

**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
<b>GRAND TOTAL PROJECT COST</b>		<b>\$2,739,764,308</b>	<b>\$2,774,228,197</b>	<b>\$2,889,190,963</b>	<b>\$2,924,284,799</b>	<b>\$2,506,971,471</b>	<b>\$2,627,691,493</b>