

Highway Construction Program

Monthly Delivery Progress Report Watch List

January 2016

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

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

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

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

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

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

Summary

Delivery Progress Report Summary Table as of January 31, 2016, with issues based on a monthly update.

Removed in January 2016	
Project	Phase/Issue
SR 124/Monument Dr/RR Xing - Construct Bridge (Walla Walla) 512402N	Design: cost increase and schedule delay
I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements (Lewis) 400511W	Construction: schedule delay
SR 302/N of E Victor Rd - Culvert Replacement (Mason) 330224A	Design: schedule delay
SR 410/White River Bridge 410/101 - Bridge Elements Repair (King, Pierce) 141001M	Construction: cost increase and schedule delay

New in January 2016	
Project	Phase/Issue
SR 124/Monument Dr/RR Xing - Construct Bridge (Walla Walla) 512402N	Design: cost increase and schedule delay

Changes from Prior Month	
Project	Phase/Issue
SR 99/S King St Vic to Roy St - Viaduct Replacement (King) 809936E	Construction: schedule delay

No Changes from Prior Month	
Project	Phase/Issue
I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements (Lewis) 400511W	Construction: schedule delay

SR 92/Pilchuck River – CED (Snohomish) 109205A	Design: schedule delay
SR 161/24th St E to Jovita - Add Lanes (Pierce) 316118A	Construction: potential cost increase
SR 302/N of E Victor Rd - Culvert Replacement (Mason) 330224A	Design: schedule delay
SR 410/White River Bridge 410/101 - Bridge Elements Repair (King, Pierce) 141001M	Construction: cost increase and schedule delay
SR 524/Yew Way - Railroad Crossing Improvements (Snohomish) 152413B	Design: schedule delay

Project Detail

Below is the detail behind the above summary.

New in January 2016

SR 124/Monument Dr/RR Xing - Construct Bridge (Walla Walla)

Issue: Changes in the unit bid prices, water quantities, and structural design changes have increased the cost. Right of way negotiations and coordination with the railroad have delayed the construction. This project is being reported and removed from this list.

The railroad crossing on SR 124 at Monument Drive near Ice Harbor Road turnoff has a history of train/vehicle collisions. The project will construct a bridge over the Union Pacific Railroad to allow vehicle traffic on SR 124 to cross above the railroad, eliminating the risk of collisions between vehicles and trains. Monument Drive will reconnect to SR 124 west of its current location. The project's cost was estimated at \$8.8 million.

The project cost estimate has increased by \$1.7 million, from \$8.8 million to \$10.5 million. This increase is mainly due to adjusting the gravel borrow unit bid price for the bridge embankment material to reflect the project location and lack of a material source in the local area. In addition, the amount of water needed for dust control was adjusted to more adequately reflect the location and type of work. The structural design was also modified after coordination with the Union Pacific Railroad. As a result, the bridge

abutments design was changed and retaining walls were added, which also increased the costs.

Additional time needed for coordination with the railroad and right-of-way negotiations has delayed the right of way certification and advertisement date by 5 months. WSDOT now plans to advertise in spring 2016 and be operationally complete in summer 2017.

Changes from Prior Month

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

Changes from Prior Report: Progress on SR 99 Tunnel Project.

Previously reported: After crews backfilled the access pit, the SR 99 tunneling machine (Bertha) entered its next phase of testing by moving forward and installing two tunnel rings. After the new year, Seattle Tunnel Partners (STP) plans to mine out of the pit. STP's projected tunnel opening date is now April 2018. WSDOT cannot verify any of the dates shown in STP's schedule.

Update to the December report: Bertha broke through the access pit wall on Wednesday, January 6, 2016. The machine has tunneled approximately 190 feet since it first moved forward in the pit in December.

On January 14, WSDOT notified Seattle Tunnel Partners that they must "suspend for cause" tunneling operations involving the tunneling machine and the loading of barges. This action was taken in response to two recent safety incidents involving a soil-removal barge and a sinkhole. It is STP's responsibility to determine how to address these issues and ensure they are in compliance with the technical requirements of the contract. There is no timetable for when mining will resume.

(For the complete Watch List report, please see the [July 2014 Watch List](#) at the Project Delivery Reports Archive website.)

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

No Changes from Prior Month

I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements (Lewis)

Status: No change. The new schedule is has been approved by WSDOT and this project is being removed from this list.

Previously reported: The operationally complete date has been delayed by 9 months from December 2015 to September 2016. Work on the Skookumchuck bridges was not finished in time for the paving to be completed before the end of the 2015 construction season. Paving and associated work will occur in summer 2016.

This project will provide potential congestion relief on this section of roadway by constructing collector-distributor lanes between the existing Mellen Street and Harrison Avenue interchanges. It will also widen I-5 from two lanes to three lanes in each direction north of Harrison Avenue. A new overcrossing will be constructed south of Mellen Street, the Harrison Avenue interchange will be improved, and a new bridge will be built over the railroad tracks at Blakeslee Junction. The Skookumchuck River Bridges will also be repaired and painted. These improvements will reduce congestion and improve traffic flow and safety.

SR 92/Pilchuck River – CED (Snohomish)

Status: No change.

Previously reported: The advertisement date has been delayed by 5 months from November 2015 to spring 2016, which remains at risk due to possible delays with attaining the environmental permit, which in turn has delayed the right of way acquisitions. The environmental permitting process and coordination with resource agencies has taken longer than originally anticipated. In addition, resource agencies may require design changes which would require a formal Environmental Species Act consultation and further delay the environmental permit, right of way acquisitions, and subsequently, the spring 2016 advertisement date. (For the complete report, please see the [June 2015 Watch List](#) at the Project Delivery Reports Archive website.)

SR 161/24th St E to Jovita - Add Lanes (Pierce)

Status: No change.

Previously reported: There is a potential cost increase due to a pending claim by the contractor. The project was completed on August 21, 2014. (For the complete report, please see the [September 2014 Watch List](#) at the Project Delivery Reports Archive website.)

SR 302/N of E Victor Rd - Culvert Replacement (Mason)

Status: No change. The new schedule has been approved by WSDOT and this project is being removed from this list.

Previously reported: WSDOT has delayed the schedule to allow time to obtain environmental permits and a permanent construction easement from a private property owner. The design has changed from constructing a wall to armoring with rock at the culvert's outlet location on the beach. Armoring will prevent wave action from further eroding the slope. The new design extends to private property and requires a permanent easement. The redesign has delayed the schedule from the 2015 construction season to the 2016 construction season. (For the complete Watch List report, please see the [April 2015 Watch List](#) at the Project Delivery Reports Archive website.)

SR 410/White River Bridge 410/101 - Bridge Elements Repair (King, Pierce)

Status: No change. The new schedule and costs have been approved by WSDOT. This project is being removed from this list.

Previously reported: WSDOT has delayed the construction start by 7 months, from September 2015 to April 2016, which has delayed the completion date by 5 months to April 2016. The bridge will be closed to traffic for repairs which may require multiple weekend closures. Travelers will be required to use a 20-mile detour route impacting local businesses and schools in Enumclaw and Buckley as well as numerous holiday events and the opening of the ski resort. After receiving community input about the severity of the impacts on the community, the project is being delayed until April 2016. WSDOT will monitor the temporary repairs and continue to work with the community to revise the closure schedule and address local concerns.

A WSDOT inspection found the overhead support structure of the SR 410 White River Bridge was damaged, likely by a truck with an over-height load. The bridge was closed on April 4th after WSDOT crews discovered damage to the bridge's overhead support structure during a routine inspection. The bridge has an arched steel overhead support structure, which is signed for 15 feet. Low clearance warning signs were posted along the shoulder approaching the bridge. PCL Civil Constructors, Inc. was selected to do the temporary repair work, estimated at \$350,000, to allow the bridge to open to traffic.

The estimated total cost for the permanent repair has increased from \$1.2 million to \$1.9 million and the work was advanced by 5 months from January 2016 to August 2015 with construction beginning in October 2015 and completing by the end of November 2015. (For the complete Watch List report, please see the [April 2015 Watch List](#) at the Project Delivery Reports Archive website.)

SR 524/Yew Way - Railroad Crossing Improvements (Snohomish)

Status: No change.

Previously reported: WSDOT is now planning to advertise in early fall 2015, which remains at risk due to possible delays with obtaining the easement from the Port of Seattle. This delay will likely delay the construction completion to spring 2016 due to potential paving restrictions on behalf of weather. (For the complete report, please see the [June 2015 Watch List](#) at the Project Delivery Reports website.)

Update to the June 2015 report: The advertisement date remains at risk and has been further delayed to winter 2016 which will delay the construction completion to fall 2016. Initially, the completion of right of way plans was delayed because WSDOT determined that an easement for a portion of SR 524 roadway which crosses the railroad tracks had not been previously granted from the Port of Seattle (railroad owner) to either Snohomish County or WSDOT. The right of way plans were revised and WSDOT is currently seeking to acquire the right of way easement necessary for completing the work from the Port of Seattle.