

VandenBerghe, Alissa (Consultant)

From: Lemus, Rudy (Consultant)
Sent: Tuesday, April 21, 2009 12:58 PM
To: Diemert, Lois (Consultant)
Cc: Phelps, Don (Consultant); Williamson, Alec; 'mike.wongkaew@hatchmott.com'
Subject: FW: Draft SR 99 Corridor Analysis, Addendum C comments
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Hello Lois,

I received a few comments on the subject draft below. I'm sorry they're not in the comment review form. These are the only one's I have received to date.

Thanks,

Rudy Lemus
Hatch Mott MacDonald
Design Review Coordinator/Trend Engineer
Alaskan Way Viaduct and Seawall Replacement Project
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From: Everett, Susan
Sent: Monday, April 20, 2009 4:05 PM
To: Lemus, Rudy (Consultant)
Cc: Williamson, Alec; Bandy, Mark
Subject: Draft SR 99 Corridor Analysis, Addendum C comments

Rudy,

I don't have the form, so I am sending you my comments on the Draft SR 99 Corridor Analysis, Addendum C in this email.

- Not sure we should call this an addendum. May want to keep the explanation on why we had to change the corridor analysis in this document and just call it the final corridor analysis.
- The tunnel will likely be limited access, so we can't refer to Urban Design. We can modify the design parameters for the tunnel and document the modified design parameters with a custom matrix.
- In order to determine the design speed, we should estimate the travel speed during free flow conditions. One way to determine this travel speed is to look at the travel speeds in the I-90 Mt. Baker Ridge bored tunnels. Since the I-90 Mt. Baker Ridge Tunnel has similar geometric design to the SR 99 Bored tunnel, we can use the speeds in the Mt. Baker tunnel to estimate the motorist free flow travel speeds in the SR 99 Bored Tunnel. We then need to compare this information to the sight distances in the proposed SR 99 Bored tunnel. From this analysis, we should be able to determine the appropriate design speed.

Susan Everett