



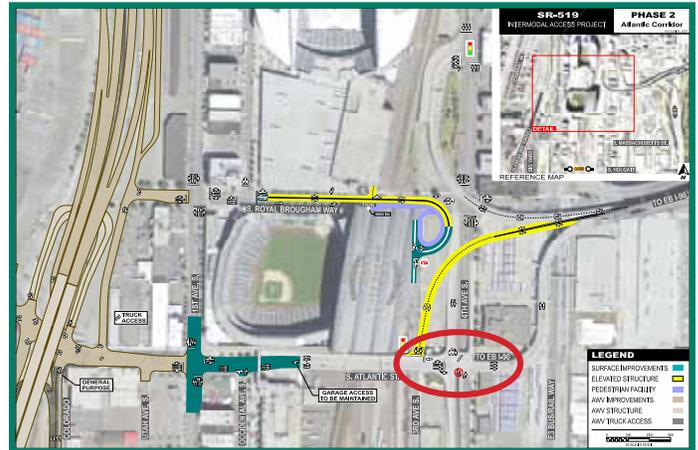
SR 519 Intermodal Access Project

Winter 2008

Atlantic Corridor Truck Road-eo

What is the SR 519 Intermodal Access Project: Atlantic Corridor design?

The Atlantic Corridor design will construct a 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). Improvements will be made at the intersection of First Avenue and South Atlantic Street. Additionally, a grade-separated crossing at South Royal Brougham Way will be built to accommodate vehicles, pedestrians and bicycles, which will help to improve safety in the corridor. The existing ground level crossing will be closed.



Truck drivers tested proposed Atlantic Corridor turning movements in the area circled in red.

Why was this truck road-eo held?

The truck turning simulation or "truck road-eo" was held to ensure the proposed design accommodates freight trucks using the Atlantic off-ramp during major event conditions. Major event conditions (which would primarily include Seattle Mariners games) may result in either closure or reduced capacity of South Atlantic Street in the westbound direction from the Atlantic off-ramp. Under these conditions, police would direct non-event traffic to turn left at the end of the ramp in order to access Fourth Avenue South.

Which roadway turns were tested?

The demonstration tested the proposed roadway geometry of two turning movements for trucks during major event conditions. The design team utilized a computer-aided design tool to determine the proposed roadway geometry that was field tested. The movements tested included the proposed westbound I-90 off-ramp to:

- Northbound Fourth Avenue South
- Southbound Fourth Avenue South



A truck with a 45-foot trailer was one of two vehicles used to determine if the course was viable.

What were the event conditions?

The turning demonstration was conducted at Pier 91 at the Port of Seattle. Conditions were wet, with a steady rain falling throughout the test. Based on data provided by the design team, a survey crew placed traffic cones and reflective tape to show the physical configuration. Video and digital cameras were used to capture the turns. Two trucks of varying length were tested during the demonstration. The first truck represented the typical truck that is expected in the area. It had a wheel base of 50 feet using a 45-foot trailer. The second truck represented the largest truck allowed on the highway without a permit. This truck had a wheel base of 67 feet using a 53-foot trailer.

Did the trucks navigate the turns successfully?

The results of the truck road-eo confirmed the proposed design worked under event conditions. Each test was successful: the trucks never made contact with the markings or cones representing the lane lines and barriers. Both drivers commented the northbound and southbound configurations were manageable, but identified the northbound movement as the more challenging path. Observers noted that of the two vehicles, the larger had greater difficulty avoiding the markings.

Next steps

The project team will continue analyzing the findings of the truck road-eo, and will use that information to refine the Atlantic off-ramp design. The team is also advancing work on the overall project design and is continuing with the environmental process.



Video cameras were used at various course locations to record the turning capacity of the trucks within the design dimensions.



Before running the course, each truck was measured by project team members to ensure it was the appropriate length.

For More Information

Visit the Web site:

www.wsdot.wa.gov/projects/SR519

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