

SR 520 Bridge Replacement and HOV Project

Revised June 2004

6-Lane Alternative
2 General Purpose Lanes and
1 HOV Lane in each direction



Project Description:

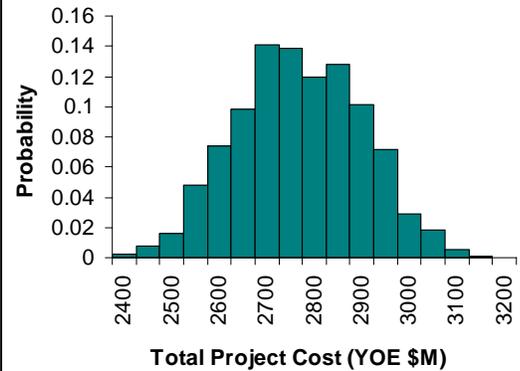
- Rebuilds and expands SR 520 to six lanes between I-5 and Bellevue Way, two general purpose lanes, one HOV lane and full shoulders in each direction
- Rebuilds the Evergreen Point Bridge and the Portage Bay Bridge
- Inside HOV Lanes and inside Transit Stops at Montlake, 76th, & 92nd
- Adds reversible HOV access to the I-5 express lanes to and from downtown Seattle
- Creates new bicycle/pedestrian link across Lake Washington
- Includes five lidded sections of freeway (Roanoke, Montlake, 76th, 84th, & 92nd).
- Electronic toll collection
- pontoons sized to carry future High Capacity Transit

Schedule:

Begin Construction 2008
 End Construction Range: 2017 – 2018

CEVP Result:

(Cost Estimation Validation Process)



Project Benefits:

- Reduced seismic and storm damage risks to the Evergreen Point and Portage Bay Bridges.
- Improves safety and reliability by adding full shoulders.
- Serves 26% more people in 11% more vehicles during the peak travel time
- Improves travel time and reliability for HOV and Transit by adding HOV lanes and completing the SR 520 HOV system between Seattle and Redmond.
- Provide HOV and Transit benefit with new SR 520 to I-5 express lanes connection for morning and evening
- Enhanced community connections with lids.
- Improves environmental quality by removing “ramps to nowhere” in Arboretum area, improving water quality by treating storm water, and reducing noise in communities by adding sound walls.
- Creates a new link for bicycles and pedestrians across Lake Washington.
- Accommodates future High Capacity Transit across Lake Washington on the floating bridge section.

Project Cost Range:

- **10% chance the cost < \$2.6 Billion**
- **50% chance the cost < \$2.7 Billion**
- **90% chance the cost < \$2.9 Billion**

What's Changed Since 2003 CEVP:

- Scope: HOV lanes included in the Portage Bay / Montlake area to complete the HOV system from I-5 to Redmond. Added braided HOV direct access ramps to Montlake Blvd.
- Schedule: Construction schedule assumes “Cash Flow” scenario and new scope, adding 2 years to the full schedule.
- Cost: HOV lanes across Portage Bay, HOV direct access ramps to Montlake Blvd, escalation costs for cash flow scenario and risks associated with the use of long girders increased costs of full project by \$400M.

Project Risks:

- Changes in construction methods for long girders.
- Catastrophic failure of floating and fixed bridges could occur before replacement.
- Limited number of qualified and available contractors could increase costs.
- Near shore construction permitting.
- Changes in seismic design criteria.
- Sound Transit North Link alignment coordination.
- Design revisions at the I-405 interchange.
- Potential legal challenges.
- Delays in funding.

Financial Fine Print (Key Assumptions):

- Project design and construction funding based on cash flow from the Nickel, RTID, Tolling, State, and other funding sources
- Design funding available 7/05 and construction funding by 1/08.
- Inflation escalation is to 2012, approximate midpoint of construction. Assumes tolling.
- Additional federal, state and regional needed to complete project.
- Project cost range includes \$30 million in past expenses.

Level of

Project Design:



June 1, 2004



SR 520 Bridge Replacement and HOV Project

Released June 2004

6-Lane Alternative Phase 1 2 General Purpose Lanes and 1 HOV Lane in each direction



Project Description:

- Rebuilds and expands SR 520 to six lanes from just east of Montlake Blvd. to Bellevue Way, two general purpose lanes, one HOV lane and full width shoulders in each direction
- Rebuilds the Evergreen Point Bridge and the Portage Bay Bridge
- Inside HOV Lanes and inside Transit Stops at Montlake, 76th, & 92nd
- Creates new bicycle/pedestrian link across Lake Washington
- Includes five lidded sections of freeway (Roanoke, Montlake, 76th, 84th, & 92nd).
- Electronic toll collection
- Pontoons sized to carry future High Capacity Transit

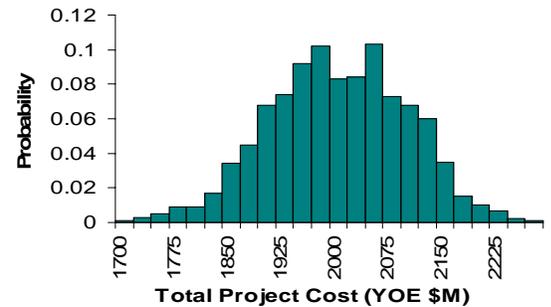
Schedule:

Begin Construction
2008

End Construction
Range: 2015 – 2016

CEVP Result:

(Cost Estimation Validation Process)



Project Benefits:

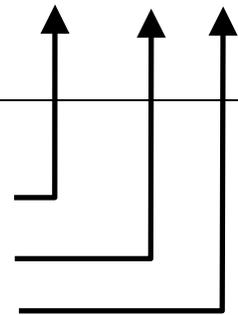
- Reduced seismic and storm damage risks to the Evergreen Point and Portage Bay Bridges
- Improves safety and reliability by adding full shoulders and expanding SR 520 to six lanes
- Increased highway capacity
- Improves travel time and reliability for HOV and Transit by adding HOV lanes and completing the SR 520 HOV system between Montlake Blvd and Redmond
- Enhanced community connections with lids
- Improves environmental quality by removing “ramps to nowhere” in Arboretum area, improving water quality by treating storm water, and reducing noise in communities by adding sound walls
- Creates a new link for bicycles and pedestrians across Lake Washington
- Accommodates future High Capacity Transit across Lake Washington on the floating bridge section

Project Cost Range:

10% chance the cost < \$1.9 Billion

50% chance the cost < \$2.0 Billion

90% chance the cost < \$2.1 Billion



What's Changed Since 2003 CEVP:

- Scope: This is a phase 1 scenario that includes the replacement of the floating bridge, approaches, necessary improvements in Seattle to connect the new bridges into the existing roadway system and completes the new construction and HOV lanes to Bellevue
- Schedule: Construction schedule assumes a “Cash Flow” scenario.
- Cost: A reduced cost project to fit into a minimal funding scenario.

Project Risks:

- Changes in construction methods for long girders.
- Catastrophic failure of floating and fixed bridges could occur before replacement.
- Limited number of qualified and available contractors could increase costs.
- Near shore construction permitting.
- Changes in seismic design criteria
- Potential legal challenges.
- Delay in funding.

Financial Fine Print (Key Assumptions):

- Project design and construction funding based on cash flow from the Nickel, RTID, Tolling, State, and other funding sources
- Design funding available by 7/05 and construction funding by 1/08.
- Inflation escalation is to 2012, approximate midpoint of construction
- Additional federal, state, regional and local money is needed to complete the project. Assumes tolling.
- Project cost range includes \$30 million in past expenses.

Level of

Project Design:



June 1, 2004

