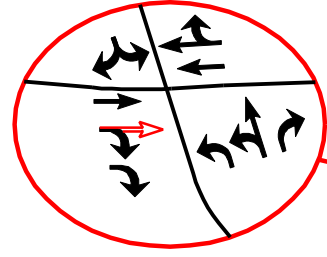
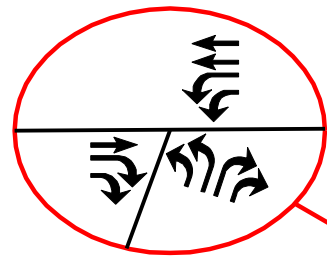
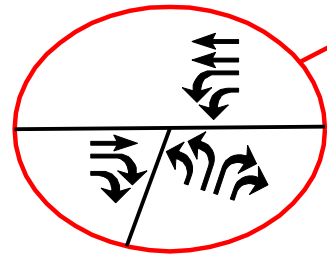
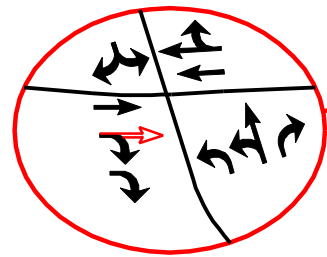
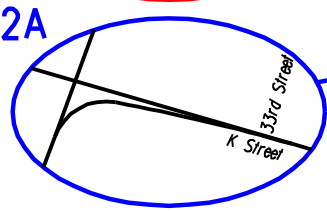
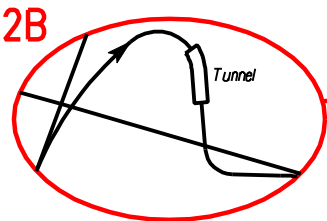


ALTERNATIVE 1 - NO BUILD ALTERNATIVE



ALTERNATIVE 2 - NO BUILD PLUS: CONNECTION FROM KEY BRIDGE TO LOWER K STREET

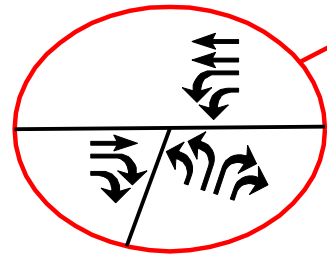
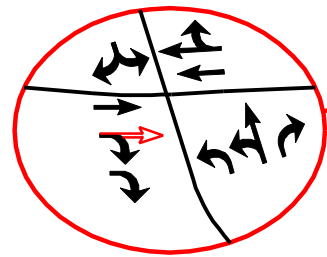


- █ Tunnel
- Existing lane configuration
- Proposed lane configuration

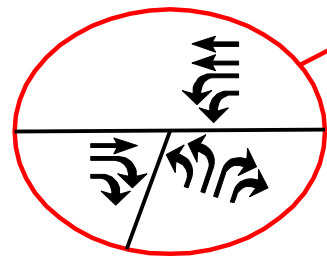
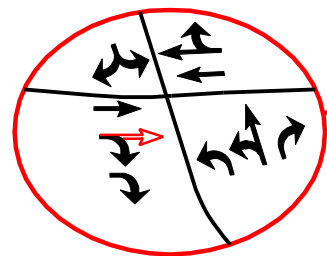
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

ALTERNATIVE 3 - NO BUILD PLUS: LANE CONFIGURATION IMPROVEMENTS



ALTERNATIVE 4 - NO BUILD PLUS: ACCESS RAMPS TO ROCK CREEK PARKWAY

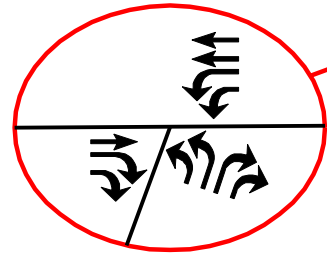
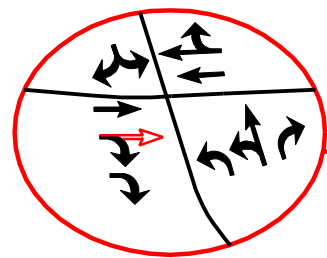


- Existing lane configuration
- Proposed lane configuration

This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

ALTERNATIVE 5 - NO BUILD PLUS: IMPROVEMENTS TO RAMP TO SOUTHBOUND POTOMAC EXPRESSWAY AND 27th STREET



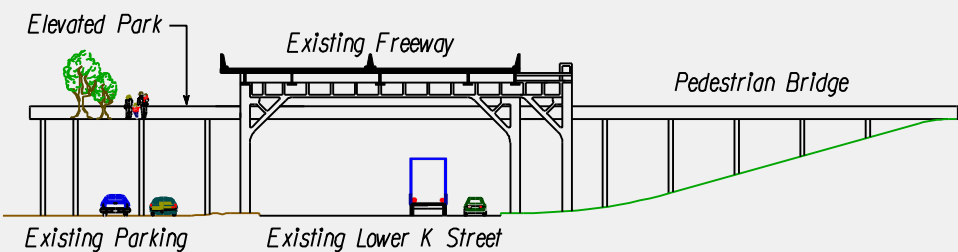
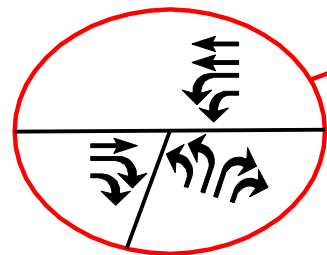
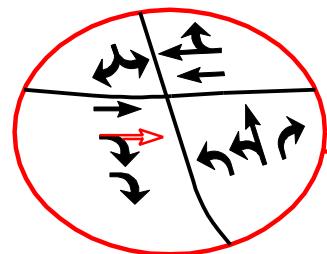
- █ Elevated Park constructed over existing Parking Lot
- Existing lane configuration
- Proposed lane configuration

This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aertals only.

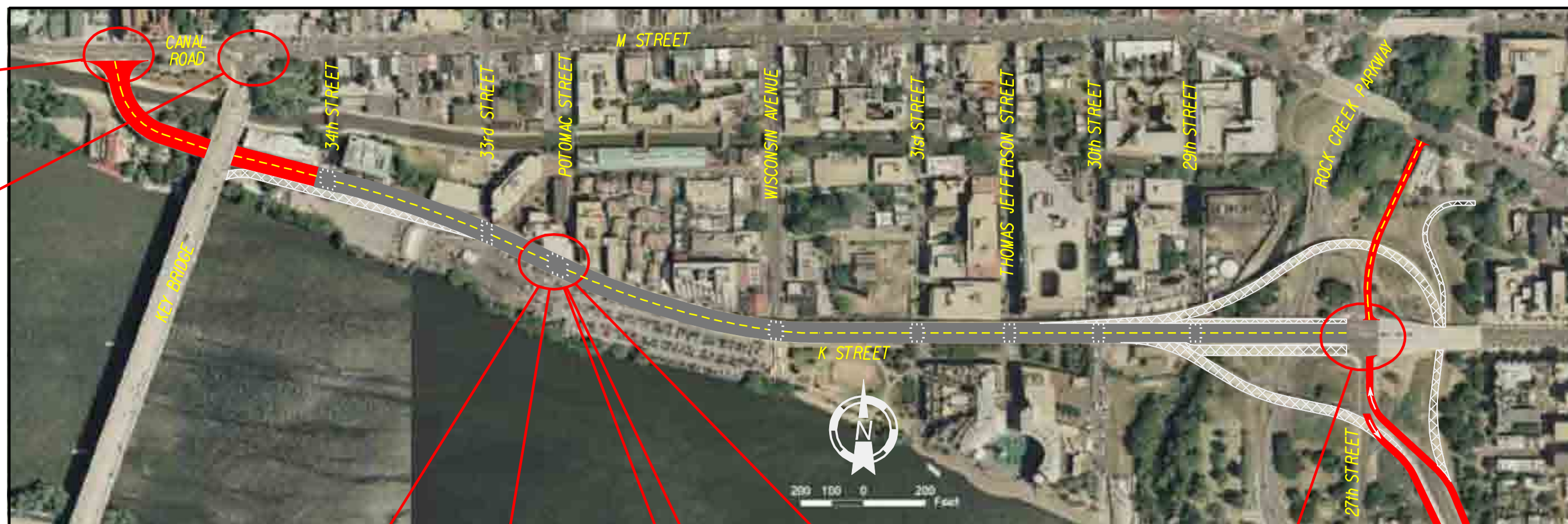
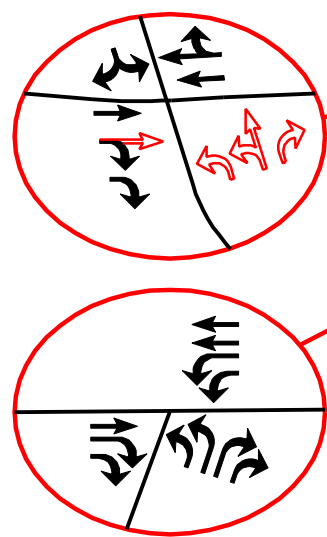


ALTERNATIVE 6 - NO BUILD PLUS: ELEVATED PARK WITH PEDESTRIAN ACCESS

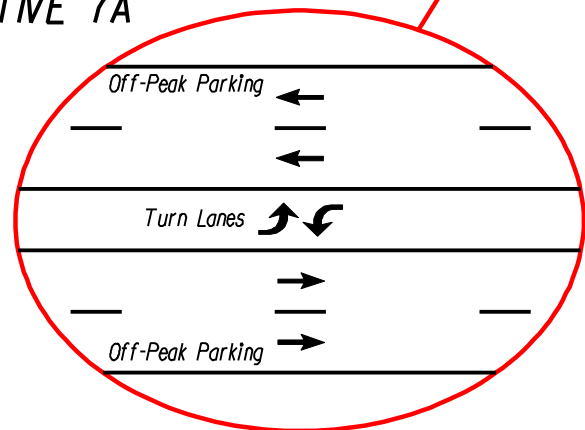


Cross Section at Wisconsin Avenue

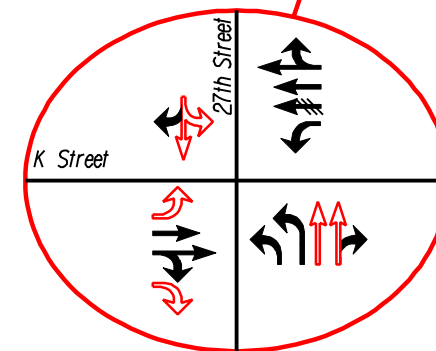
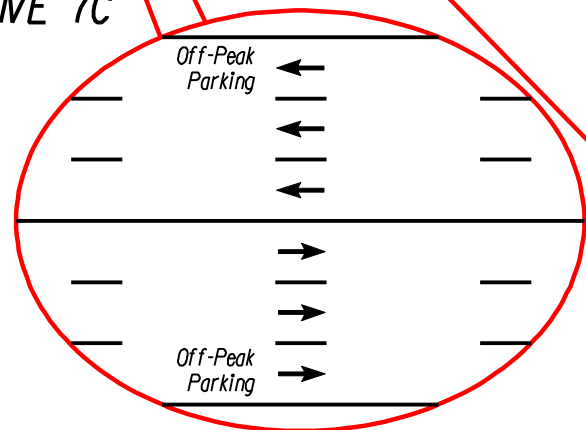
ALTERNATIVE 7 - AT GRADE AVENUE ALTERNATIVE WITHOUT CONNECTION FROM KEY BRIDGE



ALTERNATIVE 7A



ALTERNATIVE 7C

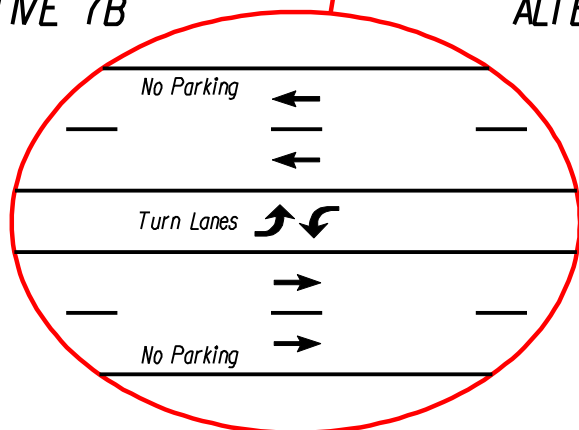


AT-GRADE INTERSECTION

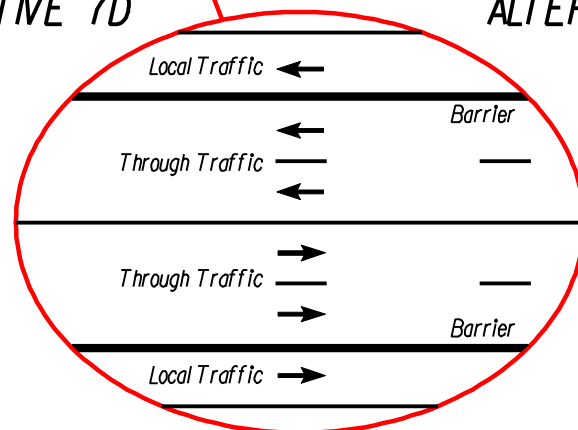
Deconstruction of Whitehurst Freeway with connection from Canal Road to Lower K Street without connection from Key Bridge

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- //→ Lane to be eliminated

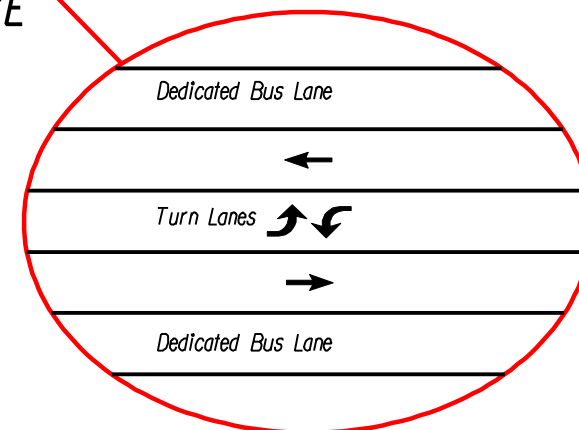
ALTERNATIVE 7B



ALTERNATIVE 7D



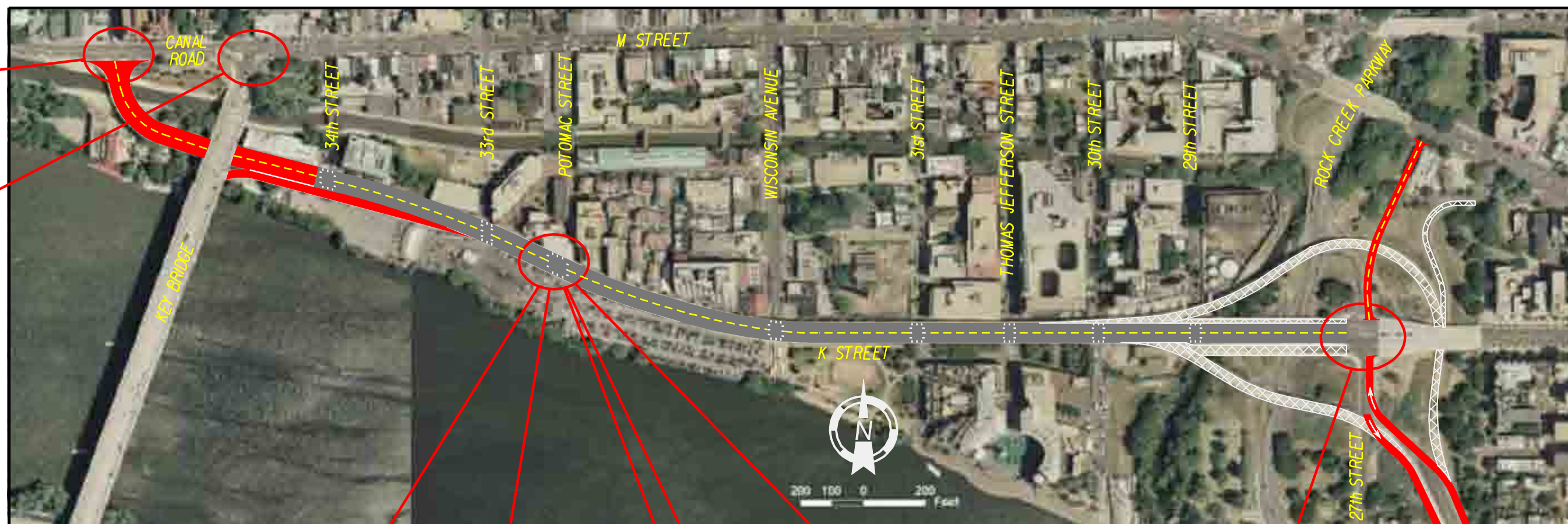
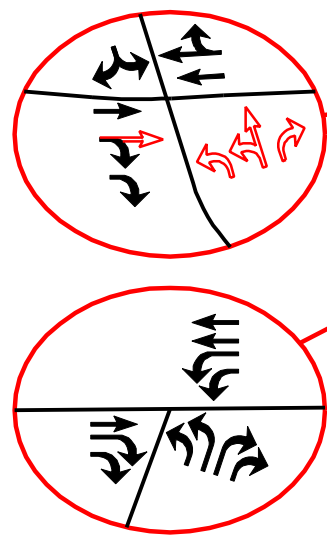
ALTERNATIVE 7E



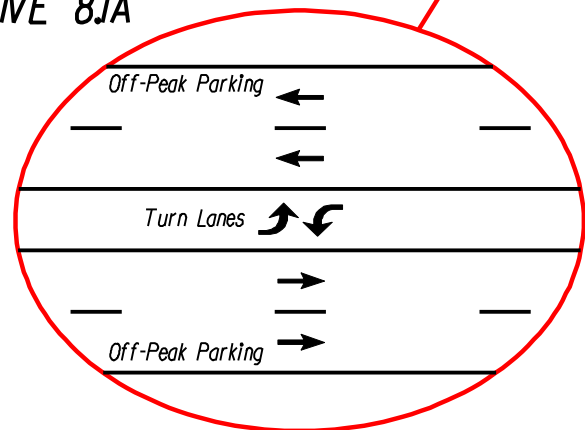
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

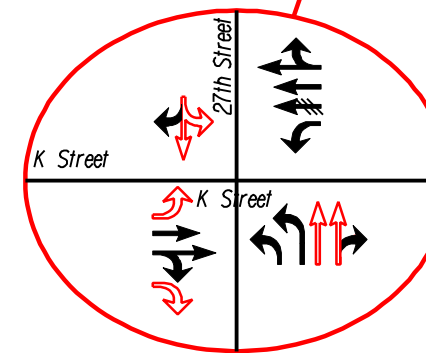
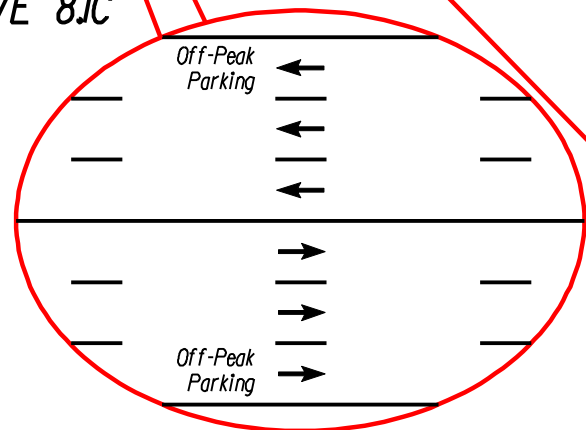
ALTERNATIVE 8J- AT GRADE AVENUE ALTERNATIVE WITH CONNECTION FROM KEY BRIDGE



ALTERNATIVE 8JA

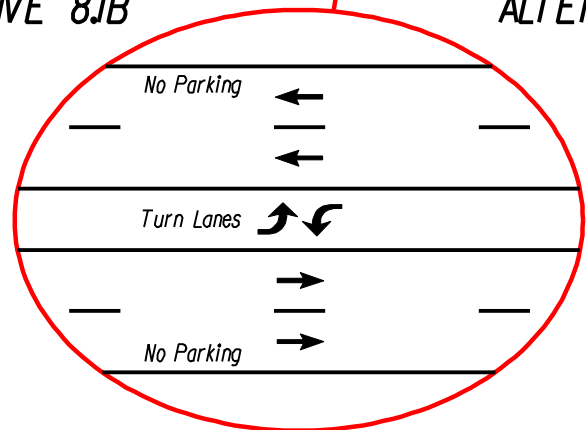


ALTERNATIVE 8JC

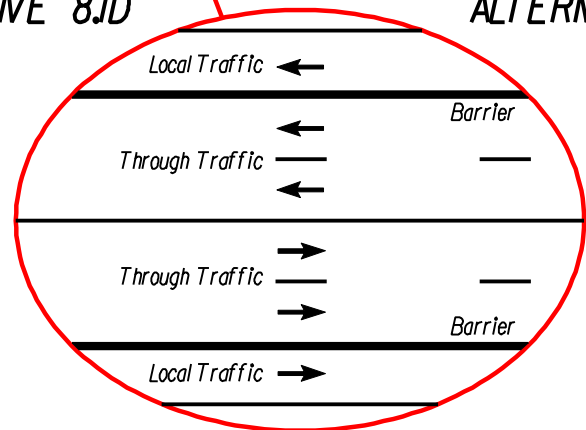


AT-GRADE INTERSECTION

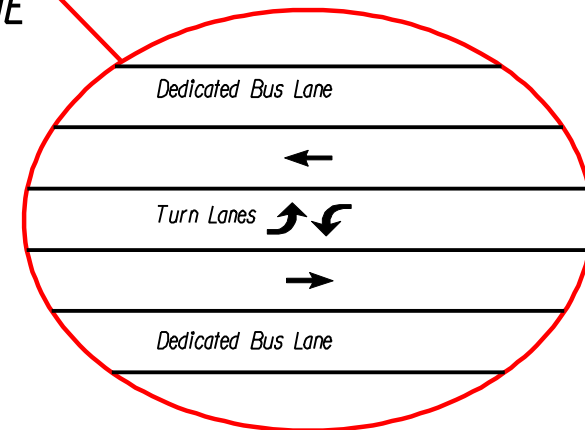
ALTERNATIVE 8JB



ALTERNATIVE 8JD



ALTERNATIVE 8JE



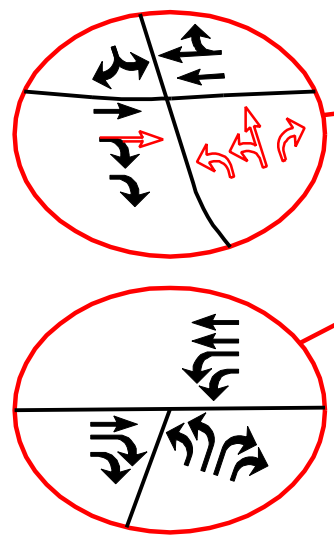
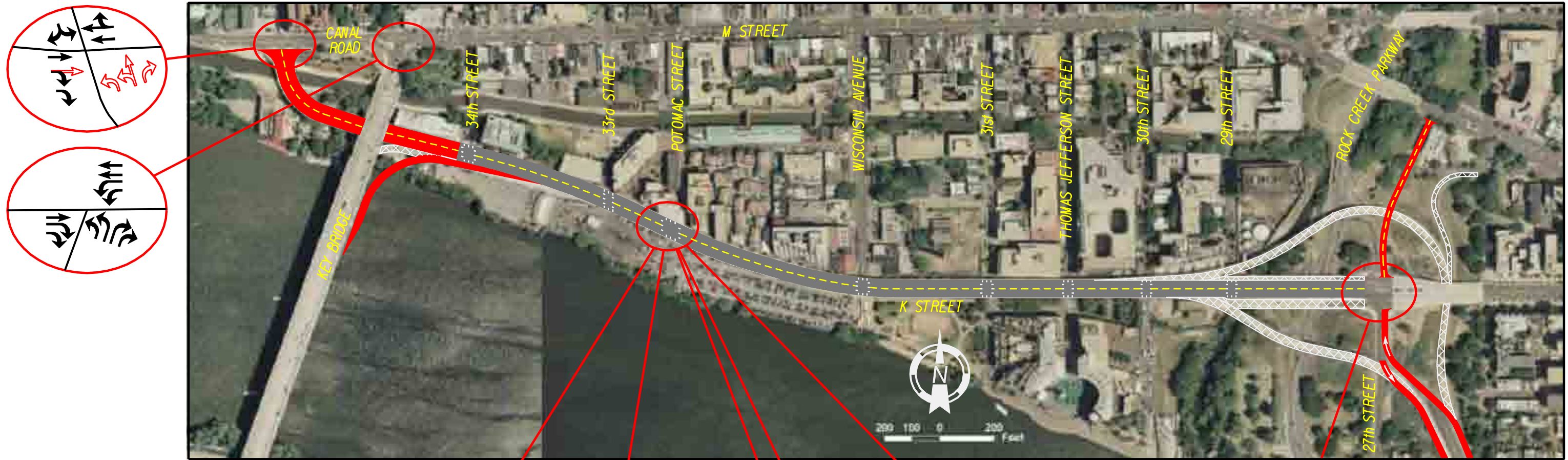
Deconstruction of Whitehurst Freeway with connection from Canal Road to Lower K Street with connection from Key Bridge to Lower K Street

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- Lane to be eliminated

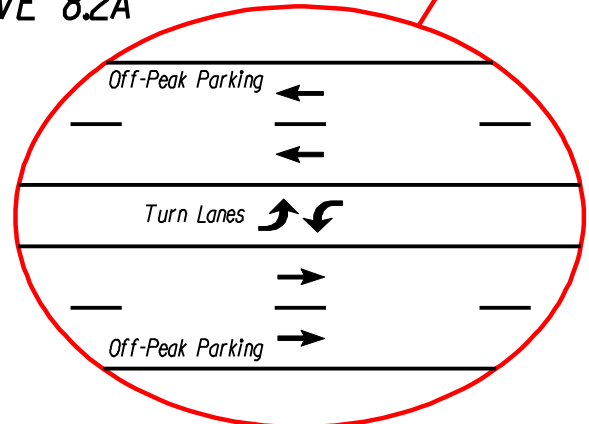
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

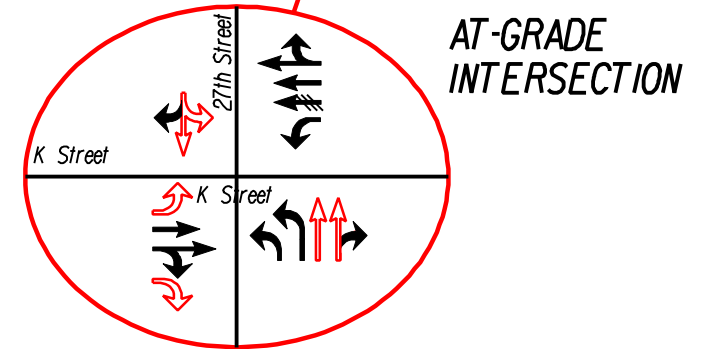
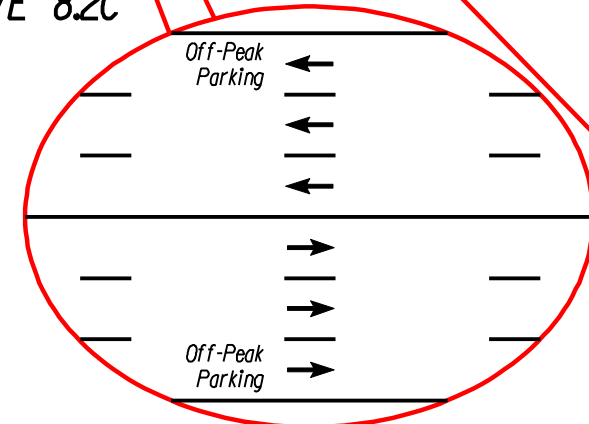
ALTERNATIVE 8.2 - AT GRADE AVENUE ALTERNATIVE WITH CONNECTION FROM KEY BRIDGE



ALTERNATIVE 8.2A



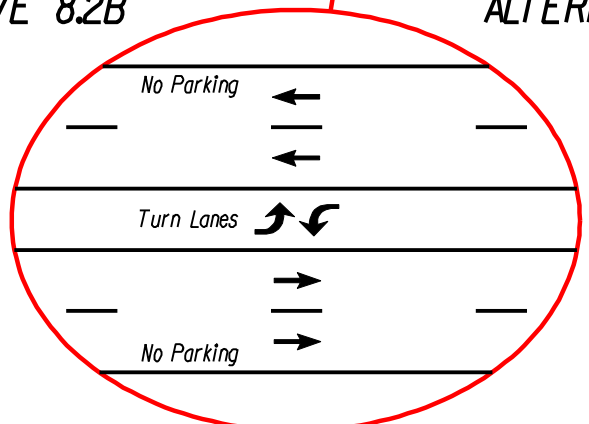
ALTERNATIVE 8.2C



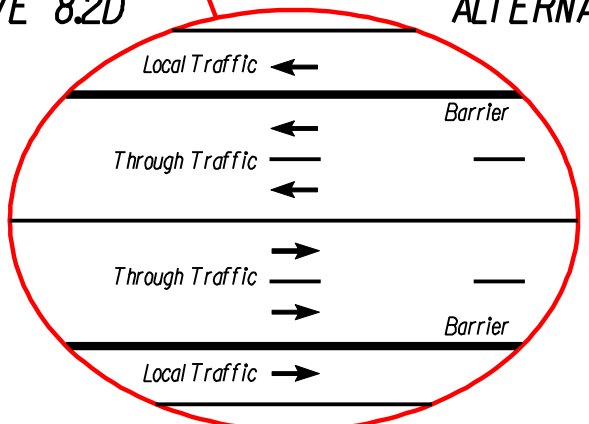
Deconstruction of Whitehurst Freeway with connection from Canal Road to Lower K Street with connection from Key Bridge to Lower K Street

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- // Lane to be eliminated

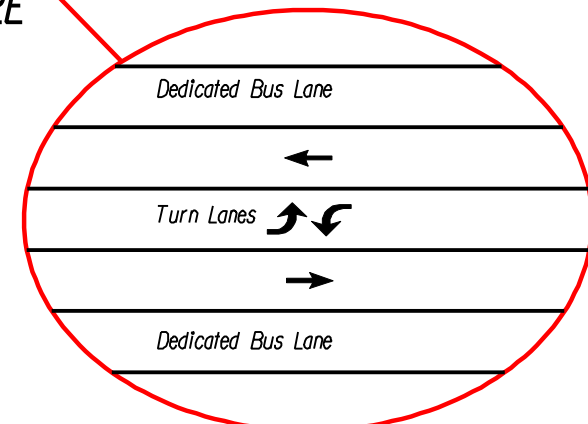
ALTERNATIVE 8.2B



ALTERNATIVE 8.2D

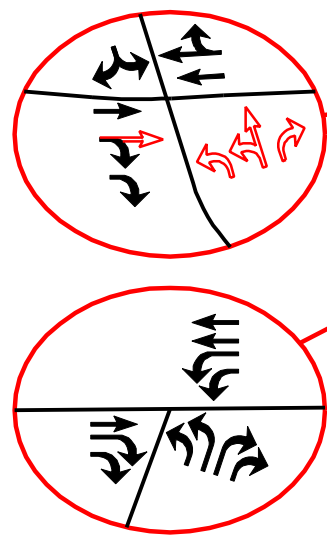


ALTERNATIVE 8.2E

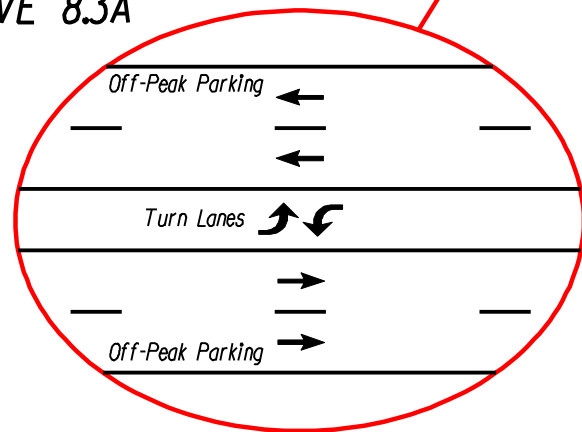


This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.
Scale applies to aerials only.

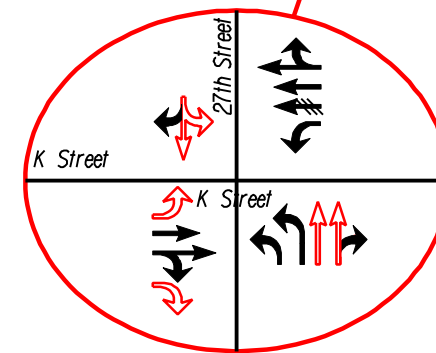
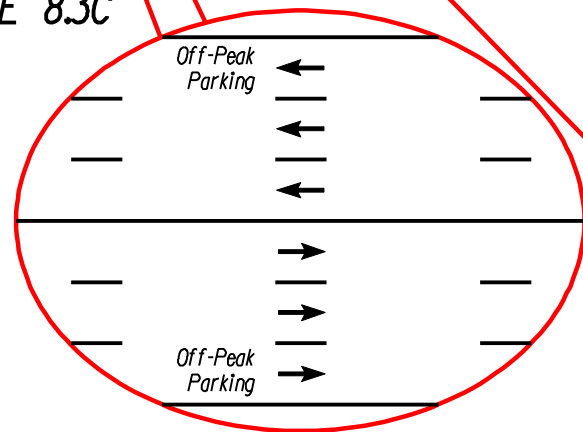
ALTERNATIVE 8.3 - AT GRADE AVENUE ALTERNATIVE WITH CONNECTION FROM KEY BRIDGE



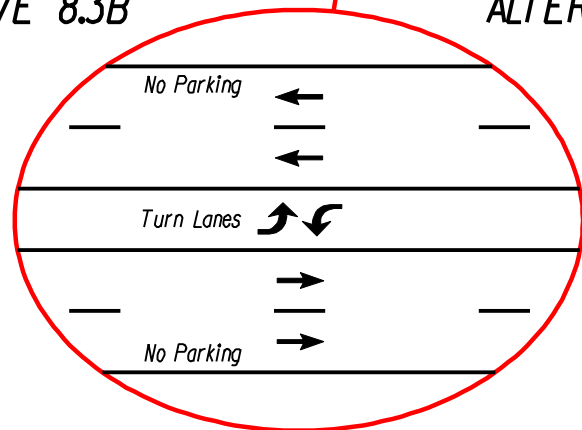
ALTERNATIVE 8.3A



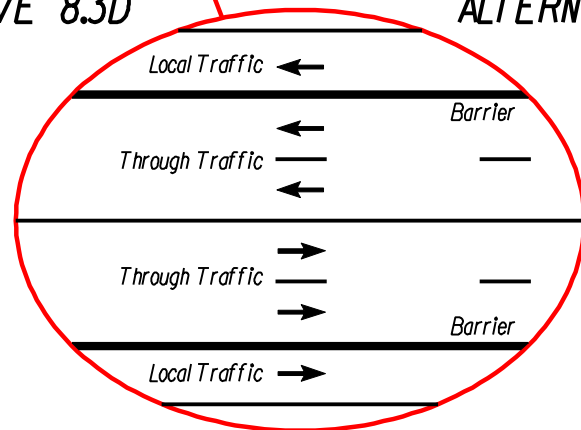
ALTERNATIVE 8.3C



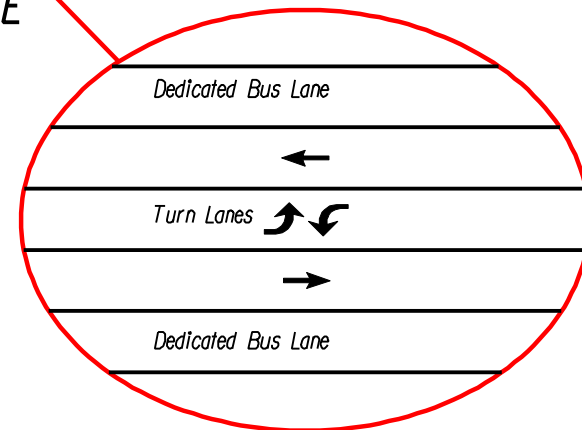
ALTERNATIVE 8.3B



ALTERNATIVE 8.3D



ALTERNATIVE 8.3E



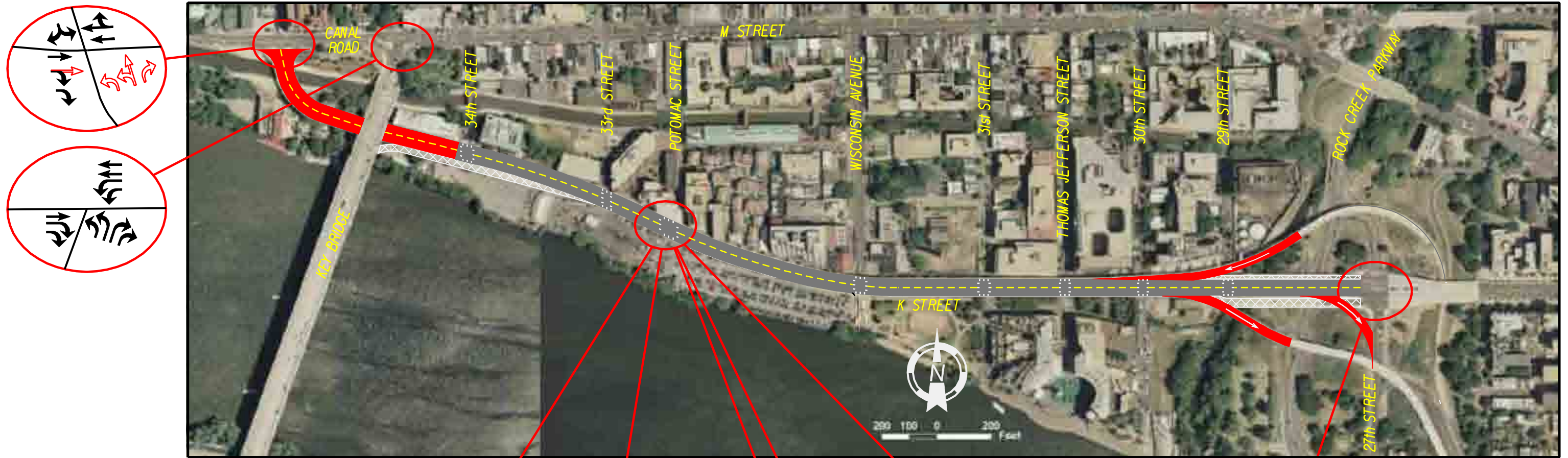
Deconstruction of Whitehurst Freeway with connection from Canal Road to Lower K Street with connection from Key Bridge to Lower K Street

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- ▬ Bridge
- Existing lane configuration
- Proposed lane configuration

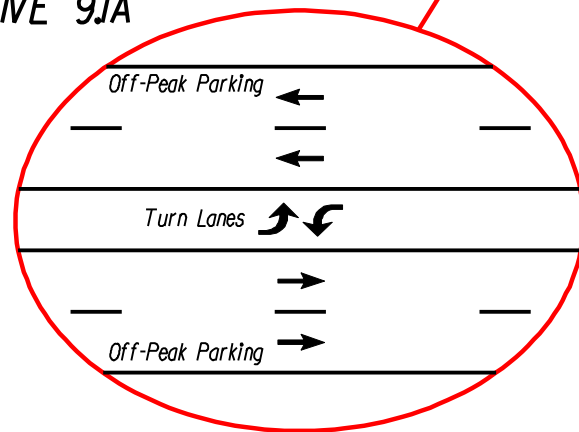
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

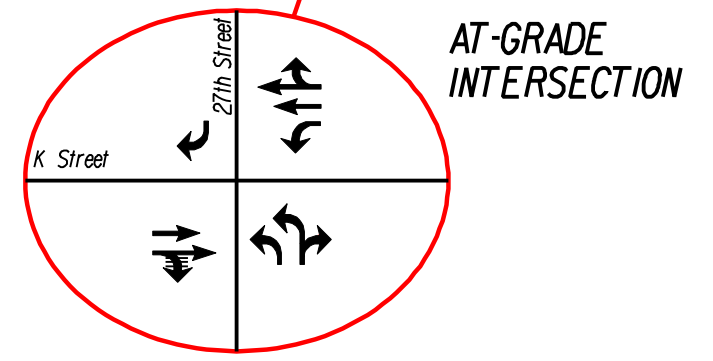
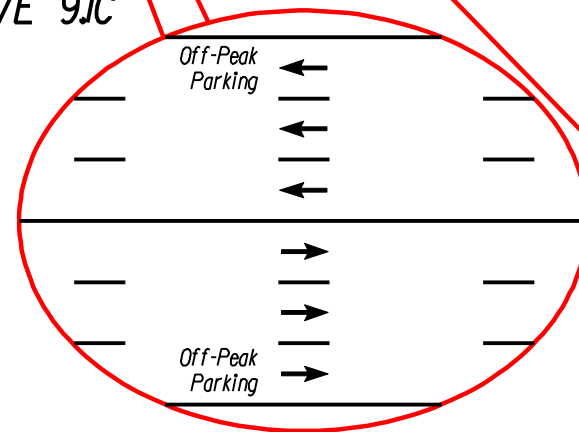
ALTERNATIVE 9J- AT GRADE AVENUE ALTERNATIVE BY MAINTAINING EXISTING RAMPS AT EASTERN END



ALTERNATIVE 9JA



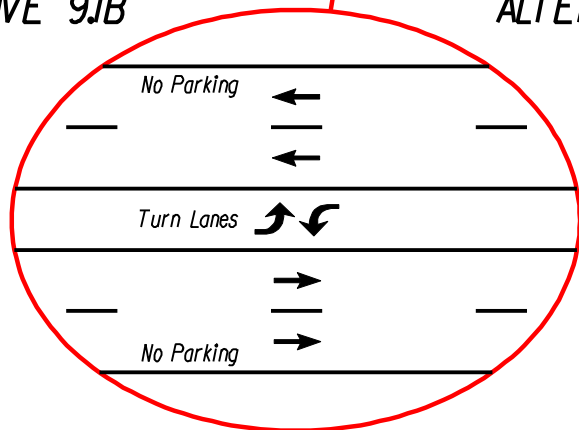
ALTERNATIVE 9JC



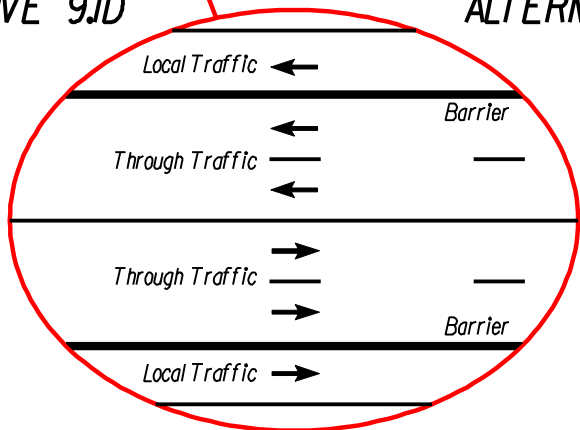
Deconstruction of Whitehurst Freeway by maintaining existing ramps at eastern end to connect to Lower K Street, which will result in blocking 30th Street in westbound; and new connection to eastbound right-turn movement at 27th Street.

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- //→ Lane to be eliminated

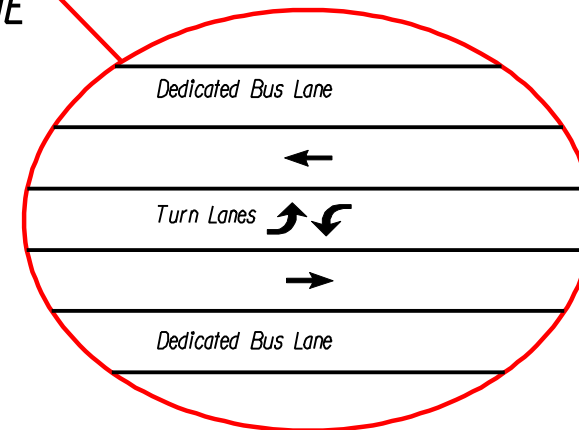
ALTERNATIVE 9JB



ALTERNATIVE 9JD



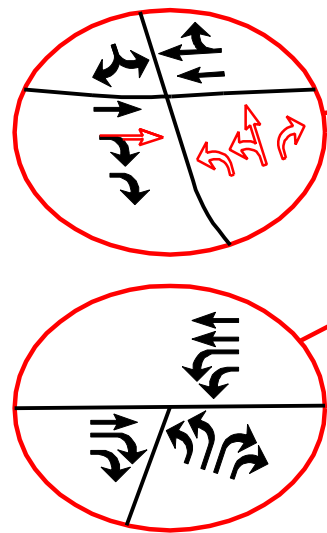
ALTERNATIVE 9JE



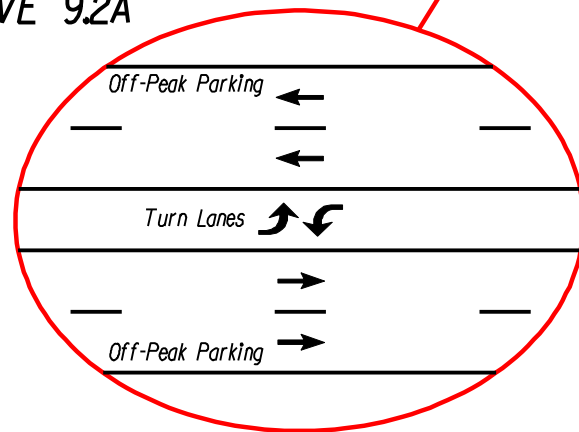
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

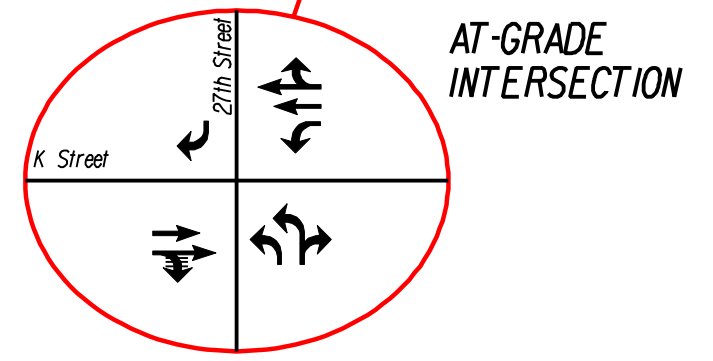
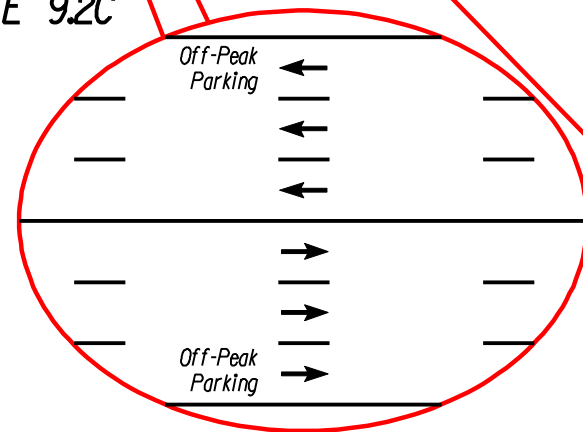
ALTERNATIVE 9.2 - AT GRADE AVENUE ALTERNATIVE BY MAINTAINING EXISTING RAMPS AT EASTERN END



ALTERNATIVE 9.2A



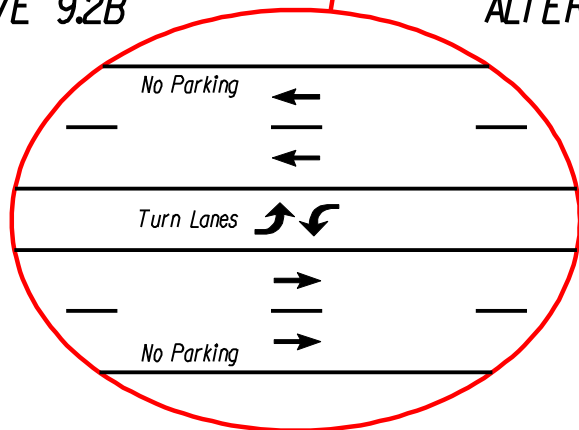
ALTERNATIVE 9.2C



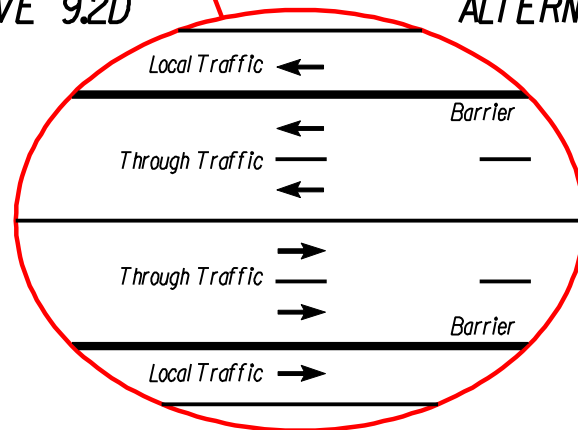
Deconstruction of Whitehurst Freeway by maintaining existing ramps to connect to lower K Street on eastern end.

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- // Lane to be eliminated

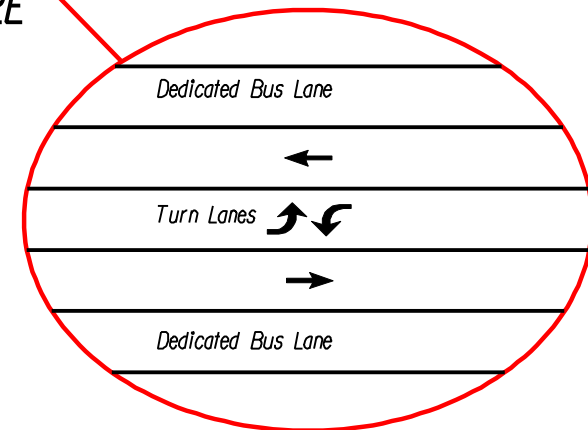
ALTERNATIVE 9.2B



ALTERNATIVE 9.2D

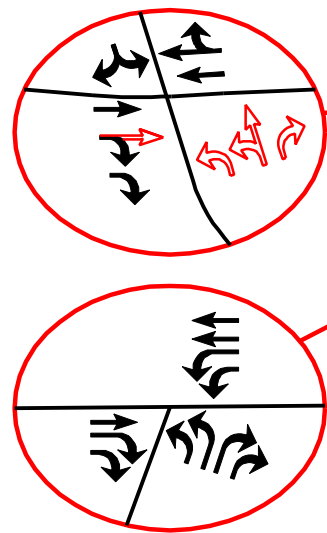


ALTERNATIVE 9.2E



This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.
Scale applies to aerials only.

ALTERNATIVE 10 - DEPRESSED K STREET WITHOUT CONNECTION FROM KEY BRIDGE

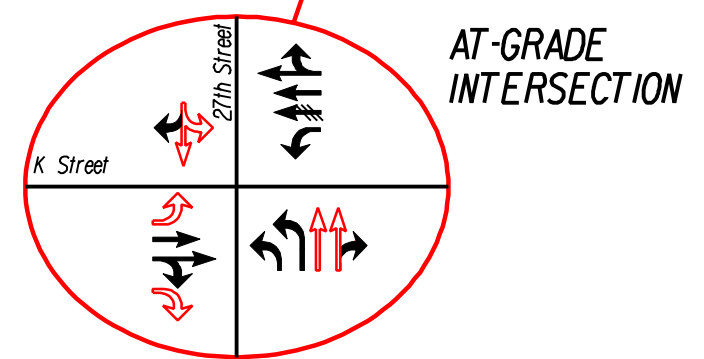
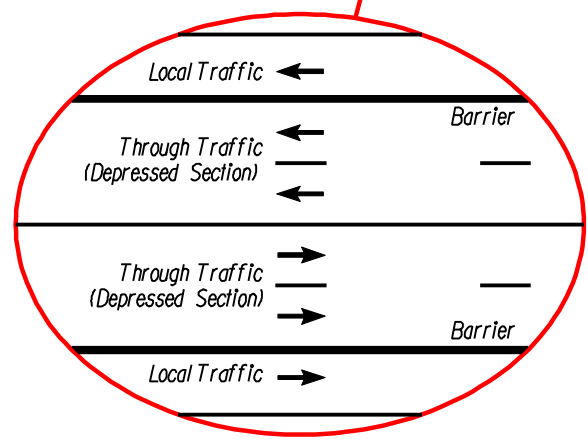


Deconstruction of Whitehurst Freeway with depressed K Street and without connection from Key Bridge.

- █ New connections
- Depressed Section of Lower K Street
- Bridges to access the waterfront
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- //→ Lane to be eliminated

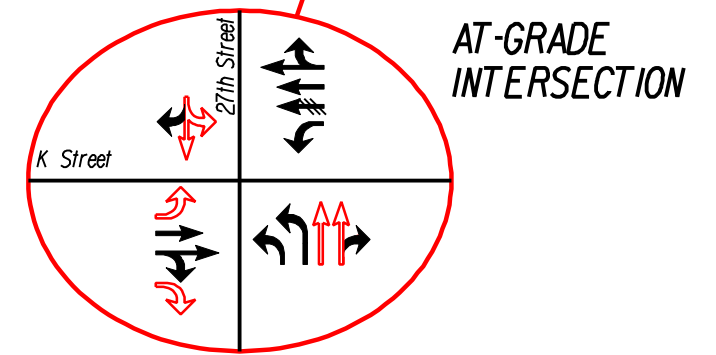
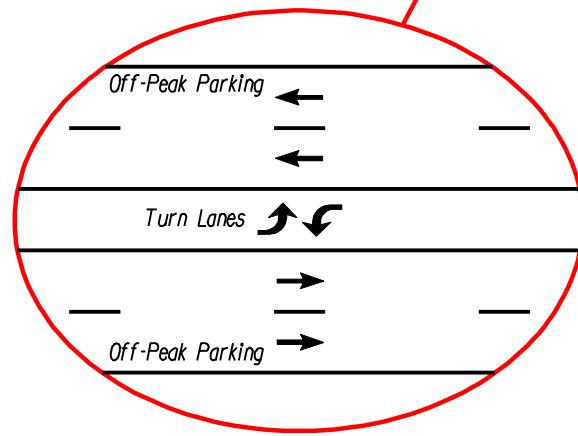
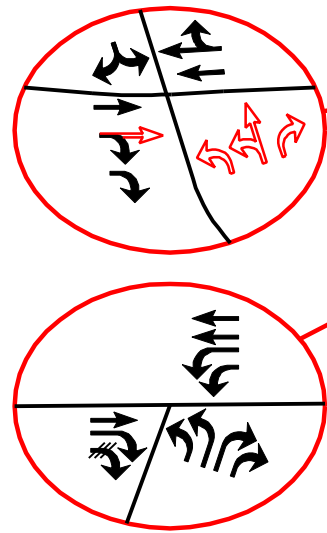
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.



AT-GRADE INTERSECTION

ALTERNATIVE II - AT GRADE AVENUE ALTERNATIVE



Deconstruction of Whitehurst Freeway with connection from Canal Road to Lower K Street; connection from Key Bridge to eastbound and westbound Lower K Street; and at-grade intersection at 27th Street

- █ New connections
- █ Tunnel
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- ↘ Lane to be eliminated

This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

ALTERNATIVE 12 - AT GRADE AVENUE ALTERNATIVE WITH RELOCATED CONNECTION FROM CANAL ROAD TO K STREET

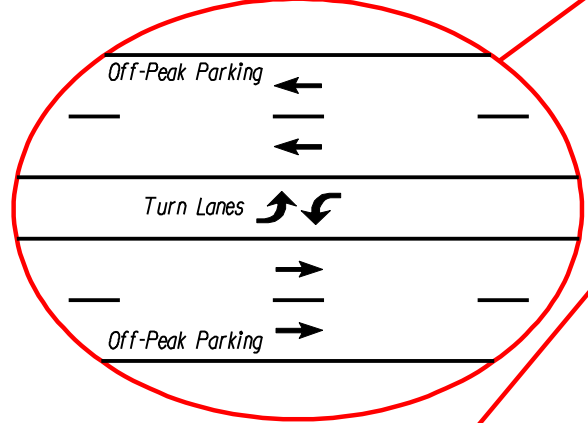
Deconstruction of Whitehurst Freeway with relocated connection from Canal Road to Lower K Street without connection from Key Bridge.

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- ↪ Bridge
- ↪ Existing lane configuration
- ↪ Proposed lane configuration

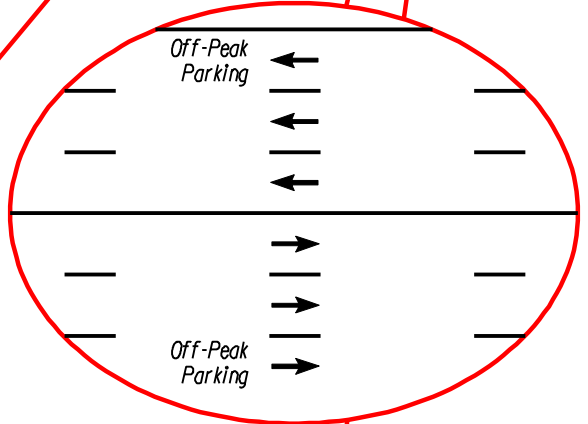
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements. Scale applies to aertals only.



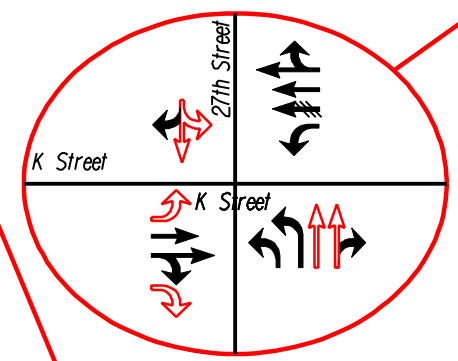
ALTERNATIVE 12A



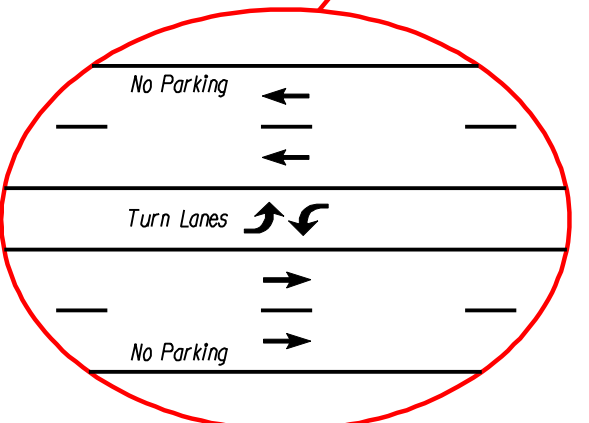
ALTERNATIVE 12C



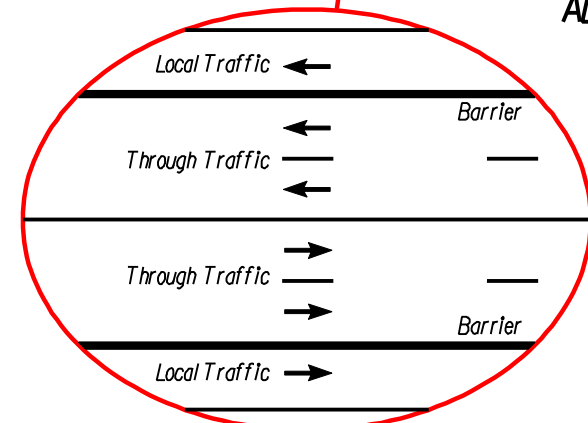
AT-GRADE INTERSECTION



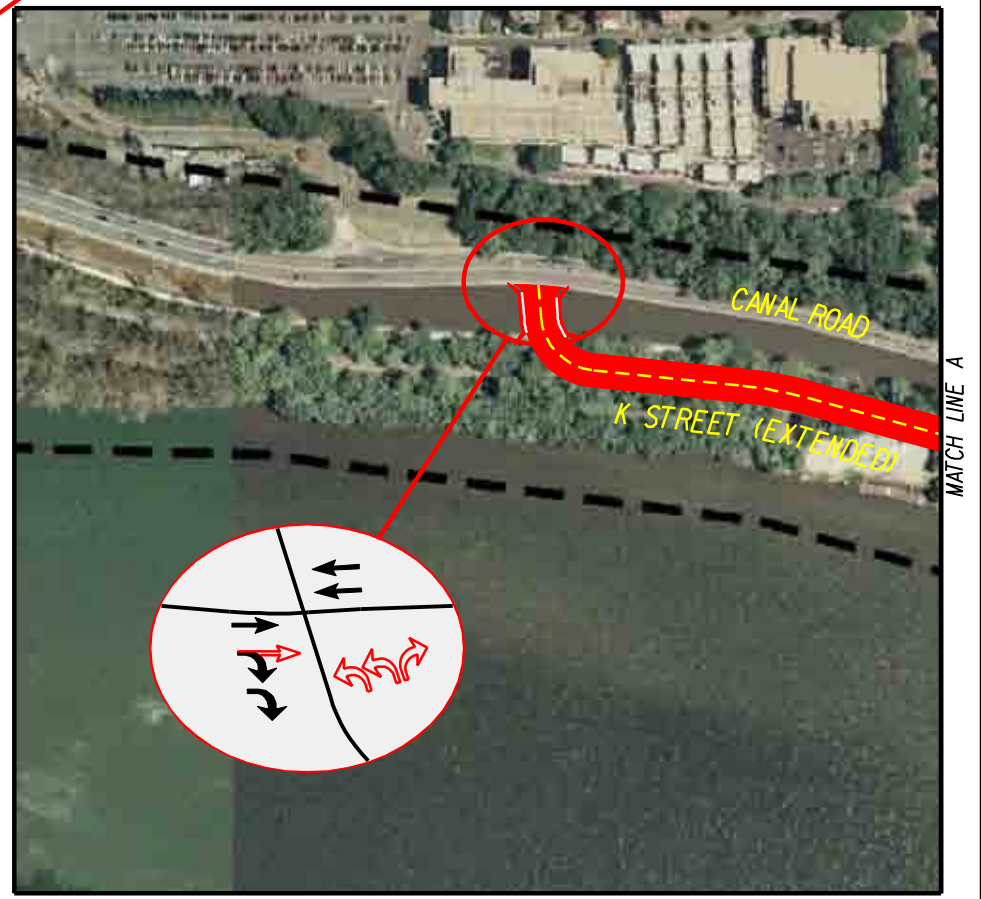
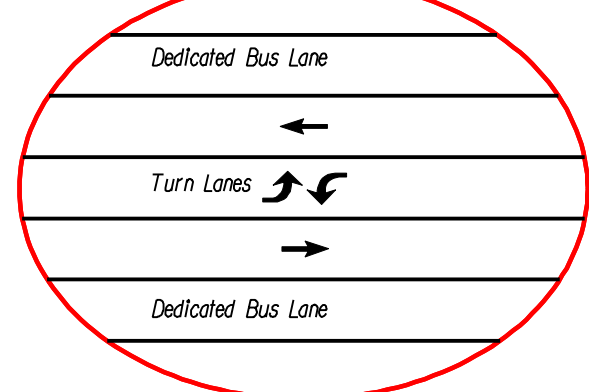
ALTERNATIVE 12B



ALTERNATIVE 12D



ALTERNATIVE 12E

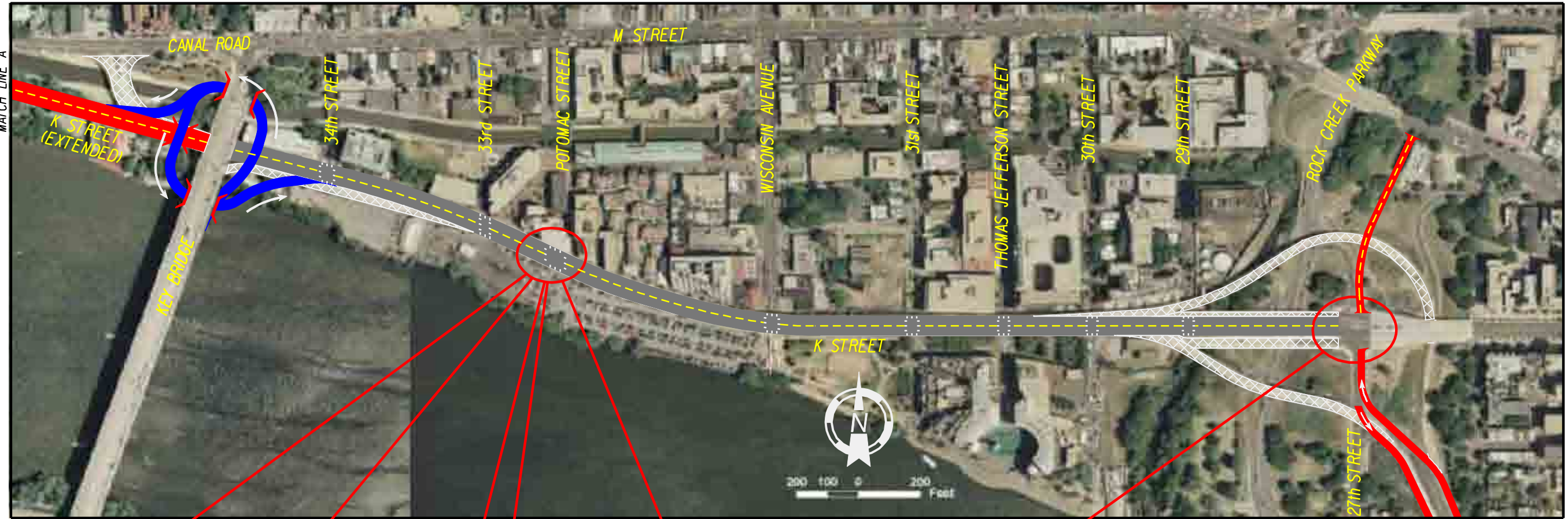


ALTERNATIVE 13 - AT GRADE AVENUE ALTERNATIVE WITH RELOCATED CONNECTION FROM CANAL ROAD AND CONNECTION FROM KEY BRIDGE TO EASTBOUND AND WESTBOUND K STREET

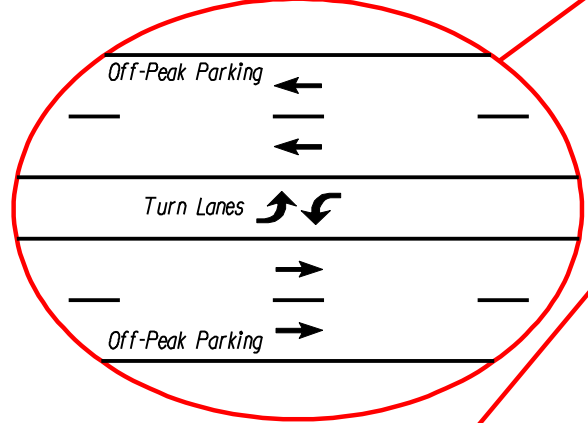
Deconstruction of Whitehurst Freeway with relocated connection from Canal Road to K Street and connection from Key Bridge to eastbound and westbound K Street

- █ New connections
- █ Connection from Key Bridge to eastbound and westbound K Street
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- ↔ Bridges
- Existing lane configuration
- Proposed lane configuration
- ↔ Lane to be eliminated

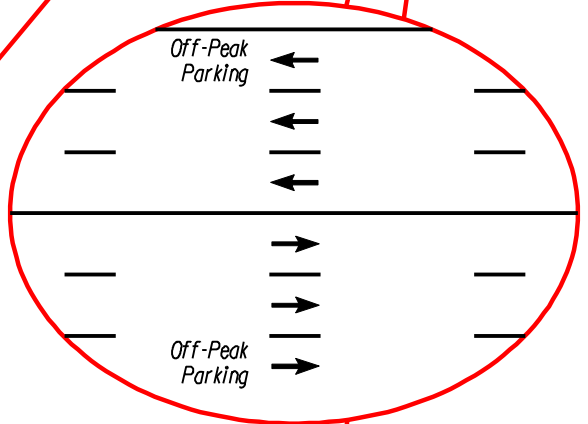
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements. Scale applies to aerials only.



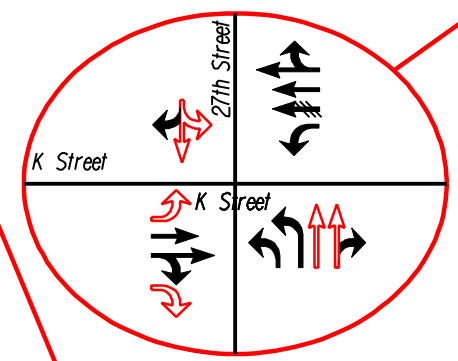
ALTERNATIVE 13A



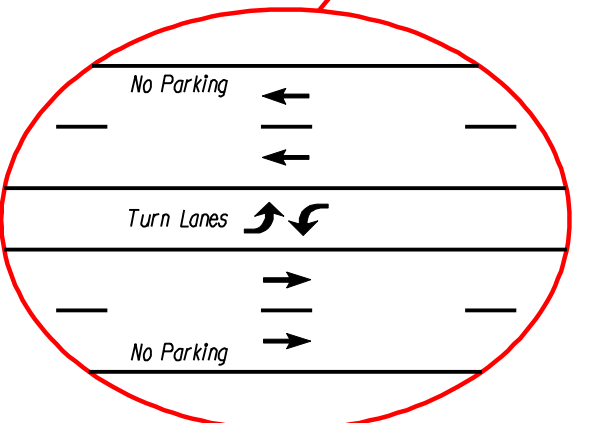
ALTERNATIVE 13C



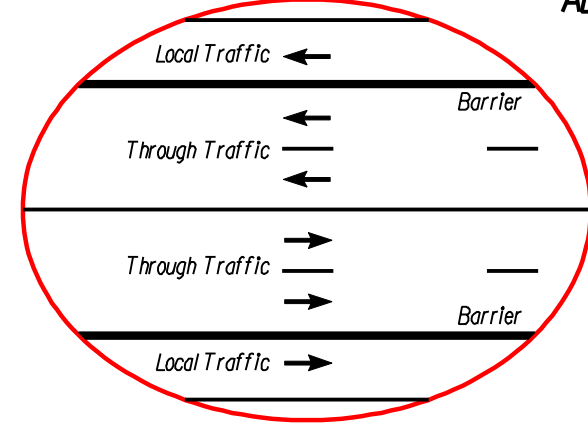
AT-GRADE INTERSECTION



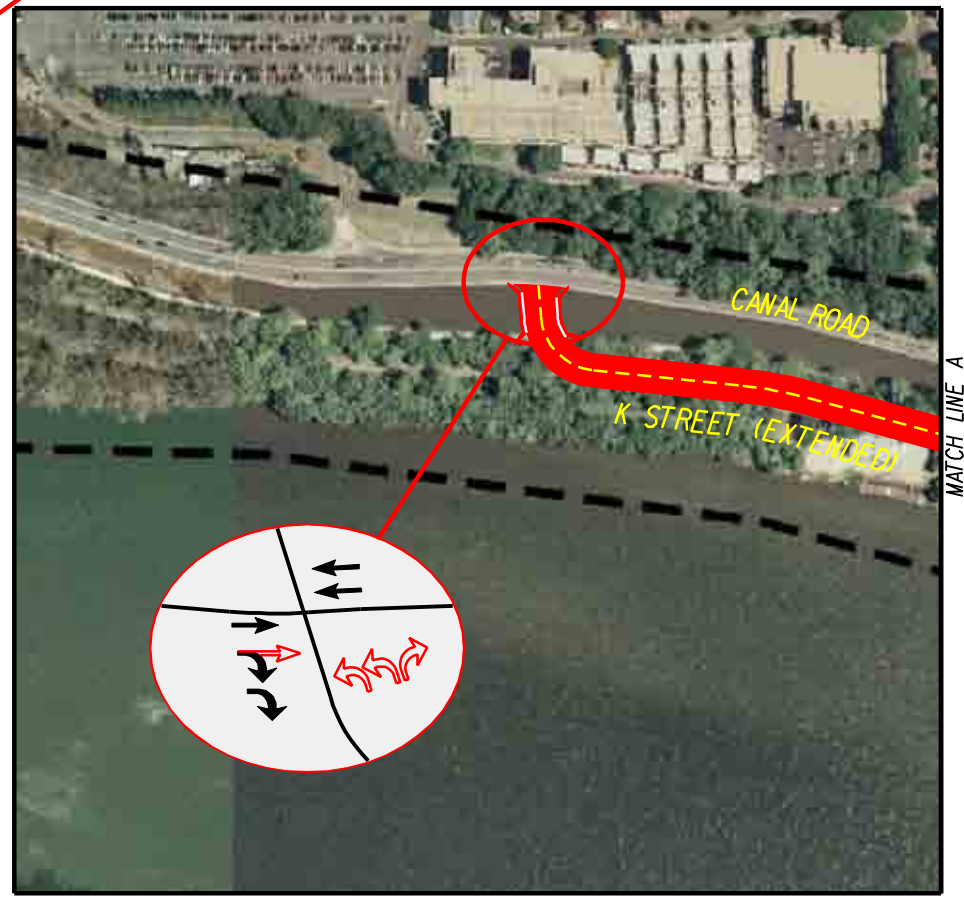
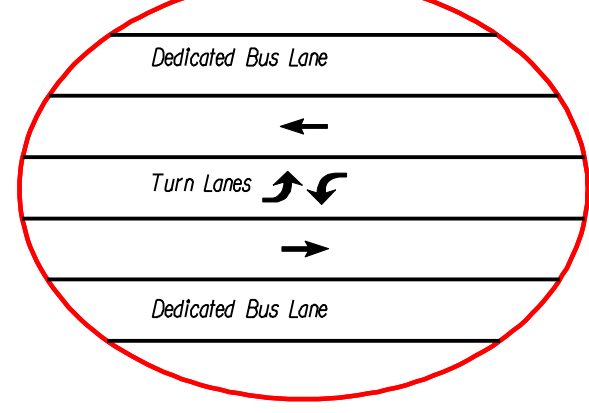
ALTERNATIVE 13B



ALTERNATIVE 13D

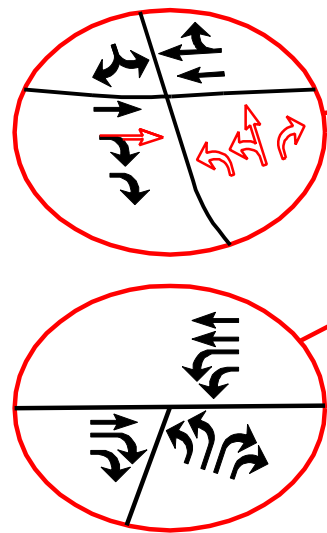


ALTERNATIVE 13E

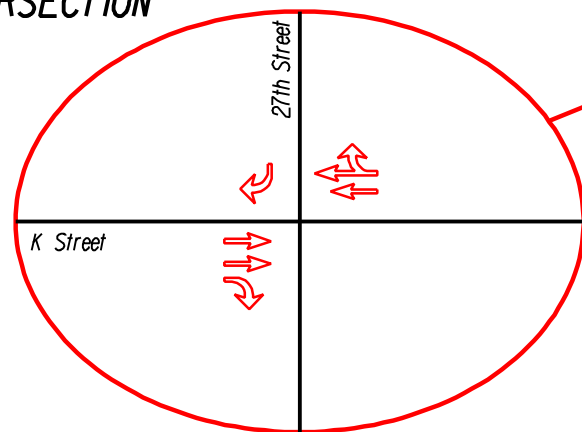


MATCH LINE A

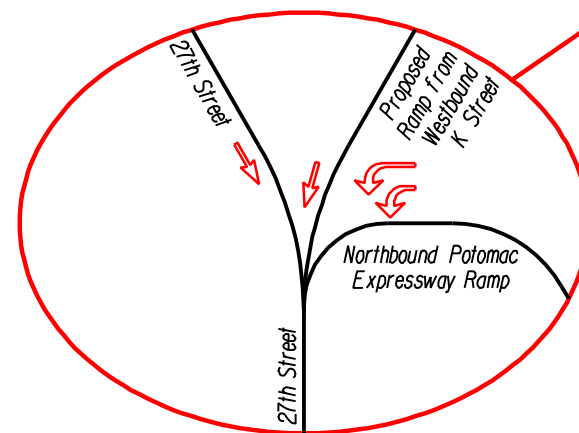
ALTERNATIVE 14 - SHIFTING INTERSECTION OF 27th STREET AND K STREET TOWARDS EAST



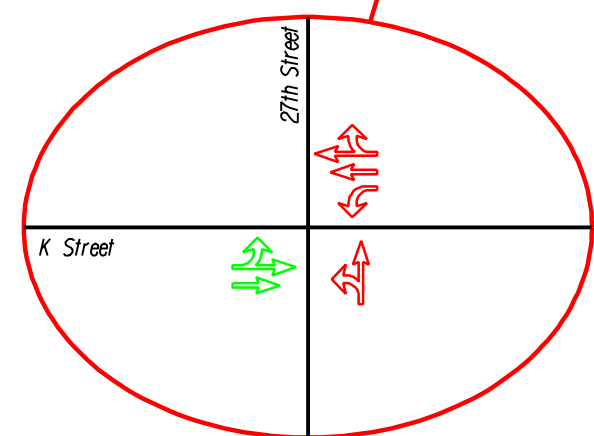
UNSIGNALIZED INTERSECTION



SIGNALIZED INTERSECTION



SIGNALIZED INTERSECTION



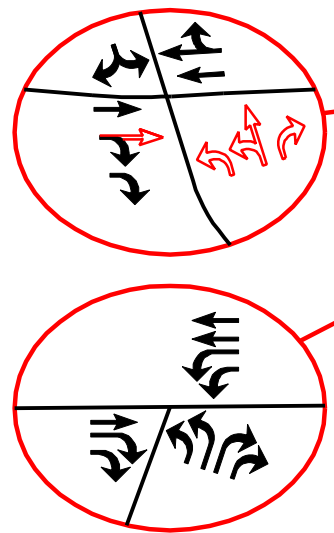
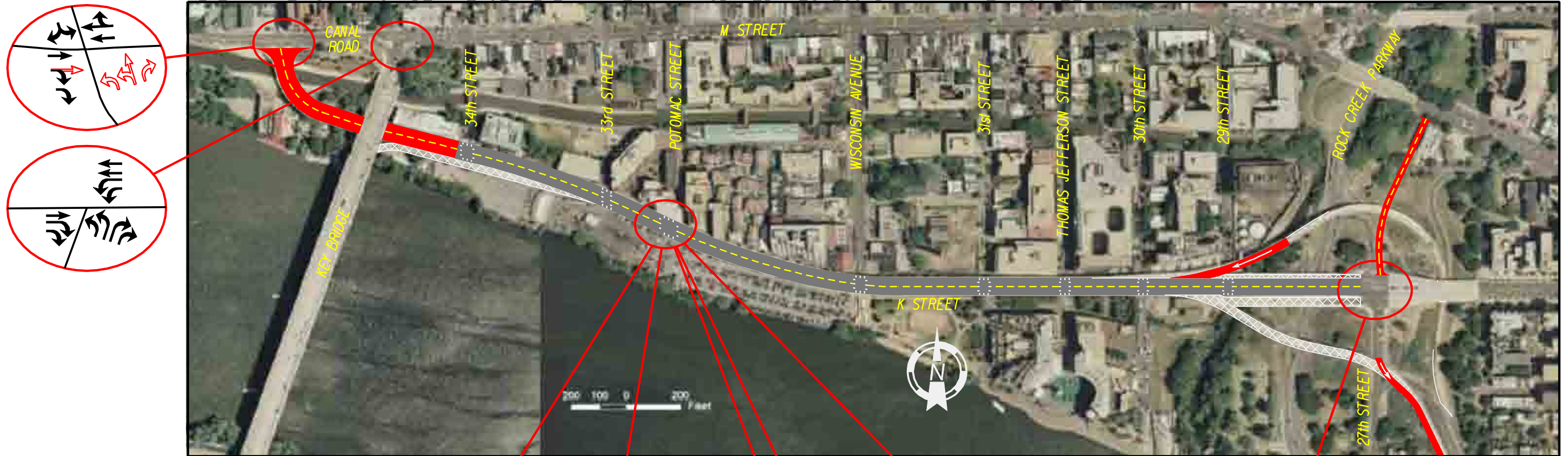
Deconstruction of Whitehurst Freeway shifting intersection of 27th Street and K Street to allow access from I-66 to K Street with at-grade intersection

- █ Ramps at grade
- █ Ramps above grade
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Bridge
- Existing lane configuration
- Proposed lane configuration
- Lane to be eliminated
- Movements occurring under the intersection

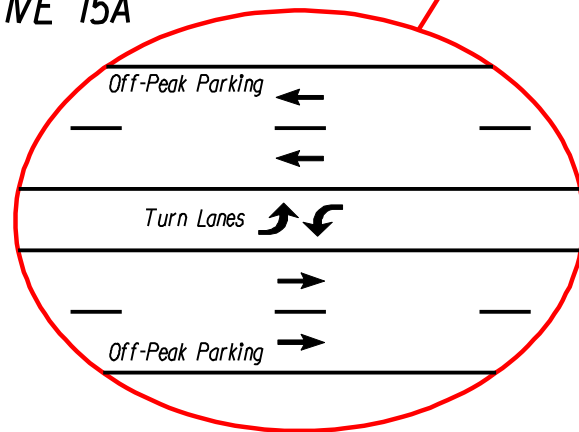
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

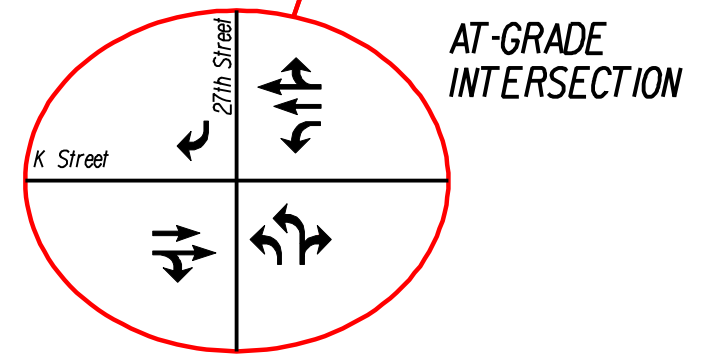
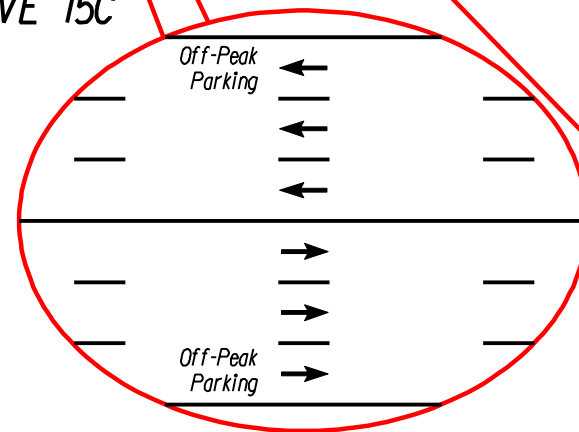
ALTERNATIVE 15 - AT GRADE AVENUE ALTERNATIVE WITH MODIFIED WESTBOUND RAMP AT 27th STREET



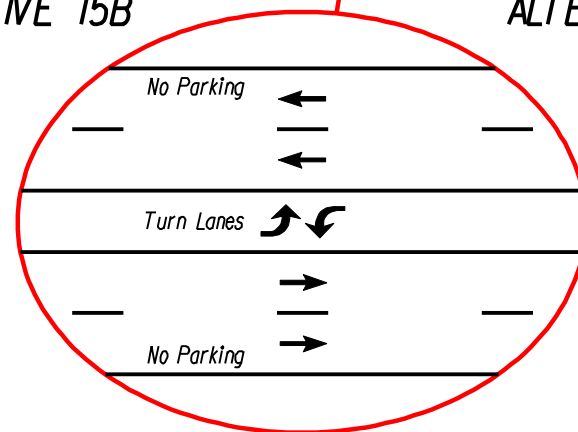
ALTERNATIVE 15A



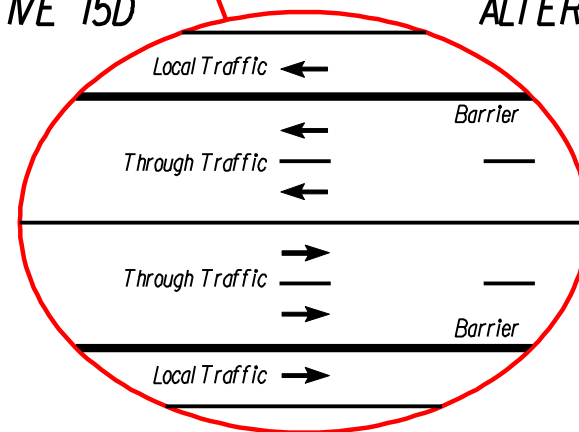
ALTERNATIVE 15C



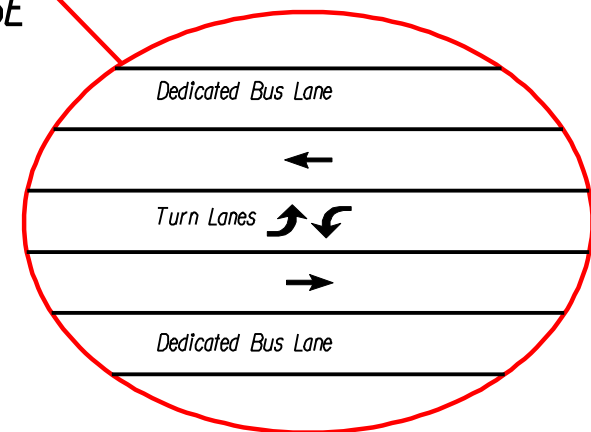
ALTERNATIVE 15B



ALTERNATIVE 15D



ALTERNATIVE 15E



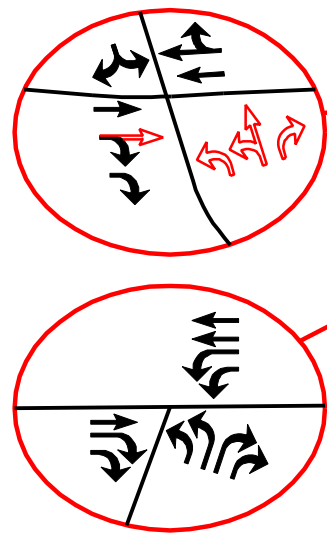
Deconstruction of Whitehurst Freeway with connection between Canal Road and K Street and modified ramp from northbound Potomac Expressway

- █ Connection from existing ramps to Lower K Street at a 8-percent grade just before 30th Street
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration

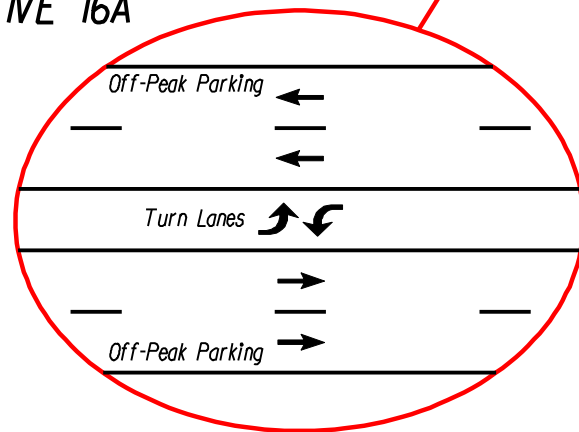
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

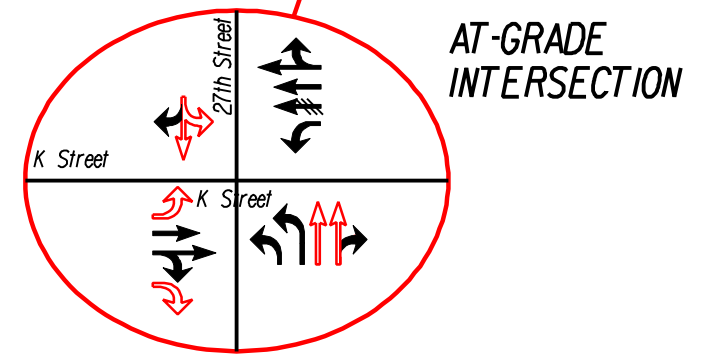
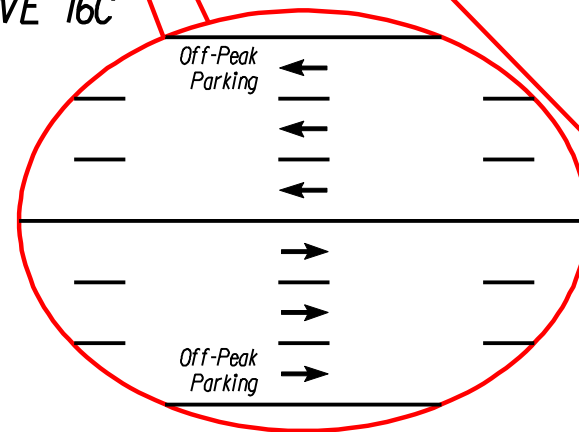
ALTERNATIVE 16 - SPIRAL RAMP FROM KEY BRIDGE TO LOWER K STREET



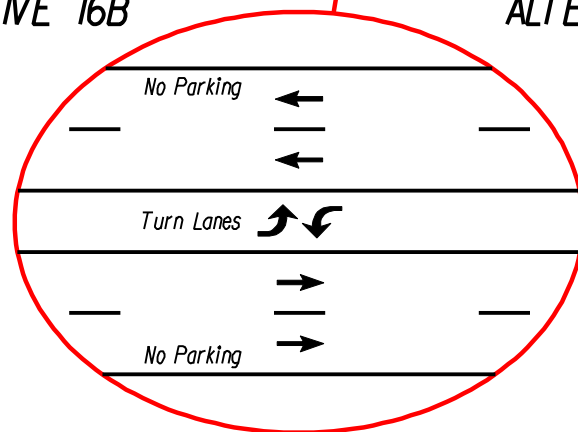
ALTERNATIVE 16A



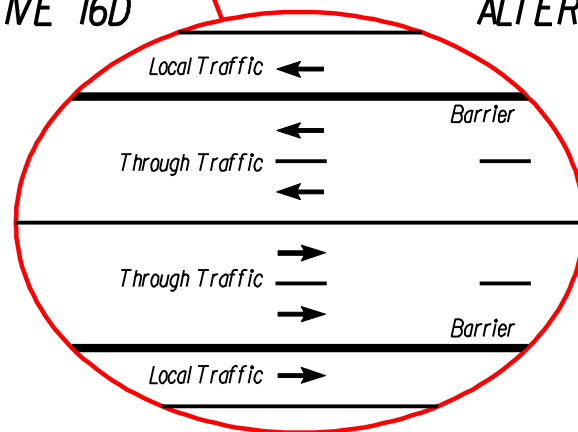
ALTERNATIVE 16C



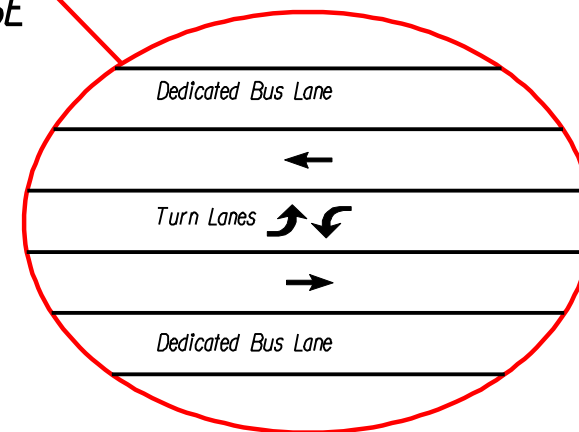
ALTERNATIVE 16B



ALTERNATIVE 16D



ALTERNATIVE 16E



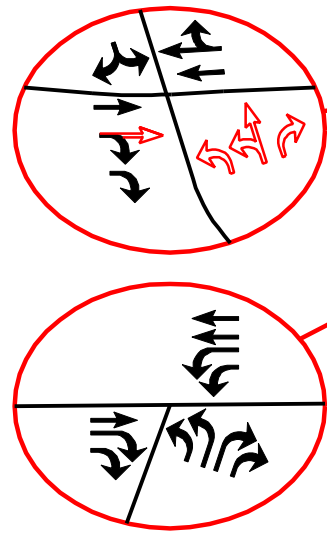
Deconstruction of Whitehurst Freeway with connection from Key Bridge by descending spiral ramp going under bridge to connect with ramp coming from Canal Road to K Street.

- █ New connections
- To be removed
- Footprint of K Street after the Whitehurst Freeway Deconstruction
- Existing lane configuration
- Proposed lane configuration
- // Lane to be eliminated

This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

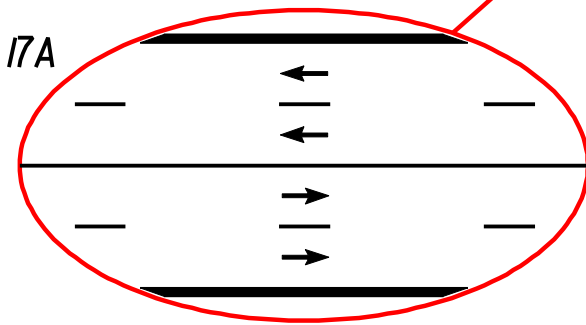
ALTERNATIVE 17 - TUNNEL ALTERNATIVE



Tunnel Construction Details

- ① 450 feet of descent at a 6 percent grade
- ② 1670 feet of full depth tunnel section (Parallels surface grade)
- ③ 450 feet of ascension at a 6 percent grade

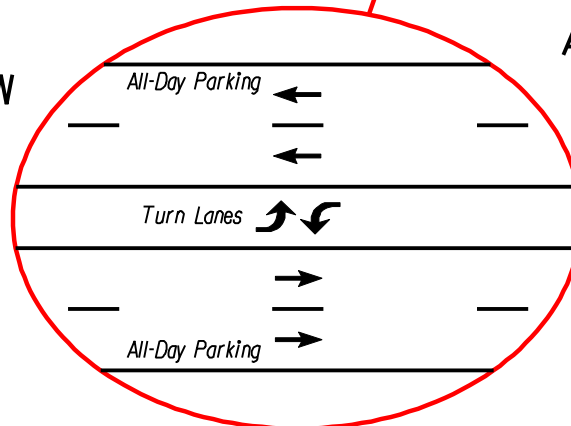
ALTERNATIVE 17A



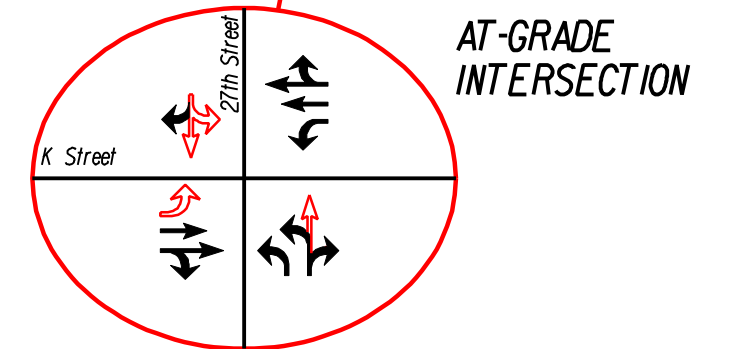
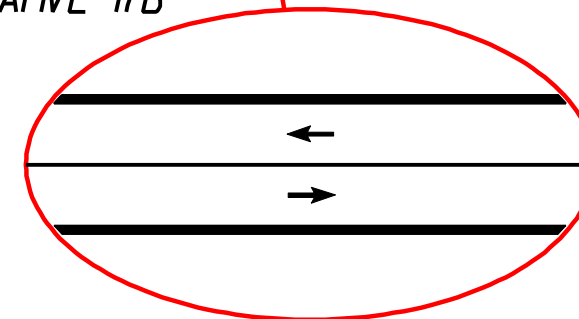
Provide tunnel throughout the Whitehurst Freeway.

- █ New connections
- █ Tunnel
- To be removed
- Existing lane configuration
- Proposed lane configuration

LANE CONFIGURATION FOR STREET ABOVE TUNNEL



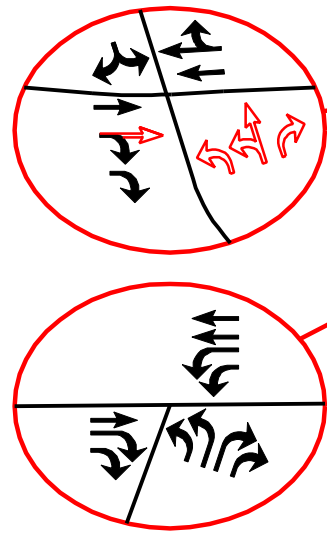
ALTERNATIVE 17B



This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

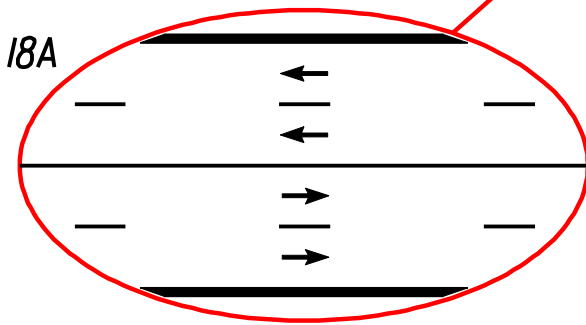
ALTERNATIVE 18 - TUNNEL ALTERNATIVE EXTENDING TO WASHINGTON CIRCLE



Tunnel Construction Details

- ① 450 feet of descent at a 6 percent grade
- ② 4050 feet of full depth tunnel section (Parallels surface grade)
- ③ 250 feet of ascension at a 6 percent grade

ALTERNATIVE 18A



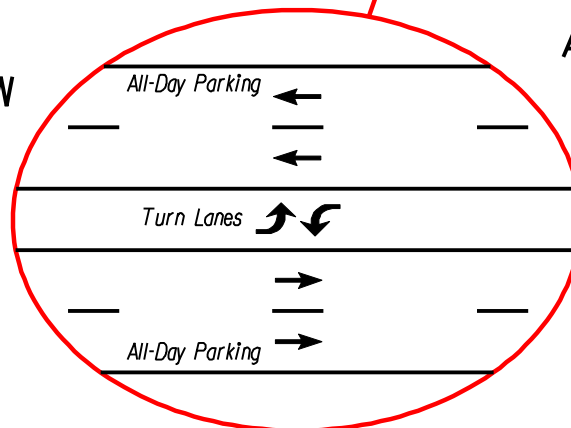
Provide tunnel throughout the Whitehurst Freeway.

- █ New connections
- █ Tunnel
- To be removed
- Existing lane configuration
- Proposed lane configuration

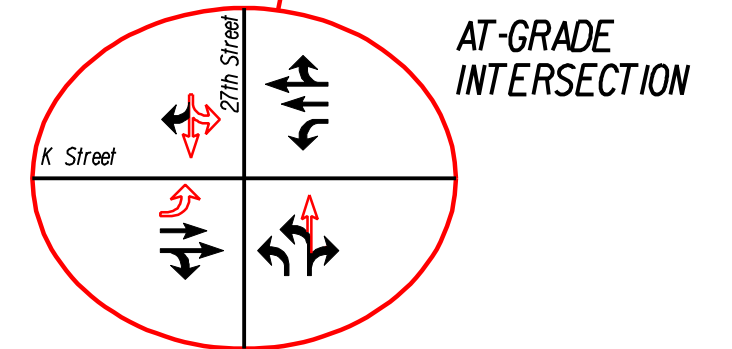
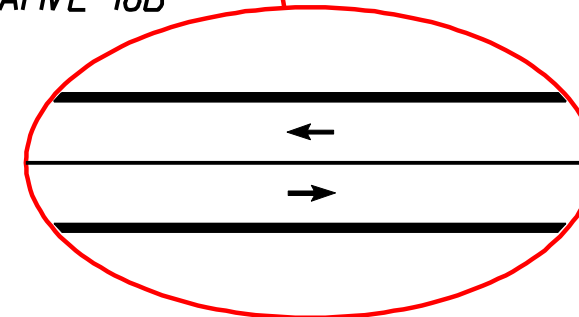
This graphic displays generalized alternative lane configurations. These lane configurations may be modified later in the study to accommodate future requirements.

Scale applies to aerials only.

LANE CONFIGURATION FOR STREET ABOVE TUNNEL



ALTERNATIVE 18B



AT-GRADE INTERSECTION