

**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 HOLGATE ST TO S KING ST – STAGE 2 Site Address: Alaskan Way S, S Atlantic St., Colorado Ave S., E. Marginal Way within the project limits.
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 Roadway Grade Section 4.4.2 of the (Design Criteria) Seattle Right of Way Improvements Manual. Section 4.4.2 states that the minimum road centerline profile grade is 1% for Asphalt Roadway and 0.5% for Concrete Roadway.
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 desired geometrics are not provided due to a combination of several physical constraints. The physical constraints include the following: <ul style="list-style-type: none"> • Generally the existing conditions of the existing roadways are flat and don't meet the minimum grade per City of Seattle design standards. To properly tie into streets outside the project limits, construction of grades that are deviated below minimum grade standards are required or construction outside the project footprint. • To accommodate the minimum grade requirements would require larger amount of material to set grades on a flat topography. This will limit construction time reducing impacts to traffic during construction. • Railroad requirements for crossings are a 0.0% grade. The SIG Tail Track crossing will need to be 0.0% to accommodate railroad activity in the area. • The drainage systems in this area will be reconstructed as result of the project. These systems

	<p>will be designed to accommodate the flat grades for proper storm drainage design.</p> <p>The requested geometric deviation is required because of flat topography, existing streets that the project must tie into, and requirements of railroad construction.</p>
Summarize the design proposal:	<p>Alaskan Way S, S Atlantic St., Colorado Ave S., E. Marginal Way will be re-constructed with widening and modifications as part of the SR 99 Alaskan Way Viaduct Replacement S. Holgate St to S King St. – Stage 2 Project. These streets are designed to City of Seattle standards and will be owned and operated by the City of Seattle after constructed by a WSDOT administered contract.</p> <p>These streets will have full reconstruction of pavement as well as associated storm drainage and utility relocations. Colorado Ave S. and E. Marginal Way will be constructed generally on the same alignment with widening and changes to channelization. S. Atlantic St. and Alaskan Way S. will designed with different alignments to accommodate new construction of a grade separation roadway to bypass the relocated SIG Tail Railroad Track and new construction of SR 99 bridge structure.</p>

JUSTIFICATION	
Describe how the proposal differs from the existing standard or design criteria:	<p>S. Atlantic St. has a grade of 0.0% at the crossing of the newly constructed SIG Tail Railroad Track. 0.5% is required for cement concrete pavement.</p> <p>E. Marginal Way requires a small stretch of grade (only 20 ft) that is only 0.36% to connect to the intersection of S. Atlantic St. 0.5% is required for cement concrete pavement.</p> <p>The full length of Colorado Ave S constructed in this project will be below 0.5%. 0.5% is required for cement concrete pavement.</p> <p>Alaskan Way S has grades below 1.0% for Asphalt Concrete Pavement. 1.0% is required for asphalt concrete pavement.</p>
Describe how traffic safety and operations will not be adversely affected by this deviation:	<p>Because the project will involve the full reconstruction of these sections of roadways, the storm drainage systems will be redesigned to accommodate flat grades. This will maintain proper drainage requirements so that traffic and</p>

	operations aren't adversely affected.
Describe how the deviation will not adversely affect maintenance and associated costs:	Maintenance and associated costs will be comparable to the proposed streets with or without the requested deviation. Maintenance costs will not be adversely affected.
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*