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From:	Mandadi, Asvin (Consultant)
Sent:	Tuesday, January 20, 2009 6:47 PM
To:	Amiri, Ali; Anderson, Mark - UCO; Nykamp, Monique (Consultant); Rodenbough, Ben P. (Consultant); Peiffer, Eric (Consultant); Etulain, John (Consultant); Fenedick, John (Consultant); Wellander, Chris; 'Wojcicki, Laura'
Cc:	Conte, Rick (Consultant); Clark, Gordon T. (Consultant); Williamson, Alec; Rigsby, Mike (Consultant); Beadle, Steve; Moore, Tim
Subject:	South End Workshop 1 - Bored Tunnel Option
Importance:	High
Follow Up Flag:	Follow up
Flag Status:	Red

All:

The first of a series of workshops planned for the South End to evaluate the impacts of the selected Bored Tunnel for SR 99 was held this afternoon from 2:00 PM - 4:00 PM. Ali Amiri led the meeting and two topics were discussed:

- Traffic Operations for the South Interchange
- South Interchange configurations and impacts to South End Project

Following are the highlights:

- For the South End project the Mainline SR 99 NB and SB bridges over Atlantic Street are currently designed as a single structure. The profile of the NB roadway is governed by the SB profile and the superelevation of the entire deck. The project team is to consider two scenarios to lower the NB profile, one would be to lower the NB profile using a normal cross slope, and the other would be to split the decks and make the NB and SB independent structures thereby allowing the NB profile to be lowered further. Lowering the NB profile will benefit the stacking of the NB roadway underneath the SB roadway.
- The South End interchange configuration has a SB off ramp coming out of the bored tunnel at a grade steeper than 7% which is undesirable for truck traffic. The SB off ramp ties into a grade separated structure that carries the new SB Alaskan Way S across mainline SR 99. To mitigate this severe grade several interchange alternatives were discussed briefly, including a Single Point Urban Interchange, and Option 10C. More detailed work needs to be done to eliminate either alternatives. To provided a solution that would mitigate the adverse grade the team will look into providing a left hand SB off ramp. Yet another option would be to maintain the ramp in its current configuration as a right hand exit, and add a truck climbing lane.
- NB-off ramp may need to diverge from a point further south of where it is currently designed in the South End project. This will impact the width of the mainline structure over Atlantic Street.
- From all the interchange alternatives studied it was evident that Alaskan Way S frontage Road would need to be grade separated over the mainline. This would require the grade to be raised from just north of the Fortune Warehouse Building. The current design in the South End Project has Alaskan Way S at grade and rising approximately 18" over the utilities in Royal Brougham.
- NB-on Ramp will need access from both Royal Brougham Way as well as Alaskan Way
- Ferry Holding will need to be accommodated north of King Street

Action Items:

- John Etulain will look at the benefits of lowering the NB profile based on the two scenarios mentioned above.
- John Etulain will look at reconfiguring the SB off Ramp as a left hand exit, and at the same time look at re-aligning Alaskan Way S further to the east

Two more workshops are scheduled for 1/21/09 to discuss

- Interchange Configurations modifications
- Mainline Structure impacts
- Construction Staging requirements
- Urban Design
- South End and Bored Tunnel design and construction Schedules
- Environmental and Permitting

Thanks

Sincerely,

Asvin Mandadi, PE

Task Manager - South Holgate Street to South King Street Viaduct Replacement Project
Alaskan Way Viaduct & Seawall Replacement Program

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