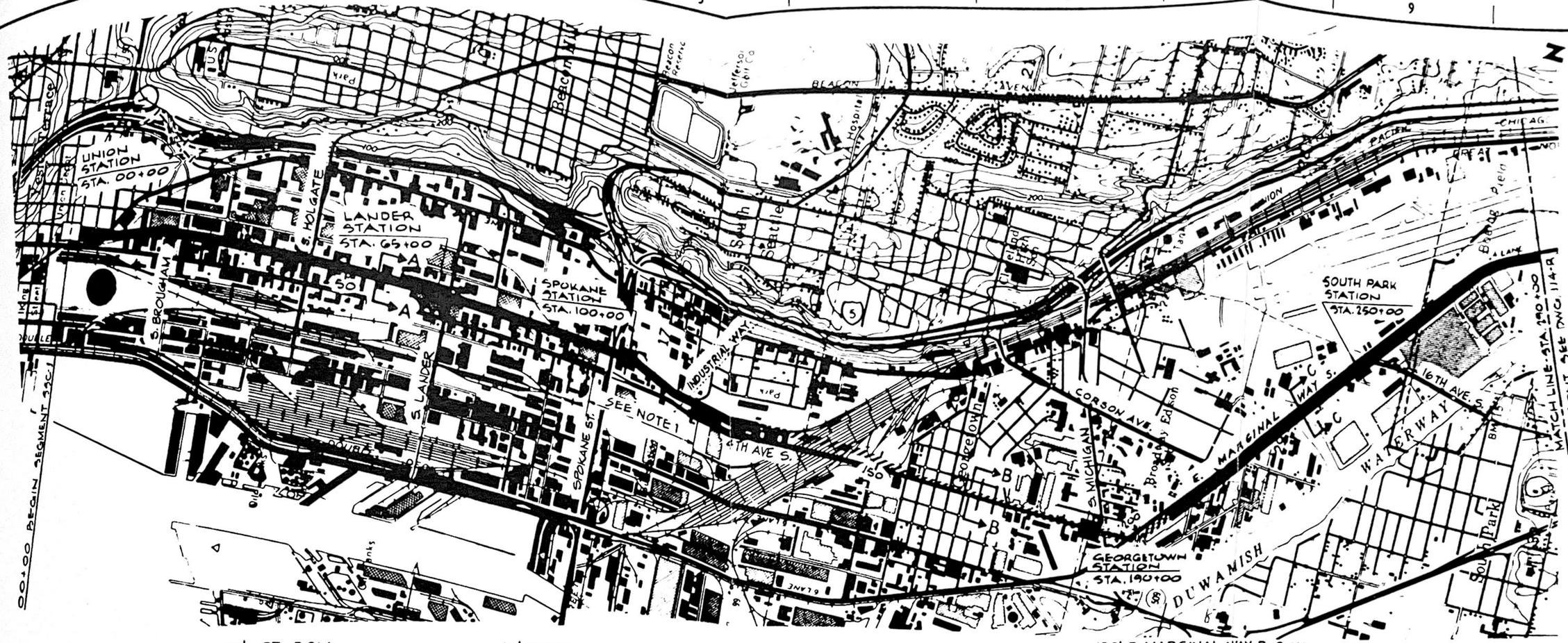
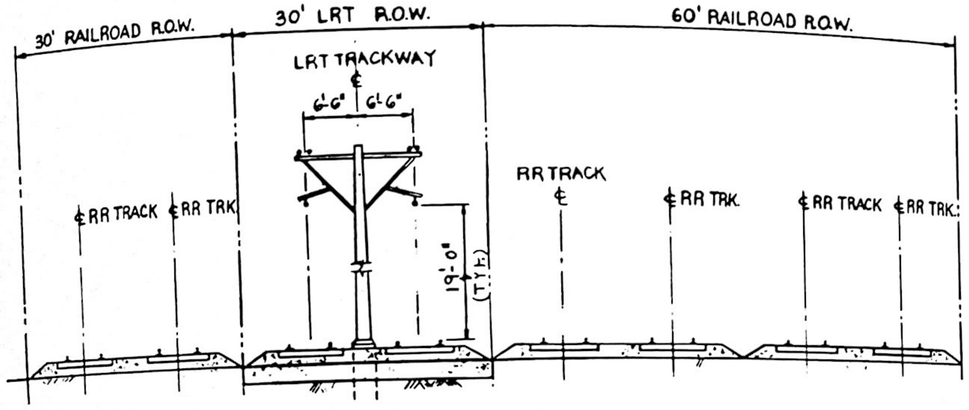
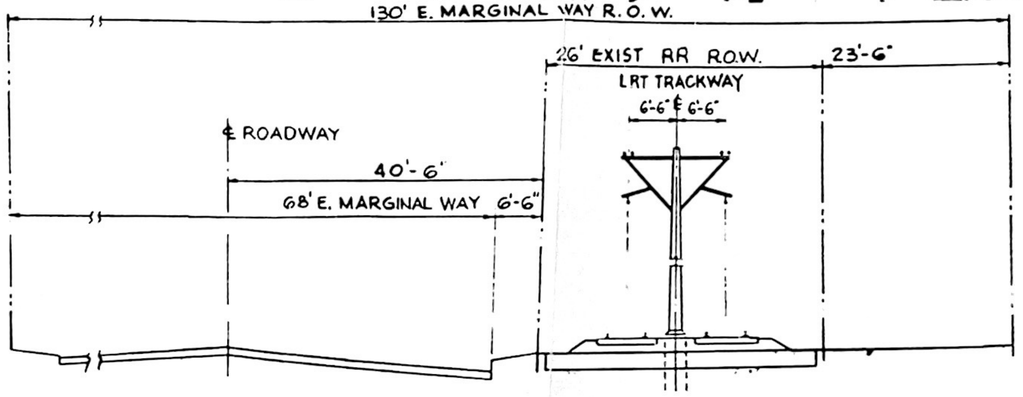
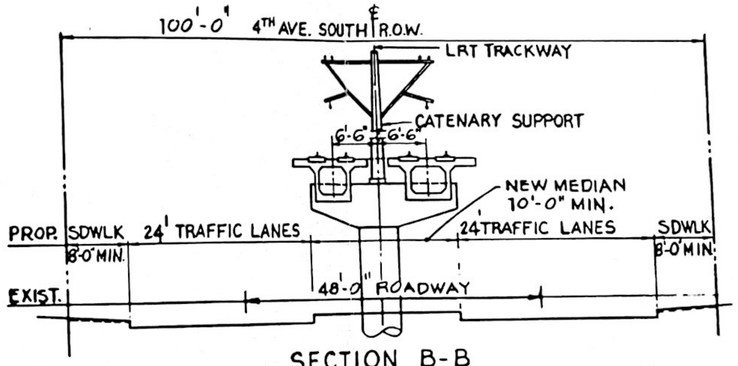




SECTION A-A
NTS



SECTION C-C
NTS



SECTION B-B
NTS

NOTES:
1. FOR ADDITIONAL DETAILS BETWEEN STA. 84+50 AND STA. 117+40, SEE DWG. 71-R.

LEGEND
- AT GRADE
- AERIAL
- PROPOSED STATION
- EXISTING STATION

1000' 0' 1000' 2000' (1"=1000')

Raymond Kaiser Engineers

METRO
MUNICIPALITY OF METROPOLITAN SEATTLE

MULTI-CORRIDOR PROJECT
LRT ALTERNATIVE
SOUTH CORRIDOR
DWG. No. 113-R

SOUTH CORRIDOR

DRAWING NO. 114-R

SEGMENTS SSC-1 (CONT) AND SSC-2

SEGMENT SSC-1 (CONT)

The alignment proceeds at grade along East Marginal Way until Boeing Field Station located near the intersection of East Marginal Way and South Norfolk Street. This segment ends 1,000 feet past Boeing Field Station. The total length of this segment is approximately 6.7 miles, consisting of 5.3 miles in an at-grade configuration and 1.4 miles in an aerial configuration. The segment includes three at-grade stations, one retained-cut station, and one aerial station.

SEGMENT SSC-2

This segment covers the area between Boeing Field Station and the Sea-Tac Airport Station. From the end of the existing railroad spur right-of-way, a new right-of-way will be required for the LRT alignment. After Boeing Field Station, the alignment ascends to an aerial configuration, crosses over Pacific Highway South, and proceeds south on the west side of East Marginal Way (see Section A-A). After crossing the Duwamish River the alignment crosses over East Marginal Way and joins the interurban right-of-way on the east side of Interurban Avenue. The LRT tracks then descend to an at-grade configuration, and the alignment proceeds south until the Interurban Station located near the Interurban Avenue and I-5 interchange, adjacent to the existing park-and-ride lot. At-grade crossings will be provided at South 119th Street and 42nd Avenue South. At the I-5 interchange, the alignment crosses at grade the ramps connecting Interurban Avenue with I-5 and crosses under the I-5 main lanes in a partially retained-cut configuration. The alignment will require no modifications to the existing 96-inch force main that runs along the east side of Interurban Avenue. After the Interurban Avenue and I-5 interchange, the alignment continues at grade within the Interurban right-of-way, on the east side of Interurban Avenue (see Section B-B), with grade crossings to be provided at the intersections with 56th Avenue South and 58th Avenue South. At a point north of South Center Boulevard, the alignment ascends to an aerial configuration, crosses over Interurban Avenue, and continues south on the west side of the Green River. From there, the alignment crosses over I-405, paralleling the 68th Avenue South Bridge, and turns west between I-405 and the Tukwila Parkway, until Tukwila Station located near Andover Park West. From Tukwila Station, the alignment proceeds west in an aerial configuration on the south side of the I-405 right-of-way until the SR-518 and I-5 interchange, where it crosses over the interchange and 51st Avenue South. Immediately after 51st Avenue South, the LRT tracks cross under the eastbound ramp connecting SR-518 with 51st Avenue South, in a retained-cut configuration. A new bridge will be required for the ramp to cross over the alignment. The alignment then continues on the south side of the SR-518 right-of-way in a retained-fill/retained-cut configuration, climbing gradually (see Section C-C).

SOUTH CORRIDOR

DRAWING NO. 115-R

SEGMENT SSC-2 (CONT)

The alignment continues climbing gradually on the south side of the SR-518 right-of-way, in a retained-cut/retained-fill configuration, and a new bridge will be required where the LRT tracks cross over 42nd Avenue South. Before reaching the SR-518 and Pacific Highway interchange, the alignment ascends to an aerial configuration (see Section A-A), turns south, and enters the median of Pacific Highway. From there, the alignment continues south in an aerial configuration (see Section B-B) until the Sea-Tac Station, located on the west side of Pacific Highway, opposite the Sea-Tac terminal building. This station may be connected, at a later stage, with the airport terminal via a shuttle system. This segment ends 1,000 feet past the Sea-Tac Airport Station, where the alignment rejoins the median of Pacific Highway.

The total length of this segment is approximately 7.7 miles, consisting of 4.0 miles in a aerial configuration, 0.1 mile in a cut-and-cover configuration, and 3.6 miles in an at-grade configuration. The segment includes one at-grade station and two aerial stations.

SOUTH CORRIDOR

DRAWING NO. 116-R

SEGMENT SSC-3

This segment covers the area between Sea-Tac Airport Station and South Federal Way Station and Terminus. From Sea-Tac Airport Station, the alignment rejoins the median of Pacific Highway in an aerial configuration and continues south until Angle Lake Station, located near the intersection of Pacific Highway and South 200th Street. From Angle Lake Station the alignment turns east and enters the median of South 200th Street, which will have to be widened to accommodate the LRT elevated structures. The LRT tracks continue in an aerial configuration until the intersection of South 200th Street and Military Road, where the LRT tracks turn south and join the I-5 right-of-way on the west side of I-5 (see Section A-A). From there, the alignment descends to an at-grade configuration, crosses under the existing bridge at the South 216th Street and I-5 interchange, and continues at grade and, sometimes, in a partially retained or partially filled configuration. North of the SR-516 and I-5 interchange, the alignments climbs to an aerial configuration, crosses over SR-516 and the interchange ramps, and proceeds until Midway Station located near the interchange. The existing park-and-ride lot will have to be relocated to the west side of I-5, to provide direct access to the station. After Midway Station, the alignment descends to an at-grade configuration and proceeds along the I-5 right-of-way on the west side. The alignment continues at grade except at South 260th Street where a new bridge will be required for the LRT tracks to cross over in an aerial configuration.

SOUTH CORRIDOR

DRAWING NO. 117-R

SEGMENT SSC-3 (CONT)

North of the South 272nd Street and I-5 interchange, the alignment ascends to an aerial configuration until Star Lake Station, adjacent to the existing park-and-ride lot. After Star Lake Station, the alignment continues in an aerial configuration, crosses over South 272nd Street, and then descends back to an at-grade configuration along the west side of the I-5 right-of-way. The LRT tracks continue at grade, with grade crossings to be provided at the intersections with Star Lake Road and Military Road. The alignment proceeds at grade, except the intersections with South 288th Street and Military Road, south of South 300th Street where new bridges will be required for the LRT tracks to cross over in an aerial configuration. North of the I-5 and South 320th Street interchange, the alignment ascends to an aerial configuration and crosses over the west side ramps and South 320th Street to Federal Way Station adjacent to the existing park-and-ride lot. After the station, the alignment descends to an at-grade configuration and proceeds south at grade along the west side of the I-5 right-of-way except at the intersection with South 336th Street where a new bridge will be required for the LRT tracks to cross over in an aerial configuration. The alignment then continues at grade until a point north of the I-5 and South 348th Street interchange, where it ascends to an aerial configuration, crosses over the west side ramps of the cloverleaf interchange and over South 348th Street. From there the alignment turns west and descends to an at-grade configuration along the south side of South 348th Street. The alignment continues west at grade, and grade crossings will be provided at the intersections with Meridian Avenue and Pacific Highway. Finally, the alignment reaches South Federal Way Station, adjacent to the existing park-and-ride lot. The alignment ends at the South Federal Way Terminus, approximately 1,000 feet west of South Federal Way Station.

This segment is approximately 12.0 miles long, consisting of 4.0 miles in an aerial configuration and 8.0 miles in an at-grade configuration. The segment includes four aerial stations and one station at-grade.

EAST CORRIDOR

DRAWING NO. 101-R

SEGMENT SEC-1

This segment extends along I-90, from Union Station to the South Bellevue interchange, using lanes reserved for transit. The alignment starts at Airport Way South in Seattle's CBD, using the proposed eastbound and westbound transit ramps connecting to Union Station. From there, the LRT alignment continues at grade to the proposed Rainier Avenue Station at Rainier Avenue. From 23rd Avenue to the Mt. Baker Ridge Tunnel, the LRT tracks will occupy the present transit lanes under the lidded section of Bridge 35. From there, the alignment proceeds through the Mt. Baker Ridge Tunnel on the lower level reserved for transit (see Section A-A) and on the Lake Washington floating bridge (see Section B-B). Portions of the floating bridge near both ends will be modified to accommodate additional LRT live and dead loads.

EAST CORRIDOR

DRAWING NO. 102-R

SEGMENT SEC-1 (Cont)

Once on Mercer Island, the alignment proceeds east, at grade on I-90, to Mercer Island Station located near the Island Crest Way interchange and the existing park-and-ride lot. From there the alignment continues east, crosses the East Channel Bridge (see Section A-A), and proceeds to a point just west of the South Bellevue interchange.

The total length of this segment is approximately 7.4 miles of basically at-grade construction, consisting of track attached to the proposed I-90 structures, decks, or pavements using direct fixation fasteners. The segment includes two at-grade bus stations that will be modified as required to convert them for LRT operation.

EAST CORRIDOR

DRAWING NO. 103-R

SEGMENTS SEC-2, SEC-4, AND SEC-5

SEGMENT SEC-2

This segment covers the area between I-90 and Wilburton Station. At the South Bellevue interchange, the alignment leaves the I-90 right-of-way on the existing reversible ramp from I-90 to Bellevue Way SE, where the LRT tracks ascend to an aerial configuration to cross over the north-bound lanes of Bellevue Way SE. From there the alignment follows the east side of Bellevue Way SE to South Bellevue Station at the existing South Bellevue park-and-ride lot. The alignment continues on the east side of Bellevue Way SE (see section A-A) before turning onto 112th Avenue SE, and continuing north on the east side of 112th Avenue SE. The alignment paralleling Bellevue Way SE and 112th Avenue SE to SE 8th Street consists of a low-profile aerial configuration supported on piles, due to the poor condition of soils within the Mercer Slough. All the crossings of access roads to private properties and to the park-and-ride lot will be at grade in this section. After crossing 114th Avenue SE, the alignment ascends to a full height aerial configuration, and crosses over SE 8th Street to Wilburton Station, adjacent to the Wilburton park-and-ride lot. The tracks then turn north between the west side of I-405 and the frontage road within the I-405 right-of-way, until a point 1,000 feet past Wilburton Station.

The total length of this segment is approximately 2.2 miles, consisting of 0.2 mile of at-grade configuration, 1.4 miles of low-profile aerial, and 0.6 mile of full-height aerial configuration. The segment includes two aerial stations, one full-height and the other low-profile.

SEGMENT SEC-4

This segment covers the Bellevue CBD subway area. The alignment continues in aerial configuration, within the I-405 right-of-way between I-405 and the frontage road, to a point south of Main Street, where the alignment descends to a subway configuration. The alignment enters the CBD in a twin-bored tunnel subway below Main Street at the intersection with 112th Avenue SE, then proceeds west under Main Street to 108th Avenue NE and turns north under 108th Avenue NE until Bellevue Station, located between NE 4th Street and NE 6th Street. The alignment continues under 108th Avenue NE (see Section B-B) and turns east under NE 12th Street. The alignment proceeds in a subway configuration under NE 12th Street, crosses under I-405 and 116th Avenue NE, and emerges at the Burlington Northern Railroad (BNRR) right-of-way. Due to the generally good soil conditions, and the absence of any major utility lines under the Bellevue CBD streets which the alignment follows, no significant problems are anticipated for this subway configuration section. The right-of-way will have to be acquired at the intersections of I-405 and Main Street, Main Street and 108th Avenue NE, 108th Avenue NE and NE 12th Street, and NE 12th Street and the Burlington Northern Railroad (BNRR) to accommodate the LRT track curves. At the BNRR the alignment

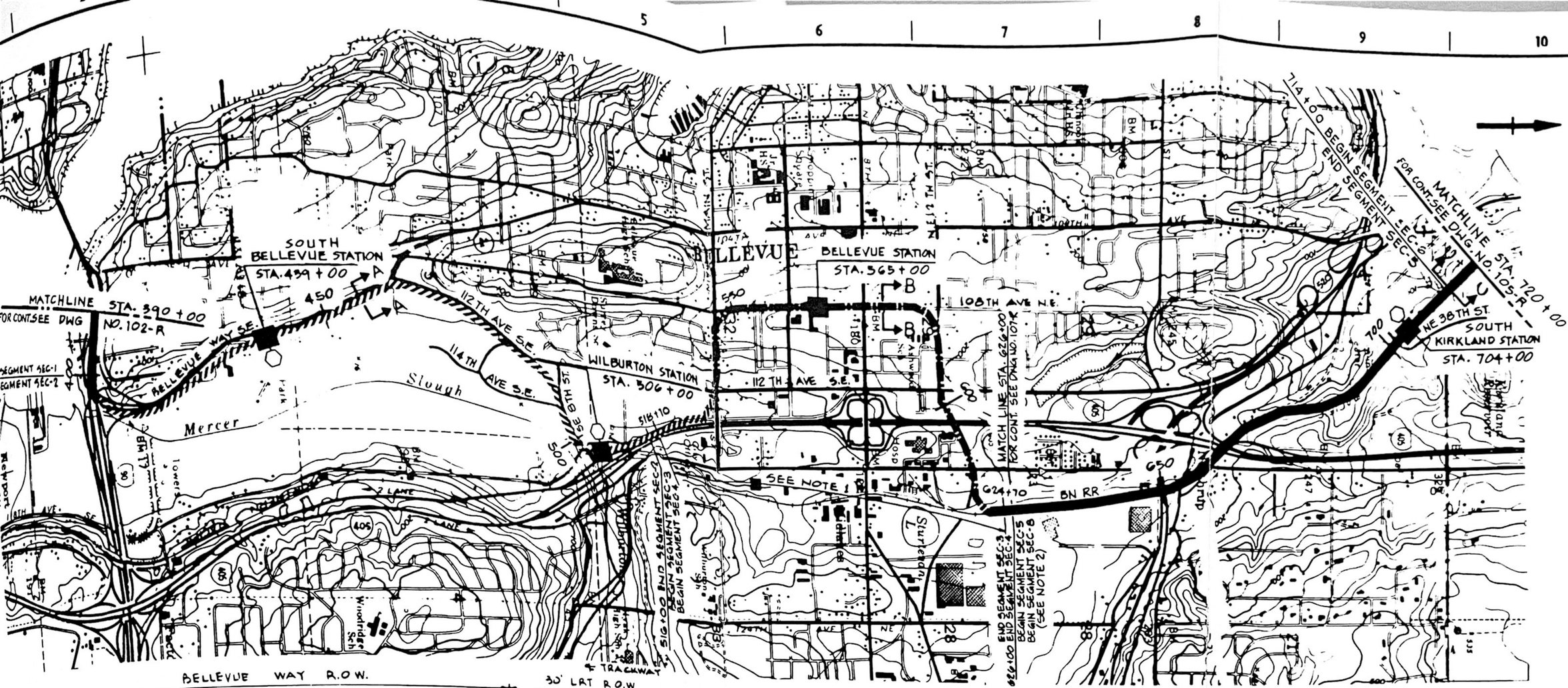
turns north and continues at grade on the west side of the BNRR right-of-way centerline. The BNRR track will have to be relocated to the east side of the right-of-way centerline. This segment ends approximately 900 ft north of the BNRR and NE 12th Street intersection.

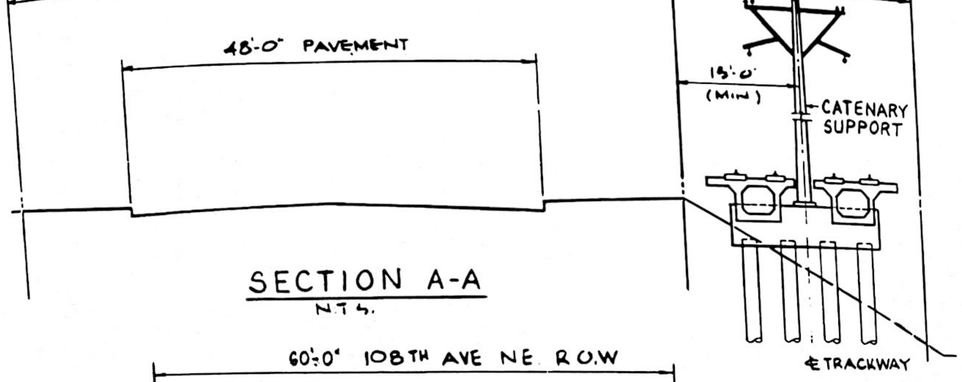
The total length of this segment is approximately 2.1 miles, consisting of 1.6 miles in a twin-bored tunnel subway configuration, 0.1 mile in an at-grade configuration, and 0.4 mile in an aerial configuration. The segment includes one subway station.

SEGMENT SEC-5

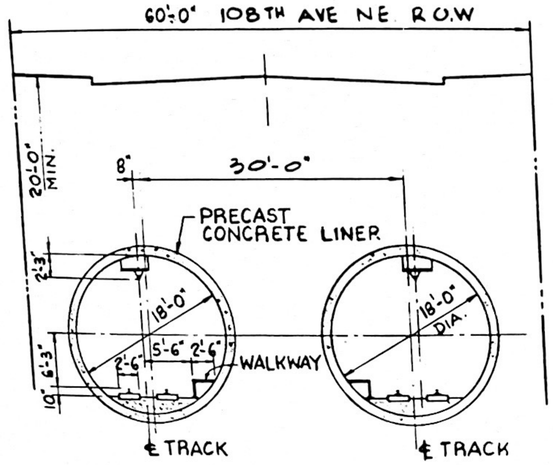
This segment covers the area between the Bellevue CBD and South Kirkland Station. From north of NE 12th Street, the alignment continues north within the Burlington Northern right-of-way, crosses under SR-520 and proceeds along the west side of the right-of-way centerline. The existing BNRR track will have to be relocated to the east side of the right-of-way centerline, and retaining walls on both sides of the right-of-way will be required to accommodate this new configuration (see Section C-C). The alignment crosses NE 38th Street at grade, and continues until South Kirkland Station, located just north of the intersection of NE 38th Street and the BNRR, adjacent to the existing South Kirkland park-and-ride lot. The BNRR grade crossing at NE 38th Street will be protected by gates. This segment ends 1,000 feet past South Kirkland Station.

The total length of this segment is approximately 1.6 miles long, in an at-grade configuration. The segment includes one at-grade station.

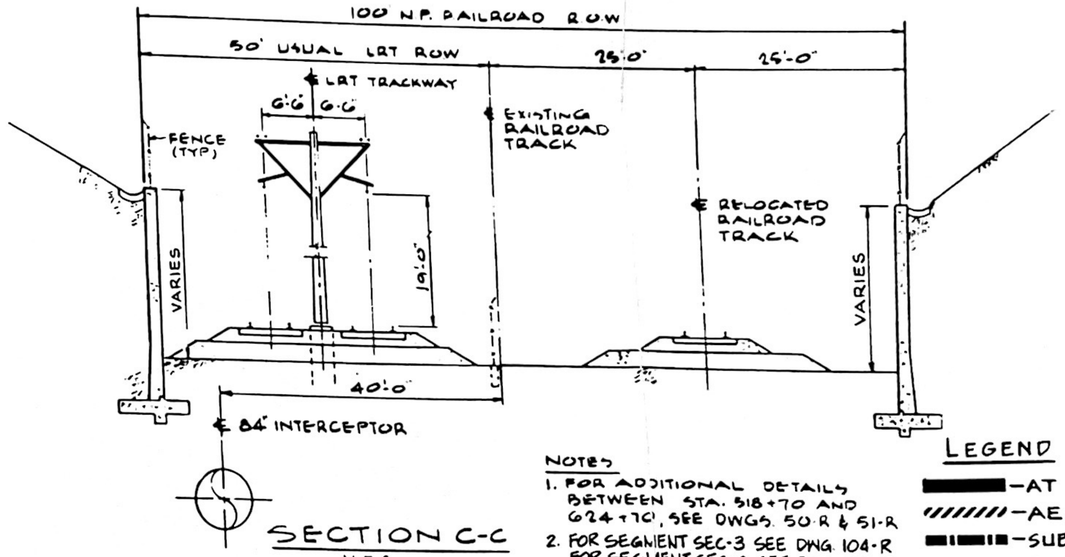




SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

NOTES
1. FOR ADDITIONAL DETAILS BETWEEN STA. 518+70 AND 624+70, SEE DWGS. 50-R & 51-R
2. FOR SEGMENT SEC-3 SEE DWG. 104-R FOR SEGMENT SEC-8 SEE DWG. 107-R

LEGEND
- AT GRADE
- AERIAL
- SUBWAY
- PROPOSED STATION
- EXIST. PARK & RIDE LOT

1000' 0' 1000' 2000' (1"=1000')

Raymond Kaiser Engineers
RAYMOND KAISER ENGINEERING INC.
1800 HARRISON STREET
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METRO
MUNICIPALITY OF METROPOLITAN SEATTLE

MULTI-CORRIDOR PROJECT

LRT ALTERNATIVE - EAST CORRIDOR
VIA BELLEVUE SUBWAY AND BOTHELL

DWG. No. 103-R

EAST CORRIDOR

DRAWING NO. 104-R

SEGMENT SEC-3

This segment covers the Bellevue CBD bypass area. The alignment continues in an aerial configuration, within the I-405 right-of-way, between I-405 and the frontage road (see Section A-A), crosses over the frontage road south of Main Street, and descends to an at-grade configuration to cross the Main Street access roads at-grade and goes under Main Street. The LRT tracks cross the frontage road just north of the south side access to the hotel located on the southwest side of the intersection of Main Street with the frontage road. The hotel will not be affected by the alignment but the north side access will have to be closed. The alignment continues at grade along the west side of the frontage road and crosses NE 4th Street at grade. This at-grade crossing will only be temporary until the proposed NE 4th Street overpass over I-405 is built. When the overpass is constructed, the LRT tracks will remain at grade, and then, crossing under NE 4th Street on the north side of the street, the alignment continues at grade until Bellevue Station located near the intersection of NE 4th Street and the I-405 frontage road. After the station, the alignment continues in a retained-cut configuration following the frontage road until 112th Avenue NE where the LRT tracks turn north and cross under the frontage road and NE 8th Street in a cut-and-cover configuration. The alignment emerges north of NE 8th Street to continue in a retained-cut configuration (see Section B-B), following the alignment of the I-405 southbound exit ramp until I-405, where the LRT tracks turn north and ascend to an aerial configuration. The alignment continues in aerial configuration until south of NE 12th Street where the LRT tracks turn east to cross over I-405 and proceed along the south side of NE 12th Street. After crossing over I-405, the alignment descends to a retained-cut configuration and crosses under 116th Avenue NE in a cut-and-cover configuration (see Section C-C). After crossing under 116th Avenue NE, the alignment continues in a cut-and-cover configuration, turns north to cross under NE 12th Street, and emerges at the Burlington Northern Railroad right-of-way. The BNRR track will have to be relocated to the east side of the right-of-way centerline. The LRT tracks proceed on the west side of the BNRR right-of-way centerline. This segment ends approximately 900 feet north of the BNRR and NE 12th Street intersection.

The total length of this segment is approximately 1.5 miles, consisting of 0.4 mile in an aerial configuration, 0.2 mile in a cut-and-cover configuration, and 0.9 mile in an at-grade or retained-cut configuration. The segment includes one at-grade station.

EAST CORRIDOR

DRAWING NO. 105-R

SEGMENTS SEC-6 AND SEC-7

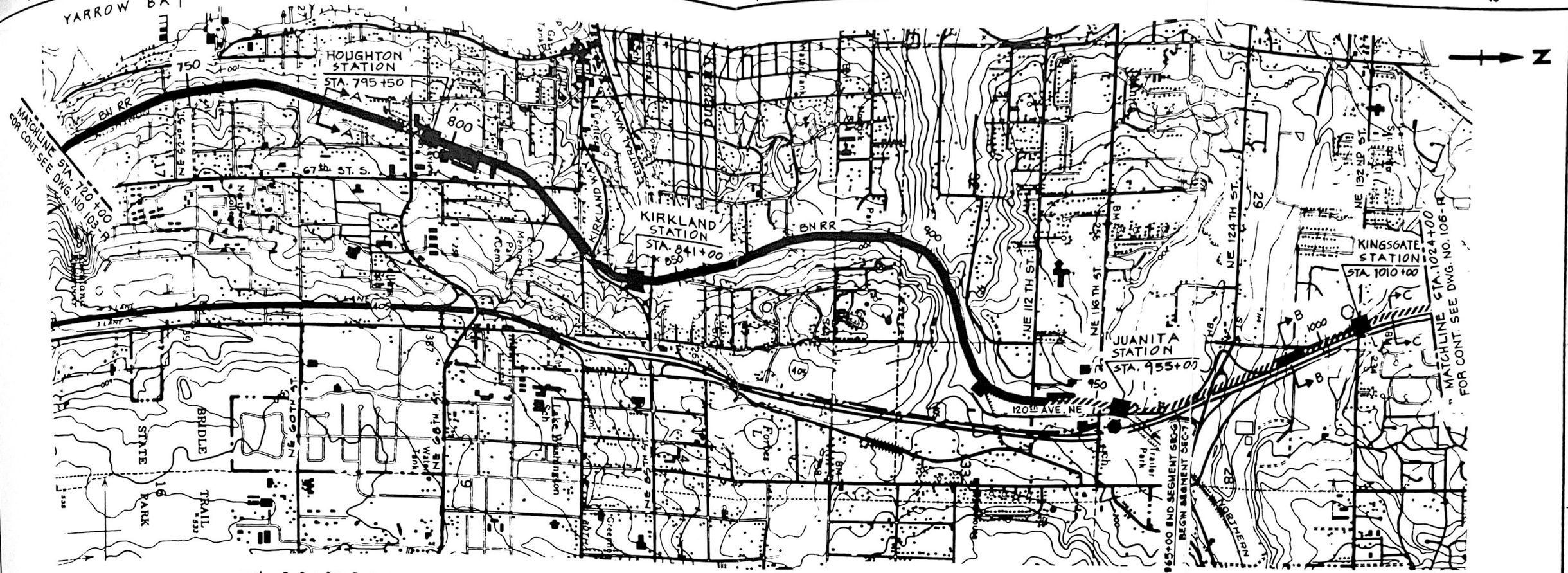
SEGMENT SEC-6

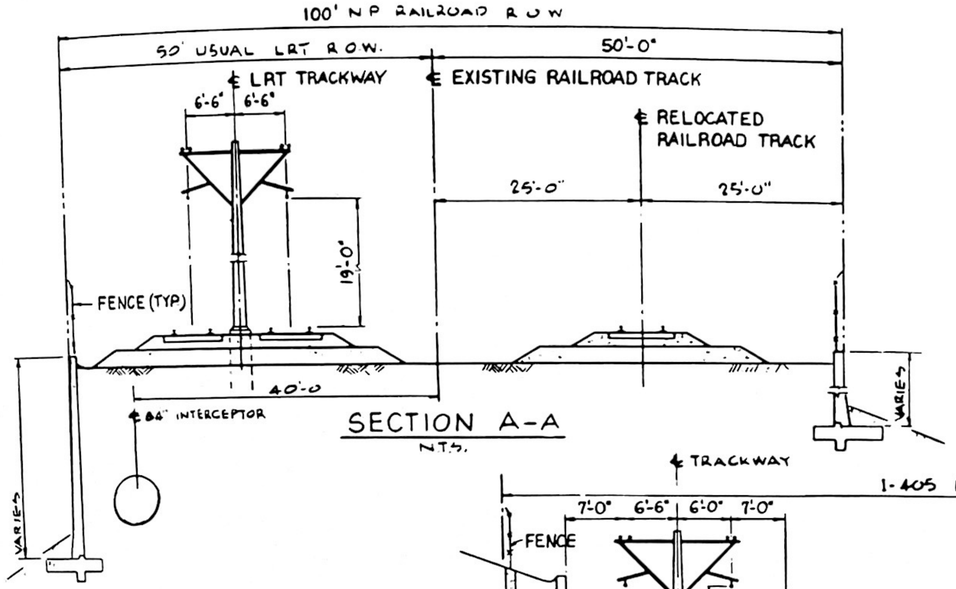
This segment covers the area between South Kirkland Station and Juanita Station. From South Kirkland Station, the alignment continues north within the Burlington Northern right-of-way (see Section A-A) on the west side of the BNRR right-of-way centerline. The BNRR track will have to be relocated toward the east side of the right-of-way centerline, and retaining walls on both sides of the right-of-way will be required at several locations to accommodate this new configuration. The LRT tracks will require no modifications to the existing 84-inch interceptor line within the BNRR right-of way. The alignment continues at grade until Houghton Station, located on the north side of the intersection of the BNRR with NE 68th Street. The existing bridges over NE 68th Street and Kirkland Way will be replaced with new bridges for both the LRT tracks and the BNRR track. Several existing BNRR at-grade crossings, at NE 52nd Street, NE 60th Street, and South 67th Street, will be protected by gates. After Kirkland Station, located near the Park Place Center, south of the underpass at NE 85th Street, the alignment continues within the BNRR right-of-way, crosses NE 85th Street and NE 112th Street at grade and ascends to an aerial configuration to clear NE 116th Street. From there, the alignment leaves the BNRR right-of-way, turns north and continues in an aerial configuration along the west side of I-405, within the I-405 right-of-way. The segment ends at a point approximatly 1,000 feet north of Juanita Station, located on the north side of the NE 116th Street and I-405 intersection. A new park-and-ride lot will be built adjacent to Juanita Station.

The total length of this segment is approximately 4.8 miles, consisting of 4.2 miles in an at-grade configuration and 0.6 mile in an aerial configuration. This segment includes two at-grade stations and one aerial station.

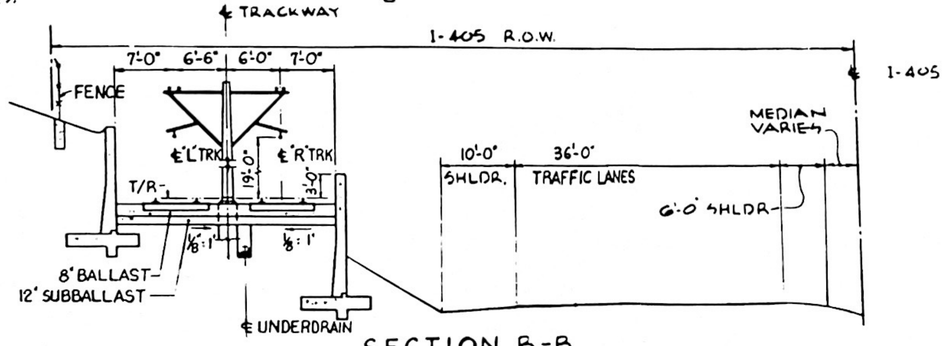
SEGMENT SEC-7

This segment covers the area between Juanita Station and Bothell Station and Terminus. Once past Juanita Station, the alignment continues in an aerial configuration to cross over the I-405 and NE 124th Street interchange. Past the interchange, the alignment descends to a retained-cut configuration for a short distance (see Section B-B), climbs back to an aerial configuration to clear 120th Avenue NE and continues north along the west side of I-405 within the I-405 right-of-way, (see Section C-C), until Kingsgate Station near the existing Kingsgate park-and-ride lot next to NE 132nd Street.

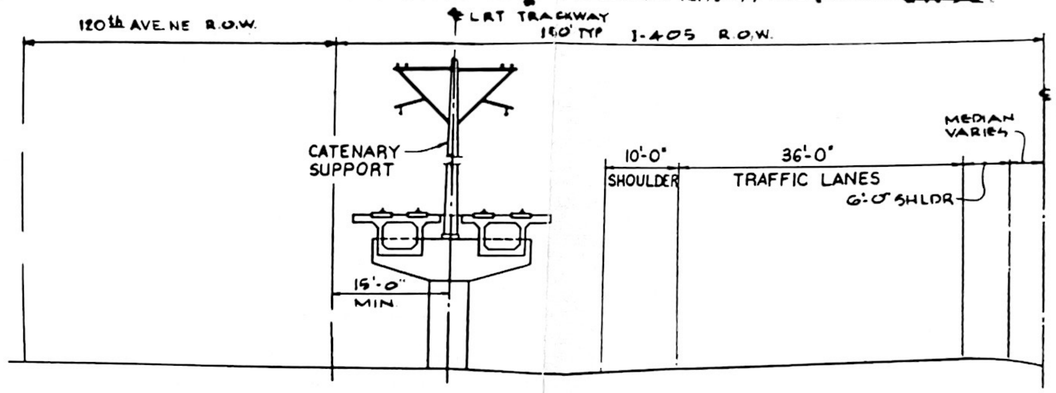




SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

LEGEND

- AT GRADE
- AERIAL
- SUBWAY
- PROPOSED STATION
- PROP. PARK & RIDE LOT
- EXIST. PARK & RIDE LOT

1000' 0' 1000' 2000' (1"=1000')

METRO
MUNICIPALITY OF METROPOLITAN SEATTLE

Raymond Kaiser Engineers

MULTI-CORRIDOR PROJECT

LRT ALTERNATIVE - EAST CORRIDOR VIA BOTHELL

DWG. No. 105-R

EAST CORRIDOR

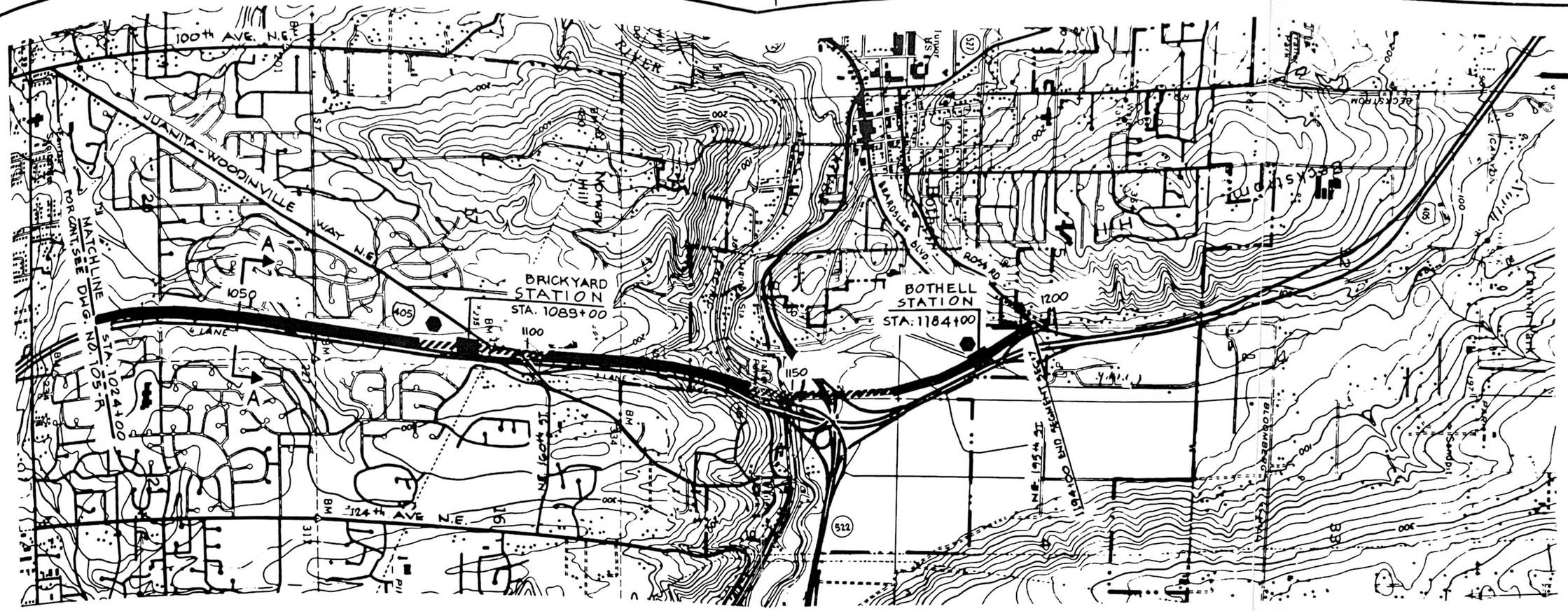
DRAWING NO. 106-R

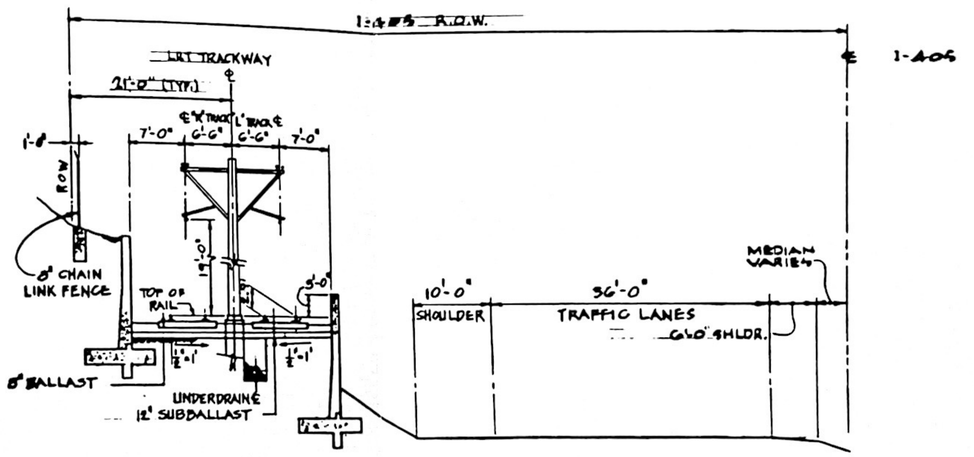
SEGMENT SEC-7 (Cont)

From Kingsgate Station the alignment descends to an at-grade configuration (see Section A-A) and continues north along the west side of I-405. South of NE 160th Street, the alignment climbs to an aerial configuration and continues until Brickyard Station, near the existing park-and-ride lot south of NE 160th Street and the I-405 interchange.

Past NE 160th Street, the LRT tracks descend and continue at grade until the SR-522 and I-405 interchange where the alignment climbs back to an aerial configuration. Once past the interchange, the alignment descends again to an at-grade configuration and continues north along the west side of I-405 until Bothell Station on the southwest side of the I-405 and NE 195th Street interchange. A new park-and-ride lot will be built adjacent to the station. The alignment ends at the Bothell Terminus, approximately 1,000 feet north of Bothell Station.

The total length of this segment is approximately 4.3 miles, consisting of 2.8 miles in an at-grade configuration and 1.5 miles in an aerial configuration. The segment includes two aerial stations and one at-grade station.





SECTION A-A
N.T.S.

1000' 0' 1000' 2000' (1"=1000')

LEGEND
- AT GRADE
- AERIAL
- SUBWAY
- PROPOSED STATION
- PROP. PARK & RIDE LOT
- EXIST. PARK & RIDE LOT

METRO
MUNICIPALITY OF METROPOLITAN SEATTLE

Raymond Kaiser Engineers

MULTI-CORRIDOR PROJECT

LRT ALTERNATIVE - EAST CORRIDOR VIA BOTHELL

DWG. No. 106-R

EAST CORRIDOR

DRAWING NO. 107-R

SEGMENTS SEC-8 AND SEC-9

SEGMENT SEC-8

This segment covers the area between the Bellevue CBD and Northup Station. The alignment continues at grade in a northerly direction on the west side of the BNRR right-of-way centerline. The BNRR track will have to be relocated to the east side of the BNRR right-of-way centerline. Just south of the I-405 and SR-520 Northup interchange, the alignment ascends to an aerial configuration, crosses over the BNRR track, and proceeds to Northup Station, located south of SR-520, near 120th Avenue NE and Northup Lane. A proposed park-and-ride lot will be built adjacent to the station. Past Northup Station, the alignment continues in aerial configuration and turns east on the south side of SR-520, within the SR-520 right-of-way. The segment ends at a point approximately 1,000 feet east of Northup Station.

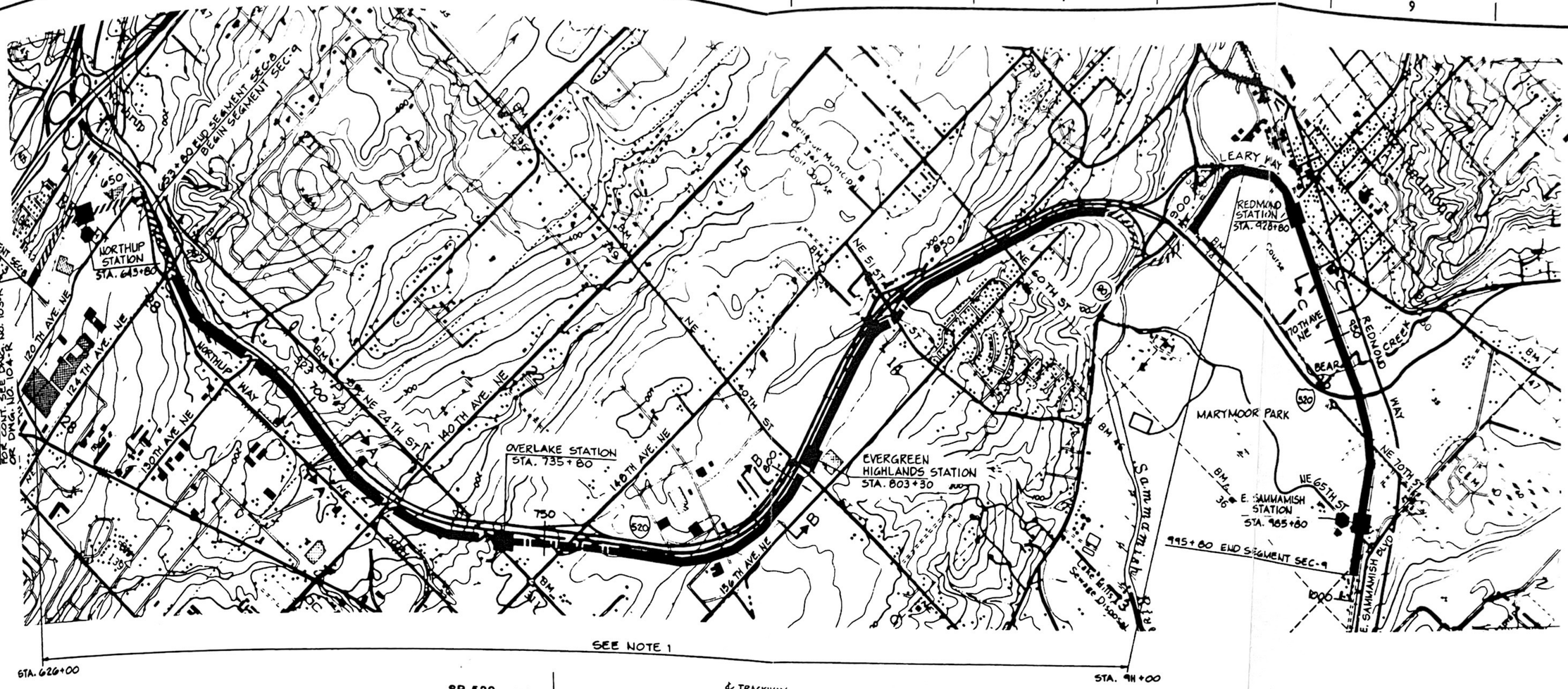
The total length of this segment is approximately 0.5 mile, consisting of 0.1 mile in an at-grade configuration and 0.4 mile in an aerial configuration. The segment includes one aerial station.

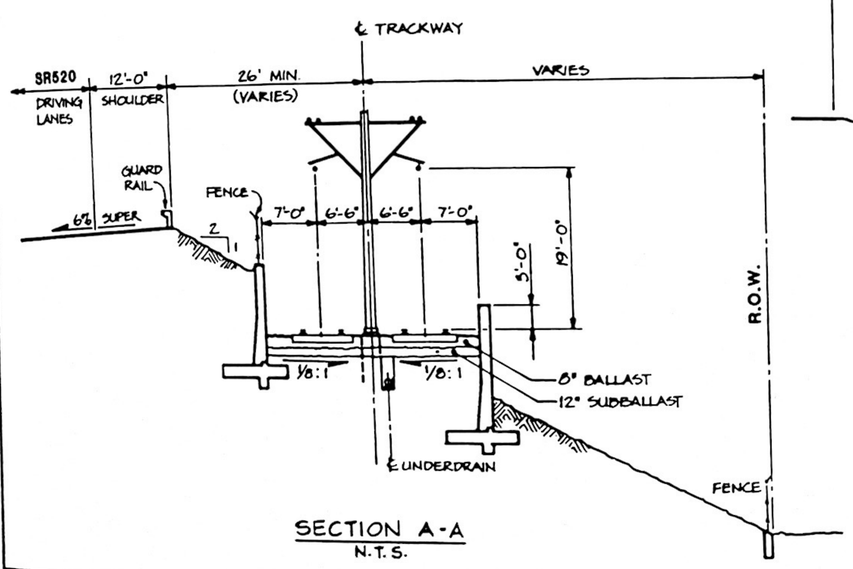
SEGMENT SEC-9

This segment covers the area between Northup Station and East Sammamish Station and Terminus. The alignment continues in an aerial configuration in an easterly direction within the SR-520 right-of-way and on the south side of the freeway until 124th Avenue NE. After crossing over 124th Avenue NE, the LRT tracks continue in either a retained-cut/retained-fill (see Section A-A) or an at-grade configuration until Overlake Station. At the intersections with 130th Avenue NE and 140th Avenue NE, the alignment will require new bridges for the LRT tracks to cross over. The station is located at the intersection of NE 24th Street and SR-520. After crossing over NE 24th Street in aerial configuration, the alignment proceeds in a cut-and-cover configuration, crosses under 148th Avenue NE, and emerges to continue in a retained-cut (see Section B-B) or at-grade configuration until NE 40th Street. The alignment continues at grade, turning north and following the east side of SR-520, crosses under NE 40th Street, and proceeds to Evergreen Highlands Station located north of the intersection of NE 40th Street, and SR-520. After Evergreen Highlands Station, the LRT tracks continue in a retained- cut configuration, cross under NE 51th Street, in a cut-and-cover configuration, and proceed in a retained-cut configuration until NE 60th Street. After crossing under NE 60th Street at grade, the alignment ascends to an aerial configuration south of the SR-520 and SR-901 interchange, descends to the bottom of the Sammamish River valley in an aerial configuration, turns east to cross over the SR-901 exit ramp off SR-520, then over SR-901 and the Sammamish River, and turns north again to cross under SR-520. After crossing under SR-520, the alignment descends to an at-grade configuration and proceeds along the east side of the Sammamish River until Leary Way, where the LRT tracks turn east and continue along

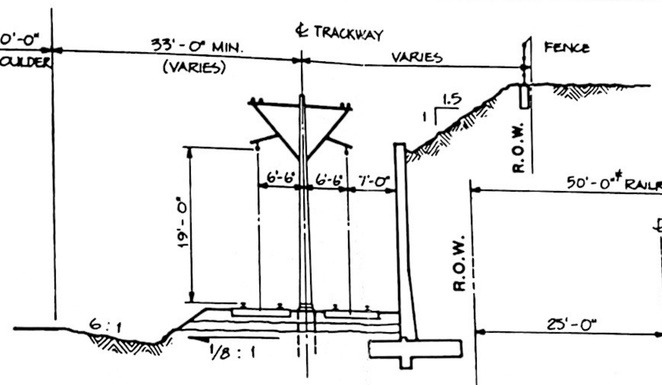
the south side of Leary Way to Redmond Station. The station is located approximately one block south of the Leary Way and Cleveland Street intersection. Just east of Cleveland Street after the station, the alignment continues within the existing Burlington Northern right-of-way in a southeasterly direction toward the east side of Lake Sammamish. The LRT tracks are to occupy the western 50 feet of right-of-way and the railroad tracks are to be relocated to the eastern 50 feet of right-of-way, (see Section C-C). Four protected at-grade crossings will have to be provided, at 170th Avenue NE, SR-520, NE 70th Street, and NE 65th Street. The at-grade crossing of SR-520 is to be a temporary situation, as the Washington State Department of Transportation has plans to construct an interchange at this location. The highway will then cross over the LRT and BNRR tracks. A new bridge or large culvert will be required where the LRT tracks cross over Bear Creek. The alignment continues along the BNRR right-of-way until East Sammamish Station, to be located north of NE 65th Street, approximately one block west of East Lake Sammamish Boulevard. A new park-and ride lot will be constructed in the vicinity of the station. The alignment ends at the East Sammamish Terminus, approximately 1,000 feet past East Sammamish Station.

The total length of this segment is approximately 6.5 miles, consisting of 5.5 miles in an at-grade configuration, 0.4 mile in a cut-and-cover configuration, and 0.6 mile in an aerial configuration. The segment includes three at-grade stations and one aerial station.

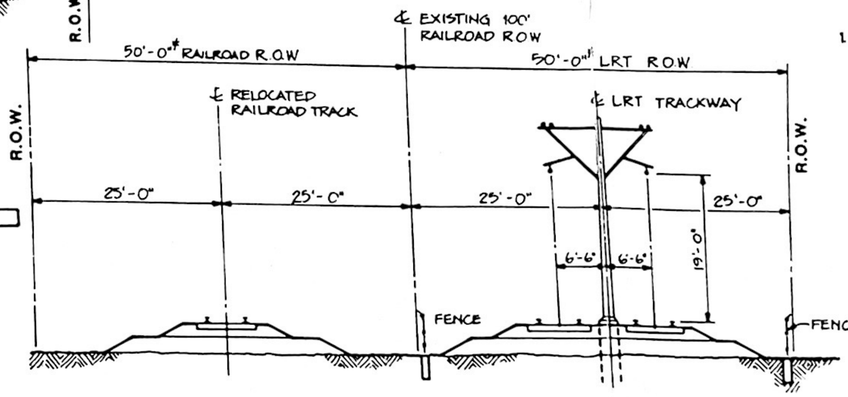




SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

1000' 0' 1000' 2000' (1" 1000')

NOTES:
1. FOR ADDITIONAL DETAILS BETWEEN STA. 626+00 AND STA. 911+00, SEE DWGS. 55-R THROUGH 59-R.

LEGEND
- AT GRADE
- AREAL
- SUBWAY
- PROPOSED STATION
- PROPOSED PARK & RIDE LOT

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METRO
MUNICIPALITY OF METROPOLITAN SEATTLE

MULTI-CORRIDOR PROJECT

LRT ALTERNATIVE - EAST CORRIDOR VIA REDMOND

DWG. No. 107-R

TABLE 3

STATION DESCRIPTION

EGMENT	STATION NAME	CONSTRUCT. TYPE	CONFIGURATION			NO. OF ESCAL.	NO. OF STAIRS	NO. OF ELEV.	FARE COLLECTION		AGENT BOOTH	NO. OF CCTV
			CENTER PLATFORM	SIDE PLATFORM	WIDTH (FEET)				NO. OF VENDORS	NO. OF CHANGERS		
DT-1	UNION	GRADE		X	20	4	-	-	4	2	YES	-
	3RD AVE. SOUTH	SUBWAY		X	16	4	-	-	4	2	YES	-
	3RD AVE. NORTH	SUBWAY		X	16	4	-	-	4	2	YES	-
	WESTLAKE	SUBWAY		X	16	4	-	-	4	2	YES	-
	9TH & PINE	RET. CUT		X	20	2	2	1	4	2	YES	-
NC-1	UNIVERSITY DISTRICT	RET. CUT		X	18	7	7	3	4	2	YES	8
	ROOSEVELT	AERIAL		X	15	2	2	2	2	1		6
	NORTHGATE	AERIAL	X		24	2	2	1	2	1	YES	4
SNC-2	EASTLAKE	AERIAL	X		24	1	1	1	1	1		4
	UNIVERSITY HOSPITAL	SUBWAY		X	18	2	2	2	6	4	YES	7
	UNIVERSITY DISTRICT	SUBWAY		X	18	6	6	3	4	2	YES	6
	ROOSEVELT	AERIAL		X	15	2	2	2	2	1		6
	NORTHGATE	AERIAL	X		24	2	2	1	3	1	YES	4
SNC-3	JACKSON PARK	RET. CUT	X		28	2	2	1	2	2		4
	NORTH CITY	AERIAL	X		24	1	1	1	2	1		4
	MOUNTLAKE TERRACE	RET. CUT	X		24	2	2	2	2	1		4
SNC-4	MOUNTLAKE TERRACE N.	GRADE	X		28	2	2	1	2	2		4
	LYNNWOOD	AERIAL	X		24	2	2	1	3	1	YES	4
	ALDERWOOD MALL	AERIAL		X	18	4	4	2	3	1	YES	6
SSC-1	LANDER	GRADE		X	15	-	-	-	2	2		5
	SPOKANE	RET. CUT		X	15	2	2	2	2	2		7
	GEORGETOWN	AERIAL	X		24	1	1	1	2	1		3
	SOUTH PARK	GRADE		X	15	-	-	-	2	2		5
	BOEING FIELD	GRADE		X	15	-	-	-	2	2		5
SSC-2	INTERURBAN	GRADE		X	15	-	-	-	2	2		5
	TUKWILA	AERIAL	X		24	1	1	1	2	1	YES	4
	SEA-TAC AIRPORT	AERIAL	X		24	2	2	1	2	1	YES	4
SSC-3	ANGLE LAKE	AERIAL	X		24	1	1	1	2	1		4
	MIDWAY	AERIAL	X		24	1	1	1	2	1		4
	STAR LAKE	AERIAL	X		24	1	1	1	2	1		4
	FEDERAL WAY	AERIAL	X		24	1	1	1	2	1		4
	S. FEDERAL WAY	GRADE		X	15	-	-	-	2	1	YES	6
SEC-1	RAINIER	GRADE		X	15	-	-	-	2	2		6
	MERCER ISLAND	GRADE	X		28	2	2	1	3	2		4
SEC-2	SOUTH BELLEVUE	GRADE		X	15	-	-	-	2	1		6
	WILBURTON	AERIAL	X		24	1	1	1	2	1		4
SEC-3	BELLEVUE (I-405)	GRADE	X		24	2	2	1	3	1	YES	4
SEC-4	BELLEVUE (CBD)	SUBWAY	X		28	4	7	2	4	2	YES	6
SEC-5	SOUTH KIRKLAND	GRADE		X	15	1	1	-	2	1	YES	6
SEC-6	HOUGHTON	GRADE		X	15	-	-	-	2	1		5
	KIRKLAND	GRADE		X	15	-	-	-	2	1		5
	JUANITA	AERIAL	X		24	1	1	1	2	1		4
SEC-7	KINGSGATE	AERIAL	X		24	1	1	1	2	1		4
	BRICKYARD	AERIAL	X		24	1	1	1	2	1		4
	BOTHELL	GRADE		X	15	-	-	-	2	1	YES	6
SEC-8	NORTHUP	AERIAL	X		24	1	1	1	2	1	YES	4
SEC-9	OVERLAKE	AERIAL	X		24	1	1	1	2	1		4
	EVERGREEN HIGHLANDS	RET. CUT	X		28	1	1	1	2	1		4
	REDMOND	GRADE		X	15	-	-	-	2	1		6
	E. SAMMAMISH	GRADE		X	15	-	-	-	2	1	YES	6

STATION DESIGN

GENERAL

The station platforms will be elevated with lengths sized to accommodate four-car trains (360 lin ft). The stations will be totally accessible to elderly and handicapped passengers by means of ramps or elevators. For emergency conditions, the stations will meet requirements for emergency evacuation, with a minimum requirement of two exits from each platform.

As shown on Table 3, Station Description, each station platform and circulation elements are sized to accommodate the projected patronage. Also shown are the required number of ticket vending and change machines and the number of closed circuit television cameras. It is assumed that station booths will be installed at subway stations, at the end of the line, at the proposed turnbacks, and at high-volume stations.

Other station facilities will include transit information panels, newspaper stands, benches, and trash receptacles. Also, a canopy will be provided over a portion of the at-grade or aerial platforms.

The following information represents a brief description of the rationale behind the various material selections and design considerations exhibited by the accompanying conceptual LRT station designs that were prepared for the following stations:

- University Hospital Station
- Bellevue CBD Station
- Redmond Station (pending)
- Tukwila Station
- Federal Way Station.

STATION DESIGN

From the outset of this work, because of the importance of the particular station alignments, these LRT stations were conceived as critical new elements in the developing future of the neighboring areas. For the University Hospital Station, we chose to reflect the old University character through the use of brick construction with "period" elements such as sandstone or terra cotta articulations, and, at the same time, to offer very contemporary statements with color and detail at roofs, fences and grills, lights, etc. In this way, a lasting architectural statement is achieved which relates well to the university and its users, now and in the future. For the Tukwila Station, on the other hand, we felt a lack of a dominant local architectural character. Therefore, with the high visibility of this station and the economic energy of Southcenter and the area, we chose to extend a stronger architectural statement. The stations at Federal Way and at Roosevelt represent more "typical" station solutions -- clean contemporary statements whose visual qualities will last for a long period of time, facilities which are visually pleasant in the existing environment and

yet easy to identify as transit stations. The Redmond Station occupies a key piece of property between the existing city fabric which is working towards revitalization, and a large-scale new commercial development. The Redmond Station must offer a comfortable bridge between these two factors. The Station should encourage new construction and the renovation of the older elements of the existing town, while offering a contemporary link to which the new development can relate. This was expressed in the Redmond Station design by melding familiar older elements with contemporary materials and expressions.

MATERIAL SELECTION

Consideration for the maintenance, durability, color, and texture were integrated into the design decision process throughout the development of the different station concepts. For walking surfaces, consideration was given to safety in traction, to annunciating platform edges, stairs and ramps, and to the ability to maintain a clean and attractive visual impression. Roof construction and configuration is a key element of visual expression at each station. In conjunction with signage, graphics, and accessory element design, the roof configurations are considered elements for projecting and integrating the METRO color scheme and logo. In this way, though each station has its own character, the system can be visually unified and identifiable.