SR 520 Bridge Replacement and HOV Project
Revised June 2004

4-Lane Alternative
2 General Purpose Lanes in each direction

Project Description:
- Rebuilds the existing four-lane highway from I-5 in Seattle to Bellevue Way with 2 lanes in each direction and full width shoulders
- Rebuilds the Evergreen Point Bridge and the Portage Bay Bridge
- Rebuilds existing westbound HOV lane from 108th to the east end of the Evergreen Point Bridge
- Rebuilds outside Transit Stops at Montlake, 76th, & 92nd
- Adds HOV access to the I-5 express lanes to downtown Seattle
- Creates new bicycle/pedestrian link across Lake Washington
- 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 Cost Range:
10% chance the cost < $ 1.7 Billion
50% chance the cost < $ 1.8 Billion
90% chance the cost < $ 2.0 Billion

What’s Changed Since 2003 CEVP:
- Scope: No Change
- Schedule: Construction schedule includes a “Cash Flow” scenario for project segments.
- Cost: Escalation costs from cash flow scenario and risk associated with the use of long girders resulted in net increase of $100M.

Project Benefits:
- Reduced seismic and storm damage risks to the Evergreen Point and Portage Bay Bridges
- Improves safety and reliability by adding full shoulders to SR 520
- Maintains current highway capacity and serves 3% more people in 7% fewer vehicles during the peak travel time
- Provides increased transit benefit with new SR 520 to I-5 express lanes connection and improved SR 520 Transit Stops
- 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 and to existing trails.
- Accommodates future High Capacity Transit across Lake Washington on the floating bridge section.

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.
- Potential legal challenges.
- Delays in funding

Level of Project Design: Low Medium High

June 1, 2004