
From: Rolle, Stephen S. [Rolle@pbworld.com]
Sent: Monday, October 15, 2007 6:53 AM
To: Bandy, Mark; Paananen, Ron; Clark, Gordon T. (Consultant)
Cc: Preedy, Matt; Williamson, Alec; Struthers, James; Rigsby, Mike (Blackberry); Tracy, Tom (Consultant); Graves, Ralph (Consultant); Jarnagan, Harry (Consultant); Powers, Bob (Consultant); Powers, Bob; Rigsby, Mike (Consultant); Wellander, Chris
Subject: RE: Bored Tunnel Alternative Briefing.doc

Mark,

I think this reads well and I agree with your assessments. I think you're right that the biggest differences relate to construction impacts.

The one other thing I'd suggest for your consideration is that the performance associated with the (former) Elliott-Western corridor trips and CBD trips is dependent on how the waterfront surface streets are configured. This access could be better or worse than reported for the Bypass Tunnel, depending on how Alaskan Way and associated surface streets were configured. You should have some opportunities to improve the surface street without the constraints of SR 99 in the corridor. I strongly feel that the best approach with a bored tunnel is to connect Elliott and Western Avenues directly to surface Alaskan Way via the former SR 99 corridor. This connection could be designed with an "urban street" character, and would re-establish the street grid in this area while providing a high quality, grade separated connection between the Elliott/Western corridors and the waterfront/stadium area.

-Steve

-----Original Message-----

From: Bandy, Mark [mailto:BandyM@wsdot.wa.gov]
Sent: Sunday, October 14, 2007 7:35 PM
To: Paananen, Ron; Clark, Gordon T. (Consultant)
Cc: Preedy, Matt; Williamson, Alec; Struthers, James; Rigsby, Mike (Blackberry); Tracy, Tom (Consultant); Graves, Ralph (Consultant); Jarnagan, Harry (Consultant); Powers, Bob (Consultant); Bob Powers; Rolle, Stephen S.
Subject: RE: Bored Tunnel Alternative Briefing.doc

Hi all,

Attached you will find my quick summary of what I see to be this concept's traffic performance to be relative to the old waterfront bypass alternative. I don't have any specific numbers in it; just expectations.

Steve R. - give this a look and let me know if you agree or disagree with anything.

Mark

From: Paananen, Ron
Sent: Fri 10/12/2007 8:58 AM
To: Clark, Gordon T. (Consultant)
Cc: Preedy, Matt; Williamson, Alec; Bandy, Mark; Struthers, James; Rigsby, Mike (Blackberry); Tracy, Tom (Consultant); Graves, Ralph (Consultant); Jarnagan, Harry (Consultant); Powers, Bob (Consultant); Bob Powers
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Gordon, I think you did a good job capturing the primary topics. Once we have the sections pulled together, it will take some work to boil it down to a briefing paper. We can drop section 5. I don't think there is any doubt this will be on the table during the collaborative process.

From: Clark, Gordon T. (Consultant)
Sent: Thursday, October 11, 2007 2:39 PM
To: Paananen, Ron
Cc: Preedy, Matt; Williamson, Alec; Bandy, Mark; Struthers, James; Rigsby, Mike (Blackberry); Tracy, Tom (Consultant); Graves, Ralph (Consultant); Jarnagan, Harry (Consultant); Powers, Bob (Consultant)
Subject: FW: Bored Tunnel Alternative Briefing.doc

Ron,

Here is an outline for the bored tunnel concept briefing paper. Comments are welcome (and expected).

Ralph Graves will author the first Draft. I will contribute and do an overall technical review. Steve Rolle will draft the transportation paragraph for Mark Bandy to review.

I anticipate having a rough draft out Monday for review and completed Tuesday morning.

Gordon

Gordon T. Clark, PE

Chief Engineer - Consultant

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