

SR 519 Intermodal Access Project

February 2008

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.

SR 519 Intermodal Access Project

February 2008

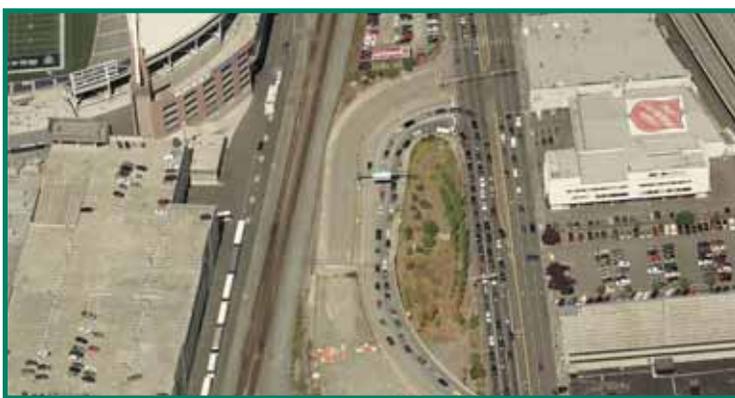
What improvements have already been made?



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

February 2008

What issues were addressed in the Environmental Assessment for Phase 2?

- Geology and Soils.
- Air Quality.
- Water Resources.
- Noise.
- Hazardous Materials.
- Land Use.
- Historic, Cultural and Archaeological Resources.
- Social and Economic Elements.
- Transportation.
- Public Service and Utilities.
- Visual Quality.
- Indirect and Cumulative Impacts.

Based on the analysis, the project will not have any significant adverse effects on the environment.



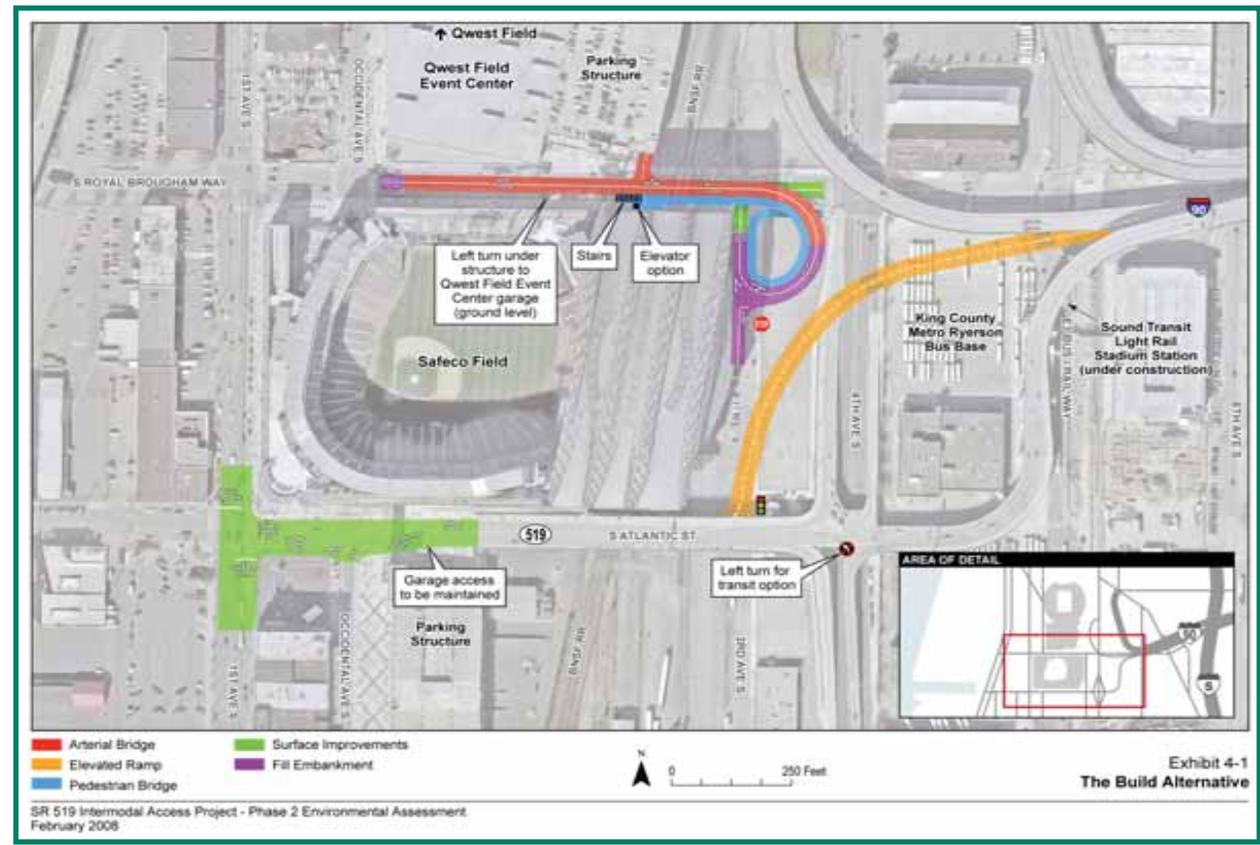
A number of land parcels remain undeveloped in the SODO area, but with its close proximity to the downtown core, the area is becoming attractive to new development.

SR 519 Intermodal Access Project

February 2008

What is the project's design?

- 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 South 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

February 2008

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

Costs and funding

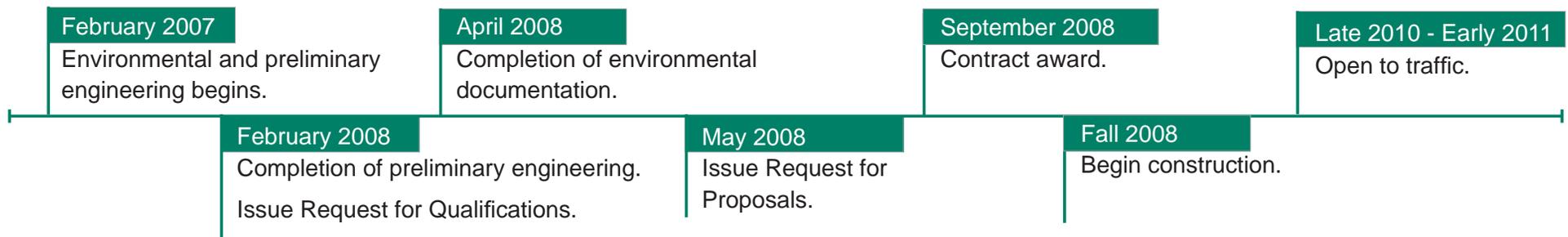
We estimate the total project cost to be \$74.4 million. Thus far, there is \$62.4 million in-hand for the project. WSDOT is currently securing the remaining \$11.95 million through local and state contributions.

Project delivery

For the SR 519 Phase 2 project, WSDOT is planning to employ a design-build project delivery method. With this method, WSDOT enters into a contract with a single “design-builder” for design and construction services to provide a finished product.

Funding Sources	Amount
State Nickel Funds	\$57 million
FHWA	\$0.85 million
State Freight Mobility	\$4.6 million
Local & State Anticipated Funding	\$11.95 million
Total Funding	\$74.4 million

What is the project schedule?





SR 519 Intermodal Access Project

February 2008

We want to hear from you today.

WSDOT, in conjunction with the Federal Highway Administration, is requesting comments on the Environmental Assessment (EA) for the SR 519 Intermodal Access Project. As part of the environmental process, we want to hear from you.

You can provide comments in the following ways:

Comment form

Complete one of the comment forms provided at this meeting.

Verbal Statement

Make a statement to the court reporter today.

E-mail

SR519@wsdot.wa.gov

Write

SR 519 Intermodal Access Project
Attn: Allison Hanson
Washington State Department of Transportation
999 Third Ave. Suite 2424
Seattle, WA 98104

For comments on the EA to be considered, they must be received or postmarked by March 7, 2008. All other project comments and inquires can be sent at any time to the above project addresses.



Your comments on the EA will help us address all of the project's environmental issues.

Geology and Soils

Why did we study geology and soils?

Geological conditions help determine the type of foundation, pavement, drainage, retaining wall and/or bridge used in the project. They also establish the risk of landslides, liquefaction, erosion and other types of soil disturbance behavior.

What did we find?

The project area is located in a seismically active area.

How will WSDOT respond?

We will design to current seismic standards as well as use deep foundations to minimize damage during earthquakes. We will also implement best management practices during construction to reduce erosion and control sediment.



One of the issues studied during soil testing was the likelihood of soil liquefaction during earthquake conditions.

Hazardous Materials

Why did we study hazardous materials?

Identifying hazardous material sites before construction decreases the possibility of exposing the public, construction personnel and the environment to contamination.

What did we find?

The project area has a history of industrial uses and undocumented fill, and the presence of contaminated soil is likely.

How will WSDOT respond?

We will appropriately manage, transport and dispose of any contaminated soil discovered during construction.



The SODO area has a long history of industrial use.

Air Quality

Why did we study air quality?

Some airborne pollutants can have negative effects on plants, animals and people.

What did we find?

The project will improve traffic flow. This will reduce vehicle idling times and improve air quality over expected future conditions without the project. Construction activities may have short term effects on air quality by releasing dust into the air during excavation and construction.

How will WSDOT respond?

We will comply with procedures to control dust and minimize emissions of airborne pollutants such as particulate matter, volatile organic compounds, oxides of nitrogen and sulfur, and carbon monoxide.



The project will reduce idling time, thereby reducing air pollutant emissions.

Water Resources

Why did we study water resources?

Water supports many diverse species, provides people with drinking water and creates recreational opportunities.

What did we find?

The project will add less than an acre of impervious surfaces, which include paved surfaces. It will also create less than an acre of new pollutant-generating impervious surfaces. Most stormwater runoff from the project area flows into the separated stormwater system.

How will WSDOT respond?

We will provide basic water quality treatment for stormwater runoff from the project, reducing the quantities of pollutants discharged to below current levels. In addition, we will apply and monitor best management practices during construction to minimize the risk of erosion, sedimentation and contaminants entering the stormwater collection system.



We will apply best practices in order to minimize the risk of contaminants entering water bodies.

Noise

Why did we study noise?

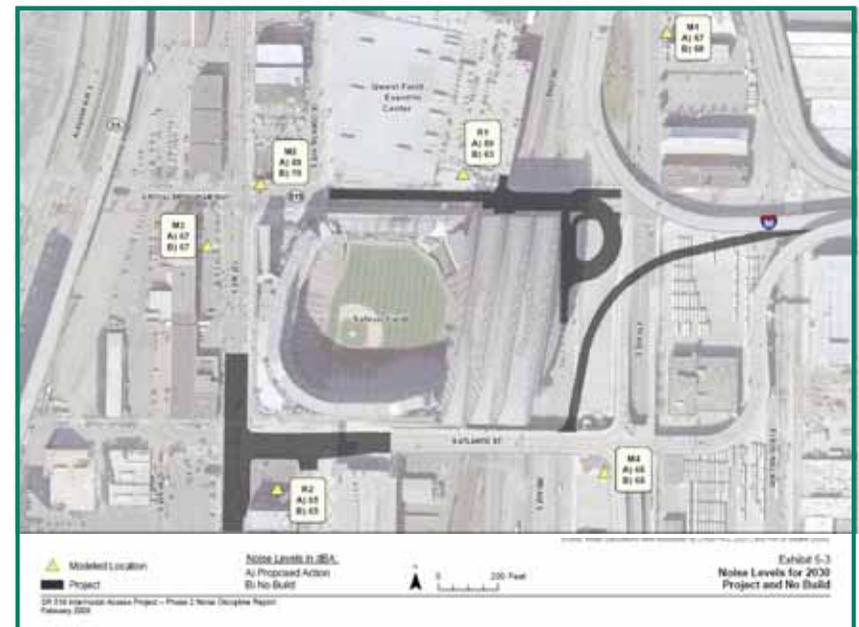
Noise is an element of daily life that can sometimes be unpleasant or unwanted. Traffic noise from highway and transit projects is regulated by federal and state agencies; local agencies also have jurisdiction over noise.

What did we find?

- In two of the six studied locations, future noise levels will approach or exceed the criteria for noise mitigation. This will occur even if this project is not constructed.
- Once the project is built, the noise level increase will not be perceptible to people.
- During construction, temporary noise levels could increase from use of heavy equipment and transport of construction materials.

How will WSDOT respond?

Our performance standards require construction noise levels to be kept below local, state and federal thresholds. We will coordinate with the City of Seattle about mitigation requirements. Possible noise mitigation measures may include crushing and recycling concrete off-site, providing a 24-hour noise complaint line and minimizing idling of power equipment.



After the project is finished, no new noise will be audible to people who live in or travel through the corridor.

Visual Quality

Why did we study visual quality?

The construction or modification of our freeways affects the visual quality and character of the local landscape, which in turn affect the appearance of the area and quality of life.

What did we find?

The new I-90 off-ramp to South Atlantic Street and the new South Royal Brougham Way railroad overpass will change views along Fourth Avenue South, South Atlantic Street and South Royal Brougham Way.

How will WSDOT respond?

We will design the project to be consistent with the industrial/sports-stadium/entertainment character of the neighborhood. We will continue gathering feedback from project stakeholders on urban design issues.



We will maintain the aesthetic in the area by blending new construction and design with existing structures like street lamps.

Cultural Resources

Why did we study cultural resources?

Section 106 of the National Historic Preservation Act requires us to look for and consider historic properties and sites during project planning.

What did we find?

- WSDOT did not identify any archaeological resource sites during our geotechnical borings in the project area and through tribal correspondence.
- The project will have no adverse effect on cultural resources.
- The Federick and Nelson Warehouse and a portion of the City of Seattle Pioneer Square Preservation District are located in the project's area of potential effects, but will not be affected by the project.

How will WSDOT respond?

We will include additional archaeological reviews during construction. We will work with agencies and tribes if cultural resources are discovered.



We undertook geotechnical borings to determine if any archeological resource sites were located in the project area.



Social and Economic Elements

Why did we study social and economic elements?

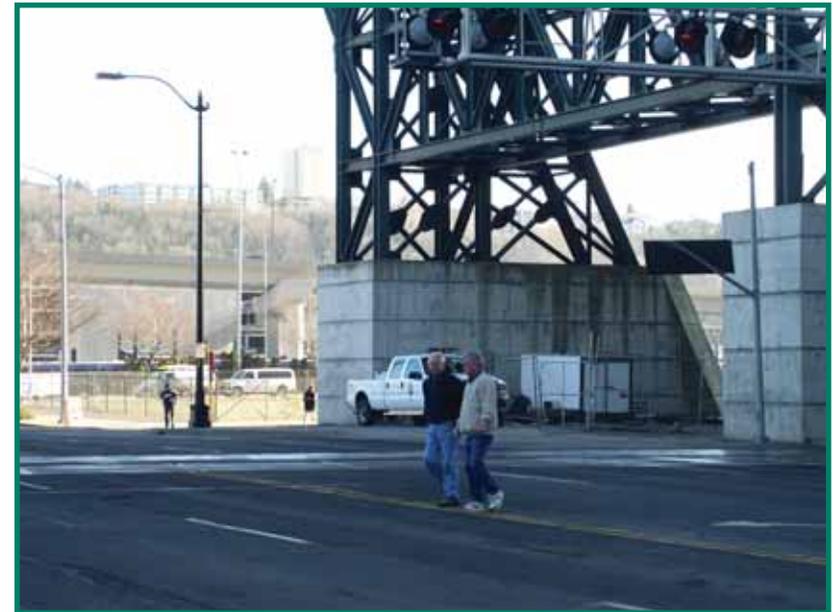
We wanted to understand the impacts on neighborhoods, businesses and residents, and to make sure low-income and minority populations would not suffer disproportionate adverse effects.

What did we find?

- The South Royal Brougham Way railroad overpass will improve neighborhood connectivity and safety by providing bicycle lanes and a pedestrian walkway.
- No businesses or residents will be relocated, although the project will have a few small partial acquisitions of properties.
- The project will not have disproportionate adverse effects on minority and/or low-income populations.
- The project will benefit the economy by reducing traffic congestion and will provide long-term economic benefits by improving freight transport and commuter travel times.

How will WSDOT respond?

We will communicate with the community, businesses and event facilities about construction and traffic changes.



A new elevated pedestrian walkway at South Royal Brougham Way will provide safe access over the rail crossing.

Land Use

Why did we study land use?

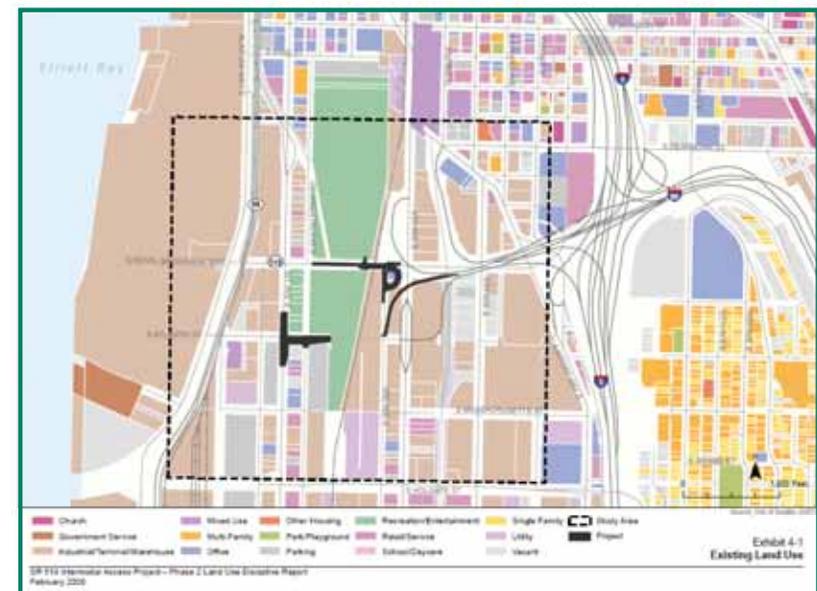
WSDOT evaluates land use along with regional and local plans and policies to ensure transportation improvements are consistent with adopted growth plans within the project area.

What did we find?

- The project is not expected to change land use patterns or zoning.
- WSDOT will need to acquire some land for the project to allow roadway widening and placement of support structures. This acquisition will change about 5,415 square feet from present land uses to transportation-related uses.
- The project is consistent with regional and local transportation and land use plans and development regulations.

How will WSDOT respond?

We will prepare and implement a transportation management plan to minimize temporary construction impacts on businesses and local residents. In addition, we will coordinate with the City of Seattle, property owners and businesses throughout construction.



The project elements are consistent with approved growth plans.

Public Services and Utilities

Why did we study public services and utilities?

Residents and organizations in the project area rely on public services and utilities. Interruption of service can affect users' quality of life.

What did we find?

- Major utilities in the area include a 96-inch combined stormwater and sewer line, and a 72-inch stormwater line.
- The project may require temporary and/or permanent relocation of utilities.
- The South Royal Brougham Way overpass will allow public service vehicles to proceed freely and independently of rail traffic.

How will WSDOT respond?

Potential utility relocations will be coordinated with local providers, and we will maintain unimpeded passage for emergency service vehicles at all times. We will consult with the City of Seattle and BNSF Railway about providing street-level access to emergency vehicles at the South Royal Brougham Way rail crossing.



There are a number of utilities in the project area that we have accounted for in our construction planning.

SR 519 Intermodal Access Project

February 2008

Transportation

Why did we study transportation effects?

Transportation is critical to the movement of goods and people within and through the study area.

What did we find?

- Grade-separated railroad crossing at South Royal Brougham Way improves safety for motorists, bicyclists and pedestrians.
- New off-ramp at South Atlantic Street reduces traffic congestion and vehicle queuing near the end of the I-90 off-ramp.
- Westbound vehicle travel times reduced by eliminating wait times at the I-90 off-ramp and railroad crossing.
- Westbound movements from the freeway system to industrial/commercial destinations improves freight mobility.
- On-street parking reduced along First Avenue South and Third Avenue South by approximately 50 spaces.
- New support columns in Ryerson Bus Base remove several bus parking spaces.
- Traffic congestion increases locally during construction.

How will WSDOT respond?

We will continue coordinating with local agencies and other projects to prepare a traffic management plan prior to making any changes to the traffic flow. We will also coordinate with all event facilities to temporarily stop or alter construction activity during major events.

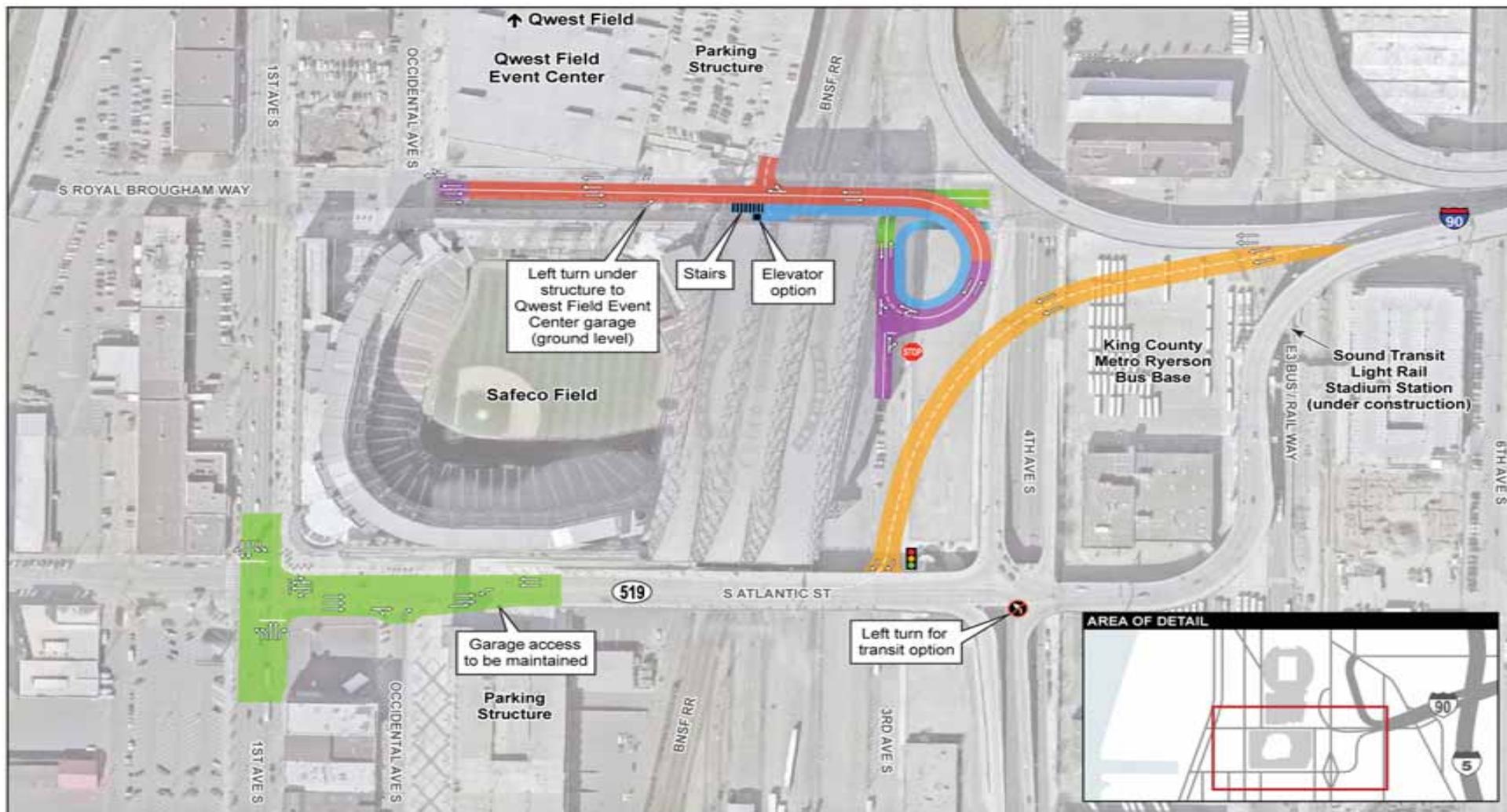


Buses will continue service during construction.



SR 519 Intermodal Access Project

February 2008



- █ Arterial Bridge
- █ Elevated Ramp
- █ Pedestrian Bridge
- █ Surface Improvements
- █ Fill Embankment

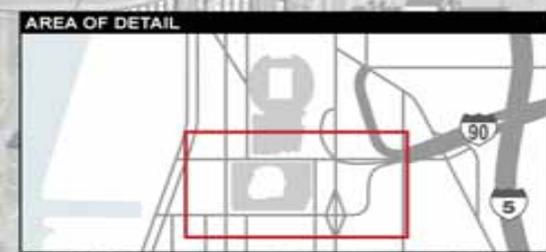


Exhibit 4-1
The Build Alternative