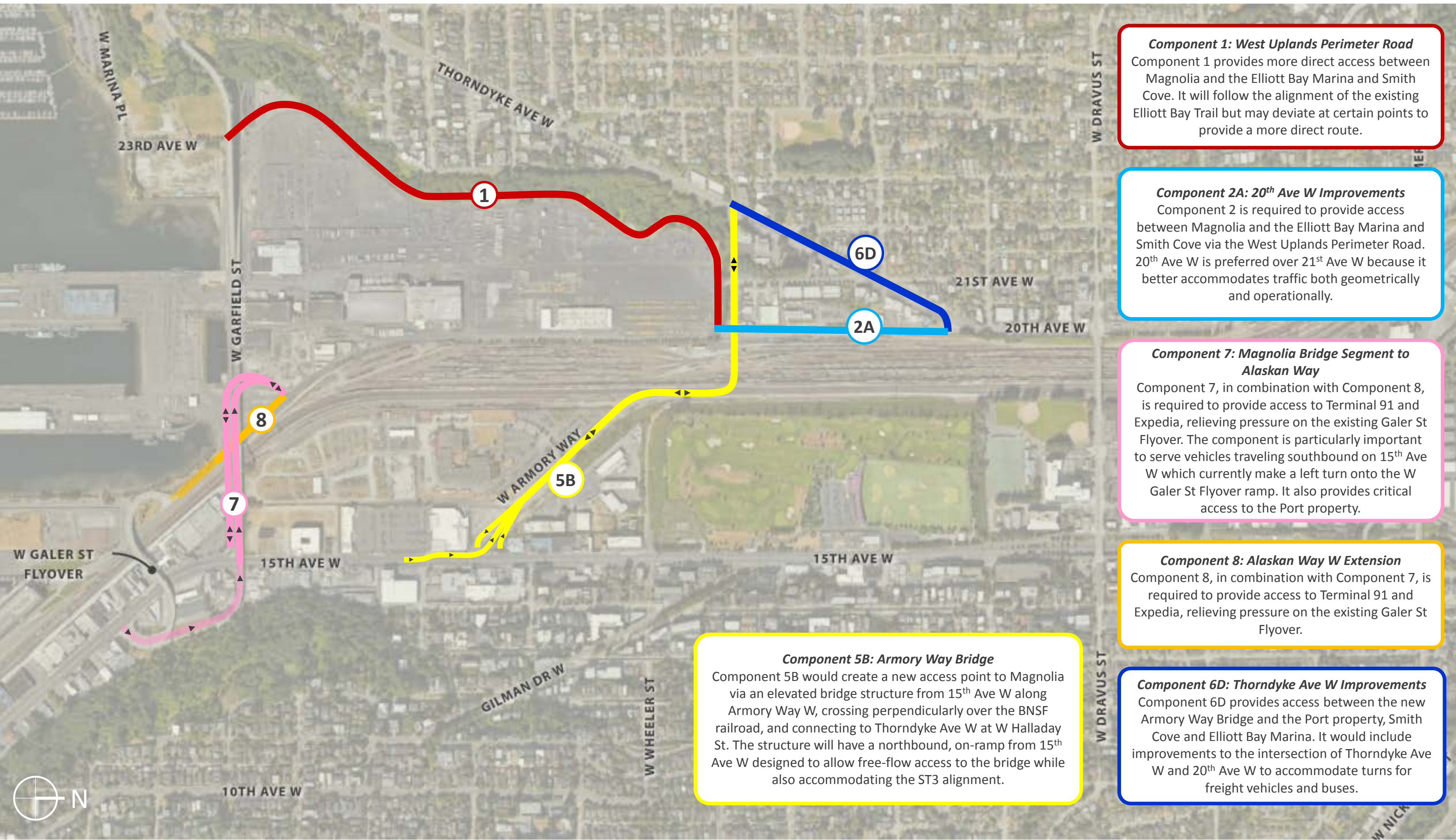


# ALTERNATIVE I



**Component 1: West Uplands Perimeter Road**  
 Component 1 provides more direct access between Magnolia and the Elliott Bay Marina and Smith Cove. It will follow the alignment of the existing Elliott Bay Trail but may deviate at certain points to provide a more direct route.

**Component 2A: 20<sup>th</sup> Ave W Improvements**  
 Component 2 is required to provide access between Magnolia and the Elliott Bay Marina and Smith Cove via the West Uplands Perimeter Road. 20<sup>th</sup> Ave W is preferred over 21<sup>st</sup> Ave W because it better accommodates traffic both geometrically and operationally.

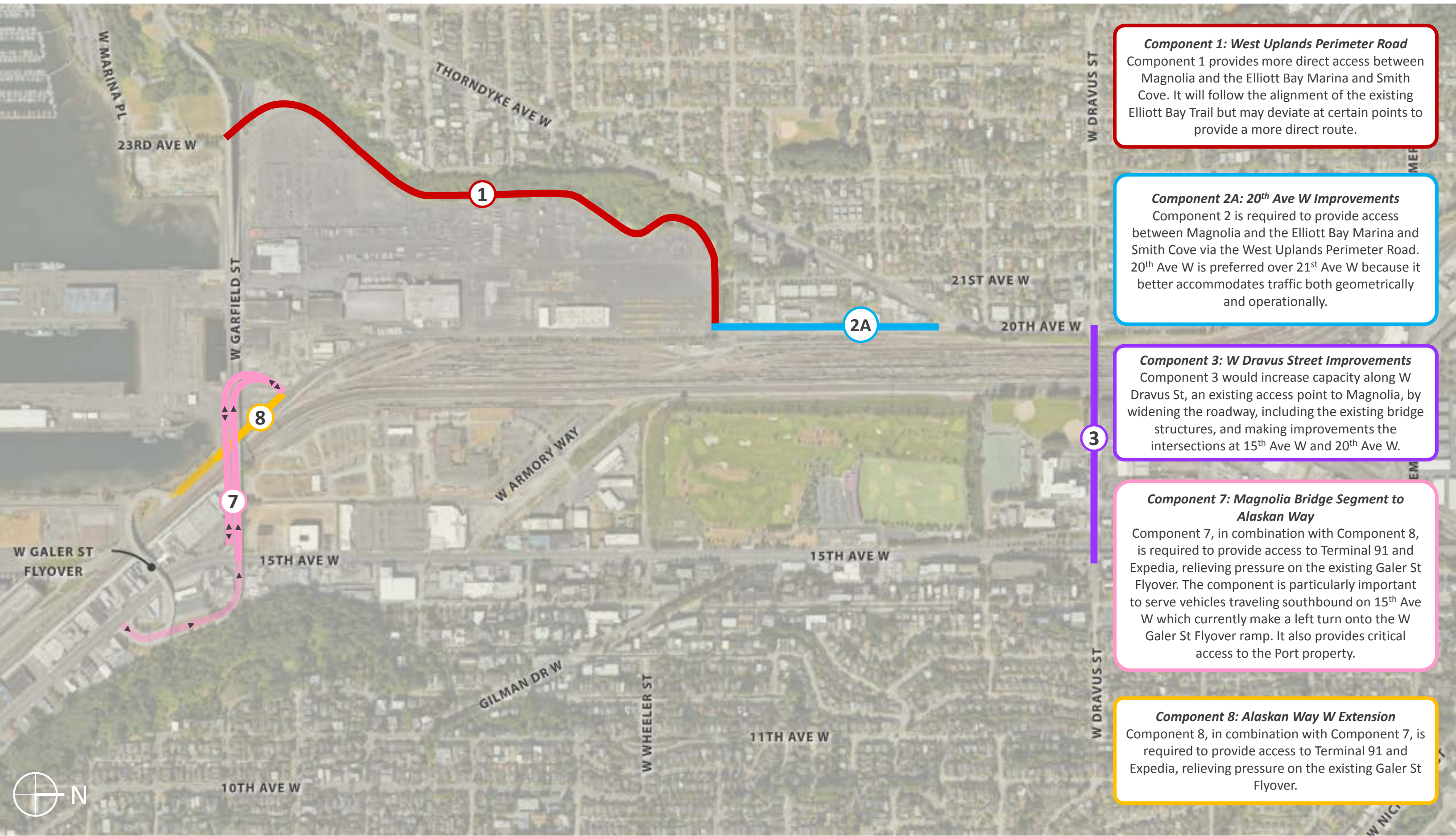
**Component 7: Magnolia Bridge Segment to Alaskan Way**  
 Component 7, in combination with Component 8, is required to provide access to Terminal 91 and Expedia, relieving pressure on the existing Galer St Flyover. The component is particularly important to serve vehicles traveling southbound on 15<sup>th</sup> Ave W which currently make a left turn onto the W Galer St Flyover ramp. It also provides critical access to the Port property.

**Component 8: Alaskan Way W Extension**  
 Component 8, in combination with Component 7, is required to provide access to Terminal 91 and Expedia, relieving pressure on the existing Galer St Flyover.

**Component 5B: Armory Way Bridge**  
 Component 5B would create a new access point to Magnolia via an elevated bridge structure from 15<sup>th</sup> Ave W along Armory Way W, crossing perpendicularly over the BNSF railroad, and connecting to Thorndyke Ave W at W Halladay St. The structure will have a northbound, on-ramp from 15<sup>th</sup> Ave W designed to allow free-flow access to the bridge while also accommodating the ST3 alignment.

**Component 6D: Thorndyke Ave W Improvements**  
 Component 6D provides access between the new Armory Way Bridge and the Port property, Smith Cove and Elliott Bay Marina. It would include improvements to the intersection of Thorndyke Ave W and 20<sup>th</sup> Ave W to accommodate turns for freight vehicles and buses.

# ALTERNATIVE II



**Component 1: West Uplands Perimeter Road**  
Component 1 provides more direct access between Magnolia and the Elliott Bay Marina and Smith Cove. It will follow the alignment of the existing Elliott Bay Trail but may deviate at certain points to provide a more direct route.

**Component 2A: 20<sup>th</sup> Ave W Improvements**  
Component 2 is required to provide access between Magnolia and the Elliott Bay Marina and Smith Cove via the West Uplands Perimeter Road. 20<sup>th</sup> Ave W is preferred over 21<sup>st</sup> Ave W because it better accommodates traffic both geometrically and operationally.

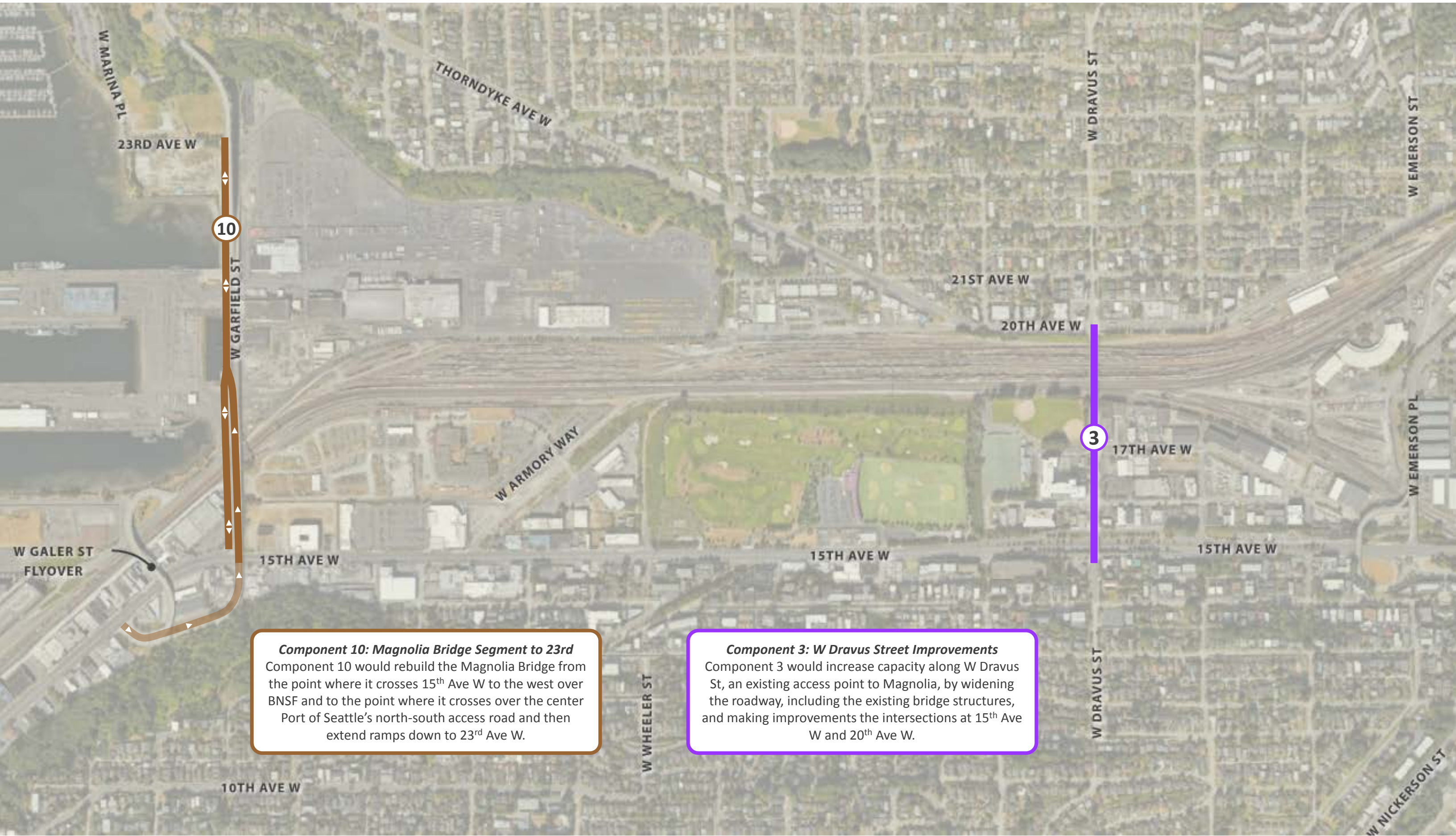
**Component 3: W Dravus Street Improvements**  
Component 3 would increase capacity along W Dravus St, an existing access point to Magnolia, by widening the roadway, including the existing bridge structures, and making improvements the intersections at 15<sup>th</sup> Ave W and 20<sup>th</sup> Ave W.

**Component 7: Magnolia Bridge Segment to Alaskan Way**  
Component 7, in combination with Component 8, is required to provide access to Terminal 91 and Expedia, relieving pressure on the existing Galer St Flyover. The component is particularly important to serve vehicles traveling southbound on 15<sup>th</sup> Ave W which currently make a left turn onto the W Galer St Flyover ramp. It also provides critical access to the Port property.

**Component 8: Alaskan Way W Extension**  
Component 8, in combination with Component 7, is required to provide access to Terminal 91 and Expedia, relieving pressure on the existing Galer St Flyover.



# ALTERNATIVE III



**Component 10: Magnolia Bridge Segment to 23rd**  
Component 10 would rebuild the Magnolia Bridge from the point where it crosses 15<sup>th</sup> Ave W to the west over BNSF and to the point where it crosses over the center Port of Seattle's north-south access road and then extend ramps down to 23<sup>rd</sup> Ave W.

**Component 3: W Dravus Street Improvements**  
Component 3 would increase capacity along W Dravus St, an existing access point to Magnolia, by widening the roadway, including the existing bridge structures, and making improvements the intersections at 15<sup>th</sup> Ave W and 20<sup>th</sup> Ave W.