



Current 4th Avenue off-ramp from I-90 and South Royal Brougham Way.



State Route 519 is a vital east-west transportation route through Seattle

The goal of the SR 519 Intermodal Access Project is to increase mobility and safety by improving connections between I-5, I-90, and the waterfront. Additionally, the project will increase capacity for vehicles and improve safety for pedestrians as they walk to transit, neighborhoods, and event facilities. This will benefit all modes of travel from freight vehicles at the Port of Seattle's terminals to ferry riders going to Colman Dock.



Phase 1 of the project is completed

In 2004, WSDOT opened to traffic the new South Atlantic Street (Edgar Martinez Way) on-ramps to I-5 and I-90 and the South Atlantic Street overpass. These new connections were envisioned as the first phase of two grade-separated crossings at South Atlantic Street and South Royal Brougham Way. Upon opening, freight, ferry and event traffic saw immediate improvement in their connections to the Port of Seattle, waterfront and stadium areas.



Photo of the completed Phase 1.

Phase 2 of the project is under discussion

During the time when Phase 1 was under construction, changes occurred in the project area and to the conditions established in a 2000 memorandum of agreement between the project partners, resulting in reevaluation of the original Phase 2 plans. In order to continue the project's forward momentum, WSDOT completed a preliminary feasibility study of alternatives to the grade-separated crossing at South Royal Brougham Way. This study was completed in 2006 and discussions between the project stakeholders are underway.

What's Next?

WSDOT is working with its project partners and other interested stakeholders to develop the next phases of project improvements. This includes evaluating options, updating traffic information, and preparing new cost estimates. Once decisions are made, WSDOT will develop a complete design and construction schedule to support project implementation.

For More Information

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What was the original Phase 2?

The original Phase 2 plan was comprised of several components designed to maximize intermodal access and safety along the SR 519 corridor. The design elements of the original Phase 2 included:

- A direct westbound connection from I-90, elevated from I-90 over Fourth Avenue South and the railroad tracks, reaching grade at approximately Occidental Avenue South within the South Royal Brougham right-of-way. With implementation of the westbound South Royal Brougham Way connection, South Atlantic Street and the Phase 1 connection would be converted to eastbound-only traffic, creating what is called a one-way couplet.
- A local access ramp from Fourth Avenue South to the Stadium Exhibition Center parking garage and First Avenue, which would allow reversible operation to and from the garage before and after events.
- A 20-foot sidewalk, which would allow pedestrians to cross the railroad right-of-way above the trains and connect to the proposed stadium area elevated pedestrian walkway.
- Pedestrian plazas at First Avenue and South Atlantic and First Avenue and South Royal Brougham Way.



Original Phase 2 westbound connection on South Royal Brougham Way.

What has changed since the 2000 memorandum of agreement?

South downtown Seattle has undergone significant changes since the 2000 memorandum of agreement was signed and more are in the works. Changes that affect plans to improve the SR 519 corridor include:

- Planned relocation and expansion of rail lines serving King Street Station means less room and fewer options to provide access to the Stadium Exhibition Center parking garage.
- Planned expansion of the Amtrak maintenance facility, which will effectively close South Holgate Street in the future, reducing east-west vehicle access through the south downtown industrial area.
- The construction of a new hotel at First Avenue and South Royal Brougham Way eliminates the possibility of building a pedestrian plaza where initially envisioned, which was a condition contained in the 2000 memorandum of agreement.
- The City of Seattle's Livable South Downtown plan is proposing zoning changes and height increases in the stadium area, potentially bringing more residents and jobs to the neighborhood.
- Completion of Qwest Field and Exhibition Center brings more pedestrians and traffic to South Royal Brougham Way.
- Growth in containers at Port of Seattle terminals means more demand for access to the rail yards and I-5 and I-90.

What did the feasibility assessment find?

In late 2005, WSDOT initiated a study that found there are reasonable alternatives to the South Royal Brougham Way grade-separated crossing. These alternatives respond to the changing project conditions and provide grade-separated access for freight and vehicles. Over 21 alternatives were developed and evaluated during the study. One alternative was chosen for further analysis and was evaluated through a more detailed traffic, structural, functional and contextual analysis.

Alternative A + B: Massachusetts and Atlantic couplet

Alternative A + B is a reasonable alternative because it ably provides a direct east-west grade-separated connection from I-90 to Alaskan Way, SR 99 and the waterfront and improves traffic flow. It accomplishes this with the following components:

- Builds eastbound portion of original couplet at South Massachusetts Street, rather than South Atlantic Street.
- Builds new westbound off-ramp from I-5 and I-90 to current South Atlantic Street overpass, with South Atlantic Street becoming primarily a westbound corridor.
- Improves the First Avenue South/South Atlantic Street and First Avenue South/South Massachusetts Street intersections.
- Include options for providing pedestrian access over South Royal Brougham Way and for vehicle local access to the Stadium Exhibition Center parking garage and between Fourth and First Avenues have been developed.



Alternative A + B puts the eastbound couplet at Massachusetts Street.

Photos of the completed Phase 1.

