

VandenBerghe, Alissa (Consultant)

From: Grotefendt, Amy (Consultant)
Sent: Thursday, August 14, 2008 8:51 AM
To: Dye, Dave; Stone, Craig; Paananen, Ron; 'kim.henry@1405.wsdot.wa.gov'; Brown, Lloyd
Cc: Van Ness, Kristy; Pelley, Suanne (Consultant); Meredith, Julie
Subject: RE: transportation story

Dave and Lloyd --

For Viaduct, the information is correct and here is the breakdown:

Includes: Moving Forward Projects, authorized by the Legislature in 2008:

- o Electrical Line Relocation Project: \$64,436,000
- o Battery Street Tunnel Project: \$119,373,000
- o South Holgate to South King Street Project: \$539,561,000
- o Transit Enhancements and Other Improvements: \$119,000,000 (this does not include the funding transferred to SR 519)

It does not include:

- o Yesler Way Foundations Stabilization Project, since we already finished that!
- o Lenora to Battery Street Tunnel Project, which has a budget of \$56,000,000, but is currently on hold until a decision is made on the central waterfront section
- o Transit Enhancement dollars transferred to SR 519 (\$6,000,000)

For 520...

We have not increased the costs of an eight-lane alternative to 2007 dollars. We did some early cost estimating work in 2002 and 2003 prior to the Executive Committee taking the 8-lane alternative off the table. WSDOT last ran a cost estimate for the 8-lane alternative in 2003, with two scenarios:

8-Lane Full - Full rebuild from I-5 thru the I-405 interchange, auxiliary lanes and transit improvements east of I-405 out to west of West Lake Sammamish Parkway, No work at or east of West Lake Sammamish Parkway. \$5.4 b to \$6.5 b

8-Lane Modified - Portage Bay to just west of Bellevue Way (does not include the I-5 interchange, Bellevue Way interchange or anything east of Bellevue Way). \$3.0 b to \$3.4 b

Neither of these cost estimates include the work on I-5 to address the additional lane needed all the way to Corson. Since we updated costs in 2006 to address rising inflation and materials costs, both of these estimates would rise significantly as well, but that analysis has not been done.

Let me know if you need anything else from us.

Thanks

AJG

From: Dye, Dave
Sent: Wed 8/13/2008 9:14 PM
To: Stone, Craig; Paananen, Ron; Grotefendt, Amy (Consultant); 'kim.henry@1405.wsdot.wa.gov'
Subject: Fw: transportation story

7/13/2009

Hey all - please see andrew's questions below and give me your input by mid morning so I can get back to him in a timely manner (if possible) - thanks in advance for your help...

-dave

From: Hammond, Paula
To: Dye, Dave
Cc: Brown, Lloyd; Aldridge, Jo
Sent: Wed Aug 13 18:10:29 2008
Subject: Fw: transportation story

Can you follow up on this with andrew? Lloyd and Jo can give you everything we've given him.

From: Andrew Garber
To: Hammond, Paula; Brown, Lloyd
Sent: Wed Aug 13 16:00:34 2008
Subject: transportation story

I got pulled off to work on some other stories and am just now finishing up the transportation piece. Hope to run at the end of this week.

Couple of additional questions:

-- Can I get a dollar amount for the work being done on I-405.

-- Can you give me your old estimate for an 8-lane 520 bridge in 2007 dollars?

I tweaked the list of projects based on wording you guys sent me. One thing I'm still not completely clear on is the distinction between what the state is currently doing versus the work outline in Prop. 1. What's confusing me is whether the state share in the Prop. 1 measure went to pay for the same work as the local share, or if the state funding went to projects that are distinct from what was outlined in Prop. 1. Right now I'm assuming the latter. Please let me know if that's correct. If you've got questions, please call me at 360-236-8268.

Here's the list minus the Prop.1 descriptions:

I-405, Renton to Bellevue

Gregoire's plan: Currently, there's no funding for the projects outlined in Prop. 1. However, the state is moving ahead with other work on I-405 including building one general purpose lane northbound in Bellevue from 112th Ave SE to SE 8th and one general purpose lane southbound between SE 8th and I-90. Gregoire's office said they're looking at a proposal to use high-occupancy toll lanes on I-405 -- where single drivers would pay to use it -- to help fund the Prop. 1 construction in this section.

U.S. 2 improvements

Gregoire plan: Currently no funding for the work proposed by Rossi, however the state Department of Transportation has about \$56 million to spend on other projects along the highway, including seismic improvements to the westbound trestle and adjacent bridges and millions more for other safety and paving work.

Highway 9 improvements

Gregoire plan: Currently, there's no funding for the projects outlined in Prop. 1. However, the state is spending \$228 million to build about eight miles of four to five-lane roadway and improve 14 intersections by adding turn lanes and new signals.

Linking Highway 509 to I-5

Gregoire plan: There's no funding for the projects outlined in Prop. 1, but the state is spending \$64.5 million to buy right of way for future construction.

Highway 167 extension and improvements

Gregoire proposal: No funding for the construction outlined in Prop.1, but the state is completing the environmental impact statement for connecting Highway 167 to the port and is in the process of purchasing more than half of the right away needed. The state also is completing a high occupancy toll lane extension south bound on the highway near the King and Pierce County line.

Highway 704, Cross Base Highway

Gregoire plan: Currently no funding for the project, but the state is spending \$15 million to complete the east end intersection of Highway 704, 176th Street and Highway 7.

Alaskan Way Viaduct

Gregoire plan: The state is moving ahead with \$842 million worth of projects on the north and south end of the viaduct while reviewing options on how to complete the mile in the middle. A bored tunnel is one of the options being considered. A decision is expected later this year, after the election.

HWY 520: Evergreen Point Floating Bridge

Gregoire plan: Replace the current bridge with a six lane highway that has four general purpose lanes and two carpool lanes. The bridge would be designed to accommodate additional pontoons in the future that could carry high capacity transit.