

Cost Estimate Q and A:

Q: How can the bored tunnel option be \$3.5 billion when compared to figures from the Cascadia Institute indicate that the cost should be much less?

A. The bored tunnel cost estimate includes many project elements in addition to the tunnel itself, including connecting roadways at each end near King Street and Mercer, the central seawall from Washington to Pine Street, viaduct removal, waterfront utility relocations, a new connecting roadway from the waterfront to Belltown and surface Alaskan Way restoration. The estimated cost for the bored tunnel and connecting roadways is \$2.5 billion, while the remaining project elements are estimated to cost \$1 billion. Of the \$2.5 billion, about \$1 billion is included to account for escalation, contingencies, and risk.

If the Battery Street tunnel were to be de-commissioned after opening the new tunnel, additional savings of up to \$100 million could be realized.

A quick summary of potential sources and uses indicates that a bored tunnel solution is worthy of continued study:

Project Element	Cost	Potential Funding Source	Potential Amount
Bored Tunnel and Approach structures	\$1.5 billion		
Bored Tunnel Escalation, Risk and Contingencies	\$1.0 billion		
		Central Waterfront funding: TPA, Federal, Nickel	\$1.3 billion
		Additional verbal commitment from Governor	\$400 million
		Savings in Moving Forward Program*	\$200 million
		Tolling Revenue**	\$??? million
		Federal Stimulus Package	???

\*Savings TBD but could include elimination of King Street viaduct transition structure, elimination of Lenora to BST project and BST decommissioning

\*\*The feasibility of tolling is unknown at this time.

Seawall, Waterfront Utilities, Armory Way connector, Alaskan Way restoration, waterfront street car and waterfront urban design	\$600 million		
Escalation, Risk and Contingencies for above items	\$400 million		
		Waterfront LID	???
		Utility Rate Increase	???
		Corps of Engineers Seawall Funding	???

Decoupling seawall and waterfront reconstruction from the SR 99 bored tunnel construction could have financing advantages due to the flexibility it provides in the timing of projects and the timing of potential revenues.

Q: Why does the bored tunnel option take so long to construct? Could it be constructed faster?

A: While the overall project might take up to 9 ½ years, traffic would be operating in the new tunnel about 7 ½ years after the start of construction. Several factors could reduce that duration even further: using two boring machines instead of one- this could save 18 months; increased production rates- if the tunnel machines progress more quickly than our more conservative assumptions, additional time could be saved.

An important consideration is that while the overall duration is longer than the other options, construction and traffic impacts could be reduced dramatically if the viaduct were to remain open during tunnel construction.