



Washington State
Department of Transportation

SR 519 Intermodal Access Project

June 2007

What are the purpose and need of the project?

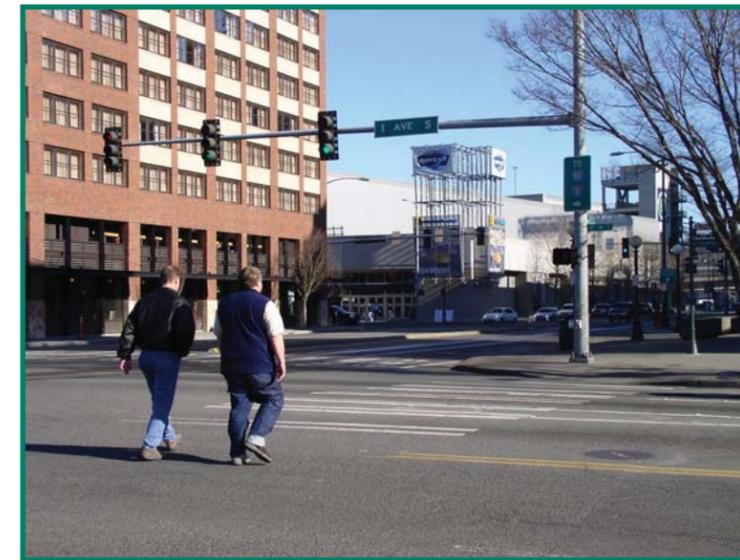
Why is this project needed now?

State Route 519 provides a vital roadway system for east-west traffic through Seattle, but it currently does not assist in the efficient movement of cars, trucks, trains, and pedestrians through Seattle's South of Downtown (SODO) district.

The route passes through an area that has changed so much in recent years that the roadway arrangement is not well-suited to present conditions. A new design and new roadway structures are needed to allow vehicles and pedestrians to reach their destinations safely, quickly, and directly.

What is the purpose of the project?

This project would increase traffic mobility and safety by improving connections between Interstates 5 and 90 and Port of Seattle terminals, the Washington State Ferries terminal at Colman Dock, waterfront commercial interests, and the stadium area. The project would allow people to walk more safely to and from the stadium area.



The project area is located in Seattle's South of Downtown district.



Washington State
Department of Transportation

SR 519 Intermodal Access Project

June 2007

What improvements have already been made?



South Weller
Street Pedestrian
Walkway.



South Atlantic Street
(Edgar Martinez Way)
on-ramps to I-5 and
I-90, and the South
Atlantic Street overpass
over the railroad tracks.



Eastbound I-90
ramp on Fourth
Avenue removed.



South Atlantic Street
improvements
between First Avenue and
the Alaskan Way/East
Marginal Way intersection.



SR 519 Intermodal Access Project

June 2007

What issues will be addressed in the Environmental Assessment for Phase 2?

- Earth (Geology and Soils)
- Air Quality
- Water Quality (Surface Water, Groundwater, and Coastal Areas/Shorelines)
- Noise
- Hazardous Materials
- Land Use (Land Use Plans and Growth Management)
- Historic, Cultural, and Archaeological Resources
- Socioeconomic Impacts (Including Environmental Justice and Relocations)
- Transportation
- Public Service and Utilities
- Visual Quality
- Indirect and Cumulative Impacts

Are there other issues we should be addressing in the Environmental Assessment? Please let us know by completing a comment form tonight.



A number of land parcels remain undeveloped in the SODO area, but with its close proximity to the downtown core, the area is becoming attractive to new development.

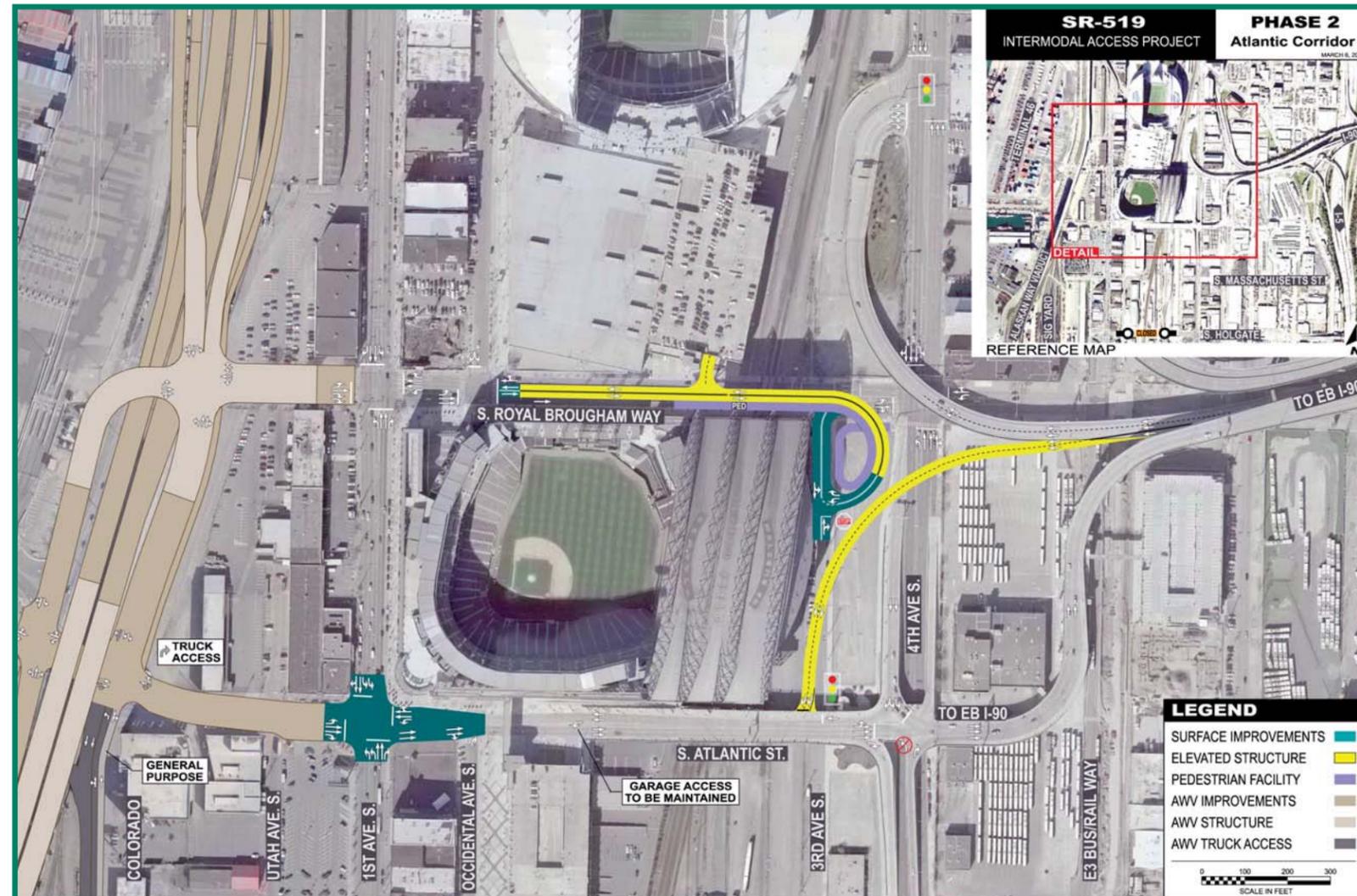


SR 519 Intermodal Access Project

June 2007

What project design is being considered?

- New westbound off-ramp from I-5 and I-90 to the current South Atlantic Street Overpass (South Atlantic Street's current eastbound lanes will remain intact)
- Intersection improvements at First Avenue and South Atlantic Street and Occidental Avenue and South Atlantic Street
- Grade-separated crossing at South Royal Brougham Way for local vehicles and pedestrians over railroad tracks



Phase 2: Atlantic Corridor improvements



SR 519 Intermodal Access Project

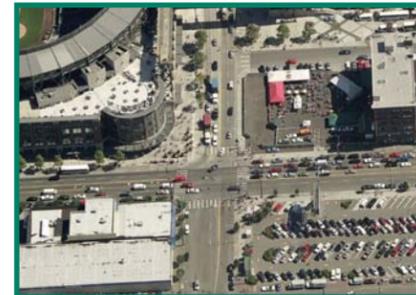
June 2007

How do the improvements work together?

First Avenue and South Atlantic Street Intersection:

- Required for new westbound off-ramp vehicle and freight traffic

Intersection of First Avenue and South Atlantic Street



Existing View



Proposed Changes

Construction of a Westbound Off-ramp from I-90 and I-5:

- Required for efficient freight and vehicle movement to the waterfront
 - Provides an alternate route to the steep grades on the new grade-separated South Royal Brougham Way route

SR 519 Traffic Flow



Existing Flow



Proposed Flow

South Royal Brougham Way Grade Separation:

- Required to separate vehicles and pedestrians from rail traffic to improve safety and mobility

South Royal Brougham Way Rail Crossing



Existing View



Proposed Changes



SR 519 Intermodal Access Project

June 2007

Freight issues to be considered.

Potential project effects and benefits include:

- South Royal Brougham Way grade separation will eliminate train and freight traffic conflicts at South Royal Brougham Way and Third Avenue
- Planned improvements to the Alaskan Way Viaduct, including building better connections, will be accommodated to enhance traffic flow
- South Atlantic Street off-ramp will improve freight efficiencies by enhancing access to Terminal 46 and the Seattle International Gateway railyard
- First Avenue and South Atlantic Street intersection improvements will accommodate proposed new interstate off-ramp vehicle and freight traffic

Are there other issues that should be considered?



Safeco and Qwest fields, combined, host events on 121 days each year. The Atlantic Corridor improvements will benefit freight traffic during events.



With the Port of Seattle handling 2.1 million containers per year, a steady flow of cargo moves in and out of the project area by way of trucks and trains.



SR 519 Intermodal Access Project

June 2007

Urban design issues to be considered.

Potential project effects and benefits include:

- Wide walkways will keep pedestrians departing events off the roadway
- Texture and color of materials will be used for walls and sidewalks to blend with existing designs to maintain visual quality
- Closing the South Royal Brougham Way at-grade rail-crossing will reduce the number of collisions and delays for pre- and post-game event traffic

Are there other issues that should be considered?



Improvements made in the stadium area will blend with the existing look and feel.



SR 519 Intermodal Access Project

June 2007

Pedestrian issues to be considered.

Potential project effects and benefits include:

- The new grade-separated pedestrian walkway at South Royal Brougham Way will make access to Qwest and Safeco fields, and Sound Transit's Stadium Station safer and more efficient
- Changing South Royal Brougham Way from a major arterial to primarily a local connector will improve pedestrian and vehicle safety
- Pedestrian features at South Royal Brougham Way will improve ADA-access

Are there other issues that should be considered?



Currently, pedestrians wanting to cross the railroad tracks at South Royal Brougham Way have no official place to wait. This potentially hazardous situation has led BNSF to classify the crossing as one of the most dangerous in its network.



The South Royal Brougham Way loop and pedestrian ramps concept.



SR 519 Intermodal Access Project

June 2007

What are the project costs and how is it being funded?

Costs and Funding

We estimate the project cost to be \$74.4 million (60 percent likely cost). Thus far, there is \$62.4 million in-hand and anticipation of receiving another \$12 million from project partners and local groups.

| Funding Sources | Amount |
|---------------------------|-----------------------|
| State Nickel Funds | \$57 million |
| Federal Earmark | \$0.8 million |
| State Freight Mobility | \$4.6 million |
| Local Anticipated Funding | \$12 million |
| Total Funding | \$74.4 million |

What is the project schedule?



Note: By completing this project before the viaduct in the central waterfront is taken down beginning in 2012, traffic mobility and safety will be maintained in the Alaskan Way Viaduct project area.



Washington State
Department of Transportation

SR 519 Intermodal Access Project

June 2007

We want to hear from you today.

WSDOT, in conjunction with the Federal Highway Administration, is undertaking a new Environmental Assessment for the SR 519 Intermodal Access Project. As part of the environmental process, we want to hear from you.

What issues should be evaluated in the Environmental Assessment? You can provide comments in the following ways:

Comment form

Complete one of the comment forms provided at this meeting

Statement

Make a statement to the court reporter today

E-mail

SR519@wsdot.wa.gov

Write

SR 519 Intermodal Access Project
Washington State Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

For scoping comments to be considered, please send them by June 13, 2007. All other comments and inquires can be sent at any time to the above project addresses.



Your comments about this project will help to ensure the Environmental Assessment addresses all of the project's environmental issues.