

**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.

<b>Project Name and Site Address:</b>	<b>Project Name:</b> SR 99 ALASKAN WAY VIADUCT – REPLACEMENT S HOLGATE ST TO S KING ST - VIADUCT <b>Site Address:</b> Proposed shared-use path in the vicinity of the intersection of S. Atlantic Street and E. Marginal Way S. <i>Note that the path has two branches, or legs that split around a new roadway segment.</i>
<b>Today's Date:</b>	March 24, 2010
<b>APPLICANT INFORMATION</b>	
<b>Name:</b>	John Fenedick, P.E.
<b>Contact Phone #:</b>	(206) 267-3843
<b>Mailing Address:</b>	999 3 <sup>rd</sup> Ave, 23 <sup>rd</sup> Floor Seattle, WA 98104
<b>SUMMARY OF DEVIATION REQUEST</b>	
<b>Define the existing standard or design criteria to be deviated from:</b> <i>(include specific references to Standard Plans and Specifications and the ROW Manual when appropriate)</i>	<p>Note that the path has two branches, or legs that split around a new roadway segment.</p> <p>The following design criteria are deviated for the east leg of the shared-use path due to a combination of physical constraints:</p> <ul style="list-style-type: none"> <li>• Shared-Use Path: Stopping Sight Distance</li> <li>• Shared-Use Path: Sight Distances for Crest Vertical Curves</li> </ul> <p>The Seattle Right-of-Way Improvements Manual, Chapter 4, Section 4.13 Bicycle Facilities states: <i>“Per RCW 35.75.060 and 36.82.145, all bicycle facilities must comply with Chapter 1020 of the WSDOT Design Manual which is consistent with the 1999 AASHTO Guide for the Development of Bicycle Facilities”.</i></p> <p><b>Stopping Sight Distance:</b>          WSDOT DM Figure 1020-15 (November 2006) provides guidance for minimum stopping sight distance. A minimum stopping sight distance of 130-feet is specified for this facility. WSDOT DM Figure 1020-17 indicates the minimum clearances to line-of-sight obstructions for sight distance on horizontal curves. WSDOT DM Section 1020.06 (11) further states that <i>“where this minimum clearance cannot be obtained, provide curve warning signs and use</i></p>

	<p><i>centerline pavement markings in accordance with the MUTCD.”</i></p> <p><b>Sight Distances for Crest Vertical Curves:</b>  WSDOT DM Figure 1020-16 (November 2006) provides guidance for sight distance requirements on crest vertical curves. A sight distance of 196-feet is required for the crest vertical curve at the deviated location on this facility.</p>
<p><b>Describe your reasons for the deviation request:</b>  <i>(e.g., the standard or design criteria can not be met, deviation design supports overall project proposal)</i></p>	<p>The desired geometrics are not provided due to a combination of several physical constraints. The physical constraints include the following:</p> <ul style="list-style-type: none"> <li>• “Undercrossing” roadway and associated clearance requirements (located between two legs of the new shared-use path).</li> <li>• Major utilities and Right-of-Way impacts to the Port of Seattle’s Terminal 46 (T-46) property (along the west side of the site).</li> <li>• RR track and clearance requirements (along the east side of the site).</li> </ul> <p>The requested geometric deviations are required to provide a pathway on either side of the new undercrossing roadway within the space available. Both legs of this new shared-use path are desirable since they will reduce the likelihood of a conflict between bicyclists and motorized traffic on a major bicycle route. Each leg of the proposed shared-use path is aligned to provide the safest and most direct connection possible for bicyclists traveling along E. Marginal Way into or out of the city. If one of the legs were removed, then one of the travel directions would be forced into a less direct route through the intersection with S. Atlantic Street.</p> <p>Due to the above constraints, the east leg of the path will not provide the following:</p> <ul style="list-style-type: none"> <li>• The recommended 130-feet of stopping sight distance (approximately 90-feet provided).</li> <li>• The recommended 196-feet of sight distance on crest vertical curves (approximately 150-feet provided).</li> </ul> <p>No shoulders will be provided but this is mitigated on narrow sections of the path by installing signs and pavement markings in accordance with the MUTCD to warn bicyclists of the condition.</p>
<p><b>Summarize the design proposal:</b></p>	<p>A new shared-use path is proposed along the west edge of the project between the Port of Seattle’s Terminal 46 (T-46) property and a relocated BNSF RR tail track. Note that the path has two branches, or legs that split around a new roadway segment. Both legs of the path are desirable</p>

	<p>since they will reduce the likelihood of a conflict between bicyclists and motorized traffic on a major bicycle route.</p> <p>Both legs of the path extend northward from their beginning at the intersection of S. Atlantic Street and E. Marginal Way S. The legs are parallel, one on either side of a new “undercrossing” roadway. The west leg of the path will be constructed “at-grade” along the T-46 property line. The east leg of the path will ramp up to a bridge that carries it northward as the new undercrossing roadway (below-grade) curves to the east. Once clear of the undercrossing roadway, the paths merge into a single shared-use path that continues unimpeded to S. King Street.</p> <p>The total length of the proposed shared-use path is approximately 3,600 feet. The required deviations occur only in the vicinity of the new undercrossing roadway. This corresponds with a 600-foot segment immediately north of S. Atlantic Street.</p>
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<b>JUSTIFICATION</b>	
<p><b>Describe how the proposal differs from the existing standard or design criteria:</b></p>	<p>The following design criteria are deviated for approximately 600-feet of the total 3,600-feet proposed for the new shared-use path.</p> <p>East leg of the shared-use path:</p> <ul style="list-style-type: none"> <li>• 130-feet of Stopping Sight Distance required (90-feet provided)</li> <li>• 196-feet of Sight Distance for Crest Vertical Curves required (150-feet provided)</li> </ul>
<p><b>Describe how traffic safety and operations will not be adversely affected by this deviation:</b></p>	<p>Although the proposed geometrics are deviated from the minimum requirements per the established guidelines, the project will mitigate these design variances per guideline recommendations. Specifically, the project will install signs and pavement markings in accordance with the MUTCD to warn bicyclists of the conditions.</p> <p>Also note that the requested geometric deviations are required to provide a pathway on either side of the new undercrossing roadway within the space available. Both legs of this new shared-use path are desirable since they will reduce the likelihood of a conflict between bicyclists and motorized traffic on a major bicycle route.</p> <p>The net effect of these measures is anticipated to be an overall improvement in traffic safety and operations for this facility.</p>

<b>Describe how the deviation will not adversely affect maintenance and associated costs:</b>	Maintenance and associated costs will be comparable for the shared-use path with or without the requested deviations. Maintenance costs will not be adversely affected.
<b>Describe how the aesthetic appearance will be maintained:</b>	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*