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**From:** Dave Gering [dgmic@qwestoffice.net]  
**Sent:** Wednesday, March 04, 2009 4:39 PM  
**To:** Schuster, Chad (Consultant); Paananen, Ron  
**Subject:** Integrated Elevated

Thanks Chad. Our writer, photographer and Doug MacDonald trekked out to Brightwater today and had quite a time with the tour and getting inside the deep bore machine.

I have a couple of questions regarding construction disruption and the Integrated elevated contrasting with the regular elevated. It might be based to talk with you or Ron about this on the telephone instead of by email. Do either of you have time tomorrow to briefly chat on the phone?

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**From:** Schuster, Chad (Consultant) [mailto:SchustC@consultant.wsdot.wa.gov]  
**Sent:** Wednesday, March 04, 2009 1:44 PM  
**To:** Dave; Paananen, Ron; Marni Heffron  
**Cc:** Grotefendt, Amy (Consultant)  
**Subject:** RE: Trident

Dave,

Ron asked me to respond on his behalf. The first two paragraphs you wrote are accurate; we do not have current estimates for how much traffic will be on Alaskan Way north of the Seattle Aquarium. We'd like to clarify something regarding the conclusion you drew about capacity along the waterfront. Although we believe the new surface street will have the capacity to carry more than 25,000 vehicles per day, we don't expect demand to exceed that volume. It's more accurate to say that these improvements will more than adequately handle the amount of vehicles (approximately 25,000) the traffic models predict will use Alaskan Way. Please let me know if you have any other questions.

**Chad Schuster**  
Communications and Public Involvement  
Alaskan Way Viaduct and Seawall Replacement Program  
(206) 267-3830  
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**From:** Dave [mailto:dgmic@qwestoffice.net]  
**Sent:** Tuesday, March 03, 2009 11:31 AM  
**To:** Paananen, Ron; Marni Heffron; Schuster, Chad (Consultant)  
**Subject:** Trident

Good session. Ron, I'd like to debrief with you when you have a moment.

We're writing up a new ebulletin for tomorrow describing the project elements at Elliott and Western. Please see if I am capturing the situation accurately.

The one lane ramps at Elliott and Western will be replaced by two lanes of roadway each (four lanes total) connected to a ramp that will extend south over the railroad tracks and hit the ground at Pike, where it will become the new Alaskan Way surface road in the footprint of the viaduct, with the four lanes converting to six lanes at and south of the ferry doeck.

The existing Alaskan Way surface road would stubb into the new one on the surface between Pike and Union. The old Alaskan Way would continue to extend north from that point up past the Aquarium and the Port HQ to

Broad, where it would reconnect with Elliott. (What are the traffic estimates for the new-old AW road that will continue to extend up to broad?)

The present one lane ramps for Elliott and Western each carry about 16,500 vehicles per day, with peak hour backups from Western south onto the viaduct and peak hour backups north on Elliott because of the stupid curb bulb. With the ramps replaced by two lanes each, WSDOT estimates they could carry about 25,000 cars each (?) If that's correct, it would mean the total vehicle counts would increase from the present 33,000 to about 50,000 (?) If the one lane ramps presently accommodate 16,500, is it reasonable to think the two lane replacements might carry 33,000 each? For a potential total of 66,000? My curiosity about these higher numbers concerns future growth capacity.

Thanks again. Good progress.

Dave Gering  
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