

Preliminary cost estimates were developed for 1st and Atlantic and Alternatives A, B, and A + B. Cost estimates were developed using the WSDOT template for the original SR 519 Phase 2 project. Original SR 519 dollars were escalated to anticipated year of expenditure dollars (YOE \$) based on the proposed project timeline shown in Appendix C, and a rate of 3 percent per year, which is consistent with the Consumer Price Index (CPI) for the Puget Sound Region for the period 2002 through 2005. A cost range is provided due to uncertainties in the project scope, CPI and other risk factors.

ALTERNATIVE	YOE	Cost Range (YOE \$) ¹
1st and Atlantic Street	2008	\$1.6 to \$1.7 million
Alternative A	2017-2018	\$65 to \$71 million
Alternative B	2009-2010	\$43 to \$47 million
Alternative A+B	2009-2018	\$105 to \$114 million
Phase 2 ²	2010	\$59 to \$66 million
RB Loop & Ped. Ramp ³	2006	\$31 to \$33 million
RB Pedestrian Ramp ³	2006	\$13 to \$15 million
RB Loop Ramp ³	2006	\$18 to \$20 million

Table 6-6 – Estimated Costs

Notes:

1. All costs are escalated to year of expenditure dollars
2. Original Phase 2 costs are from WSDOT estimate, escalated to year of expenditure dollars based on 3 percent per year inflation.
3. This estimate year is for comparison only. Actual construction year to be determined.

LIMITATIONS OF ESTIMATES

The following notes apply to the cost estimate prior to escalation. Details of the pre-escalated cost estimates are included in Appendix C.

1. Sales Tax – 8.6 percent.
2. Traffic Services and Safety – Same value used in this study as in the 2002 Phase 2 estimate. Alternative A + B assumes an economy of scale by construction of A and B together Value = \$1,331,000 (= \$2,330,000 for Alternative A + B).

- Items included: Signals, Illumination, Temporary Lighting, Fire Protection Systems, ITS, Signing, Striping and Pavement Markers, Impact Attenuator, and Temp Pedestrian Walkway.
3. Miscellaneous – Same values used in this study as the 2002 Phase 2 estimate, with the addition of unknown risk as noted below (see note 6). Alternative A + B assumes an economy of scale by construction of A and B together. Value = \$2,660,000 (= \$4,655,000 plus Risk for Alternative A + B). Items include: Utility Relocations, Hazardous Material Disposal, Incentive for Early Completion, and Environmental Inspection.
 4. Utility Agreements added to all Alternatives, \$100,000.
 5. Right of Way acquisition costs are estimated using \$100.00 per square foot.
 6. Unknown and currently unquantifiable items such as field investigations, design contingency and miscellaneous unknowns are included under 'Miscellaneous' as 'Risk'. Risk values are proportional to the construction value.
 7. These estimates do not include costs for work outside the direct footprints of the alternatives, such as right-of-way, design, or construction.
 8. The cost estimate for 1st and Atlantic includes \$100,000.00 for Utility Agreements.
 9. Items 10, 12, and 17, shown on the individual cost estimates in Appendix C, were reduced to conform with Phase 2 SCoRE recommendations of June 26, 2002.

These adjustments and assumptions will require further evaluation and assessment prior to finalizing a revised project budget and aging plan.

CURRENT PHASE 2 FUNDING

The funding for SR 519 Phase 2 under the 2005 legislative session from various budgeting sources totaled \$46,344,001.

This page intentionally left blank.