

Table 19: Vancouver Alignment Base Costs with Uncertainties

ID	FLOWCHART ACTIVITY	Downstream Replacement with BRT	Upstream Replacement with BRT	Downstream Replacement with LRT	Upstream Replacement with LRT	Supplemental with BRT	Supplemental with LRT
1	Prepare DEIS Alternatives	\$22,114,558	\$21,852,975	\$23,513,085	\$23,257,430	\$24,873,727	\$25,579,461
2	Evaluate DEIS Alternatives / Present Draft Findings	\$33,171,837	\$32,779,463	\$35,269,627	\$34,886,145	\$37,310,590	\$38,369,191
3	Publish DEIS and LPA	\$0	\$0	\$0	\$0	\$0	\$0
4	Comment Period / Public Hearings	\$11,057,279	\$10,926,488	\$11,756,542	\$11,628,715	\$12,436,863	\$12,789,730
5	Local Agency Adoption	\$11,057,279	\$10,926,488	\$11,756,542	\$11,628,715	\$12,436,863	\$12,789,730
6	FTA New Starts Application	\$0	\$0	\$0	\$0	\$0	\$0
7	Prepare FEIS	\$29,486,077	\$29,137,301	\$31,350,780	\$31,009,907	\$33,164,969	\$34,105,948
8	FHWA/FTA Record of Decision	\$0	\$0	\$0	\$0	\$0	\$0
9	30% Design	\$29,486,077	\$29,137,301	\$31,350,780	\$31,009,907	\$33,164,969	\$34,105,948
10	R/W Appraisal and Acquisition	\$122,235,218	\$96,984,336	\$122,235,218	\$96,984,336	\$143,728,900	\$144,857,180
11	Environmental Permitting	\$66,343,674	\$65,558,926	\$70,539,254	\$69,772,290	\$74,621,180	\$76,738,383
12	Begin Construction	\$0	\$0	\$0	\$0	\$0	\$0
13	HWY - Construct NB River Crossing	\$428,977,961	\$440,419,627	\$428,977,961	\$440,419,627	\$0	\$0
14	HWY - Finish NB River Crossing	\$0	\$0	\$0	\$0	\$0	\$0
15	HWY - Construct SB River Crossing	\$315,048,036	\$310,863,626	\$315,048,036	\$310,863,626	\$0	\$0
16	HCT - Construct River Crossing	\$193,790,268	\$194,914,073	\$271,944,802	\$273,495,714	\$0	\$0
17	HWY - Demo Existing NB River Crossing	\$54,177,367	\$55,078,918	\$54,177,367	\$55,078,918	\$0	\$0
18	HWY - Demo Existing SB River Crossing	\$54,177,367	\$55,078,918	\$54,177,367	\$55,078,918	\$0	\$0
19	HWY - I-5 / SR14 I/C (Stage 1 & 2)	\$93,093,122	\$139,731,151	\$93,093,122	\$139,731,151	\$64,469,574	\$64,469,574
20	HWY - I-5 / SR14 I/C (Stage 3)	\$29,124,669	\$20,737,294	\$29,124,669	\$20,737,294	\$19,078,990	\$19,078,990
21	HWY - I-5 / Hayden Island I/C (Stage 1 & 2)	\$145,571,483	\$185,521,807	\$145,571,483	\$185,521,807	\$127,250,696	\$127,250,696
22	HWY - I-5 / Hayden Island I/C (Stage 2 & 3)	\$69,522,453	\$59,032,416	\$69,522,453	\$59,032,416	\$89,118,476	\$89,118,476
23	HWY - I-5 / Marine Drive Interchange (All Stages)	\$412,433,842	\$374,355,582	\$412,433,842	\$374,355,582	\$428,160,549	\$428,160,549
24	HWY - I-5 / SR 500 Interchange (All Stages)	\$117,141,331	\$122,522,722	\$117,141,331	\$122,522,722	\$102,584,121	\$102,584,121
25	HWY - I-5 Mill Plain Interchange (All Stages)	\$73,882,130	\$83,796,304	\$73,882,130	\$83,796,304	\$78,381,437	\$78,381,437
26	HWY - I-5 / Fourth Plain Interchange (All Stages)	\$128,669,753	\$134,819,913	\$128,669,753	\$134,819,913	\$106,539,091	\$106,539,091
27	HCT - BRT North	\$244,261,007	\$244,723,363	\$288,188,542	\$288,730,108	\$164,946,962	\$169,322,316
28	HCT - BRT South	\$49,816,454	\$50,186,338	\$62,942,682	\$63,375,934	\$90,802,895	\$89,048,137
29	HCT - Burn Time	\$5,125,065	\$5,142,865	\$6,523,592	\$6,547,319	\$5,491,727	\$6,197,461
30	Project Complete	\$0	\$0	\$0	\$0	\$0	\$0
31	HWY/HCT - Construct SB/HCT River Crossing	\$0	\$0	\$0	\$0	\$447,864,353	\$430,489,413
32	HCT - Finish/OCS/Civil for River Crossing	\$0	\$0	\$0	\$0	\$410,544,536	\$537,715,658
GRAND TOTAL PROJECT COST		\$2,739,764,308	\$2,774,228,197	\$2,889,190,963	\$2,924,284,799	\$2,506,971,471	\$2,627,691,493