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**From:** Klockenteger, John  
**Sent:** Friday, May 29, 2009 7:52 AM  
**To:** Sielbach, Kurt  
**Cc:** Barry, Ed (UCO); MacClellan, Lee  
**Subject:** RE: Holgate Curve materials

Kurt, an FYI. In our last (5/28) SR 99 AWV South End meeting, Susan Everett and Ed Barry agreed to use the 6% super table instead of the standard 8% table. This will mean another deviation for H2K Stage 2. Conditions (design speed, sight distance, etc) were being met using the 6% table and switching to the 8% super was creating new problems. So, the decision was made to stay with the 6% table and deviate.

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**From:** MacClellan, Lee  
**Sent:** Wednesday, May 20, 2009 6:44 PM  
**To:** Barry, Ed (UCO); Anderson, Mark - UCO  
**Cc:** Klockenteger, John; Sielbach, Kurt  
**Subject:** FW: Holgate Curve materials

FYI

John Fenedick created a graphic summarizing the effects of 6% vs 8% on SR 99 in the Holgate Curve area. While only the NB stationing is shown, the stationing in both directions is approximately the same. (Off by a few feet.)

Please contact me if you have any questions/comments.

**Thank you,**

**Lee MacClellan**  
**UCO Region Design Technical Specialist**  
**Project Control and Support/**  
**Alaskan Way Viaduct Holgate To King Stage 2**

**M-F 830-1700**  
**206-716-1144 (Friday)**  
**206-267-3819 (Mon-Thurs)**

*"If one learns from others but does not think, one will be bewildered. If, on the other hand, one thinks but does not learn from others, one will be in peril."*  
--K'ung-fu-tzu (Confucius)

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**From:** Fenedick, John (Consultant)  
**Sent:** Tuesday, May 19, 2009 7:05 PM  
**To:** MacClellan, Lee  
**Subject:** Holgate Curve materials

Lee,

The attached graphic, along with the superelevation diagrams that you've already seen, may be sufficient for the Wednesday morning meeting. Some rewording / rephrasing may be helpful. Also, I did not elaborate on the need to apply 40% of the super-transition on the curve for the 55 mph P-1 design. Also note that our approved deviation for HSSD did not assume a sightline over the barrier; with that assumption in place, our current design meets 55 mph HSSD.

Let me know what you think. I can make simple revisions quickly in the morning. Regards,

**John D. Fenedick, P.E.**  
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