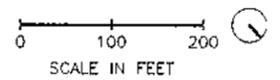


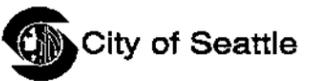
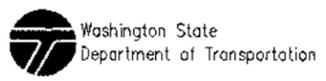
PLOTTING DATE : 030204

NOTE:
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PROJECT BOUNDARY CONTINUOUS TO 5TH AVE.



NOTE:
STRUCTURES AND STREET CHANNELIZATION SHOWN
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IMPROVEMENTS WITHIN THE PROJECT AREA

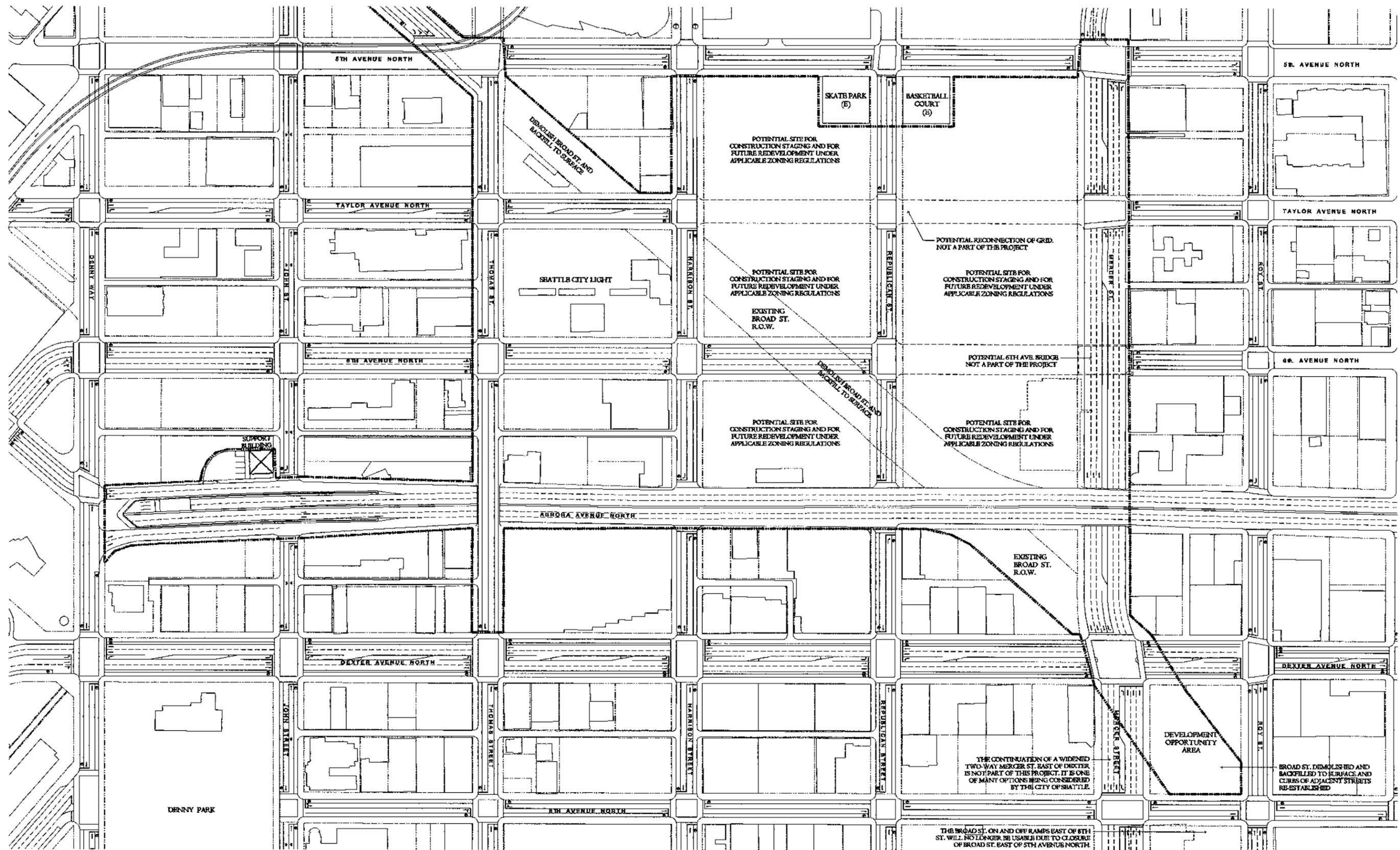


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

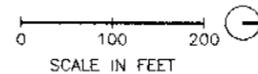
BYPASS ALTERNATIVE - VARIANT 2
BATTERY TO SCULPTURE PARK

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

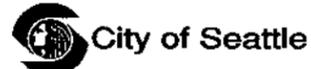
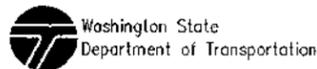
PLOTTING DATE : 03/02/04



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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

BYPASS ALTERNATIVE - VARIANT 2
NORTH OF THE BATTERY STREET TUNNEL

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

Key Characteristics of Surface Circulation System on Harborfront

BYPASS ALTERNATIVE – VARIANT 3

Pioneer Square Area

Roadway: Alaskan Way – from South King Street to Yesler Way: Eight moving lanes (four in each direction) with median and southbound left turn pockets at South Jackson and South King Streets. On-street parking is provided adjacent to southbound lanes from King Street to Yesler Way and adjacent to northbound lanes from King Street to Washington Street. No access from Alaskan Way to Western Avenue.

Ferry Terminal Access: Access to and from the ferry terminal is provided from Alaskan Way with a holding area east of SR 99 and south of King Street.

Streetcar: Rerouted from Alaskan Way to Western Avenue and reconnected to Main Street via Yesler Way and Occidental Avenue.

Bicycle: Exclusive bikeway (Class I) west of the Alaskan Way roadway.

Pedestrian: Approximately 25-foot promenade along shoreline of marginal wharf of Pier 48 and an approximate 15-foot wide cityside sidewalk. Pedestrian crossings at all intersections.

Midtown Area

Roadway: Alaskan Way - Six vehicular moving lanes (three moving lanes in each direction) from Yesler Way to Spring Street and five vehicular lanes (three southbound and two northbound from Spring Street to Pier 62. The roadway includes a median which includes left turn pockets and with on-street parking on the city side northbound lanes.

Frontage Road: A one-way southbound frontage road with parking adjacent to the waterfront for drop-off, service vehicle and bus access to the ferry terminal and historic character piers.

Streetcar: A single exclusive trackway is located on the west side of the roadway from Pier 62 to University Street where it turns to join an extended streetcar service on Western Avenue.

Bicycle : A wide landscaped median with a pedestrian/bicycle trail is located on the waterfront between the roadway and the frontage road or between the roadway and the trackway north of University Street.

Pedestrian: An approximate 35-foot promenade is provided all along the shoreline from Yesler Way to Pier 62. A minimum 15-foot cityside sidewalk is provided from Yesler Way to Spring Street which increases to approximately 25 feet from Spring Street to the Pike Street Hillclimb. Pedestrian crossings at all intersections and pedestrian bridges to Washington State Ferries at Marion and Madison Streets.

Belltown Area

Battery Street Tunnel Connection: Four lane tunnel transitions to a viaduct over the BNSF railroad tracks and connects directly to Battery Street Tunnel.

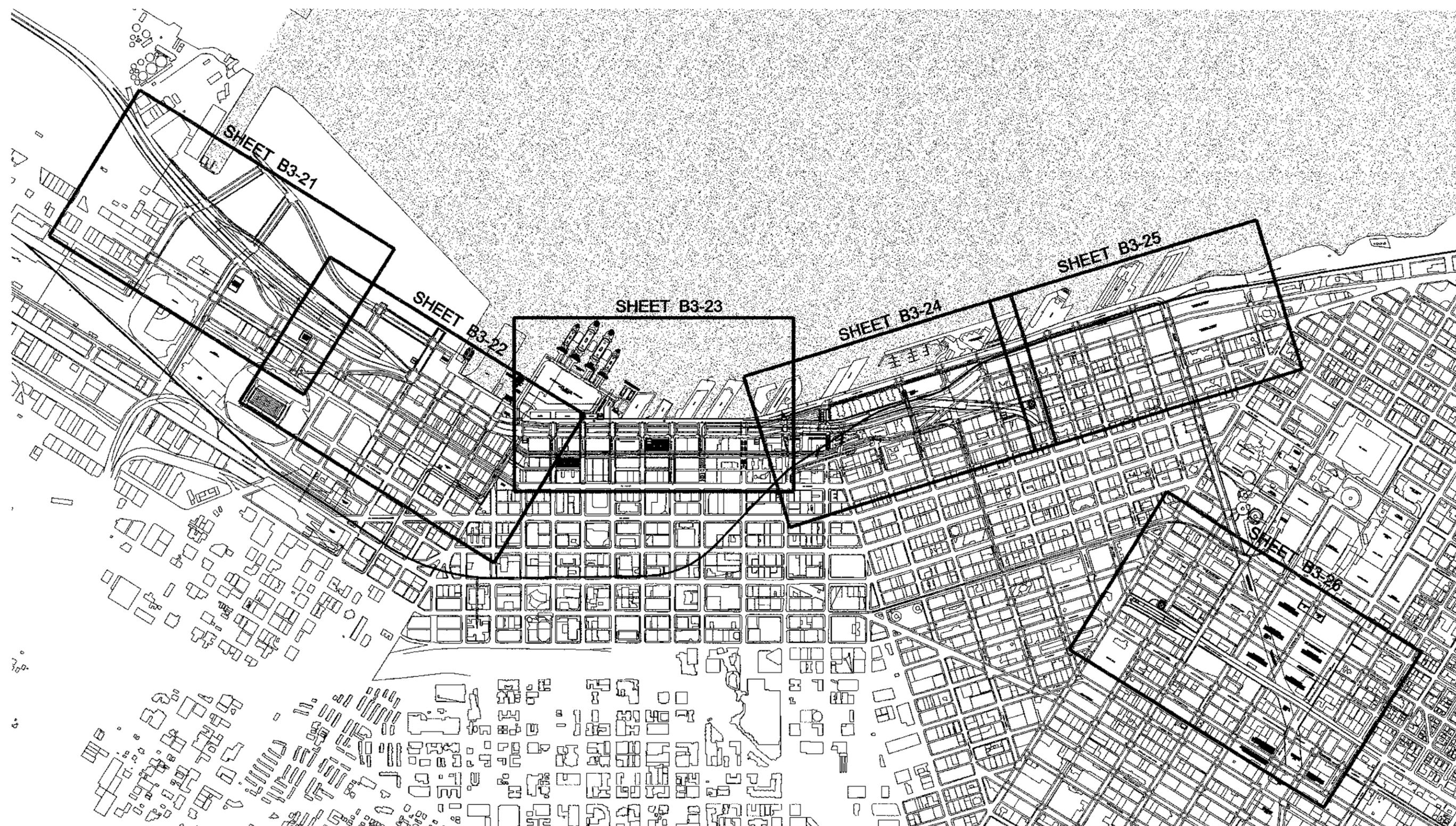
Elliott and Western Connection: New arterial connects Alaskan Way roadway along the right-of-way of the existing viaduct providing vehicular and bicycle access to Elliott and Western Avenues.

Roadway: Alaskan Way also branches at Pier 62 to follow the shoreline as a three-lane roadway (two lanes southbound; one lane northbound) to Broad Street. Along the waterfront, on-street parking is provided on both sides of the roadway to Broad Street.

Streetcar: An exclusive single trackway on the east side of the roadway as it is today

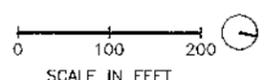
Bicycle: Bicycle access is provided on an exclusive pedestrian/bicycle way on the east side of the trackway also as it is today.

Pedestrian: Approximately 24-foot promenade and wider north of Wall Street adjacent to the shoreline and an 8-foot sidewalk on the cityfront. Pedestrian crossings at all intersections where streets terminate at Alaskan Way.

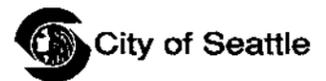
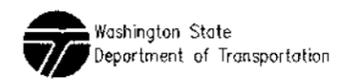


PLOTTING DATE : 03/02/04

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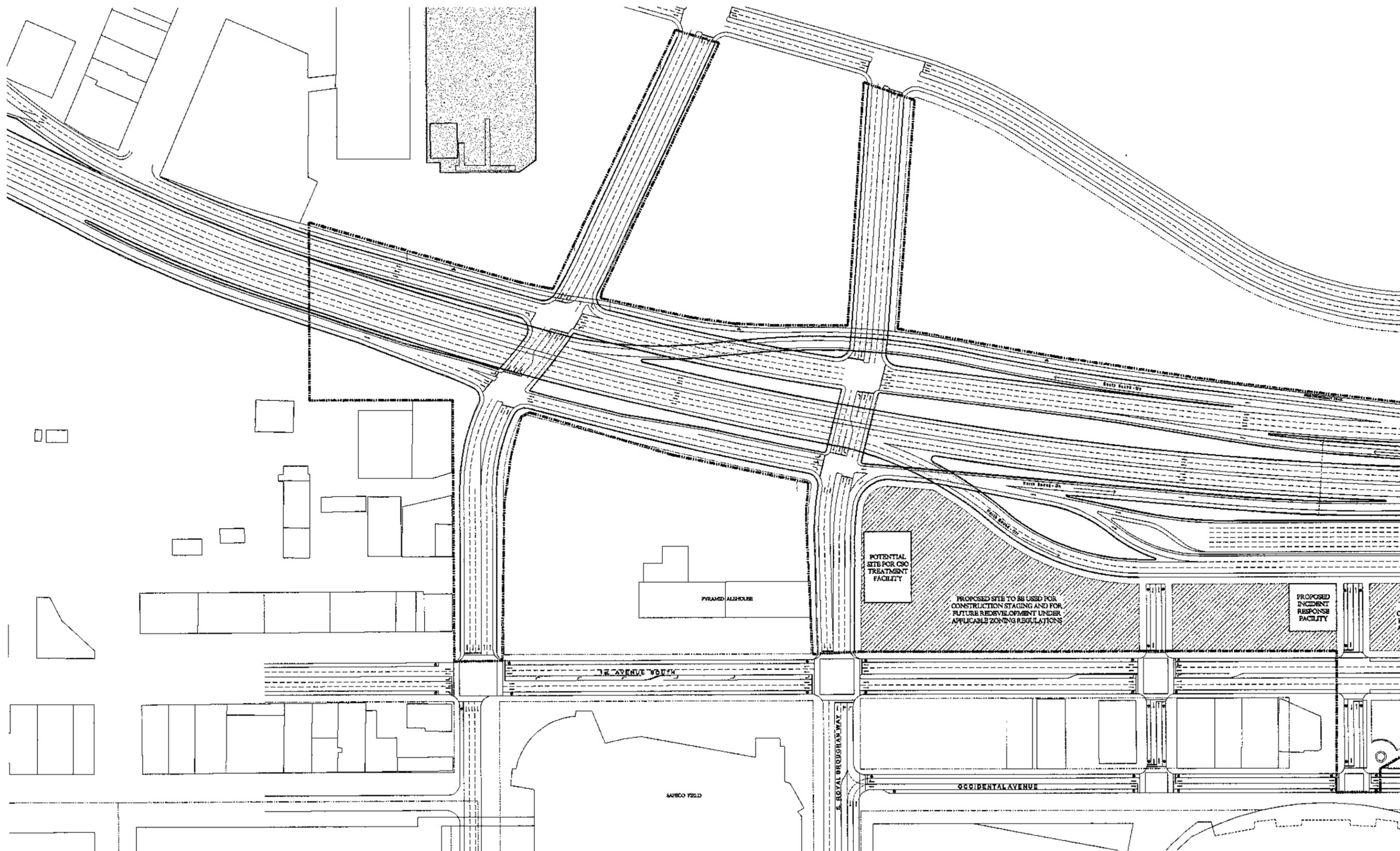
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

BYPASS ALTERNATIVE - VARIANT 3
KEY PLAN

SHEET
FIGURE
NO.
B3-20

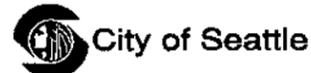
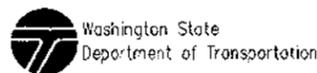
CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

PLOTTING DATE : 030204



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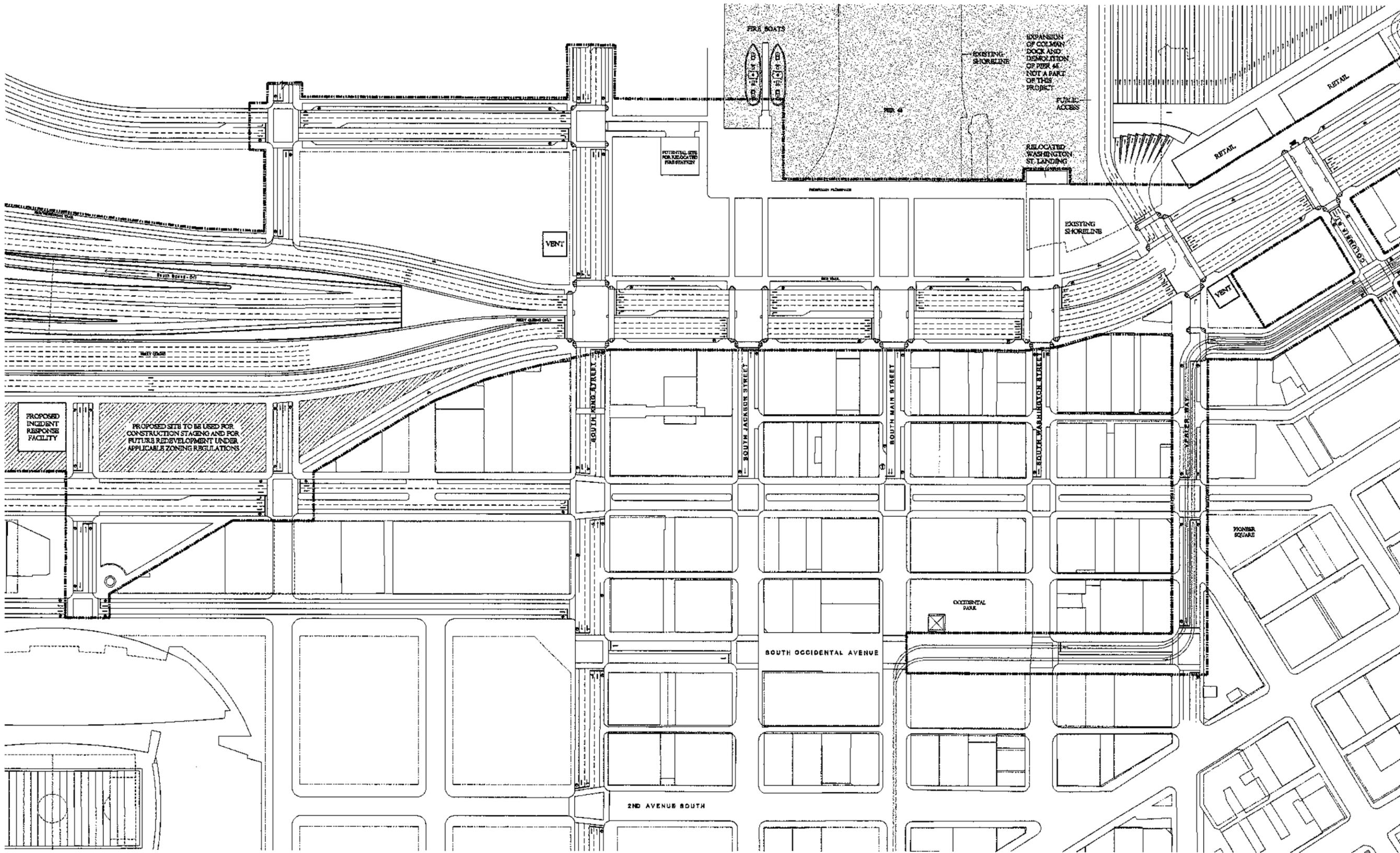
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

BYPASS ALTERNATIVE - VARIANT 3
S. ATLANTIC TO RAILROAD WAY SOUTH

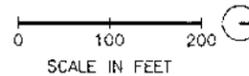
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FIGURE
NO.

83-21

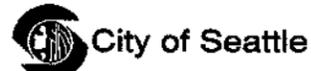
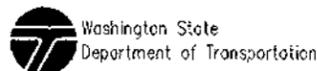


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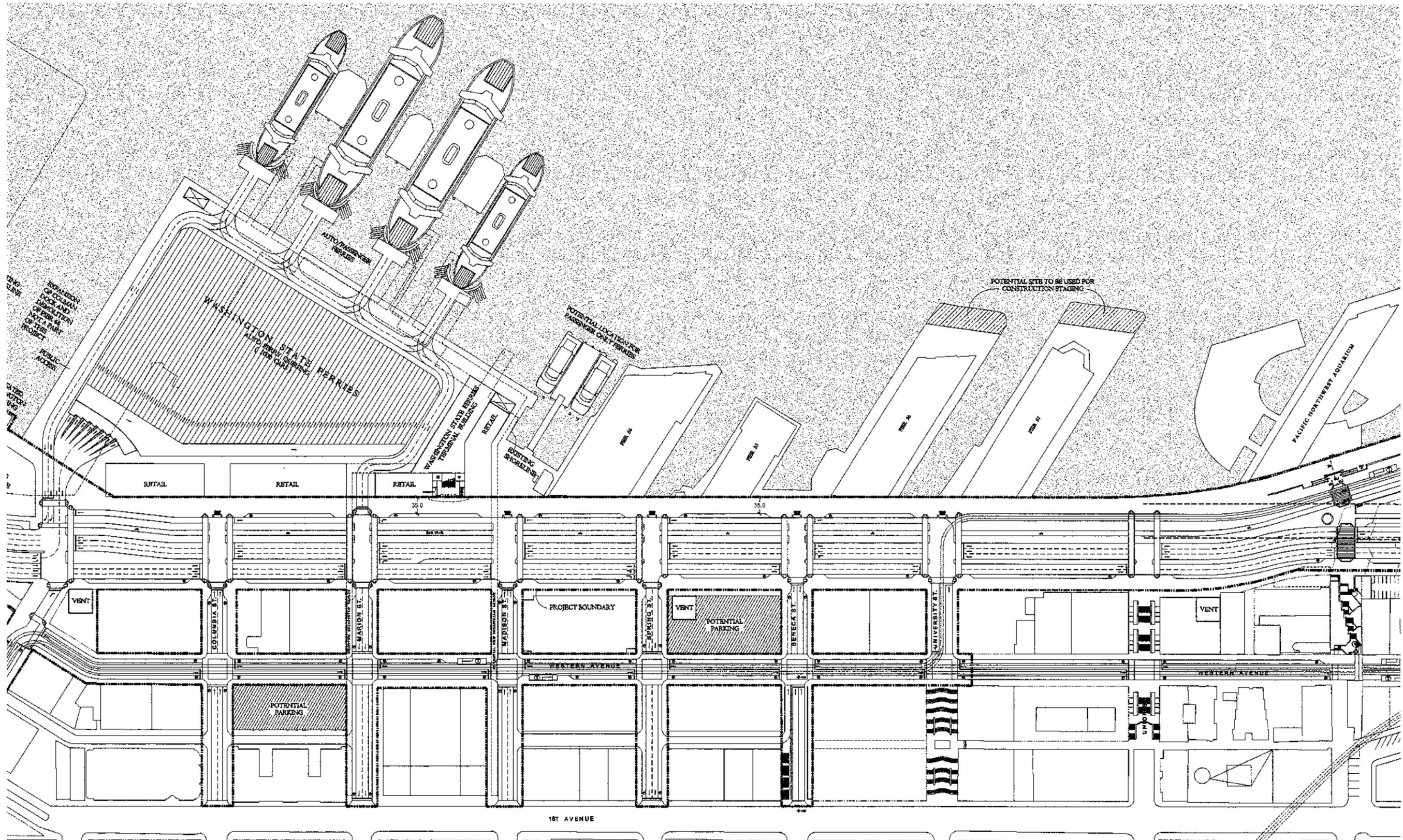
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

BYPASS ALTERNATIVE - VARIANT 3
RAILROAD WAY SOUTH TO YESLER

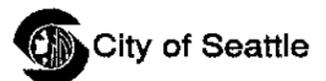
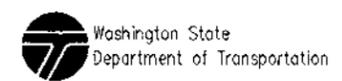
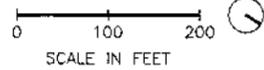
CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



PLOT DATE : 030204

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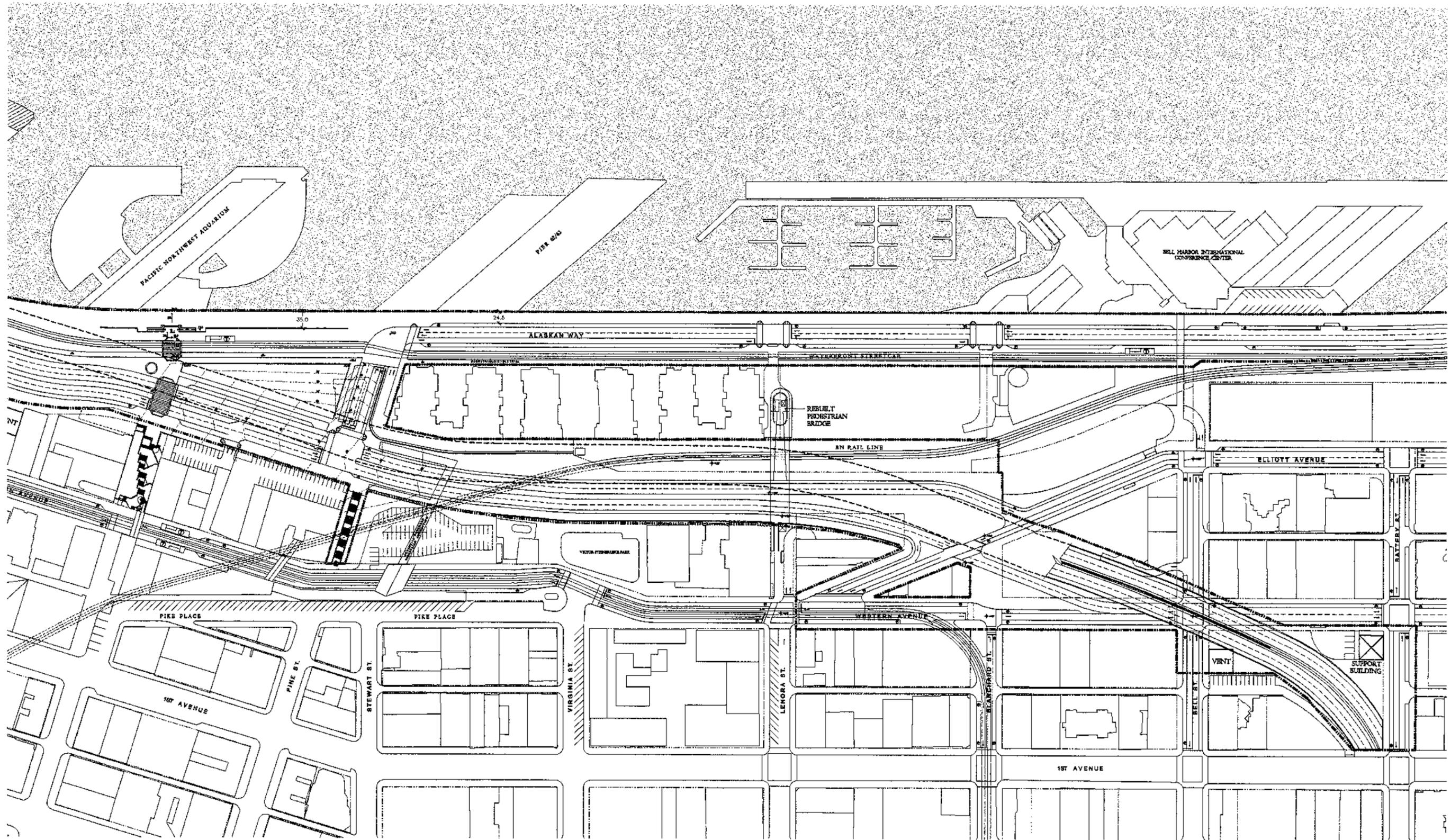


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

BYPASS ALTERNATIVE - VARIANT 3
YESLER TO PIKE

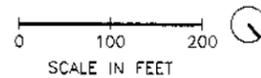
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SHEET
FIGURE NO
B3-23

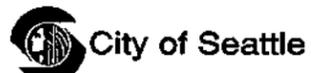
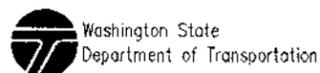


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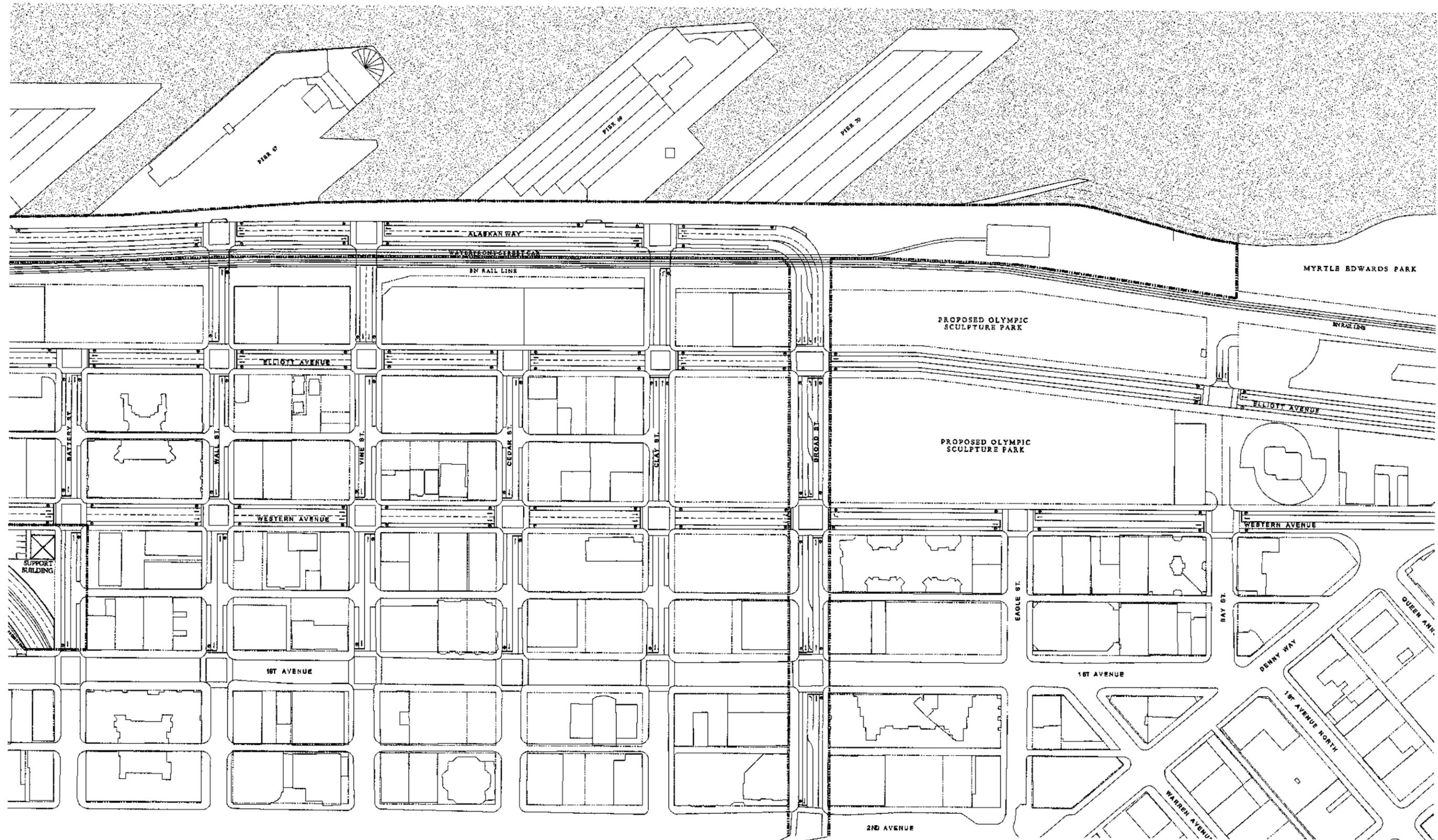
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

BYPASS ALTERNATIVE - VARIANT 3
PIKE TO BATTERY

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

SHEET
FIGURE
NO

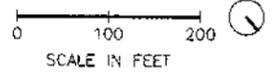
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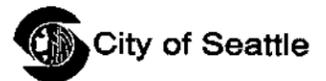
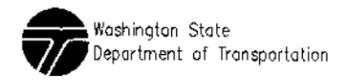
PLOTING DATE : 03/02/04

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PROJECT BOUNDARY CONTINUOUS TO 5TH AVE.



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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

BYPASS ALTERNATIVE - VARIANT 3
BATTERY TO SCULPTURE PARK

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

Key Characteristics of Surface Circulation System on Harborfront

TUNNEL ALTERNATIVE

Pioneer Square Area

Roadway: Alaskan Way – from South King Street to Yesler Way, six moving lanes (three in each direction) with median and southbound left turn pockets at South Jackson and South King Streets. On-street parking is provided adjacent to northbound lanes from King Street to Washington Street and adjacent to southbound lanes from King Street to South Main. Two lane one-way northbound access is provided from Alaskan Way to Western Avenue at Yesler Way.

Access to Ferry Terminal: Exclusive access to ferry terminal along Pier 48 marginal wharf and with holding area west of SR 99 and south of King Street.

Streetcar : Exclusive single trackway west of vehicular lanes turning to South Main Street.

Bicycle: Exclusive bikeway (Class I) west of streetcar tracks and the Alaskan Way roadway.

Pedestrian: Approximately 25-foot promenade west of exclusive access to ferry terminal and an approximate 15-foot wide cityside sidewalk. Pedestrian crossings at all intersections.

Midtown Area

Battery Street Tunnel Connection: A potential new two-lane arterial connects from Alaskan Way at Union Street along the right-of way of the existing Viaduct over the BNSF rail tracks to provide vehicular and bicycle access to Western and Elliott Avenues.

Roadway: Alaskan Way – from Yesler Way to Union Street: Four moving lanes (two in each direction) with median and left turn pockets. On-street parking is provided adjacent to northbound moving lanes along cityfront from Yesler Way to Union Street. From Union Street to Pier 62, Alaskan Way becomes a three-lane roadway (two southbound, one northbound) and proceeds along the shoreline.

Frontage Road: One-way southbound frontage road from Yesler Way to Union Street with parking on one side adjacent to promenade to provide drop-off, service and bus access to Washington State Ferries and historic character piers.

Streetcar: Exclusive single trackway on the west side of roadway between Yesler Way and Union Street, transitioning to an exclusive trackway on the east side of the roadway at Union Street and proceeding northward.

Bicycle: Striped bikelanes (Class II bikeway) adjacent to vehicular moving lanes on either side of the roadway from Yesler Way to Union Street. North of Union Street, an exclusive Class I bikeway located east of the trackway.

Pedestrian: Approximately 25-foot promenade along the shoreline and an approximate 15-foot cityside sidewalk from Yesler Way to University Street where it widens as the roadway turns. Pedestrian crossings at all intersections and pedestrian bridges to Washington State Ferries at Marion and Madison Streets.

Belltown Area

Battery Street Tunnel Connection: Four lane tunnel transitions to a viaduct over the BNSF railroad tracks and connects directly to Battery Street Tunnel.

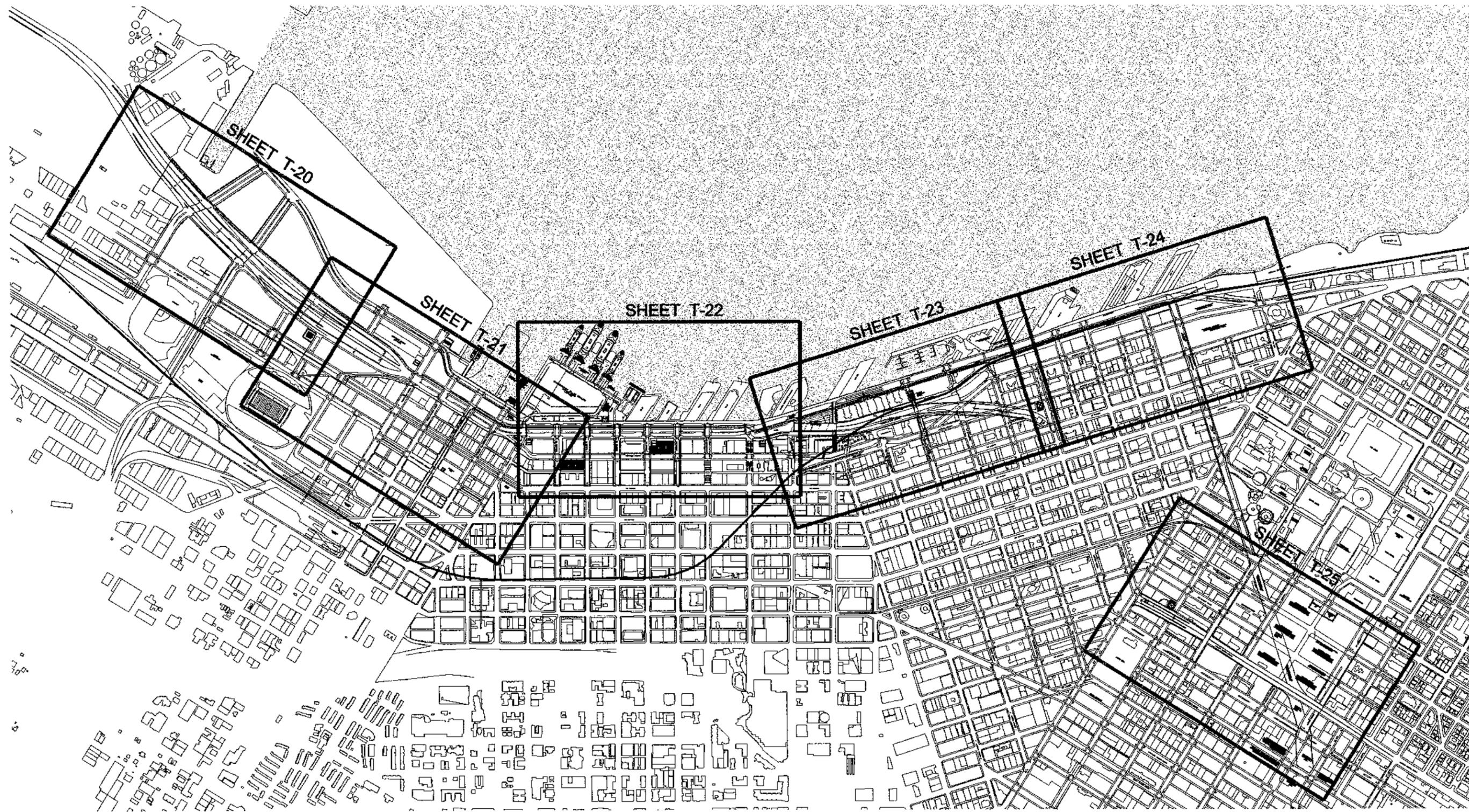
Elliott and Western Connection: Potential new arterial connects Alaskan Way Roadway along the right-of-way of the existing viaduct providing vehicular and bicycle access to Elliott and Western Avenues.

Roadway: Alaskan Way becomes a two lane facility for a short distance north of Pier 62 to accommodate the tunnel on and off ramps located in the roadway and then proceeds northward as a four lane facility to Broad Street and via an underpass at the Sculpture Park to Elliott Avenue. On-street parking on both sides of roadway to Cedar Street.

Streetcar: Exclusive single trackway on the eastside of the roadway as it is today.

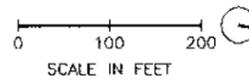
Bicycle: Pedestrian/bicycle trail east of the streetcar tracks from Pier 62 to Broad Street as it is today.

Pedestrian: Approximately 13 feet along the shoreline and an approximate 8-foot sidewalk on cityside. Pedestrian crossings at all intersections with the roadway where streets terminate at Alaskan Way.

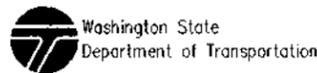


PLOTTING DATE : 03/20/04

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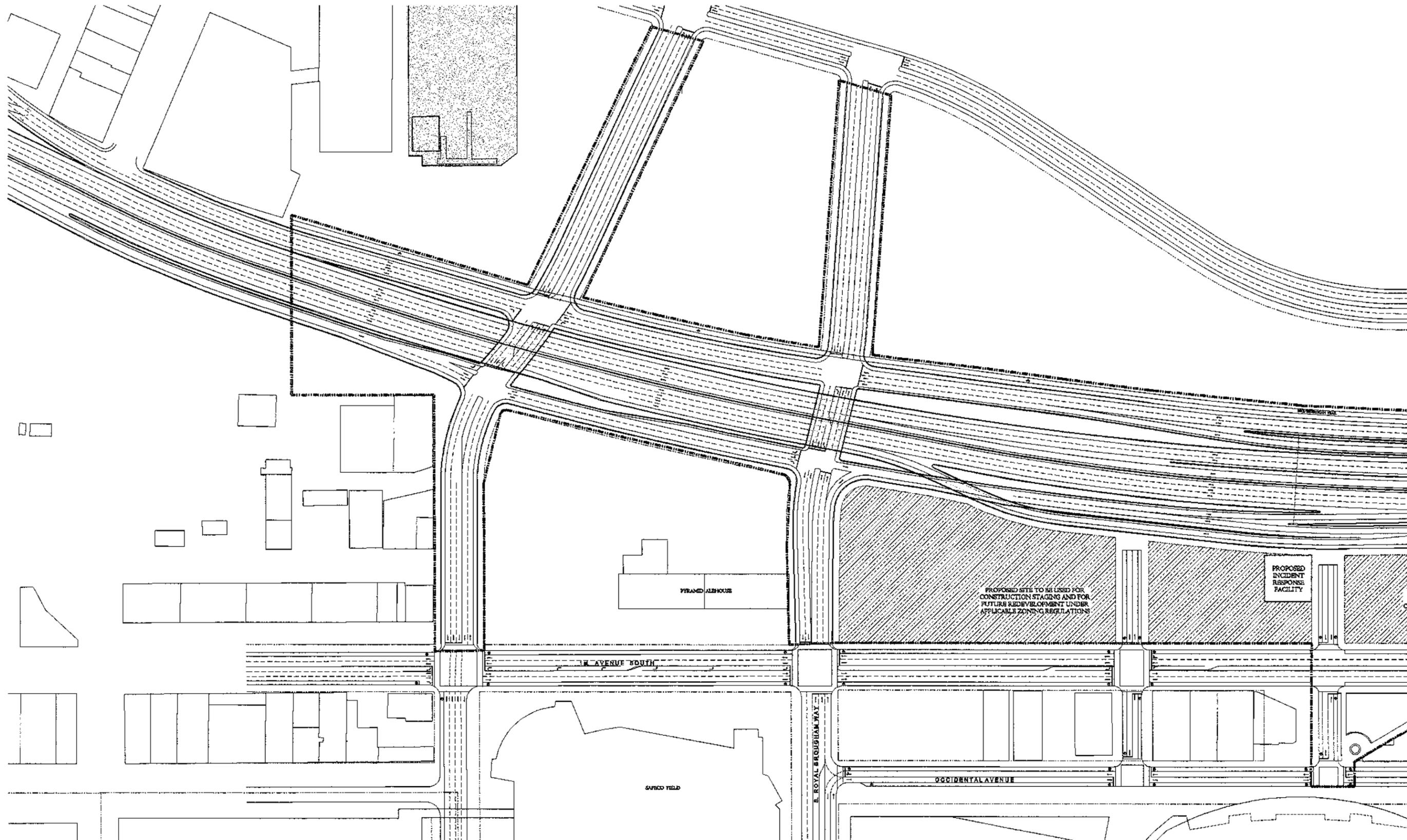


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SEATTLE, WA

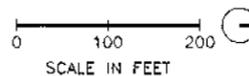
TUNNEL ALTERNATIVE
KEY PLAN

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

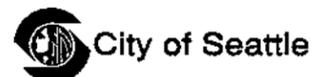
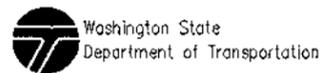
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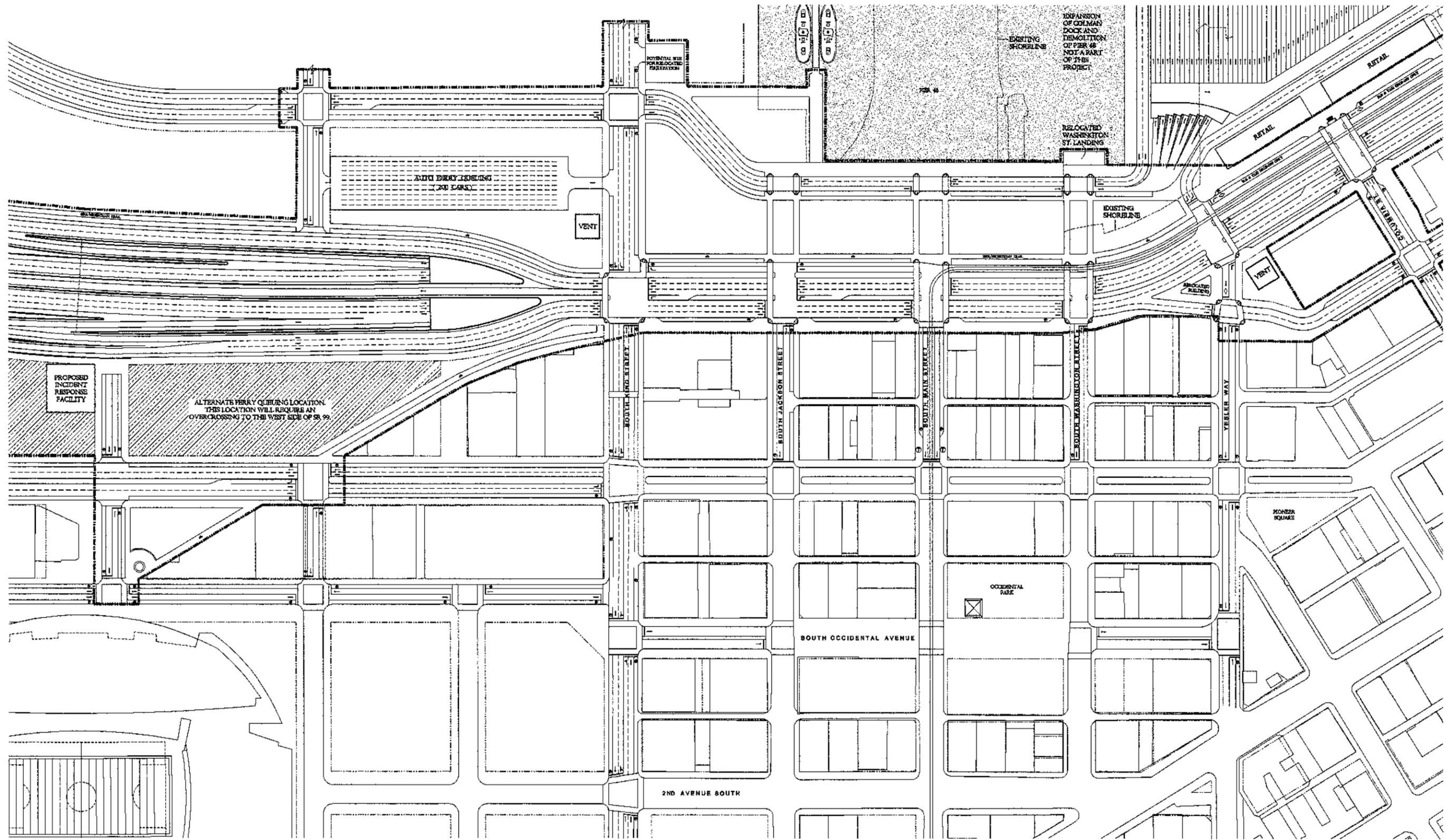
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

TUNNEL ALTERNATIVE
S. ATLANTIC TO RAILROAD WAY SOUTH

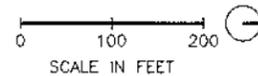
SHEET
FIGURE
NO.

T-20

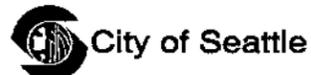
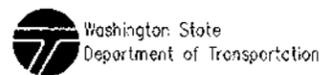


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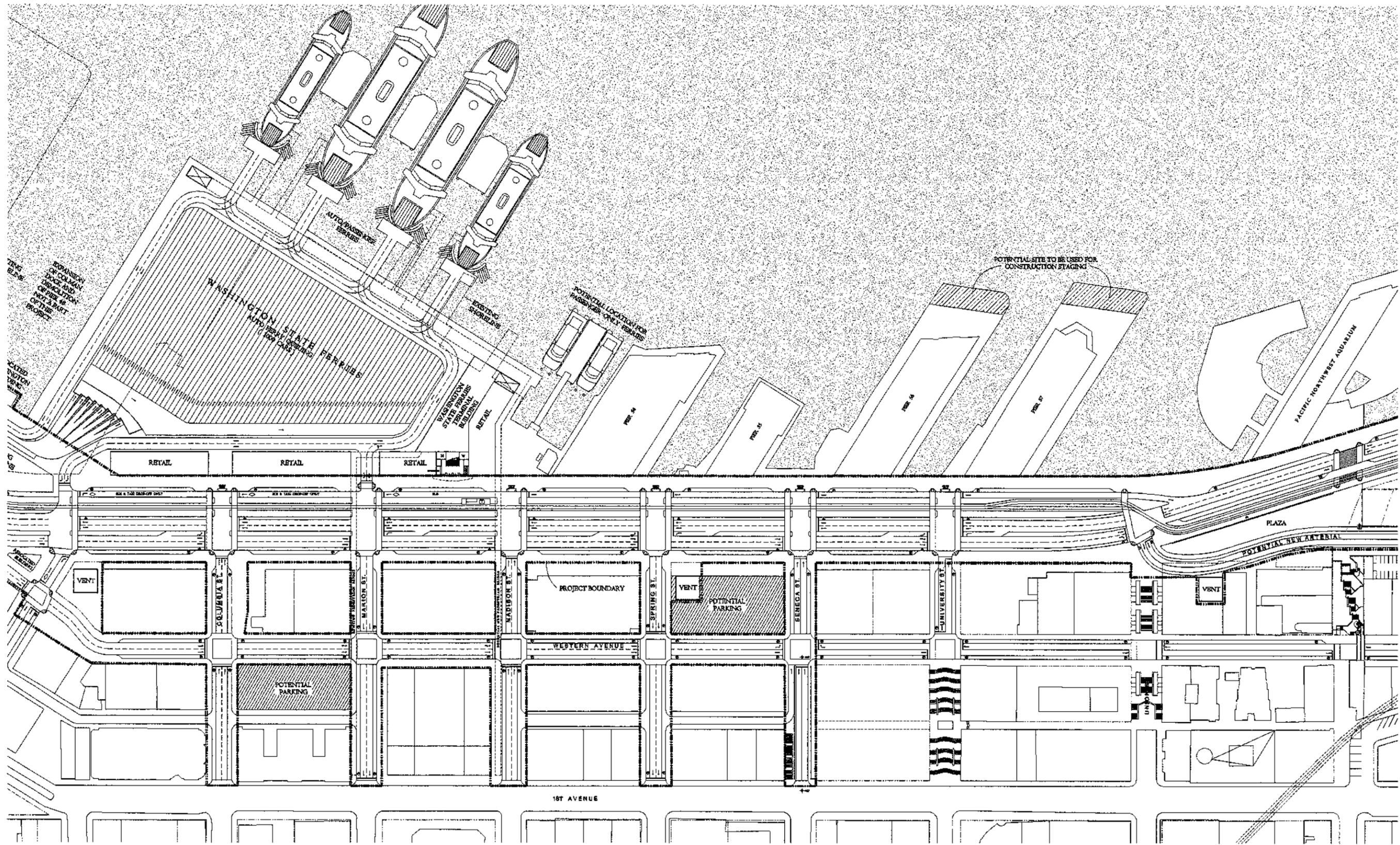
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SEATTLE, WA

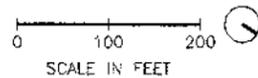
TUNNEL ALTERNATIVE
RAILROAD WAY SOUTH TO YESLER

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

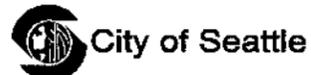
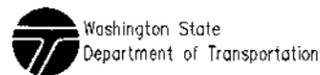


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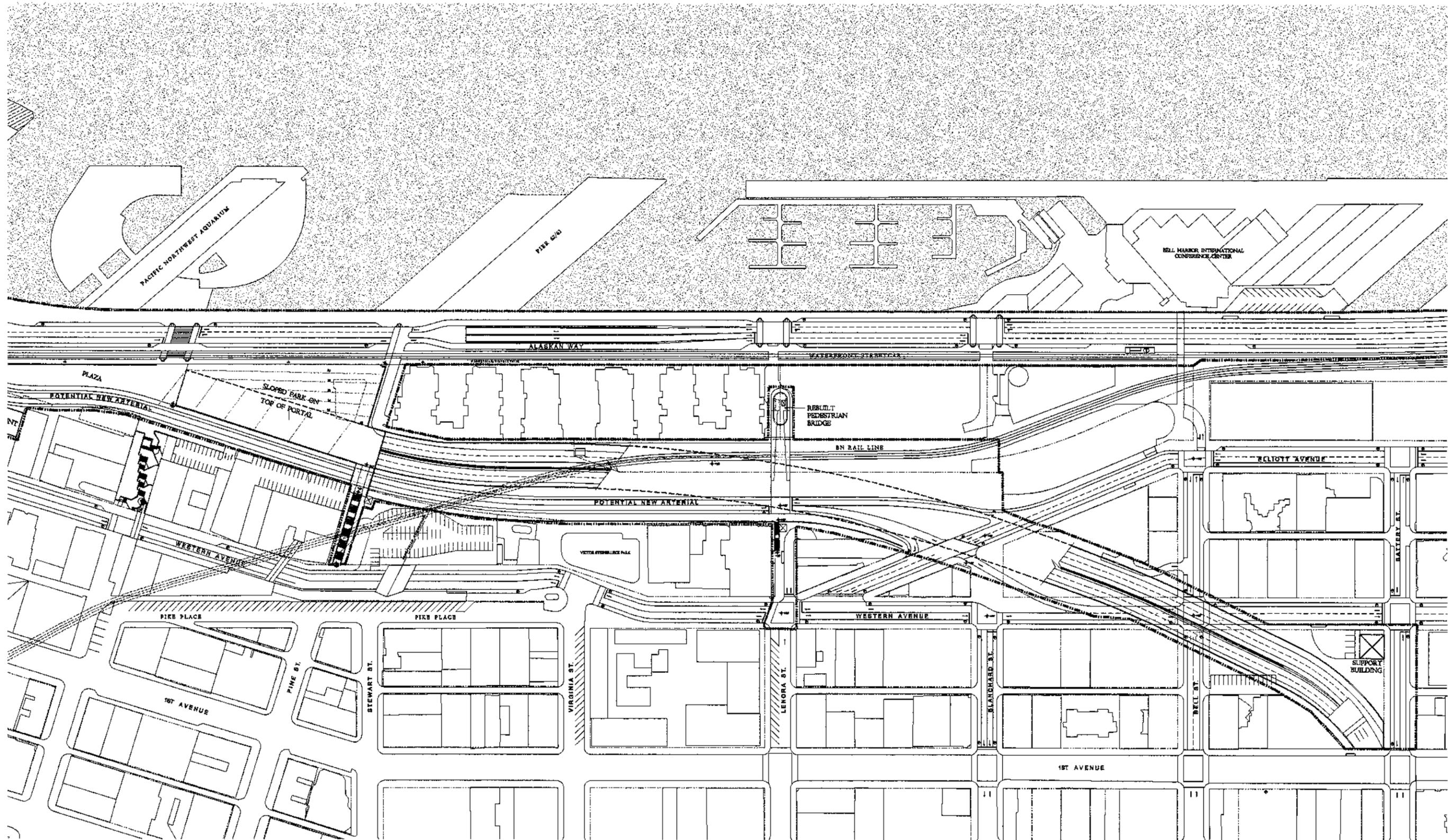
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

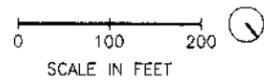
TUNNEL ALTERNATIVE
YESLER TO PIKE

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

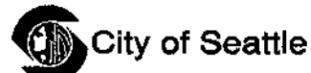
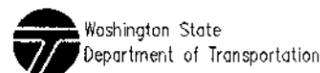


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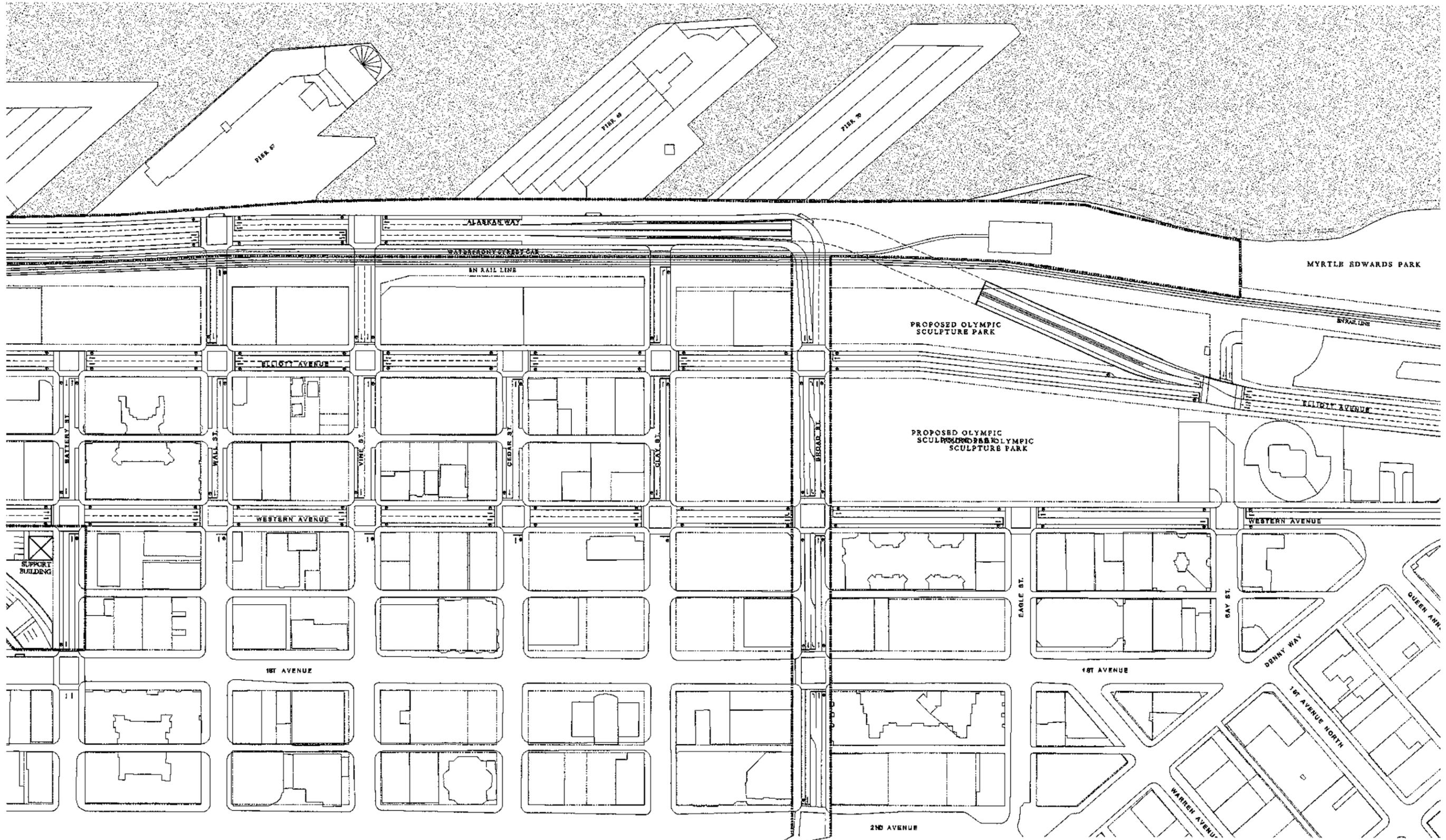
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE
PIKE TO BATTERY

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



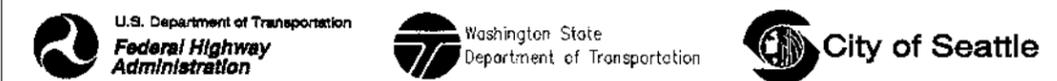
PLOTTING DATE : 030204

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PROJECT BOUNDARY CONTINUOUS TO 5TH AVE.



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BEYOND THE PROJECT BOUNDARY ARE ONLY FOR
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IMPROVEMENTS WITHIN THE PROJECT AREA



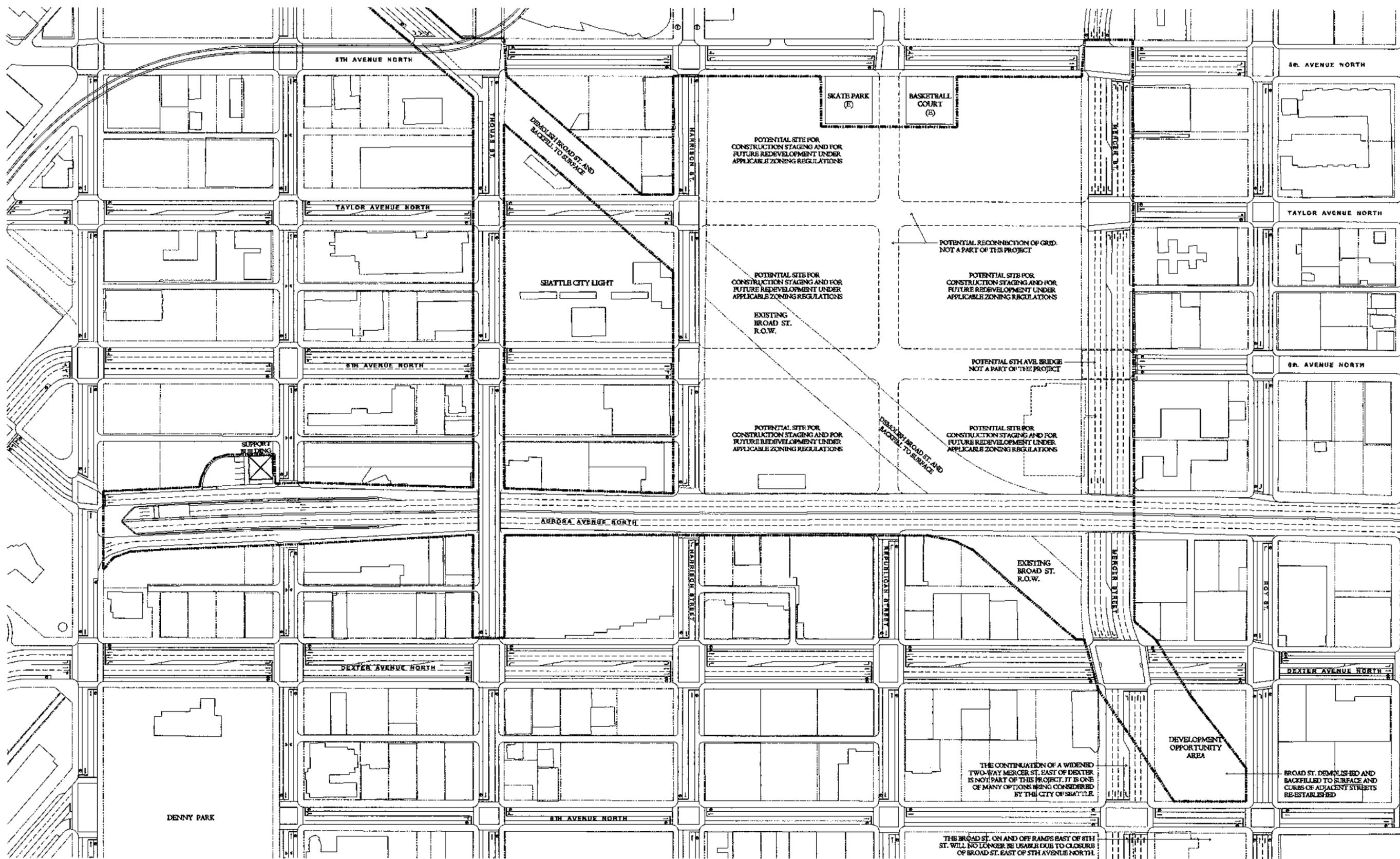
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE
BATTERY TO SCULPTURE PARK

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

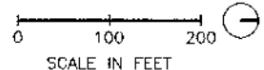
FILENAME: \\ROMA DESIGN GROUP\G4\PROJECTS\1273 SEATTLE AWV\ACAD\SHEETS\TUNNEL\ORIGINAL\TL.DWG

SHEET
FIGURE
NO
T-24



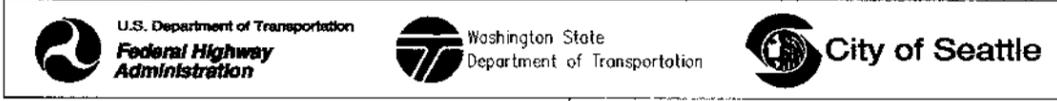
PLOTTING DATE : 030204

NOTE:
ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.



THE BROAD ST. ON AND OFF RAMP EAST OF 8TH ST. WILL NO LONGER BE USABLE DUE TO CLOSURE OF BROAD ST. EAST OF 5TH AVENUE NORTH

NOTE:
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE
NORTH OF THE BATTERY STREET TUNNEL

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

FILENAME: \\ROMA DESIGN GROUP\G4\PROJECTS\1273 SEATTLE AWW\ACAD\SHEETS\TUNNEL\ORIGINAL\TL-SLU.DWG

SHEET
FIGURE
NO
T-25

Key Characteristics of Surface Circulation System on Harborfront

TUNNEL ALTERNATIVE – VARIANT 1

Pioneer Square Area

Roadway: Alaskan Way – from South King Street to Yesler Way: Six moving lanes (three in each direction) with median and southbound left turn pockets at South Jackson and South King Streets. On-street parking is provided adjacent to the northbound lanes from King Street to Washington Street and adjacent to the southbound lanes from King Street to South Main. One lane one-way northbound access is provided from Alaskan Way to Western Avenue at Yesler Way.

Ferry Terminal Access: Exclusive access to ferry terminal along marginal wharf of Pier 48 and with holding area west of SR 99.

Streetcar: Exclusive single trackway west of vehicular lanes turning to South Main Street.

Bicycle: Exclusive bikeway (Class I) west of streetcar tracks and the Alaskan Way roadway.

Pedestrian: Approximately 25-foot promenade west of exclusive access to ferry terminal and an approximate 15-foot wide sidewalk on the cityside. Pedestrian crossings at all intersections.

Midtown Area

Roadway: Alaskan Way – from Yesler Way to Union Street: Four moving lanes (two in each direction) with median and left turn pockets. On-street parking is provided adjacent to northbound moving lanes from Yesler Way to Union Street. From Union Street to Pier 62, Alaskan Way continues along the shoreline as a two lane facility.

Frontage Road: One-way southbound frontage road from Yesler Way to University Street with parking on one side adjacent to promenade to provide drop-off, service and bus access to Washington State Ferries and historic character piers.

Streetcar: Exclusive single trackway on the west side of roadway between Yesler Way and Union Street.

Bicycle: Striped bikelanes (Class II bikeway) adjacent to vehicular moving lanes on either side of the roadway from Yesler Way to Union Street.

Pedestrian: Approximately 40-foot promenade along the shoreline and an approximate 15-foot sidewalk on cityside from Yesler Way to the mid-block before Union Street. Pedestrian crossings at all intersections and pedestrian bridges to Washington State Ferries at Marion and Madison Streets.

Belltown Area

Battery Street Tunnel Connection: Six lane tunnel transitions to a viaduct over the BNSF railroad tracks and connects directly to Battery Street Tunnel and provides on and off ramps to Elliott and Western Avenues.

Roadway: Alaskan Way continues as a two-lane roadway along the shoreline to the equivalent of the Blanchard Street intersection and then widens to a four lane facility for the remainder of the roadway to Broad Street. On-street parking is generally provided on both sides of roadway.

Streetcar: Exclusive single trackway on the eastside of the roadway as it is today.

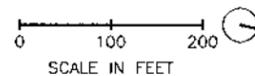
Bicycle: Bicycle access is provided on an exclusive pedestrian/bicycle way on the east side of the trackway as it is today.

Pedestrian: Approximately 35 feet adjacent to the two lane roadway and transitions back to an approximate 13 foot promenade adjacent to the four lane facility and with an 8-foot sidewalk on the cityfront. Pedestrian crossings at all intersections where streets terminate at Alaskan Way.

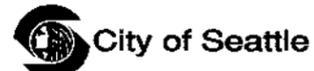
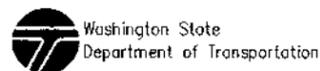
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NOTE:
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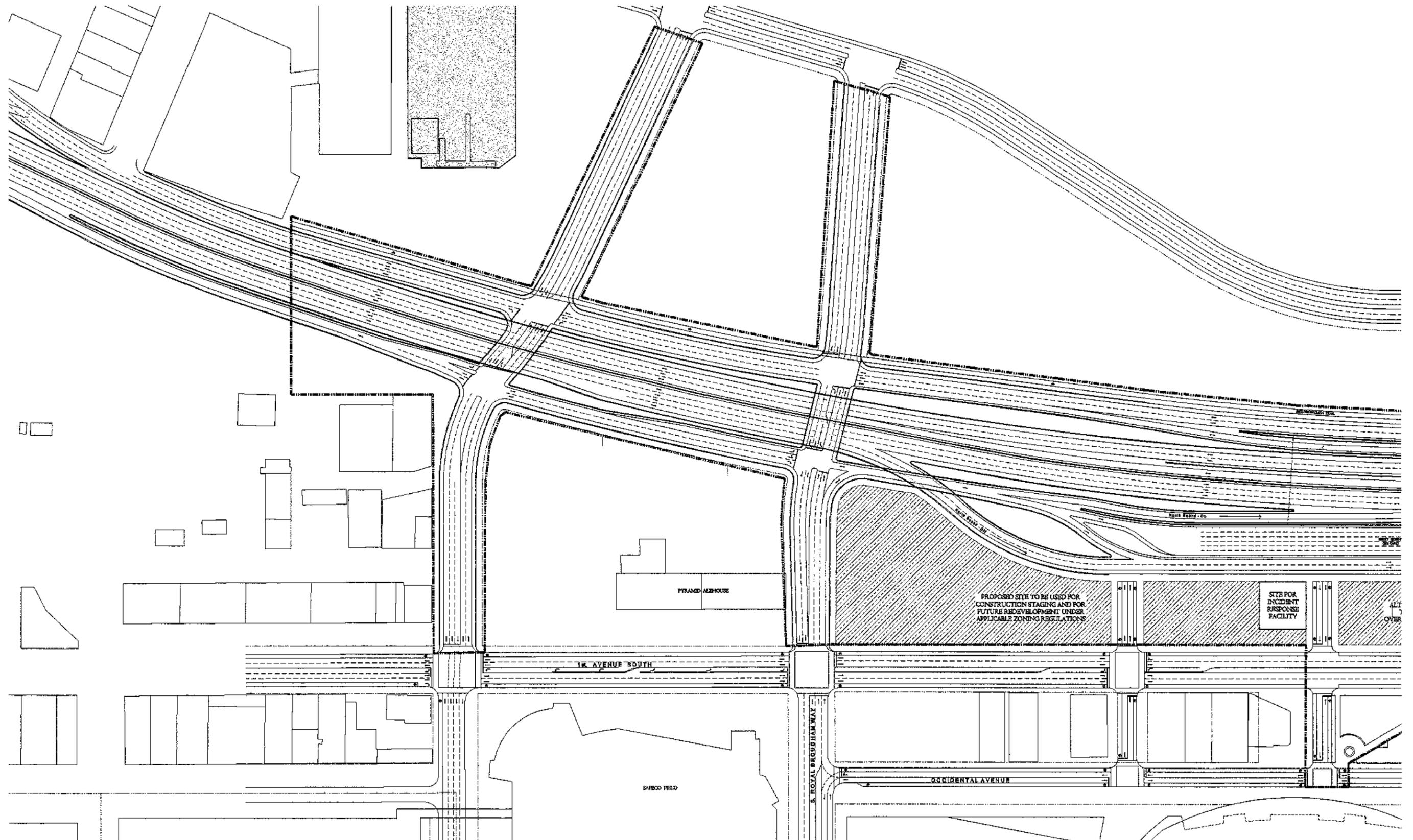


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

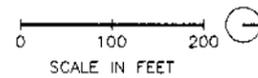
TUNNEL ALTERNATIVE - VARIANT 1
KEY PLAN

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

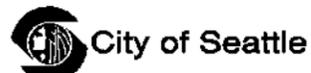
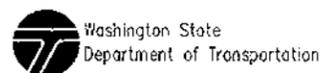
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NOTE: ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.



NOTE: STRUCTURES AND STREET CHANNELIZATION SHOWN BEYOND THE PROJECT BOUNDARY ARE ONLY FOR THE PURPOSE OF ESTABLISHING THE CONTEXT FOR IMPROVEMENTS WITHIN THE PROJECT AREA

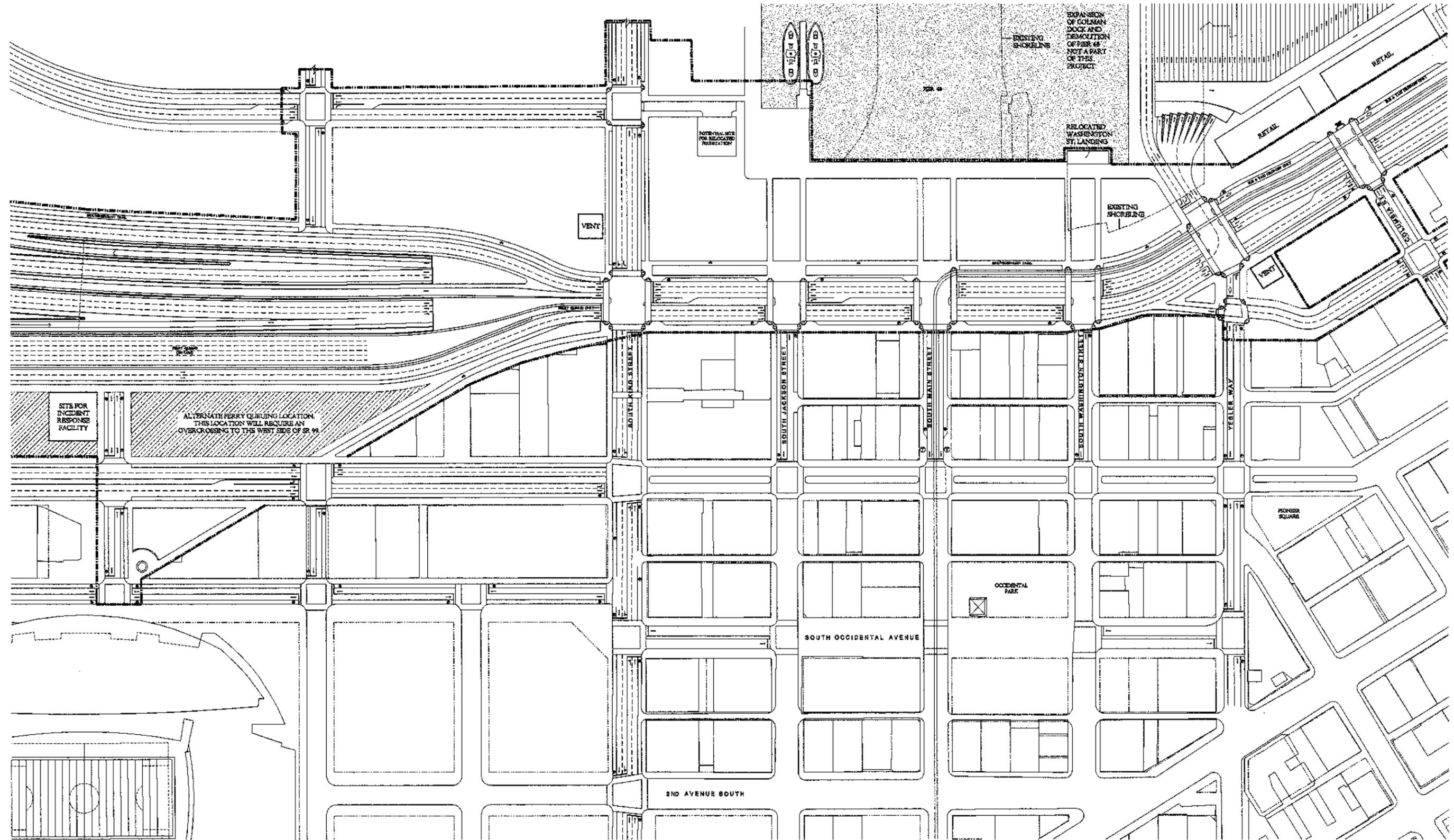


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

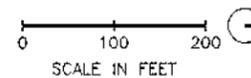
TUNNEL ALTERNATIVE - VARIANT 1
S. ATLANTIC TO RAILROAD WAY SOUTH

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

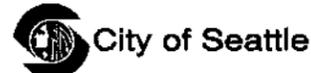
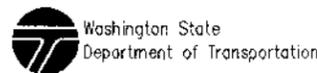
PLOTTING DATE : 03/20/04



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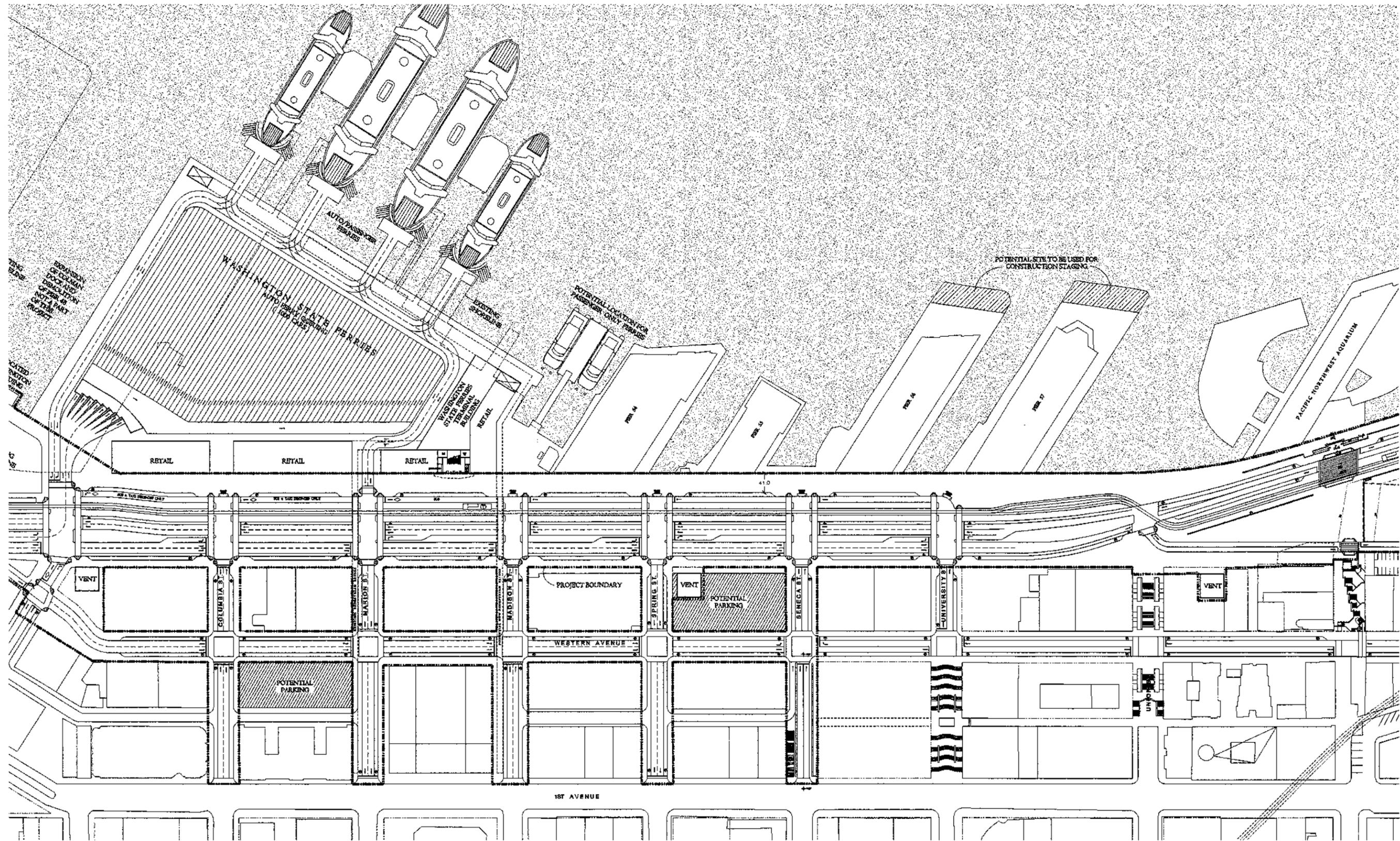


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 1
RAILROAD WAY SOUTH TO YESLER

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

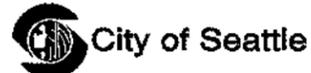
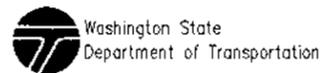
SHEET
FIGURE NO
T1-21



PLOTTING DATE : 030204

NOTE:
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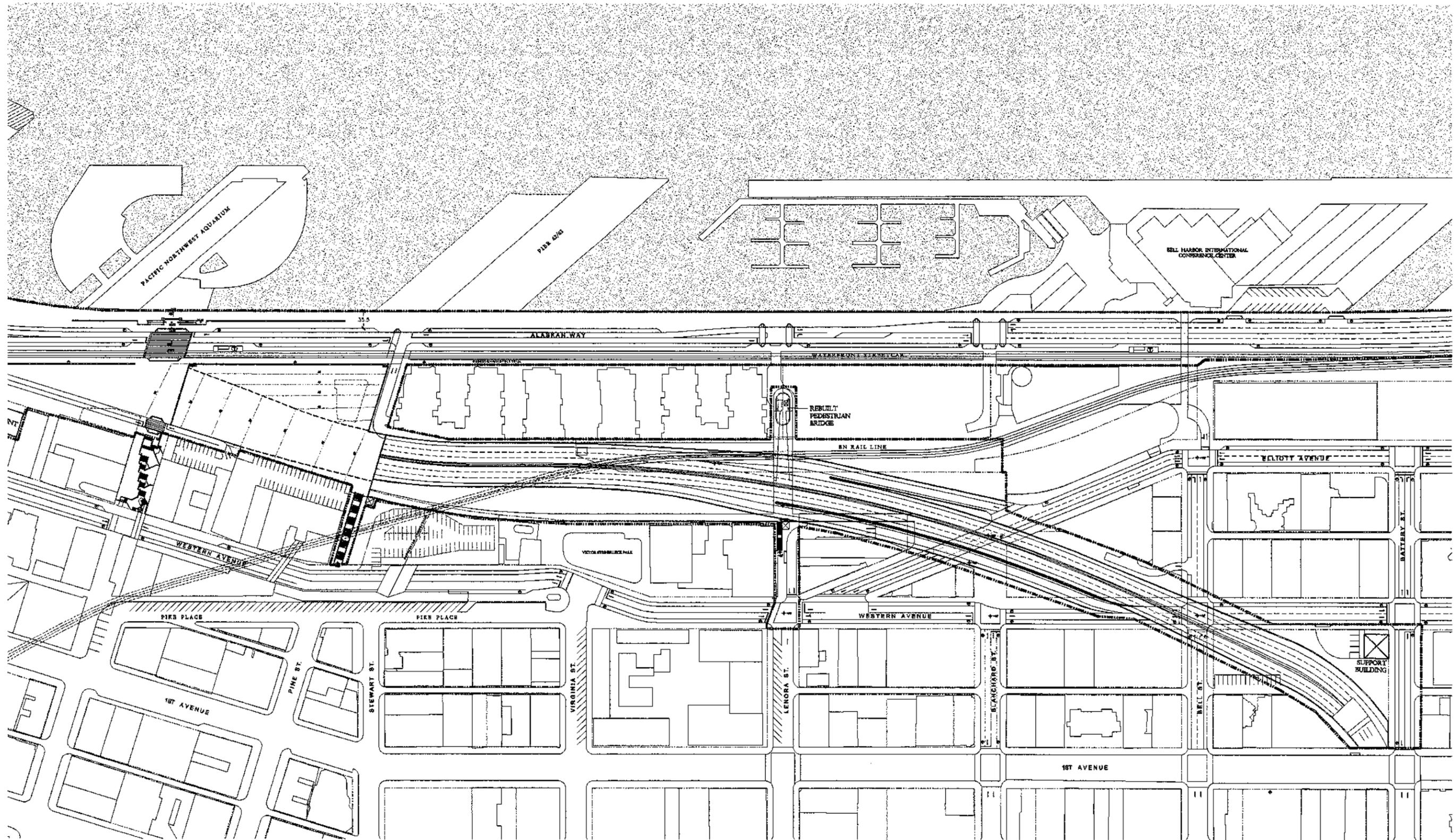
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

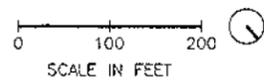
TUNNEL ALTERNATIVE - VARIANT 1
YESLER TO PIKE

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

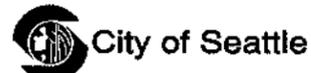
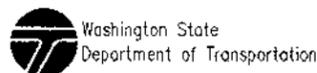


PLOTTING DATE : 030204

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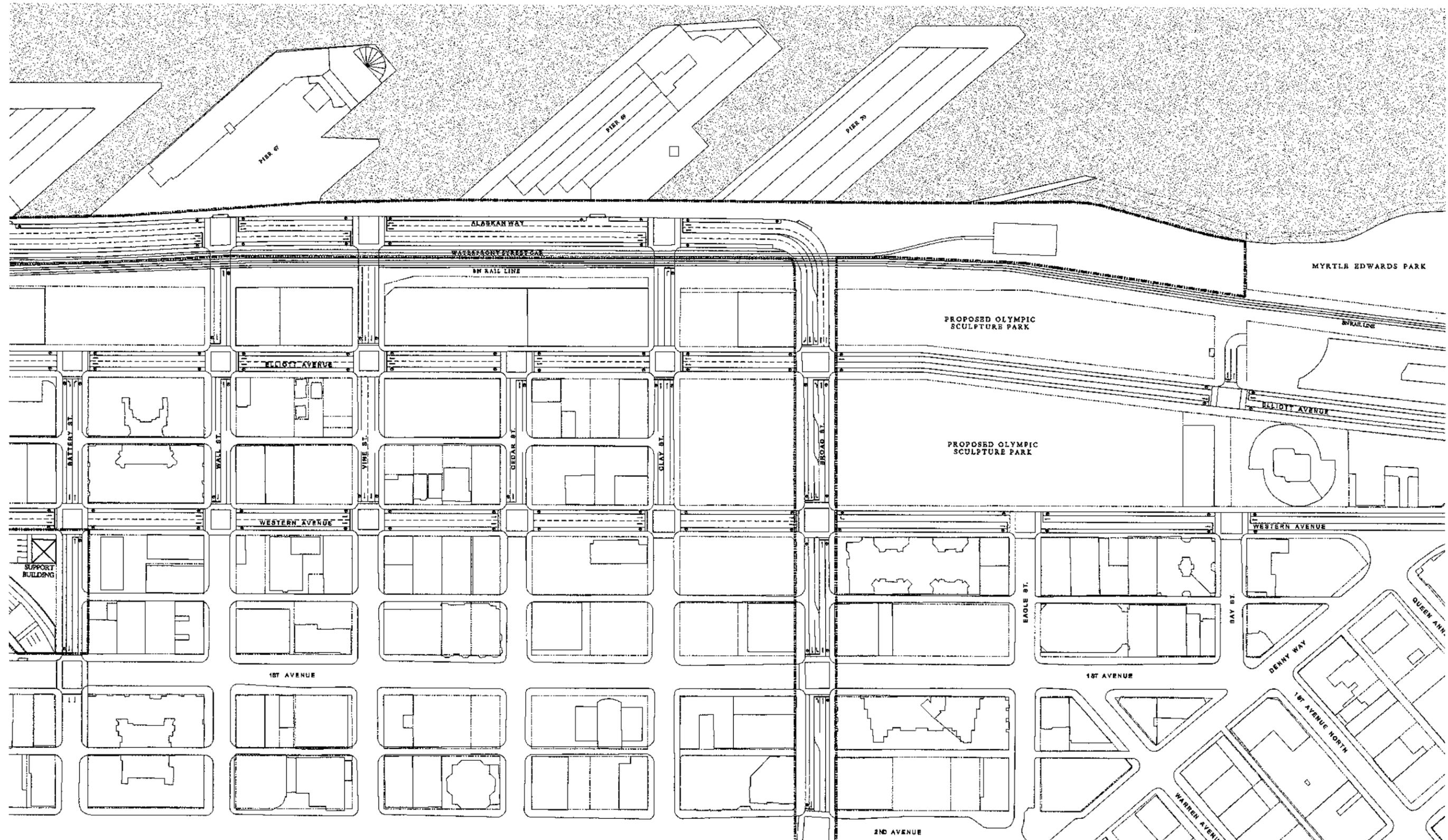


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 1
PIKE TO BATTERY

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

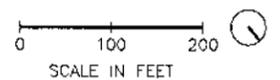
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FIGURE
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T1-23



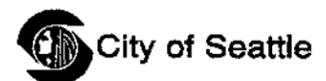
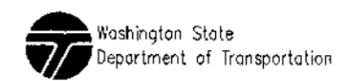
PLOTTING DATE : 030204

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PROJECT BOUNDARY CONTINUOUS TO 5TH AVE.



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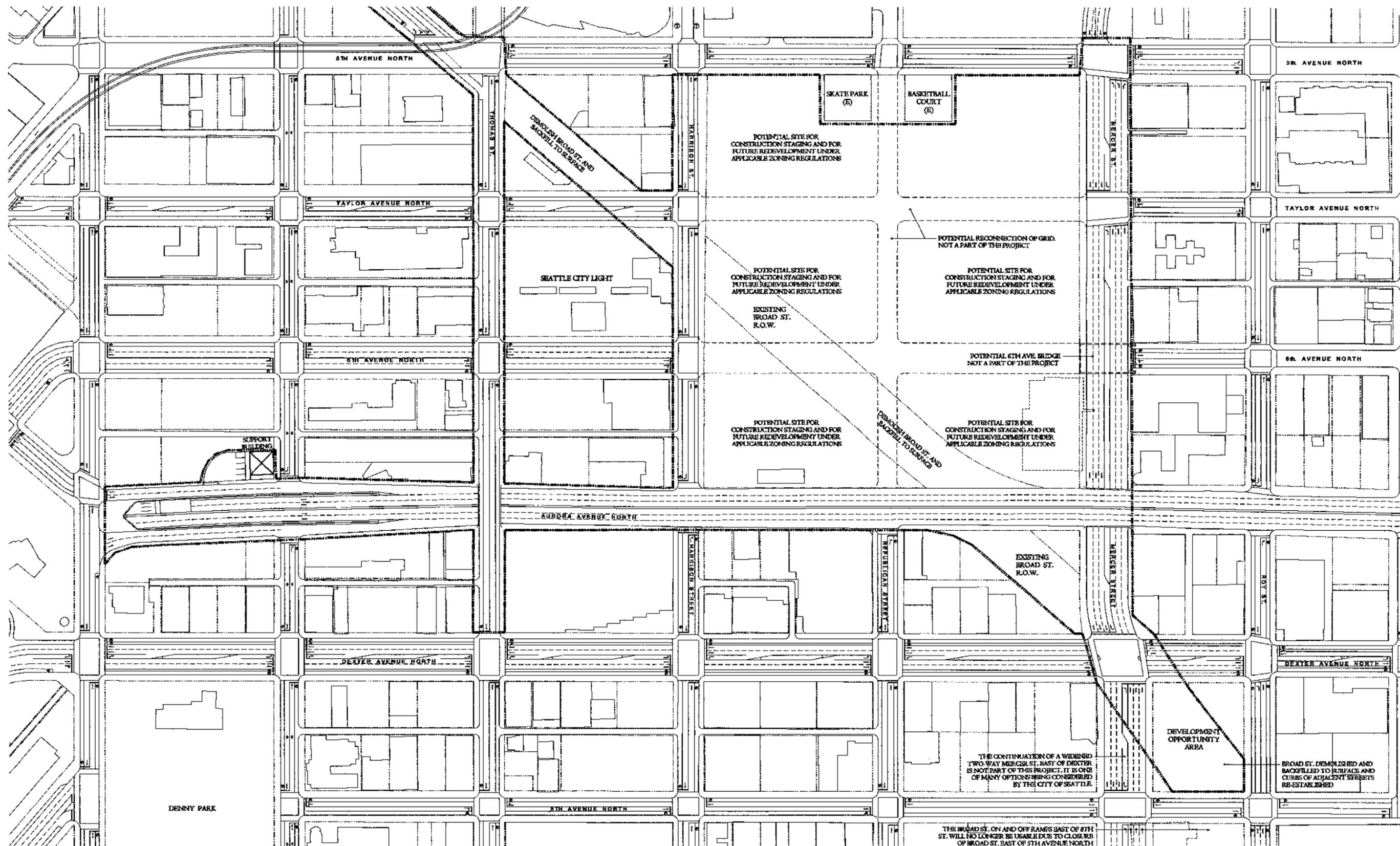


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

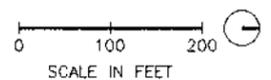
TUNNEL ALTERNATIVE - VARIANT 1
BATTERY TO SCULPTURE PARK

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

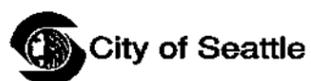
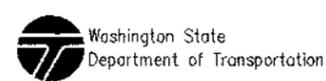
PLOTTING DATE : 03/02/04



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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT SEATTLE, WA

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

TUNNEL ALTERNATIVE - VARIANT 1 NORTH OF THE BATTERY STREET TUNNEL

Key Characteristics of Surface Circulation System on Harborfront

TUNNEL ALTERNATIVE – VARIANT 2

Pioneer Square Area

Roadway: Alaskan Way from South King Street to Yesler Way: Six moving lanes (three in each direction) with median and southbound left turn pockets at South Jackson and South King Streets. On-street parking is also provided along the cityfront adjacent to the northbound lanes from King Street to Washington Street. One lane one-way northbound access from Alaskan Way to Western Avenue at Yesler Way.

Frontage Road: A one-way frontage road southbound is provided from Yesler Way to King Street with parking on one side.

Ferry Terminal Access: Access to and from ferry terminal is provided from Alaskan Way with a holding area east of SR 99 and south of King Street.

Streetcar: Streetcar is provided in a median with two exclusive tracks on the west side of the roadway. Allows for a potential extension to Terminal 46, which is not a part of the project.

Bicycle: Exclusive bikeway (Class I) west of the frontage road.

Pedestrian: Approximately 25 feet along the shoreline of Pier 48 marginal wharf and an approximate 15 foot cityside sidewalk. Pedestrian crossings at all intersections.

Midtown Area

Roadway: Alaskan Way – from Yesler Way to Union Street: Four moving lanes (two in each direction) with median and left turn pockets. On-street parking is provided adjacent to northbound moving lanes along cityfront from Yesler Way to Union Street. From Union Street to Pier 62, Alaskan Way becomes a two-lane roadway and proceeds along the shoreline. A two-lane access road extends along the cityfront north of Union Street to provide access to existing uses and parking facilities.

Frontage Road: One-way southbound frontage road from Yesler Way to University Street with parking on one side adjacent to promenade to provide drop-off, service and bus access to Washington State Ferries and historic character piers.

Streetcar: An exclusive dual trackway in a wide median on the west side of roadway between Yesler Way and University Street. At University Street, the tracks proceed eastward to provide streetcar service along Western Avenue to Blanchard Street. The tracks also, at University Street, proceed northward to transition to a single exclusive trackway on the east side of the roadway.

Bicycle: Striped bikelanes (Class II bikeway) adjacent to vehicular moving lanes on either side of the roadway from Yesler Way to Union Street. North of Union Street, an exclusive Class I bikeway located east of the trackway.

Pedestrian: Approximately 35-foot promenade along the shoreline and an approximate 15-foot cityside sidewalk from Yesler Way to University Street where it widens as the roadway turns. Pedestrian crossings at all intersections and pedestrian bridges to Washington State Ferries at Marion and Madison Streets.

Belltown Area

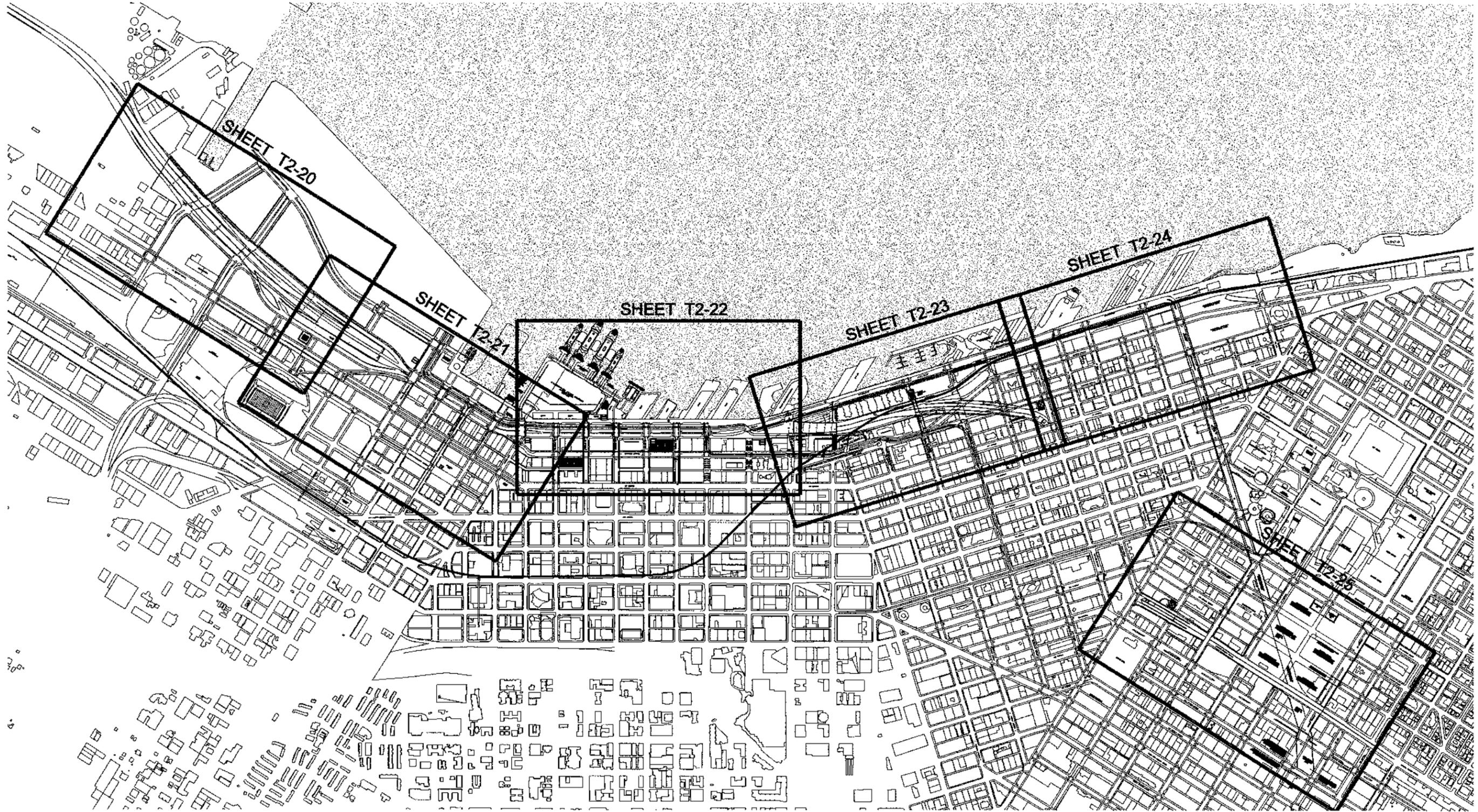
Battery Street Tunnel Connection: Six lane tunnel transitions to a viaduct over the BNSF railroad tracks and connects directly to Battery Street Tunnel and provides on and off ramps to Elliott and Western Avenues.

Roadway: Alaskan Way continues as a two-lane roadway along the shoreline to the equivalent of the Blanchard Street intersection and then widens to a four lane facility for the remainder of the roadway to Broad Street. On-street parking is generally provided on both sides of roadway.

Streetcar: Exclusive single trackway on the eastside of the roadway as it is today

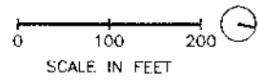
Bicycle: Bicycle access is provided in an exclusive pedestrian/bicycle way on the east side of the trackway as it is today

Pedestrian: Approximately 35 feet adjacent to the two lane roadway and transitions back to an approximate 13 foot promenade adjacent to the four lane facility and with an 8-foot sidewalk on the cityfront. Pedestrian crossings at all intersections where streets terminate at Alaskan Way.

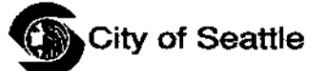
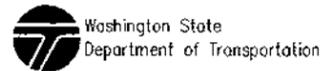


PLOTTING DATE : 03/02/04

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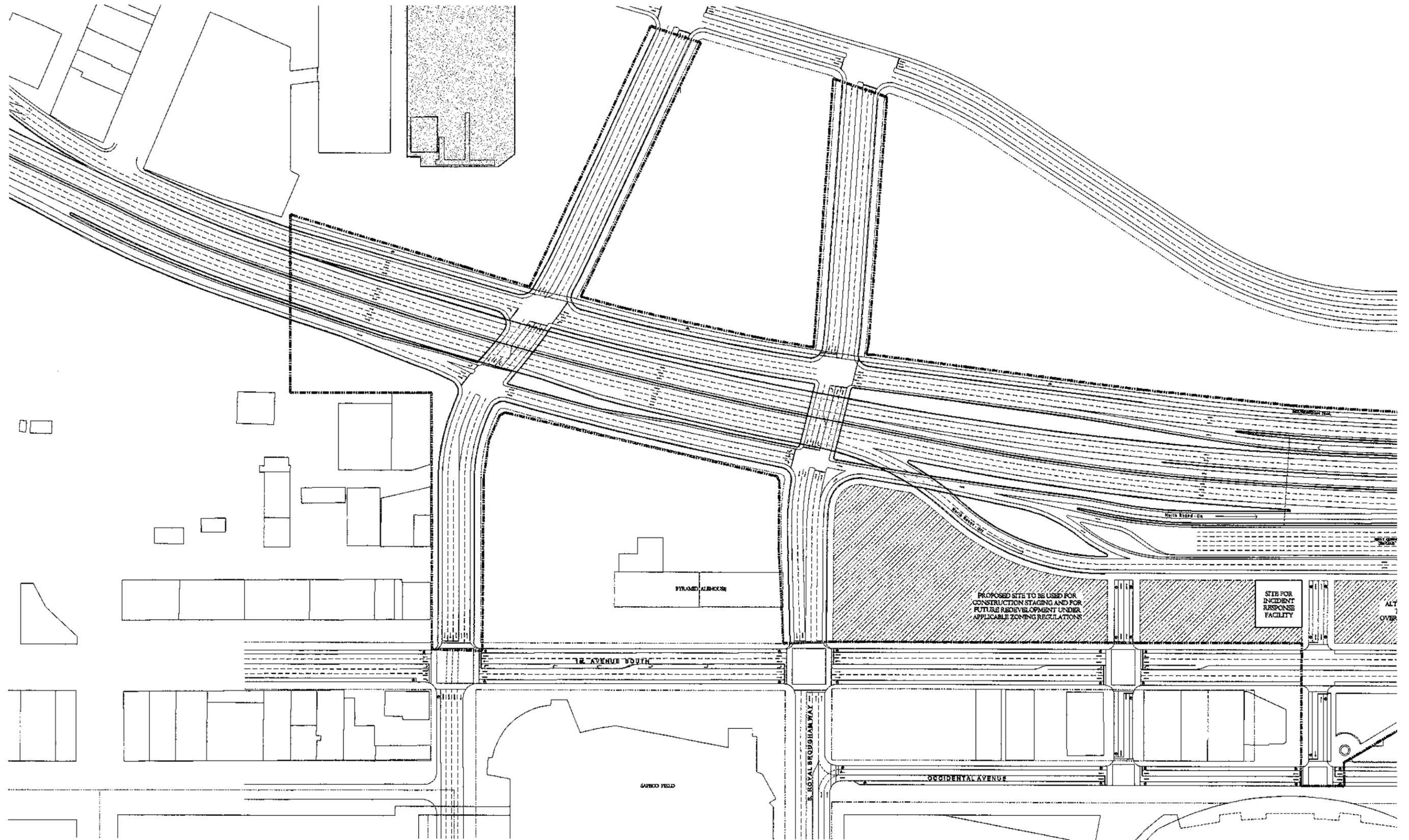


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 2
KEY PLAN

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

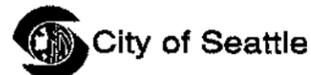
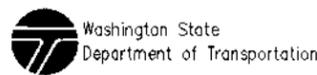
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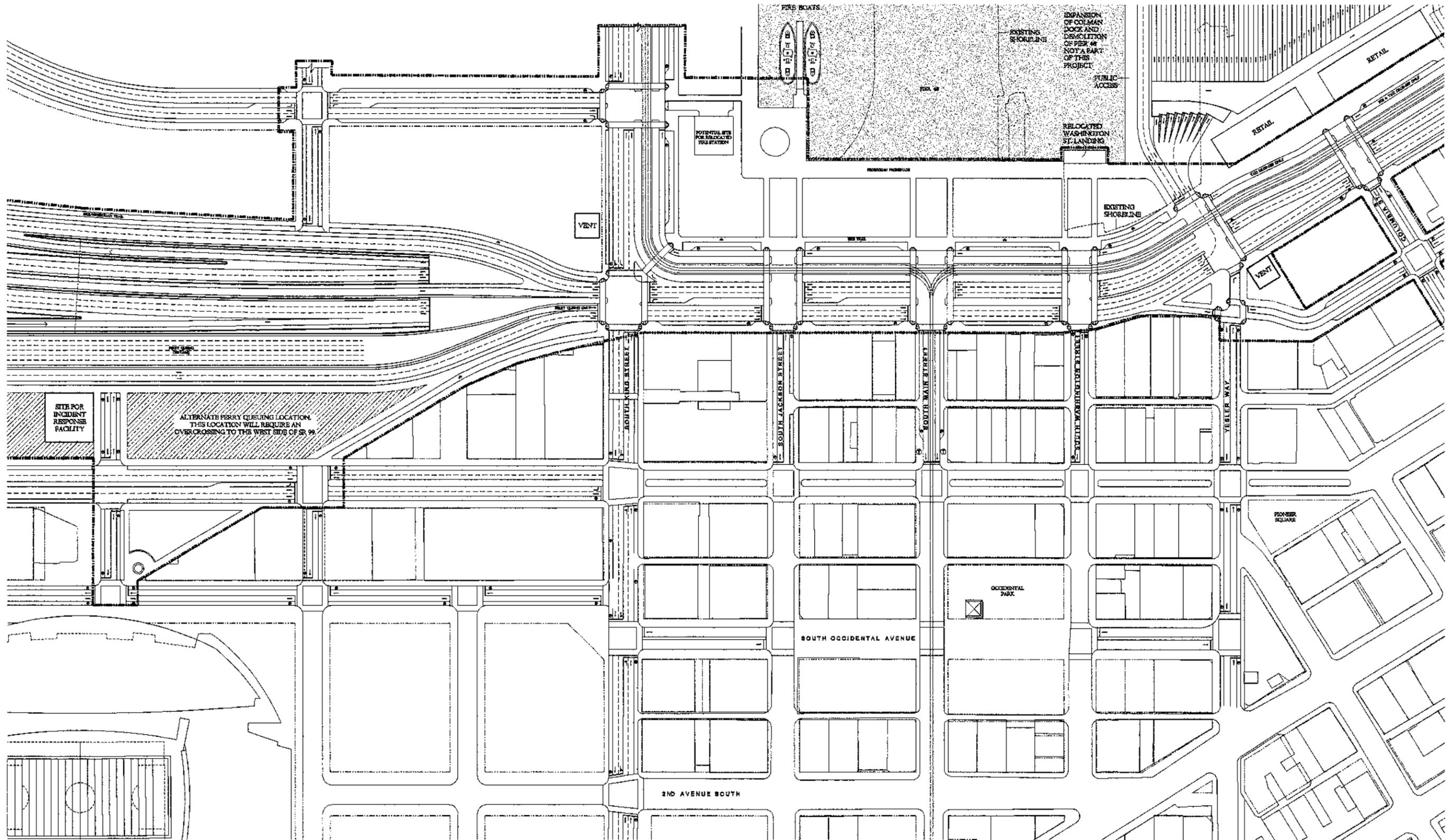
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

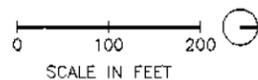
TUNNEL ALTERNATIVE - VARIANT 2
S. ATLANTIC TO RAILROAD WAY SOUTH

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

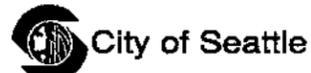
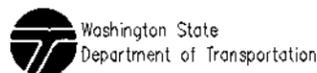


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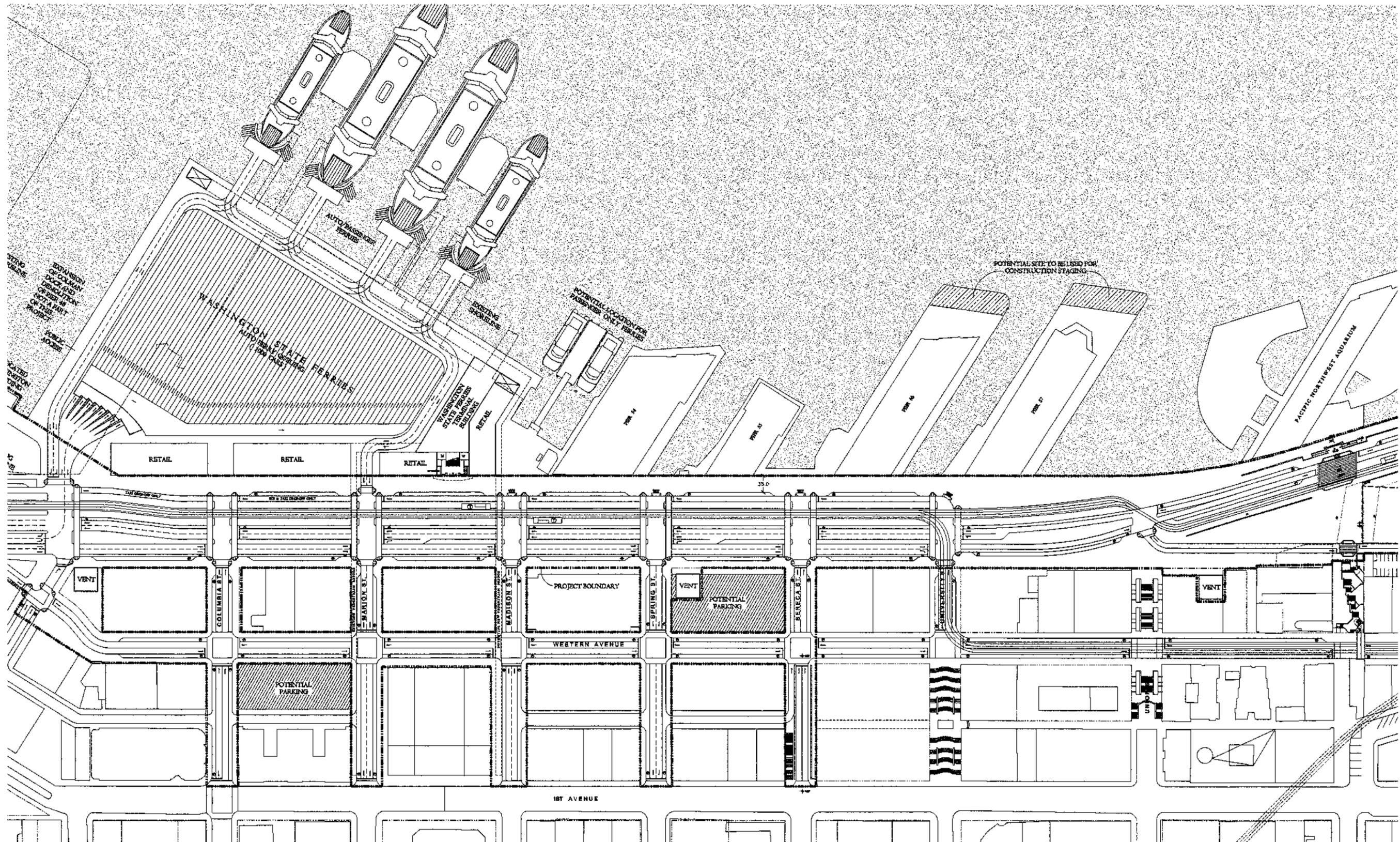
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 2
RAILROAD WAY SOUTH TO YESLER

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

SHEET
FIGURE
NO
T2-21

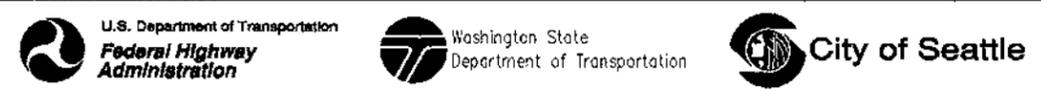
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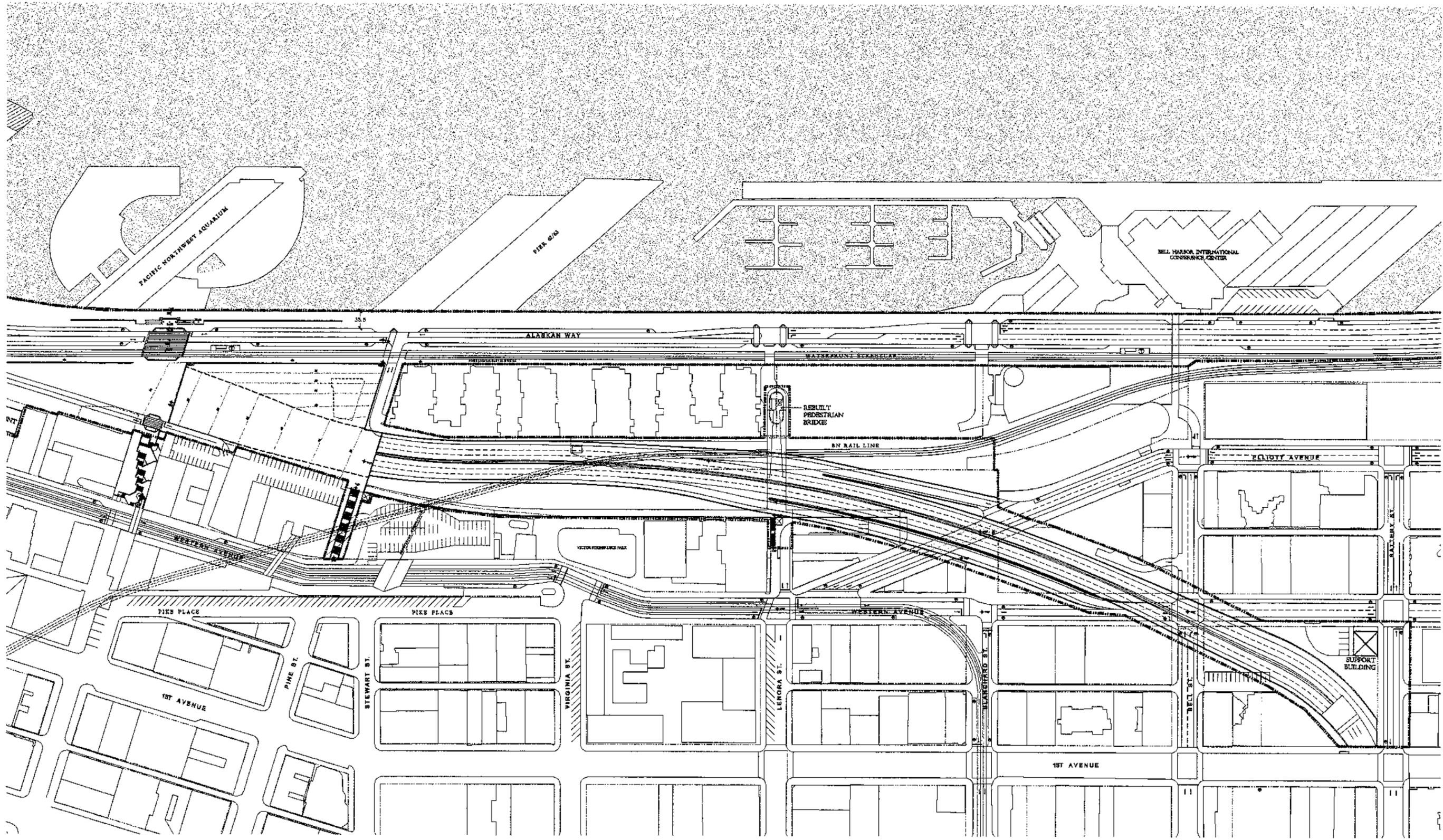
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 2
YESLER TO PIKE

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

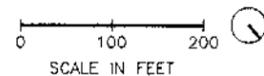
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SHEET
FIGURE
NO.
T2-22

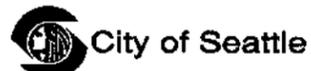
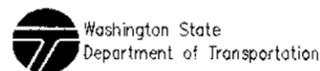


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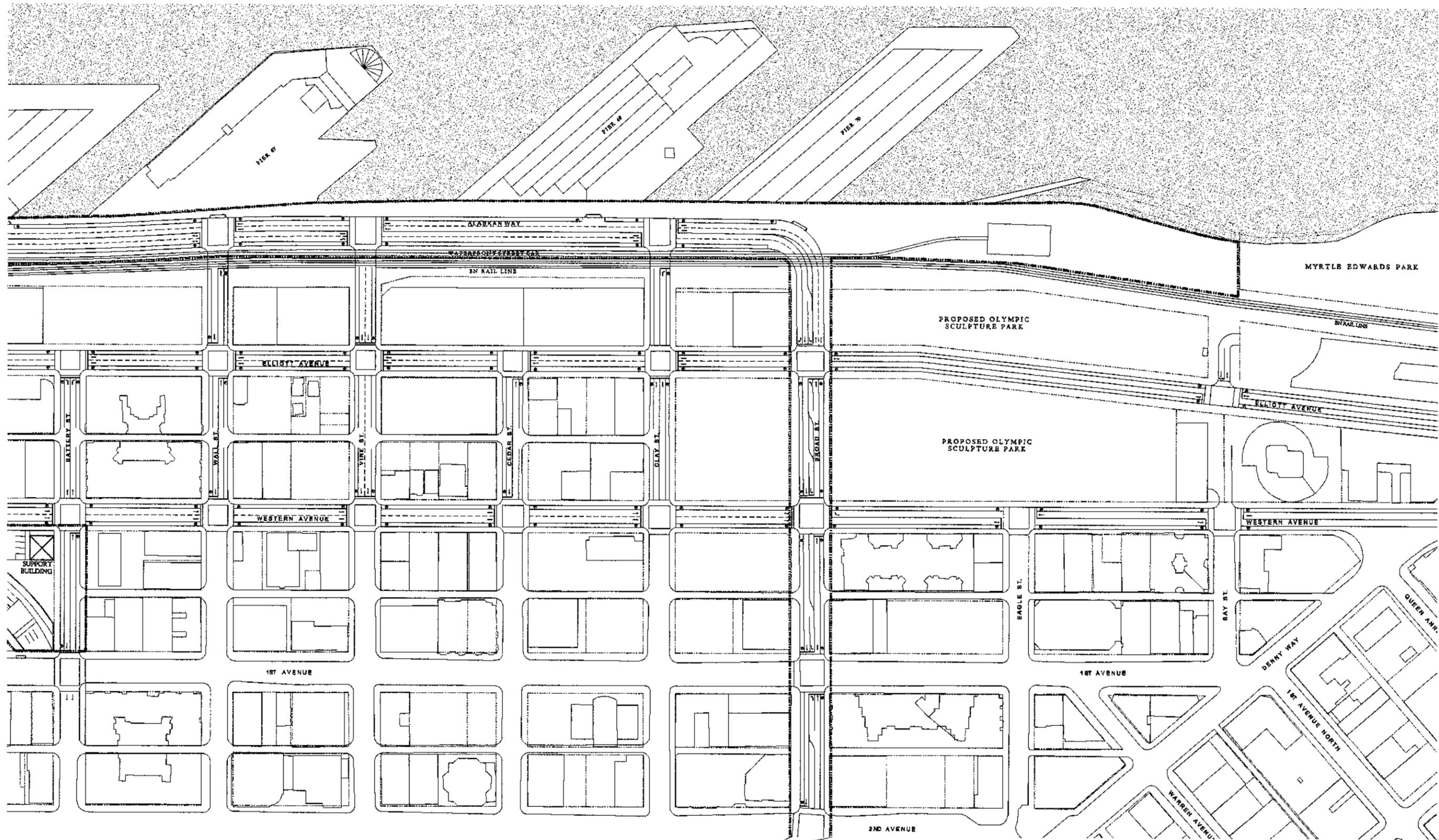
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IMPROVEMENTS WITHIN THE PROJECT AREA



ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

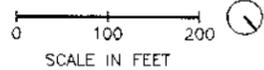
TUNNEL ALTERNATIVE - VARIANT 2
PIKE TO BATTERY

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

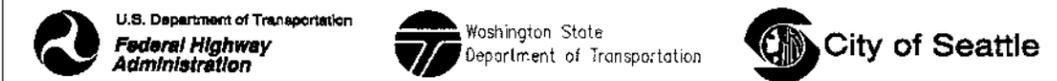


PLOTTING DATE : 030204

NOTE:
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

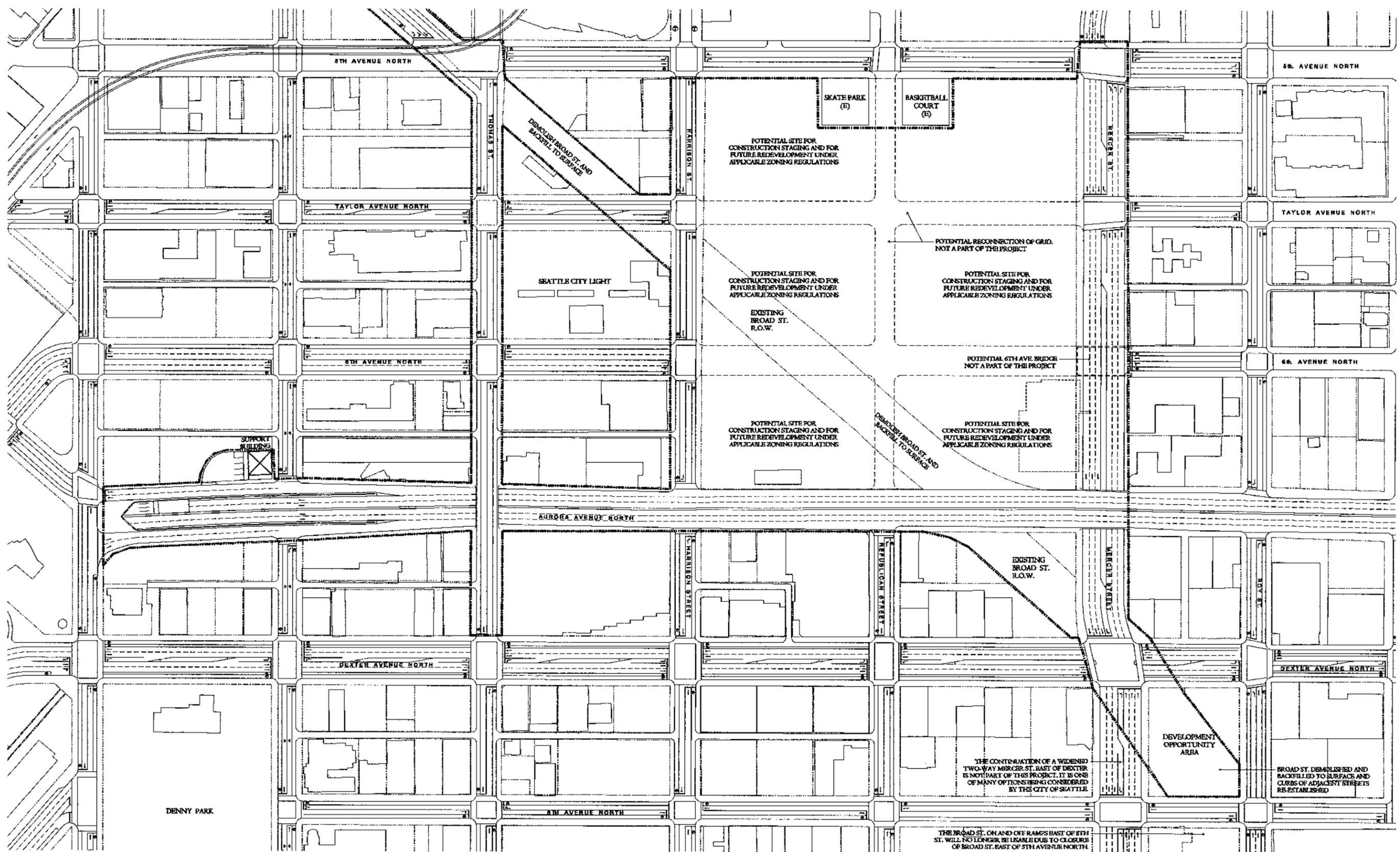
TUNNEL ALTERNATIVE - VARIANT 2
BATTERY TO SCULPTURE PARK

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

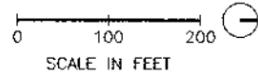
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SHEET
FIGURE NO
T2-24

PLOTTING DATE : 03/02/04



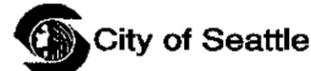
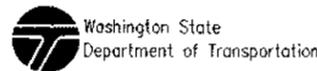
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THE BROAD ST. ON AND OFF RAMP'S EAST OF 5TH ST. WILL NO LONGER BE USABLE DUE TO CLOSURE OF BROAD ST. EAST OF 5TH AVENUE NORTH

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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 2
NORTH OF THE BATTERY STREET TUNNEL

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

SHEET
FIGURE NO.
12-25

Key Characteristics of Surface Circulation System on Harborfront

TUNNEL ALTERNATIVE – VARIANT 3

Pioneer Square Area

Roadway: Alaskan Way – from South King Street to Yesler Way: Six moving lanes (three in each direction) with median and southbound left turn pockets at South Jackson and South King Streets. On-street parking is provided adjacent to southbound lanes from King Street to Yesler Way adjacent to northbound lanes from King Street to Washington Street. No access from Alaskan Way to Western Avenue.

Ferry Terminal Access: Access to and from the ferry terminal is provided from Alaskan Way with a holding area east of SR 99 and south of King Street.

Streetcar: Rerouted from Alaskan Way to Western Avenue and reconnected to Main Street via Yesler Way and Occidental Avenue.

Bicycle: Exclusive bikeway (Class I) west of the Alaskan Way roadway.

Pedestrian: Approximately 25-foot promenade along shoreline of Pier 48 marginal wharf and an approximate 15-foot wide cityside sidewalk. Pedestrian crossings at all intersections.

Midtown Area

Roadway: Alaskan Way - Four vehicular moving lanes (two moving lanes in each direction) from Yesler Way to Union Street and two vehicular lanes from Union Street north. The roadway includes a median which includes left turn pockets and with on-street parking on the cityside northbound lanes.

Frontage Road: A one-way southbound frontage road with parking adjacent to the waterfront for drop-off, service vehicle and bus access to the ferry terminal and historic character piers from Yesler Way to Union Street.

Streetcar: Streetcar service is relocated to Western Avenue and accommodated with shared vehicular lanes.

Bicycle: A wide landscaped median with a pedestrian/bicycle trail is located on the waterfront between the roadway and the frontage road.

Pedestrian: An approximate 35-foot promenade is provided all along the shoreline from Yesler Way to Pier 62. A minimum 15-foot cityside sidewalk is provided from Yesler Way to Pier 62. Pedestrian crossings at all intersections and pedestrian bridges to Washington State Ferries at Marion and Madison Streets.

Belltown Area

Battery Street Tunnel Connection: Six lane tunnel transitions to a viaduct over the BNSF railroad tracks and connects directly to Battery Street Tunnel and provides on and off ramps to Elliott and Western Avenues.

Roadway: Alaskan Way continues along the shoreline as a two-lane roadway with striped bikeways north of Pier 62 to Blanchard Street where it increases to a four lane roadway to Broad Street. On-street parking is generally provided on both sides of the street.

Streetcar: Relocated to Western Avenue.

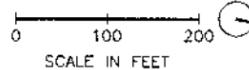
Bicycle: Striped bikeways adjacent to the moving lanes in both directions.

Pedestrian: Approximately 30-foot promenade adjacent to the shoreline except for a narrower portion between Bell Street and Wall Street and a 15-foot sidewalk on the cityfront. Pedestrian crossings at all intersections where streets terminate at Alaskan Way.

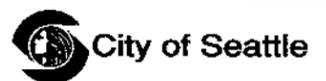
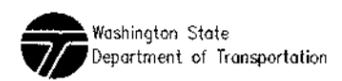


PLOTTING DATE : 030204

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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

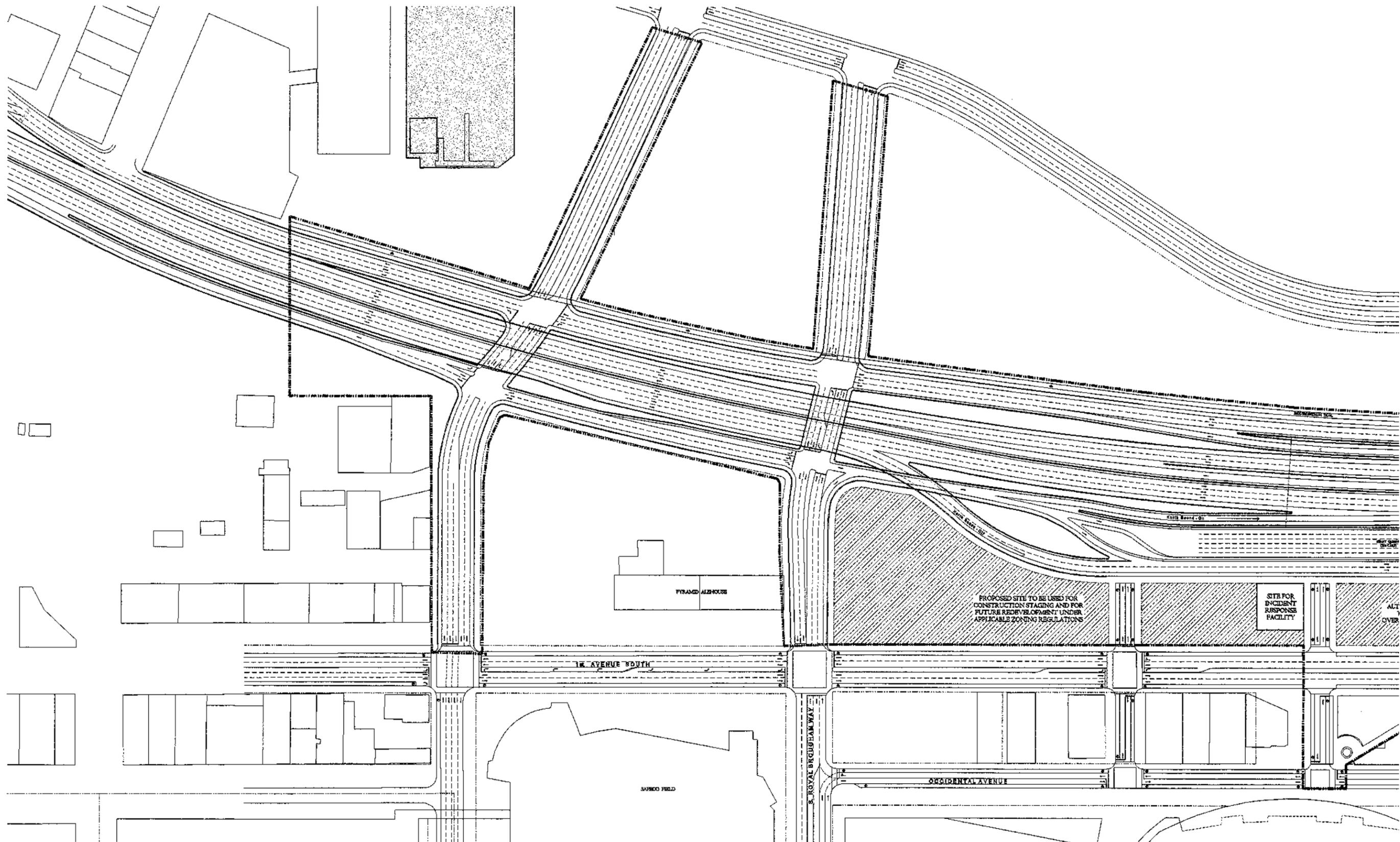
TUNNEL ALTERNATIVE - VARIANT 3
KEY PLAN

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

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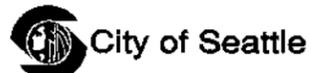
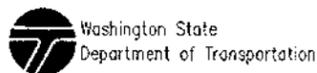
SHEET
FIGURE
NO.
T3-19

PLOTTING DATE : 03/02/04



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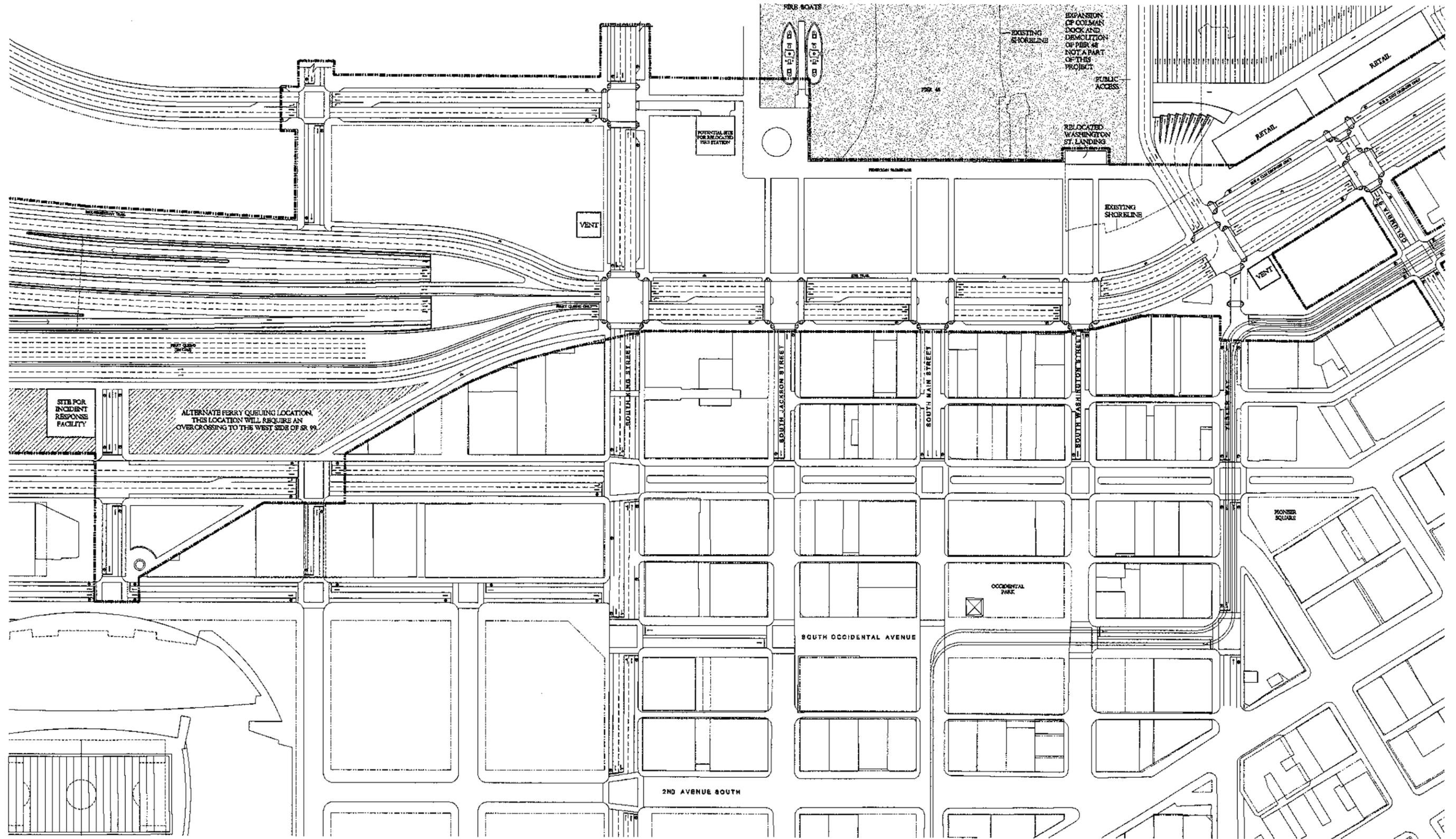


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

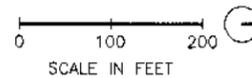
TUNNEL ALTERNATIVE - VARIANT 3
S. ATLANTIC TO RAILROAD WAY SOUTH

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

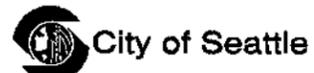
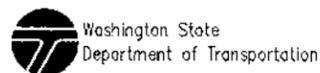
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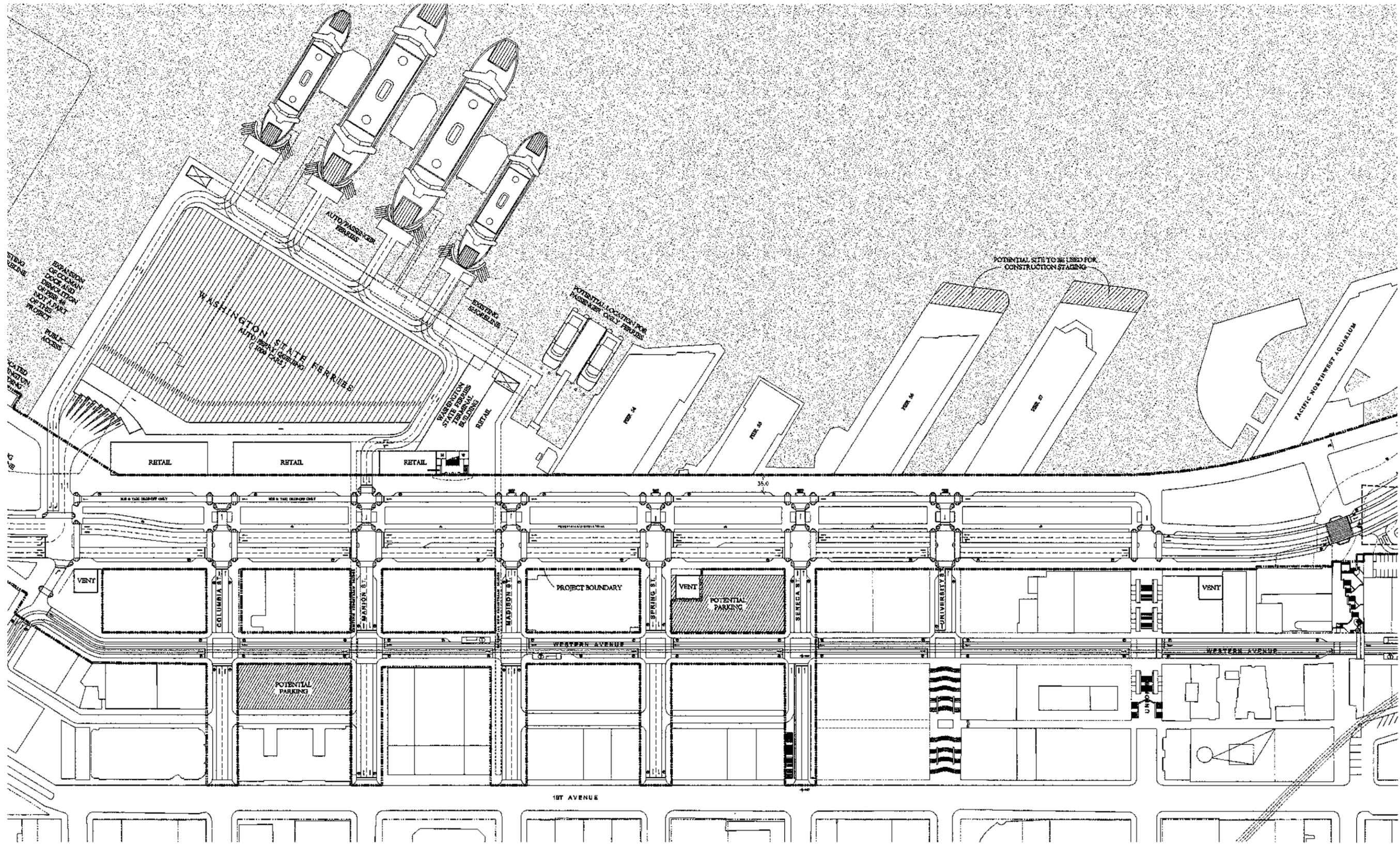
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
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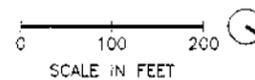
TUNNEL ALTERNATIVE - VARIANT 3
RAILROAD WAY SOUTH TO YESLER

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

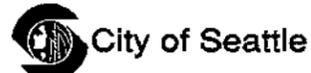
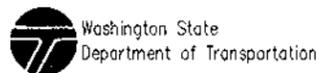


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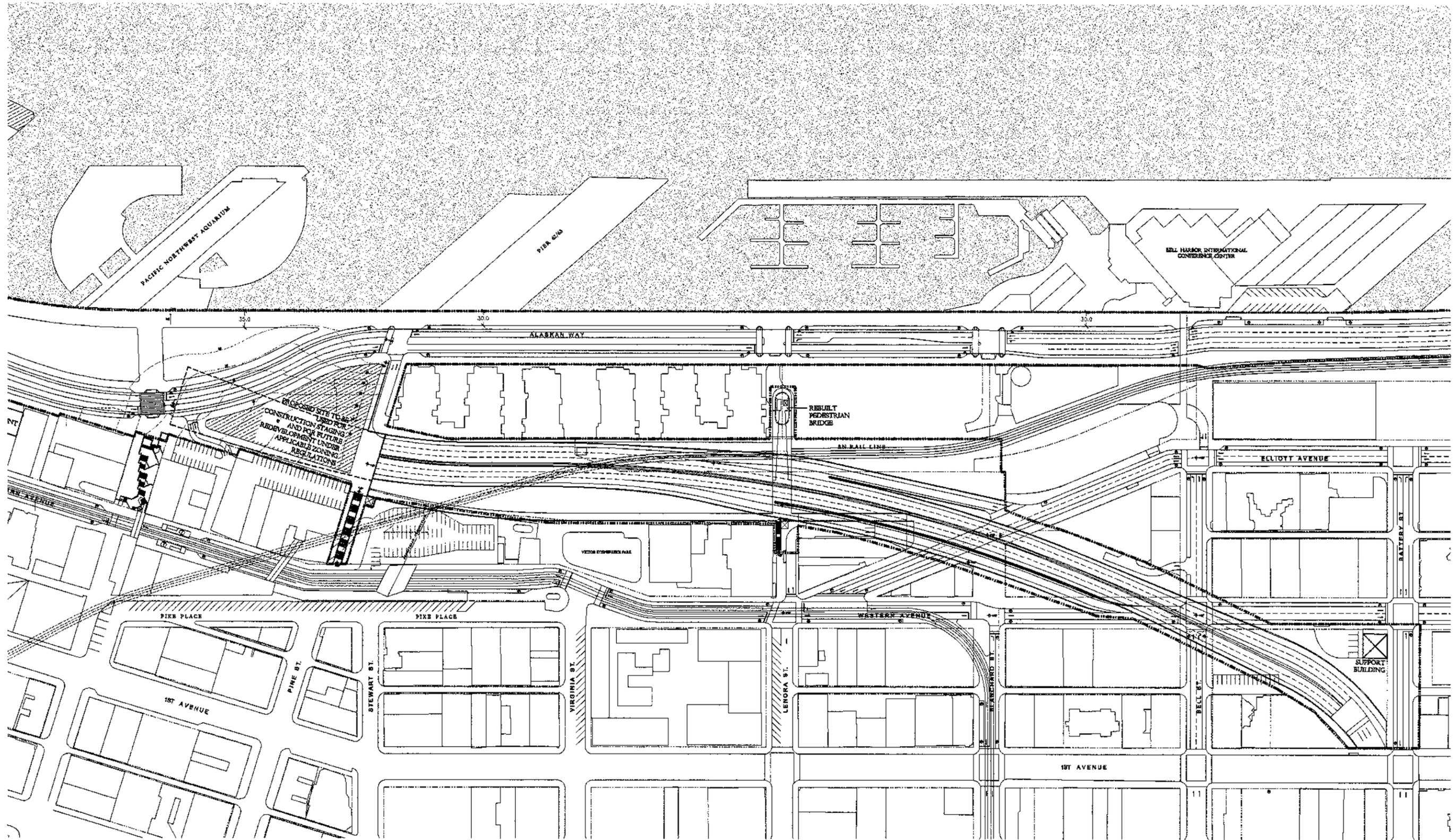
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 3
YESLER TO PIKE

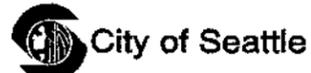
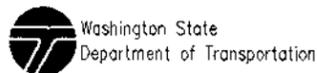
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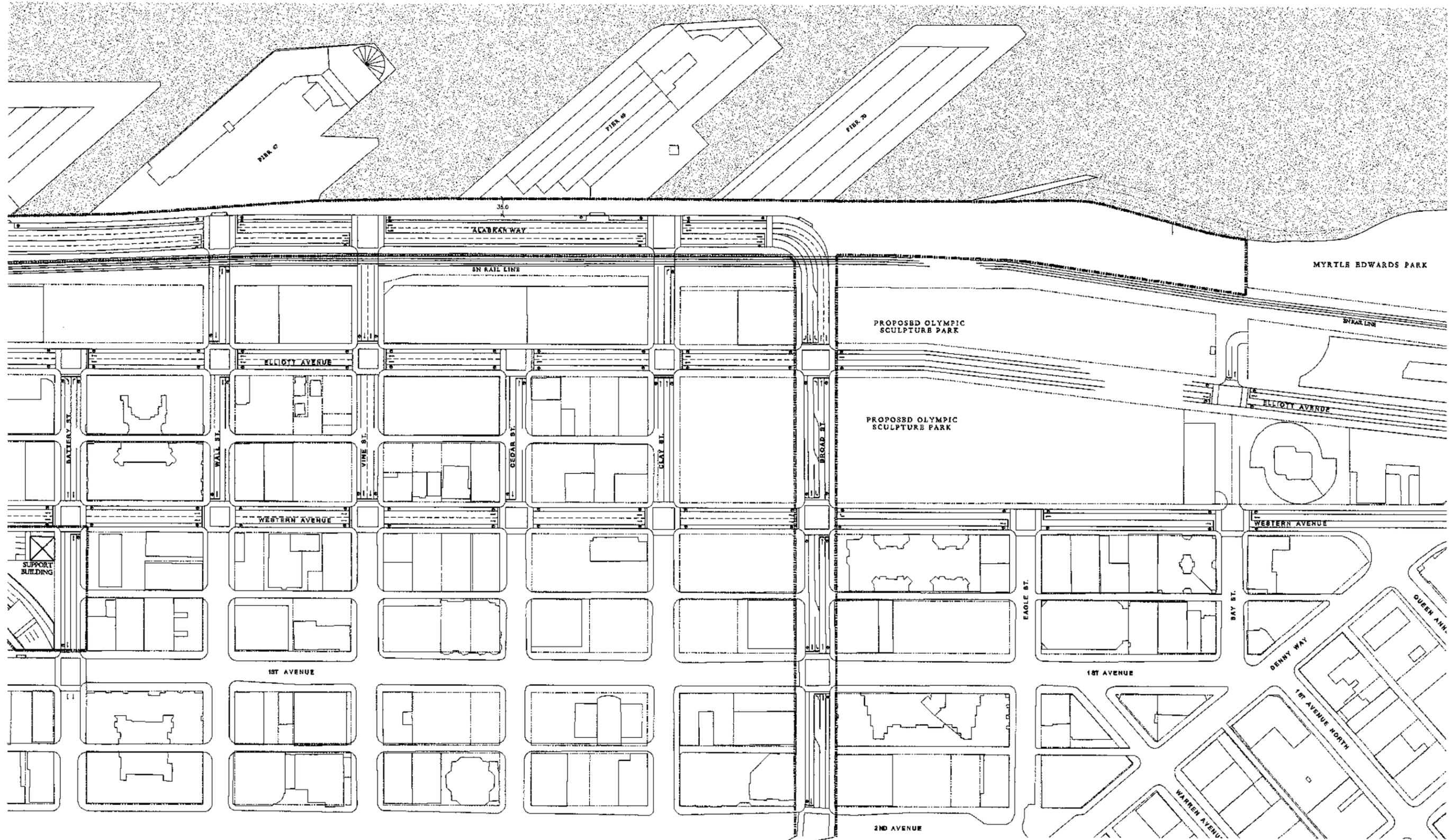
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 3
PIKE TO BATTERY

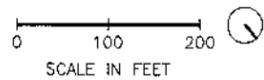
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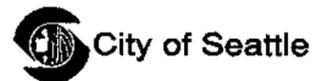
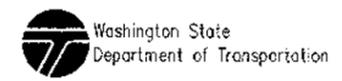
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PROJECT BOUNDARY CONTINUOUS TO 5TH AVE.



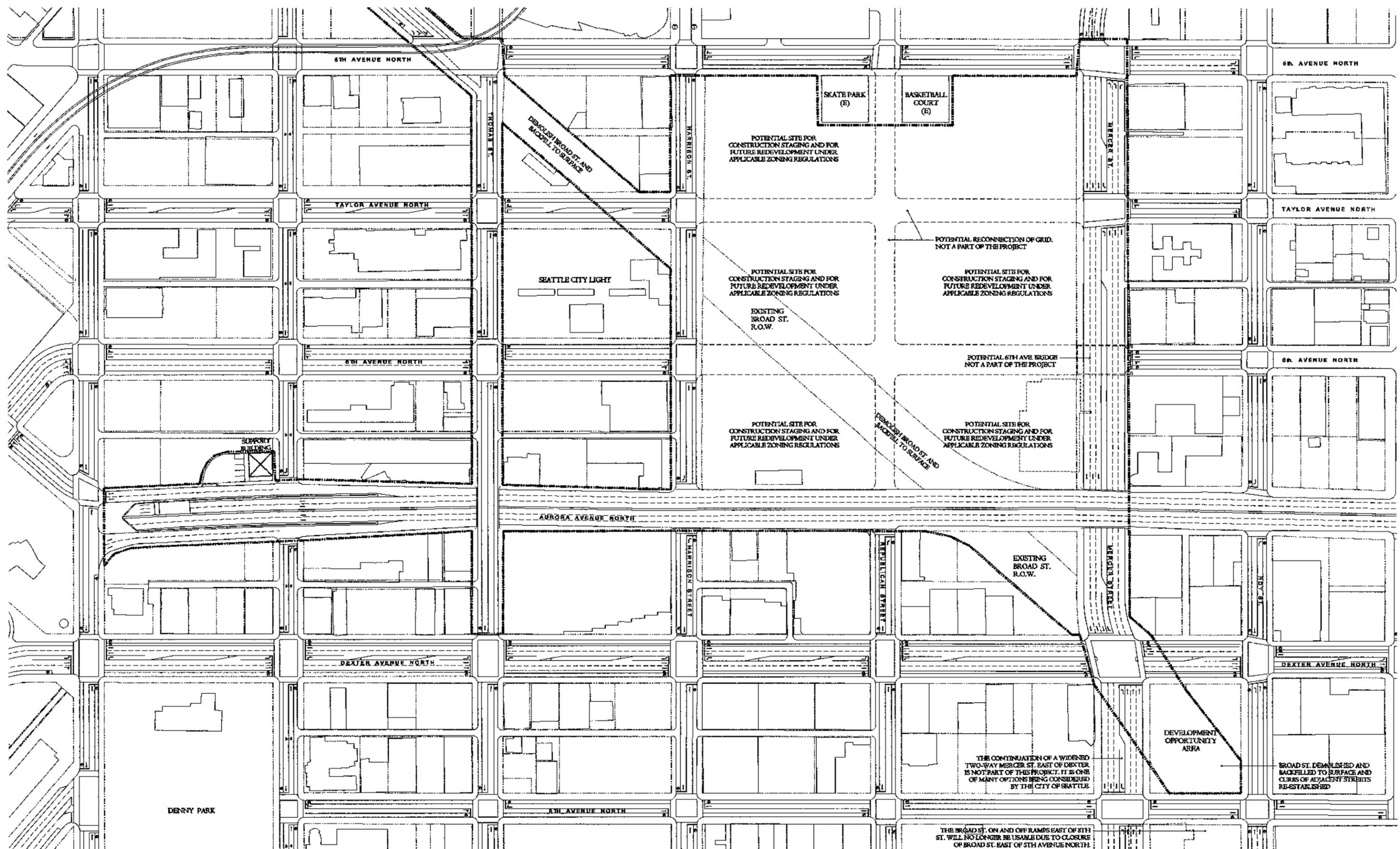
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SEATTLE, WA

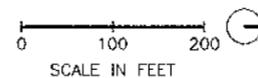
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BATTERY TO SCULPTURE PARK

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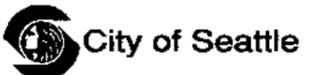
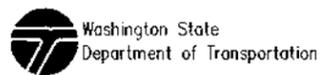


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THE BROAD ST. ON AND OFF RAMP EAST OF 5TH ST. WILL NO LONGER BE USABLE DUE TO CLOSURE OF BROAD ST. EAST OF 5TH AVENUE NORTH.

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BROAD ST. DEMOLISHED AND BACKFILLED TO SURFACE AND CURBS OF ADJACENT STREETS RE-ESTABLISHED



ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

TUNNEL ALTERNATIVE - VARIANT 3
NORTH OF THE BATTERY STREET TUNNEL

Key Characteristics of Surface Circulation System on Harborfront

TUNNEL ALTERNATIVE – VARIANT 4

Pioneer Square Area

Roadway: Alaskan Way – from South King Street to Yesler Way: Six moving lanes (three in each direction) with median and southbound left turn pockets at South Jackson and South King Streets. On-street parking is provided along the cityfront from South King Street to Yesler Way. No access from Alaskan Way to Western Avenue. The major variation of this alternative is that it relocates Alaskan Way further westward, creating an opportunity for infill development of 65 feet along the cityfront.

Ferry Terminal Access: Access to and from the ferry terminal is provided from Alaskan Way with a holding area east of SR 99 and south of King Street.

Streetcar: Rerouted from Alaskan Way to Western Avenue and reconnected to Main Street via Yesler Way and Occidental Avenue.

Bicycle: Exclusive bikeway (Class I) west of streetcar tracks and the Alaskan Way roadway.

Pedestrian: Approximately 25-foot promenade along shoreline of Pier 48 marginal wharf and an approximate 15-foot wide cityside sidewalk. Pedestrian crossings at all intersections.

Midtown Area

Roadway: Alaskan Way - Four vehicular moving lanes (two moving lanes in each direction) from Yesler Way to Union Street and two vehicular lanes from Union Street north. The roadway features a median which includes left turn pockets and with on-street parking generally on both sides of the street. The major variation of this alternative is that it relocates Alaskan Way further westward, creating an opportunity for infill development of 65 feet along the cityfront.

Streetcar: Streetcar service is relocated to Western Avenue and accommodated in shared vehicular lanes.

Bicycle: Striped bikelanes (Class II bikeway) adjacent to vehicular moving lanes on either side of the roadway.

Pedestrian: An approximate 35-foot promenade is provided all along the shoreline from Yesler Way to Pier 62. A minimum 15-foot cityside sidewalk is provided from Yesler Way to Pier 62. Pedestrian crossings at all intersections and pedestrian bridges to Washington State Ferries at Marion and Madison Streets.

Belltown Area

Battery Street Tunnel Connection: Six lane tunnel transitions to a viaduct over the BNSF railroad tracks and connects directly to Battery Street Tunnel and provides on and off ramps to Elliott and Western Avenues.

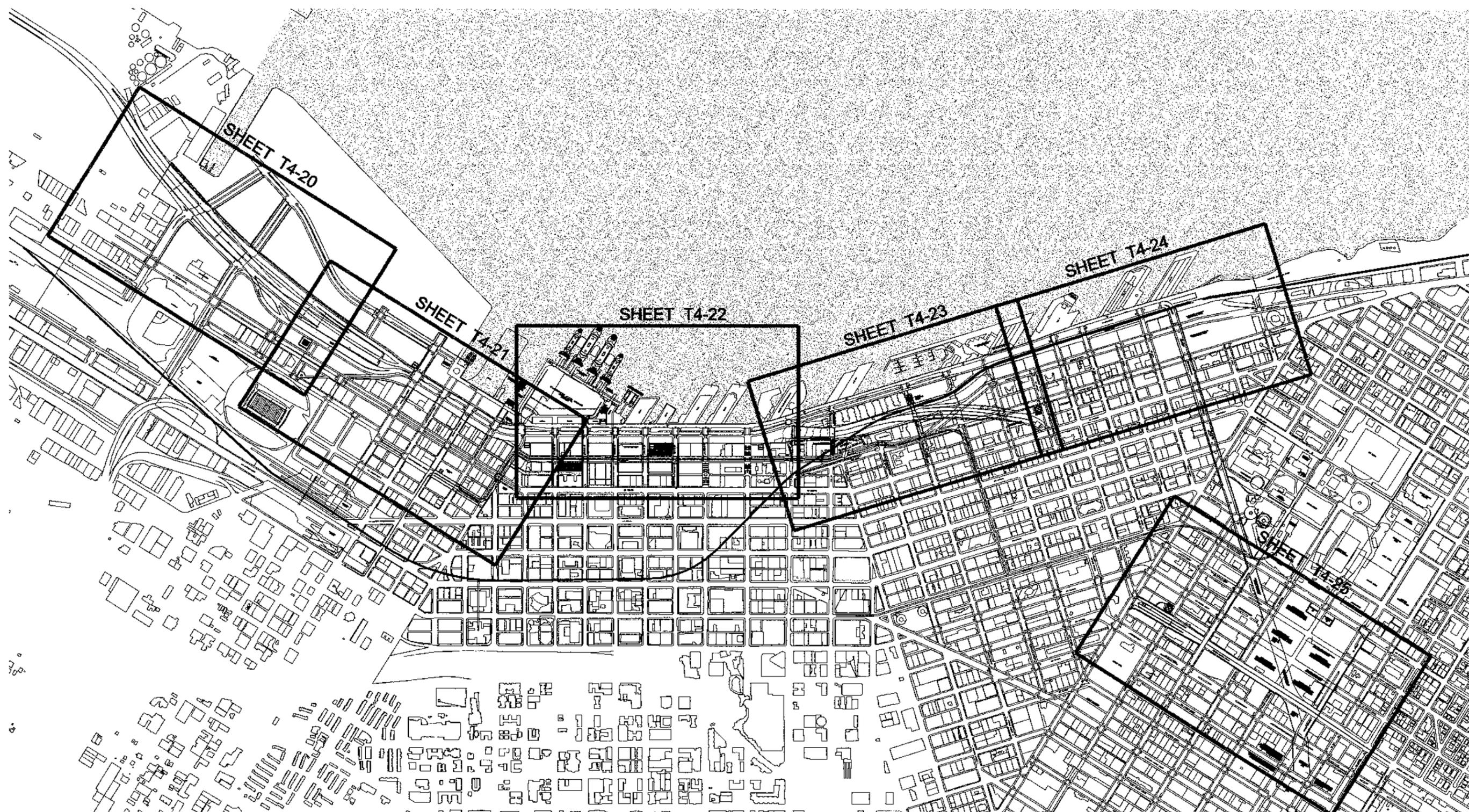
Roadway: Alaskan Way continues along the shoreline as a two-lane roadway with striped bikeways north of Pier 62 to Blanchard Street where it increases to a four lane roadway with striped bikeways adjacent to the moving lanes in both directions to Broad Street. On-street parking is generally provided on both sides of the street.

Streetcar: Relocated to Western Avenue.

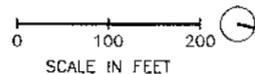
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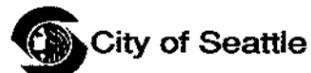
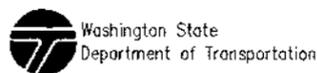
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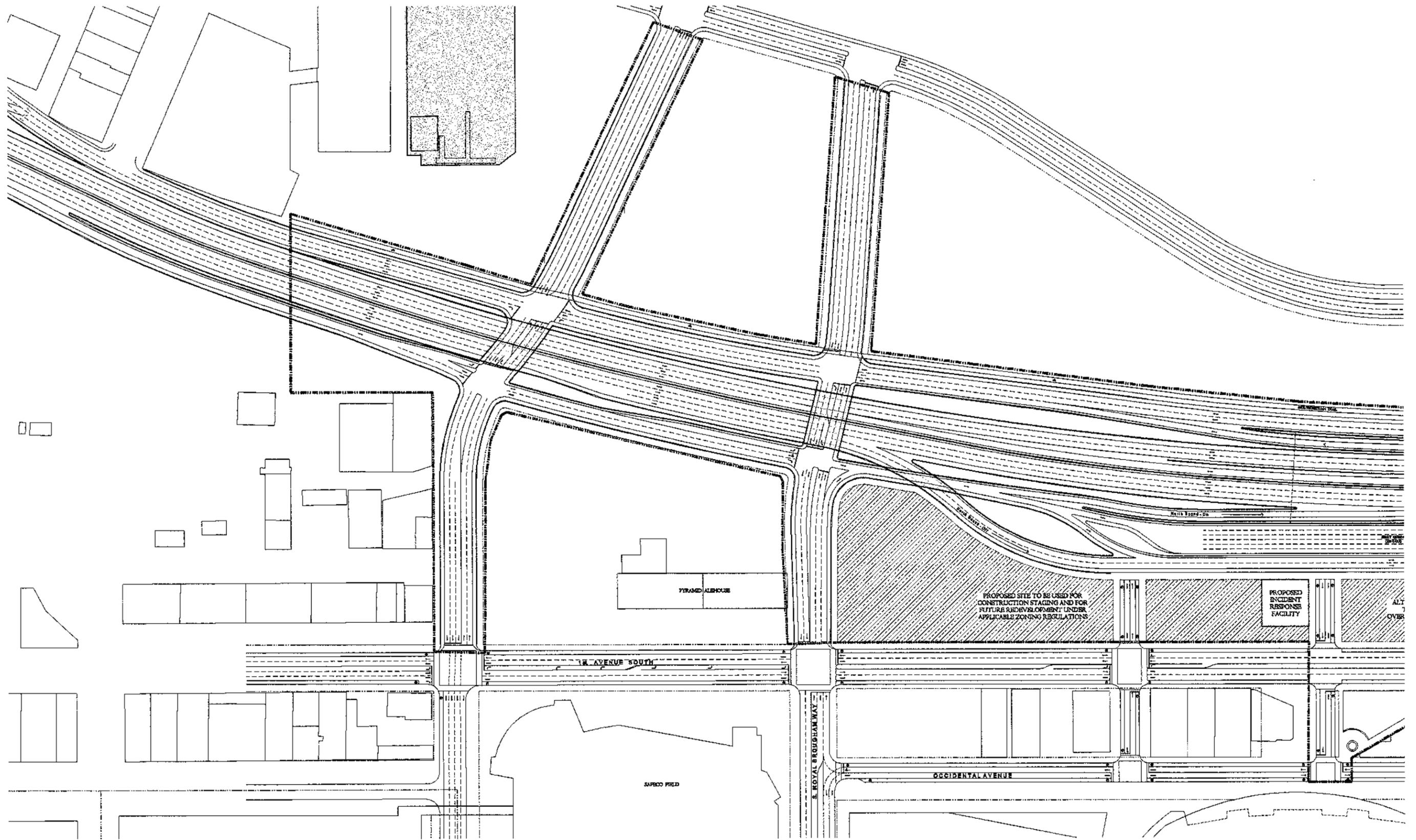


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

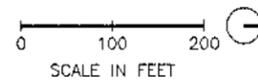
TUNNEL ALTERNATIVE - VARIANT 4
KEY PLAN

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

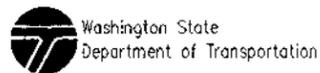
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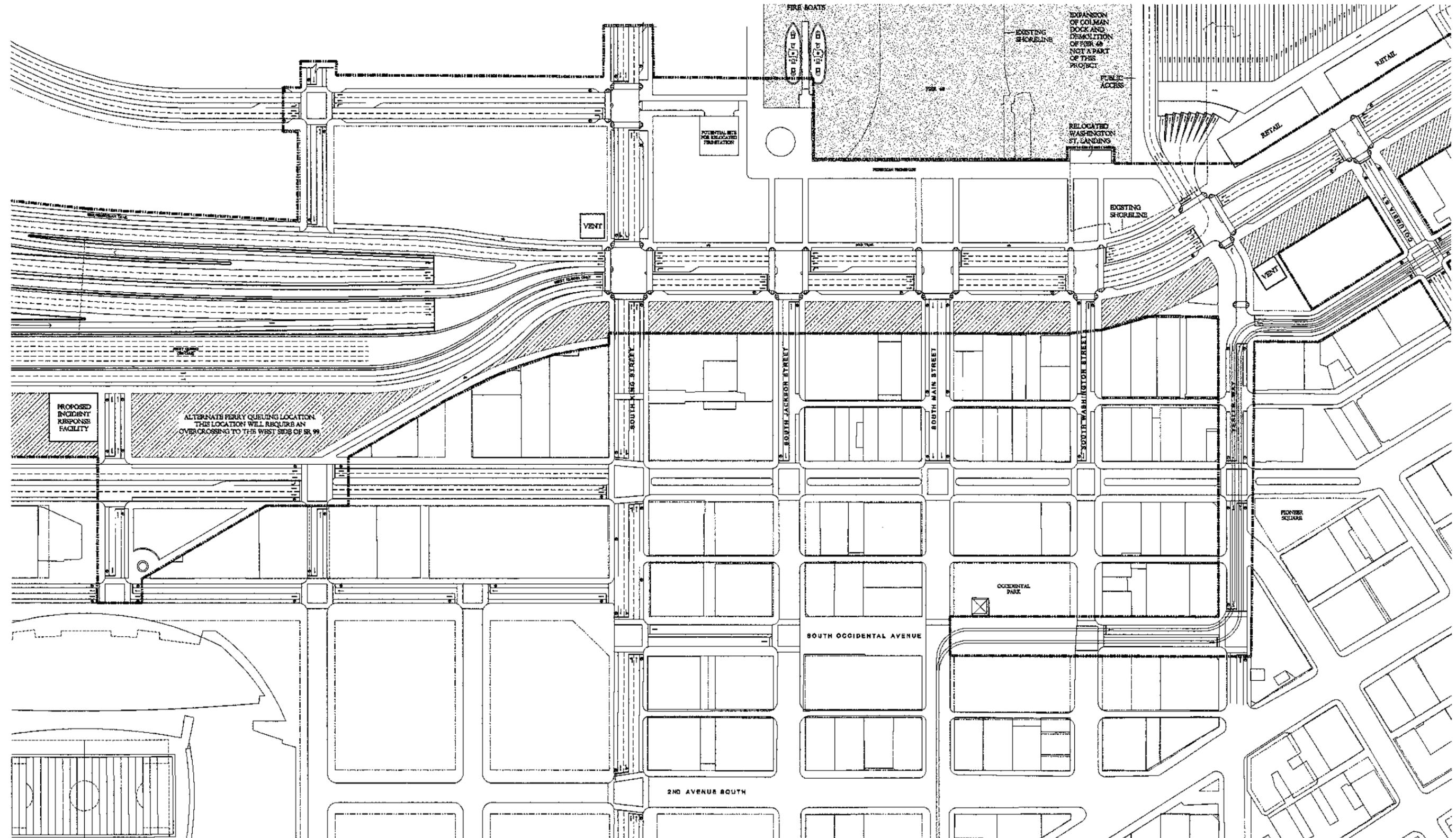


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

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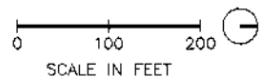
TUNNEL ALTERNATIVE - VARIANT 4
S. ATLANTIC TO RAILROAD WAY SOUTH

SHEET
FIGURE
NO
T4-20

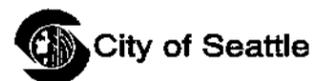
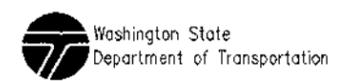


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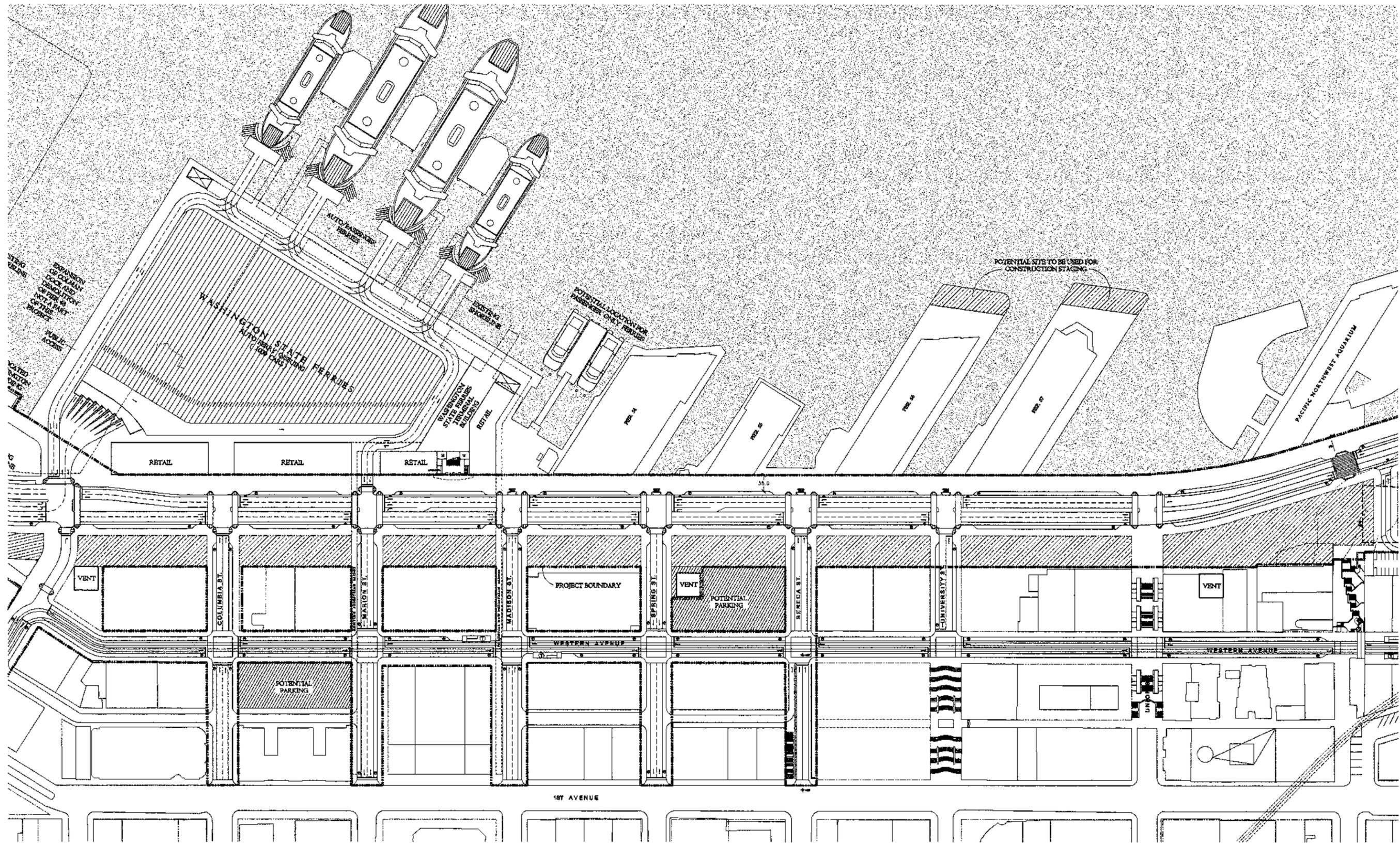


ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

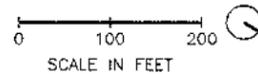
TUNNEL ALTERNATIVE - VARIANT 4
RAILROAD WAY SOUTH TO YESLER

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

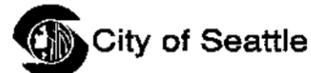
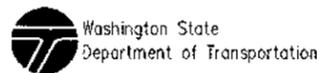
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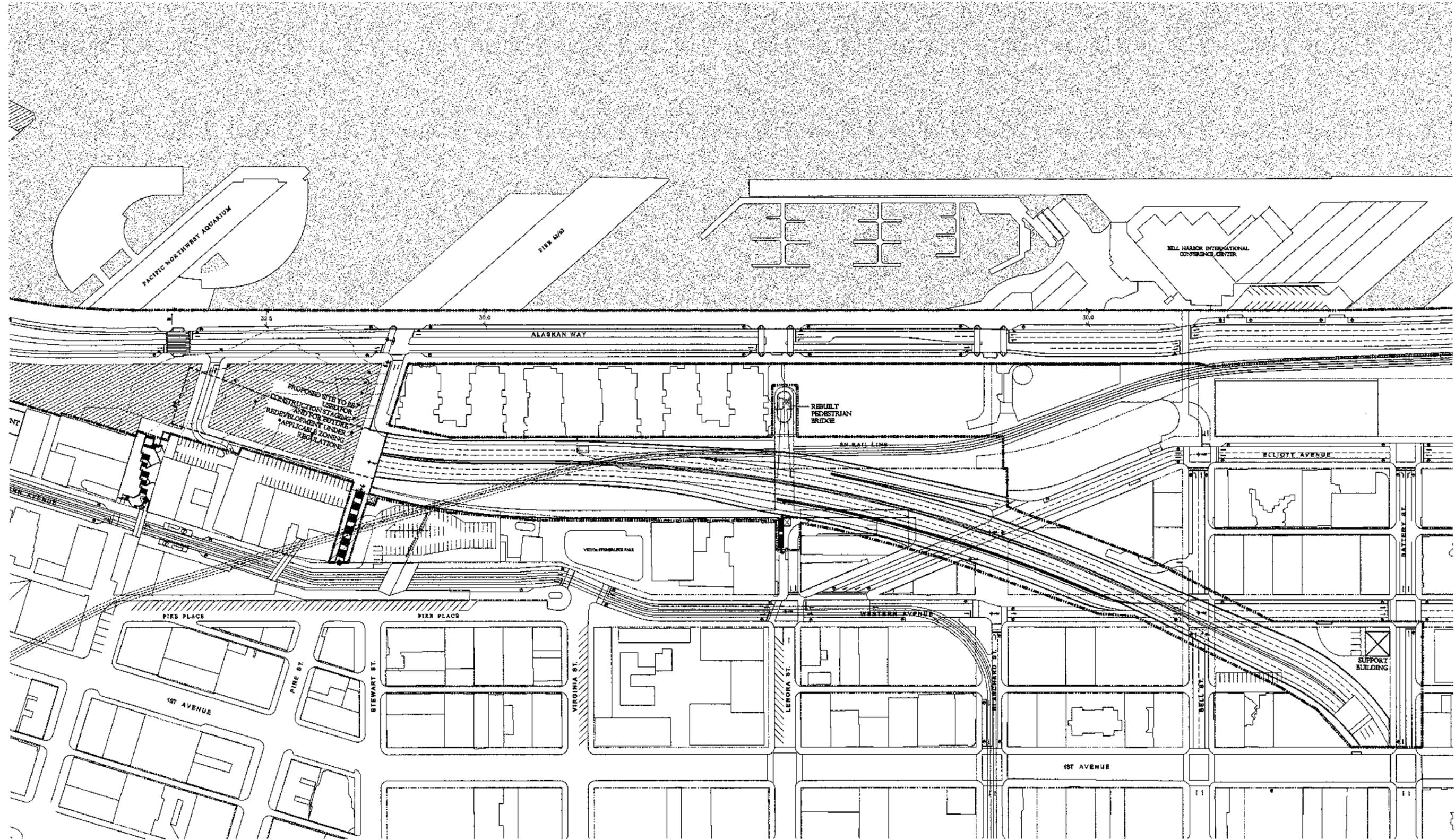
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
 SEATTLE, WA

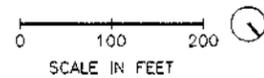
TUNNEL ALTERNATIVE - VARIANT 4
 YESLER TO PIKE

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

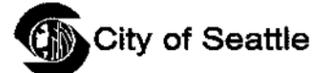
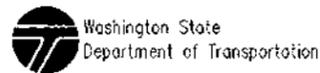


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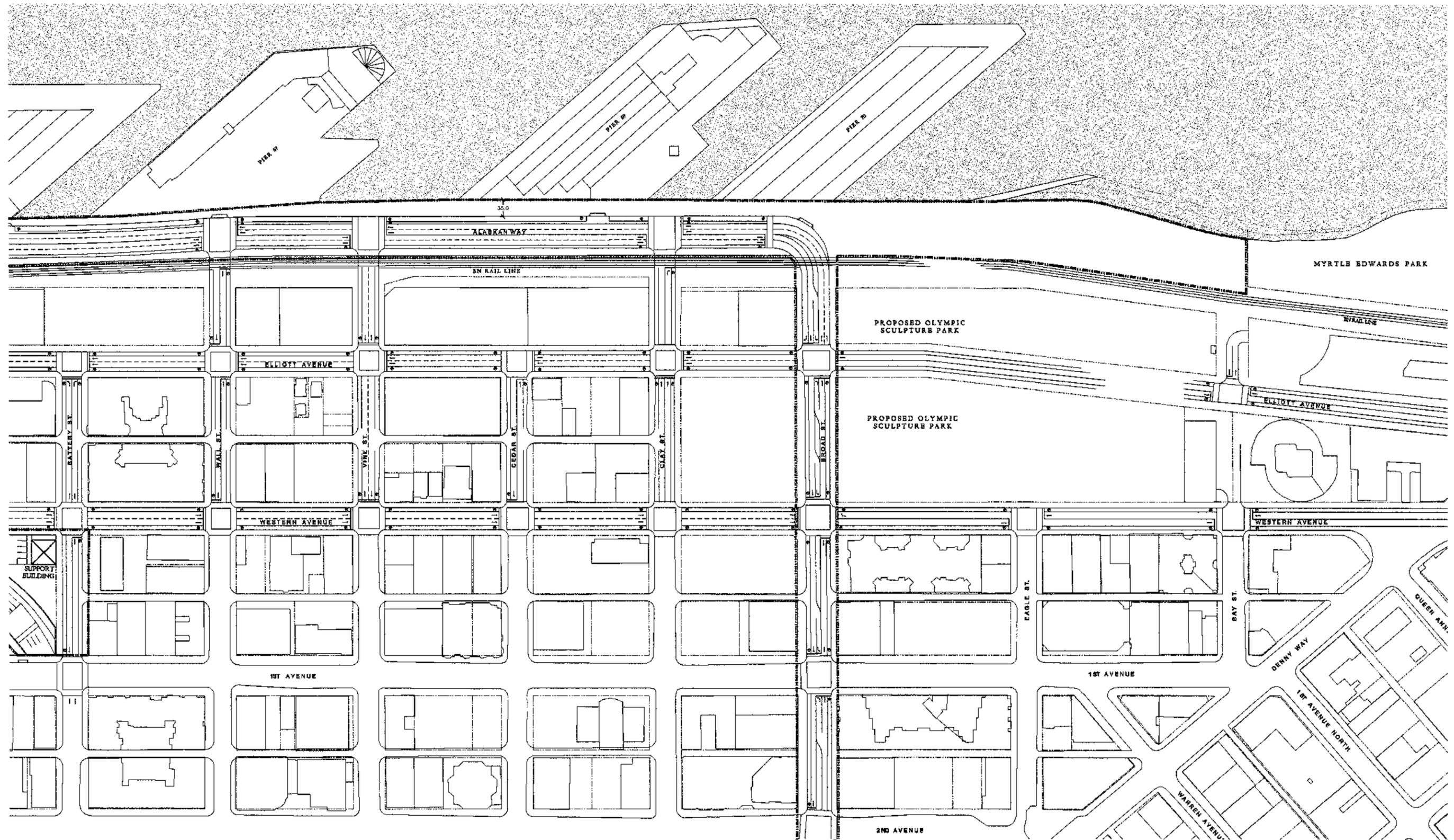
NOTE:
STRUCTURES AND STREET CHANNELIZATION SHOWN
BEYOND THE PROJECT BOUNDARY ARE ONLY FOR
THE PURPOSE OF ESTABLISHING THE CONTEXT FOR
IMPROVEMENTS WITHIN THE PROJECT AREA



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TUNNEL ALTERNATIVE - VARIANT 4
PIKE TO BATTERY

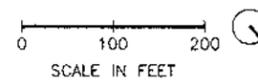
CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION



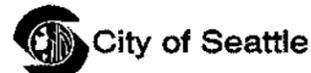
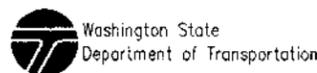
PLOTTING DATE : 030204

NOTE:
ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

PROJECT BOUNDARY CONTINUOUS TO 5TH AVE.



NOTE:
STRUCTURES AND STREET CHANNELIZATION SHOWN
BEYOND THE PROJECT BOUNDARY ARE ONLY FOR
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IMPROVEMENTS WITHIN THE PROJECT AREA

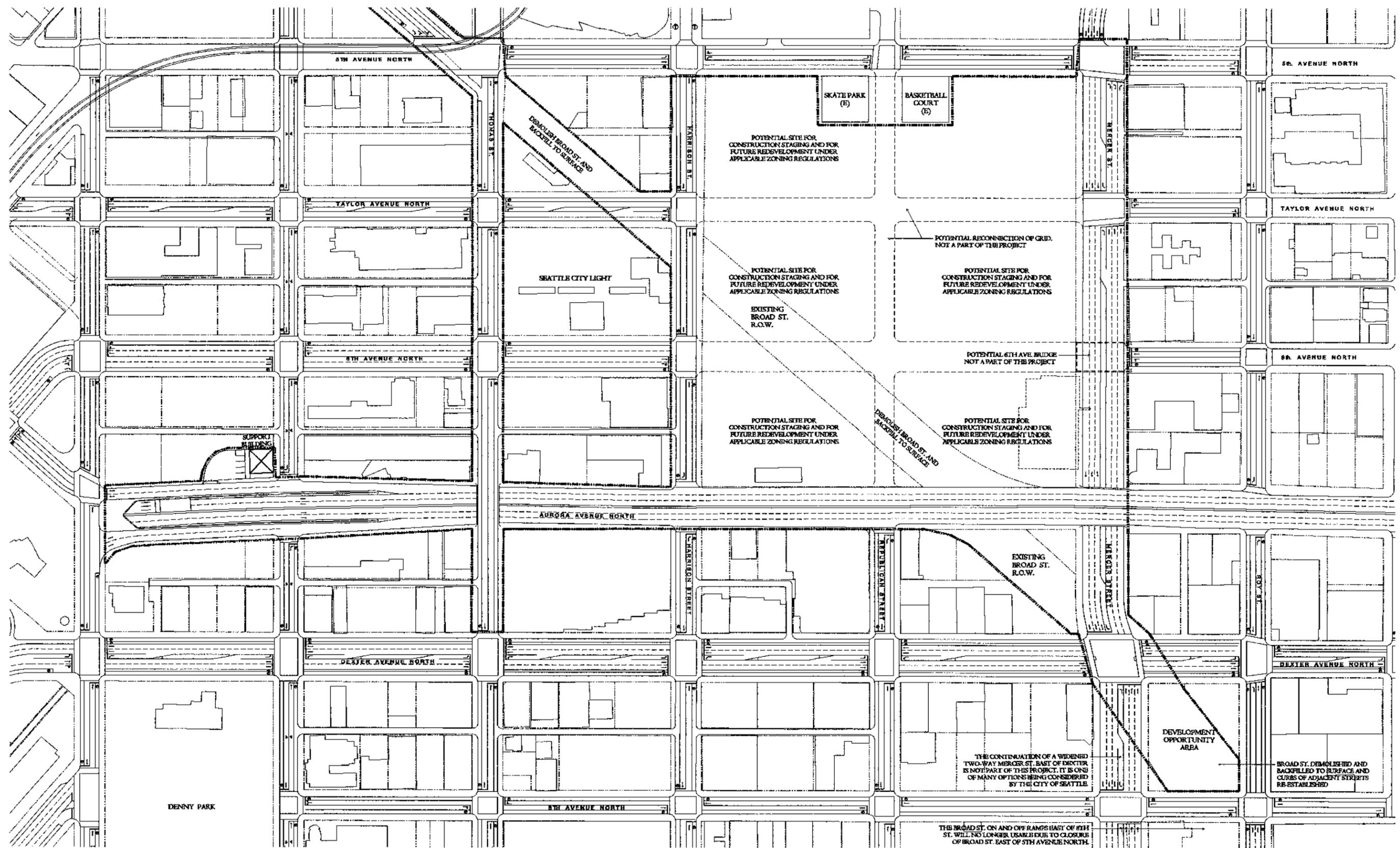


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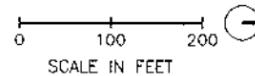
TUNNEL ALTERNATIVE - VARIANT 4
BATTERY TO SCULPTURE PARK

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

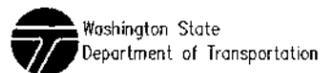
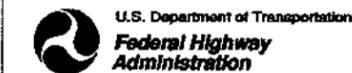
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NOTE:
ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.



NOTE:
STRUCTURES AND STREET CHANNELIZATION SHOWN
BEYOND THE PROJECT BOUNDARY ARE ONLY FOR
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ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT
SEATTLE, WA

TUNNEL ALTERNATIVE - VARIANT 4
NORTH OF THE BATTERY STREET TUNNEL

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

FILENAME: \\ROMA DESIGN GROUP\G4\PROJECTS\1273 SEATTLE AWA\ACAD\SHEETS\TUNNEL\OPTION4\TL-SLU.DWG

SHEET
FIGURE
NO.
T4-25