**Project Description:**
- Replaces the viaduct and seawall with a six-lane, side-by-side cut and cover tunnel.
- Rebuilds the seawall from Pike Street to Myrtle Edwards Park.
- Replaces south end of viaduct with a surface road and connects Royal Brougham and Atlantic (SR 519) over SR 99.
- Upgrades the Battery Street Tunnel to meet fire and life safety standards.
- Widens the Mercer Street underpass north of Battery Street Tunnel to facilitate construction detours and improve access.
- Restores Alaskan Way with four lanes.
- Provides improved pedestrian and bicycle access along Alaskan Way.

**Schedule:**
- Begin Construction: Range: 2008
- End Construction: Range: 2015 - 2016

**Project Cost Range:**
- 10% chance the cost < $3.4 Billion
- 50% chance the cost < $3.7 Billion
- 90% chance the cost < $4.0 Billion

**What’s Changed Since 2003 CEVP:**
- Scope: Tunnel cross section narrowed to 2 ft. inside and 10 ft. outside shoulders with 11 ft. lanes. Broad Street Underpass removed. Ramps to Elliot/Western from mainline tunnel now included.
- Schedule: Duration of construction shortened due to building the tunnel in a single pass instead of two sequential passes.
- Cost: Estimate refined in the areas of contaminated soil and water, Right of Way, utilities, and the complex work between Pike Street and the Battery Street Tunnel lowered costs by $100 M.

**Financial Fine Print (Key Assumptions):**
- Inflation escalation is to 2012, approximate midpoint of construction.
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes $35 million in past expenses, beginning 2001.

**Level of Project Design:**
- Low
- Medium
- High

**June 1, 2004**