

# **SR 519 Intermodal Access Project Phase 2: Atlantic Corridor**

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SR 519 Intermodal Access Project: Phase 2 Agency Scoping Meeting  
June 6, 2007

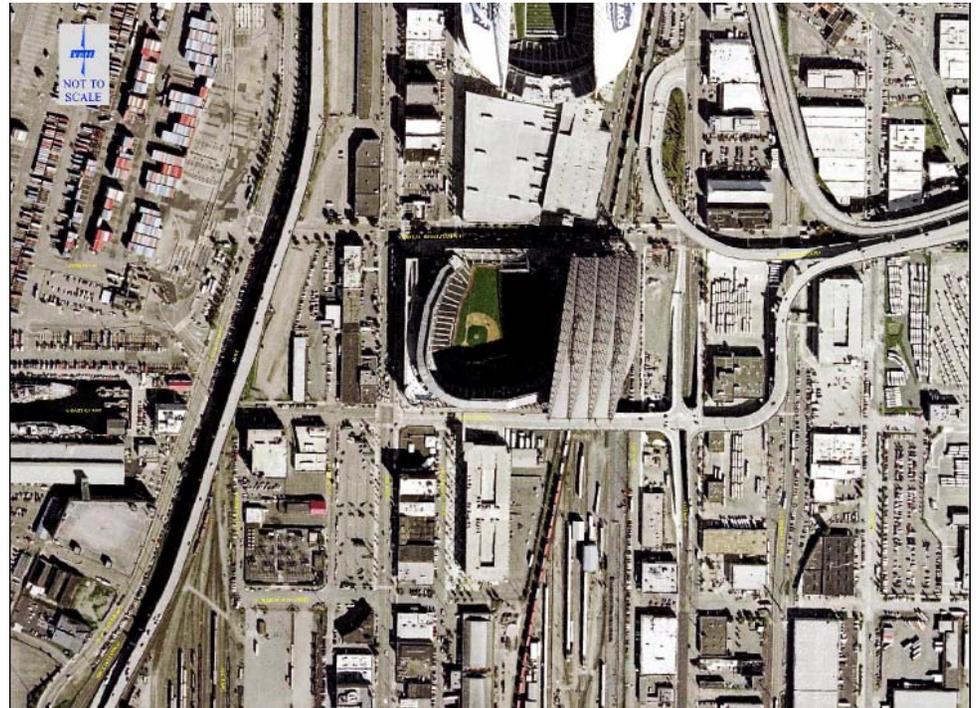


**Washington State  
Department of Transportation**

# SR 519 Intermodal Access Project: Purpose and Need of the Project

Why is this project needed now?

- New design and roadway structures needed to allow cars, trucks, trains, and pedestrians to reach their destinations safely, quickly, and directly in Seattle's South of Downtown district
- State Route 519 provides a vital roadway system for east-west traffic through Seattle
- Route's roadway arrangement not well-suited to present conditions



*Aerial view of the SR 519 project area.*

# SR 519 Intermodal Access Project: Purpose and Need of the Project

What is the purpose of the project?

- Improvements would increase traffic mobility and safety by improving connections:
  - I-5 and I-90 and Port of Seattle terminals
  - Washington State Ferries terminal at Colman Dock
  - Waterfront commercial interests
  - Stadium area
- Project would allow people to safely walk to and from the stadium area



*I-5 and I-90 Interchange in Seattle.*

# SR 519 Intermodal Access Project: Timeline

1997-2004

- Preferred alternative identified
- Memorandum of Agreement signed
- State Nickel Package allocated funds to the SR 519 Project (2003)
- Phase 2 shelved due to lack of signatories' consensus (late 2003)
- Phase 1 construction completed (2004)

2005

- WSDOT feasibility study considered alternatives to the original Phase 2 Royal Brougham connection



*Current Fourth Avenue off-ramp from I-90.*

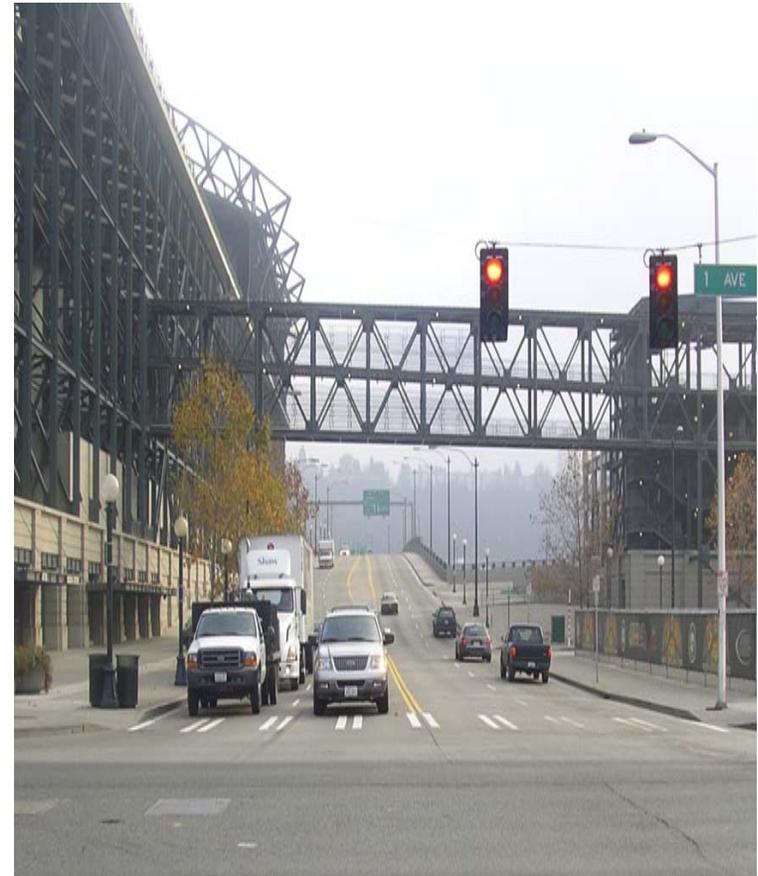
# SR 519 Intermodal Access Project: Timeline

## 2006

- In April, feasibility study concluded that feasible alternatives to the original design existed
- In July, WSDOT, City of Seattle and Port of Seattle created a joint technical team that identified and evaluated three new options:
  - Option A: Royal Brougham Corridor
  - Option B: Atlantic Corridor
  - Option C: Local Improvements
- In November, WSDOT, City of Seattle, Port of Seattle and numerous other interest groups selected Atlantic Corridor as best option for moving forward

## 2007

- In February, environmental and preliminary engineering began
- In May, Washington State Legislature approved funding for the project



*Intersection of First Avenue and South Atlantic Street.*

# SR 519 Intermodal Access Project: Phase 1 Completed Improvements



South Atlantic Street (Edgar Martinez Way) on-ramps to I-5/I-90, and the South Atlantic Street overpass over the railroad tracks

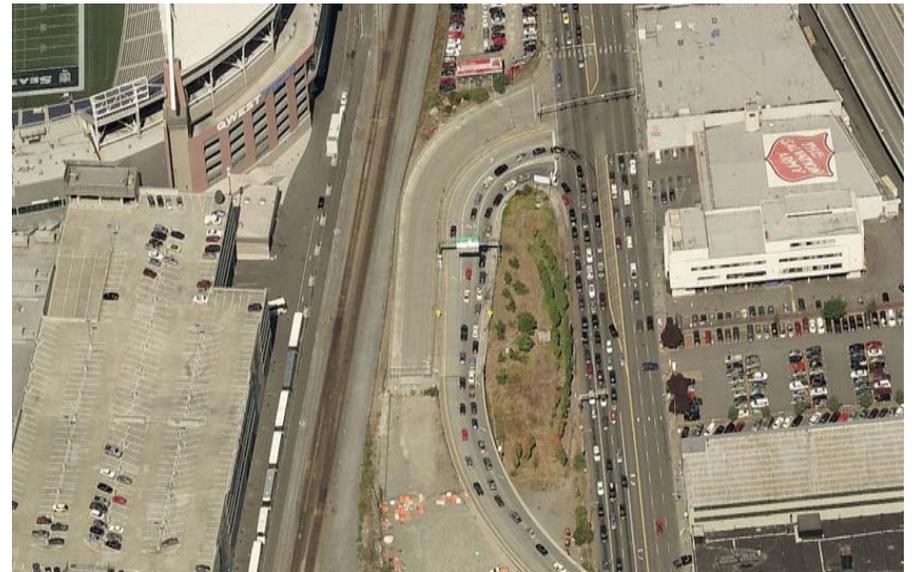


South Atlantic Street improvements between First Avenue South and the Alaskan Way/East Marginal Way intersection

# SR 519 Intermodal Access Project: Phase 1 Completed Improvements



South Weller Street Pedestrian Walkway

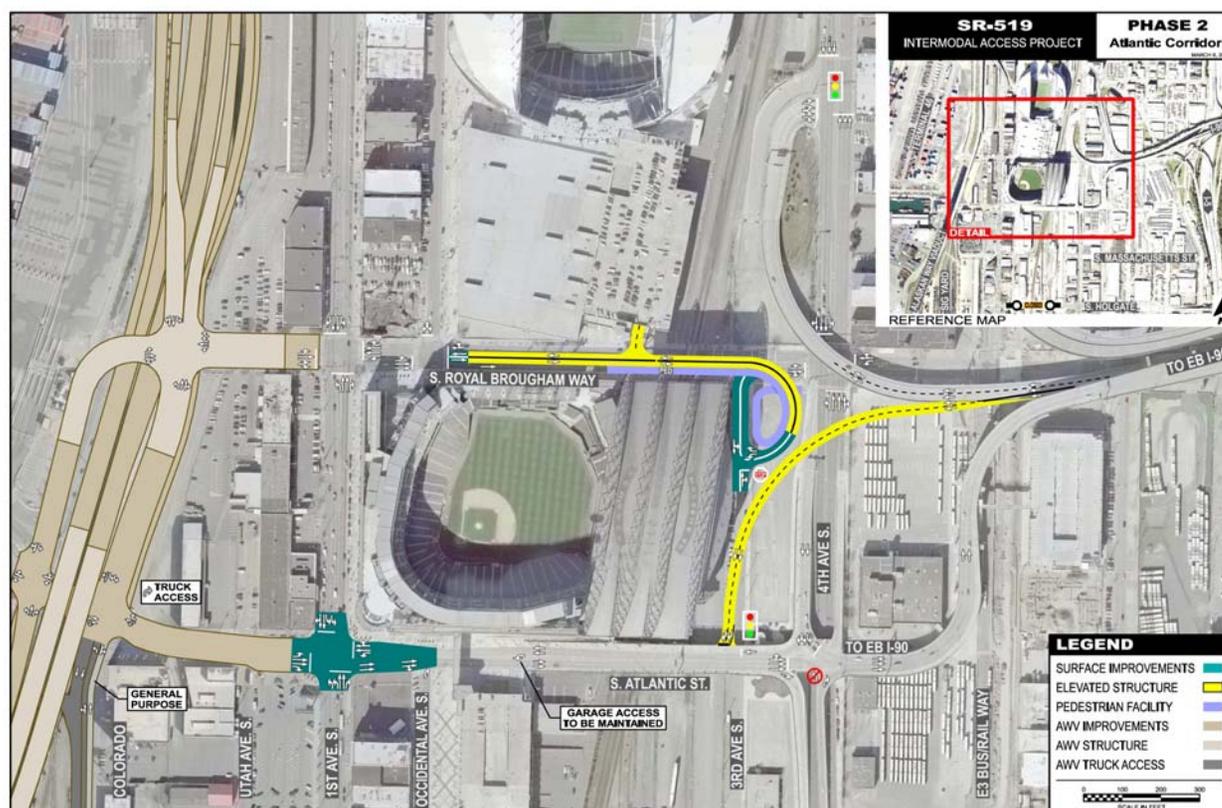


Eastbound I-90 ramp on Fourth Avenue  
South removed

# SR 519 Intermodal Access Project: Phase 2: Atlantic Corridor

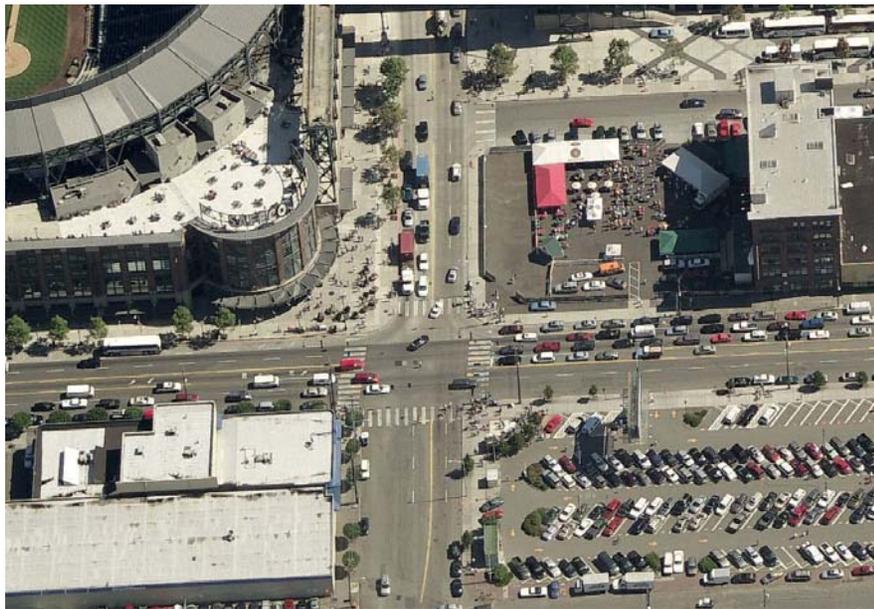
The Atlantic Corridor design includes:

- A new westbound off-ramp from I-5 and I-90 to the current South Atlantic Street Overpass
- Improvements at the intersections of First Avenue South and South Atlantic Street and Occidental Avenue and South Atlantic Street
- A grade-separated crossing at South Royal Brougham Way will be built
- South Atlantic Street's current eastbound lanes will remain in place

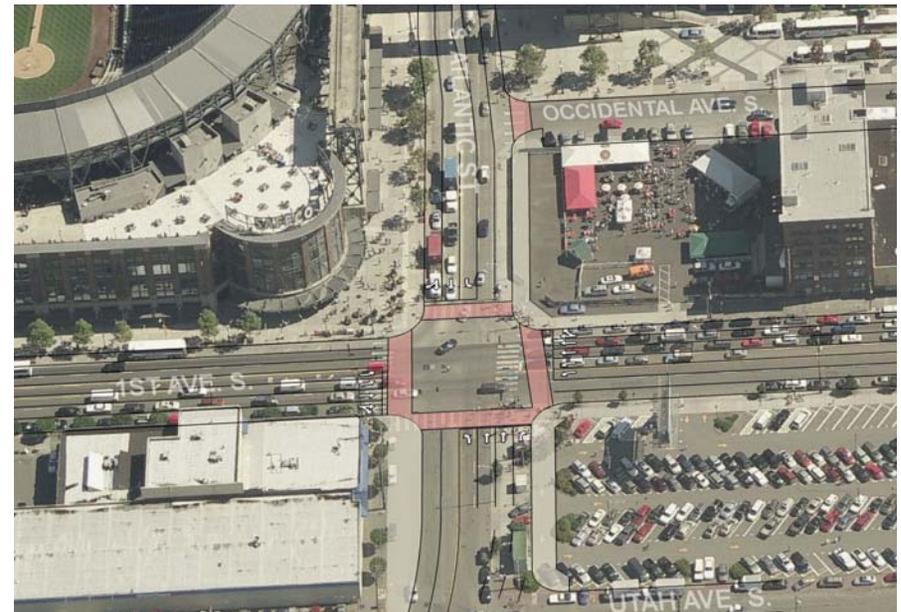


Phase 2: Atlantic Corridor design.

# Atlantic Corridor Improvement: Intersection of First Avenue and South Atlantic Street

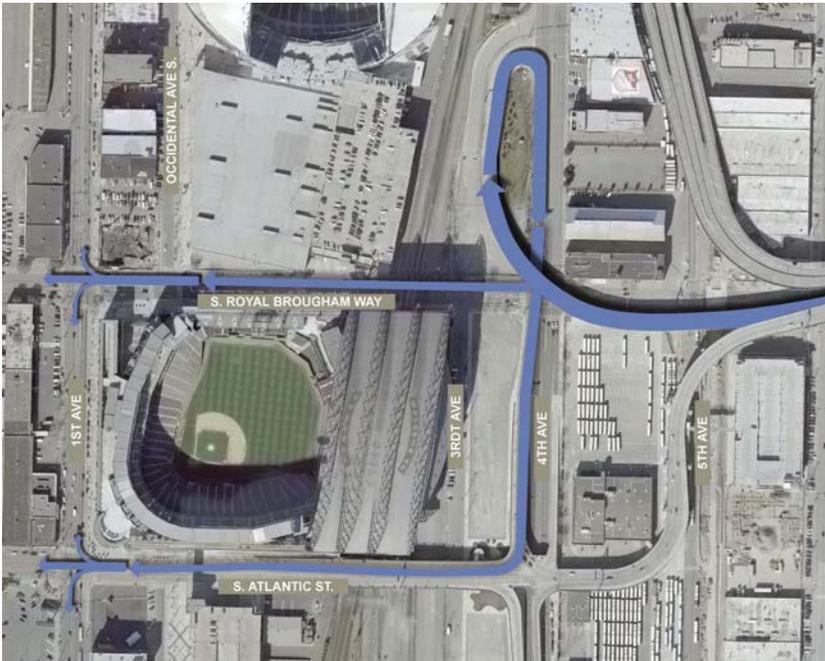


Existing View

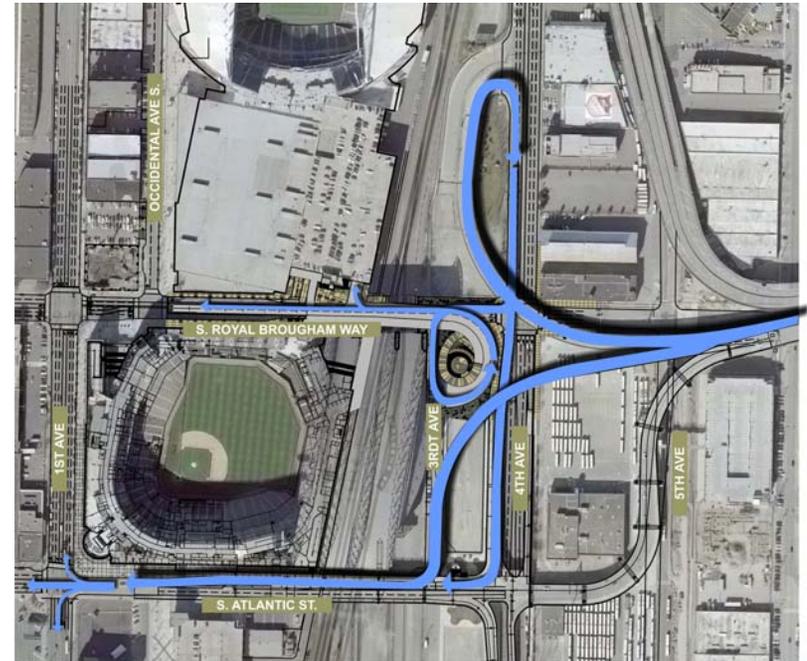


Proposed Changes

# Atlantic Corridor Improvement: SR 519 Traffic Flow



Existing westbound traffic flow



Proposed westbound traffic flow

# Atlantic Corridor: Freight

Potential project effects and benefits include:

- Planned improvements to the Alaskan Way Viaduct, including building better connections, will be accommodated to enhance traffic flow
- South Atlantic Street off-ramp will improve freight efficiencies by enhancing access to Terminal 46 and the Seattle International Gateway rail yard
- First Avenue South and South Atlantic Street intersection improvements will accommodate projected increase in freight traffic
- South Royal Brougham Way grade separation will eliminate train and freight traffic conflicts at South Royal Brougham Way and Third Avenue South

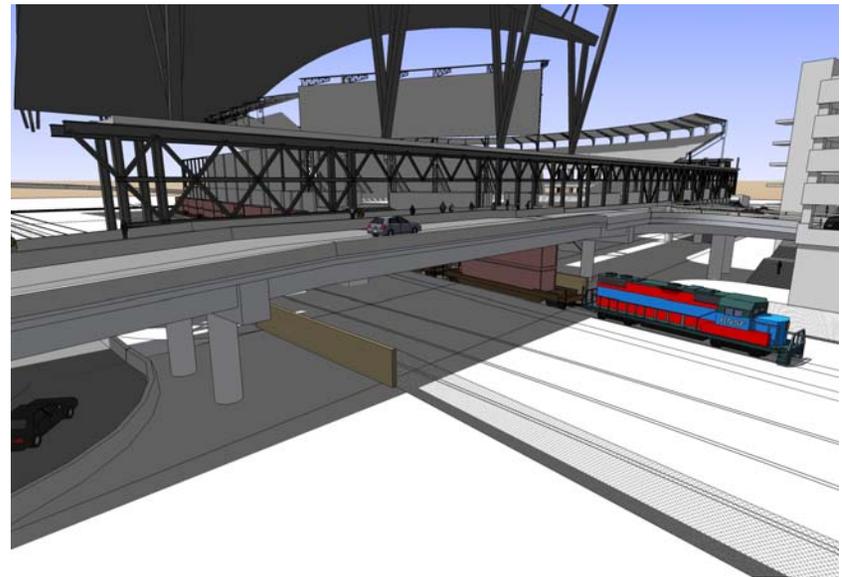


*BNSF railroad crossing at South Royal Brougham Way.*

# Atlantic Corridor Improvement: South Royal Brougham Way Rail Crossing



Existing View

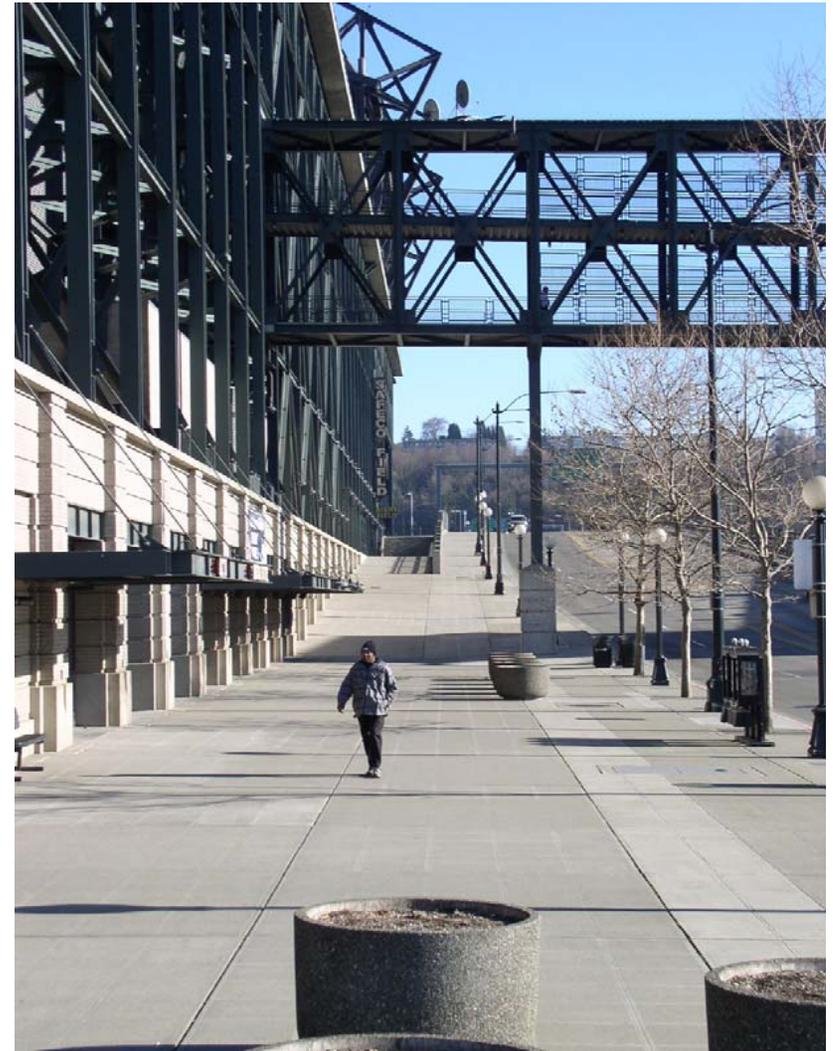


Proposed Changes

# Atlantic Corridor: Urban Design

Potential project effects and benefits include:

- Wide walkways will keep pedestrians off the roadway when arriving and departing from events
- Texture and color of materials used for walls and sidewalks will blend with existing designs to maintain visual quality
- Closing the South Royal Brougham Way at-grade rail crossing will reduce the number of collisions and delays for the pre- and post-game event traffic



*Southern sidewalk adjacent to Safeco Field along South Atlantic Street.*

# Atlantic Corridor: Pedestrians

Potential project effects and benefits include:

- The new grade-separated pedestrian walkway at South Royal Brougham Way will make access to Qwest and Safeco fields, and Sound Transit's Stadium Station safer and more efficient
- Changing South Royal Brougham Way from a major arterial to primarily a local connector will improve pedestrian and vehicle safety
- Pedestrian features at South Royal Brougham Way will improve ADA access



*South Royal Brougham Way loop and pedestrian ramps concept.*

# Atlantic Corridor: Costs and Funding

## Costs

- Project cost is an estimated \$74.4 million (60% likely cost)
- \$62.4 million is in-hand
- Project anticipates receiving \$12 million from project partners and local groups

## Funding

Funding Sources	Amount
State Nickel Funds	\$57 million
Federal Earmark	\$0.8 million
State Freight Mobility	\$4.6 million
Local Anticipated Funding	\$12 million

# Atlantic Corridor: Overall Project Schedule

<b>Milestone</b>	<b>Anticipated Completion Date</b>
Environmental and Preliminary Engineering Start Date	February 2007
Completion of Preliminary Engineering	March 2008
Completion of Environmental Documentation	April 2008
Preparation of Contractor Plans	April 2008-April 2009
Begin Construction	August 2009
Operationally Complete	June 2012

# Atlantic Corridor: Environmental Project Schedule

<b>Milestone</b>	<b>Anticipated Completion Date</b>
Discipline Report Review	October 2007
Preliminary Environmental Assessment	November 2007
Final Environmental Assessment	January 2008
FONSI	April 2008

# Atlantic Corridor: Environmental Assessment

What issues will be addressed in the Environmental Assessment for Phase 2?

- Earth (Geology and Soils)
- Air Quality
- Water Quality (Surface Water, Groundwater, and Coastal Areas/Shorelines)
- Noise
- Hazardous Materials
- Land Use (Land Use Plans and Growth Management)
- Historic, Cultural, and Archaeological Resources
- Socioeconomic Impacts (Including Environmental Justice and Relocations)
- Transportation
- Public Service and Utilities
- Visual Quality
- Indirect and Cumulative Impacts

# How Can I Get More Information?

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Project Web site: [www.wsdot.wa.gov/Projects/SR519](http://www.wsdot.wa.gov/Projects/SR519)

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