
From: Klockenteger, John
Sent: Friday, June 05, 2009 10:44 AM
To: Barry, Ed (UCO); Sielbach, Kurt
Cc: MacClellan, Lee
Subject: FW: Holgate Curve materials

FYI, Lee says there will be 4 deviations. Do these sound correct Lee?

- 1/ HSSD
- 2/ Shoulder Width
- 3/ Access
- 4/ Super Table

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From: MacClellan, Lee
Sent: Friday, May 29, 2009 9:14 AM
To: Klockenteger, John
Subject: RE: Holgate Curve materials

Yes, there will be four deviations for H2K

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)

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,

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