

SR 520 Bridge Replacement and HOV Program Expenditures to Date Summary (1997 – December 2012)

Program History

During the past 16 years, WSDOT has worked toward replacing the aging and vulnerable State Route 520 floating bridge and approaches and improving the corridor from I-5 in Seattle to State Route 202 in Redmond.

This has included corridor planning, preliminary engineering, right of way (or property) acquisitions, and construction activities.

As legislative funding decisions were made over the years, WSDOT further defined specific corridor projects and segments for analysis, environmental review, design and construction. In 2003, the Legislature created the SR 520 Bridge Replacement and HOV Program. The SR 520 Program is now defined as three projects:

- I-5 to Medina: Bridge Replacement and HOV Project
- Medina to SR 202: Eastside Transit and HOV Project
- Pontoon Construction Project (Grays Harbor County)

Work on the SR 520 corridor prior to 2003 was related to the Trans-Lake Study.

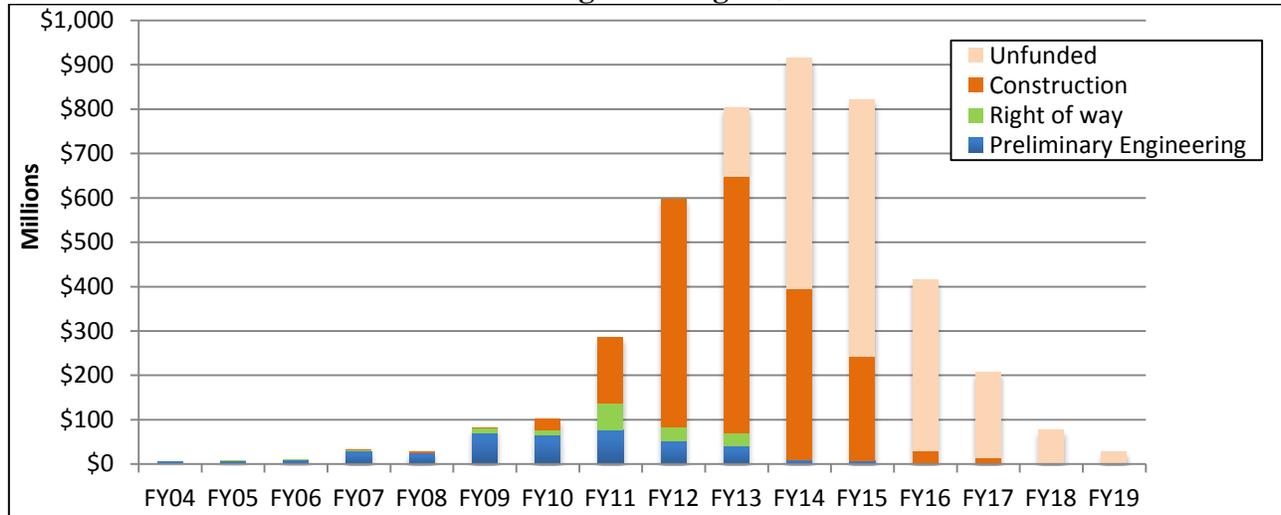
Key milestones completed to date include:

- Completion of the Trans-Lake Study (1997 to 2003).
- Compliance with seven legislative requirements for reports, studies, and/or processes.
- Completion of all nine environmental documents needed for construction permits.
- Purchase of properties necessary for construction or mitigation.
- Start of construction for Eastside, Pontoon and Floating Bridge and Landings projects.
- Receipt of \$300 million federal loan that funds the West Approach Bridge North construction phase.

Program Cost Estimates

The chart on the following page illustrates the actual and projected cash flow for the program from Fiscal Year 2004 to Fiscal Year 2019.

SR 520 Program budget: \$4.65B



Costs to Date

In 2009, the Legislature capped the SR 520 program at \$4.65 billion. In October 2012, WSDOT released updated cost estimates that show all project elements are \$4.128 billion, or \$522 million less than the amount authorized by the Legislature.

To date, the SR 520 Program has spent \$1.124 billion, or just over 24 percent of the program cost limit. Additionally, \$22 million was spent on the Trans-Lake Study. The table below provides a summary of the total expenditures from 1997 through December 2012, separated into three categories that are used to track WSDOT contracts and expenditures: Preliminary Engineering, Right of Way, and Construction.

Expenditures to Date	Approximate cost
Trans-Lake Study (1997-2003)	\$22 million
Sub-total	\$22 million
SR 520 Bridge Replacement and HOV Program (2003 – Dec 2012)	
Preliminary Engineering (<i>design and environmental</i>)	\$327 million
Right of Way	\$89 million
Construction	\$708 million
Sub-total	\$1.124 billion
Grand total	\$1.146 billion

1997-2003 Trans-Lake Study

WSDOT spent approximately \$22 million from 1997 to 2003, planning for and studying how to move people and goods across and/or around Lake Washington in the most efficient means possible. This effort included analysis of the existing bridges (both I-90 and SR 520), locations for new bridge routes, ferry options, and multimodal approaches. The effort also included working with jurisdictions and elected officials on plans to replace the SR 520 floating bridge. The Trans-Lake Study, as this effort came to be known, was the primary result of this work.

In 2002, Referendum 51 was presented to Washington voters to fund a range of transportation improvements, including \$100 million to continue planning on the SR 520 corridor. The referendum was rejected by voters, leaving SR 520 corridor planning with no source of funding, thus putting on hold any forward momentum that was gained by completing the Trans-Lake Study and Project.

July 2003 – present: SR 520 Bridge Replacement and HOV Program

In 2003 the Legislature enacted the Nickel Package for transportation, and included \$52 million for the new SR 520 Bridge Replacement and HOV Project – the Legislature’s direct action resulting from the Trans-Lake Study that identified the needed replacement of the floating bridge and additional safety and mobility improvements in the SR 520 corridor.

From July 2003 through December 2012, WSDOT spent approximately \$1.124 billion, with funding from Nickel and TPA transportation packages as well as tolling and federal sources.

Preliminary Engineering: \$327 million spent through Dec. 31, 2012

- **Design:**

- Corridor conceptual designs from I-5 in Seattle to SR 202 in Redmond, including a six-lane highway and bridge, initial designs for vulnerable bridges and structures, freeway lids, on- and off-ramps, transit access, stormwater facilities, and conceptual plans for mitigation.
- Preliminary designs for pontoons and pontoon casting facility in Grays Harbor County which allowed WSDOT to seek design-build construction proposals and award a \$367.3 million contract for the Pontoon Construction Project to Kiewit-General. Construction began in February 2011.
- Jurisdiction and community design coordination and consensus with Bellevue, Redmond, Medina, Kirkland, Hunts Point, Yarrow Point and Clyde Hill for the Eastside Transit and HOV Project, which allowed WSDOT to seek design-build construction proposals and award a \$306 million contract to Eastside Corridor Constructors. Construction began in April 2011.
- Multiple legislatively mandated processes conducted on the SR 520 Program to evaluate project effects and/or develop or evaluate design options:
 - 2003, ESHB 1163: Required a seven-member advisory committee to evaluate traffic impacts and options for the Portage Bay/Roanoke Park/North Capitol Hill neighborhoods.
 - 2004, ESHB 2474: Continued the seven-member advisory committee required in ESHB 1163.
 - 2006, ESSB 6241: Required appointment of independent expert review panel to review the finance plans, review the implementation plan, and report to the Governor, who was then required to submit findings to the Legislature about the panel’s recommendations.
 - 2007, ESSB 6099: Required Office of Financial Management to hire a mediator to evaluate I-5 to Medina design options. This mediation led to 12 freeway and interchange design proposals for the Montlake area. The group narrowed the list to three design options (A, K and L) for complete analysis in the 2010 Supplemental Draft Environmental Impact Statement (SDEIS). The bill had three other key requirements: 1) for WSDOT to work with UW and transit agencies on a multimodal transportation plan; 2) submission of a project finance plan; and 3)

required development of a health impact assessment. This work resulted in several reports that were submitted to the Legislature and Governor:

- *SR 520 Finance Plan (January 2008)*
- *SR 520 Health Impact Assessment (September 2008)*
- *Westside Project Impact Plan (December 2008)*
- *SR 520 High Capacity Transit Plan (December 2008)*
- 2008, ESHB 2878: Required WSDOT to obtain a Record of Decision (ROD) prior to commencing construction on the SR 520 Bridge Replacement and HOV Project. It also required the department to develop a plan for improvements for traffic flow from the Lake Washington shoreline to 108th Avenue N.E. in Bellevue, including (a) near-term, low cost enhancements which relocate HOV lanes to the inside, and (b) an accelerated improvement project for the construction of median flyer stops, reconfiguration of interchanges, addition of direct-access ramps, community enhancement lids, and pedestrian/bike path connections. This work resulted in the *Accelerated Improvements to Address ESHB 2878* report that was submitted to the Legislature and Governor in September 2008.
- 2009, ESHB 2211: Created the SR 520 Legislative Workgroup, comprised of legislators from the transportation committees and the SR 520 corridor, to recommend design options to include in the supplemental draft EIS, as well as review financing options. The SR 520 Legislative Workgroup recommended “Option A+” for the Montlake interchange and freeway design. This work resulted in the *SR 520 Legislative Workgroup Recommendations Report*, which was submitted to the Legislature and Governor in December 2009.
- 2010, ESSB 6392: Directed WSDOT to convene three workgroups, comprised of various partners, and submit recommendations to the Governor and Legislature on: design refinements, Arboretum mitigation options, transit recommendations, and planning and financing for high capacity transit. This work resulted in several reports that were submitted to the Legislature and Governor:
 - *ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (October 2010)*
 - *ESSB 6392: High Capacity Transit Planning and Financing Findings and Recommendations Report (December 2010)*
 - *Washington Park Arboretum Mitigation Plan (December 2010)*
- 2011-2012: Completed the Seattle Community Design Process, an interactive design process to shape and refine the project vision and gather public input on the west side of the corridor. Over 1,100 people attended seven public workshops and provided over 1,600 public comments on a draft design report. A final report was published in December 2012.

Environmental documentation

WSDOT has met all federal and state requirements to analyze and document the potential effects of the projects on the surrounding environment and affected communities. A total of nine environmental documents were required for the whole SR 520 Program, and are described below.

- All nine environmental impact analysis documents for the SR 520 Program are complete:

- Completed 2006: Draft Environmental Impact Statement for the floating bridge and interchanges from I-5 in Seattle to 108th Avenue NE in Bellevue.
- Completed 2009: Environmental Assessment for the Eastside Transit and HOV Project from Medina to SR 202 in Redmond.
- Completed 2010: Supplemental Draft Environmental Impact Statement for the I-5 to Medina Bridge Replacement and HOV Project, adding and analyzing three interchange designs for Montlake and further analyzing transit operations and construction.
- Completed 2010: Finding of No Significant Impact for the Eastside Transit and HOV Project from Medina to SR 202 in Redmond.
- Completed 2010: Draft Environmental Impact Statement for pontoon casting facility and pontoon construction in Grays Harbor County.
- Completed 2010: Final Environmental Impact Statement for pontoon casting facility and pontoon construction in Grays Harbor County.
- Completed 2011: Record of Decision for pontoon casting facility and pontoon construction in Grays Harbor County.
- Completed 2011: Final Environmental Impact Statement for the I-5 to Medina Bridge Replacement and HOV Project.
- Completed 2011: Record of Decision for the I-5 to Medina Bridge Replacement and HOV Project

Right of way purchases: \$89 million spent through Dec. 31, 2012

- WSDOT has now purchased full or partial real estate properties and acquired rights for several others within the SR 520 Program.
- Some of the properties are needed for construction, while others are mitigation sites to be developed.

Construction: \$708 million spent through Dec. 31, 2012

Major construction is under way in the SR 520 corridor and in Grays Harbor and significant progress was made in 2012:

- Eastside construction continued from Medina to I-405, as crews completed several full weekend closures, installed fish-friendly culverts under the highway, placed massive girders to support new lid structures, widened the highway, and installed corridor noise and retaining walls.
- Pontoon construction continued in Aberdeen, as crews floated out the first cycle of pontoons from the casting basin in July 2012. Work continues on the second cycle of pontoons in Aberdeen.
- Floating bridge construction continued on Lake Washington, Tacoma and Kenmore. Crews continue to make progress on assembling the new floating bridge on the lake using pontoons, anchors and other precast elements built off-site.

Construction of the West Approach Bridge North is funded and anticipated to begin in summer 2014, between the Montlake area and the west end of the new floating bridge.