

Monthly Watch List (April 2013)

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

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

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

Added to Watch List	
<i>Project</i>	<i>Phase/Issue</i>
SR 532/Davis Slough Bridge Replacement - Widening for Flood Prevention (Island, Snohomish)	Design: technical issues
SR 6/Rock Creek Br E - Replace Bridge (Lewis) 6/103 (Related project: 400612B SR 6/Rock Creek Br W - Replace Bridge (Lewis) 6/102)	Design: technical issues

Changes to Last Month's Watch List	
<i>Project</i>	<i>Phase/Issue</i>
U.S. 2/Wenatchee River Bridges - Replace Bridge 2/215 (Chelan) (Related: Chiwaukum Creek, Br 2/212)	Construction: weather, contractor issues, timing problems. No change.
SR 3/Belfair Area - Widening and Safety Improvements (Mason)	Design: design element changes; Right of way: design changes
SR 520 Pontoon Construction Project (Grays Harbor)	Construction: materials

SR 520/Medina to SR 202 Vicinity - Eastside Transit and HOV (King)	Coordination: local concerns, litigation, design changes
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No Changes to Last Month's Watch List	
<i>Project</i>	<i>Phase/Issue</i>
I-5/Portland Ave to Port of Tacoma Rd - NB HOV (Pierce)	Coordination: Tribal government issues; Construction: timing problems
I-5/Portland Ave to Port of Tacoma Rd - SB HOV (Pierce)	Coordination: Tribal government issues; Construction: timing problems
SR 161/24th Street East to Jovita - Add Lanes (Pierce)	Utilities: utility relocations; Construction: timing problems, weather.

Added to Watch List

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

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

This project, budgeted for \$28 million, replaces the 60-year-old bridge over Davis Slough with a wider and higher bridge, and raises and widens approximately ¾ of a mile of roadway on SR 532, between Smith and Eide Roads. The new bridge will provide one lane in each direction, and 14-foot shoulders to better accommodate bicyclists and pedestrians, as well as allow space for vehicle breakdowns. This highway is the only route on and off Camano Island. The new bridge and roadway upgrades will potentially increase safety and protect the roadway from seismic events, floods, collisions, and winter storms.

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

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

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

Current Monthly Status: The advertisement date has been delayed to August 2013, and the operationally complete date has been delayed one year to September 2015. The delays are due to a number of technical issues, including slope stability, stormwater and wetland redesigns. In-water work will be constructed in the second season, rather than the first season as planned.

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

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

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

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

Updates to Watch List

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

Current Monthly Status: The project has been divided into two stages. This project is the first stage. The mileposts have been changed. Stage Two will be completed as a separate project.

Current Monthly Status: The advertisement date has been delayed four months to June 2013, and the Operationally Complete date has been delayed one year to June 2015. The delays are due to revised project limits, which in turn are delaying the planning and acquisition for the right of way.

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

The project is in the design phase; the schedule is at risk. The advertisement date, reported in March, was delayed four months to June 24, 2013. The delay is due to revising the project limits, required to stage the project. The revision delayed the schedule to review and approve the right of way plans for acquisition. Stage Two will be built separately and will extend from milepost 26.34 to milepost 27.08.

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

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

New Br # 5/456E

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

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

This project, budgeted for \$305.8 million, will widen I-5 from Portland Avenue to the Port of Tacoma Road to provide one northbound HOV lane, and four general-purpose lanes in each direction. As part of this project, WSDOT will also construct a new northbound I-5 bridge across the Puyallup River. The bridge will be straighter and wider than the existing bridge. Additionally, the project reconstructs the I-5/SR 167 interchange, improves the Portland Avenue interchange, and repaves all the lanes with concrete on I-5 within the project limits. When complete, the project will reduce congestion and enhance motorist safety.

This project was advertised in June 2012 but the bid opening was canceled. The schedule is at risk. The bid opening delay was to allow more time to negotiate with the Puyallup Tribe on the project's impacts and easement acquisition, and for the in-water work window. The project is expected to be re-advertised later in the year.

The delay to construction has delayed the operationally complete date one year from June 2015 to November 2016.

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

New Br # 5/456W

Current Monthly Status: No change.

Current Monthly Status: The advertisement date has been delayed a year to March 2016. The Operationally Complete date has been delayed a year and a quarter to March 2019. The schedule has been impacted by the delay on the bid opening on the I-5 Portland Ave to Port of Tacoma Rd - NB HOV project. The bid delay is due to time needed to negotiate with the Puyallup Tribe on the project's impacts and acquiring easements.

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

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

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

The operationally complete date has been delayed from Jan 2018 to Mar 2019.

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

Current Monthly Status: Project is on schedule for September 2013 operational completion, and the work resumed in spring 2013.

Previously reported: Project increased by \$214,000 due to more work days required due to excavation, and blasting to remove unforeseen boulders encountered in drilling. Project was in winter shutdown.

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

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

The projects are in the construction phase; the budget and schedule continue to be at risk. The project cost increase of \$1.7 million reported in Gray Notebook 49, has now increased to \$1.9 million. Additional work was required to drill shaft obstructions, excavate roadways, and blast unforeseen large boulders encountered during drilling. This change in excavation methods has increased the number of days the contractors must work, from 100 to an estimated 157 days. The increased number of work days has driven up associated costs by \$241,000.

As reported in Gray Notebook 48 (p. 58), delays caused by the additional excavation work delayed the operationally complete date to September 2013. The bridge girders were set and prepared in November 2012 for winter shutdown, and as reported in Gray Notebook 48 (p. 58), kept the project on schedule. Work has resumed in spring 2013.

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

Current Monthly Status: No change.

Previously reported: The operationally complete date has been delayed to September 2013 due to underground relocation work that is progressing slower than planned. The project cost will increase by \$2.7 million.

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

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

The operationally complete delay of 15 months, from June 2012 to September 2013, has increased the total project cost by \$2.7 million and was included in the Governor's 2013 Budget.

SR 520 Pontoon Construction Project (Grays Harbor)

Current Monthly Status: More pontoons bound for Lake Washington left Aberdeen at the end of April.

Previously reported: Private sector consultant has been appointed to review aspects of this project.

This design-build project, budgeted for a \$367 million contract, built a 55-acre casting facility in Aberdeen to construct 21 longitudinal pontoons (360 feet long by 75 feet

wide), two cross pontoons (240 feet long by 75 feet wide), and ten supplemental stability pontoons (98 feet long by 60 feet wide), for the new SR 520 floating bridge. These pontoons are designed to replace the existing floating bridge in the event of a catastrophic failure. During the course of bridge construction, 44 supplemental stability pontoons (for additional buoyancy and stability) are being built in Tacoma and will be joined with 33 larger longitudinal and cross pontoons built in Aberdeen, for a total of 77 pontoons needed to construct the world's longest floating bridge.

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

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

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

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

The second cycle of pontoons floated out of the Aberdeen casting basin April 28-29. The pontoons remain at the Port of Grays Harbor for inspections and will then be moored until needed for construction on Lake Washington.

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

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

Previously reported: The project received an increase of \$418,000 from local funds for pavement overlay and to modify and relocate utilities.

This design-build project, budgeted for a \$306 million contract, will feature a six-lane SR 520 corridor between Medina and Redmond. The project will build an HOV/transit lane, wider shoulders, and environmental improvements including nine fish-passable stream crossings and associated habitat improvements. It will also add community enhancements like highway lids over the freeway (see Gray Notebook 48, p. 59) that feature bicycle and pedestrian paths, a regional trail extension, and construct two new median transit stops along with other transit improvements. When completed, the project will reduce the potential for serious collisions along the SR 520 corridor, and improve mobility for transit, pedestrians, bicyclists and drivers, as well as improve fish habitat.

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

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

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