

## What are the project costs and funding sources?

- Total project cost estimated at \$74.4 million.
- \$62.4 million currently available for the project.
- WSDOT is securing the remaining \$12 million through local and state contributions.

## What is the project's schedule?

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. The design-build approach could speed the project's completion to late 2010 or early 2011, substantially sooner than it would be using a traditional design-bid-build method.

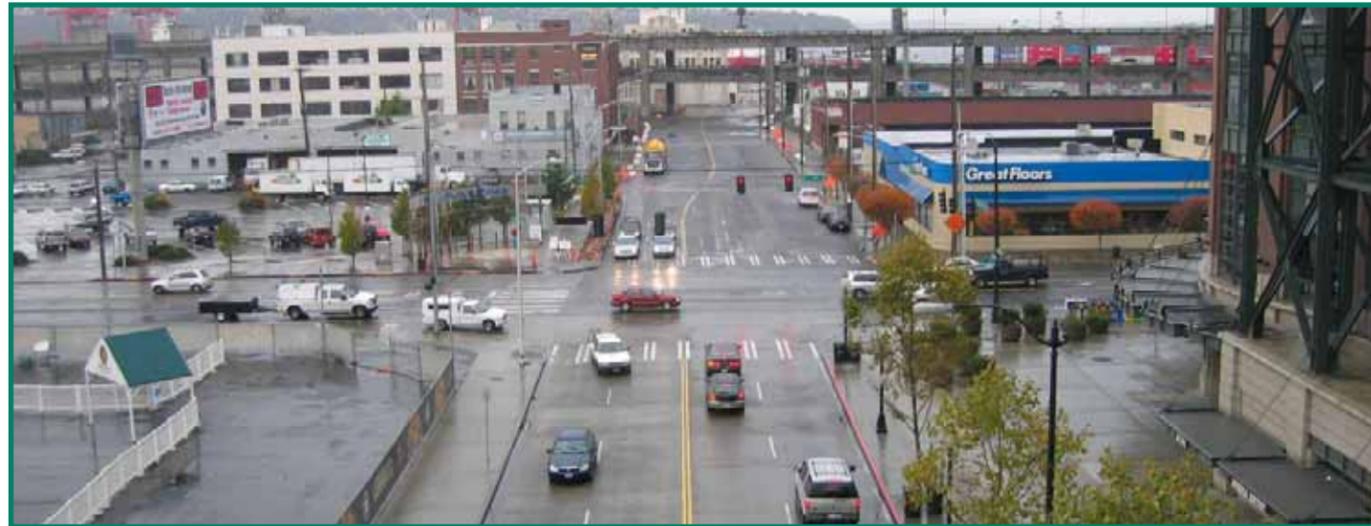
WSDOT is managing the SR 519 and Alaskan Way Viaduct and Seawall Replacement projects together to

better coordinate construction and design decisions. By completing the project earlier, traffic will be less affected during south-end viaduct 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?

WSDOT, 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. Currently, WSDOT is continuing the environmental process and advancing the design.



The First Avenue South and South Atlantic Street intersection will be widened to accommodate future traffic levels.

## For More Information

### Visit the Web site:

[www.wsdot.wa.gov/projects/SR519](http://www.wsdot.wa.gov/projects/SR519)

### Send an e-mail to:

[SR519@wsdot.wa.gov](mailto: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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# SR 519 Intermodal Access Project

Winter 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-5, I-90 and the waterfront. The project will make the corridor safer for pedestrians and bicyclists. Additionally, traffic movement will be enhanced for vehicles ranging from freight traveling to the Port of Seattle to commuters traveling to Colman Dock.



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

## Phase 2 meets partnership goals — design underway

During the summer of 2006, a joint-agency team comprised of WSDOT, Port of Seattle and City of Seattle studied numerous design options for Phase 2. In November 2006, the joint agencies, 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 also will make the corridor safer and more efficient for traffic that depends on waterfront access, including freight haulers and ferry passengers.



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

## Phase 1: new on-ramp improves access, safety

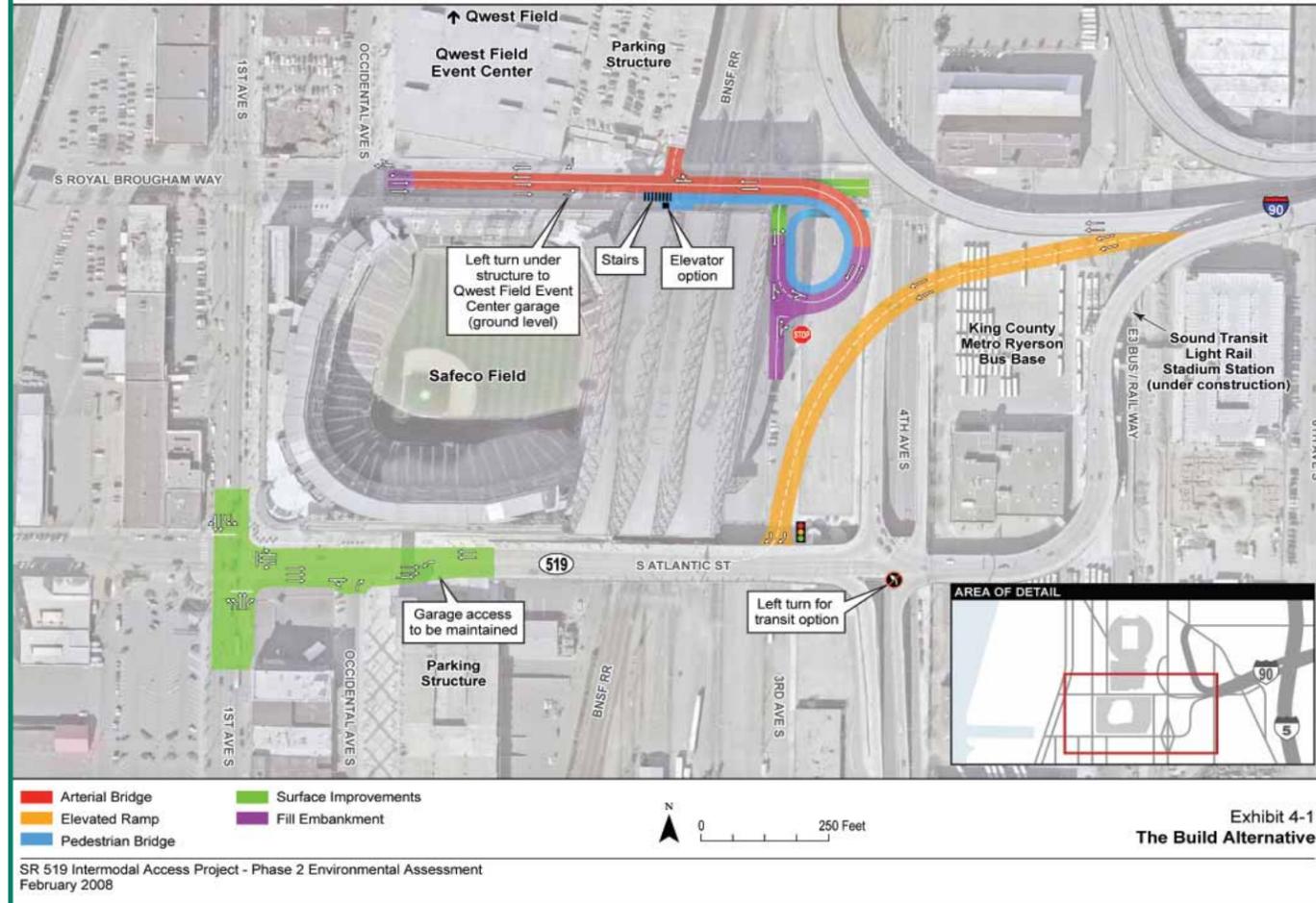
In 2004, WSDOT completed Phase 1 of the SR 519 Intermodal Access Project. This work opened to traffic a new South Atlantic Street on-ramp to I-5 and I-90. This overpass separates road and railway traffic and improves access between I-90 and waterfront locations such as the Port of Seattle and Colman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



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 grade-separated pedestrian crossing, making it safer.

## What is the Atlantic Corridor design?

Crews will build a new westbound off-ramp from I-5 and I-90 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 grade-separated railroad crossing at South Royal Brougham Way and Third Avenue South, eliminating vehicle, freight and pedestrian conflicts with trains.



## How do the Atlantic Corridor improvements work together?

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

## SR 519 Timeline

WSDOT is committed to moving quickly on this project while focusing on safety and engaging all interested people and groups for their input. 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** Seattle 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.  
  
WSDOT, in conjunction with the Federal Highway Administration, holds agency and public scoping meetings for the Phase 2 Environmental Assessment.