## DRAFT

Estimated Peak Hour Travel Times (Minutes)								
SR 99 (B	SR 99 (Between Aloha St & W.Seattle Ramps)			Elliott-Western/Battery to First/RBW				
A	AM		PM		AM		PM	
NB	SB	NB	SB	NB	SB	NB	SB	
6.1	5.5	7.1	6.0	2.2	2.2	3.2	2.6	
5.7*	5.4*	5.3	5.6	7.2	8.0	7.4	8.4	
5.7*	5.4*	5.3	5.6	6.6	7.2	6.7	7.3	
6.4*	6.0*	7.4***	5.7	7.8	9.3	8.2	10.5	

Existing Conditions (2005) Bored Tunnel w/5L Surface (2015) Bored Tunnel w/Couplet (2015) Bored Tunnel w/5L Surface (2030)\*\*

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/Weste	Totals		
	AM	PM	AM	PM	PM	
		30000		4500	34500	
)		23000		10600	33600	
		23000		11400	34400	

Existing Conditions (2005) Bored Tunnel w/5L Surface (2015) Bored Tunnel w/Couplet (2015)

\* From the SDOT Travel Demand Model

Estimate	Estimated Daily Capacities (vehicles/day)				
SR 99	Surface Alaskan/Western	Total			
110000	25000	135000			
95000	35000	130000			
95000	45000	140000			

Existing Conditions (2005) Bored Tunnel w/5L Surface (2015) Bored Tunnel w/Couplet (2015)