

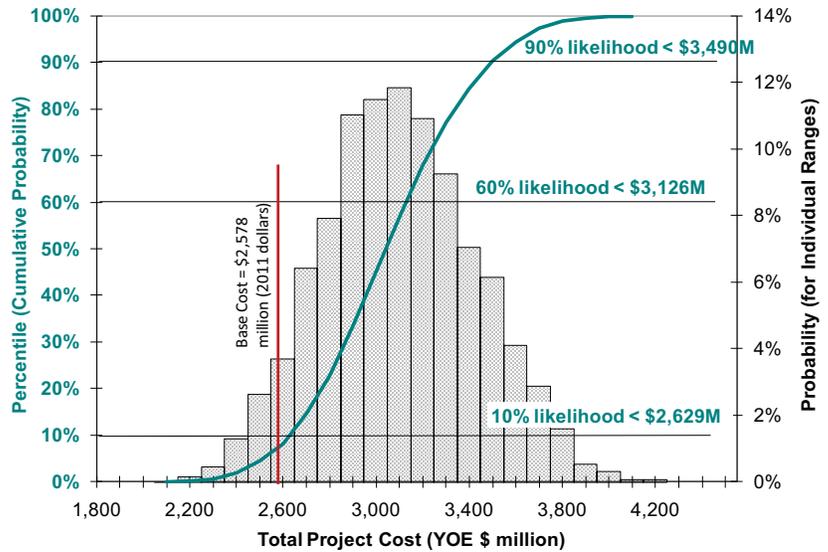


Project Description

CRC is a long-term, comprehensive project to reduce congestion, enhance mobility and improve safety on I-5 between SR 500 in Vancouver, Wash., and Victory Boulevard in Portland. Project elements include:

- Replacing the Interstate Bridge
- Extending light rail to Vancouver
- Improving the highway corridor and five closely-spaced interchanges
- Enhancing pedestrian and bicycle paths and access to local networks
- Using transportation demand management features
- Applying electronic tolling

CEVP Cost Range (as of May 2011 analysis, without risk mitigation)



Project Benefits

Benefits to local residents, the natural environment and the regional economy include:

- Reduced congestion on I-5 and adjacent neighborhoods
- A more reliable trip for freight, autos, and transit
- 20,000 new and sustained jobs with improved access to ports and highways
- 70 percent fewer collisions per year
- No bridge lifts
- Reduced emissions and improved water quality
- Earthquake protection

CEVP Schedule Range (by percentile)

Task	10 th	60 th	90 th	
Issue Columbia River Bridge Design-Build RFP	Oct 2012	Oct 2012	March 2013	Completed analysis in May 2011.
Construction Complete	Aug 2021	March 2022	Aug 2022	

Key Project Cost Risks (Mean impact value in 2011 dollars; M = million)

Threats (increases)

- Increase size of lid at Evergreen (+\$18.4 M)
- Columbia River bridges base uncertainty with low level of design (+\$17.1 M)
- Uncertain market conditions for design-bid-build contracts (+\$16.8 M)
- Type change for mainline connector to Hayden Island (+\$14.2 M)

Opportunities (savings)

- Test shaft/pile program (-\$39.0 M)
- Uncertain market conditions for design-build contracts (-\$37.9 M)
- Accelerate construction of Hayden Is. / SR-14 / Marine Dr. design-build contracts (-\$19.6 M)

Key Assumptions

- In-water work is allowed year-round with construction activity restrictions during critical periods.
- Main river crossing will be a deck truss structure.
- Full funding is available; potential for delay treated via separate model scenario.
- Cost escalation rates based on WSDOT CCI/CPMS indices.
- Project to be delivered through a mix of design-build and design-bid-build contracts.

Key Project Schedule Risks

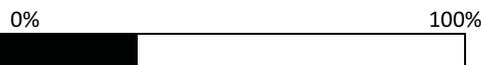
Threat (Mean impact to critical path)

- Issues relating to floating homes (1.8 months)
- Railroad agreement term sheets take longer (1.5 months)
- Issues managing design-build procurements (1.5 months)
- Agreement between FHWA and FTA on shared parcels (1.5 month)
- Delay getting possession and use for river crossing (1.1 months)
- Hayden Island elevated transit station changes to at-grade (1.1 month)

Opportunities (Mean acceleration potential)

- Accelerate construction of Hayden Is/SR14/Marine Drive (-3.6 months)
- Accelerate construction of Columbia River Bridge (-0.8 months)
- Longer work hours available than assumed (-0.5 month)

Level of Project Design



August
2011