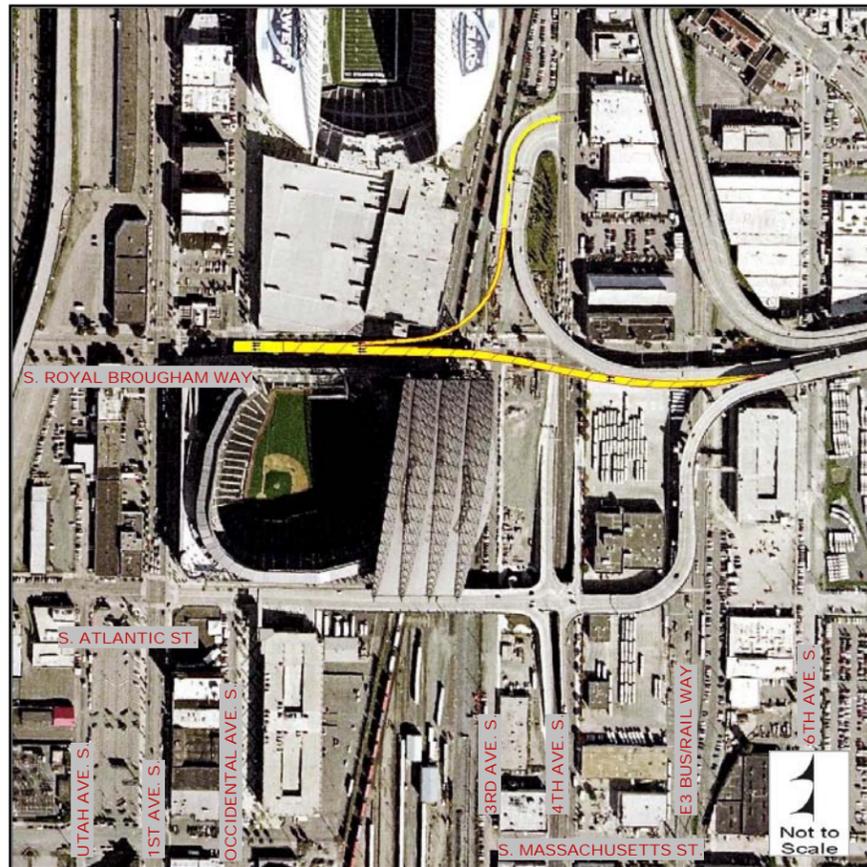




A 20-foot sidewalk was included in Phase 2, which would allow pedestrians to cross the railroad right-of-way above the trains and connect to the proposed stadium area elevated pedestrian walkway. The original elevated walkway crossed 4th Avenue South and terminated at the new Sound Transit South Royal Brougham Way Station.



**Figure 1-3: Original Phase 2**

By the time Phase 2 design was approximately 35 percent complete in 2002, some of the MOA signatories had indicated that the original Phase 2 solution may not be consistent with the new vision for the area around the stadiums. Consequently, WSDOT suspended design development on Phase 2 to seek common ground on new project objectives. In March 2003, stadium district stakeholders put

forth suggested conditions for the direction of a new Phase 2 concept. Based on the inability of the stakeholders to reach consensus, work was halted in mid-2003 and remained on hold for over two years.

In October 2005, WSDOT retained a consulting team led by KPFF Consulting Engineers to take a fresh look at the project. The team was tasked with reviewing existing documentation, developing alternatives that accomplish the functional intent of the original Phase 2 SR 519 project, evaluating those alternatives, and presenting findings, recognizing that the context of the project has changed. This report documents the process and results of the study.

In February 2001, the Nisqually earthquake permanently damaged the SR 99 Alaskan Way Viaduct (AWV) structure, resulting in a high priority design effort to replace the failing existing AWV structure. As the AWV project has advanced and significant funding has been secured, a key consideration of this feasibility study is determining what, if any, SR 519 improvements could be implemented prior to major AWV reconstruction efforts. Since strong consideration is being given to extended full closure of segments of the existing SR 99 corridor adjacent to and immediately north of SR 519, a goal of this study is to identify any SR 519 improvements that would assist in mitigating traffic impacts related to AWV construction.

WSDOT's goal for the feasibility study is to gain consensus amongst stakeholders for a continued study of a revised alternative. In doing so, WSDOT and the stakeholders can proceed to entitlement, as well as identifying and securing adequate funding to carry the project forward.