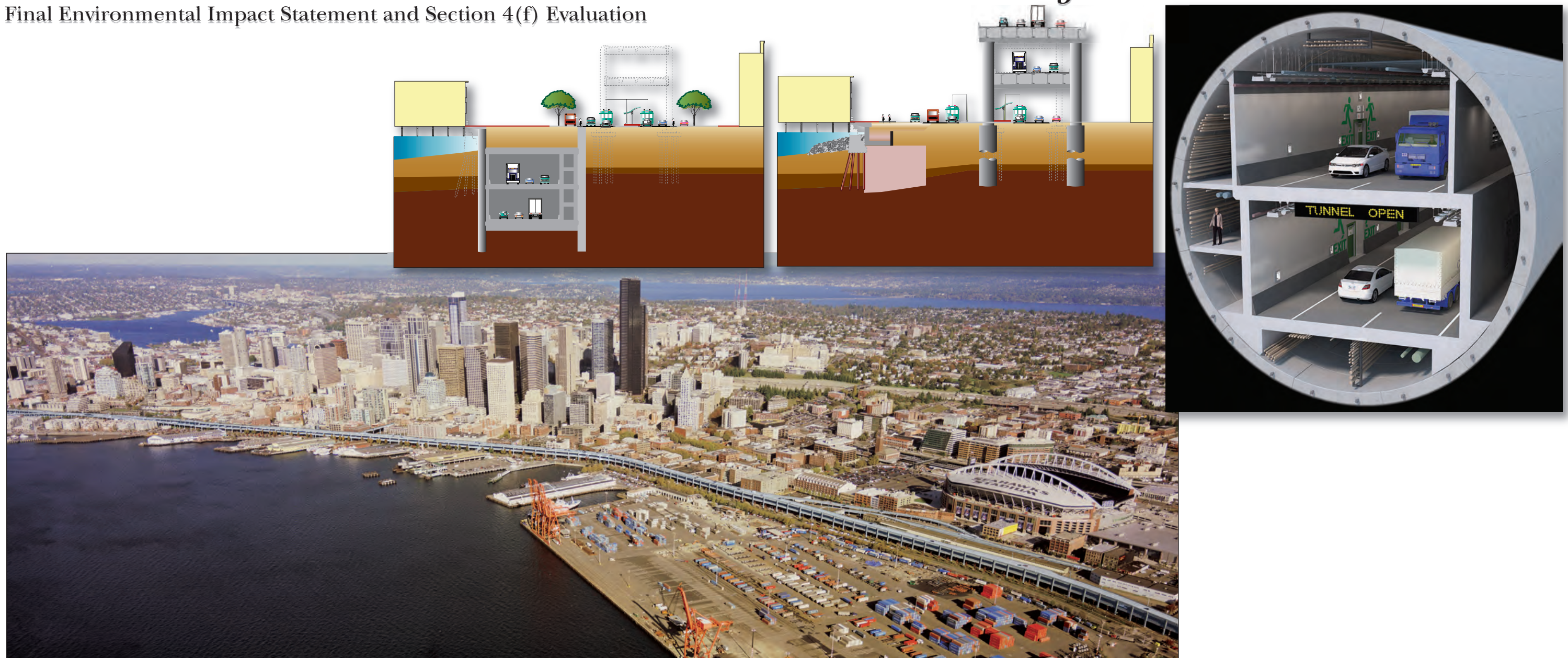


ALASKAN WAY VIADUCT REPLACEMENT PROJECT

Final Environmental Impact Statement and Section 4(f) Evaluation



FHWA-WA-EIS-04-01-F

ALASKAN WAY VIADUCT REPLACEMENT PROJECT

Final Environmental Impact Statement and Section 4(f) Evaluation

Submitted pursuant to:

The National Environmental Policy Act (NEPA)(42 U.S.C. 4322(2)(C)) and

the State Environmental Policy Act (SEPA)(Ch. 43.21 C RCW) and Section 4(f) of the Department of Transportation Act, (49 U.S.C. 303(c))

by the
FEDERAL HIGHWAY ADMINISTRATION

and
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

and
CITY OF SEATTLE DEPARTMENT OF TRANSPORTATION

Abstract

The existing Alaskan Way Viaduct (SR 99) was built in the 1950s and was damaged in the 2001 Nisqually earthquake. It is seismically vulnerable and at the end of its useful life—it must be replaced. The Federal Highway Administration, Washington State Department of Transportation, and City of Seattle plan to replace the

existing facility to provide a structure capable of withstanding earthquakes and to ensure that people and goods can safely and efficiently travel within and through the project corridor. The Alaskan Way Viaduct provides vital transportation connections into and through downtown Seattle, as well as between various other regional destinations. Failure of the viaduct would create severe hardships for the city and region and could possibly cause injury or death.

The 2004 Draft Environmental Impact Statement (EIS) analyzed five Build Alternatives and a No Build Alternative for their potential effects on the human and natural environment. Based on information presented in the Draft EIS, public comments, and further study and design, the lead agencies reduced the number of alternatives from five to two. The two alternatives, the Tunnel (now the Cut-and-Cover Tunnel Alternative) and Elevated Structure, were then evaluated in the 2006 Supplemental Draft EIS

document. In 2009, the Governor, former King County Executive, and former Seattle Mayor recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single bored tunnel. The 2010 Supplemental Draft EIS analyzed the new Bored Tunnel Alternative, provided information about design changes to the 2006 build alternatives still under consideration, and compared 2006 build alternatives to the Bored Tunnel Alternative.

This Final EIS evaluates the No Build Alternative in addition to the Bored Tunnel Alternative, Cut-and-Cover Tunnel Alternative, and Elevated Structure Alternative, each with and without tolls, for their potential effects to the natural and built environments. The lead agencies have identified the Bored Tunnel Alternative with tolls as the preferred alternative. No decision will be made on the proposed action until the Record of Decision is published, which is expected in August 2011. If tolling is not

authorized by the Washington State Legislature, it could direct WSDOT to request a revised Record of Decision from Federal Highway Administration to authorize the construction of the Bored Tunnel Alternative as a non-tolled facility.



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A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

Daniel M. Mathis, P.E.
Division Administrator, Washington Division
Federal Highway Administration
Lead for National Environmental Policy Act (NEPA)

06/20/2011

Date of Approval

Megan White, P.E.
Director of Environmental Services
Washington State Department of Transportation
Lead for State Environmental Policy Act (SEPA)

6/20/2011

Date of Approval

Peter Hahn
Director
Seattle Department of Transportation

June 20, 2011

Date of Approval



FACT SHEET

Project Name

SR 99: Alaskan Way Viaduct Replacement Project

Project Description

The SR 99: Alaskan Way Viaduct Replacement Project proposes to replace SR 99 between S. Royal Brougham Way and Roy Street in Seattle, Washington with a facility that has improved earthquake resistance. Damage sustained by the viaduct during the February 2001 Nisqually earthquake compromised its structural integrity. This past damage, along with the age, design, and location of the existing viaduct, makes this facility vulnerable to sudden and catastrophic failure in an earthquake.

SR 99 and Interstate 5 are the primary north-south access routes through downtown Seattle, making the Alaskan Way Viaduct a vital link in the region's highway and freight mobility system, and thus critical to the region's economy. Together with the transit system, light rail and local streets, SR 99 serves regional and local needs.

This Final EIS analyzes and compares the effects of the No Build Alternative, and the Bored Tunnel Alternative, Cut-and-Cover Tunnel Alternative, and Elevated Structure Alternative, each with and without tolls. The No Build Alternative is evaluated to provide baseline information. The lead agencies have identified the Bored Tunnel Alternative with tolls as the preferred alternative. If tolling is not authorized by the Washington State Legislature, it could direct WSDOT to request a revised Record of Decision from the Federal Highway Administration to authorize the construction of the Bored Tunnel Alternative as a non-tolled facility.

Joint Lead Agencies

Federal Highway Administration
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711 S. Capitol Way, Suite 501
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Washington State Department of Transportation
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Seattle, WA 98104 - 4019

City of Seattle Department of Transportation
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Seattle, WA 98124 - 4996

NEPA Lead Agency

The Federal Highway Administration is the lead agency for NEPA.

Responsible NEPA Official

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Olympia, WA 98501 - 1284

SEPA Lead Agency

The Washington State Department of Transportation is the nominal lead agency and the City of Seattle is a co-lead agency for SEPA.

Responsible SEPA Official

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Washington State Department of Transportation
PO Box 47331
Olympia, WA 98504 - 7331

Document Availability

The Final EIS is available online at:

<http://www.alaskanwayviaduct.org>

Printed copies of this Final EIS and related appendices (discipline reports) are available at City of Seattle public libraries and neighborhood service centers (see the Distribution List on page 272). These documents are also available for purchase at:

Alaskan Way Viaduct Replacement Project Office
999 Third Avenue, Reception desk on the 22nd Floor
Seattle, WA 98104 - 4019

CDs and the Executive Summary are available at no charge. Prices for printed volumes do not exceed the cost of printing and are as follows:

Final EIS (17 x 11 color)	\$50
Set of Appendices	\$75
Final EIS and Appendices	\$125

Contact Information

To obtain a copy of the environmental documents, contact:

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FACT SHEET

continued

Permits, Approvals, and Consultations

Federal

- **National Marine Fisheries Service and U.S. Fish and Wildlife Service** – Section 7 Endangered Species Act (ESA) Consultation and Marine Mammal Protection Act Consultation
- **National Marine Fisheries Service** – Magnuson-Stevens Fishery Conservation and Management Act Consultation
- **Federal Highway Administration**, in consultation with the **Washington Department of Archaeology and Historic Preservation** – National Historic Preservation Act, Section 106 Consultation
- **U.S. Department of Transportation** – Section 4(f) Evaluation

State

- **Washington State Department of Ecology** – Model Toxics Control Act, Removal of Underground Storage Tanks
- **Washington State Department of Ecology** – National Pollutant Discharge Elimination System (NPDES), Construction Stormwater General Permit
- **Washington State Department of Ecology** – Coastal Zone Management Act (CZMA), Consistency Certification
- **Washington State Department of Ecology** – Underground Injection Control Registration
- **Washington State Department of Ecology** – Notice of Intent for Installing, Modifying, or Removing Piezometers
- **Washington State Department of Ecology** – Notice of Intent for Installing, Modifying, or Removing Wells
- **Washington State Department of Ecology** – Chemical Treatment Letter of Approval

Local

- **King County** – Industrial Waste Program Wastewater Discharge Permit, if required
 - **Seattle City Light** – Clearance Permits
 - **Seattle Department of Planning and Development** – Master Use Permit
 - **Seattle Department of Planning and Development** – Shoreline Substantial Development Permit
 - **Seattle Department of Planning and Development** – Grading Permit¹
 - **Seattle Department of Planning and Development** – Building Permit
 - **Seattle Department of Planning and Development** – Demolition Permit
 - **Seattle Department of Planning and Development** – Side Sewer Permit
 - **Seattle Department of Transportation** – Street Use Permit
 - **Seattle Department of Neighborhoods and Pioneer Square Preservation Board** – Pioneer Square Historic District Certificate of Approval
 - **Seattle Department of Neighborhoods and Pike Place Market Historic District Commission** – Pike Place Market Historic District Certificate of Approval
 - **Seattle Department of Planning and Development** – Major Public Project Construction Variance/Temporary Noise Variance
 - **Seattle Department of Planning and Development** – Removal or Abandonment of Underground Storage Tanks
- Other Seattle Permits/Approvals**
- Mechanical Permit
 - Electrical Permit

- Sign Permit
- Elevator Permit
- Fire Alarm Permit

Other Permits/Approvals

- **Puget Sound Clean Air Agency** – Clean Air Act, Air Quality Conformity Review
- **Puget Sound Clean Air Agency** – Notice of Intent for Demolition Activities and Notice of Construction for Constructing a Concrete Batch Plant

Authors and Principal Contributors

Please see the List of Preparers included at the end of the Final EIS.

Date Issued

July 15, 2011

Subsequent Environmental Review

FHWA intends to issue the Record of Decision (ROD) for this project 30 days after publication of a Federal Register notice announcing that the Final EIS has been issued, or as soon after that date as practicable. The Federal Register notice is expected to be published on July 15; when published, it will be posted on the project website at www.alaskanwayviaduct.org. While the lead agencies are not required to request comments on a Final EIS pursuant to 40 CFR 1503.1 (b), in order to be fully informed of the interests of all parties, the lead agencies are accepting comments on the Final EIS. If any substantive comments are received prior to the signing of the ROD, FHWA will include responses to those comments in the ROD. Comments must be received by no later than 5:00 pm on Monday, August 15, 2011 for consideration in the ROD. Comments may be submitted by mail to:

Angela Angove
 Alaskan Way Viaduct Replacement Project Office
 999 Third Avenue, Suite 2424
 Seattle, WA 98104 - 4019
 or via email at: awv2011FEIScomments@wsdot.wa.gov

¹ The City and WSDOT may be exempt from certain permits under some conditions. Even though this grading work may be exempt, the City would still perform a project review to ensure that the project meets City requirements for grading activities.

ALASKAN WAY VIADUCT REPLACEMENT PROJECT

Final Environmental Impact Statement and Section 4(f) Evaluation



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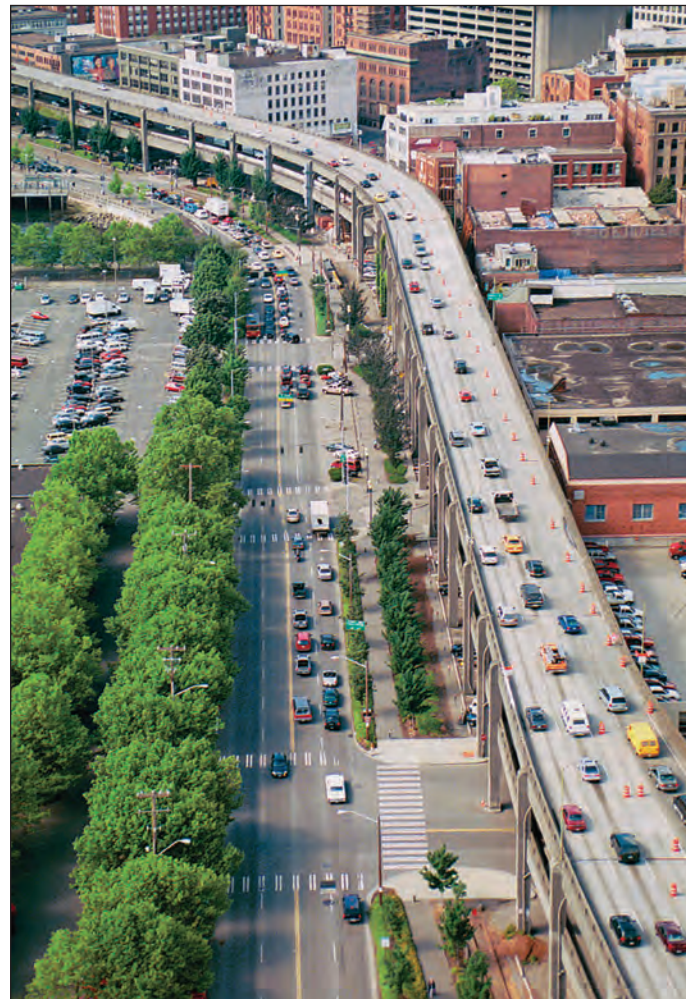
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IN MEMORIAM...

This document is dedicated to the memories of Maureen Sullivan (WSDOT), Roland Benito (WSDOT), and James Leonard (FHWA). Their legacy of dedication and contributions to the delivery of the Alaskan Way Viaduct and Seawall Replacement Program is immeasurable. We will carry forward their spirit and commitment towards delivery of this public safety project in their memories.