



SR 520 Bridge Replacement and HOV Program Expenditures to Date Summary (1997 – January 2011)

Program History

During the past 14 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 some preliminary construction projects.

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.

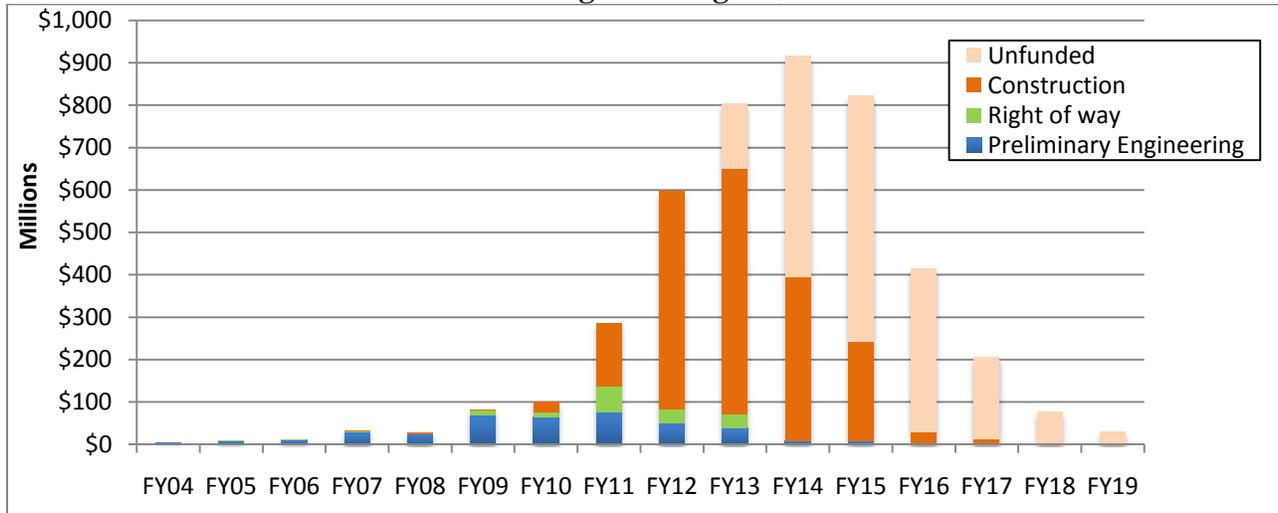
Key milestones completed to date include:

- Completion of the Trans-Lake Study (1997 to 2003).
- Compliance with seven legislative requirements for reports, studies, and/or processes.
- Completion of seven of nine environmental documents needed for construction permits.
- Completion of preliminary or conceptual design for I-5 to SR 202, pontoon casting facility and pontoon construction.
- Purchase of 29 properties necessary for construction or mitigation.
- Start of construction for Eastside and Pontoon projects.

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

The Legislature has established a program limit of \$4.65 billion. To date, the SR 520 Program has spent \$355 million, or just under 8 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 January 2011, 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 – Jan 2011)	
Preliminary Engineering (<i>design and environmental</i>)	\$241 million
Right of Way	\$55 million
Construction	\$59 million
Sub-total	\$355 million
Grand total	\$377 million

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 – January 2011: 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 January 2011, WSDOT spent approximately \$355 million, with funding predominantly from the Nickel and TPA transportation packages. The bulk of this spending (\$241 million) was in Preliminary Engineering, which is primarily comprised of design and environmental documentation.

In 2005, WSDOT issued Request for Proposals (RFPs) for a General Engineering Consultant (GEC) for several large projects, including the SR 520 Bridge Replacement and HOV Project. The RFP marked a policy decision by the department to use consultants to take advantage of specialized expertise and experience, as well as to maintain a core state workforce that would fluctuate less as funding levels vary over time, as with the addition of the Nickel and TPA packages.

The RFP for the SR 520 noted that “*WSDOT desires to retain a GEC to augment its workforce to deliver this project, to gain the benefit of experience and expertise in major project management, and to plan the remainder of the corridor implementation for future project construction. The GEC will come into this project at a preliminary stage to formulate strategies collaboratively with WSDOT on how to deliver this project, and then to implement the delivery strategies through the completion of construction.*”

Preliminary Engineering: \$241 million spent through Jan. 31, 2011

- **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 begins spring 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)*
- Started preliminary design for the new floating bridge and landings which allowed WSDOT to seek design-build proposals in June 2010 for the \$600 million - \$750 million design-build project. WSDOT expects to select a contractor by July 2011.

Environmental documentation

WSDOT is meeting 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 are required for the whole SR 520 Program, and are described below.

- Of the nine environmental impact analysis documents for the SR 520 Program, seven of them are complete and two are scheduled for publication in 2011:
 - 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.
 - Publish in June 2011: Final Environmental Impact Statement for the I-5 to Medina Bridge Replacement and HOV Project.
 - Publish in July 2011: Record of Decision for the I-5 to Medina Bridge Replacement and HOV Project

Right of way purchases: \$55 million spent through January 31, 2011

- WSDOT has now purchased 29 full or partial real estate properties and acquired rights for several others for the three projects within the SR 520 Program.
- Some of the properties are needed for construction, while others are mitigation sites to be developed.

Construction: \$59 million

Several smaller construction projects have been completed to date, as well as pre-construction activities on the Pontoon and Eastside Projects. Examples of construction include:

- Pontoon construction testing in Satsop, WA to learn ways to more quickly and efficiently produce concrete pontoons for the replacement floating bridge.
- A quieter pavement test section on the Eastside.
- A study of pile driving methods and materials in Lake Washington to evaluate noise attenuation methods to protect fish.
- Site restoration at the Anderson and Middleton site in Grays Harbor.
- Construction activities from Kiewit-General for the Pontoon Construction Project.
- Construction activities from Eastside Corridor Constructors for the Eastside Transit and HOV project.