ORDINANCE No. 119949

Mc

COUNCIL BILL No. 113188

AN ORDINANCE relating to the Downtown Seattle Transit Tunnel ("Tunnel"); authorizing execution of a Downtown Seattle Transit Tunnel Transfer Agreement with the Central Puget Sound Regional Transit Authority ("Sound Transit") and King County pursuant to which certain assets relating to the Tunnel are to be transferred from King County to Sound Transit, other identified assets are retained under County ownership and control, the City consents to the use of certain City right of way by Sound Transit and King County for public transportation purposes, a funding plan and schedule is identified for completing various downtown Seattle street and traffic improvements to accommodate downtown bus service after closure of the Tunnel, and various payments and other actions are agreed upon.

COMPTROLLER FILE No.

Introduced: 5-1-00	By: McIver
Referred: 5-1-00	To: Transportation
Referred:	To:
Referred:	To:
Reported: 5-22-00	Second Reading:
Third Reading: 5-22-00	Signed: 5-22
Presented to Mayor: 5-23-00	Approved: MAY 30 2000
Returned to City Clerk: MAY 30 2000	Published: Title 4pp
Vetoed by Mayor:	Veto Published:
Passed over Veto:	Veto Sustained.

US5047

The City of Seattle--Leg

REPORT OF CON

Honorable President:

Your Committee on

to which was referred the within Council Bill No.
report that we have considered the same and respectfully re

8/16/00- Transportation Committee-Pass as Amended 3-C

5-22-00 Passed As Amended 9-C

E

E ord only

Law Department

GBD:gbd/MSL
May 22, 2000
113188-v6.doc
(Ver. 6)

ORDINANCE 119949

AN ORDINANCE relating to the Downtown Seattle Transit Tunnel ("Tunnel"); authorizing execution of a Downtown Seattle Transit Tunnel Transfer Agreement with the Central Puget Sound Regional Transit Authority ("Sound Transit") and King County pursuant to which certain assets relating to the Tunnel are to be transferred from King County to Sound Transit, other identified assets are retained under County ownership and control, the City consents to the use of certain City right of way by Sound Transit and King County for public transportation purposes, a funding plan and schedule is identified for completing various downtown Seattle street and traffic improvements to accommodate downtown bus service after closure of the Tunnel, and various payments and other actions are agreed upon.

WHEREAS, The City of Seattle ("City") is responsible for, and has authority over, the laying out and supervision of all transportation public works within the City and on property belonging to or controlled by the City (including but not limited to street rights of way); and the management, construction, repair, maintenance, and control of all streets, gutters, and sidewalks; and the enforcement and implementation of City ordinances, contracts, and rules that relate to matters within the jurisdiction of the City administrative unit responsible therefor, namely Seattle Transportation; and

WHEREAS, downtown Seattle streets and other public rights of way are held by the City in trust for the convenience of public travel; and

WHEREAS, through the Master Cooperation Agreement between the City and the Municipality of Metropolitan Seattle ("Metro") authorized by City Ordinance 112462, the City granted Metro (now merged with King County), the right to use certain City right of way for the construction and operation of the Tunnel for so long as it is used for public transportation purposes, subject to the terms and conditions of that Master Cooperation Agreement, future agreements between the City and Metro, and the City's authority over its streets and other public rights of way; and

WHEREAS, Metro constructed the Tunnel to provide an additional right of way for buses in downtown Seattle, which project has provided fast, reliable and comfortable service exclusively for bus riders from throughout King County since 1990; and

WHEREAS, pursuant to RCW 81.112.070, RCW 81.112.080, and Chapter 39.33 RCW and other applicable laws, the City and King County are authorized to convey, lease, or otherwise contract with Sound Transit for the use of their respective public transportation facilities and properties, and Sound Transit may contract with the City and King County for the use and acquisition of rights to various transportation facilities, structures, lands, interests in land, air rights and rights of way of all kinds; and

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

WHEREAS, on November 5, 1996, central Puget Sound area voters approved local funding for *Sound Move*, Sound Transit's ten-year regional transit plan, which plan contemplates that light rail, commuter rail, and regional express bus/HOV systems will be integrated with local transit systems and use a single or integrated, regional fare structure; and

WHEREAS, on November 18, 1999, the Sound Transit Board of Directors adopted Resolution 99-34 selecting the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project, which project is planned to travel through downtown Seattle using the Tunnel, an action that will require the rerouting of buses now traveling through the Tunnel onto surface streets; and

WHEREAS, in accordance with *Sound Move*, Sound Transit is proceeding to negotiate a full funding grant agreement with the Federal Transit Administration for the construction of the segment of the Central Link Light Rail system extending from NE 45th Street in Seattle to a maintenance base located adjacent to South Forest Street (the "Minimum Operable Segment"), and to take any necessary Sound Transit Board actions to authorize the agreement; and

WHEREAS, the City, King County and Sound Transit desire to memorialize their agreement with respect to the transfer of certain Tunnel-related assets, including but not limited to associated real property interests, fixtures, improvements, contract rights, equipment and other related assets to Sound Transit and to agree on ways to assure that the region's goals of providing high-quality and efficient transit service are met while at the same time improving and maintaining the flow of public transportation, autos, commercial vehicles, bicycles, and pedestrians in the downtown Seattle area; and

WHEREAS, the environmental impacts relating to the Downtown Seattle Transit Tunnel Transfer Agreement authorized in Section 1 have been disclosed and evaluated as part of the Final Environmental Impact Statement for the Central Link Light Rail Transit Project (Oct. 1999); NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. As requested by the Director of the Strategic Planning Office and recommended by the Mayor, the Mayor is hereby authorized to execute, for and on behalf of The City of Seattle, an agreement with the Central Puget Sound Regional Transit Authority ("Sound Transit") and King County substantially in the form of the document attached hereto as Attachment A and entitled "Downtown Seattle Transit Tunnel Transfer Agreement." Under that agreement, (a) the City, King County and Sound Transit acknowledge that as of a "Transfer Date" designated in or pursuant to such agreement, certain Tunnel-related assets are to be transferred from King County to Sound Transit (and that other

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel-related assets shall be retained under County ownership and control); (b) the City confirms its intent to consent to the transfer of specified Tunnel-related assets from King County to Sound Transit and use of the public right of way by King County and Sound Transit for public transportation purposes; (c) the County reaffirms its commitment to satisfy City conditions imposed in connection with the vacation of a portion of Terry Avenue and an alley running between Olive Way and Pine Street within the site of Convention Place Station; (d) the parties agree that certain specified street improvements shall be completed, other actions shall be taken, and funding for the same shall be provided, all prior to the date such Tunnel-related asset transfer is effective in order to accommodate the needs of downtown bus service after the closure of the Tunnel to bus use, and further agree regarding each such party's responsibilities with respect to the design, construction or other implementation, maintenance, repair and replacement of such improvements; and (e) Sound Transit agrees to assume responsibility for the design, permitting, right of way acquisition, construction, and funding of certain bus facility improvements associated with the Central Link Light Rail Project.

Section 2. In implementation of the agreement authorized in Section 1, the Mayor is further authorized to formally acknowledge the City's consent to use by King County and Sound Transit of the right of way in, among other locations, Third Avenue and Pine Street, for public transportation purposes, as contemplated in the Assignment, Transfer and Conveyance Agreement attached as Exhibit 2 to the agreement authorized in Section 1.

Section 3. In Section 11.1 of the agreement authorized in Section 1 of this ordinance, the Parties agree to create the Monitor and Maintain Committee to assess the performance of the downtown Seattle transportation system, and to make recommendations to maintain performance of the system after closure of the Tunnel to bus use. In performing its functions, the Monitor and Maintain Committee will consult with and seek the input of downtown Seattle, Seattle neighborhoods, and suburban

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

stakeholders. The Monitor and Maintain Committee is directed to report quarterly to the City Council's Transportation Committee regarding the performance of the downtown transportation system and regarding its consultation with the various stakeholders.

Section 4. Any act pursuant to the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 22nd day of May, 2000, and signed by me in open session in authentication of its passage this 22nd day of May, 2000.

President of the City Council

Approved by me this 30 day of MAY, 2000.

Mayor

Filed by me this 30th day of May, 2000.

City Clerk

(Seal)

Attachment A: Downtown Seattle Transit Tunnel Transfer Agreement

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

13857

DOWNTOWN SEATTLE TRANSIT TUNNEL TRANSFER AGREEMENT

ord. 119949

THIS DOWNTOWN SEATTLE TRANSIT TUNNEL TRANSFER AGREEMENT ("Transfer Agreement") is entered into this 1st day of June, 2000, by the Central Puget Sound Regional Transit Authority ("Sound Transit"), King County ("County"), and The City of Seattle ("City"). Collectively, the agencies are referred to as the "Parties."

RECITALS

A. The County is a home rule charter county with broad powers to provide public transportation within the County's geographic boundaries. The County owns and operates an extensive system of buses, vanpools, accessible services vehicles, park and ride lots, transit centers, transit hubs, and other transportation facilities within the County.

B. Sound Transit is a duly organized regional transit authority existing under Chapters 81.104 and 81.112 RCW and has all powers necessary to implement a high capacity transportation ("HCT") system. On November 5, 1996, central Puget Sound area voters approved local funding for *Sound Move*, Sound Transit's ten-year regional transit plan. The plan includes light rail, commuter rail, and regional express bus/HOV systems that will be integrated with local transit systems and use a single or integrated, regional fare structure.

C. The City is a city of the first class in the State of Washington with its own charter, and as such, has authority co-extensive with the State unless the exercise of a City power would violate the Constitution or a general law of the State, and all of the powers conferred upon incorporated cities and towns by Title 35 RCW and other laws of the state, and all powers that are usually exercised by municipal corporations of like character and degree. The City is responsible for, and has authority over, the laying out and supervision of all transportation public works within the City and on property belonging to or controlled by the City (including but not limited to street rights of way); and the management, construction, repair, maintenance, and control of all streets, gutters, and sidewalks; and the enforcement and implementation of City ordinances, contracts, and rules that relate to matters within the jurisdiction of the City administrative unit responsible therefor, namely Seattle Transportation. The City has specific statutory authority to prescribe the terms and conditions under which any street, avenue, alley, sidewalk, or other public ground may be used and to regulate all such use.

D. This Transfer Agreement is entered into consistent with the principles articulated in the Memorandum of Understanding Establishing a Cooperative Relationship entered into between Sound Transit and the County on May 11, 1998, and the April 20, 1998 Memorandum of Agreement for Intergovernmental Cooperation between Sound Transit and the City regarding Light Rail Development authorized by City Ordinance 118927.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

E. The City and Sound Transit entered into a First Supplement to the Memorandum of Agreement for Intergovernmental Cooperation for the Central Light Rail Transit Project as of January 1, 1999, related to design, utility coordination, implementation coordination and mitigation, and expedited permit and approval process ("First Supplemental MOA between the City and Sound Transit").

F. The purpose of this Transfer Agreement is to provide for the transfer of the Downtown Seattle Transit Tunnel (hereinafter "Tunnel"), including but not limited to associated real property interests, fixtures, improvements, contract rights, equipment and other related assets to Sound Transit and to assure that the region's goals of providing quality and efficient transit service are met while at the same time improving and maintaining the flow of public transportation, autos, commercial vehicles, bicycles, and pedestrians in the downtown Seattle area.

G. The environmental impacts relating to this Transfer Agreement have been disclosed and evaluated as part of the Final Environmental Impact Statement for the Central Link Light Rail Transit Project (Oct. 1999).

H. The Municipality of Metropolitan Seattle ("Metro"), now merged with King County, constructed the Tunnel to provide an additional right of way for buses in downtown Seattle. Since 1990 the Tunnel has provided fast, reliable and comfortable service exclusively for bus riders from throughout King County. The Tunnel was built with rails in place, anticipating that light rail could replace or complement the bus operation.

I. Most of the Tunnel is located within the City's right-of-way, under downtown Seattle streets. The City holds its streets and other public rights-of-way, including but not limited to the right of way for the Tunnel, in trust for the convenience of public travel, and has legal authority to regulate and control the use of such streets and public rights-of-way for that purpose. Through the Master Cooperation Agreement between the City and Metro that was authorized by City Ordinance 112462, the City granted Metro (now merged with the County), the right to use the City right-of-way for the Tunnel for so long as it is used for public transportation purposes, subject to the terms and conditions of that Master Cooperation Agreement, future agreements between the City and Metro, and the City's authority over its streets and other public rights-of-way.

J. Pursuant to RCW 81.112.070, RCW 81.112.080, Chapter 39.33 RCW and other applicable laws, the City and County are authorized to convey, lease, or otherwise contract with Sound Transit for the use of their public transportation facilities and properties and Sound Transit may contract with the City and County for the use and acquisition of all rights to the Tunnel and related facilities, structures, lands, interests in land, air rights and rights-of-way of all kinds.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

K. In accordance with *Sound Move*, Sound Transit is proceeding to obtain a full funding grant agreement from the Federal Transit Administration ("FTA") for the construction of the segment of the Central Link Light Rail system to extend from NE 45th Street in Seattle to a maintenance base located adjacent to South Forest Street ("Minimum Operable Segment"), together with any necessary Sound Transit Board actions to authorize the agreement.

L. On November 18, 1999 the Sound Transit Board of Directors adopted Resolution 99-34 selecting the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project. The Central Link Light Rail system is planned to travel through downtown Seattle, for which purpose Sound Transit intends to utilize the Tunnel. The Parties recognize that joint use by light rail trains and dual-powered buses is not the preferred long-term transit option. The Parties agree that the regional transportation system can be improved if light rail utilizes the Tunnel, and buses, which currently use the Tunnel, are rerouted onto surface streets.

M. In order to promote effective downtown streets for all users after buses are rerouted to surface streets, significant downtown transit-oriented improvements will be made on the surface streets. Modifications to the downtown transit system will take into consideration the needs of local businesses as well as transit riders, auto users, bicyclists, commercial traffic, and pedestrians.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

1.0 TRANSFER AND CONVEYANCE OF TUNNEL ASSETS

1.1 Transfer of Tunnel Assets

The County agrees to transfer and convey, and Sound Transit agrees to accept, title to and ownership of the assets identified in Exhibit 1. Said assets are hereinafter referred to as the "Tunnel Assets." The transfer and conveyance of title to and ownership of the Tunnel Assets shall be accomplished by the execution of and in accordance with the Tunnel Assets Assignment, Transfer and Conveyance Agreement in the form attached as Exhibit 2 and a quitclaim deed as described therein. The transfer and conveyance shall be completed on the Transfer Date by the County's delivery to Sound Transit of a fully executed copy of Exhibit 2 and said quitclaim deed.

1.2 Contingencies

The transfer and conveyance of the Tunnel Assets is subject to the following contingencies (hereinafter "Contingencies"). The Contingencies are for the benefit of Sound Transit and the County, and Sound Transit and the County must each deem the

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Contingencies satisfied or waived as provided below before the transfer and conveyance of the Tunnel Assets may occur.

1) Sound Transit has entered a full funding grant agreement with the FTA for the construction of the Central Link Light Rail system Minimum Operable Segment extending from NE 45th Street to a maintenance base adjacent to South Forest Street in Seattle and its Board has taken every action necessary to authorize the agreement;

2) No action has been taken by the Sound Transit Board to stop the planning, construction or operation of the Minimum Operable Segment;

3) The scheduled completion or opening for fare service of the Minimum Operable Segment has not been delayed beyond January 1, 2009;

4) Sound Transit has obtained the additional legal rights that are needed in order to construct and operate the Minimum Operable Segment;

5) The Federal Transit Administration ("FTA") has approved the transfer in writing and Sound Transit has paid or made arrangements to pay all amounts due FTA, if any, as required by Section 20 of this Transfer Agreement;

6) The Downtown Seattle Traffic and Street Improvements as identified herein have been satisfactorily completed;

7) Sound Transit has timely paid all sums that became due to the County and the City prior to the Transfer Date;

8) No bankruptcy, insolvency, rearrangement or similar action involving the County or Sound Transit or the Tunnel Assets, whether voluntary or involuntary, is pending, threatened by a third party, or contemplated by the County or Sound Transit;

9) The City, Sound Transit, and County are duly authorized to enter this Transfer Agreement and to make the grants, transfers and assignments and give the consents contemplated herein;

10) The County's bond counsel has provided a written opinion that the transfer of the Tunnel Assets in accordance with the Transfer Agreement and the obligations thereunder will not affect the exemption from federal income taxation of the interest on the County's bonds (as such bonds are defined in Section 6.0) or the validity and enforceability of the bonds; and

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

11) At least forty-five (45) days, but not more than ninety (90) days, prior to the Transfer Date, Sound Transit issued written assurance to the County that it will begin light rail construction in the Tunnel within two (2) months after the Transfer Date and diligently prosecute such construction to completion.

1.3 Transfer Date

The Tunnel Assets shall be transferred and conveyed on September 24, 2004 ("Transfer Date"), unless the County and Sound Transit agree in writing that a different date shall be the Transfer Date. FTA shall be notified of any change in the Transfer Date.

1.4 Notice of Satisfaction or Waiver of Contingencies

If the Transfer Date is September 24, 2004, then no later than June 24, 2004, Sound Transit shall provide written notice to the County and FTA of whether or not the Contingencies have been satisfied or waived. If the Transfer Date is a date other than September 24, 2004, such a notice shall be provided ninety (90) days prior to such Transfer Date. If the notice provides that the Contingencies have been satisfied or waived, Sound Transit shall attach a copy of Exhibit 2 executed by Sound Transit and the City to said notice.

1.5 County Determination

If said notice provides that the Contingencies have been satisfied or waived and the County finds that the Contingencies have been satisfied or waived, the Tunnel Assets shall be transferred and conveyed on the Transfer Date by the County's delivery to Sound Transit of a fully executed copy of Exhibit 2 and a quitclaim deed as described therein. If said notice provides otherwise, or the County finds that the Contingencies set forth herein have not been satisfied or waived, the transfer and conveyance shall not proceed on the Transfer Date and said date shall not be considered the Transfer Date for purposes of any other section of this Transfer Agreement. The County and Sound Transit may then designate a new Transfer Date in writing.

1.6 Expiration of Transfer Agreement

If the transfer and conveyance has not occurred as of January 1, 2007, the transfer and conveyance shall not occur pursuant to this Transfer Agreement and this Transfer Agreement shall expire as of that date.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

1.7 County Responsibilities Prior to Transfer

At all times after the execution of this Transfer Agreement and prior to the Transfer Date, the County shall: (a) maintain all usual and necessary business records pertaining to the Tunnel, consistent with past practices; (b) except for the reservations, grants and amendments to easements identified in Exhibit 1 that will occur after the effective date of this Transfer Agreement, not create, amend, modify, or change any easement, license, or right of entry (except those licenses and rights of entry granted by the County that expire prior to the Transfer Date) directly affecting any of the Tunnel Assets without Sound Transit's written consent first having been obtained, which consent shall not be unreasonably withheld; (c) obtain Sound Transit's approval prior to making any substantial improvements to the Tunnel Assets, which approval shall not be unreasonably withheld; and (d) maintain the Tunnel in its current condition and state of repair (normal wear and tear and casualty loss excepted).

1.8 Sound Transit Responsibilities Upon Transfer

As of the Transfer Date and except as otherwise provided herein, Sound Transit shall assume sole responsibility and liability for the Tunnel Assets, for all aspects of ownership of the Tunnel Assets, and for complying with all federal, state, and local laws, regulations, ordinances and requirements pertaining to the Tunnel Assets.

1.9 Improvements and Repairs

Sound Transit shall be solely responsible for every improvement it desires to be made to the Tunnel Assets. Except as provided herein, the County shall have no obligations pursuant to this Transfer Agreement to make any improvement, modification, repair or replacement to the Tunnel Assets at any time.

1.10 Tunnel Transition Plan

Sound Transit and the County agree to jointly develop a Tunnel closure and transition plan to facilitate the transition of the Tunnel Assets to Sound Transit's ownership and operation.

2.0 ASSETS RETAINED BY THE COUNTY

2.1 Retained Assets

The County shall retain all right, title, and ownership to the assets that Exhibit 3 indicates the County shall retain. All such assets are hereinafter referred to as "Retained Assets."

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

2.2 Right to Leave Retained Assets In Place

Some of the Retained Assets are located in, are a part of, run through, or are connected to the Tunnel Assets. The County shall have the irrevocable, perpetual and exclusive right to use the Retained Assets and to leave them in place, regardless of their location. The County shall defend and indemnify Sound Transit and its officers and employees, or any of them, from and against direct physical damage or bodily injury caused by the Retained Assets on or after the Transfer Date, except to the extent such damage or injury is caused by Sound Transit, its officials, contractors, agents and/or employees.

2.3 Right of Entry

The County, its employees, agents, and contractors shall have a perpetual and irrevocable right of entry and access to and through the Tunnel Assets at all times to maintain, remove, update, enhance, repair, operate, replace and modify the Retained Assets. The County shall not disrupt Sound Transit's light rail operations upon such entry without the prior approval of Sound Transit, which approval shall not be unreasonably withheld. Except as otherwise provided in this Transfer Agreement, the County shall be liable to Sound Transit for any physical damage to the Tunnel Assets, disruption of Sound Transit's light rail operations, and for any bodily injury negligently caused by the County, its agents or employees during the exercise of the right of entry provided herein.

At Sound Transit's cost, Sound Transit shall provide the County with all appropriate keys, security codes, identification and other items, information, and privileges necessary for the County's exercise of its rights hereunder.

2.4 Fees, Costs and Payments

No fee, cost, rental payment or other charge of any nature shall be imposed by Sound Transit at any time for the County's right to leave the Retained Assets and their power and utility sources in place or to exercise its right of entry pursuant to this Transfer Agreement.

2.5 Sound Transit's Responsibilities for Retained Assets

Sound Transit shall take reasonable measures to safeguard the Retained Assets including, but not limited to, providing and monitoring a fire detection and suppression system and providing adequate security. Sound Transit shall promptly notify the County of any damage or threatened damage, fire, or security breach affecting or potentially affecting the Retained Assets.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Sound Transit shall not damage the Retained Assets. Except in cases of emergency, Sound Transit shall not alter, disconnect, move or modify any of the Retained Assets or take any action that will adversely impact the County's ability to use, maintain, update, enhance, remove, repair, operate, replace or modify any portion of the Retained Assets unless approved in advance in writing by the County, which approval shall not be unreasonably withheld. Notwithstanding the existence or non-existence of such approval, Sound Transit shall reimburse the County for any and all damages and costs relating to or arising from the actions, omissions, or activities of Sound Transit, its employees, agents or contractors, that damage, alter, disconnect, move or modify any portion of the Retained Assets or adversely impact the County's ability to use, maintain, update, enhance, remove, repair, operate, replace or modify any portion of said assets.

Sound Transit shall coordinate with the County all activities by or for Sound Transit that may potentially impact any portion of the Retained Assets. Any portion of the Retained Assets may be relocated at the request of Sound Transit upon such terms and conditions as are acceptable to the County and upon the payment by Sound Transit of all costs of such relocation.

Except as otherwise provided in this Transfer Agreement, Sound Transit shall have no obligation to maintain, repair, or replace or improve any of the Retained Assets, said obligations being those of the County.

2.6 Emergency Egress and Utilities

In addition to Sound Transit's utility and electrical supply obligations set forth in Exhibit 3, Sound Transit shall maintain and supply at all times existing ventilation, lighting, emergency egress routes, water supply, sewer, phone lines, electrical power, and other utilities connected to or serving the Retained Assets. Neither Sound Transit nor its contractors shall disrupt, disconnect, or alter emergency egress routes, ventilation, lighting, water supply, sewer, electrical power, or other utilities connected to or serving the Retained Assets without the prior consent of the County, which consent shall not be unreasonably withheld. The County shall be responsible for paying for the electricity, phone service, water and other utilities used by or for the Retained Assets. The County and Sound Transit shall work together to arrange for the separate metering of all such utilities. Sound Transit shall be responsible for all costs associated with installing separate metering.

3.0 CITY CONSENTS TO TRANSFER

The City hereby consents to the transfer of the Tunnel Assets from the County to Sound Transit under the terms and conditions set forth in this Transfer Agreement. In accordance with Exhibit 2, the City shall grant Sound Transit and the County the right to

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

use the City right of way identified in Exhibit 1 for so long as it is used for public transportation purposes. Upon Sound Transit's request, the City shall execute a copy of Exhibit 2. The Master Cooperation Agreement between the City and Metro (now merged with King County), dated October, 1985 and authorized by City Ordinance 112462, shall terminate as of the Transfer Date.

4.0 SOUND TRANSIT'S RIGHT OF INSPECTION

4.1 Physical Inspection

Prior to the Transfer Date, Sound Transit and Sound Transit's designated representatives, contractors, consultants and agents shall have a right of access to the Tunnel Assets in order to conduct pre-transfer tests, investigations, inspections, and studies. Access to the Tunnel Assets shall be at such times and under such conditions as set forth in a permit or permits issued by the County's Department of Transportation, which permits shall not be unreasonably conditioned or denied.

4.2 Document Inspection

Except for information that is subject to attorney-client privilege or otherwise exempt from disclosure under Chapter 42.17 RCW, within 180 days after the County and Sound Transit have executed this Transfer Agreement, the County shall use its best efforts to provide to Sound Transit the documents and information specified in Exhibit 5. The County shall use its best efforts to provide these documents directly to Sound Transit or to provide an index of such documents and reasonable access to Sound Transit staff for review and copying of such documents at Sound Transit's expense.

5.0 ASSIGNMENT OF AGREEMENTS, LEASES, AND CONTRACTS

The agreements, leases, and contracts identified in Exhibit 1 and Exhibit 5 shall be transferred and assigned to Sound Transit in accordance with the Tunnel Assets Assignment, Transfer and Conveyance Agreement attached as Exhibit 2. Except as otherwise provided herein, from and after the date this Transfer Agreement is executed until the Transfer Date or the expiration or termination of this Transfer Agreement, the County shall not enter into any written or oral contracts or agreements with respect to the Tunnel Assets that cannot be terminated on or before the Transfer Date. On or before the Transfer Date, the County shall terminate all agreements, leases, and contracts, or portions thereof, affecting the Tunnel Assets that are not to be assigned to Sound Transit.

Notwithstanding any failure by the County to locate and provide copies of any contracts for artworks identified in Exhibit 5, section 2, unless otherwise agreed by the creator of an artwork, all artwork transferred under this Transfer Agreement for which a contract is

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

not so located and provided, shall be subject to the terms and conditions of Contract No. CT/F8-86, a copy of which is included in Exhibit 5. As of the Transfer Date, Sound Transit shall be solely responsible and liable for complying with the terms and conditions of Contract No. CT/F8-86 in relation to all such artworks or such other terms and conditions as have been agreed to between the creator of such artwork and Sound Transit (either as successor in interest to Metro or the County or in its own right). Within 180 days after the execution of this Transfer Agreement, the County shall use its best efforts to provide to Sound Transit information regarding: (a) maintenance criteria set forth in Section 8 of such contracts; and (b) the most recent information provided to the County regarding artists' last know mailing addresses.

The County and Sound Transit recognize that there are other Tunnel-related leases, contracts and agreements that are not included in Exhibit 5 that Sound Transit may wish to have assigned to it upon further review. The County shall provide Sound Transit an opportunity to review such other Tunnel-related leases, contracts and agreements, including those that are entered into by the County after the date of this Transfer Agreement. At any time within ninety (90) days before the Transfer Date, Sound Transit may notify the County of which such other leases, contracts and agreements Sound Transit wishes to assume. Such leases, contracts and agreements shall be added to Exhibit 5 and assigned to Sound Transit by execution of Exhibit 2 to this Transfer Agreement.

Before the Transfer Date, Sound Transit may, in its discretion, seek to obtain signed estoppel statements from parties to contracts, agreements, and leases listed in Exhibit 5.

6.0 BONDS AND TAX COVENANT

6.1 Bonds

Bonds were originally issued in 1989 to fund the Downtown Seattle Transit Project and Tunnel construction. Refunding bonds have been subsequently issued (as authorized by Municipality of Metropolitan Seattle Resolution No. 4937 and 6538 and King County Ordinance No. 13128). The original bonds and any and all refunding bonds are hereinafter referred to as the "Bonds." To facilitate the transfer of the Tunnel Assets for light rail purposes, the County agrees to retain responsibility for making the required debt service payments for the Bonds.

6.2 Tax Covenant

Sound Transit covenants that it will not take or permit to be taken on its behalf any action that would adversely affect the exemption from federal taxation of the interest on the Bonds. Sound Transit will take or require to be taken such acts as may reasonably be

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

within its ability and as may from time to time be required under applicable law to continue the exemption from federal income taxation of the interest on the Bonds as requested by the County. During all times in which the Bonds remain outstanding, Sound Transit shall provide written notice to the King County Executive of its intent to change the use of the Tunnel from a use for public transportation to some other use, which notice shall be provided at least six (6) months prior to the effective date of such change in use.

7.0 PAYMENT

Sound Transit shall make payments to the County in the amounts and on the dates as set forth in Exhibit 6. In the event the Transfer Date is other than September 24, 2004, the County and Sound Transit agree to convene to review and modify Exhibit 6 to the extent they mutually agree is necessary.

Sound Transit shall be released from its obligations to make payments pursuant to this section if it pays to the County on a date indicated in Exhibit 6 an amount equal to the payment amount due on that date, the amount of the remaining principal as of that date, and all amounts owed pursuant to this section that are past due, if any.

It is the intent of the County to distribute payments received pursuant to this section, less additional operating expense arising from Tunnel closure, for transit service subsidy in accordance with the County's subarea allocation policies or for capital projects supporting that service.

8.0 CONVENTION PLACE STATION ASSETS TRANSFERRED TO THE COUNTY

8.1 Fee Property

At no cost to the County, Sound Transit shall convey or have conveyed to the County in fee simple certain property owned by the Washington State Department of Transportation and existing in the Convention Place Station. The property to be conveyed includes the property identified in Exhibit 7 and all other property associated therewith by virtue of any adjacent street vacations. If this property is not conveyed to the County on or before January 1, 2002, Sound Transit shall make a payment to the County in the amount of $14.1 million (2004 dollars) (the estimated value of the property) in lieu of providing the property to the County. Such payment shall be made no later than January 1, 2003.

8.2 Street and Alley Vacation

In 1988, in response to the County's petition, the City granted conceptual approval to the vacation of the alley within Block 32, Heirs of Sarah A. Bell's Second Addition to the

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

City of Seattle according to the plat recorded in Vol. 1 of Plats, page 121, Records of King County, Washington, and that portion of Terry Avenue lying adjacent to Lots 7, 8 and 9 of that same block and Lots 4, 5 and 6 of Block 44 in the same addition. Final vacation of the subject alley and portion of Terry Avenue was conditioned upon the County's providing pedestrian access between Olive and Pine Streets as noted in Comptroller's File No. 295303. To date, the County has not satisfied those conditions so the vacation of the alley and the specified portion of Terry Avenue has not been completed.

After the Transfer Date, the County contemplates utilizing the Convention Place Station property (as described in Exhibit 8) as a site for a transit oriented development. In order to accomplish this development, vacation of Terry Avenue and the alley within the Convention Place Station property is necessary.

The City supports the development of the Convention Place Station in an intensive and transit-oriented manner and the provision of a public pedestrian access through the Convention Place Station property between Olive Way and Pine Street. Accordingly, the City's legislative authority is willing, upon request of the County or its proposed developer and the presentation to the City's legislative authority of a master plan for the redevelopment of Convention Place Station area, to consider modifying the conditions imposed with respect to the County's 1988 petition to vacate such alley and portion of Terry Avenue.

The County shall use its best efforts to ensure that the conditions imposed with respect to the County's 1988 petition or such modified conditions as the City's legislative authority and the County may agree upon are implemented in connection with any redevelopment of the Convention Place Station area. Included in such County efforts shall be the making of one or more presentations to the City's legislative authority to keep such officials fully informed regarding the status of redevelopment efforts with respect to such area. The City agrees to expedite its review of any modification of the conditions associated with such alley and street vacation proposed by the County or its site developer. It is the intent of the County to ensure that in any conveyance of the Convention Place Station site or a substantial portion thereof for redevelopment, the grantee is obligated to provide free, public pedestrian access between Olive Way and Pine Street through such site and to otherwise comply with the design review, development, and other conditions imposed both with respect to the vacation of such alley and portion of Terry Avenue and new construction at the time such development occurs. The County recognizes that additional conditions may be imposed by the City Council pursuant to a request to modify the conditions imposed in response to the County's 1988 petition, including, but not limited to, requiring that the City be named as a third party beneficiary of such obligation, and that the City be granted the right to specifically enforce such obligation.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Any additional fee or cost imposed by the City for the vacation of such alley and portion of Terry Avenue shall be paid by Sound Transit. If such vacation is not granted by the City by January 1, 2002, Sound Transit shall make a payment to the County in the amount of $2.5 million (2004 dollars). Such payment shall be made no later than January 1, 2003.

8.3 Transfer of FTA Interest in Convention Place Station

Sound Transit consents to all FTA interest and equity in Convention Place Station (including all real property, improvements, equipment, fixtures and systems existing on or in the Convention Place Station property as that property is described in Exhibit 8) being transferred to the Tunnel Assets or property owned by Sound Transit. The County and Sound Transit shall jointly seek FTA approval for such transfer. Upon such transfer and as of the Transfer Date, Sound Transit shall be solely responsible for all requirements and obligations that arise from such FTA interest and equity. If the FTA does not approve such a transfer on or before January 1, 2002, Sound Transit shall make a payment to the County in the amount of $4.8 million (2004 dollars) in lieu of the transfer, which represents the estimated value of removal of the FTA interest. Such payment shall be made no later than January 1, 2003.

9.0 DISTRIBUTION OF CONVENTION PLACE STATION PROCEEDS

9.1 Payment to Sound Transit

If the County receives a sufficient net return, as defined below, from the sale or development of the Convention Place Station property, the County shall pay to Sound Transit an amount equal to the first two payments Sound Transit makes pursuant to section 12.1 plus $1 million, which total amount shall be adjusted by the percentage change that occurred in the CPI for the period that most closely corresponds to the period between the date this Transfer Agreement is executed and the time payment is made (which adjusted payment amount is hereinafter referred to as "Payment Amount"). The County shall pay the Payment Amount to Sound Transit only if the net return the County receives from the sale or development of the Convention Place Station property is equal to or exceeds: 1) the Payment Amount; plus 2) $33.4 million as adjusted by the percentage change in the CPI for the period that mostly closely corresponds to the period between September 2004 and the date of such sale or return (this adjusted value is hereinafter referred to as "Equity Value"). If the County's net return exceeds the Equity Value but is less than the Equity Value plus the Payment Amount, the County shall pay to Sound Transit an amount equal to such excess. In no case shall total payment exceed the Payment Amount.

Payment to Sound Transit pursuant to this section shall be made within six (6) months of the County's receipt of sufficient net return from the sale or development of the property.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Except for information that is subject to attorney-client privilege or otherwise exempt from disclosure under Chapter 42.17 RCW, the County shall provide Sound Transit and the City access at such reasonable times as requested to all County records relating to the development and/or sale of the Convention Place Station property.

9.2 Equity Distribution

Pursuant to this Transfer Agreement, portions of the County's equity in the Tunnel Assets may be provided to the County by the transfer of certain property rights in Convention Place Station property. That property will not produce actual revenue until a later date. In order to provide each County subarea with its share of Tunnel Asset equity, it is the intent of the County to distribute funds acquired from the sale or development of the Convention Place Station property (in amounts up to but not exceeding the Equity Value) for transit service subsidy in accordance with subarea allocation policies.

9.3 Provision of New Services and Facilities

If the net return from the sale or transit oriented development of the Convention Place Station property exceeds the amount of the Equity Value plus Payment Amount, the County intends that those additional funds will be utilized for new transit services or facilities in the Seattle/North King subarea pursuant to a separate agreement to be entered between the City and the County. That agreement may identify City actions to increase the value of the Convention Place Station property and development. It is the intent of the County to invest proceeds from the increased value specifically attributable to such City actions in new transit services or facilities in the Seattle/North King subarea.

9.4 Definition of "CPI"

For the purpose of this Transfer Agreement, the abbreviation "CPI" means the Consumer Price Index for all Urban Consumers (1982-84=100) as published by the U.S. Department of Labor Bureau of Labor Statistics or its successor for the Seattle-Tacoma-Bremerton Metropolitan Statistical Area; Provided, that in the event of any change in the index base (1982-84=100) or other modification of such index, the parties hereto shall apply whatever conversion factor(s) are necessary to establish the true percentage change in the CPI for any period in which such modification(s) occur, and in the event such index is discontinued, the parties hereto shall select and use for such adjustment purposes, another, similar index that reflects consumer price changes.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

10.0 LOCAL IMPROVEMENT DISTRICT

A local improvement district encompassing properties specially benefited by the Tunnel and related projects was established by Metro. As successor to Metro, the County has and shall continue to administer the local improvement district and collect and retain the special assessments. The County shall give timely notice to Sound Transit of any public proceeding regarding any proposed reassessment regarding the local improvement district.

Sound Transit shall defend, indemnify and hold harmless the County, its officials and employees from and against any and all claims, damages, costs, expenses (including reasonable attorney fees), demands, defenses, administrative appeals, causes of action, protests, grievances, and lawsuits (collectively referred to as "Claims") in which it is claimed or alleged that the transfer of the Tunnel Assets, the rerouting of buses to surface streets, Sound Transit's activities, or use and/or modification of the Tunnel Assets subsequent to the Transfer Date, or any other action taken pursuant to this Transfer Agreement impacts the validity, lawfulness, or collection of the special assessments and/or requires a refund of said assessments, compensation for the taking of property, and/or other payment. Sound Transit's obligations under this section shall extend but not be limited to indemnifying and compensating the County for any assessments that must be refunded and/or that would have been collected but for such Claims. Sound Transit's obligations under this section shall not extend to Claims based solely on: 1) any procedural defects on the part of the County in the creation of the local improvement district or in reassessing the properties in the district; or 2) County clerical errors in processing assessment payments.

11.0 DOWNTOWN SEATTLE TRAFFIC AND STREET IMPROVEMENTS

11.1 Objectives

In order to mitigate the impacts of dedicating the Tunnel solely to light rail use, the Parties agree that certain surface street and traffic improvements shall be made and be consistent with the project record of decision mitigation measures. These improvements shall be sufficient to allow downtown bus service after closure of the Tunnel to bus use to meet or exceed bus service surface performance levels existing during a selected measurement period immediately prior to the closure of the Tunnel ("Measurement Period") as regards to travel time, convenience, security, safety, and passenger comfort, except to the extent any performance level change is due to a substantial change in bus service operations other than a rerouting of Tunnel traffic to the surface. The Measurement Period shall be agreed upon by the project managers identified in Section 19 hereof, but shall not be less than a sixty (60) day period of time so that the influence of individual irregularities in bus service and other aberrations are

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

minimized and shall not include any period in which there is a major modification of the downtown bus service schedule or significant downtown street or utility repairs or projects.

In order to facilitate meeting this objective, the Parties agree to create the Monitor and Maintain Committee. The Committee shall be directed to conduct activities to measure downtown Seattle transportation system performance and make recommendations to the Parties as warranted to ensure that downtown Seattle transportation system performance after closure of the Tunnel to buses is maintained. In performing its functions, the Committee shall be directed to consult with and seek the input of downtown Seattle, Seattle neighborhoods, and suburban stakeholders.

11.2 Required Improvements

The 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, Prefontaine Place South reconfiguration and all other improvements, projects and actions identified in Exhibit 9 shall be constructed, installed, completed, and implemented prior to the Transfer Date. The improvements, projects and actions identified in Exhibit 9 are hereinafter referred to as the "Downtown Seattle Traffic and Street Improvements."

11.3 Amendments to Exhibit 9

Amendments to Exhibit 9 that relate to 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration must be approved by the King County Council, Seattle City Council, and Sound Transit Board. Other amendments to Exhibit 9 may be made by written agreement of the Director of the County's Department of Transportation, Executive Director of Sound Transit, and the City Traffic Engineer or their respective designee(s).

11.4 Schedule

The Parties anticipate that the Downtown Seattle Traffic and Street Improvements will be completed and implemented in accordance with the schedule set forth in Exhibit 9.

11.5 Duration of Surface Improvements

In order to adequately mitigate the impacts of Tunnel closure and allow the Parties sufficient time to analyze the subsequent impact of the Tunnel opening for light rail service, the Downtown Seattle Traffic and Street Improvements shall remain in place and

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

in effect until at least one year after the Tunnel is opened by Sound Transit for fare service light rail.

From one (1) year after the Tunnel is opened by Sound Transit for fare service light rail until such time as Sound Transit begins operating light rail service to Northgate or such time as downtown surface street bus volumes return to those levels existing during the Measurement Period, whichever is earlier, the City may modify or remove the Downtown Seattle Traffic and Street Improvements, or any portion thereof, to the extent such modification or removal is within its authority and unless such modification or removal will degrade downtown bus service performance levels as regards to: 1) travel time; or 2) convenience, security, safety, and passenger comfort. During this period of time, prior to implementing or requiring any modification to or removal of the 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration that may potentially result in such degradation, the City's Mayor and City Council shall timely confer with the County Executive and County Council and Sound Transit and allow them a full opportunity to review and comment on such proposed change or removal. During this period of time, prior to implementing changes to or removal of any other Downtown Seattle Traffic and Street Improvements that may result in such degradation, the City Traffic Engineer shall timely confer with the Director of the County's Department of Transportation and Executive Director of Sound Transit and allow them a full opportunity to review and comment on such proposed change or removal.

11.6 Agreed Upon Changes To or Removal Of Downtown Traffic and Street Improvements

Notwithstanding any other provision of this Transfer Agreement except Section 16.0, modifications to or removal of the 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration may occur at any time upon a mutual agreement approved by the King County Council, Seattle City Council, and Sound Transit's Board. Modification to or removal of other Downtown Seattle Traffic and Street Improvements may occur at any time upon the written agreement of the Director of the County's Department of Transportation, Executive Director of Sound Transit, and the City Traffic Engineer.

11.7 Cost of Downtown Seattle Traffic and Street Improvements

Except for the amounts Exhibit 9 indicates shall be paid by the County or City, Sound Transit shall be responsible for all design, permitting, implementation and construction costs associated with the Downtown Seattle Traffic and Street Improvements. Sound

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Transit shall reimburse the City and the County for any and all such costs that either entity incurs, unless an established fee is imposed in lieu of any such cost, in which event Sound Transit shall pay the applicable fee. Estimates of the costs (in year 2000 dollars) to complete the Downtown Seattle Traffic and Street Improvements are set forth in Exhibit 9.

11.8 Permits, Licenses, Easements

The Parties agree that all required licenses, easements, and permits shall be obtained for construction and implementation of the Downtown Seattle Traffic and Street Improvements. Consistent with the April 20, 1998 Memorandum of Agreement for Intergovernmental Cooperation for the Central Light Rail Transit Project and the January 1, 1999, First Supplement to such Memorandum of Agreement between the City and Sound Transit, the City shall expedite the issuance and granting of all City-required licenses, easements and permits in order to facilitate completion of the Downtown Seattle Traffic and Street Improvements in accordance with the schedule set forth in Exhibit 9.

11.9 Completion of Downtown Seattle Traffic and Street Improvements

The party that is responsible for implementing or completing each Downtown Seattle Traffic and Street Improvement as identified in Exhibit 9 shall be responsible for all aspects of designing, constructing, and/or implementing such improvement or contracting for the design, construction or implementation of such improvement.

11.10 Review of Designs and Specifications

Each party shall provide the other parties a timely opportunity to review and comment on the designs, plans, and specifications for the Downtown Seattle Traffic and Street Improvements that it is responsible for constructing and/or implementing.

11.11 Ownership and Maintenance

The party designated as the party to own and maintain a Downtown Seattle Traffic and Street Improvement, as identified in Exhibit 9, shall be solely liable for the ownership, ongoing maintenance, repair, and replacement of said improvement.

12.0 BUS RELATED COSTS ASSUMED BY SOUND TRANSIT

12.1 Increased Operating Costs Arising From Tunnel Closure

In order to compensate the County for additional operating costs of bus routes serving downtown Seattle during the period starting when the Tunnel is closed for buses and

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

ending when Light Rail service begins, Sound Transit shall pay the County an annual amount of $ 2.3 million. The first payment due pursuant to this section shall be adjusted by the percentage change that occurred in the CPI for the period that most closely corresponds to the period between the execution of this Transfer Agreement and the first annual payment. Subsequent payment amounts shall be adjusted by the percentage change that occurred in the CPI during the period that most closely corresponds to the period between the date the last payment was due to the date such subsequent payment is made. The payment amount required by this section reflects an adjustment that accounts for the savings to the County of Tunnel operating costs. The first annual payment shall be due on the Transfer Date. Subsequent payments shall be due on that same date each year until the Tunnel is opened for fare service light rail. Payment for any partial year of Tunnel closure shall be pro-rated based upon the portion of the year in which the Tunnel is closed.

12.2 County Activities to Support Light Rail Construction

Sound Transit shall reimburse the County for the costs of completing the bus stop and bus layover removal and relocation, trolley infrastructure work, customer information activities and other work identified in Exhibit 10 in an amount not to exceed the total amount set forth therein, which amount shall be adjusted by the percentage change that occurred in the CPI for the period of time that most closely corresponds to the period between the execution of this Transfer Agreement and the date of payment.

Sound Transit shall also reimburse the County for the actual costs the County incurs to conduct other, work and activities not identified in Exhibit 10 if such work or activity is requested by Sound Transit or its contractor(s).

12.3 Construction-Related Delay of County Buses

Sound Transit shall utilize its best efforts to avoid or minimize delays to normal bus operations as a result of light rail construction activities, both in downtown Seattle and elsewhere. Those best efforts shall include, as a minimum, imposing requirements in contract special provisions upon light rail construction contractors for:

a. Maintenance of normal bus flows past construction sites by keeping traffic lanes open, providing detour lanes, using flaggers, or similar methods as appropriate at each particular site;

b. Coordination and advance planning with Sound Transit's construction manager and the County's and City's staff in connection with changes that may be necessary to bus routes, lane usage, bus stop locations, trolley wire relocations, or other changes affecting normal bus operations as a result of construction activities; and

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

c. Payment of monetary damages in the amount of actual damages incurred by the County as a result of construction activities. Damages would be based on the actual costs of adding bus travel time (if it resulted in documented increased County operating costs) and/or additional bus trips to the schedule as a result of construction delays, payment of overtime, and/or provision of more than normal street supervision of bus operations.

The County shall be responsible for submitting claims directly to Sound Transit for construction related delay damages arising from the activities of Sound Transit or any of its contractors. Within 45 days of receiving such claim, Sound Transit shall reimburse the County for the County's reasonable and actual costs arising from or related to light rail construction activities in downtown Seattle or elsewhere, regardless of whether Sound Transit receives credit or payment for those costs from its contractor(s).

12.4 Cost of Utilizing Replacement Bus Layover Space

In transferring the Tunnel Assets to Sound Transit, the County will lose critical bus layover space currently provided by the International District Station and other locations. Upon its further review, the City may approve replacement bus layover space as identified in Exhibit 11. In the event such approval is not granted or is only granted in part, Sound Transit shall reimburse the County for increased operating costs, as reasonably determined by the County, arising from utilizing locations other than those identified on Exhibit 11 as bus layover space. Payment for such costs shall be due monthly or as otherwise invoiced by the County. Such payments by Sound Transit to the County shall not exceed $1.4 million as adjusted by the percentage change in the CPI for the period that most closely corresponds to the period between the date this Transfer Agreement is executed and the date of such payments.

13.0 BUS FACILITY IMPROVEMENTS ASSOCIATED WITH THE LIGHT RAIL PROJECT

13.1 Cost and Completion of Improvements

Except as set forth below, Sound Transit shall be responsible for all design, permitting, right of way acquisition, and construction costs associated with completing the bus facility improvements identified in Exhibit 12 ("Bus Facility Improvements"), including, but not limited to, street and sidewalk improvements at bus zones and between bus zones and light rail station entrances, accessibility features, bus layovers, shelter footings, foundations for on-site trolley poles, and non-County standard shelters and signage. Exhibit 12 may be modified by the written agreement of the Director of Light Rail for Sound Transit and Director of the County's Department of Transportation. Sound Transit shall be responsible for performing to the extent permitted by law, or subcontracting for

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

the performance of, all design, engineering, community planning, demolition, removal, production, construction, repair, or other work necessary to complete the improvements identified in Exhibit 12.

13.2 Review of Design and Specifications

The County shall have an opportunity to review and comment on all designs, specifications, engineering work, and estimates for completion of Bus-Facility Improvements, but such review shall not in any way relieve Sound Transit of its responsibilities for such work.

13.3 Ownership of Improvements

Except for bus shelters, benches, trolley wires and associated poles and equipment, signage, and litter receptacles installed by the County and any other improvements as agreed to in writing, the improvements identified in Exhibit 12 shall be the property of Sound Transit and Sound Transit shall be solely responsible and liable for the ongoing maintenance, repair, and replacement of said improvements.

13.4 Trolley Wire Extension

The County shall be responsible for the costs of extending bus trolley wire to the boundary of light rail station stops the County determines are to be served by County buses. Sound Transit shall be responsible for the costs of trolley wire relocation and installation at light rail station sites.

14.0 CONSIDERATION

In exchange for the transfer and conveyance of the Tunnel Assets and the City's consent to such transfer and conveyance and its grant to Sound Transit to use the street right-of-way, Sound Transit is providing the County with the full value of said assets and is reimbursing the City for certain costs or paying City fees imposed by applicable law, ordinance, rule or regulation. The value provided by Sound Transit includes, but is not limited to, payments to the County as required herein, delivery to the County of Convention Place Station assets or certain payments in lieu thereof, consenting to transfer of FTA interests in Convention Place Station, remittance of certain payments in lieu of the vacation of Terry Avenue as contemplated in Subsection 8.3 , assumption of responsibility for the maintenance and operation of the Tunnel Assets, assumption of liability for the Tunnel Assets, assumption of certain costs associated with the Downtown Seattle Traffic and Street Improvements, reimbursement of County costs related to light rail construction activities, assumption of the costs of constructing certain bus facility improvements near light rail stations, provision of compensation for increased operating costs associated with use of replacement bus layover space, and assumption of the obligation to pay the FTA and the State for certain amounts that may be owed as a result

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

of this Transfer Agreement. The mutual benefits and satisfaction of the promises set forth in this Transfer Agreement constitute adequate consideration and full value for the transfer and conveyance of the Tunnel Assets.

15.0 SUBAREA FINANCING

Consistent with Sound Transit Resolution 99-34, Sound Transit agrees that subareas and annexed areas connecting to Phase I of the light rail system after the Transfer Date shall not be required to contribute a portion of the capital cost for obtaining the Tunnel Assets or constructing the Downtown Seattle Traffic and Street Improvements.

16.0 COUNTY REACQUISITION OF TUNNEL ASSETS

If, after the Transfer Date, Sound Transit's Board abandons the construction of the Minimum Operable Segment, the County may terminate Sound Transit's ownership of the Tunnel Assets and re-enter and repossess the Tunnel Assets upon notice to Sound Transit of such termination. Within ninety (90) days of such notice, Sound Transit shall execute and record all documents necessary to reconvey all rights of use and ownership of the Tunnel Assets to the County. If the Tunnel Assets are repossessed by the County pursuant to this paragraph, Sound Transit shall pay to the County all sums necessary to restore the Tunnel Assets to a condition that allows them to be utilized for bus transit operations of the same level of functionality, safety, security, convenience, efficiency, aesthetics, and passenger comfort that existed immediately prior to the Transfer Date. Upon the County's repossession of the Tunnel Assets and the payment by Sound Transit of any sums due under this Transfer Agreement, Sound Transit shall be released from its obligation to continue to make payments pursuant to Section 7 of this Transfer Agreement; in addition, any restrictions in Subsections 11.3, 11.5 and 11.6 on the City's authority to modify the Downtown Seattle Traffic and Street Improvements shall be inapplicable as of the earliest of the alternative dates set forth in those subsections or the date that the Tunnel is again generally used for downtown bus traffic. If at any time Sound Transit provides written notice to the County that it has abandoned construction of the Minimum Operable Segment, the County must exercise its right of repossession under this paragraph within ninety (90) days of its receipt of such notice or such right shall expire.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

If, after the Minimum Operable Segment is utilized for regularly scheduled fare service light rail, Sound Transit discontinues or fails to use substantially all of the Tunnel for public transportation purposes, the County shall have the right of first opportunity to reacquire the Tunnel Assets. This right shall be exercisable upon (a) receipt of notice from Sound Transit that it intends to discontinue its use of the Tunnel or (b) a finding by a court of competent jurisdiction that Sound Transit has discontinued use of substantially all of the Tunnel Assets. Within 60 days after the County's right becomes exercisable, the County shall provide written notice to Sound Transit if it intends to reacquire the Tunnel Assets. In such event, the Parties shall negotiate in good faith to accomplish the transfer. For purposes of such reacquisition, the value of the Tunnel Assets shall be established by a method comparable to that used to value the Tunnel Assets for purposes of this Transfer Agreement. If the parties cannot agree as to the value of the Tunnel Assets or other terms and conditions of the County's reacquisition within a period of 120 days, the matter shall be submitted to an independent mediator. Such mediation shall be non-binding and shall be completed within a period of no greater than 90 days. Upon any such reacquisition of the Tunnel Assets by the County, notwithstanding any other provision in this Transfer Agreement, Subsections 11.1 through 11.6 shall no longer have any force or effect.

17.0 E-3 BUSWAY

Sound Transit desires to use a portion of the E-3 Busway and adjacent County-owned property for operation of its light rail system. The County may grant Sound Transit a limited right to use the E-3 Busway and adjacent property by separate agreement on such terms and conditions as are agreeable to the County and Sound Transit. The parties acknowledge that Sound Transit's use of the Busway and adjacent property may eliminate the ability of the County to utilize a portion of the Busway and County-owned property for employee parking as planned. At a minimum, any agreement granting Sound Transit the right to use the E-3 Busway shall require Sound Transit to replace any employee parking so eliminated with employee parking space of the same quality, capacity, and convenience as would have been provided by the Busway and adjacent property. Such agreement shall also require Sound Transit to make any payments due in exchange for the State's authorization of Sound Transit's use of the E3 Busway, if any such authorization or payments are required.

18.0 TAXES AND COSTS

Sound Transit shall be responsible for any and all sales, transfer, excise, title insurance, documentary and other taxes, fees, penalties, costs and charges (not including staff time) arising out of or related to the transfer and conveyance to it of the Tunnel Assets.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

19.0 PROJECT MANAGERS

Except as otherwise provided herein, any notice provided to a party under this Transfer Agreement shall be provided to the project manager for such party as designated below.

King County hereby designates as its project manager:
Jim Jacobson, Manager, Department of Transportation
201 S. Jackson Street, M.S. KSC-TR-0426
Seattle, WA 98104
(206) 684-1614

Sound Transit hereby designates as its project manager:
Paul Bay
Director, Light Rail
401 S. Jackson Street
Seattle, WA 98104-2826
206-398-5000

The City of Seattle designates as its project manger:
Gerry Willhelm
City Traffic Engineer
Seattle Transportation
The City of Seattle
7th Floor - Municipal Building
600 4th Ave.
Seattle, WA 98104
206-684-5097

Any party may designate a different project manager on a temporary or permanent basis by notice to the other parties.

20.0 FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS

Sound Transit and the County shall jointly identify applicable FTA grant restrictions and requirements, if any, pertaining to this Transfer Agreement and shall jointly seek written FTA consent for the transfer of the Tunnel Assets to Sound Transit.

Sound Transit shall be responsible for all costs, repayments, charges, audit findings, penalties, interest, reimbursements or other payments required to be paid to the United States, FTA, or State of Washington arising from or related to this Transfer Agreement, the transfer and conveyance of the Tunnel Assets, Sound Transit's destruction or

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

modification of any portion of the Tunnel Assets, re-routing of buses to the surface streets, or Sound Transit's use of the Tunnel Assets. As of the Transfer Date, Sound Transit shall assume all statutory, regulatory and contractual obligations pertaining to the Tunnel Assets that arise from the use of FTA or Urban Mass Transit Administration financial assistance, including but not limited to compliance with federal statutes, regulations and guidelines on continuing control, management or disposition of a federally funded asset.

21.0 INVOICING AND PAYMENT

Sound Transit shall remit payment to the County and the City for any amounts owed under this Transfer Agreement within 30 days after receipt of an invoice from the County or City. The City and County may invoice Sound Transit as often as monthly for reimbursable costs incurred or for any payment, fee or charge due or payable.

22.0 DISPUTE RESOLUTION

In the event of a contractual dispute between or among any of the parties regarding this Transfer Agreement, the affected parties shall attempt to resolve the matter informally. If the parties are unable to resolve the matter informally, the matter shall be forwarded for discussions by the Executive Director of Sound Transit, the Director of the County's Department of Transportation and/or the City's Director of Transportation or their respective designee(s). If this process fails to resolve the dispute within thirty (30) days after referral, the parties agree to forward the dispute to the County Executive, Chair of Sound Transit's Board of Directors, and/or the City's Mayor or their respective designee(s). If this process fails to resolve the dispute within thirty (30) after such referral, a party may pursue any legal remedy available or the parties may agree to submit the matter to mediation. If the parties submit the matter to mediation and the matter is not resolved, a party shall be entitled to pursue any legal remedy available.

23.0 RECORDS

Each party shall maintain records that accurately reflect all actions taken and services provided pursuant to this Transfer Agreement, and all direct and indirect costs incurred in the performance of this Transfer Agreement. Such records shall be subject to inspection or audit by any of the other parties at the requesting party's sole expense. Such records shall be made available for inspection during the record-keeper's regular business hours within a reasonable time after the record-keeper's receipt of a request for inspection of the same.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

24.0 INDEMNIFICATION FOR ENVIRONMENTAL PROBLEMS

24.1. To the maximum extent allowed by law and except to the extent caused by the negligence or intentional misconduct of the County, Sound Transit agrees, for itself, its successors and assigns, to defend, indemnify and hold the County harmless from and against any and all environmental problems that exist on, emanate from, or have emanated from the Tunnel Assets as of and/or after the Transfer Date and from and against any claims, complaints, demands, actions, causes of action, suits, losses, contribution actions, actions by an instrumentality of a federal, state or local government, costs, damages, fines, penalties, expenses, judgments or liability of any kind related to such environmental problems.

24.2 For purposes of this section, the term "environmental problems" includes, but is not limited to, anything that directly or indirectly relates to noise, vibration, natural resource damage or the existence, use, release, threatened release, leakage, spillage, discharge, disturbance, dispersal, movement, uncovering, treatment, handling, storage, transport, or disposal of

Hazardous Substance(s), whether in, on, into, onto or from soil, surfaces, improvements, air, surface water, or ground water.

24.3 For purposes of this section, the term "Hazardous Substance(s)" shall include without limitation:

a. Any toxic substance or waste, sewage, storm water, asbestos, polychlorinated biphenyl, petroleum products, radioactive substances, medicinal, bacteriological, or disease-producing substances.

b. Any toxic substance, hazardous substance, hazardous material solid waste, dangerous waste, or hazardous waste as defined in:

(i) the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as now or hereinafter amended (42 U.S.C. Section 9601 et seq.);

(ii) the Resource Conservation and Recovery Act, as now or hereafter amended (42 U.S.C. Section 6901 et seq.);

(iii) the Hazardous Materials Transportation Act, as now or hereafter amended (49 U.S.C. Section 1801 et seq.);

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

(iv) the Clean Water Act of 1977, as now or hereafter amended (33 U.S.C. Section 1251 et seq.);

(v) the Toxic Substances Control Act, as now or hereafter amended (15 U.S.C. 2601 et seq.);

(vi) the Water Pollution Control Act, as now or hereafter amended (RCW 90.48.010 et seq.);

(vii) the Hazardous Waste Management Statute, as now or hereafter amended (RCW 70.105 et seq. and RCW 70.105A);

(viii) the Model Toxics Control Act, as now or hereafter amended (RCW 70.105D et seq.);

(ix) any regulations and administrative agency rulings or direction which implement these statutes; or

c. Any other pollutants, contaminants, substances, or materials posing a danger or threat to public health or welfare, or to the environment, that is regulated or controlled by any federal, state or local laws or regulation, as now or hereafter amended.

25.0 INDEMNIFICATION AND HOLD HARMLESS

25.1 To the maximum extent allowed by law and except as otherwise provided herein, Sound Transit shall defend, indemnify, and hold harmless the City and the County and their elected officials, officers, agents and employees, or any of them, from and against any and all claims, demands, damages, injuries, liabilities, actions, fines, penalties, costs and expenses (including reasonable attorney fees) that arise out of any of the Tunnel Assets or any activity thereon or associated therewith on or after the Transfer Date.

25.2 Without limiting Sound Transit's obligations pursuant to Section 24 or subsections 1.8 or 25.1, the County, the City and Sound Transit agree to defend, indemnify and hold harmless each other, their respective officials, agents and employees, from and against any and all claims, damages, injuries, liabilities, actions, fines, penalties, costs and expenses (including reasonable attorney fees) that arise out of or are related to the negligent acts or omissions of the indemnifying party (and its officials, agents, employees acting within the course and scope of their employment and contractors (hereinafter "actors")) in performing said party's obligations under this Transfer Agreement. In the event any such liability arises from the concurrent

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

negligence of the indemnifying party and one or both of the other parties, or any of their respective actors, the indemnity obligation of this section shall apply only to the extent of the negligence of the indemnifying party and its actors.

25.3 The foregoing provisions specifically and expressly intend to constitute a waiver of each party's immunity under industrial insurance, Title 51 RCW, as respects the other parties only, and only to the extent necessary to provide the indemnified party with a full and complete indemnity of claims made by the indemnitor's employees. This waiver has been mutually negotiated.

25.4 Each Party to this Transfer Agreement shall immediately notify the others of any and all claims, actions, losses or damages that arise or are brought against that party relating to or pertaining to this Transfer Agreement or the Tunnel Assets.

26.0 INSURANCE

26.1 Insurance

By the date of execution of this Transfer Agreement, Sound Transit shall procure and maintain for the duration of this Transfer Agreement insurance against claims for injuries to persons or damages to property which may arise from, or in connection with the Tunnel Assets after the Transfer Date or with the obligations, activities and performance of work hereunder by Sound Transit, its agents, representatives, employees, and/or contractors. The cost of such insurance shall be paid by the Sound Transit. Each insurance policy shall be written on an "Occurrence" form; excepting that insurance for Professional Liability, Errors and Omissions when required, may be acceptable on a "claims made" form.

If coverage is approved and purchased on a "claims made" basis, Sound Transit warrants continuation of coverage, either through policy renewals or the purchase of an extended discovery period, if such extended coverage is available, for not less than three years from the date of completion of the work that is the subject of this Transfer Agreement.

By requiring such minimum insurance coverage, the County shall not be deemed or construed to have assessed the risks that may be applicable to Sound Transit under this Transfer Agreement. Sound Transit shall assess its own risks and, if it deems appropriate and/or prudent, maintain greater limits and/or broader coverage.

Nothing contained within these insurance requirements shall be deemed to limit the scope, application and/or limits of the coverage afforded, which coverage will apply to each insured to the full extent provided by the terms and conditions of the policy(s).

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Nothing contained within this provision shall affect and/or alter the application of any other provision contained within this Transfer Agreement.

26.2 Minimum Scope Of Insurance

Coverage shall be at least as broad as:

1. General Liability:

   Insurance Services Office form number (CG 00 01 Ed. 11-88) covering COMMERCIAL GENERAL LIABILITY.

2. Professional Liability:

   Professional Liability, Errors and Omissions coverage.

   In the event that services delivered pursuant to this agreement either directly or indirectly involve or require professional services, Professional Liability, Errors and Omissions coverage shall be provided. "Professional Services", for the purpose of this Transfer Agreement shall mean any services provided by a licensed professional

3. Automobile Liability:

   Insurance Services Office form number (CA 00 01 Ed. 12-90) covering BUSINESS AUTO COVERAGE, symbol 1 "any auto"; or the combination of symbols
   2, 8, and 9.

4. Workers' Compensation:

   Workers' Compensation coverage, as required by the Industrial Insurance Act of the State of Washington.

5. Employers Liability or "Stop-Gap":

   The protection provided by the Workers Compensation policy Part 2 (Employers Liability) or, in states with monopolistic state funds, the protection provided by the "Stop Gap" endorsement to the General Liability policy.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

26.3 Minimum Limits Of Insurance

Sound Transit shall maintain limits no less than, for:

1. General Liability: $5,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage, and for those policies with aggregate limits, a $5,000,000 aggregate limit.

2. Professional Liability, Errors and Omissions: $ 5,000,000

3. Automobile Liability: $ 5,000,000 combined single limit per accident for bodily injury and property damage.

4. Workers' Compensation: Statutory requirements of the State of residency.

5. Employers Liability or "Stop Gap" coverage: $ 5,000,000

26.4 Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to, and approved by, the County. The deductible and/or self-insured retention of the policies shall not limit or apply to Sound Transit's liability to the County and shall be the sole responsibility of Sound Transit.

26.5 Other Insurance Provisions

The insurance coverage(s) required in this agreement are to contain, or be endorsed to contain the following provisions:

1. General and Automobile Liability Policy(s):

   a. The County, its officers, officials, employees and agents are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of Sound Transit in connection with this Transfer Agreement.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

b. To the extent of Sound Transit's negligence, Sound Transit's insurance coverage shall be primary insurance as respects the County, its officers, officials, employees and agents. Any insurance and/or self-insurance maintained by the County, its officers, officials, employees or agents shall not contribute with Sound Transit's insurance or benefit Sound Transit in any way.

c. Sound Transit's insurance coverage shall apply separately to each insured against whom a claim is made and/or lawsuit is brought, except with respect to the limits of the insurer's liability.

2. All Policies:

Coverage shall not be suspended, voided, canceled, reduced in coverage or in limits, except by the reduction of the applicable aggregate limit by claims paid, until after forty-five (45) days prior written notice has been given to the County.

26.6 Acceptability of Insurers

Unless otherwise accepted by the County,
Insurance coverage is to be placed with insurers with a Bests' rating of no less than A:VIII, or, if not rated with Bests', with minimum surpluses the equivalent of Bests' surplus size VIII.

Professional Liability, Errors and Omissions insurance coverage may be placed with insurers with a Bests' rating of B+:VII. Any exceptions must be approved by the County.

If at any time, any of the foregoing policies fail to meet the above stated rating requirements, Sound Transit shall, upon notice to that effect from the County, promptly obtain a new policy, and shall submit the same to the County, with the appropriate certificates and endorsements, for approval.

26.7 Verification of Coverage

Sound Transit shall furnish the County with certificates of insurance and endorsements required by this Transfer Agreement. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements for each insurance policy are to be on forms approved by the County and are to be received and approved by the County prior to the commencement of activities associated with the Transfer Agreement. The

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

County reserves the right to require complete, certified copies of all required insurance policies at any time.

26.8 Contractors

Sound Transit shall include all of its contractors and subcontractors as insureds under its policies, or shall furnish separate certificates of insurance and policy endorsements from each contractor and subcontractor. Insurance coverages provided by Contractors and Subcontractors as evidence of compliance with the insurance requirements of this Transfer Agreement shall be subject to all of the requirements stated herein.

26.9 Municipal or State Agency Provisions

Sound Transit may self-insure for any of the above insurance requirements, a certification of self-insurance delivered to the County shall constitute compliance with this section.

27.0 ASSIGNMENT

None of the Parties will assign this Transfer Agreement or any part thereof without the written consent of the others. Any attempted assignment without said consent shall be void. This Transfer Agreement shall inure to the benefit of and be binding upon the Parties hereto and their successors and permitted assigns.

28.0 AMENDMENTS

This Transfer Agreement and its exhibits may be amended only by a written instrument signed by the Parties. Except as otherwise provided herein, material amendments or modifications impacting the policies and intent of this Transfer Agreement must be approved by the Sound Transit Board, the King County Council, and the Seattle City Council. Other amendments may be approved by the Executive Director for Sound Transit, the Director of Transportation for the County, and Director of Seattle Transportation for the City

29.0 NO THIRD PARTY RIGHTS

Nothing contained herein is intended to, nor shall be construed to, create any rights in any party not a signatory to the Transfer Agreement, or to form the basis for any liability on

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

the part of the City, County, Sound Transit or their officials, employees, agents or representatives, to any party not a signatory to this Transfer Agreement.

30.0 WAIVER

Waiver of any breach of this Transfer Agreement shall not be deemed to be waiver of any prior or subsequent breach and shall not be construed to be a modification of the terms of this Transfer Agreement.

31.0 AUTHORITY

This Transfer Agreement is entered into by the Parties pursuant to the authority granted by Chapter 39.33 RCW, Chapter 39.34 RCW and other applicable law.

32.0 TERMINATION

If any party fails to comply with any material provisions of this Transfer Agreement, any other party may terminate this Transfer Agreement for default prior to the Transfer Date upon 90 days prior written notice to the other parties. The notice shall set forth the manner in which the party is in default. The defaulting party shall have ninety (90) days to cure the default; provided, however, that if the nature of the obligation of the party in default is such that more than ninety (90) days are reasonably necessary for a cure of the default, then such party shall not be in default if it commences such cure or performance within such ninety (90) day period and thereafter diligently prosecutes the same to completion.

33.0 EXHIBITS

Exhibits 1 through 12 are attached hereto and incorporated herein by reference.

34.0 SURVIVAL OF TERMS

The following Sections and subsections shall survive the expiration or termination of this Transfer Agreement: 11.7, 11.9, 11.11, 21.0, 24.0, 25.0 and 26.0.

35.0 ENTIRE AGREEMENT

This Transfer Agreement and its exhibits contain the entire agreement of the Parties and any representations or understanding, whether oral or written, not incorporated herein are excluded.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

36.0 TIME IS OF THE ESSENCE

Time is of the essence as to each and every provision of the Transfer Agreement.

37.0 RECORDING OF TRANSFER AGREEMENT

Upon execution, a copy of this Transfer Agreement shall be recorded in the real property records of King County, Washington.

38.0 FORCE MAJEUR

A party shall not be considered in default under this Transfer Agreement to the extent that the party's performance is delayed or prevented due to force majeur. "Force majeur" shall mean acts of nature, strikes, lockouts, labor troubles, inability to procure materials, casualty, orders or directives of any judicial body, inability to obtain any governmental permits, licenses, permissions or authorizations, (despite reasonable and diligent pursuit of such permits, licenses, permissions or authorizations), and other similar or dissimilar causes beyond a party's reasonable control.

39.0 COUNTERPARTS

This Transfer Agreement may be executed in any number of counterparts, and each such counterpart shall be deemed to be an original instrument, but all such counterparts together shall constitute but one agreement.

40.0 SEVERABILITY

If any portion of this Transfer Agreement is found to be unenforceable by a court of competent jurisdiction, the remaining terms and provisions unaffected thereby shall remain in full force and effect.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

IN WITNESS WHEREOF, each party has caused this Transfer Agreement to be signed by its duly authorized officer or representative as of the date set forth below its signature.

KING COUNTY

BY: _____

ITS: King County Executive

THE CITY OF SEATTLE

BY: _____

ITS: Mayor

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

BY: Bob White

ITS: EXECUTIVE DIRECTOR

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that RONALD SIMS is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the Executive of **King County** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: May 26th, 2000.

Rose M. Dotson
(Signature)

ROSE M. DOTSON
(Name printed or stamped)

(Seal Stamp)

Notary Public in and for the State of Washington residing at Seattle, Washington.
My commission expires: 3/19/02.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that Paul Schell is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the Mayor of **The City of Seattle** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: MAY 31, 2000.

Rita Allman
(Signature)

RITA ALLMAN
(Name printed or stamped)

(Seal Stamp)

RITA ALLMAN NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 02-11-02

Notary Public in and for the State of Washington, residing at 600 4th Ave., Seattle.
My commission expires: 2/11/02.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that BOB WHITE is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the EXECUTIVE DIRECTOR of the **Central Puget Sound Regional Transit Authority** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

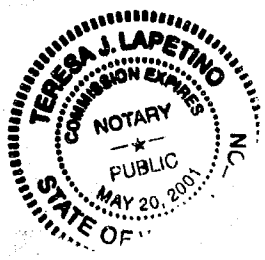
Dated: June 1, 2000.

Teresa J Lapetino
(Signature)

TERESA J. LAPETINO
(Name printed or stamped)

(Seal Stamp)

Notary Public in and for the State of Washington, residing at Seattle.
My commission expires: 5-20-01.



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

May 23, 2000

Ordinance 13857

Proposed No. 2000-0292.2 **Sponsors** Vance and Nickels

AN ORDINANCE relating to the transfer of the downtown Seattle transit tunnel to the Central Puget Sound Regional Transit Authority, and adopting an agreement between King County, the City of Seattle and the Central Puget Sound Regional Transit Authority.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Findings:

A. King County owns the downtown Seattle transit tunnel (tunnel).

B. King County owns the E-3 busway that connects to the south end of the tunnel.

C. The city of Seattle owns the right of way for the tunnel and downtown streets.

D. King County constructed the tunnel to provide additional capacity for buses in downtown Seattle, and provide for the downtown segment of a future rail system.

E. King County has established the value of its interest in the tunnel at approximately $195,000,000, comprised of outstanding debt estimated at $130,000,000, the value of Convention Place station of $32,000,000 and equity of $33,000,000

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

forecasted to September 2004.

F. The Central Puget Sound Regional Transit Authority (Sound Transit) proposes using the tunnel for exclusive use of its voter-approved Central Link light rail system (light rail), requiring relocation of bus service to downtown surface streets.

G. All three parties, which are the city of Seattle, Sound Transit and King County, have been working together to reach agreement on issues regarding use, ownership and operation of the tunnel and on accommodating increased bus traffic on downtown streets.

H. The King County council, in Ordinance 11603, passed by the council and approved by the executive December 12, 1994, affirmed that the county would continue to participate in Sound Transit.

I. The King County council, in Motion 10448, passed April 27, 1998, authorized the King County executive to enter into a memorandum of understanding establishing a cooperative relationship between Sound Transit and King County. The memorandum of understanding notes that Sound Transit will use the tunnel as an integral part of its light rail program and that King County and Sound Transit will reach agreement on the amount of compensation for any combination of use, operation and ownership, and on the appropriate terms of use for the tunnel.

J. The Sound Transit board adopted a locally preferred alternative alignment and budget for the Central Link light rail line on November 18, 1999.

K. King County has declared the real property interests appurtenant to the tunnel as surplus, in accordance with K.C.C. 4.56.070.

L. The Federal Transit Administration requires that Sound Transit demonstrate

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

continuing control over the tunnel in order for Sound Transit to receive federal funding for the rail project.

M. An agreement specifying the terms, conditions and consideration for the sale and transfer of the tunnel must be executed by all three parties.

N. King County supports development of the regional transit system with the expectation that all transit users, including light rail, bus, commuter rail, vanpool and rideshare, will benefit from its services. Transfer of the tunnel to Sound Transit for exclusive light rail use furthers the goal of completing the regional transit system. In the interest of implementing light rail, ownership in the tunnel should be transferred to Sound Transit.

SECTION 2. King County approves the transfer of the downtown Seattle transit tunnel to Sound Transit under the terms and conditions as substantially in the form of Attachment A to this ordinance, the three-party agreement between King County, the city of Seattle and the Central Puget Sound Regional Transit Authority, and authorizes the execution of the agreement.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

SECTION 3. The county executive is authorized to execute the necessary documents to convey to Sound Transit the downtown Seattle transit tunnel, substantially in the form attached as listed in Attachment A to this ordinance.

Ordinance 13857 was introduced on 5/8/00 and passed as amended by the Metropolitan King County Council on 5/22/00, by the following vote:

Yes: 10 - Mr. von Reichbauer, Ms. Miller, Ms. Fimia, Mr. Phillips, Mr. Pelz, Ms. Sullivan, Mr. Nickels, Mr. Gossett, Ms. Hague and Mr. Vance
No: 2 - Mr. McKenna and Mr. Pullen
Excused: 1 - Mr. Irons

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Pete von Reichbauer, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this 24 day of May, 2000.

Ron Sims, County Executive

Attachments A. Downtown Seattle Tunnel Transit Transfer Agreement dated 5-18-00

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

DOWNTOWN SEATTLE TRANSIT TUNNEL TRANSFER AGREEMENT

Table of Contents

1.0	TRANSFER AND CONVEYANCE OF TUNNEL ASSETS	3
2.0	ASSETS RETAINED BY THE COUNTY	6
3.0	CITY CONSENTS TO TRANSFER	8
4.0	SOUND TRANSIT'S RIGHT OF INSPECTION	9
5.0	ASSIGNMENT OF AGREEMENTS, LEASES, AND CONTRACTS	9
6.0	BONDS AND TAX COVENANT	10
7.0	PAYMENT	11
8.0	CONVENTION PLACE STATION ASSETS TRANSFERRED TO THE COUNTY	11
9.0	DISTRIBUTION OF CONVENTION PLACE STATION PROCEEDS	13
10.0	LOCAL IMPROVEMENT DISTRICT	15
11.0	DOWNTOWN SEATTLE TRAFFIC AND STREET IMPROVEMENTS	15
12.0	BUS RELATED COSTS ASSUMED BY SOUND TRANSIT	18
13.0	BUS FACILITY IMPROVEMENTS ASSOCIATED WITH THE LIGHT RAIL PROJECT	20
14.0	CONSIDERATION	21
15.0	SUBAREA FINANCING	22
16.0	COUNTY REACQUISITION OF TUNNEL ASSETS	22
17.0	E-3 BUSWAY	23
18.0	TAXES AND COSTS	23
19.0	PROJECT MANAGERS	24
20.0	FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS	24
21.0	INVOICING AND PAYMENT	25
22.0	DISPUTE RESOLUTION	25
23.0	RECORDS	25
24.0	INDEMNIFICATION FOR ENVIRONMENTAL PROBLEMS	26
25.0	INDEMNIFICATION AND HOLD HARMLESS	27
26.0	INSURANCE	28
27.0	ASSIGNMENT	32
28.0	AMENDMENTS	32
29.0	NO THIRD PARTY RIGHTS	32
30.0	WAIVER	33
31.0	AUTHORITY	33
32.0	TERMINATION	33
33.0	EXHIBITS	33
34.0	SURVIVAL OF TERMS	33
35.0	ENTIRE AGREEMENT	33
36.0	TIME IS OF THE ESSENCE	34
37.0	RECORDING OF TRANSFER AGREEMENT	34
38.0	FORCE MAJEUR	34
39.0	COUNTERPARTS	34
40.0	SEVERABILITY	34

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

DOWNTOWN SEATTLE TRANSIT TUNNEL TRANSFER AGREEMENT

Table of Contents

Exhibits

EXHIBIT 1: TUNNEL ASSETS
EXHIBIT 1-A: MAP
EXHIBIT 1-B: EASEMENTS
EXHIBIT 2: ASSIGNMENT, TRANSFER AND CONVEYANCE AGREEEMENT
EXHIBIT 3: RETAINED ASSETS
EXHIBIT 4: DOCUMENT LIST
EXHIBIT 5: CONTRACTS & AGREEMENTS TO BE ASSIGNED TO SOUND TRANSIT
EXHIBIT 6: SOUND TRANSIT PAYMENT SCHEDULE
EXHIBIT 7: PROPERTY TO BE CONVEYED TO KING COUNTY IN FEE
EXHIBIT 8: CONVENTION PLACE STATION PROPERTY
EXHIBIT 9: DOWNTOWN SEATTLE TRAFFIC AND STREET IMPROVEMENTS
EXHIBIT 10: LINK CONSTRUCTION ACTIVITIES
EXHIBIT 11: BUS LAYOVER REPLACEMENT PLAN
EXHIBIT 12: BUS FACILITIES AT LIGHT RAIL STATIONS

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

DOWNTOWN SEATTLE TRANSIT TUNNEL TRANSFER AGREEMENT

THIS DOWNTOWN SEATTLE TRANSIT TUNNEL TRANSFER AGREEMENT ("Transfer Agreement") is entered into this _____ day of _____, 2000, by the Central Puget Sound Regional Transit Authority ("Sound Transit"), King County ("County"), and The City of Seattle ("City"). Collectively, the agencies are referred to as the "Parties."

RECITALS

A. The County is a home rule charter county with broad powers to provide public transportation within the County's geographic boundaries. The County owns and operates an extensive system of buses, vanpools, accessible services vehicles, park and ride lots, transit centers, transit hubs, and other transportation facilities within the County.

B. Sound Transit is a duly organized regional transit authority existing under Chapters 81.104 and 81.112 RCW and has all powers necessary to implement a high capacity transportation ("HCT") system. On November 5, 1996, central Puget Sound area voters approved local funding for *Sound Move*, Sound Transit's ten-year regional transit plan. The plan includes light rail, commuter rail, and regional express bus/HOV systems that will be integrated with local transit systems and use a single or integrated, regional fare structure.

C. The City is a city of the first class in the State of Washington with its own charter, and as such, has authority co-extensive with the State unless the exercise of a City power would violate the Constitution or a general law of the State, and all of the powers conferred upon incorporated cities and towns by Title 35 RCW and other laws of the state, and all powers that are usually exercised by municipal corporations of like character and degree. The City is responsible for, and has authority over, the laying out and supervision of all transportation public works within the City and on property belonging to or controlled by the City (including but not limited to street rights of way); and the management, construction, repair, maintenance, and control of all streets, gutters, and sidewalks; and the enforcement and implementation of City ordinances, contracts, and rules that relate to matters within the jurisdiction of the City administrative unit responsible therefor, namely Seattle Transportation. The City has specific statutory authority to prescribe the terms and conditions under which any street, avenue, alley, sidewalk, or other public ground may be used and to regulate all such use.

D. This Transfer Agreement is entered into consistent with the principles articulated in the Memorandum of Understanding Establishing a Cooperative Relationship entered into between Sound Transit and the County on May 11, 1998, and the April 20, 1998 Memorandum of Agreement for Intergovernmental Cooperation between Sound Transit and the City regarding Light Rail Development authorized by City Ordinance 118927.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

E. The City and Sound Transit entered into a First Supplement to the Memorandum of Agreement for Intergovernmental Cooperation for the Central Light Rail Transit Project as of January 1, 1999, related to design, utility coordination, implementation coordination and mitigation, and expedited permit and approval process ("First Supplemental MOA between the City and Sound Transit").

F. The purpose of this Transfer Agreement is to provide for the transfer of the Downtown Seattle Transit Tunnel (hereinafter "Tunnel"), including but not limited to associated real property interests, fixtures, improvements, contract rights, equipment and other related assets to Sound Transit and to assure that the region's goals of providing quality and efficient transit service are met while at the same time improving and maintaining the flow of public transportation, autos, commercial vehicles, bicycles, and pedestrians in the downtown Seattle area.

G. The environmental impacts relating to this Transfer Agreement have been disclosed and evaluated as part of the Final Environmental Impact Statement for the Central Link Light Rail Transit Project (Oct. 1999).

H. The Municipality of Metropolitan Seattle ("Metro"), now merged with King County, constructed the Tunnel to provide an additional right of way for buses in downtown Seattle. Since 1990 the Tunnel has provided fast, reliable and comfortable service exclusively for bus riders from throughout King County. The Tunnel was built with rails in place, anticipating that light rail could replace or complement the bus operation.

I. Most of the Tunnel is located within the City's right-of-way, under downtown Seattle streets. The City holds its streets and other public rights-of-way, including but not limited to the right of way for the Tunnel, in trust for the convenience of public travel, and has legal authority to regulate and control the use of such streets and public rights-of-way for that purpose. Through the Master Cooperation Agreement between the City and Metro that was authorized by City Ordinance 112462, the City granted Metro (now merged with the County), the right to use the City right-of-way for the Tunnel for so long as it is used for public transportation purposes, subject to the terms and conditions of that Master Cooperation Agreement, future agreements between the City and Metro, and the City's authority over its streets and other public rights-of-way.

J. Pursuant to RCW 81.112.070, RCW 81.112.080, Chapter 39.33 RCW and other applicable laws, the City and County are authorized to convey, lease, or otherwise contract with Sound Transit for the use of their public transportation facilities and properties and Sound Transit may contract with the City and County for the use and acquisition of all rights to the Tunnel and related facilities, structures, lands, interests in land, air rights and rights-of-way of all kinds.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

K. In accordance with *Sound Move*, Sound Transit is proceeding to obtain a full funding grant agreement from the Federal Transit Administration ("FTA") for the construction of the segment of the Central Link Light Rail system to extend from NE 45th Street in Seattle to a maintenance base located adjacent to South Forest Street ("Minimum Operable Segment"), together with any necessary Sound Transit Board actions to authorize the agreement.

L. On November 18, 1999 the Sound Transit Board of Directors adopted Resolution 99-34 selecting the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project. The Central Link Light Rail system is planned to travel through downtown Seattle, for which purpose Sound Transit intends to utilize the Tunnel. The Parties recognize that joint use by light rail trains and dual-powered buses is not the preferred long-term transit option. The Parties agree that the regional transportation system can be improved if light rail utilizes the Tunnel, and buses, which currently use the Tunnel, are rerouted onto surface streets.

M. In order to promote effective downtown streets for all users after buses are rerouted to surface streets, significant downtown transit-oriented improvements will be made on the surface streets. Modifications to the downtown transit system will take into consideration the needs of local businesses as well as transit riders, auto users, bicyclists, commercial traffic, and pedestrians.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

1.0 TRANSFER AND CONVEYANCE OF TUNNEL ASSETS

1.1 Transfer of Tunnel Assets

The County agrees to transfer and convey, and Sound Transit agrees to accept, title to and ownership of the assets identified in Exhibit 1. Said assets are hereinafter referred to as the "Tunnel Assets." The transfer and conveyance of title to and ownership of the Tunnel Assets shall be accomplished by the execution of and in accordance with the Tunnel Assets Assignment, Transfer and Conveyance Agreement in the form attached as Exhibit 2 and a quitclaim deed as described therein. The transfer and conveyance shall be completed on the Transfer Date by the County's delivery to Sound Transit of a fully executed copy of Exhibit 2 and said quitclaim deed.

1.2 Contingencies

The transfer and conveyance of the Tunnel Assets is subject to the following contingencies (hereinafter "Contingencies"). The Contingencies are for the benefit of

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Sound Transit and the County, and Sound Transit and the County must each deem the Contingencies satisfied or waived as provided below before the transfer and conveyance of the Tunnel Assets may occur.

1) Sound Transit has entered a full funding grant agreement with the FTA for the construction of the Central Link Light Rail system Minimum Operable Segment extending from NE 45th Street to a maintenance base adjacent to South Forest Street in Seattle and its Board has taken every action necessary to authorize the agreement;

2) No action has been taken by the Sound Transit Board to stop the planning, construction or operation of the Minimum Operable Segment;

3) The scheduled completion or opening for fare service of the Minimum Operable Segment has not been delayed beyond January 1, 2009;

4) Sound Transit has obtained the additional legal rights that are needed in order to construct and operate the Minimum Operable Segment;

5) The Federal Transit Administration ("FTA") has approved the transfer in writing and Sound Transit has paid or made arrangements to pay all amounts due FTA, if any, as required by Section 20 of this Transfer Agreement;

6) The Downtown Seattle Traffic and Street Improvements as identified herein have been satisfactorily completed;

7) Sound Transit has timely paid all sums that became due to the County and the City prior to the Transfer Date;

8) No bankruptcy, insolvency, rearrangement or similar action involving the County or Sound Transit or the Tunnel Assets, whether voluntary or involuntary, is pending, threatened by a third party, or contemplated by the County or Sound Transit;

9) The City, Sound Transit, and County are duly authorized to enter this Transfer Agreement and to make the grants, transfers and assignments and give the consents contemplated herein;

10) The County's bond counsel has provided a written opinion that the transfer of the Tunnel Assets in accordance with the Transfer Agreement and the obligations thereunder will not affect the exemption from federal income

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

taxation of the interest on the County's bonds (as such bonds are defined in Section 6.0) or the validity and enforceability of the bonds; and

11) At least forty-five (45) days, but not more than ninety (90) days, prior to the Transfer Date, Sound Transit issued written assurance to the County that it will begin light rail construction in the Tunnel within two (2) months after the Transfer Date and diligently prosecute such construction to completion.

1.3 Transfer Date

The Tunnel Assets shall be transferred and conveyed on September 24, 2004 ("Transfer Date"), unless the County and Sound Transit agree in writing that a different date shall be the Transfer Date. FTA shall be notified of any change in the Transfer Date.

1.4 Notice of Satisfaction or Waiver of Contingencies

If the Transfer Date is September 24, 2004, then no later than June 24, 2004, Sound Transit shall provide written notice to the County and FTA of whether or not the Contingencies have been satisfied or waived. If the Transfer Date is a date other than September 24, 2004, such a notice shall be provided ninety (90) days prior to such Transfer Date. If the notice provides that the Contingencies have been satisfied or waived, Sound Transit shall attach a copy of Exhibit 2 executed by Sound Transit and the City to said notice.

1.5 County Determination

If said notice provides that the Contingencies have been satisfied or waived and the County finds that the Contingencies have been satisfied or waived, the Tunnel Assets shall be transferred and conveyed on the Transfer Date by the County's delivery to Sound Transit of a fully executed copy of Exhibit 2 and a quitclaim deed as described therein. If said notice provides otherwise, or the County finds that the Contingencies set forth herein have not been satisfied or waived, the transfer and conveyance shall not proceed on the Transfer Date and said date shall not be considered the Transfer Date for purposes of any other section of this Transfer Agreement. The County and Sound Transit may then designate a new Transfer Date in writing.

1.6 Expiration of Transfer Agreement

If the transfer and conveyance has not occurred as of January 1, 2007, the transfer and conveyance shall not occur pursuant to this Transfer Agreement and this Transfer Agreement shall expire as of that date.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

1.7 County Responsibilities Prior to Transfer

At all times after the execution of this Transfer Agreement and prior to the Transfer Date, the County shall: (a) maintain all usual and necessary business records pertaining to the Tunnel, consistent with past practices; (b) except for the reservations, grants and amendments to easements identified in Exhibit 1 that will occur after the effective date of this Transfer Agreement, not create, amend, modify, or change any easement, license, or right of entry (except those licenses and rights of entry granted by the County that expire prior to the Transfer Date) directly affecting any of the Tunnel Assets without Sound Transit's written consent first having been obtained, which consent shall not be unreasonably withheld; (c) obtain Sound Transit's approval prior to making any substantial improvements to the Tunnel Assets, which approval shall not be unreasonably withheld; and (d) maintain the Tunnel in its current condition and state of repair (normal wear and tear and casualty loss excepted).

1.8 Sound Transit Responsibilities Upon Transfer

As of the Transfer Date and except as otherwise provided herein, Sound Transit shall assume sole responsibility and liability for the Tunnel Assets, for all aspects of ownership of the Tunnel Assets, and for complying with all federal, state, and local laws, regulations, ordinances and requirements pertaining to the Tunnel Assets.

1.9 Improvements and Repairs

Sound Transit shall be solely responsible for every improvement it desires to be made to the Tunnel Assets. Except as provided herein, the County shall have no obligations pursuant to this Transfer Agreement to make any improvement, modification, repair or replacement to the Tunnel Assets at any time.

1.10 Tunnel Transition Plan

Sound Transit and the County agree to jointly develop a Tunnel closure and transition plan to facilitate the transition of the Tunnel Assets to Sound Transit's ownership and operation.

2.0 ASSETS RETAINED BY THE COUNTY

2.1 Retained Assets

The County shall retain all right, title, and ownership to the assets that Exhibit 3 indicates the County shall retain. All such assets are hereinafter referred to as "Retained Assets."

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

2.2 Right to Leave Retained Assets In Place

Some of the Retained Assets are located in, are a part of, run through, or are connected to the Tunnel Assets. The County shall have the irrevocable, perpetual and exclusive right to use the Retained Assets and to leave them in place, regardless of their location. The County shall defend and indemnify Sound Transit and its officers and employees, or any of them, from and against direct physical damage or bodily injury caused by the Retained Assets on or after the Transfer Date, except to the extent such damage or injury is caused by Sound Transit, its officials, contractors, agents and/or employees.

2.3 Right of Entry

The County, its employees, agents, and contractors shall have a perpetual and irrevocable right of entry and access to and through the Tunnel Assets at all times to maintain, remove, update, enhance, repair, operate, replace and modify the Retained Assets. The County shall not disrupt Sound Transit's light rail operations upon such entry without the prior approval of Sound Transit, which approval shall not be unreasonably withheld. Except as otherwise provided in this Transfer Agreement, the County shall be liable to Sound Transit for any physical damage to the Tunnel Assets, disruption of Sound Transit's light rail operations, and for any bodily injury negligently caused by the County, its agents or employees during the exercise of the right of entry provided herein.

At Sound Transit's cost, Sound Transit shall provide the County with all appropriate keys, security codes, identification and other items, information, and privileges necessary for the County's exercise of its rights hereunder.

2.4 Fees, Costs and Payments

No fee, cost, rental payment or other charge of any nature shall be imposed by Sound Transit at any time for the County's right to leave the Retained Assets and their power and utility sources in place or to exercise its right of entry pursuant to this Transfer Agreement.

2.5 Sound Transit's Responsibilities for Retained Assets

Sound Transit shall take reasonable measures to safeguard the Retained Assets including, but not limited to, providing and monitoring a fire detection and suppression system and providing adequate security. Sound Transit shall promptly notify the County of any damage or threatened damage, fire, or security breach affecting or potentially affecting the Retained Assets.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Sound Transit shall not damage the Retained Assets. Except in cases of emergency, Sound Transit shall not alter, disconnect, move or modify any of the Retained Assets or take any action that will adversely impact the County's ability to use, maintain, update, enhance, remove, repair, operate, replace or modify any portion of the Retained Assets unless approved in advance in writing by the County, which approval shall not be unreasonably withheld. Notwithstanding the existence or non-existence of such approval, Sound Transit shall reimburse the County for any and all damages and costs relating to or arising from the actions, omissions, or activities of Sound Transit, its employees, agents or contractors, that damage, alter, disconnect, move or modify any portion of the Retained Assets or adversely impact the County's ability to use, maintain, update, enhance, remove, repair, operate, replace or modify any portion of said assets.

Sound Transit shall coordinate with the County all activities by or for Sound Transit that may potentially impact any portion of the Retained Assets. Any portion of the Retained Assets may be relocated at the request of Sound Transit upon such terms and conditions as are acceptable to the County and upon the payment by Sound Transit of all costs of such relocation.

Except as otherwise provided in this Transfer Agreement, Sound Transit shall have no obligation to maintain, repair, or replace or improve any of the Retained Assets, said obligations being those of the County.

2.6 Emergency Egress and Utilities

In addition to Sound Transit's utility and electrical supply obligations set forth in Exhibit 3, Sound Transit shall maintain and supply at all times existing ventilation, lighting, emergency egress routes, water supply, sewer, phone lines, electrical power, and other utilities connected to or serving the Retained Assets. Neither Sound Transit nor its contractors shall disrupt, disconnect, or alter emergency egress routes, ventilation, lighting, water supply, sewer, electrical power, or other utilities connected to or serving the Retained Assets without the prior consent of the County, which consent shall not be unreasonably withheld. The County shall be responsible for paying for the electricity, phone service, water and other utilities used by or for the Retained Assets. The County and Sound Transit shall work together to arrange for the separate metering of all such utilities. Sound Transit shall be responsible for all costs associated with installing separate metering.

3.0 CITY CONSENTS TO TRANSFER

The City hereby consents to the transfer of the Tunnel Assets from the County to Sound Transit under the terms and conditions set forth in this Transfer Agreement. In accordance with Exhibit 2, the City shall grant Sound Transit and the County the right to

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

use the City right of way identified in Exhibit 1 for so long as it is used for public transportation purposes. Upon Sound Transit's request, the City shall execute a copy of Exhibit 2. The Master Cooperation Agreement between the City and Metro (now merged with King County), dated October, 1985 and authorized by City Ordinance 112462, shall terminate as of the Transfer Date.

4.0 SOUND TRANSIT'S RIGHT OF INSPECTION

4.1 Physical Inspection

Prior to the Transfer Date, Sound Transit and Sound Transit's designated representatives, contractors, consultants and agents shall have a right of access to the Tunnel Assets in order to conduct pre-transfer tests, investigations, inspections, and studies. Access to the Tunnel Assets shall be at such times and under such conditions as set forth in a permit or permits issued by the County's Department of Transportation, which permits shall not be unreasonably conditioned or denied.

4.2 Document Inspection

Except for information that is subject to attorney-client privilege or otherwise exempt from disclosure under Chapter 42.17 RCW, within 180 days after the County and Sound Transit have executed this Transfer Agreement, the County shall use its best efforts to provide to Sound Transit the documents and information specified in Exhibit 4. The County shall use its best efforts to provide these documents directly to Sound Transit or to provide an index of such documents and reasonable access to Sound Transit staff for review and copying of such documents at Sound Transit's expense.

5.0 ASSIGNMENT OF AGREEMENTS, LEASES, AND CONTRACTS

The agreements, leases, and contracts identified in Exhibit 1 and Exhibit 5 shall be transferred and assigned to Sound Transit in accordance with the Tunnel Assets Assignment, Transfer and Conveyance Agreement attached as Exhibit 2. Except as otherwise provided herein, from and after the date this Transfer Agreement is executed until the Transfer Date or the expiration or termination of this Transfer Agreement, the County shall not enter into any written or oral contracts or agreements with respect to the Tunnel Assets that cannot be terminated on or before the Transfer Date. On or before the Transfer Date, the County shall terminate all agreements, leases, and contracts, or portions thereof, affecting the Tunnel Assets that are not to be assigned to Sound Transit.

Notwithstanding any failure by the County to locate and provide copies of any contracts for artworks identified in Exhibit 5, section 2, unless otherwise agreed by the creator of an artwork, all artwork transferred under this Transfer Agreement for which a contract is

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

not so located and provided, shall be subject to the terms and conditions of Contract No. CT/F8-86, a copy of which is included in Exhibit 5. As of the Transfer Date, Sound Transit shall be solely responsible and liable for complying with the terms and conditions of Contract No. CT/F8-86 in relation to all such artworks or such other terms and conditions as have been agreed to between the creator of such artwork and Sound Transit (either as successor in interest to Metro or the County or in its own right). Within 180 days after the execution of this Transfer Agreement, the County shall use its best efforts to provide to Sound Transit information regarding: (a) maintenance criteria set forth in Section 8 of such contracts; and (b) the most recent information provided to the County regarding artists' last know mailing addresses.

The County and Sound Transit recognize that there are other Tunnel-related leases, contracts and agreements that are not included in Exhibit 5 that Sound Transit may wish to have assigned to it upon further review. The County shall provide Sound Transit an opportunity to review such other Tunnel-related leases, contracts and agreements, including those that are entered into by the County after the date of this Transfer Agreement. At any time within ninety (90) days before the Transfer Date, Sound Transit may notify the County of which such other leases, contracts and agreements Sound Transit wishes to assume. Such leases, contracts and agreements shall be added to Exhibit 5 and assigned to Sound Transit by execution of Exhibit 2 to this Transfer Agreement.

Before the Transfer Date, Sound Transit may, in its discretion, seek to obtain signed estoppel statements from parties to contracts, agreements, and leases listed in Exhibit 5.

6.0 BONDS AND TAX COVENANT

6.1 Bonds

Bonds were originally issued in 1989 to fund the Downtown Seattle Transit Project and Tunnel construction. Refunding bonds have been subsequently issued (as authorized by Municipality of Metropolitan Seattle Resolution No. 4937 and 6538 and King County Ordinance No. 13128). The original bonds and any and all refunding bonds are hereinafter referred to as the "Bonds." To facilitate the transfer of the Tunnel Assets for light rail purposes, the County agrees to retain responsibility for making the required debt service payments for the Bonds.

6.2 Tax Covenant

Sound Transit covenants that it will not take or permit to be taken on its behalf any action that would adversely affect the exemption from federal taxation of the interest on the Bonds. Sound Transit will take or require to be taken such acts as may reasonably be

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

within its ability and as may from time to time be required under applicable law to continue the exemption from federal income taxation of the interest on the Bonds as requested by the County. During all times in which the Bonds remain outstanding, Sound Transit shall provide written notice to the King County Executive of its intent to change the use of the Tunnel from a use for public transportation to some other use, which notice shall be provided at least six (6) months prior to the effective date of such change in use.

7.0 PAYMENT

Sound Transit shall make payments to the County in the amounts and on the dates as set forth in Exhibit 6. In the event the Transfer Date is other than September 24, 2004, the County and Sound Transit agree to convene to review and modify Exhibit 6 to the extent they mutually agree is necessary.

Sound Transit shall be released from its obligations to make payments pursuant to this section if it pays to the County on a date indicated in Exhibit 6 an amount equal to the payment amount due on that date, the amount of the remaining principal as of that date, and all amounts owed pursuant to this section that are past due, if any.

It is the intent of the County to distribute payments received pursuant to this section, less additional operating expense arising from Tunnel closure, for transit service subsidy in accordance with the County's subarea allocation policies or for capital projects supporting that service.

8.0 CONVENTION PLACE STATION ASSETS TRANSFERRED TO THE COUNTY

8.1 Fee Property

At no cost to the County, Sound Transit shall convey or have conveyed to the County in fee simple certain property owned by the Washington State Department of Transportation and existing in the Convention Place Station. The property to be conveyed includes the property identified in Exhibit 7 and all other property associated therewith by virtue of any adjacent street vacations. If this property is not conveyed to the County on or before January 1, 2002, Sound Transit shall make a payment to the County in the amount of $14.1 million (2004 dollars) (the estimated value of the property) in lieu of providing the property to the County. Such payment shall be made no later than January 1, 2003.

8.2 Street and Alley Vacation

In 1988, in response to the County's petition, the City granted conceptual approval to the vacation of the alley within Block 32, Heirs of Sarah A. Bell's Second Addition to the

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

City of Seattle according to the plat recorded in Vol. 1 of Plats, page 121, Records of King County, Washington, and that portion of Terry Avenue lying adjacent to Lots 7, 8 and 9 of that same block and Lots 4, 5 and 6 of Block 44 in the same addition. Final vacation of the subject alley and portion of Terry Avenue was conditioned upon the County's providing pedestrian access between Olive and Pine Streets as noted in Comptroller's File No. 295303. To date, the County has not satisfied those conditions so the vacation of the alley and the specified portion of Terry Avenue has not been completed.

After the Transfer Date, the County contemplates utilizing the Convention Place Station property (as described in Exhibit 8) as a site for a transit oriented development. In order to accomplish this development, vacation of Terry Avenue and the alley within the Convention Place Station property is necessary.

The City supports the development of the Convention Place Station in an intensive and transit-oriented manner and the provision of a public pedestrian access through the Convention Place Station property between Olive Way and Pine Street. Accordingly, the City's legislative authority is willing, upon request of the County or its proposed developer and the presentation to the City's legislative authority of a master plan for the redevelopment of Convention Place Station area, to consider modifying the conditions imposed with respect to the County's 1988 petition to vacate such alley and portion of Terry Avenue.

The County shall use its best efforts to ensure that the conditions imposed with respect to the County's 1988 petition or such modified conditions as the City's legislative authority and the County may agree upon are implemented in connection with any redevelopment of the Convention Place Station area. Included in such County efforts shall be the making of one or more presentations to the City's legislative authority to keep such officials fully informed regarding the status of redevelopment efforts with respect to such area. The City agrees to expedite its review of any modification of the conditions associated with such alley and street vacation proposed by the County or its site developer. It is the intent of the County to ensure that in any conveyance of the Convention Place Station site or a substantial portion thereof for redevelopment, the grantee is obligated to provide free, public pedestrian access between Olive Way and Pine Street through such site and to otherwise comply with the design review, development, and other conditions imposed both with respect to the vacation of such alley and portion of Terry Avenue and new construction at the time such development occurs. The County recognizes that additional conditions may be imposed by the City Council pursuant to a request to modify the conditions imposed in response to the County's 1988 petition, including, but not limited to, requiring that the City be named as a third party beneficiary of such obligation, and that the City be granted the right to specifically enforce such obligation.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Any additional fee or cost imposed by the City for the vacation of such alley and portion of Terry Avenue shall be paid by Sound Transit. If such vacation is not granted by the City by January 1, 2002, Sound Transit shall make a payment to the County in the amount of $2.5 million (2004 dollars). Such payment shall be made no later than January 1, 2003.

8.3 Transfer of FTA Interest in Convention Place Station

Sound Transit consents to all FTA interest and equity in Convention Place Station (including all real property, improvements, equipment, fixtures and systems existing on or in the Convention Place Station property as that property is described in Exhibit 8) being transferred to the Tunnel Assets or property owned by Sound Transit. The County and Sound Transit shall jointly seek FTA approval for such transfer. Upon such transfer and as of the Transfer Date, Sound Transit shall be solely responsible for all requirements and obligations that arise from such FTA interest and equity. If the FTA does not approve such a transfer on or before January 1, 2002, Sound Transit shall make a payment to the County in the amount of $4.8 million (2004 dollars) in lieu of the transfer, which represents the estimated value of removal of the FTA interest. Such payment shall be made no later than January 1, 2003.

9.0 DISTRIBUTION OF CONVENTION PLACE STATION PROCEEDS

9.1 Payment to Sound Transit

If the County receives a sufficient net return, as defined below, from the sale or development of the Convention Place Station property, the County shall pay to Sound Transit an amount equal to the first two payments Sound Transit makes pursuant to section 12.1 plus $1 million, which total amount shall be adjusted by the percentage change that occurred in the CPI for the period that most closely corresponds to the period between the date this Transfer Agreement is executed and the time payment is made (which adjusted payment amount is hereinafter referred to as "Payment Amount"). The County shall pay the Payment Amount to Sound Transit only if the net return the County receives from the sale or development of the Convention Place Station property is equal to or exceeds: 1) the Payment Amount; plus 2) $33.4 million as adjusted by the percentage change in the CPI for the period that mostly closely corresponds to the period between September 2004 and the date of such sale or return (this adjusted value is hereinafter referred to as "Equity Value"). If the County's net return exceeds the Equity Value but is less than the Equity Value plus the Payment Amount, the County shall pay to Sound Transit an amount equal to such excess. In no case shall total payment exceed the Payment Amount.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Payment to Sound Transit pursuant to this section shall be made within six (6) months of the County's receipt of sufficient net return from the sale or development of the property.

Except for information that is subject to attorney-client privilege or otherwise exempt from disclosure under Chapter 42.17 RCW, the County shall provide Sound Transit and the City access at such reasonable times as requested to all County records relating to the development and/or sale of the Convention Place Station property.

9.2 Equity Distribution

Pursuant to this Transfer Agreement, portions of the County's equity in the Tunnel Assets may be provided to the County by the transfer of certain property rights in Convention Place Station property. That property will not produce actual revenue until a later date. In order to provide each County subarea with its share of Tunnel Asset equity, it is the intent of the County to distribute funds acquired from the sale or development of the Convention Place Station property (in amounts up to but not exceeding the Equity Value) for transit service subsidy in accordance with subarea allocation policies.

9.3 Provision of New Services and Facilities

If the net return from the sale or transit oriented development of the Convention Place Station property exceeds the amount of the Equity Value plus Payment Amount, the County intends that those additional funds will be utilized for new transit services or facilities in the Seattle/North King subarea pursuant to a separate agreement to be entered between the City and the County. That agreement may identify City actions to increase the value of the Convention Place Station property and development. It is the intent of the County to invest proceeds from the increased value specifically attributable to such City actions in new transit services or facilities in the Seattle/North King subarea.

9.4 Definition of "CPI"

For the purpose of this Transfer Agreement, the abbreviation "CPI" means the Consumer Price Index for all Urban Consumers (1982-84=100) as published by the U.S. Department of Labor Bureau of Labor Statistics or its successor for the Seattle-Tacoma-Bremerton Metropolitan Statistical Area; Provided, that in the event of any change in the index base (1982-84=100) or other modification of such index, the parties hereto shall apply whatever conversion factor(s) are necessary to establish the true percentage change in the CPI for any period in which such modification(s) occur, and in the event such index is discontinued, the parties hereto shall select and use for such adjustment purposes, another, similar index that reflects consumer price changes.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

10.0 LOCAL IMPROVEMENT DISTRICT

A local improvement district encompassing properties specially benefited by the Tunnel and related projects was established by Metro. As successor to Metro, the County has and shall continue to administer the local improvement district and collect and retain the special assessments. The County shall give timely notice to Sound Transit of any public proceeding regarding any proposed reassessment regarding the local improvement district.

Sound Transit shall defend, indemnify and hold harmless the County, its officials and employees from and against any and all claims, damages, costs, expenses (including reasonable attorney fees), demands, defenses, administrative appeals, causes of action, protests, grievances, and lawsuits (collectively referred to as "Claims") in which it is claimed or alleged that the transfer of the Tunnel Assets, the rerouting of buses to surface streets, Sound Transit's activities, or use and/or modification of the Tunnel Assets subsequent to the Transfer Date, or any other action taken pursuant to this Transfer Agreement impacts the validity, lawfulness, or collection of the special assessments and/or requires a refund of said assessments, compensation for the taking of property, and/or other payment. Sound Transit's obligations under this section shall extend but not be limited to indemnifying and compensating the County for any assessments that must be refunded and/or that would have been collected but for such Claims. Sound Transit's obligations under this section shall not extend to Claims based solely on: 1) any procedural defects on the part of the County in the creation of the local improvement district or in reassessing the properties in the district; or 2) County clerical errors in processing assessment payments.

11.0 DOWNTOWN SEATTLE TRAFFIC AND STREET IMPROVEMENTS

11.1 Objectives

In order to mitigate the impacts of dedicating the Tunnel solely to light rail use, the Parties agree that certain surface street and traffic improvements shall be made and be consistent with the project record of decision mitigation measures. These improvements shall be sufficient to allow downtown bus service after closure of the Tunnel to bus use to meet or exceed bus service surface performance levels existing during a selected measurement period immediately prior to the closure of the Tunnel ("Measurement Period") as regards to travel time, convenience, security, safety, and passenger comfort, except to the extent any performance level change is due to a substantial change in bus service operations other than a rerouting of Tunnel traffic to the surface. The Measurement Period shall be agreed upon by the project managers identified in Section 19 hereof, but shall not be less than a sixty (60) day period of time so that the influence of individual irregularities in bus service and other aberrations are

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

minimized and shall not include any period in which there is a major modification of the downtown bus service schedule or significant downtown street or utility repairs or projects.

In order to facilitate meeting this objective, the Parties agree to create the Monitor and Maintain Committee. The Committee shall be directed to conduct activities to measure downtown Seattle transportation system performance and make recommendations to the Parties as warranted to ensure that downtown Seattle transportation system performance after closure of the Tunnel to buses is maintained. In performing its functions, the Committee shall be directed to consult with and seek the input of downtown Seattle, Seattle neighborhoods, and suburban stakeholders.

11.2 Required Improvements

The 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, Prefontaine Place South reconfiguration and all other improvements, projects and actions identified in Exhibit 9 shall be constructed, installed, completed, and implemented prior to the Transfer Date. The improvements, projects and actions identified in Exhibit 9 are hereinafter referred to as the "Downtown Seattle Traffic and Street Improvements."

11.3 Amendments to Exhibit 9

Amendments to Exhibit 9 that relate to 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration must be approved by the King County Council, Seattle City Council, and Sound Transit Board. Other amendments to Exhibit 9 may be made by written agreement of the Director of the County's Department of Transportation, Executive Director of Sound Transit, and the City Traffic Engineer or their respective designee(s).

11.4 Schedule

The Parties anticipate that the Downtown Seattle Traffic and Street Improvements will be completed and implemented in accordance with the schedule set forth in Exhibit 9.

11.5 Duration of Surface Improvements

In order to adequately mitigate the impacts of Tunnel closure and allow the Parties sufficient time to analyze the subsequent impact of the Tunnel opening for light rail service, the Downtown Seattle Traffic and Street Improvements shall remain in place and

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

in effect until at least one year after the Tunnel is opened by Sound Transit for fare service light rail.

From one (1) year after the Tunnel is opened by Sound Transit for fare service light rail until such time as Sound Transit begins operating light rail service to Northgate or such time as downtown surface street bus volumes return to those levels existing during the Measurement Period, whichever is earlier, the City may modify or remove the Downtown Seattle Traffic and Street Improvements, or any portion thereof, to the extent such modification or removal is within its authority and unless such modification or removal will degrade downtown bus service performance levels as regards to: 1) travel time; or 2) convenience, security, safety, and passenger comfort. During this period of time, prior to implementing or requiring any modification to or removal of the 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration that may potentially result in such degradation, the City's Mayor and City Council shall timely confer with the County Executive and County Council and Sound Transit and allow them a full opportunity to review and comment on such proposed change or removal. During this period of time, prior to implementing changes to or removal of any other Downtown Seattle Traffic and Street Improvements that may result in such degradation, the City Traffic Engineer shall timely confer with the Director of the County's Department of Transportation and Executive Director of Sound Transit and allow them a full opportunity to review and comment on such proposed change or removal.

11.6 Agreed Upon Changes To or Removal Of Downtown Traffic and Street Improvements

Notwithstanding any other provision of this Transfer Agreement except Section 16.0, modifications to or removal of the 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration may occur at any time upon a mutual agreement approved by the King County Council, Seattle City Council, and Sound Transit's Board. Modification to or removal of other Downtown Seattle Traffic and Street Improvements may occur at any time upon the written agreement of the Director of the County's Department of Transportation, Executive Director of Sound Transit, and the City Traffic Engineer.

11.7 Cost of Downtown Seattle Traffic and Street Improvements

Except for the amounts Exhibit 9 indicates shall be paid by the County or City, Sound Transit shall be responsible for all design, permitting, implementation and construction costs associated with the Downtown Seattle Traffic and Street Improvements. Sound

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Transit shall reimburse the City and the County for any and all such costs that either entity incurs, unless an established fee is imposed in lieu of any such cost, in which event Sound Transit shall pay the applicable fee. Estimates of the costs (in year 2000 dollars) to complete the Downtown Seattle Traffic and Street Improvements are set forth in Exhibit 9.

11.8 Permits, Licenses, Easements

The Parties agree that all required licenses, easements, and permits shall be obtained for construction and implementation of the Downtown Seattle Traffic and Street Improvements. Consistent with the April 20, 1998 Memorandum of Agreement for Intergovernmental Cooperation for the Central Light Rail Transit Project and the January 1, 1999, First Supplement to such Memorandum of Agreement between the City and Sound Transit, the City shall expedite the issuance and granting of all City-required licenses, easements and permits in order to facilitate completion of the Downtown Seattle Traffic and Street Improvements in accordance with the schedule set forth in Exhibit 9.

11.9 Completion of Downtown Seattle Traffic and Street Improvements

The party that is responsible for implementing or completing each Downtown Seattle Traffic and Street Improvement as identified in Exhibit 9 shall be responsible for all aspects of designing, constructing, and/or implementing such improvement or contracting for the design, construction or implementation of such improvement.

11.10 Review of Designs and Specifications

Each party shall provide the other parties a timely opportunity to review and comment on the designs, plans, and specifications for the Downtown Seattle Traffic and Street Improvements that it is responsible for constructing and/or implementing.

11.11 Ownership and Maintenance

The party designated as the party to own and maintain a Downtown Seattle Traffic and Street Improvement, as identified in Exhibit 9, shall be solely liable for the ownership, ongoing maintenance, repair, and replacement of said improvement.

12.0 BUS RELATED COSTS ASSUMED BY SOUND TRANSIT

12.1 Increased Operating Costs Arising From Tunnel Closure

In order to compensate the County for additional operating costs of bus routes serving downtown Seattle during the period starting when the Tunnel is closed for buses and

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

ending when Light Rail service begins, Sound Transit shall pay the County an annual amount of $ 2.3 million. The first payment due pursuant to this section shall be adjusted by the percentage change that occurred in the CPI for the period that most closely corresponds to the period between the execution of this Transfer Agreement and the first annual payment. Subsequent payment amounts shall be adjusted by the percentage change that occurred in the CPI during the period that most closely corresponds to the period between the date the last payment was due to the date such subsequent payment is made. The payment amount required by this section reflects an adjustment that accounts for the savings to the County of Tunnel operating costs. The first annual payment shall be due on the Transfer Date. Subsequent payments shall be due on that same date each year until the Tunnel is opened for fare service light rail. Payment for any partial year of Tunnel closure shall be pro-rated based upon the portion of the year in which the Tunnel is closed.

12.2 County Activities to Support Light Rail Construction

Sound Transit shall reimburse the County for the costs of completing the bus stop and bus layover removal and relocation, trolley infrastructure work, customer information activities and other work identified in Exhibit 10 in an amount not to exceed the total amount set forth therein, which amount shall be adjusted by the percentage change that occurred in the CPI for the period of time that most closely corresponds to the period between the execution of this Transfer Agreement and the date of payment.

Sound Transit shall also reimburse the County for the actual costs the County incurs to conduct other, work and activities not identified in Exhibit 10 if such work or activity is requested by Sound Transit or its contractor(s).

12.3 Construction-Related Delay of County Buses

Sound Transit shall utilize its best efforts to avoid or minimize delays to normal bus operations as a result of light rail construction activities, both in downtown Seattle and elsewhere. Those best efforts shall include, as a minimum, imposing requirements in contract special provisions upon light rail construction contractors for:

a. Maintenance of normal bus flows past construction sites by keeping traffic lanes open, providing detour lanes, using flaggers, or similar methods as appropriate at each particular site;

b. Coordination and advance planning with Sound Transit's construction manager and the County's and City's staff in connection with changes that may be necessary to bus routes, lane usage, bus stop locations, trolley wire relocations, or other changes

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

affecting normal bus operations as a result of construction activities; and

c. Payment of monetary damages in the amount of actual damages incurred by the County as a result of construction activities. Damages would be based on the actual costs of adding bus travel time (if it resulted in documented increased County operating costs) and/or additional bus trips to the schedule as a result of construction delays, payment of overtime, and/or provision of more than normal street supervision of bus operations.

The County shall be responsible for submitting claims directly to Sound Transit for construction related delay damages arising from the activities of Sound Transit or any of its contractors. Within 45 days of receiving such claim, Sound Transit shall reimburse the County for the County's reasonable and actual costs arising from or related to light rail construction activities in downtown Seattle or elsewhere, regardless of whether Sound Transit receives credit or payment for those costs from its contractor(s).

12.4 Cost of Utilizing Replacement Bus Layover Space

In transferring the Tunnel Assets to Sound Transit, the County will lose critical bus layover space currently provided by the International District Station and other locations. Upon its further review, the City may approve replacement bus layover space as identified in Exhibit 11. In the event such approval is not granted or is only granted in part, Sound Transit shall reimburse the County for increased operating costs, as reasonably determined by the County, arising from utilizing locations other than those identified on Exhibit 11 as bus layover space. Payment for such costs shall be due monthly or as otherwise invoiced by the County. Such payments by Sound Transit to the County shall not exceed $1.4 million as adjusted by the percentage change in the CPI for the period that most closely corresponds to the period between the date this Transfer Agreement is executed and the date of such payments.

13.0 BUS FACILITY IMPROVEMENTS ASSOCIATED WITH THE LIGHT RAIL PROJECT

13.1 Cost and Completion of Improvements

Except as set forth below, Sound Transit shall be responsible for all design, permitting, right of way acquisition, and construction costs associated with completing the bus facility improvements identified in Exhibit 12 ("Bus Facility Improvements"), including, but not limited to, street and sidewalk improvements at bus zones and between bus zones and light rail station entrances, accessibility features, bus layovers, shelter footings,

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

foundations for on-site trolley poles, and non-County standard shelters and signage. Exhibit 12 may be modified by the written agreement of the Director of Light Rail for Sound Transit and Director of the County's Department of Transportation. Sound Transit shall be responsible for performing to the extent permitted by law, or subcontracting for the performance of, all design, engineering, community planning, demolition, removal, production, construction, repair, or other work necessary to complete the improvements identified in Exhibit 12.

13.2 Review of Design and Specifications

The County shall have an opportunity to review and comment on all designs, specifications, engineering work, and estimates for completion of Bus-Facility Improvements, but such review shall not in any way relieve Sound Transit of its responsibilities for such work.

13.3 Ownership of Improvements

Except for bus shelters, benches, trolley wires and associated poles and equipment, signage, and litter receptacles installed by the County and any other improvements as agreed to in writing, the improvements identified in Exhibit 12 shall be the property of Sound Transit and Sound Transit shall be solely responsible and liable for the ongoing maintenance, repair, and replacement of said improvements.

13.4 Trolley Wire Extension

The County shall be responsible for the costs of extending bus trolley wire to the boundary of light rail station stops the County determines are to be served by County buses. Sound Transit shall be responsible for the costs of trolley wire relocation and installation at light rail station sites.

14.0 CONSIDERATION

In exchange for the transfer and conveyance of the Tunnel Assets and the City's consent to such transfer and conveyance and its grant to Sound Transit to use the street right-of-way, Sound Transit is providing the County with the full value of said assets and is reimbursing the City for certain costs or paying City fees imposed by applicable law, ordinance, rule or regulation. The value provided by Sound Transit includes, but is not limited to, payments to the County as required herein, delivery to the County of Convention Place Station assets or certain payments in lieu thereof, consenting to transfer of FTA interests in Convention Place Station, remittance of certain payments in lieu of the vacation of Terry Avenue as contemplated in Subsection 8.3 , assumption of responsibility for the maintenance and operation of the Tunnel Assets, assumption of

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

liability for the Tunnel Assets, assumption of certain costs associated with the Downtown Seattle Traffic and Street Improvements, reimbursement of County costs related to light rail construction activities, assumption of the costs of constructing certain bus facility improvements near light rail stations, provision of compensation for increased operating costs associated with use of replacement bus layover space, and assumption of the obligation to pay the FTA and the State for certain amounts that may be owed as a result of this Transfer Agreement. The mutual benefits and satisfaction of the promises set forth in this Transfer Agreement constitute adequate consideration and full value for the transfer and conveyance of the Tunnel Assets.

15.0 SUBAREA FINANCING

Consistent with Sound Transit Resolution 99-34, Sound Transit agrees that subareas and annexed areas connecting to Phase I of the light rail system after the Transfer Date shall not be required to contribute a portion of the capital cost for obtaining the Tunnel Assets or constructing the Downtown Seattle Traffic and Street Improvements.

16.0 COUNTY REACQUISITION OF TUNNEL ASSETS

If, after the Transfer Date, Sound Transit's Board abandons the construction of the Minimum Operable Segment, the County may terminate Sound Transit's ownership of the Tunnel Assets and re-enter and repossess the Tunnel Assets upon notice to Sound Transit of such termination. Within ninety (90) days of such notice, Sound Transit shall execute and record all documents necessary to reconvey all rights of use and ownership of the Tunnel Assets to the County. If the Tunnel Assets are repossessed by the County pursuant to this paragraph, Sound Transit shall pay to the County all sums necessary to restore the Tunnel Assets to a condition that allows them to be utilized for bus transit operations of the same level of functionality, safety, security, convenience, efficiency, aesthetics, and passenger comfort that existed immediately prior to the Transfer Date. Upon the County's repossession of the Tunnel Assets and the payment by Sound Transit of any sums due under this Transfer Agreement, Sound Transit shall be released from its obligation to continue to make payments pursuant to Section 7 of this Transfer Agreement; in addition, any restrictions in Subsections 11.3, 11.5 and 11.6 on the City's authority to modify the Downtown Seattle Traffic and Street Improvements shall be inapplicable as of the earliest of the alternative dates set forth in those subsections or the date that the Tunnel is again generally used for downtown bus traffic. If at any time Sound Transit provides written notice to the County that it has abandoned construction of the Minimum Operable Segment, the County must exercise its right of repossession under this paragraph within ninety (90) days of its receipt of such notice or such right shall expire.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

If, after the Minimum Operable Segment is utilized for regularly scheduled fare service light rail, Sound Transit discontinues or fails to use substantially all of the Tunnel for public transportation purposes, the County shall have the right of first opportunity to reacquire the Tunnel Assets. This right shall be exercisable upon (a) receipt of notice from Sound Transit that it intends to discontinue its use of the Tunnel or (b) a finding by a court of competent jurisdiction that Sound Transit has discontinued use of substantially all of the Tunnel Assets. Within 60 days after the County's right becomes exercisable, the County shall provide written notice to Sound Transit if it intends to reacquire the Tunnel Assets. In such event, the Parties shall negotiate in good faith to accomplish the transfer. For purposes of such reacquisition, the value of the Tunnel Assets shall be established by a method comparable to that used to value the Tunnel Assets for purposes of this Transfer Agreement. If the parties cannot agree as to the value of the Tunnel Assets or other terms and conditions of the County's reacquisition within a period of 120 days, the matter shall be submitted to an independent mediator. Such mediation shall be non-binding and shall be completed within a period of no greater than 90 days. Upon any such reacquisition of the Tunnel Assets by the County, notwithstanding any other provision in this Transfer Agreement, Subsections 11.1 through 11.6 shall no longer have any force or effect.

17.0 E-3 BUSWAY

Sound Transit desires to use a portion of the E-3 Busway and adjacent County-owned property for operation of its light rail system. The County may grant Sound Transit a limited right to use the E-3 Busway and adjacent property by separate agreement on such terms and conditions as are agreeable to the County and Sound Transit. The parties acknowledge that Sound Transit's use of the Busway and adjacent property may eliminate the ability of the County to utilize a portion of the Busway and County-owned property for employee parking as planned. At a minimum, any agreement granting Sound Transit the right to use the E-3 Busway shall require Sound Transit to replace any employee parking so eliminated with employee parking space of the same quality, capacity, and convenience as would have been provided by the Busway and adjacent property. Such agreement shall also require Sound Transit to make any payments due in exchange for the State's authorization of Sound Transit's use of the E3 Busway, if any such authorization or payments are required.

18.0 TAXES AND COSTS

Sound Transit shall be responsible for any and all sales, transfer, excise, title insurance, documentary and other taxes, fees, penalties, costs and charges (not including staff time) arising out of or related to the transfer and conveyance to it of the Tunnel Assets.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

19.0 PROJECT MANAGERS

Except as otherwise provided herein, any notice provided to a party under this Transfer Agreement shall be provided to the project manager for such party as designated below.

King County hereby designates as its project manager:
Jim Jacobson, Manager, Department of Transportation
201 S. Jackson Street, M.S. KSC-TR-0426
Seattle, WA 98104
(206) 684-1614

Sound Transit hereby designates as its project manager:
Paul Ray
Director, Light Rail
401 S. Jackson Street
Seattle, WA 98104-2826
206-398-5000

The City of Seattle designates as its project manger:
Gerry Willhelm
City Traffic Engineer
Seattle Transportation
The City of Seattle
7th Floor - Municipal Building
600 4th Ave.
Seattle, WA 98104
206-684-5097

Any party may designate a different project manager on a temporary or permanent basis by notice to the other parties.

20.0 FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS

Sound Transit and the County shall jointly identify applicable FTA grant restrictions and requirements, if any, pertaining to this Transfer Agreement and shall jointly seek written FTA consent for the transfer of the Tunnel Assets to Sound Transit.

Sound Transit shall be responsible for all costs, repayments, charges, audit findings, penalties, interest, reimbursements or other payments required to be paid to the United States, FTA, or State of Washington arising from or related to this Transfer Agreement, the transfer and conveyance of the Tunnel Assets, Sound Transit's destruction or

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

modification of any portion of the Tunnel Assets, re-routing of buses to the surface streets, or Sound Transit's use of the Tunnel Assets. As of the Transfer Date, Sound Transit shall assume all statutory, regulatory and contractual obligations pertaining to the Tunnel Assets that arise from the use of FTA or Urban Mass Transit Administration financial assistance, including but not limited to compliance with federal statutes, regulations and guidelines on continuing control, management or disposition of a federally funded asset.

21.0 INVOICING AND PAYMENT

Sound Transit shall remit payment to the County and the City for any amounts owed under this Transfer Agreement within 30 days after receipt of an invoice from the County or City. The City and County may invoice Sound Transit as often as monthly for reimbursable costs incurred or for any payment, fee or charge due or payable.

22.0 DISPUTE RESOLUTION

In the event of a contractual dispute between or among any of the parties regarding this Transfer Agreement, the affected parties shall attempt to resolve the matter informally. If the parties are unable to resolve the matter informally, the matter shall be forwarded for discussions by the Executive Director of Sound Transit, the Director of the County's Department of Transportation and/or the City's Director of Transportation or their respective designee(s). If this process fails to resolve the dispute within thirty (30) days after referral, the parties agree to forward the dispute to the County Executive, Chair of Sound Transit's Board of Directors, and/or the City's Mayor or their respective designee(s). If this process fails to resolve the dispute within thirty (30) after such referral, a party may pursue any legal remedy available or the parties may agree to submit the matter to mediation. If the parties submit the matter to mediation and the matter is not resolved, a party shall be entitled to pursue any legal remedy available.

23.0 RECORDS

Each party shall maintain records that accurately reflect all actions taken and services provided pursuant to this Transfer Agreement, and all direct and indirect costs incurred in the performance of this Transfer Agreement. Such records shall be subject to inspection or audit by any of the other parties at the requesting party's sole expense. Such records shall be made available for inspection during the record-keeper's regular business hours within a reasonable time after the record-keeper's receipt of a request for inspection of the same.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

24.0 INDEMNIFICATION FOR ENVIRONMENTAL PROBLEMS

24.1. To the maximum extent allowed by law and except to the extent caused by the negligence or intentional misconduct of the County, Sound Transit agrees, for itself, its successors and assigns, to defend, indemnify and hold the County harmless from and against any and all environmental problems that exist on, emanate from, or have emanated from the Tunnel Assets as of and/or after the Transfer Date and from and against any claims, complaints, demands, actions, causes of action, suits, losses, contribution actions, actions by an instrumentality of a federal, state or local government, costs, damages, fines, penalties, expenses, judgments or liability of any kind related to such environmental problems.

24.2 For purposes of this section, the term "environmental problems" includes, but is not limited to, anything that directly or indirectly relates to noise, vibration, natural resource damage or the existence, use, release, threatened release, leakage, spillage, discharge, disturbance, dispersal, movement, uncovering, treatment, handling, storage, transport, or disposal of

Hazardous Substance(s), whether in, on, into, onto or from soil, surfaces, improvements, air, surface water, or ground water.

24.3 For purposes of this section, the term "Hazardous Substance(s)" shall include without limitation:

a. Any toxic substance or waste, sewage, storm water, asbestos, polychlorinated biphenyl, petroleum products, radioactive substances, medicinal, bacteriological, or disease-producing substances.

b. Any toxic substance, hazardous substance, hazardous material solid waste, dangerous waste, or hazardous waste as defined in:

(i) the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as now or hereinafter amended (42 U.S.C. Section 9601 et seq.);

(ii) the Resource Conservation and Recovery Act, as now or hereafter amended (42 U.S.C. Section 6901 et seq.);

(iii) the Hazardous Materials Transportation Act, as now or hereafter amended (49 U.S.C. Section 1801 et seq.);

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

(iv) the Clean Water Act of 1977, as now or hereafter amended (33 U.S.C. Section 1251 et seq.);

(v) the Toxic Substances Control Act, as now or hereafter amended (15 U.S.C. 2601 et seq.);

(vi) the Water Pollution Control Act, as now or hereafter amended (RCW 90.48.010 et seq.);

(vii) the Hazardous Waste Management Statute, as now or hereafter amended (RCW 70.105 et seq. and RCW 70.105A);

(viii) the Model Toxics Control Act, as now or hereafter amended (RCW 70.105D et seq.);

(ix) any regulations and administrative agency rulings or direction which implement these statutes; or

c. Any other pollutants, contaminants, substances, or materials posing a danger or threat to public health or welfare, or to the environment, that is regulated or controlled by any federal, state or local laws or regulation, as now or hereafter amended.

25.0 INDEMNIFICATION AND HOLD HARMLESS

25.1 To the maximum extent allowed by law and except as otherwise provided herein, Sound Transit shall defend, indemnify, and hold harmless the City and the County and their elected officials, officers, agents and employees, or any of them, from and against any and all claims, demands, damages, injuries, liabilities, actions, fines, penalties, costs and expenses (including reasonable attorney fees) that arise out of any of the Tunnel Assets or any activity thereon or associated therewith on or after the Transfer Date.

25.2 Without limiting Sound Transit's obligations pursuant to Section 24 or subsections 1.8 or 25.1, the County, the City and Sound Transit agree to defend, indemnify and hold harmless each other, their respective officials, agents and employees, from and against any and all claims, damages, injuries, liabilities, actions, fines, penalties, costs and expenses (including reasonable attorney fees) that arise out of or are related to the negligent acts or omissions of the indemnifying party (and its officials, agents, employees acting within the course and scope of their employment and contractors (hereinafter "actors")) in performing said party's obligations under this Transfer Agreement. In the event any such liability arises from the concurrent

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

negligence of the indemnifying party and one or both of the other parties, or any of their respective actors, the indemnity obligation of this section shall apply only to the extent of the negligence of the indemnifying party and its actors.

25.3 The foregoing provisions specifically and expressly intend to constitute a waiver of each party's immunity under industrial insurance, Title 51 RCW, as respects the other parties only, and only to the extent necessary to provide the indemnified party with a full and complete indemnity of claims made by the indemnitor's employees. This waiver has been mutually negotiated.

25.4 Each Party to this Transfer Agreement shall immediately notify the others of any and all claims, actions, losses or damages that arise or are brought against that party relating to or pertaining to this Transfer Agreement or the Tunnel Assets.

26.0 INSURANCE

26.1 Insurance

By the date of execution of this Transfer Agreement, Sound Transit shall procure and maintain for the duration of this Transfer Agreement insurance against claims for injuries to persons or damages to property which may arise from, or in connection with the Tunnel Assets after the Transfer Date or with the obligations, activities and performance of work hereunder by Sound Transit, its agents, representatives, employees, and/or contractors. The cost of such insurance shall be paid by the Sound Transit. Each insurance policy shall be written on an "Occurrence" form; excepting that insurance for Professional Liability, Errors and Omissions when required, may be acceptable on a "claims made" form.

If coverage is approved and purchased on a "claims made" basis, Sound Transit warrants continuation of coverage, either through policy renewals or the purchase of an extended discovery period, if such extended coverage is available, for not less than three years from the date of completion of the work that is the subject of this Transfer Agreement.

By requiring such minimum insurance coverage, the County shall not be deemed or construed to have assessed the risks that may be applicable to Sound Transit under this Transfer Agreement. Sound Transit shall assess its own risks and, if it deems appropriate and/or prudent, maintain greater limits and/or broader coverage.

Nothing contained within these insurance requirements shall be deemed to limit the scope, application and/or limits of the coverage afforded, which coverage will apply to each insured to the full extent provided by the terms and conditions of the policy(s).

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Nothing contained within this provision shall affect and/or alter the application of any other provision contained within this Transfer Agreement.

26.2 Minimum Scope Of Insurance

Coverage shall be at least as broad as:

1. General Liability:

   Insurance Services Office form number (CG 00 01 Ed. 11-88) covering COMMERCIAL GENERAL LIABILITY.

2. Professional Liability:

   Professional Liability, Errors and Omissions coverage.

   In the event that services delivered pursuant to this agreement either directly or indirectly involve or require professional services, Professional Liability, Errors and Omissions coverage shall be provided. "Professional Services", for the purpose of this Transfer Agreement shall mean any services provided by a licensed professional.

3. Automobile Liability:

   Insurance Services Office form number (CA 00 01 Ed. 12-90) covering BUSINESS AUTO COVERAGE, symbol 1 "any auto"; or the combination of symbols
   2, 8, and 9.

4. Workers' Compensation:

   Workers' Compensation coverage, as required by the Industrial Insurance Act of the State of Washington.

5. Employers Liability or "Stop-Gap":

   The protection provided by the Workers Compensation policy Part 2 (Employers Liabiiity) or, in states with monopolistic state funds, the protection provided by the "Stop Gap" endorsement to the General Liability policy.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

26.3 Minimum Limits Of Insurance

Sound Transit shall maintain limits no less than, for:

1. General Liability: $5,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage, and for those policies with aggregate limits, a $5,000,000 aggregate limit.

2. Professional Liability, Errors and Omissions: $ 5,000,000

3. Automobile Liability: $ 5,000,000 combined single limit per accident for bodily injury and property damage.

4. Workers' Compensation: Statutory requirements of the State of residency.

5. Employers Liability or "Stop Gap" coverage: $ 5,000,000

26.4 Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to, and approved by, the County. The deductible and/or self-insured retention of the policies shall not limit or apply to Sound Transit's liability to the County and shall be the sole responsibility of Sound Transit.

26.5 Other Insurance Provisions

The insurance coverage(s) required in this agreement are to contain, or be endorsed to contain the following provisions:

1. General and Automobile Liability Policy(s):

   a. The County, its officers, officials, employees and agents are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of Sound Transit in connection with this Transfer Agreement.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

b. To the extent of Sound Transit's negligence, Sound Transit's insurance coverage shall be primary insurance as respects the County, its officers, officials, employees and agents. Any insurance and/or self-insurance maintained by the County, its officers, officials, employees or agents shall not contribute with Sound Transit's insurance or benefit Sound Transit in any way.

c. Sound Transit's insurance coverage shall apply separately to each insured against whom a claim is made and/or lawsuit is brought, except with respect to the limits of the insurer's liability.

2. All Policies:

Coverage shall not be suspended, voided, canceled, reduced in coverage or in limits, except by the reduction of the applicable aggregate limit by claims paid, until after forty-five (45) days prior written notice has been given to the County.

26.6 Acceptability of Insurers

Unless otherwise accepted by the County,
Insurance coverage is to be placed with insurers with a Bests' rating of no less than A:VIII, or, if not rated with Bests', with minimum surpluses the equivalent of Bests' surplus size VIII.

Professional Liability, Errors and Omissions insurance coverage may be placed with insurers with a Bests' rating of B+:VII. Any exceptions must be approved by the County.

If at any time, any of the foregoing policies fail to meet the above stated rating requirements, Sound Transit shall, upon notice to that effect from the County, promptly obtain a new policy, and shall submit the same to the County, with the appropriate certificates and endorsements, for approval.

26.7 Verification of Coverage

Sound Transit shall furnish the County with certificates of insurance and endorsements required by this Transfer Agreement. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements for each insurance policy are to be on forms approved by the

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

County and are to be received and approved by the County prior to the commencement of activities associated with the Transfer Agreement. The County reserves the right to require complete, certified copies of all required insurance policies at any time.

26.8 Contractors

Sound Transit shall include all of its contractors and subcontractors as insureds under its policies, or shall furnish separate certificates of insurance and policy endorsements from each contractor and subcontractor. Insurance coverages provided by Contractors and Subcontractors as evidence of compliance with the insurance requirements of this Transfer Agreement shall be subject to all of the requirements stated herein.

26.9 Municipal or State Agency Provisions

Sound Transit may self-insure for any of the above insurance requirements, a certification of self-insurance delivered to the County shall constitute compliance with this section.

27.0 ASSIGNMENT

None of the Parties will assign this Transfer Agreement or any part thereof without the written consent of the others. Any attempted assignment without said consent shall be void. This Transfer Agreement shall inure to the benefit of and be binding upon the Parties hereto and their successors and permitted assigns.

28.0 AMENDMENTS

This Transfer Agreement and its exhibits may be amended only by a written instrument signed by the Parties. Except as otherwise provided herein, material amendments or modifications impacting the policies and intent of this Transfer Agreement must be approved by the Sound Transit Board, the King County Council, and the Seattle City Council. Other amendments may be approved by the Executive Director for Sound Transit, the Director of Transportation for the County, and Director of Seattle Transportation for the City

29.0 NO THIRD PARTY RIGHTS

Nothing contained herein is intended to, nor shall be construed to, create any rights in any party not a signatory to the Transfer Agreement, or to form the basis for any liability on

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

the part of the City, County, Sound Transit or their officials, employees, agents or representatives, to any party not a signatory to this Transfer Agreement.

30.0 WAIVER

Waiver of any breach of this Transfer Agreement shall not be deemed to be waiver of any prior or subsequent breach and shall not be construed to be a modification of the terms of this Transfer Agreement.

31.0 AUTHORITY

This Transfer Agreement is entered into by the Parties pursuant to the authority granted by Chapter 39.33 RCW, Chapter 39.34 RCW and other applicable law.

32.0 TERMINATION

If any party fails to comply with any material provisions of this Transfer Agreement, any other party may terminate this Transfer Agreement for default prior to the Transfer Date upon 90 days prior written notice to the other parties. The notice shall set forth the manner in which the party is in default. The defaulting party shall have ninety (90) days to cure the default; provided, however, that if the nature of the obligation of the party in default is such that more than ninety (90) days are reasonably necessary for a cure of the default, then such party shall not be in default if it commences such cure or performance within such ninety (90) day period and thereafter diligently prosecutes the same to completion.

33.0 EXHIBITS

Exhibits 1 through 12 are attached hereto and incorporated herein by reference.

34.0 SURVIVAL OF TERMS

The following Sections and subsections shall survive the expiration or termination of this Transfer Agreement: 11.7, 11.9, 11.11, 21.0, 24.0, 25.0 and 26.0.

35.0 ENTIRE AGREEMENT

This Transfer Agreement and its exhibits contain the entire agreement of the Parties and any representations or understanding, whether oral or written, not incorporated herein are excluded.

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

36.0 TIME IS OF THE ESSENCE

Time is of the essence as to each and every provision of the Transfer Agreement.

37.0 RECORDING OF TRANSFER AGREEMENT

Upon execution, a copy of this Transfer Agreement shall be recorded in the real property records of King County, Washington.

38.0 FORCE MAJEUR

A party shall not be considered in default under this Transfer Agreement to the extent that the party's performance is delayed or prevented due to force majeur. "Force majeur" shall mean acts of nature, strikes, lockouts, labor troubles, inability to procure materials, casualty, orders or directives of any judicial body, inability to obtain any governmental permits, licenses, permissions or authorizations, (despite reasonable and diligent pursuit of such permits, licenses, permissions or authorizations), and other similar or dissimilar causes beyond a party's reasonable control.

39.0 COUNTERPARTS

This Transfer Agreement may be executed in any number of counterparts, and each such counterpart shall be deemed to be an original instrument, but all such counterparts together shall constitute but one agreement.

40.0 SEVERABILITY

If any portion of this Transfer Agreement is found to be unenforceable by a court of competent jurisdiction, the remaining terms and provisions unaffected thereby shall remain in full force and effect.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

IN WITNESS WHEREOF, each party has caused this Transfer Agreement to be signed by its duly authorized officer or representative as of the date set forth below its signature.

KING COUNTY

BY:_____

ITS: _____

THE CITY OF SEATTLE

BY:_____

ITS:_____

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

BY:_____

ITS: _____

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of **King County** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, _____.

_____ _____
(Signature) (Name printed or stamped)

(Seal Stamp)

Notary Public in and for the State of Washington residing at _____.
My commission expires: _____.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of **The City of Seattle** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, _____.

_____ _____
(Signature) (Name printed or stamped)

(Seal Stamp)

Notary Public in and for the State of Washington, residing at _____.
My commission expires: _____.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of the **Central Puget Sound Regional Transit Authority** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, _____.

_____ _____
(Signature) (Name printed or stamped)

(Seal Stamp)

Notary Public in and for the State of Washington, residing at _____.
My commission expires: _____.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Exhibit 1

EXHIBIT 1

TUNNEL ASSETS

1.0 Tunnel Assets

Subject to Section 2 of this Exhibit, the Tunnel Assets include the following:

1) The Downtown Seattle Transit Tunnel structure ("Tunnel") (whose general alignment is approximately depicted on Exhibit 1-A) beginning at the Northerly margin of Airport Way and the entrance to the bus staging area located between 4th Avenue South and 5th Avenue South; thence continuing northerly, crossing under South Jackson Street and South Main Street; thence continuing northwesterly under the intersection of South Washington Street, 4th Avenue South and Prefontaine Place South; thence northwesterly along Prefontaine Place South, crossing under the intersection of Prefontaine Place South, Yesler Way and Third Avenue; thence continuing northwesterly along Third Avenue crossing under Jefferson Street, James Street, Cherry Street, Columbia Street, Marion Street, Madison Street, Spring Street, Seneca Street, University Street, Union Street and Pike Street; thence continuing northwesterly along Third Avenue to approximately the middle of the block lying between Pike Street and Pine Street; thence turning northeasterly through an angle to Pine Street; thence continuing northeasterly along Pine Street crossing under Fourth Avenue; Fifth Avenue; Sixth Avenue; Seventh Avenue and Eighth Avenue; thence turning northerly and then easterly to Ninth Avenue; thence crossing under Ninth Avenue to the point of terminus at the northeasterly line of Ninth Avenue and the entrance to the Convention Place Station;

2) Except as retained by the County under this Transfer Agreement, all County-owned improvements comprising the International District Station, Pioneer Square Station, University Street Station, and Westlake Station ("Tunnel Stations");

3) All easements, obligations, and rights described in Exhibit 1-B or existing under the documents listed in Exhibit 1-B ("Easements");

4) Except as retained by the County under this Transfer Agreement, all County-owned improvements, structures, systems, signage, components, artwork and fixtures that are a part of or enclosed in the Tunnel or any of the Tunnel Stations and/or existing on or in the Easements as of the Transfer Date;

5) All County-owned ventilation ducts and associated street grates, emergency hatches and tunnels, elevators and escalators, connected to or extending from the Tunnel and artwork inlayed in sidewalks near Station Entrances as of the Transfer Date; and

6) Awnings at the Unico Garage and station canopies at the Public Safety Building and Prefontaine Park.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

2.0 Approval Necessary for Transfer of International District Station Assets

The International District Station, all easements and rights relating thereto, and all property, improvements, structures, equipment, systems, signage, components, artwork and fixtures thereon shall not be considered a Tunnel Asset unless a grant or other approval by the fee owner allowing the transfer of said rights and easements to Sound Transit is obtained in form and substance satisfactory to both Sound Transit and the County.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

EXHIBIT 1-A

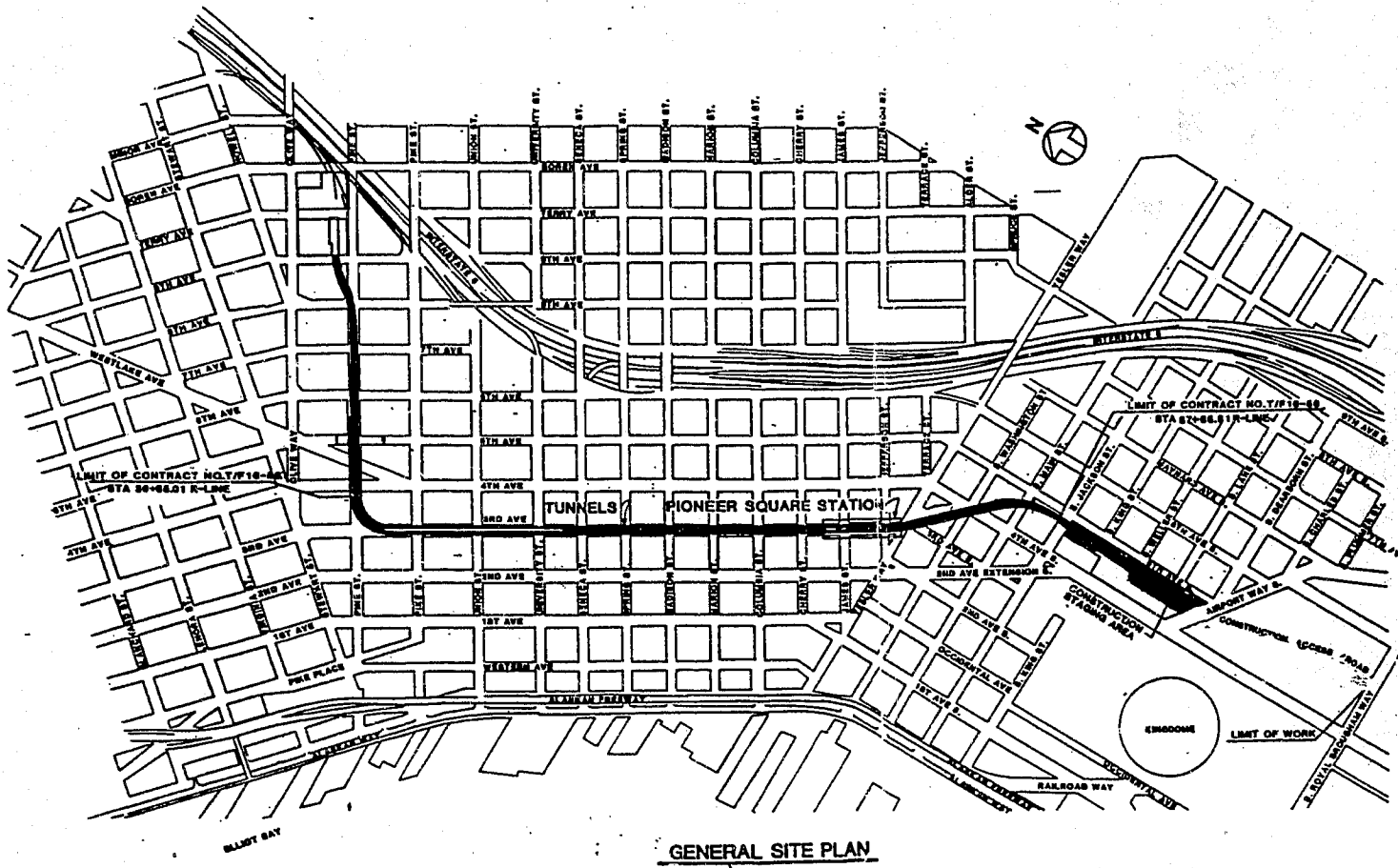
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

METRO Municipality of Metropolitan Seattle

PLAN FOR CONSTRUCTION OF

DOWNTOWN SEATTLE TRANSIT PROJECT



GENERAL SITE PLAN

Graphic Scale

0 400 800 ft.

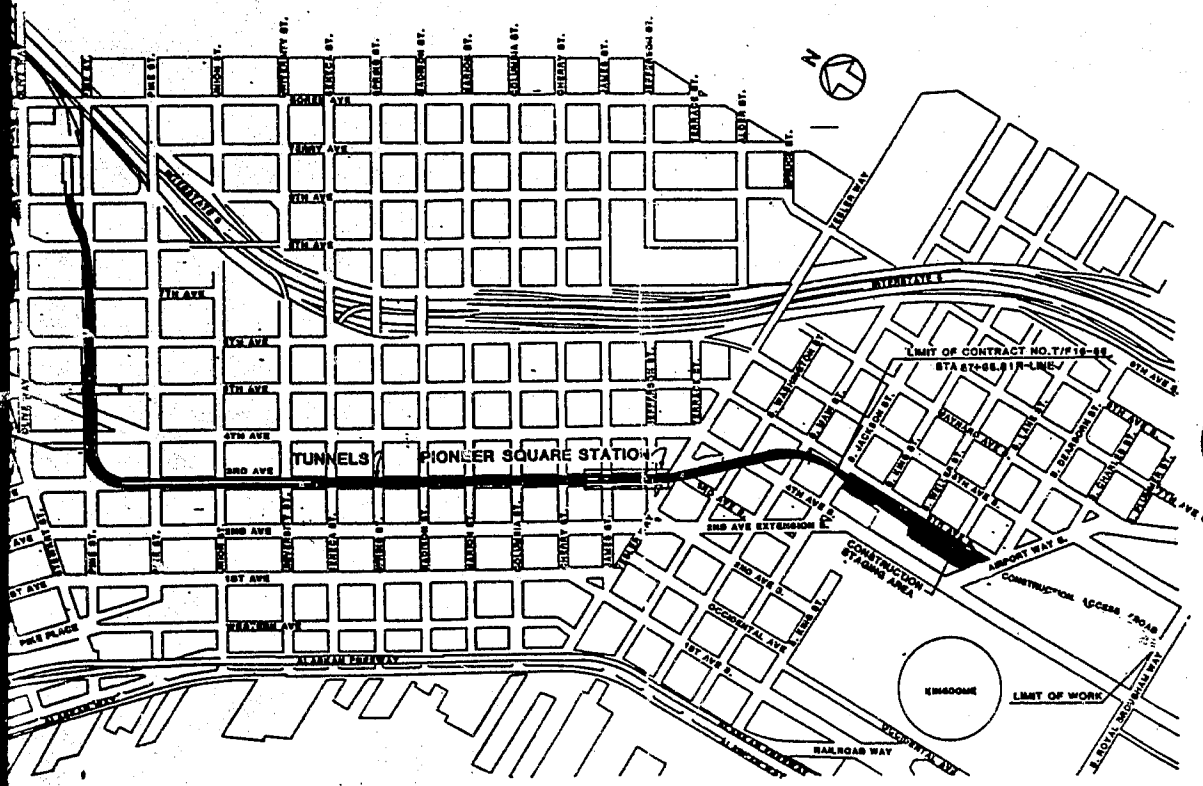
EXHIBIT 1-A

METRO Municipality of Metropolitan Seattle

EXHIBIT 1-A

PLAN FOR CONSTRUCTION OF

DOWNTOWN SEATTLE TRANSIT PROJECT



GENERAL SITE PLAN

Graphic Scale

0 400 800 ft.

MUNICIPALITY OF METROPOLITAN SEATTLE

Approved _____ Date 7-7-86

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

Submitted _____ Date 7/6/86
Project Director

_____ Date 7/7/86
Principal in Charge

THE PREPARATION OF THIS DOCUMENT WAS PARTIALLY FINANCED THROUGH A GRANT FROM DEPARTMENT OF TRANSPORTATION URBAN MASS TRANSPORTATION ADMINISTRATION UNDER THE PROVISIONS OF THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED.

FOR REFERENCE ONLY

120164

APPROVED BY THE BOARD OF PUBLIC WORKS SEATTLE WASHINGTON _____ 19__

ATTEST: _____ SECRETARY

_____ CHAIRMAN

DATE 15 JULY 1986
FILE NO T/F16-86
DWG NO.
DRAWING NO G 1
SHEET 1 OF 102

EXHIBIT 1-B

Easements

The Tunnel Assets include all easements, rights, and obligations existing under the following documents or as otherwise described below. Sound Transit is solely responsible for determining if these documents, easements and rights are sufficient for Sound Transit's purposes and for obtaining any additional easements, rights or approvals necessary. Pursuant to Exhibit 2, these interests are transferred "AS IS, WHERE IS." The County makes no representations and disclaims all guarantees, covenants, and warranties regarding all aspects of these documents, rights, obligations and easements.

International District Station

Recording #		
8801051081	Amended Quit Claim Deed of Easements	Union Pacific Railroad Company & Oregon-Washington RR & Navigation Co.

[As to be amended by an agreement between the County and the fee owner and a related amended grant of easements. Upon their execution, said amended grant of easement and agreement shall be considered a part of the Tunnel Assets and transferred and assigned to Sound Transit pursuant to this Transfer Agreement. The County shall provide Sound Transit an opportunity to review and comment on the amended grant of easements and related agreement prior to their execution.]

8705010622	Memorandum of Agreement	Union Pacific Railroad Company & Oregon-Washington RR & Navigation Co.

Pioneer Square Station

Recording #		
8909210544	Transit Station Entrance Ease.	Plymouth Housing Group
9508310887	Entrance Easement & Construction Agreement	Seattle, City of
9511301055	Quit Claim Deed	King County (Property Sold reserved Easement – Lyon Building)

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

University Street Station

Recording #		
8712280509	Easement Agreement (UPS)	United States Government (Post Office)
8803071037	Transit Station Entrance Surface Easement & Temp. Const. Ease.	Marathon U.S. Realties, Inc.
9807098001	Transit Station Entrance Ease. And Operating Agreement	The City of Seattle/BH Music Center (Benaroya Hall)
8806160710	Easement	Third & University Ltd. Ptn
8901090440	Easement Agreement	Unico Properties, Inc.

Westlake Station

Recording #		
8512130720	Purchase & Sale Agreement	Clotfelters and Carpenters
8610311704	Statutory Warranty Deed	Third Avenue Associates
8701260804	Bargain & Sale Deed	Fourth Avenue Associates Ltd. Partnership
8701260805	Bargain & Sale Deed	Fourth Avenue Associates Ltd.
8701260806	Bargain & Sale Deed	Fourth Avenue Associates Ltd.
8701260807	Bargain & Sale Deed	Fourth Avenue Associates Ltd.
8705141322	Easement Agreement	Fay Corporation
8705141323	Easement Agreement	Frederick & Nelson Seattle
8706040293	Easement Agreement	The Bon Marche; CAC XXVII, Inc.
8709250819	Easement Agreement	Crawford, Marilyn & Charlotte E. Arrendal, et al
8710050842	Transit Station Entrance and Construction Agreement	Westlake Center Associated Ltd.
	Addendum to Transit Station Entrance and Construction Agrmnt.	Westlake Center Associated Ltd.
8910311963	2nd Addendum to Transit Sta. Entr.	Westlake Center Associates
8910311964	2nd Addendum to Transit Sta. Entr.	Westlake Center Associates
9004041486	Easement & Operating Agrmnt.	City of Seattle
9006222384	Easement	Fourth Avenue Associates Ltd.
9309091066	Consent & Indemnification	Fourth Avenue Associates Ltd.

Other

Recording #		
8604210341	Subsurface Easement for	Tobin, Larry & Judith

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

	Public Transportation Purposes	
8708141323	Statutory Warranty Deed	Tobin, Larry & Judith
8708141324	Easement &Construction Coordination Agrmnt.	Housing Authority of the City of Seattle
8911220576	Quit Claim Deed	Municipality of Metro. Seattle (property sold to West Coast Hotels reserved easement)
9008031483	Statutory Warranty Deed	Municipality of Metro. Seattle (property sold to Philbrick reserved easement)
9201270620	Statutory Warranty Deed	Municipality of Metro. Seattle (property sold to Moriguchi reserved easement)

Easements to be reserved for the Tunnel and/or Tunnel Stations upon the County's sale of the Third & Pine Building. (a.k.a. Doces Building) and Tashiro/Kaplan Buildings. The County shall provide Sound Transit an opportunity to review and comment on easement reservation language prior to the transfer of title pursuant to these sales.

Existing property rights and obligations acquired under King County Superior Court Case No. 85-211617-6.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Exhibit 2

EXHIBIT 2

TUNNEL ASSETS
ASSIGNMENT, TRANSFER AND CONVEYANCE AGREEMENT

THIS TUNNEL ASSETS ASSIGNMENT, TRANSFER AND CONVEYANCE AGREEMENT ("Agreement") is entered into by and between King County ("County"), the Central Puget Sound Regional Transit Authority ("Sound Transit"), and the City of Seattle ("City").

WHEREAS, the County, the City and Sound Transit are parties to that certain Downtown Seattle Transit Tunnel Transfer Agreement dated _____ ("Transfer Agreement"); and

WHEREAS, subject to certain contingencies, the Transfer Agreement authorized the County's transfer and conveyance of the Tunnel Assets to Sound Transit;

WHEREAS, the City has agreed to grant Sound Transit the right to use the City right of way for the Tunnel for so long as it is used for public transportation purposes; and

WHEREAS, the Transfer Date is _____.

NOW, THEREFORE, in consideration of the mutual covenants set forth below and those contained in the Transfer Agreement, the sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1.0 TRANSFER OF TUNNEL ASSETS

1.1 The Tunnel Assets are hereby transferred and conveyed to Sound Transit as of the Transfer Date by the County's delivery of a fully executed copy of this Agreement to Sound Transit. With this Agreement, the County shall also deliver to Sound Transit a quitclaim deed conveying the easements, rights, interests and obligations identified in Exhibit 1-B to the Transfer Agreement. The quitclaim deed shall provide that it is subject to the terms of the Transfer Agreement and its exhibits, including this Agreement, and the Transfer Agreement and its exhibits shall be attached to the deed and recorded therewith in the real property records of King County, Washington. The Transfer Agreement and its exhibits, including a fully executed copy of this Agreement, shall also be separately recorded.

1.2 Sound Transit has conducted all inspections of the Tunnel Assets it deems necessary, approves the condition of the Tunnel Assets and accepts the same "AS IS, WHERE IS", including without limitation, the structural condition of the Tunnel Assets; the existence or non-existence of any pollutants, contaminants, hazardous waste, dangerous waste, toxic waste, underground storage tanks, or contaminated soil, or the actual or threatened release, deposit, seepage, migration or escape of such substances at, from or into the Tunnel Assets or other property; and the compliance or noncompliance of the Tunnel Assets with applicable federal,

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

state, county and local laws and regulations including, without limitation environmental laws and regulations and seismic/building codes, laws and regulations.

1.3 THE COUNTY DOES NOT MAKE AND EXPRESSLY DISCLAIMS ANY WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, WITH RESPECT TO ANY OF THE TUNNEL ASSETS AND NO EMPLOYEE OR AGENT OF THE COUNTY IS AUTHORIZED OTHERWISE. THE FOREGOING SPECIFICALLY EXCLUDES, WITHOUT LIMITATION, WARRANTIES WITH RESPECT TO THE STRUCTURAL CONDITION OF THE TUNNEL ASSETS, THE EXISTENCE OR NON-EXISTENCE OF ANY POLLUTANTS, CONTAMINANTS, HAZARDOUS WASTE, DANGEROUS WASTE, TOXIC WASTE, UNDERGROUND STORAGE TANKS OR CONTAMINATED SOIL, OR THE ACTUAL OR THREATENED RELEASE, DEPOSIT, SEEPAGE, MIGRATION OR ESCAPE OF SUCH SUBSTANCES AT, FROM OR INTO THE TUNNEL ASSETS OR OTHER PROPERTY, AND THE COMPLIANCE OR NONCOMPLIANCE OF THE TUNNEL ASSETS WITH APPLICABLE FEDERAL, STATE, COUNTY AND LOCAL LAWS AND REGULATIONS, INCLUDING, WITHOUT LIMITATION, ENVIRONMENTAL LAWS AND REGULATIONS AND SEISMIC/BUILDING CODES, LAWS AND REGULATIONS.

1.4 Pursuant to the terms of the Transfer Agreement, the County shall retain all right, title, ownership and rights of use to the assets identified in Exhibit 3 of the Transfer Agreement.

1.5 The transfer and conveyance of the Tunnel Assets shall be subject to the terms of the Transfer Agreement, all of which survive the Transfer Date.

2.0 ASSIGNMENT

As of the Transfer Date, the County hereby assigns to Sound Transit all of the rights and obligations under the , leases, contracts and agreements identified in Exhibit 1and Exhibit 5 to the Transfer Agreement. Sound Transit hereby accepts said rights and obligations and shall be solely responsible and liable for complying with said obligations. Sound Transit shall defend, indemnify, and hold harmless the County and its elected officials, officers, agents and employees, or any of them, from and against any and all claims, demands, damages, injuries, liabilities, actions, fines, penalties, costs and expenses (including reasonable attorney fees) that arise from Sound Transit's failure to comply with or breach of any assigned lease, contract, or agreement. The County shall defend, indemnify, and hold harmless Sound Transit and its elected officials, officers, agents and employees, or any of them, from and against any and all claims, demands, damages, injuries, liabilities, actions, fines, penalties, costs and expenses (including reasonable attorney fees) that arise from the County's failure to comply with or breach of any assigned lease, contract, or agreement prior to the Transfer Date. Pursuant to the Transfer Agreement, the County has terminated all other leases, contracts and agreements, or portions thereof, that affect the Tunnel Assets.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

3.0 CITY GRANTS RIGHT OF USE

As of the Transfer Date, the City hereby grants Sound Transit the right to use the City right of way for the Tunnel for so long as it is used for public transportation purposes. As of the Transfer Date, the City hereby grants the County the right to leave the Retained Assets in place and to use, maintain, update, remove, repair, enhance, operate, replace and modify the Retained Assets and enter and access the Tunnel Assets for public transportation purposes. Whenever either the County or Sound Transit desires to change the purpose or use of any Tunnel Asset or Retained Asset to a non-transportation purpose or use, such entity shall give at least sixty (60) days' prior written notice to the City, c/o the Director of Transportation or such official's functional successor, identifying the particular Tunnel Asset or Retained Asset that is the subject of such proposed change and the proposed new purpose or use of the same. No Tunnel Asset or Retained Asset shall be used for anything other than a public transportation purpose or use without the prior written consent of the City.

4.0 POSSESSION

Sound Transit shall take possession of the Tunnel Assets as of the Transfer Date.

5.0 UTILITY COSTS

All utility and other costs associated with Tunnel operations shall be pro-rated as of the Transfer Date.

6.0 TIME IS OF THE ESSENCE

Time is of the essence as to each and every provision of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as indicated below:

KING COUNTY

BY:_____

ITS: _____

SOUND TRANSIT

BY:_____

ITS: _____

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

THE CITY OF SEATTLE

BY:_____

ITS:_____

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that _____is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of **King County** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, _____.

_____ _____
(Signature) (Name printed or stamped)

(Seal Stamp)

Notary Public in and for the State of Washington, residing at _____.
My commission expires: _____.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of **The City of Seattle** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, _____.

_____ _____
(Signature) (Name printed or stamped)

(Seal Stamp) Notary Public in and for the State of Washington, residing at _____.
My commission expires: _____.

State of Washington)
) ss
County of King)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ of the **Central Puget Sound Regional Transit Authority** to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, _____.

_____ _____
(Signature) (Name printed or stamped)

(Seal Stamp) Notary Public in and for the State of Washington, residing at _____
My commission expires: _____.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

EXHIBIT 3

RETAINED ASSETS

1. South Jackson Traction Power Substation No. 35.

South Jackson Traction Power Substation No. 35 assets shall be retained by the County as set forth below (attached reference drawings for these assets include Contract T/F 39-87 CU-03B International District Station, Drawings E308, E309, E311, E312, E216, E217, E218, E357, E358 and the County record drawing CBD Feeders and Underground Ducts, Drawing 00-E-645, and Contract T/M8A-88 Traction Power Installation, Drawing E16):

A. The County shall retain the South Jackson (CBD) traction power substation and all TPSS equipment required for operation of South Jackson (CBD) traction power substation. The substation is located in International District Station, room P16. The assets to be retained include all existing equipment for South Jackson TPSS including AC switchgear, Transformer, Rectifier, DC switchgear and disconnect switches, emergency batteries and charger, controls, annunciator, SCADA remote terminal unit, cable trays, conduit, and cables, and all other equipment necessary to make a complete and operating substation.

B. The County shall retain DC feeder conduits, including spare conduit, and cables serving the surface street trolleybus system from South Jackson TPSS. Feeder conduits include PJ487 through PJ497, NJ500 through NJ510, all pullboxes CBD 3 through 5, and all other raceway elements required to provide a complete and operating DC feeder system as shown in the reference drawings. The County shall retain ownership of the circuit breakers in substation 35.

C. The County shall retain ownership of, but will remove at Sound Transit's expense, the existing International District Substation (DSTP) No. 40 equipment in order to make space for the installation of one Sound Transit traction power substation in room P16. The County and Sound Transit may agree to have Sound Transit's contractor perform this work.

D. Sound Transit shall supply at all times power to the County's South Jackson Substation up to the ultimate capacity of the substation equipment via the existing 26KV AC power supply via a primary and redundant secondary cable system. The County shall retain the AC circuit breaker serving South Jackson TPSS. If

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Sound Transit makes improvements in the capacity or reliability of the 26KV AC supply, such improvements shall be made available also to the County's traction power substations at no cost to the County.

E. At all times, Sound Transit shall supply the station ancillary power supply to the two substations (35 and 40) via the existing AC distribution panel in room P16, Panel AP-1. Sound Transit shall be responsible for maintaining the existing power supply to the panel and all other circuits in room P16, including emergency power with reliability equal to Sound Transit's emergency power supply. Sound Transit shall supply power at all times at the existing level to the County's South Jackson TPSS ancillary station loads at existing levels plus 20% allowance for load growth. Sound Transit shall install and maintain its own substation battery and charger system separate from the existing battery and charger system.

F. The County shall retain ownership of all existing phones in room P16. Sound Transit shall at its own expense revise the telephone service to the room to provide for exclusive County use and ownership:

1. One voice grade circuit connected to the County's proprietary telephone system via dedicated lines in the commercial telephone system;

2. One voice grade circuit allowing dial out/dial in connections to the commercial telephone network; and

3. One 10 Base T Category 5 circuit (for use by the County's University Substation SCADA remote terminal unit) connected to the Exchange Building via a routing acceptable to the County for connection to its SCADA system.

2. Westlake Station Customer Stop

A. The County shall retain the Westlake Station Customer Stop and the assets described below (attached reference drawings for these assets include Contract T/F 36-86 CU-04 Westlake Station, drawing A14):

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

1. The County shall retain its Customer Stop and the following rooms:

   M16 Janitor closet/restroom
   M18 Customer Assistance counter 1
   M19 Fare Vending equipment room 3
   M22 office
   M23 Customer assistance office
   M24 corridor

2. The County shall retain all fixtures, furnishings, computers, theft alarms, computer network equipment, telephone and other communication equipment located in the Customer Stop and the above listed retained rooms.

B. Sound Transit shall maintain and revise at its expense the existing communications conduit and cabling system serving the Customer Stop to provide for the exclusive use and ownership of the County:

1. Three voice grade circuits connected to the County's proprietary telephone system via dedicated lines in the commercial telephone system;

2. Three voice grade circuits allowing dial out/dial in connections to the commercial telephone network; and

3. One 10 Base T Category 5 circuit for use by the County's computer network, connected to the network server in the King Street Center via a routing acceptable to the County.

C. Sound Transit shall at all times provide all existing utilities and services to the Customer Stop, including ventilation, heating, electric power (including emergency power), lighting, security door hardware, intrusion detection, fire detection and suppression, the costs of which shall be shared as provided in the Transfer Agreement. Sound Transit shall at all times supply and maintain the existing water supply, sewage drainage, and sewage pump serving the Customer Stop staff restroom. Sound Transit shall

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

maintain the existing air conditioning system including the dedicated equipment in Room M20.

D. Sound Transit shall supply and maintain one closed circuit television camera in approximately the location of existing camera MTV-8 with view fixed on the Customer Stop counter area, and with suitable communication system to deliver full motion real time images to the County's Service Communication Center in the Exchange Building. Picture quality will be suitable for use in prosecution of crimes. Sound Transit may provide a circuit to deliver the same images to its control center.

3. University Street Traction Power Substation No. 41

A. The County shall retain the University Street Traction Power Substation and the assets listed below (the attached reference drawings for these assets include Contract T/F 39-87 CU-03B University Street Station drawings E702, E702A, E706, E707, E709, E710, E761, E613, E616, E617, E618, E357, E358, UR036, UR039, UR047, UR048, UR051, UR053; the County record drawing CBD Feeders and Underground Ducts drawing 00-E-642, E643; and Contract T/M8A-88 Traction Power Installation, Drawing E44):

1. The County shall retain in place all TPSS equipment required for operation of University Street traction power substation and its switching vault for the purpose of supplying power to its surface trolleybus overhead contact system. The substation is located in University Street Station room R14, and the switching vault is room P13. The assets to be retained include all existing equipment for University Street TPSS including AC switchgear, Transformer, Rectifier, DC switchgear and disconnect switches, emergency batteries and charger, controls, annunciator, SCADA remote terminal unit, cable trays, conduit, and cables, and all other equipment necessary to make a complete and operating substation.

2. The County shall retain DC feeder conduits, including spare conduit, and cables serving the surface street trolleybus system from University Street TPSS. Retained feeder conduits within the station include:

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

PK601 through PK616
K660 through K662
All pullboxes served by these conduits
including Pullbox PK-20

Retained feeder conduits extending beyond the station include:

Duct bank with 6 conduits connecting switching vault to existing the County manhole M21 in Third Ave-Ref Drawing 00-E-624;
Duct bank with 12 conduits connecting switching vault to existing the County manhole M20 in Third Ave. – Ref Drawing 00-E-643;

Duct bank with 6 conduits connecting the County vault M14 on James St to the County vault M3-ref drawings URS047, URS048;

Duct bank with 6 conduits connecting the County vault M14 to the County vault M203 on Third Avenue- ref drawings UR048, UR051;

Duct bank with 4 conduits connecting the County vault M203 on third Avenue to the County vault M213 on Prefontaine Place South;

And all other existing raceway elements required to provide a complete and operating DC feeder system as shown in the reference drawings.

3. The County shall retain the communications duct bank of 4 conduits C190 to C193, extending from University Street station (drawing E702A) to the Exchange Building (drawing 00-E-643).

B. Sound Transit shall at all times supply power via the existing 26KV AC power supply to the County's University Street substation up to the capacity of the substation. If Sound Transit

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

makes improvements in the capacity or reliability of the 26KV AC supply, such improvements shall be made available also to the County's traction power substations at no cost to the County. The County shall retain the AC circuit breakers in the substation.

C. Sound Transit shall be responsible for maintaining the existing power supply to the substation ancillary electrical panel AP-1 from emergency power panel EU4B for exclusive use by the County. Sound Transit shall maintain the existing power supply to all other circuits in rooms R13 and R14, including emergency power with reliability equal to Sound Transit's own emergency power supply. Sound Transit shall supply power at the existing level to the County's University Street TPSS ancillary station loads at existing levels plus 20% allowance for growth.

D. Sound Transit shall revise and maintain the existing conduit and cable systems which serve telephones and other communications functions in rooms R13 and R14 to provide for exclusive County use and ownership the following:

1. One voice grade circuit connected to the County's proprietary telephone system via dedicated lines in the commercial telephone system;

2. One voice grade circuit allowing dial out/dial in connections to the commercial telephone network; and

3. One 10 Base T Category 5 circuit for use by the County's University Substation SCADA remote terminal unit, connected a T-1 grade circuit in the commercial telephone network.

E. Sound Transit shall continue to provide at all times and maintain all the existing utilities and services to rooms R13 and R14 including ventilation, lighting, heating, security door hardware, intrusion detection, and fire detection and suppression.

4. Convention Place Station

A. The County shall retain ownership of Convention Place Station, including all real estate, equipment, fixtures and improvements therein and thereon.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

B. The County shall retain and have the right to relocate the Olive (CBD) traction power substation No. 36 and all related TPPS equipment into the Tunnel structure lying underneath 9th Avenue. No fee, payment, or charge shall be imposed for the County's relocation of or use of such space for the relocated Olive (CBD) traction power substation No. 36 and all related TPPS equipment. If relocated to the Tunnel under 9th Ave., at Sound Transit's cost, necessary 26KV conduit shall be constructed to the relocated substation. If the substation and related equipment is relocated to a location other than the Tunnel under 9th Ave., Sound Transit shall, at its cost, construct 26KV conduit for the County's use to the edge of the Tunnel under 9th as approved by the County. Duct banks connecting Sound Transit's 26KV system to the County's Olive substation shall be constructed per designs reviewed and approved by the County. Routing of such duct banks on the County property will be determined by the County. Whether relocated or not, and regardless of the relocated location, Sound Transit shall continue to supply power to the County's Olive substation via a primary and redundant secondary cable system at levels up to the capacity of the substation equipment whether in its existing or the relocated site. This 26KV AC distribution system will be a part of the system supplying power to Sound Transit's traction power substations in other locations. The County shall retain the conduit for this power system existing on County retained property, and the AC circuit breakers at it's Olive Substation. If Sound Transit makes improvements in the capacity or reliability of the 26KV AC supply, such improvements shall be made available also to the County's traction power substations at no cost to the County.

C. The County shall retain ownership of DC traction power feeder ducts and cables extending beyond the limits of Convention place and into Pine St. and 9th Avenue. These feeder cables include:

Duct bank of 14 conduits extending from the County vault M201 in Convention place Station to the County vault S36M200 in 9th Avenue;

Duct bank of 10 conduits connecting the County vault S36M200 to the County vault S36M2 in 9th Ave;

Duct bank of 8 conduits connecting the County vault S36M200 to the County vault M55 in the intersection of 9th Ave and Pine St.;

Duct bank of 2 conduits connecting the County vault M55 to pole 40W-1019 at Minor Ave and Pine St.;

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Duct bank of 2 conduits connecting the County vault M55 to pole 40W-1668 in Pine St.;

Duct bank of 3 conduits connecting the County vault M55 to pole the County vault M33 in Pike St. and to pole 40W-1085 on 9th Ave.

D. Sound Transit activities could potentially affect certain County owned underground systems and also certain utilities not owned by the County but serving Convention Place Station. At all times Sound Transit shall:

1. Maintain in service the traction power supply system 26KV AC cables which supply power to the County's Olive traction power substation located in Convention Pace Station or as relocated to the Tunnel structure;

2. Maintain in service all the County DC traction power feeder cables in Pine St. and 9th Avenue;

3. Maintain in service the existing telephone service to Convention place station or arrange for an alternative service acceptable to the County;

4. Maintain in service the existing Seattle City Light station ancillary electric service to Convention Place Station and the existing SCL transformer vault room in Convention Place Station; and

5. Maintain in service the existing water, sewer, and steam utility services currently serving Convention Place Station.

E. If Sound Transit interrupts other emergency systems currently located in the existing tunnel between Convention place Station and Westlake Station, Sound Transit will be responsible for alternate means of providing any required replacement for those systems in the Tunnel. Such systems include fire detection, fire suppression (deluge and sprinkler) systems, emergency ventilation systems, emergency communications system, emergency exits, and other emergency systems.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

F. The existing emergency generator at Convention Place Station supplies emergency power to Convention Place Station, Westlake Station and University Street Station. The County shall retain ownership of the generator. Sound Transit shall be responsible for replacing this function at their expense after the Tunnel is transferred to Sound Transit.

5. Other

A. The County shall retain parts of the trolleybus overhead contact system and feeder cables in the Tunnel. The County shall remove the following items:

1. All curves, crossovers, and switches including controls and associated hanger, clamps, ears and other hardware;

Existing contact wire, torsion arm insulators and feeder cable shall be Tunnel Assets and transferred to Sound Transit as of the Transfer Date.

B. The County shall retain ownership of all radio equipment and systems existing in the Tunnel Assets except lossy-line antennas.

C. Notwithstanding any other provision of this Exhibit, Sound Transit shall supply 26KV normal, emergency, and ancillary power to the Retained Assets at the same reliability as such power is supplied to Sound Transit's assets and facilities.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

International District Station

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

STYMBOLS AND ABBREVIATIONS

- MAINTENANCE JACK
- METRO INFORMATION TELEPHONE
- YOUR NEXT BUS TELEPHONE
- EMERGENCY INTERSTATION TELEPHONE
- EMERGENCY TELEPHONE
- PAY TELEPHONE
- PABX TELEPHONE
- FARE VENDING
- JUNCTION BOX

CAO CUSTOMER ASSISTANCE OFFICE
MR MACHINE ROOM
HW HOISTWAY
C# CONDUIT IDENTIFICATION NUMBER

PS-12 FIXTURE IDENTIFIER
EVEN = WEST SIDE OF STATION
ODD = EAST SIDE OF STATION

FIXTURE TYPE
M = MAINTENANCE JACK
P = METRO INFORMATION TELEPHONE
A = YOUR NEXT BUS TELEPHONE
E = EMERGENCY TELEPHONE
I = EMERGENCY INTERSTATION TELEPHONE
B = PAY TELEPHONE
X = PABX TELEPHONE
V = FARE VENDING CONNECTION
TJ= TELEPHONE JUNCTION BOX
CJ= SUPERVISORY AND CONTROL JUNCTION BOX

STATION FLOOR LOCATION
PL = PLAZA
P = PLATFORM

NOTES - SHEET C208

1. PHONES, JACKS, WIRING AND FARE VENDING EQUIPMENT BY OTHERS.

THIS BAR IS 1" ACTUAL SIZE.
IF NOT 1", SCALE ACCORDINGLY.

3	AS-BUILT	AH	4/90
4	F.O. I-354	SS	10/89
4	PWC 341, MS E308-02	SS	7/89
3	PWC 22, E308.31	JPB	11/90
(2)	Addendum No.4	H.S.	
(1)	Addendum No.1	H.S.	
NO.	REVISION	BY	DATE

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

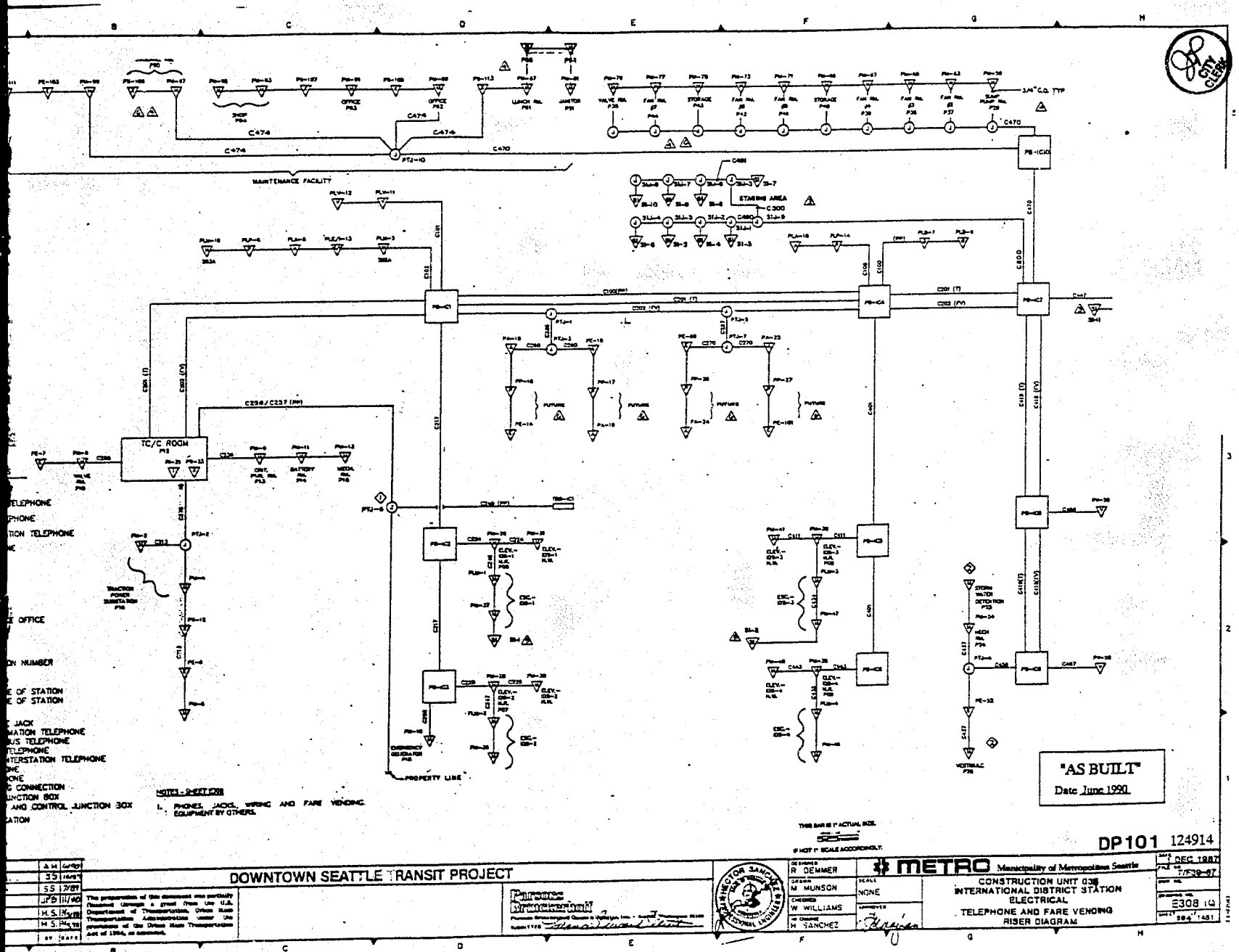
DOWNTOWN SEATTLE TRANSIT PROJECT

Parsons Brinckerhoff

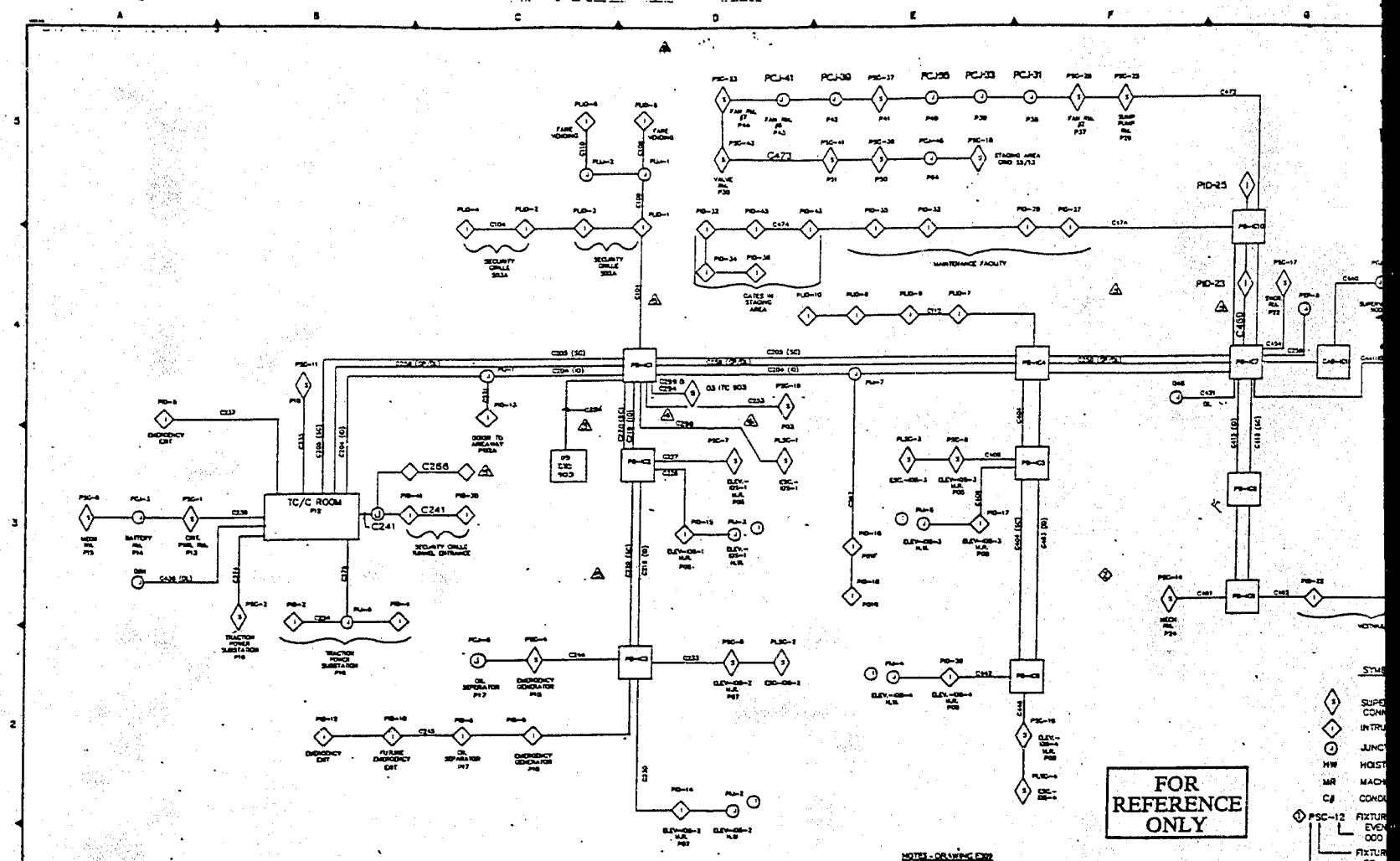
DESIGNED R DEMMER
DRAWN M MUNSON
CHECKED W WILLIAMS
IN CHARGE H SANCHEZ
SCALE NONE
APPROVED

METRO Municipality

CONSTRUCTIO
INTERNATIONAL DI
ELECTR
TELEPHONE AND
RISER DI



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



4	PWC 449.	5309.04	SS	12/88
4	PWC 396	5309.03	SS	11/88
3	PWC 337	5309.02	SS	3/88
3	PWC 190	5309.01	SS	1/88
2	Addendum No.4		H S	10/88
1	Addendum No.1		H S	9/88
NO	REVISION	BY	DATE	

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

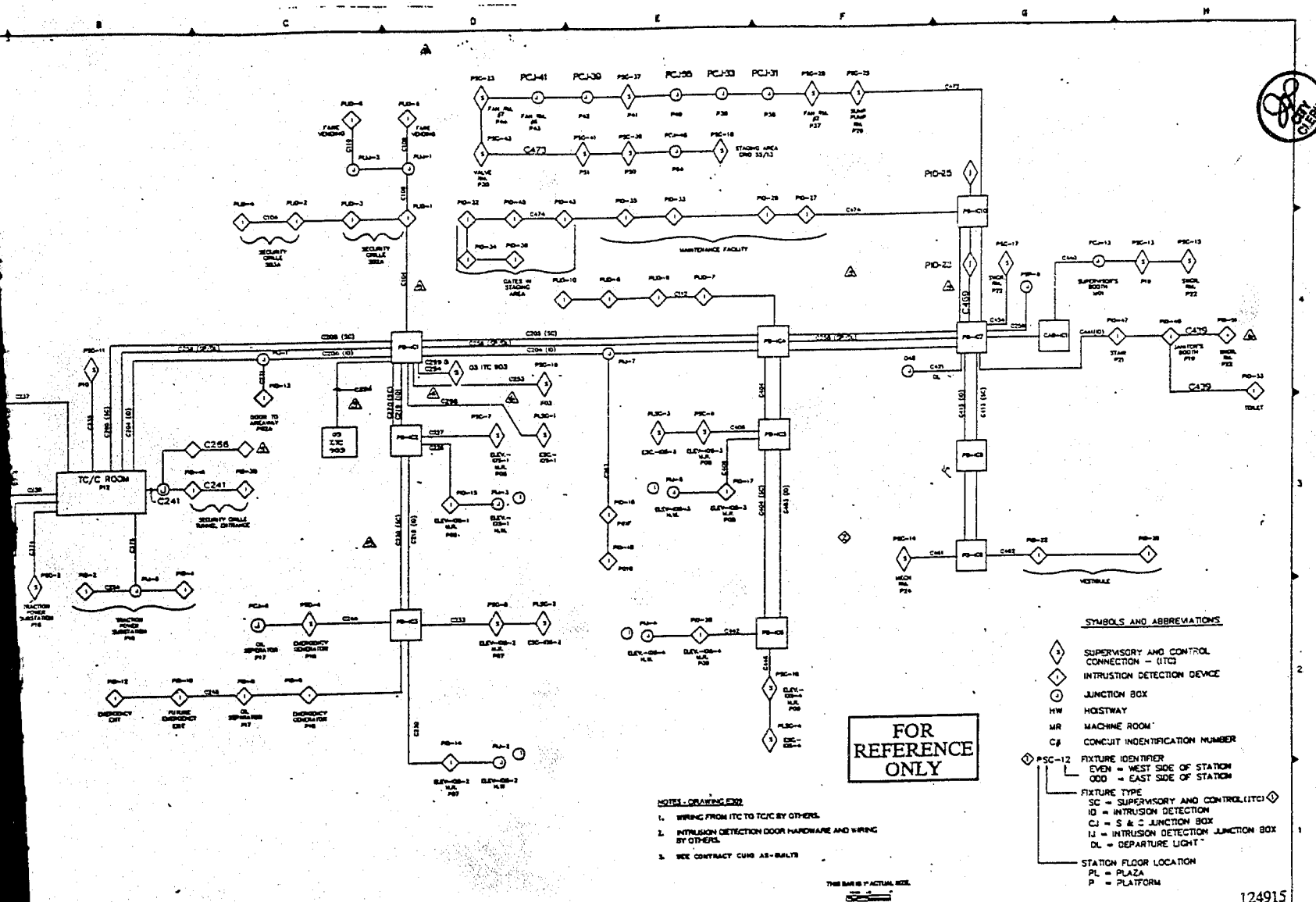
Parsons Brinckerhoff

DESIGNED R. DEMMER
DRAWN M. MUNSON
CHECKED W. WILLIAMS
QA CHECK H. SANCHEZ

SCALE NONE

METRO Municipality of

CONSTRUCTION
INTERNATIONAL DIST
ELECTRO
SUPERVISORY AND
AND INTRUSION DETECTION



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C100	PP	PB-IC1	PLS-9	1	5
C101	FV	PB-IC1	PLV-12	1	5
C102	T	PB-IC1	PLM-10	1	10
C103	SD	PB-IC1	PLSD-2	1	10
C104	ID	PB-IC1	PLID-4	1	25
C105	TV	PB-IC1	MONITOR	1	20
C106	TV	PB-IC1	MONITOR	1	20
C107	PA	PB-IC1	PLPM-1	1	5
C108	T	PB-IC4	PLA-16	1	5
C109	ID	PLID-1	PLID-5	1	15
C110	ID	PLIJ-1	PLID-6	1	10
C111	SD	PLSJ-1	PLSD-1	1	10
C112	ID	PB-IC4	PLID-10	1	20
C113	SD	PB-IC1	FMP	2	30
		SEE NOTE 1			

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C200	SD	TC/C	PB-IC7	3	30
C201	T	TC/C	PB-IC7	3	3
C202	FV	TC/C	PB-IC7	3	3
C203	PA	TC/C	PB-IC7	3	10
C204	ID	TC/C	PB-IC7	3	30
C205	SC	TC/C	PB-IC7	(2)-2"	30
C206	TV	TC/C	PB-IC17	△ 3	35
C207	TV	TC/C	PB-IC17	3	35
C208	TVM	TC/C	CAB-IC17	3	30
C209	TVM	TC/C	CAB-IC17	3	30
C210	TVM	TC/C	CAB-IC17	3	30
C211	TVM	TC/C	CAB-IC17	1	30
C212	AF	TC/C	PLTFRM	3	5
C213	T	PM-2	PM-8	1	10
C214	SD	PSD-8	PSD-2	1	20
C215	PA	PSK-8	PSK-2	1	4
C216	SD	PB-IC1	PSD-34	1-1/2	25
C217	T	PB-IC1	PB-IC4	1-1/2	15
C218	PA	PB-IC1	PB-IC3	1-1/2	10
C219	ID	PB-IC1	PB-IC3	1-1/2	20
C220	SC	PB-IC1	PB-IC3	1-1/2	20
C221	TV	PB-IC1	PB-IC3	1-1/2	30
C222	TV	PB-IC1	PB-IC3	1-1/2	30
C223	SP	PB-IC1	PB-IC4	1-1/2	0
C224	T	PB-IC2	PM-31	1	10
C225	PA	PB-IC2	PPJ-5	1	5
C226	ID	PB-IC2	PIJ-3	1	15
△ C227	SC	PB-IC2	PLSC-1	1-1/2	15
C228	SD	PB-IC2	PSD-93	1	15
C229	T	PB-IC3	PM-30	1	10
C230	ID	PB-IC3	PIJ-2	1	15
C231	SD	PB-IC3	PSD-92	1	15
C232	PA	PB-IC3	PPJ-4	1	5
C233	SC	PB-IC3	PLSC-2	2	15
C234	SD	PSD-25	PSD-29	1	15
C235	SC	TC/C	PSC-11	1	10
C236	T	TC/C	PM-13	1	5
C237	ID	TC/C	PID-5	1	15
C238	SC	TC/C	PSC-5	1	20
C239	PA	PSK-11	PSK-5	1	10
C240	SD	PSD-9	PSD-5	1	25
C241	ID	TC/C	PID-30	1	15
C242	SD	PSD-7	PSD-13	1	10
C243	SD	PSD-16	PSD-20	1	25
△ C244	SC	PB-IC3	PCJ-6	1-1/2	15
C245	ID	PB-IC3	PID-12	1	20
△ C246	T	PM-29	SI-1	1	5
C247	T	PM-28	PM-36	1	5
C248	SD	PSD-159	PSD-89	1	25
C249	PP	TBB-IC1	PB-IC2	2-2"	5
C250	SD	PSD-10	PSD-24	1	10
C251	SD	PSD-15	PSD-23	1	15
C252	SD	PB-IC1F	PSD-75	1	10
△ C253	SC	PB-IC1	PSC-19	2	10
C254	ID	PID-2.	PID-4	1	15
C255	SD	PSD-22	PSD-32	1	15
C256	PP	TC/C	PROPERTY LINE	2	5 ⟨1⟩
C257	SP	TC/C	PROPERTY LINE	2	0 ⟨1⟩
C258	SP	TC/C	PSP-8	3	0
C259	TT	TC/C	PTT-1	2	0

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C260	T	PE-14	PA-19	2	15
C261	SD	PSJ-3	PSD-49	2	20
C262	PA	PPJ-7	PSK-32	2	20
C263	PA	PSK-23	PSK-45	1	20
C264	PA	PSK-22	PSK-44	1	20
C265	SD	PSD-37	PSD-50	2	20
C266	ID	TC/C	GATE	1	△
C267	ID	PIJ-7	PID-28	1	15
C268		SEE NOTE 1			
C269		SEE NOTE 1			
C270	T	PA-24	PE-101	2	15
C271	ID	PIJ-1	PID-13	1	10
C272	SD	TC/C	PSJ-2	1	20
C273	PA	TC/C	PPJ-3	1	10
C274	SC	TC/C	PSC-2	1	15
C275	ID	TC/C	PIJ-6	1	15
C276	T	TC/C	PTJ-2	1	10
C277	SP	TC/C	PSP-2	1	0
C278		SEE NOTE 1			
C279					
C280					
C281					
C282					
C283					
C284					
C285	T	TC/C	PE-7	1	5
C286	T	PTJ-1	PTJ-3	1	15
C287	T	PTJ-5	PTJ-[illegible]	1	15
C288	T	PB-IC3	PM-10	1	5
C289		SEE NOTE 1			
C290		SEE NOTE 1			
C291	PA	PB-IC2	PSK-15	1	5
C292	PA	PB-IC3	PSK-66	1	5
C293	SP	PB-IC7	PB-IC10	3	△
C294	SC	PB-IC1	ITC-903	1	
C295	SC	PB-IC1	ITC-910	1	△
C296	SC	TC/C	ITC-920	1	△
C297	PA	PB-IC1	PSK-17A	1	△
C298	SC	PB-IC1	PSC-1	1	△
C299	SC	PB-IC1	ITC 903	1	△

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C300	TV	PB-IC2	PVJ-9	1	30
C301	TV	PB-IC2	PVJ-9	1	30
C302	TV	PB-IC2	PVJ-5	1	20
C303	TV	PB-IC2	PVJ-5	1	20
C304	TV	PB-IC3	PVJ-10	1	30
C305	TV	PB-IC3	PVJ-10	1	30
C306	TV	PB-IC3	PVJ-6	1	20
C307	TV	PB-IC3	PVJ-6	1	20
C308	TV	PB-IC5	PTV-9	1	30
C309	TV	PB-IC5	PTV-9	1	30
C310	TV	PB-IC8	PTV-10	1	30
C311	TV	PB-IC8	PTV-10	1	30
C312		SEE NOTE 1			
C313					
C314					
C315					
C316					
C317					
C318					
C319					
C320	TV	PB-IC8	PTV-13	1	30
C321	TV	PB-IC8	PTV-13	1	30
C322	TV	PB-IC9	PTV-14	1	30
C323	TV	PB-IC9	PTV-14	1	30
C324		SEE NOTE 1			
C325					
C326					
C327					
C328					

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C400	SD	PB-IC4	PB-IC6	1-1/2	20
C401	T	PB-IC4	PB-IC6	1-1/2	15
C402	PA	PB-IC4	PB-IC6	1-1/2	15
C403	ID	PB-IC4	PB-IC5	1-1/2	20
C404	SC	PB-IC4	PB-IC5	1-1/2	20
C405	TV	PB-IC4	PB-IC5	1-1/2	30
C406	TV	PB-IC4	PB-IC5	1-1/2	30
C407	SP	PB-IC4	PB-IC5	1-1/2	0
C408	SC	PB-IC5	PLSC-3	1	15
C409	ID	PB-IC5	PIJ-5	1	15
C410	SD	PB-IC5	PSD-97	1	15
C411	T	PB-IC5	PM-41	1	10
C412	PA	PB-IC5	PPJ-9	1	5
C413	SC	PB-IC7	PB-IC9	1-1/2	20
C414	PA	PB-IC7	PB-IC9	1-1/2	10
C415	ID	PB-IC7	PB-IC9	1-1/2	20
C416	TV	PB-IC7	PB-IC9	1-1/2	30
C417	TV	PB-IC7	PB-IC9	1-1/2	30
C418	FV	PB-IC7	PB-IC9	1-1/2	5
C419	T	PB-IC7	PB-IC9	1-1/2	5
C420	SP	PB-IC7	PB-IC9	1-1/2	0
C421	DL	PB-IC7	D4S	1	10
C422	PA	CAB-IC1	PSK-21	1	10
C423	SD	PB-IC7F	PSD-73	1-1/2	20
C424	PA	PSK-51	PSK-55	1	0
C425	SD	PSD-57	PSD-63	1	20
C426	SD	PB-IC7F	PSD-67	1	15
C427	T	CAB-IC1	PE-57	1	15
C428	T	CAB-IC1	PM-49	1	10
△ C429	T	CAB-IC1	PX-25/SS3	1	10
C430	SD	PSD-127	PSD-157	1	15
C431	PA	CAB-IC1	PSK-59	1	15
C432	SD	PSJ-5	PSD-55	1	15
C433	SD	PSJ-6	PSD-56	1	15
△ C434	T	PM-39	SI-2	1	10
C435	T	PM-38	PM-46	1	10
C436	DL	TC/C	D5N	1	10
C437	T	PM-48	PM-56	1	10
C438	SC	PB-IC8	PSC-21	1	10
C439	ID	PID-21	PID-53	1	15
C440	SC	CAB-IC1	PSC-15	1	20
C441	ID	PB-IC7	PID-49	1	15
C442	ID	PB-IC8	PIJ-4	1	15
C443	T	PB-IC8	PM-40	1	10
C444	PA	PB-IC8	PPJ-8	1	5
C445	SD	PB-IC8	PSD-96	1	15
△ C446	SC	PB-IC8	PSC-12	1-1/2	15
C447	T	PB-IC7	CAB-IC1	1	10
C448	PA	PB-IC7	CAB-IC1	1	15
C449	SP	PB-IC4	PB-IC6	1	0
C450	SC	PB-IC7	CAB-IC1	1	15
C451		SEE NOTE 1			
C452	SP	PB-IC7	CAB-IC1	1	0
C453	SP	PB-IC7	CAB-IC1	1	0
C454	SC	PB-IC7	PSC-17	1	15
C455	SC	PB-IC7	ITC-919	1	△
C456	T	PB-IC9	PTJ-4	1	10
C457	PA	PB-IC9	PSK-54	1	5
C458	PA	PB-IC9	PSK-64	1	10
C459	SD	PSD-71	PSD-64	1	15

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C460	SD	PSD-68	PSD-68	[illegible]	10
C461	SC	PB-IC9	PSC-16	1	[illegible]
C462	ID	PB-IC9	PID-26	1	[illegible]
C463	TV	PVJ-2	PTV-15	[illegible]	[illegible]
C464	TV	PVJ-2	PTV-15	1	30
C465		SEE NOTE 1			
C466	FV	PB-IC8	PV-59	1	5
C467	FV	PB-IC9	PV-58	1	5
C468	SC	PSC-37	ITC-911	1	△
C469	ID	PB-IC10	PID-25	1	5
C470	T	PB-IC7	PM-79 △	2	20
C471	PA	PB-IC7	PSK-115	2	10
C472	SD	PB-IC7F	PSJ-10	△ 2	30
C473	SC	PB-IC7	PSC-18	2	30
C474	ID	PB-IC7	PID-36	2	30
C475	TV	PB-IC7	PTV-16	1	30
C476	TV	PB-IC7	PTV-16	1	30
C477	SP	PB-IC7	PSP-3	1	0
C478	SP	PSP-4	PSP-5	1	0
C479	SC	PSC-39	ITC-912	1	△
C480	SP	PB-IC7	PSP-6	1	0
C481	CM	CMJ1	CP907	1	15
C482	CM	CMJ3	CMJ2	1	10
C483	SD	PSJ-20	PSD-149	3/4	△
C484	SD	PSJ-20	PSD-139	1	
C485	SD	PSJ-20	PSD-121	1	
C486	PA	PPJ-20	PSK-111	1	
C487	PA	PPJ-20	PSK-105	1	
C488	PA	PPJ-20	PSK-93	3/4	
C489	SC	PCJ-45	ITC-913	1 △	
C490	GI	SIJ-4	C500	1	— △
C491	SI	SIJ-5	C500	1	—
C492	SP	PB-IC10	SS-2	1-1/2	△
C493	SP	PB-IC10	SS-6	1-1/2	
C494	SP	PB-IC10	SS-8	1-1/2	
C495	T	PTJ-10	PX 111	3/4	△
C496	T	PTJ-10	PX 109	3/4	
C497	T	PTJ-10	PM-95	1	
C498	T	PTJ-10	PM-81	3/4	
C499	T	PB-IC-10	PTJ-10	2	

NOTES:
1. INTENTIONALLY LEFT BLANK

FOR REFERENCE ONLY

THIS BAR IS 1" ACTUAL SIZE. IF NOT 1", SCALE ACCORDINGLY.

DP101 12491

NO.	REVISION		BY	DATE
△	PWC 449	E311.06	SS	12/89
△	PWC 398	E311.05	SS	11/89
△	PWC 337	E311.04	SS	8/89
△	PWC 247	E311.03	SS	7/89
△	PWC 190	E311.02	SS	7/89
△	PWC 22, E311.01		JPB	11/88
⟨1⟩	Addendum No. 1		HS	[illegible]

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

DOWNTOWN SEATTLE TRANSIT PROJECT

Parsons Brinckerhoff

METRO Municipality of Metropolitan Seattle

DESIGNED R. DEMMER
DRAWN M. MUNSON
CHECKED W. WILLIAMS
IN CHARGE H. SANCHEZ
SCALE NONE
APPROVED

CONSTRUCTION UNIT 03B
INTERNATIONAL DISTRICT STATION
ELECTRICAL

COMMUNICATIONS CONDUIT SCHEDULE

DATE DEC 79
DRAWING NO. E311

COND. NO.	CIRC. IDENT.	FROM	TO ◇2	SIZE INCHES	% FILL
C500	LD	LD76	PB-IC7	1 1/2"	20
~~C501~~	~~LD~~	~~LD64~~	~~TC/C~~	~~1 1/2"~~	~~20~~
~~C502~~	~~LD~~	~~LD63~~	~~TC/C~~	~~1 1/2"~~	~~20~~
~~C503~~	~~LD~~	~~LD74~~	~~PB-IC7~~	~~1 1/2"~~	~~20~~
~~C504~~	~~LD~~	~~LD75~~	~~PB-IC7~~	~~1 1/2"~~	~~20~~
~~C505~~	~~LD~~	~~LD73~~	~~PB-IC7~~	~~1 1/2"~~	~~20~~
C506		SEE NOTE 1			
C507					
C508					
C509					
C510					
C511					
C512					
C513					
C514					
C515					
C516					
C517					
C518					
C519					
C520					
C521	SWC	PSS-TCC	IDS-TCC	3	30
C522	SWC	PSS-TCC	IDS-TCC	3	30
C523	SWC	PSS-TCC	IDS-TCC	3	30
C524	SWC	PSS-TCC	IDS-TCC	3	30
C525	SWC	PSS-TCC	IDS-TCC	3	30
C526	SWC	PSS-TCC	IDS-TCC	3	30
C527	SWC	PSS-TCC	IDS-TCC	3	30
C528	SWC	PSS-TCC	IDS-TCC	3	30
C529		SEE NOTE 1			
C530	SWC	USS-TCC	PSS-TCC	3	30
C531	SWC	USS-TCC	PSS-TCC	3	30
C532	SWC	USS-TCC	PSS-TCC	3	30
C533	SWC	USS-TCC	PSS-TCC	3	30
C534	SWC	USS-TCC	PSS-TCC	3	30
C535	SWC	USS-TCC	PSS-TCC	3	30
C536	SWC	USS-TCC	PSS-TCC	3	30
C537	SWC	USS-TCC	PSS-TCC	3	30
C538	SWC	WLS-TCC	USS-TCC	3	30
C539	SWC	WLS-TCC	USS-TCC	3	30
C540	SWC	WLS-TCC	USS-TCC	3	30
C541	SWC	WLS-TCC	USS-TCC	3	30
C542	SWC	WLS-TCC	USS-TCC	3	30
C543	SWC	WLS-TCC	USS-TCC	3	30
C544	SWC	WLS-TCC	USS-TCC	3	30
C545	SWC	WLS-TCC	USS-TCC	3	30
C546	SWC	IDS-TCC	STUB-UP	3	30
C547	SWC	IDS-TCC		3	30
C548	SWC	IDS-TCC		3	30
C549	SWC	IDS-TCC		3	30
C550	SWC	IDS-TCC		3	30
C551	SWC	IDS-TCC		3	30
C552	SWC	IDS-TCC		3	30
C553	SWC	IDS-TCC		3	30
C554	SWC	PSS-TCC	IDS-TCC	3	
C555	SWC	PSS-TCC	IDS-TCC	3	

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C600		SEE NOTE 1			
C561					
C562					
C563					
C564					
C565					
C566					
C567					
C568					
C569	SD	TC/C	TUNNEL	2	30
C570	SD	TC/C	TUNNEL	2	30
		SEE NOTE 1			

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
NK460A	DC	TPSS	NM-2	4	
NK461A	DC	TPSS	NM-2	4	
NK462A	DC	TPSS	NM-2	4	
NK463A	DC	TPSS	NM-2	4	
NK500	DC	NM-2	TPB-R	4	
NK501	DC	NM-2	TPB-R	4	
NK502	DC	NM-2	TPB-R	4	
NK503	DC	NM-2	TPB-R	4	
NK504	DC	NM-2	TPB-R	4	
NK505	DC	NM-2	TPB-L	4	
NK506	DC	NM-2	TPB-L	4	
NK507	DC	NM-2	TPB-L	4	
NK508	DC	NM-2	TPB-L	4	
NK509	DC	NM-2	TPB-L	4	

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
PK401	DC	TPSS	PM-3	4	40
PK402	DC	TPSS	PM-3	4	40
PK403	DC	TPSS	PM-3	4	40
PK404	DC	TPSS	PM-3	4	40
PK405	DC	TPSS	PM-3	4	40
PK406	DC	TPSS	PM-3	4	40
PK407	DC	TPSS	PM-3	4	40
PK408	DC	TPSS	PM-3	4	40
PK409	DC	TPSS	PM-3	4	40
PK410	DC	TPSS	PM-3	4	40
~~PK411~~	~~DC~~	~~TPSS~~	~~PM-3~~	~~4~~	~~40~~
~~PK412~~	~~DC~~	~~TPSS~~	~~PM-3~~	~~4~~	~~40~~
~~PK413~~	~~DC~~	~~TPSS~~	~~PM-3~~	~~4~~	~~40~~
~~PK414~~	~~DC~~	~~TPSS~~	~~PM-3~~	~~4~~	~~40~~
~~PK415~~	~~DC~~	~~TPSS~~	~~PM-3~~	~~4~~	~~40~~
~~PK416~~	~~DC~~	~~TPSS~~	~~PM-3~~	~~4~~	~~40~~
PK417	DC	PM-3	PM-4	4	40
PK418	DC	PM-3	PM-4	4	40
PK419	DC	PM-3	PM-4	4	40
PK420	DC	PM-3	PM-4	4	40
PK421	DC	PM-3	PM-4	4	40
PK422	DC	PM-3	PM-4	4	40
PK423	DC	PM-3	PM-4	4	40
PK424	DC	PM-3	PM-4	4	40
PK425	DC	PM-3	PM-4	4	40
PK426	DC	PM-3	PM-4	4	40
PK427	DC	PM-4	FF/6.8	4	40
PK428		SEE NOTE 1			
PK429	DC	PM-4	FF/6.8	4	40
PK430		SEE NOTE 1			
PK431		SEE NOTE 1			
PK432	DC	PM-4	FF/12	2-4	40
PK434	DC	PM-4	FF/12	2-4	40
PK435	DC	PM-3	OCS	4	40
PK436	DC	PM-3	OCS	4	40
PK437	DC	PM-3	OCS	4	40
PK438	DC	PM-3	OCS	4	40
PK439	DC	PM-3	OCS	4	40
PK440	DC	PM-3	OCS	4	40
PK441	DC	PM-3	OCS	4	40
PK442	DC	PM-3	OCS	4	40
PK443	DC	PM-3	OCS	4	40
PK444	DC	PM-3	OCS	4	40

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
NK-460	DC	TPSS	NM-2	4	30
NK461	DC	TPSS	NM-2	4	30
NK462	DC	TPSS	NM-2	4	30
NK463	DC	TPSS	NM-2	4	30
NK464	DC	TPSS	NM-2	4	30
NK465	DC	TPSS	NM-2	4	30
NK466	DC	TPSS	NM-2	4	30
NK467	DC	TPSS	NM-2	4	30
NK468	DC	TPSS	NM-2	4	30
NK469	DC	TPSS	NM-2	4	30
NK470	DC	NM-2	OCS	4	30
NK471	DC	NM-2	OCS	4	30
NK472	DC	NM-2	OCS	4	30
NK473	DC	NM-2	OCS	4	30
NK474	DC	NM-2	OCS	4	30
NK475	DC	NM-2	OCS	4	30
NK476	DC	NM-2	OCS	4	30
NK477	DC	NM-2	OCS	4	30
NK478	DC	NM-2	NM-3	4	30
NK479	DC	NM-2	NM-3	4	30
NK480	DC	NM-2	NM-3	4	30
NK481	DC	NM-2	NM-3	4	30
NK482	DC	NM-2	NM-3	4	30
NK483	DC	NM-2	NM-3	4	30
NK484	DC	NM-3	EE/6.8	4	30
NK-485	DC	NM-3	EE/6.8/3	4	30
NK486	DC	NM-3	EE/6.8	4	30
		SEE NOTE 1			
TK097	AC	SCL MH	SCL VAULT	2	
TK197	AC	SCL MH	SCL VAULT	2	
TK101	AC	TPSS	TPB-35	5	40
TK201	AC	TPSS	TPB-36	5	40
TK151	AC	TPSS	TPB-35	5	40
TK251	AC	TPSS	TPB-36	5	40
TK701	AC	TPSS	TPSS	5	20
TK702	AC	TPSS	TPSS	5	20
TK703	AC	TPSS	TPSS	5	20
TK704	AC	TPSS	TPSS	5	20
TK705	AC	TPSS	TPSS	5	20
TK706	AC	TPSS	TPSS	5	20
TK707	AC	TPSS	TPSS	5	20
TK708	AC	TPSS	TPSS	5	20
TK709	AC	TPSS	TPSS	5	20
TK703A	AC	TPSS	TPSS	5	20
TK100	AC	TPB1	TPSS	5	
TK150					
TK200					
TK250					
TK099	AC	SW VAULT	TPB1	5	
TK149					
TK199					
TK249					
TK098	AC	SCL MH	SW VAULT	5	
TK148					
TK198					
TK248					

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
PJ478		SEE NOTE 1			
PJ479					
PJ480					
PJ481					
PJ482					
PJ483					
PJ484					
PJ485					
PJ486					
PJ487	DC	TPSS	CBD-3	4	40
PJ488	DC	TPSS	CBD-3	4	40
PJ489	DC	TPSS	CBD-3	4	40
PJ490	DC	CBD-5	TPSS	4	40
PJ491	DC	CBD-5	TPSS	4	40
PJ492	DC	CBD-5	TPSS	4	40
PJ493	DC	CBD-3	CBD-4	4	40
PJ494	DC	CBD-3	CBD-4	4	40
PJ495	DC	CBD-4	RISER	2	40
PJ496	DC	CBD-3	CBD-4	4	40
PJ497	DC	CBD-4	RISER	2	40
~~PJ498~~	~~DC~~	~~CBD-4~~	~~RISER~~	~~2~~	~~40~~
		SEE NOTE 1			
			5		
NJ500	DC	CBD-5	TPSS	4	40
NJ501	DC	TPSS	CBD-3	4	40
NJ502	DC	CBD-5	TPSS	4	40
NJ503	DC	TPSS	CBD-3	4	40
NJ504	DC	CBD-5	TPSS	4	40
NJ505	DC	TPSS	CBD-3	4	40
NJ506	DC	CBD-3	CBD-4	4	40
NJ507	DC	CBD-3	CBD-4	4	40
NJ508	DC	CBD-4	RISER	2	40
NJ509	DC	CBD-3	CBD-4	4	40
NJ510	DC	CBD-4	RISER	2	40
~~NJ511~~	~~DC~~	~~CBD-4~~	~~RISER~~	~~2~~	~~40~~
		SEE NOTE 1			

COMMUNICATIONS PULL BOX SCHEDULE

ID #	SIZE L X W X H	DWG. NO.
PB-IC1	36" X 36" X 12"	E247
PB-IC2	24" X 24" X 4 1/2"	E247
PB-IC3	24" X 24" X 4 1/2"	E247
PB-IC4	36" X 36" X 12"	E249
PB-IC5	24" X 24" X 4 1/2"	E249
PB-IC6	24" X 24" X 4 1/2"	E249
PB-IC7	36" X 36" X 12"	E249
PB-IC8	24" X 24" X 4 1/2"	E249
PB-IC9	24" X 24" X 4 1/2"	E249
PB-IC11	36" X 36" X 12"	E247
PB-IC14	36" X 36" X 12"	E249
PB-IC17	36" X 36" X 12"	E249

SMOKE DETECTOR PULL BOX SCHEDULE

ID #	SIZE L X W X H	DWG. NO.
PB-IC1F	24" X 24" X 6"	E247
PB-IC2F	8" X 8" X 3"	E247
PB-IC3F	8" X 8" X 3"	E247
PB-IC4F	24" X 24" X 6"	E249
PB-IC5F	8" X 8" X 3"	E249
PB-IC6F	8" X 8" X 3"	E249
PB-IC7F	24" X 24" X 6"	E249

NOTES:

1. INTENTIONALLY LEFT BLANK

FOR REFERENCE ONLY

THIS BAR IS 1" ACTUAL SIZE. IF NOT 1", SCALE ACCORDINGLY

DP101 124913

5	PWC #53 E312.01	FC	7/24/88
4	PWC #037 E312.02	CN	6/6/88
3	PWC F022. E312.03	VT	6/88
3	PWC F009	SF	6/88
2	Addendum No. 4	H.S.	1/4/88
1	Addendum No. 1	H.S.	8/88

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration, under the provisions of the Urban Mass Transportation Act of 1964, as amended.

Parsons Brinckerhoff

DESIGNED R. DEMMER
DRAWN M. MUNSON
CHECKED W. WILLIAMS
IN CHARGE H. SANCHEZ

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 03B.
INTERNATIONAL DISTRICT STATION
ELECTRICAL
(COMMUNICATIONS AND TRACTION POWER)
CONDUIT AND PULL BOX SCHEDULE

DATE 1 DEC 1987
FILE NO. T/F39-87
DRAWING NO. E312(
SHEET 1461

ROOM SCHEDULE

NO.	NAME
P01	PLATFORM
P02	ARCADE/WAY
P03	MECHANICAL ROOM
P04	ELEVATOR MACHINE ROOM 1
P05	ELEVATOR MACHINE ROOM 2
P10	VALVE ROOM
P11	EMERGENCY EXIT
P12	TC/C ROOM
P13	UPS ROOM
P14	BATTERY ROOM

"AS BUILT"

Date June 1990

NO.	REVISION	BY	DATE
7	PWC #63 AS-BUILT	96	
6	PWC 22, E216.03	UPS	
5	PWC #63 E216.02	JPS	
4	PWC 37	SS	
3	PWC 9 E216.01	SP	
(2)	Addendum No. 4	HS	
(1)	Addendum No. 1	HS	

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

DOWNTOWN SEATTLE TRANSIT PROJECT

	PWC 323, R.Q.-E271		SS	11/89
	PWC 398	E216.37	SS	11/89
	PWC 337	E216	SS	3/89
	PWC 347	E216.05	SS	7/89
	PWC 10	E216.04	SS	

Parsons Brinckerhoff

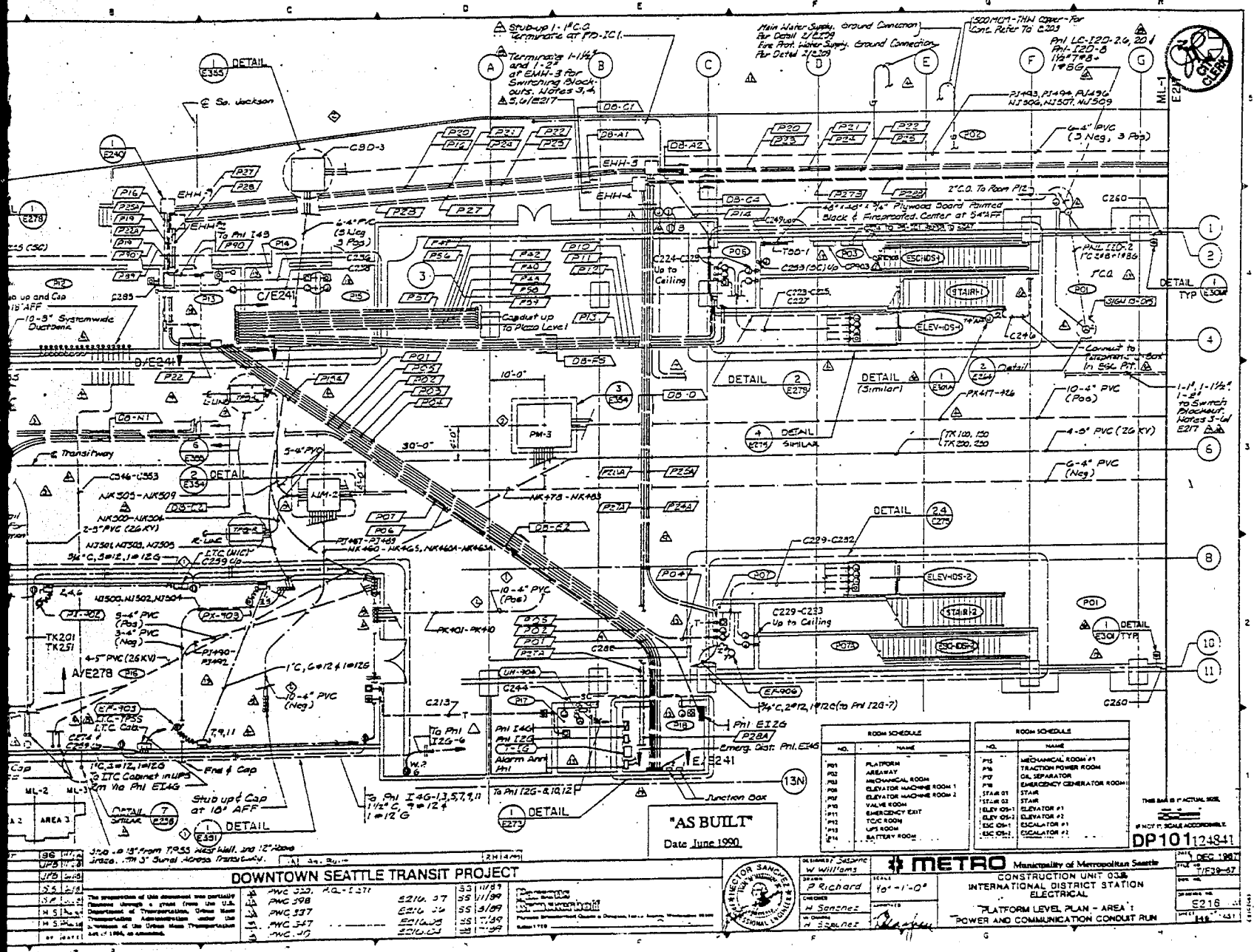
HECTOR SANCHEZ PROFESSIONAL ENGINEER

Designed: Sasprc / W Williams
Drawn: P Richard
Checked: H Sanchez
In Charge: H Sanchez
Scale: 1/8" = 1'-0"

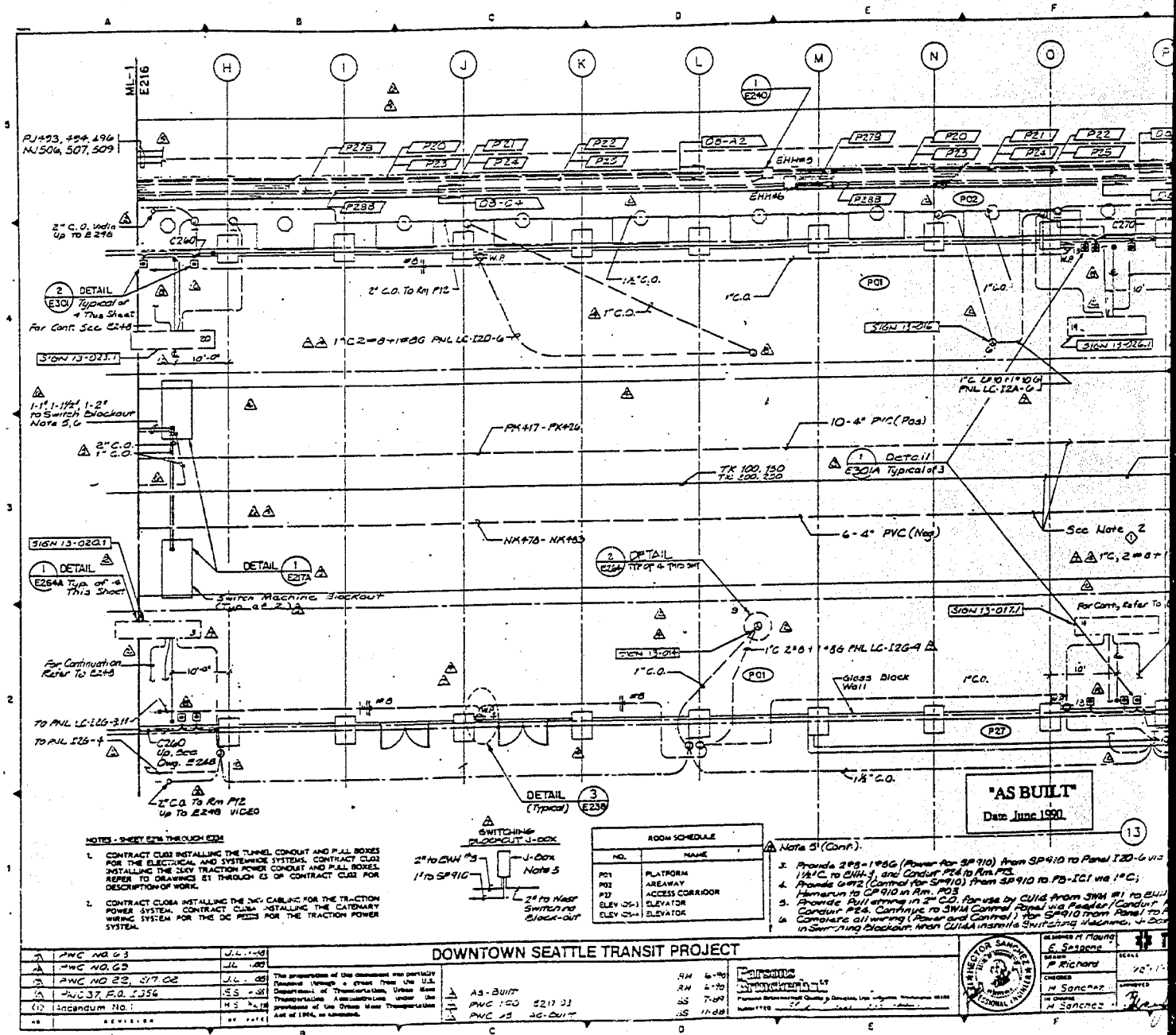
METRO

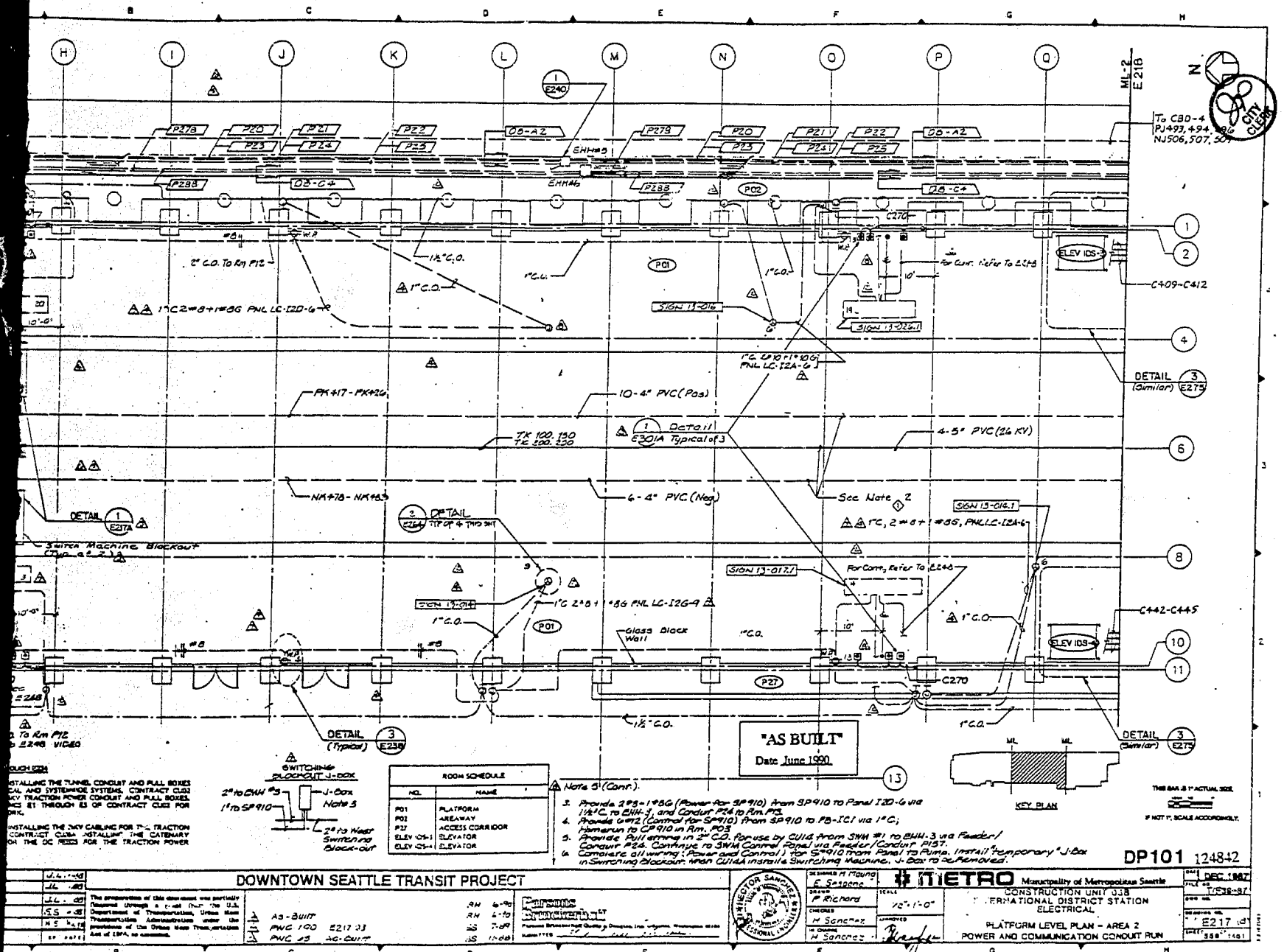
CONST... INTERNATION...

PLATFORM ... POWER AND COM...

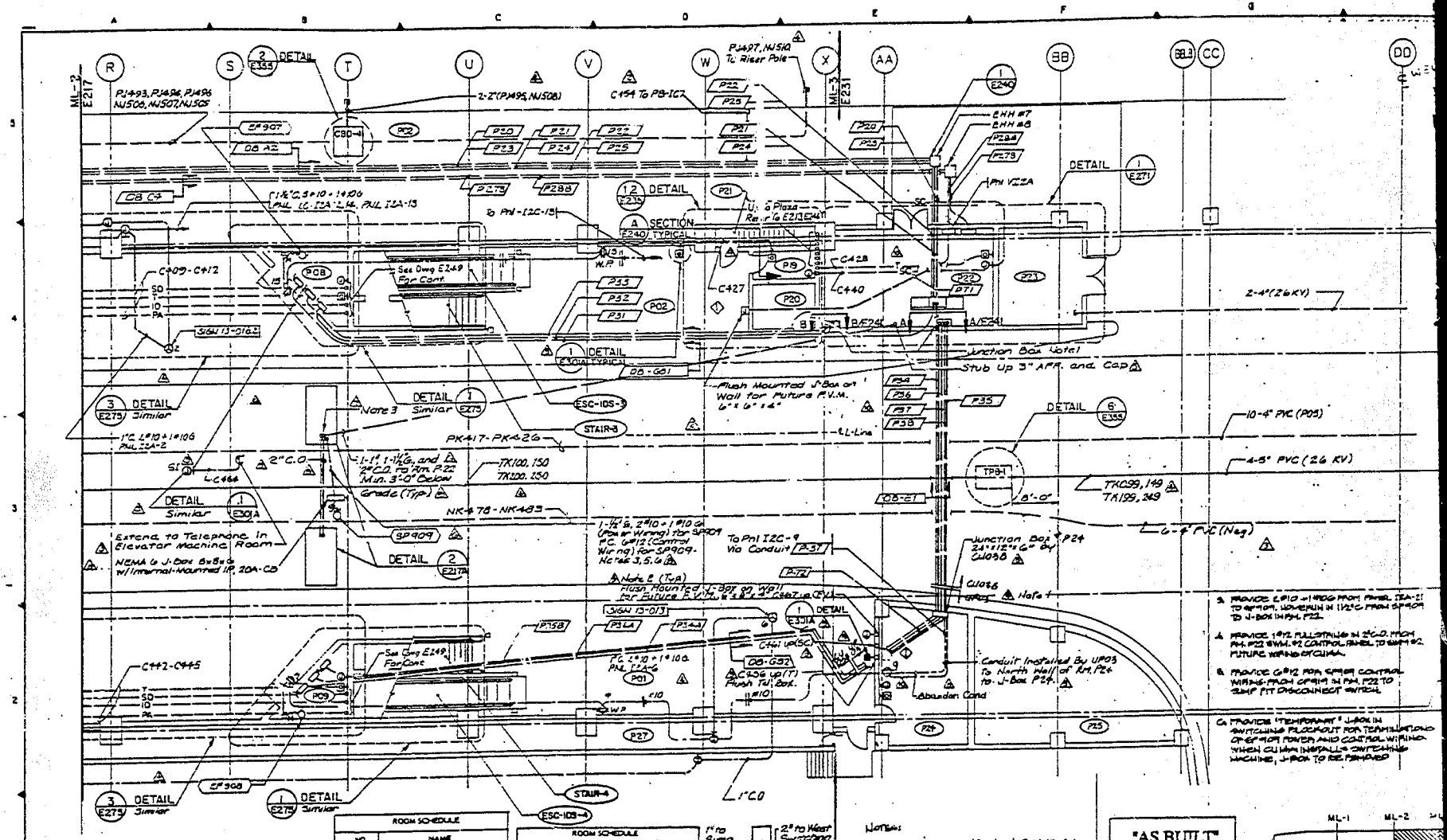


NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


"AS BUILT"
Date June 1990
DOWNTOWN SEATTLE TRANSIT PROJECT
Parsons Brinckerhoff
PJ 493, 494, 496
NJ 506, 507, 509
2" C.O. Into Up to E246
DETAIL 2 E301 Typical of 4 This Sheet
For Cont. See E248
SIGN 13-023.1
1-1" 1-1½" 1-2" to Switch Blockout Note 5, 6
2" C.O. 1" C.O.
SIGN 13-020.1
DETAIL 1 E264A Typ. of 4 This Sheet
For Continuation Refer To E248
TO PNL LC-I2G-3
TO PNL I26-4
C260 Up. See Dwg. E248
2" C.O. To Rm P12 Up To E248 VIDEO
DETAIL 1 E217A
Switch Machine Blockout (Typ. of 2)
DETAIL 2 E264A Typ. of 4 This Sheet
DETAIL 3 (Typical) E238
SWITCHING BLOCKOUT J-BOX
2" to EHH #3
1" to SP910
J-Box Note 5
2" to West Switch no Block-out
2" C.O. To Rm P12
1½" C.O.
1" C.O.
#8
W.P.
P01
P02
P27
Glass Block Wall
SIGN 13-016
SIGN 13-017.1
SIGN 13-216
SIGN 13-226.1
EHH#3
EHH#6
DB-A2
DB-C4
P276
P277
P278
P279
P20
P21
P22
P23
P24
P25
P26
P288
C270
PM417 - PK426
NK478 - NK483
TK 100, 150
TK 200, 250
10-4" PVC (Pos)
6-4" PVC (Neg)
Detail 1 E301A Typical of 3
See Note 2
1"C 2#8+1#8G PNL LC-I2A-3
1"C 2#8+1#8G PNL LC-I2G-9
Note 5 (Cont).
3. Provide 2#8+1#8G (Power for SP910) from SP910 to Panel I20-6 via 1½"C to EHH-3, and Conduit P26 to Rm P12.
4. Provide 6#12 (Control for SP910) from SP910 to FB-IC1 via 1"C; Homerun to CP910 in Rm. P03.
5. Provide Pull emmas in 2" C.O. for use by CUI4 from SWA #1 to EHH-3, Conduit P26, Continue to SWA Control Panel via Feeder/Conduit P
6. Complete all wiring (Power and Control) for SP910 from Panel to
6a. Complete all wiring (Power and Control) for SP910 from Panel to
in Switching Blockout when CUI4A installs Switching Machine, J-Box
NOTES - SHEET E216 THROUGH E234
1. CONTRACT CU32 INSTALLING THE TUNNEL CONDUIT AND PULL BOXES FOR THE ELECTRICAL AND SYSTEMWIDE SYSTEMS. CONTRACT CU32 INSTALLING THE 2KV TRACTION POWER CONDUIT AND PULL BOXES. REFER TO DRAWINGS E1 THROUGH E5 OF CONTRACT CU32 FOR DESCRIPTION OF WORK.
2. CONTRACT CU36A INSTALLING THE 2KV CABLING FOR THE TRACTION POWER SYSTEM. CONTRACT CU36A INSTALLING THE CATENARY WIRING SYSTEM FOR THE DC FEEDS FOR THE TRACTION POWER SYSTEM.
ROOM SCHEDULE
NO. NAME
P01 PLATFORM
P02 AREAWAY
P27 ACCESS CORRIDOR
ELEV (DS-) ELEVATOR
ELEV (DS+) ELEVATOR
PNC NO. 03
PNC NO. 02
PNC NO 22, 617.02
PNC 37, F.O. 1356
Incandum No.
AS-BUILT
PNC 150 E217.01
PNC 03 AS-BUILT
Washington Sanders
Richard Sancnez
Sancnez
Sancnez

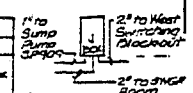


NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



ROOM SCHEDULE	
NO.	NAME
P01	PLATFORM
P02	AREAWAY
P08	ELEVATOR MACHINE ROOM 03
P09	ELEVATOR MACHINE ROOM 04
P19	JANITOR'S ROOM
P20	TOILET ROOM
P21	STAIR
P22	SWITCHGEAR ROOM
P23	TRANSFORMER VAULT

ROOM SCHEDULE	
NO.	NAME
P24	MECHANICAL ROOM
P25	STORM WATER DETENTION TANK
P26	VESTIBULE
P27	ACCESS CORRIDOR
STAIR 03	STAIR #3
STAIR 04	STAIR #4
ESC IDS-3	ESCALATOR #3
ESC IDS-4	ESCALATOR #4

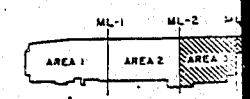


SWITCHING BLOCK-OUT JUNCTION BOX

NOTES:

1. CONDUIT FURNISHED & INSTALLED BY RAILROAD CONTRACTOR (UP03). AS ARE 6 # FLUSH MTD. J-BOX P.V. C467 & TEL. BOX, C456.
2. CONTRACT UP03 INSTALLED J-BOXES & CONDUITS. CONTRACT UP03 STUBBED CONDUITS NORTH OF ROOM P24 INTO CEILING SPACE. REFER TO E249 FOR CONTINUATION.

"AS BUILT"
Date June 1990



KEY PLAN

THIS BAR IS 1" ACTUAL SIZE.
IF NOT 1", SCALE ACCORDINGLY.

DP101

NO.	REVISION	BY	DATE
6	As-Built		
5	PNC 03 E218.02		
4	PNC 37 E219.04		
3	PNC 22 E218.03		
2	PNC 09 E218.01		
1	Cannaton		

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

4	E.O. 2-354	SS	10/87
3	PNC 463 E218.06	SS	1/90
2	PNC 90	SS	7/89
1	PNC 63 AS-BUILT	SS	1/89

Parsons Brinckerhoff Quade & Douglas, Inc. Seattle, Washington 98104

SUBMITTED

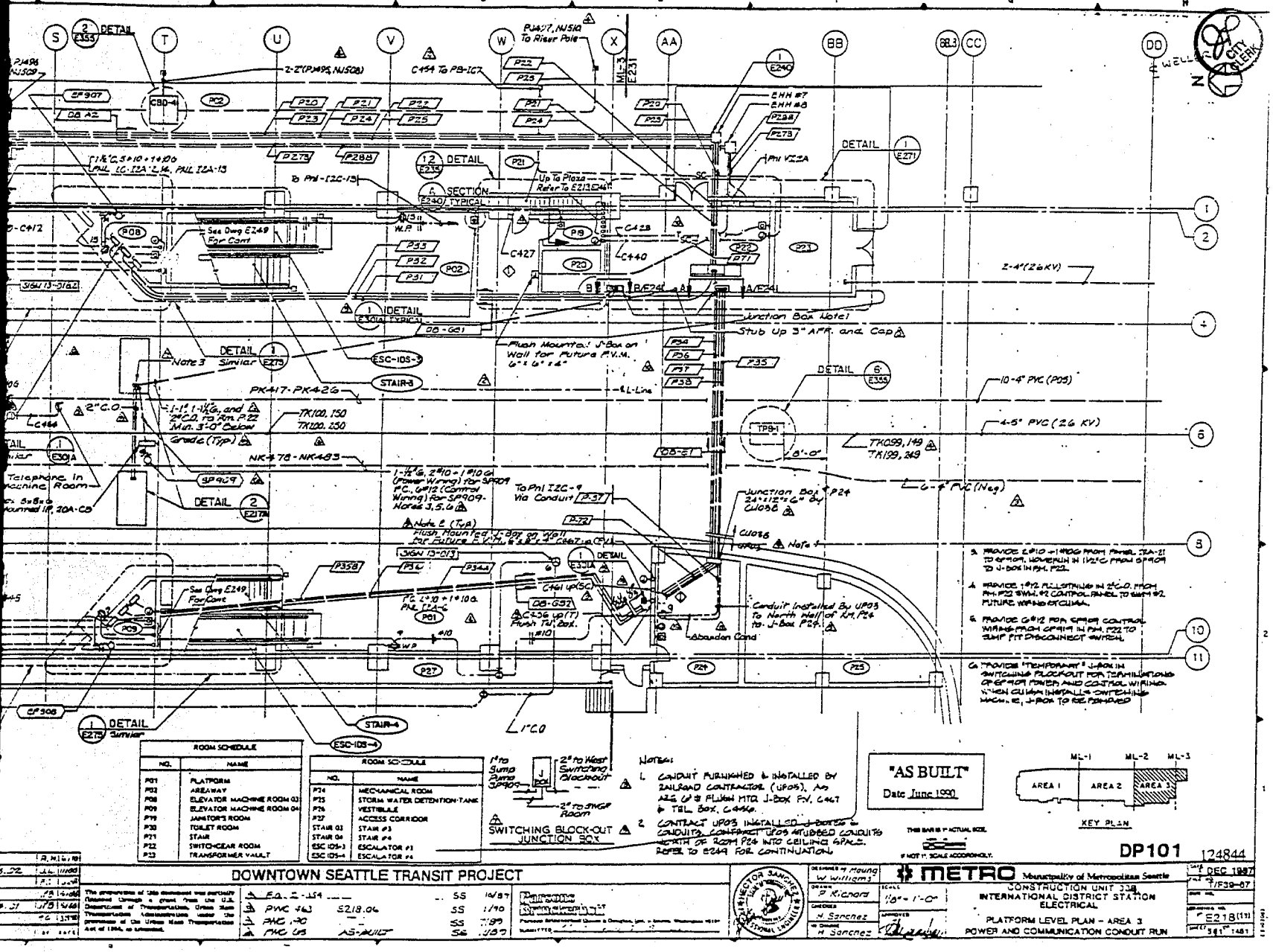
HECTOR SANCHEZ REGISTERED PROFESSIONAL ENGINEER

DESIGNED H. Maung W. Williams
DRAWN P. Richard
CHECKED H. Sanchez
IN CHARGE H. Sanchez

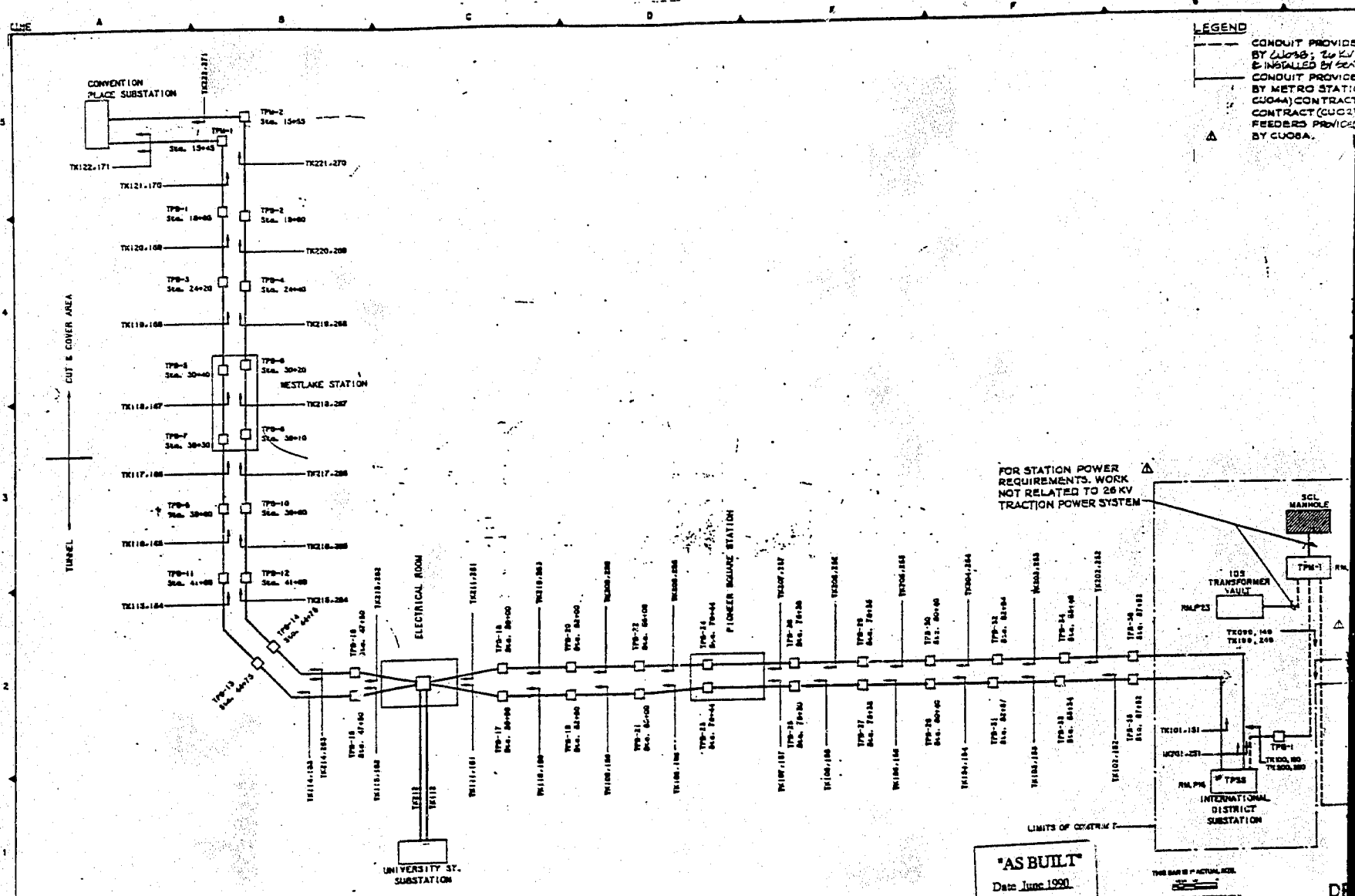
SCALE 1/8" = 1'-0"
APPROVED

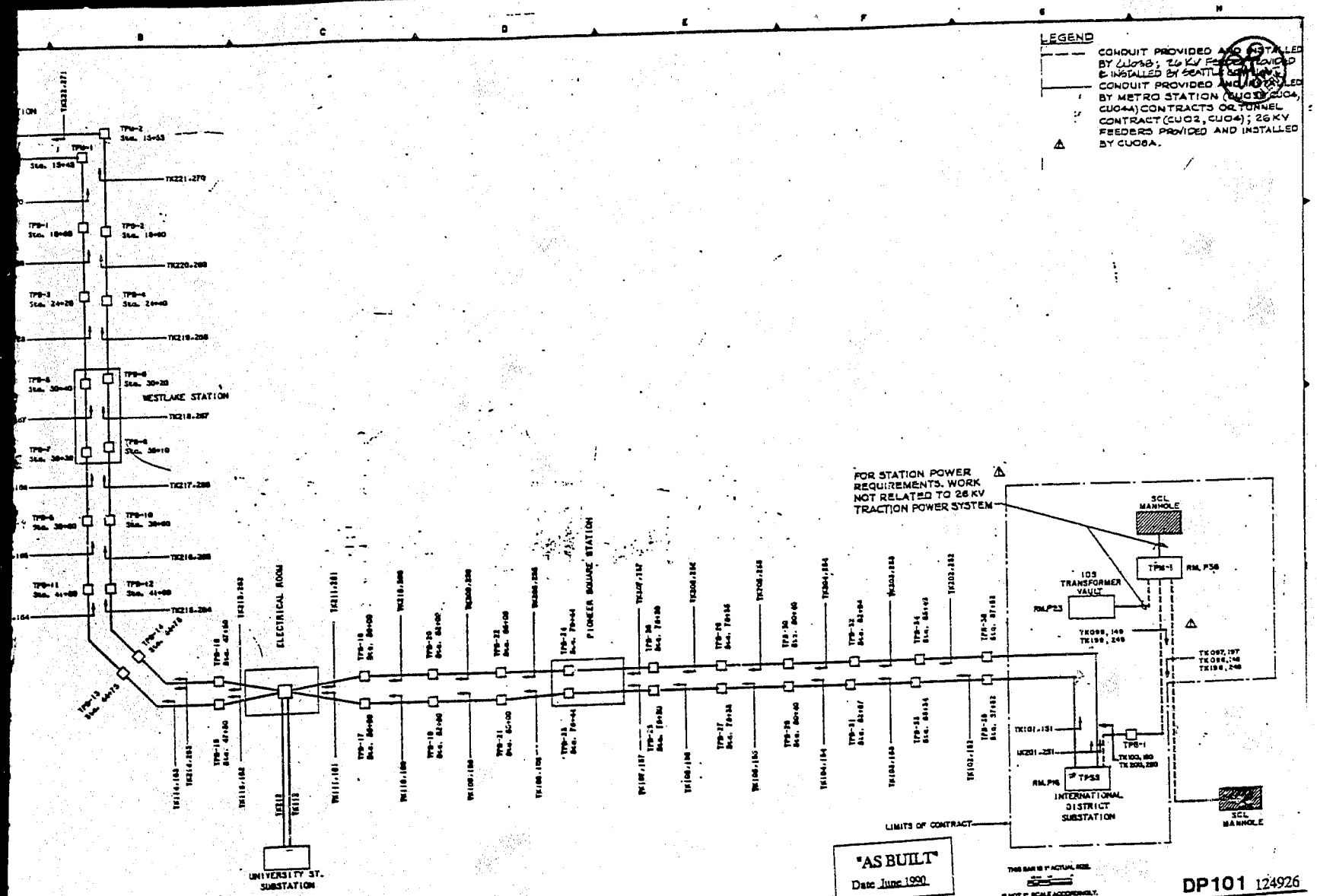
METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 038
INTERNATIONAL DISTRICT STATION
ELECTRICAL
PLATFORM LEVEL PLAN - AREA 3
POWER AND COMMUNICATION CONDUIT RUN

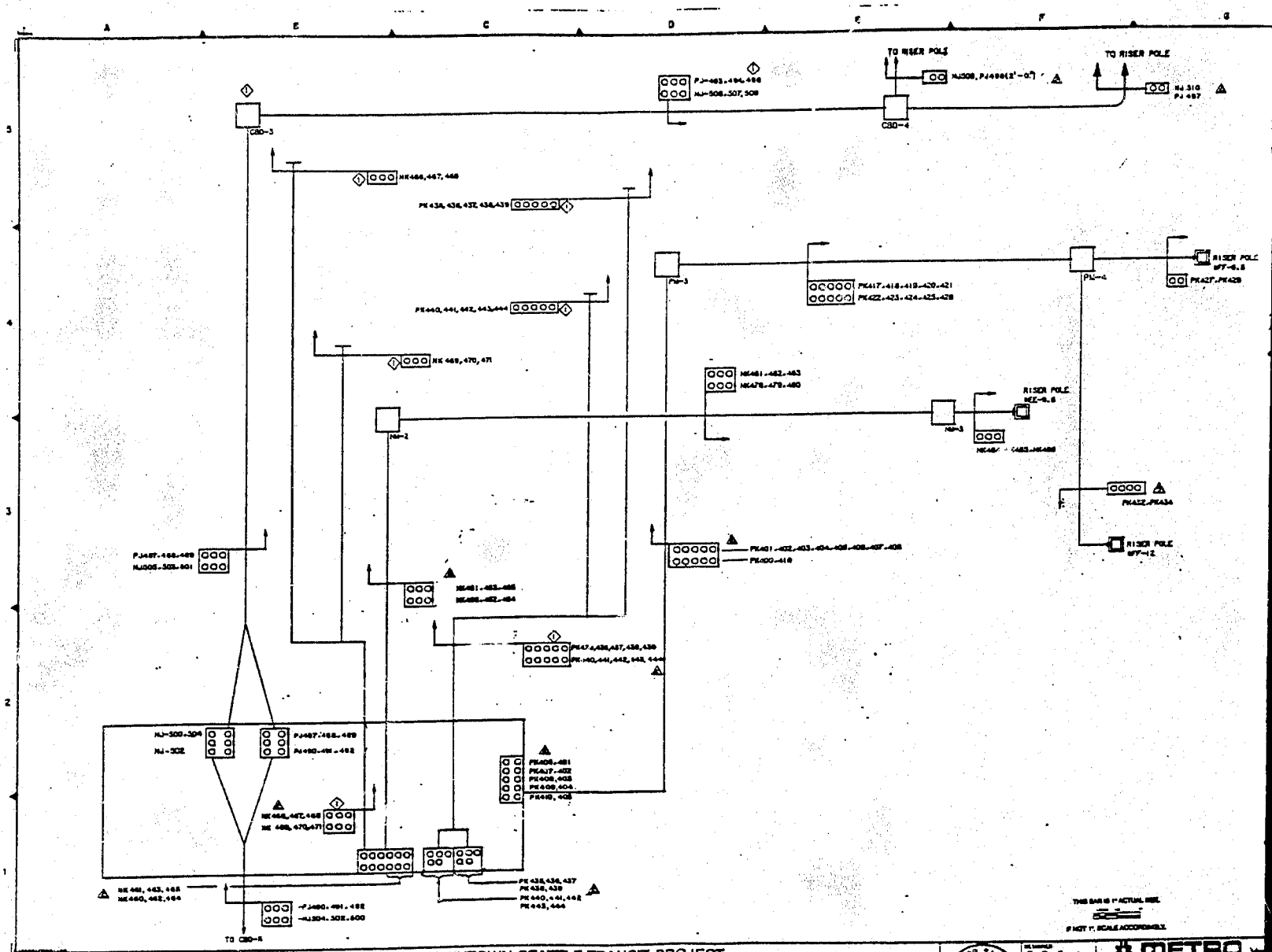


NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


LEGEND
CONDUIT PROVIDED BY CUO38; 26 KV & INSTALLED BY CUO4A
CONDUIT PROVIDED BY METRO STATION CONTRACT (CUO4A) CONTRACT (CUO2) FEEDERS PROVIDED BY CUO8A.
CONVENTION PLACE SUBSTATION
TUNNEL
CUT & COVER AREA
WESTLAKE STATION
ELECTRICAL ROOM
PIONEER SQUARE STATION
UNIVERSITY ST. SUBSTATION
FOR STATION POWER REQUIREMENTS. WORK NOT RELATED TO 26 KV TRACTION POWER SYSTEM
SCL MANHOLE
103 TRANSFORMER VAULT
INTERNATIONAL DISTRICT SUBSTATION
LIMITS OF CONTRACT
"AS BUILT"
Date June 1990
DOWNTOWN SEATTLE TRANSIT PROJECT
METRO
CONSTRUCTION UNIT 038
INTERNATIONAL DISTRICT STATION
ELECTRICAL
AC FEEDER SCHEMATIC



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



DOWNTOWN SEATTLE TRANSIT PROJECT

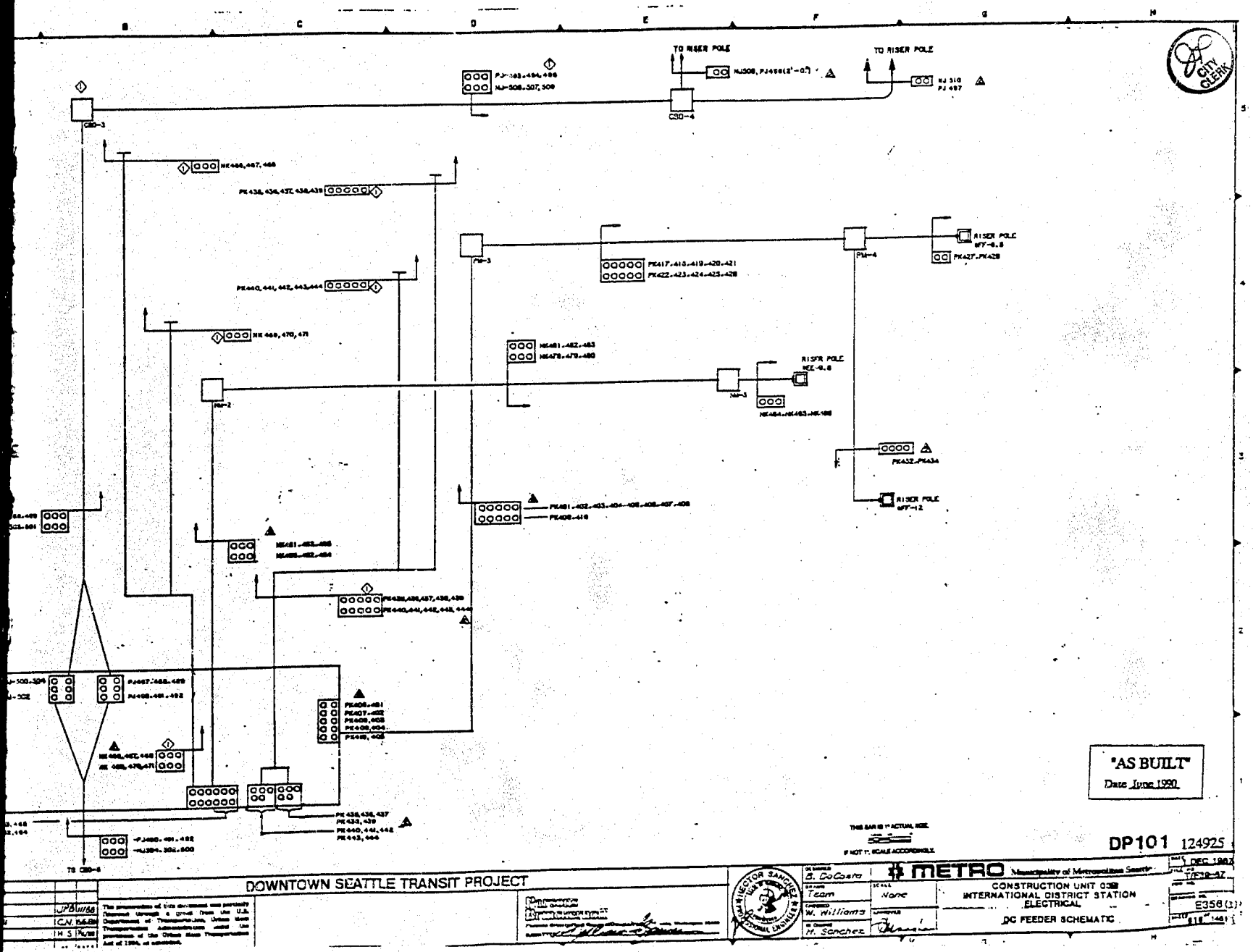
PWC 22, E356.02	JPB	11/88	
PWC 37, E356.01	C.N.	6/88	
Addendum No 1	H S	11/88	

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

HECTOR SANCHEZ
REGISTERED PROFESSIONAL ENGINEER

DESIGNED: B. DaCosta
DRAWN: Team
CHECKED: W. Williams
IN CHARGE: H. Sanchez
SCALE: None
APPROVED:

METRO
CONST
INTERNATION
QC F



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

NOTES - DWG. E247

1. REFER TO DETAIL 3/E237 FOR TYPICAL WALL MOUNTING SYSTEM.
2. OCS FEEDER CONDUITS SHALL BE 4-INCH PVC COATED GRS SUSPENDED FROM BRIDGE SLAB. MAINTAIN MAX. HEIGHT A.F.F. THREAD AND CAP AS SHOWN

ROOM SCHEDULE	
NO.	NAME
P01	PLATFORM
P02	AREAWAY
P03	MECHANICAL ROOM
P06	ELEVATOR MACHINE ROOM #1
P07	ELEVATOR MACHINE ROOM #2
P08	VALVE ROOM
P11	EMERGENCY EXIT
P12	TC/C ROOM
P13	UPS ROOM
P14	BATTERY ROOM

ROOM SCHEDULE	
NO.	NAME
P15	MECHANICAL ROOM #1
P16	TRACTION POWER ROOM
P17	OIL SEPARATOR
P18	EMERGENCY GENERATOR ROOM
ELEV IDS-1	ELEVATOR #1
ELEV IDS-2	ELEVATOR #2
ESC IDS-1	ESCALATOR #1
ESC IDS-2	ESCALATOR #2
STAIR 01	STAIR #1
STAIR 02	STAIR #2

NO.	REVISION	BY	DATE
	PWC 137 E247.03	JPB	5/89
	FQ I-181 E247.02	JPB	5/89
	PWC #37 FQ I-256, E247.01	C.N.	
(2)	Addendum No. 4	H.S.	
(1)	Addendum No. 1	H.S.	

	SK-209	SS	12-89
	FQ I-348	SS	
	PWC 447 E247.07	SS	11/87
	PWC 347 E247.05	LH	
	PWC E247.04		
	As-Built	KH	4/90

DOWNTOWN SEATTLE TRANSIT PROJECT

Parsons Brinckerhoff

DESIGNED E. Scoparne
DRAWN D.A. Carmuoese
CHECKED H. Sanchez
IN CHARGE H. Sanchez
SCALE 1/8" = 1'-0"
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 03B
INTERNATIONAL DISTRICT STATION
ELECTRICAL
PLATFORM REFLECTED CEILING PLAN - ARE
LIGHTING AND COMMUNICATION

NOTES - DWG. E247

1. REFER TO DETAIL 3/E237 FOR TYPICAL WALL MOUNTING SYSTEM.
2. OCS FEEDER CONDUITS SHALL BE 4-INCH PVC COATED GRS SUSPENDED FROM BRIDGE SLAB. MAINTAIN MAX. HEIGHT A.F.F. THREAD AND CAP AS SHOWN.

ROOM SCHEDULE

NO.	NAME
P01	PLATFORM
P02	AREAWAY
P03	MECHANICAL ROOM
P06	ELEVATOR MACHINE ROOM #1
P07	ELEVATOR MACHINE ROOM #2
P08	VALVE ROOM
P11	EMERGENCY EXIT
P12	TC/C ROOM
P13	UPS ROOM
P14	BATTERY ROOM

ROOM SCHEDULE

NO.	NAME
P15	MECHANICAL ROOM #1
P16	TRACTION POWER ROOM
P17	OIL SEPARATOR
P18	EMERGENCY GENERATOR ROOM
ELEV IDS-1	ELEVATOR #1
ELEV IDS-2	ELEVATOR #2
ESC IDS-1	ESCALATOR #1
ESC IDS-2	ESCALATOR #2
STAIR 01	STAIR #1
STAIR 02	STAIR #2

"AS BUILT"

Date June 1990

THIS BAR IS 1" ACTUAL SIZE.

IF NOT 1", SCALE ACCORDINGLY.

DP101 124861

DOWNTOWN SEATTLE TRANSIT PROJECT

SK-E09		CS			
FQ I-24R		SJ	10/89		
PMC 419	629707	SS	11/87		
PMC 347	5247.29				
PMC		CS		As-Built	KH 4/90

Parsons Brinckerhoff

DESIGNED E. Sesoane

DRAWN C.A. Bermudez

CHECKED H. Sanchez

IN CHARGE H. Sanchez

SCALE 1/8" = 1'-0"

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 038, INTERNATIONAL DISTRICT STATION ELECTRICAL

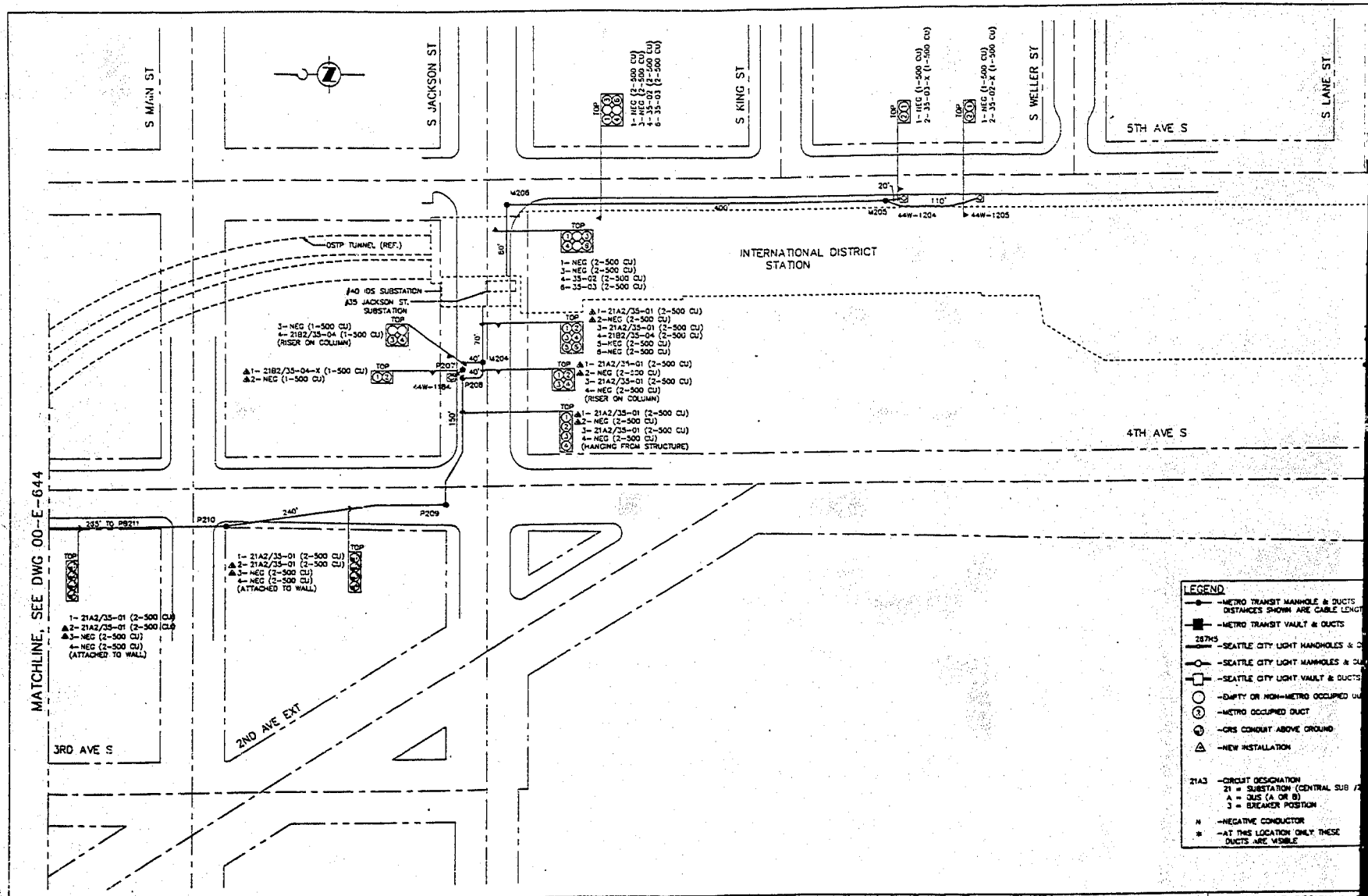
PLATFORM REFLECTED CEILING PLAN - AREA 1 LIGHTING AND COMMUNICATION

DATE DEC 1987

T/E39-87

E247 (11)

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



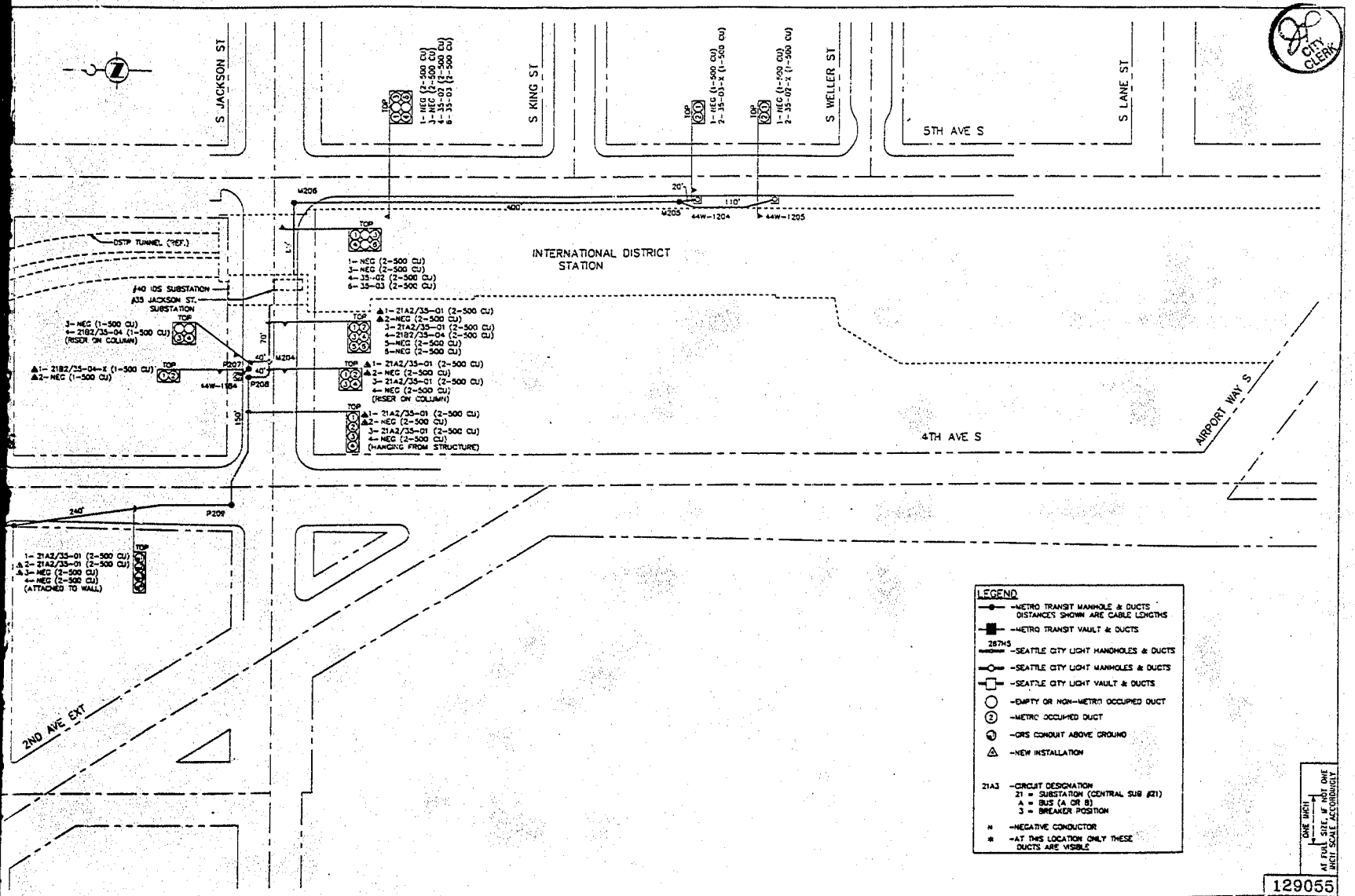
No.	REVISION	BY	APP'D	DATE
1				
2				
3	UPDATED CONDUITS	PLB	AU	3-16-00
4	UPDATED DWG BORDER	MMM	HMB	JULY 93
5	UPDATED PER FIELD NOTES	IT	HMB	JULY 94
6	REDREW CBD FEEDER CONTRACT DWG F4010-207	TMB	HMB	JAN 92

DESIGNED: DW
DRAWN: TMB
RECOMMENDED: -
APPROVED:
CHECKED: HMB
SCALE: 1"=50'
CONTRACT NO: -

King County

TRANSIT DESIGN & C
3RD AVE S, 4TH AVE S
FROM S LANE ST TO
CBD FEEDE
UNDERGROUN

C F4010-207



	PLB	AU	3-16-00
	MMM	HMB	JULY 98
	IT	HMB	JULY 94
C F4Q10-207	TMB	HMB	JAN 92
	BY	APP'D	DATE

DES./CHECK: DW / HMB
DRAWN: TMB
RECOMMENDED: –
APPROVED:
SCALE: 1"=50'
CONTRACT NO.: –

King County

TRANSIT DESIGN & CONSTRUCTION
3RD AVE S, 4TH AVE S & 5TH AVE S
FROM S LANE ST TO S MAIN ST

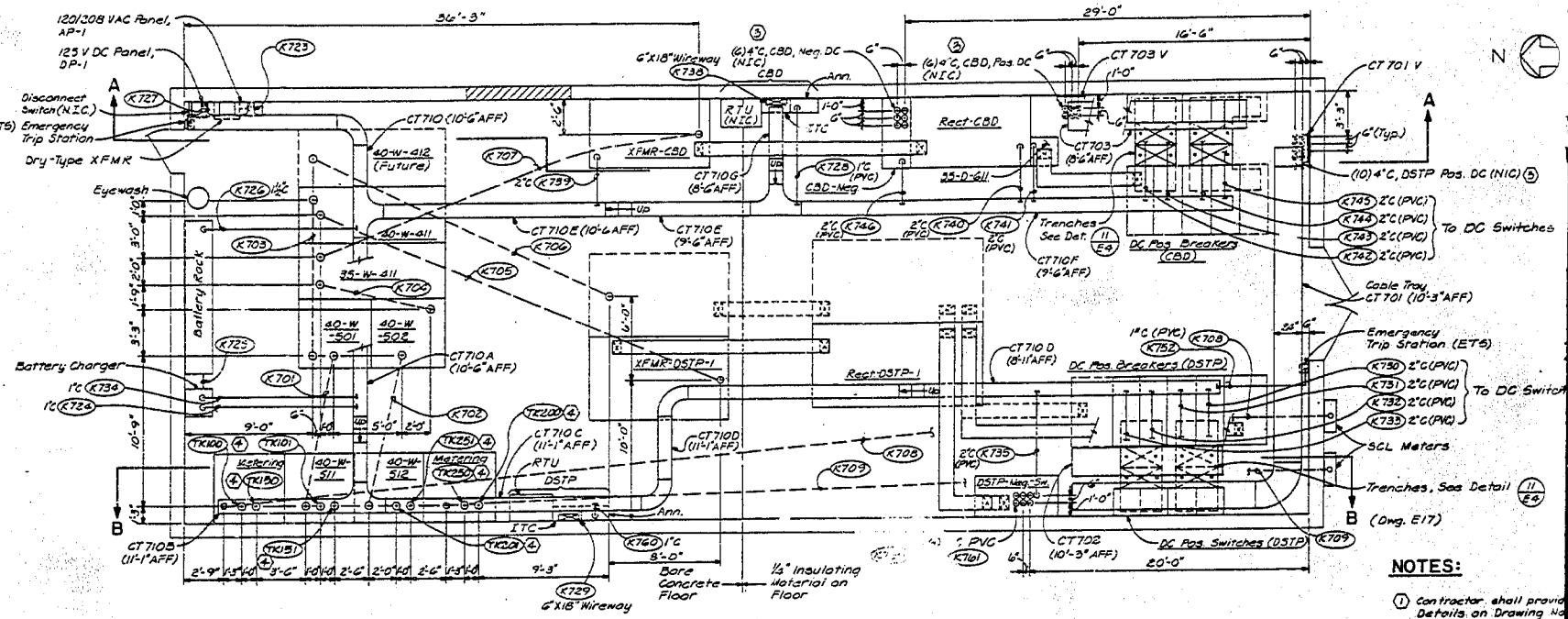
CBD FEEDERS & UNDERGROUND DUCTS

129055
DATE: JAN 92
FILE NO.: J82
DRAWING NO.: 00-E-645
SHEET NO.: – OF

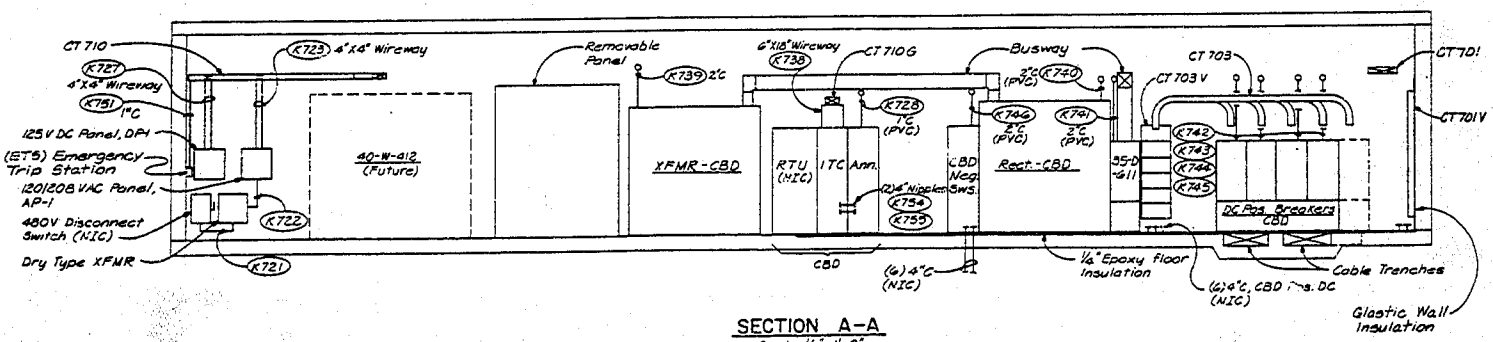
ONE INCH AT FULL SIZE, IF NOT ONE INCH SCALE ACCORDINGLY

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



PLAN
Scale: ¼"=1'-0"



SECTION A-A
Scale: ¼"=1'-0"

NOTES:

1. Contractor shall provid… Details on Drawing N…
2. All Cable Tray in Seri… be 12" wide.
3. See Dwg. E-18 for DC Schematic and Dwg… Circuit and Raceway…
4. See Dwg. E-8 for 2… Raceway Schedule.
5. See Dwg. E21a, Con… for Power Conduit…
6. All Concealed Conduit… Contractor shall cut… Conduit Stub-Ups … is required. Provid… to terminate Condu…

1800-TS-106

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

ELCON ASSOCIATES, INC. — ENGINEERS – CONSULTANTS

INTERNATIONAL ENGINEERING COMPANY — 100 HOWARD STREET, SAN FRANCISCO, CA. 94105

Parsons Brinckerhoff — Parsons Brinckerhoff Quade & Douglas, Inc., Seattle, Washington 98104 — SUBMITTED

MARK A. VAN DUSER — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

DESIGNED	DRAWN	CHECKED	IN CHARGE
M. VAN DUSER	L. LAM	K. PHAM	W. WEISS

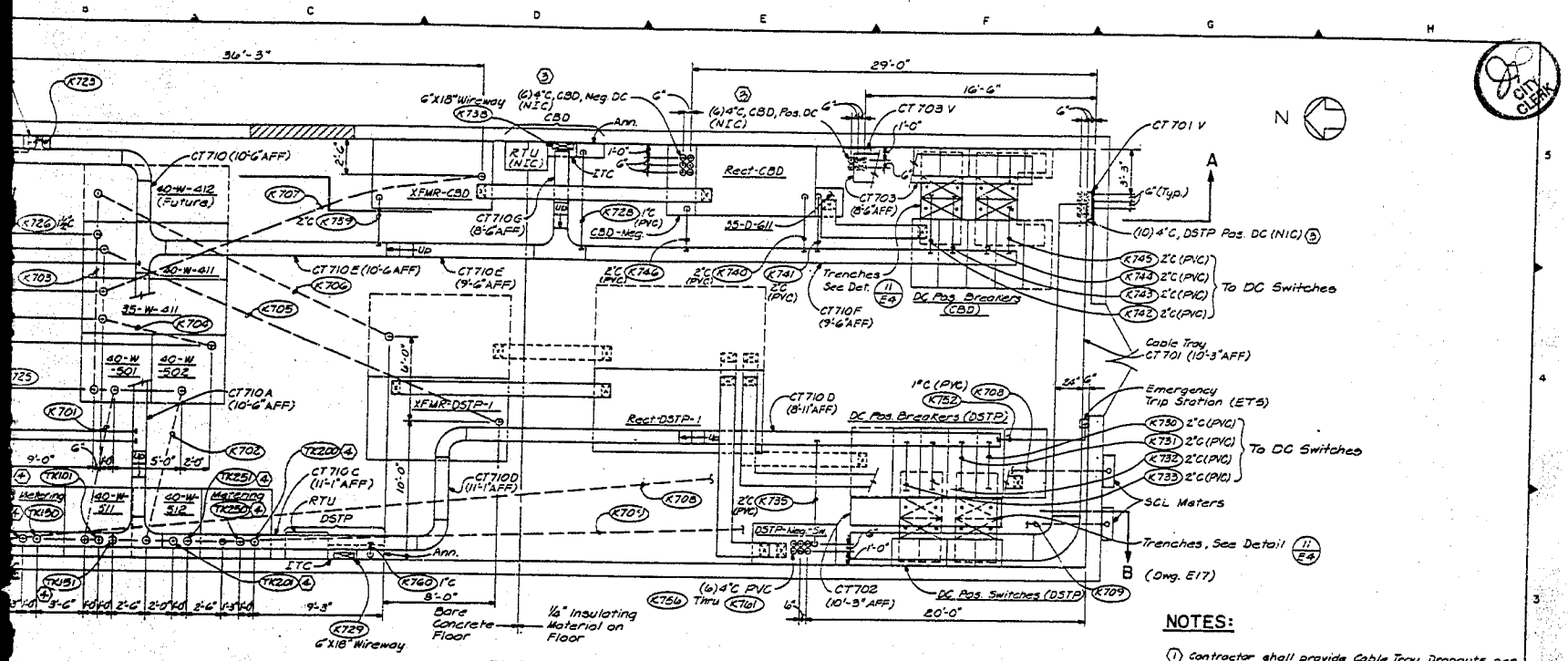
SCALE: AS NOTED

APPROVED

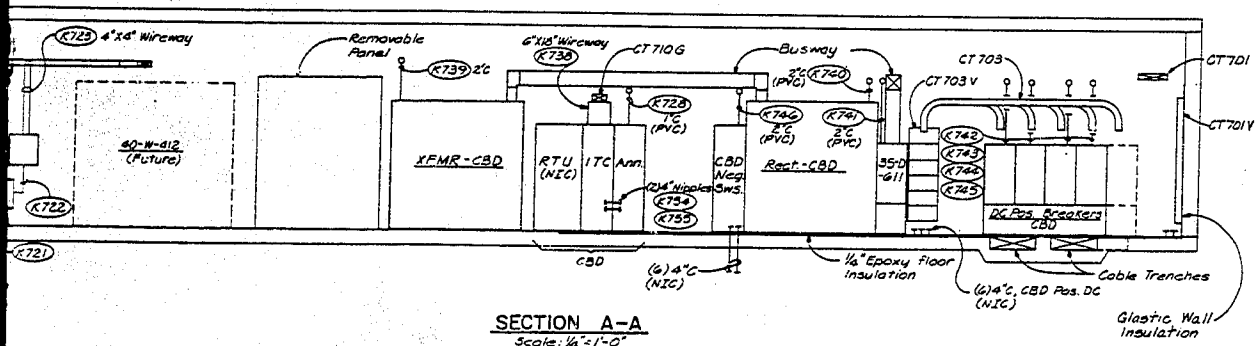
METRO Municipality of Metr…

CONSTRUCTION UNIT…
TRACTION POWER INSTA…
TRACTION SUBSTA…
INTERNATIONAL DISTRICT AND S…
RACEWAY LAYOUT AND…

NO	REVISION	BY	DATE



PLAN
Scale: 1/4"=1'-0"



SECTION A-A
Scale: 1/4"=1'-0"

NOTES:

1. Contractor shall provide Cable Tray Dropouts per Details on Drawing No. E5.
2. All Cable Tray in Series C710 thru C710G shall be 12" wide.
3. See Dwg. E-18 for DC Feeder Raceway Schematic and Dwg. E-19 for DC Feeder Circuit and Raceway Schedule.
4. See Dwg. E-8 for 26kV AC System Raceway Schedule.
5. See Dwg. E21a, Construction Unit 03 for Power Conduit Runs.
6. All Concealed Conduits are by others. Contractor shall cut-off and re-thread Conduit Stub-Ups through the Concrete Slab if required. Provide and install Bushings to terminate Conduits into Equipment.

1800-T5-106

DY801

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

ELCON ASSOCIATES, INC. ENGINEERS-CONSULTANTS

INTERNATIONAL ENGINEERING COMPANY 160 HOWARD STREET SAN FRANCISCO CA 94105

Parsons Brinckerhoff Parsons Brinckerhoff Quade & Douglas, Inc. Seattle, Washington 98104 SUBMITTED

MARK J. VAN DUSER CITY OF SEATTLE REGISTERED PROFESSIONAL ENGINEER

DESIGNED M. VAN DUSER
DRAWN L. LAM
CHECKED K. PHAM
IN CHARGE W. WEISS

METRO Municipality of Metropolitan Seattle

SCALE AS NOTED
APPROVED

CONSTRUCTION UNIT 08A
TRACTION POWER INSTALLATION
TRACTION SUBSTATION
INTERNATIONAL DISTRICT AND SOUTH JACKSON
RACEWAY LAYOUT AND SECTION

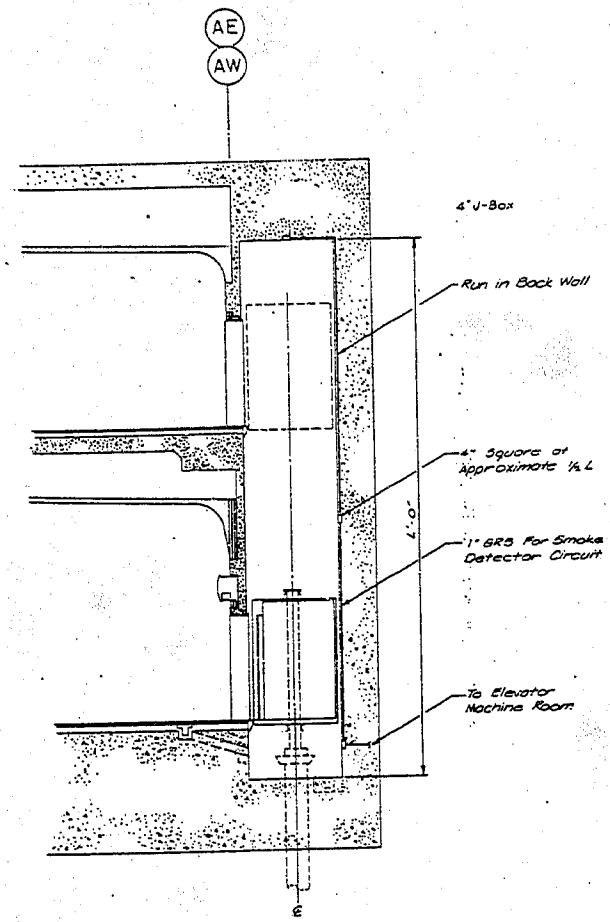
DATE 16 FEB 1982
FILE NO. T/M 8A-88
DWG NO.
DRAWING NO. E16
SHEET 20 OF 84

CITY CLERK

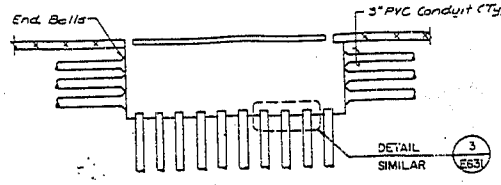
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
IT IS DUE TO THE QUALITY OF THE DOCUMENT.

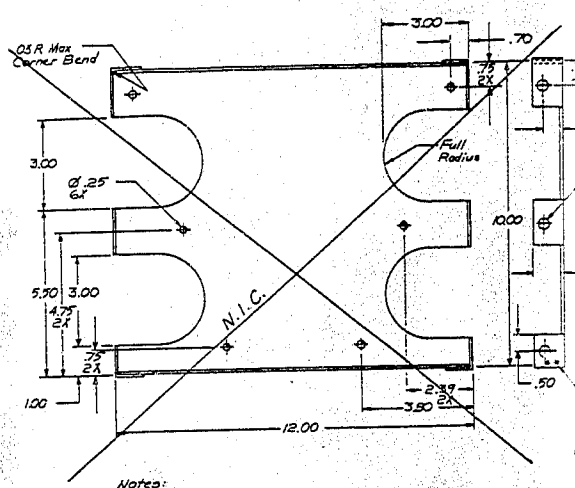
University Street Station



TYPICAL ELEVATOR SECTION (3 / E675)

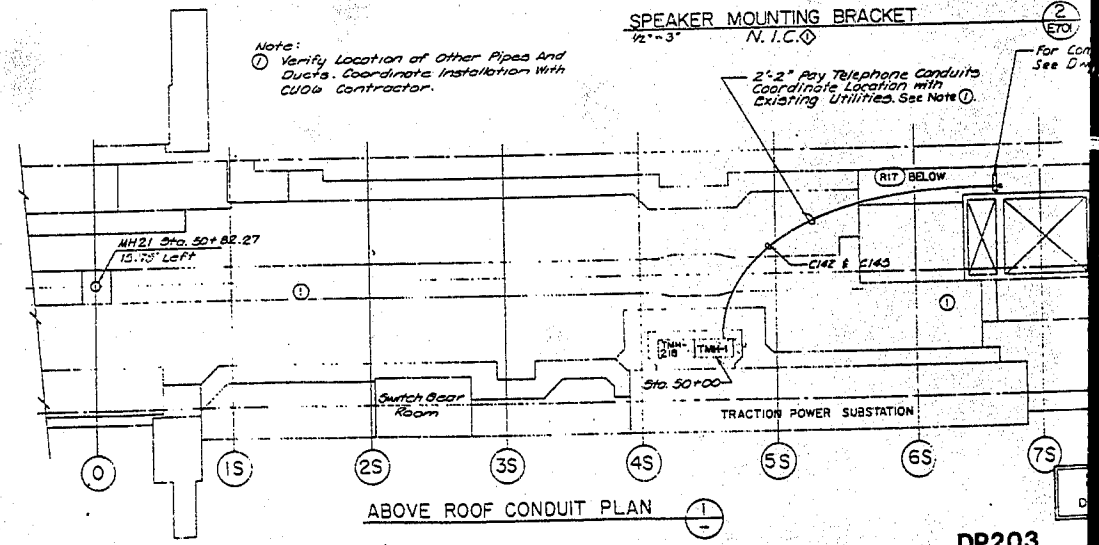


PULLBOX PB-UC10 AND PB-UC-11 (4 / E611)
N.T.S.



Notes:
1. Material: 14 Gauge Cold Rolled Steel (.0747)
2. Deburr all Edges and Corners
3. Chemically Treat
4. Tolerance of all Dimensions to .02
5. All Dimensions in Inches.

SPEAKER MOUNTING BRACKET (2 / E701)
½" = 3" N.I.C. ①



ABOVE ROOF CONDUIT PLAN (1)

DP203

DOWNTOWN SEATTLE TRANSIT PROJECT

NO	REVISION	BY	DATE
2	PWC # 216, E702.01	J.L.	2/89
1	Addendum No. 4	H.S.	[illegible]

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

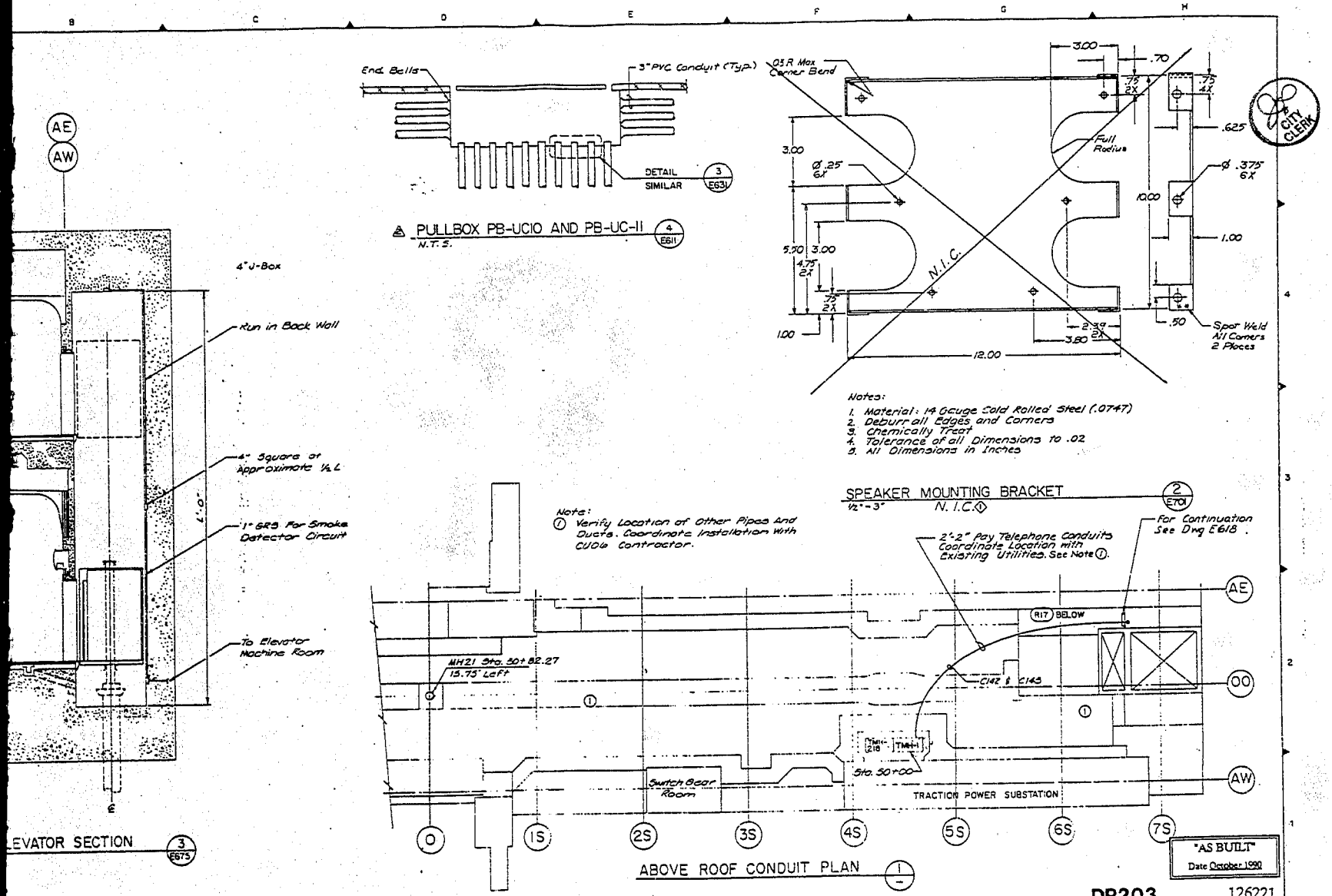
Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. · Seattle, Washington 98104
SUBMITTED

HECTOR SANCHEZ · PROFESSIONAL ENGINEER

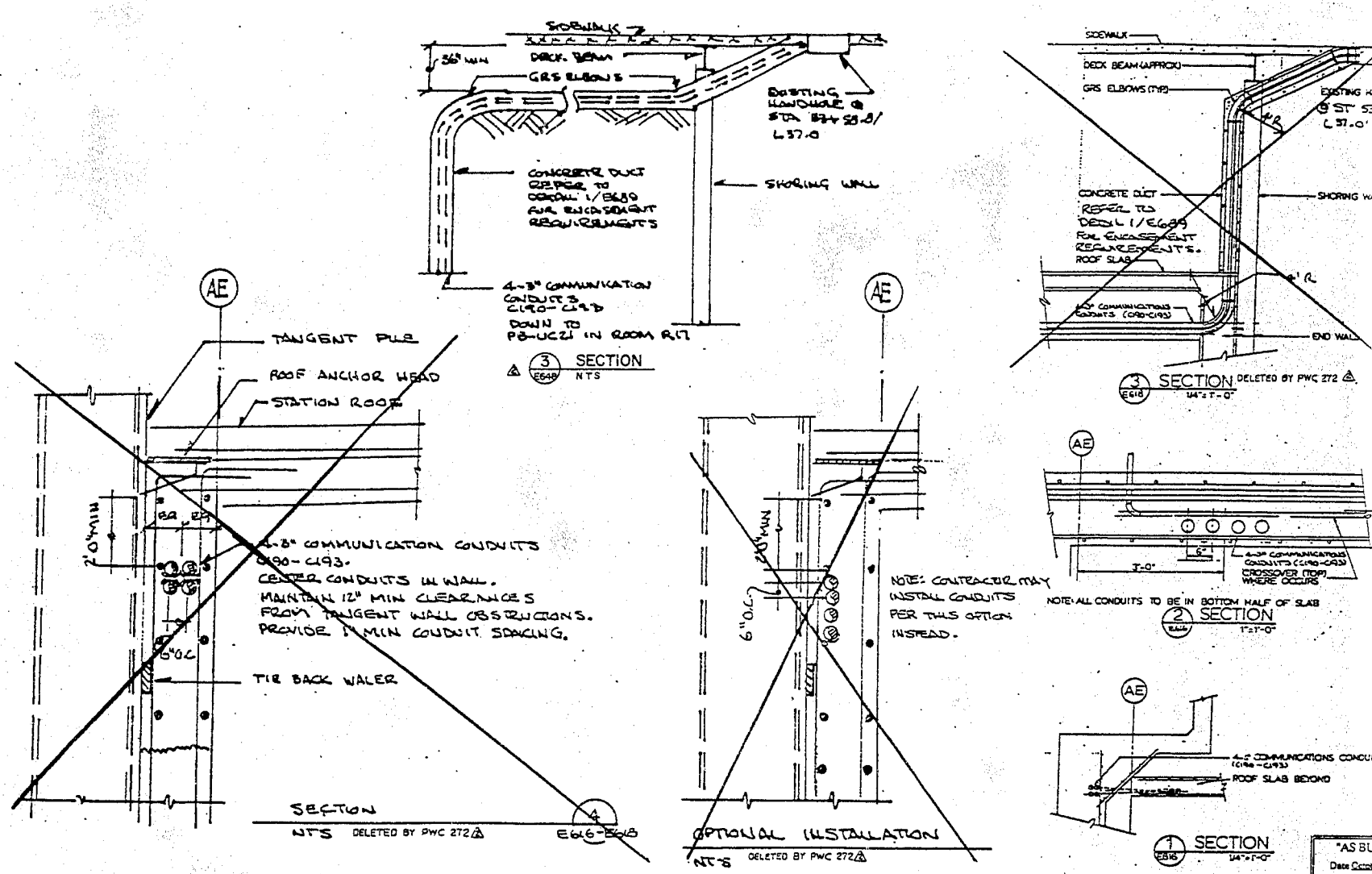
DESIGNED J. BERNELL-GALESKI
DRAWN R. DEMMER
CHECKED W. WILLIAMS
IN CHARGE H. SANCHEZ
SCALE NONE
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 03B
UNIVERSITY STREET STATION
ELECTRICAL
COMMUNICATION DETAILS - 2



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NO	REVISION	BY	DATE
2	PWC 272	JL	5/89
1	PWC 216, ADDED DWG.	JL	2/89

THE COMPLETE LIN

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

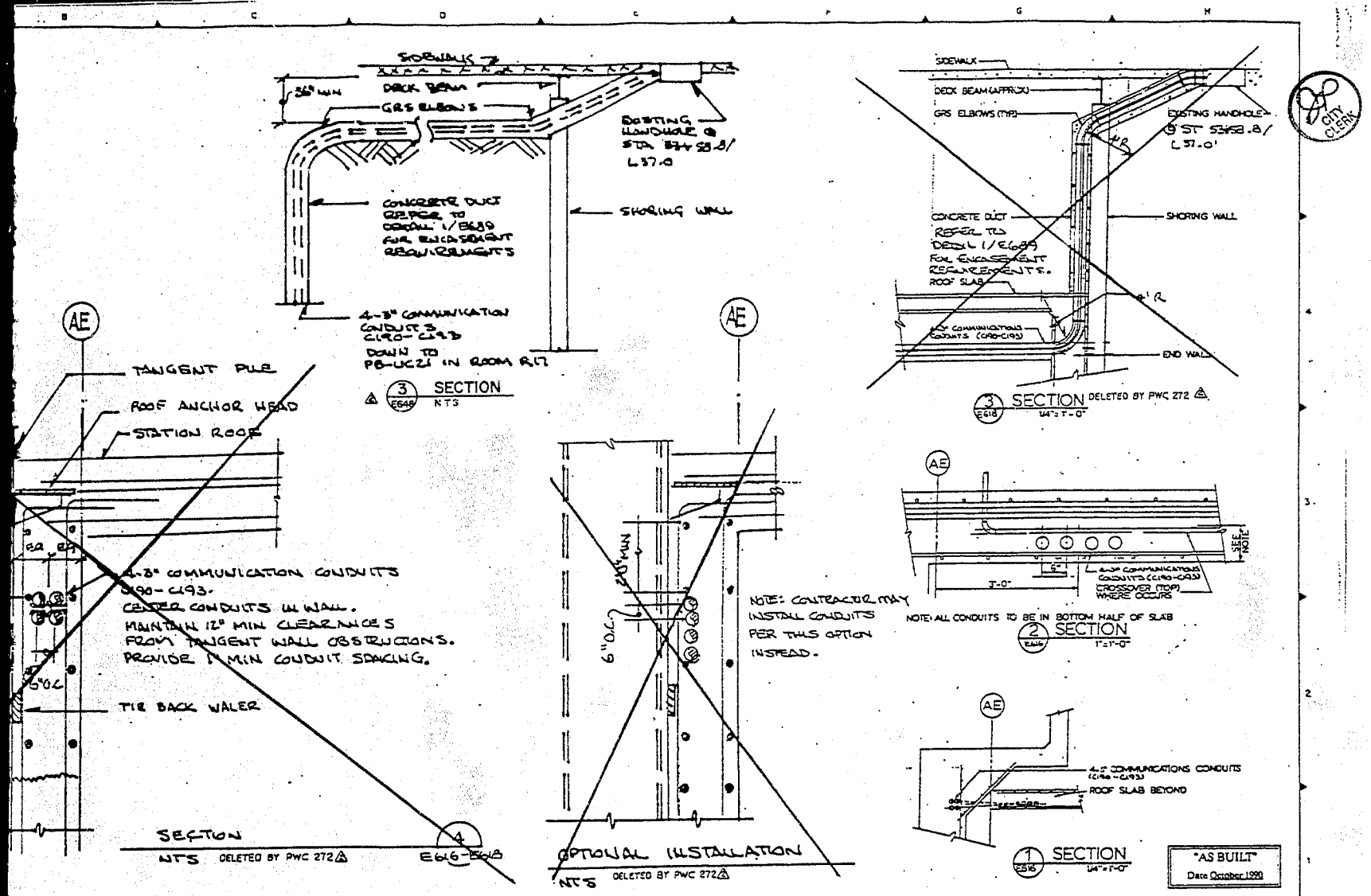
THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

DESIGNED WILLIAMS
DRAWN
CHECKED SCHMIDT
IN CHARGE THRELKELD

METRO Municipality of Metropolitan Seattle

SCALE AS SHOWN
APPROVED

CONSTRUCTION UNIT 038
UNIVERSITY STREET STATION
ELECTRICAL
COMMUNICATION DETAILS



126222

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

DESIGNED WILLIAMS
DRAWN
CHECKED SCHMIDT
IN CHARGE TURCKELD
SCALE AS SHOWN
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 035
UNIVERSITY STREET STATION
ELECTRICAL
COMMUNICATION DETAILS

DATE 5-9-89
REVISIONS 11-30-89
DRAWING NO E702A(2)
SHEET NO 1430.1 OF 1431

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

NOTES - DWG E706

1. PHONES, JACKS, WIRING AND FARE VENDING EQUIPMENT N.I.C.

SYMBOLS AND ABBREVIATIONS

- MAINTENANCE JACK
- METRO INFORMATION TELEPHO
- YOUR NEXT BUS TELEPHONE
- EMERGENCY TELEPHONE
- EMERGENCY INTERSTATION TE
- PAY TELEPHONE
- PABX TELEPHONE
- FARE VENDING
- JUNCTION BOX
- MR MACHINE ROOM
- C# CONDUIT IDENTIFICATION NUM

MS-12 FIXTURE IDENTIFIER
- EVEN = WEST SIDE OF STA
- ODD = EAST SIDE OF STA

FIXTURE TYPE
- M = MAINTENANCE JACK
- P = METRO INFORMATION T
- A = YOUR NEXT BUS TELE
- E = EMERGENCY TELEPHON
- I = EMERGENCY INTERSTAT
- B = PAY TELEPHONE
- X = PABX TELEPHONE
- V = FARE VENDING CONNE
- TJ = TELEPHONE JUNCTION

STATION FLOOR LOCATION
- R = ROOF
- P = PLATFORM
- M = MEZZANINE
- S = STREET

3 — FARE VENDING WHERE INSTALLED, ARE SPARE
— CONDUIT NUMBERS & ROUTING NOT VERIFIED FOR AS BUILT.

"A
Date

DP2

NO.	REVISION	BY	DATE
3	AS-BUILT	AH	9/90
2	PWC 393, E706.01	SS	10/89
1	Addendum No.1	E.I.	4/89

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

DOWNTOWN SEATTLE TRANSIT PROJECT

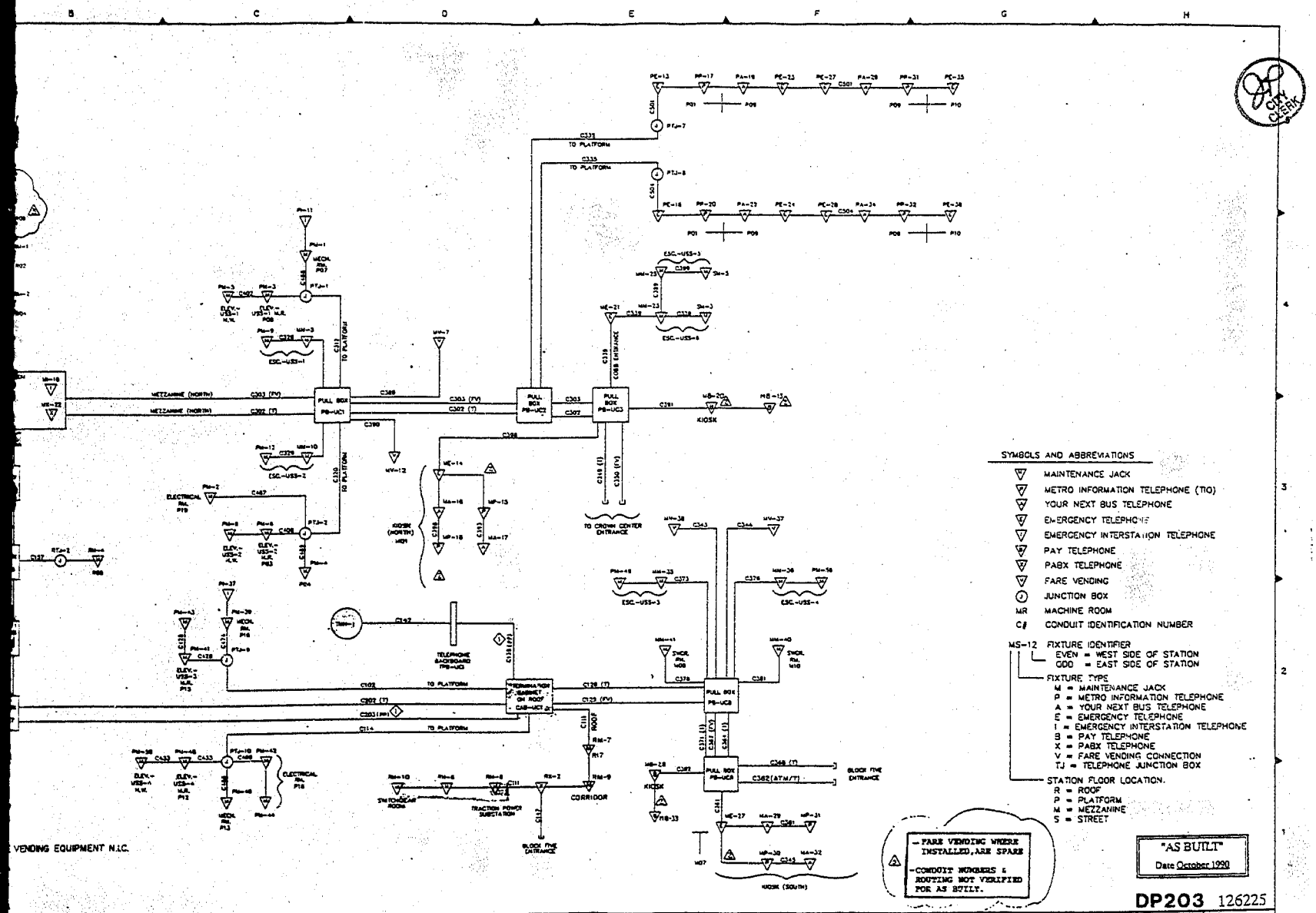
THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. - Seattle, Washington 98104
SUBMITTED

DESIGNED TEAM
DRAWN M MUNSON
CHECKED H SMITH
IN CHARGE E IRETON
SCALE NONE
APPROVED

METRO Municipality of Metropolitan Seatt

CONSTRUCTION UNIT 03B
UNIVERSITY STREET STATION
ELECTRICAL
TELEPHONE AND FARE VENDING
RISER DIAGRAM



CITY CLERK

DP203 126225

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff

DESIGNED TEAM
DRAWN M MUNSON
CHECKED H SMITH
E IRETON

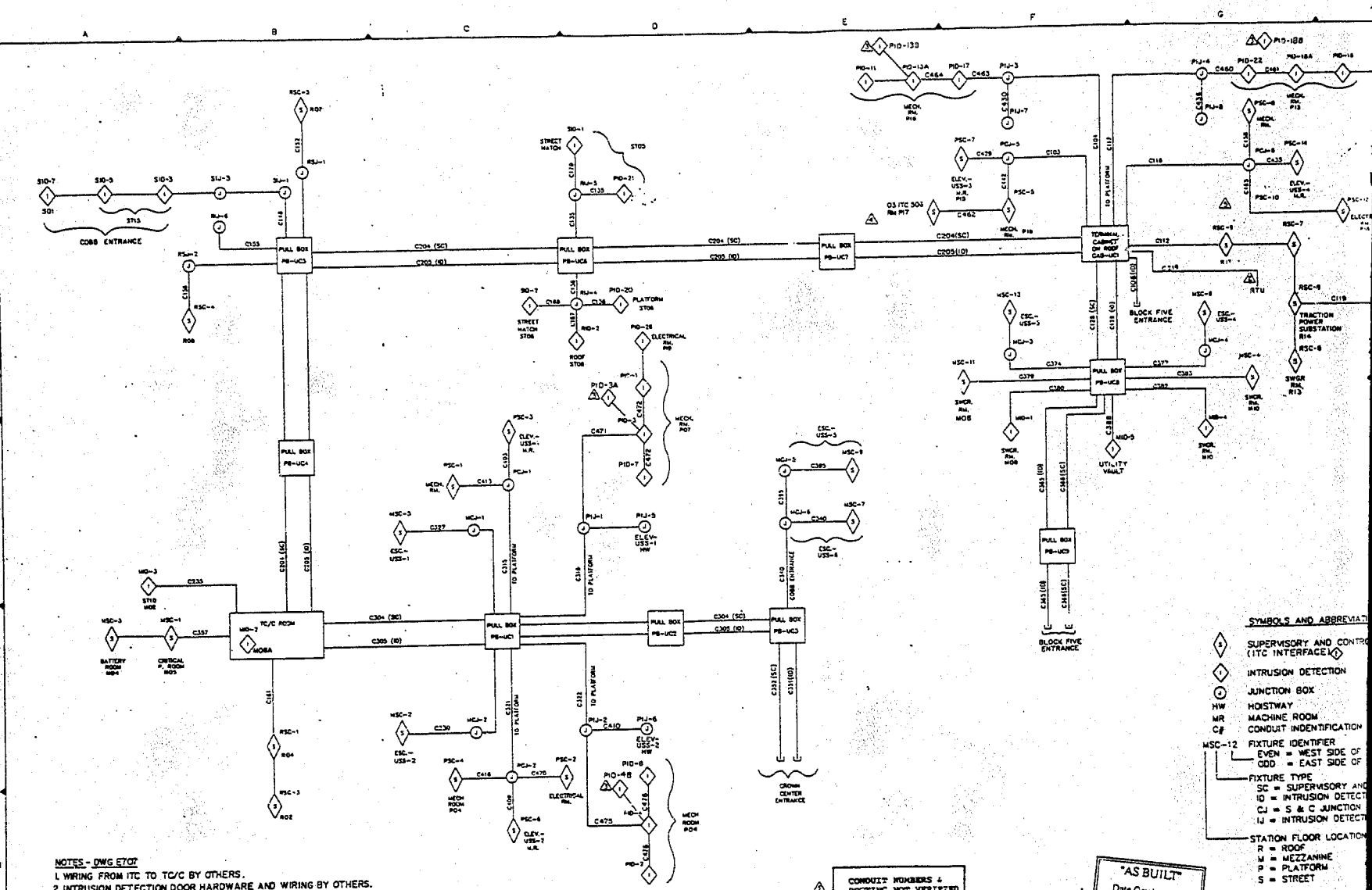
SCALE NONE

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 038
UNIVERSITY STREET STATION
ELECTRICAL
TELEPHONE AND FARE VENDING
RISER DIAGRAM

DATE 4 DEC 1987
FILE NO. T/F38-87
DWG NO. E706 (2)
SHEET 1434 OF 1451

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NO.	REVISION	BY	DATE
5	AS-BUILT	AW	9/90
4	PWC 471 E707.03	SS	12/90
3	PWC 477 E707.02	SS	10/89
2	PWC 393 E707.01	SS	10/89
1	Addendum No.1	EI	3/4/88

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation administration under the provisions of the Urban Mass Transportation Act of 1964, as amended

THIS BAR IS 1" ACTUAL SIZE

IF NOT 1", SCALE ACCORDINGLY

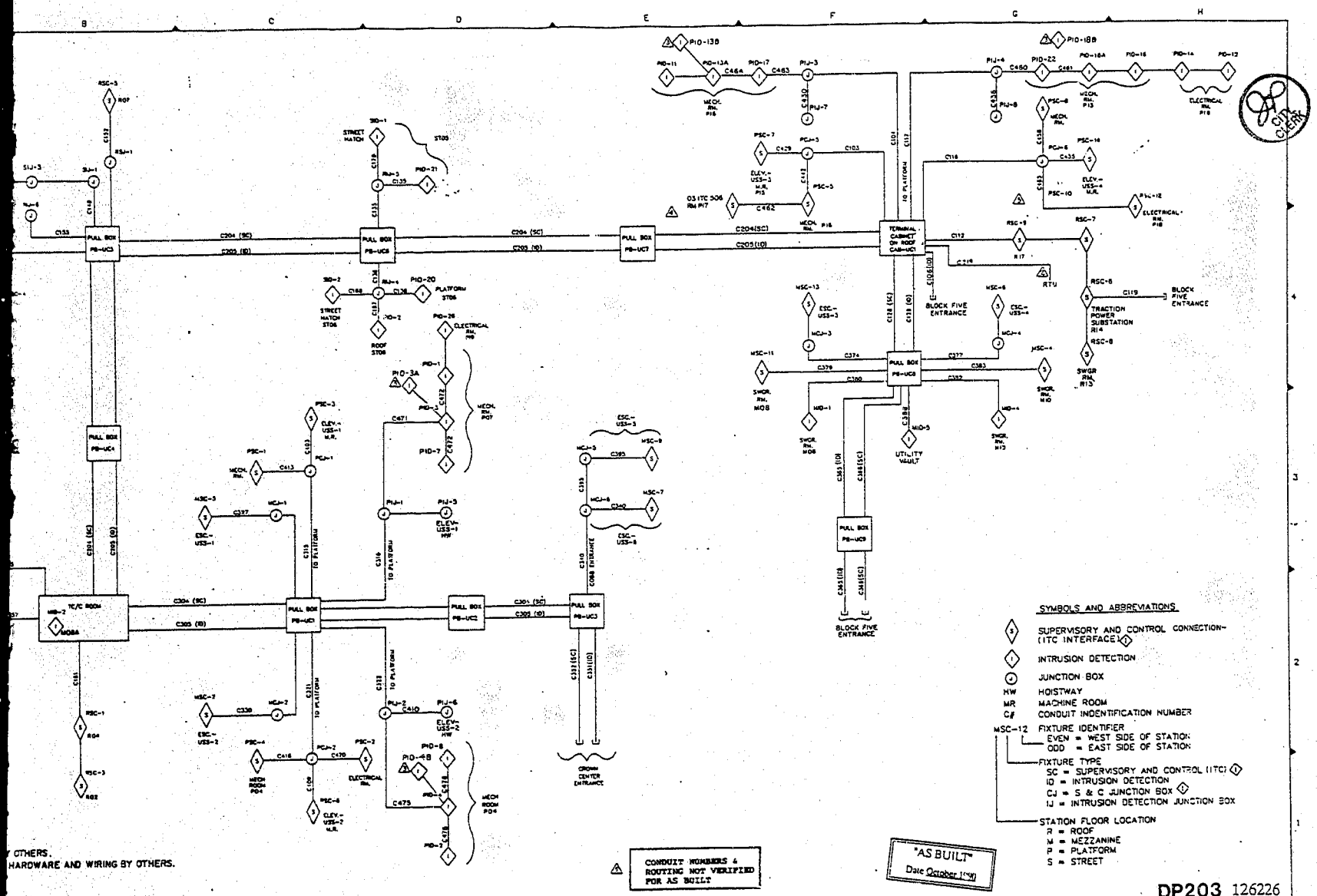
Parsons Brinckerhoff

SUBMITTED

DESIGNED	TEAM
DRAWN	M. MUNSON
CHECKED	H. SMITH
IN CHARGE	E. IRETON
SCALE	NONE
APPROVED	

METRO Municipality of Metropo

CONSTRUCTION UNIT 038
UNIVERSITY STREET STATIO
ELECTRICAL
SUPERVISORY AND CONTROL
INTRUSION DETECTION RISER DIA



DP203 126226

IAN 9/90	DOWNTOWN SEATTLE TRANSIT PROJECT		DESIGNED TEAM	METRO Municipality of Metropolitan Seattle	DATE 1 DEC 1987
ISS 3/90			DRAWN M. MUNSON	SCALE NONE	FILE NO. T/F39-87
ISS 2/90	The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended	THIS BAR IS 1" ACTUAL SIZE IF NOT 1", SCALE ACCORDINGLY	CHECKED H. SMITH	CONSTRUCTION UNIT 03B UNIVERSITY STREET STATION ELECTRICAL SUPERVISORY AND CONTROL AND INTRUSION DETECTION RISER DIAGRAM	DWG NO. E707
ISS 10/89		Parsons Brinckerhoff	IN CHARGE F. IRETON	APPROVED	SHEET 1435 1461
IFI 3/88		SUBMITTED			
BY DATE					

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

A B C D E F G

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C100	SD	CAB-UC1	PSJ-1	2 △3	15
C101	PA	CAB-UC1	PPJ-9	1	4
C102	T	CAB-UC1	PTJ-9	1	5
C103	SC	CAB-UC1	PCJ-5	2 △3	20
C104	ID	CAB-UC1	PIJ-3	1	10
C105	SP	CAB-UC1	PJ-1	1	0
C106	ID	CAB-UC1	BLOCK FIVE	1	10
C107	TV	CAB-UC1	PVJ-1	1	20
C108	TV	CAB-UC1	PVJ-1	1	20
C109	TV	CAB-UC1	PVJ-3	1	20
C110	TV	CAB-UC1	PVJ-3	1	20
C111	T	CAB-UC1	RM-10	2	2
C112	SC	CAB-UC1	RSC-8	2	10
C113	PA	CAB-UC1	PPJ-10	1	4
C114	T	CAB-UC1	PTJ-10	1	1
C115	SD	CAB-UC1	PSJ-2	2	15
C116	SC	CAB-UC1	PCJ-6	2	15
C117	ID	CAB-UC1	PIJ-4	1	10
C118	SP	CAB-UC1	PJ-2	1	0
C119	SC	RSC-6	BLOCK FIVE	1	10
C120	TV	CAB-UC1	PVJ-4	1	20
C121	TV	CAB-UC1	PVJ-4	1	20
C122	TV	CAB-UC1	PVJ-2	1	20
C123	TV	CAB-UC1	PVJ-2	1	20
C124	PA	CAB-UC1	PB-UC8	2	10
C125	FV	CAB-UC1	PB-UC8	2	15
C126	T	CAB-UC1	PB-UC8	2	15
C127	SD	CAB-UC1	PB-UC8F	2	10
C128	SC	CAB-UC1	PB-UC8	3 △2	20
C129	ID	CAB-UC1	PB-UC8	2	15
C130	TV	CAB-UC1	PB-UC8	2	15
C131	TV	CAB-UC1	PB-UC8	2	15
C132	SP	CAB-UC1	PB-UC8	2	0
C133	PA	PB-UC6	PPJ-15	1	5
C134	SD	PB-UC6F	PSJ-7	1	8
C135	ID	PB-UC6	PID-21	1	5
C136	ID	PB-UC6	PID-20	1	10
C137	SD	PB-UC6F	PSJ-8	1	8
C138	PA	PB-UC6	PPJ-16	1	5
C139	PP	CAB-UC1	TPB-UC1	2-2"	10
C140	SD	CAB-UC1	RSD-22	1	10
C141	SD	RSD-17	RSD-21	1	2
C142	PP	TPB-UCD	TMH-1	2-2"	5
C143		SEE NOTE 1			
C144	SD	RSD-23	RSD-25	1	2
C145	PA	RSK-12	RSK-9	1	4
C146	PA	CAB-UC1	RPJ-1	1	4
C147	T	RX-2	BLOCK FIVE	1	5
C148	ID	PB-UC5	SID-7	1	10
C149	SD	PB-UC5F	FMP	2 △3	5
C150	PA	PB-UC5	SPM-1	1	3
C151	T	PB-UC5	SE/1-1	1	5
C152	SC	PB-UC5	RSC-5	2 △3	10
C153	PA	PB-UC5	RSK-16	1	4
C154	SD	PB-UC5F	RSD-4	1	5
C155	ID	PB-UC5	RIJ-6	1	10
C156	SC	PB-UC5	RSC-4	2 △3	10
C157	T	PB-UC5	RM-4	1	2
C158	DL	CAB-UC1	DLJ-2	1	10
C159		SEE NOTE 1			

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C160	T	TC/C	RM-3	1	5
C161	SC	TC/C	RSC-3	2	15
C162	PA	RPJ-5	RSK-13	1	2
C163	SD	RSJ-5	RSD-15	1	2
C164	SD	RSJ-4	RSD-6	1	2
C165	PA	RPJ-4	RSK-14	1	2
C166	PA	RPJ-4	SSK-2	1	2
C167	SD	RSJ-4	SSD-2	1	2
C168	ID	RIJ-4	SID-2	1	5
C169	PA	RPJ-5	SSK-9	1	2
C170	ID	RIJ-5	SID-1	1	5
C171	SD	RSJ-5	SSD-1	1	2
C172		SEE NOTE 1			
C173		SEE NOTE 1			
C174	PA	RPJ-3	RSK-11	1	2
C175	SD	RSJ-1	RSD-7	1	5
C176	SD	TC/C	RSD-5	1	5
C177	PA	TC/C	RSK-3	1	4
C178		SEE NOTE 1			
C179					
C180					
C181					
C182					
C183					
C184					
C185					
C186		SEE NOTE 1			
C187	ID	RIJ-4	RID-2	1	5
C188		SEE NOTE 1			
C190	SW	HH a	TC/C	3	△4
C191	SW	ST	TC/C	3	
C192	SW	53+58.8	TC/C	3	
C193	SW	↓	TC/C	3	

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C200	SD	TC/C	CAB-UC1	3	25
C201	PA	TC/C	CAB-UC1	3	20
C202	T	TC/C	CAB-UC1	3	15
C203	PP ◇1	TC/C	CAB-UC1	2 ◇1	15
C204	SC	TC/C	CAB-UC1	3	15
C205	ID	TC/C	CAB-UC1	3	25
C206	TV	TC/C	CAB-UC1	3	10
C207	TV	TC/C	CAB-UC1	3	10
C208	TT	TC/C	TPSS	2	15
C209	SD	TC/C	CAB-UC1	3	0
C210	DL	TC/C	CAB-UC1	2	5
C211		SEE NOTE 1			
C212					
C213					
C214					
C215					
C216	PA	TC/C	MSK-35	1	10
C217	SD	TC/C	MSD-39	1	20
C218	△5 SD	TC/C	PB-UC1F	2	
C219	△5 TP	TC/C	TPSS RTU	1	-
C220		△5 SEE NOTE 1			
C221					
C222	TV	TC/C	MTV-2	1	20
C223	TV	TC/C	MTV-2	1	20
C224	PA	TC/C	MSK-34	1	10
C225	TV	CAB-UC1	MVJ-2	1	20
C226	TV	CAB-UC1	MVJ-2	1	20
C227	PA	MSK-37	MSK-59	1	4
C228	PA	MSK-38	MSK-39	1	4
C229	PA	MSK-36	MSK-58	1	4
C230	SD	MSJ-2	MSD-44	1	2
C231	PA	MPJ-2	MSK-60	1	2
C232	PA	CAB-UC1	MSK-39	1	4
C233	SD	TC/C	MSD-36	1	20
C234		SEE NOTE 1			
C235	ID	TC/C	MID-3	1	5
C236	PA	MPJ-3	MSK-65	1	2
C237	SD	MSJ-1	MSD-55	1	2
C238	PA	MSK-2	MSK-4	1	4
C239	SD	MSD-2	MSD-4	1	5
C240		SEE NOTE 1			
C241	PA	TC/C	MSK-9	1	2
C242	SD	TC/C	MSD-9	1	5
C243	SD	MSD-3	MSD-1	1	2
C244	PA	MSK-3	MSK-1	1	2
C245	SD	MSD-5	MSD-7	1	2
C246	PA	MSK-5	MSK-7	1	2
C247		SEE NOTE 1			
C248					
C249					
C250					
C251					
C252					
C253					
C254					
C255					
C256					
C257					
C258					
C259					

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C260	T	PB-UC9	BLOCK FIVE	1	5
		SEE NOTE 1			

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C300	SD	TC/C	PB-UC3F	2	20
C301	PA	TC/C	PB-UC3	2	5
C302	T	TC/C	PB-UC3	2	20
C303	FV	TC/C	PB-UC3	2	20
C304	SC	TC/C	PB-UC3	2	30
C305	ID	TC/C	PB-UC3	2	20
C306	TV	TC/C	PB-UC3	2	15
C307	TV	TC/C	PB-UC3	2	15
C308	SP	TC/C	PB-UC3	2	0
C309	TV	PB-UC8	PB-UC9	2	15
C310	TV	PB-UC8	PB-UC9	3 △2	15
C311	PA	PB-UC1	PPJ-1	2	10
C312	T	PB-UC1	PTJ-1	2	10
C313	SD	PB-UC1F	PSJ-9	2	5
C314	SP	PB-UC1	PJ-3	2	0
C315	SC	PB-UC1	PCJ-1	2	10
C316	ID	PB-UC1	PIJ-1	2	10
C317	SD	PB-UC1F	PSJ-10	2	5
C318	PA	PB-UC1	PPJ-2	2	10
C319	SP	PB-UC1	PJ-4	2	0
C320	T	PB-UC1	PTJ-2	2	10
C321	SC	PB-UC1	PCJ-2	2	12
C322	ID	PB-UC1	PIJ-2	2	10
C323	DL	TC/C	DLJ-1	1	10
C324	PA	PSK-25	PPM-3	1	2
C325	SD	PB-UC1F	PSD-35	1	2
C326	T	PB-UC1	PM-9	1	2
C327	SC	PB-UC1	MSC-5	1	10
C328	SD	PB-UC1F	PSD-30	1	2
C329	T	PB-UC1	PM-12	1	2
C330	SC	PB-UC1	MSC-2	1	10
C331	PA	PB-UC2	PPJ-7	2	4
C332	T	PB-UC2	PTJ-7	2	15
C333	SP	PB-UC2	PJ-5	2	0
C334	PA	PB-UC2	PPJ-8	2	4
C335	T	PB-UC2	PTJ-8	2	15
C336	SP	PB-UC2	PJ-6	2	0
C337	SD	PB-UC3F	SSD-5	1	5
C338	PA	PB-UC3	MSK-63	1	4
C339	T	PB-UC3	SM-3	1	6
C340	SC	PB-UC3	MSC-7	1	10
C341	SP	PB-UC3	MJ-1	1	0
C342	SP	PB-UC3	MJ-3	1	0
C343	FV	PB-UC8	MV-38	1	5
C344	FV	PB-UC8	MV-37	1	5
C345	T	ME-27	MA-32	1	5
C346		SEE NOTE 1			
C347	SD	PB-UC3F	CROWN CTR.	1	5
C348	PA	PB-UC3	CROWN CTR.	1	5
C349	T	PB-UC3	CROWN CTR.	1	10
C350	FV	PB-UC3	CROWN CTR.	1	10
C351	ID	PB-UC3	CROWN CTR.	1	15
C352	SC	PB-UC3	CROWN CTR.	1 1/2 △2	20
C353	TV	PB-UC3	CROWN CTR.	1	20
C354	TV	PB-UC3	CROWN CTR.	1	20
C355	SP	PB-UC3	CROWN CTR.	1	0
C356	SP	PB-UC3	CROWN CTR.	1	0
C357	SC	TC/C	MSC-15	1	15
C358		SEE NOTE 1			
C359	T	TC/C	MM-3	1	2

COND. NO.	CIRC. IDENT.	FROM	TO
C360		SEE NOTE 1	
C361	T	PB-UC9	MB-33
C362	ATM/T	PB-UC8	BLOCK FIV
C363	PA	PB-UC8	BLOCK FIV
C364	SD	PB-UC8F	BLOCK FIV
C365	ID	PB-UC8	BLOCK FIV
C366	SC	PB-UC8	BLOCK FIV
C367	SD	PB-UC8F	BLOCK FIV
C368	T	PB-UC8	BLOCK FIV
C369		SEE NOTE 1	
C370			
C371			
C372	SD	PB-UC8F	PSD-37
C373	T	PB-UC8	PM-49
C374	SC	PB-UC8	MSC-13
C375	SD	PB-UC8F	PSD-32
C376	T	PB-UC8	PM-56
C377	SC	PB-UC8	MSC-6
C378	T	PB-UC8	MM-41
C379	SC	PB-UC8	MSC-11
C380	ID	PB-UC8	MID-1
C381	T	PB-UC8	MM-40
C382	ID	PB-UC8	MID-4
C383	SC	PB-UC8	MSC-4
C384	SP	PB-UC8	BLOCK FIV
C385	PA	PB-UC8	BLOCK FIV
C386	SD	PB-UC8F	BLOCK FIV
C387		SEE NOTE 1	
C388	ID	PB-UC8	MID-5
C389	FV	PB-UC1	MV-7
C390	FV	PB-UC1	MV-12
C391	8 △	PB-UC3	MV-19
C392	8 △	PB-UC9	MV-34
C393	T	ME-14	MA-17
C394	SD	MSJ-1	SSD-3
C395	SC	MCJ-6	MSC-9
C396		SEE NOTE 1	
C397	SD	MSJ-1	MSD-45
C398	T	PB-UC3	MB-20
C399	T	MM-23	SM-5
		SEE NOTE 1	

NOTES:
1. INTENTIONALLY LEFT B

FOR REFERENCE ONLY

△5	PWC # 393,	E709.04	SS	10-89
△4	PWC # 216,	E709.03	JL	2-89
△3	PWC # 188,	E709.02	JL	2-89
△2	PWC # 023,	E709.01	JL	6-88
◇1	Addendum No 1		JL	
NO	REVISION		BY	DATE

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

DOWNTOWN SEATTLE TRANSIT PROJECT

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. Seattle, Washington
SUBMITTED

HECTOR SANCHEZ PROFESSIONAL ENGINEER

DESIGNED
DRAWN
CHECKED
IN CHARGE
SCALE
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 038
UNIVERSITY STREET STATION
ELECTRICAL

COMMUNICATIONS CONDUIT SCHEDULE

SIZE INCHES	% FILL	COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
2 ⚠	15	C160	T	TC/C	RM-3	1	5
"	4	C161	SC	TC/C	RSC-3	2	15
1	5	C162	PA	RPJ-5	RSK-13	1	2
3 ⚠	20	C163	SD	RSJ-5	RSD-15	1	2
1	10	C164	SD	RSJ-4	RSD-6	1	2
1	0	C165	PA	RPJ-4	RSK-14	1	2
1	10	C166	PA	RPJ-4	SSK-2	1	2
1	20	C167	SD	RSJ-4	SSD-2	1	2
1	20	C158	ID	RIJ-4	SID-2	1	5
1	20	C169	PA	RPJ-5	SSK-9	1	2
1	20	C170	ID	RIJ-5	SID-1	1	5
2	2	C171	SD	RSJ-5	SSD-1	1	2
2	10	C172		SEE NOTE 1			
1	4	C173		SEE NOTE 1			
1	1	C174	PA	RPJ-3	RSK-11	1	2
2	15	C175	SD	RSJ-1	RSD-7	1	5
2	15	C176	SD	TC/C	RSD-5	1	5
1	10	C177	PA	TC/C	RSK-3	1	4
1	0	C178		SEE NOTE 1			
1	10	C179					
1	20	C180					
1	20	C181					
1	20	C182					
1	20	C183					
2	10	C184					
2	15	C185					
2	15	C186		SEE NOTE 1			
2	10	C187	ID	RIJ-4	RID-2	1	5
3 ⚠	20	C188		SEE NOTE 1			
2	15						
2	15	C190	SW	HH a	TC/C	3	⚠
2	15	C191	SW	ST	TC/C	3	
2	0	C192	SW	53+58.8	TC/C	3	
1	5	C193	SW		TC/C	3	
1	8						
1	5						
1	10						
1	8						
1	5						
2-2"	10						
1	10						
1-	2						
2-2"	5						
1	2						
1	4						
1	4						
1	5						
1	10						
2 ⚠	5						
1	3						
1	5						
2 ⚠	10						
1	4						
1	5						
1	10						
2 ⚠	10						
1	2						
1	10						

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C200	SD	TC/C	CAB-UC1	3	25
C201	PA	TC/C	CAB-UC1	3	20
C202	T	TC/C	CAB-UC1	3	15
C203	PP ◇	TC/C	CAB-UC1	2 ◇	15
C204	SC	TC/C	CAB-UC1	3	15
C205	ID	TC/C	CAB-UC1	3	25
C206	TV	TC/C	CAB-UC1	3	10
C207	TV	TC/C	CAB-UC1	3	10
C208	TT	TC/C	TPSS	2	15
C209	SD	TC/C	CAB-UC1	3	0
C210	DL	TC/C	CAB-UC1	2	5
C211		SEE NOTE 1			
C212					
C213					
C214					
C215					
C216	PA	TC/C	MSK-35	1	10
C217	SD	TC/C	MSD-39	1	20
C218 ⚠	SD	TC/C	PB-UC1F	2	
C219 ⚠	TP	TC/C	TPSS RTU	1	-
C220		⚠ SEE NOTE 1			
C221					
C222	TV	TC/C	MTV-2	1	20
C223	TV	TC/C	MTV-2	1	20
C224	PA	TC/C	MSK-34	1	10
C225	TV	CAB-UC1	MVJ-2	1	20
C226	TV	CAB-UC1	MVJ-2	1	20
C227	PA	MSK-37	MSK-39	1	4
C228	PA	MSK-38	MSK-39	1	4
C229	PA	MSK-36	MSK-38	1	4
C230	SD	MSJ-2	MSD-44	1	2
C231	PA	MPJ-2	MSK-60	1	2
C232	PA	CAB-UC1	MSK-39	1	4
C233	SD	TC/C	MSD-36	1	20
C234		SEE NOTE 1			
C235	ID	TC/C	MID-3	1	5
C236	PA	MPJ-3	MSK-65	1	2
C237	SD	MSJ-1	MSD-55	1	2
C238	PA	MSK-2	MSK-4	1	4
C239	SD	MSD-2	MSD-4	1	5
C240		SEE NOTE 1			
C241	PA	TC/C	MSK-1	1	2
C242	SD	TC/C	MSD-1	1	5
C243	SD	MSD-3	MSD-1	1	2
C244	PA	MSK-3	MSK-1	1	2
C245	SD	MSD-5	MSD-7	1	2
C246	PA	MSK-5	MSK-7	1	2
C247		SEE NOTE 1			
C248					
C249					
C250					
C251					
C252					
C253					
C254					
C255					
C256					
C257					
C258					
C259					

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C260	T	PB-UC9	BLOCK FIVE	1	5
		SEE NOTE 1			

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C300	SD	TC/C	PB-UC3F	2	20
C301	PA	TC/C	PB-UC3	2	5
C302	T	TC/C	PB-UC3	2	20
C303	FV	TC/C	PB-UC3	2	20
C304	SC	TC/C	PB-UC3	2	30
C305	ID	TC/C	PB-UC3	2	20
C306	TV	TC/C	PB-UC3	2	15
C307	TV	TC/C	PB-UC3	2	15
C308	SP	TC/C	PB-UC3	2	0
C309	TV	PB-UC8	PB-UC9	2	15
C310	TV	PB-UC8	PB-UC9	3 ⚠	15
C311	PA	PB-UC1	PPJ-1	2	10
C312	T	PB-UC1	PTJ-1	2	10
C313	SD	PB-UC1F	PSJ-9	2	5
C314	SP	PB-UC1	PJ-3	2	0
C315	SC	PB-UC1	PCJ-1	2	10
C316	ID	PB-UC1	PIJ-1	2	10
C317	SD	PB-UC1F	PSJ-10	2	5
C318	PA	PB-UC1	PPJ-2	2	10
C319	SP	PB-UC1	PJ-4	2	0
C320	T	PB-UC1	PTJ-2	2	10
C321	SC	PB-UC1	PCJ-2	2	12
C322	ID	PB-UC1	PIJ-2	2	10
C323	DL	TC/C	DLJ-1	1	10
C324	PA	PSK-25	PPM-3	1	2
C325	SD	PB-UC1F	PSD-35	1	2
C326	T	PB-UC1	PM-9	1	2
C327	SC	PB-UC1	MSC-5	1	10
C328	SD	PB-UC1F	PSD-30	1	2
C329	T	PB-UC1	PM-12	1	2
C330	SC	PB-UC1	MSC-2	1	10
C331	PA	PB-UC2	PPJ-7	2	4
C332	T	PB-UC2	PTJ-7	2	15
C333	SP	PB-UC2	PJ-5	2	0
C334	PA	PB-UC2	PPJ-8	2	4
C335	T	PB-UC2	PTJ-8	2	15
C336	SP	PB-UC2	PJ-6	2	0
C337	SD	PB-UC3F	SSD-5	1	5
C338	PA	PB-UC3	MSK-63	1	4
C339	T	PB-UC3	SM-3	1	6
C340	SC	PB-UC3	MSC-7	1	10
C341	SP	PB-UC3	MJ-1	1	0
C342	SP	PB-UC3	MJ-3	1	0
C343	FV	PB-UC8	MV-38	1	5
C344	FV	PB-UC8	MV-37	1	5
C345	T	ME-27	MA-32	1	5
C346		SEE NOTE 1			
C347	SD	PB-UC3F	CROWN CTR.	1	5
C348	PA	PB-UC3	CROWN CTR.	1	5
C349	T	PB-UC3	CROWN CTR.	1	10
C350	FV	PB-UC3	CROWN CTR.	1	10
C351	ID	PB-UC3	CROWN CTR.	1	15
C352	SC	PB-UC3	CROWN CTR.	1 1/2 ⚠	20
C353	TV	PB-UC3	CROWN CTR.	1	20
C354	TV	PB-UC3	CROWN CTR.	1	20
C355	SP	PB-UC3	CROWN CTR.	1	0
C356	SP	PB-UC3	CROWN CTR.	1	0
C357	SC	TC/C	MSC-15	1	15
C358		SEE NOTE 1			
C359	T	TC/C	MM-3	1	2

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C360		SEE NOTE 1			
C361	T	PB-UC9	MB-33	1	
C362	ATM/T	PB-UC8	BLOCK FIVE	1	
C363	PA	PB-UC8	BLOCK FIVE	1	
C364	SD	PB-UC8F	BLOCK FIVE	1	5
C365	ID	PB-UC8	BLOCK FIVE	2	20
C366	SC	PB-UC8	BLOCK FIVE	1	15
C367	SD	PB-UC8F	BLOCK FIVE	1	5
C368	T	PB-UC8	BLOCK FIVE	1	20
C369		SEE NOTE 1			
C370					
C371					
C372	SD	PB-UC8F	PSD-37	1	2
C373	T	PB-UC8	PM-49	1	5
C374	SC	PB-UC8	MSC-13	2	10
C375	SD	PB-UC8F	PSD-32	1	2
C376	T	PB-UC8	PM-56	1	5
C377	SC	PB-UC8	MSC-6	2	10
C378	T	PB-UC8	MM-41	1	2
C379	SC	PB-UC8	MSC-11	2	10
C380	ID	PB-UC8	MID-1	1	5
C381	T	PB-UC8	MM-40	1	2
C382	ID	PB-UC8	MID-4	1	5
C383	SC	PB-UC8	MSC-4	⚠ 2 ⚠	10
C384	SP	PB-UC8	BLOCK FIVE	1	5
C385	PA	PB-UC8	BLOCK FIVE	1	5
C386	SD	PB-UC8F	BLOCK FIVE	1	0
C387		SEE NOTE 1			
C388	ID	PB-UC8	MID-5	1	10
C389	FV	PB-UC1	MV-7	1	
C390	FV	PB-UC1	MV-12	1	
C391	B ⚠	PB-UC3	MV-19	1	
C392	B ⚠	PB-UC9	MV-34	1	
C393	T	ME-14	MA-17	1	5
C394	SD	MSJ-1	SSD-3	1	2
C395	SC	MCJ-6	MSC-9	1	10
C396		SEE NOTE 1			
C397	SD	MSJ-1	MSD-45	1	5
C398	T	PB-UC3	MB-20	1	10
C399	T	MM-23	SM-5	1	5
		SEE NOTE 1			

NOTES:
1. INTENTIONALLY LEFT BLANK

FOR REFERENCE ONLY

126228

NO.	DATE	BY	DESCRIPTION
155	10-89		
1 JL	2-89		
1 JL	2-89		
1 JL	2-88		
1 JL	5-24-88		

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. Seattle, Washington Office
SUBMITTED

INSPECTOR SANCHEZ — WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

DESIGNED
DRAWN
CHECKED
IN CHARGE
SCALE
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 03B
UNIVERSITY STREET STATION
ELECTRICAL

COMMUNICATIONS CONDUIT SCHEDULE

DATE DEC 1987
FILE NO T/F39-87
CON NO
DRAWING NO E709 (5)
SHEET 143 OF 1461

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C400	SD	PSJ-9	PSD-83	1	5
C401	PA	PPJ-1	PPJ-5	1	2
C402	T	PTJ-1	PM-5	1	2
C403	SC	PCJ-1	PCJ-3	2	10
C404	ID	PIJ-1	PIJ-5	1	5
C405	SP	PJ-11	PJ-10	1	0
C406	SD	PSJ-10	PSD-78	1	5
C407	PA	PPJ-2	PPJ-6	1	2
C408	T	PTJ-2	PM-8	1	2
C409	SC	PCJ-2	PCJ-4	2	10
C410	ID	PIJ-2	PIJ-6	1	5
C411	SP	PJ-11	PJ-12	1	0
C412	SD	PSJ-9	PSD-53	2 △	5
C413	SC	PCJ-1	PSC-1	2	10
C414	PA	PPJ-1	PSK-5	1	4
C415	SD	PSJ-10	PSD-44	2 △	5
C416	SC	PCJ-2	PSC-4	2	5
C417	PA	PPJ-2	PSK-6	1	4
C418	SD	PB-UC1F	PSD-5	1	10
C419	SD	PSD-12	PSD-13	1	10
C420	TV	PB-UC3	PTV-4	1	20
C421	TV	PB-UC3	PTV-4	1	20
C422	TV	PB-UC3	PTV-3	1	20
C423	TV	PB-UC3	PTV-3	1	20
C424	SD	PSJ-8	PSD-34	1	2
C425	SD	PSJ-7	PSD-39	1	2
C426	SD	PSJ-1	PSD-43	1	5
C427	PA	PPJ-9	PPJ-13	1	2
C428	T	PTJ-9	PM-43	1	2
C429	SC	PCJ-5	PCJ-7	2	10
C430	ID	PIJ-3	PIJ-7	1	5
C431	SP	PJ-13	PJ-14	1	0
C432	PA	PPJ-10	PPJ-14	1	2
C433	T	PTJ-10	PM-50	1	2
C434	SD	PSJ-2	PSD-52	1	2
C435	SC	PCJ-6	PCJ-8	2	10
C436	ID	PIJ-4	PIJ-8	1	5
C437	SP	PJ-15	PJ-16	1	0
C438	SD	PSJ-1	PSD-27	2	4
C439	PA	PPJ-9	PSK-77	1	5
C440	PA	PSK-71	PSK-79	1	4
C441	SD	PSD-29	PSD-31	2	4
C442	SC	PCJ-5	PCJ-15	2	0
C443	PA	PPJ-10	PSK-75	1	4
C444	PA	PPJ-16	PSK-80	1	2
C445	SD	PSJ-2	PSD-79	2	4
C446	SD	PSD-15	PSD-18	1	10
C447	PA	PSK-74	PSK-78	1	4
C448	SD	PSD-20	PSD-28	2	4
C449	SD	PSD-23	PSD-26	1	10
C450	TV	PVJ-3	PTV-7	1	20
C451	TV	PVJ-3	PTV-7	1	20
C452	TV	PVJ-1	PVJ-7	1	20
C453	TV	PVJ-1	PVJ-7	1	20
C454	TV	PVJ-4	PTV-8	1	20
C455	TV	PVJ-4	PTV-8	1	20
C456	TV	PVJ-2	PVJ-8	1	20
C457	TV	PVJ-2	PVJ-8	1	20
C458	SC	PCJ-8	PCJ-18	2	0
C459		SEE NOTE 1			
C460	ID	PIJ-4	PID-22	1	15
C461	ID	PID-12	PID-22	1	10
C462	SC	PSC-5	ITC 504	△	
C463	ID	PIJ-3	PID-17	1	15
C464	ID	PID-11	PID-17	1	10
C465	SC	PCJ-8	PSC-12	2	0
C466	T	PTJ-10	PM-44	1	2
C467	SD	PSD-49	PSD-1	1	2
C468	PA	PSK-1	PSK-84	1	2
C469		SEE NOTE 1			
C470	SC	PCJ-2	PCJ-12	2	0
C471	ID	PIJ-1	PID-3	1	2
C472	ID	PID-7	PID-26	1	10
C473	PA	PPJ-15	PSK-81	1	2
C474	T	PTJ-9	PI-37	1	2
C475	ID	PIJ-2	PID-4	1	10
C476	ID	PID-2	PID-8	1	10
C477		SEE NOTE 1			
C478					
C479					
C480					
C481					
C482		SEE NOTE 1			
C483					
C484					
C485					
C486	T	PTJ-10	PM-46	1	2
C487	T	PTJ-2	PM-2	1	2
C488	T	PTJ-1	PI-11	1	2
C489	T	PTJ-2	PM-4	1	2
C490		SEE NOTE 1			
C500	PA	PPJ-7	PSK-85	△ 1½	15
C501	T	PTJ-7	PE-35	2	15
△					
C503	PA	PPJ-8	PSK-72	△ 1½	15
C504	T	PTJ-8	PE-38	2	15
△					
C506		SEE NOTE 1			
C507					
C508					
C509					
C510					
C511					
C512					
C513					
C514					
C515					
C516					
C517					
C518					
C519					
C520					
C521					
C522					
C523					
C524					
C525	PA	PPJ-16	PSK-82	1	2
C526	SD	PSJ-8	PSD-36	1	2
C527	SD	PSJ-7	PSD-41	1	2
C528	PA	PPJ-15	PSK-83	1	2
C529		SEE NOTE 1			
C530	SWC	USS-TCC	PSS-TCC	3	30
C531	SWC	USS-TCC	PSS-TCC	3	30
C532	SWC	USS-TCC	PSS-TCC	3	30
C533	SWC	USS-TCC	PSS-TCC	3	30
C534	SWC	USS-TCC	PSS-TCC	3	30
C535	SWC	USS-TCC	PSS-TCC	3	30
C536	SWC	USS-TCC	PSS-TCC	3	30
C537	SWC	USS-TCC	PSS-TCC	3	30
C538	SWC	WLS-TC/C	USS-TC/C	3	30
C539	SWC	WLS-TC/C	USS-TC/C	3	30
C540	SWC	WLS-TC/C	USS-TC/C	3	30
C541	SWC	WLS-TC/C	USS-TC/C	3	30
C542	SWC	WLS-TC/C	USS-TC/C	3	30
C543	SWC	WLS-TC/C	USS-TC/C	3	30
C544	SWC	WLS-TC/C	USS-TC/C	3	30
C545	SWC	WLS-TC/C	USS-TC/C	3	30
C546	SWC	WLS-TC/C	USS-TC/C	3	△
C547	SWC	WLS-TC/C	USS-TC/C	3	
C548	SWC	USS-TC/C	PSS-TC/C	3	
C549	SWC	USS-TC/C	PSS-TC/C	3	
		SEE NOTE 1			
		SEE NOTE 2			
C675	SD	TC/C	△ TUNNEL	2	
C676	SD	TC/C	TUNNEL	2	
C677	SD	PB-UC8F	TUNNEL	2	
C678	SD	PB-UC8F	TUNNEL	2	
PK601	DC	TPSS	VAULT	4	30
PK602	DC	TPSS	VAULT	4	30
PK603	DC	TPSS	VAULT	4	30
PK604	DC	TPSS	VAULT	4	30
PK605	DC	TPSS	VAULT	4	30
PK606	DC	TPSS	VAULT	4	30
PK607	DC	TPSS	VAULT	4	30
PK608	DC	TPSS	VAULT	4	30
PK609	DC	TPSS	VAULT	4	30
PK610	DC	TPSS	VAULT	4	30
PK611	DC	TPSS	VAULT	4	30
PK612	DC	TPSS	VAULT	4	30
PK613	DC	TPSS	VAULT	4	30
PK614	DC	TPSS	VAULT	4	30
PK615	DC	TPSS	VAULT	4	30
PK616	DC	TPSS	VAULT	4	30
PK617	DC	VAULT	PB-8	4	30
PK618	DC	VAULT	PB-8	4	30
PK619	DC	VAULT	PB-8	4	30
PK620	DC	VAULT	PB-8	4	30
PK621	DC	VAULT	PB-8	4	30
PK622	DC	VAULT	PB-8	4	30
PK623	DC	VAULT	PB-8	4	30
PK624	DC	VAULT	PB-8	4	30
PK625	DC	VAULT	PB-8	4	30
PK626	DC	VAULT	PB-8	4	30
PK627	DC	VAULT	PB-8	4	30
PK628	DC	VAULT	PB-8	4	30
PK629	DC	VAULT	PB-8	4	30
PK630	DC	VAULT	PB-8	4	30
PK631	DC	VAULT	PB-8	4	30
PK632	DC	VAULT	PB-8	4	30
PK633	DC	VAULT	PB-8	4	30
PK634	DC	VAULT	PB-8	4	30
PK635	DC	PB-8	PB-7	4	30
PK636	DC	PB-8	PB-7	4	30
PK637	DC	PB-8	PB-7	4	30
PK638	DC	PB-8	PB-7	4	30
PK639	DC	PB-8	PB-7	4	30
PK640	DC	PB-8	PB-4	4	30
PK641	DC	PB-8	PB-4	4	30
PK642	DC	PB-8	PB-4	4	30
PK643	DC	PB-8	PB-4	4	30
PK644	DC	PB-8	PB-4	4	30
PK645	DC	PB-8	PB-7	4	30
PK646	DC	PB-8	PB-7	4	30
PK647	DC	PB-8	PB-7	4	30
PK648	DC	PB-8	PB-7	4	30
PK649	DC	PB-8	PB-7	4	30
PK650	DC	PB-8	PB-4	4	30
PK651	DC	PB-8	PB-4	4	30
PK652	DC	PB-8	PB-4	4	30
PK653	DC	PB-8	PB-4	4	30
PK654	DC	PB-8	PB-4	4	30
PK655	DC	PB-4	OCS	4	30
PK656	DC	PB-4	OCS	4	30
PK657	DC	PB-4	OCS	4	30
PK658	DC	PB-4	OCS	4	30
PK659	DC	PB-4	OCS	4	30
PK660	DC	PB-4	OCS	4	30
PK661	DC	PB-7	OCS	4	30
PK662	DC	PB-7	OCS	4	30
PK663	DC	PB-7	OCS	4	30
PK664	DC	PB-7	OCS	4	30
PK665	DC	PB-7	OCS	4	30
PK666	DC	PB-7	OCS	4	30
PK667	DC	PB-7	OCS	4	30
PK668	DC	PB-7	OCS	4	30
PK669	DC	PB-7	OCS	4	30
PK670	DC	PB-7	OCS	4	30
PK671	DC	PB-7	OCS	4	30
PK672	DC	PB-7	OCS	4	30
PK673	DC	PB-7	OCS	4	30
PK674	DC	PB-7	OCS	4	30
△ PK701	DC	TPSS	VAULT	4	30
△ PK702	DC	TPSS	VAULT	4	30
△ PK703	DC	TPSS	VAULT	4	30
△ PK704	DC	TPSS	VAULT	4	30
		SEE NOTE 1			
TK111	AC	RM.P-18	TPB-17	5	30
TK211	AC	RM.P-18	TPB-18	5	30
TK112	AC	RM.P-13	TPSS	5	30
TK212	AC	RM.P-18	TPSS	5	30
TK113	AC	RM.P-18	TPB-15	5	30
TK213	AC	RM.P-18	TPB-16	5	30
TK161	AC	RM.P-18	TPB-17	5	30
TK261	AC	RM.P-18	TPB-18	5	30
TK162	AC	RM.P-18	TPB-15	5	30
TK262	AC	RM.P-18	TPB-16	5	30
		SEE NOTE 1			
K601	DC	TPSS	TPSS	4	△
K602	DC	TPSS	TPSS	4	△
K603	DC	TPSS	TPSS	4	△
K642	DC	TPSS	VAULT	4	△
K660	DC	TPSS	VAULT	4	30
K661	DC	TPSS	VAULT	4	30
K662	DC	TPSS	VAULT	4	30
		SEE NOTE 1			
		SEE NOTE 1			
		SEE NOTE 1			
NK675	DC	TPSS	NB-11		
NK676	DC	TPSS	NB-11		
NK677	DC	TPSS	NB-11		
NK678	DC	TPSS	NB-11		
NK679	DC	TPSS	NB-11		
NK680	DC	TPSS	NB-11		
NK681	DC	TPSS	NB-11		
NK682	DC	TPSS	NB-11		
NK683	DC	TPSS	NB-11		
NK684	DC	TPSS	NB-11		
NK685	DC	NB-11	NB-5		
NK686	DC	NB-11	NB-5		
NK687	DC	NB-11	NB-5		
NK688	DC	NB-11	NB-5		
NK689	DC	NB-11	NB-5		
NK690	DC	NB-5	NB-4		
NK691	DC	NB-5	NB-4		
NK692	DC	NB-5	NB-4		
NK693	DC	NB-5	NB-4		
NK694	DC	NB-5	NB-4		
NK695	DC	NB-11	NB-8		
NK696	DC	NB-11	NB-8		
NK697	DC	NB-11	NB-8		
NK698	DC	NB-11	NB-8		
NK699		SEE NOTE 1			
NK700	DC	NB-8	OCS		
NK701	DC	NB-8	OCS		
NK702	DC	NB-8	OCS		
NK703	DC	NB-8	OCS		
NK704	DC	NB-10	NB-9		
NK705	DC	NB-10	NB-9		
NK706	DC	NB-10	NB-9		
NK707	DC	NB-10	NB-9		
NK708	DC	NB-9	OCS		
NK709	DC	NB-9	OCS		
NK710	DC	NB-9	OCS		
NK711	DC	NB-9	OCS		
NK712	DC	NB-11	NB-10		
NK713	DC	NB-11	NB-10		
NK714	DC	NB-11	NB-10		
NK715	DC	NB-11	NB-10		
		SEE NOTE 1			

NOTES:

1. INTENTIONALLY LEFT BLANK.
2. △ EXTEND SD CONDUIT TO TUNNEL INTERFACE; PROVIDE EXPANSION/DEFLECTION FITTING AT INTERFACE. EXTEND 10' INTO TUNNEL AND STUB. EXTENSION OF CONDUITS TO BE BY CWID CONTRACT.

FOR REFERENCE ONLY

△	PWC 188	E710.03	JL	5/89
△	PWC 93		LPB	11/88
△	PWC # 113	E710.02	JL	11/88
△	PWC # 029	E710.01	JL	8-88
△	PWC #003		JL	8-88
◇	Addendum No 5		JL	5/89
◇	Addendum No 4		JL	5/89
NO.	REVISION		BY	DATE

△	PWC 230	E710.03	SS	2/89
△	PWC 283		JL	5/89
△	PWC 471		SS	3/90
△	PWC 192		SS	9/89

DOWNTOWN SEATTLE TRANSIT PROJECT

This preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff

HECTOR SANCHEZ — REGISTERED PROFESSIONAL ENGINEER

DESIGNED | DRAWN | CHECKED | IN CHARGE | SCALE | APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 039
UNIVERSITY STREET STATION
ELECTRICAL
COMMUNICATIONS AND TRACTION POWER
CONDUIT SCHEDULE

SIZE INCHES	% FILL
1	5
1	2
1	2
2	10
1	5
1	0
1	5
1	2
1	2
2	10
1	5
1	0
2 △	5
2	10
1	4
2 △	5
2	5
1	4
1	10
1	10
1	20
1	20
1	20
1	20
1	2
1	2
1	5
1	2
1	2
2	10
1	5
1	0
1	2
1	2
1	2
2	10
1	5
1	0
2	4
1	5
1	4
2	4
2	0
1	4
1	2
2	4
1	10
1	4
2	4
1	10
1	20
1	20
1	20
1	20
1	20
1	20
1	20
1	20
2	0

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C460	IO	PIJ-4	PID-22	1	15
C461	IO	PID-12	PID-22	1	10
C462	SC	PSC-5	ITC 506	△1	
C463	IO	PIJ-3	PIO-17	1	15
C464	IO	PIO-11	PIO-17	1	10
C465	SC	PCJ-8	PSC-12	2	0
C466	T	PTJ-10	PM-44	1	2
C467	SD	PSD-49	PSD-1	1	2
C468	PA	PSK-1	PSK-84	1	2
C469	SEE NOTE 1				
C470	SC	PCJ-2	PCJ-12	2	0
C471	IO	PIJ-1	PIO-3	1	2
C472	IO	PIO-7	PIO-26	1	10
C473	PA	PPJ-15	PSK-81	1	2
C474	T	PTJ-9	PI-37	1	2
C475	IO	PIJ-2	PIO-4	1	10
C476	IO	PIO-2	PIO-8	1	10
C477	SEE NOTE 1				△2
C478					
C479					
C480					
C481					
C482	SEE NOTE 1				
C483					
C484					
C485					
C486	T	PTJ-10	PM-46	1	2
C487	T	PTJ-2	PM-2	1	2
C488	T	PTJ-1	PI-11	1	2
C489	T	PTJ-2	PM-4	1	2
C490	SEE NOTE 1				

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
C500	PA	PPJ-7	PSK-85	△1½	15
C501	T	PTJ-7	PE-35	2	15
△					
C503	PA	PPJ-8	PSK-72	△1½	15
C504	T	PTJ-8	PE-38	2	15
△					
C506	SEE NOTE 1				
C507					
C508					
C509					
C510					
C511					
C512					
C513					
C514					
C515					
C516					
C517					
C518					
C519					
C520					
C521					
C522					
C523					
C524					
C525	PA	PPJ-16	PSK-82	1	2
C526	SD	PSJ-8	PSD-36	1	2
C527	SD	PSJ-7	PSD-41	1	2
C528	PA	PPJ-15	PSK-83	1	2
C529	SEE NOTE 1				
C530	SWC	USS-TCC	PSS-TCC	3	30
C531	SWC	USS-TCC	PSS-TCC	3	30
C532	SWC	USS-TCC	PSS-TCC	3	30
C533	SWC	USS-TCC	PSS-TCC	3	30
C534	SWC	USS-TCC	PSS-TCC	3	30
C535	SWC	USS-TCC	PSS-TCC	3	30
C536	SWC	USS-TCC	PSS-TCC	3	30
C537	SWC	USS-TCC	PSS-TCC	3	30
◇2 C538	SWC	WLS-TC/C	USS-TC/C	3	30
C539	SWC	WLS-TC/C	USS-TC/C	3	30
C540	SWC	WLS-TC/C	USS-TC/C	3	30
C541	SWC	WLS-TC/C	USS-TC/C	3	30
C542	SWC	WLS-TC/C	USS-TC/C	3	30
C543	SWC	WLS-TC/C	USS-TC/C	3	30
C544	SWC	WLS-TC/C	USS-TC/C	3	30
◇2 C545	SWC	WLS-TC/C	USS-TC/C	3	30
C546	SWC	WLS-TC/C	USS-TC/C	3	△
C547	SWC	WLS-TC/C	USS-TC/C	3	
C548	SWC	USS-TC/C	PSS-TC/C	3	
C549	SWC	USS-TC/C	PSS-TC/C	3	
SEE NOTE 1					
		SEE NOTE 2			
C675	SD	TC/C △	TUNNEL	2	
C676	SD	TC/C	TUNNEL	2	
C677	SD	PB-UCBF	TUNNEL	2	
C678	SD	PB-UCBF	TUNNEL	2	

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
PK601	DC	TPSS	VAULT	4	30
PK602	DC	TPSS	VAULT	4	30
PK603	DC	TPSS	VAULT	4	30
PK604	DC	TPSS	VAULT	4	30
PK605	DC	TPSS	VAULT	4	30
PK606	DC	TPSS	VAULT	4	30
PK607	DC	TPSS	VAULT	4	30
PK608	DC	TPSS	VAULT	4	30
PK609	DC	TPSS	VAULT	4	30
PK610	DC	TPSS	VAULT	4	30
PK611	DC	TPSS	VAULT	4	30
PK612	DC	TPSS	VAULT	4	30
PK613	DC	TPSS	VAULT	4	30
PK614	DC	TPSS	VAULT	4	30
PK615	DC	TPSS	VAULT	4	30
PK616	DC	TPSS	VAULT	4	30
PK617	DC	VAULT	PB-8	4	30
PK618	DC	VAULT	PB-8	4	30
PK619	DC	VAULT	PB-8	4	30
PK620	DC	VAULT	PB-8	4	30
PK621	DC	VAULT	PB-8	4	30
PK622	DC	VAULT	PB-8	4	30
PK623	DC	VAULT	PB-8	4	30
PK624	DC	VAULT	PB-8	4	30
PK625	DC	VAULT	PB-8	4	30
PK626	DC	VAULT	PB-8	4	30
PK627	DC	VAULT	PB-8	4	30
PK628	DC	VAULT	PB-8	4	30
PK629	DC	VAULT	PB-8	4	30
PK630	DC	VAULT	PB-8	4	30
PK631	DC	VAULT	PB-8	4	30
PK632	DC	VAULT	PB-8	4	30
PK633	DC	VAULT	PB-8	4	30
PK634	DC	VAULT	PB-8	4	30
PK635	DC	PB-8	PB-7	4	30
PK636	DC	PB-8	PB-7	4	30
PK637	DC	PB-8	PB-7	4	30
PK638	DC	PB-8	PB-7	4	30
PK639	DC	PB-8	PB-7	4	30
PK640	DC	PB-8	PB-4	4	30
PK641	DC	PB-8	PB-4	4	30
PK642	DC	PB-8	PB-4	4	30
PK643	DC	PB-8	PB-4	4	30
PK644	DC	PB-8	PB-4	4	30
PK645	DC	PB-8	PB-7	4	30
PK646	DC	PB-8	PB-7	4	30
PK647	DC	PB-8	PB-7	4	30
PK648	DC	PB-8	PB-7	4	30
PK649	DC	PB-8	PB-7	4	30
PK650	DC	PB-8	PB-4	4	30
PK651	DC	PB-8	PB-4	4	30
PK652	DC	PB-8	PB-4	4	30
PK653	DC	PB-8	PB-4	4	30
PK654	DC	PB-8	PB-4	4	30
PK655	DC	PB-4	OCS	4	30
PK656	DC	PB-4	OCS	4	30
PK657	DC	PB-4	OCS	4	30
PK658	DC	PB-4	OCS	4	30
PK659	DC	PB-4	OCS	4	30
PK660	DC	PB-4	OCS	4	30

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
PK661	DC	PB-7	OCS	4	30
PK662	DC	PB-7	OCS	4	30
PK663	DC	PB-7	OCS	4	30
PK664	DC	PB-7	OCS	4	30
PK665	DC	PB-7	OCS	4	30
PK666	DC	PB-7	OCS	4	30
PK667	DC	PB-7	OCS	4	30
PK668	DC	PB-7	OCS	4	30
PK669	DC	PB-7	OCS	4	30
PK670	DC	PB-7	OCS	4	30
PK671	DC	PB-7	OCS	4	30
PK672	DC	PB-7	OCS	4	30
PK673	DC	PB-7	OCS	4	30
PK674	DC	PB-7	OCS	4	30
△ PK701	DC	TPSS	VAULT	4	30
△ PK702	DC	TPSS	VAULT	4	30
△ PK703	DC	TPSS	VAULT	4	30
△ PK704	DC	TPSS	VAULT	4	30
	SEE NOTE 1				
TK111	AC	RM.P-18	TPB-17	5	30
TK211	AC	RM.P-18	TPB-18	5	30
TK112	AC	RM.P-18	TPSS	5	30
TK212	AC	RM.P-18	TPSS	5	30
TK113	AC	RM.P-18	TPB-15	5	30
TK213	AC	RM.P-18	TPB-16	5	30
TK161	AC	RM.P-18	TPB-17	5	30
TK261	AC	RM.P-18	TPB-18	5	30
TK162	AC	RM.P-18	TPB-15	5	30
TK262	AC	RM.P-18	TPB-16	5	30
	SEE NOTE 1				
K601	DC	TPSS	TPSS	4	△
K602	DC	TPSS	TPSS	4	△
K603	DC	TPSS	TPSS	4	△
K642	DC	TPSS	VAULT	4	△
K660	DC	TPSS	VAULT	4	30
K661	DC	TPSS	VAULT	4	30
K662	DC	TPSS	VAULT	4	30
	SEE NOTE 1				
			◇1		
			◇1		
	SEE NOTE 1				
			◇1		
			◇1		
	SEE NOTE 1				
	SEE NOTE 1				

COND. NO.	CIRC. IDENT.	FROM	TO	SIZE INCHES	% FILL
NK675	DC	TPSS	NB-11	4	30
NK676	DC	TPSS	NB-11	4	30
NK677	DC	TPSS	NB-11	4	30
NK678	DC	TPSS	NB-11	4	30
NK679	DC	TPSS	NB-11	4	30
NK680	DC	TPSS	NB-11	4	30
NK681	DC	TPSS	NB-11	4	30
NK682	DC	TPSS	NB-11	4	30
NK683	DC	TPSS	NB-11	4	30
NK684	DC	TPSS	NB-11	4	30
NK685	DC	NB-11	NB-5	4	30
NK686	DC	NB-11	NB-5	4	30
NK687	DC	NB-11	NB-5	4	30
NK688	DC	NB-11	NB-5	4	30
NK689	DC	NB-11	NB-5	4	30
NK690	DC	NB-5	NB-4	4	30
NK691	DC	NB-5	NB-4	4	30
NK692	DC	NB-5	NB-4	4	30
NK693	DC	NB-5	NB-4	4	30
NK694	DC	NB-5	NB-4	4	30
NK695	DC	NB-11	NB-8	4	30
NK696	DC	NB-11	NB-8	4	30
NK697	DC	NB-11	NB-8	4	30
NK698	DC	NB-11	NB-8		
NK699	SEE NOTE 1			4	30
NK700	DC	NB-8	OCS	4	30
NK701	DC	NB-8	OCS	4	30
NK702	DC	NB-8	OCS	4	30
NK703	DC	NB-8	OCS	4	30
NK704	DC	NB-10	NB-9	4	30
NK705	DC	NB-10	NB-9	4	30
NK706	DC	NB-10	NB-9	4	30
NK707	DC	NB-10	NB-9	4	30
NK708	DC	NB-9	OCS	4	30
NK709	DC	NB-9	OCS	4	30
NK710	DC	NB-9	OCS	4	30
NK711	DC	NB-9	OCS	4	30
NK712	DC	NB-11	NB-10	4	30
NK713	DC	NB-11	NB-10	4	30
NK714	DC	NB-11	NB-10	4	30
NK715	DC	NB-11	NB-10	4	30
	SEE NOTE 1				

NOTES:

1. INTENTIONALLY LEFT BLANK.

△ 2. EXTEND SD CONDUIT TO TUNNEL/STATION INTERFACE; PROVIDE EXPANSION/DEFLECTION FITTING AT INTERFACE. EXTEND 10' INTO TUNNEL AND CAP. EXTENSION OF CONDUITS TO DV BOX BY CUIO CONTRACT.

FOR REFERENCE ONLY

126229

CITY CLERK

△1	PWC 471		SS	3/90
△	PWC 192		SS	9/89
△	PWC 230		SS	2/89
△	PWC 283	E710.03	JL	5/89
5/89				
11/88				
11/88				
8-88				
8-88				
52988				
52988				

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff
SUBMITTED:

HECTOR SANCHEZ — REGISTERED PROFESSIONAL ENGINEER

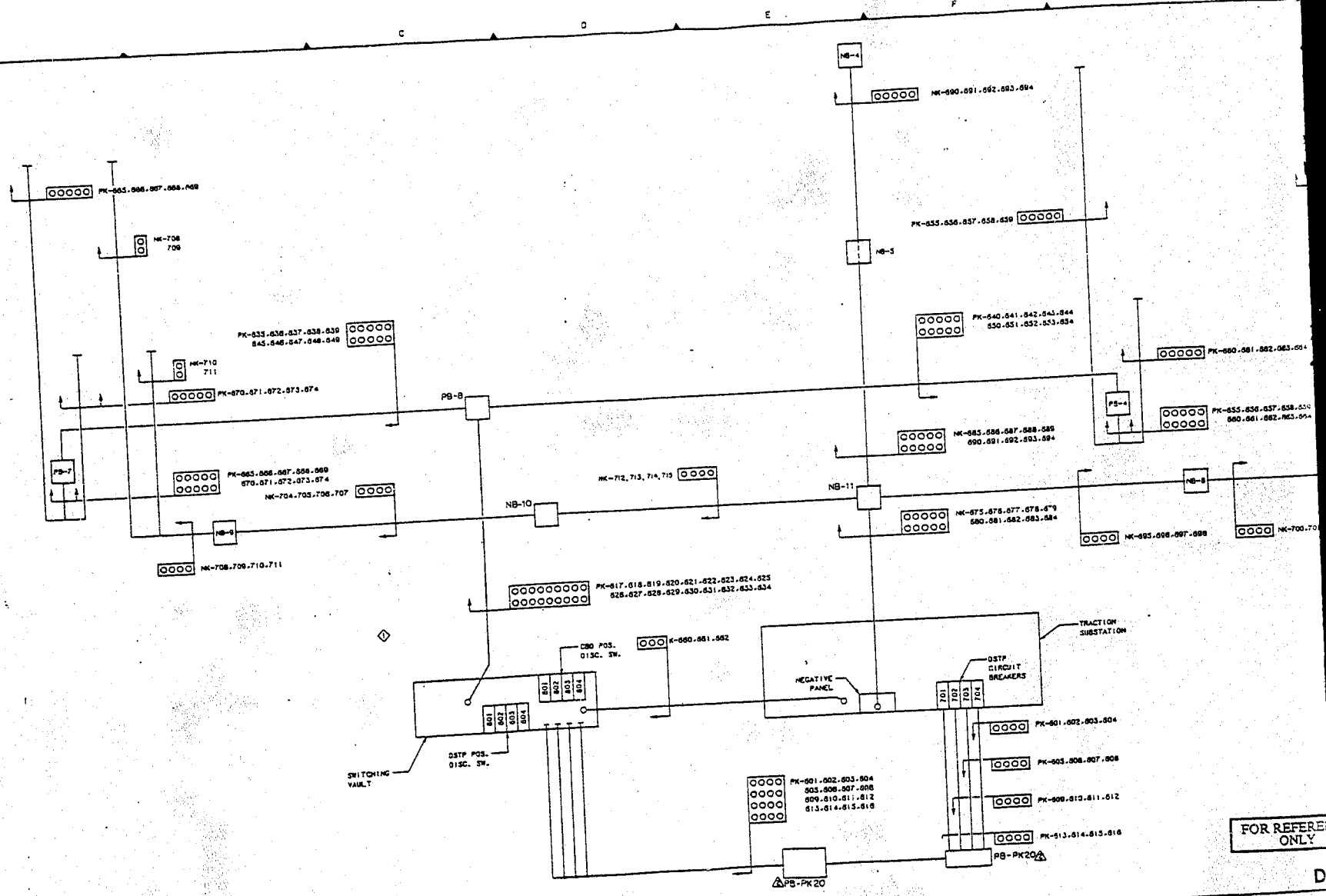
DESIGNED | DRAWN | CHECKED | IN CHARGE | SCALE | APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 038
UNIVERSITY STREET STATION
ELECTRICAL
COMMUNICATIONS AND TRACTION POWER
CONDUIT SCHEDULE

DATE: 1 DEC 1987
FILE NO.: T/P39-87
DRAWING NO.: E710 (10)
SHEET: 1438 OF 1461

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



FOR REFERENCE ONLY

DR

DOWNTOWN SEATTLE TRANSIT PROJECT

Parsons Brinckerhoff

METRO Municipality of Metropolitan S

CONSTRUCTION UNIT 038
UNIVERSITY STREET STATIO
ELECTRICAL
DC FEEDER SCHEMATIC

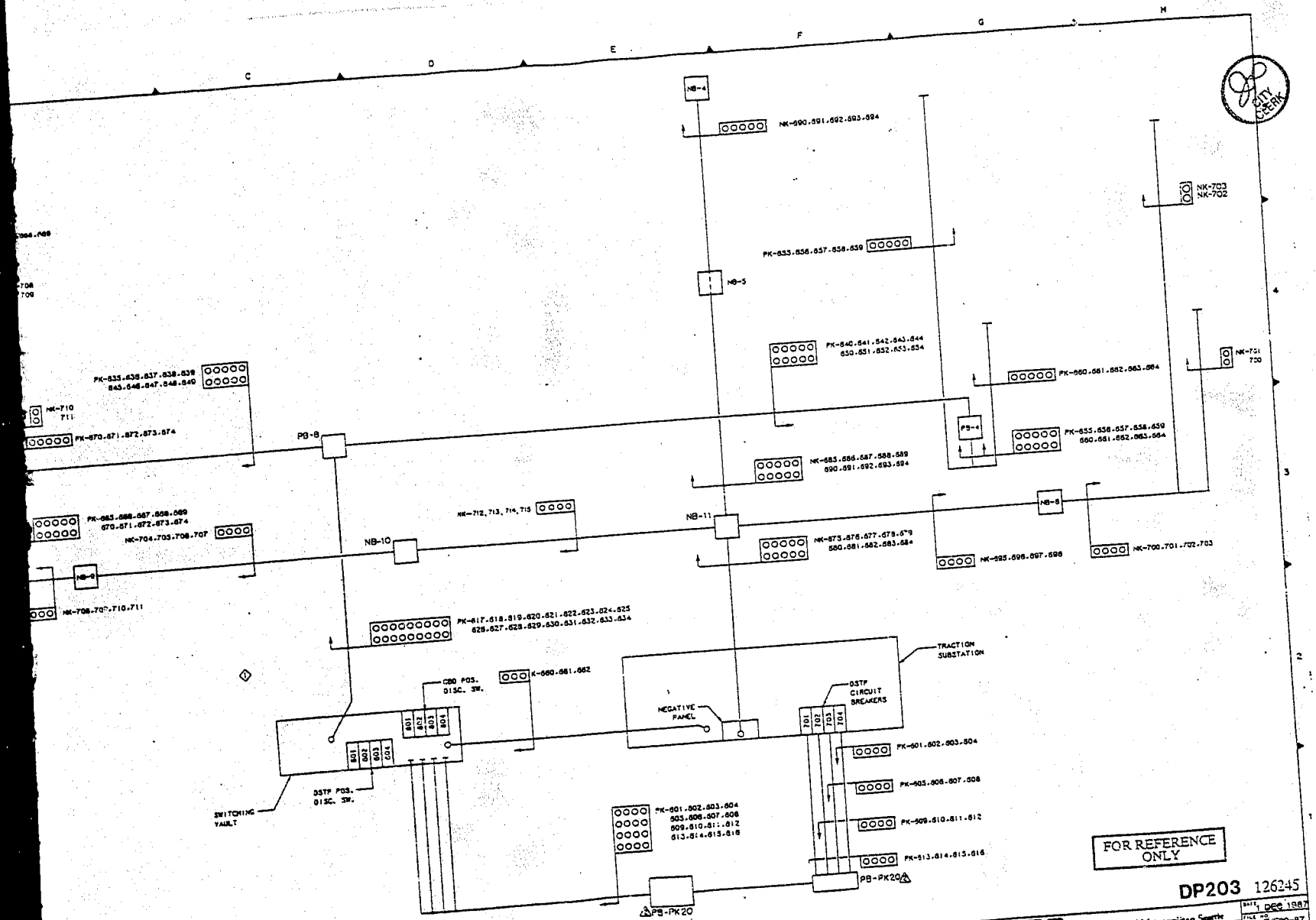
DESIGNED	B. DaCOSTA
DRAWN	L.ANDRADA
CHECKED	W.WILLIAMS
In Charge	H.SANCHEZ
SCALE	NONE
APPROVED	

HECTOR SANCHEZ — REGISTERED PROFESSIONAL ENGINEER

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

⚠	PWC 192	ET-41.01	
⚠	Addendum No 1		

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.



FOR REFEREN ONLY

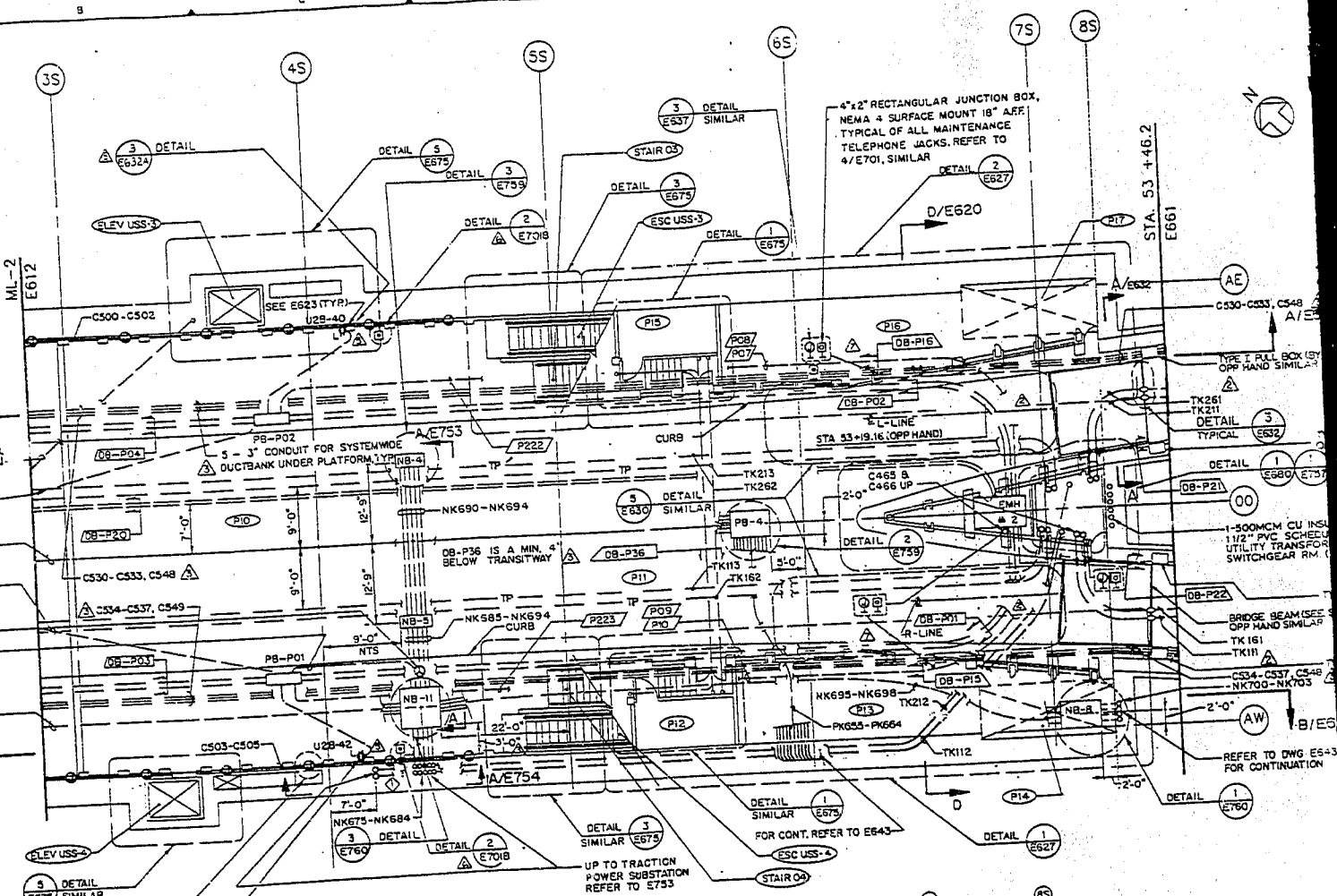
DP

Municipality of Metropolitan S

TRUCTION UNIT 038
ITY STREET STATIO
ELECTRICAL
EEDER SCHEMATIC

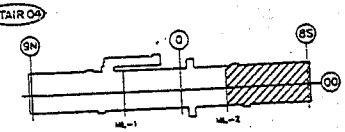
NOTICE: IF THE DOCUMENT IS ILLEGIBLE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

ROOM SCHEDULE	
NO.	NAME
P10	PLATFORM SOUTH
P11	SOUTHEND
P12	ELEVATOR MACHINE ROOM
P13	MECHANICAL ROOM
P14	MECHANICAL SHAFT
P15	ELEVATOR MACHINE ROOM
P16	MECHANICAL ROOM
P17	MECHANICAL SHAFT
P18	ELECTRICAL ROOM
STAIR 03	STAIR
STAIR 04	STAIR
ELEV USS-3	ELEVATOR
ELEV USS-4	ELEVATOR
ESC USS-3	ESCALATOR
ESC USS-4	ESCALATOR



NOTES - SHEET E613

1. AT POINTS WHERE SIDEWALK EMBEDDED CONDUIT RUNS PASS BY STAIRS AND ELEVATOR MACHINE ROOMS USS-3 THROUGH USS-4, CLEARANCE IS RESTRICTED. AT THESE LOCATIONS ALL CONDUIT RUNS (BOTH TELECOMMUNICATIONS AND ANCILLARY POWER) MUST BE ADJUSTED AS NECESSARY, TO FIT WITHIN THE WIDTH BETWEEN THE CURB AND THE SUMP PIT.
2. SEE CONTRACT CU02, DRAWING E1, FOR CURBSIDE PULL BOX DETAILS AND LOCATIONS.
3. SPACE MUST BE ALLOTTED BETWEEN ANCILLARY POWER AND COMMUNICATIONS SIDEWALK DUCT BANKS, TO ALLOW FOR SIGN POST LINER, AT PLATFORM SIGN LOCATIONS. REFER TO 3/E635.



KEY PLAN

NO.	REVISION	BY	DATE
7	As-Built	RH	9/90
6	PWC 471, E613.05	SS	8/90
5	PWC 354, E613.04	LR	8/89
4	PWC 84, E613.03	JPS	11/88
3	PWC # 029, E613.02	JL	5-88
2	PWC # 009 " .01	JL	5-88
1	Addendum No. 1	H.S.	2/88

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. • Seattle, Washington 98104
SUBMITTED: [signature]

ARCHITECTOR SANCHEZ PROFESSIONAL ENGINEER

DESIGNER S.SCHMIDT, W. WILLIAMS
DRAWN M.M. - A.C.
CHECKED H.SANCHEZ
IN CHARGE H.SANCHEZ

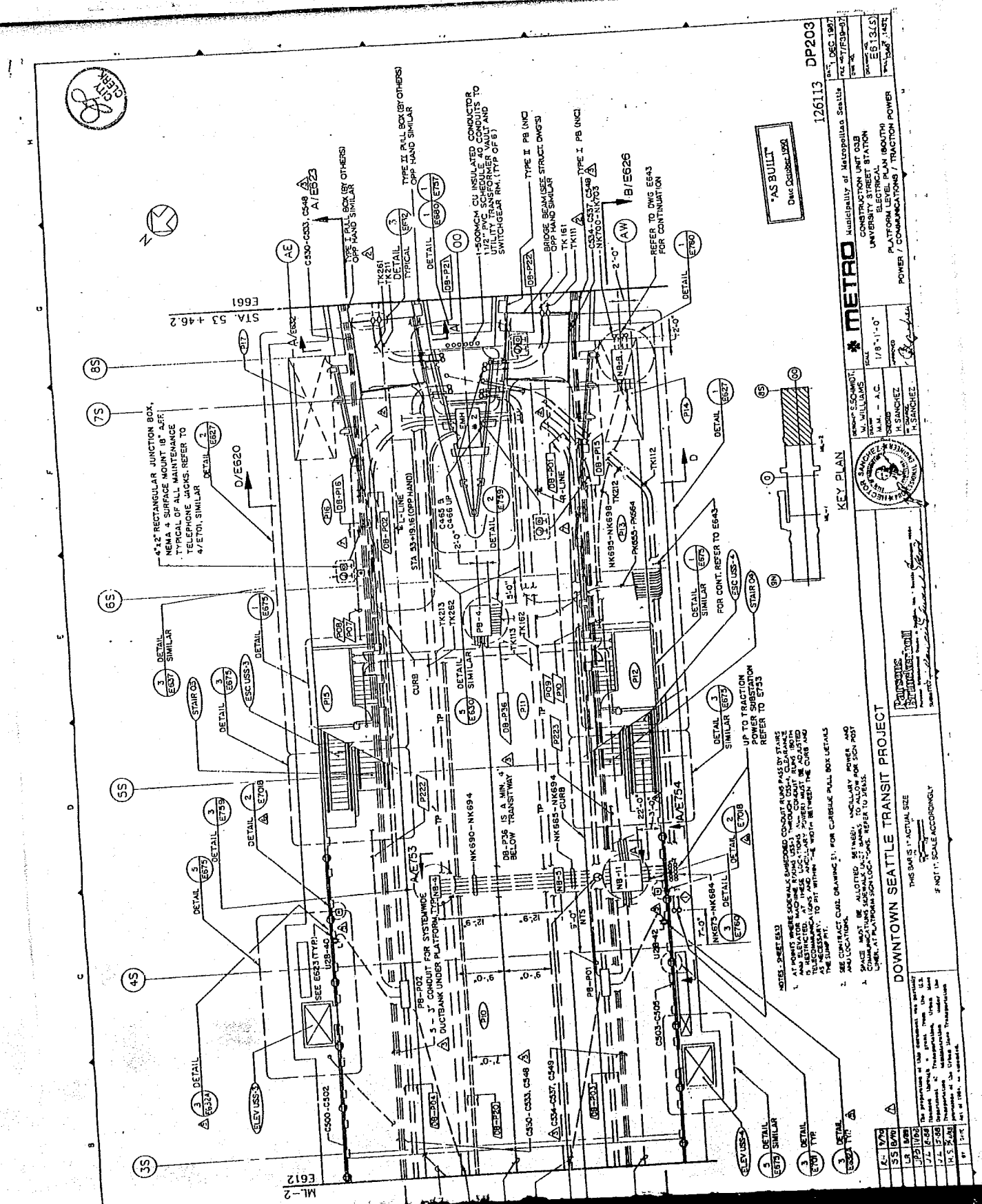
METRO Municipality of Me

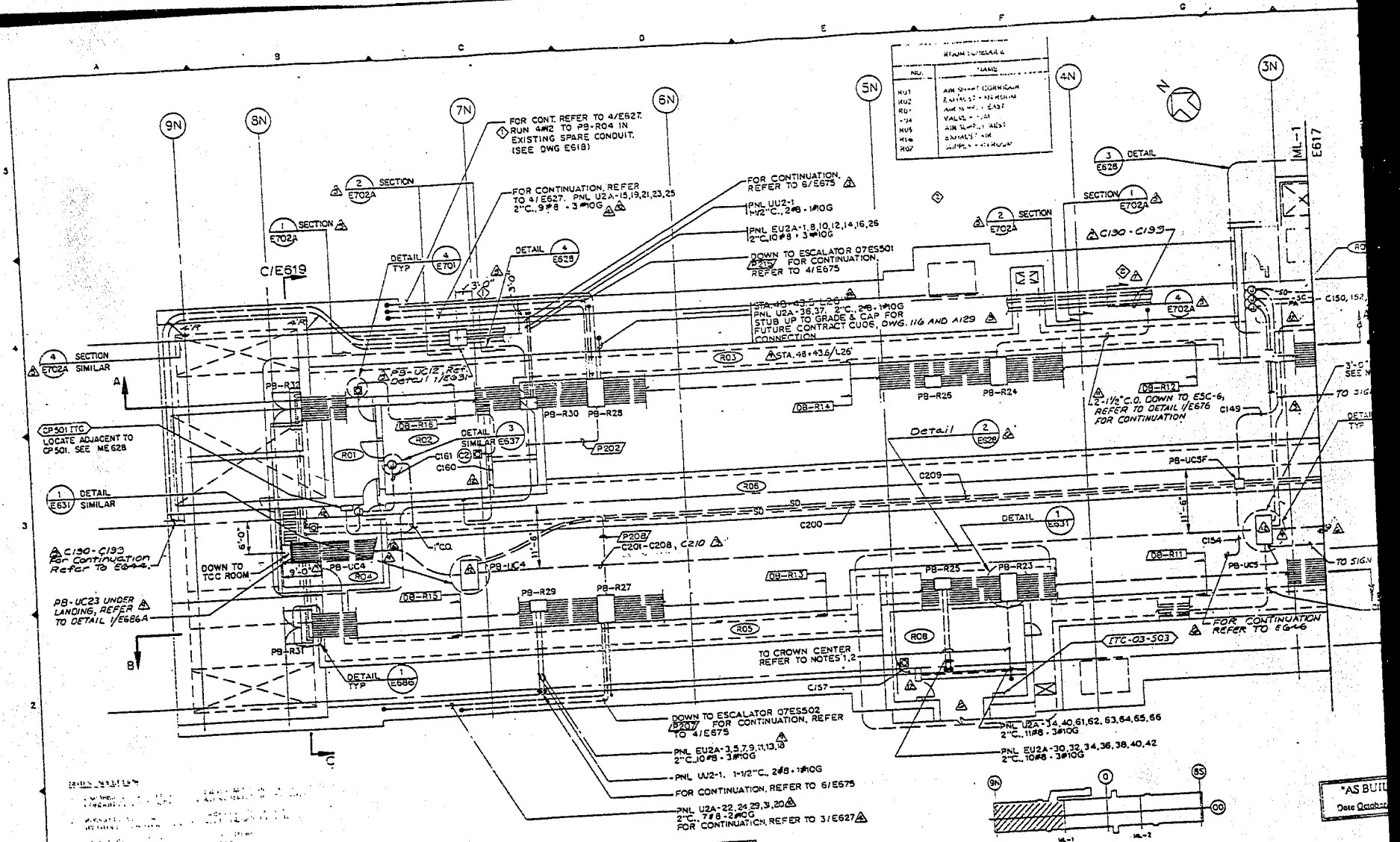
SCALE 1/8"=1'-0"
APPROVED [signature]

CONSTRUCTION UNIT
UNIVERSITY STREET ST
ELECTRICAL
PLATFORM LEVEL PLAN
POWER / COMMUNICATIONS / TR

"AS BUIL
Date October

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.





12	As-Built	MA	2/90
11	PWC 394 E616.07	SS	11/89
10	PWC 112A E616.09	SS	11/89
9	PWC 192 E616.08	SS	4/89
8	PWC 355 E616.06	SS	8/89

SEE NOTE C8 ON DWG E603, TYPICAL
C3 PROVIDE APPROVED SEPARATION BETWEEN SMOKE DETECTOR CIRCUITS & ALL OTHERS IN PB-UC4

6	PWC # 247,	E616.04	JL	3-89
5	PWC # 216,	E616.03	JL	2-89
4	PWC # 112,	E616.02	JL	2-89
3	PWC # 025,	E616.01	JL	8-88
2	Addendum No 4		HS	
1	PWC 272	E616.05	JL	5/89

DOWNTOWN SEATTLE TRANSIT PROJECT

THIS BAR IS 1" ACTUAL SIZE

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the

Parsons Brinckerhoff

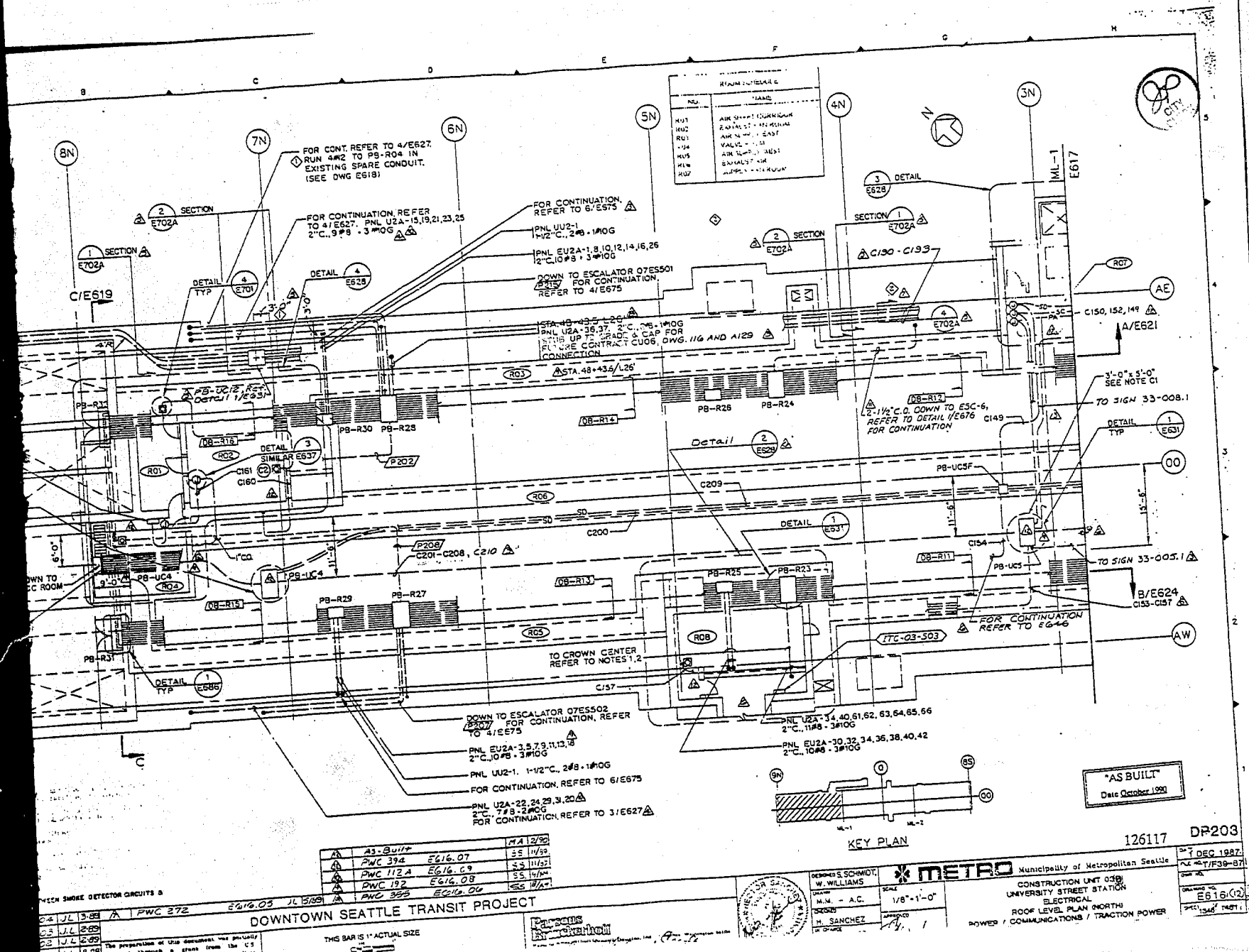
DESIGNED S. SCHMIDT, W. WILLIAMS
DRAWN M.M. - A.C.
CHECKED H. SANCHEZ
IN CHARGE
SCALE 1/8"=1'-0"
APPROVED

METRO Municipality of Metropolitan Sea

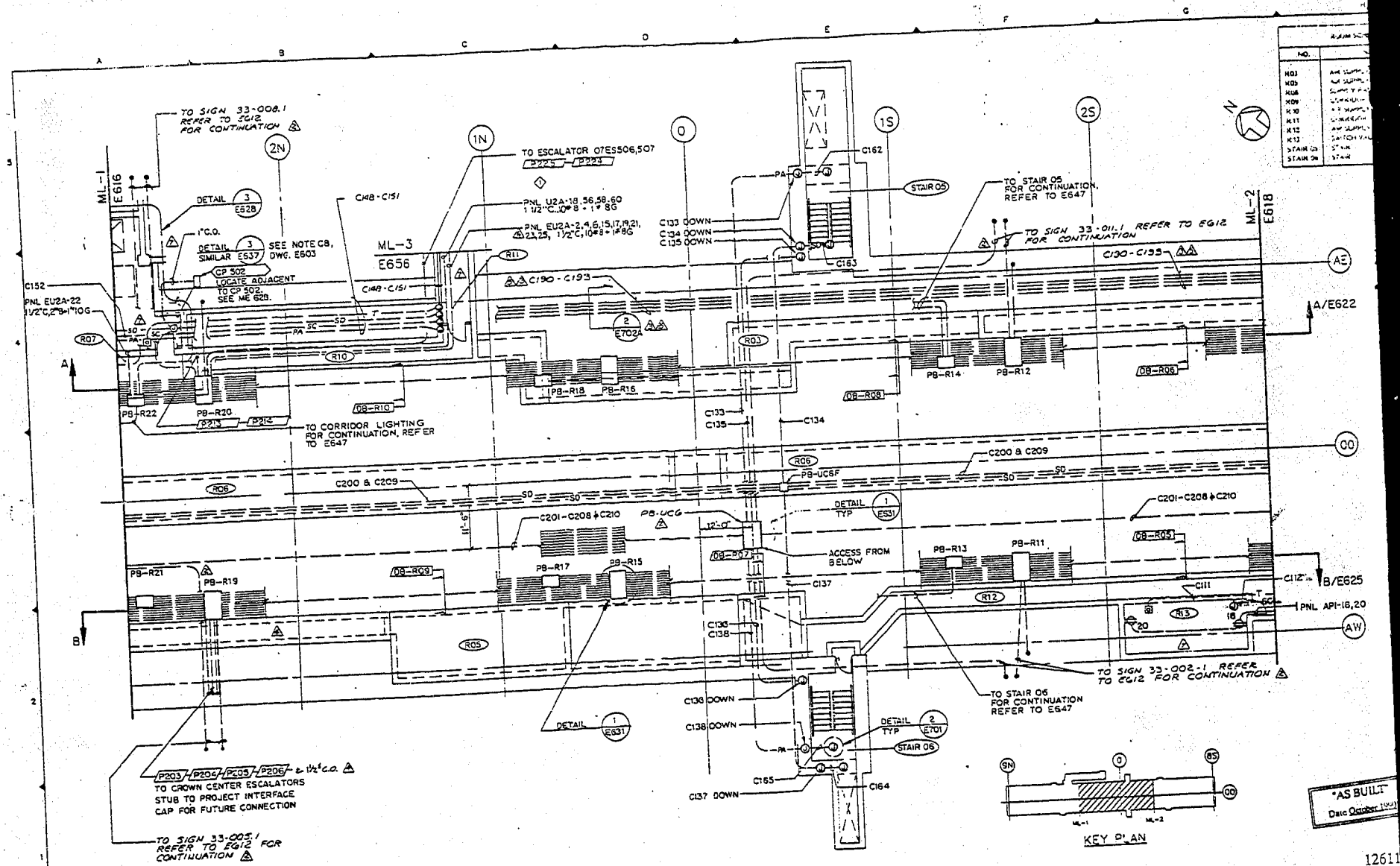
CONSTRUCTION UNIT 03
UNIVERSITY STREET STATION
ELECTRICAL
ROOF LEVEL PLAN (NORTH)
POWER / COMMUNICATIONS / TRACTION POW

"AS BUIL
Date October

1261



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NO	REVISION		BY	DATE
7	As-Built		RH	7/10
6	PWC # 394	E617.05	SS	3/29
5	PWC #272	E617.04	JL	5/89
4	PWC # 247	E617.03	JPB	3/89
3	PWC # 216	E617.02	JL	2/89
2	PWC # 029	E617.01	JL	8/88
1	Addendum No 4		HS	1/4/88

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

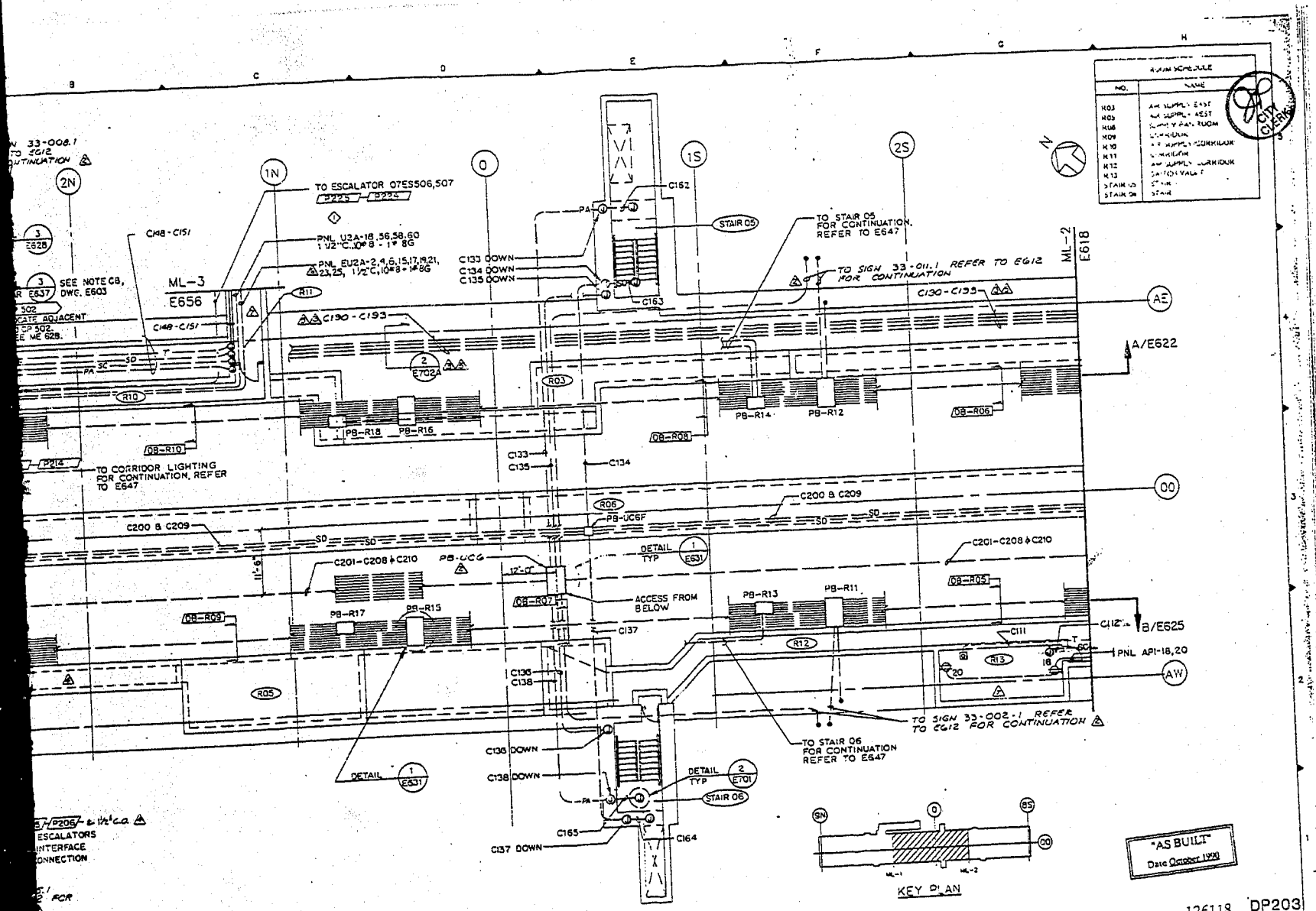
Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. - Seattle, Washington 98116
SUBMITTED

HECTOR SANCHEZ PROFESSIONAL ENGINEER

DESIGNED S. SCHMIDT, W. WILLIAMS
DRAWN M.M. - A.C.
CHECKED H. SANCHEZ
IN CHARGE H. SANCHEZ
SCALE 1/8"=1'-0"
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 03B
UNIVERSITY STREET STATION
ELECTRICAL
ROOF LEVEL PLAN (CENTER)
POWER / COMMUNICATIONS / TRACTION POWER



DOWNTOWN SEATTLE TRANSIT PROJECT

THIS BAR IS 1" ACTUAL SIZE

IF NOT 1", SCALE ACCORDINGLY

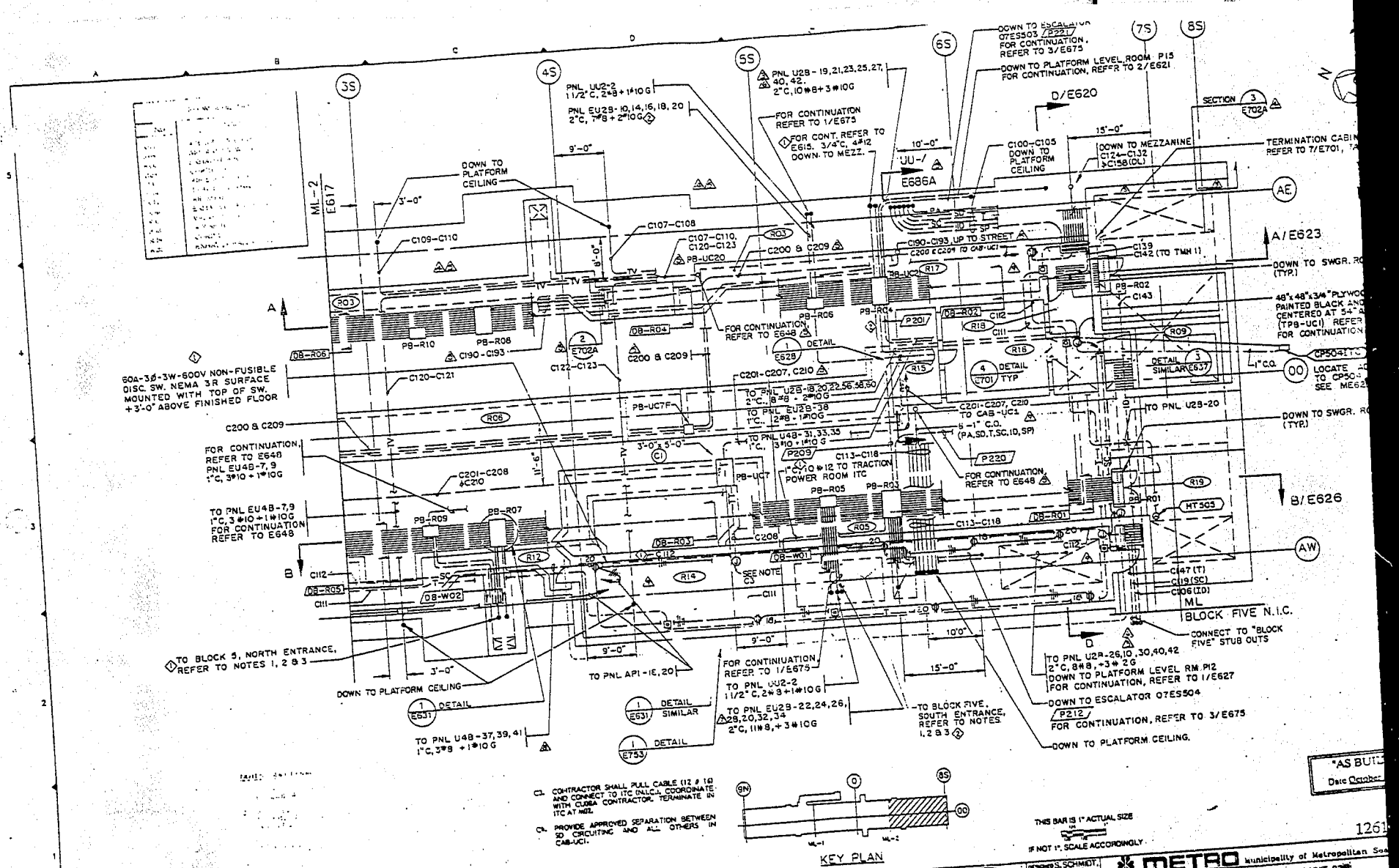
Parsons Brinckerhoff

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 039
UNIVERSITY STREET STATION
ELECTRICAL
ROOF LEVEL PLAN (CENTER)
POWER / COMMUNICATIONS / TRACTION POWER

DESIGNED S. SCHMIDT, W. WILLIAMS
DRAWN M.M. - A.C.
CHECKED H. SANCHEZ
IN CHARGE H. SANCHEZ
SCALE 1/8"=1'-0"
APPROVED
DATE DEC 1987
FILE T/F39-87
DRAWING NO. E617 (7)
SHEET 1346 1481

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



REVISION	BY	DATE
1 PWC #112A EG19.05	SS	11/90
2 PWC # 272 EG18.03,EG18.06	JL	2/89
3 PWC # 216, EG18.02	JL	2/89
4 PWC # 112, EG18.01	HS	5/88
(2) Addendum No 4	HS	3/88
(1) Addendum No 1	BY	DATE

DOWNTOWN SEATTLE TRANSIT PROJECT

4 As-Built	RH	9/90
3 PWC 47: EG18.05	SS	12/90
2 PWC 192: EG18.04	SS	11/89

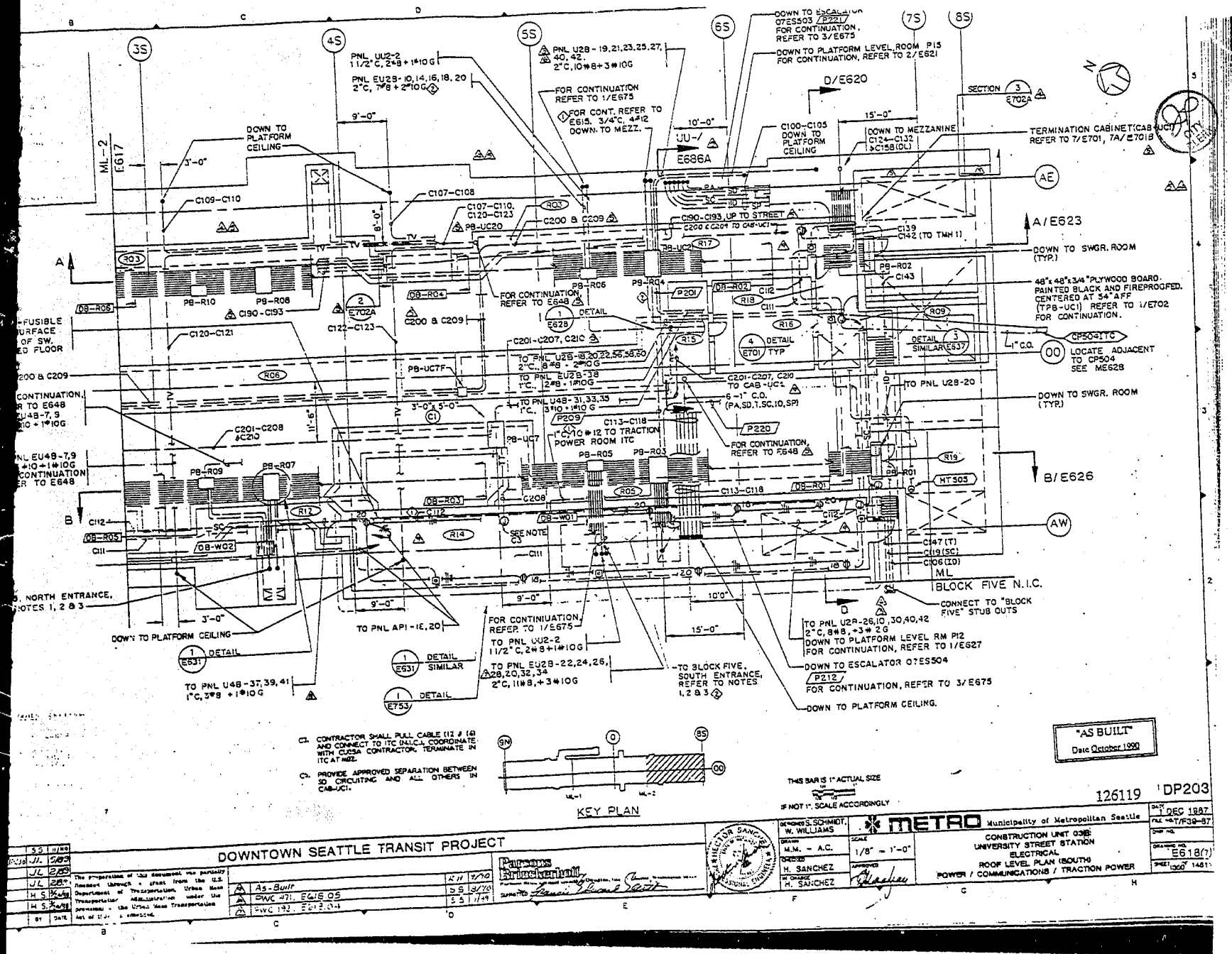
Parsons Brinckerhoff

The preparation of this document was partially financed through the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

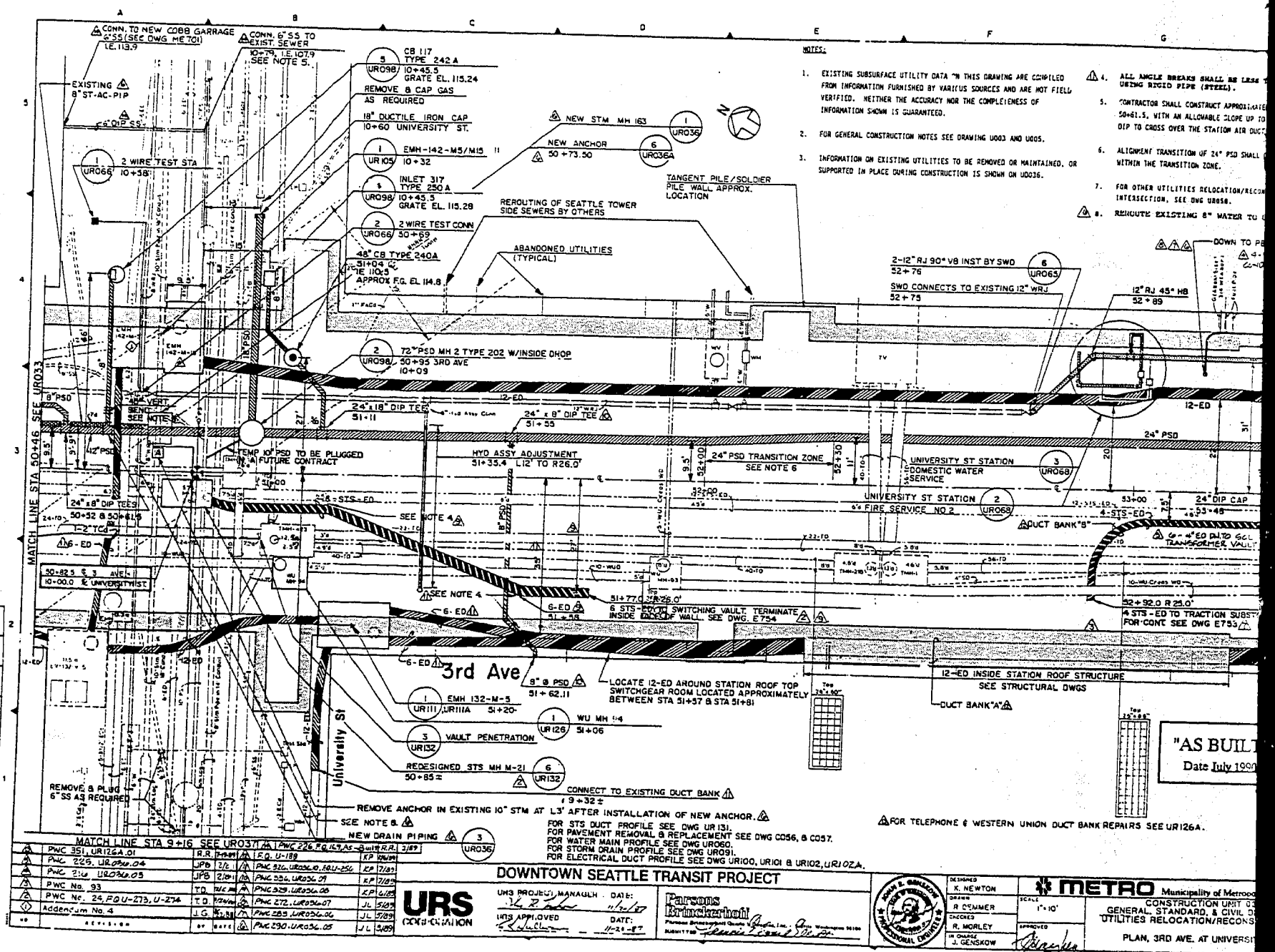
DESIGNED S. SCHMIDT, W. WILLIAMS
DRAWN M.M. – A.C.
CHECKED H. SANCHEZ
IN CHARGE H. SANCHEZ
SCALE 1/8" = 1'-0"
APPROVED

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 03B
UNIVERSITY STREET STATION
ELECTRICAL
ROOF LEVEL PLAN (SOUTH)
POWER / COMMUNICATIONS / TRACTION POW



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NOTES:

1. EXISTING SUBSURFACE UTILITY DATA ON THIS DRAWING ARE COMPILED FROM INFORMATION FURNISHED BY VARIOUS SOURCES AND ARE NOT FIELD VERIFIED. NEITHER THE ACCURACY NOR THE COMPLETENESS OF INFORMATION SHOWN IS GUARANTEED.
2. FOR GENERAL CONSTRUCTION NOTES SEE DRAWING U003 AND U005.
3. INFORMATION ON EXISTING UTILITIES TO BE REMOVED OR MAINTAINED, OR SUPPORTED IN PLACE DURING CONSTRUCTION IS SHOWN ON U0036.
4. ALL ANGLE BREAKS SHALL BE LESS T... USING RIGID PIPE (STEEL).
5. CONTRACTOR SHALL CONSTRUCT APPROXIMATE... 50+61.5, WITH AN ALLOWABLE SLOPE UP TO ... DIP TO CROSS OVER THE STATION AIR DUCT.
6. ALIGNMENT TRANSITION OF 24" PSD SHALL ... WITHIN THE TRANSITION ZONE.
7. FOR OTHER UTILITIES RELOCATION/RECON... INTERSECTION, SEE DWG UR056.
8. REROUTE EXISTING 8" WATER TO ...

1	PWC 351, UR126A.01	R.R.	7-6-89	1	F.Q. U-189	KP	7/6/89
2	PWC 225, UR036.04	JPB	7/6	2	PWC 326, UR036.10, 10U-256	KP	7/10/89
3	PWC 214 UR036.05	JPB	7/19/89	3	PWC 336, UR036.09	KP	7/19/89
4	PWC No. 93	T.D.	7/6/89	4	PWC 329, UR036.08	KP	6/89
5	PWC No. 24, FQ U-273, U-274	T.D.	7/24/89	5	PWC 272, UR036.07	JL	5/89
6	Addendum No. 4	J.G.	8/31/89	6	PWC 283, UR036.06	JL	5/89
7				7	PWC 290, UR036.05	JL	5/89

DOWNTOWN SEATTLE TRANSIT PROJECT

URS CORPORATION

UMTA PROJECT MANAGER: DATE: 11-24-87
UMTA APPROVED DATE: 11-24-87

Parsons Brinckerhoff

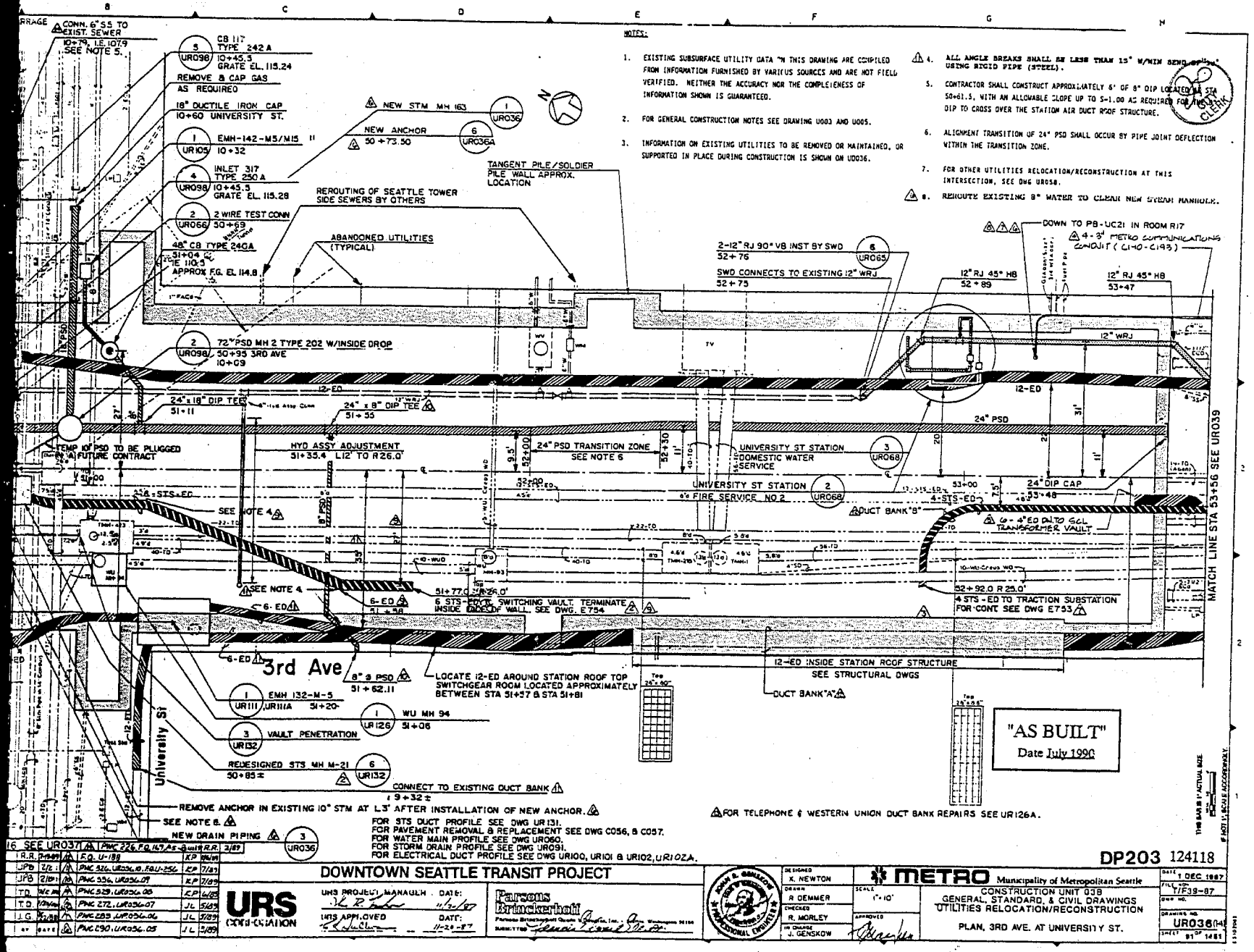
DESIGNED K. NEWTON
DRAWN R. DEMMER
CHECKED R. MORLEY
IN CHARGE J. GENSKOW

METRO Municipality of Metropo...

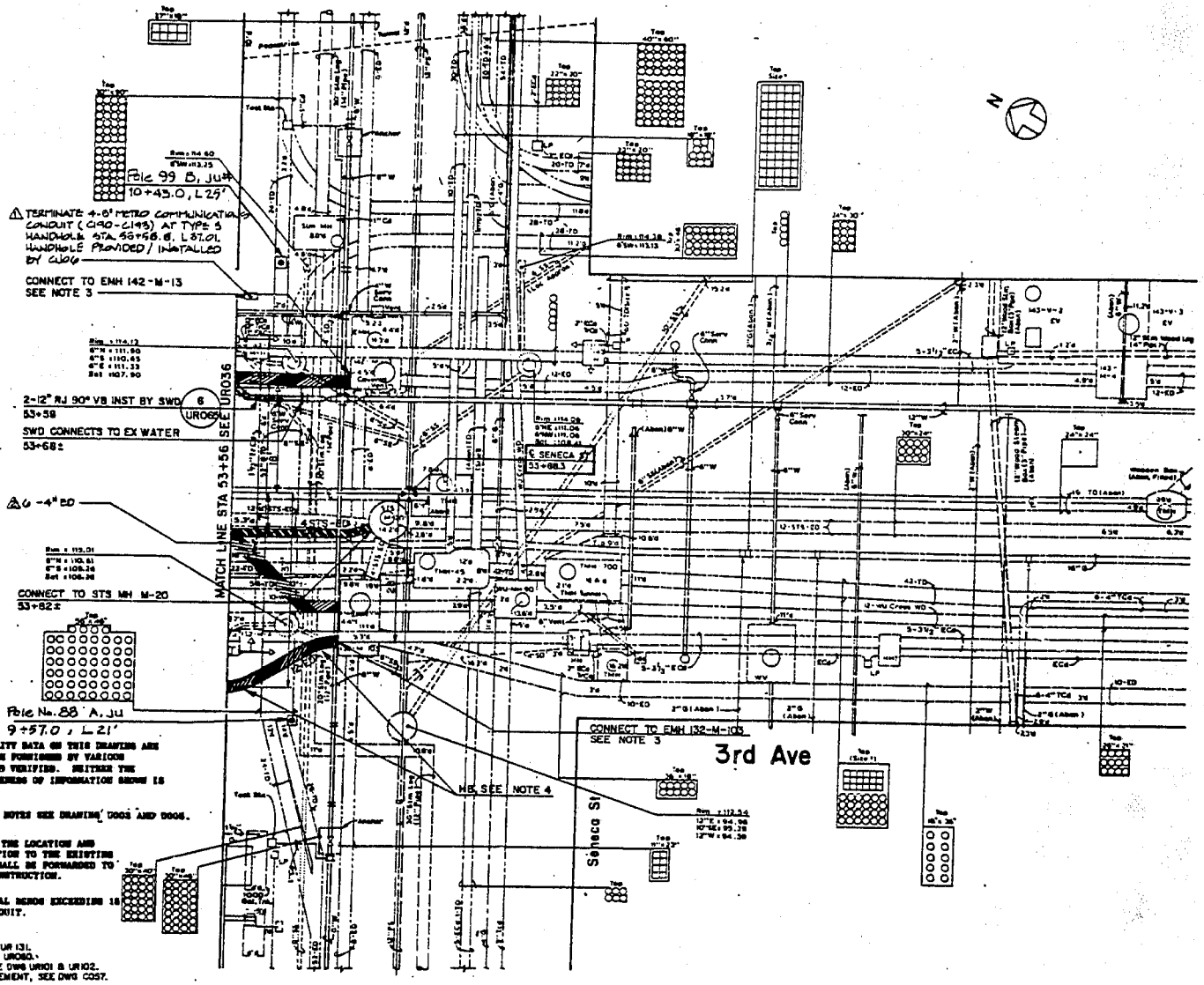
SCALE 1"=10'
APPROVED

CONSTRUCTION UNIT 02
GENERAL, STANDARD, & CIVIL D...
UTILITIES RELOCATION/RECONS...

PLAN, 3RD AVE. AT UNIVERSI...



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NOTES:

1. EXISTING SUBSURFACE UTILITY DATA ON THIS DRAWING ARE COMPILED FROM INFORMATION FURNISHED BY VARIOUS SOURCES AND ARE NOT FIELD VERIFIED. NEITHER THE ACCURACY NOR THE COMPLETENESS OF INFORMATION SHOWN IS GUARANTEED.
2. FOR GENERAL CONSTRUCTION NOTES SEE DRAWING U003 AND U005.
3. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF THE CONNECTION TO THE EXISTING UTILITY. INFORMATION SHALL BE FORWARDED TO THE ENGINEER PRIOR TO CONSTRUCTION.
4. ELECTRICAL DUCT HORIZONTAL BENDS EXCEEDING 15 SHALL BE RIGID STEEL CONDUIT.

FOR STS DUCT PROFILE, SEE DWG UR131.
FOR WATER MAIN PROFILE, SEE DWG UR080.
FOR ELECTRICAL DUCT PROFILE, SEE DWG UR101 & UR102.
FOR PAVEMENT REMOVAL & REPLACEMENT, SEE DWG C057.

"AS BU
Date July

NO	REVISION	BY	DATE
2	PWC 225, UR039.02 AS-Built	JPB	2/89
1	PWC 216, UR039.01	JPB	2/89

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

URS CORPORATION

URS PROJECT MANAGER — DATE: 11-20-87
URS APPROVED — DATE: 11-20-87

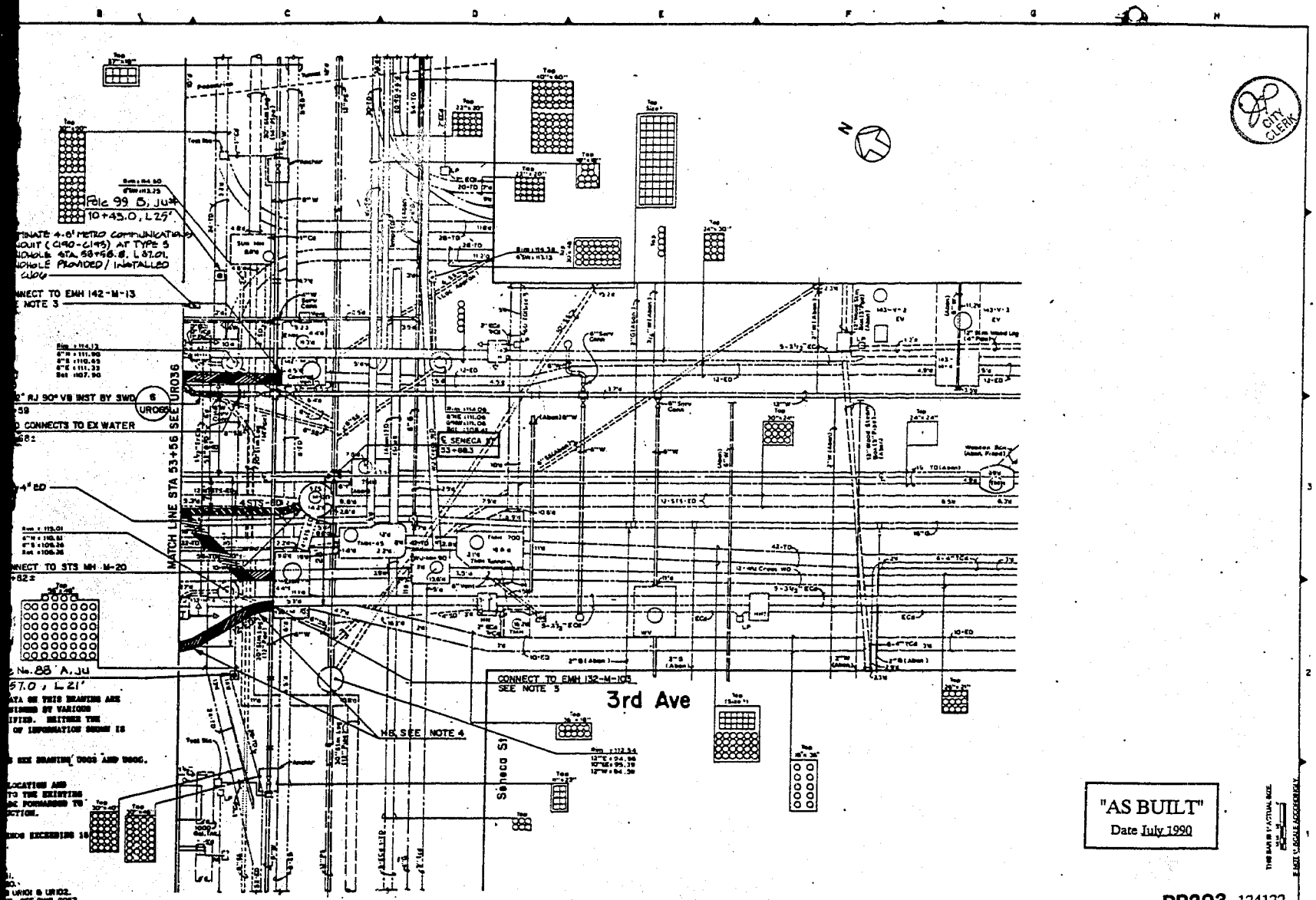
Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. • Seattle, Washington 98104
SUBMITTED

DESIGNED K. NEWTON
DRAWN R. DEMMER
CHECKED G. PHILLIPS
IN CHARGE J. GENSKOW

METRO Municipality of Metropoli
SCALE 1" = 10'
APPROVED

CONSTRUCTION UNIT 03 S
GENERAL, STANDARD, & CIVIL DR
UTILITIES RELOCATION/RECONST
PLAN, 3RD AVE. AT SENECA S

CU038 UR39



DP203 124122

DOWNTOWN SEATTLE TRANSIT PROJECT

URS CORPORATION

URS PROJECT MANAGER DATE: 11-22-87

URS APPROVED DATE: 11-22-87

Parsons Brinckerhoff

K. NEWTON — R. DEMMER — G. PHILLIPS — J. GENSHOW

METRO Municipality of Metropolitan Seattle

CONSTRUCTION UNIT 038
GENERAL, STANDARD, & CIVIL DRAWINGS
UTILITIES RELOCATION/RECONSTRUCTION
PLAN, 3RD AVE. AT SENECA ST.

SCALE 1"=10'

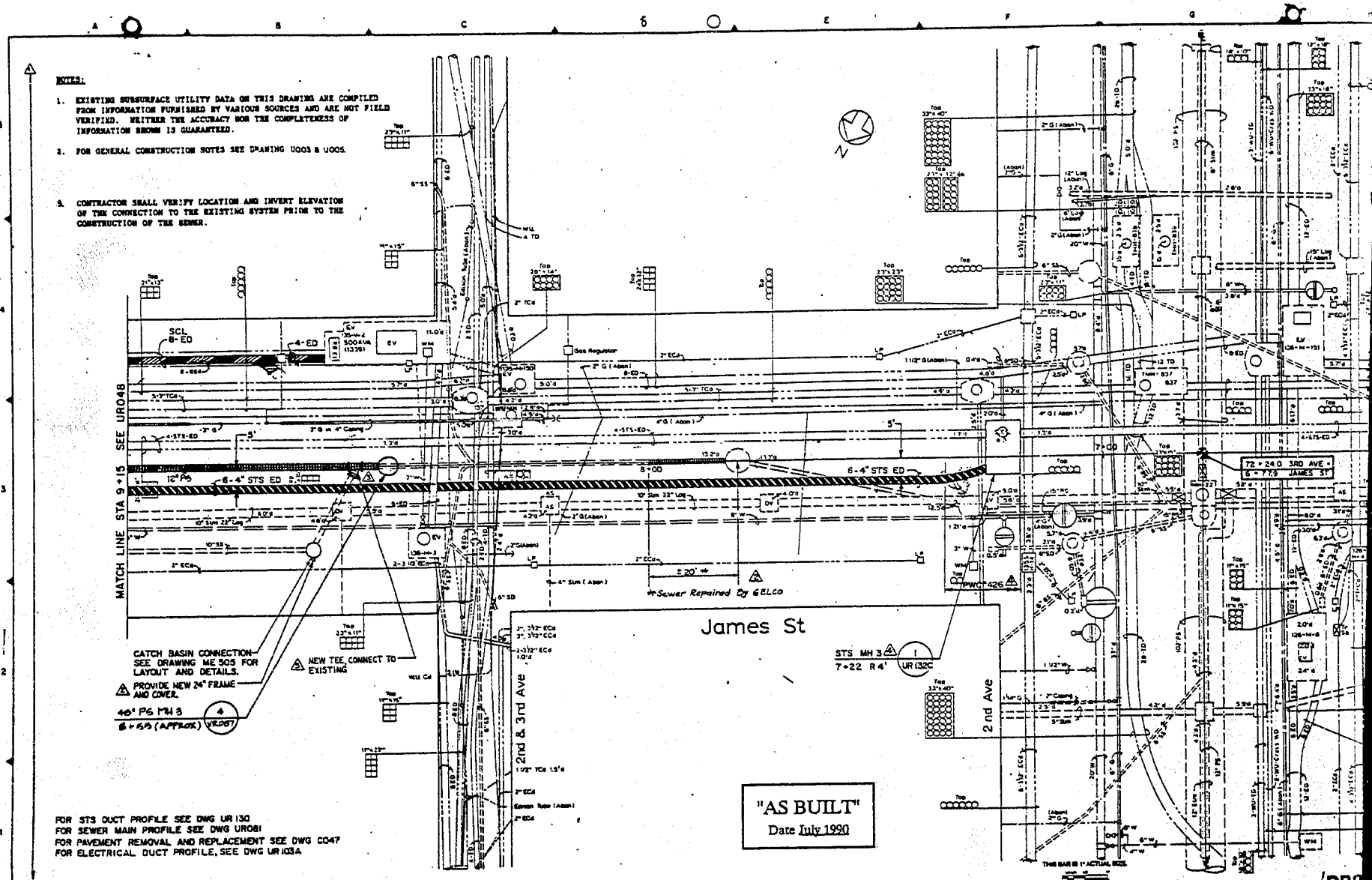
DATE 1 DEC 1987

FILE T/F38-87

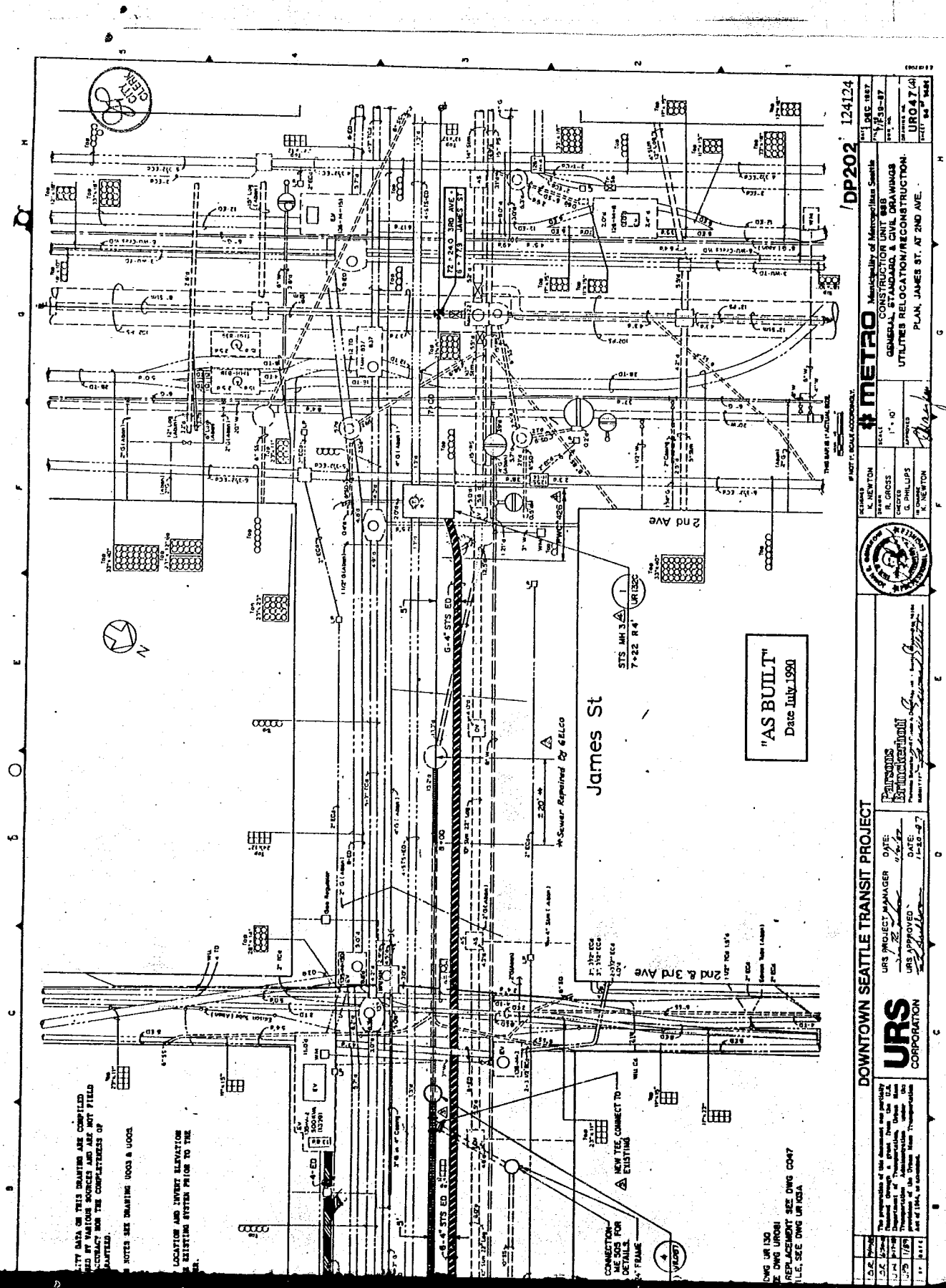
DRAWING NO. URO39 (2)

SHEET 88 OF 1681

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


NOTES:
1. EXISTING SUBSURFACE UTILITY DATA ON THIS DRAWING ARE COMPILED FROM INFORMATION FURNISHED BY VARIOUS SOURCES AND ARE NOT FIELD VERIFIED. NEITHER THE ACCURACY NOR THE COMPLETENESS OF INFORMATION SHOWN IS GUARANTEED.
2. FOR GENERAL CONSTRUCTION NOTES SEE DRAWING UG03 & UG05.
3. CONTRACTOR SHALL VERIFY LOCATION AND INVERT ELEVATION OF THE CONNECTION TO THE EXISTING SYSTEM PRIOR TO THE CONSTRUCTION OF THE SEWER.
SEE UR048
MATCH LINE STA 9+15
James St
2nd & 3rd Ave
2nd Ave
6-4" STS ED
SCL 8-ED
4-ED
Gas Regulator
72 + 24.0 3RD AVE
6 + 77.9 JAMES ST
Sewer Repaired By GELCO
CATCH BASIN CONNECTION SEE DRAWING ME 505 FOR LAYOUT AND DETAILS.
PROVIDE NEW 24" FRAME AND COVER.
NEW TEE, CONNECT TO EXISTING
40' PG MH 3
8+53 (APPROX)
STS MH 3
7+22 R 4'
FOR STS DUCT PROFILE SEE DWG UR 130
FOR SEWER MAIN PROFILE SEE DWG UR081
FOR PAVEMENT REMOVAL AND REPLACEMENT SEE DWG C047
FOR ELECTRICAL DUCT PROFILE, SEE DWG UR 103A
"AS BUILT"
Date July 1990
THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY.
DOWNTOWN SEATTLE TRANSIT PROJECT
PWC 426, UR047.04 As-Built
PWC 300, UR047.09, P-2735
PWC 286, UR047.02.
PWC 177, UR047.01
URS CORPORATION
Parsons Brinckerhoff
METRO Municipality of Metropolitan Seattle
CONSTRUCTION UNIT 888
GENERAL, STANDARD, & CIVIL DRAWING
UTILITIES RELOCATION/RECONSTRUCTION
PLAN, JAMES ST. AT 2ND AVE.
K. NEWTON
R. GROSS
G. PHILLIPS
K. NEWTON
1" = 10'

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NOTES:

1. EXISTING SUBSURFACE UTILITY DATA ON THIS DRAWING ARE COMPILED FROM INFORMATION FURNISHED BY VARIOUS SOURCES AND ARE NOT FIELD VERIFIED. NEITHER THE ACCURACY NOR THE COMPLETENESS OF INFORMATION SHOWN IS GUARANTEED.

2. FOR GENERAL CONSTRUCTION NOTES SEE DRAWING U003 AND U005.

3. INFORMATION ON EXISTING UTILITIES TO BE REMOVED DURING CONSTRUCTION IS SHOWN ON U0048.

4. ELECTRICAL DUCTS WITH BENDS EXCEEDING 15° SHALL BE RIGID STEEL CONDUIT.

5. CONTRACTOR SHALL CONSTRUCT APPROX. 5' OF 8" DIP LOCATED @ STA 72+07 WITH AN ALLOWABLE SLOPE UP TO S=1.00 AS REQUIRED FOR THE 8" DIP TO CROSS OVER THE STATION AIR DUCT ROOF STRUCTURE.

6. INSTALL CONDUIT ADJACENT TO AND AT THE SAME DEPTH AS EXISTING DUCT.

7. FOR ECD AND TCD PENETRATIONS INTO EXISTING VAULTS SEE DETAILS ON DRAWING UR 132.

8. FOR OTHER UTILITIES RELOCATION/RECONSTRUCTION AT THIS INTERSECTION, SEE DRAWING UR 098.

9. REMOVE TEMPORARY VAULT AFTER COMPLETION OF NEW STS FACILITIES.

10. CONNECT TO EX.10" SS AT TEMPORARY PUMP STATION. BACKFILL MANHOLE BASE WITH LEAN CONCRETE. REMOVE STL. CASING.

11. PROVIDE MH 146-M-3 WITH HINGED IRON GRATE. SEE DRAWING UR 048A FOR GRATE FRAME RISER DETAILS.

FOR PAVEMENT REMOVAL AND REPLACEMENT, SEE DWG C047.
FOR STS DUCT PROFILE, SEE DWG UR130
FOR STEAM LINE, W/SUB-DRAIN PROFILE, SEE DWGS UR070 & UR072
FOR SEWER LINE PROFILE, SEE DWG UR082
FOR STORM DRAIN PROFILE, SEE DWG UR092
FOR ELECTRICAL DUCT PROFILE, SEE DWG UR103 & UR103A

NO	REVISION	BY	DATE
8	PWC 263, UR048.05	SF	4/89
6	P-2695, UR048.04	BR	4/89
5	PWC 180, UR048.03	SS	2/89
4	PWC 163, UR048.01	KP	1/89
3	PWC 177, UR048.02	JPB	1/89
2	Addendum No. 4	K.N.	8/88
1	Addendum No. 1	K.N.	8/88

NO	REVISION	BY	DATE
13	As-Built		
12	PWC 426, UR048.10	AH	9/89
11	PWC 332, UR048.09	AH	6/89
10	PWC 282, UR048.08	AH	4/89
9	PWC 285, UR048.07	AH	4/89
8	PWC 284, UR048.06	BR	7/89

"AS BUILT"
Date July 1990

DOWNTOWN SEATTLE TRANSIT PROJECT

URS CORPORATION

URS PROJECT MANAGER DATE: 10/20/87
URS APPROVED DATE: 11-30-87

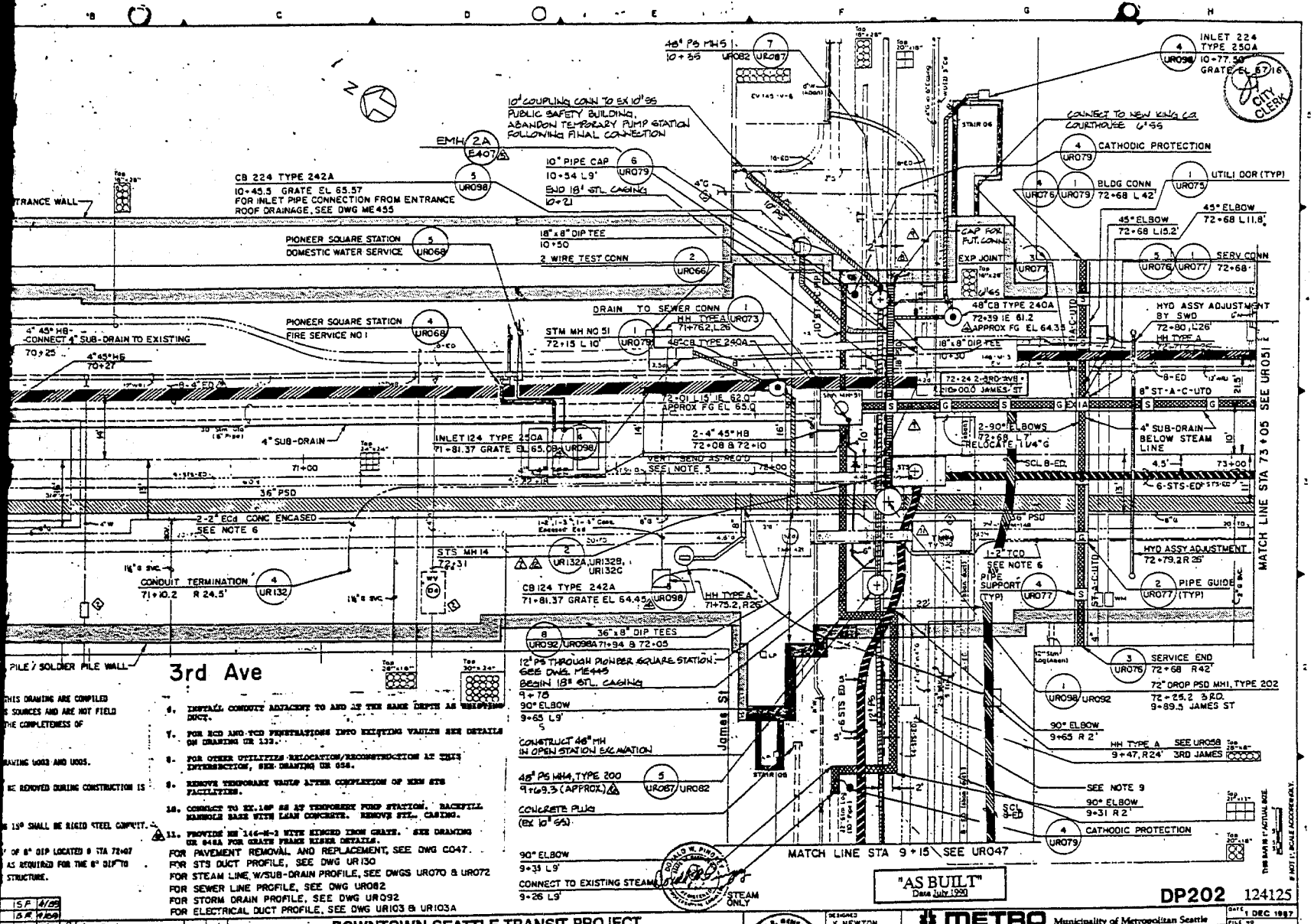
Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc. - Seattle, Washington 98104
SUBMITTED

DESIGNED K. NEWTON
DRAWN R. GROSS
CHECKED G. PHILLIPS
IN CHARGE K. NEWTON
SCALE 1" = 10'
APPROVED

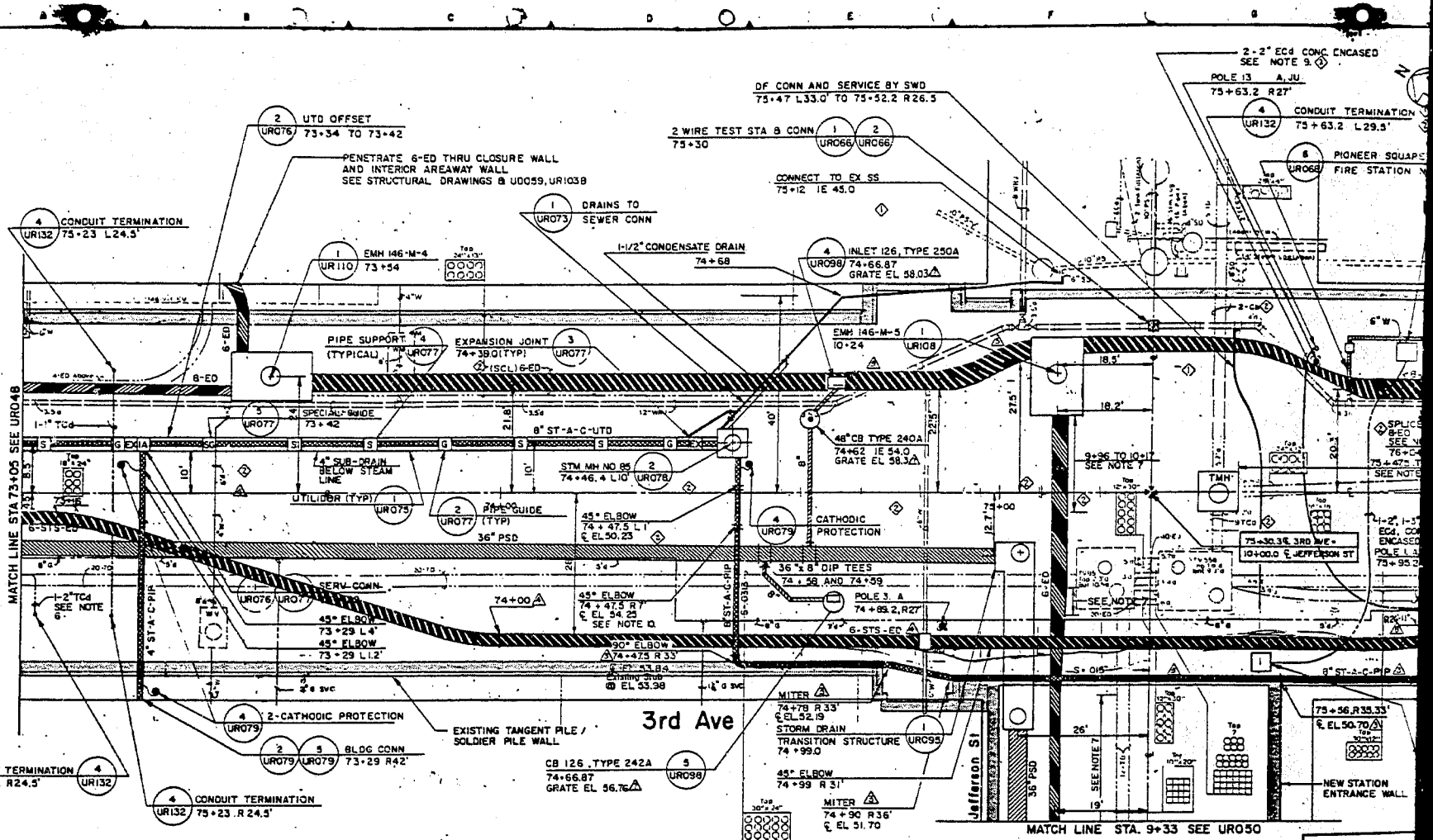
METRO Municipality of Metropolita[n]

CONSTRUCTION UNIT 038
GENERAL, STANDARD, & CIVIL DRA[WINGS]
UTILITIES RELOCATION/RECONST[RUCTION]
PLAN, 3RD AVE. AT JAMES ST

PROJ. NO.	DWG NO.	DATE
CU038	UR048	



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NOTES:

1. EXISTING SUBSURFACE UTILITY DATA ON THIS DRAWING ARE COMPILED FROM INFORMATION FURNISHED BY VARIOUS SOURCES AND ARE NOT FIELD VERIFIED. NEITHER THE ACCURACY NOR THE COMPLETENESS OF INFORMATION SHOWN IS GUARANTEED.
2. INFORMATION ON EXISTING UTILITIES TO BE RELOCATED DURING CONSTRUCTION IS SHOWN ON UD052.
3. FOR GENERAL CONSTRUCTION NOTES SEE DRAWINGS UD03 AND UD05.
4. LOCATIONS OF INTERIM STREET LIGHTING AND TRAFFIC CONTROL SYSTEMS ESTABLISHED BY PREVIOUS CONTRACTS ARE NOT SHOWN ON THESE DRAWINGS.
5. CONSTRUCTION OF PS MH 9 AND MH 10 MAY REQUIRE MODIFICATION TO THE EXISTING SOLDIER PILE WALL CONSTRUCTED UNDER A PREVIOUS CONTRACT.
6. INSTALL CONDUIT ADJACENT TO AND AT THE SAME DEPTH AS EXISTING DUCT.
7. EB THROUGH PIONEER SQUARE STATION. SEE STRUCTURAL DRAWINGS FOR DETAILS.
8. FITTINGS SHALL NOT REDUCE THE INSIDE DIAMETER BELOW THAT OF THE EXISTING CONDUIT. 2
9. INSTALL 2-2" ECd TO CLEAR FUTURE POLE FOUNDATIONS. POLE LOCATIONS WILL BE PROVIDED BY THE ENGINEER. 2 4 LAY 2-2" ECd ON TOP OF ABOVE ROOF TOP OF CONCRETE. 4
10. DEFLECT 6-STS-ED HORIZONTALLY AS NEEDED TO CLEAR STEAM LINE. 2
11. ELECTRICAL BENDS EXCEEDING 15° SHALL BE RIGID STEEL CONDUIT. 2

STEAM ONLY

FOR STS DUCT PROFILE, SEE DWG UR130 & UR131
FOR STEAM LINE W/SUB DRAIN PROFILE, SEE DWG UR071 & UR072
FOR PAVEMENT REMOVAL & REPLACEMENT SEE DWG C052
FOR STORM DRAIN PROFILE, SEE DWG UR093 4
FOR ELECTRICAL DUCT PROFILE, SEE DWG UR103, UR104 & UR131 2

	REVISION	BY	DATE
4	PWC 296, UR051.04	K.P.	5/89
3	PWC 287 UR051.05	B.R.	4/89
2	PWC 270 , UR051.02	B.R.	4/89
2	Addendum No. 4	K.N.	3/88
1	Addendum No. 1	K.N.	2/88
4	PWC 364, UR051.05	B.R.	8/89
3	PWC 163, UR051.01	K.P.	11-08-88
2	F.O. P-179 As-Built	B.R.	6-1-89
1			

PROJ NO. DWG NO. CJ035 UR51

DOWNTOWN SEATTLE TRANSIT PROJECT

URS CORPORATION

URS PROJECT MANAGER DATE: 11/20/87

URS APPROVED DATE: 11-20-87

Parsons Brinckerhoff

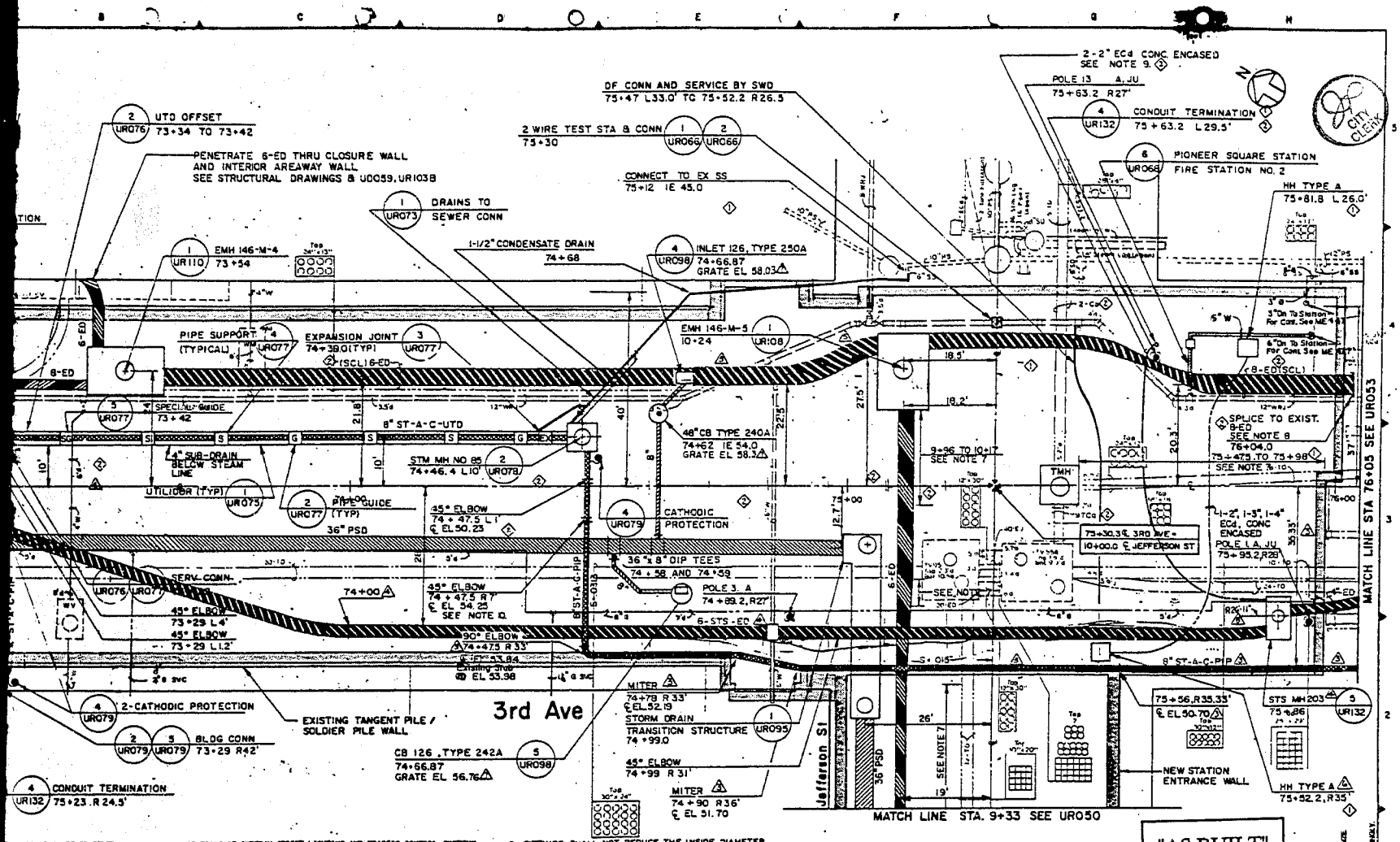
DESIGNED K.E., R.F., R.W.
DRAWN R. HANSON
CHECKED G. PHILLIPS
IN CHARGE K. NEWTON

METRO Municipality of Metropolitan

CONSTRUCTION UNIT 038
GENERAL, STANDARD, & CIVIL DRAWI
UTILITIES RELOCATION/RECONSTRUC

SCALE 1" = 10'

PLAN, 3RD AVE. AT JEFFERSON S



"AS BUILT"
Date July 1990

1. THIS DRAWING ARE COMPILED SOURCES AND ARE NOT FIELD THE COMPLETENESS OF
2. BE RELOCATED DURING CONSTRUCTION
3. DRAWINGS UDO3 AND UDO5.
4. LOCATIONS OF INTERIM STREET LIGHTING AND TRAFFIC CONTROL SYSTEMS ESTABLISHED BY PREVIOUS CONTRACTS ARE NOT SHOWN ON THESE DRAWINGS.
5. CONSTRUCTION OF PS MH 9 AND MH 10 MAY REQUIRE MODIFICATION TO THE EXISTING SOLDIER PILE WALL CONSTRUCTED UNDER A PREVIOUS CONTRACT.
6. INSTALL CONDUIT ADJACENT TO AND AT THE SAME DEPTH AS EXISTING DUCT.
7. CB THROUGH PIONEER SQUARE STATION. SEE STRUCTURAL DRAWINGS FOR DETAILS.
8. FITTINGS SHALL NOT REDUCE THE INSIDE DIAMETER BELOW THAT OF THE EXISTING CONDUIT.
9. INSTALL 2-2" ECd TO CLEAR FUTURE POLE FOUNDATIONS. POLE LOCATIONS WILL BE PROVIDED BY THE ENGINEER. LAY 2-2" ECd ON TOP OF ABOVE ROOF TOP OF CONCRETE.
10. DEFLECT 6-STS-ED HORIZONTALLY AS NEEDED TO CLEAR STEAM LINE.
11. ELECTRICAL BENDS EXCEEDING 15° SHALL BE RIGID STEEL CONDUIT.

STEAM ONLY

FOR STS DUCT PROFILE, SEE DWG UR 130 & UR 131
FOR STEAM LINE W/SUB DRAIN PROFILE, SEE DWG URO71 & URO72
FOR PAVEMENT REMOVAL & REPLACEMENT SEE DWG C052
FOR STORM DRAIN PROFILE, SEE DWG URO93
FOR ELECTRICAL DUCT PROFILE, SEE DWG URI03, URI04 & UR131

DP202 124127

K.P. 5/89				
B.R. 4/89	-			
B.R. 4/89				
K.N. 5/89	A	F.O. P-179 As-Built	B.R. 6-89	
K.N. 5/89	A	PWC 163, URO51.01	K.P. 11-89	
BY DATE	A	PWC 364, URO51.05	B.R. 4/89	

DOWNTOWN SEATTLE TRANSIT PROJECT

URS CORPORATION

URS PROJECT MANAGER DATE: 11/87
URS APPROVED DATE: 11-20-87

Parsons Brinckerhoff

DESIGNED H.E., R.F., R.W.
DRAWN R. HANSON
CHECKED G. PHILLIPS
IN CHARGE K. NEWTON

METRO Municipality of Metropolitan Seattle

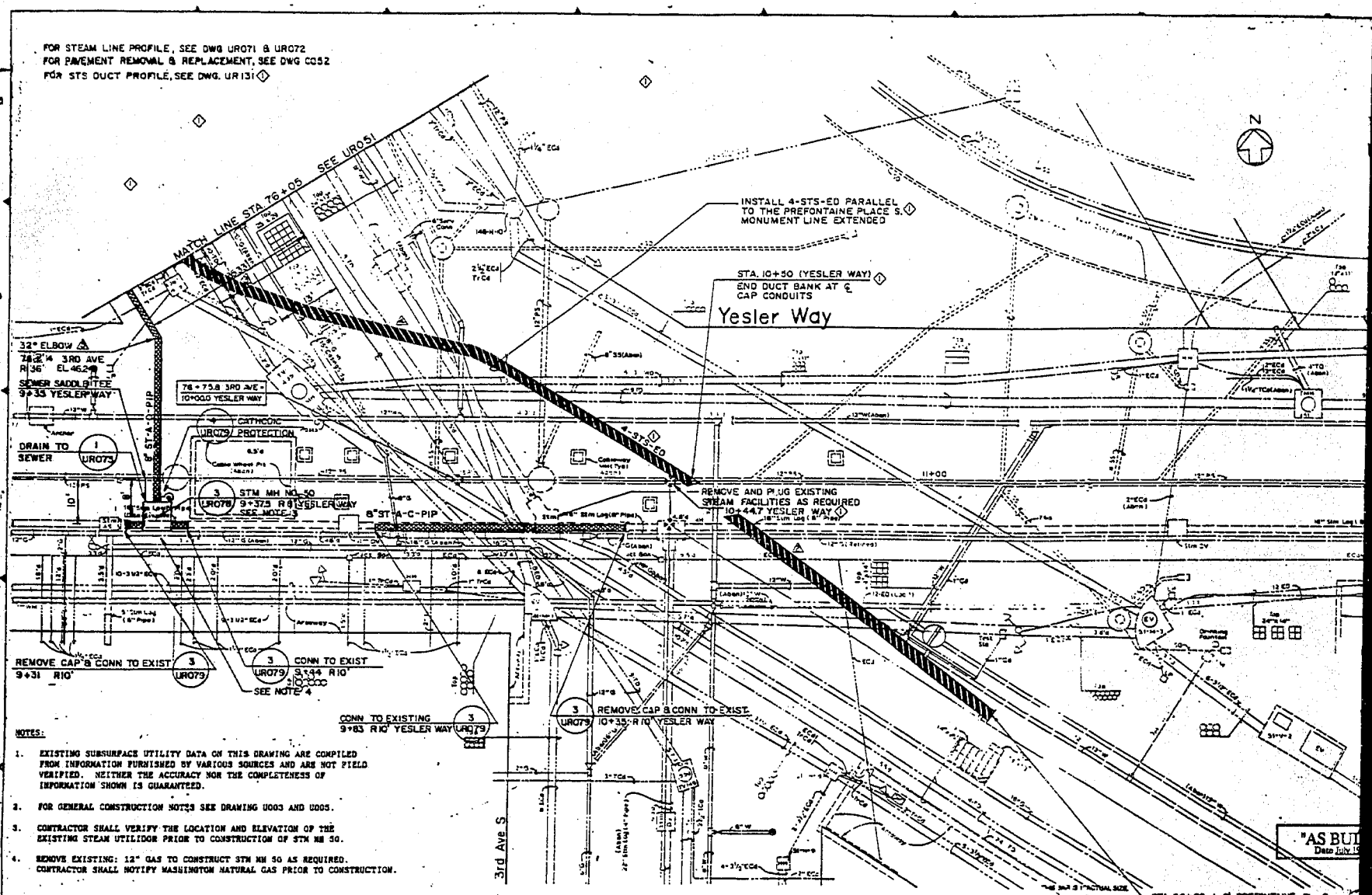
SCALE 1" = 10'
APPROVED

CONSTRUCTION UNIT 038
GENERAL, STANDARD, & CIVIL DRAWINGS
UTILITIES RELOCATION/RECONSTRUCTION
PLAN, 3RD AVE. AT JEFFERSON ST.

DATE DEC 1987
FILE NO T/P38-87
DWG NO.
DRAWING NO. UR051(8)
SHEET 87 OF 1481

THIS SHEET IS ACTUAL SIZE IF NOT 11" SCALE ACCORDINGLY

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



NOTES:

1. EXISTING SUBSURFACE UTILITY DATA ON THIS DRAWING ARE COMPILED FROM INFORMATION FURNISHED BY VARIOUS SOURCES AND ARE NOT FIELD VERIFIED. NEITHER THE ACCURACY NOR THE COMPLETENESS OF INFORMATION SHOWN IS GUARANTEED.
2. FOR GENERAL CONSTRUCTION NOTES SEE DRAWING U003 AND U005.
3. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF THE EXISTING STEAM UTILIDOR PRIOR TO CONSTRUCTION OF STM MH 50.
4. REMOVE EXISTING: 12" GAS TO CONSTRUCT STM MH 50 AS REQUIRED. CONTRACTOR SHALL NOTIFY WASHINGTON NATURAL GAS PRIOR TO CONSTRUCTION.

	REVISION	BY	DATE
2	PWC 287 UR053.02, As-Built	S.R.	4/89
3	PWC 270 UR053.01	S.R.	4/89
4	PWC 250, UR053.00	T.D.	3/89
1	Addendum No. 4	K.N.	2/89

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

URS CORPORATION

URS PROJECT MANAGER DATE: 4/6/87
URS APPROVED DATE: 10-20-87

Parsons Brinckerhoff

DONALD W. PIERCE 13,000 STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER

DESIGNED	K. NEWTON
DRAWN	R. SPOSS
CHECKED	G. PHILLIPS
APPROVED	K. NEWTON

METRO Municipality of Metropolitan

SCALE 1" = 10'

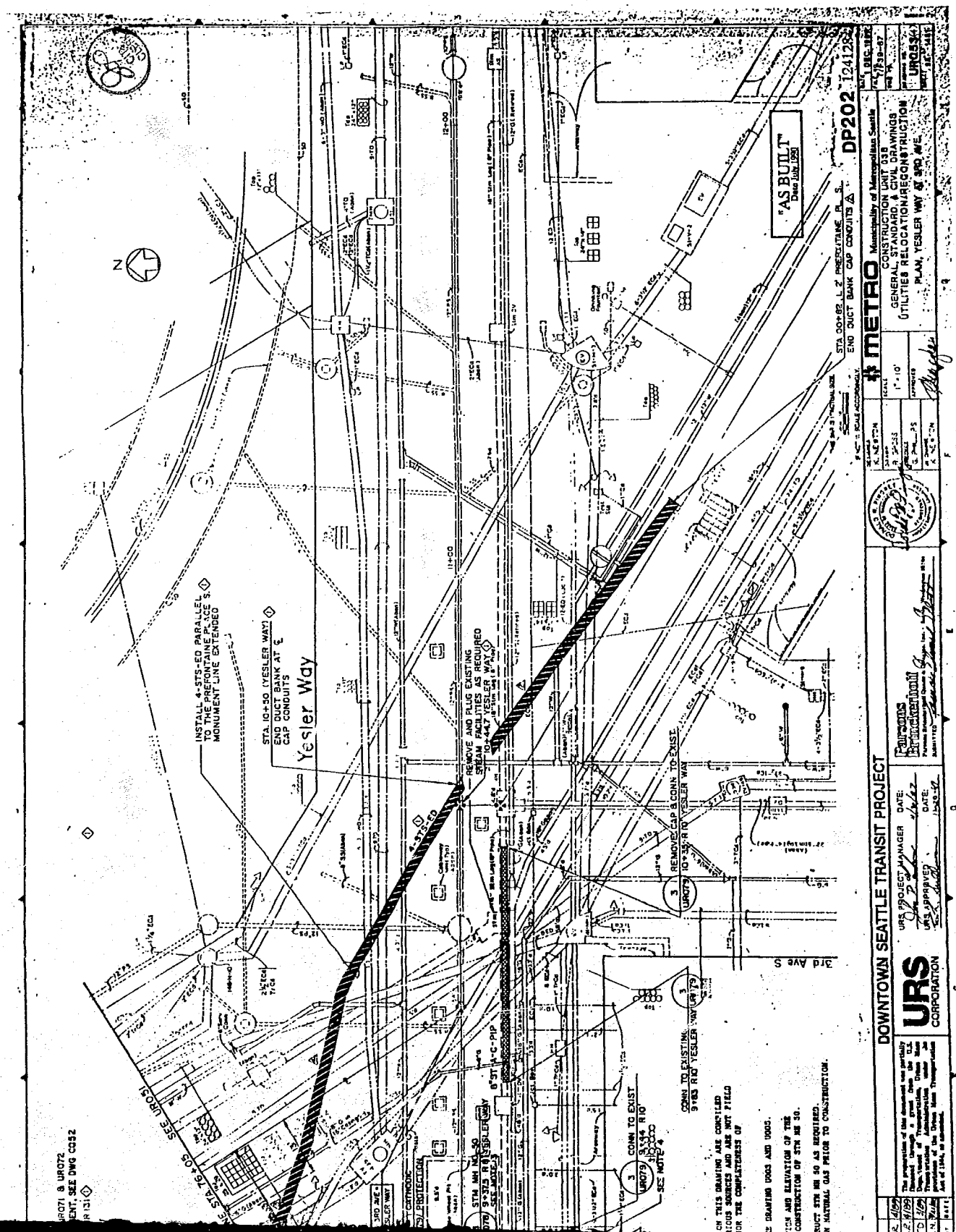
CONSTRUCTION UNIT 3
GENERAL, STANDARD, & CIVIL C
UTILITIES RELOCATION/RECON
PLAN, YESLER WAY & 3RD

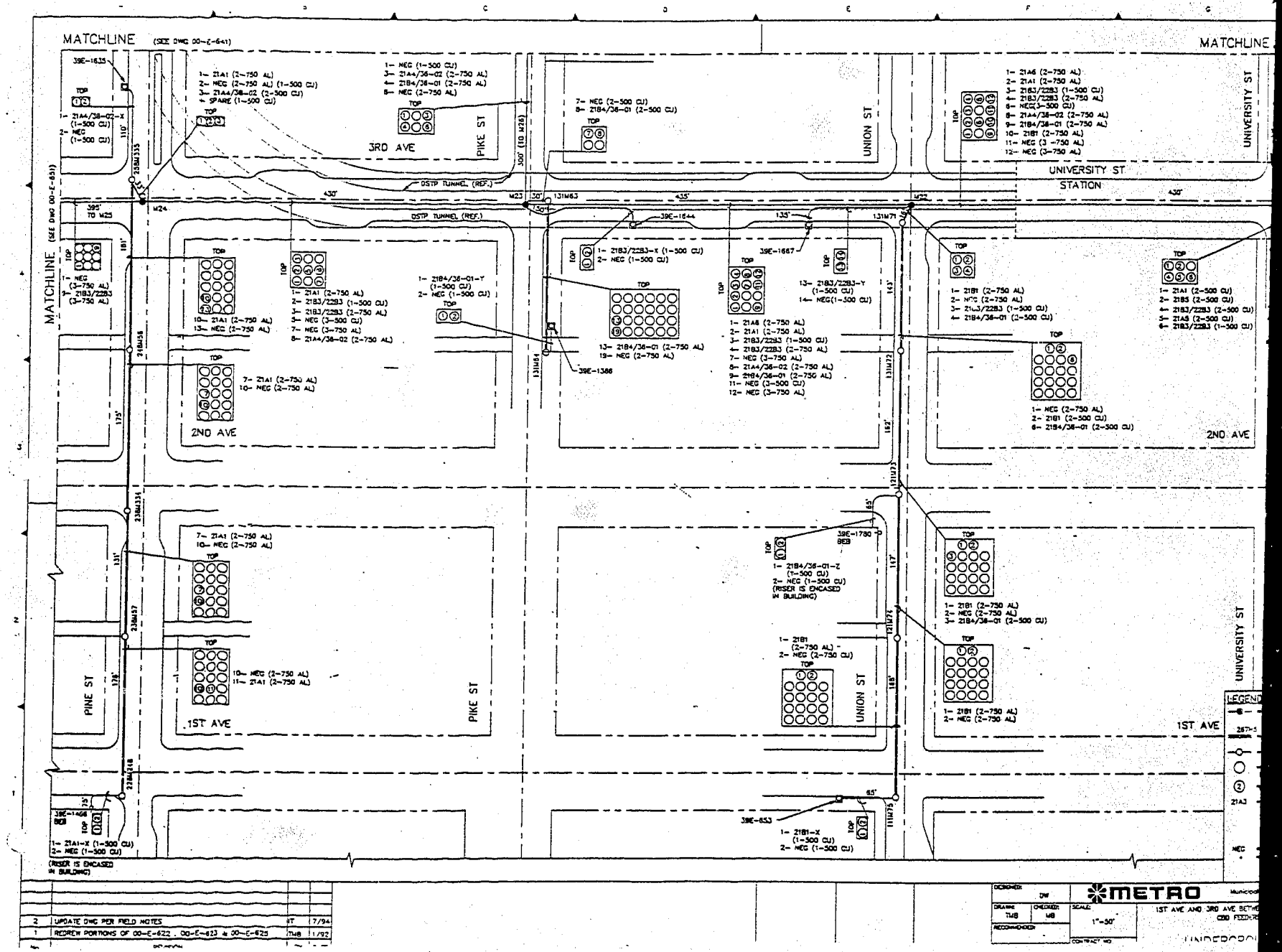
"AS BUI
Date July 19

IF NOT 1" SCALE ACCORDINGLY

CLOSED

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.





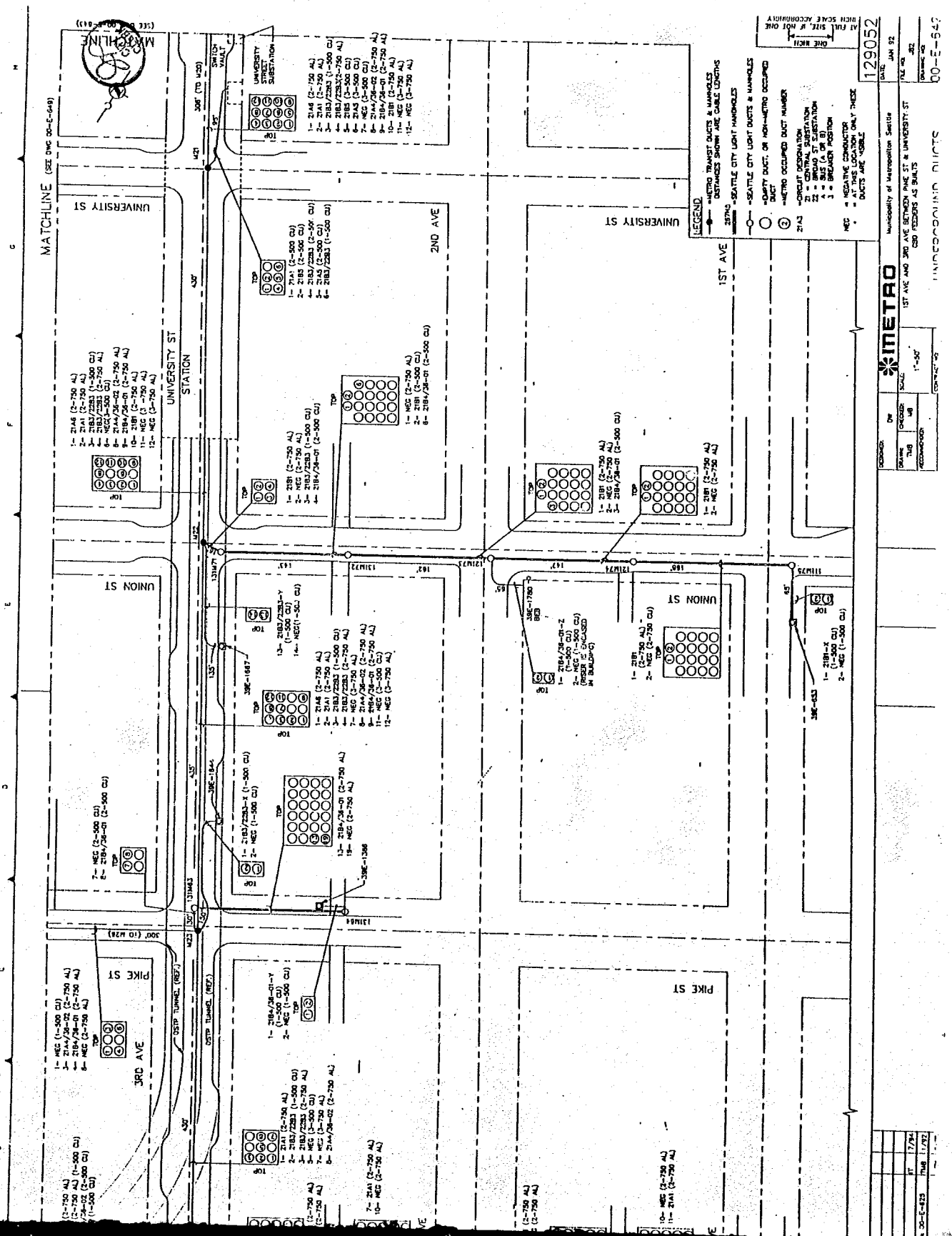
2	UPDATE DWG PER FIELD NOTES	JT	7/94
1	REDREW PORTIONS OF 00-E-622, 00-E-623 & 00-E-625	TMB	1/92

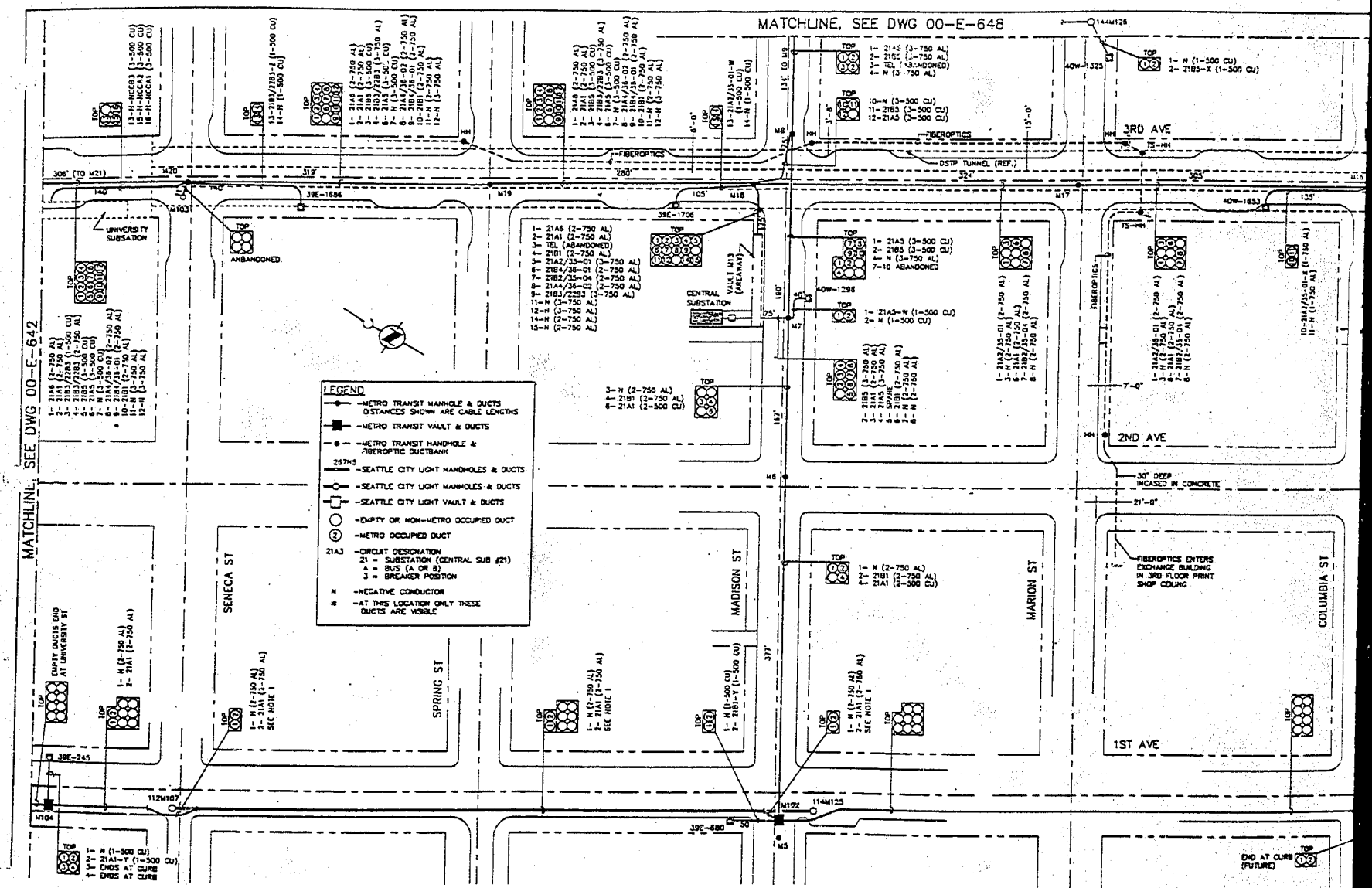
DESIGNED: DW
DRAWN: TMB
CHECKED: MB
RECOMMENDED:
SCALE: 1"=50'
CONTRACT NO.

METRO

1ST AVE AND 3RD AVE BETWE
COD FEEDER

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.





No.	REVISION	BY	APP'D	DATE
3	UPDATED PER FIELD NOTES. UPDATED BORDER.	CMS	HMB	JUNE 98
2	UPDATED PER FIELD NOTES	DGW	HMB	NOV 94
1	REDREW PORTIONS OF 00-E-623, -624, -625.	TMB	HMB	JAN 92

NOTES:

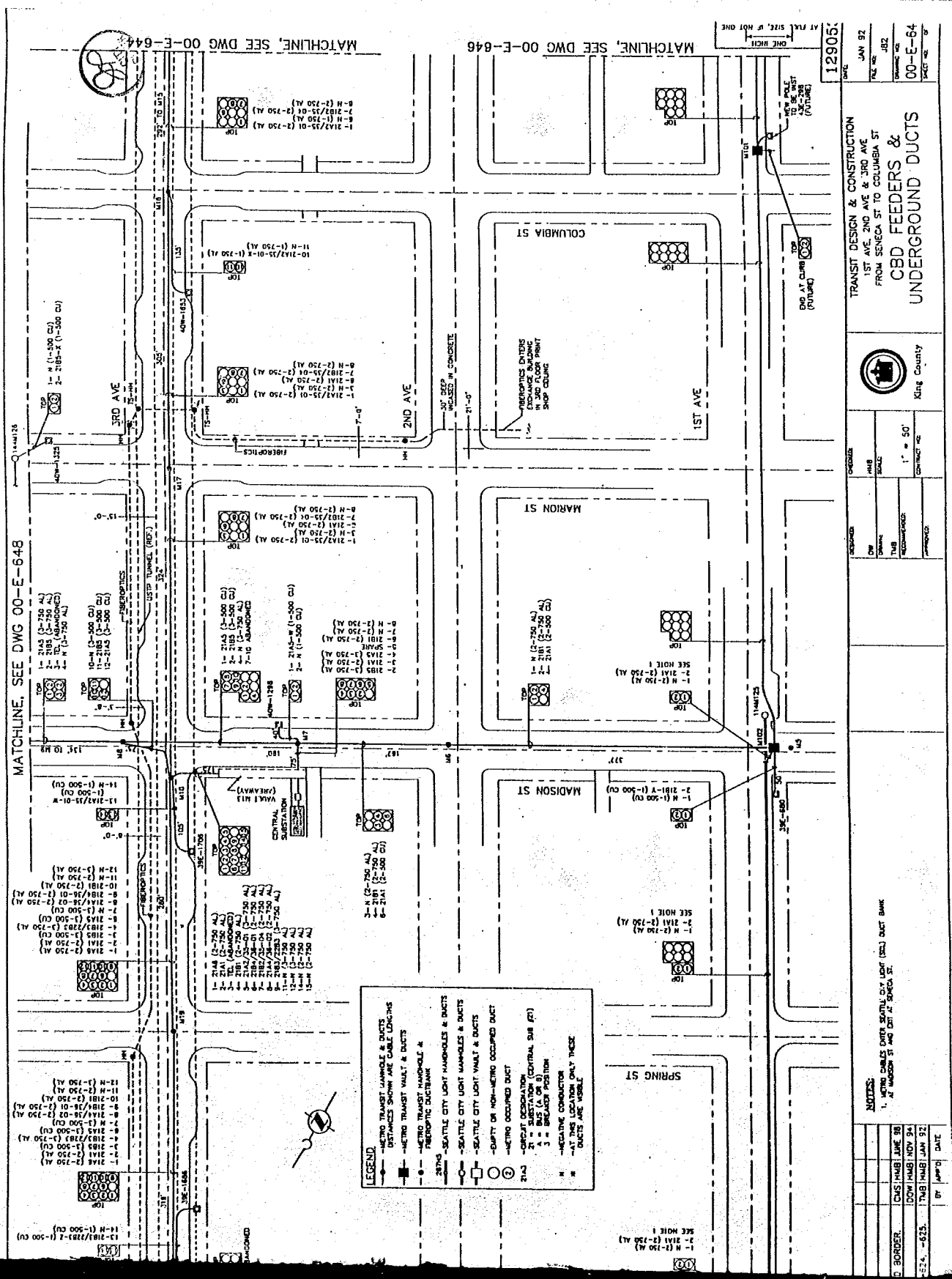
1. METRO CABLES ENTER SEATTLE CITY LIGHT (SCL) DUCT BANK AT MADISON ST AND EXIT AT SENECA ST.

DESIGNED: DW
DRAWN: TMB
RECOMMENDED:
APPROVED:
CHECKED: HMB
SCALE: 1" = 50'
CONTRACT NO:

King County

TRANSIT DESIGN &
1ST AVE, 2ND AV
FROM SENECA ST
CBD FEE
UNDERGROU

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



CIRCUIT AND RACEWAY SCHEDULE

TIME 00:03:40 417 METRES OF LINE 556 LINES OF PLOTCODE.

CIRCUIT DESIGNATION	CONDUCTOR QTY.	CONDUCTOR SIZE	FROM	TO	VIA	CONDUIT QTY.	CONDUIT SIZE	DRAWING	REMARKS
PC-81	7	750KCMIL	CIRC. BRK 41-D-701	POS.DISC.SW. 41-D-601	PK613, 614, 615, 616, SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
PC-82	7	750KCMIL	CIRC. BRK 41-D-702	POS.DISC.SW. 41-D-602	PK609, 610, 611, 612, SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
PC-83	7	750KCMIL	CIRC. BRK 41-D-703	POS.DISC.SW. 41-D-603	PK605, 606, 607, 608, SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
PC-84	7	750KCMIL	CIRC. BRK 41-D-704	POS.DISC.SW. 41-D-604	PK601, 602, 603, 604, SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
PC-85	5	750KCMIL	POS DISC SW 41-D-601	APPROX STA. 48+08 R-LINE	CT621,PK626,627,628,P8-8, PK645,646 647, P8-7, PK672, 673, 674	3	4"		2 CONDUCTORS PER CONDUIT
PC-86	5	750KCMIL	POS DISC SW 41-D-602	APPROX STA. 53+14 R-LINE	CT623,PK632,633,634,P8-8, PK652,653 654, P8-4, PK660, 661, 662	3	4"		2 CONDUCTORS PER CONDUIT
PC-87	5	750KCMIL	POS DISC SW 41-D-603	APPROX STA. 53+14 L-LINE	CT624,PK623,624,625,P8-8, PK642,643 644, P8-4, 555, 656, 657	3	4"		2 CONDUCTORS PER CONDUIT
PC-88	5	750KCMIL	POS DISC SW 41-D-604	APPROX STA. 48+08 L-LINE	CT622,PK617,618,619,P8-8, PK635,636 637, P8-7, 567, 568, 569	3	4"		2 CONDUCTORS PER CONDUIT
NC-81	3	750KCMIL	DSTP NEG. PANEL	APPROX STA. 47+74 R-LINE	NK680, 681, N8-11, NK712, 713, N8-10, NK704, 705, N8-9, NK710, 711	2	4"		2 CONDUCTORS PER CONDUIT
NC-82	3	750KCMIL	DSTP NEG. PANEL	APPROX STA. 47+74 L-LINE	NK675, 676, N8-11, NK714, 715, N8-10, NK706, 707, N8-9, NK708, 709	2	4"		2 CONDUCTORS PER CONDUIT
NC-83	3	750KCMIL	DSTP NEG. PANEL	APPROX STA. 53+48 L-LINE	NK683, 684, N8-11, NK697, 698, N8-8, NK702, 703	2	4"		2 CONDUCTORS PER CONDUIT
NC-84	3	750KCMIL	DSTP NEG. PANEL	APPROX STA. 53+48 R-LINE	NK678, 679, N8-11, NK695, 696, N8-8, NK700, 701	2	4"		2 CONDUCTORS CONDUIT

CIRCUIT DESIGNATION	CONDUCTOR QTY.	CONDUCTOR SIZE	FROM	TO	VIA	CONDUIT QTY.	CONDUIT SIZE
PC-CA1	2	500KCMIL	C8D DISC SW 41-D-801	MANHOLE 21	CT620, UP733	1	
PC-CB4	2	500KCMIL	C8D DISC SW 41-D-802	MANHOLE 21	CT620, UP734	1	
PC-CA2	3	500KCMIL	C8D DISC SW 41-D-803	MANHOLE 21	CT620, UP730	1	
PC-CB3	3	500KCMIL	C8D DISC SW 41-D-804	MANHOLE 21	CT620, UP731	1	
NC-CA1	2	500KCMIL	C8D NEG. PANEL	MANHOLE 20	UN 738	1	
NC-CA2	3	500KCMIL	C8D NEG. PANEL	MANHOLE 20	UN 739	1	
NC-CB3	3	500KCMIL	C8D NEG. PANEL	MANHOLE 20	UN 736	1	

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

INTERNATIONAL ENGINEERING COMPANY
A DIVISION OF MORRISON-KNUDSEN ENGINEERS, INC.
180 HOWARD STREET, SAN FRANCISCO, CA 94105

Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc.

DESIGNED S.L.B.
DRAWN V.H.Payumo
CHECKED T.B.Talanhno
IN CHARGE W.O.Weiss
SCALE
APPROVED

METRO Municip
CONSTRUC
TRACTION PO
TRACTION
UNIVERSITY STRE
DC FEEDER CIRCUIT

NE 656 LINES OF PLOTCODE.

CIRCUIT AND RACEWAY SCHEDULE

	TO	VIA	CONDUIT QTY.	CONDUIT SIZE	DRAWING	REMARKS
K	POS.DISC/SW. 41-0-601	PK613. 614. 615. 616. SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
K	POS.DISC.SW. 41-0-602	PK609. 610. 611. 612. SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
K	POS.DISC.SW. 41-0-603	PK605. 606. 607. 608. SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
K	POS.DISC.SW. 41-0-604	PK601. 602. 603. 604. SWITCHING VAULT	4	4"		2 CONDUCTORS PER CONDUIT
SW	APPROX STA. 48+08 R-LINE	CT621,PK625,627,628, PB-8, PK645,646 647, PB-7, PK572, 573, 574	3	4"		2 CONDUCTORS PER CONDUIT
SW	APPROX STA. 53+14 R-LINE	CT623,PK632,633,634,PB-8, PK652,653 654, PB-4, PK660, 661, 662	3	4"		2 CONDUCTORS PER CONDUIT
SW	APPROX STA. 53+14 L-LINE	CT624,PK623,624,625,PB-8, PK642,643 644, PB-4, 655, 656, 657	3	4"		2 CONDUCTORS PER CONDUIT
SW	APPROX STA. 48+08 L-LINE	CT622,PK617,618,619, PB-8, PK635,638 637, PB-7, 667, 668, 669	3	4"		2 CONDUCTORS PER CONDUIT
	APPROX STA. 47+74 R-LINE	PK680, 681, NB-11, NK712, 713, NB-10, NK704, 705, NB-9, NK710, 711	2	4"		2 CONDUCTORS PER CONDUIT
	APPROX STA. 47+74 L-LINE	PK675, 676, NB-11, NK714, 715, NB-10, NK706, 707, NB-9, NK708, 709	2	4"		2 CONDUCTORS PER CONDUIT
	APPROX STA. 53+48 L-LINE	PK683, 684, NB-11, NK697, 698, NB-8, NK702, 703	2	4"		2 CONDUCTORS PER CONDUIT
	APPROX STA. 53+48 R-LINE	PK678, 679, NB-11, NK695, 696, NB-8, NK700, 701	2	4"		2 CONDUCTORS CONDUIT

CIRCUIT DESIGNATION	CONDUCTOR QTY.	CONDUCTOR SIZE	FROM	TO	VIA	CONDUIT QTY.	CONDUIT SIZE	DRAWING	REMARKS
PC-CA1	2	500KCMIL	CBD DISC SW 41-0-801	MANHOLE 21	CT620, UP733	1	4"		
PC-CB4	2	500KCMIL	CBD DISC SW 41-0-802	MANHOLE 21	CT620, UP734	1	4"		
PC-CA2	3	500KCMIL	CBD DISC SW 41-0-803	MANHOLE 21	CT620, UP730	1	4"		
PC-CB3	3	500KCMIL	CBD DISC SW 41-0-804	MANHOLE 21	CT620, UP731	1	4"		
NC-CA1	2	500KCMIL	CBD NEG. PANEL	MANHOLE 20	UN 738	1	4"		
NC-CA2	3	500KCMIL	CBD NEG. PANEL	MANHOLE 20	UN 739	1	4"		
NC-CB3	3	500KCMIL	CBD NEG. PANEL	MANHOLE 20	UN 736	1	4"		

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

DY80

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

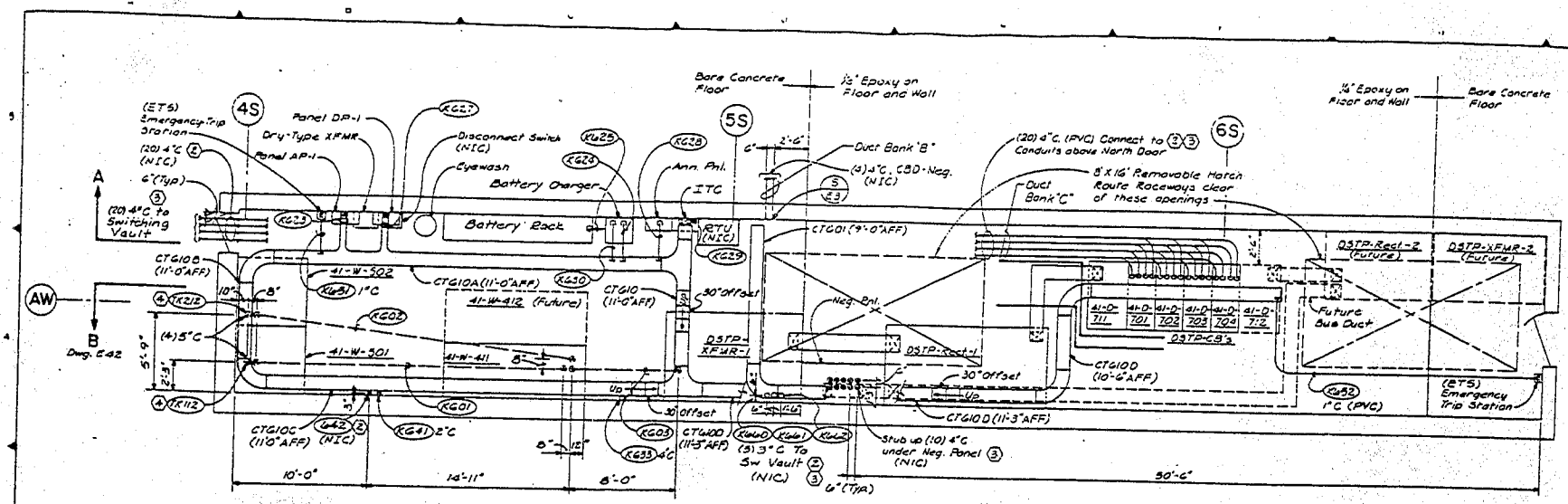
INTERNATIONAL ENGINEERING COMPANY
A DIVISION OF MORRISON-KNUDSEN ENGINEERS, INC.
100 HOWARD STREET, SAN FRANCISCO, CA 94105

Parsons Brinckerhoff
Parsons Brinckerhoff Quade & Douglas, Inc., Seattle, Washington 98104
SUBMITTED

DESIGNED S.L.B.
DRAWN V.H.Payumo
CHECKED T.B.Tolentino
IN CHARGE W.D.Weiss
SCALE
APPROVED

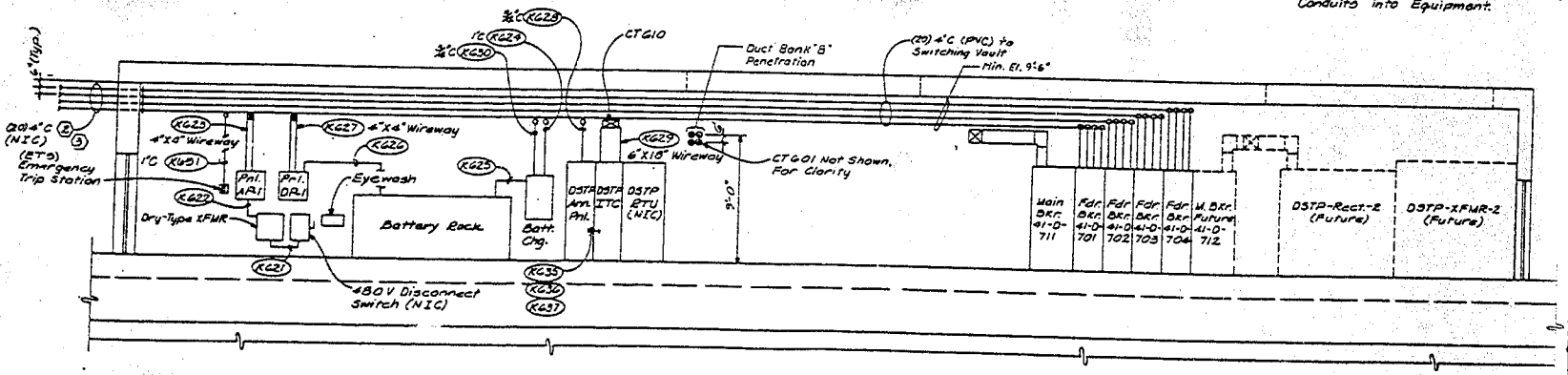
METRO Municipality of Metropolitan Seattle
CONSTRUCTION UNIT 08A
TRACTION POWER INSTALLATION
TRACTION SUBSTATION
UNIVERSITY STREET AND SWITCHING VAULT
DC FEEDER CIRCUIT AND RACEWAY SCHEDULE

DATE FEB 16, 1988
FILE NO. T/M 8A-88
DWG NO.
DRAWING NO. E-44
SHEET 48 OF 84



UNIVERSITY ST. SUBSTATION PLAN

Scale : 1/4" = 1'-0"



SECTION A-A

Scale: 1/4" = 1'-0"

THIS BAR IS 1" ACTUAL SIZE

IF NOT 1", SCALE ACCORDINGLY

NOTES:

1. All Cable Tray is 12" wide.
2. Circuits to Switching Vault
3. See Drawing E-43 for Raceway Sch... Dwg. E-44 for DC Feeder Circuit and ...
4. See Drawing E-8 for 26kV AC System R...
5. All concealed Conduits are by other... and install Bushings to terminate Conduits into Equipment.

"AS BUILT"
Date October 1990

DOWNTOWN SEATTLE TRANSIT PROJECT

REVISION	BY	DATE
FO U-188, E7528 01 (NEW DWG.)	S.S.	2-6-89

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

ELCON ASSOCIATES, INC.
ENGINEERS - CONSULTANTS

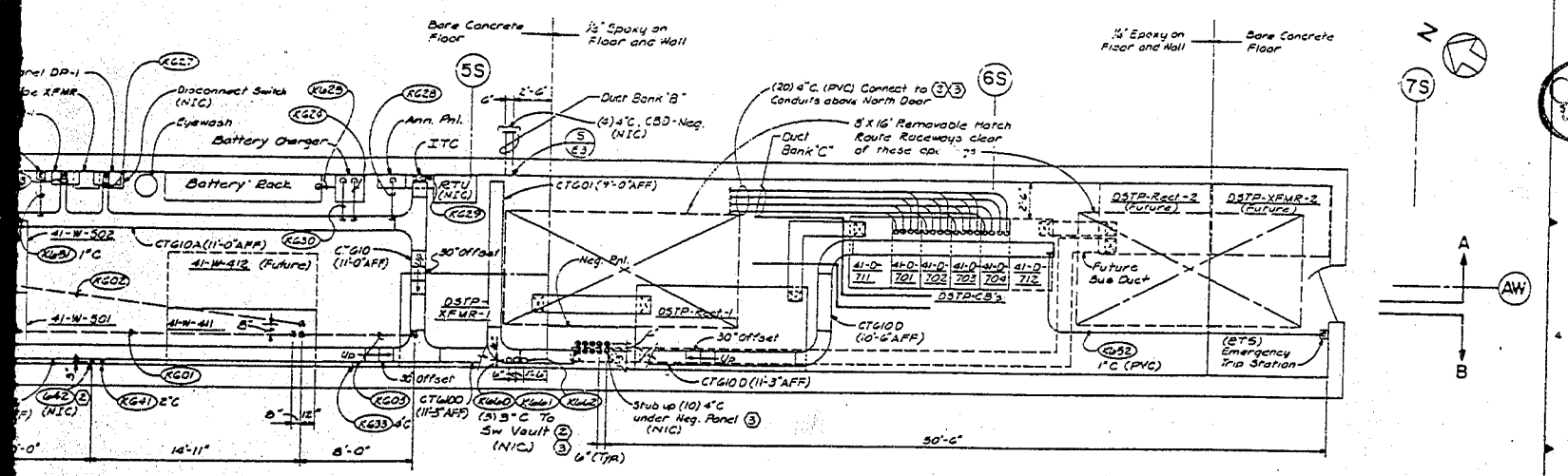
INTERNATIONAL ENGINEERING COMPANY

Parsons Brinckerhoff

DESIGNED	S. Schmidt
DRAWN	M. Amren
CHECKED	
IN CHARGE	
SCALE	AS NOTED
APPROVED	

METRO Municipality of Metropolitan ...

CONSTRUCTION UNIT 038
TRACTION POWER INSTALLATION
TRACTION SUBSTATION
UNIVERSITY STREET
RACEWAY LAYOUT AND SECTION

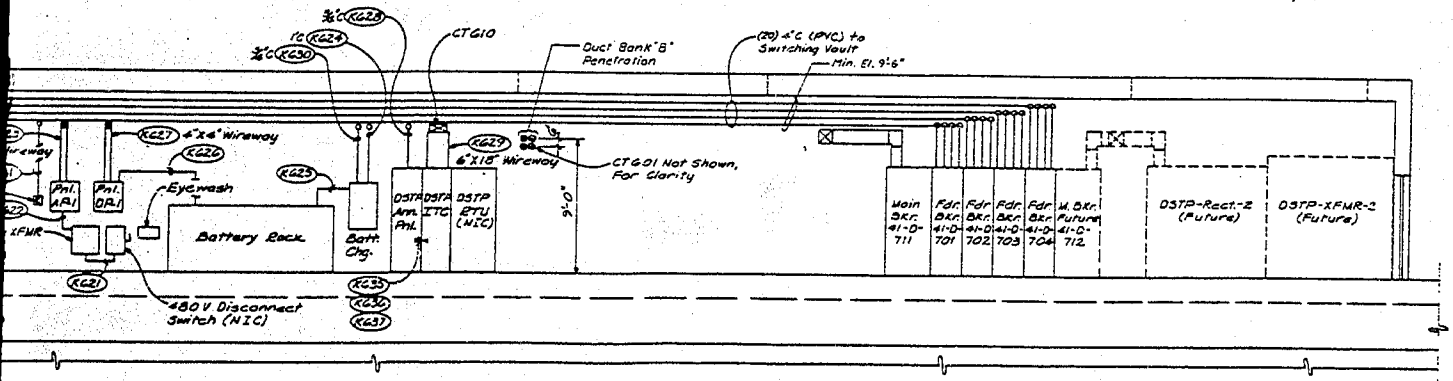


UNIVERSITY ST. SUBSTATION PLAN

Scale: 1/4" = 1'-0"

NOTES:

1. All Cable Tray is 12" wide.
2. Circuits to Switching Vault
3. See Drawing E-43 for Raceway Schematic and Dwg. E-44 for DC Feeder Circuit and Raceway Schedule.
4. See Drawing E-8 for 26KV AC System Raceway Schematic.
5. All concealed Conduits are by others. Provide and install Bushings to terminate DC Feeder Conduits into Equipment.



SECTION A-A

Scale: 1/4" = 1'-0"

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

"AS BUILT"
Date October 1990

DP203 126236

DOWNTOWN SEATTLE TRANSIT PROJECT

The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.

ELCON ASSOCIATES, INC.
ENGINEERS - CONSULTANTS

INTERNATIONAL ENGINEERING COMPANY

Parsons Brinckerhoff

DESIGNED S. Schmidt
DRAWN M. Amren
CHECKED
IN CHARGE

METRO Municipality of Metropolitan Seattle

SCALE A& NOTED
APPROVED

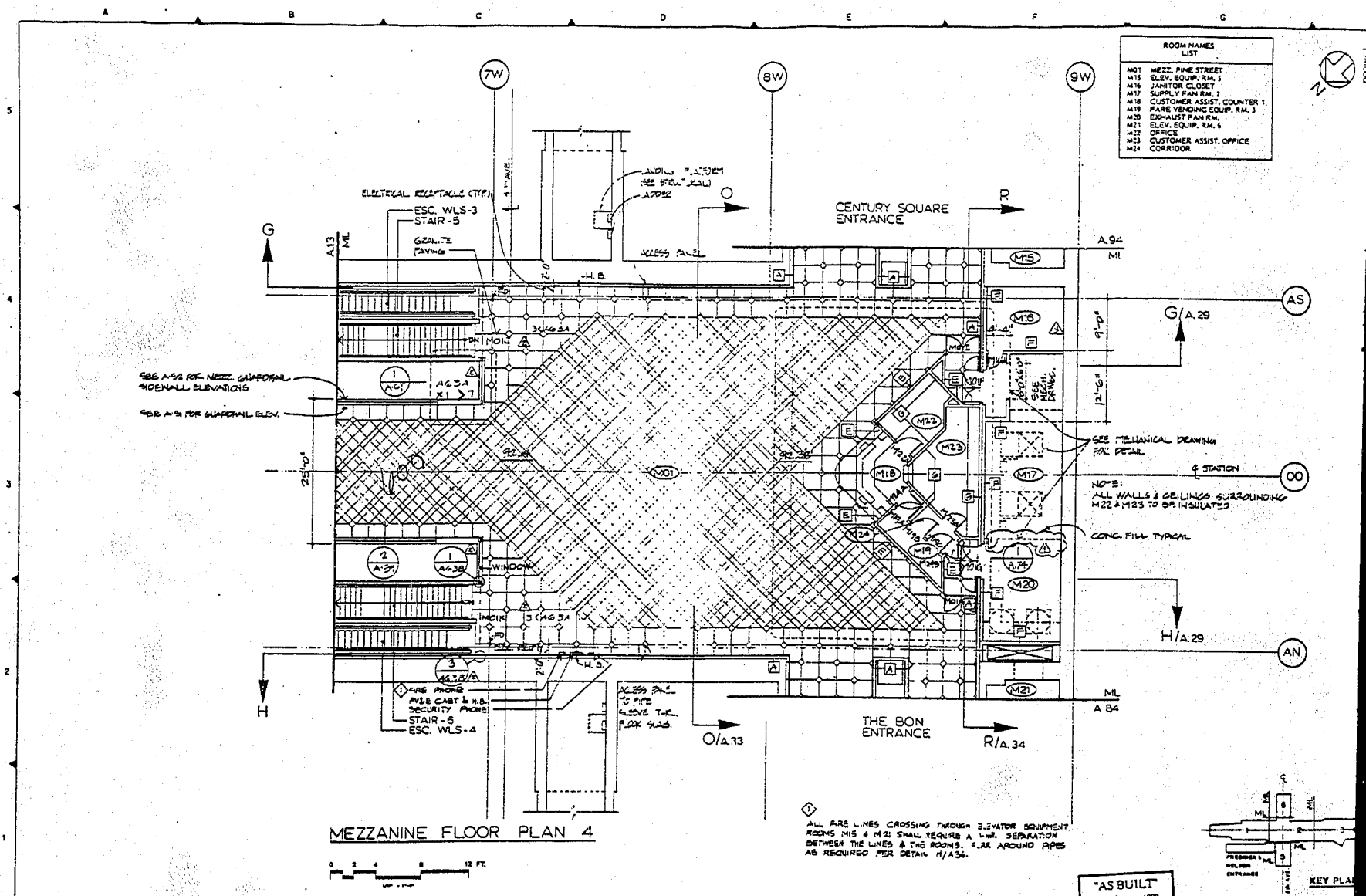
CONSTRUCTION UNIT 038
TRACTION POWER INSTALLATION
TRACTION SUBSTATION
UNIVERSITY STREET
RACEWAY LAYOUT AND SECTION

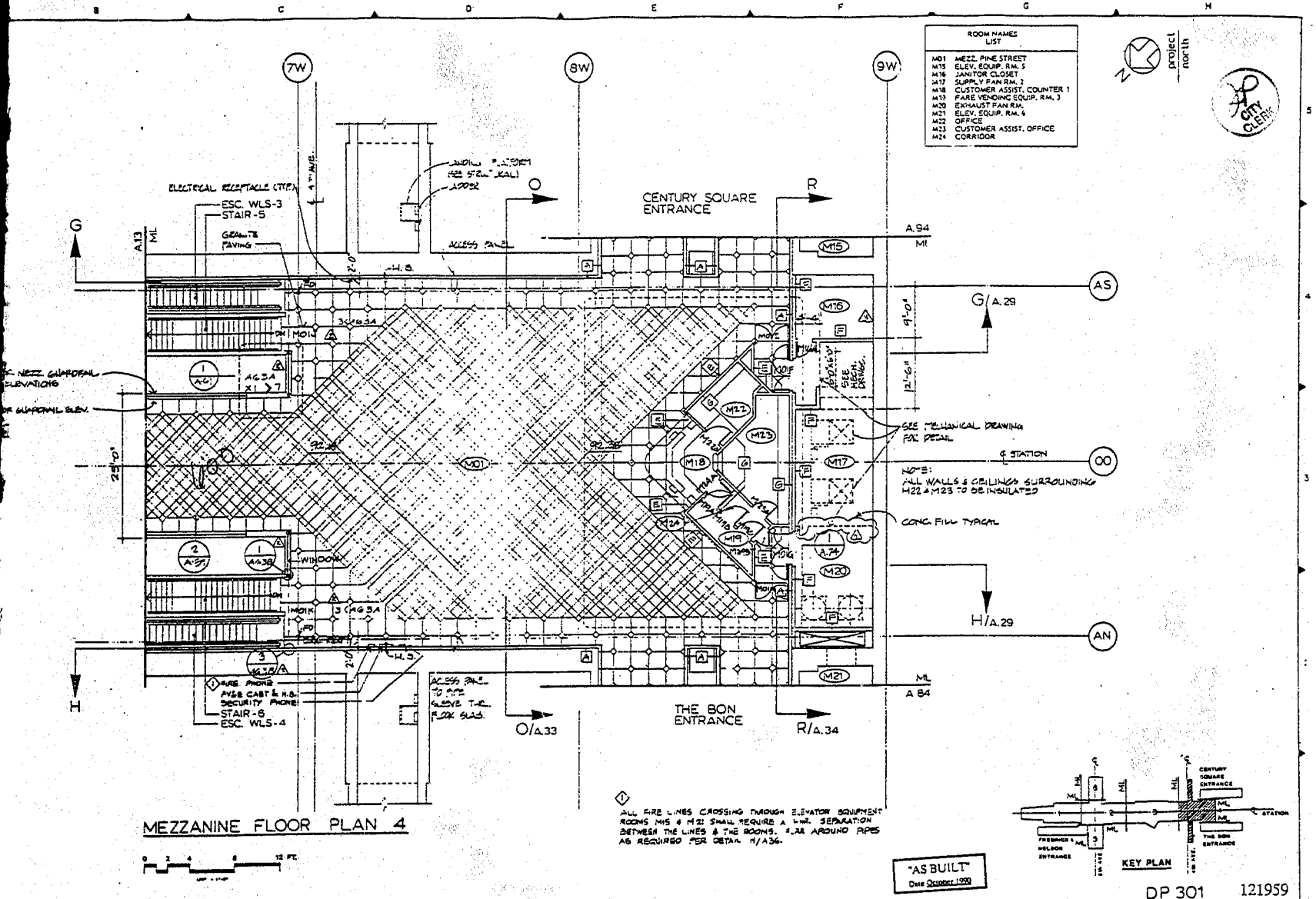
DATE 27 NOV 1989
FILE NO. T/F 39-89
DWG NO.
DRAWING NO. E7523
SHEET 14418 OF 1451

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Westlake Station

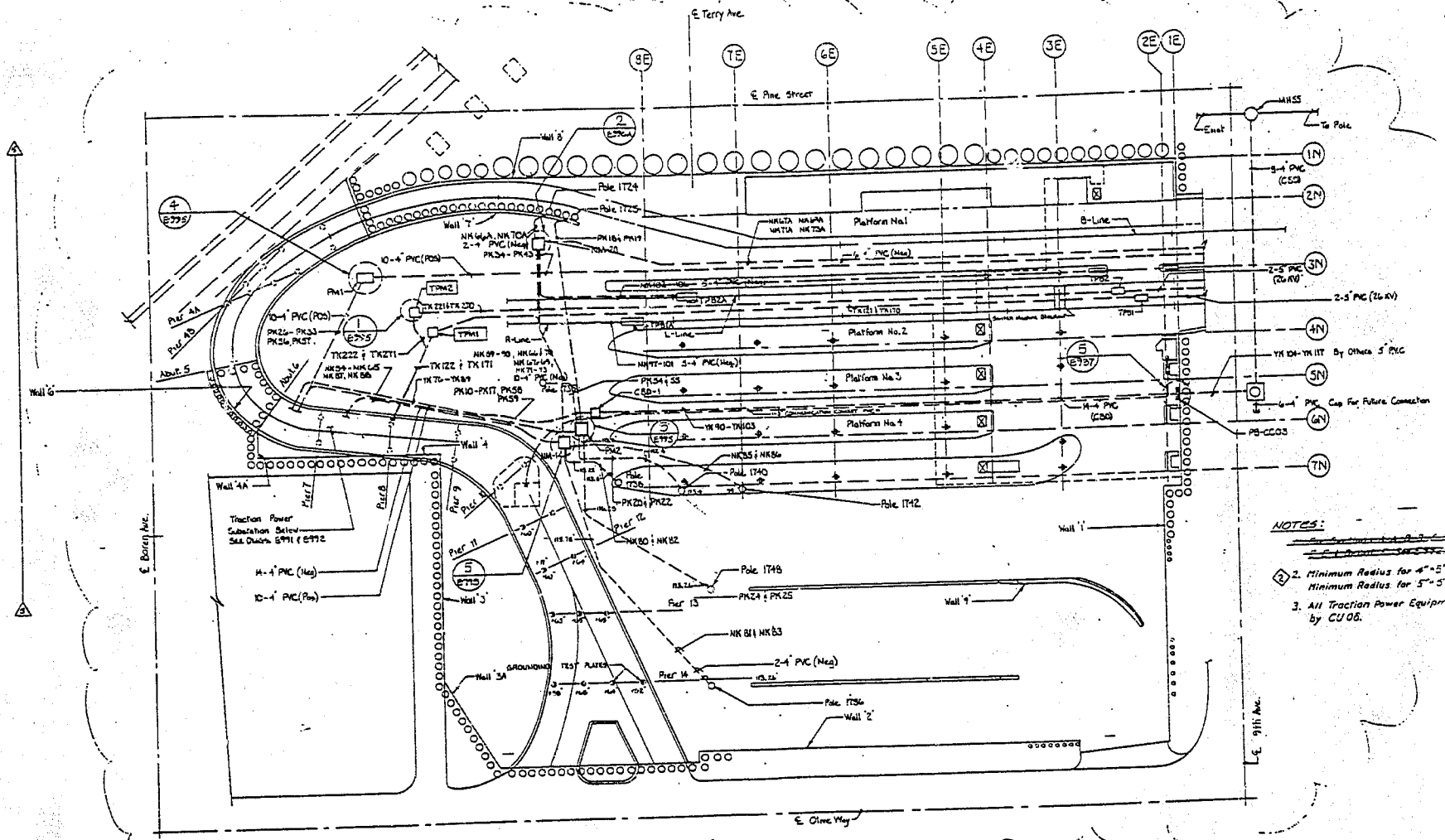
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
IT IS DUE TO THE QUALITY OF THE DOCUMENT.


ROOM NAMES LIST
M01 MEZZ. PINE STREET
M15 ELEV. EQUIP. RM. 5
M16 JANITOR CLOSET
M17 SUPPLY FAN RM. 2
M18 CUSTOMER ASSIST. COUNTER 1
M19 FARE VENDING EQUIP. RM. 3
M20 EXHAUST FAN RM.
M21 ELEV. EQUIP. RM. 6
M22 OFFICE
M23 CUSTOMER ASSIST. OFFICE
M24 CORRIDOR
CENTURY SQUARE ENTRANCE
THE BON ENTRANCE
ELECTRICAL RECEPTACLE (TYP.)
ESC. WLS-3
STAIR-5
GRANITE PAVING
ACCESS PANEL
SEE A-52 FOR MEZZ. GUARDRAIL SIDEWALL ELEVATIONS
SEE A-51 FOR GUARDRAIL ELEV.
SEE MECHANICAL DRAWING FOR DETAIL
NOTE: ALL WALLS & CEILINGS SURROUNDING M22 & M23 TO BE INSULATED
CONC. FILL TYPICAL
WINDOW
FIRE PHONE
FV&E CABT & H.B.
SECURITY PHONE
STAIR-6
ESC. WLS-4
ACCESS PANEL TO PIPE SLEEVE THRU. FLOOR SLAB.
G/A.29
H/A.29
O/A.33
R/A.34
A.94
A.84
A.13
ML
25'-0"
9'-0"
12'-6"
MEZZANINE FLOOR PLAN 4
0 2 4 8 12 FT.
ALL FIRE LINES CROSSING THROUGH ELEVATOR EQUIPMENT ROOMS M15 & M21 SHALL REQUIRE A 1 HR. SEPARATION BETWEEN THE LINES & THE ROOMS. FLAR AROUND PIPES AS REQUIRED PER DETAIL H/A36.
"AS BUILT"
Date October 1990
KEY PLA
DOWNTOWN SEATTLE TRANSIT PROJECT
The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as amended.
THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY
TRA
Parsons Brinckerhoff
DESIGNED B CARLSON
DRAWN S BRAGJO WU
CHECKED D LOWN
IN CHARGE R TERRELL
SCALE 1/8"=1'-0"
APPROVED
METRO Municipality of Metropolit
CONSTRUCTION UNIT 04
WESTLAKE STATION & PINE ST LINE S
ARCHITECTURAL
MEZZANINE FLOOR PLAN
REVISION
BY
DATE



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Convention Place Station



PLAN

NOTES:

2. Minimum Radius for 4"=5'-0
Minimum Radius for 5"=5'-0

3. All Traction Power Equipment by CU 06.

THIS BAR IS 1" ACTUAL SIZE
IF NOT 1", SCALE ACCORDINGLY

"AS BUILT"
Date September 1990

DP4

REV	REVISION	BY	DATE
10	AS BUILT	TJ	8/90
9	PNC 40	GH	9/88
8	PNC 36	J.L.	8/88
7	PNC 28	SN	7/88
6	PNC 19	JPB	7/88
5	PNC 2	JPB	7/88
4	ADDENDUM No. 3	WW	1-88
3	ADDENDUM No. 1	WW	1-88

DOWNTOWN SEATTLE TRANSIT PROJECT

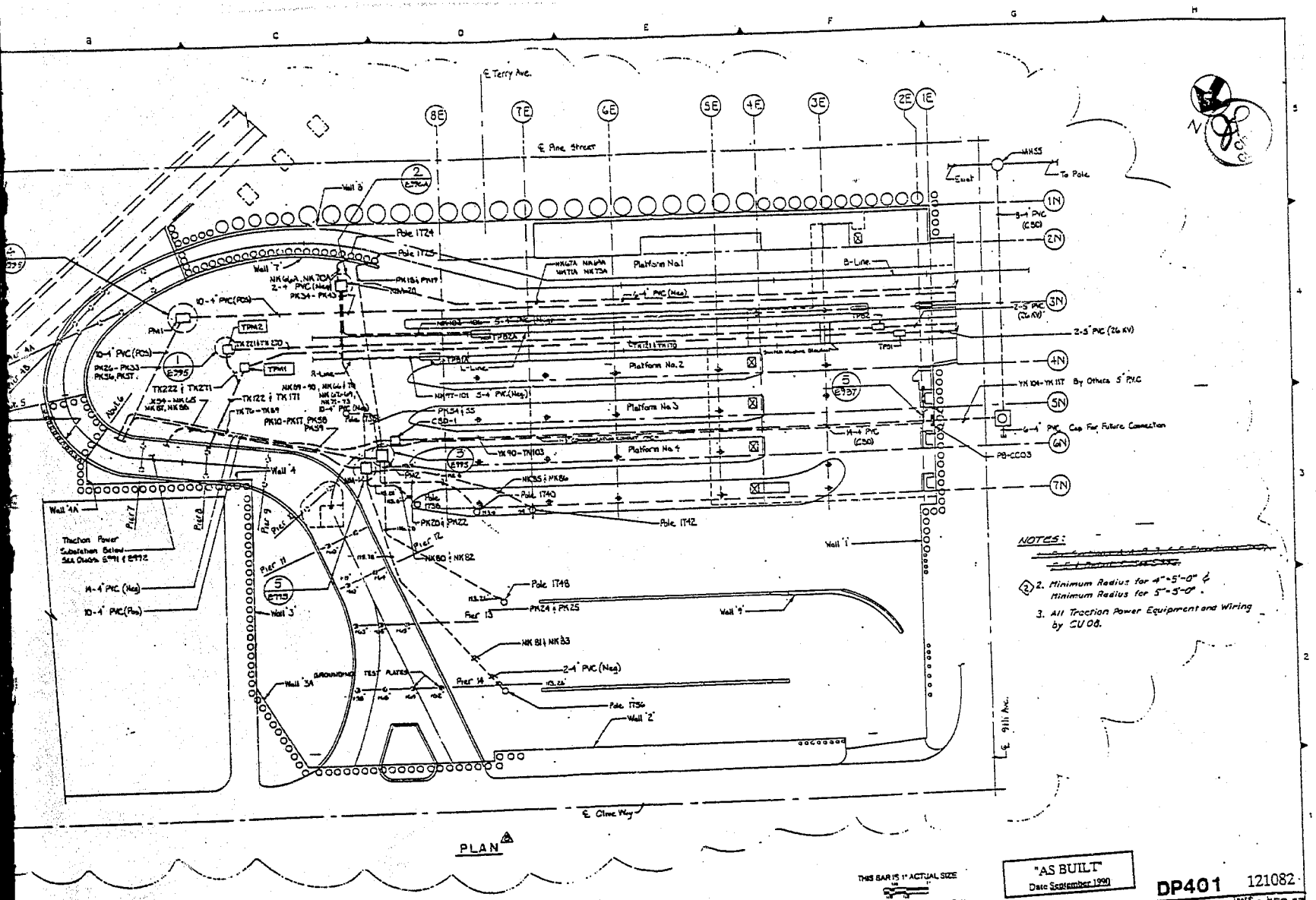
The preparation of this document was partially financed through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration under the provisions of the Urban Mass Transportation Act of 1964, as Amended.

Parsons Brinckerhoff

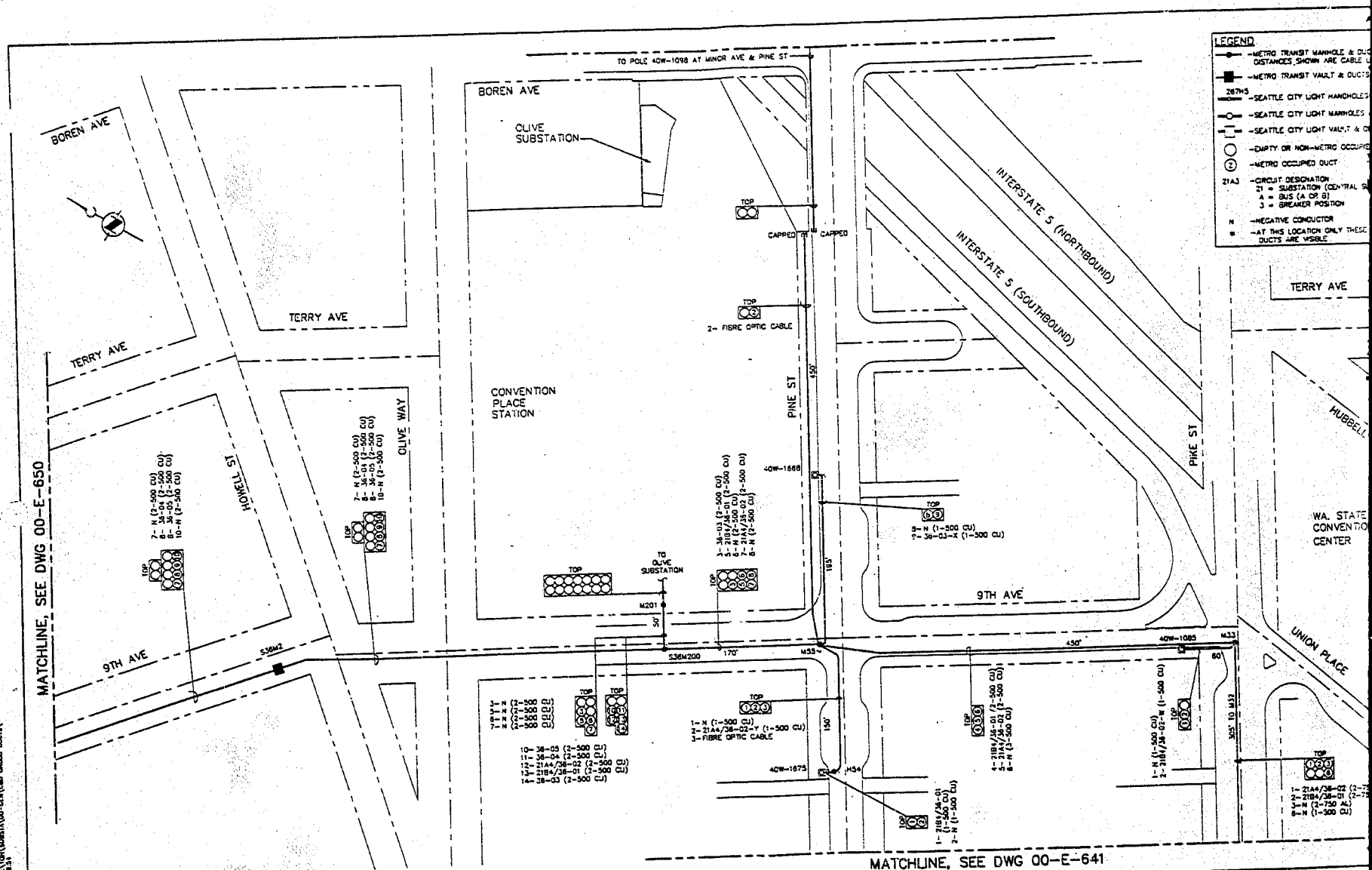
DESIGNED G. Da Costa
DRAWN L. Andrade
CHECKED W. Williams
IN CHARGE H. Sanchez

METRO Municipality of [illegible]
CONSTRUCTION UNIT 04a
CONVENTION CENTER-STATION & NORTH ST[illegible]
ELECTRICAL
TRACTION POWER SITE PLAN

SCALE 1" = 30'-0"
APPROVED



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



No.	REVISION	BY	APP'D	DATE
4	UPDATED DWG BORDER	MMM	HMB	AUG 98
3	AS BUILT 'ER FIELD NOTES	CMS	HMB	JUN 98
2	ADDED H54	IT		JULY 94
1	REDRAWN PORTION OF 00-E-623	TMB	HMB	JAN 92

DESIGNED: DW
DRAWN: TMB
RECOMMENDED: -
APPROVED:
CHECKED: HMB
SCALE: 1"=50'
CONTRACT NO: -

King County

TRANSIT DESIGN & CONSTR
9TH AVE, TERRY AVE & BORE
FROM PIKE ST TO HOWELL

CBD FEEDERS
UNDERGROUND D

H:\TOH\SUBSTA\00-GEN\CBD UNDGD DUCTS\
08:54
31 Jul 1997
Plotted:

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

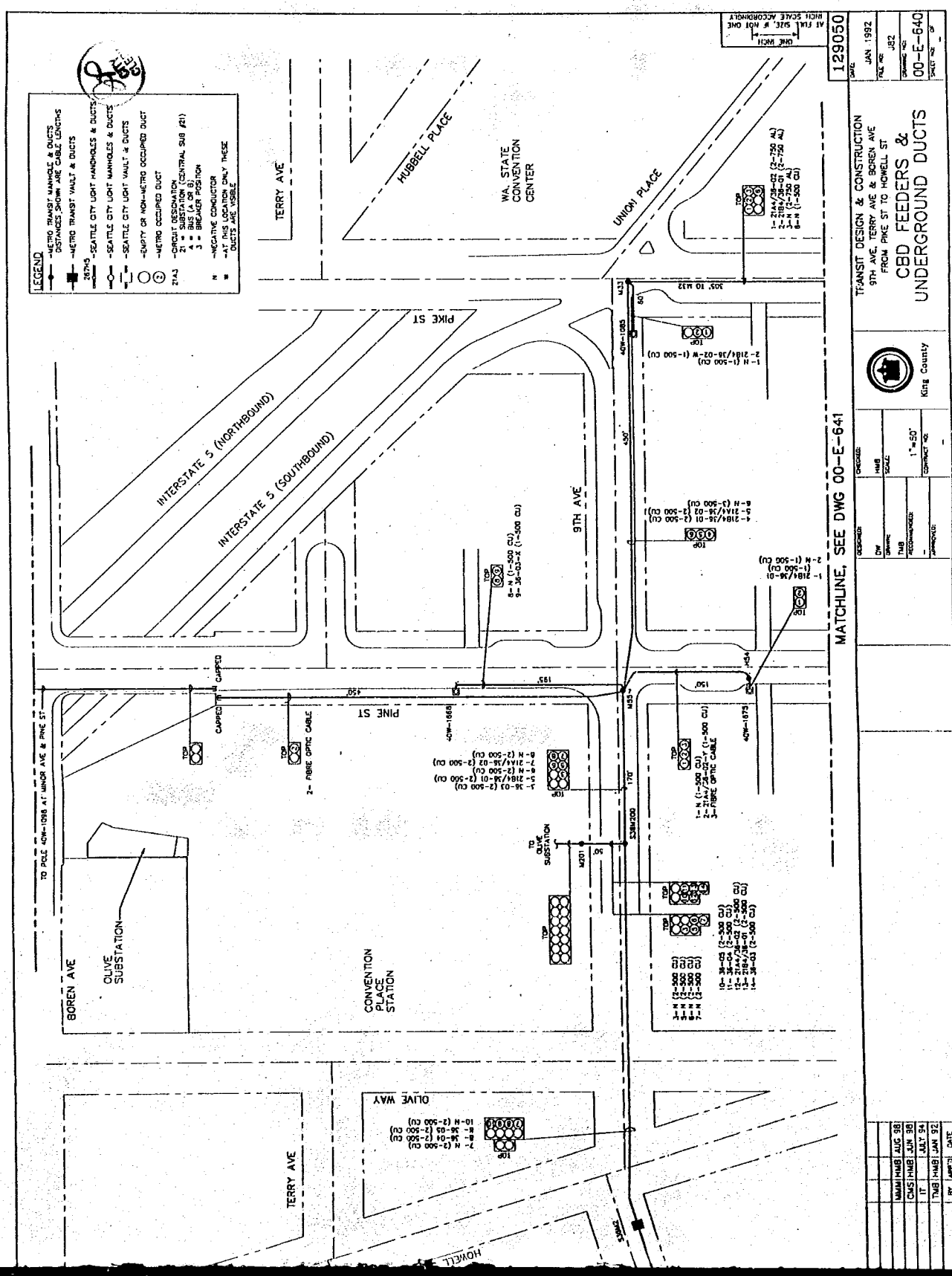


EXHIBIT 4

DOCUMENTS

1. Plans and specifications relating to the Tunnel, including but not limited to "as-built" plans and specifications for the Tunnel, together with all technical, service, instruction and procedure manuals, warranties, permits and licenses.
2. All surveys, topographical, parcel, and plat maps
3. Results of soil tests, engineering studies, and any other test results or reports related to the Tunnel, its construction and operation
4. Any leases or other occupancy agreements relating to the Tunnel
5. Any studies, reports, and other materials regarding Hazardous Materials
6. Development permits, appraisals, certificates of occupancy
7. Other information about the Tunnel reasonably requested by Sound Transit if in the possession or control of the County.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Exhibit 5

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

EXHIBIT 5

CONTRACTS AND AGREEMENTS TO BE ASSIGNED TO SOUND TRANSIT

All of the following contracts, and agreements shall be assigned to Sound Transit :

1. The following described agreements and contracts:

Description	Dated
Letter of Agreement Regarding Nordstrom Entrance to Westlake Station Mezzanine between Metro and Nordstrom, Inc.	3/27/90
Agreement Between King County, and Nordstrom Regarding the Development of the New Nordstrom Store and Modifications to Transit Tunnel Entry	3/14/97
Agreement Between King County, Seattle Symphony Orchestra and The City of Seattle Regarding The Development of a Relocated Transit tunnel Entry to University St. Station	4/12/96
Municipality of Metropolitan Seattle Transit Station Entrance Agreement (Letter Agreement with CAC XXVII, Inc. and CAC II, Inc.)	1/23/87
Agreement pursuant to January 3, 1996 letter from Carol Ditlevson to Jerry Rutledge and August 3, 1994 letter from Carol Ditlevson to Barry Uchida and signed by Marty O'Brien	
Transit Station Entrance and Construction Agreement between Metro and CAC XXVIII, Inc.	1/23/87
Right of Entry, Easement and Construction Coordination Agreement between Nordstrom, Inc. and Metro	2/20/87
Maintenance Agreement between King County and Union 505 Ltd. or Union Station Associates, LLC relating to International District Station Easements (The County shall provide Sound Transit an opportunity to review and comment on this Agreement prior to its execution.)	To Be entered after execution of Transfer Agreement

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

2. All contracts related to the artwork described below (numbers given correspond to those given to the art works in *An Extraordinary Guide to Seattle's New Underground* published by Metro Transit of Seattle, a map from which is attached):

Description	Artist
Westlake Station #10 *Traveling Stories* A swarm of B's – Caroline Ober quotation northwest entry and sidewalk	Ericson/Ziegler
#11 *Traveling Stories* Mark Tobey quotation southwest entry and sidewalk	Ericson/Ziegler
#13 Patterned Tiles 40 images reproduced in glazed low-relief ceramic tile creating the station interior "skin."	Vicki Scuri
#16 *Terra-cotta Park* 5 high relief hand-colored terra cotta tiles reproduced to form a 132' x 30' wall sculpture. South station wall	Jack Mackie
#17 Terra-cotta clock east end of station	Jack Mackie
#18 *Traveling Stories* Silas Munro quotation northeast entry	Ericson/Ziegler
#21 Platform mural porcelain enamel on steel, 10' x 35' south station wall	Roger Shimomura
#22 Platform mural porcelain enamel on steel, 10' x 35' north station wall	Fay Jones
#23 Platform mural porcelain enamel on steel, 10' x 35' north station wall	Gene Gentry McMahon
#24 Bench Tattoos 6 fabric patterns sandblasted on benches.	Jack Mackie

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

	Description	Artist
University Street Station		Bill Bell
#26	North mezzanine lightsticks Light emitting diodes and computer electronics. North end mezzanine wall	
#27	*Traveling Stories* A. H. Albertson quotation southeast entry and sidewalk	Ericson/Ziegler
#29	*the Beltline* Granite and glass inlay station wall and floor design.	Vicki Scuri
#30	Platform benches porcelain enamel steel	Vicki Scuri
#__	Station doors etched stainless steel	Vicki Scuri
#31	*Random Sentence Generator / Dynamic Light work* south end mezzanine wall	Robert Teeple
#32	*Traveling Stories* Flo Ware quotation southwest entry and sidewalk	Ericson/Ziegler
NA	*Temple of Music* Symphony Hall Metro Entry Passage way design including etched ceramic tile, bronze and wood handrails, interior lighting.	Erin Shie Palmer
Pioneer Square Station		Ericson/ Ziegler
#35	Mezzanine clocks -north clock constructed with materials found during demolition of the site for station Construction	
#36	-southclock constructed with station finish materials -number locations make use of construction tools	Ericson/Ziegler
#38	*Traveling Stories* Chief Sealth & Doc Maynard quotation northeast entry and sidewalk	Ericson/Ziegler
#39	*Traveling Stories* Minnie Parkhurst quotation northwest entry and sidewalk	Ericson/Ziegler
#40	Lyon Building entrance sculpted granite wall and beams	Brian Goldbloom

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

	Description	Artist
#43	Prefontaine Park entrance, ceramic tile mural south wall	Laura Sindell
#44	*Traveling Stories* Arthur Denny quotation southwest entry and sidewalk	Ericson/Ziegler
#45	Prefontaine Park entrance gates and fence panels cut and painted steel	Garth Edwards
International District Station		Ericson/Ziegler
#47	*Traveling Stories* Dr. Jose Rizal quotation northwest entry and sidewalk	
#48	*Traveling Stories* Eve Triem quotation northeast entry and sidewalk	Ericson/Ziegler
#49	Children's tiles Ceramic tiles created by students at Beacon Hill and Bailey Gatzert Elementary Schools. Located on north face of fare vending kiosks, north end of plaza.	Maggie Smith
#51	*Juncture* and *Idiom/Our Own* Poems etched in stainless steel and mounted in the overhead trellis.	Laureen Mar
#52	Seating platform wood and cast bronze bolt covers	Alice Adams
#53 #53	Plaza trellis structures 4 structures located at the corners of the center plaza. Painted steel.	Alice Adams & Sonya Ishii
#54	Chinese calendar paving 12 Chinese calendar icons in the center plaza. Brick pavers	Sonya Ishii & Alice Adams
#56	*Traveling Stories* Chinn Gee Hee quotation southwest entry	Ericson/Ziegler
#57	*Traveling Stories* Teresa Schmid McMahon quotation southeast entry and sidewalk	Ericson/Ziegler

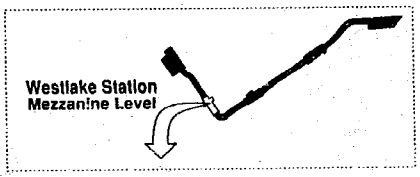
CITY CLERK

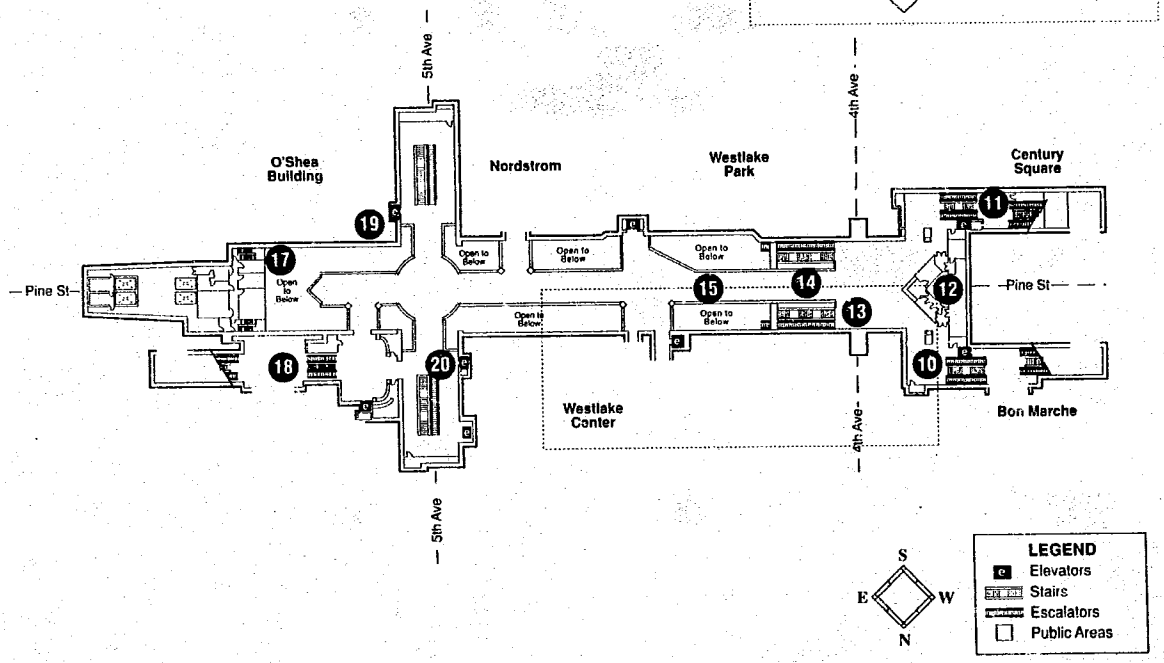
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

	Description	Artist
#58	*Origami Wa*ll 9 14' x 14' folded and painted steel sculptures. Located on the platform level, east wall.	Sonya Ishii
#	Ginko tree grate Located at the International District Station. Cast iron	Dyan Rey

CITY CLERK

Westlake Station - Mezzanine Level



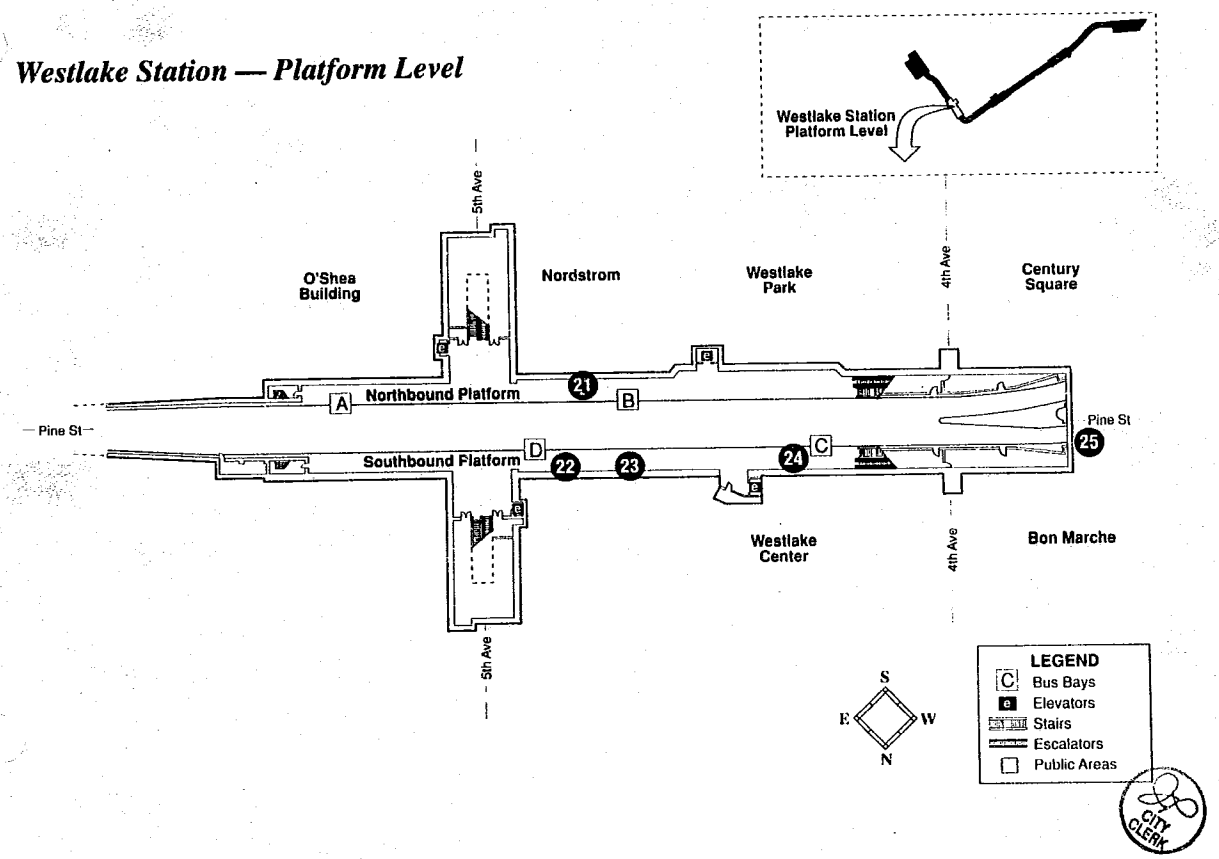


NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

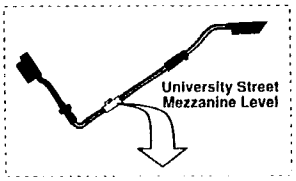
CITY CLERK

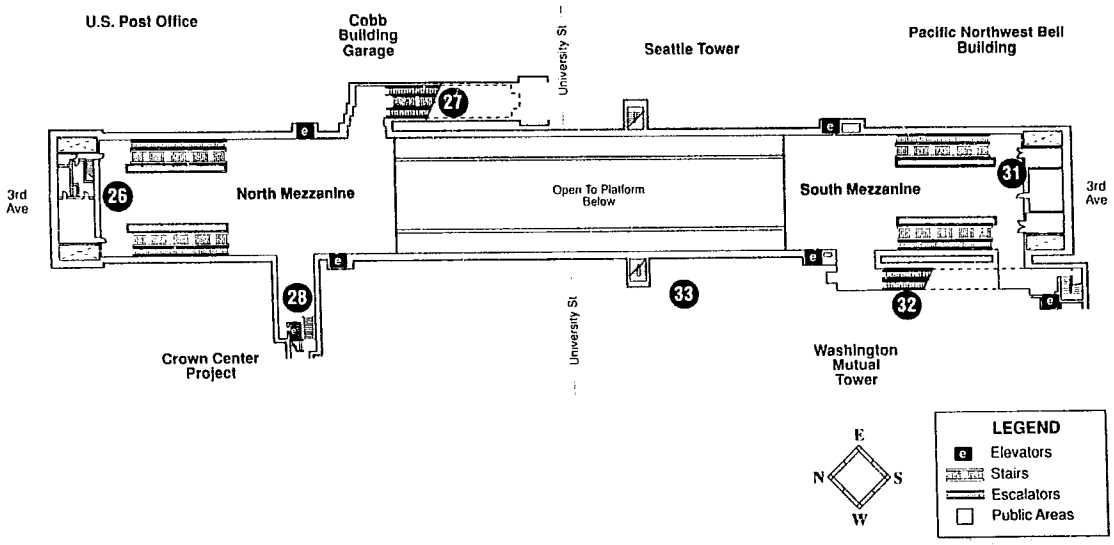
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Westlake Station — Platform Level



University Street Station—Mezzanine Level

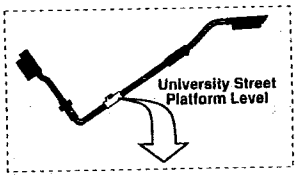


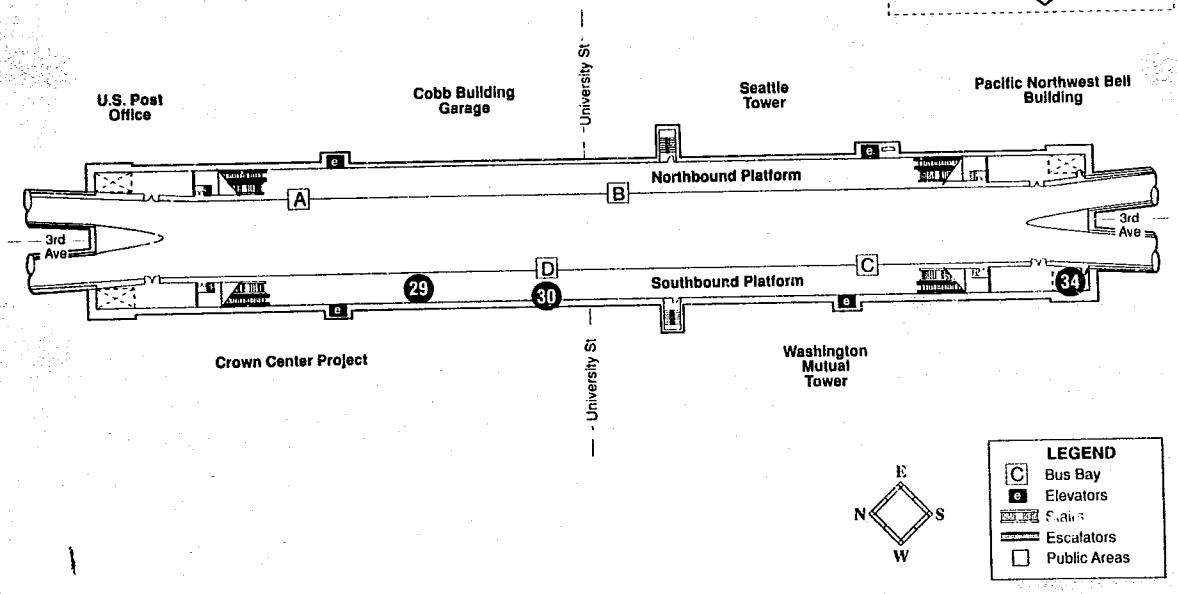


CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

University Street Station—Platform Level

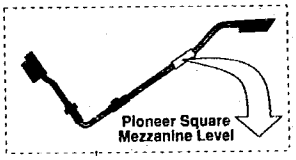


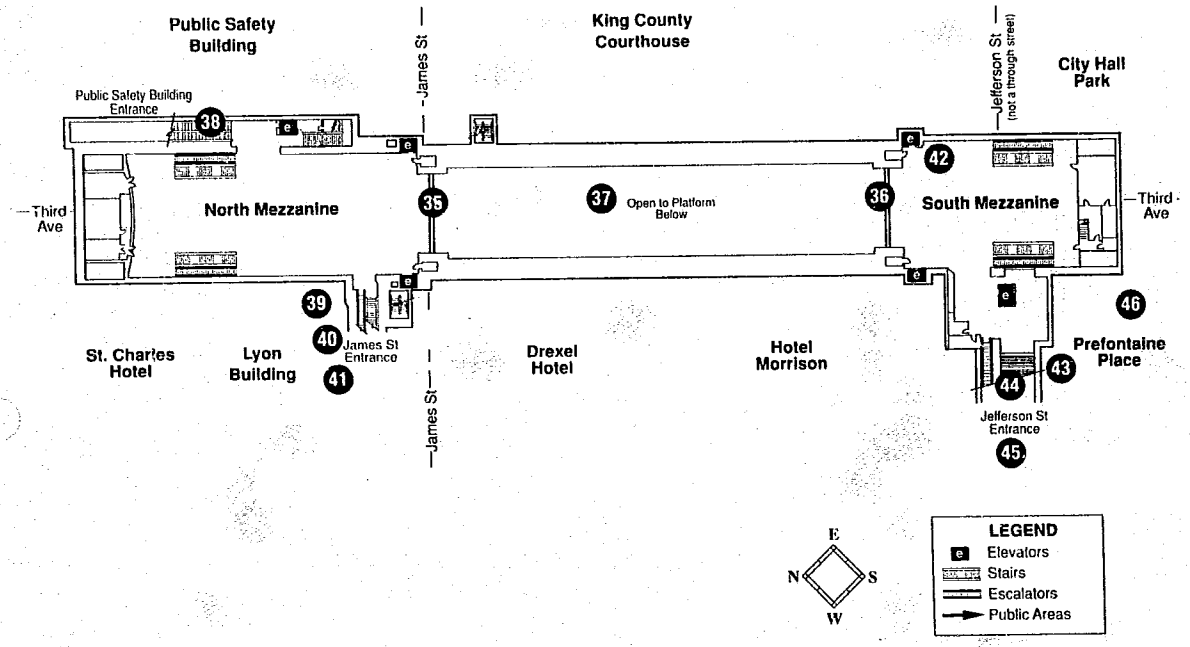


CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Pioneer Square Station—Mezzanine Level

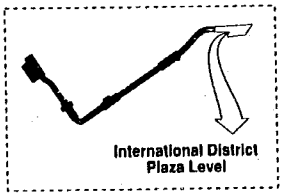


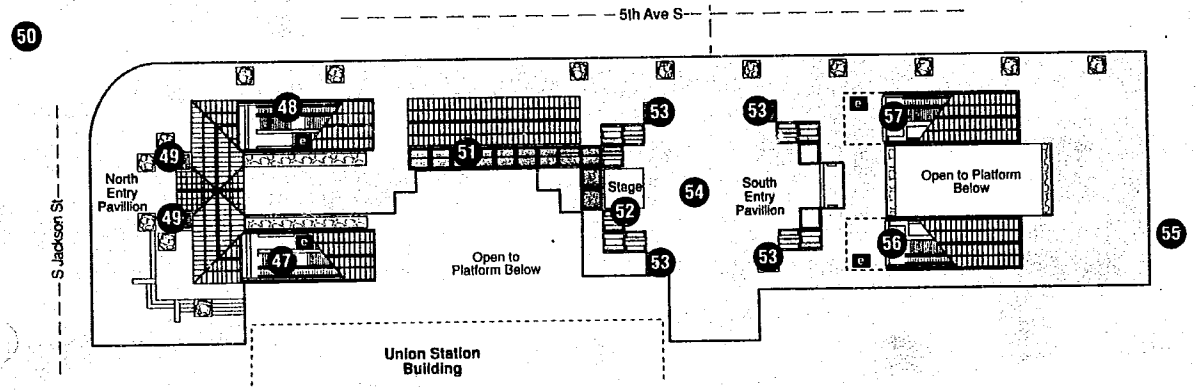


NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

International District Station- Plaza Level





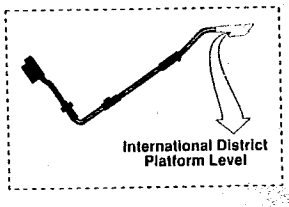
LEGEND

- Elevators
- Stairs
- Escalators
- Public Areas
- Landscaping

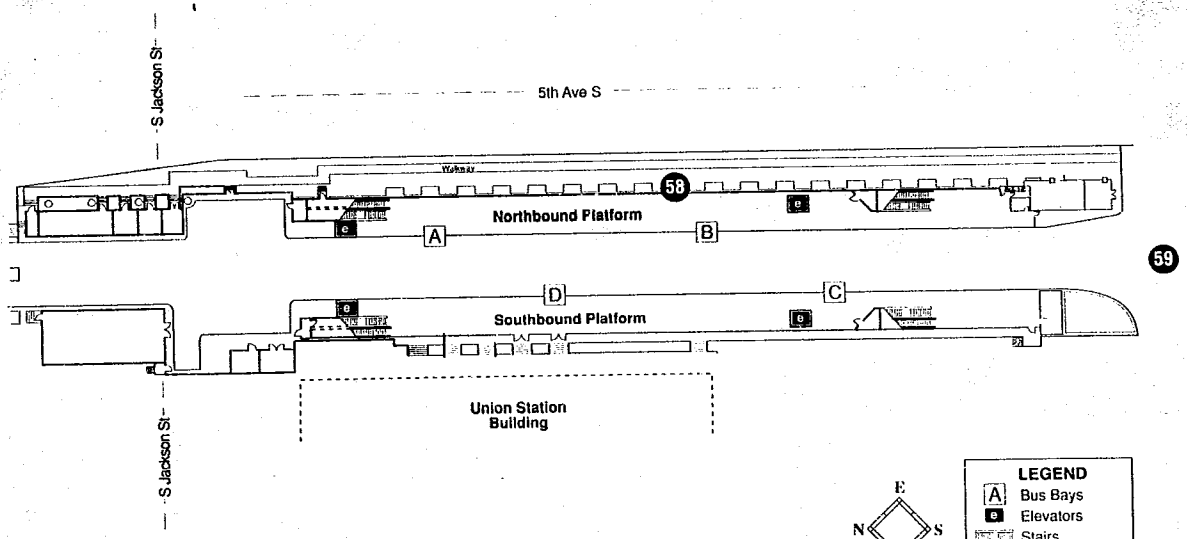
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



International District Station—Platform Level



CITY CLERK

EXECUTED IN 3 COUNTERPARTS OF
WHICH THIS IS COUNTERPART NO. __

CONTRACT NO. CT/F8-86

AGREEMENT FOR ARTIST SERVICES

FOR THE

DOWNTOWN SEATTLE TRANSIT PROJECT

ART PROGRAM

BETWEEN

THE MUNICIPALITY OF METROPOLITAN SEATTLE

AND

_____

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

CONTRACT NO. CT/F8-86

AGREEMENT FOR ARTIST SERVICES

FOR THE

DOWNTOWN SEATTLE TRANSIT PROJECT

ART PROGRAM

BETWEEN

THE MUNICIPALITY OF METROPOLITAN SEATTLE

AND

_____

THIS AGREEMENT, made and entered into this _____ day of _____, 19___, by and between the MUNICIPALITY OF METROPOLITAN SEATTLE, a metropolitan municipal corporation of the State of Washington with a place of business at 821 Second Avenue, Seattle, Washington 98104 (hereinafter referred to as "Metro") and _____ (hereinafter referred to as the "Artist") with a place of business at _____.

WITNESSETH:

WHEREAS, Metro desires to retain the Artist to perform artistic services described in this Agreement for the Downtown Seattle Transit Project (hereinafter referred to as the "Project"); and

WHEREAS, the Artist has been selected by Metro to perform the services described in this Agreement based upon (his/her) skill and creativity; and

WHEREAS, the Artist desires to perform the services described in this Agreement;

NOW, THEREFORE, in consideration of the terms, conditions and covenants contained or incorporated herein, Metro and the Artist agree as follows:

SECTION 1. ADMINISTRATION AND SUPERVISION

A. The Artist will use (his/her) best efforts to perform the services required under this Agreement in a satisfactory and competent manner. The Artist shall not, during the period of this Agreement, utilize current or former employees of Metro, except retired employees, without the written consent of Metro. Should the Artist employ and subcontract with any third persons in the performance of this Agreement, the Artist agrees that all such third persons shall be bound by the terms and conditions of this Agreement.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

B. The services to be provided by the Artist under this contract must be coordinated and integrated into the Project. Management and general supervision for the Project will be the responsibility of Metro's Director of Technical Services, hereinafter called the "Director". Administration of this Agreement may be delegated by the Director to a Metro employee; in the event of such delegation, the Artist shall be provided written confirmation of such delegation and the scope thereof.

SECTION 2. SCOPE OF WORK

A. Metro hereby retains the Artist upon the terms and conditions contained herein to perform the services described in Exhibit A, captioned Artist Scope of Work, and incorporated herein by reference. The Scope of Work divides the Artist's services into two phases: Phase I, related to design; and, Phase II, related to execution (including, if specifically provided for, production, fabrication, transportation, inspection and installation). Each Phase shall have a defined scope of work describing the services to be provided by the Artist, a budget and timetable for performance of the services which shall be followed by the Artist unless otherwise agreed to in writing by Metro.

B. The Artist shall begin work under the Phase I Scope of Work after execution of this Agreement by Metro and the Artist.

The Artist shall not begin work under the Phase II Scope of Work until a written Notice to Proceed has been issued by Metro.

C. Metro shall be responsible for providing the Artist, without cost, copies of designs, drawings, reports and other relevant data needed by the Artist in order to design and execute the work.

SECTION 3. CHANGES IN AND ADDITIONAL WORK

A. At the completion of the work committed to at the 60% and 75% submittal stages, as indicated in the attached Phase I schedule, the Artist shall present to Metro in writing for further review and approval any significant changes in the scope, design, color, size, material, utility and support requirements, texture or location or the site of the work of the artwork. A significant change is any change which affects installation, scheduling, site preparation or maintenance for the work or the concept of the work as represented in the proposal.

B. The Artist shall be obligated to perform the services called for in Exhibit A. The Artist and Metro agree that the Artist shall retain artistic control of (his/her) services in the performance of (his/her) services subject only to the limitations imposed in Exhibit A.

C. Notwithstanding the provision of subparagraph B immediately above, the Director may, at any time, request the Artist, in writing, to: revise portions of the services that (he/she) has previously completed in a satisfactory manner; delete portions of the Scope of Work which have yet to be performed; perform additional work beyond the Scope of Work provided in Exhibit A or make other changes within the general Scope of Work to be performed under this Agreement.

In the event of such a written request, the Artist may, but shall not be obligated to agree to any such request.

1. In the event the request for change is agreed to by the Artist, this Agreement shall be amended, in writing, specifying the agreed changes, including but not limited to a description of services, budget, payment and schedule.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

2. In the event that the Artist does not agree to the request, Metro shall be entitled to terminate the Agreement pursuant to Section 10, Paragraph B below.

D. No services for which additional compensation will be charged by the Artist shall be furnished without the prior written authorization of Metro.

SECTION 4. RESPONSIBILITY OF THE ARTIST

A. Design.

1. The Artist agrees that an essential element of this Agreement is the skill and creativeness of the Artist. The Artist therefore shall not assign the creative or artistic portions of the work to another party for the production of the work without the consent of Metro. Failure to conform to this provision will result in the termination of the Agreement.

2. The Artist shall be responsible for providing services described in Exhibit A including, but not limited to, the quality and timely completion of the services. The Artist shall be responsible for designing the artwork so that it can be constructed without exceeding the construction cost budgets indicated on the attached Arts Contract Summary, Exhibit C. The Artist shall, without additional compensation, correct or revise any errors, omissions or other deficiencies in (his/her) performance.

3. In the event the services of the Artist are integrated into, combined, or otherwise coordinated with services by third parties not within the control of the Artist, (he/she) shall not be responsible for such third party services. If any part of the Artist's work depends for proper execution or results upon the work of Metro or a third party, the Artist shall, prior to proceeding with the work, promptly report to Metro any apparent discrepancies or other defects in such other work that renders it unsuitable for proper execution and results. The Artist shall not be responsible for any liability or failure to fulfill (his/her) obligations because of such discrepancies or defects. Failure of the Artist to report a discrepancy or defect shall constitute an acceptance of Metro's or third party's work as fit and proper to receive the Artist's work, except as to defects that may subsequently become apparent in such work by others. Any costs caused by defective or ill-timed work shall be borne by the party responsible therefor. Nothing in this section shall limit the responsibility of the Artist to take all reasonable steps to coordinate (his/her) work with the work of Metro or of a third party on the project.

B. Execution, Fabrication, Transportation Installation and/or Inspection.

If the Artist is involved in the execution, fabrication, transportation, inspection and/or installation of an artwork, the following shall apply:

1. The Artist shall, if and when working on Metro property, supervise such clean up as may be reasonably requested by Metro. At the close out of the Artist's work, the Artist shall remove (his/her) equipment, excess materials, etc. promptly and as requested by Metro.

2. The contractor and Metro will notify the Artist of their operation, construction and maintenance schedules in and around the area where the work is to be performed. The Artist shall perform (his/her) services in a manner and time so as not to cause interference with any of the operations, construction or maintenance of Metro or the contractor. In the event of a conflict between the schedules of the contractor and/or Metro and the Artist, the conflict will be resolved by Metro. If the resolution of the conflict results in a delay of performance by the Artist, the Artist shall have the right to renegotiate this Agreement to compensate (him/her) for any additional costs or expenses caused by the delay.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

3. The Artist shall complete the fabrication and installation of the work in substantial conformity with the attached Exhibit A Scope of Work.

C. The Artist agrees to comply with all applicable Metro, local, state and federal laws, regulations and ordinances regarding performance of the work.

SECTION 5. WARRANTIES

A. The Artist warrants that the design or work being commissioned is the original product of his/her own creative efforts.

B. The Artist also warrants that, unless otherwise stipulated, the work is original, that it is an edition of one (1), and that the Artist shall not sell or reproduce the work or allow others to do so without the prior written consent of Metro.

C. The Artist shall guarantee (his/her) work to be free from faults of material and workmanship for a period of one year after installation, and, free and clear of any liens from any source whatever. This guarantee shall apply only to that work which is entirely that of the Artist (or persons responsible to him/her), as installed, and shall not apply to materials or workmanship of projects in which the work of the Artist is integrated or combined or to materials purchased, acquired or installed by anyone person or entity other than the Artist.

SECTION 6. COMPENSATION

A. 1. The Artist shall be paid for work and services satisfactorily rendered pursuant to this Agreement in accordance with the terms herein, Exhibit A and subsequent adjustments, changes or additions as specifically provided for in this Agreement. Such payment shall be full compensation for work performed and services rendered, for all supervision, labor, supplies, materials, equipment or use thereof, taxes and for all other necessary incidentals.

2. The amount and date of payments to the Artist shall be computed as provided for in Exhibit A, provided that such payment shall not exceed a maximum amount of _____ DOLLARS ($_____) subject only to adjustments, changes or additions as specifically provided for in this Agreement ("Total Price").

3. In the event the Artist incurs costs in excess of the Total Price, the Artist shall pay such excess from (his/her) own funds and Metro shall not be required to pay any part of such excess and the Artist shall have no claim against Metro on account thereof.

B. 1. The Artist shall submit invoices to Metro at the conclusion of Tasks 2.1, 2.2 and 2.3 as provided for in Exhibit A using the form attached hereto as Exhibit B. Payment intervals shall be established for Task 2.4 and indicated in the Scope of Work.

2. In the event that Metro determines that work for which it has been invoiced does not meet contract specifications and that it intends to withhold payment, Metro shall provide detailed written notice to the Artist within 30 days of receipt of invoice specifying the failure of performance for which Metro intends to withhold payment. The Artist shall thereafter meet contract standards to the satisfaction of Metro, or advise Metro that he/she disputes Metro's determination that the contract specifications have not been met. In the event of such dispute the dispute will be settled as outlined in Section 17 of this Agreement.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

C. Metro shall pay all invoices that meet contract standards within 45 days of date of receipt of invoice.

D. No payment to the Artist for any Project work shall constitute a waiver or release by Metro of any claims, right or remedy it may have against the Artist under this Agreement or by law, nor shall such payment constitute a waiver, remission or discharge by Metro of any failure or fault of the Artist to satisfactorily perform the Project work as required under this Agreement.

SECTION 7. IDENTIFICATION

Metro shall, at its expense, prepare and install at appropriate sites, after consultation with the Artist, a plaque identifying the Artist, the title of the work and the year of completion, and shall reasonably maintain such notice in good repair against damages due to normal wear and tear over time, vandalism and the elements.

SECTION 8. MAINTENANCE--ARTIST ESTIMATED MAINTENANCE CRITERIA.

Metro recognizes that maintenance of the work on a regular basis is essential to the integrity of the work. Metro shall reasonably assure that the work is properly maintained and protected taking into account the recommendations of the Artist as stated in the maintenance criteria provided by the Artist.

SECTION 9. ALTERATION, RESTORATION AND/OR REPAIRS OF THE WORK OR OF THE SITE

A. Metro agrees that it shall not damage, alter, modify, change or substantially relocate the work of the Artist without first conferring with the Artist and obtaining the prior written approval of the Artist to the proposed modification, change or substantial relocation.

B. Notwithstanding an Artist's refusal to provide (or Metro's failure for any reason to otherwise obtain) the Artist's written approval provided for in paragraph A immediately above, the Metro Council, in its sole discretion, shall have the right to remove any work of art providing the following terms and conditions are met:

1. The removal proposal shall first be submitted to and considered by the DSTP Arts Committee ("Committee"). Following review and consideration of the removal proposal by the Committee, it shall submit its recommendation on removal to the Metro Council. (In the event the Committee does not exist at the time removal is proposed or fails to submit a recommendation with respect to removal, the issue and request for a recommendation shall be submitted to the following in the order listed until the requested recommendation is received: the Seattle Arts Commission; the King County Arts Commission; or an impartial panel designated by the Metro Director consisting of three to five visual arts professionals (e.g., artists, museum curators, art critics and/or art historians);

2. The Metro Council shall have the non-delegable duty to decide that a work of art shall be removed. The decision to remove shall not be made by Metro Council until the recommendation required by paragraph 9.B.1. is received and considered by the Metro Council;

3. In the event that the Metro Council shall decide to remove a work of art, the Artist shall have the first right of refusal to purchase his/her artwork, providing it stands alone and is not integrated into a larger piece and can be removed without expense to Metro; and the right to have his/her name removed from the art as well as the plaque installed pursuant to Section 7;

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

C. Repairs and Restoration.

1. Metro shall have the right to determine, after consultation with a professional conservator, when and if repairs and restorations to the artwork will be made. During the Artist's lifetime, the Artist shall have the right to approve all major repairs and restorations, provided, however, that the Artist shall not unreasonably withhold approval for any repair or restoration of the work. If the Artist unreasonably fails to approve any repair or restoration, Metro shall have the right to make or personally supervise significant repairs and restorations. To the extent practical, the Artist, during the Artist's lifetime, shall be given the opportunity to make or personally supervise significant repairs and restorations and shall be paid a reasonable fee for any such services, provided that Metro and the Artist shall agree in writing, prior to the commencement of any significant repairs or restorations, upon the Artist's fee for such services.

2. All repairs and restorations shall be made in accordance with recognized principles of conservation.

SECTION 10. TERMINATION OF AGREEMENT

A. 1. In the event that Metro determines that the Artist has substantially failed to fulfill his/her obligations as provided in Exhibit A, Metro shall provide the Artist with written notice detailing the specific obligations which Metro claims the Artist failed to fulfill and notifying the Artist that (he/she) is deemed to be in breach of this Agreement. If the breach is not cured or if Metro and the Artist cannot agree on a schedule for curing the breach, the agreement will be deemed terminated on a date specified by Metro which will be no sooner than ten (10) days from the date of issuance of the notice.

2. On receipt of the Notice provided in subparagraph 10A.1. above the Artist shall have the right to:

a. terminate the contract and thereby forfeit all monies owing to him/her in exchange for Metro's grant of a complete release of the Artist; or

b. advise Metro that the claim of breach is disputed by the Artist. In the event of such dispute, Section 17 of this Agreement shall apply.

B. In addition to termination under Paragraph A above, Metro shall have the unilateral right to terminate this Agreement for any reason. In the event of such termination Metro shall pay the Artist an amount equal to all compensation which the Artist would have received through completion of Phase I and all amounts still owing for tasks completed under Phase II as of the date of termination plus an amount equal to fifty percent (50%) of this total as liquidated damages, unless computation of liquidated damages exceeds the total price payable under Section 6 hereof, in which case the Artist shall be paid such total price. Such payment shall constitute full and final payment and the Artist shall have no further claim for compensation for services from Metro.

C. Upon receipt of a termination notice under Paragraphs A or B above, the Artist shall (1) promptly discontinue all services affected (unless the notice directs otherwise), and (2) promptly deliver or otherwise make available to Metro all data, drawings, specifications, calculations, reports, estimates, summaries, such other information and materials as the Artist or subconsultants may have accumulated in performing this Agreement, whether completed or in progress and all equipment, materials and other items purchased specifically for the project where Metro has reimbursed the Artist for such costs.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

D. If, because of death, unavailability or any other occurrence, it becomes impossible for the Artist to render services under this contract, the contract shall be deemed terminated.

SECTION 11. PATENTS, COPYRIGHTS AND RIGHTS IN DATA

A. All designs, sketches, models or other work identified as products in the attached Scope of Work shall become the property of Metro for the purpose of implementing the DSTP. The Artist shall retain the copyright and all other rights in and to the work provided that the Artist grants to Metro an irrevocable license to graphically depict the work in any non-commercial manner whatsoever. For the purpose of this limitation, the graphic depiction of the work on materials designed to promote Metro, its services or to attract customers to any of its services shall be deemed to be a non-commercial use.

B. If for any reason the proposed design is not implemented, all rights to the proposed work shall revert to the Artist.

SECTION 12. AUDIT AND ACCESS TO RECORDS

The Artist, including its subconsultants, shall maintain records and other evidence of all expenses incurred in the performance of this Agreement. Metro or any of its duly authorized representatives, shall, for the purpose of audit and examination, have access to and be permitted to inspect such records and other evidence of expenses and costs charged to Metro and/or incurred for work related to the Project.

SECTION 13. PROHIBITED INTERESTS

No member, officer or employee of Metro or of its governing body, or of a local public body, or of the Washington State Legislature, during his tenure or one year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof. In addition, no member of or delegate to the Congress of the United States shall be admitted to a share or part of this contract or to any benefit arising therefrom.

SECTION 14. CONTINGENT FEES, GRATUITIES & CONFLICTS OF INTEREST

A. The Artist warrants and covenants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees. For breach of violation of this warranty Metro shall have the right to annul this Agreement without liability or in its discretion to deduct from the Total Price or otherwise recover the full amount of such commission, percentage, brokerage or contingent fee.

B. The Artist warrants and covenants that no gratuities, in the form of entertainment, gifts or otherwise, have been or will be offered or given by the Artist or any of its agents, employees or representatives to any official member or employee of Metro in an attempt to secure a contract or favorable treatment in awarding, amending or making any determination related to the performance of this Agreement.

C. The Artist warrants and covenants it has no direct or indirect pecuniary or proprietary interest, and that it shall not acquire any such interest, which conflicts in any manner or degree with the performance of the services required to be performed under this Agreement and that it shall not employ any person or agent having any such interest. In event that the Artist or its agents, employees or

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

representatives hereafter acquires such a conflict of interest, the Artist shall immediately disclose such interest to Metro and take action immediately to eliminate the conflict or to withdraw from the Agreement as Metro may require.

D. If Metro's Executive Director has reason to believe that the covenants set forth in Paragraphs A, B or C above have been breached, he shall so notify the Artist in writing. The Artist shall respond to said notice within ten days of receipt with a detailed written explanation or answer to any facts, allegations or questions contained or referenced in said notice. The Artist may request a hearing on the matter by Metro's Executive Director which shall be conducted within fifteen days of the receipt by the Executive Director of the request unless a later date is concurred in by Metro and the Artist. The decision of the Executive Director shall be a prerequisite to appeal thereof to the Metro Council or to Superior Court in the County of King, State of Washington. If, after consideration of the Artist's response and any hearing, the Executive Director determines that the covenants have been breached, the Executive Director shall have the discretion to exercise those remedies provided by any applicable federal or state laws or regulations or by this Agreement in the event of said breach and/or prohibited conflicts of interest.

SECTION 15. LEGAL RELATIONS

A. To the best of its ability, the Artist shall comply, and shall ensure its subconsultants comply, with all Metro resolutions and federal, state and local laws, regulations and ordinances applicable to the work and services to be performed under this Agreement.

B. In performing work and services hereunder, the Artist and its subconsultants, employees, agents and representatives shall be acting as independent contractors and shall not be deemed or construed to be employees or agents of Metro in any manner whatsoever. The Artist shall not hold itself out as, nor claim to be, an officer or employee of Metro by reason hereof and will not make any claim, demand or application to or for any right or privilege applicable to an officer or employee of Metro. The Artist shall be solely responsible for any claims for wages or compensation by Artist employees, agents and representatives, including subconsultants, and save and hold Metro harmless therefrom.

C. Metro shall, to the extent permitted by law, indemnify and hold harmless the Artist against any and all claims or liabilities then existing or arising thereafter in connection with the work, the site, the project or disagreement except claims by Metro against the Artist and claims which may occur as a result of the Artist's own negligence. If a claim is made against the Artist for injuries or damages arising out of, connected with or due to the negligent acts of the Artist and/or the Artist's employees, agents or representatives in performing work under this Agreement, the Artist shall promptly notify Metro of the existence of such claim and may tender defense of such claim to Metro. Upon receipt of such tender, Metro shall undertake the defense of such claim and shall be responsible for all attorney's fees and legal costs associated with the claim. No settlement of such claim may be entered into without the approval of the Artist unless Metro agrees to pay such settlement but any judgment based on the Artist's negligence entered shall be the sole responsibility of the Artist.

D. The Artist shall not assign any interest, obligation or benefit in this Agreement or transfer any interest in the same, whether by assignment or novation, without prior written consent by Metro; provided, however, that claims for money due or to become due to the Artist from Metro under this Agreement may be assigned to a bank, trust company or other financial institution without such approval. Notice of any such claim assignment shall be furnished promptly to Metro.

E. Metro's rights and remedies in this Agreement are in addition to any other rights and remedies provided by law.

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

F. This Agreement and all provisions hereof shall be interpreted in accordance with the laws of the State of Washington in effect on the date of execution of this Agreement. Subject to the provisions herein regarding exhaustion of administrative remedies, the Superior Court of King County, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

G. In the event either party brings any action to enforce any of the provisions of this Agreement or is required to defend any action brought by the other party with respect to this Agreement, the prevailing party shall be entitled to receive from the non-prevailing party reimbursement for the prevailing party's actual costs in connection with such action, including attorney's fees as adjudged reasonable by the trial court and any appellate courts.

SECTION 16. INSURANCE

A. The Artist shall utilize the consulting architectural/engineering team on the Downtown Seattle Transit Project, Parsons Brinckerhoff Quade & Douglas (hereinafter PBQ&D), on all review assuring conformance to the professional safety and material standards of the Artist's work. All related civil, architectural, structural, mechanical and electrical work shall be coordinated and approved by PBQ&D.

B. The Artist shall take such measures as are reasonably necessary to protect the work from loss or damage until final acceptance and shall insure for loss of materials paid for by Metro while in his/her exclusive possession and control; except that the risk of loss or damage shall be borne by Metro prior to final acceptance during such periods of time as the partially or wholly completed work is in the custody, control or supervision of Metro or its agents for the purpose of transporting, storing, installing or performing any other ancillary services to the work.

SECTION 17. DISPUTES AND REMEDIES

A. All claims, disputes and other matters in question between Metro and the Artist arising out of or relating to this Agreement or its breach, shall first be brought to the attention of the Director or his designee.

B. All disputes other than those involving aesthetic judgments which have not been resolved by mutual agreement between Metro and the Artist shall be referred to Metro's Executive Director or his designee.

C. If the dispute involves aesthetic judgment relating to the art work, the matter shall be referred to the Arts Committee for resolution. A determination by the Arts Committee on a matter of aesthetic judgment shall be binding on Metro.

During the bidding and construction phases of the DSTP, all matters related to installation of artwork shall be resolved by the Engineer as defined in the applicable contract documents. The Artist shall be consulted on all matters related to construction in accordance with Exhibit A, Phase II of this Agreement.

SECTION 18. NOTICE

The Artist shall notify Metro of changes in address. The failure to do so, if such failure prevents Metro from locating the Artist, shall be deemed a waiver by the Artist of the right subsequently to enforce

CITY CLERK

those provisions of this Agreement that require consultation or approval of the Artist. Notwithstanding this provision, Metro shall make every reasonable effort to locate the Artist when matters arise relating to the Artist's rights.

Any notice required to be given under the terms of this Agreement shall be directed to the party at the address set forth below. Notice shall be considered issued and effective upon receipt thereof by the addressee-party or twenty-four hours after mailing to the place of business set forth below, whichever is earlier.

Metro:

Metro
Exchange Building
821 Second Avenue
Seattle, Washington 98104

Attn: Director, Technical Services Department

Artist:

_____
_____
_____

Attn: _____

SECTION 19. ENTIRETY, AMENDMENT AND EXECUTION OF AGREEMENT

This Agreement merges and supersedes all prior negotiations, representations and agreements between the parties relating to the subject matter hereof and constitutes the entire agreement between the parties.

This Agreement may be amended only by written instrument signed by the parties hereto.

This Agreement shall be executed in three (3) counterpart copies, any of which shall be considered for all purposes as the original.

CITY CLERK

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective authorized officers or representatives as of the day and year first above written.

MUNICIPALITY OF METROPOLITAN SEATTLE

By_____
Alan J. Gibbs, Executive Director

APPROVED AS TO FORM:

By_____
Richard A. Mattsen
Administrative Legal Counsel

_____

By_____

Title_____

SUBSCRIBED AND SWORN to before me this _____ day of _____, 198___.

_____
Notary Public in and for the State of
_____, residing
at _____.
My commission expires _____.

REV. 2/7/86

CITY CLERK

EXHIBIT A
PART II
Specifications of Work

Artist _____ Project No. _____

Project Title _____

1. DESIGN SKETCH

The design of the work to be produced is attached.

2. LOCATION AND FINAL PLACEMENT OF WORK

The location and final placement of the work shall be in accordance with the attached drawing entitled Exhibit A-3.

3. DIMENSIONS, SIZES AND COLORS

The dimensions of the finished work shall be:

Approximate Length _____

Approximate Height _____

Approximate Depth _____

Approximate Weight _____

The colors to be placed upon the finished work are as follows:

(Describe with reference to a standard color chart or to manufacturer color designation or description or attached samples the colors to be utilized on the visual portions of the work. Color photographs of the model or sketch may be used to supplement the above information.)

4. MATERIALS AND FINISHES

The following is a complete list of the materials and finishes which will be used to fabricate the work. The list of materials and finishes includes raw materials, tiles, paints, primers, metals, clays adhesives, epoxies, grouts, etc. Alternate: attached outline specifications in standard CSI format.

Materials	Use
1.	
2.	
3.	
4.	
5.	
6.	

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

5. STUDIO FABRICATION/FIELD FABRICATION

The following is a description of the aspects of the work which will be studio and field fabricated.

A) Studio or factory fabrication: By _____
Company or Artist

Description:

B) Field Fabrication: Not included in DSTP construction contracts

By _____
Company or Artist

Description:

C) As part of DSTP construction contract _____
No. and Title

DRAWINGS; SPECIFICATIONS AND REQUIRED SUBMITTALS TO BE TRANSMITTED WITH A/E SUBMITTALS TO METRO AT 60%, 90% AND 100%.

COMPLETE THE FOLLOWING BY 90% SUBMITTAL:

6. INSTALLATION

The following features are noted for incorporation of the work by the Contractor into the supporting structure to which the work is to be fixed. (Please attach the necessary drawing references for location of drawing in contract bid documents or provide detailed instructions.)

7. MAINTENANCE AND CLEANING PROVISIONS

The following are design provisions and instructions for the maintenance and cleaning of the work upon final acceptance by Metro. Provide detailed instructions which include the following:

a) Special design features for maintenance of the work

b) Special cleaning instructions

c) Maintenance and repair instructions (materials list per #4, match color, spare parts)

CITY CLERK

Metro will require a minimum of 2-5% spares for replacement or damage unless instructed otherwise.

d) Special preservation features

8. SCHEDULE FOR COMPLETION OF WORK: APPLICABLE TO 5A & 5B ONLY

The following fabrication schedule shall be adhered to in the performance of the work:

a) Start date _____

b) Stage one (Description)_____finished by_____

c) Stage two (Description)_____finished by_____

d) Stage three (Description)_____finished by_____

e) Stage four (Description)_____finished by_____

f) Stage five (Description)_____finished by_____

Completion date_____

Installation date (if applicable)_____

9. SCHEDULE FOR COMPLETION: _____
Date

Applicable to all work.

STORAGE REQUIREMENTS: (Include duration, conditions):

CITY CLERK

10. PROTECTION

The following are the requirements for the protection of the work when such work is being performed in the field (on construction site). These provisions must be incorporated into the contract documents where applicable:

a)

b)

c)

d)

e)

f)

CITY CLERK

Following are samples of complementary scopes of work developed

for artists and the A/E technical consultants.

CITY CLERK

EXHIBIT A
PART I
ARTIST SCOPE OF WORK

U.S.S.-1 WALL COLLAGE
UNIVERSITY STREET STATION

1. GENERAL DESCRIPTION:

Modulation of granite walls at platforms and mezzanines excluding granite and stainless wall panels at concrete ribs, but including modulation of platform paving at limited areas. Color selection of louvers and acoustic panels at end nodes.

2. WORK UNDER THIS CONTRACT:

2.1 75% TASKS Due 07/29/86

2.1-1 N/A

2.1-2 Collaboratively define and locate with A/E all separately mounted granite pieces on all wall locations on 1/4" = 1'0" scale elevations. Granite modules approximately 1'x 3', 2'x 3', and 3'x 3'. Incorporate all known physical elements affecting the wall modulation such as light fixtures, doors, openings, and trim, benches, fire hose cabinets, telephones, graphics, station labels, trash receptacles, hose bibs, stairways, etc. as located by A/E. Collaboratively locate platform paving modulation with A/E. Indicate preliminary color tone variations on modulation. Submit wall elevations and platform plan to Metro for review.

2.1-3 Provide necessary information for A/E to generate preliminary cost estimates.

TOTAL TASK 2.1 $15,000

2.2 90% TASKS due 09/15/86 except as noted

2.2-1 Collaborate with A/E on final color and material selections and finishes for wall collage.

2.2-2 Provide A/E with final specifications input.

TS/DSTP1/4f

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

2.2-3 Coordinate with A/E on mapping technique and methodology and finalize all mapping. Incorporate all granite types and other inlayed materials. Indicate locations, types, finishes, special treatments and surface mounted lighting. Provide any large image drawings of detailed areas as required to communicate scope of work. Alpha-numeric mapping to be completed 3 weeks after receipt of mylar base from A/E.

2.2-5 Complete final Specifications of Work, Exhibit A, Part II

2.2-6 N/A

2.2-7 N/A

TOTAL TASK 2.2 $ 5,760

2.3 100% TASKS Due with 100% Submittal CU 03

2.3-1 N/A

2.3-2 N/A

2.3-3 Complete items 2.2-4 above (100%)

TOTAL TASK 2.3 $ 3,840

PHASE II

2.4 CONSTRUCTION ASSISTANCE

2.4-1 As requested by Metro, provide clarification on the art project during the bidding phase, attend pre-bid, pre-award conferences and/or public relations events. (Hours not-to-exceed: 16 hours)

2.4-2 In accordance with standard Metro procedures for the CU-03 contract, review DSTP contractor's submittals attend coordination meetings and/or inspect installation of the art work. (Hours not-to-exceed: 94 hours)

TOTAL TASK 2.4 $ 2,400

TOTAL U.S.S.-1 $27,000

TS/DSTP1/4f

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

EXHIBIT A
PWC NO. 76AS/C.O. NO. 52
A/E TECHNICAL SUPPORT

U.S.S.-1 WALL COLLAGE
UNIVERSITY STREET STATION

1. GENERAL DESCRIPTION:

Modulation of granite walls at platforms and mezzanines excluding granite and stainless wall panels at concrete ribs, but including modulation of platform paving at limited areas. Color selection of louvers and acoustic panels at end nodes.

2. WORK UNDER PWC 76AS:

2.1 60% TASKS

2.1-1 Develop preliminary mounting system to accommodate unique modulation requirements of art piece. Provide artist with modulation "limits"/rules of thumb.

2.1-2 Provide artist with all known locations of physical elements affecting the wall modulation design. (i.e. light fixtures, doors, door trim, openings and trim, benches, fire hose cabinets, telephones, graphics, station labels, trash receptacles, hose bibs, stairways, etc.) Collaborate with artist on modulation of granite walls and platform paving including preliminary color tone variations.

2.1-3 Provide preliminary cost estimates.

2.1-4 Provide artist with 1/4" = 1'0" scale elevations on screened background Metro title block mylars for final mapping and scheduling.

2.2 90%, TASKS Due with 90% Submittal CU 03

2.2-1 Make final station granite and concrete color and material selections and collaborate with artist for material and color selections and finishes for wall collage.

2.2-2 Complete final technical specifications.

2.2-3 Provide mapping techniques and methodology.

2.2-4 N/A

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

2.2-5 Review 90% mapping and image mylars by artist and incorporate into documents.

2.2-6 Develop final collage details and sections necessary to accommodate wall collage and incorporate into final documents.

2.3 100%, TASKS Due with 100%, Submittal CU 03

2.3-1 Complete items 2.2-5, 2.2-6 above 100%.

2.3-2 Provide final construction cost estimate.

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

EXHIBIT A
PART I
ARTIST SCOPE OF WORK

C.P.S-6 ENTRANCE MARQUEE PIPE STRUCTURES

1. GENERAL DESCRIPTION:

Entrance marquee pipe structures at the Convention Place Station plaza level.

2. WORK UNDER THIS CONTRACT:

2.1 60% TASKS — Due with 60% Submittal of CU 04A

2.1-1 Collaboratively locate and define the plaza level entrance marquees and pipe structures with the A/E.

2.1-2 Collaborate with A/E lighting consultant and graphic/signage designers for lighting and signage components of marquee and colored tube structure.

2.1-3 Provide plan and elevation drawings at 1/8", perspective view or scale model for review by Metro.

2.1-4 Collaboratively make preliminary color selections for glass and pipe structures.

TOTAL TASK 2.1 $2,600

2.2 90% TASKS — Due with 90% Submittal of CU 04A

2.2-1 Collaboratively finalize colored marquees and colored pipe structures locations sizes and shapes, including light fixture and signage components and colored glass panels.

2.2-2 Collaboratively finalize color selections for glass and pipe structure.

2.2-3 Complete final specifications of Work, Exhibit A, Part II.

2.2-4 Provide detail drawings and scale model (1"=1') for input to technical specifications.

TOTAL TASK 2.2 $ 5,344

TS/DSTP1/4a

CITY CLERK

2.3	100% TASKS	Due with 100% Submittal of CU 04

2.3-1 Finalize colors.

TOTAL TASK 2.3	$0

2.4	CONSTRUCTION ASSISTANCE

2.4-1 As requested by Metro, provide clarification on the art project during the bidding phase, attend pre-bid, pre-award conferences and/or public relations events.

2.4-2 In accordance with standard Metro construction management procedures for the CU-04 contract, review DSTP contractor's submittals attend coordination meetings and/or inspect installation of the art work.

TOTAL TASK 2.4	$4,996

TOTAL TASK CPS-6	$12,940

CITY CLERK

EXHIBIT A
PWC NO. 76AS/C.O. NO. 52
A/E TECHNICAL SUPPORT

C.P.S.-6 ENTRANCE MARQUEES & PIPE STRUCTURES
CONVENTION PLACE STATION

1. GENERAL DESCRIPTION:

Colored entrance marquees and pipe structures at the Convention Place Station Plaza Devel.

2. WORK UNDER THIS CONTRACT:

2.1 60% TASKS — Due with 60% Submittal of CU04A

2.1-1 Collaboratively locate and define the plaza level entrance marquees and pipe structures with the artist.

2.1-2 Collaborate with artist, graphic and signage designers and lighting consultants for signage and lighting components.

2.1-4 Collaboratively make preliminary color selections.

2.1-5 Develop preliminary details.

2.1-6 Prepare preliminary construction cost estimate.

2.2 90% TASKS — Due with 90% Submittal of CU04A

2.2-1 Finalize 2.1-2 above.

2.2-2 Collaboratively finalize color selections.

2.2-4 Research technical painting specifications.

2.2-5 Develop construction plans, elevations, sections and details, and incorporate into DSTP construction documents.

2.2-6 Finalize technical specifications.

2.3 100% TASKS — Due with 100% Submittal of CU04A

2.3-1 Finalize construction documents.

2.3-2 Prepare final construction cost estimate.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Exhibit 6

EXHIBIT 6

SOUND TRANSIT PAYMENT SCHEDULE

Payment Due Date	Payment $	Remaining Principal $
9/25/04		129,950,000.00
12/15/04	6,361,735.84	124,510,000.00
6/15/05	3,273,124.38	124,510,000.00
12/15/05	8,973,124.38	118,810,000.00
6/15/06	3,130,713.75	118,810,000.00
12/15/06	9,110,713.75	112,830,000.00
6/15/07	2,981,266.25	112,830,000.00
12/15/07	9,261,266.25	106,550,000.00
6/15/08	2,824,280.63	106,550,000.00
12/15/08	9,409,280.63	99,965,000.00
6/15/09	2,658,002.50	99,965,000.00
12/15/09	9,583,002.50	93,040,000.00
6/15/10	2,476,415.00	93,040,000.00
12/15/10	9,771,415.00	85,745,000.00
6/15/11	2,282,852.50	85,745,000.00
12/15/11	9,972,852.50	78,055,000.00
6/15/12	2,078,758.75	78,055,000.00
12/15/12	10,168,758.75	69,965,000.00
6/15/13	1,863,508.75	69,965,000.00
12/15/13	10,368,508.75	61,460,000.00
6/15/14	1,637,185.00	61,460,000.00
12/15/14	10,612,185.00	52,485,000.00
6/15/15	1,398,266.25	52,485,000.00
12/15/15	10,833,266.25	43,050,000.00
6/15/16	1,147,051.25	43,050,000.00
12/15/16	11,087,051.25	33,110,000.00
6/15/17	882,301.25	33,110,000.00
12/15/17	11,347,301.25	22,645,000.00
6/15/18	603,516.25	22,645,000.00
12/15/18	11,633,516.25	11,615,000.00
6/15/19	309,582.50	11,615,000.00
12/15/19	11,924,582.50	0.00

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Exhibit 7

EXHIBIT 7

PROPERTY TO BE CONVEYED TO KING COUNTY IN FEE

That portion of Pine Street and Terry Avenue and that portion of Lots 1, 2, 3, 10, 11 and 12 and the alley adjoining; all within Block 44, Second Addition to the Town of Seattle as laid off by the Heirs of Sarah A.. Bell (Deceased) (commonly known as Heirs of Sarah A. Bell's 2nd Addition to the City of Seattle) as recorded in Volume 1 of Plats, Page 121, records of King County, Washington, said portion all lying with SR5 Right-of Way as delineated on Washington State Department of Highways, "SR5 Seattle Freeway, Jackson St. to Olive Way", Sheet 6 of 9 Sheets dated Feb. 17, 1959, and that portion of said Lots 2 and 3 lying outside said SR5 Right-of Way, more particularly described as follows:

Beginning at the Northeasterly corner of said Lot 10; thence south 30°38'18" East along the Easterly line of said Lots 10, 11 and 12 a distance of 116.14 feet to a point on a line parallel with and 76 feet Westerly of (measured at right angles to) the Southbound Baseline of said SR5 as shown on said Sheet 5, Said Point being opposite highway engineer's station 2233+ 28.08 of said Baseline; thence South 16°54'20" West 116.14 feet to a point on a line parallel with and 18 feet northwesterly of (measured at right angles to) the centerline of Pine Street; thence South 59°21'55 West along said parallel line 203.07 feet to the centerline of Terry Avenue; thence South 59°21'55" West along said parallel line 33.00 feet to a point on the Westerly Right-of-way line of said SR5, said point being Also on the Southeasterly prolongation of the Westerly margin of said Terry Avenue; thence North 30°37'28" West along said Westerly Right-of-Way and said margin 194.93 feet to an angle point on said "SR5 Right-of-Way; then North 59°22'07" East along said Right-of-Way 66 feet to the Northwesterly corner of said Lot 3, thence North 59°22'21" East along the Northerly line of said Lots 3 and 10 a distance of 256.09 feet to the Point of Beginning.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Exhibit 8

EXHIBIT 8

CONVENTION PLACE STATION PROPERTY

Lots 1 through 12, inclusive, Block 32, Second Addition to the Town of Seattle, as laid off by the heirs of Sarah A. Bell (deceased) commonly known as Heirs of Sarah A. Bell's Second Addition to the City of Seattle, according to the plat thereof recorded in Volume 1 of Plats, page 121, in King County, Washington and the adjoining alley; Except the southeasterly 7 feet of Lots 1 and 12, condemned under Superior Court Cause No. 57057 for Pine Street.

Lots 1 through 6, and Lots 10, 11, and 12, Block 44, Second Addition to the Town of Seattle, as laid off by the heirs of Sarah A. Bell (deceased) commonly known as Heirs of Sarah A. Bell's Second Addition to the City of Seattle, according to the plat thereof recorded in Volume 1 of Plats, page 121, in King County, Washington, and the adjoining alley.

Portion of Pine Street adjoining Lots 1 and 12, Block 44, and that portion of Terry Avenue lying between Olive Way and Pine Street.

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Exhibit 9

Downtown Seattle Traffic And Street Improvements

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Tunnel Closure Progam Project Summary

M&M Sub-Commitee:

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
BUS	Bus Facility Project Contingency			$391,000.00
ENF	Safety & Enforcement Program Contingency			$61,000.00
MON	Performance Monitoring Program Contingency			$63,000.00
STRT	Street Capital Project Contingency			$295,000.00
TFLO	Transit Flow Project Contingency			$704,000.00

Sum(EstimatedCost): $1,514,000.00

M&M Sub-Commitee: CurbUse

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
BUS	Bus Zone Installations	CurbUse	6/1/01	$951,000.00
BUS	Bus Zone Removals	CurbUse	6/1/01	$53,000.00
BUS	Bus Zone Upgrades, Expansions and Relocations	CurbUse	6/1/01	$2,789,000.00
BUS	Layover Zone Installations	CurbUse	6/1/01	$123,000.00
BUS	Surface Bus Service Reorganization	CurbUse	6/1/02	$0.00
BUS	Tunnel Bus Service Relocation	CurbUse	6/1/04	$0.00
REG	Mid-Block Crosswalk Moratorium	CurbUse	6/1/00	$0.00
REG	Public ROW Construction Moratorium	CurbUse	6/1/04	$0.00
STRT	3rd & Yesler Intersection Modifications	CurbUse	12/31/01	$146,000.00
STRT	3rd Ave. S Upgrades	CurbUse	12/31/01	$42,000.00
STRT	9th/Olive Intersection Reconstruction	CurbUse	7/1/00	$0.00
STRT	Olive Way Transit Priority	CurbUse	12/31/01	$373,000.00
STRT	Prefontaine Pl. S. Reconfiguration	CurbUse	12/31/01	$626,000.00
TFLO	2nd & 4th Ave. Transit Lanes	CurbUse	6/1/04	$0.00
TFLO	3rd Avenue Traffic Restrictions	CurbUse	12/31/03	$803,000.00
TFLO	5th Ave. S. Transit Contra-Flow Lane	CurbUse	12/31/03	$29,000.00
TFLO	9th Ave. Transit Contra-Flow Lane	CurbUse	12/31/03	$111,000.00

CITY CLERK

Tunnel Closure Progam Project Summary

M&M Sub-Commitee: CurbUse

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
TFLO	Busway-CBD Transit Priority	CurbUse	7/1/03	$1,379,000.00
TFLO	North CBD Transit Access Improvements	CurbUse	12/31/03	$54,000.00
TFLO	S. Washington St. Transit Priority	CurbUse	12/31/03	$246,000.00
TFLO	Seneca St. Transit Contra-Flow Lane	CurbUse	12/31/01	$0.00

CurbUse Sum(EstimatedCost): $7,725,000.00

M&M Sub-Commitee: Performance

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
MON	Bus Volume & Ridership Monitoring	Performance	6/1/00	$42,000.00
MON	Customer Surveys	Performance	11/1/00	$277,000.00
MON	General Purpose Travel Time Monitoring	Performance	4/1/01	$90,000.00
MON	Pedestrian Congestion Monitoring	Performance	10/31/01	$53,000.00
MON	Transit Travel Time & Reliability Monitoring	Performance	2/1/01	$428,000.00

Performance Sum(EstimatedCost): $890,000.00

M&M Sub-Commitee: Safety

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
ENF	Emergency Call Stations	Safety	12/31/03	$168,000.00
ENF	Security Cameras	Safety	12/31/03	$443,000.00
ENF	Traffic Control and Enforcement	Safety	12/31/04	$1,021,000.00
ENF	Transit Security Enhancement	Safety	6/1/04	$368,000.00
TFLO	Emergency Vehicle Signal Priority	Safety	3/31/03	$820,000.00
TFLO	Transit Service Supervision	Safety	6/1/04	$0.00

Safety Sum(EstimatedCost): $2,820,000.00

M&M Sub-Commitee: TDM

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
TDM	Downtown Area Pass	TDM	12/31/02	$333,000.00
TDM	Parking Management and Non-SOV Mode Share	TDM	12/31/02	$167,000.00

CITY CLERK

Tunnel Closure Progam Project Summary

M&M Sub-Commitee: TDM

WorkCode	ProjectName	M&MSubC	EarliestDeadline	EstimatedCost
TDM	Shopper Incentives	TDM		$0.00

TDM Sum(EstimatedCost): $500,000.00

Sum(EstimatedCost): $13,449,000.00

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
	BUS	Bus Facility Project Contingency	

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	55		

Description:

Provide adequate budget cushion to cover potential costs not included in project cost estimates.

Comments&Rationale:

All at 10% of individual project capital + design cost.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Layover Installs		$13,000.00	ST	Metro
Zone Installs		$95,000.00	ST	Metro
Zone Removals		$5,000.00	ST	Metro
Zone Upgrades		$278,000.00	ST	Metro

Sum(EstimatedCost): $391,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
	ENF	Safety & Enforcement Program Contingency	

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	57		

Description:	Comments&Rationale:
Provide adequate budget cushion to cover potential costs not included in project cost estimates	All at 20% of individual project costs.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Emer. Call Stati		$17,000.00	ST	Metro
Security Camer		$44,000.00	ST	Metro

Sum(EstimatedCost): $61,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
	MON	Performance Monitoring Program Contingency	

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	56		

Description:	Comments&Rationale:
Provide adequate budget cushion to cover potential costs not included in project cost estimates	All at 10% of individual project costs. Transit TT based only on capital + design costs.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
GP Travel Time		$9,000.00	ST	Seattle
Ped Congestior		$6,000.00	ST	Metro
Surveys		$27,000.00	ST	Metro
Transit Travel T		$21,000.00	ST	Metro

Sum(EstimatedCost): $63,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
	STRT	Street Capital Project Contingency	

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	54		

Description:	Comments&Rationale:
Provide adequate budget cushion to cover potential costs not included in project cost estimates.	All at 25% of individual project capital + design cost.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
3rd Ave. S		$10,000.00	ST	Seattle
3rd/Yesler		$36,000.00	ST	Seattle
Olive Way		$93,000.00	ST	Seattle
Prefontaine		$156,000.00	ST	Seattle

Sum(EstimatedCost): $295,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
	TFLO	Transit Flow Project Contingency	

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	53		

Description:	Comments&Rationale:
Provide adequate budget cushion to cover potential costs not included in project cost estimates	All at 25% of individual project capital + design cost, except Emergency Vehicle Signal Priority at 20%.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2nd/4th Transit		$48,000.00	ST	Seattle
3rd Transit Prio		$201,000.00	ST	Seattle
5th CF Lane		$7,000.00	ST	Seattle
9th CF Lane		$28,000.00	ST	Seattle
Busway-CBD T		$345,000.00	ST	Seattle
Emer. Veh. Prio		$0.00	ST	Seattle
N CBD Access		$13,000.00	ST	Seattle
Washington St.		$62,000.00	ST	Seattle

Sum(EstimatedCost): $704,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	BUS	Bus Zone Installations	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	1		Permanent

Description:

Install new bus zones w/ new shelters, lighting, customer information, awnings, leaning rails, and/or other amenities to be defined. Fill-in load zones and pullouts and reconstruct curb and sidewalk as necessary. Relocate displaced load zones as feasible. New bus zones include (see bus facility detail table for locations and specific descriptions of changes): 1191, 1913, 1917, 361, 431, 591, 619, 641, 711, 821, 845, 846, 847, 961

Comments&Rationale:

Supports revised transit operating patterns and helps accommodate additional surface passenger activity caused by tunnel closure.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$792,000.00	ST	Metro
Design -- 20%	6/1/01	$159,000.00	ST	Metro
Maintenance			Metro	Metro
Ownership				Metro

- Sum(EstimatedCost): $951,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	BUS	Bus Zone Removals	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	4		Permanent

Description:

Close bus zones and remove shelters, customer information, curb paint, and other transit facilities and equipment. Restore curb in accordance with City of Seattle requirements. Bus zones to remove include (see bus facility detail table for locations and specific descriptions of changes): 1060, 280, 340, 590, 631, 640, 690, 710, 830, 850, 662, 820, 1078

Comments&Rationale:

Supports revised transit operating patterns and helps accommodate additional surface passenger activity caused by tunnel closure.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$44,000.00	ST	Metro
Design -- 20%	6/1/01	$9,000.00	ST	Metro

Sum(EstimatedCost): $53,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	BUS	Bus Zone Upgrades, Expansions and Relocations	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	5		Permanent

Description:

Lengthen, relocate and/or upgrade the following bus zones with additional amenities (see bus facility detail table for locations and specific descriptions of changes): 1030, 1040, 1050, 1070, 1330, 1340, 1370, 1471, 1530, 1710, 1910, 1920, 260, 270, 300, 310, 320, 330, 360, 380, 390, 420, 430, 450, 468, 480, 490, 500, 515, 531, 538, 548, 558, 570, 578, 600, 620, 625, 628, 648, 660, 670, 682, 720, 840, 843, 860, 870, 880, 890, 940, 950, 970, 1610. Fill-in load zones and pullouts and reconstruct curb and sidewalk as necessary. Relocate displaced load zones as feasible.

Comments&Rationale:

Supports revised transit operating patterns and helps accommodate additional surface passenger activity caused by tunnel closure. Increases zone coach and/or waiting passenger capacity, and improves waiting environment to be more like what current bus tunnel passengers experience.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$2,324,000.00	ST	Metro
Design -- 20%	6/1/01	$465,000.00	ST	Metro
Maintenance			Metro	Metro
Ownership				Metro

Sum(EstimatedCost): $2,789,000.00

4/21/00 CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	BUS	Layover Zone Installations	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	6		Permanent

Description:

Install new on-street bus layover, including curb paint and signage. Remove on-street parking as necessary, mostly during the weekday PM peak period. New layover zones include (see bus facility detail table for locations and specific descriptions of changes): 98000, 98005, 98780, 98785, 98790, 98795, 99085, 99090, 99100, 99105, 99110, 99115, 99120, 99125, 99130, 99135, 99145, 99150, 98800

Comments&Rationale:

Replaces existing on-street layover displaced by other improvements to surface streets necessitated by tunnel closure. Secures use of these layover locations during the tunnel closure period.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$102,000.00	ST	Metro
Design -- 20%	6/1/01	$21,000.00	ST	Metro
Maintenance			Metro	Metro
Ownership				Metro

Sum(EstimatedCost): $123,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	BUS	Surface Bus Service Reorganization	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Operating	24		Permanent

Description:

Re-route CBD non-tunnel bus routes in accordance with the proposed Downtown Seattle Transit Operations Plan. Time implementation of re-routes in coordination with completion of capital facility improvements.

Comments&Rationale:

Re-organizing existing CBD bus routes before the bus tunnel closes will allow Metro to phase in changes for current bus riders rather than change everyone's service all at once. Re-organization will improve route connectivity and ease transfers while also providing better effective service frequency to some markets by routing multiple services to common markets on the same downtown transit corridors.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
CT Svc Hr	6/1/02	$0.00	Other	CT
Metro Svc Hr	6/1/02	$0.00	Metro	Metro
ST Svc Hr	6/1/02	$0.00	ST	ST

Sum(EstimatedCost): $0.00

4/20/00 CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	BUS	Tunnel Bus Service Relocation	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Operating	25		Permanent

Description:

Re-route current tunnel bus service to surface streets in accordance with the proposed Downtown Seattle Transit Operations Plan.

Comments&Rationale:

Surface corridor improvements will already be in place because of earlier surface service reorganization. Added costs of running tunnel routes on the surface to be covered in Metro/ST agreement about mitigating impacts to Metro of ST construction.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Metro Svc Hr	6/1/04	$0.00	ST	Metro

Sum(EstimatedCost): $0.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	REG	Mid-Block Crosswalk Moratorium	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
	22		Until LRT

Description:

Prohibit implementation of new mid-block crosswalks on major CBD transit corridors, and remove existing mid-block crosswalks, until light rail service begins. Corridors include, but are not limited to, 2nd, 3rd, 4th & 5th Aves. between Airport Way and Stewart St., Olive Way and Stewart St. between I-5 and 3rd Ave.

Comments&Rationale:

Mid-block crosswalks create additional delay for transit vehicles, and can reduce bus zone capacity for buses if located in blocks where bus zones are located. Costs of removal assumed to be covered in SeaTran's on-going street O&M budget.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Regulation	6/1/00	$0.00	Seattle	Seattle

Sum(EstimatedCost): $0.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	REG	Public ROW Construction Moratorium	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
	23		Tunl Clos

Description:	Comments&Rationale:
Prohibit use of public rights-of-way, including streets and sidewalks, for construction or construction staging activities during weekday peak periods (6-9 am and 3-7 pm).	Maintains maximum amount of street and sidewalk capacity during periods of highest transit passenger and vehicle flow, helping to minimize both transit and general purpose travel times and delay.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Regulation	6/1/04	$0.00	Seattle	Seattle
Sum(EstimatedCost):		$0.00		

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	STRT	3rd & Yesler Intersection Modifications	3rd Ave. at Yesler Way

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	31	22, 29, 30	Permanent

Description:

Reconstruct and extend sidewalks around the intersection. Remove 3rd Ave. mid-block crosswalk @ Jefferson St.

Comments&Rationale:

Improvements will narrow pedestrian crossing distances and improve safety of turning traffic. Coordinate timing with related projects and Toshiro/Kaplan Building redevelopment.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$111,000.00	ST	Seattle
Design -- 31%	12/31/01	$35,000.00	ST	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $146,000.00

4/20/00 CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE, IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	STRT	3rd Ave. S Upgrades	3rd Ave. S from Yesler Way to S. Jackson St.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	29	5, 30, 31	Permanent

Description:

Narrow to two s/b lanes between 2nd Ave. Ext. S and S. Jackson St. by widening the island to the west. Lengthen bus zone 390, install Metro service supervisor shack on island (or at another location in the vicinity of 4th S/S. Jackson acceptable to Metro and Seattle), and remove on-street parking. Re-stripe lanes to provide two s/b and one n/b lane between S. Washington St. and Yesler Way, and prohibit on-street parking in weekday peak periods (6-9 am, 3-7 pm). Bulb NW corner of intersection at S. Main St. and re-paint lane channelization at that intersection.

Comments&Rationale:

Expanding island at S. Jackson St. allows lengthening of high volume bus zone, maintains proper 3rd S. alignment, and negates need for trolley modifications that would be necessary if 3rd S. was narrowed by widening the west side sidewalk. Curb bulb and channelization re-striping at S. Main St. improves safety. New channelization and parking removal between S. Washington St. and Yesler Way improves street capacity for higher bus flow, and provides additional northbound access to 3rd Ave. to offset constrained general purpose access on Prefontaine Pl. Costs reflect only pavement re-striping, PM parking prohibition, and addition of supervisor shack; all other costs are assumed to be paid by the King Street Station Access project. Coordinate with King St. Station Access project and T/K Building redevelopment.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$32,000.00	ST	Seattle
Design -- 31%	12/31/01	$10,000.00	ST	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $42,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	STRT	9th/Olive Intersection Reconstruction	9th Ave. at Olive Way

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	26		Permanent

Description:

Reconstruct the intersection of 9th Ave. and Olive Way to allow two-way bus flow in/out of Convention Place Station at this location, including implementation of a n/b transit-only lane on 9th Ave. between Olive Way and Howell St. Modify traffic signals on 9th, Olive, and Howell to provide adequate green time for entering and exiting transit coaches. Convert Olive Way w/b contraflow lane to with-flow between 8th Ave. and Terry Ave. Convert 9th Ave. n/b lane to s/b between Pine St. and Olive Way. Construct curb bulbs on 9th Ave. at Pine St. and Olive Way, and create s/b parking pullouts on both sides of 9th Ave. in this block. Designate east side pullout at full-time bus layover; designate west side pullout at load zone or on-street parking (coordinate with layover zone project 98780).

Comments&Rationale:

Project required to allow Sound Transit use of Convention Place Station for light rail construction staging. All costs included elsewhere in Sound Transit's light rail project mitigation budget.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	2/1/01	$0.00	ST	Metro
Design	7/1/00	$0.00	ST	ST
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $0.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	STRT	Olive Way Transit Priority	Olive Way between 4th Ave. and Boren Ave.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	19		Permanent

Description:

Delineate or re-delineate weekday PM peak period (3-7 pm) transit and right turn-only lane in right side curb lane. Delineation includes pavement paint and signage. Install transit signal queue jump on Olive Way at Terry or Boren Ave. Prohibit on-street parking on Olive Way in this segment 3-7 p. m. weekdays. Cut back sidewalk as necessary to provide smooth traffic flow. Reconfigure and restripe lane channelization on Olive at 8th Ave., and modify islands as necessary to ensure smooth channelization of traffic to Howell St. and Olive Way. Coordinate with 9th/Olive Intersection Reconstruction project.

Comments&Rationale:

Provide transit priority in high volume transit corridors during the weekday peak periods to help maintain or improve transit travel times through the CBD. Final recommendations to be made upon completion of Metro's Olive Way Speed & Reliability study.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$285,000.00	ST	Seattle
Design -- 31%	12/31/01	$88,000.00	Metro	Metro
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $373,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	STRT	Prefontaine Pl. S. Reconfiguration	Prefontaine Pl. S. from S. Washington St. to Yesler Way

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	30	5, 29, 31	Permanent

Description:

Reconstruct Prefontaine Pl. S. and adjacent sidewalks to straighten alignment. Re-channelize to provide 3 n/b lanes. Install on-street metered parallel parking spaces for autos in the left curb lane; prohibit parking 3-7 pm weekdays and designate as transit layover during that period. Designate right curb lane as transit-only at all times; remove on-street parking. Designate center lane as transit-only during weekday peak periods (6-9 am and 3-7 pm). Sign access from 4th Ave. and S. Washington St. to restrict all lanes to transit and emergency vehicles only during weekday peak periods.

Comments&Rationale:

Prefontaine is the main transit access to 3rd Ave. from the south at all times. High bus volumes in peak periods necessitate auto restrictions. Reconstruction/realignment will reduce bus tail swing safety problems, and optimize traffic flow and parking/layover space. Coordinate with related projects and T/K Building redevelopment.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/02	$478,000.00	ST	Seattle
Design -- 31%	12/31/01	$148,000.00	ST	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $626,000.00

4/20/00 CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	2nd & 4th Ave. Transit Lanes	2nd Ave./2nd Ave. Ext. S from Stewart St. to S. Jackson St.; 4th Ave./4th Ave. S from S. Jackson St. to Olive Way

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	20		Permanent

Description:

Re-paint pavement markings and repair/replace signs as necessary to maintain peak period transit and right-turn only lanes in the right curb lane of each street.

Comments&Rationale:

Re-emphasizes transit priority with higher transit activity on 2nd & 4th Aves. Costs assumed to be included in SeaTran's on-going street maintenance budget.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$0.00	Seattle	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $0.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	3rd Avenue Traffic Restrictions	3rd Ave. from Yesler Way to Stewart St.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	11		Tunl Clos

Description:

Sign and designate left lane in both directions as transit-only during weekday peak periods (6-9 am; 3-7 pm). Sign and restrict right lane to transit-only in blocks with bus stops during the same periods. Allow general purpose (GP) traffic to turn right from cross streets into the curb lane in blocks where there is no bus stop, but require GP traffic to turn right at the next intersection (prohibit left turns and thru travel from 3rd Ave.). Sign and prohibit left turns to 3rd Ave. from all cross streets during weekday peak periods, except transit. Design, procure, install and test signage as defined in the 3rd Avenue Traffic Restrictions Signage Plan. Modify curb and sidewalk as necessary to implement 3rd Ave. transit skip-stop pattern.

Comments&Rationale:

3rd Ave. bus traffic is expected to double when the bus tunnel is closed. These traffic restrictions will reduce congestion and provide more capacity for buses during peak periods, while maintaining general purpose traffic circulation opportunities at all times.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$613,000.00	ST	Seattle
Design -- 31%	12/31/03	$190,000.00	ST	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum (EstimatedCost): $803,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	5th Ave. S. Transit Contra-Flow Lane	5th Ave. S from S. Jackson St. to S. Washington St.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	27		Tunl Clos

Description:

Designate easternmost lane as transit and right turn-only at all times. Remove on-street parking where impacted by the transit-only lane.

Comments&Rationale:

Required to allow inbound buses to get to 3rd and 4th Aves. (via S. Washington St.) from the I-90 HOV lanes.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$22,000.00	ST	Seattle
Design -- 31%	12/31/03	$7,000.00	ST	Metro
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $29,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	9th Ave. Transit Contra-Flow Lane	9th Ave. between Howell & Stewart

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	41	37	Tunl Clos

Description:	Comments&Rationale:
Remove on-street parking on both sides of street. Restripe and sign street to provide one northbound transit-only lane between Howell and Stewart. Signal change at 9th/Stewart is included in North CBD Transit Access Improvements project.	Necessary to allow coaches exiting the I-5 express lanes through Convention Place Station to reach Stewart St. to complete their inbound trips to downtown, once the tunnel is closed.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$85,000.00	ST	Seattle
Design -- 31%	12/31/03	$26,000.00	ST	Metro
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $111,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	Busway-CBD Transit Priority	Royal Brougham Way, Airport Way, 4th Ave. S., 5th Ave. S.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	9	10, 28	Permanent

Description:

Upgrade traffic signals to provide transit priority between the E-3 Busway and S. Jackson St. Signals include Busway/Royal Brougham, Royal Brougham/6th Ave. S, Royal Brougham/Airport Way S, Airport Way/Maynard Ave. S, Airport Way/5th Ave. S., Airport Way/4th Ave. S., 4th Ave. S/Royal Brougham, 5th Ave. S./S. Jackson St. Prohibit on-street parking on 5th Ave. S. between Airport Way and S. Washington St. during weekday peak periods (6-9 am and 3-7 pm). Interconnect signals.

Comments&Rationale:

Loss of the bus tunnel segment between Royal Brougham and S. Jackson St. will signficantly lengthen travel times for buses operating to/from the busway if replacement transit priority is not provided. Providing transit priority capability at the signals specified will at least partially mitigate increases in transit travel times through this corridor. Construction, procurement and installation costs assume $100K/intersection for procurement and installation, and $25K/intersection for signal interconnects.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Inst - Sea	6/1/04	$100,000.00	Seattle	Seattle
Con/Pro/Install - KC	6/1/04	$200,000.00	Metro	Seattle
Con/Pro/Install - ST	6/1/04	$753,000.00	ST	Seattle
Design -- 31%	7/1/03	$326,000.00	ST	Metro
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $1,379,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	North CBD Transit Access improvements	9th/Stewart; 3rd/Virginia, 9th/Virginia

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	37	41	Permanent

Description:	Comments&Rationale:
Adjust signal at 9th/Stewart to provide n/b phase. Adjust signals at 3rd/Virginia and 9th/Virginia to provide smooth flow for Virginia St. routes.	Required to allow inbound buses from the I-5 express lanes to get to Stewart St. from Convention Place Station, and to allow buses from Virginia St. to get to the express lanes at CPS.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$41,000.00	ST	Seattle
Design -- 31%	12/31/03	$13,000.00	ST	Metro
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $54,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	S. Washington St. Transit Priority	S. Washington St. from 5th Ave. S to 4th Ave. S.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	28	9, 10	Tunl Clos

Description:

Designate as transit-only during weekday peak periods (6-9 am and 3-7 pm). Upgrade pavement to handle significantly increased bus volumes. Adjust signal at 4th Ave. S./S. Washington St. as necessary.

Comments&Rationale:

Improves bus flow in congested area during high volume periods.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$188,000.00	ST	Seattle
Design -- 31%	12/31/03	$58,000.00	ST	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $246,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
CurbUse	TFLO	Seneca St. Transit Contra-Flow Lane	Option A: Seneca St. from 2nd to 3rd Ave. OR Option B: 1st Ave. from Seneca to University.

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	33		Permanent

Description:

Option A: Convert southern curb lane of Seneca St. from w/b to e/b direction, and designate as transit-only at all times. Remove on-street parking along southern curb. Reconstruct curb bulbs and modify signals as necessary to provide adequate maneuvering space for coaches. Option B: Designate eastern curb lane on 1st Ave. as transit and right turn only at all times.

Comments&Rationale:

Final recommendation to be made and funding responsibilities identified after Metro's Seneca Street speed & reliability study is complete. Both options allow buses exiting the Alaskan Way Viaduct to reach 3rd Ave. more quickly. Main question is whether both options would allow Viaduct routes to serve the bus stop n/b at 3rd/Union to allow transfers to/from other urban Seattle bus routes.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Con/Pro/Install	6/1/04	$0.00	ST	Seattle
Design	12/31/01	$0.00	ST	Seattle
Maintenance			Seattle	Seattle
Ownership				Seattle

Sum(EstimatedCost): $0.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Performance	MON	Bus Volume & Ridership Monitoring	Union/University Screenline

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Monitoring	16		Periodic

Description:

Calculate and report CBD north-south screenline weekday PM peak hour maximum bus volumes and loads at each service change.

Comments&Rationale:

Responds to DSA request. Provides information to make judgments about cutting non-productive transit trips, freeing street capacity for other uses. Cost assumes 1/2 FTE covering period from now through one year beyond opening of light rail at $40/hr. Summarize with results of other measures into a report.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Data & Analysis	6/1/00	$6,000.00	Metro	Metro
Data & Analysis	12/1/01	$6,000.00	Metro	Metro
Data & Analysis	12/1/03	$6,000.00	Metro	Metro
Data & Analysis	12/1/04	$6,000.00	Metro	Metro
Data & Analysis	12/1/05	$6,000.00	Metro	Metro
Data & Analysis	12/1/06	$6,000.00	Metro	Metro
Data & Analysis	12/1/07	$6,000.00	Metro	Metro

Sum(EstimatedCost): $42,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Performance	MON	Customer Surveys	N/A

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Monitoring	15		Periodic

Description:

Survey transit riders and non-riders to determine perceptions and attitudes about a variety of factors important in providing satisfactory transit facilities and service and general transportation management in downtown Seattle, via oversampling in Metro's randomly sampled Rider/No-Rider telephone survey. Augment with annual/semi-annual telephone rider satisfaction surveys (RSS) specifically targeted to CBD riders and non-riders, using the same group of respondents each year to provide continuity of response.

Comments&Rationale:

Provides information about customer satisfaction with the downtown Seattle transportation environment, where customers include both bus riders and other street users. Responds to DSA request for monitoring perceptions and attitudes. R/NR survey costs reflect additional expense to oversample Seattle CBD riders and drivers in Metro's standard biennial R/NR survey between 2001 and 2007. Rider satisfaction survey (RSS) costs reflect pilot/testing in 2000, respondent recruitment and one survey in 2001, annual surveys in 2002 and 2003, and two surveys per year in 2004, 2005 and 2006. Analysis & project management costs reflect estimated researcher staff time over the entire surveying period (2000-2007).

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Analysis/PM 20	12/31/00	$7,000.00	ST	Metro
Analysis/PM 20	12/31/01	$10,000.00	ST	Metro
Analysis/PM 20	12/31/02	$3,000.00	ST	Metro
Analysis/PM 20	12/31/03	$9,000.00	ST	Metro
Analysis/PM 20	12/31/04	$3,000.00	ST	Metro
Analysis/PM 20	12/31/05	$9,000.00	ST	Metro
Analysis/PM 20	12/31/06	$3,000.00	ST	Metro
Analysis/PM 20	12/31/07	$6,000.00	ST	Metro
R/NR 2001	12/1/01	$32,000.00	ST	Metro
R/NR 2003	12/1/03	$32,000.00	ST	Metro
R/NR 2005	12/1/05	$32,000.00	ST	Metro
R/NR 2007	12/1/07	$32,000.00	ST	Metro
RSS 2000	11/1/00	$8,000.00	ST	Metro
RSS 2001	11/1/01	$18,000.00	ST	Metro
RSS 2002	11/1/02	$14,000.00	ST	Metro
RSS 2003	11/1/03	$14,000.00	ST	Metro
RSS 2004	11/1/04	$15,000.00	ST	Metro
RSS 2005	11/1/05	$15,000.00	ST	Metro
RSS 2006	11/1/06	$15,000.00	ST	Metro

Sum(EstimatedCost): $277,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Performance	MON	General Purpose Travel Time Monitoring	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Monitoring	12		Periodic

Description:

Measure, analyze and report changes in general purpose traffic travel times through the CBD. Travel time studies would be done to measure changes directly. Turn movement counts and tube counts would be done to determine travel behavior changes and anticipate problems caused by behavioral shifts.

Comments&Rationale:

Informs judgments about balancing GP travel time v. transit travel time. Tube count costs assume obtaining up to 12 additional counts @ $150 ea. in each year, beyond the counts normally done by SeaTran in March (~60 total). Turning movement counts @ $500 ea. are 5 each in 2001, 2003 and 2007, 20 in 2004 after tunnel closure, and 10 in 2005, to ability to respond to changing traffic patterns. Travel time studies assume 8 two-hour corridor studies are performed in each analysis year, @ $500 each, except in 2007, when 8 corridors would be measured two times. Analysis costs based on estimated SeaTran labor required in each analysis year at $75/hr.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Analysis	7/1/01	$4,000.00	ST	Seattle
Analysis	7/1/03	$8,000.00	ST	Seattle
Analysis	1/1/05	$11,000.00	ST	Seattle
Analysis	7/1/05	$4,000.00	ST	Seattle
Analysis	7/1/07	$4,000.00	ST	Seattle
Travel Time	4/1/01	$4,000.00	ST	Seattle
Travel Time	4/1/03	$4,000.00	ST	Seattle
Travel Time	11/1/04	$4,000.00	ST	Seattle
Travel Time	4/1/05	$4,000.00	ST	Seattle
Travel Time	4/1/07	$4,000.00	ST	Seattle
Travel Time	11/1/07	$4,000.00	ST	Seattle
Tube Counts	4/1/01	$2,000.00	ST	Seattle
Tube Counts	4/1/03	$2,000.00	ST	Seattle
Tube Counts	11/1/04	$2,000.00	ST	Seattle
Tube Counts	4/1/05	$2,000.00	ST	Seattle
Tube Counts	4/1/07	$2,000.00	ST	Seattle
Turn Moves	4/1/01	$3,000.00	ST	Seattle
Turn Moves	4/1/03	$3,000.00	ST	Seattle
Turn Moves	11/1/04	$11,000.00	ST	Seattle
Turn Moves	4/1/05	$5,000.00	ST	Seattle
Turn Moves	4/1/07	$3,000.00	ST	Seattle

Sum(EstimatedCost): $90,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Performance	MON	Pedestrian Congestion Monitoring	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Monitoring	14		Periodic

Description:

Supplement existing data sources with field surveys and video documentation of passenger queueing at bus zones. Procure video equipment to support data collection. Analyze passenger boardings annually, and passenger queueing semi-annually.

Comments&Rationale:

Costs reflect level of supplemental data collection and analysis necessary to perform accurate pedestrian congestion level-of-service analysis per the Fruin method (physical area/waiting person adjusted for thru-circulation requirements at bus zones). Data collection costs assume planning, set up and field surveying of peds at 14 locations, 2 hrs/day for each of 3 days, 5 times before, during the analysis period. Also assumes one week of video at 6 locations 5 times during the analysis period. Analysis costs assume hours to extract data from existing sources, and perform analyses of both existing and new data at least 5 times during the analysis period.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Boarding Analys	10/31/01	$1,500.00	ST	Metro
Boarding Analys	10/31/02	$1,500.00	ST	Metro
Boarding Analys	10/31/03	$1,500.00	ST	Metro
Boarding Analys	3/31/04	$1,500.00	ST	Metro
Boarding Analys	10/31/04	$1,500.00	ST	Metro
Boarding Analys	3/31/05	$1,500.00	ST	Metro
Boarding Analys	10/31/05	$1,500.00	ST	Metro
Boarding Analys	10/31/06	$1,500.00	ST	Metro
Boarding Analys	10/31/07	$1,000.00	ST	Metro
Queueing Upda	10/31/01	$4,000.00	ST	Metro
Queueing Upda	10/31/03	$4,000.00	ST	Metro
Queueing Upda	10/31/04	$4,000.00	ST	Metro
Queueing Upda	10/31/05	$4,000.00	ST	Metro
Queueing Upda	10/31/07	$4,000.00	ST	Metro
Video Monitorin	10/31/01	$4,000.00	ST	Metro
Video Monitorin	10/31/03	$4,000.00	ST	Metro
Video Monitorin	10/31/04	$4,000.00	ST	Metro
Video Monitorin	3/31/05	$4,000.00	ST	Metro
Video Monitorin	3/31/07	$4,000.00	ST	Metro

Sum(EstimatedCost): $53,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Performance	MON	Transit Travel Time & Reliability Monitoring	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Monitoring	2		Periodic

Description:

Install AVI readers and interface units at 16 locations (detection points) in the CBD. Locations are: 1st Ave. n/o King St. (n/b & s/b); 1st Ave. n/o University St. (n/b & s/b); 2nd Ave. n/o University St (s/b); 3rd Ave. n/o University St. (n/b & s/b); 4th Ave. n/o University (n/b); 2nd Ave. Ext. S n/o Jackson St. (s/b); 4th Ave. S n/o Main St. (n/b); 5th Ave. S n/o Main St. (n/b & s/b); Pike St. e/o 7th Ave. (e/b); Pine St. e/o 7th Ave. (w/b); Olive Way e/o 7th Ave. (e/b); Stewart St. e/o 7th Ave. (w/b). Staff time to develop and test equipment, maintain AVI equipment and analyze/report data.

Comments&Rationale:

Used to track and monitor transit travel times through the CBD. Would allow future deployment of real-time transit schedule info., ala BusView. Analysis and project management costs assume 0.5 FTE over the entire tunnel closure period @ $40/hr. Hardware assumes 16 AVI readers @ $6,700 ea. + 10% spares; 16 installations @ $5,000 ea., and 22 wireless interconnect units @ $3500 ea. Project design and testing assumes 20% of other project costs. Maintenance costs assume $500/yr. /reader over 5 yrs.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Analysis/PM	2/1/01	$42,000.00	Metro	Metro
Design/Test	6/1/01	$71,000.00	ST	Metro
Install - KC	1/1/02	$10,000.00	Metro	Metro
Install - ST	1/1/02	$70,000.00	ST	Metro
Maintenance	10/31/07	$40,000.00	Metro	Metro
Ownership				Metro
Procure - Metro	11/1/01	$46,000.00	Metro	Metro
Procure - ST	11/1/01	$149,000.00	ST	Metro

Sum(EstimatedCost): $428,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Safety	ENF	Emergency Call Stations	10 CBD locations

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Enforcement	34		Permanent

Description:

Install 10 emergency call stations (911 phones; cellular connection) at selected bus zones in the CBD, connected to the 911 dispatcher, as a demonstration project.

Comments&Rationale:

Enhance passenger security by having emergency phones located at selected bus stops. Costs assume typical unit is mounted on existing poles. Each $4,200 unit includes push-to-talk switch, emergency strobe light, and cellular interface package with battery back-up. Installation assumes $4K/unit, and parts/maintenance assumes $1K/unit/yr. 1/4 FTE per year @ $30/hr. required to set up and manage procurement, installation, and maintainence during tunnel closure. Funding assumes grant to cover capital and design, with match to provide proj. mgmt. & maintenance.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2004 Labor	12/31/04	$16,000.00	ST	Metro
2004 Parts/Mair	12/31/04	$10,000.00	Grant	Metro
2005 Labor	12/31/05	$16,000.00	ST	Metro
2005 Parts/Mair	12/31/05	$10,000.00	Grant	Metro
2006 Labor	12/31/06	$16,000.00	ST	Metro
2006 Parts/Mair	12/31/06	$10,000.00	Grant	Metro
Con/Pro/Install	6/1/04	$82,000.00	Grant	Metro
Design -- 10%	12/31/03	$8,000.00	Grant	Metro
Long Term Mair			Metro	Metro
Ownership				Metro

Sum(EstimatedCost): $168,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Safety	ENF	Security Cameras	10 CBD locations

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Enforcement	35		Permanent

Description:

Install up to 10 closed-circuit security cameras at selected CBD bus zones. Monitor zone activity, particularly after dark. Locations that would benefit from use of cameras include, but are not limited to, 5th/Jackson, 3rd/Pine, 3rd/Pike, Prefontaine Pl., 2nd/Washington.

Comments&Rationale:

Enhance passenger security by providing active surveillance of CBD bus stops. Costs assume $7K/unit for procurement, $13K for one microwave interface unit, $5K/unit for installation, and $1K/unit/yr. for maintenance. 1/4 FTE per year @ $40/hr. required to set up and manage procurement, installation, and maintainence during tunnel closure. Monitoring assumes three 8 hr. shifts/day on weekdays only 20 days/mo. for the 27 mo. tunnel closure period, staffed by contracted security monitoring personnel @ $20/hr.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2004 Labor	12/31/04	$21,000.00	ST	Metro
2004 Monitoring	12/31/04	$58,000.00	ST	Metro
2004 Parts/Mair	12/31/04	$10,000.00	ST	Metro
2005 Labor	12/31/05	$21,000.00	ST	Metro
2005 Monitoring	12/31/05	$115,000.00	ST	Metro
2005 Parts/Mair	12/31/05	$10,000.00	ST	Metro
2006 Labor	12/31/06	$21,000.00	ST	Metro
2006 Monitoring	12/31/06	$86,000.00	ST	Metro
2006 Parts/Mair	12/31/06	$10,000.00	ST	Metro
Con/Pro/Install	6/1/04	$83,000.00	ST	Metro
Design -- 10%	12/31/03	$8,000.00	ST	Metro
Long Term Mair			Metro	Metro
Ownership				Metro

Sum(EstimatedCost): $443,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Safety	ENF	Traffic Control and Enforcement	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Enforcement	13	17	Tunl Clos

Description:

Assign 8 on-duty SPD police officers to control vehicle turns, speeds, and pedestrian crossings and issue citations at intersections in the CBD where spot traffic control and/or enforcement are deemed necessary to keep bus traffic flowing well. Assign one off-duty sergeant in each weekday peak period to supervise and coordinate officer deployment. Locations include but are not limited to 3rd/Columbia, 4th/Pike, 4th/Olive and 5th S./S. Washington, 9th/Olive.

Comments&Rationale:

Necessary to prevent intersection blockage and avoid transit delays. Labor costs assume redeployment of existing Metro tunnel security costs to surface streets to fund traffic control until light rail service begins. Traffic control plan assumes 8 SPD officers on duty for 3 hours per day, 20 days per month over 27 months @ $75/hr. (incl. wages, benefits). Officers to be assigned during AM and/or PM peak periods as needed with no shift shorter than 3 hours. Officers assumed to use existing equipment. Supervision costs assume an off-duty SPD sergeant assigned for 3 hrs in the AM and 3 hrs in the PM, to supervise both traffic control/enforcement and enhanced transit security, for the same project duration, @ $30/hr.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2004 Labor	12/31/04	$216,000.00	Metro	Seattle
2004 Supervisic	12/31/04	$11,000.00	Metro	Seattle
2005 Labor	12/31/05	$432,000.00	Metro	Seattle
2005 Supervisic	12/31/05	$22,000.00	Metro	Seattle
2006 Labor	9/30/06	$324,000.00	Metro	Seattle
2006 Supervisic	9/30/06	$16,000.00	Metro	Seattle

Sum(EstimatedCost): $1,021,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Safety	ENF	Transit Security Enhancement	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Enforcement	17	13	Tunl Clos

Description:

Assign 6 transit police officers (off-duty SPD) to patrol CBD bus facilities and provide enhanced passenger security, augmenting part-time officers reassigned to surface streets when the bus tunnel closes. Equip each officer with a bicycle. Locations likely to need additional security, but not limited to, include 5th/Jackson, 3rd/Pine, 3rd/Pike, Prefontaine Pl., 2nd/Washington.

Comments&Rationale:

Supports making the surface transit environment more like the bus tunnel after the tunnel is closed. Labor costs assume redeployment of existing Metro tunnel security expenses to surface streets until light rail service begins. Surface security plan assumes 6 officers on duty 4 hours per day during weekday PM peak periods, 20 days per month, for 27 months @ $26/hr. Bicycle equipment assumes $5K/officer to procure and maintain bikes during the duration of tunnel closure. Supervision costs included in the Traffic Enforcement project.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Equipment	6/1/04	$30,000.00	ST	Metro
Labor 2004	12/31/04	$75,000.00	Metro	Metro
Labor 2005	12/31/05	$150,000.00	Metro	Metro
Labor 2006	9/30/06	$113,000.00	Metro	Metro
Ownership				Metro

Sum(EstimatedCost): $368,000.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Safety	TFLO	Emergency Vehicle Signal Priority	35 intersections

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Capital	18		Permanent

Description:

Equip Seattle Fire Dept. vehicles with Opticom emitters, and install receivers at up to 35 intersections on 3rd & 4th Aves. between Jackson and Stewart Streets.

Comments&Rationale:

Replaces a portion of the current SFD signal pre-emption system, which causes long traffic delays, with more targeted and responsive signal-preemption technology to reduce traffic disruption and delay, and maintain or improve emergency response times. Limited to major north-south corridors SFD response corridors expected to be significantly impacted by closing the bus tunnel. Other Opticom implementation assumed to be done outside of tunnel closure. Costs assume $15K per intersection for receivers and $120K to for emitters on SFD vehicles. Maintenance costs assume 1/4 FTE/yr. @ $40/hr. over the tunnel closure period. Parts/maintenance costs assume $500 per emitter over the duration of tunnel closure. Design cost includes software programming.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2004 Labor	12/31/04	$21,000.00	Seattle	Seattle
2005 Labor	12/31/05	$21,000.00	Seattle	Seattle
2006 Labor	12/31/06	$21,000.00	Seattle	Seattle
Design -- 20%	7/1/03	$105,000.00	Seattle	Seattle
Long Term Mair			Seattle	Seattle
Ownership				Seattle
Parts/Maintenar	3/31/03	$17,000.00	Seattle	Seattle
Pro/Install - ST	3/31/03	$410,000.00	ST	Seattle
Pro/install - Sea	3/31/04	$225,000.00	Seattle	Seattle

Sum(EstimatedCost): $820,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
Safety	TFLO	Transit Service Supervision	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Operating	39		Tunl Clos

Description:

Transfer existing tunnel service supervisor shifts to CBD surface streets to provide adequate service supervision and response between S. Jackson St., Virginia St., 1st Ave. and I-5.

Comments&Rationale:

Metro Service Quality estimates that they will be able to adequately respond to service problems in the Seattle CBD when the tunnel is closed if they can transfer existing 6 tunnel service supervision shifts to the surface streets, augmenting the current 5 shifts that assigned to downtown Seattle surface streets. No new service supervisor shifts would be needed.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2004 Labor	12/31/04	$0.00	Metro	Metro
2005 Labor	12/31/05	$0.00	Metro	Metro
2006 Labor	12/31/06	$0.00	Metro	Metro
Equipment	6/1/04	$0.00	Metro	Metro

Sum(EstimatedCost): $0.00

CITY CLERK

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
TDM	TDM	Downtown Area Pass	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Incentive	42		

Description:

The Downtown Area FlexPass will provide the umbrella tool by which to offer a variety of HOV options to a broad market of employees. The Downtown Pass will encompass access to all Metro and ST service, Home Free Guarantee, Metro vanpool, and discount parking days for pass holders. The Downtown Pass offers a simplified approach to pricing, with the area price adjusted every two years rather than annually. Increases in area pricing are modulated by averaging the trip making characteristics across a group of employers. The DSA and Metro staff will market the Downtown Pass, with an emphasis on smaller employers (between 10 and 99 employees).

Comments&Rationale:

Aggressive marketing of a simplified Downtown Pass that includes access to a wide array of HOV options will allow us to gain new riders through the provision of new incentives, coupled with some of the parking management options described in Parking Management project. It will also serve to maintain riders during the construction period by providing some transit riders "a better deal" than they may have currently. Funding assumes that "seed" money will be leveraged with grants and employer contributions.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2002 - ST	12/31/02	$100,000.00	ST	Metro
2003 - ST	12/31/03	$100,000.00	ST	Metro
2004 - ST	12/31/04	$50,000.00	ST	Metro
2005 - ST	12/31/05	$50,000.00	ST	Metro
2006 - ST	12/31/06	$33,000.00	ST	Metro

Sum(EstimatedCost): $333,000.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
TDM	TDM	Parking Management and Non-SOV Mode Share	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
	58		

Description:

A variety of supportive elements will provide additional incentives to use non-SOV options for commute trips, including parking management, bike facilities and showers/lockers, ridematch assistance, and HOV incentives

Comments&Rationale:

Low cost parking is transit's greatest threat and the number one reason people drive to work alone. Economists have found that parking charges may have a greater effect on travel behavior than other factors such as increasing fuel costs or making transit "free". Financial incentives, coupled with discounted parking for carpoolers/vanpoolers can provide enough incentive to switch modes from SOV. Work options, such as telecommuting, are often viewed as unworkable by employers. Focused information and support in understanding, designing and administering the programs can result in their successful implementation. Additional support in educating employees about how the programs work, and what options and benefits are associated with alternate commuting enhances willingness to participate in such programs. Lack of access to showers and secure bike parking are two key obstacles to biking to work. Low cost options for expanding access to these facilities, coupled with targeted promotions regarding the program and allaying fears about biking during construction, can result in increased biker comfort and expansion of bike commuting. Funding assumes "seed" money will be leveraged with grants and/or private partnership funds.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
2002 - ST	12/31/02	$10,000.00	ST	Seattle
2003 - ST	12/31/03	$50,000.00	ST	Seattle
2004 - ST	12/31/04	$50,000.00	ST	Seattle
2005 - ST	12/31/05	$37,000.00	ST	Seattle
2006 - ST	12/31/06	$20,000.00	ST	Seattle

Sum(EstimatedCost): $167,000.00

4/20/00 CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Program Project Implementation Sheet

M&MSubC:	Code:	ProjectName:	Location:
TDM	TDM	Shopper Incentives	Multiple

ProjectType:	Project_ID:	RelatedProjects:	Duration:
Incentive	52		

Description:

Encourage people to stay downtown after work to shop or eat by providing them a discount on purchases during a target time period. Tie the discount to alternative commute mode/working downtown to discourage possibility of additional travel to take advantage of the discount.

Comments&Rationale:

Encouraging shopping/dining after work can have double benefit - ensuring the vitality of downtown businesses, and smoothing the peak hour bulge. Costs assume no public subsidy.

CostCategory	CompletionDate	EstimatedCost	FundingSource	ImplementingAgency
Incentives		$0.00	Other	DSA
Promotions		$0.00	Other	DSA

Sum(EstimatedCost): $0.00

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
260	s/b 2nd Ave., f/s Lenora	Modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
270	s/b 2nd Ave., f/s Virginia	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	2		1										
280	s/b 2nd Ave., f/s Stewart	Remove bus zone.												1				
300	s/b 2nd Ave., f/s Pike	Modify with shelter, lighting & signs. Refresh curb paint.	1		2	2												
310	s/b 2nd Ave., f/s Union	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	2												
320	s/b 2nd Ave., f/s Seneca	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	2												
330	s/b 2nd Ave., f/s Spring	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	2								1	1			
340	s/b 2nd Ave., n/s Marion	Remove bus zone & shelter.																
360	s/b 2nd Ave., n/s Cherry	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	2												
361	s/b 2nd Ave., f/s Cherry	Install bus zone, shelter, lighting & signs.	1		2	2		1										

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
380	s/b 2nd Ave.Ext'n So, f/s S. Washington St.	Expand zone length & modify with canopy lighting, leaning rails & signs. Rebuild sidewalk over areaway. Refresh curb paint.	1				5		40			200	4,000					1
390	s/b 2nd Ave.Ext'n So, n/s S. Jackson St.	Modify with shelter, lighting & signs. Refresh curb paint. Install supervisor shack here, or at another mutually agreeable location in the vicinity of 4th/Jackson.	1		1	1					1							
420	s/b 3rd Ave., n/s Virginia St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		1	1												
430	s/b 3rd Ave., f/s Stewart St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	2												
431	s/b 3rd Ave., n/s Pike St	Install bus zone, shelter, lighting & signs. Remove pullout and fill in curb	1		3	3		1										
450	s/b 3rd Ave., f/s Union St	Expand zone length, add leaning rails & signs.	1						40									
468	s/b 3rd Ave., n/s Spring St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint. Remove pullout and fill in curb	1		2	2												
480	s/b 3rd Ave., f/s Madison St	Modify with shelter, lighting & signs. Refresh curb paint.	1		2	1												

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
490	s/b 3rd Ave., f/s Columbia St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		2	1												
500	s/b 3rd Ave., f/s James St	Expand zone length & modify with awnings, canopy lighting, leaning rails & signs. Refresh curb paint. Remove pullout and fill in curb	1				3		48	3								
515	s/b 3rd Ave. S., n/s Main St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		1	1		1	100									
531	n/b 3rd Ave., n/s James St.	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		1	1		1										
538	n/b 3rd Ave., f/s Columbia St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint. Remove pullout and fill in curb	1		1	1												
548	n/b 3rd Ave., f/s Marion St	Expand zone length & modify with shelter, lighting and signs. Refresh curb paint.	1		1	1												
558	n/b 3rd Ave., f/s Spring St	Expand zone length & modify with canopy lighting, leaning rails & signs. Refresh curb paint.	1				5		40									

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
570	n/b 3rd Ave., n/s Union St	Expand zone length, remove existing shelter & modify with awnings, canopy lighting, leaning rails & signs. Refresh curb paint. Refurbish supervisor shack.	1				5		40	5	0.25				1			
578	n/b 3rd Ave., f/s Pike St	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint. Remove pullout and fill in curb	1		1	1												
590	n/b 3rd Ave., f/s Pine St	Remove bus zone												1				
591	n/b 3rd Ave., f/s Stewart St	Install bus zone, canopy lighting, leaning rails & signs.	1				5	1	40									
600	n/b 3rd Ave., f/s Virginia St	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint	1		1	1												
619	n/b 4th Ave. S., f/s S. Jackson	Install bus zone, shelter, lighting & signs. Add bus pad to adjust height to ADA specs.	1		2	2		1									1,200	
620	n/b 4th Ave S., n/s S. Jackson St	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1												
625	e/b S. Washington St., n/s 4th Ave. S.	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
628	n/b 4th Ave S., f/s S. Washington St	Expand zone length, modify with shelter, lighting, security fencing & signs. Refresh curb paint.	1		1	1		1	100									

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
631	n/b 4th Ave S., n/s Jefferson St	Remove bus zone and shelter.												1	1			
640	n/b 4th Ave S., f/s James St	Remove bus zone and shelter.												1	1			
641	n/b 4th Ave., f/s Jefferson	Install bus zone, shelter, lighting & signs. Remove pullout and fill in curb	1		2	2		1				220	1,800					
648	n/b 4th Ave S., f/s Cherry St	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
660	n/b 4th Ave S., f/s Marion St	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
662	n/b 4th Ave S., f/s Madison St	Remove bus zone and shelter.												1	1			
670	n/b 4th Ave S., f/s Spring St	Expand zone length, modify with canopy lighting, leaning rails & signs. Refresh curb paint.	1				5		40									
682	n/b 4th Ave S., f/s University St	Modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
690	n/b 4th Ave S., f/s Union St	Remove bus zone and shelter.												1	1			
710	n/b 4th Ave S., f/s Pine St	Remove bus zone.												1				
711	n/b 4th Ave., n/s Pine St.	Install bus zone, shelter, lighting, security fencing & signs. Remove mid-block crosswalk.	1		2	2		1	100									
720	n/b 4th Ave S., f/s Stewart St	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
820	s/b 5th Ave, fs Cherry St	Remove bus zone.												1				
821	s/b 5th Ave, fs James St	Install bus zone, shelter, lighting & signs. Remove pullout and fill in curb	1		2	2		1				220	1,800					
830	s/b 5th Ave, fs Jefferson St	Remove bus zone.												1				
840	s/b 5th Ave. S., f/s S. Washington	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1	100									
843	s/b 5th Ave. S., f/s S. Jackson	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
845	s/b 5th Ave. S., @ S. Weller	Install bus zone, shelter, lighting & signs.	1		1	1		1										
846	n/b 5th Ave. S., @ S. Weller	Install bus zone, shelter, lighting & signs.	1		1	1		1										
847	n/b 5th Ave. S., f/s S. Jackson	Install bus zone, shelter, lighting & signs.	1		1	1		1										
860	n/b 5th Ave. S., f/s Jefferson	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
850	n/b 5th Ave. S., n/s Cherry	Remove bus zone.												1				
870	e/b Virginia St., n/s 4th Ave.	Expand zone length, modify with awnings, canopy lighting, leaning rails & signs. Refresh curb paint.	1				3	1	24	3								

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
880	e/b Virginia St., f/s 5th Ave.	Expand zone length & modify with shelter & lighting. Find alternate location for charter bus parking/staging.	1		1	1		1										
890	e/b Virginia St., f/s 8th Ave.	Expand zone length, modify with shelter, lighting, security fencing & signs. Refresh curb paint.	1		1	1		1	100									
940	w/b Stewart St ns 9th Ave	Expand zone length, modify with shelter, lighting, security fencing & signs. Refresh curb paint.	1		1	1			100									
950	w/b Stewart St ns 7th Ave	Expand zone length, modify with shelter, lighting, security fencing & signs. Refresh curb paint.	1		2	2			100									
961	w/b Stewart St fs 5th Ave.	Install bus zone, shelter, lighting, security fencing & signs.	1		1	2		1	100									
970	w/b Stewart St fs 4th Ave	Expand zone length & modify with canopy lighting, leaning rails and signs. Refresh curb paint.	1				5		24									
1030	e/b Olive Way, n/s 4th Ave	Expand zone length, modify with canopy lighting, leaning rails & signs. Refresh curb paint.	1				5	1	24									
1040	e/b Olive Way, f/s 5th Ave	Expand zone length & modify with shelter & lighting. Refresh curb paint. Remove load zone and extend bus zone in the PM peak.	1				5		40									

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
1050	e/b Olive Way, n/s 8th Ave	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint. Remove parking.	1		2	2		1										
1060	e/b Olive Way, f/s 8th Ave.	Remove bus zone.												1				
1070	e/b Olive Way, n/s Terry Ave.	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
1078	n/b 9th Ave., n/s Olive Way	Close bus zone and convert to s/b bus layover in pullout, in tandem w/ changes to zone 98780												1	1			
1191	e/b Pike St., f/s 6th Ave.	Install bus zone, shelter, lighting & signs.	1		2	2		1										
1330	e/b Yesler Way fs 2nd Ave.	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
1340	e/b Yesler Way, f/s Prefontaine Pl.	Relocate and expand zone length, modify with shelter, lighting & signs. Refresh curb paint. Remove parking.	1		1	1		1										
1370	w/b Yesler Way ns 3rd Ave	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
1471	e/b S. Jackson St., n/s 5th Ave. S	Relocate operator road relief point. Modify zone with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
1530	w/b S. Jackson St., n/s 4th Ave. S	Relocate operator road relief point. Modify zone with signs. Refresh curb paint.	1					1										
1610	n/b, e/s, Prefontaine Pl., f/s Washington St.	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint. Install supervisor shack here, or at another mutually agreeable location in the vicinity of 4th/Washington	1		2	2		1			1							
1710	e/b Terrace St., n/s 5th Ave.	Expand zone length, modify with shelter, lighting & signs. Refresh curb paint.	1		1	1		1										
1910	s/b 9th Ave., n/s Stewart St.	Expand zone length, modify with shelter, lighting, security fencing & signs. Refresh curb paint.	1					1	100									
1913	s/b 9th Ave., m/b Stewart & Howell	Install bus zone, shelter, lighting, security fencing & signs.	1		1	1		1	100									
1917	n/b 9th Ave., m/b Stewart & Howell	Install bus zone, shelter, lighting & signs.	1		1	1		1										
1920	w/b Lenora St n/s 4th Ave.	Expand zone length & modify with shelter & lighting.	1		1	1		1										
98000	w/b, n/s, Bell St. f/s 8th Ave.	Install on-street bus layover. Remove on-street parking in PM peak.														1		
98005	w/b, s/s, Bell St. f/s 8th Ave..	Install on-street bus layover. Remove on-street parking in PM peak.														1		
99085	w/b, Lenora St. f/s 7th Ave..	Install on-street bus layover. Remove on-street parking in PM peak.														1		

CITY CLERK

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
99090	s/b 5th Ave S., f/s Yesler Way	Install on-street bus layover. Remove on-street parking in PM peak.														1		
99100	s/b Airport Way S., f/s S. Plummer St.	Install on-street bus layover. Remove on-street parking south of parking lot driveway in PM peak.														1		
99105	n/b 6th Ave S., f/s S. Massachusetts St.	Install on-street bus layover. Remove on-street parking in PM peak.														1		
99110	n/b 8th Ave S., f/s S. Holgate St.	Install on-street bus layover. Add layover bus pad. Remove on-street parking in PM peak.														1	1,080	
99115	n/b 8th Ave S., f/m S. Holgate St.	Install on-street bus layover. Add layover bus pad. Remove on-street parking in PM peak.														1	2,520	
99120	n/b 8th Ave S., n/s S. Massachusetts St.	Install on-street bus layover. Add layover bus pad. Remove on-street parking in PM peak.														1	1,560	
99125	e/b S. Massachusetts St., f/s 7th Ave. S	Install on-street bus layover. Add layover bus pad. Remove on-street parking in PM peak.														1	1,200	
99130	e/b S. Massachusetts St., n/s 8th Ave. S.	Install on-street bus layover. Add layover bus pad. Remove on-street parking in PM peak.														1	1,680	
99135	n/b 4th Ave S., f/s S. Holgate St.	Install on-street bus layover. Remove on-street parking in PM peak.														1		
99145	n/b, w/s, 4th Ave S., f/s S. Jackson St.	Install on-street bus layover. Remove on-street parking in PM peak.														1		

Tunnel Closure Plan: *Bus Facility Detail Table*

Zone	At	Change	Paint Zone Curb & Add Tow-Away Signs	Add Single TRA Shelter	Add Double TRA Shelter	Add Lighting: Single Pole & Fixture	Add Lighting: Single Canopy Fixture	Add 3-sided Info. Kiosk	Add Leaning Rails and/or security fencing.	Add Single Awning	Add Supervisor shack	Add Curb & Gutter	Add Sidewalk	Remove Bus Zone	Remove & Restore Shelter	Install On-Street Layover	Add Layover Bus Pad (12' wide)	Install drainage & retention
		Unit	ea	ea	ea	ea	ea	ea	l.f.	ea	ea	l.f.	s.f.	ea	ea	ea	s.f.	ea
99150	n/b, w/s, 4th Ave S., n/s S. Washington St.	Install on-street bus layover. Remove on-street parking in PM peak.														1		
98780	s/b 9th Ave. f/s Olive Way	Install on-street bus layover. Remove on-street parking in PM peak.														1		
98785	n/b 7th Ave. f/s Lenora St.	Install on-street bus layover. Remove on-street parking in PM peak.														1		
98790	e/b, s/s, Blanchard St. f/s 7th Ave..	Install on-street bus layover. Remove on-street parking in PM peak.														1		
98795	e/b, n/s Blanchard St. f/s 7th Ave..	Install on-street bus layover. Remove on-street parking in PM peak.														1		
98800	n/b, w/s, Prefontaine Pl. fs Washington St	Install on-street bus layover. Remove on-street parking in PM peak.														1		

Key

n/b northbound
s/b southbound
e/b eastbound
w/b westbound
n/s nearside of intersection
f/s farside of intersection
m/b midblock
[redacted] included in 3rd Ave. Traffic Restrictions project

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Exhibit 10

Link Construction Activities

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Estimated Impacts to Metro Facilities from Sound Transit Link Light Rail Construction

	Bus Stops	Bus Layover	Trolley Infrastructure	Service Information
U District	• Remove 1 bus zone w/ shelters • Install 1 bus zone w/ shelters	• Remove 300' of layover on n/b Boat St. • Remove and relocate 100' of layover on s/b 15th Ave. s/o NE 40th	• No impacts.	
Capitol/1st Hills	• Remove 5 zones w/o shelters • Install 5 zones w/o shelters	• No impacts	• Shift overhead and poles as many as 6X as street alignment changes over 3 blocks • Add TB and s/b to e/b switch @ 15th/E. Madison • Add switches n/b to e/b and w/b to s/b at Pine/Broadway	
Pine Street/CPS	• Remove 2 zones w/o shelters • Install 2 zones w/o shelters • Remove 2 zones w/ shelters • Install 2 zones w/ shelters • Expand 1 zone and add shelter	• No impacts	• Remove e/b overhead and poles • Shift w/b overhead and poles as many as 6X as street alignment changes over 3 blocks • Re-route e/b trolleys to Pike St. • Extend turning wire from n/b Bellevue to w/b Pine	
E-3 Busway	• Remove up to 6 zones w/ shelters • Install up to 6 zones w/ shelters	• Remove and relocate ~1K linear ft. of PM peak layover and staging between Royal Brougham, Lander, 4th Ave. S and Airport Way. • Install temporary comfort station for duration of construction	• No impacts	
MLK Jr. Way S	• Remove 39 bus zones w/ shelters • Remove 13 bus zones w/o shelters • Install 39 bus zones w/ shelters • Install 6 w/o shelters	• No impacts	• No impacts	
Pacific Hwy	• Remove 14 zones w/ and w/o shelters • Install 12 zones w/ and w/o shelters (one pair consolidated)	• No impacts	• No impacts	
Full Alignment				• Deploy street teams to assist transit riders with service and facility revisions. • Develop and distribute advance information and bus stop schedule revisions. • Provide and install temporary signage as necessary.

Total Estimated Cost: $2,650,000

Notes:

- Installation of zones w/ shelters assumes re-use of existing shelters, not new shelters.
- Removal of zones w/ shelters assumes no street restoration is necessary.
- Trolley changes assume all poles are provided by Sound Transit.

conimpct.doc

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Exhibit 11

Bus Layover Replacement Plan

April 4, 2000
South Downtown Tunnel Closure
Weekday PM Peak Layover Plan

Bus Terminals and Layover

Tunnel Closure Plan assumes that during the tunnel construction period:

- Expanded on-street and/or new off-street layover to replace International District Station will be located in south downtown in the vicinity of Metro's Central Complex and between Yesler Way and S. Jackson St on either 4th Avenue S., 5th Avenue S., or Prefontaine Place South. Either 24 hour or PM peak period parking restrictions will be required for new IDS bus layover spaces depending on individual route service levels. There has been no off-street layover located in the south downtown area to date.
- Expanded on-street and/or new on-street layover to replace existing, weekday PM Peak bus layover on S. Washington Street between 3rd Avenue S. and 5th Avenue S. between Yesler Way and S. Jackson St on either 4th Avenue S., 5th Avenue S., or Prefontaine Place South; PM Peak period parking restrictions will be required.
- E-3 Busway will continue to provide room for staging and layover use for Metro and Sound Transit buses, both during and after Sound Transit's rail construction. Sound Transit's rail and station construction will permanently reduce the existing layover space on the E-3 Busway between Royal Brougham Way and S. Holgate Street; the amount of E-3 Busway room available for bus staging is still to be determined. During the tunnel closure period Metro and Sound Transit bus layover may take place on the E-3 Busway south of S. Holgate St. to supplement the reduced space available north of S. Holgate St.
- Continued use of Community Transit's off-street layover facility at Airport Way and S. Spokane Street, and most current on-street layover space for all of the bus operators in and around south downtown.
- Continued use of weekday AM peak, mid-day, night and weekend layover on S. Washington Street between 3rd Avenue S. and 5th Avenue S.
- Convention Place Station will continue to provide the same amount of room for staging and layover as Metro uses today, both during and after Sound Transit construction in the tunnel.
- Existing Metro bus layover on 4th Ave S. between Royal Brougham Way and S. Massachusetts Street will be permanently relocated to the E-3 Busway between Royal Brougham Way and S. Holgate Street, prior to the tunnel closure period, as a result of WSDOT's SR-519 project.

Planning criteria for new weekday, PM peak layover locations for buses currently using International District Station and for particular surface route layovers around the vicinty of S. Washington St. and 4th Avenue S.:

- Appropriate length of a layover space will be determined by the number of buses sharing the zone, the scheduled overlap of layovers (if any), any special sight clearance problems and whether there is a need for independent pull-outs.
- Layover curb use requirements will be based on bus lengths equaling 61.5 feet per bus, plus 2 feet between buses and room necessary for independent pull-in/pull-out requirements, to be determined, on a site by site basis.
- The actual on-street bus parking lane used for bus parking, pull-in and pull-out will be a minimum of 12 feet wide.
- Individual routes and/or route families, such as routes 71, 72, 73 will be scheduled to unique and separate layover locations if necessary.
- The sharing of unique and separate layover locations by routes and/or route families will be coordinated when possible.
- Maintenance of current level of service for all tunnel routes except for the Route 255 which will increase by 2004.

CITY CLERK

Anticipated Layover Locations for Tunnel Closure in 2004 – INTERNATIONAL DISTRICT STATION ROUTES

International District Station - IDS		**Layover Locations**				
Route #'s	**Overlap Bus #'s**	**Weekday PM Peak**	**Approximate Zone Length**	**Weekday AM Peak and/or Mid-day**	**Weekday Night**	**Weekend All-day**
41	3	WB Airport Way S. south of S. Plummer St.	280 feet - shared with Route 267	Same as Weekday PM Peak	NA	NA
71	1	SB 5th Ave. S. south of Yesler Way	450 feet – shared with Routes 72, 73	EB S. Washington St., east or west of 4th Ave. S	EB S. Washington St., east or west of 4th Ave. S	EB S. Washington St., east or west of 4th Ave. S
72	1	SB 5th Ave. S. south of Yesler Way	450 feet – shared with Routes 71, 73	EB S. Washington St., east or west of 4th Ave. S	EB S. Washington St., east or west of 4th Ave. S	EB S. Washington St., east or west of 4th Ave. S
73	3	SB 5th Ave. S. south of Yesler Way	450 feet –shared with Routes 71, 72	EB S. Washington St., east or west of 4th Ave. S	EB S. Washington St., east or west of 4th Ave. S	EB S. Washington St., east or west of 4th Ave. S
255	1	NB 4th Ave. S. north of S. Holgate St.	110 feet	Same as Weekday PM Peak	Same as Weekday PM Peak	Same as Weekday PM Peak
256	1	EB S. Massachusetts east of 7th Ave. S.	100 feet	Same as Weekday PM Peak	NA	NA
258	1	NB 8th Ave S. north of S. Holgate St.	90 feet	Same as Weekday PM Peak	NA	NA
266	2	NB 8th Ave S. north of S. Holgate St.	210 feet	Same as Weekday PM Peak	NA	NA
267	1	WB Airport Way S. south of S. Plummer	280 feet - shared with Route 41	Same as Weekday PM Peak	NA	NA
301	2	NB 6th Ave S. north of S. Massachusetts St.	130 feet	Same as Weekday PM Peak	NA	NA
306	2	EB S. Massachusetts St. west of 8th Ave. S.	140 feet	Same as Weekday PM Peak	NA	NA
312	2	8th Ave. S. south of S. Massachusetts St.	130 feet	Same as Weekday PM Peak	NA	NA
Total buses:	20					

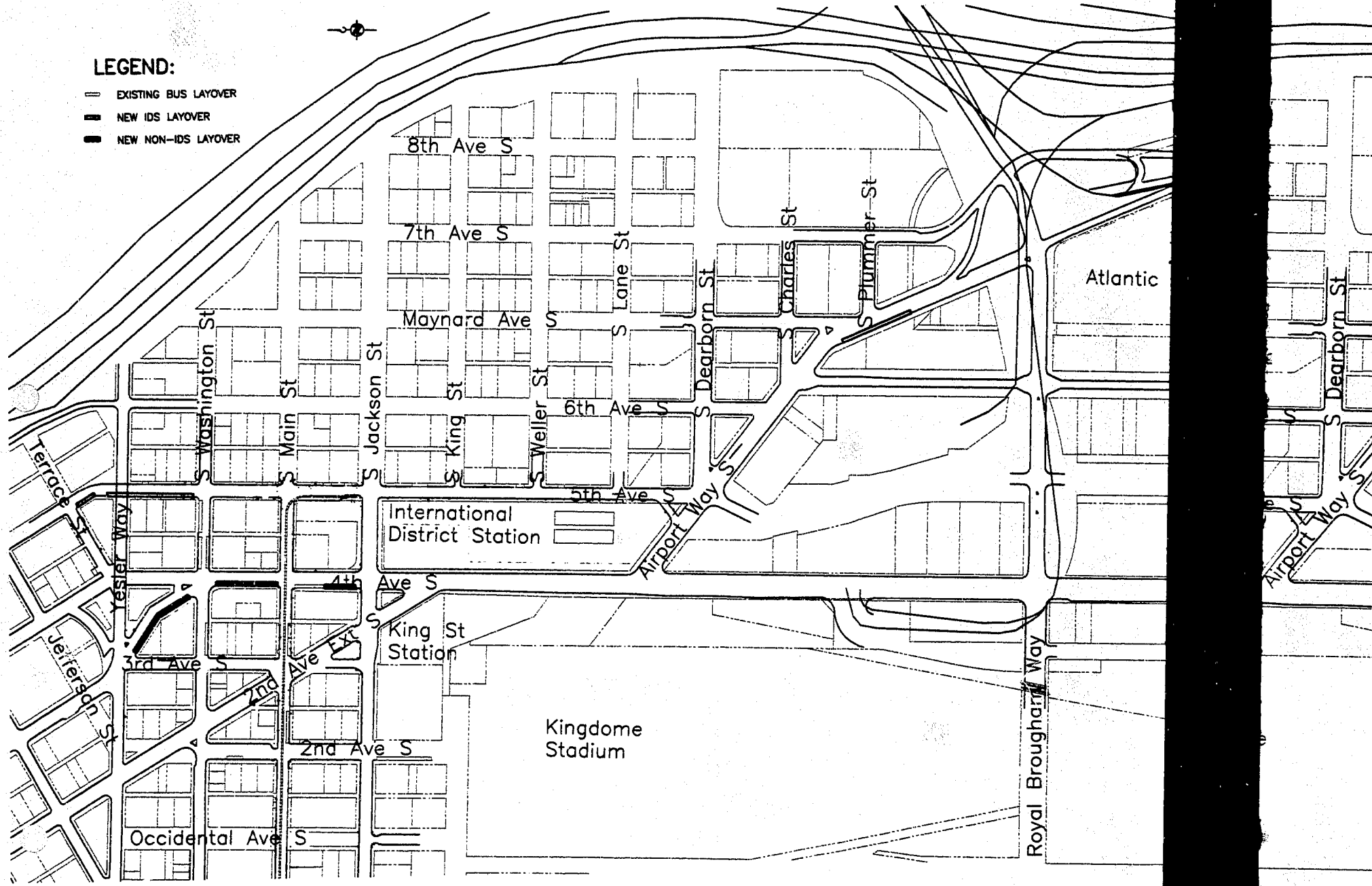
CITY CLERK

Anticipated Layover Locations for Tunnel Closure in 2004 – SURFACE ROUTES

Surface Routes in the vicinity of S. Washington St and 4th Ave. S/5th Ave. S.		**Layover Locations**				
Route #'s	**Overlap Bus #'s**	**Weekday PM Peak**	**Approximate Zone Length**	**Weekday AM Peak and/or Mid-day**	**Weekday Night**	**Weekend All-day**
2E	3	NB 4th Ave. S. north of S. Jackson St. – west side of street	180 feet	NA	NA	NA
64E	1	NB 4th Ave. S. south of S. Washington St – west side of street	225 feet - shared with Route 262	NA	NA	NA
262	1	NB 4th Ave. S. south of S. Washington St – west side of street	225 feet – shared with the Route 2E	NA	NA	NA
358E	3	NB Prefontaine Pl. S. north of S. Washington St. - west side of street	250 feet	Same as Weekday PM Peak	WB S. Washington St., east of 4th Ave. S	WB S. Washington St., east of 4th Ave. S
Total buses: 8						

Prepared by Sharon A. Slebodnick, 4/4/00
N:\Zones\Tunnel\idsbus2.doc

CITY CLERK


LEGEND:
EXISTING BUS LAYOVER
NEW IDS LAYOVER
NEW NON-IDS LAYOVER
8th Ave S
7th Ave S
Maynard Ave S
6th Ave S
5th Ave S
4th Ave S
3rd Ave S
2nd Ave S
Occidental Ave S
S Washington St
S Main St
S Jackson St
S King St
S Weller St
Lane St
S Dearborn St
Charles St
S Plummer St
Terrace St
Yesler Way
Jefferson St
2nd Ave Ext S
International District Station
King St Station
Kingdome Stadium
Airport Way S
Royal Brougham Way
Atlantic

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

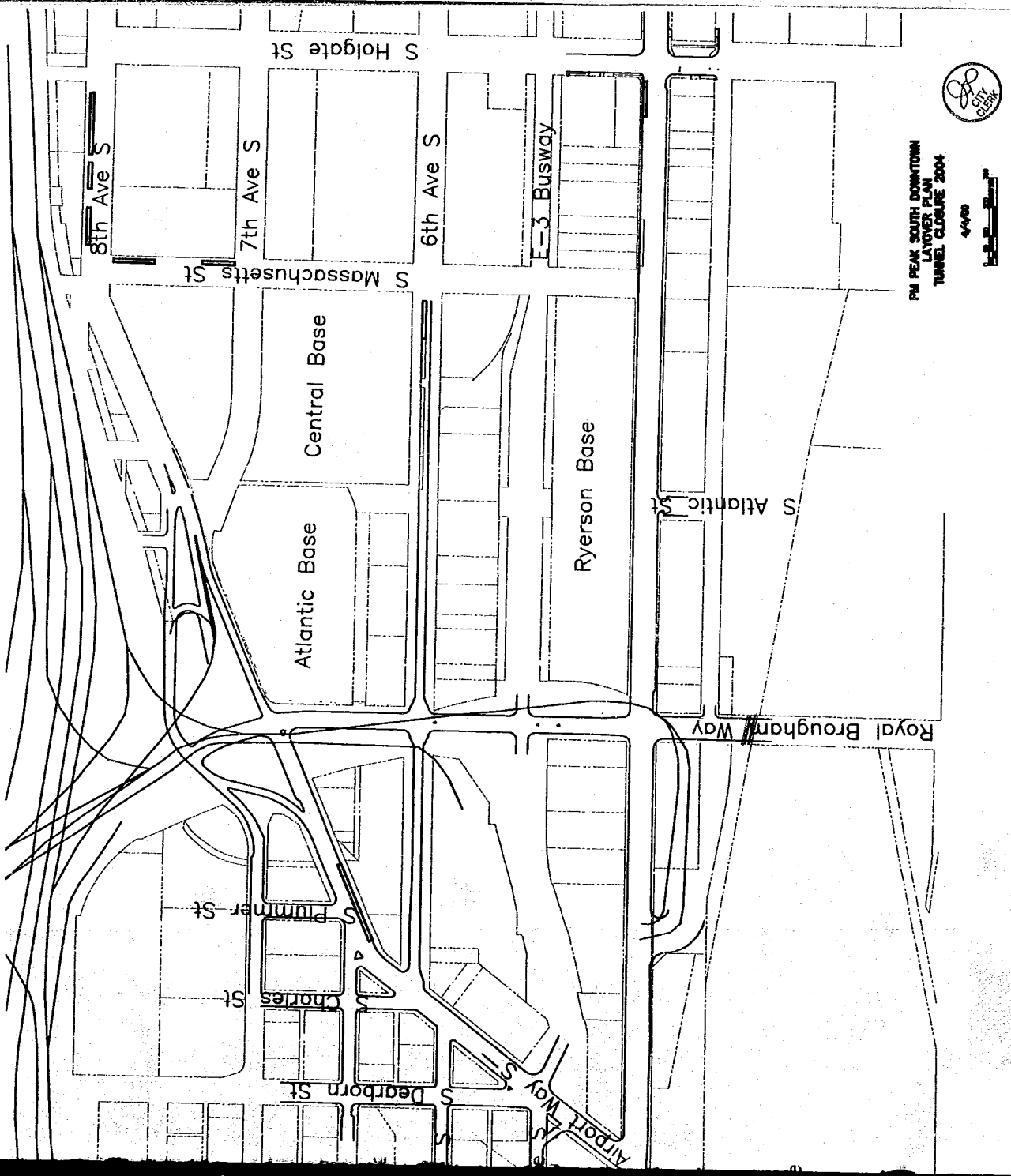


Exhibit 12

Bus Facilities at Light Rail Stations

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Auxiliary Bus Facility Scope

premium/custom bus stop

regular bus stop, per KCM specifications

paratransit stop in pullout 40' outside length with signage/shelter finishes

concrete "bus pad" paving

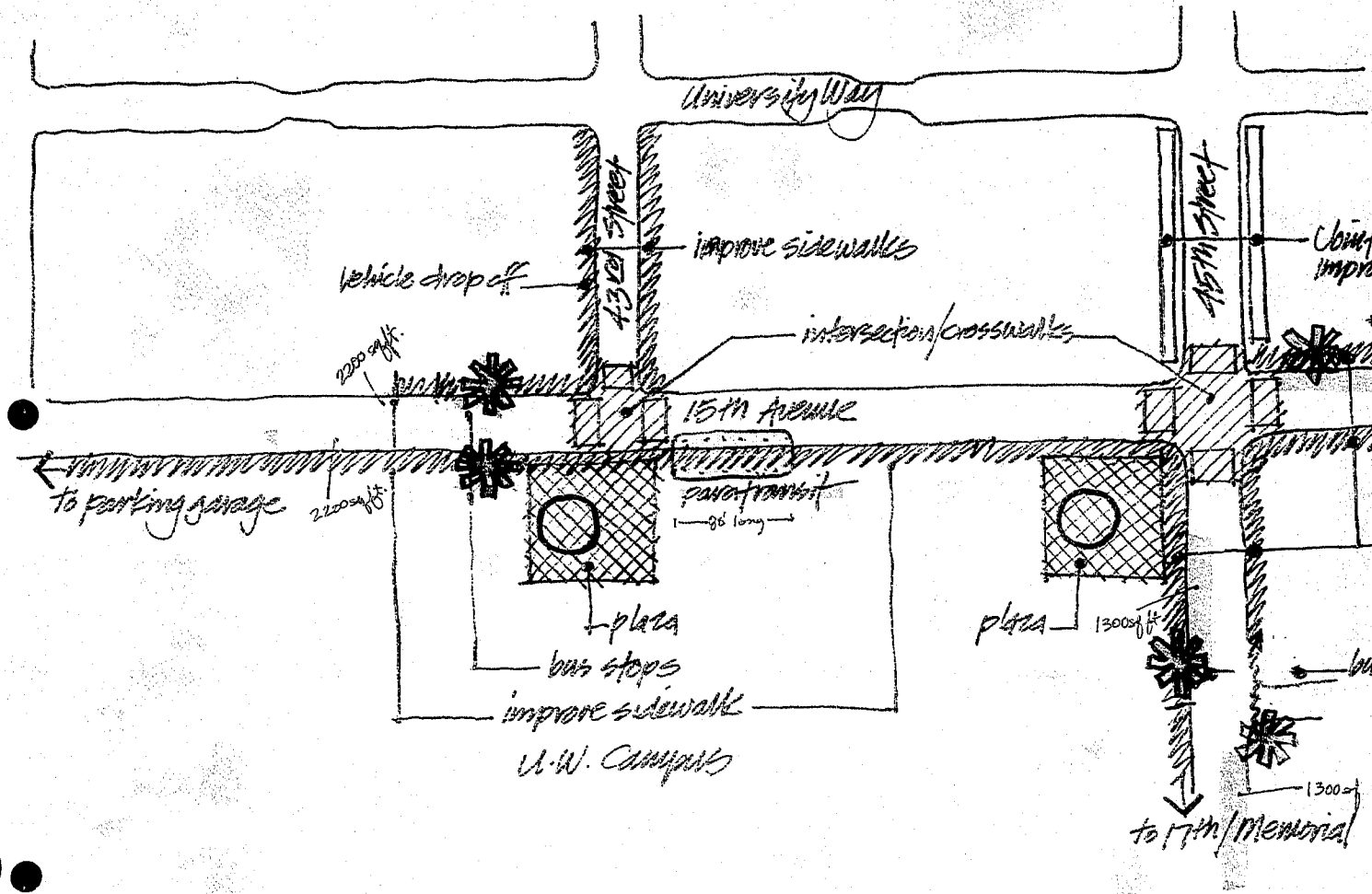
→ other items denoted in **green** (e.g. traffic signals...) or unique transit center cost estimates.

≥ see footage notes throughout

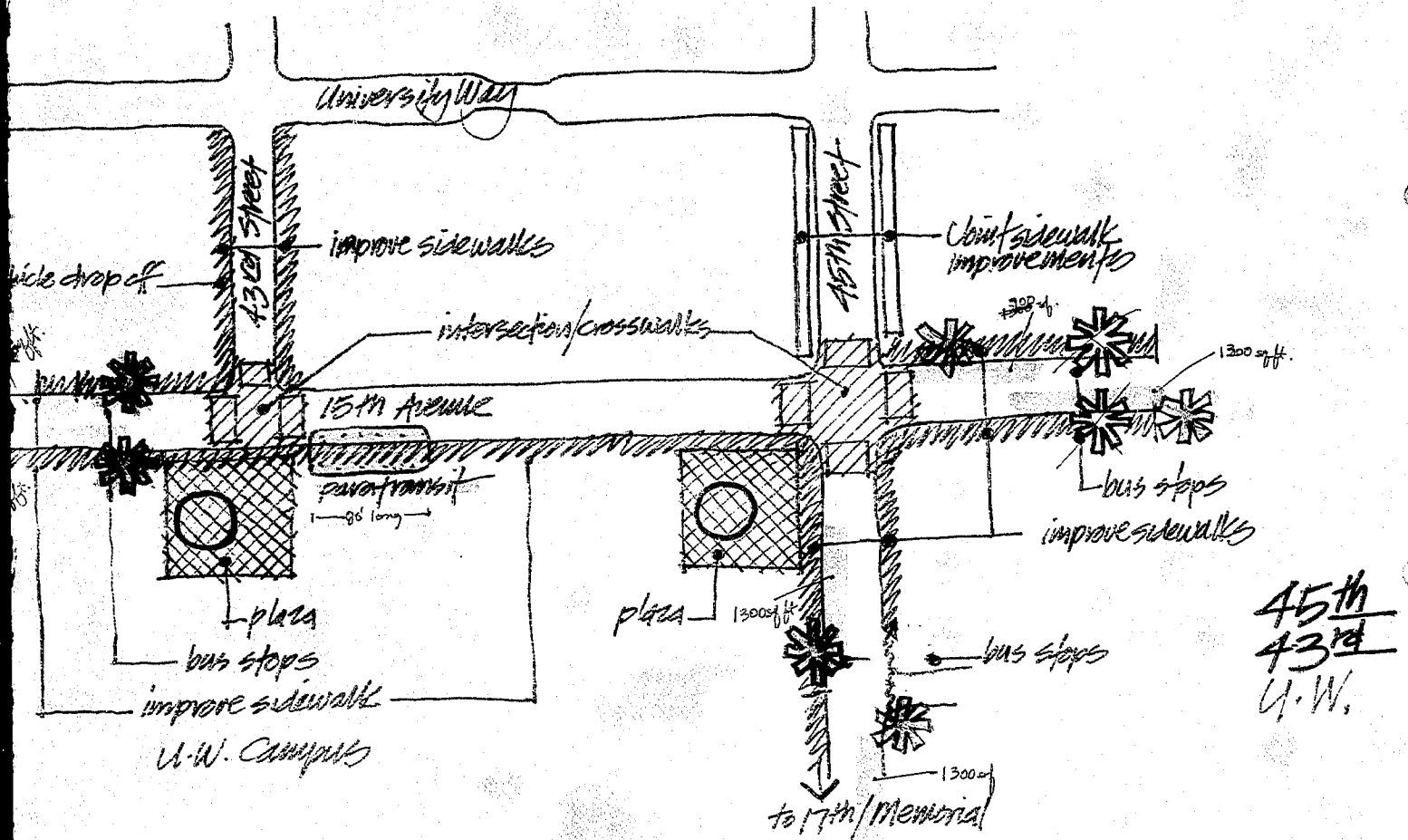
CITY CLERK

MARCH 2011

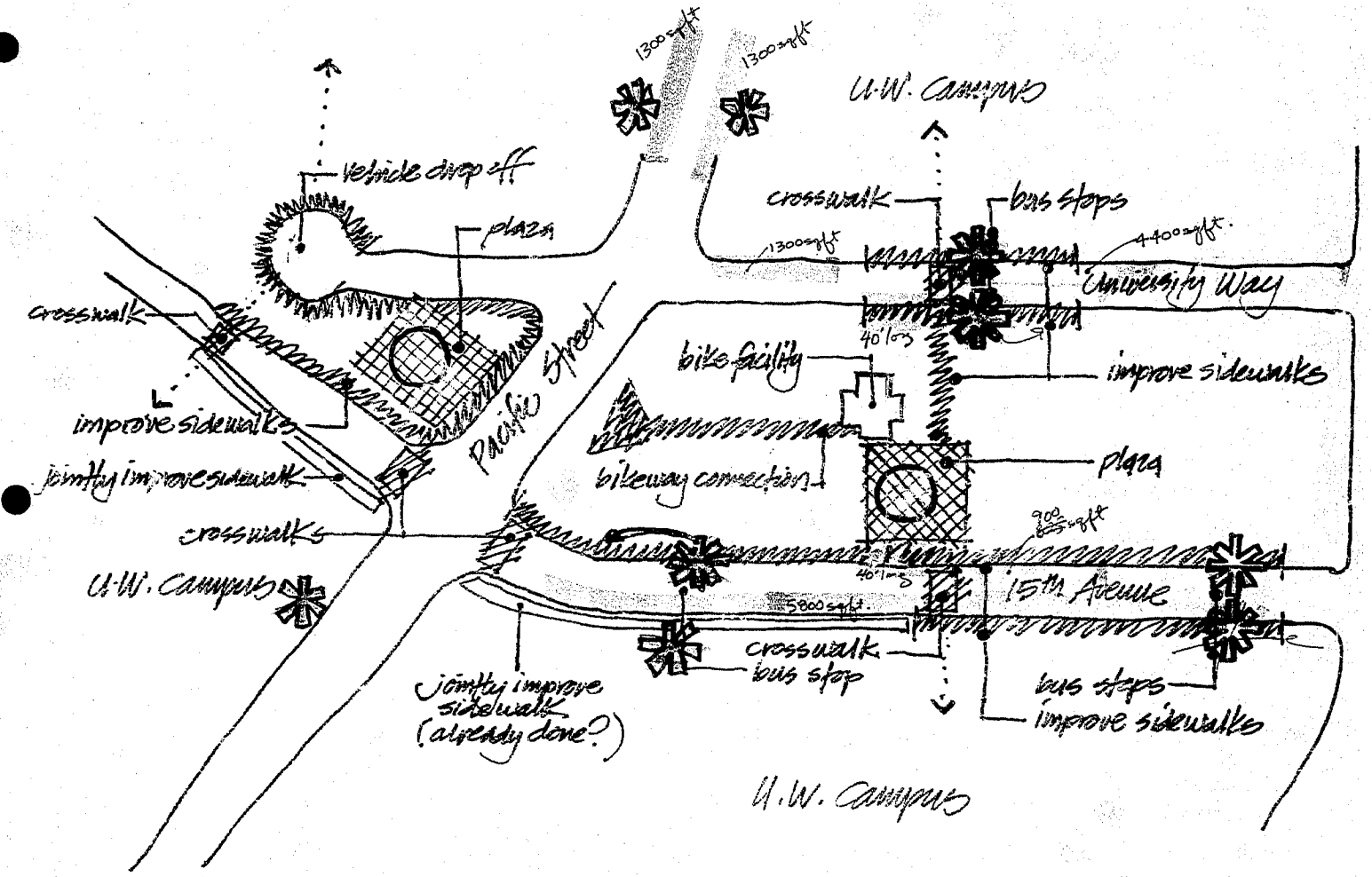
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


University Way
improve sidewalks
vehicle drop off
43rd Street
intersection/crosswalks
15th Avenue
to parking garage
2200 sq ft.
paratransit
18' long
plaza
bus stops
improve sidewalk
U.W. Campus
plaza
1300 sq ft
bus stops
1300 sq ft
to 17th/Memorial

CITY CLERK

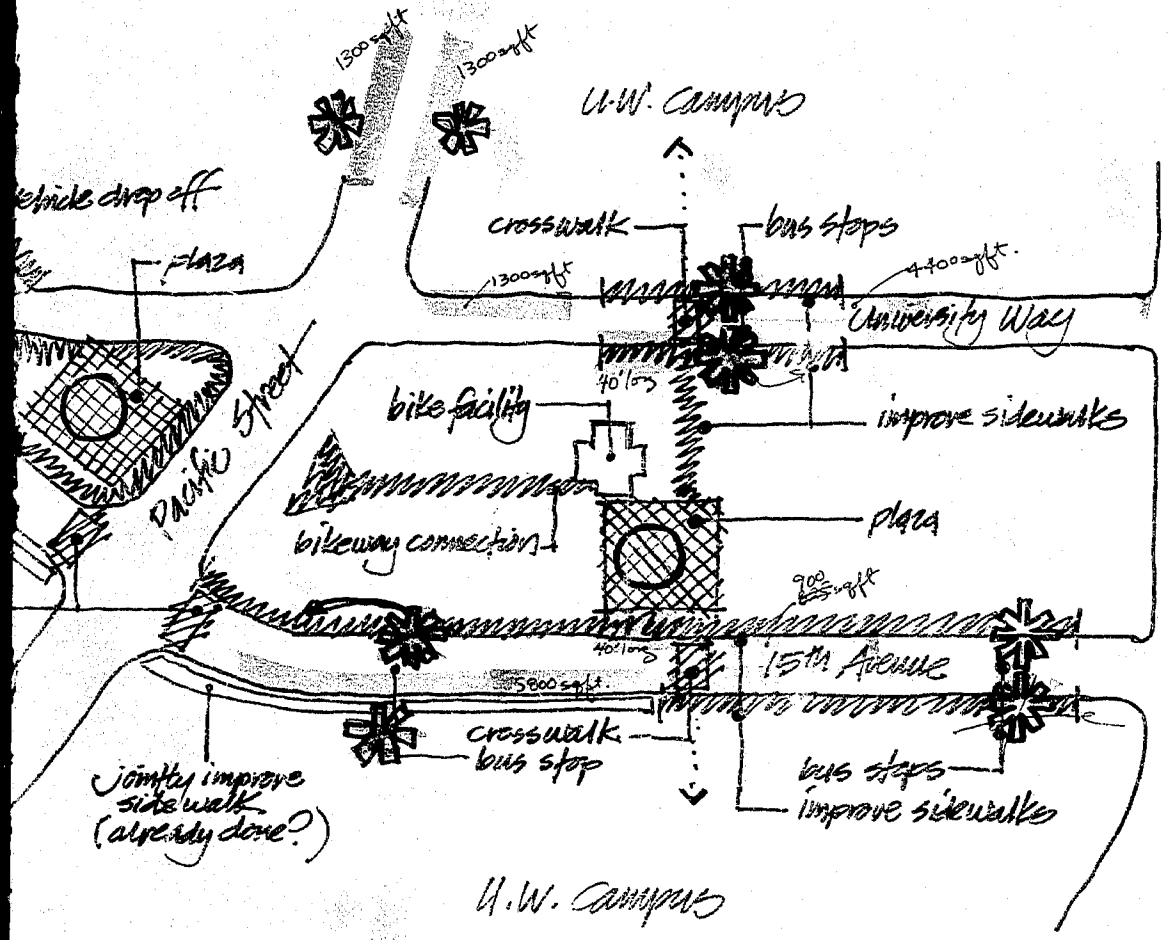


NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
IT IS DUE TO THE QUALITY OF THE DOCUMENT.



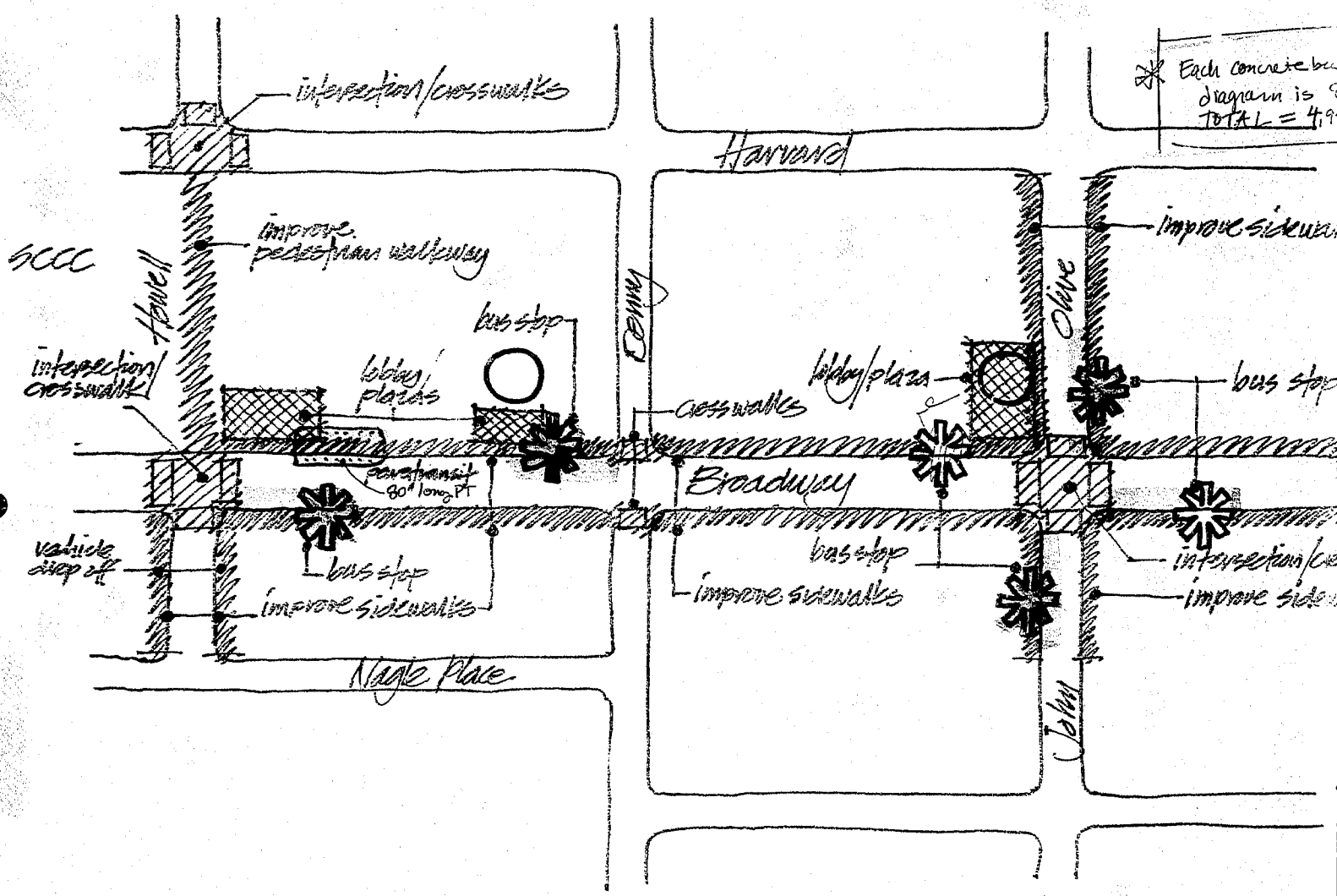
1300 sq ft
1300 sq ft
U.W. Campus
vehicle drop off
plaza
crosswalk
bus stops
1300 sq ft
4400 sq ft.
University Way
crosswalk
40' long
bike facility
improve sidewalks
Pacific Street
improve sidewalks
jointly improve sidewalk
bikeway connection
plaza
crosswalks
900 sq ft
U.W. Campus
40' long
15th Avenue
5800 sq ft.
crosswalk
bus stop
jointly improve sidewalk (already done?)
bus stops
improve sidewalks
U.W. Campus

CITY CLERK



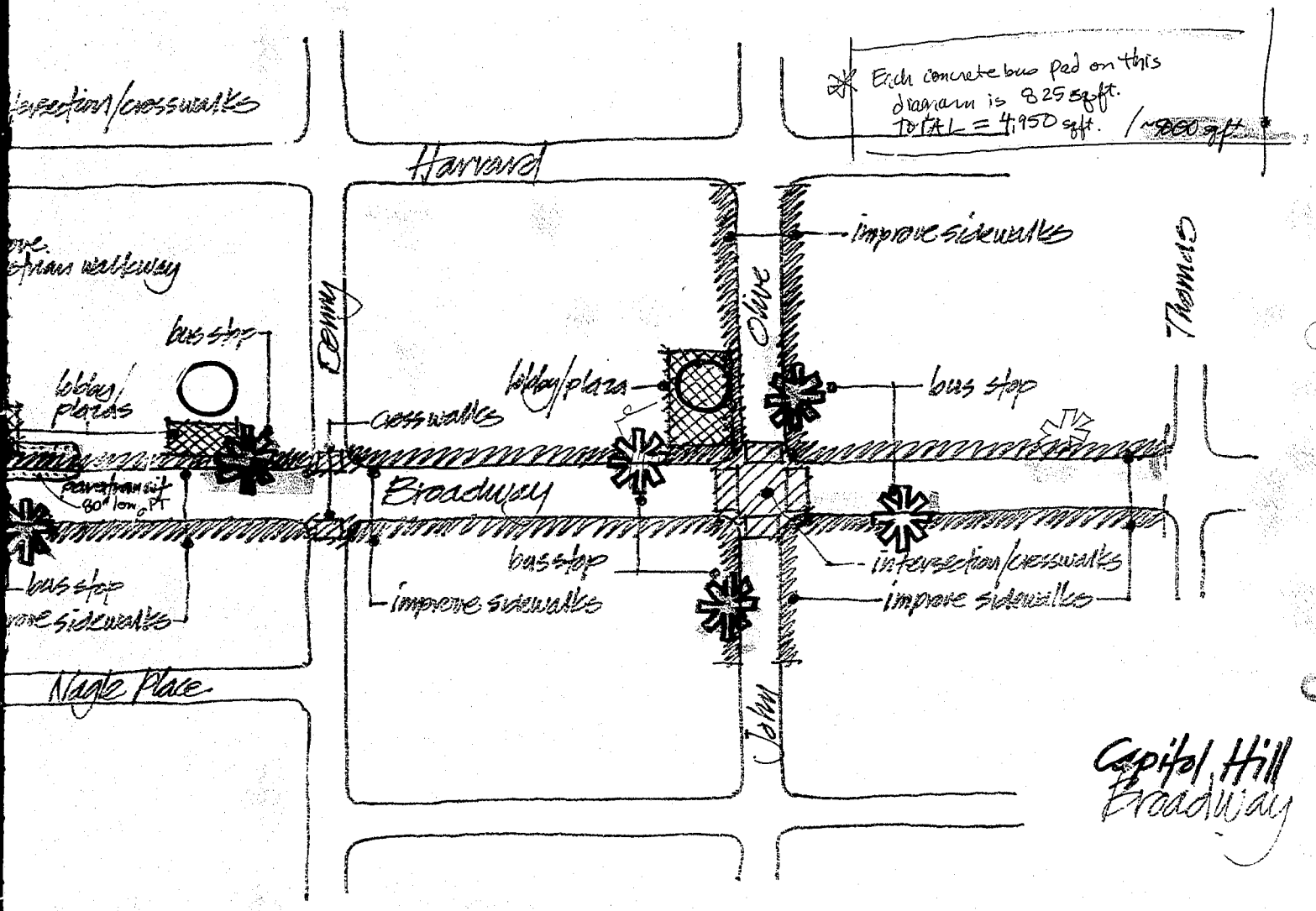
Pacific
U.W.

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

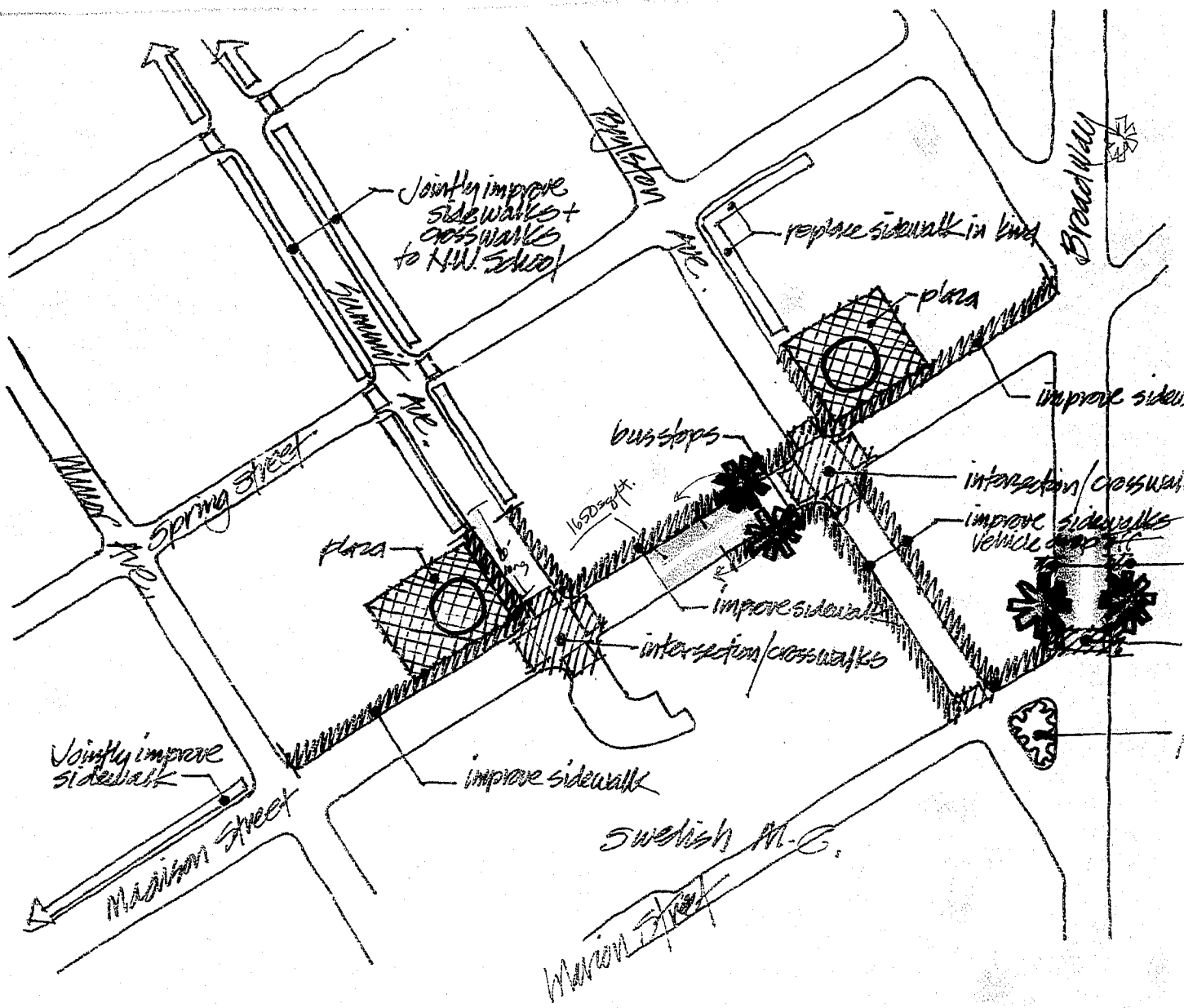


* Each concrete bu
diagram is 8
TOTAL = 4,9

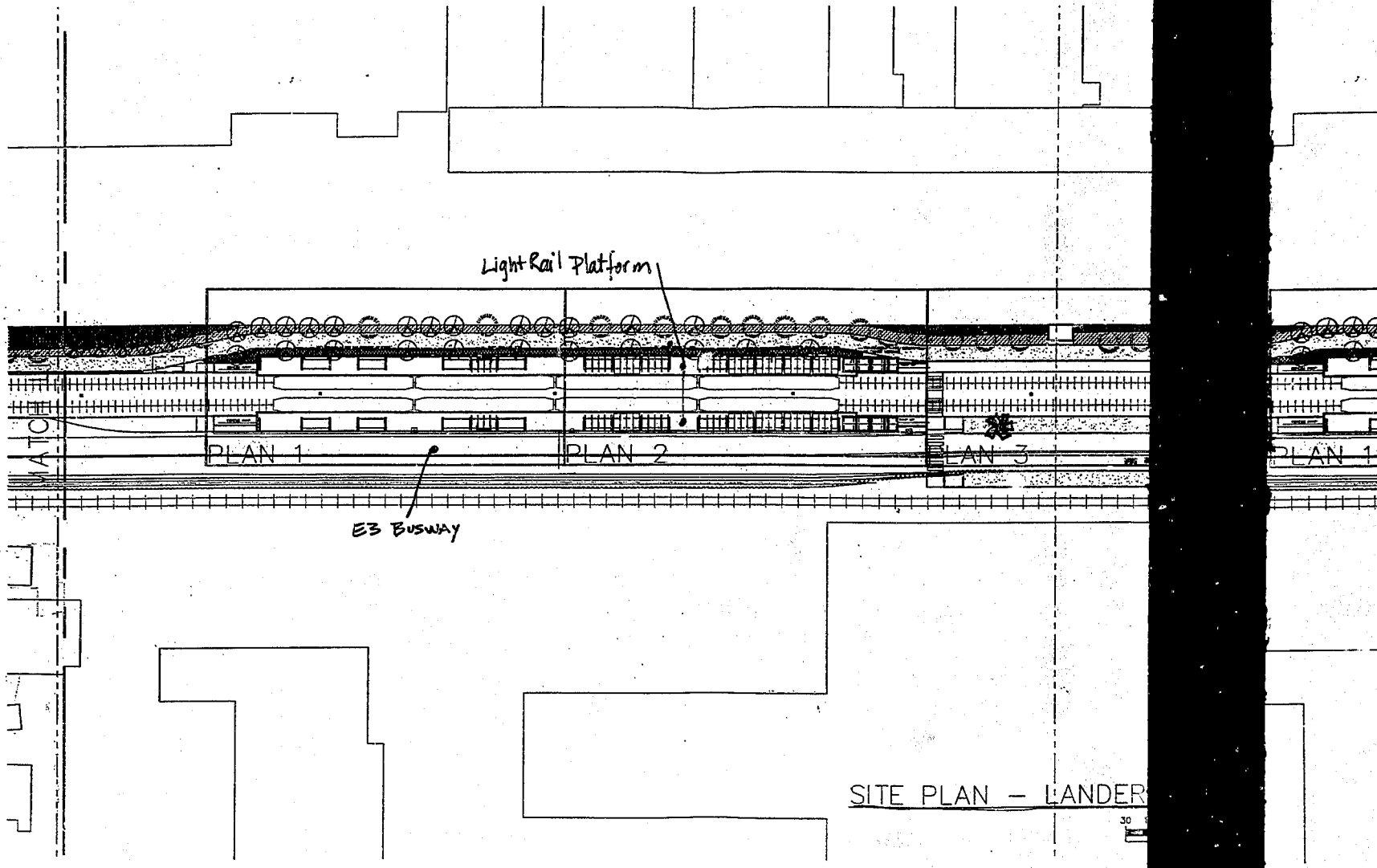
CITY CLERK



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


Jointly improve sidewalks + crosswalks to N.W. School
Summit Ave.
Boylston Ave.
replace sidewalk in kind
Broadway
plaza
improve sidew
bus stops
intersection/crosswalk
improve sidewalks vehicle drop off
1650 sq ft.
Spring Street
Maxor Ave.
plaza
improve sidewalk
intersection/crosswalks
Jointly improve sidewalk
improve sidewalk
Madison Street
Swedish M.C.
Marion Street

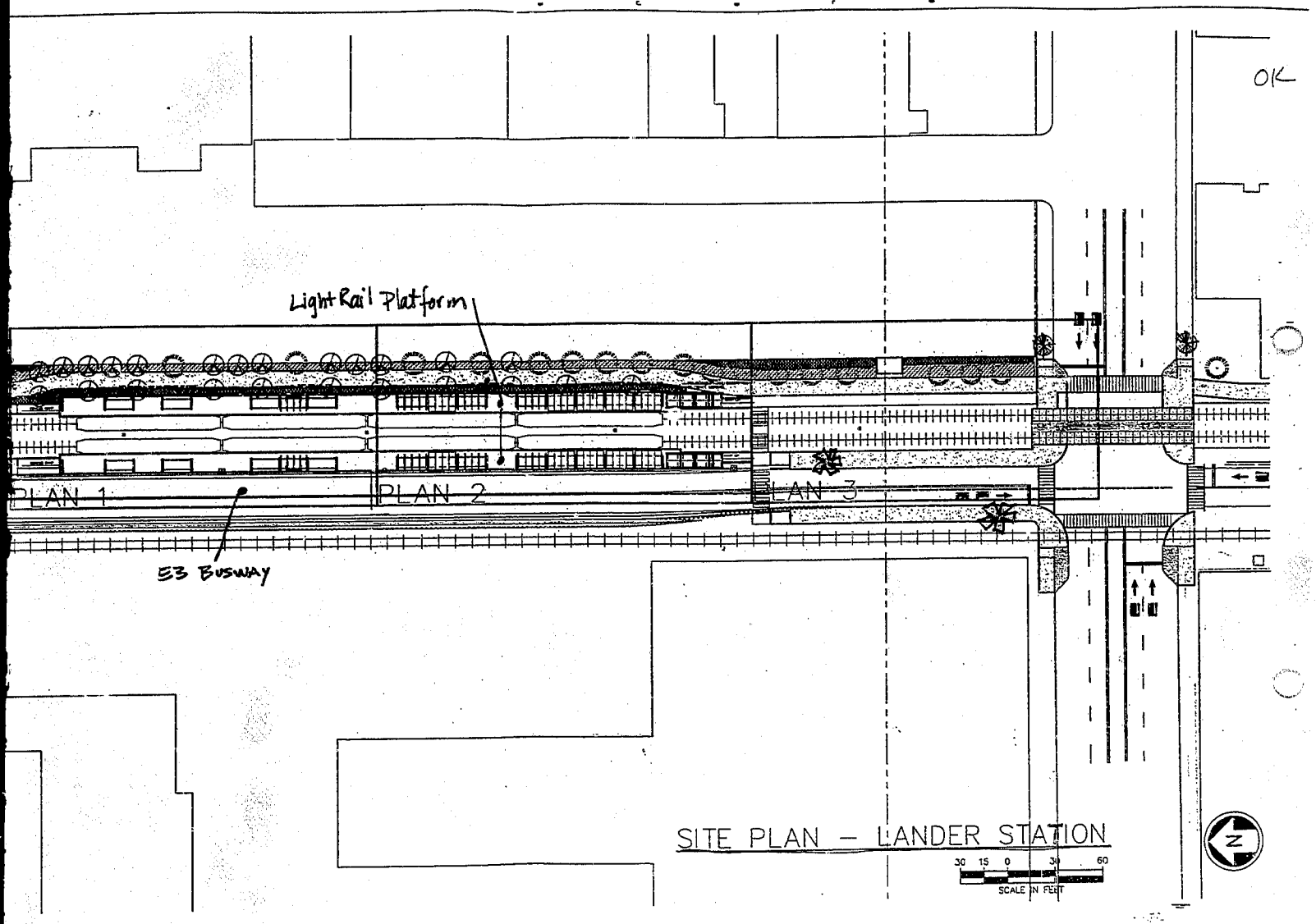
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



Designed By:	PRELIMINARY		Sheeter & Associates Architects, AIA 1455 University Street Seattle, WA 98101-2901 206-621-8270 (FAX) 206-621-7715 with MAKERS architecture + urban design	SOUNDTRANSIT	Scale: 1/30" = 1'-0"
Drawn By:					Filename: C05_N38_AS01.dwg
Checked By:					Contract No: RTA/LR 32-99C
Approved By:		Submitted:	Date:	Approved: Date:	Date: 2.18.00

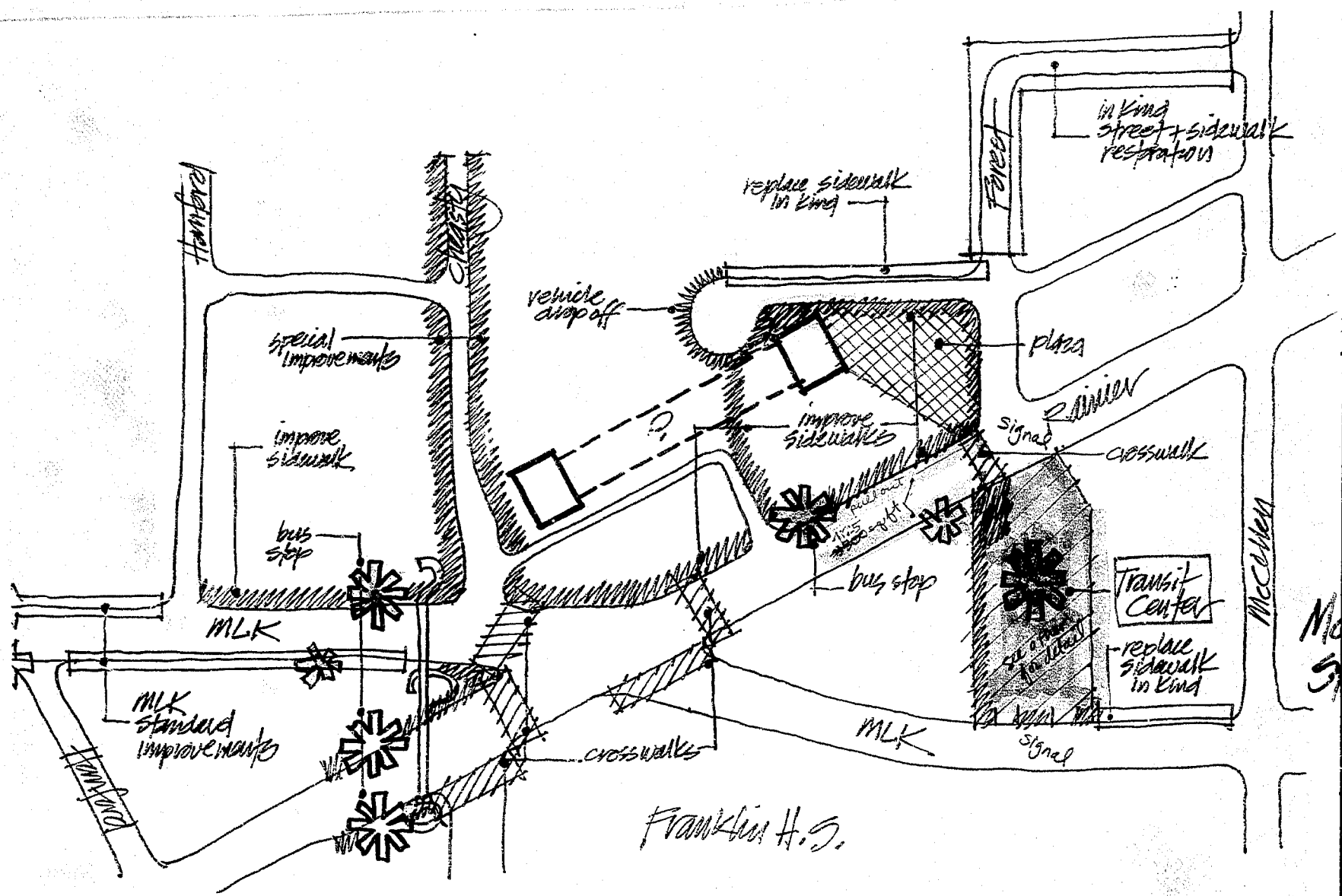
E:\PROJECTS\9902\Dwg\Lander\C05_N38_AS01.dwg
01/25/00 12:00 : younlee

CITY CLERK

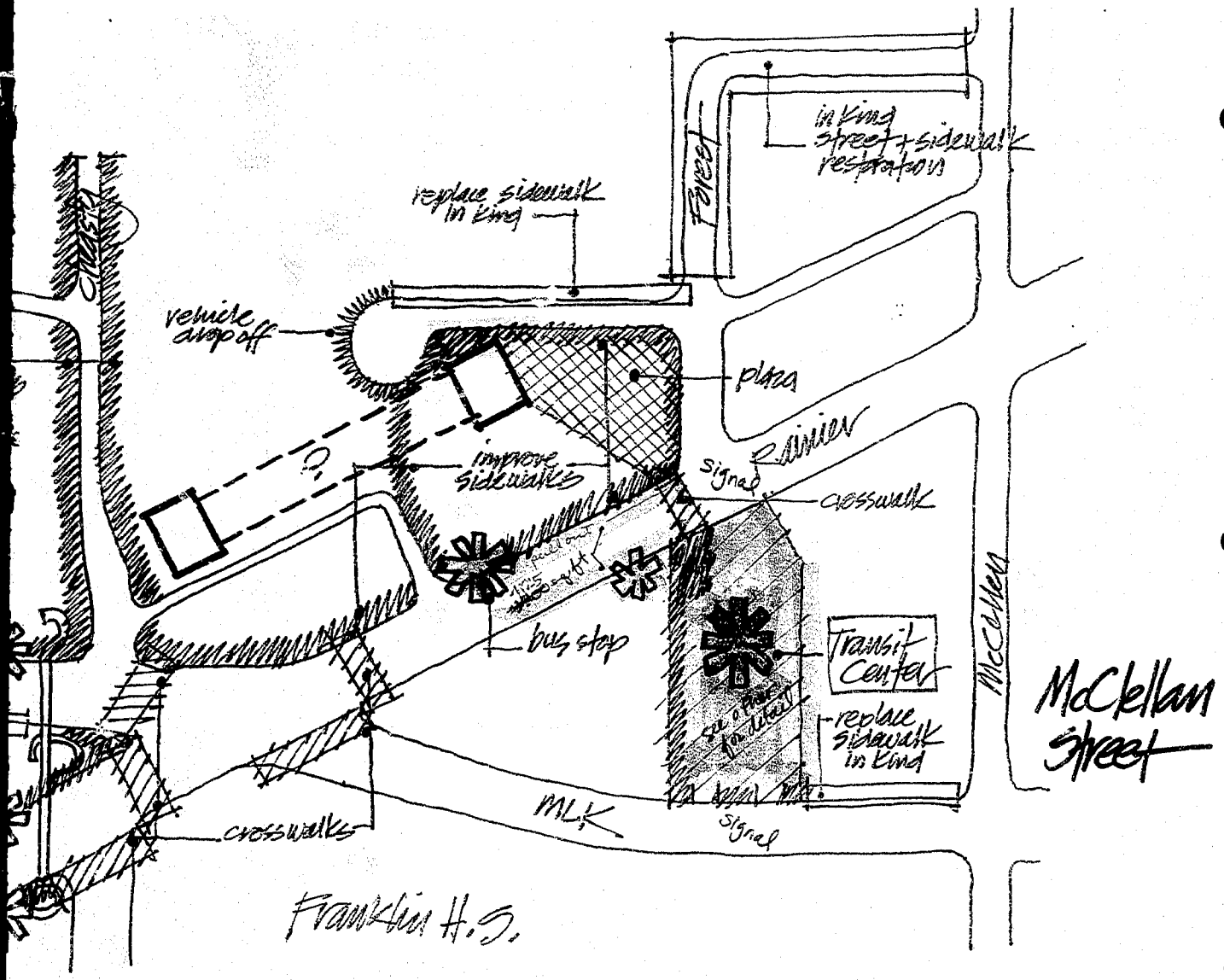


Designed By:	PRELIMINARY		Sheeter & Associates Architects, AIA 105 University Street Seattle, WA 98101-2901 206-621-9270 (FAX) 206-621-7715 with MAKERS architecture + urban design	SOUNDTRANSIT	Scale: 1/30" = 1'-0"	LINK LIGHT RAIL PROJECT SOUTH CORRIDOR	Drawing No.: N38–AS01
Drawn By:					Filename: C05_N38_AS01.dwg		Sheet No.: Rev
Checked By:					Contract No.: RTA/LR 32-99C	ARCHITECTURAL LANDER STATION SITE PLAN	
Approved By:		Submitted:	Date: Approved:	Date:	Date: 2.18.00		

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

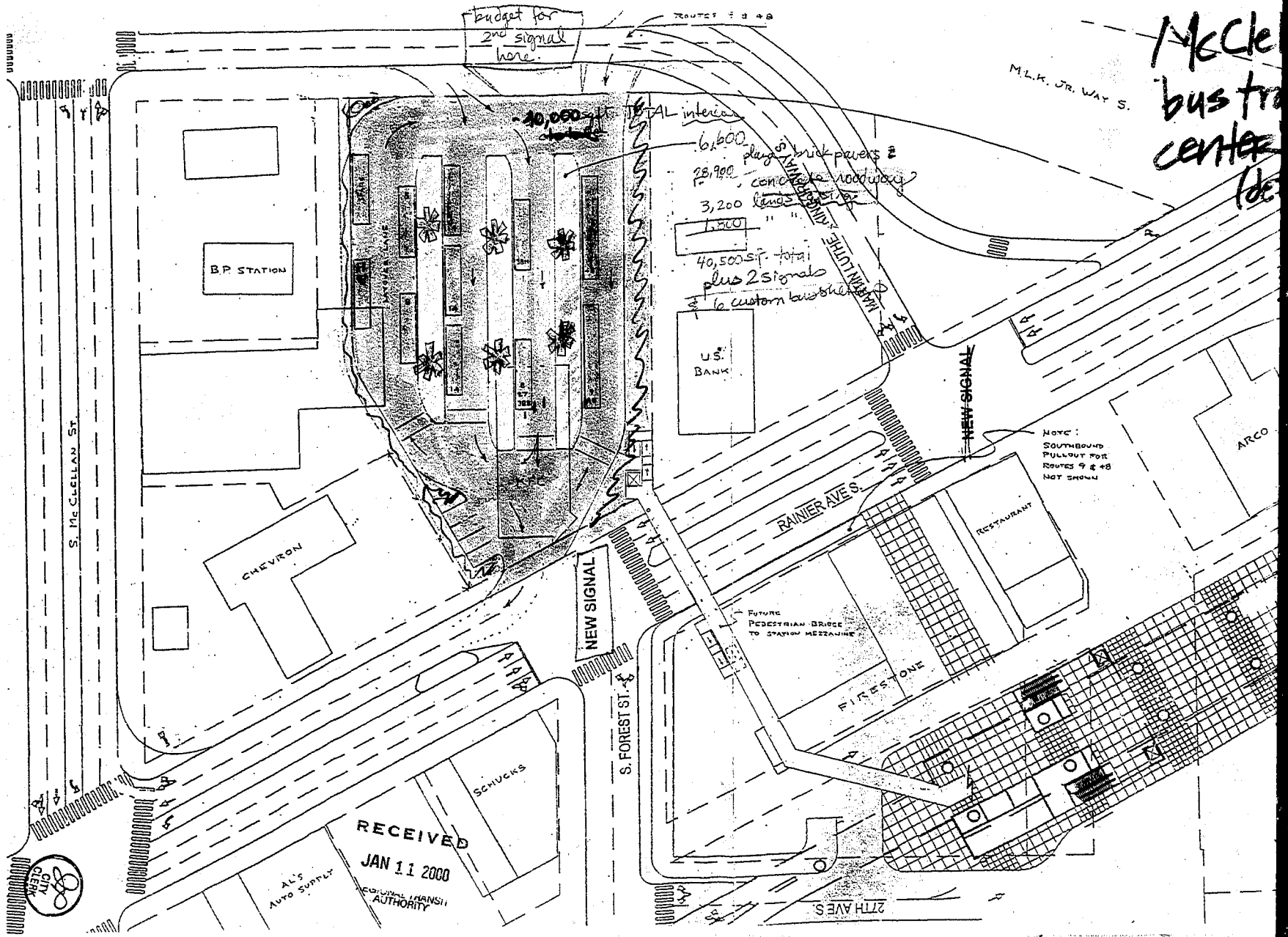


→ All but 2 regular nonstreet bus shelters already in recent change order. Confirm.



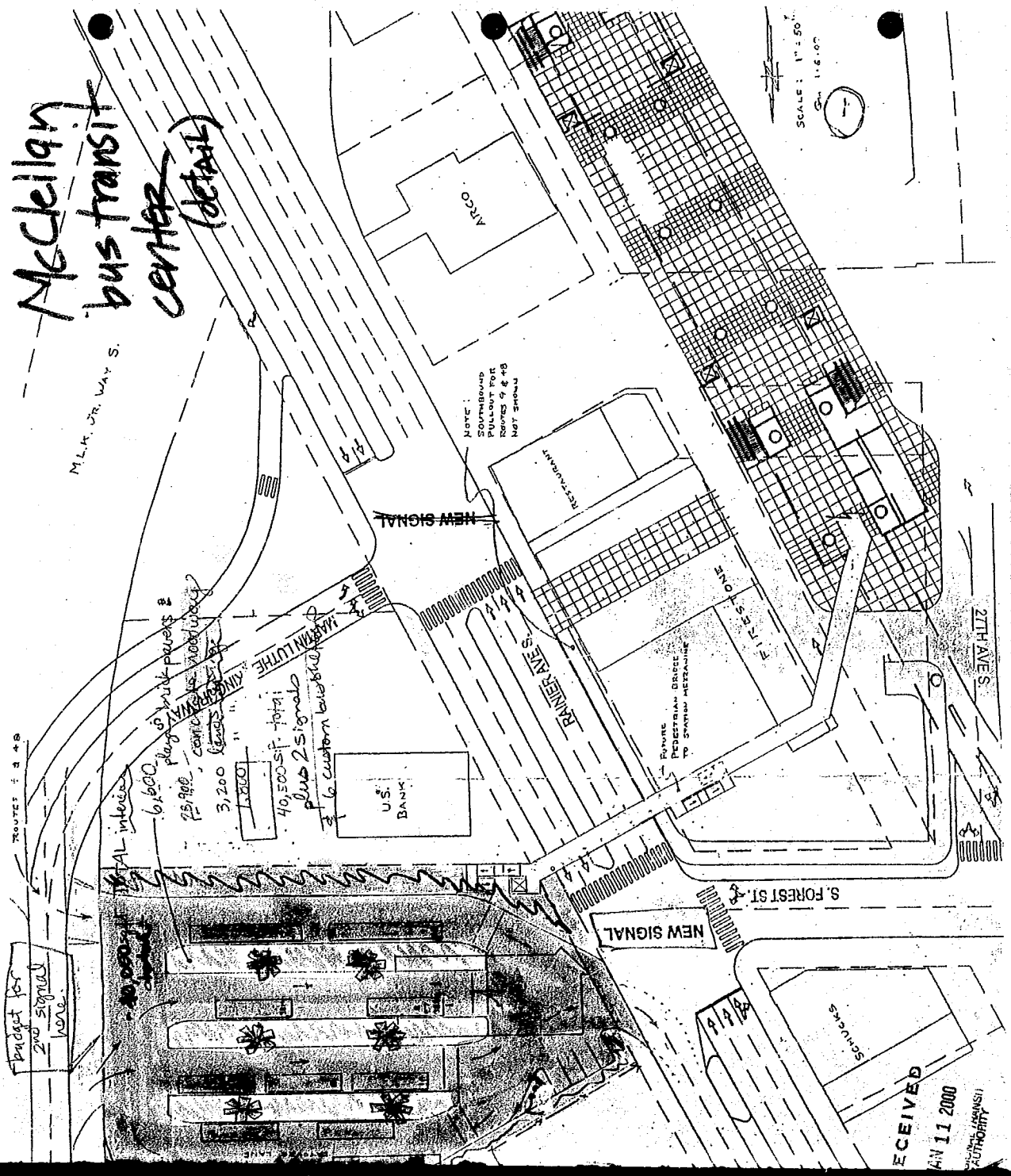
ters already
. Confirm.

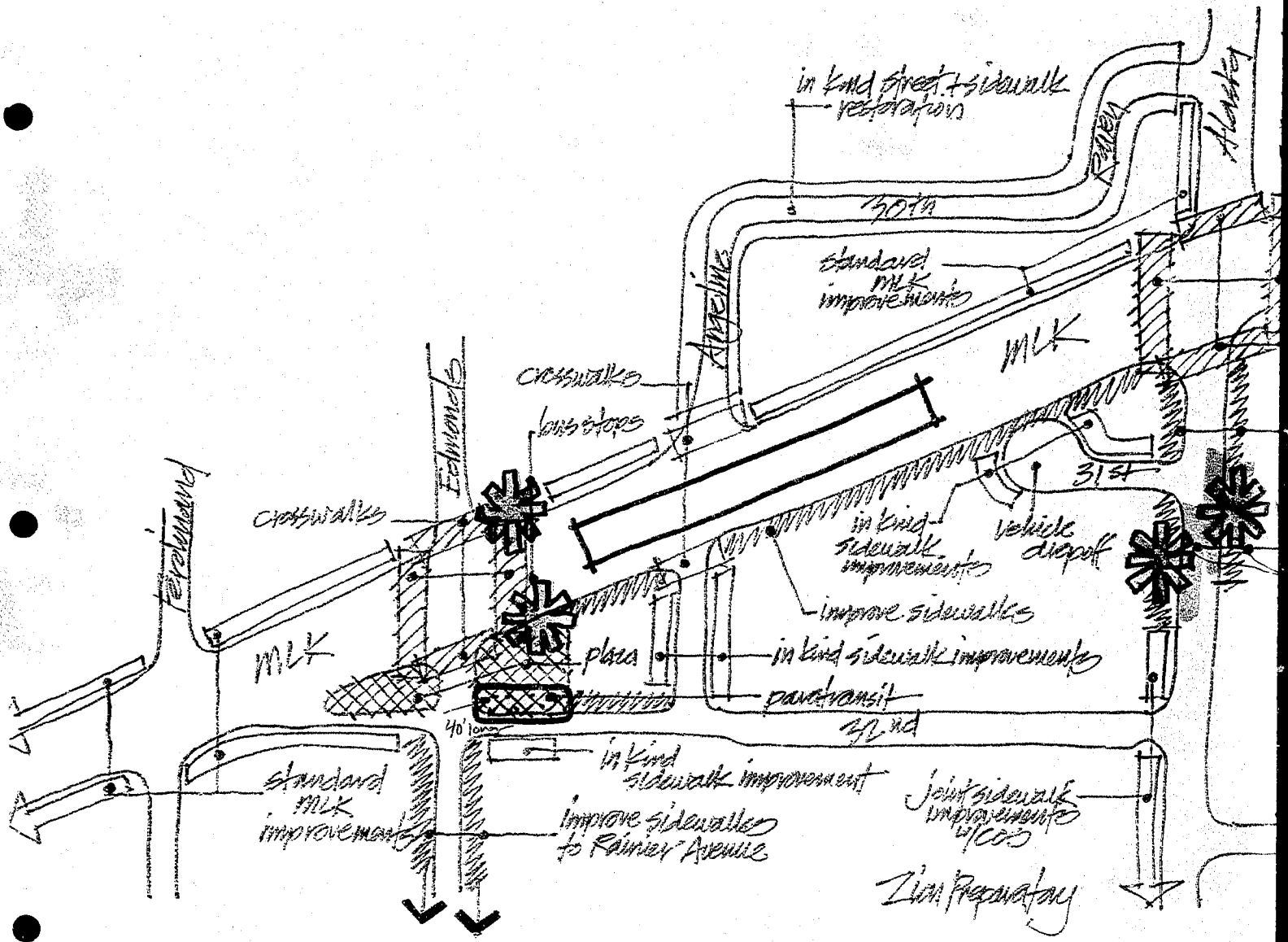
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
IT IS DUE TO THE QUALITY OF THE DOCUMENT.



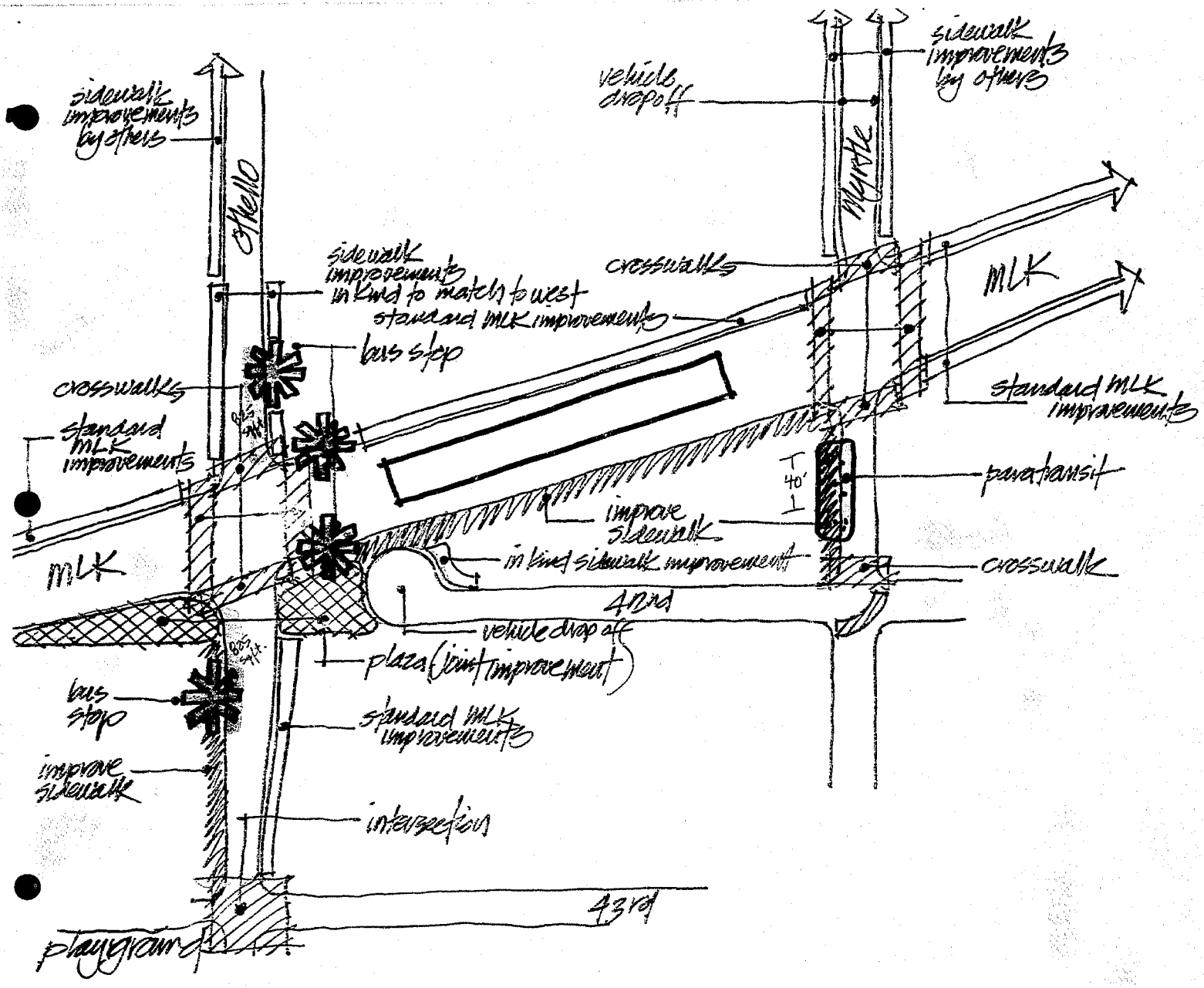
budget for 2nd signal here.
ROUTES 9 & 48
M.L.K. JR. WAY S.
McCle
bus tr
center
(de
40,000 sq ft TOTAL interior
6,600 plaza brick pavers &
28,900 concrete roadway
3,200 lands
1,800 " "
40,500 s.f. total
plus 2 signals
& 6 custom bus shelters
B.P. STATION
U.S. BANK
MARTIN LUTHER KING JR. WAY S.
NEW SIGNAL
NOTE: SOUTHBOUND PULLOUT FOR ROUTES 9 & 48 NOT SHOWN
ARCO
RAINIER AVE S.
RESTAURANT
CHEVRON
NEW SIGNAL
FUTURE PEDESTRIAN BRIDGE TO STATION MEZZANINE
FIRESTONE
S. McCLELLAN ST.
S. FOREST ST.
SCHUCKS
AL'S AUTO SUPPLY
27TH AVE S.
RECEIVED
JAN 11 2000
REGIONAL TRANSIT AUTHORITY
CITY CLERK

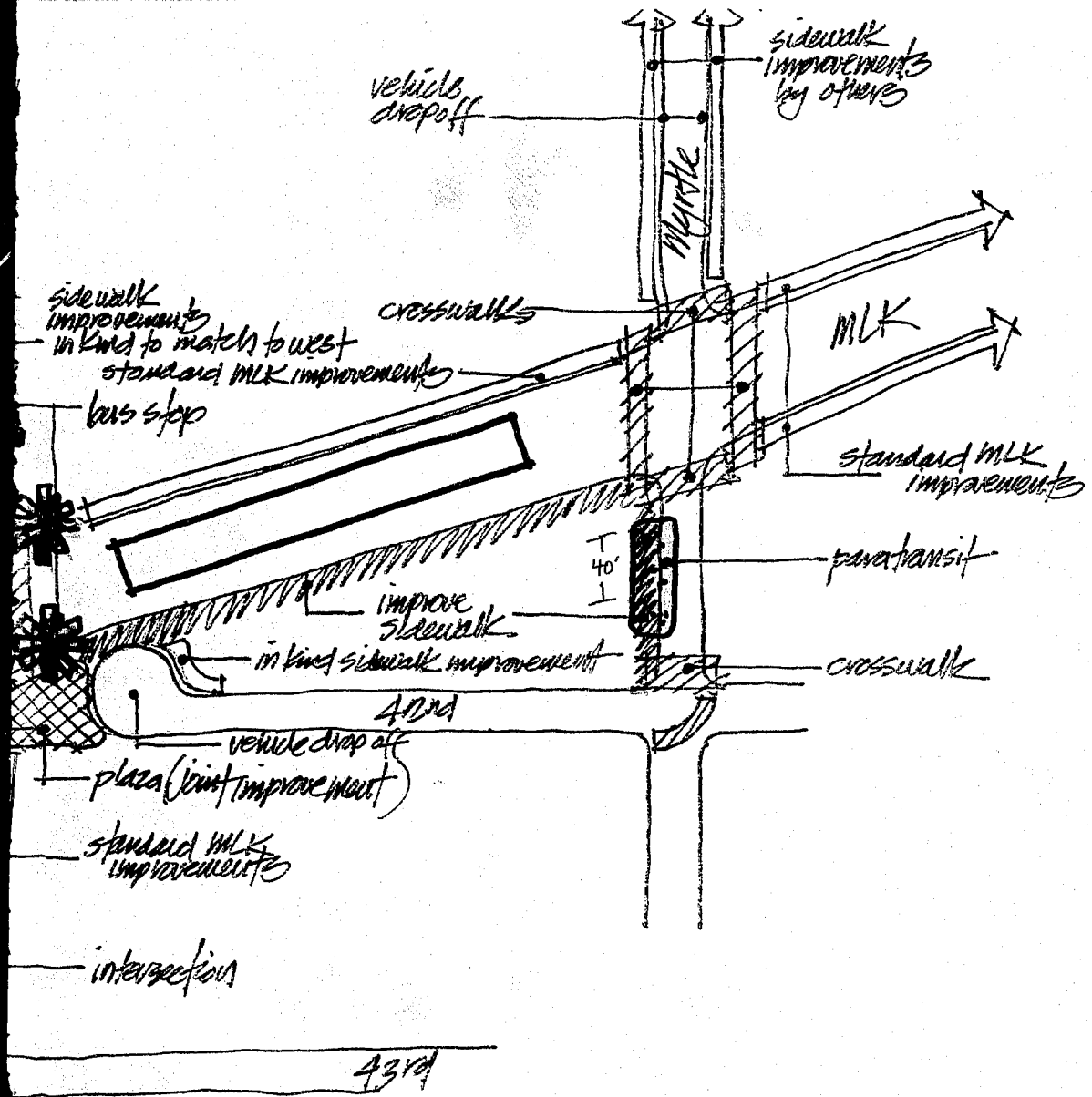
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.




in kind street + sidewalk restoration
30th
Raven
Alaska
standard MLK improvements
MLK
Angeline
crosswalks
bus stops
Edmonds
Ferdinand
crosswalks
31st
in kind sidewalk improvements
vehicle dropoff
improve sidewalks
MLK
plaza
in kind sidewalk improvements
paratransit
32nd
40' long
in kind sidewalk improvement
standard MLK improvements
improve sidewalks to Rainier Avenue
joint sidewalk improvements w/COS
Zion Preparatory

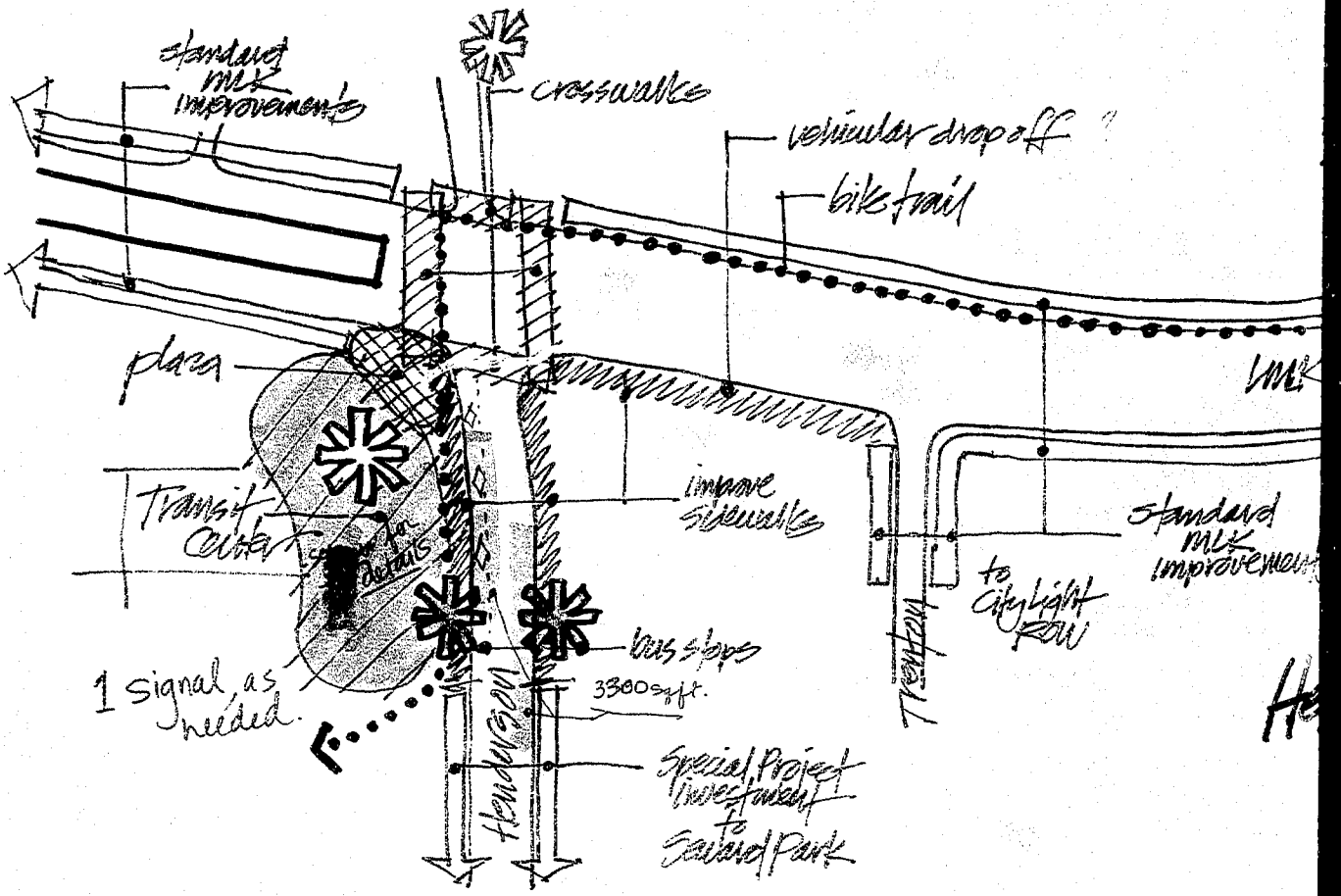
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


sidewalk improvements by others
Othello
vehicle dropoff
Myrtle
sidewalk improvements by others
sidewalk improvements in kind to match to west
crosswalks
MLK
standard MLK improvements
bus stop
crosswalks
standard MLK improvements
standard MLK improvements
paratransit
T
40'
1
improve sidewalk
MLK
in kind sidewalk improvement
crosswalk
42nd
vehicle drop off
plaza (joint improvement)
bus stop
standard MLK improvements
improve sidewalk
intersection
43rd
playground
CITY CLERK

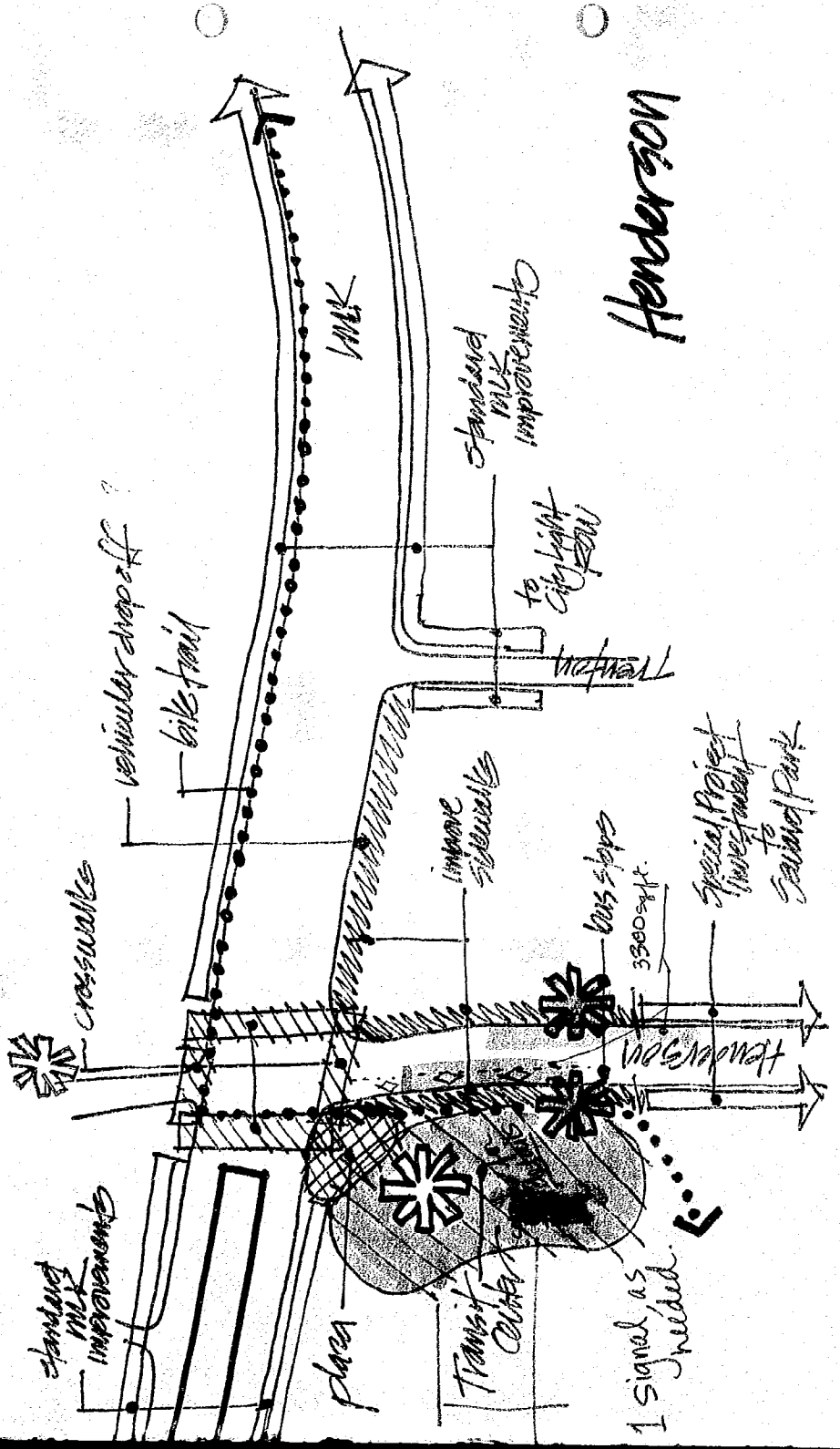


Othello

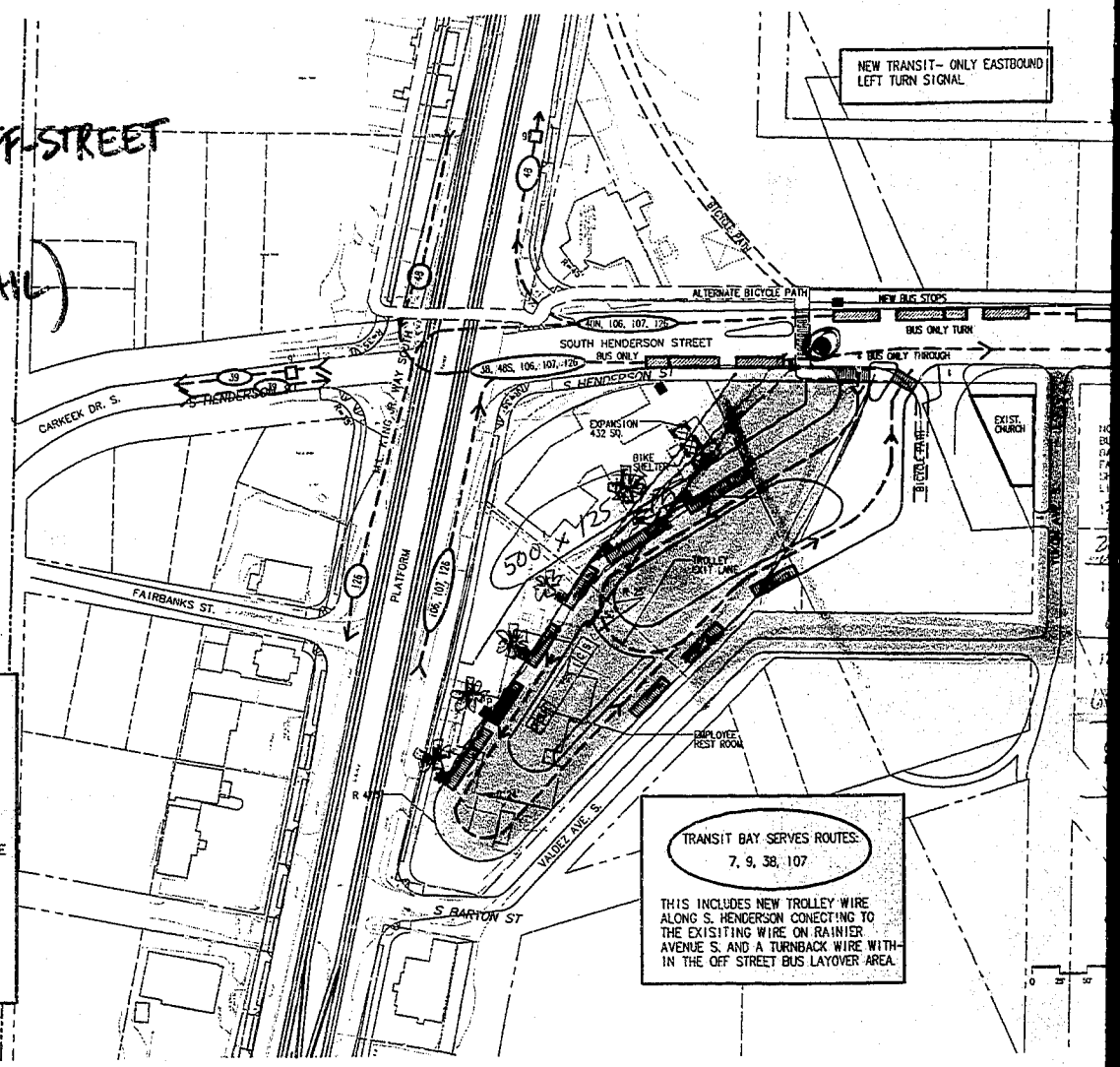
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


standard MLK improvements
crosswalks
vehicular drop off ?
bike trail
plaza
Transit Center
improve sidewalks
standard MLK improvements
to City Light ROW
bus stops
3300 sq ft.
1 signal, as needed.
Henderson
Special Project Investment to Seward Park

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



Henderson OFF-STREET bus transit center (detail)



SYMBOLS KEY

	NEW BUS STOP
	EXISTING BUS STOP
	RELOCATED BUS STOP
P	PARATRANSIT STOP
	NEW BUS SHELTER
	EXISTING BUS SHELTER
48	BUS ROUTE
	BUS ROUTE W/ NEW TROLLEY WIRE
	BIKE STORAGE
	BIKE SHELTER
	PASSENGER LOAD ZONE
	NEW SIGNAL
	LAYOVER SPACE
TPSS	TRACTION POWER SUBSTATION

	Date	Dsn.	Chk.	App.	Revisions
	9/24/99				FEIS FINAL CE
4	7.02.99				FEIS ADDENDUM 7
3					DEIS ADDENDUM 5
2					DEIS REVISION 2
					REVISION 1

Designed By:
Drawn By:
Checked By:
Approved By:

PRELIMINARY

PSTC

STATION DESIGN PACKAGE #5

SOUNDTRANSIT

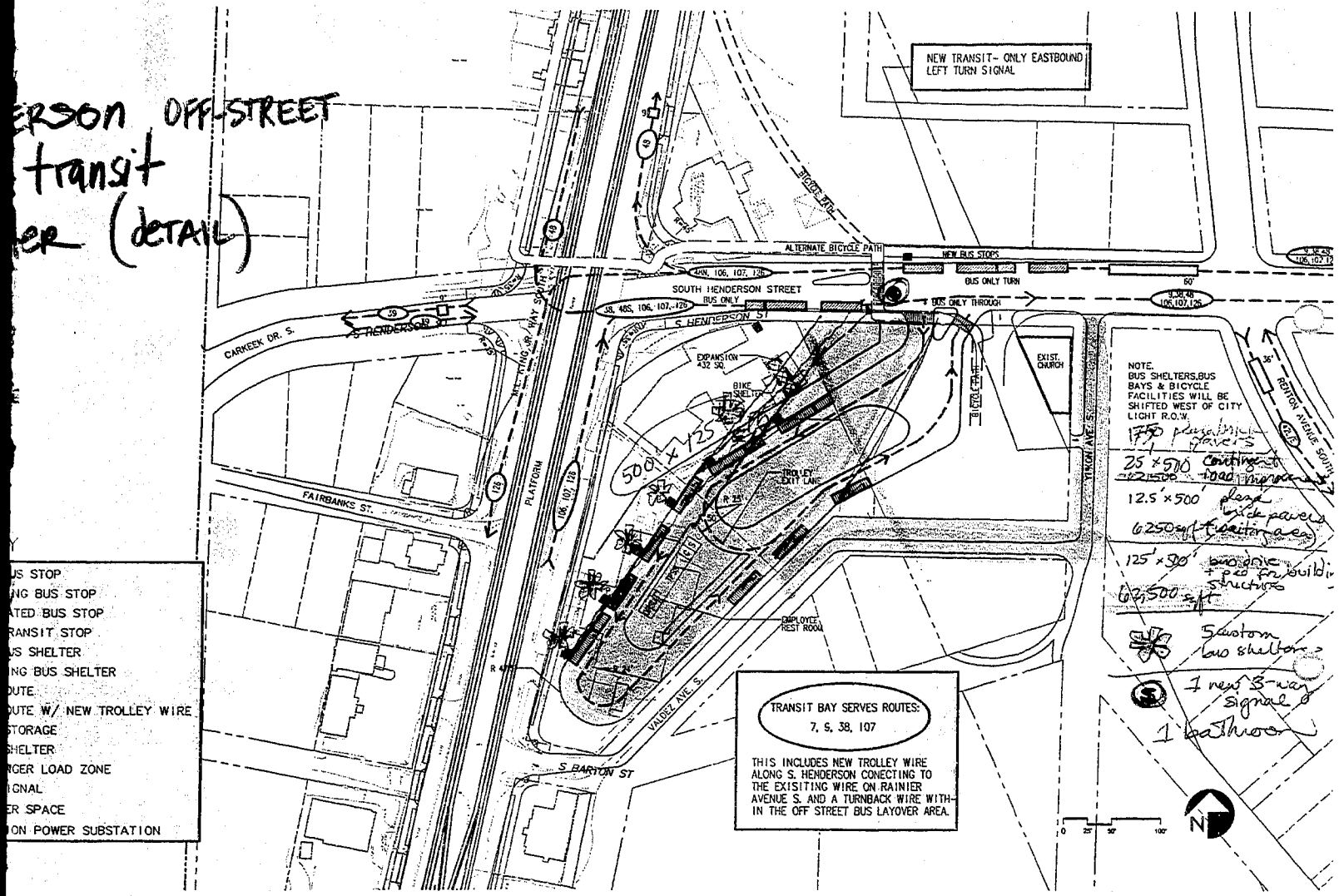
Submitted: Date: Approved: Date:

Scale: 1" = 50'
Filename: C40_N62_AS05
Contract No.:
Date: 07/02/99

LINK L

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



ERSON OFF-STREET
transit
ER (DETAIL)

S FINAL CE	Designed By:	PRELIMINARY	PSTC	STATION DESIGN PACKAGE #5	SOUNDTRANSIT	Scale: 1" = 50'	LINK LIGHT RAIL PROJECT CENTRAL CORRIDOR ALIGNMENT D1.1 HENDERSON STATION OPTION B
IS ADDENDUM 7	Drawn By:					Filename: C40_N62_AS05	
IS ADDENDUM 5	Checked By:					Contract No.:	
IS REVISION 2	Approved By:		Submitted:	Date:	Approved: Date:	Date: 07/02/99	
VISION 1							

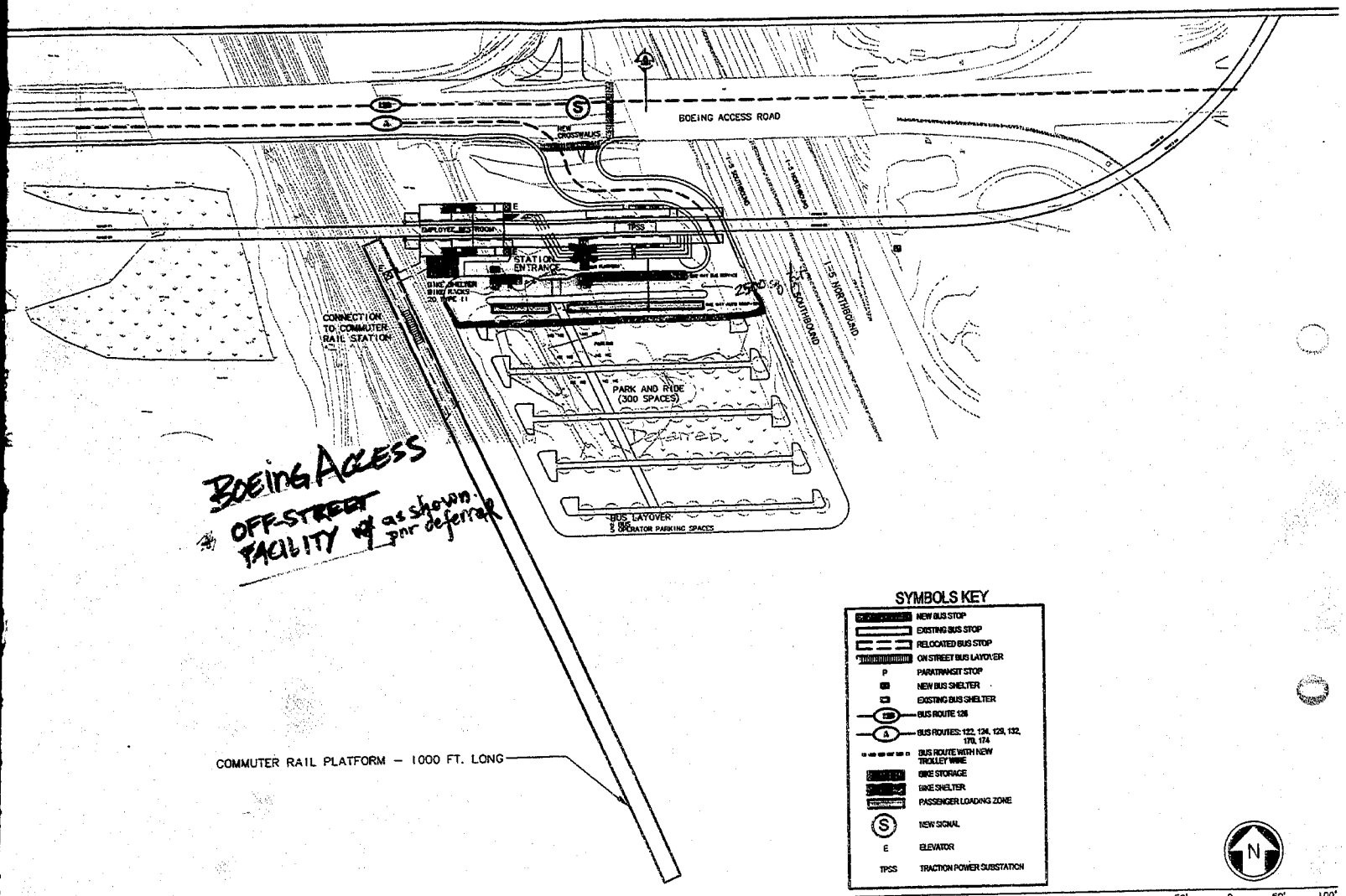
SITE PLAN

9/24/99	FEIS FINAL CE	
Designed By:	Drawn By:	Checked By:
PRELIMINARY	PSTC	Submitted:
Date:	Approved:	Date:
SOUND TRANSIT	Scale: 1"=100'	Filename: S50_N64_BUS.dwg
Contract No.: DS 750	Date:	

LINK LIGHT
SOUTH
ALIGNMENT
BOEING ACCES
SITE A

work\S50_N64_BUS.dwg
28/99 09:23 : baileyl ST3162

CITY CLERK



SITE PLAN

Designed By:
Drawn By:
Checked By:

PRELIMINARY

PSTC
Submitted: Date:

Approved: Date:

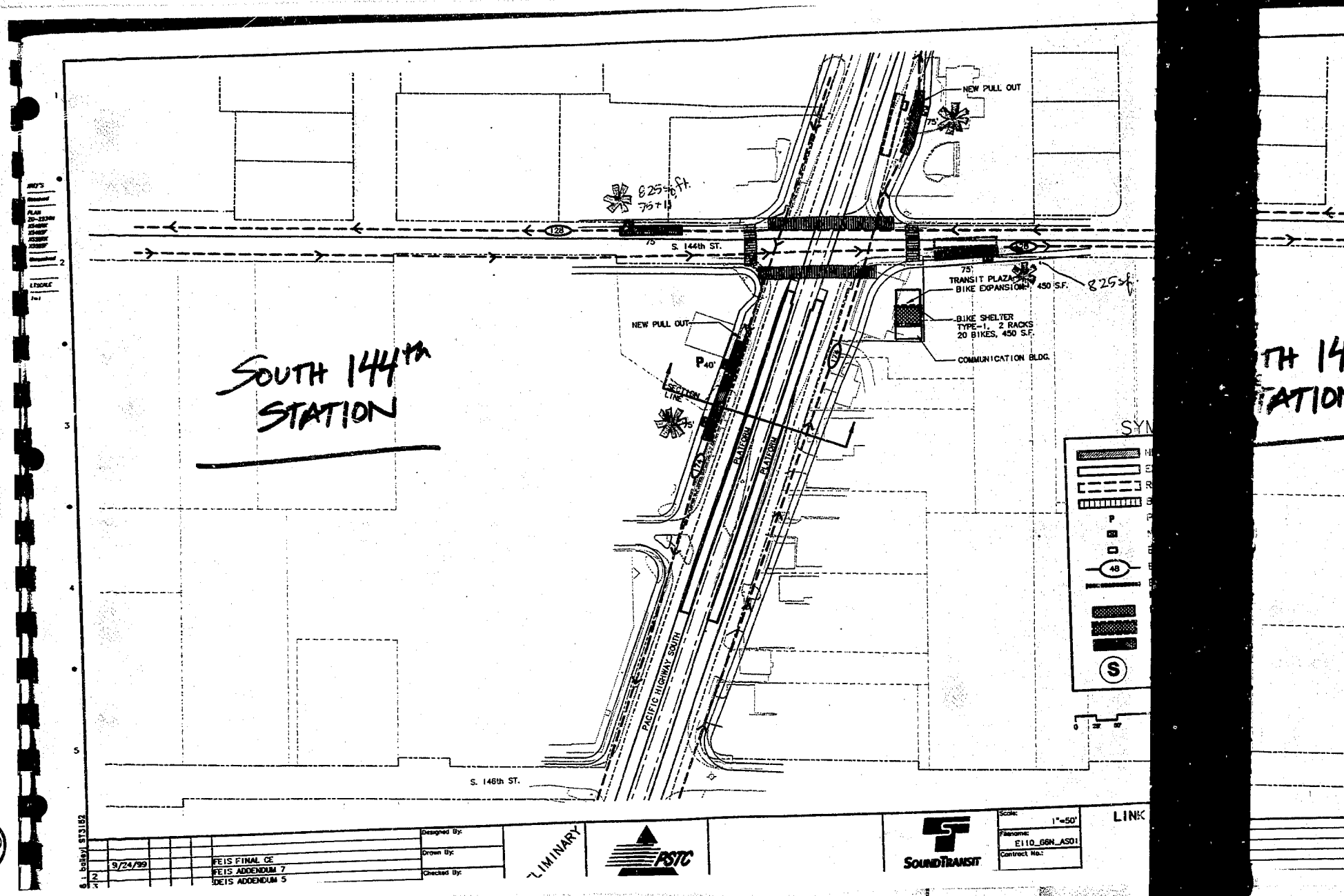
SOUNDTRANSIT
Date:

Scale: 1"=100'
Filename: S50_N64_BUS.dwg
Contract No.: DS 750
Date:

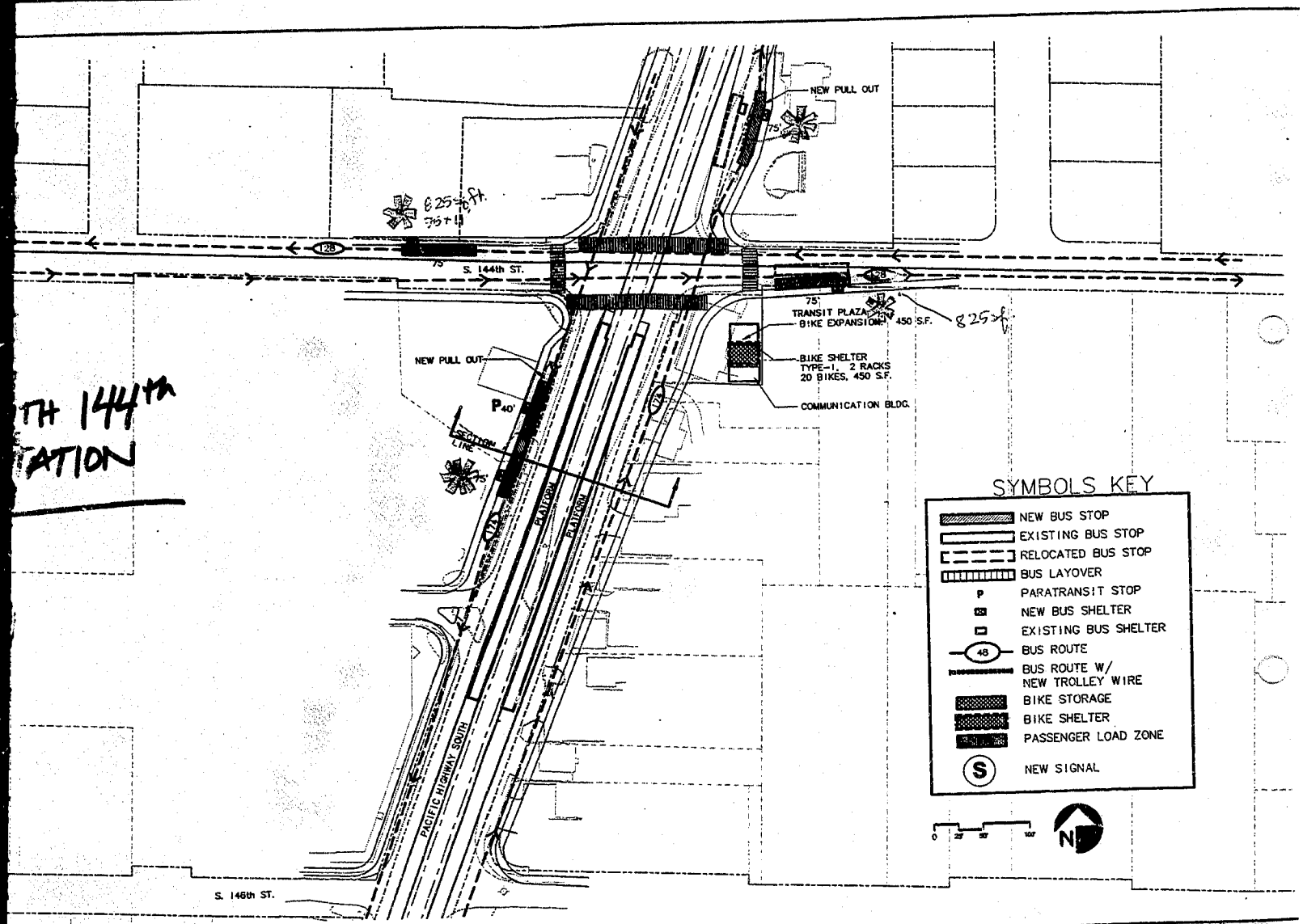
LINK LIGHT RAIL PROJECT
SOUTH CORRIDOR
ALIGNMENTS E1.1 / E1.2
BOEING ACCESS ROAD STATION
SITE ACCESS PLAN

Drawing No.: E-54
Sheet No.: 107

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.



SOUTH 144th STATION
NEW PULL OUT
825 sq. ft.
75+13
128
75
S. 144th ST.
75'
TRANSIT PLAZA
BIKE EXPANSION 450 S.F.
825 sf.
BIKE SHELTER
TYPE-1, 2 RACKS
20 BIKES, 450 S.F.
COMMUNICATION BLDG.
NEW PULL OUT
P40'
SECTION LINE
PLATFORM
PLATFORM
PACIFIC HIGHWAY SOUTH
S. 146th ST.
SYM
48
S
LINK
9/24/99
FEIS FINAL CE
FEIS ADDENDUM 7
DEIS ADDENDUM 5
Designed By:
Drawn By:
Checked By:
PRELIMINARY
PSTC
SOUND TRANSIT
Scale: 1"=50'
Filename: E110_66N_AS01
Contract No.:
CITY CLERK



TH 144th
TATION

Designed By:
Drawn By:
Checked By:

LIMINARY

PSTC

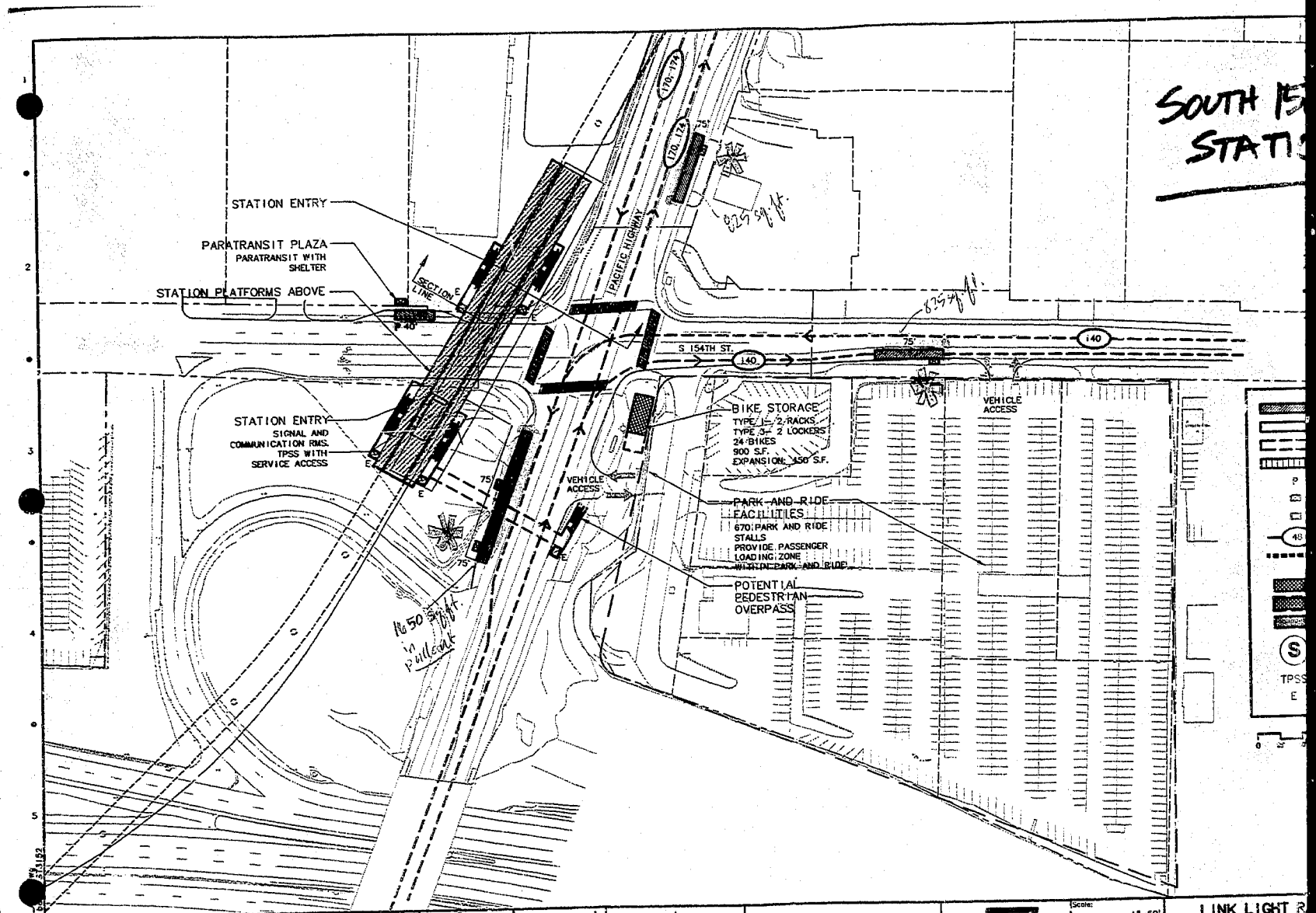
SOUNDTRANSIT

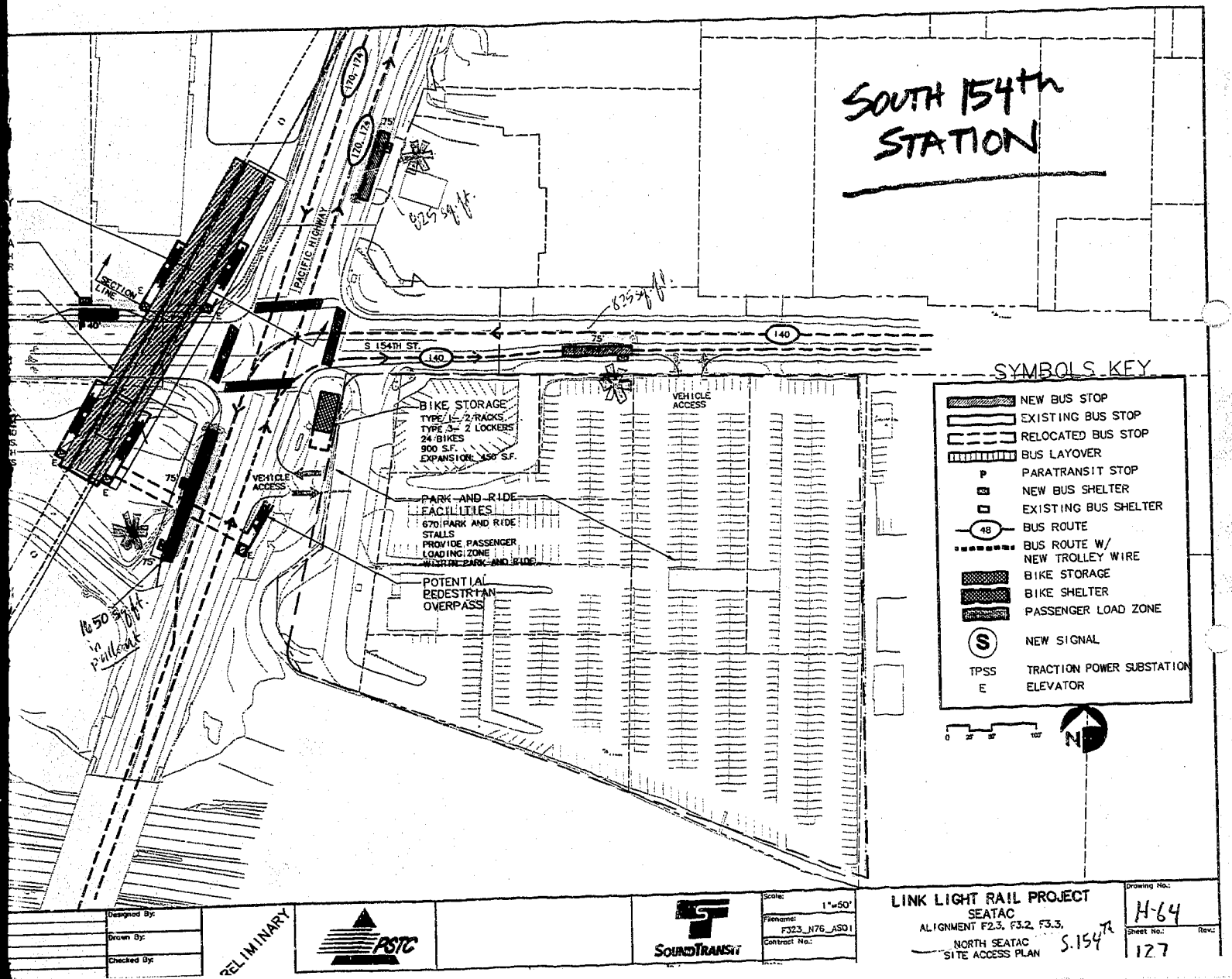
Scale: 1"=50'
Filename: E110_66N_AS01
Contract No.:

LINK LIGHT RAIL PROJECT
TUKWILA
ALIGNMENT E1.1
SOUTH 144TH
SITE ACCESS PLAN

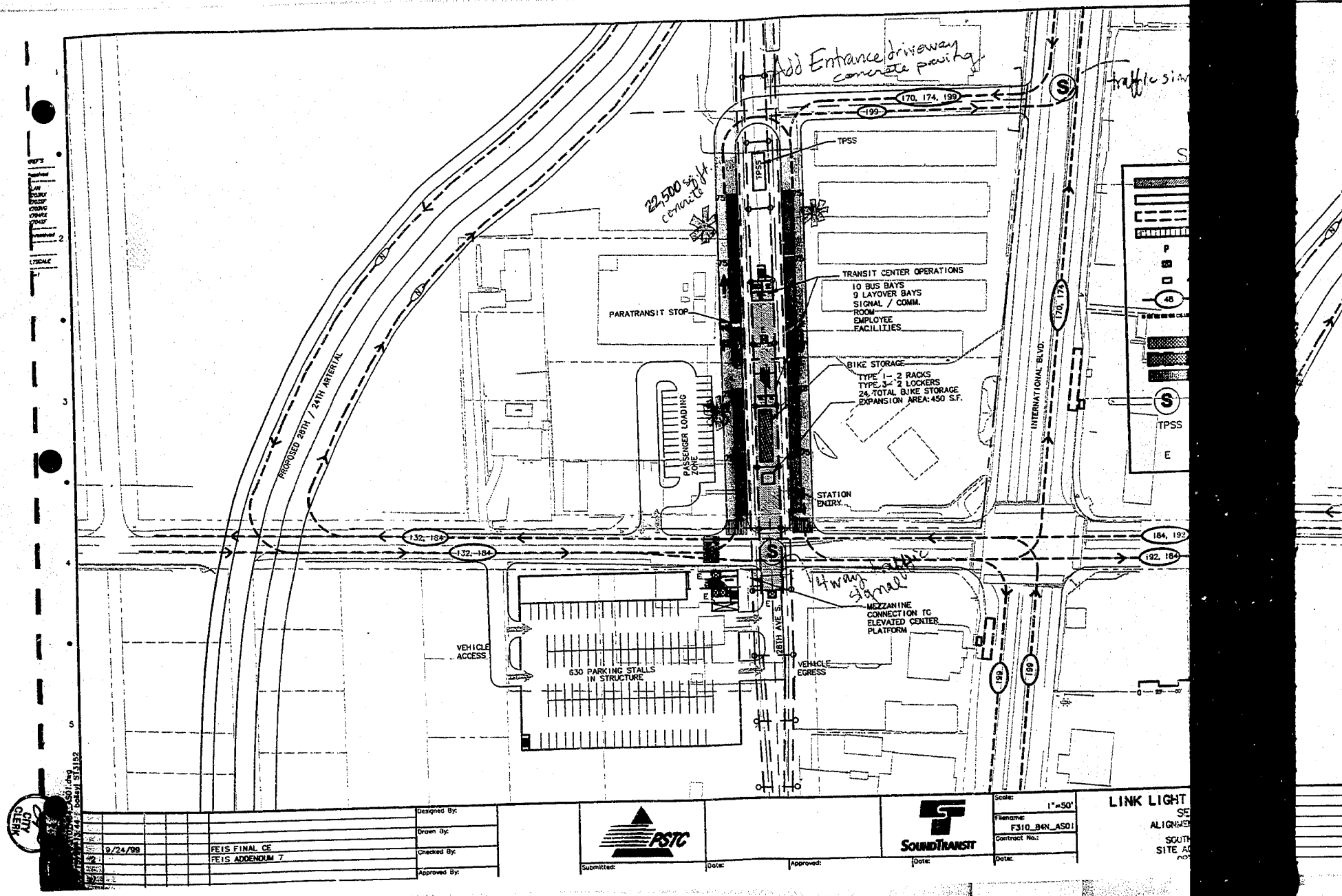
Drawing No.: H-55
Sheet No.: 109

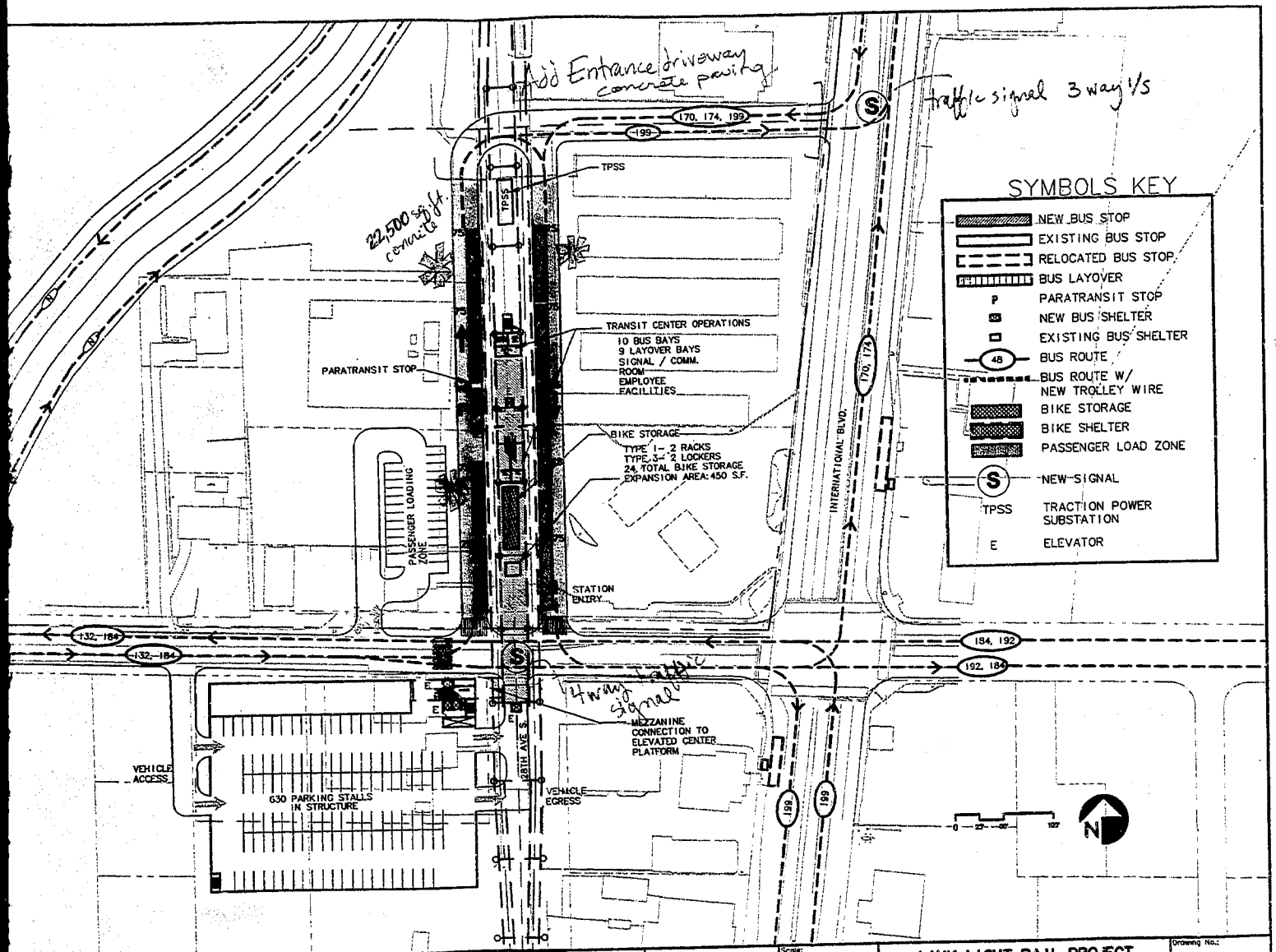
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


SOUTH
STATI
STATION ENTRY
PARATRANSIT PLAZA
PARATRANSIT WITH SHELTER
STATION PLATFORMS ABOVE
SECTION E LINE
PACIFIC HIGHWAY
S 154TH ST.
140
STATION ENTRY
SIGNAL AND COMMUNICATION RMS.
TPSS WITH SERVICE ACCESS
VEHICLE ACCESS
BIKE STORAGE
TYPE 1- 2 RACKS
TYPE 3- 2 LOCKERS
24 BIKES
900 S.F.
EXPANSION 450 S.F.
PARK AND RIDE FACILITIES
670 PARK AND RIDE STALLS
PROVIDE PASSENGER LOADING ZONE WITHIN PARK AND RIDE
POTENTIAL PEDESTRIAN OVERPASS
VEHICLE ACCESS
TPSS
LINK LIGHT R
SEAT
ALIGNMENT F2
NORTH S
SITE ACC
Designed By:
Drawn By:
Checked By:
9/24/99
FEIS FINAL CE
FEIS ADDENDUM 7
PRELIMINARY
PSTC
SOUNDTRANSIT
Scale: 1"=50'
Filename: F323_N76_AS01
Contract No.:



NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.


Add Entrance driveway concrete paving
Traffic sim
22,500 sq ft concrete
TPSS
TRANSIT CENTER OPERATIONS
10 BUS BAYS
9 LAYOVER BAYS
SIGNAL / COMM. ROOM
EMPLOYEE FACILITIES
PARATRANSIT STOP
BIKE STORAGE
TYPE 1- 2 RACKS
TYPE 3- 2 LOCKERS
24 TOTAL BIKE STORAGE
EXPANSION AREA: 450 S.F.
PASSENGER LOADING ZONE
STATION ENTRY
PROPOSED 28TH / 24TH ARTERIAL
INTERNATIONAL BLVD.
170, 174, 199
132, 184
184, 192
192, 184
MEZZANINE CONNECTION TO ELEVATED CENTER PLATFORM
VEHICLE ACCESS
630 PARKING STALLS IN STRUCTURE
28TH AVE S
VEHICLE EGRESS
CITY CLERK
9/24/99
FEIS FINAL CE
FEIS ADDENDUM 7
Designed By:
Drawn By:
Checked By:
Approved By:
PSTC
SOUNDTRANSIT
Submitted:
Date:
Approved:
Date:
Scale: 1"=50'
Filename: F310_84N_AS01
Contract No.:
Date:
LINK LIGHT
SE
ALIGNMEN
SOUTH
SITE A



Designed By:	PSTC		SOUNDTRANSIT	Scale: 1"=50'	LINK LIGHT RAIL PROJECT SEATAC ALIGNMENT F2.3/F3.3 SOUTH SEATAC SITE ACCESS PLAN OPTION E
Drawn By:				Filename: F310_B4N_AS01	Drawing No.: H-85
Checked By:				Contract No.:	Sheet No.: 169 Rev.:
Approved By:	Submitted:	Date:	Approved: Date:	Date:	

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

City of Seattle
Strategic Planning Office

Denna Cline, Director
Paul Schell, Mayor

April 27, 2000

TO: Margaret Pageler, City Council President

FROM: Denna Cline, Director, SPO

SUBJECT: Proposed ordinance to transfer the Downtown Seattle Transit Tunnel and make related surface street improvements

Attached please find the proposed legislation regarding the transfer of the Downtown Seattle Transit Tunnel. Information which summrizes the proposed transfer agreement is also attached which will give further detail of the City's interests in this agreement.

We would be pleased to provide further information or answer any questions you may have. Please contact Jared Smith at 684-5462 if you should need any additional information.

Attachments:
- Summary Information
- Ordinance
- Fiscal Note

Strategic Planning Office - 600 Fourth Ave., Room 300, Seattle, Washington 98104 (206) 684-8080 Fax: (206) 233-0085

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Downtown Seattle Transit Tunnel Transfer Agreement Summary

Background

The Downtown Seattle Transit Tunnel (DSTT) was built by Metro (now merged with King County) and opened in 1990 to carry buses under Third Avenue and Pine Street, with five stations (International District, Pioneer Square, University Street, Westlake, and Convention Place). Much of the DSTT is below City of Seattle street right-of-way, and the City granted permission for construction and operation of the tunnel within City right-of-way.

Sound Transit's new Link light rail system will take over the DSTT. Transfer of the tunnel from King County to Sound Transit is scheduled for 2004, at which time Sound Transit will retrofit the tunnel for light rail use. Light rail is scheduled to start operations in 2006.

To accomplish the transfer of the tunnel from King County to Sound Transit and confirm the City's intent to grant permission to Sound Transit to occupy City right-of-way for public transportation purposes, the three units of government have negotiated a proposed Transfer Agreement. This Transfer Agreement must be finalized and signed by all three parties by June 1, 2000, so it can be forwarded to the Federal Transit Administration for consideration as part of Sound Transit's application for federal funding for light rail.

The information below summarizes the proposed Transfer Agreement.

Tunnel Transfer

King County will transfer the DSTT to Sound Transit. In return, Sound Transit will pay $196 million to King County in the form of transferred assets, assumption of future debt service payments, and credit for tunnel assets retained by King County.

King County will retain Convention Place Station (which will not be a light rail station, but will continue to operate as a bus facility with direct access ramps to the I-5 express lanes). King County will also retain certain assets related to bus operations, the value of which offsets in part the price of the tunnel. Sound Transit assumes the risk for about $20 million in future payments if certain assets valued at $20 million cannot be transferred to King County. Therefore, King County will get its equity out of the tunnel.

If light rail does not operate in the tunnel, then King County will retain or re-acquire the tunnel for bus operations. If light rail opens, but later stops operations, then King County has the first right to re-acquire the tunnel.

Improvements for Downtown Seattle Surface Streets

Sound Transit commits $11 million to construct and implement a list of improvements for downtown Seattle surface streets to maintain bus travel times and general mobility when buses are removed from the tunnel, anticipated for September 2004. The improvements will remain in place for at least one year after the tunnel opens to light rail, anticipated for September 2006, meaning the improvements are anticipated to remain in place until September 2007. The list of improvements includes the following five major improvements, and numerous minor improvements:

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

- 3rd Avenue peak period traffic restrictions;
- 5th Avenue S. transit contra-flow lane;
- 9th Avenue transit contra-flow lane;
- Olive Way transit priority improvements; and
- Prefontaine Place S. reconfiguration.

Changes to the list of improvements during this period can be made if the three parties to the Transfer Agreement agree. Elected officials from the three parties must agree if changes are proposed to the five major improvements. For changes to the minor improvements, designated staff from the three parties must agree.

After light rail has operated in the tunnel for one year, the City will be required to consult with the other parties about the street improvements until the time when either (a) the light rail extension to Northgate opens, or (b) downtown bus volumes decline to pre 2004 levels, whichever occurs first. During this period, the City must consult with the other parties about changes to surface street improvements or operations that either (i) degrade bus travel times, or (ii) degrade convenience, safety, security, and passenger comfort. The City must consult at the elected official level if changes are proposed to the five major improvements, and at the staff level for proposed changes to minor improvements.

Seattle Grants Street Right-of-Way Use

Seattle agrees to the transfer of the tunnel to Sound Transit and grants the street right-of-way use for the tunnel to Sound Transit. Sound Transit is obligated to use the right-of-way for public transportation purposes.

Terry Avenue Street Vacation

To build the Convention Place Station, which spans nearly two full blocks, Metro applied to vacate a portion of Terry Avenue and an alley through the station site. The City Council preliminarily granted the vacation in 1988, with a condition that Metro provide a pedestrian connection between Olive Way and Pine Street across the site. The vacation has never been finally approved by ordinance because Metro (now King County) has not provided the required pedestrian connection.

The Convention Place Station site will be used for construction staging while the DSTT is being retrofitted for light rail. After the construction ends, King County plans to develop an intensive transit-oriented development at the Convention Place Station site. To accomplish its goals, King County wants to finalize the street vacation and obtain clear title to the station site. King County wants the City Council to finalize the street vacation with assurances that the redevelopment to occur on the site will provide the pedestrian connection that was a condition of the original street vacation decision.

Under the terms of the proposed Transfer Agreement, King County will apply to the City Council to reopen the 1988 street vacation decision. In the proposed Transfer Agreement, the City Council agrees to expedite review of the request to modify the conditions imposed on the 1988 street vacation and notes that the City Council may modify the conditions or impose additional conditions. The County agrees that any future redevelopment of the site will provide free, public pedestrian access between Olive Way and Pine Street in keeping with the original condition for the street vacation. If

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

the street vacation is not finalized and King County or a successor developer does not get clear title to the site, Sound Transit will pay King County $2.5 million.

Subarea Equity and Paying For Increased Bus Operating Costs

Some of the payments that Sound Transit will make to King County under the proposed Transfer Agreement will be used to pay debt service on tunnel debt, and to pay King County's higher bus operating costs when buses move from the tunnel to downtown surface streets. Under the proposed Transfer Agreement, payments that Sound Transit makes to King County in excess of these operating and debt service payments will be used for transit service subsidy or for capital improvements in accordance with the County's subarea allocation formula for the three King County subareas – 36 percent to Seattle/North King, 36 percent to South King, and 28 percent to East King. The tunnel equity that the County recaptures from sale of Convention Place Station (up to $33.4 million) will also be redistributed as transit service subsidy in accordance with the subarea allocation policies.

If King County realizes a greater return from the sale from the sale of Convention Place station, then the County will pay Sound Transit from the additional proceeds, up to $5.6 million (inflated to 2004 $). This amount will offset the payment that Sound Transit is required to make to King County to cover the County's increased bus operating costs when the buses move from the tunnel to downtown surface streets. If King County receives more than $39.0 million from selling Convention Place Station, then any additional proceeds will be allocated to new transit service in the Seattle/North King subarea, as mutually agreed to by the City and the County.

In addition, the City and the County, in a separate agreement, will identify City actions (zoning, parking requirements, etc.) that may result in increased proceeds from the sale of the Convention Place Station site. Any such increased proceeds due to City regulatory changes would also be invested in transit service in the Seattle/North King subarea. In the proposed Transfer Agreement, the City and the County state their intent to enter into a separate agreement addressing this subject.

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

Fiscal Note – Downtown Tunnel Transfer Agreement

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Strategic Planning Office	Gerry Willhelm, 4-5097 Jared Smith, 4-5462	Cameron Keyes, 4-8048

Legislation Title:

An Ordinance relating to the Downtown Seattle Transit Tunnel ("Tunnel"); authorizing execution of a Downtown Seattle Transit Tunnel Transfer Agreement with the Central Puget Sound Regional Transit Authority ("Sound Transit") and King County pursuant to which certain assets relating to the Tunnel are to be transferred from King County to Sound Transit, other identified assets are retained under County ownership and control, the City consents to the use of certain City right of way by Sound Transit and King County for public transportation purposes, a funding plan and schedule is identified for completing various downtown Seattle street and traffic improvements to accommodate downtown bus service after closure of the Tunnel, and various payments and other actions are agreed upon.

Summary of the Legislation:

A detailed summary is attached. Highlights include:

- King County will receive full value for the tunnel, valued at $195.6 million.
- Sound Transit will make annual cash payments of $12.5 million annually to fully cover King County's tunnel debt service for the remaining life of the existing bonds
- Sound Transit will secure and transfer to King County more than $21 million in real property value on the site of the Convention Place Tunnel Station. The transfer gives King County valuable downtown Seattle property, which can then be used for transit oriented development.
- Sound Transit will pay the county $5.6 million for mitigation of impacts on bus operating costs, with a provision that the money be reimbursed from revenues generated by the development at Convention Place Station.
- Each of King County's three transit subareas will receive part of the Convention Place value proceeds up to the projected equity value of the site to compensate for the full equity value of the tunnel. Proceeds in excess of the equity value and reimbursements to Sound Transit will be allocated to transit service in the Seattle/North King Subarea.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Background (Include justification for the legislation and funding history, if applicable):

As a signatory to the Transfer Agreement, Council approval of the Agreement is required.

Public Private Partnership Review Status: *Is the project referenced in the legislation subject to P4 review? If yes, identify P4 review to date.*

The Agreement is not subject to the Public Private Partnership Review.

Is the legislation subject to public hearing requirements? *If yes, what public hearings have been held to date?*

A public hearing is scheduled on May 11, 2000.

Sustainability Issues (related to grant awards):

These are one-time expenditures.

The agreement provides several scenarios for changing the surface improvements covered in Exhibit 9 of the Agreement. Some, but probably not all of the improvements may be removed or altered during the life of the agreement. There may be costs associated with those removals or changes. It is unlikely that either of the city-funded items will be subject to significant changes. However, the other improvements, which are financed by other agencies may be changed. The agreement does not assign fiscal responsibility for making any changes.

Estimated Expenditure Impacts:

FUND (List # and/or Account)	2000	2001	2002
Transit priority access in downtown: $100,000* in regular SEATRAN operating budgets spread over the years 2002 to 2004			
Emergency vehicle signal priority improvements in downtown: $410,000* spread over 2002 to 2004, and possibly supported to some extent by grant and Sound Transit funds			
TOTAL			

One-time $510,000* On-going $000 * Expressed in year 2000 $

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Estimated Revenue Impacts:

FUND (List # and/or Account)	2000	2001	2002
None			
TOTAL			

One-time $_____ On-going $_____

Estimated FTE Impacts:

FUND	2000	2001	2002
Undetermined at this time			
TOTAL			

Full Time _____ # Part Time _____ # TES _____

Do positions sunset in the future? If yes, identify sunset date?

Undetermined

Other Issues (including long-term implications of the legislation):

None

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

GBD:gbd
May 1, 2000
113188.doc
(Ver. 4)

ORDINANCE _____

AN ORDINANCE relating to the Downtown Seattle Transit Tunnel ("Tunnel"); authorizing execution of a Downtown Seattle Transit Tunnel Transfer Agreement with the Central Puget Sound Regional Transit Authority ("Sound Transit") and King County pursuant to which certain assets relating to the Tunnel are to be transferred from King County to Sound Transit, other identified assets are retained under County ownership and control, the City consents to the use of certain City right of way by Sound Transit and King County for public transportation purposes, a funding plan and schedule is identified for completing various downtown Seattle street and traffic improvements to accommodate downtown bus service after closure of the Tunnel, and various payments and other actions are agreed upon.

WHEREAS, The City of Seattle ("City") is responsible for, and has authority over, the laying out and supervision of all transportation public works within the City and on property belonging to or controlled by the City (including but not limited to street rights of way); and the management, construction, repair, maintenance, and control of all streets, gutters, and sidewalks; and the enforcement and implementation of City ordinances, contracts, and rules that relate to matters within the jurisdiction of the City administrative unit responsible therefor, namely Seattle Transportation; and

WHEREAS, downtown Seattle streets and other public rights of way are held by the City in trust for the convenience of public travel; and

WHEREAS, through the Master Cooperation Agreement between the City and the Municipality of Metropolitan Seattle ("Metro") authorized by City Ordinance 112462, the City granted Metro (now merged with King County), the right to use certain City right of way for the construction and operation of the Tunnel for so long as it is used for public transportation purposes, subject to the terms and conditions of that Master Cooperation Agreement, future agreements between the City and Metro, and the City's authority over its streets and other public rights of way; and

WHEREAS, Metro constructed the Tunnel to provide an additional right of way for buses in downtown Seattle, which project has provided fast, reliable and comfortable service exclusively for bus riders from throughout King County since 1990; and

WHEREAS, pursuant to RCW 81.112.070, RCW 81.112.080, and Chapter 39.33 RCW and other applicable laws, the City and King County are authorized to convey, lease, or otherwise contract with Sound Transit for the use of their respective public transportation facilities and properties, and Sound Transit may contract with the City and King County for the use and acquisition of rights to various transportation facilities, structures, lands, interests in land, air rights and rights of way of all kinds; and

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

WHEREAS, on November 5, 1996, central Puget Sound area voters approved local funding for *Sound Move*, Sound Transit's ten-year regional transit plan, which plan contemplates that light rail, commuter rail, and regional express bus/HOV systems will be integrated with local transit systems and use a single or integrated, regional fare structure; and

WHEREAS, on November 18, 1999, the Sound Transit Board of Directors adopted Resolution 99-34 selecting the alignment and profiles, station locations, and vehicle maintenance base site to be built for the Central Link Light Rail Project, which project is planned to travel through downtown Seattle using the Tunnel, an action that will require the rerouting of buses now traveling through the Tunnel onto surface streets; and

WHEREAS, in accordance with *Sound Move*, Sound Transit is proceeding to negotiate a full funding grant agreement with the Federal Transit Administration for the construction of the segment of the Central Link Light Rail system extending from NE 45th Street in Seattle to a maintenance base located adjacent to South Forest Street (the "Minimum Operable Segment"), and to take any necessary Sound Transit Board actions to authorize the agreement; and

WHEREAS, the City, King County and Sound Transit desire to memorialize their agreement with respect to the transfer of certain Tunnel-related assets, including but not limited to associated real property interests, fixtures, improvements, contract rights, equipment and other related assets to Sound Transit and to agree on ways to assure that the region's goals of providing high-quality and efficient transit service are met while at the same time improving and maintaining the flow of public transportation, autos, commercial vehicles, bicycles, and pedestrians in the downtown Seattle area; and

WHEREAS, the environmental impacts relating to the Downtown Seattle Transit Tunnel Transfer Agreement authorized in Section 1 have been disclosed and evaluated as part of the Final Environmental Impact Statement for the Central Link Light Rail Transit Project (Oct. 1999); NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. As requested by the Director of the Strategic Planning Office and recommended by the Mayor, the Mayor is hereby authorized to execute, for and on behalf of The City of Seattle, an agreement with the Central Puget Sound Regional Transit Authority ("Sound Transit") and King County substantially in the form of the document attached hereto as Attachment A and entitled "Downtown Seattle Transit Tunnel Transfer Agreement." Under that agreement, (a) the City, King County and Sound Transit acknowledge that as of a "Transfer Date" designated in or pursuant to such agreement, certain Tunnel-related assets are to be transferred from King County to Sound Transit (and that other

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

Tunnel-related assets shall be retained under County ownership and control); (b) the City confirms its intent to consent to the transfer of specified Tunnel-related assets from King County to Sound Transit and use of the public right of way by King County and Sound Transit for public transportation purposes; (c) the County reaffirms its commitment to satisfy City conditions imposed in connection with the vacation of a portion of Terry Avenue and an alley running between Olive Way and Pine Street within the site of Convention Place Station; (d) the parties agree that certain specified street improvements shall be completed, other actions shall be taken, and funding for the same shall be provided, all prior to the date such Tunnel-related asset transfer is effective in order to accommodate the needs of downtown bus service after the closure of the Tunnel to bus use, and further agree regarding each such party's responsibilities with respect to the design, construction or other implementation, maintenance, repair and replacement of such improvements; and (e) Sound Transit agrees to assume responsibility for the design, permitting, right of way acquisition, construction, and funding of certain bus facility improvements associated with the Central Link Light Rail Project.

Section 2. In implementation of the agreement authorized in Section 1, the Mayor is further authorized to formally acknowledge the City's consent to use by King County and Sound Transit of the right of way in, among other locations, Third Avenue and Pine Street, for public transportation purposes, as contemplated in the Assignment, Transfer and Conveyance Agreement attached as Exhibit 2 to the agreement authorized in Section 1.

Section 3. Any act pursuant to the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

GBD:gbd
May 1, 2000
113188.doc
(Ver. 4)

Section 4. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2000, and signed by me in open session in authentication of its passage this _____ day of _____, 2000.

_____
President _____ of the City Council

Approved by me this _____ day of _____, 2000.

_____
Mayor

Filed by me this _____ day of _____, 2000.

_____
City Clerk

(Seal)

Attachment A: Downtown Seattle Transit Tunnel Transfer Agreement

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

taxation of the interest on the County's bonds (as such bonds are defined in Section 6.0) or the validity and enforceability of the bonds; and

11) At least forty-five (45) days, but not more than ninety (90) days, prior to the Transfer Date, Sound Transit issued written assurance to the County that it will begin light rail construction in the Tunnel within two (2) months after the Transfer Date and diligently prosecute such construction to completion.

1.3 Transfer Date

The Tunnel Assets shall be transferred and conveyed on September 24, 2004 ("Transfer Date"), unless the County and Sound Transit agree in writing that a different date shall be the Transfer Date.

1.4 Notice of Satisfaction or Waiver of Contingencies

If the Transfer Date is September 24, 2004, then no later than June 24, 2004, Sound Transit shall provide written notice to the County of whether or not the Contingencies have been satisfied or waived. If the Transfer Date is a date other than September 24, 2004, such a notice shall be provided ninety (90) days prior to such Transfer Date. If the notice provides that the Contingencies have been satisfied or waived, Sound Transit shall attach a copy of Exhibit 2 executed by Sound Transit and the City to said notice.

1.5 County Determination

If said notice provides that the Contingencies have been satisfied or waived and the County finds that the Contingencies have been satisfied or waived, the Tunnel Assets shall be transferred and conveyed on the Transfer Date by the County's delivery to Sound Transit of a fully executed copy of Exhibit 2 and a quitclaim deed as described therein. If said notice provides otherwise, or the County finds that the Contingencies set forth herein have not been satisfied or waived, the transfer and conveyance shall not proceed on the Transfer Date and said date shall not be considered the Transfer Date for purposes of any other section of this Transfer Agreement. The County and Sound Transit may then designate a new Transfer Date in writing.

1.6 Expiration of Transfer Agreement

If the transfer and conveyance has not occurred as of January 1, 2007, the transfer and conveyance shall not occur pursuant to this Transfer Agreement and this Transfer Agreement shall expire as of that date.

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

10.0 LOCAL IMPROVEMENT DISTRICT

A local improvement district encompassing properties specially benefited by the Tunnel and related projects was established by Metro. As successor to Metro, the County has and shall continue to administer the local improvement district and collect and retain the special assessments. The County shall give timely notice to Sound Transit of any public proceeding regarding any proposed reassessment regarding the local improvement district.

Sound Transit shall defend, indemnify and hold harmless the County, its officials and employees from and against any and all claims, damages, costs, expenses (including reasonable attorney fees), demands, defenses, administrative appeals, causes of action, protests, grievances, and lawsuits (collectively referred to as "Claims") in which it is claimed or alleged that the transfer of the Tunnel Assets, the rerouting of buses to surface streets, Sound Transit's activities, or use and/or modification of the Tunnel Assets subsequent to the Transfer Date, or any other action taken pursuant to this Transfer Agreement impacts the validity, lawfulness, or collection of the special assessments and/or requires a refund of said assessments, compensation for the taking of property, and/or other payment. Sound Transit's obligations under this section shall extend but not be limited to indemnifying and compensating the County for any assessments that must be refunded and/or that would have been collected but for such Claims. Sound Transit's obligations under this section shall not extend to Claims based solely on: 1) any procedural defects on the part of the County in the creation of the local improvement district or in reassessing the properties in the district; or 2) County clerical errors in processing assessment payments.

11.0 DOWNTOWN SEATTLE TRAFFIC AND STREET IMPROVEMENTS

11.1 Objectives

In order to mitigate the impacts of dedicating the Tunnel solely to light rail use, the Parties agree that certain surface street and traffic improvements shall be made. These improvements will be sufficient to allow downtown bus service after closure of the Tunnel to bus use to meet or exceed bus service surface performance levels existing during a selected measurement period immediately prior to the closure of the Tunnel ("Measurement Period") as regards to travel time, convenience, security, safety, and passenger comfort, except to the extent any performance level change is due to a substantial change in bus service operations other than a rerouting of Tunnel traffic to the surface. The Measurement Period shall be agreed upon by the project managers identified in Section 19 hereof, but shall not be less than a sixty (60) day period of time so that the influence of individual irregularities in bus service and other aberrations are

CITY CLERK

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

minimized and shall not include any period in which there is a major modification of the downtown bus service schedule or significant downtown street or utility repairs or projects.

In order to facilitate meeting this objective, the Parties agree to create the Monitor and Maintain Committee. The Committee shall be directed to conduct activities to measure downtown Seattle transportation system performance and make recommendations to the Parties as warranted to ensure that downtown Seattle transportation system performance after closure of the Tunnel to buses is maintained. In performing its functions, the Committee shall be directed to consult with and seek the input of downtown Seattle, Seattle neighborhoods, and suburban stakeholders.

11.2 Required Improvements

The 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, Prefontaine Place South reconfiguration and all other improvements, projects and actions identified in Exhibit 9 shall be constructed, installed, completed, and implemented prior to the Transfer Date. The improvements, projects and actions identified in Exhibit 9 are hereinafter referred to as the "Downtown Seattle Traffic and Street Improvements."

11.3 Amendments to Exhibit 9

Amendments to Exhibit 9 that relate to 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, and Prefontaine Place South reconfiguration must be approved by the King County Council, Seattle City Council, and Sound Transit Board. Other amendments to Exhibit 9 may be made by written agreement of the Director of the County's Department of Transportation, Executive Director of Sound Transit, and the City Traffic Engineer or their respective designee(s).

11.4 Schedule

The Parties anticipate that the Downtown Seattle Traffic and Street Improvements will be completed and implemented in accordance with the schedule set forth in Exhibit 9.

11.5 Duration of Surface Improvements

In order to adequately mitigate the impacts of Tunnel closure and allow the Parties sufficient time to analyze the subsequent impact of the Tunnel opening for light rail service, the Downtown Seattle Traffic and Street Improvements shall remain in place and

CITY CLERK

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

in effect until at least one year after the Tunnel is opened by Sound Transit for fare service light rail.

From one (1) year after the Tunnel is opened by Sound Transit for fare service light rail until such time as Sound Transit begins operating light rail service to Northgate or such time as downtown bus volumes return to those levels existing during the Measurement Period, whichever is earlier, the City may modify or remove the Downtown Seattle Traffic and Street Improvements, or any portion thereof, to the extent such modification or removal is within its authority and unless such modification or removal will degrade downtown bus service performance levels as regards to: 1) travel time; or 2) convenience, security, safety, and passenger comfort. During this period of time, prior to implementing or requiring any modification to or removal of the 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration that may potentially result in such degradation, the City's Mayor and City Council shall timely confer with the County Executive and County Council and Sound Transit and allow them a full opportunity to review and comment on such proposed change or removal. During this period of time, prior to implementing changes to or removal of any other Downtown Seattle Traffic and Street Improvements that may result in such degradation, the City Traffic Engineer shall timely confer with the Director of the County's Department of Transportation and Executive Director of Sound Transit and allow them a full opportunity to review and comment on such proposed change or removal.

11.6 Agreed Upon Changes To or Removal Of Downtown Traffic and Street Improvements

Notwithstanding any other provision of this Transfer Agreement except Section 16.0, modifications to or removal of the 3rd Avenue peak period traffic restrictions, 5th Avenue South transit contra-flow lane, 9th Avenue transit contra-flow lane, Olive Way transit priority improvements, or Prefontaine Place South reconfiguration may occur at any time upon a mutual agreement approved by the King County Council, Seattle City Council, and Sound Transit's Board. Modification to or removal of other Downtown Seattle Traffic and Street Improvements may occur at any time upon the written agreement of the Director of the County's Department of Transportation, Executive Director of Sound Transit, and the City Traffic Engineer.

11.7 Cost of Downtown Seattle Traffic and Street Improvements

Except for the amounts Exhibit 9 indicates shall be paid by the County or City, Sound Transit shall be responsible for all design, permitting, implementation and construction costs associated with the Downtown Seattle Traffic and Street Improvements. Sound

IT IS DUE TO THE QUALITY OF THE DOCUMENT.

19.0 PROJECT MANAGERS

To facilitate communication and decision-making by the Parties' respective representatives with respect to the undertakings described in this Transfer Agreement,

King County hereby designates as its project manager:
Jim Jacobson, Manager, Department of Transportation
201 S. Jackson Street, M.S. KSC-TR-0426
Seattle, WA 98104
(206) 684-1614

Sound Transit hereby designates as its project manager:
Paul Bay
Director, Light Rail
401 S. Jackson Street
Seattle, WA 98104-2826
206-398-5000

The City of Seattle designates as its project manger:
Gerry Willhelm
City Traffic Engineer
Seattle Transportation
The City of Seattle
7th Floor - Municipal Building
600 4th Ave.
Seattle, WA 98104
206-684-5097

Any party may designate a different project manager on a temporary or permanent basis by notice to the other parties.

20.0 FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS

Sound Transit and the County shall jointly identify applicable FTA grant restrictions and requirements, if any, pertaining to this Transfer Agreement and shall jointly seek written FTA consent for the transfer of the Tunnel Assets to Sound Transit.

Sound Transit shall be responsible for all costs, repayments, charges, audit findings, penalties, interest, reimbursements or other payments required to be paid to the United States, FTA, or State of Washington arising from or related to this Transfer Agreement, the transfer and conveyance of the Tunnel Assets, Sound Transit's destruction or

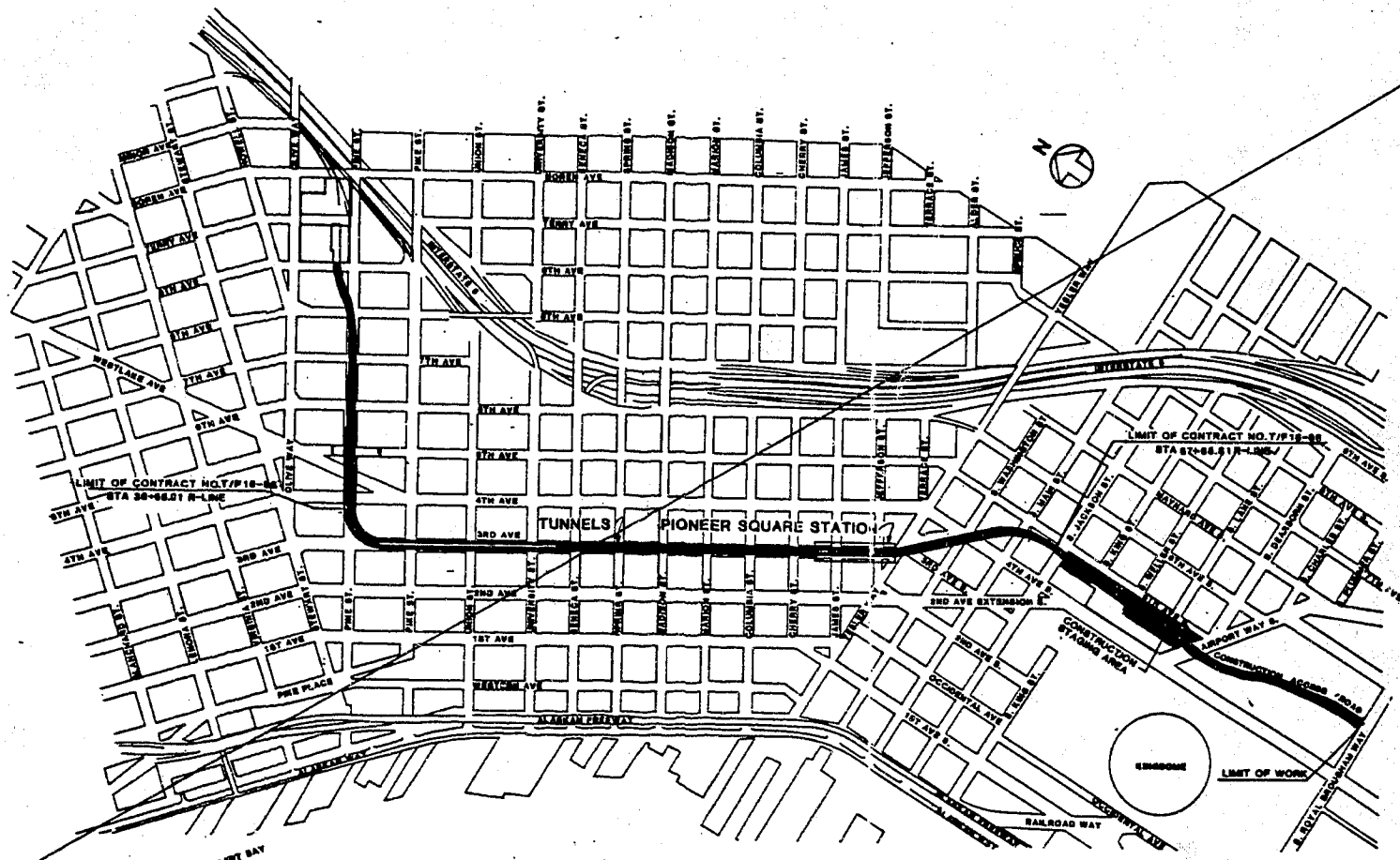
NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.

CITY CLERK

METRO Municipality of Metropolitan Seattle

PLAN FOR CONSTRUCTION OF

DOWNTOWN SEATTLE TRANSIT PROJECT



GENERAL SITE PLAN

Graphic Scale

0 400 800 ft.

MUNICIPALITY

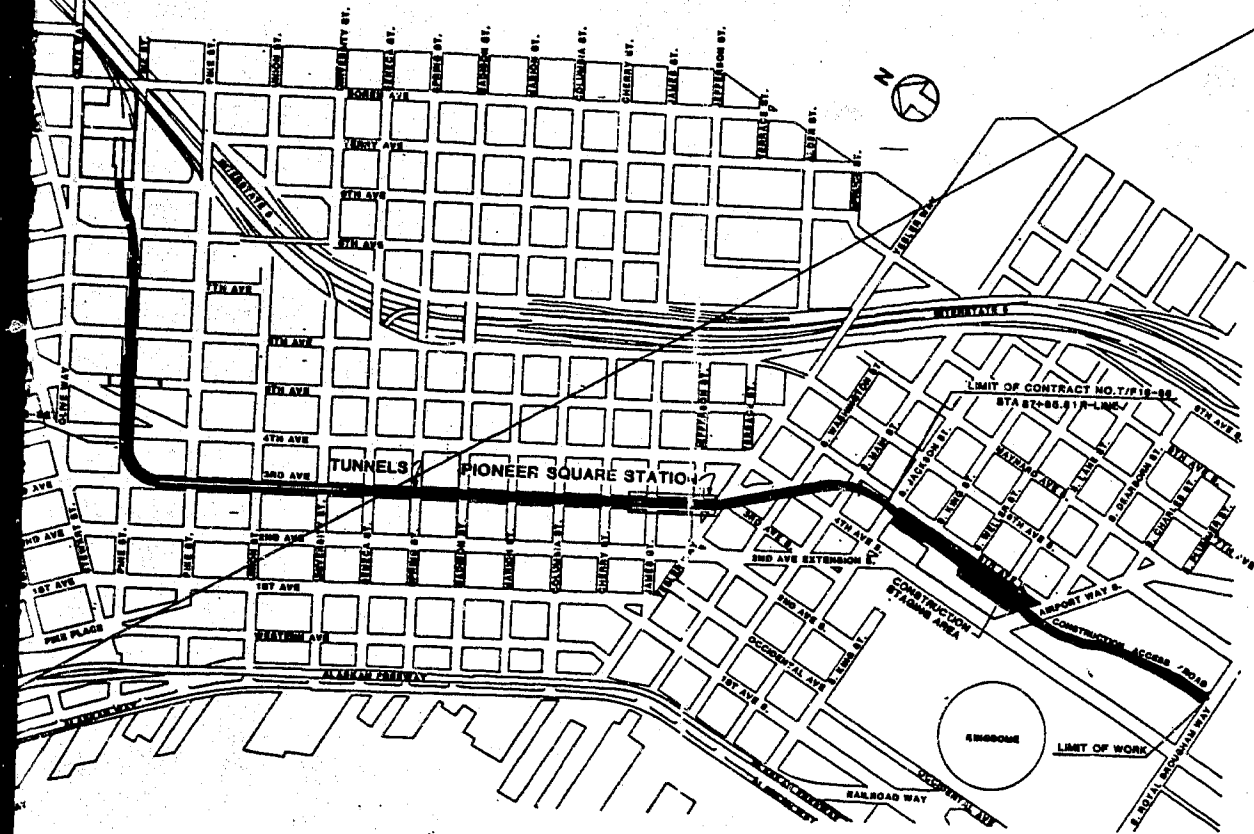
Approved

ATTEST:

METRO Municipality of Metropolitan Seattle

PLAN FOR CONSTRUCTION OF

DOWNTOWN SEATTLE TRANSIT PROJECT



GENERAL SITE PLAN

Graphic Scale
0 400 800 ft.

MUNICIPALITY OF METROPOLITAN SEATTLE

Approved _____ Date 7-9-86

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

WILLIAM L. BARNES

Submitted _____ Date 7/8/86
Project Director

_____ Date 7/8/86
Principal in Charge

THE PREPARATION OF THIS DOCUMENT WAS PARTIALLY FINANCED THROUGH A GRANT FROM DEPARTMENT OF TRANSPORTATION URBAN MASS TRANSPORTATION ADMINISTRATION UNDER THE PROVISIONS OF THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED.

FOR REFERENCE ONLY

120164

APPROVED BY THE BOARD OF PUBLIC WORKS
SEATTLE WASHINGTON _____ 19__
ATTEST: _____

16 JULY 1986
FILE NO. T/F16-86
SHEET NO. G1

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE IT IS DUE TO THE QUALITY OF THE DOCUMENT.