

Project Reporting on the 2003 Transportation Funding Package

Introduction

WSDOT prepares information for legislators, state and local officials, interested citizens and the press on the progress of the program funded by the 2003 Transportation Funding Package. Much of the detailed information can be found on-line at the WSDOT website. The *Gray Notebook*, in these special *Beige Pages*, highlights each quarter's progress and reports on financial and other program management topics as well as detailed information on key projects.

The *Beige Pages* for this quarter are organized in the following manner:

- **Project Reporting**
- **Current Project Highlights and Accomplishments**
- **Project Delivery**
- **Financial Information**
- **Program Management Information**



We welcome suggestions and questions that can help us strengthen this project delivery and accountability reporting.

Overall, project reporting uses several different tools, including the *Gray Notebook*, web-based Project Pages, and Quarterly Project Reports (QPRs). There is a Project Page on the website for each major WSDOT project, and QPRs for Nickel funded projects in the 2003 Transportation Funding Package.

Navigation to the Home Page and the Project Pages

The Home Page (shown below) has several links that allow access to the individual Project Pages. The Accountability navigation bar provides access to the on-line version of the *Gray Notebook* which provides some project “hot links.” The Projects navigation bar provides direct links to several of the state’s largest projects and access to WSDOT’s Projects Page. The Projects Page can also be accessed from any WSDOT web page by clicking on the “projects” tab at the top of every page. WSDOT’s home page can be found at: www.wsdot.wa.gov/.

While WSDOT has developed user-friendly reports and front end applications to access project information on-line, it is important to note that the data used to generate these reports comes from antiquated legacy mainframe computer systems. Although the quality of the data is good, the time and effort needed to compile, verify and validate the data in these reports each quarter is considerable (in other words, these reports are the result of much manual input and effort, not the output of a modern project management information system).

This overall issue was addressed in two recently completed reports: one from the Joint Legislative Audit Review Committee titled, “Overview of Washington State Department of Transportation Capital Project Management” and a second report, commissioned by the Transportation Performance Audit Board, titled “Review of WSDOT’s Use of Performance Measurement.” In each of these reports, a key recommendation was made to conduct an assessment of the effectiveness of current information systems and options for addressing any deficiencies.

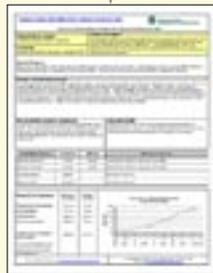
Project Reporting on the 2003 Transportation Funding Package

Project Reporting

Project Information Roadmap



Home Page



Gray Notebook

Project Pages

Project Pages report on all WSDOT 2003 Transportation Funding Package (Nickel) projects. Project Pages provide detailed information updated regularly:

- Overall Project Vision
- Financial Table, Funding Components
- Roll-up Milestones
- Roll-up Cash Flow, Contact Information
- Maps and Links QPR
- Quarterly Project Reports

Quarterly Project Reports (QPRs) summarize quarterly activities:

- Highlights
- Milestones
- Status Description
- Problem Statement
- Risks and Challenges
- Project Costs/Cash Flow
- Contact Information

Project Pages

Project Pages contain information on all aspects of a specific project. An existing Project Page is shown below.

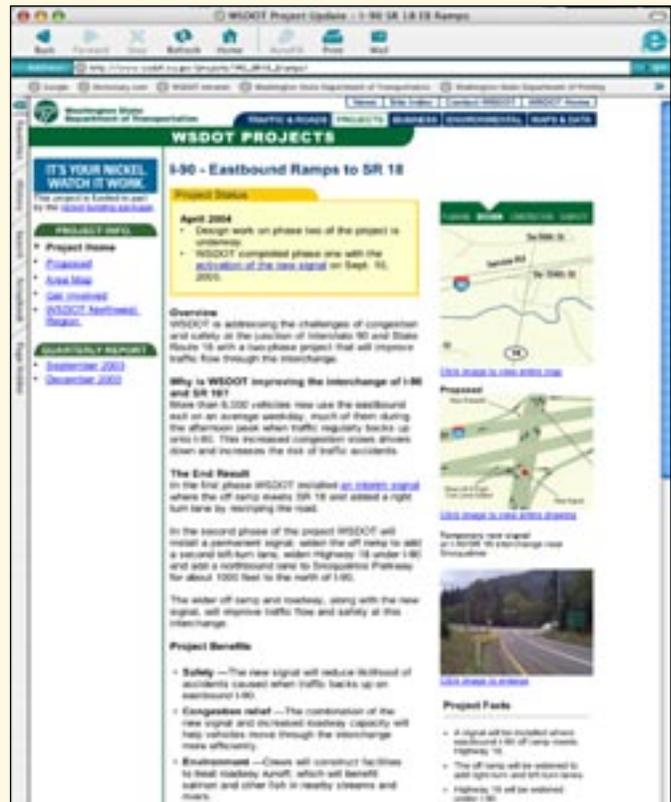
Project Pages provide details on overall project vision, funding components, financial tables, milestones, status description, problem discussions, risks and challenges, forecasting, maps, photos, links and more.

Currently, approximately 230 Project Pages, of which 115 are Nickel Projects, provide on-line updates.

The Quarterly Project Reports are accessible through a link on the Project Page.

Project Pages provide a summary of the project status to date and are updated regularly to the best of WSDOT's ability.

Project Pages can be found at: www.wsdot.wa.gov/projects/



Current Project Highlights and Accomplishments

Capital Construction Overview

The sixteen-year Capital Construction Program represents over 1300 projects and \$17 billion in planned expenditures. While the highway capital construction program represents the largest capital program at WSDOT, other capital projects include ferry vessels and terminals, rail projects, facilities, local programs, and the Tacoma Narrows Bridge. Funding of these projects includes a variety of fund sources, primarily Pre-Existing Funds (PEF) and 2003 Transportation Funding Package (Nickel) funds. The recently passed 2005 Transportation Funding Package provides a total of \$7.1 billion for all capital programs for 2005 to 2021 (\$6.7 billion for the Highway Construction Program).

The following *Beige Pages* provide information on the delivery of the 2003 Transportation Funding package.

Pre-Existing Funded project information is provided on a programmatic basis in the *White Pages* (Highway Construction Program). The *White Pages* provide information on meeting program advertisement dates, cashflow, details on the delivery of the Safety Improvement Program and selected project highlights and project updates on the Tacoma Narrows and Hood Canal bridge projects.

All Capital Programs Combined: 2005-2021	
	Dollars in Millions
Facilities	118.6
Improvement Program	10,474.0
Preservation Program	3,992.0
Traffic	143.7
Ferries	1,832.2
Rail	349.2
Local Programs	166.2
Total	\$17,076.6

Pre-Existing Funded Projects: 2005-2021	
	Dollars in Millions
Facilities	118.6
Highway Improvement	1,573.0
Highway Preservation	3,341.0
Traffic	143.7
Ferries	1,477.0
Rail	231.6
Local Programs	45.3
Total	\$6,930.2

2003 Transportation Funding Package: 2005-2021	
	Dollars in Millions
Highway Improvement	2,693.7
Highway Preservation	142.9
Ferries	169.8
Total	\$3,006.4

2005 Transportation Partnership Funding Package: 2005-2021	
	Dollars in Millions
Improvement	6,207.3
Preservation	508.1
Ferries	185.4
Rail	118.3
Local Programs	120.9
Total	\$7,140.0

Notes: All programmatic values are preliminary estimates and are subject to change after a full Plan, Specifications and Estimates (PS&E) are completed on a project basis. Values include all source of funds at the programmatic level.
Source data: 2005 legislative final provided to WSDOT on April 25, 2005. Dollars include: DPS, Reserves, Statewide activities and Reductions.

Current Project Highlights and Accomplishments

Summary of Project Advertisements, Awards and Completions

The following is WSDOT's report of quarterly developments in the delivery of the 2003 Transportation Funding Package for the quarter ending March 31, 2005. This report will focus on project delivery resulting from adjustments adopted by the Legislature and passed in the 2004 Supplemental Transportation Budget and development of the 05-07 Capital Improvement and Preservation Program.

This project information is gathered from a variety of sources within WSDOT and is principally the responsibility of the various regional administrators and their project teams.

Projects Advertised and Completed Biennium to Date

As of March 31, 2005, 35 highway projects have been advertised. Of those, 12 have been completed.

As a regular part of its project management and accountability strategy for the Legislature's 2003 Transportation Funding Package, a team of senior WSDOT managers from Olympia meets in each region every quarter to review the progress and status of each project and to offer assistance, support, and coordination of issues or problems arising with any project. This process also facilitates the ability of headquarters staff to discuss project status with legislative members and staff and to report firsthand to the Secretary, the Governor, and the Transportation Commission.

Recap of Twelve Nickel Projects Completed as of March 31, 2005

Project Description	On Time Advertised	On Time Completed	Within Scope	On Budget (Dollars in Millions)		
				Planned	Actual	
1) SR 9/SR 528 Intersection – Signal	✓	✓	✓	\$ 710	\$ 565	20% Under
2) I-90, Cle Elum River Bridge	✓	✓	✓	1,272	784	38% Under
3) I-90, Geiger Road to U.S. 2 Median Barrier	Early	Early	✓	781	781	✓
4) I-90, Highline Canal to Elk Heights – Truck Climbing Lanes	Early	Early	✓	4,200	4,483	2% Over ¹
5) I-90, Ryegrass Summit to Vantage – Truck Climbing Lanes	Early	Early	✓	8,389	8,389	✓
6) I-90, Sullivan – State Line Median Barrier	Early	Early	✓	1,040	973	6% Under
7) SR 97A, Entiat Park Entrance – Turn Lanes	✓	Early	✓	196	136	31% Under
8) SR 124, East Jct SR 12 – Reconstruction	✓	✓	✓	295	295	✓
9) I-182/U.S. 395 Interchange – Roadside Safety	✓	Early	✓	76	59	22% Under
10) SR 203, NE 124th/Novelty Road Vicinity	✓	Early	✓	1,487	1,487	✓
11) U.S. 395, Kennewick Variable Message Sign	✓	Late	✓	332	308	7% Under
12) SR 500, NE 112th Ave. – Interchange	Early	Early	✓	21,300	21,300	✓
Cumulative Cost to Date				\$ 40,078	\$ 39,560	

Definitions:

"On Time Advertised": the project was advertised within the quarter as planned.

"On Time Completed": the project was operationally complete within the quarter as planned in the 03-05 Budget.

"Within Scope": the project was completed within the specific functional intent of a project as approved by the Legislature.

"On Budget": within +/- 5% of the baseline budget.

Section 503 2004 Supplemental Budget provides the Transportation Commission flexibility to balance project cost increases and decreases between Nickel projects, and to balance cash flow between biennia near biennial lines, as long as the adjustment does not impact the overall delivery of the ten-year program and does not involve changing the scope of any Nickel funded project.

Project Details:

¹ During excavation for the new lane, a large amount of saturated clay was found; this increased the cost of construction.

Current Project Highlights and Accomplishments

Summary of Project Advertisements, Awards and Completions

Biennium To Date

1-12 Completed projects see recap on previous page.

Projects Advertised and Awarded

- 13) I-5, 2nd St.. Bridge – Replace Bridge
- 14) I-5, Salmon Creek to I-205
- 15) I-5, Roanoke Vicinity Noise Wall
- 16) I-5, Pierce County Line to Tukwila
- 17) I-5, NE 175th St. to NE 205th St. – NB Lane
- 18) U.S. 12/SR 124 to McNary Pool – Add Lanes
- 19) SR 16, 36th St.. to Olympic NW – HOV
- 20) SR 16, HOV Improvements – Union Ave to Jackson Ave.
- 21) SR 18, Covington to Maple Valley Highway
- 22) SR 31, Metaline Fall to International Border
- 23) I-90, Argonne to Sullivan Rd. (includes: I-90, Argonne to Pine Road)
- 24) I-90, Eastbound Ramps to SR 18 – Signal
- 25) SR 161, 204th to 176th St..
- 26) SR 161, 234th Street to 204th St. E
- 27) SR 161, Jovita Blvd. to South 360th St.
- 28) SR 240/I-182 to Richland Y – Add Lanes
- 29) SR 240, Richland Y to Columbia Center Interchange
- 30) SR 395, NSC – Francis Ave. to Farwell Rd.
- 31) SR 527, 132nd St. SE to 112th St. SE

Projects Advertised, Pending Award

- 32) SR 24, I-82 to Keys Road
- 33) SR 106, Skobob Creek – Fish Passage
- 34) I-5, South 48th to Pacific Avenue – Core HOV
- 35) I-5, SR 526 to Marine View Dr.

Awarded Projects

The total amount for the 31 awarded projects is \$285 million, \$19 million below the pre-bid engineer's estimate of \$304 million. Three projects have been advertised and are pending award. These projects are not included in the engineer's estimate of \$304 million.

Delayed/Deferred Projects

Ten projects that were scheduled to be advertised prior to March 31, 2005 have not been advertised. The circumstances of these ten projects are as follows:

1) SR 3/SR 303 Interchange (Waaga Way) – New Ramp

Project redesign and remaining work on the environmental permits has delayed the advertisement of this project from December 2004 to May 2005.

2) SR 7/SR 507 to SR 512 – Safety

Local and state elected officials requested that WSDOT delay the project to allow time to pursue additional funding for landscaping and other desirable adjuncts to the project requested by the local community. The ad date is now May 2005.

3) SR 9, Nooksack Rd. Vicinity to Cherry Street

Because of right of way issues as described in June 30, 2003 *Gray Notebook*, the project has been deferred to the 05-07 biennium.

4) SR 9/SR 522 to 228th St. SE – Widening

5) SR 9, 228th St. SE to 212th St. SE (SR 524)

(Projects combined for efficiency)

Delays in completing the design, receiving environmental permits and obtaining right of way have resulted in a three month project advertisement slip from February to May 2005.

6) I-90, Seattle to Mercer Island

WSDOT delayed the advertisement date for this project by thirteen months, from December 2004 to January 2006, to allow time for the issuance of the draft Environmental Impact Statement. This will allow the design to be completed by October 2005. This change was reported in the December 31, 2003 *Gray Notebook*.

7) SR 167, 15th St. SW to 15th St. NW – HOV

Because funding uncertainties had caused the design of this project to sit “on the shelf” for many years, additional time was needed for redesign of stormwater treatment, wetland mitigation and floodplain investigations to meet today's applicable environmental requirements. This project now has a planned advertisement date of October 2005.

8) SR 270, Pullman to Idaho State Line

The advertisement date will be delayed approximately ten months, from January 2005 to November 2005, to make necessary changes to the design plan.

9) SR 522, Bothell – UW Campus Access

The additional funding needed for construction from the legislature, University of Washington, and General Administration did not materialize during the 03-05 biennium. As a result, this project has been deferred to the 05-07 biennium.

10) SR 522/I-5 to I-405

Because of the benefits of coordinating work with the City of Lake Forest Park, the project has been deferred to the 05-07 biennium.

Current Project Highlights and Accomplishments

Contract Advertising and Awards 2003 Transportation Funding Package (“Nickel Funds”)

Projects Advertised this Quarter:

[I-5, SR 526 to Marine View Dr.](#)

Request for proposal was published on December 1, 2004. The winning proposal is expected to be awarded in the spring of 2005. A full report on this project will be provided next quarter.

[I-5, S 48th to Pacific Avenue – Core HOV](#)

This project was advertised in March 2005. Minor changes in retaining wall design led to additional city utility impacts and required WSDOT to pursue additional property easements. At the time of advertisement, the project estimate was raised by approximately \$6.5 million above the Nickel budget. This increase reflects the recent rise in structure construction costs, which is the result of increases of primary items, steel and concrete. Construction is expected to start during the summer of 2005.

[SR 24/I-82 to Keys Road](#)

The project was advertised for construction in February 2005. On April 13, 2005, bids were opened on this project. The low bid was approximately \$4.1 million or 14% above the engineer’s estimate. This project was awarded after approval of the increase by the Commission on April 25, 2005. A full report on this project and subsequent programming actions will be provided next quarter.

[SR 106, Skobob Creek - Fish Passage](#)

The project was advertised as scheduled in March 2005. Construction is expected to continue into the fall of 2005 with SR 106 being closed near Skobob Creek during the construction of the new bridge. WSDOT will provide detour routes and conduct a comprehensive public awareness campaign before the detours and closures occur.

Current Project Highlights and Accomplishments

Construction Highlights

Highway Construction Program

I-5, Pierce County Line to Tukwila Stage 4 – HOV

This contract was awarded in January 2005 for \$35.8 million and is currently on schedule for the 2005 construction season. WSDOT is evaluating a proposal from the contractor to eliminate the planned 26 night time closures and do this same work over three weekend closures. This would require the closure of up to three lanes on I-5, from SR 18 to the Pierce County line, during these weekends to replace concrete panels. The proposal would significantly increase safety for workers and traveling public, produce a more uniform roadway surface, reduce the cost for traffic control and result in shorter construction time. The planned completion date of December 2007 for this project will remain unchanged until review of the contractor's proposal has been completed.

I-5, 2nd Street Bridge – Replace Bridge

This contract was awarded in June 2004 for \$9.3 million and is currently 45% complete. The contractor has completed the 21 shafts needed for the foundation and all the columns that will support the new bridge. The contractor is working on building the scaffolding that will support the six spans that make up the new bridge. The first concrete pour for piers 1 and 2 occurred in March 2005. The next I-5 closure to place scaffolding over I-5 will occur by early April 2005. The travel lanes on I-5 will be shifted to accommodate the columns that will support the scaffolding. This project is currently on time and within budget.

U.S. 12 /SR 124 to McNary Pool – Add Lanes

This contract was awarded in December 2004 for \$5.6 million and is currently 45% complete. This project constructs two additional lanes and a frontage road. It is the second of five phases that will provide a four-lane section on U.S. 12 from SR 124 to the Wallula vicinity. This is part of an overall, long-range plan to complete a four-lane highway from Burbank to Walla Walla. Work began on the second phase in January 2005. Roadway excavation, embankment compaction and crushed surfacing placement is largely complete. Construction is on schedule and within the proposed budget. The new lanes will be open to traffic by the end of August 2005.

SR 16, 36th St. to Olympic Dr. NW, Core HOV

This project will widen the west side of SR 16 from the new 36th street interchange to the Olympic Drive Interchange. Construction is expected to begin in April 2005 with an estimated completion of the widening of the highway at the

end of the 2005 construction season. Currently, the project is on time and within budget. This contract was awarded in December 2004 for \$3.9 million.

SR 16/ I-5 to Tacoma Narrows Bridge – HOV

The first contract, which widened SR 16 from 6th Avenue to Jackson, is expected to be completed during April 2005. The second contract, Union to Jackson, was awarded in February 2005 for \$47.3 million. This will build the HOV lanes and reconstruct intersections with construction starting in April 2005. The planned completion date for the HOV project is expected by spring 2007 and the improvements will be open for public use by that time.

SR 31, Metaline Falls to International Border

The first contract constructs an all-weather highway and was awarded in October 2004 for \$11 million. The project is on schedule with construction planned during the 2005 and 2006 construction seasons. The second contract will replace the Sullivan Creek Bridge. In preparation for the construction season and to protect environmentally sensitive areas, high visibility fencing and silt fencing have been installed to delineate construction areas from the environmentally sensitive areas. Work is expected to begin in May 2005 as weather permits. Design has started for replacement of the Sullivan Creek Bridge with a planned advertisement date in January 2006.

I-90, Build Lanes from Argonne to Sullivan Road

This project constructs one additional lane in each direction on I-90 in the Spokane area. Work on the westbound lanes started in March 2005 ending the winter shutdown. This required the routing of westbound traffic onto the new eastbound lanes. The removal of the existing westbound lanes, drainage installation, and construction of the noise wall near Argonne Road has been started. By November 2005, all lanes should be open to traffic. Currently, the project is approximately 60% complete and on budget.

SR 161, 204th to 176th

This project will have two additional travel lanes and a center turn lane on SR 161. The project was awarded in December 2004 for \$5.1 million. Construction is planned to begin in April 2005 and the expected completion date is December 2005, with the possibility of completing this project ahead of schedule. In March 2005 the right of way condemnation trial, reported in the previous edition of the Gray Notebook, was heard by a jury. Based on the trial result, final right of way costs for the project have increased approximately \$1.6

Current Project Highlights and Accomplishments

Construction Highlights

million. However, this will not result in a need for an overall increase of Nickel funding for the project since construction costs have been lower than originally projected.

SR 240/I-182 to Columbia Center Interchange - Add Lanes

The project was awarded in February 2005 for \$30.5 million and was executed in March 2005. Site preparation activities started during the last week of March 2005, at which time the contractor placed high visibility construction fencing, began disconnecting existing utilities, and started placement of the eastbound roadway embankment.

U.S. 395, NSC - Francis Avenue to Farwell Road

This project constructs two lanes of the North Spokane Corridor between Francis Avenue and Farwell Road and completes the grading between U.S. 2 and Wandermere. This is a multi-phased project with four contracts. The first contract, Farwell Road Lowering, is approximately 85% complete. Footings have been poured for all of the retaining walls on the project and 40% of the fascia panels of the retaining walls have been set. Placement of deck steel for the U.S. 2 - NSC connection ramp structures was completed in March 2005. Grading of the various alignments and construction of the Geo Walls are proceeding as planned. The Farwell Road Lowering contract is within budget and has a completion date planned in May 2005. The second contract, Gerlach to Wandermere Grading, was executed in February 2005 and work is planned to begin in April 2005. Design work is underway for the remaining two contracts, Francis Avenue to U.S. 2 - Grading and Paving and Francis Avenue to U.S. 2 - Structures.

U.S. 395, NSC-U.S. 2 to Wandermere and U.S. 2 Lowering

This is a multi-phased project with two contracts, U.S. 2 Lowering and U.S. 2 to Wandermere. This project completes four lanes between U.S. 2 and U.S. 395. It also constructs interchanges at U.S. 395 and Wandermere and an interchange at U.S. 2 interchange. WSDOT is currently finalizing the preliminary plans for the bridges over U.S. 2, beginning hydraulic design, revising the U.S. 2 interchange plans for approval, and preparing the existing and proposed base map for the project.

Other Capital Programs - Ferries:

Edmonds Multimodal Terminal

The City of Edmonds and WSDOT are working together on this project. This project will include an access road, holding lanes, toll booths, transit center, long and short term parking, terminal buildings, overhead pedestrian loading, and a pedestrian connection to Amtrak and Sound Transit Commuter Rail. A Tribal Agreement has been discussed with all parties and three of the four tribes have agreed. WSDOT has acquired the Unocal property necessary for the construction of the facility. The Department of Ecology is reviewing Unocal's Feasibility Study and the Record of Decision is expected to be received by June 2005. The City of Edmonds has agreed to be the lead agency for the design and permitting process.

Mukilteo Multimodal Terminal

The Mukilteo Multimodal Terminal Project relocates the existing Mukilteo Ferry Terminal and constructs a larger, multimodal terminal facility. The original project design is funded with a combination of Nickel gas tax and secured federal funding. The preferred concept is the "Compact Terminal" design. This concept most closely supports the project objectives, and is the preferred alternative of the project partners (including the Cities of Mukilteo and Everett, Community Transit, and Sound Transit). The current estimate for this concept is \$20 million more than current funding. However, there are additional sources of funding being pursued which will close the funding gap. These include right of way donation, shared costs, and partnering for additional grants. Due to a delay at the beginning of this project, WSF will need to shift \$2 million from the 03-05 biennium to the 05-07 biennium for the preliminary design. The multimodal terminal is within budget and on track to finish as scheduled by July 2010.

Current Project Highlights and Accomplishments

Construction Highlights

Other Capital Programs - Rail:

Tacoma R.M.D. RR Morton Line Repairs–Phase 2

This project will construct the second phase of the Tacoma Rail Mountain Division's Morton line upgrades to fully restore rail service. Five miles of the lowest quality track have been upgraded, one key bridge has been rehabilitated, and the trans-load facility in Morton has been completed. Rehabilitation of a second key bridge is underway and will be completed in April. A new rail spur to a new shipper in Frederickson and additional track rehabilitation will be constructed in the final quarter of the biennium.

High Speed Crossovers – Titlow

This project will construct a crossover near Titlow Park in Tacoma, which will allow passenger and freight trains traveling in either direction to change tracks. The BNSF Railway began earthwork construction in November 2004. The track and signal system construction began in March 2005, after completion of the earthwork. All work will be completed by mid-June 2005. During construction, train speeds may be reduced in the area depending on the construction activities occurring at the time.

Mt. Vernon Siding Upgrade

This project will allow passenger trains traveling in opposite directions on the single-track mainline to safely move around each other just south of Mt. Vernon. Phase 1 of the project will upgrade the existing rail siding, and Phase 2 will construct storage tracks in the Mt. Vernon/Burlington area. Construction of the first phase will begin in late March 2005. Engineering began on Phase 2 of the project in November 2004 and will continue through the end of June. The overall project will be completed by June 2007, as planned.

Other Capital Programs - Local Projects

I-5, Lexington Bridge

WSDOT is currently evaluating the possibility of advancing construction funding for this project by entering into a Local Agency Agreement with Cowlitz County. By agreeing to use Cowlitz County funds first, construction could begin in the fall of 2006, eighteen months earlier than originally planned.

Columbia Center Blvd. Railroad Crossing

The bridge deck for the railroad crossing has been poured and is scheduled to be open to traffic in April 2005. Once the bridge is completed and traffic is routed onto the bridge, the remaining excavation work for the railroad can be completed. Work will continue through the 2005 construction season on excavation, retaining walls and drainage. The project is within budget and on schedule for completion in November 2005.

Project Delivery

Proposed Adjustments to Delivery Planning

Highway Construction Program:

U.S. 2/U.S. 97 Peshastin East – Interchange

This project will construct an interchange at the junction of U.S. 97 and U.S. 2 near Peshastin. The project remains on schedule and within current budget. However, right of way acquisitions are not anticipated to begin until after June 2005. This will delay some of the planned expenditures for the 03-05 biennium. As a result of this change, WSDOT will shift \$1.3 million in expenditures from 03-05 to 05-07. This project was also submitted as an opportunity and option in the December 31, 2004 *Gray Notebook* for an additional \$1 million dollars to also include an equipment undercrossing. At the time of publication this opportunity and option was approved by the legislature.

I-5 Bakerview Road to Nooksack River Bridge

The original scope of this project was to upgrade the ramp taper and flatten the slope on the southbound off-ramp and flatten the slope on the northbound off-ramp at Slater Road Interchange. During the design process, WSDOT determined that flattening the existing slopes would result in extensive wetland impacts that would outweigh the benefits of the project by increasing the cost to the point of not being cost effective. After an extensive design and safety analysis of the ramps and surrounding roadway, a design deviation was approved that did not require the slope flattening. After investigating other options, WSDOT determined that the work should be postponed to the 2011-2013 biennium and the ramps monitored.

I-5, Roanoke Vicinity Noise Wall

Stage one of this project is experiencing cost increases due to wall alignment changes caused by buried obstructions and construction engineering problems. The estimated project cost is currently \$3.8 million, which is \$264,000 over the original plan of \$3.5 million.

I-5, SR 502 Interchange

This is a complex project due to commercial right of way and environmentally sensitive areas. In February 2005, the preferred alternative for the project was modified to minimize environmental impacts and address public concerns requiring additional preliminary engineering. To keep the project on schedule for the planned November 2006 advertisement, final design and environmental assessment are now scheduled to occur simultaneously. They were originally scheduled

one after another. This will advance work into the current biennium. As a result, \$350,000 of preliminary engineering funds needs to be advanced from the 2005-07 biennium into the 2003-05 biennium to pay for this work.

I-5, Chehalis River Flood Control

See “Watch List” section for this quarter’s information.

SR 7/SR 507 to SR 512 – Safety

See “Watch List” section for this quarter’s information.

SR 9/SR 522 to 212th Street SE (Stages 1b & 2)

See “Watch List” section for this quarter’s information.

SR 20, Fredonia to I-5 – Widening

Last quarter, WSDOT reported shifting \$3 million of right of way expenditures to the 05-07 biennium as a result of a revised acquisition schedule. This quarter, an additional \$1.1 million will be deferred into the 05-07 biennium because one of the large industrial parcels that requires relocation is taking longer to acquire than expected. This brings the total amount deferred to \$4.1 million. Extensive public comment received during the access hearing has delayed right of way acquisition by five months. As a result the current October 2006 bid advertisement date is at risk of being delayed. WSDOT is now evaluating ways to stage construction in order to keep the project on track. Strategies for staging construction will be reported in the June 30, 2005 *Gray Notebook*.

SR 99, S. 284th to S. 272nd St. – HOV

Last quarter, WSDOT reported a \$1.2 million right of way and design spending deferral to the 05-07 biennium. This quarter, an additional \$1.4 million right of way spending will need to be deferred because of right of way plan revisions, longer appraisal reviews and more extensive negotiations on some parcels than previously anticipated. The advertisement date will remain unchanged from the last report, occurring in April 2006 .

SR 99, Alaska Way Viaduct and Seawall Replacement

The delay in the selection of a preferred alternative and additional conceptual engineering as a result of scope changes resulted in delaying preliminary engineering work in 03-05. WSDOT determined that a carry forward of \$10.6 million from 03-05 to 05-07 will be necessary to fund these adjustments. The shifting of the \$10.6 million into the 05-07 biennium will be allocated as follows: \$3.8 million to fund design, \$500,000 million for EIS, and \$6.3 million for right of way.

Project Delivery

Proposed Adjustments to Delivery Planning

SR 161, Jovita Blvd. to South 360th Street

On-site work began in March 2005 with the placement of high visibility fencing and silt fencing. Based on the contractor's current schedule, WSDOT is projecting the need to accelerate \$1 million of Nickel funding from the 05-07 biennium to the 03-05 biennium.

SR 161, 36th to Jovita

Prior to the scheduled availability of right of way funding for this project, a right of way parcel became available for \$700,000. WSDOT purchased the parcel using the right of way revolving account. WSDOT is proposing to replace funds in the revolving account during the 03-05 biennium by advancing the existing right of way Nickel funding from the 05-07 biennium. This change will place funds in the correct phases and does not change the scope, schedule or budget for this project.

SR 167/SR 509 to I-5, New Freeway

SR 167/I-5 to SR 161, New Freeway

SR 167/SR 509 to SR 161, Environmental Impact Statement

See "Watch List" section for this quarter's information on these projects.

SR 704, Cross Base Highway

The spending plan adjustment shifting \$1.7 million from the 03-05 biennium to the 05-07 biennium is needed due to the delay of the Environmental Impact Statement approval and lack of funding from RTID. For these reasons, preliminary engineering was slowed during the 03-05 biennium. The original spending plan was created assuming RTID funding and a design-build delivery option was selected in a effort to complete this project quickly.

SR 900, SE 78th St.. Vicinity to I-90 Vicinity.

There was a delay in preliminary engineering and right of way expenditures in the 03-05 biennium; as a result, expenditures have been lower than estimated. WSDOT will shift \$624,000 from the 03-05 biennium to the 05-07 biennium. This adjustment will not affect the project schedule or budget.

Other Capital Programs - Ferries:

Catch-Up Preservation

This project addresses the backlog of deferred ferry system preservation work and facilitates reaching the preservation performance standards established by the Legislature's Joint Task Force on Ferries. Design work for two projects that needed to be performed immediately was started in February 2004 - the Tahlequah Dolphin Replacement Project and Lopez Dolphin Replacement Project. The Tahlequah Dolphin Replacement Project was completed in November 2004. The preferred alternative for the Lopez project has been selected and the design report is due by the end of April 2005. The Lopez Dolphin Replacement Project is behind schedule during the preliminary engineering and planning phase. A new schedule has been developed to start Plans, Specifications, and Estimates in May 2005, and \$378,000 was reappropriated to the 05-07 biennium. A new schedule was developed, and the project will be complete by June 2007.

Project Delivery

Opportunities and Options for Legislative Consideration

The following project will be reported as requiring legislative guidance and offered for legislative consideration in 2006 supplemental budget.

Highway Construction Program:

[SR 539, Tenmile Road to SR 546](#)

In the December 31, 2004 *Gray Notebook*, WSDOT reported that right of way costs had increased over the original estimate. The February 2005 right of way estimate is \$17.5 million. This is \$12.3 million higher than the current right of way budget of \$5.2 million. The increase is the result of significant commercial development in the proposed right of way areas, escalation in property values, hazardous material abatement costs, and increases in the relocation and condemnation costs. The final right of way plan approval is expected in May 2005.

To resolve the funding issue, WSDOT proposes funding right of way acquisitions by shifting construction funds from the 07-09 biennium to the 05-07 biennium. However, reducing authorized construction funding in the future biennia by \$12.3 million will significantly reduce or eliminate the ability to complete this project as intended.

WSDOT is seeking legislative approval in the 2006 supplemental budget to pursue the first construction contract for Tenmile Road to the southern City limits of Lynden. During the first contract, right of way acquisition for the entire project will continue, allowing property along the project corridor to be purchased at current values. At the same time, development of construction plans for the entire project will also continue. However, the second contract, from the southern City limits of Lynden to SR 546, will require a new authorization of funds for construction for the 07-09 construction season. This approach reduces the scope of work for the project as approved by the 2003 Legislature and the project will not be completed as originally planned.

2003 TRANSPORTATION FUNDING PACKAGE - PROPOSED ADJUSTMENTS TO PROJECT DELIVERY (Dollars in Thousands)

HIGHWAY PROJECTS

Project	03-05			05-07			07-09			09-11			11-13			Total by Project		
	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change			
U.S. 2, U.S. 97 Peshastin East Int.	2,100	856	(1,244)	2,700	3,944	1,244	11,750	11,750	0	-	-	0	-	-	0	16,550	16,550	0
I-5/SR 502 Interchange	2,521	2,871	350	7,479	7,129	(350)	24,730	24,730	0	-	-	0	-	-	0	34,730	34,730	0
I-5, Roanoke Vicinity Noise Wall	1,550	1,614	64	1,950	2,150	200	-	-	0	-	-	0	-	-	0	3,500	3,764	264
I-5, Chehalis River Flood Control	3,000	2,500	(500)	8,000	8,500	500	16,000	16,000	0	3,000	3,000	0	-	-	0	30,000	30,000	0
I-5, Bakerview Rd to Nooksack River Bridge	-	-	0	487	-	(487)	219	-	(219)	-	-	0	-	706	706	706	706	0
SR 7/SR 507 to SR 512 - Safety	974	-	(974)	8,326	9,300	974	-	-	0	-	-	0	-	-	0	9,300	9,300	0
SR 9/SR 522 to 212th St. SE (Stages 1b & 2)	7,662	6,141	(1,521)	21,838	23,359	1,521	-	-	0	-	-	0	-	-	0	29,500	29,500	0
SR 20, Fredonia to I-5	5,346	4,289	(1,057)	20,265	21,322	1,057	48,133	48,132	(1)	2,527	2,527	0	-	-	0	76,271	76,270	(1)
SR 99, So. 284th to S. 272nd-HOV	2,480	1,091	(1,389)	9,720	11,109	1,389	2,596	2,596	0	-	-	0	-	-	0	14,796	14,796	0
SR 99, Alaskan Way Viaduct (3 PIN Rollup)	41,083	30,500	(10,583)	15,917	26,500	10,583	40,000	40,000	0	40,000	40,000	0	40,000	40,000	0	177,000	177,000	0
SR 161, Jovita Blvd. to South 360th	4,022	5,022	1,000	21,126	20,126	(1,000)	-	-	0	-	-	0	-	-	0	25,148	25,148	0
SR 161, 36th to Jovita	580	1,280	700	3,500	2,800	(700)	6,180	6,180	0	9,200	9,200	0	-	-	0	19,460	19,460	0
SR 167/SR 509 to SR 161, EIS	737	940	203	203	450	247	-	-	0	-	-	0	-	-	0	940	1,390	450
SR 167/SR 509 to I-5, New Freeway	7,894	9,505	1,611	20,607	20,354	(253)	15,398	14,687	(711)	-	-	0	-	-	0	43,899	44,546	647
SR 167/I-5 to SR 161, New Freeway	11,177	15,144	3,967	5,370	2,108	(3,262)	1,915	113	(1,802)	-	-	0	-	-	0	18,462	17,365	(1,097)
SR 704, Cross-Base Highway	6,204	4,507	(1,697)	8,796	10,493	1,697	-	-	0	-	-	0	-	-	0	15,000	15,000	0
SR 900, SE 78th St Vic to I-90 Vic	1,226	602	(624)	2,689	3,313	624	10,836	10,836	0	-	-	0	-	-	0	14,751	14,751	0
All Other Projects Minor System Adjustments and Rounding	406,719	406,834	115	831,545	831,339	(206)	625,633	625,625	(8)	546,346	546,538	192	385,232	385,231	(1)	2,795,475	2,795,567	92
Total	505,275	493,696	(11,579)	990,518	1,004,296	13,778	803,390	800,649	(2,741)	601,073	601,265	192	425,232	425,937	705	3,325,488	3,325,843	355

FERRY PROJECTS

Project	03-05			05-07			07-09			09-11			11-13			Total by Project		
	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change	Approved Q6 Budget*	Proposed Q7 Budget**	Net Change			
Catch-Up Preservation	1,108	730	(378)	7,087	7,465	378	15,689	15,689	-	14,091	14,091	-	954	954	-	38,929	38,929	-
All Other Projects Minor System Adjustments and Rounding	16,413	16,413	-	35,651	35,651	-	143,337	143,337	-	60,543	60,543	-	2,978	2,978	-	258,922	258,922	-
Total	17,521	17,143	(378)	42,738	43,116	378	159,026	159,026	0	74,634	74,634	0	3,932	3,932	0	297,851	297,851	0

Notes: * "Approved Budget" column is defined as the last Commission approved adjustment to LEAP 2004 Supplemental Budget.
 ** "Proposed Budget" column is defined as the current quarter proposal to LEAP 2004 Supplemental Budget.

Note: Totals for the 03-05, 05-07, and 07-09 biennia of the Approved Quarter 6 Budget for Highway Projects differ slightly from those reported in the Gray Notebook for December 31, 2004. This is due to minor technical corrections and system roundings.

2003 TRANSPORTATION FUNDING PACKAGE HIGHWAY PROJECTS: OPPORTUNITIES AND OPTIONS (Dollars in Thousands)

Project	03-05			05-07			07-09			09-11			11-13			Total by Project		
	Budget*	O&O Budget**	Net Change	Budget*	O&O Budget**	Net Change												
For legislative consideration in the 05-07 session																		
Quarter 4																		
Statewide Guardrail Retrofit	4,031	4,221	190	4,000	8,000	4,000	4,000	4,000	0	4,000	4,000	0	4,000	-	(4,000)	20,031	20,221	190
SR 99, Alaskan Way Viaduct - Des/Early R/W	15,000	15,000	0	7,000	35,000	28,000	40,000	40,000	0	40,000	40,000	0	40,000	12,000	(28,000)	142,000	142,000	0
Quarter 5																		
Statewide Bridge Rail Retrofit	2,030	2,325	295	2,000	3,061	1,061	2,000	2,000	0	2,000	2,000	0	2,000	644	(1,356)	10,030	10,030	0
SR 410, 214th Avenue East to 234th - Widening	-	-	0	1,700	1,700	0	4,300	4,300	0	-	-	0	-	-	0	6,000	6,000	0
Quarter 6																		
U.S. 2/US 97 Peshastin East - Interchange	2,100	2,100	0	2,700	2,700	0	11,750	12,750	1,000	-	-	0	-	-	0	16,550	17,550	1,000
U.S. 2, Dryden - Signal	-	-	0	-	188	188	260	188	(72)	-	-	0	-	-	0	260	376	116
I-90, Eastbound Ramp to SR 18	348	457	109	585	2,655	2,070	2,279	100	(2,179)	-	-	0	-	-	0	3,212	3,212	0
SR 20, Quiet Cove Road Vicinity to SR 20 Spur	-	-	0	1,314	1,366	52	5,746	9,546	3,800	-	-	0	-	-	0	7,060	10,912	3,852
SR 18, Covington Way to Maple Valley	3,014	820	(2,194)	2,533	2,760	227	293	548	255	-	150	150	-	-	0	5,840	4,278	(1,562)
SR 18, Maple Valley to Issaquah/Hobart Rd	2,262	3,823	1,561	1,424	1,424	0	-	-	0	524	524	0	-	-	0	4,210	5,771	1,561
SR 18, Issaquah/Hobart Road to Tigergate	1,886	1,321	(565)	1,114	1,679	565	-	-	0	-	-	0	-	-	0	3,000	3,000	0
SR 18, Tigergate to I-90 - Widening	1,885	1,152	(733)	1,115	1,848	733	-	-	0	-	-	0	-	-	0	3,000	3,000	0
SR 520, Bridge Replacement and HOV	-	-	0	8,000	21,000	13,000	14,000	14,000	0	13,000	-	(13,000)	-	-	0	35,000	35,000	0
SR 522, Snohomish River Bridge to U.S. 2	2,115	1,718	(397)	3,684	5,990	2,306	8,689	28,423	19,734	63,087	55,534	(7,553)	32,100	18,010	(14,090)	109,675	109,675	0
Total Opportunities and Options (Q4 -Q6)	34,671	32,937	(1,734)	37,169	89,371	52,202	93,317	115,855	22,538	122,611	102,208	(20,403)	78,100	30,654	(47,446)	365,868	371,025	5,157
Proposed and Approved Adjustments Thru Q7			493,696			1,004,296			800,649			601,265			425,937			3,326,542
Proposed and Approved Adjustments and O&O			491,962			1,056,498			823,187			580,862			378,491			3,331,699
For legislative consideration in 2006 Supplemental Budget																		
Quarter 7																		
SR 539, Tenmile Road to SR 546	4,881	4,881	0	8,269	20,569	12,300	62,850	50,550	(12,300)	8,000	8,000	0	-	-	0	84,000	84,000	0
Proposed and Approved Adjustments and O&O			491,962			1,068,798			810,887			580,862			378,491			3,331,699

Notes:

* "Budget" column is defined as the last approved adjustment to LEAP 2004 Supplemental Budget.

** "O&O Budget" column is defined as the proposed Opportunity and Option budget.

Project Delivery

“Watch List” Projects – Cost and Schedule Concerns

Items removed from the “Watch List” since December 31, 2004

[SR 539, Tenmile Road to SR 546](#)

See, “Opportunities and Options for Legislative Consideration.”

Updated Projects from the “Watch List” since December 31, 2004

Highway Construction Program:

[SR 4, Svensen’s Curve – Realignment](#)

As reported in previous editions of the *Gray Notebook*, this project is experiencing significant right of way acquisition difficulties. WSDOT is concerned about the impact this may have on the future budget of the project.

Half of the parcels necessary for the project have been appraised and WSDOT is making offers to property owners as appraisals are completed. The project will remain in the *Gray Notebook* ‘Watch List’ as we proceed with right of way acquisition and refine the project’s budget and schedule.

[I-5, Chehalis River Flood Control](#)

Rather than raise the elevation of I-5, the 2003 Transportation Funding Package sought to alleviate chronic flooding problems in Lewis County using the less expensive approach of increasing the capacity of the Skookumchuck River Dam. This would include building a levee system that would protect I-5 and residential areas in Centralia and Chehalis. Lewis County and the U.S. Army Corps of Engineers (USACE) had been expected to partner with WSDOT in funding this project. In September 2004, USACE advised WSDOT that Congress had not authorized funding for this project. Lewis County and the cities of Centralia and Chehalis are considering forming a flood control district to assist in the funding of the project. WSDOT anticipates the need for preliminary engineering expenditures will be reduced until project partners resolve funding issues. As a result, WSDOT will need to defer \$500,000 of preliminary engineering funds from the 03-05 biennium to the 05-07 biennium.

[SR 7/SR 507 to SR 512 – Safety](#)

Pierce Transit, one of WSDOT’s funding partners, added federal funds to the project, requiring WSDOT to produce the federal environmental documentation. The added federal environmental documentation process is being paid for by

Pierce Transit. This will result in a delay of the advertisement to June 2005 and require shifting the remaining \$974,000 from the 03-05 biennium to the 05-07 biennium.

New Items Added to the “Watch List” since December 31, 2004

Highway Construction Program:

[I-5, Salmon Creek to I-205 – Widening](#)

Construction on this project continues on schedule with the northbound lanes and northbound I-5 bridge over Salmon Creek nearing completion. Once complete, traffic will be switched to the new northbound lanes and work will continue on the southbound lanes, and southbound bridge. As reported in previous Beige Pages, this project encountered a \$2 million cost increase last quarter primarily due to additional work required to address unforeseen underground springs during construction of the bridge substructure. Fortunately the contract award amount was well below the original budget amount so even with these increases the project has remained within the original budget. But, since the southbound I-5 bridge is in the same vicinity of the northbound bridge, WSDOT believes there is a high degree of risk that construction of the southbound substructure will encounter the same geotechnical difficulties and has a strong potential for an additional increase in cost. As a result, WSDOT is currently conducting a comprehensive evaluation of the remaining costs, associated risks, and related impacts on the project budget for all remaining construction items on the project. The results of the assessment and a strategy to keep this project within budget will be reported in the *Beige Pages* next quarter.

[SR 9/SR 522 to 212th Street SE \(Stages 1b & 2\)](#)

Delays in completing the design, receiving environmental permits and obtaining right of way acquisitions have resulted in a three month project advertisement slip from February to May 2005. The advertisement delay and slower than anticipated right of way expenditure will result in a deferral of \$1.5 million from 03-05 to 05-07. These adjustments will have no impact on the budget for the project or the open-to-traffic date.

[SR 9, 212th St. SE Vicinity to SR 96 – Safety](#)

This project constructs safety improvements at four locations along SR 9 beginning in 2008. WSDOT’s current estimate exceeds the project budget by approximately \$1.0 million

Project Delivery

“Watch List” Projects – Cost and Schedule Concerns

due to increased wetland mitigation, stormwater treatment and issues related to widening the roadway in a floodplain. WSDOT will refine the project design to identify cost saving opportunities and report back in September 2005.

SR 9, 268th Street Intersection

This project will construct a northbound left turn lane and a southbound left turn lane from SR 9 to 268th St. in combination with two other projects on SR 9. The current construction estimate of \$3.1 million is \$1.8 million higher than the budgeted amount of \$1.3 million. The increased cost is due to unanticipated poor soil conditions under the existing roadway, which requires adding a retaining wall to protect wetland property and more traffic control to the project. A Value Engineering (VE) study will be conducted in May 2005 with special emphasis on the geotechnical issues. Results from the VE study will be reported next quarter.

U.S. 12, Attalia Vicinity – Add Lanes

Early estimates indicate that the design and construction of this project will come in over the project budget. During discussions with Boise Cascade, an affected business within the project limits, several issues were identified that contributed to a portion of the cost increase. A change from the initial alignment was required to avoid Boise Cascade’s waste disposal and composting site. The original alignment would have impacted several monitoring wells, placed the new highway on questionable material, and may have required WSDOT to obtain a replacement waste site. In addition, to improve the safety and operation of the highway around the plant one access point was eliminated and the spacing between the remaining ones increased. This required longer frontage roads than initially planned.

Also, underestimating of a few bid items along with escalation in some construction costs are contributing to a portion of the increase.

The exact amount of the increase, the associated risks, and project impacts are currently being evaluated, and will be finalized and reported in the next quarter.

SR 167/SR 509 to I-5, New Freeway

SR 167/I-5 to SR 161, New Freeway

SR 167/SR 509 to SR 161, Environmental Impact Statement

These three projects share funding and are staged to function as one project for efficiency and to reduce costs. The current issues involve increased costs in the Environmental Impact

Statement (EIS), design, and preliminary engineering. The increased cost of the EIS is the result of revisions to the preferred interchange option required by the resource agencies. The revisions will require additional environmental assessment work. The design effort was supported by hiring a Construction Management consultant to develop, analyze and review the characteristics of the project and provide recommendations. Some of the engineering, surveying and geotechnical drilling originally planned for this biennium on the portion between I-5 and SR 161 is being deferred to the next biennium. However, right of way acquisitions have been accelerated due to willing sellers. The availability of these right of way parcels is occurring ahead of schedule. These changes taken together will result in the need to shift \$2.5 million from the 07-09 biennium and \$3.3 million from the 05-07 biennium, resulting in \$5.8 million being added to the 03-05 biennium. The total cost of the three projects is \$63.3 million and remains unchanged.

U.S. 395, North Spokane Corridor

The 2003 Legislative Transportation Revenue Package appropriated \$189 million for two sections of the North Spokane Corridor project, Francis Avenue to Farwell Road and U.S. 2 to Wandermere and U.S. 2 Lowering. These two projects provide for the construction of four new drivable lanes of the North Spokane Corridor between Farwell Road and Wandermere, including a new connection to U.S. 395 at Wandermere. An interchange at U.S. 2 is also planned for construction and two new drive lanes will be added between Farwell Road and Francis Avenue. Based on a recent cost risk assessment this project is at risk for a major cost increase due to escalating right of way acquisition costs from market increase and court settlements, structure costs from international demand for steel and concrete, current fuel escalation impacts, and increased demand for heavy construction causing a more conservative bidding climate. Assuming the currently identified high-risk items become actual costs, the project estimate for the Nickel funding could increase by as much as \$32 million at completion in 2011 over the \$189 million allocated. WSDOT is revising the estimated cost for this project, and with these increases the expenditure plan for the projects could be impacted in future biennia. This may jeopardize WSDOT’s ability to fully deliver the projects envisioned using the existing Nickel Funding.

Project Delivery

“Watch List” Projects – Cost and Schedule Concerns

SR 520, Bridge Replacement and HOV

A Design Options Workshop was held in early February 2005 to review the project. WSDOT also met with members of the Montlake Community to review their proposal for a high level cable suspended bridge through the Portage Bay/ Montlake/ Arboretum areas. The release of the draft EIS has been delayed six months to December 2005 to provide the additional time needed to evaluate the new design options and the high level bridge concept.

SR 543, I-5 to Canadian Border – Additional Lanes For Freight

Update from the December 31, 2004 *Gray Notebook*. This project continues on the Watch List due to complex right of way acquisition issues. Although right of way acquisition is nearly complete, several relocation issues have developed with the potential of adding significantly to the right of way cost.

Also, as reported in the last *Gray Notebook*, an updated cost estimate was completed in January 2005. The cost update has identified several project elements with a significant risk of increasing the total project cost. An estimated potential increase of approximately \$5.6 million above the budget has been identified primarily due to higher than anticipated traffic control costs, addition of dowel bars excluded from the original estimate but necessary for the project, the addition of retaining walls not in original plans that are necessary to support the sides of detention ponds, and escalation of steel prices.

It is also necessary to delay the advertisement of this project a minimum of five months to allow enough time to make necessary revisions to the wetland mitigation plans in order to receive approval of environmental permits. Approval is expected in August 2005.

WSDOT is in the process of conducting an extensive assessment of the current risks, reviewing the project design scope, as well as beginning a Value Engineering (VE) Study to develop a strategy to remain within the funding authorization. As part of the VE study the project team will perform a cost estimate validation to reduce the likelihood of construction cost overruns. The results of the VE Study, updated right

of way acquisition estimate, and cost reduction strategy with a revised schedule will be reported in the June 30, 2005 *Gray Notebook*.

Other Capital Programs - Rail

Geiger Spur Connection

This project will relocate the spur's current connection to the BNSF mainline in Airway Heights to the Palouse River and Coulee City (PCC) line north of Cheney. The existing five mile spur track serves several rail dependent customers, helping to support 400 manufacturing jobs. However, the Air Force has planned to shut down the spur's mainline rail connection, which runs through Fairchild Air Force Base. To continue existing service, an interim arrangement with the military allows the current line to stay in operation while a permanent solution is developed.

The 2003 Transportation Funding Package provides \$3.5 million in the 2005-2007 biennium to construct an alternative connection around the air base. Since 2003, WSDOT has been concerned that project costs will exceed the early estimate by as much as \$2 million. Spokane County, the owners of the spur track, and the Spokane County Economic Development Council received \$500,000 in federal funds in March 2005. As part of the 2005 Transportation Partnership Funding Package the Legislature included \$1.5 million for this project. However, since there has been a delay in starting the project, WSDOT and Spokane County are jointly developing an updated engineering estimate. It is possible to begin this project; however, if additional funds are needed, the entire project may not be completed in the future without an additional source of funds.

Financial Information

2003 Transportation Funding Package - Paying for the Projects

The first *Beige Pages* (June 2003) displayed the revenue assumptions underlying the 2003 Transportation Funding Package. The revenue forecast has now undergone numerous updates. Legislative action since 2003 has also impacted the underlying assumptions, primarily due to changes to the distribution of revenue from vehicle title fees. The following information incorporates the March 2005 forecast projections. Further refinements to debt service estimates have also been made.

Revenue Forecasts

2003 Transportation Funding Package Highlights: Deposited into the Transportation 2003 (Nickel) Account (established by the 2003 legislature)

- 5¢ increase to the gas tax
- 15% increase in the gross weight fees on trucks

Deposited into the Multimodal Account (established in 2000)

- An additional 0.3% sales tax on new and used vehicles
- A \$20 license plate number retention fee

Forecast Update

The accompanying charts show the current projected revenues over the next ten years (for the new funding sources) as forecasted in March 2005 by the Transportation Revenue Forecast Council. This forecast is compared to the legislature's assumed 'baseline' projections used in the budget-making process back in March 2003. Both cumulative ten-year totals and individual biennial amounts are shown.

Forecast comparisons include actual revenue collection data to date as well as updated projections based on new and revised economic variables. The March 2005 forecast includes 15 months worth of actual revenue receipt information for both gas tax and license, permit and fee receipts.

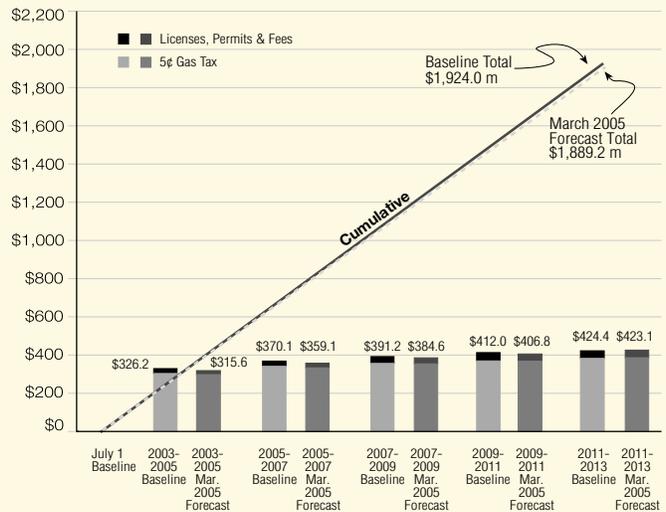
Gas tax receipts for the Transportation 2003 (Nickel) Account, over the ten-year period, are projected to be down from the November 2004 forecast (-0.7%). The forecast for licenses, permits and fees also dropped slightly (-0.5%). Overall, these factors have caused a slight decrease in the ten-year look for the account.

In the Multimodal Account, both vehicle sales tax projections and the plate retention fee are higher than the November forecast resulting in a slight increase in the ten-year look (0.5%). However, forecasted revenues are still closely aligned with the legislative baseline projection.

Transportation 2003 (Nickel) Account Revenue Forecast

March 2003 Legislative Baseline Compared to March 2005 Transportation Revenue Forecast Council

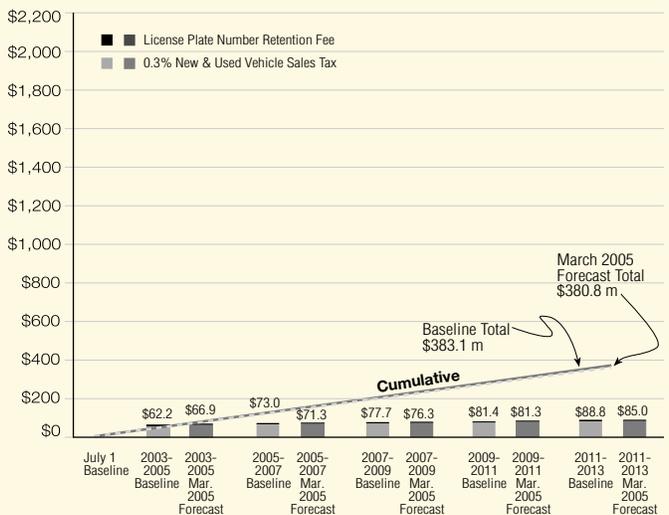
Millions of Dollars



Multimodal Account (New Sources) Revenue Forecast

March 2003 Legislative Baseline Compared to March 2005 Transportation Revenue Forecast Council

Millions of Dollars



Financial Information

Bond Sales Plan for New Authorizations Provided by the 2003 Transportation Funding Package

The 2003 Transportation Funding Package contained two new bond authorizations:

- Gas tax bonds: authorization of \$2.6 billion
- State General Obligation (GO) bonds: authorization of \$349.5 million

The proceeds from these gas tax bonds are used to fund highway projects. The debt service is paid by the revenue generated from the nickel increase in the gas tax. The proceeds from the state GO bonds are used to fund rail and ferry projects. Debt service for these bonds is paid from the Multimodal Account. Receipts from the 0.3% sales tax on new and used vehicles are deposited to the Multimodal Account and augment rental car tax receipts and other fees already directed to this account.

2003-2005 Biennium

For the 2003-2005 biennium, the legislature appropriated \$275 million in proceeds from the gas tax bonds and \$47.7 million from the state GO bonds. The table below shows the bond sales to date.

The final bond sale for the biennium took place in March 2005. Adjustments have been made to the cash flow requirement needs for projects funded by the Transportation 2003 (Nickel) Account, and the ten-year plan has been revised. The financial plan in the next section displays the current projected expenditure plan.

	Assumed Interest Rate	2003 Transportation (Nickel) Account Bonds		Multimodal Bonds (GO Bonds)	
		RCW 47.10.861 Amount Sold	True Interest Cost	RCW 47.10.867 Amount Sold	True Interest Cost
August 2003	5%	\$80,000,000	4.64%	\$0	
February 2004	5%	\$25,000,000	4.41%	\$20,000,000	4.44%
July 2004	5%	\$70,000,000	4.67%	\$0	
March 2005	5%	\$85,000,000	4.47%	\$20,465,000	4.48%
Total Bonds Sold to Date		\$260,000,000		\$40,465,000	

Financial Information

Transportation 2003 (Nickel) Account

The Transportation 2003 (Nickel) account was established in the state treasury to be the repository for the revenue raised by the nickel gas tax increase and the increases in various vehicle licenses, permits and fees. Proceeds of bonds issued under the \$2.6 billion gas tax bond authorization are deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the legislature, and paying debt service and other associated costs for bonds sold to provide debt financing for highway projects. Since gas tax receipts are deposited to this account, the uses are restricted to highway purposes as required by the 18th Amendment of Washington's Constitution. The financial plan below brings together all of the projected sources (tax revenue, bond proceeds, interest earnings) and uses (2003-2005 expected cash flow needs, 10-year projected program expenditures including newly enacted revenues and expenditure plans from the 2005 legislature, and debt service) for this account.

The gas tax receipts forecast for the ten-year period decreased from the November 2004 forecast (\$12.1 million) and the forecast for licenses, permits and fees also decreased (\$12.9 million). Changes to projected sources and uses of funds have been updated to reflect the most current forecast as well as the current projection of adjustments for the 03-05 biennium project expenditures. Outer expenditures have not been adjusted. As changes, either positive or negative, are incorporated into the financial plan the ending balances in the outer biennia are affected. The updated *pro forma* predicts a negative ending balance of approximately \$5.1 million by the end of the 2011-2013 biennium. The November 2004 *pro forma* predicted a negative \$18.4 million ending balance. This change is primarily due to changes in revenue distributions made by the 2005 legislative session.

Key economic factors, tax receipts, and interest rates will continue to change over time. Future updates to forecasts, including actual and revised assumptions pertaining to bond sales and debt service, will continue to affect and change the projected final ending balance.

Transportation 2003 (Nickel) Account Pro Forma 2003-2005 Budget and Ten-Year Financial Plan

March 2005 Forecast with 2005 Enacted Revenues & Expenditures

(dollars in millions)

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
Balance Forward from Previous Biennium	\$0.0	\$50.0	\$9.3	\$30.6	\$35.5	
Minimum Balance	(\$5.0)					
Sources:						
Gas Tax Revenues (new 5¢)	294.9	334.7	353.0	369.0	383.3	1,734.8
Licenses, Permits and Fees Revenues	20.7	25.6	33.1	40.3	41.4	161.2
Interest Earnings	3.8	3.0	3.0	3.0	3.0	15.8
Bond Proceeds	260.0	940.0	863.0	400.0	137.0	2,600.0
Federal Funds	0.0	0.0	0.0	0.0	0.0	0.0
Local Funds	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of Funds	\$579.3	\$1,303.3	\$1,252.1	\$812.3	\$564.7	\$4,511.8
Uses:						
Cost of Bond Issuance	1.0	2.4	2.2	1.0	0.3	6.9
Bond Sale Underwriters Discount	2.1	7.1	6.5	3.0	1.0	19.7
Debt Service Withholding	22.2	114.0	252.0	346.2	384.0	1,118.4
Highway Improvements	492.1	1,175.0	871.9	429.9	215.9	3,184.8
Highway Preservation	1.7	10.6	0.0	0.0	0.0	12.3
Washington State Ferry Construction	5.2	35.0	98.3	27.4	3.9	169.8
Total Uses of Funds	\$524.3	\$1,344.0	\$1,230.8	\$807.4	\$605.2	\$4,511.8
Biennium Ending Balance	\$50.0	\$9.3	\$30.6	\$35.5	(\$5.1)	(\$5.1)

Financial Information

Multimodal Transportation Account

The Multimodal Transportation Account was established in 2000 as the repository for tax revenues and operating and capital expenditures not restricted by the 18th Amendment. The 2003 Transportation Funding Package directs receipts to this account from the additional 0.3% sales tax on new and used vehicles and the license plate number retention fee. The most significant pre-existing tax deposited to this account is the rental car tax. The 2003 Funding Package also directs proceeds from the \$349.5 million state GO bonds authorization to this account.

Because the newest funding package (enacted in April of 2005) also deposits funds from several new sources of revenue into the Multimodal Account, a clear-cut view of the impact of the Nickel Funding package on this account is less visible. New sources of funds that will be deposited to the account include vehicle weight fees, the \$75 fee for motor homes and increased fees for drivers license and related services.

As was displayed at the beginning of the financial pages in this section, forecasts of revenue generated by the 2003 Funding Package are closely aligned with the legislative baseline.

In-depth analysis of the Multimodal Account with all its funding sources and associated expenditure plans is still underway. Future editions of the Gray Notebook will take into account the dynamics of the newly enacted legislation and the impact on this account. Our preliminary analysis indicates that the account is in a positive cash position for the current biennium as well as by the end of the ten-year period.

Program Management Information

Right of Way Acquisition

In 2004, WSDOT acquired 180 parcels on 23 projects funded by the 2003 Transportation Package. Fourteen projects have completed acquisition. Twenty-eight additional cases were sent to the Attorney General's Office for condemnation (see page 20 in the June 30, 2004 *Gray Notebook* about the condemnation process). The condemnation rate was six percent, slightly below the 2001-2003 seven percent rate but still above the historical five percent.

For 2005, 150 parcels on 12 Nickel projects will be needed in advance of project advertisement dates. In addition, work is underway to acquire about 195 parcels on 14 Nickel projects for advertisement in 2006.

The Completed Right of Way Acquisition in 2004

I-5, 2nd Street Bridge – Replace Bridge

I-5, NE 175th St to NE 205th St – Northbound Lane

U.S. 12/SR 124 to McNary Pool – Add Lane

SR 16, 36th to Olympic NW – HOV

SR 16, HOV Improvements, Union to Jackson

SR 24, I-82 to Keys Road

SR 31, Metaline Fall to International Border

SR 161, 204th to 176th Street

U.S. 395, NSC – Francis Avenue to Farwell Road

SR 527, 132nd St. SE to 112th St. SE

I-5, Pierce County Line to Tukwila

SR 16, HOV Improvements – Union to Jackson Avenue

SR 240/I-182 to Richland Y – Add Lanes

SR 240, Richland Y to Columbia Center Interchange

Projects that will Complete Right of Way Acquisition in 2005

I-5 HOV Improvements, S 48th to Pacific Avenue

SR 543, I-5 to International Boundary – Additional Lanes

I-5, SR 526 to Marine View Drive, HOV

I-5, Port of Tacoma to King County Line

SR 9, Nooksack to Cherry

U.S. 12, Attalia Vicinity

I-90 Moses Lake Area Bridge Clearance

SR 270, Pullman to Idaho State Line

SR 516, 208th SE and 209th SE Channelization

SR 9, SR 522 to 212th St. SE Widening (Stages 1B and 2)

SR 202, SR 520 to Sahalee Way (Stage 2)

SR 539, Horton to Tenmile Road

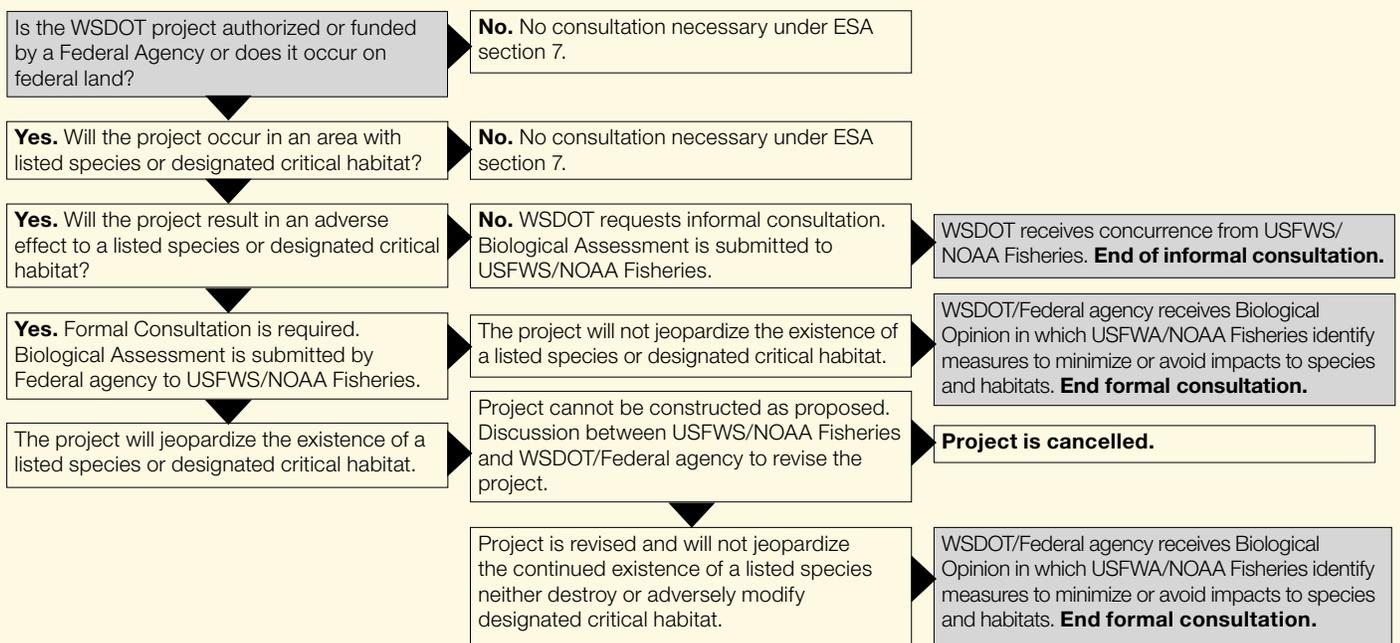
Program Management Information

Environmental Documentation, Review, Permitting, and Compliance

The Endangered Species Act (ESA) requires all projects with federal funds or permits to undergo consultation with the US Fish and Wildlife Service (USFWS) and/or the National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries). WSDOT must evaluate

the effects that a project will have on listed species. Projects with no effect on listed species do not need to undergo consultation. Projects that may affect listed species must undergo either informal or formal consultation.

ESA Consultation Process: US Fish and Wildlife and NOAA Fisheries



Compliance with the Endangered Species Act

2003-2005 Biennium Construction Season

Seven Nickel projects remain to be advertised for construction this biennium according to WSDOT's delivery plan. Five of these projects have completed their Endangered Species Act consultation. Two projects are being managed to advertisement by local agencies and their Endangered Species Act status is unknown.

Compliance with the Endangered Species Act Status for 7 Projects 2003-2005 Biennium	Number of Projects
Endangered Species Act consultation complete	5
Local project – ESA processing by local government	2

Projects with Completed Consultation Process:

- SR 7/SR 507 to SR 512 - Safety
- SR 3/SR 303 Interchange (Waaga Way) - New Ramp
- SR 9/SR 522 to 212th St. SE
- SR 9/228th St SE to 212 St. SE
- SR 99, Aurora Ave N Corridor Project

Program Management Information

Environmental Documentation, Review, Permitting, and Compliance

2005-2007 Biennium Construction Season

WSDOT has completed 21 and started the consultation process on 20 of the 67 Nickel projects for the 2005-2007 construction season. Two projects, (*U.S. 12 Attalia Vicinity - Add Lanes, and SR 522 Interchange*) will be undergoing formal consultation.

ESA Compliance Status for 67 Projects 2005-2007 Biennium	Number of Projects
Endangered Species Act consultation complete	21
Biological Assessment underway	20
Projects lack sufficient information to start the consultation process	26
Local Project- ESA processing by local government	0

Projects with Consultation Completed:

- SR 4 Svensen's Curve – Realignment*
- I-5 Core HOV-S.48th to Pacific Ave*
- I-5/SR 526 to Marine View Drive*
- SR 9 Schloman Road. Vicinity - 256th St. E Vic*
- SR 9, 108th Street NE (Lauck Road)*
- SR 9, Nooksack Rd Vicinity to Cherry St*
- SR 16 Burley Olalla Intersection*
- SR 20/Ducken Road to Rosario Road*
- SR 20/Fredonia to I-5 – Widening*
- SR 22/I-82 to McDonald Road*
- I-90 Moses Lake Area – Bridge Clearance*
- I-405/SR520 to SR 522*
- SR 522, UWBC Camp Access*
- I-90/Seattle to Mercer Island*
- SR 167/NB Ramps to Ellingson Road Signal and Ramp Install*
- I-205 Mill Plain Exit (112th Connector)*
- SR 519 Intermodal Access Project*
- SR 539/Tenmile Road to International Boundary*
- SR 270/ Pullman to Idaho State Line*
- SR 167, 15th St SW to 15th St NW – HOV*
- SR 516, 208th and 209th Ave SE*

Ferry and Rail Projects 2005-2007 Construction Season

Ferry and Rail projects follow the same consultation process that highway construction projects follow. Two ferry projects (Anacortes Terminal Building and the Mukilteo Multimodal Ferry) are scheduled for the 05-07 biennium and both have begun preparing Biological Assessments.

Three rail projects (*Mt. Vernon Siding Upgrade, Bellingham - Georgia Pacific Area Upgrades, PA Junction Curve Realignment and Delta Yard Storage Tracks*) scheduled for the 05-07 biennium will now have the consultation process conducted by Burlington Northern Santa Fe Railway.

Multi-Agency Permitting Team (MAP Team)

The MAP Team is an interagency project designed to demonstrate how WSDOT and regulatory agencies can work together to meet transportation and environmental goals. It is made up of specialists from WSDOT, Department of Ecology, Fish and Wildlife, the U.S. Army Corps of Engineers, and King County Department of Development and Environmental Services. As a result of this effort, WSDOT is getting a more consistent, predictable, and accountable permitting process.

Status of MAP Team Projects

Of the 52 projects formally assigned to the MAP Team, 18 are Nickel projects. Two examples of permitted projects are below.

I-5, SR 526 to Marine View Drive

The MAP Team helped WSDOT's design team develop strategies that reduced environmental impacts and addressed schedule risks. The project received all permits in 54 days, well ahead of the April 2005 due date.

SR 9, SR 522 to 212th St. SE (Stage 1B and 2)

WSDOT's permit application for this project was late. This put real pressure on the permit processing time lines to minimize or avoid schedule slippage. Due to the good working relationships on the MAP Team between WSDOT staff and the staff of the resource agencies, collaborative efforts with WSDOT's project designers led to strong strategies to manage risks to the permits. The turnaround times were prompt, and all but three months of potential slippage in the ad date was recovered. As a result, this project will not miss the construction season. Permits should be completed by mid-April.

Program Management Information

Construction Safety Information

This section of the *Beige Pages* tracks the job site safety record on the 2003 Transportation Funding Package projects. All recordable injuries are recorded for both WSDOT personnel and the contractors engaged by WSDOT to perform the construction work. This information is combined into a single number indicating the total number of recordable injuries per project per quarter. A recordable injury is any work related death and work related illness and injury that results in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid.



Crew members work safely while preparing to pour a concrete foundation for a new sign bridge.

Number of Recordable Injuries

Project and Project Team: Contractor and WSDOT Project Engineer	Oct.-Dec. 2004	Jan.-March 2004
I-5/Salmon Creek to I-205 (Hamilton Construction and Donald Owings, P.E.)	0	0
SR 500/NE 112th St. Gher Rd. Interchange (Tapani UnderGround and Chuck Ruhsenberger, P.E.)	0	0
I-90/Argonne Rd to Sullivan Rd. (Scarsella Bros Inc. and Darrel McCallum, P.E.)	1	0
I- 90/Highline Canal to Elk Heights (Scarsella Bros. Inc. and Paul Gonseth, P.E.)	Complete	Complete
I-90/Ryegrass Summit to Vantage (Superior Paving Co. and Will Smith, P.E.)	0	0
I-182/U.S. 395 Interchange - Roadside Safety	Completed	Complete
SR 124/East Jct. SR 12 - Reconstruction/Curve	Completed	Complete
SR 9/SR 528 Intersection - Signal (Signal Electric Inc. and Marlin Lennssen, P.E.)	0	0
U.S. 97A, Wenatchee North - Paving (Basin Paving Co. and Terry Mattson, P.E.)	0	0
U.S. 395/Kennewick Variable Message Sign (Colvico Inc. and Moe Davarri, P.E.)	Complete	Complete
SR 527, 132nd St. SE to 112th St. SE (KLB Construction Inc. and Marlin Lennsen, P.E.)	2	1
U.S. 395, NSC - Farwell Road Lowering (Max J. Kuney Co. and Robert Hilmes, P.E.)	0	0
SR 161/234th St TO 204th St. E (Scarsella Bros. Inc. and Howard Diep, P.E.)	0	1
SR 16/6th Ave. to Jackson Ave. - HOV (Tri-State Construction, Inc. and Dave Zeigler, P.E.)	Data Not Available	0
SR 203, NE 124th/Novelty Rd. Vic. Roundabout (Wilder Construction Co. and Brian Dobbins, P.E.)	0	0
I-90/Cle Elum River Bridge 90/134 N (Diamaco Inc. and Paul Gonseth, P.E.)	0	0
I-5/Federal Way-S 317th St. HOV (Icon Materials and John Chi, P.E.)	0	1
SR 14, West Camas Slough Bridge (Peterson Brothers Inc. and Donald Owings, P.E.)	Complete	Complete
I-90, Sullivan Rd to Idaho State Line - phase two (Inland Asphalt Co. and Darrel McCallum, P.E.)	0	0
I-5, 2nd St. Bridge Replacement (Mowat Construction Co. and Dave Chrisman, P.E.)	0	2
SR 543, I-5 to International (Condon- Johnson and Associates and Mark Russell, P.E.)	Complete	Complete
SR 21, SR 25/31 Guardrail (Peterson Brothers Inc. and Ken Olson, P.E.)	0	0
SR 18, Covington Way to Maple Valley (Terra Dynamics Inc. and Derek Case, P.E.)	1	0
I-90, Geiger Rd. to U.S. 2 Median Barrier (N.A. Degerstrom Inc. and Robert Hilmes, P.E.)	0	0
SR 240, SR 240/Yakima River Bridge (Wildish Standard Paving Co. and Moe Davari, P.E.)	0	1
SR 900/Newport Way to I-90 - Widening (Mowat Construction Co. and Dave Becher, P.E.)	0	0
SR 18/Maple Valley to Issaquah/Hobart Rd. (Guy F. Atkinson Co. and Derek Case, P.E.)	0	0
SR 528/SR 529 Paving/Columbia Ave. to 55th (Wilder Construction Co. and Marlin Lennsen, P.E.)	0	0
U.S. 12/SR 124 to McNary Pool - Irrigation Work (Ray Poland and Sons and Moe Davari, P.E.)	0	0
SR 31, Metaline Falls to the International Border (M.A. Deatley Construction and Robert Hines, P.E.)	0	0
SR 161, Jovita Blvd. to S 360th St. (Tri-State Construction and Messay Shiferaw, P.E.)	Prior to Start	1
U.S. 12, SR 124 to McNary Pool (Steelman-Duff, Inc and Will Smith, P.E.)	Prior to Start	5
I-5, NE 175th St. to NE 205th St. (Pacific Road and Bridge and Amir Ahmadi, P.E.)	Prior to Start	0
SR 161, 204th St. to 176th St. (Scarsella Brothers and Howard Diep, P.E.)	Prior to Start	0
SR 16, 36th St. to Olympic Drive (Woodworth & Company and Dave Zeigler, P.E.)	Prior to Start	1
I-5, Roanoke Vicinity Noise Wall	Data Not Available	0

Note: This quarter, for the first time, there are more than three projects with injuries. In one case there are more than two injuries on a project. The majority of all injuries reported on this page were minor sprains and strains. However, one was a more severe injury.

Program Management Information

Construction Employment Information

How Many Construction Workers Work on the 2003 Transportation Funding Package Projects?

WSDOT has asked construction contractors on the 2003 Transportation Funding Package projects to provide WSDOT with a “snapshot” estimate of the “average” direct jobsite employment on each Nickel job over the course of the quarter. The following table shows the prime contractors’ responses for their work and their on-site subcontractors on the projects that have gone to construction.



Paul Day of Scarsella Brothers operates machinery.

Average Number of Workers Employed by Prime and Subcontractors

Project/Contractor	Oct. - Dec. 2004	Jan.- March 2004
I-5/Salmon Creek to I-205 (Hamilton Construction and its 50 Subcontractors)	38	26
SR 500/NE 112th St. Gher Rd. Interchange (Tapani UnderGround)	29	Complete
I-90/Argonne Rd. to Sullivan Rd. (Scarsella Bros. and its 26 Subcontractors)	26	6
I- 90/Highline Canal to Elk Heights (Scarsella Bros.)	Complete	Complete
I-90/Ryegrass Summit to Vantage (Superior Paving and its Subcontractors)	16	Complete
I-182/U.S. 395 Interchange - Roadside Safety (Transtate Paving Co.)	Completed	Complete
SR 124/East Jct. U.S. 12 - Reconstruction/Curve (Transtate Paving Co.)	Completed	Complete
SR 9/SR 528 Intersection - Signal (Signal Electric and its 8 Subcontractors)	1	No work
U.S. 97A, Wenatchee North - Paving (Basin Paving)	1	Complete
U.S. 395/Kennewick Variable Message Sign (Colivico)	Complete	Complete
SR 527, 132nd St. SE to 112th St. SE (KLB Construction and its 37 Subcontractors)	22	31
U.S. 395, NSC - Farwell Road Lowering (Max J. Kunej and its 16 Subcontractor)	19	12
SR 161/234th St to 204th St. E (Scarsella Bros. and its 18 Subcontractors)	20	7
SR 16/6th Ave to Jackson Ave. - HOV (Tri-State Construction)	12	Complete
SR 203, NE 124th/Novelty Rd. Vic. Roundabout (Wilder Construction and its 26 Subcontractors)	4	No work
I-90/Cle Elum River Bridge 90/134 N (Diamaco Inc.)	2	Complete
I-5/Federal Way - S 317th St. HOV (Icon Materials and its 35 Subcontractors)	27	45
SR 14, West Camas Slough Bridge (Peterson Brothers and its Subcontractors)	Complete	Complete
I-90, Sullivan Rd to Idaho State Line - phase two (Inland Asphalt and its 9 Subcontractors)	1	No work
I-5, 2nd St. Bridge Replacement (Mowat Construction and its 23 Subcontractors)	20	18
SR 543, I-5 to International (Condon-Johnson and Associates)	Complete	Complete
SR 21, SR 25/231 Guardrail (Peterson Brothers and its 1 Subcontractor)	35	8
SR 18, Covington Way to Maple Valley (Terra Dynamics and its 1 Subcontractor)	1	No work
I-90, Geiger Rd to U.S. 2 Median Barrier (N.A. Degerstrom and its Subcontractors)	2	Complete
SR 240, SR 240/Yakima River Bridge (Wildish Standard Paving and its 4 Subcontractors)	22	15
SR 900/Newport Way to I-90 - Widening (Mowat Construction and its 56 Subcontractors)	27	2
SR 18/Maple Valley to Issaquah/Hobart Rd (Guy F. Atkinson and its 40 Subcontractors)	60	40
SR 528/SR529 Paving/Columbia Ave. to 55th (Wilder Construction and its 10 Subcontractors)	1	No work
U.S. 12, SR 124 to McNary Pool - Irrigation Work (Ray Poland and Sons)	5	Complete
SR 31, Metaline Falls to International Border (M.A. Deatley Construction and its 8 Subcontractors)	3	8
SR 161, Jovita Blvd. to S 360th St. (Tri-State Construction and its 14 Subcontractors)	Prior to Start	2
U.S. 12, SR 124 to McNary Pool (Steelman-Duff, Inc and its 13 Subcontractors)	Prior to Start	31
I-5, NE 175th St. to NE 205th St. (Pacific Road and Bridge and its 15 Subcontractors)	Prior to Start	1
SR 161, 204th St. to 176th St. (Scarsella Brothers and its 9 Subcontractor)	Prior to Start	No work
SR 16, 36th St to Olympic Drive (Woodworth & Company and its 7 Subcontractors)	Prior to Start	No work
I-5, Roanoke Vicinity Noise Wall (Mowat Construction and its 4 Subcontractors)	Data Not Available	5