



Washington State
Department of Transportation

SR 519 Intermodal Access Project

Feb. 20, 2008

What design was analyzed in the Environmental Assessment?

The Atlantic Corridor design calls for constructing a new westbound off-ramp from I-5 and I-90 via the current South Atlantic Street Overpass (South Atlantic Street's current eastbound lanes will remain intact). Improvements will be made at the intersection of First Avenue South and South Atlantic Street. Additionally, a grade-separated crossing at South Royal Brougham Way will be built.

What is an Environmental Assessment?

An Environmental Assessment (EA) is an environmental review regulated by the National Environmental Policy Act. The EA identifies:

- The purpose and need for the project.
- The description of the project and No Build Alternative.
- Sufficient evidence and analysis of effects to determine whether to prepare an environmental impact statement (EIS) or a Finding of No Significant Impact (FONSI).

What is the purpose and need of Phase 2: Atlantic Corridor?

Why is this project needed now?

In its current form, SR 519 does not assist in the efficient westbound movement of cars, trucks, and pedestrians through Seattle's 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 more directly.

Problems this project would help to solve include:

- Safety concerns from traffic and people crossing surface level railroad tracks in the stadium area.
- The expected increase in pedestrian crossings at South Royal Brougham Way when Sound Transit Central Link light rail service begins in 2009.
- Poor westbound access between I-5/I-90 and the Seattle waterfront, especially the Port of Seattle terminals and the Washington State Ferries terminal at Colman Dock.
- Delays in moving products between Port of Seattle terminals and local, regional, and national markets.

The project will increase traffic mobility and safety by improving regional connections between I-5/I-90 and



Pedestrians in the SR 519 corridor share the roads with heavy rail, vehicle, and freight traffic.

Port of Seattle container terminals, the Washington State Ferries terminal at Colman Dock, waterfront commercial interests, and the stadium area. The project will also allow people to walk more safely to and from the stadium area.

The purpose of the project is to:

- Provide a more direct westbound route between I-5/I-90 and the Seattle waterfront, so that commuters and local traffic can move more safely and efficiently through the stadium area.
- Improve safety and reduce railroad and vehicle delays at the street-level rail crossing on South Royal Brougham Way near Fourth Avenue South.
- Improve safety for people walking to events, work, and neighborhood destinations.
- Reduce truck and rail traffic conflicts so that freight transporters can move products more efficiently.

How will comments on the SR 519 Environmental Assessment be addressed?

In spring 2008, we anticipate releasing a FONSI.

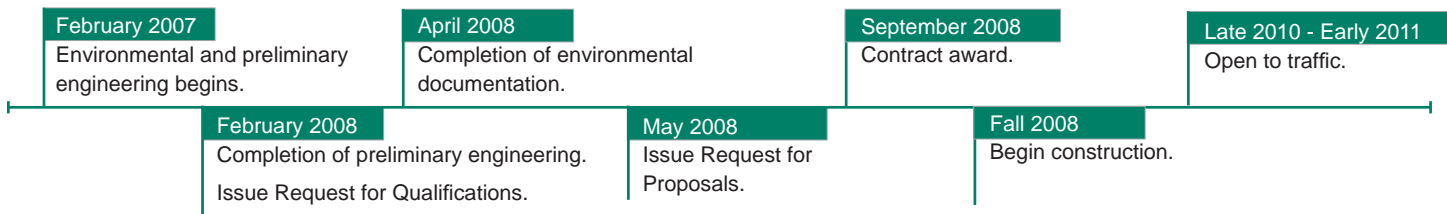
Presented in the FONSI will be reasons why the project will not have a significant effect on the environment, and therefore does not require the preparation of an EIS.

The FONSI also presents responses to public comments received on the EA. Comments will be carefully evaluated by project team members. The FONSI will be available for viewing on the SR 519 Web site.



Comments on the EA will help to address all of the project's environmental issues.

Project Timeline



To Submit Comments on the EA:

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

Send a letter to:
SR 519 Intermodal Access Project
Attn: Allison Hanson
Washington State Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

To insure inclusion in the formal record, comments must be postmarked or recieved by March 7, 2008.

Visit the Web site:
www.wsdot.wa.gov/projects/SR519

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