
From: Bandy, Mark
Sent: Friday, January 09, 2009 12:32 AM
To: White, John; Paananen, Ron
Subject: Fw: Bored tunnel north of Denny - traffic issues

An example of why the IPM contract should be terminated ASAP.

From: Randy McCourt
To: Pearce, Steve; Wellander, Chris; Eric Tweit ; Bandy, Mark
Cc: Bob Chandler ; Parsons, Jim
Sent: Thu Jan 08 21:32:18 2009
Subject: RE: Bored tunnel north of Denny - traffic issues

Thanks for the update Steve. I am in Washington DC right now and have not programmed a lot of time in the next four weeks in Seattle since the project is in a "decision making" hiatus phase. I will be back in Seattle Monday PM and can meet then next week if that is acceptable to everyone else. I am back in Portland for the rest of that week. This topic can clearly proceed without me – but I would like it if we could meet Monday PM

Randy

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From: Steve Pearce [<mailto:Steve.Pearce@Seattle.Gov>]
Sent: Thursday, January 08, 2009 3:53 PM
To: Chris A. Wellander; Eric Tweit; Bandym@wsdot.wa.gov
Cc: Randy McCourt; Bob Chandler
Subject: Bored tunnel north of Denny - traffic issues

Traffic team

6/19/2009

There was a meeting today to talk about the Bored Tunnel north portal that Eric and I attended with some WSDOT and PB people. There is a lot of thinking going into the cost and engineering design of the bored tunnel north portal, but apparently little thinking about traffic issues. We at the City are concerned that traffic is being brushed off as a minor issue but could end up being a very serious design challenge with hidden costs and impacts. Specifically, people seem to be assuming that we can just leave Aurora as it is today north of Denny, even though the bored tunnel traffic volumes and users are somewhat different than the Battery Street Tunnel. The travel demand model predicts 85,000 in the tunnel, compared to 60,000 in the BST, and with no Elliott/Western ramps and with some Queen Anne and NW Seattle traffic now using the Bored Tunnel to get to Mercer, there is going to be a very big weave north of Denny (in both NB and SB directions). When we looked at similar weaves with the Lowered Aurora design in that area we ran into big problems.

We suggested that we move the Downtown ramps to the center, allowing on/off movements from the through lanes to be made without weaving across traffic destined for Downtown. Initial response from the engineering side was concern that this would push us over the cost estimate.

Anyway we need to get together very quickly and talk this through so that we can inform the design at the appropriate time. I think Alec is likely to be sending a similar e-mail to you Chris.

How about next week ?

Steve