

Highway Construction Program

Monthly Delivery Progress Report Watch List

August 2015

This report focuses on Capital Highway Program projects which have, or may have significant changes in scope, schedule, or budget. These projects are reported monthly by CPDM to identify when and how these delivery issues are resolved.

The Monthly Delivery Progress Report Watch List replaces the quarterly delivery progress report previously known as The Gray Notebook Watch List. A monthly report allows for timely reporting and improves transparency on delivery progress.

This report sorts projects into three categories: new projects being reported on, changes from last month, and projects previously reported that have no changes and are not yet resolved.

- **New projects this month.** These projects have been added to the watch list due to potential changes or issues in scope, schedule, or budget. This category also includes projects with changes that occurred and were resolved within the current month.
- **Changes from Prior Month.** Changes discussed in this section were on the previous month's watch list and have other issues that have happened; or they may have been resolved.
- **No Changes from Prior Month.** These projects were on the previous month's watch list and are being followed while an issue is in the process of being resolved.
- **Projects are Removed** from this list when delivery has been delayed out of the Six-Year-Plan, or when delivery has been attained, or when a significant issue has been approved by the WSDOT change management process.

For additional information on scope, schedule and budget for all projects, please visit [WSDOT's project pages](http://www.wsdot.wa.gov/projects/search/). This is the link that leads to the websites of individual projects: <http://www.wsdot.wa.gov/projects/search/>

To search for a particular project, please enter the state route, county, project title or PIN.

Summary

Delivery Progress Report Summary Table as of August 31, 2015, with issues based on a monthly update.

New in August 2015	
Project	Phase/Issue
I-5/NB S Spokane St Vic - Concrete Pavement Replacement (King) 100516G	Design: schedule delay
I-5/NB I-90 Vic to James St Vic - Concrete Pavement Replacement (King) 100519B	Design: schedule delay
I-5/SB S 320th St to Duwamish River Bridge - Concrete Pavement Rehab (King) 100504B	Design: cost increase
SR 548/Kickerville Rd - Intersection Improvements (Whatcom) 154813B	Design: cost increase

Changes from Prior Month	
Project	Phase/Issue
SR 99/S King St Vic to Roy St - Viaduct Replacement (King) 809936E	Construction: schedule delay
SR 410/White River Bridge 410/101 - Bridge Elements Repair (King, Pierce) 141001M	Construction: cost increase

No Changes from Prior Month	
Project	Phase/Issue
SR 92/Pilchuck River – CED (Snohomish) 109205A	Design: schedule delay
SR 161/24th St E to Jovita - Add Lanes (Pierce) 316118A	Construction: potential cost increase
SR 302/N of E Victor Rd - Culvert Replacement (Mason) 330224A	Design: schedule delay

SR 524/Yew Way - Railroad Crossing Improvements (Snohomish) 152413B	Design: schedule delay
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Project Detail

Below is the detail behind the above summary.

New in August 2015

I-5/NB S Spokane St Vic - Concrete Pavement Replacement (King)

Issue: This project has been combined with a larger, single Design-Build contract which has delayed the advertisement by 1 year. The project is being reported and removed from this list.

This project, estimated at \$8.6 million, is in the design phase. This concrete pavement replacement project has been combined with the 'I-5/NB Martin Luther King Jr Way to NE Ravenna Br - Pavement Repair & More' project into a single Design-Build contract, to potentially reduce the overall cost of the project and associated traffic impacts. The construction delivery for this project has been delayed by 1 year from 2017 to 2018 to align with the delivery schedule of the second project.

This project is now scheduled to be advertised in fall 2016 and operationally complete in fall 2018.

I-5/NB I-90 Vic to James St Vic - Concrete Pavement Replacement (King)

Issue: This project has been combined with a larger, single Design-Build contract which has delayed the advertisement by 1 year. The project is being reported and removed from this list.

This project, estimated at \$7.4 million, is in the design phase. This concrete pavement replacement project has been combined with the 'I-5/NB Martin Luther King Jr Way to NE Ravenna Br - Pavement Repair & More' into a single Design-Build contract, to potentially reduce the overall cost of the project, and associated traffic impacts. The construction delivery for this project has been delayed by 1 year from 2017 to 2018 to align with the delivery schedule of the second project.

This project is now scheduled to be advertised in fall 2016 and operationally complete in fall 2018.

I-5/SB S 320th St to Duwamish River Bridge - Concrete Pavement Rehab (King)

Issue: The project has a design element change and cost increase. This project is being reported and removed from this list.

This project, estimated at \$23.6 million, is in the design phase. The estimated cost of this 13-mile long concrete paving project has increased by \$2.7 million, to \$26.3 million, due to a change in the recommended solution to preserve and extend the useful life of pavement that has already lasted 50 years, twice its anticipated lifespan. The original solution did not include reconstruction of the shoulders to full pavement depth, which is now needed in order to support vehicle traffic during traffic control movements. In addition, an updated inspection of the condition of the concrete panels and concrete pavement that requires grinding identified an additional 58 concrete panels that will need to be replaced, and an additional 6.6 lane miles of concrete pavement that will require grinding.

This project is scheduled to be advertised October 2015 and operationally complete fall 2017.

SR 548/Kickerville Rd - Intersection Improvements (Whatcom)

Issue: A design element change has increased the project's total estimated cost from \$571,000 to \$1.4 million, added a right-of-way phase, and delayed the advertisement by 8 months. This project is being reported and removed from this list.

This project, originally estimated at \$571,000 is in the design phase. The estimated total cost of this intersection improvement project has increased by \$848,000 to \$1.4 million, due to a change in the recommended diameter of the roundabout. This project was originally scoped as a compact roundabout with a 75-foot diameter. Further analysis showed that this intersection is the primary access route for the Cherry Point Refinery which has a high percentage of left-turning truck traffic, and a larger diameter (110-foot) would be required. This larger footprint triggered the need for additional right-of-way which has delayed the construction from 2016 to 2017.

This project is now scheduled to be advertised fall 2016 and operationally complete in fall 2017.

Changes from Prior Month

SR 99/S King St Vic to Roy St - Viaduct Replacement (King)

Changes from Prior Report: The 2,000-ton front end of the SR 99 tunneling machine was lowered to a platform at the bottom of the access pit.

Previously reported: Seattle Tunnel Partner's (STP) schedule indicates that tunneling will resume during late November 2015, with the machine emerging at the north end of downtown approximately one year later. STP plans to open the SR 99 Tunnel in spring 2018. The state cannot verify the contractor's schedule. Since lifting the front end of the machine from the ground in March, STP has fully assessed the disassembled machine parts and made significant repairs and enhancements. In addition to beginning installation of the main bearing, STP crews have installed portions of the new seal system that will protect the bearing. Modifications include the addition of reinforcing steel, new monitoring systems and upgrades to the soil-conditioning system to prevent clogging.

The repairs required on the Tunnel Boring Machine were more extensive than anticipated. Seattle Tunnel Partners (STP) will not provide a revised schedule for resuming mining until they fully understand the scope of repairs. They have indicated that they will replace the main bearing and outer seals of the machine as expected. They have also decided to replace the inner seals to make them more compatible with the new outer seals and easier to access should the need arise. The repair work plan for the tunnel boring machine (Bertha) will replace the damaged seal system and the main bearing, strengthen the machine to accommodate the new seal system, and make other enhancements to improve performance. The tunnel boring machine was stopped since December 2013. (For the complete Watch List report, please see the July 2014 Watch List at the Project Delivery Reports Archive website.)

Update to the July report: After STP and crane crews from Mammoet lowered the SR 99 tunneling machine's 2,000-ton front end into the access pit, crews began reconnecting the front end to the portion of the machine that remains in the ground. Pieces of the machine's shield are also being lowered into the pit and reinstalled. Crews have additional reassembly work, including welding pieces back together and reconnecting hundreds of wires and hoses that are integral to the tunneling operation.

For more updates on the Alaskan Way Viaduct Replacement project, please see the Alaskan Way Viaduct website at <http://www.wsdot.wa.gov/projects/viaduct/>

SR 410/White River Bridge 410/101 - Bridge Elements Repair (King, Pierce)

Changes from a Prior Month: The permanent repair work was advanced by 5 months and the estimated total cost has increased from \$1.2 million to \$1.9 million.

Previously reported: A WSDOT inspection found the overhead support structure of the SR 410 White River Bridge was damaged, likely by a truck with an over-height load. The bridge was closed on April 4th after WSDOT crews discovered damage to the bridge's overhead support structure during a routine inspection. The bridge has an arched steel overhead support structure, which is signed for 15 feet. Low clearance warning signs were posted along the shoulder approaching the bridge. PCL Civil Constructors, Inc. were selected to do the temporary repair work, estimated at \$350,000, to allow the bridge to open to traffic. The cost of the permanent repair is estimated at \$1.2 million. Construction on this project will begin in spring 2016. WSDOT is attempting to recover the damages caused by the bridge strike. In the meantime, WSDOT is seeking emergency federal funds to use to move forward with the replacement work.

Update from April 2015: WSDOT advanced the permanent repair work by 5 months from January 2016 to August 2015. This puts the permanent repair in place sooner because the temporary repair work is not anticipated to last after 6 or 7 months. ABHE & Svoboda, Inc. was selected to do the permanent repair work, estimated at \$937,770 or 20.53% above the agency's estimate, which has increased the estimated cost of the project to a total of \$1.9 million.

The permanent repair work is scheduled to begin in October 2015 and be completed by the end of November 2015.

(For the complete Watch List report, please see the [April 2015](#) Watch List at the Project Delivery Reports Archive website.)

No Changes from Prior Month

SR 92/Pilchuck River – CED (Snohomish)

Status: No change.

Previously reported: The advertisement date has been delayed by 5 months from November 2015 to spring 2016 due to delays with attaining the environmental permit, which in turn has delayed the right of way acquisitions.

The environmental permitting process and coordination with resource agencies has taken longer than originally anticipated. In addition, resource agencies may require design changes which would require a formal Environmental Species Act consultation and further delay the environmental permit, right of way acquisitions, and subsequently, the spring 2016 advertisement date. ([June 2015 Watch List](#))

SR 161/24th St E to Jovita - Add Lanes (Pierce)

Status: No change.

Previously reported: There is a potential cost increase due to a pending claim by the contractor. The project was completed on August 21, 2014. (For the complete report, please see the [September 2014 Watch List](#) at the Project Delivery Reports Archive website.)

SR 302/N of E Victor Rd - Culvert Replacement (Mason)

Status: No change.

Previously reported: WSDOT has delayed the schedule to allow time to obtain environmental permits and a permanent construction easement from a private property owner. The design has changed from constructing a wall to armoring with rock at the culvert's outlet location on the beach. Armoring will prevent wave action from further eroding the slope. The new design extends to private property and requires a permanent easement. The redesign has delayed the schedule from the 2015 construction season to the 2016 construction season. (For the complete Watch List report, please see the [April 2014 Watch List](#) at the Project Delivery Reports Archive website.)

SR 524/Yew Way - Railroad Crossing Improvements (Snohomish)

Status: No change.

Previously reported: The advertisement date has been delayed by seven months from January 2015 to August 2015, with a planned construction completion schedule for early fall 2015. The schedule delay is due to issues in acquiring the right of way easement necessary for completing the work. WSDOT determined an easement for the section of the roadway across the railroad tracks had not been granted to either

Snohomish County or WSDOT, which delayed the completion of right of way plans and acquiring the easement.

WSDOT is now planning to advertise in early fall 2015, which remains at risk due to possible delays with obtaining the easement from the Port of Seattle. This delay will likely delay the construction completion to spring 2016 due to potential paving restrictions on behalf of weather. ([June 2015 Watch List](#))