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**From:** MacClellan, Lee  
**Sent:** Monday, June 08, 2009 4:37 PM  
**To:** Hudson, Joe  
**Subject:** RE: Holgate Curve materials  
**Attachments:** 08\_12\_09 Dev 1 2 - SR 99 Mainline Holgate Curve Deviations Report.doc;  
FW: for review/comment: SR 99 H2KS2 Access Deviation.doc

The attached document is the approved one from last December. Use that as a template, as it contains the explanation. Within the email is the document with all the comments from HQ, as well as the updated information you provided.

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**From:** Hudson, Joe  
**Sent:** Monday, June 08, 2009 4:24 PM  
**To:** MacClellan, Lee  
**Subject:** RE: Holgate Curve materials

Lee,

For the three deviation packets you gave me two of them were old and one is the updated one for P-1 standards. I was going to address the comments for the updated one but what did you want me to do with the old ones? They seem irrelevant now.

Joe

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**From:** MacClellan, Lee  
**Sent:** Monday, June 08, 2009 2:46 PM  
**To:** Hudson, Joe  
**Subject:** FW: Holgate Curve materials

This is the graphic that John had produced which I was going to include with the deviation.

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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.  
*Senior Civil Engineer*  
Parsons Brinckerhoff

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