

FHWA Alaskan Way Viaduct Project

Environmental Impact Statement Notices of Intent

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Federal Register: Volume 66, Number 121 (Friday, June 22, 2001) Notice of Intent that an environmental impact statement will be prepared for a proposed highway project in Seattle [Alaskan Way Viaduct project].

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From the Federal Register Online via GPO Access [wais.access.gpo.gov]

[DOCID:fr22jn01-121]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Environmental Impact Statement: Seattle, Washington

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public, Tribes, and agencies that an environmental impact statement will be prepared for a proposed highway project in Seattle, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Jim Leonard, FHWA, 711 South Capitol Way, Suite 501, Olympia, Washington, 98501 (telephone 360-753-9408); Carroll Hunter, WSDOT Office of Urban Mobility, 401 Second Avenue South, Suite 300, Seattle, WA 98104-2887 (telephone 206-464-6231), and Kristen Nielsen, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle, WA 98140-1879 (telephone 206-684-0983).

SUPPLEMENTARY INFORMATION: The FHWA, the Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) to document the environmental consequences for alternative solutions to improve the existing SR 99 corridor now partially served by the Alaskan Way Viaduct located in downtown Seattle, King County, Washington. The proposed action would provide a facility with improved earthquake resistance that maintains or improves mobility for people and goods along the existing SR 99 Corridor. The proposed action would involve improvements to the existing 2-mile viaduct structure or construction of a new facility. The southern terminus of the project would

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be the First Avenue South Bridge. The north terminus would be north of the existing Battery Street Tunnel and will be determined after project scoping to (1) not preclude a possible connection to the south Lake Union vicinity (the Mercer Street Corridor connection to Interstate 5), (2) not preclude a possible realignment of the SR 99 corridor, and (3) not preclude using the existing Battery Street Tunnel and existing Alaskan Way Viaduct facilities.

Improvement to the corridor are considered necessary because the age, design, and location of the existing viaduct make it vulnerable to soil liquefaction and could render the structure unusable in a strong

earthquake. Built in the 1950's, the viaduct does not meet current seismic standards. Damage sustained to the structure during a February 2001 earthquake compounded its seismic vulnerability. The structure also does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers, which contribute to the number and severity of traffic accidents. Four areas along this section of SR 99 are designated High Accident Locations (HAL). The SR 99 Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle, and is a vital link in the region's roadway system.

Although alternatives have not yet been identified, preliminary alternatives under early consideration include: taking no action, seismic retrofit of the existing structure, in-kind replacement of the current structure, replacement with a new elevated structure of a different configuration, replacement with a tunnel, removal of the viaduct and reconfiguration of the surface street system, adding transit capacity, or combinations of these solutions. The list of alternatives to be addressed in the EIS will be finalized after scoping has occurred.

Letters soliciting comments on the scope of the EIS and describing the purpose, need, and potential alternatives will be sent to appropriate Federal, State, and local agencies, Tribes, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Two meetings will be held to identify the scope of issues to be addressed, the major impacts, and the potential alternatives. Both meetings will be conducted on June 28, 2001, at the Mountaineers Club, Olympus Room, 300 Third Avenue West, Seattle, Washington. The first meeting, from 1:00 to 4:00 p.m., will focus on input from agencies and Tribes. The second meeting, from 5:00 to 8:00 p.m., will primarily be for the public. Written scoping comments may be submitted to Carol Hunter (WSDOT) at the address provided above and are requested by July 12, 2001. In addition, a public hearing will be held following circulation of the draft EIS.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this action and the EIS should be directed to FHWA or WSDOT or the City of Seattle at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 18, 2001.

James A. Leonard,
Urban Transportation and Environmental Engineer, Olympia, Washington,
for the Division Administrator.

[FR Doc. 01-15730 Filed 6-21-01; 8:45 am]

BILLING CODE 4910-22-M

Federal Register Volume 68, Number 187 (Friday, September 26, 2003). Revised notice of intent to inform of changes made to the initial Notice of Intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The initial Notice of Intent announcing that an Environmental Impact Statement would be prepared for the project appeared in the Federal Register on June 22, 2001.

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From the Federal Register Online via the Government Printing Office

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[FR Doc No: 03-24345]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement, Seattle, WA

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this revised notice of intent to inform the public, Tribes, and agencies of changes made to the initial Notice of Intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The initial Notice of Intent announcing that **an Environmental Impact Statement would be prepared for the project appeared in the Federal Register on June 22, 2001.**

FOR FURTHER INFORMATION CONTACT: Barry Brecto (FHWA), 711 South Capitol Way, Suite 501, Olympia, Washington 98501 (telephone 360-753-9482); Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Avenue South, Suite 560, Seattle, Washington 98104 (telephone 206-464-1227); and Sandra Gurkewitz, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle, WA 98104 (telephone 206-684-8574).

SUPPLEMENTARY INFORMATION: The FHWA, Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) documenting the environmental impacts of alternatives to improve the Alaskan Way Seawall and existing SR 99 corridor that is partially served by the Alaskan Way Viaduct. The Alaskan Way Viaduct and Seawall are located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system.

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. The southern terminus of the project would be near S. Spokane Street. The north terminus would be Ward Street north of the existing Battery Street Tunnel.

Built in the 1950's, the Alaskan Way Viaduct is past the halfway

point in its 75-year design life, and it does not meet current seismic design standards. Additionally, the soils around the foundations of the Alaskan Way Viaduct consist of former tidal flats covered with wet, loose fill material subject to liquefaction. The Alaskan Way Seawall, which is also vulnerable to earthquakes, holds these soils in place along the majority of the Alaskan Way Viaduct Corridor. Built in the 1930's, the Alaskan Way Seawall is in a state of disrepair and also does not meet current seismic design standards.

In addition, the Viaduct does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers. These roadway deficiencies contribute to the high number and severity of traffic accidents on the Alaskan Way Viaduct. Four areas along this section of SR 99 are designated High Accident Locations.

Preliminary alternatives under early consideration include: Taking no action, replacing the Viaduct and Seawall in-kind, replacing the Viaduct and Seawall with a new elevated structure and a new seawall, replacing the Viaduct and Seawall with a tunnel, replacing the viaduct with a surface street, adding transit components, or combinations of these solutions.

The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

- [sbull] Local and regional transportation system
- [sbull] Pioneer Square and Pike Place historic districts
- [sbull] Neighborhoods, businesses, and residences
- [sbull] Port of Seattle and Washington State Ferry operations
- [sbull] Construction impacts along the Elliott Bay shoreline

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Letters soliciting comments on the scope of the EIS, the purpose, need, and potential alternatives have been sent to appropriate Federal, State, and local agencies, and Tribes. Two meetings were held to identify the scope of issues to be addressed, the major impacts, and the potential alternative. Both meetings were conducted on June 28, 2001, at the Mountaineers Club, Olympus Room 300 Third Avenue West, Seattle, Washington. The first meeting, from 1 to 4 p.m., focused on input from agencies and Tribes. The second meeting from 5 to 8 p.m. was primarily for the public. In addition, a public hearing will be held following circulation of the draft EIS.

Comments and questions concerning this action and the EIS should be directed to FHWA, WSDOT, or the City of Seattle at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program)

Issued on: September 19, 2003.
Mary E. Gray,
Environmental Program Specialist, Olympia, Washington.
[FR Doc. 03-24345 Filed 9-25-03; 8:45 am]
BILLING CODE 4910-22-M

Draft EIS Issued March 31, 2004

Federal Register Volume 70, Number 148 (Wednesday, August 3, 2005) Revised notice of intent to update the public, Tribes, and agencies of changes made to the previous notice of intent (September 26, 2003) for a proposed highway project along SR 99.

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From the Federal Register Online via the Government Printing Office

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[FR Doc No: 05-15270]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement Seattle, WA

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this revised notice of intent to update the public, Tribes, and agencies of changes made to the previous notice of intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The previous notice of intent was published in the Federal Register on September 26, 2003. It announced that a Draft Environmental Impact Statement (EIS) would be prepared for the Alaskan Way Viaduct and Seawall Replacement Project. The Draft EIS for the Alaskan Way Viaduct and Seawall Replacement Project was published March 31, 2004. Since the Draft EIS was issued, the project's purpose and need statement has been revised to include access and safety improvements from the Battery Street Tunnel north to Roy Street.

FOR FURTHER INFORMATION CONTACT: Megan Hall (FHWA) 711 South Capitol Way, Suite 501, Olympia, Washington, 98501 (telephone 360-753-8079); Kathryn Stenberg, WSDOT Urban Corridors Office, 999 Third Avenue, Suite 2424, Seattle, Washington, 98104 (telephone 206-382-5279).

SUPPLEMENTARY INFORMATION: The FHWA, Washington State Department of Transportation (WSDOT), in cooperation with the City of Seattle will prepare a supplemental draft EIS and a final environmental impact statement documenting the environmental impacts for improvements proposed along the existing SR 99 corridor now partially served by the Alaskan Way Viaduct and Alaskan Way Seawall located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system. The Alaskan Way Seawall provides supports for the soils that hold up the viaduct's foundations.

Since the previous notice of intent, the lead agencies have revised the project's purpose and need statement to address the need for safety and access improvements to the SR 99 corridor from the Battery Street Tunnel north to Roy Street.

The revised purpose and need statement for the project is provided below:

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance. The project will maintain or improve mobility, accessibility, and traffic safety for people and goods along the existing Alaskan Way Viaduct Corridor as well as improve access to and from SR 99 from the Battery Street Tunnel north to Roy Street. The southern terminus of the project would be approximately Spokane Street. The north terminus would be Roy Street north of the existing Battery Street Tunnel.

The Alaskan Way Viaduct and Alaskan Way Seawall are both at the end of their useful life. Improvements to both are required to protect public safety and maintain the transportation corridor. Because these facilities are at risk of sudden and catastrophic failure in an earthquake, FHWA, WSDOT and the City of Seattle seek to implement these improvements as quickly as possible. Improvements between the Battery Street Tunnel and Roy Street will be needed to improve access to and from SR 99 and to improve local street connections once the viaduct is

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replaced. FHWA, WSDOT and the City of Seattle have identified the following underlying needs the project should address: seismic vulnerability, traffic safety, roadway design deficiencies, and bicycle and pedestrian safety and accessibility.

Issued on: April 1, 2005.
Mary E. Gray,
Environmental Program Specialist, Olympia, Washington.
[FR Doc. 05-15270 Filed 8-2-05; 8:45 am]

Federal Register Volume 71, Number 62 (Friday, March 31, 2006) Notice of Intent To Prepare a Draft Environmental Impact Statement for Elliott Bay Seawall, WA.

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[Page 16293-16294]
From the Federal Register Online via the Government Printing Office
[www.gpo.gov]
[FR Doc No: 06-3140]

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for
Elliott Bay Seawall, WA

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: Pursuant to section 102(2)(C) of the National Environmental Policy Act (NEPA) of 1969, as amended, the U.S. Army Corps of Engineers (Corps) will prepare an environmental impact statement (EIS) for a proposed seawall rehabilitation project along the Elliott Bay shoreline in Seattle, WA. The seawall, known as the Alaskan Way Seawall, is experiencing significant decay and deterioration, leading to structural instability along the Seattle waterfront and central business district. Seawall structural instability is putting a tremendous amount of public and private infrastructure, development, and transportation linkages at risk of damage due to wave and tidal erosion, and hence potential for undermining and collapse. In addition, the failure of the seawall would result in a high risk to public safety and substantial environmental degradation. The purpose of the proposed rehabilitation effort is to protect the public facilities and economic activities along the Elliott Bay shoreline from storm damages associated with failure of the existing seawall.

DATES: Submit comments on the scope of issues to be addressed in the Draft Environmental Impact Statement (DEIS) by April 30, 2006.

ADDRESSES: Address all comments concerning this notice to Ms. Aimee Kinney, U.S. Army Corps of Engineers, Seattle District, Environmental Resources Section, PO Box 3755, Seattle, WA 98124-3755. Submit electronic comments and other data to aimee.t.kinney@usace.army.mil.

FOR FURTHER INFORMATION CONTACT: Questions regarding the scoping process or preparation of the DEIS may be directed to Ms. Aimee Kinney, telephone (206) 764-3634, e-mail aimee.t.kinney@usace.army.mil.

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SUPPLEMENTARY INFORMATION:

1. Proposed Action: The Alaskan Way Seawall extends for a distance of approximately **7900** feet along Seattle's central waterfront, between Washington Street to the south and Bay Street to the north. The proposed action would involve an extensive structural rebuild or replacement of the seawall in order to reduce damage resulting from storms and erosion. The proposed action is closely related to the proposed replacement of the State Route (SR) 99 Alaskan Way Viaduct, which runs parallel to a portion of the seawall. The SR 99 Alaskan Way Viaduct and Seawall Replacement Project Draft Environmental Impact Statement (AWVSRP DEIS) was issued by the U.S. Department of Transportation Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and City of Seattle on April 9, 2004 (69 FR 18898). The AWVSRP DEIS evaluated the rebuilding of the Alaskan Way Seawall because it is essential to the function of transportation facilities and is at risk of collapsing in a large earthquake. The geographic area covered in the AWVSRP DEIS is virtually the same as the Corps study area. However, the Corps' EIS will evaluate the seawall from a storm damage reduction perspective; the seawall will be the primary focus of the analysis rather than a secondary project element, as in the AMVSRP DEIS. The Corps is reviewing the existing body of work and coordinating closely with the city of Seattle, FHWA, and WSDOT to incorporate all relevant material from their NEPA efforts,

share information, and reduce duplication of efforts.

2. Alternatives: There are currently four alternatives which will receive consideration in the EIS: (1) The no action alternative; (2) construction of a vertical face wall with structural frame; (3) construction of a drilled shaft wall with soil improvements; and (4) replacing the portion of the seawall adjacent to the Alaskan Way viaduct with the outer wall of the new tunnel identified as the preferred alternative for the AWVSRP. These alternatives are the same as the rebuild, frame, and tunnel wall seawall alternatives evaluated in the AWVSRP DEIS. The development of seawall study alternatives has been and will continue to be closely coordinated with the AWVSRP through the City of Seattle, WSDOT, and FHWA. The selection of the Corps tunnel wall alternative could not occur unless FHWA signed a record of decision for the AWVSRP selecting the tunnel alternative. Opportunities will be sought to incorporate measures for improvement of habitat values, as well as recreation and public access. Public input is specifically invited regarding the reasonableness of the build alternatives and whether any additional alternatives are appropriate for consideration.

3. Scoping and Public Involvement: This notice of intent formally commences the scoping process under NEPA. As part of the scoping process, all affected Federal, State and local agencies, Native American Tribes, private organizations, and the public are invited to comment on the scope of the EIS. To date, the following issues of concern have been identified for in depth analysis in the draft EIS: (1) Construction impacts, particularly those related to noise, water quality, transportation, and effects to businesses and residences within/adjacent to the construction zone; (2) impacts associated with potential deviation of the existing seawall alignment; and (3) potential impacts to historical properties.

4. Scoping Meetings: Two public Scoping meetings will be held to identify issues of major concern, identify studies that might be needed in order to analyze and evaluate impacts, and obtain public input on the range and acceptability of alternatives. Both meetings will be conducted on April 18, 2006 in the Lopez Room at Seattle Center, 305 Harrison Street, Seattle, WA 98109. The first meeting will be held from 1 to 3:30 p.m. An informal open house will be held between 1 and 2 p.m. A brief presentation will be made between 2 and 2:30 p.m. Then testimony will be taken between 2:30 and 3:30 p.m. The second meeting will be held from 4:30 to 7 p.m. Another informal open house will be held between 4:30 and 5:30 p.m. The presentation will be made again between 5:30 and 6 p.m. Then testimony will be taken between 6 and 7 p.m. Verbal or written comments will be accepted at the Scoping meetings, or written comments may be sent by regular or electronic mail to Aimee Kinney (see ADDRESSES). Ongoing communication with agencies, Native American tribes, public interest groups, and interested citizens will take place throughout the EIS development through the use of public meetings, mailings, and the Internet. Additional meetings will be scheduled upon completion of the DEIS.

5. Other Environmental Review, Coordination and Permit Requirements: The environmental review process will be comprehensive and will integrate and satisfy the requirements of NEPA, and other relevant Federal, State and local environmental laws. Other environmental review, coordination, and permit requirements may include preparation of a Clean Water Act, Section 404 evaluation by the Corps.

Dated: March 17, 2006.

Debra M. Lewis,
Colonel, Corps of Engineers, District Commander.
[FR Doc. 06-3140 Filed 3-30-06; 8:45 am]

Supplemental Draft EIS Issued July 2006

Federal Register Volume 73, Number 137 (Wednesday, July 16, 2008) Notice of Intent to prepare an environmental impact statement to document the environmental consequences for proposed replacement of the Alaskan Way Viaduct and Alaskan Way Seawall.

[FR Doc No: E8-16187]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement in Seattle, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public, tribes, and agencies that an environmental impact statement will be prepared for a proposed transportation systems improvement project in Seattle, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Stephen Boch, Major Project Oversight Manager, Federal Highway Administration, Jackson Federal Building, 915 2nd Avenue, Room 3142, Seattle, Washington, 98174; telephone: (206) 220-7356; and e-mail: Steve.Boch@fhwa.dot.gov. The FHWA Washington Division's Oversight Manager's regular office hours are between 8 a.m. and 4:30 p.m. (Pacific Time).

SUPPLEMENTARY INFORMATION: FHWA, Washington State Department of Transportation (WSDOT), the City of Seattle (City), and the King County Department of Transportation (KCDOT) will prepare an environmental impact statement to document the environmental consequences for proposed replacement of the Alaskan Way Viaduct and Alaskan Way Seawall located in downtown Seattle, King County, Washington. The intent of the project is to improve public safety by replacing the existing Alaskan Way Viaduct and Seawall with efficient transportation systems and facilities with improved earthquake resistance that provide for the efficient movement of people and goods in and through downtown Seattle.

The Alaskan Way Viaduct and Alaskan Way Seawall are both at the end of their useful life. Improvements or alternatives to both are required to protect public safety. Because these facilities are at risk of sudden and catastrophic failure in an earthquake, the replacement systems and facilities should be implemented as quickly as possible.

Mobility and accessibility to and through downtown Seattle are vital to maintaining local, regional, and state-wide economic health. FHWA, WSDOT, the City, and KCDOT have identified the following underlying needs the project should address: improve public safety; provide efficient movement of people and goods; maintain or improve downtown Seattle, regional, the port and state economies; enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people; and improve the health of the environment.

The project is evaluating all transportation modes and systems between the south Seattle city limits and N. 85th Street and Elliott Bay and Lake Washington. The nature and extent of transportation system improvements, and hence project termini, have not been determined at this time. The Alaskan Way Viaduct portion of SR 99 being focused on for replacement is approximately 2 miles long and is located between Royal Brougham Way and the Battery Street Tunnel. The project also includes the Alaskan Way Seawall, which supports the viaduct and surface streets, that extends from South Washington Street to Broad Street on Elliott Bay. Alternatives for environmental analysis have not been identified yet.

Letters soliciting comments on the purpose and need, potential alternatives, and scope of the EIS are being sent to the appropriate federal, state, and local agencies, and tribes. The project will also provide an opportunity for involvement to organizations, businesses, and citizens who have previously expressed or are known to have interest in this proposal. Agency and public scoping meetings will be held in September 2008 in Seattle, Washington. When determined, meeting details--including date, time, and location--will be posted on the project Web site: <http://www.alaskanwayviaduct.org>.

Comments and questions concerning this action and the EIS should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: July 8, 2008.
Stephen P. Boch,
Major Project Oversight Manager, Seattle, Washington.
[FR Doc. E8-16187 Filed 7-15-08; 8:45 am]
BILLING CODE 4910-RY-P

Federal Register: Volume 74, Number 106 (Thursday June 4, 2009) Notice of Intent to prepare a Second Supplemental Draft Environmental Impact Statement for a proposed highway project to replace the Alaskan Way Viaduct and this Notice revises a Notice of Intent for the Alaskan Way Viaduct and Seawall Replacement Project, which was published on August 3, 2005.

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From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr04jn09-130]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Environmental Impact Statement in Seattle, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this Notice to advise the public, Tribes, and agencies that it intends to prepare a

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Second Supplemental Draft Environmental Impact Statement (SSDEIS) for a proposed highway project to replace the Alaskan Way Viaduct (SR 99) in Seattle, King County, Washington. This Notice revises a Notice of Intent for the Alaskan Way Viaduct and Seawall Replacement Project, which was published on **August 3, 2005 (70 FR 44716)**. Furthermore, this Notice rescinds the Notice of Intent published on **July 16, 2008 (73 FR 40908)**. The 2008 Notice of Intent anticipated the preparation of an Environmental Impact Statement that would evaluate various transportation modes and systems between the south Seattle city limits and N. 85th Street and Elliott Bay and Lake Washington, in addition to replacing the Alaskan Way Viaduct and Seawall. Rather than pursuing this more broad, multi-agency proposal, this Notice re-establishes FHWA's intent to continue the process begun with the publication of a Notice of Intent on June 22, 2001 (66 FR 33602), as revised on **September 26, 2003 (68 FR 55712)**, and again in 2005. That process has resulted in the issuance of a Draft Environmental Impact Statement in March 2004, and a Supplemental Draft Environmental Impact Statement in July 2006. The planned SSDEIS will build on these earlier documents and the alternatives evaluated therein. However, there are some important changes to the earlier proposal. The major change is that this proposal will now consider one or more alternatives that no longer include the seawall along the Elliott Bay shoreline, known as the Alaskan Way Seawall. The Seawall was the subject of a Notice of Intent issued by the U.S. Army Corps of Engineers on **March 31, 2006 (71 FR 16293)**. The SSDEIS will also set forth a revised Purpose and Need for the proposed project, re-evaluate previous Viaduct replacement alternatives in light of the revised Purpose and Need, and introduce and evaluate at least one new build alternative--a bored tunnel.

FOR FURTHER INFORMATION CONTACT: Randy Everett, Major Projects Oversight Manager, Federal Highway Administration, Jackson Federal Building, 915 2nd Avenue, Room 3142, Seattle, WA 98174; telephone: (206) 220-7538; and e-mail: Randolph.Everett@dot.gov. The FHWA Washington Division's Oversight Manager's regular office hours are between 8 a.m. and 4:30 p.m. (Pacific Time).

SUPPLEMENTARY INFORMATION: FHWA, Washington State Department of Transportation (WSDOT), and the City of Seattle (City) will prepare a SSDEIS to document the environmental consequences of alternatives for the proposed replacement of the Alaskan Way Viaduct located in downtown Seattle, King County, Washington. The intent of the proposed project is to improve public safety by replacing the existing Alaskan Way Viaduct

with a transportation facility with improved earthquake resistance that provides for the efficient movement of people and goods through downtown Seattle. The Alaskan Way Viaduct is at the end of its useful life and must be replaced to protect public safety. Mobility through downtown Seattle is vital to maintaining local, regional, and statewide economic health.

In March 2004 a draft EIS was published evaluating five build alternatives; rebuild, aerial, cut and cover tunnel, bypass tunnel, and surface (<http://www.wsdot.wa.gov/Projects/Viaduct/library-environmental.htm#deis>). A supplemental draft EIS was published in July 2006 extending the project north of Battery Street Tunnel (<http://www.wsdot.wa.gov/Projects/Viaduct/library-environmental.htm#sdeis>). This document reduced the number of alternatives from five to two, a cut-and-cover tunnel and an elevated structure, based on information presented in the Draft EIS, public comments, and further study and design, and also evaluated different approaches to construction and their likely impacts.

In an advisory ballot measure in March 2007, Seattle voters rejected both a cut-and-cover tunnel and an elevated structure. The vote caused the agencies to reassess the problem of replacing the aging Viaduct, and in doing so, they hoped they would find a solution that had not yet emerged. Therefore, WSDOT, the City and King County Department of Transportation with support from FHWA took a fresh look at the transportation systems surrounding the Viaduct, and considered whether a systems-level solution could be found. **Concurrently, FHWA determined the portion of the Viaduct south of King Street was an independent project.** A Finding of No Significant Impact for improvements to this portion of SR 99 was published in February 2009. (<http://www.wsdot.wa.gov/Projects/Viaduct/library-environmental.htm>)

As part of the reassessment, the agencies considered improvements to SR 99, Interstate 5, Seattle streets, transit service, and transportation demand and systems management programs. An advisory group of stakeholders representing a wide range of interests was formed to provide input to the agencies. Public meetings were also held periodically throughout the reassessment process. During the reassessment process a bored tunnel emerged as an alternative that merited further consideration.

This SSDEIS will focus on evaluating the bored tunnel alternative. In addition, other alternatives that emerged during the reassessment process will be reviewed. Further, the Purpose and Need for the project will be revised based on comments received on the previous environmental documents, and the issues that emerged during the reassessment process--providing through capacity for vehicles, avoiding extensive construction impacts, and reconnecting the waterfront with the downtown. In light of the revised Purpose and Need, previous alternatives considered will be re-evaluated. Finally, the southern terminus will be revised to connect to the Holgate to King Street project, which has completed its separate, independent environmental review, and is under construction.

DATES: Scoping meetings will be held on June 8, 2009, at Seattle City Hall, Bertha Knight Landes Room, 600 Fourth Avenue, Seattle, WA, from 5 to 7 p.m.; June 10, 2009, at Madison Middle School, 3429 45th Ave., SW., Seattle, WA from 6 to 8 p.m.; and June 11, 2009, at Leif Erikson Hall, 2245 NW. 57th St., Seattle, WA from 6 to 8 p.m. FHWA invites agencies, Tribes, and the public to comment on the process that has been conducted up to now, the revised Purpose and Need, the bored

tunnel alternative, and any potentially reasonable alternatives not previously considered to replace the aging Viaduct structure.

In lieu of, or in addition to, providing comments at any of the scoping meetings, comments and questions concerning this action and the SSDEIS may be submitted to FHWA at the address provided above or provided via e-mail to SDEIS2scopingcomments@wsdot.wa.gov. FHWA requests that written comments be received by July 10, 2009.

Authority: 23 U.S.C. 771.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Randy Everett,
Major Projects Oversight Manager.
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Links for Online Versions of Notices of Intent

FHWA Notice of Intent published on June 22, 2001 (66 FR 33602)

<http://www.gpo.gov/fdsys/pkg/FR-2001-06-22/html/01-15730.htm>

FHWA Notice of Intent as revised on September 26, 2003 (68 FR 55712)

<http://www.gpo.gov/fdsys/pkg/FR-2003-09-26/html/03-24345.htm>

FHWA Notice of Intent published on August 3, 2005 (70 FR 44716)

<http://www.gpo.gov/fdsys/pkg/FR-2005-08-03/html/05-15270.htm>

USACE Notice of Intent published on March 31, 2006 (71 FR 16293)

<http://www.gpo.gov/fdsys/pkg/FR-2006-03-31/html/06-3140.htm>

FHWA Notice of Intent published on July 16, 2008

<http://www.gpo.gov/fdsys/pkg/FR-2008-07-16/html/E8-16187.htm>

FHWA published on June 4, 2009 (Volume 74, Number 106)

Furthermore, this Notice rescinds the Notice of Intent published on July 16, 2008 (73 FR 40908)(see above)

<http://www.epa.gov/fedrgstr/EPA-IMPACT/2009/June/Day-04/i12988.htm>