

SR 99 Alaskan Way Viaduct and Seawall Replacement

Revised June 2004

Scenario

Surface Plan



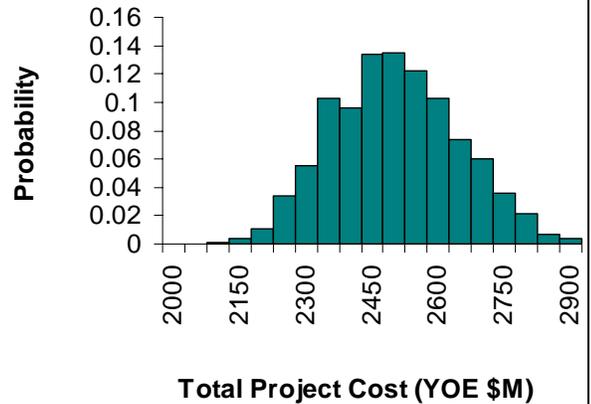
Project Description:

- Removes the viaduct and replaces it with a rebuilt 6 to 8 lane Alaskan Way street.
- Rebuilds the seawall from Washington Street to Myrtle Edwards Park.
- Replaces south end of viaduct with a surface road and connects Royal Brougham and Atlantic (SR 519) over SR 99 on a structure.
- Moves portion of existing viaduct capacity to parallel arterials and I-5.
- Upgrades the Battery Street Tunnel to meet fire and life safety standards.
- Widens the Mercer Street underpass north of Battery Street Tunnel.

Schedule:

Begin Construction Range: 2008
End Construction Range: 2014 - 2015

CEVP Result:

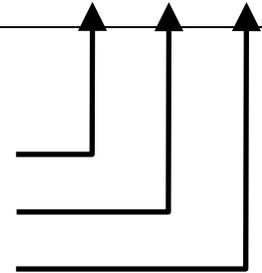


Project Benefits:

- Significantly reduces seismic risk for viaduct and seawall.
- Improves central waterfront by building pedestrian promenade and creating bicycle trails.
- Improves safety in Battery Street Tunnel through improved fire and ventilation systems.
- Improves storm drainage by upgrading to current requirements, which reduces storm water pollution.
- Reduces visual impacts along central waterfront.

Project Cost Range:

- **10% chance the cost < \$2.3 Billion**
- **50% chance the cost < \$2.5 Billion**
- **90% chance the cost < \$2.7 Billion**



What's Changed Since 2003 CEVP:

- Scope: New plan added in Spring of 2003.
- Schedule: No major changes.
- Cost: Reduced by \$100M due to roadway design refinements, decreased ROW needs, and decreased risks

Project Risks:

- Catastrophic failure of viaduct and/or seawall occurs before replacement.
- Complex construction in a dense urban area.
- Complexity in maintaining traffic, relocating utilities, reducing impacts to businesses.
- Potential legal challenges.

Financial Fine Print (Key Assumptions):

- Full project funding available by July 2006.
- Inflation escalation is to 2011, approximate midpoint of construction.
- Additional federal, state, regional and local money needed to complete project.
- Project cost range includes \$ 35 million in past expenses, beginning 2001.

Level of

Project Design:

Low

Medium

High



June 1, 2004



Washington State Department of Transportation