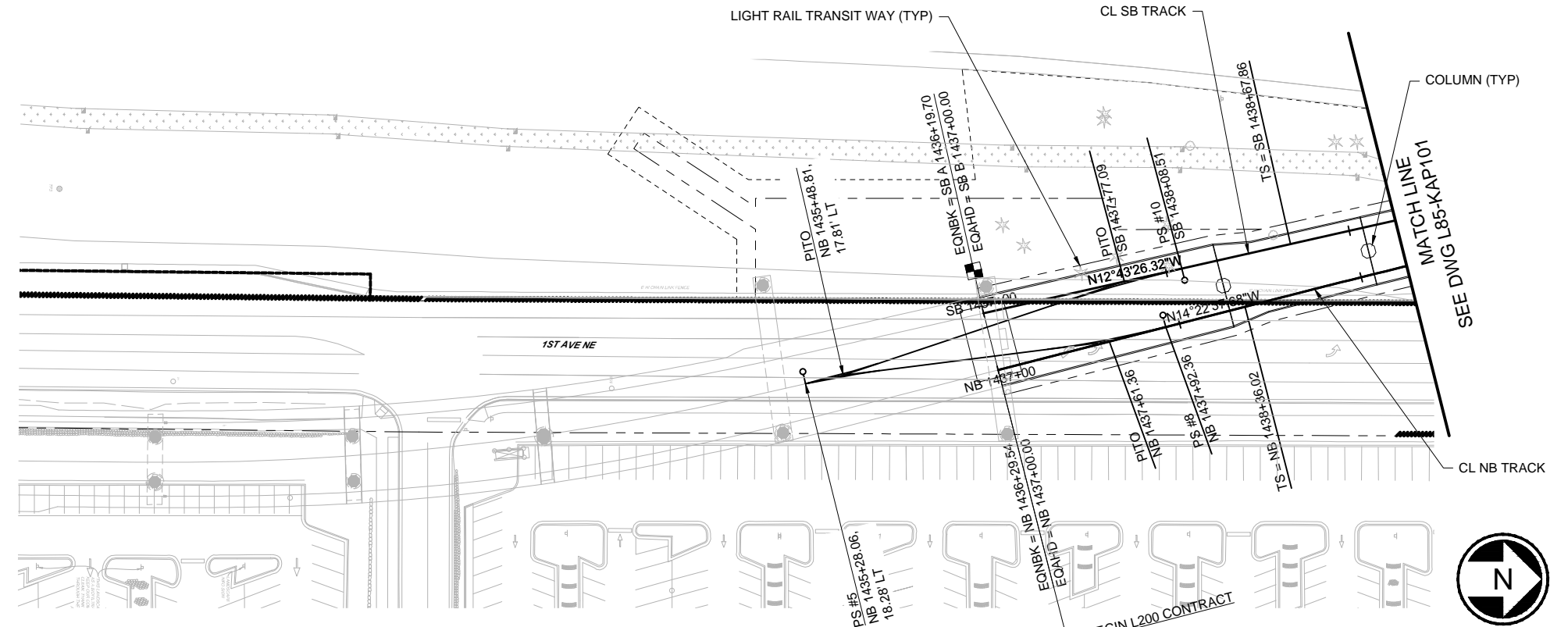
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Exhibit C

Link Light Rail Project Plans and Profile Drawings

<u>Rail Segment in Seattle</u>	<u>Sheet No.</u>
Northgate Link (Northgate Station to University of Washington Station).....	1-23
U-Link (University of Washington to Pine St.).....	24-40
Initial Segment (Pine St. to City Limit – Boeing Access Road).....	41-93
East Link (International District Tunnel Station to Lake Washington, via I-90).....	94-106
Lynnwood Link (Northgate Station to 145th St. Station).....	107-117

Xrefs:
 xl200-GB-TB22x34
 xlLE-SEAT-VBP
 xlLE-SEAT-VRX
 xl200-L85-SEP100
 xl200-L85-SEV100
 xl200-G85-GZK040
 xl200-L85-SAV100
 xl200-L85-KAV100
 xl200-L85-KAP100
 xl200-L85-KWP100
 xl200-L85-RFP100
 xlLE-STREET-NAMES
 GB-SEAL-DGC49030
 xlLE-SEAT-WG
 xlLE-SHLN-WG
 xl200-L85-JOP100
 xl200-L85-SZP100
 xlLE-N180-KAP100
 NB0_L10_KA-R
 xNLE-Mapping
 X408ef
 X398cn
 X398rx
 X398ef
 X408cn
 X408rx
 xNLE-N160-SEP100
 NB0_L07_SK-R



60% SUBMITTAL

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



LINE IS 1" AT FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP100
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

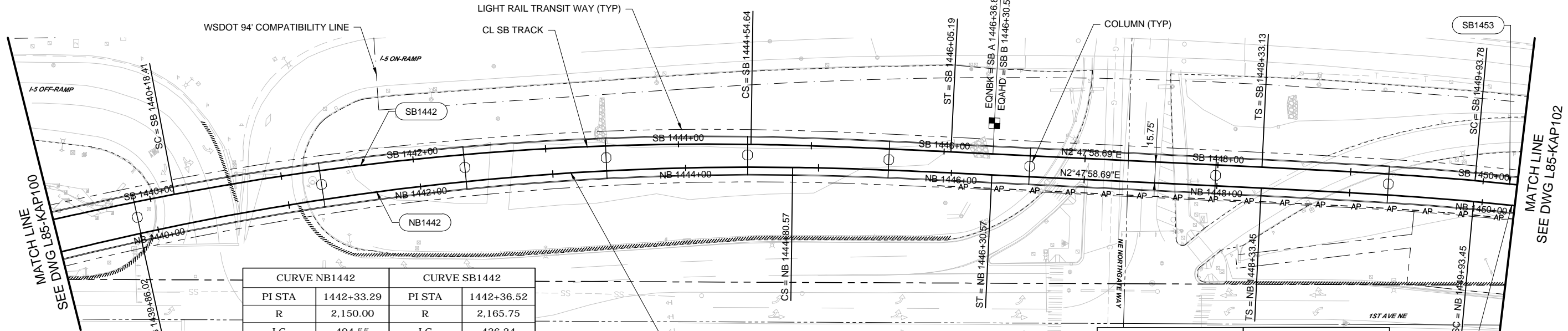
LYNNWOOD LINK EXTENSION
 CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1431+00 TO NB STA 1439+25

DRAWING No.:
L85-KAP100
 LOCATION ID:
SHEET No.:
107
 REV:
0

02/07/17 | 11:14 AM | MARSH | C:\CADD\BIPW\T\MARSH\WEST\IDMS8301\L200-L85-KAP100.DWG

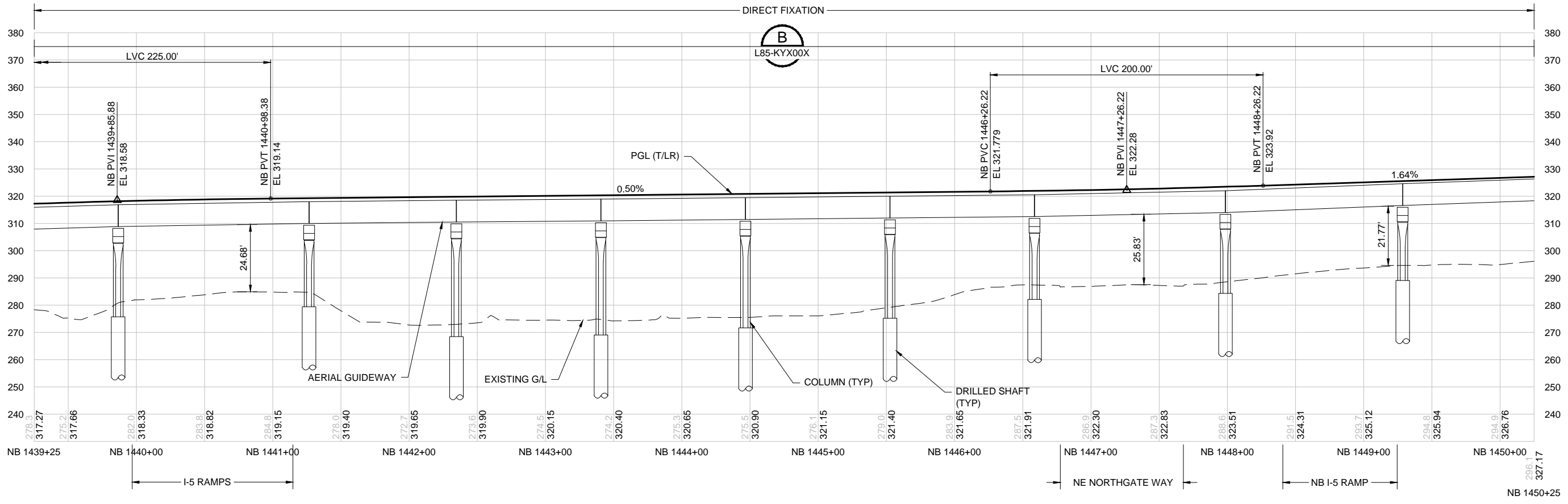
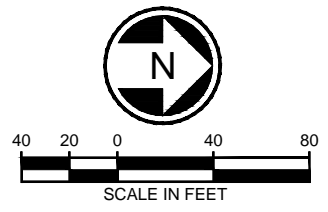
No.	DATE	DSN	CHK	APP	REVISION

Xrefs:
 XL200-GB-TB22x34
 XLE-SEAT-VBP
 XLE-SEAT-VRX
 XL200-L85-SEP100
 XL200-L85-SEV100
 XL200-GBS-62K040
 XL200-L85-SAV100
 XL200-L85-KAV100
 XL200-L85-KAP100
 XL200-L85-KWP100
 XL200-L85-RFP100
 XLE-STREET-NAMES
 GB-SEAL-DGC49030
 XLE-SEAT-WG
 XLE-SHLN-WG
 XL200-L85-JOP100
 XL200-L85-SZP100



	CURVE NB1442		CURVE SB1442	
PI STA	1442+33.29		PI STA	1442+36.52
R	2,150.00		R	2,165.75
LC	494.55		LC	436.24
LS1	150.00		LS1	150.55
LS2	150.00		LS2	150.55
Ea	3.25"		Ea	3.25"
Eu	2.31"		Eu	2.27"
V	55 MPH		V	55 MPH

	CURVE NB1453		CURVE SB1453	
PI STA	1453+80.29		PI STA	1453+84.06
R	1,950.00		R	1,965.75
LC	773.67		LC	780.57
LS1	160.00		LS1	160.65
LS2	160.00		LS2	160.65
Ea	3.50"		Ea	3.50"
Eu	2.63"		Eu	2.58"
V	55 MPH		V	55 MPH



60% SUBMITTAL
 PRELIMINARY NOT
 FOR CONSTRUCTION

DESIGNED BY:
 T. MARSH
 DRAWN BY:
 A. VU
 CHECKED BY:
 A. SMITH
 APPROVED BY:
 D. CERNEY



SUBMITTED BY:
 K. COLLINS

DATE:
 02/21/2017

REVIEWED BY:
 J. THEODORE

DATE:
 02/21/2017

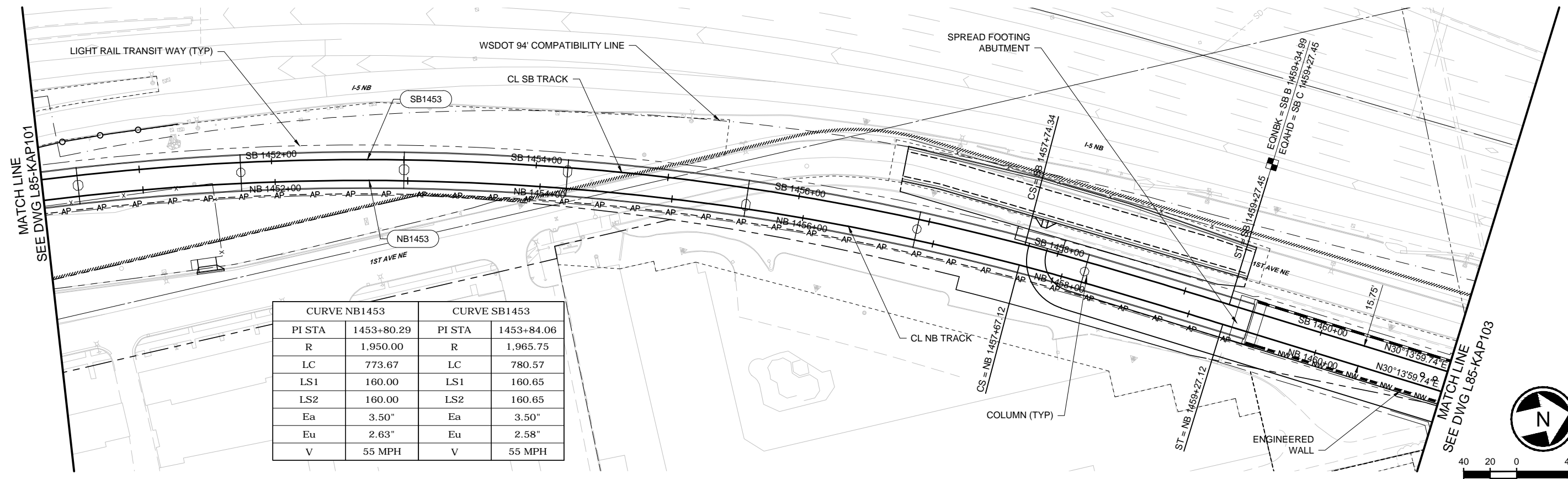
SCALE:
 H: 1" = 40'; V: 1" = 20'
 FILENAME:
 L200-L85-KAP101
 CONTRACT No.:
 RTA / CN 0079-15
 DATE:
 02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1439+25 TO NB STA 1450+25

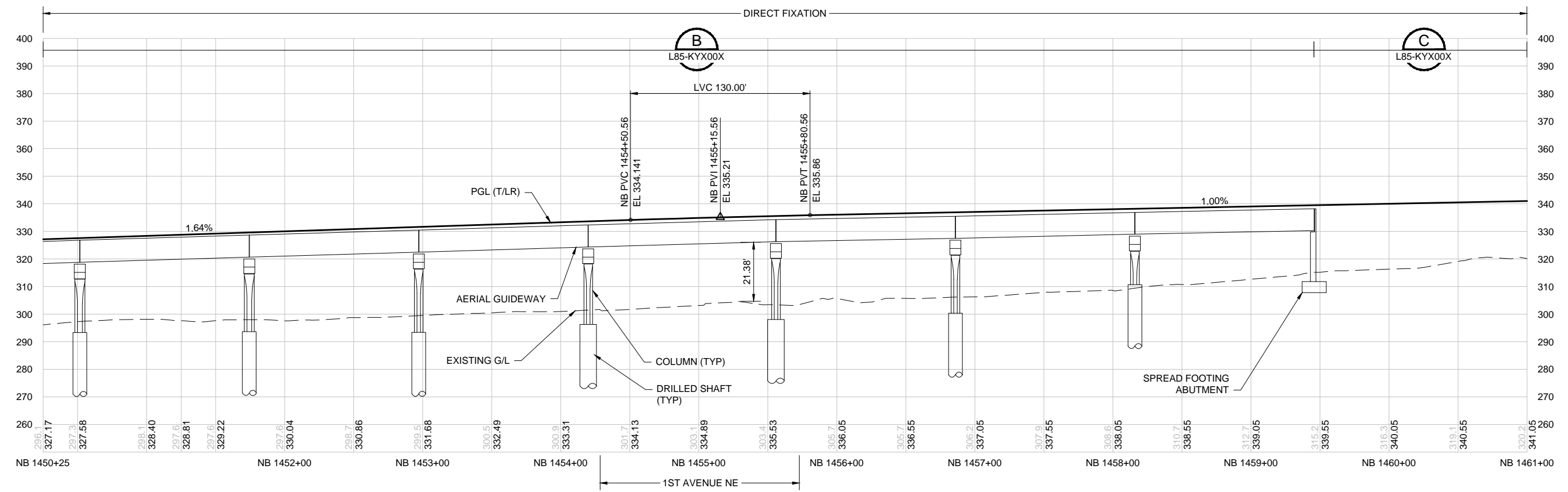
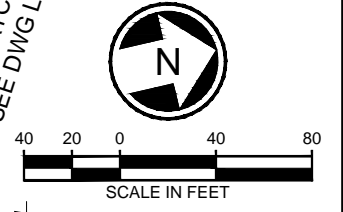
DRAWING No.:
L85-KAP101
 LOCATION ID:
 SHEET No.:
108
 REV:
 0

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 02/06/17 | 2:28 PM | VUAS

Xrefs:
 xl200-GB-TB22x34
 xlLE-SEAT-VBP
 xlLE-SEAT-VRX
 xl200-L85-SEP100
 xl200-L85-SEV100
 xl200-GBS-G7K040
 xl200-L85-KWP100
 xl200-L85-KAV100
 xl200-L85-CJP100
 xl200-L85-CP100
 xl200-L85-KAP100
 xl200-L85-SAV100
 xl200-L85-RPP100
 GB-SEAL-DGC49030
 xlLE-SEAT-WG
 xlLE-SHLN-WG
 xl200-L85-JOP100
 xl200-L85-SZP100



	CURVE NB1453		CURVE SB1453	
PI STA	1453+80.29	PI STA	1453+84.06	
R	1,950.00	R	1,965.75	
LC	773.67	LC	780.57	
LS1	160.00	LS1	160.65	
LS2	160.00	LS2	160.65	
Ea	3.50"	Ea	3.50"	
Eu	2.63"	Eu	2.58"	
V	55 MPH	V	55 MPH	



02/06/17 | 2:29 PM | VU43
 C:\CADD\BIP\WU\WEST\DN\S8014\200-L85-KAP102.DWG

60% SUBMITTAL
 PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



SUBMITTED BY:
K. COLLINS

DATE:
02/21/2017

REVIEWED BY:
J. THEODORE



DATE:
02/21/2017

SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP102
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1450+25 TO NB STA 1461+00

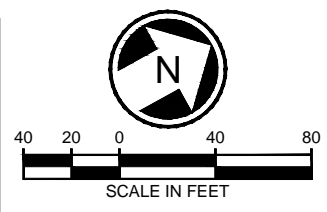
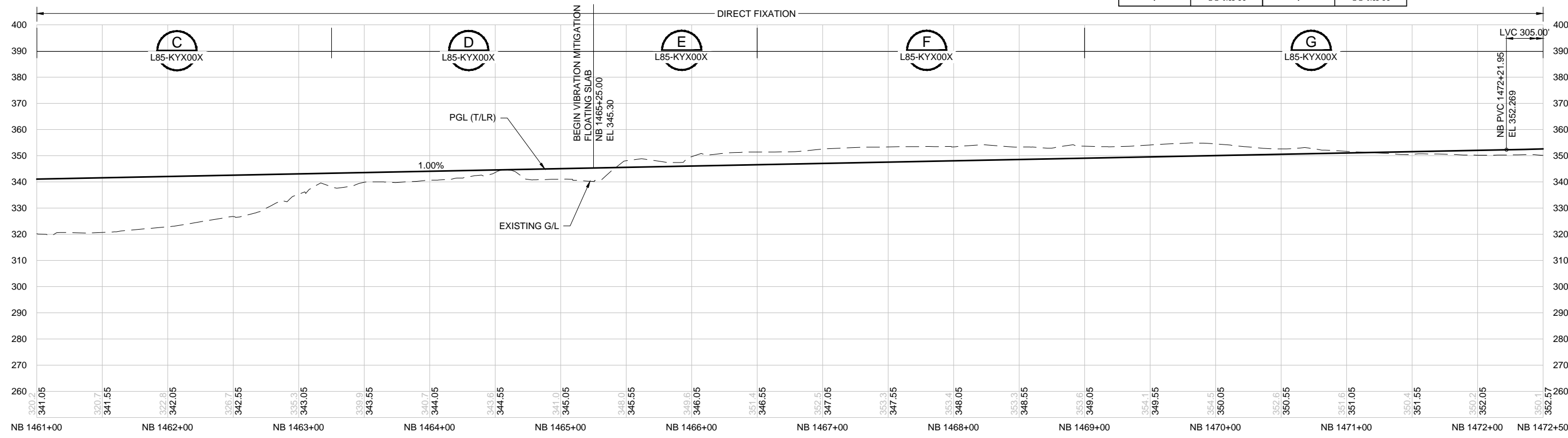
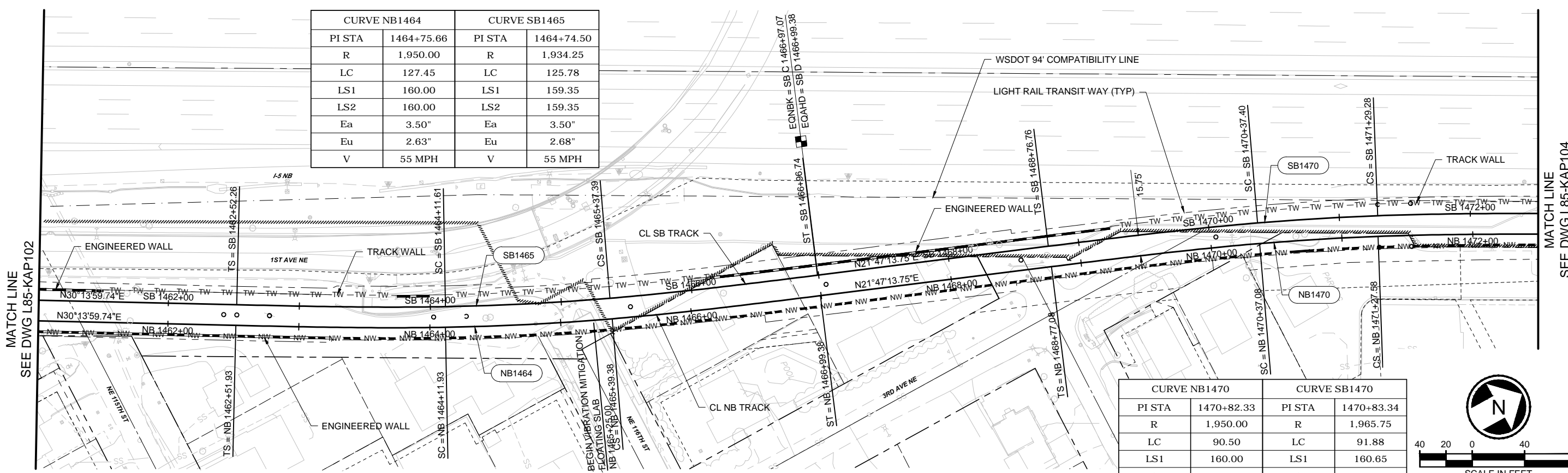
DRAWING No.:
L85-KAP102
 LOCATION ID:
SHEET No.: **109** REV: **0**

No.	DATE	DSN	CHK	APP	REVISION

Xrefs:
 XL200-GB-TB22x34
 XLE-SEAT-VBP
 XLE-SEAT-VRX
 XL200-L85-SEP100
 XL200-L85-SEV100
 XL200-GBS-62x040
 XL200-L85-CJP100
 XL200-L85-KAP100
 XL200-L85-KWP100
 XL200-L85-RPP100
 XLE-STREET-NAMES
 GB-SEAL-DCC49030
 XLE-SEAT-WG
 XLE-SALN-WG
 XL200-L85-OP100
 XL200-L85-SZP100

CURVE NB1464		CURVE SB1465	
PI STA	1464+75.66	PI STA	1464+74.50
R	1,950.00	R	1,934.25
LC	127.45	LC	125.78
LS1	160.00	LS1	159.35
LS2	160.00	LS2	159.35
Ea	3.50"	Ea	3.50"
Eu	2.63"	Eu	2.68"
V	55 MPH	V	55 MPH

CURVE NB1470		CURVE SB1470	
PI STA	1470+82.33	PI STA	1470+83.34
R	1,950.00	R	1,965.75
LC	90.50	LC	91.88
LS1	160.00	LS1	160.65
LS2	160.00	LS2	160.65
Ea	3.50"	Ea	3.50"
Eu	2.63"	Eu	2.58"
V	55 MPH	V	55 MPH



02/06/17 | 2:32 PM | VU43
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60% SUBMITTAL
 PRELIMINARY NOT
 FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



LINE IS 1" AT
FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP103
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1461+00 TO NB STA 1472+50

DRAWING No.:
L85-KAP103
 LOCATION ID:
 SHEET No.: **110** REV: **0**

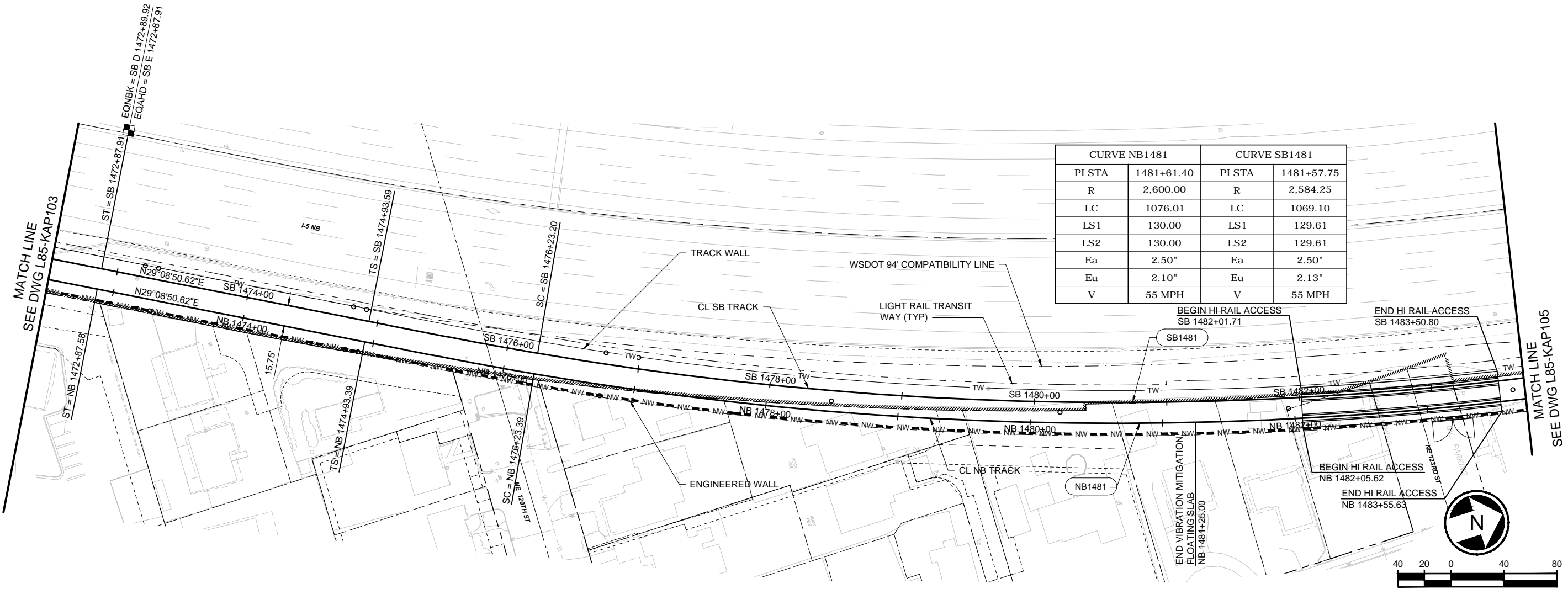
SUBMITTED BY:
K. COLLINS

DATE:
02/21/2017

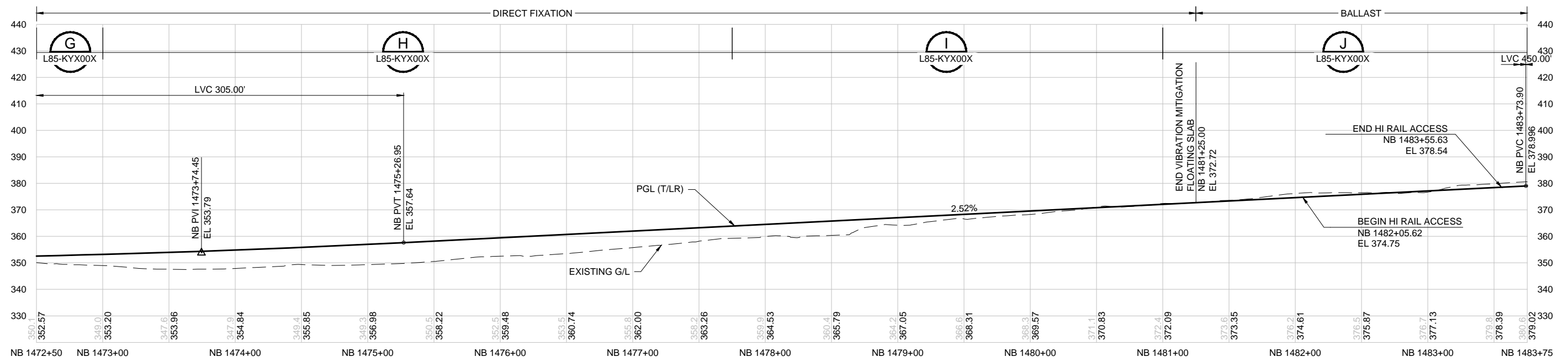
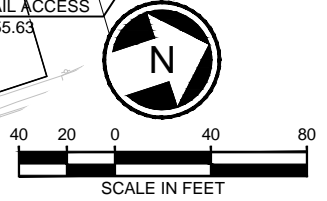
REVIEWED BY:
J. THEODORE

DATE:
02/21/2017

Xrefs:
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 xlLE-SEAT-VBP
 xlLE-SEAT-VRX
 xl200-GB-G2K040
 xl200-L85-SEV100
 xl200-L85-KAP100
 xl200-L85-KAV100
 xl200-L85-KWP100
 xl200-L85-SEP100
 xl200-L85-RPP100
 xlLE-STREET-NAMES
 GB-SEAL-DCC49030
 xlLE-SEAT-WG
 xlLE-SALN-WC
 xl200-L85-UP100
 xl200-L85-SZP100



CURVE NB1481		CURVE SB1481	
PI STA	1481+61.40	PI STA	1481+57.75
R	2,600.00	R	2,584.25
LC	1076.01	LC	1069.10
LS1	130.00	LS1	129.61
LS2	130.00	LS2	129.61
Ea	2.50"	Ea	2.50"
Eu	2.10"	Eu	2.13"
V	55 MPH	V	55 MPH



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60% SUBMITTAL

PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



LINE IS 1" AT FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP104
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1472+50 TO NB STA 1483+75

DRAWING No.:
L85-KAP104
 LOCATION ID:
 SHEET No.: **111** REV: **0**

No.	DATE	DSN	CHK	APP	REVISION

SUBMITTED BY:
K. COLLINS

DATE:
02/21/2017

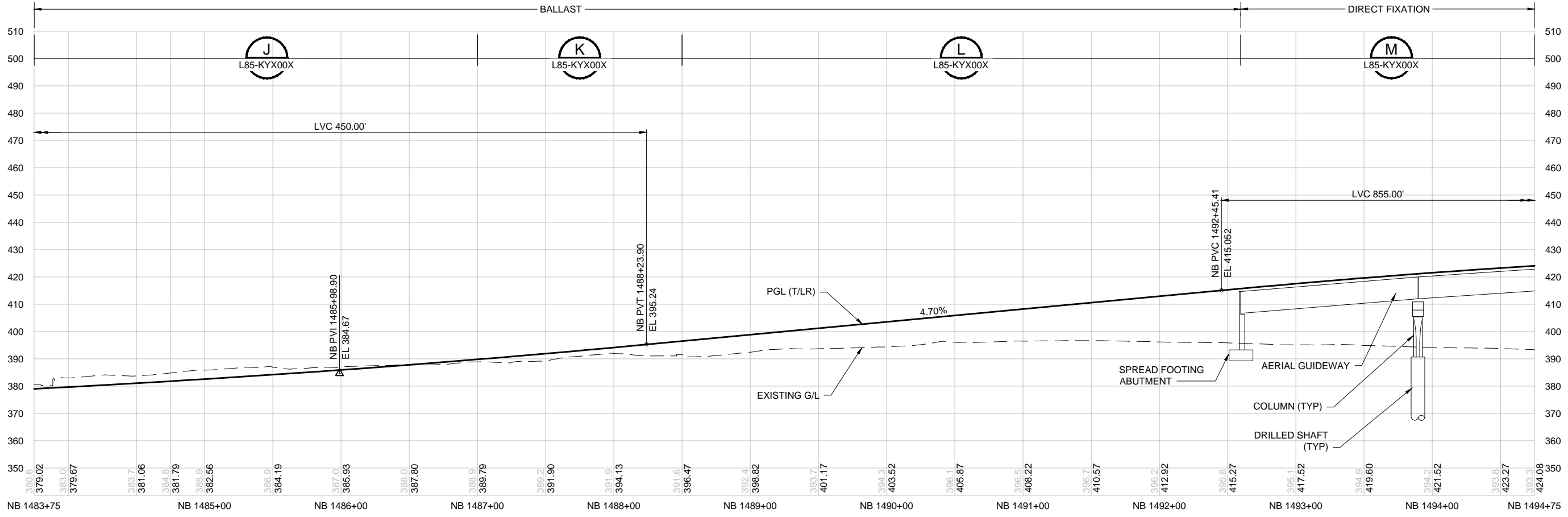
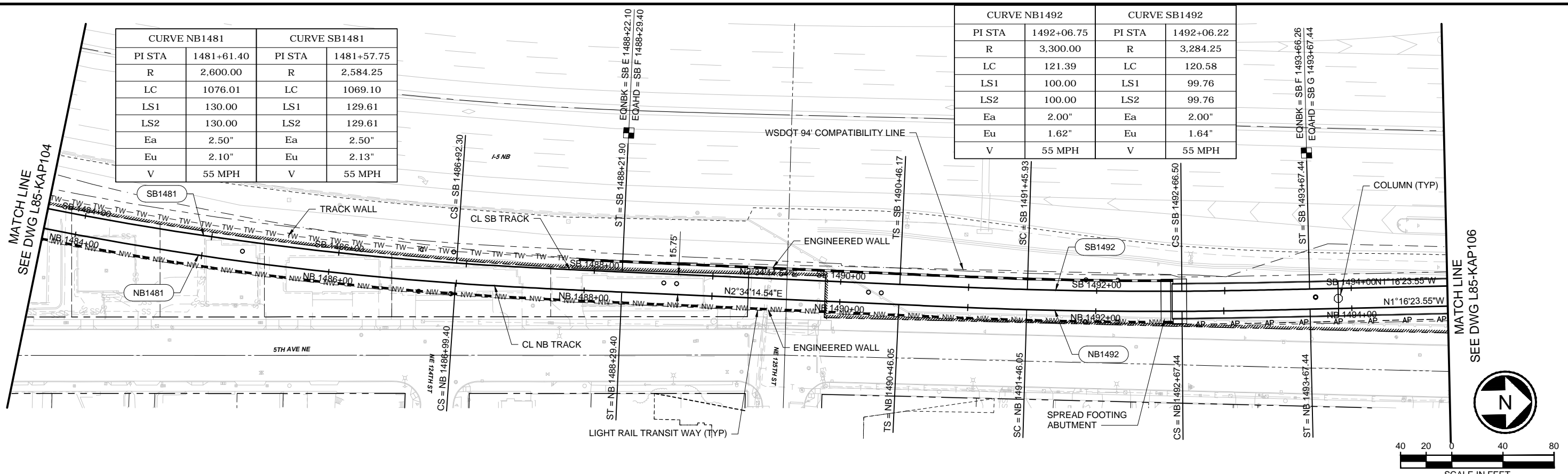
REVIEWED BY:
J. THEODORE

DATE:
02/21/2017

Xrefs:
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 xl200-L85-CJP100
 xl200-L85-KAP100
 xl200-L85-KAV100
 xl200-L85-KWP100
 xl200-85-RFP100
 GB-SEAL-DCC49030
 xlLE-SEAT-WG
 xlLE-SALN-WG
 xl200-L85-JOP100
 xl200-L85-SZP100

CURVE NB1481		CURVE SB1481	
PI STA	1481+61.40	PI STA	1481+57.75
R	2,600.00	R	2,584.25
LC	1076.01	LC	1069.10
LS1	130.00	LS1	129.61
LS2	130.00	LS2	129.61
Ea	2.50"	Ea	2.50"
Eu	2.10"	Eu	2.13"
V	55 MPH	V	55 MPH

CURVE NB1492		CURVE SB1492	
PI STA	1492+06.75	PI STA	1492+06.22
R	3,300.00	R	3,284.25
LC	121.39	LC	120.58
LS1	100.00	LS1	99.76
LS2	100.00	LS2	99.76
Ea	2.00"	Ea	2.00"
Eu	1.62"	Eu	1.64"
V	55 MPH	V	55 MPH



60% SUBMITTAL
 PRELIMINARY NOT
 FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



LINE IS 1" AT FULL SCALE



SCALE:
 H: 1" = 40'; V: 1" = 20'
 FILENAME:
 L200-L85-KAP105
 CONTRACT No.:
 RTA / CN 0079-15
 DATE:
 02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1483+75 TO NB STA 1494+75

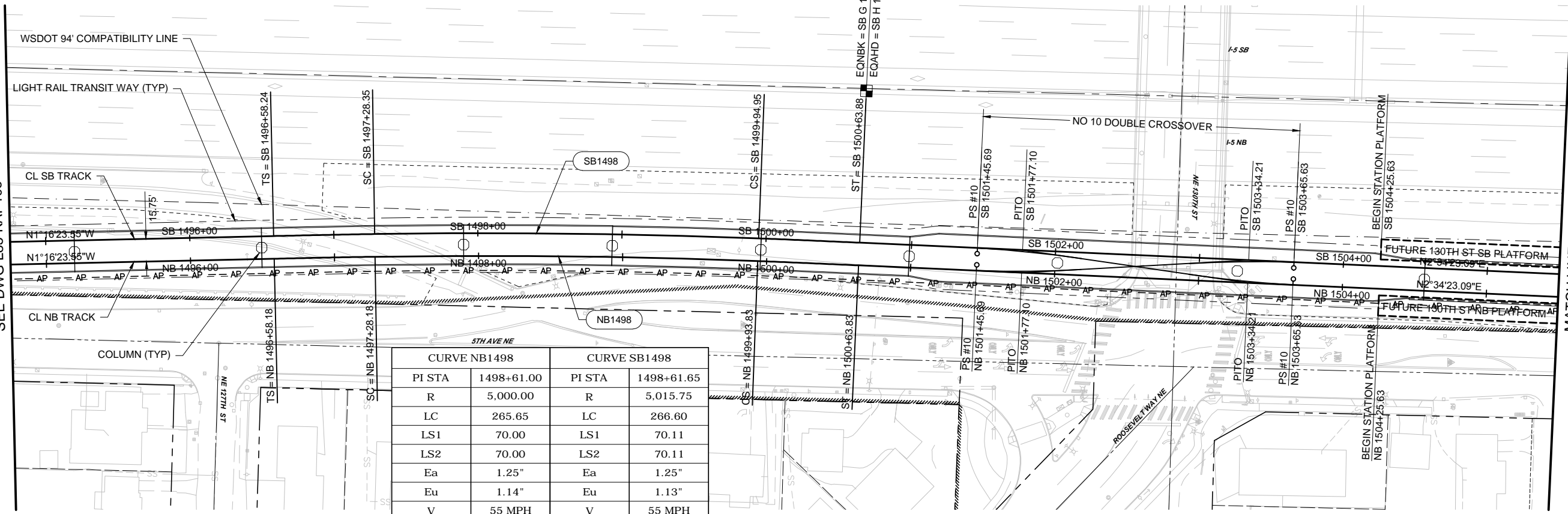
DRAWING No.:
L85-KAP105
 LOCATION ID:
 SHEET No.: **112** REV: **0**

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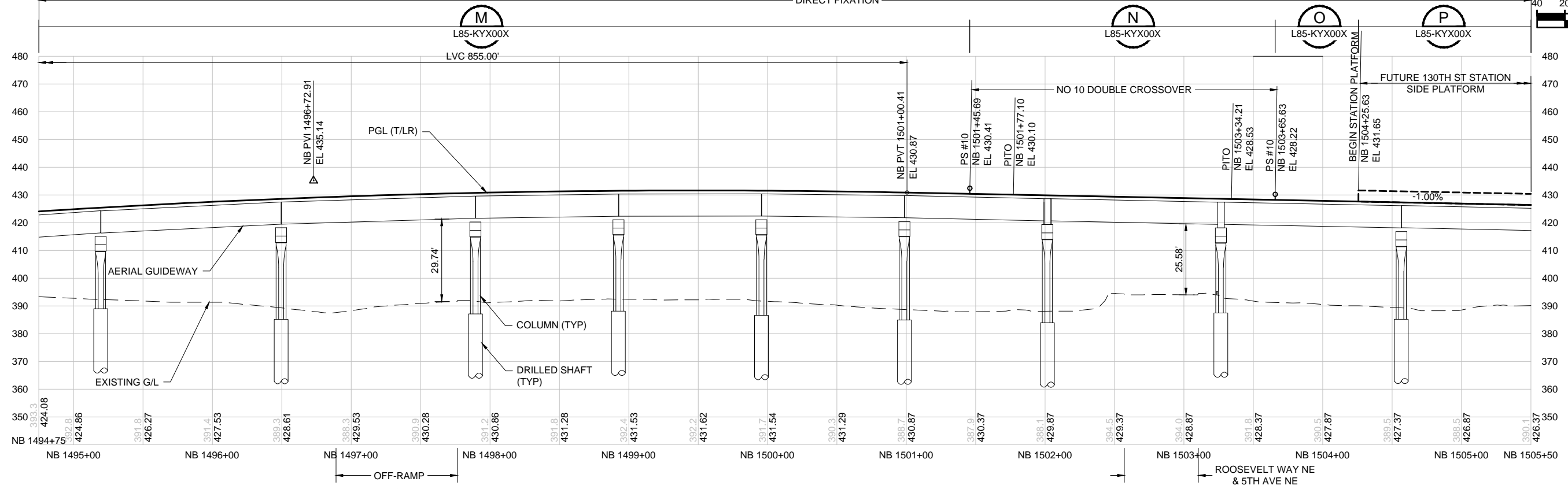
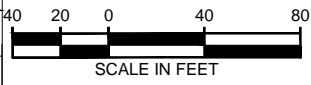
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 xl200-85-RFP100
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 GB-SEAL-DOC49030
 xlLE-SEAT-WG
 xlLE-SHLN-WG
 xl200-L85-JOP100
 xl200-L85-SZP100

MATCH LINE
 SEE DWG L85-KAP105

MATCH LINE
 SEE DWG L85-KAP107



CURVE NB1498		CURVE SB1498	
PI STA	1498+61.00	PI STA	1498+61.65
R	5,000.00	R	5,015.75
LC	265.65	LC	266.60
LS1	70.00	LS1	70.11
LS2	70.00	LS2	70.11
Ea	1.25"	Ea	1.25"
Eu	1.14"	Eu	1.13"
V	55 MPH	V	55 MPH



60% SUBMITTAL
 PRELIMINARY NOT
 FOR CONSTRUCTION

DESIGNED BY:
 T. MARSH
 DRAWN BY:
 A. VU
 CHECKED BY:
 A. SMITH
 APPROVED BY:
 D. CERNEY



SCALE:
 H: 1" = 40'; V: 1" = 20'
 FILENAME:
 L200-L85-KAP106
 CONTRACT No.:
 RTA / CN 0079-15
 DATE:
 02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1494+75 TO NB STA 1505+50

DRAWING No.:
L85-KAP106
 LOCATION ID:
 SHEET No.: **113** REV: **0**

02/07/17 | 9:33 AM | VUAS
 C:\CADD\BIP\W\U\WEST\DM\86014\1200-L85-KAP106.DWG

No.	DATE	DSN	CHK	APP	REVISION

SUBMITTED BY:
 K. COLLINS

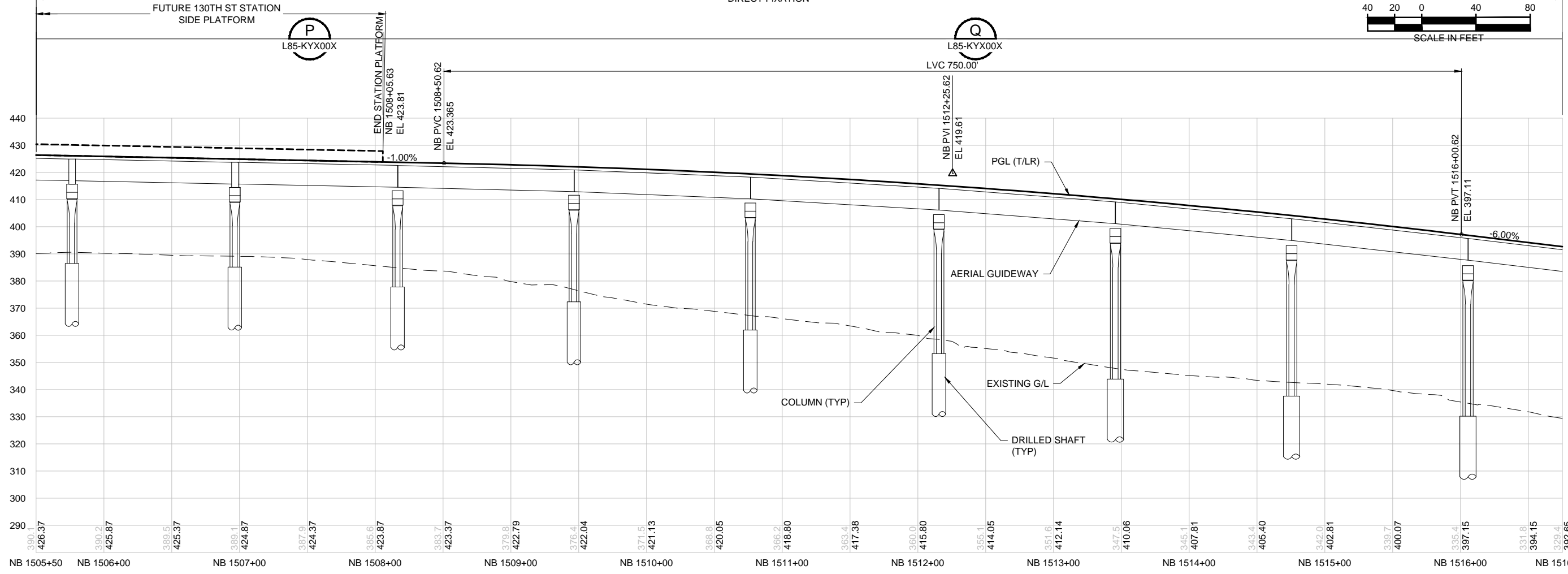
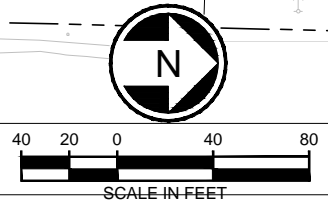
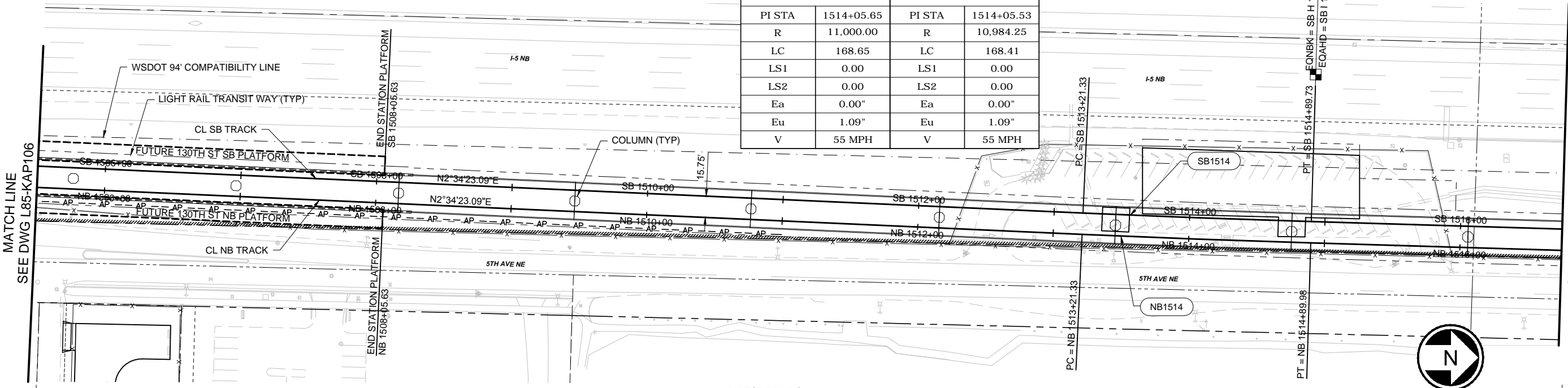
DATE:
 02/21/2017

REVIEWED BY:
 J. THEODORE

DATE:
 02/21/2017

Xrefs:
 xl200-GB-TB22x34
 xlLE-SEAT-VBP
 xlLE-SEAT-VRX
 xl200-L85-SEP100
 xl200-L85-SEV100
 xl200-GBS-62x040
 xl200-L85-CJP100
 xl200-L85-CRP100
 xl200-L85-KWP100
 xl200-L85-KAP100
 xl200-L85-KAV100
 xl200-L85-RPP100
 xlLE-STREET-NAMES
 GB-SEAL-DCC49030
 xlLE-SEAT-VW
 xlLE-SHUN-WG
 xl200-L85-JOP100
 xl200-L85-SZP100

CURVE NB1514		CURVE SB1514	
PI STA	1514+05.65	PI STA	1514+05.53
R	11,000.00	R	10,984.25
LC	168.65	LC	168.41
LS1	0.00	LS1	0.00
LS2	0.00	LS2	0.00
Ea	0.00"	Ea	0.00"
Eu	1.09"	Eu	1.09"
V	55 MPH	V	55 MPH



60% SUBMITTAL
 PRELIMINARY NOT
 FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



SUBMITTED BY:
K. COLLINS

DATE:
02/21/2017

REVIEWED BY:
J. THEODORE



DATE:
02/21/2017

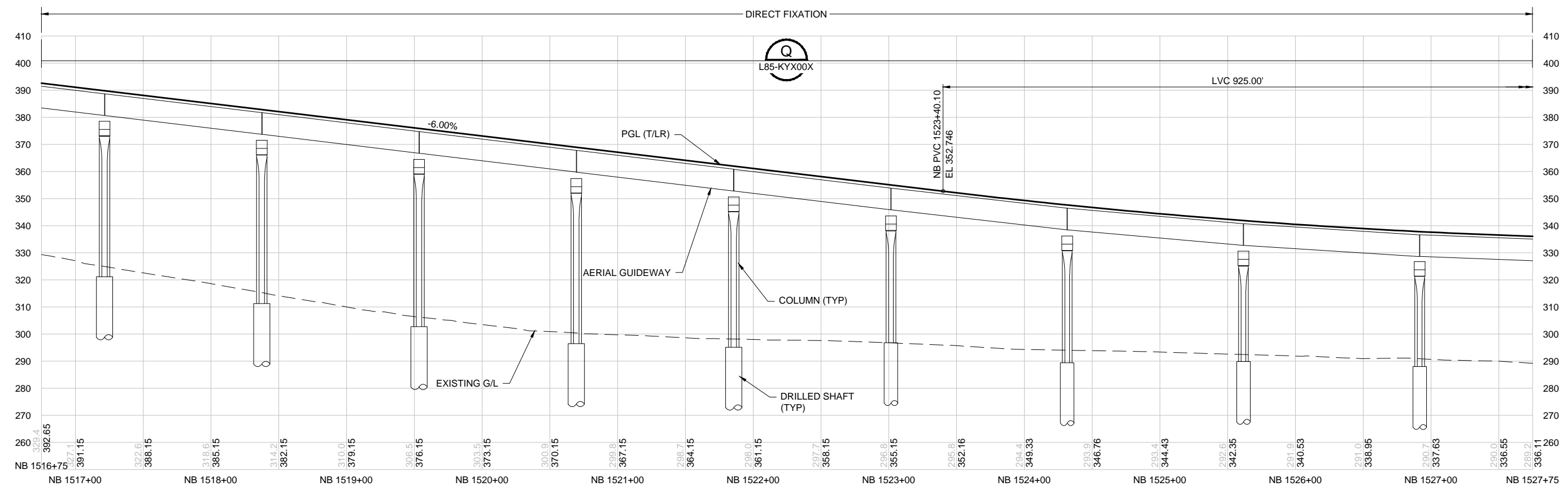
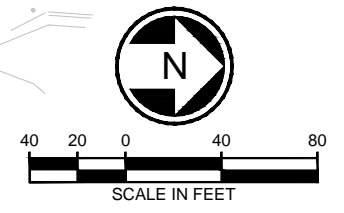
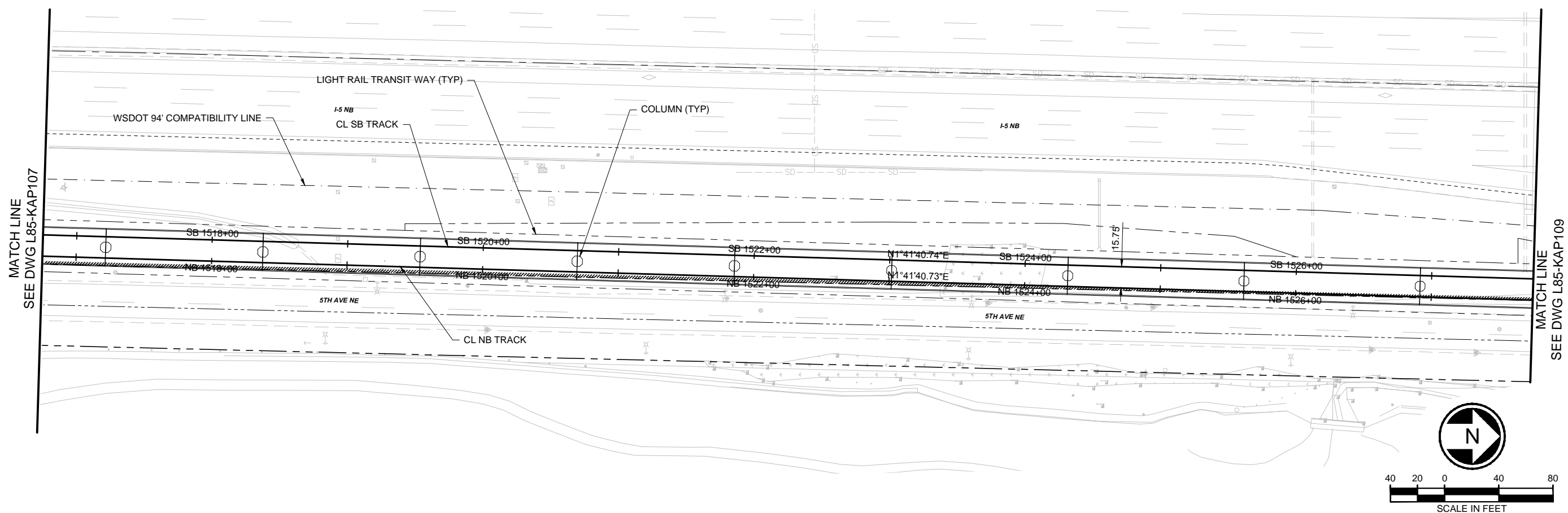
SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP107
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1505+50 TO NB STA 1516+75

DRAWING No.:
L85-KAP107
 LOCATION ID:
 SHEET No.: **114** REV: **0**

02/04/17 | 11:37 AM | VUAS C:\CADD\BIP\WAVU\WEST\DM56014\200-L85-KAP107.DWG

Xrefs:
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 xlLE-SEAT-VBP
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 xl200-L85-SEV100
 xl200-G85-G2xK040
 xl200-L85-CJP100
 xl200-L85-KWP100
 xl200-L85-RPP100
 GB-SEAL-DGC49030
 xlLE-SEAT-WG
 xlLE-SHUN-WG
 xl200-L85-JOP100
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02/04/17 | 12:18 PM | VUA3 C:\CAD\BIP\WAVU\WEST\DM58014\L200-L85-KAP108.DWG

60% SUBMITTAL
 PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



LINE IS 1" AT FULL SCALE



SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP108
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1516+75 TO NB STA 1527+75

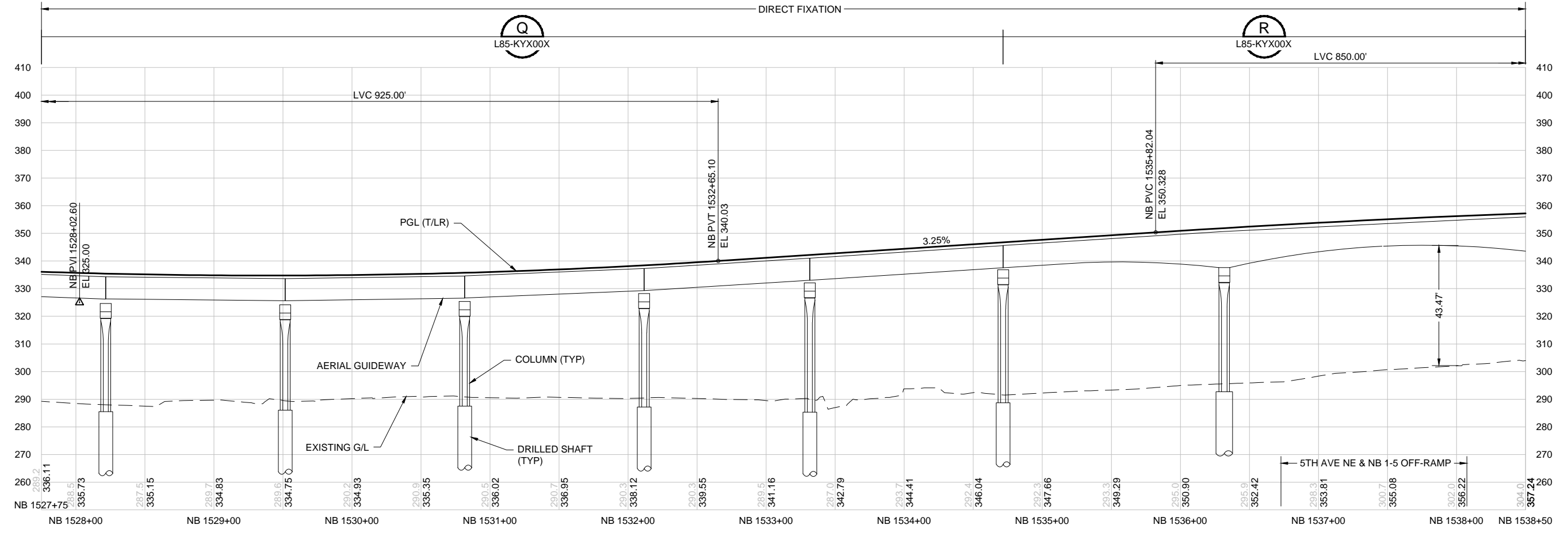
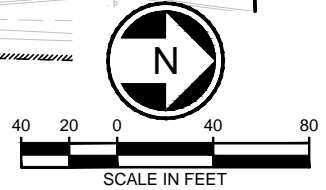
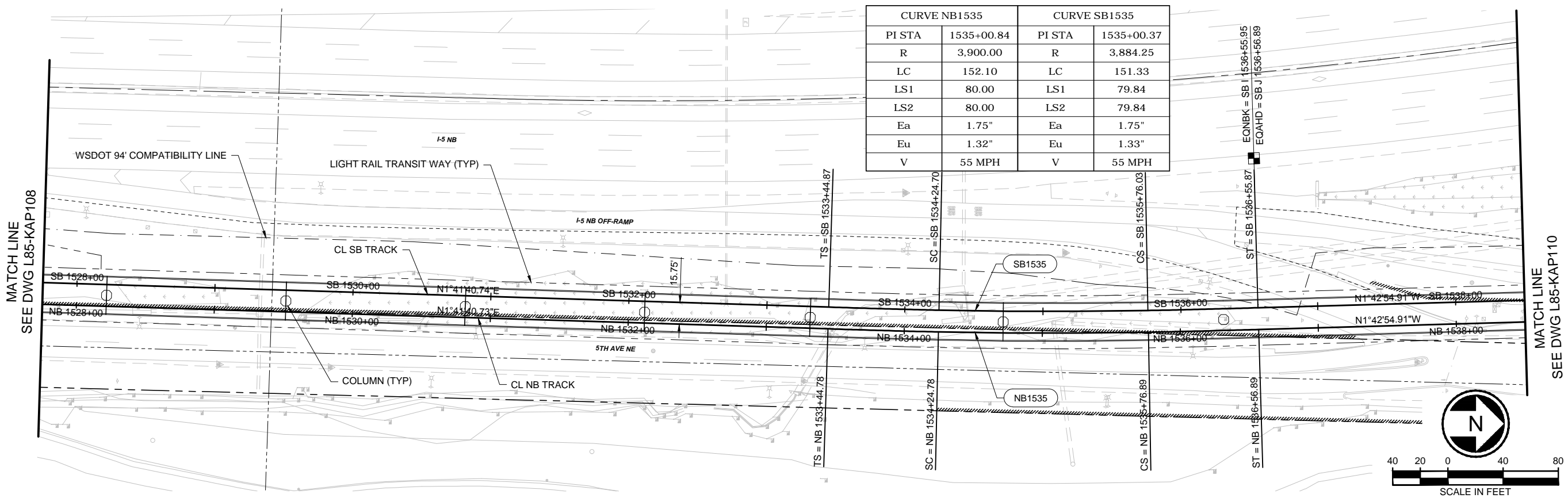
DRAWING No.:
L85-KAP108
 LOCATION ID:
 SHEET No.:
115
 REV:
0

SUBMITTED BY: K. COLLINS
 DATE: 02/21/2017
 REVIEWED BY: J. THEODORE
 DATE: 02/21/2017

No.	DATE	DSN	CHK	APP	REVISION

Xrefs:
 xl200-GB-TB22x34
 xlLE-SEAT-VBP
 xlLE-SEAT-VRX
 xl200-L85-SEP100
 xl200-L85-SEV100
 xl200-G85-G2K040
 xl200-L85-CJP100
 xl200-L85-KWP100
 xl200-L85-RPP100
 xlLE-STREET-NAMES
 GB-SEA-DCG49030
 xlLE-SEAT-VG
 xlLE-SHUN-VG
 xl200-L85-JOP100
 xl200-L85-SZP100

	CURVE NB1535		CURVE SB1535	
PI STA	1535+00.84	PI STA	1535+00.37	
R	3,900.00	R	3,884.25	
LC	152.10	LC	151.33	
LS1	80.00	LS1	79.84	
LS2	80.00	LS2	79.84	
Ea	1.75"	Ea	1.75"	
Eu	1.32"	Eu	1.33"	
V	55 MPH	V	55 MPH	



60% SUBMITTAL
PRELIMINARY NOT FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



LINE IS 1" AT FULL SCALE



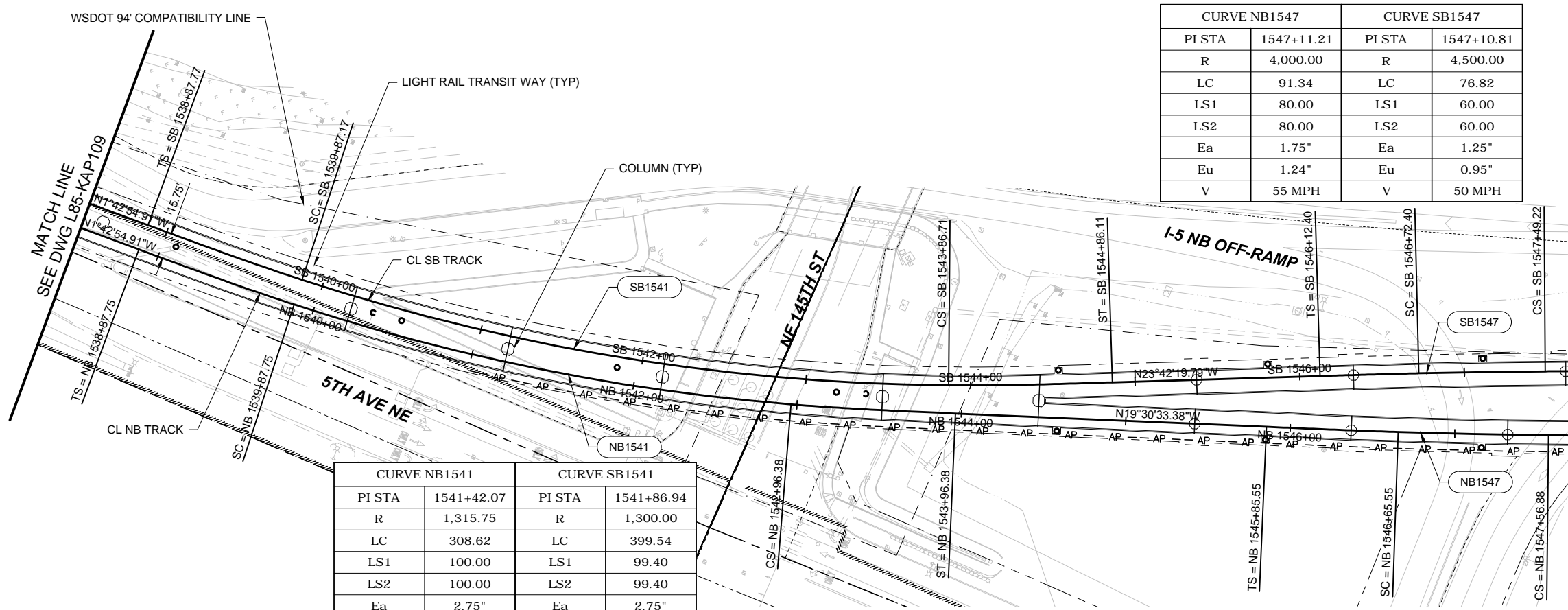
SCALE:
 H: 1" = 40'; V: 1" = 20'
 FILENAME:
 L200-L85-KAP109
 CONTRACT No.:
 RTA / CN 0079-15
 DATE:
 02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1527+75 TO NB STA 1538+50

DRAWING No.:
L85-KAP109
 LOCATION ID:
 SHEET No.: **116** REV: **0**

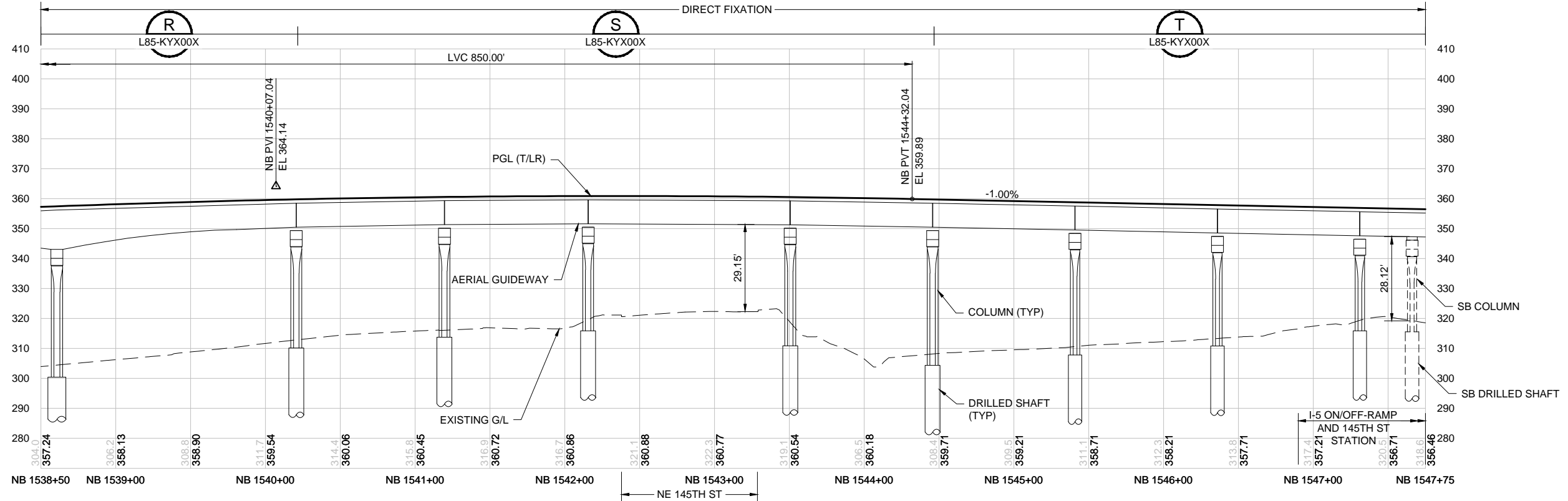
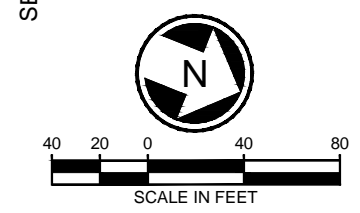
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Xrefs:
 xl200-GB-TB22x34
 xllE-SEAT-VBP
 xllE-SEAT-VRX
 xl200-L85-SEP100
 xl200-L85-SEV100
 xllE-SHLN-VBP
 xllE-SHLN-VRX
 xl200-GBS-C2K040
 xl200-L85-CJP100
 xl200-L85-KWP100
 xl200-BS-RFP100
 xllE-STREET-NAMES
 GB-SEAL-DGC49030
 xllE-SEAT-WG
 xllE-SHLN-WG
 xl200-L85-JOP100
 xl200-L85-SZP100



CURVE NB1547		CURVE SB1547	
PI STA	1547+11.21	PI STA	1547+10.81
R	4,000.00	R	4,500.00
LC	91.34	LC	76.82
LS1	80.00	LS1	60.00
LS2	80.00	LS2	60.00
Ea	1.75"	Ea	1.25"
Eu	1.24"	Eu	0.95"
V	55 MPH	V	50 MPH

CURVE NB1541		CURVE SB1541	
PI STA	1541+42.07	PI STA	1541+86.94
R	1,315.75	R	1,300.00
LC	308.62	LC	399.54
LS1	100.00	LS1	99.40
LS2	100.00	LS2	99.40
Ea	2.75"	Ea	2.75"
Eu	2.06"	Eu	2.12"
V	40 MPH	V	40 MPH



60% SUBMITTAL
 PRELIMINARY NOT
 FOR CONSTRUCTION

DESIGNED BY:
T. MARSH
 DRAWN BY:
A. VU
 CHECKED BY:
A. SMITH
 APPROVED BY:
D. CERNEY



SUBMITTED BY:
K. COLLINS

DATE:
02/21/2017

REVIEWED BY:
J. THEODORE

DATE:
02/21/2017

SCALE:
H: 1" = 40'; V: 1" = 20'
 FILENAME:
L200-L85-KAP110
 CONTRACT No.:
RTA / CN 0079-15
 DATE:
02/21/2017

LYNNWOOD LINK EXTENSION
CONTRACT L200
 NORTHGATE STATION TO NE 200TH STREET
 TRACKWORK
 TRACK PLAN & NORTHBOUND (NB) PROFILE
 NB STA 1538+50 TO NB STA 1547+75

DRAWING No.:
L85-KAP110
 LOCATION ID:
 SHEET No.: **117** REV: **0**

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