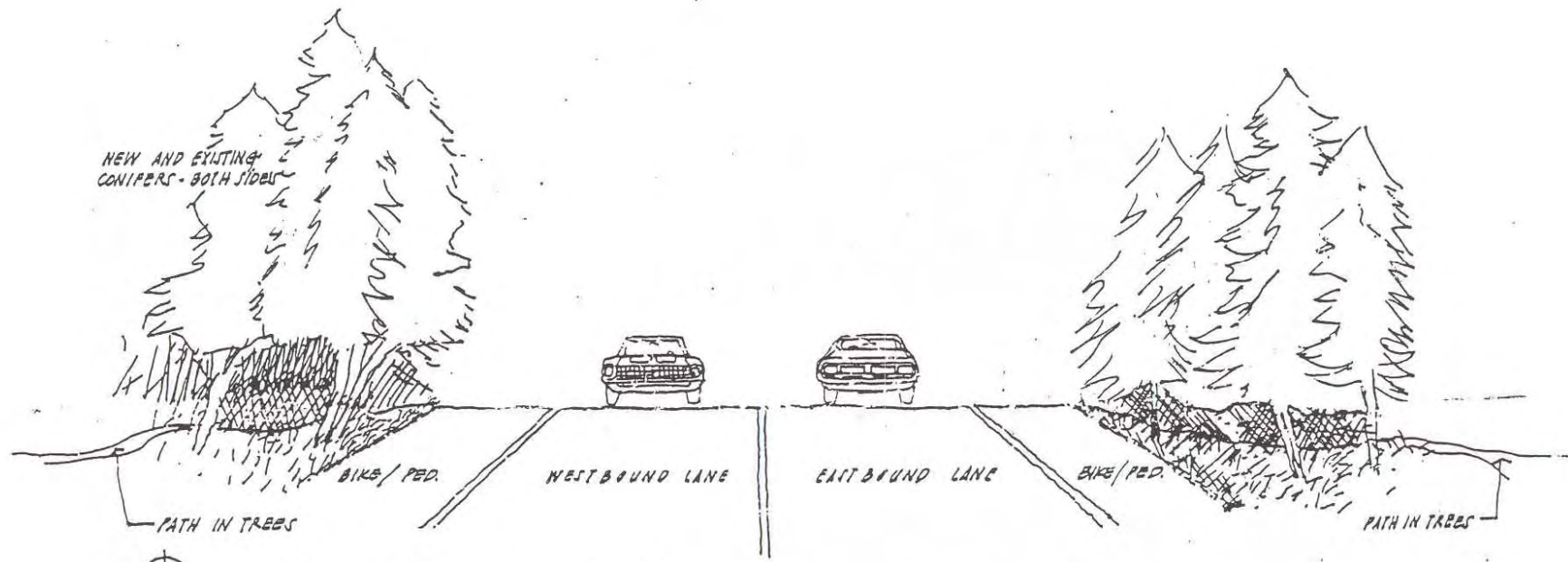


**CHAPTER 6 - APPENDIX C
GATEWAY PLAN DRAWINGS**

- Figure 1. Section at the Forest Corridor
- Figure 2. Section at Upper Commercial
- Figure 3. Section at Upper Commercial (Hancock to Grant only)
- Figure 6. Section at S-Curve
- Figure 7. Section at Flats
- Figure 10. Section at Bluff
- Figure 11. Typical Right-of-Way Configuration (three-lane)
- Figure 12. Typical Right-of-Way Configuration (four-lane)

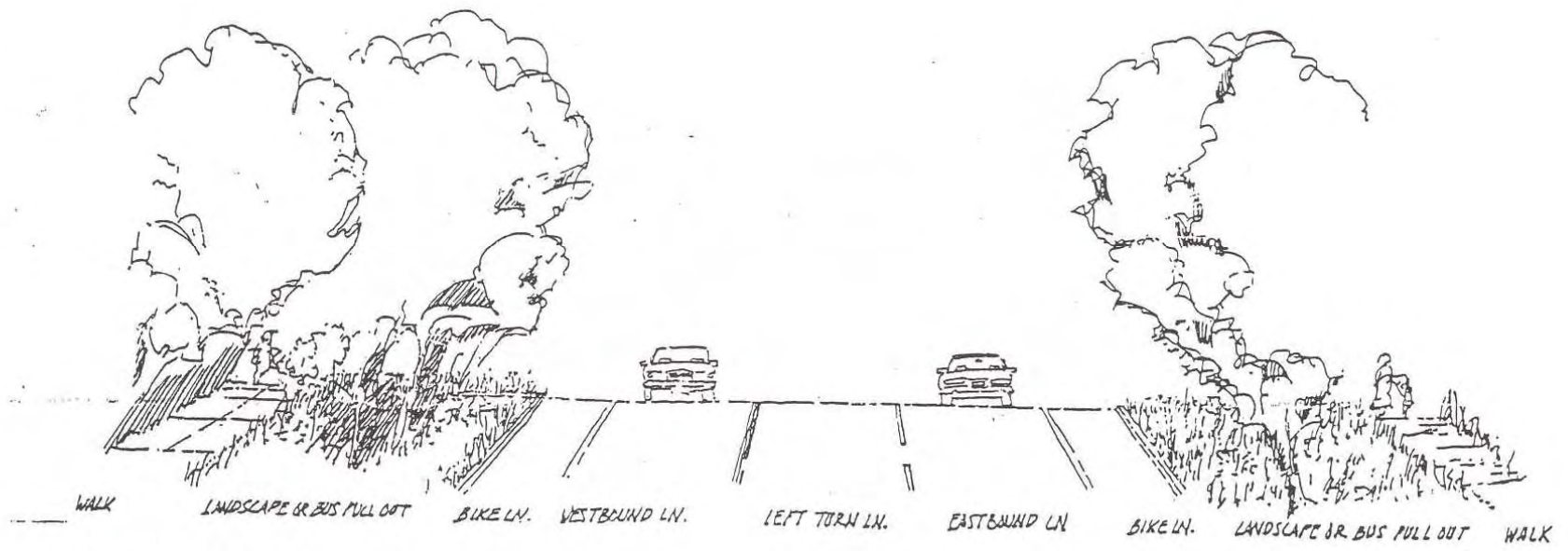
Figure 1:



SECTION AT THE FOREST CORRIDOR

Illustrates configuration of existing east and westbound lanes, development of existing shoulders into bike lane, and new pedestrian path through trees. Landscaping includes infill of conifers along both sides.

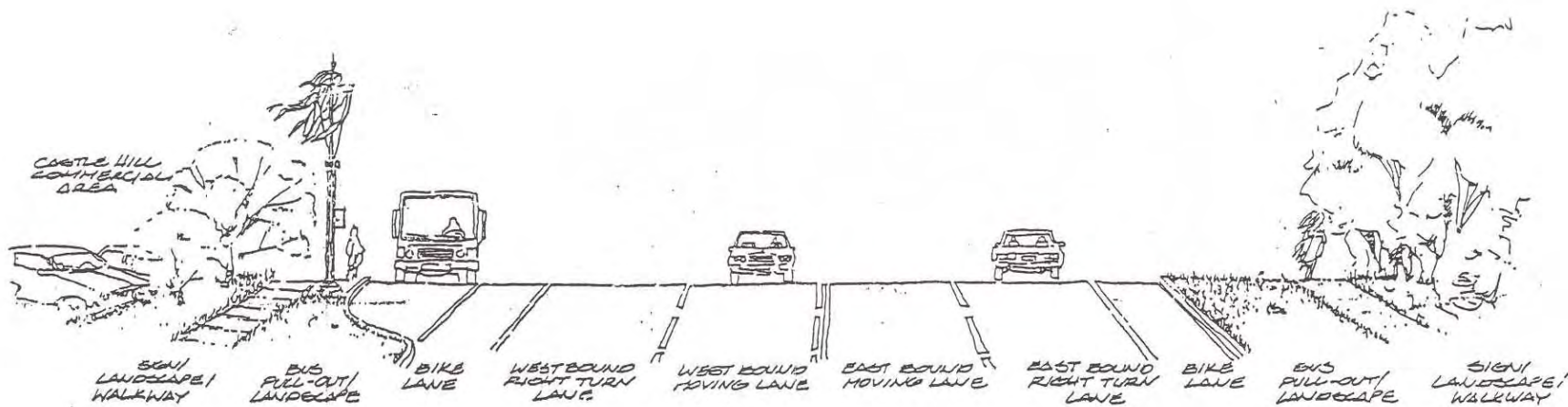
Figure 2:



SECTION AT UPPER COMMERCIAL

Illustrates configuration of existing eastbound and westbound lanes, with a new left turn lane. Bicycle lanes and sidewalks are created along both sides of Sims; new trees and shrubs or ground cover are proposed along the sidewalk.

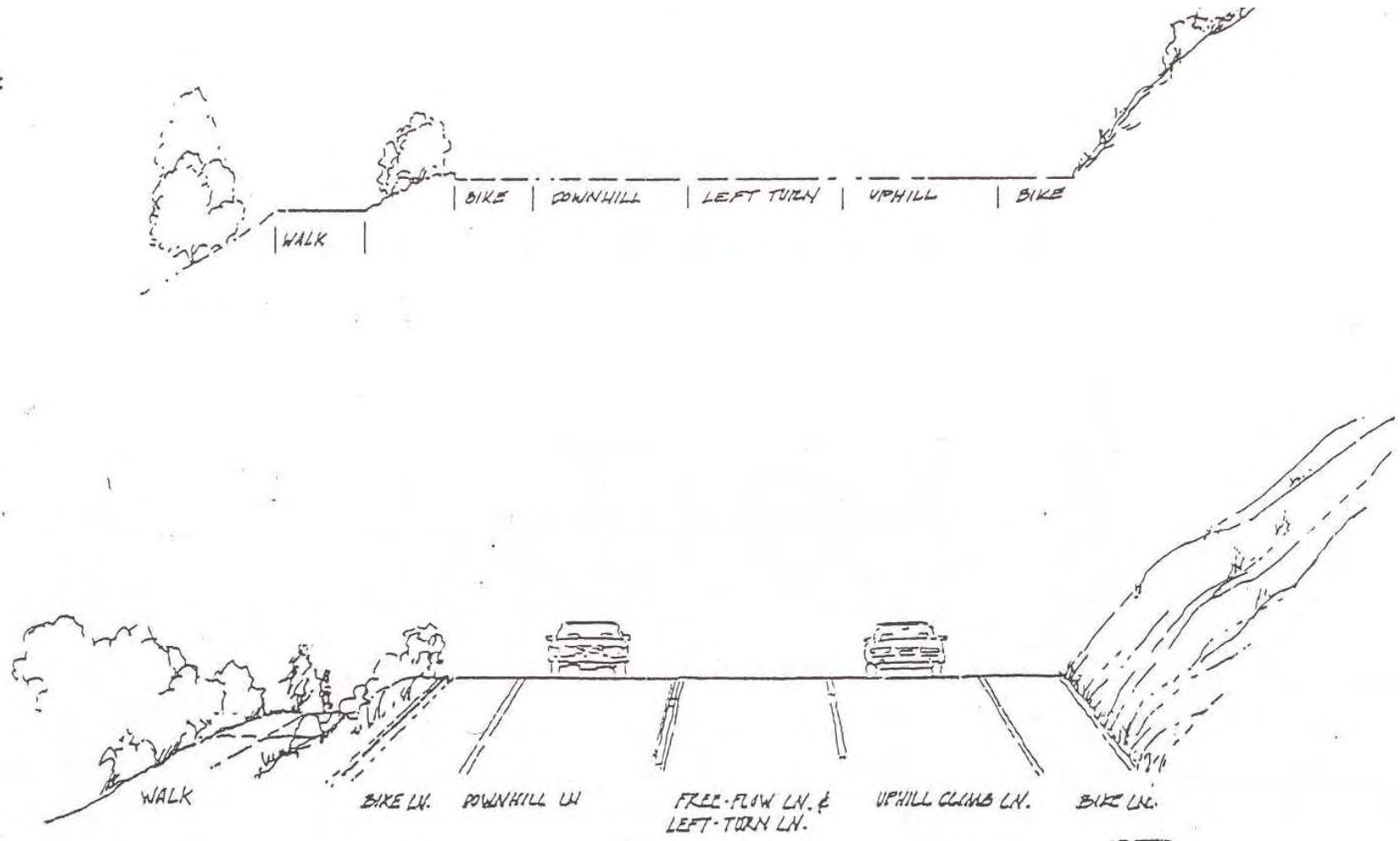
Figure 3:



SECTION AT UPPER COMMERCIAL (Hancock to Grant only)

Illustrates configuration of existing eastbound and westbound lanes; along with a new centered left turn lane and a westbound right turn only lane. Bicycle lanes and sidewalks, along with new trees and shrubs, are placed along both sides of Sims.

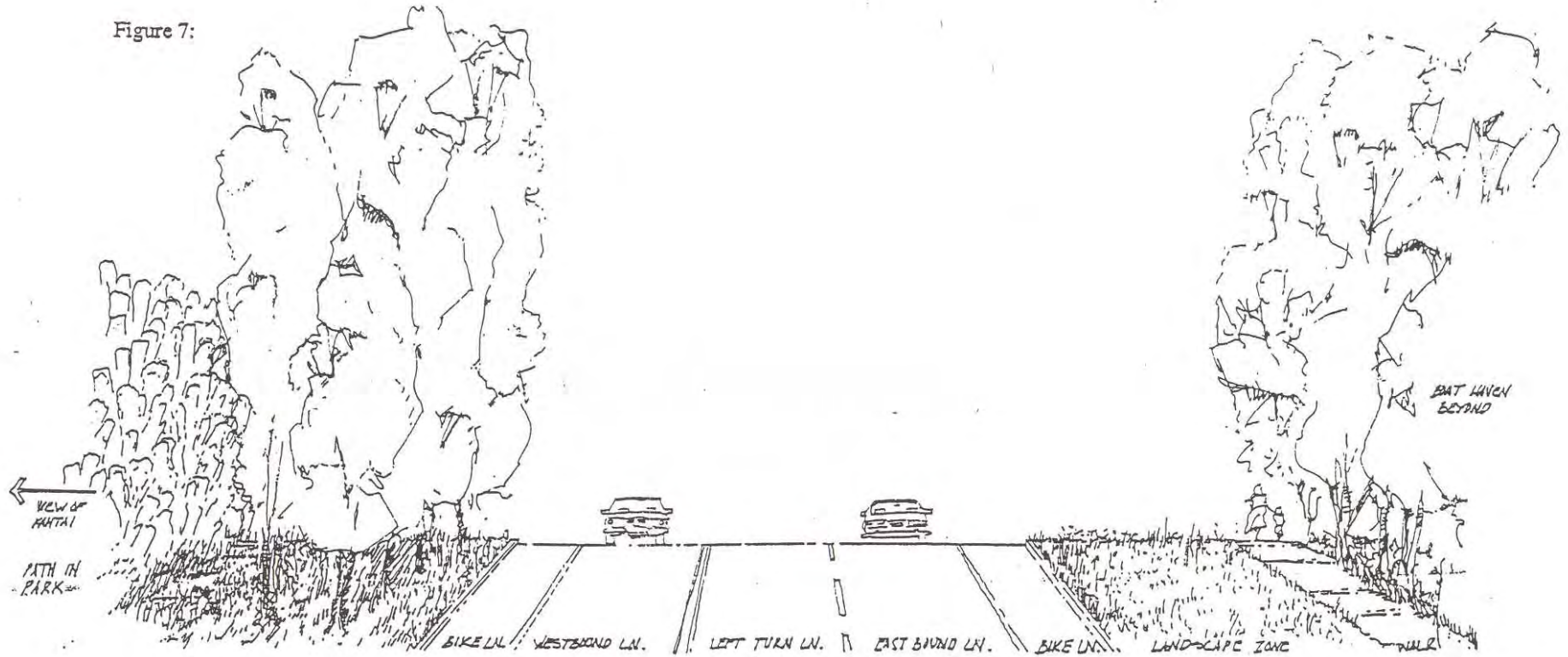
Figure 6:



SECTION AT S-CURVE

Illustrates configuration of a new westbound climbing lane and a planter centered between eastbound and westbound lanes. A new shoulder serves as a bike lane and a sidewalk is created along the south. Existing trees may be thinned to improve views.

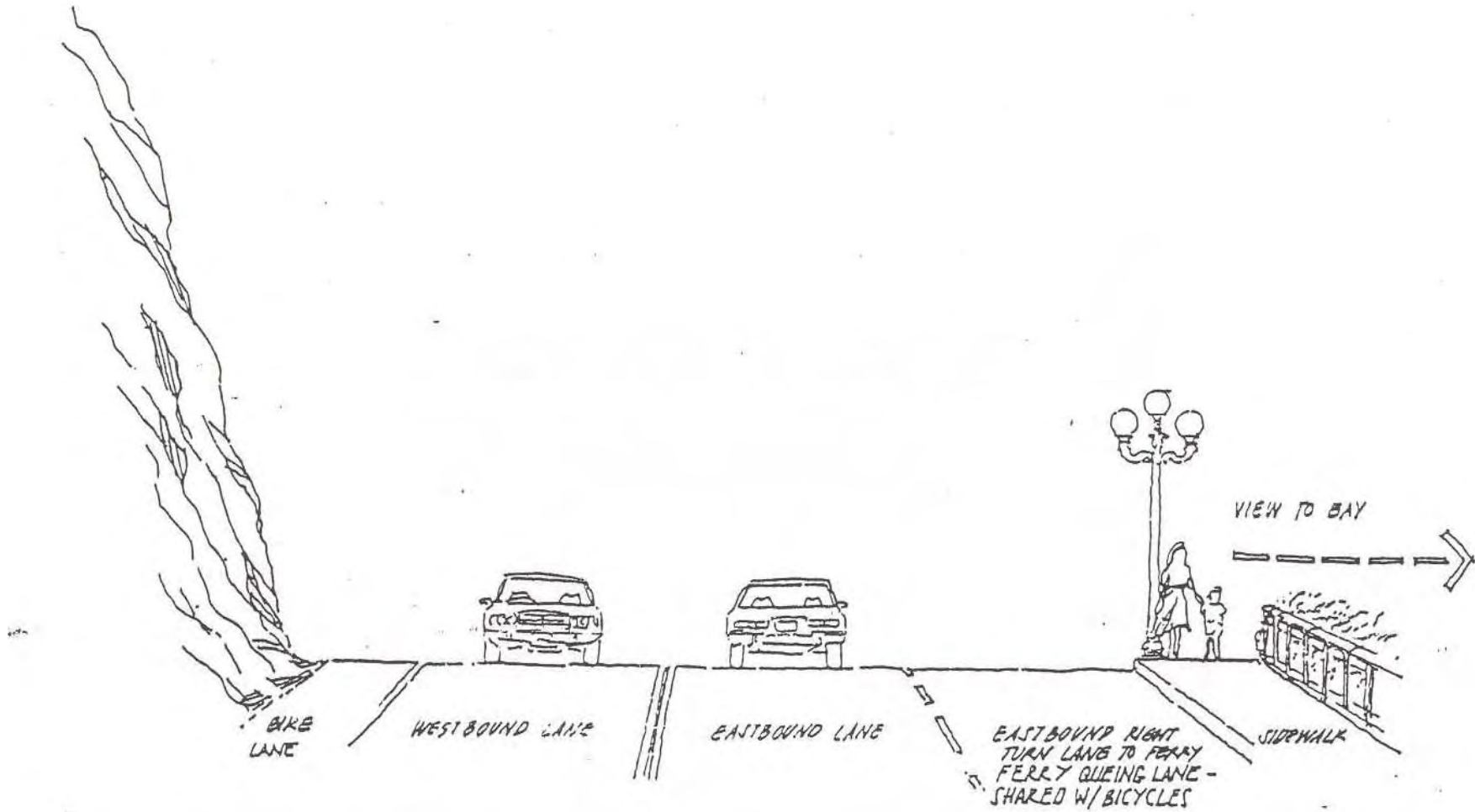
Figure 7:



SECTION AT FLATS

Illustrates configuration of new left turn lane between westbound and eastbound lanes. A new shoulder provides bike lane at north, and the existing south shoulder is developed into a bike lane and sidewalk. Existing poplars are thinned as required to improve view to Kah-Tai Park.

Figure 10:



SECTION AT BLUFF

Illustrates configuration of existing east and westbound lanes, with a bike lane along the north shoulder; a new Ferry queuing lane, bike lane, and a sidewalk along south.

Figure 11: Typical Right-of-Way Configuration (three-lane)

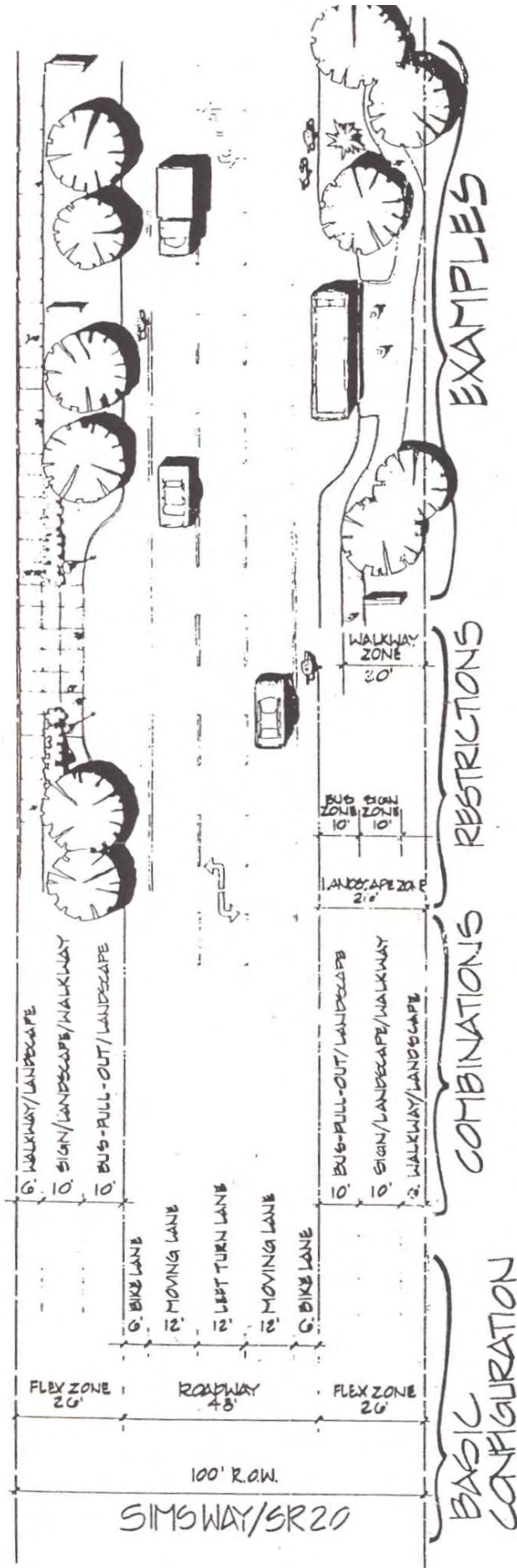


Figure 12: Typical Right-of-Way Configuration (four-lane)

