

Chapter 1 Updated Project Description

This Finding of No Significant Impact (FONSI) updates the Environmental Assessment (EA) to reflect the design changes to the project and incorporates all applicable comments and responses received during the review period.

1 What is the S. Holgate Street to S. King Street Viaduct Replacement Project and how has it changed since the publication of the EA?

The project will remove the existing State Route (SR) 99 Alaskan Way Viaduct structure from approximately S. Holgate Street to approximately S. King Street and replace it with an updated facility that provides increased roadway safety and structural integrity and meets current roadway design standards. Both the northbound and southbound portions of the roadway will be constructed on a combination of retained fill, aerial structures, and at-grade sections. The roadway will accommodate three lanes in each direction. Subsurface ground improvements will be installed on the west side of the new SR 99 to provide seismic stability for the new roadway and aerial structures.

A grade separation from the BNSF railroad tail track will be provided by a U-shaped depressed roadway (undercrossing) extending from the S. Atlantic Street/Colorado Avenue S. intersection to the S. Atlantic Street/E. Marginal Way S. intersection. This undercrossing will facilitate the movement of truck traffic to and from Terminal 46. The southern driveway for Terminal 46, which currently provides freight truck access

When is a FONSI issued?

A FONSI is issued when the environmental analysis and review finds a project to have no significant impacts on the quality of the environment.

Where are the documents available?

The Environmental Assessment (EA) is incorporated by reference into the Finding of No Significant Impact (FONSI). Copies of the EA and the FONSI are available for purchase upon request from:

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999 Third Avenue, Suite 2424
Seattle, WA 98104
Telephone: 206-382-5230

Copies may be purchased for \$25.00 each, which does not exceed the cost of reproduction. The documents are also available through the Seattle Public Library, Downtown Neighborhood Service Center, Greater Duwamish Neighborhood Service Center, and online at:
<http://www.wsdot.wa.gov/Projects/Viaduct/library-environmental.htm>

to and from the terminal, will be realigned to connect with S. Atlantic Street. S. Atlantic Street and Colorado Avenue S. will be widened to provide additional capacity.

The project will include stormwater facilities, lighting, and intelligent transportation system (ITS) components such as variable message signs, and it will also include landscaping and other urban design elements.

Since the EA was issued in June of 2008, several changes have been made to the project design. These changes, described below, further benefit the overall safety and transportation functions in the project area. The updated Build Alternative is displayed in Exhibit 1-1, a detail map is provided in Exhibit 1-2, and cross-sections are shown in Exhibits 1-3 through 1-5.

SR 99

The alignment for the SR 99 mainline has been modified to improve safety by allowing for improved sight distances. These minor adjustments do not affect right-of-way. Pavement reconstruction and striping on SR 99 will extend about 350 feet farther south than described in the EA.

Alaskan Way S.

In the EA, southbound Alaskan Way S. was located on the west side of SR 99. As a result of the project design changes, southbound Alaskan Way S. has been combined with northbound Alaskan Way S. The combined roadway will be relocated on the east side of SR 99 between S. Atlantic Street and Railroad Way S. The intersection at S. Royal Brougham Way and Alaskan Way S. has been revised to include the southbound Alaskan Way S. lane with left-hand turn pocket.

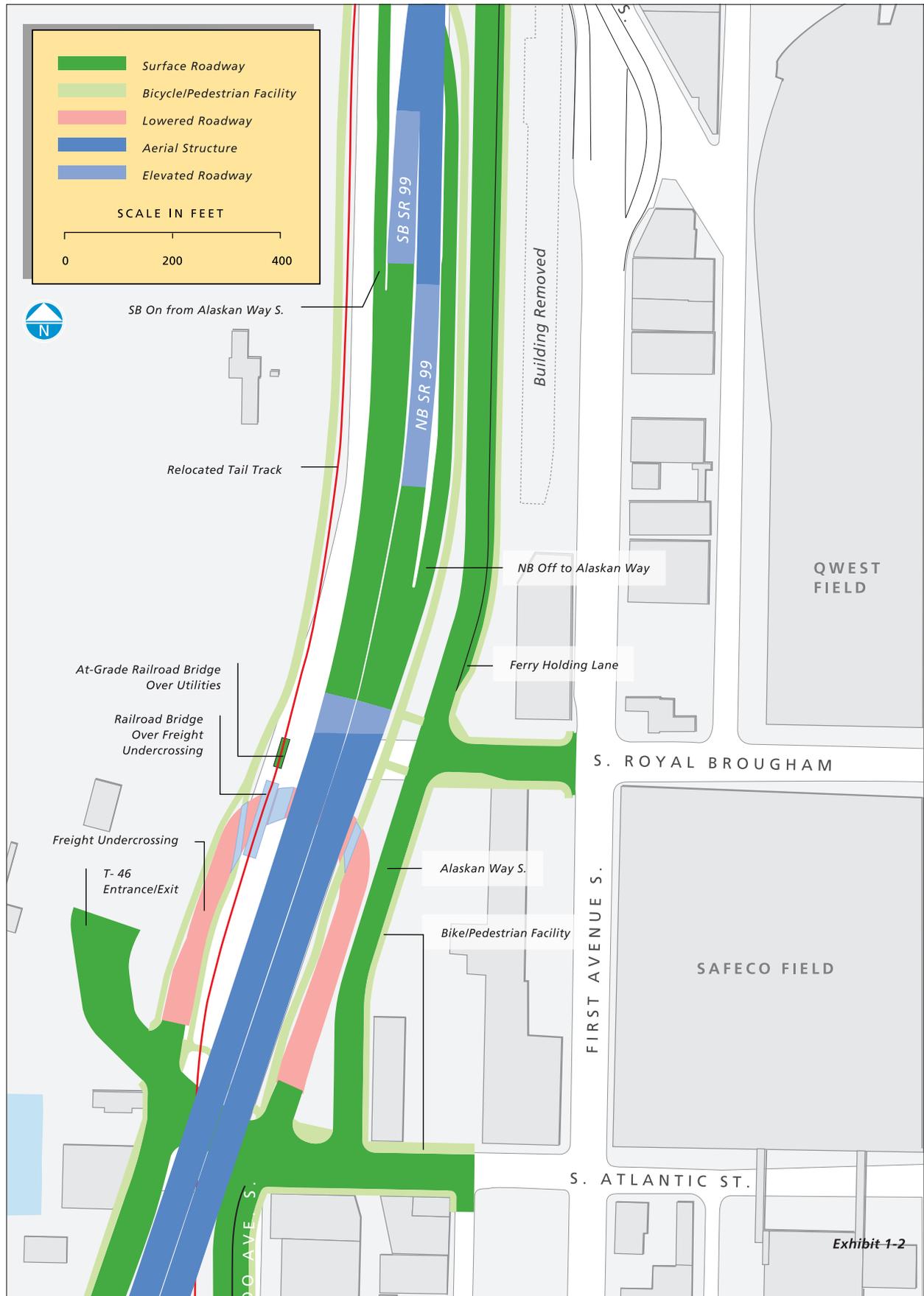
Intersections along S. Atlantic Street

The proposed intersections along S. Atlantic Street between Utah Avenue S. and Terminal 46 will remain a complex set of intersections serving a mix of freight, general purpose traffic, and stadium event traffic. However, with the realignment of southbound Alaskan Way S., the traffic flow through these

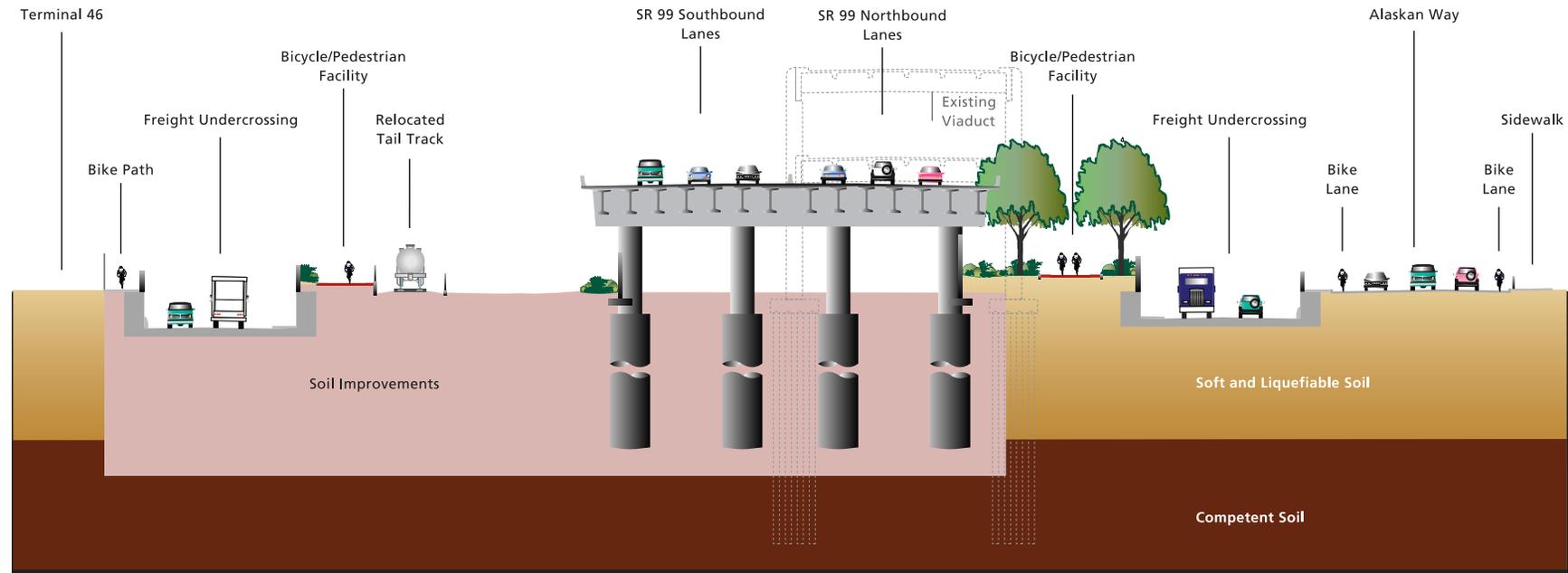
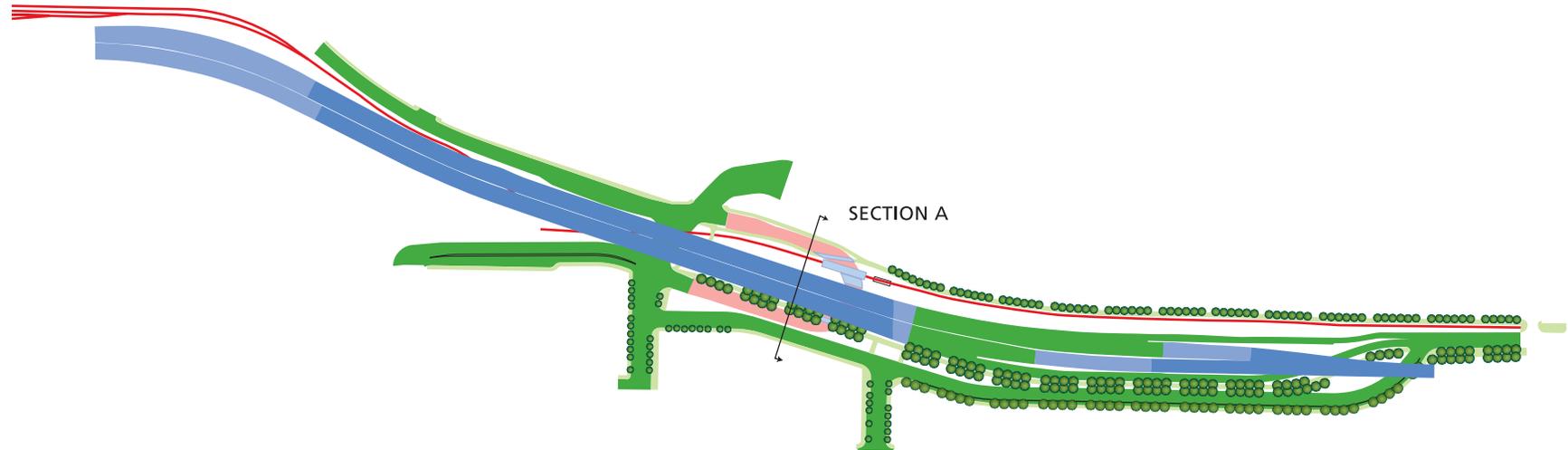
Proposed Build Alternative



Proposed Build Alternative Detail Map

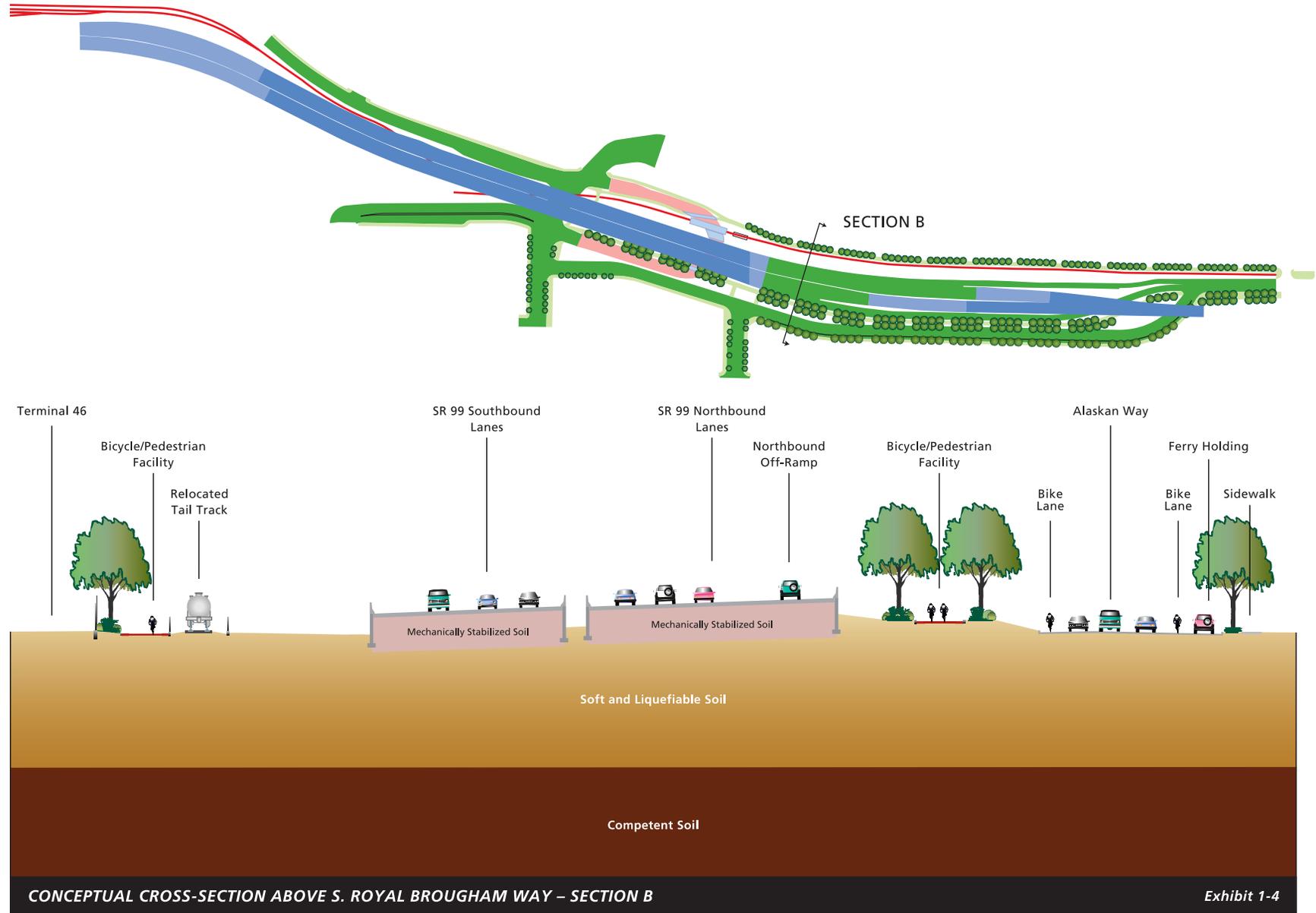


S. Holgate Street to S. King Street Viaduct Replacement



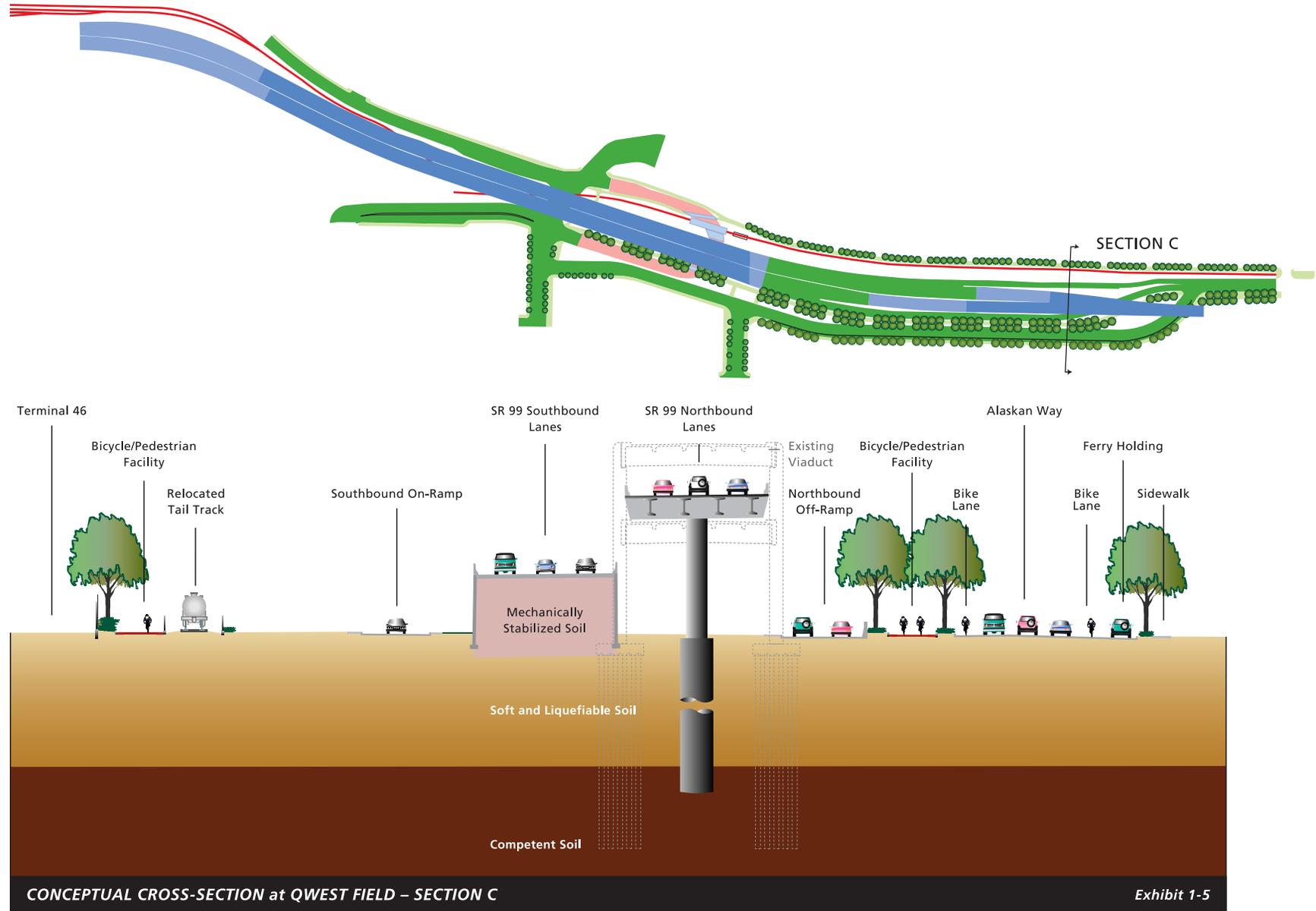
CONCEPTUAL CROSS-SECTION of FREIGHT UNDERCROSSING – SECTION A

S. Holgate Street to S. King Street Viaduct Replacement



CONCEPTUAL CROSS-SECTION ABOVE S. ROYAL BROUGHAM WAY – SECTION B

S. Holgate Street to S. King Street Viaduct Replacement



CONCEPTUAL CROSS-SECTION at QWEST FIELD – SECTION C

Exhibit 1-5

intersections will improve compared to the configuration described in the EA. Access to E. Marginal Way S. will be provided via S. Atlantic Street.

Intersection of New SR 99 On- and Off-Ramps with Alaskan Way S.

Both the new SR 99 northbound off-ramp and the new southbound on-ramp will connect to Alaskan Way S. just west of SR 99 near S. King Street. This new intersection will be signalized to facilitate traffic flow to and from SR 99 and the newly reconfigured Alaskan Way S.

Ferry Holding

Just north of S. Royal Brougham Way, northbound Alaskan Way S. will provide access to the new remote vehicle holding area for traffic bound for the Seattle Ferry Terminal. The holding lane will be located on the east side of the realigned Alaskan Way S. between S. Royal Brougham Way and approximately Railroad Way S. Southbound ferry traffic will continue to reach the Seattle Ferry Terminal from the existing Alaskan Way S. or First Avenue S.

Bicycle and Pedestrian Facilities

A 10- to 20-foot-wide bicycle and pedestrian path will be added along the north side of S. Atlantic Street, west of First Avenue S. This path will connect to the sidewalks and bike paths along the west side of SR 99. On the south side of S. Atlantic Street, the existing sidewalk will be replaced. The existing sidewalk on the east side of Colorado Avenue S. will also be replaced. A new bicycle and pedestrian path will be added along the east side of SR 99 between Alaskan Way S. and SR 99. Bike lanes will be provided along the relocated portion of Alaskan Way S.

Construction Easements

Two additional construction easements will be needed. These temporary easements are located on BNSF railroad property and King County's King Street sewer regulator property.

2 What are the benefits of the project changes?

The alignment for the SR 99 mainline has been adjusted to improve safety. These adjustments were minor and do not affect right-of-way.

The intersections along S. Atlantic Street between Utah Avenue S. and Terminal 46 have been modified. Both directions on Alaskan Way S. will now intersect with S. Atlantic Street east of SR 99, which improves the operations by simplifying the signal phasing and reducing delays at this intersection.