

**Design Documentation Coordination Meeting for Holgate to King, Stage 2**

Date: May 28, 2009

Time: 1:15 pm – 2:15 pm

Location: 23 Large

Attendees: Ed Barry, John Klockenteger, Ali Amiri, Steve Beadle, Lee MacClellan, John Fenedick, Mike Johnson, Jose Prieto, Joe Hudson

**Action Items from previous meetings:**

1. Mark Anderson and the HQ Design team have reviewed and commented on the deviations for this project.
2. John Fenedick will further evaluate any effects of using an 8% vs. 6% superelevation rate on the SR 99 permanent alignment.
3. Joe Hudson has prepared a jurisdiction map for Susan Everett.
4. Lee MacClellan will continue to prepare PDA documentation and follow up on the City of Seattle deviations.

**Technical Issues:**

1. Design Documentation
  - a. Any deviations that were previously approved and are not applicable to the South Holgate Street to South King Street project should be removed from the Design Documentation Package and the Design Variance Inventory.
  - b. The remaining deviations will be numbered consecutively from 1 to 4 and include Shoulder Deviations (inside and outside), Horizontal Stopping Sight Distance (Holgate curve), Access Control and Superelevation Rate.
2. Modifications to Superelevation
  - a. Changing the design of mainline SR 99 to accommodate a superelevation rate of 8% per P-1 standards would cause major impacts to this project and John Fenedick outlined some of the impacts to headquarters last meeting. Ed Barry agrees with project team and will allow the use of 6% max superelevation.
  - b. The project team is using the Figure 642-5 in the design manual as the superelevation chart for design of the transition structure (40 mph –urban managed access design). Ed Barry said he would check into it.
3. Holgate to King, Stage 2 – Proprietary Items
  - a. The design team was evaluating the cost estimate for the proprietary items but noticed that the 90% project cost estimate didn't show breakdowns down to that much detail. Headquarters wanted the design team to give best estimate with narrative information or percentages that explain a general estimate.
  - b. The current proprietary list is based off of the 90% plans and specs which could change. The design team will look into ways to eliminate some proprietary items

and if they conflict with the federal “Buy America” specification. Some of the ITS items may be already approved for use.

- c. John Klockenteger stated that there had been some discussions at headquarters on changes to proprietary item requirements in the plans prep manual.
4. Vertical Clearance
    - a. The possibility of the transition structure being the limiting vertical clearance for the SB SR 99 after the Battery Street Tunnel is of great concern to headquarters. It had been stated that the limiting vertical clearance had not been reduced but the location may be at the transition structure tie-in location.
    - b. The design team will evaluate the existing viaduct north of Bent 119 to see what the current limiting vertical clearance is and report back to headquarters. Headquarters stated that this is the priority issue for the design team now.
  5. Reinforced Curb on the Existing NB Alaskan Way Viaduct Roadway
    - a. John Fenedick mentioned the curb on the existing upper deck of the Alaskan Way Viaduct cannot be removed after having recent discussions with the structural engineers.
    - b. This creates the need for a light weight concrete or some other material so that weight is reduced as much as possible. John Fenedick mentioned that he was looking at ways to transition the traffic off of the curb elevation to the existing roadway that limited additional dead loads and has reasonable roadway characteristics. He was going to speak with Matt Preedy or headquarters materials about the feasibility of using lightweight fill covered with polyester concrete.

**Action Items:**

1. Lee MacClellan will continue to prepare the PDA and a schedule for submittal/review dates.
2. The design team will continue to use a 6% superelevation rate for the permanent design of SR 99. Ed Barry will see if the use of Figure 642-5 for superelevation of the transition structure is acceptable.
3. The design team will prepare a cost estimate of current proprietary items and submit this to headquarters. The design team will also evaluate ways to reduce the list and make sure these items don't conflict with “Buy America” steel requirements.
4. The design team will investigate the vertical clearance issue further and report back to headquarters.
5. John Fenedick will talk to Matt Preedy or headquarters materials about the feasibility of using lightweight fill covered with polyester concrete on the upper deck of the Viaduct.