During the EA comment period, 33 items were received. The comments and responses have been coded and are included in the following order:

**Agency**
A-001 United States Department of the Interior
A-002 King County Department of Transportation
A-003 Seattle Department of Transportation
A-004 Seattle Bicycle Advisory Board

**Business or Organization**
B-001 Port of Seattle
B-002 Seattle Marine Business Coalition
B-003 Seattle Mariners
B-004 Washington State Major League Baseball Stadium Public Facilities District

**Public Hearing**
H-001 Gibbs, Ms.
H-002 McIntosh, James
H-003 Browning, Ms.
H-004 Anonymous
H-005 Shasteen, Bud
H-006 Cesmat, Paul

**Individual**
I-001 Anonymous
I-002 Anonymous
I-003  Anonymous
I-004  Anonymous
I-005  Anonymous
I-006  Anonymous Citizen of West Seattle
I-007  Anonymous West Seattle Resident
I-008  Cooper, Maurice
I-009  Drake, Laura
I-010  Friedman, Harvey
I-011  Gray, Victor
I-012  Malmo, Jerry
I-013  Marshall, Ronald
I-014  McCarthy, Carol
I-015  Price, Dr. S.
I-016  Rerucha, Marjorie
I-017  Ross, Dennis
I-018  Simpson, Barbara
I-019  Skolnik, Art
The project is pleased to receive the Department's concurrence that there is no prudent or feasible alternative to the use of Section 4(f) resources. The project has developed a Memorandum of Agreement relating to the demolition of the Alaskan Way Viaduct. The Level 2 Historic American Engineering Record documentation relating to the viaduct structure will also be completed.
The project is pleased to receive both the Department's concurrence that there are no Section 6(f) impacts, and the ESA/Section 7 Letter of Concurrence in June 2008.

**Section 6(f) of the Land and Water Conservation Fund Act**

There are not any 6(f) impacts from this project.

**Section 7 of the Endangered Species Act (ESA)**

The Department reviewed the submitted documentation and the ESA/Section 7 Letter of Concurrence issued jointly by the Fish and Wildlife Service (FWS) and National Marine Fisheries Service (NMFS) during June of 2008.

Content from the DEA is broadly consistent with earlier documentation (i.e., the Biological Assessment and supporting documentation).

There are no outstanding issues or matters involving the authority of the FWS.

**Contact Information**

For questions concerning Section 4(f), please contact Kelly Powell, Regional Environmental Coordinator, at (206) 220-4106, kelly_powell@nps.gov, or 188 South Jackson Street, 2nd Floor, Seattle, Washington, 98104-2953.

For questions concerning Section 6(f), please contact Heather Ramsay, Project Manager, at (206) 220-4123, heather.ramsay@nps.gov, or 909 First Avenue South, 5th Floor, Seattle, Washington, 98104-1360.

For questions concerning Section 7, please contact Ryan McReynolds, Transportation Liaison, at (360) 753-6047, ryan.mcreynolds@fws.gov, or Fish and Wildlife Service-WWWWO (Lacey), Consultation and Technical Assistance Division, 510 Desmond Drive Southeast, Suite 102, Lacey, Washington, 98503-1263.

Thank you for the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental Policy and Compliance
King County has been an active participant in planning for construction of this project and has provided valuable information. WSDOT will continue to coordinate closely with King County as construction planning continues. Additional details on potential transit priority routes will be developed as part of this process.

WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.
Transit travel times will certainly be considered in developing the construction traffic management plan and will include queuing on the SR 99 mainline. This is one key element in the information that needs to be looked at as construction planning proceeds. WSDOT has already begun to coordinate closely with King County on construction planning as they move toward the development of the traffic management plan, which is expected to be finalized in May 2009.

As you are aware, WSDOT and SDOT have developed a series of agreements related to a variety of subjects pertaining to aspects of the Alaskan Way Viaduct and Seawall Replacement Program. An agreement on transit enhancements will be developed through established procedures and coordinated with other agreements needed for other aspects of the program.

At this time, construction staging and phasing of the project continues to be developed. Changes to the potential construction staging and phasing plans have occurred since the EA was published. (Please see Exhibits 4-8 through 4-12 in Attachment 1 of the FONSI). As the construction staging and phasing plans are developed in more detail, the project team will reconvene the working group that developed the initial transit enhancements list (WSDOT, King County Metro, and SDOT staff) to reevaluate potential enhancements, determine a timeline, and develop a means to reach agreement on project-related transit enhancements. An initial list of selection criteria is contained in Section 6.3.2 of Appendix F, Transportation Discipline Report.

The project team is committed to working with King County Metro to address concerns. The project team is still evaluating the construction staging and traffic detour scenarios that may use Airport Way S., Fourth
Further mitigation will be addressed in the traffic management plan.

**A-002-005**

The schedule for the SR 519 Intermodal Access Project Phase 2 has changed since the EA was issued. Construction on SR 519 is now scheduled to begin in the fall of 2008 and should be completed in mid-2010. The S. Holgate Street to S. King Street Viaduct Replacement Project’s utility relocations are expected to begin in mid-2009 with Stage 1 starting around spring 2010, so there would be perhaps 3 to 4 months of overlap.

WSDOT is working with SDOT to develop a database tracking system that will identify locations affected by overlapping construction schedules in advance. Where concurrent construction is unavoidable, these locations will be monitored by direct observation, and adjustments will be made to lane restrictions, detours, or closures as needed to reduce delays.

**A-002-006**

No in-street staging areas are anticipated. Truck routing will be planned to avoid using transit pathways where possible. King County will be coordinated with as truck routes are developed.

**A-002-007**

Your concern regarding the weight of transit coaches is appropriate and will be taken into account as the detours are designed.

**A-002-008**

WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough
planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure traffic flows smoothly during construction.

WSDOT will maintain communication and coordination with King County Metro while planning for and during construction to ensure the effectiveness of the traffic and bus staging plan for events in the stadium area and will work to make reasonable adjustments where necessary.

A-002-009

Full closures of SR 99 on nights and weekends will be planned to avoid overlapping with large events at Safeco Field, Qwest Field, or the Qwest Field Event Center to the extent possible. Planning for full closures will include management of those facilities, City of Seattle, King County, and local business representatives. When full closures are needed, advance notice will be provided to the media and widely publicized. Detour routes will be designated and clearly signed.

A-002-010

Buses are expected to operate similarly to auto traffic on First Avenue S. and Fourth Avenue S., as reported in Section 6.2.1 Mobility of Appendix F, Transportation Discipline Report. Section 6.2.2 of Appendix F has been modified to include text summarizing potential impacts to bus operations on First and Fourth Avenues S. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-002-011

WSDOT is committed to working closely with King County Metro as they
refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions, including responses to address the effects of construction on transit. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.

**A-002-012**

S. King Street marks the northern limits of this project. Existing congestion or queuing along northbound Alaskan Way, north of S. King Street, is not a result of this project. Additionally, a signal is proposed at the intersection of Alaskan Way S./S. King Street to help facilitate traffic flow. Analysis results indicate that with a signal, this intersection is expected to operate at LOS B or better under the 2030 Build Alternative.
The list of potential mitigation measures provided in Appendix B of the EA has been refined to create the list of mitigation commitments included in Attachment 4 of this FONSI. The refinements were made considering comments received on the EA, updates to the project description, requirements from Seattle for various permits, and a better understanding of the likely construction approach. Seattle staff have been and will continue to be involved in this process.
A-003-002
WSDOT will conduct community outreach and communication activities in the neighborhoods surrounding the project. This includes communicating with businesses, residents, transit providers, and social service providers to help them adjust to the new ramps and changes made to the surface streets. Temporary signage will be provided to guide vehicles, transit, and pedestrians in the first several weeks or months after the opening of the new roadway facilities. No long-term mitigation measures have been identified because the neighborhood effects are likely to be short-term as people adjust to the changes.

A-003-003
WSDOT will be conducting community outreach and communication activities during construction. A community telephone line has been established so that the public can directly report problems related to construction activities, and in turn, the project team can address problems promptly.

A-003-004
Attachment 4 of the FONSI includes the mitigation commitment list. A program of public information and business assistance measures is being developed. Signage is one of the tools that will be used to help customers recognize that businesses are open. A liaison or community point of contact is being considered as suggested.

In addition, WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs
will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.

A-003-005

The use of any on-street parking spaces by construction workers would have to be coordinated and approved by the City. WSDOT is considering restricting construction workers from using parking spaces that could otherwise be used by event attendees or by customers of local businesses. Additional strategies for construction worker parking will be coordinated with the City and other stakeholders. Construction worker parking is also discussed in the Transportation section of Attachment 4, Mitigation Commitment List.

A-003-006

Mitigation for businesses relies on several activities described elsewhere in Appendix B. For example, see the mitigation described for land use (page 165 of the EA) and social resources (pages 171 and 172). Mitigation described for transportation, public services, and utilities will also reduce impacts on businesses. Together, these measures will minimize economic impacts. Business assistance will be developed in further detail as construction planning proceeds and will be developed collaboratively with businesses in the project vicinity. More cross-references have been added to the mitigation commitments provided in Attachment 4 of the FONSI.

A-003-007

As construction plans are refined, additional detail on bicyclist and pedestrian detours will be provided in the traffic management plan and coordinated with stakeholders. The construction plans have been
revised since the EA was issued. The revised plans do not require a
detour to First Avenue S. and instead accommodate pedestrians and
bicyclists on the west side of Alaskan Way. The term "nonmotorized"
has been added to the referenced sentence on page 103. Revisions to
the text are included in Attachment 1, Errata to the EA and Discipline
Reports.

A-003-008
Traffic impacts during construction are appropriately described in the EA
and the Transportation Discipline Report for this project.

WSDOT is working with SDOT to develop a database tracking system
that will identify locations affected by overlapping construction schedules
in advance. Where the overlap cannot be avoided, these locations will
be monitored by direct observation and adjustments will be made to lane
restrictions, detours, or closures as needed to reduce delays.

WSDOT, in coordination with SDOT, is also working to develop a traffic
management plan to reduce the impacts of construction on traffic,
parking, access, and mobility in the project area. The traffic
management plan is projected to be completed in May 2009.

A-003-009
WSDOT, the City of Seattle, and King County have identified the need
for ongoing coordination of construction activities. WSDOT is committed
to engaging key businesses, agencies, and activity centers (sports and
event facilities and the port terminals) in the south end as they refine
the current construction staging plan. Thorough planning will lessen the
impacts of construction on traffic, parking, access, and mobility in the
project area and surrounding neighborhoods. By understanding access
and mobility needs in the project area, WSDOT will be able to develop a
construction approach that avoids and minimizes temporary disruptions.
These specific needs will be incorporated into the staging plan where
possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary. The Transportation section of Attachment 4 of this FONSI also identifies mitigation commitments.

A-003-010
Effects on pedestrian, bicycle, transit, and truck traffic are expected to be minor during utilities relocations in the first 8 months of project construction. Traffic will be detoured to S. Atlantic Street. Pedestrians and bicyclists may be detoured to the opposite side of the street where temporary detours are in place to maintain existing routes. The only street closure to occur will be on S. Royal Brougham Way for a period of 1 to 2 weeks. There will be no effects on transit. After the first 8 months of utilities relocations, S. Royal Brougham Way will be closed where it crosses under SR 99.

A-003-011
The project team is still evaluating the construction staging and traffic detour scenarios. The team is looking to maintain mobility to the greatest extent possible during construction. The detour proposed for Stage 1 is no longer on First Avenue S. as described in the EA. Traffic would instead remain on Alaskan Way S. with a temporary roadway connection to E. Marginal Way around the undercrossing construction.

A-003-012
The paragraph referred to is an introduction to the discussion of construction traffic mitigation. Localized impacts to businesses will be addressed by the traffic management plan described on page 103 of the EA. As described, this will be developed in coordination with several City of Seattle departments and other agencies and stakeholders. We
will also include local businesses to ensure they can participate in development of the traffic management plan.

A-003-013
The word "planned" has been deleted from this sentence. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-003-014
The term "on-street" has been added to the sentence as requested. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports. Off-street parking is paid parking and is not regulated by the City. The parking duration is determined by the amount paid.

A-003-015
The area referred to in the text (on page 41 of the EA) is south of S. Atlantic Street. There is no multi-use trail designation for the area south of S. Atlantic Street, so the WSDOT Design Manual Chapter 1020 would not technically apply. The 8-foot width for the sidewalk is the minimum to be provided for pedestrian use in this area, depending on the space available on the west side of the street.

A-003-016
The definition of off-street parking in the sidebar on page 50 is a general description. It indicates that this type of parking includes garages and lots where people pay to park and that most of the off-street parking is privately owned. Further details on parking can be found in the corresponding text on page 50 and in the Transportation Discipline Report.
The "Pioneer Square Preservation District" has been included as requested. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

The phrase "although some of these spaces may be affected by parking removals from other projects that affect Spokane Street and First Avenue S." has been added to the referenced sentence in the EA and on page 100 of the Transportation Discipline Report. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

We will continue to work closely with social service providers to see that they are well informed about the project and can pass on accurate information to their clients. This will include loss of parking in areas used by some for car camping. The discussion in the EA is not meant to imply that car campers would be actively directed to other locations, simply that there are many other locations with unrestricted parking in the project vicinity.

As described in various sections of the EA and in Appendix B, WSDOT will work with the City and local businesses, as suggested in this comment, to reduce all types of impacts during construction.

The bullet describing the Mountains to Sound Greenway Pro-Parks Project has been revised. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.
The improvements that are underway on First Avenue S. will be an existing condition when construction of the S. Holgate Street to S. King Street Viaduct Replacement Project begins. Therefore, it is not included in the cumulative effects section.

In this instance, "temporary" indicates that the proposed bridge structures will only be in place during the construction period. These structures are not permanent and would be removed after Stage 4 when the major SR 99 construction is completed.

A more detailed traffic detour plan, summarizing traffic scenarios and their expected impacts, will be developed as the project progresses. Attachment 4 of this FONSI also contains information about mitigation commitments for transportation.

We analyze traffic conditions for the typical, non-event AM and PM peak hours to capture impacts specifically related to the proposed project. Impacts caused by the project, not an event, are required to be mitigated. While event conditions typically result in more localized congested operations surrounding the event location, this congestion is not present on an average day and is therefore not included in the analysis.

The Project has analyzed construction traffic stages with effects on both SR 99 and the surface streets. The transportation analysis shows acceptable level of service for city arterials and major intersections in the area. This project will address stadium events that generate more than 20,000 people by limiting lane closures 2 hours before and 2 hours after
Additional measures to address event traffic are being coordinated with both stadiums, Seattle Police Department, Port of Seattle, BNSF, and other key stakeholders to help with developing other mitigation measures. The project will continue to maintain communication with the stadiums and other key stakeholders during construction to monitor the effectiveness of the traffic management plan and to make reasonable adjustments where necessary.

A-003-026
The Argo project is part of Seattle’s "Bridging the Gap" program as a bridge rehabilitation and repair project. There are currently load restrictions on the bridge, so it could provide another routing option for trucks if completed prior to construction of this project. However, the exhibit on page 104 shows projects receiving funding from the overall Alaskan Way Viaduct and Seawall Replacement Program. The Argo project is not receiving these funds and therefore is not included in the exhibit.

A-003-027
The second paragraph of question 6 on page 106 has been revised: "Construction noise would be bothersome to nearby sensitive noise receptors, such as residents and businesses." Additional information on noise receptors and impacts has been and will continue to be included in noise variance applications to the City of Seattle. Mitigation measures required by the temporary noise variances will be implemented.

Also under question 6 on page 108, we have revised the bullet and sentence. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-003-028
We have added a sentence to the first paragraph on page 109 of the EA
to describe the highest levels of vibration:

"Jackhammers and hoe rams would result in the highest levels of vibration. If used within 25 feet, the expected ground vibration levels would exceed the damage risk criterion for both buildings."

Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

Additional information on settlement and other utilities was covered in Appendix G, Noise and Vibration Technical Memorandum. The first paragraph on page 39 of the technical memorandum describes construction vibration effects:

"In general, the potential effect to underground and buried utilities from construction vibration would be less than the damage risk to buildings. The only construction activity proposed for this Project that would generate vibration levels that could damage utilities would be impact pile driving. Vibration from pile driving would not exceed the damage risk criterion for most buried utilities of 4.0 inches/second PPV at distances greater than 25 feet or the damage risk criterion of 0.5 inch/second PPV for older cast-iron water mains at distances greater than 100 feet. The damage risk to buried utilities less than 25 feet and older cast-iron water mains less than 100 feet from impact pile driving locations should be further evaluated during final design."

A-003-029
If vibration levels exceed the damage risk criteria, WSDOT would use an alternative method of construction.

A-003-030
Attachment 4 of this FONSI lists the mitigation commitments for this project. Air quality BMPs will follow the current regulations and
Mitigation for intermittent periods during construction when the southwest portion of Pioneer Square may be less accessible due to increased traffic, changes in parking, etc., is described in the Mitigation Commitment List in Attachment 4. The measures in the Memorandum of Agreement specifically pertain to the Bemis Building, Alaskan Way Viaduct, Battery Street Tunnel, and archaeological resources.

Mitigation measures for access, noise, and dust impacts to the Bemis Building and the Triangle Hotel, as well as for other (non-historic) buildings near the construction area, are described in the Historic Resources, Noise, and Air Quality mitigation commitments in Attachment 4 (which was previously Appendix B in the EA).

Please refer also to the Memorandum of Agreement for specific measures with regard to the Bemis Building.

As discussed in Attachment 4, Mitigation Commitment List, under Archaeological Resources, the Memorandum of Agreement includes mitigation measures. An Unanticipated Discovery Plan will be developed prior to construction.

Access to Pier 36 and the Jack Perry Memorial Viewpoint will be maintained during construction. There will be lane restrictions and minor
detours on E. Marginal Way and Alaskan Way during construction, which may cause the route to be slightly more circuitous.

A-003-035
The sentence has been revised to indicate that the public will be informed of detour routes. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-003-036
Providing fire watches, or stationing fire trucks in the vicinity, in the event that the water supply or power must be turned off is included as part of the mitigation commitment list in Attachment 4 of the FONSI.

A-003-037
Noise level monitoring during construction will be necessary to accomplish some of the noise mitigation measures described on pages 166 and 167 of the EA.

A-003-038
No revision needed; the mitigation commitments included in Attachment 4 and this FONSI demonstrate that these effects will be mitigated.

A-003-039
In the Mitigation Commitments List found in Attachment 4, the Triangle Hotel is one of the historic buildings considered in the vibration, settlement management, and monitoring plan that will be developed to determine whether historic buildings may be at risk. The plan will also identify other buildings at risk, so that they can be protected from damage due to vibration or subsidence during construction activities that may cause these types of damage.
A-003-040
If the new "major public projects noise variance" is enacted, WSDOT will coordinate with the City of Seattle to determine whether the new variance is appropriate for this project.

A-003-041
The text has been revised and no longer uses the term "evaluated." The affected parks and recreational resources (the Jack Perry Memorial Viewpoint, Waterfront Bicycle/Pedestrian Facility, and Mountains to Sound Greenway Trail) are now listed. The Mitigation Commitment List is included as Attachment 4 to this FONSI.

A-003-042
The level of information in the EA is appropriate. With monitoring in place, no damage is anticipated to occur from construction vibration. WSDOT cannot speculate what damage might occur with monitoring in place or determine appropriate mitigation measures if damage were to occur because this information could change depending on the type and extent of damage.

A-003-043
WSDOT understands its responsibility to consider context-sensitive design solutions and has complied with its Executive Order E 1028.00, as demonstrated through the project's work with a nationally recognized urban design firm in coordination with SDOT staff as well as regular updates and presentations to the City's Design Commission.

A-003-044
The bullets referenced will be replaced with the provided text. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.
A-003-045
The introduction to this subsection includes the information referenced. Page 52 of Appendix F, Transportation Discipline Report, includes a description of the trucks that were inventoried. The text states that the truck volumes include “…single-unit trucks (not articulated), combination trucks (an articulated truck pulling one or two trailers), and tanker (liquid transport) trucks. Garbage trucks and concrete trucks were classified as single-unit trucks. The truck data excludes pickup trucks and vans, some of which serve commercial vehicle trip functions.”

A-003-046
A sentence has been added to this paragraph to explain that, “There is currently an AM peak parking restriction in both directions along First Avenue S. north of S. King Street, so only the PM peak restriction would be new.” Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-003-047
The parking strategies described in the comment are included in the Downtown Transportation Demand Management project. Coordination with the City will continue as the strategies are refined. The description of Downtown Transportation Demand Management has been revised to add a sentence noting that “…this effort would include downtown parking management and strategies to shift long-term monthly parkers to other modes, opening up spaces for building owners and parking operators to provide as short-term parking.” Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-003-048
The text in the referenced paragraph does not discuss funding restrictions. Attachment 4 of this FONSI contains the list of mitigation commitments.
A-003-049
The second bullet under "Utilities Effects" on page 4 of the Public Services and Utilities Technical Memorandum is referring to the fact that some private utility owners will be relocating their own utilities.

With regard to the bullets on page 5 of the technical memorandum:

- WSDOT agrees that SPU will coordinate all service interruptions for water customers.
- Specialized tasks, such as connections to existing utility systems, will be performed by SPU for existing water lines.
- SPU will need to perform emergency repairs, if needed, due to inadvertent utility strikes during construction.

The following text has been added as the last sentence: "Utility relocation plans will be coordinated so that utilities relocated first will not interfere with subsequently relocated utilities. Final electrical duct bank design plans will provide for other utilities crossings." However, the last sentence suggested for an addition to the text, "Duct bank construction will include provisions such as pipe sleeves set at appropriate elevations, ..." will not be added to the text, as this is not the case.

Revisions to the text mentioned here can be found in Attachment 1, Errata to the EA and Discipline Reports.

A-003-050
No changes were made to the sentence: "Stormwater runoff from the project area currently discharges directly into Elliott Bay and the Duwamish River or to the combined sewer system." It is a general description appropriate for the summary of this technical memorandum.
A-003-051
The sentence has been deleted. The preceding sentence has been revised to include a reference to the East Waterway.

A-003-052
The reference to 10 percent has been deleted as requested and is noted in Attachment 1, Errata to the EA and Discipline Reports.

A-003-053
Revised as suggested. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-003-054
Pollutant loads were calculated using WSDOT’s BA Guidance (WSDOT 2007). The WSDOT guidance sets forth untreated and treated stormwater concentration values for TSS, dissolved copper, and dissolved zinc for use in the loading calculations. For the portion of the stormwater that is routed to West Point Wastewater Treatment Plant (King County 2001), concentrations of effluent from the plant were used to estimate pollutant removal.

References:

King County. 2001. Water quality effect assessment – Characterization of WRD Data: South and West Point Treatment Plants Influent/Secondary Treatment Effluent/Reclaimed Water. King County Department of Natural Resources. October 2001.
The sentence has been revised as suggested. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

Thank you.
A-004-001

A paragraph has been added to Section 4.2.5 of Appendix F, Transportation Discipline Report. It states that “the SR 99/E. Marginal Way corridor in the project area is recognized as being the safest and primary connection for bicyclists from the West Seattle, White Center, Arbor Heights, and Burien areas to the downtown central business district. This corridor also serves as a key conduit to allow bicyclists access to other neighborhoods and communities in the region.”

Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

A-004-002

Because of the limited space available for construction, it may not be possible to provide detour routes specific to bicycles during all stages of construction. Suggested bicycle routes will be identified, and the unique safety requirements of bicycles will be taken into account. Updated information on the project will be provided by newsletters and on the project’s website throughout construction.

A-004-003

We understand the importance of this area as a bicycle route, as demonstrated by our planning for new and improved bicycle facilities and planning for bicycle use during construction.
The project team has updated the design to relocate the proposed southbound Alaskan Way S. connection to S. Atlantic Street farther to the east. This removes the fifth leg from the S. Atlantic Street/Colorado Avenue S./undercrossing intersection. For additional information, refer to the revised Section 5.1 of Appendix F, Transportation Discipline Report, in Attachment 1, Errata to the EA and Discipline Reports.
The project team has had ongoing discussion with the Port of Seattle to discuss alternatives. WSDOT plans to prioritize the realignment of the Terminal 46 driveway early in construction. Furthermore, the realignment of S. Atlantic Street will also be prioritized, although it would occur after the tail track is relocated in Stage 1. Active traffic management will be provided wherever warranted. The project team will continue to look for ways to implement the realignment of S. Atlantic Street prior to S. Royal Brougham Way being closed and/or installing temporary signals as early as possible.
At this time, construction staging and phasing of the project is under development. Various project elements have recently changed, which resulted in changes to the potential construction staging and phasing plans.

WSDOT is committed to working closely with the Port of Seattle as they refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, including the concerns raised by this comment, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.

Coordinating construction among projects and stakeholders will be essential in minimizing and mitigating the cumulative impacts of multiple simultaneous construction projects, including the Holgate to King St Viaduct Replacement Project.

The Port of Seattle supports programs to coordinate construction activities among projects with the potential for cumulative traffic impacts with affected stakeholders. The EA lists a potential Downtown Transportation Operations Committee for this effort.

However, many downtown stakeholders do not understand the needs of the industrial area and are bound to focus their interest on impacts further north. Furthermore, WSDOT has already identified a SR 519 Maintenance of Traffic (MOT) Task Force that includes interested stakeholders in the South-end of the Seattle, including Safeco and Qwest Field. In addition, many of the projects in the Duwamish, such as the Spokane St Viaduct, and the bridge repair on the E Colman Bridge, have the potential to generate cumulative impacts with this project. A stakeholder process that focuses on the Duwamish would be preferable to one that, as its title suggests is focused on downtown issues. We would encourage you to coordinate the SR 519 and Viaduct South End committee memberships and meeting schedules to address this project's, and other Duwamish area construction coordination needs, rather than working with a much larger Downtown Transportation Operations Committee. We would also request that the terminal operator at T-46 (Total Terminals, Inc.) be included in any project or Duwamish committee.

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1 I/A p. 92, TDR p. 145
2 Page 128 of the E.A.
We understand the need for adequate access to these facilities. The temporary construction impacts to the entrances will be coordinated with the Port and terminal operators. Access, including emergency access, will be maintained or an acceptable interim connection will be provided. The Port will be included in construction planning and have advance notice of any temporary changes to access during construction.

B-001-006
The Colorado Avenue S./S. Atlantic Street/undercrossing intersection has been redesigned since the EA was published. Alaskan Way S. has been removed from this intersection and relocated to match S. Atlantic Street in a location east of the location shown in the EA. The proposed signal timing at these intersections has been revised, resulting in less delay and better overall forecasted operations. Because of this change, the statement referred to in the comment will be modified. For additional information, refer to the revised Section 5.1 of the Transportation Discipline Report in Attachment 1, Errata to the EA and Discipline Reports.

High truck volumes are forecasted on Colorado Avenue S. because of the large volume of trucks traveling from the North SIG Railyard to Terminal 46. These truck volumes are expected during the Baseline condition. Under the Baseline condition, the intersection of Colorado Avenue S./S. Atlantic Street is expected to operate at LOS F. Under the Build condition, this intersection is expected to operate at LOS C in the 2030 PM Peak hour and LOS E in the 2030 AM peak hour due to the installation of a traffic signal. The project will improve operations for trucks traveling north of Colorado Avenue S.

B-001-007
The sentence on page 53 of the EA and Exhibit 4-24 in the
Transportation Discipline Report have been corrected. Revisions are included in Attachment 1, Errata to the EA and Discipline Reports.

**B-001-008**

This sentence should have said "east" of Alaskan Way S. This is corrected in Attachment 1, Errata to the EA and Discipline Reports. Exhibit 4-11 of the EA also displays the location.

**B-001-009**

Exhibit 4-25 has been updated and is included in Attachment 1, Errata to the EA and Discipline Reports.

**B-001-010**

The date has been updated to "late 2010 or early 2011." Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.

**B-001-011**

A sentence has been added to the referenced paragraph to note that trucks serving T-46 will also continue to access the main SIG gate and potentially the Union Pacific Railroad Argo Railyard. Revisions to the text are included in Attachment 1, Errata to the EA and Discipline Reports.
WSDOT will continue to work with the businesses in the project vicinity to minimize impacts during construction. When completed, the project will provide better connections for freight and improve safety. Economic conditions are discussed in Chapter 3 Question 3, Chapter 4 Question 9, and the Economics Technical Memorandum in Appendix G of the EA. Attachment 4 of this FONSI lists mitigation commitments.
The NEPA EA was adopted by WSDOT for SEPA on July 28, 2008 for a Determination of Non-Significance.
As described on page 35 of the EA, the design of the S. Holgate Street to S. King Street Viaduct Replacement Project is not dependent on and does not constrain any of the feasible alternatives under discussion for the central waterfront portion of SR 99. Replacing this portion of the existing structure will improve public safety by reducing the area at risk during an earthquake and providing a facility with wider lanes and improved geometry. This project also makes important improvements to mobility of traffic on SR 99 traveling to and from south downtown Seattle and freight traffic traveling between Port of Seattle terminals and intermodal railyards. These benefits are all independent of any reasonable modifications to SR 99 along the central waterfront. North of S. Royal Brougham Way, where the mainline rises from at-grade to meet the existing structure, is a transitional section that may be modified depending on the final central waterfront configuration. This is a relatively small portion of the overall project. Construction of temporary facilities is common and necessary with transportation projects where providing continuous service is necessary to support the traveling public and local economies.
Appendix B of the EA listed potential mitigation measures for this project for review and comment by interested parties. Attachment 4 of this FONSI lists mitigation commitments. These commitments will be used as the basis for permit conditions and requirements included in contract documents and hence are fully enforceable by WSDOT.

It is normal practice for an EA to address one build and one no-build alternative. Recognizing the history and range of issues involved here, the EA provides an entire chapter describing other alternatives that have been considered in this area and how the proposed project was developed. As described on page 35 of the EA, this project is independent of any feasible alternative under discussion for the central waterfront portion of SR 99.

As described on pages 26 and 27 of the EA, a retrofit or rebuild would not provide a long-term cost-effective alternative. The south portion of the structure is seismically deficient, at the end of its design life, and does not meet current design standards. Studies supporting this conclusion are cited in the EA and available for review at the project office.
be completed. As you know, SMBC has advocated for a thorough evaluation of the alternative of “retrofitting” the existing structure in order to maintain current capacity, with minimal traffic volume and traffic pattern disruption, at the lowest possible cost to the taxpayer. We believe this option could meet the requirements of the guiding principles as well as any other alternative considered to date, and could be the most fiscally responsible if fairly evaluated.

A valid EIS for the Viaduct project must include consideration of all reasonable alternatives, including a retrofit. We disagree with conclusory statements that retrofitting is “neither technically or fiscally prudent.” While we appreciate your commitment to hire Miyamoto International for additional work regarding the retrofit, we are concerned that you have prejudiced Miyamoto’s ability to conduct a complete review by failing to commit sufficient resources. We urge you to engage Miyamoto and Associates to engage in a full and complete analysis of the spectrum of retrofit options available. Anything less than a complete study will not satisfy the needs of the stakeholder group to be properly informed, and for Washington State taxpayers to obtain the best return on their tax dollars. And the agencies would be failing to “look before you leap” as required by NEPA, SEPA, and common sense.

Thank you for the opportunity to comment. We look forward to your responses and continued dialogue.

Peter Philips
President
Seattle Marine Business Coalition

cc:

Stephen Boch, P.E.
Federal Highway Administration
915 Second Avenue, Room 3142
Seattle, WA 98174

Alaskan Way Viaduct Stakeholder Advisory Committee
We appreciate and understand your concern with this project and are committed to working with the Mariners as the project proceeds and throughout the construction process. The EA analyzes the proposed improvements in sufficient detail to determine whether, with avoidance, minimization, and mitigation, there will be significant adverse impacts. Our conclusion is that there will not be significant effects. The EA clearly states (see pages 103 and 172) that a detailed traffic management plan will be developed in coordination with the two sports venues, including the Mariners. Project staff have met with staff from the Mariners several times to discuss the project and keep your organization up to date. The EA provides the level of analysis appropriate for this stage of decision making and with this FONSI establishes the necessary commitments for the project to move ahead. We are committed and look forward to working with Mariners staff to develop a construction approach that meets everyone’s needs.

Beyond the changes described in this FONSI, the design of the project is not expected to change in a manner that would substantially alter the conclusions stated in the EA. It should be noted that these changes improve project performance and reduce its impacts. When in operation, the proposed improvements will benefit patrons of the sports facilities and event center with better access and improved traffic flow. Construction impacts during special events (temporary increases over the already congested baseline conditions) are clearly identified in the EA and will be reduced through the traffic management plan that will be developed in coordination with the Mariners and managers of the other nearby facilities.

WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough
planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.

B-003-003

WSDOT, FHWA, and the City of Seattle do not have a standing policy for replacing off-street parking. The EA notes that the occupancy rate of 37 percent is during non-event days. The high vacancy rate indicates relatively little demand from the general public for the event parking facilities on non-event days. Even if these facilities are not available for general parking on event days, it would not change our conclusion. The project team recognizes that there would be a reduction in the parking supply during events and that currently parking can be difficult to find and/or expensive during events. Past experience has shown that market forces will likely prompt more off-street parking to be made available in the area. Overall, the incremental loss of parking due to this project is not expected to have a significant impact on future operations of the event facilities.

The project team looks forward to continued coordination with the Seattle Mariners, Seattle Seahawks, Washington State Major League Baseball Stadium Public Facilities District, and Washington State Public Stadium Authority on issues, including parking and event traffic.

B-003-004

While events at Safeco Field, Qwest Field, and the Qwest Field Event
appear to be the same level of access at the new location—no ability to get to the water’s edge and far enough down the waterway to eliminate the view of Elliott Bay at the viewpoint. This is a significant change to what is supposed to be a public access and viewpoint.

Page 61, the first paragraph states there would be no adverse impacts on recreational facilities by the project. This is disputed—the closure of access from Royal Brougham Way to Alaskan Way is significant to the functioning of Safeco Field. The sphere of influence of the regional event facilities cannot be confined to the physical premises of those facilities alone. In the case of Safeco Field, permitting was based upon studies of available parking within a 6000 foot distance to justify the stadium parking requirements. The project will eliminate between 1200 and 1600 of the currently available parking spaces, which have historically supported the ballpark parking need for 14,400 spaces (8-12% of the total needed). This constitutes a significant adverse impact on Safeco Field.

Page 61, staging timeline comments and traffic reroutes and detours fail to acknowledge existing street closures before, during, and after major events at Safeco and at Qwest for pedestrian safety. Planning for rerouting traffic onto Royal Brougham and Atlantic without taking into consideration the availability of other streets during major events, does not adequately address the problem.

Page 111, the impacts on Safeco Field as a business and a large employer cannot be underestimated and must be included. The narrow perimeter of only “one block” established as the impacted zone is inaccurate. Safeco Field, as a regional event facility, impacts and is impacted by a vastly greater zone. During development of the ballpark that zone was defined by the City of Seattle as a 6000 foot radius. As such, the ballpark should be identified as an impacted business.

Page 114, while the statement is made that event goers will be encouraged to use bus and rail to major events, it is evident that there is no understanding of what services are available or the restrictions on those services that make them unavailable for the majority of events at the regional event facilities. With the recent, ill-founded FTA ruling on “charter bus” services, the practice of supporting enhanced transit services to mitigate traffic impacts is no longer available and can no longer be suggested as a means of reducing congestion. The limit of the capacity of Metro service to handle event loads on its regular routes needs to be better understood. It also appears in the document that there is a lack of understanding of the limitations placed on the use of heavy rail as a form of transportation to major events, and a misunderstanding of the limited accessibility of the LINK light rail system due to the lack of parking near the LINK stations.

Page 115, the Environmental Assessment erroneously characterizes events in Safeco Field and Qwest Field and Event Center as “special events”. These facilities are permanently permitted, full-time event locations no different than the Washington State Center are fully permitted, they do not occur with the same frequency or at the same time as normal working hours. We use the term “special events” to indicate that these events and the resulting traffic flows do not follow the same patterns as the majority of typical workday activities.

B-003-005
In Attachment 1, Errata to the EA and Discipline Reports, the sentence has been revised to state “views to the northwest.”

B-003-006
The text on page 60 in the EA was describing how southbound Alaskan Way would be reconfigured, changing how vehicles traveling in that direction would access Jack Perry Memorial Viewpoint. Access to the viewpoint near S. Massachusetts Street will not be affected. Southbound traffic will be able to turn right into Pier 36 as they do today. The existing turn pocket at S. Massachusetts Street would allow northbound traffic to turn left into Pier 36 to access the shoreline viewpoint. Since the EA was published, changes have been made to southbound Alaskan Way. The paragraph on page 60 has been revised. Text revisions are included in Attachment 1, Errata to the EA and Discipline Reports. Exhibit 3-1, the Proposed Build Alternative, has been updated and is also shown in Attachment 1.

B-003-007
With the improvements to S. Atlantic Street and the added frontage roads and ramps, closing S. Royal Brougham Way to Alaskan Way S. will have no effect on the functioning of Safeco Field. With regard to parking, the EA clearly describes reductions to parking in the area that will result from the project. There have been other changes in parking supply, both increases and decreases, since Safeco Field was permitted, and it is inevitable that there will be more changes in the future. Parking for major events at Safeco or Qwest Fields is and will be in high demand.
whether or not the parking places affected by this project are removed. This effect is clearly described in the EA. Based on historical fact observed in this area and elsewhere, we expect that owners of other parking areas in the general vicinity will respond by making additional spaces available. The core question here is whether the presence or absence of the parking spaces affected by this project would cause an appreciable number of patrons to change their minds and not attend some event. We do not expect the change in parking to have any discernible effect on the functioning of these facilities or attendance at events, which is influenced much more by a sport's popularity and team's success in a given season. Therefore, we do not consider this a significant impact.

B-003-008
The construction staging and traffic detour scenarios will continue to evolve as designs are finalized, and the project team recognizes that event conditions are different than non-event conditions.

B-003-009
We recognize that Safeco Field is a regional event facility and is a large employer. As such, effects on Safeco Field are discussed throughout the EA. Replacing the viaduct will ultimately benefit the facility by providing a safer roadway and new northbound off-ramp and southbound on-ramp to SR 99 near S. King Street.

B-003-010
Information from transit agencies, the Mariners’ website, and the Safeco Field Transportation Management Program were used to help inform the discussion of transportation options during events. The effects of the FTA ruling are assumed to be resolved before project construction starts since numerous major events will occur at the stadiums before
then. The project team looks forward to future coordination with the Mariners.

B-003-011
As noted above in response to B-003-009, some distinguishing terminology is needed to indicate that the schedule for events at these facilities does not follow the same pattern as normal working hours and daily traffic flow patterns.

B-003-012
The use of any on-street parking spaces by construction workers would have to be coordinated and approved by the City. WSDOT is considering restricting construction workers from using parking spaces that could otherwise be used by event attendees or by customers of local businesses. Additional strategies for construction worker parking will be coordinated with local stakeholders.

B-003-013
Other mitigation measures for potential planned utility disruptions are listed in the Public Services and Utilities section of Attachment 4 - Mitigation Commitment List. These include the development of a consolidated utility relocation plan for both short-term and long-term relocations, including a detailed description of service disruptions. Along with this plan, WSDOT will prepare a coordinated utility communication strategy to coordinate services to customers and to minimize or avoid temporary disconnections each time a utility is relocated. Limits on shutdowns would be documented in the construction plan as specified by the utility provider to minimize long-term effects. Utility providers will notify customers prior to planned service disruptions.

B-003-014
It is noted in the EA (p. 121) that "police and fire services will be affected
by traffic delays and detours during construction," and that "construction could require additional police support services to direct and control traffic and pedestrian movements and could result in increased response times to certain destinations." It is understood that the police staffing at stadium events is there to ensure adequate traffic control at each event, as noted in the comment, and would not be there to provide additional support during construction activities.

The EA goes on to acknowledge that construction activities and associated detour routes could result in increased response times at certain times during construction. A traffic management plan will be developed prior to the commencement of construction activities for implementation throughout construction. The traffic management plan will be developed in consultation and coordination with the Seattle Police Department, the Seattle Fire Department, the Port of Seattle, the stadium and event center facilities (including the Seattle Mariners), and King County Metro Transit.

**B-003-015**
Traffic would have been detoured to a short section of S. Royal Brougham Way that was not concurrently affected by SR 519 project construction. However, detour routes during construction have been revised since the EA was issued. Traffic is no longer anticipated to be detoured to S. Royal Brougham Way. Instead, Alaskan Way S. is planned to be widened to accommodate detour traffic on the west side of the construction zone.

**B-003-016**
At this time, there is no new information about the broader Downtown Transportation Operations Committee that is being considered by WSDOT, the City of Seattle, and King County.
This paragraph (EA p. 169, 3rd paragraph) referred to a potential mitigation measure for public service emergency access, and has been revised in Attachment 1, Errata to the EA and Discipline Reports, to clarify both the intent of the “public service contact plan,” and to whom the notification would be made.

This statement refers to an unanticipated event occurring during construction activities that may unexpectedly restrict emergency service access to a segment of roadway, or other type of incident that may require a route modification for emergency services. If such an event occurs, two contacts for each public service provider agency (e.g., Seattle Police, Seattle Fire, or EMT services) would be available (per the public service contact plan) to enable WSDOT to alert the providers to the special circumstances. Two contacts would be provided, so if one contact could not be reached, a second contact person would be available to set contingency routes or modifications in routes in effect for the service providers, so that emergency services would not be compromised.

The project uses an electronic mailing list and regularly emails project newsletters and notifications. The project’s communications team will continue to use email and the project website as a method to disseminate information quickly. Important project information is updated frequently, and regular monthly email updates can all be found on the web at: http://www.wsdot.wa.gov/Projects/Viaduct/emailupdate.htm.

We have coordinated closely with King County, and they have not indicated any capacity problems in this regard.
B-003-020
TDM project descriptions for the south end continue to be developed and are anticipated to be coordinated with input from the Mariners.

B-003-021
The project team is committed to coordinating with the Mariners and evaluating the construction staging, traffic detour scenarios, and associated mitigation as project designs are finalized. Effects on stadium access will be considered in the evaluation.

In addition, WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.
We appreciate and understand your concern with this project and are committed to working with the PFD and the Mariners as the project proceeds and throughout the construction process. The EA analyzes the proposed improvements in sufficient detail to determine whether, with avoidance, minimization, and mitigation, there will be significant adverse impacts. Our conclusion is that there will not, but further planning and design work remain to be done. The EA states (see pages 103 and 172) that a detailed traffic management plan will be developed in coordination with the two sports venues. In summary, the EA provides the level of analysis appropriate for this stage of decision making and with this FONSI establishes the necessary commitments for the project to move ahead. We are committed and look forward to working with PFD staff to develop a construction approach that meets everyone's needs.
Thank you for your support and continued coordination as the project moves forward. Attachment 4 of this FONSI contains the mitigation commitment list.

Per your request, project staff have met with PFD staff and Mariners staff to discuss changes to the S. Atlantic Street intersection, construction mitigation, and further construction planning. Your comments have been helpful, and we look forward to your participation throughout the construction planning process.

WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.

Consistent with measures described in the EA (see pages 103 and 172) and your comment, we have convened a group of stakeholders, including the Mariners, to help develop the traffic management plan for construction of this project. We appreciate your willingness to participate and look forward to a productive, collaborative relationship.
The project team looks forward to coordination with the PFD. WSDOT is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan. Thorough planning will lessen the impacts of construction on traffic, parking, access, and mobility in the project area and surrounding neighborhoods. By understanding access and mobility needs in the project area, WSDOT will be able to develop a construction approach that avoids and minimizes temporary disruptions. These specific needs will be incorporated into the staging plan where possible and advisable to help ensure that traffic flows smoothly during construction. WSDOT will maintain communication during construction to monitor the effectiveness of the staging plan and to make reasonable adjustments where necessary.
The use of any on-street parking spaces by construction workers would have to be coordinated and approved by the City. WSDOT is considering restricting construction workers from using parking spaces that could otherwise be used by event attendees or by customers of local businesses. Additional strategies for construction worker parking will be coordinated with local stakeholders.

Responses to the Seattle Mariners letter can be found in item B-003. WSDOT will continue to coordinate with the PFD and is committed to engaging key businesses, agencies, and activity centers (sports and event facilities and the port terminals) in the south end as they refine the current construction staging plan.
The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.

In an effort to reduce the congestion associated with construction, the project will be encouraging people to take transit or carpool. Buses could be added to King County Metro’s fleet, and transit service could be expanded. Transit service improvements will focus on the routes between downtown Seattle and the areas most affected by construction: West Seattle, Ballard, and Aurora Avenue N. King County Executive Ron Sims announced the $32 million aid package from the State to moderate construction congestion in early September 2008.
H-001-003
Your comments regarding your preference for an accessible waterfront are noted.
The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
You would have to tunnel underneath 4th Avenues and 5th -- 6th Avenue -- well, probably 5th and 6th Avenues would involve tunnels that go parallel to I-5. And then you could build additional tunnel connections over to the Battery Street tunnel to connect with the east-west traffic that would be going through there and connecting over to, say, Ballard and Magnolia.

But that's a long story. I understand there's a stakeholders' meeting, you know, on July 24th. And, you know, the central waterfront is just not decided. The south end is very well thought out; it's very well agreed upon that to build a surface roadway just makes sense because it's already going through an industrial area and, you know, it doesn't need to go through tunnels, and it doesn't need to be on a bridge. You know, it could be, but there is the one overpass over the train tracks going into the Port of Seattle.

But the amount of financial input, building ramps that go up to the old portion of the viaduct, they don't need to spend a whole lot of money because those ramps may only be in place for three or four years because if it's decided to remove the -- the heavy traffic on Highway 99 away from the waterfront, which I hope they do, they won't need -- they won't need a big bridge along the waterfront anymore. And the new
traffic would have to be routed probably through
Spokane Street and some other streets over to I-5. So
connections really -- the east-west connections should
be developed where traffic can get from, say, West
Seattle over to I-5.

In other words, the Spokane Street viaduct would
have to be upgraded to maybe add a lane or two there
and to build better ramps over to the I-5 freeway,
northbound and southbound, but just to better connect.

It's sort of like the West Seattle Bridge
connecting with Highway 99, you know, never was
connected because you got one -- you got one of four
cloverleaves. There's one cloverleaf on -- you know,
if you look at -- the cloverleaves were built like in
California back in the '60s. They were -- there were
four of them. Well, there is only one cloverleaf on
this, where you exit from the Alaskan Way -- or from
Spokane Street viaduct and you get on Highway 99
northbound, where there is one loop there, but, say,
you can't go from the Spokane Street viaduct and get
onto Highway 99 northbound. It's just not possible.

So the 99 corridor really should be connected over
to the I-5 corridor, because in the late '50s, that
was the plan, to build an interstate highway system to
make the interstate highways your fast routes through
the cities, and then the old state highways were to be
pretty much surface streets, the slower old-fashioned,
you know, roadside-attraction-type highways. That was
the old highway system that was in place from 1913 up
until the -- you know, the interstate highway system.

So I think that pretty much concludes my thoughts,
that don't put a whole lot of money into the ramps
that go up to the Alaskan Way Viaduct because they
might not be there very long because if they tear down
the central viaduct, then, you know, they won't need
those ramps anymore.

And they really should focus on south connections,
the Spokane Street and Atlantic Street connections
over to I-5. So they really should focus on that. I
am hoping that we can find an alternative to get
traffic off of that central waterfront bridge.

It's too bad the thing was built. That was 50
years ago. It's too bad it was built when we were
stuck with the traffic along the central waterfront.
It really was railroaded through back in the '40s and
never should have been built back then. But it was --
it was done in the middle of the night, and no one was
really paying much attention.

And -- but now, you know, the waterfront has
changed. You know, in 50 years, there's -- you know,
tourism has grown, a need for a central park along --
you know, access to the waterfront. For the people --
people to the city it's very important. It's a
beautiful view. We have one of the most pretty, most
majestic central waterfronts in the country, you know,
and it -- there just should not be a heavy noisy
bridge along that central waterfront, and that
violates the Shoreline Management Act and everything.
You know, you don't build heavy bridges along
shorelines. You know, that's just not part of the
general accepted planning principles.

On one other thing, I am glad they are tearing
down the one mile of viaduct south of King Street
because it is a liability for the State to have this
heavy bridge. If an earthquake were to hit, a lot of
people could die, you know, with a collapse of a
bridge, especially around heavy traffic times. And to
get that down is important. So I'm glad they are
doing that. It reduces the liability for the State,
so I'm glad they are doing that.

So that's my comments. They shouldn't put a whole
lot of money into the ramps that go up to the old
portion of the old Alaskan Way Viaduct. Thank you
very much.
Thank you for your comment regarding your preference for an elevated structure for the central waterfront. The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
Seattle on Tuesday, July 15th.

And thank you. Thank you very much, and may God guide the final decision by the governing bodies.

Thank you.
In Chapter 3 of the EA (p. 59), under the question "How would the project affect views?," the text states that "views from the new SR 99 roadway would not be substantially different than views from the existing viaduct. Motorists traveling northbound would still experience panoramic views of the downtown skyline." It goes on to state that for southbound SR 99 travelers, the "views of the stadiums and SODO area ... would improve somewhat with the new roadway configuration, because these views would no longer be blocked by the upper roadway."

Your preference for an elevated structure alternative solution continuing north through the downtown area, and the views that an elevated structure would provide, are noted and acknowledged here.
that elevated viaduct wouldn't require buying up lots more land. Rebuild the double-deck structure in place.

The views from the viaduct travelling northbound are so spectacular that they should be UN, United Nations, environmentally protected. Maintaining the Seattle quality of life exhibited by the northbound views doesn't appear to have been considered at all after the spring 2006 Show and Tell.

Public Comments
July 15, 2008
H-005-001

WSDOT has found that the retrofit alternative is not a fiscally responsible alternative and would not bring the structure up to current safety standards. A recent independent consultant evaluation\(^1\) - \(^2\) also found that the retrofit is not technically or fiscally prudent. The executive summary from the Independent Consultant Retrofit Report can be found on the WSDOT website under the Stakeholder Advisory Committee - July 24, 2008 section: http://www.wsdot.wa.gov/Projects/Viaduct/library-meetingmaterials.htm.

According to WSDOT estimates, the retrofit scheme proposed by the Viaduct Preservation Group would cost approximately 80 percent of the cost of replacing the viaduct. A retrofitted structure would still have inadequate lane widths, no emergency shoulders, and substandard acceleration and deceleration lanes, along with a level of seismic safety risk that is well beyond current standards. Construction of any of the retrofit schemes proposed to date would result in significant and long-term disruptions to traffic both on and around the viaduct.

\(^1\) KPFF Consulting Engineers. 2008a. Executive Summary - Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct presented to the Stakeholders Advisory Committee Briefing on July 17, 2008, by Andrew W. Taylor, Ph.D., SE, FACI.

The project team has worked with WSDOT, King County, and SDOT to develop a series of projects that would provide transit enhancements that further encourage transit use. These projects and strategies are called the SR 99/Viaduct Project Initial Transit Enhancements and Other Improvements and will help maintain overall travel mobility and keep the system moving during construction of the Moving Forward projects. These projects and strategies include additional transit service hours, facilities to monitor transit reliability, traveler information systems, improvements to arterial and street traffic operations, and supporting transportation demand management efforts and other projects. Event attendees will benefit from these projects and will continue to be encouraged to use transit and to carpool to events.
I-001-001

WSDOT is providing funding for additional bus service hours. Additional transit options are being studied as part of the central waterfront environmental impact statement. The Alaskan Way Viaduct and Seawall Replacement Program began shortly after the 2001 Nisqually earthquake, and the program has incorporated transportation studies into each of the environmental analyses for every major construction project that has been proposed.
The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
In Chapter 3 of the EA (p. 59), under the question "How would the project affect views?," the text states that "views from the new SR 99 roadway would not be substantially different than views from the existing viaduct. Motorists traveling northbound would still experience panoramic views of the downtown skyline." It goes on to state that for southbound SR 99 travelers, the "views of the stadiums and SODO area ... would improve somewhat with the new roadway configuration, because these views would no longer be blocked by the upper roadway."

Your preference for an elevated structure alternative solution continuing north through the downtown area, and the views that an elevated structure would provide, are noted and acknowledged here.
Providing bike access to I-90 is outside of the SR 99 project area. Independently of this project, the Seattle Department of Transportation is working with the Washington State Department of Transportation to identify and secure matching funds and begin preliminary planning for a connection between the I-90 trail and downtown Seattle.
Thank you for attending the public hearing on July 15, 2008. The bike paths for cyclists are an important element of the urban design developed for this project.

With regard to your comment about the No Replacement alternative for the central waterfront, it is important to note that the State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
Would you like to be added to the viaduct program e-mail list for monthly updates?  
Yes:    No:  
Name:  
E-mail:  Organization (optional):  
Zip:  

How did you hear about the public hearing?  

Newspaper  Postcard  Legal Notice  
Monthly viaduct e-mail updates  Word of mouth  Other  

Visit the program Web site for more information: www.alaskanwayviaduct.org  
E-mail your comments on the environmental assessment to:  
SouthViaductEA@wsdot.wa.gov  

Washington State Department of Transportation  
Attn: Angela Freudenstein  
999 Third AVE Suite 2424  
Seattle, WA 98104

Additional Comments:  

[Handwritten note]
I-006-001
WSDOT and FHWA, in cooperation with the City of Seattle, are working to move ahead with replacing the section of the viaduct between S. Holgate Street and S. King Street. We look forward to starting construction in mid-2009.

I-006-002
The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
Would you like to be added to the viaduct program e-mail list for monthly updates?
Yes  No

Name: __________________________ Organization (optional): __________________________
E-mail: __________________________
Zip: __________________________

How did you hear about the public hearing?
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E-mail your comments on the environmental assessment to: SouthViaductEA@wsdot.wa.gov

Additional Comments:
________________________________________________________
________________________________________________________

Washington State Department of Transportation
Attn: Angela Freudenstein
699 Third AVE Suite 2424
Seattle, WA 98104
I-007-001
Thank you for taking the time to indicate your preference for an elevated structure for both this project and the central waterfront section of SR 99. The S. Holgate Street to S. King Street Viaduct Replacement Project replaces the existing elevated structure with an elevated segment between S. Royal Brougham Way and S. Holgate Street.

The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
Alaskan Way Viaduct & Seawall Replacement Program  Moving Forward

Would you like to be added to the viaduct program e-mail list for monthly updates?
Yes ___ No ___
Name: ________________ Organization (optional): __________________________
E-mail: ________________ Zip: ____________

How did you hear about the public hearing?

- Newspaper
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SouthViaductEA@wsdot.wa.gov

Additional Comments:

Washington State Department of Transportation
Attn: Angela Freudenstein
999 Third AVE Suite 2424
Seattle, WA 98104
The potential changes to the intersections at S. Royal Brougham Way and S. Atlantic Street have been studied extensively over the past several years, with considerable coordination with the City of Seattle and other major stakeholders, such as the Port of Seattle and the freight community.

Existing right-of-way constraints preclude a full interchange at S. Atlantic Street for several reasons. One of the important considerations was to minimize any right-of-way effects to the Bemis Building at First Avenue S. and S. Atlantic Street. The Bemis Building has been identified as a historic property that is eligible for the National Register of Historic Places, and therefore considered a historic resource under Section 106 of the National Historic Preservation Act.
Would you like to be added to the viaduct program e-mail list for monthly updates? 
Yes  No

Name:  Organization (optional): 
E-mail:  

zip:  

How did you hear about the public hearing?
Newspaper  Word of mouth  Other 

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Email your comments on the environmental assessment to: SouthViaductEA@wsdot.wa.gov 

Additional Comments: 

Washington State Department of Transportation
Attn: Angela Freudenstein
900 Third AVE Suite 2624
Seattle, WA 98104
The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.

I-009-001

I will always remain totally against building a tunnel however --
less chance for growth, dangerous in case of an earthquake or car crash,
terrible in a traffic jam --
And I believe that with the million dollar condos being built downtown and
with all the views being covered by more and more new buildings, the best
view anyone of any income can get is driving into Seattle on the viaduct --
with the city on your right and the beautiful bay on your left, and the
smell of salt water and French fries!!

Laura Drake
In Chapter 3 of the EA (p. 59), under the question "How would the project affect views?," the text states that "views from the new SR 99 roadway would not be substantially different than views from the existing viaduct. Motorists traveling northbound would still experience panoramic views of the downtown skyline." It goes on to state that for southbound SR 99 travelers, the "views of the stadiums and SODO area ... would improve somewhat with the new roadway configuration, because these views would no longer be blocked by the upper roadway."

Your preference for an elevated structure alternative solution continuing north through the downtown area, and the views that an elevated structure would provide, are noted and acknowledged here.
In the Environmental Assessment, the alignment evaluated between S. Holgate and S. King Streets would connect to the existing double-level viaduct near S. King Street. It would not preclude SR 99 from being replaced with a double-level structure in the central waterfront area. The State of Washington, King County, and the City of Seattle are working together to find a solution for replacing the central waterfront section of the viaduct.

I-010-002

I still think that demanding that the "South End" solution be applicable to any of tunnel, surface, or elevated side-by-side for the central waterfront and then claiming that the only solution that meets that criterion is what is described in the EIS, is removing the elevated double-deck viaduct by "stealth engineering".

Harvey Friedman  finharvey@zipcon.net
WSDOT has found that the retrofit alternative is not a fiscally responsible alternative and would not bring the structure up to current safety standards. A recent independent consultant evaluation\(^1\)\(^,\)\(^2\) also found that the retrofit is not technically or fiscally prudent. The executive summary from the Independent Consultant Retrofit Report can be found on the WSDOT website under the Stakeholder Advisory Committee - July 24, 2008 section: http://www.wsdot.wa.gov/Projects/Viaduct/library-meetingmaterials.htm.

According to WSDOT estimates, the retrofit scheme proposed by the Viaduct Preservation Group would cost approximately 80 percent of the cost of replacing the viaduct. A retrofitted structure would still have inadequate lane widths, no emergency shoulders, and substandard acceleration and deceleration lanes, along with a level of seismic safety risk that is well beyond current standards. Construction of any of the retrofit schemes proposed to date would result in significant and long-term disruptions to traffic both on and around the viaduct.

\(^1\) KPFF Consulting Engineers. 2008a. Executive Summary - Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct presented to the Stakeholders Advisory Committee Briefing on July 17, 2008, by Andrew W. Taylor, Ph.D., SE, FACI.


Refer to Chapter 6 “Transportation Conditions During Construction” in Appendix F, Transportation Discipline Report, for more detailed information on construction traffic conditions. Appendix F, Section 5.1.2 Traffic Operations, also provides more detail on intersection level of service and average vehicle delay for 2030 conditions.
I-011-003
substantial amount of that would be assigned to the proposed build alternate.

I-011-004
5. What ever happened to the old fashioned cost benefit ratio that was used to evaluate the effects of a project. Will the City and State be better off with a new build at a cost of 544 million as compared to a retrofit?. After all the existing south section of the viaduct was not damaged during the 2001 quake and has served the traffic needs for the last 7 years.

The Viaduct Preservation Group
Victor O. Gray
120 Colman Drive
Port Townsend, WA 98368
360-379-9862

Sent by Email southviaductEA@wsdot.wa.gov

I-011-003
The Alaskan Way Viaduct will not be “out of service.” As described in the EA, detours will be provided throughout construction for both directions of traffic, with some brief night and weekend closures. Travel speeds will be reduced, but two lanes will be kept open and the essential transportation function will be retained.

I-011-004
As described on pages 26 and 27 of the EA, a retrofit or rebuild would not provide a long-term, cost-effective alternative. The south portion of the viaduct structure is seismically deficient, at the end of its design life, and does not meet current design standards.
Your comments, including your preference that no action be taken to replace the viaduct between S. Holgate and S. King Streets, and that the viaduct be permanently demolished and not replaced, are noted and acknowledged here.

However, it should be noted that the intersection improvements at S. Atlantic Street would improve freight connections to the Port's container terminal, T-46, by eliminating east-west delays on surface streets caused by rail movements throughout the day. Additionally, this project has been designed to be compatible with any feasible scenario being put forth for the central waterfront.
As noted in the Public Services and Utilities Technical Memorandum attached to the Environmental Assessment, emergency service routes will be accommodated during construction. The project has coordinated with Seattle’s police and fire departments, as well as emergency medical response providers, during the design process and will continue to coordinate with the City to ensure that emergency medical response providers are aware of any temporary detour routes during construction and can maintain timely access to the city’s hospitals.

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**I-013-001**

My major concern since we both are retired and don’t daily commute is the congestion that is certain to happen once all this construction begins. We live in the SW corner of West Seattle near the Fauntleroy Ferry Dock. How are we going to get to the hospital in a timely matter if we should have a medical emergency? The congestion on the Spokane St. Viaduct alone is sure to be choked. Unless you can solve this problem, people are going to die on their way to the hospital. Does the State DOT and Seadot want to have that blood on their hands or do they even care?

Ron Marshall
SR 99 will primarily be located in the existing viaduct footprint and to the west of the existing structure in the S. Holgate Street to S. King Street Viaduct Replacement Project. Alaskan Way S. will be relocated east of SR 99 between S. Atlantic Street and S. King Street. With this project, noise levels are expected to remain the same or decrease by 1 to 2 dBA.

The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the scenarios being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.
Thank you for your comments. The at-grade section of the alignment north of S. Royal Brougham Way will allow the S. Holgate Street to S. King Street Viaduct Replacement Project to connect to the solution that is chosen in the central waterfront. WSDOT, King County, and the City of Seattle are currently working together and with the public to analyze solutions for the waterfront.

The Fourth Avenue S. loop ramp is part of the City of Seattle’s Spokane Street Viaduct Project. This ramp will provide eastbound drivers direct access to downtown Seattle via Fourth Avenue S. This access will be critical during the replacement of the Alaskan Way Viaduct, when SR 99 northbound is inaccessible from West Seattle. When the Spokane Street Viaduct becomes congested due to back-ups on I-5, this new ramp will also allow drivers to exit onto surface streets.

The City of Seattle is building the S. Lander Street Grade Separation Project as part of the Bridging the Gap program. This project is currently scheduled to begin construction in mid-2009 and will take approximately 2 years to complete.
Would you like to be added to the viaduct program e-mail list for monthly updates?
Yes X No

Name: Doe, Jane
E-mail: jane@yourdomain.com
Zip: 98106

How did you hear about the public hearing?
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SouthViaductEA@wsdot.wa.gov

Additional Comments:

Washington State Department of Transportation
Attn: Angela Freudenstein
999 Third AVE Suite 2424
Seattle, WA 98104
WSDOT has found that the retrofit alternative is not a fiscally responsible alternative and would not bring the structure up to current safety standards. A recent independent consultant evaluation¹ ² also found that the retrofit is not technically or fiscally prudent. The executive summary from the Independent Consultant Retrofit Report can be found on the WSDOT website under the Stakeholder Advisory Committee - July 24, 2008 section: http://www.wsdot.wa.gov/Projects/Viaduct/library-meetingmaterials.htm.

According to WSDOT estimates, the retrofit scheme proposed by the Viaduct Preservation Group would cost approximately 80 percent of the cost of replacing the viaduct. A retrofitted structure would still have inadequate lane widths, no emergency shoulders, and substandard acceleration and deceleration lanes, along with a level of seismic safety risk that is well beyond current standards. Construction of any of the retrofit schemes proposed to date would result in significant and long-term disruptions to traffic both on and around the viaduct.

The State of Washington, King County, and the City of Seattle are working together to find a solution for the central waterfront section of the viaduct. However, the Environmental Assessment for the S. Holgate Street to S. King Street Viaduct Replacement Project does not address the options being evaluated for the central waterfront. Comments on the central waterfront project have been shared with the central waterfront team, and any future comments can be submitted to viaduct@wsdot.wa.gov.

¹ KPFF Consulting Engineers. 2008a. Executive Summary - Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct presented to the Stakeholders Advisory Committee Briefing on July 17, 2008, by Andrew W. Taylor, Ph.D., SE, FACI.
Exhibit 4-20 of the EA summarizes projects that are proposed to help keep traffic moving during construction of this project and other elements of the overall program. Water taxi service from West Seattle is not included. However, additional transit service will be receiving funding under this program. King County Metro and WSDOT have been working together to decide which services will receive increased funding. They have determined that a focus on buses and bus service hours is the best use of the available funding at this point in time.
Would you like to be added to the viaduct program e-mail list for monthly updates?

Yes ☑ No ☐

Name: Dennis Ross  Organization (optional): Amiga Car
E-mail: Dennis@myway.com  Zip: 98115

How did you hear about the public hearing?

Newspaper  Postcard  Legal Notice
Monthly viaduct e-mail updates  ☑ Word of mouth  Other

Visit the program Web site for more information: www.alaskanwayviaduct.org
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SouthViaductEA@wsdot.wa.gov

Additional Comments:

________________________________________________________________________

Washington State Department of Transportation
Attn: Angela Freudenstein
999 Third AVE Suite 2424
Seattle, WA 98104
The portion of this project north of about S. Royal Brougham Way, where SR 99 rises from at-grade to match the existing structure, was carefully designed to be generally compatible with central waterfront scenarios before being included. Because transportation systems must be linked together to function, it is quite common for some part of an improvement to be a transition that matches up with the adjacent part of the overall facility. In this case, the transitional portion is more visible than most other projects, but the relative cost is well within the normal range and will not influence a decision on the central waterfront.
The documents you attached to your comments (the nomination form) are printed in full in this document. Please refer to Chapters 1, 2, and 3 of the Historic Resources Section 106 Technical Report in support of the Environmental Assessment. Section 1.2 of this report discusses the viaduct as eligible for listing in the NRHP. The viaduct is also included in the project’s Area of Potential Effects (APE) as shown in Chapter 2, Exhibit 2-1 as a landmark facility that is eligible for listing in the NRHP.

---Original Message-----
From: Arthur M. Skolnik
Sent: Sunday, August 10, 2008 5:17 PM
To: Alaskan Way Viaduct
Subject: Nomination Form.doc

The e-mail is related to my comments on the Alaskan way Viaduct and the proposed demolition of the southern 40% of the elevated section. The section of the environmental documents prepared by WSDOT are grossly inadequate on the subject of the historical significance of the AWV. I am sending to you my recently submitted National Register of Historical Places for its inclusion in the comments and addressing in the final or supplemental documents. I expect the complete form to be included. Additional sections of the Nomination form are to follow.

Sincerely,

Arthur M. Skolnik FAIA

*** eSafe I scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***
Narrative Description

The concrete-and-steel Alaskan Way Viaduct is one of only two through routes carrying north-south traffic around downtown Seattle. The viaduct begins just south of South Holgate Street and extends north to the south portal of the Battery Street Tunnel. It is located west of Interstate Route 5 (I-5), between downtown Seattle and Elliott Bay. Just to the east are the Pioneer Square historic district, two professional sport stadiums, and Seattle's Pike Place Market. To the immediate west is the Seattle waterfront, with the Coleman Dock ferry terminal and wharves lining Elliott Bay. Just to the north of Holgate Street the viaduct becomes a double-deck structure with northbound traffic on the upper deck and southbound traffic on the lower one.

At 11,156 feet in total length, the Alaskan Way Viaduct is a complex structure supported on pile foundations extending through the waterfront's random, non-structural fill and tilth flat deposits to underlying dense soil. Starting at the north end, the first 0.4 mile of the viaduct consists of either single or separated single-deck structures carrying the northbound and southbound lanes. Near Pike Place Market, the viaduct then transitions to a double-deck cross-section, with the southbound lanes on the lower deck and the northbound lanes on the upper deck. This configuration extends to the south for about 1.5 miles. In the southerly 0.2 mile, the viaduct reverts to a single structure carrying the northbound lanes, as the alignment of the southbound lanes moves to the west, from their location under the northbound lanes, to a new alignment. At several locations along the length of the viaduct, ramps are provided for local access.

The northbound 1,650 feet of the viaduct is carried by a series of three-span units of continuous reinforced concrete T-beam spans, each from 30 to 40 feet in length. Pier supports are multiple concrete columns on individual pile-supported footings. At this point, four-wide-flange steel girders span, varying in length with a maximum span of 65 feet, support a reinforced concrete roadway slab over the railroad tracks below. Piers for these spans are transversely braced steel columns supported on individual concrete pedestals resting on pile-supported footings. The viaduct continues to the south with another series of three-span units of continuous reinforced concrete T-beam spans. The spans rest on multiple concrete columns resting on individual pile-supported footings, until the structure begins its transition into a double-deck configuration.

The one and one-half miles of double-deck structure have two similar yet different configurations, related to the origin of their design either by the city or the state. The basic configuration is a series of continuous three-span units, having spans in the range of 60 to 75 feet, with a units length of 150 to 225 feet. Supporting piers are concrete frames, with either square or rectangular columns on each side of the roadway, and deep crossbeams at the top of the columns and below the lower roadway. The primary longitudinal supports for the spans are 7-foot-deep by 1 foot 7-1/2 inch-wide exterior girders rigidly connected to the pier columns.

The double-deck portion of the bridge designed by the Washington State Department of Transportation provide four or five smaller longitudinal beams equally spaced between the exterior girders. These beams are supported on concrete crossbeams at each pier and by four beams located at the third points within each span. This system supports the reinforced concrete roadway slab and traffic above. The double-deck spans designed by the City of Seattle's Engineering Department are similar except that three longitudinal beams are provided between the exterior girders: a shallow beam at the center and two deep beams, housed at the pier crossbeam at the quarter points between exterior girders. All pier frame columns are supported on individual footings founded on deep piles. Along the length of the double-deck portion, pier frames have been extended as outriggers where needed to accommodate ramps, roadway transitions or obstacles in the landscape below.

To the south of the double-deck spans, the state-designed longitudinal supporting system continues for the northbound lanes with two four-span continuous units, while the southbound lanes shift to the west from below the northbound lanes to a separate ground-level alignment. The northbound lanes continue for an additional 454 feet as
an elevated structure on a series of 15 short, reinforced concrete, pile-supported slab spans enclosed within side walls, and end with an at-grade abutment support.

Integrity

The viaduct has retained all of its structural integrity since the first unit was opened to traffic in 1953. The magnitude 6.8 Nisqually earthquake of 2001 caused settlement of the supporting earth and structural damage to one column near the Colman ferry dock, requiring monitoring. That column was repaired in 2008.
National Register of Historic Places
Continuation Sheet -

ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Section number  8  Page 1 of 6

Narrative Statement of Significance

The Alaskan Way Viaduct is eligible for listing in the National Register of Historic Places under Criterion A for its association with bridge building in Washington in the 1950s. Also noteworthy is the association that the structure has had in the long history and development of the Seattle waterfront to the west, and of the Pioneer Square Historic District to the east. It also is eligible under Criterion C for its type, period, materials and methods of construction.

The significant engineering feature of the Alaskan Way Viaduct is its one-and-a-half mile long double-deck configuration. This was the first double-deck bridge constructed in Washington state and is the only bridge in the state with its particular concrete double-deck multi-spire design configuration. The double-deck portion of the viaduct has two separate designs. The northern section was designed by the City of Seattle, while the southern section was designed by the Washington State Department of Highways. In their designs the two agencies selected different member geometries and reinforcement details.

Historic Context

Seattle's waterfront has always been of primary importance to the community. It was along this waterfront, nearly 150 years ago, that the first homes and business enterprises of a new village huddled. As the village grew, the waterfront developed in a scattered and irregular fashion. This created a complex problem for those attending the Constitutional Convention in 1888-89 to form a constitution for the new state of Washington. The convention declared that all lands over which the tide ebbed and flowed and all lands up to high water within the banks of all navigable rivers and lakes belonged to the state. Further stipulations included that the state had jurisdiction over the waterfronts of all incorporated cities and towns. ¹

As a result, in 1890 the Washington State Harbor Line Commission was set up to locate and establish harbor lines in the navigable waters of all harbors, estuaries, bays, and inlets of this state, wherever such navigable waters lie within or in front of the corporate limits of any city, or within one mile thereof upon either side. ¹²

The commission soon surveyed and established the City of Seattle's harbor lines. R.H. Thompson, city engineer at the time, ruled that all wharves and piers should be erected along straight parallel lines, extending from southeast to northwest, affording vessels a direct course from the entrance of Elliott Bay to alongside each dock. Reconstruction of many wharves and piers was required, drawing angry protests from dock owners. Thus, thanks to the foresight of those early waterfront engineers, Seattle's waterfront had its first facelift with the orderly alignment of its piers and wharves.

By 1913, as the young city expanded and grew, the waterfront spread further along the bay both north and south, and a sea wall was built from Madison Street south to Yesler. From 1935 to 1938, the sea wall was extended north from Madison to Bay Street, at a cost of $3 million. This was a lot of money for its day when top pay was $1.20 per hour. All work was done by labor hired directly from the city engineer's office. No contractors were

² Washington State Constitution, Article XV, Section 1
involved in this work. The sea wall project included placing random, non-structural fill into the area between the wall and the road. Prior to this construction, the area between the road called Alaskan Way and the docks had nothing more than planking laid over pilings.\textsuperscript{3}

The conception of the Alaskan Way Viaduct has been credited to J.W.A. Bollong, the city's first traffic engineer. Bollong designed the first electrically controlled traffic signal in Seattle, installed at Fourth Avenue South and South Jackson Street on April 1, 1924. After visiting several cities and studying their solutions to traffic congestion, Bollong recommended to Mayor Bertha Landes (1928-28) that Railroad Avenue be redeveloped into a double-deck elevated highway. In his proposal, the bottom deck would be dedicated to the movement of freight and business between the city and the piers, while the upper level would be split between traffic and parking. As Bollong envisioned it, the double-decked elevated highway, which would begin north of King Street, would connect with the Pacific Highway via First Avenue South and East Marginal Way, and its north end would join Battery Street.\textsuperscript{4}

The next city engineer, Chester Morse, shared Bollong's vision and in the spring of 1927 described the double-decked highway as running from Yesler to Stewart and then continuing northeast to First Avenue at Battery Street. Morse and the Seattle City Council were asked by the Associated Central Business Properties, Inc., to study the plan for the elevated roadway as a way to connect the Pacific Highway between Everett and Tacoma, and more importantly, to relieve congestion in Seattle's central business district by removing "insurance traffic," heavy haul trucks and delivery cars. The project was estimated to cost approximately $600,000 for construction and less than $400,000 in right-of-way acquisition from Stewart Street to First and Blanchard.\textsuperscript{5} The financial difficulties of the Depression necessitated putting the proposed project on a back burner once again.

In 1934, Ray M. Murray, then an engineer employed by the State Department of Highways, laid out a proposed route on a Shell Oil Company map. Murray had earlier guided the Aurora Bridge through its location, design and construction, as well as the development of Aurora Avenue as the route of Primary State Highway\textsuperscript{1} in Seattle.\textsuperscript{6} His route was very similar to the route proposed by Chester Morse. Later in that decade, V.C. Cousins, then Seattle Traffic and Safety Council chairman, cited the viaduct idea as a way to divert non-stop traffic around the central business district.\textsuperscript{7}

The idea of the double-decker bypass never went away as the traffic congestion in the city grew worse with each passing year. According to a 1938 traffic survey, in a 12-hour period more than 210,000 vehicles entered and

\textsuperscript{3} Conner 2-5.

\textsuperscript{4} Paul Dorpat, \textit{Seattle Waterfront - An Illustrated History} (Seattle: June 2005) 209.

\textsuperscript{5} Dorpat 210-211, Figure 408.


\textsuperscript{7} Dorpat 211.
left the city west of Eighth Avenue between Jackson Street and Lenora Street. The numbers indicated a significant increase in traffic since 1922 and a need to ease congestion within the city.8

Finally, in 1945 Mayor William F. Jewell called for construction of a six-lane concrete and steel viaduct over Alaskan Way to facilitate north-south travel through the city. The proposed solution was studied, and the resulting origin-destination traffic survey, published in 1947, recommended construction of not only the Alaskan Way Viaduct but a second large north-south expressway. Architect Joshua H. Vogel supported the idea of the viaduct as a scenic route that would attract tourists. 9

In 1946, engineer Murray was named by the State Highway Department to the City of Seattle Engineering Department as a design consultant, and the project was underway. It is interesting to note that the final route of the Viaduct bore a striking resemblance to the route laid out by Morse in 1927 and Murray in 1934. Only the northern tunnel terminus had changed, from Wall Street on the 1934 map to the selected site at Battery Street. Also noteworthy is the fact that this project had no organized opposition. Citizens and government officials agreed that this was the route to take through the city.10

In keeping with the urban highway design practices of the time, the Viaduct was designed as a by-pass route to channel traffic flow around the city's downtown rather than into it. Seattle's constricted hourglass shape and the flow of traffic between the northern suburbs and the southern industrial area further supported this objective.11 In fact, the Viaduct became the primary north-south corridor through Seattle prior to the opening of Interstate 5 in the late 1960s.

The Viaduct follows the route of numerous railroad lines that once ran along the Seattle waterfront. Railroad interests monopolized the waterfront soon after the town was established. Although passenger traffic came and went through railroad stations in the heart of Seattle, eventually settling into the southern edge of the commercial district, Railroad Avenue was the primary artery for freight traffic. After World War II, as Seattle's relied less and less on the railroads, the tracks on Railroad Avenue had relatively light traffic. They became bleak and dirty reminders of another transportation age, and occupied premium space for a streamlined corridor for automobiles.12 During the heyday of rail, the railroad tracks were obstacles to pedestrians access to the waterfront; the Viaduct's above-grade design enabled people to walk under the structure to access the waterfront, without an interruption in traffic flow.

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9 Deep 211.

10 Leonard 4-5.

11 Phelps 112.

The multi-million dollar project was funded by the Bureau of Public Roads, the State Highway Department, and the City of Seattle. Much of the City of Seattle’s cost covered design work, right-of-way acquisition, and engineering costs. Because of the length of the project, design and construction were divided into three sections, called schedules B through D. The schedules were as follows:

Schedule B: Project extending from Battery Street south to Pike Street, designed by the Seattle City Engineering Department, Ralph W. Finke, City Engineer.

Schedule C: Project extending from Pike Street south to King Street, designed by The Seattle City Engineering Department, Ralph W. Finke, City Engineer.

Schedule D: Project extending from King Street to Rainier Way, designed by the Bridge Division of the State Department of Highways, George Stevens, Chief Bridge Engineer.

All contracts were to be advertised, awarded, and administered by the State Department of Highways.

There also was a Schedule A, a tunnel to connect the double-decked highway to Aurora Avenue to the north, a project that was completed in July 1964. This provided a direct connection between the completed portions of the Viaduct on the south and State Route 99 (Aurora Avenue) to the north, affording much relief to cross-town traffic.

On December 28, 1949, the construction phase of the project began when a contract for Schedule B work was awarded to MacRae Brothers of Seattle for a cost of $1.194 million. Work on this contract was complete on July 20, 1951. A contract for Schedule C work had been awarded on January 16, 1951, to Morrison-Knudsen Company of Seattle for a cost of $3.691 million. As work progressed on that part of the project, a contract was awarded on November 14, 1951, to MacRae Brothers of Seattle for construction of Schedule D for $1.054 million.

By the summer of 1952, work on the Schedule C project was complete. Operating for traffic also was ahead of schedule. Spectators were allowed on this double-deck portion of the Viaduct during the week of Seafair, Seattle’s annual festival. Traffic was limited to pedestrians only. The upper deck, elevated 60 feet above the ground, offered an excellent view of the waterfront festivities and gave Seattitians a preview of the impressive structure built with their tax dollars.

Contract work on the three projects had been completed and they were opened to local traffic on April 5, 1953. This portion was constructed for a total cost of $5,987,000.

The opening ceremony celebration on April 4, 1953, was held on the northern end of the viaduct, behind the 116th Regiment Armory. The event featured performances by an orchestra supplied by waterfront restaurateur Ivar Haglund, dancing girls, and the Seattle Police Department color guard and drill team, and speeches by many dignitaries. Business leader D.K. MacDonald served as master of ceremonies. Mayor Allan Faneroy cut the

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13 Phelps 113.
ceremonial ribbon with the aid of MacDonald and reigning Seafair Queen Iris Adams.\textsuperscript{16} The speed limit on the Viaduct was set at 45 miles per hour; with a 30 mile per hour limit set for the access ramps. From the moment that Seattle officials enthusiastically snipped the ceremonial ribbon, it took all of 18 minutes for the new roadway to experience “one of the worst traffic jams in Seattle history.” At both ends of the Viaduct, cars were bumper to bumper, with the crowds eager to test the double-deck waterfront thoroughfare.\textsuperscript{17} The following day the Seattle Post-Intelligencer reported: “The Viaduct looks like a royal necklace across the bosom of the Queen City of the Pacific Northwest.”\textsuperscript{18}

Although the Schedule D project had provided a ramp at its southern end connecting it to existing 1st Avenue South, the double-deck viaduct now terminated at a stub end at Railroad Way. By the end of 1954, the Bridge Division of the State Department of Highways had begun preparation of design plans for the southerly stretch of the Viaduct – from Railroad Way to just south of Holgate Street. This portion was to be let in two separate contracts. The state’s chief bridge engineer, George Stevens, approved design plans for the first contract, the northerly 0.2 mile of the remainder of the project, on August 25, 1955. On October 6, 1955, the contract was awarded to Rumsey and Company from Seattle for a cost of $728,000.

The final plans for the remainder of the Viaduct were approved on March 27, 1956. The work was awarded for construction to a joint venture of Morrison-Knudsen Company and Rumsey and Company on June 20, 1956, for a cost of $2,927 million. The northerly 0.2 mile of the remaining work was completed by Rumsey on November 15, 1956. Morrison-Knudsen and Rumsey finished the south end of the project on August 26, 1958.\textsuperscript{19}

The final extension of the project was opened on Thursday, September 3, 1959, in ceremonies held on the West Spokane Street overpass. There was a band, dignitaries, and the reigning Seafair Queen, Diane Gray, cut the ceremonial ribbon. The ceremonial first car on the extension, a white 1956 Buick convertible, was followed along the new extension by six more antique cars. At a luncheon following the event, William A. Bugge, state highway director, was named 1959 “Motorist Man of the Year” for his years of leadership in Washington state, including supervising the building of the Alaskan Way Viaduct, the Tacoma Narrows Bridge and other notable projects.\textsuperscript{20}

The opening of the last segment of the Viaduct marked the completion of the international West Coast Highway, linking Canada, the United States and Mexico.


\textsuperscript{18} Dougherty


\textsuperscript{20} Dougherty
The designers of the viaduct had included provisions for four future access ramps. By the 1960s, the desire for a route to bypass the central business district had shifted to a need for an expressway serving the downtown core. Eventually, two downtown access ramps were added — in 1961, an "off" ramp at Seneca Street and in 1966, an "on" ramp at Columbia Street. Funding for both ramps came from a 1960 bond issue and from 1954 arterial bonds. The other two access ramps never were built, although the stubbed-out access points remain to this day. 21

Throughout its history the Viaduct has supported Seattle’s waterfront industries. Its construction and unique design did not adversely affect the working wharves to its west. As a north-south connector from Ballard to Boeing Field, the viaduct has been a critical link in transporting marine fuel from the depots in the south end to the fishing fleet at Ballard’s Fisherman’s Terminal and in rushing freshly caught seafood from the terminal to market.

Since its construction, the Viaduct has experienced two major earthquakes firsthand: the 1965 magnitude 6.5 Seattle earthquake, centered some 15 miles from the viaduct, and the 2001 magnitude 6.8 Nisqually earthquake, centered slightly more than 50 miles to the south. Prior to construction of the Viaduct the area experienced a 7.2 magnitude earthquake centered in Olympia, 80 miles to the south, in 1949. Liquefaction damage recorded in the Seattle waterfront area after the 1949 and 1965 events was relatively minor. Virtually no damage to the Viaduct was recorded following the 1965 event.

Criteria Considerations and Period of Significance

The Alaskan Way Viaduct meets the requirements for listing on the National Register in accordance with Criteria A and C. It was the only north-south expressway through Seattle at a time when automobiles were increasing in popularity and traffic congestion was increasing accordingly, and it remains one of only two north-south expressways through Seattle, handling approximately 110,000 vehicle trips per day. The reinforced concrete and steel structure has a distinctive three-span, double-deck configuration with open railing, and is unique in Washington state for its design.

The period of significance for the Alaskan Way Viaduct has been defined here as beginning in 1953, the year the first sections opened to the motoring public, and continuing through 1959, when the final extension of the Viaduct opened.

21 Phelps 114.
Major Bibliographical References


Washington State Constitution, Article XV, Section 1

National Register of Historic Places
Continuation Sheet -
ALASKAN WAY VIADUCT
KING COUNTY, WASHINGTON

Verbal Boundary Description

Longitudinal Boundaries: The south end of the nominated property begins at the pavement seats (Northbound and Southbound structures) just south of the Alaskan Way and S. Holgate Street intersection. The Alaskan Way Viaduct continues north to the south portal of the Battery Street Tunnel.

Lateral Boundaries: Boundaries extend to the edges of the structures.

Verbal Boundary Justification

With the exception of the two access ramps added in the 1960s, the boundaries of the elevated portions of the Alaskan Way Viaduct have been unchanged since its construction in 1953-1958.