

## Monthly Watch List (February 2013)

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.

<b>Added to Watch List</b>	
<i>Project</i>	<i>Phase/Issue</i>
SR 3/Belfair Area - Widening and Safety Improvements	Design: design element changes; Right of way: design changes
I-5/Portland Ave to Port of Tacoma Rd - NB HOV	Coordination: Tribal government issues; Construction: timing problems
I-5/Portland Ave to Port of Tacoma Rd - SB HOV	Coordination: Tribal government issues; Construction: timing problems

<b>Changes to Last Month's Watch List</b>	
<i>Project</i>	<i>Phase/Issue</i>
SR 520 Pontoon Construction Project (Grays Harbor)	Construction: materials. Status update: Cracks found in the second set of pontoons.

<b>No Changes to Last Month's Watch List</b>	
<i>Project</i>	<i>Phase/Issue</i>
U.S. 97/Satus Creek Vicinity – Bridge Replacement (Yakima) (Related: Paving, Safety Work)	Design: design alternatives, materials procurement; Construction: weather.
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 161/24th Street East to Jovita - Add Lanes (Pierce)	Utilities: utility relocations; Construction: timing problems, weather.
SR 520/Medina to SR 202 Vicinity - Eastside Transit and HOV (King)	Coordination: local concerns, litigation, design changes

<b>Issues Resolved and Project Removed from Watch List</b>
No projects were removed in February 2013.

## Added to Watch List

### SR 3/Belfair Area - Widening and Safety Improvements

*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.*

This project, budgeted for \$18.1 million, will extend the center turn lane and provide paved shoulders and sidewalks on both sides of SR 3 from milepost 25.36 to milepost 27.08. The work will address traffic congestion in the business area, safety, bicycle and pedestrian facilities, storm sewer improvements, and stormwater mitigation requirements.

The project is in the design phase; the schedule is at risk. The advertisement date has been delayed four months from February 25, 2013 to June 24, 2013. The delay is due to revising the project limits, which was necessary for staging the project. This in turn delayed the schedule to review and approve the right of way plans for acquisition. The operationally complete date has been delayed one year, from May 25, 2014 to June 26, 2015.

### I-5/Portland Ave to Port of Tacoma Rd - NB HOV New Br # 5/456E

*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.*

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 HOV lane in each direction 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 biennium.

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

I-5/Portland Ave to Port of Tacoma Rd - SB HOV - New Br # 5/456W

*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, replaces the existing southbound bridge over the Puyallup River, completes the I-5/SR 167 interchange reconstruction, rehabilitates concrete, and builds and paves a southbound HOV lane from Portland Ave to Port of Tacoma Rd I/C. 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.

### **Projects with Pending Changes Yet to be Resolved**

U.S. 97/Satus Creek Vicinity – Bridge Replacement (Yakima)

<i>Current Monthly Status: No change</i>
<i>Previously reported: Operational completion has been rescheduled for June 2013 due to slow progress caused by delays in negotiating rock sources, a design change, winter weather, and the fire season.</i>

(Related projects: U.S. 97/Satus Creek Vicinity – Paving and U.S. 97/Satus Creek Vicinity – Safety Work)

This combined project, budgeted for \$13.4 million, will replace a 70-year old, structurally deficient bridge across Satus Creek with a wider, longer bridge. It will also realign U.S. 97, widen shoulders, upgrade pavement, and remove obstructions. When completed, the improvements will potentially reduce the collisions and improve sight distance for drivers.

This project is in construction and the operationally complete date has been delayed eight months from October 2012 to June 2013. As reported in the Gray Notebook 47 (p. 64), progress had already slowed due to a change in design and negotiations in finding a source for rock materials. A two-week fire closure during summer 2012 further delayed the project. The contractor has shut down the project due to winter weather. Because of the delay, US 97 traffic must continue to use the detour bridge, with potential risks of pavement deterioration to the bridge deck, scour problems at the abutments, and structural damage to the bridge during

spring flooding. WSDOT is closely monitoring the situation and will take corrective action if needed.

The total cost on this combined project decreased by \$700,000, due to favorable bids.

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

*Current Monthly Status: No change*

*Previously reported: Since December 2012, there is another cost increase of \$200,000 due to boulders, cobbles, and a rock shelf obstructing work on Chiwaukum Creek bridge. The total cost increase on these projects is now \$1.7 million.*

(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 \$1.5 million reported in Gray Notebook 48 (p. 62) has now increased to \$1.7 million. Costs are due to removing unforeseen boulders, cobbles, and a rock shelf obstructing the drilling for shafts, as well as change orders and costs associated with delays in bridge construction.

As reported in Gray Notebook 47 (p. 65), the operationally complete date has been delayed by nine months to September 2013 due to higher than expected water levels and unforeseen nested boulders encountered while drilling.

At the end of November 2012, the bridge's girders were set and prepared for winter. Completion of this work keeps the project on schedule with the new September 2013 completion date.

WSDOT continues to monitor the schedule. The increase has been included in the Governor's 2013 Budget.

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 47 (p. 65), the slow progress on utility relocation and trench construction due to underground utility conflicts delayed the project. Winter weather has also further delayed progress. The operationally complete delay of 15 months, from June 2012 to September 2013, is expected to increase the total project cost by \$2.7 million. The increase has been included in the Governor's 2013 Budget.

SR 520 Pontoon Construction Project (Grays Harbor)

*Current Monthly Status: Cracks continue to be found in the second set of pontoons.*

*Previously reported: Six more pontoons floated out from Port of Tacoma as part of the second cycle of pontoons for the SR 520 Bridge.*

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 47 (pp. 65-55), repairs were made to the spalling and cracking that appeared on four of the first cycle pontoons that floated out on July 30, 2012.

An independent expert panel was convened to evaluate the probable causes of spalling and cracking in the first cycle of pontoons. After the panel's findings, WSDOT made changes to the second cycle, to avoid spalling and reduce cracking. In November, onsite inspectors determined that rebar in three completed pontoons provided the required structural capacity. In December, two new members were added to the Expert Review Panel. The panel was established to review design, materials, construction methods, and the overall integrity of the pontoons.

On January 28, 2013, six more pontoons were floated out from Tacoma, as part of the second of six cycles of pontoons built in Tacoma.

Cracks continue to be found in the second set of pontoons.

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

<i>Current Monthly Status: No change.</i>
<i>Previously reported: The project received an increase of \$418,000 from local funds for pavement overlay and to modify and relocate utilities.</i>

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 a 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 46, pp. 57-58) 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 47 (p. 66), 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 in resolving geotechnical considerations in the area. Negotiations are completed 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 summer 2013.

Construction has been slowed due to delays at the 84<sup>th</sup> Avenue Interchange and in the Fairweather Basin area. The lawsuit by the Fairweather Basin residents alleging reduced property values as a result of project actions, was resolved in November 2012, a few months earlier than the expected 2013 resolution.

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