

Highway Construction Program

Monthly Delivery Progress Report Watch List

January 2017

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

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

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

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

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

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

Summary

Delivery Progress Report Summary Table as of January 31, 2017, with issues based on a monthly update.

New in January 2017	
Project	Phase/Issue
I-5/SR 510 Interchange - Reconstruct Interchange (Thurston) 300502C (CWA Revenue Package)	Design: scope change, design element
SR 14/West Camas Slough Bridge-Bridge Widening (Clark) 401419A (CWA Revenue Package)	Design: scope change, design element
SR 14/E of Bingen - Port of Klickitat Access Improvements (Klickitat) 401419B (CWA Revenue Package)	Design: schedule delay
US 101/Lynch Road - Safety Improvements (Mason) 310103G (CWA Revenue Package)	Design: schedule delay
US 395/North Spokane Corridor - New Construction (Spokane) 600015A (CWA Revenue Package)	Design: schedule delay

Changes from Prior Month	
Project	Phase/Issue
None	

No Changes from Prior Month

Project	Phase/Issue
SR 99/S King St Vic to Roy St - Viaduct Replacement (King) 809936E	Construction: cost estimate, schedule update

Removed in January 2017

Project	Phase/Issue
SR 14/E of Bingen - Port of Klickitat Access Improvements (Klickitat) 401419B (CWA Revenue Package)	Design: schedule delay
US 101/Lynch Road - Safety Improvements (Mason) 310103G (CWA Revenue Package)	Design: schedule delay

Project Detail

Below is the detail behind the above summary.

New in January 2017

I-5/SR 510 Interchange - Reconstruct Interchange (Thurston) 300502C

Issue: WSDOT is requesting a scope change to remove the specific interchange type 'Single Point Urban Interchange' (SPUI) from the project description.

The available funding for the project is not sufficient to construct a SPUI. Additionally, traffic modeling indicates that a Diverging Diamond Interchange (DDI) performs better and at a significantly reduced project cost. The lead project proponent, the City of Lacey, was part of the Value Engineering workshop that recommended the proposed change. The City Council is in full support of constructing a Diverging Diamond Interchange.

SR 14/West Camas Slough Bridge-Bridge Widening (Clark) 401419A

Issue: WSDOT is requesting a scope change on this project that will defer the improvements and shift funding.

Originally, this project was to widen and retrofit the bridge to increase capacity and reduce travel time to accommodate expected residential, commercial, and industrial growth on SR 14. The agency request is to defer the SR 14 West Camas Slough Bridge and shift the funding to another project on the SR 14 Corridor. Funding will go towards addressing congestion on SR 14 from the SR 14/I-205 Interchange to SE 164th Avenue. Initial concepts for the project include constructing auxiliary lanes in both directions between the interchanges and modifying the ramp configuration from I-205 to eastbound SR 14.

Community engagement and practical solution implementation will further refine the scope and operational elements of the project. The cities of Vancouver, Camas, and Washougal as well as the Port of Camas/Washougal support this proposed change and are committed to working with WSDOT to identify the best application of these funds to reduce traffic delays along SR 14.

SR 14/E of Bingen - Port of Klickitat Access Improvements (Klickitat) 401419B

Issue: The schedule is delayed one year. This project is being reported and removed from this list.

This project will construct a grade-separated rail crossing to improve access to the Port of Klickitat.

The project is moving forward in the design phase with community engagement as well as a transportation study to select a preferred alternative. Community engagement and practical solution implementation will further refine the scope and operational elements of the project.

The schedule is being delayed one year to select an alternative. Advertisement is being delayed one year, from February 2019 to March 2020 and operational completion is being delayed one year, from November 2020 to November 2021.

US 101/Lynch Road - Safety Improvements (Mason) 310103G

Issue: The schedule is delayed one year. This project is being reported and removed from this list.

A statewide analysis has identified this location as a Collision Analysis Location. The project will use least cost planning principles to identify and implement countermeasures to reduce the frequency and severity of collisions at this intersection.

This project needs to go through a practical solutions exercise before moving forward with the design. Advertisement date is being delayed one year, from June 2017 to May 2018, to make this possible.

US 395/North Spokane Corridor - New Construction (Spokane) 600015A

Issue: WSDOT must find an alternative to capping and covering a railroad black tank site.

This roadway project completes the corridor from Francis Avenue to an interim connection with I-90. In addition, it would complete the corridor to the Trent Avenue Interchange.

The original plan for this project was to cap and cover the railroad's black tank site and build the roadway over the top. The Department of Ecology no longer supports this solution. Options for cleaning up the Bunker C heavy fuel that is 170 feet underground have not been determined yet.

The clean-up of the site may take seven years to complete and will delay the project at least this amount of time. If the roadway alignment is moved to go around the site, there will be an additional cost, estimated at \$20 million, and WSDOT is likely to see public resistance to it. WSDOT is currently considering alternatives.

No Changes from Prior Month

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

Status: No Change.

Previously reported: The original tunnel contract opening date was November 2016. The Seattle Tunnel Partners (STP), the design build contractor, first delayed the opening to spring of 2018. According to their new schedule, the estimated completion date for the tunnel is November 2018. After STP hands over the tunnel to the state, work must be done to connect the new tunnel to SR 99 in the south and Aurora Avenue North in the north. Based on STP's schedule, WSDOT estimates the tunnel would be open to traffic in early 2019. The state cannot verify STP's schedule.

Based on a preliminary review of the budget, the program anticipates a cash-flow need of up to \$60 million in the 2017-19 biennium, to ensure continued progress. Looking toward completion of the viaduct replacement program, the program estimates a total provisional budget need of \$223 million. Funds from litigation, insurance claims, and

savings from unpaid early completion incentives may offset some of the costs. Due to litigation, funding sources may not be resolved until after the tunnel is open to traffic.

Update to the November 2016 report: The Program completed a Cost Risk Evaluation that included statistical modeling to update the total program budget. The program total budget need was reduced to \$167 million (from \$223 million). Of this amount, \$18 million will be covered by local funding.

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