DRAFT

Estimated Peak Hour Travel Times (Minutes)								
	SR 99 (Between Aloha St & W.Seattle Ramps)				Elliott-Western/Battery to First/RBW			
	AM		PM		AM		PM	
	NB	SB	NB	SB	NB	SB	NB	SB
Existing Conditions (2005)	6.1	5.5	7.1	6.0	2.2	2.2	3.2	2.6
Bored Tunnel w/5L Surface (2015)	5.7*	5.4*	5.3	5.6	7.2	8.0	7.4	8.4
Bored Tunnel w/Couplet (2015)	5.7*	5.4*	5.3	5.6	6.6	7.2	6.7	7.3
Bored Tunnel w/5L Surface (2030)**	6.4*	6.0*	7.4***	5.7	7.8	9.3	8.2	10.5

Existing time along SR 99 from Western/Elliott Ramps to 1st Ave Ramps + signal delay at RBW

* Assumes a modified Bored tunnel with north portal near Denny Way and NB Stadium off-ramp connections to RBW and a flyover to new Alaskan Way NB

** Assumes 10% growth in traffic from 2015 to 2030

*** The NB PM operations were not analyzed with the NB Stadium off-ramp flyover improvement. This travel time is likely to reduce when that improvement is considered.

PM 3-Hour Peak Period Vehicular Throughput*					
	SR 99 north of Yesler		Alaskan/Western at University		Totals
	AM	PM	AM	PM	PM
Existing Conditions (2005)		30000		4500	34500
Bored Tunnel w/5L Surface (2015)		23000		10600	33600
Bored Tunnel w/Couplet (2015)		23000		11400	34400

* From the SDOT Travel Demand Model

Estimated Daily Capacities (vehicles/day)			
	SR 99	Surface Alaskan/Western	Total
Existing Conditions (2005)	110000	25000	135000
Bored Tunnel w/5L Surface (2015)	95000	35000	130000
Bored Tunnel w/Couplet (2015)	95000	45000	140000