



SR 99 South Holgate Street to South King Street Viaduct Replacement

Project Management Plan

Revised September 2008

January 2008

SR99
S Holgate Street to S King Street
Viaduct Replacement Project
Project Management Plan

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30%

60%

90%

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SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

September, 2008 Update

Project Description:

The SR 99 S Holgate Street to S King Street Viaduct Replacement is one of the Alaskan Way Viaduct and Seawall Replacement Program Moving Forward projects. The Moving Forward projects will repair or replace about half of the seismically vulnerable viaduct. They are necessary to improve public safety and keep traffic moving no matter what replaces the viaduct's central waterfront section.

The purpose of this project is to remove a portion of the existing viaduct from the vicinity of South Holgate Street to the vicinity of South King Street and replace it with a transportation facility with improved earthquake resistance that maintains or improves mobility for people and goods. The existing viaduct will be removed from South Holgate Street to the vicinity of South King Street just south of the connections for the existing Railroad Way ramps and replaced with a new facility linking the existing side-by-side roadways in the vicinity of South Holgate Street to the existing Alaskan Way Viaduct in the vicinity of King Street. New access ramps to downtown streets to and from the north will be provided in the vicinity of King Street. A grade separation structure will be provided at South Atlantic Street. A new underpass will be provided just south of Royal Brougham Way connecting to South Atlantic Street to provide enhanced mobility when the Burlington Northern Santa Fe (BNSF) tail track is occupied, blocking South Atlantic Street.

SR 99 will be three lanes in each direction with a southbound on ramp and a northbound off ramp connecting to the existing street system. North of Royal Brougham Way the mainline roadways will transition from the side-by-side configuration to connect with and match into the existing viaduct, maintaining the operation of the existing Railroad Avenue ramps. Modifications and additions to the existing streets in the vicinity of South Atlantic Street and Royal Brougham Way will be provided to maintain and improve the local street circulation and freight mobility operations. Existing Ferry holding area will be relocated east of SR 99. All improvements and modifications will be coordinated with the SR 519 Phase 2 project. Relocation and modifications will also be made to the BNSF tail track located west of Alaskan Way.

The program has decided to split and phase the Heavy Civil construction contract #2, into two separate contracts, Contract #2 and #3. The advanced utility contract #1 remains unchanged. The follow on landscape contract becomes contract #4. The first Civil contract (#2) will include the mainline SR 99 and adjacent surface streets South of Royal Brougham Way and the relocation of the tail track railroad. The second Civil contract (#3) will include elements of mainline SR 99 and associated surface streets North of Royal Brougham Way. The decision to split the contract was based on the removal of the Southbound Alaskan Way movement at Atlantic Street Intersection and shifting of the Alaskan Way alignment to the east side of SR 99 due to operational concerns just prior to the 60% submittal. The project wishes to maintain the advertisement date for Contract #2 which will accomplish the removal of

the viaduct by the end of 2012. The Advertisement dates for the Heavy Civil Contract #3 and the follow on Landscaping Contract #4 are to be determined.

The S Holgate to S King St Viaduct replacement project (PIN 809936D) is also providing funding to the Design Build contract for the SR 519 Intermodal Access Phase 2 for the Design, Right of Way and Construction of intersection improvements at 1st Ave and Atlantic Street. Project decision is documented in Trend SS0006R1.

The S Holgate to S King St Viaduct replacement project (PIN 809936D) is also providing funding for ITS improvements along the SR 99 corridor to mitigate congestion impacts on SR 99 and assist transit speed and reliability. Project decision is documented in Trend CW0004.

Team Mission/Assignment:

Deliver a PS&E package and all supporting documents and approvals required to advertise the SR 99, South Holgate Street to South King Street Viaduct Replacement project meeting the following criteria:

- Within Funding Limits
- In accordance with the agreed upon project schedule including interim milestones and deliverable dates.

Pre-Construction

Construction

Team Identification

The project team consists of the project manager, deputy project manager, design team members, and specialty groups. The following disciplines are included:

<input checked="" type="checkbox"/>	Agreements
<input checked="" type="checkbox"/>	Bridge Architecture
<input checked="" type="checkbox"/>	Bridge & Structures
<input checked="" type="checkbox"/>	Construction
<input checked="" type="checkbox"/>	Consultant Liaison
<input checked="" type="checkbox"/>	Design Documentation
<input checked="" type="checkbox"/>	Design & Plans Review
<input checked="" type="checkbox"/>	Environmental
<input checked="" type="checkbox"/>	Geotechnical Services
<input checked="" type="checkbox"/>	City of Seattle

<input checked="" type="checkbox"/>	Roadside Development / Urban Design
<input checked="" type="checkbox"/>	Maintenance
<input checked="" type="checkbox"/>	Materials
<input checked="" type="checkbox"/>	Program Management
<input checked="" type="checkbox"/>	Communications
<input checked="" type="checkbox"/>	Real Estate Services
<input checked="" type="checkbox"/>	Right-of-Way
<input checked="" type="checkbox"/>	Traffic
<input checked="" type="checkbox"/>	Utilities
<input type="checkbox"/>	

Roles & Responsibilities:

Role is the specific title or position occupied; such as designer, inspector, or CAD operator. Responsibility is what the person or group is going to do and what product is expected; such as schedules, plan sheets, analysis & reporting, construction inspection, materials testing, etc. Identify all team members for your project; what is their role and what is their responsibility?

Project Manager: Ali Amiri

Provide overall project direction
Monitor schedule, budget and scope
Provide guidance and advice
Review all Task Order deliverables and PS&E documents at the 30%, 60%, 90%, 100% and
ad ready design increments.
Liaison between Design Team and UCO Management

Deputy Project Manager: Steve Beadle

Assist the Project Engineer
Provide daily direction and coordination with the Design Team
Liaison with Headquarters Design Office
Assist with obtaining Design Approval

Environmental Manager: Angela Freudenstein

Permitting: Heather Page

Provide environmental documentation and applicable permits for project.
Coordinate any mitigation to address environmental impacts
Act as an advocate for the Environmental office by communicating concerns/issues between the
design team and the Environmental office
Coordinate the development of the Biological Assessment and project consultation with the
approving services.
Communicate with the appropriate State, Local, and Federal agencies to obtain the appropriate
permits required
Develop permit procurement strategy
Guide and advise project design team during permitting process

Communications: KaDeena Lenz

Coordinate Stakeholder, project partner and community information and interaction.
Keep project team informed of emerging issues and concerns
Assure project compatibility with AWVSRP Program Communications Policies and
Objectives
Assist the project team in adhering to the project communication plan

Right of Way: Bill Mumma

Review, revise and approve Amended Right of Way Plans as submitted by Project Team

Real Estate Services Representative: Jim Salter/Larry Ellington

Procure required property, easements, and franchises, right of entries and construction permits
and easements necessary to design, construct and maintain the project.
Coordinate property condemnations as needed

Bridge Design: Ron Lewis/Tim Moore

Manage the project structures design and development of the structural plans, specifications and
estimate.
Coordinate the integration of the headquarters design and PS&E into the Project Plans and
Documents.

Bridge Architecture: Paul Kinderman

Provide guidance and coordination of aesthetic and urban design elements of project design.

Construction Manager: Tom Madden

Communicate the issues and concerns of Region, UCO and Headquarters Construction offices.
Coordinate the integration of construction elements into the Project Plans and documents
Participate as appropriate in Value Engineering and constructability workshops.

Program Management: Theresa Greco

Responsible for oversight of project scope schedule and budget
Provide monthly project status and accomplishments to date

Consultant Liaison: Tom Tobin

Provide guidance and manage the project Task Order process.

Geotechnical Services Representative: Jim Struthers

Coordinate the development and design of all project geotechnical elements with the project design team
Develop a geotechnical boring plan and schedule
Coordinate the collection of project geotechnical data
Assist the Structural Design team in determining appropriate foundations designs and ground improvements
Coordinate the boring information and data with the Archeological Investigation team

Utilities: Mark Anderson / Bob Briggs

Manage the development and design of all project utilities and existing utility protection and/or relocation

Roadside Development and Urban Design: Dave Peterson / Boris Dramov

Review project plans and document submittals
Advise project team on matters of roadside development, landscaping, irrigation and urban designs.

Maintenance: Archie Allen / James McBride

Communicate the issues and concerns of Region, UCO and Headquarters Maintenance.
Advise project team to provide a Maintainable project.
Provide review and comments on Project Plans and documents.
Participate as appropriate in Value Engineering and constructability workshops.

Materials: NWR Materials Engineer

Provide review and comment on project submittals
Provide guidance to project team for materials issues and concerns

Traffic Design and Analysis: Mark Bandy

Provide review and comments on Project Plans and documents
Advise project team on traffic design, traffic analysis, construction phasing and work zone strategies
Approve project channelization plans, signal warrants and traffic Design

Work Zone Traffic Control and Detours: Bonnie Nau / Juan Reyes
Review and approve Traffic Control Strategy and plans
Review and advise on traffic management issues
Represent NW Region and UCO on Traffic Management issues

Agreements: Karen Stagner
Develop and procure all agreements for the project

NW Region Design & Plans Review: Jack Schindler / Joe Long
Coordinate the timely review and provide consolidated comments for design documents for the NW Region

Design Documentation and Approval: Sara Schmitt / Lee MacClennan
Coordinate and direct the development of the Design Approval Package, Design documentation Package and Project Development Approval and assure timely approval.

Assistant State Design Engineer: Ed Barry
Provide coordination and advice on Design documentation issues and concerns to the project team
Approve Design Approval Package
Provide Project Development Approval
Review and approval of Design Deviations
Coordinate issues and concerns of Region, UCO and Headquarters' Design offices.

City of Seattle/SDOT Major Projects Division: Mike Johnson
Coordinate all aspects of project development and design with the City of Seattle (city)
Provide liaison for project with all city departments and units.
Project advocate with the city

City of Seattle/Major Projects Division - Permits:
Coordinate permit reviews with the city
Facilitate permit procurement from the city

Design Team Members

Design Task Manager: Asvin Mandadi
Direct Project Design Team
Manage Task Order Scope, Schedule and budget
Assure adequate and appropriate project staffing
Deputy Design Task Manager: Kurt Larson
Assist Design Task Manager
Manage and track Task Order Deliverables
Direct day to day activities of the design team
Coordinate development of design documentation, plans, specifications, and estimates
Responsible for any on site surveying that may be required
Secondary facilitator of meetings

Project Engineering Team Organizational Structure
September 2008 Update (**Attached**)

Measures of Success

Success will be measured by delivering the project scope within budget and completing the major project milestones on the schedule.

Product deliverables will include:

- Design Approval Package submitted to Headquarters Design Office for approval
- Obtain Environmental Documentation Approval (FONSI)
- Obtain Design Approval
- Acquisition of all right of way
- Execution of all Agreements
- Obtain all required permits
- Ad Ready set of Plans, Specifications and Estimate
- Project will be substantially complete by December 31, 2012

Major Milestones

Track the following major milestones in the project schedule:

	Milestone Description:	Date:
1	<i>Begin Preliminary Design</i>	<i>July 23, 2007</i>
2	<i>30% Design Submittal</i>	<i>February 19, 2008</i>
3	<i>Civil and Structural Alignment Concurrence</i>	<i>April 30, 2008</i>
4	<i>Environmental Documentation Complete</i>	<i>October 14, 2008</i>
	<i>PS&E #1 (Early Utilities)</i>	
1	<i>60% Submittal</i>	<i>June 30, 2008</i>
2	<i>Agreements Complete</i>	<i>July 31, 2008</i>
3	<i>90% submittal</i>	<i>September 15, 2008</i>
4	<i>100% submittal</i>	<i>November 14, 2008</i>
5	<i>Right of Way Certification</i>	<i>January 13, 2009</i>
6	<i>Environmental Permitting Complete</i>	<i>January 22, 2009</i>
7	<i>Advertisement (Ad date)</i>	<i>February 2, 2009</i>
8	<i>Operationally Complete</i>	<i>January 25, 2010</i>
9	<i>Final Contract Completion – PS&E #1 (Early Utilities)</i>	<i>April 21, 2010</i>
	<i>PS&E #2 (Major Structural and Civil)</i>	
1	<i>Begin Final Design</i>	<i>February 20, 2008</i>
2	<i>60% submittal - PS&E # 2 (Major Structural and Civil)</i>	<i>July 31, 2008</i>
3	<i>90% Submittal – PS&E # 2 (Major Structural and Civil)</i>	<i>January 12, 2009</i>
4	<i>Right of Way Plan Revision Submittal</i>	<i>April 28, 2008</i>

5	100% Submittal – PS&E # 2 (Major Structural and Civil)	May 18, 2009
6	Right of Way Certification	May 26, 2009
7	Environmental Permits Complete	May 26, 2009
8	Advertisement date – PS&E #2 (Major Structural and Civil)	August 3, 2009
9	Operationally Complete (Open to Traffic)	April 8, 2013
10	Final Contract Completion	July 3, 2013

Boundaries

The following boundaries define the limit of the team’s decision-making authority and are useful for identifying potential risks or change. Boundaries may include:

- *Project limits: The project mileposts are from 29.89 to 30.78. For design parameters the easterly boundary would be the west curb line of Utah Street and Port of Seattle on the west.*
- *Minimize Impact to Port of Seattle Terminal 46 facilities and operations*
- *No encroachment on King County Metro (KCMetro) regulators.*
- *Facilitate freight access*
- *Minimize Impacts to 1st Avenue and SR 99 Traffic during construction.*
- *Accommodate major event traffic*
- *Coordinated design and construction with affected Railroads*
- *Maintain project Advertisement Dates (AD)*
- *Maintain target Operationally Complete dates.*
- *Manage Design to provide the following environmental targets*
 - *Environmental Documentation targeted as an Environmental Assessment (EA)*
 - *Endanger Species Act (ESA) Biological Assessment (BA) targeted for informal consultation*
- *Design Documentation in accordance with WSDOT Design Manual & City of Seattle Guidance*

Operating Guidelines

- *Team decision-making process*
 - Voice and respect each other’s opinions.
 - All team members support final team decisions.
 - Early and continued involvement of key players, team members (internal and external) and stakeholders.
 - Team decisions require Project Engineer concurrence or approval
 - Major design decisions to be reviewed and/or approved by the Project Decision team (PDT) consisting of WSDOT, FHWA and City of Seattle management staff.
- *Team meetings*
 - Design Management Team – Weekly
 - Ali Amiri; Steve Beadle; Asvin Mandadi; Steve Kautz; Mark Anderson; Dan McKillop
 - Project Management Team – Weekly
 - Ali Amiri; Cliff Mansfield; Steve Beadle; Mark Anderson; Dan McKillop; Mike Johnson (CoS)
 - Design Team Leads – Bi-Weekly
 - Asvin Mandadi; Steve Kautz; John Fenedick; Mike Colyn; Chris Wellander; Tom Lentz; Angela Snider; Rick Matrisian; Munindra Talukdar; Jim Struthers;

Angela Freudenstein; Jeff Schutt; Jerry Ekiert; Heather Page; Gwen McCullough; Ralph Graves; Kadeena Lenz; Karen Stagner; Steve Beadle; Jose Prieto; Mark Anderson; Dan McKillop; Cliff Mansfield (optional); Ali Amiri (optional); Mike Johnson (CoS – optional)

- Project Management Core Team – Bi-Weekly
 - Asvin Mandadi; Steve Kautz; Angela Freudenstein; Jeff Schutt; Jerry Eikert; Heather Page; Kadeena Lenz; Steve Beadle; Mark Anderson; Dan McKillop; Cliff Mansfield (optional); Ali Amiri (optional); Mike Johnson (CoS – optional)
- Design Discipline Teams – Weekly
 - Led by Design Leads with technical discipline Staff

(Frequency and need for meetings may be adjusted as needed.)

- *Communication;*
 - *Lead by Kadeena Lenz*
 - *Follow Project Communication Plan*
 - *Compatible with AWVSRP Program Communications Plan*
- *Manage Project Change*
 - *Responsibility of Design Management Team*
 - *Follow AWV Trend Program*
- *Manage team change*
 - Communicate change in a timely manner to team members, including project manager.
 - Maintain high level of technical excellence
- *Manage team conflict*
 - Resolve conflicts at earliest sign of conflict and at the lowest level possible before elevating up the chain of decision-making
- *Quality Assurance and Quality Control (QA/QC)*
 - *Follow Project QA/QC Plan*
 - *Design Discipline Team ensures QC*
 - *Design Team Leads ensure QA*

Program: Alaskan Way Viaduct and Seawall Replacement Program

Project: S Holgate St to S King St Viaduct Replacement Project

Meeting Purpose: Initiate and Align the Team

**Location: 999 Third Avenue, Suite 2300, Seattle, Wa 98104
23RD Floor Training Rooms (N & S)**

Date: February 28, 2008

Time: 9:00 AM – 12:00 PM

MEETING AGENDA

9:00 AM – 9:30 AM

Kickoff/Introductions

Project Description (Contract 1 and 2)
Team Mission/Assignments

- All
- Ali Amiri
- Ali Amiri

9:30 AM – 10:15 AM

Heavy Civil Package (Contract 2)

Measures of Success
Major Milestones
Roles and Responsibilities
Operating Boundaries and Guidelines

-Asvin Mandadi/Cliff Mansfield

10:15 AM – 11:00 AM

Initial Utilities Package (Contract 1)

Measures of Success
Major Milestones
Roles and Responsibilities
Operating Boundaries and Guidelines

- Mark Anderson/Rick Conte

11:00 AM – 12:00 PM

Q&A

- All

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

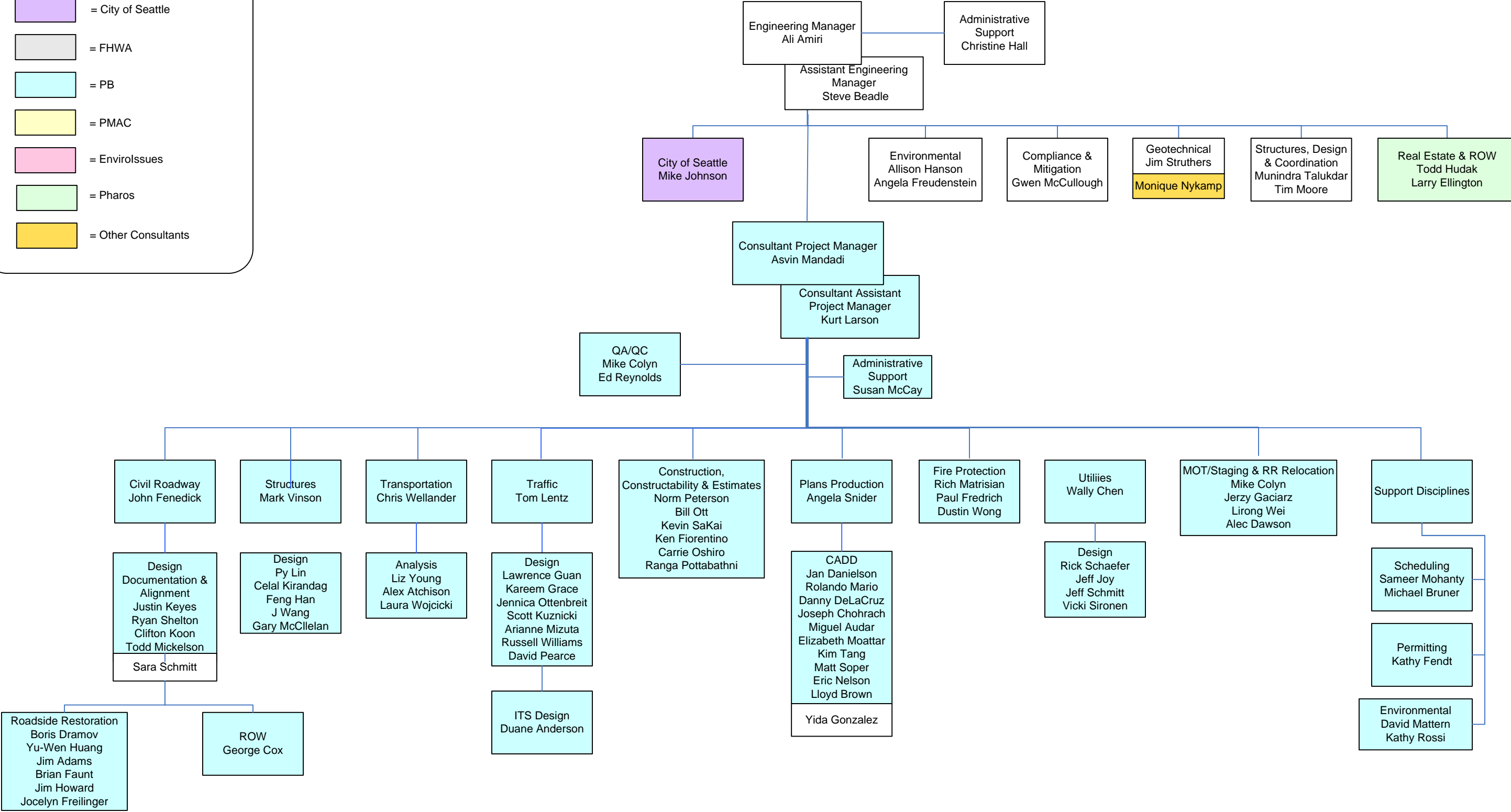
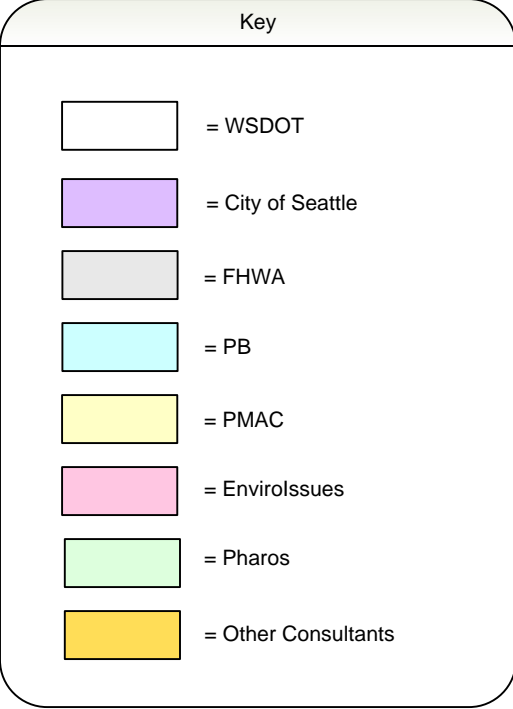
Task Order SB – S. Holgate Street to S. King Street
Initiate & Align
SIGN-IN SHEET

February 28, 2008 • 9:00 AM – 12:00 PM • 23 Large

Name	Initial	Company	Email Address
1. Asvin Mandadi	AM	PB	mandada@wsdot.wa.gov
2. JOHN BOGGS	JB	SDOT	JOHN.BOGGS@SEATTLE.GOV
3. JODI RIAN	JR	SCL	jodi.rian@seattle.gov
4. Gavin Paterson	GP	SPU	gavin.paterson@seattle.gov
5. Dan McKillop	DM	HMM/PMAC	mckilld@wsdot.wa.gov
6. Bonnie Nau	Nau	WSDOT - Traffic	naub@wsdot.wa.gov
7. SCOTT CARLSON	SC	EMERISSUES	CARLSCO@WSDOT.WA.GOV
8. Karen Stagner	KS	HMM/PMAC	stagnerk@wsdot.wa.gov
9. Jesse Holstad	JH	Parametrix	Holstaj@wsdot.wa.gov
10. Rick Conte	RCC	PB	conter@wsdot.wa.gov
11. JEFF SCHUTT	JJS	JACOBS	SCHUTJE@WSDOT.WA.GOV
12. MARK ANDERSON	MAA	WSDOT	anderma@wsdot.wa.gov
13. LARRY ELLINGTON	LE	HDR/PHAROS	Ellinl@wsdot.wa.gov
14. James Strathairn	JS	WSDOT	js.strathj@wsdot.wa.gov
15. Bob Chandle	BC	SDOT	Bob.chandle@scottb.gov
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18. CHRISTINE WOLF	CW	POS	wolf.c@portseattle.org
19. Mamintra Talukdar	MT	WSDOT	TALUKDM@WSDOT.WA.GOV
20. Joy Keniston-Longre	JKL	SPU	joy.kenistonlongre@seattle.gov
21. Heather Page	HAP	Anchor Env.	hepageh@consultant.wsdot.wa.gov
22. Angela Freudenskin	AFP	WSDOT	freuda@wsdot.wa.gov
23. Cliff Mansfield	CM	PMAC/HMM	manste@wsdot.wa.gov
24. APO Amiri	ARA	WSDOT	amiria@wsdot.wa.gov
25.			
26.			

Project Engineering

South Holgate Street to South King Street



Work Breakdown Structure (WBS) / Master Deliverable List (MDL)

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

Attached

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
2	28	PC-09	Project Management	See Project Management On-line Guide (PMOG) http://www.wsdot.wa.gov/Projects/ProjectMgmt/	0106
3	29	PC-09.01	Managing the Project Hammock Task	Hammock task to assign and account for the resource needs and effort required to manage the project.	0106
3	30	PC-09.02	Project Management Plan	The Project Management Plan describes both the Project Performance Baseline for the project deliverables and the schedule and budget plans for delivering them, and the Project Management Methods that will be used by the Project Team during their delivery. See Project Management On-line Guide (PMOG) for details. http://www.wsdot.wa.gov/Projects/ProjectMgmt/	0106
3	31	PC-09.03	Endorsement	MILESTONE - Endorsement is the process of gaining the commitment of the Project Team then the endorsement of the Management entities responsible for the resources needed to successfully execute the Project Management Plan. The process is a formal one and culminates in documented commitment of support by the Team members, management and others - customers, team and sponsors as appropriate. See Project Management On-line Guide (PMOG) for details. http://www.wsdot.wa.gov/Projects/ProjectMgmt/	
2	32	PC-10	Cost Risk Estimate & Management	Cost Risk Assessment, as an integral element of project risk management at WSDOT, quantifies, within a reasonable range, the cost and schedule to complete a project. This information is used by decision-makers to program projects and by project managers to monitor projects as they are being developed. WSDOT has developed CEVP® and CRA to identify, assess and evaluate risk that could impact cost and/or schedule during project delivery. See Cost Risk Estimate & Management website at: http://www.wsdot.wa.gov/Projects/ProjectMgmt/RiskAssessment/	0166
3	33	PC-10.01	CEVP®	Cost Estimate Validation Process (CEVP®), an intense workshop in which a team of top engineers and risk managers from local and/or national private firms and public agencies examine a transportation project and review project details with WSDOT engineers. A Cost Estimate Validation Process (CEVP®) is required for any project with an estimated cost of \$100 million or more. See Cost Risk Estimate & Management website at: http://www.wsdot.wa.gov/Projects/ProjectMgmt/RiskAssessment/	0166
3	34	PC-10.02	CRA Workshop	Cost Risk Assessment (CRA) is a workshop process similar but less intense CEVP®. A Cost Risk Assessment (CRA) is required for all projects with an estimated cost of \$25 million or more. See Cost Risk Estimate & Management website at: http://www.wsdot.wa.gov/Projects/ProjectMgmt/RiskAssessment/	0166
2	35	PC-11	Public and Agency Involvement	Local agencies and the public should be notified of projects in their jurisdiction or area. Contact the Communications office for details.	0110
3	36	PC-11.01	Public Involvement Plan	The level of public involvement plan needed is determined by SEPA or NEPA requirements to be met and the amount of potential impact on people, the environment and the economy. Contact the Communications Office for details.	0110
2	37	PC-12	Project Data	Collection and organization of project information to develop project base plans.	
3	38	PC-12.01	Background Data	Information about the project	0116
3	39	PC-12.02	Aerial Photographs	Aerial photographs of the project site.	0116
3	40	PC-12.03	Clear Zone Inventory	The "Corrective Action" portion of Form 410-026 ensures roadside safety is addressed	0116
3	41	PC-12.04	Photogrammetry Data	A means of collecting topographical information for the project through Geographic Services	0116
3	42	PC-12.05	Surveying Data	All of the surveying required to complete the design of the project	0117
3	43	PC-12.06	As-Built Data Verified	Refer to the as-built data as necessary to compliment the survey data gathered. Research the current plan of record to verify the existing access regulation program.	0116
3	44	PC-12.07	Basemap	Development of the project basemap for Preliminary Engineering	0119
3	45	PC-12.08	Maintenance Review Documentation	An onsite review of the project with maintenance to look at existing situations and any concerns about the proposed design.	0116
2	51	PC-15	Value Engineering	A systematic process designed to focus on the major issues of a complex project or process.	0165
3	52	PC-15.01	VE Study	A systematic process designed to focus on the major issues of a complex project or process. It uses a multi-disciplined team to develop recommendations for the decisions that must be made. The primary focus of a Value Engineering study is value improvement. See Design Manual Section 315 for details.	0165
3	53	PC-15.02	VE Recommendations Response	The Project Team's responses to the VE Team recommendations, which is provided to the Regional Managers for use in developing the Decision Document.	0165

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	54	PC-15.03	VE Decision Document	A document prepared by Regional managers that includes a specific response for each of the VE team recommendations and a summary statement with a schedule for implementation. It also includes estimated costs or savings associated with the recommendations and estimated costs of implementation.	0165
2	65	PC-18	Environmental Documentation	Federal and State regulations require WSDOT to document the environmental impacts of a transportation project. Where appropriate, other public and governmental agencies are involved in the decision making process. National Environmental Policy Act/State Environmental Policy Act (NEPA/SEPA) If project has a federal nexus, follow NEPA procedures and obtain review of proposed documentation level by FHWA. If state only funding, follow SEPA procedures. See Environmental Procedures Manual.	
3	66	PC-18.01	Endangered Species Act Compliance	The Endangered Species Act requires that the Department of Transportation, on behalf of the Federal Highways Administration, must consult with Wildlife Services to determine the effects of project actions on threatened and endangered species. There are five categories of effect determinations.	0132
4	67	PC-18.01.01	Biological Assessment	A document required for all activities with a federal nexus that analyzes the potential affects of the project on listed species and critical habitat and justifies a particular "effect determination". Federal agencies are responsible for evaluating impacts to listed species from all federal actions, regardless of scope. For actions other than a "major construction activity", the agency must still evaluate the potential for adverse effects and consult with the service, if necessary.	0132
4	68	PC-18.01.02	Environmental Biological Assessment - NOAA Concurrence	Biological Assessment concurrence by the National Oceanic and Atmospheric Administration (NOAA) Fisheries.	0132
4	69	PC-18.01.03	Environmental Biological Assessment - USFW Concurrence	Biological Assessment concurrence by USFW	0132
3	71	PC-18.02	NEPA/SEPA Compliance	National Environmental Policy Act/State Environmental Policy Act (NEPA/SEPA) If project receives federal funding, follow NEPA requirements and obtain review of proposed documentation level by FHWA. If state only funding, follow SEPA requirements. See Environmental Procedures Manual.	0134
4	74	PC-18.02.03	NEPA Environmental Assessment	National Environmental Policy Act (NEPA) Environmental Assessment. See Environmental Procedures Manual.	0134
4	75	PC-18.02.04	FONSI Issued	MILESTONE - Finding of No Significant Impact (FONSI) issued. A federal lead agency document presenting the reasons why a proposal will not significantly affect the environment and therefore will not require EIS documents.	
4	82	PC-18.02.06	NEPA re-evaluation	Re-evaluation of Environmental Assessments and Environmental Impact Statements if no action is taken on the project for 3 years or substantial change to the scope results in a loss of validity of determinations.	0134
4	86	PC-18.02.10	SEPA Adoption	State Environmental Policy Act (SEPA) Adoption. NEPA document adopted to meet the requirements of SEPA. See Environmental Procedures Manual.	0134
3	87	PC-18.03	Discipline Reports - Earth (Geology & Soils)	Environmental Procedures Manual Section 420 Earth (Geology & Soils)	0136
4	89	PC-18.03.02	Geology & Soils Discipline Report	Refer to Environmental Procedures Manual Section 420.05(1)	0136
4	90	PC-18.03.03	Temporary Erosion & Control Plan	Refer to Environmental Procedures Manual Section 420.05(2) & Exhibit 431-7.	0136
4	91	PC-18.03.04	Soils Survey	Refer to Environmental Procedures Manual Section 420.05(3)	0136
3	92	PC-18.04	Discipline Report - Air	Environmental Procedures Manual Section 425 Air	
4	94	PC-18.04.02	Air Quality Discipline Report	Refer to Environmental Procedures Manual 425.05(3)(a)	0136
4	95	PC-18.04.03	Air Quality Analysis (for NEPA/SEPA)	Refer to Environmental Procedures Manual 425.05(5)(b)	0136
3	96	PC-18.05	Discipline Reports - Water Quality/Surface Water, Groundwater, & Coastal Areas /Shorelines	Environmental Procedures Manual Sections 431, 433, & 452 Water Quality/Surface Water, Groundwater, & Coastal Areas /Shorelines	0136
4	98	PC-18.05.02	Water Quality Discipline Report	Refer to Environmental Procedures Manual 431.05(1) & Exhibit 431-4	0136
3	116	PC-18.09	Discipline Reports - Noise	Environmental Procedures Manual Section 446 Noise	0136
4	118	PC-18.09.02	Traffic Noise Discipline Report	Refer to Environmental Procedures Manual 446.05(1)(a)	0136
4	119	PC-18.09.03	Traffic Noise Analysis	Refer to Environmental Procedures Manual 446.05(1)(d)	0136
3	120	PC-18.10	Discipline Reports - Hazardous Materials	Environmental Procedures Manual Section 447 Hazardous Materials	0136
4	122	PC-18.10.02	Hazardous Materials Discipline Report	Refer to Environmental Procedures Manual 447.05(3)	0136
4	123	PC-18.10.03	Initial Site Assessment (ISA) Checklist	Refer to Environmental Procedures Manual 447.05(4)	0136
4	124	PC-18.10.04	Initial Site Assessment (ISA)	Refer to Environmental Procedures Manual 447.05(4)	0136
4	125	PC-18.10.05	Preliminary Site Investigation (PSI) Checklist	Refer to Environmental Procedures Manual 447.05(5)	0136
4	126	PC-18.10.06	Preliminary Site Investigation (PSI)	Refer to Environmental Procedures Manual 447.05(5)	0136
4	127	PC-18.10.07	Detailed Site Investigation (DSI)	Refer to Environmental Procedures Manual 447.05(6)	0136

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	128	PC-18.11	Discipline Reports - Land Use, Land Use Plans, and Growth Management	Environmental Procedures Manual Section 451 Land Use, Land Use Plans, and Growth Management	0136
4	130	PC-18.11.02	Land Use Discipline Report	Refer to Environmental Procedures Manual 451.05(1)	0136
3	137	PC-18.14	Discipline Reports - Public Lands (Section 4(f), 6(f), and Forests)	Environmental Procedures Manual Section 455 Public Lands (Section 4(f), 6(f), and Forests)	0136
4	139	PC-18.14.02	Section 4(f) Evaluation	Refer to Environmental Procedures Manual 455.05(1)	0136
3	142	PC-18.15	Discipline Reports - Historic, Cultural, and Archeological Resources	Environmental Procedures Manual Section 456 Historic, Cultural, and Archeological Resources	0136
4	144	PC-18.15.02	Cultural Resources Discipline Report	Refer to Environmental Procedures Manual 456.05(1)	0136
4	145	PC-18.15.03	Section 106	Refer to Environmental Procedures Manual 456.05(2)	0136
5	146	PC-18.15.03.01	Section 106 Consultation	Refer to Environmental Procedures Manual 456.05(2)	0136
5	148	PC-18.15.03.03	Cultural Resource Study	Refer to Environmental Procedures Manual 456.05(2)(c)	0136
5	147	PC-18.15.03.02	Section 106 Compliance	Refer to Environmental Procedures Manual 456.05(2)	0136
5	149	PC-18.15.03.04	Memorandum of Agreement Pursuing Programmatic Agreement	Refer to Environmental Procedures Manual 456.05(2)(f)	0136
3	150	PC-18.16	Discipline Reports - Socio-Economic, Environmental Justice, Transportation, Relocation, and Public Services & Utilities	Environmental Procedures Manual Sections 457, 458, 460, & 470 Socio-Economic, Environmental Justice, Transportation, and Public Services & Utilities	0136
4	151	PC-18.16.01	Social Discipline Report	Refer to Environmental Procedures Manual 457.05(1)(a) & Exhibit 457-1	0136
4	152	PC-18.16.02	Economic Discipline Report	Refer to Environmental Procedures Manual 457.05(1)(b) & Exhibit 457-2	0136
4	153	PC-18.16.03	Relocation Discipline Report	Refer to Environmental Procedures Manual 457.05(1)(c) & Exhibit 457-3	0136
4	155	PC-18.16.05	Environmental Justice Discipline Report	Refer to Environmental Procedures Manual 458.05(5)	0136
3	156	PC-18.17	Discipline Reports - Visual Impacts, Light and Glare	Environmental Procedures Manual Section 459 Visual Impacts, Light and Glare	0136
4	158	PC-18.17.02	Visual Quality Discipline Report	Refer to Environmental Procedures Manual 459.05(1)	0136
3	159	PC-18.18	Environmental Documentation Complete	MAJOR MILESTONE - All environmental documentation complete prior to Design Approval and Right of Way Approval. See Project Control & Reporting Manual.	
2	160	PC-19	Environmental Permits	Identify and complete permits required for the project. Permit requirements are scoped as part of the Environmental Review Summary. See Environmental Procedures Manual for procedures.	0138
3	166	PC-19.06	NPDES	This permit is needed from Ecology for all construction activities (including grading, stump removal, and demolish) on sites one acre or larger and when there is a discharge of stormwater to a surface water (e.g., wetlands, creeks, rivers, marine waters, ditches, estuaries). Ecology will not have to permit for 1 to 5 acre sites until September 2005. Operators of 1 to 5 acre sites may seek coverage under the current permit.	0138
3	173	PC-19.13	Critical Area Ordinance Permit	Local approval or permits may be required for projects impacting areas defined as "critical" by counties and cities under the Growth Management Act (GMA), including wetlands, aquifer recharge areas, wellhead protections areas, frequently flooded areas, geographically hazardous areas, fish and wildlife habitat, and conservation areas. Responsible Agency: Counties and Cities.	0138
3	174	PC-19.14	Noise Variance	Construction and maintenance activities during nighttime hours may require a variance from local noise ordinances. Daytime noise from construction is usually exempt. Responsible Agency: Counties and Cities.	0138
3	175	PC-19.15	Shoreline Permit/Exemption	Required for any contract requiring work within 200 feet of a shoreline of the state as defined by the local agency with jurisdiction. Responsible Agency: Department of Ecology, Cities and Counties.	0138
3	177	PC-19.17	Miscellaneous Permits & Approvals	Examples include: Federal Aviation Administration (FAA), sole source aquifer, water use permit, etc.	0138
3	179	PC-19.19	Environmental Permits Received	MILESTONE - All environmental permits acquired for project to go to Ad/Construction.	
2	180	PC-20	Materials (Roadway)	Development of soils, surfacing, and materials reports for project.	0156
3	181	PC-20.01	Pavement Determination	Preliminary recommendations for surfacing materials. See WSDOT pavement interactive guide at http://www.wsdot.wa.gov/MaintOps/mats/pavementguide.htm	0156
3	182	PC-20.02	Surfacing/Resurfacing Report	A report that lists the recommendations for type, size, & depth of surfacing for each roadway and recommendations for rehabilitation of existing roadways	0156
3	183	PC-20.03	Materials Source Report	A report on a specific WSDOT material source that verifies the quality and quantity of the material requested	0156
2	184	PC-21	Geotechnical Evaluations	Development of Geotechnical reports for project.	

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	185	PC-21.01	Preliminary Site Data	Project design office is to provide a project description and location of work to be performed to Region Materials Engineer. See Design Manual Chapter 510.	0140
3	186	PC-21.02	Environmental Permit for Field Exploration	Field exploration may require permits to complete. Permits need to be provided by the Project Office to HQ Geotechnical Office/Region Materials Office to enable required field work to be started.	0138
3	187	PC-21.03	Conceptual Geotechnical Report	RME/HQ Geotechnical will provide recommendations at the conceptual / feasibility level. Some soil borings may be drilled at this time depending upon project scope and available information.	0140
3	188	PC-21.04	Project Site Data	Site information provided to RME by the project design office (specific to the type of project) to initiate geotechnical work on a project during the design and PS&E phases. See Design Manual Chapter 510.	0140
3	189	PC-21.05	RME Geotech Report(s)	Region Geotechnical Report containing geotechnical recommendations and information applicable to the project. There is a possibility of multiple reports, depending upon the scope and complexity of the project.	0140
3	190	PC-21.06	HQ Geotechnical Report(s)	HQ Geotechnical Report containing geotechnical recommendations and information applicable to the project. There is a possibility of multiple reports, depending upon the scope and complexity of the project.	0140
2	191	PC-22	Structural Site Data	Site data to the Bridge and Structures Office, HQ Geotechnical Office, or Region Materials Office. May include base maps, photos, drawing or reports.	0144
3	192	PC-22.01	Bridge Site Data	Structure Site Data to be sent to HQ Bridge for design and PS&E. See Design Manual Chapter 1110.	0144
3	193	PC-22.02	Wall Site Data	Structure Site Data to be sent to HQ Bridge, HQ Geotechnical, or Region Materials for design and PS&E. See Design Manual Chapter 1130.	0144
2	196	PC-23	Structure Design	Development of structures reports and contract plans, specifications, and estimates (PS&E).	0145
3	197	PC-23.01	Bridge Condition Report	A Report produced by the Bridge Office which describes the condition of the deck and general information about the structure.	0145
3	198	PC-23.02	Preliminary Bridge Plan	Preliminary plan showing location, length, type of structure (TS&L) and estimate.	0145
3	199	PC-23.03	Demolition Plan	Development and/or review of demolition plans.	0145
3	200	PC-23.04	Sign Structure Design	Cantilever and monotube sign structures and bridges.	0145
3	202	PC-23.06	Retaining Wall Design	Document/design non standard retaining walls & soldier pile walls	0145
3	203	PC-23.07	Bridge Rails/Expansion Joints Design	Document/design rehabilitation of bridge rails, expansion joints and bridge decks	0145
3	204	PC-23.08	Other Structure Design	Document/design approach slabs, emergency repairs and other structural design.	0145
3	205	PC-23.09	Consultant Structural Plans Review	60%, 90% or 100% review of all structural plans produced by consultants	0145
3	206	PC-23.10	90% Bridge & Structures Plan	90% Plans turn-in to the regions 4 weeks prior to 100% turn-in	0145
3	207	PC-23.11	Bridge & Structures PS&E	100% Plan, Specials and Estimates ready for region 12 week review.	0145
2	208	PC-24	Roadway Design	Development of earthwork design and channelization design. Also includes minor safety design and documentation.	
3	209	PC-24.01	Preliminary Intersection Plan	Plans that are required for any increases in capacity, modification of channelization, or change of intersection geometrics, see Design Manual Chapter 910.	0174
3	211	PC-24.03	Preliminary Channelization Plan	Preliminary plans that show the separation of traffic movements into delineated paths of travel, see Design Manual Chapter 910.	0174
3	212	PC-24.04	Preliminary Earthwork Quantities	Preliminary calculations for embankment, roadway excavation, and other earth moving volumes.	0174
3	213	PC-24.05	Alignments	Finalization of the horizontal and vertical alignments for each roadway in the project, see Design Manual Chapters 620 & 630.	0174
3	214	PC-24.06	Intersection Plan for Approval	A plan that address the intersection design considerations in accordance with Design Manual Chapter 910	0174
3	216	PC-24.08	Channelization Plan	A plan that address the channelization design considerations in accordance with Design Manual Chapter 910.	0174
3	217	PC-24.09	Earthwork Quantities	Earthwork calculations for roadway excavation and embankment volumes.	0174
3	218	PC-24.10	Roadway Sections	Geometric roadway cross section from the subgrade to finish grade	0174
3	219	PC-24.11	Roadside Safety	Address items on the Clear Zone Inventory and any other safety items that have been discovered including documenting a decision to fix or not. Design Manual Chapter 700	0174
2	221	PC-25	Hydraulics	The Hydraulic Report is intended to serve as a complete documented record containing the engineering justification for all drainage modifications that occur as a result of the project. See Hydraulics Manual.	0148
3	222	PC-25.01	Type A Reports	Type A Hydraulic Reports contain documentation of design for major hydraulic work. See the Hydraulics Manual.	0148
3	225	PC-25.04	Special Reports	Special reports contain specialized hydraulic analysis such as bridge backwater analysis, scour and other special reports.	0148
3	226	PC-25.05	Hydraulic Report Approved	MILESTONE - Hydraulics Report Approved for project.	
2	227	PC-26	Partnerships	A contract entered into by two or more groups.	0109

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	228	PC-26.01	Local Agencies Agreements/MOU's	A contract between the Washington State Department of Transportation and a local governmental agency that includes an offer and an acceptance. Agreements are necessary to accomplish the transfer of funds into and out of state accounts for goods and services.	0109
3	229	PC-26.02	Other Agencies Agreements/MOU's	A contract between the Washington State Department of Transportation and other governmental agencies or non-governmental agencies that includes an offer and an acceptance. Agreements are necessary to accomplish the transfer of funds into and out of state accounts for goods and services.	0109
3	230	PC-26.03	Tribal Agreements/MOU's	A contract between the Washington State Department of Transportation and a tribal government that includes an offer and an acceptance. Agreements are necessary to accomplish the transfer of funds into and out of state accounts for goods and services.	0109
3	231	PC-26.04	Developer Agreements/MOU's	A contract between the Washington State Department of Transportation and a private developer that includes an offer and an acceptance. Agreements are necessary to accomplish the transfer of funds into and out of state accounts for goods and services.	0109
2	232	PC-27	Railroad	Communication and tasks related to Railroads. Contact the Region Utilities Office.	0158
3	233	PC-27.01	Preliminary Relocation Plan	A plan that shows railroad facility relocations/adjustments by WSDOT and needs preliminary design plans.	0158
3	234	PC-27.02	Existing Railroad Facilities Located	Locate existing railroad facilities in the field.	0158
3	235	PC-27.03	Existing Railroad Facility Plan	A plan showing the location of known railroad facilities. This plan should include all additional data acquired to insure the accuracy needed for the project.	0158
3	236	PC-27.04	Updated Railroad Facility Location plan	An update and/or enhancement of the quality of the railroad location information.	0158
3	237	PC-27.05	Railroad Facilities Relocation Plan	A plan showing railroad relocations/adjustments by DOT.	0158
3	238	PC-27.06	Railroad Agreements	A contract between the Department and a railroad for work by either party where the department will receive or pay funds.	0158
2	239	PC-28	Right of Way (R/W) Engineering	Property required for a public facility, includes square footage, access rights, easements, and any property impacts as defined in the Right of Way Manual Division 6.	
3	240	PC-28.01	Preliminary Right of Way	Determination of approximately how much additional Right of Way will be needed to construct the project. Includes any property impacts as defined in the Right of Way Manual Division 6.	0119
3	241	PC-28.02	R/W Plans	HQ R/W Plans Section makes the final review and then the Plan is stamped & signed by the responsible Project Engineer. Right of Way acquisition cannot begin without plan approval. See Plans Preparation Manual (PPM) Section 130.09.	0124
3	242	PC-28.03	Sundry Site Plans	Legal Document/Right of Way Plan showing boundary of property to be acquired by WSDOT that is not adjacent to highway right of way. Typically these would include mitigation sites, stormwater treatment areas, and maintenance sites.	0124
3	243	PC-28.04	Department of Natural Resources (DNR) Plat	Legal Document prepared by WSDOT HQ R/W Plans Office showing a survey of property to be acquired from the Department of Natural Resources - Either uplands or aquatic	0124
3	244	PC-28.05	Monumentation Map	The official state survey document for state highway R/W alignment, see Plans Preparation Manual (PPM) 1010	0119
3	245	PC-28.06	Record of Survey	Public Record filed with the County Auditor used to preserve the evidence of land surveys. The content and format of Record of Surveys are prescribed by law.	0119
3	246	PC-28.07	Land Corner Records	Written record of corner information as prescribed by the Department of Natural Resources, used to perpetuate or establish land corners and their accessories.	0119
3	247	PC-28.08	Permit to Destroy	Application made to Department of Natural Resources requesting permission to remove or destroy monuments or make them inaccessible.	0119
3	248	PC-28.09	R/W Plan Approved	MILESTONE - R/W Plans are submitted to the Region R/W Plans Office for review and transmittal to HQ for approval in accordance with Plans Preparation Manual (PPM) Section 130.08	
2	249	PC-29	Right of Way Acquisition	WSDOT Real Estate Services performs and coordinates all real estate transactions for the department, and issues guidelines for all state agencies engaged in real estate activities covered by the Uniform Relocation Assistance and Real Property Acquisition Policies Act.	
3	250	PC-29.01	Preliminary Right of Way Costs	Initial estimate as to what Right of Way costs will be.	0168
3	251	PC-29.02	Ownership Interests and Encumbrances (Title Reports)	Legal records that defines property interest and boundaries needed to prepare the R/W Plans.	0220
3	252	PC-29.03	Right of Entry	Field investigations and field explorations, other than land surveying, that are obtrusive in nature require a Right of Entry from the property owner. RCW 47.01.170	0220
3	253	PC-29.04	Project Funding Estimate (PFE)	A parcel by parcel estimate of all right of way and condemnation costs.	0222

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S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	254	PC-29.05	R/W Funding Approved	MILESTONE - Work Order set up by Program Management and authorizes funding. Notification to RES to proceed with R/W acquisition.	
3	255	PC-29.06	Parcel (Parcel ID)	The process of securing the property needed for highway improvements that conforms with Federal and State regulations called the Uniform Relocation and Acquisition Act. It includes, but is not limited to square footage, access rights, and easements. This element of the MDL can be repeated in the project work breakdown structure for individual parcels.	
4	256	PC-29.06.01	Appraisal/Administrative Offer Summary	An analysis of real estate market used to estimate the value of the real property and the damages to the remaining property.	0222
4	257	PC-29.06.02	Review & Determination of Value	Appraisal Review checks the accuracy of the appraisal data and the soundness of the appraisers reasoning then writes a determination of value (DV) which is the amount of money to be offered to the property owner for the property needed for the highway project.	0224
4	258	PC-29.06.03	Document Development	Development of legal descriptions for real property or property rights to be acquired.	0220
4	259	PC-29.06.04	Negotiations	The formal offer to purchase, including payment and recording of documents.	0220
4	260	PC-29.06.05	Purchase	The formal transaction for real property and damages to remaining property.	0220
4	261	PC-29.06.06	Property Management	Tenant leases are signed, rents collected, property is secured if vacant to prevent vandalism. Demolition of improvements if needed.	0211
4	262	PC-29.06.07	Condemnation	A judicial process to acquire property where the state has been unable to reach a settlement through negotiation. This is handled by the office of the Attorney General.	0230
4	263	PC-29.06.08	Possession & Use	A regional or judicial formal document that grants the State the ability to possess and use the property in its construction project prior to the condemnation trial.	0230
4	264	PC-29.06.09	Relocation	A program of benefits to assist owners, tenants, businesses, farms and non profit organizations that are being displaced by a highway project to move to replacement facilities.	0240
3	265	PC-29.07	R/W Certification	MAJOR MILESTONE - Date the Region RES Manager assures all right of way necessary for construction, operation, and maintenance has been obtained and that no displace remains in the project limits. This process is required before construction is advertised for bids.	
2	266	PC-30	Roadside Restoration	WSDOT projects that disturb operational, environmental, visual and auxiliary functions (see Chapter 110 of the Roadside Manual) must be restored according to the policy set forth in the Roadside Classification Plan.	0162
3	267	PC-30.01	Roadside Master Plan	A Roadside Master Plan may be prepared for a route or portion of a route where conditions require coordination of planning, design, construction, and maintenance activities with anticipated route development, construction projects, environmental or other commitments, and/or a special route designation. See the Roadside Classification Plan.	0162
3	268	PC-30.02	Restoration Estimate	Region Landscape Architects or the HQ Roadside and Site Development Unit prepares a restoration estimate which includes all costs to restore and establish a sustainable plant community per the Roadside Classification Plan, 1996, Chapter 810.	0162
3	269	PC-30.03	Landscape Design	Landscape design and revegetation plans are required when the project disturbs the roadside. See the Roadside Classification Plan and Roadside Manual Chapter 800.	0162
2	269a	PC-44	Traffic Analysis	Gathering of traffic data and development of Traffic reports, studies, designs, and plans.	
3	271	PC-44.01	Collision Data	Validate accident data. Update / supplement if necessary	0150
3	272	PC-44.02	Preliminary Traffic Analysis Report	A report that identifies safety and/or capacity deficiencies and provides recommendations including geometric configurations, intersection control, and appropriate traffic control devices.	0150
3	278	PC-44.03	Traffic Volumes & Movements	Validate traffic counts. Update / supplement if necessary	0150
3	279	PC-44.04	Traffic Model	Validate traffic model. Update/supplement if necessary	0150
3	280	PC-44.05	Traffic Analysis Report	Finalize traffic analysis report	0150
3	277	PC-44.06	Bus Stop Inventory	Design decisions . Approval, denial, or variance per engineering and traffic considerations.	0150
2	270	PC-31	Traffic Design	Gathering of traffic data and development of Traffic reports, studies, designs, and plans.	
3	273	PC-31.03	Preliminary Illumination Design	Scope illumination system using appropriate design matrix and design level. Identify project specific issues and needs	0152
3	274	PC-31.04	Preliminary ITS Design	Scope ITS system in accordance with Region ITS Implementation Plan.	0152
3	275	PC-31.05	Preliminary Signing Design	Scope signing system using appropriate design matrix and design level. Identify project specific issues and needs	0152
3	276	PC-31.06	Preliminary Signal Design	Scope signal system using appropriate design matrix and design level. Identify project specific issues and needs	0152

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	281	PC-31.11	Traffic Signal Permit	State statutes (RCWs) require Department of Transportation approval for the design and location of all conventional traffic signals and some types of beacons located on city streets forming parts of state highways. Approval by the Department of Transportation for the design, location, installation, and operation of all other traffic control signals installed on state highways is required by department policy. The Traffic Signal Permit (DOT Form 242-014 EF) is the formal record of the department's approval of the installation and type of signal. The permit is completed by the responsible agency and submitted to the Regional Administrator for approval.	0152
3	282	PC-31.12	Illumination Design	Document project specific design decisions, deviations, justifications, and other approvals. Request soils investigation, foundation design, utility service agreement.	0152
3	283	PC-31.13	ITS Design	Document project specific design decisions, deviations, justifications, and other approvals. Request soils investigation, foundation design, utility service agreement.	0152
3	284	PC-31.14	Signing Design	Document project specific design decisions, deviations, justifications, and other approvals. Request soils investigation, foundation design, utility service agreement.	0152
3	285	PC-31.15	Signal Design	Document project specific design decisions, deviations, justifications, and other approvals. Request soils investigation, foundation design, utility service agreement.	0152
2	286	PC-32	Utilities	The Utility Accommodation Team evaluates and authorizes the installation of utilities and other facilities or activities within the state highway right of way.	0160
3	287	PC-32.01	Existing Utilities Located	Locate existing utilities in the field to level of accuracy required. Can vary from quality level D (most basic) to quality level A (Subsurface Utility Engineering (SUE)). See Utilities Manual.	0160
3	288	PC-32.02	Existing Utility Plan	A plan showing the location of known aerial and underground utility facilities. This plan should include all additional data acquired to insure the accuracy needed for the project.	0160
3	289	PC-32.03	Utility Relocation Plan	A plan showing utility relocations/adjustments by DOT.	0160
3	290	PC-32.04	Utility Agreements	A contract between the Department and a utility for work by either party where the department will receive or pay funds.	0160
2	291	PC-33	Work Zone Traffic Control (WZTC)	The planning, design, and preparation of contract documents for the modification of traffic patterns during construction is known as work zone traffic control. See Design Manual Chapter 810.	0154
3	292	PC-33.01	Preliminary TC Plans	A conceptual plan to provide safety in a work zone for the traveling public and the workers. See Design Manual Chapter 810.	0154
3	293	PC-33.02	Work Zone Traffic Control Meeting	A meeting with the Work Zone Traffic Control (WZTC) team to discuss various traffic control strategies for the project. See Design Manual Chapter 810.	0154
3	294	PC-33.03	Staging Design	A strategy for staging the work and/or developing detour plans that are efficient, cost effective, and safe. See Design Manual Chapter 810.	0154
2	295	PC-34	Design Documentation	Design documentation is prepared to record the evaluations by the various disciplines that result in design recommendations. See Design Manual Chapter 330.	0172
3	296	PC-34.01	Design Documentation Package	A compilation of assumptions, decisions, justifications, and approvals that support the ultimate design of the project, to include review of the package. See Design Manual Section 330.06	0172
3	297	PC-34.02	Deviation	A documented decision granting approval at project specific locations to differ from the design level specified in the Design Manual.	0172
3	298	PC-34.03	Evaluate Upgrade	Documentation of whether or not to correct an existing design element as designated in the design matrices.	0172
3	299	PC-34.04	Design Exception	Preauthorization to omit correction of an existing design element for various types of projects, as designated in the design matrices. See Chapter 325. A DE designation indicates that the design element is normally outside the scope of the Project Type.	0172
3	299a	PC-34.06	Design Approved	Milestone - Design approval includes; a memo that describes the project, Project Summary Documents, Design Criteria, Design Variances, applicable Channelization plans, Intersection plans, Interchange plans, or Alignment plans and a current cost estimate. See Design Manual Section 330.08b.	
3	300	PC-34.05	Project Development Approval	MILESTONE - An action taken to formally approve all project development documents by the designated representative of the approving organization prior to the advertisement of a capital transportation project. See Design Manual Section 330.09.)	
2	306	PC-36	Contract Plan Sheets Preparation	Development of the Contract Plan sheets. See Plans Preparation Manual (PPM) M22-31.	
3	307	PC-36.01	Contract Plan Workforce Hammock	This task is a hammock task for uniform resource loading the effort involved with contract plan preparation. This task is used when the plan sheet deliverables are constrained by other activities or dates and are not resource loaded. When used, this task will have no constraints, in order to have the task span the entire duration of plan preparation (parent or summary activity).	0178

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S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	308	PC-36.02	Index	Required on all projects with 30 plan sheets or more, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	309	PC-36.03	Vicinity Map	A plan sheet that is required for all projects to show the approximate location of the project on the state route, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	310	PC-36.04	Summary of Quantities	These plans are a complete tabulation of all bid items and pay quantities required for the project, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	311	PC-36.05	Reclamation Plans	Plans that are required on all WSDOT projects that contain a WSDOT furnished material source, including borrow, pit, quarry, stockpile, waste site, and reclamation plans. See Plans Preparation Manual (PPM) Chapter 460.	0178
3	312	PC-36.06	Roadway Section Plans	Plans that show the geometric roadway cross section from subgrade up to finished grade, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	313	PC-36.07	Grading Section Plans	Plans that show finished ground contours, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	314	PC-36.08	Stage Construction Plans	These plans show the different stages required to construct the project. See Plans Preparation Manual (PPM) Chapter 460.	0178
3	315	PC-36.09	Alignment / Right of Way Plans	Plans that contain horizontal alignment & R/W information, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	316	PC-36.10	Quantity Tabs	Plans that tabulate quantities and identifies locations and notes pertaining to specific bid items, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	317	PC-36.11	Site Preparation Plans	These plans show existing topography, removal & demolition work, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	318	PC-36.12	Existing Utilities Plan	This is an extension of the Site Preparation Plan and is only required if the existing utilities are so extensive that they cannot be clearly shown of the site preparation plans. See Plans Preparation Manual (PPM) Chapter 460.	0160
3	319	PC-36.13	Environmental and/or Wetland Mitigation Plans	A plan sheet that identifies wetland mitigation. See Plans Preparation Manual (PPM) Chapter 460.	0162
3	320	PC-36.14	Roadway Profiles	Plans that identify a change in the vertical alignment of the roadway, see Plans Preparation Manual (PPM) Chapter 460.	0178
3	321	PC-36.15	TESC Plans	These plans are required if the project involves land disturbance, to include Qtabs, Plan sheets, and Details. see Plans Preparation Manual (PPM) Chapters 460 and 750.	0162
3	322	PC-36.16	Drainage Plans	Plans that show how the drainage system relates to the rest of the project, including Drainage Structure Notes, Drainage Profiles, and Drainage Details. See Plans Preparation Manual (PPM) Chapter 460.	0178
3	323	PC-36.17	Utility Plans	Plans that are required when there is work on existing utilities as part of the contract, to include Utility Structure Notes and utility details. See Plans Preparation Manual (PPM) Chapter 460.	0160
3	324	PC-36.18	Irrigation Plan	These plans are developed by the Region Landscape Office. Includes Irrigation Structure notes and details. See Plans Preparation Manual (PPM) Chapter 460.	0162
3	325	PC-36.19	Landscape Plan	Plans that are developed by the Region Landscape Office. Includes Qtabs and details. See Plans Preparation Manual (PPM) Chapters 460 and 750.	0162
3	327	PC-36.21	Paving Plans	Plans that show total roadway widths to be paved, including Qtabs and details. See Plans Preparation Manual (PPM) Chapter 460.	0178
3	328	PC-36.22	Pavement Marking Plans	Plans that show the type and location of pavement markings for the project, including Qtabs and details. See Plans Preparation Manual (PPM) Chapter 460.	0178
3	329	PC-36.23	Minor Structures Plans	Plans that show the information required to construct retaining walls, etc. Includes Qtabs, profiles, and details. See Plans Preparation Manual (PPM) Chapters 460 and 750.	0145
3	330	PC-36.24	Illumination Plan	Plans that show street lighting, including Qtabs and details. See Plans Preparation Manual (PPM) Chapter 460.	0152
3	331	PC-36.25	Traffic Signal Plans	Plans developed by the Region or HQ Traffic Office, including details. See Plans Preparation Manual (PPM) Chapter 460.	0152
3	332	PC-36.26	ITS Plan	Plans normally developed by the Region Traffic Office that show how to construct Intelligent Transportation Systems, including details. See Plans Preparation Manual (PPM) Chapter 460.	0152
3	333	PC-36.27	Signing Plans	Plan sheets developed in accordance with Plans Preparation Manual (PPM) Chapter 460. Includes sign specification sheets and details.	0152
3	334	PC-36.28	Bridge Plan	Bridge plans are prepared by the Headquarters Bridge & Structures Office, see Plans Preparation Manual (PPM) Chapter 460.	0145
3	335	PC-36.29	Wall Plans	Plans that show the information required to construct major walls and noise walls. See Plans Preparation Manual (PPM) Chapters 460 and 750.	0145
3	336	PC-36.30	Sign Structure Plans	These plans show the details for overhead sign structures. See Plans Preparation Manual (PPM) Chapter 460.	0145
3	337	PC-36.31	Building Plans	Plans that show building structures, to include Qtabs, and details. See Plans Preparation Manual (PPM) Chapter 460.	0145
3	338	PC-36.32	Traffic Control Plans	These are site specific work zone traffic control plans, see Plans Preparation Manual (PPM) Chapter 460.	0154

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	339	PC-36.33	Detour Plan	Plans that show the route to be used as a detour while the project is being constructed. See Plans Preparation Manual (PPM) Chapters 460 and 750.	0154
2	340	PC-37	Contract Specifications Development	Development of Contract Provisions. See Plans Preparation Manual (PPM).	
3	341	PC-37.01	Contract Specifications	Development of Contract Provisions, Amendments, General Special Provisions, and appendices. See Plans Preparation Manual (PPM) Division 6.	0179
3	342	PC-37.02	Summary of Geotechnical Conditions	HQ Geotechnical and/or Region Materials prepares summary of geotechnical conditions for inclusion into the PS&E as Appendix B.	0140
2	343	PC-38	Construction Estimate Development	Development of Contract Estimates for costs and time. See Plans Preparation Manual (PPM).	0167
3	344	PC-38.01	Engineer's Cost Estimate of Construction	An estimate used to initiate funds for the construction activity and to evaluate the contractor's bids, see Plans Preparation Manual (PPM) Division 8.	0167
3	345	PC-38.02	Lump Sum Breakout	Calculations for determining estimate of Lump Sum items.	0167
3	346	PC-38.03	Working Day Estimate	Contract time determined in accordance with Plans Preparation Manual (PPM) Appendix A6	0167
2	347	PC-39	Construction Permits	Development and documentation of permits from other public agencies for work to be done outside of WSDOT right of way and within other public agency right of way.	0181
3	348	PC-39.01	Construction Permits	Construction Permits accommodate WSDOT activities on public owned right of way. See Design Manual, Section 1410.04.	0181
3	349	PC-39.02	Haul Road and Detour Agreement	When the project provides a materials source, or requires traffic to be detoured from the state highway, the region is required to acquire agreements with the owners of the roads that will be used as the haul route or the detour route. See Plans Preparation Manual (PPM) Section 750.10.	0181
3	350	PC-39.03	Turnback Agreement	Areas for relinquishment are areas that the state acquires for the improvement or construction of roads that will not remain a part of the highway system. See Plans Preparation Manual (PPM) Chapter 130.	0181
2	351	PC-40	Constructability Reviews	To develop a quality project, WSDOT uses a series of reviews at predetermined stages of project development. These reviews, called constructability reviews, attempt to ensure that: project development process is on schedule; project definition and estimates are correct; project is buildable; project is maintainable; and project documents are biddable.	0180
3	354	PC-40.03	30% Constructability Review	Geometric Review	0180
3	355	PC-40.04	60% Constructability Review	General Plans Review	0180
3	356	PC-40.05	90% Constructability Review	Contract Plans Review	0180
2	357	PC-41	PS&E Reviews	Plans Specifications & Estimate (PS&E) Reviews. Check for completeness and compatibility between the Plans, Specifications and Estimate.	0181
3	358	PC-41.01	Local Agency Review	A check of the plans, specification and estimate by a local governmental or non-governmental agency or tribal nation to ensure compliance with established agreements or memorandum of understandings.	0181
3	359	PC-41.02	Region PS&E Review	Region Project Office submits PS&E package to Region for review.	0181
3	360	PC-41.03	State Materials Justification/Approval	Justification for use of State Furnished Materials and approval by the ASDE.	0181
3	361	PC-41.04	Proprietary Item Approval	Item approved with final PS&E to Region and a copy to job file.	0181
3	362	PC-41.05	HQ PS&E Review	Region forwards PS&E package to Headquarters for review.	0181
3	363	PC-41.06	FHWA PS&E Review	Headquarters forwards PS&E package to FHWA for review.	0181
3	364	PC-41.07	FRA PS&E Review	Headquarters forwards PS&E package to Federal Railroad Administration (FRA) for review.	0181
3	365	PC-41.08	Federal Transit Agency (FTA) PS&E Review	Headquarters forwards PS&E package to FTA for review.	0181
3	366	PC-41.09	Final Signed PS&E to Region	MILESTONE - Project Manager returns stamped and signed AD ready PS&E package to the Region.	
3	367	PC-41.10	Ad Package to Headquarters	MILESTONE - Final PS&E to HQ with all appropriate attachments as required on the Final Check Sheet, five(5) days prior to the scheduled Ad date.	
2	374	PC-43	Contract Ad & Award	Advertisement and award of construction contracts. See Ad and Award Manual.	
3	375	PC-43.01	Construction Funding Approval	MILESTONE - Official approval from HQ Program Management and FHWA (if federal funds are used) to move ahead with the advertisement of the construction phase of a project	
3	376	PC-43.02	Printing	Reproduction and distribution of plans, specifications, and bid proposal package. Contact HQ Printing Services for information.	0189
3	377	PC-43.03	Project Geotechnical Documentation Package	Printing of pertinent geotechnical reports for sale to prospective bidders. Prepared by HQ Geotechnical and/or Region Materials and printed by HQ Printing Services.	0140
3	378	PC-43.04	Advertisement (AD Date)	MAJOR MILESTONE - Date the project is first advertised for bid.	
3	379	PC-43.05	Addendum Deadline	MILESTONE - Date addenda are due in headquarters. 14 calendar days prior to the scheduled bid opening.	

MASTER DELIVERABLES LIST
S. Holgate St. to S. King St. Viaduct Replacement Project

Outline Level	Task #	New WBS Code	Task Name	Task Description	Work Op
1	1	PC	PreConstruction - S. Holgate St. to S. King St. Viaduct Replacement project		
3	380	PC-43.06	Bid Opening	<i>MAJOR MILESTONE</i> - Public opening and reading of sealed bids	
3	381	PC-43.07	Award	<i>MAJOR MILESTONE</i> - Official notice of award of the contract to the successful bidder.	

Project Schedule

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

September, 2008 Update

The Project Schedule consists of multiple levels of detail managed as a whole in order to provide planning and critical path analysis of the pre-construction, real estate and construction phases.

Tools:

The SR99 Program uses Primavera P6 Schedule enterprise software as the Urban Corridors Office (UCO) and Statewide Program Management Group (SPMG) standard. Additional information on the UCO guidelines for the use of P6 may be found in the UCO Project Control and Reporting Manual. <http://sharepoint/UCOProj/PCRManWork/default.aspx>.

Organization:

The Master Schedule is established by WSDOT Project Identification and Work Identification numbers (PIN and WIN). Master milestones have been established through the use of Planning Packages, formalized through the Legislative Budget process and updated through the Project Change Request process (PCRF) and Capital Program Management System (CPMS).

The Detail Schedule consists of a mixture of Level 5 and Level 6 schedules that are organized by WSDOT Agreement/Task Order (see the UCO Project Control and Reporting Manual for a discussion on Levels). Task Orders are performed by both discipline-specific consultants such as Environmental or Right-of-Way and General Engineering Consultants. The detail schedule should conform within the milestone boundaries established by the Master Schedule. Forecasts that fall outside acceptable thresholds are documented through the AWV Trend (change management) program.

State Forces efforts are not called out separately, but are identified through the use of Roles that are associated with detailed schedule activities and then are extracted through the use of the Specialty Group Needs Request reports.

Working day construction schedules are developed as part of the WSDOT Plans, Specifications and Estimate (PS & E) process and are generally not included in the UCO enterprise database. After construction contract award, a representation of the contractor's schedule with bid-item values is entered into the enterprise database for the purposes of cash flow analysis.

The master schedule is resource loaded with dollars with a split between consultants, State Forces and other direct costs for the purposes of a top-down projection of FTEs and cash flow. Earned Value and Estimates to Complete are performed using ARES PRISM cost management software, not P6. See the Budget section for additional information.

Process:

Each month the project team does the following:

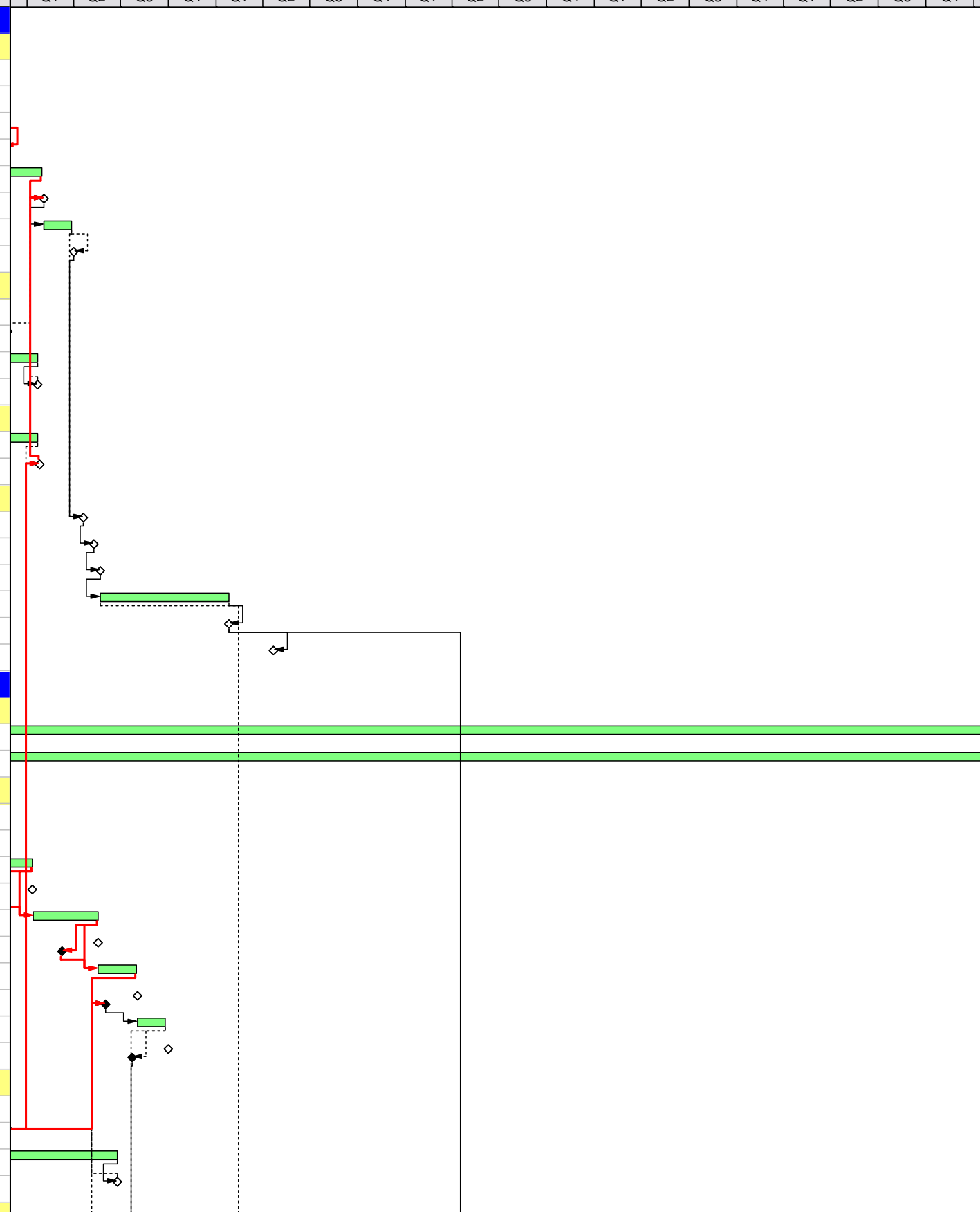
- 1) The detail schedule is coordinated with the individual design teams and physical progress complete is assessed. This information is used to update the activity progress as well as provided to the AWV Cost Management team for use in Earned Value and cost forecasting.
- 2) The Master Milestones establish the constraints by which the critical path is evaluated. Negative float is not to be hidden, but managed either through mitigation, or raised as a trend issue for discussion with WSDOT management.
- 3) Forecasts are generated for both individual design tasks as well as discipline efforts and are reflected in the Master Schedule as “Current” dates.

Reporting

The Master Schedule is broadly distributed once a month at the Project Coordination Team meeting no later than the 2nd Tuesday of each month. Confidence Report meetings are held on the 4th Tuesday of the month and forecasts against the Master Milestones are reported as well. Detail Schedules are distributed internally among the design and discipline teams as a working tool. An AWV Monthly Progress Report is developed for presentation to the UCO Westside Corridor Management and the SR99/S. Holgate to S. King St. Viaduct Replacement Project and the Master Schedule is a part of this report.

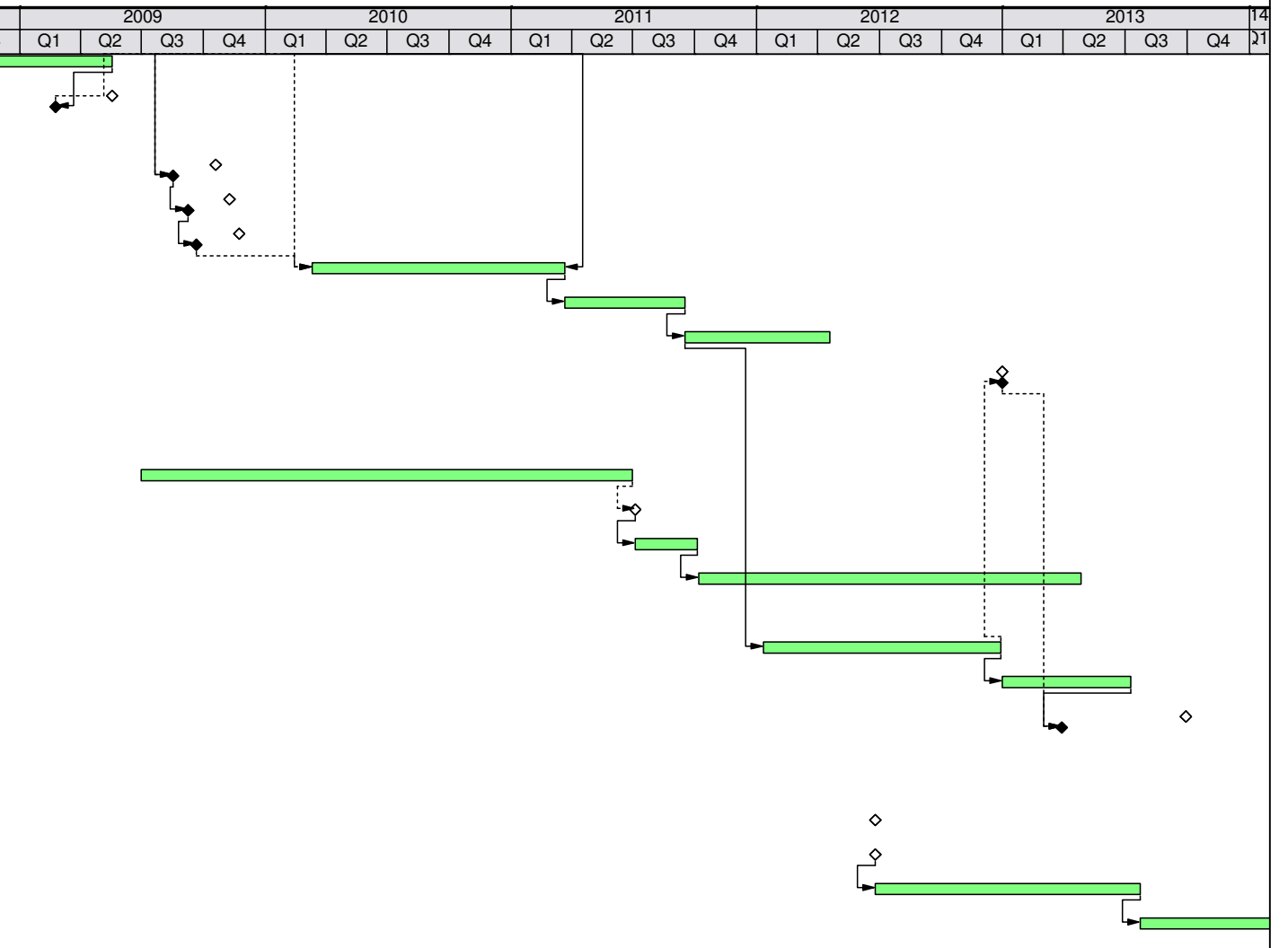
Moving Forward Projects

Activity ID	Activity Name	Orig Dur	Basis Start	Basis Finish	Act/Fcst Start	Act/Fcst Finish	2009				2010				2011				2012				2013								
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
U09936TBD SR99/S Holgate St to S King St - Viaduct Replacement Early Utility Reloc...							682d			Aug-01-07 A	Apr-21-10																				
PS&E (Final Design)							187d			Jul-01-08 A	Apr-01-09																				
SS1120	South Section Early Utility Relocation Prepare 90% Design	53d			Jul-01-08 A	Sep-15-08																									
SS1130	South Section Early Utility Relocation Contract 90% PS&E Submittal	0d				Sep-15-08																									
SS1140	South Section Early Utility Relocation Complete 100% Design and Submit	44d			Sep-16-08	Nov-17-08																									
SS1150	South Section Early Utility Relocation Contract 100% PS&E Submittal	0d				Nov-17-08																									
SS1160	South Section Early Utility Relocation Final Headquarter Review	49d			Nov-18-08	Jan-30-09																									
SS1170	P.05 - South Section Early Utility Relocation Advertisement (Ad Date)	0d			Feb-02-09*																										
SS1180	South Section Early Utility Relocation Advertisement and Bid Construction	39d			Feb-02-09	Mar-27-09																									
SS1190	P.06 - South Section Early Utility Relocation Contract Bid Opening	0d				Apr-01-09																									
Environmental							370d			Aug-01-07 A	Jan-22-09																				
SS1200	South Section Early Utility Relocation Environmental Documentation	304d			Aug-01-07 A	Nov-25-08																									
SS1210	P.03 - South Section Early Utility Relocation Environmental Documentation Complete	0d				Nov-25-08																									
SS1220	Obtain Permitting for South Section Early Utility Relocation	140d			Jul-01-08 A	Jan-22-09																									
SS1230	Permitting Process Complete for South Section Early Utility Relocation	0d				Jan-22-09																									
RW Acquisition							270d			Apr-29-08 A	Jan-26-09																				
SS1320	South Utility Relocation ROW Acquisition	270d			Apr-29-08 A	Jan-22-09																									
SS1310	P.04 - South Early Utility Relocation Right of Way Certification Completed	0d				Jan-26-09*																									
Construction South Section							252d			Apr-20-09	Apr-21-10																				
SS1400	P.07 - South Section Early Utility Relocation Contract Award	0d			Apr-20-09																										
SS1410	P.08 - South Section Early Utility Relocation Contract Execution	0d			May-11-09																										
SS1420	P.09 - South Section Early Utility Relocation Start of Construction	0d			May-22-09																										
SS1430	South Holgate to King Early Utility Relocation Construction	167d			May-22-09	Jan-25-10																									
SS1500	P.10 - South Section Early Utility Relocation Operationally Complete	0d				Jan-25-10																									
SS1510	P.11 - South Section Early Utility Relocation Final Contract Completion	0d				Apr-21-10																									
U09936D SR99/S Holgate St to S King St - Viaduct Replacement Civil Work Contract 2							2478d	Jul-02-07	Dec-31-12	Mar-20-06 A	Aug-16-16																				
SR99/S Holgate St to S King Street - Viaduct Replacement - Civil Work							2478d			Mar-20-06 A	Aug-16-16																				
SS050	Viaduct Removal Project Summary	2478d			Mar-20-06 A	Aug-16-16																									
SS1000	Holgate to King - Early Utility Relocation Project Summary	2478d			Mar-20-06 A	Aug-16-16																									
PS&E (Final Design)							407d	Jan-02-08	Jul-24-09	Feb-20-08 A	Sep-30-09																				
SS400	South Section Prepare 60% Design	115d	Jan-02-08	Jun-16-08	Feb-20-08 A	Sep-02-08																									
SS402	South Section Contract 60% PS&E Submittal	0d		Jun-16-08		Sep-02-08																									
SS410	South Section Prepare 90% Design	89d	Jun-17-08	Oct-31-08	Sep-03-08	Jan-12-09																									
SS412	South Section Contract 90% PS&E Submittal	0d		Oct-31-08		Jan-12-09																									
SS420	South Section Complete 100% Design and Submit	88d	Nov-03-08	Mar-09-09	Jan-13-09	May-18-09																									
SS422	South Section Contract 100% PS&E Submittal	0d		Mar-09-09		May-18-09																									
SS430	South Section Final Headquarter Review	52d	Mar-10-09	May-29-09	May-19-09	Jul-31-09																									
SS440	P.05 - South Section Contract Advertisement (AD Date) Civil Works	0d	Jun-01-09		Aug-03-09*																										
SS450	South Section Replacement Advertise and Bid Construction	39d	Jun-01-09	Jul-23-09	Aug-03-09	Sep-25-09																									
SS460	P.06 - South Section Contract Bid Opening Civil Works	0d		Jul-24-09		Sep-30-09																									
Environmental							478d	Jul-02-07	Oct-16-08	Aug-01-07 A	Jun-25-09																				
SS241	South Section Environmental Documentation	304d	Jul-02-07	Oct-16-08	Aug-01-07 A	Nov-25-08																									
SS242	P.03 - South Section Environmental Documentation Complete	0d		Oct-16-08		Nov-25-08																									
SS244	Obtain Permitting for South Section	204d			Sep-03-08	Jun-25-09																									
SS245	Permitting Process Complete for South Section	0d				Jun-25-09																									
RW Acquisition							270d	Feb-24-09	Feb-24-09	Apr-29-08 A	May-18-09																				



Moving Forward Projects

Activity ID	Activity Name	Orig Dur	Basis Start	Basis Finish	Act/Fcst Start	Act/Fcst Finish	2009				2010				2011				2012				2013				14	
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		Q1
SS300	South Section ROW Acquisition	270d			Apr-29-08 A	May-18-09																						
SS310	P.04 - South Section Right of Way Certification Completed	0d		Feb-24-09		May-18-09																						
Construction South Section		802d	Aug-17-09	Dec-31-12	Oct-19-09	Dec-31-12																						
SS600	P.07 - South Section Contract Award Civil Works	0d	Aug-17-09		Oct-19-09																							
SS610	P.08 - South Section Contract Execution Civil Works	0d	Sep-08-09		Nov-09-09																							
SS620	P.09 - South Section Start of Construction Civil Works	0d	Sep-21-09		Nov-23-09																							
SS630	South Holgate to King Construction, Stage 1 - SB Overcrossing, 1/2 U Cross & SB WOSCA D...	257d	Sep-21-09	Dec-31-12	Mar-12-10	Mar-22-11																						
SS632	South Holgate to King Construction, Stage 2 - Demo Part of Viaduct, SB At-Grade & NB WOS...	125d			Mar-22-11	Sep-16-11																						
SS634	South Holgate to King Construction, Stage 3 - Demo Bal Viaduct S of Dearborn & Soil Improv ...	147d			Sep-16-11	Apr-19-12																						
SS640	P.10 - South Section Operationally Complete Civil Works	0d		Dec-31-12		Dec-31-12*																						
SR99/S Holgate St to S King St - Viaduct Replacement Civil Work Contract 3		1067d	Mar-29-13	Mar-29-13	Jul-01-09	Sep-30-13																						
SR99/S Holgate St to S King Street - Viaduct Replacement - Civil Work		959d			Jul-01-09	Apr-26-13																						
SS060	Civil Contract P.E.	502d			Jul-01-09*	Jun-30-11																						
SS070	Advertise Civil Contract North half of south end	0d			Jul-05-11*																							
SS080	Bid and Award Civil contract north half of south end	66d			Jul-05-11	Oct-05-11																						
SS090	Construction civil contract north half of south end	390d			Oct-06-11	Apr-26-13																						
Construction South Section		433d	Mar-29-13	Mar-29-13	Jan-12-12	Sep-30-13																						
SS636	South Holgate to King Construction, Stage 4 - NB Overcrossing & 1/2 U Cross	243d			Jan-12-12	Dec-28-12																						
SS638	South Holgate to King Construction, Stage 5 - Surface Restoration	132d			Dec-31-12	Jul-09-13																						
SS650	P.11 - South Section Final Contract Completion Civil Works	0d		Mar-29-13		Sep-30-13																						
SR99/Holgate St to S King St - Landscaping Contract 4		1041d			Jun-25-12	Aug-16-16																						
Construction South Section		1041d			Jun-25-12	Aug-16-16																						
SS680	Begin P. E.	0d			Jun-25-12*																							
SS660	Advertise landscape contract Holgate to King	0d			Jun-25-12*																							
SS670	Construction Landscaping Holgate to King	270d			Jun-25-12	Jul-23-13																						
SS690	Holgate to King Plant Establishment	770d			Jul-23-13	Aug-16-16																						



Project Budget

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

September, 2008 Update

The Project Budget is established through the defined WSDOT process. The project performance and the Estimate at Complete will be tracked on PRISM software. The project is funded with State TPA and Federal SAFTEA-LU funds. The current proposed project funding is attached.

The total approved budget will be divided into control accounts. Each control account will have a defined amount of scheduled work. The budget for each control account will be established based on work force calculations.

Each month the project team does the following:

- 4) The team determines how much was physically completed, then goes through the schedule and updates each activity. Each activity on the schedule is a part of one control account, so a weighted average is entered as the percent complete in PRISM.
- 5) The team then gets the actual dollars spent on each control account. This is a combination of WSDOT FIRS data for WSDOT workforce and invoices for the consultant work force. These actual dollars spent are entered into PRISM as the period actual dollars spent. Each period in PRISM is one calendar month.
- 6) The third action done by the team is to determine either the estimate at completion or the estimate to complete for each control account. These are calculated by PRISM, but sometimes the team has knowledge the program does not, so the calculated values can be manually overridden if necessary.
- 7) A certain portion of the project budget consists of work to support all AWW work and is apportioned to active projects. These task orders are managed by the WSDOT task order manager and input is provided for Estimate at Completion based upon anticipated work plans and staffing needs.

Reporting

The project team will submit a monthly confidence report to the AWW Management team along with power point presentations for the confidence report meetings. Confidence Report meetings are held on the 4th Tuesday of the month and the report is based on the previous month's data. Earned Value metrics and Estimates at Completion are provided on all work assigned to the project and time phased data is exported for use in WSDOT's CPMS (Capital Program Management System). An AWW Monthly Progress Report is developed for presentation to the UCO Westside Corridor Management and the SR99/S. Holgate to S. King St. Viaduct Replacement Project is a part of this report.

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

Segregation of Viaduct Removal Holgate-to-King Project
Into Separate Contracts

809936D: SR99 / ITS (WIN U09937I) Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE	834,000	0	0	0	0	0	0	834,000	
RW	0	0	0	0	0	0	0	0	
CN	81,373	4,853,627	0	0	0	0	0	4,935,000	
TOTALS	915,373	4,853,627	0	0	0	0	0	5,769,000	
809936D: SR519 - 1st and Atlantic Intersection (WIN U51902F) Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE	568,000	0	0	0	0	0	0	568,000	
RW	1,805,800	0	0	0	0	0	0	1,805,800	
CN	4,097,980	131,563	0	0	0	0	0	4,229,543	
TOTALS	6,471,780	131,563	0	0	0	0	0	6,603,343	
809936D: Advanced Utilities Relocation (Contract 1) Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE	2,500,000							2,500,000	4,070,000
RW	800,000							800,000	3,000,000
CN	2,000,000	19,104,000						21,104,000	28,174,000
TOTALS	5,300,000	19,104,000	0	0	0	0	0	24,404,000	
809936D: Civil / Structural Improvements South of Royal Brougham Way (Contract 2) Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE	40,803,314							40,803,314	40,803,314
RW	16,482,432	30,809,976	4,886,142					52,178,550	49,978,550
CN	14,282,432	159,472,619	135,334,630					294,807,249	385,589,113
TOTALS	58,855,746	190,282,595	140,220,772	0	0	0	0	389,359,113	
809936D: Civil / Structural Improvements North of Royal Brougham Way (Contract 3) Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE		9,821,627						9,821,627	
RW								0	
CN			85,000,000					85,000,000	
TOTALS	0	9,821,627	85,000,000	0	0	0	0	94,821,627	
809936D: Surface Street Restoration and Landscaping (Contract 4) Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE			3,000,000					3,000,000	
RW								0	
CN			15,460,000	9,540,000				25,000,000	
TOTALS	0	0	18,460,000	9,540,000	0	0	0	28,000,000	
809936D: All Contracts Version H-4 (September 16, 2008)									
	07-09	09-11	11-13	13-15	15-17	17-19	19-21	Total	
PE	46,275,314	9,821,627	3,000,000	0	0	0	0	59,096,941	
RW	19,088,232	30,809,976	4,886,142	0	0	0	0	54,784,350	
CN	6,179,353	183,561,809	235,794,630	9,540,000	0	0	0	435,075,792	
TOTALS	71,542,899	224,193,412	243,680,772	9,540,000	0	0	0	548,957,083	

S. HOLGATE TO S. KING - TASK 9715-SB

WASHINGTON DEPT. OF TRANSPORTATIO **SR099 Alaskan Way Viaduct and Seawall Replacement Pr**
 SR99 AWW&SW Replacement WSDOT, SEATTLE, FHWA
 COST IN \$ x1,000

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		<i>P</i>	<i>E</i>	<i>R</i>	<i>I</i>	<i>O</i>	<i>D</i>	<i>T</i>	<i>O</i>	<i>D</i>	<i>A</i>	<i>T</i>	<i>E</i>	<i>A T C O M P L E T I O N</i>		
		<i>B U D G E T</i>	<i>E A R N E D</i>	<i>A C T U A L</i>	<i>S. V A R.</i>	<i>C. V A R</i>	<i>B U D G E T</i>	<i>E A R N E D</i>	<i>A C T U A L</i>	<i>S. V A R.</i>	<i>C. V A R</i>	<i>B U D G E T</i>	<i>E S T I M A T E</i>	<i>V A R I A N C E</i>		
AGREE/TASK ORDER: Y9715 Task SB - SR99 - S Holgate St to S King St Via. Replacement Project PS&E -																
SBP37.9715SB009.0000	Project Management, Y-9715 SB, PBA	86	187	55	101	132	544	938	786	394	152	50.0 % Complete	1,876	1,572	304	
SBP37.9715SB010.0000	Cost Risk Estimate & Management (Sppt), Y-9715 SB, PBA	0	0	0	0	-0	0	17	2	17	15	50.0 % Complete	34	4	30	
SBP37.9715SB011.0000	Public and Agency Involvement (Sppt), Y-9715 SB, PBA	2	1	1	-0	0	10	12	11	1	1	35.0 % Complete	36	33	3	
SBP37.9715SB012.0000	Project Data, Y-9715 SB, PBA	0	23	30	23	-7	469	445	335	-23	110	95.0 % Complete	469	352	116	
SBP37.9715SB015.0000	Value Engineering (Sppt), Y-9715 SB, PBA	0	0	0	0	0	38	38	40	0	-2	100.0 % Complete	38	40	-2	
SBP37.9715SB018.0000	Environmental Documentation (Sppt), Y-9715 SB, PBA	8	2	2	-5	-0	44	51	16	7	34	95.0 % Complete	54	17	36	
SBP37.9715SB019.0000	Environmental Permits (Support), Y-9715 SB, PBA	2	2	4	0	-1	14	11	12	-2	-0	32.0 % Complete	37	39	-2	
SBP37.9715SB021.0000	Geotechnical Evaluations (Support), Y-9715 SB, PBA	4	6	4	2	2	16	14	8	-1	6	26.2 % Complete	55	31	24	
SBP37.9715SB022.0000	Structural Site Data, Y-9715 SB, PA	0	-9	2	-9	-12	45	29	21	-16	8	64.3 % Complete	45	32	12	
SBP37.9715SB023.0100	Structure Design, Update Type, Size and Location, Y-9715 SB 1, PBA	0	0	0	0	0	53	53	27	0	25	100.0 % Complete	53	27	25	
SBP37.9715SB023.0200	Structure Design, Bridge Design (Coord) , Y-9715 SB 3, PBA	16	0	0	-16	0	57	181	146	124	35	100.0 % Complete	181	146	35	
SBP37.9715SB023.0300	Structure Design, Bridge Preliminary Plans, Y-9715 SB 1, PBA	0	6	7	6	-0	65	65	235	0	-169	100.0 % Complete	65	235	-169	
SBP37.9715SB023.0400	Structure Design, Sign Structure, Y-9715 SB, PBA	2	-2	0	-5	-2	9	9	13	0	-3	26.2 % Complete	37	51	-14	
SBP37.9715SB023.0600	Structure Design, Retaining Wall, Y-9715 SB 3, PBA	4	0	10	-4	-10	14	16	22	1	-5	26.2 % Complete	62	85	-22	
SBP37.9715SB023.0800	Structure Design, Other Structures, Y-9715 SB, PBA	3	0	0	-3	0	10	0	0	-10	0	0.0 % Complete	41	41	0	
SBP37.9715SB023.1000	Structure Design, Bridge and Structures Plans, Y-9715 SB 3, PBA	129	159	125	29	34	384	443	389	59	54	26.2 % Complete	1,690	1,482	207	
SBP37.9715SB023.1300	Structure Design, Fire Protection, Y-9715 SB, PBA	9	-8	11	-17	-19	37	31	53	-6	-22	23.5 % Complete	131	228	-97	
SBP37.9715SB024.0500	Roadway Design: Alignments, Y-9715 SB, PBA	56	-66	27	-123	-94	257	218	346	-39	-128	26.2 % Complete	830	1,320	-489	
SBP37.9715SB024.0800	Roadway Design: Channelization Plans for Approval, Y-9715 SB, PBA	12	-13	2	-25	-15	56	34	48	-21	-13	61.5 % Complete	56	78	-22	

S. HOLGATE TO S. KING - TASK 9715-SB

WASHINGTON DEPT. OF TRANSPORTATIO **SR099 Alaskan Way Viaduct and Seawall Replacement Pr**
 SR99 AWV&SW Replacement WSDOT, SEATTLE, FHWA
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P BUDGET	E EARNED	R ACTUAL	I S. VAR.	O C. VAR	D BUDGET	T EARNED	O ACTUAL	D A S. VAR.	A S. VAR.	E C. VAR	AT COMPLETION		
											BUDGET	ESTIMATE	VARIANCE
SBP37.9715SB024.0900	Roadway Design: Earthwork Quantities, Y-9715 SB 1, PBA										26.2 % Complete		
4	-2	6	-6	-8	8	10	9	1	0	38	36	2	
SBP37.9715SB024.1000	Roadway Design: Roadway Sections, Y-9715 SB, PBA										26.2 % Complete		
3	-2	1	-6	-4	14	13	9	-1	4	52	34	18	
SBP37.9715SB024.1100	Roadway Design: Roadway Safety, Y-9715 SB, PBA										26.2 % Complete		
1	-1	0	-3	-1	5	6	4	1	1	25	18	6	
SBP37.9715SB025.0100	Hydraulics: Early Utilities Package, Y-9715 SB, PBA										75.0 % Complete		
49	109	9	60	99	169	218	63	48	154	290	84	206	
SBP37.9715SB025.0200	Hydraulics: Civil Package, Y-9715 SB 1, PBA										28.3 % Complete		
24	-32	71	-57	-104	113	100	339	-12	-238	355	1,197	-841	
SBP37.9715SB026.0000	Partnerships (Sppt), Y-9715 SB, PBA										0.0 % Complete		
2	0	0	-2	0	16	0	0	-16	0	29	29	0	
SBP37.9715SB027.0000	Railroads (Sppt), Y-9715 SB, PBA										53.6 % Complete		
16	9	7	-6	2	297	247	93	-49	153	461	174	286	
SBP37.9715SB028.0000	Right of Way Engineering, Y-9715 SB, PBA										91.1 % Complete		
5	0	3	-5	-3	36	86	75	49	10	94	83	11	
SBP37.9715SB029.0000	Right of Way Acquisition (Sppt), Y-9715 SB, PBA										100.0 % Complete		
1	0	2	-1	-2	11	20	27	9	-6	20	27	-6	
SBP37.9715SB030.0000	Roadside Restoration, Y-9715 SB, PBA										39.2 % Complete		
55	40	40	-15	0	266	323	295	57	27	825	754	71	
SBP37.9715SB031.1200	Traffic Design: Illumination Design, Y-9715 SB, PBA										26.0 % Complete		
12	-10	11	-23	-21	73	51	63	-21	-11	198	242	-43	
SBP37.9715SB031.1300	Traffic Design: ITS Design, Y-9715 SB, PBA										26.2 % Complete		
10	-2	24	-13	-27	59	42	65	-17	-22	162	249	-87	
SBP37.9715SB031.1400	Traffic Design: Signing Design, Y-9715 SB, PBA										26.2 % Complete		
5	-1	5	-6	-6	18	18	28	0	-10	72	110	-38	
SBP37.9715SB031.1500	Traffic Design: Signal Design, Y-9715 SB 1, PBA										26.2 % Complete		
16	-7	20	-24	-28	62	59	123	-3	-63	226	469	-243	
SBP37.9715SB031.1600	Traffic Design: Pavement Markings, Y-9715 SB, PBA										26.2 % Complete		
3	-1	9	-5	-10	11	12	31	1	-18	48	118	-69	
SBP37.9715SB032.0100	Utilities: Early Utilities Package, Y-9715 SB 1, PBA										70.4 % Complete		
137	305	100	167	204	865	1,106	640	240	466	1,571	909	662	
SBP37.9715SB032.0110	Utilities: Private, Y-9715 SB 4, PBA										56.2 % Complete		
48	189	62	140	126	144	189	62	44	126	336	447	-111	
SBP37.9715SB032.0200	Utilities: Civil Package, Y-9715 SB, PBA										26.2 % Complete		
41	-3	72	-45	-76	265	122	184	-142	-61	468	702	-234	
SBP37.9715SB033.0100	Work Zone Traffic Control: Early Utilities Package, Y-9715 SB, PBA										72.0 % Complete		
36	28	13	-7	14	153	170	96	16	73	236	133	102	
SBP37.9715SB033.0200	Work Zone Traffic Control: Civil Package, Y-9715 SB, PBA										27.4 % Complete		
53	17	48	-36	-31	459	252	211	-207	40	918	769	148	

S. HOLGATE TO S. KING - TASK 9715-SB

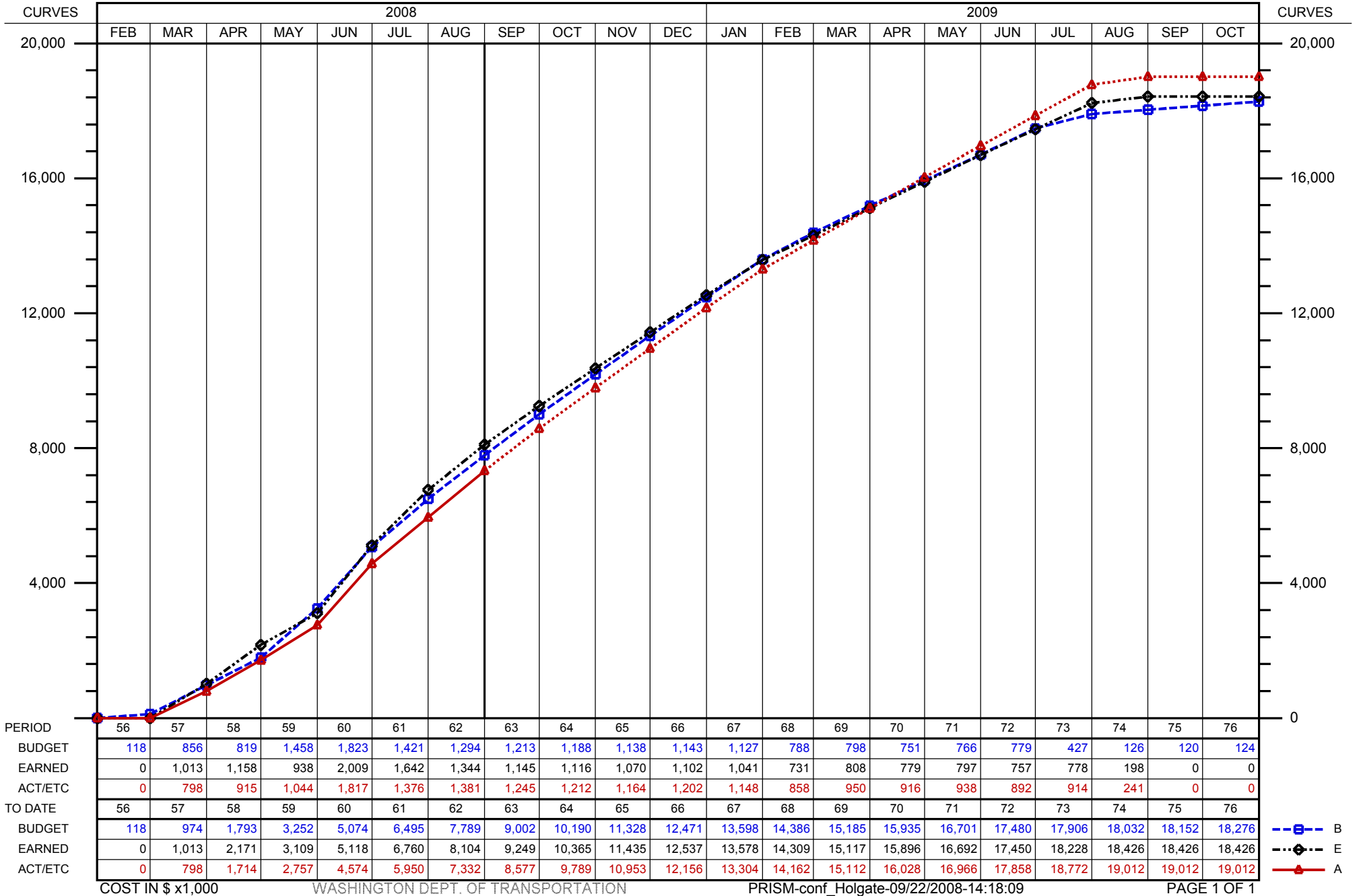
WASHINGTON DEPT. OF TRANSPORTATIO **SR099 Alaskan Way Viaduct and Seawall Replacement Pr**
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														<i>B U D G E T</i>	<i>E A R N E D</i>	<i>A C T U A L</i>
SBP37.9715SB034.0000	Design Documentation, Y-9715 SB, PBA	6	-22	14	-28	-36	60	53	121	-7	-67	46.3 % Complete	115	262	-146	
SBP37.9715SB036.0100	Contract Plan Sheets Preparation, Early Utilities Package, Y-9715 SB 1, 4, PBA	81	376	100	295	275	758	835	582	77	252	70.2 % Complete	1,190	830	360	
SBP37.9715SB036.0200	Contract Plan Sheets Preparation, Civil Package, Y-9715 SB 1, 2, 3, PBA	201	54	291	-147	-236	1,022	814	888	-207	-73	26.2 % Complete	3,104	3,384	-280	
SBP37.9715SB037.0100	Contract Specification Development, Early Utilities Package, Y-9715 SB, 2, 4, PB	18	-6	30	-25	-37	135	136	123	1	13	59.0 % Complete	232	210	22	
SBP37.9715SB037.0200	Contract Specification Development, Civil Package, Y-9715 SB 3, PBA	12	-14	34	-27	-49	90	55	128	-34	-72	26.2 % Complete	212	489	-277	
SBP37.9715SB038.0100	Construction Estimate Development: Utilities, Y-9715 SB, 4, PBA	13	-2	19	-15	-21	146	92	68	-53	23	42.8 % Complete	215	160	55	
SBP37.9715SB038.0200	Construction Estimate Development: Civil Package, Y-9715 SB, PBA	41	-5	17	-46	-22	142	46	75	-96	-29	17.2 % Complete	267	437	-170	
SBP37.9715SB039.0000	Construction Permits (Sppt), Y-9715 SB, PBA	2	-3	0	-6	-3	18	10	2	-8	8	22.5 % Complete	48	9	38	
SBP37.9715SB040.0000	Constructibility Reviews, Y-9715 SB, PBA	4	10	14	5	-4	40	32	43	-7	-10	51.0 % Complete	64	85	-21	
SBP37.9715SB041.0000	PS&E Reviews, Y-9715 SB, PBA	3	7	8	4	-0	20	17	9	-2	7	35.0 % Complete	50	27	22	
SBP37.9715SB044.0000	Traffic Analysis, Y-9715 SB 1, PBA	7	-21	5	-29	-27	33	93	97	59	-3	69.3 % Complete	134	139	-5	
SBP37.9715SB099.0000	Other Direct Costs (ODCs) for Y-9715 SB 1, 2, 3, 4 PBA	30	47	47	17	0	137	244	244	106	0	43.9 % Complete	555	555	0	
SBP37.9715SB300.temp	Temp. Account for Y-9715 SB Amendment 5	0	0	0	0	0	0	0	0	0	0	0.0 % Complete	0	0	0	
REPORT TOTALS																
		1,294	1,343	1,381	49	-37	7,789	8,103	7,331	314	771		18,425	19,012	-586	

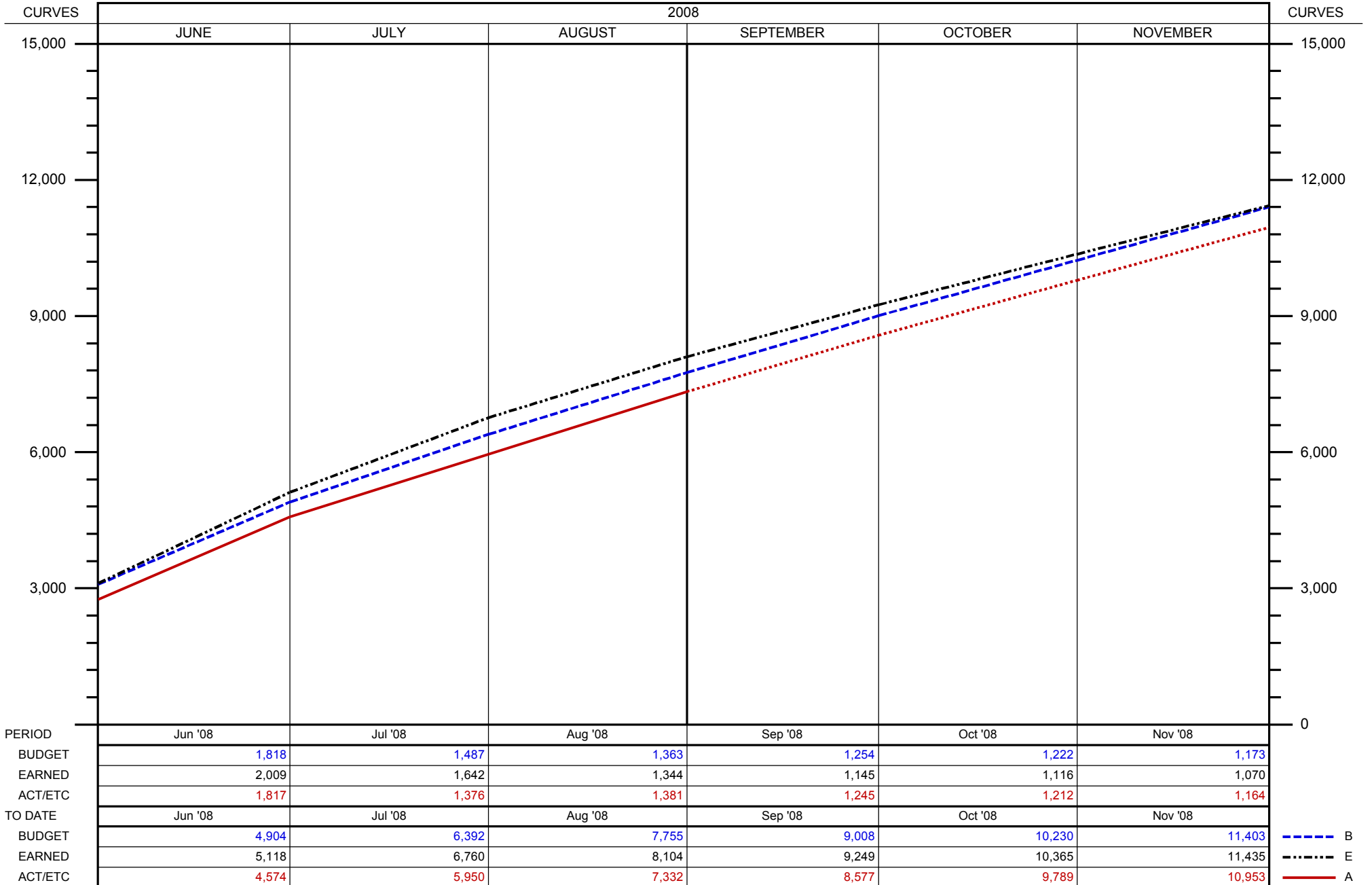
Time Phased Data

Y9715 Task SB - SR99 - S Holgate St to S King St Via. Replacement Project PS&E -



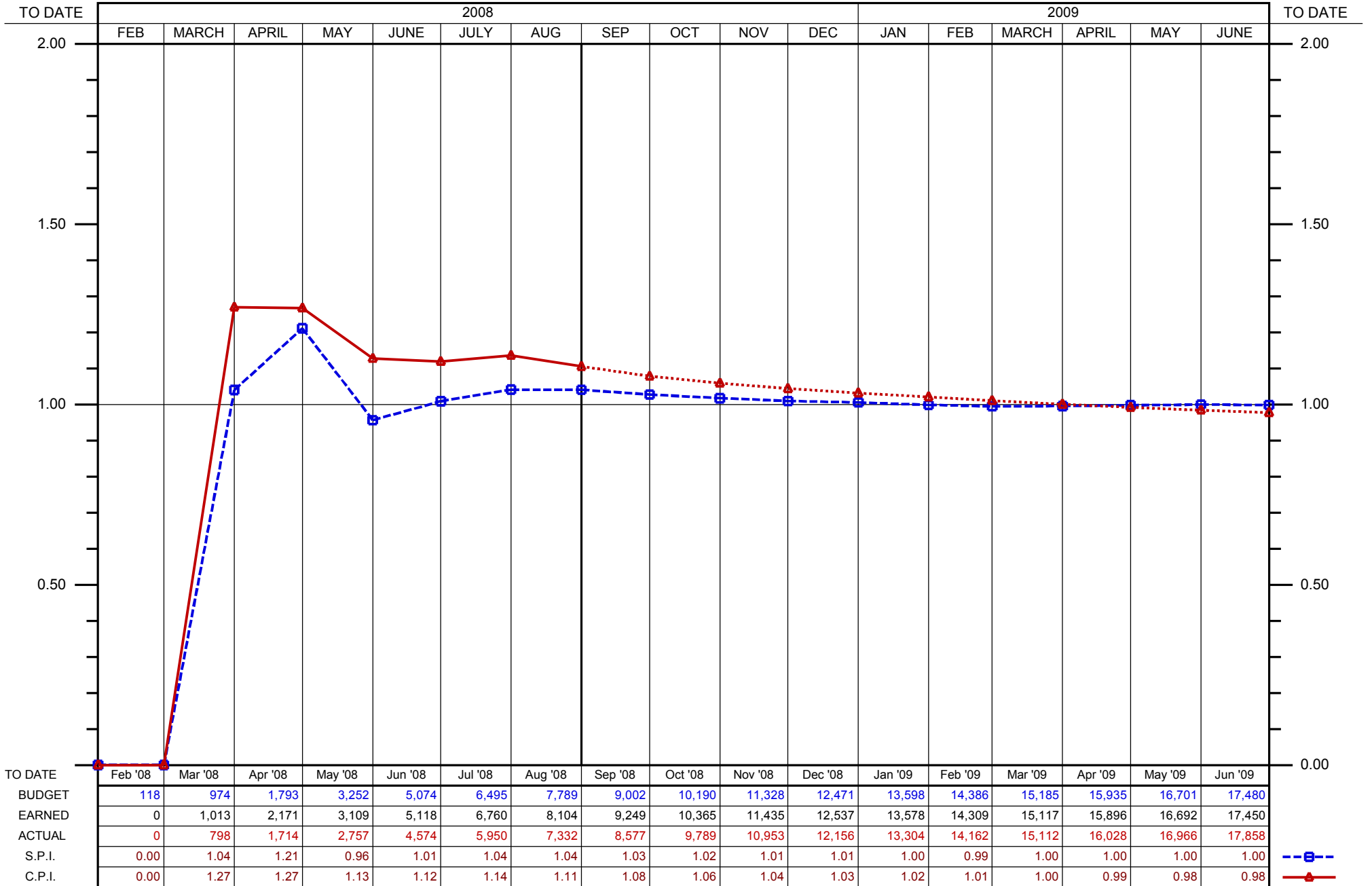
Time Phased Data

Y9715 Task SB - SR99 - S Holgate St to S King St Via. Replacement Project PS&E -



PERFORMANCE INDEX CURVE

Y9715 Task SB - SR99 - S Holgate St to S King St Via. Replacement Project PS&E -



COST IN \$ x1,000

WASHINGTON DEPT. OF TRANSPORTATION

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Project: AWW&SRP – SR 99 S HOLGATE ST TO S KING ST – VIADUCT REPLACEMENT – UTILITIES					
Project Status: PE		Region: UCO		Report Date: Aug 2008	
Project Title: Utility Relocation			Presentation Date: Sept 23, 2008		
WIN: U09936D	Federal Funds	PE: \$39,277,235 RW: \$27,999,526 CN: 0	TPA:	PE: \$12,745,592 RW: \$21,970,815 CN: \$437,567,358	Nickel Project: 0

Note: above figures are for the entire project, not just Early Utilities.

PIN #	PIN Title	BMP	EMP	Sub Program
809936D	SR 99 S Holgate St to S King St – Viaduct Replacement	29.89	30.78	Improvements

PE Project Engineer: Ali Amiri	Designer: Consultant - PB	Project Office: AWW&SRP
Project Scope/Description: Early Utility Relocation and Ground Improvement in advance of the SR 99 S Holgate St to S King St – Viaduct Replacement Heavy Civil contract		
	Date Entered	Comments
Scope Change Date & Comments	6/8/08	Trend SS0004 established scope and schedule for Early utility contract
Project Objectives:	6/6/08	Deliver a biddable and Ad ready PS&E to advance the relocation of the Utilities in conflict with Stage 1 of the Heavy Civil contract.
Accomplishments:	9/10/08	The 90% PS&E package has been delivered and is currently in review. Continue coordinating with private and public utilities. R/W impacts have been identified and coordinated with affected property owners. R/W plan revisions have been drafted to be submitted to HQ R/W for approval. Continued permit and agreement coordination with the city.
Current & Upcoming Activities:	9/10/08	100% PS&E Submittal is scheduled for November 17, 2008. Finalize amended R/W plans and receive HQ approval. Continue permit and agreement coordination with the city.

Legislative & UCO Milestones	CPMS Baseline Date	Approved Trend Date	Current Forecast
Project Definition complete	29 Jun 07	29 Jun 07	29 Jun 07 A
Begin Pre-Construction Engineering	23 Jul 07	23 Jul 07	23 Jul 07 A
30% PS&E Submittal			19 Feb 08 A
60% PS&E Submittal			30 Jun 08
90% PS&E Submittal			15 Sep 08
100% PS&E Submittal			17 Nov 08
Environmental Documentation Complete			25 Nov 08
Right of Way Certification Completed		26 Jan 09	13 Jan 09
Contract Advertisement (Ad Date)			2 Feb 09
Contract Bid Opening			27 Mar 09
Contract Award			20 Apr 09
Contract Execution			11 May 09
Start of Construction			22 May 09
Operationally Complete			25 Jan 10
Final Contract Completion			21 Apr 10

MDL Ad Date:	Ad Date CPMS File: 6/1/2009 (Baseline AD)
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Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date is affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Design Schedule: Asvin Mandadi/Ali Amiri	Date:	09/15/08	YELLOW
Design Schedule Comments:	The 90% submittal is proceeding based on an assumed concept for the transition zone in package 3. The PDT determined the team should proceed with Option D configuration. A workshop will be held third week of September to determine impacts (if any) and a mitigation plan implemented. Based on the assumed configuration the 90% submittal is on track for 90% submittal on September 15, 2008.		
Environmental: Angela Freudenstein	Date:	9/16/08	YELLOW
Environmental Comments:	The EA comment period ended August 11 th . The FONSI will be complete end of November due to delays in revised 60% project plans. We are working diligently on the FONSI to make the November 25 th date. Will submit 106 update to SHPO for WOSCA Freight house for another 30 day review.		
Env-Hydraulics & Water: Rick Conte	Date:	9/16/08	GREEN
Env-Hydraulics & Water Comments:	Inverted siphon incorporated in 90% submittal. TESC narrative submitted on Sep. 15.		
Env-Permits: Heather Page/Fendt	Date:	9/16/08	GREEN
Env-Permits Comments:	Draft Dewatering Permit will be delayed beyond 90% due to changes in project scope. May still be obtainable before 100% - will work with regulatory agencies to obtain draft conditions for incorporation into 100% PS&E. Other permits are on schedule to be obtained prior to 100% PS&E submittal.		
Env-Biology/ESA: Angela Freudenstein	Date:	9/15/08	GREEN
Env-Biology/ESA Comments:	ESA Consultation complete as of 6/16/08.		
Right of Way: Larry Ellington	Date:	09/16/08	YELLOW
Right of Way Comments:	ROW plan received the end of August, but some revisions required due to design changes. Appraisal reports completed and under review. First offers expected in late September which is later than planned. Should be able to maintain schedule, but Coast Guard and Port negotiations could be slow.		
Traffic: Chris Wellander/Liz Young/Ali Amiri	Date:		N/A
Traffic Comments:			
Utilities: Rick Conte	Date:	9/16/08	YELLOW
Utilities Comments:	90% Plans and specs submitted Sep 15. Estimates to be submitted by Sep22. Need agreement on 26kV design approach by 19 Sep to maintain 100% deliverable schedule. Amendment 5 to task order SB need to address 26kV changes in scope.		
Agreements: Karen Stagner	Date:	9/17/08	GREEN
Agreements Comments:	Construction agreements with Qwest and Integra are being drafted by agreements staff. Having weekly agreement meetings with SDOT, SCL and SPU. We are proceeding with 1 agreement with each agency for all 3 contracts.		
Bridge & Structure: Mark Vinson	Date:		N/A
Bridge & Structures Comments:	N/A		
Urban Design: Harold Miller/Asvin Mandadi/Ali Amiri	Date:		N/A
Urban Design Comments:	N/A		
Materials/Geotech: Jim Struthers	Date:	9/16/08	GREEN

Group and Commenter:	Comments	GREEN YELLOW RED
	PLEASE NOTE: Use red delineation only if ad date is affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.	
Materials/Geotech Comments:	Work relatively complete. Still determining whether or not ground improvements will be required as shown in the 90 percent plans. Will hopefully have decision by end September.	
Constructability: Bill Ott	Date: 9/16/08	GREEN
Constructability Comments	Updated project schedule incorporating revised staging sequence and adding gas line utility.	
MOT/Staging: Mike Colyn	Date: 9/14/08	GREEN
MOT/Staging Comments	Staging and traffic control plans have been updated to incorporate changes from the IDCR and agency reviews. Drawings were revised from 50 scale to 20 scale.	
Railroads: Mike Colyn	Date: 9/17/08	GREEN
Railroads Comments:	Draft agreement for utility work under SIG and WHATCOM tracks is ready for submittal to AG for execution.	
Budget: Brian Smith	Date: 09/19/08	GREEN
Budget Comments:	Budget summary below is for entire project.	

Design Work Order: NA – included with Heavy Civil	R/W Work Order: NA – Included with Heavy Civil
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NOTE: Information below is for whole Project.

Project Development Budget Summary							
Line		2008	WIN	PE	R/W	CN	TOTAL
1	Budget Version						
2	Trend No.	BF0010R1	U09936D	52,856,827	46,155,000	446,317,000	545,328,827
3	Leg. Budget Baseline	Total		52,856,827	46,155,000	446,317,000	545,328,827
4	09-11 Proposed Budget (Rev. 0)			57,694,941	52,978,551	425,911,249	536,584,741
5							
6							
7				PE	R/W	CN	TOTAL
8	Current Work Order	No.		XL3237	RW5042	None	
9	Authorization			47,793,284	16,143,787		63,937,071
10	Actual Expenditures (thru 8/31 per FIRS)			21,485,184	7,318,950		28,804,134
11	Remaining Balance			26,308,100	8,824,837	0	35,132,937
12	Current Estimate at Completion			52,856,827	52,978,551	425,911,249	531,746,627
13	Project Balance						
14	(Budget - Current EAC)			0	-6,823,551	20,405,751	13,582,200
15	Forecast Balance						
16	(09-11 Proposed Budget - Current EAC)			4,838,114	0	0	4,838,114
17	% of Current Authorized Spent			45%	45%	-	
18	% of Phase Complete (based on Estimate at Completion)			57%	14%	0%	
19	Budget Confidence Level			High	High	Medium	

Construction Project Engineer:		Expected Construction Completion:	
Construction Team Leader:		Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

Project: AWV&SRP - SR 99 S Holgate St to S King St – Viaduct Replacement – Heavy Civil					
Project Status: PE		Region: UCO		Report Date: Aug 2008	
Project Title: Heavy Civil			Presentation Date: Sept 23, 2008		
WIN: U09936D	Federal Funds	PE: \$39,277,235 RW: \$27,999,526 CN: 0	TPA:	PE: \$12,745,592 RW: \$21,970,815 CN: \$437,567,358	Nickel Project: 0

PIN #	PIN Title	BMP	EMP	Sub Program
809936D	SR 99 S Holgate St to S King St – Viaduct Replacement	29.89	30.78	Improvements

PE Project Engineer: Ali Amiri	Designer: Consultant - PB	Project Office: AWV&SRP
Project Scope/Description: Viaduct Removal and facility replacement in City of Seattle		
Date Entered		Comments
Scope Change Date & Comments		
Project Objectives:	4/23/08	Deliver Biddable and Ad Ready PS&E
Accomplishments:	9/16/08	60% PS&E Submitted for Contract 2 PDT Approved option D on August 25 U-Tube Construction & Sequencing workshop Constructability Workshop Sept 3-5 th Right of Way Plan Approved
Current & Upcoming Activities:	9/16/08	CVEP Update, November Ongoing railroad coordination Design documentation process City Agreements Process Design refinement of option D WSDOT survey crew began surveying boring holes

Legislative & UCO Milestones	CPMS Baseline Date	Approved Trend Date	Current Forecast
Project Definition complete	29 Jun 07	29 Jun 07	29 Jun 07 A
Begin Pre-Construction Engineering	23 Jul 07	23 Jul 07	23 Jul 07 A
30% PS&E Submittal			19 Feb 08 A
60% PS&E Submittal			2 Sept 08
90% PS&E Submittal			17 Feb 09
100% PS&E Submittal			18 May 09
Environmental Documentation Complete	16 Oct 08		25 Nov 08
Right of Way Certification Completed	24 Feb 09		18 May 09
Contract Advertisement (Ad Date)	01 Jun 09		03 Aug 09
Contract Bid Opening	24 Jul 09		25 Sep 09
Contract Award	17 Aug 09		19 Oct 09
Contract Execution	08 Sep 09		09 Nov 09
Start of Construction	21 Sep 09		23 Nov 09
Operationally Complete	31 Dec 12		31 Dec 12
Final Contract Completion	29 Mar 13		30 Sep13

MDL Ad Date: 8/3/2009	Ad Date CPMS File: 6/1/2009 (Baseline AD)
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Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date is affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Design Schedule: Asvin Mandadi/Kurt Larson/Ali Amiri	Date: 9/15/08	GREEN	
Design Schedule Comments:	Decision on the alternative solution to remove SB Alaskan Way and relocation to the east Frontage Road has been made (Option D; and multiple contract packages) and the 60% PS&E has been submitted (September 2, 2008). Preliminary Plans for Package #3 Royal Brougham to King will be developed week of Sept 15, 2008 to a level, to determine potential effects on Civil and Utility work in Packages #1 and #2, and the potential for staking change for the Early Electrical Relocation Project.		

Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date is affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Environmental: Angela Freudenstein	Date:	9/16/08	YELLOW
Environmental Comments:	The EA comment period ended August 11 th . The FONSI will be complete end of November due to delays in revised 60% project plans. We are working diligently on the FONSI to make the November 25 th date. Will submit 106 update to SHPO for WOSCA Freight house for another 30 day review period.		
Env-Hydraulics & Water: Rick Conte	Date:	9/16/08	GREEN
Env-Hydraulics & Water Comments:	Hydraulic report was reconfigured to reflect project re-packaging and submitted on Sep. 8 with TESC narrative. Use of WSDOT drawing standards has raised issues with SPU that will require resolution. Will need Amendment 5 to task order SB to reflect changes in scope and budget.		
Env-Permits: Heather Page/Fendt	Date:	9/16/08	GREEN
Env-Permits Comments:	Permits are on schedule.		
Env-Biology/ESA: Angela Freudenstein	Date:	9/10/08	GREEN
Env-Biology/ESA Comments:	ESA Consultation complete as of 6/16/08. Note that the 84" "fee in lieu" pipe may re-open ESA Consultation process.		
Right of Way: Larry Ellington	Date:	9/16/08	YELLOW
Right of Way Comments:	ROW plan received the end of August, but some revisions required due to design changes. Appraisal reports completed and under review. First offers expected in September. Should be able to regain schedule, but Coast Guard and Port negotiations could be slow.		
Traffic: Chris Wellander/Liz Young/Ali Amiri	Date:	9/16/08	GREEN
Traffic Comments:	Atlantic Street intersection operations in the vicinity of the Tail Track and the Undercrossing have been analyzed for several track closure scenarios, to improve operations the southbound Alaskan Way leg from the S. Atlantic/Colorado/ Undercrossing intersection is removed and accommodated on the east side of SR 99 alongside northbound Alaskan Way. This new design was presented to the Project Design Team and approved on August 25th. Additional analysis and coordination is ongoing with SDOT, BNSF, the POS, and WSF to obtain final concurrence.		
Utilities: Rick Conte	Date:	9/16/08	GREEN
Utilities Comments:	26kV alignment has been questioned by SCL and will require further discussions to finalize design.		
Agreements: Karen Stagner (SB)	Date:	9/17/08	GREEN
Agreements Comments:	Project team is working with SDOT, SCL and SPU to produce 1 agreement with each agency and each agreement will cover the Early Utility Contract and the Civil Contract.		
Bridge & Structure: Mark Vinson	Date:	9/11/08	GREEN
Bridge & Structures Comments:	Update to Final Bridge Preliminary Plans submitted for Bridge SB-1. Final Bridge Preliminary Plans submitted for Bridge SB-4 (EBP path). Submitted 60% design plans for Detour Structure, Monotube Sign structures and Retained Fill Approach Walls on September 2, 2008. Submitted Preliminary Plans for all other bridges and the Undercrossing as compliment to the 60%. WSDOT Bridge Office is proceeding with final design of Bridge SB-1; anticipating approval of Preliminary Plans. Final design of Bridges SB-6, SB-7 and SB-8 is currently underway. BNSF has accepted structure types and clearances for SB-6 and SB-7.		

Group and Commenter:	Comments PLEASE NOTE: Use red delineation only if ad date is affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Urban Design: Harold Miller/Kurt Larson/Ali Amiri	Date:	9/16/08	GREEN
Urban Design Comments:	60% plans submitted. Awaiting decision if there will be a Package 4 (plantings only) set.		
Materials/Geotech: Jim Struthers	Date:	9/16/08	GREEN
Materials/Geotech Comments:	Drilling complete – laboratory testing underway. Determined construction approach for U-tube. Currently starting final geotechnical design for civil features. May be changing ground improvement layout.		
Constructability: Kevin Sakai	Date:	9/16/08	YELLOW
Constructability Comments	Constructability comments- Girder setting adjacent to railroad requires BNSF agreements in place. If agreements are not able to be reached, the preservation of vehicular and pedestrian traffic along the Alaskan Way surface streets throughout the project jeopardizes the April 2013 completion date.		
MOT/Staging: Mike Colyn / Alec Dawson	Date:	9/16/08	GREEN
MOT/Staging Comments	The change in contract approach significantly changed the way detour roadways and permanent roadways are presented in the contract plans which required significant revisions to the signing, pavement marking, staging, and traffic control plans. Some of these drawings were not complete at the 60% but will be caught up between 60% and 90%. – Mike Colyn Additionally, MOT will be further complicated due differential settlement issues regarding the approaches. Mitigation of these effects is currently being investigated. – Alec Dawson		
Railroads: Mike Colyn	Date:	9/16/08	GREEN
Railroads Comments:	The C&M agreement is anticipated to be signed by early 2009. Coordination with BNSF is on-going. Some issues remain unresolved including the Whatcom Lead track, railroad signals and active warning devices.		
Budget: Brian Smith	Date:	9/19/08	GREEN
Budget Comments:	Figures below include both Heavy Civil and Early Utilities. CN estimate will be revisited at 60% design with CEVP update in November.		

Design Work Order:	XL3237	R/W Work Order:	RW5042
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Project Development Budget Summary							
Line		2008	WIN	PE	R/W	CN	TOTAL
1	Budget Version						
2	Trend No.	BF0010R1	U09936D	52,856,827	46,155,000	446,317,000	545,328,827
3	Leg. Budget Baseline Total			52,856,827	46,155,000	446,317,000	545,328,827
4	09-11 Proposed Budget (Rev. 0)			57,694,941	52,978,551	425,911,249	536,584,741
5							
6							
7				PE	R/W	CN	TOTAL
8	Current Work Order	No.		XL3237	RW5042	None	
9	Authorization			47,793,284	16,143,787		63,937,071
10	Actual Expenditures (thru 8/31 per FIRS)			21,485,184	7,318,950		28,804,134
11	Remaining Balance			26,308,100	8,824,837	0	35,132,937
12	Current Estimate at Completion			52,856,827	52,978,551	425,911,249	531,746,627
13	Project Balance						
14	(Budget - Current EAC)			0	-6,823,551	20,405,751	13,582,200
15	Forecast Balance						
16	(09-11 Proposed Budget - Current EAC)			4,838,114	0	0	4,838,114
17	% of Current Authorized Spent			45%	45%	-	
18	% of Phase Complete (based on Estimate at Completion)			57%	14%	0%	
19	Budget Confidence Level			High	High	Medium	

Construction Project Engineer:		Expected Construction Completion:	2013
Construction Team Leader:		Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.

Holgate St. to S. King St. - Viaduct Replacement

PIN 809936D

Jul '08

SCOPE OF WORK

Removes a portion of the existing viaduct, replacing it with a transportation facility with improved earthquake resistance that maintains or improves mobility for people and goods. A new interchange will be provided in the vicinity of royal Brougham Way and a railway grade separation structure will be provided at South Atlantic Street. Local city street and bike/pedestrian facilities will be improved on S. Atlantic Street, Alaskan Way, Royal Brougham as well as improved connections to Dearborn. Burlington Northern Santa Fe railroad track west of Alaskan Way will be modified and/or relocated.

SCHEDULE PERFORMANCE

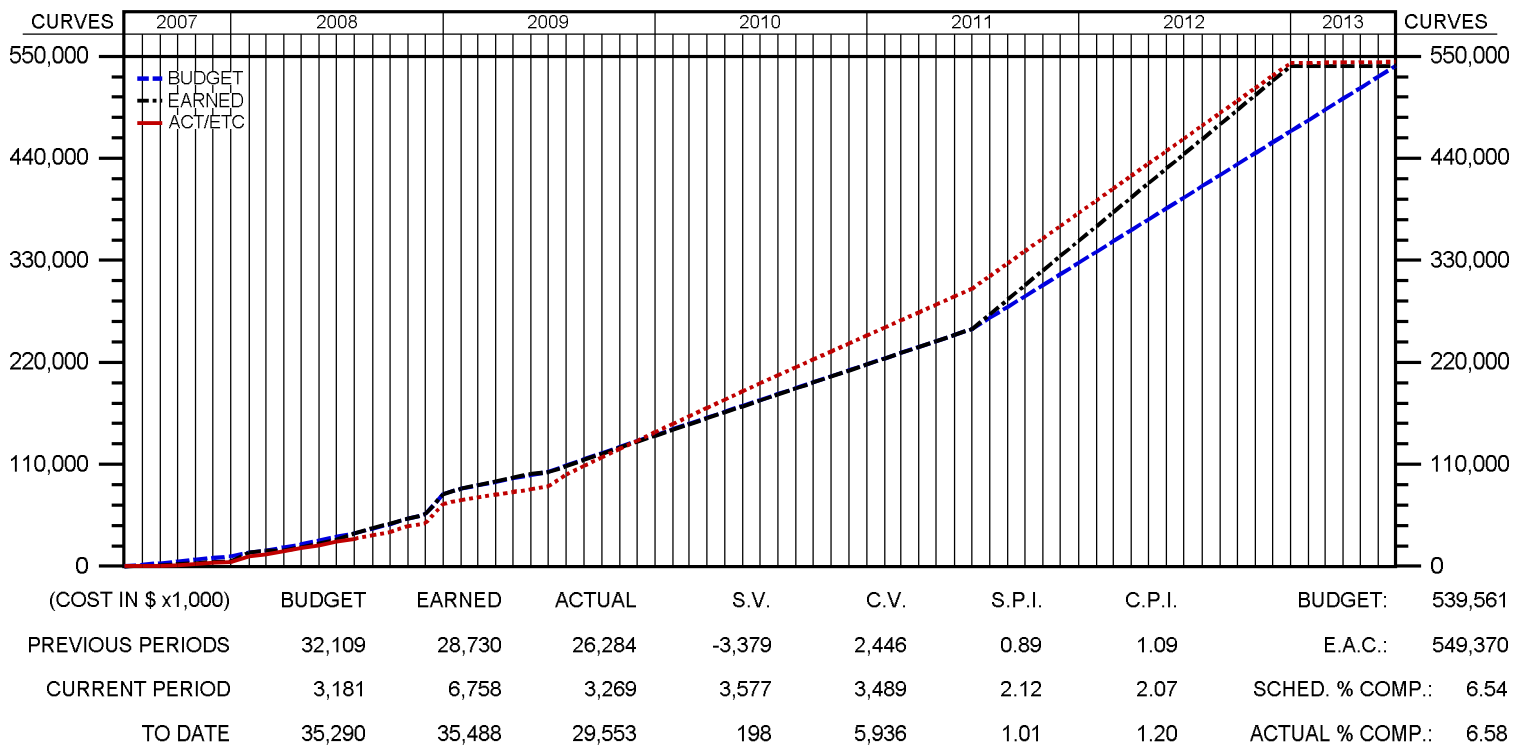
The Schedule Index for this period is higher than usual due to an adjustment in measuring methodology for Level-of-Effort work. The forecast line reflects the planned phased construction of utilities, then civil work as well as work associated with SR99 ITS Improvements.

PROJECT MANAGERS

Project Engineer: Ali Amiri
Assistant Project Engineer: Steve Beadle,
Cliff Mansfield

COST PERFORMANCE

The Cost Index for this period is higher than usual due to an adjustment in measuring methodology for Level-of-Effort work. To date, non-LOE work has been under budget and ahead of schedule, however complications in reaching a fully approved design will require amendments to replan work.



MILESTONES

Holgate St to S King St - PE Phase Start
Holgate St to S King St - Environmental Documentation Complete
Holgate St to S King St - Right of Way Certification
Holgate St to S King St - Contract Advertisement (Heavy Civil)
Holgate St to S King St - Operationally Complete

APPROVED

July 23, 2007
October 16, 2008
February 24, 2009
June 01, 2009
December 31, 2012

CURRENT

July 23, 2007
October 16, 2008
May 18, 2009
December 07, 2009
December 31, 2012

VAR.

0
0
-83
-189
0

ACCOMPLISHMENTS

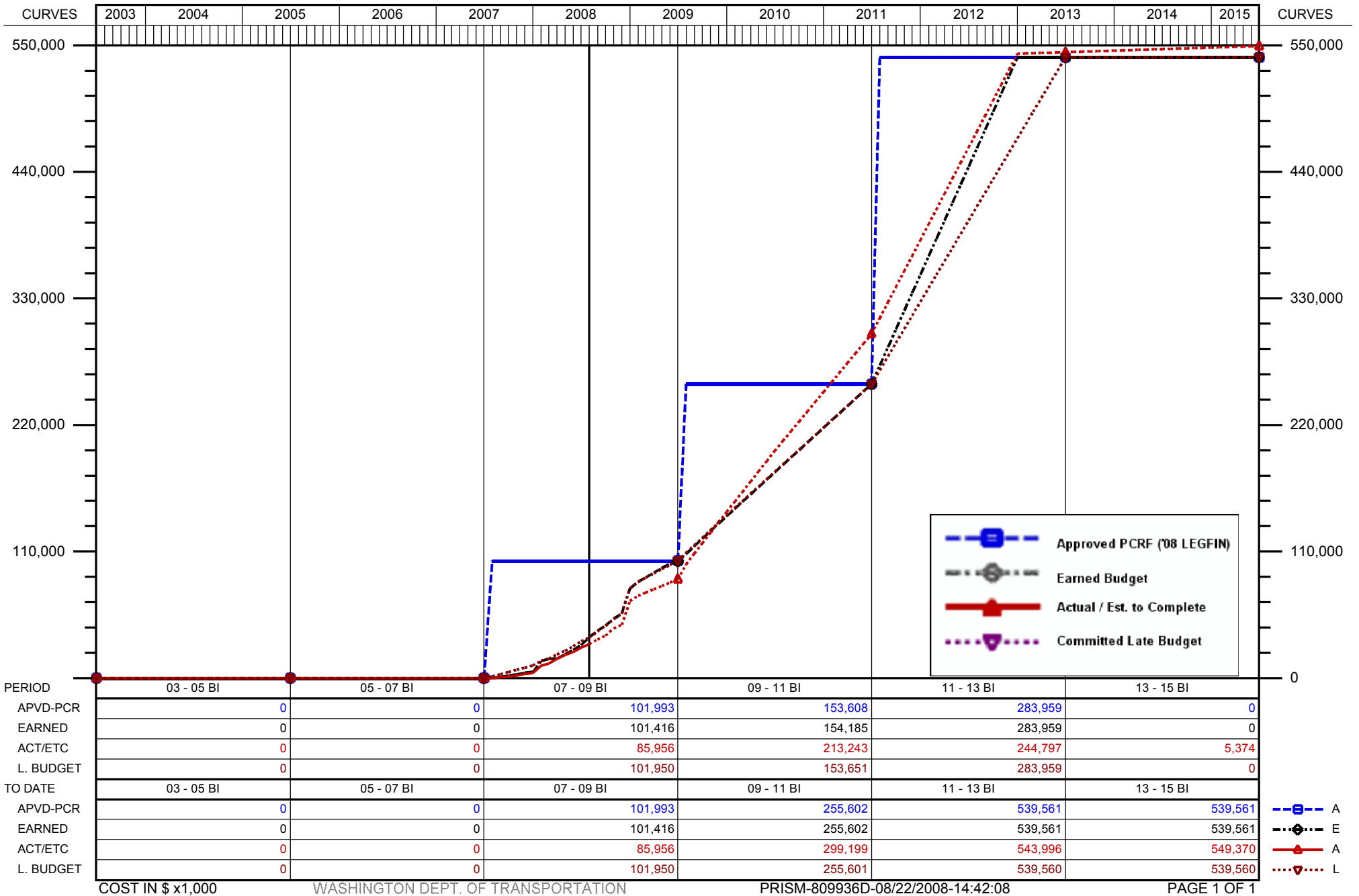
- The project team continued to develop scope, cost, and schedule for a two- contract package approach for the 60% PS&E for the Heavy Civil portion of the project; this approach will be proposed to the AWWSRP Change Control Board for approval.
- The project team submitted the final Bridge Preliminary Plans for six different structures in the vicinity of the project's U-tube.
- The South End Environmental Assessment Public Hearings were held at the SODO District Town Hall on 7/10/08 and at West Seattle Madison Middle School on 7/15/08.

CONCERNS

- Implementing the Whatcom Lead Track removal and UP Track 650 franchise vacations will impact the schedule and cost.
- Finalizing a revised design to improve the operation of the Atlantic Street Intersection and obtaining timely concurrence from the City

Time Spread Cost Data Curve - Total Project

Holgate St. to S. King St. - PIN 809936D



COST IN \$ x1,000

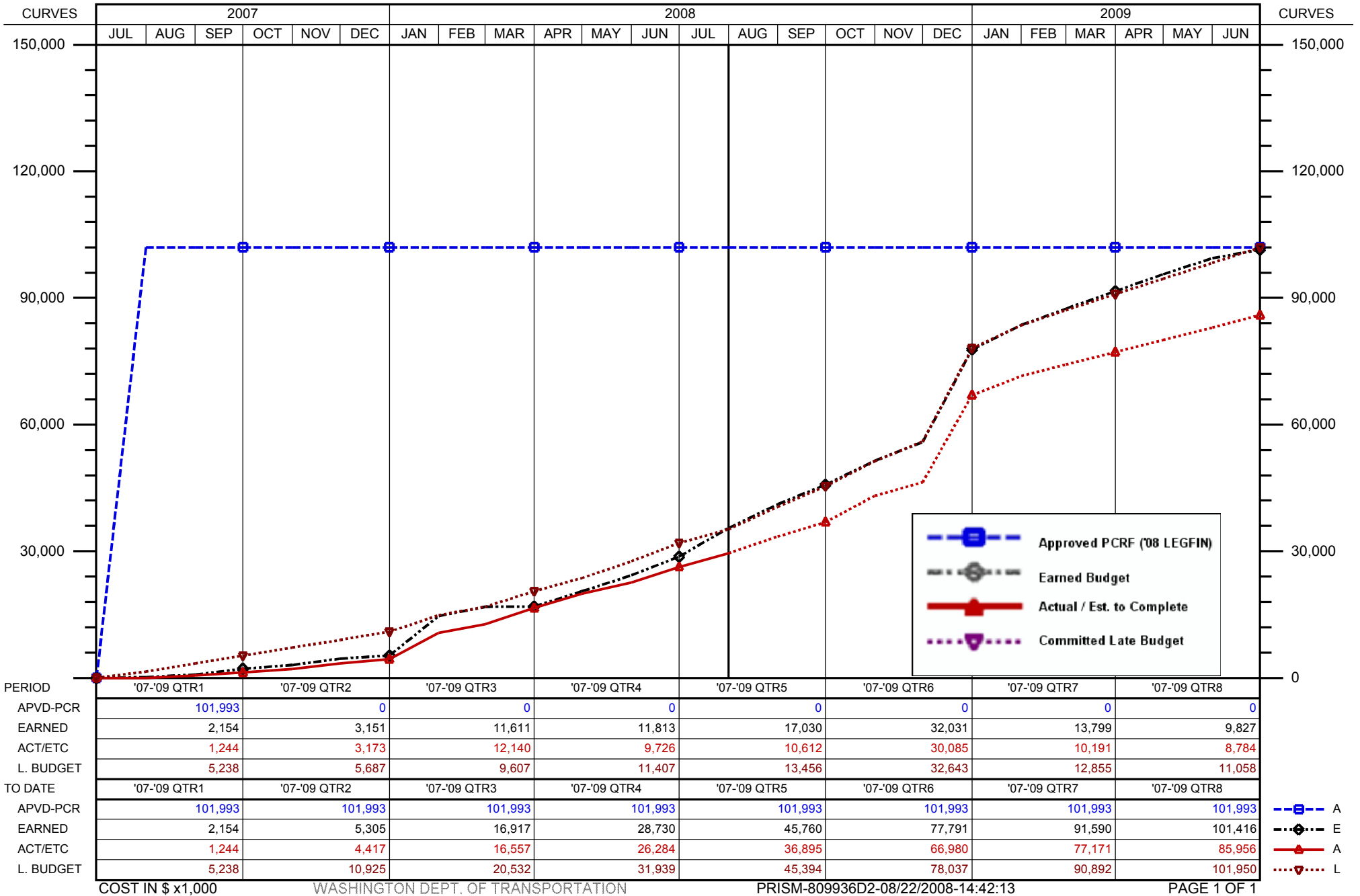
WASHINGTON DEPT. OF TRANSPORTATION

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PAGE 1 OF 1

Time Spread Cost Data Curve - 07-09 Biennium

Holgate St. to S. King St. - PIN 809936D



COST IN \$ x1,000

WASHINGTON DEPT. OF TRANSPORTATION

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PAGE 1 OF 1

Time Spread Cost Data Table

WASHINGTON DEPT. OF TRANSPORTATION **SR099 Alaskan Way Viaduct and Seawall Replacement**
 SR99 AWW&SW Replacement
 Holgate St. to S. King St. - PIN 809936D

WSDOT, SEATTLE, FHWA
 COST IN \$ x1,000

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 PAGE 1 OF 1
 Reporting Period 61: Jul '08

	03 - 05 BI	05 - 07 BI	07 - 09 BI	09 - 11 BI	11 - 13 BI	13 - 15 BI	15 - 17 BI	17 - 19 BI	19 - 21 BI	21 - 23 BI	REMAIN	TOTAL
P Preliminary Engineering.												
BUDGET	0	0	52,022	0	0	0	0	0	0	0	0	52,022
EARNED	0	0	51,445	576	0	0	0	0	0	0	0	52,022
ACTUAL/ETC	0	0	44,689	4,821	0	0	0	0	0	0	0	49,511
PROP-PCRF	0	0	44,689	4,821	0	0	0	0	0	0	0	49,511
APVD-PCRF	0	0	52,022	0	0	0	0	0	0	0	0	52,022
LEGFIN	0	0	52,022	0	0	0	0	0	0	0	0	52,022
R Right of Way												
BUDGET	0	0	49,970	0	0	0	0	0	0	0	0	49,970
EARNED	0	0	49,970	0	0	0	0	0	0	0	0	49,970
ACTUAL/ETC	0	0	33,501	19,809	4,886	0	0	0	0	0	0	58,197
PROP-PCRF	0	0	33,501	19,809	4,886	0	0	0	0	0	0	58,197
APVD-PCRF	0	0	49,970	0	0	0	0	0	0	0	0	49,970
LEGFIN	0	0	49,970	0	0	0	0	0	0	0	0	49,970
C Construction												
BUDGET	0	0	0	153,608	283,958	0	0	0	0	0	0	437,567
EARNED	0	0	0	153,608	283,958	0	0	0	0	0	0	437,567
ACTUAL/ETC	0	0	7,765	188,611	239,910	5,374	0	0	0	0	0	441,661
PROP-PCRF	0	0	7,765	188,611	239,910	5,374	0	0	0	0	0	441,661
APVD-PCRF	0	0	0	153,608	283,958	0	0	0	0	0	0	437,567
LEGFIN	0	0	0	153,608	283,958	0	0	0	0	0	0	437,567
REPORT TOTALS												
BUDGET	0	0	101,993	153,608	283,958	0	0	0	0	0	0	539,560
EARNED	0	0	101,416	154,185	283,958	0	0	0	0	0	0	539,560
ACTUAL/ETC	0	0	85,955	213,243	244,797	5,374	0	0	0	0	0	549,369
PROP-PCRF	0	0	85,955	213,243	244,797	5,374	0	0	0	0	0	549,369
APVD-PCRF	0	0	101,993	153,608	283,958	0	0	0	0	0	0	539,560
LEGFIN	0	0	101,993	153,608	283,958	0	0	0	0	0	0	539,560

PROP-PCRF = AWVSRP Proposed 09-11 Budget (Revision F.)

WSDOT - TREND ANALYSIS

Start/Finish Periods: 49-120 (Jul '07-Jun '13)
 SR99 AWW&SW Replacement
 Holgate St. to S. King St.

SR099 Alaskan Way Viaduct and Seawall Replacement
 WSDOT, SEATTLE, FHWA
 COST IN \$ x1,000

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 PAGE 1 OF 1
 Reporting Period 61: Jul '08

ELEMENT	UNIT	ACTUAL TO DATE	ESTIMATE TO COMP.	ESTIMATE AT COMPLETION			BUDGET		APPR. BUD.	
				CURRENT	TREND	VARIANCE	BASELINE	APPROVED	- CUR. E.A.C.	
PROJECT SPECIFIC: ITS - 809936D - U099371										
809936D	809936D - SR99 - S Holgate St to S King St Viaduct Replacement									0.0% Complete
HOURS	HR	63	593	656	738	82	0	656	0	
State-TPA-I	\$	6	97	104	81	-23	0	104	0	
00990971	\$	0	30	30	0	-30	0	30	0	
State Unfund	\$	0	5,634	5,634	5,634	0	0	-134	-5,769	
* COST *	\$	6	5,762	5,769	5,715	-53	0	0	-5,769	
PROJECT SPECIFIC: ITS - 809936D - U099371										
* HOURS *	HR	63	593	656	738	82	0	656	0	
* COST *	\$	6	5,762	5,769	5,715	-53	0	0	-5,769	
PROJECT SPECIFIC: Holgate to King Viaduct Removal										
?										0.0% Complete
809936D	809936D - SR99 - S Holgate St to S King St Viaduct Replacement									6.5% Complete
HOURS	HR	218,191	272,774	490,965	404,567	-86,398	0	439,751	-51,214	
State-N-Impr	\$	203	0	203	203	0	0	0	-203	
State-TPA-I	\$	8,806	434,657	443,464	438,428	-5,035	0	465,253	21,789	
00990961	\$	9	0	9	9	0	0	0	-9	
00990971	\$	20,526	40,818	61,344	54,041	-7,303	0	79,848	18,503	
Fed Unfunded	\$	0	26,801	26,801	26,801	0	0	-5,541	-32,342	
* COST *	\$	29,545	502,277	531,823	519,484	-12,339	0	539,560	7,736	
809936K	809936K - Alaskan Way Viaduct - EIS - EIS (Nickel)									0.0% Complete
809936M	809936M - SR 99/Alaskan Way Viaduct - Design And Early Right of Way									0.0% Complete
PROJECT SPECIFIC: Holgate to King Viaduct Removal										
* HOURS *	HR	218,191	272,774	490,965	404,567	-86,398	0	439,751	-51,214	
* COST *	\$	29,545	502,277	531,823	519,484	-12,339	0	539,560	7,736	
PROJECT SPECIFIC: 1ST & ATLANTIC Project (WIN U51902F, PIN 809936D, WO #XL2746 & RW4982)										
809936D	809936D - SR99 - S Holgate St to S King St Viaduct Replacement									0.0% Complete
HOURS	HR	0	476	476	476	0	0	0	-476	
00990971	\$	0	1,869	1,869	1,869	0	0	0	-1,869	
State Unfund	\$	0	4,533	4,533	4,533	0	0	0	-4,533	
* COST *	\$	0	6,403	6,403	6,403	0	0	0	-6,403	
PROJECT SPECIFIC: 1ST & ATLANTIC Project (WIN U51902F, PIN 809936D, WO #XL2746 & RW4982)										
* HOURS *	HR	0	476	476	476	0	0	0	-476	
* COST *	\$	0	6,403	6,403	6,403	0	0	0	-6,403	
REPORT TOTALS										
* HOURS *	HR	218,254	273,843	492,097	405,781	-86,316	0	440,407	-51,690	
* COST *	\$	29,552	514,443	543,995	531,603	-12,392	0	539,560	-4,435	

Risk Management Plan

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

September 2008, Update

This Project utilizes the Risk Management Plan Template from the Project Management Online Guide. The current Risk Management Plan includes the risks and mitigation register from the 30% CEVP held in November 2007 and the Risk Management held in March 2008

The Risk Management Plan was updated in September, 2008 to reflect the 60% Constructability Workshop held on September 3-5, 2008.

The project plans to Update the CEVP for 60% in November 2008.

The Risk registers shall updated at design milestone submittals (60% and 90%) and on an as needed basis.

The Top 2-3 risks are reviewed and discussed monthly at the Confidence report meeting

Project Title SR 99/ S Holgate to S King St Viaduct Replacement

Project PIN # 809936D

Last Review Date September 11, 2008

Project Mngr Ali Amiri

PROJECT RISK MANAGEMENT PLAN

Risk Identification							Qualitative Display of Max Impact				Risk Response Plan			Monitoring and Control			
Priority	Status	ID #	Date Identified ----- Project Phase	Functional Assignment	Summary Description Threat and/or Opportunity	Detailed Description of Risk Event <small>(Specific, Measurable, Attributable, Relevant, Timebound)</small>	Risk Trigger	Type	Probability (%)	Impact	Risk Matrix <small>(Probability of Occurance by Max Impact)</small>	Strategy	ACTION TO BE TAKEN Response Actions including advantages and disadvantages	Activity	Risk Owner	Risk Review Dates	Date, Status and Review Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
	Retired	C0	Nov-07 Design/PS&E	Construction	Alternative Project Delivery Method			Cost	Very Low	Very Low		Acceptance	Design Build Assessment at 30%		Amiri		Decision at 30% was to exclude Design Build scenario Multiple Design Bid Build contracts covered by C1
	Active	C1	Nov-07 Design/PS&E	Construction	Multiple Design/Bid/Build Contracts			Cost	Very High	Low		Acceptance			Amiri		September 2008 Project is currently planning on (4) Design-Bid-Build construction contracts
	Dormant	C2	Nov-07 Design/PS&E	Construction	Market Conditions Uncertain contracting market at time of Bid			Cost	Low	Low		Acceptance					CEVP consideration
	Active	C3	Nov-07 Design/PS&E	Construction	Issues completing contract procurement(s)			Cost	Low	Low		Mitigation			Amiri		currently planning on (4A) D-B-B contracts with Contract #1, as an advance utili

Project Title SR 99/ S Holgate to S King St Viaduct Replacement

Project PIN # 809936D

Last Review Date September 11, 2008

Project Mngr Ali Amiri

PROJECT RISK MANAGEMENT PLAN																																																									
Risk Identification								Qualitative Display of Max Impact				Risk Response Plan			Monitoring and Control																																										
Priority	Status	ID #	Date Identified ----- Project Phase	Functional Assignment	Summary Description Threat and/or Opportunity	Detailed Description of Risk Event <small>(Specific, Measurable, Attributable, Relevant, Timebound)</small>	Risk Trigger	Type	Probability (%)	Impact	Risk Matrix <small>(Probability of Occurance by Max Impact)</small>	Strategy	ACTION TO BE TAKEN Response Actions including advantages and disadvantages	Activity	Risk Owner	Risk Review Dates	Date, Status and Review Comments																																								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)																																								
	Dormant	C4	Nov-07 Design/PS&E	Construction	Availability of material. Labor, specialized equipment for construction			Cost	Low	Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L		X			VL					VL	L	M	H	VH	Mitigation															CEVP consideration
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L		X																																																							
VL																																																									
VL	L	M	H	VH																																																					
	Active	C5	Nov-07 Design/PS&E	Construction	Planned construction schedule is too aggressive			Cost	Moderate	Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M		X			L					VL					VL	L	M	H	VH	Mitigation			Amiri												September 2008 Project is now considering 4 construction contracts
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	Retired	C6	Nov-07 Design/PS&E	Construction	Use Rolling 48s			Cost	Very Low	Very Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>X</td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L					VL	X				VL	L	M	H	VH	Mitigation			Amiri												September 2008 Post 60% Constructability Review Project schedule is currently based on using 6 - 10s for Mainline Structure in Contract #2. Rolling 48s are no longer being considered
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	Active	C7	Nov-07 Design/PS&E	Construction	Additional Work Window restrictions			Cost	Low	Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L		X			VL					VL	L	M	H	VH	Mitigation			Amiri												September 2008 Ongoing Coordination with City of Seattle and Railroads to identify and address
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	Active	C8	Nov-07 Design/PS&E	Construction	Breakdown of coordination between rail and construction operations			Cost Very Low	Schedule Very Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>X</td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L					VL	X					VL	L	M	H	VH	Mitigation			Amiri				
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	Active	C9	Aug-07 Design/PS&E	Construction	Traffic Management issues during Construction			Cost Moderate	Schedule Moderate	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td>X</td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M			X		L					VL						VL	L	M	H	VH	Mitigation			Amiri				
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	Active	C10	Nov-07 Design/PS&E	Construction	Ground-Improvement installation issues			Cost High	Schedule Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H		X			M					L					VL						VL	L	M	H	VH	Mitigation			Struthers		September 2008 The volume of Ground Improvement has been greatly reduced. Potential exists for further reductions		
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	Active	C12	Nov-07 Design/PS&E	Construction	Ground improvement affects nearby infrastructure			Cost	Low	Low		Mitigation			Struthers					
	Active	C13	Nov-07 Design/PS&E	Construction	Difficulties constructing the U-tube			Cost	Moderate	Moderate		Mitigation								
	Retired	D1	Nov-07 Design/PS&E	Design	Uncertainty in Structure type for mainline			Cost	Very Low	Very Low		Mitigation			Moore		June 2008 TS&L and Preliminary Bridge Plans have been submitted Issue has been retired			
	Active	D2	Nov-07 Design/PS&E	Design	Urban design Issues			Cost	Moderate	Very Low		Mitigation			Amiri		September 2008 Project has a better understanding of Urban Design elements.			

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	Active	D3	Nov-07 Design/PS&E	Design	Uncertainty in desgin related to accommodating Central Waterfront project			Cost	High	Moderate		Mitigation			Amiri					
	Retired	D4	Nov-07 Design/PS&E	Design	Alternative approach to undercrossing			Cost	Very Low	Very Low		Mitigation	Address in 30% VE		Amiri		Aerial approach suggested by VE was rejected. Capacity of undercrossing is fixed at one lane each direction. Current Design is secant wall construction. Risk as it relates to Design is retired			
	Retired	D5	Nov-07 Design/PS&E	Design	Re-design required for Atlantic Street intersections			Cost	Very Low	Very Low		Mitigation			Amiri		August 2008 Southbound Alaskan way movement has been removed from Intersection. Risk has been retired			
	Active	D6	Nov-07 Design/PS&E	Design	Geotechnical and foundation design issues			Cost	Low	Low		Mitigation			Moore/Struthers					

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	Retired	D7	Nov-07 Design/PS&E	Design	Issues related to drainage design: new outfall and consultation required	Design and schedule assume an informal BA consultation		Cost	Very Low	Very Low		Mitigation			Hansen/Freudenstein		January 2008 City of Seattle will not require a new outfall for this project			
	Retired	D8	Nov-07 Design/PS&E	Design	Issues related to drainage design: Impacts to terminal 46 Property			Cost	Very Low	Very Low		Mitigation			Anderson		January 2008 The design was changed so that the port is no longer impacted			
	Retired	D9	Nov-07 Design/PS&E	Design	Uncertainty in impacts from new seismic design criteria (2500-year event) - walls and structures			Cost	Very Low	Very Low		Mitigation			Moore		May 2008 Seismic Design Criteria for the project is 1000 year event			
	Active	D10	Nov-07 Design/PS&E	Design	Design review / approval schedule issues			Cost	Low	Low		Mitigation			Amiri		March 2008 The project has allowed for a City review time of 25 days			

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	Active	D11	Nov-07 Design/PS&E	Design	Design deviations and documentation			Cost	Low	Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L		X			VL					VL	L	M	H	VH	Mitigation			Amiri		Design Approval for State Mainline is in progress			
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	Dormant	D13	Nov-07 Design/PS&E	Design	Railroads abandon Whatcom Yard Opportunity			Cost	Very Low	Very Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L					VL		X			VL	L	M	H	VH	Mitigation			Amiri		Mainline Structure alignment is fixed. If Railroad does abandon Whatcom yard, design will not be revised. However the opportunity to improve staging and construction still exists.			
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	Retired	E1	Nov-07 Design/PS&E	Environmental	Issues completing the EA			Cost	Very Low	Very Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td>X</td><td></td><td></td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L					VL		X			VL	L	M	H	VH	Mitigation			Hansen/Freudenstein		August 2008 EA issued in June 2009 Comment period ended in August 2008			
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	Retired	E2	Nov-07 Design/PS&E	Environmental	NEPA determination challenged/ appealed			Cost Schedule	Very Low	Very Low	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td>X</td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table>	VH					H					M					L					VL	X					VL	L	M	H	VH	Mitigation			Hansen/Freudenstein		August 2008 EA issued in June 2009 Comment period ended in August 2008				
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	Active	E6	Nov-07 Design/PS&E	Environmental	Encounter unanticipated cultural, historical, or archaeological resource during construction			Cost	Moderate	Low		Mitigation			Hansen/Freudenstein					
	Active	E7	Nov-07 Design/PS&E	Environmental	Encounter additional or unanticipated contaminated or hazardous materials during construction			Cost	Moderate	Low		Mitigation			Hansen/Freudenstein					
	Active	P2	Nov-07 Design/PS&E	Right OF Way	Issues related to agreements with Port of Seattle & U.S. Coast Guard			Cost	Low	Low		Mitigation			Amiri/Ellington		Access Issues are being addressed with the ROW acquisition effort			
	Active	P3	Nov-07 Design/PS&E	Place Holder	Issues related to agreements with City of Seattle			Cost	Moderate	Low		Mitigation			Farley/Stagner					

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(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)			
	Active	P4	Nov-07	Place Holder	Issues related to agreements with railroads			Cost	Moderate	Moderate		Mitigation			Amiri					
	Active	P5	Nov-07	Place Holder	Issues related to obtaining buy-in from other stakeholders			Cost	Moderate	Low		Mitigation			Amiri					
	Active	P6	Nov-07	Place Holder	Other traffic mitigation projects not completed on time or as currently designed			Cost	Low	Low		Mitigation			Amiri		SR 519 project and 4th Ave Loop ramp project are both scheduled to be completed before major traffic impacts in contract #2 in 2010.			
	Active	R1	Nov-07	Right OF Way	Uncertainty in Right-of-Way acquisition			Cost	Low	Low		Mitigation			Amiri/Ellington		Right of Way Certification is scheduled to be completed in time for Contract #1 Advertisement			

Project Title SR 99/ S Holgate to S King St Viaduct Replacement

Project PIN # 809936D

Last Review Date September 11, 2008

Project Mngr Ali Amiri

PROJECT RISK MANAGEMENT PLAN																				
Risk Identification							Qualitative Display of Max Impact				Risk Response Plan			Monitoring and Control						
Priority	Status	ID #	Date Identified ----- Project Phase	Functional Assignment	Summary Description Threat and/or Opportunity	Detailed Description of Risk Event (Specific, Measurable, Attributable, Relevant, Timebound)	Risk Trigger	Type	Probability (%)	Impact	Risk Matrix (Probability of Occurance by Max Impact)	Strategy	ACTION TO BE TAKEN Response Actions including advantages and disadvantages	Activity	Risk Owner	Risk Review Dates	Date, Status and Review Comments			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)			
	Active	U1	Nov-07 Design/PS&E	Utility	Delays securing Private Utility Agreements			Cost	Very Low	Very Low		Mitigation			Anderson		Design Agreements with Integra and Qwest are in place.			
	Active	U2	Nov-07 Design/PS&E	Utility	Delays securing Public Utility Agreements			Cost	Low	Low		Mitigation			Anderson					
	Active	U3	Nov-07 Design/PS&E	Place Holder	Delays relocating other utilities			Cost	Moderate	Low		Mitigation			Anderson					
	Active	U4	Nov-07 Design/PS&E	Utility	Delays relocating utilities - 115 kV transmission line			Cost	Very Low	Very Low		Mitigation			Anderson		Electrical Line Relocation construction contract to relocate 115 kV transmission lines was awarded in July 2008			

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PROJECT RISK MANAGEMENT PLAN																				
Risk Identification								Qualitative Display of Max Impact				Risk Response Plan			Monitoring and Control					
Priority	Status	ID #	Date Identified ----- Project Phase	Functional Assignment	Summary Description Threat and/or Opportunity	Detailed Description of Risk Event (Specific, Measurable, Attributable, Relevant, Timebound)	Risk Trigger	Type	Probability (%)	Impact	Risk Matrix (Probability of Occurance by Max Impact)	Strategy	ACTION TO BE TAKEN Response Actions including advantages and disadvantages	Activity	Risk Owner	Risk Review Dates	Date, Status and Review Comments			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)			
	Active	U5	Nov-07 Design/PS&E	Utility	Damage existing utilities during construction			Cost	Low	Low		Mitigation			Anderson					
	Active	U6	Nov-07 Design/PS&E	Utility	Encounter unanticipated utilities during construction			Cost	Moderate	Low		Mitigation			Anderson					
	Active	U7	Nov-07 Design/PS&E	Utility	Additional utility costs to reimburse private utilities			Cost	Low	Low		Mitigation			Anderson					



Washington State
Department of Transportation

Draft CEVP[®] and Risk Management Report
Risk and Mitigation Register

State Route: 99

Official Project Title: SR 99 / Alaskan Way Viaduct Holgate to King

Report Date: 2008-March-26 (for the CEVP and Risk Management Workshops)

CEVP[®] Date: 13-15 November 2007, with update in January 2008

Risk Management Date: 21 March 2008

Washington State Department of Transportation

Project Manager: Ali Amiri, UCO

Risk Lead: Golder Associates Inc.

Cost Lead: Parsons Corporation

WIN: U09936D

PIN: 809936D

PE Work Orders # XL 2219

Table E2. Risk and Opportunity Register – Before Mitigation and Including Mitigation

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	Construction				
C0	<p>Alternative Project Delivery Method</p> <p>This item is intended to account for the array of issues and differences (and related uncertainties) from using a different delivery method. The base assumes a single Design/Bid/Build contract. Alternatives include multiple Design/Bid/Build contracts, Design/Build, etc.</p> <p><i>Uncertainty in the delivery method is excluded from this CEVP. Alternatives might be considered later as separate model scenarios.</i></p>				
C1 Minor	<p>Multiple Design/Bid/Build contracts</p> <p>Base assumes a single Design/Bid/Build contract.</p> <p>Would increase number of contracts, interfaces, etc. and is therefore likely to increase cost and/or schedule (administrative cost, additional claims). There is a logical breakpoint in the project that could facilitate two contracts, but this can be accommodated with contracting language for a single contract. Therefore, unlikely to pursue multiple contracts.</p>				
C2 Minor	<p>Market conditions – uncertain competition in contracting market at time of bid</p> <p>Separate from uncertainty in construction-inflation rate (risk P1) and number and size of contracts (risk C1).</p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>A function of the following:</p> <ul style="list-style-type: none"> • Contracting market at time of bid (e.g., if contractors are busy, more likely to place premium/mark-up in bid) • Contract delivery method (excluded from this risk) • Contract size (\$) (excluded from this risk) • Type of work <p>A project of this size should attract out-of-town contractors, and potentially joint ventures. Other large and local contracts in a similar timeframe are East Marginal and I-405 projects. Other major projects in the area (Sound Transit, Third Runway) are finishing up as this one goes to construction, so there might be some available contractors. Therefore, the risk is likely minor for this project.</p>				
C3	<p>Issues completing contract procurement(s)</p> <p>Separate from any issues included in market conditions. If bids come in 10% high, may need rebidding (not likely, based on assessments documented in risk C2).</p> <p>Base assumes a 3-month procurement period. There is a possibility that this process is too short for the entire procurement process, particularly if there are any addenda. This project is one of the largest D/B/B projects ever for this agency.</p>	11	50%	Simulated additional overheads	1
C4 Minor	<p>Problems with availability of materials, labor, or specialized equipment when needed for construction</p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>Excludes cost premium associated with market competition; this issue deals with the potential that when needed, adequate resources simply won't be available or will cost more than assumed in the base. Includes:</p> <ul style="list-style-type: none"> • Materials (shortage of supply) • Labor (e.g., all being used elsewhere) • Oil and fuel • Unique equipment – not much specialty equipment should be required (perhaps several oscillators and soil-mixing equipment) <p>The project-specific construction-cost inflation rates for this CEVP include the cost risks associated with these items. The risk of these is minor beyond the inflation rates.</p>				
C5	<p>Planned construction schedule is too aggressive (too much work for the planned duration)</p> <p>The strategy is to specify milestones for the contractor. The risk is that the contractor might believe these milestones and the schedule are too aggressive, so he will bid those liquidated damages and accept the delayed schedule. Stage 1 is the most at risk (a number of critical issues need to get done in 15 months).</p> <p>Note: the base schedule assumes that a noise variance will be obtained.</p> <p><u>Potential Risk Mitigation:</u></p> <ul style="list-style-type: none"> • Could add shifts (night and/or weekends) or crews to manage the schedule. Cap liquidated damages so that the contractor chooses to add shifts or crews 	202	70%	3	6

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>and not take the schedule delay. Benefits for these potential actions have not been taken at this time (they will be evaluated further later).</p> <ul style="list-style-type: none"> As of March 2008, the project team is now considering moving the utility relocation activities to earlier in the project (via a separate advance procurement). This has not been evaluated for this risk-management effort (would require numerous changes to the base and risk), but will be included in the next CEVP update. The State has continued negotiation with the railroads, and now believes that one or more Union Pacific tracks will be inactive during construction. This will simplify construction during Stage 1 (e.g., by not having to construct under typical railroad operational windows, reduced design constraints, etc.). The full set of implications will be evaluated during the next CEVP. <u>In the meantime, some credit for this beneficial outcome has been taken here (in an ad-hoc way) in terms of a reduction in the probability of occurrence from 70% to 50%.</u> 				
<p>C6 Minor</p>	<p>Opportunity to use Rolling 48s</p> <p>Workers put in four 12-hour days followed by four days off. This approach could result in a shorter schedule if managed properly; however it is more likely to result in some increase in labor cost and loss of efficiency.</p>				
<p>C7 Minor</p>	<p>Additional work-window restrictions</p> <ul style="list-style-type: none"> Imposed by the City (e.g., to minimize noise, vibration, dust, etc.) 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> • <u>Construction inefficiencies related to rail operations – daily windows:</u> Limitations due to railroad operational windows or requirements being different than assumed for base (the base accounts for typical railroad work windows); Rail and port traffic volumes higher or lower than anticipated; Limitations to minimize impacts on adjacent rail facilities (e.g., Whatcom Yard, SIG, tail track). <u>The group believes that an inefficiency factor applied to the unit price for construction in the affected activities can mitigate schedule delay</u> (by allowing for additional shifts, etc.). Add to the base cost 25% of 40% of the base cost (labor) = 10% to the cost of activities 201, 202, 203, 412, 413. Also increase base uncertainty range to account for uncertainty in the inefficiency. <u>Minor risk otherwise.</u> • <u>Construction inefficiencies related to rail operations – 4th-quarter window:</u> No major near or over track work will be allowed during 4th Quarters. This is handled as a simulated shut down (no work window) in the schedule model. Activities 202, 203, and 413 are shut down during the 4th quarter of each year. <u>Update post-workshop: BNSF has indicated that it might be willing to waive some or even all of this constraint, depending on the traffic and scope of construction. However, as long as BNSF can continue to switch, there should not be a problem having a flagger year-round. Hence, it appears that this issue should not be in the base, and might be a minor risk as well.</u> 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> Imposed by Washington State Ferries (if not captured separately) <p><u>Potential Risk Mitigation (base mitigation in this case):</u></p> <ul style="list-style-type: none"> Try to time key construction tasks to reduce the impact of 4th-Quarter shutdowns on base schedule (e.g., stage around shutdown) Hold additional discussions with BNSF on these windows to see if any additional accommodations can be reached Benefits for these potential actions have not been taken at this time (they will be evaluated further later). 				
C8	<p>Breakdown of coordination between rail and construction operations</p> <p>Agreement not followed by one side or the other, resulting in construction shutdown.</p> <p><u>Potential Risk Mitigation:</u></p> <ul style="list-style-type: none"> Hold daily coordination meetings during construction. Benefits for these potential actions have not been taken at this time (they will be evaluated further later). 	202	10%	Simulated additional overheads	2
C9	<p>Traffic Management Issues During Construction</p> <p><u>Independent issues:</u></p> <ul style="list-style-type: none"> Overall traffic control plan/strategy is modified relative to current “base” plan. Might occur for a number of reasons, including: 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> ○ Unforeseen limitations work-zone access / routes ○ Unforeseen limitations on temporary works ○ Current plan provides reduced level of service to surrounding City streets. ○ Current plan changes before construction for other reasons (One possibility is that additional lanes need to be maintained or provided during construction (e.g., to accommodate some of the traffic that will be put on the street)). <p><u>Issue #1: 20% chance of \$5M cost increase to Activity 202 to make the plan work adequately. No time impact.</u></p> <ul style="list-style-type: none"> ● Detour: The planned temporary detour (“Wosca”) is not the only option. This option includes temporary bridge and modifying ramps at Railroad Avenue at significant cost. <ul style="list-style-type: none"> ○ Opportunity to detour more traffic onto 1st Avenue instead of Wosca detour. This could vastly shorten the overall project duration, and also reduce cost of temporary structures/works associated with the detour. However, this alternative would increase impacts to traffic on surface streets. <i>Excluded from this CEVP.</i> (would only be considered if a fatal flaw were identified in the existing traffic-control plan). ○ Opportunity to modify planned Wosca detour to make more efficient and reduce utility conflicts, etc., but this would trigger a 4(f) issue (historical structure). This option is therefore unlikely. <u>Minor.</u> 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> • Additional traffic mitigation elements are needed. For example: <ul style="list-style-type: none"> ○ To accommodate freight movement (into / out of Port of Seattle; to/from SIG) ○ To accommodate local and business access ○ Multi-stage construction with temporary structures ○ To accommodate Washington State Ferries traffic holding, access, egress (especially during events and on weekends) ○ To accommodate traffic routing during events at Safeco and Qwest fields ○ To accommodate KC Metro transit • <u>Issue #2: 50% chance of additional \$5M to activity 202 and no time impact.</u> • Staged construction and inefficient agency interfaces <p><u>Potential risk management:</u></p> <ul style="list-style-type: none"> • MOT plan: Develop an incentive to reduce duration and impact of SR 99 detour – one that will get good ideas from industry early enough to select right team and approach. • Traffic mitigation: More actively engage stakeholders to better understand their needs early (e.g., to reduce risk to design and permitting schedule) • Look for opportunities to modify temporary construction to better accommodate clearances, etc. • Seek constructor input (during design) on MOT plan. • Benefits for these potential actions have not been 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>taken at this time (they will be evaluated further later).</p>				
<p>C10</p>	<p>Ground-improvement installation issues</p> <ul style="list-style-type: none"> • Ground improvement doesn't achieve desired strength improvements • Poor excavation and bracing techniques cause settlement and lateral movements behind walls (captured in risk C12) • Working around subsurface utilities • Encounter unanticipated subsurface conditions (e.g., debris / obstructions) during soil improvement (the assessed risk factors largely reflect this problem) • Difficult access <p><u>Potential risk management:</u></p> <ul style="list-style-type: none"> • Pre-install grout pipes so that could react more effectively if a problem develops • Drill probe holes for ground improvement • Investigate alternative ground-improvement methods (in addition to opportunity recognized in risk D6.1) • Might not be much mitigation for obstructions (additional test holes/borings might be expensive). • Benefits for these potential actions have not been taken at this time (they will be evaluated further later). <p><u>Update March 2008: The team has indicated that the seismic design criteria has been reduced from 2,500 years to 1,000 years. This will likely reduce required</u></p>	<p>Independently to Soil Improvement activities: 201, 412</p>	<p>75%</p>	<p>20% of base ground improvement = 3 per activity</p>	<p>Uniform (1, 3)</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>soil improvement (e.g., volumes). However, the amount of reduction is still very uncertain at this point. Risk D6.1 relates to design of soil improvement, and captured an opportunity for volumes to be reduced. Hence, for the time being, the group assessed that the opportunity in D6 was sufficient to cover this issue.</p>				
<p>C11</p>	<p>Bridge-foundation installation issues</p> <p>Primarily related to the shaft installation in the south.</p> <ul style="list-style-type: none"> • Encounter unanticipated subsurface conditions (e.g., debris / obstructions) during shaft installation • Difficult access <p><u>Potential risk management:</u></p> <ul style="list-style-type: none"> • Base includes test borings at the center of each shaft. • Benefits for these potential actions have not been taken at this time (they will be evaluated further later). 	<p>Split cost between 202, 413</p>	<p>75%</p>	<p>2</p>	<p>Cost is to mitigate delay</p>
<p>C12</p>	<p>Ground improvement affects nearby infrastructure (railroads, existing AWW foundations in poor soil, utilities, and/or buildings)</p> <p>For example, vibration from installation causes settlement of adjacent infrastructure. Low likelihood of having to mitigate during construction (e.g., jet-grouting to reduce likelihood of impacts). Could cost \$800k to stabilize one bent. Uncertainty is in how many might have to be stabilized (e.g., 25% of bents).</p>	<p>Split between 201 and 412</p>	<p>50%</p>	<p>4</p>	<p>Minor</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p><u>Potential Risk Mitigation:</u></p> <ul style="list-style-type: none"> Conduct careful survey and documentation of pre-existing conditions (if not already being done) 				
C13	<p>Difficulties constructing the undercrossing</p> <p>Base cost accounts for construction at one time or in stages (potential for bulkhead).</p> <p>For example:</p> <ul style="list-style-type: none"> Excessive groundwater inflow through wall joints Construction staging (if not captured separately) – the undercrossing might be built in three ‘pieces’ Wall instability Misalignment of piles (secant piles) or panels at depth causing “windows.” Piping of fines through wall Chimney to surface and undermine surface structures Construction errors <p>Accounts for secant pile wall and excavation for the undercrossing.</p> <p><u>Potential Risk Mitigation:</u></p> <ul style="list-style-type: none"> Consider a larger pile diameter to increase ability to clear obstructions and improve overlap among piles Drill additional probe holes during construction (identify major problems earlier so can mitigate more effectively). Benefits for these potential actions have not been taken at this time (they will be evaluated further 	Split cost and time between 203 and 414	50%	2	1

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	later).				
C14 Minor	<p>Other constructability issues</p> <p>For example:</p> <ul style="list-style-type: none"> Sequencing/concurrence issues related to ground improvement, utility relocation, and other construction (at some locations in Stage 1) Other issues related to construction in close proximity to existing facilities - vibration, settlement (captured in separate risks). 				
C15 Minor	<p>Force Majeure</p> <p>Include failure of existing viaduct during construction?</p> <ul style="list-style-type: none"> Major earthquake during construction causes collapse of existing structure (<i>excluded from this CEVP – would change the nature of this project</i>) Major earthquake during construction damages infrastructure being built by this project. Labor strike <p>Force majeure would likely be a cost to the State, but not charged to this project. Therefore, cost impacts are excluded from this CEVP. Time impacts would fall to the project, but the likelihood of occurrence is very low, so minor risk.</p>				
C16 Minor	Construction accidents				
C17	Errors and omissions	Allocate across	20%	2% of base	Minor

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>This project is complex and has a tight schedule, which makes it susceptible to these issues. Many “design errors” are really just differences in approach (design versus implemented during construction), but the impact is the same. Base includes an allowance of 2% of base construction cost.</p>	<p>construction</p>		<p>construction cost</p>	
<p>C18 Minor</p>	<p>Change orders during construction (if not captured in other risks)</p> <p>Base includes no allowance for this. However, there is an allowance for “known unknowns” in the base, and this register includes an “unidentified risk” element that’s intended to capture missed risks.</p>				
<p>C19</p>	<p>Extended overheads as function of project delay (if not captured in separate construction risks)</p> <p>Delay costs will be calculated as a function of simulated project delays (“rolled up” to the overall pre-construction and construction schedules, as appropriate for the cost source) using the following rates:</p> <ul style="list-style-type: none"> • Pre-construction “burn rate” for WSDOT: \$500k per month (this rate allows for some staff to be diverted to other work during delays) • Construction “burn rate” for WSDOT: \$500k per month (Harder to divert staff during construction. However, this rate is factored down to reflect the portion of the cost covered by the contractor for contractor-caused delays) 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> Construction “burn rate” for Contractor (compensable delays): \$500k/month. <p><u>Potential Risk Mitigation:</u></p> <ul style="list-style-type: none"> Bid a delay rate that’s less than the overhead costs Maximize use of consultants (flexibility to reduce cost by sending them to other work during delays) 				
	Design				
D1	<p>Uncertainty in structure type for mainline</p> <p>Type, size, location (vertical and/or horizontal alignment). Captured under separate risks (primarily risk D5, which addresses a specific issue that could impact structure type).</p>				
D2	<p>Urban design issues</p> <p>Base includes an allowance of 5% of base structure cost (\$2.5 million), plus approximately \$11 million for surface restoration. The urban-design standards for this project haven’t been established yet, but the City would like this project to integrate with and enhance the surrounding neighborhood.</p> <p>Includes related design, right-of-way, environmental, and construction impacts. Includes uncertainty in structure TS&L beyond what’s included in base-cost uncertainties.</p> <p>Potential issues:</p>	<p>Cost change: Split between 202 and 413</p> <p>Duration change: see right</p>	See right	<p>Discrete distribution:</p> <p>A. 25% chance \$2.5M B. 70% chance of \$7M C. 5% chance of \$20M</p>	<p>Discrete distribution (perfectly correlated to cost change):</p> <p>A. 0 B. 0 C. 3-9 months to EA (Activity 5); 3-5 months to PS&E (activity 9)</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> • Additional urban-design elements required (separate from potential disagreements among stakeholders), potentially also requiring additional right-of-way to implement • Included elements are enhanced with respect to aesthetics • WSDOT bridge selection not consistent with City of Seattle design guidelines • Interaction with / impacts on 1) truck traffic to/from Port of Seattle and 2) over-legal route trucks • Integration of urban design schedule causes PS&E slip • Bike/Ped path missing link between Holgate Street and Atlantic (an existing deficiency that becomes more obvious with the piece completed by this project; opportunity to partner with City) 				
D3	<p>Uncertainty in design related to accommodating Central Waterfront project</p> <p>Central Waterfront (CWF) project will follow this south-end project, but the concept for the CWF project has not been established. However, one goal of this project is to not preclude alternatives for the CWF project. Hence, the CWF project creates uncertainty in this project's design. For example:</p> <ul style="list-style-type: none"> • Timing of Central Waterfront project: <ul style="list-style-type: none"> ○ If decision on CWF is made too late, it will impact the design (and perhaps construction) schedule for this project ○ If decision is made early, might be able to eliminate some temporary structures/work • Nature of Central Waterfront design (e.g., tunnel, 	Post-EA (Ad/Award for convenience)	A1. 45% A2. 45% B. 10%	No net change to construction cost, but accumulate simulated additional overheads (as function of delay)	A1. 0 A2. 0 B. 3-6 months

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>surface, or elevated)</p> <ul style="list-style-type: none"> • Scope change for Central Waterfront solution changes scope for this project and/or RBW-King connector. For example, might be able to eliminate temporary connections with existing AWW. • Changes to transitional section design resulting from CWF effort – temporary versus ultimate configuration for this project <p>Summarize the uncertainty with the following potential (mutually-exclusive) outcomes:</p> <p>A. Design and build as planned (elevated connection to existing viaduct) (90% chance). If this outcome, then either:</p> <ol style="list-style-type: none"> 1. Without any significant changes to design (50% chance); or 2. With significant change to design (e.g., don't build elevated connection to existing) (50% chance) <p>B. A different CWF alternative is identified, requiring a significant change to this project's design or scope (10% chance). Could result in change in alignment at the north end (but at perhaps no net cost change compared to base alternative). <i>Assumes that this is not tied to the CWF environmental process.</i></p> <p>Note: <i>Outcome B excludes the possibility that this project is rolled into the CWF project, and it excludes the possibility that there is a fundamental change in concept for the AWWSRP project.</i></p>				
D4	Alternative approach to undercrossing (design and/or construction)	Cost change: Split between 203 and 414	A. 28% B. 70% C. 2%	A. 0 (base) B. -5 C. Uniform	A. 0 B. 0 C. 6 to PS&E

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p><u>Design:</u> overcrossing instead of undercrossing? Increased capacity?</p> <p><u>Construction:</u> If use undercrossing, could use “top-down” construction for bypass: Reduces number of struts, controls rainwater infiltration, provides quicker placement of transverse utilities, and restores cross traffic more quickly. Somewhat more expensive, but faster.</p> <p>Summarize the uncertainty with the following potential (mutually-exclusive) outcomes:</p> <ul style="list-style-type: none"> A. Base alternative (undercrossing with secant-pile wall) B. Base Undercrossing with optimizations (e.g., alternative wall type) C. Overcrossing (aerial instead of depressed, plus all associated changes in MOT) (time impact during design/environmental) D. Undercrossing with increased capacity (is it needed? Would it work if needed?) <i>Excluded.</i> 	<p>Duration change: See right</p>	<p>D. <i>excluded</i></p>	<p>(-10, 10)</p>	<p>(activity 9) and 3-6 to EA (activity 5)</p>
<p>D5</p>	<p>Re-design required for Atlantic Street intersections</p> <p>The current design represents a compromise between what the stakeholders want. However, there are issues associated with the design, including potentially:</p> <ul style="list-style-type: none"> • Column layout - longer spans would increase sight distance and pedestrian flow, and might be required to provide 18-foot clearances for the railroad (<i>this is the primary issue</i>; base assumes 12-foot clearances). Affects span lengths and structure type. • Configuration of lanes to/from T-46 (used to be a 	<p>Cost change: Split between 202 and 413</p> <p>Duration change: see right</p>	<ul style="list-style-type: none"> A. 10% B. 40% C. 50% 	<ul style="list-style-type: none"> A. 0 (base) B. 8 C. 15 	<ul style="list-style-type: none"> A. 0 B. 1-2 to PS&E (activity 9) C. 1-2 to PS&E (activity 9)

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>single lane, but the design has been modified)</p> <ul style="list-style-type: none"> • Concerns over close spacing of the intersections and long-term viability of the design • BN concerns about tail-track curves and impact on intersection layout <p>Could break the structure into two separate types (e.g., steel over the intersections, and concrete elsewhere), or change the entire structure. Summarized as potential (mutually-exclusive) outcomes:</p> <ul style="list-style-type: none"> A. Base (concrete structure throughout) B. Local change to steel tub structure (over intersection) – increase spans over 50% of structure C. Larger-scale change – increase spans over entire structure (considers BN’s concerns with clearances and column spacing/layout outside of the intersection) <p><u>Potential risk management / updated information March 2008: Negotiations with the railroads have resulted in an opportunity to close one track in this vicinity. This would allow a more conventional approach to the traffic layout/design and structural design. Hence, the cost risk is now lower. Modify the previous risk D5 to be as follows to approximately account for this reduced risk: Outcome B: 60% chance of \$5M. Outcome C: 30% chance of \$8M. All other values are the same.</u></p> <p><u>Note that the traffic and structures issues were not assessed together in the previous CEVP, but are now understood to be linked. Hence, they should be addressed together in the next CEVP.</u></p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
D6	<p>Geotechnical and foundation design issues</p> <p><u>Independent issues:</u></p> <ol style="list-style-type: none"> 1. Change in soil improvement design (relative to current design). Some opportunity to optimize design / reduce planned soil improvement. <u>75% chance to save 20%-30% of base soil improvement cost (\$6M-\$10M) split between Activities 201 and 412. Update March 2008: As discussed under risk C10, this opportunity is a placeholder for potential reduction in soil improvement resulting from reduced design requirements (1,000 year event instead of the 2,500 year event).</u> 2. Undercrossing wall optimization / geotechnical design uncertainty (captured in separate risk D4). 3. Uncertainty in design for shaft foundations (due to seismic conditions / requirements, tight access/limited space). The base design is felt to be reasonable, but the ultimate design could cost more or less. Might need to increase ground improvement locally around piles to improve performance. <u>20% chance of \$3M additional cost split between activities 202 and 413. Minor duration change.</u> 4. Dewatering costs. Minor uncertainty. 				
D7	Issues related to drainage design: new outfall and consultation required	Duration change to 5;	0%	2	Uniform (18, 36)

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<ul style="list-style-type: none"> • SPU drainage system (gravity outfall, alignment, etc.). May have to pump all flows; however, would be minor cost, and no impact to schedule. • City of Seattle may require a new outfall at Jack Perry Memorial Park (Atlantic southwards). May be able to handle without consultation. If consultation is required, time impact is to EA (activity 5), but cost impact is to wet utilities (activity 242). <p><u>Update January 2008: The City representatives said that the City will not require a new outfall for this project. Probability reduced to zero.</u></p>	<p>Cost change to 242</p>			
<p>D8</p>	<p>Issues related to drainage design: Impacts to Terminal 46 Property</p> <p>Current vault locations cause significant impact to Terminal operations. Alternate locations may need to be identified in order to minimize these impacts.</p> <p>Risk of additional time if problem with access to Terminal 46 requires re-development of the drainage concepts in this area. Would impact the environmental documents (EA).</p> <p><u>Update January 2008: The design has changed so that the Port is no longer impacted. However, even this new design could still cost time in the BA process (additional scrutiny by the agencies, which is captured separately). This issue is therefore resolved (probability reduced to zero).</u></p>	<p>5</p>	<p>0%</p>	<p>Simulated additional overheads</p>	<p>Uniform (12, 18)</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
<p>D9 Minor</p>	<p>Uncertainty in impacts from new seismic design criteria (2500-year event) – walls and structures</p> <p>Base cost from WSDOT included an allowance for this new design criteria. The uncertainty is in the substructure design, which is captured in a separate risk.</p>				
<p>D10</p>	<p>Design review / approval schedule issues</p> <p>Independent from other design delays captured separately.</p> <p>For example:</p> <ul style="list-style-type: none"> • Base design schedule does not include adequate time for City of Seattle review, comment, and approval (this stated by the City). The City has 25-day windows for 60% and 90% review, but doesn't believe these windows are in the base schedule. The State says it has included time for City review, but the schedule makes that assumption that City comments can be incorporated into subsequent design with no delay. The risk is that additional time will be required. • Late changes or re-evaluations (if not captured separately), for example if City standards were not accommodated in design • Emergence of past agreement or permit commitments / constraints <p>Potential risk management / updated information March 2008: The project team extended the review period/window for the City from 15 days to 25 days per</p>	<p>PS&E (Activity 9)</p>	<p>A. 10% (base) B. 70% C. 20%</p>	<p>Simulated additional overheads</p>	<p>A. 0 (base) B. 2-3 C. 6</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p><u>event. This has made the City's staff much more comfortable with the issues previously described as Risk E4.1. (i.e., Delay in agreement to permit conditions with City and/or County, and/or City unable to issue permits on schedule anticipated (e.g., inadequate environmental review / documentation; design information not detailed enough; need additional review time for street-use permit; workload too great)). The State will also ask the City to provide internal coordination (beyond current effort), either additional staff or just more careful coordination so that the City can plan for periods of peak review effort. Therefore, the City and State jointly agree that the risk formerly described separately by D10 and E4.1 is now lower than it was previously. Summarize the risk with a discrete distribution for time delay, applied to both Activities 9 and 12 (impacts both activities by the same amount): 60% chance of 0 month; 30% chance of 2 months; and 10% chance of 4 months.</u></p>				
D11	<p>Design deviations and documentation</p> <p>Complicated design on different rights-of-way and jurisdictions. Design standards are uncertain at this point and need to be documented.</p> <p><u>Update March 2008: It now appears that clear-zone shoulders and radii are the only significant issues. Other issues have been resolved (through the normal course of design) since the November CEVP. Hence, reduce this risk to a 15% chance of 2-3 months delay (i.e., eliminate outcome C.).</u></p>	9	<p>A. 80%</p> <p>B. 15%</p> <p>C. 5%</p>	<p>A. 0</p> <p>B. 0</p> <p>C. 1</p>	<p>A. 0</p> <p>B. 2-3</p> <p>C. 6</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
D12	<p>Additional mitigation for railroads</p> <p>In addition to risks captured separately.</p>	220	50%	5	Minor
D13	<p>Railroads abandon Whatcom Yard</p> <p>Could improve access and simplify construction (better access, less interaction with railroad and utilities). However, the SIG tail track and therefore the undercrossing (bypass) are still included.</p> <p><i>This opportunity is excluded from this CEVP.</i></p>				
Environmental and Permitting					
E1	<p>Issues completing the EA</p> <p>Excludes urban-design-related issues, which are captured in risk D2.</p> <p><u>Independent Issues:</u></p> <ol style="list-style-type: none"> Delays during review / approval (either based on content or process/staffing issues). Team has an aggressive turn-around schedule (several rounds of 2-week reviews, then revisions, then publish). <u>40% chance of additional 0-3 months to the EA (Activity 5).</u> <u>Potential risk management / update March 2008: The team is now half way through negotiation on the tech memo, and 2/3 of review is complete on the tech memo and discipline reports. So far, the City has met all review deadlines. Hence, it appears that the review process is working well. Therefore, reduce the probability of occurrence from 40% to</u> 				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>25%. Note that this change does not reflect so much active risk management as it reflects updated information since the CEVP.</p> <p>2. Additional project alternatives need to be evaluated (captured separately).</p> <p>3. Delays with ESA / BA consultation: For current project, potential delay in review / response / approval by resource agencies. 50% chance of 6 month delay to EA (Activity 5). Potential risk management: None Identified.</p> <p>4. Changes in design cause delays completing EA (captured separately).</p> <p>5. Revised EA required (due to significant nature of comments and cumulative changes to project design not being included in first EA). 30% chance of 6 months to EA (Activity 5). Minor additional cost. Potential risk management: None Identified.</p>				
E2	<p>NEPA determination challenged/appealed</p> <p>The project has already received letters questioning the legal sufficiency of the NEPA documentation. Other unknown reasons might also spur an appeal. The range of impacts could be from no time to having to complete an EIS, plus court time to resolve.</p> <p>70% chance of appeal. If appealed, 20% chance of delay; so 14% chance of delay.</p>	Ad date (activity 11)	A. 30% (base) B. 56% C. 14%	A. 0 (base) B. 0 C. Triangular (0,2.5,5)	A. 0 B. 0 C. Triangular (6,12,48)

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p><i>Excludes change in project alternative.</i></p> <p>Potential risk management: None Identified.</p>				
E3	<p>SEPA determination challenged/appealed</p> <p>High likelihood (90%) of SEPA appeal, which is independent of a potential NEPA appeal. If appealed, likelihood of delay is estimated to be 20%. Delay would be to permits (but shown as impact to Ad date because any delay is likely to overlap with NEPA appeal delay).</p> <p>Potential risk management: None Identified.</p>	Ad date	<p>A. 10% (base) B. 72% C. 18%</p>	Captured in NEPA risk E2	<p>A. 0 B. 0 C. Triangular (6, 9, 36)</p>
E4	<p>Permitting Issues</p> <p><u>Independent issues:</u></p> <p>1. Delay in agreement to permit conditions with City and/or County, and/or City unable to issue permits on schedule anticipated (e.g., inadequate environmental review / documentation; design information not detailed enough; need additional review time for street-use permit; workload too great). <u>40% chance of 2-3 month delay to Permits (Activity 12).</u> Note: SEPA issues captured separately. Potential risk management / updated information March 2008: The team now realizes that there is a link between this risk and Risk D10. Hence, the above assessment was removed from this risk (this risk ceases to be a separate risk) and was combined with Risk D10.</p> <p>2. Permits appealed. Most likely to be appealed is the</p>	See left	See left	See left	See left

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>Type 2 Master Use Permit. <u>Probability of appeal is 70%. If appealed, 40% chance of 6-12 month delay to Permits (Activity 12). Assumption is that an appeal does not significantly alter the project. Potential risk management / updated information March 2008: The State and City have negotiated this issue. The City will not require a Type 2 MUP from the State for this project (confirmed by a City permitting rep). Hence, this risk has been eliminated.</u></p> <p>3. Other permits appealed (e.g., street use permits). <u>Probability of appeal is 30%. If appealed, 50% chance of 3-6 month delay to Permits (Activity 12). Assumption is that an appeal does not significantly alter the project. Potential risk management: None Identified.</u></p> <p>4. Permitting issues during construction. For example:</p> <ul style="list-style-type: none"> a. Permit violations (e.g., dust, noise, vibration). Likely to see some violations, but unlikely to result in significant cost or time impacts. b. Permits expire during construction without being extended or re-issued. Low probability. <p>5. Contractor approval to work using previously-unanticipated means/methods or at different times (trucking delivery, barge delivery, working hours). Minor.</p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
E5	<p>Section 106 issues</p> <p>Issues include completing the process in the time allotted (late start; might encounter something that requires additional study; and concerns of Tribes (historic shoreline), SHPO, etc.; HAER documentation delay, etc.).</p> <p><u>Potential risk management / updated information March 2008: The State has implemented a programmatic solution via Programmatic Agreement with various stakeholders. This agreement will spell out now the steps to be taken if issues arise during construction. This should also streamline approvals during the EA (e.g., by providing more assurance that the issues have been addressed ahead of time). Hence, reduce the probability of occurrence from 70% to 35%, and reduce the impact to Triangular(0, 3, 6) months. There is minor additional cost to implement this process.</u></p>	EA (Activity 5)	70%	Minor	Triangular (0, 6, 12)
E6 Minor	<p>Encounter unanticipated cultural, historical, or archaeological resource during construction</p> <p>For example, while excavating the undercrossing (mass excavation). The base cost and schedule include no allowance for this.</p>				
E7	<p>Encounter additional or unanticipated contaminated or hazardous materials during construction</p> <p>Base includes an allowance of \$14M for remediation.</p> <ul style="list-style-type: none"> Unanticipated soil contamination is encountered in 	Split across construction	A. 10% B. 80% C. 10%	A. -7.5 B. 0 C. 7.5	minor

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	excavations <ul style="list-style-type: none"> Hazardous/contaminated material: 1) Amount, severity or cost of disposing contaminated soil greater than anticipated, and 2) estimate considers contaminated but no hazardous soil. 				
	Political and Other External Influences				
P1	<p>Uncertain construction-cost inflation rate</p> <p>Excludes impacts from market conditions (competition).</p> <p>Uncertainty in construction-cost inflation rate is modeled each year (independent from year to year, as indicated by a time-series analysis on past annual inflation rates). The probability distributions for inflation rate by year are defined by the parameters shown below. These distributions were developed by Washington State DOT and its economist subject-matter experts in a workshop in May 2006, and were also adopted by the project team and SMEs for this project:</p> <ul style="list-style-type: none"> 2007: Triangular distribution with 10th percentile = 0.8%; most likely value = 4.3% ; 90th percentile = 9.3% 2008: Triangular distribution with 10th percentile = -1.1%; most likely value = 3.3%; 90th percentile = 10.2% 2009 and beyond: Lognormal distribution with 10th percentile = -3.1%; mean = 3.4% (mode = 2.4%); 90th percentile = 11.0% <p>The diagram below shows the 10th percentile, mean,</p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>mode, and 90th percentile by year for the distributions defined above.</p>				
<p>P2 Minor</p>	<p>Issues related to agreements with Port of Seattle & U.S. Coast Guard</p> <ul style="list-style-type: none"> • Issues related to defining, negotiating, and securing needed right-of-way acquisitions and easements (utilities, roadway, construction) • Additional mitigation efforts required to mitigate operational impacts from south end construction (e.g., truck and pedestrian traffic) • Unanticipated security requirements along PoS & USCG property (Marsec). • PoS changes to expected truck volumes or routing <p>USCG is likely not an issue. PoS concerns are related to access to/from and general freight mobility during construction (background traffic in the Atlantic Street intersections), urban design accommodations in a</p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>perceived freight corridor, and potential (perceived) encroachment onto T-46. WSDOT and the City plan to accommodate freight mobility, not impact the scale, and provide an acceptable level of service for PoS. There appear to be no high-level disagreements.</p> <p><u>Potential Risk Mitigation:</u> More proactively inform/educate PoS on the design decisions, etc. No benefit taken at this time.</p>				
<p>P3 Minor</p>	<p>Issues related to agreements with City of Seattle (DOT, policy)</p> <p>For example:</p> <ul style="list-style-type: none"> • Agreement of concept for this project (if not captured separately under Central Waterfront risk) • Disagreement over design or construction standards (especially for infrastructure to be built by WSDOT but owned by City) • Urban design standards/definition (if not captured separately) • City Council approval (RCW 47.24.020(1) requires City Council project approval) • Vacation and surplus of un-needed right-of-way <p>Once the design is agreed to, there should be no delay in reaching an agreement. Potential delay to design for this issue is captured in separate risks. Therefore, this risk is minor.</p>				
<p>P4</p>	<p>Issues related to agreements with railroads</p> <p>BNSF is currently in discussion with WSDOT, and is</p>	<p>15</p>	<p>10%</p>	<p>Simulated additional overheads</p>	<p>2</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>familiar with the proposed design. The agreement will likely be based on a modification to a template agreement. The critical element now is for WSDOT to develop the design enough for BNSF to feel assured that the clearances, etc. are acceptable and won't change. WSDOT thinks that 60% design is likely the critical design milestone to enable detailed negotiations; scheduled for July 2008. Agreement is needed by March 2009. BN indicates that it is willing to work on the agreement even if the design has not been completed – this reduces the risk to completion of the agreement.</p> <p>For example:</p> <ul style="list-style-type: none"> • Whatcom Yard track realignment and franchise modifications (including potential re-design) • Clearances and geometry • Variances for utility (temporary or permanent) • Issues related to increased tail track closures/blockages 				
<p>P5</p>	<p>Issues related to obtaining buy-in from other stakeholders</p> <p>For example, King County (Metro), Pioneer Square, Seattle Mariners and Seattle Seahawks have all expressed concerns with the design.</p> <p>Minimizing impacts during events (sports, home shows, etc.) is one of the significant issues. The base traffic control plan doesn't address this. Could result in schedule delay from accommodating events – known and unknown.</p>	<p>Split between 202 and 413</p>	<p>50%</p>	<p>minor</p>	<p>3</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<p>Any issues related to challenges to environmental documentation or permits is captured under separate risks (E-series risks).</p> <p>Potential risk management: None Identified.</p>				
<p>P6 Minor</p>	<p>Other traffic-mitigation projects not completed on time or as currently designed (e.g., elements of SR 519, 4th Ave Loop Ramp)</p> <p>4th Avenue and SR 519 are fully funded and scheduled to start ahead of this project. They are needed by this project by start of Stage 2 (December 2010 if this project is not delayed).</p>				
	<p>Right-of-Way</p>				
<p>R1</p>	<p>Uncertainty in right-of-way acquisition</p> <p>The base includes \$25 million (with a 40% allowance for condemnation) and 15 months from November 2007. There is still significant uncertainty in which parcels will be acquired. The group assessed an aggregate ROW risk instead of treating individual risks and opportunities. The higher costs and longer times reflect delays in ROW definition (including additional right-of-way being required), condemnation, and inter-agency ROW negotiation/agreement issues.</p> <p>Potential risk management: The team is considering accelerating the utility relocation contracts. However, it is unclear whether this will work without creating other significant risks (e.g., delays in utility plan and ROW</p>	<p>6</p>	<p>Distributions, Perfectly correlated cost and duration changes</p>	<p>Lognormal (mean = 28 and standard deviation = 5)</p> <p>Minus</p> <p>base (= 25)</p>	<p>Triangular (13,14,21)</p> <p>Minus</p> <p>base (= 15)</p>

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	<u>approval times due to the accelerated schedule). Hence, no benefit has been captured here; all relevant impacts will be addressed in the next CEVP.</u>				
	Scope Changes				
S1	Change in purpose and need for this project (if not captured separately) <i>Excluded from this CEVP.</i>				
S2	Project limits extended farther north and/or south <i>Excluded from this CEVP.</i>				
S3 Minor	Include managed lanes (e.g., an HOV or HOT lane) Enforcement area, buffer (if needed), communications / ITS support for tolling. Would be addressed by Project 6 (operational issues are outside the scope of this project). Otherwise, the base includes some elements.				
S4	Additional permanent lanes required <i>Excluded from this CEVP.</i>				
S5 Minor	Provide permanent connection between Alaskan Way and East Marginal Way Public outcry could result from plan to cut this connection (plan is for this connection to flow through Atlantic). Would require additional ROW from Port of Seattle, and there are difficult issues making this				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	connection work. Therefore, low likelihood.				
S6 Minor	<p>Additional local improvements required</p> <p>For example, intersection at Royal Brougham (to accommodate transit). Some of this has been captured in the Urban Design risk.</p>				
S7 Excluded	<p>Additional transit service hours required</p> <p>Being addressed by Project 6.</p>				
S8 Minor	<p>Addition of integrated traffic control system post advertisement</p> <p>The base will include costs for local integration and more-global system integration.</p>				
	Utilities				
U1 Minor	<p>Delays securing Private utility agreements</p> <p>Private utility agreements need to be in place by March 2009. This is considered sufficient- minor risk to Activity 15.</p>				
U2	<p>Delays securing Public utility agreements</p> <p>Agreements for public utilities (Activity 15) is targeted for completion by March 2009 (when package goes to HQ). Risk is this may be insufficient time to handle all public utilities. A number of details have yet to be resolved (e.g., reimbursement, etc.).</p>	15	35%	Simulated additional overheads	3

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
U3	<p>Delays relocating other utilities</p> <p>Base assumes 3 months for early relocation of utilities prior to start of major construction elements in stage 1. Risk is that the 3 months in base is insufficient.</p> <p><u>Potential risk management: The team is considering accelerating the utility relocation contracts. However, it is unclear whether this will work without creating other significant risks (e.g., delays in utility plan and ROW approval times due to the accelerated schedule). Hence, no benefit has been captured here; all relevant impacts will be addressed in the next CEVP.</u></p>	Independently to: 241, 242, 243	90%	Simulated additional overheads	3
U4	<p>Delays relocating utilities – 115 kV transmission line</p> <p>For example:</p> <ul style="list-style-type: none"> • Delays in getting design finalized and approved by PoS • Early transmission line relocation project does not make the spring 2009 window (and is therefore not complete by fall 2009 as planned) • Electrical lines are not off of existing viaduct in time for scheduled demolition. 	104	10%	Simulated additional overheads	6
U5 Minor	<p>Damage existing utilities during construction</p> <p>For example:</p> <ul style="list-style-type: none"> • From ground improvement • From other excavation/construction <p>Potential for damage to new duct bank. Primarily a cost</p>				

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
	impact- repair will be high priority, and will take place rapidly. Similar concern regarding damage to outfalls. However, items will be identified in contract scope, and will be responsibility of contractor. Minor cost impact to project.				
U6 Minor	Encounter unanticipated utilities during construction Some risk of encountering. No schedule impact. Cost impact below threshold.				
U7 Minor	Additional utility costs to reimburse private utilities				
	Minor and Unidentified Risks and Opportunities Aggregate effect of items labeled “Minor” above. “Major” means the items quantified above (i.e., all items other than those labeled “Minor” above)				
	Aggregate Minor Risks	Independently to all	50%	10% of sum of “major” risks to activity	10% of aggregate “major” risks to activity
	Aggregate Minor Opportunities	Independently to all	50%	10% of sum of “major” opportunities to activity	10% of aggregate “major” opportunities to activity
	Unidentified Risks	Independently to all	50%	10% of sum of “major” risks to activity	10% of aggregate “major” risks to activity
	Unidentified Opportunities	Independently to all	50%	10% of sum of “major” opportunities to	10% of aggregate “major” opportunities to

Item	Risk or Opportunity	Affected Project Activities	Probability of Occurrence	Cost Change (current \$M)	Duration Change (months)
				activity	activity

Notes:

1. Unless indicated otherwise, all uncertainties, risks, and opportunities have been defined to be independent of one another.
2. All cost impacts are assessed in current terms. Cost inflation is handled automatically through the simulation model.
3. Except for “soft cost” uncertainties that are addressed separately, all cost impacts in this table are assumed to represent “raw” values and do not include markups. Potential markups include items that may be treated as a percentage of the construction subtotal in the cost estimate, such as sales tax, mobilization, construction engineering, design, and allowances for miscellaneous items.
4. “Minor” risks and opportunities are assumed to have an expected direct cost impact of less than \$250k and a potential schedule impact of less than 2 months.
5. Base component costs (e.g., bridges) and associated uncertainty ranges are summarized in Table E-1.
6. The allocation of each risk or uncertainty item among multiple project activities is assumed to be highly (positively) correlated unless otherwise specified.

Communications and Outreach Plan

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

July 2007 – April 2008

September 2008, Update

Overview

Many people only think of the viaduct along the central waterfront, but the double-deck structure extends to South Holgate Street past Safeco Field. In fact, removing this elevated viaduct section accounts for about 40 percent of the entire structure.

The south end of the viaduct is vulnerable because the original foundations were constructed in unstable fill soil that could liquefy in an earthquake. The foundations for the new roadway will reach 200 feet down to the stable soil underneath, so it will be able to withstand a 1,000 year earthquake.

This project will:

- Construct a new south end structure that is side-by-side, instead of stacked.
- Build new on- and off-ramps to and from downtown that will connect to Alaskan Way near South King Street.
- Build a new underpass near South Atlantic Street so trucks and cars can bypass the railroad track when it is occupied by trains.
- Build new bicycle/pedestrian paths on the east and west sides of SR 99.

Temporary traffic and parking disruptions are unavoidable when building major transportation projects in a timely and cost-effective manner. However, WSDOT, King County and the City of Seattle are working together to minimize disruptions to the extent practical.

Significant public relations risks

- Although many of the stakeholder groups currently approve of the south end design, some businesses, interest groups and adjacent neighborhoods have raised concerns.
 - Project partners and stakeholders (Port, BNSF, King County, Washington State Ferries (WSF), City of Seattle, sports stadiums) do not agree with the final design.
 - Port of Seattle is concerned about freight mobility, right of way encroachments and potential impacts on Terminal 46 clients and operations.
 - WSF is concerned about ferry holding.
 - BNSF is concerned about the tail track and intersection operations.
 - The stadium districts and associated entities are concerned about impacts to event parking, access and traffic during construction.
 - City of Seattle is concerned about the integration of urban design elements, impacts to city street configurations and operations and the overall aesthetic quality of the project.
 - Bicycle/pedestrian groups and freight interest groups do not agree with the final design.
 - Bicycle/pedestrian groups have concerns with the tail track placement and extending the Mountains to Sound Greenway through the project area.
 - Freight is concerned about mixing trucks and bicycles in the corridor.
- Proposed construction plans are viewed as having impacts on adjacent neighborhoods and businesses.
 - Pioneer Square businesses and residents expect substitute parking if parking lanes are removed on First Avenue South or adjacent parking lots are used as staging areas.
- Traffic mitigation plans do not adequately address freight, industrial and/or Pioneer Square needs.
 - Truck drivers complain about using Railroad Way South ramps and/or mixing bicyclists and trucks on detour routes.
 - Pioneer Square business owners feel that traffic is being diverted away from the neighborhood.
- The public sees the south end's transitional connection to the existing viaduct as wasteful.
 - Push for delay of south end construction until a decision has been reached on the central waterfront.

Objectives

- The public understands the need to move forward with safety improvements to the south end.
- The public understands the south end project is alternative-neutral and will connect with an above-grade, at-grade or below-grade solution on the central waterfront.
- The project team responds to questions and concerns in a timely manner and with accurate information.

Communications strategies

- **Lead with the Web:** The Alaskan Way Viaduct program Web site is a key source for project information and construction updates.
- **Plain talk:** We speak in language people understand and use themselves.
- **Coordinated messaging:** We will provide consistent information across agency boundaries (WSDOT, KCDOT, SDOT). Everyone on the team will use the same key messages when presenting at briefings and answering questions.
- **No surprises:** We are the first and best source of information about the viaduct program. We anticipate customers' needs and provide the information they need in advance.
- **Follow up:** Once milestones have been reached or decisions made, the project team will update interested groups and individuals.

Key dates

Legislative & UCO Milestones (Heavy civil)	Date
Project Definition complete	29 Jun 07
Begin Pre-Construction Engineering	23 Jul 07
30% PS&E Submittal	19 Feb 08
60% PS&E Submittal	2 Sept 08
90% PS&E Submittal	17 Feb 09
100% PS&E Submittal	18 May 09
Environmental Documentation Complete	25 Nov 08
Right of Way Certification Completed	18 May 09
Contract Advertisement (Ad Date)	03 Aug 09
Contract Bid Opening	25 Sep 09
Contract Award	19 Oct 09
Contract Execution	09 Nov 09
Start of Construction	23 Nov 09
Operationally Complete	31 Dec 12
Final Contract Completion	30 Sep 13
Legislative & UCO Milestones (Early Utilities)	Date
Project Definition complete	29 Jun 07

Legislative & UCO Milestones (Heavy civil)	Date
Begin Pre-Construction Engineering	23 Jul 07
30% PS&E Submittal	19 Feb 08
60% PS&E Submittal	30 Jun 08
90% PS&E Submittal	15 Sep 08
100% PS&E Submittal	17 Nov 08
Environmental Documentation Complete	25 Nov 08
Right of Way Certification Completed	13 Jan 09
Contract Advertisement (Ad Date)	2 Feb 09
Contract Bid Opening	27 Mar 09
Contract Award	20 Apr 09
Contract Execution	11 May 09
Start of Construction	22 May 09
Operationally Complete	25 Jan 10
Final Contract Completion	21 Apr 10

Team members and affiliations

Name	Affiliation	Office:	Cell:
Ron Paananen, Deputy Administrator, Urban Corridors Office	WSDOT	206-464-1221	206-276-0499
John White, Program Director	WSDOT	206-382-5270	206-450-2975
Matt Preedy, Program Deputy Director	WSDOT	206-267-6388	206-948-9853
Ali Amiri, Engineering Manager	WSDOT	206-267-6381	206-455-5547
Steve Beadle, Deputy Project Engineer	WSDOT	206-267-6502	
Allison Hanson, Director Environmental Service	WSDOT	206-716-1136	206-714-1548
Angela Freudenstein, Environmental Manager	WSDOT	206-382-5230	
Victoria Tobin, Communications Manager	WSDOT	206-464-1184	206-375-2412
Emily Fishkin, Media	Viaduct Program	206-267-6821	206-437-5061
KaDeena Lenz, Public Outreach	Viaduct Program	206-267-3836	206-795-1876
Chad Schuster, Public Outreach	Viaduct Program	206-267-3830	
Mike Johnson, Design and Construction Strategic Advisor	SDOT	206-684-7949	206-852-7593
Tracie Sunday, Communications	SDOT	206-684-7949	206-423-4202
Katherine Bush, Communications	SDOT	206-233-1084	206-293-3281
Ron Posthuma, Assistant Director	KCDOT	206-684-1007	
Christina O'Claire, Sr. Transportation Planner	KCDOT	206-263-4753	206-255-1776

Key messages

- The viaduct is vulnerable in another earthquake and continues to show signs of age and deterioration. It must be replaced.
- WSDOT, FHWA, King County and the City of Seattle are moving ahead to replace or repair almost half of the seismically vulnerable Alaskan Way Viaduct. Getting started now will reduce the risk to public safety and minimize cost increases from continued delay.
- Taking down and replacing the viaduct between South Holgate Street to South King Street is a safety priority. The south end of the viaduct is vulnerable because the foundations sit in unstable fill soil that could liquefy in an earthquake. It must be replaced with a new roadway.
- Construction plans are still being developed, but we are working with the surrounding businesses and residents, as well as with freight groups, to minimize closures and provide direct detour routes when needed.

Target audiences

- Adjacent businesses and business associations
- Residents and neighborhood associations
- Interest groups
- Social service providers
- City of Seattle advisory boards
- Media

Communication Tools

For this phase of design, our primary communications tools will be community briefings, open houses, fairs and festivals, newsletters and e-mail updates. We will set up and attend briefings with interested organizations we have not yet met with, plus organizations that require regular updates, like the Seattle Design Commission. We will send follow-up e-mails and/or newsletters when information changes or decisions have been made.

Organization	Timing	Status
Brief community groups and stakeholders on the modified south end design developed in early summer 2007: Stakeholders: <ul style="list-style-type: none">- Bemis Building, David Huchthausen (9/13/07, 9/14/07)- Coast Guard (9/5/07)- King County Metro (8/28/07)- Port of Seattle Commissioners (8/9/07)- Seahawks/PSA (8/31/07)	October – December 2007	Completed

Organization	Timing	Status
<ul style="list-style-type: none"> - Seattle Bicycle Advisory Board (9/5/07) - Seattle Design Commission (12/20/07) - Seattle Mariners/PFD (9/5/07) - Seattle Pedestrian Advisory Board (10/10/07) - Union Pacific Railroad (9/13/07) - Washington State Ferries (9/12/07) - Burlington Northern Santa Fe Railway <p>Interested Organizations and Community Groups:</p> <ul style="list-style-type: none"> - Cascade Bicycle Club (9/20/07) - FMAC (9/18/07) - International District Forum (9/10/07) - John King and Tom Herche (9/11/07) - Katherine Casseday and Dave Gering (9/5/07) - North Seattle Industrial Association (10/23/07) - Pioneer Square Community Association (10/9/07 & 10/18/07) - South End Freight Stakeholders Group (put together by WSDOT) (7/26/07) <p>Social Service Providers:</p> <ul style="list-style-type: none"> - St. Martin de Porres (7/18/07) - Compass Center (7/29/07) - OK Hotel Apartments (7/27/07) - Chinatown Chamber of Commerce - Inter*Im Community Development Association - Seattle Chinatown International District Preservation and Development Authority (SCIPDA) - Bread of Life Mission (8/15/07) - Mission to Seafarers (11/7/07) 		
<p>Continue community briefings:</p> <p>Stakeholders:</p> <ul style="list-style-type: none"> - Seattle Mariners/PFD (3/07/08, 3/10/08, 4/10/08) - Seahawks/PSA (3/10/08) <p>Interested Organizations and Community Groups:</p> <ul style="list-style-type: none"> - Transit Integration Group (TIG) (1/17/08) - Manufacturing Industrial Council 	January – April 2008	Completed

Organization	Timing	Status
(1/22/08) – SODO Business Association (2/13/08) – West Seattle Chamber of Commerce (2/13/08) – Duwamish Transportation Management Association (2/14/08) – UW Infrastructure Construction Class (2/14/08) – FMAC (2/19/08) – PSRC Regional Freight Mobility Roundtable (3/7/08) – Seattle Pedestrian Advisory Board (3/12/08) – Seattle Design Commission (3/20/08, 4/4/08) – Freight Mobility Strategic Investment Board (FMSIB) (3/21/08) – Ballard District Council (4/9/08) – Greater Seattle Chamber of Commerce, Transportation Committee (4/17/08)		
April South End Newsletter featuring the south end project	April 2008	Completed
South Downtown Projects Preview Open House featuring the south end project	April 28, 2008	Completed
Continue community briefings: Stakeholders: – David Huchthausen (6/27/08) – Coast Guard (6/30/08) Interested Organizations and Community Groups: – Downtown Seattle Association Viaduct Task Force (5/5/08) (8/4/08) – Southwest King County Chamber of Commerce (6/3/08) (6/24/08) – Cascade Bicycle Club (7/2/08) – Seattle Design Commission (7/3/08) (10/16/08) – Seattle Pedestrian Advisory Board (7/9/08) – Seattle Bicycle Advisory Board – Freight Mobility Advisory Committee (7/15/08) – Seattle Chamber (8/13/08)	May – August 2008	Completed

Organization	Timing	Status
<ul style="list-style-type: none"> - AIA Seattle (8/14/08) - Parking and Access Review Committee (PARC) (8/21/08) - Southwest and Delridge district councils (9/3/08) - Transportation Choices Coalition (9/5/08) - West Seattle Chamber of Commerce (9/9/08) - Mountains to Sound Greenway (9/10/08) 		
<p>Fairs and Festivals</p> <ul style="list-style-type: none"> - U-District Street Fair - Fremont Fair - Burien Strawberry Festival - West Seattle Summer Fest - Chinatown-International District Festival - Ballard Seafood Festival - Magnolia Summer Fest - South Lake Union Block Party - Central Area Community Festival - Duwamish River Festival - Wallingford Wurst Festival - Seattle Fishermen's Fall Festival <p>More fairs and festivals to be scheduled</p>	May 2008 – August 2009	In progress
General Web site updates	May 2008 – August 2009	In progress
<p>Pre-construction activities notifications</p> <ul style="list-style-type: none"> - Web site updates - Stakeholder letters - Phone calls 	May 2008 – August 2009	In progress
<p>New South End folio</p> <ul style="list-style-type: none"> - Construction updates 	September 2008	In progress
<p>Environmental Assessment Release</p> <ul style="list-style-type: none"> - Legal Notices - Distribution Lists - Web site updates 	July 2008	Completed
<p>Environmental Assessment Public Hearings</p> <ul style="list-style-type: none"> - Downtown (7/10/08) - West Seattle (7/15/08) 	July 2008	Completed
<p>Continue community briefings:</p> <p>Stakeholders:</p> <ul style="list-style-type: none"> - Coast Guard (Early October 2008) <p>Interested Organizations and Community</p>	September 2008 – August 2009	Upcoming

Organization	Timing	Status
Groups: <ul style="list-style-type: none"> - South Park Neighborhood Association (10/14/08) - Pioneer Square Community Association (October 2008) - Seattle Bicycle Advisory Board (October 2008) - Downtown District Council (Fall 2008) - League of Women Voters (Fall 2008) Continuation of stakeholder and community group briefings as needed		
Fairs and Festivals	September 2008 – August 2009	Upcoming
General Web site updates	September 2008 – August 2009	Upcoming
Pre-construction activities notifications <ul style="list-style-type: none"> - Web site updates - Stakeholder letters - Phone calls 	September 2008 – August 2009	Upcoming
South End Newsletter – Pre-construction information	Fall 2008 – Winter 2009	Upcoming
South End Open House – Pre-construction information <ul style="list-style-type: none"> - West Seattle - SODO 	Fall 2008 – Winter 2009	Upcoming
Groundbreaking for overall South End project	Spring 2009	Upcoming
Door-to-door outreach during utilities construction as needed	Spring 2009 – August 2009	Upcoming

Change Management Plan

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

Change Management for the S. Holgate St. to S. King St. Viaduct Replacement Project will be managed in accordance with the AWV & SRP Trend Program as outlined below and represented in the flow Chart shown in Figure 1.

AWV&SRP Trend Program

Objectives:

- 1) Seek and identify changes to
 - a. Scope
 - b. Cost
 - c. Schedule
- 2) Formally document changes
- 3) Study change impacts
- 4) Bring changes to managements attention
- 5) Formalize decision on changes
- 6) Update baselines

Each Moving Forward Project team needs to know their project, and understand their Baseline Documents.

1. Understand Scope
2. Know Baseline Target Budget
3. Know Check Estimate
4. Know RW needs
5. Know schedule (PS&E and CN)
6. Know the trending process

Determining thresholds beyond which a trend will be prepared:

- 1) For costs, \$100,000 or greater
- 2) For schedule, any change to the primary milestones (Project Definition Complete, Begin Preconstruction Engineering, Environmental Documentation complete, Right of Way Certification, Construction Contract Advertise and Operational Complete)
- 3) For schedule, a month or more impact to secondary milestones (Contract Bid Opening, Contract Award, Contract Execution, Contract Start Construction and Contract Completion)

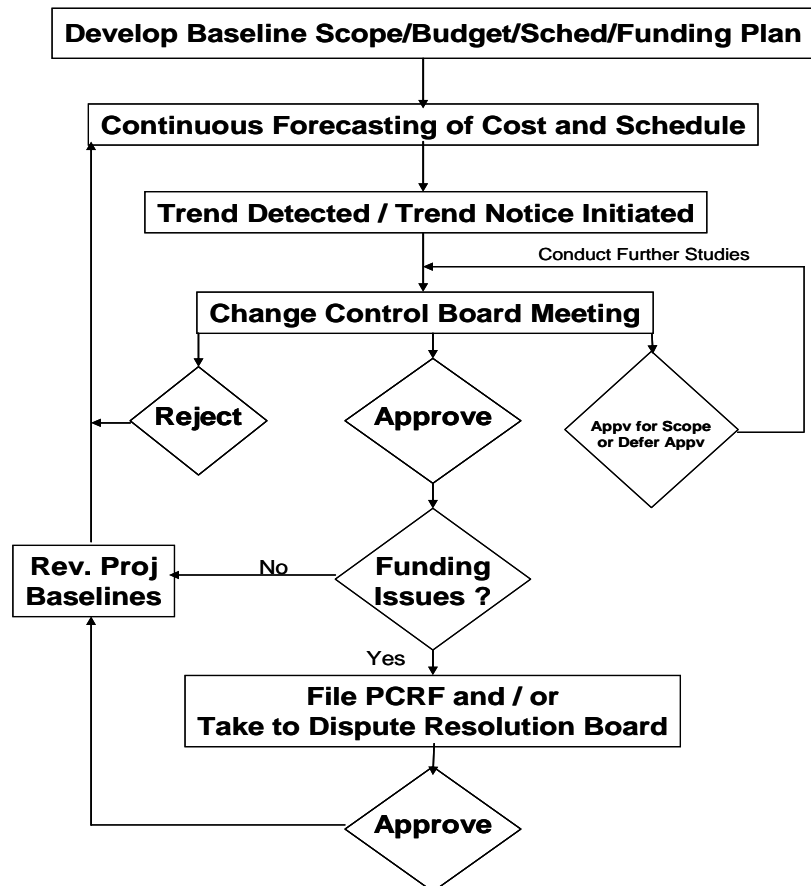
Timing for the trending program:

1. Project teams know their baselines

2. Anyone can write a trend
3. Level of involvement of a supervisor or PE in submittal of a trend to the Trend Engineer
4. Submit trend to Trend Engineer
5. Log trend by project and category, and create working file
6. Review by Trend Engineer
 - a. Is merit adequately defined?
 - b. Is the description self-explanatory with attachments, drawings/sketches, tables and/or graphs?
 - c. Does cost impact have detail?
 - d. Does schedule impact have detail?
 - e. Will trend review require addition personnel support?
 - f. Prepare agenda of trend for Change Control Board and trend meeting
 - g. Enter *.pdf of trend information in shared server folder
7. Change Control Board (CCB) Make-up
 - a. Core Members
 - Director (Ron Paananen)
 - Deputy Director (Matt Preedy) – Meeting Chair
 - Program Manager (Kimberly Farley)
 - Design Manager (Alec Williamson)
 - Construction Manager (Tom Madden)
 - Environmental Manager (Kate Stenberg)
 - GEC Manager (Mike Rigsby)
 - Trend Engineer (Bob Garrett) – non voting
 - b. Participants
 - Preparer of trend
 - PEs for projects of trends being presented
 - c. Observers
 - PEs whose projects have no trends
 - Right of Way
 - Communications
 - Project Controls Manager (Brian Smith)
8. Trend Meetings
 - a. Preparation for Meeting by Trend Engineer
 - i. Confirm trend presenters are ready
 - ii. Set agenda
 - iii. Issue meeting announcement
 - iv. Transmit agenda and information to CCB Core members
 - v. Determine impact of trend on corresponding project's budget and schedule if approved at this meeting
 - vi. Determine impact of trend on corresponding project's budget and schedule if not approved at this meeting
 - b. Materials for Meeting
 - c. Special Equipment for Meeting
 - d. Chair Conducts Meeting
9. Post Trend Meeting Actions
 - a. Update trend log
 - b. Process trends that had action

- i. Trends fully approved
 - (a) Update scope documents
 - (b) Update cost and schedule baselines
 - (c) Initial CRF for affected Contracts, if required
 - (d) Initial PCRs, if required
 - ii. Approved for scope only with further study
 - (a) Confirm added study is in process
 - (b) Schedule for next meeting
 - iii. Further information required
 - (a) Confirm presenter will pursue trend
 - (b) Schedule for next meeting
 - iv. Reject - close file
- c. Update trend postings on shared server folder
 - d. Update hard files

**Figure 1:
Trend Process flow chart**



AWVSR Program

Master Trend Log - South Replacement Trends

No	Trend Number	Project	Subject	Initiator	Date Initiated	Date CCB Meeting	Trend Amount	Schedule Impact	Third Party	Actual / Forecast	Remarks	Status
1	SS0001	South	Scope Change - Configuration revision from Option 10C to Option 6.	Cliff Mansfield	8/10/2007		\$37,000,000	No impact to Ad Date		\$37,000,000		Fully Approved
2	SS0002	South	Scope Change - Increase usage of tail track by BNSF.	Cliff Mansfield	8/10/2007			TBD		\$0	As a result of analyses of traffic flows with various BNSF usages of the tail track, it was determined that with the Option 6 configuration the BNSF usage of the tail track had no effect on traffic flows.	Closed
3	SS0003	South	Include Urban Design in the 30% design documents.	Cliff Mansfield	10/19/2007		\$0	None		\$0	Task Order amendment SA-2 for contract Y-9715 was implemented with no impact to the budget or schedule for the Holgate to King St Viaduct Removal project.	Closed
4	SS0004	South	Add Early Utility Relocation Contract package.	Cliff Mansfield	2/4/2008	5/9/2008		TBD		\$0	This trend was revised under Trend SS0004R1 in order to clean up the language and attachments.	Cancelled
5	SS0004R1	South	Add Utility Relocation Contract Package	Cliff Mansfield	2/2/2008	5/9/2008		None		\$0	Design scope, Right-of-Way needs and construction schedule and estimates are being developed for PCRF. There will need to be a new WIN.	Fully Approved
6	SS0005	South	For issues relating to lead Railroad Track for BNSF and UPRR and the Whatcom Yard, choose to develop bid ready documents for Option 1.	Ali Amiri	3/11/2008	10/20/2008		None		\$0	Quantification of Schedule & Cost effects evaluated at 60% Cost Estimate.	Approved Scope Only
7	SS0006	South	Delete signal work at Atlantic & 1st Ave. and transfer design to SR 519.	Ron Koontz	4/16/2008	6/5/2008	\$5,974,000	None		\$0	Avoid installing temporary signal in SR 519 and opening the intersection twice. PE, ROW & CN cost under Holgate to King.	Cancelled



AWVSR Program

Master Trend Log - South Replacement Trends

No	Trend Number	Project	Subject	Initiator	Date Initiated	Date CCB Meeting	Trend Amount	Schedule Impact	Third Party	Actual / Forecast	Remarks	Status
8	SS0006R1	South	Delete signal work at Atlantic & 1st Ave. and transfer design to SR 519	Ron Koontz	6/20/2008	7/28/2008	\$6,403,343	None		\$0		Fully Approved
9	SS0007	South	Incorporation of Early Ground Improvement & Relocating and Bifurcating 25kV Powerline	Ali Amiri	5/1/2008			None		\$0	Combined with SS0004 on May 7, 2008.	Cancelled
10	SS0008	South	South E. Marginal Way Shift	Ali Amiri	5/20/2008	6/30/2008		TBD		\$0	Per conversation with Ali on 6/25/08, trend is cancelled.	Cancelled
11	SS0009	South	Address L.O.S performance problems at Atlantic & Alaskan Way	Ali Amiri	6/5/2008			None		\$0	Superseded by SS0009R1.	Closed
12	SS0009R1	South	Address L.O.S. performance problems at Atlantic & Alaskan Way.	Ali Amiri	8/25/2008			None		\$0	Schedule & Cost to be addressed in future trend SS0011.	Approved Scope Only
13	SS0010	South	Betterments	Ali Amiri	6/24/2008			TBD		\$0		Open
14	SS0011	South	Break Contract 2 into two packages	Steve Beadle	6/25/2008			TBD		\$0	Include corresponding schedule. Meeting scheduled on 9/10/08 to discuss status of South End trends.	Open
15	SS0012	South	Additional Ground Improvements to Contract 1	Ali Amiri	7/17/2008	8/11/2008		TBD		\$0	Cancelled per Jim Robison's email on 7/30/08.	Cancelled
16	SS0013	South	60% Cost Estimate Impacts- Contract 2	Harry Jarnagan	8/28/2008	10/6/2008		None		\$0		Open



TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Washington State
Department of Transportation

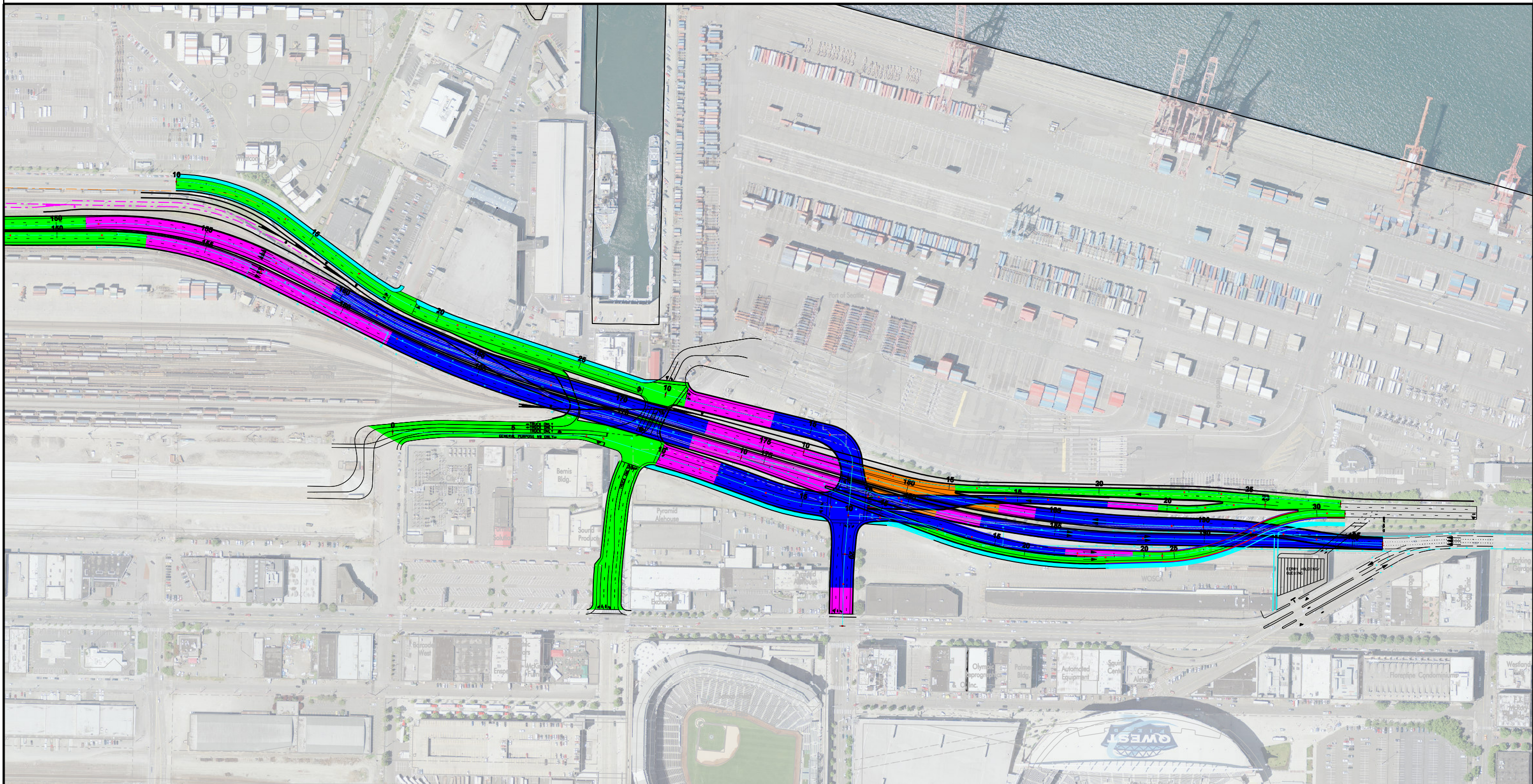
Trend Title: Revised Scope for Option 6		Date: September 10, 2007	
Trend Log Number/Rev. (to be assigned by AWW Trend Engineer) SS0001		Segment Name: South Holgate Street to south King Street Viaduct Replacement Project	
Prepared By: Cliff Mansfield / September 10, 2007 Name / Date		Approval Level / Authority: <input checked="" type="checkbox"/> Project Director / Deputy Project Director	
Preparer's Supervisor Ali Amiri / September 10, 2007 Name / Date			
Nature of Change: <input checked="" type="checkbox"/> Scope		<input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget	
Does Trend Impact Legislative Funding Allocation? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Does Trend Affect Biennium Aging? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	

Description of the Trend (Use Continuation Sheets as Needed):

The SR 99 – Viaduct Removal South Holgate Street to South King Street Project was originally scoped to include the following: SR 99 would be located on an aerial structure over S. Atlantic Street and underneath a structure carrying S. Royal Brougham Way. The aerial structures allow for both at-grade and grade-separated access between the POS Terminal 46 and the North SIG Rail yard. From an at-grade condition near S. Royal Brougham Way, the SR 99 mainline continues northward on an elevated structure to connect with the existing viaduct south of the S. Railroad Way ramps. The bridge structure on S. Royal Brougham Way includes an intersection with Colorado Avenue S. and local access streets to/from the north that connect with the waterfront and retains the existing S. Railroad Way ramps to First Avenue S. for access to/from the north. New ramps provide local access to and from the south near S. King Street. The Whatcom Railyard lead track will remain on the west side of SR 99 between E. Marginal Way S. and SR 99. The tail track connects with the lead track and crosses beneath the SR 99 structure over S. Atlantic Street, continues north along the west side of E. Marginal Way S., and passes under the S. Royal Brougham Way bridge. The tail track continues north to the vicinity of S. King Street. From the southerly project limit, a bicycle/pedestrian path is located along the west side of E. Marginal Way to S. Atlantic Street. This path continues along S. Atlantic Street to a location along the east side of SR 99. From S. Atlantic Street the path continues northward to connect with the existing bicycle/pedestrian path in the vicinity of S. Dearborn Street.

The new configuration, Option 6, represents a departure from the above description. Although the SR 99 mainline is very similar, the adjacent roadways are rearranged to reduce the amount of elevated structure, still improve freight mobility, and to reduce impacts to adjacent properties. The SR 99 roadway will be on an aerial structure over S. Atlantic Street and return to an at-grade condition in the S. Royal Brougham Way vicinity. From an at-grade condition near S. Royal Brougham Way, the SR 99 mainline continues northward on an elevated structure to connect with the existing viaduct south of the Railroad Way S. ramps. A grade separation from the tail track is provided by a U-shaped depressed roadway that extends from the intersection of S. Atlantic Street/E. Marginal Way. The aerial mainline structure and depressed local street combine to provide both at-grade and grade separated access between the Port's Terminal 46 and the North SIG Railyard. This configuration retains the existing Railroad Way S. ramps to First Avenue S. for access to and from the north. New ramps are provided to and from the south in the vicinity of S. King Street. S. Royal Brougham Way is an at-grade roadway that provides local access to a frontage road and potential ferry holding and queuing lanes. A southbound frontage road west of SR 99 connects southbound Alaskan Way to S. Atlantic Street. The Whatcom lead track remains on the west side of SR 99 of SR 99 between E. Marginal Way and SR 99. The tail track connects with the lead track and crosses beneath the SR 99 structure over S. Atlantic Street, continues north along the west side of E. Marginal Way passing above the depressed roadway. The bicycle/pedestrian path is again located along the west side of E. Marginal Way from the southerly project limit to S. Atlantic Street. This path crosses the tail track along S. Atlantic Street to a location along the east side of the tail track. From S. Atlantic Street the path continues northward to connect with the existing sidewalk in the vicinity of S. Dearborn Street.

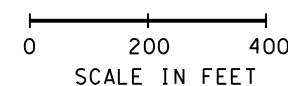
The process followed and the options considered have been document in a report titled "Alaskan Way viaduct Removal Project South Holgate to South King Street concept Planning Study Memorandum".



LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL
- = BICYCLE / PEDESTRIAN FACILITY

**DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY**



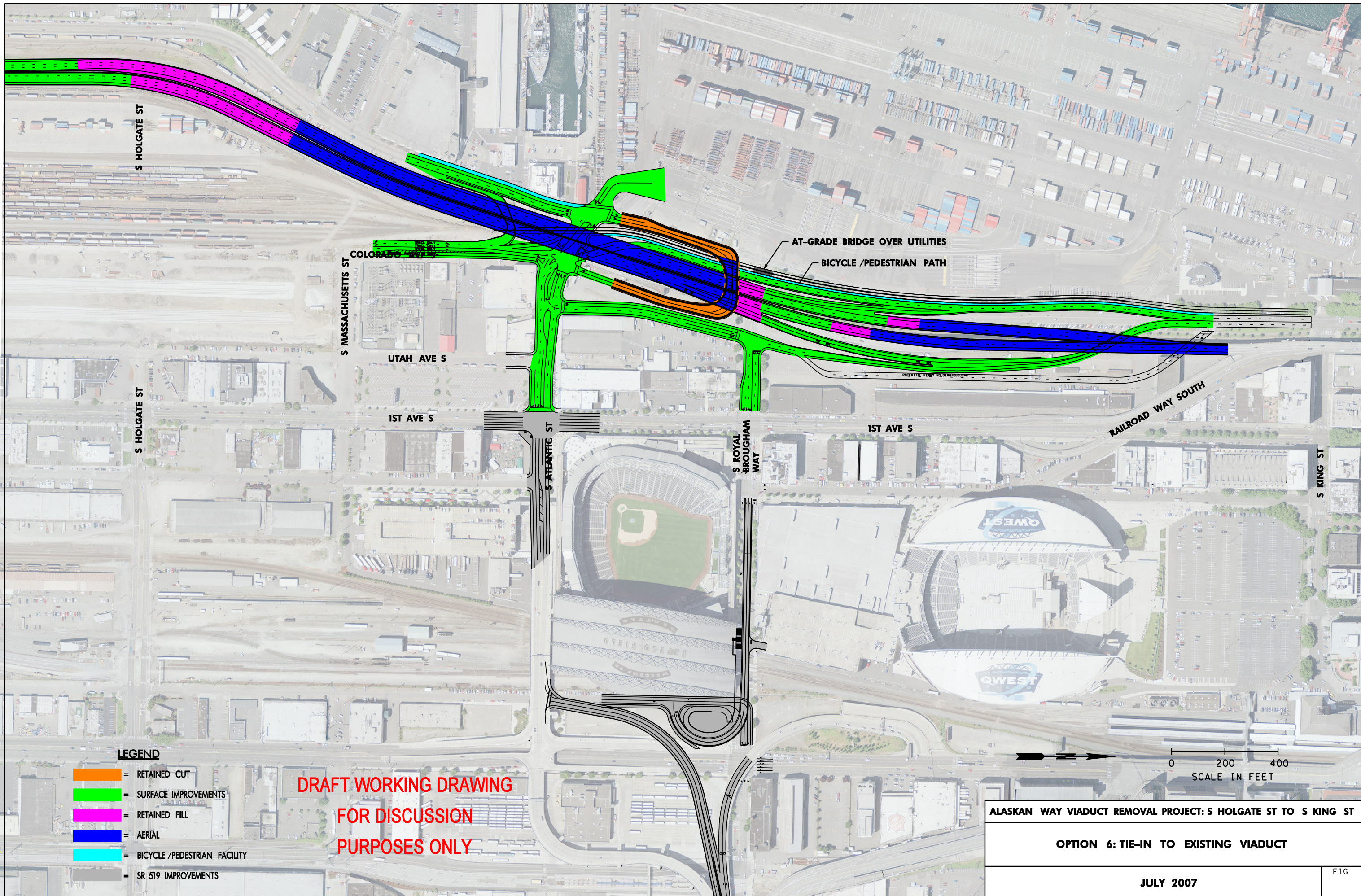
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

OPTION 1

MAY 2007

FIG

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LEGEND

- = RETAINED CUT
- = SURFACE IMPROVEMENTS
- = RETAINED FILL
- = AERIAL
- = BICYCLE / PEDESTRIAN FACILITY
- = SR 519 IMPROVEMENTS

**DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY**

ALASKAN WAY VIADUCT REMOVAL PROJECT: S HOLGATE ST TO S KING ST

OPTION 6: TIE-IN TO EXISTING VIADUCT

JULY 2007

FIG

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



**Washington State
Department of Transportation**

Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend?

In May 2007, WSDOT and SDOT began further development of alternatives consistent with a "surface vision" that includes local connections at S. Atlantic Street and S. Royal Brougham Way. This resulted in a team comprised of WSDOT, SDOT, King County Metro, and consultant members directed to develop a new south end alignment that would allow for the new surface alternative configuration as proposed by SDOT. The new configuration or concept option was also not to preclude reasonably foreseeable future SR 99 alternatives. After comparing six configuration options developed by this team this option was selected based on its compatibility with reasonably foreseeable future alternatives and its affects on traffic operations, roadway geometrics, utilities, and construction.

What are the benefits of approving this Trend?

The configuration known as Option 6 was ultimately selected as the recommended concept because it provides:

- o Less impact to adjacent properties
- o Greatest flexibility for future replacement of the waterfront SR 99 segment
- o Aesthetically pleasing/least urban design impact
- o Good for freight mobility
- o Good access to SR 99 southbound and from SR 99 northbound.
- o Provides Independent utility and logical termini

What are the consequences of not approving this Trend?

The non-trend alternative is not as acceptable to project partners and stakeholders.

~~It may not provide the independent utility and logical termini required for environmental documentation.~~

RBG

Impacts of this Trend:

Schedule Impacts to QPR Milestones:

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Days Impact</u>
Project Definition Complete	June 29, 2007	June 29, 2007	0
Begin Preconstruction Engr.	July 2, 2007	July 23, 2007	21
Environmental Doc. Compl.	September 15, 2008	September 15, 2008	0
RW Certification	March 13, 2009	March 13, 2009	0
Advertisement Date	June 1, 2009	June 1, 2009	0
Operationally Complete	December 31, 2012	December 31, 2012	0

Schedule Impacts to Other Milestones:

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Days Impact</u>
Bid Opening	July 27, 2009	July 27, 2009	0
Award	August 17, 2009	August 17, 2009	0
Execution	September 8, 2009	September 8, 2009	0
Construction Start	September 21, 2009	September 21, 2009	0
Final Contract Completion	March 29, 2013	March 29, 2013	0
30% Submittal	December 2, 2007	December 31, 2007	29
60% Submittal	June 16, 2008	June 16, 2008	0
90% Submittal	October 31, 2008	October 31, 2008	0
100% Submittal	March 9, 2009	March 9, 2009	0

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT



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Cost Impacts (x \$1,000)

<u>Project Phase</u>	<u>Trend Estimate</u>	<u>Baseline Target Estimate</u>	<u>Variance from Trend</u>
PE	47,000	44,000	3,000
RW	33,000	34,000	-1,000
CN	415,000	380,000	35,000
Totals	495,000	458,000	37,000
Total Estimate Impact			37,000

List and Description of Attachments:

Drawing of the originally scoped Modified 10C (Option 1)
 Drawing of the new Concept Plan "(Option 6)

Approval Status:

- Fully Approved
- Elevate to UCO Regional Administrator/SDOT Director
- Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)
- Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)
- Rejected

Approval Authority (Name / Title / Date):

Project Director / Deputy Project Director Shirley G. ... Project Director, 9/10/07

Instructions:

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

- Cost Basis / System Updated
- Schedule Basis/ System Updated 9/13/07

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRf Submittal:

- PCRf Submitted

Business Manager Name / Signature / Date

Distribution: AWW Project File; WSDOT Task Order Manager; AWW Document Control; AWW UCO; AWW Project Controls

Alaskan Way Viaduct and Seawall Replacement Program

Estimate Summary for Option 6 - Trend SS0001

		(\$1,000)		
Phase	Item	Estimate	Subtotals	Total
PE				
	Preliminary Engineering	37,386		
	Risk (20%)	7,477		
	Escalation (5%)	<u>2,243</u>		
			47,106	
RW				
	Acquisition	20,409		
	Risk (40%)	8,163		
	Escalation (15%)	<u>4,286</u>		
			32,858	
CN				
	Civil Construction	137,619		
	Utility Construction	25,152		
	Surface Restoration	9,539		
	Special Conditions	24,622		
	Mob, OT & Sales Taxes	52,304		
	Construction Engineering	41,876		
	Risk (25%)	72,778		
	Escalation (14%)	<u>50,945</u>		
			<u>414,835</u>	
Total				494,799

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



**Washington State
Department of Transportation**

Trend Title: Add Early Utility Relocation Contract		Date: February 20, 2008 Revised June 6, 2008	
Trend Log Number/Rev. (to be assigned by AWV Trend Engineer) SS0004R1		Segment Name: SR99/S Holgate to S King S – Viaduct Replacement	
Prepared By: Cliff Mansfield / Revised June 6, 2008 Name / Date Preparer's Supervisor Ali Amiri Name / Date		Approval Level / Authority: <input checked="" type="checkbox"/> Project Director / Deputy Project Director	
Nature of Change: <input type="checkbox"/> Scope		<input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget	
Does Trend Impact Legislative Funding Allocation? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Does Trend Affect Biennium Aging? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	

Description of the Trend (Use Continuation Sheets as needed): At the January 14, 2008, Project Decision Team Meeting, WSDOT, City of Seattle and FHWA agreed with the concept of having up to three separate construction contracts for the SR99/S Holgate to S King St Viaduct Replacement Project, Attachment 1. This trend is for two contracts: Early Utility Relocation Contract (Contract #1) and the Major Civil/Structural Contract (Contract #2). A third Landscaping contract will follow once the scope, schedule and budget are determined.

Early Utility Relocation Contract (Contract #1) and Major Civil/Structural Contract (Contract #2)

In order to preserve schedule for the SR99/S Holgate St to S King St Viaduct Replacement (South Project), relocating part of the utilities ahead of the heavy civil contract would facilitate contractor coordination and minimize overlapping work. Permitting and Right-of-Way certification for Contract #1 are scheduled for January 2009. This will support the Contract #1 advertisement date of February 2, 2009. Agreements with railroads are being prepared to support the Contract #1 advertisement date, as well.

The driving relationship between the Early Utility Relocation and the Major Civil/Structural contracts is the completion of the utility relocations south of S Royal Brougham Way to allow Stage 1 of Contract #2 to begin. With the target advertisement dates, the utility relocations south of S Royal Brougham Way will be substantially completed four to five weeks before Stage 1 Contract #2 starts. Attachment 2 identifies the Utility Relocation elements included in Contract #1.

Contract #1 will also include ground improvement to provide a stabilized corridor at S. Atlantic Street and E. Marginal Way. Only the area for the relocated utilities to cross the ground improvement zone at S. Atlantic St. would be ground stabilized in Contract #1. The balance of the Ground Improvement will be included in Contract #2.

The 26KV power line relocation alignment is being revised to move the poles off the Port of Seattle Terminal 46 property onto the Alaskan Way surface Street. The relocation eliminates the need for a permanent easement for the 26 KV power line on the Port of Seattle Terminal 46 property and simplifies the Right-of-Way needs for the early utility relocation contract. An updated and revised Right-of-Way forecast is reflected in Attachment 5.

The planned construction advertisement dates are February 2, 2009 for Contract #1 and August 3, 2009 for Contract #2 respectively. They will be designed and subsequently constructed as two contracts with separate Work Identification Numbers (WINS), see Attachment 5. The scope, schedule, and budget for a potential third construction contract for surface street restoration and landscaping will be determined before the end of 2009, with the budget being taken from the Major Civil/Structural contract.

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend? The construction work plan for the SR99/S Holgate to S King St Viaduct Replacement Project requires utility relocations before beginning any major civil/structural work. It was decided that having these early utilities in a separate contract would expedite the Major Civil/Structural work.

This trend recommends dividing the project into two contracts: Early Utility Relocation Contract (Contract #1) and the Major Civil/Structural Contract (Contract #2) in order to complete the demolition of the existing viaduct and shift traffic onto the replacement SR 99 structure by December 31, 2012.

What are the benefits of approving this Trend? Begin relocating utilities that are critical to starting major civil/structural works four months earlier than initially planned (from September 21, 2009 to May 22, 2009). This allows the Major Civil/Structural contract to proceed without delay risk from the utility relocation work. There may be additional pre-construction costs due to the need to develop design documents and separately advertise two contracts. However, these costs are a minor consideration given the opportunity to mitigate utility interference risk and their potential impacts to the overall civil/structural completion date.

What are the consequences of not approving this Trend? If all the scope for the SR99/S Holgate to S King St Viaduct Replacement Project remains in one contract, any delay to the utility relocation will delay the major civil/structural work. And the SR99/S Holgate to S King St Viaduct Replacement will be at extreme risk of not being operationally complete by December 31, 2012.

Impacts of this Trend:

Schedule Impacts to QPR Milestones:

Milestone Description	Date Before Trend	Date After Trend	# Calendar Days Impact
Project Definition Complete	29-Jun-07	29-Jun-07	0
Begin Preconstruction Engr.	23-Jul-07	23-Jul-07	0
Environmental Doc. Compl.	16-Oct-08	16-Oct-08	0
RW Certification - Early Utilities	24-Feb-09	26-Jan-09	-29
Advertisement Date - Early Utilities	1-Jun-09	2-Feb-09	-119
Operationally Complete - Utilities	31-Dec-12	25-Jan-10	-1071
RW Certification - Civil Work	24-Feb-09	18-May-09	83
Advertisement Date - Civil Work	1-Jun-09	3-Aug-09	63
Operationally Complete - Civil	31-Dec-12	31-Dec-12	0

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Schedule Impacts to Other Milestones:

Milestone Description	Date Before Trend	Date After Trend	# Calendar Days Impact
Bid Opening - Early Utilities	24-Jul-09	27-Mar-09	-119
Award - Early Utilities	17-Aug-09	20-Apr-09	-119
Execution - Early Utilities	8-Sep-09	11-May-09	-120
Construction Start- Early Utilities	21-Sep-09	22-May-09	-122
Final Contract Completion - Utilities	29-Mar-13	21-Apr-10	-1073
Bid Opening - Civil Work	24-Jul-09	25-Sep-09	63
Award - Civil Work	17-Aug-09	19-Oct-09	63
Execution - Civil Work	8-Sep-09	9-Nov-09	62
Construction Start- Civil Work	21-Sep-09	23-Nov-09	63
Final Contract Completion - Civil	29-Mar-13	30-Sep-13	185

Cost Impacts (x \$1,000)

Project Phase	Baseline Target Estimate	Trend Estimate	Variance from Trend
PE	See Attach 5		
RW			
CN			
Total			
Total Estimated Impact			

A budget change is the result of having to create two Work Identification Numbers; but no increase to the overall budget for the SR99/S Holgate to S King S - Viaduct Replacement Project.

Mitigation(s) for the Trend: N/A

List and Description of Attachments:

- Attachment 1- January 14, 2008 Project Decision Team Meeting Minutes
- Attachment 2- Y-9715, Task Order SB, PC 32 Early Utility Relocation Work Elements
- Attachment 3- Forecast Summary and Milestone Schedule for Early Utility Relocation Contract
- Attachment 4- Forecast Summary and Milestone Schedule for Major Civil/Structural Contract
- Attachment 5- Forecast Budget for Two Contracts

Acknowledgement Status (Name / Date):

- AWW&SRP Design Manager Alex Wilton 16/20/08
- AWW&SRP Construction Manager James Ray Marshall 17/1/08
- AWW&SRP Environmental Manager M. SMITHSON 17/1/08

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Approval Status:

- Fully Approved
- Elevate to UCO Regional Administrator/SDOT Director
- Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)
- Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)
- Rejected

Approval Authority (Name / Date):

- Project Director Deputy Project Director
- UCO Regional Administrator

Kimberly A. Farby, 6/13/08

Instructions:

- Does Fully Approved Trend require a PCRFF? Yes No
- Does Fully Approved Trend require a 603 Form? Yes No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

- Cost Basis / System Updated
- Schedule Basis/ System Updated

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRFF Submittal:

- PCRFF Submitted

Business Manager Name / Signature / Date

Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

ATTENDEES:

Mike Rigsby, PB	Tom Madden, WSDOT
Matt Preedy, WSDOT	Tom Tracy, PB
Alec Williamson, WSDOT	Ali Amiri, WSDOT
Kristy Laing, EnviroIssues	Asvin Mandadi, PB
Kimberly Farley, WSDOT	Bob Chandler, City of Seattle
Gordon Clark, PB	Ralph Graves, PB
Robert Garrett, HMM	Steve Boch, FHWA
Michael Johnson, SDOT	David Mattern, Parametrix
Harry Jarnagan, HMM	Jerry Ekiert, PB
Mike Colyn, PB	Angela Freudenstein, WSDOT
Cliff Mansfield, HMM	

SUBJECT: Project Decision Team Meeting

DATE/TIME: January 14, 2008 / 2:00 – 4:00 p.m.

LOCATION: AWVSRP Office, 24th Floor Conference Room

DISTRIBUTION: Attendees, plus:

Ron Paananen, WSDOT
Bob Powers, SDOT
AWVSRP DCC

MEETING AGENDA

1. South End Contract Packages [Decision]
2. Whatcom Yard Options [Discussion]
3. General Discussion [Discussion]

1. SOUTH END CONTRACT PACKAGES [DECISION]

- Ralph Graves provided an overview of the recommended contract packaging for the S. Holgate Street to King Street project.
- The total base cost is \$309 million, and does not include risk and escalation.
- All utilities are included in the base cost.
- The project funding totals approximately \$540 million, and includes preliminary engineering, right-of-way, and construction.
- Traffic discussion
- The program goals include:
 - ◊ Improving public safety
 - ◊ Providing efficient movement of goods and people
 - ◊ Maintaining or improving downtown Seattle, regional, and state economies
 - ◊ Enhancing Seattle's waterfront as a place for people
 - ◊ Creating solutions that are fiscally responsible
 - ◊ Fostering environmentally-sound approaches

Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

- The packaging objectives include:
 - ◊ Supporting the program goals
 - ◊ Meeting the expectations of WSDOT and of the legislature
 - ◊ Including input from the City of Seattle and the contracting industry
 - ◊ Maintaining the central waterfront section option neutrality, and/or adjusting to an emerging selection
 - ◊ Efficiently employing design resources (the PB team, WSDOT bridge and structures group, and WSDOT design team)
 - ◊ Meeting the schedule objectives
 - ◊ Controlling design risk
- Contracting considerations include:
 - ◊ The size of the construction contract
 - ◊ Utilities first
 - ◊ Ground improvement
 - ◊ Railroad work
 - ◊ Construction staging and MOT
 - ◊ Restoration of the surface streets
 - ◊ Cost and schedule
 - ◊ The flexibility to accommodate changing design
 - ◊ Potential conflicts at contract interfaces
- There are three options for the contract packaging:
 1. Option A:
 - ◊ One contract, \$300 million, 3.7 years
 2. Option B:
 - ◊ Three contracts
 - Initial utility, \$20 million, 1 year
 - Stages 1 through 4, \$225 million, 3 years
 - Surface restoration, \$25 million, 1.5 years
 3. Option C:
 - ◊ Three contracts
 - Southbound SR 99, \$150 million, 1.4 years
 - Transportation and northbound SR 99, \$125 million, 1 year
 - Surface restoration, \$25 million, 1.5 years
- The initial utilities include:
 - ◊ 26 kV electrical to T-46
 - ◊ Communications duct bank
 - ◊ Water lines
 - ◊ Sewer
 - ◊ Storm drain
 - ◊ Gas
 - ◊ T-46 entrance and various roadways
- Option A will probably deliver the mainline quicker than the Options B or C.
- There is not a significant difference in AD dates between Options A and B.
- WSDOT would like to see the right-of-way schedule embedded in this project.
- The team recommends Option B contract packaging.

Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

- WSDOT, the City of Seattle, and the FHWA generally agree with the concept of Option B, and also agree that more work is needed on the details for the early utility work.
- The team was asked to provide more details on what railroad work would be included in the early utility relocation project, and also what if any Port of Seattle Terminal 46 gate reconstruction work would be included. An additional action item was for the team to produce more detailed scopes of work for the three contracts proposed under Option B.

2. WHATCOM YARD OPTIONS [DISCUSSION]

- Three options were considered:
 - ◇ Option 1 abandons 1, 850 feet of the Union Pacific Railroad (UPRR) tail track.
 - Reduces the lengths of the northbound (by 250 feet) and southbound (by 700 feet) bridges.
 - Reduces the dead space under the northbound bridge.
 - Allows flexibility for column placement.
 - Saves approximately \$20 million.
 - Will need to proceed with the design at risk, before reaching an agreement with UPRR.
 - UPRR may likely abandon the yard completely if it is determined it needs to stay out for two years during construction.
 - ◇ Option 2 includes Option 1 and also abandons the Whatcom Lead Tracks (making yard inaccessible for BNSF).
 - Significantly reduces lengths of the southbound and northbound bridges.
 - Simplifies the phasing, eliminating the temporary tracks, and shortens the construction schedule.
 - Provides improved access to the work zone and provides additional staging area.
 - Could save approximately \$45 million if agreements are obtained quickly and if our assumptions about the costs of track replacement are correct.
 - Will need to proceed with the design at risk, before reaching an agreement with UPRR and BNSF.
 - A risk to WSDOT is that the BNSF may ask WSDOT to assume liability for contaminated soil within the Whatcom Yard.
 - May delay the Environmental Assessment (EA).
 - UPRR only uses the Whatcom Yard to store cars for BNSF.
 - ◇ Option 3, which would have moved the Whatcom Yard east of SR 99 to the Sig Yard, and move SR 99 west, was dropped from consideration due to significant cost, alignment, and environmental documentation issues.
- Property transactions are not subject to the NEPA process.
- The Whatcom Yard land is not being used directly, but as a result, the yard will no longer be usable by BNSF. Given that, BNSF could claim inverse condemnation, which could affect the environmental document and may not be doable within the current schedule.
- A meeting with BNSF has been scheduled for January 16, 2008.
- The WSDOT bridge office will be asked to update the bridge layout.
- WSDOT, the City of Seattle, and the FHWA agreed to the following:
 - ◇ The 30 percent design submittal will be based on existing conditions.

Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

- ◇ The team should pursue Option 1 as primary and hold open Option 2 as an opportunity.
- ◇ The 60 percent design submittal will include revisions reflecting the adopted Whatcom Yard Option.

3. GENERAL DISCUSSION [DISCUSSION]

None

Meeting minutes prepared by Judy Beebe (206-382-6368, beebej@wsdot.wa.gov), and reviewed/approved by Mike Rigsby (206-382-6352, rigsbym@wsdot.wa.gov).

Trend SS-0004 Attachment 2
PS&E Package 1 Scope of Work

Utility Relocation Work Elements*		
Work Element	Locations	Reason Needed in PS&E 1
Ground Improvements	S. Atlantic Street	Utilities Crossing, Some benefit to installing ground improvements prior to and/or with utilities in this area.
26 kV Electrical (Approximately 4,300 LF)	OH: Intercept in Whatcom Yard then UG to Alaskan Way UG: Alaskan Way – S. Massachusetts St. to T-46 entrance Temporary OH: T-46 entrance to S. King St.	Southbound Mainline, Temporary Whatcom Lead, and Western Half of U-Tube impact existing overhead 26 kV from S. Massachusetts St. to Royal Brougham Way.
Communications (Approximately 2,400 LF)	Whatcom Rail Yard crossing near S. Walker St.; E. Marginal Way and Alaskan Way from near S. Walker St. to S. Massachusetts St.	Southbound Mainline impacts existing private communications provider (Integra[ELI]) from S. Holgate St. to near S. Massachusetts St.
Communications (Approximately 5,400 LF)	Alaskan Way – S. Massachusetts St. to S. Atlantic St.; S. Atlantic St. to east side of SR-99; Team Track property. WOSCA, and Trager properties to S. Railroad Way; temporary aerial connection from S. Railroad Way to S. King St. S. Royal Brougham Way crossing.	Impacts to three private communications carriers and DoIT expected by Southbound Mainline, ground improvements, and Temporary Whatcom Lead Track. Impacts to Integra (ELI) from S. Holgate St. to S. Massachusetts St. affect this carrier to S. King St.; SDOT traffic camera system (out of corridor) affected by DoIT when viaduct demolished N. of Royal Brougham Way.
Water (Approximately 1,500 LF)	S. Atlantic St – east side of SR 99 to T-46 entrance; Royal Brougham Way – east side of SR99 to T-46; Alaskan Way directly impacted by proposed 26 kV (Approx. 300 LF) near S. Massachusetts St.	Existing system impacted by U-tube and ground improvements. Proposed system needed to maintain looped fire flow to the Alaskan Way waterfront, including maintaining service to T-46 property.
Sewer	None	
Storm Drain	None	
Natural Gas (Approximately 1,700 LF)	Alaskan Way – near S. Massachusetts St. to S. Atlantic St.; S. Atlantic St. to east side of SR-99	Proposed buried 26 kV ductbank in Alaskan Way impacts existing gas north of S. Atlantic St., and ground improvements impact existing gas in S. Atlantic St..

* Note: The exact lineal footage of the work elements is still being determined.

SR99/AWV Moving Forward Projects Master Schedule...

Draft - For Internal Discussion Only

Moving Forward Projects

Activity ID	Activity Name	Orig Dur	Basis Start	Basis Finish	Act/Fcst Start	Act/Fcst Finish	2006			2007				2008				2009				2010				2011				2012				2013		
							Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
SR99/S Holgate St to S King St - Viaduct Replacement Civil Work																																				
SR99/S Holgate St to S King Street - Viaduct Replacement - Civil Work																																				
SS050	Viaduct Removal Project Summary	1756d			Mar-20-06 A	Sep-30-13																														
SS1000	Holgate to King - Early Utility Relocation Project Summary	1756d			Mar-20-06 A	Sep-30-13																														
Preliminary Engineering																																				
SS204	P.01 - South Section Project Definition Complete	0d	Jul-02-07	Dec-31-07	Nov-14-06 A	Feb-19-08 A																														
SS206	P.02 - South Section Begin Preconstruction Engineering	0d	Jul-23-07		Jul-23-07 A																															
SS212	South Section Contract 30% PS&E Submittal	0d		Dec-31-07		Feb-19-08 A																														
PS&E (Final Design)																																				
SS402	South Section Contract 60% PS&E Submittal	0d		Jun-16-08	Jul-31-08	Jul-31-08																														
SS412	South Section Contract 90% PS&E Submittal	0d		Oct-31-08		Jan-12-09																														
SS422	South Section Contract 100% PS&E Submittal	0d		Mar-09-09		May-18-09																														
SS440	P.05 - South Section Contract Advertisement (AD Date)	0d	Jun-01-09		Aug-03-09*																															
SS460	P.06 - South Section Contract Bid Opening	0d		Jul-24-09		Sep-25-09																														
Environmental																																				
SS242	P.03 - South Section Environmental Documentation Complete	0d		Oct-16-08	Oct-16-08	Oct-16-08																														
SS245	Permitting Process Complete for South Section	0d				May-26-09																														
RW Acquisition																																				
SS310	P.04 - South Section Right of Way Certification Completed	270d	Feb-24-09	Feb-24-09	Apr-29-08 A	May-18-09																														
Construction South Section																																				
SS600	P.07 - South Section Contract Award	0d	Aug-17-09		Oct-19-09																															
SS610	P.08 - South Section Contract Execution	0d	Sep-08-09		Nov-09-09																															
SS620	P.09 - South Section Start of Construction	0d	Sep-21-09		Nov-23-09																															
SS640	P.10 - South Section Operationally Complete	0d		Dec-31-12		Dec-31-12*																														
SS650	P.11 - South Section Final Contract Completion	0d		Mar-29-13		Sep-30-13																														

Trend SS0004 Attachment 5

Step 1 Transfer
 RW to CN (Mar 08 F/C) Revised PIN/WIN Forecast
Step 2, Funding of
 U09936xx (Early Utilities) Revised PIN/WIN Forecast
SR99/S Holgate Street to S King Street - Viaduct Replacement Early Utility Relocation including Partial Ground Improvement - WIN U09936XX

	Estimate Before Trend		
PE		\$1,172,000	\$1,172,000
RW		\$800,000	\$800,000
CN		\$21,104,000	\$21,104,000
Sub Total		\$23,076,000 ¹⁾	\$23,076,000

SR99/S Holgate Street to S King Street - Viaduct Replacement Civil Works - WIN U09936D

PE	\$52,857,000	\$0	\$52,857,000	-\$1,172,000	\$51,685,000
RW	\$49,970,340	-\$3,814,790	\$46,155,550 ²⁾	-\$800,000	\$45,355,550
CN	\$442,502,000	\$3,814,790	\$446,316,790	-\$21,104,000	\$425,212,790
Sub Total	\$545,329,340	\$0	\$545,329,340	-\$23,076,000	\$522,253,340

SR99/S Holgate Street to S King Street - Viaduct Replacement Program - PIN 809936D

PE	\$52,857,000	\$0	\$52,857,000		\$52,857,000
RW	\$49,970,340	-\$3,814,790	\$46,155,550		\$46,155,550
CN	\$442,502,000	\$3,814,790	\$446,316,790		\$446,316,790
Grand Total	\$545,329,340	\$0	\$545,329,340	\$0	\$545,329,340

¹⁾ Rough Order of magnitude only; cost will be verified at 60% Cost Estimate

²⁾ Updated revised forecast

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Washington State
Department of Transportation

Trend Title: Permanently remove 2100 lineal Feet of UPRR Track 650		Date: March 24, 2008	
Trend Log Number/Rev. (to be assigned by AWW Trend Engineer) SS0005		Segment Name: SR99/South Holgate Street to South King Street - Viaduct Replacement Project	
Prepared By: _____ Cliff Mansfield / March 12, 2008 Name / Date Preparer's Supervisor _____ Ali Amiri / March 12, 2008 Name / Date		Approval Level / Authority: <input checked="" type="checkbox"/> Project Director / Deputy Project Director	
Nature of Change:	<input checked="" type="checkbox"/> Scope	<input type="checkbox"/> Schedule	<input type="checkbox"/> Budget
Does Trend Impact Legislative Funding Allocation? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Does Trend Affect Biennium Aging? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	

Description of the Trend (Use Continuation Sheets as Needed):

On January 14, 2008, the project team presented several options to the Project Decision Team (PDT) for improving the project design and constructability by pursuing alignment revisions with affected Railroads adjacent to the project area. The PDT authorized the project team to pursue the Alignment that came to be recognized as Option 1 (see Attachment 1). Option 1 would permanently shorten the Union Pacific Railroad (UPRR) Tail Track 650 to S. Walker Street (see Attachment 2) vacating the Franchise on City of Seattle property on the west side of SR 99. The PDT also agreed that the project team should move forward with development of Option 2 that would remove the Whatcom Lead tracks as well as the UPRR Tail Track 650 (see Attachment 3).

During the development of Contract Y-9715 Task Order SB for the SR99/S Holgate St to S King St - Viaduct Replacement Project, it appeared that implementation of Option 2 could be achieved. It provides substantial improvement in construction phasing opportunities and it eliminates the remaining deviations. So the Task Order was scoped to include the development of two roadway alignments, Options 1 and 2, along with associated utility and railroad designs.

Note that the implementation of the Railroad vacation options has been delayed. To avoid significant schedule impact, the project team has determined that design must move forward, and it plans to direct the consultant to pursue a design that implements the design and construction benefits of Option 1. This does not preclude the later incorporation of the additional benefits to be gained from Option 2, if timely agreement can be reached on the removal of the Whatcom Lead tracks.

The request is for the approval to modify the project scope to implement Option 1 in the project design while WSDOT continues to pursue the additional implementation of Option 2.

Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend?

This trend is being requested to provide for the project scope change to provide for the benefits associated with the revised design with the implementation of Option 1. These benefits include improved column location and more space for construction lay down. In addition, the proposed alignment would also accommodate the deletion of the Whatcom Lead Track (Option 2) should that opportunity materialize.

What are the benefits of approving this Trend?

The incorporation of Option 1 will provide for an alignment adjustment that will reduce the structure and /or retained fill requirements by several hundred feet. In addition, it will eliminate the cost and time associated with reconstructing the track after the structure is in place. The elimination of the track also simplifies the design and constructability of structures and retained fill. The additional space to the west SR 99 made available by the eliminated of the track allows improvement in the alignment and eliminates part the Holgate Curve related deviations. Although there are likely cost and schedule benefits, it is premature at this time to quantify these prior to the completion of the 60% design submittal.

What are the consequences of not approving this Trend?

If this trend is not approved the benefits associated with justification above will not be realized.

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



**Washington State
Department of Transportation**

Impacts of this Trend:

There are no schedule impacts associated with this trend. At this time we are not projecting any change to the project budget, but it is anticipated that as the project design matures there may be cost savings as a result of the improved design.

Schedule Impacts to QPR Milestones:

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Project Definition Complete	29-Jun-07	29-Jun-07	0
Begin Preconstruction Engr.	23-Jul-07	23-Jul-07	0
Environmental Doc. Compl.	16-Oct-08	16-Oct-08	0
RW Certification	26-May-09	26-May-09	0
Advertisement Date	3-Aug-09	3-Aug-09	0
Operationally Complete	8-Apr-13	TBD	TBD

Schedule Impacts to Other Milestones:

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Bid Opening	25-Sep-09	25-Sep-09	0
Award	19-Oct-09	19-Oct-09	0
Execution	9-Nov-09	9-Nov-09	0
Construction Start	23-Nov-09	23-Nov-09	0
Final Contract Completion	3-Jun-13	TBD	TBD

Cost Impacts (x \$1,000)

<u>Project Phase</u>	<u>Baseline Target</u>		<u>Variance from Trend</u>
	<u>Estimate</u>	<u>Trend Estimate</u>	
PE	49,023	49,023	0
RW	49,970	49,970	0
CN	407,568	TBD	TBD
Total	506,561	TBD	TBD
Total Estimated Impact			TBD

Mitigation(s) for the Trend:

List and Description of Attachments:

- Attachment 1 – Minutes of January 14, 2008, Project Decision Team Meeting
- Attachment 2 – Graphic of SR99/S Holgate St to S King St – Viaduct Replacement Option 1 Roadway Alignment
- Attachment 3 - Graphic of SR99/S Holgate St to S King St – Viaduct Replacement Option 2 Roadway Alignment

Acknowledgement Status (Name / Date):

- AWW&SRP Design Manager Ali Amiri AA, 4/1/08
- AWW&SRP Construction Manager _____ / _____
- AWW&SRP Environmental Manager _____ / _____

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Approval Status:

- Fully Approved
- Elevate to UCO Regional Administrator/SDOT Director
- Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)
- Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)
- Rejected

* QUANTIFICATION OF SCHEDULE & COST EFFECTS TO BE EVALUATED @ 60% PSDE TURN-IN

Approval Authority (Name / Date):

- Project Director / Deputy Project Director Matt Preedy, 4/1/08
- UCO Regional Administrator _____

Instructions:

- Does Fully Approved Trend require a PCRF? Yes No
- Does Fully Approved Trend require a 603 Form? Yes No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

- Cost Basis / System Updated
- Schedule Basis / System Updated

Project Controls Manager Name / Signature / Date _____

If Approved; Updating of Project Cost / Schedule with PCRF Submittal:

- PCRF Submitted

Business Manager Name / Signature / Date _____

Trend SS0005 Attachment 1
Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

ATTENDEES:

Mike Rigsby, PB	Tom Madden, WSDOT
Matt Preedy, WSDOT	Tom Tracy, PB
Alec Williamson, WSDOT	Ali Amiri, WSDOT
Kristy Laing, EnviroIssues	Asvin Mandadi, PB
Kimberly Farley, WSDOT	Bob Chandler, City of Seattle
Gordon Clark, PB	Ralph Graves, PB
Robert Garrett, HMM	Steve Boch, FHWA
Michael Johnson, SDOT	David Mattern, Parametrix
Harry Jarnagan, HMM	Jerry Ekiert, PB
Mike Colyn, PB	Angela Freudenstein, WSDOT
Cliff Mansfield, HMM	

SUBJECT: Project Decision Team Meeting

DATE/TIME: January 14, 2008 / 2:00 – 4:00 p.m.

LOCATION: AWVSRP Office, 24th Floor Conference Room

DISTRIBUTION: Attendees, plus:

Ron Paananen, WSDOT
Bob Powers, SDOT
AWVSRP DCC

MEETING AGENDA

1. South End Contract Packages [Decision]
2. Whatcom Yard Options [Discussion]
3. General Discussion [Discussion]

1. SOUTH END CONTRACT PACKAGES [DECISION]

- Ralph Graves provided an overview of the recommended contract packaging for the S. Holgate Street to King Street project.
- The total base cost is \$309 million, and does not include risk and escalation.
- All utilities are included in the base cost.
- The project funding totals approximately \$540 million, and includes preliminary engineering, right-of-way, and construction.
- Traffic discussion
- The program goals include:
 - ◇ Improving public safety
 - ◇ Providing efficient movement of goods and people
 - ◇ Maintaining or improving downtown Seattle, regional, and state economies
 - ◇ Enhancing Seattle's waterfront as a place for people
 - ◇ Creating solutions that are fiscally responsible
 - ◇ Fostering environmentally-sound approaches

Trend SS0005 Attachment 1
Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

- The packaging objectives include:
 - ◇ Supporting the program goals
 - ◇ Meeting the expectations of WSDOT and of the legislature
 - ◇ Including input from the City of Seattle and the contracting industry
 - ◇ Maintaining the central waterfront section option neutrality, and/or adjusting to an emerging selection
 - ◇ Efficiently employing design resources (the PB team, WSDOT bridge and structures group, and WSDOT design team)
 - ◇ Meeting the schedule objectives
 - ◇ Controlling design risk
- Contracting considerations include:
 - ◇ The size of the construction contract
 - ◇ Utilities first
 - ◇ Ground improvement
 - ◇ Railroad work
 - ◇ Construction staging and MOT
 - ◇ Restoration of the surface streets
 - ◇ Cost and schedule
 - ◇ The flexibility to accommodate changing design
 - ◇ Potential conflicts at contract interfaces
- There are three options for the contract packaging:
 1. Option A:
 - ◇ One contract, \$300 million, 3.7 years
 2. Option B:
 - ◇ Three contracts
 - Initial utility, \$20 million, 1 year
 - Stages 1 through 4, \$225 million, 3 years
 - Surface restoration, \$25 million, 1.5 years
 3. Option C:
 - ◇ Three contracts
 - Southbound SR 99, \$150 million, 1.4 years
 - Transportation and northbound SR 99, \$125 million, 1 year
 - Surface restoration, \$25 million, 1.5 years
- The initial utilities include:
 - ◇ 26 kV electrical to T-46
 - ◇ Communications duct bank
 - ◇ Water lines
 - ◇ Sewer
 - ◇ Storm drain
 - ◇ Gas
 - ◇ T-46 entrance and various roadways
- Option A will probably deliver the mainline quicker than the Options B or C.
- There is not a significant difference in AD dates between Options A and B.
- WSDOT would like to see the right-of-way schedule embedded in this project.
- The team recommends Option B contract packaging.

Trend SS0005 Attachment 1
Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

- WSDOT, the City of Seattle, and the FHWA generally agree with the concept of Option B, and also agree that more work is needed on the details for the early utility work.
- The team was asked to provide more details on what railroad work would be included in the early utility relocation project, and also what if any Port of Seattle Terminal 46 gate reconstruction work would be included. An additional action item was for the team to produce more detailed scopes of work for the three contracts proposed under Option B.

2. WHATCOM YARD OPTIONS [DISCUSSION]

- Three options were considered:
 - ◇ Option 1 abandons 1, 850 feet of the Union Pacific Railroad (UPRR) tail track.
 - Reduces the lengths of the northbound (by 250 feet) and southbound (by 700 feet) bridges.
 - Reduces the dead space under the northbound bridge.
 - Allows flexibility for column placement.
 - Saves approximately \$20 million.
 - Will need to proceed with the design at risk, before reaching an agreement with UPRR.
 - UPRR may likely abandon the yard completely if it is determined it needs to stay out for two years during construction.
 - ◇ Option 2 includes Option 1 and also abandons the Whatcom Lead Tracks (making yard inaccessible for BNSF).
 - Significantly reduces lengths of the southbound and northbound bridges.
 - Simplifies the phasing, eliminating the temporary tracks, and shortens the construction schedule.
 - Provides improved access to the work zone and provides additional staging area.
 - Could save approximately \$45 million if agreements are obtained quickly and if our assumptions about the costs of track replacement are correct.
 - Will need to proceed with the design at risk, before reaching an agreement with UPRR and BNSF.
 - A risk to WSDOT is that the BNSF may ask WSDOT to assume liability for contaminated soil within the Whatcom Yard.
 - May delay the Environmental Assessment (EA).
 - UPRR only uses the Whatcom Yard to store cars for BNSF.
 - ◇ Option 3, which would have moved the Whatcom Yard east of SR 99 to the Sig Yard, and move SR 99 west, was dropped from consideration due to significant cost, alignment, and environmental documentation issues.
- Property transactions are not subject to the NEPA process.
- The Whatcom Yard land is not being used directly, but as a result, the yard will no longer be usable by BNSF. Given that, BNSF could claim inverse condemnation, which could affect the environmental document and may not be doable within the current schedule.
- A meeting with BNSF has been scheduled for January 16, 2008.
- The WSDOT bridge office will be asked to update the bridge layout.
- WSDOT, the City of Seattle, and the FHWA agreed to the following:
 - ◇ The 30 percent design submittal will be based on existing conditions.

Trend SS0005 Attachment 1
Alaskan Way Viaduct and Seawall Replacement Program
PROJECT DECISION TEAM MEETING
MEETING MINUTES

- ◇ The team should pursue Option 1 as primary and hold open Option 2 as an opportunity.
- ◇ The 60 percent design submittal will include revisions reflecting the adopted Whatcom Yard Option.

3. GENERAL DISCUSSION [DISCUSSION]

None

Meeting minutes prepared by Judy Beebe (206-382-6368, beebej@wsdot.wa.gov), and reviewed/approved by Mike Rigsby (206-382-6352, rigsbym@wsdot.wa.gov).

END U.P. TRACK

WHATCOM LEAD TRACK

PROPOSED TAIL TRACK

SIG YARD

S MASSACHUSETTS ST

UTAH AVE S

1ST AVE S

S HOLGATE ST

S ATLANTIC ST

S ROYAL BROUGHAM WAY

1ST AVE S

RAILROAD WAY SOUTH

S KING ST

LEGEND

- RETAINED CUT
- SURFACE IMPROVEMENTS
- RETAINED FILL
- AERIAL
- MIXED USE PATH
- SR 519 IMPROVEMENTS

DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY



ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

PROPOSED RAIL - OPTION 1

DECEMBER 2007

FIG 2

\$\$\$USERNAME\$\$\$

END U.P. TRACK

S HOLGATE ST

SIG YARD

S MASSACHUSETTS ST

UTAH AVE S

1ST AVE S

S HOLGATE ST

S ATLANTIC ST

S ROYAL BROUGHAM WAY

1ST AVE S

RAILROAD WAY SOUTH

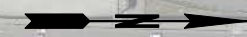
S KING ST

PROPOSED TAIL TRACK

LEGEND

- RETAINED CUT
- SURFACE IMPROVEMENTS
- RETAINED FILL
- AERIAL
- MIXED USE PATH
- SR 519 IMPROVEMENTS

DRAFT WORKING DRAWING
FOR DISCUSSION
PURPOSES ONLY



ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

PROPOSED RAIL - OPTION 2

DECEMBER 2007

FIG 3

\$\$\$USERNAME\$\$\$

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



**Washington State
Department of Transportation**

Trend Title: Viaduct Removal Holgate-to-King Funding Contribution to 1st & Atlantic Intersection Scope within SR519 DB Contract		Date: July 28, 2008	
Trend Log Number/Rev. SS0006R1		Segment Name: Viaduct Removal Holgate-to-King and SR 519 Intermodal Access Phase 2	
Prepared By: <u>Ron Koontz</u> Name / Date <i>Ron Koontz</i> 8-05-08		Approval Level / Authority: <input type="checkbox"/> Project Director / Deputy Project Director	
Preparer's Supervisor <u>David Sowers</u> Name / Date			
Nature of Change: <input checked="" type="checkbox"/> Scope		<input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget	
Does Trend Impact Legislative Funding Allocation? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		Does Trend Affect Biennium Aging? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	

Description of the Trend (Use Continuation Sheets as Needed):

This trend recognizes that the Alaskan Way Viaduct and Seawall Replacement Program (AWVSRP) / Viaduct Removal Holgate-to-King Project (PIN 809936D) will contribute funding to the Design Build contract for the SR519 Intermodal Access Phase 2 Project (PIN 851902A) for the Design, Right of Way and Construction of intersection improvements at 1st Ave S and S Atlantic St. The intersection improvements include widening, utility relocation, traffic signal rebuild, concrete paving, sidewalks, curbs, channelization and illumination. See Attachments 1 and 2 for details.

The budget and schedule for the SR 519 Phase 2 project will remain unaffected by this trend; the total budget for SR519 will remain at \$74.4 million. The contract administration for the transferred work will be under the SR 519 Phase 2 project.

The amounts that the AWVSRP / Viaduct Removal Holgate-to-King Project is contributing to the funding of this contract is:

PE: \$ 368,000
 RW: \$1,805,800
 CN: \$4,229,543
 TOTAL: \$6,403,343

Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend, and what are the benefits?

The project team recommends approval of this trend so as to avoid multiple traffic interruptions to the intersection of 1st Avenue S. and S. Atlantic Street. This action will provide the best benefit to the public by fully completing the construction of this intersection under one contract, the completion of which will provide traffic mitigation benefits to support the Alaskan Way Viaduct and Seawall Replacement Program. Not only will the combining of the SR 519 Phase 2 intersection improvements with the intersection improvements within the scope of the Viaduct Removal Holgate-to-King Project limit the traffic interruption to a one-time only occurrence, but the public will also benefit from the fully improved intersection being completed sooner.

What are the consequences of not approving this Trend?

If this trend is not approved, then multiple traffic interruptions to the 1st / Atlantic intersection will occur, and cost efficiencies realized in performing a coordinated single construction operation will not be realized.

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



**Washington State
Department of Transportation**

Impacts of this Trend:

Schedule Impacts to QPR Milestones*:

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Project Definition Complete	15-Mar-01	15-Mar-01	0
Begin Preconstruction Engr.	3-Mar-08	3-Mar-08	0
Environmental Doc. Compl.	25-Apr-08	25-Apr-08	0
RW Certification	31-Oct-08	31-Oct-08	0
Advertisement Date	30-May-08	30-May-08	0
Operationally Complete	31-Jul-08	31-Jul-08	0

Schedule Impacts to Other Milestones*:

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Bid Opening	29-Aug-08	29-Aug-08	0
Award	17-Sep-08	17-Sep-08	0
Execution	13-Oct-08	13-Oct-08	0
Construction Start	15-Oct-08	15-Oct-08	0

Cost Impacts (x \$1,000)*

<u>Project Phase</u>	<u>Baseline Target Estimate</u>	<u>Trend Estimate</u>	<u>Variance from Trend</u>
PE	6,961	6,961	0
RW	1,846	1,846	0
CN	65,593	65,593	0
Total	74,400	74,400	0
Total Estimated Impact			0

Mitigation(s) for the Trend:

Not applicable. This trend does not represent an increase to cost, or a delay to schedule.

List and Description of Attachments:

Attachment 1: Description of Improvements at 1st and Atlantic Street

Attachment 2: 1st and Atlantic Intersection Improvements Drawing

Acknowledgement Status (Name / Date):

- AWW&SRP Design Manager Ali Amiri | 8/21/08
- AWW&SRP Construction Manager James Pugh | 8-18-08
- AWW&SRP Environmental Manager Angela Henderson | 8-18-08



Approval Status:

- Fully Approved
- Elevate to UCO Regional Administrator/SDOT Director
- Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)
- Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)
- Rejected

Approval Authority (Name / Date):

- Project Director / Deputy Project Director Matt Preedy / 8/15/08
- UCO Regional Administrator _____ / _____

Instructions:

- Does Fully Approved Trend require a PCRf? Yes No
- Does Fully Approved Trend require a 603 Form? Yes No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

- Cost Basis / System Updated
- Schedule Basis/ System Updated

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRf Submittal:

- PCRf Submitted

Business Manager Name / Signature / Date

Trend SS0006R1 Attachment 1

Description of Improvements at 1st and Atlantic Intersection

July 28, 2008

The following is the description of the trend for the SR 519 improvements at 1st Ave S and S Atlantic St.

As programmed, the SR 519 improvements at 1st Ave and Atlantic will be constructed prior to the demolition of the Holgate-to-King segment of the Alaskan Way Viaduct and Seawall Replacement Program (AWVSRP), and will serve as traffic mitigation during the ongoing construction of the AWVSRP.

As the intersection of 1st and Atlantic acts as an interface between SR 519 and the AWVSRP / Viaduct Removal Holgate-to-King Project, its design has been influenced by both projects. Affects posed on the intersection design by the AWVSRP / Viaduct Removal Holgate-to-King Project are:

Design (PE)

- Additional design is needed for the pavement reconstruction for the northbound 1st Ave S right-turn pocket which includes roadway cross-sections, curb/sidewalk and utility relocation for power poles, fiber optic line and ITS conduit. This amounts to \$80,000.
- Additional design is needed for the roadway widening along S Atlantic St on the east leg of the intersection. The widening consists of a right through lane between 1st Ave and Occidental Ave and a right lane taper in front of the Mariners parking garage. Also, curb/sidewalk reconstruction and utility relocation of drainage, fire hydrant and power cabinet. This amounts to \$88,000.
- Additional traffic signal design is needed to improve and upgrade the intersection of 1st Ave and Atlantic. The re-channelization of the intersection needs additional signal heads for the northern and southern legs on 1st Ave. The design includes locating four new signal poles, illumination, upgrading the signal cabinet, traffic analysis; signal timing for the phases, channelization and permanent signing. This amounts to \$100,000.
- Additional design is needed for the roadway widening along S Atlantic St on the west leg of the intersection. The widening consists of a right through lane between Utah Ave and 1st Ave., including roadway cross-sections, curb/sidewalk reconstruction, ITS conduit, landscaping, channelization, and utility relocation of drainage, power poles and traffic signal cabinet. This amounts to \$100,000.
- Total for PE is \$368,000.

Trend SS0006R1 Attachment 1

Description of Improvements at 1st and Atlantic Intersection

July 28, 2008

Right of Way (RW)

- In consideration of the operational needs to provide an “alternate neutral” concept for the AWV project, the AWV team recommended an additional third eastbound through movement along S Atlantic St. The AWV Channelization requirements necessitated additional property acquisition along the northern boundary of the Baseball Club of Seattle (Mariners) parcel on the southeast corner of 1st and Atlantic, between 1st Ave S and Occidental Ave S. This amounts to \$484,200.
- Adding the third eastbound lane between 1st Ave S and Occidental Ave S pushed the right-lane taper farther to the east, between Occidental Ave S and the S Atlantic structure, in front of the Public Facilities District (PFD) parking garage. This amounts to \$321,600.
- Additional parcel take has been added due to widening and re-channelization of S Atlantic St between Utah Ave S and 1st Ave S. Adding this leg of the intersection will complete the improvements within one construction project. The benefit is that it will reduce the construction impacts to the traveling public, local businesses, utility companies and pedestrians accessing the stadium facilities. This is a significant impact to the property owner and estimated cost is \$1,000,000. An unwilling seller may also pose a schedule risk.
- Total for RW is \$1,805,800.

Construction (CN)

- Construction of the elements necessary to complete the intersection improvements results in additional costs. The elements include roadway widening with full depth Portland cement concrete on S Atlantic (entire width of the west leg and right through lane and right lane taper on east leg), hot mix asphalt overlay of 1st Ave, four traffic signal poles, a traffic signal cabinet, ITS conduit, illumination, utility adjustments, storm water detention, water pollution control, traffic control, pedestrian control, landscaping, lane striping, crosswalks, work zone protection and safety elements. The cost estimate for these elements is \$3,810,399.
- Allowance for Construction Engineering at 7% of base construction amount = \$266,728.
- Allowance for Construction Contingency at 4% of base construction amount = \$152,416.
- Total for CN is \$4,229,543.

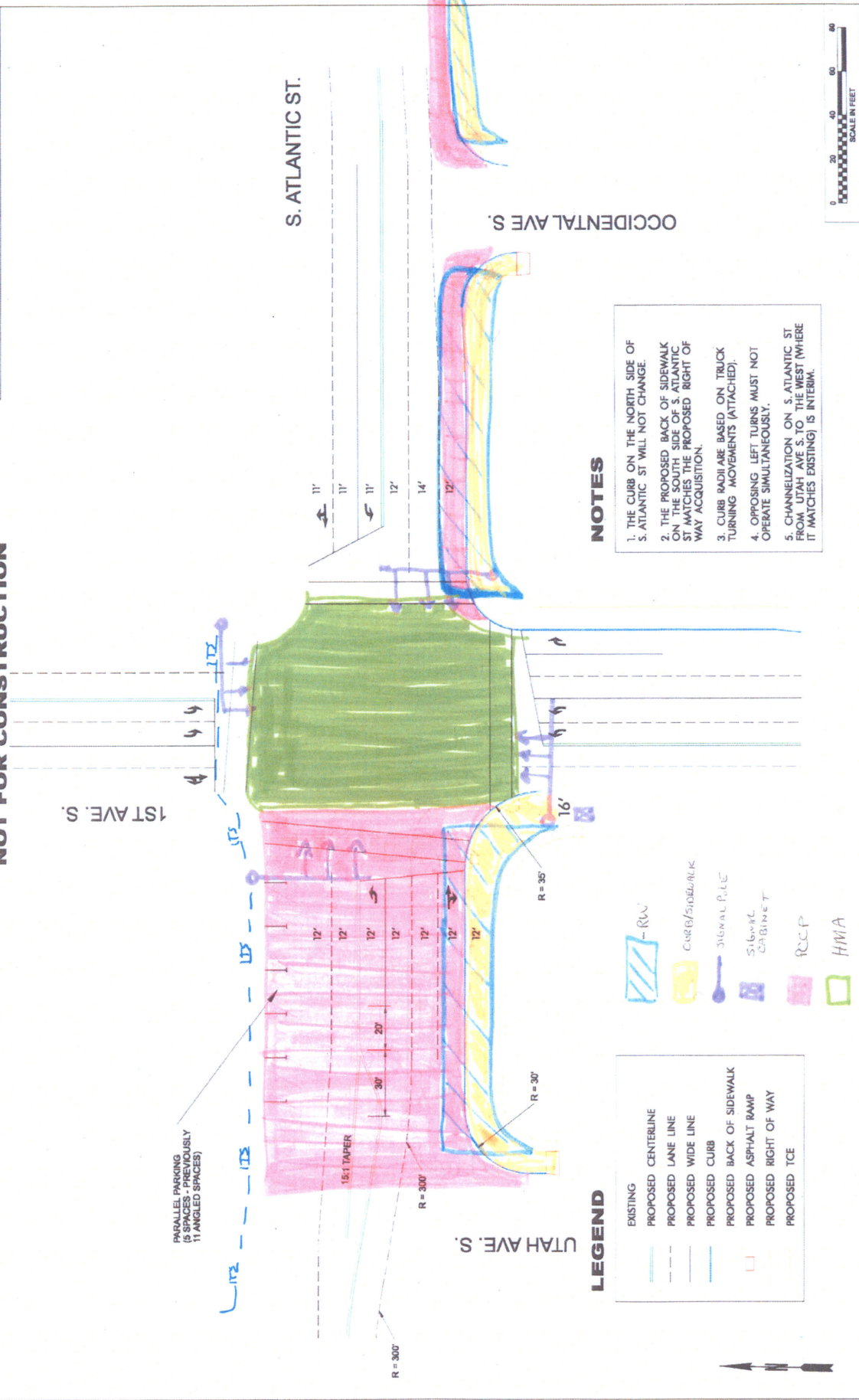
Trend SS0006R1 Attachment 1

Description of Improvements at 1st and Atlantic Intersection

July 28, 2008

As an independent project, SR 519 Phase 2 would have required modifications to the channelization of the east leg of the intersection and smaller right of way acquisition. The existing span wire signal system would have been re-phased to accommodate the single westbound left turn from S Atlantic to 1st Ave. The additional costs identified in this trend are required to improve the intersection to meet the AWV south end project.

DRAFT
NOT FOR CONSTRUCTION



TREND NOTICE 55-0006A1
 ATTACHMENT 2

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



**Washington State
Department of Transportation**

Trend Title: Address Level of Service for Atlantic Street Intersection – SB Alaskan Way Revision		Date: September 9, 2008	
Trend Log Number/Rev. SS0009R1		Segment Name: South Holgate Street to south King Street Viaduct Replacement Project	
Prepared By: Rudy Lemus / September 10, 2008 <i>Rudy Lemus 9/8/08</i> Name / Date		Approval Level / Authority: <input checked="" type="checkbox"/> Project Director / Deputy Project Director	
Preparer's Supervisor Jim Robison / September 10, 2008 Name / Date			
Nature of Change:	<input checked="" type="checkbox"/> Scope	<input type="checkbox"/> Schedule	<input type="checkbox"/> Budget
Does Trend Impact Legislative Funding Allocation? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Does Trend Affect Biennium Aging? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	

Description of the Trend (Use Continuation Sheets as Needed):

Analysis of the 30% design of Atlantic Street Intersections with Alaskan Way, Atlantic Street Underpass, East Marginal Way, Colorado Street and Terminal 46 suggest that an acceptable level of service (LOS) will not be provided for the 2030 design year. Projected BNSF Tail Track usage and increased Port of Seattle Terminal 46 operations in 2030 threaten to degrade the level of service during tail track preemption, below acceptable levels. Coordination with the City of Seattle, the Port of Seattle and BNSF suggested that the best option for improving the LOS is the removal of incoming traffic from the South Bound Alaskan Way leg of the intersection.

The above issue was initially presented to the Change Control Board (CCB) in Trend SS0009 on July 8, 2008. The design team's recommendation was "approval for scope only" for Option B. Since the design team had yet gained concurrence from the city, the CCB deferred approval pending coordination with stakeholders for buy-in on one of the Options presented. The CCB also deferred the 60% PS&E submittal pending elevation of the issue.

Options A through C were presented to the city at the July 16, 2007 Project Decision Team Meeting (PDT). However, no concurrence was reached on which Option to proceed with in design.

Options A through D were presented to the city at the August 25, 2008 PDT Meeting (Attachment 1). Option D (Attachment 2) was chosen as the best solution of the four with a few adjustments requested by the city. The east side sidewalk along the WOSCA property should be a minimum of 6-foot wide. Also, an extra foot should be placed between the Ferry Holding and the Bike Lane, to give more allowance for ferry patrons opening doors, or other conflicts which might occur between the standing vehicles and cyclists.

Option D design as currently developed is conceptual. Further design development and review with the City of Seattle will be required, especially concerning geometry and channelization.

Justification for the Trend (Use Continuation Sheets as Needed):

Why are we requesting approval of this Trend, and what are the benefits?

We recommend approval of this trend to ratify the PDT decision on August 25, 2008.

The primary benefit is to provide an intersection design with an acceptable LOS. .

What are the consequences of not approving this Trend?

It is anticipated that the current design will not be acceptable based on the 2030 design year and comments on the EA will require that we address this issue. It is more prudent to make changes now rather than risk additional schedule impacts.

TREND NOTICE

ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Washington State
Department of Transportation

Impacts of this Trend:

Schedule Impacts to QPR Milestones: Impacts to schedule will be evaluated and submitted in Trend SS0011.

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Project Definition Complete	29-Jun-07	29-Jun-07	0
Begin Preconstruction Engr.	23-Jul-07	23-Jul-07	0
Environmental Doc. Compl.	16-Oct-08	16-Oct-08	0
RW Certification	18-May-09	18-May-09	0
Advertisement Date	3-Aug-09	3-Aug-09	TBD
Operationally Complete	31-Dec-12	31-Dec-12	TBD

Schedule Impacts to Other Milestones: Impacts to schedule will be evaluated and submitted in Trend SS0011.

<u>Milestone Description</u>	<u>Date Before Trend</u>	<u>Date After Trend</u>	<u># Calendar Days Impact</u>
Bid Opening	25-Sep-09	25-Sep-09	TBD
Award	19-Oct-09	19-Oct-09	TBD
Execution	9-Nov-09	9-Nov-09	TBD
Construction Start	23-Nov-09	23-Nov-09	TBD
Final Contract Completion	30-Sep-13	30-Sep-13	TBD
30% Submittal	18-Feb-08	18-Feb-08	0
60% Submittal	31-Jul-08	31-Jul-08	TBD
90% Submittal	12-Jan-09	12-Jan-09	TBD
100% Submittal	18-May-09	18-May-09	TBD

Cost Impacts (x \$1,000) Impacts to costs will be evaluated and submitted in Trend SS0011.

<u>Project Phase</u>	<u>Baseline Target Estimate</u>	<u>Trend Estimate</u>	<u>Variance from Trend</u>
PE	52900	52900	TBD
RW	46200	46200	0
CN	446300	446300	TBD
Total	545,400	545,400	0
Total Estimated Impact	0	0	0

Mitigation(s) for the Trend:

List and Description of Attachments:

1. Project Decision Team Meeting Minutes August 25, 2008
2. Sections D1, D2, D3 and South Option D Plan

Acknowledgement Status (Name / Date):

- A WV&SRP Design Manager _____ / _____
- A WV&SRP Construction Manager _____ / _____
- A WV&SRP Environmental Manager _____ / _____

TREND NOTICE
ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM



Approval Status:

- Fully Approved
- Elevate to UCO Regional Administrator/SDOT Director
- Approved for Scope Only; Additional Study / Justification Required (See "Instructions" Below)
- Defer Approval Pending Receipt of Additional Information (See "Instructions" Below)
- Rejected

* SCHEDULE & COST TO BE
ADDRESSED IN FUTURE TRENDS SS0011

Approval Authority (Name / Date):

- Project Director / Deputy Project Director *[Signature]* , 9/24/08
- UCO Regional Administrator _____

Instructions:

- Does Fully Approved Trend require a PCRf? Yes No
- Does Fully Approved Trend require a 603 Form? Yes No

If Approved; Updating of Project Cost / Schedule Basis/Baselines:

- Cost Basis / System Updated
- Schedule Basis/ System Updated

Project Controls Manager Name / Signature / Date

If Approved; Updating of Project Cost / Schedule with PCRf Submittal:

- PCRf Submitted

Business Manager Name / Signature / Date

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM

Project Decision Team Meeting

MEETING MINUTES

Meeting Purpose: Determine which Option (A, C or D) to proceed with for SR 519 north of Royal Brougham Way

Date: **8/25/2008**

Begin: **4:00 pm**

End: **5:00 pm**

Location: **24 Large Conference**

Meeting Lead: **Amiri, Ali**

Attendees: **Ali Amiri, Steve Beadle, Mike Rigsby, Rick Conte, Angela Freudenstein, Jim Robison, Wayne Wentz, Bob Chandler, Mathew Preedy, John White, Mike Johnson, Rudy Lemus, Kurt Larson, Liz Young, Emily Fishkin**

cc: **Asvin Mandadi, Tom Tracy**

The meeting started with a brief summary of the various options being considered. It was noted that these options have been discussed in previous meetings and in general everyone is familiar with each of the options. A quick discussion of the specific issues with each option followed.

1. Option A

There was a short discussion of the traffic and way finding concerns regarding this option. The group was in agreement, this is not the best option and eliminated it from consideration.

2. Option B

This option is not under consideration any longer per the last Project Decision Team Meeting on July 16, 2008.

2. Option C

Discussion was focused on the potential conflicts between the urban pathway and movements in/out of the future development on the WOSCA site.

3. Option D

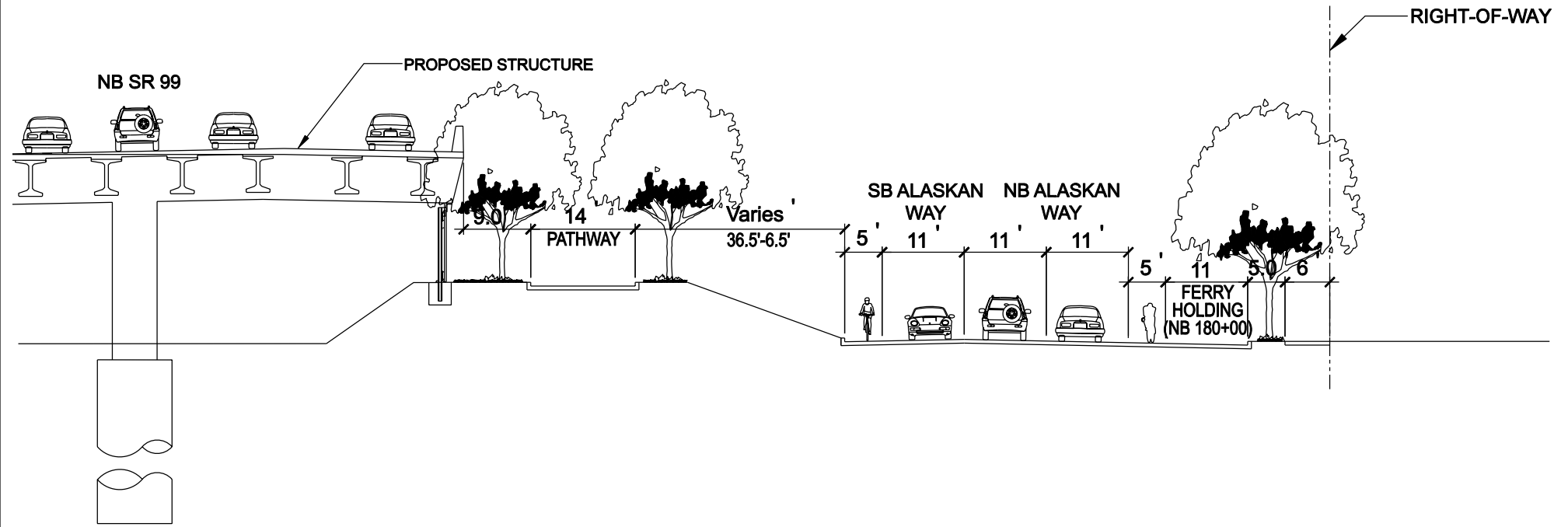
This Option was recommended by the design team. The group concurred this Option should be the version moved forward with some adjustments. The east side sidewalk along the WOSCA property should be a minimum of 6-foot wide. Also, an extra foot should be placed between the Ferry Holding and the Bike Lane, to give more allowance for ferry patrons opening doors, or other conflicts which might occur between the standing vehicles and cyclists.

This option will maintain the East Pedestrian Bridge. Although the Alaskan Way South Bridge is no longer needed in the final configuration, it will be needed as a temporary structure if the U-Tube is excavated in Package #2. A decision to make the temporary structure permanent or remove it at the end of Package #3 can be delayed.

4. Next Steps

The design team will start using Option D as Package 3. This work will not show in the Package 2, 60% submittal next week, but will show up subsequent to that. The design team will modify the existing cross section and develop additional cross sections of Option D to be included as part of the 'Instructions to Reviewers' for the 60% PS&E review package.

OPTION D
WSF REMOTE FERRY HOLDING ON THE OUTER NB LANE OF ALASKAN WAY S
LOOKING NORTH

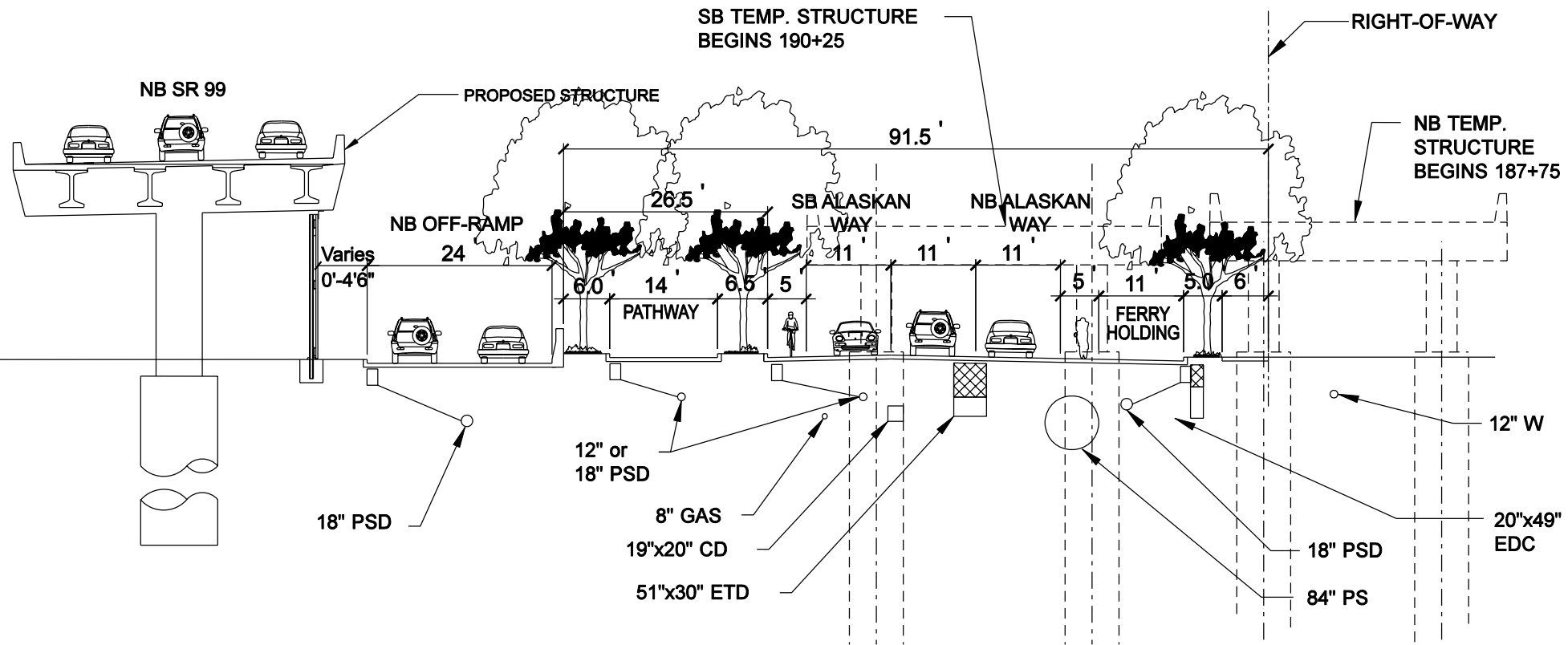


NOTE:
 ONLY DRAINAGE UTILITIES HAVE BEEN ADJUSTED FOR OPTION.
 ALL OTHER UTILITIES HAVE NOT BEEN ADJUSTED TO ACCOMMODATE OPTION.
 SCL TRANSMISSION AND DISTRIBUTION DUCT BANKS ARE SHOWN IN
 LOCATIONS AS DEPICTED IN THEIR CURRENT CONSTRUCTION CONTRACT.

SECTION D1-D1
NB SR 99, STA 179+02-184+23
(SECTION TAKEN AT STA 180+00)

DRAFT WORKING DRAWING
- PREDECISIONAL -
NOT FOR PUBLIC RELEASE

OPTION D
WSF REMOTE FERRY HOLDING ON THE OUTER NB LANE OF ALASKAN WAY S
LOOKING NORTH

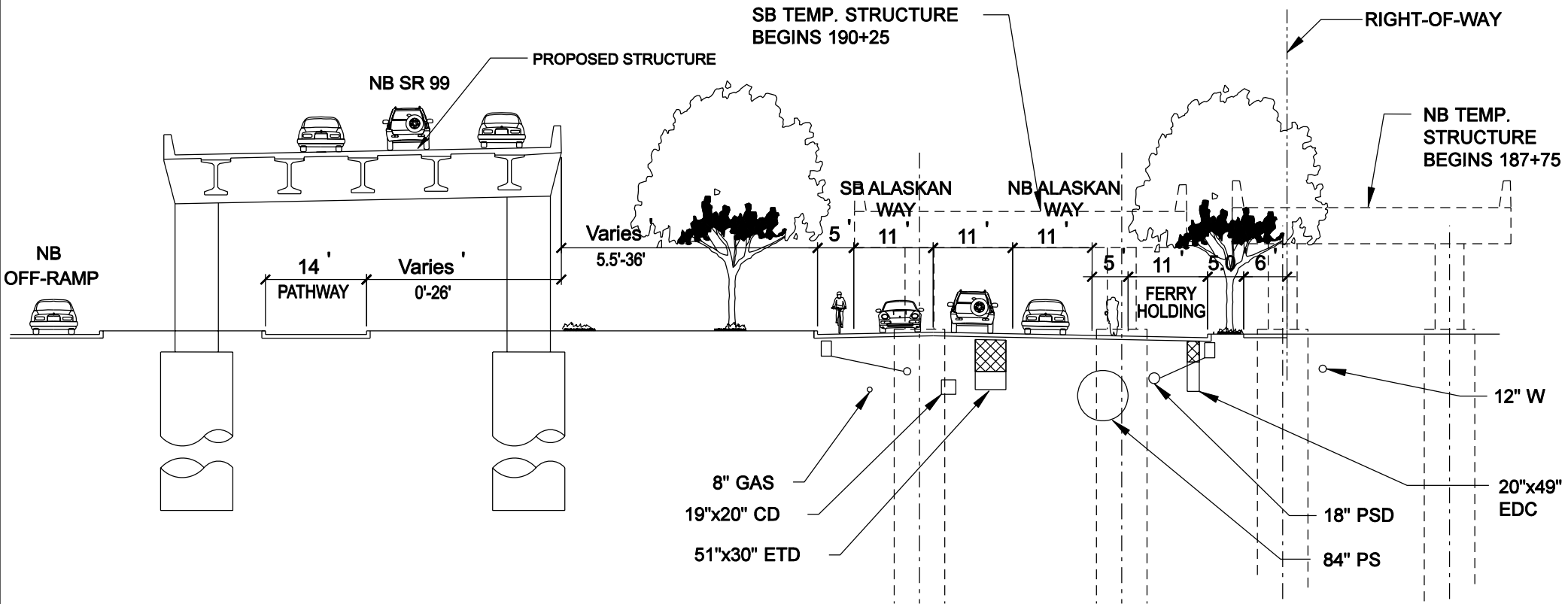


NOTE:
 ONLY DRAINAGE UTILITIES HAVE BEEN ADJUSTED FOR OPTION.
 ALL OTHER UTILITIES HAVE NOT BEEN ADJUSTED TO ACCOMMODATE OPTION.
 SCL TRANSMISSION AND DISTRIBUTION DUCT BANKS ARE SHOWN IN
 LOCATIONS AS DEPICTED IN THEIR CURRENT CONSTRUCTION CONTRACT.

SECTION D2-D2
NB SR 99, STA 184+23-189+81
(SECTION TAKEN AT STA 188+00)

DRAFT WORKING DRAWING
- PREDECISIONAL -
NOT FOR PUBLIC RELEASE

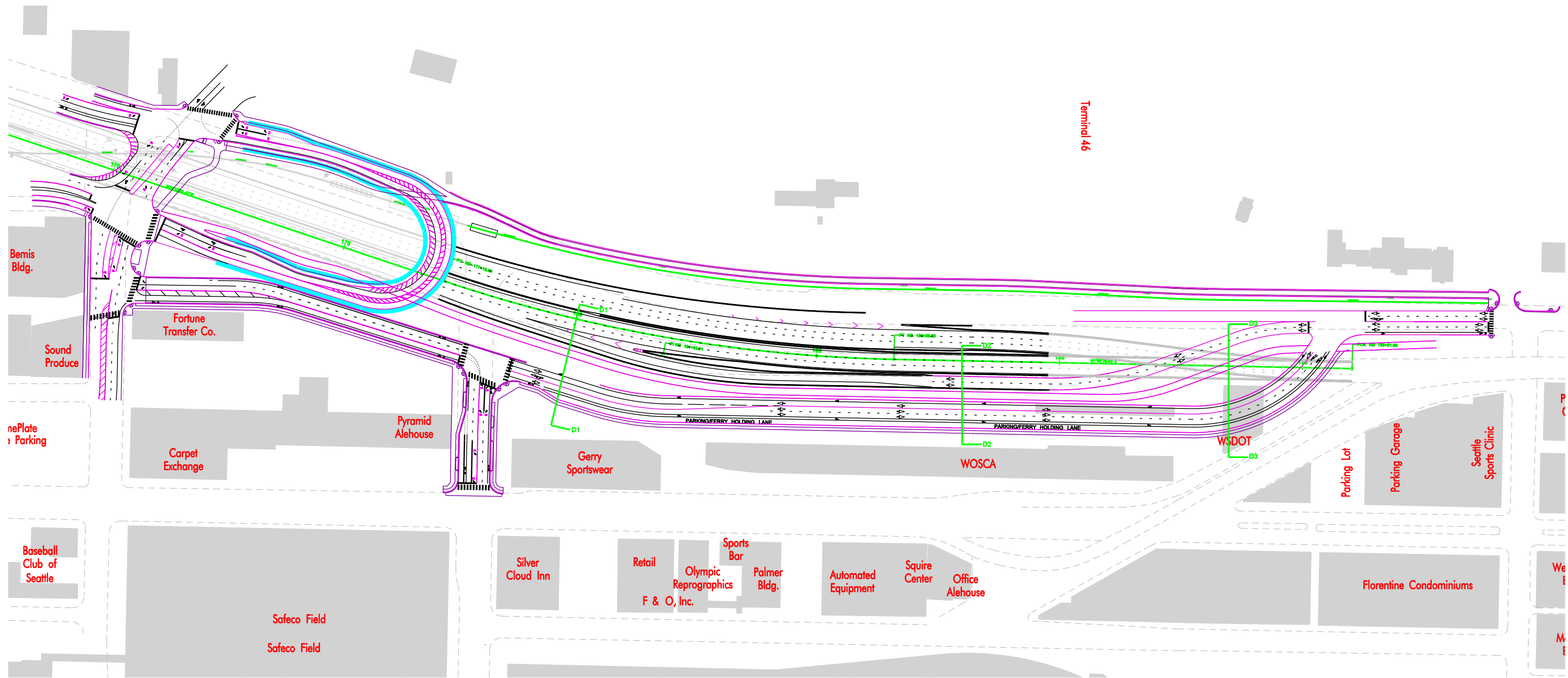
**OPTION D
WSF REMOTE FERRY HOLDING ON THE OUTER NB LANE OF ALASKAN WAY S
LOOKING NORTH**



NOTE:
 ONLY DRAINAGE UTILITIES HAVE BEEN ADJUSTED FOR OPTION.
 ALL OTHER UTILITIES HAVE NOT BEEN ADJUSTED TO ACCOMMODATE OPTION.
 SCL TRANSMISSION AND DISTRIBUTION DUCT BANKS ARE SHOWN IN
 LOCATIONS AS DEPICTED IN THEIR CURRENT CONSTRUCTION CONTRACT.

**SECTION D3-D3
 NB SR 99, STA 189+81-195+16
 (SECTION TAKEN AT STA 193+50)**

**DRAFT WORKING DRAWING
 - PREDECISIONAL -
 NOT FOR PUBLIC RELEASE**



Quality Plan

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

May 16, 2008

September 2008, Update

Reviewed the project WBS work elements and identify for applicable standards for each product, process, service, and deliverable.

Quality Assurance Control Plan Items

- Reviewers to be identified and assigned
- The project to be executed in accordance with applicable WSDOT Manuals.
- Communication with team members (may lead to decision documents).
- Reviews to be scheduled:
 - Monthly status and quarterly reviews will be communicated.
 - Plans will be reviewed to establish consistency in the documentation prior to Ad.
 - Scope, Schedule, and Budget will be reviewed periodically for progress.
 - Quarterly review
 - Status reviews
 - Milestone reviews
 - Deliverable reviews
 - Customer feedback
 - Process reviews

The overall quality process will be in accordance with the Quality Control Procedures for the AWW Project. See: I:\Alaskan Way Viaduct\Business Management\QA-QC\AWV QA-QC Plan w-Procedures 2-2-07.pdf, and see the GEC QA/QC Plan Supplement on ProjectSolve² at:
https://ww3.projectsolve2.com/eRoomReq/Files/AWV/AlaskanWayViaduct/0_d74a/GEC%20QA%20Plan%20Supplement%20043007.pdf

Quality Assurance Control Matrix Items

QA/QC item	Lead	Checked	Approved	Standard(s) or References	Date scheduled	Date executed
Identification & Assignment Meeting	Ali Amiri				2/28/08	2/28/08
Gather as-built information and drawings for smooth and consistent transitions						
Field visits to verify as-built Existing utilities located on site and on plan						
30% CEVP Workshop	Ali Amiri				11/13/07-11/15/07	11/13/07-11/15/07
60% CEVP Workshop	Brian Smith				Mid November	
30% Value Engineering Workshop	Meng Analysis				2/11/08-2/15/08	2/11/08-2/15/08
Design will be reviewed and approved prior to the completion of the PS&E package						
Early Utility 60% IDCR	Jeff Schutt	Rick Conte	Mike Rigsby		6/30/08 7/9/08	6/30/08 7/9/08
Main Civil 60% IDCR	Bill Pearce	Asvin Mandadi	Mike Rigsby		8/11/08 - 8/15/08	8/11/08 - 8/15/08
Early Utility 90% IDCR	Jeff Schutt	Wally Chen	Mike Rigsby		9/2/08	9/2/08
Main Civil 90% IDCR	Mike Colyn				1/20/09 – 1/28/09	
30% Constructability review	Paul Dalida				3/25/08 - 3/27/08	3/25/08 - 3/27/08
60% Constructability review	Ken Smith				9/3/08- 9/5/08	9/3/08- 9/5/08
Maintenance review						
Management review						
PS&E package review (Approval prior to Advertisement)						
Executive Order 10.10 (Stamping of a Professional Document) will be implemented.						

PS&E Checklists

SR 99 South Holgate Street to South King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

September 2008, Update

30% PS&E checklists

Geometric Review

Illumination

Intelligent Transportation Systems (ITS)

Signals

Structural

60% PS&E Checklists

General Plans Review

Illumination

Intelligent Transportation Systems (ITS)

Signals

Structural

90% PS&E Checklists

Preliminary Contract Review

Illumination

Intelligent Transportation Systems (ITS)

Signals

Structural

30% PS&E Checklists

Geometric Review

Illumination

**Intelligent Transportation Systems
(ITS)**

Signals

Structural

Geometric Review (30%) Deliverables Checklist						
Milestone Purpose	Documents design criteria and major design decisions					
Decisions Frozen and Milestones Completed (Overview)	<ul style="list-style-type: none"> √ Design concept fixed √ Design features defined √ NEPA/SEPA approval obtained √ Type, size and location of all structures fixed √ Footprint set √ Approval to begin ROW acquisition process √ Approval of geometric design √ Design Concurrence/Approval 					
Pre-Construction						
Design/PS&E Elements						
Discipline	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Progress Summary
Environmental Documentation	Agency & public coordination conducted	not SA, other	no		Rose Evonuk	On going agency and public coordination though EI some done thru UCO and WSDOT
	Complete determination if utility relocations will be included in WSDOT documents and permits	not SA, other	no		Kathy Fendt	Utility relocation is part of environmental review of project and is being coordinated with city, private utility purveyors and WSDOT
	Permits needed verified and begin submitting applications	not SA, other	no		Kathy Fendt	List of permits required for SA is available. Work submitting application will continue after 30%
	Discipline studies, reports, and predecessor information completed	not SA, other	no		David Mattern	Technical reports are being prepared on going review process till the end of March 08
	NEPA/SEPA approval	not SA, other	no		Kate Stenberg	Environmental Assessment is ongoing/going for FONSI determination 10/08
Intersection, Channelization or Interchange Plans	Deviations and design exceptions submitted and approved	yes	yes	after 30% submittal	Doug Chappell	Deviations will be submitted at 30%. Approval will occur at a later date.
	Channelization and Intersection Plans approved	yes	yes	after 30% submittal	John Fenedick	Channelization plans will be submitted at 30%. We are not scoped to produce intersection plans at 30% Approval of channelization plans will occur at a later date
	Signal Permits completed (if required)	Yes	Yes	30% Submittal Date	Lawrence Guan	
	Confirm phasing and pocket lengths with traffic operations	no	no	N/A	N/A	Will be included in 60% submittal.
Estimates	Cost estimate updated	yes	yes	01/28/08	Ralph Graves	Will update existing CEVP estimate.
	Right of Way Project Funding Estimate completed	yes	yes	01/28/08	Ralph Graves	Will be included in 30% estimate.
Geometrics	Typical roadway section(s) completed - identifying station to station roadway connecting surface and depth plans	yes	yes	01/28/08	John Fenedick	Roadway section will be included in the 30% PS&E plan set
	Deviations and design exceptions approved	yes	yes	after 30% submittal	Doug Chappell	Draft Deviations will be submitted at 30%. Approval will occur at a later date.
	Mainline and major horizontal, & vertical alignments, & superelevations designed	yes	yes	01/28/08	John Fenedick	Alignment Plans and Profiles with superelevations will be produced for the 30% plan set.
	Design Approval obtained	yes	no	after 30% submittal	WSDOT	Draft Design Apporval Package will be submitted at 30%. Approval will be forthcoming.

Discipline	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Progress Summary
Hydraulics & Water Quality	TS&L of drainage facilities determined	Yes (defined in Hydraulic Report)	Yes	02/29/08	Rick Schaefer (RWE)	
	Preliminary Hydraulics Report completed, including: 1) Documentation of deficiencies, 2) Existing basins and flows for anticipated TDAs, 3) Identification of Minimum Requirements from Highway Runoff Manual (HRM)	1) Not in WSDOT Hydraulic Report outline 2) Yes 3) Yes	1) No 2) Yes 3) Yes	02/29/08	Rick Schaefer (RWE)	
	Storm Water Report submitted to region for review and approval	TESC & Hydraulic Report packaged together	Yes	Draft 02/29/08	Rick Schaefer (RWE)	Report will be submitted to UCO.
	Hydraulics Report submitted	Yes, Draft form	Yes	02/29/08	Rick Schaefer (RWE)	
	Preliminary Stormwater Management options to identify Right of Way needs completed	Yes	Yes	02/29/08	Rick Schaefer (RWE)	
	Illumination	Refer to Illumination Matrix "Permitting Submittal Review" Checklist Tab				Kareem Grace
Warrant Analysis completed		no	no	N/A	N/A	
ITS	Refer to ITS Matrix "Permitting Submittal Review" Checklist Tab				Duane Anderson	Completed ITS plans for 11/16/07 alignment and channelization. Met with City of Seattle to present overview of design and locations of ITS components on the project.
	Soils analysis request for special design CCTV or ramp-meter foundations submitted	no	no	N/A	N/A	
	Preliminary Signal Plan submitted to HQ Traffic for approval	no	no	N/A	N/A	
Right-of-Way	Right of Way plan completed and approved	Yes	Yes	2/28/2008 (forecast)	Cox	CADD files for amended ROW Plans will be submitted to WSDOT 1/21/08
	ROW Appraisals completed	No	n/a	n/a	n/a	In Pharos' scope of work
	Relocation Plan completed	No	n/a	n/a	n/a	In Pharos' scope of work
	Right of Way Project Funding Estimate prepared	No	n/a	n/a	n/a	In Pharos' scope of work
Roadside	Right of Entry for project investigations obtained	No	n/a	n/a	n/a	In Pharos' scope of work
	Site Analysis completed	no	no	n/a	n/a	not included in 30%
	Functional Analysis completed	no	no	n/a	n/a	not included in 30%
	Conceptual Design completed	yes	yes	01/28/08	ROMA	Urban Design and Streetscape elements determined and included in the 30%.
	Conceptual Irrigation/planting Plan completed	no	no	n/a	n/a	
	Preliminary Plant Palette completed	no	no	n/a	n/a	not included in 30%
	Mitigation Site Selection completed	no	no	n/a	n/a	not included in 30%
Evaluation of TS&L of Structures and Walls and determine treatment for visual aspects completed	no	no	n/a	n/a	not included in 30%	

Discipline	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Progress Summary
Roadside Safety	Fall restraint requirements identified	no	no	n/a	n/a	n/a
	Complete coordination of proposed removal of significant vegetation with Landscape Architect	no	no	n/a	n/a	n/a
	Clear Zone Inventory & Evaluation completed	yes	yes	01/28/08	George Cox	30% clear zone inventory complete
	Utility conflict identified	yes	yes	ongoing		
	Geometric mitigations, i.e. shoulder widening, incorporated into design	yes	yes	02/28/08	John Fenedick	Ongoing as design progresses.
	Geometric Check completed - Intersections, horizontal, vertical sight distances	yes	yes	01/28/08	John Fenedick	check on 30% plan set complete. SR99 and SR519
Signals	Refer to Signals Matrix "Permitting Submittal Review" Checklist Tab				Lawrence Guan	Completed warrant analysis and report. Based on signal warrant analysis, Traffic Signal Permits have been prepared for three intersections. Met with the City of Seattle to discuss locations of traffic signals. Will need to add 2 more locations for traffic signals and Traffic Signal Permits.
	Signal permit submitted to WSDOT	yes	yes	30% Submittal Date	Lawrence Guan	
Signing	Sign layout completed, including overhead signs	yes	yes	30% Submittal Date	Lawrence Guan	Completed layout of signs on SR 99 and surface streets based on alignment and channelization designed as of 11/16/07. Met with the City of Seattle to discuss layout of signs. Will update signing plans to reflect changes made to the alignment since 11/16/07.
	Existing signs to reuse, and relocate determined	yes	yes		Lawrence Guan	Existing signs to be reused or relocated have been identified and reflected on the plans.
	Existing sign inventory completed (include associated electrical items for sign lighting or flashing signs)	yes	no		Lawrence Guan	Existing signs that will be affected by the project are shown on the signing plans
	Potential conflicts between light standards and signal poles with signs identified	yes	yes		Lawrence Guan	New signs are located so that they can be mounted on signal and light standards where necessary
Soils & Paving	Soils and Geotechnical Report completed	no	no	01/28/08	Monique Nycamp	Interim Geotechnical recommendations letter provided to project team by Shannon and Wilson
	Pavement Resurfacing Report completed	no	no	n/a	WSDOT	
	Draft Pavement Design Report completed and approved by Region (forwarded to State Materials Lab for concurrence)	no	no	n/a	WSDOT	
	Foundation Design checked as requested by Design PEO for signals/illumination	no	no	n/a	n/a	
	Complete assessment and initiation of on-site field testing as required. (Forward to State Materials Lab if required)	no	no	n/a	n/a	
Specifications	N/A					

Discipline	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Progress Summary
Structures (Bridges, Retaining Walls, Noise Walls, high mast lighting, sign structures)	Refer to deliverables in the Structural Matrix PS&E "Permitting Submittal Review" Checklist Tab					
	Complete TS&L	Yes	Yes	01/28/07	WSDOT (Talukdar)	Revision currently under way
	Bridge and Wall Site Data Completed for Preferred Structural Alternative	Yes	Yes	Bridge Site Data schedule completion 9/28/2007. Conceptual Wall Site Data schedule completion 11/06/2007.	Gleaton	Bridge Site Data complete. Conceptual Wall Site Data currently under revision to respond to IDCR comments.
	Structural Permitting Submittal Review completed (includes constructability review for viable construction method, sequence and schedule)	Yes	yes	Currently scheduled for 1/08/07	WSDOT (Talukdar)	Permitting Submittal Review pending Bridge TS&L development.
Survey & Mapping	Design level mapping completed	not SA, other	yes	previously	DEA/WSDOT	
	Record of Survey completed and filed	not SA, other	yes	previously	DEA	
	Right of Way plan completed and approved	yes	yes	2/25/2008 (forcast)	Cox	CADD files for amended ROW Plans will be submitted to WSDOT 1/21/08
	Relocation Plan completed	not SA, other	no	ongoing	Pharos	work on going by Pharos.
Temporary Erosion and Sediment Control (TESC)	Preliminary TESC completed	Yes	Yes	02/29/08	Rick Schaefer (RWE)	
Traffic Analysis	Accident Analysis completed	No	No	n/a	n/a	n/a
	Traffic Operational Analysis completed	Yes	Yes	Will be completed by distribution date.	Liz Young/Chris Wellander	Traffic analysis for the proposed project is substantially complete as of 12/19/07. The Transportation Report will be submitted for IDCR prior to 12/31/07 and is expected to be available for inclusion in the Design Documentation/Design Approval Package (scheduled for submittal in late January 2008.

Discipline	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Progress Summary
Utilities	Utility Plan with as-built information completed and transmitted to Utilities	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	Existing Utility Plans depict survey mapping and SUE information collected to date. This information is also the background for the Composite Utility Plan Drawings. Both sets of drawings will be transmitted to the utility agencies and companies.
	Preliminary Utility conflicts identified	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	Composite Utility Plan Drawings represent utility relocations necessary to mitigate utility conflicts.
	Utility Object Relocation Record (UORR) sent to utilities	Yes	No	N/A	N/A	Per Urban Corridor Utilities Engineer, the UORR is not applicable to the AWV Project.
	Project Overview Meeting held with Utility Owners	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	At least one meeting has been held with each utility agency and company. In some cases, numerous meetings have been held.
	Subsurface Utility Engineering (SUE) Quality Level C & D completed	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	SUE information is included on Existing Utility Plans.
	Determination of need for SUE Quality Level A & B	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	Utility relocation alignment revisions are underway and will continue up to the IDCR (about 1/25/08). We will attempt to determine A & B data needs prior to 30% submittal.
	Relocation plans and schedule requested from utilities	Yes	No	After 60%	Jeff Schutt (Jacobs)	According to WSDOT's "Project Utilities coordination Process" flowchart (June, 2007), this activity occurs about 1 month prior to the 90% submittal.
	Franchise and permit process initiated	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	Initiation of this process has occurred in meetings with the utility agencies and companies. It is documented in meeting minutes or other forms of correspondence.
	Cost recovery accounts initiated	TBD	TBD	TBD	Jeff Schutt (Jacobs)	We've asked Bob Briggs (UCO) for assistance understanding this item.
	Utility property rights verified	Yes	Yes	At 30%	Jeff Schutt (Jacobs)	This information will be conveyed to the ROW Team as it becomes available. Utility relocation alignment revisions are underway and will continue up to the IDCR (about 1/25/08). We will update the ROW team at that time.
	Railroad Standard Construction Maintenance Agreement (CMA) obtained	No	No	N/A	STATE	The CMA is part of MDL PC-27 - Railroads. Proposed scope of work for Task Order SB indicates that the State will prepare the CMA.
Public Involvement Plan	N/A					
Work Zone Traffic Control	Preliminary traffic control layouts completed	yes	yes	ongoing	Mike Coyln	

Please review this checklist with Alec Williamson before submittal.

Alec Williamson

PE
Signature

Design Team PS&E Development Process						
Illumination						
Permitting Review Submittal Checklist -- 30%						
Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Identify Design Criteria, Design Light Level Requirements	no	no			
	Identify deficiencies of the existing system and proposed mitigation and impacts to existing system	no	no			
	Submit Calculations to Support luminaire type, distribution, wattage, mounting height, spacing, service voltage	yes	yes	1/28/2008	Kareem Grace	AGI32 Lighting Calcs sent to COS on 11/19/07
Structural Calculations	N/A					
Design Documentation	N/A					
Electrical Service	N/A					
Coordination & Constructability	Coordinate Visual Standards with Landscape Architect	no	no			
Temporary Illumination Plans	N/A					
Illumination Plans	Base Illumination Plans showing channelization information	yes	yes	1/25/2008	Kareem Grace	
	Verify as-builts with site investigation	no	no			
Specifications	N/A					
Estimate	N/A					

Please review this checklist with Alec Williamson before submittal.

Alec Williamson

PE Signature

Design Team PS&E Development Process

ITS

Permitting Review Submittal Checklist -- 30%

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Identify Design Criteria	no	no			
	Identify deficiencies of the existing system and proposed mitigation and impacts to existing system	no	no			
	Submit Calculations to Support ITS system, distribution, wattage, mounting height, spacing, service voltage	no	no			
Design Documentation	Speed study data indicating 90th, 85th, and 10th percentile speeds for all approaches	no	no			
	Warrant Analysis	no	no			
	Peak hour turning movement counts (am, midday, pm)	no	no			
	Phasing analysis to support protected or protected-permitted left turn phasing	no	no			
	Determine ITS needs (CCTV, HAR, Data Station, ramp meter, DMS, ESS)	no	no			
Electrical Service	N/A					
Coordination & Constructability	N/A					
Temporary ITS Plans	N/A					
ITS Plans	Base ITS Plans showing channelization information	yes	yes	30% submittal date		
	Verify as-builts with site investigation	no	no			
Pole Schedules and Structural Design	N/A					
Specifications	N/A					
Estimate	N/A					

Please review this checklist with Alec Williamson before submittal.

Alec Williamson

PE Signature

**Design Team PS&E Development Process
Signals
Permitting Review Submittal Checklist -- 30%**

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Identify Design Criteria	no	no			
	Identify deficiencies of the existing system and proposed mitigation and impacts to existing system	no	no			
	Submit Calculations to Support signal type	no	no			
Design Documentation	Speed study data indicating 90th, 85th, and 10th percentile speeds for all approaches	no	no			
	Warrant Analysis	yes	yes	30% Submittal Date	Lawrence Guan	Includes signal warrant analysis report
	Peak hour turning movement counts (am, midday, pm)	no	no			
	Phasing analysis to support protected or protected-permitted left turn phasing	no	no			
Electrical Service Coordination & Constructability	N/A					
Temporary Signal Plans	N/A					
Signal Plans	Base Signal Plans showing channelization information	no	no			
	Verify as-builts with site investigation	no	no			
Pole Schedules and Structural Design	N/A					
Specifications	N/A					
Estimate	N/A					

Please review this checklist with Alec Williamson before submittal.

Alec Williamson

PE Signature

**Design Team PS&E Development Process
Structural
Permitting Submittal Review -- 30%**

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Bridge Plan & Elevation	Preliminary plan as defined in Bridge Design Manual (see note 1)	No	No	N/A	N/A	
General Notes	N/A	No	No	TBD	N/A	
Construction Method	One feasible method must be identified for the preferred alternative. Supporting details shall be provided for environmental documentation as determined in consultation with project engineer (see note 2)	Yes	Yes	November 9, 2007	Gleaton	Construction Methods Memorandum complete
		No	Yes??	1/25/2008	Graves	
Construction Sequence & Schedule	Construction sequence and schedule for preferred alternative (see note 3)	Yes	Yes	1/25/2008	WSDOT (Talukdar)	To be included in Structure TS&L
Foundation Layout	(see note 4)	No	No			
Abutment Plans and Elevations	(see note 4)	No	No			
Abutment Details	N/A	Yes	Yes	1/25/2008	WSDOT (Talukdar)	To be included in Structure TS&L
Intermediate Pier Plans and Elevations	To be developed for preferred alternative (see note 4)	No	No			
Intermediate Pier Details	N/A	No	No			
Framing Plan	N/A	Yes	Yes	1/25/2008	WSDOT (Talukdar)	To be included in Structure TS&L
Typical Structure Sections	To be developed for preferred alternative (see note 4)	No	No			
Primary Superstructure Details (girders, slabs, integral crossbeams, post-tensioning details, etc.)	N/A	No	No			
Diaphragms and Other Secondary Structure Details	N/A	No	No			
Bridge Bearing Details	N/A	No	No			
Expansion Joint Details	N/A	No	No			
Bridge Drainage Details	Bridge Drainage requirements determined	No	No			
Bridge Supported Utility Details	N/A	No	No			
Signage and Other Traffic Related Attachments	N/A	No	No			
Bridge Barrier Details	N/A	No	No			
Bridge Railing Details	N/A	No	No			
Bridge Approach Slabs	N/A	No	No			
Bar Bend Detail Sheets	N/A	No	No			

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Temporary Structures	One feasible method must be identified for the preferred alternative. Supporting details shall be provided for environmental documentation as determined in consultation with project engineer (see note 2)	No	No			
Structure Design Calculations	N/A	Yes	Yes	1/25/2008	WSDOT (Talukdar)	To be included in Structure TS&L
Structure Construction Cost Estimate	(see note 5)	No	No			
Bid Item Quantity Summary and Calculations	N/A	No	No			
Special Provisions	N/A					

Notes:

1. The need for a bridge study will depend on the size and complexity of the project. For simple projects, the type of bridge may be determined in consultation with the project engineer during a site visit and a preliminary bridge plan prepared based upon that decision. In other cases the location and/or size of a proposed bridge may be known but the type is to be chosen from a list of candidate alternatives determined by the bridge engineer. The selection of a preferred alternative may be based on environmental considerations as well as cost, ability to maintain traffic and aesthetics. For major projects a complete Type, Size and Location (TS&L) study may be required, particularly if alternatives are to be studied and presented to the public for comment. Once the study process is complete, a preliminary plan process shall be completed for the preferred alternative.
2. A construction method is required for the preferred alternative in order to identify the construction activities that may be important in the planning and permitting of the project. Construction activities for bridges can create temporary environmental impacts that may be of greater concern to permitting and regulatory agencies than the long-term or permanent environmental impacts. Examples include the construction of temporary bridge and falsework in rivers and clearing of vegetation for staging or heavy construction equipment in environmentally sensitive areas.
3. A construction schedule and sequence is required for the preferred alternative in order to identify the duration and time of construction activities that may be important in the planning and permitting of the project. Pile driving activities, for example, may be limited to certain times of the year in order to avoid impacts to endangered or threatened species. Traffic staging for staged construction is another example.
4. A foundation layout with dimensions showing the types and sizes of substructure elements may be required in order to complete environmental documentation for the projects, particularly if the bridge is to be constructed over or near water where all construction activities within the designated shoreline of the water body need to be identified and, in some cases, quantified. Geotechnical explorations and a preliminary geotechnical report may be required to support this effort.
5. Construction costs for simple bridge may be based on unit costs for bridge deck area. Structure costs for non-conventional structures or conventional structures to be built with non-conventional construction methods should be based upon preliminary bid item quantities.
6. PS&E process concludes with final PS&E submittal. The review process for some regions may or may not include the submittal of a proofcopy prior to preparing the AD copy.

Please review this checklist with Alec Williamson before submittal.

Alec Williamson

PE Signature

60% PS&E Checklists

General Plans Review

Illumination

**Intelligent Transportation Systems
(ITS)**

Signals

Structural

General Plans Review (60%) Deliverables Checklist

Milestone Purpose	Design of major project elements completed, review for constructability, conformance with standards					
Frozen and Milestones Completed	<ul style="list-style-type: none"> √ All key project elements and features that drive the project outcome and costs are defined. √ Type, size and location of key elements and features fixed. √ Geometric Review comments resolved and documented. 					
Pre-Construction Design/PS&E Elements						
	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Comments
Project Management	N/A					
Environmental Documentation	• All environmental permit application submitted	SB.PC-19(Support)	No		Fendt, Kathy	Permits based on 60% design.
	• Permits conditions coordinated with the design team and incorporated into the plans	SB.PC-19(Support)	No		Fendt, Kathy	Will be included with 90%-100% submittal
Intersection, Channelization or Interchange Plans	• Deviations submitted and approved	SB.PC-34	No	08/25/08	Loen, Kenneth	Final submittal for approval separately
	• Channelization Plans	SB.PC-24.08	No	08/25/08	Fenedick, John	Chan plans for mainline roads: SR 99 AND SR 519 within the project limits.
Estimates	• Cost estimate updated	SB.PC-38.2C	Yes	09/15/08	Petersen, Norm	Submittal lags 60% Submittal by 3 weeks.
	• Pay groups and pay items determined	SB.PC-38.2C	Yes	08/15/08	Petersen, Norm	Submittal lags 60% Submittal by 3 weeks.
Geometrics	• All horizontal & vertical alignments & Superelevations completed	SB.PC-24.05	YES	08/01/08	Fenedick, John	60% Design Freeze
	• DDP updated as required	SB.PC-34	No	On-Going	Loen, Kenneth	DAP Submittal on 8/28/2008
Hydraulics & Water Quality	• Hydraulics Report approved	SB.PC-25.2C	Yes	09/05/08	Schaefer, Rick	Format and presentation is being coordinated. Report should include full project (pkg 1, 2 and 3) to be consistent with BA. Memo to follow. Will be submitted for approval.
Illumination	• Refer to Deliverables in the Illumination Matrix "Intermediate PS&E Submittal Review"	SB.PC-31.12			Grace, Kareem	
ITS	• Refer to Deliverables in the ITS Matrix "Intermediate PS&E Submittal Review"	SB.PC-31.13			Anderson, Duanne	See ITS Matrix
Right-of-Way	• ROW appraisal reviews completed and offers made	SB.PC-29 (Support)	No		Cox, George	On-going appraisals
	• ROW acquisition and Relocation initiated	SB.PC-29 (Support)	Yes		Cox, George	On-going
Roadside	• Preliminary irrigation layout completed	SB.PC-30	Yes	08/27/08	HM/JF&JH	May not reflect recent SB-2 Concept schematic changes
	• Necessary agreements identified (water, electric, maintenance)	SB.PC-30.01	Yes	08/27/08	HM	ongoing
	• Coordination completed with Architect to detail treatment of visual elements completed	SB.PC-30	Yes	08/27/08	HM/BD	ongoing
	• Final Conceptual Plans, Grading and Planting plans for Mitigation report completed	SB.PC-30	Yes	08/27/08	HM/BD	Final grading plans not included.
	• Coordination completed with Environmental and Biology for Mitigation Report Development	N/A	Yes	08/27/08	HM/BD	ongoing
Roadside Safety	• Hazard Mitigation completed– i.e. barrier length of need, fixed objects, attenuator design, drainage structures	SB.PC-24.11	Yes	08/27/08	Fenedick, John	
	• ADA requirements completed	SB.PC-24.11	Yes	08/27/08	Fenedick, John	

Signals	• Refer to Deliverables in the Signals Matrix "Intermediate PS&E Submittal Review"	SB.PC-31.15			Lentz, Tom	See attachment
Signing	• Visual standards for corridor coordinated with Landscape Architect	SB.PC-31.14	No	90% submittal	Lentz, Tom	
	• Signing plans, notes, sign specifications completed	SB.PC-31.14	Yes	08/27/08	Lentz, Tom	
	• Conflicts with illumination and/or signal features, drainage or utilities identified	SB.PC-31.14	No	On going	Lentz, Tom	Partially complete
	• Coordination with luminaries on structures or walls identified and mounting/foundation details completed	SB.PC-31.14	Yes	08/27/08	Lentz, Tom	
	• Requests for Sign structures submitted to HQ Bridge and Structures	SB.PC-31.14	Yes	08/28/08	Lentz, Tom	Submitted to Mark Vinson
	• Service load and line loss calculations completed	SB.PC-31.14	No	90% Submittal	Lentz, Tom	Difficult coordination with SCL
	• Utility Agreement and Utility Relocation Requests submitted	SB.PC-31.14	No	90% Submittal	Lentz, Tom	
Soils & Paving	• Draft Pavement Design Report completed	Not in consultant Scope of work	No	08/27/08	Prieto, Jose	WSDOT to provide to consultant.
	• Final Pavement Design Document stamped by Region and forwarded to State Material's Lab for signed concurrence	Not in consultant Scope of work	No	90% Submittal	Prieto, Jose	WSDOT to provide to consultant.
	• Foundation Design for signals/illumination completed	SB.PC-23.08	Yes		Peiffer, Eric	Will provide typical details. Analysis to be completed post 60% submittal.
	• Rec Plan completed	N/A				
Specifications	• Specifications run list completed	SB.PC-37.2C	Yes	08/27/08	Eckland, Vic	
	• Specialty groups specifications and special provisions completed	SB.PC-37.2C	Yes	08/27/08	Eckland, Vic	
	• Pay groups and pay items determined	SB.PC-37.2C	Yes	08/27/08	Eckland, Vic	
Structures (Bridges, Retaining Walls, Noise Walls, high mast lighting, sign structures)	• Refer to Deliverables in the Structural Matrix "PS&E Presubmittal Review"	SB.PC-23			Gleaton, Steve	
Survey & Mapping	• Mapping of new roadway features completed	SB.PC-.12	Yes	08/27/08	Rodenbough, Ben	
	• Field review of proposed features completed	Not in scope.			Rodenbough, Ben	
Temporary Erosion and Sediment Control (TESC)	• TESC plan submitted to region for review and approval	Yes	Yes	08/27/08	Marcia Medina	TESC Plan to be submitted to UCO for review. Approval will occur at 90%, or even 100%, depending on when we receive concurrence from Stephen Sax.
Traffic Analysis	• Assumptions and conclusions in Traffic Analysis verified for consistency with design	SB.PC-44	Yes	08/27/08	Wellander, Chris	Traffic analysis report will be included with DAP.
Utilities	• Utility conflicts confirmed and relocation letters sent to utilities	SB.PC-32.2C	No		Conte, Rick Anderson, Mark	
	• Utility relocation meeting held.	SB.PC-32.2C	Yes	Ongoing Mtgs	Conte, Rick	Ongoing Mtgs
	• Utility relocation obtained and approved.	SB.PC-32.2C	No	Ongoing Mtgs	Conte, Rick	Ongoing Mtgs
	• Utility and railroad agreements completed	SB.PC-32.2C	No	Ongoing	Conte, Rick	Railroad agreements ongoing.
	• Utility permits and franchises obtained	SB.PC-32.2C	No	Ongoing	Conte, Rick	Railroad franchise agreements ongoing.
	• Finalize utility agreements (costs responsibility estimate complete)	SB.PC-32.2C	No	Ongoing	J Joy/Conte	Railroad franchise agreements ongoing.
Public Involvement Plan	N/A	N/A				
Work Zone Traffic Control	• Traffic control plans showing Construction Sequence and staging completed	SB.PC-33.2C	Partial	Ongoing	Lentz, Tom	Still trying to finalize the construction staging

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Design Team PS&E Development Process
Illumination
Intermediate PS&E Submittal Review(s) -- 60% Submittal Checklist

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Calculations to support transformer sizing and transformer overcurrent protection.	Not in scope	N			Load information submitted to SCL for their calculations.
	Service load calculations	SB.PC-31.12	N			Will not be included as part of this submittal.
	Electrical load and line loss calculations to support breaker, wire and lighting contractor sizing where applicable for each electrical circuit	SB.PC-31.12	N			Once service locations have been determined these calculations will follow.
Structural Calculations	Luminaire locations identified	SB.PC-31.12	Y	6/20/2008	Russell Williams	
	Request soil data and prepare cross-sections for each pole location	Not in scope	N			Will not be included as part of this submittal.
	Submit details for mounting luminaires on structures	SB.PC-31.12	N			In discussions with structural about mounting details for luminaires.
Design Documentation	N/A					
Electrical Service	Utility Agreement and Utility Relocation Requests Submitted	N/A	N			Will not be included as part of this submittal.
	Electrical service location identified, service agreement request processed	SB.PC-31.12	N			In discussions with SCL about service sizes, types and locations
Coordination & Constructability	Coordinate with State Bridge Office for attachment to structures	SB.PC-31.12	N			Will not be included as part of this submittal.
	Overhead and underground utility issues and conflicts addressed	SB.PC-31.12	Y	7/16/2008	Russell Williams	
	Identify order of work issues	Not in scope	N			
Temporary Illumination Plans	Identify temporary illumination needs and complete preliminary layout	SB.PC-31.12	Y	7/29/2008	Russell Williams	
Illumination Plans	Luminaire schedule completed.	SB.PC-31.12	Y	6/25/2008	Russell Williams	
	Identify method for routing conduit across roadways and structures.	N/A	N			Will not be included as part of this submittal.
	Show junction boxes and conduit runs.	SB.PC-31.12	Y	6/20/2008	Russell Williams	
Specifications	See Page 2					
Estimate	See Page 2					

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Ali Amiri

PE Signature

Design Team PS&E Development Process						
ITS						
Intermediate PS&E Submittal Reviews – 60% Submittal Checklist						
Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Calculations to support transformer sizing and transformer overcurrent protection	N/A	No		Russell Williams	Waiting for service locations from Utility
	Electrical load and line loss calculations to support breaker	SB-PC.31.13	No		Duane Anderson Kareem Grace	Waiting for service locations from Utility
	Service load calculations	SB-PC.31.13	No		Duane Anderson	Waiting for service locations from Utility
	Load balancing required for 3-phase service.	N/A	No		Russel Williams	
	Loop placement calculations completed.	N/A	No			
Design Documentation	Documentation of design decisions completed.	SB-PC.31.13	No		Duane Anderson	
	Utility Agreement and Utility Relocation Requests Submitted	N/A	No		Russel Williams	
	Electrical Service location identified	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	
Coordination & Constructability	Coordinate with State Bridge Office for attachment to structures	SB-PC.23.02	Yes	8/4/2008	Mark Vinson State Bridge Office	
	Overhead and underground utility issues and conflicts addressed	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	Will address issues and conflicts pertinent to 60% design
	Identify order of work issues	SB-PC.31.13	No		Duane Anderson	Will coordinate with construction staging
	Identify existing electrical systems to be maintained during construction.	SB-PC.31.13	No		Duane Anderson	
	Identify non-standard pole locations.	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	
Temporary ITS Plans	Identify temporary ITS needs and complete preliminary layout.	N/A	No			
ITS Plans	Preliminary CCTV pole, VMS, HAR, ramp meter, ramp meter warning signs, CCTV data station, environmental sensor station, vehicle detection locations, established.	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	
	Controller, service, conduit and junction box locations shown on plans.	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	
	Identify method for routing conduit across roadways and structures.	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Pole Schedules and Structural Design	Coordinate with State Bridge Office for attachment to structures	SB-PC.31.13	Yes	8/4/2008	Mark Vinson State Bridge Office	
	ITS locations identified	SB-PC.31.13	Yes	8/4/2008	Duane Anderson	
	Submit details for mounting conduit, boxes and cabinets to Structures.	SB-PC.31.13	Yes	8/27/2008	Duane Anderson	Add for 60% to client
	Submit special design foundation to Structures	N/A	No			
	Request soil data and prepare cross-sections for each pole location	N/A	No			
	Calculate A1 and A2 heights for proposed and future phasing to verify clearances.	N/A	No			
Specifications	See Page 2					
Estimate	See Page 2					

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Design Team PS&E Development Process						
Signals						
Intermediate PS&E Submittal Review(s) -- 60% Submittal Checklist						
Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Calculations to support transformer sizing and transformer overcurrent protection.	Not in scope	N/A		Lentz, Tom	Load information submitted to SCL for their calculations
	Electrical load and line loss calculations to support breaker, wire and lighting contractor sizing where applicable for each electrical circuit.	Not in scope	N/A		Lentz, Tom	We requested service drops close to each signal controller location. Line loss will not be our problem.
	Service load calculations	Not in scope	N/A		Lentz, Tom	Load information submitted to SCL for their calculations
	Load balancing required for 3-phase service	N/A	N/A		Lentz, Tom	
	Submit phasing analysis to support left turn phasing	N/A			Lentz, Tom	Part of Transportation analysis provided by Planning Group
	Submit calculations for loop placement	N/A	N/A		Lentz, Tom	
Design Documentation	Submit design data for special design (for span wire installations, strain pole class and foundation selection calculations are required)	N/A	N/A		Lentz, Tom	No special designs
	Submit windload calculations on signal mast arm to determine foundation depth	N/A	N/A		Lentz, Tom	
Electrical Service	Utility agreement and Utility Relocation Requests Submitted.	SB-PC.31.15	No		Lentz, Tom	Will not be submitted as part of this submittal. Still getting utility information and work with SCL on locations
	Electrical Service location identified, service agreement request processed.	SB-PC.31.15	No		Lentz, Tom	In discussion with SCL about service sizes, types and locations
Coordination & Constructability	Coordinate with State Bridge Office for attachment to structures.	SB-PC.31.15	No		Tom Lentz	Not attaching signals to structures
	Overhead and underground utility issues and conflicts addressed	SB-PC.31.15	Partial	Ongoing	Tom Lentz	Ongoing
	Identify order of work issues	SB-PC.31.15	No		Tom Lentz	
Temporary Signal Plans	Identify temporary signal needs and complete preliminary layout	N/A	Yes	8/27/2008	Tom Lentz	
Signal Plans	Pole, controller, service, conduit and junction box locations shown on plans.	SB-PC.31.15	Yes, with exception	8/27/2008	Tom Lentz	Electrical seervice information is not on plans. Don't have information from SCL
	Identify method for routing conduit across roadways and structures.	SB-PC.31.15	Yes	8/27/2008	Tom Lentz	
Pole Schedules and Structural Design	Coordinate with State Bridge Office for attachment to structures.	SB-PC.31.15	No		Tom Lentz	Not attaching to structures
	Signal pole locations identified.	SB-PC.31.15	Yes	8/27/2008	Tom Lentz	May still be some modifications as the alignment continues to move
	Request soil data and prepare cross-sections for each pole location.	SB-PC.31.15	Partial		Tom Lentz	Requested soils data but pole location is in flux because channelization is changing. Have not prepared cross sections.
	Calculate A1 and A2 heights for proposed and future phasing to verify clearances.	N/A	No			
Specifications	See Page 2	SB-PC.37.2	Partial	8/27/2008		
Estimate	See Page 2	SB-PC 38.2	Yes	8/27/2008		

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Design Team PS&E Development Process Structural Intermediate PS&E Submittal Review(s)							
Deliverables	As described in Deliverable Expectation Matrix	Project Team Proposal for 60% submittal	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Bridge Plan & Elevation	100% Complete	100% complete	SB-PC.23.10	Yes		Vinson, Mark	Included for all bridges.
General Notes	90% Complete	Provide Draft version	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Construction Method	90% complete for structure construction where the site conditions and environmental restrictions require specific or unconventional methods. Show only methods that will be presented to, and agreed upon with, the regulatory agencies approving the project environmental documentation and permits.						
	Not required for structure construction where multiple conventional methods apply without restrictions.	Identify the unconventional construction methods as needed for the transition and temporary structures.	SB-PC.23.02	Yes		Vinson, Mark	Concepts of critical construction methods to be included for detour bridges only.
Construction Sequence & Schedule	Update as required. Must be completed early in order to confirm compatibility with construction method and permits. Show only sequences that affect design computations and details. May include references to the Special Provisions for calendar day restrictions related to environmentally sensitive work.	Construction Team to provide the construction Sequence Flow Chart.	SB-PC.23.02	Yes		Vinson, Mark	Included for all bridges.
Foundation Layout	100% Complete	Provide Geometric layout including Foundation Plans with locations with reference to the base line alignment and major dimensions.	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Abutment Plans and Elevations	100% Complete	Provide Geometric layout including abutment plans, & elevations, and show the locations with reference to the base line alignment	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Abutment Details	Fully dimensioned plans, elevations, and sections complete without reinforcement.	Provide major dimensions of the Concrete outline for plans, elevations, and sections of abutments and wing walls (No reinforcement)	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.

Deliverables	As described in Deliverable Expectation Matrix	Project Team Proposal for 60% submittal	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Intermediate Pier Plans and Elevations	Fully dimensioned plans, elevations, and sections complete without reinforcement.	Provide major dimensions of the Concrete outline for plans, elevations, and sections of intermediate piers (No reinforcement)	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Intermediate Pier Details	N/A	N/A	SB-PC.23.10	No		Vinson, Mark	
Framing Plan	Should be essentially complete but some dimensions may change as design computations are completed.	Should be essentially completed	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Typical Structure Sections	but some dimensions may change as design computations	Should be essentially completed	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Primary Superstructure Details (girders, slabs, integral crossbeams, post-tensioning details, etc.)	N/A	N/A	SB-PC.23.10	No		Vinson, Mark	
Diaphragms and Other Secondary Structure Details	N/A	N/A	SB-PC.23.10	No		Vinson, Mark	
Bridge Bearing Details	Type and size complete. May influence seat width requirements, abutment layout, and framing plans.	Finalize the typical bearing type and size for determining the dimensions of seat width, abutment layout and framing plans.	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Expansion Joint Details	Type and size complete. May influence seat width requirements, abutment layout, and framing plans.	Will be provided at PS&E submittal review (90% submittal).	SB-PC.23.10	No		Vinson, Mark	
Bridge Drainage Details	Inlet types, sizes, and locations shown on appropriate drawings.	Will be provided at PS&E submittal review (90% submittal).	SB-PC.23.10	No		Vinson, Mark	
Bridge Supported Utility Details	The number and type of utilities, and their locations in the bridge cross section, abutments and piers.	Will be provided at PS&E submittal review (90% submittal).	SB-PC.23.10	No		Vinson, Mark	
Signage and Other Traffic Related Attachments	Type and location shown on appropriate drawings.	Will show the locations on the bridge plan view and refer to the Signage plans.	SB-PC.23.04	Yes		Vinson, Mark	Included for all bridges.

Deliverables	As described in Deliverable Expectation Matrix	Project Team Proposal for 60% submittal	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Bridge Barrier Details	Non-standard barrier types should be identified, but not necessarily fully detailed. Standard barrier types (safety shape traffic barrier, traffic-pedestrian barrier, and pedestrian barrier with sidewalk) should be 90% complete.	Will provide the standard Bridge Barrier Details and identify the locations of non-standard barriers.	SB-PC.23.10	No		Vinson, Mark	
Bridge Railing Details	Non-standard barrier types should be identified, but not necessarily fully detailed. Standard barrier types (bridge railing type BP, bridge railing tupe S-BP, bridge railing type chain link fence) should be 90% complete.	N/A	SB-PC.23.10	No		Vinson, Mark	
Bridge Approach Slabs	Complete for structures using Bridge and Structures Office standard drawings or Standard Plan A-2. Fully dimensioned plans and sections for non-standard applications.	Refer to WSDOT Standard Plans.	SB-PC.23.10	Yes		Vinson, Mark	Detour bridges only.
Bar Bend Detail Sheets	N/A	N/A	SB-PC.23.10	No		Vinson, Mark	
Temporary Structures	90% complete. Need to show sufficient details and restrictions that will be discussed with and agreed upon with the regulatory agencies in the project environmental documentations and permits. Example Restrictions may include limits of temporary stuctures over water, temporary pile spacing, etc.	Will provide the same information identified for the Transition Structures.	SB-PC.23.10	Yes		Vinson, Mark	"Temporary Structures" are now called "Detour Bridges", and are addressed in detail on preceding and proceeding rows.
Structure Design Calculations	N/A	N/A	SB-PC.23.02	No		Vinson, Mark	
Structure Construction Cost Estimate	(see note 5)	(see note 5)		Yes			
Bid Item Quantity Summary and Calculations	N/A	N/A		Yes			

Deliverables	As described in Deliverable Expectation Matrix	Project Team Proposal for 60% submittal	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Special Provisions	60% complete, based on a runlist including current WSDOT Amendments, General Special Provisions (GSPs) and Bridge Special Provisions (BSPs). The need for certain project specific Special provisions should be identified, but such project specific provisions need not be developed at this stage.	Will provide General Special Provisions (GSP's), and Bridge Special Provisions (BSP's)		Yes			Detour Bridges only.

Notes:

- The need for a bridge study will depend on the size and complexity of the project. For simple projects, the type of bridge may be determined in consultation with the project engineer during a site visit and a preliminary bridge plan prepared based upon that decision. In other cases the location and/or size of a proposed bridge may be known but the type is to be chosen from a list of candidate alternatives determined by the bridge engineer. The selection of a preferred alternative may be based on environmental considerations as well as cost, ability to maintain traffic and aesthetics. For major projects a complete Type, Size and Location (TS&L) study may be required, particularly if alternatives are to be studied and presented to the public for comment. Once the study process is complete, a preliminary plan process shall be completed for the preferred alternative.
- A construction method is required for the preferred alternative in order to identify the construction activities that may be important in the planning and permitting of the project. Construction activities for bridges can create temporary environmental impacts that may be of greater concern to permitting and regulatory agencies than the long-term or permanent environmental impacts. Examples include the construction of temporary bridge and falsework in rivers and clearing of vegetation for staging or heavy construction equipment in environmentally sensitive areas.
- A construction schedule and sequence is required for the preferred alternative in order to identify the duration and time of construction activities that may be important in the planning and permitting of the project. Pile driving activities, for example, may be limited to certain times of the year in order to avoid impacts to endangered or threatened species. Traffic staging for staged construction is another example.
- A foundation layout with dimensions showing the types and sizes of substructure elements may be required in order to complete environmental documentation for the projects, particularly if the bridge is to be constructed over or near water where all construction activities within the designated shoreline of the water body need to be identified and, in some cases, quantified. Geotechnical explorations and a preliminary geotechnical report may be required to support this effort.
- Construction costs for simple bridge may be based on unit costs for bridge deck area. Structure costs for non-conventional structures or conventional structures to be built with non-conventional construction methods should be based upon preliminary bid item quantities.

copy.

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

90% PS&E Checklists

General Plans Review

Illumination

**Intelligent Transportation Systems
(ITS)**

Signals

Structural

Preliminary Contract Review -- 90% Submittal Checklist

Milestone Purpose	On small projects, this may be combined with the final PS&E Review. On major projects, this is an added constructability review. This is intended to be a near-final PS&E review. Items missing from design should be minor and should be documented to reviewers.					
Decisions Frozen and Milestones Completed (Overview)	<ul style="list-style-type: none"> √ The deliverables are substantially complete √ Review and acceptance of design detail of key elements and features √ Permits Obtained. All environmental permits are approved, verified, and accepted for inclusion into the plans √ General Plans Review comments resolved & documented. 					
Pre-Construction						
Design/PS&E Elements						
	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Comment
Project Management	N/A					
Environmental Documentation	<ul style="list-style-type: none"> • All environmental permits approved, verified, and accepted for inclusion into the plans 					
	<ul style="list-style-type: none"> • All environmental special provisions approved and included in the PS&E plan set 					
Intersection, Channelization or Interchange Plans	<ul style="list-style-type: none"> • Approved Channelization Plan verified for consistency with plans and specifications 					
Estimates	<ul style="list-style-type: none"> • Cost estimate completed including below the line items 					
	<ul style="list-style-type: none"> • Summary of quantities completed 					
	<ul style="list-style-type: none"> • Item prices determined 					
	<ul style="list-style-type: none"> • Lump sum cost detail completed 					
Geometrics	<ul style="list-style-type: none"> • All geometric plans completed (alignment, profiles, roadway sections, interchange contours, site preparation, road approach plans, etc...) 					
	<ul style="list-style-type: none"> • Design compared to endorsed design criteria/ parameters 					
Hydraulics & Water Quality	<ul style="list-style-type: none"> • Approved Hydraulic Report verified for consistency with plans and specifications 					
	<ul style="list-style-type: none"> • Storm water details completed 					
Illumination	<ul style="list-style-type: none"> • Refer to Deliverables in the Illumination Matrix "PS&E Pre-Submittal Review" 					
ITS	<ul style="list-style-type: none"> • Refer to Deliverables in the ITS Matrix "PS&E Pre-Submittal Review" 					
Right-of-Way	<ul style="list-style-type: none"> • Right of Way negotiations completed 					
Roadside	<ul style="list-style-type: none"> • Landscape Architect stamps plans for roadside restoration, environmental mitigation, irrigation and contour plans 					
	<ul style="list-style-type: none"> • Recommend preferred option to accomplish required plant establishment beyond 1st year 					
Roadside Safety	<ul style="list-style-type: none"> • Quantity Tabulation completed 					
Signals	<ul style="list-style-type: none"> • Refer to Deliverables in the Signals Matrix "PS&E Pre-Submittal Review" 					
Signing	<ul style="list-style-type: none"> • Signing detail sheets completed 					

	Task	Included in scope?	Included in submittal?	Date Complete	Person Responsible	Comment
Soils & Paving	Region stamp and State Material's Lab signed concurrence to Region for Plan Review					
	• All permits and environmental requirements completed					
	• Materials Source Report completed and submitted to State Material's Lab					
Specifications	• Prepare summary of quantities					
	• Determine item prices					
	• All special provisions submitted for review and approval					
Structures (Bridges, Retaining Walls, Noise Walls, high mast	• Refer to Deliverables in the Structural Matrix "Final PS&E Review"					
Survey & Mapping	• DNR Permits to Destroy Monuments obtained					
Temporary Erosion and Sediment Control (TESC)	• Final TESC approved, including site visit					
	• Construction Water Quality Monitoring Plan submitted					
Traffic Analysis	N/A					
Utilities	• Utility Relocation Plan information and specifications Incorporated in PS&E					
	• Letters of Understanding issued to utilities requiring relocation					
	• Utility, service, and railroad agreements completed					
	• Utility relocation and schedule monitored and coordination completed					
	• Construction Maintenance Agreement completed					
Public Involvement Plan	N/A					
Work Zone Traffic Control	• Final traffic control plans completed					
	• Final detour plans completed					

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Design Team PS&E Development Process						
Illumination						
PS&E Presubmittal Review -- 90% Checklist						
Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Backup data and calculations submitted for review.					
Structural Calculations	Luminaire foundation designs completed.					
	Complete details for mounting luminaires on structures.					
Design Documentation	Justify deviation from standard practices.					
	Complete justification for use of non-standard equipment. Attach catalog cuts and data.					
Electrical Service	Service Agreement completed.					
	Utility coordination completed.					
Coordination & Constructability	Address conflicts between illumination system and existing utilities and new construction.					
	Address order of work issues.					
	Applicable Maintenance and Operations Agreements processed.					
Temporary Illumination Plans	Coordinate Illumination plans with other work on the project.					
	Complete temporary illumination plans.					
Illumination Plans	Complete details for mounting luminaires on structures.					
	Wire notes, wire schedule and construction notes completed.					
	Breaker schedule completed.					
	Include power for illumination, signing, signals and ITS in plans.					
Specifications	Conduit fill and junction box capacity calculations.					
	Obtain approval for use of proprietary items, if applicable.					
	Complete Regional and General Special Provision run list (include salvaged materials, use of State furnished materials & other commitments by the State.)					
	Complete project specific specials.					
Estimate	Complete provisions for maintaining existing electrical systems.					
	Provide itemized construction cost estimate for each lump sum bid item.					

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Design Team PS&E Development Process

ITS

PS&E Presubmittal Review -- 90%

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Backup data and calculations submitted for review.					
Design Documentation	Justify deviation from standard practices.					
	Complete justification for use of non-standard equipment					
	Attach catalog cuts and data					
Electrical Service	Service Agreement completed.					
	Utility coordination completed.					
Coordination & Constructability	Final VMS and HAR sign locations established and endorsed by sign design.					
	Address order of work issues.					
	Applicable Maintenance and Operations Agreements processed.					
	Coordinate ITS plans with other work on the project.					
	Check that responses from 30% and 60% reviews are addressed.					
Temporary ITS Plans	Complete temporary ITS plans.					
ITS Plans	Final CCTV pole, VMS, HAR, ramp meter, ramp meter warning, signs, CCTV data station, environmental sensor station, and vehicle detection locations, established.					
	Communication cable and interface system finalized.					
	Wire notes, wire schedule and construction notes completed.					
	Breaker schedule completed.					
	Complete transformer and panel schedules.					
	Complete distribution diagram					
	Include power for signing, and ITS in plans.					
	Conduit fill and junction box capacity calculations.					
	ITS notes completed.					

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Pole Schedules and Structural Design	ITS foundation designs completed.					
	Complete details to mount conduit, boxes and cabinets to structures.					
	Wind load calculations for mast arms completed.					
Specifications	Obtain approval for use of proprietary items, if applicable.					
	Complete Regional and General Special Provision run list (include salvaged materials, use of State furnished materials & other commitments by the State.)					
	Complete project specific specials.					
	Include State standard details to be used.					
	Complete provisions for maintaining existing electrical systems.					
Estimate	Provide itemized construction cost estimate for each lump sum bid item.					

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Design Team PS&E Development Process
Signals
PS&E Presubmittal Review -- 90%

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Electrical Calculations	Backup data and calculations submitted for review.					
Design Documentation	Justify deviation from standard practices.					
	Complete justification for use of non-standard equipment.					
	Attach catalog cuts and data					
Electrical Service	Submit documentation for design decision (display type, mast arm, metal or timber strain pole, controller type)					
	Service Agreement completed.					
Coordination & Constructability	Utility coordination completed.					
	Address conflicts between signal and existing utilities and new construction.					
	Address order of work issues.					
	Applicable Maintenance and Operations Agreements processed.					
	Coordinate Signal plans with other work on the project.					
Temporary Signal Plans	Check that responses from 30% and 60% reviews are addressed.					
Signal Plans	Complete temporary signal plans.					
	Complete details for mounting signal equipment on structures.					
	Wire notes, wire schedule and construction notes completed.					
	Breaker schedule completed.					
	Include power for signing, illumination and ITS in plans.					
Pole Schedules and Structural Design	Conduit fill and junction box capacity calculations.					
	Signal display notes completed.					
Specifications	Signal pole foundation designs completed.					
	Complete details for mounting poles on structures.					
	Obtain approval for use of proprietary items, if applicable.					
	Complete Regional and General Special Provision run list (include salvaged materials, use of State furnished materials & other commitments by the State).					
	Complete project specific specials.					
Estimate	Include state standard details to be used.					
	Complete provisions for maintaining existing electrical systems.					
	Provide itemized construction cost estimate for each lump sum bid item.					

Please review this checklist with Ali Amiri before submittal.

 Ali Amiri

 PE Signature

Design Team PS&E Development Process
Structural
PS&E Presubmittal Review -- 90%

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Bridge Plan & Elevation	100% complete					
General Notes	100% complete					
Construction Method	100% complete					
Construction Sequence & Schedule	100% complete					
Foundation Layout	100% complete					
Abutment Plans and Elevations	100% complete					
Abutment Details	100% complete					
Intermediate Pier Plans and Elevations	100% complete					
Intermediate Pier Details	100% complete					
Framing Plan	100% complete					
Typical Structure Sections	100% complete					
Primary Superstructure Details (girders, slabs, integral crossbeams, post-tensioning details, etc.)	100% complete					
Diaphragms and Other Secondary Structure Details	100% complete					
Bridge Bearing Details	100% complete					
Expansion Joint Details	100% complete					
Bridge Drainage Details	100% complete					
Bridge Supported Utility Details	100% complete					
Signage and Other Traffic Related Attachments	100% complete					
Bridge Barrier Details	100% complete					
Bridge Railing Details	100% complete					
Bridge Approach Slabs	100% complete					
Bar Bend Detail Sheets	100% complete					
Temporary Structures	100% complete					
Structure Design Calculations	100% complete					
Structure Construction Cost Estimate	Complete, as represented by the sum of the bid item based cost estimate based on the final complete quantity calculations.					

Deliverables	Task	Included in Scope?	Included in Submittal?	Date Complete	Person Responsible	Comments
Bid Item Quantity Summary and Calculations	100% complete					
Special Provisions	Complete, including runlist of current WSDOT Amendments, GSPs, and BSPs, and 100% complete project specific Special Provisions.					

Notes:

1. The need for a bridge study will depend on the size and complexity of the project. For simple projects, the type of bridge may be determined in consultation with the project engineer during a site visit and a preliminary bridge plan prepared based upon that decision. In other cases the location and/or size of a proposed bridge may be known but the type is to be chosen from a list of candidate alternatives determined by the bridge engineer. The selection of a preferred alternative may be based on environmental considerations as well as cost, ability to maintain traffic and aesthetics. For major projects a complete Type, Size and Location (TS&L) study may be required, particularly if alternatives are to be studied and presented to the public for comment. Once the study process is complete, a preliminary plan process shall be completed for th preferred alternative.
2. A construction method is required for the preferred alternative in order to identify the construction activities that may be important in the planning and permitting of the project. Construction activities for bridges can create temporary environmental impacts that may be of greater concern to permitting and regulatory agencies than the long-term or permanent environmental impacts. Examples include the construction of temporary bridge and falsework in rivers and clearing of vegetation for staging or heavy construction equipment in environmentally sensitive areas.
3. A construction schedule and sequence is required for the preferred alternative in order to identify the duration and time of construction activities that may be important in the planning and permitting of the project. Pile driving activities, for example, may be limited to certain times of the year in order to avoid impacts to endangered or threatened species. Traffic staging for staged construction is another example.
4. A foundation layout with dimensions showing the types and sizes of substructure elements may be required in order to complete environmental documentation for the projects, particularly if the bridge is to be constructed over or near water where all construction activities within the designated shoreline of the water body need to be identified and, in some cases, quantified. Geotechnical explorations and a preliminary geotechnical report may be
5. Construction costs for simple bridge may be based on unit costs for bridge deck area. Structure costs for non-conventional structures or conventional structures to be built with non-conventional construction methods should be based upon preliminary bid item quantities.
6. PS&E process concludes with final PS&E submittal. The review process for some regions may or may not include the submittal of a proofcopy prior to preparing the AD copy.

Please review this checklist with Ali Amiri before submittal.

Ali Amiri

PE Signature

Transition & Closure Plan

SR 99 S Holgate Street to S King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

January 29, 2008

Optimal success for this project – realization of the project purpose - requires delivery of a quality product resulting in satisfied customers and conducting a deliberate closure – including an effective “hand-off” to a subsequent phase and team (i.e. transition or handoff from Design to Construction). Elements of a transition or closure plan are identified below.

1. Transition Points

The following are the major Transition Points for this project:

- A Transition Point from Preconstruction Engineering to Construction will take place upon submittal of the PS&E package to the Urban Corridors Office (UCO) for review:
 - Consultant staff will be utilized to provide design services as needed to reduce the impact of project reassignment of project staff.
 - Members of the current WSDOT Design Team will be reassigned as needs are identified by the Project Engineer Office (PEO)
 - Consultant members of the Design Team will be removed from the project by the prime consultant as workload and project deliverables require..
 - A portion of the current Design Team may be retained for further utilization by the project to provide design services during construction as determined by project management.
 - During the bid period Project Management will select the project manager to transition the project to the Construction phase and will occupy the designated field office.
- A Transition Point from Construction to the Program Management Office will take place upon the physical closure of the field office:
 - Members of the Construction Management team will be reassigned as needs are identified by the PEO.
 - That remaining portion of the project staff designated with the responsibility for the archiving of documents and schedule/financial closure will be supported by the Program Management Office. Detailed roles and responsibilities will be determined prior to the Operationally Complete milestone for this project.

2. Acceptance of Work

General provisions for the acceptance of major items of work are as follows:

- The project Design Documentation Package and PS&E will be accepted after all formal reviews are completed by the Design/Plans Office and accepted by the approving authorities.
- Hydraulics and Environmental documentation will be accepted by the Environmental Manager.
- Signing and Illumination Package will be accepted by Region Traffic Engineer.
 - Final PS&E documents will be formally accepted after completion of Environmental Documentation.
 - The PS&E package:
 - Will be accepted by the Project Engineer responsible for stamping the plans.
 - Will be accepted and prepared for advertisement after all Required Environmental, right of Way clearance and Project Permits are received.

3. Demobilize Staff and Resources.

Demobilization of staff and resources will be accomplished in these phases:

- Design Team members will be assigned to other projects and/or tasks as the project office's reduced needs are identified.
 - The Project Manager will begin planning for redeployment of Design Team staff and the demobilization of Design work space, equipment, and other non-labor resources beginning no later than 60% design completion. These plans will be completed and accepted by the Program Design Manager and the Deputy Program Director no later than 90% design completion.
 - The Program Business Manager will participate in Design resource demobilization planning as it relates to the closeout of Design and Professional Services task orders and agreements. The Program Business Manager will accomplish actual closeout of said task orders and agreements no longer needed to achieve project objectives in cooperation with the Project Manager.
 - A portion of the Design Team may be designated to provide design services during construction and will be physically assigned to the project field office and/or at approved offsite locations as appropriate.
 - Consultant staff will be retained as needed to support the construction phase.
- Construction Management Team members will be assigned to other projects and/or tasks as the project office's reduced needs are identified.
 - The Project Manager and PEO will begin planning for redeployment of Construction Management Team staff and the demobilization of Construction work space, office equipment, vehicles, and other non-labor resources beginning no later than six months prior to the forecast Operationally Complete milestone, and will have these plans completed and accepted by the Program Construction Manager and the Deputy Program Director no later than one month prior to the forecast Operationally Complete milestone.
 - A portion of the Construction Management Team will be designated to remain assigned to the project after the Operationally Complete milestone to
 - Support the final phases and construction completion requirements of the field office

- Assemble and archive project records and support schedule/financial closure. This staff will be designated as the Project Closure Team and will be physically located with the Program Management Office.

Project Team Commitment

SR 99, South Holgate to South King Street Viaduct Removal
MP 29.89 to 30.78
Project Manager: Ali Amiri
February 28, 2008

Work Plan Endorsement Statement

By committing to this Work Plan the **Project Team Members** and **Specialty Groups** agree to undertake the duties, responsibilities and directives per **Executive Order E 1032.00** dated **July 1, 2005**.

“We endorse this Work Plan and are committed to actively supporting it. We accept responsibility for fulfilling any aspect of the plan that applies to us, including providing resources, actively participating, and effectively communicating. We know what to do and are prepared to act. Our endorsement is an active and positive statement that we are committed to fulfilling the responsibilities designated in this plan.”

Name:	Initials	Role
Ali Amiri _____	<i>AA</i>	Project Manager
Cliff Mansfield _____	<i>cm</i>	Deputy Project Manager
Mike Johnson _____		City of Seattle SDOT
Sandy Gurkewitz _____		City of Seattle SDOT Review and Permits
Gavin Patterson _____		Seattle Public Utilities
Jodi Rian _____		Seattle City Light
Asvin Mandadi _____	<i>AM</i>	Design Task Manager
Steve Kautz _____	<i>SK</i>	Deputy Design Task Manager
Angela Freudenstein _____	<i>AF</i>	Environmental Coordinator
KaDeena Lenz <i>SCOTT CARLSON</i> _____	<i>KL</i>	Communications
Todd Hudak/Larry Ellington _____		Real Estate Services Representative
Ron Lewis/ <i>Munindra Tulekdar</i> _____	<i>RT</i>	Bridge Design Manager
Kimberly Farley _____		Program Management
Jim Struthers <i>Jim Struthers</i> _____	<i>JS</i>	Geotechnical Representative
Mark Anderson <i>Mark Anderson</i> _____	<i>MA</i>	Utilities Manager
Karen Stagner <i>Karen Stagner</i> _____	<i>KS</i>	Agreements
Jack Schindler _____		NW Region Review
Bonnie Nau _____	<i>BN</i>	Construction Traffic Representative
Bob Briggs _____		UCO Utilities
Ed Barry <i>Ed Barry</i> _____	<i>EB</i>	Assistant State Design Engineer - <i>MFC signing for Ed Barry</i>
Mark Bandy _____		UCO Traffic Engineer
<i>Heather Page</i>	<i>HAP</i>	<i>Program Permit Manager</i>

Management Endorsement

SR 99 South Holgate Street to South King Street Viaduct Replacement

MP 29.89 to 30.78

Project Manager: Ali Amiri

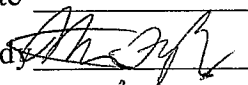
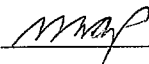
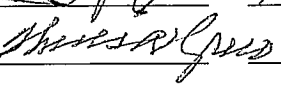

February 28, 2008

September 2008 Update

Work Plan Endorsement Statement

By endorsing this Work Plan the **Executives** and **Senior Managers** agree to undertake the duties, responsibilities and directives per **Executive Order E 1032.00** dated **July 1, 2005**.

“We endorse this Work Plan and are committed to actively supporting it. We accept responsibility for fulfilling any aspect of the plan that applies to us, including providing resources, actively participating, and effectively communicating. We know what to do and are prepared to act. Our endorsement is an active and positive statement that we are committed to fulfilling the responsibilities designated in this plan.”

Name:	Initials	Role
Craig Stone _____	_____	UCO Regional Administrator
John White _____	_____	Program Director
Matt Preedy  _____	 _____	Deputy Director Engineering & Operations
Theresa Greco  _____	 _____	Deputy Director Programs & Services
Steve Boch _____	_____	Oversight Manager, FHWA
Bob Chandler _____	_____	Project Manager, SDOT



Management Endorsement

SR 99, South Holgate to South King Street Viaduct Removal
MP 29.89 to 30.78
Project Manager: Ali Amiri
January 29, 2008

Work Plan Endorsement Statement

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Name:	Initials	Role
Ron Paananen _____	_____	Program Director
Matt Preedy _____	<i>MAP 2/8/08</i>	Program Deputy Director
Alec Williamson _____	_____	Program Project Development Engineer
Tom Madden _____	_____	Program Construction Engineer
Bob Chandler _____	_____	City of Seattle