

What is the construction method and timeline?

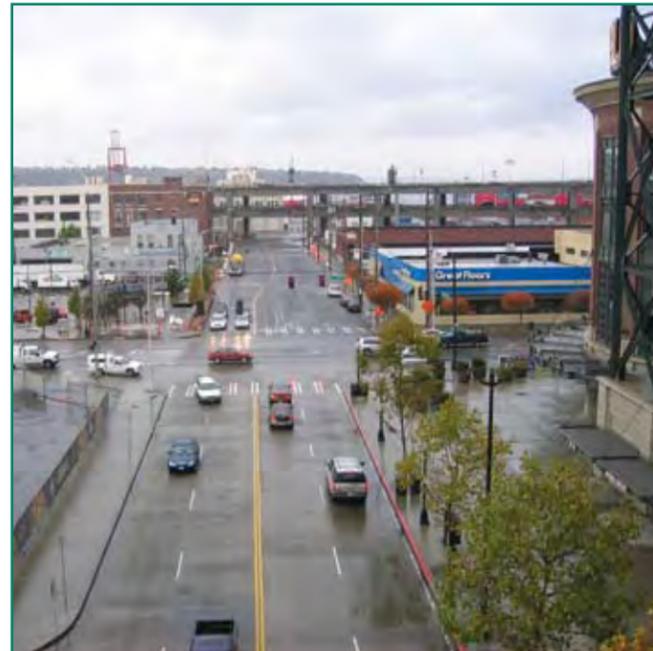
For SR 519 Phase 2, WSDOT will employ a design-build project delivery method. With this method, WSDOT enters into a fixed-price contract with a single contractor. Once on board, the contractor is responsible for completing the design and constructing the project. The design-build approach will help speed up the project's operationally complete date to 2010. The total project cost for Phase 2 is estimated at \$74.4 million.

We are managing the SR 519 and Alaskan Way Viaduct and Seawall Replacement projects together to coordinate construction and design decisions. By completing the project earlier, traffic will be less affected during South Holgate Street to South King Street Viaduct Replacement Project construction. Ensuring quality during the construction process is important to WSDOT and the project team will be heavily involved in ensuring the project meets its goals.

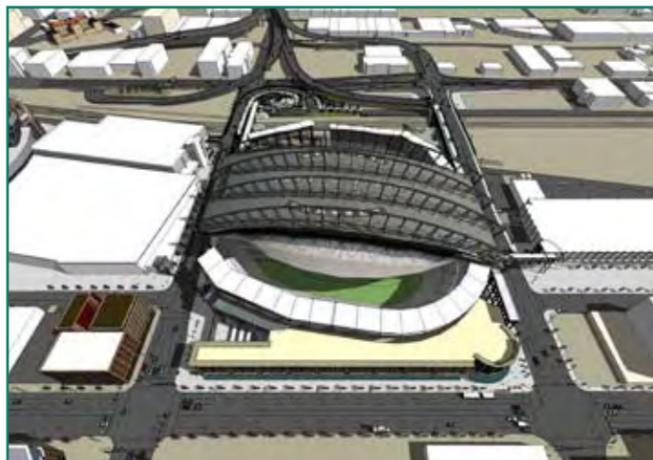
Throughout the design-build process, WSDOT will meet regularly with stakeholders to inform them on design and construction milestones and gather feedback on the project's progress.

What are our next steps?

Our agency, in conjunction with the Federal Highway Administration, is committed to working with its project partners and local groups to rapidly and safely complete the SR 519 Intermodal Access Project. WSDOT is advancing design on the intersection of First Avenue South and South Atlantic Street.



The First Avenue South and South Atlantic Street intersection will be widened to accommodate growing traffic demands.



Artist's rendering of project improvements, looking east onto Safeco Field.

For More Information

Visit the Web site:

www.wsdot.wa.gov/projects/SR519

Send an e-mail to: SR519@wsdot.wa.gov

Send a letter to:

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

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Summer 2008

Why is this project important?

State Route 519 is an important thoroughfare for cars, trucks and pedestrians in Seattle's SODO district. The SR 519 Intermodal Access Project will increase mobility and safety by improving connections between I-90, I-5 and the waterfront. The project will make the corridor safer for pedestrians and bicyclists. Traffic movement will be enhanced for vehicles ranging from freight traveling to the Port of Seattle to commuters traveling to Colman Dock.



A number of land parcels remain undeveloped in the SR 519 corridor, but its proximity to downtown Seattle is attracting new development.



Currently, pedestrians wanting to cross the railroad tracks at South Royal Brougham Way have no designated place to wait. Phase 2 will provide a plaza and a separated pedestrian crossing, making it safer.



The South Atlantic Street (Edgar Martinez Drive South) on-ramps to I-5 and I-90, and the South Atlantic Street overpass over the railroad tracks was a Phase 1 improvement.

Phase 1: new on-ramp improves access, safety

In 2004, WSDOT completed Phase 1 of the SR 519 Intermodal Access Project. Work included a new South Atlantic Street on-ramp to I-5 and I-90. This overpass separates road and railway traffic and improves access between I-90 and waterfront locations such as the Port of Seattle and Colman Dock.

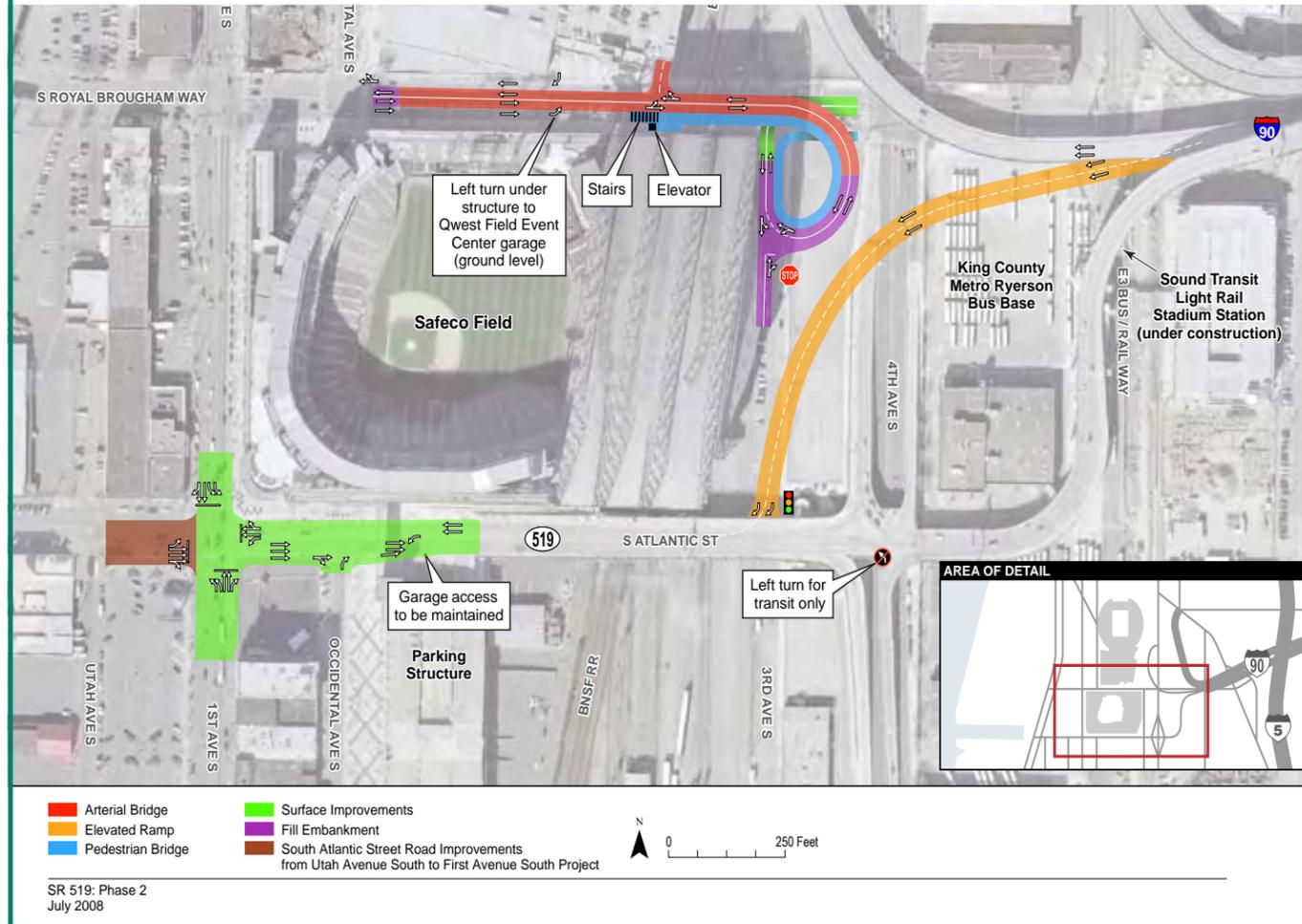
Phase 2 meets partnership goals — design underway

During the summer of 2006, a team composed of WSDOT, Port of Seattle and City of Seattle studied numerous design options for Phase 2. In November 2006, this team, along with numerous local groups, met and agreed the Atlantic Corridor design best fit the goals for SR 519 Phase 2. This decision was based on its design, projected traffic improvements and cost effectiveness. A joint-agency technical staff evaluated the plan during an intense four-month study period.

Phase 2 improvements will eliminate remaining safety issues related to surface-level rail crossings. They will also make the corridor safer and more efficient for traffic that depends on waterfront access, including freight haulers and ferry passengers.

What is the Atlantic Corridor design?

Crews will build a new westbound off-ramp from I-90 and I-5 via the current South Atlantic Street ramp. The street's existing eastbound lanes will remain intact. The project will improve the South Atlantic Street and First Avenue South intersection. Crews also will build a bridge over the railroad crossing at South Royal Brougham Way and Third Avenue South, eliminating vehicle, freight and pedestrian conflicts with trains.



SR 519: Phase 2
July 2008

SR 519 Timeline

We are committed to moving quickly on this project while focusing on safety and engaging all interested people and groups. The timeline below highlights important decisions and milestones related to the project.

- 1997** WSDOT publishes the Environmental Assessment of the SR 519 project, and a preferred alternative is selected. All nine signatories endorse a memorandum of agreement outlining project design and financial contributions for the final design work.
- 2000** Team members sign a second memorandum of agreement identifying the project's phases.
- 2001** WSDOT begins work on the Alaskan Way Viaduct and Seawall Replacement Project following the Nisqually earthquake.

WSDOT begins Phase 1 construction of the Atlantic overpass.
- 2003** As visions for the SODO area change, the project team agrees not to implement the Phase 2 design from the 2000 memorandum of agreement.

The state Nickel package provides \$37.1 million for Phase 2.
- 2004** Seattle Department of Transportation (SDOT) completes design of Phase 1 surface street improvements.

WSDOT's Phase 1 construction is completed.
- 2005** WSDOT begins "SR 519 Phase 2 Alternatives Feasibility Assessment" to consider alternatives to the original Phase 2 South Royal Brougham Way connection.
- 2006** SDOT begins construction of Phase 1 street, sidewalk and Port access improvements.

The "SR 519 Phase 2 Alternatives Feasibility Assessment" concludes that feasible alternatives to the original design do exist.

SDOT's Phase 1 surface street improvements are complete with the exception of relocating BNSF's tail track.

WSDOT, City of Seattle and Port of Seattle meet with signatories and interest groups to share the three options for Phase 2 direction.

WSDOT, City of Seattle and Port of Seattle announce that the Atlantic Corridor design is their jointly preferred option for Phase 2.
- 2007** WSDOT begins Phase 2 environmental review and preliminary engineering.

The Washington State Legislature approves funding of \$62.4 million for Phase 2.
- 2008** WSDOT decides to employ a design-build construction method and advertises a Request for Proposals in May.

How do the Atlantic Corridor improvements work together?

First Avenue South and South Atlantic Street intersection	<ul style="list-style-type: none"> Provides a necessary new off-ramp for westbound traffic that improves freight mobility through corridor.
Westbound off-ramp from I-90 and I-5	<ul style="list-style-type: none"> Makes waterfront access more efficient for freight and other vehicles. Also provides an alternate route to the steep grades along the new South Royal Brougham Way bridge.
South Royal Brougham Way bridge	<ul style="list-style-type: none"> Improves safety and mobility by separating vehicles and pedestrians from railroad traffic.