**Project Description:**

- Rebuilds viaduct in the same location with slightly wider lanes and some shoulders.
- Rebuilds seawall from Washington Street to Myrtle Edwards Park.
- Replaces the south end of the viaduct with a surface SR 99 roadway. Connections to Royal Brougham and Atlantic provided by overpasses crossing over SR 99.
- Restores Alaskan Way surface street with 4 lanes.
- Provides improved pedestrian and bicycle access along Alaskan Way.

**Schedule:**

Begin Construction: 2008

**CEVP Result:**

![Probability distribution chart]

Total Project Cost (YOE $M)

**Project Benefits:**

- Reduces seismic risk for viaduct and seawall.
- Rebuilds double deck portion of viaduct with 75 year design life.
- Maintains current highway capacity.
- Improves access and circulation to stadium area, waterfront piers and Port terminals in south end.
- Construction can be phased over time if funding dictates (costs would be adjusted accordingly).
- Improves storm water treatment by upgrading to current requirements, which reduces storm water pollution.
- Maintains view from aerial structure.

**Project Cost Range:**

- 10% chance the cost < $2.7 Billion
- 50% chance the cost < $2.9 Billion
- 90% chance the cost < $3.1 Billion

**What’s Changed Since 2003 CEVP:**

- Scope: Soil improvements scope defined. Broad Street underpass removed, no improvements to Battery Street Tunnel.
- Schedule: No major changes.
- Cost: Reduction in cost of about $400M.

**Project Risks:**

- Catastrophic failure of viaduct and/or seawall could occur before replacement, which could result in a more expensive emergency replacement.
- Complex construction in a dense urban area.
- Limited number of contractors qualified and available to pursue a project this large.
- Potential legal challenges.

**Financial Fine Print (Key Assumptions):**

- Inflation escalation is to 2012, 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  
--- | --- | ---  
![Bar chart]

June 1, 2004  
Washington State Department of Transportation