

**SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)
DEVIATION REQUEST FORM**

Please complete this form and attach materials specified in the Right-of-Way Improvements Manual, Chapter 2.6: Deviation Request Process for Right-of-Way Improvements.

Project Name and Site Address:	Project Name: SR 99 ALASKAN WAY VIADUCT – REPLACEMENT S HOLTGATE ST TO S KING ST – STAGE 2 Site Address: E. Marginal Way and S Atlantic St
Today's Date:	March 24, 2010
APPLICANT INFORMATION	
Name:	John Fenedick, P.E.
Contact Phone #:	(206) 267-3843
Mailing Address:	999 3 rd Ave, 23 rd Floor Seattle, WA 98104
SUMMARY OF DEVIATION REQUEST	
Define the existing standard or design criteria to be deviated from: <i>(include specific references to Standard Plans and Specifications and the ROW Manual when appropriate)</i>	Minimum Cross Slope for new Roadway Section 4.5.2 (Design Criteria) Seattle Right of Way Improvements Manual Section 4.5.2 (Design Criteria) Seattle Right of Way Improvements Manual states the minimum cross slope for a roadway must have a minimum cross slope of 1%.
Describe your reasons for the deviation request: <i>(e.g., the standard or design criteria can not be met, deviation design supports overall project proposal)</i>	The minimum cross slope is not provided on S Atlantic Street due to the crossing of the newly constructed SIG (Seattle International Gateway) Tail Railroad Track between E. Marginal Way and SR 99. The proposed SIG Tail track requires a 0% cross slope for placement of RR track by BNSF. The standard minimum cross slope would make inoperable railroad tracks. A profile for the railroad connecting into a 1% cross slope would create further vertical clearance requirements underneath the proposed SR 99 bridge and over the proposed railroad undercrossing near the Port of Seattle T-46 entrance. This type of profile wouldn't be able to connect to the current SIG yard without major reconstruction of the SIG yard itself. This would create major impacts to this railroad yard significantly impairing this industrial area. Because the drainage system in this area will be reconstructed, proper drainage mitigation measures will be

	<p>installed to account for a cross slope of 0.0%.</p> <p>Because of reasons stated above, a requested geometric deviation of a 0.0% cross slope is required near the newly proposed SIG tail track crossing on S Atlantic St. because of railroad construction requirements.</p>
<p>Summarize the design proposal:</p>	<p>S. Atlantic Street, west of First Avenue S. is realigned northward from its current location to connect directly to the Port of Seattle's Terminal 46 (T-46) driveway. The lane channelization and width of S. Atlantic Street are adjusted to provide two lanes in each direction from the existing intersection with First Avenue S. to the relocated T-46 entrance. Additional width is required to incorporate left turn pockets approaching Colorado Avenue S., and also at the approach to a new roadway that replaces the existing Alaskan Way S.</p> <p>A grade separated (underground) RR bypass roadway is provided from the north intersection leg of the S. Atlantic Street and Colorado intersection, to the north intersection leg at the new T-46 entrance (at the intersection of S. Atlantic Street and E. Marginal Way S).</p> <p>Additional work to this deviation includes railroad relocation of the SIG tail track that connects to the SIG yard for BNSF railroad operations. Drainage systems for the city street construction will be reconstructed along with appropriate utility relocations from project impacts.</p>

JUSTIFICATION	
<p>Describe how the proposal differs from the existing standard or design criteria:</p>	<p>The proposal for the 0.0% roadway cross slope is requested for use on S. Atlantic St. at the railroad crossing for the newly constructed SIG tail track. The design standard for a minimum cross slope of a roadway is 1.0%.</p>
<p>Describe how traffic safety and operations will not be adversely affected by this deviation:</p>	<p>A constant flat grade is required under safety and construction requirements for Railroad Construction when crossing paved streets. Constructing a track that had a profile constructed according to the minimum City of Seattle cross slope would create risk of derailing.</p> <p>Some drainage in this area will be collected by the proposed overhead SR 99 bridge structure eliminating some drainage requirements near this area. The drainage in this area is also being reconstructed and will mitigate a 0% cross slope. The traffic safety of this roadway will not be affected by this deviation</p>

Describe how the deviation will not adversely affect maintenance and associated costs:	The use of a 0.0% cross slope compared to a 1.0% cross slope will not adversely affect maintenance and associated costs because the drainage system in this area will be constructed to mitigate this situation. This deviation will not affect maintenance and associated costs.
Describe how the aesthetic appearance will be maintained:	See the S HOLGATE ST TO S KING ST VIADUCT REPLACEMENT PROJECT Streetscape Design Report.

Approved by: _____ *P.E. (required for engineering improvements)*

SDOT Approval: _____ *Street Use Division Manager*

_____ *Roadway Design Engineer*

_____ *City Traffic Engineer*