



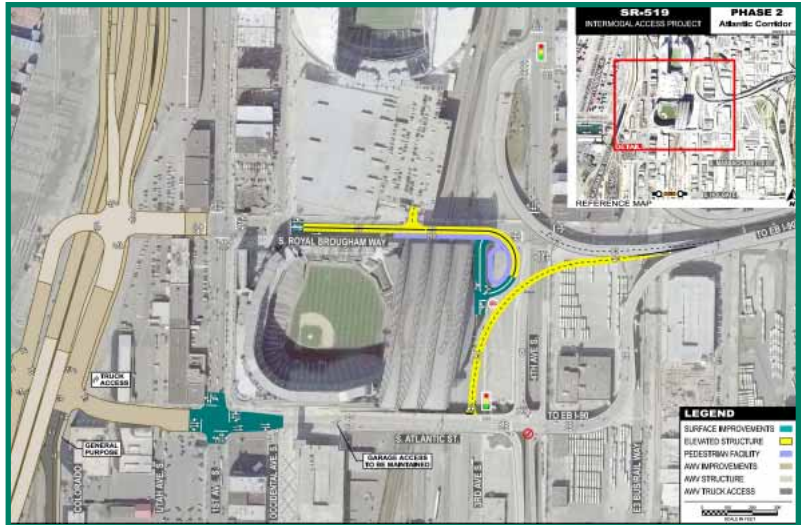
Washington State
Department of Transportation

SR 519 Intermodal Access Project

June 6, 2007

What is the project's history?

In 1999, the Washington State Legislature charged the Washington State Department of Transportation (WSDOT) with improving pedestrian and vehicle safety in the State Route 519 corridor. In 2000, a memorandum of agreement signed by nine interest groups established the goals and phases of the SR 519 project.



Atlantic Corridor design.

Phase 1 of the project was completed in 2004, and in November 2006, WSDOT, City of Seattle and Port of Seattle announced that their preferred design direction for Phase 2 was the Atlantic Corridor option. When Phase 1 was completed, freight, ferry and event traffic saw immediate improvement in their connections to the Port of Seattle, waterfront and stadium areas. The Atlantic Corridor design will improve mobility for these trips and improve pedestrian safety in the corridor. The timeline on the next page shows the progress made to date and highlights changes in the project area.

What's next?

WSDOT, in conjunction with the Federal Highway Administration, will continue with the environmental review process and advancing design. WSDOT will continue to meet with its project partners and local groups to gather feedback throughout the life of the project. In fall 2007, WSDOT will hold a second public open house to share updated project information.

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



Current 4th Avenue off-ramp from I-90 and South Royal Brougham Way.

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SR 519 Timeline

- 1994** • Kingmaker Project, now known as the SR 519 Intermodal Access Project, commences
- 1997** • Environmental Assessment on SR 519 is published and in it a preferred alternative is identified
 - Nine signatories agree with a Memorandum of Agreement to project design and financial contributions for the final design work
 - Finding of No Significant Impact is published
- 2000** • Second Memorandum of Agreement is signed by the original signatories and outlines the three phases of the project
 - Stadium Transition Overlay District is established to encourage pedestrian connections to downtown while discouraging encroachment on nearby industrial uses to the south
- 2001** • Alaskan Way Viaduct and Seawall Replacement Project begins following the Nisqually earthquake
 - WSDOT's construction of Phase 1 at the Atlantic Overpass begins
- 2002** • WSDOT halts work on original Phase 2 when project is 30 percent designed
- 2003** • The vision for the SODO area changes. Partners agree not to implement the Phase 2 design from the 2000 Memorandum of Agreement
 - The State Nickel Package provides \$37.1 million for Phase 2
 - New planning work for Phase 2 begins
- 2004** • The City completes design of Phase 1 surface street improvements
 - WSDOT's construction for Phase 1 substantially ends
 - The City begins its "Livable South Downtown Project"
- 2005** • State Nickel Package funding is advanced to facilitate timing with the Alaskan Way Viaduct and Seawall Replacement Project construction
 - Amtrak requests eventual closure of Holgate due to expected increase in service
- 2005-2006** • WSDOT begins "SR 519 Phase 2 Alternatives Feasibility Assessment" to consider alternatives to the original Phase 2 South Royal Brougham Way connection
- 2006** • The City begins construction of Phase 1 street, sidewalk and Port access improvements
 - March-- The City releases its preliminary recommendations for "Livable South Downtown," which include encouraging renovation of existing buildings and promoting sustainable business development
 - April-- The "SR 519 Phase 2 Alternatives Feasibility Assessment" concludes that feasible alternatives to the original design do exist
 - May-- The City's Phase 1 surface street improvements are complete with the exception of relocating BNSF's tail track
 - July-- WSDOT, City of Seattle, and Port of Seattle agree to 30-day review of potential design options for Phase 2
 - September-- WSDOT, City of Seattle, and Port of Seattle meet with signatories and interest groups to share the three options for Phase 2 direction identified in the 30-day review
 - November-- WSDOT, City of Seattle, and Port of Seattle announce their jointly preferred option for Phase 2 is the Atlantic Corridor
- 2007** • February -- Environmental review and preliminary engineering begins
 - May -- Washington State Legislature approves state-funding of \$62.4 million for Phase 2 of the project
 - June -- WSDOT, in conjunction with the Federal Highway Administration, holds agency and public scoping meetings for the Environmental Assessment for the Atlantic Corridor design