

SR 520 Bridge Replacement and HOV Project Status Report

Dave Dye
Project Administrator
Urban Corridors Office

John Milton
Project Director
SR 520 Bridge Replacement and HOV Project

Douglas B. MacDonald
Secretary of Transportation

Paula Hammond
Chief of Staff

Senate Transportation Committee
February 21, 2007



SR 520 Bridge Replacement and HOV Project

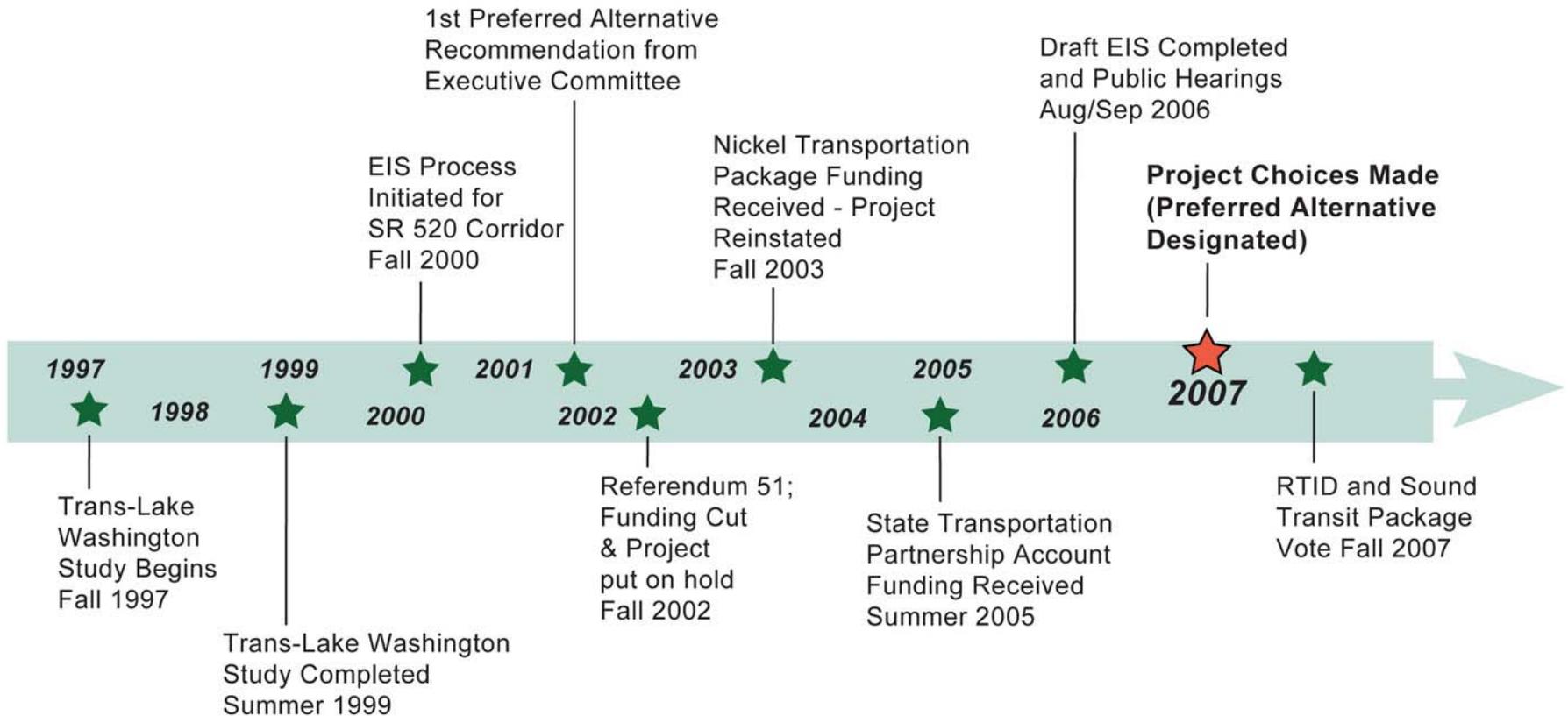


SR 520 Bridge Replacement and HOV Project Agenda

- How did we get to where we are today?
- Where are we today?
- Where are we going?

SR 520 Bridge Replacement and HOV Project

How did we get to where we are today?



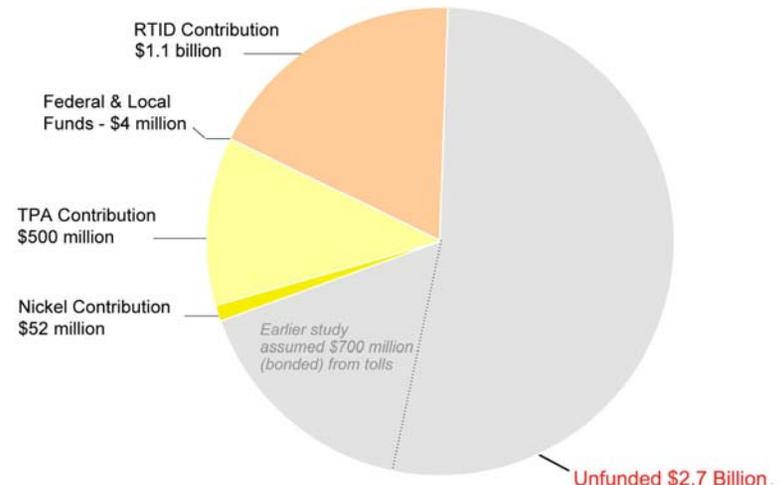
SR 520 Bridge Replacement and HOV Project

Where are we today?

- **Vulnerability** – SR 520 faces risks from earthquakes and windstorms
- **Floating Bridge and Eastside Design** – We are moving forward on six-lane design to add transit capacity to current SR 520 corridor
- **West side interchange** – We must resolve remaining west side alignment, interchange, and mitigation issues in order to complete project choices
- **Funding**
 - Project cost estimates will be reviewed as project choices and design are resolved
 - Pie chart shows large funding gap even assuming \$1.1 billion in RTID funding. Finance plan using tolling and other sources must still be developed



Project Funding
\$4.38 Billion (Most Likely Cost)



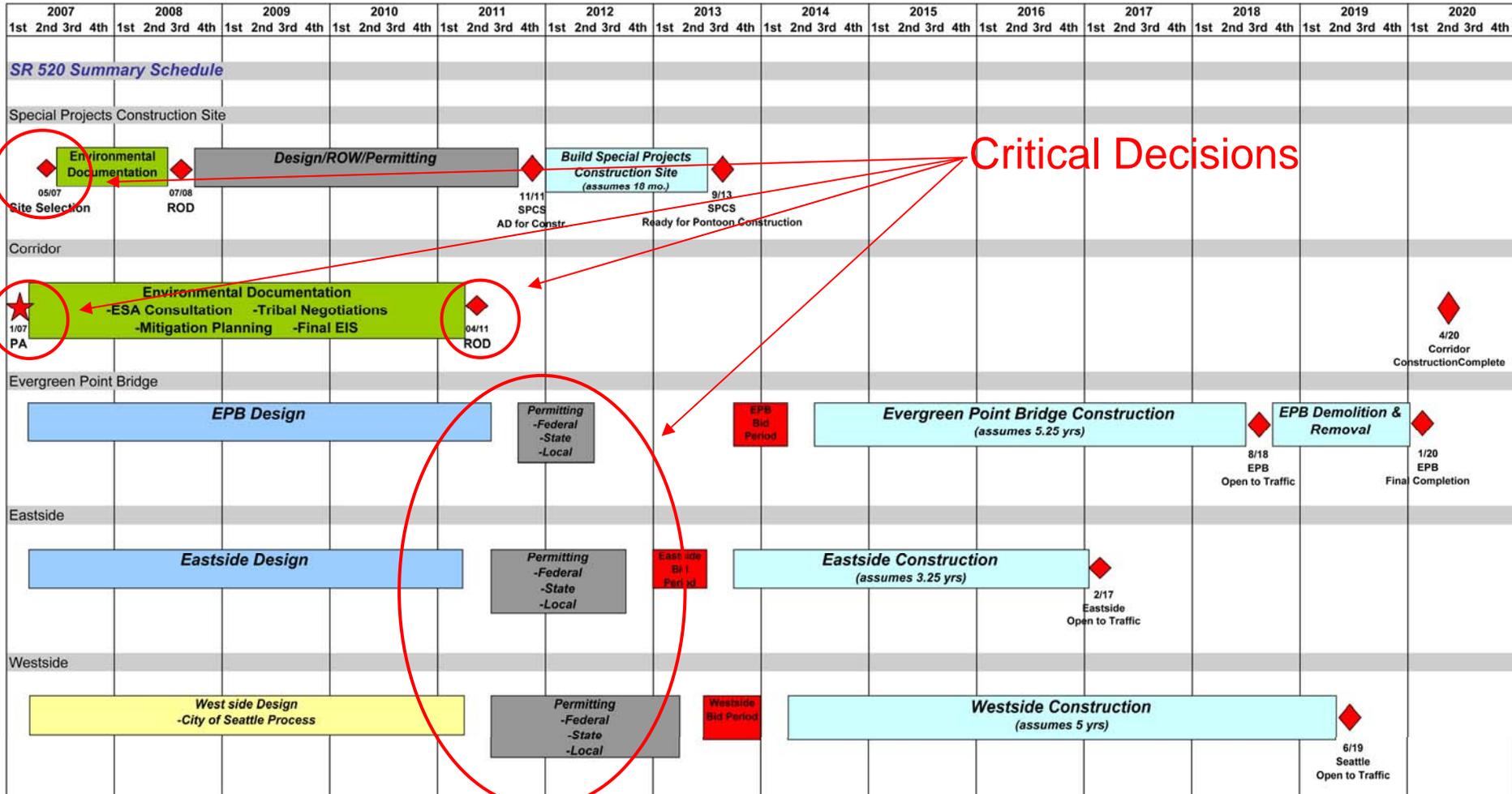
SR 520 Bridge Replacement and HOV Project

Construction challenges

1. Constructing corridor improvements while maintaining traffic
 - I-5 Connection
 - Interchange configuration: Montlake Interchange or Pacific Street Interchange, etc.
 - Coordination with Sound Transit's North Link at Husky Stadium
2. Constructing new floating bridge pontoons
 - Construction methods and sites now under review at WSDOT
 - Numerous sites under consideration
 - Decision expected in mid-2007
 - Additional environmental review likely required for pontoon construction program
3. Constructing in Lake Washington, Union Bay and Portage Bay, and numerous local neighborhoods
 - Limitations to protect salmon habitat (Endangered Species Act)
 - Concern for protected park and recreation areas, including Arboretum
 - Minimize construction effects in neighborhoods
 - Accommodation with Tribes' treaty-based fishing rights

SR 520 Bridge Replacement and HOV Project

Project schedule: Fall 2006 plan (to be updated)



SR 520 Bridge Replacement and HOV Project

Critical decisions – who decides?

- Delays in **decision-making** and **funding allocation** are the biggest risks to the success of the project
- Decision-making is complex and diffuse. For example:
 - WSDOT leads process to bring all parties to agree on key project choices
 - State funding decisions are entirely in the control of the State Legislature
 - Various agencies and jurisdictions hold permitting approvals for the project
 - Voters will play key role in funding approval for RTID investment
- Decision-making depends on extensive technical and engineering analysis prepared by WSDOT-led project team
- NEPA Environmental Impact Statement process requires “hard-look” at environmental consequences in order to inform all decision-makers’ actions. This work will eventually be documented in NEPA “Record of Decision” prepared by FHWA, Sound Transit, and WSDOT

SR 520 Bridge Replacement and HOV Project Cost estimates for project plan as analyzed in mid-2006 with expectation of construction in 2013 – 2018

Range	6-Lane with Montlake Interchange	6-Lane with Pacific Interchange
Low	\$2.84 billion	\$3.34 billion
Likely	\$3.9 billion	\$4.38 billion
High	\$4.87 billion	\$5.34 billion

Cost estimates reviewed by the Expert Review Panel, September 2006

Cost estimates will have to reviewed and refined as project plans are finalized, mitigation costs are more completely incorporated, construction cost inflation becomes clear, and construction timeframe settles.

SR 520 Bridge Replacement and HOV Project

Current anticipated assumptions to capitalize “most likely construction cost” \$4.4 billion

Anticipated Funding Sources	Amount
2003 State Nickel Package	\$52 million
2005 State Transportation Partnership Package	\$500 million
2005 Federal Funding	\$1 million
2007 Regional Transportation Investment District package (pending voter approval)	\$1.1 billion
Total Funds Anticipated	\$1.653 billion

Remaining Capitalization Requirement (depending on finalization of costs)	\$2.747 billion, more or less
--	--

SR 520 Bridge Replacement and HOV Project

Catastrophic Failure Plan

- Develop Communication Plan and Traffic Management Strategies in the event of a failure which:
 - Address seismic and storm failures
 - Develop quick response and implementation plans
 - Restore corridor connectivity
 - Ensure compatibility with future corridor plans
- Includes SR 520, I-90, I-405, I-5, SR 522, SR 99 corridors/ jurisdictions and transit operators
- Also includes Pontoon Construction Site which must be operational before reconstruction could begin

