

Monthly Watch List (May 2013)

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To be transparent and timely, CPDM reports on project information for each month, as of the end of the third week of the month. Events that happen in the fourth week are reported in the following month.

Attached below is a monthly list of Capital Highway projects which have significant changes in scope, schedule or budget. The pending changes are actively being monitored to identify when and how these issues are resolved.

The projects will remain on the Watch List until the issue is resolved and has been reported to the public.

TABLE

Please note: Projects listed by change

Added to Watch List	
<i>Project</i>	<i>Phase/Issue</i>
I-5/Skagit River Bridge - Emergency Repair (Br 5/712) (Skagit)	Construction: emergency repairs

Changes to last month's Watch List	
<i>Project</i>	<i>Phase/Issue</i>
U.S. 2/Wenatchee River Bridges - Replace Bridge 2/215 (Chelan) (Related: Chiwaukum Creek, Br 2/212)	Construction: weather, contractor issues, timing problems
SR 3/Belfair Area - Widening and Safety Improvements (Mason)	Design: design element changes; Right of way: design changes
I-5/Portland Ave to Port of Tacoma Rd - NB HOV (Pierce)	Coordination: Tribal government issues; Construction: timing problems
SR 6/Rock Creek Br E - Replace Bridge (Lewis) 6/103 (Related project: SR 6/Rock Creek Br	Design: technical issues

<i>W - Replace Bridge (Lewis) 6/102</i>	
SR 161/24th Street East to Jovita - Add Lanes (Pierce)	Utilities: utility relocations; Construction: timing problems, weather

No change to last month's Watch List	
<i>Project</i>	<i>Phase/Issue</i>
I-5/Portland Ave to Port of Tacoma Rd - SB HOV (Pierce)	Coordination: Tribal government issues; Construction: timing problems
SR 520 Pontoon Construction Project (Grays Harbor)	Construction: materials
SR 520/Medina to SR 202 Vicinity - Eastside Transit and HOV (King)	Coordination: local concerns, litigation, design changes
SR 532/Davis Slough Bridge Replacement - Widening for Flood Prevention (Island, Snohomish)	Design: technical issues

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WATCH LIST

Please note: Projects listed by highway number

U.S. 2/Wenatchee River Bridges - Replace Bridge 2/215 (Chelan)

Changed

Current Monthly Status: An increase of \$241,000 was due to the additional number of work days required by the contractors' change in excavation methods to dig out large boulders underground.

Previously reported: Project is on schedule for September 2013 operational completion, and the work resumed in spring 2013.

(Related project: U.S. 2/Chiwaukum Creek - Replace Bridge 2/212)

These projects, budgeted for \$12.5 million and known as the U.S. 2 – Tumwater Canyon Bridge replacements, will replace three narrow bridges over the Wenatchee River and Drury and Chiwaukum creeks with wider bridges designed to meet current standards. The added width is designed to reduce risks for motorists, bicyclists and pedestrians. These projects also construct new turn lanes to the Tumwater Campground and add fish passage enhancements in the creek beds.

The projects are in the construction phase. The budget risk continues; the schedule risk was realized. The project cost increase of \$1.7 million reported in Gray Notebook 49, has increased to \$1.9 million. The \$241,000 increase was due to additional work required to remove shaft obstructions, excavate roadways, and blast unforeseen large boulders encountered during drilling. The change in excavation methods increased the contractors’ number of work days, which drove up the associated costs. The increase was included in the 2013 approved Transportation Budget. The total cost of the project is now \$14.4 million.

Delays caused by the additional excavation work pushed back the operationally complete date from January to September 2013. Winter shutdown began in November 2012, and work was resumed in the spring of 2013.

SR 3/Belfair Area - Widening and Safety Improvements (Stage One) (Mason)

Changed

<i>Current Monthly Status: The advertisement date has been delayed another five months to November 2013 to allow more time for right of way acquisition and revisions.</i>
<i>Previously reported: The advertisement date has been delayed four months to June 2013, and the operationally complete date has been delayed one year to June 2015. The delays are due to revised project limits, which in turn are delaying the planning and acquisition for the right of way. This is the first of two stages on this project.</i>

The mileposts limits for this project, budgeted for \$18.1 million, have changed now that the project will be accomplished in two stages. The limits for this project, in the first stage, are from milepost 24.91 at the intersection of SR 3 and SR 106, to milepost 26.34 at Belfair Street. The work will extend the center turn lane from the intersection of Romance Hill Road to the intersection of SR 3 and SR 106. It will provide pedestrian and bicycle facilities, re-align a roadway curve, and complete various environmental mitigations. The environmental work will include storm sewer improvements, stormwater mitigation requirements, retaining walls, fish passage, stream realignments, and culverts. The new configuration will address traffic congestion in the business area, and safety for bicyclists and pedestrians.

The project is in the design phase. The risk to the schedule has been realized. The advertisement date, reported in March as delayed four months to June 24, 2013, has been delayed an additional five months to November 12, 2013. The project limits on this project were revised to divide the project into two stages for efficiency. The delay is to allow more time for right of way acquisition on the revision. Stage Two will be built separately and will extend from milepost 26.34 to milepost 27.08.

WSDOT has delayed the operationally complete date by one year, from May 25, 2014 to June 26, 2015 for right of way acquisition and more efficient construction.

I-5/Portland Ave to Port of Tacoma Rd - NB HOV (Pierce)

New Br # 5/456E

Changed

<i>Current Monthly Status: The advertisement date has been delayed to later in the year.</i>
<i>Previously reported: The bid opening has been delayed on this project and is further delaying the operationally complete by one year to July 2016. Bid opening has been delayed several times. In-water work now requires a delay as well.</i>

This section of the I-5 corridor is experiencing congestion during peak hours and is part of the Pierce County Core HOV program, a series of highway projects to provide operational improvements and high-occupancy-vehicle (HOV) lanes on I-5, SR 16, and SR 167.

This project, budgeted for \$305.8 million, will widen I-5 from Portland Avenue to the Port of Tacoma Road to provide one northbound HOV lane and four general-purpose lanes. As part of this project, WSDOT will also construct a new northbound I-5 bridge across the Puyallup River.

The bridge will be straighter and wider than the existing bridge. Additionally, the project reconstructs the I-5/SR 167 interchange, improves the Portland Avenue interchange, and repaves all the lanes with concrete on I-5 within the project limits. When complete, the project will reduce congestion and enhance motorist safety.

This project was advertised in June 2012 but the bid opening was canceled. The bid opening cancellation was to allow more time to negotiate with the Puyallup Tribe of Indians on the project's impacts and easement acquisition, and for the in-water work window. The project is expected to be re-advertised in September.

These delays to construction have pushed back the operationally complete date one year from June 2015 to November 2016.

I-5/Portland Ave to Port of Tacoma Rd - SB HOV (Pierce)

New Br # 5/456W

No change

<i>Current Monthly Status: No change.</i>
<i>Previously reported: The advertisement date has been delayed a year to March 2016. The operationally complete date has been delayed a year and a quarter to March 2019. The schedule has been delayed by the cancellation of the bid opening on the I-5 Portland Ave to Port of Tacoma Rd - NB HOV project. The bid delay is due to time needed to negotiate with the Puyallup Tribe of Indians on the project's impacts and</i>

acquiring easements.

This section of the I-5 corridor is experiencing congestion during peak hours and is part of the Pierce County Core HOV program, a series of highway projects to provide operational improvements and high-occupancy-vehicle (HOV) lanes on I-5, SR 16, and SR 167.

This project, budgeted for \$221.7 million demolishes and replaces the existing southbound bridge over the Puyallup River, rehabilitates concrete pavement, and builds and paves a southbound HOV lane from Portland Ave to Port of Tacoma Rd interchange. HOV lanes will help ensure that transit, vanpools, and carpools move efficiently through the Tacoma corridor, especially when traffic is congested in the adjacent general-purpose lanes. Other improvements include realigning and rebuilding exit ramps, upgrading signing, illumination, stormwater, and water quality treatment facilities. When complete, the project will reduce congestion and enhance motorist safety.

This project is in design; the schedule is at risk. The advertisement date has been delayed one year from March 2015 to March 2016 due to the delayed bid opening on the northbound HOV project. The bid opening is delayed to allow time to complete negotiations with the Puyallup Tribe of Indians on mitigating the project's impacts and acquiring easements.

The bid cancellation has pushed back the operationally complete date from January 2018 to March 2019.

I-5/Skagit River Bridge - Emergency Repair (Br 5/712) (Skagit)

Added to May Watch List

The Skagit River Bridge on I-5 was seriously damaged on May 23, 2013 due to an overheight truck striking the first truss span from the north. Bridge support in both directions was compromised and 160 feet of bridge deck and truss collapsed into the Skagit River. Governor Inslee signed *Proclamation of Emergency 13-04* on May 24,

2013 to authorize WSDOT to respond promptly to the emergency. I-5 has been closed in both directions between SR 538 (College Way) in Mount Vernon and George Hopper Road in Burlington. Two detours each for northbound and southbound traffic are in place.

The project will proceed in two stages: placing a temporary bridge on I-5 at the site, and building a permanent bridge off-site. When completed, the permanent bridge is anticipated to be rolled over to replace the temporary bridge on I-5.

An emergency contract for the temporary bridge work was awarded to Guy F. Atkinson Construction on May 28, 2013. They have removed metal beams and debris from the river, and will place two temporary bridges to carry traffic at reduced speed and capacity. The temporary two-lane bridges, northbound and southbound, will be set side-by-side. The estimated budget for the temporary repair is \$5.1 million. The operationally complete date for the temporary bridge is anticipated to be June 20, 2013.

The permanent bridge project is to be a Design/Build, selected in June 2013. Federal authorities provided funding. Investigations by WSDOT and the National Transportation Safety Board (NTSB) continue. The operationally complete date for the permanent bridge is anticipated to be October 2013.

SR 6/Rock Creek Br E - Replace Bridge (Lewis) 6/103

Changed

<i>Current Monthly Status: The schedule risks have been realized.</i>
<i>Previously reported: The advertisement date has been delayed to August 2013, and the operationally complete date has been delayed one year to September 2015 due to a number of technical issues, including slope stability, stormwater and wetland redesigns. In-water work will be constructed in the second season, rather than the first season as</i>

planned.

(Related project: SR 6/Rock Creek Br W - Replace Bridge (Lewis) 6/102)

These projects, budgeted for \$15.7 million, will replace the SR 6 Rock Creek East and West Bridges west of Pe Ell that were built in 1924. The wider replacements will be constructed to current seismic, flood, and structural standards. When completed, the new bridges will allow traffic to move smoothly across the bridge without delays, and reduce the risk of collisions.

This project is in the design phase; the schedule risks have been realized. The advertisement date has been delayed from April 2013 to August 2013. The operationally complete date has been delayed one year from September 2014 to September 2015. Delays on this project are due to waiting for approval on right of way revisions, geotechnical investigations to provide slope stability, and wetland, stormwater, and riverbank scour revisions. In addition, several historical sites were also discovered on the property, requiring Memoranda of Agreement with state and federal permitting agencies. In-water work and hydraulic permitting also required more time than anticipated.

The operationally complete date had to be delayed to allow in-water work, already planned for in the first construction season, to be built in a later construction season. WSDOT continues to monitor the changes on this project.

SR 161/24th Street East to Jovita - Add Lanes (Pierce)

Changed

Current Monthly Status: The \$2.7 million cost increase and the operationally complete delay to September 2013 were included in the approved 2013 Transportation Budget.

Previously reported: The operationally complete date has been delayed to September 2013 due to underground relocation work that is progressing slower than planned. The

delay will increase the project cost by \$2.7 million.

This project, budgeted for \$40 million (including \$367,000 of local agency funds), widens a 1.2-mile section of SR 161 from three to five lanes through the city of Edgewood. Construction includes new sidewalks and road approaches, illumination, retaining walls, stormwater drainage facilities, and major utility relocations. When complete, the project is expected to ease congestion and improve safety along the SR 161 corridor.

The project is in the construction phase; the schedule risk and budget risk have been realized. As reported in the Gray Notebook 48 (p. 59), the slow progress on utility relocation and trench construction due to underground utility conflicts delayed the project. Winter weather further delayed progress.

Both the 15-month operationally complete delay, from June 2012 to September 2013, and the \$2.7 million increase to the total project cost were included in the approved 2013 Transportation Budget.

SR 520/Medina to SR 202 Vicinity - Eastside Transit and HOV (King)

No change

Current Monthly Status: No change.

Previously reported: Geotechnical issues now anticipated to be solved in fall 2013. Weather conditions have prevented critical weekend closures and caused construction delays.

This design-build project, budgeted for a \$306 million contract, will feature a six-lane SR 520 corridor between Medina and Redmond. The project will build an HOV/transit lane, wider shoulders, and environmental improvements including nine fish-passable stream crossings and associated habitat improvements. It will also add community enhancements like highway lids over the freeway (see Gray Notebook 48, p. 59) that

feature bicycle and pedestrian paths, a regional trail extension, and construct two new median transit stops along with other transit improvements. When completed, the project will reduce the potential for serious collisions along the SR 520 corridor, and improve mobility for transit, pedestrians, bicyclists and drivers, as well as improve fish habitat.

The project has completed design, and construction is on schedule to be completed by the end of 2013. As reported in Gray Notebook 48 (p. 59), WSDOT and the design-builder, Eastside Corridor Constructors, continue their discussions on budget and schedule risks that developed after the contract was awarded. Potential schedule and budget effects will be determined after further consultation with the contractor. WSDOT continues to work with the contractor to resolve geotechnical considerations in the area. Negotiations are complete on the Fairweather Basin permit modifications and the additional noise walls. WSDOT is monitoring the project and expects the geotechnical issue to be resolved by fall 2013.

Construction has been slowed due to delays at the 84th Avenue Interchange and in the Fairweather Basin area due in part to weather conditions preventing critical weekend closures.

In January, the project received a \$418,000 increase from local government funds. WSDOT will use the funds to design and construct the 92nd Avenue pavement overlay in the Town of Yarrow Point, and to modify and relocate utilities for the cities of Bellevue and Kirkland.

SR 520 Pontoon Construction Project (Grays Harbor)

No change

<i>Current Monthly Status: No change.</i>
<i>Previously reported: More pontoons bound for Lake Washington left Aberdeen at the end of April.</i>

This design-build project, budgeted for a \$367 million contract, built a 55-acre casting facility in Aberdeen to construct 21 longitudinal pontoons (360 feet long by 75 feet wide), two cross pontoons (240 feet long by 75 feet wide), and ten supplemental stability pontoons (98 feet long by 60 feet wide), for the new SR 520 floating bridge. These pontoons are designed to replace the existing floating bridge in the event of a catastrophic failure. During the course of bridge construction, 44 supplemental stability pontoons (for additional buoyancy and stability) are being built in Tacoma and will be joined with 33 larger longitudinal and cross pontoons built in Aberdeen, for a total of 77 pontoons needed to construct the world's longest floating bridge.

The project is in the second of six pontoon construction cycles; the interim schedule milestones are at risk. As reported in Gray Notebook 48 (pp. 59), repairs were made to the spalling and cracking that appeared on four of the first cycle pontoons that floated out on July 30, 2012, to Lake Washington.

As reported in Gray Notebook 48 (p. 59) an independent expert panel was convened to evaluate the probable causes of spalling and cracking in the first cycle of pontoons. An Expert Review Panel was also established to review design, materials, construction methods, and the overall integrity of the pontoons.

Based on the expert panel's findings, WSDOT is adding transverse post-tensioning across the pontoons, in addition to the length-wise post-tensioning already in place. There has been limited cracking of concern in the second cycle of construction to date, and the overall amount of cracking is lower than the first cycle at the same stage.

A change order in the amount of \$9.9 million was executed with Kiewit-General that compensates Kiewit for extra effort and additional time necessary to complete extra work required for the first cycle of pontoons. Negotiations for design changes and schedule effects continue.

The second cycle of pontoons floated out of the Aberdeen casting basin April 28-29.

SR 532/Davis Slough Bridge Replacement - Widening for Flood Prevention (Island, Snohomish)

No change

Current Monthly Status: No change.

Previously reported: The advertisement date has been delayed four months to August 2013 due to time needed to determine type of wetlands before submitting permitting. This has caused the project's operationally complete date to be delayed one year to October 2015.

This project, budgeted for \$29.3* million, replaces the 60-year-old bridge over Davis Slough with a wider and higher bridge, and raises and widens approximately $\frac{3}{4}$ of a mile of roadway on SR 532, between Smith and Eide Roads. The new bridge will provide one lane in each direction, and 14-foot shoulders to better accommodate bicyclists and pedestrians, as well as allow space for vehicle breakdowns. This highway is the only route on and off Camano Island. The new bridge and roadway upgrades will potentially increase safety and protect the roadway from floods, winter storms, collisions, and seismic events.

This project is in the design phase; the schedule remains at risk. The advertisement date has been delayed four months from April 2013 to August 2013, due to difficulty in determining the type of wetland and obtaining approval of the environmental permits needed. All environmental permitting has now been submitted.

The operationally complete date has also been delayed by one year from November 2014 to October 2015.

*The budget for this project, added to the Watch List in April, was reported as \$28 million. This budget is now corrected to \$29.3 million, which is the last approved budget.