

# 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 online on 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 (QPR). 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 "hot links" found in the online version of the *Gray Notebook*, the Projects navigation bar and direct links to several of the largest projects under the Projects Navigation page. Project pages can also be accessed from any WSDOT web page by clicking on the "projects" tab at the top of every page.

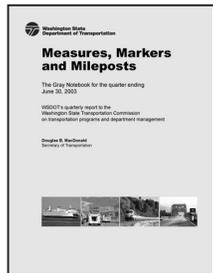
WSDOT's home page can be found at: [www.wsdot.wa.gov/](http://www.wsdot.wa.gov/).

The screenshot shows the WSDOT website home page with various navigation and content sections. On the right side, three arrows point to specific navigation bars: 'Accountability' points to the 'Accountability' bar, 'Projects' points to the 'Projects' bar, and 'Project Pages' points to the 'Project Pages' bar.

# Project Reporting on the 2003 Transportation Funding Package

## Project Reporting

### Project Information Roadmap



Gray Notebook



Home Page

### Project Page

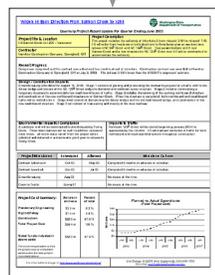
Project Pages report on all WSDOT 2003 Transportation Funding Package (Nickel) projects. Project Pages provide detailed information updated regularly:

- 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.

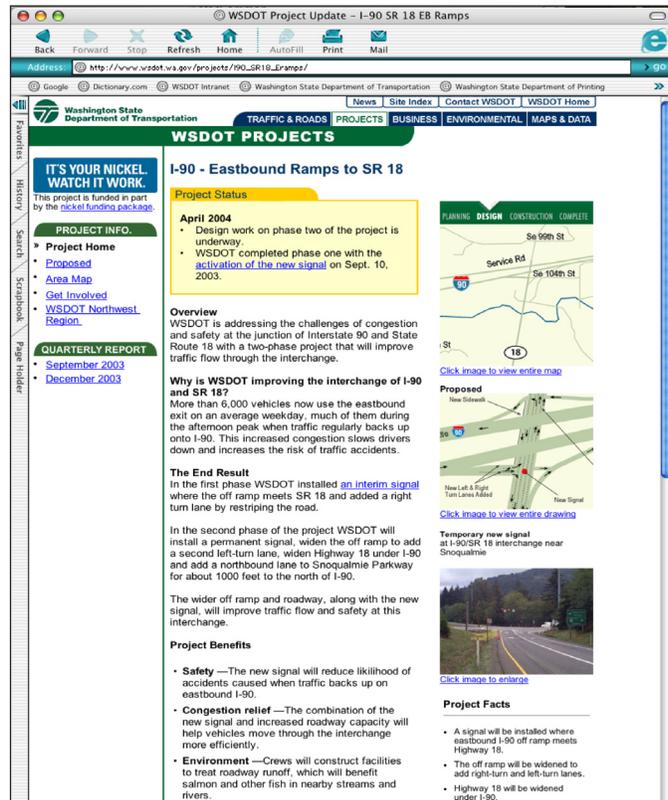
Project Pages provide details on overall project vision, funding components, financial tables, milestones, status description, problem discussions, risk and challenges, forecasting, maps, photos, links and more.

Currently, approximately 195 Project Pages, of which 111 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/](http://www.wsdot.wa.gov/projects/)



# Current Project Highlights and Accomplishments

## Summary of Project Advertisements, Awards and Completions

This is WSDOT's report of quarterly developments in the delivery of the 2003 Transportation Funding Package for the quarter ending September 30, 2004. This report focuses on project delivery conforming to adjustments adopted by the Legislature and passed in the 2004 Supplemental Transportation Budget and development of the 05-07 Capital Improvement and Preservation Program.

Project information for this report is gathered from a variety of sources within WSDOT and is principally the responsibility of the regional administrators and their project teams. As

a regular part of its project management and accountability for the Legislature's 2003 Transportation Funding Package, a team of senior WSDOT managers from Olympia meets in each region every quarter to perform due diligence on progress and status for 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 and the Transportation Commission.

### Biennium To Date

#### Projects Advertised and Completed

As of September 30, 2004, 24 highway projects in the 2003 Transportation Funding Package have been advertised, 5 of the 24 have been completed.

#### Projects Completed

- 1) 97A, Entiat Park Entrance – Turn Lanes
- 2) I-90, Highline Canal to Elk Heights –Truck Climbing Lanes
- 3) I-90, Sullivan –State Line Median Barrier
- 4) SR 124, East Jct SR 12 – Reconstruction
- 5) I-182/U.S. 395 Interchange – Roadside Safety

#### Projects Advertised

- 6) I-5, 2nd Street Bridge – Replace Bridge
- 7) I-5, Salmon Creek to I-205
- 8) I-5, Roanoke Vicinity Noise Wall
- 9) SR 9/SR 528 Intersection – Signal
- 10) SR 18, Covington to Maple Valley Highway
- 11) SR 31, Metaline Fall to International Border
- 12) I-90, Argonne to Sullivan Road  
(includes: I-90, Argonne to Pine Road)
- 13) I-90, Eastbound Ramps to SR 18 - Signal
- 14) I-90, Cle Elum River Bridge
- 15) I-90, Ryegrass Summit to Vantage –Truck Climbing Lanes
- 16) I-90, Geiger Road to US 2 Median Barrier
- 17) SR 161, 234th Street to 204th Street E
- 18) SR 203, NE 124th/Novelty Rd. Vic
- 19) U.S. 395, Kennewick Variable Message Sign
- 20) U.S. 395, NSC-Francis Avenue to Farwell Road
- 21) SR 500, NE 112th Ave. – Interchange
- 22) SR 527, 132nd St. SE to 112th St. SE

#### Projects Advertised But Not Awarded

- 23) SR 16, HOV - Union Ave to Jackson Avenue
- 24) SR 161, Jovita Blvd to S. 360th Street

### Projects Awarded (includes completed projects)

The total of the award amounts for the 22 projects is \$142 million. The total of the pre-bid engineer's estimate for the awarded construction contracts is \$148 million. Two projects have been advertised, but not awarded. These projects have not been included in the engineer's estimate of \$148 million.

#### Delayed / Deferred Projects

As previously reported, five projects scheduled to be advertised prior to September 30 have not been advertised. The circumstances of these five projects are as follows (more detail is provided later in this report):

#### SR 7/SR 507 to SR 512 – Safety

WSDOT was requested to delay the project by local and state elected officials 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 January 2005.

#### SR 9, Nooksack Rd. Vic. To Cherry Street

Right of way issues as described in *Gray Notebook* for September 30, 2003 deferred the project to the 05-07 biennium.

#### SR 161, 204th to 176th Street

This is the second stage of a project that was split into two stages to better accommodate construction work and lessen impacts to the public in this corridor. The advertisement date is now set for November 2004.

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

Funding uncertainties had caused the design of this project to sit "on the shelf" for many years, and therefore additional time has been needed for re-design of stormwater treatment, wetland mitigation and floodplain investigations to meet new environmental requirements. This project now has a planned advertisement date of October 2005.

#### SR 522/I-5 to I-405

As reported in *Gray Notebook* for December 31, 2003, coordinating work on this project with the City of Lake Forest Park, has caused the project to be deferred to the 05-07 biennium.

# Current Project Highlights and Accomplishments

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

### Projects Advertised:

#### **I-5, Roanoke Vicinity Noise Wall**

The first stage of this project was advertised on July 19, 2004 and awarded on August 20, 2004 for \$543,000. The second stage is being designed to accommodate the needs of the City of Seattle and to change the tieback anchor foundations for the noise walls. Stage two will be advertised in early 2005. This will result in a carry forward of \$200,000 in construction funds to the 2005-2007 biennium.

#### **SR 18, Covington Way to Maple Valley**

This project will complete the re-vegetation work between Covington Way and Maple Valley. The contract was advertised in July 2004 and awarded in August 2004 for \$3.9 million, with major planting work expected to begin in June 2005 as plant material becomes available. The contractor is currently performing plant establishment and related activities in areas prepared during the previous roadway widening contract, and planting work is expected to be completed by summer 2006. However, monitoring of the plant establishment activities will continue through late spring 2010. WSDOT’s Northwest Region is currently evaluating the schedule for this project and may be reporting an expenditure delay during the next quarter.

#### **SR 31, Metaline Falls to International Border**

Stage one of this project reconstructs the roadway to provide for all weather operations and stage two is the replacement of the Sullivan Creek Bridge. Stage one of the project was advertised on September 7, 2004 with the bid opening scheduled for October 14, 2004. The design and initial surveying for replacing the Sullivan Creek Bridge has been started on this project.

#### **SR 161, Jovita Blvd to South 360th Street**

The SR 161 widening project will improve traffic flow and reduce congestion and accidents. The roadway in the residential areas between Military Road South and South 360th will be four lanes with left turn lanes at designated intersections. The roadway in the commercial areas between Milton Way and Military Road South will have four through lanes and a two-way center left turn lane. The project was advertised on September 27, 2004. Bid opening is scheduled for December 8, 2004. This project will begin during the 2005 construction season.

#### **I-90, Geiger Road to U.S. 2 Median Barrier**

This project installs 2.4 miles of concrete median barrier to prevent vehicles from crossing into the opposing lanes of traffic. The project was advertised two months ahead of schedule on July 19, 2004 and awarded August 18, 2004 for \$501,000. Work on this project was started on September 13, 2004 with an estimated completion time of six to eight weeks.

# Current Project Highlights and Accomplishments

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## Construction Highlights

Several of the highway projects funded by the Nickel Account are now under construction. More details can be found in the respective on-line Project Pages at [www.wsdot.wa.gov/projects](http://www.wsdot.wa.gov/projects).

### Highway Construction Program

#### **I-5, Widen Each Direction From Salmon Creek to I-205**

The new bridge crossing over I-5 at NE 129th Street has been completed and is now open to traffic. Over the winter, landscaping, painting the retaining walls, and minor work items will be completed. To prepare for the next stage of construction, I-5 mainline traffic has been shifted onto the detour bridge. WSDOT has completed the demolition of the I-5 bridge over Salmon Creek and new shafts and columns have been completed in part for the piers of the new bridge. Roadway excavation, embankment operations and retaining wall construction are under way to accommodate the widening of the northbound lane. To alleviate some potential conflicts in the environmental requirements, WSDOT worked with the environmental permitting agencies to realign the stream channel and redesign the retaining wall. The cost of the stream realignment and redesign will add approximately \$500,000 to the cost of this project.

#### **I-5, 2nd Street Bridge – Replace Bridge**

This \$12 million project removes and replaces the 2nd Street Bridge over I-5 in Mount Vernon. The existing bridge has the lowest clearance over I-5 between Canada and Mexico. Due to the low clearance, taller trucks are required to detour around the bridge by using city streets, resulting in city street congestion and slower freight movement. The contractor has indicated it will be using the traffic control plans set up for this contract instead of developing a new detour plan. A ground breaking ceremony for this project was held in Mt. Vernon on August 31, 2004. Construction began on August 9, 2004 and will take 11 - 15 months to complete requiring the bridge to be closed to traffic for up to a year. The planned opening of the new bridge is September 2005.

#### **I-90, Ryegrass Summit to Vantage – Truck Passing Lanes**

This project constructs a new ten-mile long truck climbing/passing lane on I-90 westbound in three stages from Vantage to the Ryegrass summit. Work on the first and second stages is now complete. Both stages (six miles in total) were opened to traffic prior to the July 4th holiday. The third stage is currently being constructed. All I-90 traffic now detours four miles

on the eastbound lanes around the third stage of construction. The eastbound lanes are configured to provide one lane eastbound and two lanes westbound, separated by a concrete median barrier. This detour configuration keeps traffic away from the work zone, providing a safer work environment and making it easier for the traveling public to navigate through the construction zone. A ribbon cutting ceremony is scheduled for November 17th to celebrate the successful completion of this project and the official opening of the new westbound lanes.

#### **I-90, Build Lanes from Argonne to Pines Road**

This project constructs one additional lane in each direction on I-90 and is approximately fifty percent complete. Work is proceeding to reconstruct the eastbound lanes, including drainage, noise walls, signage, and illumination. A significant milestone was met when eastbound traffic was routed to the second detour sequence on August 21, 2004. No additional impact to traffic is expected for the work remaining in this stage until early November 2004. At that time, eastbound traffic will be routed to a temporary configuration on the new paved sections of I-90 eastbound in preparation for the next detour sequence. The project remains within budget and on schedule with a planned open to traffic date of November 2005.

#### **I-90, Cle Elum River Bridge**

Due to an unanticipated delay caused by the worldwide reduced availability of structural steel, project work was suspended and the anticipated completion date has been delayed until sometime late in the fall of 2004. Delivery of the steel from the fabricators is expected during October 2004. In anticipation of receiving the steel, the detour route has been completed and is ready for use.

#### **U.S. 395, Kennewick Variable Message Sign**

This project installs a Variable Message Sign (VMS) and camera near the north end of the Columbia River Bridge on U.S. 395 to warn drivers of congestion and accidents. Work started July 26, 2004 and is substantially complete, except for some adjustments to the camera and the video server. The adjustments are expected to make the camera and server operational by November 2004. There will be two months of additional work to connect the VMS to the WSDOT Traffic Management System.

# Current Project Highlights and Accomplishments

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## **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.

Work began on the first contract, Farwell Lowering, in late March 2004, with the construction and opening of the detour route in April 2004. Clearing of trees and brush, soil compaction, and placement of the new Kaiser outfall pipe have been completed. Girders on the mainline bridges were set and completed in September 2004. Paving of Farwell Road has begun and is scheduled to be complete by the end of October 2004. This phase of the project is approximately 51 percent complete.

Plan preparation is nearly complete for the second contract, Gerlach to Wandermere Grading. The project is on schedule for advertisement in November 2004. The right of way acquisition for this phase is being completed, with three parcels remaining to be purchased.

## **SR 500, NE 112th Avenue – Interchange**

This project constructs a new interchange on SR 500 at NE 112th Ave/Gher Road. The project remains on schedule and within budget and is approximately 84 percent complete. Both bridges are complete and open to traffic in addition to the work on NE 112th Ave. The ramps on the south side of the interchange have been finished and the ramps on the north side of the interchange are being constructed. The interchange is expected to be fully functional, with all lanes and ramps open, by the fall of 2004.

## **Project Completions:**

### **I-90, Highline Canal to Elk Heights – Truck Passing Lanes**

This project constructed one truck climbing/passing lane on eastbound I-90, east of the Indian John Rest Area. The project was finished and open to traffic on August 12, 2004.

### **I-90, Sullivan-State Line Median Barrier (Advertised, awarded and completed in the same quarter)**

This project was advertised on July 19, 2004, awarded August 18, 2004, and completed September 22, 2004. To gain more efficiency, reduce construction costs and minimize impacts to the traveling public, WSDOT combined the guardrail work with a paving project in the same area.

## **Other Highlights and Accomplishments**

### **SR 202, 244th Avenue NE Intersection**

This project will construct a traffic signal and a right turn lane from 244th Avenue onto SR 202. The local school district has requested an acceleration of this project because school buses have difficulty accessing SR 202 from 244th Avenue. WSDOT is exploring options to accelerate the right of way acquisition, with the goal of having the traffic signal operational and in use by September 2005. Decisions on these options will be reported next quarter.

### **SR 202, Preston – Fall City Road & SR 203**

This project improves the intersections at the SR 202, Preston-Fall City Road and SR 202/SR 203. After further evaluation of the proposed improvements and the impact on traffic flow, it has been decided to construct a roundabout at the SR 202/SR 203 intersection and leave the SR 202, Preston-Fall City Road intersection in its current configuration. This proposal achieves the desired traffic flow benefits without adversely affecting local businesses, and therefore has received community support.

### **SR 270, Pullman to Idaho State Line – Additional Lanes**

Due to construction cost impacts related to soil conditions and frontage roads, this project was revised from a four-lane divided highway to a four-lane highway with a continuous center turn lane. As previously reported, design work effort is focused on revising the environmental documentation, assessing right of way needs, and contract plans. These changes will maintain the original cost expectations and improve roadway safety. Due to the design changes, the advertisement date has been delayed ten months to November 2005, and the open-to-traffic date will be delayed to November 2007. Deferred spending of \$2.4 million from the 2003-2005 biennium into the 2007-2009 was approved by the Washington State Transportation Commission last quarter.

### **U.S. 395, NSC-U.S. 2 to Wandermere & U.S. 2 Lowering**

During the design phase of this project, a geotechnical study was performed to find the best method for handling known perched water tables where U.S. 2 has to be lowered for interchange construction. While groundwater was anticipated at the site, the quantity of groundwater was a surprise. Elimination of the groundwater is required and may take a year or more to remove. The project office is reviewing solutions to address this site condition to include developing a separate

# Current Project Highlights and Accomplishments

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dewatering contract that would dewater the site prior to the start of construction. If this is the selected option, the contractor could begin the dewatering process in the summer of 2005 without delaying the 2008 completion of the project. Cost estimates are currently being developed for this work.

## 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. Work has started on the trans-load facility in Morton. Full completion is anticipated by the end of the biennium.

### High Speed Crossovers-Titlow

This project will construct a universal crossover near Titlow Park in Tacoma. Burlington Northern Santa Fe (BNSF) has selected a contractor and work will begin by November 2004, with completion scheduled for July 2005.

## Other Capital Programs - Ferries:

### Anacortes Multimodal Terminal

In 1997, WSF completed a master plan for a new Anacortes Multi-Modal Terminal. The project will modernize the existing ferry terminal, which serves four different San Juan Island destinations and WSF's international route to Sidney, B.C. Project elements over the next ten years include improving upland for improving site circulation, replacing and expanding the terminal building and relocating the tie-up slips to deeper water. One of the relocated tie-up slips will include a new access trestle capable of loading and unloading service vehicles. The design report for the tie-up element of the project was completed in August 2004. Plans and specifications are expected to be completed in November 2004. The Anacortes Multimodal project has been selected to use the General Contractor Construction Manager (GCCM) delivery method. The low GCCM bidder will assume the role of construction manager, responsibility for the constructability review of the design documents and, if necessary, function as the value engineer. WSF has received executive approval and FHWA concurrence to proceed toward procurement documents and anticipates having 30% of the design completed by the spring of 2005. Activity this biennium has been directed toward evaluating the 1997 Master Plan in comparison to WSF's

current business goals and operational needs.

### Third Replacement Auto/Passenger Ferry

Total vessel acquisition costs for the four replacement vessels have not changed, however, WSDOT has discussed a revised funding strategy for the third vessel with the 2004 Legislature. Initially, in response to the Legislature's direction to use Washington shipyards, the third replacement auto/passenger ferry was to be built with Nickel revenues. Because projects that receive federal funding stipulate that contracts be advertised on a nation-wide basis, the legislative policy of "Built in Washington" precludes WSDOT from using federal funding.

WSDOT is currently working on strategies for gaining federal participation in the new vessel acquisition. The national advertisement of long lead-time items, such as propulsion systems, will be pursued separately from the shipyard contract. This would allow WSDOT to keep the shipyard construction contract in Washington, while procuring machinery eligible for federal funding. WSDOT is seeking up to \$20 million in federal funding.

### Mukilteo Multimodal Terminal

This Nickel project has a companion project funded by pre-existing state revenues and federal grants. Work accomplished through June 2004 has been charged to the companion project rather than the Nickel project. The companion project is expected to receive \$5.8 million in federal funds, which fully funds WSDOT's concept for the new terminal. The Master Plan has been finalized and the City of Mukilteo Council has endorsed the preferred concept. The environmental scoping process will begin in October 2004 and value engineering will occur in November 2004. The Port is cautiously optimistic that the federal surplus tank farm property conveyance will occur by the end of 2004. The Multimodal Terminal is within budget and on track to finish as scheduled by July 2010.

### Catch-Up Preservation

This project addresses the backlog of deferred Ferry System preservation work and facilitates WSF reaching the preservation performance standards established by the Legislature's Joint Task Force on Ferries. Based on continuous assessment of preservation needs, the elements of this project have been revised to include dolphins at Anacortes, Bremerton, Kingston, Lopez, Orcas, Shaw, Tahlequah, and Vashon; aprons at Anacortes, Bremerton, Lopez, and Point Defiance; a trestle replacement at Lopez; transfer span retrofits at Tahlequah and

# Current Project Highlights and Accomplishments

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Vashon; and upland preservation at Orcas and Point Defiance. The revised expenditure plan reflects the acceleration of work into the 2003-2005 biennium and the addition of funds newly allocated from the 2013-2015 biennium.

WSF identified two projects that accelerate ferry preservation work into the 2003-2005 biennium and which need to be performed immediately using catch-up preservation funds: the Lopez Dolphin Replacement Project and the Tahlequah Dolphin Replacement Project. Design work for both projects started in February 2004. The Lopez design is ongoing, with various alternatives under consideration, and will continue through the rest of this biennium. The Tahlequah design was completed in May 2004 and the project was advertised in June 2004. Construction at Tahlequah began in July 2004, with project completion planned for November 2004.

## Highway Construction Program: Difficult Challenges Continue to be Faced by a Major Project

### SR 16, HOV Improvements – Union Avenue to Jackson Avenue

As reported in the June 2004 *Gray Notebook*, this project, which completes the HOV system on a critical section of SR 16 between I-5 and the Tacoma Narrows Bridge, is one of the most important and most time-sensitive of the early Nickel account projects. This is due to the need for the completion of this project to coincide with the opening of the Tacoma Narrows Bridge.

The project was advertised in March 2004, with a scheduled bid opening in May 2004. However, the opening of the bid was delayed because of administrative procedures - one at the Department of Ecology and one at the City of Tacoma. This action was taken in response to private citizens, who challenged two of the project's key environmental permits. One challenge is rooted in a landowners' opposition to WSDOT acquiring a portion of their property necessary to support a nearby wetlands enhancement and preservation project, which had been agreed to by WSDOT, city, state, and federal regulatory officials, as compensatory mitigation for project impacts on the right of way. The second challenge contests the extent of the Department of Ecology's authority to regulate wetlands.

WSDOT has reached a tentative agreement with the citizens who initiated these challenges and is negotiating these issues

through the Attorney General's Office. WSDOT is in the process of revising the wetland mitigation plans that will be submitted to the City of Tacoma and the Army Corps of Engineers. These changes resulted in developing a new 'out-of-kind' mitigation plan acceptable to the Washington State Department of Ecology. WSDOT's goal is to have all revised plans submitted to all agencies for approval by the end of November 2004, with a hope of opening bids prior to spring 2005.

As reported last quarter, since the opening of bids was being delayed until late in 2004, WSDOT is requesting to delay \$28.8 million for the 2003-2005 biennium, moving \$16.2 million to the 2005-2007 biennium and \$12.6 million the 2007-2009 biennium. Working with engineering consultants, WSDOT has sequenced the construction of two bridges in the project to allow for acceleration of other construction activities during the 2005 construction season and delaying some construction activities until 2006. These changes were approved by the Washington State Transportation Commission last quarter.

These refinements take into account the loss of the 2004 construction season and the proposed delay of the open to traffic date by nine months, to November 2006. However, even with these delays, the plan continues to be that the project will be delivered as originally intended, in time for the opening of the new Tacoma Narrows Bridge in 2007.

# Project Delivery

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## Proposed Adjustments to Delivery Planning

Meeting schedule, budget and scope expectations is an important element in WSDOT's delivery of the projects in the 2003 Transportation Funding Package. Planning and design activities for specific projects sometimes identify the need to make adjustments to construction delivery spending schedules. Some of these adjustments will have no impact on critical start or completion dates. Others may require adjustments to critical dates. In the 2004 Supplemental Budget, the Legislature recognized this and provided additional management flexibility to the Transportation Commission, allowing projects presenting special circumstances to be modified within the legislative guidelines.

### Highway Construction Program:

#### I-5/SR 526 to Marine View Drive

Design-build has been selected as the procurement method to accelerate project completion by fall 2009, or earlier. The selection will result in the design work being completed by the construction firm chosen as the design-build contractor. Because of the design-build process, \$3 million of the preliminary engineering funding has been deferred from the 2003-2005 biennium to the 2005-2007 biennium. To achieve the full potential of the design-build option, many of the design activities that were underway in WSDOT have ceased, in order to concentrate efforts on developing the request for qualifications (RFQ) and the request for proposal (RFP). The request for qualifications was issued on September 20, 2004 and responses are due October 29, 2004. Advertisement of the RFP may occur as early as December 2004, once the NEPA environmental process is complete.

#### I-5, Rush Road to 13th Street

WSDOT is requesting to advance \$850,000 from the 2005-2007 biennium into the 2003-2005 biennium, because the preliminary engineering efforts are progressing ahead of schedule. The original spending plan was equally divided by month over the two bienniums and this did not account for variability in the expenditures that have occurred in the environmental design phase. This has resulted in the need to request the advancement of funds.

The adjustment to the spending plan will keep the project on track to meet the January 2007 scheduled advertisement date. This request will not increase the total project cost.

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

In an effort to coordinate this construction phase with the SR 16-HOV project, this project will be advanced to the 2003-2005 biennium. The widening on the west side of the Tacoma Narrows, from the new 36th Street Interchange to the Olympic Drive Interchange, is scheduled for a construction start in May 2005. The WSDOT Olympic Region is requesting to advance the construction advertisement date to November 2004 in order to provide continuous HOV lanes on either side of the Second Tacoma Narrows Bridge by spring 2006. This change will require the expenditure advancement of \$3.4 million into the 2003-2005 biennium from the 2005-2007 biennium. Advancing the projects will not change the overall project cost.

#### SR 24/I-82 to Keys Road

The issues between WSDOT and the City of Yakima regarding possible flooding effects downstream of the new bridge have been resolved. WSDOT rescinded the Determination of Nonsignificance (DNS) and the City of Yakima rescinded the request to the Department of Ecology to have Lead Agency Status. As a result of these actions, a joint Mitigated Determination of Nonsignificance (MDNS) in the SEPA process was issued on July 8, 2004. In the MDNS, WSDOT agrees to monitor the Yakima River for ten years and to assist the City of Yakima Wastewater Treatment Plant outfall due to the construction of the bridge over the river. Environmental permits are in negotiation and have an anticipated completion date in December 2004. Due to a gap in the current expenditure plan, an adjustment is required to advance \$4.1 million into the 2003-2005 biennium. The funding gap in the expenditure plan had been previously identified. However, due to project delay concerns associated with the DNS issues, they had not been reported until this quarter. The request to advance \$4.1 million is required to maintain the right of way acquisition timeline. The overall project cost has not increased. By advancing these funds, the project should meet the original advertisement date of April 11, 2005 and the open to traffic date in December 2007. If the present design timeline is met, a request to advance additional construction funds will be reported in the December 2004 *Gray Notebook*.

# Project Delivery

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## Proposed Adjustments to Delivery Planning

### **SR 99, South 138th Street Vicinity to North of South 130th**

Jurisdiction of SR 99 within Tukwila city limits was transferred to the city by recent legislative action. The jurisdictional change shifts responsibility for maintaining and improving this section of roadway to the city. As a result, the \$2.8 million Nickel funding allocated for the shoulder widening safety project will be transferred from the Highway Improvement Program to Highways and Local Programs.

### **SR 161, 234th Street to 204th Street**

The contractor has successfully shifted planned nighttime to daytime hours with no impact to traffic. Since daytime work is more efficient the contract completion date is being advanced by three months. This will result in \$2.3 million being shifted from 2005-2007 to 2003-2005.

### **SR 167, 15th Street SW to 15th Street NW – HOV**

The project's stormwater, wetland and flood plain mitigation issues have been resolved and the additional cost associated with this work has been identified. A Cost Risk Assessment (CRA) was performed to verify the cost estimates. On review, it was determined that the proposed ramp widening at the 15th SW interchange would not provide immediate operational benefits, and could be incompatible with future improvements on SR 167 currently being proposed by the Regional Transportation Improvement District (RTID). Deleting this ramp work, the project is able to be kept within the allocated budget. The advertisement date will also be delayed eight months, to October 2005, missing the 2005 construction season. As a result of this change, an expenditure delay of \$1.2 million is being proposed. No project cost increase is currently being proposed for these changes.

### **SR 202, Junction 292nd Avenue SE**

This project makes a number of improvements at SR 202 and 292nd Avenue SE. One of the original features of the project was the construction of a right hand turn lane on 202nd. A number of serious problems have arisen with this project element. For example, its construction would result in the need to fill in a portion of an existing wetland and floodplain. In addition, the height of side slopes along 292nd Street requires guardrail installation to protect vehicles from the slope hazard and the existing county bridge on 292nd Street is not wide enough to accommodate the required roadway taper for the planned 150-foot right-turn lane when the guardrail installation is factored into the design. WSDOT has evaluated

the traffic data at the intersection and concluded that eliminating the right-turn lane from the project would have little or no adverse effect on traffic. It would also eliminate the need to purchase right of way and avoid impacts to the adjacent wetland. There will be no change to the signal installation at the intersection. Moreover, this change has the potential of advancing the advertisement date by six months to February 2005. These adjustments will result in a decreased cost of \$403,000 in Nickel funds and, if all funding sources are included, a total project cost reduction of \$819,000.

### **Pre-Existing Projects Funding Support for Nickel Projects**

In developing WSDOT's 2005-2007 budget proposal, projected available funds for the improvement program from Pre-Existing funds fell short of what is needed. As part of a strategy to resolve the shortfall, WSDOT identified six projects that require funding from both Pre-Existing funds and Nickel funds and proposed to spend the Nickel funds first, delaying the spending of the Pre-Existing funds until the 2007-2009 biennium. One project was not reported in the last *Gray Notebook* - SR 20, Quiet Cove Road Vicinity to SR 20 Spur. This will shift \$548,000 from 2007-2009 into the 2005-2007 biennium. The proposed change in timing of expenditures in Pre-Existing and Nickel funds will have no impact to the overall budget or schedule of the projects being delivered. The total expenditures of all Nickel funds proposed to be advanced are approximately \$4.5 million.

# Project Delivery

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## Opportunities and Options for Legislative Consideration

The following projects were reported as requiring legislative guidance and offered for legislative consideration.

### Highway Construction Program:

#### Statewide Bridge Rail Retrofit

This item represents a number of projects that will update substandard bridge rail on a statewide basis to meet the current safety standards. To gain efficiencies, WSDOT is proposing to advance \$1.3 million for the replacement of bridge rail to be combined with the accelerated replacement of non-standard guardrail. There are a number of statewide bridge rail projects contained within the budgeted amount. All bridge rail projects will be combined for reporting purposes and be listed as a single project. WSDOT will provide an update on the status of this proposal in the December 2004 *Gray Notebook*.

#### SR 410, 214th Avenue East to 234th – Widening

As reported in the June 2004 *Gray Notebook*, the cost of this project increased significantly from the \$11 million original estimate derived from known project conditions in 1995. The project cost is now estimated to be approximately \$20 million. The two primary elements driving the cost increase are new stormwater control requirements and increases in real estate values affecting right of way acquisitions along the entire corridor. WSDOT has developed a cost and delivery schedule for phasing project construction that begins with spending the \$6 million of Nickel funds on the first priorities in the corridor, which are safety, access and widening work at the intersection of SR 410 and 234th Street. Additionally, right of way plans for widening SR 410 from 214th to 234th Street would be prepared and ready when the remaining widening work receives funding. This proposal reduces the scope of work approved by the 2003 Legislature to bring the project cost within the original approved budget amount. WSDOT is seeking Legislative approval to pursue the first phase of work at the 234th Street intersection using the available Nickel funding limit. WSDOT anticipates receiving guidance from the Legislature by spring 2005 and will provide an update on the status of this project in the June 2005 *Gray Notebook*.

WSDOT is watching some projects closely for signs that changes in cost, schedule or scope may be at risk due to developments and discoveries during the project delivery process. In some cases these changes are outside the control of WSDOT. Currently, the information regarding the changes for these projects are in the early stages and WSDOT continues to

review all aspects of the events impacting the scope, schedule or budget. WSDOT will reach re-scheduling or re-costing recommendations based on the available information.

There are three categories of Watch List items presented in the *Gray Notebook*: Items removed from the Watch List, Up-dated Watch List Projects and New Items Added. Since information provided regarding the possible changes on these projects are in the early stages, WSDOT evaluates a variety of information beyond the project information provided in the *Gray Notebook* before reaching a conclusion or decision on adjusting the cost, scope or schedule to address the need.

The following table summarizes the various changes and adjustments described on pages 8 to 11 for the quarter ending September 30, 2004.

### Highway Projects: Proposed Adjustments Project Delivery

Quarter Ending September 30, 2004 (Dollars in Thousands)

SR	Project	Sect.	03-05		05-07		07-09		09-11		11-13		Ten year Total			
			Budget	Adjusted Budget	Budget	Adjusted Budget	Budget	Adjusted Budget	Budget	Adjusted Budget	Budget	Adjusted Budget	Budget	Adjusted Budget	Net Change	Net Change
005	I-5/SR 526 to Marine View Drive	DP	16,000	13,000	110,000	113,000	88,000	88,000	-	-	-	-	214,000	214,000	0	
005	I-5, Rush Road to 13th Street	DP	2,490	3,340	8,410	7,560	26,000	26,000	4,500	4,500	-	-	41,400	41,400	0	
016	SR 16, 36th Street to Olympic Drive NW, Core HOV	DP	49	3,443	7,696	4,302	-	-	-	-	-	-	7,745	7,745	0	
024	SR 24/I-82 to Keys Road	DP	1,058	5,214	4,156	19,557	8,534	7,069	-	-	-	-	33,202	31,840	(1,362)	
099	SR 99, South 138th St Vicinity to N. of South 130th	DP	-	-	0	557	2,294	-	-	-	-	-	2,851	0	(2,851)	
161	SR 161, 234th Street to 204th Street East	DP	6,142	8,503	3,408	874	27	-	38	-	-	-	9,615	9,377	(238)	
167	SR 167, 15th Street SW to 15th Street NW - HOV	DP	1,787	1,267	31,040	30,290	7,533	8,803	-	-	-	-	40,360	40,360	0	
202	SR 202, Junction 292nd Ave SE	DP	-	-	0	632	-	-	-	-	-	-	632	229	(403)	
<b>Pre-Existing Projects funding Support for Nickel Projects</b>																
020	SR 20, Quiet Cove Road Vicinity to SR 20 Spur	DP	-	-	766	1,314	6,294	5,746	-	-	-	-	7,060	7,060	0	
Total of Quarter 5 projects above:			27,526	34,767	7,241	186,119	177,126	138,682	4,538	4,500	(38)	0	356,865	352,011	(4,854)	
Approved Adjustments thru Quarter 4			532,939	505,460	(27,479)	711,386	761,293	695,120	603,823	603,823	(382)	425,233	391,877	2,968,883	2,969,306	423
TOTAL FOR ALL PROJECTS			560,465	540,227	(20,238)	897,505	988,419	833,802	608,323	608,323	(420)	425,233	391,877	3,325,748	3,321,317	(4,431)

Note: The projects listed in the "Proposed Adjustments to Project Delivery" table above reflect a small sub-set of "Nickel Projects". For a full listing of all "Nickel" projects and adjustments, see the "Summary of Proposed adjustments". Legend for Section of Gray Notebook: A.D: Contract Advertising and Awards Section, CH: Construction Highlights Section, DP: Project Delivery Section, WL: Watch List Section

### Highway Projects: Options and Opportunities for Legislative Consideration

Quarter Ending September 30, 2004 (Dollars in Thousands)

SR	Project	03-05		05-07		07-09		09-11		11-13		Ten year Total		
		Budget	Adjusted Budget	Net Change	Net Change									
410	Statewide Bridge Rail Retrofit	2,030	2,325	2,000	3,061	2,000	2,000	2,000	2,000	2,000	644	10,030	10,030	0
	SR 410, 214th Avenue East to 234th - Widening	-	-	1,700	1,700	4,300	4,300	-	-	-	-	6,000	6,000	0
Total of projects above:		2,030	2,325	3,700	4,761	6,300	6,300	2,000	2,000	2,000	644	16,030	16,030	0

# Project Delivery

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## “Watch List” Projects – Cost and Schedule Concerns

### Items removed from the “Watch List” since June 30, 2004

#### SR 161, Jovita Blvd to South 360th Street

Removed from Watch List. (See “Projects Advertised” in this issue.)

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

Removed from Watch List. This project will construct two additional lanes on U.S. 12 south of Pasco from SR 124 to the McNary Pool. The project is scheduled to be advertised in October 2004. The U.S. Army Corps of Engineers has determined the *Talent Decision* will not affect this project. Because some lenders require 30 to 90 days to clear the title, WSDOT has pursued new, innovative ways to clear title for the remaining parcels so the project can move forward as scheduled.

#### SR 270, Pullman to Idaho State Line – Additional Lanes

Removed from Watch List. (See “Other Highlights and Accomplishments” on page 6 in this issue.)

### Updated Projects from the “Watch List” since June 30, 2004

#### Highway Construction Program

##### I-5, S 48th to Pacific Avenue – Core HOV

Updated from the June 2004 *Gray Notebook*. WSDOT advanced the funds on this project with the intention of completing the project in three construction seasons, rather than four, as originally scheduled. The acquisition of subterranean (underground) easements from the adjacent property owners to drill diagonally under their property from the WSDOT right of way is proceeding. This will provide the anchors for the retaining walls and should be completed by December 2004. There is also an effort to provide more stormwater treatment in lieu of acquiring wetland mitigation sites. This process has been complicated by having two additional areas, totaling about a half-acre, being designated as wetlands. As a result of changes in the wall design, moving of utilities and work zone safety needs, the project will not be advertised as planned in October 2004. However, the engineering team is confident that the contract documents will be ready for bidders by February 2005. This will allow the work to begin in April 2005 and maintain the preferred three-construction season schedule. The budget impacts of this delay will be reported in the December 2004 *Gray Notebook*.

##### SR 7/SR 507 to SR 512 – Safety

Updated from the June 2004 *Gray Notebook*. As reported in the June 2004 *Gray Notebook*, WSDOT is still projecting a new advertisement date of January 2005. However, most utilities will not be cleared prior to the advertisement date, and one utility company will not be cleared for several months. Utilities along the corridor were notified in June 2003 that WSDOT intended to use all of the remaining right of way to address pedestrian and vehicular safety issues from the Roy Y to SR 512. Most had selected to relocate their services underground, choosing to move into a common trench in order to minimize the costs.

In late September 2004, WSDOT was notified by Qwest that its relocation work in the south end of the corridor, from the Roy Wye to 152nd Street, could take as long as a year to finish, six to nine months past the current advertisement date. Monitoring the utility relocation work, WSDOT anticipates the north end of the project, from 152nd Street to SR 512, will be clear for construction to begin in spring 2005. WSDOT is now revising the contract plans to direct the construction work to begin on the north end of the SR 7 corridor, followed by the work on the south section, 152nd Street to the Roy Y, later in the 2005 construction season. An update on this project will be provided in the December 2004 *Gray Notebook*.

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

Updated from the June 2004 *Gray Notebook*. The design of this project is on a fast track schedule using consultants to ensure its completion to meet the advertisement date of February 2005. Right of way acquisition continues with good progress. Coordination with Snohomish County and the adjoining Brightwater project is ongoing. Environmental permit applications were submitted on August 30, 2004 using the Multi Agency Permit Team (MAP) to streamline permit review and approval. The short time remaining for permit approval and acquisition continues to be a concern and may cause a delay to the current advertisement date.

##### SR 106, Skobob Creek – Fish Passage

Updated from the June 2004 *Gray Notebook*. A WSDOT Cost Risk Assessment (CRA) has been completed for the cost and delivery plan prepared by a consultant originally working not for WSDOT but with the Hood Canal Salmon enhancement group. The CRA team found the project cost could be \$500,000 higher and the construction schedule a year longer

# Project Delivery

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## “Watch List” Projects – Cost and Schedule Concerns

than originally planned by the non-WSDOT consultant. WSDOT is reviewing these issues, in addition to the proposed detour route identified as the project element likeliest to cause the project cost estimate to be increased.

### **SR 543/I-5 to Canadian Border – Additional Lanes for Freight**

Update from the June 2004 *Gray Notebook*. Real Estate Services’ “turnkey” consultant continued to make significant progress on parcel acquisitions and business relocations over the past six months. Sixty-five percent of the acquisitions are now complete and relocations are proceeding as expected. The current spending forecast for right of way indicates acquisition costs will be within budget. The MAP Team is working to expedite approval of one environmental permit that was resubmitted to identify wetlands within the project limits. The test shaft contract to discover if retaining wall shafts can be shortened and costs reduced was awarded in July 2004. Testing is now complete and results indicate that soil conditions are better than originally anticipated, which will allow shafts for the permanent walls to be shortened and constructed without using temporary casings. With this information, WSDOT is finalizing the retaining wall design. The project cost will be updated and made available next quarter. The project remains on schedule for advertisement in April 2005.

### **Other Capital Programs**

#### **Bellingham – GP Area Upgrades**

Updated from the June 2004 *Gray Notebook*. This project will upgrade the existing track through Bellingham’s Georgia Pacific plant to allow for slightly higher speeds for Amtrak *Cascades* intercity trains, resulting in a travel time reduction of about 1½ minutes. Since the project scope was developed, the freight business at the Georgia Pacific plant has unexpectedly increased, so that the project’s expected use of existing tracks is now inadequate. WSDOT continues to negotiate with Burlington Northern Santa Fe Railway (BNSF) on a modified scope, with the anticipation of achieving the originally expected travel time savings.

#### **Palouse River & Coulee City RR Acquisition**

Updated from the June 2004 *Gray Notebook*. This project would purchase the 302-mile Palouse River and Coulee City RR, preserving the state’s largest short-line rail grain-hauling system. Right of way acquisition and operation lease negotia-

tions with the owner have progressed and are expected to be concluded in fall 2004. These negotiations in part rely upon information obtained in several public outreach meetings held in Eastern Washington in spring 2004.

### **New Items Added to the “Watch List” since June 30, 2004**

#### **Highway Construction Program**

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

Work to prepare this project for advertisement in January 2005 is proceeding. WSDOT is now working to resolve the last right of way and environmental issues on the project. Negotiations for slope easements are underway. Environmental documentation and permitting work will soon be complete. Because these are being completed close to the scheduled advertisement date, it is possible that the advertisement date may be delayed, but this is not expected to interfere with the scheduled spring 2005 construction date. An update of the project outlook will be provided in the December 2004 *Gray Notebook*.

##### **SR 4, Svensen’s Curve – Realignment**

This project is experiencing significant right of way acquisition difficulties, which may affect the advertisement date and possibly delivery of the project. A parcel of land critical to the project changed ownership in August 2003. The sale of the property occurred prior to having funds available for the right of way purchase. Environmental documentation and permitting were based on the acquisition of this parcel as a mitigation site. Negotiations are ongoing; however, the compensation, terms and additional improvements being requested by the current landowner for the right of way acquisition make acquiring any portion of the parcel difficult and complex.

Depending on the outcome of negotiations with the landowner, it is possible that the 2006 advertisement could be in jeopardy, or the project may need to be delayed indefinitely. An update of the project will be provided in the December 2004 *Gray Notebook*.

##### **I-5, Chehalis River Flood Control**

The 2003 Transportation Funding Package sought to alleviate chronic flooding problems on I-5 in Lewis County not by a project to raise the roadway elevation, but by a less expensive approach of increasing the capacity of the Skookumchuck River Dam and building a levee system that would protect

# Project Delivery

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## “Watch List” Projects – Cost and Schedule Concerns

residential areas in Centralia and Chehalis as well as the I-5 highway. WSDOT expected to participate in the dam portion of this project as a partner with Lewis County and the U.S. Army Corps of Engineers. In September 2004, the Army Corps of Engineers advised WSDOT that it had no funding for its part of the project and believed that WSDOT’s contribution to the dam acquisition for use as a flood control structure and modifications to increase the dam capacity would have no net benefit to flood control for I-5. As suggested by the Corps, WSDOT has agreed to fund additional hydraulic modeling to verify the previous statement. If the Corps of Engineers fails to participate in the project and WSDOT’s expenditure is found not to benefit the highway, it will not be possible for WSDOT to contribute to the Skookumchuck River Dam acquisition and modification.

### **SR 20 – Quiet Cove Road to SR 20 Spur– Safety Improvements (Nickel)**

The Cost Risk Assessment (CRA) performed in April 2004 identified a new total project cost of \$19.8 million, an increase of \$5.4 million over the plan. Based on the CRA, the right of way acquisition costs increased \$2.2 million because of a larger number of full parcel takes and more relocations. The construction estimate increased by \$2.7 million due to wetland mitigation sites, unanticipated roadside restoration costs and geotechnical survey results impacting the design of the bridge.

Also, the CRA identified that an additional \$440,000 will be needed to cover increases in preliminary engineering. The project team is evaluating design options to offset the budget shortfall. An update of this project will be provided in the December 2004 *Gray Notebook*.

# Financial Information

## 2003 Transportation Funding Package – Paying for the Projects

The first Beige Pages (June 2003) displayed the revenue assumption underlying the Legislature’s 2003 Transportation Funding Package. The revenue forecast has undergone several updates. A minor change also resulted from a law passed in the 2004 legislative session that affected the distribution of revenue from vehicle title fees. The following information incorporates the September 2004 forecast change. 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

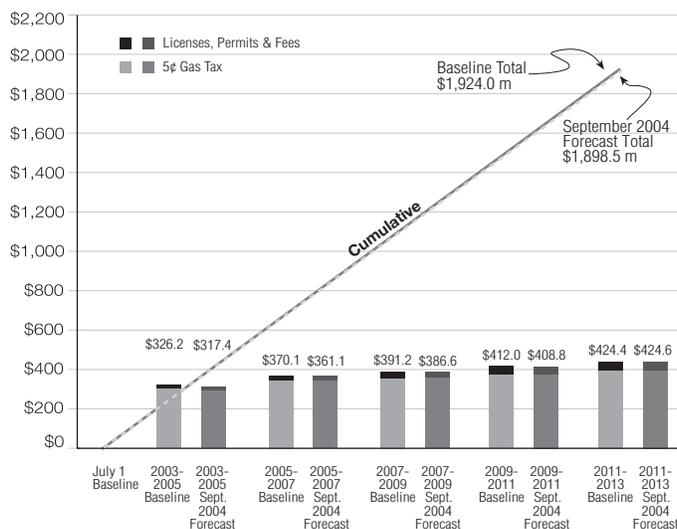
### Forecast Update

The accompanying charts show the current projected revenues over the next ten years (for the new funding sources) as forecasted in September 2004 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. September 2004 forecast includes approximately a year’s worth of actual revenue receipt information. Gas tax receipts include 15 months of actual collections and licenses, permits and fees include 11 months of receipts. Gas tax receipts for the Transportation 2003 (Nickel) Account, over the ten-year period, are projected to be lower than the June 2004 forecast (-1.9%) while the forecast licenses, permits and fees remained constant. 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 June forecast resulting in a slight increase in the ten-year look (+3.25%).

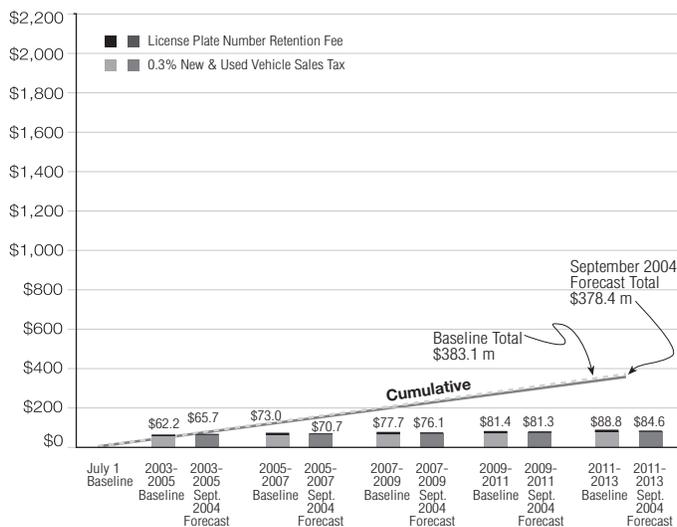
### 2003 Transportation (Nickel) Account Revenue Forecast

March 2003 Legislative Baseline Compared to September 2004 Transportation Revenue Forecast Council with 2004 Legislative Session Impacts  
Millions of Dollars



### New Sources - Multimodal Account Revenue Forecast

March 2003 Legislative Baseline Compared to September 2004 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 for \$349.5 million

The proceeds from the new gas tax bonds will be used to fund highway projects. The debt service will be paid by the nickel increase in the gas tax. The proceeds from the new state GO bonds will be used to fund rail and ferry projects. Debt service for these bonds will be paid from the Multimodal Account. Receipts from the new 0.3% sales tax on new and used vehicles will be deposited to the Multimodal Account and will 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 new gas tax bonds and \$47.7 million from the state GO bonds. The following table shows the bond sales to date.

The final bond sale for the biennium is scheduled for March 2005. In light of recent adjustments to the cash flow requirement needs for projects funded by the 2003 Transportation (Nickel) Account, a revision to this sale will likely be needed as well as modification to the 10-year plan. The financial plans displayed in the next section give an indication of what the bond sales are likely to be.

Date of Sale	2003 Transportation Project Bonds (Nickel Account) RCW 47.10.861	Multimodal Bonds (GO Bonds) RCW 47.10.867
August 2003	\$80,000,000	\$0
February 2004	\$25,000,000	\$20,000,000
July 2004	\$70,000,000	\$0
<b>Total Bonds Sold to Date</b>	<b>\$175,000,000</b>	<b>\$20,000,000</b>

# Financial Information

## Supporting the 2003 Funding Package

### Transportation 2003 (Nickel) Account

A new account was established in the state treasury to be the repository of the nickel gas tax increase and the increases in various vehicle licenses, permits and fees. This account is called the Transportation 2003 (Nickel) Account. Proceeds of bonds issued under the \$2.6 billion gas tax bond authorization will also to be deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the Legislature and for 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 new account, the uses of the account are restricted to highway purposes as required by the 18th Amendment to 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, and debt service) of the new account.

The gas tax receipts forecast for the ten-year period has been reduced slightly from the June 2004 forecast (-\$33.1 million) and the forecast for licenses, permits and fees have been increased slightly (\$0.5 million). Changes to projected sources and uses of funds have been updated to reflect this most current forecast as well as the current projection of adjustments to project expenditures. 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 \$22.5 million by the end of the 2011-2013 biennium. The June 2004 *pro forma* predicted a positive \$15.2 million ending balance. This change is due, in part, to the decline in actual receipts and to projections of decreased gas tax receipts as well as to the adjustments to project expenditures.

Key economic variables, 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 again undoubtedly continue to affect and change the projected final ending balance.

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

September 2004 Forecast

(dollars in millions)

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
<b>Balance Forward from Previous Biennium</b>	\$0.0	\$4.2	\$3.0	\$1.0	\$3.9	
<b>Minimum Balance</b>	(\$5.0)					
<b>Sources:</b>						
Gas Tax Revenues (new 5¢)	295.2	336.4	354.7	369.7	384.4	1,740.5
Licenses, Permits and Fees Revenues	22.2	24.7	31.9	39.1	40.2	158.0
Interest Earnings	2.8	3.0	3.0	3.0	3.0	14.8
Bond Proceeds	260.0	712.0	768.0	540.0	320.0	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
<b>Total Sources of Funds</b>	<b>\$580.2</b>	<b>\$1,076.1</b>	<b>\$1,157.6</b>	<b>\$951.8</b>	<b>\$747.6</b>	<b>\$4,513.3</b>
<b>Uses:</b>						
Cost of Bond Issuance	0.7	1.8	1.9	1.4	0.8	6.6
Bond Sale Underwriters Discount	2.1	5.3	5.8	4.1	2.4	19.7
Debt Service Withholding	22.2	97.2	211.2	307.8	375.0	1,013.4
Highway Improvements	538.2	928.1	837.5	588.0	284.9	3,176.7
Highway Preservation	2.0	10.3	5.0	20.3	107.0	144.6
Washington State Ferry Construction	5.7	34.5	98.3	27.4	3.9	169.9
<b>Total Uses of Funds</b>	<b>\$571.0</b>	<b>\$1,077.2</b>	<b>\$1,159.7</b>	<b>\$948.9</b>	<b>\$774.0</b>	<b>\$4,530.8</b>
<b>Biennium Ending Balance</b>	<b>\$4.2</b>	<b>\$3.0</b>	<b>\$1.0</b>	<b>\$3.9</b>	<b>(\$22.5)</b>	<b>(\$22.5)</b>

# 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 bond authorization to this account.

The Multimodal Account includes changes to projected sources of funds, based on eleven months of actual receipts and current forecast data. Forecasted increases to projected revenues for the new revenue sources as well as increased projections for licenses, permits and fees over the ten-year period have resulted in an increased ending balance. Previously, the projected ending balance for the 2011-2013 biennium was \$11.6 million. Now it is projected to be \$21.0 million. The table below displays the 2003-2005 current appropriations and potential supplemental adjustments. The outer-biennia displays the department's 2005-2007 submittal and ten-year plan as approved by the Transportation Commission.

### Multimodal Account Pro Forma 2003-2005 Budget and Ten-Year Financial Plan\*

September 2004 Forecast  
(dollars in millions)

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total	
<b>Balance Forward from Previous Biennium</b>	\$14.1	\$7.6	\$2.4	\$17.5	\$22.6		
<b>Sources:</b>							
Licenses, Permits Fees Distributions	21.0	16.2	16.8	17.3	17.8	89.1	
Rental car tax	41.9	47.3	52.8	57.7	62.3	262.1	
Sales Tax on New & Used Car Sales	65.1	69.9	75.4	80.5	83.9	374.8	Funding source from the 2003 Legislative Package
Miscellaneous Income	1.0	1.0	1.0	1.0	1.0	5.0	
Bond Proceeds	44.2	47.9	134.2	84.5	39.1	349.9	Bond Authorization from the 2003 Legislative Package
Federal Revenue	15.4	8.1	6.2	6.3	6.3	42.3	
Local Revenue	10.2	0.3	0.2	0.2	0.2	10.9	
<b>Total Sources of Funds</b>	<b>\$198.8</b>	<b>\$190.7</b>	<b>\$286.5</b>	<b>\$247.5</b>	<b>\$210.6</b>	<b>\$1,134.1</b>	
<b>Operating Uses:</b>							
Cost of Bond Issuance	0.1	0.1	0.3	0.2	0.1	0.9	
Bond Sale Underwriters Discount	0.4	0.4	1.0	0.6	0.3	2.7	
Debt service	1.4	8.7	20.3	38.7	49.5	118.6	
Transfers to Other Accounts & Agencies	9.9	4.5	4.5	4.5	4.5	27.9	
WSDOT Program Support & Planning	5.9	5.5	5.5	5.5	5.6	28.0	
Public Transportation	49.8	51.6	56.0	60.3	63.7	281.4	
WSF Maintenance and Operations	17.1	4.2	4.4	4.6	4.8	35.2	
Rail	34.1	38.9	39.5	40.3	41.0	193.8	
<b>Total Operating Uses of Funds</b>	<b>\$118.7</b>	<b>\$113.9</b>	<b>\$131.5</b>	<b>\$154.7</b>	<b>\$169.5</b>	<b>\$688.3</b>	
<b>Capital Uses:</b>							
Highway Preservation	1.7	16.8	2.5	0.0	0.0	21.0	Projects funded primarily from bonding authority provided in the 2003 Funding Package
WSF Construction	13.4	8.2	60.7	47.3	0.0	129.6	
Rail	51.7	38.9	76.6	40.4	42.7	250.3	
Local Programs	19.9	18.1	0.0	0.0	0.0	38.0	
<b>Total Capital Uses of Funds</b>	<b>\$86.7</b>	<b>\$82.0</b>	<b>\$139.9</b>	<b>\$87.7</b>	<b>\$42.7</b>	<b>\$438.9</b>	
<b>Biennium Ending Balance</b>	<b>\$7.6</b>	<b>\$2.4</b>	<b>\$17.5</b>	<b>\$22.6</b>	<b>\$21.0</b>	<b>\$21.0</b>	

# Program Management Information

## Utilities Relocation

### Utility Relocation Process

The steps WSDOT takes to identify or resolve utility conflicts presented on a WSDOT project are:

1. Preliminary Designs Indicate Potential Utility Conflicts
2. Conflicts Determined
3. Subsurface Utility Engineering
4. Conflict Analysis
5. Cost Responsibility Determination
6. Relocation Needs Determined
7. Relocation Notices Issued
8. Permits and Franchises Acquired
9. Relocation Work Performed
10. Project Design Finalized – Accounting for New Utility Location
11. Utility Process Complete

### Utility Relocation Process Definitions

**Preliminary design**—This is the earliest effort to determine the components of the project and what utilities are within the project limits.

**As-built information**—This information provides the designer with records of where existing utilities are located underground.

**Subsurface utility engineering**—This practice manages certain risks associated with the collection and depiction of underground utility information.

**Conflict analysis**—This analysis determines in what way proposed project elements such as drainage items, guardrail posts, traffic signal poles or bridge piers will be in conflict with existing utilities.

**Coordination meetings**—WSDOT designers meet with the utility companies to determine what impacts a project may have on utilities.

**Cost responsibility determination**—Most existing utilities located within highway right of way have the responsibility to pay for the relocation of facilities. Occasionally, WSDOT is required to pay for relocation costs.

**Relocation notices**—If the utilities cannot be avoided, the companies are then notified to move their facilities prior to construction.

**Schedule adjustments**—Sometimes utility companies cannot move prior to construction and utility work has to be coordinated with the WSDOT project work.

**Agreements**—Cost responsibilities and a utility work plan are documented in an agreement between WSDOT and the utility company.

**Permits and franchises**—These legal documents give utility companies permission to be in WSDOT's right of way.

**Relocation plans**—When a utility facility has to move, WSDOT must approve the new location if it is within WSDOT right of way.

### Challenges in Preventing Delays to Projects

There are several utility relocation issues that can cause delays to a project. Solutions developed for specific projects are highlighted in the examples below.

#### Scheduling Issues

There are several ways utilities relocation can be accomplished – WSDOT can hire a contractor, the utility company can use its own work forces, or it can hire a contractor. Because utilities need time to relocate, scheduling issues can arise. These issues can cause delays to a project schedule if enough time is not allowed between the contract award date, and the critical date of the construction schedule.

#### Multiple Relocations

If multiple utilities have to be relocated on a project, WSDOT may face several contractors working on relocations within the same small area of right of way. Each utility company typically has its own contractor perform the work. This can create coordination and scheduling difficulties.

#### Scheduling Issues - Example

##### SR 161 Project widening from 24th to 134th

**Problem:** Seven different utilities including power, gas, water, cable, and telephone needed to be relocated on this project. The gas and power companies wanted to use their own work forces, and in turn, the cable, water and telephone companies wanted to hire their own contractors. Each utility needed different lengths of time to complete the work.

**Solution:** In order to minimize impacts to the project schedule, WSDOT put the project out for bids in the fall with a start work date for the contractor in the spring. This allowed the utility companies to relocate utility facilities out of the way of the project.

#### Multiple Relocations - Example

##### SR 7 Project from SR 512 to Roy Y

**Problem:** This project experienced multiple utility relocation challenges with many utility companies wanting to relocate their facilities in the same place within WSDOT right of way. This also caused a problem with coordinating the separate utility company contractor's work.

**Solution:** WSDOT coordinated with the numerous utility companies to place the utilities in a "joint trench" and hire one contractor to do all of the relocations for this project. The companies created a five-mile utility corridor with a shared joint trench. This innovative action eliminated project schedule delays, with the exception of Qwest, which has notified WSDOT of a delay of six to nine months past the current advertisement date. This has been reported in the "Watch List" on page 12 of this edition.

# Program Management Information

## Environmental Documentation, Review, Permitting, and Compliance

### Compliance with the Endangered Species Act

#### The 2003-2005 Biennium Construction Season

Twenty Nickel projects remain to be advertised for construction this biennium according to WSDOT's delivery plan. At present, the two projects with assessments underway are informal consultations.

Compliance with the Endangered Species Act: Status for 20 Projects 2003-2005 Biennium	Number of Projects
Biological Assessment underway	2
Local project – ESA processing by local government	4
Projects moved to next biennium	3
No federal funding: No ESA Consultation	1
Endangered Species Act review complete	10

#### 03-05 Projects Moved to the Next Biennium:

##### SR 522, I-5 to SR 405 Multi-Modal

This project is not far enough along in the design phase for a Biological Assessment to be written.

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

Re-design of stormwater treatment; wetland mitigation and floodplain investigation will need to meet current environmental commitments for this project.

##### SR 9, Nooksack Road Vicinity to Cherry Street

This project is on track for meeting environmental commitments.

#### 03-05 Projects with Completed Consultation Process:

- I-5, NE 175th St. to NE 205th St. - NB Auxiliary Lane*
- SR 240/I-182 to Richland Y to Columbia (Tri-Cities)*
- SR 240/I-182 to Richland Y -Additional Lines (Tri-Cities)*
- I- 90, Seattle to Mercer Island*
- I-90, Sullivan Rd to State Line - Median Barrier*
- SR 9/SR 522 to 212th St SE*
- SR 9/228th St SE to 212 St SE*
- SR 270, Pullman to Idaho State Line - Additional Lanes*
- SR 522/Bothell-UW Campus Access*
- SR 24, I-82 to Keys Road Additional Lanes*

#### The 2005-2007 Biennium Construction Season

WSDOT has started the consultation process on 16 of the 37 Nickel projects as a proactive effort to determine the environmental commitments of these projects to be constructed next biennium. Two of the projects with Biological Assessments underway, will be undergoing formal consultation. These projects are *I-5, Rush Road to 13th Street and SR 99, S 284th to S 272 Street - HOV*.

ESA Compliance Status for 37 Projects 2005-2007 Biennium	Number of Projects
Biological Assessment underway	16
Projects which lack sufficient information to start the Biological Assessment	15
Endangered Species Act review complete	6

#### 05-07 Projects with Consultation Completed

- I-5 Core HOV – S 48th to Pacific Ave*
- SR 515, 208th and 209th Ave SE*
- SR 9, Schloman Rod. Vic-256th St. E Vic*
- I-90, Pines Road to Sullivan Road – Widening*
- I-90, Moses Lake Area – Bridge Clearance*
- SR 4, Svensen's Curve – Realignment*

#### Ferry and Rail Projects

Similar documentation for the Endangered Species Act compliance is submitted for ferry and rail projects. This biennium one ferry project, Tahequah Dolphin – Replacement, has not started consultation yet and one rail project, the High-Speed Crossovers-Titlow, has completed the consultation process. There are three ferry projects and three rail projects scheduled for advertisement in the 2005-2007 biennium that are not far enough along in the design phases for Biological Assessments to be written.

#### New Standards for Determining Allowable Flow Release Rates for Stormwater Runoff

The discussion of this issue continues and remains difficult (*Gray Notebook* June 2004, page 22). The potential intersection of the Army Corps of Engineers' Section 404 jurisdiction, as potentially expanded by the Seattle Districts' interpretations of the *Talent Decision*, with the new standard for stormwater run-off could complicate matters even more and affect project schedules and budgets by increasing WSDOT's reliance on less effective structural management techniques (e.g., closed-pipes, vault, and detention pond systems). These new standards also complicate the determination of effects on listed species under the Endangered Species Act Section 7 and could increase capital costs for construction, operations and maintenance.

Until these issues are resolved, the land cover presumption (e.g. "pre-European" settlement land cover conditions) that is used to establish the size of detention structures will involve difficult case-by-case determinations for Western Washing-

# Program Management Information

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## Environmental Documentation, Review, Permitting, and Compliance (Cont.)

ton's highway projects. A sampling of projects potentially affected include:

*SR 4, Svensen's Curve realignment*  
*I-5, SR 502 Interchange and Corridor Widening*  
*I-5, Rush Rd. to 13th Street*  
*SR 20, Fredonia to SR 5*  
*SR 9, SR 522 to 178th St. SE, Stage 1B (i.e., SR 522 to 212 St. SE)*  
*SR 167, 15th to 180th*  
*SR 18/Maple Valley To Issaquah/Hobart Rd*  
*SR 543, I-5 to International Boundary*  
*I-90, Two Way Transit & HOV Operations*  
*SR 509 I-5 Freight and Congestion Relief*  
*I-405 - SR520 to SR522*  
*I-405 - SE 8th to I-90 Bellevue*  
*SR 9, Nooksack Rd to Cherry St*

### Project Requirements from New Regulatory Initiatives

#### Clean Water Act Section 404 Requirements for Manmade Roadside Ditches (*Talent Decision*)

As reported in the *Gray Notebook* June 2004 (page 22), the Seattle District Office of U.S. Army Corps of Engineers is regulating many roadside ditches or portions of ditches as part of the Section 404 permit process. Under this new approach, the Corps is requiring WSDOT to develop non-standard information on all ditches present in project areas. In the past, these roadside ditches would not be included in the permit process.

The Corps's approach to implementing the *Talent* ruling is threatening broad impacts on highway construction and maintenance programs. To date, 23 Nickel projects have been affected by the new Corps approach. Twenty-one of the 23 projects have experienced or will soon experience permit-decision delays while new information packets are prepared for submittal to the Corps, and additional time is needed for the Corps to complete jurisdictional reviews (the remaining two projects are under review by the Corps but took place before the packets were required). There are no Nickel projects at this time that are at risk of missing the advertisement dates. Two projects, I-5, Tuwilla to Pierce Co. Line HOV of stage 4 and 97 Peshastin East Interchange, were able to obtain Corps permits dealing with impacts to roadside ditches, without project delays.

### Multi-Agency Permitting Team Project Summary

The Multi-Agency Permitting Team (MAP Team) was created as a pilot project and has been managing key permits for a selected set of projects since early November 2003. The pilot program is scheduled to continue through June 2005. The MAP Team is handling the permitting process for 45 projects, 16 of which are Nickel projects.

#### Permits Acquired

Of the 45 projects, permits have been obtained on nine projects, of which two were Nickel projects; *SR 161, Jovita Blvd. to S. 360th St./Milton Road* and *SR 24, I-82 to Keys Road*. To date, no project advertisements for bid have been delayed because of permitting issues. The MAP Team model of collocating WSDOT and regulatory agency staff to work together on permitting has resulted in improved working relationships and better communication between the agencies. While there is not yet sufficient data to confirm faster and better quality permitting, the consensus among participating agencies is that this model is working well for all involved.

# 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 as well as 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 result in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid.



Michael White operates machinery at a Nickel project site

### Number of Recordable Injuries

Project and Project Team: Contractor and WSDOT Project Engineer	April- June 2004	July-Sept 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.)	2	0
I- 90 /Highline Canal to Elk Heights (Scarsella Bros. Inc. and Paul Gonseth, P.E.)	1	0
I-90 /Ryegrass Summit to Vantage (Superior Paving Co. and Will Smith, P.E.)	0	0
I-182 / U.S. 395 I/C - Roadside Safety	Completed	0
SR 124/East JCT SR 12-Reconstruction/Curve	Completed	0
SR 9 / SR 528 Intersection- Signal (Signal Electric Inc. and Marlin Lennssen, P.E.)	0	Data Not Available
U.S. 97A, Wenatchee North-Paving (Basin Paving Co. and Terry Mattson, P.E.)	0	0
SR 395/Kennewick Variable Message Sign (Colvico Inc. and Moe Davarri, P.E.)	Prior to Start Date	0
SR 527, 132nd St. SE to 112th St. SE (KLB Construction Inc. and Marlin Lennsen, P.E.)	0	1
U.S. 395, NSC - Farewell Road Lowering (Max J. Kuney Co. and Robert Hilmes, P.E.)	0	0
SR 161/234th St "E" TO 204TH St "E" (Scarsella Bros. Inc. and Howard Diep, P.E.)	0	0
SR 16 /6th Ave to Jackson Ave - HOV (Tri-State Construction, Inc. and Dave Zeigler, P.E.)	0	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.)	Prior to Start Date	0
I-5/Federal Way-S 317th St. HOV (Icon Materials and John Chi, P.E.)		Data Not Available
SR 14, West Camas Slough Bridge (Peterson Brothers Inc. and Donald Owings, P.E.)		0
I-90, Sullivan Rd to Idaho State Line- phase two (Inland Asphalt Co. and Darrel McCallum, P.E.)		0
I-5, 2nd St. Bridge Replacement (Mowat Construction Co. and Dave Chrisman, P.E.)		0
SR 543, I-5 to International (Condon- Johnson and Associates and Mark Russell, P.E.)		0
SR 21,SR 25/31 Guardrail (Peterson Brothers Inc. and Ken Olson, P.E.)		0
SR 18, Covington Way to Maple Valley (Terra Dynamics Inc. and Derek Case, P.E.)		0
I-90, Geiger Rd to U.S. 2 Median Barrier (N.A. Degerstrom Inc. and Robert Hilmes, P.E.)		0
SR 240, SR 240/Yakma River Bridge (Wildish Standard Paving Co. and Moe Davari, P.E.)		0
SR 900/Newport Way to I-90- Widening (Mowat Construction Co. and Dave Becher, P.E.)		0
SR 18/Maple Valley to Issaquah/Hobart Rd (Guy F. Atkinson Co. and Derek Case, P.E.)		0
SR 528/SR529 Paving/ Columbia Ave to 55th (Wilder Construction Co. and Marlin Lennsen, P.E.)		0

# Program Management Information

## Construction Employment Information

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

We have asked contractors on the 2003 Transportation Funding Package projects in construction to provide WSDOT with a “snapshot” estimate of the “average” direct job site employment on each job over the course of the quarter. The following table captures the prime contractors’ responses for their own work and their on-site subcontractors on the projects that have already gone into construction. Of course, direct employment is only the first of the economic benefits of the construction activity. Labor economists have extensively examined the direct and indirect benefits of construction employment. A useful guide is the Associated General Contractors of Washington’s Economic Impact of the Construction Industry on the State of Washington, 2002 Update (prepared by the University of Washington).



John Freiburger, working on a Nickel project, helps ensure WSDOT projects get delivered.

#### Average Number of Workers Employed by Prime and Subcontractors

Project/Contractor	April- June 2004	July-Sept 2004
I-5 /Salmon Creek to I-205 (Hamilton Construction and its 43 Subcontractors)	59	59
SR 500/NE 112th St Gher Rd Interchange (Tapani UnderGround and its 29 Subcontractors)	29	29
I-90 /Argonne Rd to Sullivan Rd (Scarsella Bros Inc. and its 17 Subcontractors)	29	39
I- 90 /Highline Canal to Elk Heights (Scarsella Bros. Inc. and its 15 Subcontractors)	18	5
I-90 /Ryegrass Summit to Vantage (Superior Paving Co. and its 14 Subcontractors)	41	29
I-182 /U.S. 395 I/C - Roadside Safety	Completed	Completed
SR 124/East Jct. U.S. 12-Reconstruction/Curve	Completed	Completed
SR 9 / SR 528 Intersection- Signal (Signal Electric Inc. and its 7 Subcontractors)	11	1
U.S. 97A, Wenatchee North-Paving (Basin Paving Co. and its 8 Subcontractors)	10	No Work
SR 395/Kennewick Variable Message Sign (Colivico Inc. and its 4 Subcontractors)	Prior to Start Date	23
SR 527, 132nd St. SE to 112th St. SE (KLB Construction Inc. and its 31 Subcontractors)	11	18
U.S. 395, NSC - Farewell Road Lowering (Max J. Kuney Co. and its 18 Subcontractor)	17	3
SR 161/234th St “E” TO 204th St “E” (Scarsella Bros. Inc. and its 16 Subcontractors)	10	33
SR 16 / 6th Ave to Jackson Ave - HOV (Tri-State Construction, Inc. and its 17 Subcontractors)	23	13
SR 203, NE 124th / Novelty Rd. VIC Roundabout (Wilder Construction Co. and its 27 Subcontractors)	11	8
I-90/Cle Elum River Bridge 90/134 N (Diamaco Inc.and its Subcontractor 4)	Prior to Start Date	2
I-5/Federal Way-S 317th St. HOV (Icon Materials and its 26 Subcontractors)		26
SR 14, West Camas Slough Bridge (Peterson Brothers Inc. and its 2 Subcontractors)		10
I-90, Sullivan Rd to Idaho State Line- phase two (Inland Asphalt Co. and its 9 Subcontractors)		11
I-5, 2nd St. Bridge Replacement (Mowat Construction Co. and its 14 Subcontractors)		3
SR 543, I-5 to International (Condon- Johnson and Associates and its 2 Subcontractors)		2
SR 21, SR 25/31 Guardrail (Peterson Brothers Inc.)		18
SR 18, Covington Way to Maple Valley (Terra Dynamics Inc.)		Data Not Available
I-90, Geiger Rd to U.S. 2 Median Barrier (N.A. Degerstrom Inc. and its 4 Subcontractors)		2
SR 240, SR 240/Yakma River Bridge (Wildish Standard Paving Co. and its 33 Subcontractors)		27
SR 900/Newport Way to I-90- Widening (Mowat Construction Co. and its 36 Subcontractors)		42
SR 18/Maple Valley to Issaquah/Hobart Rd (Guy F. Atkinson Co. and its 31 Subcontractor)		76
SR 528/SR529 Paving/ Columbia Ave to 55th (Wilder Construction Co. and its 7 Subcontractors)		8