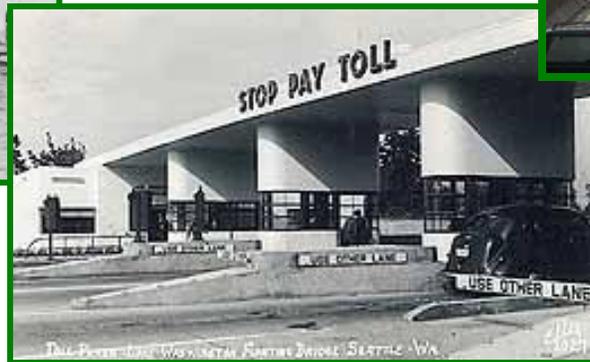




SR 520 Bridge Replacement and HOV Project

Moving Toward a New SR 520



Executive Committee

October 24, 2006
9:30 a.m. – 12:00 p.m.

Project Updates

- **DEIS Released August 18th**
- **Community and Jurisdictional Outreach**
- **Coordination with the University of Washington**
- **Review of Citizen Concepts**

DEIS Community and Jurisdictional Outreach

- Summer 2006 – Attended 31 fairs and festivals throughout the corridor, reaching approximately 4,000 members of the public
- Public hearings held September 18th and September 21st
- 28 briefings conducted with city and town councils (August – October)
- 18 briefings provided to community and neighborhood organizations (August – October)
- Traveling display with project information displayed at libraries, community centers and businesses
- Comment period extended to October 31st



Coordination with the University of Washington

- **UW Workshop Participants**

- University of Washington, including the Medical Center, Athletic Department, and Arboretum/Botanic Gardens
- Sound Transit
- City of Seattle, including the Seattle Department of Transportation and Seattle Parks Department
- King County Metro
- WSDOT

- **Issues discussed**

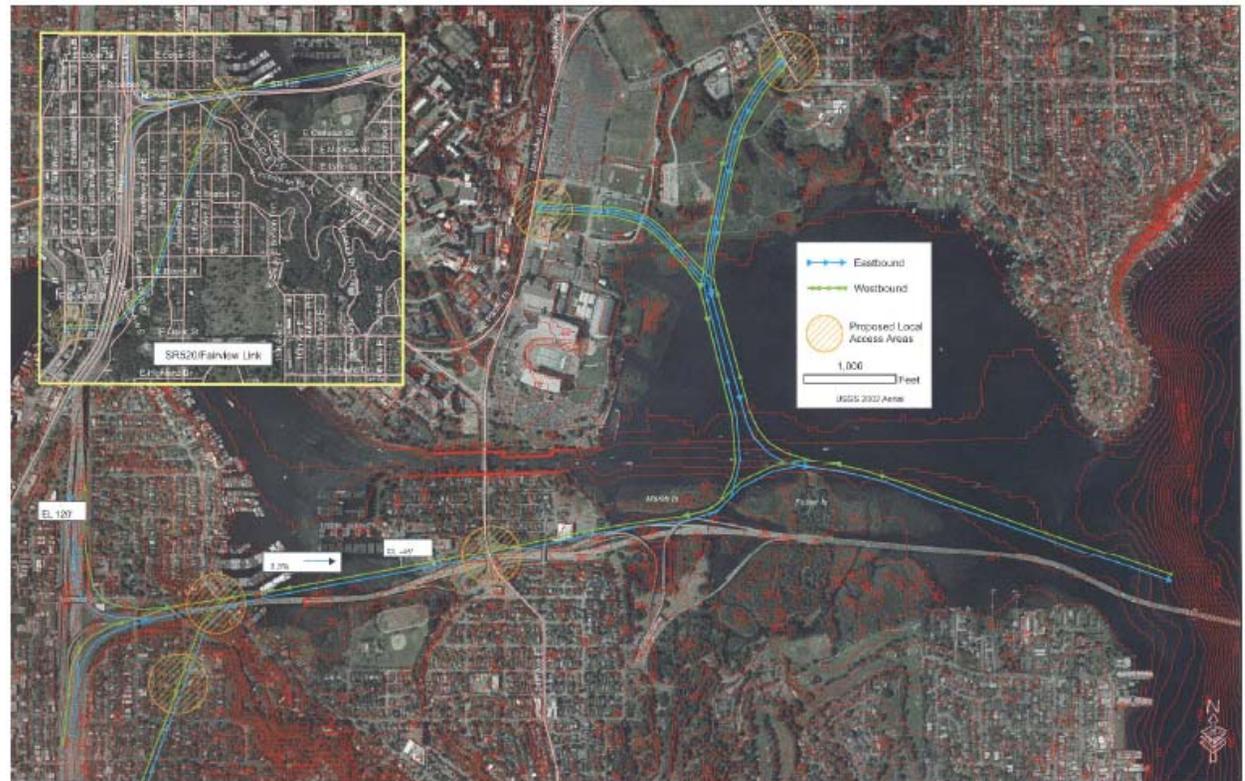
- Construction impacts
- Construction phasing with other projects (Sound Transit)
- Traffic
- Transit
- Parks effects
- Design



Citizen Concepts

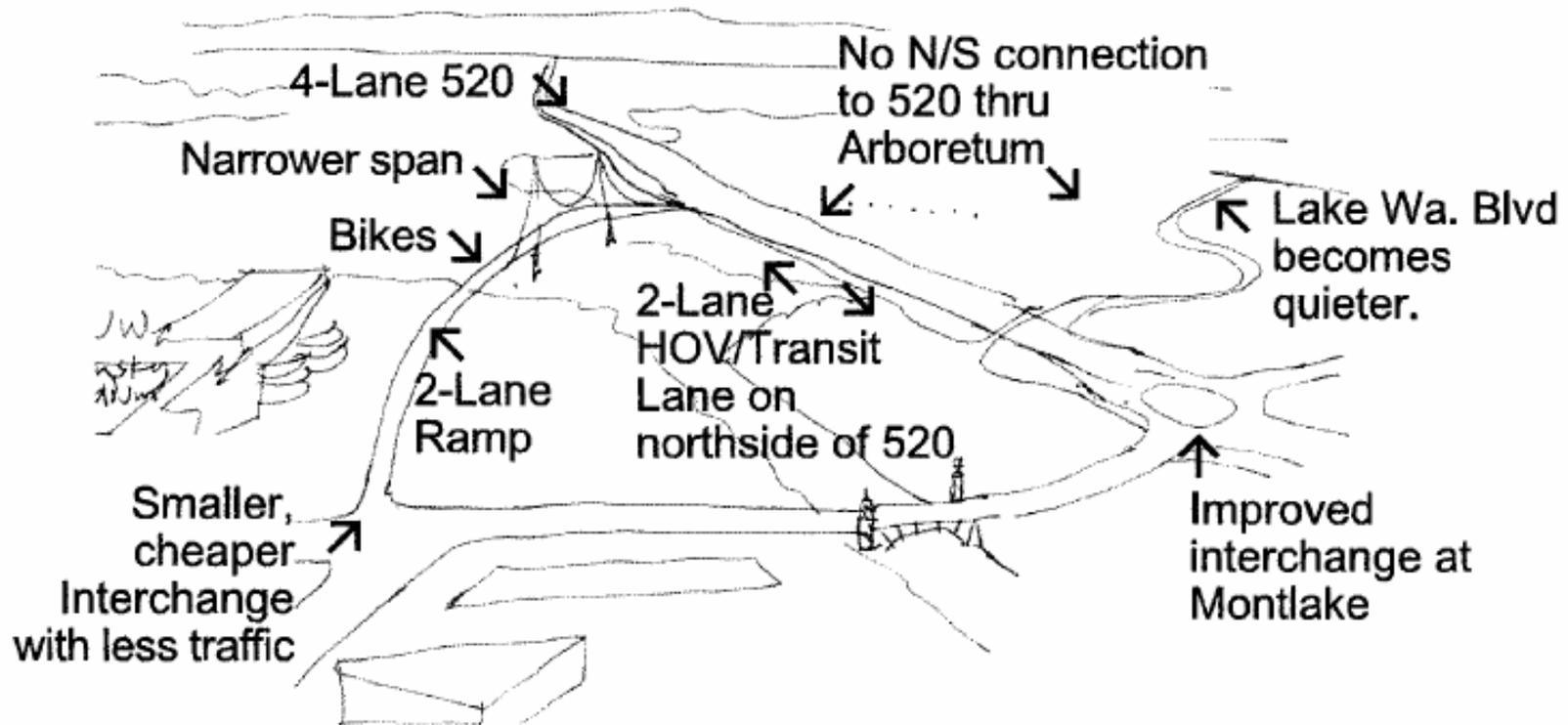
Tube and Tunnel Concept

- Fall 2005 – Citizens from Madison Park and Roanoke introduced a tunnel between I-5 and the SR 520 floating bridge
- WSDOT conducted additional analysis to identify possible solutions to the identified issues
- Concluded that environmental, cost, end engineering issues made the proposal infeasible



Citizen Concepts (continued)

Citizens for a Saner Solution Draft Concept



Expert Review Panel Follow-Up

- **Expert Review Panel Findings**
- **Updated Cost Estimates**
- **Question and Answer**

Expert Review Panel Recommendations: WSDOT Response

Commitment to Implementation Plan Action Recommendations

- Full constructability review at 15% design and another update of cost estimates to assure aggressive cost management
- “Early contractor involvement” and risk-sharing contract procedures developed with prospective contractors
- Continuous “value engineering” to develop savings
- Strengthened inter-agency coordination to assist permit processes, tribal consultation and traffic and construction period planning
- Permit procedural steps should be expedited
- Waivers from over-strict federal traffic design standards where cost savings can be safely achieved
- “Earned value” project financial and management control systems needed now for both projects



Expert Review Panel Recommendations: WSDOT Response

Updating of Cost Estimates

- Expert Review Panel supports WSDOT's overall cost estimate approach but offers suggestions and concerns.
 - Some cost elements may be optimistic
 - Cost ranges in WSDOT's process may be too narrow for early stages of project design
 - National and worldwide construction inflation recent results and trends are steeper than WSDOT's historic experience
- Revisions will stretch high ranges higher, but further project development should achieve project at a mid-range of likely or "real case" costs.

Expert Review Panel Recommendations: WSDOT Response

Background

- Governor direction to WSDOT in response to ERP findings and recommendations:
 1. Reevaluate the cost estimates for (the projects) and and Work with the Expert Review Panel to determine the accuracy of the reports
 2. Develop a plan for implementing the Panel's recommendations
 3. Develop a communications plan to make sure the public gets key information and understands the decision making timelines for the projects
 4. Work with the financing partners (City, Port, RTID, others) to assure clear understandings of responsibilities and full funding of each project.

Expert Review Panel Recommendations: WSDOT Response

Project Cost Reevaluation

- Week of September 11 - Workshop
 - Four Panel Members (Edgerton, Brown, Baker, and McCracken) along with WSDOT and consultant project team members and SDOT staff
 - Detailed review of the core elevated and core tunnel options for the viaduct, and the 6-lane Pacific Interchange for 520
 - (4-lane and 6-lane Montlake were later derived)

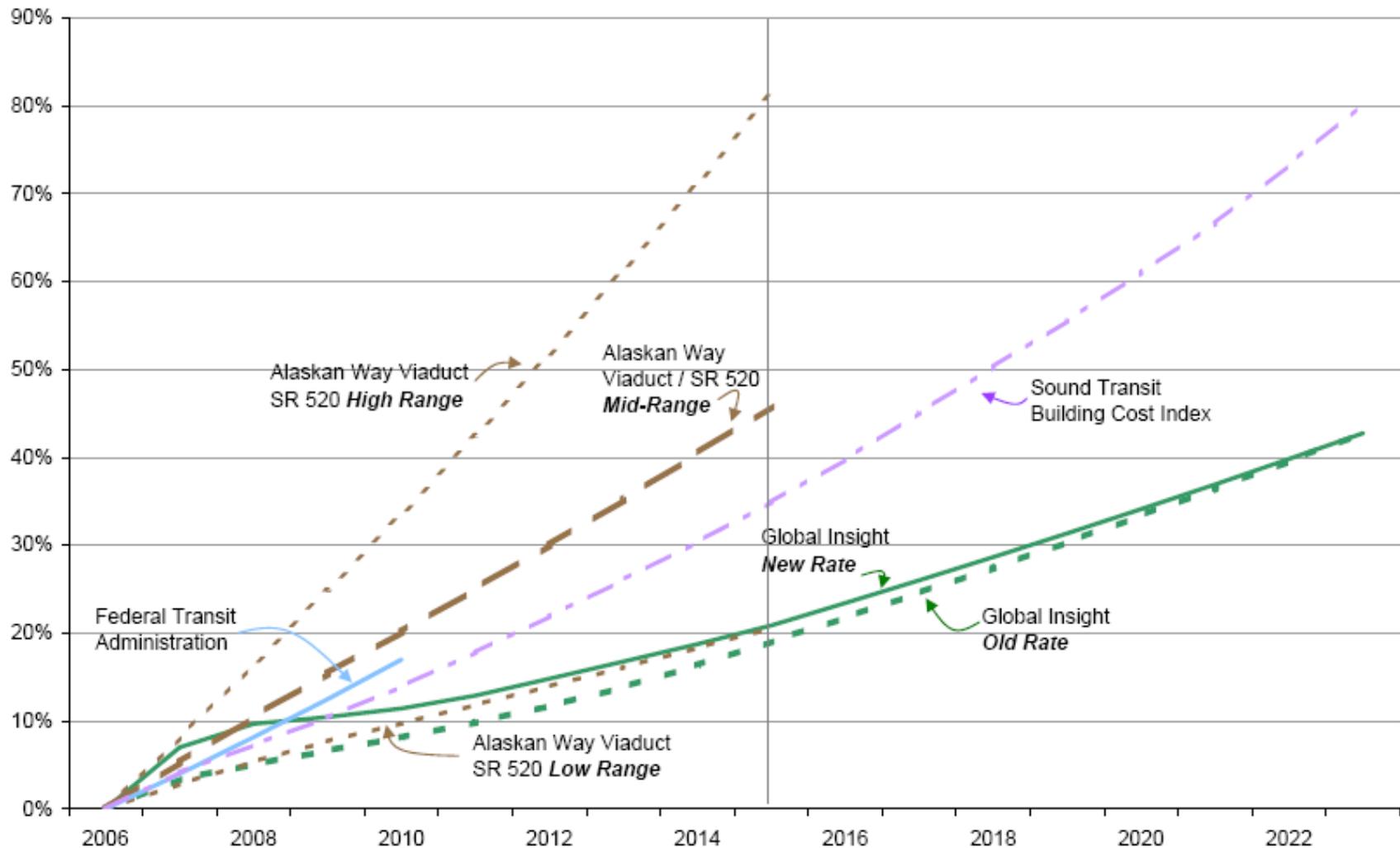
Expert Review Panel Recommendations: WSDOT Response

Workshop Key Changes

- Brought 2005 base estimates up to current bid-climate levels
 - Recall 520 was a pre-Katrina estimate
 - 18-23% materials escalation in last 12-18 months
- Provided additional contingency, above general inflation rates (below), to account for the volatile construction materials and labor market
- Changed inflation rate projections...and added variability
 - 520 – was 3%
 - AWW – was 2.1 – 2.4%
 - New for both: average 4% with variation allowed, plus or minus 2%
 - Mean numbers approx. 4%
 - Low numbers approx 2%
 - High numbers approx 6%
- We increased the likelihood and impacts of a risk previously identified, called “Market Uncertainty,” in the estimates.
 - accounts for the possibilities of labor shortages, specialty contractor overload, and a general market that is less competitive because of busier contractors, less bidders, and a flood of work in the region (ST, Nickel, TPA, RTID...)
- Took opportunity to update the project scopes and better quantified risks for potential added scope (especially relevant to SR 520)

Expert Review Panel Recommendations: WSDOT Response

Construction Cost Inflation Forecasts - Various Agencies and Projects (September 29, 2006)



Updated Cost Estimates

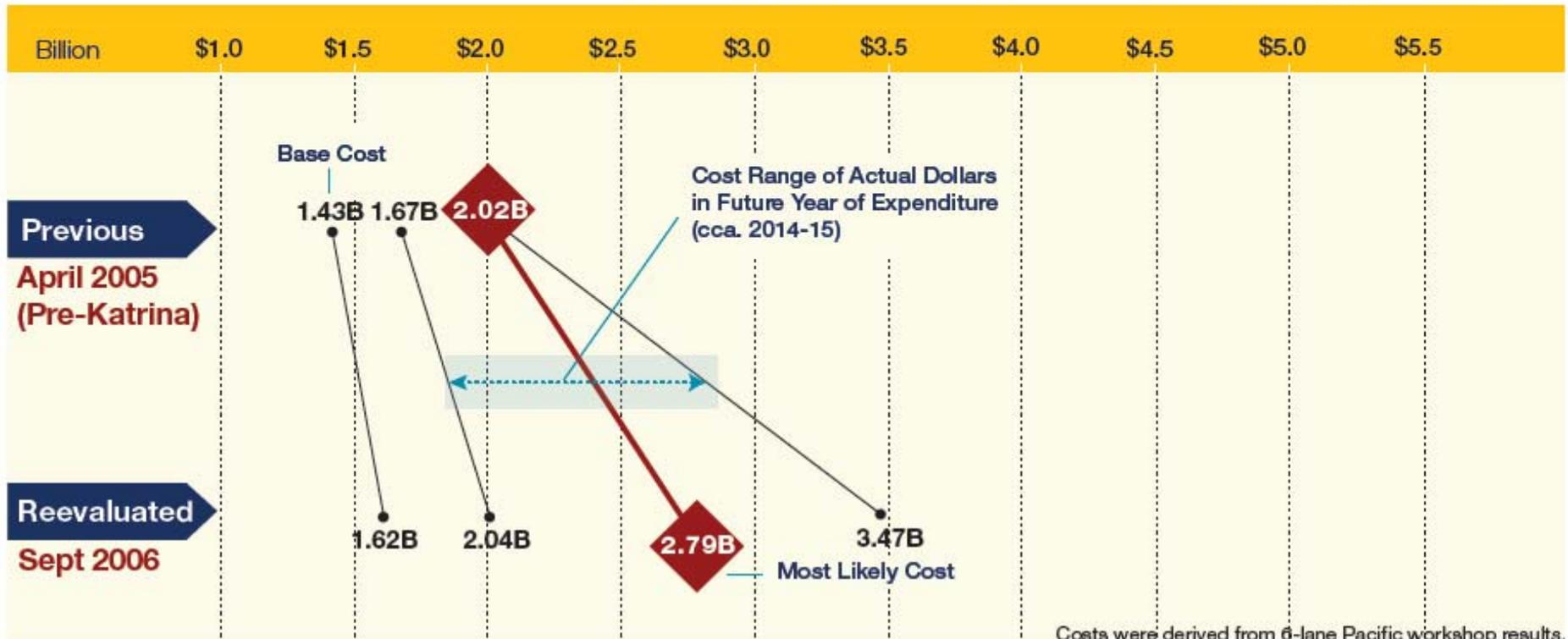
SR 520 Bridge Updated Project Cost Estimates*			
Range	4-Lane with Montlake Interchange	6-Lane with Montlake Interchange	6-Lane with Pacific Interchange
Low	\$2.04 billion	\$2.84 billion	\$3.34 billion
Likely	\$2.70 billion	\$3.9 billion	\$4.38 billion
High	\$3.47 billion	\$4.87 billion	\$5.34 billion

**Updated cost estimates directed by Expert Review Panel, September 2006.*

Updated Cost Estimates

4-Lane Alternative

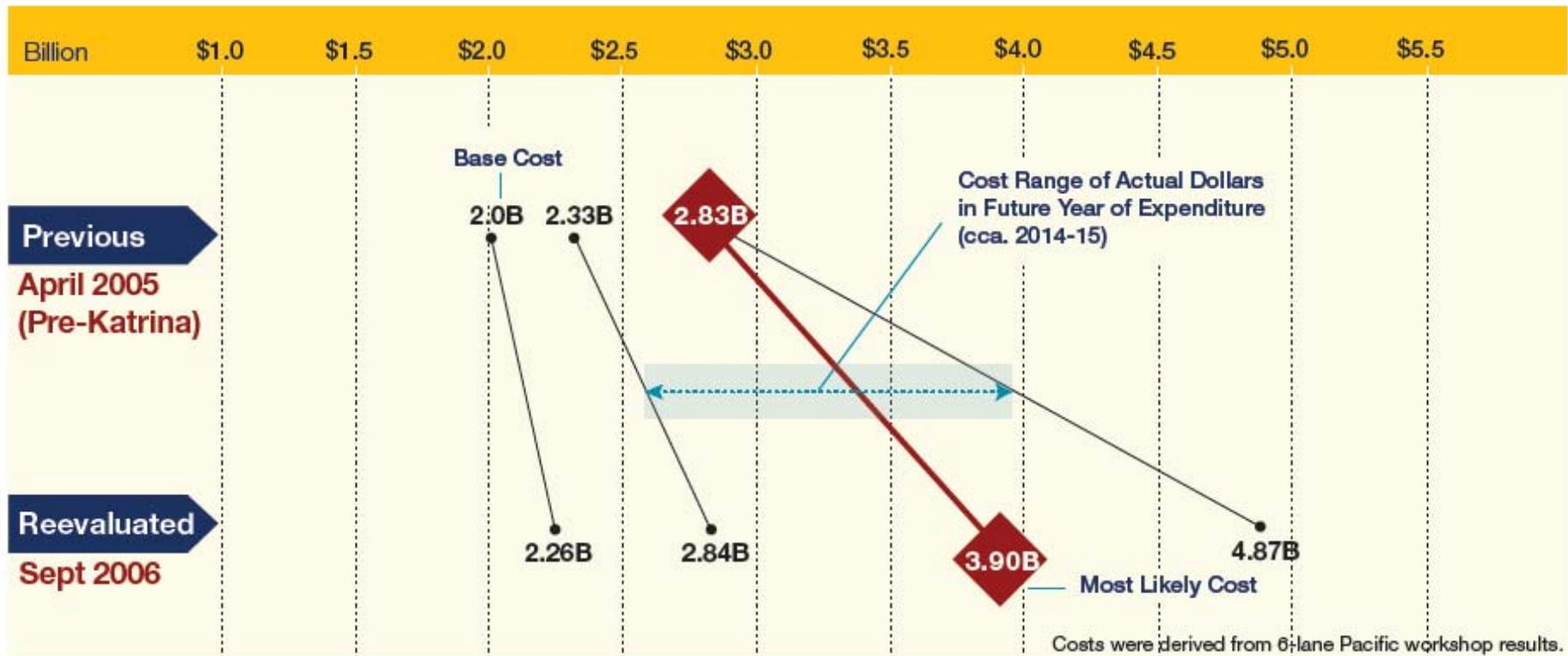
September 20, 2006



Updated Cost Estimates

6-Lane Alternative with Montlake Interchange

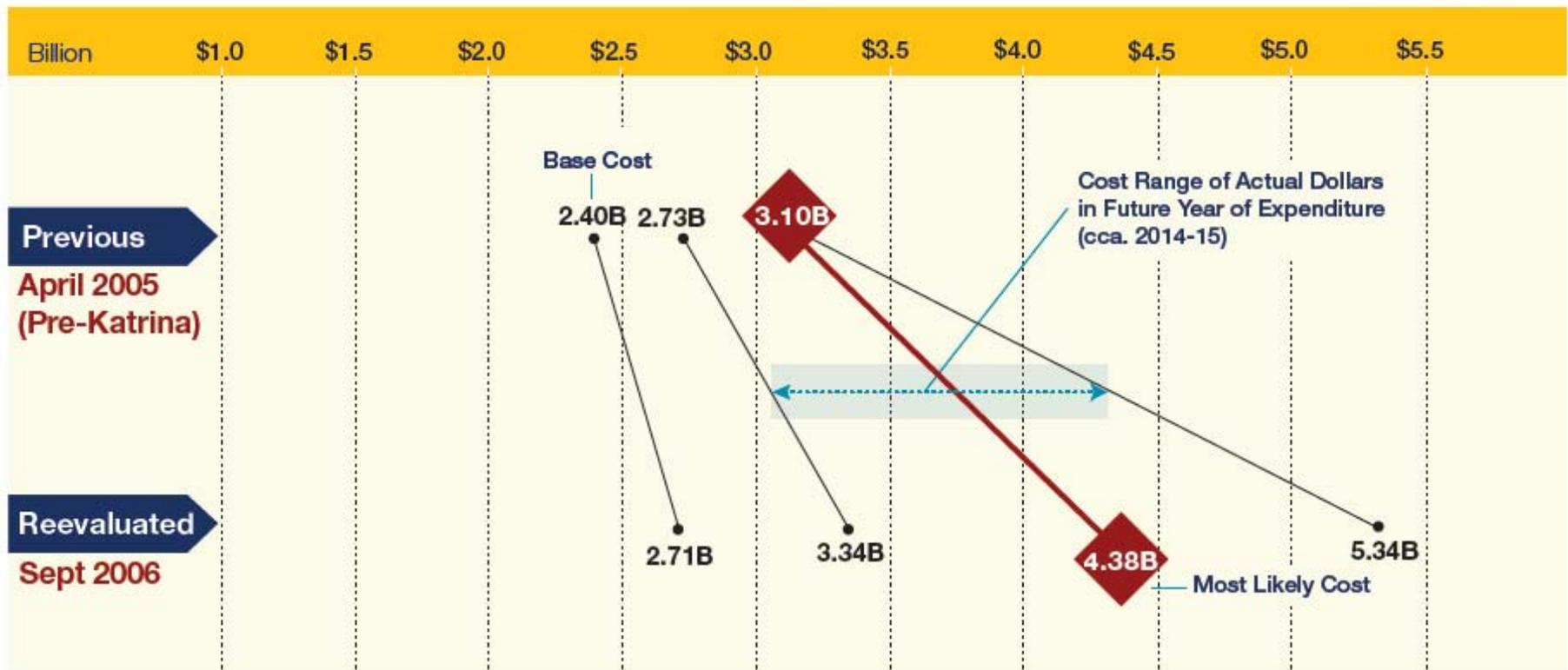
September 20, 2006



Updated Cost Estimates

6-Lane Alternative with Pacific Interchange

September 20, 2006



DEIS Public Comments

- Over 800 Draft EIS full documents, executive summaries, and CDs have been distributed to agencies, organizations, libraries, and individuals.
- As of 10/18/06, 657 individuals, businesses, community groups, and jurisdictions have provided 734 comments via letters, emails, written comment forms, e-comments, and oral comments.
- Of the 734 comments, the majority (422) have come from Seattle zip codes, and approximately 14% (100) represent the Eastside.

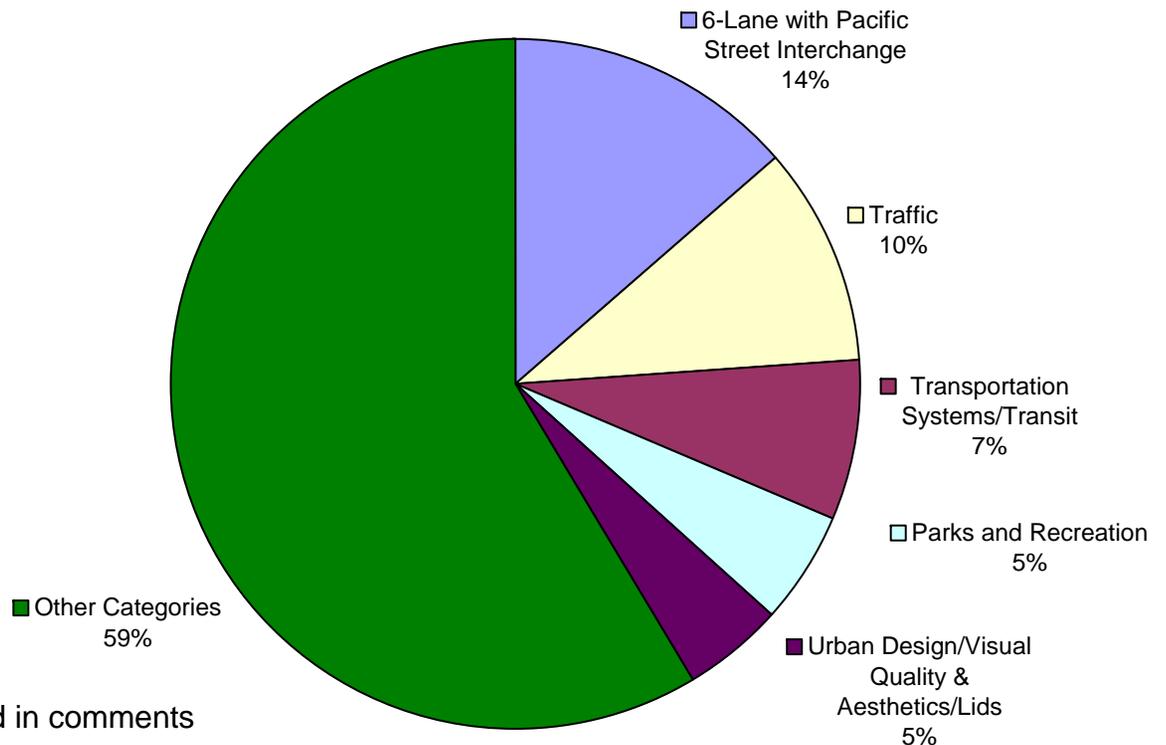


DEIS Public Comments

Top areas of interest* (through 10/18/06)

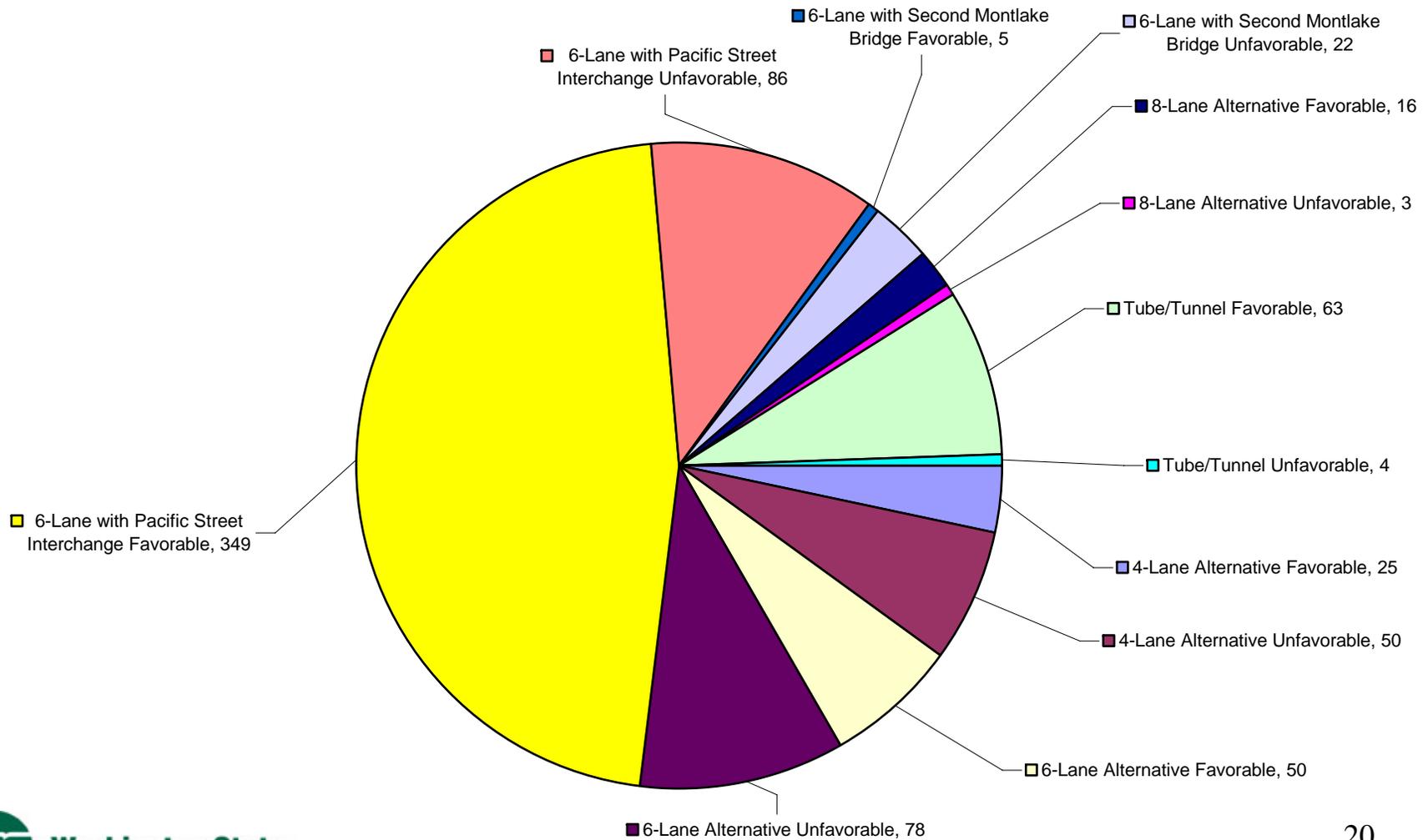
1. 6-Lane Pacific Interchange
2. Traffic
3. Transportation System/Transit
4. Parks and Recreation
5. Urban Design/Visual Quality
6. Other Categories
 - Community character and effects
 - Noise and noise mitigation
 - Bicycle and pedestrian access
 - Funding and tolling
 - Environmental concerns
 - Agency coordination
 - Tube and Tunnel option

* Percent of **3,087 total topics** addressed in comments



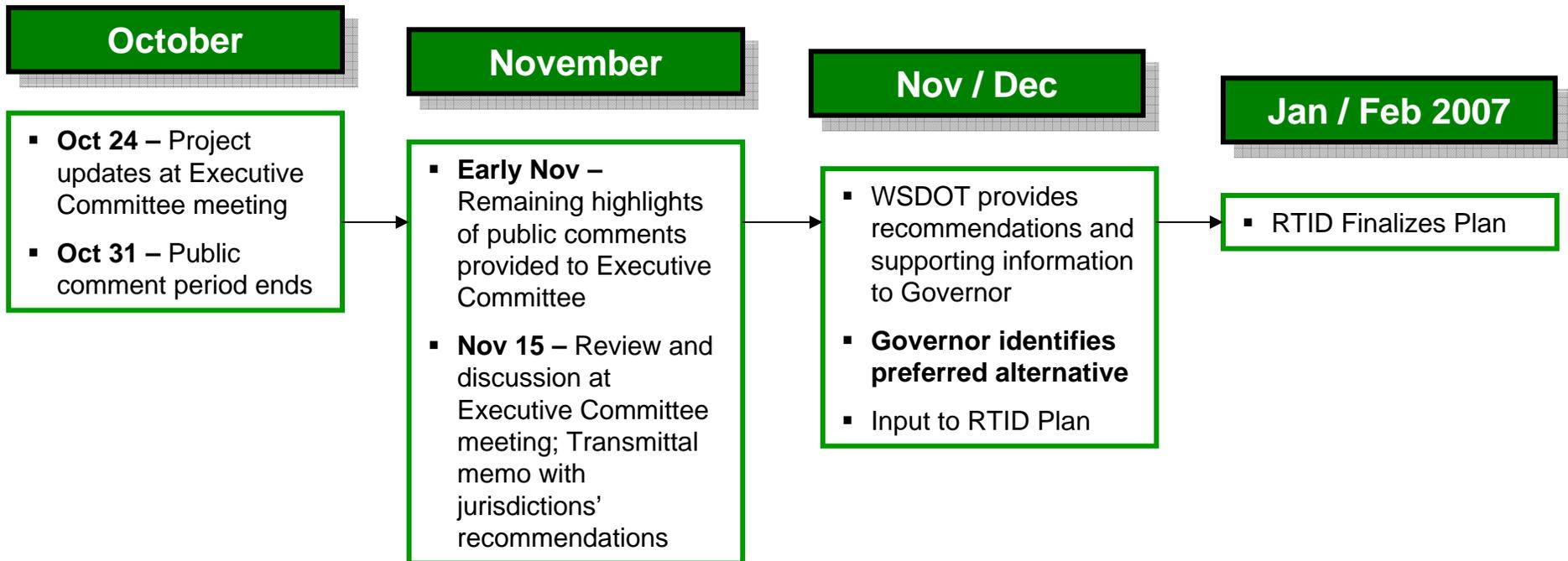
DEIS Public Comments

Comments by Alternative (through 10/18/06)



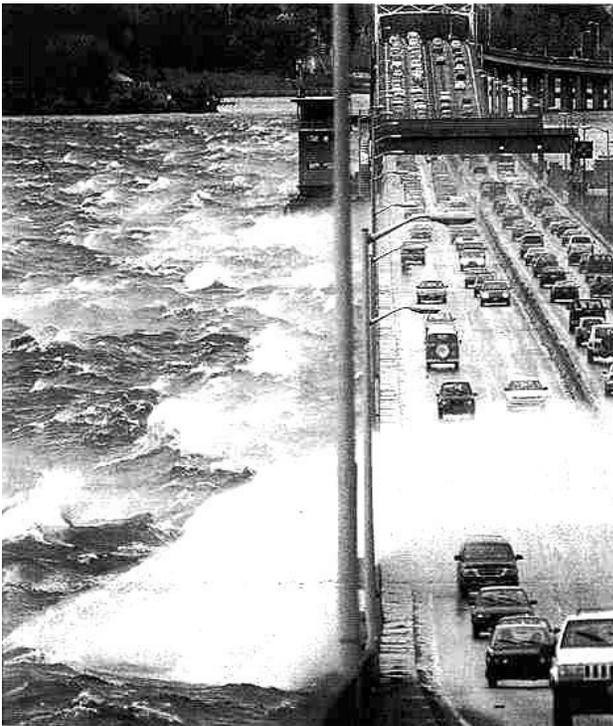
Next Steps

Fall 2006 Executive Committee Process



Catastrophic Failure Planning

How will WSDOT be prepared if the bridge fails?



Emergency Response Planning:

- **Draft Plan Developed: Fall 2005 – Fall 2006**
- **Jurisdictional Outreach: Winter 2006 – Spring 2007**
- **Drills and Exercises: Spring 2007 – Spring 2008**

Public Comment