EXHIBIT I

FHWA-WA-EIS-04-01-DS

SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation

Submitted pursuant to:
The National Environmental Policy Act (NEPA)(42 U.S.C. 4322(2)(c)) *and*
the State Environmental Policy Act (SEPA)(Ch. 43.21 C RCW)
and Section 4(f) of the Department of Transportation Act, (49 U.S.C. 303(c))
by the
FEDERAL HIGHWAY ADMINISTRATION

and
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

and
CITY OF SEATTLE

Abstract

The existing Alaskan Way Viaduct (State Route [SR] 99) and Alaskan Way Seawall were damaged in the 2001 Nisqually earthquake, are at the end of their useful life, and must be replaced. The Federal Highway Administration, Washington State Department of Transportation, and City of Seattle (in cooperation with the U.S. Army Corps of Engineers [Seattle District], King County, and Port of Seattle) plan to replace the existing facilities to provide structures capable of withstanding earthquakes and to ensure that people and goods can safely and efficiently travel within and through the project corridor. The SR 99 Corridor provides vital transportation connections in, to, and through downtown Seattle, as well as between various other regional destinations. The seawall supports Seattle's central waterfront, the Alaskan Way surface street, and numerous utilities serving downtown Seattle. The seawall also retains the land beneath the foundations of the viaduct. Failure of either structure would create severe hardships for the city and region and could possibly cause injury or death.

The March 2004 Draft Environmental Impact Statement (EIS) analyzed five Build Alternatives for their potential effects on the human and natural environment. The five alternatives evaluated were called the Rebuild, Aerial, Tunnel, Bypass Tunnel, and Surface Alternatives. A preferred alternative was not identified.

In late 2004 the project partners reduced the number of alternatives from five to two based on information presented in the Draft EIS, public comments, and further study and design. The two remaining alternatives evaluated in this document are the Tunnel and Elevated Structure Alternatives. The Elevated Structure Alternative incorporates elements of the Rebuild and Aerial Alternatives evaluated in the Draft EIS. In December 2004, the project partners identified the Tunnel Alternative as the Preferred Alternative.

This Supplemental Draft EIS provides additional information available since the Draft EIS was published in March 2004. This document also evaluates construction plans that would close SR 99 for 0 to 42 months and changes made to the alternatives.

Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Molly Edmonds at 206-267-3841 / EdmondM@wsdot.wa.gov. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

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6/23/2006
Date of Approval

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