



August 18, 2003

TO:

Helena Kennedy Smith MS-130

FROM:

Maureen Sullivan MS-230

(206) 464-1216

SUBJECT:

Y-83

Dale,

Attached are two or produce the SR 520 to recent changes, in write the discipline

The scope and estim are approved. The r

return one original to

LOR:lor

Per your request. Enclosed is a copy

of the most recent agreement on the SR 520 Bridge Replacement project. - Kinyan Lin

greement Y-8393 to engineering to conform e 8-lane alternative, to EIS.

the consultant team, and ocess this task order and tant.



Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 20, 2003

Mr. Lindsay Yamane Parametrix, Inc. 5808 Lake Washington Blvd. NE, Suite 200 Kirkland, WA 98033-7750

Re:

SR 520, Bridge Replacement and HOV Project

Agreement Y-8393, Task AG

Record Original & Notice to Proceed

Dear Mr. Yamane:

Enclosed for your records is one fully executed original of Task AG for Agreement Y-8393. The Task Start Date is August 18, 2003 and the Task End Date is December 31, 2005. The total amount authorized for this task is \$6,508,277.33.

The manager for this task is Ms. Julie Meredith. She may be reached at (206) 464-1187. Original invoices and back up data should be sent to Ms. Meredith at 401 Second Avenue South, Suite 560, Seattle, WA, 98104-3850.

Please call me at (206) 440-1204 if you have any questions.

Sincerely,

Gary Langrock, J.D. Urban Corridors Office

Enclosures:

CC:

J. Meredith, MS 230

G. Davis, MS 95

UCO Consultant Liaison Files

D. Dilley, MS 47323 (with second original)

R. Robinson, MS 47320



Task Order

Agreement No. Y-8393 (To b	be filled in	by Agreement I	Manager)		
Task NoAG Amendment No		Work	Order No(s).	XL-2071	
All terms and conditions of this agreeme	ent are in fu	Ill force and eff	ect for this Task	Order document.	
Project Information					
Project Title SR 520 Bridge Replacement and HOV Project	+				
State Route No(s).		ed. Aid Project N	lo(s).		
520					
Org. Code of Work Order No(s). 589205	F	ed. Aid Participat	ting Percentage(s	5):	
Task Manager Information Task Manager	Pho	ne		Mailstop	
Les Rubstello		(206) 46	4-1217	NB-82/230	
Mailing Address 401 2nd Ave S, Suite 560 Seattle, WA 981	L04				
Consultant					
Consultant Parametrix, Inc.			Contact Lindsay Yam	ane	
Address 5808 Lake Washington Blvd. NE Suite 200		Phone			
Kirkland, WA 98033-7350			(206) 331-1647 Federal I.D. No.		
			91-0914810		
Scope and Estimate attached.					
ask Schedule and Cost	New T	ask	Tas	k Amendment	
Pretask Start Date Pre-Tas	sk Amt.	\$0.00	Previous Auth		
Task Start Date August 18, 2003 Task Ar No payment for work done PRIOR to this date	mt.	\$6,508,277.33	Task Amendm	ent Amt.	
Task End Date December 31, 2005 Total Ta	ask Amt.	\$6,508,277.33	Total Amended	Task Amt.	
pproval Signatures ****Note: Two original signatures Consultant Consultant Agreement Manager (Signature required for execution of Consultant Media Services Agreement Me	document	14	(Sp.	of Transportation	
Distribution: Originals: Cons		Copies: ☐ File ☐ Task N	☐ Cor Manager ☐ Oth	nsultant Services er	

SR 520 Bridge Replacement and HOV Project Agreement Y-8393

Task No. AG Alternatives Development and Draft EIS

Scope of Work

Task No. AG includes those activities and sub-activities necessary to advance the SR 520 Bridge Replacement and HOV Project EIS through completion of the Draft Environmental Impact Statement (DEIS). This task order covers the period starting August 18, 2003, and ending on December 31, 2005, unless modified in writing by the STATE.

GENERAL PROJECT ASSUMPTIONS

Task order duration is from August 18, 2003 through December 31, 2005.

- A project office will not be available at the beginning of this task order. Central files for this work will be maintained and stored at the prime consultant's office. The STATE may provide a project office at a future date for use by CONSULTANT. The STATE shall notify the CONSULTANT in writing a minimum of 30 days in advance of requiring relocation to the STATE's project office. For the purposes of this task order, it is assumed that all work will be performed from the CONSULTANT Team's home offices and any modifications to the task order will be made via the agreement management process.
- Public involvement activities, except for the DEIS Public Hearing Process, will be
 executed under a separate contract. Support of public involvement activities will be
 limited to attendance and participation by select staff. Technical materials for display
 at outreach and facilitation activities will be provided as specified within each activity
 of this task order.
- Preparation of a "non-traditional" DEIS document has been requested by WSDOT
 and assumed within this scope of work. It is understood that the characteristics of the
 "non-traditional" DEIS are not clearly defined and additional scope modifications
 may be required as further clarity of the format of the document is provided. The
 scope changes will be addressed via the agreement management process.

Four (4) alternatives with several options will be examined and evaluated within the DEIS. The alternatives include:

- 1. No Action
- 2. 4-Lanes (tolled)

- 3. 6-Lanes (tolled)
- 4. 8-Lanes (tolled)

The above alternatives all include the accommodation for future HCT. An option to the 4-lane will be without the accommodation. The 6-lane alternative (6 lanes through Montlake and 9 lanes across Portage Bay) will have an option for a scaled-down version of the 6-lane alternative through Montlake to I-5 (4 lanes through Montlake and a 6 lanes across Portage Bay).

Tolling will be part of each build alternative. Each alternative will consider up to two design options for the configuration of toll facilities within the corridor. One option will assume that the technology for fully automated electronic toll collection (ETC) facilities is available and the other option will consider a combination of ETC and manual toll collection facilities sited at a location selected by the STATE.

Up to twenty (20) copies of draft documents will be submitted for agreed deliverables.

Unless otherwise specified within the DEIS work plan, reviews by STATE of draft documents will be completed in two weeks. All comments received from multiple STATE reviewers will be resolved and consolidated into one set of review comments.

Submittal of final documents will consist of one camera-ready original, up to (10) final copies, and the electronic data files for the document in compatible software formats. CONSULTANT will print and distribute up to an additional fifteen (15) copies of final documents for the team and the project central files.

ACTIVITY 1.0—PROJECT MANAGEMENT

1.1—Management and Administration

<u>Objective</u>: To provide day-to-day oversight and continuity in the management and execution of the work in accordance with the provisions of the AGREEMENT. On-going management will include ensuring that the work is completed on time and within the AGREEMENT budget.

Approach: The CONSULTANT is responsible for:

- · Assisting in strategic management;
- Attending monthly Agreement Management Meetings scheduled and conducted by the STATE
- Making assignments to team members and contributing agencies;
- Ensuring that work products are developed in a manner that facilitates on-going feedback from participating agencies and interest groups;
- Integrating technical working papers into unified documents and presentations;

- Implementing effective quality assurance/quality control procedures;
- Preparing monthly progress reports and invoices;
- · Day-to-day management of project team/subconsultant activities; and,
- · Other work activities as necessary to maintain schedule and budget.

The CONSULTANT will provide a progress report describing work performed with monthly invoices. Progress reports will be prepared in a format approved by the STATE. Progress shall be tracked at the sub-activity level, e.g., 2.1, and shall include reports of both the percent spent and the percent of work complete. The report will be reviewed monthly at the Agreement Management Meeting. The CONSULTANT will be responsible for coordinating the activities of subconsultants to ensure completion of the work authorized under this task order. This coordination will include obtaining monthly progress reports and invoices, timely input for meetings, incorporating work into project deliverables and obtaining answers to issues raised by the STATE within the interpretation of the task order scope of work. The CONSULTANT Project Manager shall be the contact for questions and requests by the STATE. Discussions, correspondence, or work requested by others deviating from the negotiated scope of work shall be directed to the STATE for resolution and direction. The CONSULTANT will provide quality assurance and quality control (QA/QC) throughout the life of the AGREEMENT to ensure adequate administration, accounting, budget monitoring, scheduling, communications and planning and engineering procedures leading to the final product.

The CONSULTANT will implement the Agreement Management Plan (including all subsequent revisions and updates) outlined within the Project Management Plan. Monthly Agreement Management meetings will be scheduled in advance in cooperation with the STATE over the duration of this task order. These meetings will provide the venue for the review, negotiation, and approval of requested changes in the scope of work. The STATE will lead and conduct the Agreement Management Meetings addressing revisions to the negotiated scope of work, baseline schedule, and approved project budget.

Deliverables:

- Budget analysis and tracking
- Monthly invoicing and progress reports
- Proposals for changes in scope of work, including budgetary and schedule impacts
- Required contract amendment documentation for approved changes
- Weekly deliverable progress report

1.2—Project Schedule

<u>Objective</u>: To provide a common reference for the project team to work toward project milestones and deliverables.

Approach: The CONSULTANT will develop, update, and manage the project schedule. The schedule will be prepared using Microsoft Project. Activities shall be tracked by the sub-activity. It will show dates of key team meetings, committee meetings, workshops, review periods, and deliverable due dates. In addition, the schedule will show the interrelationship and interdependency of various work activities. The schedule will also identify milestone dates and the duration of report preparation, internal review, STATE review, interagency review, and public review. The duration between draft and final reports will allow adequate time for distribution, review, and incorporation of review comments into the final version of the report. The schedule will then be used as a tool to track the study activities. The project schedule shall be updated monthly. Updates shall reflect the percent complete and schedule adjustments including proposals to mitigate and minimize delays to achieve the original baseline schedule. Any project schedule changes will be reviewed with the STATE for approval prior to finalization. The CONSULTANT will designate a scheduler assigned to this activity.

Deliverables:

- Project schedule with milestones, percent complete for major activities, and interdependencies identified
- Monthly schedule updates reviewed with the STATE for final approval
- 4-Week Look Ahead Schedule provided weekly at EIS Team meetings and bi-weekly at Task Managers meeting

1.3—Update Project Management Plan

<u>Objective:</u> To prepare and distribute updates to the existing Project Management Plan previously prepared by the CONSULTANT for the project.

Approach: Working in close cooperation with STATE, the Project Management Plan (PMP) will be reviewed and revised to reflect changes in vision, schedule, execution and strategy that have occurred over the last 12 months. Emphasis will be placed on an update of the Project Organization, Document Control, and Agreement Management chapters. Draft versions of the proposed revisions will be submitted for review and approval. Final updates will be distributed to all PMP document holders. Up to two updates per chapter are assumed within this task order.

<u>Deliverables:</u> Draft and final versions of updated chapters of the PMP (up to two updates per chapter)

1.4—Partnering Session and EIS Team Project Kickoff Meeting

1.4.1—Partnering Session

Objective: To conduct a working session and a partnering session with representatives of the Project Management Team for the purposes of developing processes for coordinating and reviewing work products and deliverables for the SR 520 Bridge Replacement and

HOV Project.

Approach: An initial working session will be scheduled by the STATE to identify, discuss and define the interdependencies of each defined work activity. The process for reviewing and coordinating work efforts, products and deliverables that affect other work activities will be developed in close cooperation with the involved parties identified by the STATE. The STATE will document the process and monitor implementation and efficiency. A partnering session with key leaders of each team will be scheduled and conducted by the STATE to ensure all parties support and endorse the adopted process.

For budgeting purposes, up to five project management and technical staff will participate in the initial working session. The initial working session is assumed to require 5 hours per person for attendance and travel to and from the meeting location. In addition, it is also assumed that up to five project management and technical staff will participate in the partnering session with members of the Project Management Team. The partnering session is assumed to require 8 hours per person for attendance and travel to and from the meeting location.

1.4.2—Work Plan and EIS Team Project Kickoff Meeting

<u>Objective</u>: To prepare a detailed work plan, coordinated with the baseline project schedule, to guide the CONSULTANT'S activities, and, to conduct a project kickoff meeting with key team members.

<u>Approach</u>: In parallel with the development of the baseline project schedule, a detailed work plan will be prepared. To the extent possible, deliverables will be defined and teams will be identified. The work plan, developed in collaboration with various task and activity leaders, will be reviewed with STATE prior to distribution. For budgeting purposes, it is assumed that two drafts and one final work plan will be developed and that each version will require, on average, 60 hours for preparation.

A 4-hour-long project kickoff meeting will be scheduled and conducted to present the final work plan to the CONSULTANT and STATE teams. The baseline Project Schedule and the updated chapters of the Project Management Plan will also be reviewed and discussed. For budgeting purposes, it is assumed that up to 35 CONSULTANT team members will participate in the Project Kickoff meeting and that each person will require 5 hours to attend and travel to and from the meeting location.

<u>Deliverables</u>: No deliverables are anticipated for this activity.

1.5—Research and Establish SR 520 Corridor Program Project Office

Objective: To work with STATE and commercial real estate agents to identify, plan and establish a project office for the SR 520 Corridor Program.

Approach: The STATE has requested that a project office be established for the SR 520

Corridor Program under this agreement and a potential location has been identified. CONSULTANT will work with STATE and property managers to identify and secure a project office for the sole execution of project delivery activities associated with the SR 520 Corridor Program.

CONSULTANT will work in close cooperation with STATE to develop a space planning program. The program will identify the anticipated staff loading based on known project activities to determine the appropriate space requirements. It is assumed that the project office will be established for a period of not less than 5 years and that staff from CONSULTANT, STATE and other consultant team may co-locate at the SR 520 Corridor Program Office.

Based on the final space planning program, conceptual space plans will be prepared working in cooperation with STATE. CONSULTANT will prepare a list of furniture, computers, and supplies with estimated costs for consideration and approval by the STATE. Upon final approval of the preferred conceptual space plan, a proposal will be prepared and presented to the property managers for consideration and final negotiations.

Assumptions: At this time, a single office location (the Times Square Building, Seattle) is being considered and the costs associated with actual project office selection and establishment cannot be determined at this time. Therefore, this work effort is limited to space planning and proposal development for submission to the commercial real estate agent. Should a lease not be negotiated for this space, revisions to this work activity will be defined and a contract amendment will be negotiated to identify additional project office opportunities, prepare space plans, and develop proposals for submission to the property managers.

Deliverables:

- Various "in-progress" work products such as space planning programs, projected staff loadings, conceptual space layouts, and furniture, equipment and supply lists
- Up to two proposals for submission to the property manager

ACTIVITY 2.0—PROJECT MEETINGS

2.1-Project Management Team Meetings

<u>Objective</u>: To provide coordination of the EIS activities with the STATE management team of the Bridge Replacement and HOV Project.

Approach: Project Management Team meetings with the STATE, SOUND TRANSIT, and the Public Involvement Consultant will be conducted monthly by the STATE. The CONSULTANT's Project Manager will attend up to 30 meetings and provide monthly updates on the DEIS activities. Information will be provided in sufficient detail to allow scheduling of design and public involvement activities to meet the needs of the DEIS schedule. STATE will prepare all agendas and document the discussions in meeting

minutes distributed to the attendees and project files. The CONSULTANT will also receive at these meetings a status of design and public involvement activities that may affect its work. Each meeting will require 4 hours including travel time to and from the meeting location, preparation, and follow-up.

<u>Deliverables</u>: No deliverables are anticipated for this activity.

2.2—EIS Progress Meetings

<u>Objective</u>: To provide routine communication and coordination between the project partners and the CONSULTANT Team.

<u>Approach:</u> EIS Progress Meetings with the STATE and SOUND TRANSIT will be held on a weekly basis to discuss project coordination, schedule, and unresolved issues related to the DEIS. The STATE will be responsible for agendas, location, and summarizing each meeting. The STATE will record action items.

In addition, bi-weekly Environmental Leads Meetings with the STATE and SOUND TRANSIT will also be conducted to coordinate environmental strategies, schedule and resolve issues related to the project. Agendas and meeting notes for the Environmental Leads Meetings will be prepared and provided to the STATE upon request.

Assumptions: For budgeting purposes, it is assumed there will be up to 120 EIS Progress Meetings, which will include 4 CONSULTANT staff for 3 hours per meeting. It is assumed that there will be 60 Environmental Leads Meetings, which will include 3 CONSULTANT staff for 3 hours per meeting. These meeting duration estimates include travel time to and from the specified location. It is assumed that these meetings will be conducted at WSDOT's Urban Corridors Office. It is understood that this activity is estimated to establish a budget allowance, and the number of meetings may change based on project needs. It will be the CONSULTANT's responsibility to manage this activity to ensure this budget allowance is not exceeded.

Deliverables:

• Environmental Leads Meeting agendas and meeting notes upon request

2.3—EIS Team Management and Coordination Meetings

<u>Objective</u>: To conduct internal CONSULTANT team coordination and monitor the progression of the work to achieve the established project delivery schedule.

<u>Approach:</u> The CONSULTANT will conduct various task, discipline and team meetings for the sole purpose of guiding, coordinating, and executing the scope of work with an ultimate goal of achieving the overall project schedule. The following types of meetings and their frequency are anticipated:

- Task Managers Meetings—bi-weekly (62 total, August 18, 2003 through December 31, 2005)
- Engineering Team Meetings—weekly (36 total, August 18, 2003 through December 31, 2004)

Environmental Team Meetings—monthly (6 total, August 18, 2003 through January 31, 2004); bi-weekly (46 total, February 1, 2004 through December 31, 2005)

Participants at each of these meetings will include task managers, activity team leaders and key team members who have responsibility for schedule achievement and project deliverables. The meetings will focus upon review of upcoming project activities, technical activities in progress, project schedule status and discussion of unresolved issues requiring resolution to avoid impacts to project delivery. Significant project issues will be elevated to the weekly EIS Progress Meeting and/or the monthly Project Management Team meeting as necessary.

<u>Assumptions:</u> For budgeting purposes, the following assumptions have been made for each meeting:

- Task Managers Meeting—up to 7 team members for an average of 3 hours each
- Engineering Team Meetings—up to 6 team members for an average of 4 hours each
- Environmental Team Meetings—an average of 8 team members for an average of 4 hours each

These estimates include travel time to and from the specified meeting locations. It is understood that this activity is estimated to establish a budget allowance and the actual number of meetings may change based on project needs. It will be the CONSULTANT's responsibility to manage this activity to ensure this allowance is not exceeded.

<u>Deliverables</u>: No deliverables are anticipated for this activity.

2.4—Technical and Executive Committee Meetings

<u>Objective</u>: To work in cooperation with the STATE and the STATE's public involvement team to identify discussion topics, participate in the meetings, and provide presentation materials for the meetings.

<u>Approach:</u> It is anticipated that the project Executive Committee will meet 8 times and the project Technical Committee will meet 8 times. The focus of each meeting will generally coincide with progress on project technical activities, and be oriented to facilitate discussion on project issues and provide direction for the CONSULTANT team.

<u>Assumptions:</u> For budgeting purposes, it is assumed that Technical Committee meetings will include participation of up to 4 CONSULTANT team members, and that each meeting will be up to 6 hours (including travel time to and from the specified location). Executive Committee meetings will include participation of up to 3 CONSULTANT team members, and that each meeting will be up to 6 hours (including travel time to and

from the specified location). Additionally, up to three CONSULTANT team members will participate in up to two, 2-hour-long working sessions prior to each committee meeting for the purposes of finalizing discussion topics, presentation materials, confirmation of messages, and desired meeting outcomes. One working session will be focused on planning, and the second on presentation "dry-runs".

Deliverables:

- Preparation of four Power-Point presentations, (up to 20 slides per presentation).
- Preparation of display boards, based on tables, charts, and graphics that are part of completed deliverables, will be made available for use at committee meetings. Up to 5 mounted boards will be prepared for each meeting.

2.5—Advisory Committee Meetings and Local Sounding Board Meetings

Objective: To work in cooperation with the STATE and the STATE's public information team to identify discussion topics, participate in the meetings, and provide presentation materials for the meetings.

Approach: It is anticipated that the Advisory Committee will meet 8 times and that the local sounding boards will meet a total of 16 times. The focus of each meeting will generally coincide with progress on project technical activities, and be oriented to facilitate discussion on project issues and provide direction for the CONSULTANT team.

Assumptions: For budgeting purposes, it is assumed that the Advisory Committee meetings will include participation of up to three CONSULTANT team members, and that each meeting will be up to 6 hours (including travel time to and from the specified location). It is assumed that working sessions for the Executive and Technical Committee meetings will also include planning and preparation for the Advisory Committee meetings and that similar materials will be presented at all meetings.

For the local sounding boards, it is assumed that up to four CONSULTANT team members will attend each session and that each session will be up to 6 hours (including travel time to and from the specified location). Additionally, up to three CONSULTANT team members will participate up to two, 2-hour-long working sessions for each sounding board session. Up to five presentation boards developed from "in-progress" work efforts will be prepared for each local sounding board session. Each presentation board will require 8 hours to prepare.

Deliverables:

• Up to 80 mounted boards (5 each for 16 meetings)

2.6—Other Agency, Local Jurisdiction, and Tribal Meetings

<u>Objective</u>: To prepare for and participate in meetings with local jurisdictions, state and federal agencies, and Tribes to discuss details associated with the EIS alternatives, including physical definition, traffic and environmental impacts, project mitigation and enhancements, and general project issues and concerns.

<u>Approach:</u> Project management and technical staff as appropriate will participate in meetings to discuss project definition, issues and concerns with jurisdictional and resource agencies staff and elected officials. The purpose of the meetings will be to respond to questions and work toward agreement and resolution of the definition of the project Preferred Alternative.

Assumptions: For budgeting purposes it is assumed that two project staff will participate in up to 62 meetings with jurisdictional, state and federal agency staff, and Tribes. Each meeting will be assumed to last up to 3 hours (including travel time to and from the specified location). In addition, 4 hours per meeting will be required to develop meeting materials. It is understood that all communication with local jurisdictions within the corridor will be by or through the STATE. It is understood that this activity is estimated to establish a budget allowance, and the number of meetings may change based on project needs. It will be the CONSULTANT's responsibility to manage this activity to ensure this budget allowance is not exceeded.

<u>Deliverables</u>: No deliverables are anticipated for this activity.

2.7—Principals Meetings

<u>Objective:</u> To consult regularly with agency leadership to identify and resolve emerging issues affecting the SR 520 EIS.

Approach: Selected CONSULTANT Principals will participate in leadership meeting with STATE, assumed to occur bi-weekly for the first 6 months, then monthly for the remaining 23 months (35 total) to identify, discuss, and evaluate emerging political, fiscal, economic, and project issues and develop specific strategies to mitigate potential impacts to project delivery. Up to three CONSULTANT Principals will attend each meeting. STATE will schedule, plan, and conduct each meeting, and document decisions and track action items in brief meeting summaries. Meeting summaries will be distributed to the attendees, CONSULTANT's Project Manager, and the project files.

<u>Assumptions:</u> It is anticipated that the Principal's Meeting be conducted at WSDOT's Urban Corridor Office. Each meeting is anticipated to last 4 hours (including travel time to and from the specified location).

<u>Deliverables</u>: No specific deliverables are anticipated for this activity.

ACTIVITY 3.0—PUBLIC OUTREACH SUPPORT

3.1—Public Information Events Planning, Support and Attendance

<u>Objective:</u> To provide project management and technical staff to assist with preparations for and attendance at Public Information events organized by the Public Involvement team.

Approach: Project management and technical staff will attend up to two (2) sets of public information events in three locations (6 total) and provide onsite assistance in conveying information to the public and seeking project input. It is assumed that up to four (4) project management and technical staff will attend each event and that 5 hours per person per event will be required to attend and travel to and from the event location. The actual staff will be selected upon receipt of the event schedule and format from STATE. Each event is assumed to be up to four (4) hours in length. CONSULTANT will assist with the formatting of each set of public information events and the identification of materials for displays. Up to two consultant staff will assist with formatting each set of events at 8 hours each per set. It is assumed that handouts and display boards will be developed from technical materials within completed deliverables approved by STATE for distribution to the public. Each board will require 8 hours to prepare.

<u>Deliverables:</u> Preparation of up to 48 display boards.

3.2—Community Meeting Planning, Support and Attendance

<u>Objective</u>: To provide project management and technical team support and attendance for various project presentations to communities, special interest groups and other non-jurisdictional and non-agency groups.

<u>Approach:</u> Up to three (3) project management and technical staff will participate in up to 40 5-hour-long meetings, including preparation and travel time, with members of community and neighborhood representatives, special interest groups, and other non-jurisdictional and non-agency teams to provide project updates. For budget purposes, up to 8 hours of work to develop new materials is assumed to support each briefing.

<u>Deliverables</u>: No specific deliverables are anticipated for this activity.

3.3—Response to Public Questions and Issues

<u>Objective:</u> To coordinate responses to inquiries from the general public regarding the progress of the project.

<u>Approach:</u> Working in close cooperation with the STATE and the STATE's Public Involvement Team, the CONSULTANT will assist with the development of responses to technical questions arising throughout the duration of this task order. It is anticipated that the STATE or the STATE's Public Involvement Team will receive all inquiries. As appropriate, the development of responses may be requested of the CONSULTANT.

Should the CONSULTANT receive inquiries directly, said inquiries will be immediately forwarded to the STATE with a request for direction. All responses developed by the CONSULTANT will be submitted to the STATE for review, revisions and use in providing various responses. All responses to the public will be provided from the STATE.

For budgeting purposes, it is assumed that, on average, 4 hours per week will be required to prepare and review responses to questions.

<u>Deliverables:</u> CONSULTANT will participate in working sessions and prepare brief draft narrative responses to technical issues.

ACTIVITY 4.0—ALTERNATIVES DEFINITION AND SUPPLEMENTAL ENGINEERING

4.1—Evergreen Point Bridge East Touchdown Value Analysis

Objective: To conduct a value analysis of the constructability of the Evergreen Point Bridge easterly touchdown alignment for the EIS alternatives focused on eliminating or minimizing the encroachment on abutting properties.

<u>Approach:</u> Using updated conceptual engineering drawings reflecting the revisions to the EIS alternatives, a two-day value analysis workshop will be scheduled to evaluate potential revisions to bridge alignment to eliminate or minimize right-of-way acquisition needs. Potential alignment revisions will consider bridge configuration, construction staging, and maintenance of traffic in addition to other critical factors.

The value analysis team will be assembled from recognized senior bridge engineers and contractors with major fixed and floating bridge design and construction expertise who have not been directly involved in the alternatives development to date. A list of recommended candidates and their qualifications will be submitted to the STATE for review and final approval.

The value analysis workshop will require a presentation by the CONSULTANT to orient the value analysis team to the features of the alternatives and constraints of the project. During the workshop, members of the CONSULTANT team will be present to provide additional information, respond to questions, and perform minor supplemental engineering tasks. Upon completion of the workshop, the value analysis team will make a presentation of the findings to key STATE and CONSULTANT team members. The process and findings will be documented in a draft and final technical memorandum prepared by the value analysis team.

<u>Assumptions:</u> It is assumed the value analysis team will include up to six experts from the consulting and construction industry; and, each member will require 30 hours, on average, to participate in the workshop and complete the presentation and documentation

memorandum. Up to four members of the CONSULTANT will be required to attend, brief, and assist the value analysis team and each member will require 20 hours, on average, to support the workshop.

Deliverables:

- Brief presentation with handout materials outlining the process, options considered, and findings of the value analysis workshop
- Draft and final technical memorandum presenting the process, options considered, and findings of the value analysis

4.2—Engineering Refinement of Alternatives

<u>Objective</u>: To develop engineering and environmental refinements to existing SR 520 preliminary design drawings for the EIS alternatives reflecting the changes to the alternatives as defined by the Executive Committee on July 15, 2003, and the results of the travel demand forecasting and the operational analyses.

<u>Assumptions:</u> Capacity improvements for the I-5 Corridor will only be evaluated for the 8-Lane Alternative.

Approach: The alternatives will be revised to reflect the smaller project area and other revisions as defined by the Executive Committee on July 15, 2003. Project limits have generally been defined as I-5 on the west to the Bellevue Way NE IC on the east. Improvements beyond these limits will be evaluated to the extent necessary to ensure satisfactory conformance of the build alternative to existing conditions. In addition, using the findings of the travel demand forecasting and the operational analyses, engineering revisions to affected interchange ramps or mainline sections will be made to reflect the actual operational needs for each alternative. Environmental impacts will be minimized to the extent possible in developing potential engineering refinements.

Engineering refinements and new preliminary plan view designs will be prepared to address local street and intersection improvements required as mitigation of additional traffic impacts. Coordination with the environmental team will be conducted to assist designers in minimizing environmental impacts.

Profiles between the floating bridge and the structure touchdown at MOHAI will be modified to accommodate the outcome of the ongoing stormwater management and water quality studies.

Deliverables:

- Revised preliminary design drawings of the three defined EIS build alternatives including assumed design options
- Updated list of potential design deviations associated with each build alternative

4.3—I-5 Alternative Development

Objective: To develop engineered plans for improvements along I-5 to accommodate the SR 520 8-lane alternative.

<u>Assumptions:</u> The limits of improvements and the number of lanes required have been assumed as follows:

- Improvements extend south on I-5 from SR 520 to the vicinity of the Corson Avenue/Michigan Street exit
- One additional lane in each direction

No changes to the Ship Canal Bridge will be included. STATE will provide aerial photography and elevation data suitable for preliminary design. Geotechnical information will be obtained from readily available WSDOT record drawings and project files.

Approach: A three-step design process will be used for development of alternatives for I-5 modifications. First, line sketches will be developed to determine concepts of how additional lanes will be added and how interchanges will be modified. The line sketches will be presented to the project team where the team will review the concepts and provide comments. A maximum of six concept line sketches will then be drafted over aerial photography to show the footprint of each alternative. Screening of the alternatives will be conducted as part of the travel demand forecasting, operational analyses, and screening-level environmental review. The preferred alternative chosen from the screening will be drafted in MicroStation and horizontal and vertical alignments will be defined using CaiCE software. Plans will be developed at a scale of 1"=100' on 11"x17" drawings. Typical features defined for each alternative will include:

- Lane configuration
- Direct connections for HOV/BRT
- Interchange configuration
- Horizontal and vertical alignment
- Pedestrian and bicycle connectivity
- Potential community enhancement opportunities
- Potential local street modifications required to fully implement the alternative

Deliverables:

- One copy of each I-5 concept on aerial photography (a maximum of six concepts)
- Preliminary plans and profiles of mainline, ramps, and local street modifications of preferred alternative
- List of potential design deviations

4.4—Lid Opportunities and Preliminary Design

4.4.1—I-5 Lidding Opportunities (TASK DELETED)

4.4.2—Preliminary SR 520 Lid Design

<u>Objective</u>: To conduct additional ventilation and engineering studies to determine site-specific lengths of non-ventilated lids at five locations for the 6 and 8-lane alternatives on SR 520.

Approach: Working in close cooperation with the STATE, a methodology will be prepared consisting of iterative ventilation, air quality and engineering analysis to determine the maximum non-ventilated lid lengths. Lid locations will be approved by the STATE prior to beginning analysis. A draft and final methodology will be prepared for review and approval by the STATE. Where applicable, the suggested methodology will include provisions for conceptual designs of transit flyer stops. Upon approval, additional preliminary design studies will be executed to determine the maximum non-ventilated lid lengths at up to five locations.

The air quality analysis would include evaluation of concentrations within the lidded sections of the highway and surrounding the portals. It is assumed that the following activities will be required to determine the appropriate non-ventilated lid lengths:

- Develop an analysis approach methodology report.
- Evaluate the pollutant concentrations inside the tunnel using CFD (computerized fluid dynamics) analysis for typical case examples including up to eighteen (18) computer runs to evaluate the following design variables:
 - 1. Two computer runs will be used to establish the relationship of grade to the movement of pollutants through the tunnel.
 - 2. Five computer runs will be used to establish the relationship of tunnel length to the movement of pollutants through the tunnel.
 - 3. One computer run will be used to test identical tunnels (one run from a previous run) and the anticipated effect of the 6-lane versus 8-lane alternative on length in establishing a ratio between the two alternatives for this study.
 - 4. Three sites will be modeled with a maximum of 2 computer runs each for testing geographic and wind parameters.
 - 5. Two runs will be used for the I-5/SR 520 interchange.
 - 6. One computer run is provided for a typical bus flyer stop.
 - 7. One additional run as needed.
- Ambient pollutant concentrations near the tunnel portals shall be calculated using U.S. EPA's ISC model and compared to national ambient air quality standards. The analysis shall include determination of emission factors and worst-case typical travel conditions. Constraints from the CFD analysis shall be used as the starting point for the ambient analysis. The analysis shall evaluate up to 2 lid lengths at each of the following locations:

- 1. SR 520 at Montlake Boulevard I/C
- 2. SR 520 and I-5 Interchange,
- 3. And one of the following three locations, based on which is determined to be the worst case:
 - 76th Ave NE Undercrossing Evergreen Point Road
 - 84th Ave NE Undercrossing
 - 92nd Ave NE Undercrossing
- One of the three lids evaluated will also be modeled for the 8-lane alternative to establish the sensitivity to the additional lanes.
- PM₁₀ analysis shall be completed at one portal.

For the purposes of this evaluation, it is assumed that the preferred use of the lid surface will be for passive open space and all preliminary sizing of structural members will be based on this assumption. Engineering refinements to freeway and interchange ramp configuration, alignment and profile will be examined if the existing preliminary design is not compatible with the proposed lid facilities.

Deliverables:

- Draft and final lid sizing methodology working paper
- Maximum non-ventilated lid length (within 50 feet) at up to five locations

4.5—I-5 Structures Concept Development

Objective: To provide conceptual design for bridges, tunnels, and lids as proposed for the modifications to I-5. Create a supplement to the Bridge and Structures Working Paper dated August 14, 2002.

<u>Approach:</u> Review WSDOT record drawings for the project area and compare the proposed design with the record drawings. Develop structural design concepts for bridges and tunnels and define retaining wall requirements for the final selected I-5 improvement options associated with the 8-lane alternative. Make recommendations to the design team on the following:

- Replace or modify existing structures
- Girder depths
- Column locations
- Tunnel configuration

Prepare a supplemental working paper to outline the results of the structural analysis for the I-5 modifications.

<u>Assumptions:</u> Bridges and other structures on the SR 520 corridor will not change from the August 14, 2002 Bridge and Structures Working Paper. The 8-lane alternative will be used for this analysis.

<u>Deliverables:</u> Draft and Final versions of a Bridge and Structures supplement for I-5 modifications.

4.6—Stormwater Management Facilities Preliminary Design

<u>Objective</u>: To complete the preliminary design of stormwater management facilities to sufficient level of detail for analysis in the EIS.

Approach: The CONSULTANT will revise the Preliminary Stormwater Management Report dated June 24, 2002, and associated preliminary design drawings. The revised preliminary design drawings will reflect changes in the project limits and roadway design since the Stormwater Management Report was completed and also account for changes in the stormwater facilities preliminary design based on recommendations of the Floating Bridge AKART and Water Quality Study and the West End Bridge Water Quality Study. Stormwater concepts for the preferred I-5 improvements for the 8-lane alternative will be prepared and added to the stormwater report.

<u>Assumptions:</u> Profiles of the I-5/SR 520 interchange and all interchanges east of Lake Washington will not be affected by changes in the Stormwater Management Report

Deliverables: Draft and Final Revised Stormwater Management Report

4.7—Construction Staging and Impacts Assessment

Objective: To create staging and durations for the construction of I-5 modifications and provide an analysis of construction-related activities for each alternative to be evaluated in the EIS.

<u>Approach:</u> The SR 520 Construction Staging and Corridor Sequencing Memorandum dated September 10, 2002 will be revised to reflect the changes in the project limits and alternatives, including the addition of I-5 modifications for the 8-lane alternative. The revisions will include stages required to construct the modifications, assumed techniques, and estimated durations for each stage. Figures will be provided to graphically show the stages.

Assessments will be performed on each alternative to quantify construction activities that require analysis in the EIS. The following items will be estimated for each alternative:

- Staging Areas
- Construction stage durations
- Material quantities
- Material hauling options

Estimated trips per day

<u>Assumptions:</u> WSDOT will provide the data for all activities related to the floating bridge and transition construction including any off-site impacts related to the construction of the pontoons. WSDOT data and the design team data for the remaining corridor will be used for the evaluation of impacts associated with each EIS alternative.

<u>Deliverables:</u> Draft and Final versions of the Revised SR 520 Construction Staging and Corridor Sequencing Memorandum

4.8—Cost Opinions and CEVP Support

<u>Objective</u>: To prepare new and revise existing cost opinions for each EIS alternative and participate in CEVP workshops. Prepare screening-level cost opinions for I-5 concepts for use in screening the alternatives.

<u>Approach:</u> Screening-level cost opinions for up to six I-5 alternatives will be prepared. The opinions will include estimated right-of-way, mitigation, and capital improvement costs for each alternative for use in screening the alternative.

Cost opinions for each EIS alternative will be updated for two CEVP workshops and will reflect engineering refinements for the existing SR 520 alternatives and will include the selected I-5 improvement associated with the 8-lane alternative. Up to three technical and management staff will attend two 2-day-long CEVP workshops. The CEVP workshops are assumed to occur annually. Cost opinions will be developed and updated using previously agreed unit prices and adopted project cost methodology.

Deliverables:

• Updated cost opinions for each EIS alternative for each CEVP workshop

4.9—Other Special Studies (TASK DELETED)

ACTIVITY 5.0—DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

5.1—Environmental Support and Screening for I-5 Project Alternatives and Other Design Revisions

<u>Objective</u>: To assist the engineers in preparing designs which avoid or minimize environmental impacts, and to prepare screening level environmental review of the maximum 6 concept line sketches prepared for I-5 improvements.

<u>Approach:</u> The environmental team will work closely with the engineering team to support them in their work under Activity 4.2. The GIS database and professional

judgment will be used to give informal environmental assessments of revisions being made to interchange ramps, mainline sections, and local streets and intersections.

The environmental team will also work closely with the engineering team through all three steps of the design process for I-5 alternatives under Activity 4.3. Screening-level environmental review using existing GIS data will be prepared for the concept line sketches (maximum 6).

Deliverables:

Environmental review section for I-5 Alternatives Screening Report

5.2—Revisions to Previous Environmental Documents

<u>Objective</u>: To revise previous work to include current data and environmental procedures and policies, and expanded I-5/reduced SR 520 project area.

Approach: The project area and alternatives definitions have changed since previous environmental documents were prepared. For the 8-lane alternative, the project area has been expanded to include I-5 from SR 520 south to the vicinity of the Corson Avenue/Michigan Street interchange. The portion of SR 520 eastward from I-405 has been removed from the project. In addition, some of the previous environmental documentation was prepared several years ago and will need to be reviewed and brought up to date prior to completion of the Discipline Reports and DEIS. To reflect the changes in project area and project alternatives, a number of previously prepared environmental documents will be revised. The review and revisions of these documents are discussed more specifically below.

The EIS Methodologies will all be reviewed and revised if necessary to comply with the updated WSDOT Environmental Procedures Manual scheduled for public release in September 2003.

The EIS Work Plan prepared in accordance with Section 410.14 of the WSDOT Environmental Procedures Manual will be updated to include the new alternatives, revised project area, a revised project schedule, and current plan to prepare Discipline Reports for all resources.

The Affected Environment sections prepared in fall 2002 will be:

- a) expanded to cover the larger I-5 project area;
- b) revised to delete discussion of the eastern segment and other areas no longer in the project;
- expanded and revised to become sections for Discipline Reports (for those Affected Environment sections which were written as DEIS sections); and
- d) revised to respond to comments from STATE review of the Affected Environment sections written under Work Element 16 of Work Order #6.

Review and revision of the Affected Environment sections prepared under this activity will be performed as part of the Discipline Report review and revision cycle described elsewhere in this scope of work.

A field survey will be completed to determine whether there have been any land use changes that should be reflected in the Affected Environment sections prepared in Fall 2002. Maps will be prepared to illustrate the Affected Environment section for each resource.

The two Navigation Studies previously prepared for the Trans-Lake Washington Project will be combined and updated to include recent boating traffic data for the west and east high-rises of the floating bridge, and the bridge openings. This revised Affected Environment section for navigation will be used to prepare the Navigation Discipline Report.

GIS data for the expanded I-5 area will be acquired, and maps of the project area revised to reflect both the additions and deletions in project area. All existing GIS data for the project will be refreshed to ensure current data, and existing conditions data acquired in fall 2002 will be entered into the GIS database.

The Draft Purpose and Need for Action chapter will be revised to respond to STATE comments on the draft prepared under Work Order #6, as well as to changes to the project.

The Draft Alternatives Chapter will be revised to respond to STATE comments on the draft prepared under Work Order #6, as well as to reflect changes to the project.

The Draft Public and Agency Coordination section will be revised to respond to STATE comments on the draft prepared under Work Order #6 and to incorporate all additional public and agency coordination between the time the draft was written and publication of the DEIS.

<u>Assumption:</u> Because the extent and whereabouts of the I-5 segment of the 8-lane alternative are not yet know, it is impossible to accurately estimate the amount of time that will be required to prepare the Affected Environment sections for the I-5 segment. This scope has been estimated with a general assumption of 40 hours of work for each element; change management may be needed to revise the estimate after the I-5 segment is selected.

Deliverables:

- Draft and Final Revised EIS Methodologies
- Draft and Final Revised EIS Work Plan
- Revised Draft Affected Environment sections for inclusion in Discipline Reports
- Draft Navigation Affected Environment

- Revised GIS database including all information from Affected Environment data collection
- Draft and Final Purpose and Need DEIS chapter
- Draft and Final Alternatives DEIS chapter
- Draft and Final Public and Agency Coordination DEIS appendix

5.3—Discipline Reports

Objective: To prepare Discipline Reports for all resources as the basis for the DEIS.

Approach: Discipline Reports will be prepared for all resources and will contain all the technical details; the more summary and focused EIS will be written from the Discipline Reports. Though the format will be consistent for each report, some will be shorter and less detailed than others, and include appendices with the raw data on which the analyses is based; these Discipline Reports are asterisked in the deliverables list below The Cultural Resources Discipline Report will be used for Section 106 consultation with the State Historic Preservation Office (SHPO). The Discipline Reports will be prepared per the Trans-Lake Washington Methodology Reports dated June 10, 2002 and as revised under Activity 5.2. The Affected Environment sections prepared under Activity 5.2 will be used as the Affected Environment section in each Discipline Report. Maps will be prepared to illustrate the Environmental Consequences section of each resource.

One two-hour meeting for each Methodology will be held with WSDOT and SOUND TRANSIT while each Discipline Report is being written to preview any issues and try to resolve them before the Discipline Report is completed.

Two review cycles and three versions of the Reports are assumed. The comments on the draft Discipline Reports will be compiled by the STATE and consolidated into a single document for each Report, and reviewed with CONSULTANT in an interactive workshop to speed resolution of any issues. CONSULTANT will review, discuss with the STATE, and revise the Reports as agreed by the STATE.

<u>Assumption</u>: For budgeting purposes for preparation of the Discipline Reports, we are assuming there will be no changes in the Methodologies that will require additional effort beyond what is expected under the current Methodologies. If there are changes in the Methodologies that will require additional effort, that additional effort will need to be dealt with through change management.

On average, a two-hour workshop with STATE and SOUND TRANSIT is assumed for each of the two review cycles for each methodology report. For the Visual Quality Discipline Report, it is assumed that 10 photo simulations will be prepared.

Deliverables:

For each of the reports listed below, the following drafts will be prepared: 1) STATE/ST preliminary review draft; 2) FHWA and cooperating agencies review draft; and 3) Final

draft for issuance with DEIS.

- Noise Discipline Report
- Ecosystems Discipline Report
- Cultural Resources Discipline Report
- Transportation Discipline Report (prepared under separate task order)
- Visual Quality Discipline Report
- Water Resources Discipline Report
- Air Quality Discipline Report*
- Energy Discipline Report*
- Geology and Soils Discipline Report*
- Hazardous Materials Discipline Report*
- Land Use and Economics Discipline Report*
- Navigation Discipline Report*
- Public Services and Utilities Discipline Report*
- Recreation Discipline Report*
- Relocations Discipline Report*
- Social Discipline Report*
- Indirect and Cumulative Impacts Discipline Report

5.4—Environmental Justice Analysis

Objective: To prepare an Environmental Justice Evaluation to include as an Appendix to the DEIS.

Approach: The Environmental Justice Appendix to the DEIS will be prepared according to the methodology described in the Environmental Justice Methodology Report (6/10/02) and as revised under Activity 5.2. The guiding plans and policies, data sources, coordination with agencies, coordination with consultant team and STATE, study area, environmental consequences analysis methodology, and mitigation measure methodology for each discipline are described in detail in that Report. Maps will be prepared to illustrate the environmental justice analysis. The Environmental Justice Affected Environment section that has been written under Work Element 16 of Work Order #6 will be revised per comments from STATE and included in the Environmental Justice Appendix. The Environmental Justice Appendix will go through the same three review cycles as the DEIS.

Deliverables:

- STATE and ST preliminary review draft Environmental Justice Appendix to PDEIS
- FHWA and cooperating agencies Review Draft Environmental Justice Appendix to DEIS
- Final Review Draft
- Camera-ready Environmental Justice Appendix to DEIS

5.5—Section 4(f) and Section 6(f) Resources Evaluation

Objective: To prepare a draft Section 4(f)/Section 6(f) Evaluation to include as an Appendix to the DEIS.

Approach: The Draft Section 4(f)/Section 6(f) Evaluation will be an Appendix to the DEIS. It will be prepared according to the methodology described in the Section 4(f)/Section 6(f) Resource Evaluation Methodology Report (6/10/02) and as revised under Activity 5.2. The guiding plans and policies, data sources, coordination with agencies, coordination with consultant team and STATE, study area, environmental consequences analysis methodology, and mitigation measure methodology for each discipline are described in detail in that Report. Maps will be prepared to illustrate the Section 4(f)/ Section 6(f) Evaluation. The Evaluation will go through the same three review cycles as the DEIS.

Deliverables:

- STATE and ST preliminary review draft Draft Section 4(f)/Section 6(f) Evaluation
- FHWA and Cooperating Agency Review Draft Draft Section 4(f)/Section 6(f)
 Evaluation Appendix to PDEIS
- Final Review Draft Draft Section 4(f)/Section 6(f) Evaluation Appendix to DEIS
- Camera-ready Draft Section 4(f)/Section 6(f) Evaluation Appendix to DEIS

5.6—Ship Canal Bridge Noise Modeling and Support

The purpose of the Ship Canal Bridge noise study is to provide a detailed noise impact and mitigation analysis and provide WSDOT and the community with effective traffic noise abatement measures. The area of analysis includes residential land uses along both sides of I-5 between the SR 520 interchange and NE 45th Avenue. Currently, there is a draft noise mitigation report for the Ship Canal Bridge, completed in November 2002. The current report will require several revisions including additional noise modeling and research of potential noise mitigation measures. Identified work activities for completing the project are described in the following sections.

5.6.1—Ship Canal Bridge Noise Mitigation Alternatives

<u>Objective</u>: To provide WSDOT and the local community with mitigation options for reducing the direct and reflected noise from the I-5 express lanes.

Direct and reflected noise coming from the structure currently results in high noise levels for many residents located in the Harvard-Roanoke, Eastlake and Northlake neighborhoods. Directly related noise is primarily an issue at the northern and southern ends of the structure, while the reflected noise is an issue in those areas where the express lanes are decked underneath the I-5 main line. The analysis area is from E Hamlin Street on the southern end of the structure, to approximately NE 43rd Street on the north end of the structure.

In addition to noise sensitive land uses in the immediate project study area, there are also several noise sensitive land uses located closer to the SR 520 interchange that currently exceed the WSDOT traffic noise impact criteria. The mitigation measures presented are designed to be integrated with any potential mitigation measures that may be part of the SR 520 Bridge Replacement and HOV Project. By selecting the study area to approach the SR 520 Interchange, merging the SR 520 Project noise mitigation measures with those proposed for the Ship Canal Bridge should not result in any significant overlapping of analysis or modifications to the either project.

<u>Approach:</u> Because the traffic noise from the bridge is both directly radiated from the express lanes and reflected off the bottom deck of the I-5 mainlines, a more detailed and complicated analysis is required. The following steps outline the methods used to project noise levels from the bridge and evaluate potential noise mitigation measures.

- Measure Existing Noise Levels: Existing noise levels were measured at 18 locations along both sides of the bridge. The locations were selected to represent groups of receivers that would be expected to have the same general noise levels as the monitoring locations. Noise monitoring included short-term, long-term and detailed frequency analysis.
- Model Noise Levels: The modeling of noise levels related to the Ship Canal Bridge project required a slightly different method than would be performed from normal atgrade or elevated highways because of the reflection of noise off the upper deck of the I-5 mainline. A two step analysis method was necessary because potential mitigation may included stopping the directly radiated noise with barriers, and reducing the reflected noise using an absorption material (such as panels or other methods) on the bottom or upper sides of the upper I-5 mainline deck. This step is include in the draft report and will be revised based on WSDOT comments.
- Mitigation Analysis: Using the models, data, and information from the first two steps, a mitigation analysis will be completed. Current models used in the draft report are constructed; however the models will require revisions based on the mitigation measures under investigation and comments from WSDOT.

A technical mitigation report summarizing the findings of the noise study will be compiled. The contents will include land use in the area, existing noise conditions, methods of analysis, projected noise levels and noise impacts. The report will include maps of the highway, surrounding areas and land uses. Noise monitoring and modeling locations will be shown on detailed vicinity maps at an appropriate scale. Comparative tables will be prepared to aid in the understanding of project noise levels. Detailed information on any and all investigated noise mitigation measures will be presented, including projected noise level reduction at each receiver location, estimated costs of materials, mitigation construction and instillation costs, and cost per receiver break down in accordance with WSDOT standards. Three copies of the report will be submitted for

the review. Based on the comments, the report will be revised and three final copies (or changed pages) will be delivered.

The mitigation measures that are deemed reasonable and feasible under WSDOT criteria will be recommended in order of effectiveness, cost, and any other relevant factors, such as constructability. Based on the technical report, meetings with WSDOT and the local communities, a final mitigation methodology will be recommended for construction under WSDOT Type II retrofit projects.

<u>Deliverables</u>: Draft and Final Noise Technical Reports

5.6.2—Literature Review of Proprietary Acoustical Noise Abatement Alternatives

Objective: To provide WSDOT with detailed information on manufacturers of materials and products that could be used on the Ship Canal Bridge Noise Mitigation Project.

Approach: By contacting vendors, manufactures and other state agencies, CONSULTANT will compile a detailed selection of potential noise mitigation options that could be included as noise mitigation on the Ship Canal Bridge.

A technical report summarizing potential noise mitigation options will be compiled. The contents will include material brochures (from manufacturers), tables summarizing differences in product performance, cost (based on the need of the Bridge) and an overall performance versus cost rating system. In addition, details on product installation procedures, product maintenance, and longevity of the products effectiveness at reducing noise will be included. Similar installations of each product and the effectiveness will also be included along with product references and any testimonials that may aid in final product selection.

Deliverables: Draft and Final Noise Mitigation Materials Reports

5.7—Prepare Preliminary Draft Environmental Impact Statement (PDEIS) and DEIS

Objective: To prepare a NEPA/SEPA PDEIS for review and comment by the lead and cooperating agencies and a DEIS for release to the public.

Approach: The Preliminary Draft of the EIS will be prepared under this Work Element and will contain all the elements of an EIS as listed in Exhibit 411-10 of the WSDOT Environmental Procedures Manual. The format and table of contents for the Draft EIS will be approved in advance by the STATE. A single author will be responsible for writing the EIS, unless otherwise approved in advance by the STATE. The EIS will be written, illustrated and designed for easy readability by decision-makers and citizens, and will include heavy reliance on graphics to tell the story, and layout using desktop publishing. It will focus on the key issues and environmental consequences of each alternative and strive to be as short and succinct as possible. The more detailed Discipline

Reports will be incorporated by reference and will be available for permitting agencies and others who may want more detail.

Chapter 1 – Purpose and Need for the Project, and Chapter 2 – Alternatives – are being prepared under 5.2. Chapter 3 – Affected Environment and Environmental Consequences – will be a summary/compilation of the Discipline Reports prepared under 5.3. A concise summary and environmental matrix will be prepared for inclusion in the DEIS, and for distribution as an informational brochure.

The PDEIS will go through three rounds of review: 1) Preliminary draft for STATE and ST review; 2) revised draft for FHWA and cooperating agencies review; and 3) final review draft for STATE, ST and FHWA review. The co-lead and cooperating agency comments on the draft sections will be compiled by the STATE and consolidated into a single document. It is assumed that the first version of the PDEIS will not be prepared using desktop publishing methods so that revisions can be made efficiently. After the text revisions from the first review cycle are made, the PDEIS will be transferred to desktop publishing It is assumed that the camera-ready copy will not go through another formal review cycle, but that the final revisions will be shared with the STATE as they are being made.

A Notice of Availability will be prepared for publication in the Federal Register, the SEPA register, and local newspapers. The STATE will be responsible for coordinating publication of the notice in the Federal and SEPA Registers. CONSULTANT will place the legal notice in the local newspapers. It is assumed that the Public Involvement consultant will be responsible for all other publicity about the DEIS and the DEIS Public Hearings.

It is assumed that STATE will prepare CDs of the DEIS and appendices for public distribution. CONSULTANT will design the CD label(s).

Deliverables:

- Format/mock layout of DEIS
- STATE and ST Preliminary Review Draft DEIS
- FHWA and Cooperating Agencies Review Draft DEIS
- 1 Camera-ready DEIS and 1 CD for duplication
- Draft and Final Notice of Availability of the DEIS
- CD label design

5.8—NEPA/SEPA DEIS Public Hearings

Objective: To conduct three public hearings to receive comments on the Draft EIS.

Approach: A series of three public hearings will be held to obtain comments on the DEIS from the public, agencies, and tribes in accordance with NEPA, SEPA, and WSDOT Environmental Procedures Manual requirements. The hearings will be held in

conjunction with a public information event with individual stations corresponding to key issues from the DEIS. Attendees will also be given the opportunity to comment individually to a court reporter. An experienced EIS Public Hearing Examiner, approved by the STATE, will be retained to conduct the public hearings.

CONSULTANT will be responsible for planning the stations and preparing display boards (up to 24) and fact sheets and handout materials. All fact sheets and handouts will be reviewed by the STATE prior to printing. One or more members of the CONSULTANT team will staff each station. CONSULTANT will also be responsible for retaining a court reporter and hearing examiner. A summary of both the oral and written comments received at the public hearings will be compiled. A transcript of oral testimony will be prepared by the court reporter.

It is assumed that the STATE's Public Involvement Consultant will be responsible for obtaining the meeting facilities, preparing and placing publicity about the DEIS hearing, providing name tags, sign in sheets, directional signage, and refreshments, arranging setup and take-down of the hearings, and assisting the STATE in obtaining media coverage.

Deliverables:

- 3 DEIS Public Hearings
- Preparation of fact sheets and other handouts
- 300 copies of fact sheets, other handouts, and response forms
- Up to 24 display boards
- Summary of public comments
- Transcript of oral testimony

5.9—Coordination with SR 520/West Lake Sammamish Parkway to SR 202 Project

<u>Objective</u>: To transfer all pertinent Affected Environment data and text related to the area east of West Lake Sammamish Parkway.

<u>Approach</u>: If requested by WSDOT, CONSULTANT will provide electronic files excerpted from the Affected Environment sections prepared under Work Order #6, as well as all GIS data for the area east of West Lake Sammamish Parkway that was collected under previous assignments. No new work will be done.

In addition, up to four 4-hour-long coordination meetings with the SR 520/West Lake Sammamish Parkway to SR 202 Project team is assumed. Each meeting will be attended by up to three (3) project management and technical staff from SR 520 EIS Team.

Deliverables:

- GIS data
- Excerpts from Affected Environment sections for area east of West Lake Sammamish Parkway

5.10 - Concurrence Points

Objective: To accomplish resigning of Concurrence Point 2 and signing of Concurrence Point 3 under the Signatory Agency Committee Agreement to Integrate Aquatic Resources Permit Requirements Into the National Environmental Policy Act and the State Environmental Policy Act.

Approach: Using the Signatory Agency Committee (SAC) Agreement as the guide, CONSULTANT will prepare the necessary paperwork for STATE to re-circulate Concurrence Point 2 (Project alternatives to be evaluated in the DEIS) to the agencies based on the revised alternatives. Concurrence Point 3 (Preferred Alternative/LEDPA and detailed mitigation plan) will be prepared towards the end of preparation of the DEIS, or after the release of the DEIS, depending on direction from STATE.

<u>Assumptions</u>: It is assumed that all necessary discussion with the agencies to obtain concurrence will be done at the Technical Committee Meetings or in separate agency meetings included under Activity 2.6.

Deliverables:

- Concurrence Point 2 paperwork
- Concurrence Point 3 paperwork

Four Lane Alternative: Full Funding Highway General Planning Level Capital Cost Opinion

Seg	gments	
1	I-5 Interchange	\$44,000,000
2	Portage Bay	\$116,000,000
3	Montlake Interchange	\$103,000,000
5	Floating Bridge and Approaches	\$668,000,000
6	Points Segment	\$94,000,000
	Subtotal: SR 520 Corridor (Rounded)	\$1,025,000,000
	TDM	\$165,000,000
	Toll Facilities	\$6,000,000
	P&R Upgrades	\$0
	Environmental Mitigation	\$33,000,000
	Preliminary Engineering	\$37,000,000
	Total: SR 520 Corridor in 2004 Dollars (Rounded)	\$1,266,000,000

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

Four Lane Alternative: Full Funding Highway General Planning Level Capital Cost Opinion

	Subtotal: Four Lane Highway (Rounded)	\$ 1,077,000,000
	Environmental Mitigation	\$33,000,000
6	Mainline Improvements through Eastside Communities	\$94,000,000
5	New Floating Bridge	\$369,000,000
5	New Approach Structures	\$299,000,000
3	Montlake Local Street	\$10,000,000
3	Montlake Interchange Improvements	\$82,000,000
2	New Portage Bay Bridge	\$116,000,000
1	I-5 Interchange Improvements	\$44,000,000
	Preliminary Engineering	\$30,000,000
२०३	adway Improvements	

Transit General Planning Level Capital Cost Opinion¹

3	HOV Access/Flyerstop Transit Costs Montlake Flyerstop ramp P&R Upgrades	\$11,000,000 ² \$0
	Subtotal: Four Lane Transit (Rounded)	\$ 11,000,000
	Total: Six Lane Alternative (Rounded)	\$ 1,088,000,000

Note:

- 1. Shared Transit cost such as direct access ramps for busses and flyerstops are broken out of the highway costs to help clarify the total transit costs.
- 2. The Montlake Flyerstop is show with the Shared Transit here to help clarify the total transit cost.

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

4 Lane Alternative: Full Funding

SR 5	20		Posted Sp	eed:		
Project Title:	I-5 Interchang	ge Impi	rovements			
Subject Section:	MP		to	MP		
Length of Subject See	ction:	0	Miles			
Number of Lanes:	No - Build	0	Build	4		
Terrain for this project	t (L for Level, R for F	olling	M for Mou	ntainou	R	

The state of the state of the state of	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	1	0.18		U	
Freeway Lane Addition	3	0.74		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.755		U	
	Structure Width	cture Le	Cost per SF	1482.6	Control of Laboratory
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	70	460	\$120	U	\$3,864,000
New Bridge (Freeway Ramp)	32	515	\$130	U	\$2,142,400
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0.	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

ero gra	国际共享企业的企业	Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	. 0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	32200	SF	\$120		\$3,864,000
New Bridge	(Freeway Ramp)	16500	SF	\$130		\$2,145,000
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ening (Frwy Mainline)	0	SF	\$200		\$0
New Lake B	ridge (Fixed Portion)	0	SF	\$150		\$0
New Lake B	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Rem	oval	24,000	SF	\$20		\$480,000
Walls	Low End	0	SF	\$40		\$0.
	Mid Range	49,277	SF	\$60		\$2,956,600
	High End	0	SF	\$120		\$0
	Noise	2,300	LF	\$275		\$632,500
Guardrail (#	of Anchors in Other)	2000	LF	\$15	8	\$34,400
Concrete Ba	rrier	3,422	LF	\$30		\$102,700
Signals		1	EA	\$125,000	INT	\$125,000
Signals		0	EA	\$250,000	IC	\$0
Illumination		0	IC	\$100,000	IC	\$0

4 Lane Alternative: Full Funding

SR 520		Posted Speed:					
Project Title:	I-5 Interchang	ge Impi	rovements				
Subject Section:	MP		to	MP			
Length of Subject Section	on:	0	Miles	-1	14 14 17 1-21		
Number of Lanes:	No - Build	0	Build	4			
Terrain for this project (for Level, R for F	olling	, M for Mou	ntainou	R		

Illumination		1	INT	\$25,000	INT	\$25,000
Illumination		7	EA	\$8,000		\$56,000
Signing/Striping	g	20600	LF	\$18		\$370,800
Sidewalks, Cur	b, & Gutter	0	LF	\$30		\$0
Surface/Paving	(PCC)	20600	LF	\$70		\$1,442,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	9800	LF	\$78		\$764,400
	Stormwater	1	LS	\$350,407		\$350,400
Earthwork	Misc Earthwork	20700	LF	\$10		\$207,000
	Fill	6,984	CY	\$15		\$104,800
	Cut and Waste	8,210	CY	\$18		\$147,800
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	lopment	2	Mile	\$5,000	Vi	\$10,000
ITS		1	ump Sur	\$6,000,000		\$6,000,000
Traffic Control	(10% of Total)			10%		\$1,981,800
Construction St	taging (15% of Total)			15%		\$2,972,800
Removal Items	(5% of Total)			5%		\$966,900
Mobilization @	8%	*		8%		\$2,059,200
Misc Allowance	@ 5%			5%		\$1,390,000
Right of Way		18,400	SF	\$175	W	\$3,220,000
Preliminary Eng	gineering @ 15%			15%		\$4,378,400
Construction En	ngineering @ 10%			10%		\$2,918,900
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.80%		\$2,568,600
Escalation from	7/2003 to 3/2004			3.51%		\$1,369,634
Scope Continge	ency @ 0%			0%		\$0

4 Lane Alternative: Full Funding

SR 520	Posted Speed:					
Project Title:	New Portage	Bay Br	ridge			
Subject Section:	MP		to	MP		
Length of Subject Section:		0	Miles	757 1		
Number of Lanes:	No - Build	0	Build	4		
Terrain for this project (L fo	r Level. R for F	Rolling	M for Mou	ntainou	R	

	# of Lanes	Mile	de autoria.	R/U*	40.00
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	0	0.00			
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	0	0			
THE RESERVE OF THE PARTY OF	Structure Width	cture Le	Cost per SF		State of the state of
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120	,	\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	126.2045061	2885	\$150	U	\$54,615,000
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ening (Frwy Mainline)	0	SF	\$200		\$0
New Lake B	ridge (Fixed Portion)	364100	SF	\$150		\$54,615,000
New Lake B	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Reme	oval	150,800	SF	\$40		\$6,032,000
Walls	Low End	0	SF	\$60		\$0
	Mid Range	0	SF	\$60		\$0
	High End	0	SF	\$120		\$0
	Noise	5,770	LF	\$275		\$1,586,800
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	arrier	0	LF	\$30		\$0
Signals		0	EA	\$125,000	INT	\$0
Signals		0	EA	\$250,000	IC	\$0
Illumination		0	IC	\$100,000	IC	\$0

SR 520		peed:				
Project Title:	New Portage					
Subject Section:	MP		to	MP		
Length of Subject Section:		0	Miles	B-8		
Number of Lanes:	No - Build	0	Build	4		
Terrain for this project (L for	Level, R for F	lolling,	M for Mou	ntainou	R	

Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	g	0	LF	\$18		\$0
Sidewalks, Cur	b, & Gutter	0	LF	\$30		\$0
Surface/Paving	(PCC)	0	LF	\$70		\$0
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	2900	LF	\$110		\$319,000
	Stormwater	1	LS	\$324,246		\$324,200
Earthwork	Misc Earthwork	0	LF	\$10		\$0
	Fill	0	CY	\$15		\$0
	Cut and Waste	0	CY	\$18		\$0
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0.
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	0	Mile	\$5,000		\$0
ITS		1	ump Sur	\$1,000,000		\$1,000,000
Traffic Control	(3.5% of Total)			3.5%		\$2,236,300
Construction St	taging (10% of Total)			10%		\$6,389,400
Removal Items	(0% of Total)			0%		\$0
Mobilization @	8%			8%		\$5,801,600
Misc Allowance	@ 5%			5%		\$3,916,100
Right of Way		46,500	SF	\$175	W	\$8,137,500
Preliminary Eng	gineering @ 8%			8%		\$6,579,000
Construction E	ngineering @ 10%			10%		\$8,223,800
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	.8%			8.80%		\$7,236,900
Escalation from	7/2003 to 3/2004			3.51%		\$3,656,938
Scope Continge	ency @ 0%			0%		\$0
	ST ESTIMATE USED FOR	B/C	9.7			\$116,000,000

SR 520		Posted Speed:					
Project Title:	Montlake Inte	Montlake Interchange Improvements					
Subject Section:	MP		to	MP			
Length of Subject Section:		0	Miles	 			
Number of Lanes:	No - Build	4	Build	8			
Terrain for this project (L f	R						

	# of Lanes	Mile	le di missioni	R/U*	All Andrews
Arterial Lane Addition	6	0.09		U	
Freeway Ramp Addition	2	0.97		· U	
Freeway Lane Addition	4	0.35		U	
Channelize Intersection	0	0			
Realignment	. 0	0			
Arterial Transit Queue Bypass Lane	0	0		90	
Widen Shoulders	2	1.17		U	
"我是我们也没有这个人的。"	Structure Width	cture Le	Cost per SF	5-208	Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	115	234	\$120	U	\$3,229,200
New Bridge (Pedstrian Bridge)	.18	514	\$125	U	\$1,156,500
New Bridge (Freeway Ramp)	30	0	\$130	U	\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	. 0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
*Structure costs include Signing	g/Striping Pavi	ing and	Concrete Ba	rrier	\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	27000	SF	\$120		\$3,240,000
New Bridge	(Pedstrian Bridge)	9300	SF	\$125		\$1,162,500
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Widening (Frwy Mainline)		0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)		0	SF	\$150		\$0
New Lake Bridge (Floating Portion)		0	SF	\$315		\$0
Bridge Remo	oval	24,600	SF	. \$20		\$492,000
Cut and Cov	er Tunnel w/ no ventilation	2,550	SF	\$270		\$688,500
Walls	Low End	0	SF	\$40		\$0
	Mid Range	43,485	SF	\$60		\$2,609,100
	High End	0	SF -	\$120		\$0
	Noise	3,350	LF	\$275	- 3/m/6	\$921,300
Guardrail (#	of Anchors in Other)	3000	LF	\$15	12	\$51,600
Concrete Ba	rrier	12,501	LF.	\$30		\$375,000

SR 520 Posted Speed: **Project Title:** Montlake Interchange Improvements **Subject Section:** MP MP to Length of Subject Section: 0 Miles Number of Lanes: No - Build 4 Build 8 Terrain for this project (L for Level, R for Rolling, M for Mountainou R

Signals		2	EA	\$125,000	INT	\$250,000
Signals		0	EA	\$250,000	IC	\$0
Illumination		6	INT	\$25,000	INT	\$150,000
Illumination		0	IC	\$100,000	IC	\$0
Illumination		4	EA	\$8,000		\$32,000
Signing/Striping	g	29800	LF	\$18		\$536,400
Sidewalks, Cur	b, & Gutter	3,750	LF	\$30		\$112,500
Surface/Paving	(PCC)	29800	LF	\$70		\$2,086,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	15900	LF	\$78		\$1,240,200
	Stormwater	1	LS	\$696,716		\$696,700
Earthwork	Misc Earthwork	46500	LF	\$10		\$465,000
	Fill	15,001	CY	\$15		\$225,000
	Cut and Waste	54,889	CY	\$18		\$988,000
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	lopment	3	Mile	\$5,000		\$15,000
Aestitic Treatm	ent	1	ump Sur	\$1,200,000		\$1,200,000
ITS		1	ump Sur	\$15,000,000		\$15,000,000
Traffic Control ((3.5% of Total)			3.5%		\$1,138,800
Construction St	taging (10% of Total)			10%		\$3,253,700
Removal Items	(5% of Total)			5%		\$1,567,800
Mobilization @	8%			8%		\$3,079,800
Misc Allownace	@ 5%			5%		\$2,078,800
Right of Way		260,200	SF	\$70	W	\$18,214,000
Right of Way (N	MOAHI)	22,500	SF	\$300		\$6,750,000
Preliminary Eng	gineering @ 8%			8%		\$3,492,500
Construction Er	ngineering @ 10%			10%		\$4,365,600
Change Orders	@ 0%		9	0%		\$0
Sales Tax @ 8.	8%			8.8%		\$3,841,700
Escalation from	7/2003 to 3/2004			3.51%		\$1,786,889
Scope Continge	ency @ 0%			0%		\$0

SR 520		Posted Speed:						
Project Title:	Montlake Flye	Montlake Flyerstop ramp						
Subject Section:	MP		to	MP				
Length of Subject Section:		0	Miles	1450				
Number of Lanes:	No - Build	4	Build	8				
Terrain for this project (L for	R							

	# of Lanes	Mile	or of the	R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	O O	0			
Freeway Lane Addition	2	0.25		U	
Channelize Intersection	0	0			,
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Viden Shoulders	2	0.25		U	
2000年1月1日 1日 1日 1日 1日 1日 1日	Structure Width	cture Le	Cost per SF	110000000000000000000000000000000000000	Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
*Structure costs include Signin	g/Striping Pavi	ng and	Concrete Ba	rrier	\$0

^{*}Enter R for Rural, U for Urban

Detailed i	Planning Cost Estim					
		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)		0	SF	\$150		\$0
New Lake Bridge (Floating Portion)		0	SF	\$315		\$0
Bridge Remo	oval	0	SF	\$20		\$0
Flyerstop Str	ructure	1	LS	\$4,000,000		\$4,000,000
Walls	Low End	0	SF	\$40		\$0
	Mid Range	0	SF	\$60		\$0
	High End	0	SF	\$120		\$0
	Noise	0	LF	\$275		\$0
Guardrail (#	of Anchors in Other)	0	LF	\$15	0	\$0
Concrete Ba	rrier	1,450	LF	\$30		\$43,500
Signals		0	EA	\$125,000	INT	\$0
Signals		0	EA	\$250,000	IC	\$0

SR	520	Posted Speed:					
Project Title:	Montlake Flye	Montlake Flyerstop ramp					
Subject Section:	MP		to	MP			
Length of Subject S	Section:	0	Miles				
Number of Lanes:	No - Build	4	Build	8			
Terrain for this project (L for Level, R for Rolling, M for Mountainou							

Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		3	EA	\$8,000		\$24,000
Signing/Striping	g	4000	LF	\$18		\$72,000
Sidewalks, Cur	b, & Gutter	0	LF	\$30		\$0
Surface/Paving	g (PCC)	4000	LF	\$70		\$280,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	2700	LF	\$78	180	\$210,600
	Stormwater	0	LS			\$0
Earthwork	Misc Earthwork	5300	LF	\$10		\$53,000
	Fill	0	CY	\$15		\$0
	Cut and Waste	37,889	CY	\$18		\$682,000
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	. 0	Acre	\$10,000		\$0
Wetland Mitigation (Not Included)		0	Acre	\$0		\$0
Roadside Deve	elopment	1	Mile	\$5,000		\$5,000
ITS		0	ump Sur	\$0		\$0
Traffic Control	(10% of Total)			10%		\$537,000
Construction S	taging (10% of Total)			10%		\$537,000
Removal Items	(5% of Total)			5%		\$268,500
Mobilization @	8%			8%		\$537,000
Misc Allowance	e @ 5%			5%		\$362,500
Right of Way		0	SF	\$175	W	\$0
Preliminary En	gineering @ 15%			15%		\$1,141,800
Construction E	ngineering @ 10%	-		10%		\$761,200
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	.8%			8.8%		\$669,900
Escalation from	n 7/2003 to 3/2004			3.51%		\$357,181
Scope Conting	ency @ 0%			0%		\$0
	ST ESTIMATE USED FOR	B/C	1000	PERMIT STATE		\$11,000,000

SR 520		Posted Speed: New Approach Structures					
Project Title:	New Approac						
Subject Section:	MP		to	MP			
Length of Subject Section	on:	0	Miles		-		
Number of Lanes:	No - Build	0	Build	4			
Terrain for this project (R						

1975 6 4 20 20 20 20 20 20 20 20 20 20 20 20 20	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	2	0.05		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0	F 1		
Widen Shoulders	2	0.05		U	
· 医克克斯氏管 医多种性 医多种性 医二种	Structure Width	cture Le	Cost per SF		Article State of
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Pedestrian over lake)	0	0	\$130		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	100	9413	\$150	U	\$141,195,000
East Side Transition Span	130	285	\$175	U	\$6,483,800
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	. 0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Pedestrian over lake)	0	SF	\$130		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130	150 255 111	\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Br	ridge (Fixed Portion)	941300	SF	\$150		\$141,195,000
East Side Tr	ansition Span	37100	SF	\$250		\$9,275,000
New Lake Br	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Remo	oval	695,000	SF	\$40		\$27,800,000
Walls	Low End	0	SF	\$60		\$0
	Mid Range	0	SF	\$60		\$0
	High End	0	SF	\$120		\$0
	Noise	11,650	LF	\$275		\$3,203,800
Guardrail (#	of Anchors in Other)	2000	LF	\$15	8	\$34,400
Concrete Ba	rrier	540	LF	\$30		\$16,200
Signals		0	EA	\$125,000	INT	\$0

SR	520	Posted Speed:					
Project Title:	New Approac	h Struc	ctures				
Subject Section:	MP		to	MP			
Length of Subject	Section:	0	Miles	15 181			
Number of Lanes:	No - Build	0	Build	4			
Terrain for this pro	ject (L for Level, R for F	Rolling	M for Mou	ntainou	R		

Signals		0	EA	\$250,000	IC	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	g	39700	LF	\$18		\$714,600
Sidewalks, Cur	b, & Gutter	0	LF	\$30		\$0
Surface/Paving	(PCC)	39700	LF	\$70		\$2,779,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	0	LF	\$110		\$0
	Stormwater	1	LS	\$1,015,281		\$1,015,300
Earthwork	Misc Earthwork	20300	LF	\$10		\$203,000
	Fill	0	CY	\$15		\$0
	Cut and Waste	0	CY	\$18		\$0
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000	1	\$0
B. 1884	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	1	Mile	\$5,000		\$5,000
ITS		1	ump Sur	\$500,000		\$500,000
Traffic Control	(3.5% of Total)			3.5%		\$6,535,900
Construction St	taging (4% of Total)			4%		\$7,469,700
Removal Items	(0% of Total)			0%		\$0
Mobilization @	8%			8%		\$16,059,800
Misc Allownand	ce @ 5%			5%		\$10,840,300
Right of Way		0	SF	\$70	Р	\$0
Preliminary Eng	gineering @ 8%			8%		\$18,211,800
Construction E	ngineering @ 10%			10%		\$22,764,700
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	.8%			8.80%		\$20,032,900
Escalation from	7/2003 to 3/2004			3.51%		\$10,122,993
Scope Continge	ency @ 0%			0%		\$0
DETAILED CO	ST ESTIMATE USED FOR	B/C	9 8	10.04		\$299,000,000

SR 520			Posted Sp	peed:		
Project Title:	New Floating	Bridge				
Subject Section:	MP		to	MP		
Length of Subject Section:		0	Miles			
Number of Lanes:	No - Build	0	Build	4		
Terrain for this project (L for	Level, R for F	olling,	M for Mou	ntainou	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	0	0			
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	0	0			
"大大学是我们的是一个人也是一个	Structure Width	cture Le	Cost per SF		
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	102	7597	\$315	U	\$244,091,600
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

	Planning Cost Estim	O. combb.	Unit	Unit Cost	Other	Cost
		Quantity			Omer	rents consistence or processor and processor accom-
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ening (Frwy Mainline)	0	SF	\$200		\$0
New Lake B	ridge (Fixed Portion)	0	SF	\$150		\$0
New Lake B	ridge (Floating Portion)	774900	SF	\$315		\$244,093,500
Bridge Rem	oval	1	ump Sur	\$20,000,000		\$20,000,000
Walls	Low End	0	SF	\$60		\$0
	Mid Range	0	SF	\$60		\$0
	High End	0	SF	\$120		\$0
	Noise	0	LF	\$275		\$0
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	ırrier	0	LF	\$30		\$0
Signals		0	EA	\$125,000	INT	\$0
Signals		0	EA	\$250,000	IC	\$0
Illumination		0	IC	\$100,000	IC	\$0

SR 520			Posted Sp	peed:	
Project Title:	New Floating	Bridge			
Subject Section:	MP		to	MP	
Length of Subject Section:		0	Miles		
Number of Lanes:	No - Build	0	Build	4	
Terrain for this project (L for	Level, R for F	Rolling,	M for Mou	ntainou	R

Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	g	0	LF	\$18		\$0
Sidewalks, Cur	b, & Gutter	0	LF	\$30		\$0
Surface/Paving	(PCC)	0	LF	\$70		\$0
Drainage	Ditch	0	LF	\$15		\$ 20 \$ 20 \$ 20 \$ 50
	Enclosed System	7600	LF	\$125		\$950,000
	Stormwater	0	LS	\$0		25 x 16 x 1
Earthwork	Misc Earthwork	0	LF	\$10		\$0
	Fill	0	CY	\$15		(Lat. 15 april 2 + \$0
	Cut and Waste	0	CY	\$18		\$0
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	0	Mile	\$5,000		\$0
ITS		1	ump Sur	\$500,000		\$500,000
Traffic Control	(0.5% of Total)			0.5%		\$1,327,800
Construction S	taging (0% of Total)			0%		\$0
Removal Items	(0% of Total)			0%		\$0
Mobilization @	8%			8%		\$21,351,100
Misc Allowance	e @ 0%			0%		\$0
Right of Way		0	SF	. \$0		\$0
Preliminary Eng	gineering @ 5%			5%		\$14,412,000
Construction E	ngineering @ 10%			10%		\$28,824,000
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	.8%			8.80%		\$25,365,100
Escalation from	7/2003 to 3/2004			3.51%		\$12,514,173
Scope Continge	ency @ 0%			0%		\$0
DETAILED CO	ST ESTIMATE USED FOR E	3/C				\$369,000,000

SR 520			Posted Sp	peed:		
Project Title:	Mainline Impr	oveme	ents through	Eastside Co	mmunities	
Subject Section:	MP		to	MP		
Length of Subject Section:		0	Miles	T		
Number of Lanes:	No - Build	0	Build	4		
Terrain for this project (L fo	or Level, R for F	Rolling	M for Mou	ntainou	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	2	0.0947		U	
Freeway Ramp Addition	1	2.04		U	
Freeway Lane Addition	5	2.38		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	2.20		U	
	Structure Width	cture Le	Cost per SF	10000	光 能 医二氯基金酸
New Bridge (Pedestrian)	20	690	\$125	U	\$1,725,000
New Bridge (Arterial Roadway)	50	575	\$120	U	\$3,450,000
New Bridge (Freeway Ramp)	40	45	\$130	U	\$234,000
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$350		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

	TAMES A PROPER	Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(Pedestrian)	13800	SF	\$125		\$1,725,000
New Bridge	(Arterial Roadway)	28800	SF	\$120		\$3,456,000
New Bridge	(Freeway Ramp)	1800	SF	\$130		\$234,000
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake B	ridge (Fixed Portion)	0	SF	\$150		\$0
New Lake B	ridge (Floating Portion)	0	SF	\$350		\$0
Bridge Rem	oval	13,100	SF	\$20		\$262,000
Flyerstops (I	Roadside)	4	EA	\$250,000		\$1,000,000
Walls	Retaining	0	SF	\$60		\$0
	Mid Range	145,910	SF	\$60		\$8,754,600
	High End	0	SF	\$120		\$0
	Noise	21,400	LF	\$275		\$5,885,000
Guardrail (#	of Anchors in Other)	3000	LF	\$15	12	\$51,600
Concrete Ba	rrier	31,952	LF	\$30		\$958,600
Signals		2	EA	\$125,000	INT	\$250,000
Signals		0	EA	\$250,000	IC	\$0

SR	520	Posted Speed:				
Project Title: Mainline Improvements through Eastside Co				mmuniti	es	
Subject Section:	MP		to	MP		
Length of Subject Se	ection:	0	Miles			
Number of Lanes:	No - Build	0	Build	4		
Terrain for this proje	ect (L for Level, R for F	Rolling.	M for Mou	ntainou	R	

Illumination		0	IC	\$100,000	IC	\$0
Illumination		2	INT	\$25,000	INT	\$50,000
Illumination		22	EA	\$8,000		\$176,000
Signing/Striping	g	91400	LF	\$18		\$1,645,200
Sidewalks, Cur	b, & Gutter	10350	LF ·	\$30		\$310,500
Surface/Paving	(PCC)	91400	LF	\$70		\$6,398,000
Drainage	Ditch	0	LF	\$15 .	6	\$0
	Enclosed System	38700	LF	\$78		\$3,018,600
	Stormwater	1	LS	\$2,293,753		\$2,293,800
Earthwork	Misc Earthwork	107000	LF	\$10		\$1,070,000
	Fill	48,698	CY	\$15	,	\$730,500
	Cut and Waste	64,262	CY	\$18		\$1,156,700
Clear/Grub ·	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	39	Acre	\$6,000	Х	\$234,000
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	7	Mile	\$5,000		\$35,000
Aestitic Treatm	ent	1	ump Sur	\$3,500,000		\$3,500,000
ITS		. 1	ump Sur	\$3,000,000		\$3,000,000
Traffic Control	(6% of Total)			6%		\$2,771,700
Construction St	taging (8% of Total)			8%		\$3,695,600
Removal Items	(5% of Total)			5%		\$2,246,700
Mobilization @	8%			8%		\$4,392,700
Misc Allowance	@ 5%			5%		\$2,965,100
Right of Way		50,000	SF.	\$175	W	\$8,750,000
		55,800	SF	\$70	Р	\$3,906,000
Preliminary Eng	gineering @ 8%			8%		\$4,981,400
Construction Er	ngineering @ 10%			10%		\$6,226,700
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	.8%			8.80%		\$5,479,500
Escalation from	7/2003 to 3/2004			3.51%		\$2,578,983
Scope Continge	encv @ 0%			0%		\$0

Four Lane Alternative: Phase 1 Highway General Planning Level Capital Cost Opinion

Segments		
1 I-5 Interchange		\$0
2 Portage Bay		\$0
3 Montlake Interc	hange	\$5,000,000
5 Floating Bridge	and Approaches	\$663,000,000
6 Points Segmen		\$33,000,000
	Subtotal: SR 520 Corridor (Rounded)	\$701,000,000
TDM		\$165,000,000
Toll Facilities		\$6,000,000
P&R Upgrades		\$0
Environmental I	Mitigation	\$21,000,000
Preliminary Eng	ineering	\$37,000,000
T	otal: SR 520 Corridor in 2004 Dollars (Rounded)	\$930,000,000

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

Phase 1 Scope Items:

- o I-5, Portage Bay Bridge and Bellevue Way are not included in Phase.
- Montlake segment only includes the westside tie for the Approach structure at Parks Ave in Montlake.
- The Montlake flyerstop and braided HOV ramps are not includes in Phase 1.
- o The Points segment includes full build out to station 270+00 just prior to 84th Ave. This includes the Evergreen Point flyerstop.

Pos	ssible Additive Costs:	Added Cost to Above
0	Full Points segemnt build	\$61,000,000
0	Build north half of Portage Bay Bridge	\$84,000,000
0	Extend EB HOV Lane to 108th	\$18,000,000

Four Lane Alternative: Phase 1 Highway General Planning Level Capital Cost Opinion

	Subtotal: Four Lane Highway (Rounded)	\$ 752,000,000
	Environmental Mitigation	 \$21,000,000
6	Mainline Improvements through Eastside Communities	\$33,000,000
5	New Floating Bridge	\$369,000,000
5	New Approach Structures	\$294,000,000
3	Montlake Local Street	\$0
3	Montlake Interchange Improvements	\$5,000,000
2	New Portage Bay Bridge	\$0
1	I-5 Interchange Improvements	\$0
		\$30,000,000
Roa	adway Improvements Preliminary Engineering	\$30,000,0

Transit General Planning Level Capital Cost Opinion¹

	HOV Access/Flyerstop Transit Costs	D' Time	
3	Montlake Flyerstop ramp		\$0
	P&R Upgrades		\$0
	Subtotal: Four Lane Transit (Rounded)	\$	-

Total: Six Lane Alternative (Rounded)	\$	752,000,000	
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Note:

- Shared Transit cost such as direct access ramps for busses and flyerstops are broken out of the highway costs to help clarify the total transit costs.
- 2. The Montlake Flyerstop is show with the Shared Transit here to help clarify the total transit cost.

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

SR	520		Posted Sp	peed:		
Project Title:	I-5 Interchan	ge Impre	ovements			
Subject Section:	MP		to	MP		
Length of Subject S	ection:	0	Miles			
Number of Lanes:	No - Build	0 -	Build	4		
Terrain for this proj	ect (L for Level, R for	Rolling.	M for Mou	ntainou	B	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	1	0.18		U	
Freeway Lane Addition	3	0.74		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.755		U	
	Structure Width	cture Le	Gost per SF		10. E. S
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	70	460	\$120	U	\$3,864,000
New Bridge (Freeway Ramp)	32	515	\$130	U	\$2,142,400
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban VC	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other		Cost
New Bridge (2-	lane O'xing)	0	SF	\$120			
New Bridge (A	rterial Roadway)	32200	SF	\$120			\$3,864,00
New Bridge (Fr	reeway Ramp)	16500	SF	\$130			\$2,145,00
New Bridge (Fr	reeway Mainline)	0	SF	\$120			
Bridge Widenin	g (Frwy Mainline)	0	SF	\$200			in a s
New Lake Brid	ge (Fixed Portion)	0	SF	\$150		Day 1	
New Lake Brid	ge (Floating Portion)	0	SF	\$315			
Bridge Remova	al	24,000	SF	\$20			\$480,00
Walfs	Low End	0	SF	\$40		12000000	
	Mid Range	49,277	SF	\$60			\$2,956,60
	High End	0	SF	\$120			
	Noise	2,300	LF	\$275			\$632,50
Guardrail (# of	Anchors in Other)	2000	LF	\$15	8		\$34,46
Concrete Barrie		3,422	LF	\$30			\$102,70
Signals		1	EA	\$125,000	INT		\$125,00
Signals .		0	EA	\$250,000	IC		
Illumination		0	IC	\$100,000	IC		
Illumination		1	INT	\$25,000	INT		\$25,00
Illumination		7	EA	\$8,000	1 111		\$56,00
Signing/Striping		20600	LF	\$18			\$370,80
Sidewalks, Cur		0	LF	\$30			40.0,0
Surface/Paving		20600	LF	\$70			\$1,442,00
Drainage	Ditch	0	LF	\$15		100 419	STATE OF STATE
Didaidge	Enclosed System	9800	LF	\$78			\$784,40
	Stormwater	1	LS	\$350,407		1,525.5	\$350,40
Earthwork	Misc Earthwork	20700	LF	\$10		(A) ()	\$207,00
Latininoik	Fill	6,984	CY	\$15		5.150.0	\$104,80
	Cut and Waste	8,210	CY	\$18			\$147,80
Clear/Grub	Shrubs/Grass	0,210	Acre	\$2,000			a Chapter and
Olean Cirdo	Light Woods	0	Acre	\$6,000			de Albi
	Heavy Forest	0	Acre	\$10,000		000000	20,0847.53
Mottand Mitigat	tion (Not Included)	0	Acre	\$0			
Roadside Deve		2	Mile	\$5,000	-	0.04010511	* \$10,00
TS	iopment						
	(100) (T.10)	1	ump Sur	\$6,000,000	-		\$6,000,00
Traffic Control				10%	-		\$1,981,80
	aging (15% of Total)			15%	-		\$2,972,80
Removal Items				5%			\$966,90
Mobilization @				8%		-	\$2,059,20
Misc Allowance	@ 5%	10.00	0.5	5%	100		\$1,390,00
Right of Way		18,400	SF	\$175	W	53.500.300×1	\$3,220,00
	gineering @ 15%			15%			\$4,378,40
	ngineering @ 10%			10%			\$2,918,90
Change Orders				0%			
Sales Tax @ 8.				8.80%			\$2,568,60
Escalation from	7/2003 to 3/2004			3.51%			\$1,369,63
Scope Continge	ancy @ 0%			0%			\$

SR	520		Posted Sp	eed:		
Project Title:	New Portage	Bay B	ridge			
Subject Section:	MP		to	MP		
Length of Subject :	Section:	0	Miles			
Number of Lanes:	No - Build	0	Build	4		
Terrain for this pro	ject (L for Level, R for	Rolling	M for Mou	ntainou	R	

General per Mile Quantities:		Mile		0.010	
E. C. Carlotte	# of Lanes	Mile		RAU*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	0	0.00			
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	0	0			
	Structure Width	cture Le	Cost per SF		91056 Law 148
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130	-	\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	126	2885	\$150	U	\$54,615,000
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban VC	0	0	\$425		\$0
New Diamond VC	0	0	\$475		\$0
*Structure costs include Signing	Ctriping Day	na ana	Concrete Br	rrior	

*Enter R for Rural, U for Urban

	anning Cost Estima	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-	lane O'xing)	(-	\$120	T Cirio	
	rterial Roadway)	(-	\$120	1	
New Bridge (F		(-	\$130	1	
	reeway Mainline)	(\$120	1	
	ng (Frwy Mainline)	0	-	\$200	1	
	ge (Fixed Portion)	364100		\$150	1	\$54,615,00
	ge (Floating Portion)	C		\$315		457,015,0
Bridge Remova		150,800		\$40		\$6,032,00
Walls	Low End	0	-	\$60		0.002,0
1140115	Mid Range	0	-	\$60	-	
	High End	0	-	\$120	-	
	Noise	5,770		\$275		\$1,586,86
Guardrail (# of	Anchors in Other)	1000	LF	\$15	4	\$17.20
Concrete Barri		000		\$30	14	\$17,2
Signals	91	0	-	\$125,000	INT	
Signals		0	EA	\$250,000	IC	
Illumination		0	IC.	\$100,000	IC	
Illumination		0	INT	\$25,000	INT	
Illumination		0	EA	\$8,000	114.1	a all desires
Signing/Striping		0	LF	\$18	-	(1.00 / ARC 100
Sidewalks, Cur		0	LF	\$30		100 100 100
Surface/Paving		0	LF	\$70	1	
	Ditch	0	LF	\$15	-	- Hard Source of the Source of
Drainage	Enclosed System	2900	LF	\$110	-	\$319.0
	Stormwater	2900	LS	\$324,246		
r		0	LF		-	\$324,20
Earthwork	Misc Earthwork		CY	\$10	-	Caller Addition
	Fill	- 0	CY	\$15	-	
	Cut and Waste			\$18		17.65
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000	-	919 11 (442 1 13
	Light Woods	0	Acre	\$6,000	-	1886 (1886) 1893
	Heavy Forest	0	Acre	\$10,000.		7 at 144.610
	tion (Not Included)	0	Acre	\$0	-	
Roadside Deve	lopment	0	Mile	\$5,000		
TS		1	ump Sur	\$1,000,000		\$1,000,00
Traffic Control				3.5%		\$2,236,30
	aging (10% of Total)			10%	-	\$6,389,40
Removal Items	1			0%		100
Mobilization @				8%		\$5,801,60
Misc Allowance	@ 5%			5%		\$3,916,10
Right of Way		46,500	SF	\$175	W	\$8,137,50
	gineering @ 8%			8%		\$6,579,00
Construction Er	ngineering @ 10%			10%		\$8,223,80
Change Orders	@ 0%			0%		
Sales Tax @ 8.	8%		1	8.80%		\$7,236,90
Escalation from	7/2003 to 3/2004			3.51%		\$3,656,93
Scope Continge	ancy @ n%			0%		5

SR	520	Posted Speed:						
Project Title:		North side of	North side of Portage Bay Bridge Phasing Option					
Subject Section:		MP						
Length of Subject S	Section:		0	Miles				
Number of Lanes:		No - Build	0	Build	4			
Terrain for this pro	ject (L for	Level, R for I	Level, R for Rolling, M for Mountainou					

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	4	0.1283		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.1046		U	
	Structure Width	cture Le	Gost per SF	0.00	
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	- 0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	78	2885	\$150	U	\$33,685,500
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond VC	0	0	\$475		\$0

*Enter R for Rural, U for Urban

Detailed 1 1	anning Cost Estima	Quantity	Unit	Unit Cost	Low	Cost
N D-id (D	Inna Obio				Other	DOSA
New Bridge (2		0	-	\$120	-	\$1
	rterial Roadway)	0	-	\$120	-	\$1
New Bridge (F		0	-	\$130	-	\$(
	reeway Mainline)	0		\$120	-	\$(
	ng (Frwy Mainline)	0	-	\$200	-	\$C
	ge (Fixed Portion)	224600		\$150	-	\$33,690,000
	ge (Floating Portion)	0		\$315	-	\$(
Bridge Remova		150,800		\$40		\$6,032,000
Walls	Low End	0		\$60	-	\$0
	Mid Range	4,275		\$60		\$256,500
	High End	0		\$120		\$0
	Noise	5,770	-	\$275		\$1,586,800
Guardrail (# of	Anchors in Other)	1000		\$15	4	517,200
Concrete Barri	er	1,105		\$30		\$33,200
Signals		0		\$125,000	INT	St
Signals		0	_	\$250,000	IC	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	g	14900	LF	\$18		\$268,200
Sidewalks, Cur	rb, & Gutter	0	LF	\$30		\$0
Surface/Paving	(PCC)	14900	LF	\$70		\$1,043,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	4300	LF	\$110		\$479,000
	Stormwater	1	LS	\$226,972		\$227,000
Earthwork	Misc Earthwork	3900	LF	\$10		\$39,000
	Fill	2,178	CY	\$15		\$32,700
	Cut and Waste	1,481	CY	\$18		\$26,700
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		Jan 18 18 50
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve		1	Mile	\$5,000		\$5,000
ITS			ump Sur	\$1,000,000		\$1,000,000
Traffic Control	(3.5% of Total)			3.5%		\$1,565,600
	taging (10% of Total)			10%		\$4,473,000
Removal Items				0%		\$0,000
Mobilization @				8%		\$4,061,500
Misc Allowance				5%		\$2,741,500
Right of Way	0.00	46.500	SF	\$175	W	\$8,137,500
	aineasina @ 99/	40,500	OF.	8%	**	
	gineering @ 8%			10%		\$4,805,800
	ngineering @ 10%			0%		\$5,757,200
Change Orders						\$5,000,000
Sales Tax @ 8.				8.80%		\$5,066,300
	7/2003 to 3/2004			3.51%		\$2,560,105
Scope Conting	ency @ 0%			0%		\$0

SR 520		Posted Speed:					
Project Title:	Montlake Inte	Montlake Interchange Improvements					
Subject Section:	MP		to	MP			
Length of Subject Section	n:	0	Miles				
Number of Lanes:	No - Build	4	Build	8			
Terrain for this project (I	for Level, R for I	Rolling	. M for Mou	intainou	R		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	6	0.09		U	
Freeway Ramp Addition	2	0.97		U	
Freeway Lane Addition	4	0.35		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	1.17		U	
20.40	Structure Width	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	115	234	\$120	U	\$3,229,200
New Bridge (Pedstrian Bridge)	18	514	\$125	U	\$1,156,500
New Bridge (Freeway Ramp)	30	0	\$130	U	\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
*Structure costs include Signin	o/Striping, Pav	ing, and	Concrete Ba	arrier	\$0

^{*}Enter R for Rural, U for Urban

	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O'xing)	0	SF	\$120		\$
New Bridge (Arterial Roadway)	27000	SF	\$120		\$3,240,00
New Bridge (Pedstrian Bridge)	9300	SF	\$125		\$1,162,50
New Bridge (Freeway Ramp)	0	SF	\$130		\$
New Bridge (Freeway Mainline)	0	SF	\$120		\$
Bridge Widening (Frwy Mainline)		SF	\$200		\$
New Lake Bridge (Fixed Portion)	0		\$150		\$4
New Lake Bridge (Floating Portion)	0	SF	\$315		\$
Bridge Removal	24,600	SF	\$20		\$492,000
Cut and Cover Tunnel w/ no ventilation	2,550	SF	\$270		\$688,500
Walls Low End	0	-	\$40		\$4
Mid Range	43,485		\$60		\$2,609,100
High End	0	SF	\$120		\$4
Noise	3,350	LF	\$275		\$921,300
Guardrail (# of Anchors in Other)	3000	LF	\$15	12	\$51,600
Concrete Barrier	12,501	LF	\$30		\$375,000
Signals	2		\$125,000	INT	\$250,000
Signals	0		\$250,000	IC	\$6
Illumination	6		\$25,000	INT	\$150,000
Illumination	0		\$100,000	IC	54
Illumination	4	-	\$8,000		\$32,000
Signing/Striping	29800		\$18		\$536,400
Sidewalks, Curb, & Gutter	3,750		\$30		\$112,500
Surface/Paving (PCC)	29800	LF	\$70		\$2,086,000
Drainage Ditch	0	LF	\$15		.\$0
Enclosed System	15900	LF	\$78		\$1,240,200
Stormwater	1	LS	\$696,716		\$696,700
Earthwork Misc Earthwork	46500	LF	\$10		\$465,000
Fill	15,001	CY	\$15		\$225,000
Cut and Waste	54,889	CY	\$18		\$988,000
Clear/Grub Shrubs/Grass	0	Acre	\$2,000		- 15 E - 15 E - 15 E
Light Woods	0	Acre	\$6,000		\$0
Heavy Forest	0	Acre	\$10,000	-	\$0
Wetland Mitigation (Not Included)	0	Acre	\$0		\$0
Roadside Development	3	Mile	\$5,000		\$15,000
Aestitic Treatment		ump Sur	\$1,200,000		\$1,206,000
TS	1	ump Sur	\$15,000,000		\$15,000,000
Traffic Control (3.5% of Total)			3.5%	-	\$1,138,800
Construction Staging (10% of Total)			10%		\$3,253,700
Removal Items (5% of Total)			5%	-	\$1,567,800
Mobilization @ 8%		-	8%		\$3,079,800
Misc Allownace @ 5%	220 220	05	5%		\$2,078,800
Right of Way	260,200	SF	\$70	W	\$18,214,000
Right of Way (MOAHI)	22,500	SF	\$300		\$6,750,000
Preliminary Engineering @ 8%			8%		\$1,492,500
Construction Engineering @ 10%			10%		\$4,365,600
Change Orders @ 0%			0%	-	\$0
Sales Tax @ 8.8%			8.8%		\$3,841,700
Escalation from 7/2003 to 3/2004			3.51%		\$1,786,889
Scope Contingency @ 0%			0%		\$0

SR	520	Posted Speed:					
Project Title:	Montlake Flye	erstop	ramp				
Subject Section:	MP		to	MP			
Length of Subject !	Section:	0	Miles				
Number of Lanes:	No - Build	4	Build	8			
Terrain for this pro	ject (L for Level, R for F	Rolling	, M for Mou	ntainou	R		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	2	0.25		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.25		U	
	Structure Width	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
*Structure costs include Signin	a/Striping Pavi	na anc	Concrete Pr	erior	\$0

^{*}Enter R for Rural, U for Urban

	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O'xing)	(SF	\$120		\$
New Bridge (Arterial Roadway)		SF	\$120		\$
New Bridge (Freeway Ramp)	(SF	\$130		\$
New Bridge (Freeway Mainline)	0	SF	\$120		
Bridge Widening (Frwy Mainline)	0	SF	\$200		STATE OF STATE S
New Lake Bridge (Fixed Portion)	0	SF	\$150		
New Lake Bridge (Floating Portion)	C	SF	\$315		
Bridge Removal	0	SF	\$20		\$
Flyerstop Structure	1	LS	\$4,000,000		\$4,000,00
Walls Low End	0	SF	\$40		\$
Mid Range	0	SF	\$60		\$
High End	0	SF	\$120		\$
Noise	0	LF	\$275		\$
Guardrail (# of Anchors in Other)	0	LF	\$15	0	\$
Concrete Barrier	1,450	LF	\$30		\$43,50
Signals	0	EA	\$125,000	INT	5
Signals	0	EA	\$250,000	IC	\$
Illumination	C	INT	\$25,000	INT	\$
Illumination	0	IC .	\$100,000	IC	\$
Illumination	. 3	EA	\$8,000		\$24,00
Signing/Striping	4000	LF	\$18		\$72,00
Sidewalks, Curb, & Gutter	0	LF	\$30		\$
Surface/Paving (PCC)	4000	LF	\$70		\$280,00
Drainage Ditch	0	LF	\$15		5
Enclosed System	2700	LF	\$78		\$210,60
Stormwater	0	LS			- 10 TOTAL - 10 S
Earthwork Misc Earthwork	5300	LF	\$10		\$53,00
Fill	0	CY	\$15		S. 400 PER SERVICES
Cut and Waste	37,889	CY	\$18		\$682,00
Clear/Grub Shrubs/Grass	0	Acre	\$2,000		s de de s
Light Woods	.0	Acre	\$6,000		- 160 AT 6
Heavy Forest	0	Acre	\$10,000		S
Wetland Mitigation (Not Included)	0	Acre	\$0		- s
Roadside Development	1	Mile	\$5,000		\$5,00
ITS	0	ump Sur	\$0		\$1
Traffic Control (10% of Total)			10%		\$597,00
Construction Staging (10% of Total)			10%		\$537,00
Removal Items (5% of Total)			5%		\$268,50
Mobilization @ 8%			8%		\$537,000
Misc Allowance @ 5%			5%		\$362,500
Right of Way	0	SF	\$175	W	\$1
Preliminary Engineering @ 15%			15%		\$1,141,80
Construction Engineering @ 10%			10%		\$761,200
Change Orders @ 0%			0%		S
Sales Tax @ 8.8%			8.8%		\$669,900
Escalation from 7/2003 to 3/2004			3.51%		\$357,18
Scope Contingency @ 0%			0%		so

SR	520	Posted Speed:					
Project Title:		Montlake Inte	1				
Subject Section:		MP					
Length of Subjec	t Section:		0	Miles			
Number of Lanes	:	No - Build	4	Build	8		
Terrain for this project (L for Level, R for Rolling, M for Mountainou					R		

General per Mile Quantities:					
	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	4	0.14		U.	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.2841		U	
	Structure Width	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Pedstrian Bridge)	0	0	\$125		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
*Structure costs include Signine	n/Striping Pay	ing and	Concrete Ba	arrier	\$0

^{*}Enter R for Rural, U for Urban

CONTRACTOR OF THE PROPERTY OF	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O'xing)	O	-	\$120		s
New Bridge (Arterial Roadway)	0	SF	\$120		s
New Bridge (Pedstrian Bridge)	0	SF	\$125		\$
New Bridge (Freeway Ramp)	0	SF	\$130		S S
New Bridge (Freeway Mainline)	0	-	\$120		S
Bridge Widening (Frwy Mainline)	0	SF	\$200		S S
New Lake Bridge (Fixed Portion)	0	SF	\$150		S.
New Lake Bridge (Floating Portion)	0	SF	\$315		SI
Bridge Removal	0	SF	\$20	1	S
Cut and Cover Tunnel w/ no ventilation	0		\$270		S/
Walls Low End	0		\$40		Si
Mid Range	450		\$60		\$27,000
High End	0	-	\$120		\$27,000
Noise	1,500		\$275	-	\$412.500
Guardrail (# of Anchors in Other)	0	-	\$15	0	\$412,500
Concrete Barrier	3,000		\$30	1	\$90,000
Signals	3,000		\$125,000	INT	\$60,000
Signals	0		\$250,000	IC	\$1
Illumination	0	-	\$25,000	INT	\$1
Illumination	0		\$100,000	IC	50
Illumination	2	-	\$8,000	10	\$16,000
Signing/Striping	4500	-	\$18		\$81,000
Sidewalks, Curb, & Gutter	4500	LF	\$30	1	\$61,000
Surface/Paving (PCC)	4500	-	\$70	-	\$315,000
	4300	-	\$15	-	\$315,000
Drainage Ditch Enclosed System	1500	-	\$78	-	\$117,000
Stormwater	1500	LS	\$78	-	\$117,000
	6000	LF		-	\$60,900
Earthwork Misc Earthwork Fill	4,444	CY	\$10		\$66,700
Cut and Waste	7,407	CY	\$15 \$18	-	Transport of the last of the l
					\$133,300
Clear/Grub Shrubs/Grass	. 0	Acre	\$2,000	-	\$1
Light Woods	0	Acre	\$6,000	-	
Heavy Forest	0	Acre	\$10,000		
Wetland Mitigation (Not Included)	0	Acre	\$0	-	\$0
Roadside Development	1	Mile	\$5,000	-	\$5,000
Aestitic Treatment		ump Sur	\$240,000	-	5240,000
ITS	1	ump Sur	\$1,500,000		\$1,500,000
Traffic Control (3.5% of Total)			3.5%	-	\$107,200
Construction Staging (10% of Total)			10%		\$306,400
Removal Items (5% of Total)			5%		\$153,200
Mobilization @ 8%		-	8%		\$290,400
Misc Allownace @ 5%			5%		\$196,000
Right of Way	0	SF	\$70	W	\$0
Right of Way (MOAHI)	0	SF	\$300		\$0
Preliminary Engineering @ 8%			8%		\$329,900
Construction Engineering @ 10%			10%		\$411,700
Change Orders @ 0%			0%		\$0
Sales Tax @ 8.8%			8.8%		\$362,300
Escalation from 7/2003 to 3/2004			3.51%		\$183,062
Scope Contingency @ 0%			0%		\$0

SR 520		Posted Speed:					
Project Title:							
Subject Section:	MP		to	MP			
Length of Subject Section:		0	Miles				
Number of Lanes:	No - Build	0	Build	4			
Terrain for this project (L f	or Level, R for R	olling.	M for Mour	ntainous	R		

General per Mile Quantities:						
	# of Lanes	Mile		FVU*		
Arterial Lane Addition	0	0				
Freeway Ramp Addition	0	0				
Freeway Lane Addition	2	0.05		U		
Channelize Intersection	0	0				
Realignment	0	0				
Arterial Transit Queue Bypass Lane	0	0				
Widen Shoulders	2	0.05		U		
and the second s	Structure Width	icture Lei	Cost per SF	-66		
New Bridge (2-lane O'xing)	0	0	\$120		\$0	
New Bridge (Pedestrian over lake)	0	0	\$130		\$0	
New Bridge (Freeway Ramp)	0	0	\$130		\$0	
New Bridge (Freeway Mainline)	0	0	\$120		\$0	
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0	1
New Lake Bridge (Fixed Portion)	100	9413	\$150	U	\$141,195,000	
Transition Span	130	285	\$175	U	\$6,483,800	
New Lake Bridge (Floating Portion)	0	0	\$315		\$0	
New Urban I/C	0	0	\$425		\$0	
New Diamond I/C	0	0	\$475		\$0	
*Structure costs include Signir	ng/Striping, Pav	ing, and	Concrete Ba	rrier		

*Enter R for Rural, U for Urban

		Cluantity	Unit	Unit Cost	Other	Cost	
New Bridge (2-	lane O'xing)	0	SF	\$120		\$0	
	edestrian over lake)	0	SF	\$130		\$0	
New Bridge (Fr		0	SF	\$130		\$0	
	reeway Mainline)	0	SF	\$120		\$0	
	g (Frwy Mainline)	0		\$200		\$0	
	ge (Fixed Portion)	941300	SF	\$150		\$141,195,000	
Transition Spar		37100	SF	\$175		\$6,492,500	
New Lake Bride	ge (Floating Portion)	0	SF	\$315		\$0	
Bridge Remova	ıl	695,000	SF	\$40		\$27,800,000	
Walls	Low End	0	SF	\$60		\$0	
	Mid Range	0	SF	\$60		\$0	
	High End	0	SF	\$120		\$0	
	Noise	11,650	LF	\$275		\$3,203,800	
Guardrail (# of	Anchors in Other)	2000	LF	\$15	8	\$34,400	14 1000
Concrete Barrie		540	LF	\$30		\$16,200	
Signals		0	EA	\$125,000	INT	\$0	
Signals		0	EA	\$250,000	IC	- \$0	
Illumination		0	IC	\$100,000	IC	\$0	
Illumination		0	INT	\$25,000	INT	\$6	
Illumination		0	EA	\$8,000		\$0	
Signing/Striping		39700	LF	\$18		\$714,600	
Sidewalks, Cur	b, & Gutter	0	LF	\$30		\$0	
Surface/Paving	(PCC)	39700	LF	\$70		\$2,779,000	
Drainage	Ditch	0	LF	\$15		\$0	RUNGEN
	Enclosed System	0	LF	\$110		\$0	Part of Sales
	Stormwater	1	LS	\$1,015,281		\$1,015,300	
Earthwork	Misc Earthwork	20300	LF	\$10		\$203,000	
	Fill	0	CY	\$15		\$0	
	Cut and Waste	0	CY	\$18		\$0	
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		60	
	Light Woods	0	Acre	\$6,000		\$0	
	Heavy Forest	0	Acre	\$10,000		.50	Land of the st
Wetland Mitigat	ion (Not Included)	0	Acre	\$0		\$0	
Roadside Deve	lopment	1	Mile	\$5,000		\$5,000	
ITS		1	ump Sur	\$500,000		\$500,000	\$183,958,80
Traffic Control (3.5% of Total)			3.5%		\$6,438,600	
Construction St	aging (4% of Total)			4%		\$7,358,400	
Removal Items	(0% of Total)			0%		\$0	
Mobilization @	8%			8%		\$15,820,500	
Misc Allownanc	e @ 5%			5%		\$10,678,800	
Right of Way		0	SF	\$70	Р	\$0	
Preliminary Eng	ineering @ 8%			8%		\$17,940,400	
Construction Er	ngineering @ 10%			10%		\$22,425,500	
Change Orders	@ 0%			0%		\$0	
Sales Tax @ 8.				8.80%		\$19,734,400	
Escalation from	7/2003 to 3/2004			3.51%		\$9,972,160	
	ency @ 0%			0%		\$0	

SR 520)		Posted Sp	eed:		
Project Title:	New Floating	Bridge				
Subject Section:	MP		to	MP		
Length of Subject Secti	on:	0	Miles			
Number of Lanes:	No - Build	0	Build	4		
Terrain for this project	L for Level, R for R	olling.	M for Mou	ntainou	R	

	# of Lanes	Mile		R/U"	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	0	0			
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			-
Widen Shoulders	0	0			
Charles Advanced to the Control of t	Structure Width	cture Le	Cost per SF	0.000	THE RESERVE OF THE
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	102	7597	\$315	U	\$244,091,600
New Urban VC	0	0	\$425		\$0
New Diamond VC	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-	-lane O'xing)	0	SF	\$120		\$
New Bridge (A	rterial Roadway)	0	SF	\$120		\$
New Bridge (F	reeway Ramp)	0	SF	\$130		\$
New Bridge (Fi	reeway Mainline)	0	SF	\$120		\$
Bridge Widenin	ng (Frwy Mainline)	0	SF	\$200		\$
New Lake Brid	ge (Fixed Portion)	0	SF	\$150		\$ C
New Lake Brid	ge (Floating Portion)	774900	SF	\$315		\$244,093,500
Bridge Remova	al	1	ump Sur	\$20,000,000		\$20,000,000
Walls	Low End	0	SF	\$60		\$4
	Mid Range	0	SF	\$60		\$
	High End	0	SF	\$120		\$(
	Noise	0	LF	\$275		\$1
Guardrail (# of	Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Barri		0	LF	\$30		\$0
Signals		0	EA	\$125,000	INT	\$0
Signals		0	EA	\$250,000	IC	\$4
Illumination		0	IC	\$100,000	IC	.\$4
Illumination		0	INT	\$25,000	INT	\$6
Illumination		0	EA	\$8,000		\$6
Signing/Striping	1	0	LF	\$18		30
Sidewalks, Cur	b. & Gutter	0	LF	\$30		\$0
Surface/Paving	THE RESERVE TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN C	0	LF	\$70		\$0
Drainage	Ditch	0	LF	\$15		2
	Enclosed System	7600	LF	\$125		\$950,000
	Stormwater	0	LS	\$0		\$ 1944 50
Earthwork	Misc Earthwork	0	LF	\$10		80
	Fill	0	CY	\$15		Chan Shillian h sc
	Cut and Waste	0	CY	\$18		30
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
	Light Woods	0	Acre	\$6,000		36 x 1935 x 49 x \$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigat	tion (Not Included)	0	Acre	\$0		\$(
Roadside Deve		0	Mile	\$5,000		.sc
ITS	N-Enterin	1	ump Sur	\$500,000		\$500,000
Traffic Control	(0.5% of Total)			0.5%		\$1,327,800
	taging (0% of Total)			0%		\$(
Removal Items				0%		\$0
Mobilization @				8%		\$21,351,100
Misc Allowance				0%		\$0
Right of Way		0	SF	\$0		\$0
	gineering @ 5%		0,	5%		\$14.412.000
	ngineering @ 10%			10%		\$28,824,000
Change Orders				0%		\$20,024,000
Sales Tax @ 8.				8,80%		\$25,365,100
	7/2003 to 3/2004			3.51%	-	\$12.514.173
				0%		
Scope Continge	ency @ 0% ST ESTIMATE USED FO			0%		\$0

SR	520	Posted Speed:					
Project Title:	oject Title: Mainline Improvements through Eastside Co						
Subject Section:	MP		to	MP			
Length of Subject S	ection:	0	Miles	_			
Number of Lanes:	No - Build	0	Build	4			
Terrain for this proje	ect (L for Level, R for	Rolling	, M for Mou	ntainou	R		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	1	2.04		U	
Freeway Lane Addition	. 5	2.38		U	
Channelize Intersection	. 0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0	100		
Widen Shoulders	2	2.20		U	
	Structure Width	cture Le	Gost per SF		
New Bridge (Pedestrian)	20	690	\$125	U	\$1,725,000
New Bridge (Arterial Roadway)	50	575	\$120	U	\$3,450,000
New Bridge (Freeway Ramp)	40	45	\$130	U	\$234,000
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$350		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	. 0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

	and Salaria a	Quaritity	Unit	Unit Cost	Other	Cost
New Bridge (F	edestrian)	13800	SF	\$125		\$1,725,000
New Bridge (A	rterial Roadway)	28800	SF	\$120		\$3,456,00
	reeway Ramp)	1800	SF	\$130		\$234,000
New Bridge (F	reeway Mainline)	0	SF	\$120		\$
	ng (Frwy Mainline)	0	SF	\$200		S(
	dge (Fixed Portion)	0	SF	\$150		SI
New Lake Brid	ge (Floating Portion)	0	SF	\$350		S
Bridge Remov		13,100	SF	\$20		\$262,000
Flyerstops (Ro		4	EA	\$250,000		\$1,000,000
Walls	Retaining	0	SF	\$60		S
	Mid Range	145,910		\$60		\$8,754,600
	High End	0	_	\$120		\$6,754,08
	Noise	21,400	-	\$275		\$5,885,000
Guardrail (# of	Anchors in Other)	3000	-	\$15	12	\$51,600
Concrete Barri		31,952		\$30	14	\$958,600
Signals		2		\$125,000	INT	\$250,000
Signals		0		\$250,000	IC	\$2.50,000
Illumination		0	-	\$100,000	IC	\$
Illumination		2	-	\$25,000	INT	\$50,000
Illumination		21		\$8,000	1141	\$158,000
Signing/Stripin	0	90400	-	\$18	-	\$1,627,200
Sidewalks, Cu		9350	-	\$30		\$280,500
Surface/Paving		90400	-	\$70	-	\$6,928,000
Drainage	Ditch	0		\$15	-	\$6,328,00
Dramage		37700	-	\$78	-	
	Enclosed System Stormwater	37700		\$2,293,753	-	\$2,940,600
Earthwork	Misc Earthwork	106000		\$10		\$2,293,800
Earthwork	Fill	48,698		\$15	-	harman market and the same and
	Cut and Waste	64,262	-			\$730,600
Clear/Grub	Shrubs/Grass	64,262		\$18		\$1,156,700
Clear/Grub		39	-	\$2,000		.\$0
	Light Woods			\$6,000	X	\$234,000
	Heavy Forest	0		\$10,000		\$(
	ition (Not Included)			\$0	-	\$(
Roadside Deve		7	-	\$5,000	-	\$35,000
Aestitic Treatm	ent		ump Sur	\$3,500,000	-	\$3,500,000
ITS		1	ump Sur	\$3,000,000	-	\$3,000,000
Traffic Control				6%		\$2,758,900
	taging (8% of Total)		-	8%		\$3,678,500
Removal Items				5%	-	\$2,236,000
Mobilization @			-	8%		\$4,372,400
Misc Allowance	9 @ 5%			5%		\$2,951,300
Right of Way		50,000	SF	\$175	W	\$8,750,000
		55,800	SF	\$70	P	\$3,906,000
	gineering @ 8%			8%		\$4,958,300
	ngineering @ 10%			10%		\$6,197,800
Change Orders	G 0%			0%		\$0
Sales Tax @ 8	.8%			8.80%		\$5,454,100
Escalation from	7/2003 to 3/2004			3.51%		\$2,566,144
Scope Conting	ency @ 0%			0%		\$0

SR 520		Posted Speed:					
Project Title:	Mainline Imp	roveme	nts through	Eastside C	ommunities: Phi		
Subject Section:	MP		to	MP			
Length of Subject Section:		0	Miles				
Number of Lanes:	No - Build	0	Build	4			
Terrain for this project (L for	or Level, R for i	Rolling	M for Mou	intainou	R		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	2	0.0189			
Freeway Ramp Addition	0	0		U	
Freeway Lane Addition	5	0.6989		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.5144		U	
	Structure Width	cture Le	Cost per SF		AND CHICAGO
New Bridge (Pedestrian)	20	450	\$125	U	\$1,125,000
New Bridge (Arterial Roadway)	50	185	\$120	U	\$1,110,000
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$350		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge (Pe	edestrian)	9000	SF	\$125		\$1,125,00
New Bridge (Ar	rterial Roadway)	9300	SF	\$120		\$1,116,00
New Bridge (Fr	eeway Ramp)	0	SF	\$130		S
New Bridge (Fr	eeway Mainline)	C	SF	\$120		\$
Bridge Widenin	ig (Frwy Mainline)	0	SF	\$200		
-	ge (Fixed Portion)	0	SF	\$150		s
	ge (Floating Portion)	0	SF	\$350		
Bridge Remova		5,000	SF	\$20		\$100,00
Flyerstops (Roa		2	EA	\$250,000		\$500.00
Walls	Retaining	0	SF	\$60		s
	Mid Range	50,900		\$60		\$3,054,00
	High End	0		\$120		\$
-	Noise	5,000	-	\$275		\$1,375,00
Guardrail (# of	Anchors in Other)	2000	LF	\$15	8	\$34,40
Concrete Barrie		8,290		\$30	-	\$248,70
Signals		0,230	EA	\$125,000	INT	\$240,70
Signals		0		\$250,000	IC	5
Illumination		0	IC	\$100,000	IC	S
Illumination		0	INT	\$25,000	INT	3
Illumination		7	EA	\$8,000	1111	\$56,00
Signing/Striping	,	24000	LF	\$18		\$432,00
Sidewalks, Cur		3000	LF	\$30		\$90,00
Surface/Paving		24000	LF	\$70		\$1,680,00
Drainage	Ditch	0	LF	\$15		41,000,00
Dianage	Enclosed System	8400	LF	\$78	1	\$655,20
	Stormwater	1	LS	\$688,126		\$688,10
Earthwork	Misc Earthwork	30000	LF	\$10		\$300,00
Carniwork	Fill	2,667	CY	\$15		\$40,00
	Cut and Waste	20,489	CY	\$18		
Clear/Grub	Shrubs/Grass	20,469	Acre	\$2,000		\$368,86
Clear/Grub			Acre		-	
	Light Woods	11		\$6,000	X	400,00
101 11 1 1 1 1 1 1 1 1	Heavy Forest		Acre	\$10,000	-	The second secon
	tion (Not Included)	0	Acre	\$0		
Roadside Deve		2	Mile	\$5,000		\$10,00
Aestitic Treatme	ent		ump Sur	\$1,050,000	-	\$1,050,00
ITS		1	ump Sur	\$900,000		\$900,00
Traffic Control (-	6%		\$833,40
	aging (8% of Total)			8%	-	\$1,111,10
Removal Items				5%	-	\$664,50
Mobilization @				8%	-	\$1,319,90
Misc Allowance	@ 5%			5%		\$890,90
Right of Way		50,000	SF	\$175	W	\$8,750,00
		0	SF	\$70	P	s
Preliminary Eng	ineering @ 8%			8%		31,496,70
Construction En	ngineering @ 10%			10%		\$1,870,90
Change Orders	@ 0%			0%		\$
Sales Tax @ 8.	3%			8.80%		\$1,646,40
Escalation from	7/2003 to 3/2004			3.51%		\$753,36
O	ency @ 0%			0%		SC

SR 5	20		Posted Sp	peed:	
Project Title:	Extend EB	HOV I	ane through	108th	
Subject Section:	MP		to	MP	
Length of Subject Sec	ction:	0	Miles		
Number of Lanes:	No - Build	5	Build	6	
Terrain for this project	t (L for Level, R for	Rolli	ng, M for Mo	ountain	R

536.0	# of Lanes	Mile		FVU*	
Arterial Lane Addition	2	0.1837		U	
Freeway Ramp Addition	0	0			
Freeway Lane Addition	1	1,69		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	1	1.7657		U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedestrian)	0	0	\$125		\$0
New Bridge (Arterial Roadway)	58	425	\$120	U	\$2,970,000
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
	-				\$0

*Enter R for Rural, U for Urban

	anning Cost Estim	Quantity	Unii	Unit Cost	Other	Cost
New Bridge (P	edestrian)	0	-	\$125		s.
	rterial Roadway)	24800	SF	\$120		\$2,976,00
	reeway Ramp)	0	SF	\$130		\$
	reeway Mainline)	0	SF	\$120		\$
Bridge Widening (Frwy Mainline)		0	-	\$200		\$
	ge (Fixed Portion)	0	-	\$150		5
	ge (Floating Portion)	0		\$315		ş
Bridge Remov		14,700	_	\$20		\$294,00
	non ventilated	0	-	\$270		S
Non Ventilated		0		\$150		5
Walls	Low End	0	-	\$40	1	S.
TT dis	Mid Range	33,000	-	\$60		\$1,980,000
	High End	00,000		\$120	+	\$1,500,000
	Noise	0	LF	\$275	+	54
Guardrail (# at	Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Barri		8.923	LF	\$30	1	\$267,700
Signals	er	8,923	EA	\$125,000	INT	\$250,000
Signals		0		\$250,000	IC	\$250,000
Illumination		2	-	\$25,000	INT	\$50,000
-		0	IC		IC	
Illumination		0		\$100,000	10	\$1
Illumination			EA	\$8,000	1	
Signing/Stripin		16000	LF	\$18	-	\$288,000
Sidewalks, Cu		3,340	LF	\$40	-	\$133,600
Surface/Paving		16000	LF	\$70	-	\$1,120,000
Drainage	Ditch	0	LF	\$15	-	\$0
	Enclosed System	11400	LF	\$78	-	\$889,200
	Stormwater		ump Sur	\$0		- 50
Earthwork	Misc Earthwork	25,100	LF	\$10		\$251,000
	Fill	14,667	CY	\$15		\$220,000
	Cut and Waste	0	CY	\$18		- 50
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		- 50
	Light Woods	8	Acre	\$6,000	X	\$48,000
	Heavy Forest	0	Acre	\$10,000		- 150
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	3	Mile	\$5,000		\$15,000
Aestetic Treatn	nent	0	ump Sur	\$0		\$0
ITS		0	ump Sur	\$0		\$0
Traffic Control	(10% of Total)			10%		\$880,000
Construction S	taging (15% of Total)			15%		\$1,320.000
Removal Items	(5% of Total)			5%		\$425,300
Mobilization @	8%			8%		\$914,000
Misc Allowance	9 @ 5%			5%		\$617,000
Right of Way		0	SF	\$70		-\$0
Right of Way (I	New Align @ L Wash)	. 0	SF	\$175		\$0
	gineering @ 12%			12%		\$1,554,700
	ngineering @ 10%			10%		\$1,295,600
Change Orders				0%		\$0
Sales Tax @ 8.				8.8%		\$1,140,100
	7/2003 to 3/2004			3.51%	1	\$594,299
			-	0%	1	\$034,233
Scope Conting	ency © 0% ST ESTIMATE USED FO			0%		\$18,000,000

Six Lane Alternative: Full Funding Highway General Planning Level Capital Cost Opinion

Seg	gments	
1	I-5 Interchange	\$79,000,000
2	Portage Bay	\$150,000,000
3	Montlake Interchange	\$171,000,000
4	Floating Bridge and Approaches	\$873,000,000
5	Points Segment	\$214,000,000
6	Bellevue Way Interchange	\$78,000,000
	Subtotal: SR 520 Corridor (Rounded)	\$1,565,000,000
	TDM	\$142,000,000
	Toll Facilities	\$10,000,000
	BRT Bus Purchase	\$0
	P&R Upgrades	\$0
	Evironmental Mitigation	\$66,000,000
	Preliminary Engineering to ROD	\$37,000,000
	Total: SR 520 Corridor in 2004 Dollars (Rounded)	\$1,820,000,000

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

Six Lane Alternative: Full Funding Highway General Planning Level Capital Cost Opinion

Segn			4
#	Work Items	Cost	16
	Preliminary Engineering to ROD	\$37,000,000	
1	I-5 Interchange Improvements	\$79,000,000	5
2	Portage Bay Bridge	\$150,000,000	
3	Montlake Interchange Improvements	\$122,000,000	1,2
3	Montlake Local Street Enhancements	\$5,000,000	
4	Approach Spans and Lake Washington Ramps	\$369,000,000	
4	New Floating Bridge	\$504,000,000	
5	Mainline Improvements through Eastside Communities	\$183,000,000	3,5
5	Points Local Street Enhancement	\$2,000,000	
6	Bellevue Way I/C Improvements	\$76,000,000	
6	Bellevue Way Local Street Enhancements	\$2,000,000	
	Environmental Mitigation	\$66,000,000	
	Subtotal: Six Lane Modified Alternative Highway (Ro \$	1,595,000,000	

Transit General Planning Level Capital Cost Opinion¹

	Subtotal: Six Lane Modified Alternative Transit (Rou \$	73,000,000
	P&R Upgrades	\$0
5	Eastside Flyerstops through Points	\$29,000,000
3	Montlake Flyerstop Ramp	\$44,000,000
	HOV Access/Flyerstop Transit Costs	

Total: Six Lane Modified Alternative (Rounded) \$ 1,668,000,000

Note:

- Shared Transit cost such as direct access ramps for busses and flyerstops are broken out of the highway costs to help clarify the total transit costs.
- The Montlake Flyerstop is shown with the Shared Transit here to help clarify the total transit cost.
- Points Community Flyerstops are shown with Shared Transit here to help clarify the total transit cost.
- 5. Lid Costs are included at I-5, Montlake, and three lids through the Point Communities.
- 6. Scope Contingency is not included in these costs.

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

T		IX La	TIC WICE	T	Alternative	1	T arrang
1	SR 5	20	-		Posted Spe	60	
+	Project Title:		I-5 Interc	hange I	mprovements	-	
1	Subject Section:		MP		to	MP	
	Length of Subject Sec	ction:		0	Miles		
	Number of Lanes:		No - Buil	-	Build	6	
1	Terrain for this projec	t (L for	Level, H	or Roll	ing, M for Mou	intair	R
1	General per Mile Quar	atitios:					
	deneral per line dual	mues.	# of Lanes	Mile		F/U*	
1	Arterial Lane Addition		0	-			
F	Freeway Ramp Addition		1	0.5		U	
F	Freeway Lane Addition		7	0.6		U	
۰	Channelize Intersection		0	_			
	Realignment		0			-	
t٠	Arterial Transit Queue Bypas Widen Shoulders	s Lane	4	_		U	
200	widen Shoulders		Structure Win		***************************************	U	Cost
1	New Bridge (2-lane O'xing)		Sudeme str	-			\$0
г	New Bridge (Arterial Roadwa	y)	0	-			\$0
Н	New Bridge (Freeway Ramp)		- 30	_		U	\$1,989,000
1	New Bridge (Freeway Mainlin	ю)	0	0	\$120		\$0
	Bridge Widening (Frwy Mainl		0				\$0
	New Lake Bridge (Fixed Porti		0				\$0
	New Lake Bridge (Floating Po	ortion)	0				\$0
-	New Urban I/C New Diamond I/C		0			1	\$0
	Structure costs include	Signing		_		arrie	\$0
	2010.3 GOOLS INCIDUE	g. m ig	inpirity,		a Sonorete D	2,1101	
	Enter R for Rural, U for Urb	an					
Į	Detailed Planning Cos	t Estim					
dia.	779		Quantity	Unit	Unit Cost	Other	Cost
	New Bridge (2-lane O'xing)		0	-	\$120		
-	New Bridge (Arterial Roadway	y)	15200	SF	\$120		F4 000 0
	New Bridge (Freeway Ramp) New Bridge (Freeway Mainlin	a)	15300	SF	\$130 \$120	-	\$1,989,00
_	Bridge Widening (Frwy Mainli		0	_	\$200		
	New Lake Bridge (Fixed Porti		0	_	\$150		
	New Lake Bridge (Floating Po		0		\$315		
В	Bridge Removal		24,000	SF	\$20		\$480,00
	Ion Ventilated Lid Structure		121,900	SF	\$150		\$18,285,00
-	Cut & Cover under I-5 to SR 5		10,444	SF	\$385		\$4,020,90
	Reversible Ramp Barrier and	indicator	1	EA	\$100,000		\$100,00
V	Valls Low End		07.405	SF	\$40	_	\$
	Mid Range High End	9	37,495	SF SF	\$60 \$120		\$2,249,70
	Noise	-	1,300	LF	\$275		\$357,50
G	Guardrail (# of Anchors in Oth	er)	1000	LF	\$15	4	\$17,20
	Concrete Barrier		7,198	LF	\$30		\$215,90
S	ignals		. 1	EA	\$125,000	INT	\$125,00
-	ignals		0	EA	\$250,000	IC	
	lumination		1	INT	\$25,000	INT	\$25,00
	lumination		1	IC EA	\$100,000	IC	\$100,00
-	lumination ligning/Striping		29000	EA LF	\$8,000		\$40,00
	idewalks, Curb, & Gutter		29000	LF	\$40		\$522,00 5
	surface/Paving (PCC)		29000	LF	\$70		
	Prainage Ditch		0	LF	\$15		\$2,030,00
	Enclosed 5		9000	LF	\$78		\$702,00
	Stormwate			ump Sur	\$350,407		\$350,40
	arthwork Misc Earth	work	35100	LF	\$10		\$951,00
_	Fill	n etc	32,146	CY	\$15		\$482,20
-	Cut and W		24,122	CY	\$18	-	\$434,20
_	lear/Grub Shrubs/Gra Light Wood		0	Acre	\$2,000 \$6,000	-	5
-	Heavy For	-	0	Acre	\$10,000		5000000000
٨	/etland Mitigation (Not Includ		0	Acre	\$0		s
-	loadside Development		2	Mile	\$5,000		\$10,00
-	rs			ump Sur	\$6,000,000		\$6,000,00
T ₁	raffic Control (10% of Total)				10%		\$3,888,70
	onstruction Staging (15% of	Total)			15%		\$5,833,10
-	emoval Items (5% of Total)				5%		\$1,920,40
٠	lobilization @ 8%	-			8%		\$4,042,30
-	lisc Allowance @ 5%		-	er.	5%	14/	\$2,728,60
-	ight of Way reliminary Engineering @ 15	%	0	SF	\$175 15%	W	\$8,595,00
_	onstruction Engineering @ 1				10%		\$5,730,00
-	hange Orders @ 0%		-		0%		\$5,750,00
-	ales Tax @ 8.8%				8.8%		\$5,042,40
-	scalation from 7/2003 to 3/20	004			3.51%		\$2,688,68
					0%		

					Alternative		
S	R	520			Posted Sp	eed:	
P	roject Title:		Portage E	Bay Brid			
S	ubject Sectio	n:	MP		to	MP	
-	ength of Subj			0	Miles		
-	lumber of Lan		No - Build	0	Build	4	
T	errain for this	project (L for	Level, R fo	r Rollin	ng, M for Mou	ntaino	R
G	ieneral per Mi	le Quantities:	17.8	450.00	200		A SAN CONTRACTOR
			# of Lanes	Mile	300.400.60	R/U*	100
A	rterial Lane Additio	n	0	0			
Fr	eeway Ramp Add	ition	. 0	0			
Fr	eeway Lane Addit	ion	0	0			
C	hannelize Intersec	tion	0	0			
R	ealignment		.0	0			
Ar	terial Transit Que	ue Bypass Lane	0	0			
W	iden Shoulders		. 0	0			
			Structure Wid	icture Le	Cost per SF		Cost
N	ew Bridge (2-lane	Oʻxing)	0	0	\$120		\$0
N	ew Bridge (Arterial	Roadway)	. 0	0	\$120		\$0 .
	ew Bridge (Freewa		0	0	\$130		\$0
	ew Bridge (Freewa		0	0	\$120		\$0
Br	idge Widening (Fr	wy Mainline)	0	0	\$200		\$0
Ne	ew Lake Bridge (F	ixed Portion)	175	2898	\$150	U	\$76,072,500
	ew Lake Bridge (F		0	0	\$315		\$0
Ne	ew Urban I/C		0	0	\$425		\$0
Ne	ew Diamond I/C		0	0	\$475		\$0
					Dr. Later		\$0
			- 6				A contract of
*E	nter R for Rural,	U for Urban					
D	etailed Planni	ng Cost Estima	ate:			3.57476	
			Quantity	Unit	Unit Cost	Other	Cost
Ne	ew Bridge (2-lane	O'xing)	0	SF	\$120		
Ne	ew Bridge (Arterial	Roadway)	0	SF	\$120		
Ne	ew Bridge (Freewa	y Ramp)	0	SF	\$130		
Ne	ew Bridge (Freewa	y Mainline)	0	SF	\$120		
Br	idge Widening (Fr	wy Mainline)	0	SF	\$200		
Ne	ew Lake Bridge (Fi	xed Portion)	507200	SF	\$150		\$76,080,0
Ne	ew Lake Bridge (Fl	oating Portion)	0	SF	\$315		
Br	idge Removal		150,800	SF	\$40		\$6,032,0
W	alls	Low End	0	SF	\$40		
		Mid Range	0	SF	\$60		
		High End	0	SF	\$120		
		Noise	5,850	LF	\$275		\$1,608,8
Gu	uardrail (# of Anche	ors in Other)	1000	LF	\$15	4	\$17,2
Co	oncrete Barrier		0	LF	\$30		112 mg - 12 mg
Sig	gnals		0	EA	\$125,000		
Sig	gnals		0	EA	\$250,000		an and the second
IIIL	umination		0	EA	\$8,000		## () () () () ()
IIIL	umination		0	EA	\$8,000		
IIIc	mination		0	EA	\$8,000		
Sig	gning/Striping		0	LF	\$18		-101
_	dewalks, Curb, & C	Gutter	0	LF	\$40		14/64/2015
_	rface/Paving (PCC		0	LF	\$70		
_		Ditch	0	LF	\$15		Mark String C
		Enclosed System	2900	LF	\$110		\$319,0
		Stormwater	1	ump Sur	\$406,436		\$406,4
Ea	rthwork 1	Misc Earthwork	14600	LF	\$10		\$146,0
		Fill	0	CY	\$15		
	(Cut and Waste	0	CY	\$18		18.16.1.16.15
Cle		Shrubs/Grass	0	Acre	\$2,000		BO GARAGO
		Light Woods	0	Acre	\$6,000		PACTOR SERVICE
Г		Heavy Forest	0	Acre	\$10,000		Market St.
W	etland Mitigation (N		0	Acre	\$0		
	adside Developme		0	Mile	\$5,000		
ITS	S		1	ump Sur	\$1,000,000		\$1,000,0
_	affic Control (3.5%	of Total)			3.5%		\$2,996,3
_	nstruction Staging				10%		\$8,560,9
_	moval Items (0%				0%		Seattle better
_	obilization @ 8%				8%		\$7,773,3
	sc Allowance @ 5	%			5%		\$5,247,0
_	ght of Way		30,300	SF	\$175	W	\$5,302,5
_	eliminary Engineer	ing @ 8%			8%		\$8.815,0
_	nstruction Enginee				10%		\$11,018,7
_	ange Orders @ 05				0%		\$11,010,7
_	les Tax @ 8.8%				8.8%		\$9,696,4
_	calation from 7/20	03 to 3/2004			3.51%		\$4,899,70
	varation nom 7/20				0%	1	
_	ope Contingency						

			J.Co. Harris			
SR	520			Posted Sp	eed:	
Project Title:		Montlake	Interch	ange Improver	nents	
Subject Section	1:	MP		to	MP	
Length of Subje	ect Section:		0	Miles		
Number of Lane	es:	No - Build	4	Build	6	
Terrain for this	project (L for	Level, R f	or Roll	ing, M for Mo	untain	R
General per Mil	e Quantities:					
		# of Lanes	Mile	100000000000000000000000000000000000000	R/U*	3.5
Arterial Lane Addition	n	4	0.1979		U	
Freeway Ramp Addi	tion	2	0.8955		U	
Freeway Lane Additi	on	6	0.3366		U	
Channelize Intersect	ion	0	0			
Realignment		0	0			
Arterial Transit Queu	e Bypass Lane	0	0			
Widen Shoulders		4	0.3771		U	
		Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedestr		20	525	\$125	U	\$1,312,500
New Bridge (Arterial	Roadway)	0	0	\$120		\$0
New Bridge (Freewa		0	0	\$130		\$0
New Bridge (Freewa		0	0			\$0
Bridge Widening (Fn		0	0			\$0
New Lake Bridge (Fi	the state of the s	0	0	\$150		\$0
New Lake Bridge (FI		0	0			\$0
New Urban I/C	and a strong	0	0	\$425		\$0
New Diamond I/C		0	0	\$475		\$0
Damond vo		1	0	4113	1	\$0
		1				- 40
*Enter R for Rural,	U for Urban	T			T	
	Jibani	1			-	
Detailed Plannin	na Cost Estim	ate:				
Detailed Flanish	ig cost cami		Unit	Unit Cost	Other	Cost
N D-id (Ddt-	·\	Quantity 10500	SF		Other	TO CONTRACT OF THE PARTY OF THE
New Bridge (Pedestr				\$125	+-+	\$1,312,50
New Bridge (Arterial		-	SF	\$120	-	1
New Bridge (Freewa		0	· SF	\$130	+	5
New Bridge (Freewa		0	SF	\$120	1	\$
Bridge Widening (Fr		0	SF	\$200	-	\$
New Lake Bridge (Fi		0	SF	\$150		
New Lake Bridge (Fl	oating Portion)	0	SF	\$315		\$
Bridge Removal		24,600	SF	\$20		\$492,00
Non Ventilated Lid St		115,200	SF	\$150		\$17,280,00
Cut and Cover non v		3,300	SF	\$270		\$891,00
	ow End	0	SF	\$40		5
	lid Range	49,048	SF	\$60		\$2,942,90
	igh End	0	SF	\$120		\$
	oise	1,750	LF	\$275		\$481,30
Guardrail (# of Ancho	ors in Other)	1000	LF	\$15	4	\$17,20
Concrete Barrier		6,165	LF	\$30		\$185,00
Signals		3	EA	\$125,000	INT	\$375,00
Signals		1	EA	\$250,000	IC	\$250,00
llumination		3	INT	\$25,000	INT	\$75,00
llumination		1	IC	\$100,000	IC	\$100,00
llumination		5	EA	\$8,000		\$40,00
Signing/Striping		29400	LF	\$18		\$529,20
Sidewalks, Curb, & G		5,950	LF	\$40		\$238,00
Surface/Paving (PCC	()	29400	LF	\$70		\$2,058,00
Orainage D	itch	0	LF	\$15	-	5
E	nclosed System	15700	LF	\$78		\$1,224,60
	tormwater		ump Sur	\$820,920		\$820,90
Earthwork M	isc Earthwork	34000	LF	\$10		\$340,00
F	al	24,120	CY	\$15		\$361,80
C	ut and Waste	88,522	CY	\$18		\$1,563,40
Clear/Grub S	hrubs/Grass	0	Acre	\$2,000		\$
Li	ght Woods	0	Acre	\$6,000		
Н	eavy Forest	0	Acre	\$10,000		\$
Wetland Mitigation (N	lot Included)	0	Acre	\$0		s
Roadside Developme	ent	3	Mile	\$5,000		\$15,00
Aestitic Treatment		1	ump Sur	\$1,200,000		\$1,200,00
TS		1	ump Sur	\$15,000,000		\$15,000,00
Fraffic Control (3.5%	of Total)			3.5%		\$1,673,80
Construction Staging	(10% of Total)			10%		\$4,782,90
Removal Items (5% o				5%		\$2,366,50
Mobilization @ 8%				8%		\$4,531,60
Misc Allownace @ 59	6			5%		\$3,058,90
Right of Way		192,100	SF	\$70		\$13,447,00
Right of Way		102,000	SF	\$175		\$17,850,00
Right of Way (MOAH	1)	22,500	SF	\$300		\$6,750,00
reliminary Engineer				8%		\$5,168,90
Construction Enginee				10%		\$6,423,60
Change Orders @ 09				0%		\$
Sales Tax @ 8.8%				8.8%		\$5,652,80
Scalation from 7/200	03 to 3/2004			3.51%		\$2,856,44
		1			1	
Scope Contingency	0%			0%		\$1

				Alternative		
SR	520			Posted Sp	eed:	
Project Title:		Montlake	Flyerst	op Ramp		
Subject Section	:	MP		to	MP	
Length of Subje	ct Section:		0	Miles		
Number of Lane	s:	No - Buil	0 0	Build	2	
Terrain for this	project (L for	Level, R f	or Rolli	ing, M for Mo	untain	R
General per Mile	Quantities:					9 300 309
		# of Lanes		8.98	R/U*	
Arterial Lane Addition		(-		-	
Freeway Ramp Additi		2	_		+	
Freeway Lane Addition		2	-		U	
Channelize Intersection	on	(-		-	
Realignment	-	(-	-	-	
Arterial Transit Queue	Bypass Lane	0	-		+	
Widen Shoulders		2	The same of the sa		U	
NBild(BlO		Structure Wid	-			Cost
New Bridge (2-lane O		(-		-	\$0
New Bridge (Arterial F		(-	\$0
New Bridge (Freeway		0	-		-	\$0
New Bridge (Freeway		0	-		-	\$0
Bridge Widening (Frw		0	-	-	-	\$0
New Lake Bridge (Fix		30	-	-	U	\$19,237,500
New Lake Bridge (Flo	aung Portion)	0	-		+	\$0
New Urban I/C		0	-		-	\$0
New Diamond I/C	-	0	0	\$475	-	\$0
			1			\$0
*Enter R for Rural, U	for Urban					
Liner H for Hurar, O	TOI OIDAN		-			
Detailed Plannin	a Cost Estim	ate.		57210-12810		
occurred i kimin	g Cook Estate	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O	xing)	0	-	\$120		
New Bridge (Arterial F		. 0	-	\$120		
New Bridge (Freeway		0	-	\$130		
New Bridge (Freeway		0	_	\$120	1	
Bridge Widening (Frw		0		\$200		
New Lake Bridge (Fixe		128300	-	\$150		\$19,245,00
New Lake Bridge (Flo		0		\$315		010 210 0
Bridge Removal		0		\$20		
Flyerstops under Lid S	Structure	1	LS	\$3,000,000		\$3,000,00
	w End	0	SF	\$40		
	d Range	200	-	\$60		\$12,00
	gh End	0	-	\$120		
	oise	0	_	\$275		
Guardrail (# of Anchor		1000		\$15	4	\$17,20
Concrete Barrier		4,303	-	\$30		\$129,10
Signals		0		\$125,000	INT	
Signals		0	EA	\$250,000	IC	
Illumination		0		\$25,000	INT	
llumination		0		\$100,000	IC	· AGEGERIAN
llumination		3		\$8,000		\$24,00
Signing/Striping		15500	LF	\$18		\$279,00
Sidewalks, Curb, & Gu	itter	0		\$40		The regional section
Surface/Paving (PCC)		15500	LF	\$70		\$1,085,00
	tch	0	LF	\$15		
	closed System	7800	LF	\$78		\$608,40
St	ormwater	0	ump Sun	n		-50 AF 60 1 1
Earthwork Mi	sc Earthwork	11600	LF	\$10		\$116,00
Fil		5,106	CY	\$15		\$76,60
Cu	t and Waste	20,935	CY	\$18		\$376,80
Clear/Grub Sh	rubs/Grass	0	Acre	\$2,000		and the second
Liç	ht Woods	0	Acre	\$6,000		9-2-3
He	avy Forest	0	Acre	\$10,000		** *** **
Wetland Mitigation (No	ot Included)	0	Acre	\$0		
Roadside Developmen	nt	0	Mile	\$5,000		5
TS		0	ump Sur	\$0		\$
Traffic Control (3.5% o				3.5%		\$873,90
Construction Staging (10%		\$2,496,90
Removal Items (5% of	Total)			5%		\$1,248,50
Mobilization @ 8%				8%		\$2,367,10
Misc Allowance @ 5%				5%		\$1,597,80
Right of Way			SF	\$175	W	\$
Preliminary Engineerin	g @ 8%			8%		\$2,684,90
Construction Engineer			- 17	10%		\$3,355,30
Change Orders @ 0%				0%		S
Sales Tax @ 8.8%				8.8%		\$2,952,70
	to 2/2004			3.51%		\$1,492,04
Escalation from 7/2003	10 3/2004					

T					Alternative		3
S	R	520			Posted Spe	eed:	
P	roject Title:		Approach	Spans	and Lake Was	_	Ramps
+-	ubject Section	n:	MP		to	MP	
	ength of Subj		1	0	Miles	1	
+-	lumber of Lan		No - Build		Build	6	
-	SELECTION OF THE PROPERTY OF THE PERSON OF T	project (L for			130/003.000		R
+	errain for this	project (L loi	Level, 11 le	HOIII	ig, w lot wood	Italiio	П
C	ieneral per Mil	le Ouantities					
	icheral per will	e duamines.	# of Lanes	Mile	1	Consta	
-	4 - 1 - 1 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1					R/U*	
-	rterial Lane Additio		0	_		-	
-	eeway Ramp Addi		2	-		U	
+	eeway Lane Additi		0	-			
_	hannelize Intersect	ion	0	_			
-	ealignment		0				
-	terial Transit Queu	ie Bypass Lane	0	_			
W	iden Shoulders		2			U	
	1.00	3 (100)	Structure Wid	ucture Le	Cost per SF	-	Cost
N	ew Bridge (Pedstria	an over Lake)	0	_	\$130		\$0
N	ew Bridge (Arterial	Roadway)	0	0	\$120		\$0
N	ew Bridge (Freewa	y Ramp)	0	0	\$130		\$0
N	ew Bridge (Freewa	y Mainline)	0	0	\$120		\$0
-	idge Widening (Fr		0	0	\$200		\$0
	ew Lake Bridge (Fi		160	_	\$150	U	\$177,672,000
	ew Lake Bridge (Fi		155	-	\$175	U	\$7,595,000
-	ew Lake Bridge (FI		0		\$315		\$0
-	ew Urban I/C	and a diametry	0		\$425		\$0
-	ew Diamond I/C		0		\$475	1	\$0
-	Diamond I/O		1	-	ψ473		\$0
		100					40
**	nter R for Rural.		1			1	
E	mei n ioi nurai,	O IOI OIOAII					
-	stailed Dlanni	on Coat Estim					
U	etaned Planini	ng Cost Estim	S accommons and a second			1	
			Quantity	Unit	Unit Cost	Other	Cost
	ew Bridge (Pedstria		0		\$130		
$\overline{}$	ew Bridge (Arterial		0	_	\$120		
	ew Bridge (Freewa		0		\$130		
N	ew Bridge (Freewa	y Mainline)	0	SF	\$120		
Br	idge Widening (Fr	wy Mainline)	0	SF	\$200		
Ne	ew Lake Bridge (Fi	xed Portion)	1,184,500	SF	\$150		\$177,675,0
Ne	ew Lake Bridge (Fiz	xed Portion)	43,400	SF	\$175		\$7,595,0
Ne	ew Lake Bridge (Fle	oating Portion)	0	SF	\$315		
Br	idge Removal		695,000	SF	\$40		\$27,800,0
W	alls L	ow End	0	SF	\$40		
		Mid Range	22,300	SF	\$60		\$1,338,00
		High End	0	SF	\$120		
		Voise	11,950	LF	\$275		\$3,286,30
GI	uardrail (# of Ancho		2000	LF	\$15	8	\$34,40
_	oncrete Barrier	2 // 2 // 3/	1,030	LF	\$30		\$30.90
-	nals		0	EA	\$125,000		400,5
-			-	EA	\$250,000		
	gnals Imination		0	EA	\$8,000		name and a second
-			-				
_	mination		0	EA	\$8,000		
-	mination		49700	EA	\$8,000		
_	ning/Striping		48700	LF	\$18		\$876,60
_	dewalks, Curb, & G		0	LF	\$40		50 100 0
_	rface/Paving (PCC		48700	LF	\$70		\$3,409.00
Dr		Ditch	0	LF	\$15		i dia dia dia dia dia dia dia dia dia di
_		Enclosed System	9700	LF	\$110		\$1,067,00
		Stormwater		ump Sur	\$2,073,681		\$2,073,70
Ea		fisc Earthwork	29800	LF	\$10		\$298,00
	F	ill	9,843	CY	\$15		\$147,80
		Cut and Waste	0	CY	\$18		PROPERTY S
Cle	ear/Grub S	Shrubs/Grass	0	Acre	\$2,000		5
	L	ight Woods	0	Acre	\$6,000		900 MARCH 1
	H	leavy Forest	0	Acre	\$10,000		1000
W	etland Mitigation (N	lot Included)	2	Acre	\$0		1
Ro	adside Developme	ent	1	Mile	\$5,000		\$5,00
ITS			1	ump Sur	\$500,000		\$500,00
_	affic Control (3.5%	of Total)			3.5%		\$7,914,80
_	nstruction Staging				4%		\$9,045,50
	moval Items (0% o				0%		90,010,01
. 10	bilization @ 8%	·······································			8%		\$19,447,70
M		1.					
_	sc Allowance @ 59	0	00.000	er.	5% \$70		\$13,127,20
Mi	ght of Way		96,000	SF	\$70		\$6,720,00
Mi							\$22,053,71
Mi: Rig Pre	eliminary Engineeri				8%	1	CONTRACTOR STATE OF THE PARTY O
Mis Pre Co	eliminary Engineeri nstruction Enginee	ring @ 10%			10%		\$27,567,20
Mis Pre Co	eliminary Engineeri	ring @ 10%					A COLUMN TO A COLU

	Six La	ane Modif	ied A	Alternativ	e: Ful	l Funding		
SR	520			Posted Sp	eed:			
Project Title:		Approach Spans and Lake Washington Ramps						
Subject Section:		MP		to	MP			
Length of Subject	ct Section:		0	Miles				
Number of Lanes:		No - Build	0	Build	6			
Terrain for this p	project (L for	Level, R for	Rollin	g, M for Mou	intaino	R		
Scope Contingency @	0%			0%		\$0		
DETAILED COST EST	TIMATE USED F	OR B/C				\$369,000,000		

SR	520			Posted Spe	ed.	
Project Title:	520	New Floa	ting Brig		eed:	
Subject Section	n:	MP	I I	to	MP	
Length of Sub			0	Miles		
Number of Lar	ies:	No - Build		Build	6	
Terrain for this	project (L for	Level, R fo	r Rollir	ng, M for Mou	ntaino	R
General per Mi	la Augntities					
denetal per un	ic quantities.	# of Lanes	Mile		R/U*	3.00
Arterial Lane Addition	on	0	0			
Freeway Ramp Add	lition	0	0			
Freeway Lane Addit	ion	0				
Channelize Intersec	tion	0	_		-	
Realignment		0			-	
Arterial Transit Que Widen Shoulders	ue Bypass Lane	0			+	
widen Shoulders		Structure Wid	- C2002-004-00-00-00-00-00-00-00-00-00-00-00-00			Cost
New Bridge (2-lane		0				\$0
New Bridge (Arteria		0	-			\$0
New Bridge (Freew		0	_			\$0
New Bridge (Freew		0	-	\$120		\$0
Bridge Widening (F		0	-	\$200		\$0
New Lake Bridge (F		0	0	\$150		\$0
New Lake Bridge (F	loating Portion)	143		\$315	U	\$340,675,300
New Urban I/C		0	-	\$425		\$0
New Diamond I/C	*	0	0	\$475	-	\$0
		1		L		\$0
*Enter R for Rural,	U for Urban				T	
II ioi ribidi,	- Orban					
Detailed Plann	ing Cost Estima	ate:		100		100
		Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane	O'xing)	0	SF	\$120		\$0
New Bridge (Arteria		0		\$120		\$0
New Bridge (Freewa		0	-	\$130		\$0
New Bridge (Freewa		0	-	\$120		\$0
Bridge Widening (Fi		0	-	\$200	-	\$0
New Lake Bridge (F		1091500		\$150	-	\$0
New Lake Bridge (F	loating Portion)	1081600		\$315 \$20,000,000		\$340,704,000 \$20,000,000
Bridge Removal Walls	Low End	0		\$20,000,000	-	\$20,000,000
	Mid Range	0		\$60		\$0
	High End	0	-	\$120		\$0
	Noise	0		\$275		\$0
Guardrail (# of Anch	ors in Other)	1000	-	\$15	4	\$17,200
Concrete Barrier		0		\$30		\$0
Signals		0		\$125,000		\$0
Signals		0	_	\$250,000		\$0
llumination		0		\$8,000	-	.\$0
llumination		0	EA	\$8,000	-	\$0
Illumination		0		\$8,000	-	\$0
Signing/Striping Sidewalks, Curb, &	Sutter	0		\$18 \$40	-	\$0 \$0
Surface/Paving (PC		0		\$70		\$0
	Ditch	0		\$15		\$0
	Enclosed System	7600		\$125		\$950,000
	Stormwater		ump Sur	\$0		\$0
	Misc Earthwork	0		\$10		\$0
	Fill	0	CY	\$15		- 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
	Cut and Waste	0		\$18		\$0
	Shrubs/Grass	0	-	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000	-	\$0
Wetland Mitigation (0	Acre	\$0		\$0
Roadside Developm	ent	0		\$5,000	1	\$500,000
TS Fraffic Control (0.5%	of Total)	1	ump Sur	\$500,000 0.5%		\$500,000
Fraffic Control (0.5% Construction Staging		-		0.5%		\$1,810,900
Removal Items (0%				0%		\$0
Mobilization @ 8%				8%		\$29,118,600
Misc Allowance @ 0	%			0%		\$0
Right of Way		0	SF	\$0	0	\$0
Preliminary Enginee	ring @ 5%			5%		\$19,665,000
Construction Engine				10%		\$39,310,100
Change Orders @ 0				0%		\$0
oridinge Orders & U				0.00/		\$34,592,900
Sales Tax @ 8.8%				8.8%		\$34,392,900
	03 to 3/2004			3.51%		\$17,066,806

+							
+	SR 520				Posted Spe		
1	Project Title:			mprove	ements through	Easts	side Communiti
1	Subject Section:		MP		to	MP	
1	Length of Subject Section			0	Miles		
	Number of Lanes:		No - Buile		Build	6	
1	Terrain for this project (L	for	Level, R	for Rol	ling, M for Mo	untair	R
1	General per Mile Quantitie	es:					
			# of Lanes	Mile		R/U*	
1	Arterial Lane Addition		1	0.536		U	
E	Freeway Ramp Addition		2	0.6964		U	
F	Freeway Lane Addition		6	1.4921		U	
0	Channelize Intersection		0	0			
F	Realignment		0	0			
1	Arterial Transit Queue Bypass Lan	e	0	0			
₽	Widen Shoulders		4	0.9405		U	
0000		S	tructure Wid	cture Le	Cost per SF		Cost
1	New Bridge (Pedestrian)		20	620		U	\$1,550,000
-	New Bridge (Arterial Roadway)		60	-		U	\$446,400
	New Bridge (Freeway Ramp)		40	-		U	\$208,000
-	New Bridge (Freeway Mainline)	-	0	-		0	\$208,000
	Bridge Widening (Frwy Mainline)	-	0	_			\$0
-	New Lake Bridge (Fixed Portion)	-	. 0	-			\$0
-	New Lake Bridge (Floating Portion))	. 0	-		-	\$0
-	New Urban I/C		0	-			\$0
۰	New Diamond I/C		0				
1	vew Diamond I/C	_	0	0	\$475		\$0
				l	1		\$0
	Enfor D for Devel 11 to 11t				i i		
Ĺ	Enter R for Rural, U for Urban	-		-	-		
1	Detailed Planets Contact	. 67					
U	Detailed Planning Cost Es	stima		,			
			Quantity	Unit	Unit Cost	Other	Cost
_	New Bridge (Pedestrian)		12400	SF	\$125		\$1,550,00
_	New Bridge (Arterial Roadway)		3800	SF	\$120		\$456,00
٨	New Bridge (Freeway Ramp)		1600	SF	\$130		\$208,00
١	New Bridge (Freeway Mainline)		0	SF	\$120		
	Bridge Widening (Frwy Mainline)		0	SF	\$200		
N	New Lake Bridge (Fixed Portion)		0	SF	\$150		
١	New Lake Bridge (Floating Portion)		0	SF	\$315		\$
В	Bridge Removal		13,100	SF	\$20		\$262,00
C	Cut and Cover non ventilated		0	SF	\$270		5
N	Ion Ventilated Lid		281,300	SF	\$150		\$42,195,00
٧	Valls Low End		0	SF	\$40		
	Mid Range		101,846	SF	\$60		\$6,110,80
Т	High End		0	SF	\$120		3
T	Noise		13,200	LF	\$275		\$3,630,00
G	Guardrail (# of Anchors in Other)		3000	LF	\$15	12	\$61,60
_	Concrete Barrier		19,074	LF	\$30		\$572,20
-	ignals		4	EA	\$125,000	INT	\$500,00
_	ignals		0	EA	\$250,000	IC	\$300,00
_	lumination		4	INT	\$25,000	INT	\$100,00
-	lumination		0	IC	\$100,000	IC	\$100,00
-	lumination		18	EA	\$8,000	~	\$144,00
-	Signing/Striping	-	68200	LF	\$18		\$1,227,60
-	idewalks, Curb, & Gutter		14,080	LF	\$40		\$563,20
-	urface/Paving (PCC)	-	68200	LF	\$70		\$4,774,00
-		-	68200	LF	\$15		\$4,774,00
0	Prainage Ditch Enclosed Syste	m	27600	LF	\$78		\$2,162,80
_	Stormwater	***		ump Sur	\$4,098,967		\$4,099,00
-	arthwork Misc Earthwork	-	87,400	LF		-	·····
4	arthwork Misc Earthwork Fill	-		_	\$10 \$15		\$874,00
		-	14,378	CY	\$15		\$215,70
_	Cut and Waste	-	107,172	CY	\$18	-	\$1,929,10
Ú	lear/Grub Shrubs/Grass	-	0	Acre	\$2,000	-	\$ \$
_	Light Woods	-	30	Acre	\$6,000	X	\$180,00
	Heavy Forest	-	0	Acre	\$10,000		\$
_	/etland Mitigation (Not Included)	-	0	Acre	\$0		
_	oadside Development	-	5	Mile	\$5,000	-	\$25,00
-	estetic Treatment	-		ump Sur	\$3,500,000		\$3,500,00
-	'S	-	1	ump Sur	\$5,000,000		\$5,000,00
_	raffic Control (10% of Total)	-			10%		\$8,032,00
_	onstruction Staging (15% of Total)				15%		\$12,048,00
_	emoval Items (5% of Total)				5%		\$4,002,90
-	obilization @ 8%	_			8%		\$8,352,20
-	lisc Allowance @ 5%				5%		\$5,637,80
Ri	ight of Way		0	SF	\$70		\$
RI	ight of Way (New Align @ L Wash	1)	131,400	SF	\$175		\$22,995,00
P	reliminary Engineering @ 12%				12%		\$14,207.00
-	onstruction Engineering @ 10%				10%		\$11,839,30
_	hange Orders @ 0%				0%		\$1
-	ales Tax @ 8.8%				8.8%		\$10,418,60
-	scalation from 7/2003 to 3/2004				3.51%		\$5,430,76
		-				-	
_	cope Contingency @ 0%				0%		\$6

SR	520			Posted Sp		
Project Title:			Flyersto	ps through Po		
Subject Section		MP		to	MP	
Length of Sub			0	Miles		
Number of Lar		No - Build	7	Build	2	
Terrain for this	project (L for	Level, R f	or Rolli	ng, M for Mou	untaine	R
General per M	le Quantities:	# of Lanes	Mile		R/U*	
Arterial Lane Additi	on	# Of Carros	-		110	
Freeway Ramp Add		(0			
Freeway Lane Addi		2	0.9495		U	
Channelize Intersec		(_			
Realignment		1		-		
Arterial Transit Que	ue Bypass Lane	0	_			
Widen Shoulders	эт сурато сапо	2	_		U	
Triden enodiders		Structure Wic				Cost
New Bridge /O lens		Curature syst				\$0
New Bridge (2-lane		-	_		-	
New Bridge (Arteria		0			-	\$0
New Bridge (Freewa	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM	0			-	\$0
New Bridge (Freewa		0			-	\$0
Bridge Widening (F		0	_			\$0
New Lake Bridge (F	ixed Portion)	30		\$150	U	\$4,801,500
New Lake Bridge (F	loating Portion)		0	\$315		\$0
New Urban I/C		0	0	\$425		\$0
New Diamond I/C		0	0	\$475	-	\$0
						\$0
F 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	100					
*Enter R for Rural,	U for Urban					
Detailed Plann	ing Cost Estim	ate:		1977		
		Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane	Oʻxina)	0		\$120		or the same of
New Bridge (Arteria		0		\$120	1.	RECEIVED.
New Bridge (Freewa		0	_	\$130		
	and the same of th	0	-			ISS. WITH BEING
New Bridge (Freewa		_		\$120	-	Project Control of the Control of th
Bridge Widening (Fi		0		\$200	-	
New Lake Bridge (F		32100		\$150	-	\$4,815,0
New Lake Bridge (F	loating Portion)	0		\$315		
Bridge Removal		0	SF	\$20		
Flyerstops under Lic	d Structure	2	ump Sur	\$3,000,000		\$6,000,0
Walls	Low End	0	SF	\$40		
	Mid Range	0	SF	\$60		
	High End	0	SF	\$120		
	Noise	0	LF	\$275		
Guardrail (# of Anch	ors in Other)	1000	LF	\$15	4	\$17,2
Concrete Barrier		5,167		\$30		\$155,0
Signals		0,107	_	\$125,000	INT	9155,0
		0			IC	
Signals		0	-	\$250,000 \$25,000	INT	
Illumination		-	_	- Committee of the comm	_	
		0		\$100,000	IC	#70.0
Illumination		45000	EA	\$8,000	-	\$72,0
Signing/Striping		15200	-	\$18		\$273,6
Sidewalks, Curb, &		0		\$40	-	
Surface/Paving (PC		15200		\$70		\$1,064,0
	Ditch	0	_	\$15		Parkey and the second
	Enclosed System	11100		\$78		\$865,8
	Stormwater		ump Sun			Parity Carlot Carlo
Earthwork	Misc Earthwork	18,500	LF	\$10		\$185,0
	Fill	2,711	CY	\$15		\$40,7
	Cut and Waste	22,704	CY	\$18		\$408,7
	Shrubs/Grass	0		\$2,000		i usesivinia
	Light Woods	0	Acre	\$6,000		14 (574) 042 (1480)
	Heavy Forest	0		\$10,000		1. 14 14 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19
Wetland Mitigation (0		\$0		
Roadside Developm		2		\$5,000		\$10,0
TS	710		ump Sur	\$5,000		\$500,0
	of Totals	1	unip our	10%		
Fraffic Control (10%			-			\$1,440,7
Construction Staging				15%	-	\$2,161,1
Removal Items (5%	of Total)			5%		\$720,4
Mobilization @ 8%				8%		\$1,498,3
Misc Allowance @ 5	%			5%		\$1,011,4
Right of Way			SF	\$70	Р	
Preliminary Enginee	ring @ 12%			12%		\$2,548,7
Construction Engine				10%		\$2,123,9
Change Orders @ 0				0%		\$2,120,0
	70	-			1	
Sales Tax @ 8.8%	000 010001		-	8.8%	-	\$1,869,0
ecalation from 7/26	103 to 3/2004			3.51%		\$974,2
Scope Contingency				0%		

			ified /		T	
SR	520			Posted Sp	eed:	
Project Title:		Bellevue	Way I/C	C Improvement		
Subject Section	n:	MP		to	MP	
Length of Sub	ject Section:		0	Miles		
Number of Lar	nes:	No - Buil	d 5	Build	6	, , , , , , , , , , , , , , , , , , ,
Terrain for this	project (L for	Level, R	for Roll	ing, M for Mo	untair	R
	1.00					
General per M	le Quantities:	F	1		1	
A de della con A della		# of Lanes	-		F/U*	
Arterial Lane Additi Freeway Ramp Add		-	0.0852		U	
		-	-		U	
Freeway Lane Add Channelize Intersec			0.8203		U	
	olion .	+	0 0		-	
Realignment Arterial Transit Que	un Rumana Lana	-	0 0		-	
Widen Shoulders	de bypass Lane			-	U	
Wideli Gliodidela		Structure Wit	CONTRACTOR OF THE PARTY OF THE	N INTRACTION OF THE PARTY OF TH	-	Cost
New Bridge (Pedes		T	0 0			\$0
New Bridge (Arteria		95			U	\$2,850,000
New Bridge (Freew		(1	\$0
New Bridge (Freew						\$0
Bridge Widening (F		12			U	\$888,000
New Lake Bridge (F		14			1	\$888,000
New Lake Bridge (F					-	\$0
New Urban I/C	- and i orderly					\$0
New Diamond I/C			_			\$0
The sumbine see				4110	1	Ψ
				AL SECTION		
*Enter R for Rural,	U for Urban				T	
Detailed Plann	ing Cost Estim	ate:		500 (No. 10)	1	30000
		Quantity	Unit	Unit Cost	Other	Cost
New Bridge (Pedes	trian)	(SF	\$125		
New Bridge (Arteria	Roadway)	23800	SF	\$120		\$2,856,
New Bridge (Freewa	ay Ramp)	(SF	\$130		
New Bridge (Freewa	ay Mainline)	(SF	\$120		
Bridge Widening (F	wy Mainline)	4500	SF	\$200		\$900,
New Lake Bridge (F	ixed Portion)	0	SF	\$150		
New Lake Bridge (F	loating Portion)	0	SF	\$315		
Bridge Removal		10,200	SF	\$20		\$204,
Walls	ow End	0	SF	\$40		
	Mid Range	112,256	SF	\$60		\$6,735,
	High End	0	SF	\$120		A STATE OF THE STATE OF
	Noise	5,650	LF	\$275		\$1,553,
	Other	1	ump Sur	\$800,000		\$800,
Liquefaction Mitigat	on	1	ump Sur	\$4,000,000		\$4,000,
Guardrail (# of Anch	ors in Other)	2000	LF	\$15	8	\$34,
Concrete Barrier		17,110	LF	\$30		\$513,
Signals		0	-	\$125,000	INT	
Signals		1		\$250,000	IC	\$250,
llumination		0		\$25,000	INT	
llumination		1	-	\$100,000	IC	\$100,
llumination		8	-	\$8,000		\$64,
Signing/Striping		54300		\$18		\$977.
Sidewalks, Curb, &		1,700		\$40		\$68,
Surface/Paving (PC		54300	_	\$70		\$3,801,
Orainage (10000		\$15		
	Enclosed System	10860	_	\$78	4 .	\$847,
	Stormwater		ump Sur	\$304,849		\$304,
	Aisc Earthwork	54300		\$10		\$543,
	Fill .	50,052	-	\$15		\$750,
	Cut and Waste	84,648		\$18		\$1,523,
	Shrubs/Grass	0	-	\$2,000		307M C 10986
	ight Woods	24	-	\$6,000	X	\$1443
	leavy Forest	0		\$10,000		
Wetland Mitigation (0		\$0		
Roadside Developm	ent	5	-	\$5,000		\$25,0
Aesthetic Treatment			ump Sur	\$1,200,000		\$1,200,0
TS	4 Tetal	1	ump Sur	\$8,000,000		\$8,000,0
raffic Control (6% o				6%		\$2,171,7
Construction Staging			-	8%		\$2,895.7
Removal Items (5%	or rotal)			5%		\$1,799,6
Aobilization @ 8%	04			8%		\$3,445,0
Aisc Allowance @ 5	70	20.00	OF.	5%	744	\$2,153,1
Right of Way		75,000	SF	\$175	W	\$13,125,0
Preliminary Enginee				6%		\$2,918
Construction Engine				10%		\$4,866,1
Change Orders @ 0	%			0%		
Sales Tax @ 8.8%			-	8.8%	-	\$4,282,2
scalation from 7/20				3.51%	-	\$2,129,7
Scope Contingency				0%		

Six Lane Alternative: Phase 1 Highway General Planning Level Capital Cost Opinion

Seg	ments	
1	I-5 Interchange	\$0
2	Portage Bay	\$0
3	Montlake Interchange	\$6,000,000
4	Floating Bridge and Approaches	\$873,000,000
5	Points Segment	\$95,500,000
6	Bellevue Way Interchange	\$0
	Subtotal: SR 520 Corridor (Rounded)	\$975,000,000
	TDM	\$142,000,000
	Toll Facilities	\$10,000,000
	BRT Bus Purchase	\$0
	P&R Upgrades	\$0
	Evironmental Mitigation	\$34,000,000
	Preliminary Engineering to ROD	\$37,000,000
	Total: SR 520 Corridor in 2004 Dollars (Rounded)	\$1,198,000,000

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

Phase 1 Scope Items:

- o I-5, Portage Bay Bridge and Bellevue Way are not included in Phase.
- Montlake segment only includes the westside tie for the Approach structure at Parks Ave in Montlake.
- The Montlake flyerstop and braided HOV ramps are not includes in Phase 1.
- The Points segment includes full build out to station 270+00 just prior to 84th Ave. This includes the Evergreen Point Lid and flyerstop.

Pos	ssible Additive Costs:	Added Cost to Above
0	Full Points and Bellevue Way build out with lids	\$197,000,000
0	Full Points and Bellevue Way build out with out lids at 84th and 92nd	\$146,000,000
0	Build north half of Portage Bay Bridge	\$89,000,000
0	Extend EB HOV Lane to 108th	\$20,000,000

Six Lane Alternative: Phase 1 Highway General Planning Level Capital Cost Opinion

Segn	nent		
#	Work Items	Cost	
	Preliminary Engineering to ROD	\$37,000,000	
1	I-5 Interchange Improvements	\$0	5
2	Portage Bay Bridge	\$0	
3	Montlake Interchange Improvements Improvements	\$6,000,000	1,2,
3	Montlake Local Street Enhancements	\$0	
4	Approach Spans and Lake Washington Ramps	\$369,000,000	
4	New Floating Bridge	\$504,000,000	
5	Mainline Improvements through Eastside Communities	\$75,000,000	3,5
5	Points Local Street Enhancement	\$500,000	
6	Bellevue Way I/C Improvements	\$0	
6	Bellevue Way Local Street Enhancements	\$0	
	Environmental Mitigation	\$34,000,000	
	Subtotal: Six Lane Modified Alternative Highway (Rc \$	1,026,000,000	

Transit General Planning Level Capital Cost Opinion¹

5	Eastside Flyerstops through Points P&R Upgrades	\$20,000,000 \$0	
3	HOV Access/Flyerstop Transit Costs Montlake Flyerstop Ramp Factoide Flyerstops through Points	\$0	3

Total: Six Lane Modified Alternative (Rounded) \$ 1,046,000,000

Note:

- 1. Shared Transit cost such as direct access ramps for busses and flyerstops are broken out of the highway costs to help clarify the total transit costs.
- 2. The Montlake Flyerstop is shown with the Shared Transit here to help clarify the total transit cost.
- Points Community Flyerstops are shown with Shared Transit here to help clarify the total transit cost.
- 5. Lid Costs are included at Evergreen Point Road on the Eastside.
- 6. Scope Contingency is not included in these costs.

This planning-level cost estimate is intended only for the comparison of different alternatives based on information available at the time of preparation. Because of the preliminary nature of this estimate, final project costs will vary from those shown and will depend on actual costs for labor, construction equipment, disposal, and materials as well as surface and subsurface conditions, regulatory constraints and approach to corridor mitigation, labor productivity, competitive market conditions, final project scope, schedule, and other factors. Cost opinions developed here do not contain sufficient accuracy to support the development of program budgets.

SR	520	Posted Spe 60					
Project Title:	I-5 Intercha	I-5 Interchange Improvements					
Subject Section:	MP		to	MP			
Length of Subject S	Section:	0	Miles				
Number of Lanes:	No - Build	4	Build	6			
Terrain for this proj	ect (L for Level, R fo	r Rolli	ng, M for Mo	untain	R		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	1	0.5		U	*
Freeway Lane Addition	7	0.6		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	4	0.4		U	
principal description of	Structure Wide	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	30	510	\$130	U	\$1,989,000
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	. 0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	15300	SF	\$130		\$1,989,000
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ening (Frwy Mainline)	. 0	SF	\$200		\$0
New Lake E	Bridge (Fixed Portion)	0	SF	\$150		\$0
New Lake E	Bridge (Floating Portion)	0	SF	\$315		\$0
Bridge Rem	ioval	24,000	SF	\$20		\$480,000
Non Ventila	ted Lid Structure	121,900	SF	\$150		\$18,285,000
Cut & Cove	r under I-5 to SR 520	10,444	SF	\$385		\$4,020,900
Reversible l	Ramp Barrier and indicator	1	EA	\$100,000		\$100,000
Walls	Low End	. 0	SF	\$40		\$0
	Mid Range	37,495	SF	\$60		\$2,249,700
	High End	0	SF	\$120		\$0
	Noise	1,300	LF	\$275		\$357,500
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	arrier	7,198	LF	\$30		\$215,900

SR	520			Posted Sp	e 60	
Project Title	e:	I-5 Interch	nange Im	provements		
Subject Sec	ction:	MP		to	MP	
Length of S	Subject Section:		0	Miles		. 1
Number of	Lanes:	No - Build	4	Build	6	
Terrain for	this project (L for	Level, R f	or Rollin	ng, M for Mo	untain	R
Signals	-	1 1	EA	\$125,000	INT	\$125,000
Signals		0	EA	\$250,000	IC	\$0
Illumination		1	INT	\$25,000	INT	\$25,000
Illumination		1	IC	\$100,000	IC	\$100,000
Illumination		5	EA	\$8,000		\$40,000
Signing/Striping	g	29000	LF	\$18		\$522,000
Sidewalks, Cur	b, & Gutter	0	LF	\$40		\$0
Surface/Paving	(PCC)	29000	LF	\$70		\$2,030,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	9000	LF	\$78		\$702,000
1	Stormwater	1	ump Sur	\$350,407		\$350,400
Earthwork	Misc Earthwork	35100	LF	\$10		\$351,000
	Fill	32,146	CY	\$15		\$482,200
-	Cut and Waste	24,122	CY	\$18		\$434,200
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
×	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigat	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	lopment	2	Mile	\$5,000		\$10,000
ITS		1	ump Sur	\$6,000,000		\$6,000,000
Traffic Control ((10% of Total)			10%		\$3,888,700
Construction St	taging (15% of Total)			15%		\$5,833,100
Removal Items	(5% of Total)	,		5%		\$1,920,400
Mobilization @	8%	30		8%		\$4,042,300
Misc Allowance	@ 5%			5%		\$2,728,600
Right of Way		0	SF	\$175	W	\$0
Preliminary Eng	gineering @ 15%			15%		\$8,595,000
Construction Er	ngineering @ 10%			10%		\$5,730,000
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.8%		\$5,042,400
Escalation from	7/2003 to 3/2004		-	3.51%		\$2,688,680

Scope Contingency @ 0%

DETAILED COST ESTIMATE USED FOR B/C

\$79,000,000

0%

SR	520	Posted Speed:					
Project Title:		Portage Ba	y Bridg	е			
Subject Section:		MP		to	MP		
Length of Subject	Section:	_	0	Miles			
Number of Lanes:		No - Build	0	Build	4		
Terrain for this pro	ject (L for	Level, R for	Rollin	a. M for Mo	untain	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	0	0			
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			7.50
Widen Shoulders	0	0			
	Structure Wid	ture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	. 0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	175	2898	\$150	U	\$76,072,500
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

^{*}Enter R for Rural, U for Urban

	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O'xing)	0	SF	\$120		\$0
New Bridge (Arterial Roadway)	0	SF	\$120		\$0
New Bridge (Freeway Ramp)	0	SF	\$130		\$0
New Bridge (Freeway Mainline)	0	SF	\$120		\$0
Bridge Widening (Frwy Mainline)	0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)	507200	SF	\$150		\$76,080,000
New Lake Bridge (Floating Portion)	0	SF	\$315		\$0
Bridge Removal	150,800	SF	\$40		\$6,032,000
Walls Low End	0	SF	\$40		\$0
Mid Range	0	SF	\$60		\$0
High End	0	SF	\$120		\$0
Noise	5,850	LF	\$275		\$1,608,800
Guardrail (# of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Barrier	0	LF	\$30		\$0
Signals	0	EA	\$125,000		\$0
Signals	0	EA	\$250,000		\$0
Illumination	0	EA	\$8,000		\$0

SR 520)	Posted Speed:					
Project Title:	Portage Bay	/ Bridg	je				
Subject Section:	MP		to	MP			
Length of Subject Secti	on:	0	Miles				
Number of Lanes:	No - Build	0	Build	4			
Terrain for this project	(L for Level, R for	Rollin	ng, M for Mo	untain	R		

Illumination		0	EA	\$8,000		\$0
Illumination		0	EA	\$8,000	in le	\$0
Signing/Striping	g	0	LF	\$18		\$0
Sidewalks, Cur	b, & Gutter	0	LF	\$40		\$0
Surface/Paving	(PCC)	0	LF	\$70		\$0
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	2900	LF	\$110		\$319,000
	Stormwater	1	ump Sur	\$406,436		\$406,400
Earthwork	Misc Earthwork	14600	LF	\$10		\$146,000
	Fill	0	CY	\$15		\$0
a de la la	Cut and Waste	0	CY	\$18		\$0
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	0	Mile	\$5,000		\$0
ITS		1	ump Sur	\$1,000,000		\$1,000,000
Traffic Control	(3.5% of Total)			3.5%		\$2,996,300
Construction St	taging (10% of Total)			10%		\$8,560,900
Removal Items	(0% of Total)			0%		\$0
Mobilization @	8%			8%		\$7,773,300
Misc Allowance	@ 5%			5%		\$5,247,000
Right of Way	Mark Control of the	30,300	SF	\$175	W	\$5,302,500
Preliminary Eng	gineering @ 8%			8%		\$8,815,000
Construction En	ngineering @ 10%			10%		\$11,018,700
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.8%		\$9,696,400
Escalation from	7/2003 to 3/2004			3.51%		\$4,899,785
Scope Continge	ency @ 0%			0%		\$0
DETAILED CO	ST ESTIMATE USED FO	R B/C				\$150,000,000

SR 5	20	Posted Speed:					
Project Title:	North side	of Port	age Bay Bridg	ge Phasin	g Option		
Subject Section:	MP		to	MP			
Length of Subject Sec	ction:	0	Miles	_			
Number of Lanes:	No - Build	0	Build	4			
Terrain for this project	t (L for Level, R fo	r Rollin	a. M for Mo	untain	R		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	4	0.1572		U	
Channelize Intersection	0	0			
Realignment	0	0			11,123,11
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.1572		U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	. 0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	88	2910	\$150	U	\$38,412,000
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

^{*}Enter R for Rural, U for Urban

	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O'xing)	0	SF	\$120		\$0
New Bridge (Arterial Roadway)	0	SF	\$120		\$0
New Bridge (Freeway Ramp)	0	SF	\$130		\$0
New Bridge (Freeway Mainline)	0	SF	\$120		\$0
Bridge Widening (Frwy Mainline)	. 0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)	256100	SF	\$150		\$38,415,000
New Lake Bridge (Floating Portion)	0	SF	\$315		\$0
Bridge Removal	150,800	SF	\$40		\$6,032,000
Walls Low End	0	SF	\$40		\$0
Mid Range	0	SF	\$60		\$0
High End	0	SF	\$120	Line Control	\$0
Noise	5,850	LF	\$275		\$1,608,800
Guardrail (# of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Barrier	1,660	LF	\$30		\$49,800
Signals	0	EA	\$125,000		\$0
Signals	0	EA	\$250,000		\$0
Illumination	0	EA	\$8,000		\$0

SR 520		Posted Speed:						
Project Title:	North side of	North side of Portage Bay Bridge Phasing Option						
Subject Section:	MP		to	MP				
Length of Subject Section	on:	0	Miles					
Number of Lanes:	No - Build	0	Build	4				
Terrain for this project (L for Level, R for	Rollin	ng, M for Mo	untain	R			

Illumination		0	EA	\$8,000		\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	9	15800	LF	\$18		\$284,400
Sidewalks, Cur	b, & Gutter	0	LF	\$40		
Surface/Paving	(PCC)	15800	LF	\$70		\$1,106,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	4600	LF	\$110		\$506,000
	Stormwater	1	ump Sur	\$284,505		\$284,500
Earthwork	Misc Earthwork	12400	LF	\$10		\$124,000
	Fill	2,356	CY	\$15		\$35,300
	Cut and Waste	6,667	CY	\$18		\$120,000
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigat	tion (Not Included)	2	Acre	\$0		\$0
Roadside Deve	lopment	1	Mile	\$5,000		\$5,000
ITS		1	ump Sur	\$1,000,000		\$1,000,000
Traffic Control ((3.5% of Total)			3.5%		\$1,735,600
Construction St	aging (10% of Total)			10%		\$4,958,800
Removal Items	(0% of Total)			0%		\$0
Mobilization @	8%			8%		\$4,502,600
Misc Allowance	@ 5%			5%		\$3,039,300
Right of Way		30,300	SF	\$175	W	\$5,302,500
Preliminary Eng	gineering @ 8%		-	8%		\$5,105,900
Construction Er	ngineering @ 10%			10%		\$6,382,400
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.8%		\$5,616,500
Escalation from	7/2003 to 3/2004			3.51%		\$2,838,131
Scope Continge	ency @ 0%			0%		\$0

SR	520	Posted Speed:					
Project Title:		Montlake Ir	tercha	nge Improve	ments Imp	rovements	
Subject Section:		MP		to	MP		
Length of Subject	Section:	_	0	Miles			
Number of Lanes:		No - Build	4	Build	6		
Terrain for this pro	ject (L for	Level, R for	Rollin	g, M for Mo	untain	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	4	0.1979		U	
Freeway Ramp Addition	2	0.8955		U	
Freeway Lane Addition	6	0.3366		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	4	0.3771		U	
	Structure Wid	cture Le	Cost per SF	2.952	Cost
New Bridge (Pedestrian)	20	525	\$125	U	\$1,312,500
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

*Enter R for Rural, U for Urban

	Day S. West Charles	Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(Pedestrian)	10500	SF	\$125		\$1,312,500
	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Br	ridge (Fixed Portion)	0	SF	\$150		\$0
New Lake Br	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Remo	oval	24,600	SF	\$20		\$492,000
Non Ventilate	ed Lid Structure	115,200	SF	. \$150		\$17,280,000
Cut and Cov	er non ventilated	3,300	SF	\$270		\$891,000
Walls	Low End	0	SF	\$40		\$0
	Mid Range	49,048	SF	\$60		\$2,942,900
	High End	0	SF	\$120		\$0
	Noise	1,750	LF	\$275		\$481,300
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	rrier	6,165	LF	\$30		\$185,000
Signals		3	EA	\$125,000	INT	\$375,000

SR	520	_		Posted Sp	eed:	
Project Title	e:	Montlake	Intercha	ange Improver	nents In	nprovements
Subject Sec	ction:	MP		to	MP	
Length of S	Subject Section:		0	Miles	_	4
Number of	Lanes:	No - Build	4	Build	6	
Terrain for	this project (L for	Level, R f	or Rollin	ng, M for Mo	untain	R
Signals		1		\$250,000	IC	\$250,000
Illumination		3	-	\$25,000	INT	\$75,000
Illumination	*	1	-	\$100,000	IC	\$100,000
Illumination		5	EA	\$8,000		\$40,000
Signing/Striping	g	29400	LF	\$18		\$529,200
Sidewalks, Cur	b, & Gutter	5,950	LF	\$40		\$238,000
Surface/Paving	(PCC)	29400	LF	\$70		\$2,058,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	15700	LF	\$78		\$1,224,600
	Stormwater	1	ump Sur	\$820,920		\$820,900
Earthwork	Misc Earthwork	34000	LF	\$10		\$340,000
	Fill	24,120	CY	\$15		\$361,800
	Cut and Waste	88,522	CY	\$18		\$1,593,400
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	3	Mile	\$5,000		\$15,000
Aestitic Treatm	ent	1	ump Sur	\$1,200,000		\$1,200,000
ITS		1	ump Sur	\$15,000,000		\$15,000,000
Traffic Control	(3.5% of Total)			3.5%		\$1,673,800
Construction St	taging (10% of Total)			10%		\$4,782,300
Removal Items	(5% of Total)			5%		\$2,366,500
Mobilization @	8%			8%		\$4,531,600
Misc Allownace	@ 5%			5%		\$3,058,900
Right of Way		192,100	SF	\$70		\$13,447,000
Right of Way	1 × ×	102,000	SF	\$175		\$17,850,000
Right of Way (N	MOAHI)	22,500	SF	\$300		\$6,750,000
Preliminary Eng	gineering @ 8%			8%		\$5,138,900
Construction Er	ngineering @ 10%			10%		\$6,423,600
Change Orders				0%		\$0
Sales Tax @ 8.	8%			8.8%		\$5,652,800
Escalation from	7/2003 to 3/2004			3.51%	19.	\$2,856,441
Scope Continge	ency @ 0%			. 0%		\$0

DETAILED COST ESTIMATE USED FOR B/C

\$122,000,000

SR	520			Posted Sp	eed:		
Project Title:		Montlake F	yersto	p Ramp			
Subject Section:		MP		to	MP		
Length of Subject S	Section:	_	0	Miles			
Number of Lanes:		No - Build	0	Build	2		
Terrain for this pro	ect (L for	Level, R for	Rollin	ng, M for Mo	untain	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	2	0.1243			
Freeway Lane Addition	2	0.33		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	. 0	0			
Widen Shoulders	2	0.399		U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	30	4275	\$150	U	\$19,237,500
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
			4		\$0

*Enter R for Rural, U for Urban

Laskinski		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)		128300	SF	\$150		\$19,245,000
New Lake B	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Remo	oval	0	SF	\$20		\$0
Flyerstops u	nder Lid Structure	1	LS	\$3,000,000		\$3,000,000
Walls	Low End	0	SF	. \$40		\$0
	Mid Range	200	SF	\$60		\$12,000
	High End	. 0	SF	\$120		\$0
	Noise	0	LF	\$275		\$0
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	rrier	4,303	LF	\$30		\$129,100
Signals		0	EA	\$125,000	INT	\$0
Signals		0	EA	\$250,000	IC A	\$0

SR	520	Posted Speed:						
Project Title:		Montlake F	Montlake Flyerstop Ramp					
Subject Section:		MP		to	MP			
Length of Subject	Section:		0	Miles				
Number of Lanes:		No - Build	0	Build	2			
Terrain for this pro	ject (L for	r Level, R for	Rollin	ng, M for Mo	untain	R		

Illumination	N. M.	0	INT	\$25,000	INT	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		3	EA	\$8,000		\$24,000
Signing/Striping	g	15500	LF	\$18		\$279,000
Sidewalks, Cur	b, & Gutter	0	LF	\$40		\$0
Surface/Paving	(PCC)	15500	LF	\$70		\$1,085,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	7800	LF	\$78		\$608,400
	Stormwater	0.	ump Sum			\$0
Earthwork	Misc Earthwork	11600	LF	\$10		\$116,000
	Fill	5,106	CY	\$15		\$76,600
	Cut and Waste	20,935	CY	\$18		\$376,800
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$6.000
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigation (Not Included)		. 0	Acre	\$0		\$0
Roadside Deve	elopment	0	Mile	\$5,000		\$0
ITS		0	ump Sur	\$0		\$0
Traffic Control	(3.5% of Total)			3.5%		\$873,900
Construction St	taging (10% of Total)			10%		\$2,496,900
Removal Items	(5% of Total)			5%		\$1,248,500
Mobilization @	8%			8%		\$2,367,100
Misc Allowance	@ 5%		1	5%		\$1,597,800
Right of Way			SF	\$175	W	\$0
Preliminary Eng	gineering @ 8%	, , , , , , , , , , , , , , , , , , ,		8%		\$2,684,300
Construction En	ngineering @ 10%			10%		\$3,355,300
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	.8%	-		8.8%		\$2,952,700
Escalation from	7/2003 to 3/2004			3.51%		\$1,492,047
Scope Continge	ency @ 0%			0%		\$0
DETAILED CO	ST ESTIMATE USED FOI	R B/C		Chr. Cre.	12900	\$44,000,000

SR	520	Posted Speed:						
Project Title:	Montlake I	Montlake Interchange Improvements for P						
Subject Section:	MP		to	MP				
Length of Subject Se	ection:	0	Miles					
Number of Lanes:	No - Build	4	Build	6				
Terrain for this proje	ect (L for Level, R fo	r Rollir	ng, M for Mo	untain	R			

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	2	0		U	
Freeway Lane Addition	6	0.1283		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	4	0.0642	L. De la Compa	U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedestrian)	0	0	\$125		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	. 0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(Pedestrian)	0	SF	\$125		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ening (Frwy Mainline)	0	SF	\$200		\$0
New Lake B	Bridge (Fixed Portion)	0	SF	\$150		\$0
New Lake B	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Rem	oval	0	SF	\$20		\$0
Non Ventilat	ted Lid Structure	0	SF	\$150		\$0
Cut and Cov	ver non ventilated	0	SF	\$270		\$0
Walls	Low End	0	SF	\$40		\$0
	Mid Range	4,080	SF	\$60		\$244,800
	High End	0	SF	\$120		\$0
	Noise	1,400	LF	\$275		\$385,000
Guardrail (#	of Anchors in Other)	0	LF	\$15	0	\$0
Concrete Ba	arrier	1,065	LF	\$30		\$32,000
Signals	Water Fill	0	EA	\$125,000	INT	\$0

SR	520	Posted Speed:						
Project Title:		Montlake Ir	ments for F	hase 1				
Subject Section:		MP		to	MP			
Length of Subject	Section:		0	Miles		>		
Number of Lanes:		No - Build	4	Build	6			
Terrain for this project (L for Level, R for Rolling, M for Mountain						R		

Signals		0	EA	\$250,000	IC	\$0
Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		2	EA	\$8,000		\$16,000
Signing/Striping	9	4800	LF	\$18		\$86,400
Sidewalks, Cur	b, & Gutter	0	LF	\$40		\$0
Surface/Paving	(PCC)	4800	LF	\$70		\$336,000
Drainage	Ditch	0	· LF	\$15		\$0
	Enclosed System	1400	LF	\$78		\$109,200
	Stormwater	1	ump Sur	\$0		+ (3.0 4.50
Earthwork	Misc Earthwork	5500	LF	\$10		\$55,000
	Fill	12,711	CY	\$15		\$190,700
	Cut and Waste	10,222	CY	\$18		\$184,000
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigation (Not Included)		0	Acre	\$0		\$0
Roadside Development		1	Mile	\$5,000		\$5,000
Aestitic Treatment		1	ump Sur	\$240,000		\$240,000
ITS		1	ump Sur	\$1,500,000		\$1,500,000
Traffic Control ((3.5% of Total)			3.5%		\$118,400
Construction St	aging (10% of Total)			10%		\$338,400
Removal Items	(5% of Total)			5%		\$169,200
Mobilization @	8%			8%		\$320,800
Misc Allownace	@ 5%			5%		\$216,500
Right of Way		0	SF	\$70		\$0
Right of Way		0	SF	\$175		\$0
Right of Way (N	MOAHI)	0	SF	\$300		\$0
Preliminary Eng	gineering @ 8%			8%		\$363,800
Construction Er	ngineering @ 10%			10%		\$454,700
Change Orders				0%		\$0
Sales Tax @ 8.	8%			8.8%	-	\$400,200
Escalation from	7/2003 to 3/2004		4	3.51%		\$202,213
Scope Continge	ency @ 0%			0%		\$0

SR	520	Posted Speed:						
Project Title:	Approach S	Approach Spans and Lake Washington						
Subject Section:	MP		to	MP				
Length of Subject S	Section:	0	Miles					
Number of Lanes:	No - Build	0	Build	6				
Terrain for this pro	iect (L for Level, R for	Rollin	a. M for Mo	untain	R			

General per Mile Quantities:	·				1000000
	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	2	0.164		U	
Freeway Lane Addition	0	0			
Channelize Intersection	0	0			
Realignment	. 0	0			
Arterial Transit Queue Bypass Lane	0	. 0			
Widen Shoulders	2	0.164		U	
《美国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedstrian over Lake)	0	0	\$130		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	160	7403	\$150	U	\$177,672,000
New Lake Bridge (Fixed Portion)	155	280	\$175	U	\$7,595,000
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

^{*}Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge (Pedstrian over Lake)	0	SF	\$130		\$0
New Bridge (Arterial Roadway)	0	SF	\$120		\$0
New Bridge (Freeway Ramp)	0	SF	\$130		\$0
New Bridge (Freeway Mainline)	0	SF	\$120		\$0
Bridge Wider	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)		1,184,500	SF	\$150		\$177,675,000
New Lake Bridge (Fixed Portion)		43,400	SF	\$175		\$7,595,000
New Lake Br	idge (Floating Portion)	0	SF	\$315		\$0
Bridge Remo	val	695,000	SF	\$40		\$27,800,000
Walls	Low End	0	SF	\$40		\$0
	Mid Range	22,300	SF	\$60		\$1,338,000
	High End	0	SF	\$120		\$0
	Noise	11,950	LF	\$275	7.1	\$3,286,300
Guardrail (# o	of Anchors in Other)	2000	LF	\$15	8	\$34,400
Concrete Bar	rier	1,030	LF	\$30		\$30,900
Signals		0	EA	\$125,000		\$0

SR	520			Posted Sp	eed:	
Project Title	e:	Approach	Spans	and Lake Wa	shington F	Ramps
Subject Sec	ction:	MP		to	MP	
Length of S	Subject Section:		0	Miles		
Number of	Lanes:	No - Build	0	Build	6	
Terrain for	this project (L for	Level, R f	or Rolli	ng, M for Mo	untain	R
			12.1			
Signals		. 0	EA	\$250,000		\$0
Illumination		0	EA	\$8,000		\$0
Illumination		0	EA	\$8,000		\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	9	48700	LF	\$18		\$876,600
Sidewalks, Curl	b, & Gutter	0	LF	\$40		\$0
Surface/Paving	(PCC)	48700	LF	\$70		\$3,409,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	9700	LF	\$110		\$1,067,000
	Stormwater	1	ump Sur	\$2,073,681	- 4	\$2,073,700
Earthwork	Misc Earthwork	29800	LF	\$10		\$298,000
	Fill	9,843	CY	\$15		\$147,600
	Cut and Waste	0	CY	\$18		\$0
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0.
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigat	tion (Not Included)	2	Acre	\$0		\$0
Roadside Deve	lopment	1	Mile	\$5,000		\$5,000
ITS		1	ump Sur	\$500,000		\$500,000
Traffic Control ((3.5% of Total)			3.5%		\$7,914,800
Construction St	aging (4% of Total)			4%		\$9,045,500
Removal Items	(0% of Total)			0%		\$0
Mobilization @	8%			. 8%		\$19,447,700
Misc Allowance @ 5%				5%		\$13,127,200
Right of Way		96,000	SF	\$70		\$6,720,000
Preliminary Eng	gineering @ 8%			8%		\$22,053,700
Construction Er	ngineering @ 10%			10%		\$27,567,200
Change Orders				0%		\$0
Sales Tax @ 8.8%				8.8%		\$24,259,100

3.51%

0%

Escalation from 7/2003 to 3/2004

DETAILED COST ESTIMATE USED FOR B/C

Scope Contingency @ 0%

\$12,258,552

\$369,000,000

SR	520	Posted Speed:						
Project Title:	New Floati	ng Brid	ge					
Subject Section:	MP		to	MP				
Length of Subject S	ection:	0	Miles					
Number of Lanes:	No - Build	0	Build	6				
Terrain for this proje	ect (L for Level, R fo	r Rollin	ng. M for Mo	untain		B ·		

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0		100	
Freeway Ramp Addition	0	. 0			
Freeway Lane Addition	0	0			
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	. 0	0			
Widen Shoulders	0	0			
后,在10gg 10gg 10gg 10gg 10gg 10gg 10gg 10gg	Structure Wide	ture Lei	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	143	7563	\$315	U	\$340,675,300
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

*Enter R for Rural, U for Urban

Detailed Planning Cost E					
	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (2-lane O'xing)	0	SF.	\$120		\$0
New Bridge (Arterial Roadway)	0	SF	\$120		\$0
New Bridge (Freeway Ramp)	0	SF	\$130	. 038	\$0
New Bridge (Freeway Mainline)	0	SF	\$120	1	\$0
Bridge Widening (Frwy Mainline)	. 0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)	0	SF	\$150		\$0
New Lake Bridge (Floating Portio	n) 1081600	SF	\$315		\$340,704,000
Bridge Removal	1	LS	\$20,000,000		\$20,000,000
Walls Low End	0	SF	\$40		\$0
Mid Range	0	SF	\$60		\$0
High End	0	SF	\$120		\$0
Noise	0	LF	\$275		\$0
Guardrail (# of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Barrier	0	LF	\$30		\$0
Signals	0	EA	\$125,000		\$0
Signals	0	EA	\$250,000		\$0
Illumination	0	EA	\$8,000		\$0

SR	520			Posted Sp	eed:	
Project Title	e:	New Float	ing Brid	ge		
Subject Sec	ction:	MP		to	MP	
Length of S	Subject Section:		0	Miles		
Number of	Lanes:	No - Build	0	Build	6	
Terrain for	this project (L for	Level, R fo	or Rollin	ng, M for Mo	untain	R
Illumination		1 0	EA	\$8,000		\$0
Illumination		0	EA	\$8,000		\$0
Signing/Striping	7	0	LF	\$18		\$0
Sidewalks, Curl		0	LF	\$40	1	\$0
Surface/Paving		0	LF	\$70	+	\$0
Drainage .	Ditch	0	LF	\$15		\$0
Diamage	Enclosed System	7600	LF	\$125		\$950,000
	Stormwater Stormwater		ump Sur	\$0	-	\$930,000
Earthwork	Misc Earthwork	0	LF	\$10	-	\$0
Earthwork	Fill	0	CY	\$15		
	Cut and Waste	0	CY	\$18	-	CONTRACTOR STANCES OF STANCES OF STANCES
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000	-	\$0
Clear/Grub	Light Woods	0	Acre	\$6,000	-	\$0
		0	Acre	\$10,000		\$0
Motland Mitigat	Heavy Forest tion (Not Included)	0	Acre	\$10,000		\$0
		0	Mile			
Roadside Deve	nopment	-		\$5,000	-	\$0,000
ITS	(0 FO) - (T - 1 - 1)	1	ump Sur	\$500,000	-	\$500,000
Traffic Control (-		0.5%	-	\$1,810,900
	taging (0% of Total)	-		0%		\$0
Removal Items		-		0%		\$0
Mobilization @				8%	-	\$29,118,600
Misc Allowance	0 0%		05	0%		\$0
Right of Way	0.50	0	SF	\$0	0	\$0
Preliminary Eng				5%	-	\$19,655,000
	ngineering @ 10%			10%	-	\$39,310,100
Change Orders				0%	-	\$0
Sales Tax @ 8.				8.8%		\$34,592,900
	7/2003 to 3/2004			3.51%		\$17,066,806
Scope Continge	ency @ 0% ST ESTIMATE USED F			0%		\$504,000,000

SR .	520		Posted Speed:						
Project Title:		Mainline Im	prover	ments through	h Eastside	e Communities			
Subject Section:		MP		to	MP				
Length of Subject S	Section:	_	0	Miles					
Number of Lanes:		No - Build	5	Build	6				
Terrain for this proj	ect (L for	Level, R for	Rollin	ng, M for Mo	untain	R			

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	1	0.536		U	
Freeway Ramp Addition	2	0.6964		U	
Freeway Lane Addition	6	1.4921		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	4	0.9405		U	
	Structure Wid	cture Le	Cost per SF	22	Cost
New Bridge (Pedestrian)	20	620	\$125	U	\$1,550,000
New Bridge (Arterial Roadway)	60	62	\$120	U	\$446,400
New Bridge (Freeway Ramp)	40	40	\$130	U	\$208,000
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

^{*}Enter R for Rural, U for Urban

	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (Pedestrian)	12400	SF	\$125		\$1,550,000
New Bridge (Arterial Roadway)	3800	SF	\$120		\$456,000
New Bridge (Freeway Ramp)	1600	SF	\$130		\$208,000
New Bridge (Freeway Mainline)	0	SF	\$120		\$0
Bridge Widening (Frwy Mainline)	0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)	0	SF	\$150		\$0
New Lake Bridge (Floating Portion)	0	SF	\$315		\$0
Bridge Removal	13,100	SF	\$20		\$262,000
Cut and Cover non ventilated	0	SF	\$270		\$0
Non Ventilated Lid	281,300	SF	\$150		\$42,195,000
Walls . Low End	0	SF	\$40		\$0
Mid Range	101,846	SF	\$60		\$6,110,800
High End	0	SF	\$120		\$0
Noise	13,200	LF	\$275		\$3,630,000
Guardrail (# of Anchors in Other)	3000	LF	\$15	12	\$51,600
Concrete Barrier	19,074	LF	\$30		\$572,200
Signals	4	EA	\$125,000	INT	\$500,000

SR	520	Posted Speed:					
Project Title:		Mainline Im	prove	ments through	n Eastside	e Communities	
Subject Section:		MP	4	to	MP		
Length of Subject	Section:	_	0	Miles			
Number of Lanes:		No - Build	5	Build	6		
Terrain for this pro	oject (L for	Level, R for	r Rolli	ng, M for Mo	untain	R	
Signale		0	ΕΛ	\$250,000	10	60	

4 0 18 68200 14,080 68200 27600 1 87,400 14,378 107,172 0 30 0	INT IC EA LF LF LF LF CY CY Acre Acre Acre Mile	\$25,000 \$100,000 \$8,000 \$18 \$40 \$70 \$15 \$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	INT IC	\$874,000 \$215,700 \$1,929,100
18 68200 14,080 68200 0 27600 1 87,400 14,378 107,172 0 30 0	EA LF LF LF LF Ump Sur LF CY Acre Acre Acre	\$8,000 \$18 \$40 \$70 \$15 \$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0		\$144,000 \$1,227,600 \$563,200 \$4,774,000 \$0 \$2,152,800 \$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
68200 14,080 68200 27600 1 87,400 14,378 107,172 0 30 0	LF LF LF LF ump Sur LF CY CY Acre Acre Acre Acre	\$18 \$40 \$70 \$15 \$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$1,227,600 \$563,200 \$4,774,000 \$0 \$2,152,800 \$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
14,080 68200 0 27600 1 87,400 14,378 107,172 0 30 0	LF LF LF ump Sur LF CY CY Acre Acre Acre Acre	\$40 \$70 \$15 \$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$563,200 \$4,774,000 \$0 \$2,152,800 \$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
68200 0 27600 1 87,400 14,378 107,172 0 30 0	LF LF ump Sur LF CY CY Acre Acre Acre	\$70 \$15 \$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$4,774,000 \$0 \$2,152,800 \$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
0 27600 1 87,400 14,378 107,172 0 30 0	LF LF ump Sur LF CY CY Acre Acre Acre	\$15 \$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$0 \$2,152,800 \$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
27600 1 87,400 14,378 107,172 0 30 0	LF ump Sur LF CY CY Acre Acre Acre	\$78 \$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	x	\$2,152,800 \$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
1 87,400 14,378 107,172 0 30 0	ump Sur LF CY CY Acre Acre Acre Acre	\$4,098,967 \$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$4,099,000 \$874,000 \$215,700 \$1,929,100 \$0 \$180,000
87,400 14,378 107,172 0 30 0	LF CY CY Acre Acre Acre Acre	\$10 \$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$0
14,378 107,172 0 30 0	CY CY Acre Acre Acre Acre	\$15 \$18 \$2,000 \$6,000 \$10,000 \$0	X	\$215,700 \$1,929,100 \$0 \$180,000 \$0
107,172 0 30 0	CY Acre Acre Acre Acre	\$18 \$2,000 \$6,000 \$10,000 \$0	×	\$1,929,100 \$0 \$180,000 \$0
0 30 0	Acre Acre Acre	\$2,000 \$6,000 \$10,000 \$0	X	\$0 \$180,000 \$0
30	Acre Acre Acre	\$6,000 \$10,000 \$0	X	\$180,000 \$0
0	Acre Acre	\$10,000 \$0	X	\$0
0	Acre	\$0		AUTO-DESCRIPTION OF THE PROPERTY OF THE PROPER
				\$0
5	Mile	ΦΕ'000		
		\$5,000		\$25,000
1	ump Sur	\$3,500,000		\$3,500,000
1	ump Sur	\$5,000,000		\$5,000,000
		10%		\$8,032,000
		15%		\$12,048,000
		5%		\$4,002,900
		8%		\$8,352,200
		5%	-	\$5,637,800
0	SF	\$70		\$0
131,400	SF	\$175		\$22,995,000
		12%		\$14,207,100
		10%		\$11,839,300
		0%		\$0
		8.8%		\$10,418,600
		3.51%		\$5,430,766
		0%		\$0
			131,400 SF \$175 12% 10% 0% 8.8% 3.51% 0%	131,400 SF \$175 12% 10% 0% 8.8% 3.51%

SR	520		Posted Sp	eed:		
Project Title:	Eastsi	de Flyerstop	s through Po	oints		
Subject Section:	MF)	to	MP		
Length of Subject S	Section:	0	Miles			
Number of Lanes:	No - B	uild 0	Build	2		
Terrain for this pro	ject (L for Level,	R for Rollin	ig, M for Mo	untain	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	2	0.9495		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.559		U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	. 0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	30	1067	\$150	U	\$4,801,500
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

*Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake B	ridge (Fixed Portion)	32100	SF	\$150		\$4,815,000
New Lake B	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Remo	oval	0	SF	\$20		\$0
Flyerstops u	nder Lid Structure	2	ump Sur	\$3,000,000		\$6,000,000
Walls	Low End	0	SF	\$40		\$0
	Mid Range	0	SF	\$60		\$0
	High End	0	SF	\$120		\$0
	Noise	0	LF	\$275		\$0
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	rrier	5,167	LF	\$30		\$155,000
Signals		0	EA	\$125,000		\$0
Signals		0	EA	\$250,000		\$0

SR 520		Posted Speed: Eastside Flyerstops through Points					
Project Title:	Eastside F						
Subject Section:	MP		to	MP			
Length of Subject Section:	_	0	Miles				
Number of Lanes:	No - Build	0	Build	2			
Terrain for this project (L fo	r Level. R for	Rollin	a. M for Mo	untain	R		

Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		9	EA	\$8,000		\$72,000
Signing/Striping		15200	LF	\$18		\$273,600
Sidewalks, Curl	o, & Gutter	0	LF	\$40		\$0
Surface/Paving	(PCC)	15200	LF	\$70		\$1,064,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	11100	LF	\$78		\$865,800
	Stormwater	0	ump Sum			\$0
Earthwork	Misc Earthwork	18,500	LF	\$10		\$185,000
	Fill	2,711	CY	\$15		\$40,700
	Cut and Waste	22,704	CY	\$18		\$408,700
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	Acre	\$6,000		\$0
	Heavy Forest	. 0	Acre	\$10,000		\$0
Wetland Mitigat	ion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	opment	2	Mile	\$5,000		\$10,000
ITS		1	ump Sur	\$500,000		\$500,000
Traffic Control (10% of Total)			10%		\$1,440,700
Construction St	aging (15% of Total)			15%		\$2,161,100
Removal Items	(5% of Total)		4.5	5%		\$720,400
Mobilization @	8%			8%		\$1,498,300
Misc Allowance	@ 5%			5%		\$1,011,400
Right of Way			SF	\$70	P	\$0
Preliminary Eng	ineering @ 12%			12%		\$2,548,700
Construction En	gineering @ 10%			10%		\$2,123,900
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	3%			8.8%		\$1,869,000
Escalation from	7/2003 to 3/2004			3.51%		\$974,244
Scope Continge	ncy @ 0%			0%		\$0

SR	520	Posted Speed:							
Project Title:		Mainline Improvements through Eastside Communities							
Subject Section:		MP		to	MP				
Length of Subject S	Section:	_	0	Miles	_				
Number of Lanes:		No - Build	5	Build	6				
Terrain for this proj	ect (L for	Level, R for	Rollin	ng, M for Mo	untain	R			

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	1	0.1534		U	
Freeway Ramp Addition	0	0			
Freeway Lane Addition	6	0.5492		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.5492		U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedestrian)	20	450	\$125	U	\$1,125,000
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	- 0	. 0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

*Enter R for Rural, U for Urban

Detailed I	Planning Cost Estin	CO MICHIGANISM CONTRACTOR DE				
		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(Pedestrian)	9000	SF	\$125		\$1,125,000
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge (Freeway Ramp)		0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Widening (Frwy Mainline)		0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)		0	SF	\$150		\$0
New Lake Bridge (Floating Portion)		0	SF	\$315		\$0
Bridge Removal		5,000	SF	\$20		\$100,000
Cut and Cov	er non ventilated	0	SF	\$270		\$0
Non Ventilate	ed Lid	93,100	SF	\$150		\$13,965,000
Walls	Low End	0	SF	\$40		\$0
	Mid Range	30,040	SF	\$60		\$1,802,400
	High End	0	SF	\$120		\$0
	Noise	5,000	LF	\$275		\$1,375,000
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	rrier	4,995	LF	\$30		\$149,900
Signals		0	EA	\$125,000		\$0

SR 520		Posted Speed:						
Project Title:	Mainline Im	Mainline Improvements through Eastside Communitie						
Subject Section:	MP		to	MP				
Length of Subject Section:	_	0	Miles					
Number of Lanes:	No - Build	5	Build	6				
Terrain for this project (L f	or Level, R for	Rollin	ng, M for Mo	untain	R			

Signals		0	EA	\$250,000		\$0
Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		7	EA	\$8,000		\$56,000
Signing/Striping	9	21600	LF	\$18		\$388,800
Sidewalks, Curl	b, & Gutter	4,710	LF	\$40		\$188,400
Surface/Paving	(PCC)	21600	LF	\$70		\$1,512,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	7200	LF	\$78		\$561,600
	Stormwater	1	ump Sur	\$1,229,690		\$1,229,700
Earthwork	Misc Earthwork	25,700	LF	\$10		\$257,000
	Fill	6,267	CY	\$15		\$94,000
	Cut and Waste	24,689	CY	\$18	-	\$444,400
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	. 10	Acre	\$6,000	x	\$60,000
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigat	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	lopment	2	Mile	\$5,000		\$10,000
Aestetic Treatm	nent	1	ump Sur	\$1,050,000		\$1,050,000
ITS		1	ump Sur	\$1,500,000		\$1,500,000
Traffic Control (10% of Total)			10%		\$2,588,600
Construction St	aging (15% of Total)			15%		\$3,883,000
Removal Items	(5% of Total)			5%		\$1,289,300
Mobilization @	8%			8%		\$2,691,800
Misc Allowance	@ 5%	,		5%		\$1,817,000
Right of Way		0	SF	\$70		\$0
Right of Way (N	lew Align @ L Wash)	131,400	SF	\$175		\$22,995,000
Preliminary Eng	gineering @ 12%			12%		\$4,578,700
Construction Er	ngineering @ 10%			10%		\$3,815,600
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.8%		\$3,357,700
Escalation from	7/2003 to 3/2004			3.51%		\$1,750,245
Scope Continge	ency @ 0%			0%		\$0

SR	520	Posted Speed:						
Project Title:	E	astside Fl	yerstop	s through Po	ints: Phas	e 1		
Subject Section:		MP		to	MP			
Length of Subject S	Section:		0	Miles				
Number of Lanes:	No	- Build	0	Build	2			
Terrain for this pro	iect (L for Le	vel. R for	Rollin	a. M for Mo	untain	B		

	# of Lanes	Mile	9-12-6	R/U*	Office Contract
Arterial Lane Addition	0	0			
Freeway Ramp Addition	0	0			
Freeway Lane Addition	2	0.3551	40	U	
Channelize Intersection	0	0			
Realignment	0	0			-
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	2	0.2711		U	
The second section is a second section of the second	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (2-lane O'xing)	0	0	\$120		\$0
New Bridge (Arterial Roadway)	0	0	\$120		\$0
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	. 0	\$120		\$0
Bridge Widening (Frwy Mainline)	0	0	\$200		\$0
New Lake Bridge (Fixed Portion)	30	1067	\$150	U	\$4,801,500
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

*Enter R for Rural, U for Urban

Detailed F	Planning Cost Estin	nate:				
		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(2-lane O'xing)	0	SF	\$120		\$0
New Bridge	(Arterial Roadway)	0	SF	\$120		\$0
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)	0	SF	\$120		\$0
Bridge Wider	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Bridge (Fixed Portion)		32100	SF	\$150		\$4,815,000
New Lake Bridge (Floating Portion)		0	SF	\$315		\$0
Bridge Remo	oval	0	SF	\$20		\$0
Flyerstops ur	nder Lid Structure	1	ump Sur	\$3,000,000		\$3,000,000
Walls	Low End	0	SF	\$40		\$0
	Mid Range	0	SF	\$60		\$0
	High End	0	SF	\$120		\$0
	Noise	0	LF	\$275		\$0
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	rrier	1,680	LF	\$30		\$50,400
Signals		0	EA	\$125,000		\$0
Signals		0	EA	\$250,000		\$0

SR	520			Posted Sp	eed:				
Project Title:	7	Eastside Flyerstops through Points: Phase 1							
Subject Section:		MP		to	MP				
Length of Subject	t Section:	_	0	Miles					
Number of Lanes	:	No - Build	0	Build	2				
Terrain for this pr	roject (L for	Level, R for	r Rollin	ng, M for Mo	untain	R			
				3,					
Illumination		0	INT						
		0	INT IC	\$25,000 \$100,000	INT	\$0 \$0			
Illumination Illumination Illumination		0 0 4		\$25,000	INT	\$0			

Illumination		0	INT	\$25,000	INT	\$0
Illumination		0	IC	\$100,000	IC	\$0
Illumination		4	EA	\$8,000		\$32,000
Signing/Stripin	g	7400	LF	\$18		\$133,200
Sidewalks, Curb, & Gutter		0	LF	\$40		\$0
Surface/Paving	g (PCC)	7400	LF	\$70		\$518,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	4900	LF	\$78		\$382,200
	Stormwater	0	ump Sum			\$0
Earthwork	Misc Earthwork	9,200	LF	\$10		\$92,000
	Fill	2,711	CY	\$15		\$40,700
	Cut and Waste	8,733	CY	\$18		\$157,200
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	0	. Acre	\$6,000		\$0
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitiga	tion (Not Included)	0	Acre	\$0		\$0
Roadside Deve	elopment	1	Mile	\$5,000		\$5,000
ITS		1	ump Sur	\$500,000		\$500,000
Traffic Control	(10% of Total)			10%		\$974,300
Construction S	taging (15% of Total)			15%		\$1,461,400
Removal Items	(5% of Total)			5%		\$487,100
Mobilization @	8%			8%		\$1,013,300
Misc Allowance	e @ 5%			5%		\$684,000
Right of Way			SF	\$70	P	\$0
Preliminary En	gineering @ 12%			12%		\$1,723,600
Construction E	ngineering @ 10%			10%		\$1,436,300
Change Orders	s @ 0%			0%		\$0
Sales Tax @ 8	.8%			8.8%		\$1,263,900
Escalation from	7/2003 to 3/2004			3.51%		\$658,841
Scope Conting	ency @ 0%			0%		\$0
DETAILED CO	ST ESTIMATE USED FOR	B/C		Area dress		\$20,000,000

SR	520		Posted Sp	eed:		
Project Title:	Extend EB	HOV L	ane through	108th		
Subject Section:	MP		to	MP		
Length of Subject Se	ection:	0	Miles			
Number of Lanes:	No - Build	5	Build	6		
Terrain for this proje	ect (L for Level, R for	Rollin	g, M for Mo	untain	R	

	# of Lanes	Mile		R/U*	
Arterial Lane Addition	2	0.1837		U	
Freeway Ramp Addition	0	0			
Freeway Lane Addition	1	1.69		U	
Channelize Intersection	0	0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			
Widen Shoulders	1	1.7657		U	
Madrid Constitution of the	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedestrian)	.0	0	\$125		\$0
New Bridge (Arterial Roadway)	81	425	\$120	U	\$4,110,000
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	. 0	. 0	\$200		\$0
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0
					\$0

*Enter R for Rural, U for Urban

		Quantity	Unit	Unit Cost	Other	Cost
New Bridge	(Pedestrian)	0	SF	\$125		\$0
	(Arterial Roadway)	34300	SF	\$120		\$4,116,000
New Bridge	(Freeway Ramp)	0	SF	\$130		\$0
New Bridge	(Freeway Mainline)"	0	SF	\$120		\$0
Bridge Wide	ning (Frwy Mainline)	0	SF	\$200		\$0
New Lake Br	ridge (Fixed Portion)	0	SF	\$150		\$0
New Lake Br	ridge (Floating Portion)	0	SF	\$315		\$0
Bridge Remo	oval	14,700	SF	\$20		\$294,000
Cut and Cov	er non ventilated	0	SF	\$270		\$0
Non Ventilate	ed Lid	. 0	SF	\$150		\$0
Walls	Low End	0	SF	\$40		\$0
	Mid Range	33,000	SF	\$60		\$1,980,000
	High End	0	SF	\$120		\$0
	Noise	0	LF	\$275		\$0
Guardrail (#	of Anchors in Other)	1000	LF	\$15	4	\$17,200
Concrete Ba	rrier	8,923	LF	\$30		\$267,700
Signals		2	EA	\$125,000	INT	\$250,000

SR	520			Posted Sp	eed:		
Project Title:		Extend EB	HOV L	ane through	108th		
Subject Section:		MP		to	MP		
Length of Subject	Section:	_	0	Miles	· ·		
Number of Lanes:		No - Build	5	Build	6		
Terrain for this pro	ject (L fo	r Level, R for	Rollin	ng, M for Mo	untain	R	

Signals	1	0	EA	\$250,000	IC	\$0
Illumination		2	INT -	\$25,000	INT	\$50,000
Illumination		0	IC	\$100,000	IC	\$0
Illumination		0	EA	\$8,000		. \$0
Signing/Striping		16000	LF	\$18		\$288,000
Sidewalks, Curl	b, & Gutter	5,810	LF	\$40		\$232,400
Surface/Paving	(PCC)	16000	ĹF	\$70		\$1,120,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	11400	LF	\$78		\$889,200
150	Stormwater	1	ump Sur	\$0		\$0
Earthwork	Misc Earthwork	27,000	LF	\$10		\$270,000
	Fill	14,667	CY	\$15		\$220,000
CARA.	Cut and Waste	0	CY	\$18		\$0
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$0
	Light Woods	8	Acre	\$6,000	X	\$48,000
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigation (Not Included)		0	Acre	\$0		\$0
Roadside Deve	lopment	3	Mile	\$5,000		\$15,000
Aestetic Treatm	ent	0	ump Sur	\$0		\$0
ITS		0	ump Sur	\$0		\$0
Traffic Control (10% of Total)			10%		\$1,005,800
Construction St	aging (15% of Total)			15%		\$1,508,600
Removal Items	(5% of Total)			5%		\$488,200
Mobilization @	8%	2		8%		\$1,044,800
Misc Allowance	@ 5%			5%		\$705,200
Right of Way		0	SF	\$70		\$0
Right of Way (N	lew Align @ L Wash)	0	SF	\$175		\$0
Preliminary Eng	ineering @ 12%			12%		\$1,777,200
Construction Er	ngineering @ 10%	1		10%		\$1,481,000
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.8%		\$1,303,300
Escalation from	7/2003 to 3/2004			3.51%		\$679,349
Scope Continge	ency @ 0%		Dr.	0%		\$0

SR	520		Posted Sp	eed:		
Project Title:	Bellevue W	ay I/C	Improvemen	ts		
Subject Section:	MP		to	MP		
Length of Subject Se	ection:	0	Miles			
Number of Lanes:	No - Build	5	Build	6		
Terrain for this proje	ct (L for Level, R for	Rollin	a. M for Mo	untain	B	

General per Mile Quantities:				-	
	# of Lanes	Mile		R/U*	
Arterial Lane Addition	4	0.0852		U	
Freeway Ramp Addition	2	1.4593		U	
Freeway Lane Addition	6	0.8203		U	CHALL IN
Channelize Intersection	0	. 0			
Realignment	0	0			
Arterial Transit Queue Bypass Lane	0	0			F122 12 UF T
Widen Shoulders	2	1.9792		U	
	Structure Wid	cture Le	Cost per SF		Cost
New Bridge (Pedestrian)	0	0	\$125		\$0
New Bridge (Arterial Roadway)	95	250	\$120	U	\$2,850,000
New Bridge (Freeway Ramp)	0	0	\$130		\$0
New Bridge (Freeway Mainline)	0	0	\$120		\$0
Bridge Widening (Frwy Mainline)	12	370	\$200	U	\$888,000
New Lake Bridge (Fixed Portion)	0	0	\$150		\$0
New Lake Bridge (Floating Portion)	0	0	\$315		\$0
New Urban I/C	0	0	\$425		\$0
New Diamond I/C	0	0	\$475		\$0

*Enter R for Rural, U for Urban

	Quantity	Unit	Unit Cost	Other	Cost
New Bridge (Pedestrian)	0	SF	\$125		\$0
New Bridge (Arterial Roadway)	23800	SF	\$120		\$2,856,000
New Bridge (Freeway Ramp)	0	SF	\$130		\$0
New Bridge (Freeway Mainline)	0	SF	\$120		\$0
Bridge Widening (Frwy Mainline)	4500	SF	\$200		\$900,000
New Lake Bridge (Fixed Portion)	0	SF	\$150		\$0
New Lake Bridge (Floating Portion)	0	SF	\$315		\$0
Bridge Removal	10,200	SF	\$20		\$204,000
Walls Low End	0	SF	\$40		\$0
Mid Range	112,256	SF	\$60		\$6,735,400
High End	0	SF	\$120		\$0
Noise	5,650	LF	\$275		\$1,553,800
Other	1	ump Sur	\$800,000		\$800,000
Liquefaction Mitigation	. 1	ump Sur	\$4,000,000		\$4,000,000
Guardrail (# of Anchors in Other)	2000		\$15	8	\$34,400
Concrete Barrier	17,110	LF	\$30		\$513,300
Signals	0	EA	\$125,000	INT	\$0

SR	520	Posted Speed:					
Project Title:	70 70 1 1	Bellevue W	ay I/C	Improvement	ts		
Subject Section:		MP		to	MP		
Length of Subject S	Section:		0	Miles			
Number of Lanes:		No - Build	5	Build	6		
Terrain for this pro	iect (L for L	evel. R for	Rollin	a. M for Mo	untain	R	

Signals		_ 1	EA	\$250,000	IC	\$250,000
Illumination	11	0	INT	\$25,000	INT	\$0
Illumination		1	IC	\$100,000	IC	\$100,000
Illumination		8	EA	\$8,000		\$64,000
Signing/Striping	g	54300	LF	\$18		\$977,400
Sidewalks, Cur	b, & Gutter	1,700	ĿF	\$40		\$68,000
Surface/Paving	(PCC)	54300	LF	\$70		\$3,801,000
Drainage	Ditch	0	LF	\$15		\$0
	Enclosed System	10860	LF	\$78		\$847,100
	Stormwater	1	ump Sur	\$304,849		\$304,800
Earthwork	Misc Earthwork	54300	LF	\$10		\$543,000
-	Fill	50,052	CY	\$15		\$750,800
	Cut and Waste	84,648	CY	\$18		\$1,523,700
Clear/Grub	Shrubs/Grass	0	Acre	\$2,000		\$200 \$0
	Light Woods	24	Acre	\$6,000	х	\$144,000
	Heavy Forest	0	Acre	\$10,000		\$0
Wetland Mitigation (Not Included)		0	Acre	\$0		\$0
Roadside Deve	lopment	5	Mile	\$5,000		\$25,000
Aesthetic Treat	ment	1	ump Sur	\$1,200,000		\$1,200,000
ITS		1	ump Sur	\$8,000,000		\$8,000,000
Traffic Control	(6% of Total)			6%		\$2,171,700
Construction St	taging (8% of Total)			8%		\$2,895,700
Removal Items	(5% of Total)			5%		\$1,799,600
Mobilization @	8%			8%		\$3,445,000
Misc Allowance	@ 5%			5%		\$2,153,100
Right of Way		75,000	SF	\$175	W	\$13,125,000
Preliminary Eng	gineering @ 6%			6%		\$2,919,600
Construction En	ngineering @ 10%			10%		\$4,866,100
Change Orders	@ 0%			0%		\$0
Sales Tax @ 8.	8%			8.8%		\$4,282,200
Escalation from	7/2003 to 3/2004			3.51%		\$2,129,716
Scope Continge	ency @ 0%		100	0%		\$0

PARAMETRIX, INC TASK ORDER AG O	COST SUMMARY	
Parametrix, Inc.		
Labor Total:	\$ 2,754,598.95	
Direct Expense Total:	\$ 25,857.00	
Parametrix, Inc. Total:	\$ 2,780,455.95	\$ 2,780,455.95
Subconsultant Expenses		
CH2M Hill, Inc. Total:	\$ 2,589,646.25	
Parsons Brinckerhoff Total:	\$ 984,471.13	
Michael Minor and Associates, Inc. Total:	\$ 153,704.00	
Subconsultant Expenses Total:	\$ 3,727,821.38	\$ 3,727,821.38
Task Order AG Total:		\$ 6,508,277.33

							% of Task
Firm		Labor	Expenses		Total	Order	
Parametrix	\$	2,754,598.95	\$	25,857.00	\$	2,780,455.95	42.72%
CH2M Hill	\$	2,557,705.75	\$	31,940.50	\$	2,589,646.25	39.79%
Parsons-Brinckerhoff	\$	915,900.53	\$	68,570.60	\$	984,471.13	15.13%
Michael Minor and Associates, Inc.	\$	152,560.00	\$	1,144.00	\$	153,704.00	2.36%
Task Order AG Grand Total:	\$	6,380,765.23	\$	127,512.10	\$	6,508,277.33	100.00%

DRAFT SR 520 BUDGET WORKSHEET TASK ORDER NO. AG Summary of All Firms

		Task Order No. AG	Task Order No. AG	7 7 7	PMX		CH2M HILL		P-B		MMA
	CTIVITY (with fee on labor)	Total	Total	Activity	Activity	Activity	Activity	Activity	Activity	Activity	Activity
0.		Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
	roject Management	7700		2000	0.0000000000000000000000000000000000000	700		770	404 700 00		
	anagement and Administration	7788	\$ 825,739.81	6280	\$ 613,007.16	736	\$ 90,938.66	772	\$ 121,793.99	0	\$
	roject Schedule	592	\$ 74,848.90	500	\$ 58,091.64	54	\$ 9,525.60	38	\$ 7,231.66	0	\$
.3 Up	pdate Project Management Plan	402	\$ 43,358.31	386	\$ 40,424.66	8	\$ 1,411.20	8	\$ 1,522.45	0	\$
.4 Pa	artnering Session and EIS Team Project Kickoff Meeting	0	\$ -	.0	\$ -	0	\$	0	\$ -	0	\$
1.	4.1 Partnering Session	89	\$ 12,427.33	39	\$ 5,245.11	13	\$ 2,293.20	24	\$ 3,849.02	13	\$ 1,04
1.	4.2 Work Plan and EIS Team Project Kickoff Meeting	243	\$ 29,288.77	104	\$ 11,326.39	111	\$ 14,498.47	20	\$ 2,823.91	8	\$ 64
.5 Re	esearch and Establish SR 520 Corridor Program Project Office	412	\$ 41,960.16	412	\$ 41,960.16	0	\$.	0	\$ -	0	\$
_	Subtotals	9526	\$ 1,027,623.29	7721	\$ 770,055.12	922	\$ 118,667.13	862	\$ 137,221.04	21	\$ 1,68
2.0 Pr	and and Banata										
	roject Meetings	320	\$ 56,930.43	120	\$ 21,168.00	40	\$ 7,056.00	160	\$ 28,706.43	0	\$
	roject Management Team Meetings	1992							\$ 2,196.55	0	\$
	S Progress Meetings			1140	The state of the s	840	4 18000	12 .		-	-
	S Team Management and Coordination Meetings	4200	\$ 551,746.72	2202	\$ 268,485.24	1720	\$ 239,267.86	198	\$ 37,593.62	80	\$ 6,40
	echnical and Executive Committee Meetings	828	\$ 106,865.94	510	\$ 56,521.62	266	\$ 43,978.18	20	\$ 3,806.14	32	\$ 2,56
.5 Ac	dvisory Committee Meetings and Local Sounding Board Meetings	1392	\$ 170,798.87	878	\$ 92,358.70	446	\$ 68,495.20	44	\$ 8,024.97	24	\$ 1,92
.6 01	ther Agency, Local Jurisdiction, and Tribal Meetings	880	\$ 127,674.98	434	\$ 64,090.95	434	\$ 62,624.03	0	\$ -	12	\$ 96
	rincipals Meeting	420	\$ 81,812.85	140	\$ 27,955.20	140	\$ 27,123.60	140	\$ 26,734.05	0	\$
	Subtotals	10032	\$ 1,393,113.53	5424	\$ 696,753.91	3886	\$ 577,457.87	574	\$ 107,061.75	148	\$ 11,84
.0 Pt	ublic Outreach Support						-				-
	ublic Information Events Planning, Support, and Attendance	562	\$ 60,935.33	268	\$ 25,496.13	253	\$ 31,451.01	8	\$ 1,348.19	33	\$ 2,6
	ommunity Meeting Planning, Support, and Attendance	993	\$ 128,603.04	495	\$ 62,334.85	440	\$ 60,920.00	8	\$ 1,348.19	50	\$ 4,0
	esponse to Public Questions and Issues	488	\$ 60,474.16	228	\$ 26,634.76	228	\$ 29,688.76	16	\$ 2,870.64	16	\$ 1,2
	Subtotals	2043	\$ 250,012.53	991	\$ 114,465.74	921	\$ 122,059.77	32	\$ 5,567.02	99	\$ 7,9
	Iternatives Definition and Supplemental Engineering	200	AC 000 01	470	6 00 074 40		44 404 00		£ 10.004.00		\$
	vergreen Point Bridge East Touchdown Value Analysis	296	\$ 46,683.21	176	\$ 22,974.12	60	\$ 11,104.20	60	\$ 12,604.89	0	4
	ngineering Refinement of Alternatives	4476	\$ 398,191.67	3508	\$ 314,320.64	168	\$ 17,450.64	800	\$ 66,420.39	0	\$
	5 Alternative Development	5144	\$ 495,166.37	3684	\$ 335,047.84	120	\$ 15,573.60	1340	\$ 144,544.93	0	\$
	id Opportunities and Preliminary Design	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$
	.4.1 I-5 Lidding Opportunities	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$
4.	4.2 Preliminary SR 520 Lid Design	2316	\$ 236,606.67	48	\$ 6,628.80	0	\$ -	2268	\$ 229,977.87	0	\$
.5 1-5	5 Structures Concept Development	1200	\$ 174,742.85	160	\$ 24,960.88	0	\$ -	1040	\$ 149,781.97	0	\$
.6 St	tormwater Management Facilities Preliminary Design	564	\$ 62,739.64	128	\$ 12,826.32	436	\$ 49,913.32	0	\$ -	0	\$
7 C	onstruction Staging and Impacts Assessment	1232	\$ 127,436.01	888	\$ 88,275.52	0	\$ -	344	\$ 39,160.49	0	\$
	ost Opinions and CEVP Support	732	\$ 76,780.90	196	\$ 23,659.00	496	\$ 46,380.96	40	\$ 6,740.94	0	\$
	Subtotals	15960	\$ 1,618,347.32	8788	\$ 828,693.12	1280	\$ 140,422.72	5892	\$ 649,231.48	0	s
		10000	1,010,047102	0.00	020,000.12	1200	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		V C (c) C		
	Praft Environmental Impact Statement (DEIS) Invironmental Support and Screening for I-5 Project Alternatives and										
	Other Design Revisions	508	\$ 55,918.44	92	\$ 8,337.60	400	\$ 46,300.84	0	\$	16	\$ 1,2
	levisions to Previous Environmental Documents	2897	\$ 335,683.20	479	\$ 50,445.46	2368	\$ 281,237.74	0	\$ -	50	\$ 4,0
	Discipline Reports	9631	\$ 1,127,916.68	1725	\$ 171,416.61	6544	\$ 845,484.56	72	\$ 7,815.51	1290	\$ 103,
		400		2		374	\$ 46,758.82	24	\$ 2,951.44	0	\$ 103,
-	nvironmental Justice Analysis		4 00,000,00	-				0	\$ 2,951.44		\$ 1.
	section 4(f) and Section 6(f) Resources Evaluation	376	\$ 46,147.36	2	\$ 352.80	350	10,011.00	-		24	
	hip Canal Bridge Noise Modeling and Support	80	\$ 6,400.00	0	9 .	0	\$ -	0	Ψ	80	
	.6.1 Ship Canal Bridge Noise Mitigation Alternatives .6.2 Literature Review of Proprietary Acoustical Noise Abatement	138	\$ 13,083.42	24	\$ 2,854.80	18	\$ 2,207.26	16	\$ 1,621.36	80	\$ 6
A	Alternatives	496	\$ 52,246.34	450	\$ 48,224.98	0	\$ -	16	\$ 1,621.36	30	\$ 2,
	Prepare Preliminary Draft Environmental Impact Statement (PDEIS) and DEIS	2104	\$ 279,215.38	188	\$ 22,676.76	1904	\$ 255,578,62	0	9	12	s
	IEPA/SEPA DEIS Public Hearings	690	\$ 84,381.45	216		417	\$ 52,535.70	0	\$ -	57	\$ 4,
	Coordination with SR 520/West Lake Sammamish Parkway to SR 202	090	Φ 04,361.45	210	\$ 27,285.75	417	9 52,535.70	U		37	9 4,
	Project	74	\$ 10,011.78	16	\$ 2,822.40	58	\$ 7,189.38	0	\$	0	\$
	Concurrence Point 2 & 3	86	\$ 11,496.06	8	\$ 1,411.20	78	\$ 10,084.86	0	\$ -	0	\$
	Subtotals	17480	\$ 2,072,563,16	3202	\$ 336,181.16	12511	\$ 1,591,252.34	128	\$ 14,009.66	1639	\$ 131.
	Subtotals	77-400	2,072,003.10	5202	330,101.10	12011	1,001,202.04	120	3 14,005.00	.003	- 101,
	Total for Work Activities (including fee)	55041	\$ 6,361,659,83	26126	\$ 2,746,149.05	19520	\$ 2,549,859.83	7488	\$ 913.090.95	1907	\$ 152

DRAFT SR 520 BUDGET WORKSHE TASK ORDER NO. AG

				Princ	cipal In Charge	Pro	eject Manager	Sr. F	Planner/Engineer	Engine	er/Planner/Architect IV	Engineer/	Planner/Architect III - Sr. CADD	Engine	er/Planner II	Engineer/Plann	er I - Architect II	Gr	raphics - CADD	Project	Coordinator	Contrar	cts Admir/Cleric
6	ACTIVITY (with fee on labor)	Activity	Activity Cost	\$199.68		\$176.40		\$118.95		\$108.12		\$89.36		\$80.43		\$72.38		\$65,15		\$ 58.63		\$50.71	
	Project Management			-		1000						-					-			nema T		500	
	Management and Administration	6280	\$ 613,007.16		5 .	1322	\$ 233,200.80	1506	\$ 179,138.7		\$ 5,406.00	0	5	0	5 .	. 0	5 .	0	5 .	2872	168,385.36	530	\$ 26,87
	Project Schedule	500	\$ 58,091.64 \$ 40,424.66		2	72	\$ 12,700.80 \$ 7,056.00	28 36	\$ 3,330.6		\$ 40,653.12	0	3	0	\$ 7,238.70	0	2 .	0	5 1040.40	24 5	1,407.12 938.08	8	\$ 44
	Jpdate Project Management Plan	386	5 40,424.00	0	5	40	s 7,030.00	36	\$ 4,282.2	0 180	\$ 19,461.60	0	5	90	\$ 7,230.70	0	2 .	16	5 1,042.40	16 3	930.00	0	
-	Partnering Session and EIS Team Project Kickoff Meeting	39	S 5,245.11	0	2	13	\$ 2,293.20	13	\$ 1,546.3	5 13	\$ 1,405.56	0	6	0	5 .	0	6	0		0		0	5
	1.4.1 Partnering Session	104	\$ 11,326.39		3	13	\$ 2,293.20	21	\$ 2,497.5		\$ 3,351.72	15	S 1,340.40	20	\$ 1,608.60	0	6	0		4	234.52	0	5
+	1.4.2 Work Plan and EIS Team Project Kickoff Meeting	412	\$ 41,960.16		\$ 2,396,16	120	\$ 21,168.00	0	\$ 2,437.5	40	\$ 4,324.80	0	5 1,340.40	0	\$ 1,000.00	0	9	0	š .	240	14,071.20	0	5
1	Research and Establish SR 520 Corridor Program Project Office	412	3 41,500.10	12	3 2,395,15		3 21,100.00		3	40	3 4,324.00	U	3	- 0	3	0	3		3				3
	Subtotals	7721	\$ 770,055.12	12	\$ 2,396.16	1580	\$ 278,712.00	1604	\$ 190,795.8	0 690	\$ 74,602.80	15	\$ 1,340.40	110	\$ 8,847.30	0	\$.	16	\$ 1,042.40	3156	185,036.28	538	\$ 2
	Project Meetings																						
	Project Management Team Meetings	120	\$ 21,168.00		\$ -	120	\$ 21,168,00	0	5 .	0	s .	0	\$.	0	\$.	0	5 -	0	\$ -	0	s -	0	\$
	EIS Progress Meetings	1140	\$ 166,174.20	0	5 -	600	\$ 105,840.00	180	\$ 21,411.0	0 360	\$ 38,923.20	0	S -	0	\$.	0	5 -	0	5	0	s -	0	S
	EIS Team Management and Coordination Meetings	2202	\$ 268,485.24	0	5 -	652	\$ 115,012.80	402	\$ 47,817.5	0 602	\$ 65,088.24	144	\$ 12,867.84	144	\$ 11,581.92	72	\$ 5,211.36	0	5 -	186	10,905.18	0	S
	Technical and Executive Committee Meetings	510	\$ 56,521.62	0	5 .	160	\$ 28,224.00	46	\$ 5,471.7	0 80	\$ 8,649.60	0	5 .	0	\$.	0	5 -	160	\$ 10,424.00	64	3,752.32	0	S
	Advisory Committee Meetings and Local Sounding Board Meetings	878	\$ 92,358.70		5 -	208	\$ 36,691.20	130	\$ 15,463.5	0 60	\$ 6,487.20	0	s -	160	\$ 12,868.80	0	s .	320	\$ 20,848.00	0	s -	0	5
	Other Agency, Local Jurisdiction, and Tribal Meetings	434	\$ 64,090.95		· .	217	\$ 38,278.80	217	\$ 25,812.1		S .	0	5 -	0	\$.	0	s .		s -	0	s -	0	\$
	Principals Meeting	140	\$ 27,955.20		\$ 27,955.20	0	s .	0	s .	0	S .	0	5 .	0	\$.	0	s .	0	5 -	0	s -	0	S
	Subtotals	5424	\$ 696,753.91	140	\$ 27,955.20	1957	\$ 345,214.80	975	\$ 115,976.2	5 1102	\$ 119,148.24	144	\$ 12,867.84	304	\$ 24,450.72	72	\$ 5,211.36	480	\$ 31,272.00	250	\$ 14,657.50	0	\$
	Public Outreach Support			-					-	-	-						-						
	Public Information Events Planning, Support, and Attendance	268	\$ 25,496,13	0	. 2	46	\$ 8,114.40	15	5 1.784.3	5 15	\$ 1,621.80	0	\$	96	\$ 7,721.28	0	\$.	96	\$ 6,254.40	0	s .	0	5
			\$ 62,334.85		s .	200	\$ 35,280.00	75			\$ 6,487.20		s .	80	\$ 6,434.40	0	e .	80	\$ 5,212.00	0	\$.	0	S
	Community Meeting Planning, Support, and Attendance Response to Public Questions and Issues		\$ 26,634.76		\$.	64		103	\$ 12,251.6		\$ 0,407.20	0	\$.	0	\$ -	0	s .	0		0	-	61	S
	Subtotals	991	\$ 114,465.74	0	s .	310	\$ 54,684.00	193	\$ 22,957.3	5 75	\$ 8,109.00	0	\$.	176	\$ 14,155.68	0	- 2	176	\$ 11,466.40	0	s .	61	s
	Alternatives Definition and Supplemental Engineering	176	S 22,974,12			72	\$ 12,700,80	20	\$ 2,379.0	0 60	\$ 6.487.20	0		0		0		- 0		24	\$ 1,407.12	0	c
	Evergreen Point Bridge East Touchdown Value Analysis				S .			20				0	3	0	3 .	0	3	700	6 40,000,00		\$ 6,332.04	0	
	Engineering Refinement of Alternatives	3508	\$ 314,320.64		S .	60	\$ 10,584.00	300	\$ 35,685.0		\$ 63,790.80	1330	\$ 118,845.80	400	\$ 32,172.00	0	3 .	720	\$ 46,908.00				3
	I-5 Alternative Development	3684	\$ 335,047.84		s ·	56	\$ 9,878.40	360	\$ 42,822.0		\$ 88,658.40		\$ 89,360.00	700	\$ 56,301.00	0	5 .	640	\$ 41,696.00		\$ 6,332.04		3
	Lid Opportunities and Preliminary Design	0	\$.	0	5 .	0	5	0	5 .	0	\$.	0	5	0	\$.	0	5 .	0	5	0	5 .	0	5
	4.4.1 I-5 Lidding Opportunities	0	S -	0	5 .	0	5 -	0	S .	0	S -	. 0	S .	0	\$.	0	S -	0	5 -	0		0	5
	4.4.2 Preliminary SR 520 Lid Design	48	\$ 6,628.80		\$.	16	\$ 2,822.40	32	\$ 3,806.		\$ -	0	\$ -	0	S -	0	\$.	0	\$.	0		0	S
	I-5 Structures Concept Development	160	\$ 24,960.88	0	5 .	120	\$ 21,168.00	24	\$ 2,854,1	0 0	S -	0	\$	0	5 .	0	5 .	0	\$.	16	\$ 938.08	0	5
	Stormwater Management Facilities Preliminary Design	128	\$ 12,826.32	0	S .	8	\$ 1,411.20	40	\$ 4,758.0	0 0	S -	64	\$ 5,719.04	0	S -	0	\$.	0	5 -	16	\$ 938.08	0	S
	Construction Staging and Impacts Assessment	888	\$ 88,275.52	0	\$.	24	\$ 4,233.60	100	\$ 11,895.0	0 340	\$ 36,760.80	300	\$ 25,808.00	60	\$ 4,825.80	0	\$.	0	\$.	64	\$ 3,752.32	0	S
	Cost Opinions and CEVP Support	196	\$ 23,659.00	0	s .	48	\$ 8,467.20	108	\$ 12,846.	0 0	s .	0	s .	0	s -	0	s -	0	s -	40	\$ 2,345.20	0	S
	Subtotals	8788	\$ 828,693.12	0	s -	404	\$ 71,265.60	984	\$ 117,046.	0 1810	\$ 195,697.20	2694	\$ 240,735.84	1160	\$ 93,298.80	0	s .	1360	\$ 88,604.00	376	\$ 22,044.88	0	\$
	Draft Environmental Impact Statement (DEIS)			-							-				-		-						
	Environmental Support and Screening for I-5 Project Alternatives and																						
	Other Design Revisions	92	\$ 8,337.60	0	\$.	8	\$ 1,411.20	28	\$ 3,330.	0 0	S .	12	\$ 1,072.32	4	\$ 321.72	8	\$ 579.04	0	S .	0	s -	32	5
	Revisions to Previous Environmental Documents	479	\$ 50,445.46	0	5 -	97	\$ 17,110,80	30	\$ 3,568.	0 66	S 7,135.92	180	\$ 16,084.80	0	5 -	54	\$ 3,908.52	0	S .	0	5 -	52	5
	Discipline Reports	1725	\$ 171,416.61		\$ -	132	\$ 23,284.80	441	\$ 52,456.	15	5 .	736	\$ 65,768.96	120	\$ 9,651.60	242	\$ 17,515.96	0	S .	0	\$ -	54	S
	Environmental Justice Analysis	2	\$ 352.80	0	\$ -	2	\$ 352.80	0	\$.	0	s .	0	5	0	5 -	0	S -	0	5 .	0	\$ -	0	\$
	Section 4(f) and Section 6(f) Resources Evaluation	2	\$ 352.80		5 .	2	\$ 352.80	0	5 .	0	\$.	0	S .	0	5 .	0	S .	0	\$ -	0	s -	0	S
	Ship Canal Bridge Noise Modeling and Support	0	5 .	0	\$.	0	\$.	0	S .	0	\$	0	\$	0	5 .	0	\$.	0	5 .	0	s -	0	S
	5.6.1 Ship Canal Bridge Noise Mitigation Alternatives	24	\$ 2,854.80	0	s -	0	5 -	24	\$ 2,854	0 0	S .	0	s .	0	5 -	0	s -	0	\$ -	0	\$.	0	S
	5.6.2 Literature Review of Proprietary Acoustical Noise Abstement Alternatives	450	\$ 48,224.98	0	s -	4	\$ 705.60	92	\$ 10,943.	0 320	\$ 34,598.40	0	s .	0	s .	0	s	0	5 -	32	\$ 1,876.16	2	s
	Prepare Preliminary Draft Environmental Impact Statement (PDEIS) and DEIS	188	\$ 22,676.76	0		36	\$ 6,350.40	92	\$ 10,943.	10 12	\$ 1,297.44	36	\$ 3,216.96	0	6	12	\$ 868.56	0	5	0	s .	0	S
	NEPA/SEPA DEIS Public Hearings	216	\$ 27,285.75		\$	46	\$ 8,114.40	125	\$ 14,868.		\$ 1,621.80	30	\$ 2,680.80	0	9	0	\$	0	\$.	0	s .	0	S
	Coordination with SR 520/West Lake Sammamish Parkway to SR 202	210	21,203.10	-	1	- 10	0,114.40	123	9 14,000.	10	1,021.00	30	2.000.00		1	-	1	-					
	Project	16	\$ 2,822.40		s -	16	\$ 2,822.40	0	\$.	0	s -	0	s -	0	S .	0	S -	0	s .	0	s -	0	S
	Concurrence Point 2 & 3	8	\$ 1,411.20	0	S -	8	\$ 1,411.20	0	\$.	0	· -	0	S -	0	S -	0	5	0	5	0	5 .	0	5
	Subtotals	3202	\$ 336,181.16	0	s -	351	\$ 61,916.40	832	\$ 98,966.	10 413	\$ 44,653.56	994	\$ 88,823.84	124	\$ 9,973.32	316	\$ 22,872.08	0	s .	32	\$ 1,876.16	140	S
	Total for Work Activities (including fee)	26126	\$ 2,746,149.05	152	\$ 30,351.36	4602	\$ 811,792.80	4586	\$ 545,742.	4090	5 442,210,80	3847	\$ 343,767,92	1874	\$ 150,725.82	388	\$ 28,083.44	2032	\$ 132,384,80	3814	\$ 223,614.82	739	\$

SUMMARY OF COSTS TASK ORDER AG -- COST SUMMARY BY FIRM

Classification		Rate w/ Fee		Total Hour w/ Fee	S	Cost w/ Fee	
Principal In Charge Project Manager Sr. Planner/Engineer Engineer/Planner/Architect IV Engineer/Planner/Architect III - Sr. CADD Engineer/Planner II Engineer/Planner I - Architect II Graphics - CADD Project Coordinator Contracts Admin/Clerical		\$ 1 5 5 5 5 5 5 5 5	99.68 76.40 18.95 08.12 89.36 80.43 72.38 65.15 58.63 50.71	152 4602 4588 4090 3847 1874 388 2032 3814 739	****	30,351.3 811,792.8 545,742.6 442,210.8 343,767.9 150,725.8 28,083.4 132,384.8 223,614.8 37,474.6	0 0 0 0 2 2 2 4 0 0
Parametrix, Inc. Total:				26,126	\$	2,746,149.05	5
Escalation: 13th month of 13-month schedul	le at 4%	= 0.308 of on	e percen		\$	8,449.90	_
Parametrix Labor (Adjusted for Escalation) Parametrix Direct Expenses Parametrix Total					\$ \$	2,754,598.98 25,857.00 2,780,455.9 8	5
Direct Reimbursibles:							
Activity #1 Copies (8.5 x 11) Copies (11 x 17) Color Copies Outside Production	0 0	copies © copies ©	\$	0.10	\$:	
(8.5 x 11) (11 x 17) (Color copies) Mileage Parking Traffic Counts Shipping/Postage	500 250 100 4000 300 0	copies @ copies @ copies @ miles @ days @ locations estimated	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0.10 1.00 0.345 8.00 221.00	\$ \$ \$ \$ \$	25.00 25.00 1,00.00 1,380.00 2,400.00 4,230.00	
Activity #2 Copies (8.5 x 11) Copies (11 x 17) Color Copies	0 0	copies @ copies @	\$	0.05 0.10 1.00	\$:	
Outside Production (8.5 x 11) (11 x 17) (Color copies) Mileage Parking	500 250 100 10000 24	copies @ copies @ miles @ days @	\$	0.05 0.10 1.00 0.345 8.00	\$ \$ \$	25.00 25.00 100.00 3,450.00 192.00	
Fraffic Counts Shipping/Postage	0	locations (estimated		221.00 500.00		500.00 4,292.00	-
Activity #3 Copies (8.5 x 11) Copies (11 x 17) Color Copies Outside Production	0 0	copies @ copies @	\$ \$ \$	0.05 0.10 1.00	\$ \$ \$:	
(8.5 x 11) (11 x 17) (Color copies) Alleage Parking codging Per Diem	250 125 100 5000 100 0 0	copies @ copies @ copies @ miles @ days @ days @ days @ trips @	55555555	0.05 0.10 1.00 0.345 8.00 109.00 46.00 300.00	***	12.50 12.50 100.00 1,725.00 800.00	
Shipping/Postage	-	estimated (300.00		300.00 2,950.00	Subtotal
Activity #4 Copies (8.5 x 11) Copies (11 x 17) Color Copies Dutside Production	0 0	copies @ copies @	\$ \$ \$	0.05 0.10 1.00	\$ \$		
(8.5 x 11) (11 x 17) (Color copies) fileage farking odging fer Diem irrfare raffic Counts hipping/Postage	500 600 200 5000 120 10 10 5	copies @ copies @ copies @ miles @ days @ days @ days @ trips @ locations @ estimated @		0.05 0.10 1.00 0.345 8.00 109.00 46.00 300.00 221.00 300.00	****	25.00 60.00 200.00 1,725.00 960.00 1,990.00 460.00 1,500.00 - 300.00 6,320.00	Subtotal
ctivity #5 opies (8.5 x 11) opies (11 x 17) olor Copies	0 0 0	copies @ copies @	\$ \$ \$	0.05 0.10 1.00	\$ \$:	
iutside Production (8.5 x 11) (11 x 17) (Color copies) dilieage arking odging er Diem irfare raffic Counts hipping/Postage	5000 5000 2500 5000 120 6 6 3	copies @ copies @ copies @ miles @ days @ days @ days @ trips @ locations @ estimated @		0.05 0.10 1.00 0.345 8.00 109.00 46.00 300.00 221.00 300.00	***	250.00 500.00 2,500.00 1,725.00 960.00 654.00 276.00 900.00	

ACT	IVITY (with fee on labor)	CH2M HILL	CH2M HILL	Principal	Project Manager	Sr. Pro	oject Manager	Project M	anager/Engineer	Projec	t Engineer/Planner	Associate	Engineer/Planner	Staff Co	onsultant/Engineer II	Staff Plant	ner/Engineer I	Lead C	AD Technician	Sr. CAD Technician		CAD Tech	1	AD Tech		Office
lo.		Hours	Cost	\$193,74		\$176.40	-	\$153.50		\$129.78		\$112.19		\$93.51		\$85.65		\$112.78		\$102.03	\$89.38		\$76.88		\$77.69	
0 Proje	ect Management																									
	agement and Administration	736	\$ 90,938.66	0	\$.	342	\$ 60,328.80	\$		0	\$	0	\$.	0	\$.	0 \$		0	\$.	0 5	- 0	\$.	0	\$.	394	30,609
2 Proje	ect Schedule	54	\$ 9,525.60	0	5	54	\$ 9,525.60	5		0	5 .	0	5	0	5 .	0 5		0	\$.	0 5	. 0	\$.	0	\$.	0	
.3 Upda	ale Project Management Plan		\$ 1,411.20	0	3 .	0 1	\$ 1,411.20	3		0	2 .	0	2	0	2 .	0 5	*	0	\$.	0 5	. 0	2 .	0	5 .	0	
4 Partn	nering Session and EIS Team Project Kickoff Meeting	0	\$ 2,293.20	0	2 .	13	\$ 2,293,20	3		0	5 .	0	2 .	0	2 .	0 5		-	\$.	0 5	. 0	\$.	0	\$.	0	
1.4.1	1 Partnering Session	111	\$ 14,498,47	0	5	28	\$ 4,939.20	100		30	\$ 3,893,40	0	5 4,263.22	0	\$ 1,402.65	0 2		0	5 .	0 5	- 0	2 .	0	5 .	0	
	2 Work Plan and EIS Team Project Kickoff Meeting earch and Establish SR 520 Corridor Program Project Office	0	5 14,490,47	0	6	0 1	\$ 4,000.20	0 5		0	5 3,093,40	36	6 4,200,22	10	\$ 1,402.85	0 5	-	0		0 \$. 0	9	0	5	0 1	
1.0 /1986	earch and Establish Srt 320 Corridor Program Project Office	-	*	0	9		-	1 9		-	9	-	10	-	9	0 0		0	3 .	0 3	- 0	9	- 0	•	0 ,	
-	Subtotals	922	\$ 118,667.13	0	\$.	445 5	\$ 78,498.00	0 5		30	\$ 3,893.40	38	\$ 4,263.22	15	\$ 1,402.65	0 5		0	\$.	0 \$	- 0		0		394 1	30,60
	OUDIONAIS		-								-	-	1,000.00		1,792.00	- 1		-			-	•	1	-	-	00,00
0 Prois	act Meetings																									
1 Proje	ect Management Team Meetings	40	\$ 7.056.00	0	\$.	40 1	\$ 7,056.00	0 5		0	\$.	0	\$.	0	2	0 5		0	2 .	0 5	- 0	£ .	0	5 .	0 1	
2 FIS F	Progress Meetings	840	\$ 128,913.00	0	\$.	540	\$ 95,256.00	0 5		0	s ·	300	\$ 33.657.00	0	2 .	0 5		0	\$.	0 8	- 0	2 .	0	\$.	0	
3 FIST	Team Management and Coordination Meetings	1720	\$ 239,267,86	0	\$.	706	\$ 124.538.40	0 5		208	\$ 26,994.24		\$ 74,269.78	144	\$ 13,465.44	0 5		0	\$.	0 5	. 0	2	0	\$.	0	
	hnical and Executive Committee Meetings	266	\$ 43,978,18	0	\$ -	220	\$ 38,808.00	0 5		0	S	30	\$ 3,365.70	0	\$.	0 5		16	\$ 1,804.48	0 5	. 0	2 .	0	2	0	5
.5 Advis	sory Committee Meetings and Local Sounding Board Meetings	446	\$ 68,495.20	0	\$.	286	\$ 50,450.40	0 5		0	\$.	0	\$.	0	\$.	0 5		160	\$ 18,044.80	0 5	- 0	2	0	\$.	0	
6 Other	or Agency, Local Jurisdiction, and Tribal Meetings	434	\$ 62,624,03	0	\$.	217	\$ 38,278.80	0 5		0	\$.	217	\$ 24,345.23	0	2 .	0 5		0	5 .	0 5	. 0	2	0	\$.	0	
7.7 Princ	cipals Meeting	140	\$ 27,123.60	140	\$ 27,123.60	0	\$.	0 5		0	\$.	0	\$.	0	\$.	0 5		0	\$.	0 5	- 0	\$.	0	\$.	0	5
-				1	0.1100.00		-			1	12		-		-				-							
	Subtotals	3886	\$ 577,457.87	140	\$ 27,123.60	2009	\$ 354,387.60	0 5		208	\$ 26,994.24	1209	\$ 135,637.71	144	\$ 13,465.44	0 5		176	\$ 19,849.28	0 \$	- 0	\$.	0	\$.	0	
	ilic Outreach Support																									
3.1 Publi	lic Information Events Planning, Support, and Attendance	253	\$ 31,451.01	0	\$.	46	\$ 8,114.40	0 5	\$	0	\$.	15	\$ 1,682.85	0	\$.	0 5		192	\$ 21,653.76	0 5	. 0	\$.	0	5 .	0	5
3.2 Com	nmunity Meeting Planning, Support, and Attendance	440	\$ 60,920.00	0	\$.	200	\$ 35,280.00	0 5		0	\$.	40	\$ 4,487.60	0	\$.	0 \$		160	\$ 18,044.80	0 5	. 0	\$.	0	\$.	40	3,10
3 Resp	ponse to Public Questions and Issues	228	\$ 29,688.76	0	\$.	64	\$ 11,289.60	0 5	\$.	0	\$.	164	\$ 18,399.16	0	\$.	0 5		0	\$.	0 5	- 0	\$.	0	\$.	0	S
	CONTRACTOR OF THE PROPERTY OF						-															The second				
	Subtotals	921	\$ 122,059.77	0	\$.	310	\$ 54,684.00	0 1	\$.	0	\$.	219	\$ 24,569.61	0	\$.	0 \$		352	\$ 39,698.56	0 \$	- 0	\$.	0	\$.	40	3,10
.0 Atter	matives Definition and Supplemental Engineering							-																		
1.1 Even	rgreen Point Bridge East Touchdown Value Analysis	60	\$ 11,104.20		\$ 5.812.20	30	\$ 5,292.00	0 5	\$.	0	5	0	5 .	0	5 .	0 5		0	\$.	0 \$. 0	\$.	0	\$.	0	\$
	ineering Refinement of Alternatives	168	\$ 17,450.64		\$.	0	\$.	0 5	\$.	48	\$ 6,229.44		\$.	120	\$ 11,221.20	0 \$		0	\$.	0 \$	- 0	\$.	0	\$.	0	\$
	Uternative Development	120	\$ 15,573.60	0	s .	0	\$.	0 2	S .	120	\$ 15,573.60	0	\$.	0	\$.	0 \$		0	\$.	0 \$	- 0	\$.	0	\$.	0	\$
6.4 Lid C	Opportunities and Preliminary Design	0	\$.	0	\$.	0	\$.	0 5	\$.	0	\$.	0	\$.	0	\$.	0 5		0	\$.	0 \$	- 0	\$.	0	\$.	0	\$
4.4.1	1 I-5 Lidding Opportunities	0	\$.	0	\$.	0	\$.	0 1	\$.	0	\$.	0	\$.	0	\$.	0 5		0	\$.	0 5	- 0	\$.	0	\$.	0	\$
4.4.2	2 Preliminary SR 520 Lid Design	0	\$	0	\$.	0	\$.	0 5	\$ -	0	\$.	D	5 .	0	\$.	0 \$		0	\$.	0 \$	- 0	\$.	0	\$.	0	\$
4.5 F5 S	Structures Concept Development	0	\$.	0	\$.	0	\$.	0 4	\$.	0	\$.	0	\$.	. 0	\$.	0 5		0	\$.	0 \$. 0	\$.	0	\$.	0	\$
4.6 Storr	mwater Management Facilities Preliminary Design	436	\$ 49,913.32	0	\$.	8	\$ 1,411,20	0 5	\$	220	\$ 28,551.60	76	\$ 8,526.44	0	\$.	0 \$		0	\$.	0 \$	- 100	\$ 8,938.0	0 0	\$.	32	\$ 2,41
4.7 Cons	struction Staging and Impacts Assessment	0	\$ -	0	\$.	0	\$.	0 1	\$.	0	\$.	0	\$.	0	\$ -	0 5		0	\$.	0 \$	+ 0	\$.	0	\$.	0	\$
4.8 Cost	t Opinions and CEVP Support	496	\$ 46,380.96	0	\$.	0	5 .	0 1	\$.	0	\$.	0	\$.	496	\$ 46,380.96	0 \$		0	\$.	0 S	- 0	\$.	0	\$.	0	\$
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-	Subtotals	1260	\$ 140,422.72	30	\$ 5,812.20	38	\$ 6,703.20	0 1		388	\$ 50,354.64	76	\$ 8,526.44	616	\$ 57,602.16	0 \$		0	\$.	0 \$	- 100	\$ 8,938.0	0 0	\$.	32	\$ 2,48
.0 Draf	ff Environmental Impact Statement (DEIS)																					1000	1			
	tronmental Support and Screening for I-5 Project Alternatives and																									
	er Design Revisions	400	\$ 46,300.84	0	\$.	56	\$ 9,878.40	4 1	\$ 614.00	64	\$ 5,305.92	108	\$ 12,116.52	104	\$ 9,725.04	16 \$	1,370,40	16	\$ 1,804,48	0 5	- 0	5 .	0	\$	32	\$ 2.44
	isions to Previous Environmental Documents	2368	\$ 281,237.74		\$	478	\$ 84,319.20		\$ 7,675.00		\$ 23,360.40		S 85,713.16		\$ 36,936.45	136 \$	11,648.40		\$ 10,375,76		- 0	\$.	0	\$.	273	\$ 21,2
	cipline Reports	6544	\$ 845,484.56		\$.	1944	\$ 342,921.60		\$ 44,208.00		\$ 111,091,68		\$ 167,387,48		\$ 74,433,96	824 S	70,575.60		\$ 26,164.96		- 0	\$.	0	\$.	112	\$ 8,7
.4 Envi	fronmental Justice Analysis	374	\$ 46,758.82		5 .	12	\$ 2,116.80		5 -	282	\$ 36,597.96		\$ 3,365.70		\$ 2,618.28	0 5		10	\$ 1,127,80	-					12	5 9
5 Sect	tion 4(f) and Section 6(f) Resources Evaluation	350	\$ 43,874.56		2 .	140	\$ 24,696.00		\$.	0	\$.	30	\$ 3,365.70		\$ 2,618.28	130 \$	11,134.50		\$ 1,127.80	0 5	- 0	5 .	0	\$.	12	\$ 5
6 Ship	p Canal Bridge Noise Modeling and Support	0	\$.	0	\$.	0	\$.	0	2 -	0	2 .	0	\$.	0	\$.	0 5		0	2 1,127.00	0 5	- 0	\$.	0	\$.	0	2
5.6.1	1 Ship Canal Bridge Noise Mitigation Alternatives	18	\$ 2,207.26		\$.	4	\$ 705.60		\$.		2 .	12	\$ 1,346.28	0	5 .	0 5		0	2						2	\$
5.6.2	2 Literature Review of Proprietary Acoustical Noise Abatement	-					748.03	1				1	1,010.50			-									1 2	
Alter	matives	0	\$.	0	\$.	0	\$ -	0 1	s .	0	\$.	0	s -	0	s .	0 5		0	\$.	0 5	- 0	\$ -	0	\$.	0	S
	pare Preliminary Draft Environmental Impact Statement (PDEIS)																						-			
7 and	DEIS	1904	\$ 255,578.62		\$.	772	\$ 136,180.80		\$ 1,842.00	42	\$ 5,450.76		\$ 51,383.02		\$ 5,610.60	12 \$	1,027.80	328	\$ 36,991,84	0 \$	- 0	S .	0	\$ -	220	\$ 17,
8 NEP	PA/SEPA DEIS Public Hearings	417	\$ 52,535.70	0	\$ -	93	\$ 16,405.20	15	\$ 2,302.50	15	\$ 1,946.70	166	\$ 18,623.54	32	\$ 2,992.32	0 \$		80	\$ 9,022.40	0 5	- 0	\$.	0	\$.	16	\$ 1,
Coor	ordination with SR 520/West Lake Sammarnish Parkway to SR																									
202	Project	58	\$ 7,189.38	0	\$ -	16	\$ 2,822.40		s .	0	\$.	32	\$ 3,590.08	0	\$.	0 5		0	\$	0 \$	- 0	\$.	0	\$.	10	\$
0 Con	scurrence Point 2 & 3	78	\$ 10,084,86	0	\$.	24	\$ 4,233.60		\$.	0	\$.	48	\$ 5,385,12	0	\$.	0 5		0	\$.	0 5	- 0	5 .	0	\$.	6	S
					\$																					
	Subtotals	12511	\$ 1,591,252.34	0	\$ -	3539	\$ 624,279.60	369	\$ 56,641.50	1439	\$ 186,753.42	2 3140	\$ 352,276.60	1443	\$ 134,934.93	1118 \$	95,756.70	768	\$ 86,615.04	0 \$	- 0	\$.	0	\$ -	695	\$ 53,
-	Total for Work Activities (including fee)	10500		4700		****		000		400				-			00 W			-	100				4444	
		19520	\$ 2,549,859.83		\$ 32,935.80		\$ 1,118,552.40		\$ 56,641,50	2065	\$ 267,995.70	4682	\$ 525,273.58			1118 \$	95,756.70	1296	\$ 146,162.88		- 100	\$ 8,938,			1161	\$ 90.19

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SUMMARY OF COSTS TASK ORDER AG -- COST SUMMARY BY FIRM

CH2M Hill			
	Rate	Total Hours	Cost
Classification	w/ Fee	w/ Fee	 w/ Fee
Principal Project Manager	\$193.74	170	\$ 32,935.80
Sr. Project Manager	\$176.40	6341	\$ 1,118,552.40
Project Manager/Engineer	\$153.50	369	\$ 56,641.50
Project Engineer/Planner	\$129.78	2065	\$ 267,995.70
Associate Engineer/Planner	\$112.19	4682	\$ 525,273.58
Staff Consultant/Engineer II	\$93.51	2218	\$ 207,405.18
Staff Planner/Enginner I	\$85.65	1118	\$ 95,756.70
Lead CAD Technicain	\$112.78	1296	\$ 146,162.88
Sr. CAD Technician	\$102.03	0	\$
CAD Tech	\$89.38	100	\$ 8,938.00
CAD Tech	\$76.88	0	\$ -
Office	\$77.69	1161	\$ 90,198.09
CH2N	M Hill Total:	19,520	\$ 2,549,859.83

Office			\$77.69	9	1161	\$	90,198.09
	СН	2M Hill To	otal:		19,520	\$	2,549,859.83
Escalation: 13th mon	th of 13-month	schedule a	at 4% = 0.308	of one	percent	\$	7,845.92
CH2M Hill Labor (Adj CH2M Hill Direct Exp		ation)				\$	2,557,705:75 31,940.50
CH2M Hill Total	011000					\$	2,589,646.25
Direct Reimbursible	es:						
Activity #1					0.05	•	
Copies (8.5 x 11) Copies (11 x 17)		0	copies @	\$	0.05	\$	-
Color Copies		0		\$	1.00	\$	-
Outside Production (8.5)	x 11)	0	copies @	\$	0.05	\$	4
(11)	(17)	0	copies @	\$	0.10	\$	
Mileage	or copies)	720	copies @ miles @	\$	0.345	\$ \$	248.40
odging Meals		1 2	days @	\$ \$	109.00 46.00	\$	109.00
Rental Car		2	days @	\$	50.00	\$	100.00
Parking Traffic Counts		7	days @	\$	8.00 221.00	\$	56.00
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						\$	1,069.40 Subt
activity #2							
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(11 x	17) or copies)	0	copies @	\$	0.10	\$	1.5
Mileage		13025	miles @	\$	0.345	\$	4,493.63
arking raffic Counts		152	days @ locations @	\$	8.00 221.00	\$	1,216.00
hipping/Postage			estimated @	\$	16.00	\$	
						\$	5,709.63 Subt
ctivity #3 opies (8.5 x 11)		0	copies @	\$	0.05	\$	
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ileage arking		1095	miles @ days @	\$	0.345	\$	377.78
odging		0	days @	\$	109.00	\$	2
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rfare		0	trips @	\$	300.00	\$	
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ctivity #4							
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utside Production (8.5 x	11)	0	copies @	\$	0.05	\$	
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arking		54	days @	\$	8.00	\$	432.00
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ctivity #5 opies (8.5 x 11)		198810	copies @	\$	0.05	\$	9,940.50
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eals ental Car		10 15	days @	5	46.00	\$	460.00
fare		0	days @ trips @	\$	300.00	\$	750.00
affic Counts earing Facilitator		12	locations @ hours@	S	221.00	\$	2,160.00
ourt Reporter		12	hours@	\$	60.00	\$	720.00
ourt Reporter - transc ipping/Postage	ript	400	pages@ estimated@	\$		\$	2,600.00
Philipi varage		0 (Journaled &	Ψ		\$	23,979.10 Subtot

ACTIVITY (with fee on labor)	P P P	Active	dout	Principal in Charge	Of Page	Sr. Planning Manager	Sr Technical Manager	al Menager	Sr Engineering	Q Williagor	or outry Engine	MILIO	Supy Engineerman	nuer rea	Lead Engr/Planner	Sr. Engrit	r/Planner	Graphic Designer	CADO	Sr. Economist	Sr. Project Admi	nistrator	Sr Admin Assistant
	Hours	Cost	\$190.96		\$190.31		\$251.64		\$168.52	15	\$144.08	\$129.06	90	\$101.33		\$84.13		\$73.53	\$122.98		\$87.44	\$60.20	00
Project Nananament									-							1							
Management and Administration	772 \$	121,793.99	0 8		532 \$	101,243.23		-	0 8				5	0	5	0		0	0		224 \$	19,587.54	\$ 963
Project Schedule	38 5	7,231 66	0		38	7,231.66	0		0		0	3	5	0	5			0	0		0 \$	0	S
Update Project Management Plan Parameter Casson and EIS Tasse Decision Method Medical	000	1,522.45	000	*	00 0	1,522.45		-	000		T	,	00		000	Ť	-	000	00		000	+	v u
1.4.1 Partnering Session	24 5	3,849.02	0		0 0		0		16 \$	2,696.38	T		S	L		T		000	-	9	000	0	
1.4.2 Work Plan and ElS Team Project Kickoff Meeting	\$ 02	2,823.91	0 0		\$ 6	951.53	000		5 0		50 60	720.40 5	5	64529 5	\$ 506.67	67 0 5		9			0		0
Heliearch and Establish 3H 520 Condor Program Project Office	0		2		•	-	0		0	-	T	1	*	,		T	-	*					
Bubtotala	otala 862 \$	137,221.04	0		583 \$	110,948.88	0		16 \$	2,696.38	13 \$	1,873.05 5	*	645,29 5	\$ 506.67	8 0 29		s o	0		224 \$	19,587,54 16	\$ 963.22
Project Meetings																							
Project Management Team Meetings	160 \$	28,706.43	0 0	3	80 8	15,224 55	0		80 \$	13,481.88	\$ 00	1	50			T		9	0		0		50
ElS Progress Meetings	200	2,196 50	0 0		0 0	1,522.45		-	2 .	674.09	T		0		0	0		0 0	+		0 0	+	0
Ets learn Management and Coordination Meetings Technical and Franches Committee Meetings	2000	3.806.14	000		20 00	3.806 14	000		9 0	6/4/6	T		2	0 0	200	Ť		9 0	0 0		00		0 00
Advisory Committee Meetings and Local Sounding Board Meetings	44 5	8,024.97	0 8		28 5	5,328.59			16 \$	2,696.38	0 8	,	8	0	S	0	,	8 0			60	H	s
Other Agency, Local Jurisdiction, and Tribal Meetings Principals Meeting	140 5	26,734 06	140	26.734.06			0 0		000		9 9		9 9	00	9	0 0		000	0 0	· ·	000		S
	Subfotals 574 \$	107,061.75	140 \$	26,734.06	\$ 000 \$	62,801.25	8		104 \$	17,526.45	*		\$			0		\$ 0	0		8		40
Public Dufreach Support																							
Public Information Events Planning, Support, and Attendance	8	1,348.19	0	*			П		8	1,348.19			П	0	50	0					\$ 0		
Community Meeting Planning, Support, and Attendance Response to Public Questions and Issues	16 5	1,348,19	00		0 8	1,522.45	00		9 9	1,348.19	0 0		8 8	00	u u	0 0		000	00		0 0		50
a a lo Musik	otals 32 S	5,567.02	0		10	1.522.45	0		24 8	4,044.56	5		\$ 0	0	60	0		8	0	40	9		
Alternatives Daffrillion and Brandamental Engineering											П												
Evergreen Point Bridge East Touchdown Value Analysis	\$ 09	12,604.89	0		0 8		30 8	7,549.19	30 \$	1.4	П	,		0		0		s			0 8	0	\$
Engineering Refinement of Atternatives	800 \$	66,420.39	0		0		0		80 \$	13,481.88			s		8			S			0		S
1-5 Atternative Development Lid Deportunities and Presiminary Design	1340 5	144,544.93	0 0		00		000		160	9/	240 5	34,579.43 20		25,811.80 100	\$ 10,133.48	1		2		5 5	0 0	+	v) v
4.4.1.1-5 Lidding Opportunities	0		0		0		0		0	H	S		S	0				S	H	s	0 8		55
4 4.2 Preliminary SR 520 Lid Design	2268 \$	229.977.87	0		0		0		212 \$	35,726.99	s	16,137.07	s		\$ 98,902.75		67,979.94	120 \$	88		0	+	\$ 2,408.04
1-5 Structures Concept Development Stormwater Manacement Facilities Prefinings/ Device	1040	149,781 97	00		00		0 0	10,065.58	320 \$	2			20	51,623,59 0	0	00		40	1		000		200
Construction Staging and Impacts Assessment	344 \$	39,160.49	0		0		0		40 \$	6,740,94	100	14,408 10 60	50	7,743.54 0	v.	0		120 \$	8,823.09 0	S	0	. 24	\$ 1,444 8
an Opinions and CEVP Support	40	0,740.84			0		4		40 9			-	T			0	-	*			0	-	0
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5.6.2 Literature Peview of Proprietary Acoustical Noise Abatement	4		c				c		c					(C)	1 621				C		c		
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NEPASEPADEIS Public Hearings	000		000		000		000		000		200		8 00	0 0	000	000		000		* **	000	, ,	000
Coordination with SR 520/West Lake Sammarnish Parkway to SR 202	c				c	9			c					c				c	c		c		٠
Concurrence Point 2 & 3	9 49				00		0		0		9 0			00	0.00	00		0 0	. ,	900	00	0	0.50
Subi	Subtotals 128 \$	14,009.66	0		0		0		8		8 0		\$ 0	. 80	\$ 8,106.78	8.78 0 8			. 48	\$ 5,902.88	\$ 0	0	10
	1.1						Ц					Ц		Н		Н			Н		Н	Н	
Total for Work Activities (including fee)	or frant 7488 S	913 090 95	140	36 734 05	8 021	175 373 59	2 07	17 614 77	1036 6	470 000 44													

BAAL Tasis No. AG Budgel Spreadsheet 6-13

SUMMARY OF COSTS TASK ORDER AG -- COST SUMMARY BY FIRM

Classification	Rate w/ Fee	Total Hours w/ Fee	Cost w/ Fee
Principal-in-Charge	\$ 190.96	140	\$ 26,734.05
Sr. Planning Manager	\$ 190.31	921	\$ 175,272.59
Sr. Technical Manager	\$ 251.64	70	\$ 17,614.77
Sr. Engineering Manager	\$ 168.52	1026	\$ 172,905.14
Sr. Supv. Engr/Planner	\$ 144.08	665	\$ 95,813.85
Supv. Engineer/Planner	\$ 129.06	665	\$ 85,824.22
Lead Engr/Planner	\$ 101.33	1161	\$ 117,649.68
Sr. Engr/Planner	\$ 84.13	808	\$ 67,979.94
Graphic Designer/CADD	\$ 73.53	1640	\$ 120,582.16
Sr. Economist	\$ 122.98	48	\$ 5,902.88
Sr. Project Administrator	\$ 87.44	224	\$ 19,587.54
Sr Admin. Assistant	\$ 60.20	120	\$ 7,224.13
Parsons Brinckerhoff Total:		7,488	\$ 913,090.95

Escalation: 13th month of 13-month schedule at 4% = 0.308 of one percent	\$ 2,809.58
PB Labor (Adjusted for Escalation)	\$ 915,900.53
PB Direct Expenses	\$ 68,570.60
PB Total	\$ 984,471.13

Direct Reimbursibles:

Direct Reimbursibles:

Activity #1							
Copies (8.5 x 11)	500	copies @	\$	0.04	9	20.00)
Copies (11 x 17)	100		\$	0.04			
Color Copies	100	The state of the s	\$	1.00			
Outside Production			*				
(8.5 x 11)	250	copies @	\$	0.05	5	12.50)
(11 x 17)	100		\$	0.10	5	10.00)
(Color copies)	0	copies @	\$	1.00	\$	-	
Mileage	520	miles @	\$	0.345	\$	179.40)
Parking	26	days @	\$	8.00	\$	208.00	1
Traffic Counts		locations @	\$	221.00	\$	-	
Shipping/Postage	10	estimated @	\$	16.00	\$	160.00	
					\$	693.90	Subtotal
Activity #2							
Copies (8.5 x 11)	200		\$	0.04	\$	8.00	
Copies (11 x 17)	80		\$	0.04	\$		
Color Copies	80	copies @	\$	1.00	\$	80.00	
Outside Production	0.50						
(8.5 x 11)	125	Colo Colone	\$	0.04	\$		
(11 x 17)	50		\$	0.04	\$		
(Color copies)	0		\$	1.00	\$		
Mileage	260		\$	0.345	\$		
Parking Counts	16		\$	8.00	\$		
Traffic Counts	0		\$	221.00	\$		
Shipping/Postage	10	estimated @	\$	16.00	\$		-0.1
					\$	475.90	Subtotal
Activity #3							
Activity #3 Copies (8.5 x 11)	200	copies @	6	0.04	¢.	9.00	
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Color Copies	100		\$	1.00	\$	100.00	
Outside Production	100	copies &	Φ	1.00	Φ	100.00	
(8.5 x 11)		copies @	\$	0.04	\$		
(11 x 17)	0	copies @	\$	0.04	\$		
(Color copies)	0	copies @	\$	1.00	\$		
Mileage	120	miles @	\$	0.345	\$	41.40	
Parking	6	days @	\$	8.00	\$	48.00	
Lodging	0	days @	\$	109.00	\$		
Meals	0	days @	\$	50.00	\$	-	
Airfare	0	trips @	\$	300.00	\$	-	
Shipping/Postage	4		\$	16.00	\$	64.00	
					\$		Subtotal
Activity #4							
Copies (8.5 x 11)	500	copies @	\$	0.04	\$	20.00	
Lid Anaysis Model Runs: 5					\$	48,000.00	
Color Copies	250	copies @	\$	1.00	\$	250.00	
Outside Production			-				
(8.5 x 11)	500	copies @	\$	0.04	\$	20.00	
(11 x 17)	200	copies @	\$	0.04	\$	8.00	
(Color copies)	200	copies @	\$	1.00	\$	200.00	
Mileage	2000	miles @	\$	0.345	\$	690.00	
Parking	30	days @	\$	8.00	\$	240.00	
Lodging Per Diem	30	days @	\$	109.00	\$	3,270.00	
Airfare	10	days @ trips @	\$	1,200.00	\$	1,380.00	
Traffic Counts	0	locations @	\$	221.00	\$	12,000.00	
Shipping/Postage	20	estimated @	\$	16.00	\$	320.00	
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Activity #5							
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Copies (11 x 17)	200	copies @	\$	0.04	\$	8.00	
Color Copies	200	copies @	\$	1.00	\$	200.00	
Outside Production			1	4.44	*		
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(11×17)	200	copies @	\$	0.04	\$	8.00	
(Color copies)	200	copies @	\$	1.00	\$	200.00	
Mileage	120	miles @	\$	0.345	\$	41.40	
Lodging	0	days @	\$	109.00	\$	-	
Per Diem	0	days @	\$	46.00	\$	-	
Airfare	0	trips @	\$	300.00	\$	-	
Parking	10	days @	\$	8.00	\$	80.00	
Traffic Counts	0	locations @	\$	221.00	\$		
Shipping/Postage	10	estimated @	\$	16.00	\$	160.00	0.1
					\$	737.40	Subtotal

DRAFT SR 520 BUDGET WORKSHEET TASK ORDER NO. AG MICHAEL MINOR AND ASSOCIATES

		Micha	el Minor	& Associates		President	F	coustical PE	1	coustical Sp	pecialists
A	CTIVITY (with fee on labor)	Activity		Activity							
No.		Hours		Cost	\$80.00		\$80.00		\$80.00		
	roject Management		-								
	Management and Administration	0	\$		0	\$ -	0		- 0	\$	
	Project Schedule	0	\$		0	\$ -	0	1-1	- 0	\$	
	Ipdate Project Management Plan	0	\$	•	0	\$ -	0		- 0	\$	
	Partnering Session and EIS Team Project Kickoff Meeting	0	\$		0	\$.	0	<u> </u>	- 0	\$	
	.4.1 Partnering Session	13	\$	1,040.00	13	\$ 1,040.00	0	1	- 0	\$	
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM	.4.2 Work Plan and EIS Team Project Kickoff Meeting	8	\$	640.00	8	\$ 640.00	0	-	- 0	\$	
1.5 A	Research and Establish SR 520 Corridor Program Project Office	0	\$.0	\$ -	0	\$	- 0	\$	
	Subtotals	21	\$	1,680.00	21	\$ 1,680.00	0	\$	- 0	\$	
	Include Mantings	0	\$		0	s -	0	s	- 0	s	
	Project Meetings	0	-					*	_		
	Project Management Team Meetings		\$		0	· ·	0	S	- 0	\$	
	IS Progress Meetings	0	\$		0	9	0	-	- 0	\$	
	IS Team Management and Coordination Meetings	80	\$	6,400.00	80	\$ 6,400.00	0	\$	- 0	\$	
	echnical and Executive Committee Meetings	32	\$	2,560.00	32	\$ 2,560.00	0	\$	- 0	\$	
	Advisory Committee Meetings and Local Sounding Board Meetings	24	\$	1,920.00	24	\$ 1,920.00	0	-	- 0	\$	
	Other Agency, Local Jurisdiction, and Tribal Meetings	12	\$	960.00	12	\$ 960.00	0		- 0	\$	
	Strategy Team Meetings	0	\$		0	\$ -	0		- 0	\$	
.8 F	Risk Management and Mitigation Plan	0	\$		0	\$ -	0	\$	- 0	\$	
	Subtotals	148	\$	11,840.00	148	\$ 11,840.00	0	\$	- 0	\$	
1.0 P	Public Outreach Support		-							-	
	Public Information Events Planning, Support, and Attendance	33	S	2,640.00	33	\$ 2,640.00	0	\$	- 0	\$	-
	Community Meeting Planning, Support, and Attendance	50	S	4.000.00	50	\$ 4,000.00	0	\$	- 0	S	
	Response to Public Questions and Issues	16	\$	1,280.00	16	\$ 1,280.00	0	12	- 0	\$	
	Subtotals	99	s	7,920.00	99	\$ 7,920.00	0	s	- 0	s	
	Subiotals	33	3	7,920.00	33	\$ 7,920.00	0	3	- 0	3	
	Alternatives Definition and Supplemental Engineering										
	Evergreen Point Bridge East Touchdown Value Analysis	0	\$	•	0	\$ -	0	-	- 0	\$	
	Engineering Refinement of Alternatives	0	\$	-	0	\$ -	0	\$	- 0	\$	
	-5 Alternative Development	0	\$	•	0	\$ -	0	\$	- 0	\$	
	id Opportunities and Preliminary Design	0	\$		0	\$ -	0	\$	- 0	\$	
	4.4.1 I-5 Lidding Opportunities	0	\$		0	\$ -	0	\$	- 0	\$	
	4.4.2 Preliminary SR 520 Lid Design	0	\$		0	\$ -	0	\$	- 0	\$	
1.5	-5 Structures Concept Development	0	\$		0	\$ -	0	\$	- 0	\$	
	Stormwater Management Facilities Preliminary Design	0	\$		0	\$ -	0	\$	- 0	\$	
	Construction Staging and Impacts Assessment	0	\$	-	0	S -	0		- 0	\$	
	Cost Opinions and CEVP Support	0	\$	-	0	\$ -	0	\$	- 0	\$	
	Subtotals	0	\$		0	\$ -	0	\$	- 0	\$	
	Death Environmental Impact Statement (DEIS)										
	Draft Environmental Impact Statement (DEIS) Environmental Support and Screening for I-5 Project Alternatives and Other		+						_		
	Design Revisions	16	S	1,280.00	16	\$ 1,280.00	0	\$	- 0	S	
	Revisions to Previous Environmental Documents	50	S	4,000.00	50	\$ 4,000.00	0	S	- 0	\$	
	Discipline Reports	1290	\$	103,200.00	930	\$ 74,400.00	240	\$ 19,20		S	9.6
	Environmental Justice Analysis	0	\$		0	\$ -	0	\$	- 0	S	3,
	Section 4(f) and Section 6(f) Resources Evaluation	24	\$	1,920.00	24	\$ 1,920.00	0	S	- 0	\$	
	Ship Canal Bridge Noise Modeling and Support	80	\$	6,400.00	60	\$ 4,800.00	20		0.00	S	
	5.6.1 Ship Canal Bridge Noise Mitigation Alternatives	80	\$	6,400.00	60	\$ 4,800.00	20	\$ 1,60		S	
	5.6.2 Literature Review of Proprietary Acoustical Noise Abatement		7	5,150.00		1,300.00		1,00			
	Alternatives	30	\$	2,400.00	24	\$ 1,920.00	6	\$ 48	0.00	\$	
	Prepare Preliminary Draft Environmental Impact Statement (PDEIS) and DEIS	12	s	960.00	12	\$ 960.00	0	s	. 0	s	
	NEPA/SEPA DEIS Public Hearings	57	\$	4,560.00	57	\$ 4,560.00	0	S	- 0	\$	
	Coordination with SR 520/West Lake Sammamish Parkway to SR 202	3/	Ф	4,560.00	31	4,360.00	U	3		J	
	Project	0	\$		0	\$ -	0	\$	- 0	\$	
.10	Concurrence Point 2 & 3	0	\$		0	\$ -	0	\$	- 0	\$	
	Subtotals	1639	\$	131,120.00	1233	\$ 98,640.00	286	\$ 22,88	0.00 120	\$	9,

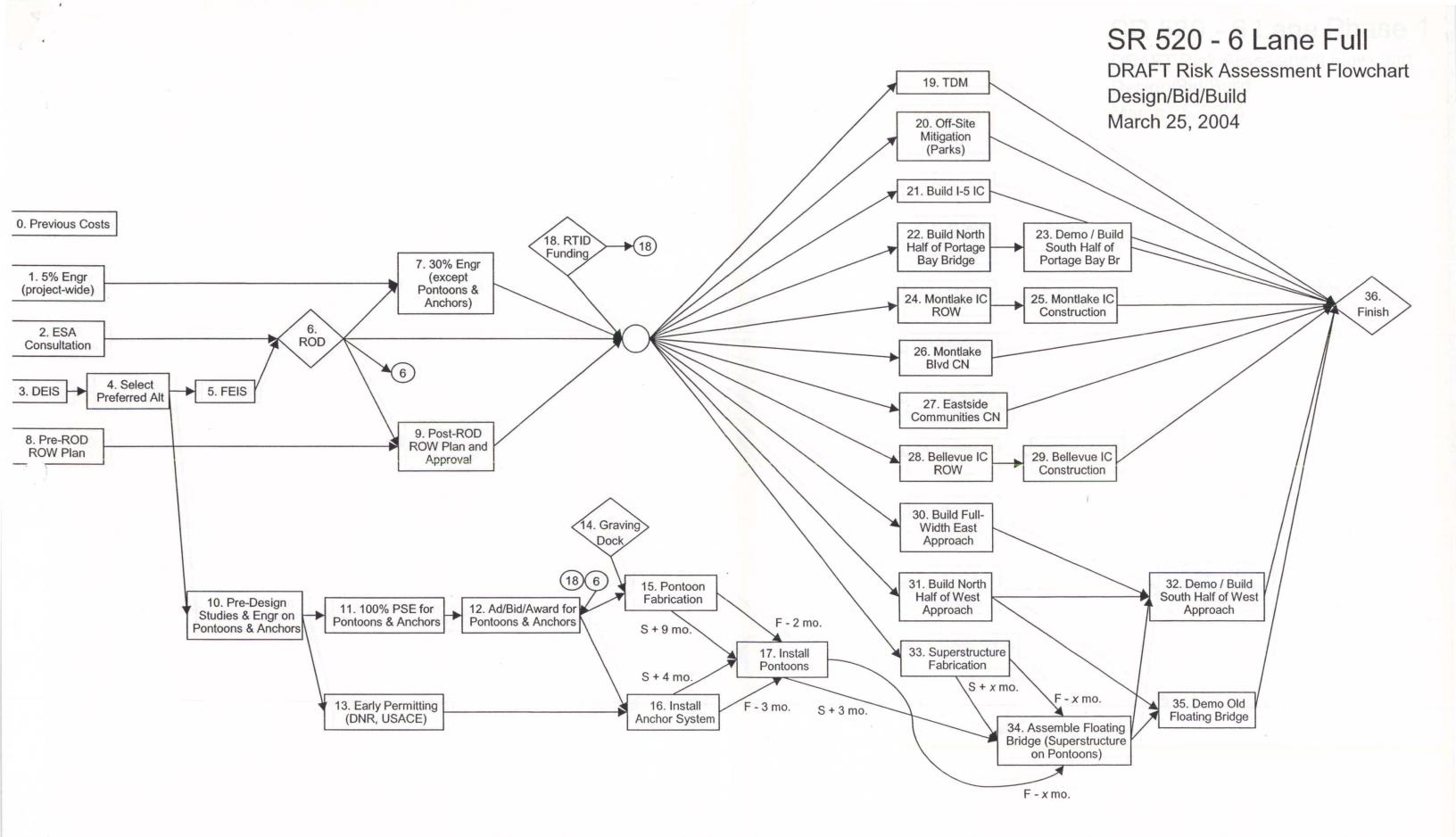
SUMMARY OF COSTS TASK ORDER AG -- COST SUMMARY BY FIRM

Reimbursable Subtotal:

Parametrix, Inc. Total:	22,880.00 9,600.00 152,560.00 152,560.00 1,144.00 153,704.00 - - - - - - - - - - - - - - - - - -
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Parametrix, Inc. Total:	152,560.00 1,144.00 153,704.00 - - - 5.00 10.00 100.00 69.00 40.00 - 150.00
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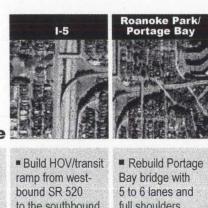
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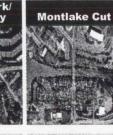


Nuces:

- All construction activities Design/Bid/Build (many separate contracts).
- 2. Except for Pontoons and Anchors, Construction activities include appropriate permits, 100% PSE, Final ROW acquisition, Ad/Bid/Award, and construction phasing.
- 3. Numbers in circles represent connectors from the activity with that number to subsequent activities.



Roanoke Park/ Portage Bay

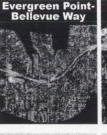


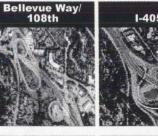


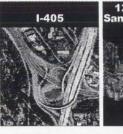


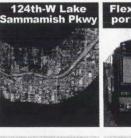


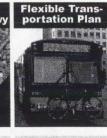












Alternative

4-Lane \$1.5 - \$1.9 billion

2 General Purpose Lanes, Each Direction

to the southbound I-5 express lanes. Ramp serves the westbound, morn-

ing commute only

Bay bridge with 5 to 6 lanes and full shoulders

No change to Montlake Blvd at Montlake Bridge

Rebuild with 4 lanes and full shoulders under Montlake Blvd Rebuild interchange ramps and

Rebuild flyer stops on the outside Add signal at westbound ramp terminus

Rebuild with 6

lanes and full

SR 520

 Build continuous bike/ped lane from Montlake Blvd across the lake to vicinity of 96th Ave NE and Montlake Blvd over NE Points Dr

Rebuild westbound HOV lanes with full shoulders from 108th to 76th

approaches with 4 lanes and full shoulders Option to build pontoons to allow future high capacity transit

Rebuild floating

bridge and

Rebuild with 4 lanes and full shoulders Option for toll plaza

existing facility

No change to the No change to the No change to the Funding for existing facility

existing facility

vanpools, public information, education and promotion programs, employer-based programs, and land use as demand management

6-Lane

\$2.1 - \$2.5 billion*

2 General Purpose Lanes and 1 HOV Lane, Each Direction

* Items in **bold** are not included in CEVP cost estimation.

 Build reversible HOV/transit ramp between SR 520 and 1-5 express lanes. Ramp serves westbound SR 520 traffic during the morning and eastbound SR 520 traffic in the afternoon

■ Build lid over SR 520 from 10th Ave to Delmar St

■ Rebuild Portage Bay bridge with 6 to 9 lanes and

full shoulders ■ Includes HOV lanes from Montlake Blvd to 1-5

No change to Montlake Blvd at Montlake Bridge

shoulders under Montlake Blvd Rebuild interchange ramps and Montlake Blvd over SR 520

Add signal at westbound ramp terminus ■ Build lid over

SR 520 Build inline transit stops on the inside

 Build continuous bike/ped lane from Montlake Blvd across the lake to vicinity of 9 6th Ave NE and NE Points Dr

 Build inside HOV lanes westbound and eastbound from I-5 to 108th ■ Restripe HOV lanes to inside from 108th to W Lake Sammamish Pkwy

Rebuild floating bridge and approaches with 6 lanes and full shoulders

 Build pontoons to allow future high capacity transit

 Rebuild with 6 lanes and full shoulders

Build lids at 76th, 84th, and 92nd Rebuild flyer

plaza

stops on inside at 76th and 92nd Option for toll

■ Restripe HOV Rebuild interchange ramps and Bellevue Way over SR 520

■ Connect to existing 6 lanes at

lanes to inside 108th to W Lake Sammamish Pkwy

= Other necessary changes being evaluated

 Restripe HOV lanes to inside 108th to W Lake Samm Parkway

■ Funding for vanpools, public information. education and promotion programs, employer-based programs, and land use as demand management

8-Lane

\$2.9 - \$3.4 billion*

3 General Purpose Lanes and 1 HOV Lane, Each Direction

* Items in **bold** are not included in CEVP cost estimation.

 Build reversible HOV/transit ramp between SR 520 and the I-5 express lanes. Ramp serves westbound SR 520 traffic during the morning and eastbound SR 520 traffic in the afternoon = 1-5/SR 520

interchange and

I-5 improvments

being evaluated

■ Build lid over SR 520 from 10th Ave to Delmar St ■ Rebuild Portage Bay

bridge with 9 lanes and full shoulders

■ No change to Montlake Blvd at Montlake Bridge Build tunnel

under Montlake Cut from Lake Washington Blvd to Pacific St with grade-separated intersection at Pacific & Montlake

Rebuild with 6 lanes and full shoulders under Montlake Blvd

Rebuild interchange ramps and Montlake Blvd over SR 520 and westbound offramp

 Add signal at westbound ramp terminus ■ Build lid over

SR 520 Build inline transit stops on the inside

■ Build continuous bike/ped lane from Montlake Blvd across the lake to vicinity of 96th Ave NE and NE Points Dr

lanes westbound and eastbound from I-5 to 108th - Change as necessary to Bellevue Way

accommodate 8 lanes east of Restripe HOV lanes to inside to W Lake Sammamish Pkwy

■ Build inside HOV

 Rebuild floating bridge and approachs with 8 lanes and full shoulders

 Build pontoons to allow future high capacity transit

84th, and 92nd Rebuild flyer stops on inside at 76th and 92nd Option for toll plaza

8 lanes and full shoulders Build lids at 76th.

Rebuild with

- Change as necessary to accommodate 8 lanes

- Rebuild

and Bellevue Way over SR 520

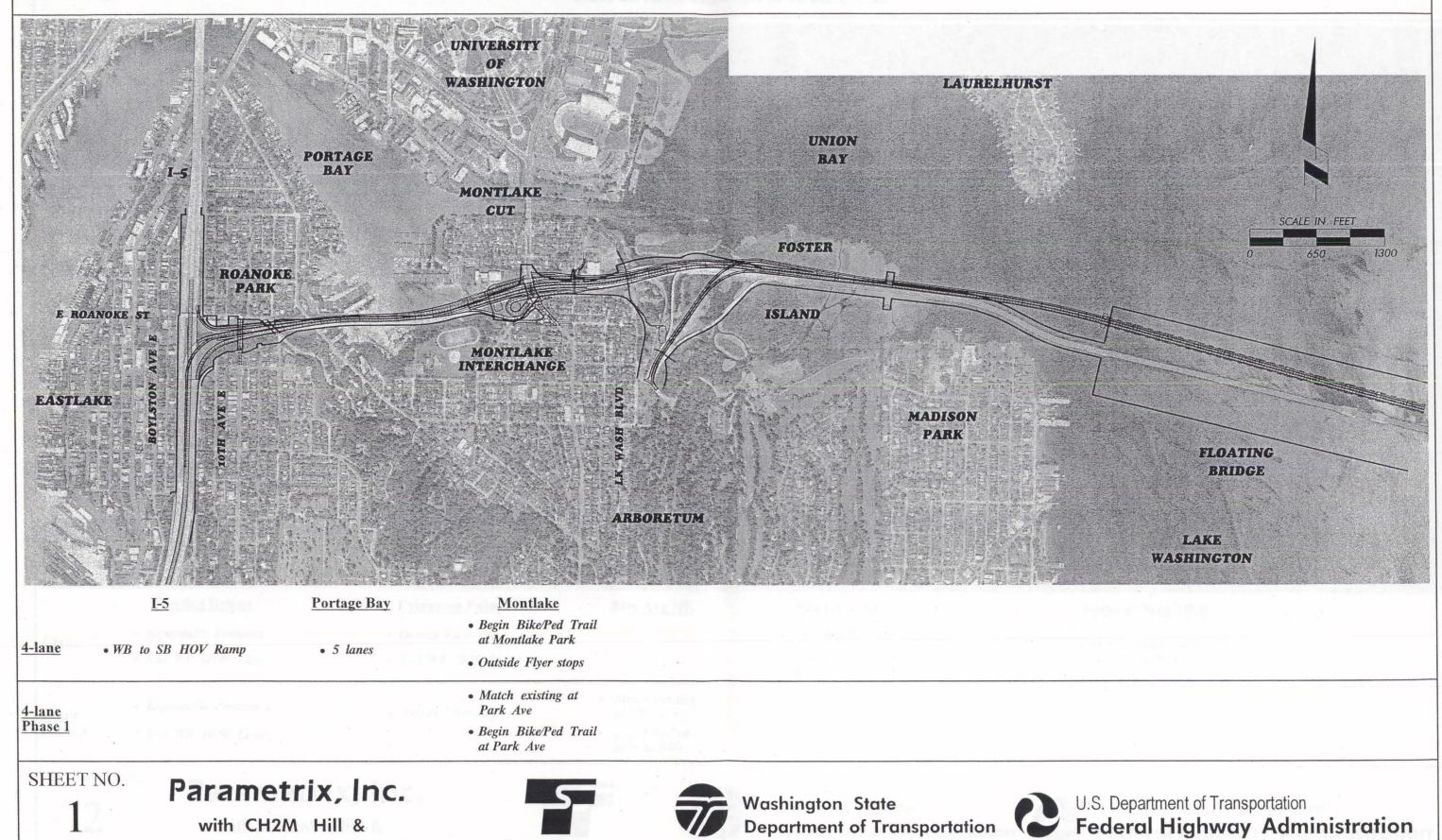
interchange ramps

· Change as necessary to accommodate 8 lanes east of **Bellevue Way**

- Change as necessary to accommodate 8 lanes east of **Bellevue Way**

= Funding for vanpools, public information, education and promotion programs, employer-based programs, and land use as demand management

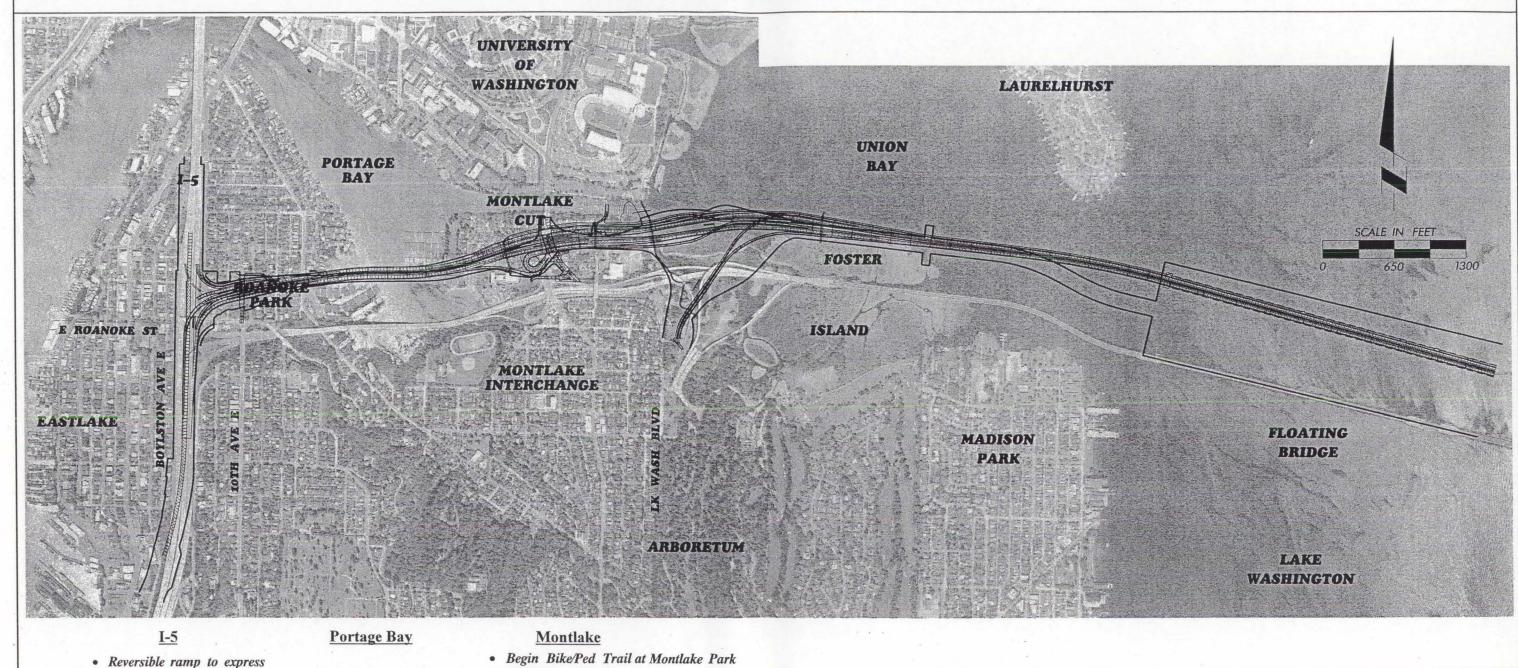
SR 520 - BRIDGE REPLACEMENT AND HOV PROJECT 4 LANE ALTERNATIVE



Parsons Brinkerhoff

SOUNDTRANSIT

SR 520 - BRIDGE REPLACEMENT AND HOV PROJECT **6 LANE ALTERNATIVE**



6-lane

- · Begin Bike/Ped Trail at Montlake Park
- Inside Flyer stops
- · HOV braided ramps
- · Lid at Montlake

6-lane Phase 1

- Match existing at Park Ave
- · Begin Bike/Ped Trail at Park Ave

SHEET NO.

lanes south of SR 520

· Lids at Delmar and 10th

Parametrix, Inc.

with CH2M Hill & **Parsons Brinkerhoff**

• 8 to 9 lanes



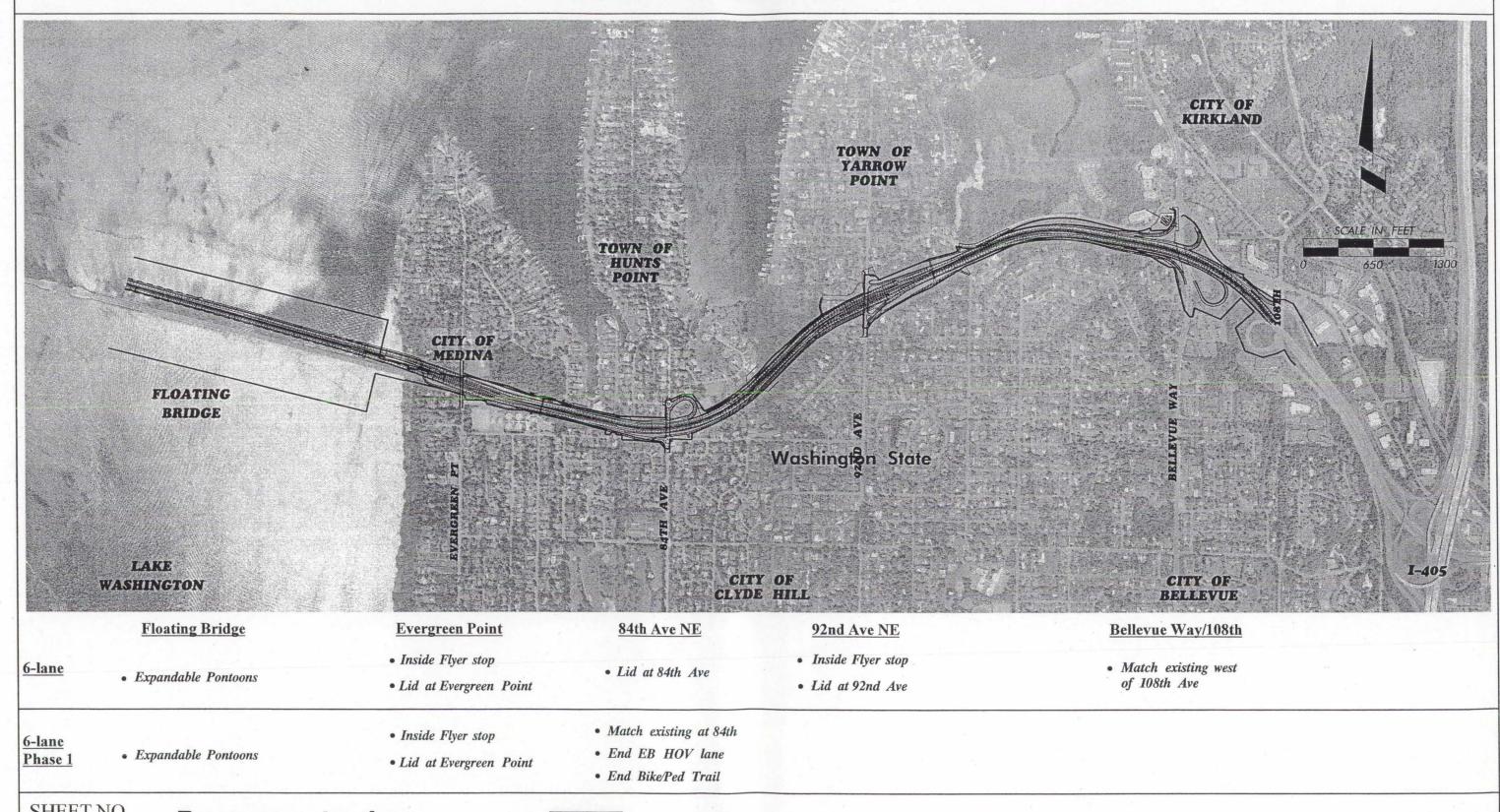


Department of Transportation

U.S. Department of Transportation

Federal Highway Administration

SR 520 - BRIDGE REPLACEMENT AND HOV PROJECT **6 LANE ALTERNATIVE**



SHEET NO.

Parametrix, Inc. with CH2M Hill &







U.S. Department of Transportation **Federal Highway Administration**

Parsons Brinkerhoff