

Capital Projects Annual Report

2ESHB 1299, Section 312(1)

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

2ESHB 1299 Sec 312 requirements:

(a) Comparison of the original project cost estimate approved in the 2003 and 2005 project list to the completed cost of the project, or the most recent legislatively approved budget and total project costs for projects not yet completed.

(b) Highway projects that may be reduced in scope and still achieve a functional benefit.

(c) Highway projects that have experienced scope increases and that can be reduced in scope.

(d) Highway projects that have lost significant local or regional contributions which were essential to completing the project

(e) Contingency amounts allocated to projects

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands													Latest/Current Cost	Delivery Performance			Scope Status & Options				Comments	
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR		% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		(e) Estimated Contingency
US 2																											
100231B	100231B	US 2/Fern Bluff to Sultan Startup - Stormwater Drainage Improvements	3% Design	TPA	-	-	799	862	1,012	1,012	-	-	-	-	-	-	-	461	-42.2%	On Budget	Completed	No			No		Budget: The decrease is due to the selection of a less expensive stormwater drainage and treatment solution. This approach also resulted in reduced right-of-way costs. Schedule: The project is being delivered 3 quarters early because the contractor took less time than anticipated to complete the revised design.
100232C	100232C	US 2/10th St Intersection Vic - Stormwater Drainage Improvements	3% Design	TPA	-	-	441	452	534	534	-	-	-	-	-	-	-	211	-52.1%	On Budget	Completed	No			No		Budget: The decrease is due to the selection of a less expensive stormwater drainage and treatment solution. This approach also resulted in reduced right-of-way costs. Schedule: The project is being delivered 3 quarters early because the contractor took less time than anticipated to complete the revised design.
100236E	100236E	US 2/Pickle Farm Road and Gunn Road - Add Turn Lanes	<1% Design	Nickel	973	972	972	972	1,322	1,306	1,346	1,257	1,262	-	1,257	-	-	1,244	27.9%	Over Budget	Completed	No			No		Budget: A portion of the increase is due to unanticipated temporary water pollution/erosion control (\$10,000) and for additional design required (\$125,000). However, a majority of the increase was due to escalation in bid prices and an increase to construction engineering. Schedule: The project is being delivered 3 quarters early.
200200Z	200200Z	US 2/Wenatchee - Build Trail Connection	3% Design	TPA	-	-	1,000	1,015	1,589	1,835	-	1,835	1,802	1,803	-	-	-	1,798	79.8%	Over Budget	Completed	No			No		
200201E	200201E	US 2/US 97 Peshastin E - New Interchange	<1% Design	Nickel	25,350	16,550	17,548	17,548	21,575	21,935	-	20,996	20,698	20,697	20,692	-	-	20,680	-18.4%	On Budget	Completed	No			No		
200201H	200201H	US 2/S of Orondo - Add Passing Lane	<1% Design	TPA	-	-	2,550	2,728	3,124	3,364	3,512	2,747	2,423	2,423	2,412	-	-	2,408	-5.6%	On Budget	Completed	No			No		
200201J	200201J	US 2/East Wenatchee N - Access Control	<1% Design	TPA	-	-	360	360	360	360	360	360	364	365	364	368	367	364	1.1%	On Budget	Design				No		
200201K	200201K	US 2/Wenatchee River Bridge - Replace Bridge (aka PIN 000255P)	1% Design	TPA	-	-	10,000	10,000	12,223	12,223	12,223	11,739	7,963	6,697	6,682	8,079	8,080	8,130	-18.7%	On Budget	Completed	No			No		
200201K	000255P	US 2/Wenatchee River Bridge		TPA	-	-	10,000	-	-	-	-	-	-	-	-	-	-	-									
200201K	200201K	US 2/Wenatchee River Bridge - Replace Bridge (aka PIN 000255P)	1% Design	TPA	-	-	-	10,000	12,223	12,223	12,223	11,739	7,963	6,697	6,682	8,080	8,080	8,130									
200201L	200201L	US 2/Chiwaukum Creek - Replace Bridge (aka PIN 000255Q)	1% Design	TPA	-	-	7,000	7,000	7,000	7,048	7,000	8,367	5,543	5,809	5,804	6,257	6,375	6,488	-7.3%	On Budget	Completed	No			No		
200201L	000255Q	US 2/Chiwaukum Creek		TPA	-	-	7,000	-	-	-	-	-	-	-	-	-	-	-									
200201L	200201L	US 2/Chiwaukum Creek - Replace Bridge (aka PIN 000255Q)	1% Design	TPA	-	-	-	7,000	7,000	7,048	7,000	8,367	5,543	5,809	5,804	6,257	6,375	6,488									
200221H	200221H	US 2/Dryden - Install Signal	60% Design	Nickel	320	320	461	461	498	498	-	482	-	-	-	-	-	481	50.4%	Over Budget	Completed	No			No		Budget: The cost increase is due to escalated construction material costs and adjustment for inflation. Schedule: This project was tied to the US 2/Leavenworth to Cashmere-Paving project and was delivered one year early.
600229S	600229S	US 2/Colbert Rd Intersection - Intersection Improvements	1% Design	TPA	-	-	1,000	1,000	1,025	1,052	1,171	-	-	-	-	-	-	49	-95.1%	On Budget	Completed	No			No		Budget: The CN phase was deleted from this project. State forces were able to deliver the scope of work by installing signing and additional striping at the intersection. The Region will continue to monitor and evaluate the effectiveness of these enhancements.
600230C	600230C	US 2/N Glen-Elk Chattaroy Rd Intersection - Intersection Improvements	1% Design	TPA	-	-	1,000	1,000	1,026	1,055	1,174	804	740	692	-	-	-	689	-31.1%	On Budget	Completed	No			No		Budget: Delivered under budget due to good bids.
SR 3																											
300341B	300341B	SR 3/SR 303 Interchange (Waaga Way) - Construct Ramp	3% Design	Nickel	15,179	17,276	17,991	22,204	24,828	24,828	-	-	-	-	-	-	-	26,047	71.6%	Over Budget	Completed	No	Yes; Local funded work added	No	No	No	Budget: Cost increases are the result of additional design elements required (noise barriers, soil nail walls, concrete retaining walls, wetland mitigation and fascia treatments), traffic flow and safety modifications made, and damage repairs required because of adverse weather. In addition, \$4.1 million of local funds were added to the project to address work on the local system. Furthermore, the 2003 project list excluded expended/planned design and right of way funded with PEF. Adjusting for the PEF dollars and excluding the local work, the project has increased 21% over the initial 2003 funding. Scope: Local funded improvements were added to the project. Schedule: This project has been delayed 2 years as a result of significant project redesign and environmental permitting delays which delayed the advertisement of this project. The changes were primarily driven by modifications of zoning and land use by Kitsap County in the vicinity of the interchange that rendered the previously shelved design flawed.
300344C	300344C	SR 3/Belfair Bypass - New Alignment	< 1% Design	TPA	-	-	15,000	15,000	15,000	15,000	15,000	14,530	14,533	14,963	14,960	14,960	14,574	3,387	-77.4%	On Budget	Design				No		
300344D	300344D	SR 3/Belfair Area Improvements - Mobility (aka PIN 3003IMP)	1% Design	TPA	-	-	15,700	17,522	16,134	18,635	18,616	18,027	18,154	18,154	18,153	19,259	21,368	23,044	46.8%	Over Budget	Design				No		
300344D	300344D	SR 3/Belfair Area Improvements - Mobility (aka PIN 3003IMP)	1% Design	TPA	-	-	-	17,522	16,134	18,635	18,616	18,027	18,154	18,154	18,153	19,259	21,368	23,044									
300344D	3003IMP	SR 3/Belfair Area Improvements		TPA	-	-	15,700	-	-	-	-	-	-	-	-	-	-	-									
300348A	300348A	SR 3/Fairmont Ave. to Goldsborough Cr. Bridge - Safety	1% Design	TPA	-	-	9,920	12,483	13,314	13,863	13,863	13,863	13,865	13,865	-	-	-	-	N/A	N/A	Deferred/Deleted				No		
300348B	300348B	SR 3/Ict US 101 to Mill Creek - Safety	3% Design	TPA	-	-	2,000	2,230	2,239	2,299	2,586	480	467	467	-	-	-	466	-76.7%	On Budget	Completed	No			No		
300355A	300355A	SR 3/Imperial Way to Sunnyslope - Add Lanes	3% Design	TPA	1,929	2,437	2,544	2,893	2,911	1,609	-	-	-	-	-	-	-	1,547	-39.2%	On Budget	Completed	No			No		Budget: Favorable market condition for bids resulted in decreased construction costs. Schedule: The project is being delivered 1 quarter late as a result of a delay in advertisement, stemming from delay in utility relocation work by Qwest.
300366A	300366A	SR 3/SR 106 S Belfair - Install Signal	3% Design	TPA	-	-	1,023	1,059	760	815	-	-	-	-	-	-	-	821	-19.7%	On Budget	Completed	No			No		Budget: The project decrease is primarily the result of favorable bids that resulted in decreased construction costs.
SR 4																											
400411A	400411A	SR 4/Abernathy Creek Bridge Replacement (aka PIN BRIDGE 1)	1% Design	TPA	-	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	-33.3%	On Budget	Deferred/Deleted				No		
400411A	400411A	SR 4/Abernathy Creek Bridge Replacement (aka PIN BRIDGE 1)	1% Design	TPA	-	-	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000									
400411A	BRIDGE 1	Abernathy Bridge		TPA	-	-	15,000	-	-	-	-	-	-	-	-	-	-	-									

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BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Delivery Performance		Scope Status & Options				Estimated Contingency	Comments
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change? Yes; Reduction	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		
400495B	400495B	SR 4/Svensen's Curve	30% Design	Nickel	6,714	5,767	5,838	7,838	1,577	1,637	-	1,640	-	-	-	-	-	1,598	-76.2%	On Budget	Completed	No			No		Budget/Scope: Real estate and construction cost escalation increased the project cost to the point it severely impacted the project's Benefit /Cost making the larger curve re-alignment infeasible. The 2007 Legislature reduced the scope and provided \$75,000 for low cost operational enhancements such as signing and delineation for the 2007-09 Biennium. The current cost includes prior actual expenditures incurred trying to deliver the original project. Schedule: The project was delivered 2 quarters late as a result of the above issues.
I-5																											
100505A	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes		Nickel	144,509	142,745	122,818	141,125	142,593	139,855	-	138,891	138,946	138,912	138,878	138,873	-	138,874	-3.9%	On Budget	Completed	No			No		Budget: Overall, the \$4.7 million under spending is due to good unit bid prices in the low bid. In 2005, prior PE/RW costs were not displayed in the project list; causing the project to be shown at an incorrect total. Scope: Funding and associated work was transferred from a separate project (1005STG4) during the 2004 budget process. Schedule: The project was delivered 1 year early.
100505A	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes		Nickel	89,409	142,745	122,818	141,125	142,593	139,855	-	138,891	138,946	138,912	138,878	138,873	-	-									
100505A	1005STG4	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes	80% Design	Nickel	55,100	-	-	-	-	-	-	-	-	-	-	-	-	-									
100511J	100511J	I-5/S Seattle NB Viaduct - Bridge Paving	3% Design	TPA	10,692	10,550	11,389	11,646	14,360	16,072	-	-	-	-	-	-	-	15,911	39.7%	Over Budget	Completed	No			No		Budget: The cost increase is due to additional design work to update the design after having been shelved, underestimated polyester concrete material quantities, underestimated bridge expansion joint work, increased traffic control costs and additional contractor incentive payment to complete work earlier. Schedule: The project was completed 1 year early because the contractor finished the work in less time than originally planned.
100525P	100525P	I-5/5th Ave NE to NE 92nd St - Noise Wall	3% Design	TPA	-	-	7,248	7,679	14,144	14,677	11,677	9,083	9,088	9,064	9,059	9,059	8,970	8,970	23.8%	Over Budget	Completed	No			No		
100529C	100529C	I-5/NE 175th St to NE 205th St - Add NB Lane	30% Design	Nickel	8,842	8,915	6,972	8,915	8,915	8,915	8,782	8,725	8,735	8,735	-	-	-	8,726	-1.3%	On Budget	Completed	No			No		Budget: In 2005, prior PE/RW costs were not displayed in the project list; causing the project to be shown at an incorrect total. Overall, the cost decrease is due to construction cost savings. Schedule: The project was delivered 2 quarters ahead of schedule as a result of schedule risks not being realized.
100535H	100535H	I-5/52nd Ave W to SR 526 - Roadside Safety and Ramp Improvements	3% Design	Nickel	2,922	2,905	2,695	2,642	2,782	2,782	2,681	2,698	2,703	2,703	-	-	-	2,698	-7.7%	On Budget	Completed	No			No		Budget: The cost decrease is due to design savings and resulting change that did not require right of way acquisition. Schedule: The project was delivered 3 quarters ahead of schedule as the result of delivering this project with an adjacent paver for efficiency purposes.
100536D	100536D	I-5/SR 525 Interchange Phase (aka PIN 1005INC2)	1% Design	TPA	-	-	18,200	20,347	20,000	20,000	20,000	20,000	20,001	20,001	20,010	20,010	20,010	20,010	N/A	N/A	Deferred/Deleted		Yes; Change		No		Scope: The original project was to construct a new ramp from southbound I-5 to westbound SR 525. During design, it was discovered that the initial design concept was not feasible due to constructability challenges. The Department proposed to use the funds on other improvements within the same corridor. The 2007 Legislature approved the scope change and appropriated \$20 million as the State's contribution to improving Lynnwood City Center Access.
100536D	100536D	I-5/SR 525 Interchange Phase (aka PIN 1005INC2)	1% Design	TPA	-	-	-	20,347	20,000	20,000	20,000	20,000	20,001	20,001	20,010	20,010	20,010	20,010									
100536D	1005INC2	I-5/SR 525 Interchange Phase		TPA	-	-	18,200	-	-	-	-	-	-	-	-	-	-	-									
100537B	100537B	I-5/196th St (SR 524) Interchange SB Braided Ramp (aka PIN 1005INC1)	1% Design	TPA	-	-	44,000	47,730	54,182	54,991	59,491	52,195	33,775	32,775	32,522	32,583	32,001	31,547	-28.3%	On Budget	Completed	No			No	600,000	
100537B	100537B	I-5/196th St (SR 524) Interchange SB Braided Ramp (aka PIN 1005INC1)	1% Design	TPA	-	-	-	47,730	54,182	54,991	59,491	52,195	33,775	32,775	32,522	32,583	32,001	31,547									
100537B	1005INC1	I-5/196th St (SR 524) Interchange SB Braided Ramp		TPA	-	-	44,000	-	-	-	-	-	-	-	-	-	-	-									
100543M	100543M	I-5/SR 526 to Marine View Drive - Add HOV Lanes	30% Design	Nickel	246,286	221,629	219,237	219,236	220,575	220,575	221,427	221,313	220,118	220,112	220,100	220,050	220,050	220,041	-10.7%	On Budget	Completed	No			No		Budget: Funding was reduced in 2004 based on updated project delivery assumptions using a design-build approach and inflation savings as a result of project acceleration. Schedule: Delivery was accelerated 3.5 years to ensure delivery prior to the 2010 Olympics.
100544G	100544G	I-5/41st St Interchange Improvements (aka PIN 1005INC4)	1% Design	TPA	-	-	40,400	43,103	42,844	42,844	42,844	42,637	-	-	-	-	-	42,592	5.4%	Over Budget	Completed	No	Yes; Local funded work added	No	No		Budget: The cost increase is due to adding City of Everett's contribution for additional city intersection improvements. The city's contribution was in the form of \$2.44 million in federal funds. In order to keep this project de-federalized, these funds were swapped with TPA funds from the UW Bothell project. Excluding the city's contribution for work added, this project is 0% over the initial estimate. Scope: A city contribution of federal funds were received to complete additional city intersection improvements.
100544G	100544G	I-5/41st St Interchange Improvements	1% Design	TPA	-	-	-	43,103	42,844	42,844	42,844	42,637	-	-	-	-	-	42,592									Budget: The cost increase is due to adding City of Everett's contribution for additional city intersection improvements. The city's contribution was in the form of \$2.44 million in federal funds. In order to keep this project de-federalized, these funds were swapped with TPA funds from the UW Bothell project. Excluding the city's contribution for work added, this project is 0% over the initial estimate. Scope: A city contribution of federal funds were received to complete additional city intersection improvements.
100544G	1005INC4	I-5/41st St Interchange Improvements (aka PIN 1005INC4)		TPA	-	-	40,400	-	-	-	-	-	-	-	-	-	-	-									

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					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		(e) Estimated Contingency
100552A	100552A	I-5/116th Street Interchange (aka PIN 1005TTI)	N/A WSDOT contribution to Tribe's project	TPA	-	-	900	900	-	900	900	-	-	-	-	-	-	900	0.0%	On Budget	Completed	No			No		No issues to report on this project.
100552A	100552A	I-5/116th Street Interchange (aka PIN 1005TTI)	N/A WSDOT contribution to Tribe's project	TPA	-	-	-	900	-	900	900	-	-	-	-	-	-	900									
100552A	1005TTI	I-5/116th Street Interchange		TPA	-	-	900	-	-	-	-	-	-	-	-	-	-	-									
100552S	100552S	I-5/SR 532 NB Interchange Ramps - Add Turn Lanes	30% Design	Nickel	8,115	8,106	8,106	8,106	8,117	7,172	7,188	6,741	6,684	6,683	-	-	-	6,678	-17.7%	On Budget	Completed	No				No	Budget: RW funding originally anticipated was not fully needed based on final project design. RW savings were used to cover minor CN increase (\$130,000) and higher PE costs (\$600,000). Scope: The project design was changed from a roundabout to a signalized intersection with additional channelization. Schedule: The project was delivered 2 quarters ahead of schedule as a result of contractor schedule improvements.
100553N	100553N	I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange (aka PIN 1005INCS)		TPA	7,390	7,474	31,148	35,426	42,242	44,612	46,790	37,262	34,762	33,484	33,173	33,172	33,120	33,120	6.5%	Over Budget	Completed	No				No	
100553N	100553N	I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange (aka PIN 1005INCS)		TPA	7,390	7,474	13,348	35,426	42,242	44,612	46,790	37,262	34,762	33,484	33,173	33,172	33,120	33,120									
100553N	1005INCS	I-5 / 172nd St (SR 531 Smokey Point) Interchange Improvements	30% Design	TPA	-	-	17,800	-	-	-	-	-	-	-	-	-	-	-									
100559S	100559S	I-5/Fisher Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	248	264	277	285	319	298	240	240	-	-	-	239	-3.9%	On Budget	Completed	No				No	
100560A	100560A	I-5/300th St NW Vic to Anderson Rd Vic - Install Cable Barrier	3% Design	TPA	-	-	1,176	1,288	-	1,288	-	-	-	-	-	-	-	1,226	4.3%	On Budget	Completed	No				No	Budget: The cost increase due to underestimated final construction costs. Schedule: The project was delivered 1.5 years early as a result of the contractor completing the project earlier than planned because the project was advertised one year earlier to complete this important safety work.
100566B	100566B	I-5/2nd Street Bridge-Replace Bridge	30% Design	Nickel	13,667	13,681	14,679	14,333	14,412	14,412	-	-	-	-	-	-	-	14,157	3.6%	On Budget	Completed	No				No	Budget: The cost increase is primarily due to changes for bridge pier foundations. In addition, the city of Mount Vernon provided local funding to address the city's storm drainage system within the project limits. Excluding the funding and associated work from the project estimate, this project is 0% over the initial budget. Schedule: The project was delivered 2 quarters ahead of schedule due to management of construction risks.
100569B	100569B	I-5/SR 11 Vic to Weigh Station Vic - Install Cable Barrier	3% Design	TPA	-	-	497	436	-	436	-	-	-	-	-	-	-	375	-24.4%	On Budget	Completed	No				No	Budget: The decrease is due to construction cost savings. Schedule: The project was completed 1.5 years ahead of schedule due to the contractor completing the project earlier than planned because the project was advertised one year earlier to complete this important safety work.
100582S	100582S	I-5/SB Viaduct, S Seattle Vicinity - Bridge Repair	3% Design	TPA	-	-	3,910	3,991	1,108	1,266	-	-	-	-	-	-	-	1,142	-70.8%	On Budget	Completed	No				No	Budget: The decrease is due to the use of a less expensive expansion joint work method, following a value engineering study along with input from bridge design. Schedule: The project was delivered 1 quarter early.
100583S	100583S	I-5/Chuckanut Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	948	1,021	1,113	1,145	1,282	560	455	455	-	-	-	452	-52.3%	On Budget	Completed	No				No	
100583W	100583W	I-5/Padden Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	431	465	507	521	584	268	222	195	193	-	-	179	-58.6%	On Budget	Completed	No				No	
100584A	100584A	I-5/SB Ramps at SR 11/Old Fairhaven Parkway - Add Ramp Lane	3% Design	Nickel	1,575	1,571	1,647	1,647	2,426	2,423	2,262	2,262	2,249	2,249	2,245	-	-	2,245	42.6%	Over Budget	Completed	No	Yes; Local funded work added	No	No	No	Budget: Local work added to the project that was paid for by a combination of a local acquired federal earmark and other local funds in excess of \$257,000. Excluding this scope of work and associated funding, the project costs has changed -4% from the initial 2003 package. Scope: Local funded city street improvements were added to the project. Schedule: The project was delivered 1 quarter ahead of schedule.
100585C	100585C	I-5/SR 11 to 36th Street - Median Cross Over Protection (aka PIN 000588B)	1% Design	TPA	-	-	370	68	-	-	-	-	-	-	-	-	-	104	-72.0%	On Budget	Completed	No				No	Budget: The initial decrease is due to the selection of a less expensive design solution than originally estimated. The increase in the current estimate to complete is due to the decision to use a more expensive high tension cable to provide more safety. Schedule: The project was completed 1.5 years early because of bundling this work with other similar projects under a single project.
100585C	000588B	I-5/SR 11 to 36th Street - Median Cross Over Protection		TPA	-	-	370	-	-	-	-	-	-	-	-	-	-	-									
100585C	100585C	I-5/SR 11 to 36th Street - Median Cross Over Protection (aka PIN 000588B)	1% Design	TPA	-	-	-	68	-	-	-	-	-	-	-	-	-	104									
100585Q	100585Q	I-5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction (aka PIN 1005XXD)	1% Design	TPA	16,585	17,926	27,501	27,827	27,298	27,298	27,298	27,299	22,358	22,357	22,345	22,563	22,563	22,496	-18.0%	On Budget	Completed	No				No	
100585Q	1005XXD	I-5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction		TPA	-	-	10,300	-	-	-	-	-	-	-	-	-	-	-									
100585Q	100585Q	I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction (aka PIN 1005XXD)	1% Design	TPA	16,585	17,926	17,201	27,827	27,298	27,298	27,298	27,299	22,358	22,357	22,345	22,563	22,563	22,496									
100590B	100590B	I-5/SR 542 Vicinity to Bakerview Rd - Install Cable Barrier	3% Design	TPA	-	-	379	202	-	-	-	-	-	-	-	-	-	254	-32.9%	On Budget	Completed	No				No	Budget: The decrease is due to construction cost savings. Schedule: The project was completed 1.5 years ahead of schedule due to bundling this work with other similar projects under a single contract.
100591G	100591G	I-5/Squalicum Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	361	387	408	420	470	195	150	150	-	-	-	148	-58.9%	On Budget	Completed	No				No	

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Delivery Performance			Scope Status & Options				Comments
					03LEGFN	04LEGFN	05LEGFN	06LEGFN	07LEGFN	08LEGFN	09LEGFN	10LEGFN	11LEGFN	12LEGFN	13LEGFN	14LEGFN	15LEGFN	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change? Yes; Reduction	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	
100591Y	100591Y	I-5/Bakerview Rd to Nooksack River Br-Slater Rd I/C - Safety Improv	<1% Design	Nickel	782	784	784	707	111	120	125	67	46	46	-	-	-	43	-94.5%	On Budget	Completed	No	Yes; Reduction		No		Budget/Scope: Budget was reduced in 2007 as a result of a proposal to implement a low cost solution in lieu of the original scope of work. Safety benefits will still be achieved.
100593G	100593G	I-5/Main Street to SR 548 - Median Cross Over Protection (aka PIN 000588C)	3% Design	TPA	-	-	890	409	-	409	-	-	-	-	-	-	-	407	-54.2%	On Budget	Completed	No			No		Budget: The reduction is the result of construction cost savings. Schedule: The project was completed 1.5 years ahead of schedule because of bundling with other similar projects under one contract.
100593G	000588C	I-5/Main Street to SR 548 - Median Cross Over Protection		TPA	-	-	890	-	-	-	-	-	-	-	-	-	-	-									
100593G	100593G	I-5/Main Street to SR 548 - Median Cross Over Protection (aka PIN 000588C)	3% Design	TPA	-	-	-	409	-	409	-	-	-	-	-	-	-	407									
100595D	100595D	I-5/Blaine Vicinity - Median Cross Over Protection		TPA	-	-	-	245	-	245	-	-	-	-	-	-	-	243	-1.0%	On Budget	Completed	No			No		
100597B	100597B	I-5/SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	TPA	-	-	800	800	800	800	-	800	799	799	-	-	-	797	-0.4%	On Budget	Completed	No			No		
100597B	100597B	I-5/SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	TPA	-	-	-	800	800	800	-	800	799	799	-	-	-	797									
100597B	STUDY 3	SR 534 Access Point Decision Report		TPA	-	-	800	-	-	-	-	-	-	-	-	-	-	-									
100598D	100598D	I-5/Dakota Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	707	758	771	793	887	-	-	-	-	-	-	185	-73.9%	On Budget	Completed	No			No		
300504A	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)		Nickel/TPA	339,553	339,160	765,152	791,419	1,277,774	1,411,080	1,477,518	1,477,626	1,477,351	1,477,351	1,478,394	1,478,392	1,478,202	1,478,545	93.2%	Over Budget	Under Construction				No		
300504A	3005NV2	SR 16 Nalley Valley Viaduct		Nickel	155,568	-	-	-	-	-	-	-	-	-	-	-	-	-									
300504A	3005NV1	I-5 Core HOV - S 48th to Pacific Ave		Nickel	92,987	-	-	-	-	-	-	-	-	-	-	-	-	-									
300504A	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)		Nickel	4,380	4,400	4,740	4,878	6,978	6,978	1,477,518	1,477,626	1,477,351	1,477,351	1,478,394	1,478,392	1,478,202	6,938									
300504A	300504B	I-5/Port of Tacoma Rd. to King Co. Line - HOV	3% Design	Nickel	33,623	33,623	33,623	33,623	43,230	66,871	-	-	-	-	-	-	-	58,195								389,180	
300504A	300509M	I-5/M St to Portland Ave - HOV		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	160,826									
300504A	300509N	I-5/Portland Ave to Port of Tacoma Rd - NB HOV		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	261,474									15,470,000
300504A	300509S	I-5/Portland Ave to Port of Tacoma Rd - SB HOV		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	308,506									
300504A	300509X	I-5/SR 16/EB Nalley Valley - HOV		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	106,277									6,310,000
300504A	300567A	I-5/SR 16 Interchange - Rebuild Interchange	30% Design	Nickel/TPA	46,049	199,791	199,240	199,157	299,861	307,030	-	-	-	-	-	-	-	194,009									
300504A	300568A	I-5/S 48th to S M Street - Core HOV	80% Design	Nickel	5,935	98,579	99,846	103,754	105,552	105,546	-	-	-	-	-	-	-	104,213									Budget: In 2006 and 2007, the construction estimate increased due to escalation of material costs (steel/concrete) and inflation. In addition, the initial 2003 budget excluded prior biennium expenditures (\$5.9 million). This accounts for the increase shown in 2004. Adjusting 2003 to include these priors results in the project being 7% over budget.
300504A	300563A	I-5/Port of Tacoma Interchange - Rebuild Interchange	30% Design	TPA	1,012	1,007	1,008	17,542	41,727	57,455	-	-	-	-	-	-	-	1,132									
300504A	300566A	I-5/SR 16 Realignment and HOV Connectors	30% Design	TPA	-	1,760	1,760	108,826	189,938	201,966	-	-	-	-	-	-	-	217,767									
300504A	300569G	I-5/Portland Avenue I/C, SR 167 I/C & L Street Bridge	3% Design	TPA	-	-	-	50,701	101,923	135,554	-	-	-	-	-	-	-	7,829									
300504A	300569H	I-5/SR 16 and SR 167/Tacoma HOV Improvements	30% Design	TPA	-	-	424,936	163,941	319,424	375,830	-	-	-	-	-	-	-	42,877									
300504A	300576A	I-5/I-705 to Port of Tacoma Interchange - Add HOV Lanes	30% Design	TPA	-	-	-	108,998	169,141	153,850	-	-	-	-	-	-	-	8,728									
300581A	300581A	I-5/Grand Mound to Maytown, Widening	3% Design	Nickel	76,805	76,206	76,206	76,206	129,734	137,539	137,219	130,727	115,335	115,271	115,475	115,725	115,272	115,408	50.3%	Over Budget	Completed	No			No		
300581A	300581A	I-5/Grand Mound to Maytown, Widening	3% Design	Nickel	76,805	76,206	76,206	76,206	87,985	95,110	137,219	130,727	115,335	115,271	115,475	115,725	115,272	88,770									
300581A	300581B	I-5/Grand Mound to Maytown Stage Two - Replace Interchange	<1% Design	Nickel	-	-	-	-	41,749	42,429	-	-	-	-	-	-	-	26,637								400,000	
400506A	400506A	I-5/Columbia River Crossing/Vancouver - EIS	<1% Design	TPA	-	-	55,075	64,559	67,463	88,463	124,036	126,235	172,709	217,615	296,114	184,109	184,108	183,478	233.1%	N/A	Deferred/Deleted				No		
400506H	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	1% Design	Nickel	40,000	40,000	55,000	55,000	81,876	81,746	89,091	84,341	98,441	98,439	94,768	92,963	92,971	85,971	114.9%	Over Budget	Completed	No			No		
400506I	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange (aka PIN 450105B)	N/A - WSDOT contribution	TPA	-	-	10,000	10,000	13,000	13,000	23,000	23,172	23,187	23,927	24,304	24,214	24,179	24,064	140.6%	Over Budget	Completed	No			No		
400506I	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange (aka PIN 450105B)	N/A - WSDOT contribution	TPA	-	-	-	10,000	13,000	13,000	23,000	23,172	23,187	23,927	24,304	24,214	24,179	24,064									
400506I	450105B	SR501/ Ridgefield Interchange		TPA	-	-	10,000	-	-	-	-	-	-	-	-	-	-	-									
400506M	400506M	I-5/Chehalis River Flood Control	N/A	Nickel	30,000	30,000	30,000	4,271	4,670	4,670	4,670	4,670	4,673	4,672	6,755	6,789	6,789	6,789	-77.4%	On Budget	Under Construction	No	Yes; Change		No		Budget/Scope: This project was originally a partnership with Lewis County, the Cities of Centralia and Chehalis, and the Army Corps of Engineers to design and construct a comprehensive flood control project for the Chehalis River Basin. WSDOT was a partner based on the comprehensive project addressing flood impacts to I-5. In 2005, with the support of local agencies, the funding was reduced to a \$2.5 million contribution to raise and widen Airport Way on the west side of I-5. Following the December 2007 storm event which caused severe flooding and closed I-5 for several days, the 2008 Legislature provided \$50 million from the state building construction account to the OFM to participate in flood hazard mitigation projects for the Chehalis river basin. \$2.5 million of this total is dedicated toward a basin-wide study.
400507L	400507L	I-5/Lexington Vicinity - Construct New Bridge	N/A - WSDOT contribution	Nickel	5,000	5,000	5,000	5,000	5,000	5,000	-	-	-	-	-	-	-	5,000	0.0%	On Budget	Completed	No			No		Budget: All contribution funds have been spent on the project. Schedule: This was a local lead project. WSDOT's contribution was made as planned.
400507R	400507R	I-5/Rush Rd to 13th St - Add Lanes	<1% Design	Nickel	41,400	41,400	41,400	41,400	51,312	50,698	52,722	53,655	53,660	53,713	53,683	-	-	53,674	29.6%	Over Budget	Completed	No			No		

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
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BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands														Delivery Performance			Scope Status & Options				Comments	
					03LEGFN	04LEGFN	05LEGFN	06LEGFN	07LEGFN	08LEGFN	09LEGFN	10LEGFN	11LEGFN	12LEGFN	13LEGFN	14LEGFN	15LEGFN	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		(e) Estimated Contingency
400507W	400507W	Woodland Industrial Area (aka PIN 4005WIA)	N/A Study	TPA	-	-	250	250	250	250	-	250	252	235	-	-	-	234	-6.5%	On Budget	Completed	No			No		
400507W	400507W	Woodland Industrial Area (aka PIN 4005WIA)	N/A Study	TPA	-	-	-	250	250	250	-	250	252	235	-	-	-	234									
400507W	400507W	Woodland Industrial Area		TPA	-	-	250	-	-	-	-	-	-	-	-	-	-	-									
400508W	400508W	I-5/Mellon Street I/C to Grand Mound I/C - Add Lanes	1% Design	TPA	-	-	160,000	160,000	197,211	196,619	214,332	201,682	199,369	196,703	182,409	158,384	158,000	154,516	-3.4%	Over Budget	Under Construction	No			No	6,030,000	
400508W	Sfrimob	I-5/Mellen Street to Grand Mound		TPA	-	-	160,000	-	-	-	-	-	-	-	-	-	-	-									
400508W	400508W	I-5/Mellon Street I/C to Grand Mound I/C - Add Lanes	1% Design	TPA	-	-	-	160,000	197,211	196,619	214,332	201,682	199,369	196,703	182,409	158,384	158,000	40,480								1,500,000	
400508W	400509M	I-5/Mellen St Interchange - Interchange Improvements		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	941									
400508W	400511W	I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	111,595								4,530,000	
400510A	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges (aka PIN 4432TWI)	1% Design	TPA	-	-	45,000	45,000	45,000	45,022	45,000	35,494	35,503	35,503	35,268	35,268	35,068	34,905	-22.4%	On Budget	Completed	No			No		
400510A	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges (aka PIN 4432TWI)	1% Design	TPA	-	-	-	45,000	45,000	45,022	45,000	35,494	35,503	35,503	35,268	35,268	35,068	34,905									
400510A	4432TWI	I-5 SR 432 Talley Way Interchanges		TPA	-	-	45,000	-	-	-	-	-	-	-	-	-	-	-									
400595A	400595A	I-5/Salmon Creek to I-205 - Widening	3% Design	Nickel	38,559	36,995	39,109	43,109	44,308	43,946	-	43,798	-	-	-	-	-	43,796	13.6%	Over Budget	Completed	No	Yes; Increase	No	No		Budget: This project experienced \$5.7 million in construction increases due to unanticipated site conditions that included major subsurface hydraulic problems; resulting in additional bridge and wall plan changes. Scope: Two noise walls were added to this project by the Legislature. Schedule: This project was delivered 1 quarter early.
400599R	400599R	I-5/SR 502 Interchange - Build Interchange	<1% Design	Nickel	34,730	34,730	34,730	43,338	56,130	51,748	52,144	52,513	52,521	52,521	52,224	52,225	-	52,224	50.4%	Over Budget	Completed	No	Yes; Increase	No	No		Scope: Funding and scope were transferred from the SR 502/I-5 to Battle Ground project. This work included right of way and construction needed to extend the widening and construct turn lanes through an adjacent intersection. This effort provides efficient functionality at this location until the entire corridor improvements are completed.
800502K	800502K	I-5/SR 161/SR 18 - Interchange Improvements	30% Design	Nickel/TPA	3,628	3,687	104,687	111,997	108,589	109,042	109,216	109,335	109,495	109,504	109,482	109,864	109,480	91,225	-12.9%	On Budget	Completed	No	Yes; Change	No	No	1,398,116	Scope: Originally funded for preliminary planning and design, the scope was increased in 2005 to cover construction on the first stage of the project.
800502K	109907C	SR 99/W Fork Hylebos Creek - Fish Passage		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	2,651									
800502K	800502K	I-5/SR 161/SR 18 - Interchange Improvements	30% Design	Nickel/TPA	-	-	-	111,997	108,589	109,042	109,216	109,335	109,495	109,504	109,482	109,864	109,480	88,574								1,398,116	
800506C	800506C	I-5/S 272nd St - Interchange Improvements (aka PIN 805CHG)	1% Design	TPA	-	-	10,000	11,598	11,598	11,598	-	-	-	-	-	-	N/A	N/A	N/A	N/A	Deferred/Deleted	No			No		Construction not funded. Sound Transit has indicated that this project may be included in their revenue package submitted for voter approval. Project was deleted from highway program.
800506C	800506C	I-5/S 272nd St - Interchange Improvements (aka PIN 805CHG)	1% Design	TPA	-	-	-	11,598	11,598	11,598	-	-	-	-	-	-	-	-									
800506C	805CHG	I-5 AT 272nd Interchange Reconstruction		TPA	-	-	-	10,000	-	-	-	-	-	-	-	-	-	-									
800515C	800515C	I-5/S Boeing Access Rd to Northgate - Concrete Pavm't Rehab	< 1% Design	Nickel	144,600	144,600	144,600	181,100	145,600	145,600	145,600	139,691	139,700	139,607	192,378	192,262	192,260	192,715	33.3%	Over Budget	Under Construction		Yes; Increase	No	No		The 2013 legislature added \$52.8 million of federal funds to this project
800515C	100521PA	I-5 Boeing Access Road to Northgate Corridor EIS		Nickel	10,300	-	-	-	-	-	-	-	-	-	-	-	-	-									
800515C	concrete	Concrete Rehabilitation on I-5 in Pierce, King, and Snohomish Counties		Nickel	134,300	-	-	-	-	-	-	-	-	-	-	-	-	-									
800515C	100527T	I-5/NE 117th St to SR 104 - Pavement Repair		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	12,105									
800515C	800515B	I-5/S Boeing Access Rd to Northgate - Conc Pavm't Rehab Early Design	1% Design	Nickel	-	10,300	10,300	10,300	10,300	10,300	-	-	-	-	-	-	-	4,631									
800515C	100501E	I-5/Boeing Access Rd Vic to King/Snohomish Co Line - Pavement Repair		Nickel	-	-	-	-	21,000	21,000	-	-	-	-	-	-	-	14,859									
800515C	100506G	I-5/NB S 260th St to Duwamish River Bridge - Concrete Pavement Rehab		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	30,921									
800515C	100515B	I-5/NB Boeing Access Rd to NE Ravenna Bridge - Pavement Repair		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	13,129									
800515C	100516F	I-5/SB S Lucile St to Spring St - Pavement Repair		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	6,897									
800515C	100516G	I-5/NB S Spokane St Vic - Concrete Pavement Replacement		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	8,760									
800515C	100519B	I-5/NB I-90 Vic to James St Vic - Concrete Pavement Replacement		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	7,578									
800515C	800515C	I-5/S Boeing Access Rd to Northgate - Concrete Pavm't Rehab	< 1% Design	Nickel	-	134,300	134,300	170,800	114,300	114,300	145,600	139,691	139,700	139,607	192,378	192,262	192,260	93,836				Yes; Change	No	No		Budget: The budget was increased in 2006 as a result of the scope change noted below. In 2007, individual projects were identified to be delivered with the scope and funding transferred to new projects. Scope: In 2006 funding was added to address concrete needs on I-90 in Kittitas County.	
800524H	800524H	I-5/Boston St to E Shelby St - SB I-5, Westside - Noise Wall (aka PIN 100524Q)	30% Design	TPA	-	-	15,820	15,820	19,418	19,946	9,882	8,680	8,403	8,403	8,401	8,401	8,244	8,244	-47.9%	On Budget	Completed	No	Yes; Increase	No	No		Scope: An additional wall was added on the northbound side of I-5.
800524H	100524Q	I-5/Boston to Shelby, SB I-5, Westside		TPA	-	-	15,820	-	-	-	-	-	-	-	-	-	-	-									
800524H	800524H	I-5/Boston St to E Shelby St - SB I-5, Westside - Noise Wall (aka PIN 100524Q)	30% Design	TPA	-	-	-	15,820	19,418	19,946	9,882	8,680	8,403	8,403	8,401	8,401	8,244	8,244									
800524P	800524P	I-5/Roanoke Vicinity Noise Wall (aka PIN NOISEW)	< 1% Design	Nickel	3,500	3,500	3,500	3,764	3,764	3,764	-	-	-	-	-	-	-	3,752	7.2%	Over Budget	Completed	No			No		Budget: In 2006, construction costs increase due to the need to remove unforeseen underground obstructions in the project area. Increased costs consist of 1) construction costs (time and materials), 2) associated construction engineering, and 3) geotechnical services. Schedule: This project is delayed 1 year because of additional efforts needed to coordinate with the surrounding neighborhood and an extended approval and procurement process for acquiring the panels.
800524P	800524P	I-5/Roanoke Vicinity Noise Wall (aka PIN NOISEW)	< 1% Design	Nickel	-	3,500	3,500	3,764	3,764	3,764	-	-	-	-	-	-	-	3,752									
800524P	noisew	Noise Wall in Seattle		Nickel	3,500	-	-	-	-	-	-	-	-	-	-	-	-	-									
800524Z	800524Z	I-5/Ship Canal Bridge - Noise Mitigation Study (aka PIN 1005SCN)	< 1% Design	TPA	-	-	5,000	5,000	5,000	5,000	5,000	7,001	5,871	5,870	5,866	5,535	5,536	5,535	10.7%	Over Budget	Completed	No			No	638,650	
800524Z	1005SCN	I-5 Ship Canal Bridge Noise Mitigation		TPA	-	-	5,000	-	-	-	-	-	-	-	-	-	-	-									
800524Z	800524Z	I-5/Ship Canal Bridge - Noise Mitigation Study (aka PIN 1005SCN)	< 1% Design	TPA	-	-	-	5,000	5,000	5,000	5,000	7,001	5,871	5,870	5,866	5,535	5,536	5,535								638,650	
ANDERSO	ANDERSO	I-5/ Anderson Park and Ride		TPA	-	-	-	-	4,500	-	-	-	-	-	-	-	-	-									
NOISE1	NOISE1	Thurston Noise Wall		TPA	-	-	5,000	5,728	6,848	7,453	8,137	7,570	4,776	4,695	4,521	-	4,491	-10.2%	On Budget	Completed	No			No	No		
NOISE1	300518C	I-5/Queets Dr. East Tanglewild - Noise Barrier	1% Design	TPA	-	-	-	2,396	2,874	3,128	3,394	3,135	1,978	1,968	1,796	-	1,790										
NOISE1	300518D	I-5/14th Ave. Thompson Place - Noise Wall	1% Design	TPA	-	-	-	3,332	3,974	4,325	4,742	4,435	2,798	2,727	2,725	-	2,701										
NOISE1	NOISE1	Thurston Noise Wall		TPA	-	-	5,000	-	-	-	-	-	-	-	-	-	-	-									

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Latest/Current Cost	% Change from Initial Budget	Delivery Performance		Scope Status & Options					Comments
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR	Budget Status (± 5%)	Delivery Status			(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency			
100920I	100920I	SR 9/SR 528 Intersection - Signal	30% Design	Nickel	842	645	-	750	-	-	-	-	-	-	-	-	-	753	-10.6%	On Budget	Completed	No			No		Budget: This project was completed under budget in 2004 as a result of construction cost savings materializing from a competitive low bid. Schedule: This project was delivered 2 quarters early due to a pessimistic initial operationally complete date.		
100924A	100924A	SR 9/108th Street NE (Lauck Road) - Add Turn Lanes	<1% Design	Nickel	1,353	1,393	1,393	1,393	1,846	1,822	1,822	1,704	1,711	1,702	-	-	-	1,695	25.3%	Over Budget	Completed	No			No		Budget: The primary cost increase was the result of a forecasted inflation change that materialized during the construction phase. Schedule: This project was delivered 2 quarters early.		
100930H	100930H	SR 9/Schloman Rd to 256th St NE - New Alignment	30% Design	Nickel	15,952	15,783	15,325	15,084	15,089	16,137	16,809	16,777	16,619	16,628	-	-	-	16,618	4.2%	On Budget	Completed	No			No				
100930I	100930I	SR 9/252nd St NE Vicinity - Add Turn Lane	30% Design	Nickel	881	877	830	808	1,731	1,731	1,554	1,695	1,699	1,702	1,695	-	-	1,695	92.4%	Over Budget	Completed	No			No				
100931C	100931C	SR 9/268th St Intersection - Add Turn Lane	30% Design	Nickel	2,765	2,824	2,423	2,303	3,129	2,833	2,833	2,608	2,547	2,553	2,546	-	-	2,546	-7.9%	On Budget	Completed	No			No				
100934R	100934R	SR 9/Pilchuck Creek - Replace Bridge (aka PIN 000955G)	1% Design	TPA	-	-	6,000	6,000	6,247	6,247	6,247	6,248	19,472	19,604	17,841	17,842	17,875	15,812	163.5%	Over Budget	Under Construction	No			No	2,000,000			
100934R	000955G	SR 9/Pilchuck Creek		TPA	-	-	6,000	-	-	-	-	-	-	-	-	-	-	-											
100934R	100934R	SR 9/Pilchuck Creek - Replace Bridge (aka PIN 000955G)	1% Design	TPA	-	-	-	6,000	6,247	6,247	6,247	6,248	19,472	19,604	17,841	17,842	17,875	15,812											
100955A	100955A	SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment	30% Design	Nickel	16,883	16,975	17,399	16,975	18,027	18,027	18,027	17,767	17,772	17,772	17,765	17,765	17,764	17,765	5.2%	Over Budget	Completed	No			No		Budget: The budget was increased by \$950,000 as a result of RW settlement costs. In addition, project design costs was higher due to additional work for environmental permits, utility and railroad issues. Schedule: This project was delivered 1 year late.		
SR 11																													
101100F	101100F	SR 11/I-5 Interchange-Josh Wilson Rd - Rebuild Interchange (aka PIN 1005000)	1% Design	TPA	-	-	10,000	10,606	10,935	12,004	12,840	12,967	10,471	10,112	10,108	10,064	10,018	10,017	0.2%	On Budget	Completed	No			No				
101100F	1005000	SR 11/I-5 Interchange-Josh Wilson Rd		TPA	-	-	10,000	-	-	-	-	-	-	-	-	-	-	-											
101100F	101100F	SR 11/I-5 Interchange-Josh Wilson Rd - Rebuild Interchange (aka PIN 1005000)	1% Design	TPA	-	-	-	10,606	10,935	12,004	12,840	12,967	10,471	10,112	10,108	10,064	10,018	10,017											
101100G	101100G	SR 11/Chuckanut Park and Ride - Build Park and Ride (aka PIN PR00002)	1% Design	TPA	-	-	4,000	4,000	7,000	12,690	12,690	12,991	11,874	11,496	11,866	-	11,843	11,844	196.1%	Over Budget	Completed	No	Yes; Local funded work added	No	No	No	Budget: The increase on the original scope of work is due to real estate cost escalation. The remaining cost increase is the result of local funds being added by Skagit Transit to fund construction. Excluding the local funds (\$6.5 million) and their associated scope of work, this project is 75% over the initial budget. Scope: Local funded work was added to construct the project.		
101100G	101100G	SR 11/Chuckanut Park and Ride - Build Park and Ride (aka PIN PR00002)	1% Design	TPA	-	-	-	4,000	7,000	12,690	12,690	12,991	11,874	11,496	11,866	-	11,843	11,844											
101100G	PR00002	Chuckanut Park and Ride		TPA	-	-	4,000	-	-	-	-	-	-	-	-	-	-	-											
US 12																													
301251A	301251A	US 12/Clemons Rd Vicinity - Intersection Improvements	3% Design	TPA	-	-	2,500	2,711	3,315	1,455	-	-	-	-	-	-	-	1,043	-58.3%	On Budget	Completed	No			No				
301261A	301261A	US 12/Montesano Vicinity to Elma - Install Cable Barrier	1% Design	TPA	-	-	1,219	1,620	-	-	-	-	-	-	-	-	-	1,923	57.8%	Over Budget	Completed	No			No		Budget: The initial increase is due to an updated estimate based on the design at the time. This subsequent increase was the result of needed fill and grading work, additional erosion control, replacement of drainage structures, and additional cable guardrail. Schedule: The project was delivered 1 year early.		
501202Z	501202Z	US 12/Wallula to Walla Walla - Corridor Study	3% Design	Nickel	2,960	7,234	1,663	9,465	5,465	5,468	-	-	-	-	-	-	-	5,138	73.6%	Over Budget	Completed	No			No				
501203X	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	3% Design	Nickel/TPA	-	-	45,406	50,473	66,382	56,577	59,538	56,972	52,002	51,879	51,822	51,704	51,694	51,695	13.9%	Over Budget	Completed	No	Yes; Increase	No	No	No	Budget: The project cost increase is due to the scope change noted below which was primarily covered by the receipt of an additional federal earmark (\$4 million). The remainder of the increase is due to material cost escalation for fuel related unit costs, inflation, and a minor redesign in the roadway alignment to avoid a historic site. Scope: As a result of a value engineering study, local support, and an additional earmark, an interchange and an at-grade intersection were added to the project. Schedule: This project is being delivered 1 quarter late.		
501204C	501204C	US 12/SR 124 to McNary Pool - Add Lanes	<1% Design	Nickel	11,800	11,751	12,203	12,299	-	12,092	-	-	12,098	12,098	12,092	12,092	12,092	12,092	2.5%	On Budget	Completed	No	Yes; Local funded work added	No	No	No	Budget: Project increases are the result of a federal earmark and local funds added to the project. Excluding the local funds (\$254,000) and their associated work, the project was 0% over the initial budget. Scope: Local funded improvements were added to the scope of the project.		
501205D	501205D	US 12/Attalia Vicinity to US 730 - Add Lanes	<1% Design	Nickel	10,427	10,147	10,427	5,737	800	800	-	800	801	801	-	-	-	799	-92.3%	On Budget	Completed	No	Yes; Reduction	No	No	No	Budget: Low cost enhancements are being considered to deliver a function benefit in this corridor, specifically in the vicinity of US 12 and US 730. Scope: A study of alignment alternatives was completed and determined that this project was not needed with the preferred alternative.		
501208J	501208J	US 12/Old Naches Highway - Build Interchange	3% Design	Nickel	38,295	37,839	38,294	35,794	37,178	38,465	38,465	38,440	38,444	38,444	38,440	38,439	38,439	38,440	0.4%	N/A	Deferred/Deleted				No				
501211N	501211N	US 12/Tieton River W Crossing - Replace Bridge	1% Design	TPA	2,540	2,533	6,208	6,250	7,568	8,123	9,061	6,076	6,393	6,022	5,999	6,000	5,998	5,999	-3.4%	On Budget	Completed	No			No				
501211P	501211P	US 12/Tieton River E Crossing - Replace Bridge	1% Design	TPA	2,045	2,047	4,178	4,274	5,795	6,213	6,881	6,020	5,571	4,887	4,875	4,874	5,020	5,022	20.2%	Over Budget	Completed	No			No				
501211W	501211W	US 12/Attalia Vicinity - Add Lanes	3% Design	Nickel	10,333	10,333	10,333	15,022	16,201	15,889	-	-	-	-	-	-	-	15,960	54.5%	Over Budget	Completed	No			No	No	Budget: The project cost increase was primarily due to a design change in the initial alignment and frontage road length required to avoid the Boise Cascade Waste Disposal and Composting Site. In addition, the low bidder came in almost 9% over the engineers estimate due to the recent unpredictable escalation in asphalt prices. Schedule: This project was delivered 1 quarter early.		
501212I	501212I	US 12/SR 124 Intersection - Build Interchange	1% Design	TPA	-	-	20,000	21,385	25,944	26,767	29,490	24,014	22,251	21,955	21,308	21,408	21,358	21,310	6.5%	Over Budget	Completed	No			No				
501212O	501212O	US 12/40th Ave Interchange - Interchange Improvements	3% Design	TPA	-	-	2,000	2,170	2,123	2,106	-	-	-	-	-	-	-	1,903	-4.8%	On Budget	Completed	No	Yes; Local funded work added	No	No	No	Budget: The increase is due to \$167,000 of local funds being added to this project in connection with adjacent work on the local system. Excluding these local funds and associated work added, the project is -13% under the initial budget. Scope: Local funded improvements were added to the scope of the project.		

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					03LEGFN	04LEGFN	05LEGFN	06LEGFN	07LEGFN	08LEGFN	09LEGFN	10LEGFN	11LEGFN	12LEGFN	13LEGFN	14LEGFN	15LEGFN	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		(e) Estimated Contingency		
501213E	501213E	US 12/Naches River N of Yakima - Stabilize Slopes (aka PIN CHRONIC)	1% Design	TPA	-	515	2,116	2,162	2,960	2,985	2,976	2,977	2,998	2,996	2,954	-	-	2,954	39.6%	Over Budget	Completed	No			No				
501213E	501213E	US 12/Naches River N of Yakima - Stabilize Slopes (aka PIN CHRONIC)	1% Design	TPA	-	515	516	2,162	2,960	2,985	2,976	2,977	2,998	2,996	2,954	-	-	2,954											
501213E	Chronic	US 12, Naches River		TPA	-	-	1,600	-	-	-	-	-	-	-	-	-	-	-											
SR 14																													
401408S	401408S	SR 14/Lieser Rd Interchange - Add Ramp Signal	<1% Design	TPA	-	-	1,000	1,029	977	973	-	-	-	-	-	-	833	-16.7%	On Budget	Completed	No	Yes; Reduction			No		Budget: Despite the scope reduction below, this project has experienced materials cost escalation which prevented a larger budget savings than first anticipated. Scope: Originally planned to signalize both off-ramps at this interchange, the scope was reduced following a traffic analysis that concluded only the westbound off-ramp needed the improvement.		
401409W	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange (aka PIN 401493C)	< 1% Design	TPA	930	-	40,000	40,000	57,000	57,000	57,000	57,000	56,723	49,738	48,701	48,657	48,656	48,531	21.3%	Over Budget	Completed	No	Yes; Reduction			No		Budget: The increase is the result of construction material cost escalation and right of way costs. As a result of new bridge standards for seismic design and the subsequent associated cost increase, the scope reduction identified below is being implement in order to keep this project within current budget. Scope: Although still maintaining the intended safety and mobility benefits, the project scope was reduced by shortening the length of the widening to be completed within the original project limits and doing some additional work at the east end of the project. Schedule: This project was delivered 1.5 years late due to the above scope adjustments.	
401409W	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange (aka PIN 401493C)	<1% Design	TPA	-	-	40,000	57,000	57,000	57,000	57,000	56,723	49,738	48,701	48,657	48,656	48,531												
401409W	401493C	SR 14/Camas/Washougal Widening & I/C		TPA	930	-	40,000	-	-	-	-	-	-	-	-	-	-	-											
SR 16																													
301632A	301632A	SR 16/Burley-Olalla Interchange - Build Interchange	<1% Design	Nickel	15,320	15,172	14,921	14,921	25,143	27,246	24,399	24,255	22,661	22,581	22,576	-	#N/A	22,576	47.4%	Over Budget	Completed	No							
301632M	301632M	SR 16/NW of Tacoma Narrows to SE of Burley/Olalla - Median Cross Over (aka PIN 016000A)	1% Design	TPA	-	-	900	923	1,000	1,000	-	-	-	-	-	-	#N/A	938	4.2%	On Budget	Completed	No						Budget: The increase is due to materials cost escalation. Schedule: The project was delivered 1 quarter early.	
301632M	016000A	SR 16/NW of Tacoma Narrows to SE of Burley/Olalla - Median Cross Over		TPA	-	-	900	-	-	-	-	-	-	-	-	-	-	-											
301632M	301632M	SR 16/NW of Tacoma Narrows to SE of Burley/Olalla - Median Cross Over (aka PIN 016000A)	1% Design	TPA	-	-	923	1,000	1,000	-	-	-	-	-	-	-	-	938											
301636A	301636A	SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes	3% Design	Nickel	125,744	118,329	118,201	118,201	118,200	118,167	133,686	134,119	127,451	127,080	126,673	126,671	126,671	126,651	0.7%	On Budget	Completed	No						Budget: The initial 2003 investment did not allocate funding between the two active projects in the corridor until 2004. Adjusting the initial budget for its share of the 2003 investment would result in this project being completed 0% over the initial budget.	
301636A	301636A	SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes	3% Design	Nickel	35,219	118,329	118,201	118,201	118,200	118,167	133,686	134,119	127,451	127,080	126,673	126,671	126,671	126,651											
301636A	3016TN1	SR 16 HOV Improvements Between Olympic drive and Union Ave	3% Design	Nickel	90,525	-	-	-	-	-	-	-	-	-	-	-	-	-											
301638B	301638B	SR 16/36th St to Olympic Dr NW - Add HOV Lanes	3% Design	Nickel	2,330	8,974	8,900	8,914	8,891	7,860	7,516	7,518	7,460	7,399	-	-	-	7,394	217.3%	Over Budget	Completed	No						Budget: The initial 2003 investment did not allocate funding between the two active projects in the corridor until 2004. Adjusting the initial budget for its share of the 2003 investment would result in this project being completed 0% over the initial budget.	
SR 17																													
201700C	201700C	SR 17/Moses Lake to Ephrata - Widening	<1% Design	TPA	-	-	5,000	5,000	5,000	5,000	4,850	3,780	3,462	3,462	-	-	-	3,443	-31.1%	On Budget	Completed	No	Yes; Increase	No	No	No		Scope: The project was originally scoped to complete the scoping and environmental work associated with widening SR 17 to four lanes. This effort was completed with less than the full budget. The 2007 Legislature approved a scope change that allowed construction of a passing lane to alleviate congestion. This effort will be combined with the SR 17/North of Moses Lake - Passing Lane project.	
201700C	201700C	SR 17/Moses Lake to Ephrata - Widening	<1% Design	TPA	-	-	5,000	5,000	5,000	4,850	3,780	3,462	3,462	-	-	-	3,443												
201700C	SR 17	SR 17 Widening		TPA	-	-	5,000	-	-	-	-	-	-	-	-	-	-	-											
201701D	201701D	SR 17/Othello Vic to Soap Lake Vic - Install Lighting	<1% Design	TPA	-	-	415	448	523	563	622	590	196	188	-	-	-	184	-55.7%	On Budget	Completed	No							
201701E	201701E	SR 17/N of Moses Lake - Add Passing Lane	<1% Design	TPA	-	-	1,000	1,061	1,217	1,306	-	645	647	647	628	-	605	-39.5%	On Budget	Completed	No								
201701G	201701G	SR 17/Adams Co Line - Access Control	<1% Design	TPA	-	-	80	80	80	80	80	80	81	82	81	101	102	102	27.6%	Over Budget	Design								
201729A	201729A	SR 17/Pioneer Way to Stratford Rd - Widen to Four Lanes	30% Design	TPA	2,676	3,112	15,215	16,112	20,989	20,985	-	20,987	21,066	-	-	-	-	21,057	38.4%	Over Budget	Completed	No						Budget: The cost increase is due to material cost escalation for bid items higher than engineers estimate and inflation. Schedule: The project was delayed 1 quarter.	
SR 18																													
101813F	101813F	SR 18/SE 304th to SR 516 - Median Cross Over Protection (aka PIN MCOP005)	3% Design	TPA	-	-	830	250	-	250	-	-	-	-	-	-	#N/A	242	-70.8%	On Budget	Completed	No							Budget: The cost decrease is due to construction savings. Schedule: The project was delivered 1 year early as a result of bundling with other similar projects under one contract.
101813F	101813F	SR 18/SE 304th to SR 516 - Median Cross Over Protection (aka PIN MCOP005)	3% Design	TPA	-	-	415	250	-	250	-	-	-	-	-	-	-	242											
101813F	MCOP005	SR 18 /SE 304th to SR 516 - Median Cross Over Protection		TPA	-	-	415	-	-	-	-	-	-	-	-	-	-	-											
101817C	101817C	SR 18/Covington Way to Maple Valley - Add Lanes		Nickel	62,743	69,372	70,850	68,525	68,504	68,504	68,508	68,129	67,978	67,944	-	-	-	67,924	8.3%	Over Budget	Completed	No							
101820C	101820C	SR 18/Maple Valley to Issaquah/Hobart Rd. (aka PIN 1018MVA)	30% Design	Nickel	98,189	97,859	108,239	115,429	127,317	128,815	128,061	127,993	127,900	127,899	127,181	127,230	127,241	127,213	29.6%	Over Budget	Completed	No						Budget: The cost increase is due to construction overruns in erosion control, wetland mitigation, earthwork (excavation & disposal), traffic control, permit violation penalties, quantity increases above estimated amounts on 30 bid items, construction cost escalation and omitting King county sales tax from early estimates. Schedule: The project was delivered over 1 year late due to the issues associated with the above overruns.	
101820C	101820C	SR 18/Maple Valley to Issaquah/Hobart Rd. (aka PIN 1018MVA)	30% Design	Nickel	87,769	97,859	108,239	115,429	127,317	128,815	128,061	127,993	127,900	127,899	127,181	127,230	127,241	127,213											
101820C	1018MVA	SR 18/Maple Valley to Issaquah/Hobart Rd.		Nickel	10,420	-	-	-	-	-	-	-	-	-	-	-	-	-											
101822A	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes (aka PIN 1018MVB)	<1% Design	Nickel	3,022	3,022	3,022	3,022	3,022	3,022	3,022	3,023	3,025	3,025	3,022	3,022	3,022	3,022	0.0%	On Budget	Design								
101822A	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes (aka PIN 1018MVB)	<1% Design	Nickel	22	3,022	3,022	3,022	3,022	3,022	3,022	3,023	3,025	3,025	3,022	3,022	3,022	3,022											
101822A	1018MVB	SR 18/Issaquah/Hobart Road to Tigergate		Nickel	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-											
101826A	101826A	SR 18/Tigergate to I-90 - Add Lanes (aka PIN 1018MVC)	<1% Design	Nickel	3,019	3,019	3,019	5,019	3,019	3,019	3,019	3,019	3,019	3,022	3,022	3,019	3,019	3,019	0.0%	On Budget	Design								
101826A	101826A	SR 18/Tigergate to I-90 - Add Lanes (aka PIN 1018MVC)	<1% Design	Nickel	19	3,019	3,019	5,019	3,019	3,019	3,019	3,019	3,019	3,022	3,022	3,019	3,019	3,019											
101826A	1018MVC	SR 18/Tigergate to I-90 - Widening		Nickel	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-											

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					03LEGFN	04LEGFN	05LEGFN	06LEGFN	07LEGFN	08LEGFN	09LEGFN	10LEGFN	11LEGFN	12LEGFN	13LEGFN	14LEGFN	15LEGBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		(e) Estimated Contingency
109061S	109061S	I-90/Issaquah to North Bend - Route Development Study (aka PIN 1090ECS)	< 1% Design	TPA	-	-	2,000	2,000	2,000	2,000	-	2,000	2,002	1,902	1,900	-	-	1,871	-6.4%	On Budget	Completed				No		
109061S	109061S	I-90/Issaquah to North Bend - Route Development Study (aka PIN 1090ECS)	< 1% Design	TPA	-	-	-	2,000	2,000	2,000	-	2,000	2,002	1,902	1,900	-	-	1,871									
109061S	1090ECS	I-90/Eastgate to 465th Corridor Study		TPA	-	-	2,000	-	-	-	-	-	-	-	-	-	-	-									
109070C	109070C	I-90/EB Ramps to SR 18 - Add Signal and Turn Lanes	60% Design	Nickel	3,354	3,314	3,191	3,300	5,012	5,012	5,012	4,835	4,837	-	-	-	-	-	-100.0%	Over Budget	Completed	No				No	Budget: The increases are a result of additional costs associated with environmental permitting, drainage design, consultant survey work, change in site condition, and inflation adjustment increases that materialized during construction. Schedule: This project was delivered 1 year early as a result of the contractor taking less time than anticipated to complete the project.
109079A	109079A	I-90/EB Ramps to SR 202 - Construct Roundabout	<1% Design	Nickel	932	940	940	940	1,832	1,843	1,843	1,843	1,847	1,847	1,843	1,842	-	1,838	97.3%	Over Budget	Completed	No				No	Budget: The cost increase is due to underestimated design work, additional drainage work, new retaining walls added, higher traffic control costs then estimated, and construction material cost escalation. Schedule: This project was delivered 1.5 years early.
209000A	209000A	I-90/Silica Road to East of Adams Road - Median Cross Over Protection (aka PIN 009088H)	1% Design	TPA	-	-	1,200	322	-	-	-	-	-	-	-	-	-	294	-75.5%	On Budget	Completed	No				No	Budget: The initial estimate was based on historical costs for installation of the low tension cable median barrier. The contractor submitted a very bid low and proposed the installation of a high tension cable median barrier which has now become the statewide standard and completed the project at a substantial savings. Schedule: The project was delivered 3 quarters early due to availability of workforce.
209000A	009088H	I-90/Silica Road to East of Adams Road - Median Cross Over Protection		TPA	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-									
209000A	209000A	I-90/Silica Road to East of Adams Road - Median Cross Over Protection (aka PIN 009088H)	1% Design	TPA	-	-	-	322	-	-	-	-	-	-	-	-	-	294									
209000B	209000B	I-90/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 009088E)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	749	-37.6%	On Budget	Completed	No				No	Budget: The initial estimate was based on historical costs for installation of the low tension cable median barrier. The contractor submitted a very bid low and proposed the installation of a high tension cable median barrier which has now become the statewide standard and completed the project at a substantial savings. Schedule: The project was delivered 3 quarters early due to availability of workforce.
209000B	009088E	I-90/SR 17 to Grant/Adams County Line - Median Cross Over Protection		TPA	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-									
209000B	209000B	I-90/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 009088E)	1% Design	TPA	-	-	-	787	-	-	-	-	-	-	-	-	-	749									
209000C	209000C	I-90/Potato Hill Bridge - Add Pedestrian Access	1% Design	TPA	-	-	-	750	-	-	-	-	-	-	-	-	-	750	0.0%	N/A	Completed	No				No	Schedule: This project was completed 1 quarter early.
209014A	209014A	I-90/Moses Lake Area - Replace Bridges	<1% Design	Nickel	7,930	7,959	7,964	8,056	-	7,931	-	-	-	-	-	-	-	7,245	-8.6%	On Budget	Completed	No				No	Budget: Cost savings occurred due to a combination of low bids and the efficiency gained from combining this project with the TPA project I-90/Potato Hill Bridge Bicycle and Pedestrian Bridge. Schedule: The project was delivered 1 quarter early.
509002D	509002D	I-90/Cle Elum River Bridge	1% Design	Nickel	712	1,272	-	-	-	-	-	-	-	-	-	-	-	789	10.7%	Over Budget	Completed	No				No	Budget: The 2004 increase was the result of a complex detour that needed to be built and removed for construction of this project. The final cost included some construction savings as a result of material cost savings for steel, the availability of a source of construction (fill) materials onsite, and the ability to leave part of the detour in place.
509004R	509004R	I-90/Highline Canal to Elk Heights	80% Design	Nickel	4,200	4,666	-	-	-	-	-	-	-	-	-	-	-	4,961	18.1%	Over Budget	Completed	No				No	Budget: The cost increase is due to a substantial amount of unexpected saturated clay soil encountered during construction that required additional work to address.
509005R	509005R	I-90/Ryegrass Summit to Vantage	80% Design	Nickel	9,200	9,316	-	-	-	-	-	-	-	-	-	-	-	9,615	4.5%	On Budget	Completed	No				No	Budget: The cost increase is due to additional surveying required for the type of earthwork involved (sliver fills and cuts) and the need to go into a second construction season because of a mid-summer construction start.
509009B	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	1% Design	TPA	-	-	387,700	387,700	525,000	545,000	595,296	571,121	551,410	551,410	551,410	551,413	551,390	564,861	45.7%	Over Budget	Under Construction					No	
509009B	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	1% Design	TPA	-	-	387,700	387,700	525,000	545,000	595,296	571,121	551,410	551,410	551,410	551,413	551,390	73,646									
509009B	509090B	I-90/Hyak to Snowshed Vicinity Phase 1B - Add Lanes and Bridges		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	112,479									3,562,299
509009B	509090C	I-90/Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	241,440									17,500,000
509009B	509090D	I-90/Yellowstone Rd to Hyak Phase 1D - Stormwater Retrofit		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	2,553									
509009B	509090E	I-90/Hyak to Keechelus Dam Phase 1E - Roadside Restoration Phase 1B		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	2,359									
509009B	509090F	I-90/Hyak to Keechelus Dam Phase 1F - Fencing 1B		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	1,943									
509009B	509090G	I-90/Hyak to Keechelus Dam Phase 1G - Salvage and Plant Supply		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	3,203									
509009B	509090H	I-90/Hyak to Keechelus Dam - Long Term Monitoring		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	4,778									
509009B	509090I	I-90/North Bend to Ellensburg - Improve ITS Infrastructure		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	2,087									
509009B	509090O	I-90/Keechelus Dam to Stampede Pass - Add Lanes/Build Wildlife Bridges		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	108,035									
509009B	509090P	I-90/Keechelus Dam Vicinity to Cabin Creek I/C - Phase 2 Planning		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000									

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Delivery Performance		Scope Status & Options					Comments	
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency		
5BP1001	5BP1001	I-90/Concrete Rehabilitation (Nickel)		Nickel	-	-	-	-	48,896	50,651	54,774	54,636	52,250	52,265	52,262	52,264	52,055	52,264	6.9%	Over Budget	Design							
5BP1001	5BP1001	I-90/Concrete Rehabilitation (Nickel)		Nickel	-	-	-	-	-	-	54,774	54,636	52,250	52,265	52,262	52,264	52,055	-	-									
5BP1001	509007T	I-90/Oaks Ave I/C to Elk Heights Rd Vic WB - Replace/Rehab Concrete		Nickel	-	-	-	-	19,850	20,609	-	-	-	-	-	-	-	-	-									
5BP1001	509007U	I-90/Yakima River to Golf Course Rd Vicinity WB - Concrete Replacement		Nickel	-	-	-	-	14,950	15,436	-	-	-	-	-	-	-	-	-									
5BP1001	509007Z	I-90/Easton to Big Creek EB - Concrete Replacement		Nickel	-	-	-	-	14,096	14,606	-	-	-	-	-	-	-	-	-									
5BP1001	509007T	I-90/Oakes Ave I/C to Peoh Rd Bridge Vic WB - Replace/Rehab Concrete		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	15,471										
5BP1001	509017T	I-90/Peoh Rd Bridge to Elk Heights Rd Vic WB - Replace/Rehab Concrete		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	24,139										
5BP1001	509027T	I-90/North Bend to Thorp Vic - Rehab Concrete		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	12,654										
609029I	609029I	I-90/Pines Rd to Sullivan Rd - Add Lanes	60% Design	Nickel	17,889	17,888	17,894	17,894	-	15,821	-	-	-	-	-	-	-	15,818	-11.6%	On Budget	Completed	No			No		Budget: The bids came in significantly lower than anticipated resulting in construction savings.	
609029V	609029V	I-90/Argonne Rd to Pines Rd - Add Lanes	80% Design	Nickel	18,318	18,319	18,389	18,468	-	-	-	-	-	-	-	-	-	17,845	-2.6%	On Budget	Completed	No			No		Budget: The bids came in significantly lower than anticipated resulting in construction savings.	
609047F	609047F	I-90/Geiger Rd to US 2 - Median Barrier	<1% Design	Nickel	780	781	-	-	-	-	-	-	-	-	-	-	-	760	-2.5%	On Budget	Completed	No			No		Budget: Project costs came in lower than anticipated. Schedule: The project was completed 3 quarters early due to going on ad early in order to complete the work prior to a winter shutdown.	
609049A	609049A	I-90/Harvard Rd Pedestrian Bridge - Construct Bridge	1% Design	TPA	-	-	332	332	1,333	1,337	-	-	-	-	-	-	-	1,362	311.0%	Over Budget	Completed	No			No		Budget: The cost increase is associated 1) with the bridge over the ramp that increased by 24%; 2) reworking of an existing trail was \$260,000; 3) Common Borrow item increased by \$100,000 and 4) the Structural Earth Wall increased by \$100,000. In addition to these increases, a combination of factors significantly affected costs for this project including risk due to material cost uncertainties, smaller quantities, and a less competitive bidding climate. A combination of these factors with cost escalation in material prices such as steel, concrete and fuel tripled project costs. Schedule: The project was delivered 1 quarter late as the result of delaying construction start on the project in an attempt to attract more bidders to gain a more competitive bid.	
609049D	609049D	I-90/Sullivan Rd to Idaho State Line - Install Cable Guardrail in Median	<1% Design	Nickel	1,042	1,040	847	817	-	-	-	-	-	-	-	-	-	772	-26.0%	On Budget	Completed	No			No		Budget: The bids came in significantly lower than anticipated resulting in construction savings. The original estimate was based on this work being a standalone project. The work was combined into another contract which may have added to the cost savings. Schedule: The project was completed 3 quarters early as a result of accelerating the advertisement date in order to complete the project prior to a winter shutdown.	
US 97																												
209700A	209700A	US 97/Ellensburg Vic to Tonasket Vic - Roadside Safety Improvement (aka PIN 009799S)	<1% Design	TPA	-	-	1,000	1,000	-	-	-	-	-	-	-	-	-	978	-2.2%	On Budget	Completed	No			No		No issues to report on this project.	
209700A	009799S	US 97 Kittitas, Chelan and Okanogan Counties Roadside Safety Improvement		TPA	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-									
209700A	209700A	US 97/Ellensburg Vic to Tonasket Vic - Roadside Safety Improvement (aka PIN 009799S)	<1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	978										
209703B	209703B	US 97/Brewster Vicinity - Install Lighting	<1% Design	TPA	-	-	150	155	185	196	-	196	172	173	170	-	-	158	5.6%	Over Budget	Completed	No			No			
209703E	209703E	US 97/Blewett Pass - Passing Lane	<1% Design	TPA	-	-	1,680	1,846	2,133	2,311	2,509	2,311	1,512	1,683	1,680	-	-	1,396	-16.9%	On Budget	Completed	No			No			
209703F	209703F	US 97/S of Chelan Falls - Add Passing Lane	<1% Design	TPA	-	-	1,000	1,098	1,269	1,368	1,571	1,570	893	894	-	-	-	859	-14.1%	On Budget	Completed	No			No			
209709E	209709E	US 97A/Entiat Park Entrance - Turn Lanes	3% Design	Nickel	240	196	-	-	-	-	-	-	-	-	-	-	-	137	-42.8%	On Budget	Completed	No			No		Budget: This project was tied to a paving project resulting in significant efficiencies and consequent cost savings. Schedule: This project was tied to the US 97A/Wenatchee North - Paving project and was delivered 1 year early.	
109908R	109908R	SR 99/S 284th to S 272nd St - Add HOV Lanes	30% Design	Nickel	13,304	15,396	15,396	15,393	15,404	15,404	15,153	14,931	14,790	14,653	14,629	-	-	14,629	10.0%	Over Budget	Completed	No			No		Budget: The cost increased due additional design to meet updated hydraulic standards, construction material cost escalation, and inflation. Schedule: This project is being delivered 1 quarter late.	
109913T	109913T	SR99, S138th St Vicinity to N of S 130th St	<1% Design	Nickel	3,313	3,301	-	2,851	-	-	-	-	-	-	-	-	-	N/A	N/A	N/A	N/A			No		This project was transferred to Highways & Local Programs in the 2006 budget.		
SR 99																												
109918G	109918G	SR 99/SR 599 to Holden Street - Median Cross Over Protection (aka PIN 009988A)	3% Design	TPA	-	-	380	380	-	435	-	-	-	-	-	-	-	434	14.1%	Over Budget	Completed	No			No		Budget: The cost increase is due to replacing regular cable barrier with more costly high-tension cable barrier. Schedule: This project was delivered 1 year early as a result of bundling with other similar projects under one contract.	
109918G	009988A	SR 99/SR 599 to Holden Street - Median Cross Over Protection		TPA	-	-	380	-	-	-	-	-	-	-	-	-	-	#N/A										
109918G	109918G	SR 99/SR 599 to Holden Street - Median Cross Over Protection (aka PIN 009988A)	3% Design	TPA	-	-	-	380	-	-	-	-	-	-	-	-	-	434										
109926D	109926D	SR 99/Duwamish River/First Ave S Bridge - Intersection Improvements	N/A WSDOT	TPA	154,958	153,900	133,220	153,837	-	-	-	-	-	-	-	-	-	153,667	15.3%	Over Budget	Completed	No			No		Schedule: This project was delayed 2 years. This project is WSDOT's financial contribution to a local (City of Burien) contract. WSDOT did not control the project schedule.	
109935A	109935A	SR 99/Spokane Street Overcrossing (aka PIN 099555A)	1% Design	TPA	-	-	3,000	13,500	13,594	13,780	13,659	14,069	14,037	14,471	11,296	11,273	11,272	10,672	255.7%	Over Budget	Completed	No			No		Budget: The increase is the result of incorrect calculations used when determining the initial budget estimate during project scoping; the wrong length was used to calculate the square footage of the approach span. The correction was identified and incorporated into the 2006 budget.	
109935A	099555A	SR 99/Spokane Street OC Timber		TPA	-	-	3,000	-	-	-	-	-	-	-	-	-	-	-	-									
109935A	109935A	SR 99/Spokane Street Overcrossing (aka PIN 099555A)	1% Design	TPA	-	-	-	13,500	13,594	13,780	13,659	14,069	14,037	14,471	11,296	-	11,272	10,672										

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands														Delivery Performance		Scope Status & Options				Comments		
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change? Yes; Increase	(c) If Previously Increased, can it Reduce Back Down?		(d) Lost Local or Regional Funding?	(e) Estimated Contingency
109956C	109956C	SR 99/Aurora Ave N Corridor - Add HOV Lanes (aka PIN 1099WID)	N/A-WSDOT contribution	Nickel/TPA	10,026	10,000	20,000	20,026	20,026	20,026	20,026	20,026	20,026	20,026	-	-	-	20,026	0.1%	On Budget	Completed	No	Yes; Increase	No	No		Budget: The funding provided represents a fixed contribution to a City of Shoreline project. An additional investment on top of the Nickel funding was made by the Legislature as part of the TPA revenue package to fund phase 2 of the project. Scope: The project scope was expanded when the Legislature funded phase 2 of the project with an additional \$10 million in 2005. A scope reduction is possible as construction for the funds added in 2005 are currently planned for the 09-11 biennium. Schedule: The project was delayed 3.5 years from the initial Nickel schedule due to the addition of phase 2.
109956C	109956C	SR 99/Aurora Ave N Corridor - Add HOV Lanes (aka PIN 1099WID)	N/A-WSDOT contribution	Nickel/TPA	10,026	10,000	10,000	20,026	20,026	20,026	20,026	20,026	20,026	-	-	-	20,026										
109956C	1099WID	SR 99 / Aurora Ave Improvements - Phase 2		TPA	-	-	10,000	-	-	-	-	-	-	-	-	-	-										
109970E	109970E	SR 99/N of Lincoln Way - Construct Sidewalks	3% Design	TPA	-	-	931	1,303	1,438	1,557	-	-	-	-	-	-	1,247	33.9%	Over Budget	Completed	No			No		Budget: The cost increase due to underestimated design and construction (concrete) costs. A grant was received that covered most of the cost increase. Excluding the grant funds, this project is approximately 27% over the initial budget. Schedule: The project was delivered 3 quarters early.	
809936Z	809936Z	SR 99/Alaskan Way Viaduct and Seawall	< 1% Design	Nickel/TPA	177,000	179,259	2,179,979	2,413,690	2,400,667	2,400,667	2,400,667	2,400,667	2,401,393	3,144,432	3,145,031	3,145,032	3,137,432	3,150,731	44.5%	Over Budget	Under Construction				No		
809936Z	109936ZA	Alaskan Way Viaduct - EIS		Nickel	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-									
809936Z	109936ZB	Alaskan Way Viaduct - ROW		Nickel	30,000	-	-	-	-	-	-	-	-	-	-	-	-	-									
809936Z	109936ZC	Alaskan Way Viaduct - Design and Early ROW		Nickel	132,000	-	-	-	-	-	-	-	-	-	-	-	-	-									
809936Z	809936S	SR 99/Central Waterfront Construction Mitigation		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	29,655									
809936Z	809936V	SR 99/Alaskan Way Viaduct Replacement - Program and Project Support		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	75,905									
809936Z	809936W	SR 99/Viaduct Project - I-5 ATM		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	15,194									
809936Z	809936X	SR 99/Alaskan Way Surface Street Restoration		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	201,066									
809936Z	809936A	SR 99/S Massachusetts St to Union St - Electrical Line Relocation		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	32,107									
809936Z	809936B	SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	3,224									
809936Z	809936C	SR 99/Battery St Tunnel - Fire and Safety Improvement		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	17,632									
809936Z	809936D	SR 99/S Holgate St to S King St - Viaduct Replacement		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	348,786									
809936Z	809936E	SR 99/S King St Vic to Roy St - Viaduct Replacement		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	2,056,331									
809936Z	809936F	SR 99/Viaduct Project - Transit Enhancements and Other Improvements		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	99,527									
809936Z	809936K	SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS	< 1% Design	Nickel	-	17,259	16,987	-	-	-	-	-	-	-	-	-	-	17,730									
809936Z	809936L	SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W	< 1% Design	Nickel/TPA	-	20,000	20,000	-	-	-	-	-	-	-	-	-	-	48,505									
809936Z	809936M	SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design	< 1% Design	Nickel	-	142,000	142,992	-	-	-	-	-	-	-	-	-	-	97,491									
809936Z	809936P	SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	3,868									
809936Z	809936Z	SR 99/Alaskan Way Viaduct and Seawall	< 1% Design	Nickel/TPA	-	-	2,000,000	2,413,690	2,400,667	2,400,667	2,400,667	2,400,667	2,401,393	3,144,432	3,145,031	3,145,032	3,137,432	-									
809936Z	809939X	SR 99/Alaskan Way Viaduct Demolition & Battery St Tunnel Decommissioning		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	91,339									
US 101																											
310101F	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	80% Design	Nickel	2,472	2,472	2,682	2,682	3,456	3,545	3,545	3,211	3,222	3,222	3,213	3,211	3,211	3,213	30.0%	Over Budget	Deferred/Deleted				No		
310102F	310102F	US 101/Gardiner Vicinity - Add Climbing Lane	30% Design	Nickel	2,092	2,101	2,182	2,182	2,847	2,929	2,658	2,587	2,589	2,589	2,587	2,587	2,560	2,560	22.4%	Over Budget	Deferred/Deleted				No		
310116D	310116D	US 101/Lynch Road - Safety Improvements	< 1% Design	TPA	-	-	1,000	1,000	1,000	1,000	1,000	1,000	1,002	1,003	1,000	1,000	1,000	1,000	0.0%	On Budget	Under Construction	No			No		
310124C	310124C	US 101/SR 3 On Ramp to US 101 NB - Add New Ramp	3% Design	TPA	-	-	3,000	3,284	3,886	4,240	-	3,864	3,867	3,869	3,888	-	3,888	29.6%	Over Budget	Completed	No			No			
310126C	310126C	US 101/MP 341 to Vicinity Lilliwaup (aka PIN 3101LLW)	< 1% Design	TPA	-	-	500	500	499	509	584	523	566	548	543	-	543	8.6%	Over Budget	Completed	No			No			
310126C	3101LLW	US 101/MP 341 to Vicinity Lilliwaup		TPA	-	-	500	-	-	-	-	-	-	-	-	-	-	-									
310126C	310126C	US 101/MP 341 to Vicinity Lilliwaup (aka PIN 3101LLW)	< 1% Design	TPA	-	-	-	500	499	509	584	523	566	548	543	-	543	-									
310134A	310134A	US 101/W Fork Hoquiam River Bridge - Replace Bridge	1% Design	TPA	1,226	976	3,147	3,155	3,165	3,165	-	3,250	3,117	3,117	-	-	-	3,111	-1.2%	On Budget	Completed	No			No		
310134B	310134B	US 101/W Fork Hoquiam River Bridge - Replace Bridge	1% Design	TPA	1,102	957	2,131	2,140	2,151	2,151	-	2,262	2,425	2,425	-	-	-	2,420	13.6%	Over Budget	Completed	No			No		
310139C	310139C	US 101/West Olympia Access Study (aka PIN STUDY1)	1% Design	TPA	-	-	500	965	618	618	-	665	737	736	-	#N/A	732	46.4%	Over Budget	Completed	No	Yes; Local funded work added	No	No	No	Budget: The City of Olympia added local funds to expand the scope of the study in 2006. Later a portion of this was removed because the city chose to do some of the work on their own. Excluding these local funds (approximately \$118,000), the project is 0% over the initial funding level. Scope: Local funds were added to expand the scope of the study.	
310139C	310139C	US 101/West Olympia Access Study (aka PIN STUDY1)	1% Design	TPA	-	-	-	965	618	618	-	665	737	736	-	-	732										
310139C	STUDY1	West Olympia Access Study		TPA	-	-	500	-	-	-	-	-	-	-	-	-	-										
310141H	310141H	US 101/Hoh River (Site #2) - Stabilize Slopes (aka PIN 010100B)	30% Design	TPA	-	-	9,500	9,500	9,500	9,601	9,579	9,617	9,619	9,618	9,616	9,616	5,122	4,818	-49.3%	On Budget	Completed				No		Budget: The estimate is much lower than the original estimate due to the design element change. Construction now consist of one continuous log cribwall instead of seven individual log jams.
310141H	010100B	US 101 Hoh River (Site #2)		TPA	-	-	9,500	-	-	-	-	-	-	-	-	-	-										
310141H	310141H	US 101/Hoh River (Site #2) - Stabilize Slopes (aka PIN 010100B)	30% Design	TPA	-	-	-	9,500	9,500	9,601	9,579	9,617	9,619	9,618	9,616	9,616	5,122	4,818									
310155B	310155B	US 101/Corriea Rd Vicinity to Zaccardo Rd - Slope Flattening	30% Design	Nickel	428	1,106	1,138	1,138	1,363	1,375	1,455	1,386	1,373	-	-	-	N/A	N/A	N/A	N/A	Deferred/Deleted				No	This project may not be needed because continuing land development improvements by the tribe is resolving all of the collision and safety issues. The project has been moved out to the 2021-23 biennium.	
310166B	310166B	US 101/Blyn Vicinity - Add Passing Lanes	60% Design	Nickel	2,085	2,084	2,385	2,385	4,390	4,351	-	3,512	3,512	3,510	-	-	3,502	68.0%	Over Budget	Completed	No			No			
310168B	310168B	US 101/Mt Walker NB & SB Pass/Truck Lane (aka PIN 010100A)	3% Design	TPA	-	-	2,500	2,500	3,550	2,397	-	2,074	-	-	-	-	2,072	-17.1%	On Budget	Completed	No			No		Budget: The estimate was increased in 2007 by \$1 million as a result of geotechnical findings that identified a need to add a retaining wall. Subsequently, by the time of advertisement, additional review and design adjustments concluded that the wall would not be required. Schedule: The project was delivered 1 quarter late.	
310168B	010100A	US 101/Mt Walker NB & SB Pass/Truck Lane		TPA	-	-	2,500	-	-	-	-	-	-	-	-	-	-										
310168B	310168B	US 101/Mt Walker NB & SB Pass/Truck Lane (aka PIN 010100A)	3% Design	TPA	-	-	-	2,500	3,550	2,397	-	2,074	-	-	-	-	2,072										

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BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Delivery Performance		Scope Status & Options					Comments
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	
410104A	410104A	US 101/Middle Nemah River Br - Replace Bridge (aka PIN 010155D)	1% Design	TPA	1,116	-	4,000	4,000	4,000	4,000	5,564	5,355	5,617	5,615	4,887	4,883	4,898	4,953	23.8%	Over Budget	Completed	No			No		
410104A	010155D	SR 101/Middle Nemah River Bridge		TPA	-	-	4,000	-	-	-	-	-	-	-	-	-	-	-	-								
410104A	410104A	US 101/Middle Nemah River Br - Replace Bridge (aka PIN 010155D)	1% Design	TPA	1,116	-	4,000	4,000	4,000	5,564	5,355	5,617	5,615	4,887	4,883	4,898	4,953										
410194A	410194A	US 101/Bone River Bridge - Replace Bridge	30% Design	TPA	5,670	5,912	12,800	13,591	13,596	13,596	13,191	13,642	13,297	12,912	8,830	8,952	9,150	9,031	-29.4%	On Budget	Completed	No			No		
SR 104																											
310407B	310407B	SR 104/Hood Canal Bridge - Replace E Half	1% Design	TPA	271,460	274,244	453,412	470,130	470,083	470,085	498,968	519,179	521,156	520,503	519,550	519,113	519,117	519,117	14.5%	Over Budget	Completed	No			No		
310407D	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation		TPA	-	-	-	-	6,840	6,840	6,840	5,957	6,333	6,093	6,089	6,088	6,089	6,089	-11.0%	N/A	Completed	No			No		
310407D	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation		TPA	-	-	-	-	6,840	6,840	6,840	5,957	6,333	6,093	6,089	6,088	6,089	6,089									
310407D	310411M	SR 104/Port Angeles Graving Dock - Archeological Curation of Artifacts		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
SR 105																											
410510A	410510A	SR 105/Smith Creek Bridge Replacement (aka PIN 010555W)	1% Design	TPA	-	-	12,000	12,000	12,000	12,000	13,198	12,163	12,169	12,172	9,941	9,941	9,941	9,818	-18.2%	On Budget	Completed	No			No		
410510A	010555W	SR 105/Smith Creek		TPA	-	-	12,000	-	-	-	-	-	-	-	-	-	-	-									
410510A	410510A	SR 105/Smith Creek Bridge Replacement (aka PIN 010555W)	1% Design	TPA	-	-	12,000	12,000	12,000	13,198	12,163	12,169	12,172	9,941	9,941	9,941	9,818										
410510B	410510B	SR 105/North River Bridge (aka PIN 010555X)	1% Design	TPA	-	-	23,000	23,000	23,000	23,000	24,900	23,159	23,163	23,166	13,074	13,066	13,067	12,943	-43.7%	On Budget	Completed	No			No		
410510B	010555X	SR 105/North River		TPA	-	-	23,000	-	-	-	-	-	-	-	-	-	-	-									
410510B	410510B	SR 105/North River Bridge (aka PIN 010555X)	1% Design	TPA	-	-	23,000	23,000	23,000	24,900	23,159	23,163	23,166	13,074	13,066	13,067	12,943										
SR 106																											
310603A	310603A	SR 106/Skobob Creek - Improve Fish Passage	1% Design	Nickel	1,280	1,277	1,779	1,777	-	-	-	-	-	-	-	-	-	1,780	39.1%	Over Budget	Completed	No			No		Budget: The increase is a result of construction increases and material cost escalation.
SR 109																											
310918A	310918A	SR 109/Moclips River Bridge 109/023 - Replacement (aka PIN 010900A)	1% Design	TPA	3,654	3,508	2,630	2,630	2,630	6,057	6,057	6,129	6,130	6,130	6,069	6,070	6,070	6,069	130.8%	Over Budget	Deferred/Deleted				No		
310918A	010900A	SR 109, Moclips River		TPA	-	-	2,630	-	-	-	-	-	-	-	-	-	-	-									
310918A	310918A	SR 109/Moclips River Bridge 109/023 - Replacement (aka PIN 010900A)	1% Design	TPA	3,654	3,508	-	2,630	2,630	6,057	6,057	6,129	6,130	6,130	6,069	6,070	6,070	6,069									
SR 112																											
311218B	311218B	SR 112/Hoko-Ozette Rd - Safety	80% Design	Nickel	1,518	1,592	1,500	1,592	464	-	-	-	-	-	-	-	-	464	-69.4%	On Budget	Completed	No	Yes; Reduction		No		Budget: Implementing a low cost enhancement resulted in overall project savings and achieved a comparable functional outcome as the initial scope. Schedule: A low cost operational fix was implemented in lieu of the original project scope.
311236A	311236A	SR 112/Neah Bay to Sekiu - Roadside Safety Improvements	< 1% Design	TPA	-	-	10,373	10,373	10,373	10,373	10,373	7,194	6,875	6,590	-	-	-	6,587	-36.5%	On Budget	Completed	No			No		
311237A	311237A	SR 112/Hoko/Pysht Rivers - Erosion Control (aka PIN 011200A)	1% Design	TPA	-	-	250	250	250	250	-	-	-	-	-	-	-	146	-41.5%	On Budget	Completed	No			No		No issues to report on this project.
311237A	011200A	SR 112, Hoko/Pysht Rivers		TPA	-	-	250	-	-	-	-	-	-	-	-	-	-	-									
311237A	311237A	SR 112/Hoko/Pysht Rivers - Erosion Control (aka PIN 011200A)	1% Design	TPA	-	-	-	250	250	250	-	-	-	-	-	-	-	146									
SR 124																											
512401O	512401O	SR 124/East Jct US 12 - Reconstruction	30% Design	Nickel	348	323	-	317	-	308	-	308	311	-	-	-	-	304	-12.9%	On Budget	Completed	No			No		Budget: The cost saving was due to aggressive bids.
SR 150																											
215004B	215004B	SR 150/W of Chelan - Install Lighting	<1% Design	TPA	-	-	205	217	252	266	286	299	184	174	-	-	-	171	-16.7%	On Budget	Completed	No			No		
SR 160																											
316006B	316006B	SR 160/SR 16 to Longlake Rd Vicinity - Widening	30% Design	Nickel	5,182	5,171	5,171	5,170	8,407	8,525	8,957	10,096	9,774	9,774	9,765	-	-	9,765	88.4%	Over Budget	Completed	No			No		
SR 161																											
116100C	116100C	SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Five Lanes	60% Design	Nickel	29,639	29,575	27,352	30,164	25,495	26,159	26,159	26,091	26,057	26,048	26,037	26,038	26,012	26,012	-12.2%	On Budget	Completed	No			No		Budget: The overall cost decrease is due to right-of-way savings of approximately \$1 million and construction savings of \$3 million as a result of a low contractor bid. Local funds were added in 2005 to provide for work on the local system. Schedule: This project was delivered 2 quarters early due to contractor schedule improvements and the project not encountering any major issues during construction.
316109A	316109A	SR 161/SR 167 EB Ramp - Realign Ramps	<1% Design	Nickel	2,039	2,041	2,041	2,041	2,967	3,066	-	2,820	2,800	2,800	-	-	-	2,796	37.1%	Over Budget	Completed	No			No		
316114A	316114A	SR 161/204th St to 176th St - Widen Roadway	80% Design	Nickel	16,135	16,499	16,754	16,789	15,200	-	-	-	-	-	-	-	-	15,213	-5.7%	On Budget	Completed	No			No		Budget: Project savings are the result of low bids. Schedule: The project was completed 2 quarters early due.
316118A	316118A	SR 161/24th St E to Jovita - Add Lanes	30% Design	Nickel	21,570	21,575	21,575	26,575	31,999	32,545	34,267	37,600	39,866	39,993	42,790	46,719	47,719	50,783	135.4%	Over Budget	Completed	No	Yes; Change		No	1,576,500	Budget: The initial increase was due to a Legislative directed increase for pedestrian amenities and enhancements within the City of Edgewood. Subsequent increases are the result of materials cost escalation, right of way increases, and inflation.
316118C	316118C	SR 161/36th St to Vicinity 24th St E - Widen to 5 lanes		Nickel	-	-	-	-	31,252	31,387	31,387	31,386	31,386	31,386	31,386	31,386	31,386	31,386	N/A	N/A	Deferred/Deleted			No			
316119A	316119A	SR 161/234th St to 204th St E - Add Lanes	80% Design	Nickel	16,460	17,391	17,060	17,231	17,234	15,635	-	15,562	-	-	-	-	-	15,558	-5.5%	On Budget	Completed	No			No		Budget: Project savings was the result of construction savings and favorable bids. Schedule: The project was delivered 2 years early due to the contractor being able to shift construction delivery schedule. The PE phase for this project was combined with another project (316114A) for efficiency in design.
316130A	316130A	SR 161/Clear Lake N Rd to Tanwax Creek - Spot Safety Improvements	3% Design	TPA	-	-	3,000	3,411	4,127	4,454	4,794	4,572	4,737	4,887	1,609	2,096	2,051	2,051	-31.6%	On Budget	Completed	No			No		
SR 162																											
316218A	316218A	SR 162/Orting Bridge For Kids - Safety (aka PIN EVAC)	< 1% Design	TPA	-	-	850	850	-	850	-	850	852	852	850	850	850	850	0.0%	On Budget	Design				No		
316218A	316218A	SR 162/Orting Bridge For Kids - Safety (aka PIN EVAC)	< 1% Design	TPA	-	-	-	850	-	850	-	850	852	852	850	850	850	850									
316218A	EVAC	Orting Bridge For Kids		TPA	-	-	850	-	-	-	-	-	-	-	-	-	-	-									

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BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Delivery Performance		Scope Status & Options				Comments		
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFIN	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?		(e) Estimated Contingency	
316219A	316219A	SR 162/Puyallup River Bridge 162/006 - Replacement (aka PIN ORTING BR)	3% Design	TPA	-	-	15,000	15,000	15,004	15,004	17,398	15,004	15,007	15,008	15,563	15,565	15,563	10,602	-29.3%	On Budget	Under Construction				No			
316219A	316219A	SR 162/Puyallup River Bridge 162/006 - Replacement (aka PIN ORTING BR)	3% Design	TPA	-	-	-	15,000	15,004	15,004	17,398	15,004	15,007	15,008	15,563	15,565	15,563	10,602	-29.3%	On Budget	Under Construction							
316219A	ORTING BR	SR 162 Puyallup River Bridge		TPA	-	-	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SR 167																												
116700C	116700C	SR 167/Ellingson Rd Interchange NB Off Ramp - Add Signal and Turn Lane	<1% Design	Nickel	918	922	923	869	854	854	-	-	-	-	-	-	-	734	-20.0%	On Budget	Completed	No				No		Budget: The cost decrease is due to construction cost savings.
116703E	116703E	SR 167/15th St SW to 15th St NW - Add HOV Lanes (aka PIN 1167HOV)	80% Design	Nickel	39,600	40,360	40,360	40,360	40,375	41,491	42,312	44,088	43,706	43,681	43,680	-	-	43,680	10.3%	Over Budget	Completed	No				No		Budget: The primary driver for the cost increase was the unanticipated level of design rework effort to get the project off the shelf and prepared for construction. Schedule: The project was delivered 1 quarter early.
116703E	116703E	SR 167/15th St SW to 15th St NW - Add HOV Lanes (aka PIN 1167HOV)	80% Design	Nickel	-	40,360	40,360	40,360	40,375	41,491	42,312	44,088	43,706	43,681	43,680	-	-	43,680										
116703T	116703T	SR 167/15th St SW to 15th St NW - HOV		Nickel	39,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
116703T	116703T	SR 167/SR 18 I/C W-N Ramp N-E Ramp Overcrossing - Seismic Retrofit		TPA	-	-	-	-	278	284	316	310	310	310	310	302	302	8.4%	Over Budget	Under Construction					No		This project is budgeted within a programmatic BIN.	
316712A	316712A	SR 167/SR 509 to SR 161 - EIS		Nickel	17,748	17,622	18,921	19,387	19,900	19,900	-	19,879	19,896	19,896	-	-	-	19,879	12.0%	Over Budget	Completed	No				No		
316718A	316718A	SR 167/SR 509 to I-5, Stage One - New Freeway (aka PIN 316718APE)	<1% Design	Nickel/TPA	23,758	45,360	113,436	124,568	307,622	114,720	114,546	114,547	111,362	111,362	111,358	111,358	111,358	111,568	-1.6%	On Budget	Design		Yes; Increase		Yes		Budget: The initial increase is the result of developing a detailed project estimate to deliver the corridor. In 2005, the Legislature added funding to expand the work to be completed on this project. In 2007, \$188 million was added (and later removed) to fund construction from the Freight Congestion Relief Account. This project is 1.8% under the 2005 funding level. Scope: Additional funding was provided in 2005 to expand the work to be completed on this project.	
316718A	316718A	SR 167/SR 509 to I-5, Stage One - New Freeway (aka PIN 316718APE)	<1% Design	Nickel/TPA	520	45,360	113,436	124,568	307,622	114,720	114,546	114,547	111,362	111,362	111,358	111,358	111,358	111,568										
316718A	316718APE	SR 167/SR 509 to I-5, New Freeway		Nickel	23,238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
316718C	316718C	SR 167/I-5 to SR 161, Stage Two - New Freeway	<1% Design	Nickel	40,063	18,463	19,087	17,365	20,595	25,440	25,738	25,914	25,918	-	-	-	-	25,654	-36.0%	On Budget	Design		Yes; Change		Yes		Budget: The reductions are the result of re-aligning funding between this project and the I-5/SR 509 to I-5 project based on specific project needs as progress is being made in the corridor. The increases are the result of federal earmarks being added to the project to cover right of way needs and additional environmental assessment. Scope: The scope was reduced as a result of transferring funds (noted above) and later increased in 2005 as a result of the federal earmarks received.	
316718C	316718C	SR 167/I-5 to SR 161, Stage Two - New Freeway	<1% Design	Nickel	23,238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
316718C	316718C	SR 167/I-5 to SR 161, New Freeway		Nickel	37,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
316723A	316723A	SR 167/SR 410 To Pierce/King County Line - Median Cross Over Protection (aka PIN 016700A)	1% Design	TPA	-	-	500	487	-	487	-	-	-	-	-	-	457	-8.6%	On Budget	Completed	No				No		Schedule: This project was delivered 1 quarter late.	
316723A	016700A	SR 167/SR 410 To Pierce/King County Line - Median Cross Over Protection		TPA	-	-	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
316723A	316723A	SR 167/SR 410 To Pierce/King County Line - Median Cross Over Protection (aka PIN 016700A)	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	457											
816700U	816700U	SR 167 Improvement Projects - Corridor Mobility Improvement Analysis	1% Design	Nickel	10,104	10,102	9,602	9,602	9,602	9,602	9,602	9,601	9,604	8,928	-	-	-	8,926	-11.7%	On Budget	Design				No			
816700U	116700S	SR 167/Corridor Study		Nickel	10,104	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
816700U	816700U	SR 167 Improvement Projects - Corridor Mobility Improvement Analysis	1% Design	Nickel	-	9,602	9,602	9,602	9,602	9,602	9,602	9,601	9,604	8,928	-	-	-	8,926										
816701B	816701B	SR 167 HOT Lanes Pilot Project - Managed Lanes	30% Design	TPA	-	-	13,780	15,384	17,877	17,877	18,817	18,809	18,814	18,814	18,806	18,807	18,787	18,786	36.3%	Over Budget	Completed	No				No		Budget: The 2006 increase was due to added preliminary engineering costs associated with the complexity of this pilot project. The 2007 increase was the result of refined construction cost estimates for sign bridges, barrier walls, erosion control and public outreach. The 2009 increase was the result of additional traffic control due to the many separate locations of the sign structures not taken into account in the estimate and the need to add temporary striping in order to meet the committed open to traffic date. Schedule: The project was completed 1 year early.
816701C	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane (aka PIN 8167012)	< 1% Design	TPA	-	-	80,000	80,000	80,000	80,000	82,000	82,000	82,005	82,010	82,005	82,005	81,924	83,925	4.9%	On Budget	Under Construction				No			
816701C	8167012	SR 167 - SR 410 to 15th St SW - HOV		TPA	-	-	80,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
816701C	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane (aka PIN 8167012)	< 1% Design	TPA	-	-	80,000	80,000	80,000	82,000	82,000	82,005	82,010	82,005	82,005	81,924	83,925											
816719A	816719A	SR 167/S 180th St to I-405 - SB Widening (aka PIN 8405005)	< 1% Design	TPA	-	-	50,000	50,000	17,810	17,381	19,048	18,993	18,844	18,843	18,837	18,837	18,837	18,837	-62.3%	On Budget	Completed	No				No		
816719A	816719A	SR 167/S 180th St to I-405 - SB Widening (aka PIN 8405005)	< 1% Design	TPA	-	-	-	50,000	17,810	17,381	19,048	18,993	18,844	18,843	18,837	18,837	18,837	18,837										
816719A	8405005	SR 167 / I-405 To SE 180th St		TPA	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SR 169																												
116901D	116901D	SR 169/SE 416th - Intersection Improvements	1% Design	TPA	-	-	5,050	5,050	6,308	2,549	-	-	-	-	-	-	464	-90.8%	On Budget	Completed	No				No			
116911T	116911T	SR 169/SE 291st St Vicinity (Formerly SE 288th Street) - Add Turn Lanes (aka PIN 016900A)	3% Design	TPA	2,152	2,026	3,831	2,519	2,606	2,669	2,669	2,446	2,446	2,447	2,438	-	2,429	-36.6%	On Budget	Completed	No				No		Budget: The cost increase is due to underestimated design work and higher construction material costs (asphalt and concrete). In addition, local agency funds (\$428,000) were added to this project to address local improvements. Excluding these funds and work from the estimate, this project is 40% over the initial budget. Schedule: The project was delivered 1 quarter late.	
116911T	016900A	SR 169/SE 228TH Street Vicinity - Safety		TPA	-	-	1,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
116911T	116911T	SR 169/SE 291st St Vicinity (Formerly SE 288th Street) - Add Turn Lanes (aka PIN 016900A)	3% Design	TPA	2,152	2,026	2,231	2,519	2,606	2,669	2,669	2,446	2,446	2,447	2,438	-	2,429											

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands													Delivery Performance		Scope Status & Options				Comments			
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?		(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency
116912C	116912C	SR 169/SR 516 (Four Corners) Vicinity - Add Lanes (aka PIN CCCC1)	N/A WSDOT contribution	TPA	-	-	2,500	2,500	-	-	-	-	-	-	-	-	-	2,508	0.3%	On Budget	Completed	No			No		Schedule: The project was delivered 1 quarter late.
116912C	116912C	SR 169/SR 516 (Four Corners) Vicinity - Add Lanes (aka PIN CCCC1)	N/A WSDOT contribution	TPA	-	-	-	2,500	-	-	-	-	-	-	-	-	-	2,508									
116912C	CCCC1	SR 169 @ 516 (Four Corners)		TPA	-	-	2,500	-	-	-	-	-	-	-	-	-	-	-									
116927B	116927B	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	350	2,500	2,818	2,818	2,818	-	2,818	2,820	2,820	-	-	-	2,818	12.7%	Over Budget	Completed	No			No		
I-182																											
518201I	518201I	I-182/US 395 I/C - Roadside Safety	80% Design	Nickel	118	86	-	-	-	-	-	-	-	-	-	-	-	69	-41.9%	On Budget	Completed	No			No		Budget: The cost saving was due to aggressive bids. Schedule: The project was delivered 1 quarter early.
US 195																											
619503K	619503K	US 195/Spring Flat Creek Bridge Replacement (aka PIN 019555K)	1% Design	TPA	-	-	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	3,302	3,302	-17.4%	On Budget	Deferred/Deleted				No	
619503K	019555K	SR 195/Spring Flat Creek		TPA	-	-	4,000	-	-	-	-	-	-	-	-	-	-	-									
619503K	619503K	US 195/Spring Flat Creek Bridge Replacement (aka PIN 019555K)	1% Design	TPA	-	-	-	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	3,302	3,302								
SR 202																											
120214T	120214T	SR 202/244th Ave NE Intersection - Add Signal and Turn Lane	<1% Design	Nickel	1,026	1,030	1,105	1,023	1,210	1,236	-	1,203	1,211	1,210	-	-	-	1,202	17.2%	Over Budget	Completed	No			No		Budget: The project increase is due to an underestimation of the design needed and to higher construction costs needed for installing temporary traffic signal, traffic control and wetland buffer landscaping. Schedule: The project was delivered 1 quarter early due to contractor schedule improvements.
120216S	120216S	SR 202/Jct 292nd Ave SE - Add Signal and Turn Lane	3% Design	Nickel	1,305	1,307	488	586	-	602	-	-	-	-	-	-	-	605	-53.7%	On Budget	Completed	No			No		Budget: The cost decrease is primarily the result of eliminating a right turn lane from the scope of work. This change was made because an existing county bridge precluded the embankment widening and guardrail necessary for the added turn lane. Scope: A turn lane on the county road to eastbound SR 202 was eliminated from the initial project scope. Schedule: The project was delivered 2 quarters early as a result of the scope change.
120219L	120219L	SR 202/Jct SR 203 - Construct Roundabout	30% Design	Nickel	2,803	2,893	2,893	2,893	3,950	3,950	-	3,161	3,169	3,169	-	-	-	3,162	12.8%	Over Budget	Completed	No			No		
120220S	120220S	SR 202/Sahalee Way NE to 292nd Ave SE (Duthie) - Corridor Study (aka PIN 12025CS)	N/A Study	TPA	-	-	500	500	500	500	-	-	-	-	-	-	-	500	0.0%	On Budget	Completed	No			No		
120220S	120220S	SR 202/Sahalee Way NE to 292nd Ave SE (Duthie) - Corridor Study (aka PIN 12025CS)	N/A Study	TPA	-	-	-	500	500	500	-	-	-	-	-	-	-	500									
120220S	120220S	SR 202/Sahalee to Duthie Corridor Study		TPA	-	-	500	-	-	-	-	-	-	-	-	-	-	-									
SR 203																											
120305A	120305A	SR 203/Coe-Clemons Creek - CED		TPA	-	-	3,751	-	-	-	-	-	-	-	-	-	-	#N/A	#N/A	Over Budget	Design				No		This project is budgeted within a programmatic BIN.
120305G	120305G	SR 203/Tolt Hill Rd NE Vicinity (aka PIN 120301A)	1% Design	TPA	-	-	2,006	2,123	2,123	3,533	3,533	4,055	3,679	3,545	3,092	3,060	#N/A	3,045	51.8%	Over Budget	Completed	No			No		
120305G	120301A	SR 203/Tolt Hill Rd NE Vic - Passing Shoulder		TPA	-	-	2,006	-	-	-	-	-	-	-	-	-	-	-									
120305G	120305G	SR 203/Tolt Hill Rd NE Vicinity (aka PIN 120301A)	1% Design	TPA	-	-	-	2,123	2,123	3,533	3,533	4,055	3,679	3,545	3,092	3,060	#N/A	3,045									
120311C	120311C	SR 203/NE 124th/Novelty Rd Vicinity - Construct Roundabout	30% Design	Nickel	2,831	3,434	3,737	3,634	3,643	3,643	3,643	3,629	3,600	3,599	-	-	-	3,593	26.9%	Over Budget	Completed	No			No		Budget: The cost increase is due to an underestimated design effort for flood plain mitigation and associated environmental permits, additional cost to address unsuitable native soil encountered, and escalated material costs for asphalt and concrete. Schedule: The project was delivered 1 year early.
120311G	120311G	SR 203/Corridor Safety Improvements - Snohomish County	1% Design	TPA	-	-	-	3,976	4,371	3,101	3,101	3,102	1,904	1,880	1,771	1,745	1,735	1,735	#DIV/0!	N/A	Completed	No			No		
I-205																											
420504A	420504A	I-205/Mill Plain SB Off Ramp - Add Turn Lane	3% Design	TPA	506	503	542	633	-	779	-	-	-	-	-	-	-	768	41.6%	Over Budget	Completed	No			No		Budget: This project was started and stopped due to programming and budget changes prior to being fully funded in the 2005 revenue package. Re-design for changed pavement conditions and construction materials cost escalation account for the increases in cost. Schedule: This project was completed 2 quarters early.
420505A	420505A	I-205/Mill Plain Exit (112th Connector) - Build Ramp	<1% Design	Nickel	13,531	12,000	12,000	12,000	12,672	12,528	12,750	11,133	11,056	10,631	-	-	-	10,629	-21.5%	On Budget	Completed	No			No		
420511A	420511A	I-205 / Mill Plain Interchange to NE 28th Street (aka PIN 12051C1)	1% Design	TPA	-	-	58,000	58,000	85,933	85,933	92,484	92,420	94,175	94,175	94,170	65,694	62,260	40,646	-29.9%	Over Budget	Under Construction				No		Budget: Design element changes and the incorporation of "practical design" concepts brought the cost to complete into better alignment with the original estimate.
420511A	12051C1	I-205 / Mill Plain Interchange to NE 28th Street		TPA	-	-	58,000	-	-	-	-	-	-	-	-	-	-	-									
420511A	420508A	I-205/Mill Plain Interchange to NE 18th St - Stage 1		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
420511A	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2 (aka PIN 12051C1)	1% Design	TPA	-	-	-	58,000	85,933	85,933	92,484	92,420	94,175	94,175	94,170	65,694	62,260	40,646									
SR 240																											
524002E	524002E	SR 240/Beloit Rd to Kingsgate Way - Widen Roadway	1% Design	TPA	-	-	14,500	16,540	16,872	16,872	12,622	9,948	9,490	9,490	9,492	-	-	9,677	-33.3%	On Budget	Completed	No			No		
524002F	524002F	SR 240/I-182 to Richland Y - Add Lanes	30% Design	Nickel	30,521	27,519	22,141	23,140	22,603	22,628	-	22,562	22,580	22,467	22,446	22,447	22,447	22,446	-26.5%	On Budget	Completed	No			No		Budget: The majority of the cost decrease is due to the construction efficiencies resulting from combining this project with 524002G. Schedule: This project was delivered 1 quarter early.
524002G	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	30% Design	Nickel	36,698	39,400	43,223	43,194	43,181	43,184	43,159	41,339	41,126	41,133	41,123	41,008	41,008	41,008	11.7%	Over Budget	Completed	No			No		Budget: The major cost increase driver was additional right-of-way needs in 2004 and 2005. Additionally, material cost escalation and inflation increased the construction estimate in 2005. Schedule: This project was delivered 1 quarter early.
524002G	524002C	SR 240/Yakima River Vic - Remediation of Failing Wetland Mitigation Site		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
524002G	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	30% Design	Nickel	36,698	39,400	43,223	43,194	43,181	43,184	43,159	41,339	41,126	41,133	41,123	41,008	41,008	41,008									

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
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BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands															Delivery Performance			Scope Status & Options				Comments
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGFBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency		
840541F	840541F	I-405/SE 8th to I-90 (South Bellevue) (aka PIN 1405005B)	< 1% Design	Nickel	185,480	185,480	187,968	187,980	189,471	179,595	179,865	179,866	179,873	179,869	179,861	179,663	179,662	179,807	-3.1%	On Budget	Completed	No		No			
840541F	1405005B	I-405/SE 8th to I-90 (South Bellevue)		Nickel	185,480	-	-	-	-	-	-	-	-	-	-	-	-	-									
840541F	840541F	I-405/SE 8th to I-90 (South Bellevue)	< 1% Design	Nickel	-	185,480	187,968	187,980	189,471	179,595	179,865	179,866	179,873	179,869	179,861	179,663	179,662	179,807									
840551A	840551A	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements (aka PIN 8405009)	< 1% Design	TPA	-	-	250,000	250,000	255,301	255,301	277,371	227,560	224,471	224,473	210,648	210,612	210,584	203,286	-18.7%	On Budget	Completed	No		No		6,780,628	
840551A	8405009	I-405 / NE 8th St to SR 520 Braided Crossing		TPA	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-									
840551A	840551A	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements	< 1% Design	TPA	-	-	-	250,000	255,301	255,301	277,371	227,560	224,471	224,473	210,648	210,612	210,584	203,286								6,780,628	
840552A	840552A	I-405/NE 10th St - Bridge Crossing (aka PIN 8405010)	< 1% Design	TPA	-	-	67,000	69,200	63,607	63,822	63,901	64,097	63,305	63,305	63,300	63,300	63,300	63,300	-5.5%	On Budget	Completed	No		No			
840552A	8405010	I-405 / NE 10th St Overcrossing		TPA	-	-	67,000	-	-	-	-	-	-	-	-	-	-	-									
840552A	840552A	I-405/NE 10th St - Bridge Crossing	< 1% Design	TPA	-	-	-	69,200	63,607	63,822	63,901	64,097	63,305	63,305	63,300	63,300	63,300	63,300									
840561A	840561A	I-405/SR 520 to SR 522 - Widening (aka PIN 1405005C)	< 1% Design	Nickel	163,735	163,735	163,735	164,535	87,293	81,763	81,445	81,762	81,212	81,196	81,191	-	81,191	81,191	-50.4%	On Budget	Completed	No		No			Budget: In 2007, the budget was reduced as a result of the scope change noted below. Subsequent decreases are from savings realized during construction. Scope: The project was divided in to two stages, with the second stage being moved to a different project (840561D).
840561A	1405005C	I-405/SR 520 to SR 522		Nickel	163,735	-	-	-	-	-	-	-	-	-	-	-	-	-									
840561A	840561A	I-405/SR 520 to SR 522 - Widening	< 1% Design	Nickel	-	163,735	163,735	164,535	87,293	81,763	81,445	81,762	81,212	81,196	81,191	-	81,191	81,191									
840567C	840567C	I-405/NE 132nd St - New Interchange	< 1% Design	TPA	-	-	-	-	48,500	48,500	48,500	48,500	48,500	48,500	48,500	48,500	48,500	-	N/A	N/A	Deferred/Deleted			No			
8811001	8811001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	< 1% Design	Nickel/TPA	-	-	130,000	130,000	172,803	184,078	188,193	176,059	166,541	166,549	165,170	164,713	164,344	164,342	26.4%	Over Budget	Completed	No		No			
8811001	8405003	I-405 / SR 167 TO SR 169		TPA	-	-	20,000	-	-	-	-	-	-	-	-	-	-	-									
8811001	8405004	I-405 / SR 515 INTERCHANGE IMPROVEMENTS		TPA	-	-	110,000	-	-	-	-	-	-	-	-	-	-	-									
8811001	8811001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	< 1% Design	Nickel/TPA	-	-	-	-	-	-	188,193	176,059	166,541	166,549	165,170	164,713	164,344	-									
8811001	840502E	I-405/SR 167 to SR 169 - Add new SB Lane	30% Design	Nickel	-	-	-	-	55,339	55,461	-	-	-	-	-	-	-	45,595									
8811001	840504A	I-405/SR 167 to SR 169 - NB Widening	< 1% Design	TPA	-	-	20,000	4,099	6,769	-	-	-	-	-	-	-	-	5,024									
8811001	840502F	I-405/Thunder Hills Creek Culvert - Emergency Repair		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	15,932									
8811001	840505A	I-405/SR 515 - New Interchange	< 1% Design	TPA	-	-	110,000	113,365	121,849	-	-	-	-	-	-	-	-	97,791									
8811002	8811002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	< 1% Design	Nickel/TPA	-	-	275,000	275,000	337,272	344,860	373,393	427,399	423,485	422,869	382,735	382,735	382,629	382,683	39.2%	Over Budget	Under Construction			No		40,034,074	
8811002	8405011	I-405 / NE 124th St to SR 522		TPA	-	-	170,000	-	-	-	-	-	-	-	-	-	-	-									
8811002	8405013	I-405 / NE 132nd St Interchange		TPA	-	-	60,000	-	-	-	-	-	-	-	-	-	-	-									
8811002	840567B	I-405/NE 132nd St - Bridge Replacement	< 1% Design	TPA	-	-	-	60,000	28,748	27,753	-	-	-	-	-	-	-	4,487									
8811002	8405014	I-405 / 195th St to SR 527		TPA	-	-	45,000	-	-	-	-	-	-	-	-	-	-	-									
8811002	840561C	I-405/NE 6th to I-5 - Express Toll Lanes		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	111,022								3,398,621	
8811002	8811002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	< 1% Design	Nickel/TPA	-	-	-	-	-	373,393	427,399	423,485	422,869	382,735	382,735	382,629	-	-									
8811002	840561D	I-405/SR 520 to SR 527 - Widening Stage 2	30% Design	Nickel	-	-	-	-	75,401	104,438	-	-	-	-	-	-	-	110,666								24,939,817	
8811002	840566E	I-405/NE 124th St to SR 522 - NB Widening	< 1% Design	TPA	-	-	-	170,000	193,125	173,924	-	-	-	-	-	-	-	123,735								11,695,636	
8811002	840576A	I-405/NE 195th St to SR 527 - NB Widening	< 1% Design	TPA	-	-	45,000	39,998	38,744	-	-	-	-	-	-	-	-	32,773									
8811006	8811006	I-405/Tukwila to Bellevue Widening and Express Toll Lanes		TPA	-	-	-	-	-	-	-	15,822	15,824	15,822	15,822	17,444	21,625	21,625	36.7%	N/A	Design			No			
8811006	140502E	I-405/I-5 to NE 6th St - Prelim. Engineering and Environmental Design		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
8811006	8811006	I-405/Tukwila to Bellevue Widening and Express Toll Lanes		TPA	-	-	-	-	-	-	-	15,822	15,824	15,822	15,822	17,444	21,625	21,625									
SR 410																											
141060G	141060G	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	N/A	N/A	N/A	N/A	Deleted	No		No		
141060G	041000A	SR 410,White River		TPA	-	-	16,800	-	-	-	-	-	-	-	-	-	-	-									
141060G	141060G	SR 410/White River - Stabilize Slopes	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-									
341015A	341015A	SR 410/214th Ave E to 234th - Add Lanes	60% Design	Nickel/TPA	11,140	11,073	24,573	27,559	28,683	29,340	31,847	27,472	18,454	19,099	19,126	19,267	19,234	19,234	-21.7%	On Budget	Completed	No		No			
341018A	341018A	SR 410/Traffic Ave. to 166th Ave East - Median Cross Over Protection (aka PIN 041000C)	1% Design	TPA	-	-	300	245	245	245	-	-	-	-	-	-	-	241	-19.6%	On Budget	Completed	No		No		Schedule: This project was completed 1 quarter late.	
341018A	041000C	SR 410/Traffic Ave. to 166th Ave East - Median Cross Over Protection		TPA	-	-	300	-	-	-	-	-	-	-	-	-	-	-									
341018A	341018A	SR 410/Traffic Ave. to 166th Ave East - Median Cross Over Protection	1% Design	TPA	-	-	-	245	245	245	-	-	-	-	-	-	-	241									
541002L	541002L	SR 410/Rattlesnake Creek - Stabilize Slopes (aka PIN 041000B)	1% Design	TPA	-	-	250	281	331	331	332	270	255	252	-	-	#N/A	251	0.4%	On Budget	Completed	No		No			
541002L	041000B	SR 410 Rattlesnake Creek		TPA	-	-	250	-	-	-	-	-	-	-	-	-	-	-									
541002L	541002L	SR 410/Rattlesnake Creek - Stabilize Slopes	1% Design	TPA	-	-	-	281	331	331	332	270	255	252	-	-	-	251									
SR 500																											
450000A	450000A	SR 500/St Johns Blvd - Build Interchange	3% Design	TPA	-	-	28,926	30,373	48,347	49,959	57,599	57,241	56,961	48,070	47,029	46,014	44,965	44,964	55.4%	Over Budget	Completed	No		No			
450008A	450008A	SR 500/I-205 Interchange - Extend Merge Lane	1% Design	TPA	-	-	975	1,003	981	1,002	-	670	-	-	-	-	-	609	-37.5%	On Budget	Completed	No		No			
450099A	450099A	SR 500/NE 112th Ave - Build Interchange	3% Design	Nickel	26,712	26,323	-	26,035	-	26,130	-	-	-	-	-	-	-	26,083	-2.4%	On Budget	Completed	No		No		No issues to report on this project.	
SR 502																											
450201A	450201A	SR 502/10th Ave to 72nd Ave - Safety Improvements	3% Design	TPA	4,130	4,007	1,215	1,215	1,786	736	-	-	-	-	-	-	-	389	-68.0%	On Budget	Completed	No	Yes; reduced	No		Budget: The cost was reduced as a result of the scope change. Scope: This project was been down-scoped to avoid throw-away work following the construction phase being funded on the SR 502/I-5 to Battle Ground project. Low-cost safety enhancements were implemented at the SR 502 intersections with NE 29th	

**WSDOT Highway Construction Program
Nickel / TPA Project Budget History
2ESHB 1299 - Sec 312: Budget, Scope, and Schedule Summary**

BIN	Project	Project Title	Est % design @ initial funding	Rev Package	Budget History (a) Dollars in Thousands													Delivery Performance			Scope Status & Options				Comments			
					03LEGFIN	04LEGFIN	05LEGFIN	06LEGFIN	07LEGFIN	08LEGFIN	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR	Latest/Current Cost	% Change from Initial Budget	Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?		(d) Lost Local or Regional Funding?	(e) Estimated Contingency	
099999A	501208P	US 12/Tucannon River to Asotin C/L - Roadside Safety (aka PIN 001299P)	1% Design	TPA	-	-	-	207	-	-	-	-	-	-	-	-	-	115										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list. Budget/Scope: Funding and scope was reduced to address higher priority needs at other locations following a review and analysis that all high priority needs on this project are still being addressed.
099999A	501208Q	US 12/Wildcat Creek to Naches River - Roadside Safety (aka PIN 000000X)	1% Design	TPA	-	-	-	507	-	-	-	-	-	-	-	-	-	543										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list. Budget/Scope: Project was funded from other resources within the program group in order to address high priority needs at this location.
099999A	501401K	SR 14/Benton County Roadside Safety Improvements (aka PIN 001499C)	1% Design	TPA	-	-	-	1,710	-	-	-	-	-	-	-	-	-	1,518										
099999A	524101T	SR 241/Sunnyside to SR 24 - Roadside Safety (aka PIN 000000R)	1% Design	TPA	-	-	-	1,665	-	-	-	-	-	-	-	-	-	1,811										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list. Budget/Scope: Funding and scope was increased from other resources within the program group in order to address high priority needs at this location.
099999A	541002M	SR 410/Morse Creek to US 12 - Roadside Safety Improvements (aka PIN 000000X)	1% Design	TPA	-	-	-	692	-	-	-	-	-	-	-	-	-	709										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list. Budget/Scope: Funding and scope was reduced to address higher priority needs at other locations following a review and analysis that all high priority needs on this project are still being addressed.
099999A	582101S	SR 821/Selah to Ellensburg - Roadside Safety Improvements (aka PIN 000000X)	1% Design	TPA	-	-	-	175	-	-	-	-	-	-	-	-	-	82										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list. Budget/Scope: Project was funded from other resources within the program group in order to address high priority needs at this location..
099999A	600050A	State Highways in Adams & Franklin Counties Roadside Safety Improvements (aka PIN 000000P)	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	899										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list.
099999A	600050B	State Highways in Lincoln County Roadside Safety Improvements (aka PIN 000000T)	1% Design	TPA	-	-	-	1,010	-	-	-	-	-	-	-	-	-	803										
099999A	600050C	State Highways in North Stevens & Ferry Counties Roadside Safety Improv. (aka PIN 000000U)	1% Design	TPA	-	-	-	900	-	-	-	-	-	-	-	-	-	625										
099999A	600050D	State Highways in Spokane, Stevens, & Pend Oreille Co's Roadside Safety (aka PIN 000000W)	1% Design	TPA	-	-	-	1,010	-	-	-	-	-	-	-	-	-	822										
099999A	600050E	Whitman and S Spokane Co - Roadside Safety Improvements (aka PIN 000000V)	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	898										The 2009 dollar amount is displayed solely for purposes of displaying delivery performance against original legislative expectation. The project is no longer separately identified in the proposed budget list.
OBI4ENV	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA		Nickel/TPA	-	-	-	-	-	-	-	-	9,938	11,552	11,498	11,973	12,643	10,347	4.1%	N/A	Under Construction	No				No		
OBI4ENV	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA		Nickel/TPA	-	-	-	-	-	-	-	-	9,938	11,552	11,498	11,973	12,643	10,347	4.1%	N/A	Under Construction	No				No		
OBI4ENV	199930E	Management of Environmental Mitigation Sites - PS		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	2,895										
OBI4ENV	299930E	NCR Environmental Mitigation Nickel & TPA		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	176										
OBI4ENV	399930E	Management of Environmental Mitigation Sites OR - PS		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	1,473										
OBI4ENV	499930E	Management of Environmental Mitigation Sites for SWR		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	4,516										
OBI4ENV	599930E	Nickel/TPA Management of Environmental Mitigation Sites SCR		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	332										
OBI4ENV	699930E	Management of Environmental Mitigation Site for SR 27 & SR 270		Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	954										