

Comparison Matrix

	Surface/Tunnel Hybrid	Original Tunnel	Elevated Structure
Cost Estimate	\$3.4 billion	\$4.6 billion	\$2.8 billion
Length of Construction	6-7 years	7-9 years	9-11 years
SR 99 Full Closure	27 - 33 months.*	39 months. *	3-9 months closure. **
Dimensions (at Central Waterfront)	98' wide x 36' deep	68' wide x 68' deep	75' wide x 68' high (taken at Marion, Plan set January 2007)
Lane width	11-12 feet	12 feet	12 feet
Shoulder width	14 feet and 2 feet (non-peak) 2 feet and 2 feet (peak)	8 feet and 4 feet	8 feet and 4 feet
Earthquake safety	Built to withstand a 2500 year earthquake	Built to withstand a 2500 year earthquake	Built to withstand a 2500 year earthquake
Life/safety systems	Yes	Yes	Yes
Noise level	Reduces noise by half	Reduces noise by half	Maintains current noise level
Open space	Creates 7 acres more of public open space	Creates 8 acres more of public open space	Creates 1.7 acres more of public open space
View Corridors	Enhances views from the surface and downtown	Enhances views from the surface and downtown	Maintains views for drivers
Waterfront Trolley	Two tracks	Two tracks	Two tracks
Speed Limit	45 mph non-peak 35 mph peak	50 mph	50 mph
Maintains SR 99 capacity	Yes	Yes	Yes
Battery Street Tunnel Improved	No	Yes	Yes
Elliott & Western	Over Elliott and Western	Under Elliott and Western	Over Elliott and Western
Impact on I-5 (Post-Construction)	No impact	No impact	No impact
Access to/from south/West Seattle	<ul style="list-style-type: none"> • King Street on/off ramps to Alaskan Way Surface St • Spokane Street/4th Ave ramp 	<ul style="list-style-type: none"> • King Street on/off ramps to Alaskan Way Surface St • Spokane Street/4th Ave ramp 	<ul style="list-style-type: none"> • Maintains Columbia/Seneca St ramps • Spokane Street/4th Ave ramp
Access from Northwest Seattle	<ul style="list-style-type: none"> • Elliott Ave/Western on/off ramps retained 	<ul style="list-style-type: none"> • Elliott Ave/Western on/off ramps retained 	<ul style="list-style-type: none"> • Elliott Ave/Western on/off ramps retained
Compatible with City's Waterfront planning	Yes	Yes	No
Fixes the Seawall	Yes, included to Pine	Yes, included to Pine	Yes, included to Pine

* Corridor reopens to full capacity after tunnel closure period.

** Elevated Closure also includes:

SR 99 Closed nightly and weekends, **4 ¾ to 7 years**

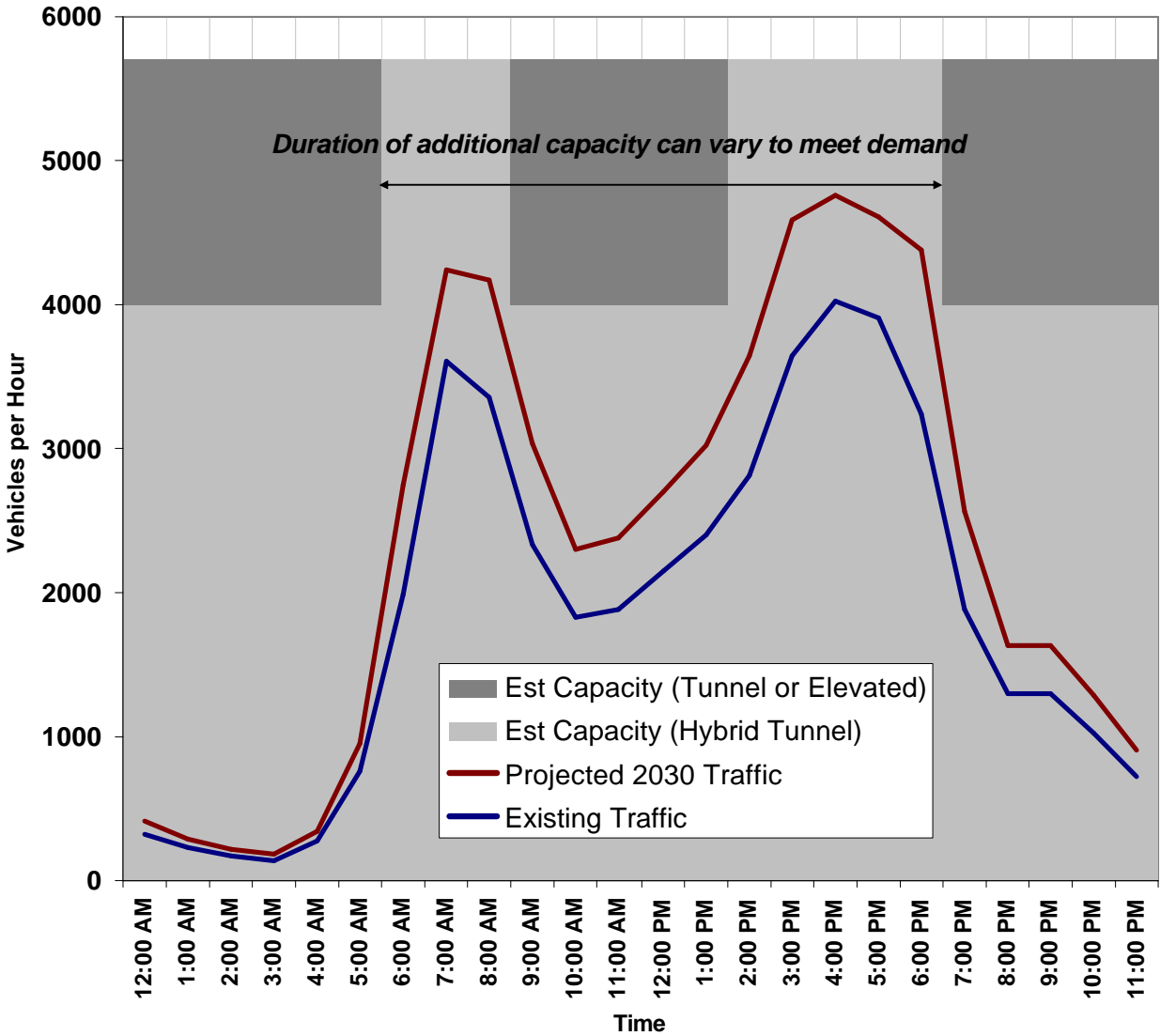
Southbound SR 99 closed south of Royal Brougham and diverted to 1st Ave at Railroad Ave, **6 months**

Southbound SR 99 detoured to Broad Street Detour, **21 months**

SR 99 reduced to two-lanes in each direction, **7 years**

DRAFT Comparison of SR 99 Capacity and Demand

Example shown is for southbound SR 99 south of Elliott on-ramp. Northbound would be similar.



SR 99 Traffic Distribution

	Today	Existing Facility 2030	Elevated Structure 2030	Hybrid 2030
Downtown (at Marion)	110,000	126,000	137,000	113,000
Surface Alaskan Way	10,000	11,000	10,000	24,000
Total SR99/Alaskan Way Corridor	120,000	137,000	147,000	137,000