



OCTOBER 30, 2018

TO: Chris Christopher, PE / Derek Case, PE / MS 47354 / 360-705-7821

THRU: Brian D. Nieslen, PE / NB82-230 / 206-805-5426

FROM: Dawn McIntosh, PE / NB82-230 / 206-805-5435

SUBJECT: 009127 – SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and  
Surface Street Project  
CO 001 – A.Way Traffic Switch



Attached for HQ Execution is Change Order 001, "A.Way Traffic Switch".

**DESCRIPTION:**

This change order compensates the Design-Builder (D-B) for added work to switch traffic from its current location under the Alaskan Way Viaduct (Viaduct) to the Alaskan Way alignment between S. King Street and Pike Street, located west of the Viaduct. Major items of added work include:

- Traffic signals at the intersections of Yesler Way, Columbia St., Marion St., and Madison St., University and Union Streets
- Pedestrian signals at the intersections of Spring and Seneca Streets
- Roadway striping and signage
- Switching traffic from under the Viaduct between S. King and Pike Streets
- Removal of detour signage and obsolete permanent signage
- Removal of parking striping and obsolete roadway striping

**EVOLUTION OF CHANGE:**

In order to construct much of the southend work, the D-B for the SR99 Bored Tunnel Alternative Design-Build Project (Tunnel Project) implemented a detour which diverted traffic from the existing Alaskan Way alignment (located west of the Viaduct) to under the Viaduct between South King St. to Spring St. The Tunnel Project Request for Proposal (RFP) included a simple provision to restore Alaskan Way and move traffic back to the pre-construction configuration upon completion of the work. This approach was subsequently rendered inadequate and no longer constructible as a result of a series of events described in the following.

The City Seawall Project had scheduled work to begin shortly after the Tunnel Boring Machine (TBM) was scheduled to cross under the Viaduct in the vicinity of Yesler Way. In order to perform their construction, the Seawall Project was required to extend the temporary traffic control diversion that the Tunnel Project had implemented. This alteration extended the northern limit of the diversion from Spring St. to Pike St. Upon completion of their work, the Seawall

This work is temporary and not subject to Buy America requirements. WSDOT is the designer of record for this added work, and WSDOT will certify the materials required for this Change Order.

**ENTITLEMENT:**

This is a WSDOT-Initiated Change. The D-B is entitled to an equitable adjustment in accordance with 1-04.4(1) of the Contract.

**PRICING THE CHANGE:**

Stamped plans were submitted to the D-B, for the purpose of obtaining Change Order pricing on July 2, 2018. WSDOT and the Demo Project D-B reached an agreement on the final pricing of this Change Order on October 12, 2018, as it is within 10% of the WSDOT engineer's estimate.

**PRICE:**

WSDOT has agreed to compensate the Design-Builder for all Work pursuant to one new lump sum item, "CO 001, A. Way Traffic Switch", in the agreed to amount of \$6,277,957.00.

**CONTRACT TIME:**

Contract time is not affected by this change. This added work is performed prior to Notice to Proceed 2.

**APPROVALS:**

- Dawn McIntosh, P.E., D2S2 Engineering Manager, approved the change October 17, 2018
- Brian D. Nielsen, P.E., AWV Program Administrator, approved the change October 17, 2018
- Craig McDaniel, P.E., HQ Construction, approved the change October 24, 2018
- Mario Mathisen, Program Management gave funding concurrence October 17, 2018

**ATTACHMENTS TO THE MEMO:**

- Change Order
- Change Order Checklist
- Engineer's cost estimate
- Letter WA-G-CHD-GEN-CR-1-04-00002-01 Serial Letter 18-00002 dated July 2, 2018
- August 15, 2018 Preliminary Change Proposal
- October 12, 2018 – DB Final Change Proposal, KIWC-WSDOT-LET-005
- October 25, 2018 – Change Order sent to Kiewit, WA-G-CHD-GEN-CR-1-04-00002-02
- Buy America Waiver
- Approvals and Concurrences listed above

If you have any questions, please contact Dawn McIntosh at (206) 805-2854.

cc: Project File

Project left traffic in this diverted configuration (traffic under the Viaduct from King St. to Pike St.).

With changing time lines for the execution of the SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface Street Project (Demo Project) and Substantial Completion for the Tunnel Project, WSDOT continued to look at alternative project delivery methodologies, including performing the work under the Demo Project, performing the work under the Tunnel Project, or award a standalone contract.

Timing of the work is critical to the success of multiple WSDOT, WSF, and City projects to be delivered on schedule. Critical activities include:

- September 28, 2018: WSDOT SR 99 South Access Connection Project completes the temporary connection between Railroad Way and S. King St.
- September 28, 2018: City Office of the Waterfront Pier 62/Pier 63 Project completes the restoration of Alaskan Way at Pike St.
- October 27, 2018: Early start date for Permanent Viaduct Closure (PVC).

It is highly desirable that traffic be restored to the Alaskan Way alignment at least two weeks prior to the beginning of the PVC and opening of the SR 99 Bored Tunnel. This would allow drivers the opportunity to incrementally adjust to the new alignment and signal operations to be optimized prior to tunnel opening.

WSDOT and the Tunnel Project contractor were unable to reach a cost/time agreement for the proposed added work. The WSDOT Tunnel Project team negotiated a credit with its D-B to delete the remaining detour work elements that were no longer constructable. Based on this and the above noted timing issues, WSDOT's most feasible alternative was to perform the work under the Demo Project.

As such, on July 2, 2018, "Alaskan Way Traffic Switch" Serial Letter 18-00002, WSDOT directed the Demo Project D-B to construct and implement the Alaskan Way Traffic Switch and requested the D-B submit a change proposal for this added work.

On August 15, 2018, WSDOT received the D-B's preliminary change proposal in the amount of \$6,599,560 with no extended time to the Demo Contract.

Following WSDOT's review of the D-B's proposal and subsequent negotiations, the D-B submitted a final Change Proposal (KIWC-WSDOT-LET-005) on October 12, 2018 in the amount of \$6,277,957.00. The net cost is within 10% of the WSDOT Engineer's Estimate in the amount of \$5,771,543.95. Therefore, WSDOT agreed to the D-B proposal.

WSDOT and SDOT are each responsible for portions of the work described above, and have agreed to share the costs associated with this Change Order. Details are contained in Agreement GCB 1970, Task Order WSDOT-SDOT-AA.

## Contract 9127 Design-Build Change Order Checklist

Cont. #: <input type="text" value="009127"/>	Cont. Title: <input type="text" value="SR99 / AWW Demolition Decommissioning &amp; Surface Street"/>																
C.O. #: <input type="text" value="001"/>	C.O. Title: <input type="text" value="A. WAY TRAFFIC SWITCH"/>																
<input type="checkbox"/> Design-Builder Initiated. <input checked="" type="checkbox"/> Agency Initiated.																	
<b>I. Executed by the State Construction Office</b> 1. Cost or credit equal to or greater than \$500,000.*1,*3, *5 2. Change in the contract documents beyond the scope, intent or termini of the original contract.*2, *5 3. Change in DBE conditions in Section 8 and Appendix 6 of the Conformed Contract including the DBE Goal of 8%. *5 4. Change in contract time greater than 30 working days. *1, *5	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;"><input checked="" type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> </table>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No								
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<b>II. Executed by the Region</b> 5. Cost or credit greater than or equal to \$100,000 but not to exceed \$500,000.*1,*4 6. Change in contract time greater than 10 and not to exceed 30 working days.*4	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> </table>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No												
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<b>III. Executed by the Project Engineer</b> 7. Determination of impacts and/or overhead. 8. Design or construction work that does not comply with the Mandatory Standards. 9. Change to Section 1 thru 26 and the Appendices of the Conformed Contract. 10. Change to a technical requirement in any of the following sections: Design Deviations, Geotechnical Design, Pavement, Project Documentation, Bridges and Structures, Control of Materials, QMP Requirements, or WSDOT Standard Specifications. 11. Determination of a Differing Site Condition (Section 5.7.3 of the Conformed Contract). 12. Settlement of a Claim (Section 24.3 of the Conformed Contract). 13. Changes in the Work (Section 11 of the Conformed Contract). 14. Design Builder Initiated Changes (Section 12 of the Conformed Contract).	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/> Yes</td><td style="text-align: center;"><input type="checkbox"/> No</td></tr> </table>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No																
<input type="checkbox"/> Yes	<input type="checkbox"/> No																

**Approvals obtained:** (Obtain all **REQUIRED** approvals regardless of execution authority)

Project Engineer: <b>(REQUIRED)</b>	<input type="text" value="Dawn McIntosh"/>	Date:	<input type="text" value="10/17/18"/>
Region: *5 <b>(REQUIRED)</b>	<input type="text" value="Brian Nielsen"/>	Date:	<input type="text" value="10/17/18"/>
State Construction Office: <b>(REQUIRED)</b>	<input type="text" value="Craig McDaniel"/>	Date:	<input type="text" value="10/24/18"/>
FHWA: *1	<input type="text"/>	Date:	<input type="text"/>
Other: (Funding/Maintenance/Local Agency/Surety)	<input type="text" value="Mario Mathison"/>	Date:	<input type="text" value="10/17/18"/>
CO Reason(s) (See CCIS Source/Outcome):	<input type="text" value="AN12; AP03; AW"/>		
Change Order Prepared By:	<input type="text" value="Kyle Goldsmith"/>	Date:	<input type="text" value="10/17/18"/>

**To be completed by the Region:**

Is this change eligible for Federal participation where applicable?     Yes     No    *N/A*

Change Order reviewed by:     Date:

- \*1 Change (Cost or Credit) greater than \$200,000 or greater than 30 days of Projects Of Division Interest (PODI) requires FHWA approval. (see Construction Manual - Chapter 1-00.10, Chapter SS 1-04.4, and State Construction Office web page).
- \*2 Per RCW 47.28.050, any change beyond \$7,500 that is beyond the original scope shall go through the competitive bidding process.
- \*3 Engineering error changes over \$500,000 requires reporting (See reporting instructions & template on State Construction Office web page).
- \*4 Region level execution authority is delegated per the memo signed by the AWW Administrator.
- \*5 Region level approval for Change Orders executed by the State Construction Office shall be obtained from the AWW Administrator. All other Region level approvals shall be obtained from the Tunnel Director.

This form represents the minimum information required by the State Construction Office. If you wish to supplement this information, you may do so on a separate sheet of paper.



**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**


DATE: 10/25/18  
Page 1 of 100

CONTRACT NO: 009127 FEDERAL AID NO:  
CONTRACT TITLE: SR 99, AWV DEMOLITION DECOMMISSIONING & SURFACE ST  
CHANGE ORDER NO: 1 A. WAY TRAFFIC SWITCH

PRIME CONTRACTOR: [REDACTED] KIEWIT INFRASTRUCTURE WEST CO.  
33455 6TH AVE S  
FEDERAL WAY WA 98003-6335

Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications


Change proposed by Contractor

<p>ENDORSED BY: </p> <hr/> <p>CONTRACTOR</p> <p><u>10/26/2018</u></p> <p>DATE</p>	<p>SURETY CONSENT:</p> <p align="center" style="color: blue; font-size: 1.2em;"><i>SEE ATTACHED INCREASE RIDER</i></p> <hr/> <p>ATTORNEY IN FACT</p> <hr/> <p>DATE</p>
--	--

ORIGINAL CONTRACT AMOUNT: 93,749,999.00  
CURRENT CONTRACT AMOUNT: 93,749,999.00  
ESTIMATED NET CHANGE THIS ORDER: 6,277,957.00  
ESTIMATED CONTRACT TOTAL AFTER CHANGE: 100,027,956.00

Approval Required:  Region  Olympia Service Center  Local Agency

*EMD* 

<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED <input type="checkbox"/> EXECUTED</p> <p><u>Dawn M. Melanson</u></p> <p>PROJECT ENGINEER</p> <p><u>30 October 2018</u></p> <p>DATE</p>	<p>EXECUTED:</p> <p><u></u></p> <p>STATE CONSTRUCTION ENGINEER</p> <p><u>11/5/18</u></p> <p>DATE</p>
<p><input checked="" type="checkbox"/> APPROVAL RECOMMENDED <input type="checkbox"/> EXECUTED</p> <p>REGIONAL ADMIN: <u>Brian D. Auk</u></p> <p>BY:</p> <p><u>11/1/18</u></p> <p>DATE</p>	<p>OTHER APPROVAL WHEN REQUIRED</p> <p>SIGNATURE _____ DATE _____</p> <p>REPRESENTING _____</p> <p align="right" style="color: blue; font-size: 1.2em;"><i>CCIS CAPS ALL RR 11/15/18</i></p>

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 10/25/18  
Page 2 of 100

**CONTRACT NO:** 009127

**CHANGE ORDER NO:** 1

All work, materials, and measurements to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.

This contract is revised as follows:

The first paragraph above is deleted and replaced with:

All work, materials and measurements to be in accordance with the Contract Documents for this Project. Unless specifically modified herein, all provisions in the Contract Documents shall remain in full force and effect.

**DESCRIPTION:**

This Change Order provides full and final compensation to the Design-Builder (D-B) for any and all additional costs and/or time associated with the construction of changes and added work for a traffic switch on Alaskan Way from South King St. to Pike St. as described below.

**DESIGN-BUILD CONTRACT:**

The D-B shall construct and implement the Alaskan Way Traffic Switch as shown on pages 5 through 100 of this Change Order. The traffic switch shall be implemented after September 3, 2018 but prior to October 15, 2018 with all work being completed by October 31, 2018. For the traffic switch from September 24, 2018 to October 15, 2018 the D-B shall be allowed to close Alaskan Way to all parking except at all times access shall be provided to emergency vehicles, pedestrian movements at intersections, local access for deliveries, and all traffic movements under the Viaduct. No Work shall start until September 4, 2018 unless coordinated with the Engineer and other ongoing work on Alaskan Way. Unless approved by the Engineer, at no time shall more than two intersections (signals) be impacted at one time, with no adjacent signals being impacted at the same time. The D-B shall develop and implement traffic control plans that minimize impacts to parking and pedestrian movements.

WSDOT and the D-B agree that the D-B shall produce As-Built redline drawings either hand-drawn or electronically but As-Built Plans are not required. WSDOT will be the Engineer of Record for this work.

**MEASUREMENT:**

No specific unit of measure shall apply to the new Lump Sum Bid Item "CO 001, A. Way Traffic Switch".

**PAYMENT:**

The new Lump Sum Bid Item, "CO 001, A. Way Traffic Switch", in the amount of \$6,277,957.00 is full and final payment for any and all cost associated with all work described herein, including but not limited to, the work shown on pages 5 through 100 of this Change Order, design, construction, traffic control, coordination, communications and public outreach.

**CONTRACT TIME:**

The Design-Builder and WSDOT agree that this Change Order has no impact to

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 10/25/18  
Page 3 of 100

**CONTRACT NO:** 009127

**CHANGE ORDER NO:** 1

Contract Time, and as such, no extension of Contract Time will be granted as a result of this Change Order.

**MISCELLANEOUS:**

The Design-Builder certifies the amount of time and/or compensation granted by this Change Order includes all known and anticipated impacts or amounts, direct, indirect and consequential, which may be incurred as a result of the event or matter giving rise to this change and that Design-Builder has no reason to believe and does not believe that the factual basis for this Change Order is falsely represented.

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
CHANGE ORDER**

DATE: 10/25/18  
Page 4 of 100

CONTRACT NO: 009127 CHANGE ORDER NO: 1

ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE
<del>1001</del>	15		CO 001, A. WAY TRAFFIC SWITCH	L.S.	0.00	0.00	3,310,417.34
<del>1001</del>	16		CO 001, A. WAY TRAFFIC SWITCH	L.S.	0.00	0.00	581,916.00
<del>1001</del>	17		CO 001, A. WAY TRAFFIC SWITCH	L.S.	0.00	0.00	2,385,623.66

7  
B  
L1

-----  
6,277,957.00  
-----



# SR 99

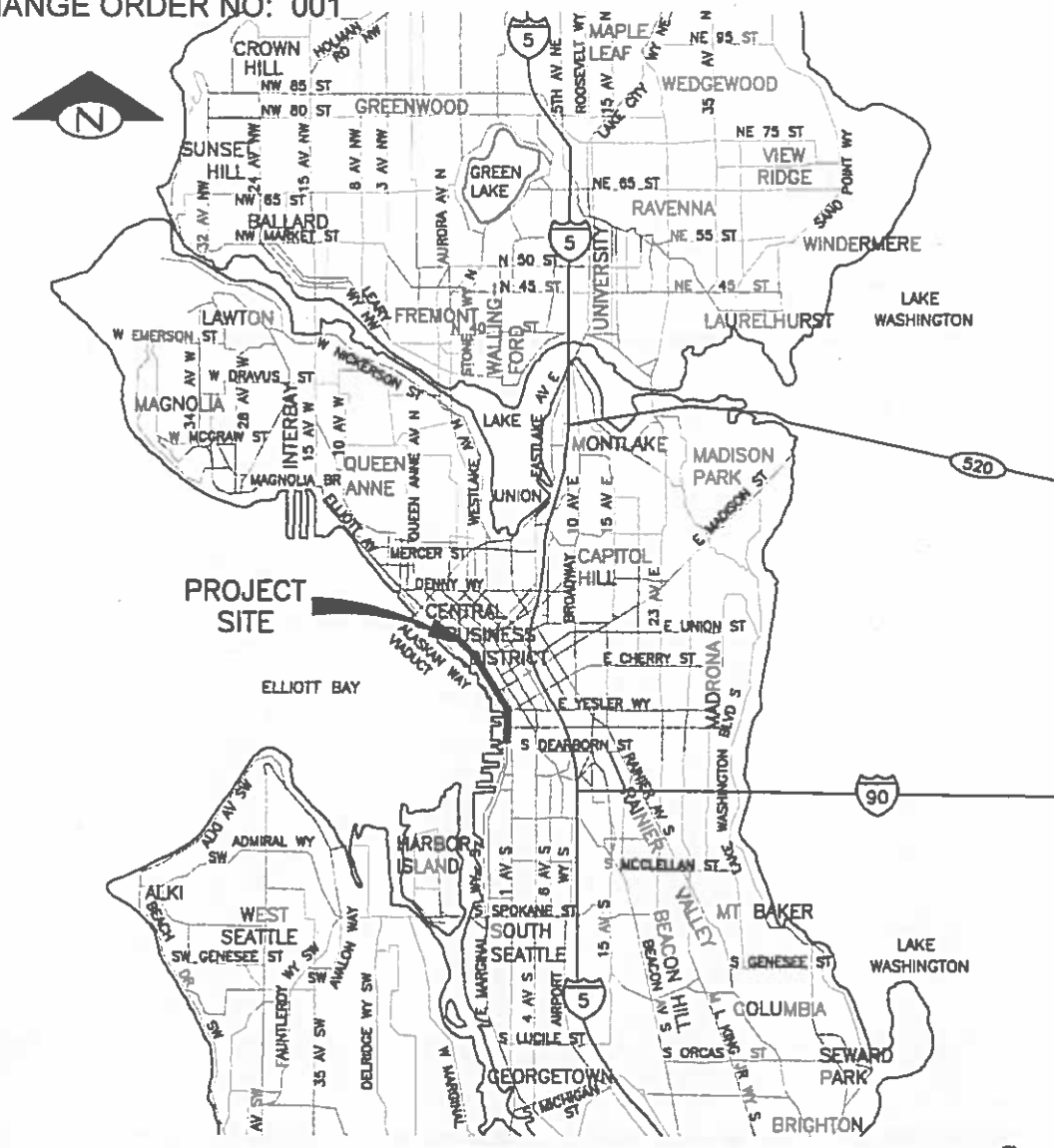
## ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH

### RELEASE FOR CONSTRUCTION

## CONTRACT PLANS 2017

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\alaska\delacruz\delacruz\dms29049\WFS_R_B-P-GNR-GLE.dwg								SR 99		ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH	SHEET 1 OF 94 SHEETS
TIME	4:05:13 PM	REGION NO.	STATE	FED.AID PROJ.NO.				 Washington State Department of Transportation 			
DATE	11/27/2017										
PLOTTED BY	DELACRUZD	JOB NUMBER		LOCATION NO.							
DESIGNED BY		CONTRACT NO.									
ENTERED BY											
CHECKED BY											
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY		P.E. STAMP BOX	DATE	P.E. STAMP BOX	DATE		



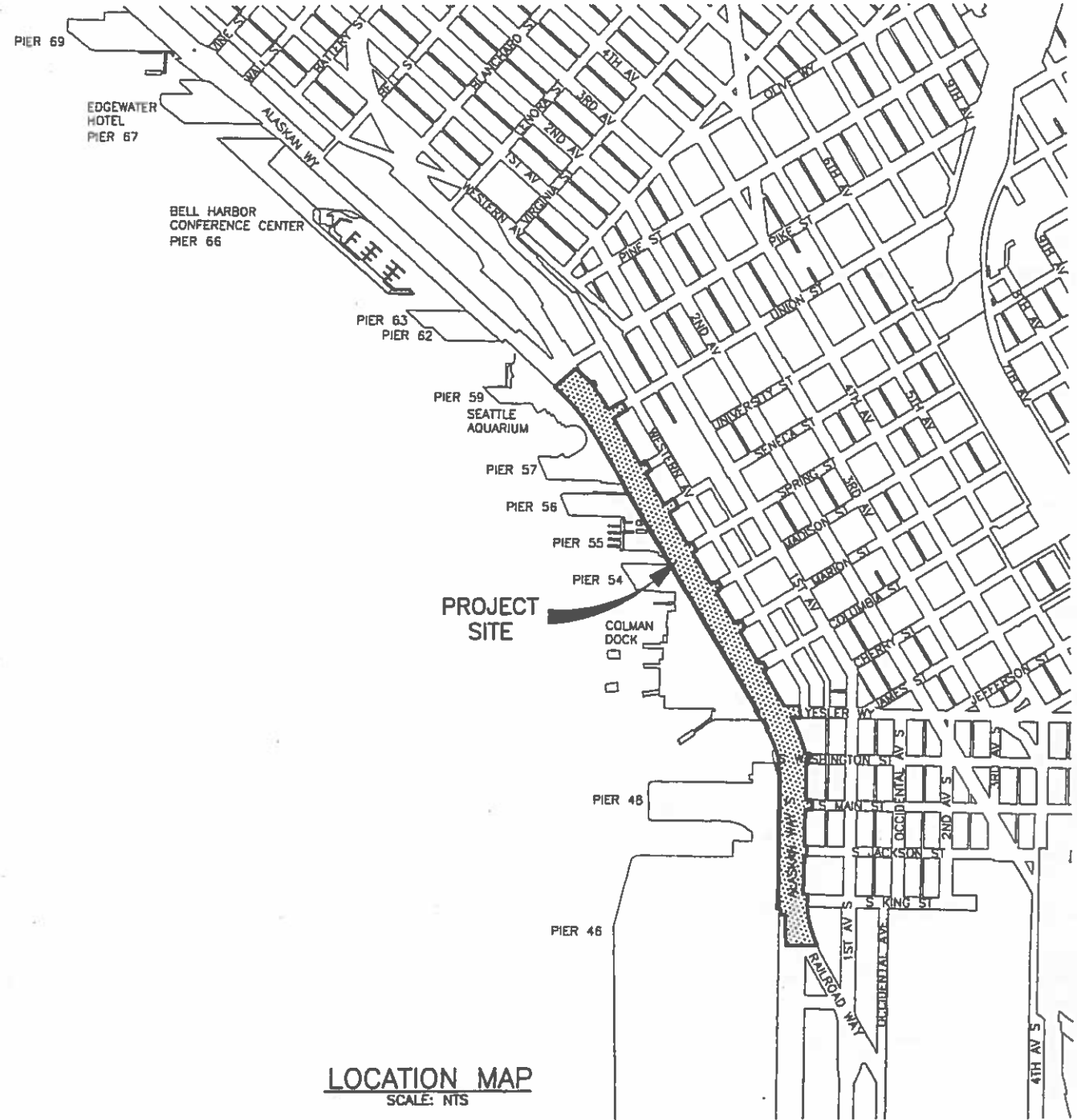
VICINITY MAP  
 SCALE: NTS



H: NAD 83/91  
 V: NAVD 88

INDEX OF DRAWINGS

DRAWING NO.	DESCRIPTION
GN01	INDEX AND VICINITY MAP
CH01 - CH10	PAVEMENT MARKING PLAN
TS00 - TS08D	TRAFFIC SIGNAL PLAN
TSD01 - TSD03	TRAFFIC SIGNAL DETAILS
SS01 - SS10	SIGN REMOVAL SCHEDULE
SS11 - SS14	SIGN INSTALLATION SCHEDULE
SR01 - SR10	SIGN REMOVAL PLAN
SI01 - SI10	SIGN INSTALLATION PLAN
MOT01 - MOT10	TRAFFIC CONTROL PLAN



LOCATION MAP  
 SCALE: NTS

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\p01\0604\audarm\dms29045\WFS\_0\_8-P-DRILL-CH.dwg

TIME	3:44:53 PM	REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/22/2017			
PLOTTED BY	AUDARM	JOB NUMBER		
DESIGNED BY	T. OLSEN	CONTRACT NO.	LOCATION NO.	
ENTERED BY	K. WHITEHOUSE			
CHECKED BY	L. GUAN			
PROJ. ENGR.	D. MCINTOSH			
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 INDEX AND VICINITY MAP

GN01  
 SHEET 2 OF 94 SHEETS

1. THIS WORK INCLUDES:



- a. CONSTRUCTION OF EIGHT (8) COMPLETE AND FULLY FUNCTIONING TRAFFIC SIGNAL SYSTEMS AS SHOWN AND IN ACCORDANCE WITH REQUIREMENTS IN THE PLANS; COMMISSIONING ALREADY CONSTRUCTED TRAFFIC SIGNALS AT S. KING STREET AND AT S. JACKSON STREET; AND REMOVAL AND SALVAGE OF EXISTING SIGNAL COMPONENTS ASSOCIATED WITH EXISTING SIGNAL SYSTEMS UNDER THE ALASKAN WAY VIADUCT NOT IDENTIFIED FOR RE-USE IN THE NEW SIGNAL SYSTEMS .
  - b. REMOVAL AND DISPOSAL OF EXISTING SIGNS, SIGN POSTS, AND MOUNTING HARDWARE; RELOCATION OF EXISTING SIGNS; AND FURNISH AND INSTALLATION OF NEW SIGNS INCLUDING NEW MOUNTING HARDWARE AND SIGN POSTS AS SHOWN AND IN ACCORDANCE WITH REQUIREMENTS IN THE PLANS.
  - c. REMOVAL OF EXISTING PAVEMENT MARKINGS, AND INSTALLATION OF NEW PAVEMENT MARKINGS, BARRICADES AND TRAFFIC SAFETY DRUMS AS SHOWN AND IN ACCORDANCE WITH REQUIREMENTS IN THE PLANS.
2. THE PLANS CONTAIN BACKGROUND INFORMATION FROM THE WATERFRONT SEATTLE 13.8KV NETWORK RELOCATION PROJECT. INSTALLATION OF SIGNAL SYSTEMS MUST NOT CONFLICT WITH THE CONSTRUCTION OF 13.8KV DUCT BANK AND ELECTRICAL VAULTS.
  3. MAINTAIN OR RELOCATE ALL SIGNAL EQUIPMENT INSTALLED BY WASHINGTON STATE FERRIES FOR OPERATION OF THE COUNTERFLOW LANE BETWEEN HOLDING AND THE FERRY TERMINAL.
  4. COORDINATE WITH SDOT SIGNAL OPERATION AT THE PRE-CONSTRUCTION MEETING FOR TRAFFIC SIGNAL CONTROLLER CABINETS' DELIVERY AND INSTALLATION SCHEDULE. THE SDOT SIGNAL OPERATION MUST DELIVER THE TRAFFIC SIGNAL CONTROLLER CABINETS TO THE WORK SITE AT A MUTUALLY AGREED UPON DATE AND LOCATION.
  5. COORDINATE WITH SEATTLE IT AT THE PRE-CONSTRUCTION MEETING FOR THE TRAFFIC SIGNAL INTERCONNECT SCHEDULE. SEATTLE IT WILL PROVIDE INTERCONNECT MATERIALS AND COMPLETE INTERCONNECT REMOVALS AND INSTALLATION FOR ALL SIGNALS WITHIN THE PROJECT.
  6. LOCATIONS AND DIMENSIONS SHOWN IN THE PLANS FOR EXISTING FACILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION OBTAINED WITHOUT UNCOVERING, MEASURING, OR OTHER VERIFICATION.
  7. CONTACT THE ENGINEER FOR COORDINATION WITH A SEATTLE CITY LIGHT SERVICE REPRESENTATIVE AT (206) 386-4200 TEN WORKING DAYS PRIOR TO DISCONNECTION OF STREET LIGHTING SERVICE.
  8. PROVIDE AT LEAST SEVEN CALENDAR DAY NOTICE TO THE ENGINEER FOR ANY INSPECTION OF WORK BY SEATTLE PUBLIC UTILITIES OR SEATTLE CITY LIGHT STAFF THAT IS REQUIRED BY THE CONTRACT.
  9. UNIDENTIFIED UNDERGROUND UTILITIES ARE LIKELY TO BE ENCOUNTERED DURING EXCAVATION. AN UNIDENTIFIED UNDERGROUND UTILITY IS A SPECIFIC UTILITY NOT SHOWN IN THE PLANS OR LISTED IN THE SPECIAL PROVISIONS. WHERE DETERMINED BY THE ENGINEER THE DESIGN BUILDER MUST REMOVE, RELOCATE, MODIFY, PROTECT OR REPAIR EXISTING UTILITIES.
  10. THE DESIGN BUILDER MUST NOTIFY THE ENGINEER FOR COORDINATION WITH KELLY HALL (206) 684-5370 OF SDOT TEN (10) WORKING DAYS IN ADVANCE OF THE NEED FOR REMOVAL OF PARKING METERS OR PARKING PAY STATIONS. REMOVAL OF PARKING METERS AND PARKING PAY STATIONS WILL BE DONE BY THE CITY OF SEATTLE. THE DESIGN BUILDER MUST ALSO NOTIFY THE ENGINEER WHEN THE WORK IN THE AREA IS COMPLETE TO SCHEDULE REINSTALLATION OF THE PARKING METERS OR PAY STATIONS. THE DESIGN-BUILDER SHALL PROVIDE PROJECT LOCATION, NUMBER OF METER OR PAY STATIONS TO BE REMOVED, METER OR BASE PLATE NUMBERS OR STATION IDENTIFICATION NUMBERS.
  11. ALL CONSTRUCTION MATERIALS, METHODS, AND INSTALLATIONS MUST CONFORM TO COS STANDARD PLANS FOR MUNICIPAL CONSTRUCTION 2017 EDITION AND THE COS STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION UNLESS OTHERWISE NOTED.
  12. CONTRACTOR MUST COORDINATE WITH SCL/SDOT/SDCI INSPECTORS FOR ALL INSPECTION REQUIREMENTS AT VARIOUS STAGES OF WORK.

13. ALL VIDEO DETECTION ZONES MUST BE PROGRAMMED BY SDOT. CONTRACTOR MUST ADJUST CAMERA MOUNTING HEIGHT AND ORIENTATION IF NECESSARY AS DIRECTED BY SDOT. CONTRACTOR MUST PROVIDE A MINIMUM OF 20 WORKING DAYS NOTICE TO WSDOT.
14. ALL SCL SECONDARY SERVICE CONNECTIONS MUST BE INSTALLED PER THE REQUIREMENTS OF THE SCL CUSTOMER DRAWINGS.
15. CONTRACTOR MUST REQUEST AN ELECTRICAL SAFETY OBSERVER FOR ALL UNDERGROUND CONDUIT AND POLE INSTALLATIONS PER COS STD SPEC 1-05.2(2). ALL POLES, CONDUIT RUNS, HANDHOLES AND CABINET LOCATIONS ARE SCHEMATIC AND MUST BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION. CONTRACTOR MUST USE A VACTOR TRUCK TO EXCAVATE ALL POLE LOCATIONS FULL DEPTH FOR INSTALLATION UNLESS OTHERWISE NOTED IN THE PLANS OR APPROVED BY THE ENGINEER.
16. ALL EXISTING SERVICE DISCONNECTS AND FINAL SERVICE CONNECTIONS MUST BE IN ACCORDANCE WITH COS STD SPEC 8-30.1(1). CONTRACTOR MUST PROVIDE 20 DAYS NOTICE TO WSDOT FOR ALL ELECTRICAL CONNECTIONS AND DISCONNECTIONS.
17. COS TRAFFIC SIGNAL SYSTEM CONSTRUCTION REQUIREMENTS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTION 8-31. COS TRAFFIC SIGNAL SYSTEM MATERIALS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTIONS 9-31, 9-32, 9-33, AND 9-34.
18. COS POLES, PEDESTALS, AND FOUNDATIONS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTION 8-32.
19. COS ELECTRICAL CONDUIT AND TRENCHING MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTION 8-33.
20. THE OPTICOM DISCRIMINATOR WILL BE FURNISHED AND INSTALLED BY SDOT SIGNAL OPERATIONS
21. CCTV CAMERA ASSEMBLIES MUST BE THE PAN TILT ZOOM RISE 4260HD SERIES H.264 HIGH-DEFINITION, IP67 CAMERA POSITIONING SYSTEM, MODEL NUMBER, 4267-1100, MANUFACTURED BY COHUHD, WITHOUT SUBSTITUTION.
22. CCTV CAMERAS MUST BE SUPPLIED AS A UNIT INCLUDING CAMERA WITH INTEGRATED LENS, ID GENERATOR, CAMERA CONTROLLER, PRESSURIZED ENVIRONMENTAL ENCLOSURE, PAN AND TILT MECHANISM, AND RAIN/SUN SHADE.
23. CCTV CAMERA MAST ARM ASSEMBLY MUST BE PELCO PRODUCT NO AB-0619. BRACKET ARM ASSEMBLY MUST BE PELCO PRODUCT NO SP-5460. ASSEMBLY FOR SIDE MOUNT ON POLE MUST BE PELCO MODEL# WM2000 WALL MOUNT WITH PA2000 CAMERA MOUNT ADAPTER, PA102 POLE MOUNT ADAPTER, AND SPA102 POLE MOUNT ADAPTER WITH ST1 STRUT.
24. THE CAMERA CONTROL CABLE MUST BE COHU PART #CA252C SERIES, WITHOUT SUBSTITUTION. THE CAMERA CONTROL CABLE MUST COME SHIPPED WITH ONE END CONNECTORIZED WITH PRESSURE-TIGHT MULTICONDUCTOR MS-TYPE CONNECTORS AND MUST BE TESTED BY THE MANUFACTURER PRIOR TO SHIPMENT. CABLE AND CONNECTORS CANNOT BE STRESSED DURING OR AFTER INSTALLATION.
25. THE WORD "SDOT" FOR ALL SDOT HANDHOLE COVERS MUST BE CAST OR OTHERWISE PERMANENTLY AFFIXED TO THE COVER AND MUST BE EASILY READABLE. LETTERING MUST BE FIXED IN SUCH A MANNER AS TO AVOID BEING A TRIPPING HAZARD OR CAUSING ANY DAMAGE TO THE INTEGRITY OF THE HANDHOLE COVER.
26. FURNISH AND INSTALL THE VIDEO CAMERA CABLE AS RECOMMENDED BY THE MANUFACTURER AND SUBMITTED FOR APPROVAL. CONTRACTOR MUST FURNISH A CONTINUOUS CABLE BETWEEN THE CAMERA AND THE TERMINATION IN THE CONTROLLER. CAMERA CABLE MUST BE COILED IN THE HANDHOLE ADJACENT TO THE CONTROLLER CABINET.
27. PRIOR TO REQUESTING A SCL SERVICE CONNECTION, THE CONTRACTOR MUST SUBMIT TO THE ENGINEER FOR APPROVAL, AS-BUILT DRAWINGS INDICATING FIELD WIRING, CONDUIT ROUTE AND SIZES, AND HANDHOLE LOCATIONS AND SIZES FOR THE SERVICE CONNECTION.

28. COS PERMANENT SIGNING CONSTRUCTION REQUIREMENTS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTION 8-21. COS PERMANENT SIGNING MATERIALS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTIONS 9-06 AND 9-28.
29. DUE TO THE NUMEROUS ADJACENT PROJECTS THE NUMBER AND LOCATION OF EXISTING SIGNS MAY DIFFER FROM WHAT IS SHOWN IN THE PLANS. THE DESIGN BUILDER MUST REMOVE AND INSTALL ALL SIGNS NECESSARY TO IMPLEMENT THE INTENT OF THE SIGNING CONCEPT AS SHOWN IN THE PLANS.
30. ALL CONFLICTING SIGNS MUST BE BAGGED OR REMOVED PRIOR TO PLACEMENT OF TEMPORARY SIGNS AND PERMANENT SIGNS.
31. COS PAVEMENT MARKING CONSTRUCTION REQUIREMENTS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTION 8-22. COS PAVEMENT MARKING MATERIALS MUST COMPLY WITH CITY OF SEATTLE STANDARD SPECIFICATIONS SECTIONS 9-29.
32. ALL CONFLICTING PAVEMENT MARKINGS MUST BE REMOVED PRIOR TO PLACEMENT OF TEMPORARY OR PERMANENT PAVEMENT MARKINGS.
33. DUE TO THE NUMEROUS ADJACENT PROJECTS THE AMOUNT, TYPE AND LOCATION OF EXISTING PAVEMENT MARKINGS MAY DIFFER FROM WHAT IS SHOWN IN THE PLANS. THE DESIGN BUILDER MUST REMOVE AND INSTALL ALL PAVEMENT MARKING NECESSARY TO IMPLEMENT THE INTENT OF THE CHANNELIZATION CONCEPT AS SHOWN IN THE PLANS.
34. PAVEMENT AND SIDEWALK DAMAGED BY UTILITY WORK WITHIN CITY OF SEATTLE RIGHT OF WAY MUST BE RESTORED PER SDOT DIRECTOR'S RULE 5-2009.
35. PROTECT EXISTING UTILITIES IN PLACE, UNLESS OTHERWISE NOTED. CONTRACTOR MUST CONTACT ONE CALL AND EXISTING UTILITIES PRIOR TO WORK. CALL 48 HOURS BEFORE YOU DIG 1-800-424-5555.
36. COORDINATE WORK WITH ALL PRIVATE DEVELOPMENT AND PROJECTS IN THE AREA, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

- SEATTLE MULTIMODAL TERMINAL AT COLMAN DOCK PROJECT (WSF)
- SR 99/DEMOLITION, DECOMMISSIONING, AND SURFACE STREET PROJECT (WSDOT)
- SOUTH ACCESS - SR 99 CONNECTIONS PROJECT (WSDOT)
- WATERFRONT SEATTLE 13.8KV NETWORK RELOCATION PROJECT (SDOT)
- CENTER CITY CONNECTOR STREETCAR PROJECT (SDOT)
- PIER 62/PIER L3 PHASE 1 REBUILD/HABITAT AND ALASKAN WAY IMPROVEMENTS PROJECT (SDOT)
- WASHINGTON STREET BOAT LANDING PERGOLA RESTORATION PROJECT (SDOT)

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG



FILE NAME	c:\projects\p01\0004\delacruz\dm29040\WFS_8_8-P-GN02-04.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH GENERAL NOTES	GN02
TIME	4:08:32 PM			JOB NUMBER	LOCATION NO.	DATE			DATE		SHEET 3 OF 94 SHEETS
DATE	11/27/2017			CONTRACT NO.							
PLOTTED BY	DELACRUZD										
DESIGNED BY	T. OLSEN										
ENTERED BY	J. AUDAR										
CHECKED BY	L. GUAN										
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES			REVISION		DATE	BY				

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. PRIORITY PASSAGE THROUGH WORK AREA FOR EMERGENCY VEHICLES MUST BE PROVIDED AT ALL TIMES.
2. MAINTAIN FERRY TERMINAL ACCESS AT ALL TIMES DURING CONSTRUCTION UNLESS ACCOMMODATIONS HAVE BEEN MADE TO RELOCATE FERRY HOLDING TO A LOCATION APPROVED BY THE CITY OF SEATTLE. DURING SUCH AN EVENT, A MINIMUM OF THREE UNIFORMED POLICE OFFICERS MUST BE USED TO MANAGE THE PROCESS. THE DESIGN BUILDER WILL BE GIVEN A 24 HOURS NOTICE OF THE NEED FOR FERRY TRAFFIC AND HOLDING MANAGEMENT BY WSDOT. MAINTAIN TWO EGRESS POINTS. PROVIDE ADVANCED NOTIFICATION REGARDING RELOCATION OF FERRY HOLDING. SEE THE SR99 BORED TUNNEL ALTERNATIVE TECHNICAL REQUIREMENTS SECTION.
3. ALERT METRO TRANSIT 14 WORKING DAYS IN ADVANCE OF ANY WORK REQUIRING A TEMPORARY BUS STOP AND 10 WORKING DAYS IN ADVANCE OF RELOCATING A BUS SHELTER (206-684-2732).
4. TRAFFIC REGULATORY LIGHTS AND SIGNS IN ADDITION TO PARKING AND BUSINESS SIGNAGE MUST REMAIN VISIBLE TO THE TRAVELING PUBLIC. THE DESIGN BUILDER MUST PROVIDE ALTERNATIVE SIGNAGE THAT PROVIDES EQUAL OR BETTER WAYFINDING INFORMATION TO MOTORISTS AND PEDESTRIANS IN INSTANCES WHERE VISIBILITY TO EXISTING SIGNS CANNOT BE MAINTAINED DURING CONSTRUCTION.
5. ACCESS TO ALL BUSINESSES MUST BE MAINTAINED DURING CONSTRUCTION. AT LEAST TWO WEEKS PRIOR TO STARTING WORK WITHIN THE CITY OF SEATTLE RIGHT-OF-WAY, THE CONTRACTOR MUST CONTACT THE ENGINEER FOR AN APPROPRIATE LIST OF POTENTIALLY AFFECTED RESIDENTS AND BUSINESSES IN ORDER TO DISTRIBUTE NOTIFICATIONS ONE WEEK PRIOR TO THE START OF WORK.
6. THE CONTRACTOR MUST NOT CLOSE LANES OR PERFORM FLAGGING OPERATIONS ON CITY STREETS DURING THE FOLLOWING PEAK HOURS: 6:00 A.M. TO 9:00 A.M. AND 3:00 P.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY, EXCEPT THROUGH A TRAFFIC CONTROL PLAN APPROVED BY THE SEATTLE DEPARTMENT OF TRANSPORTATION AND THE CONTRACTING AGENCY.
7. FULL NIGHTLY CLOSURES OF SURFACE STREETS WHEN PERMITTED WILL BE NIGHTLY FROM 8:00 P.M. TO 5:00 A.M., EXCEPT CLOSURES MUST NOT BEGIN UNTIL A MINIMUM OF 2 HOURS AFTER THE END OF STADIUM EVENTS.
8. FULL WEEKEND CLOSURES OF SURFACE STREETS WHEN PERMITTED WILL BE FROM FRIDAY AT 8:00 P.M. TO MONDAY AT 5:00 A.M., EXCEPT CLOSURES MUST NOT BEGIN UNTIL A MINIMUM OF 2 HOURS AFTER THE END OF STADIUM EVENTS.
9. UP TO TWO FULL NIGHTLY CLOSURES OF SOUTHBOUND AND NORTHBOUND ALASKAN WAY AND ASSOCIATED SIDE STREET BETWEEN SOUTH DEARBORN STREET AND WALL STREET WILL BE ALLOWED ON FRIDAY AND SATURDAY NIGHTS. COORDINATE CLOSURES WITH DON SMITH, COMMERCIAL VEHICLE ENFORCEMENT OFFICER AT (206) 684-5125.
10. DESIGN BUILDER MUST PRESERVE FERRY PASSENGER ACCESS AS INDICATED ON THE PLANS.
11. THE ALASKAN WAY PARKING ON THE WEST SIDE OF THE VIADUCT CANNOT BE REMOVED PRIOR TO SEPTEMBER 4, 2018.
12. THE TRAVEL AREA BELOW THE ALASKAN WAY VIADUCT CAN BE CLOSED AFTER TRAFFIC HAS MOVED TO ALASKAN WAY WEST OF THE VIADUCT FOR A MAXIMUM OF 14 DAYS FOR REMOVAL OF EXISTING PAVEMENT MARKINGS AND TRAFFIC CONTROL EQUIPMENT. ACCOMMODATIONS FOR LOCAL ACCESS AND DELIVERIES MUST BE MAINTAINED TO THE PROPERTIES ADJACENT TO THE VIADUCT.
13. TRAFFIC CONTROL PLANS FOR WORK AFFECTING CITY OF SEATTLE STREETS MUST CONFORM TO THE ESTABLISHED STANDARDS FOR PLAN DEVELOPMENT AS SHOWN IN THE MUTCD, PART VI, AND TO THE REQUIREMENTS OF THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK.

14. WHEN THE ENGINEER ALLOWS WORK AREAS TO ENCR OACH UPON A SIDEWALK OR CROSSWALK AREA, AND MINIMUM CLEAR WIDTH OF 60-INCHES CANNOT BE MAINTAINED FOR PEDESTRIAN OR BICYCLE USE, AN ALTERNATIVE ACCESSIBLE PEDESTRIAN/BIKE ROUTE MUST BE PROVIDED IN ACCORDANCE WITH THE CITY OF SEATTLE TRAFFIC CONTROL MANUAL FOR IN-STREET WORK AND SDOT DIRECTOR'S RULE 10-2015.
15. MAINTAIN A MINIMUM 8-FOOT VERTICAL CLEARANCE OVER THE SHARED USE PEDESTRIAN AND BICYCLE PATH LOCATED IMMEDIATELY WEST OF THE VIADUCT. WIDTH OF SHARED-USE PATH MUST BE MAINTAINED AT A MINIMUM OF 10 FEET.
16. PROVIDE ACCESS TO WASTE CONTAINERS USED BY ADJACENT RESIDENTS AND BUSINESSES. PLACEMENT OF WASTE CONTAINERS SHALL COMPLY WITH THE NEEDS OF PROPERTY OWNERS AND WASTE HAULERS.
17. THE CONTRACTOR MUST UTILIZE THE CITY DESIGNATED TRUCK ROUTES SHOWN ON THE CITY OF SEATTLE TRUCK STREETS MAP WHEN HAULING MATERIALS TO AND FROM THE CONSTRUCTION SITE OR MAY USE THE SOUTHBOUND AREA UNDER THE VIADUCT AS A CONTRACTOR ONLY HAUL ROUTE. USE OF ANY STREET NOT DESIGNATED AS TRUCK ROUTES MUST BE ACCEPTED BY THE ENGINEER AND APPROVED BY THE CITY OF SEATTLE PRIOR TO USE. THE CONTRACTOR MUST COORDINATE WITH THE CITY OF SEATTLE ON APPROPRIATE PROTECTION FOR THE UNDER VIADUCT HAUL ROUTE. PROTECTION WILL LIKELY INCLUDE VERTICAL TRAFFIC CONTROL DEVICES SUCH AS BARRELS, BARRIER, FENCE OR PYLONS.
18. IF THE AREA UNDER THE VIADUCT IS NOT USED AS A HAUL ROUTE, IT WILL STILL REQUIRE PROTECTION OR STRIPING AS COORDINATED WITH THE CITY OF SEATTLE.

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG







FILE NAME C:\projects\p\p\10854\delacruz\dm29046\WFS_0_0-P-GNVL-GN.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	GN03
TIME	4:17:57 PM	JOB NUMBER						ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	11/27/2017	CONTRACT NO.		LOCATION NO.			ALASKAN WAY TRAFFIC SWITCH	SHEET 4 OF 94 SHEETS	
DESIGNED BY	T. OLSEN						GENERAL NOTES		
ENTERED BY	J. AUDAR								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY					

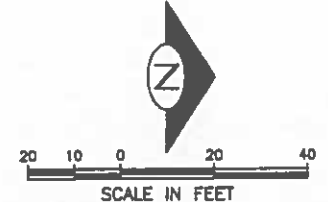
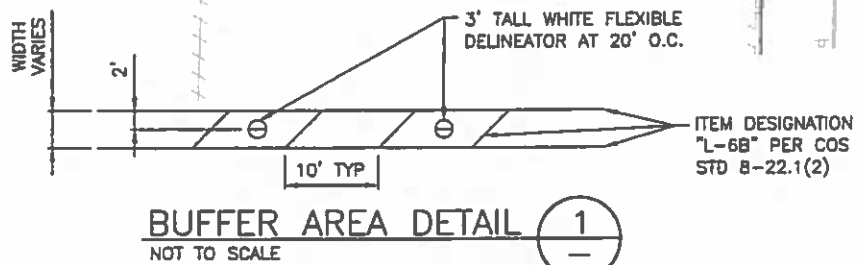
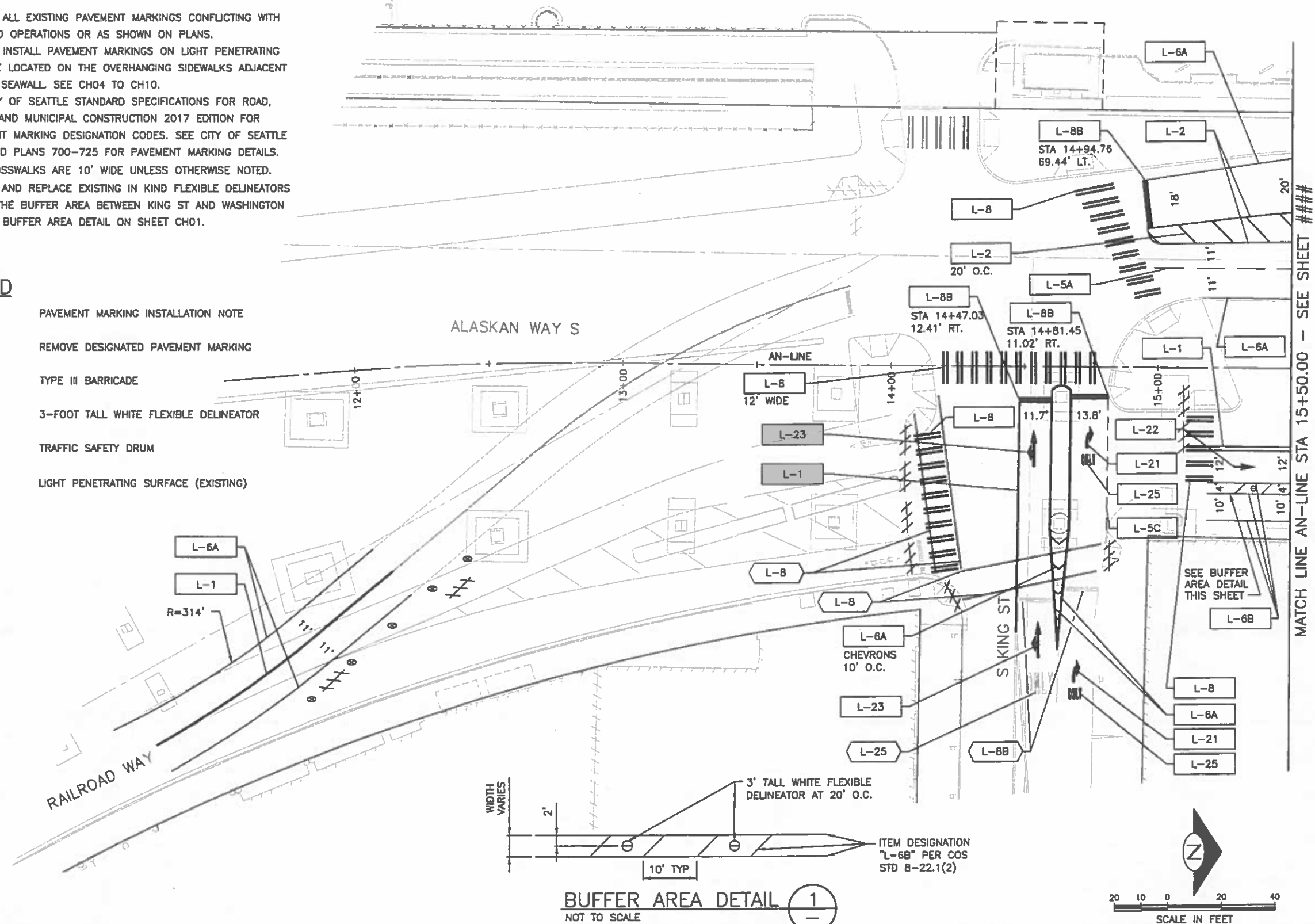


**NOTES**



1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL SEE CHO4 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CHO1.

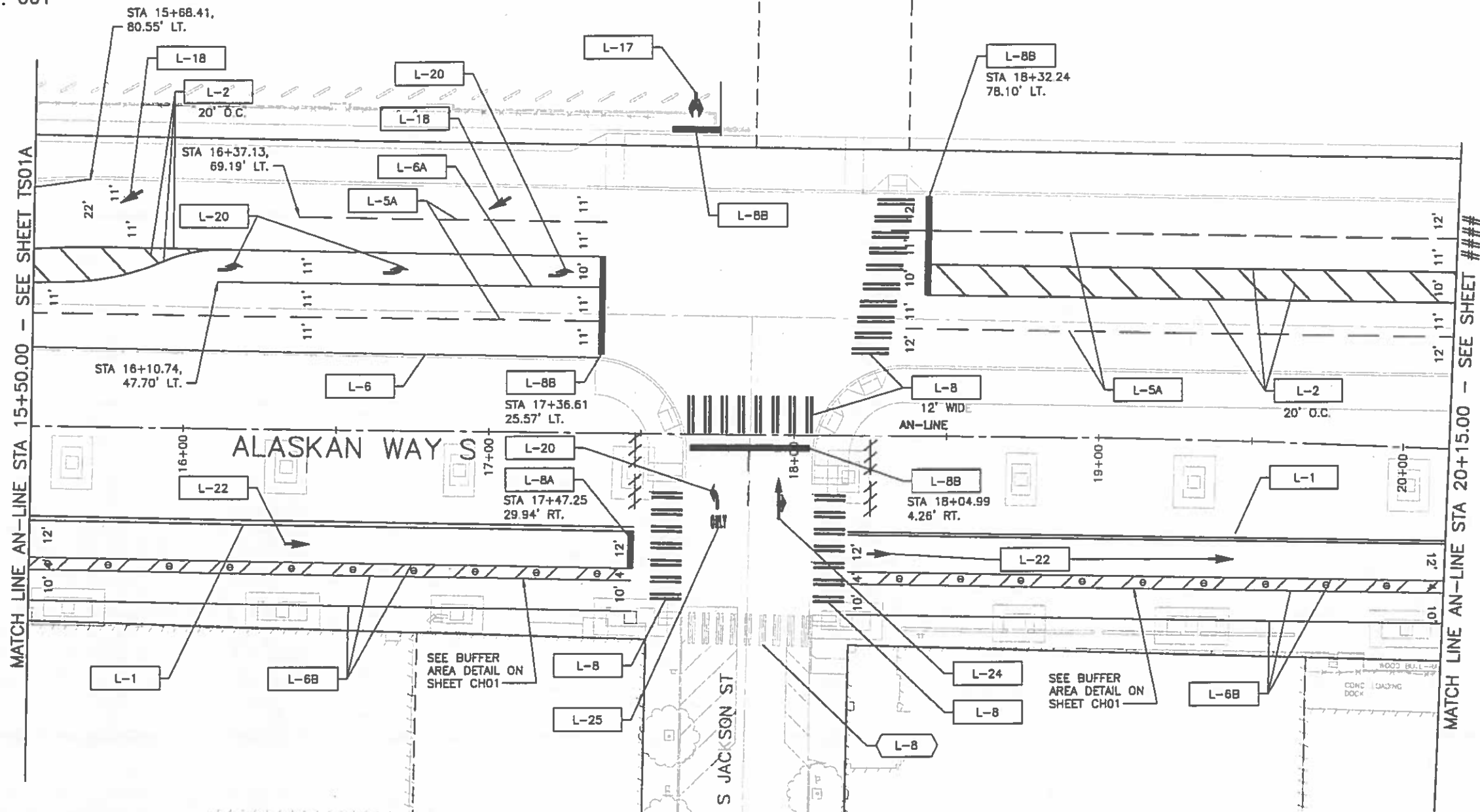
**LEGEND**

-  PAVEMENT MARKING INSTALLATION NOTE
-  REMOVE DESIGNATED PAVEMENT MARKING
-  TYPE III BARRICADE
-  3-FOOT TALL WHITE FLEXIBLE DELINEATOR
-  TRAFFIC SAFETY DRUM
-  LIGHT PENETRATING SURFACE (EXISTING)



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\p\p\18111\delacruz\drms28045\WFS_6_5-P-CHAN-CH10.dwg		REGION NO.		STATE	FED.AID PROJ.NO.		SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	CHO1
TIME 5:58:07 PM	DATE 6/1/2018	JOB NUMBER		LOCATION NO.	ALASKAN WAY TRAFFIC SWITCH				
PLOTTED BY DELACRUZD	DESIGNED BY T. OLSEN	CONTRACT NO.					PAVEMENT MARKING PLAN	SHEET 5 OF 94 SHEETS	
ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	DATE		BY	REVISION				
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES								

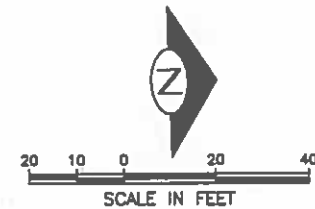


**NOTES**

1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL. SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

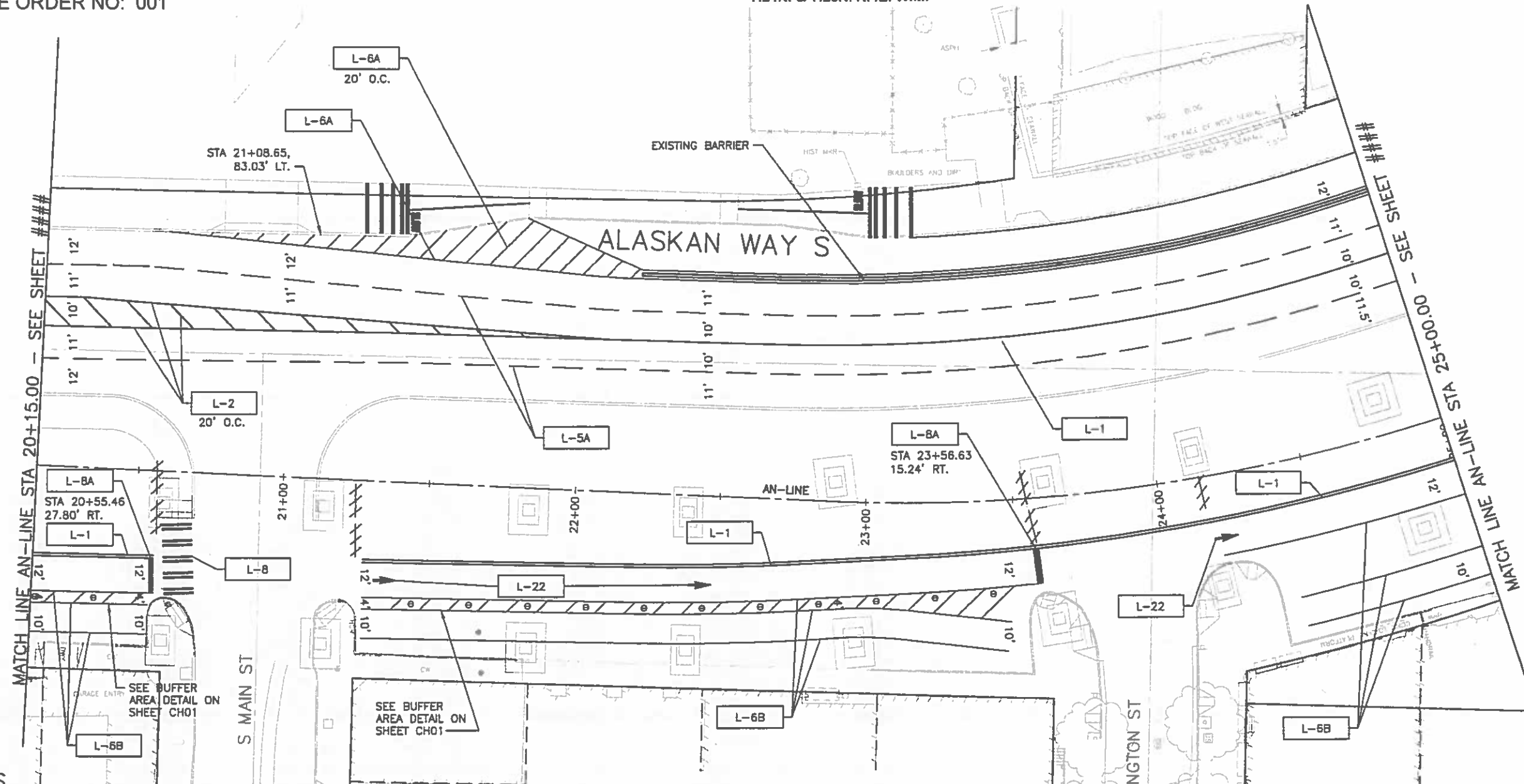
**LEGEND**

- PAVEMENT MARKING INSTALLATION NOTE
- REMOVE DESIGNATED PAVEMENT MARKING
- TYPE III BARRICADE
- 3-FOOT TALL WHITE FLEXIBLE DELINEATOR
- TRAFFIC SAFETY DRUM
- LIGHT PENETRATING SURFACE (EXISTING)



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\project\wsp\pbl\5844\delacruz\dmz28045\WFS_B-5-P-CHAN-CH.dwg		REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	CHO2
TIME 8:01:47 PM	DATE 8/1/2018								
PLOTTED BY DELACRUZD	DESIGNED BY T. OLSEN	JOB NUMBER					ALASKAN WAY TRAFFIC SWITCH	SHEET 6 OF 94 SHEETS	
ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	CONTRACT NO.	LOCATION NO.						
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY			PAVEMENT MARKING PLAN		

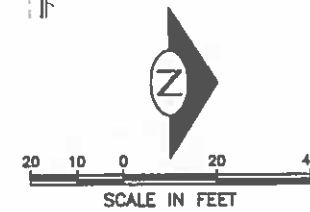


**NOTES**

1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

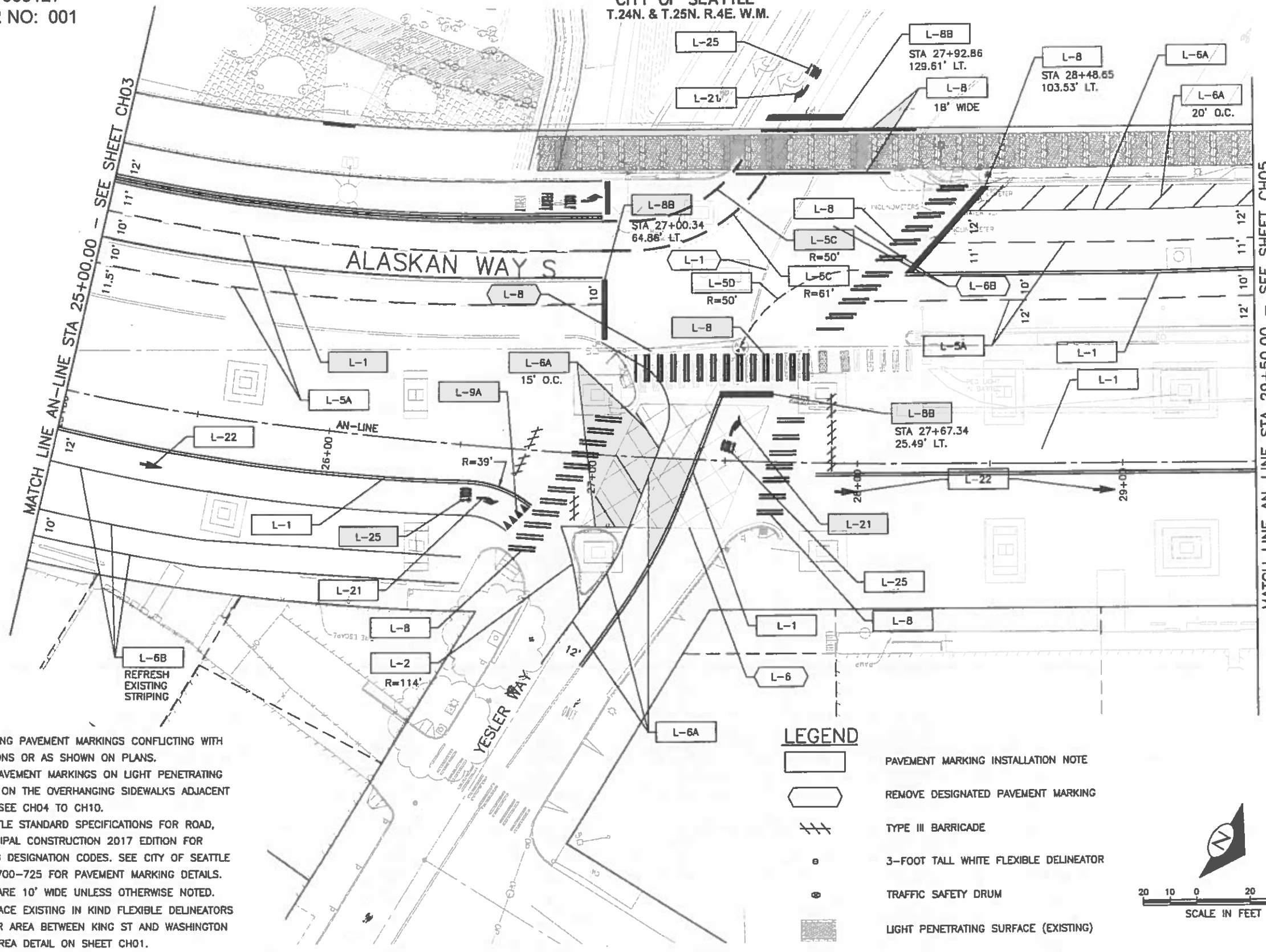
**LEGEND**

- PAVEMENT MARKING INSTALLATION NOTE
- REMOVE DESIGNATED PAVEMENT MARKING
- TYPE III BARRICADE
- 3-FOOT TALL WHITE FLEXIBLE DELINEATOR
- TRAFFIC SAFETY DRUM
- LIGHT PENETRATING SURFACE (EXISTING)



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\p\p\p\p\delacruz\dmz29043\WFS_B_P-CHAN-CH.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH PAVEMENT MARKING PLAN	CH03 SHEET 7 OF 94 SHEETS
TIME	6:02:31 PM								
DATE	6/1/2018								
PLOTTED BY	DELACRUZD								
DESIGNED BY	T. OLSEN								
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY	CONTRACT NO.	LOCATION NO.			

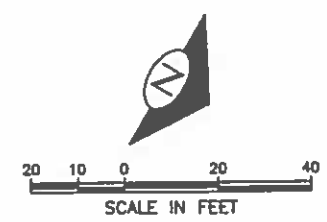


**NOTES**

1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL. SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

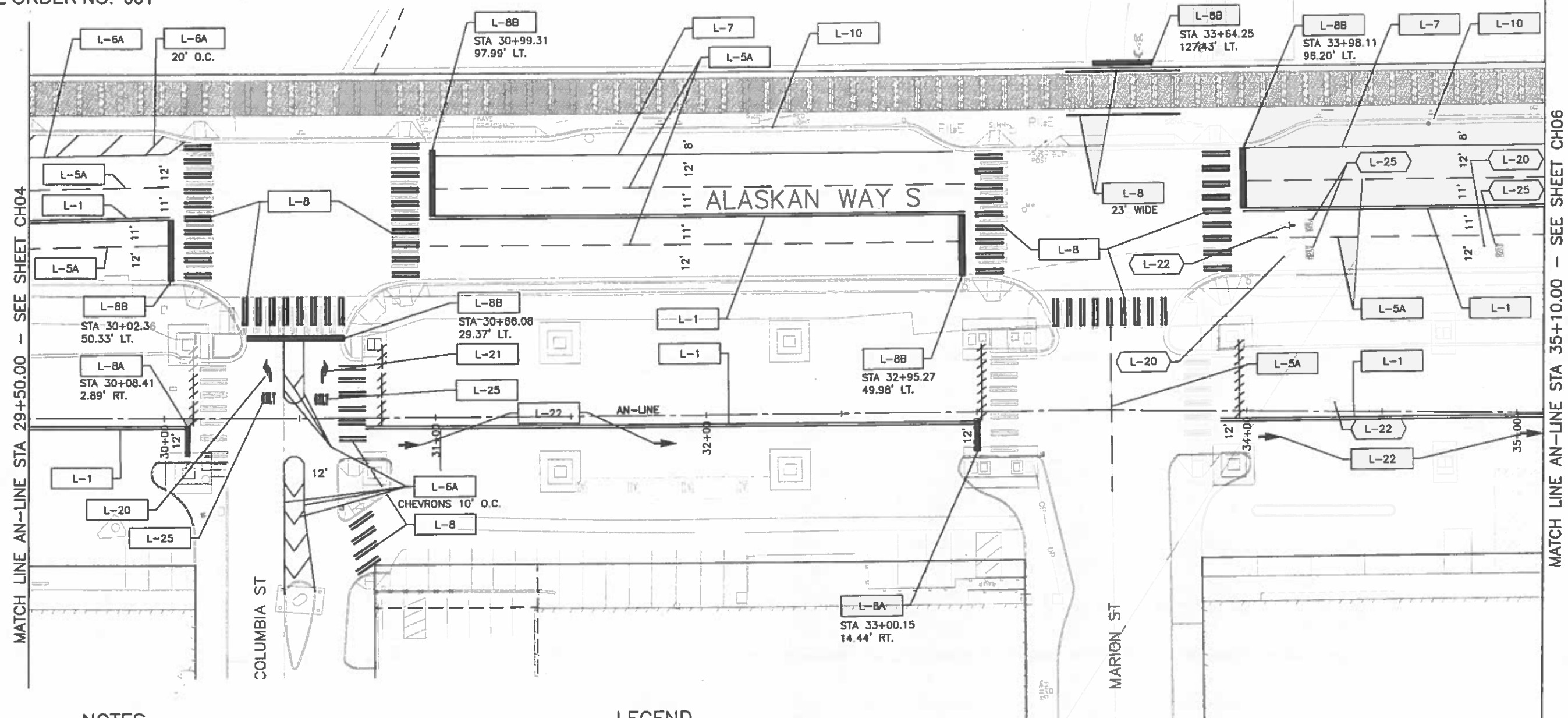
**LEGEND**

- PAVEMENT MARKING INSTALLATION NOTE
- REMOVE DESIGNATED PAVEMENT MARKING
- TYPE III BARRICADE
- 3-FOOT TALL WHITE FLEXIBLE DELINEATOR
- TRAFFIC SAFETY DRUM
- LIGHT PENETRATING SURFACE (EXISTING)



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\p8\y88e4\dmlcruzd\dms29048\WFS_8-B-P-CHAN-CL.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT -- REPLACEMENT	CH04
TIME	10:57:54 AM	JOB NUMBER		LOCATION NO.	ALASKAN WAY TRAFFIC SWITCH PAVEMENT MARKING PLAN				
DATE	5/31/2018	CONTRACT NO.		DATE		SHEET 8 OF 94 SHEETS			
PLOTTED BY	DELACRUZD	DATE		BY					
DESIGNED BY	T. OLSEN	REVISION							
ENTERED BY	K. WHITEHOUSE	DATE							
CHECKED BY	L. GUAN	DATE							
PROJ. ENGR.	D. MCINTOSH	DATE							
REGIONAL ADM.	J. HEDGES	DATE							









MATCH LINE AN-LINE STA 29+50.00 - SEE SHEET CH04

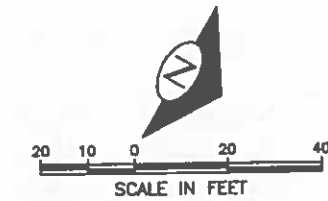
MATCH LINE AN-LINE STA 35+10.00 - SEE SHEET CH06

**NOTES**



1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL. SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

**LEGEND**

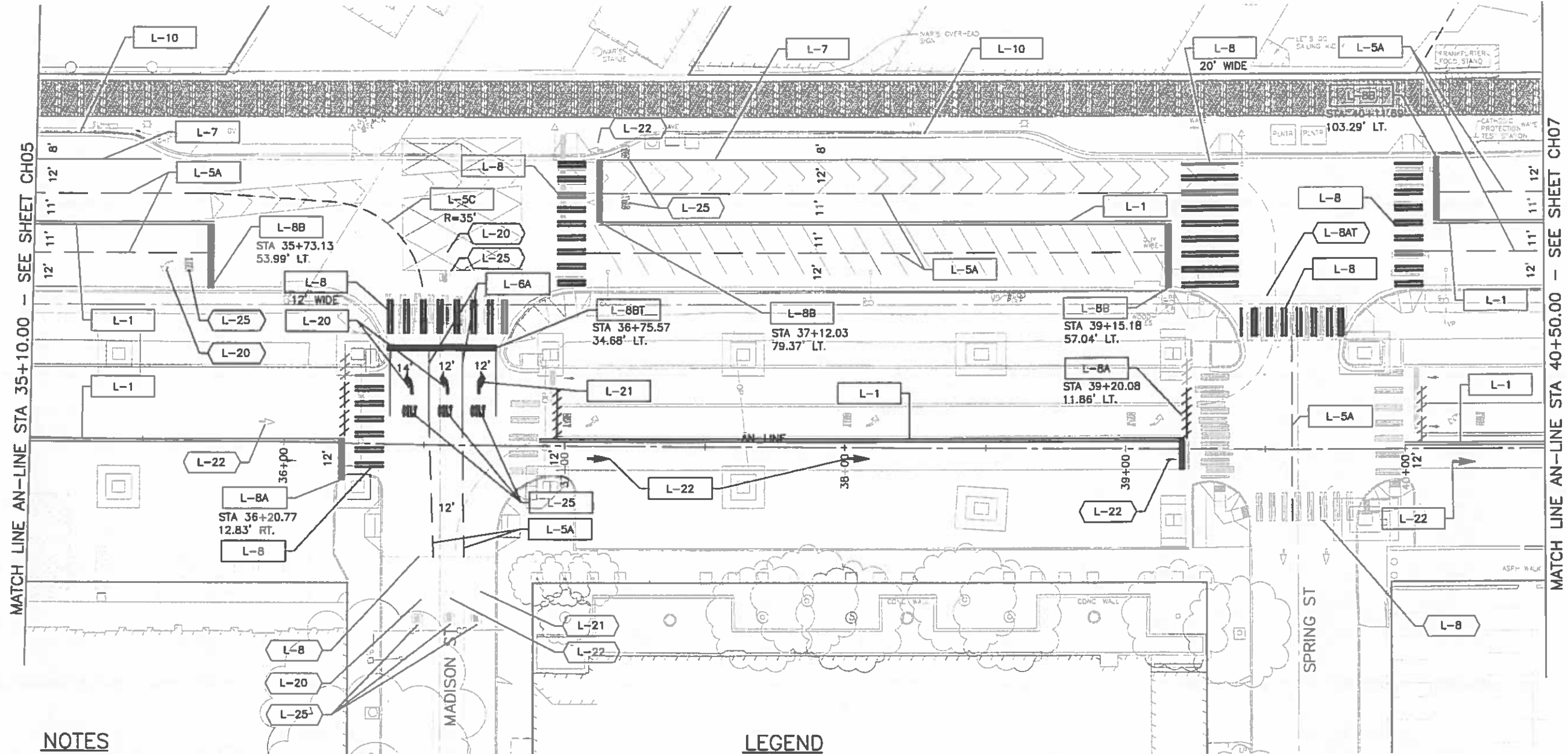
-  PAVEMENT MARKING INSTALLATION NOTE
-  REMOVE DESIGNATED PAVEMENT MARKING
-  TYPE III BARRICADE
-  3-FOOT TALL WHITE FLEXIBLE DELINEATOR
-  TRAFFIC SAFETY DRUM
-  LIGHT PENETRATING SURFACE (EXISTING)



**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

FILE NAME C:\projects\wsp\p01\delacruzd\delacruzd\dmz29048\WFS_6_B-P-CWV-CH.dwg								SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH PAVEMENT MARKING PLAN		CH05 SHEET 9 OF 94 SHEETS	
TIME	11:24:21 AM	REGION NO.	STATE	FED.AID PROJ.NO.		DATE		P.E. STAMP BOX		DATE	
DATE	5/31/2018	JOB NUMBER									
PLOTTED BY	DELACRUZD	CONTRACT NO.		LOCATION NO.							
DESIGNED BY	T. OLSEN										
ENTERED BY	K. WHITEHOUSE										
CHECKED BY	L. GUAN										
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES	REVISION									
		DATE	BY								









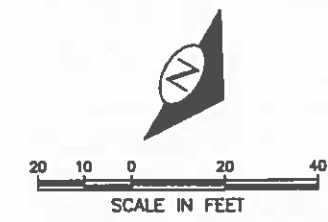


**NOTES**


1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

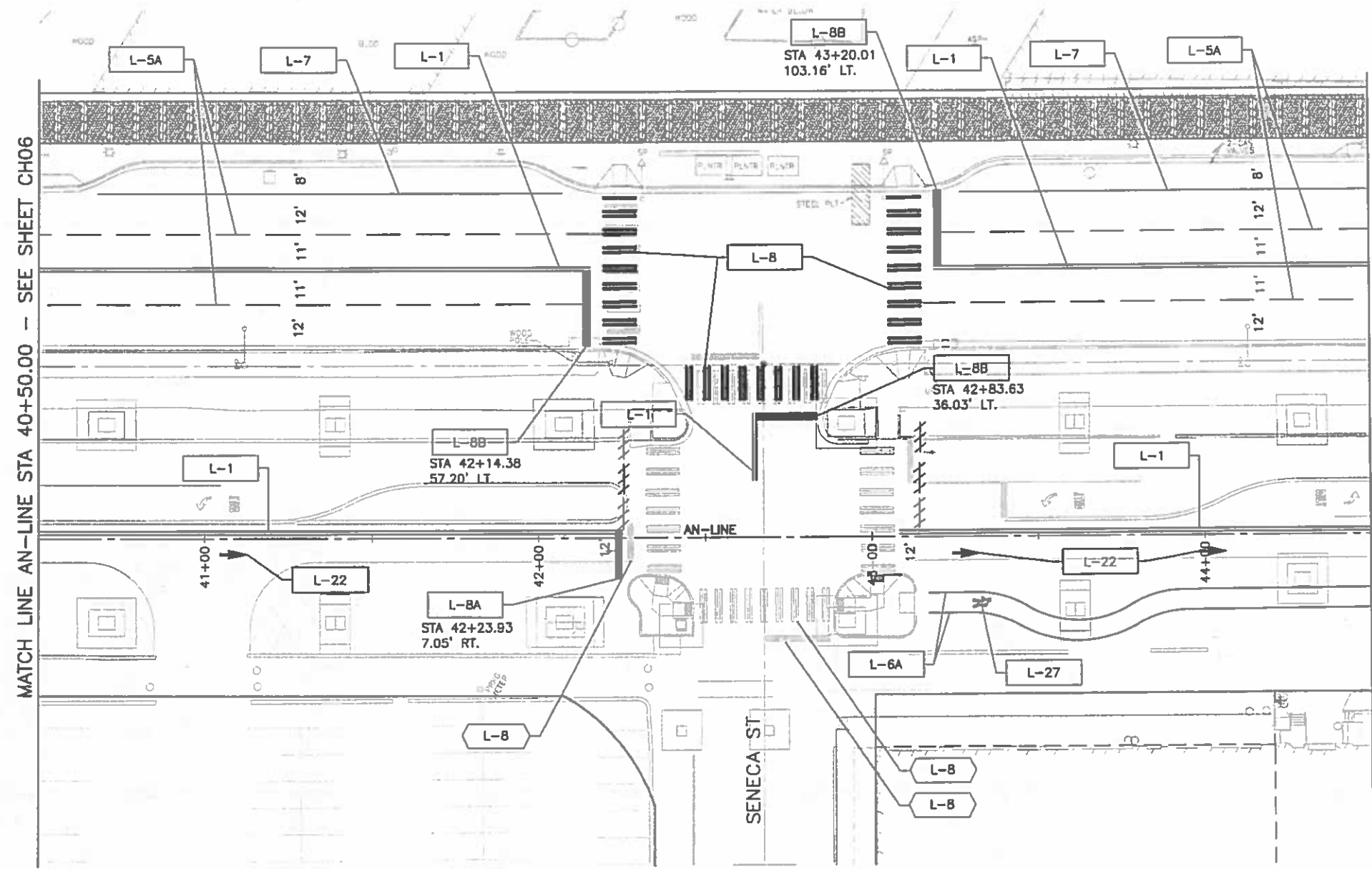
**LEGEND**

-  PAVEMENT MARKING INSTALLATION NOTE
-  REMOVE DESIGNATED PAVEMENT MARKING
-  TYPE III BARRICADE
-  3-FOOT TALL WHITE FLEXIBLE DELINEATOR
-  TRAFFIC SAFETY DRUM
-  LIGHT PENETRATING SURFACE (EXISTING)



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\lab\vs\04\delacruz\drms29045\WFS_6_B-P-CHAN-CH.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	CH08
TIME	11:26:01 AM	JOB NUMBER						ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	5/31/2018	CONTRACT NO.					ALASKAN WAY TRAFFIC SWITCH	SHEET 10 OF 94 SHEETS	
PLOTTED BY	DELACRUZD	LOCATION NO.					PAVEMENT MARKING PLAN		
DESIGNED BY	T. OLSEN	REVISION	DATE	BY					
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES								



MATCH LINE AN-LINE STA 40+50.00 - SEE SHEET CH06

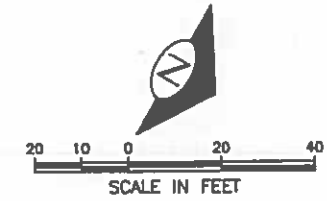
MATCH LINE AN-LINE STA 44+50.00 - SEE SHEET CH08

**NOTES**

1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL. SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

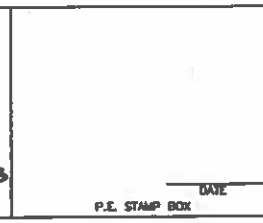
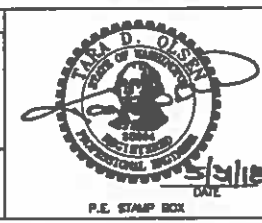
**LEGEND**

- PAVEMENT MARKING INSTALLATION NOTE
- REMOVE DESIGNATED PAVEMENT MARKING
- TYPE III BARRICADE
- 3-FOOT TALL WHITE FLEXIBLE DELINEATOR
- TRAFFIC SAFETY DRUM
- LIGHT PENETRATING SURFACE (EXISTING)



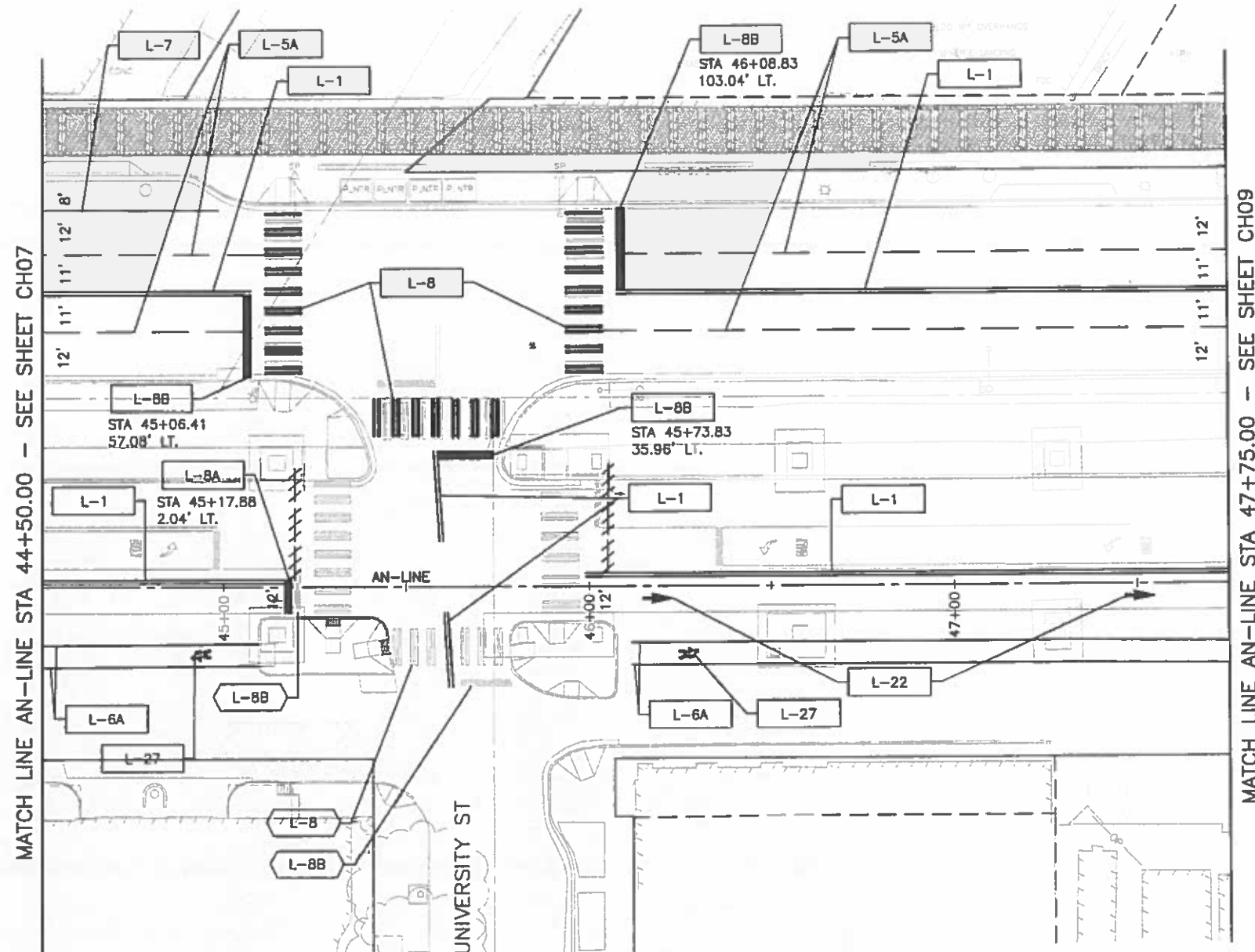
**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

FILE NAME C:\projects\009127\001\delacruz\dma29045\WFS_R_B-P-CH01-CH15.dwg			REGION NO.	STATE	FED.AID PROJ.NO.
TIME	11:27:34 AM				
DATE	5/31/2018				
PLOTTED BY	DELACRUZD				
DESIGNED BY	T. OLSEN		JOB NUMBER		
ENTERED BY	K. WHITEHOUSE		CONTRACT NO.		LOCATION NO.
CHECKED BY	L. GUAN				
PROJ. ENGR.	D. MCINTOSH				
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY	



**SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 PAVEMENT MARKING PLAN**

**CH07  
 SHEET  
 11  
 OF  
 94  
 SHEETS**

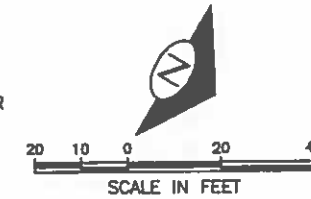


**NOTES**

1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL. SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

**LEGEND**

- PAVEMENT MARKING INSTALLATION NOTE
- REMOVE DESIGNATED PAVEMENT MARKING
- TYPE III BARRICADE
- 3-FOOT TALL WHITE FLEXIBLE DELINEATOR
- TRAFFIC SAFETY DRUM
- LIGHT PENETRATING SURFACE (EXISTING)

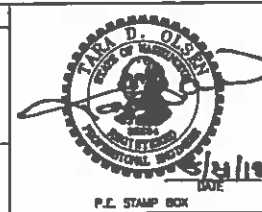


CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	C:\projects\wsp\p8\1804\delacruz\dms29045\WFS_8_P-CHAN-CH08		
TIME	11:28:50 AM		
DATE	5/31/2018		
PLOTTED BY	DELACRUZD		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		

REVISION	DATE	BY

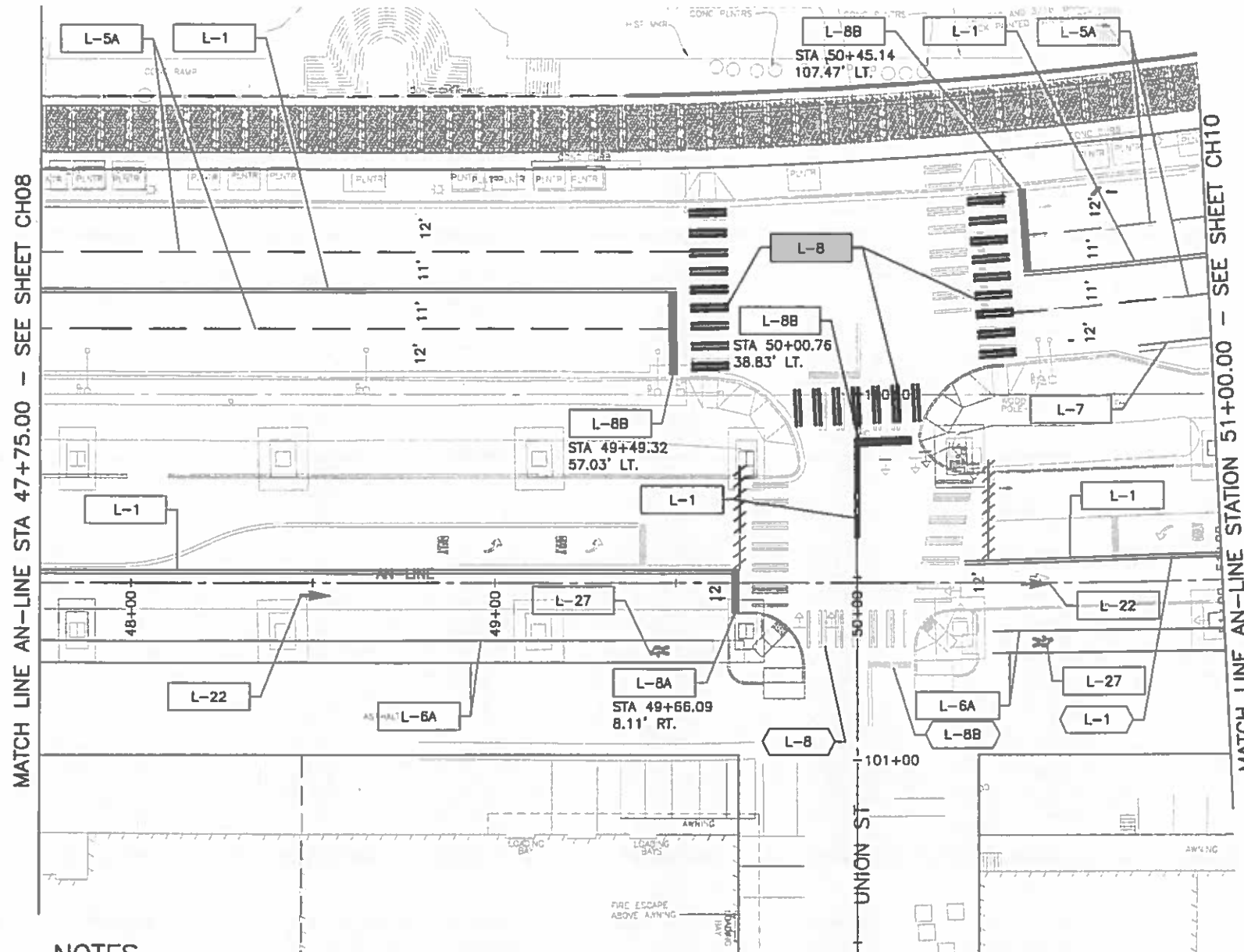
REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.		LOCATION NO.



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
ALASKAN WAY TRAFFIC SWITCH
PAVEMENT MARKING PLAN

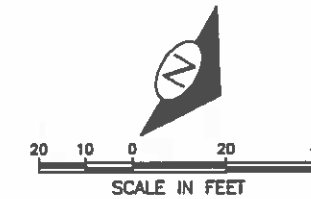
CH08
SHEET 12 OF 94 SHEETS





MATCH LINE AN-LINE STA 47+75.00 - SEE SHEET CH08

MATCH LINE AN-LINE STATION 51+00.00 - SEE SHEET CH10



**NOTES**

1. REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH DEPICTED OPERATIONS OR AS SHOWN ON PLANS.
2. DO NOT INSTALL PAVEMENT MARKINGS ON LIGHT PENETRATING SURFACE LOCATED ON THE OVERHANGING SIDEWALKS ADJACENT TO THE SEAWALL. SEE CH04 TO CH10.
3. SEE CITY OF SEATTLE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION 2017 EDITION FOR PAVEMENT MARKING DESIGNATION CODES. SEE CITY OF SEATTLE STANDARD PLANS 700-725 FOR PAVEMENT MARKING DETAILS.
4. ALL CROSSWALKS ARE 10' WIDE UNLESS OTHERWISE NOTED.
5. REMOVE AND REPLACE EXISTING IN KIND FLEXIBLE DELINEATORS ALONG THE BUFFER AREA BETWEEN KING ST AND WASHINGTON ST. SEE BUFFER AREA DETAIL ON SHEET CH01.

**LEGEND**

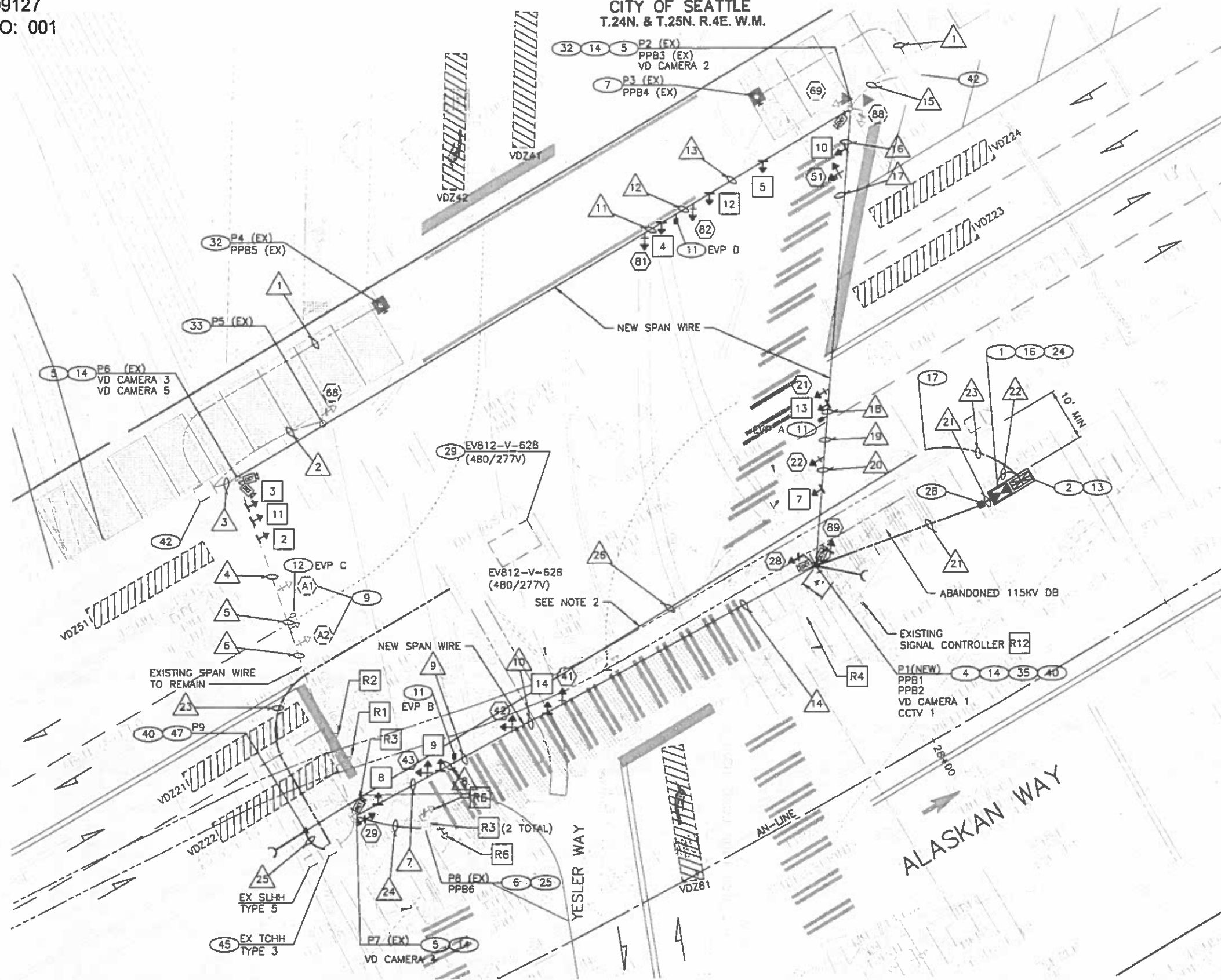
- PAVEMENT MARKING INSTALLATION NOTE
- REMOVE DESIGNATED PAVEMENT MARKING
- TYPE III BARRICADE
- 3-FOOT TALL WHITE FLEXIBLE DELINEATOR
- TRAFFIC SAFETY DRUM
- LIGHT PENETRATING SURFACE (EXISTING)

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\as\p\view\delacruz\dms29045\WFS_8_B-P-CHW-CL.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH PAVEMENT MARKING PLAN	CH09 SHEET 13 OF 94 SHEETS
TIME	11:30:40 AM								
DATE	5/31/2018								
PLOTTED BY	DELACRUZD								
DESIGNED BY	T. OLSEN								
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES								
	REVISION			DATE	BY				

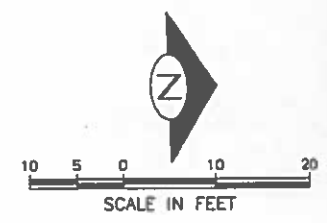






**NOTES**

1. SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.
2. OVERHEAD SECONDARY SERVICE CONDUCTORS MUST NOT BLOCK EASTBOUND SIGNAL HEAD DISPLAYS.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\project\wise\pb\files\audarm\dms29045\WFS_6_B-P-SIGNAL-SG.dwg				REGION NO.		STATE		FED.AID PROJ.NO.						SR 99		TS01A	
TIME 10:10:48 AM		DATE 11/27/2017		JOB NUMBER		LOCATION NO.		ALASKAN WAY VIADUCT - REPLACEMENT						SHEET 16 OF 84 SHEETS			
PLOTTED BY AUDARM				CONTRACT NO.						ALASKAN WAY TRAFFIC SWITCH							
DESIGNED BY L. GUAN										YESLER - TRAFFIC SIGNAL PLAN							
ENTERED BY K. WHITEHOUSE																	
CHECKED BY J. OTTENBREIT																	
PROJ. ENGR. D. MCINTOSH																	
REGIONAL ADM. J. HEDGES				REVISION		DATE		BY									

WIRING SCHEDULE - ALASKAN WY RELOCATION: YESLER WAY AND ALASKAN WAY

RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 10C	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	SERVICE POWER	GROUND	PREEMPT M138	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	EX 1-1"				1		1-#6					
2	EX 1-2"			1			1-#6					
3	EX 1-2"			1	1		1-#6					
4	SPAN	1	1	1	1					2		
5	SPAN	1	1	1	1			1		2		
6	SPAN	1	1	1	1			1		2		
7	SPAN	2	3	1	2	2-#2		1		3		
8	SPAN	2	1	1	2	2-#2		1		3		
9	SPAN	2	2	1	2	2-#2		2		3		
10	SPAN	2	1	1	2	2-#2		2		3		
11	SPAN		1									
12	SPAN		1					1				
13	SPAN		2					1				
14	SPAN	2		1	2			2		3		
15	EX 1-2"				1		1-#6					
16	SPAN	1			2			1		1		
17	SPAN	1	1		2			1		1		
18	SPAN	1	2		2			1		1		
19	SPAN	1	2		2			2		1		
20	SPAN	2	1		2			2		1		
21	4"TRCD	4	1		6		1-#6	4	1-CCC	5		
22	2" TRCD					2-#6	1-#6					
23	2" TRCD					3-#2	1-#2					
24	SPAN					1						
25	2"TRCD					3-#2	1-#2					
26	SPAN					3-#2						

YESLER WAY

SPAN WIRE SIGNS

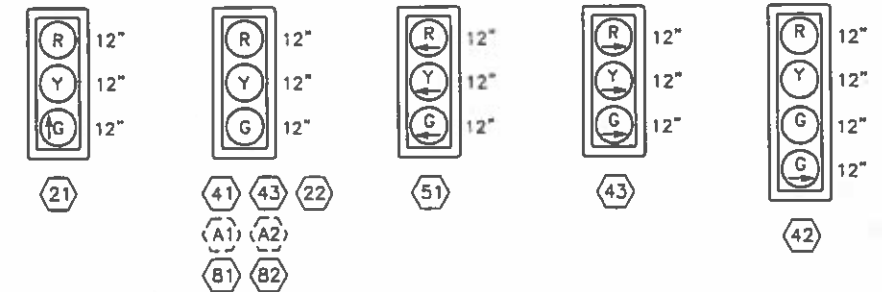


SDS 66"x16" 3 & 7



SDS 78"x16" 5 & 8

SIGNAL HEAD DISPLAYS



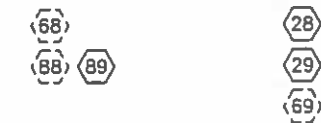
SPAN WIRE MOUNT SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

CLAMSHELL SEE COS STD PLAN 520



LEFT MOUNTED RIGHT MOUNTED



(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, YESLER

PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1	1	90	2	LEFT		R10-3L
2	1	0	8	RIGHT		R10-3R
3	2	180	8	RIGHT		R10-3R
4	3	90	6	LEFT		R10-3L
5	4	90	6	RIGHT		R10-3R
6	7	90	2	RIGHT		R10-3R

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS

\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PEDESTAL SCHEDULE - TRAFFIC SIGNAL, YESLER

SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1	27+92, 49'L	CLASS 1 WOOD	40	DIRECT BURIAL	7' MIN
2 - EXISTING		TYPE X			
6 - EXISTING		TYPE X			
7 - EXISTING		TYPE X			
9	26+88, 41'L	CLASS 1 WOOD	40	DIRECT BURIAL	7' MIN

\* AN-LINE ALIGNMENT



R3-2 36"x36" 13



R3-5L 30"x36" 10



R10-11 (MOD) 24"x30" 2



R5-1 24"x24" 11



R3-503ROK 30"x36" 14

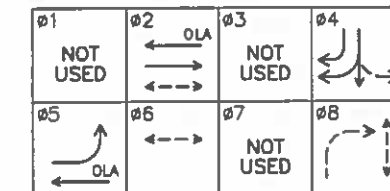


R3-5R 30"x36" 4 9



R10-15RA 30"x30" 12

PHASE SEQUENCE DIAGRAM



PROTECTED VEHICLE MOVEMENT  
 PERMISSIVE VEHICLE MOVEMENT  
 PEDESTRIAN MOVEMENT  
 OLA = Ø2 + Ø5

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	4
C	OLA
D	8

NOTES

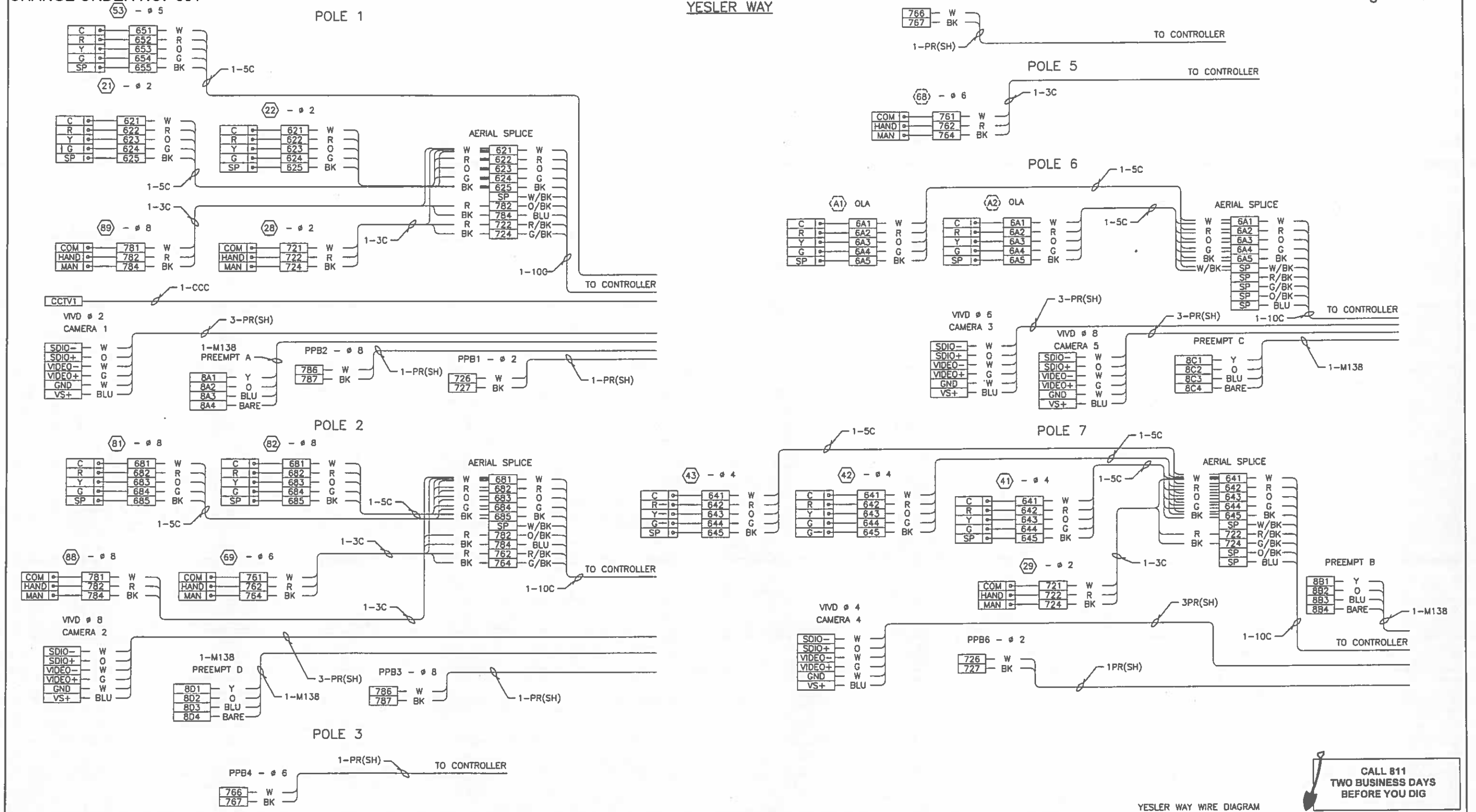
- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

CALL 811 TWO BUSINESS DAYS BEFORE YOU DIG



FIELD WIRING TERMINATION  
 YESLER WAY

POLE 4



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

YESLER WAY WIRE DIAGRAM

FILE NAME C:\project\wse\pb\rdia\4\audom\dms29045\WFS_0_8-P-SIGNAL-WIRE.dwg		REGION NO.		STATE		FED.AID PROJ.NO.				SR 99		TS01C
TIME 9:10:11 AM	DATE 11/27/2017	JOB NUMBER		LOCATION NO.		ALASKAN WAY VIADUCT - REPLACEMENT				ALASKAN WAY TRAFFIC SWITCH		
DESIGNED BY L. GUAN		CONTRACT NO.		DATE		BY		WSP		SHEET 18 OF 94 SHEETS		
ENTERED BY D. DE LA CRUZ		REVISION		DATE		BY		Department of Transportation		YESLER - TRAFFIC SIGNAL PLAN		
CHECKED BY J. OTTENBREIT		REVISION		DATE		BY		WSP		YESLER - TRAFFIC SIGNAL PLAN		
PROJ. ENGR. D. MCINTOSH		REVISION		DATE		BY		WSP		YESLER - TRAFFIC SIGNAL PLAN		
REGIONAL ADM. J. HEDGES		REVISION		DATE		BY		WSP		YESLER - TRAFFIC SIGNAL PLAN		

SERVICE CABINET - 2#6 (POWER)

POLE 1 - 1-10C, 1-3PR(SH), (2)1-PR(SH) 1-M13B, 1-CCC, 1-5C

POLE 2 - 1-10C, 1-3PR(SH), 1-M13B, 1-PR(SH)

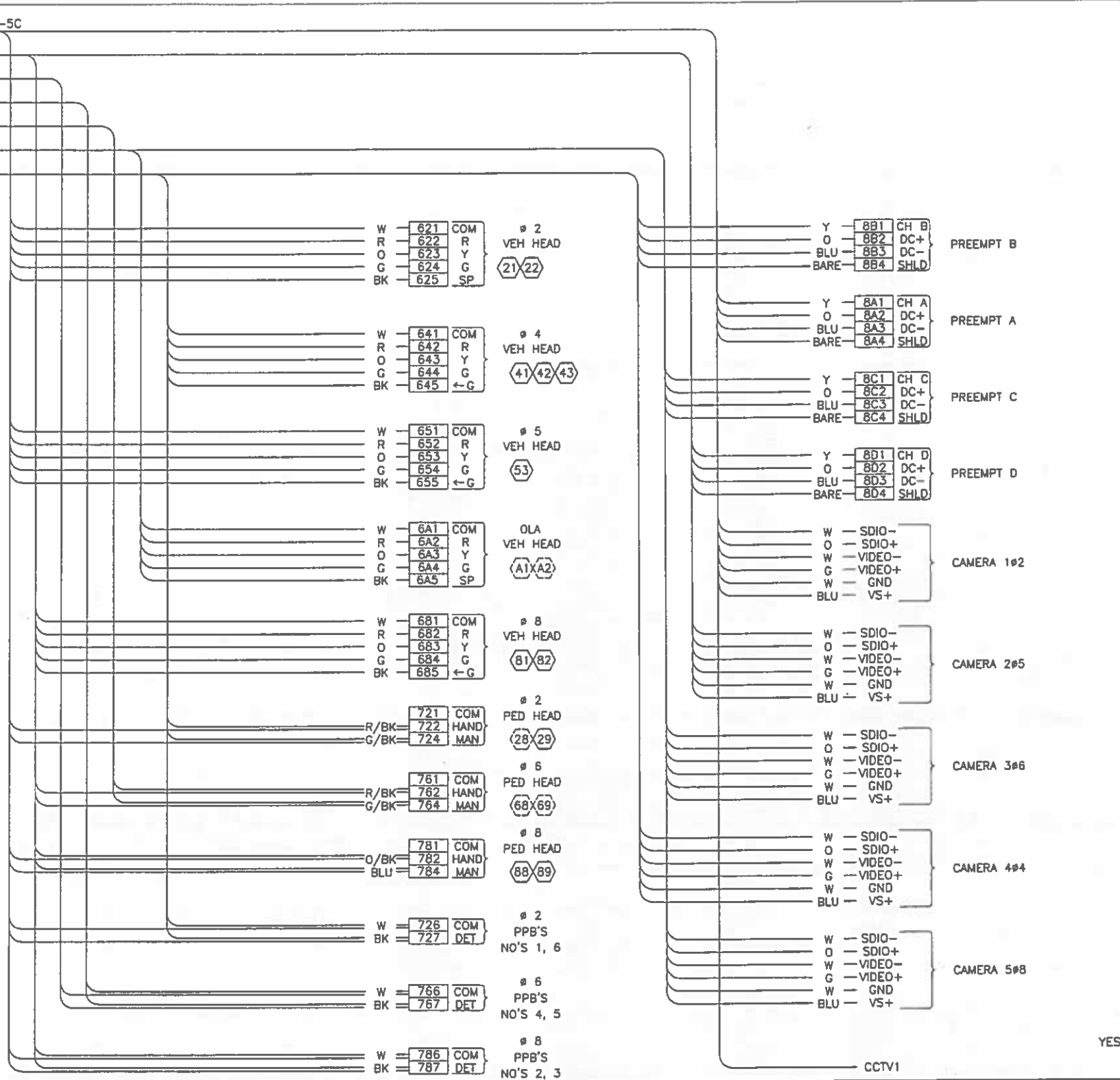
POLE 3 - 1-PR(SH)

POLE 4 - 1-PR(SH)

POLE 5 - 1-3C

POLE 6 - 1-10C, 1-M13B, 3-PR(SH)

POLE 7 - 1-PR(SH), 1-10C, 1-M13B, 3-PR(SH)



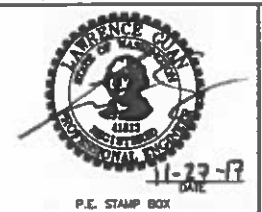
YESLER WAY AND ALASKAN WAY

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\project\wse\pb\rdm\audarm\dms29045\WFS\_6\_B-P-SIGNAL-WIRE.dwg

TIME	9:10:16 AM				
DATE	11/27/2017				
PLOTTED BY	AUDARM				
DESIGNED BY	L. GUAN				
ENTERED BY	D. DE LA CRUZ				
CHECKED BY	J. OTTENBREIT				
PROJ. ENGR.	D. MCINTOSH				
REGIONAL ADM.	J. HEDGES				
REVISION		DATE	BY		

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.		LOCATION NO.



DATE 11-27-17  
 P.E. STAMP BOX

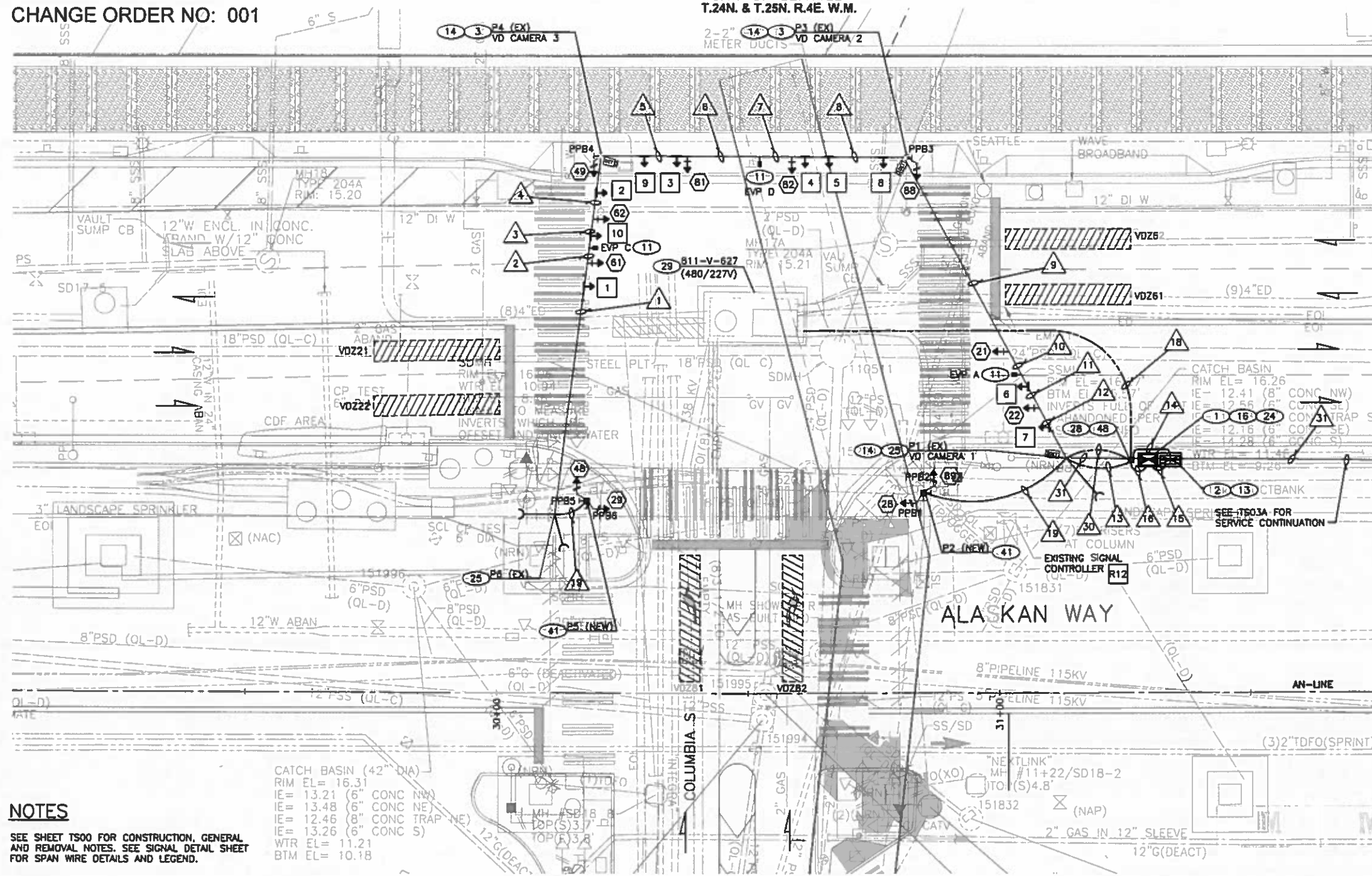


SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 YESLER - TRAFFIC SIGNAL PLAN

TS01D  
 SHEET 19 OF 94 SHEETS

CONTRACT NO: 009127  
 CHANGE ORDER NO: 001

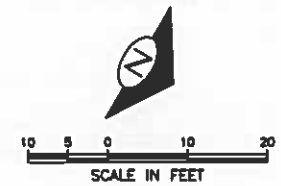
CITY OF SEATTLE  
 T.24N. & T.25N. R.4E. W.M.



**NOTES**

SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.

CATCH BASIN (42" DIA)  
 RIM EL= 16.31  
 IE= 13.21 (6" CONC NW)  
 IE= 13.48 (6" CONC NE)  
 IE= 12.46 (8" CONC TRAP NE)  
 IE= 13.26 (6" CONC S)  
 WTR EL= 11.21  
 BTM EL= 10.18



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\p\y\files\alaskanway\2018\WFS_E_B-P-SIGNAL-92.dwg		REGION STATE		FED.AID PROJ.NO.		SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	TS02A
TIME 6:10:01 PM	DATE 6/1/2018	DESIGNED BY L. GUAN	JOB NUMBER	LOCATION NO.				
ENTERED BY K. WHITEHOUSE	CHECKED BY J. OTTENBREIT	PROJ. ENGR. D. MCINTOSH	CONTRACT NO.		WSP	COLUMBIA - TRAFFIC SIGNAL PLAN		
REGIONAL ADM. J. HEDGES	REVISION	DATE	BY					



CONTRACT NO: 009127  
CHANGE ORDER NO: 001

COLUMBIA STREET

WIRING SCHEDULE - ALASKAN WY RELOCATION: COLUMBIA AND ALASKAN WAY												
RUN NO	SPAN OR	VEH HEAD	VEH HEAD	PED HEAD	PPB	SERVICE	GROUND	PREEMPT	CCTV	VIDEO	INTER-	REMARKS
1	SPAN			2	2							
2	SPAN		1	2	2							
3	SPAN		1	2	2			1				
4	SPAN		2	2	2			1				
5	SPAN	1		2	3			1		1		
6	SPAN	1	1	2	3			1		1		
7	SPAN	1	1	2	3			2		1		
8	SPAN	1	2	2	3			2		1		
9	SPAN	2		2	4			2		2		
10	SPAN	2	1	2	4			2		2		
11	SPAN	2	1	2	4			3		2		
12	SPAN	2	2	2	4			3		2		
13	1-4"TRCD	3		2	6			3		3		
14	1-2"TRCD					3-#2	1-#2					
15	1-2"TRCD					2-#6	1-#6					
16	1-4"TRCD	3		2	6			3		3		
17												NOT USED
18	3"TRCD					6-#2	1-#2					
19	AERIAL			2	2		1-#6					SEE DETAIL 2 ON TSD02
30	2"TRCD					3-#2	1-#2					
31	AERIAL					#2TRIPLEX						

SPAN WIRE SIGNS

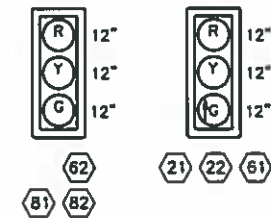
**Columbia St**

SDS 72"x16" 2 & 7

**Alaskan Way**

SDS 78"x16" 5

SIGNAL HEAD DISPLAY



SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

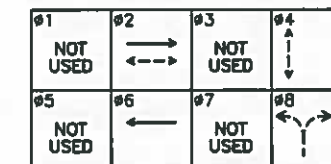
CLAMHELL  
SEE COS STD PLAN 520



LEFT MOUNTED RIGHT MOUNTED



PHASE SEQUENCE DIAGRAM



← PROTECTED VEHICLE MOVEMENT  
- - - PERMISSIVE VEHICLE MOVEMENT  
- - - PEDESTRIAN MOVEMENT

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	NOT USED
C	6
D	8

(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, COLUMBIA						
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1	2	90	2	LEFT		R10-3L
2	2	0	8	RIGHT		R10-3R
3	3	0	8	LEFT	COS STD PLAN 522A	R10-3L
4	4	180	4	RIGHT	COS STD PLAN 522A	R10-3R
5	5	180	4	LEFT		R10-3L
6	5	90	2	RIGHT		R10-3R

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PEDESTAL SCHEDULE - TRAFFIC SIGNAL, COLUMBIA					
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1 - EXISTING		CLASS 1 WOOD			
2	30+85, 38'L	6x6 WOOD POST	14		
3 - EXISTING		TYPE X			
4 - EXISTING		TYPE X			
5	30+17, 37'L	6x6 WOOD POST	14		
6 - EXISTING		CLASS 1 WOOD			

\* AN-LINE ALIGNMENT \*\*SEE DETAIL 2 ON TSD02



R3-501  
24"x30"  
1 6



R3-5L  
24"x30"  
3



R3-5R  
24"x30"  
4



R10-15R  
30"x30"  
8



15-801 (L)  
24"x30"  
WHITE/GREEN  
9



15-801 (U)  
24"x30"  
WHITE/GREEN  
10

NOTES

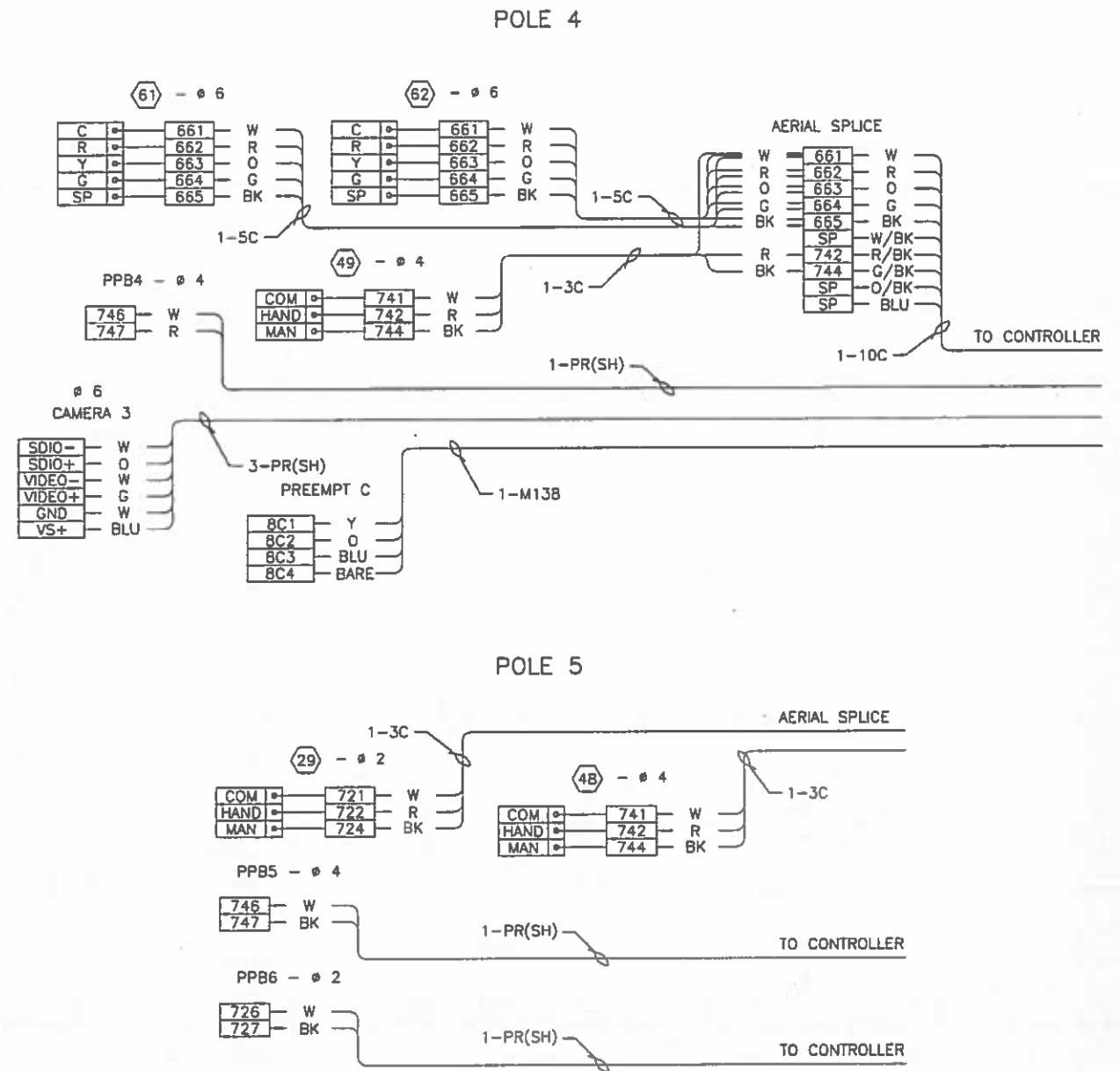
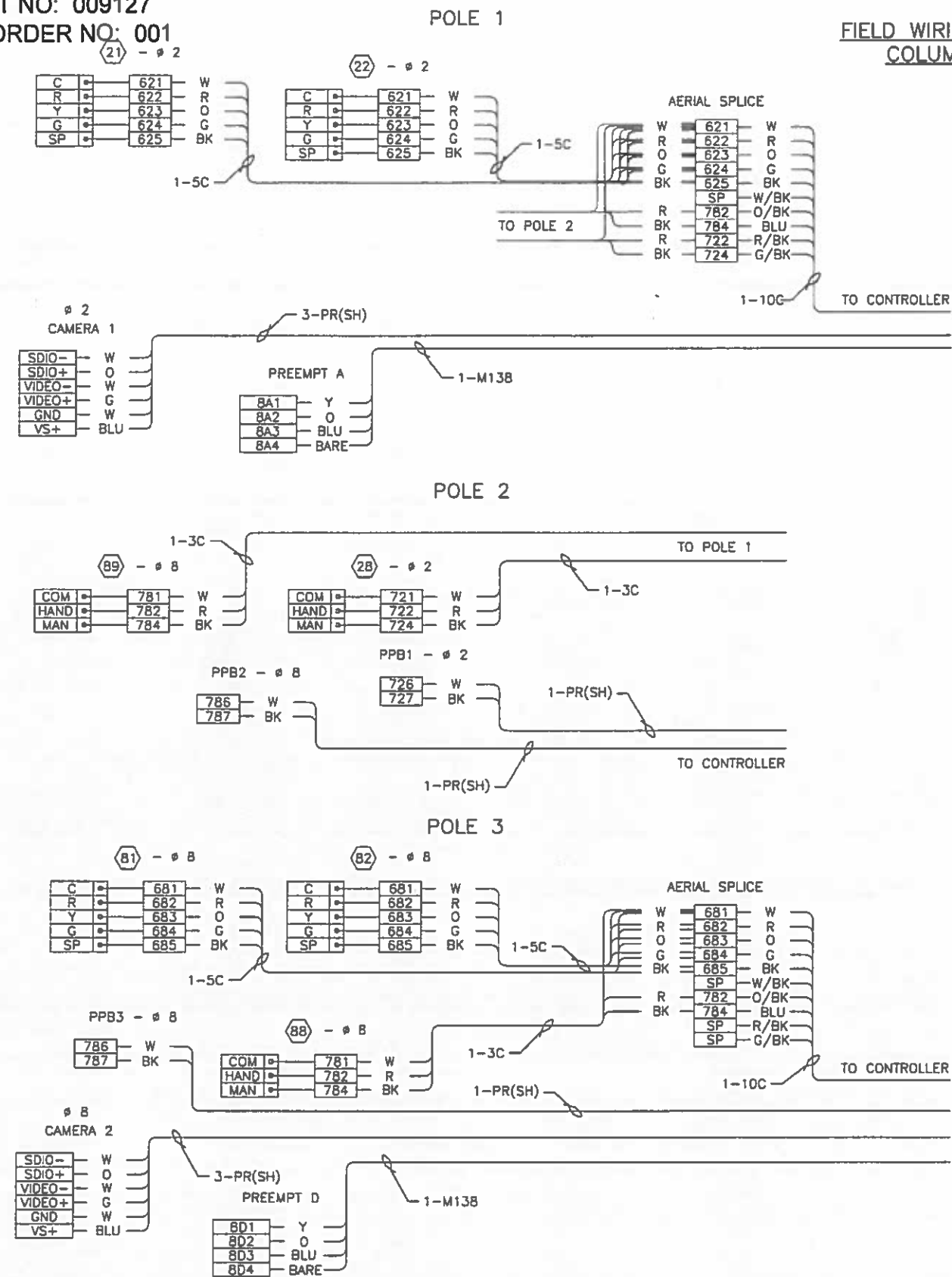
- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\proj\columb\p1\delacruz\delacruz\009127\WPL_01-P-2018-SC.dwg		
TIME	8:28:30 PM		
DATE	5/29/2018		
PLOTTED BY	DELACRUZD		
DESIGNED BY	L. GUAN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	J. OTTENBREIT		
PROJ. ENGR.	O. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	

 Washington State Department of Transportation WSP	SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH COLUMBIA - TRAFFIC SIGNAL PLAN	TS02B SHEET 21 OF 94 5-2018
---	--	--

FIELD WIRING TERMINATION  
 COLUMBIA STREET



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

COLUMBIA ST WIRE DIAGRAM

FILE NAME C:\projectwise\pb\w\iss\delacruz\dms29045\WFS\_6\_8-P-SIGNAL-WIRE.dwg

TIME	1:44:00 PM			
DATE	11/27/2017			
PLOTTED BY	DELACRUZD			
DESIGNED BY	L. GUAN			
ENTERED BY	D. DE LA CRUZ			
CHECKED BY	J. OTTENBREIT			
PROJ. ENGR.	D. MCINTOSH			
REGIONAL ADM.	J. HEDGES			
REVISION		DATE	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	



SR 99  
 ALASKAN WAY VIADUCT -- REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 COLUMBIA -- TRAFFIC SIGNAL PLAN

TS02C  
 SHEET 22 OF 94 SHEETS

SERVICE CABINET - 2/6 (POWER)

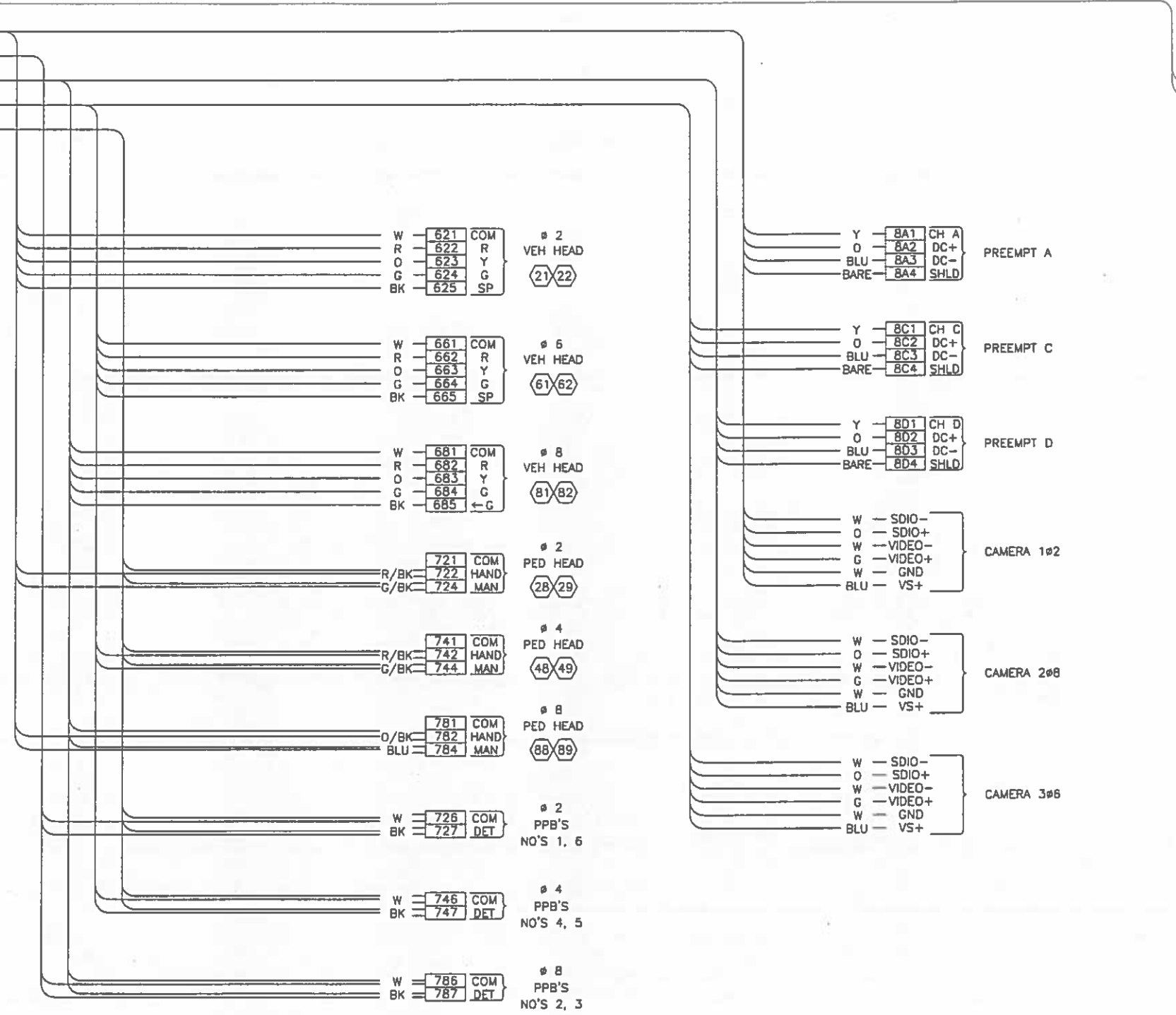
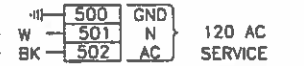
POLE 1 - 1-10C, 3-PR(SH), 1M138

POLE 2 - 2-PR(SH)

POLE 3 - 1-10C, 1-PR(SH), 1-M138, 3-PR(SH)

POLE 4 - 1-10C, 1-PR(SH), 3-PR(SH), 1-M138

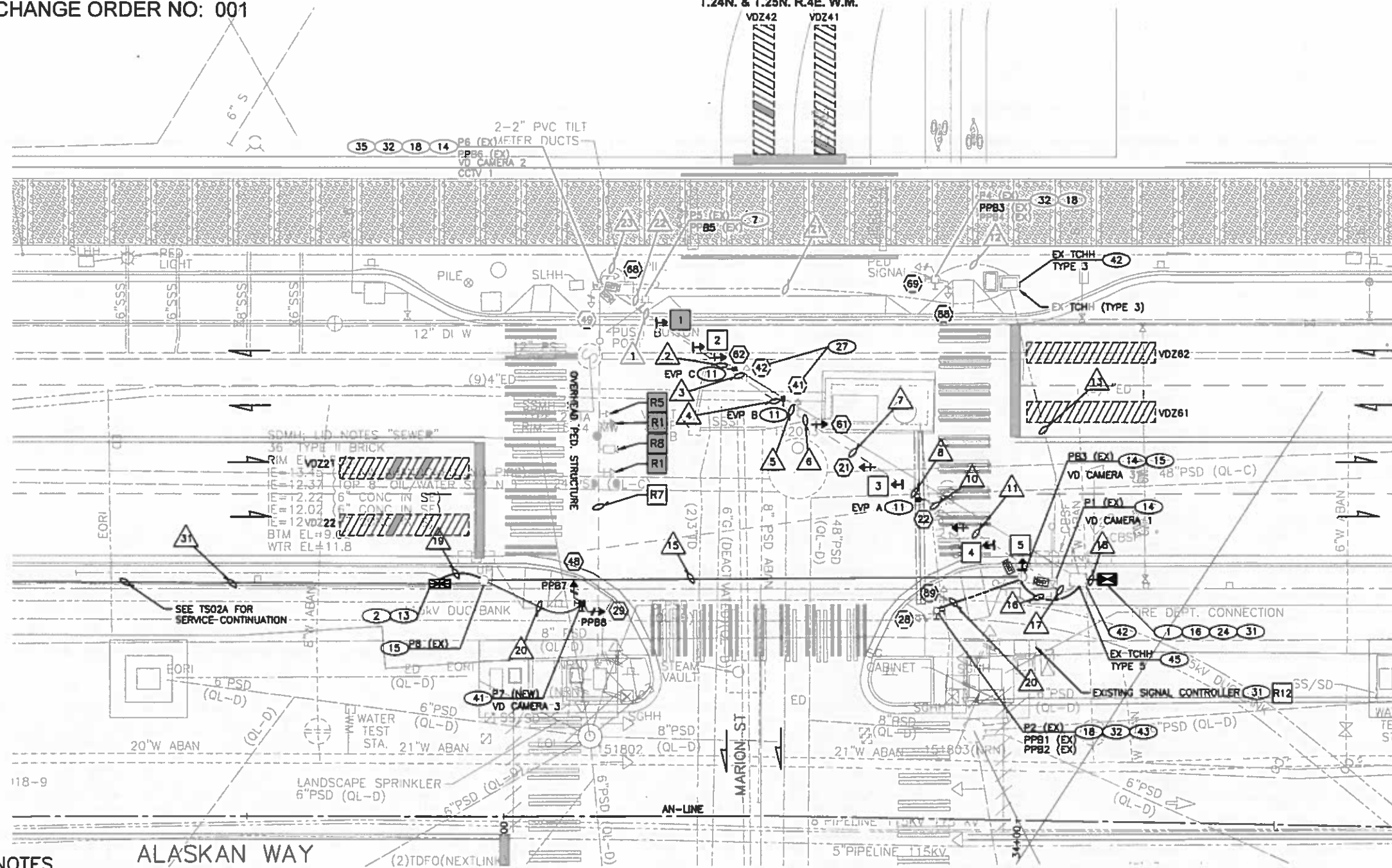
POLE 5 - 2-PR(SH), 2-3C



COLUMBIA ST AND ALASKAN WAY

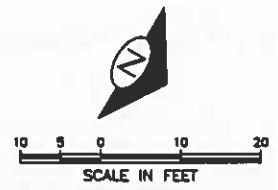
CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projectwise\pb\vdias4\delacruz\dms20045\WFS_8-P-SIGNAL-WIRE.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT -- REPLACEMENT ALASKAN WAY TRAFFIC SWITCH COLUMBIA -- TRAFFIC SIGNAL PLAN	TS02D SHEET 23 OF 94 SHEETS
TIME 1:43:21 PM	DATE 11/27/2017	JOB NUMBER		LOCATION NO.	P.E. STAMP BOX				
PLOTTED BY DELACRUZD	DESIGNED BY L. GUAN	CONTRACT NO.							
ENTERED BY D. DE LA CRUZ	CHECKED BY J. OTTENBREIT	REVISION	DATE	BY					
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES								



**NOTES**

SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\ts03a\ts03a.dwg		REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	TS03A
TIME 8:27:58 PM	DATE 5/29/2018	JOB NUMBER	CONTRACT NO.	LOCATION NO.					
PLOTTED BY DELACRUZD	DESIGNED BY L. GUAN	ENTERED BY K. WHITEHOUSE	CHECKED BY J. OTTENBREIT	PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY	SHEET 24 OF 94 SHEETS
ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH MARION - TRAFFIC SIGNAL PLAN									

WIRING SCHEDULE - ALASKAN WY RELOCATION: MARION AND ALASKAN WAY												
RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 10C	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	SERVICE POWER	GROUND	PREEMPT M13B	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	SPAN											NOT USED
2	SPAN		1									
3	SPAN		1					1				
4	SPAN		2	2	1			1	1	1		
5	SPAN		2					2				
6	SPAN	1	1	2	1			2	1	1		
7	SPAN	2						2				
8	SPAN	2	1					2				
10	SPAN	2	1					3				
11	SPAN	3						3				
12	EX 1-2"			2	2							
13	EX 2-3"			2	3		1-#6		1	1		
14	2"TRCD					3-#2	1-#2					
15	SPAN			2	2	2-#6	1-#6					
16	3"TRCD			4	4	2-#6	1-#6			1		
17	EX 1-2"	3						3				
18	3-3"TRCD	3		8	8	2-#6	3-#6	3	1	3		
19	2"TRCD					3-#2, 2-#6	1-#6					
20	AERIAL			2	2		1-#6					
21	EX 2-3"			2	1		1-#6		1	1		
22	EX 1-1"				1		1-#6					
23	EX 2-2"			2			1-#6		1	1		
31	AERIAL						#ZTRIPLEX					

SPAN WIRE SIGNS

Marion St

SDS 60"x16"  
1 4



R3-1  
24"x24"  
2



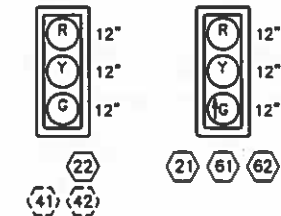
R3-2  
24"x24"  
3

POLE MOUNT SIGNS

Alaskan Way

SDS 78"x16"  
5

SIGNAL HEAD DISPLAY



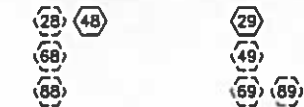
SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

CLAMSHELL  
SEE COS STD PLAN 520



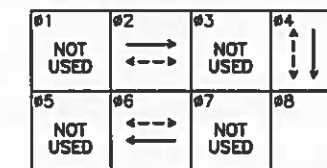
LEFT MOUNTED      RIGHT MOUNTED



NOTES

- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

PHASE SEQUENCE DIAGRAM



← PROTECTED VEHICLE MOVEMENT  
- - - PERMISSIVE VEHICLE MOVEMENT  
- - - PEDESTRIAN MOVEMENT

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	4
C	6
D	NOT USED

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, MARION						
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1 - EXISTING	2		2			
2 - EXISTING	2		8			
3 - EXISTING	4		8			
4 - EXISTING	4		6			
5 - EXISTING	5		6			
6 - EXISTING	6		4			
7	7	180	4	LEFT		R10-3L
8	7	90	2	RIGHT		R10-3R

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PEDESTAL SCHEDULE - TRAFFIC SIGNAL, MARION					
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1 - EXISTING		TYPE X			
5 - EXISTING		TYPE X			
7	33+14, 39'L	WOOD POST	15	SEE DETAIL 2 ON TSD02	

\* AN-LINE ALIGNMENT

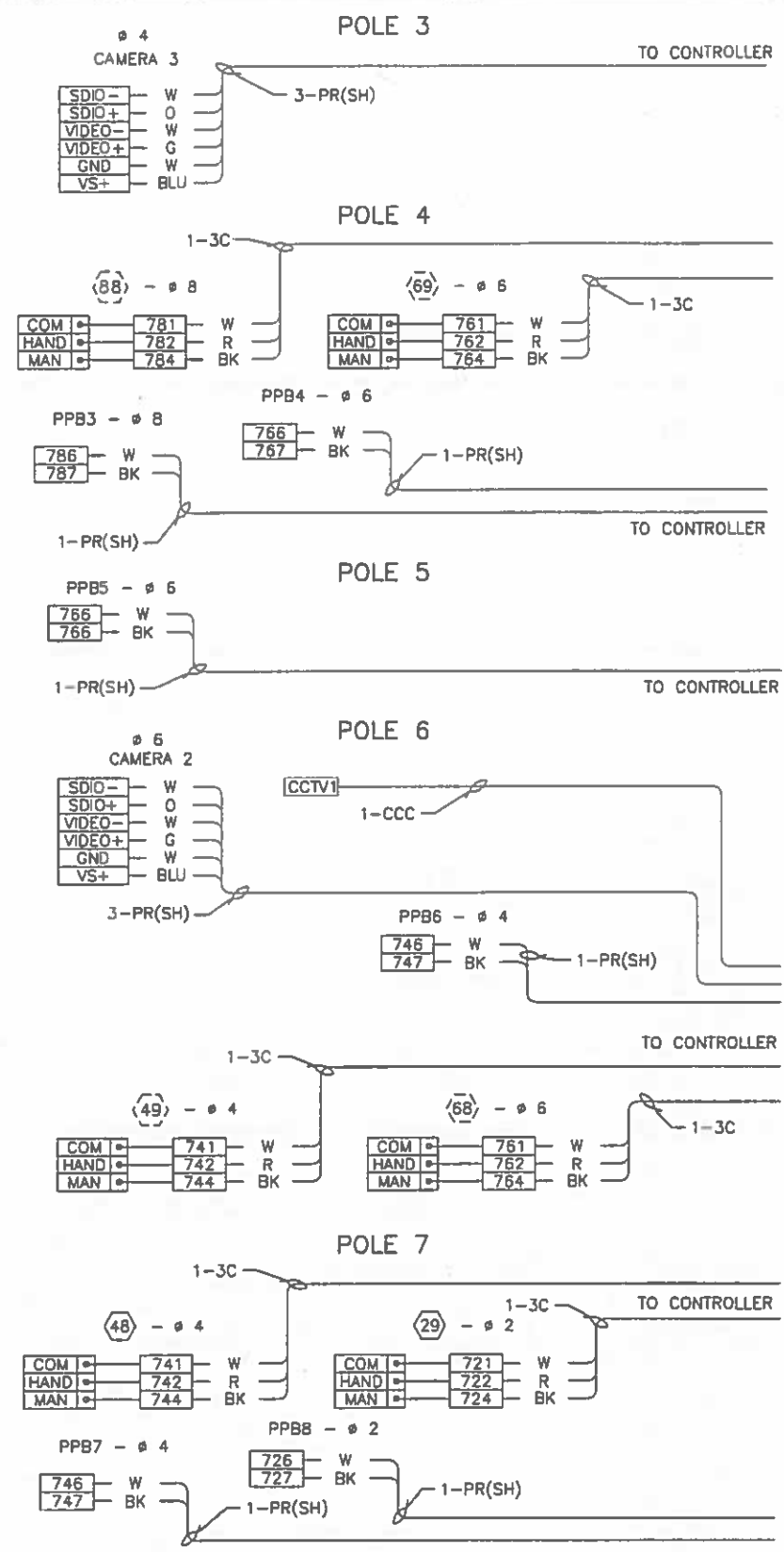
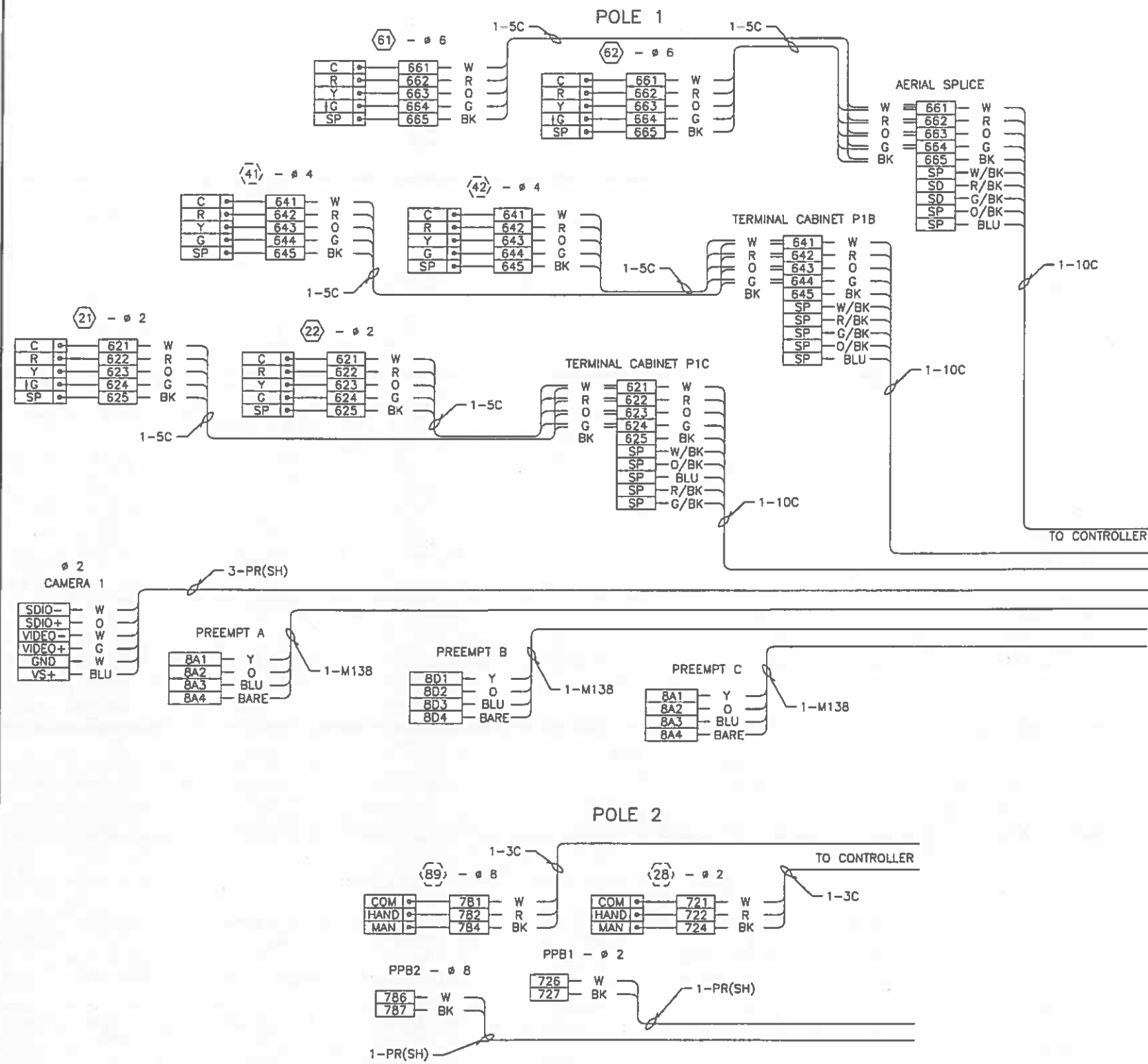
FILE NAME	c:\projects\p01\p01\delacruz\alms29043\WFS_8-8-P-SIGNAL-SC.dwg				
TIME	8:30:40 PM				
DATE	5/28/2018				
PLOTTED BY	DELACRUZD				
DESIGNED BY	L. GUAN				
ENTERED BY	K. WHITEHOUSE				
CHECKED BY	J. OTTENBREIT				
PROJ. ENGR.	D. MCINTOSH				
REGIONAL ADM.	J. HEDGES				
REVISION	DATE	BY	FED.AID PROJ.NO.	CONTRACT NO.	LOCATION NO.



SR 99  
ALASKAN WAY VIADUCT - REPLACEMENT  
ALASKAN WAY TRAFFIC SWITCH  
MARION - TRAFFIC SIGNAL PLAN



TS03B  
SHEET 25 OF 94

FIELD WIRING TERMINATION  
 MARION STREET



MARION ST WIRE DIAGRAM

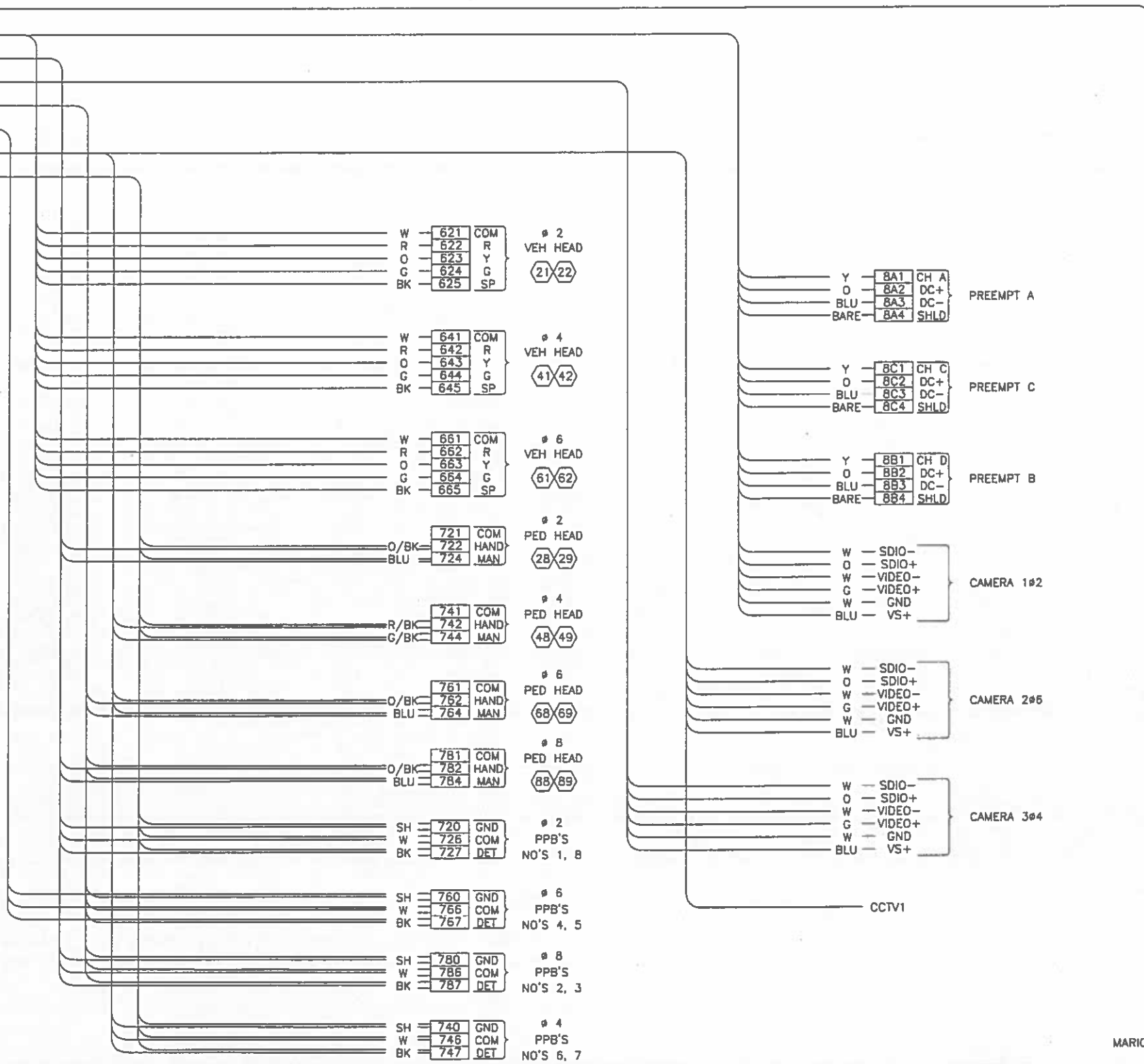
CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\wsp\p\081041\delacruz\dms29045\WFS_6_B-P-SIGNAL-WIRE.dwg		REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH MARION - TRAFFIC SIGNAL PLAN	TS03C SHEET 26 OF 94 SHEETS
TIME 1:42:29 PM	DATE 11/27/2017						Department of Transportation		
PLOTTED BY DELACRUZD	DESIGNED BY L. GUAN	JOB NUMBER							
ENTERED BY D. DE LA CRUZ	CHECKED BY J. OTTENBREIT	CONTRACT NO.		LOCATION NO.					
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY	P.E. STAMP BOX	P.E. STAMP BOX			



SERVICE CABINET - 2#6 (POWER)

- POLE 1 - 3-10C, 3-M13B, (2) 1-PR(SH), 1-3C, 3-PR(SH)
- POLE 2 - (2) 1-3C, (2) 1-PR(SH)
- POLE 3 3-PR(SH)
- POLE 4 - (2) 1-3C, (2) 1-PR(SH)
- POLE 5 - 1-PR(SH)
- POLE 6 - 1-PR(SH), (2) 1-3C, 3-PR(SH), 1-CCC
- POLE 7 - 1-PR(SH), (2) 1-3C, 3-PR(SH)



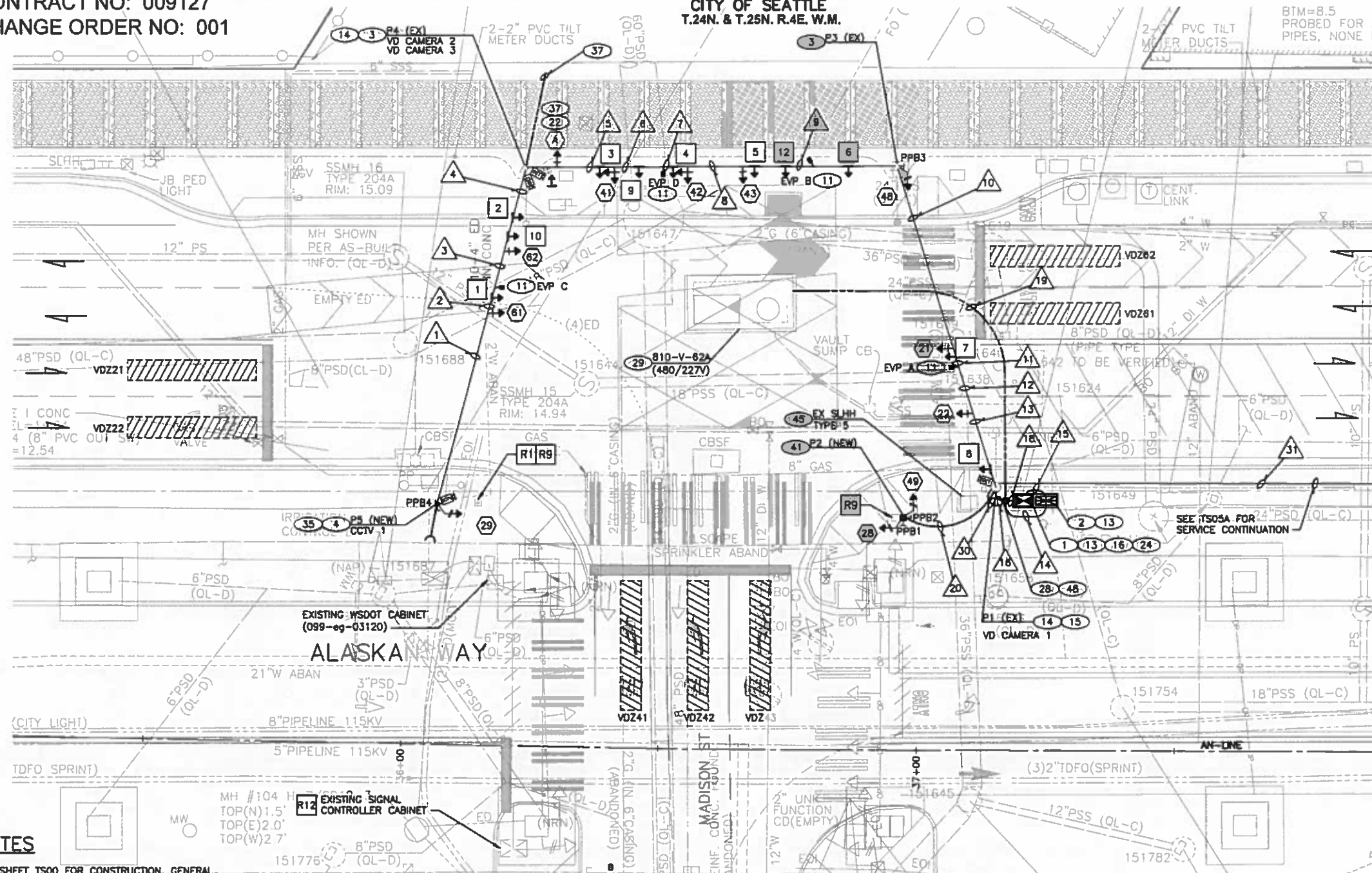
MARION ST AND ALASKAN WAY

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projectwise\pb\vbiss4\delacruz\dms29045\WFS_6_B-P-SIGNAL-WIRE.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	TS03D
TIME 1:41:54 PM	DATE 11/27/2017	JOB NUMBER		LOCATION NO.	WSP					
PLOTTED BY DELACRUZD	DESIGNED BY L. GUAN	CONTRACT NO.								SHEET 27 OF 94 SHEETS
ENTERED BY D. DE LA CRUZ	CHECKED BY J. OTTENBREIT	REVISION	DATE	BY						
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES								MARION - TRAFFIC SIGNAL PLAN	

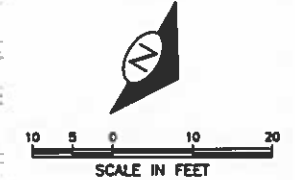
CONTRACT NO: 009127  
 CHANGE ORDER NO: 001

CITY OF SEATTLE  
 T.24N. & T.25N. R.4E. W.M.



**NOTES**

SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\alaska\alaska\delacruz\alaska29043\WP3_8_9-SIGNAL-92.dwg		REGION NO.	STATE	FED.AID PROJ.NO.		SR 99 <b>ALASKAN WAY VIADUCT - REPLACEMENT</b> <b>ALASKAN WAY TRAFFIC SWITCH</b> <b>MADISON - TRAFFIC SIGNAL PLAN</b>	TS04A SHEET 28 OF 94 SHEETS
TIME	8:32:07 PM						
DATE	5/29/2018						
PLOTTED BY	DELACRUZD						
DESIGNED BY	L. GUAN						
ENTERED BY	K. WHITEHOUSE						
CHECKED BY	J. OTTENBREIT						
PROJ. ENGR.	D. MCINTOSH						
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY			

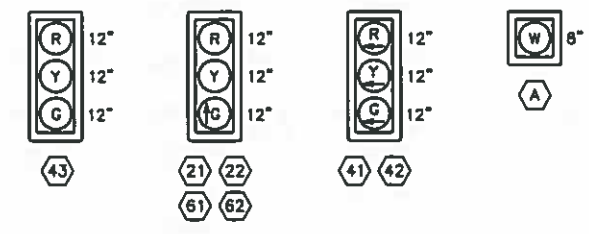


WIRING SCHEDULE - ALASKAN WY RELOCATION: MADISON AND ALASKAN WAY													
RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 10C	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	FIRE PREEMPT 1-2C	SERVICE POWER	GROUND	PREEMPT M138	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	SPAN			1	1					1-CCC			
2	SPAN		1	1	1					1-CCC			
3	SPAN		1	1	1				1	1-CCC			
4	SPAN		2	1	1				1	1-CCC			
5	SPAN	1		1	1	1				1-CCC	2		
6	SPAN	1	1	1	1	1				1-CCC	2		
7	SPAN	1	1	1	1	1			2	1-CCC	2		
8	SPAN	1	2	1	1	1			2	1-CCC	2		
9	SPAN	1	3	1	1	1			2	1-CCC	2		
10	SPAN	2		1	2	1			3	1-CCC	2		
11	SPAN	2	1	1	2	1			3	1-CCC	2		
12	SPAN	2	1	1	2	1			4	1-CCC	2		
13	SPAN	3		1	2	1			4	1-CCC	2		
14	2"TRCD						3-#2	1-#2					
15	2"TRCD						2-#6	1-#6					
16	2-3"TRCD	3		3	4	1		1-#6	4	1-CCC	2		
17													NOT USED
18	4"TRCD	3		3	4	1		1-#6	4	1-CCC	2		
19	3"TRCD						6-#2	1-#2					
20	AERIAL			2	2			1-#6					
30	2"TRCD						3-#2	1-#2					
31	AERIAL						#2TRIPLEX						

SPAN WIRE SIGNS

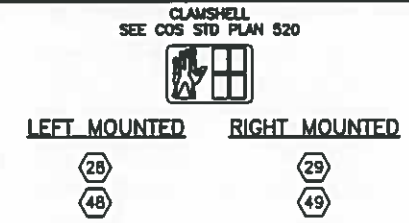


SIGNAL HEAD DISPLAYS

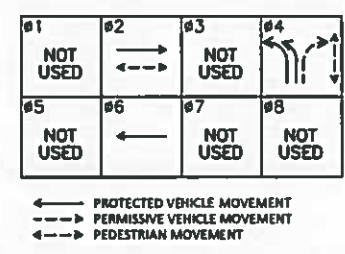


SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD



PHASE SEQUENCE DIAGRAM



PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	ALL RED
C	6
D	4

(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, MADISON						
			ACCES. PED SIGNAL APS			
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	SIGN ARROW DIRECTION AT PUSHBUTTON	COMMENT	PUSH BUTTON SIGN 5"x7"
1	2	90	2	LEFT		R10-3L
2	2	0	8	RIGHT		R10-3R
3	3	0	8	LEFT	COS STD PLAN 522A	R10-3L
4	5	90	2	RIGHT		R10-3R

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PEDDESTAL SCHEDULE - TRAFFIC SIGNAL, MADISON					
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1 - EXISTING		CLASS 1 WOOD			
2	36+98, 45'L	6x6 WOOD POST	14	SEE DETAIL 2 ON TSD02	
3 - EXISTING		STEEL			
4 - EXISTING		STEEL			
5	36+06, 46'L	CLASS 1 WOOD	14	DIRECT BURIAL	7' MIN.

\* AN-LINE ALIGNMENT

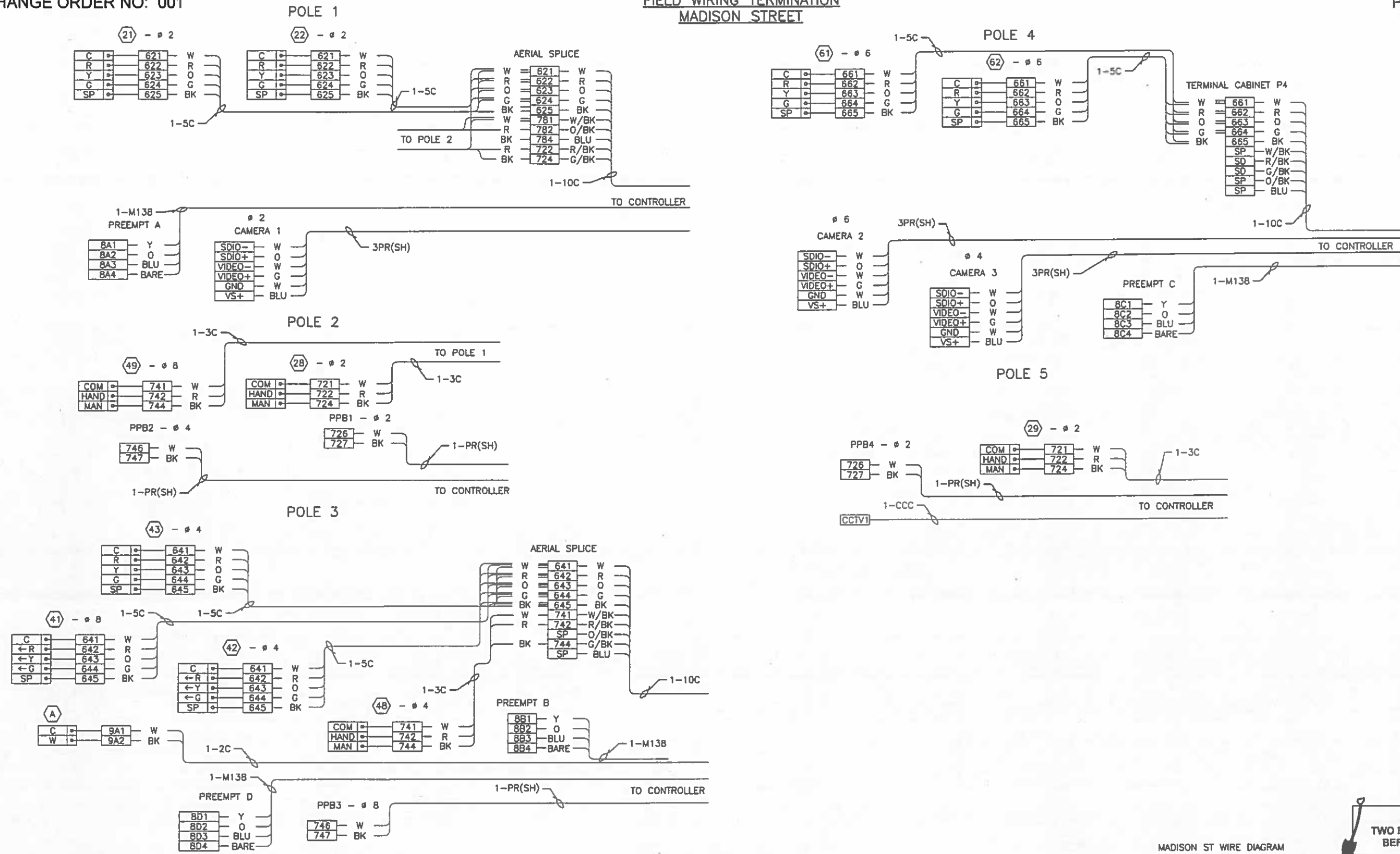
NOTES

1. ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
2. ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG



FILE NAME: C:\projects\p1\p1\delacruz\009127\WFS_6_B-P-SIGNAL-36.dwg	REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	TS04B
TIME: 8:33:18 PM	CONTRACT NO.	LOCATION NO.	DATE: 5/29/2018					
PLOTTED BY: DELACRUZD	JOB NUMBER					ALASKAN WAY TRAFFIC SWITCH	MADISON - TRAFFIC SIGNAL PLAN	SHEET 29 OF 94 SHEETS
DESIGNED BY: L. GUAN	CONTRACT NO.	LOCATION NO.	DATE: 5-1-2018					
ENTERED BY: K. WHITEHOUSE	REVISION	DATE	BY					
CHECKED BY: J. OTTENBREIT								
PROJ. ENGR: D. MCINTOSH								
REGIONAL ADM: J. HEDGES								

FIELD WIRING TERMINATION  
 MADISON STREET



MADISON ST WIRE DIAGRAM

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\100\pb\10004\audarm\dms20045\WFS_6_B-P-SIGNAL-WRE.dwg		REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH MADISON - TRAFFIC SIGNAL PLAN	TS04C SHEET 30 OF 94 SHEETS
TIME 9:17:36 AM	DATE 11/27/2017								
PLOTTED BY AUDARM	DESIGNED BY L. GUAN	JOB NUMBER							
ENTERED BY D. DE LA CRUZ	CHECKED BY J. OTTENBREIT	CONTRACT NO.		LOCATION NO.					
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY	P.E. STAMP BOX 11-27-17	P.E. STAMP BOX DATE			

SERVICE CABINET - 2#6 (POWER)

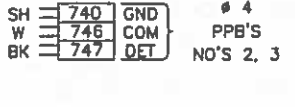
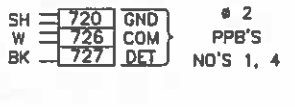
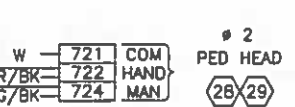
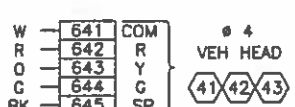
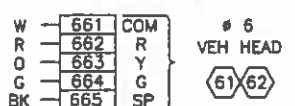
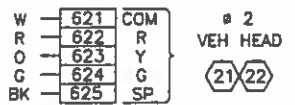
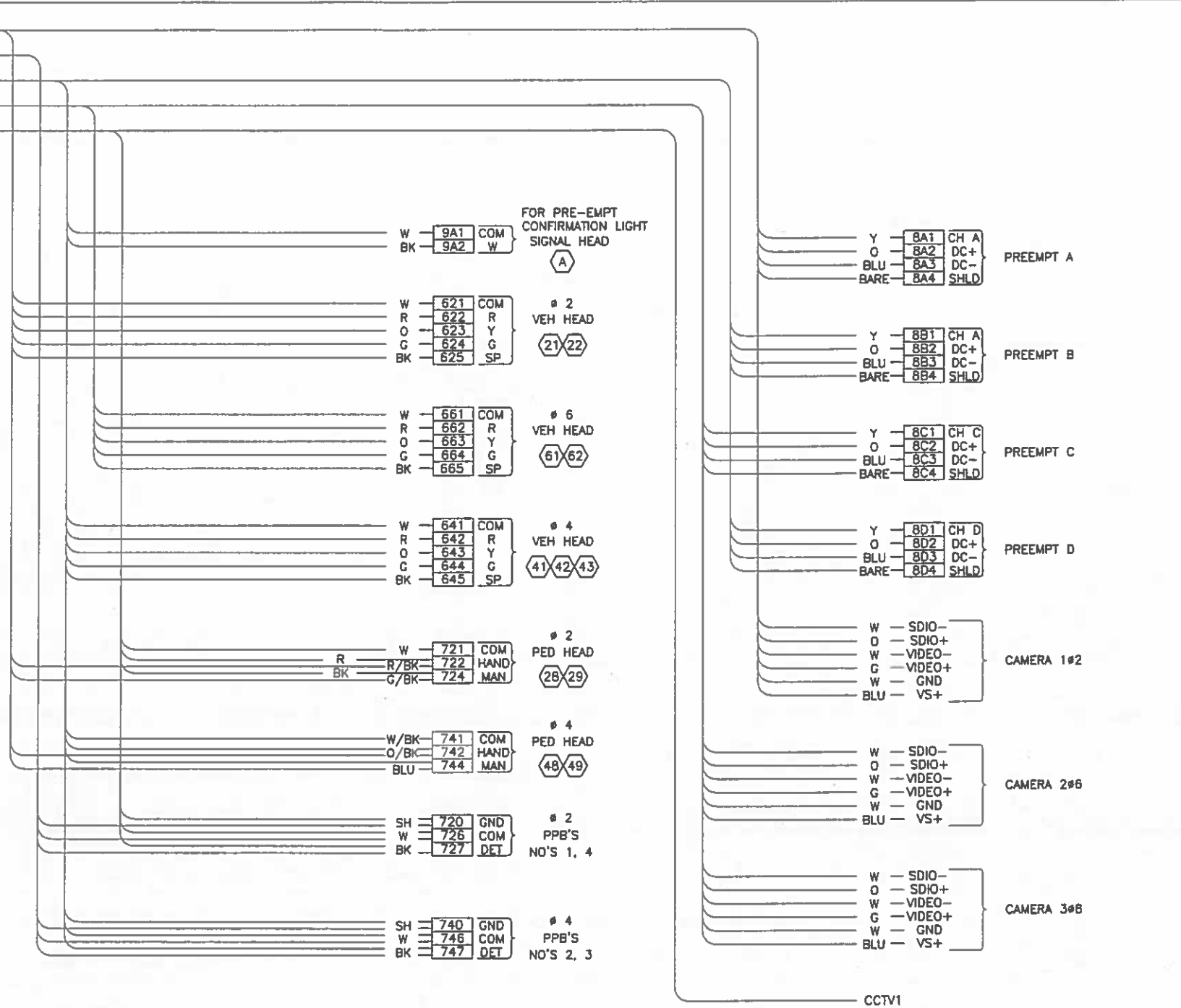
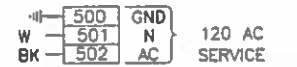
POLE 1 - 1-10C, 3-PR(SH), 1-M138

POLE 2 - 1-PR(SH), 1-PR(SH)

POLE 3 - 1-10C, 1-M138, 1-3C, 1-PR(SH), 1-2C

POLE 4 - 1-10C, 3-PR(SH), 3-PR(SH), 1-M138

POLE 5 - 1-PR(SH), 1-3C, 1-CCC



CCTV1

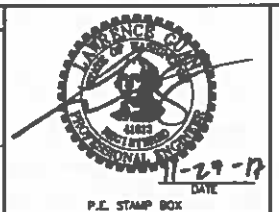
MADISON ST AND ALASKAN WAY

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projectwise\job\w\8104\audarm\dms29045\WFS\_6\_B-P-SIGNAL-WIRE.dwg

TIME	9:17:41 AM
DATE	11/27/2017
PLOTTED BY	AUDARM
DESIGNED BY	L. GUAN
ENTERED BY	D. DE LA CRUZ
CHECKED BY	J. OTTENBREIT
PROJ. ENGR.	D. MCINTOSH
REGIONAL ADM.	J. HEDGES
REVISION	DATE BY

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	

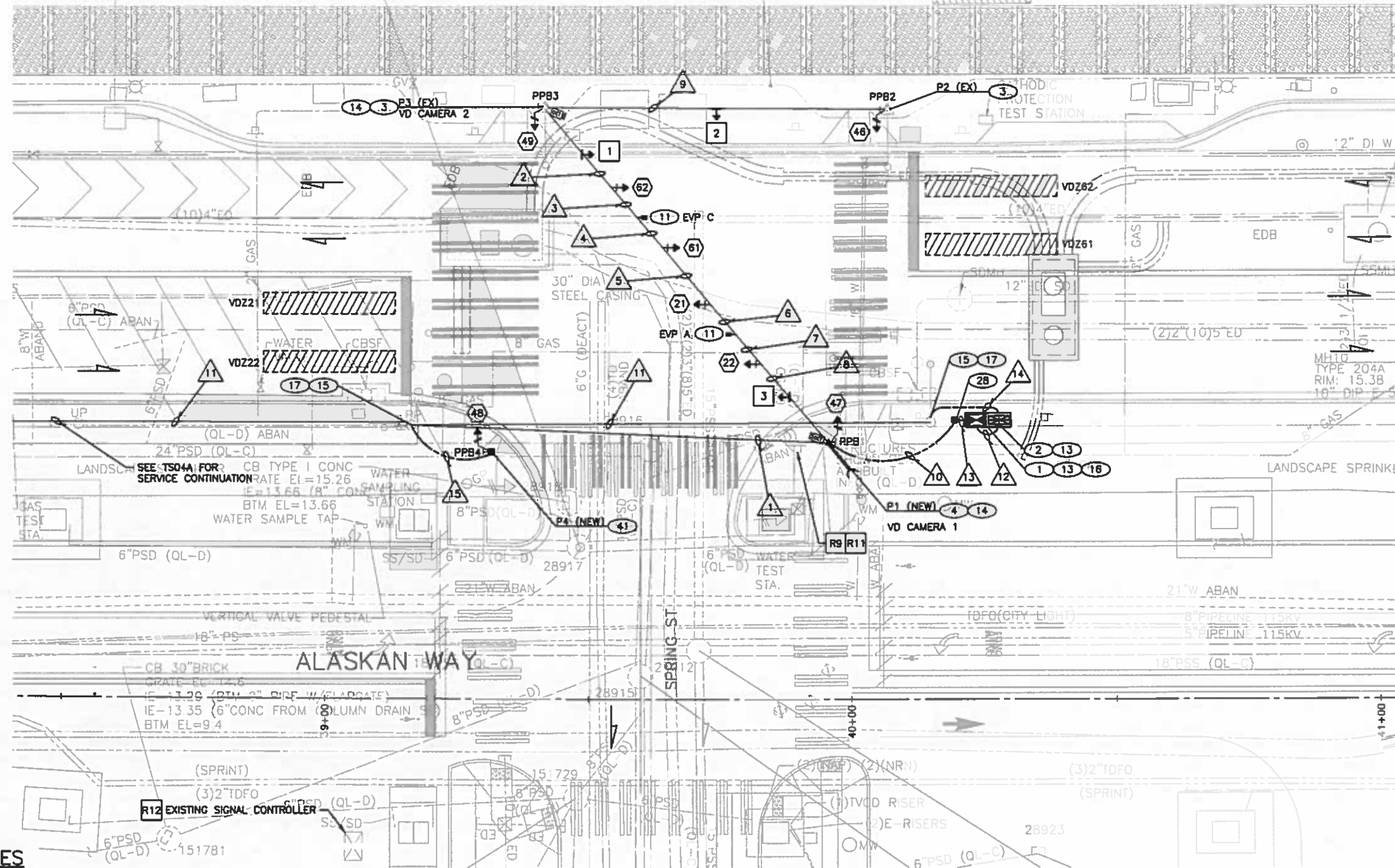


P.E. STAMP BOX DATE



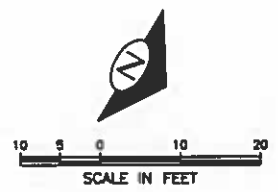
SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 MADISON - TRAFFIC SIGNAL PLAN

TS04D  
 SHEET 31 OF 94 SHEETS



**NOTES**

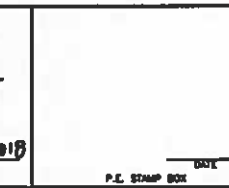
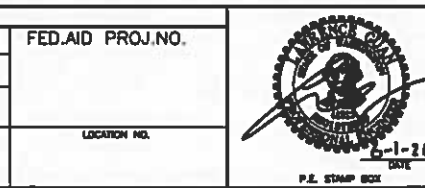
SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	C:\projects\ts00\alaskan\delacruz\ts00_36-94-2018.dwg		
TIME	8:34:35 PM		
DATE	5/29/2018		
PLOTTED BY	DELACRUZD		
DESIGNED BY	L. GUAN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	J. OTTENBREIT		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 SPRING - TRAFFIC SIGNAL PLAN

TS05A  
 SHEET 32 OF 94 SHEETS

WIRING SCHEDULE - ALASKAN WY RELOCATION: SPRING STREET AND ALASKAN WAY												
RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 10C	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	SERVICE POWER	GROUND	PREEMPT M138	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	SPAN			1	1							
2	SPAN			2	2					1		
3	SPAN		1	2	2					1		
4	SPAN		1	2	2			1		1		
5	SPAN	1		1	2			1		1		
6	SPAN	1	1	1	2			1		1		
7	SPAN	1	1	1	2			2		1		
8	SPAN	1	2	1	2			2		1		
9	SPAN			1	1							
10	4" TRCD	2		2	4			2		2		
11	AERIAL			1	1	#2 TRIPLEX						
12	2" TRCD					2-#6	1-#6					
13	4" TRCD	2		2	4			2		2		
14	2" TRCD					3-#2	1-#2					
15	AERIAL			1	1		1-#6					

SPAN WIRE SIGNS

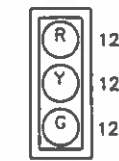
Spring St

SDS 54"x16" 1 & 3

Alaskan Way

SDS 78"x16" 2

SIGNAL HEAD DISPLAYS



SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

CLAMSHELL  
SEE COS STD PLAN 520



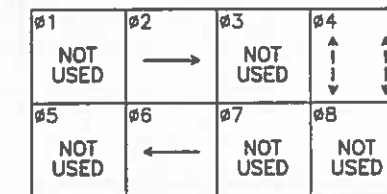
LEFT MOUNTED      RIGHT MOUNTED



(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, SPRING						
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1	1	0	4	RIGHT		R10-3R
2	2	180	4	RIGHT	COS STD PLAN 522A	R10-3R
3	3	180	4	RIGHT	COS STD PLAN 522A	R10-3R
4	4	180	4	LEFT		R10-3L

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

PHASE SEQUENCE DIAGRAM



← PROTECTED VEHICLE MOVEMENT  
- - - - - PERMISSIVE VEHICLE MOVEMENT  
← - - - - PEDESTRIAN MOVEMENT

(P) POLE/PEDESTAL SCHEDULE - TRAFFIC SIGNAL, SPRING						
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH	SPAN WIRE ATTACHMENT HEIGHT
1	39+95, 48'L	CLASS 1 WOOD	40	DIRECT BURIAL	7' MIN.	
2 - Existing		TYPE X				
3 - Existing		TYPE X				
4	39+30, 47'L	6x6 WOOD POST	12	SEE DETAIL		

\* AN-LINE ALIGNMENT

NOTES

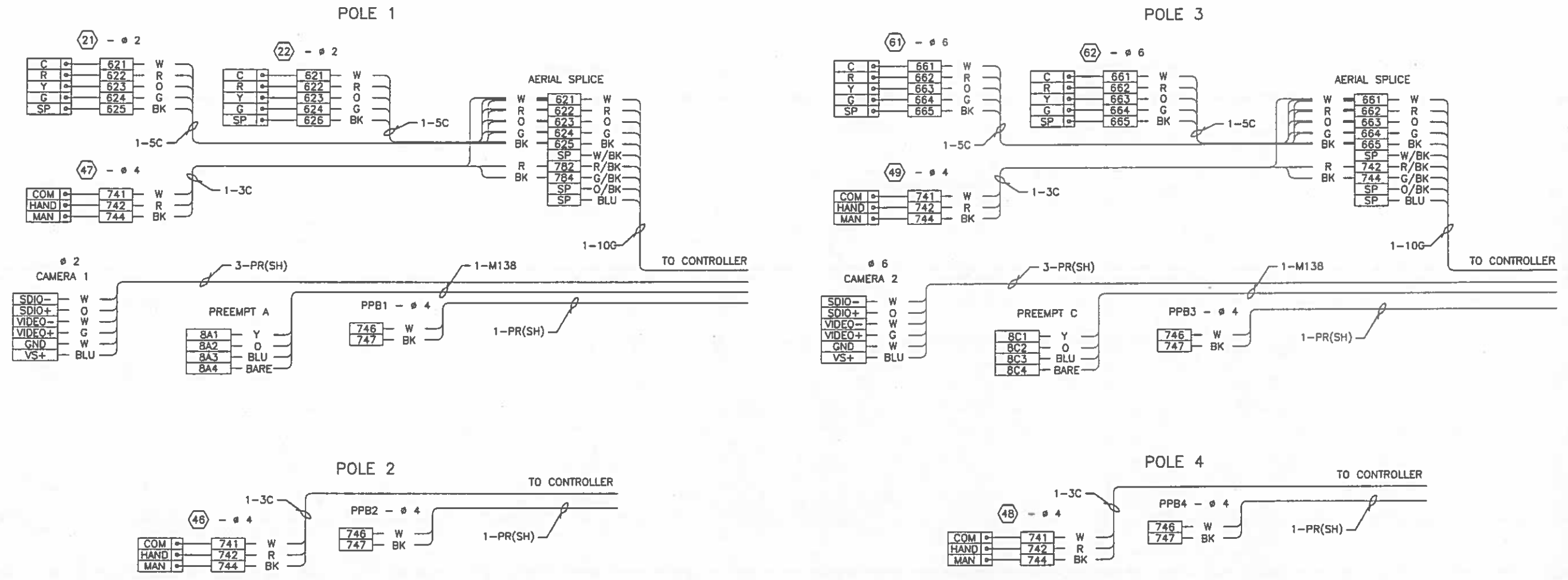
- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	NOT USED
C	6
D	NOT USED

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG



FILE NAME	C:\projects\ee\pb\w\Bae4\audarm\dms29045\WFS_6_B-P-SIGNAL-SG.dwg	REGION NO.	STATE	FED.AID PROJ.NO.
TIME	9:19:52 AM			
DATE	11/27/2017			
PLOTTED BY	AUDARM			
DESIGNED BY	L. GUAN	JOB NUMBER		
ENTERED BY	K. WHITEHOUSE			
CHECKED BY	J. OTTENBREIT	CONTRACT NO.	LOCATION NO.	
PROJ. ENGR.	D. MCINTOSH			
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY

<p>Washington State Department of Transportation</p>	SR 99		TS05B
	ALASKAN WAY VIADUCT - REPLACEMENT		
	ALASKAN WAY TRAFFIC SWITCH		
SPRING - TRAFFIC SIGNAL PLAN		SHEET 33 OF 94 SHEETS	



SPRING ST WIRE DIAGRAM

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\ee\p\1\files\audarm\dms29045\WFS_6_8-P-SIGNAL-WIRE.dwg				REGION NO. STATE		FED.AID PROJ.NO.				SR 99		TS05C
TIME	9:20:01 AM	DATE	11/27/2017	JOB NUMBER		ALASKAN WAY VIADUCT - REPLACEMENT				ALASKAN WAY TRAFFIC SWITCH		
PLOTTED BY	AUDARM	CONTRACT NO.		LOCATION NO.		SPRING - TRAFFIC SIGNAL PLAN		SHEET 34 OF 94 SHEETS				
DESIGNED BY	L. GUAN	REVISION	DATE	BY								
ENTERED BY	D. DE LA CRUZ											
CHECKED BY	J. OTTENBREIT											
PROJ. ENGR.	D. MCINTOSH											
REGIONAL ADM.	J. HEDGES											

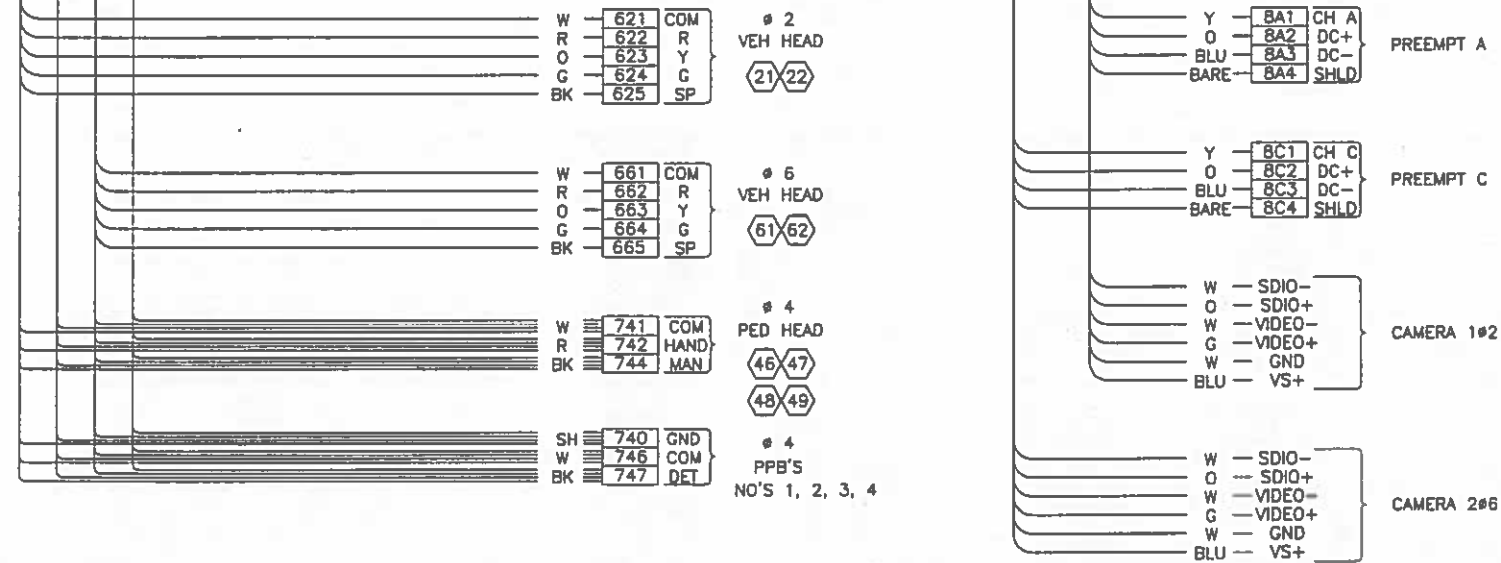
SERVICE CABINET - 2#6 (POWER)

POLE 1 - 1-10C, 1-3PR(SH), 1-M138, 1-PR(SH)

POLE 2 - 1-PR(SH), 1-3C

POLE 3 - 1-10C, 1-3PR(SH), 1-M138, 1-PR(SH)

POLE 4 - 1-PR(SH), 1-3C



SPRING ST AND ALASKAN WAY

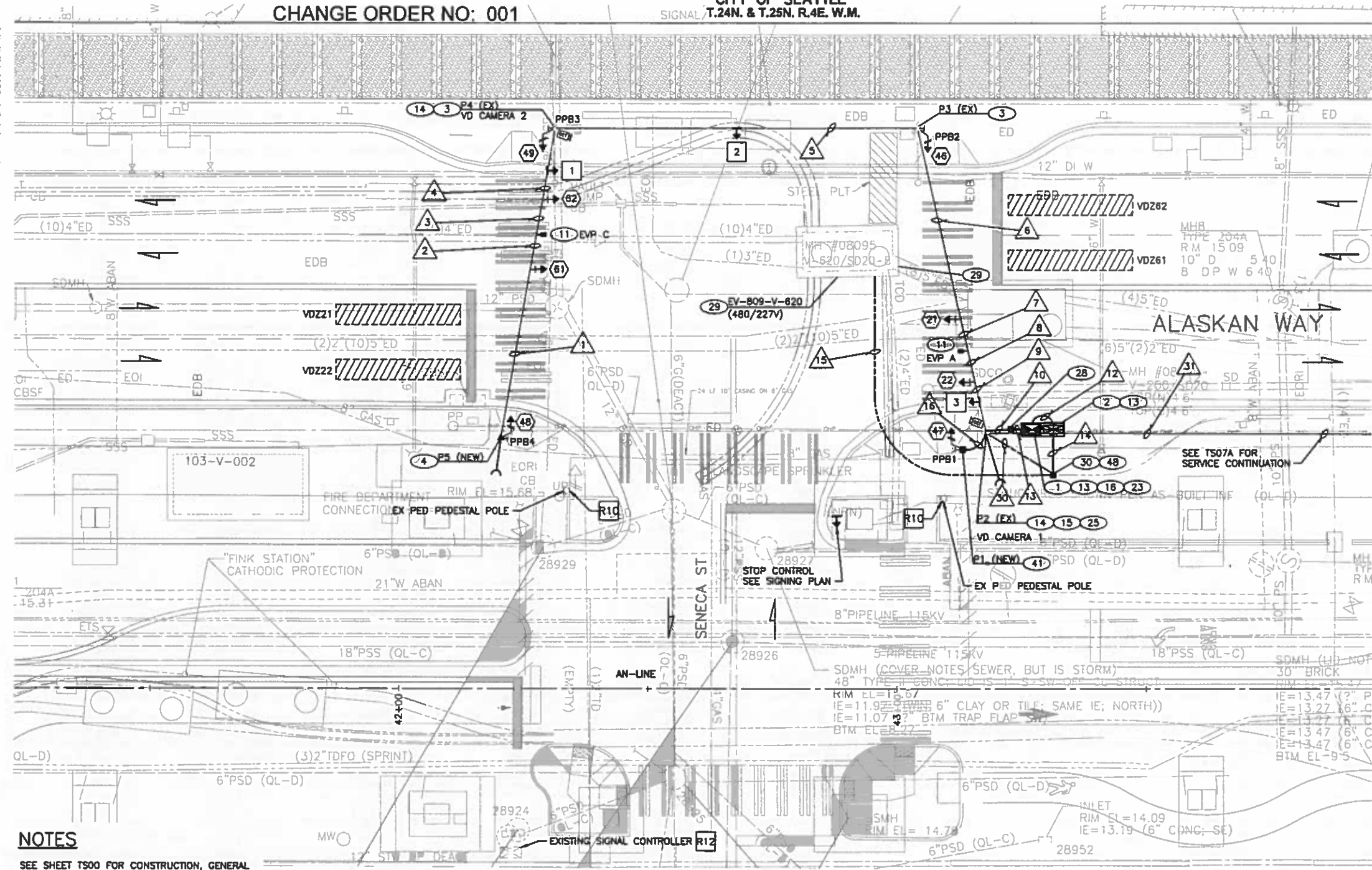


FILE NAME C:\projectwise\pb\vlbae4\audarm\dms29045\WFS_8_B-P-SIGNAL-WIRE.dwg		REGION NO.	STATE	FED.AID PROJ.NO.		SR 99	ALASKAN WAY MADUCT - REPLACEMENT	TS05D
TIME 9:20 06 AM	DATE 11/27/2017							
PLOTTED BY AUDARM	DESIGNED BY L. GUAN	JOB NUMBER			Washington State Department of Transportation 	ALASKAN WAY TRAFFIC SWITCH	SHEET 35 OF 94 SHEETS	
ENTERED BY D. DE LA CRUZ	CHECKED BY J. OTTENBREIT	CONTRACT NO.		LOCATION NO.				
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY	P.E. STAMP BOX	DATE	DATE	

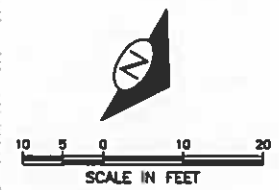


CONTRACT NO: 009127  
 CHANGE ORDER NO: 001

CITY OF SEATTLE  
 SIGNAL T.24N. & T.25N. R.4E. W.M.



**NOTES**  
 SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME: c:\projects\ts00\ts00\delacruz\dm22045\WP3_3L8-A-SIGNAL-SC.dwg		REGION NO.		STATE		FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SENECA - TRAFFIC SIGNAL PLAN	TS06A SHEET 36 OF 94 SHEETS
TIME: 8:35:49 PM	DATE: 5/29/2018	JOB NUMBER		LOCATION NO.		P.E. STAMP BOX	P.E. STAMP BOX			
PLOTTED BY: DELACRUZ	DESIGNED BY: L. GUAN	CONTRACT NO.		DATE		BY				
ENTERED BY: K. WHITEHOUSE	CHECKED BY: J. OTTENBREIT									
PROJ. ENGR: D. MCINTOSH	REGIONAL ADM: J. HEDGES									

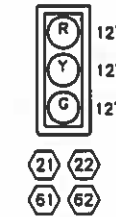


WIRING SCHEDULE - ALASKAN WY RELOCATION: SENECA STREET AND ALASKAN WAY												
RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 1DC	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	SERVICE POWER	GROUND	PREEMPT M138	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	SPAN			1	1							
2	SPAN		1	1	1							
3	SPAN		1	1	1			1				
4	SPAN		2	1	1			1				
5	SPAN	1		1	2			1		1		
6	SPAN	1		2	3			1		1		
7	SPAN	1	1	2	3			1		1		
8	SPAN	1	1	2	3			2		1		
9	SPAN	1	2	2	3			2		1		
10	4" TRCD	2		2	4			2		2		
11												NOT USED
12	2" TRCD					2-#6	1-#6					
13	4" TRCD	2		2	4			2		2		
14	2" TRCD					3-#2	1-#6					
15	3" TRCD					6-#2	2-#6					
16	AERIAL			1	1							
30	2" TRCD					3-#2	1-#2					
31	AERIAL					#2TRIPLEX						

SPAN WIRE SIGNS



SIGNAL HEAD DISPLAYS



SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

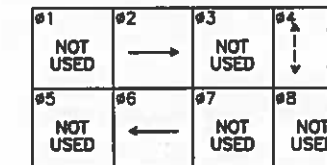
CLAMHELL  
SEE COS STD PLAN 520



LEFT MOUNTED      RIGHT MOUNTED



PHASE SEQUENCE DIAGRAM



← PROTECTED VEHICLE MOVEMENT  
- - - PERMISSIVE VEHICLE MOVEMENT  
← - - PEDESTRIAN MOVEMENT

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	NOT USED
C	6
D	NOT USED

NOTES

- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, SENECA ST						
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1	1	0	4	LEFT		R10-3L
2	3	0	4	LEFT	COS STD PLAN 522A	R10-3L
3	4	180	4	RIGHT	COS STD PLAN 522A	R10-3R
4	5	180	4	RIGHT		R10-3R

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PEDESTAL SCHEDULE - TRAFFIC SIGNAL, SENECA ST					
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1	43+14, 48'L	6x6 WOOD POST	12	SEE DETAIL 2 ON TSD02	
2		CLASS 1 WOOD		DIRECT BURIAL	
3 - EXISTING		STEEL			
4 - EXISTING		STEEL			
5	42+21, 50'L	CLASS 1 WOOD	40	DIRECT BURIAL	7' MIN

\* AN-LINE ALIGNMENT

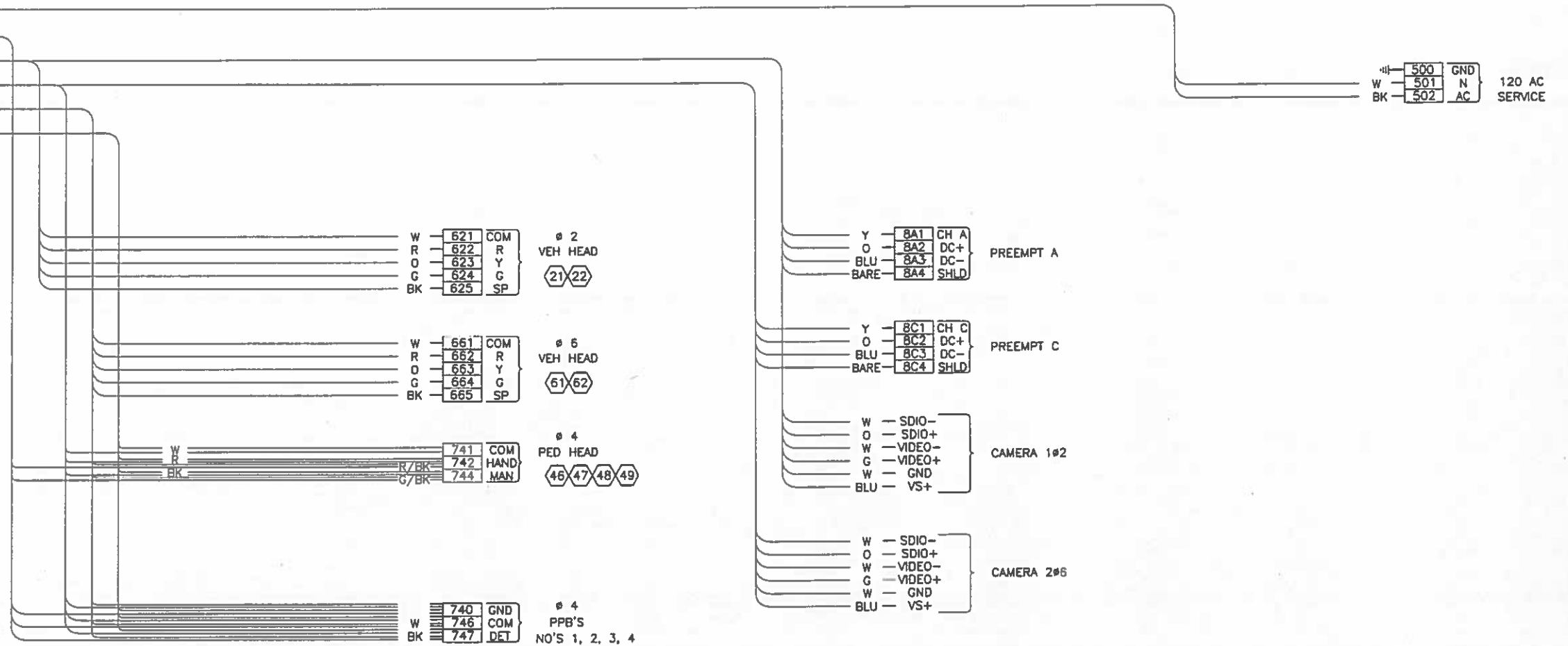
FILE NAME	c:\projects\p01\8004\delacruz\delacruz29043\WFS_8_9-SIGNAL-92.dwg		
TIME	8:36:39 PM	REGION NO.	STATE
DATE	5/29/2018	FED.AID PROJ.NO.	
PLOTTED BY	DELACRUZD	JOB NUMBER	
DESIGNED BY	L. GUAN	CONTRACT NO.	LOCATION NO.
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	J. OTTENBREIT		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES	REVISION	DATE BY

<p>Washington State Department of Transportation</p>	SR 99	TS06B SHEET 37 OF 94 SHEETS
	ALASKAN WAY VIADUCT - REPLACEMENT	
	ALASKAN WAY TRAFFIC SWITCH	
	SENECA - TRAFFIC SIGNAL PLAN	



SERVICE CABINET - 2#6 (POWER)

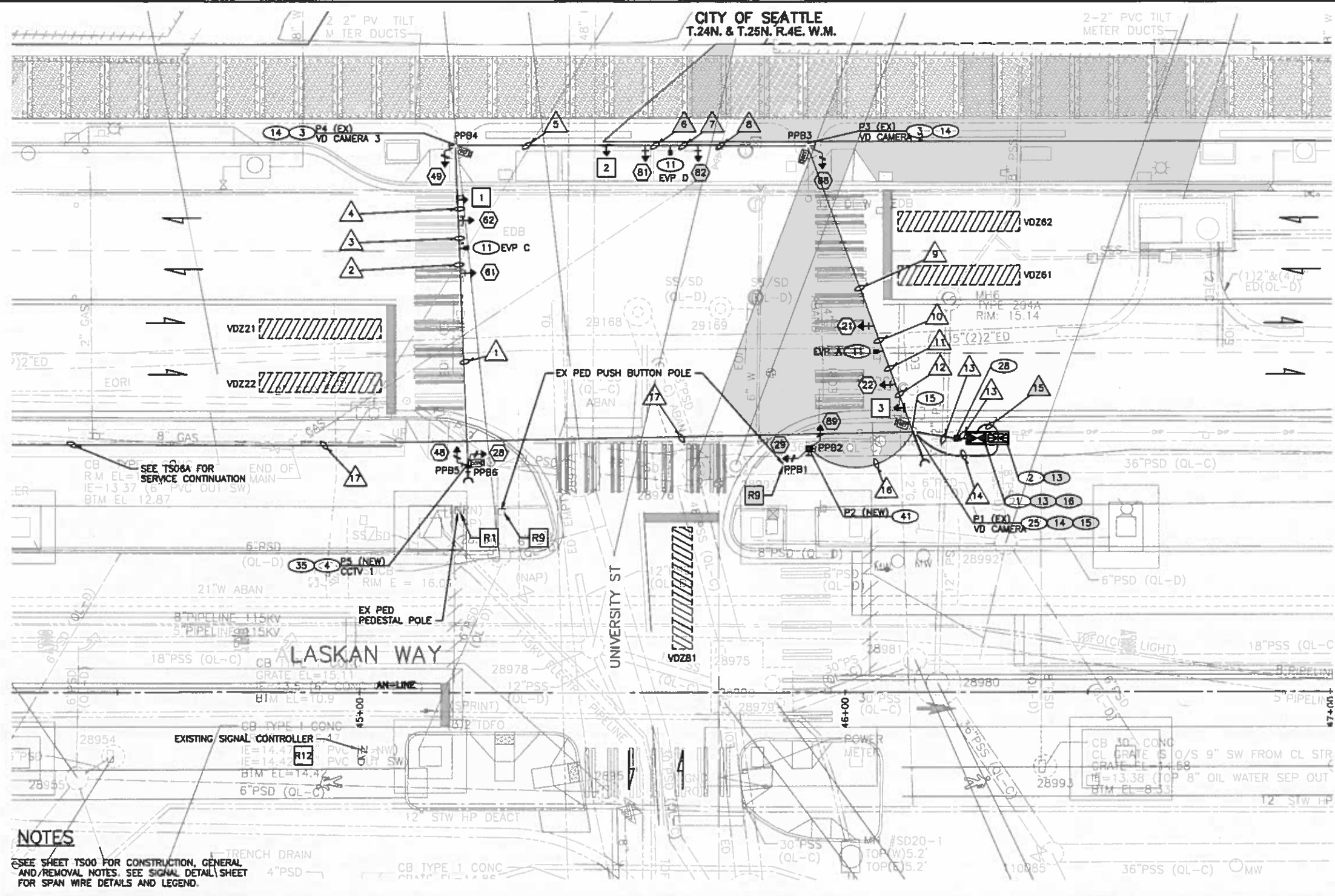
- POLE 1 - 1-PR(SH)
- POLE 2 - 1-10C, 1-3PR(SH), 1-M138, 1-PR(SH)
- POLE 3 - 1-PR(SH), 1-3C
- POLE 4 - 1-10C, 1-M138, 3-PR(SH), 1-PR(SH)
- POLE 5 - 1PR(SH), 1-3C



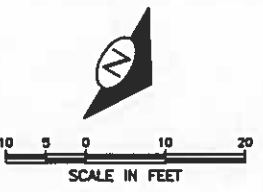
SENECA ST AND ALASKAN WAY

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\pb\12104\audarm\dms29045\WFS_8_B-P-SIGNAL-WIRE.dwg		REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT -- REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SENECA -- TRAFFIC SIGNAL PLAN	TS06D
TIME 9:22:31 AM	DATE 11/27/2017	JOB NUMBER	LOCATION NO.	P.E. STAMP BOX DATE 11-27-17			P.E. STAMP BOX DATE		
PLOTTED BY AUDARM	DESIGNED BY L. GUAN	CONTRACT NO.	BY	REVISION	DATE	WSP			
ENTERED BY D. DE LA CRUZ	CHECKED BY J. OTTENBREIT								
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES								



**NOTES**  
 SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.



**CALL 811 TWO BUSINESS DAYS BEFORE YOU DIG**

FILE NAME: c:\projects\alaskan\alaskan\delacruz\dm28045\W3_4_8-P-SIGNAL-SL.dwg		REGION NO.	STATE	FED.AID PROJ.NO.		SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	TS07A
TIME: 8:37:58 PM	DATE: 5/29/2018							
PLOTTED BY: DELACRUZ	DESIGNED BY: L. GUAN	CONTRACT NO.: 009127	JOB NUMBER			ALASKAN WAY TRAFFIC SWITCH	UNIVERSITY - TRAFFIC SIGNAL PLAN	SHEET 40 OF 94 SHEETS
ENTERED BY: K. WHITEHOUSE	CHECKED BY: J. OTTENBREIT	CHANGE ORDER NO.: 001	CONTRACT NO.	LOCATION NO.				
PROJ. ENGR: D. MCINTOSH	REGIONAL ADM: J. HEDGES	REVISION	DATE	BY				

WIRING SCHEDULE - ALASKAN WY RELOCATION: UNIVERSITY AND ALASKAN WAY												
RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 10C	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	SERVICE POWER	GROUND	PREEMPT M138	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	SPAN			2	2				1-CCC			
2	SPAN		1	2	2				1-CCC			
3	SPAN		1	2	2			1	1-CCC			
4	SPAN	1		2	2			1	1-CCC			
5	SPAN	1		2	3			1	1-CCC	1		
6	SPAN	1	1	2	3			1	1-CCC	1		
7	SPAN	1	1	2	3			2	1-CCC	1		
8	SPAN	2		2	3			2	1-CCC	1		
9	SPAN	2		2	4			2	1-CCC	1		
10	SPAN	2	1	2	4			2	1-CCC	1		
11	SPAN	2	1	2	4			3	1-CCC	1		
12	SPAN	3		2	4			3	1-CCC	1		
13	4"TRCD	3		4	6			3	1-CCC	2		
14	2"TRCD					3-#2	1-#2					
15	2"TRCD					2-#6	1-#6					
16	AERIAL			2	2		1-#6					
17	AERIAL					#2 TRIPLEX						

SPAN WIRE SIGNS

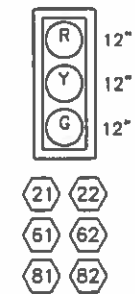
**University St**

SDS 72"x16" 1 & 3

**Alaskan Way**

SDS 78"x16" 2

SIGNAL HEAD DISPLAYS



SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

CLAMHELL  
SEE COS STD PLAN 520



LEFT MOUNTED RIGHT MOUNTED



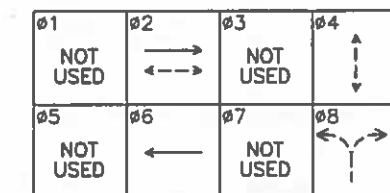
(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, UNION						
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1	2	90	2	LEFT		R10-3L
2	2	0	8	RIGHT		R10-3R
3	3	0	8	LEFT	COS STD PLAN 522A	R10-3L
4	4	180	4	RIGHT	COS STD PLAN 522A	R10-3R
5	5	180	4	LEFT		R10-3L
6	5	90	2	RIGHT		R10-3R

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PESDESTAL SCHEDULE - TRAFFIC SIGNAL, UNION					
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1 - EXISTING		CLASS 1 WOOD			
2	45+92, 50'L	6x6 WOOD POST	15	SEE DETAIL 2 ON TSD02	
3 - EXISTING		TYPE X			
4 - EXISTING		TYPE X			
5	45+22, 47'L	CLASS 1 WOOD	40		7' MIN.

\* AN-LINE ALIGNMENT

PHASE SEQUENCE DIAGRAM



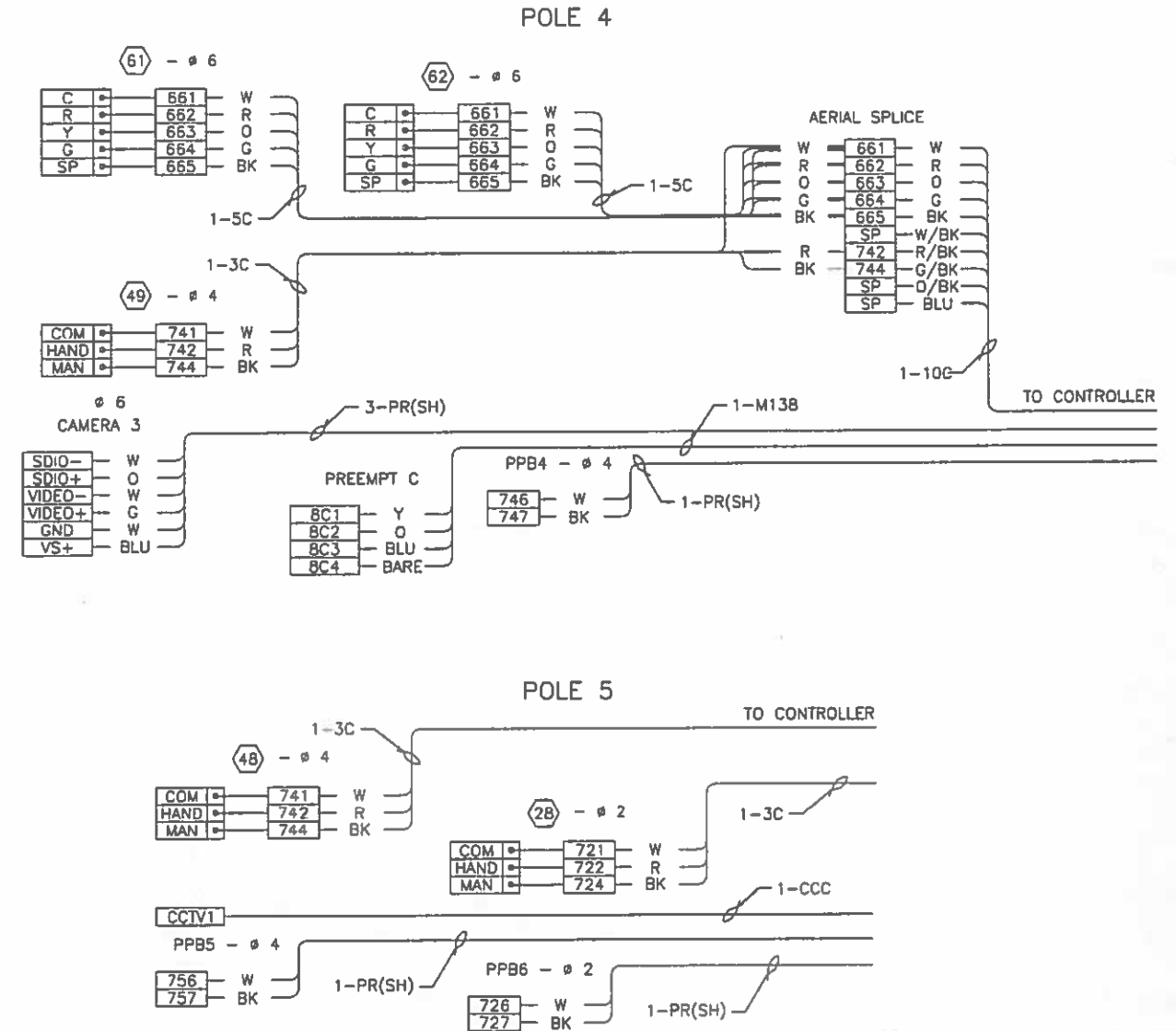
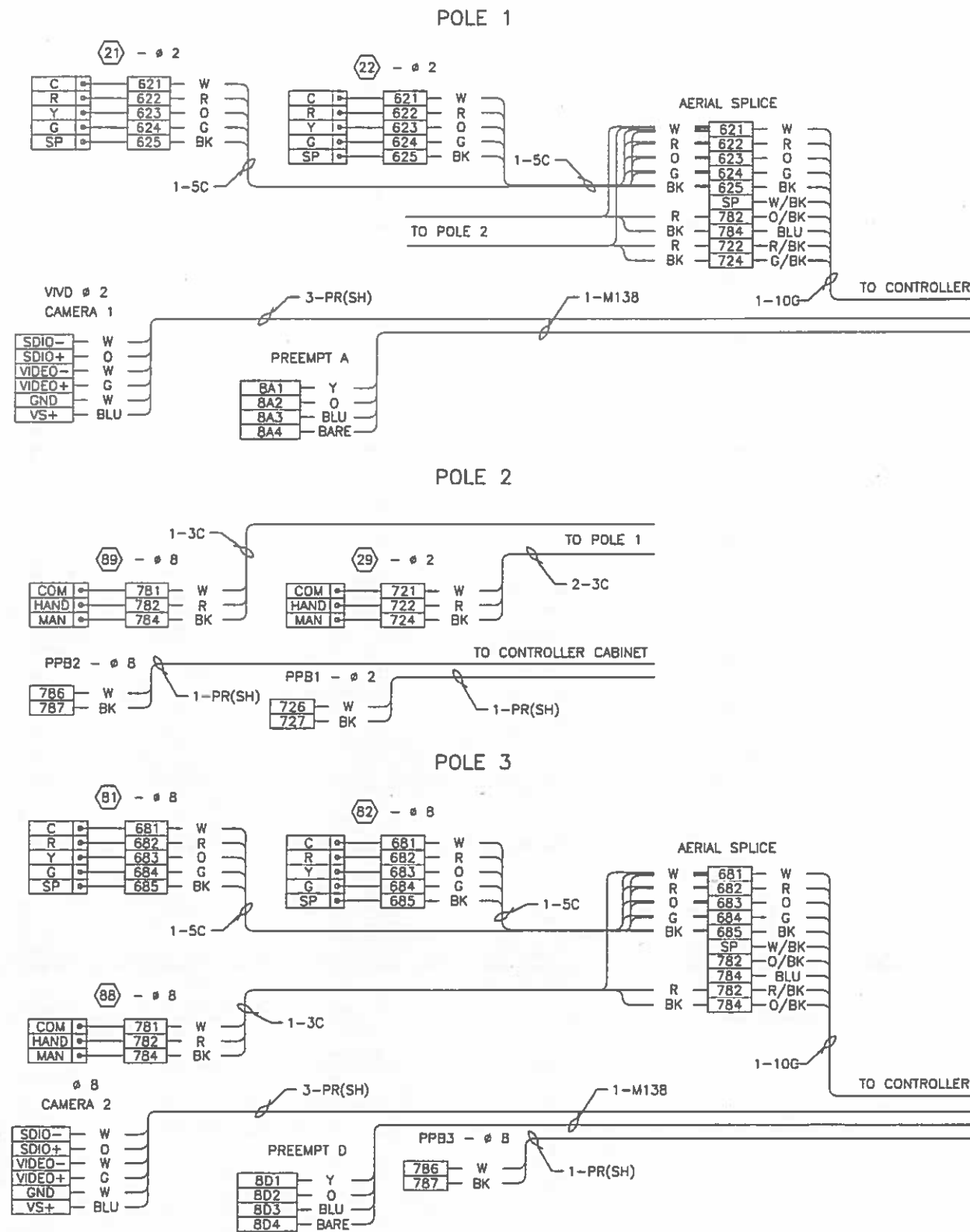
← PROTECTED VEHICLE MOVEMENT  
- - - PERMISSIVE VEHICLE MOVEMENT  
← - - PEDESTRIAN MOVEMENT

NOTES

- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	NOT USED
C	6
D	8

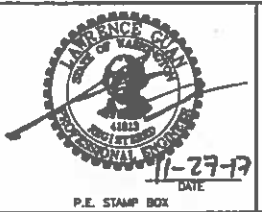
CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG



UNIVERSITY ST WIRE DIAGRAM

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\project\ria\pb\vlisa4\delacruz\dms20045\WFS_6_B-P-SIGNAL-WIRE.dwg		
TIME	1:41:01 PM		
DATE	11/27/2017		
PLOTTED BY	DELACRUZD		
DESIGNED BY	L. GUAN		
ENTERED BY	D. DE LA CRUZ		
CHECKED BY	J. OTTENBREIT		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	
REGION NO.	STATE	FED.AID PROJ.NO.	
JOB NUMBER			
CONTRACT NO.	LOCATION NO.		



SR 99	TS07C
ALASKAN WAY VIADUCT - REPLACEMENT	SHEET 42 OF 84 SHEETS
ALASKAN WAY TRAFFIC SWITCH	
UNIVERSITY - TRAFFIC SIGNAL PLAN	



SERVICE CABINET - 2#6 (POWER)

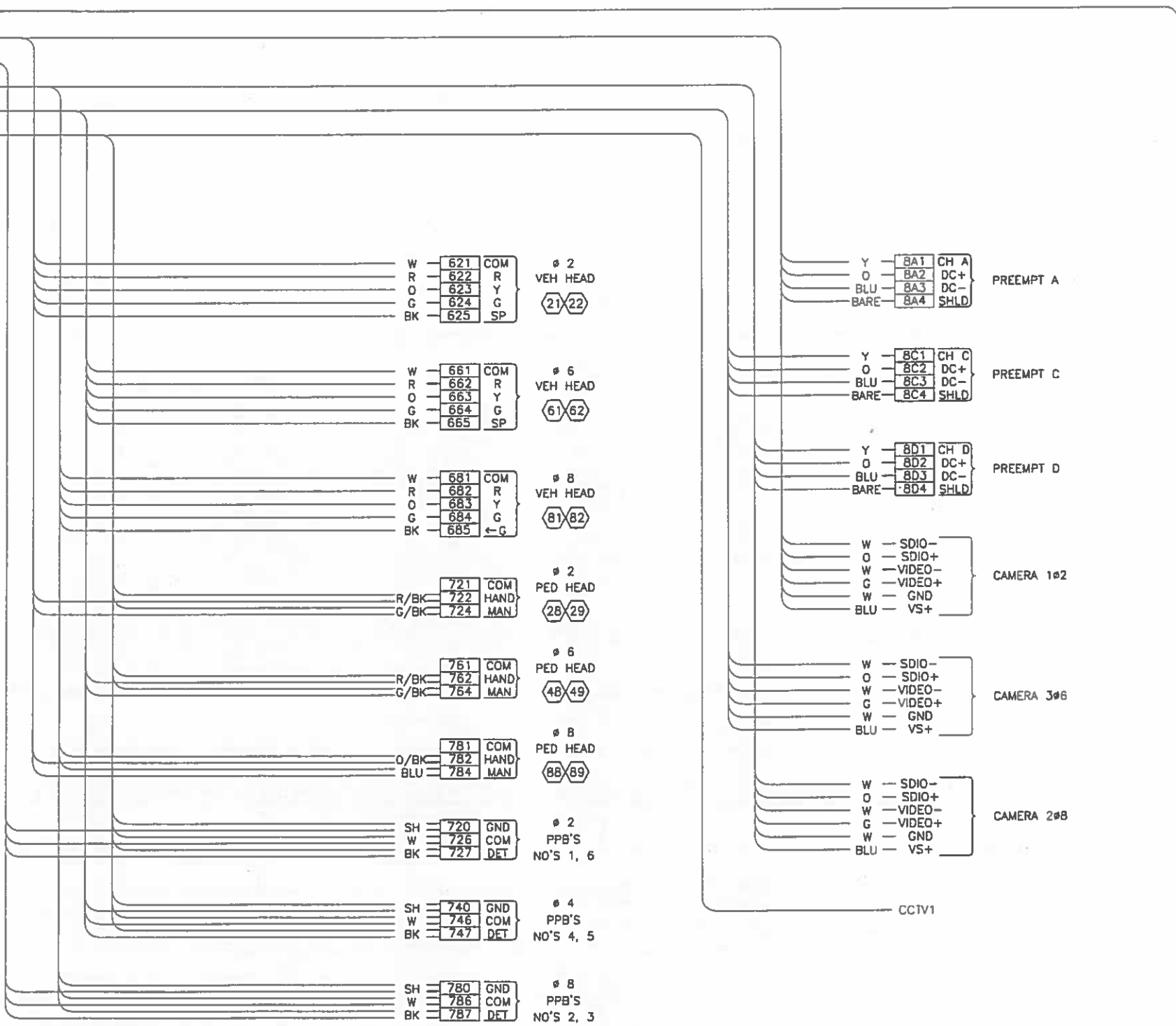
POLE 1 - 1-10C, 1-3PR(SH), 1-M13B

POLE 2 - (2) 1-PR(SH)

POLE 3 - 1-10C, 1-3PR(SH), 1-M13B, 1-PR(SH)

POLE 4 - 1-10C, 1-3PR(SH), 1-M13B, 1-PR(SH)

POLE 5 - (2) 1-PR(SH), (2) 1-3C, 1-CCC



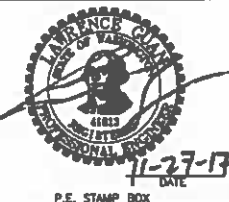
UNIVERSITY ST AND ALASKAN WAY

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\project\wsp\blst\delacruz\dms29045\WFS\_6\_B-P-SIGNAL-WIRE.dwg

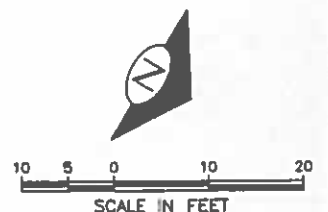
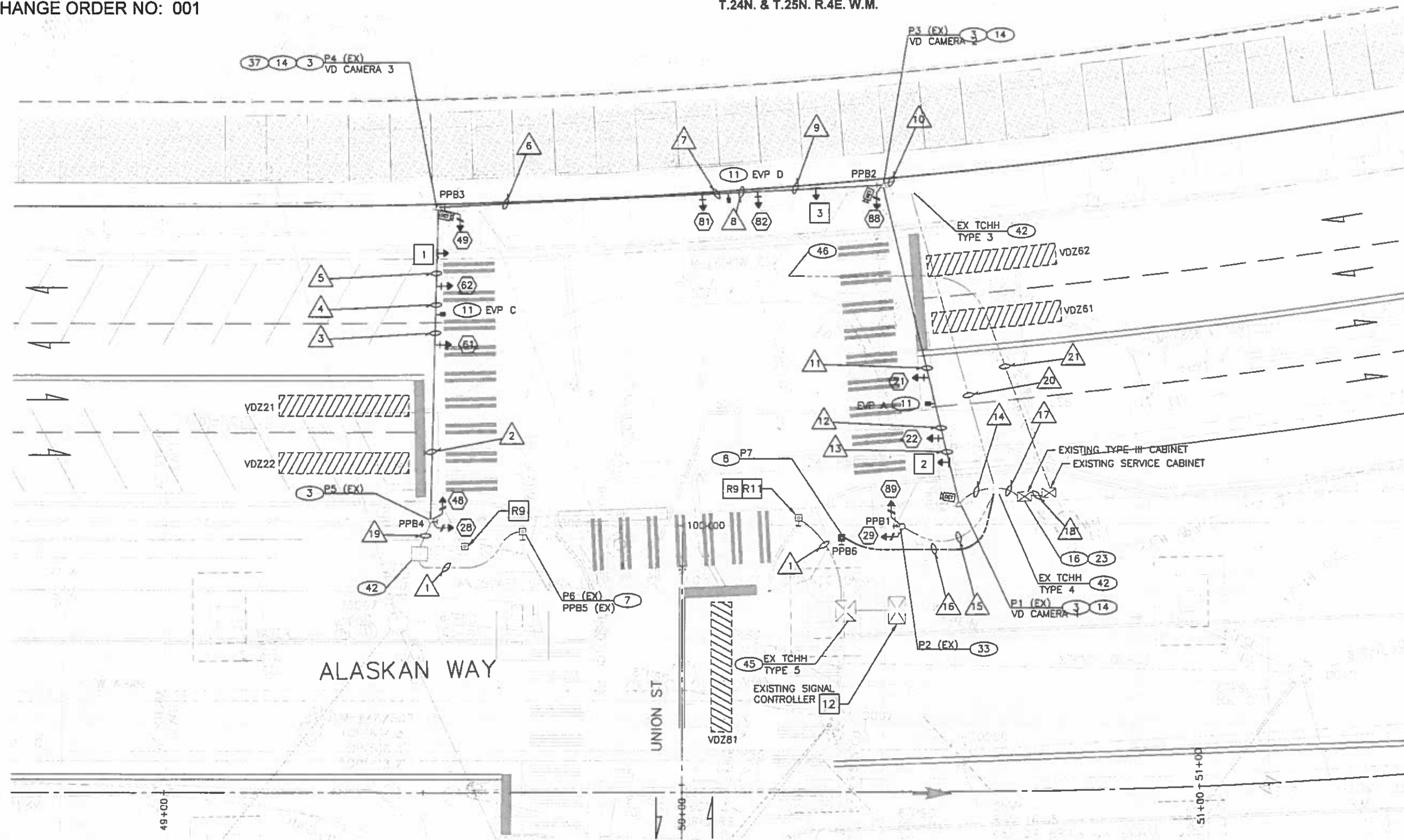
TIME	1:40:12 PM	REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/27/2017			
PLOTTED BY	DELACRUZD	JOB NUMBER		
DESIGNED BY	L. GUAN			
ENTERED BY	D. DE LA CRUZ	CONTRACT NO.	LOCATION NO.	
CHECKED BY	J. OTTENBREIT			
PROJ. ENGR.	D. MCINTOSH			
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	
REVISION	DATE	BY



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 UNIVERSITY - TRAFFIC SIGNAL PLAN

TS07D  
 SHEET 43 OF 94 SHEETS



**NOTES**

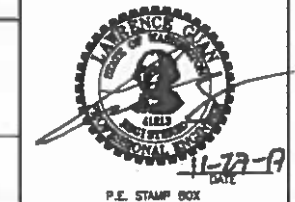
SEE SHEET TS00 FOR CONSTRUCTION, GENERAL AND REMOVAL NOTES. SEE SIGNAL DETAIL SHEET FOR SPAN WIRE DETAILS AND LEGEND.

**CALL 811**  
**TWO BUSINESS DAYS**  
**BEFORE YOU DIG**

FILE NAME	C:\projects\jg\w8a4\udarm\dms29045\WFS_6_8-P-SIGNAL-SG.dwg
TIME	9:27:21 AM
DATE	11/27/2017
PLOTTED BY	AUDARM
DESIGNED BY	L. GUAN
ENTERED BY	K. WHITEHOUSE
CHECKED BY	J. OTTENBREIT
PROJ. ENGR.	D. MCINTOSH
REGIONAL ADM.	J. HEDGES

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER	LOCATION NO.	
CONTRACT NO.		



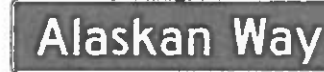
SR 99	TS08A
ALASKAN WAY VIADUCT - REPLACEMENT	SHEET 44 OF 94 SHEETS
ALASKAN WAY TRAFFIC SWITCH	
UNION - TRAFFIC SIGNAL PLAN	

WIRING SCHEDULE - ALASKAN WY RELOCATION: UNION STREET AND ALASKAN WAY												
RUN NO	SPAN OR CONDUIT SIZE	VEH HEAD 10C	VEH HEAD 5C	PED HEAD 3C	PPB 1PR (SH)	SERVICE POWER	GROUND	PREEMPT M138	CCTV	VIDEO DETECTION 3PR (SH)	INTER-CONNECT	REMARKS
1	EX 1" TRCD				1							
2	SPAN			2	2							
3	SPAN		1	2	2							
4	SPAN		1	2	2			1				
5	SPAN		2	2	2			1				
6	SPAN	1		3	3			1		1		
7	SPAN	1	1	3	3			2		1		
8	SPAN	1	1	2	3			2		1		
9	SPAN	1	2	2	3			2		1		
10	EX 2"	2		2	4			2		1		
11	SPAN									1		
12	SPAN		1					1		1		
13	SPAN	1						1		1		
14	EX 2"	1						1		2		
15	EX 2"			2	2							
16	1" TRCD				1		1-#6					
17	EX 3-3"	3		4	6			3		3		
18	EX 2"					2-#6	1-#6					
19	EX 2"				1							
20	EX 2-3"	2		2	4			2		1		
21	EX 3"					3-#2	1-#2					

SPAN WIRE SIGNS

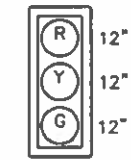


SDS 54"x16" 1 & 2



SDS 78"x16" 3

SIGNAL HEAD DISPLAYS



SPAN WIRE MOUNT  
SEE CITY OF SEATTLE STANDARD PLAN 510A & 510B

COUNTDOWN PEDESTRIAN HEAD

CLAMSHELL  
SEE COS STD PLAN 520



LEFT MOUNTED RIGHT MOUNTED



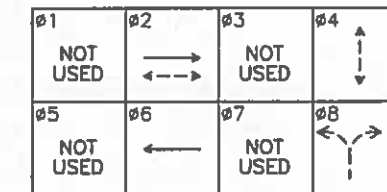
(PPB) PUSH BUTTON MOUNTING SCHEDULE - TRAFFIC SIGNAL, UNION						
PPB NO.	POLE NO.	LOCATION (AZIMUTH)*	PHASE	ACCES. PED SIGNAL APS		PUSH BUTTON SIGN 5"X7"
				SIGN ARROW DIRECTION LOOKING AT PUSHBUTTON	COMMENT	
1	2	180	8	LEFT	COS STD PLAN 522A	R10-3L
2	3	180	8	RIGHT	COS STD PLAN 522A	R10-3R
3	3	0	4	LEFT	COS STD PLAN 522A	R10-3L
4	5	0	4	RIGHT	COS STD PLAN 522A	R10-3R
5 (EX.)	6	90	2			
6	7	90	2	LEFT	COS STD PLAN 522A	R10-3L

SEE CITY OF SEATTLE STD. PLAN 522B FOR APS DETAILS  
\* NORTH ON ALASKAN WAY IS 0 DEGREES AZIMUTH

(P) POLE/PEDESTAL SCHEDULE - TRAFFIC SIGNAL, UNION					
SIGNAL POLE NO.	STATION AND OFFSET*	POLE TYPE	LENGTH (FEET)	FOUNDATION TYPE	FOUNDATION DEPTH
1 - EXISTING		CLASS 1 WOOD			
2 - EXISTING		PEDESTAL			
3 - EXISTING		STEEL			
4 - EXISTING		STEEL			
5 - EXISTING		CLASS 1 WOOD			
6 - EXISTING		PPB POST			
7	50+32, 49'LT	PPB POST	STD	SEE COS STD PLAN 521	SEE COS STD PLAN 521

\* AN-LINE ALIGNMENT

PHASE SEQUENCE DIAGRAM



← PROTECTED VEHICLE MOVEMENT  
- - - PERMISSIVE VEHICLE MOVEMENT  
← - - PEDESTRIAN MOVEMENT

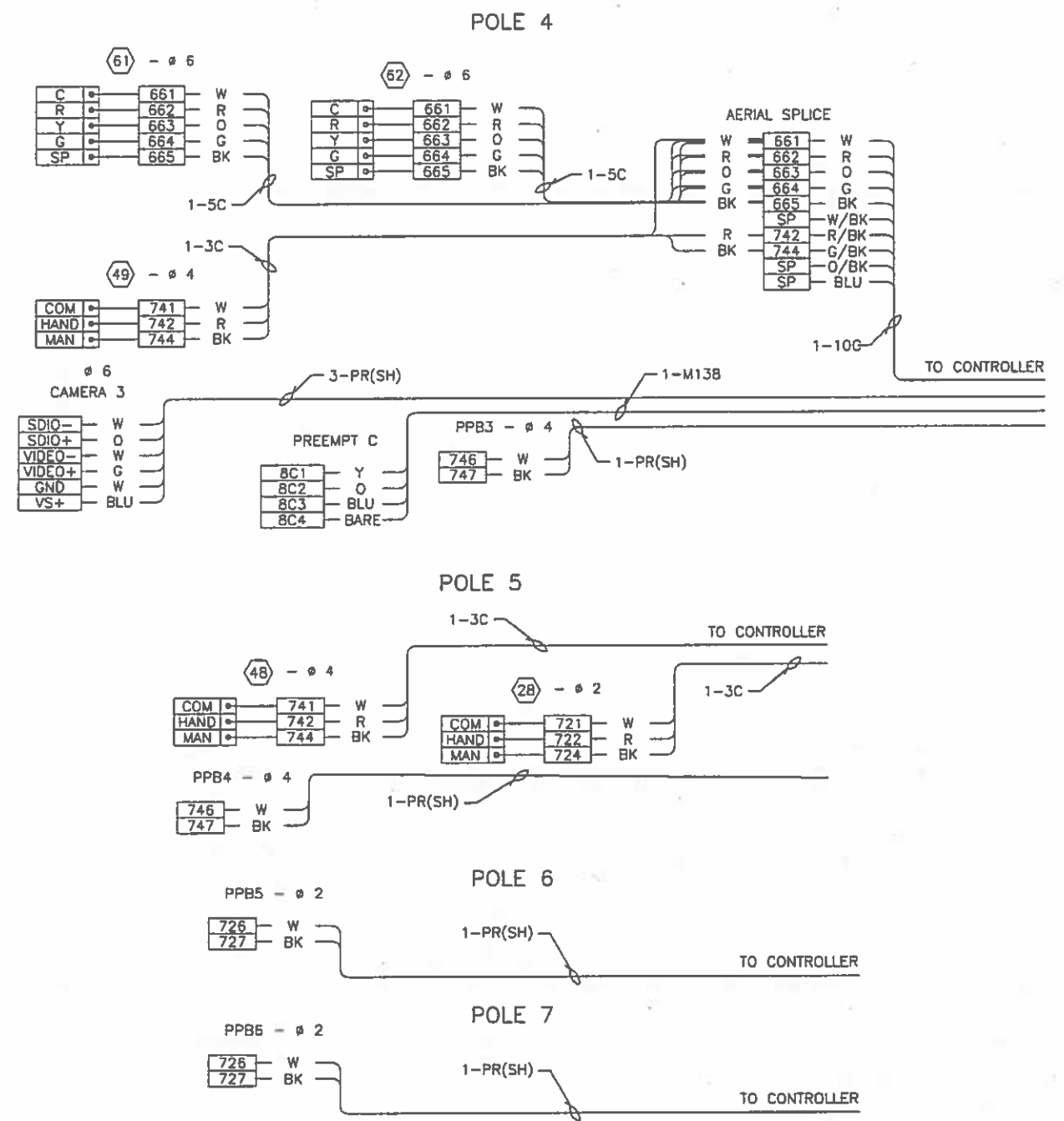
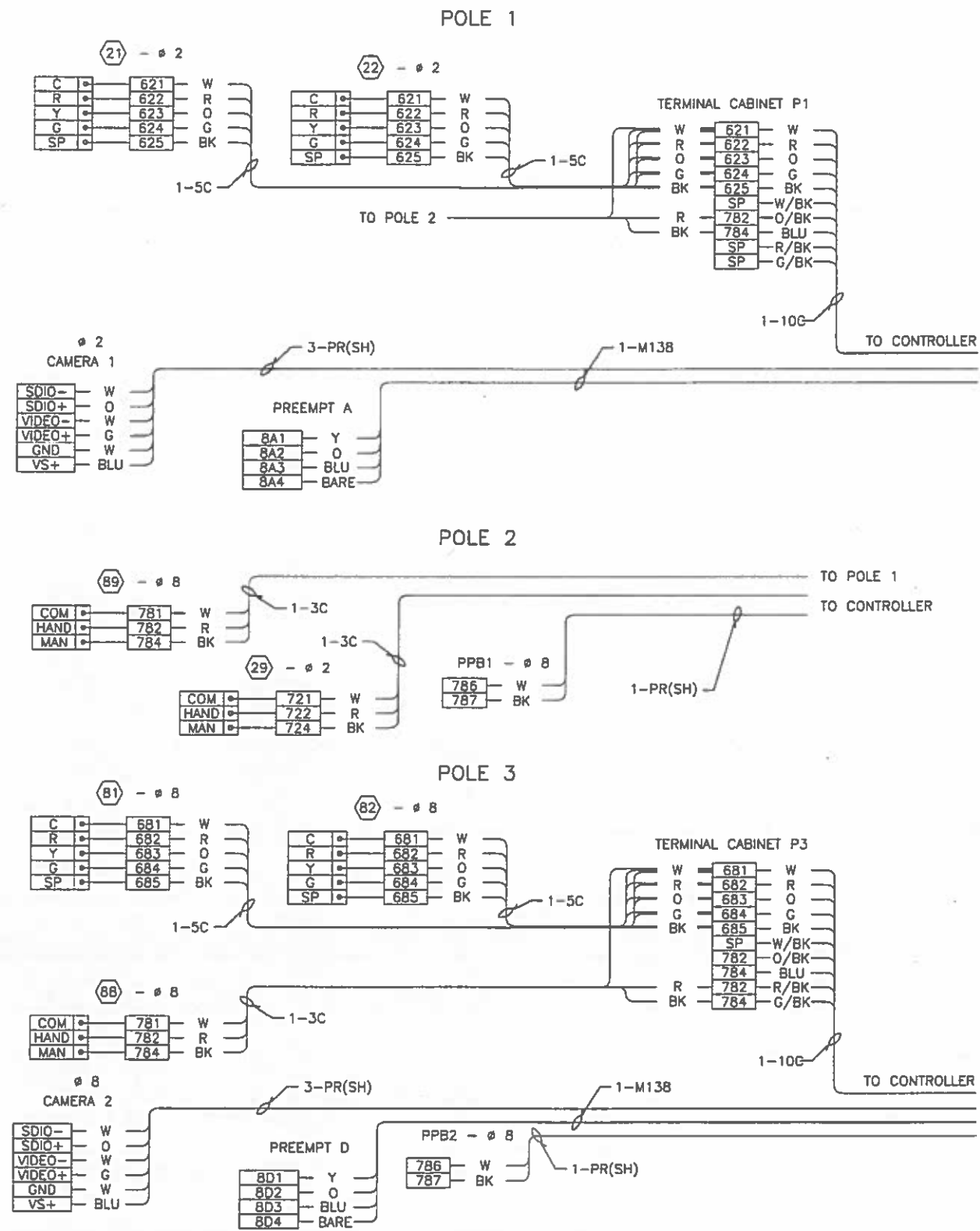
NOTES

- ATTACH SIGNS TO SPAN WIRE PER CITY OF SEATTLE STANDARD PLAN 601B.
- ALL SDS ARE EXISTING. SEE SIGN REMOVAL PLANS.

PRE-EMPT	
CHANNEL	PHASE NO
A	2
B	NOT USED
C	6
D	8

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME C:\project\trns\p0\vliss4\audarm\dms29045\WFS_0_0-P-SIGNAL-SQ.dwg	TIME 9:27:27 AM	DATE 11/27/2017	PLOTTED BY AUDARM	DESIGNED BY L. GUAN	ENTERED BY K. WHITEHOUSE	CHECKED BY J. OTTENBREIT	PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY	REGION NO.	STATE	FED.AID PROJ.NO.	JOB NUMBER	CONTRACT NO.	LOCATION NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	TS08B	SHEET 45 OF 94 SHEETS
---	-----------------	-----------------	-------------------	---------------------	--------------------------	--------------------------	-------------------------	-------------------------	----------	------	----	------------	-------	------------------	------------	--------------	--------------	--	--	-------	-----------------------------------	-------	-----------------------



UNION ST AND WIRE DIAGRAM

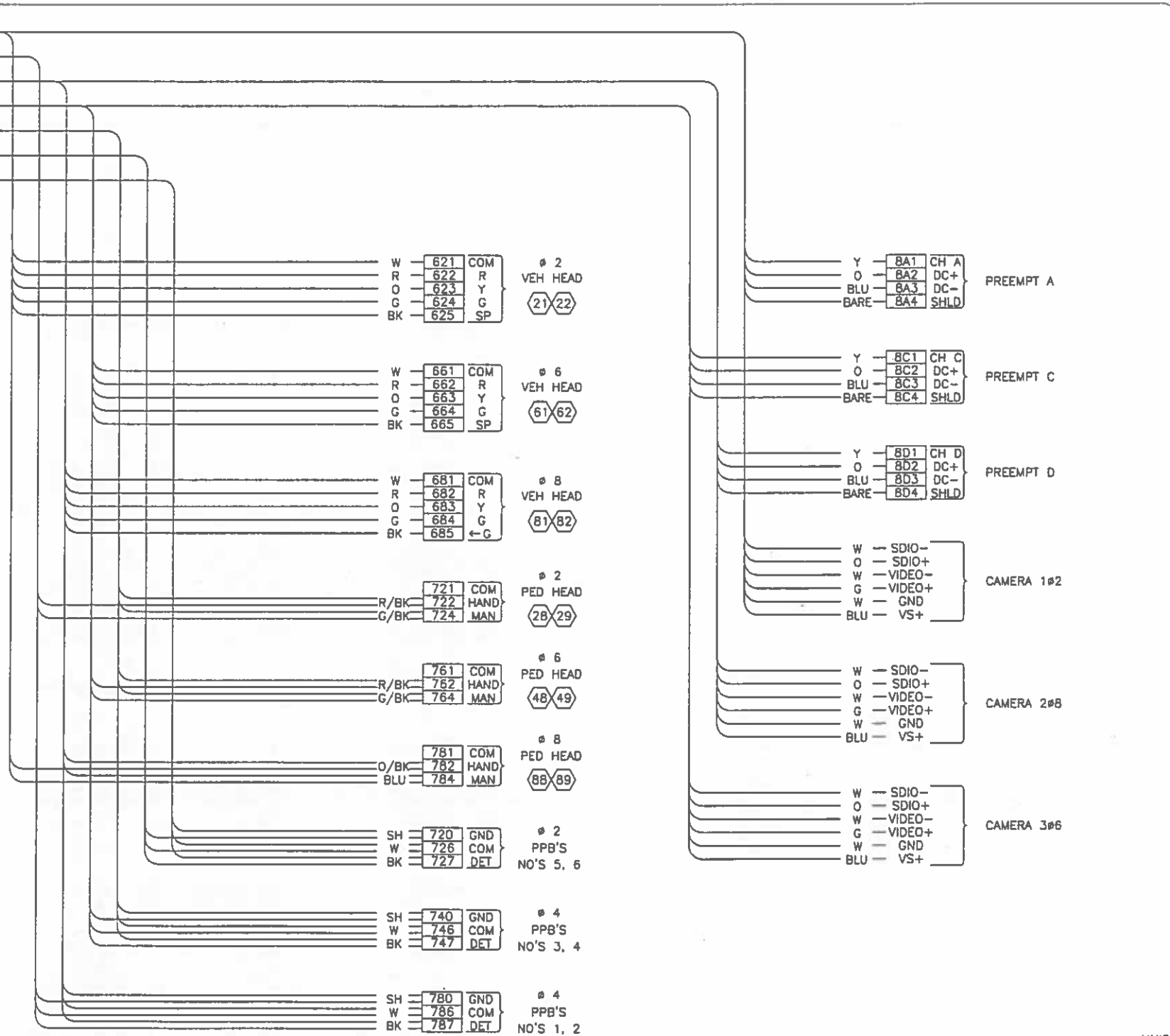
CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	C:\proj\chris\p1\files4\delacruz\dm29045\WFS_8_6-P-SIGNAL-WIRE.dwg	REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH UNION - TRAFFIC SIGNAL PLAN	TS08C
TIME	1:33:40 PM	JOB NUMBER	LOCATION NO.	SHEET 48 OF 94 SHEETS					
DATE	11/27/2017	CONTRACT NO.			P.E. STAMP BOX				
PLOTTED BY	DELACRUZD								
DESIGNED BY	L. GUAN								
ENTERED BY	D. DE LA CRUZ								
CHECKED BY	J. OTTENBREIT								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY					

SERVICE CABINET - 2#6 (POWER)

- POLE 1 - 1-10C, 3-PR(SH), 1-M138
- POLE 2 - 1-PR(SH), 1-3C
- POLE 3 - 1-10C, 3-PR(SH), 1-M138, 1-PR(SH)
- POLE 4 - 1-PR(SH), 1-10C, 3-PR(SH), 1-M138
- POLE 5 - 1-PR(SH), 1-3C, 1-3C
- POLE 6 - 1-PR(SH)
- POLE 7 - 1-PR(SH)

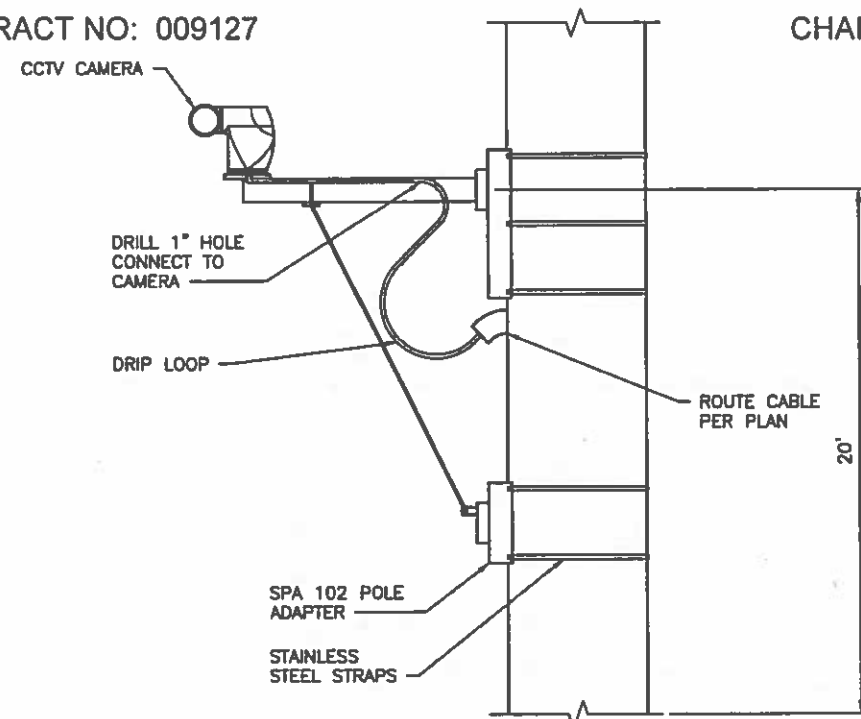
500 GND  
 501 N  
 502 AC  
 120 AC SERVICE



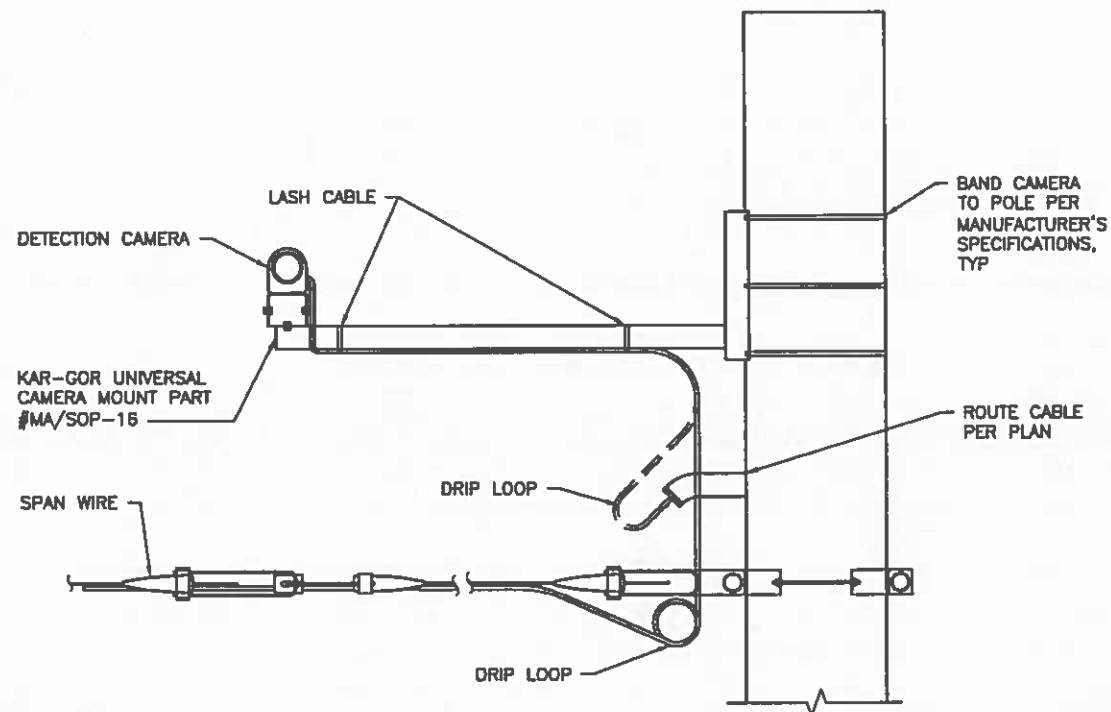
UNION ST AND ALASKAN WAY

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\proj\01\01\delacruz\dm29045\WFS_6_B-P-SIGNAL-WIRE.dwg		REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	TS08D
TIME	1:33:08 PM						ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	11/27/2017						ALASKAN WAY TRAFFIC SWITCH	SHEET 47 OF 94 SHEETS
PLOTTED BY	OELACRUZD						UNION - TRAFFIC SIGNAL PLAN	
DESIGNED BY	L. GUAN							
ENTERED BY	D. DE LA CRUZ							
CHECKED BY	J. OTTENBREIT							
PROJ. ENGR.	D. MCINTOSH							
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY				



**CCTV CAMERA POLE MOUNT** (1)  
NTS



**DETECTION CAMERA AND SPAN WIRE POLE MOUNT** (2)  
NTS

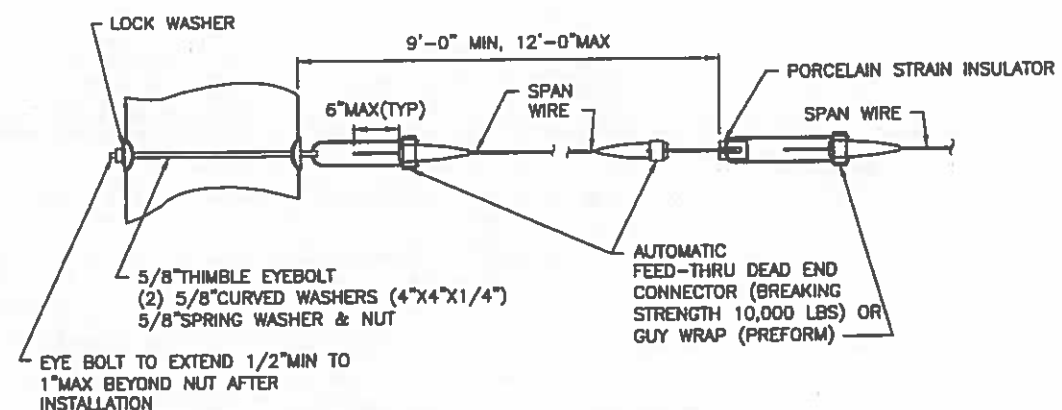
	EXISTING	PROPOSED
STEEL STRAIN POLE - TYPE PER PLAN	◀	◀
WOOD STRAIN POLE W/ BACK GUY - TYPE PER PLAN	⊗	⊗
PEDESTAL POLE	○	●
TRAFFIC CONTROL HANDHOLE	□	■
SERVICE CABINET	■	■
SIGNAL CONTROL CABINET	■	■
PUSH BUTTON POLE	■	■
CONDUIT	---	---
SIGNAL HEAD	→↑	→↑
PEDESTRIAN HEAD	↳	↳
PEDESTRIAN PUSH BUTTON	T	T-PB
SIGN ON SPAN WIRE OR STRAIN POLE	↓	↓
VIDEO DETECTION (VD) CAMERA	☒	☒
CCTV CAMERA	☒	☒
VIDEO DETECTION ZONE		ZZZZ
TRAFFIC FLOW	→	→
SIGNAL HEAD NO. X (PHASE Y)	⊗XY	⊗XY
SPAN WIRE	---	---
OPTICOM DETECTOR	○	○

**NOTES:**

1. ALL STEEL HARDWARE TO BE DIPPED GALVANIZED STEEL.
2. SPAN WIRE MUST BE ALUMINUM COATED STEEL.
3. SPREAD THIMBLE TO FIT THE BAIL OF THE AUTOMATIC DEAD END.
4. SPAN WIRE TENSION MUST BE ADJUSTED FOR 18" CLEARANCE FROM THE BOTTOM OF HANGING ITEMS ON SPAN WIRE AND THE TRAVELED WAY. FIELD ADJUST SPAN WIRE HEIGHT AS NEEDED.
5. SEE CITY OF SEATTLE STANDARD PLAN 601g FOR SPAN WIRE INSTALLATION DETAILS.

**ABBREVIATIONS**

CCC	CAMERA CONTROL CABLE (CCTV)
COS	CITY OF SEATTLE
ECD	ELECTRICAL CONDUIT
EVP	EMERGENCY VEHICLE PREEMPTION
PED	PEDESTRIAN
PPB	PEDESTRIAN PUSH BUTTON
SDOT	SEATTLE DEPARTMENT OF TRANSPORTATION
SLHH	STREET LIGHT HANDHOLE (SDOT)
TCHH	TRAFFIC CONTROL HANDHOLE (SCL)
TRCD	TRAFFIC SIGNAL CONDUIT
VD	VIDEO DETECTION
VDZ(XY)	VIDEO DETECTION ZONE Y FOR PHASE X
VVD	VIDEO IMAGE VEHICLE DETECTION



**SPAN WIRE DETAIL** (3)  
NTS

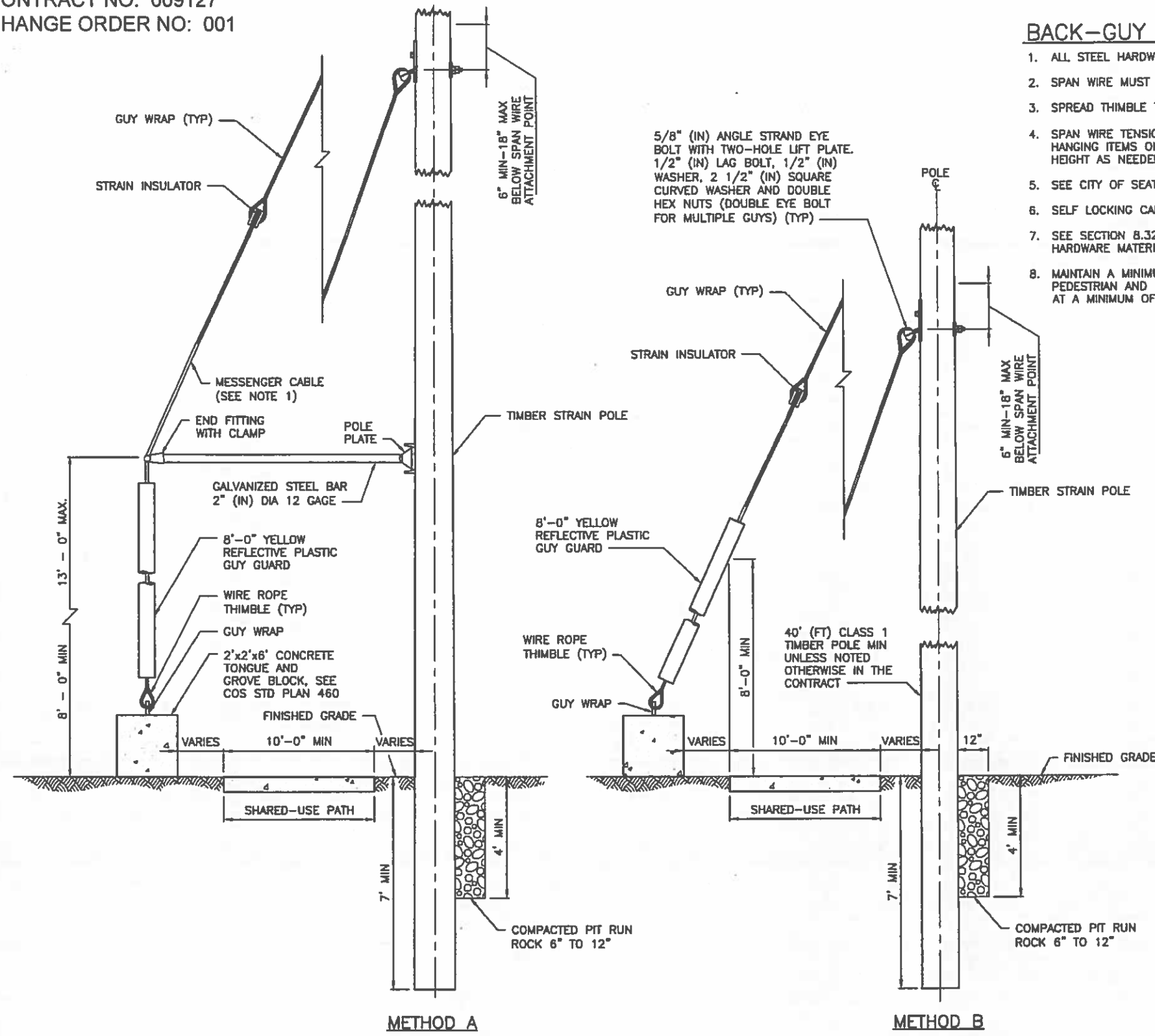
CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\projects\009127\009127\audarm\dms20045\WFS_0_0-P-SIGNAL-SIGNAL-DET.dwg	REGION NO.	STATE	FED.AID PROJ.NO.		SR 99 ALASKAN WAY VIADUCT - REPLACEMENT	TSD01
TIME	4:49:44 PM						
DATE	11/22/2017	JOB NUMBER			Washington State Department of Transportation 	ALASKAN WAY TRAFFIC SWITCH	SHEET 48 OF 94 SHEETS
PLOTTED BY	AUDARM	CONTRACT NO.		LOCATION NO.			
DESIGNED BY	L. GUAN					TRAFFIC SIGNAL DETAILS	
ENTERED BY	D. DE LA CRUZ						
CHECKED BY	T. OLSEN						
PROJ. ENGR.	D. MCINTOSH						
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY			

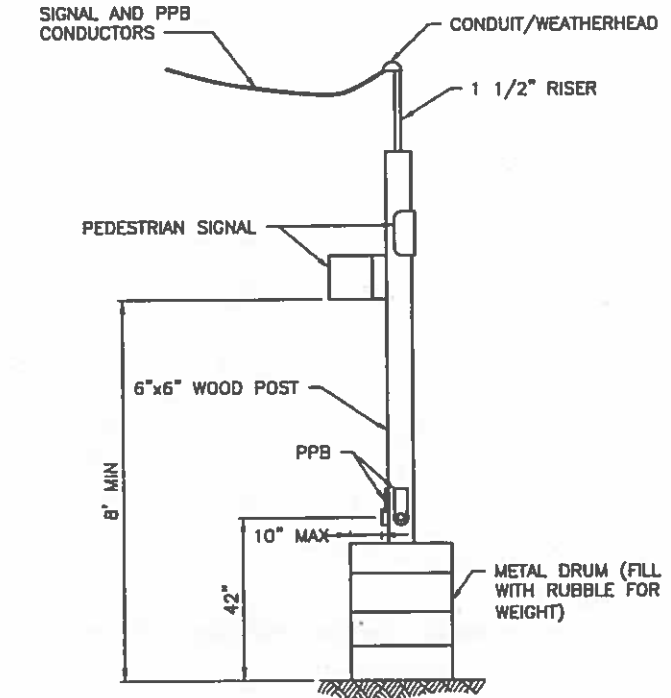


**BACK-GUY NOTES:**

1. ALL STEEL HARDWARE TO BE DIPPED GALVANIZED STEEL.
2. SPAN WIRE MUST BE ALUMINUM COATED STEEL.
3. SPREAD THIMBLE TO FIT THE BAIL OF THE AUTOMATIC DEAD END.
4. SPAN WIRE TENSION MUST BE ADJUSTED FOR 18" CLEARANCE FROM THE BOTTOM OF HANGING ITEMS ON SPAN WIRE AND THE TRAVELED WAY. FIELD ADJUST SPAN WIRE HEIGHT AS NEEDED.
5. SEE CITY OF SEATTLE STANDARD PLAN 601a FOR SPAN WIRE INSTALLATION DETAILS.
6. SELF LOCKING CABLE CLAMP TYPE DEVICE OR GUY WRAP MAY BE USED.
7. SEE SECTION 8.32 AND 9.33 OF THE STD SPECIFICATIONS FOR STRAIN POLE AND HARDWARE MATERIAL REQUIREMENTS AND INSULATION.
8. MAINTAIN A MINIMUM 8-FOOT VERTICAL CLEARANCE OVER THE SHARED USE PEDESTRIAN AND BICYCLE PATH. WIDTH OF SHARED-USE PATH MUST BE MAINTAINED AT A MINIMUM OF 10 FEET.



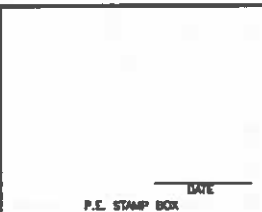
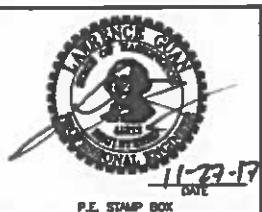
**STRAIN POLE BACK-GUY DETAILS** (1)  
 NTS



**TEMPORARY PEDESTRIAN SIGNAL POLE DETAIL** (2)  
 NTS

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	G:\projects\17\1711\delacruz\dmz29045\WFS_6_8-P-SIGNAL-SIGNAL-OCT.dwg		
TIME	1:28:11 PM		
DATE	11/27/2017		
PLOTTED BY	DELACRUZD		
DESIGNED BY	L. GUAN		
ENTERED BY	D. DE LA CRUZ		
CHECKED BY	T. OLSEN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	
REGION NO.	STATE	FED.AID PROJ.NO.	
JOB NUMBER			
CONTRACT NO.	LOCATION NO.		



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 TRAFFIC SIGNAL DETAILS

TSD02  
 SHEET 49 OF 54 SHEETS

CONTRACT NO: 009127  
CHANGE ORDER NO: 001

**EQUIPMENT NOTES:**

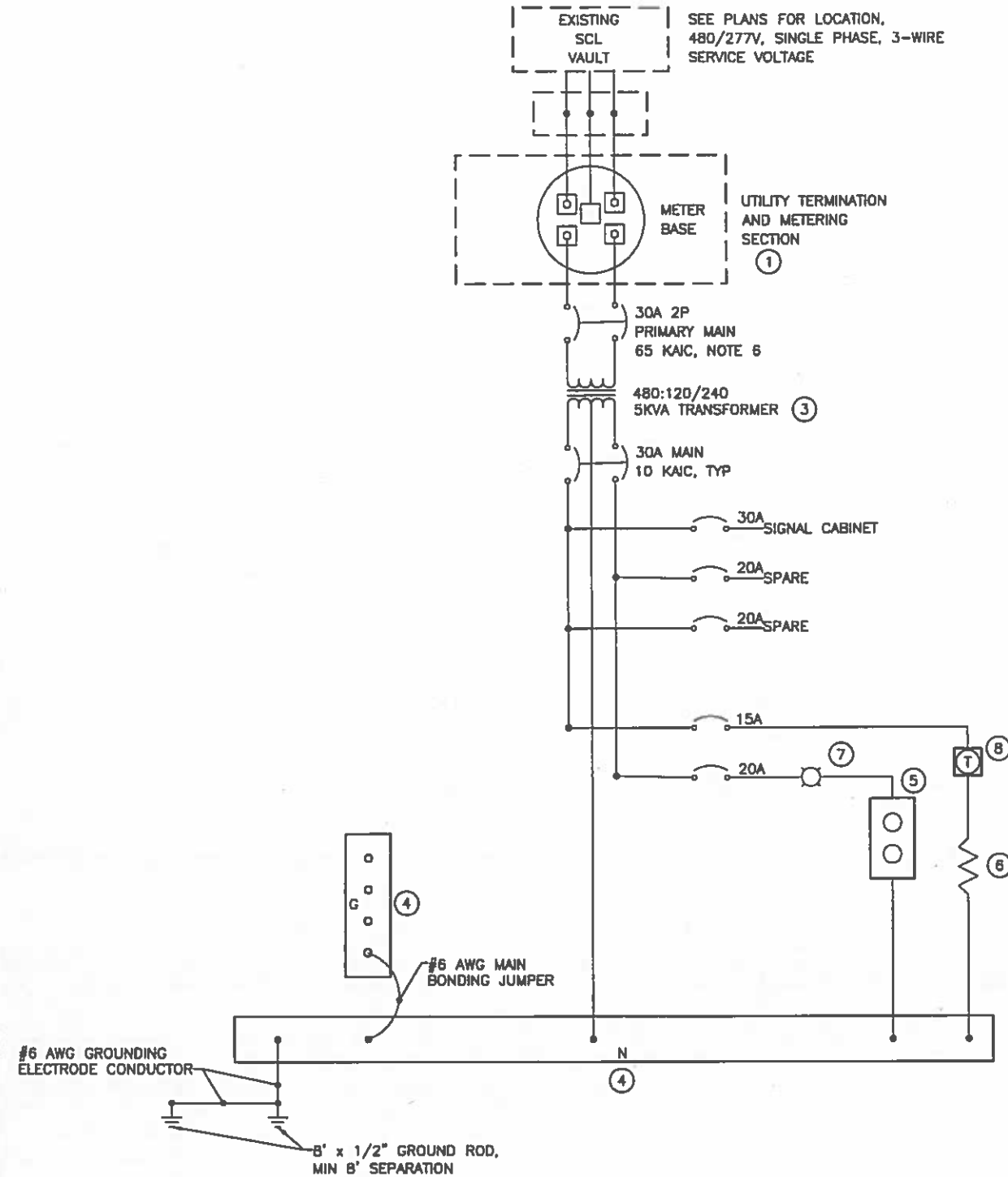
- ① METER BASE, 4 JAW, MIN 200A RATED WITH VIEWING WINDOW PER SCL REQUIREMENTS.
- ② NOT USED.
- ③ NEMA 3R, ENCAPSULATED SINGLE PHASE TRANSFORMER.
- ④ GROUND/NEUTRAL BUS.
- ⑤ 20A GFCI DUPLEX RECEPTACLE.
- ⑥ CABINET HEATER.
- ⑦ LED LIGHT FIXTURE AND SWITCH.
- ⑧ THERMOSTAT.

**TRAFFIC SIGNAL ELECTRICAL SERVICE GENERAL NOTES:**

- 1. ELECTRICAL SERVICE INSTALLATIONS MUST COMPLY WITH SEATTLE CITY LIGHT (SCL) REQUIREMENTS INCLUDING SCL CONSTRUCTION STANDARDS, MATERIAL STANDARDS AND STOCK CATALOG.
- 2. THE CONTRACTOR MUST PREPARE AND SUBMIT ALL ELECTRICAL SERVICE APPLICATIONS TO SCL.
- 3. THE CONTRACTOR MUST OBTAIN ALL REQUIRED PERMITS, SCHEDULE ALL REQUIRED INSPECTIONS, AND PAY FOR ALL REQUIRED FEES ASSOCIATED WITH THE ELECTRICAL SERVICE INSTALLATIONS.
- 4. ALL ELECTRICAL SERVICE CONNECTIONS AND DISCONNECTIONS MUST BE MADE BY SCL. CONTACT SCL ELECTRICAL SERVICE REPRESENTATIVE TEN (10) WORKING DAYS IN ADVANCE OF ALL SERVICE REQUESTS. ALL WORK AT SCL VAULTS REQUIRES SCL STANDBY.



**ELECTRICAL SERVICE CABINET NOTES:**

- 1. ELECTRICAL INSTALLATION MUST BE IN ACCORDANCE WITH NFPA 70 (NATIONAL ELECTRICAL CODE) INCLUDING ALL LOCAL AMENDMENTS. ALL ELECTRICAL EQUIPMENT SHALL BE EFFECTIVELY GROUNDED.
- 2. THE ELECTRICAL SERVICE CABINET MUST BE UL LISTED FOR USE AS SERVICE ENTRANCE.
- 3. THE ELECTRICAL SERVICE CABINET MUST BE NEMA 3R RATED WITH SCREENED GASKETED VENTS AND SHALL BE CONSTRUCTED OF 12 GAUGE TYPE 304 STAINLESS STEEL.
- 4. THE ELECTRICAL SERVICE CABINET MUST BE INSTALLED ON A REINFORCED CONCRETE FOUNDATION AND MARINE GRADE SILICONE SEALANT SHALL BE APPLIED AROUND THE PERIMETER OF THE CABINET AT THE CONCRETE FOUNDATION. COORDINATE INSTALLATION WITH TRAFFIC SIGNAL CONTROLLER CABINET.
- 5. PRIOR TO MANUFACTURE, SUBMIT SHOP DRAWINGS FOR REVIEW AND APPROVAL. SHOP DRAWINGS SHALL IDENTIFY ALL CABINET MATERIALS, DIMENSIONS, LAYOUTS, WIRING, AND EQUIPMENT.
- 6. CONFIRM AVAILABLE FAULT CURRENT WITH SCL.



**TRAFFIC SIGNAL ELECTRICAL SERVICE SCHEMATIC**

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG



FILE NAME: c:\projects\1604\16040001\dms29045\WFS_ILB-P-SIGNAL-SIGNAL-DET.dwg				REGION NO. STATE		FED.AID PROJ.NO.		 Washington State Department of Transportation 		SR 99		ALASKAN WAY VIADUCT - REPLACEMENT		TSD03	
TIME: 4:49:51 PM	DATE: 11/22/2017	PLOTTED BY: AUDARM	DESIGNED BY: K. GRACE	ENTERED BY: K. WHITEHOUSE	CHECKED BY: T. OLSEN	PROJ. ENGR.: D. MCINTOSH	REGIONAL ADM.: J. HEDGES			CONTRACT NO.	LOCATION NO.	ALASKAN WAY TRAFFIC SWITCH		TRAFFIC SIGNAL DETAILS	
REVISION				DATE		BY		P.E. STAMP BOX		DATE		P.E. STAMP BOX			



SIGN REMOVAL SCHEDULE

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
407	SR04	27+26		38	30	30	R3-6	THRU-LT ARROW		SPANWIRE	
408											NOT USED
409											NOT USED
410											NOT USED
411											NOT USED
412	SR04	27+87	7		24	30	R3-2[MOD]	[RED SLASHED CIRCLE OVER LEFT TURN] EXCEPT TRUCKS		SPANWIRE	
413											NOT USED
414	SR04	27+87		32	30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	
4R01	SR04	27+6	11				SDS	YESLER WAY		SPANWIRE	SEE SIGNAL PLANS
4R02	SR04	27+29	24				SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLANS
4R03	SR04	27+37		41			SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLANS
4R04	SR04	27+87		16			SDS	YESLER WAY		SPANWIRE	SEE SIGNAL PLANS
501	SR05	33+20		20	24	30	R6-2L	ONE WAY (LT ARROW)		PIPE	
502											NOT USED
503											NOT USED
504	SR05	30+56		19	18	24	R3-5RA	RIGHT TURN ARROW (90) ONLY		SPANWIRE	
505	SR05	30+49		19	24	36	R10-11A	NO TURN ON RED		SPANWIRE	
506	SR05	30+44	28		18	24	R3-5LA	LEFT TURN ARROW (90) ONLY		SPANWIRE	
507	SR05	30+34	28		30	30	R10-15RA	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL] BIKE SYMBOL		SPANWIRE	
508	SR05	30+82	104		30	30	W11-2	[PEDESTRIAN]	1	POST	
509	SR05	30+84	38		30	30	W11-2	[PEDESTRIAN]	1	POST	
510	SR05	30+81	30		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE		PIER	
514	SR05	31+50	25		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE		PIER	
515	SR05	31+50	26		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE		PIER	
516	SR05	30+75		11			[MOD]	[FERRY SYMBOL] FERRIES [STRAIGHT ARROW]		SPANWIRE	
517	SR05	31+42		19	12	36	OM-3R	[RIGHT 45 Up Alternating BLACK & YELLOW Stripes]		PIER	
518	SR05	31+92	107		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE	1	POST	
519	SR05	32+30	25		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE		PIER	
520	SR05	32+30	25				MOD	TAXIS [LEFT ARROW]		PIER	
521	SR05	32+30	25		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE		PIER	
522	SR05	33+13	90		24	24	R3-1	[NO RIGHT TURN]		SPANWIRE	
523	SR05	33+00	27		12	18	R8-3[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY ZONE		PIER	
524	SR05	33+02	29				[MOD]	ATTENTION PASSENGERS PASSENGERS HAVE THE RIGHT TO CHOOSE...		PIER	
525	SR05	33+22	27		30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	
526	SR05	33+20	15		24	30	R3-2[MOD]	[NO LEFT TURN]		SPANWIRE	
527	SR05	33+96	28				[MOD]	NO LITTERING UNDER PENALTY OF ARREST		PIER	
528	SR05	33+92	2				[MOD]	[FERRY SYMBOL] FERRIES STRAIGHT ARROW		SPANWIRE	
529	SR05	33+92		2	24	30	R3-2[MOD]	[NO LEFT TURN]		SPANWIRE	
530	SR05	33+91		21			[MOD]	[FERRY SYMBOL] FERRIES ACCESS ONLY STRAIGHT ARROW		PIER	
531	SR05	33+91		21	30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	BELOW 530
532	SR05	34+34	108				[MOD]	5 MINUTE, BUS PASSENGER ONLY, TOW AWAY SIGN	1	POST	
533	SR05	34+77	28				[MOD]	NO LITTERING UNDER PENALTY OF ARREST		PIER	



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	c:\projects\1001\1001\audarm\dms290461\WFS_8_P-SIGN-SCH.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	SS02
TIME	4:54:14 PM			JOB NUMBER	LOCATION NO.	ALASKAN WAY VIADUCT - REPLACEMENT				
DATE	11/22/2017			CONTRACT NO.	DATE	ALASKAN WAY TRAFFIC SWITCH				
PLOTTED BY	AUDARM			DATE	BY	SIGN REMOVAL SCHEDULE				
DESIGNED BY	B. LEGG									SHEET 52 OF 94 SHEETS
ENTERED BY	G. SZOBOSZLAI									
CHECKED BY	T. OLSEN									
PROJ. ENGR.	D. MCINTOSH									
REGIONAL ADM.	J. HEDGES									

SIGN REMOVAL SCHEDULE

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
SR01	SR05	30+12		7			SDS	COLUMBIA ST		SPANWIRE	SEE SIGNAL PLANS
SR02	SR05	30+62		19			SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLANS
SR03	SR05	30+81	30		30	30	R5-1	DO NOT [SYMBOL] ENTER		PIER	
SR04	SR05	30+75		6			SDS	COLUMBIA ST		SPANWIRE	SEE SIGNAL PLANS
SR05											NOT USED
SR06	SR05	33+22	27		30	30	R5-1	DO NOT [SYMBOL] ENTER		PIER	
SR07	SR05	33+20	15		24	24	R3-1	[NO RIGHT TURN]		SPANWIRE	
SR08	SR05										NOT USED
SR09	SR05	33+74	27		30	30	R5-1	DO NOT [SYMBOL] ENTER	1	POST	
SR10	SR05	33+94	28		24	30	R6-2R	ONE WAY [RT ARROW]		PIER	
SR11	SR05	33+20		5			SDS	MARION ST		SPANWIRE	SEE SIGNAL PLANS
SR12	SR05	33+29		20			SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLANS
SR13	SR05	33+92		9			SDS	MARION ST		SPANWIRE	SEE SIGNAL PLANS
601	SR06	36+23	104		24	30	R6-2L	ONE WAY [LT ARROW]	1	POST	
602	SR06	36+36	30		24	36	R3-5L	LEFT TURN ARROW ONLY		SPANWIRE	
603	SR06	35+39	29				[MOD]	NO LITTERING UNDER PENALTY OF ARREST		PIER	
604	SR06	36+29	31		30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	
605	SR06	36+97	28		30	30	R5-1	DO NOT [SYMBOL] ENTER		PIER	
606	SR06	36+27	18				[MOD]	[FERRY SYMBOL] FERRIES [90R ARROW]		SPANWIRE	
607	SR06	36+98	28		30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	
608	SR06	36+26		8	30	30	R3-7L	LEFT LANE MUST TURN LEFT		PIER	
609	SR06	36+49	31				[MOD]	[FERRY SYMBOL] FERRIES [STRAIGHT ARROW]		SPANWIRE	
610	SR06	36+61	31		24	36	R3-5R	RIGHT TURN ARROW ONLY		SPANWIRE	
611	SR06	36+95		14	24	30	R6-2L	ONE WAY [LT ARROW]		PIER	
612	SR06	37+10	32				[MOD]FER	[FERRY SYMBOL] FERRY ACCESS [RIGHT ARROW]		PIER	
613	SR06	37+10	32		30	30	R10-15RA	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL] BIKE SYMBOL		PIER	
614	SR06	38+64	112		12	18	R8-PARALLEL	PARALLEL PARKING ONLY	1	POST	
615	SR06	36+91	8				[MOD]	[FERRY SYMBOL] FERRIES [90L ARROW]		SPANWIRE	
616	SR06	36+99		12	30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	
617	SR06	36+97		14	30	36	R10-7	DO NOT, BLOCK, INTERSECTION, \$136 FINE		PIER	
618	SR06	37+60		14	24	30	R2-25	SPEED LIMIT 25		PIER	
619	SR06	37+47	112				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK	1	POST	
620	SR06	38+22	113		18	36	R8-PAY488	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat	1	POST	
621	SR06	38+22	113		12	18	I6-200	PAY BY PHONE PARKING PAYBYPHONE.COM 1-888-515-275 LOC [VARIABLE]		POST	BELOW 620
622	SR06	37+60	52		12	18	R7-NPR	[SLASH OVER CIRCLE] P [RIGHT ARROW]	1	POST	
623	SR06	37+60	52				R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK		POST	BELOW 622
624	SR06	39+23	63		24	36	R3-502R	RIGHT TURN ARROW (90) ONLY		POST	BELOW 626
625	SR06	38+86	106		24	24	R3-2	[NO LEFT TURN]	1	POST	
626	SR06	40+08	63		30	30	R1-1	STOP	1	POST	
627	SR06	38+64	112				R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK		POST	BELOW 614
628	SR06	38+15	51		18	36	R8-PAY488	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		WOOD POLE	
629	SR06	38+15	51		12	18	I6-200	PAY BY PHONE PARKING PAYBYPHONE.COM 1-888-515-275 LOC [VARIABLE]		WOOD POLE	NEXT TO 628



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\projects\p01\p01\audarm\drms29045\WFS_0_5-P-SIGN-SCH.dwg	REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN REMOVAL SCHEDULE	SS03	
TIME	4:54:19 PM	JOB NUMBER		LOCATION NO.						SHEET 53 OF 94 SHEETS
DATE	11/22/2017	CONTRACT NO.								
PLOTTED BY	AUDARM	DATE	BY	REVISION						
DESIGNED BY	B. LEGG									
ENTERED BY	G. SZOBOSZLAI									
CHECKED BY	T. OLSEN									
PROJ. ENGR.	D. MCINTOSH									
REGIONAL ADM.	J. HEDGES									

SIGN REMOVAL SCHEDULE

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
630	SR06	38+53	32				[MOD] FER	[FERRY SYMBOL] FERRY ACCESS [RIGHT ARROW]		PIER	
631	SR06	40+23	110		24	36	R3-502R	RIGHT TURN ARROW (90) ONLY	1	POST	
632	SR06	39+15	53				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK		WOOD POLE	
633	SR06	39+15	34				[MOD]	[FERRY SYMBOL] FERRIES [90R ARROW]		PIER	
634	SR06	38+85	33				[MOD]	[FERRY SYMBOL] FERRIES USE RIGHT LANE	1	POST	
635	SR06	40+08	95		30	30	R1-1	STOP	1	POST	NOT USED
636	SR06	39+25		15	30	30	R10-15R	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL]	1	POST	
637	SR06	39+12		26			[MOD] FER	[FERRY SYMBOL] FERRY ACCESS [RIGHT ARROW]		PIER	
638	SR06	39+23	63		24	24	W14-2	NO OUTLET		POST	BEHIND 626
639	SR06	39+85	7				D1-3[MOD]	[FERRY SYMBOL] FERRIES [90R ARROW]		SPANWIRE	
6R01	SR06	36+27	33		24	30	R6-2R	ONE WAY [RT ARROW]		PIER	
6R02	SR06	36+27	33		30	30	R5-1	DO NOT [SYMBOL] ENTER		PIER	
6R03	SR06	36+28	2				SDS	MADISON ST		SPANWIRE	SEE SIGNAL PLANS
6R04	SR06	36+68	31				SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLANS
6R05	SR06	39+68	101		24	30	R6-2L	ONE WAY [LT ARROW]	1	POST	
6R06	SR06	39+23	63		30	30	R1-1	STOP	1	POST	
6R07	SR06	39+83	25		24	30	R6-2R	ONE WAY [RT ARROW]		PIER	
6R08	SR06	37+07	33		30	30	R5-1	DO NOT [SYMBOL] ENTER		PIER	
6R09	SR06	40+08	95		30	30	R5-1	DO NOT [SYMBOL] ENTER	1	POST	
6R10	SR06	36+91		9			SDS	MADISON ST		SPANWIRE	SEE SIGNAL PLANS
6R11	SR06	39+20	27				SDS	SPRING ST		SPANWIRE	SEE SIGNAL PLANS
6R12	SR06	39+85		4			SDS	SPRING ST		SPANWIRE	SEE SIGNAL PLANS
701	SR07	40+56	56				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK	1	POST	
702	SR07	40+56	56		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		POST	BELOW 701
703	SR07	40+56	56				R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK		POST	BELOW 702
704	SR07	41+0	114		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
705	SR07	41+0	114				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK		POST	BELOW 745
706	SR07	41+15	54		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		WOOD POLE	
707	SR07	41+17	54		18	36	R8-PAY4BB	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		WOOD POLE	
708	SR07	41+17	52		12	18	I6-200	PAY BY PHONE PARKING PAYBYPHONE.COM 1-888-515-275 LOC [VARIABLE]		WOOD POLE	NEXT TO 707
709	SR07	41+43	114		18	36	R8-PAY4BB	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		POLE	
710	SR07	41+43	114		12	18	I6-200	PAY BY PHONE PARKING PAYBYPHONE.COM 1-888-515-275 LOC [VARIABLE]		POLE	NEXT TO 709
711	SR07	42+6	52		12	18	R7-NPL	[SLASH OVER CIRCLE] P [LEFT ARROW]	1	POST	
712	SR07	42+6	52				R8-BACKIN[MOD]	BACK IN ANGLE PARKING ONLY [RIGHT ARROW]		POST	BELOW 711
713	SR07	42+6	52				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK		POST	BELOW 712
714	SR07	40+56	56		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POST	BELOW 703
715	SR07	42+29		16	30	30	R10-15R	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL]	1	POST	

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

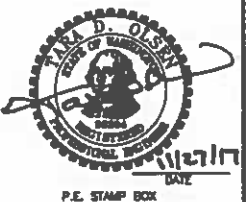

FILE NAME	C:\projects\p01\6804\audarm\dms29045\WFS_8_B-P-SIGN-SCH.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN REMOVAL SCHEDULE	SS04 SHEET 54 OF 94 SHEETS
TIME	4:54:24 PM			JOB NUMBER	LOCATION NO.	DATE			P.E. STAMP BOX		
DATE	11/22/2017			CONTRACT NO.	DATE	P.E. STAMP BOX					
PLOTTED BY	AUDARM			REVISION	DATE	BY					
DESIGNED BY	B. LEGG										
ENTERED BY	G. SZOBOSZLAI										
CHECKED BY	T. OLSEN										
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES										



**SIGN REMOVAL SCHEDULE**

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
716	SR07	41+9	114		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
717	SR07	41+96	114				R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK		POST	BELOW 746
718	SR07	41+00	114		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POST	BELOW 705
719	SR07	42+85	33		24	30	R10-11	NO TURN ON RED <RED CIRCLE>		SPANWIRE	
720	SR07	41+43	114		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POLE	BELOW 731
721	SR07	41+43	114		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POLE	BELOW 720
722	SR07	42+50		24	24	30	R10-11	NO TURN ON RED <RED CIRCLE>		SPANWIRE	
723	SR07	42+55	99		24	30	R6-2L	ONE WAY [LT ARROW]	1	POST	
724	SR07	42+95	39		30	30	R10-15RA	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL] BIKE SYMBOL		PIER	
725	SR07	43+52	116		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
728	SR07	43+66	116		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
727	SR07	43+86	115		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
728	SR07	43+55	53		12	18	R7-NPR	[SLASH OVER CIRCLE] P [RIGHT ARROW]	1	POST	
729	SR07	43+55	53		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		POST	BELOW 728
730	SR07	43+55	53				R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK		POST	BELOW 729
731	SR07	41+43	114		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		POLE	BELOW 710
732	SR07	43+80	52		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
733	SR07	44+17	50		18	36	R8-PAY488	[CIRCLE P] 4 HOURS MAX PAY 8AM-8PM MON-SAT		WOOD POLE	
734	SR07	44+03	115		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
735	SR07	44+48	114		24	36	R3-5R	[45R CURVE ARROW] ONLY	1	POST	
736	SR07	44+09	52		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
737	SR07	43+09	91		30	30	R1-1	STOP	1	POST	
738	SR07	41+15	54		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		WOOD POLE	BELOW 706
739	SR07	42+6	52		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POST	BELOW 713
740	SR07	41+83	113		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED	1	POST	
741	SR07	41+96	114		18	18	[MOD]	[MOTORCYCLE SYMBOL] ONLY		POST	BELOW 717
742	SR07	43+09	91		12	12	R7-NP	[RED SLASH CIRCLE] P		POST	BELOW 737
743	SR07	43+55	53		18	18	[MOD]	[MOTORCYCLE SYMBOL] ONLY		POST	BELOW 730
744	SR07	44+17	50		12	18	16-200	PAY BY PHONE PARKING PAYBYPHONE.COM 1-888-515-275 LOC [VARIABLE]		WOOD POLE	NEXT TO 733
745	SR07	41+0	114		12	18	R7-MODL	[SLASH OVER CIRCLE] P [LEFT ARROW]		POST	BELOW 704
746	SR07	41+9	114		12	18	R7-MODL	[SLASH OVER CIRCLE] P [LEFT ARROW]		POST	BELOW 716
7R02	SR07	43+08	63		30	30	R5-1	DO NOT [SYMBOL] ENTER	1	POST	
7R03	SR07	42+22	25				SDS	SENECA ST		SPANWIRE	SEE SIGNAL PLAN
7R04	SR07	42+96	32				SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLAN
7R05	SR07	42+80		4			SDS	SENECA ST		SPANWIRE	SEE SIGNAL PLAN
7R06	SR07	42+81		24			SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLAN



**CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG**

FILE NAME: c:\projects\pb\yfiles\audarm\dms29045\WFS_8-B-P-SIGN-SCH.dwg	TIME: 4:54:29 PM	DATE: 11/22/2017	PLOTTED BY: AUDARM	DESIGNED BY: B. LEGG	ENTERED BY: G. SZOBOSZLAI	CHECKED BY: T. OLSEN	PROJ. ENGR: D. MCINTOSH	REGIONAL ADM: J. HEDGES	REVISION	DATE	BY	REGION NO.	STATE	FED.AID PROJ.NO.	JOB NUMBER	CONTRACT NO.	LOCATION NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	SS05	SHEET 55 OF 94 SHEETS
																		ALASKAN WAY TRAFFIC SWITCH		SIGN REMOVAL SCHEDULE			

SIGN REMOVAL SCHEDULE

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
801	SR08	45+05	51		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		WOOD POLE	
802	SR08	45+05	51				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK		WOOD POLE	BELOW 801
803	SR08	46+06	97		30	30	R1-1	STOP	1	POST	
804	SR08	45+14		12	30	30	R10-15R	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL]		PIER	
805	SR08	45+77	98		36	12	R6-1L	ONE WAY [LT ARROW]	1	POST	
806	SR08	45+61	99		12	12	R7-NP	<SLASH OVER CIRCLE> P	1	POST	
807	SR08	46+06	96		18	24	R10-154[MOD]	CROSS TRAFFIC DOES NOT STOP		POST	BELOW 8R01
808	SR08	45+72	33		24	30	R10-11	NO TURN ON RED <RED CIRCLE>		SPANWIRE	
809	SR08	46+44	107		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POST	BELOW 816
810	SR08	46+98	110		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POST	BELOW 824
811	SR08	45+48		12	24	30	R10-11	NO TURN ON RED <RED CIRCLE>		SPANWIRE	
812	SR08	47+48	107		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10AM-6PM SUNDAYS NO PAYMENT REQUIRED		POLE	BELOW 827
813	SR08	46+44	107		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
814	SR08	46+44	107		12	18	R7-NPL	[SLASH OVER CIRCLE] P [LEFT ARROW]	1	POST	BELOW 813
815	SR08	46+44	107		12	18	R8-BL4HBR	4 HOUR MAXS PAY 8AM-8PM MON-SAT UNLESS OTHERWISE POSTED [P] [RIGHT FACING ARROW]	1	POST	BELOW 814
816	SR08	46+44	107		12	18	R8-CLZX[21]	{21}30 M CLZ 12A -10A EXC SUN-HOL USE PS EXC WITH PERMIT, PAY @10A-8P MON-SAT	1	POST	BELOW 815
817	SR08	46+66	106		18	36	R8-PARALEL	PARALLEL PARKING ONLY		POLE	
818	SR08	46+66	106		12	18	R8-CLZX[21]	{21}30 M CLZ 12A -10A EXC SUN-HOL USE PS EXC WITH PERMIT, PAY @10A-8P MON-SAT		POLE	BELOW 817
819	SR08	46+44	51		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
820	SR08	46+44	51				R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK		POST	BELOW 819
821	SR08	46+68	51		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
822	SR08	46+98	110		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
823	SR08	46+98	110		12	18	R8-CLZX[21]	{21}30 M CLZ 12A -10A EXC SUN-HOL USE PS EXC WITH PERMIT, PAY @10A-8P MON-SAT		POST	BELOW 822
824	SR08	46+98	110		12	6	R8-LG	LEFT ARROW		POST	BELOW 823
825	SR08	46+97	51		12	18	R8-MOTCYCX[5]	{5}MOTOR CYCLES ONLY PAY AT PAY STATION 8AM-8PM EXCEPT SUN-HOL	1	POST	
826	SR08	46+93	51		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		WOOD POLE	
827	SR08	47+48	107		18	36	R8-PARALEL	PARALLEL PARKING ONLY		POLE	
828	SR08	47+07	106		36	12	R6-1L	ONE WAY [LT ARROW]	1	POST	
829	SR08	47+07	106		24	36	R3-502R	RIGHT TURN ARROW (90) ONLY		POST	BEHIND 828
830	SR08	47+61	53		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		WOOD POLE	
831	SR08	47+40	53		12	18	R8-MOTCYCX[5]	{5}MOTOR CYCLES ONLY PAY AT PAY STATION 8AM-8PM EXCEPT SUN-HOL	1	POST	
832	SR08	47+35	53		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		WOOD POLE	
833	SR08	46+22		53	12	12	R7-NP	[SLASH OVER CIRCLE] P	1	POST	

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

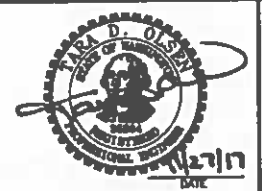

FILE NAME	c:\projects\p01\p01\audarm\dms20045\WF3_8_8-P-SIGN-SCH.dwg			REGION NO.	STATE	FED.AID PROJ.NO.		 Washington State Department of Transportation WSP	SR 99	SS08
TIME	4:54:34 PM			JOB NUMBER					ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	11/22/2017			CONTRACT NO.		LOCATION NO.		ALASKAN WAY TRAFFIC SWITCH	SHEET 56 OF 94 SHEETS	
PLOTTED BY	AUDARM							SIGN REMOVAL SCHEDULE		
DESIGNED BY	B. LEGG									
ENTERED BY	G. SZOBOSZLAI									
CHECKED BY	T. OLSEN									
PROJ. ENGR.	D. MCINTOSH									
REGIONAL ADM.	J. HEDGES			REVISION	DATE	BY				



**SIGN REMOVAL SCHEDULE**

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
915	SR09	49+48	51		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY		WOOD POLE	
916	SR09	49+48	51				R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK		WOOD POLE	BELOW 915
917	SR09	48+98	53		12	18	R8-BACKIN	BACK IN ANGLE PARKING ONLY	1	POST	
918	SR09	49+53	113				[MOD]	5 MINUTE BUS LOADING ONLY 8AM-3PM MON-FRI  PAY TO PARK 3PM-8PM MON-FRI 8AM-8PM SATURDAY		LIGHT POLE	
919	SR09	49+53	113		12	6	R8-LG	LEFT ARROW		LIGHT POLE	BELOW 918
920	SR09	49+53	113		12	18	R8-BL4HB	4 HOURS MAX PAY 8AM-8PM MON-SAT UNLESS OTHERWISE POSTED [LEFT FACING ARROW][P]		LIGHT POLE	BELOW 919
921	SR09	50+34	98		30	30	R1-1	STOP	1	POST	
922	SR09	49+67		13	30	30	R10-15RA	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL] BIKE SYMBOL]		PIER	
923	SR09	49+67		13			MOD	N/A		PIER	BELOW 922. UNCLEAR REGULATORY SIGN
924	SR09	48+87	108		12	18	R8-BL4HB	4 HOURS MAX PAY 8AM-8PM MON-SAT UNLESS OTHERWISE POSTED [LEFT FACING ARROW][P]		POLE	BELOW 914
925	SR09	49+93		12	24	30	R10-11	NO TURN ON RED <RED CIRCLE>		SPANWIRE	
926	SR09	50+05	114		24	30	R6-2L	ONE WAY [LT ARROW]	1	POST	
927	SR09	50+34	98		18	24	R10-154	CROSS TRAFFIC DOES NOT STOP		POST	BELOW 921
928	SR09	50+34	98		24	24	W14-2	NO OUTLET		POST	BEHIND 921
929	SR09	47+95	53		12	18	R8-PAY4BB	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		WOOD POLE	BELOW 904
930	SR09	50+08	34		24	30	R10-11	NO TURN ON RED <RED CIRCLE>		SPANWIRE	
931	SR09	50+34	35					FERRIES (STRAIGHT ARROW)		PIER	
932	SR09	50+34	5		30	30	R10-15RA	TURNING VEHICLES [JOINED UP RIGHT ARROW] [STOP SIGN] FOR [PED SYMBOL] BIKE SYMBOL]		PIER	BELOW 931
933	SR09	50+58	116		12	18	R7-NPL	No Parking Sign ←-----	1	POST	
934	SR09	50+58	116		18	36	R8-PARALEL	PARALLEL PARKING ONLY		POST	BELOW 933
935	SR09	50+58	116		12	18	R8-PLZX[MOD]	3 MINUTES PASSENGER LOAD ONLY  Tow-away Sign Phone (206) 684-5444		POST	BELOW 934
936	SR09	50+69	48		12	18	R8-PAYLBL	[PARKING SYMBOL] [LEFT ARROW SYMBOL] PAY TO PARK	1	POST	
937	SR09	50+69	48		12	18	R8-BACKIN	BACK-IN ANGLE PARKING ONLY		POST	BELOW 936



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	c:\projects\wsp\081001\audarm\dms20045\WFS_0_0-P-SIGN-SCH.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN REMOVAL SCHEDULE	SS08
TIME	4:54:44 PM			JOB NUMBER	LOCATION NO.	DATE			P.E. STAMP BOX		SHEET 58 OF 94 SHEETS
DATE	11/22/2017			CONTRACT NO.	DATE	P.E. STAMP BOX					
PLOTTED BY	AUDARM			REVISION	DATE	BY					
DESIGNED BY	B. LEGG										
ENTERED BY	G. SZOBOSZLAI										
CHECKED BY	T. OLSEN										
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES										

SIGN REMOVAL SCHEDULE

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
938	SR09	50+49	62		24	24	W14-2	NO OUTLET	1	POST	
939	SR09	48+33	53		12	18	R8-PAY4B8	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		POST	BELOW 910
940	SR09	48+70	52		12	18	R8-PAY4B8	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		WOOD POLE	BELOW 911
941	SR09	48+98	53		12	18	R8-PAY4B8	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		POST	BELOW 917
942	SR09	49+48	51		12	18	R8-PAY4B8	[CIRCLE P] 4 Hours Max Pay 8am-8pm Mon-Sat		WOOD POLE	BELOW 916
943	SR09	48+70	53		36	12	R6-1R	ONE WAY [RT ARROW]	1	WOOD POLE	
9R02	SR09	49+53	113		12	18	R8-4HRSUN	4 HOUR [CIRCLE P] 10am-6pm SUNDAYS/NO PAYMENT REQUIRED		LIGHT POLE	BELOW 9R09
9R03	SR09	49+70	23				SDS	UNION ST		SPANWIRE	SEE SIGNAL PLAN
9R04	SR09	49+84		12			SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLAN
9R05	SR09	50+12	34				SDS	ALASKAN WAY		SPANWIRE	SEE SIGNAL PLAN
9R06	SR09	50+28		2			SDS	UNION ST		SPANWIRE	SEE SIGNAL PLAN
1001	SR10	51+39.28	120		18	36	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
1002	SR10	51+28.94	49		12	18	R8-BACKIN	BACK-IN ANGLE PARKING ONLY	1	POST	
1003	SR10	51+51.42	56		12	18	R8-BACKIN	BACK-IN ANGLE PARKING ONLY		WOOD POLE	
1004	SR10	51+69.69	120		12	18	R8-PLZX	3 MINUTES PASSENGER LOAD ONLY [CAR BEING TOWED] Phone (206) 884-5444		POST	BELOW 1001
1005	SR10	51+69.69	120		12	18	R8-PARALEL	PARALLEL PARKING ONLY	1	POST	
1006	SR10	51+69.69	120		12	18	R8-PLZX[MOD]	3 MINUTE PASSENGER LOAD ONLY TOW-AWAY Sign Phone (206) 884-5444		POST	BELOW 1005



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME C:\projects\pb\009127\delacruz\dma29048\WFS_8_B-P-SIGN-SCH.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99		SS09
TIME	9:46:17 AM	JOB NUMBER						ALASKAN WAY VIADUCT -- REPLACEMENT		
DATE	6/4/2018	CONTRACT NO.		LOCATION NO.		ALASKAN WAY TRAFFIC SWITCH		SHEET 59 OF 94 SHEETS		
PLOTTED BY	DELACRUZD	DATE		BY		SIGN REMOVAL SCHEDULE				
DESIGNED BY	B. LEGG	REVISION								
ENTERED BY	G. SZOBOSZLAI									
CHECKED BY	T. OLSEN									
PROJ. ENGR.	D. MCINTOSH									
REGIONAL ADM.	J. HEDGES									

SIGN REMOVAL SCHEDULE

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN (IN.)		SIGN CODE	DESCRIPTION	POSTS	MOUNTING TYPE	REMARKS
			LT	RT	X	Y					
1007	SR10	51+79.67	54		12	18	R8-BACKIN	BACK-IN ANGLE PARKING ONLY	1	POST	
1008	SR10	51+79.67	54		12	18	R7-NPL	No Parking Sign ←		POST	BELOW 1007
1009	SR10	51+79.67	54		12	18	R8-PAYRBL	[PARKING SYMBOL] [RIGHT ARROW SYMBOL] PAY TO PARK		POST	BELOW 1008
1010	SR10	52+09.44	62		12	12	R7-NP	NO PARKING	1	POST	
1011											NOT USED
1012											NOT USED
1013	SR10	52+93.76	21		30	30	W3-3	SIGNAL AHEAD	1	POST	
1014	SR10	52+93.76	21		30	30	W11-2	CROSSWALK		POST	BELOW 1013
1015											NOT USED
1016	SR10	53+37.02	37		30	30	W1-5L	[LT WINDING ARROW]	1	POST	

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\p0\vg004\audarm\dms29045\WFS_8_9-P-SIGN-SCH.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	SS10
TIME	11:44:58 AM	JOB NUMBER						ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	11/27/2017	CONTRACT NO.		LOCATION NO.		ALASKAN WAY TRAFFIC SWITCH	SIGN REMOVAL SCHEDULE	SHEET 60 OF 94 SHEETS	
PLOTTED BY	AUDARM	DATE		BY					
DESIGNED BY	B. LEGG	REVISION							
ENTERED BY	G. SZOBOSZLAI								
CHECKED BY	T. OLSEN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES								



SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN CODE	DESCRIPTION	SIGN (IN.)		POST SIZE	MOUNTING TYPE	CLEARANCE (FT.)		SNS INSTALL DIRECTIONS	REMARKS
			LT	RT			X	Y			H	V		
101	SI01	12+30		85	R11-2	ROAD CLOSED	48	30		BARRICADE				
102	SI01	11+85		115	R11-2	ROAD CLOSED	48	30		BARRICADE				
103	SI01	14+02		35	R11-2	ROAD CLOSED	48	30		BARRICADE				
104	SI01	14+02		48	R11-2	ROAD CLOSED	48	30		BARRICADE				
105	SI01	14+02		69	R11-2	ROAD CLOSED	48	30		BARRICADE				
106	SI01	14+20		80	R9-3XC	CROSSWALK CLOSED	36	24		BARRICADE				
107	SI01	13+80		80	R1-1	STOP	36	36	TS-12	POST		9		
108	SI01	15+10		25	R4-7B	KEEP RIGHT <SYMBOL>	24	30		BARRICADE				
109	SI01	14+85		70	R9-3XC	CROSSWALK CLOSED	36	24		BARRICADE				
110	SI01	13+80		80	R3-5R	RIGHT TURN ARROW ONLY	24	36		POST				MOUNT BELOW SIGN 107
111	S101	14+20		80	R9-3BL	USE CROSSWALK LEFT ARROW	18	24		BARRICADE				
112	S101	14+85		70	R9-3BR	USE CROSSWALK RIGHT ARROW	18	24		BARRICADE				
201	SI02	17+50		46.5	R1-1	STOP	30	30	TS-12	POST		9		SEE STANDARD PLAN 621B
202	SI02	17+50		46.5	R6-2R	ONE WAY <RT ARROW>	24	30		POST				MOUNT BELOW SIGN 2R01 - FACE EAST
203	SI02	17+50		46.5	R3-1	NO RIGHT TURN	24	24		POST				MOUNT BELOW SIGN 201
204	SI02	17+53		20	R5-1	DO NOT <SYMBOL> ENTER	30	30		BARRICADE				
205	SI02	17+50		28	R11-2	ROAD CLOSED	48	30		BARRICADE				
206	SI02	18+18		35	R4-7B	KEEP <ARROW> RIGHT	24	30		BARRICADE				
207	S102	16+70	83		W4-2R	RIGHT LANE ENDS	30	30	TS-10	POST		7		
208	S102	16+76		61	W2-1	INTERSECTION	18	18	TS-10	POST		7		
209	S102	19+00		46.5	W2-1	INTERSECTION	18	18	TS-10	POST		7		
210	S102	18+69		61	W2-1	INTERSECTION	18	18	TS-10	POST		7		
2R01	SI02	17+50		46.5	R5-1	DO NOT <SYMBOL> ENTER	30	30	TS-10	POST		9		
301	SI03	20+57		13	R11-2	ROAD CLOSED	48	30		BARRICADE				
302	SI03	20+57		20	R5-1	DO NOT <SYMBOL> ENTER	30	30		BARRICADE				
303	SI03	22+00		40	W2-1	INTERSECTION	18	18	TS-10	POST		7		
304	SI03	22+88		50	W2-2R	SIDE ROAD RIGHT	18	18	TS-10	POST		7		
305	SI03	21+15		27	R4-7B	KEEP <ARROW> RIGHT	24	30		BARRICADE				
306	SI03	21+23		48	SNS	S MAIN ST	36	9	TS-10	POST			CENTER TOP OF THE POST	
307	SI03	23+68		0	R11-2	ROAD CLOSED	48	30		BARRICADE				
308	SI03	23+68		10	R5-1	DO NOT <SYMBOL> ENTER	30	30		BARRICADE				
309	SI03	24+87		43	W2-2L	SIDE ROAD LEFT	18	18	TS-10	POST		7		
310	SI03	24+15		8	R4-7B	KEEP <ARROW> RIGHT	24	30		BARRICADE				
311	SI03	23+60		32	R5-1	DO NOT <SYMBOL> ENTER	30	30		POST				MOUNT ON BACK OF SIGN 314
312	SI03	24+09		55	SNS	S WASHINGTON ST	60	9		POST			CENTER TOP OF THE POST	FACE SOUTH
313	SI03	24+09		55	R6-2R	ONE WAY <RT ARROW>	24	30		POST				MOUNT BELOW SIGN 312
314	SI03	23+60		32	R1-1	STOP	30	30	TS-12	POST		9		
401	SI04	26+78	9		R11-2	ROAD CLOSED	48	30		BARRICADE				
402	SI04	26+78	0		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
403	SI04	26+65		39	R1-2	YIELD	36	36	TS-10	POST		9		FACE SOUTH
404	SI04	26+65		39	R3-5R	RIGHT TURN ARROW ONLY	24	36		POST				FACE SOUTH. MOUNT BELOW SIGN 403
405	SI04	26+76		56	R5-1	DO NOT [SYMBOL] ENTER	30	30	TS-10	POST		7		
406	SI04	27+92	49		R9-3A	NO PED SYMBOL	18	18		SIGNAL POLE		7		FACE EAST.
407	SI04	27+00		47	R3-2	<SLASH OVER CIRCLE> NO LEFT TURN	24	24	TS-10	POST		7		
408	SI04	27+80	39		SNS	ALASKAN WAY	48	9		SIGNAL POLE				FACE EAST
409	SI04	27+80	39		SNS	YESLER WAY	42	9		SIGNAL POLE				FACE NORTH. MOUNT BELOW SIGN 408
410	SI04	27+87	0		R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
411	SI04	27+60		30	SNS	YESLER WAY	42	9	TS-10	POST			CENTER TOP OF THE POST	
412	SI04	29+10	47		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
413	SI04	27+05	105		R9-3	NO PED SYMBOL	18	18		SIGNAL POLE				
414	SI04	28+90	105		R3-1 [MOD]	NO RIGHT TURN SYMBOL EXCEPT AUTHORIZED VEHICLES	24	26	TS-10	POST		7		
415	SI04	27+08		33	W4-1	RIGHT MERGE	30	30	TS-10	POST		7		



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\projects\009127\001\audarm\dms29045\WFS_6_B-P-SIGN-SCH.dwg		
TIME	4:54:59 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	B. LEGG		
ENTERED BY	G. SZOBOSZLAI		
CHECKED BY	T. OLSEN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	

 P.E. STAMP BOX	WASHINGTON STATE Department of Transportation 	SR 99	SS11
		ALASKAN WAY VIADUCT - REPLACEMENT	
		ALASKAN WAY TRAFFIC SWITCH	
		SIGN INSTALLATION SCHEDULE	

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN CODE	DESCRIPTION	SIGN (IN.)		POST SIZE	MOUNTING TYPE	CLEARANCE (FT.)		SNS INSTALL DIRECTIONS	REMARKS
			LT	RT			X	Y			H	V		
501	SI05	29+67	47		R7-NP	<SLASH OVER CIRCLE> P	12	12		POST				MOUNT BELOW SIGN 5R07
502	SI05	30+09	21		R11-2	ROAD CLOSED	48	30		BARRICADE				
503	SI05	30+06		22	R1-1	STOP	30	30	TS-12			8.5		
504	SI05	30+06		22	R5-1	DO NOT [SYMBOL] ENTER	30	30		POST				MOUNT BEHIND 503
505	SI05	30+97	42		SNS	COLUMBIA STREET	48	9	TS-10	POST			CENTER TOP OF THE POST	FACE SOUTH
506	SI05	30+97	42		SNS	ALASKAN WAY	48	9		POST				FACE EAST. MOUNT BELOW 513
507	SI05	30+77			R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
508	SI05	30+69		25	SNS	COLUMBIA STREET	48	9	TS-10	POST			CENTER TOP OF POST	FACE SOUTH
509	SI05	32+27	47		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
510	SI05	33+05	9		R11-2	ROAD CLOSED	48	30		BARRICADE				
511	SI05	32+95	17		R1-1	STOP	30	30	TS-12	POST		9		
512	SI05	33+05		23	R6-2R	ONE WAY [RT ARROW]	24	30	TS-10	POST		7		
513	SI05	32+95	17		R3-2	NO LEFT TURN SYMBOL	24	24		POST				MOUNT BELOW SIGN 511
514	SI05	33+93			R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
515	SI05	34+00	42		SNS	MARION STREET	36	9	TS-10	POST			CENTER TOP OF THE POST	FACE SOUTH
516	SI05	34+00	42		SNS	ALASKAN WAY	48	9		POST				FACE EAST. MOUNT BELOW 515
517	SI05	35+00	48		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
518	SI05	31+02	105		R7-STX(7)	NO STOPS [RT ARROW] TOW-AWAY ZONE	18	24	TS-10	POST		7		ANGLE SIGN 45 DEGREES TOWARD SB LANE
519	SI05	31+40	105		R7-STX(8)	NO STOPS [LT ARROW] TOW-AWAY ZONE	18	24	TS-10	POST		7		ANGLE SIGN 45 DEGREES TOWARD SB LANE
520	SI05	30+18	41		R3-2	<SLASH OVER CIRCLE> NO LEFT TURN	24	24		SIGNAL POLE		10		
521	SI05	34+00	42		R6-2L	ONE WAY [LT ARROW]	24	30		POST				FACE NORTH. MOUNT BELOW 516
5R03	SI05	30+12	10		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
5R06	SI05	33+01	21		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
5R07	SI05	29+67	47		R3-1	<SLASH OVER CIRCLE> NO RIGHT TURN	24	24	TS-10	POST		8		MOUNT BELOW SIGN 502
5R08														NOT USED
5R09	SI05	33+05		23	R5-1	DO NOT [SYMBOL] ENTER	30	30		POST		8.5		MOUNT BEHIND OF SIGN 512
5R10	SI05	34+00	42		R6-2R	ONE WAY [RT ARROW]	24	30		POST		7		FACE SOUTH. MOUNT BELOW 516
601	SI06	35+22	111		RB-30PSSTX(1) MOD	3 MINUTE PASSENGER LOAD / NO STOPS	12	18	TS-10	POST		7		
602	SI06	35+64	49		R7-NP	<SLASH OVER CIRCLE> P	12	12		POST				MOUNT BELOW SIGN 627
603	SI06	36+06	46		R9-3	NO PEDESTRIAN CROSSING SYMBOL	18	18		SIGNAL POLE		6		FACE WEST
604	SI06	36+06	46		R9-3BR	USE CROSSWALK RIGHT ARROW	18	24		SIGNAL POLE		6		FACE EAST
605	SI06	36+24	14		R11-2	ROAD CLOSED	48	30		BARRICADE				
606	SI06	36+24		14	R5-1	DO NOT [SYMBOL] ENTER	30	30		POST				MOUNT BEHIND SIGN 613
607	SI06	36+24		14	R3-1	<SLASH OVER CIRCLE> NO RIGHT TURN	24	24		POST				MOUNT BELOW 613
608	SI06	36+94	5		R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
609	SI06	36+82		19	SNS	MADISON STREET	42	9	TS-10	POST			CENTER TOP OF THE POST	FACE SOUTH
610	SI06	36+97	112		SNS	MADISON STREET	42	9		SIGNAL POLE		10		FACE SOUTH
611	SI06	36+97	112		SNS	ALASKAN WAY	48	9		SIGNAL POLE		9		FACE EAST. MOUNT BELOW SIGN 611
612	SI06	36+31	105		R9-3BL	USE CROSSWALK LEFT ARROW	18	24	TS-5	POST		4		
613	SI06	36+24		14	R1-1	STOP	30	30	TS-12	POST		9		
614														NOT USED
615	SI06	37+39	115		RB-30PSSTX(1) MOD	3 MINUTE PASSENGER LOAD / NO STOPS	12	18	TS-10	POST		7		
616	SI06	38+10	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
617	SI06	38+49	115		RB-30PSSTX(1) MOD	3 MINUTE PASSENGER LOAD / NO STOPS	12	18	TS-10	POST		7		
618	SI06	39+20	29		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
619	SI06	39+24	16		R11-2	ROAD CLOSED	48	30		BARRICADE				
620	SI06	39+26		13	R3-2	NO LEFT TURN SYMBOL	24	24		POST				MOUNT BELOW SIGN 6R06
621	SI06	39+95	46		SNS	SPRING STREET	36	9		SIGNAL POLE				FACE SOUTH
622	SI06	36+06	46		R5-1	DO NOT [SYMBOL] ENTER	30	30		SIGNAL POLE		10		FACE NORTH
623	SI06	39+95	46		SNS	ALASKAN WAY	48	9		SIGNAL POLE				FACE EAST. MOUNT BELOW SIGN 621
624	SI06	40+04	7		R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
625	SI06	39+90		15	SNS	SPRING STREET	36	9		POST			CENTER TOP OF THE POST	FACE SOUTH

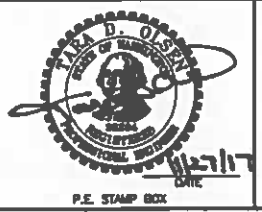
CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	c:\projects\p8\18064\audarm\dms29046\WFS_A_B-P-SIGN-SCH.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	SS12
TIME	4:55:04 PM			JOB NUMBER	LOCATION NO.	WSP SIGN INSTALLATION SCHEDULE					
DATE	11/22/2017			CONTRACT NO.	DATE		DATE				
PLOTTED BY	AUDARM			REVISION	DATE	BY					
DESIGNED BY	B. LEGG										
ENTERED BY	G. SZOBOSZLAI										
CHECKED BY	T. OLSEN										
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES										

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN CODE	DESCRIPTION	SIGN (IN.)		POST SIZE	MOUNTING TYPE	CLEARANCE (FT.)		SNS INSTALL DIRECTIONS	REMARKS
			LT	RT			X	Y			H	V		
626													NOT USED	
627	SI06	35+64	49		R3-1	<SLASH OVER CIRCLE> NO RIGHT TURN	24	24	TS-10	POST		8		
6R01	SI06	36+24		14	R6-2R	ONE WAY [RT ARROW]	24	30		POST			MOUNT BELOW SIGN 606	
6R02	SI06	36+20	26		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
6R05	SI06	36+94	5		R6-2L	ONE WAY [LT ARROW]	24	30		BARRICADE			MOUNT ABOVE SIGN 608	
6R06	SI06	39+26		13	R1-1	STOP	30	30	TS-12	POST	9			
6R07	SI06	40+04	7		R6-2R	ONE WAY [RT ARROW]	24	30		BARRICADE			MOUNT ABOVE SIGN 624	
6R08	SI06	39+98	29		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
6R09	SI06	37+11	57		R5-1	DO NOT [SYMBOL] ENTER	30	30		SIGNAL POLE		11	FACE WEST	
701	SI07	40+69	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
702	SI07	40+89	115		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		8.5		
703	SI07	40+89	115		R8-CHRTX(3)	3 MINUTE CHARTER BUS	12	18		POST		7	MOUNT BELOW SIGN 702	
704	SI07	41+80	115		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		8.5		
705	SI07	41+80	115		R8-CHRTX(3)	3 MINUTE CHARTER BUS	12	18		POST		7	MOUNT BELOW SIGN 704	
706	SI07	42+03	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
707	SI07	42+24	29		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
708	SI07	42+28	16		R11-2	ROAD CLOSED	48	30		BARRICADE				
709	SI07	42+30		15	R1-1	STOP	30	30	TS-12	POST		9		
710	SI07	42+88	34		R1-1	STOP	30	30	TS-12	POST		9		
711	SI07	42+88	34		R1-1	STOP	30	30	TS-10	POST		7		
712													NOT USED	
713	SI07	43+06	112		SNS	SENECA STREET	36	9		SIGNAL POLE			FACE SOUTH	
714	SI07	43+06	112		SNS	ALASKAN WAY	48	9		SIGNAL POLE			FACE EAST. MOUNT BELOW SIGN 713	
715	SI07	42+95		15	SNS	SENECA STREET	36	9		POST		CENTER TOP OF THE POST	FACE SOUTH	
716	SI07	43+11	6		R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
717	SI07	43+46	115		R8-PAYPTB	PARKING PAY TO PARK THIS BLOCK	12	18	TS-10	POST		7		
718	SI07	43+73	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
7R01													NOT USED	
7R02	SI07	42+30		15	R5-1	DO NOT [SYMBOL] ENTER	30	30					MOUNT ON BACK OF SIGN 709	
801	SI08	44+73	115		R8-PAYPTB	PARKING PAY TO PARK THIS BLOCK	12	18	TS-10	POST		7		
802	SI08	44+88	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
803	SI08	45+18	28		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
804	SI08	45+22	16		R11-2	ROAD CLOSED	48	30		BARRICADE				
805	SI08	45+15		11	R1-1	STOP	30	30	TS-12	POST		9		
806													NOT USED	
807													NOT USED	
808													NOT USED	
809	SI08	45+92	49		SNS	UNIVERSITY STREET	48	9		SIGNAL POLE			FACE SOUTH	
810	SI08	45+92	49		SNS	ALASKAN WAY	48	9		SIGNAL POLE			FACE EAST	
811	SI08	46+02	7		R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
812	SI08	45+82		12	SNS	UNIVERSITY STREET	48	9	TS-10	POST		CENTER TOP OF THE POST	FACE SOUTH	
813	SI08	48+29	107		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
814	SI08	47+05	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
815	SI08	47+56	107		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
8R01													NOT USED	
8R02	SI08	45+15		11	R5-1	DO NOT [SYMBOL] ENTER	30	30	TS-10	POST		7		
901	SI09	47+86	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
902	SI09	48+51	107		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
903	SI09	49+35	53		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
904	SI09	49+67	28		R5-1	DO NOT [SYMBOL] ENTER	30	30		BARRICADE				
905	SI09	49+70	16		R11-2	ROAD CLOSED	48	30		BARRICADE				
906	SI09	49+67		10	R1-1	STOP	30	30	TS-12	POST		9		
907	SI09	49+67		10	R5-1	DO NOT [SYMBOL] ENTER	30	30		POST		9	MOUNT BEHIND SIGN 906	

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\projects\p01\wfsa4\audarm\dms29045\WFS_6_B-P-SIGN-SCH.dwg		
TIME	4:55:09 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	B. LEGG		
ENTERED BY	G. SZOBOSZLAI		
CHECKED BY	T. OLSEN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	
REGION NO.	STATE	FED.AID PROJ.NO.	
JOB NUMBER			
CONTRACT NO.	LOCATION NO.		



SR 99	SS13
ALASKAN WAY VIADUCT - REPLACEMENT	SHEET 63 OF 64 SHEETS
ALASKAN WAY TRAFFIC SWITCH	
SIGN INSTALLATION SCHEDULE	

SIGN NO.	SHEET NO.	STATION	OFFSET		SIGN CODE	DESCRIPTION	SIGN (IN.)		POST SIZE	MOUNTING TYPE	CLEARANCE (FT.)		SNS INSTALL DIRECTION	REMARKS
			Lt	Rt			X	Y			H	V		
908														NOT USED
909	S109	50+21	38		SNS	UNION STREET	36	9		POST			CENTER TOP OF THE POST	FACE SOUTH
910	S109	50+21	38		SNS	ALASKAN WAY	48	9		POST				FACE EAST. MOUNT BELOW 909
911	S109	50+91	116		R7-NP	<SLASH OVER CIRCLE> P	12	12	TS-10	POST		7		
912	S109	50+85	52		R8-PAYPTB	PARKING PAY TO PARK THIS BLOCK	12	18	TS-10	POST		7		
913	S109	50+33	8		R4-7B	KEEP RIGHT (RIGHT DIAGONAL ARROW)	24	30		BARRICADE				
914	S109	50+28		10	SNS	UNION STREET	36	9	TS-10	POST			CENTER TOP OF THE POST	FACE SOUTH
1001	S110	51+50	54		R8-PAYTB	PAY TO PARK THIS BLOCK 8AM-8PM MON-SAT	12	18	TS-10	POST		7		
1002	S110	52+25	15		R11-2	ROAD CLOSED	48	30		BARRICADE				
1003														NOT USED
1004	S110	52+42	60		R8-PAYTB	PAY TO PARK THIS BLOCK 8AM-8PM MON-SAT	12	18	TS-10	POST		7		
9R07	S110	50+98	55		R8-BUS(MOD)	5-MIN BUS LOADING MON-FRI/PAY TO PARK	12	18	TS-12	POST		10.5		
9R08	S110	50+98	55		R8-LG	LEFT ARROW	12	6				10		BELOW 9R07
9R09	S110	50+98	55		R8-BL4H8L	4 HOURS MAX/PAY 8AM-8PM MON-SAT	12	18	TS-12	POST		8.5		BELOW 9R08
9R02	S110	50+98	55		R8-4HRSUN	4 HOUR [CIRCLE P] 10am-6pm SUNDAYS/NO PAYMENT REQUIRED	12	18	TS-12	POST		7		BELOW 9R09

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

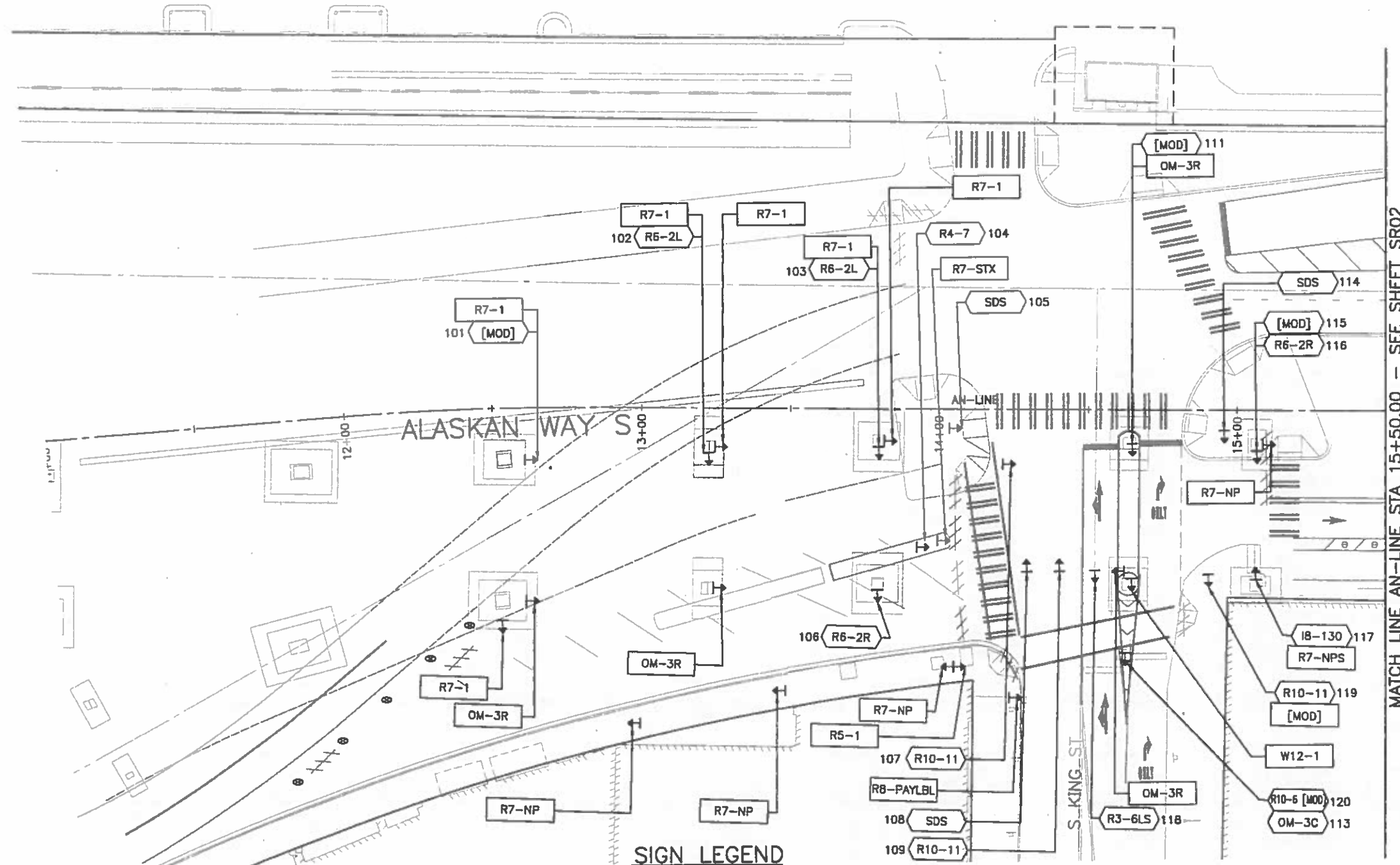
FILE NAME c:\project\wsp\009127\delacruz\dm229045\WFL\_8\_P-SGN-SCH.dwg

TIME	1:50:18 PM	REGION NO.	STATE	FED.AID PROJ.NO.
DATE	5/31/2018			
PLOTTED BY	DELACRUZD	JOB NUMBER		
DESIGNED BY	B. LEGG			
ENTERED BY	G. SZOBOSZLAI	CONTRACT NO.	LOCATION NO.	
CHECKED BY	T. OLSEN			
PROJ. ENGR.	D. MCINTOSH			
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 SIGN INSTALLATION SCHEDULE

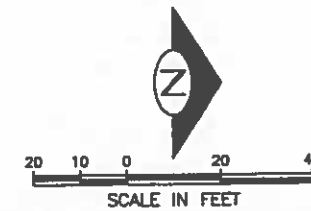
SS14  
 SHEET 64 OF 94 SHEETS





MATCH LINE AN-LINE STA 15+50.00 - SEE SHEET SR02

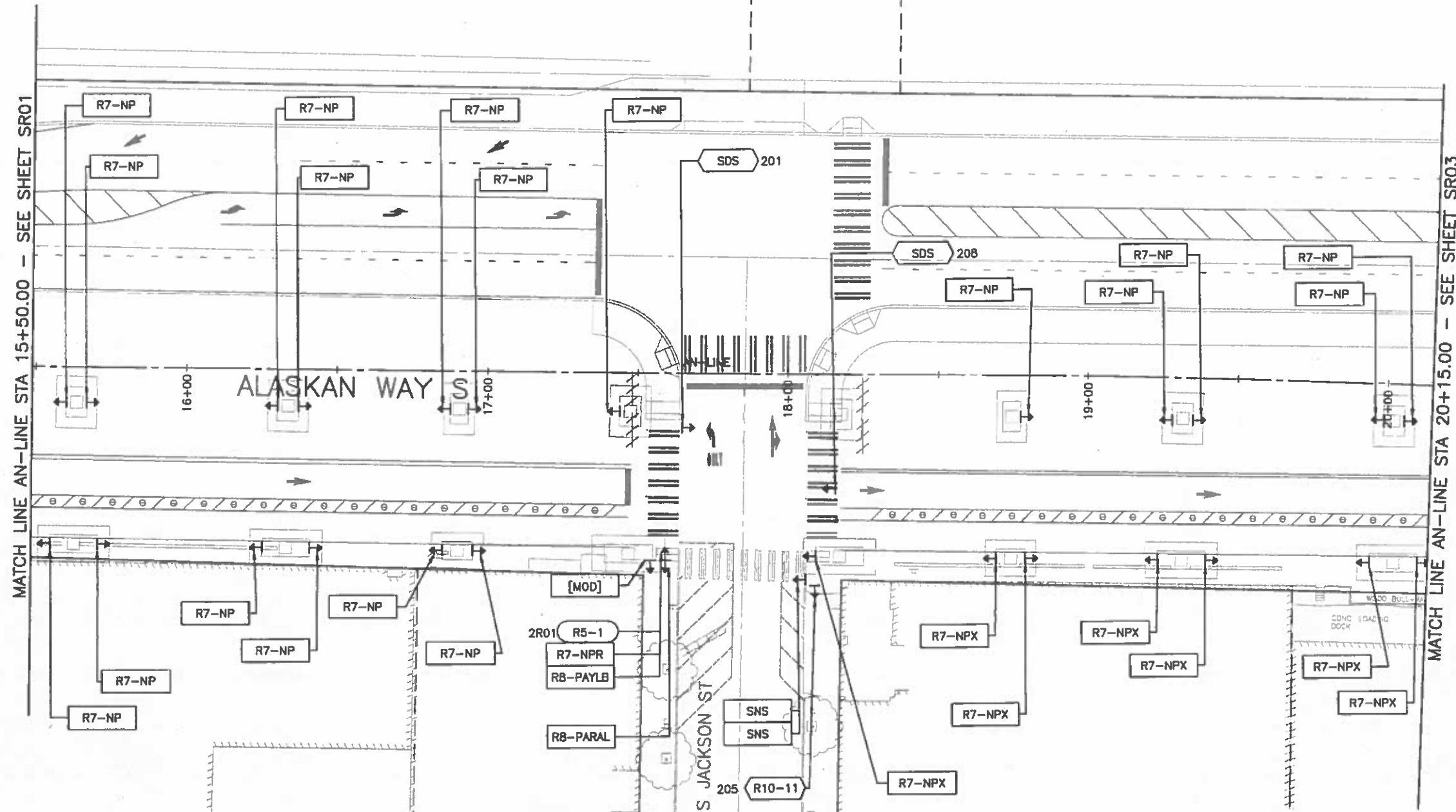
**SIGN LEGEND**

- EXISTING SIGN
- + EXISTING POST MOUNTED STREET NAME SIGN
- X ### REMOVE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- X MAINTAIN DESIGNATED SIGN
- X ### RELOCATE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.

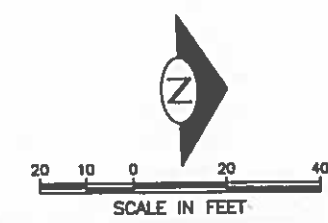


CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\p01\dlw\4\data\ruzd\dm229045\WFS_6.0-P-SIGN-SR.dwg		REGION NO.		STATE	FED.AID PROJ.NO.	 P.E. STAMP BOX	 WSP	SR 99	ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN REMOVAL PLAN	SR01
TIME	5:12:44 PM									
DATE	11/27/2017									
PLOTTED BY	DELACRUZD									
DESIGNED BY	T. OLSEN									
ENTERED BY	K. WHITEHOUSE									
CHECKED BY	L. GUAN									
PROJ. ENGR.	D. MCINTOSH									
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY	LOCATION NO.					SHEET 65 OF 94 SHEETS



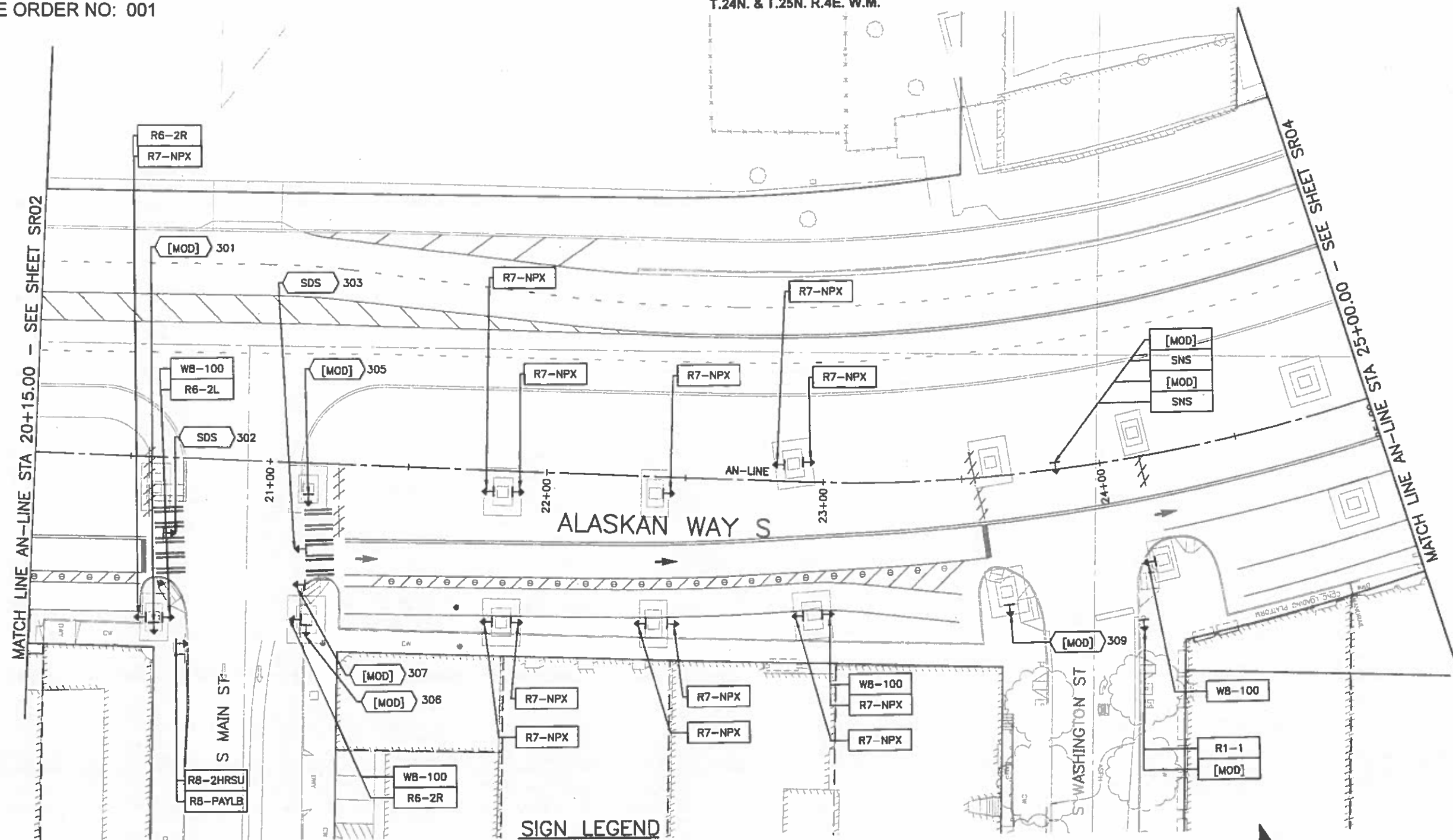
- SIGN LEGEND**
- EXISTING SIGN
  - + EXISTING POST MOUNTED STREET NAME SIGN
  - X ### REMOVE DESIGNATED SIGN NUMBER ###, SEE SIGN SCHEDULE.
  - X MAINTAIN DESIGNATED SIGN
  - X #R## RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.



**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

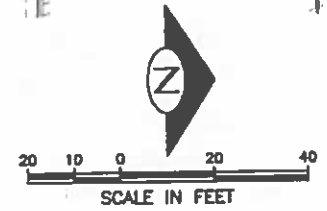
FILE NAME C:\projects\1001\1001\delacruz\1001\WFS_B-B-P-SIGN-SR.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99 <b>ALASKAN WAY VIADUCT - REPLACEMENT</b> ALASKAN WAY TRAFFIC SWITCH SIGN REMOVAL PLAN	SR02 SHEET 66 OF 94 SHEETS
TIME 5:13:40 PM	DATE 11/27/2017	PLOTTED BY DELACRUZD	JOB NUMBER	LOCATION NO.	P.E. STAMP BOX				
DESIGNED BY T. OLSEN	ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	CONTRACT NO.						
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE	BY					





**SIGN LEGEND**

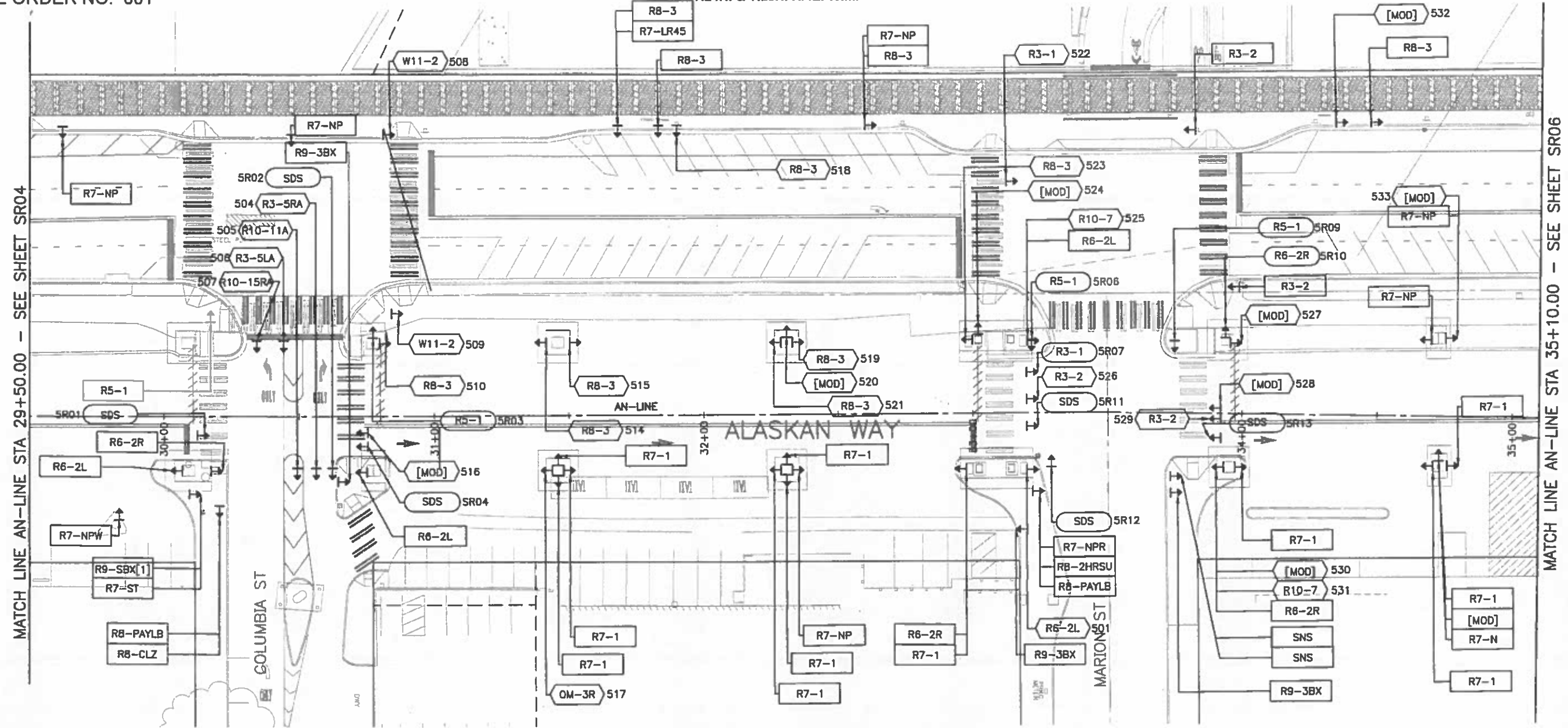
- EXISTING SIGN
- EXISTING POST MOUNTED STREET NAME SIGN
- REMOVE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- MAINTAIN DESIGNATED SIGN
- RELOCATE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

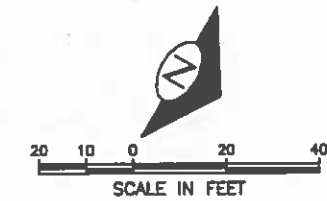
FILE NAME c:\projects\009127\001\delacruz\cme29045\WFS_#_B-P-SIGN-SR.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	SR03
TIME 5:14:41 PM	DATE 11/27/2017	JOB NUMBER		LOCATION NO.	SHEET 67 OF 94 SHEETS					
PLOTTED BY DELACRUZD	DESIGNED BY T. OLSEN	CONTRACT NO.						ALASKAN WAY TRAFFIC SWITCH		
ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	DATE		BY				SIGN REMOVAL PLAN		
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION								





**SIGN LEGEND**

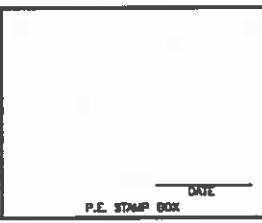
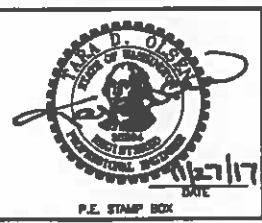
- EXISTING SIGN
- + EXISTING POST MOUNTED STREET NAME SIGN
- X ### REMOVE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- X MAINTAIN DESIGNATED SIGN
- X #R### RELOCATE DESIGNATED SIGN NUMBER #R###. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

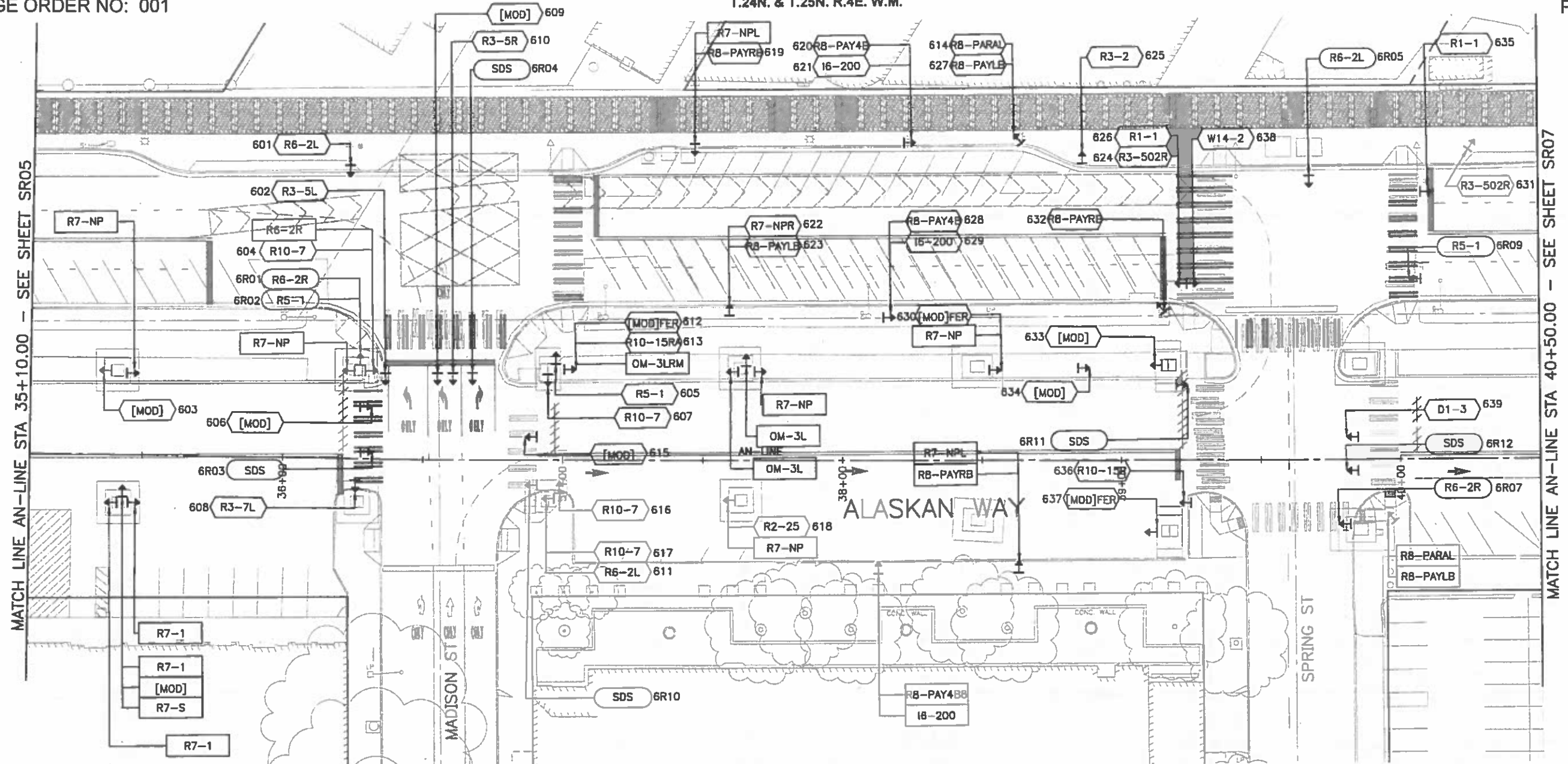
FILE NAME	C:\projects\alaska\p01\delacruz\delacruz\dms29048\WFS_R_8-P-SIGN-SR.dwg
TIME	5:16:28 PM
DATE	11/27/2017
PLOTTED BY	DELACRUZD
DESIGNED BY	T. OLSEN
ENTERED BY	K. WHITEHOUSE
CHECKED BY	L. GUAN
PROJ. ENGR.	D. MCINTOSH
REGIONAL ADM.	J. HEDGES

REVISION	DATE	BY	REGION NO.	STATE	FED.AID PROJ.NO.
			JOB NUMBER		
			CONTRACT NO.	LOCATION NO.	



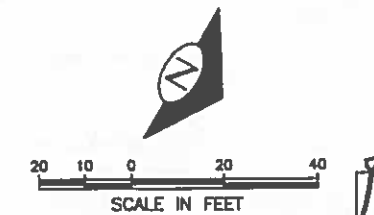
SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 SIGN REMOVAL PLAN

SR05  
 SHEET  
 69  
 OF  
 94  
 SHEETS



SIGN LEGEND

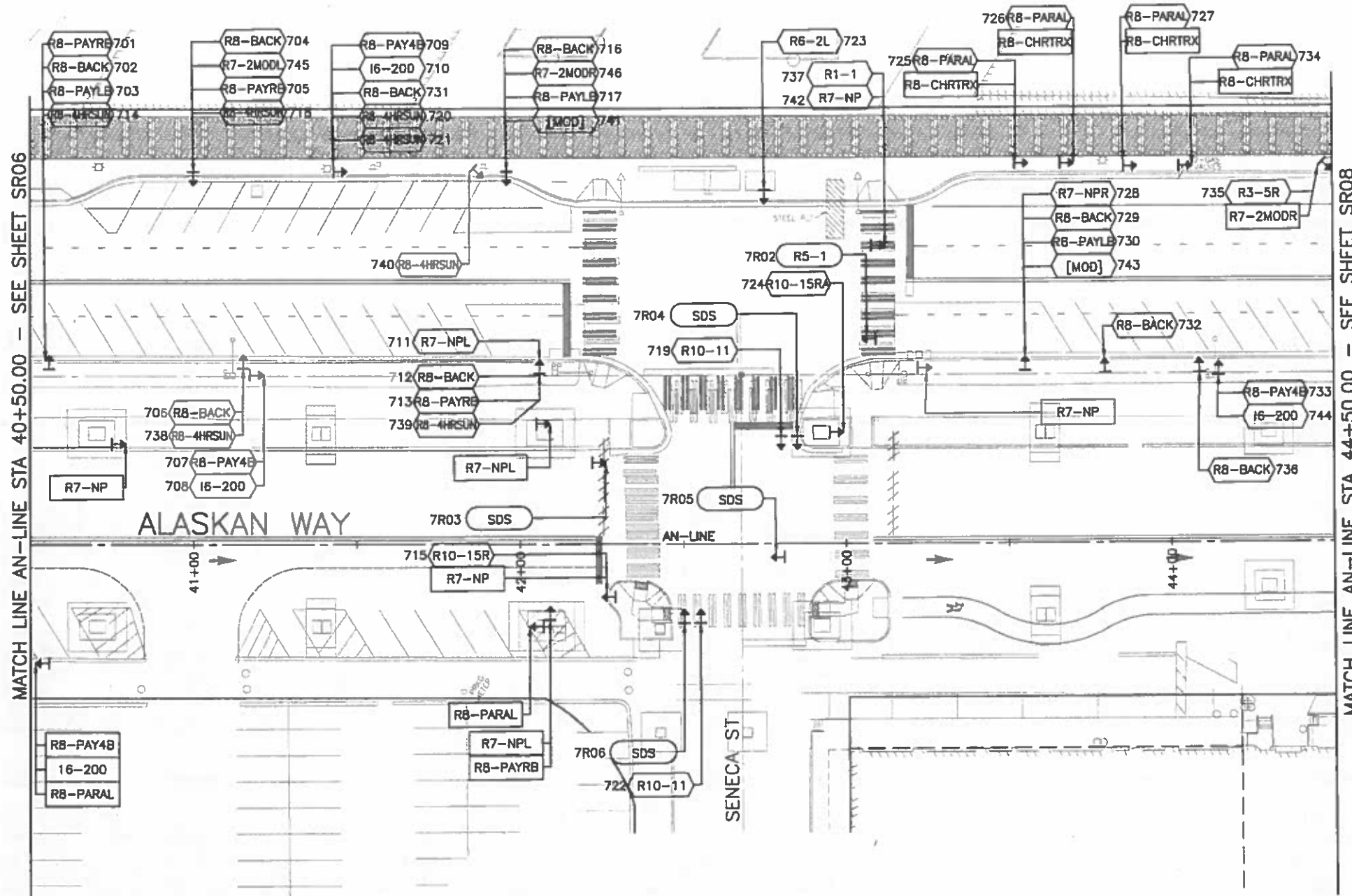
- EXISTING SIGN
- + EXISTING POST MOUNTED STREET NAME SIGN
- X ### REMOVE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- X MAINTAIN DESIGNATED SIGN
- X ###/R### RELOCATE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.



**CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG**

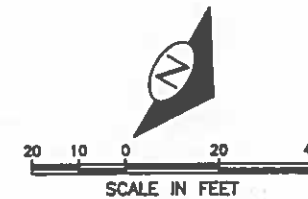
FILE NAME C:\projects\18\18\delacruz\18\18\0045\WFS_6_B-P-SIGN-SL.dwg			REGION NO.		STATE	FED.AID PROJ.NO.	<p>Washington State Department of Transportation wsp</p>	SR 99 ALASKAN WAY VIADUCT - REPLACEMENT		SR06 SHEET 70 OF 94 SHEETS
TIME 5:17:26 PM			JOB NUMBER			ALASKAN WAY TRAFFIC SWITCH				
DATE 11/27/2017			CONTRACT NO.		LOCATION NO.	SIGN REMOVAL PLAN				
PLOTTED BY DELACRUZD			DATE		BY					
DESIGNED BY T. OLSEN										
ENTERED BY K. WHITEHOUSE										
CHECKED BY L. GUAN										
PROJ. ENGR. D. MCINTOSH										
REGIONAL ADM. J. HEDGES										





**SIGN LEGEND**

- EXISTING SIGN
- EXISTING POST MOUNTED STREET NAME SIGN
- REMOVE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- MAINTAIN DESIGNATED SIGN
- RELOCATE DESIGNATED SIGN NUMBER #R###. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.

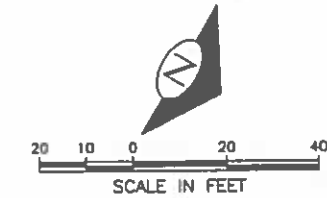
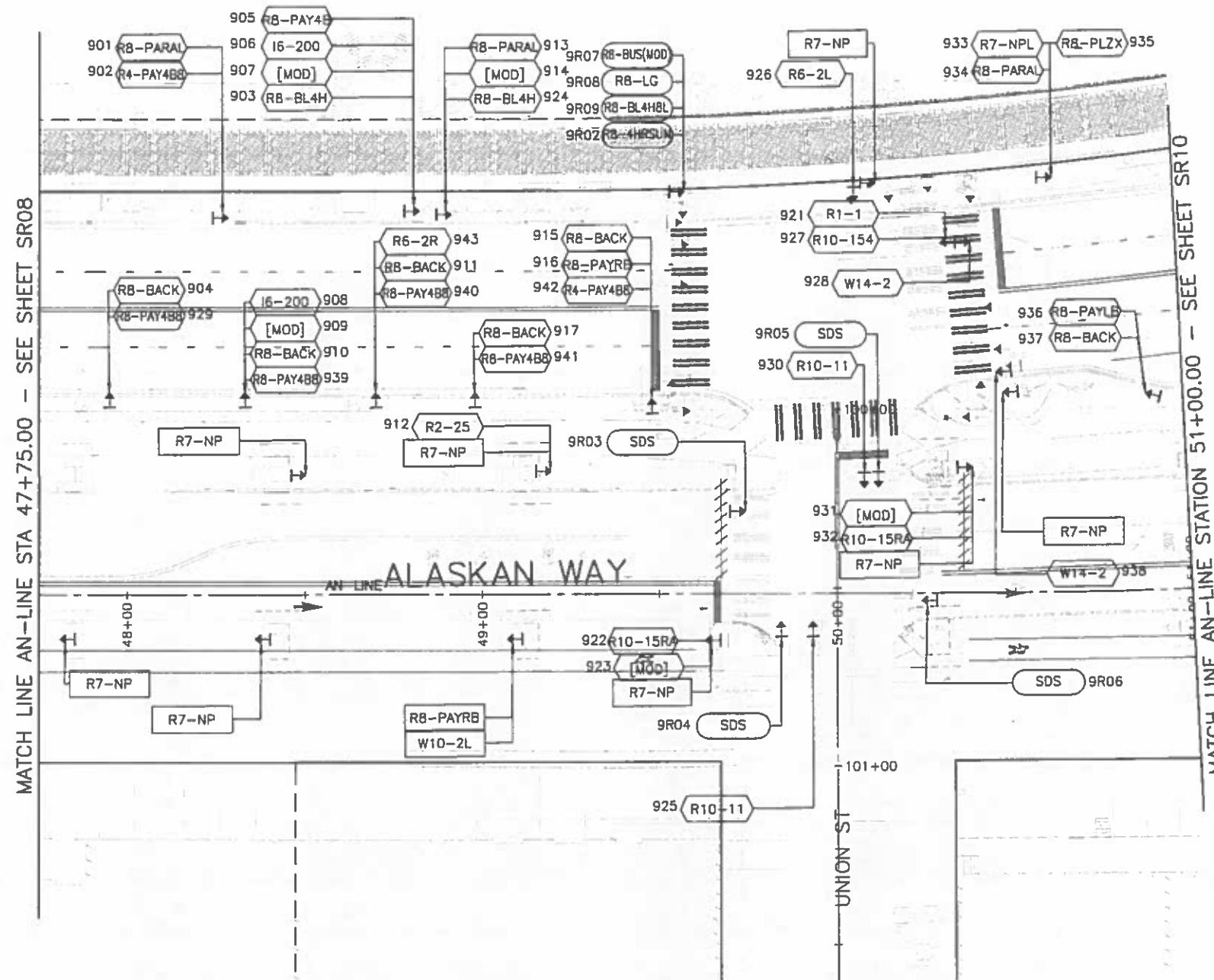


CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME c:\projects\009127\delacruz\dm29045\WFS_R_8-P-SIGN-SR07.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	SR07
TIME	5:18:26 PM	JOB NUMBER						ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	11/27/2017	CONTRACT NO.		LOCATION NO.				ALASKAN WAY TRAFFIC SWITCH	
PLOTTED BY	DELACRUZD							SIGN REMOVAL PLAN	
DESIGNED BY	T. OLSEN							SHEET 71 OF 94 SHEETS	
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY					





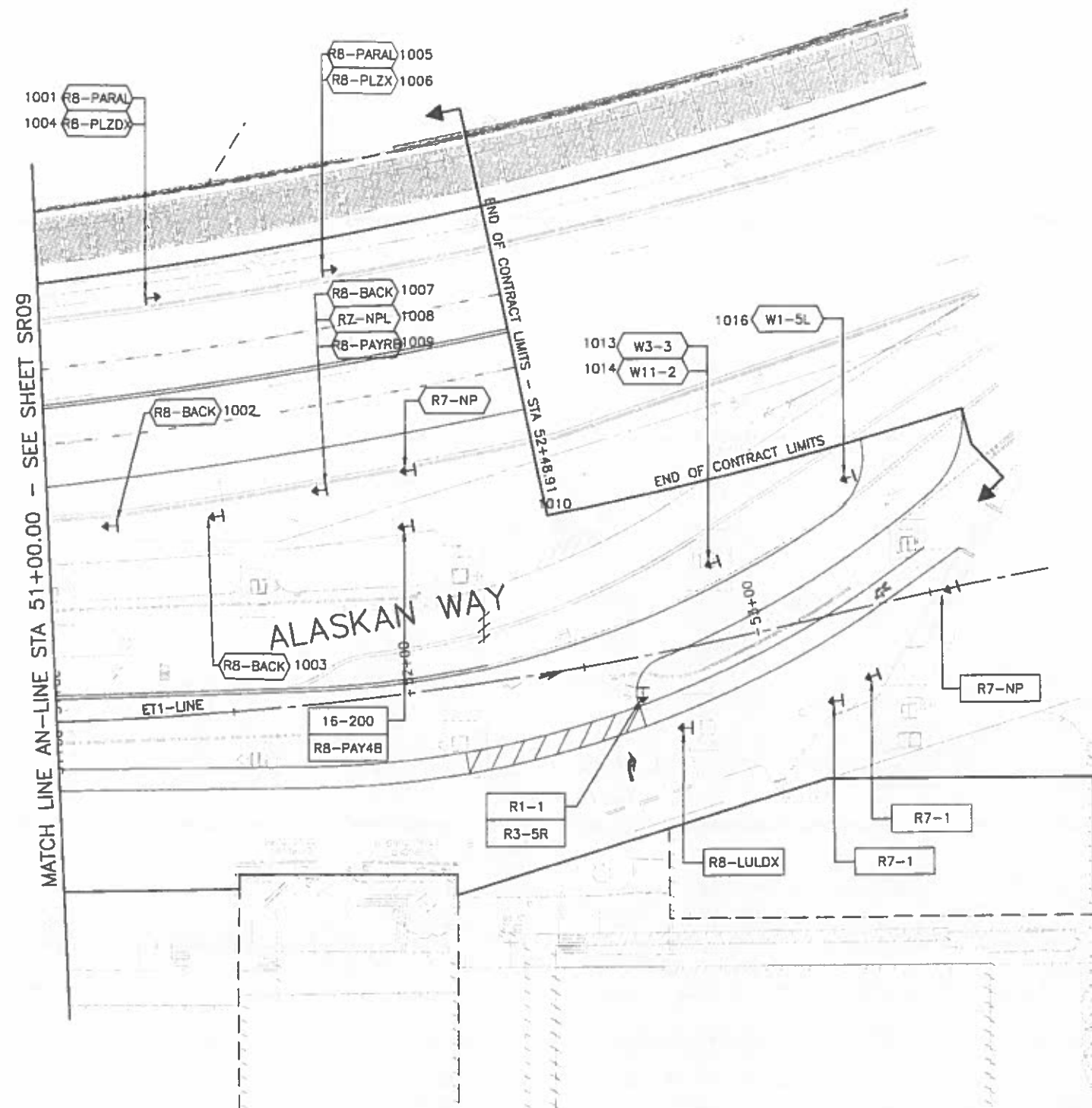
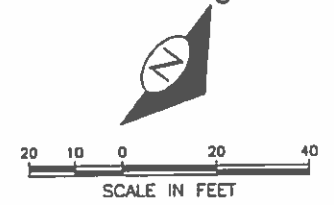


**SIGN LEGEND**

- EXISTING SIGN
- EXISTING POST MOUNTED STREET NAME SIGN
- REMOVE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- MAINTAIN DESIGNATED SIGN
- #R## RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.

**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

FILE NAME C:\projects\wsp\pbl\delacruz\dms29045\WFS_6_8-P-SIGN-SR.dwg		REGION NO.		STATE		FED.AID PROJ.NO.				SR 99		SR09
TIME 6:32:13 PM	DATE 5/29/2018	JOB NUMBER		LOCATION NO.		ALASKAN WAY VIADUCT - REPLACEMENT				ALASKAN WAY TRAFFIC SWITCH		
PLOTTED BY DELACRUZD	DESIGNED BY T. OLSEN	CONTRACT NO.				Washington State Department of Transportation		SIGN REMOVAL PLAN				
ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	REVISION	DATE	BY		WSP						
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES					P.E. STAMP BOX		P.E. STAMP BOX				

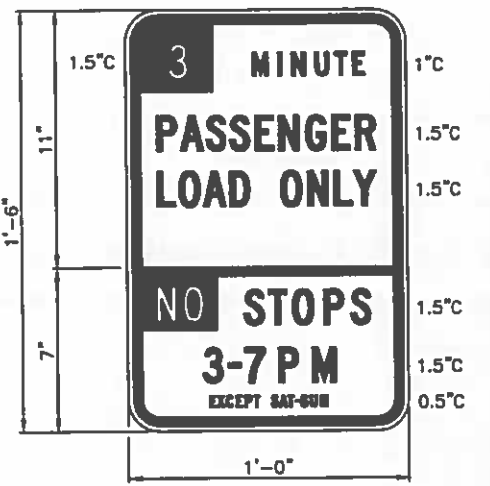
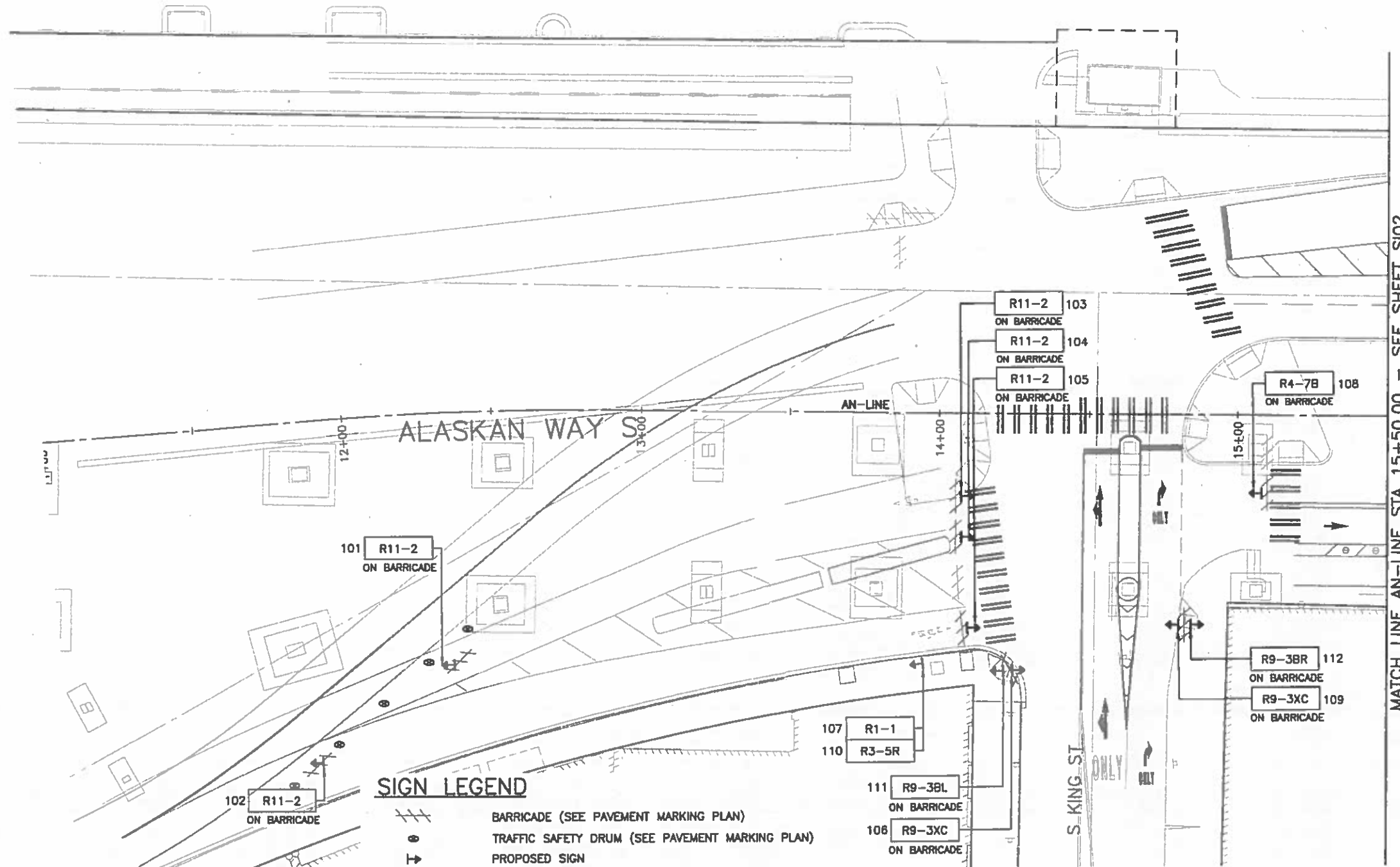


**SIGN LEGEND**

- EXISTING SIGN
- EXISTING POST MOUNTED STREET NAME SIGN
- ### REMOVE DESIGNATED SIGN NUMBER ###, SEE SIGN SCHEDULE.
- MAINTAIN DESIGNATED SIGN
- #R## RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN INSTALLATION PLANS.

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\wsp\vbisest\delacruz\dma29045\WFS_6_LB-P-SIGN-SR.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	SR10
TIME	6:30:22 PM	JOB NUMBER						ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	5/29/2018	CONTRACT NO.		LOCATION NO.		ALASKAN WAY TRAFFIC SWITCH	SHEET 74 OF 94 SHEETS		
PLOTTED BY	DELACRUZD	DATE		BY	REVISION	SIGN REMOVAL PLAN			
DESIGNED BY	T. OLSEN								
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES								



R8-30PSSTX(1) MOD  
 BLACK/RED ON WHITE

**SIGN LEGEND**

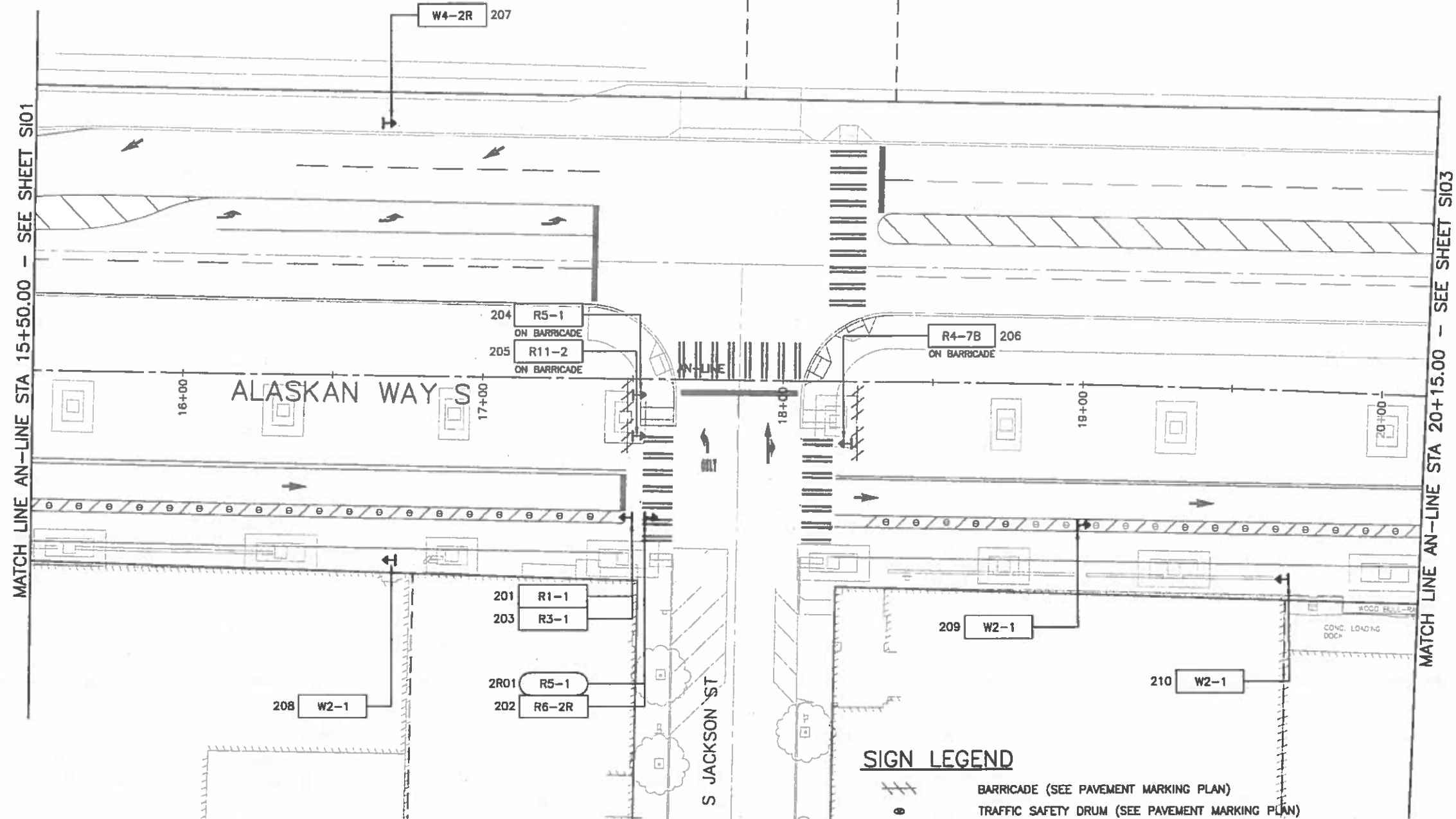
- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- X ### INSTALL DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- SDS STREET DESTINATION SIGN
- SNS STREET NAME SIGN
- X ### RELOCATE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.

**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.

FILE NAME C:\projects\009127\001\audarm\drms20045\WFS_0_B-P-SIGN-SI.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT -- REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN INSTALLATION PLAN	SIO1 SHEET 75 OF 94 SHEETS
TIME 4:33:20 PM	DATE 11/22/2017	JOB NUMBER		LOCATION NO.	P.E. STAMP BOX				
PLOTTED BY AUDARM	DESIGNED BY T. OLSEN	CONTRACT NO.							
ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	REVISION	DATE	BY					
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES								

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

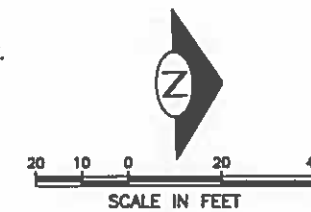


**NOTES**

- SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
- SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.

**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- INSTALL DESIGNATED SIGN NUMBER ###, SEE SIGN SCHEDULE.
- STREET DESTINATION SIGN
- STREET NAME SIGN
- RELOCATE DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.



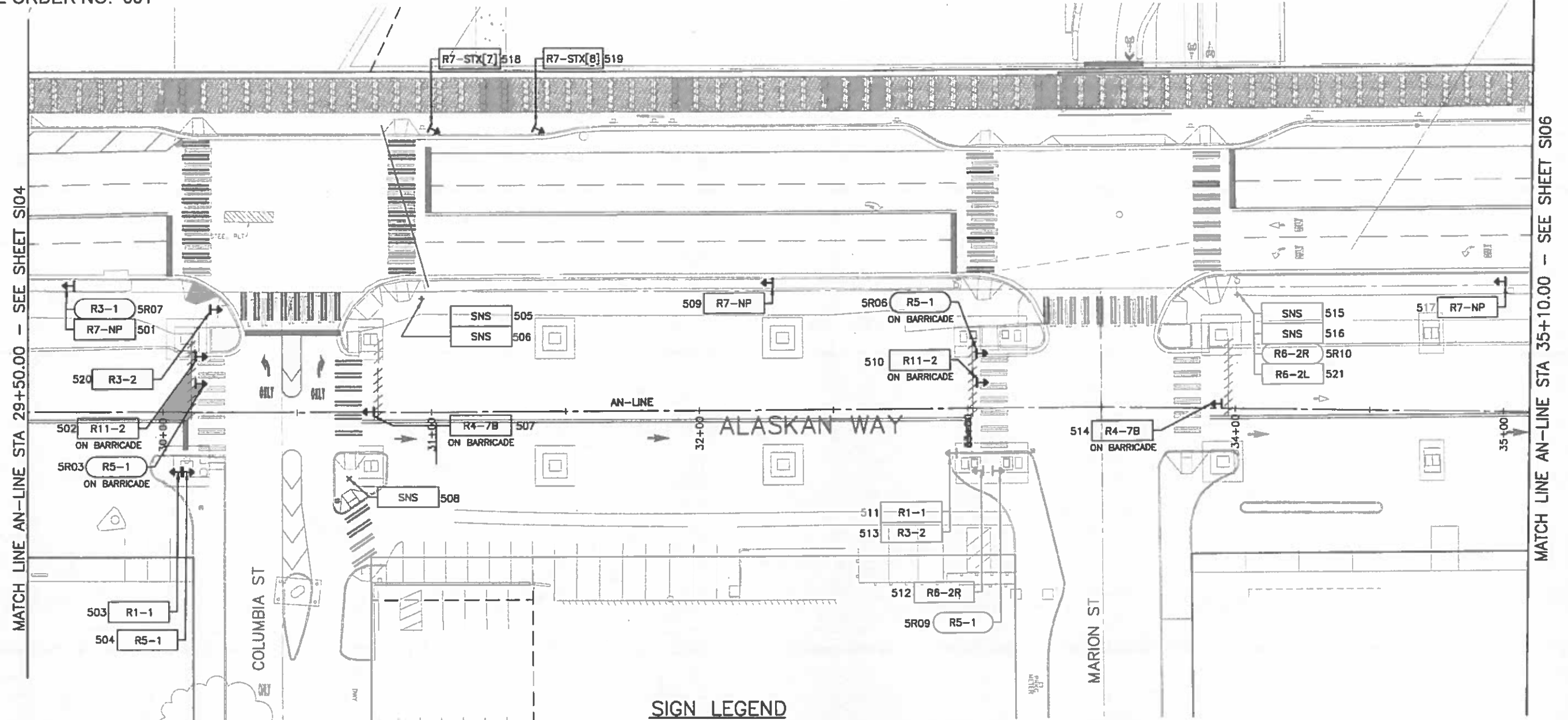
CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\p1\p1\audarm\dms29045\WFS_8_P-SIGN-SL.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN INSTALLATION PLAN	SI02 SHEET 78 OF 94 SHEETS
TIME	4:33:39 PM								
DATE	11/22/2017								
PLOTTED BY	AUDARM								
DESIGNED BY	T. OLSEN								
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY	LOCATION NO.	P.E. STAMP BOX	P.E. STAMP BOX		









MATCH LINE AN-LINE STA 29+50.00 - SEE SHEET S104

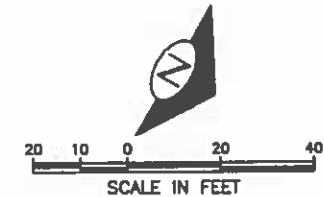
MATCH LINE AN-LINE STA 35+10.00 - SEE SHEET S106

**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- X** INSTALL DESIGNATED SIGN NUMBER , SEE SIGN SCHEDULE.
- SDS STREET DESTINATION SIGN
- SNS STREET NAME SIGN
- X** RELOCATE DESIGNATED SIGN NUMBER , SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.

**NOTES**

- SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
- SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	C:\projects\sr99\alaskan\audarm\dms29045\WFS_R_8-P-SIGN-SL.dwg		
TIME	4:35:02 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	



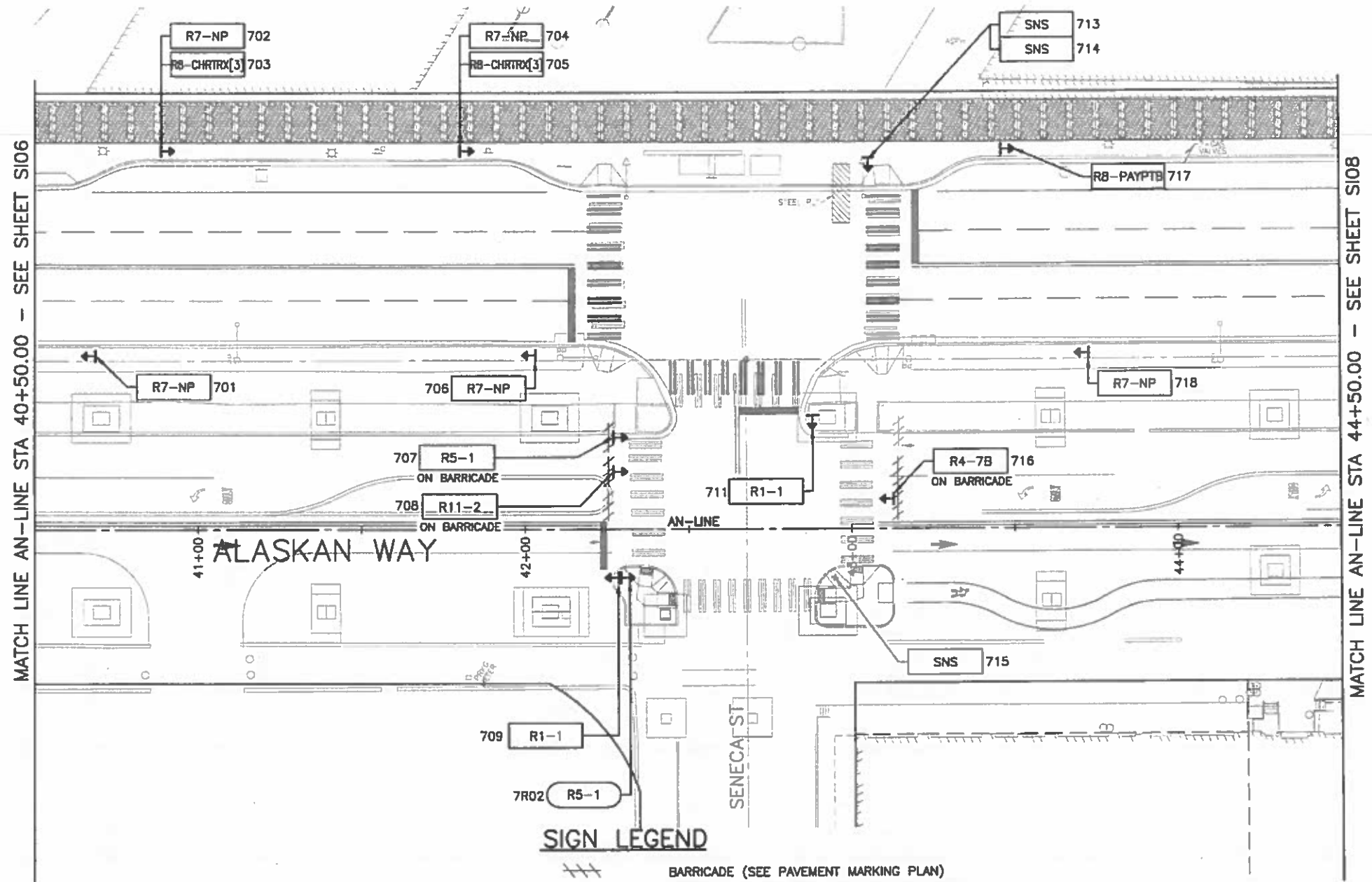
DATE	
P.E. STAMP BOX	



SR 99
ALASKAN WAY VIADUCT - REPLACEMENT
ALASKAN WAY TRAFFIC SWITCH
SIGN INSTALLATION PLAN

S105
SHEET 79 OF 94 SHEETS



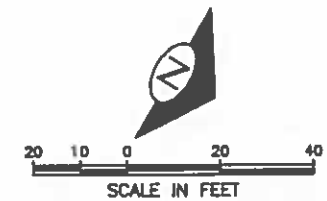


**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- X** INSTALL DESIGNATED SIGN NUMBER , SEE SIGN SCHEDULE.
- SDS STREET DESTINATION SIGN
- SNS STREET NAME SIGN
- X** RELOCATE DESIGNATED SIGN NUMBER . SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.

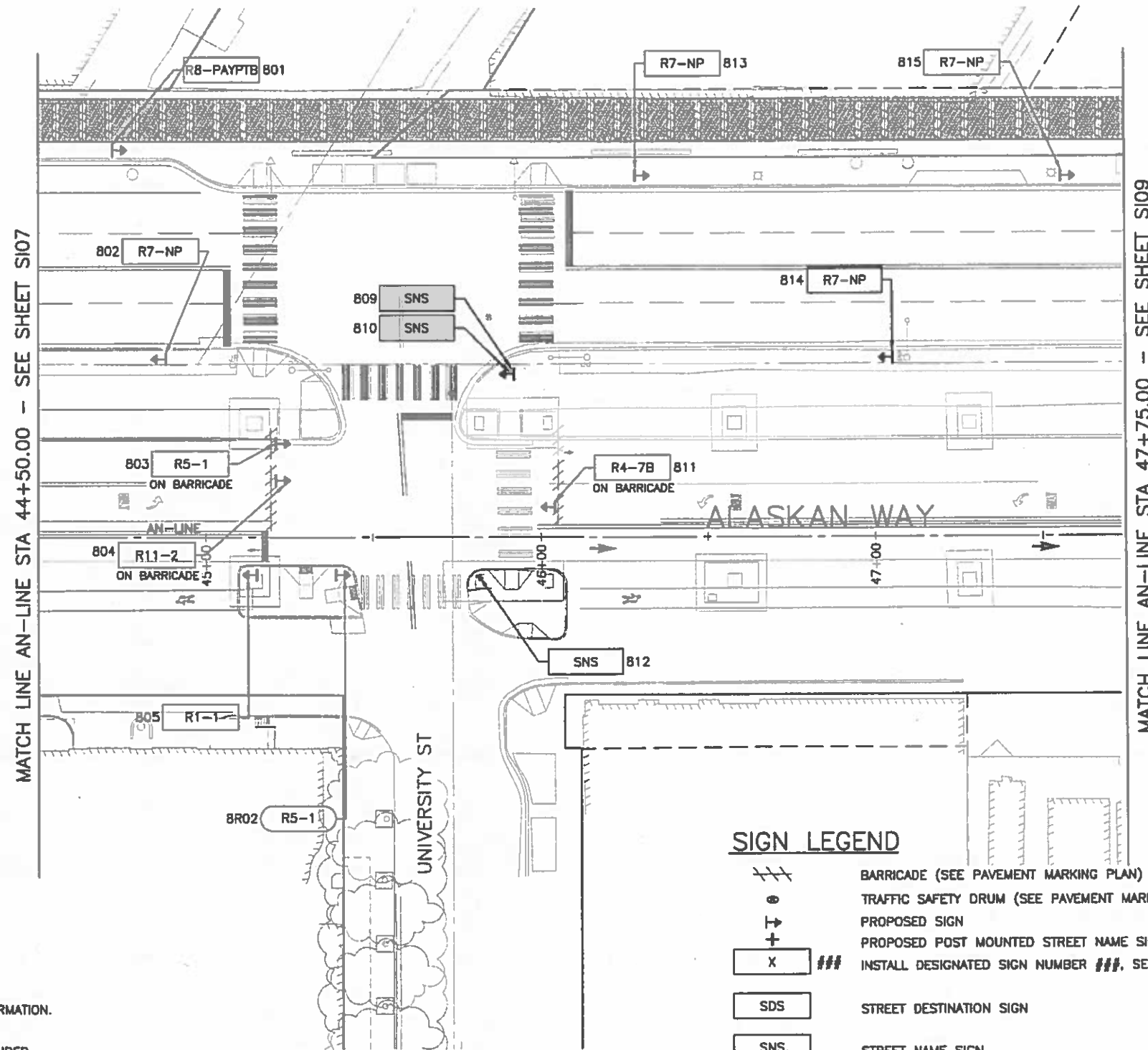
**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\009127\001\001\audarm\dms29045\WFS_8_8-P-SIGN-SI.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH SIGN INSTALLATION PLAN	S107 SHEET 81 OF 94 SHEETS
TIME 4:35:55 PM	DATE 11/22/2017	JOB NUMBER		LOCATION NO.	P.E. STAMP BOX				
PLOTTED BY AUDARM	DESIGNED BY T. OLSEN	CONTRACT NO.		DATE	DATE	Washington State Department of Transportation 			
ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	REVISION	DATE	BY					
PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES								

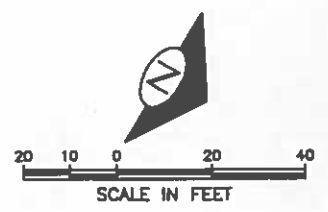


MATCH LINE AN-LINE STA 44+50.00 - SEE SHEET S107

MATCH LINE AN-LINE STA 47+75.00 - SEE SHEET S109

**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- INSTALL DESIGNATED SIGN NUMBER ###, SEE SIGN SCHEDULE.
- STREET DESTINATION SIGN
- STREET NAME SIGN
- RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.

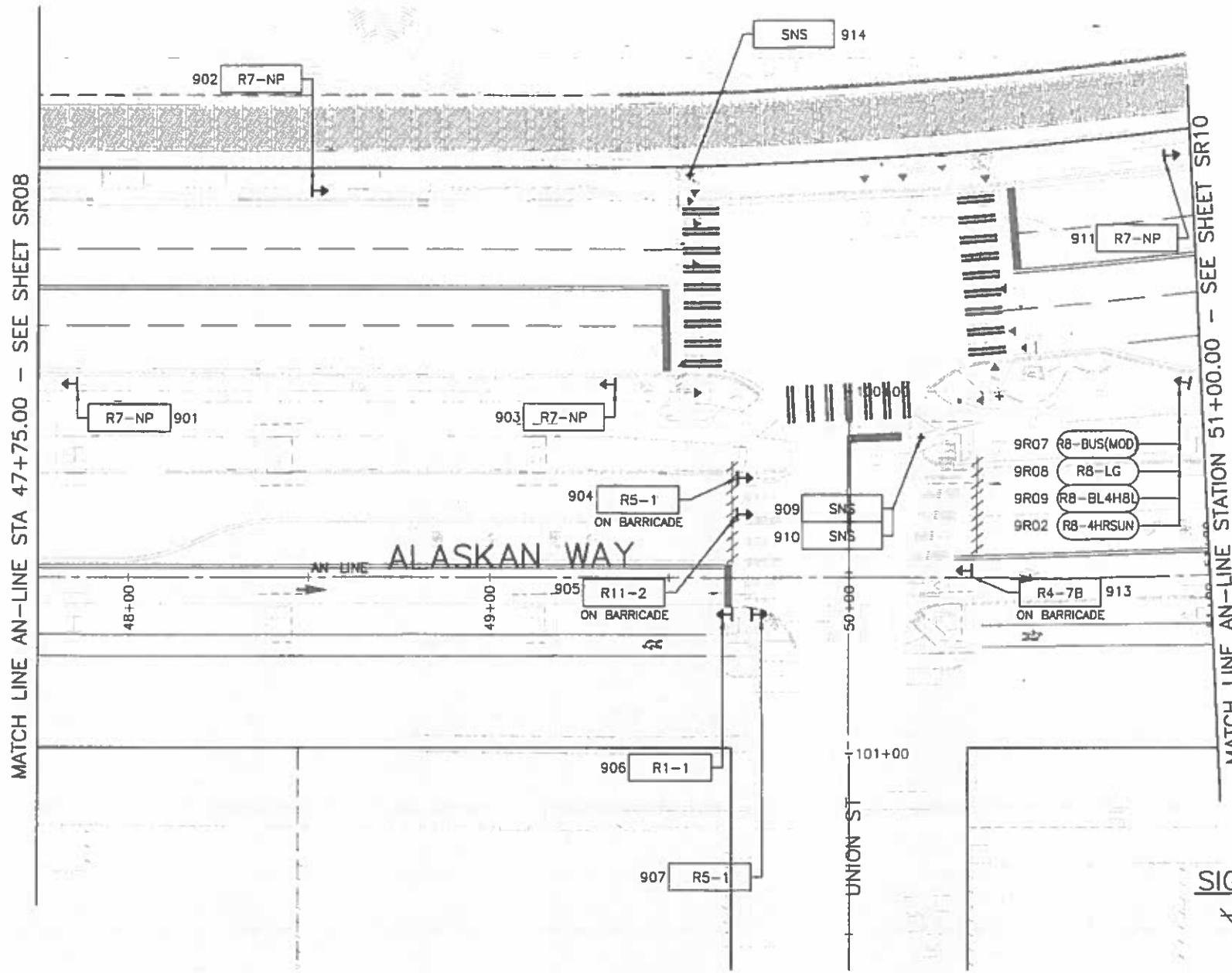


**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME C:\projects\wsp\p1\wfile4\custom\dms29045\WFS_ILB-P-SIGN-SI.dwg			REGION NO.		STATE	FED.AID PROJ.NO.		Washington State Department of Transportation <b>wsp</b>	SR 99	ALASKAN WAY VIADUCT - REPLACEMENT	S108
TIME	4:36:20 PM										
DATE	11/22/2017									ALASKAN WAY TRAFFIC SWITCH	SHEET 82 OF 94 SHEETS
PLOTTED BY	AUDARM									SIGN INSTALLATION PLAN	
DESIGNED BY	T. OLSEN										
ENTERED BY	K. WHITEHOUSE										
CHECKED BY	L. GUAN										
PROJ. ENGR.	D. MCINTOSH										
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY	CONTRACT NO.	LOCATION NO.	P.E. STAMP BOX	DATE	P.E. STAMP BOX		



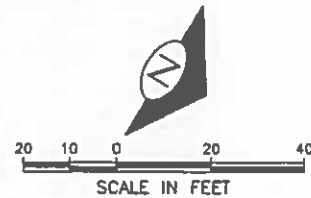
**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- INSTALL DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- STREET DESTINATION SIGN
- STREET NAME SIGN
- RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.

**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.



FILE NAME C:\projectwise\job\vlisa\delacruz\dms28045\WFS\_6\_B-P-SIGN-SI.dwg

TIME	7:00:16 PM	REGION NO.	STATE	FED.AID PROJ.NO.
DATE	5/29/2018			
PLOTTED BY	DELACRUZD	JOB NUMBER		
DESIGNED BY	T. OLSEN	CONTRACT NO.		LOCATION NO.
ENTERED BY	K. WHITEHOUSE			
CHECKED BY	L. GUAN			
PROJ. ENGR.	D. MCINTOSH			
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY

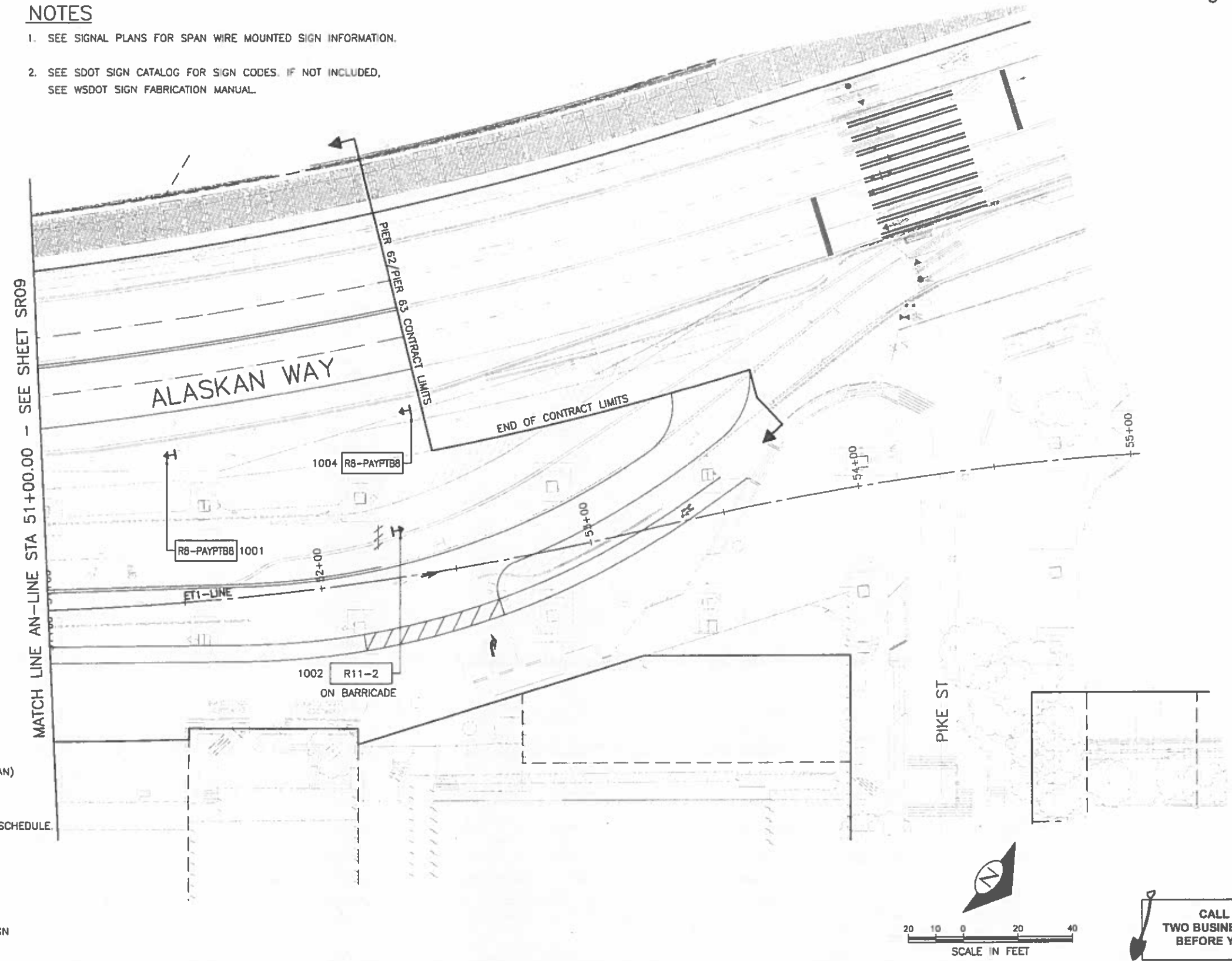


SR 99	SI09
ALASKAN WAY VIADUCT - REPLACEMENT	SHEET
ALASKAN WAY TRAFFIC SWITCH	OF
SIGN INSTALLATION PLAN	94
	SHEETS



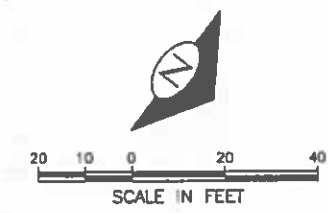
**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.



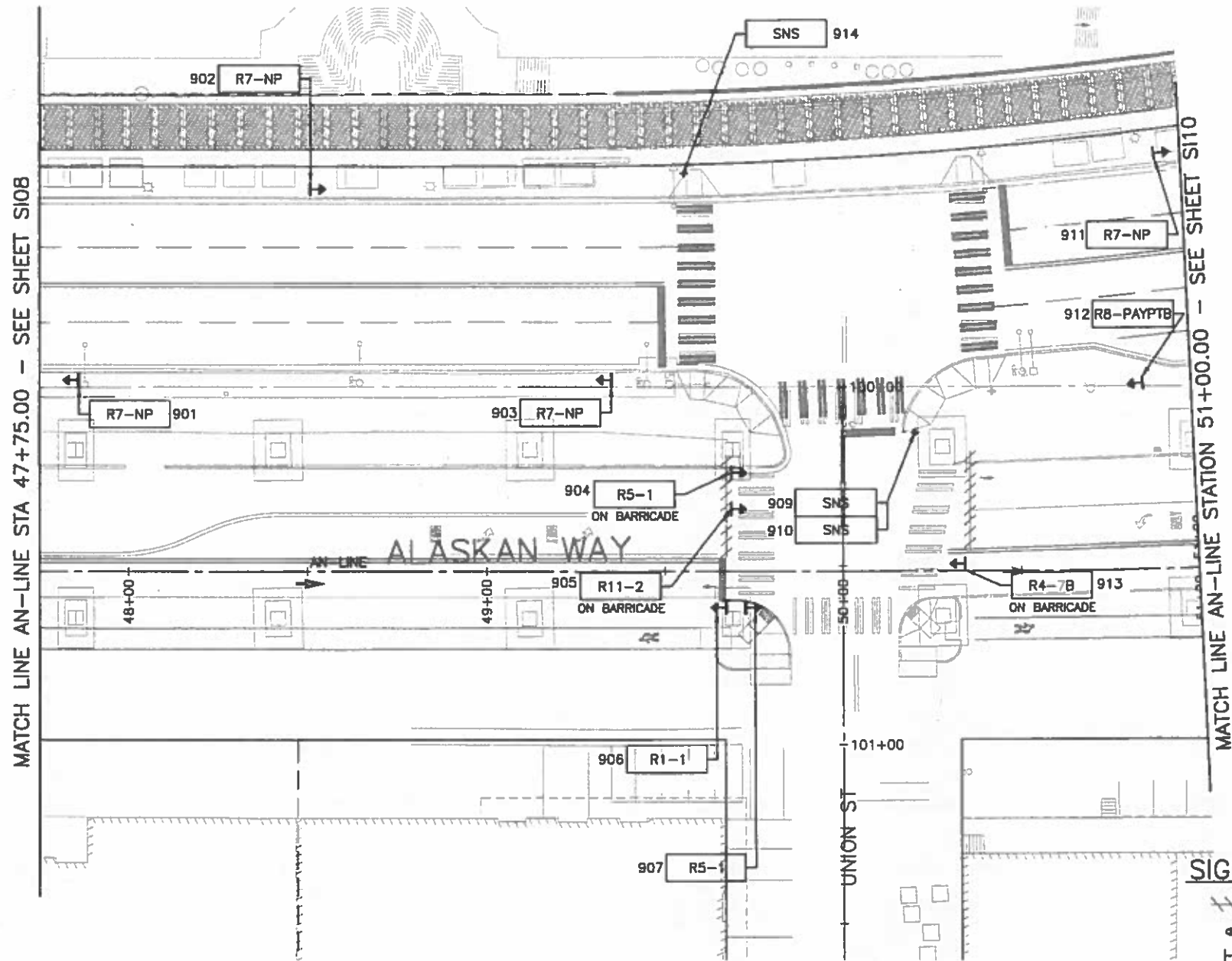
**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- ###** INSTALL DESIGNATED SIGN NUMBER **###**. SEE SIGN SCHEDULE.
- STREET DESTINATION SIGN
- STREET NAME SIGN
- R###** RELOCATE DESIGNATED SIGN NUMBER **R###**. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.



**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

FILE NAME C:\projects\wsp\p\0504\delacruz\dm28045\WFS_6_B-P-SIGN-SL.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	S110 SHEET OF 94 SHEETS
TIME	7:04:20 PM							ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	5/29/2018							ALASKAN WAY TRAFFIC SWITCH	
PLOTTED BY	DELACRUZD							SIGN INSTALLATION PLAN	
DESIGNED BY	T. OLSEN	JOB NUMBER							
ENTERED BY	K. WHITEHOUSE	CONTRACT NO.			LOCATION NO.				
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY					



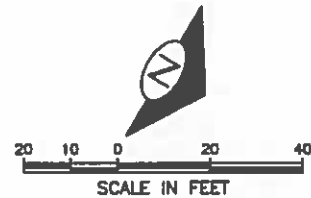
**SIGN LEGEND**

- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- INSTALL DESIGNATED SIGN NUMBER ###. SEE SIGN SCHEDULE.
- SDS STREET DESTINATION SIGN
- SNS STREET NAME SIGN
- RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.

CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.

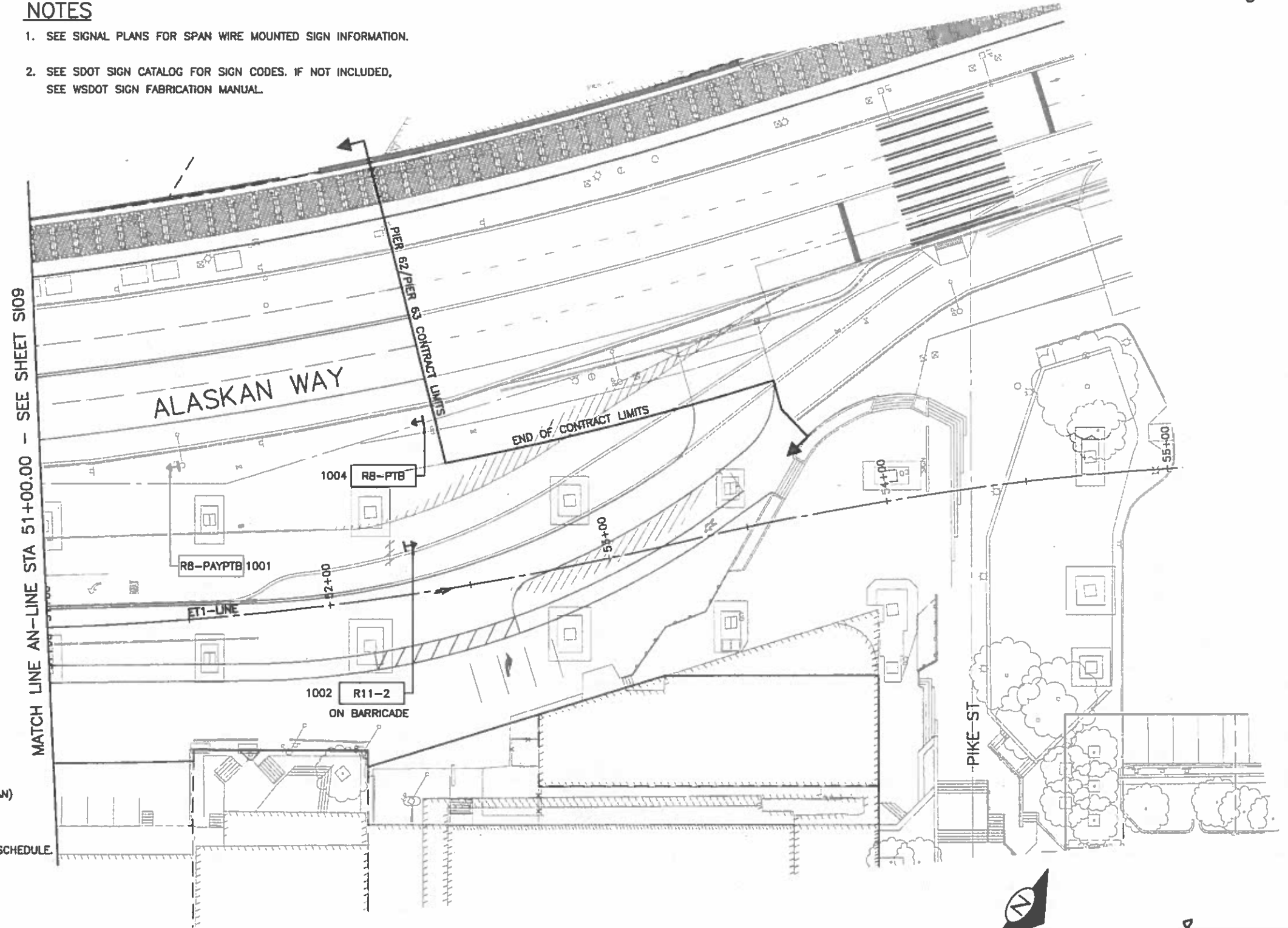


FILE NAME C:\projects\alaska\p01\alaska\audarm\dms29048\WFS_8_B-P-SIGN-SI.dwg				REGION NO.		STATE		FED.AID PROJ.NO.				SR 99		SI09
TIME 4:36:46 PM	DATE 11/22/2017	PLOTTED BY AUDARM	DESIGNED BY T. OLSEN	ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES	REVISION	DATE			BY	ALASKAN WAY VIADUCT - REPLACEMENT	
										ALASKAN WAY TRAFFIC SWITCH		SHEET 83 OF 94 SHEETS		
										SIGN INSTALLATION PLAN				



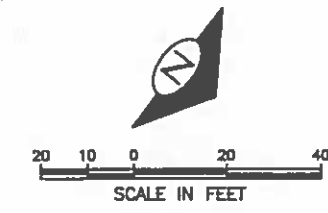
**NOTES**

1. SEE SIGNAL PLANS FOR SPAN WIRE MOUNTED SIGN INFORMATION.
2. SEE SDOT SIGN CATALOG FOR SIGN CODES. IF NOT INCLUDED, SEE WSDOT SIGN FABRICATION MANUAL.



**SIGN LEGEND**

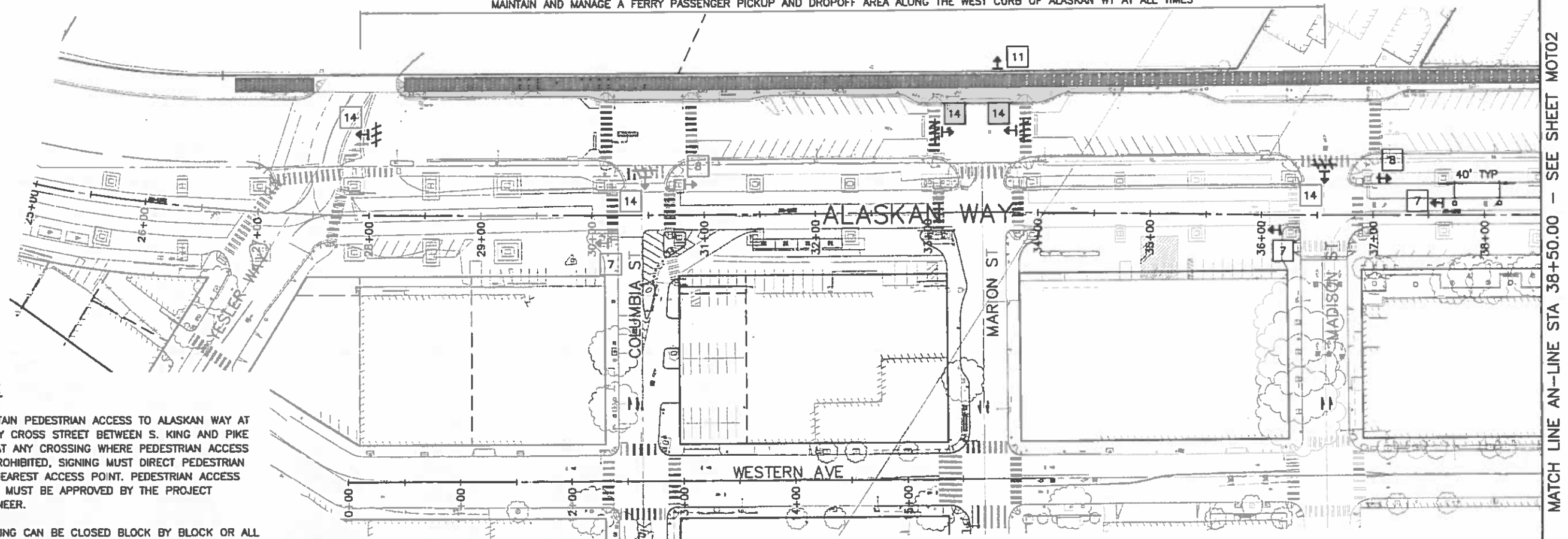
- BARRICADE (SEE PAVEMENT MARKING PLAN)
- TRAFFIC SAFETY DRUM (SEE PAVEMENT MARKING PLAN)
- PROPOSED SIGN
- PROPOSED POST MOUNTED STREET NAME SIGN
- INSTALL DESIGNATED SIGN NUMBER ###, SEE SIGN SCHEDULE.
- STREET DESTINATION SIGN
- STREET NAME SIGN
- RELOCATE DESIGNATED SIGN NUMBER #R##. SEE SIGN SCHEDULE. REFER TO SIGN REMOVAL PLANS.



**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

FILE NAME C:\projects\alaska\p1\yfile\audarm\dms20045\WFS_8_8-P-SIGN-Std.dwg			REGION NO.	STATE	FED.AID PROJ.NO.			SR 99	S110
TIME	4:37:09 PM		JOB NUMBER					ALASKAN WAY VIADUCT - REPLACEMENT	
DATE	11/22/2017		CONTRACT NO.	LOCATION NO.			ALASKAN WAY TRAFFIC SWITCH	SHEET 84 OF 94 SHEETS	
PLOTTED BY	AUDARM						SIGN INSTALLATION PLAN		
DESIGNED BY	T. OLSEN								
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY					

MAINTAIN AND MANAGE A FERRY PASSENGER PICKUP AND DROPOFF AREA ALONG THE WEST CURB OF ALASKAN WY AT ALL TIMES



**NOTES:**

1. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY CROSSING WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
2. PARKING CAN BE CLOSED BLOCK BY BLOCK OR ALL AT SAME TIME.
3. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

**TRAFFIC CONTROL LEGEND**

- TYPE III BARRICADE
- o BARRELS
- SIGN OR VMS
- 1 SIGN NUMBER





CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

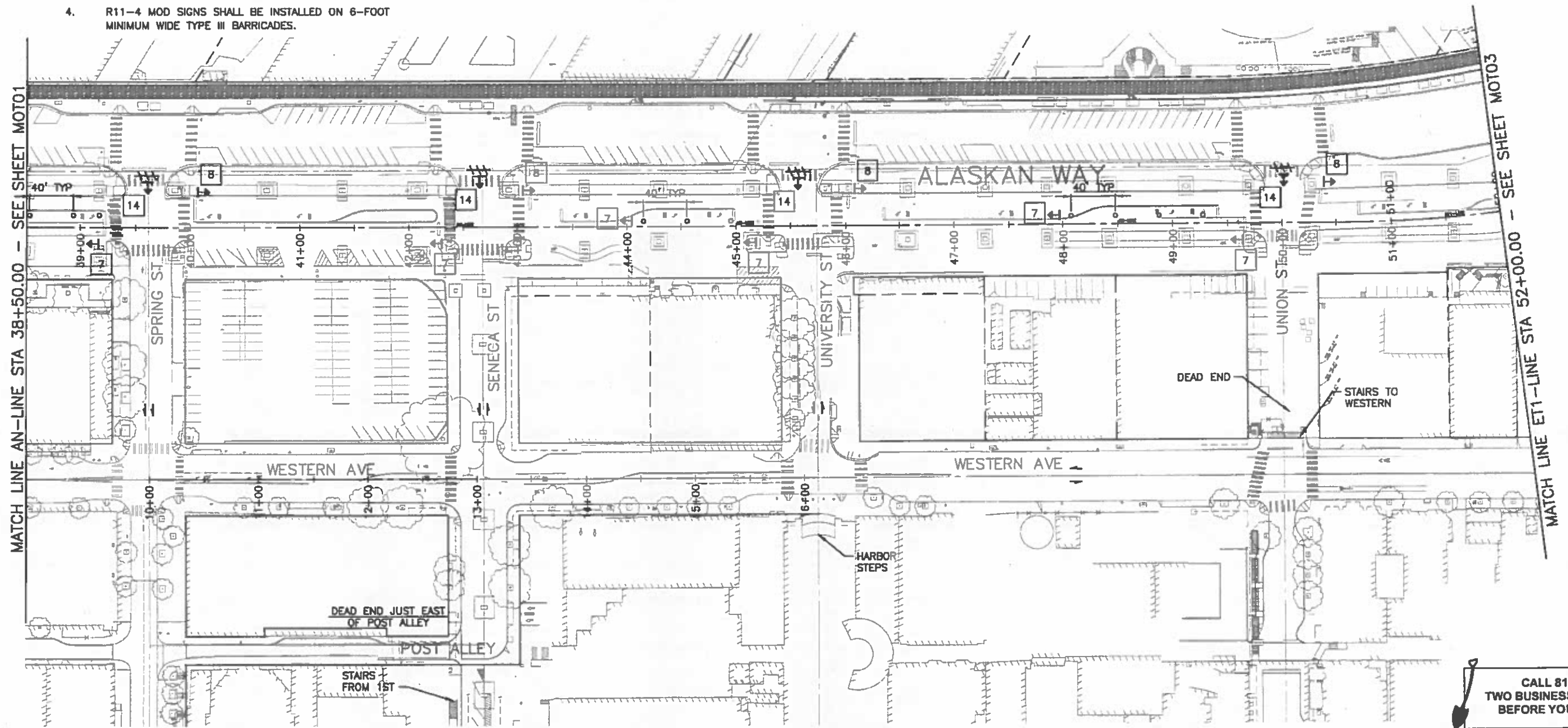
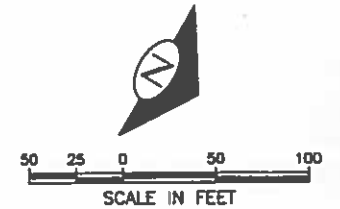
FILE NAME c:\projects\job\16004\audarm\dms29045\WF3_0_8-P-MOT-TC.dwg		REGION NO.		STATE		FED.AID PROJ.NO.				SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH TRAFFIC CONTROL PLAN PARKING CLOSURE	MOT01 SHEET 85 OF 94 SHEETS
TIME 4:02:22 PM	DATE 11/22/2017	PLOTTED BY AUDARM	DESIGNED BY T. OLSEN	ENTERED BY K. WHITEHOUSE	CHECKED BY L. GUAN	PROJ. ENGR. D. MCINTOSH	REGIONAL ADM. J. HEDGES				

**NOTES:**

1. FOR SIGN DETAILS, SEE SHEET MOTO1.
2. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY CROSSING WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
3. PARKING CAN BE CLOSED BLOCK BY BLOCK OR ALL AT SAME TIME.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

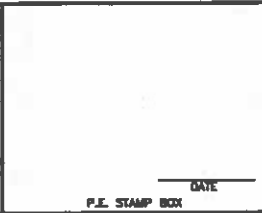
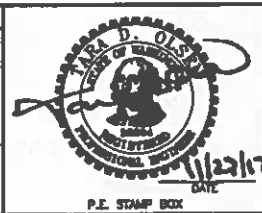
**TRAFFIC CONTROL LEGEND**

-  TYPE III BARRICADE
-  BARRELS
-  SIGN OR VMS
-  SIGN NUMBER



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	C:\projects\trac\p\rd\audarm\dms29046\WFS_8_B-P-MOT-TC.dwg		
TIME	4:02:43 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	
REGION NO.	STATE	FED.AID PROJ.NO.	
JOB NUMBER			
CONTRACT NO.	LOCATION NO.		



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 TRAFFIC CONTROL PLAN  
 PARKING CLOSURE

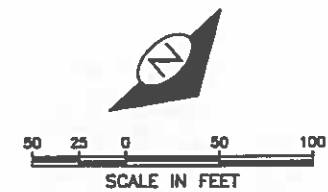
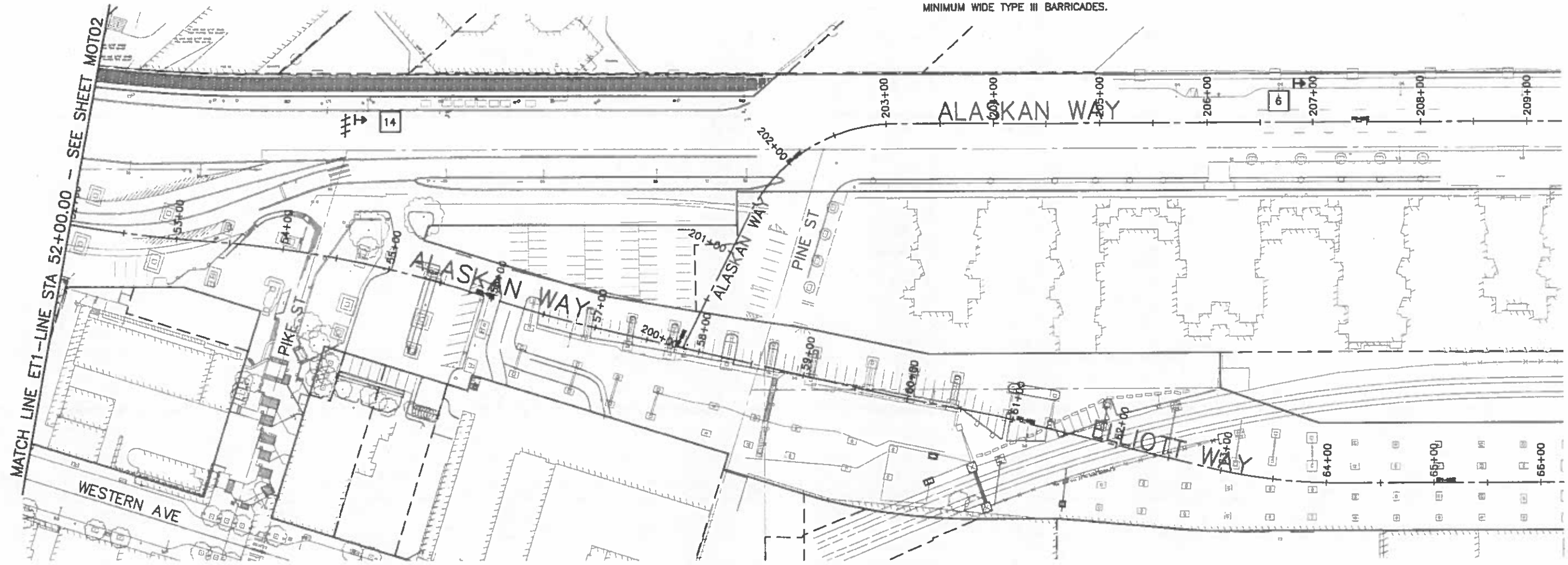
MOTO2  
 SHEET 88 OF 94 SHEETS

**NOTES:**



1. FOR SIGN DETAILS, SEE SHEET MOT01.
2. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY CROSSING WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
3. PARKING CAN BE CLOSED BLOCK BY BLOCK OR ALL AT SAME TIME.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

**TRAFFIC CONTROL LEGEND**

- TYPE III BARRICADE
- o BARRELS
- SIGN OR VMS
- # SIGN NUMBER



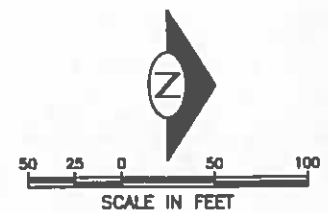
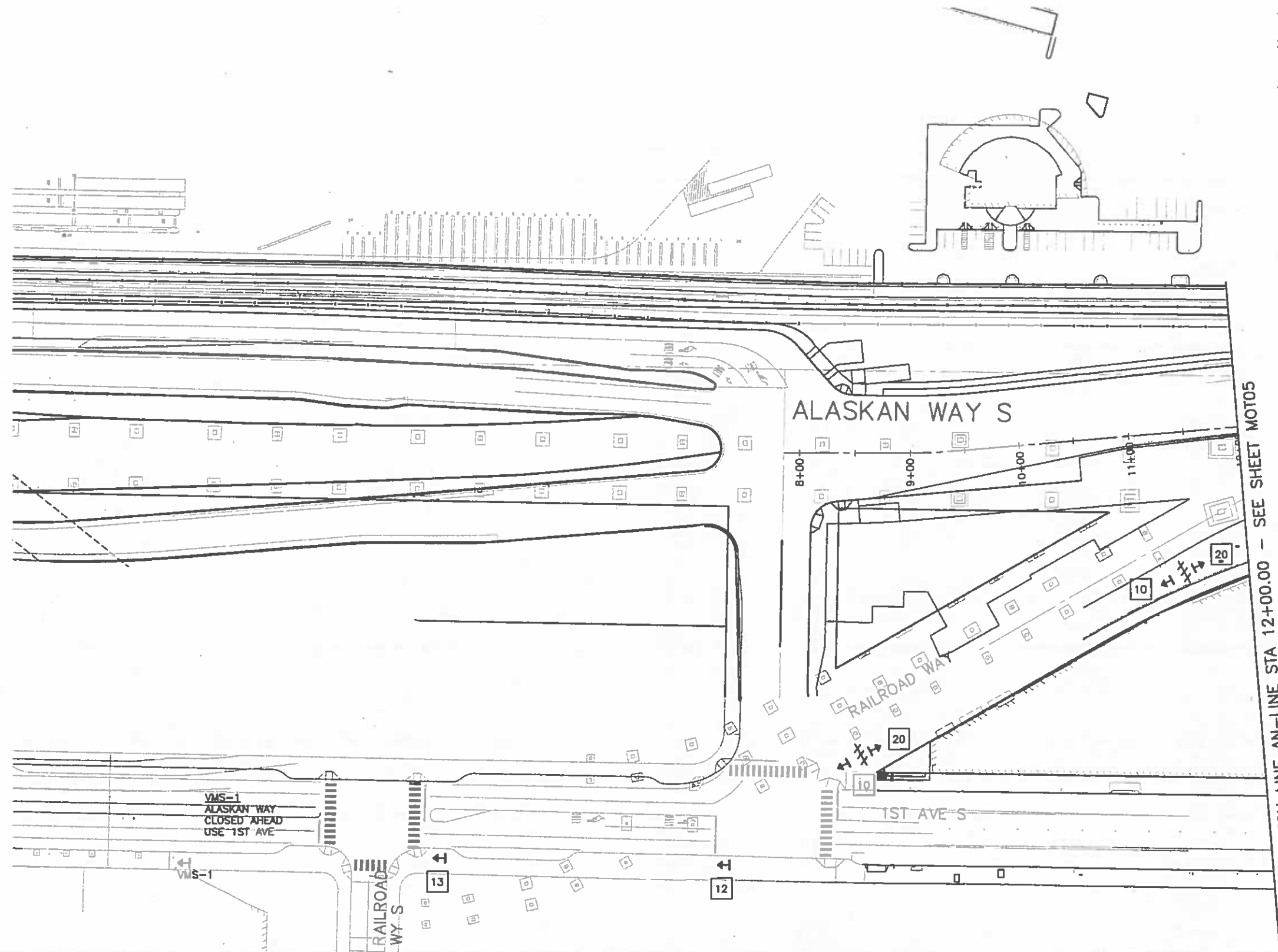
CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\p\08104\audarm\dms20048\WFS_8-P-MOT-TC.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99	MOT03
TIME	4:03:01 PM	JOB NUMBER		LOCATION NO.	ALASKAN WAY VIADUCT - REPLACEMENT				
DATE	11/22/2017	CONTRACT NO.			ALASKAN WAY TRAFFIC SWITCH				
PLOTTED BY	AUDARM	DATE		BY	TRAFFIC CONTROL PLAN				
DESIGNED BY	T. OLSEN	REVISION			PARKING CLOSURE				
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES								

1. FOR SIGN DETAILS, SEE SHEET MOT01.
2. FOR CLOSURE FOR TRAFFIC SWITCH, SEE GENERAL NOTES FOR ALLOWABLE HOURS.
3. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY INTERSECTION WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

**TRAFFIC CONTROL LEGEND**

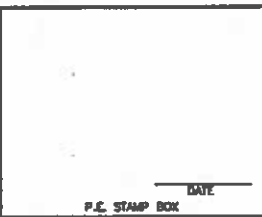
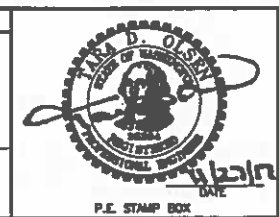
- ⚡ TYPE III BARRICADE
- BARRELS
- ➔ SIGN OR VMS
- ☐ SIGN NUMBER



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	C:\projects\wsp\p\rdm\audarm\dms29045\WFS_6_8-P-MOT-TC_1.dwg		
TIME	4:03:49 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	
REVISION	DATE	BY



SR 99  
**ALASKAN WAY VIADUCT - REPLACEMENT**  
**ALASKAN WAY TRAFFIC SWITCH**  
**TRAFFIC CONTROL PLAN**  
**CORRIDOR CLOSURES**





MOT04  
 SHEET  
 88  
 OF  
 94  
 SHEETS

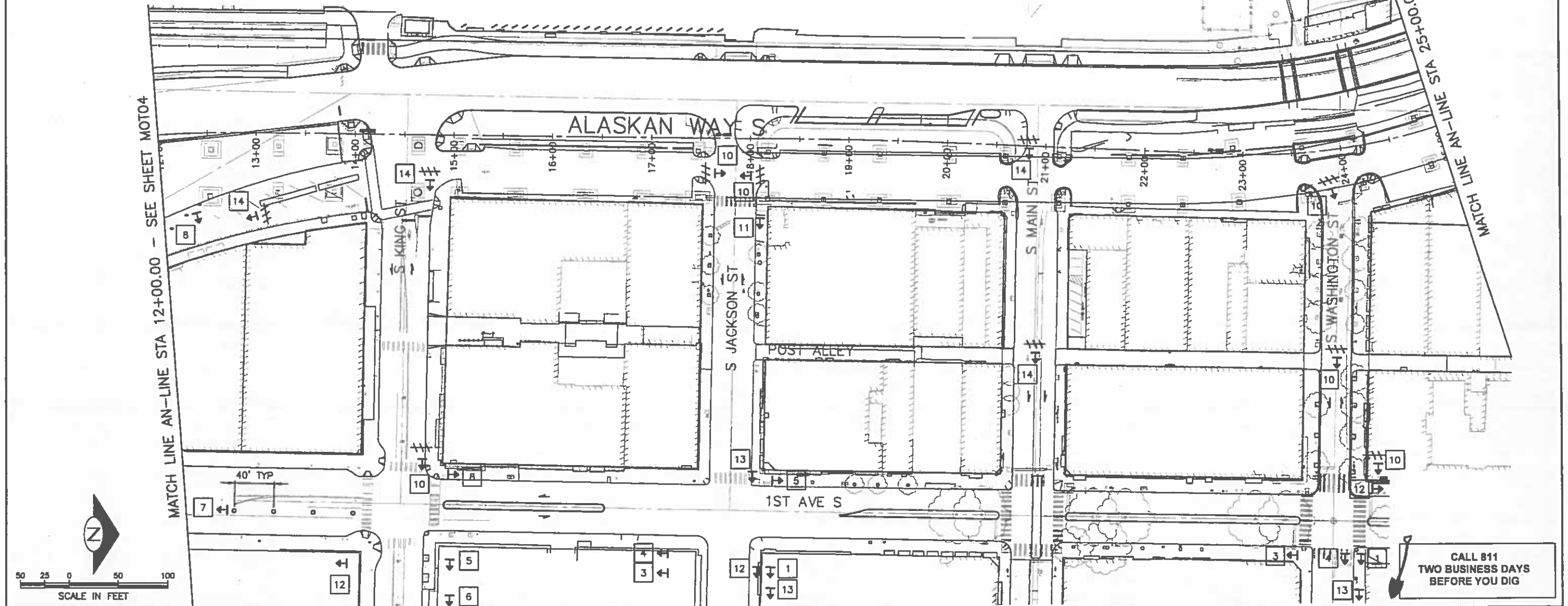


**NOTES:**



1. FOR SIGN DETAILS, SEE SHEET MOT01.
2. FOR CLOSURE FOR TRAFFIC SWITCH, SEE GENERAL NOTES FOR ALLOWABLE HOURS.
3. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY INTERSECTION WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

**TRAFFIC CONTROL LEGEND**

-  TYPE III BARRICADE
-  BARRELS
-  SIGN OR VMS
-  SIGN NUMBER

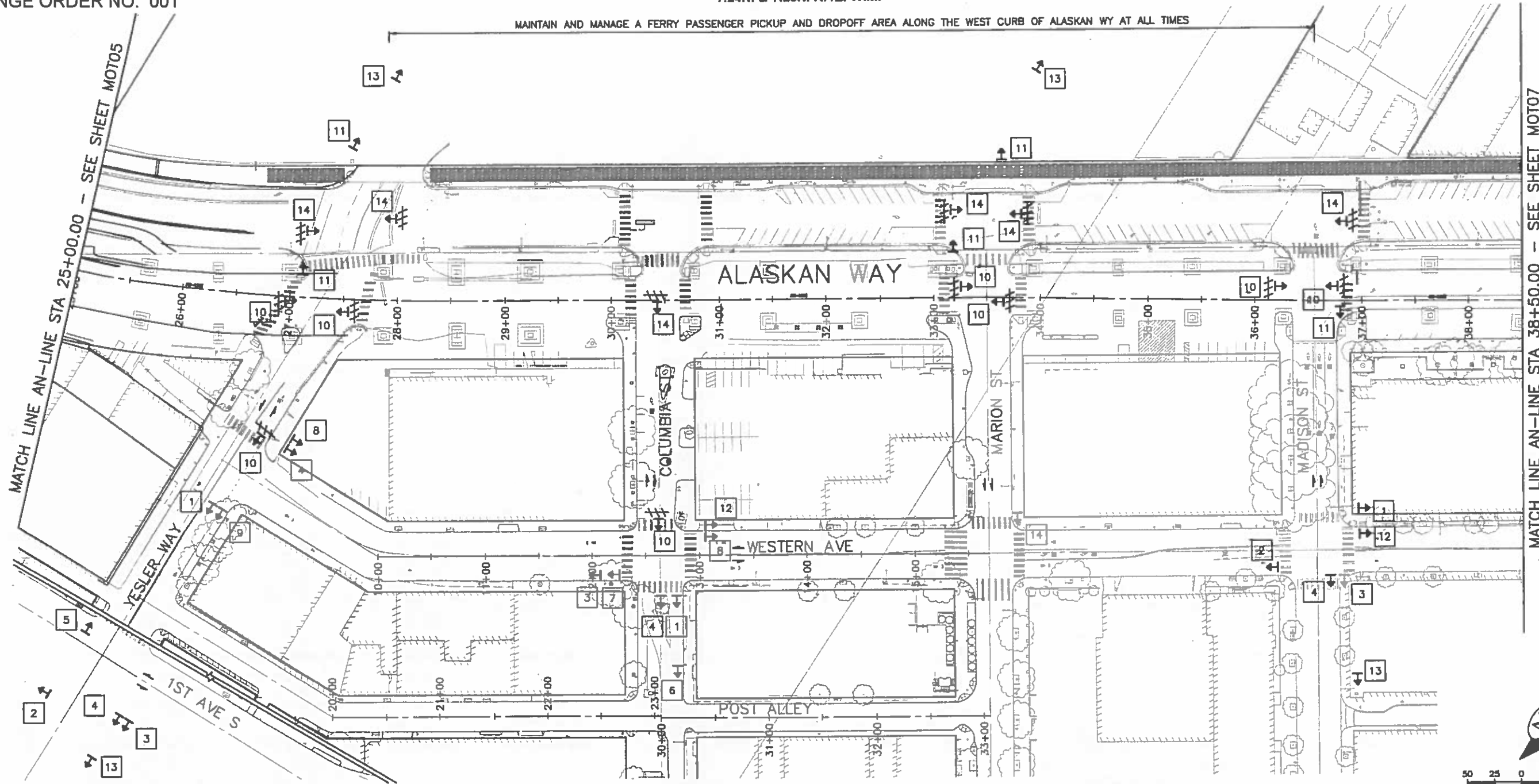


CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME C:\projects\job\009127\audarm\dms29045\WFS_4_B-P-MOT-TC_1.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			SR 99 ALASKAN WAY VIADUCT - REPLACEMENT ALASKAN WAY TRAFFIC SWITCH TRAFFIC CONTROL PLAN CORRIDOR CLOSURES	MOT05 SHEET 89 OF 94 SHEETS
TIME	4:04:07 PM	CONTRACT NO.	LOCATION NO.						
DATE	11/22/2017	JOB NUMBER							
PLOTTED BY	AUDARM								
DESIGNED BY	T. OLSEN								
ENTERED BY	K. WHITEHOUSE								
CHECKED BY	L. GUAN								
PROJ. ENGR.	D. MCINTOSH								
REGIONAL ADM.	J. HEDGES	REVISION	DATE	BY					



MAINTAIN AND MANAGE A FERRY PASSENGER PICKUP AND DROPOFF AREA ALONG THE WEST CURB OF ALASKAN WY AT ALL TIMES

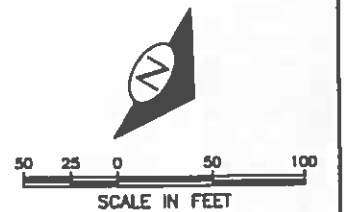


**NOTES:**

1. FOR SIGN DETAILS, SEE SHEET MOT01.
2. FOR CLOSURE FOR TRAFFIC SWITCH, SEE GENERAL NOTES FOR ALLOWABLE HOURS.
3. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY INTERSECTION WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

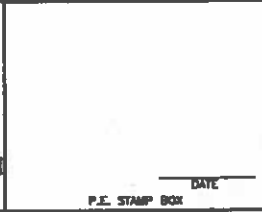
**TRAFFIC CONTROL LEGEND**

- TYPE III BARRICADE
- BARRELS
- SIGN OR VMS
- SIGN NUMBER



CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG

FILE NAME	C:\projects\009127\001\audarm\dms29045\WFS_0_5-P-MOT-TC_1.dwg		
TIME	4:04:36 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	
REGION NO.	STATE	FED.AID PROJ.NO.	
JOB NUMBER			
CONTRACT NO.	LOCATION NO.		



SR 99  
 ALASKAN WAY VIADUCT - REPLACEMENT  
 ALASKAN WAY TRAFFIC SWITCH  
 TRAFFIC CONTROL PLAN  
 CORRIDOR CLOSURES

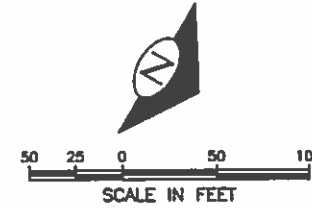
MOT06  
 SHEET  
 90  
 OF  
 94  
 SHEETS

**NOTES:**

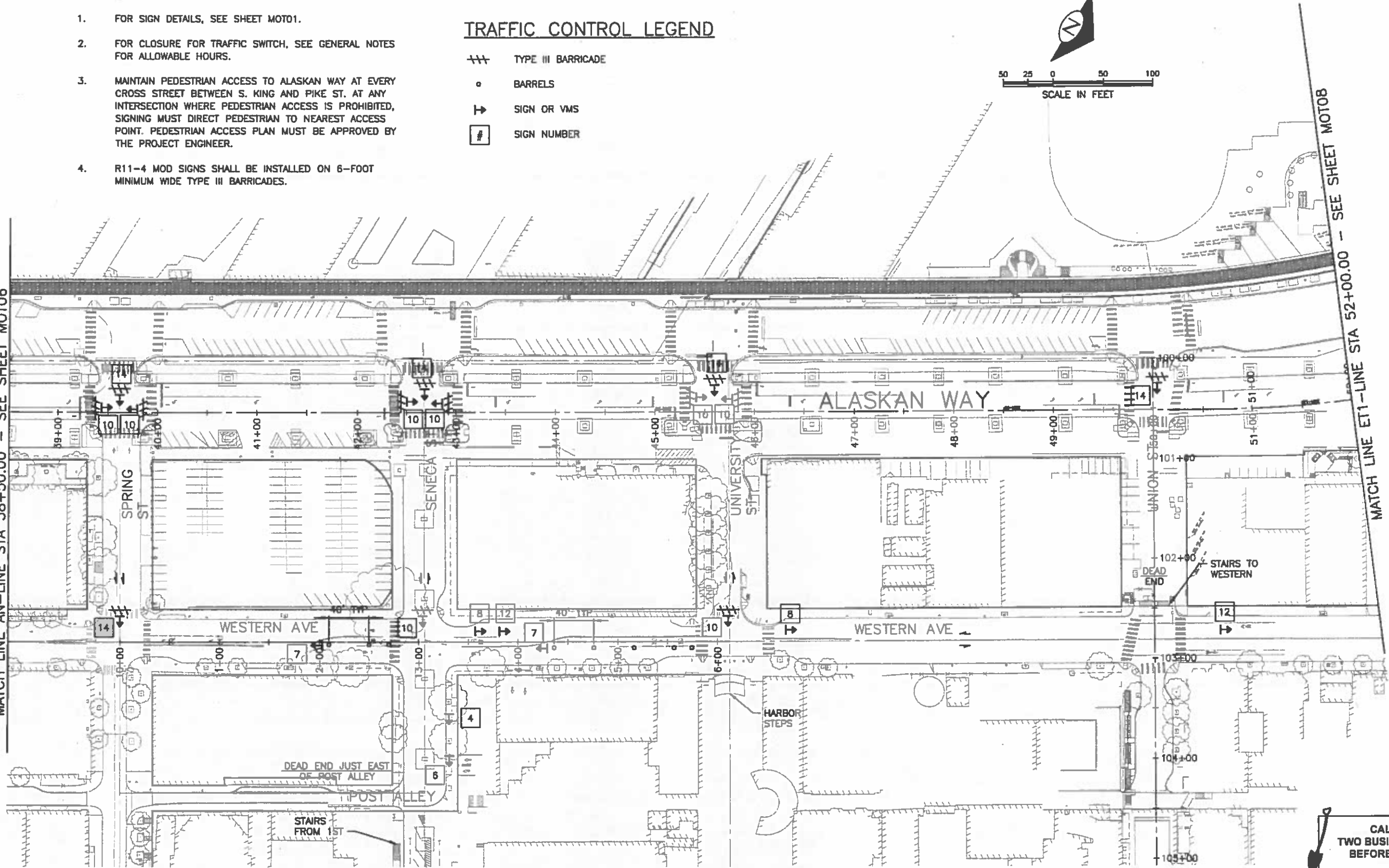
1. FOR SIGN DETAILS, SEE SHEET MOT01.
2. FOR CLOSURE FOR TRAFFIC SWITCH, SEE GENERAL NOTES FOR ALLOWABLE HOURS.
3. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY INTERSECTION WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

**TRAFFIC CONTROL LEGEND**

- TYPE III BARRICADE
- BARRELS
- ➔ SIGN OR VMS
- # SIGN NUMBER



MATCH LINE AN-LINE STA 38+50.00 - SEE SHEET MOT06



MATCH LINE ET1-LINE STA 52+00.00 - SEE SHEET MOT08

CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	c:\projects\150\150\audarm\dms29045\WFS_8_B-P-MOT-TC_1.dwg		
TIME	4:04:53 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		

REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	

T. OLSEN  
STATE OF WASHINGTON  
PROFESSIONAL ENGINEER  
LICENSE NO. 2717  
DATE 11/22/17  
P.E. STAMP BOX

DATE \_\_\_\_\_  
P.E. STAMP BOX

Washington State  
Department of Transportation  
WSP

SR 99  
ALASKAN WAY VIADUCT - REPLACEMENT  
ALASKAN WAY TRAFFIC SWITCH  
TRAFFIC CONTROL PLAN  
CORRIDOR CLOSURES

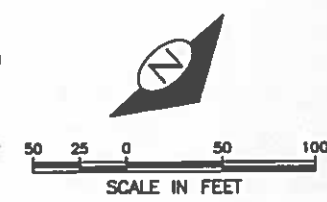
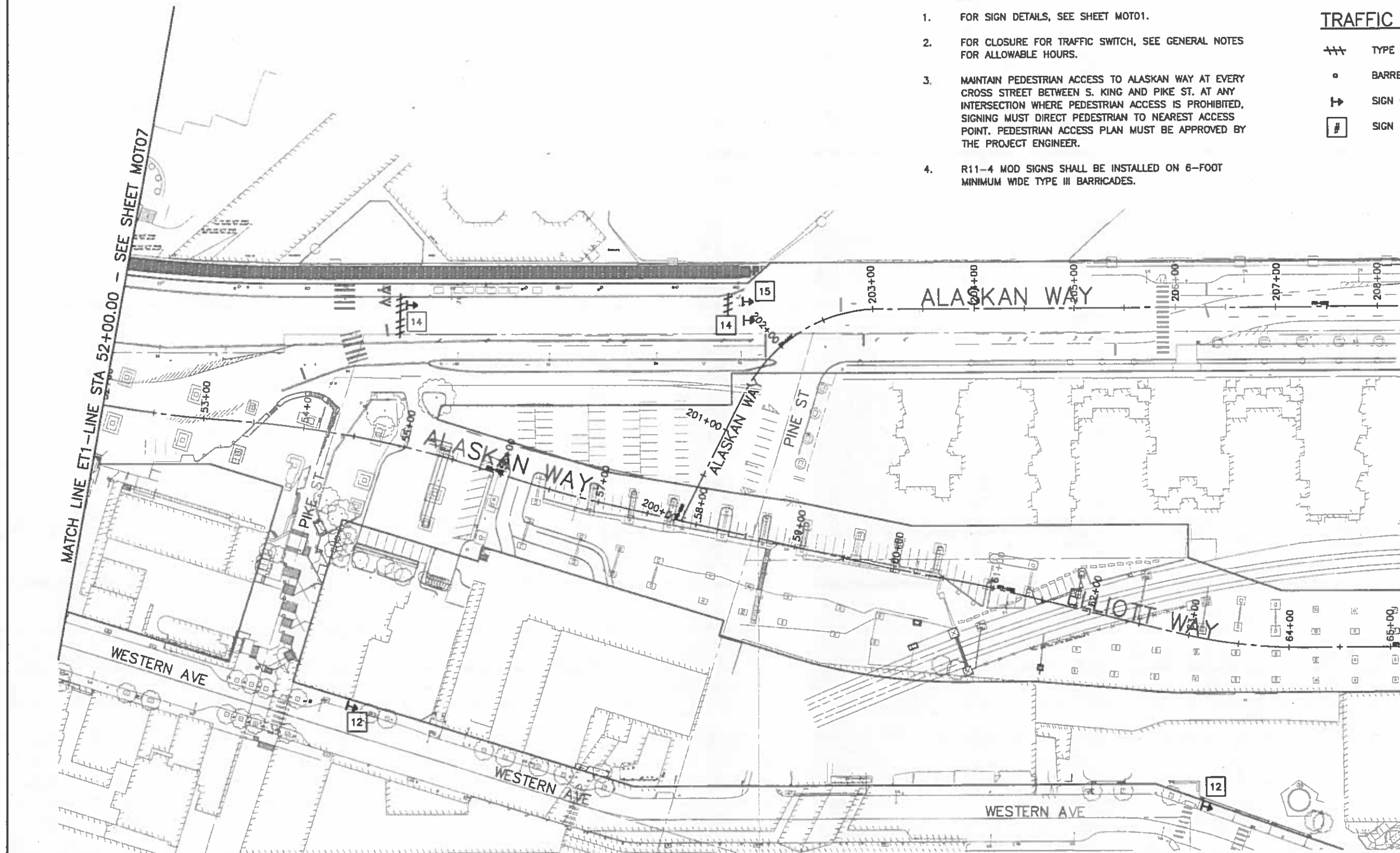
MOT07  
SHEET 91 OF 94 SHEETS

**NOTES:**

1. FOR SIGN DETAILS, SEE SHEET MOT01.
2. FOR CLOSURE FOR TRAFFIC SWITCH, SEE GENERAL NOTES FOR ALLOWABLE HOURS.
3. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY INTERSECTION WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

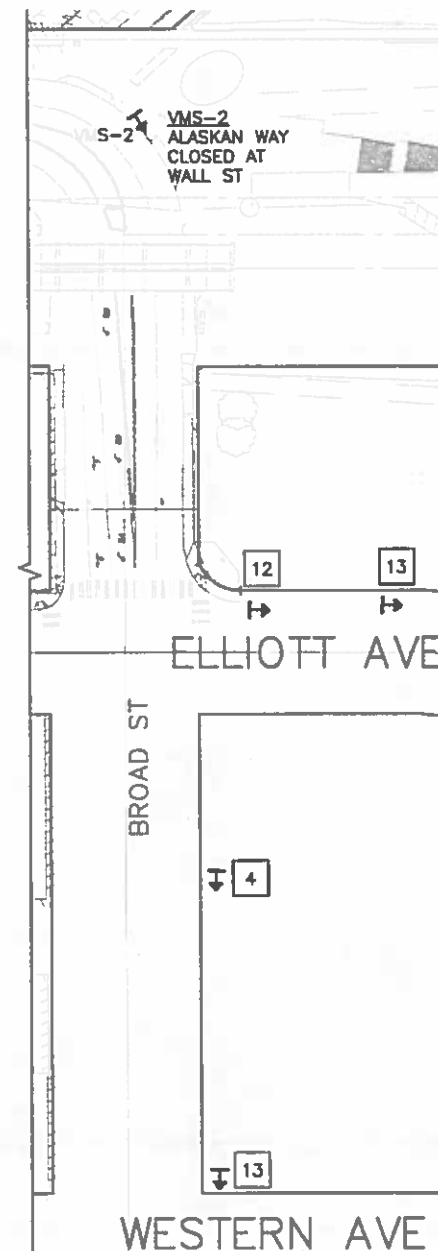
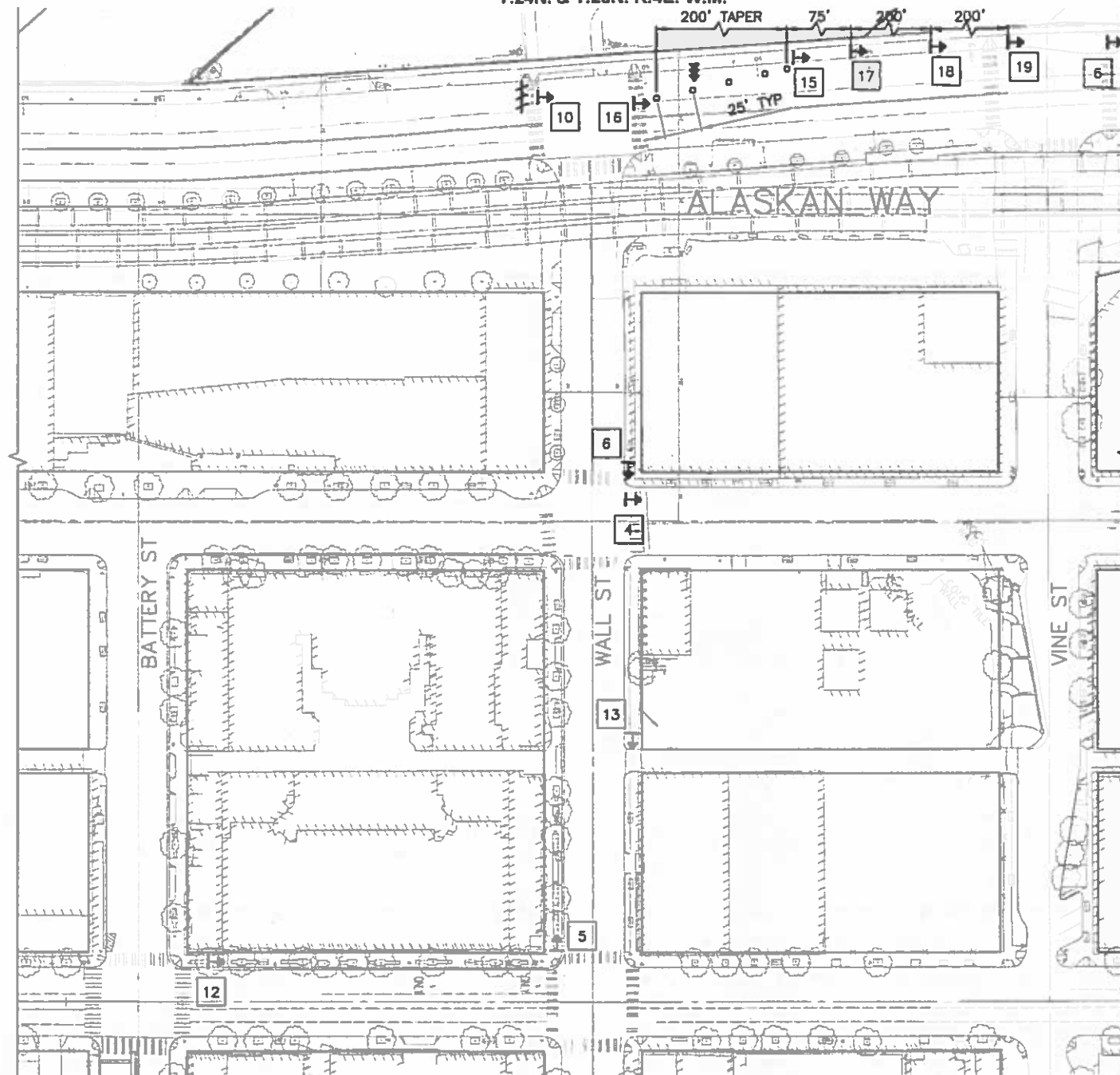
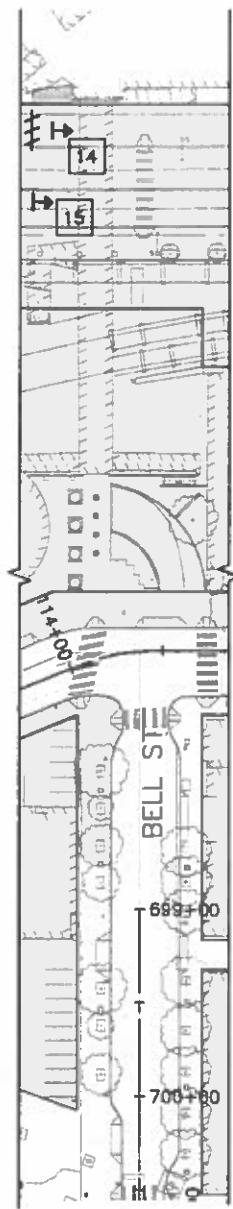
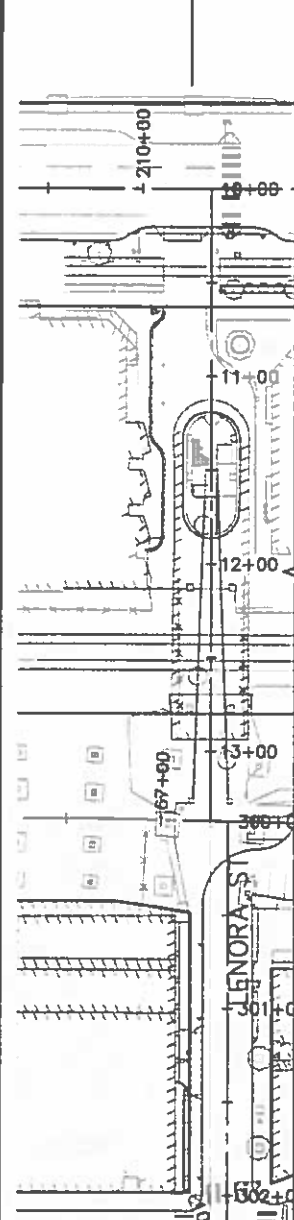
**TRAFFIC CONTROL LEGEND**

- TYPE III BARRICADE
- BARRELS
- SIGN OR VMS
- ☐ SIGN NUMBER



**CALL 811  
 TWO BUSINESS DAYS  
 BEFORE YOU DIG**

FILE NAME C:\projects\wsp\yblaw4\audarm\drms28045\WFS_R_B-P-MOT-TC_1.dwg		REGION NO.		STATE	FED.AID PROJ.NO.			<b>SR 99</b> <b>ALASKAN WAY VIADUCT - REPLACEMENT</b> <b>ALASKAN WAY TRAFFIC SWITCH</b> <b>TRAFFIC CONTROL PLAN</b> <b>CORRIDOR CLOSURES</b>	<b>MOT08</b>  SHEET 92 OF 94 SHEETS	
TIME	4:05:13 PM	JOB NUMBER		LOCATION NO.	P.E. STAMP BOX					P.E. STAMP BOX
DATE	11/22/2017	CONTRACT NO.								
PLOTTED BY	AUDARM	REVISION	DATE	BY						
DESIGNED BY	T. OLSEN									
ENTERED BY	K. WHITEHOUSE									
CHECKED BY	L. GUAN									
PROJ. ENGR.	D. MCINTOSH									
REGIONAL ADM.	J. HEDGES									



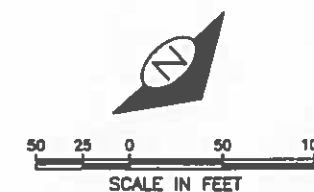
**TRAFFIC CONTROL LEGEND**

- TYPE III BARRICADE
- o BARRELS
- SIGN OR VMS
- # SIGN NUMBER
- ⇒ SEQUENTIAL ARROW BOARD

**NOTES:**

1. FOR SIGN DETAILS, SEE SHEET MOTO1.
2. FOR CLOSURE FOR TRAFFIC SWITCH, SEE GENERAL NOTES FOR ALLOWABLE HOURS.
3. MAINTAIN PEDESTRIAN ACCESS TO ALASKAN WAY AT EVERY CROSS STREET BETWEEN S. KING AND PIKE ST. AT ANY INTERSECTION WHERE PEDESTRIAN ACCESS IS PROHIBITED, SIGNING MUST DIRECT PEDESTRIAN TO NEAREST ACCESS POINT. PEDESTRIAN ACCESS PLAN MUST BE APPROVED BY THE PROJECT ENGINEER.
4. R11-4 MOD SIGNS SHALL BE INSTALLED ON 6-FOOT MINIMUM WIDE TYPE III BARRICADES.

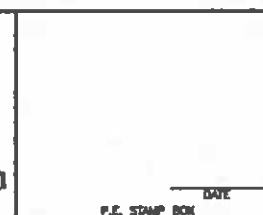
CONTRACT NO: 009127  
CHANGE ORDER NO: 001



CALL 811  
TWO BUSINESS DAYS  
BEFORE YOU DIG

FILE NAME	c:\projects\trb\pb\yfile1\audarm\dms29045\WFS_8_B-P-MOT-TC_1.dwg		
TIME	4:08:01 PM		
DATE	11/22/2017		
PLOTTED BY	AUDARM		
DESIGNED BY	T. OLSEN		
ENTERED BY	K. WHITEHOUSE		
CHECKED BY	L. GUAN		
PROJ. ENGR.	D. MCINTOSH		
REGIONAL ADM.	J. HEDGES		
REVISION	DATE	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
JOB NUMBER		
CONTRACT NO.	LOCATION NO.	



SR 99  
ALASKAN WAY VIADUCT - REPLACEMENT  
ALASKAN WAY TRAFFIC SWITCH  
TRAFFIC CONTROL PLAN  
CORRIDOR CLOSURES

MOTO9  
SHEET 93 OF 94 SHEETS





July 2, 2018

pedestrian movements at intersections, local access for deliveries, and all traffic movements passing under the Viaduct. The schedule outlined above may be adjusted as directed by the WSDOT Engineer to assure seamless coordination with other projects and events in the area.

Further information for Kiewit's consideration in development of its proposal:

- Unless approved by WSDOT, prior to September 4, 2018, at no time shall more than two intersections (signals) be impacted at one time, with no adjacent signals being impacted at the same time.
- Unless approved by WSDOT, no work shall occur on Alaskan Way on September 13, 14, 15 and 24.
- Kiewit shall develop and implement traffic control plans that minimize impacts to parking and pedestrian movements.
- Kiewit shall coordinate with WSDOT on communication and outreach.
- Project Description, as shown in Attachment #1
- 100% Design Complete Plans, Attachment #2
- WSDOT will be the Engineer of Record for the Alaskan Way Traffic Switch
- The fiber signal interconnect work as described in the WSDOT AWV SDOT Signals UTB 1309 work agreement shall be performed by Seattle IDT. Kiewit shall coordinate this work with Seattle IDT.
- Signal Cabinets and Controller equipment will be provided by WSDOT (SDOT)
- Seattle City Light (SCL) Service Agreements will be provided by WSDOT
- The work entails coordination with the following Contractors:
  - WSDOT Alaskan Way Viaduct Replacement- South Access SR 99 Connection project,
  - Washington State Ferries- Seattle Multimodal Terminal at Colman Dock project,
  - SDOT Waterfront Seattle- Pier 62-Pier 63 Phase 1 Rebuild/ Habitat and Alaskan Way Improvements project,
  - SDOT Waterfront Seattle- 13.8kV Network Relocation project

If you have any questions, please contact Chris Brown at (206) 805-5435.

Sincerely,



Chris D. Brown, PE  
D2S2 Engineering Manager

APW/kgg

Attachments:

- Attachment #1: Project Description
- Attachment #2: 100% Design Complete Plans
- Attachment #3: WSDOT AWV SDOT SIGNALS-UTB-1309

cc: File, Alaskan Way Viaduct Replacement Program



**ATTACHMENT #1**  
**Alaskan Way Traffic Switch Description**

The Alaskan Way Traffic Switch work includes the following features.

- a) **Project Boundary**
  - i) All work south of the southerly limits of the S. King St. intersection will be part of the WSDOT South Access SR 99 Connections Project.
    - (1) The South Access SR 99 Connections Project will make the connection from Railroad Way to Alaskan Way at S. King Street. The point of connection will be the match point for the southern limit of the AWTS project.
  - ii) All work north of the southern limits of the Pike Street intersection will be part of the SDOT Elliott Bay Seawall Project and Waterfront Seattle: Pier 62-Pier 63 Phase 1 Rebuild/ Habitat and Alaskan Way Improvements Project.
    - (1) The southern project limit of the Pier 62-Pier 63 project will be the match point for the AWTS northern project limit.
- b) **Five span wire traffic signals, to be installed on Alaskan Way**
  - i) Yesler Way
  - ii) Columbia St.
  - iii) Marion St.
  - iv) Madison St.
  - v) University St.
- c) **Two span wire pedestrian signals, to be installed on Alaskan Way**
  - i) Spring St.
  - ii) Seneca St.
- d) **The existing signal cabinet at the Union Street intersection will be retrofitted to accommodate a span wire traffic signal system**
- e) **Removal of parking along Alaskan Way**
  - i) Project removes the existing temporary parking striping and parking signs
  - ii) Project does not remove any parking meters or appurtenances, but SDOT will salvage during striping operations
  - iii) Project retains existing load/unload pullouts north of Yesler Way
- f) **Roadway striping along Alaskan Way**
  - i) Two general purpose (GP) Lanes, in each direction, between S. King and Pike Streets
    - 1) Matching into the northerly project limits of the WSDOT South Access project, located southerly of the S. King Street intersection.

July 2, 2018

- 2) Matching into the southern limits of the Waterfront Seattle: Pier 62- Pier 63 project, located at the southerly limits of the Pike Street intersection.
  - 3) Matching into the Washington State Ferries Colman Project Ferry holding counter-flow lane, between S. Jackson St. and Yesler Way
- g) Striping of the surface roadway under the Viaduct
- i) One northbound GP Lane to provide local access
  - ii) One southbound haul road for contractor use
  - iii) Refreshing of striping for the existing shared use path
  - iv) Removal of detour signage and striping
  - v) Removal of temporary traffic signals and cabinets
- h) Permanent signage
- i) Along Alaskan Way, between S. King and Pike Streets
  - ii) Under the Viaduct, vicinity of limits of existing detour removal

# Kiewit Infrastructure West Co.

## CHANGE ORDER PROPOSAL- CO#1 Alaskan Way Traffic Switch

PROJECT: SR 99 Demolition, Decommissioning, and Surface Street Project

WSDOT CONTRACT # 009127

For Discussions Purposes ONLY, Pending Corporate Audit Reviews and WSDOT discussion on Markup rates (8/13/2018)

PCO # 1  
DATE: 8/6/18  
ESTIMATOR: DH

DESC: WSDOT Requested CO#1 Alaskan Way Traffic Switch

### KIEWIT DIRECT ESTIMATED (EST) COSTS

1	LABOR	\$	-
2	INCIDENTAL SMALL TOOLS (\$ * MH))	\$	-
3	SERVICES, TOOLS & SUPPLIES	\$	209,322
4	EQUIPMENT	\$	-
5	MATERIALS	\$	-
6	BOND ON MATERIAL CONTRACTS	\$	-
7	<b>SUBTOTAL Kiewit DIRECT EST COST (Add Lines 1 to 6)</b>	<b>\$</b>	<b>209,322</b>
8	SUBCONTRACTOR	\$	4,429,364
9	BOND ON SUBCONTRACTOR CONTRACTS (Allowed 2% for Merino & 1% for Valley)	\$	56,514
10	<b>SUBTOTAL SUBCONTRACTOR(S) COST (Add Lines 8 &amp; 9)</b>	<b>\$</b>	<b>4,485,878</b>

### KIEWIT MARKUPS ON DIRECT EST COST

11	FIELD OVERHEAD- KIEWIT DIRECT COST (Multiply Line 7 & 10 with 13.01%)	13.01%	\$	610,846
12	<b>SUBTOTAL DIRECT &amp; SUB COSTS + OVERHEADS (Add Lines 7, 10, 11)</b>		\$	5,306,046
13	<b>G &amp; A (Add Line 12 and multiply by 7.868%)</b>	7.868%	\$	417,480
14	<b>SUBTOTAL EST DIRECT+INDIRECT+ G&amp;A</b>		\$	5,723,526
15	MARGIN (Multiply Line 14 with 14.04%)	14.04%	\$	803,583
16	<b>SUBTOTAL DIRECT &amp; SUB COSTS + MARKUPS + MARGIN (Add lines 12 &amp; 13)</b>		\$	6,527,109
17	Prime Contractor Bonds / Insurance / Taxes (Multiply Line 14 by 1.11%)	1.110%	\$	72,451
18	<b>GRAND TOTAL THIS CHANGE</b>		\$	6,599,560

ESTIMATOR: Dan Hemenway

DESC: WSDOT Requested CO#1 Alaskan Way Traffic Switch  
ESTIMATED COSTS

DATE 08/06/18

Item #1	DESCRIPTION	Notes	QTY	UNIT	EQUIP		S.T. & S.		LABOR EXPENSE AMOUNT		VENDOR SUPPLIED MATERIALS		SUBCONTRACTOR		TOTAL	
					UP	TOTAL	UP.	TOTAL	UP.	TOTAL	UP.	TOTAL	UP.	TOTAL		
	Subcontractors & Consultants															
	Merino-TESC, potholing, traffic control,UPO's, trenching, backfill, demo, signage, striping, patching	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 1,465,000	\$ 1,465,000	\$ 1,465,000	
	Merino PM taxes allowance (assumed 40% Contract x 10.1%)	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 59,186	\$ 59,186	\$ 59,186	
	Valley Electric-Traffic signal systems,signage,CCTV system, added CCU's.	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 2,721,443	\$ 2,721,443	\$ 2,721,443	
	S&A Communications	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 30,200	\$ 30,200	\$ 30,200	
	O'Neil Service Group-OA Inspection and Environmental Plans and Inspections	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 129,570	\$ 129,570	\$ 129,570	
						Subtotal =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,405,399	\$ 4,405,399	
	Contingency on Subcontractors & Consultants															
	5% allowance for scope gap between Merino and Valley - allowance for potential gaps in scope between Valley & Merino (Merino + Valley proposal x 5%)							\$ 209,322								\$ 209,322
	Cross Subcontract impacts -allowance for sub's impacting each other															\$ -
	S&A Communications quoted estimated hours - 15% allowance for actual hours being greater than estimated by S&A													\$ 4,530	\$ 4,530	
	O'Neil's quoted estimated hours - 15% allowance for actual hours being greater than estimated by O'Neil													\$ 19,436	\$ 19,436	
							\$ -	\$ 209,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,966	\$ 233,288	\$ -
							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>TOTALS</b>						\$ -	\$ 209,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,429,364	\$ 4,638,686	\$ -
SHEET 1																



# Kiewit

October 12, 2018

KIWC-WSDOT-LET-005

Mr. Brian Nielsen, PE  
SR 99 Program Administrator  
Alaska Way Viaduct Replacement Program  
Program Office  
999 3<sup>rd</sup> Avenue, Suite 2200  
Seattle, WA 98104

Subject: **Change Order #01- AWTS Price Proposal  
SR 99/AWV Demolition, Decommissioning, and Surface Street Project  
WSDOT Contract No. 009127**

Dear Mr. Nielsen,

This letter is in response to WSDOT Serial Letter 18-00002. Pursuant to WSDOT's direction to construct and implement the Alaskan Way Traffic switch, Kiewit is providing the attached price proposal of \$6,277,957. Attached is a detailed breakdown of the costs associated with this work which were presented at our meeting on October 10<sup>th</sup>, 2018.

Please call me at 206-743-1920 with any further clarifications or questions.

Sincerely,

**Dan Hemenway**  
**Project Manager**  
**Kiewit Infrastructure West Co.**

CC **Ryan Anderson, Kiewit**  
**Bob Elliott, Kiewit**  
**Phil Wallace, Kiewit**  
**Dawn McIntosh, WSDOT**  
**Dewayne Matlock, WSDOT**



Alaskan Way Viaduct Replacement  
Program Office  
999 3<sup>rd</sup> Avenue, Suite 2200  
Seattle, WA 98104  
206-805-2987/ fax 206-805-2899  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

July 2, 2018

Serial Letter 18-00002

WSDOT Ref: WA-G-CHD-GEN-CR-1-04-00002-01

Kiewit Infrastructure West Co.  
33455 6<sup>th</sup> Avenue S.  
Federal Way, WA 98003  
ATTN: Dan Hemenway

**Subject:** SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface  
Street Project  
Contract No. 009127  
Alaskan Way Traffic Switch

Dear Mr. Hemenway,

As discussed, pursuant to Contract Section 1-04.4 WSDOT is directing Kiewit to construct and implement the Alaskan Way Traffic Switch as further described below and shown on the attached plans. In general terms, this added work relocates Alaskan Way traffic from the current alignment beneath the viaduct to the adjacent surface streets to the west of the viaduct. It also includes the replacement or installation of span wire traffic signal systems along Alaskan Way from Yesler to Spring streets. WSDOT requests Kiewit submit a proposal for this added Work. This proposal shall also include a separate P6 subnetwork, including material procurement, which segregates the AWTS work, with appropriate logic ties to other Work.

Signal cabinets and controller equipment will be provided by WSDOT (SDOT). SDOT may procure the signal detection cameras and equipment. Kiewit shall provide a separate line item cost and procurement date for detection camera equipment. Once WSDOT has this information from Kiewit, a determination can be made if SDOT or Kiewit shall provide the detection camera equipment.

WSDOT will issue a change order after negotiating an equitable adjustment with Kiewit. WSDOT requires consent from Kiewit Surety for this change order. The following information is provided for Kiewit's consideration in development of its proposal.

Work shall begin as soon as possible to be prepared for the traffic switch in September of this year. This preparatory work should include signal installation, signing and other work to prepare the roadway and traffic control systems for the traffic shift. This preparatory work prior to Labor Day shall not include re-stripping on Alaskan Way. As a baseline schedule, Kiewit should assume the work to re-stripe Alaskan Way shall begin September 4, 2018 with the traffic switch completed in September 2018. With the exceptions noted below, from September 4, 2018 through October 1, 2018, Kiewit may close Alaskan Way from curb to curb to all traffic. However, at all times access shall be provided to emergency vehicles,



July 2, 2018

pedestrian movements at intersections, local access for deliveries, and all traffic movements passing under the Viaduct. The schedule outlined above may be adjusted as directed by the WSDOT Engineer to assure seamless coordination with other projects and events in the area.

Further information for Kiewit's consideration in development of its proposal:

- Unless approved by WSDOT, prior to September 4, 2018, at no time shall more than two intersections (signals) be impacted at one time, with no adjacent signals being impacted at the same time.
- Unless approved by WSDOT, no work shall occur on Alaskan Way on September 13, 14, 15 and 24.
- Kiewit shall develop and implement traffic control plans that minimize impacts to parking and pedestrian movements.
- Kiewit shall coordinate with WSDOT on communication and outreach.
- Project Description, as shown in Attachment #1
- 100% Design Complete Plans, Attachment #2
- WSDOT will be the Engineer of Record for the Alaskan Way Traffic Switch
- The fiber signal interconnect work as described in the WSDOT AWV SDOT Signals UTB 1309 work agreement shall be performed by Seattle IDT. Kiewit shall coordinate this work with Seattle IDT.
- Signal Cabinets and Controller equipment will be provided by WSDOT (SDOT)
- Seattle City Light (SCL) Service Agreements will be provided by WSDOT
- The work entails coordination with the following Contractors:
  - WSDOT Alaskan Way Viaduct Replacement- South Access SR 99 Connection project,
  - Washington State Ferries- Seattle Multimodal Terminal at Colman Dock project,
  - SDOT Waterfront Seattle- Pier 62-Pier 63 Phase 1 Rebuild/ Habitat and Alaskan Way Improvements project,
  - SDOT Waterfront Seattle- 13.8kV Network Relocation project

If you have any questions, please contact Chris Brown at (206) 805-5435.

Sincerely,



Chris D. Brown, PE  
D2S2 Engineering Manager

APW/kgg

Attachments:

- Attachment #1: Project Description
- Attachment #2: 100% Design Complete Plans
- Attachment #3: WSDOT AWV SDOT SIGNALS-UTB-1309

cc: File, Alaskan Way Viaduct Replacement Program

**ATTACHMENT #1**  
**Alaskan Way Traffic Switch Description**

The Alaskan Way Traffic Switch work includes the following features.

- a) Project Boundary
  - i) All work south of the southerly limits of the S. King St. intersection will be part of the WSDOT South Access SR 99 Connections Project.
    - (1) The South Access SR 99 Connections Project will make the connection from Railroad Way to Alaskan Way at S. King Street. The point of connection will be the match point for the southern limit of the AWTS project.
  - ii) All work north of the southern limits of the Pike Street intersection will be part of the SDOT Elliott Bay Seawall Project and Waterfront Seattle: Pier 62-Pier 63 Phase 1 Rebuild/ Habitat and Alaskan Way Improvements Project.
    - (1) The southern project limit of the Pier 62-Pier 63 project will be the match point for the AWTS northern project limit.
- b) Five span wire traffic signals, to be installed on Alaskan Way
  - i) Yesler Way
  - ii) Columbia St.
  - iii) Marion St.
  - iv) Madison St.
  - v) University St.
- c) Two span wire pedestrian signals, to be installed on Alaskan Way
  - i) Spring St.
  - ii) Seneca St.
- d) The existing signal cabinet at the Union Street intersection will be retrofitted to accommodate a span wire traffic signal system
- e) Removal of parking along Alaskan Way
  - i) Project removes the existing temporary parking striping and parking signs
  - ii) Project does not remove any parking meters or appurtenances, but SDOT will salvage during striping operations
  - iii) Project retains existing load/unload pullouts north of Yesler Way
- f) Roadway striping along Alaskan Way
  - i) Two general purpose (GP) Lanes, in each direction, between S. King and Pike Streets
    - 1) Matching into the northerly project limits of the WSDOT South Access project, located southerly of the S. King Street intersection.

July 2, 2018

- 2) Matching into the southern limits of the Waterfront Seattle: Pier 62- Pier 63 project, located at the southerly limits of the Pike Street intersection.
  - 3) Matching into the Washington State Ferries Colman Project Ferry holding counter-flow lane, between S. Jackson St. and Yesler Way
- g) Striping of the surface roadway under the Viaduct
- i) One northbound GP Lane to provide local access
  - ii) One southbound haul road for contractor use
  - iii) Refreshing of striping for the existing shared use path
  - iv) Removal of detour signage and striping
  - v) Removal of temporary traffic signals and cabinets
- h) Permanent signage
- i) Along Alaskan Way, between S. King and Pike Streets
  - ii) Under the Viaduct, vicinity of limits of existing detour removal

# Kiewit Infrastructure West Co.

## CHANGE ORDER PROPOSAL- CO#1 Alaskan Way Traffic Switch

PROJECT: SR 99 Demolition, Decommissioning, and Surface Street Project

WSDOT CONTRACT # 009127

For Discussions Purposes ONLY, Pending Corporate Audit Reviews and WSDOT discussion on Markup rates (8/13/2018)

PCO # 1  
DATE: 8/6/18  
ESTIMATOR: DH

DESC: WSDOT Requested CO#1 Alaskan Way Traffic Switch

### KIEWIT DIRECT ESTIMATED (EST) COSTS

1	LABOR	\$	-
2	INCIDENTAL SMALL TOOLS (\$ * MH))	\$	-
3	SERVICES, TOOLS & SUPPLIES	\$	209,322
4	EQUIPMENT	\$	-
5	MATERIALS	\$	-
6	BOND ON MATERIAL CONTRACTS	\$	-
7	<b>SUBTOTAL Kiewit DIRECT EST COST (Add Lines 1 to 6)</b>	<b>\$</b>	<b>209,322</b>
8	SUBCONTRACTOR	\$	4,429,364
9	BOND ON SUBCONTRACTOR CONTRACTS (Allowed 2% for Merino & 1% for Valley)	\$	56,514
10	<b>SUBTOTAL SUBCONTRACTOR(S) COST (Add Lines 8 &amp; 9)</b>	<b>\$</b>	<b>4,485,878</b>

### KIEWIT MARKUPS ON DIRECT EST COST

11	FIELD OVERHEAD- KIEWIT DIRECT COST (Multiply Line 7 & 10 with 13.01%)	13.01%	\$	610,846
12	<b>SUBTOTAL DIRECT &amp; SUB COSTS + OVERHEADS (Add Lines 7, 10, 11)</b>		\$	5,306,046
13	G & A (Add Line 12 and multiply by 7.868%)	7.868%	\$	417,480
14	<b>SUBTOTAL EST DIRECT+INDIRECT+ G&amp;A</b>		\$	5,723,526
15	MARGIN (Multiply Line 14 with 14.04%)	14.04%	\$	803,583
16	<b>SUBTOTAL DIRECT &amp; SUB COSTS + MARKUPS + MARGIN (Add lines 12 &amp; 13)</b>		\$	6,527,109
17	Prime Contractor Bonds / Insurance / Taxes (Multiply Line 14 by 1.11%)	1.110%	\$	72,451
18	<b>GRAND TOTAL THIS CHANGE</b>		\$	6,599,560

ESTIMATOR: Dan Hemenway

DESC: WSDOT Requested CO#1 Alaskan Way Traffic Switch  
ESTIMATED COSTS

DATE 08/06/18

Item #1	DESCRIPTION	Notes	QTY	UNIT	EQUIP		S.T. & S.		LABOR EXPENSE AMOUNT		VENDOR SUPPLIED MATERIALS		SUBCONTRACTOR		TOTAL	
					UP	TOTAL	UP.	TOTAL	UP.	TOTAL	UP.	TOTAL	UP.	TOTAL		
	Subcontractors & Consultants															
	Merino-TESC, potholing, traffic control,UPO's, trenching, backfill, demo, signage, striping, patching	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 1,465,000	\$ 1,465,000	\$ 1,465,000	
	Merino PM taxes allowance (assumed 40% Contract x 10.1%)	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 59,186	\$ 59,186	\$ 59,186	
	Valley Electric-Traffic signal systems,signage,CCTV system, added CCU's.	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 2,721,443	\$ 2,721,443	\$ 2,721,443	
	S&A Communications	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 30,200	\$ 30,200	\$ 30,200	
	O'Neil Service Group-OA Inspection and Environmental Plans and Inspections	see attached quote	1	LS		\$ -		\$ -		\$ -		\$ -	\$ 129,570	\$ 129,570	\$ 129,570	
						Subtotal =	\$ -	\$ -		\$ -		\$ -	\$ -	\$ 4,405,399	\$ 4,405,399	
	Contingency on Subcontractors & Consultants															
	5% allowance for scope gap between Merino and Valley - allowance for potential gaps in scope between Valley & Merino (Merino + Valley proposal x 5%)							\$ 209,322								\$ 209,322
	Cross Subcontract impacts -allowance for sub's impacting each other															\$ -
	S&A Communications quoted estimated hours - 15% allowance for actual hours being greater than estimated by S&A													\$ 4,530	\$ 4,530	
	O'Neil's quoted estimated hours - 15% allowance for actual hours being greater than estimated by O'Neil													\$ 19,436	\$ 19,436	
							\$ -	\$ 209,322		\$ -		\$ -		\$ 23,966	\$ 233,288	
							\$ -	\$ -		\$ -		\$ -		\$ -	\$ -	
	<b>TOTALS</b>						\$ -	\$ 209,322		\$ -		\$ -		\$ 4,429,364	\$ 4,638,686	



# Kiewit

October 12, 2018

**KIWC-WSDOT-LET-005**

**Mr. Brian Nielsen, PE**  
SR 99 Program Administrator  
Alaska Way Viaduct Replacement Program  
Program Office  
999 3<sup>rd</sup> Avenue, Suite 2200  
Seattle, WA 98104

**Subject: Change Order #01- AWTS Price Proposal**  
**SR 99/AWV Demolition, Decommissioning, and Surface Street Project**  
**WSDOT Contract No. 009127**

Dear Mr. Nielsen,

This letter is in response to WSDOT Serial Letter 18-00002. Pursuant to WSDOT's direction to construct and implement the Alaskan Way Traffic switch, Kiewit is providing the attached price proposal of \$6,277,957. Attached is a detailed breakdown of the costs associated with this work which were presented at our meeting on October 10<sup>th</sup>, 2018.

Please call me at 206-743-1920 with any further clarifications or questions.

Sincerely,

**Dan Hemenway**  
**Project Manager**  
**Kiewit Infrastructure West Co.**

**CC Ryan Anderson, Kiewit**  
**Bob Elliott, Kiewit**  
**Phil Wallace, Kiewit**  
**Dawn McIntosh, WSDOT**  
**Dewayne Matlock, WSDOT**



# Kiewit Infrastructure West Co.

## CHANGE ORDER PROPOSAL- CO#1 Alaskan Way Traffic Switch

PROJECT: SR 99 Demolition, Decommissioning, and Surface Street Project

WSDOT CONTRACT # 009127

Settlement Purposes Only

PCO# 1

DATE: 10/8/18

ESTIMATOR: DH

DESC: WSDOT Requested CO#1 Alaskan Way Traffic Switch

### KIEWIT DIRECT ESTIMATED (EST) COSTS

1	LABOR	\$	-
2	INCIDENTAL SMALL TOOLS (\$ * MH))	\$	-
3	SERVICES, TOOLS & SUPPLIES	\$	-
4	EQUIPMENT	\$	-
5	MATERIALS	\$	-
6	BOND ON MATERIAL CONTRACTS	\$	-
7	<b>SUBTOTAL Kiewit DIRECT EST COST (Add Lines 1 to 6)</b>	\$	-
8	SUBCONTRACTOR	\$	4,408,847
9	BOND ON SUBCONTRACTOR CONTRACTS (Allowed 2% for Merlino & 1% for Valley)	\$	57,552
10	<b>SUBTOTAL SUBCONTRACTOR(S) COST (Add Lines 8 &amp; 9)</b>	\$	4,466,399

### KIEWIT MARKUPS ON DIRECT EST COST

11	FIELD OVERHEAD- KIEWIT DIRECT COST (Multiply Line 7 & 10 with 13.01%)	13.01%	\$	581,079
12	<b>SUBTOTAL DIRECT &amp; SUB COSTS + OVERHEADS (Add Lines 7, 10, 11)</b>		\$	5,047,478
13	G & A (Add Line 12 and multiply by 7.868%)	7.868%	\$	397,136
14	<b>SUBTOTAL EST DIRECT+INDIRECT+ G&amp;A</b>		\$	5,444,613
15	MARGIN (Multiply Line 14 with 14.04%)	14.04%	\$	764,424
16	<b>SUBTOTAL DIRECT &amp; SUB COSTS + MARKUPS + MARGIN (Add lines 12 &amp; 13)</b>		\$	6,209,037
17	Prime Contractor Bonds / Insurance / Taxes (Multiply Line 14 by 1.11%)	1.110%	\$	68,920
18	<b>GRAND TOTAL THIS CHANGE</b>		\$	6,277,957

# Kiewit Infrastructure West Co.

## CHANGE ORDER PROPOSAL- CO#1 Alaskan Way Traffic Switch

PROJECT: SR 99 Demolition, Decommissioning, and Surface Street Project

WSDOT CONTRACT # 009127

Settlement Purposes Only

PCO# 1

DATE: 10/8/18

ESTIMATOR: DH

DESC: WSDOT Requested CO#1 Alaskan Way Traffic Switch

### KIEWIT DIRECT ESTIMATED (EST) COSTS

1	LABOR	\$	-
2	INCIDENTAL SMALL TOOLS (\$ * MH))	\$	-
3	SERVICES, TOOLS & SUPPLIES	\$	-
4	EQUIPMENT	\$	-
5	MATERIALS	\$	-
6	BOND ON MATERIAL CONTRACTS	\$	-
7	<b>SUBTOTAL Kiewit DIRECT EST COST (Add Lines 1 to 6)</b>	\$	-
8	SUBCONTRACTOR	\$	4,408,847
9	BOND ON SUBCONTRACTOR CONTRACTS (Allowed 2% for Merlino & 1% for Valley)	\$	57,552
10	<b>SUBTOTAL SUBCONTRACTOR(S) COST (Add Lines 8 &amp; 9)</b>	\$	4,466,399

### KIEWIT MARKUPS ON DIRECT EST COST

11	FIELD OVERHEAD- KIEWIT DIRECT COST (Multiply Line 7 & 10 with 13.01%)	13.01%	\$	581,079
12	<b>SUBTOTAL DIRECT &amp; SUB COSTS + OVERHEADS (Add Lines 7, 10, 11)</b>		\$	5,047,478
13	G & A (Add Line 12 and multiply by 7.868%)	7.868%	\$	397,136
14	<b>SUBTOTAL EST DIRECT+INDIRECT+ G&amp;A</b>		\$	5,444,613
15	MARGIN (Multiply Line 14 with 14.04%)	14.04%	\$	764,424
16	<b>SUBTOTAL DIRECT &amp; SUB COSTS + MARKUPS + MARGIN (Add lines 12 &amp; 13)</b>		\$	6,209,037
17	Prime Contractor Bonds / Insurance / Taxes (Multiply Line 14 by 1.11%)	1.110%	\$	68,920
18	<b>GRAND TOTAL THIS CHANGE</b>		\$	6,277,957





Alaskan Way Viaduct Replacement  
Program Office  
999 3<sup>rd</sup> Avenue, Suite 2424  
Seattle, WA 98104  
206-805-2987 / fax 206-805-2899  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

October 25, 2018

Serial Letter 18-0013

WSDOT Ref: WA-G-CHD-GEN-CR-1-04-00002-02

Kiewit Infrastructure West Co.  
33455 6th Ave South  
Federal Way, WA 98003  
ATTN: Dan Hemenway

**Subject:** Contract 009127  
SR 99/AWV Demolition, Decommissioning, and Surface Street Project  
CO 001 – A.Way Traffic Switch

Dear Mr. Hemenway:

Attached for signature is Change Order 001 - A.Way Traffic Switch. As discussed with Kiewit staff, please also have the Surety sign this change order before returning it to WSDOT.

If you have any questions, please contact Dawn McIntosh at (206) 805-2854.

Sincerely,

A handwritten signature in blue ink that reads 'Dawn McIntosh'.

For:

Dewayne Matlock, PE  
Engineering Manager

al

Attachments: CO 001 – A.Way Traffic Switch

cc: File, Alaskan Way Viaduct Replacement Program





**Travelers Casualty and Surety Company of America  
Travelers Casualty and Surety Company  
St. Paul Fire and Marine Insurance Company**

**POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint Phillip G. Dehn, Tammy Pike, Paul A. Foss, Marie Huggins, Traci Sutton, and Deanne Jones of Omaha, Nebraska their true and lawful Attorney-In-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 3rd day of February, 2017.



State of Connecticut

City of Hartford ss.

By: *Robert L. Raney*  
Robert L. Raney, Senior Vice President

On this the 3rd day of February, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021



*Marie C. Tetreault*  
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 19th day of October, 2018



*Kevin E. Hughes*  
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.  
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.



## McIntosh, Dawn

---

**From:** McIntosh, Dawn  
**Sent:** Thursday, November 30, 2017 12:53 PM  
**To:** Sarhan, Anthony (FHWA) (Anthony.Sarhan@dot.gov)  
**Cc:** Horton, Jeff (FHWA) (jeff.horton@dot.gov); Williamson, Alec; Nielsen, Brian D. (NielseB@wsdot.wa.gov)  
**Subject:** FW: AWTS Buy America

Hi Anthony,

I am trying to finalize the Project Development Approval Package (PDA) this week. I wanted to forward this email chain to you so that you have a record of the decision regarding Buy America so that you would not be surprised when you review the PDA.

Please let me know if you have any questions  
Dawn

---

**From:** Horton, Jeff (FHWA) [mailto:jeff.horton@dot.gov]  
**Sent:** Thursday, October 5, 2017 3:46 PM  
**To:** Williamson, Alec <WilliAR@wsdot.wa.gov>; Nielsen, Brian D. <NielseB@wsdot.wa.gov>; McIntosh, Dawn <McIntD@wsdot.wa.gov>  
**Cc:** Brown, Chris D. <BrownCD@wsdot.wa.gov>  
**Subject:** RE: AWTS Buy America

All,

The agreement you provided (GCA 1271) satisfies FHWA's the condition that the "...contracting agency is able to document that phased construction is imminent and the steel or iron product will be removed in subsequent near term stages, then the iron or steel product may be considered temporary and not subject to Buy America." Please proceed as proposed.

Thanks,  
Jeff.

Jeffrey L. Horton, P.E.  
Area Engineer  
FHWA Washington Division  
711 S. Capitol Way, Suite 501  
Olympia, WA 98501  
360-753-9411  
[jeff.horton@dot.gov](mailto:jeff.horton@dot.gov)

---

**From:** Williamson, Alec [mailto:WilliAR@wsdot.wa.gov]  
**Sent:** Thursday, September 28, 2017 7:38 AM  
**To:** Horton, Jeff (FHWA) <[jeff.horton@dot.gov](mailto:jeff.horton@dot.gov)>; Nielsen, Brian D. <[NielseB@wsdot.wa.gov](mailto:NielseB@wsdot.wa.gov)>; McIntosh, Dawn <[McIntD@wsdot.wa.gov](mailto:McIntD@wsdot.wa.gov)>  
**Cc:** Brown, Chris D. <[BrownCD@wsdot.wa.gov](mailto:BrownCD@wsdot.wa.gov)>  
**Subject:** RE: AWTS Buy America

I have attached a copy of GCA 1271 that commits WSDOT to pay for and the City of Seattle to build the new Alaskan Way / Elliott Way street immediately following Viaduct demolition. The existing condition for the new Alaskan Way / Elliott Way street will be the Alaskan Way Traffic Switch.

The new Alaskan Way / Elliott Way street construction will commence with the AWTS in place on the west side of the right-of-way while half of the new street is constructed on the east half of the right-of-way. Traffic will then be switched to the newly constructed east half. At that point in time the west half of the new street can be constructed and all new equipment will be installed for the new roadway.

The equipment is definitely temporary and we have this funded agreement in place to take them out of service when the new roadway is built.

---

**From:** Horton, Jeff (FHWA) [<mailto:jeff.horton@dot.gov>]  
**Sent:** Wednesday, September 27, 2017 4:06 PM  
**To:** Nielsen, Brian D.; McIntosh, Dawn  
**Cc:** Brown, Chris D.; Williamson, Alec  
**Subject:** RE: AWTS Buy America

Brian,  
What you are suggesting sounds sufficient. Do you have a draft of the agreement with the timing language you can share?  
Jeff.

---

**From:** Nielsen, Brian D. [<mailto:NielseB@wsdot.wa.gov>]  
**Sent:** Wednesday, September 27, 2017 3:59 PM  
**To:** McIntosh, Dawn <[McIntD@wsdot.wa.gov](mailto:McIntD@wsdot.wa.gov)>; Horton, Jeff (FHWA) <[jeff.horton@dot.gov](mailto:jeff.horton@dot.gov)>  
**Cc:** Brown, Chris D. <[BrownCD@wsdot.wa.gov](mailto:BrownCD@wsdot.wa.gov)>; Williamson, Alec <[WilliAR@wsdot.wa.gov](mailto:WilliAR@wsdot.wa.gov)>  
**Subject:** RE: AWTS Buy America

Alec,  
Is the timing addressed in the WSDOT/City waterfront agreement?

Dawn/Jeff,  
The demo agreement, when executed, will commit the state to vacate north of Pike and Columbia Street ASAP so that the waterfront program can start construction. The rest of the turnover and construction of WFS will proceed ASAP after those initial locations.

Are these agreements documentation enough? They certainly demonstrate the intent that these are temporary.

---

**From:** McIntosh, Dawn  
**Sent:** Wednesday, September 27, 2017 3:00 PM  
**To:** Horton, Jeff (FHWA)  
**Cc:** Brown, Chris D.; Nielsen, Brian D.  
**Subject:** RE: AWTS Buy America

Thanks, Jeff. Not sure I will go about doing this, but will give it my best try.

Dawn

---

**From:** Horton, Jeff (FHWA) [<mailto:jeff.horton@dot.gov>]  
**Sent:** Wednesday, September 27, 2017 2:44 PM  
**To:** McIntosh, Dawn  
**Cc:** Brown, Chris D.  
**Subject:** RE: AWTS Buy America

Hi Dawn,  
I was just in the process of responding to you on this. We (FHWA) agrees that the signal cabinets and controllers are viewed as temporary as they will be removed in a 'subsequent near term stage' and therefore would be considered temporary and not subject to Buy America requirements but we need documentation indicating this first. Do you have some form of documentation indicating what time the City will remove to signal cabinets and controllers to do their waterfront work? We will need something for our records verifying that the subsequent phase is imminent. Once you provide us with the documentation and we concur, then I can support the statement about the signal cabinets and controllers being exempt from Buy America requirements.  
Thanks,  
Jeff.

---

**From:** McIntosh, Dawn [<mailto:McIntoshD@wsdot.wa.gov>]  
**Sent:** Wednesday, September 27, 2017 2:35 PM  
**To:** Horton, Jeff (FHWA) <[jeff.horton@dot.gov](mailto:jeff.horton@dot.gov)>  
**Cc:** Brown, Chris D. <[BrownCD@wsdot.wa.gov](mailto:BrownCD@wsdot.wa.gov)>  
**Subject:** RE: AWTS Buy America

Hi Jeff,

Thought I would check in. Chris Brown and I were just talking about this and he is getting ready to write a statement that the DB Contractor is exempt from Buy America for these signal cabinets and controllers.

Thanks for an update!

Dawn

---

**From:** Horton, Jeff (FHWA) [<mailto:jeff.horton@dot.gov>]  
**Sent:** Thursday, September 14, 2017 4:34 PM  
**To:** McIntosh, Dawn  
**Subject:** RE: AWTS Buy America

Hi Dawn,

This is from FHWA's Buy America Q&A page. I am thinking we might be able to work with the next phase is imminent component. But I need to look into it a little more.

**Q# 19.** Does Buy America apply to iron and steel (sheet piling, scaffolding, etc) products used on a temporary basis for construction of a Federal-aid project.

**A# 19.** No. Buy America applies only to iron and steel products required to be permanently incorporated into a Federal-aid construction project. Temporary use means that the contract specifications provide that the iron and steel products used on the project either must be removed at the end of the project or may be removed at the contractor's convenience. Also, where a contracting agency is able to document that phased construction is imminent and the steel or iron product will be removed in subsequent near term stages, then the iron or steel product may be considered temporary and not subject to Buy America. However, if the iron or steel product is required to remain in place at the end of the contract (per contract documents) and where phased construction is not imminent, then the product is deemed permanent and Buy America applies.

Jeff.

---

**From:** McIntosh, Dawn [<mailto:McIntoshD@wsdot.wa.gov>]  
**Sent:** Thursday, September 14, 2017 9:03 AM  
**To:** Horton, Jeff (FHWA) <[jeff.horton@dot.gov](mailto:jeff.horton@dot.gov)>  
**Subject:** RE: AWTS Buy America

Yes, that would be fine. How about 4:30?

---

**From:** Horton, Jeff (FHWA) [<mailto:jeff.horton@dot.gov>]  
**Sent:** Thursday, September 14, 2017 7:05 AM  
**To:** McIntosh, Dawn  
**Subject:** RE: AWTS Buy America

Hi Dawn,

I have a meeting most of the day. I should be available late this afternoon. Can I call you then?

Thanks,  
Jeff.

---

**From:** McIntosh, Dawn [<mailto:McIntoshD@wsdot.wa.gov>]

**Sent:** Wednesday, September 13, 2017 5:52 PM

**To:** Horton, Jeff (FHWA) <[jeff.horton@dot.gov](mailto:jeff.horton@dot.gov)>

**Subject:** AWTS Buy America

Hi Jeff,

I would like to follow up with you regarding the Buy America requirement on the Alaskan Way Traffic Switch. I can talk with you any time after 11:30, tomorrow. Would you have about 15 minutes available after 11:30?

Thanks,

Dawn

Dawn M. McIntosh, P.E.

Project Engineer

WSDOT Alaskan Way Viaduct Replacement Program

999 3<sup>rd</sup> Avenue, Suite 2200 (new Suite number, effective 6/19/2017)

Seattle, WA 98104

(P) 206.805.2854

(C) 206.909.3655

**Lee, Anna (AWV)**

---

**From:** Anderson, Ward  
**Sent:** Thursday, October 25, 2018 9:24 AM  
**To:** Lee, Anna (AWV)  
**Subject:** FW: Request for Approval - CO#001 AWTS  
**Attachments:** RE: Request for Approval - CO#001 AWTS; RE: Request for Approval - CO#001 AWTS

HQ Approval.

---

**From:** McDaniel, Craig  
**Sent:** Wednesday, October 24, 2018 5:12 PM  
**To:** Matlock, Dewayne <MatlocD@wsdot.wa.gov>  
**Cc:** Christopher, Chris <ChristC@wsdot.wa.gov>; Walter, Andy <WalterA@wsdot.wa.gov>; Anderson, Ward <AndersW@wsdot.wa.gov>; Case, Derek <CaseD@wsdot.wa.gov>; Goldsmith, Kyle <GoldsmK@wsdot.wa.gov>; Nielsen, Brian D. <NielseB@wsdot.wa.gov>; Johnson, Paul E. (UCO) <JohnsPa@wsdot.wa.gov>; McIntosh, Dawn <McIntD@wsdot.wa.gov>  
**Subject:** RE: Request for Approval - CO#001 AWTS

All,  
Given the AWV commitments, conditions, schedule and risks, as discussed and described in the enclosed consider this as **approval to proceed as described**. Estimated cost not to exceed 6.3 million.

As always, ensure that the CO documentation/memorandum documents the major events and risks that drove the decisions, timing, dollar justification and execution of this change.

Craig McDaniel, PE  
Deputy State Construction Engineer  
WSDOT Headquarters Construction Office, Olympia  
Office 360 705 7823  
Cell 360 528 0644

---

**From:** Goldsmith, Kyle  
**Sent:** Wednesday, October 17, 2018 12:07 PM  
**To:** Nielsen, Brian D. <NielseB@wsdot.wa.gov>; Case, Derek <CaseD@wsdot.wa.gov>; Johnson, Paul E. (UCO) <JohnsPa@wsdot.wa.gov>  
**Cc:** Walter, Andy <WalterA@wsdot.wa.gov>; Anderson, Ward <AndersW@wsdot.wa.gov>; McIntosh, Dawn <McIntD@wsdot.wa.gov>  
**Subject:** Request for Approval - CO#001 AWTS

Gentlemen,

We are soliciting HQ/Region approval for the subject HQ executed Change Order #001, "A.Way Traffic Switch". See contract information below:

Contract #: 009127  
Contract Title: SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface Street Project  
Change Order: A.Way Traffic Switch

## Goldsmith, Kyle

---

**From:** Nielsen, Brian D.  
**Sent:** Wednesday, October 17, 2018 2:30 PM  
**To:** Goldsmith, Kyle; Case, Derek; Johnson, Paul E. (UCO)  
**Cc:** Walter, Andy; Anderson, Ward; McIntosh, Dawn  
**Subject:** RE: Request for Approval - CO#001 AWTS

Region approves.

---

**From:** Goldsmith, Kyle  
**Sent:** Wednesday, October 17, 2018 12:07 PM  
**To:** Nielsen, Brian D. <NielseB@wsdot.wa.gov>; Case, Derek <CaseD@wsdot.wa.gov>; Johnson, Paul E. (UCO) <JohnsPa@wsdot.wa.gov>  
**Cc:** Walter, Andy <WalterA@wsdot.wa.gov>; Anderson, Ward <AndersW@wsdot.wa.gov>; McIntosh, Dawn <McIntD@wsdot.wa.gov>  
**Subject:** Request for Approval - CO#001 AWTS

Gentlemen,

We are soliciting HQ/Region approval for the subject HQ executed Change Order #001, "A.Way Traffic Switch". See contract information below:

Contract #: 009127  
Contract Title: SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface Street Project  
Change Order: A.Way Traffic Switch  
Current Engineer's Estimate: Approx. \$5.7M  
D-B Proposed Cost: Approx. \$6.3M  
% difference between estimate and proposed < 10%

This change order compensates the Design-Builder (D-B) for added scope performed while returning temporarily detoured traffic from under the Alaskan Way Viaduct (Viaduct) back to the pre-existing Alaskan Way alignment between S. King St. and Pike St. Major items of added scope include:

- Traffic signals at the intersections of Yesler Way, Columbia St., Marion St., and Madison St., University and Union Streets
- Pedestrian signals at the intersections of Spring and Seneca Streets
- Roadway striping and signage
- Switching traffic from the detour route onto surface Alaskan Way between S. King and Pike Streets with the portion from Spring Street intersection to Pike Street intersection being added work
- Removal of detour signage and obsolete permanent signage
- Removal of parking striping and obsolete roadway striping

The D-B for the SR99 Bored Tunnel Alternative Design-Build Project (Tunnel Project) implemented a detour which diverted traffic from the existing Alaskan Way alignment to under the Alaskan Way Viaduct (Viaduct) between South King St. to Spring St. If not for the subject change order, the Tunnel Project D-B would be required to simply restore Alaskan Way and move traffic back to the pre-construction configuration.



## Goldsmith, Kyle

---

**From:** McIntosh, Dawn  
**Sent:** Wednesday, October 17, 2018 12:21 PM  
**To:** Goldsmith, Kyle; Nielsen, Brian D.; Case, Derek; Johnson, Paul E. (UCO)  
**Cc:** Walter, Andy; Anderson, Ward  
**Subject:** RE: Request for Approval - CO#001 AWTS

Kyle,  
I approve you to proceed with this Change Order.

Dawn

---

**From:** Goldsmith, Kyle  
**Sent:** Wednesday, October 17, 2018 12:07 PM  
**To:** Nielsen, Brian D. <NielseB@wsdot.wa.gov>; Case, Derek <CaseD@wsdot.wa.gov>; Johnson, Paul E. (UCO) <JohnsPa@wsdot.wa.gov>  
**Cc:** Walter, Andy <WalterA@wsdot.wa.gov>; Anderson, Ward <AndersW@wsdot.wa.gov>; McIntosh, Dawn <McIntD@wsdot.wa.gov>  
**Subject:** Request for Approval - CO#001 AWTS

Gentlemen,

We are soliciting HQ/Region approval for the subject HQ executed Change Order #001, "A.Way Traffic Switch". See contract information below:

Contract #: 009127  
Contract Title: SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface Street Project  
Change Order: A.Way Traffic Switch  
Current Engineer's Estimate: Approx. \$5.7M  
D-B Proposed Cost: Approx. \$6.3M  
% difference between estimate and proposed < 10%

This change order compensates the Design-Builder (D-B) for added scope performed while returning temporarily detoured traffic from under the Alaskan Way Viaduct (Viaduct) back to the pre-existing Alaskan Way alignment between S. King St. and Pike St. Major items of added scope include:

- Traffic signals at the intersections of Yesler Way, Columbia St., Marion St., and Madison St., University and Union Streets
- Pedestrian signals at the intersections of Spring and Seneca Streets
- Roadway striping and signage
- Switching traffic from the detour route onto surface Alaskan Way between S. King and Pike Streets with the portion from Spring Street intersection to Pike Street intersection being added work
- Removal of detour signage and obsolete permanent signage
- Removal of parking striping and obsolete roadway striping

The D-B for the SR99 Bored Tunnel Alternative Design-Build Project (Tunnel Project) implemented a detour which diverted traffic from the existing Alaskan Way alignment to under the Alaskan Way Viaduct (Viaduct)

between South King St. to Spring St. If not for the subject change order, the Tunnel Project D-B would be required to simply restore Alaskan Way and move traffic back to the pre-construction configuration.

The City Seawall Project had scheduled work to begin shortly after the Tunnel Boring Machine (TBM) was scheduled to cross under the Viaduct in the vicinity of Yesler Way. In December 2013, the TBM incurred a stoppage that necessitated repair, not yet having crossed under the Viaduct. In order to perform their construction, the Seawall Project was required to extend the temporary traffic control diversion that the Tunnel Project had implemented. This alteration extended the northern limit from Spring St. to Pike Street.

During the time the TBM was down for repair, the Seawall Project finished construction work and made modifications to Alaskan Way, leaving traffic in this diverted configuration (traffic under the Viaduct from King St. to Pike St.). Mindful of the remaining adjacent projects yet to be constructed, WSDOT had to decide how to best manage traffic while minimizing schedule risk and costs.

With changing time lines for the execution of the AWW Demolition Contract and Substantial Completion for the SR 99 Bored Tunnel Contract, WSDOT continued to look at alternative project delivery methodologies, including performing the work under the Viaduct Demolition Project, performing the work under the SR 99 Bored Tunnel Contract, or award a standalone contract.

Timing of the work is critical to the success of multiple WSDOT, WSF, and City projects to be delivered on schedule. It is highly desirable that traffic be restored to the Alaskan Way alignment at least two weeks prior to the beginning of the permanent viaduct closure and opening of the SR 99 Bored Tunnel. This would allow drivers the opportunity to incrementally adjust to the new alignment and signal operations to be optimized prior to tunnel opening.

WSDOT and the Tunnel Contractor were unable to reach a cost/time agreement for the change. Based on this, WSDOT's most feasible alternative is to have the work done under the Demo Project.

WSDOT and SDOT agree that WSDOT is responsible for restoration south of Spring Street and the City is responsible for restoration north of Spring Street. The SDOT has agreed to contribute a maximum amount of \$1 million to offset the cost of the traffic switch for the portion north of Spring Street.

Please call or email myself or Dawn McIntosh if you have further questions regarding the subject Change Order. Thanks,

**Kyle Goldsmith** | Assistant Change Order Engineer  
**Alaskan Way Viaduct Replacement Program**

999 3<sup>rd</sup> Avenue, Suite 2200 Seattle, WA 98104

**T: 206-805-5436**

## Goldsmith, Kyle

---

**From:** Matlock, Dewayne  
**Sent:** Wednesday, October 17, 2018 12:20 PM  
**To:** McIntosh, Dawn; Goldsmith, Kyle; Nielsen, Brian D.; Case, Derek; Johnson, Paul E. (UCO)  
**Cc:** Walter, Andy; Anderson, Ward  
**Subject:** RE: Request for Approval - CO#001 AWTS

Dawn,

I will delegate this change order PE Approval to you. You have been working this change from the beginning.

Thanks,

Dewayne

---

**From:** McIntosh, Dawn  
**Sent:** Wednesday, October 17, 2018 12:14 PM  
**To:** Goldsmith, Kyle <GoldsmK@wsdot.wa.gov>; Nielsen, Brian D. <NielseB@wsdot.wa.gov>; Case, Derek <CaseD@wsdot.wa.gov>; Johnson, Paul E. (UCO) <JohnsPa@wsdot.wa.gov>; Matlock, Dewayne <MatlocD@wsdot.wa.gov>  
**Cc:** Walter, Andy <WalterA@wsdot.wa.gov>; Anderson, Ward <AndersW@wsdot.wa.gov>  
**Subject:** RE: Request for Approval - CO#001 AWTS

Kyle, et al,

Dewayne Matlock will be the PE approval of the Change Order, or I will, should he choose to delegate it to me.

Just thought I would clarify roles,

Dawn

---

**From:** Goldsmith, Kyle  
**Sent:** Wednesday, October 17, 2018 12:07 PM  
**To:** Nielsen, Brian D. <[NielseB@wsdot.wa.gov](mailto:NielseB@wsdot.wa.gov)>; Case, Derek <[CaseD@wsdot.wa.gov](mailto:CaseD@wsdot.wa.gov)>; Johnson, Paul E. (UCO) <[JohnsPa@wsdot.wa.gov](mailto:JohnsPa@wsdot.wa.gov)>  
**Cc:** Walter, Andy <[WalterA@wsdot.wa.gov](mailto:WalterA@wsdot.wa.gov)>; Anderson, Ward <[AndersW@wsdot.wa.gov](mailto:AndersW@wsdot.wa.gov)>; McIntosh, Dawn <[McIntD@wsdot.wa.gov](mailto:McIntD@wsdot.wa.gov)>  
**Subject:** Request for Approval - CO#001 AWTS

Gentlemen,

We are soliciting HQ/Region approval for the subject HQ executed Change Order #001, "A.Way Traffic Switch". See contract information below:

Contract #: 009127

Contract Title: SR 99/Alaskan Way Viaduct Demolition, Decommissioning, and Surface Street Project

Change Order: A.Way Traffic Switch

Current Engineer's Estimate: Approx. \$5.7M

D-B Proposed Cost: Approx. \$6.3M

% difference between estimate and proposed < 10%

## Goldsmith, Kyle

---

**From:** Mathisen, Mario  
**Sent:** Wednesday, October 17, 2018 3:57 PM  
**To:** Goldsmith, Kyle  
**Cc:** McIntosh, Dawn; Anderson, Ward; Klingman, Kathy  
**Subject:** Funding Approval CO 001 - AWTS - 009127  
**Attachments:** CO 001 DRAFT LOJ 9-19-2018 APW PEJ DM DEC Final.docx

Hello Kyle,

You have funding concurrence for CO#001

Thank you

*Mario Mathisen*

WSDOT SR 99 Alaskan Way Viaduct Program  
999 3<sup>rd</sup> Ave Ste 2200 NB82-230  
Seattle, Washington 98104  
206-805-2833

---

**From:** Goldsmith, Kyle  
**Sent:** Wednesday, October 17, 2018 3:50 PM  
**To:** Mathisen, Mario <MathisM@wsdot.wa.gov>  
**Cc:** McIntosh, Dawn <McIntD@wsdot.wa.gov>; Anderson, Ward <AndersW@wsdot.wa.gov>  
**Subject:** Funding Approval CO 001 - AWTS

Hello Mario,

We are requesting your funding concurrence for CO 001 "A. Way Traffic Switch". Please see attached draft memo for a description of the work. SDOT will partially refund WSDOT through Agreement GCB 1970, Task Order WSDOT-SDOT-AA

<b>2) Change Order net cost increase:</b>
---

The estimated net amount is \$6,277,957.00

The location of the work shown by the model reflects a tax rule split as follows:

Group 15 - New State Group (Yesler to Pike) – Rule 171 = \$3,310,417.34, with No Tax

Group 16 - New Local Group (SDOT GCB 1970-AA) – Rule 171 = \$581,916.00, with No Tax

Group 17 - New State Group (King to Yesler) – Rule 170 = \$2,385,623.66, + 10.1% = \$240,947.99

**The Total amount of this funds request is \$6,518,904.99**

**3) Can this cost increase be covered by contingencies, or are additional funds needed?**

Current authorized funds allocated to groups:

Group 15: \$1,477,289.00

Group 16: \$581,916.00

Group 17: \$0.00

This Change Order will not be covered by contingency funds. Funds will be added to groups in a pending trend as follows:

Group 15: \$1,833,128.34

Group 16: \$0.00

Group 17: \$2,626,571.65

**4) Has this change order been carried in any previous funds request? If so, the amount included in the FR for this C.O. is:**

No, this change order has not been carried in any previous funds request.

Cat 06 – General Contingency Authorized = \$3,092,899.80

Cat 06 – General Contingency Spent = \$579,128.44

Cat 06 – General Contingency Remaining = \$2,513,771.36

Assigned dollars to date for “Executed” Change Orders, including Sales Tax, is \$0.00.

Please provide funding concurrence for this change order at your earliest convenience.

Thank you, Kyle Goldsmith.

**Category: SUMMARY**

AWTS ENGINEER'S ESTIMATE

Developed:

10/15/2018

**FINAL Engineer's Estimate**

Biditem	Description	GROUP 2			TOTAL
		GROUP 1 KING TO S OF YESLER	YESLER TO S OF SPRING	GROUP 3 SPRING TO PIKE	
	MOT	\$ 84,625.67	\$ 84,625.67	\$ 84,625.67	\$ 253,877.00
	SIGNING	\$ 25,080.00	\$ 36,500.00	\$ 48,050.00	\$ 109,630.00
	PAVEMENT MARKINGS	\$ 46,633.00	\$ 45,788.00	\$ 48,723.00	\$ 141,144.00
	SIGNALS/ITS	\$ 20,000.00	\$ 964,000.00	\$ 804,000.00	\$ 1,788,000.00

Sales Tax (10% of 40% of Marking/Signing/MOT cost)	\$	20,387.90
<b>SUBTOTAL</b>	\$	<b>2,313,038.90</b>
MOBILIZATION (15%)	\$	346,955.84
Contingency/Risk(15%)	\$	346,955.84
<b>Subtotal</b>	\$	<b>3,006,950.57</b>

**BELOW THE LINE ITEMS:**

UNIFORMED POLICE OFFICER (\$75/hr)  
(assume 6 for 48 hours)

\$ 21,600.00

<b>SUBTOTAL WITH BELOW THE LINE ITEMS:</b>	\$	<b>3,028,550.57</b>
Quality Control	\$	130,000.00
<b>Subtotal</b>	\$	<b>3,158,550.57</b>
Subcontractor Markups and Bonds (30%)	\$	947,565.17
<b>Subtotal</b>	\$	<b>4,106,115.74</b>
Field Overhead (13.01%)	\$	534,205.66
<b>Subtotal</b>	\$	<b>4,640,321.40</b>
G&A (7.868%)	\$	365,100.49
<b>Subtotal</b>	\$	<b>5,005,421.89</b>
Margin (14.04%)	\$	702,761.23
<b>Subtotal</b>	\$	<b>5,708,183.12</b>
Prime insurance, bonds, insurance, taxes (1.110%)	\$	63,360.83
<b>Change Order Total</b>	\$	<b>5,771,543.95</b>



Category: MOT

### FINAL Engineer's Estimate

Biditem	Description	Bid Quantity	Unit	Unit Price	Total	Notes
<b>MOT05</b>	<b>ALASKAN WAY - SOUTH OF KING STREET TO JUST SOUTH OF YESLER</b>					
	BARRELS	22	EA	\$ 40.00	\$ 880.00	assumed an additional 20 not included in the plans
	BARRICADES	12	EA	\$ 250.00	\$ 3,000.00	doubled estimate from plan
	CONSTRUCTION SIGNS CLASS A	34	EA	\$ 150.00	\$ 5,100.00	
	VMS SIGN	1	EA	\$ 10,240.00	\$ 10,240.00	plus \$1/hourly operation (assume 10 days for advance notice and during switch weekend)
<b>MOT02</b>	<b>ALASKAN WAY - YESLER WAY TO JUST SOUTH OF SPRING STREET</b>					
	BARRELS	25	EA	\$ 40.00	\$ 1,000.00	assumed an additional 20 not included in the plans
	BARRICADES	15	EA	\$ 250.00	\$ 3,750.00	doubled estimate from plan
	CONSTRUCTION SIGNS CLASS A	53	EA	\$ 150.00	\$ 7,950.00	
<b>MOT03</b>	<b>ALASKAN WAY - SPRING STREET TO JUST SOUTH OF PIKE STREET</b>					
	BARRELS	87	EA	\$ 40.00	\$ 3,480.00	assumed an additional 20 not included in the plans
	BARRICADES	17	EA	\$ 250.00	\$ 4,250.00	doubled estimate from plan
	CONSTRUCTION SIGNS CLASS A	40	EA	\$ 150.00	\$ 6,000.00	
	VMS SIGN	1	EA	\$ 10,240.00	\$ 10,240.00	plus \$1/hourly operation (assume 10 days for advance notice and during switch weekend)
	Traffic Control Devices:	See Above			\$ 55,890.00	
	Traffic Control Labor (4 people assumed)	1920	HR	\$ 55.00	\$ 105,600.00	
	Traffic Control Supervisor	480	HR	\$ 60.00	\$ 28,800.00	
	Street Sweeper (Truck & Operator)	1	LS	\$ 5,000.00	\$ 5,000.00	
	(12 weeks x 40hr/wk)				\$ 195,290.00	
	DESIGN CONTINGENCY (30%)				\$ 58,587.00	
					<b>\$ 253,877.00</b>	

FINAL WSDOT Reimbursable Estimate

Bid Item	Description	Bid Quantity	Unit	Unit Price	Total	Conceptual Design	Betterment	SIGNING SUBTOTAL	STRIPING SUBTOTAL	Notes
<b>ALASKAN WAY 0+00 TO 27+00</b>										
611815225	SIGN, STREET NAME, POLE	0	EA	\$ 200.00	\$ -					
611815300	SIGN, STREET DESIGNATION, SPAN WIRE OR MAST ARM	0	EA	\$ 225.00	\$ -					
611815310	SIGN, TRAFFIC, SPAN WIRE OR MAST ARM	0	EA	\$ 225.00	\$ -					
	SIGN, TRAFFIC, NO POLE (ON BARRICADE)	21	EA	\$ 300.00	\$ 6,300.00					
611815320	SIGN, TRAFFIC, T5-10	25	EA	\$ 150.00	\$ 3,750.00					
611815500	POST, TELESPAR	17	EA	\$ 150.00	\$ 2,550.00					
	REMOVE SIGN	28	EA	\$ 100.00	\$ 2,800.00					
	RELOCATE SIGN	1	EA	\$ 250.00	\$ 250.00					
	BARRICADES	23	EA	\$ 250.00	\$ 5,750.00					
	FLEXIBLE DELINEATOR	32	EA	\$ 100.00	\$ 3,200.00					
	TRAFFIC SYSTEM DRUM	12	EA	\$ 40.00	\$ 480.00					
611817600	PAVEMENT MARKING							\$ 25,080.00	\$ 46,633.00	= totals
	PAVEMENT MARKING REMOVAL	1	LS	\$ 10,000.00	\$ 10,000.00					
	PAVEMENT MARKING, PAINT, YELLOW, 4 IN STRIPE	4970	LF	\$ 2.00	\$ 9,940.00					
611817800	PAVEMENT MARKING, PAINT, 4 IN STRIPE	5769	LF	\$ 2.00	\$ 11,538.00					
611817900	PAVEMENT MARKING, PAINT, 6 IN STRIPE	3122	LF	\$ 2.00	\$ 6,244.00					
	PAVEMENT MARKING, PAINT, WHITE, 8 IN STRIPE	2437	LF	\$ 3.00	\$ 7,311.00					
	PAVEMENT MARKING, PAINT, YELLOW, 8 IN STRIPE		LF	\$ 3.00	\$ -					
611818100	PAVEMENT MARKING, THERMOPLASTIC, 8 IN STRIPE		LF	\$ 6.00	\$ -					
	PAVEMENT MARKING, PAINT, WHITE, LEGEND/SYMBOL	32	EA	\$ 50.00	\$ 1,600.00					
611818200	PAVEMENT MARKING, THERMOPLASTIC, LEGEND/SYMBOL		EA	\$ 85.00	\$ -					
<b>ALASKAN WAY 27+00 TO 39+25</b>										
611815225	SIGN, STREET NAME, POLE	4	EA	\$ 200.00	\$ 800.00					
611815300	SIGN, STREET DESIGNATION, SPAN WIRE OR MAST ARM	0	EA	\$ 225.00	\$ -					
611815310	SIGN, TRAFFIC, SPAN WIRE OR MAST ARM	0	EA	\$ 225.00	\$ -					
	SIGN, TRAFFIC, ON POLE (ON BARRICADE)	15	EA	\$ 300.00	\$ 4,500.00					
611815320	SIGN, TRAFFIC, T5-10	46	EA	\$ 150.00	\$ 6,900.00					
611815500	POST, TELESPAR	27	EA	\$ 150.00	\$ 4,050.00					
	REMOVE SIGN	78	EA	\$ 100.00	\$ 7,800.00					
	RELOCATE SIGN	26	EA	\$ 250.00	\$ 6,500.00					
	BARRICADES	23	EA	\$ 250.00	\$ 5,750.00					
	FLEXIBLE DELINEATOR	2	EA	\$ 100.00	\$ 200.00					
	TRAFFIC SYSTEM DRUM	0	EA	\$ 40.00	\$ -					
611817600	PAVEMENT MARKING							\$ 36,500.00	\$ 45,788.00	= totals
	PAVEMENT MARKING REMOVAL	1	LS	\$ 10,000.00	\$ 10,000.00					
	PAVEMENT MARKING, PAINT, YELLOW, 4 IN STRIPE	3725	LF	\$ 2.00	\$ 7,450.00					
611817800	PAVEMENT MARKING, PAINT, 4 IN STRIPE	6353	LF	\$ 2.00	\$ 12,706.00					
611817900	PAVEMENT MARKING, PAINT, 6 IN STRIPE	385	LF	\$ 2.00	\$ 770.00					
	PAVEMENT MARKING, PAINT, WHITE, 8 IN STRIPE	4504	LF	\$ 3.00	\$ 13,512.00					
	PAVEMENT MARKING, PAINT, YELLOW, 8 IN STRIPE		LF	\$ 3.00	\$ -					
611818100	PAVEMENT MARKING, THERMOPLASTIC, 8 IN STRIPE		LF	\$ 6.00	\$ -					
	PAVEMENT MARKING, PAINT, WHITE, LEGEND/SYMBOL	27	EA	\$ 50.00	\$ 1,350.00					
611818200	PAVEMENT MARKING, THERMOPLASTIC, LEGEND/SYMBOL		EA	\$ 85.00	\$ -					
<b>ALASKAN WAY 39+25 TO END</b>										
611815225	SIGN, STREET NAME, POLE	6	EA	\$ 200.00	\$ 1,200.00					
611815300	SIGN, STREET DESIGNATION, SPAN WIRE OR MAST ARM	0	EA	\$ 225.00	\$ -					
611815310	SIGN, TRAFFIC, SPAN WIRE OR MAST ARM	0	EA	\$ 225.00	\$ -					
	SIGN, TRAFFIC, ON POLE (ON BARRICADE)	13	EA	\$ 300.00	\$ 3,900.00					
611815320	SIGN, TRAFFIC, T5-10	44	EA	\$ 150.00	\$ 6,600.00					
611815500	POST, TELESPAR	26	EA	\$ 150.00	\$ 3,900.00					
	RELOCATE SIGN	28	EA	\$ 250.00	\$ 7,000.00					
	REMOVE SIGN	142	EA	\$ 100.00	\$ 14,200.00					
	BARRICADES	21	EA	\$ 250.00	\$ 5,250.00					
	FLEXIBLE DELINEATOR	0	EA	\$ 100.00	\$ -					
	TRAFFIC SYSTEM DRUM	0	EA	\$ 40.00	\$ -					
611817600	PAVEMENT MARKING							\$ 42,050.00	\$ 48,723.00	= totals
	PAVEMENT MARKING REMOVAL	1	LS	\$ 16,000.00	\$ 16,000.00					
	PAVEMENT MARKING, PAINT, YELLOW, 4 IN STRIPE	4400	LF	\$ 2.00	\$ 8,800.00					
611817800	PAVEMENT MARKING, PAINT, 4 IN STRIPE	7349	LF	\$ 2.00	\$ 14,698.00					
611817900	PAVEMENT MARKING, PAINT, 6 IN STRIPE	30	LF	\$ 2.00	\$ 60.00					
	PAVEMENT MARKING, PAINT, WHITE, 8 IN STRIPE	2805	LF	\$ 3.00	\$ 8,415.00					
	PAVEMENT MARKING, PAINT, YELLOW, 8 IN STRIPE		LF	\$ 3.00	\$ -					
611818100	PAVEMENT MARKING, THERMOPLASTIC, 8 IN STRIPE		LF	\$ 6.00	\$ -					
	PAVEMENT MARKING, PAINT, WHITE, LEGEND/SYMBOL	15	EA	\$ 50.00	\$ 750.00					
611818200	PAVEMENT MARKING, THERMOPLASTIC, LEGEND/SYMBOL		EA	\$ 85.00	\$ -					
	CONCRETE BASE (PAY STATION)	6	EA	\$ 1,000.00	\$ 6,000.00					

FINAL AWTS

Bid Item	Description	Bid Quantity	New Qty	Unit	ORIGINAL Unit Price	Unit Price of Material	Material Cost	Labor Hrs/Unit	Labor Cost	Bench	Crane	Bucket Truck	Trencher	Boom Truck	Auger Truck	Compactor	Equipment Cost	Total	Notes	
<b>TS00 - ALASKAN WAY @ KING/JACKSON (REMOVALS)</b>																				
612823100	TRAFFIC SIGNAL SYSTEM																			
	TRAFFIC SIGNAL SYSTEM																			
	REMOVE SIGNAL HEADS/SPANWIRE	1		LS	2,000.00	10,000.00														
	REMOVE SIGNAL WIRING	1		LS	3,000.00	10,000.00														
<b>TS01 - ALASKAN WAY @ YESLER WAY</b>																				
612823100	TRAFFIC SIGNAL SYSTEM																			
	TRAFFIC SIGNAL SYSTEM																			
	TRAFFIC SIGNAL WIRING	1		LS	111,000.00															
	SIGNAL INTERCONNECT	0		LS	5,000.00															
	TRAFFIC SIGNAL CONTROL CABINET, INSTALLATION	1		EA	5,000.00			4	480.00								103.50	543.50	SEATTLE IT TO FURNISH AND INSTALL CABINET AND CONTROLLER SDOT SUPPLIED. Contractor installs cabinet	
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY RELOCATION	2		EA	250.00			2.5	600.00								460.00	1,060.00		
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY	8		EA	800.00			2.5	2,400.00								1,840.00	4,240.00	Contracting agency supplied equipment and mounting hardware, contractor install	
	SIGNAL HEAD, VEHICLE, 4 SECTION 1-WAY	1		EA	1,100.00			2.5	800.00								230.00	530.00	Contracting agency supplied equipment and mounting hardware, contractor install	
	SIGNAL HEAD, PEDESTRIAN RELOCATION	4		EA	250.00			2.5	1,200.00									1,200.00	Contracting agency supplied equipment and mounting hardware, contractor install	
	SIGNAL HEAD, PEDESTRIAN COUNTDOWN, LED	1		EA	1,200.00			2.5	800.00									800.00	Contracting agency supplied equipment and mounting hardware, contractor install	
	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY	4		EA	875.00	800.00	4,051.68	4	1,920.00										Contractor furnish and supply	
	ACCESSIBLE PEDESTRIAN PUSHBUTTON RELOCATION	0		EA	250.00			4												
	VIDEO DETECTION CAMERA	1		EA	10,000.00			8	720.00									480.00	1,180.00	Contracting agency supplied, contractor install. Contractor furnish and installs Category 5E cable (300 ft)
	CCTV CAMERA	1		EA	8,000.00	6,500.00	10,762.28	4	480.00									480.00	11,702.28	INCLUDES CABLING
	EMERGENCY VEHICLE PREEMPTION DETECTOR, OPTICOM #721	4		EA	1,100.00	1,500.00	7,596.90	3	1,440.00									1,840.00	10,876.90	
	TERMINAL CABINET (8"x18"x12" with lock)	1		EA	1,100.00	450.00	569.77	4.5	540.00									517.50	1,627.27	
	SERVICE CABINET	1		EA	2,500.00			18	1,920.00									103.50	2,023.50	Contracting agency supplied. Contractor install
	FLASH TEST/CHECK-OUT/TURN-ON	1		EA				8	960.00									920.00	1,880.00	
	PEDESTAL, STEEL, 10 FT	0		EA	1,300.00	1,000.00		3												
	FOUNDATION PEDESTAL	0		EA	1,000.00	800.00		2												
	FOUNDATION, TRAFFIC SIGNAL CONTROLLER CABINET	1		EA	1,500.00	1,500.00	1,899.23	4	480.00									207.00	2,586.23	
	FOUNDATION, SERVICE CABINET	1		EA	1,500.00	750.00	949.61	2	360.00									188.00	1,827.61	
	CONDUIT, RIG, 1-1/2 IN	0		LF	20.00	3.20		0.11												
	CONDUIT, PVC, 2 IN	120		LF	10.00	3.20	739.89	0.11	1,440.00										2,199.89	
	CONDUIT, PVC, 3 IN	0		LF	12.00	6.00		0.15												
	CONDUIT, PVC, 4 IN	80		LF	15.00	10.00	1,012.92	0.2	1,800.00										2,812.92	
	TRENCHING, CONDUIT	10		LF	14.00			0.25	300.00									890.00	990.00	
	TRENCHING/BACKFILL/ENCASEMENT, SECONDARY SERVICE CONDUIT	100		LF	200.00	150.00	18,982.25	1	12,000.00									6,800.00	37,882.25	2"x3' trench, backfill with fluidized thermal backfill
	HANDHOLE, TYPE 3	0		EA	1,400.00	1,200.00		4												
	HANDHOLE, TYPE 5	1		EA	2,500.00	2,000.00	2,532.80	4	480.00									810.50	3,322.80	
	SIGNAL SPAN WIRE	4		EA	1,500.00	1,000.00	5,064.60	4	1,800.00									1,840.00	8,824.60	
	POLE, WOOD STRAIN TYPE 1	2		EA	2,000.00	1,500.00	3,798.45	2	1,200.00									3,289.00	9,007.45	
	INSTALL OVERHEAD SIGN	12		EA	150.00	100.00	1,519.38	2	2,880.00									2,760.00	7,159.38	
	WOOD PEDESTAL	0		EA	1,000.00	1,000.00		2												
	TRAFFIC SIGN	54		SF	25.00	50.00	3,434.43											24,955.00	28,389.43	
	CONDUIT RISER, 4 IN	1		EA	1,800.00	750.00	949.61	3	360.00									345.00	1,654.61	
	CONDUIT RISER, 3 IN	2		EA	1,000.00	500.00	1,264.15	3	720.00									680.00	2,676.15	
	BACK GUY ASSEMBLY	2		EA	1,000.00	500.00	1,264.15	3	720.00									690.00	2,676.15	
	REMOVE TRAFFIC SIGNAL CONTROLLER CABINET	1		EA	700.00			4	480.00									103.50	583.50	
	REMOVE SIGNAL HEADS/SPANWIRE	1		LS	2,000.00			4	480.00									820.00	1,400.00	
	REMOVE SIGNAL WIRING	1		LS	3,000.00			8	960.00									920.00	1,880.00	
	10C	680		LF	4.00	4.00	3,342.64	0.1	7,820.00									7,580.00	18,852.64	
	5C	335		LF	2.50	2.50	1,080.40	0.1	4,020.00									3,852.50	8,852.90	
	3C	165		LF	1.75	1.75	365.60	0.1	1,860.00									1,897.50	4,243.10	
	1PRS	885		LF	1.50	1.50	1,880.81	0.1	10,620.00									10,177.50	22,478.31	
	3C(SH)	785		LF	2.00	2.00	1,937.21	0.1	9,180.00									8,797.50	19,914.71	
	#6	100		LF	1.50	1.50	189.92	0.1	1,200.00									1,150.00	2,389.92	
	#2	1340		LF	2.50	2.50	8,925.07	0.15	22,820.00									142.80	26,347.67	
	CAT 5E	800		LF	1.50	1.50	569.77	0.1	8,800.00									3,450.00	7,619.77	
	#2 Triplex			LF	15.00	10.00		0.15												
<b>TS02 - ALASKAN WAY @ COLUMBIA STREET</b>																				
	TRAFFIC SIGNAL SYSTEM																			
	TRAFFIC SIGNAL SYSTEM																			
	TRAFFIC SIGNAL WIRING	1		LS	120,000.00															
	SIGNAL INTERCONNECT	0		LS	5,000.00															
	TRAFFIC SIGNAL CONTROL CABINET, INSTALLATION	1		EA	5,000.00			4	480.00									103.50	543.50	SEATTLE IT TO FURNISH AND INSTALL CABINET AND CONTROLLER SDOT SUPPLIED. Contractor installs cabinet
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY RELOCATION	0		EA	250.00			2.5												
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY	6		EA	800.00			2.5	1,800.00									1,380.00	3,180.00	Contracting agency supplied equipment and mounting hardware, contractor install
	SIGNAL HEAD, VEHICLE, 4 SECTION 1-WAY	1		EA	1,100.00			2.5	800.00									230.00	530.00	Contracting agency supplied equipment and mounting hardware, contractor install
	SIGNAL HEAD, PEDESTRIAN RELOCATION	0		EA	250.00			2.5												
	SIGNAL HEAD, PEDESTRIAN COUNTDOWN, LED	6		EA	1,200.00			2.5	1,800.00										1,800.00	Contracting agency supplied equipment and mounting hardware, contractor install
	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY	6		EA	875.00	800.00	6,077.52	4	2,880.00										8,957.52	Contracting agency supplied equipment and mounting hardware, contractor install
	ACCESSIBLE PEDESTRIAN PUSHBUTTON RELOCATION	0		EA	250.00			4												
	VIDEO DETECTION CAMERA	3		EA	10,000.00			6	2,160.00									1,380.00	3,540.00	Contracting agency supplied, contractor install. Contractor furnish and installs Category 5E cable (300 feet)
	GRIDSMA RT CAMERA (CONTRACTOR FURNISH)	1		EA		6,000.00	7,596.90	0												
	CCTV CAMERA	0		EA	8,000.00	8,500.00		4												
	EMERGENCY VEHICLE PREEMPTION DETECTOR, OPTICOM #721	9		EA	1,100.00	1,500.00	5,887.68	3	1,080.00									1,380.00	8,157.68	INCLUDES CABLING
	TERMINAL CABINET (8"x18"x12" with lock)	0		EA	1,100.00	450.00		4.5												
	SERVICE CABINET	1		EA	2,500.00			18	1,920.00									103.50	2,023.50	Contracting agency supplied. Contractor install
	FLASH TEST/CHECK-OUT/TURN-ON	1		EA				8	960.00									920.00	1,880.00	
	PEDESTAL, STEEL, 10 FT	0		EA	1,300.00	1,000.00		3												
	FOUNDATION PEDESTAL	0		EA	1,000.00	800.00		2												
	FOUNDATION, TRAFFIC SIGNAL CONTROLLER CABINET	1		EA	1,500.00	1,500.00	1,899.23	4	480.00									207.00	2,586.23	
	FOUNDATION, SERVICE CABINET	1		EA	1,500.00	750.00	949.													

	3C(SH)	363	LF	\$ 3.00	\$ 2.00	\$ 824.29	0.1	\$ 4,380.00					\$ 4,197.50	\$ 9,501.79		
	#6	300	LF	\$ 1.50	\$ 1.50	\$ 189.82	0.1	\$ 1,200.00					\$ 1,150.00	\$ 2,539.82		
	#2	1240	LF	\$ 2.50	\$ 2.50	\$ 3,825.07	0.15	\$ 7,320.00					\$ 142.80	\$ 26,387.67		
	CAT 5E	600	LF	\$ 1.50	\$ 1.50	\$ 1,199.54	0.1	\$ 7,200.00					\$ 6,900.00	\$ 15,219.54		
	#2 Triplex	300	LF	\$ 15.00	\$ 10.00	\$ 1,266.15	0.15	\$ 1,800.00					\$ 1,725.00	\$ 4,791.15		\$ 139,413.63
<b>TS03 - ALASKAN WAY @ MARION STREET</b>																
TRAFFIC SIGNAL SYSTEM																
	TRAFFIC SIGNAL WIRING	1	LS	\$ 131,000.00										\$ 208,000.00		
	SIGNAL INTERCONNECT	0	LS	\$ 5,200.00										\$ 191,000.00		
	TRAFFIC SIGNAL CONTROL CABINET, INSTALLATION	1	EA	\$ 5,000.00	\$ -	\$ -	4	\$ 480.00					\$ 103.50	\$ 583.50		CABINET AND CONTROLLER SDOT SUPPLIED
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY RELOCATION	2	EA	\$ 250.00	\$ -	\$ -	2.5	\$ 620.00					\$ 460.00	\$ 1,080.00		
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY	4	EA	\$ 800.00	\$ -	\$ -	2.5	\$ 1,200.00					\$ 920.00	\$ 2,120.00		
	SIGNAL HEAD, VEHICLE, 4 SECTION 1-WAY	0	EA	\$ 1,100.00	\$ -	\$ -	2.5	\$ -					\$ -	\$ -		
	SIGNAL HEAD, PEDESTRIAN RELOCATION	2	EA	\$ 250.00	\$ -	\$ -	2.5	\$ 620.00					\$ -	\$ 620.00		Contracting agency supplied equipment and mounting hardware, contractor install
	SIGNAL HEAD, PEDESTRIAN COUNTDOWN, LED	2	EA	\$ 1,200.00	\$ -	\$ -	2.5	\$ 800.00					\$ -	\$ 800.00		
	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY	2	EA	\$ 375.00	\$ 800.00	\$ 1,025.84	4	\$ 960.00					\$ -	\$ 2,985.84		
	ACCESSIBLE PEDESTRIAN PUSHBUTTON RELOCATION	0	EA	\$ 250.00	\$ -	\$ -	4	\$ -					\$ -	\$ -		
	VIDEO DETECTION CAMERA	3	EA	\$ 10,000.00	\$ -	\$ -	8	\$ 2,160.00					\$ 1,380.00	\$ 3,540.00		
	CCTV CAMERA	1	EA	\$ 8,000.00	\$ 8,500.00	\$ 10,762.28		\$ -					\$ 460.00	\$ 11,222.28		
	EMERGENCY VEHICLE PREEMPTION DETECTOR, OPTICOM #721	3	EA	\$ 1,100.00	\$ 1,500.00	\$ 5,697.68		\$ -					\$ 1,840.00	\$ 7,077.68		
	TERMINAL CABINET	0	EA	\$ 1,100.00	\$ 450.00	\$ -	4.5	\$ -					\$ -	\$ -		
	SERVICE CABINET	1	EA	\$ 2,500.00	\$ -	\$ -	16	\$ 1,920.00					\$ 103.50	\$ 2,023.50		
	FLASH TEST/CHECK-OUT/TURN-ON	1	EA	\$ -	\$ -	\$ -	8	\$ 960.00					\$ 620.00	\$ 1,880.00		
	PEDESTAL, STEEL, 10 FT	0	EA	\$ 1,300.00	\$ 1,000.00	\$ -	3	\$ -					\$ -	\$ -		
	FOUNDATION PEDESTAL	0	EA	\$ 1,000.00	\$ 600.00	\$ -	2	\$ -	1.5				\$ -	\$ -		
	FOUNDATION, TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 1,500.00	\$ 1,500.00	\$ 1,899.23	4	\$ 480.00					\$ 207.00	\$ 2,586.23		
	FOUNDATION, SERVICE CABINET	1	EA	\$ 1,500.00	\$ 750.00	\$ 949.61	2	\$ 240.00	2				\$ 138.00	\$ 1,327.61		
	CONDUIT, RIGS, 1-1/2 IN	15	LF	\$ 20.00	\$ 3.00	\$ 58.98	0.11	\$ 198.00					\$ -	\$ 800.00		
	CONDUIT, PVC, 3 IN	30	LF	\$ 10.00	\$ 5.00	\$ 189.92	0.1	\$ 840.00					\$ -	\$ 549.92		
	CONDUIT, PVC, 3 IN	50	LF	\$ 12.00	\$ 6.00	\$ 379.85	0.15	\$ 800.00					\$ -	\$ 1,279.85		
	CONDUIT, PVC, 4 IN	0	LF	\$ 15.00	\$ 10.00	\$ -	0.2	\$ -					\$ -	\$ -		
	TRENCHING, CONDUIT	130	LF	\$ 14.00	\$ -	\$ -	0.25	\$ 1,800.00	0.5		0.5		\$ 8,780.00	\$ 11,880.00		
	TRENCHING/BACKFILL/ENCASEMENT, SECONDARY SERVICE CONDUIT	0	LF	\$ 260.00	\$ 150.00	\$ -	1	\$ -	1				\$ -	\$ -		
	HANDHOLE, TYPE 3	0	EA	\$ 1,400.00	\$ 1,200.00	\$ -	4	\$ -					\$ -	\$ -		
	HANDHOLE, TYPE 5	0	EA	\$ 2,500.00	\$ 2,000.00	\$ -	4	\$ -	2				\$ -	\$ -		
	SIGNAL SPAN WIRE	2	EA	\$ 1,500.00	\$ 1,000.00	\$ 2,537.30	4	\$ 960.00					\$ 920.00	\$ 4,417.30		
	POLE, WOOD STRAIN TYPE 1	0	EA	\$ 2,000.00	\$ 1,500.00	\$ -	8	\$ -					\$ -	\$ -		
	INSTALL OVERHEAD SIGN	8	EA	\$ 150.00	\$ 100.00	\$ 1,012.92	2	\$ 1,920.00					\$ 1,840.00	\$ 4,772.92		
	WOOD PEDESTAL	2	EA	\$ 1,000.00	\$ 1,000.00	\$ 2,537.30		\$ -					\$ -	\$ 2,537.30		
	TRAFFIC SIGN	8	EA	\$ 75.00	\$ 50.00	\$ 508.48		\$ -					\$ 3,680.00	\$ 4,188.48		INCLUDES METAL DRUM AND FILL
	CONDUIT RISER, 4 IN	0	EA	\$ 1,200.00	\$ 800.00	\$ -	3	\$ -					\$ -	\$ -		
	CONDUIT RISER, 3 IN	1	EA	\$ 1,400.00	\$ 800.00	\$ 759.69	3	\$ 840.00					\$ 345.00	\$ 1,644.69		
	CONDUIT RISER, 3 IN	1	EA	\$ 1,400.00	\$ 800.00	\$ 433.08	3	\$ 840.00					\$ 345.00	\$ 1,338.08		
	CONDUIT RISER, 2 IN	1	EA	\$ 1,200.00	\$ 500.00	\$ 633.08	3	\$ 840.00					\$ 345.00	\$ 1,338.08		
	BACK GUY ASSEMBLY	1	EA	\$ 1,000.00	\$ 500.00	\$ 633.08	3	\$ 240.00					\$ 480.00	\$ 400.00		
	REMOVE VEHICLE SIGNAL HEAD	2	EA	\$ 200.00	\$ -	\$ -	1	\$ 240.00					\$ -	\$ -		
	REMOVE TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 700.00	\$ -	\$ -	4	\$ 480.00					\$ 103.50	\$ 583.50		
	REMOVE EMERGENCY VEHICLE PREEMPT DETECTOR	1	EA	\$ 150.00	\$ -	\$ -	1	\$ 120.00					\$ 230.00	\$ 150.00		
	REMOVE SIGN, OVERHEAD	2	EA	\$ 200.00	\$ -	\$ -	0.5	\$ 120.00					\$ 230.00	\$ 420.00		
	REMOVE SIGNAL HEADS/SPANWIRE	1	LS	\$ 2,000.00	\$ -	\$ -	4	\$ 480.00					\$ 920.00	\$ 1,400.00		
	REMOVE SIGNAL WIRING	1	LS	\$ 3,000.00	\$ -	\$ -	8	\$ 960.00					\$ 920.00	\$ 1,880.00		
	10C	240	LF	\$ 4.00	\$ 4.00	\$ 1,215.50	0.1	\$ 2,880.00					\$ 2,760.00	\$ 6,855.50		
	5C	345	LF	\$ 2.50	\$ 2.50	\$ 1,092.05	0.1	\$ 4,140.00					\$ 3,967.50	\$ 9,199.55		
	3C	1580	LF	\$ 1.75	\$ 1.75	\$ 3,013.44	0.1	\$ 16,320.00					\$ 15,640.00	\$ 34,973.44		
	1PRSH	1420	LF	\$ 1.50	\$ 1.50	\$ 2,696.90	0.1	\$ 17,040.00					\$ 16,330.00	\$ 36,066.90		
	3C(SH)	383	LF	\$ 2.00	\$ 2.00	\$ 974.94	0.1	\$ 4,620.00					\$ 4,427.50	\$ 10,072.44		
	#6	465	LF	\$ 1.50	\$ 1.50	\$ 683.14	0.1	\$ 5,580.00					\$ 5,847.50	\$ 11,810.64		
	#2	410	LF	\$ 2.50	\$ 2.50	\$ 1,297.80	0.15	\$ 7,360.00					\$ 47.15	\$ 8,724.95		
	CAT 5E	900	LF	\$ 1.50	\$ 1.50	\$ 569.77	0.1	\$ 3,600.00					\$ 3,450.00	\$ 7,619.77		
	Install Triplex	300	LF	\$ 15.00	\$ 10.00	\$ 1,266.15	0.15	\$ 1,800.00					\$ 1,725.00	\$ 4,791.15		\$ 190,064.34
<b>TS04 - ALASKAN WAY @ MADISON STREET</b>																
TRAFFIC SIGNAL SYSTEM																
	TRAFFIC SIGNAL WIRING	1	LS	\$ 99,000.00										\$ 228,000.00		
	SIGNAL INTERCONNECT	0	LS	\$ 5,200.00										\$ 99,000.00		
	TRAFFIC SIGNAL CONTROL CABINET, INSTALLATION	1	EA	\$ 5,000.00	\$ -	\$ -	4	\$ 480.00					\$ 103.50	\$ 583.50		CABINET AND CONTROLLER SDOT SUPPLIED
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY RELOCATION	0	EA	\$ 250.00	\$ -	\$ -	2.5	\$ -					\$ -	\$ -		
	SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY	7	EA	\$ 900.00	\$ -	\$ -	2.5	\$ 2,100.00					\$ 1,610.00	\$ 3,710.00		
	SIGNAL HEAD, VEHICLE, 1 SECTION 1-WAY	1	EA	\$ 800.00	\$ -	\$ -	2.5	\$ 300.00					\$ 230.00	\$ 530.00		Contracting agency supplied equipment and mounting hardware, contractor install
	SIGNAL HEAD, PEDESTRIAN RELOCATION	0	EA	\$ 250.00	\$ -	\$ -	2.5	\$ -					\$ -	\$ -		
	SIGNAL HEAD, PEDESTRIAN COUNTDOWN, LED	4	EA	\$ 1,200.00	\$ -	\$ -	2.5	\$ 1,200.00					\$ -	\$ 1,200.00		
	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY	4	EA	\$ 375.00	\$ 800.00	\$ 4,051.68	4	\$ 1,920.00					\$ -	\$ 5,971.68		
	ACCESSIBLE PEDESTRIAN PUSHBUTTON RELOCATION	0	EA	\$ 250.00	\$ -	\$ -	4	\$ -					\$ -	\$ -		
	VIDEO DETECTION CAMERA	3	EA	\$ 10,000.00	\$ -	\$ -	6	\$ 2,160.00					\$ 1,380.00	\$ 3,540.00		
	CCTV CAMERA	1	EA	\$ 8,000.00	\$ 8,500.00	\$ 10,762.28		\$ -					\$ 460.00	\$ 11,222.28		
	EMERGENCY VEHICLE PREEMPTION DETECTOR, OPTICOM #721	4	EA	\$ 1,100.00	\$ 1,500.00	\$ 7,396.90		\$ -					\$ 1,840.00	\$ 9,436.90		
	TERMINAL CABINET	1	EA	\$ 1,100.00	\$ 450.00	\$ 569.77	4.5	\$ 340.00					\$ 517.50	\$ 1,627.27		
	SERVICE CABINET	1	EA	\$ 2,500.00	\$ -	\$ -	16	\$ 1,920.00					\$ 103.50	\$ 2,023.50		
	FLASH TEST/CHECK-OUT/TURN-ON	1	EA	\$ -	\$ -	\$ -	8	\$ 960.00					\$ 620.00	\$ 1,880.00		
	PEDESTAL, STEEL, 10 FT	0	EA	\$ 1,300.00	\$ 1,000.00	\$ -	3	\$ -					\$ -	\$ -		
	FOUNDATION PEDESTAL	0	EA	\$ 1,000.00	\$ 600.00	\$ -	2	\$ -	1.5				\$ -	\$ -		
	FOUNDATION, TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 1,500.00	\$ 1,500.00	\$ 1,899.23	4	\$ 480.00					\$ 207.00	\$ 2,586.23		
	FOUNDATION, SERVICE CABINET	1	EA	\$ 1,500.00	\$ 750.00	\$ 949.61	2	\$ 240.00	2				\$ 138.00	\$ 1,327.61		
	CONDUIT, RIGS, 1-1/2 IN	15	LF	\$ 20.00	\$ 3.00	\$ 58.98	0.11	\$ 198.00					\$ -	\$ 800.00		
	CONDUIT, PVC, 3 IN	55	LF	\$ 10.00	\$ 5.00	\$ 848.19	0.1	\$ 860.00					\$ -	\$ 1,008.19		
	CONDUIT, PVC, 3 IN	20	LF	\$ 12.00	\$ 6.00	\$ 151.94	0.15	\$ 360.00					\$ -	\$ 511.94		
	CONDUIT, PVC, 4 IN	30	LF	\$ 15.00	\$ 10.00	\$ 879.85	0.2	\$ 720.00					\$ -	\$ 1,099.85		
	TRENCHING, CONDUIT															



#6	40	LF	\$ 1.50	\$ 1.50	\$ 75.97	0.1	\$ 480.00						\$ 480.00	\$ 1,015.97	
#2	1240	LF	\$ 2.50	\$ 2.50	\$ 3,925.07	0.15	\$ 22,139.07						\$ 460.00	\$ 26,387.87	
CAT SE	800	LF	\$ 1.50	\$ 1.50	\$ 888.77	0.1	\$ 1,800.00						\$ 3,450.00	\$ 7,619.77	
Install #2 Triplex	100	LF	\$ 15.00	\$ 10.00	\$ 1,266.15	0.15	\$ 1,800.00						\$ 1,725.00	\$ 4,791.15	\$ 96,148.12
<b>TS05 - ALASKAN WAY @ SPRING STREET</b>															
<b>TRAFFIC SIGNAL SYSTEM</b>															
TRAFFIC SIGNAL WIRING	1	LS	\$ 99,606.05										\$ 169,000.00		
SIGNAL INTERCONNECT	0	LS	\$ 5,000.00										\$ 5,000.00		
TRAFFIC SIGNAL CONTROL CABINET, INSTALLATION	1	EA	\$ 5,000.00			4	\$ 480.00			2			\$ 103.50	\$ 583.50	CABINET AND CONTROLLER SDOOT SUPPLIED
SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY RELOCATION	0	EA	\$ 250.00			2.5	\$ -			2			\$ -	\$ -	
SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY	4	EA	\$ 800.00			2.5	\$ 1,200.00			2			\$ 920.00	\$ 2,120.00	
SIGNAL HEAD, VEHICLE, 1 SECTION 1-WAY	0	EA	\$ 800.00			2.5	\$ -			2			\$ -	\$ -	
SIGNAL HEAD, PEDESTRIAN RELOCATION	0	EA	\$ 250.00			2.5	\$ -						\$ -	\$ -	Contracting agency supplied equipment and mounting hardware, contractor install
SIGNAL HEAD, PEDESTRIAN COUNTDOWN, LED	4	EA	\$ 1,200.00			2.5	\$ 1,200.00						\$ -	\$ 1,200.00	
ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY	4	EA	\$ 375.00	\$ 800.00	\$ 4,051.68	4	\$ 1,800.00						\$ -	\$ 5,971.68	
ACCESSIBLE PEDESTRIAN PUSHBUTTON RELOCATION	0	EA	\$ 250.00			4	\$ -						\$ -	\$ -	
VIDEO DETECTION CAMERA	2	EA	\$ 10,000.00			6	\$ 1,440.00						\$ 920.00	\$ 2,360.00	
CCTV CAMERA	0	EA	\$ 8,000.00	\$ 8,500.00		4	\$ -						\$ -	\$ -	
EMERGENCY VEHICLE PREEMPTION DETECTOR, OPTICOM #721	2	EA	\$ 1,100.00	\$ 1,500.00	\$ 3,798.45		\$ -						\$ 920.00	\$ 4,718.45	
TERMINAL CABINET	0	EA	\$ 1,100.00	\$ 450.00		4.5	\$ -						\$ -	\$ -	
SERVICE CABINET	1	EA	\$ 2,500.00			16	\$ 1,920.00						\$ 103.50	\$ 2,023.50	
FLASH TEST/CHECK-OUT/TURN-ON	1	EA	\$ -			8	\$ 960.00						\$ 920.00	\$ 1,880.00	
PEDESTAL, STEEL, 10 FT	0	EA	\$ 1,300.00	\$ 1,000.00		3	\$ -						\$ -	\$ -	
FOUNDATION PEDESTAL	0	EA	\$ 1,000.00	\$ 600.00		2	\$ -	1.5					\$ -	\$ -	
FOUNDATION, TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 1,500.00	\$ 1,500.00	\$ 1,899.23	4	\$ 480.00	3					\$ 207.00	\$ 2,586.23	
FOUNDATION, SERVICE CABINET	1	EA	\$ 1,500.00	\$ 750.00	\$ 949.61	2	\$ 240.00	2					\$ 138.00	\$ 1,327.61	
CONDUIT, RGS, 1-1/2 IN	15	LF	\$ 20.00	\$ 3.00	\$ 56.98	0.11	\$ 198.00						\$ -	\$ 300.00	
CONDUIT, PVC, 2 IN	150	LF	\$ 10.00	\$ 5.00	\$ 948.61	0.1	\$ 1,800.00						\$ -	\$ 2,748.61	
CONDUIT, PVC, 3 IN	0	LF	\$ 12.00	\$ 6.00		0.15	\$ -						\$ -	\$ -	
CONDUIT, PVC, 4 IN	85	LF	\$ 15.00	\$ 10.00	\$ 1,202.84	0.2	\$ 2,280.00						\$ -	\$ 3,482.84	
TRENCHING, CONDUIT	70	LF	\$ 14.00	\$ -		0.25	\$ 2,100.00	0.5					\$ 4,830.00	\$ 6,930.00	
TRENCHING/BACKFILL/ENCASEMENT, SECONDARY SERVICE CONDUIT	0	LF	\$ 200.00	\$ 150.00		1	\$ -	1					\$ -	\$ -	
HANDHOLE, TYPE 3	0	EA	\$ 1,400.00	\$ 1,200.00		4	\$ -						\$ -	\$ -	
HANDHOLE, TYPE 5	1	EA	\$ 2,500.00	\$ 2,000.00	\$ 2,512.30	4	\$ 480.00	2			2		\$ 310.50	\$ 3,322.80	
SIGNAL SPAN WIRE	4	EA	\$ 1,500.00	\$ 1,000.00	\$ 5,064.60	4	\$ 1,800.00						\$ 1,840.00	\$ 6,824.60	
POLE, WOOD STRAIN TYPE 1	1	EA	\$ 2,000.00	\$ 1,500.00	\$ 1,899.23	8	\$ 960.00			4			\$ 1,644.50	\$ 4,503.73	
INSTALL OVERHEAD SIGN	3	EA	\$ 150.00	\$ 100.00	\$ 379.85	2	\$ 720.00						\$ 690.00	\$ 1,789.85	
WOOD PEDESTAL	1	EA	\$ 1,000.00	\$ 1,000.00	\$ 1,266.15		\$ -						\$ -	\$ 1,266.15	INCLUDES METAL DRUM AND FILL
TRAFFIC SIGN	0	SF	\$ 25.00	\$ 50.00			\$ -						\$ -	\$ -	
CONDUIT RISER, 1-1/2 IN	1	EA	\$ 700.00	\$ 450.00	\$ 569.77	2	\$ 240.00						\$ 345.00	\$ 700.00	
CONDUIT RISER, 2 IN	1	EA	\$ 1,000.00	\$ 500.00	\$ 633.08	3	\$ 360.00						\$ 345.00	\$ 1,338.08	
CONDUIT RISER, 3 IN	0	EA	\$ 1,400.00	\$ 800.00		3	\$ -						\$ -	\$ -	
CONDUIT RISER, 4 IN	1	EA	\$ 1,800.00	\$ 750.00	\$ 949.61	3	\$ 360.00						\$ 345.00	\$ 1,654.61	
BACK GUY ASSEMBLY	1	EA	\$ 1,000.00	\$ 500.00	\$ 633.08	3	\$ 360.00						\$ 345.00	\$ 1,338.08	
REMOVE FOUNDATION, PEDESTRIAN PUSH BUTTON POST	1	EA	\$ 550.00			2	\$ 240.00						\$ -	\$ 550.00	
REMOVE FOUNDATION, TRAFFIC SIGNAL CONTROLLER	1	EA	\$ 800.00			4	\$ 480.00						\$ 138.00	\$ 800.00	
REMOVE POST, PEDESTRIAN PUSHBUTTON	1	EA	\$ 150.00			1	\$ 120.00						\$ -	\$ 150.00	
REMOVE TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 700.00			4	\$ 480.00						\$ 103.50	\$ 583.50	
REMOVE PEDESTRIAN PUSH BUTTON ASSEMBLY	1	EA	\$ 100.00			1	\$ 120.00						\$ -	\$ 100.00	
REMOVE SIGNAL HEADS/SPANWIRE	1	LS	\$ 2,000.00			8	\$ 480.00						\$ 920.00	\$ 1,400.00	
REMOVE SIGNAL WIRING	1	LS	\$ 3,000.00			8	\$ 960.00						\$ 920.00	\$ 1,880.00	
10C	250	LF	\$ 4.00	\$ 4.00	\$ 1,266.15	0.3	\$ 3,020.00						\$ 920.00	\$ 1,880.00	
5C	90	LF	\$ 2.50	\$ 2.50	\$ 284.88	0.1	\$ 1,080.00						\$ 2,675.00	\$ 2,959.88	
3C	587	LF	\$ 1.75	\$ 1.75	\$ 1,900.85	0.1	\$ 7,044.00						\$ 1,035.00	\$ 2,939.85	
1P/SH	805	LF	\$ 1.50	\$ 1.50	\$ 1,718.90	0.1	\$ 10,860.00						\$ 6,750.00	\$ 15,025.15	
8C/SH	295	LF	\$ 2.00	\$ 2.00	\$ 747.03	0.1	\$ 5,540.00						\$ 10,407.50	\$ 22,989.90	
#6	200	LF	\$ 1.50	\$ 1.50	\$ 379.85	0.1	\$ 2,400.00						\$ 3,312.50	\$ 7,679.53	
#2	1260	LF	\$ 2.50	\$ 2.50	\$ 3,989.37	0.15	\$ 22,680.00						\$ 2,300.00	\$ 5,079.85	
CAT SE	800	LF	\$ 1.50	\$ 1.50	\$ 569.77	0.1	\$ 1,800.00						\$ 144.90	\$ 26,813.27	
Install #2 Triplex	100	LF	\$ 15.00	\$ 10.00	\$ 1,266.15	0.15	\$ 1,800.00						\$ 1,725.00	\$ 4,791.15	\$ 99,806.05
<b>TS06 - ALASKAN WAY @ SENECA STREET</b>															
<b>TRAFFIC SIGNAL SYSTEM</b>															
TRAFFIC SIGNAL WIRING	1	LS	\$ 126,293.03										\$ 229,000.00		
SIGNAL INTERCONNECT	0	LS	\$ 5,000.00										\$ 5,000.00		
TRAFFIC SIGNAL CONTROL CABINET, INSTALLATION	1	EA	\$ 5,000.00			4	\$ 480.00						\$ 103.50	\$ 583.50	CABINET AND CONTROLLER SDOOT SUPPLIED
SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY RELOCATION	0	EA	\$ 250.00			2.5	\$ -			2			\$ -	\$ -	
SIGNAL HEAD, VEHICLE, 3 SECTION 1-WAY	4	EA	\$ 800.00			2.5	\$ 1,200.00			2			\$ 920.00	\$ 2,120.00	
SIGNAL HEAD, VEHICLE, 1 SECTION 1-WAY	0	EA	\$ 800.00			2.5	\$ -			2			\$ -	\$ -	Contracting agency supplied equipment and mounting hardware, contractor install
SIGNAL HEAD, PEDESTRIAN RELOCATION	0	EA	\$ 250.00			2.5	\$ -						\$ -	\$ -	
SIGNAL HEAD, PEDESTRIAN COUNTDOWN, LED	4	EA	\$ 1,200.00			2.5	\$ 1,200.00						\$ -	\$ 1,200.00	
ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY	4	EA	\$ 375.00	\$ 800.00	\$ 4,051.68	4	\$ 1,800.00						\$ -	\$ 5,971.68	
ACCESSIBLE PEDESTRIAN PUSHBUTTON RELOCATION	0	EA	\$ 250.00			4	\$ -						\$ -	\$ -	
VIDEO DETECTION CAMERA	2	EA	\$ 10,000.00			6	\$ 1,440.00						\$ 920.00	\$ 2,360.00	
CCTV CAMERA	0	EA	\$ 8,000.00	\$ 8,500.00		4	\$ -						\$ -	\$ -	
EMERGENCY VEHICLE PREEMPTION DETECTOR, OPTICOM #721	2	EA	\$ 1,100.00	\$ 1,500.00	\$ 3,798.45		\$ -						\$ 920.00	\$ 4,718.45	
TERMINAL CABINET	0	EA	\$ 1,100.00	\$ 450.00		4.5	\$ -						\$ -	\$ -	
SERVICE CABINET	1	EA	\$ 2,500.00			16	\$ 1,920.00						\$ 103.50	\$ 2,023.50	
FLASH TEST/CHECK-OUT/TURN-ON	1	EA	\$ -			8	\$ 960.00						\$ 920.00	\$ 1,880.00	
PEDESTAL, STEEL, 10 FT	0	EA	\$ 1,300.00	\$ 1,000.00		3	\$ -						\$ -	\$ -	
FOUNDATION PEDESTAL	0	EA	\$ 1,000.00	\$ 600.00		2	\$ -	1.5					\$ -	\$ -	
FOUNDATION, TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 1,500.00	\$ 1,500.00	\$ 1,899.23	4	\$ 480.00	3					\$ 207.00	\$ 2,586.23	
FOUNDATION, SERVICE CABINET	1	EA	\$ 1,500.00	\$ 750.00	\$ 949.61	2	\$ 240.00	2					\$ 138.00	\$ 1,327.61	
CONDUIT, RGS, 1-1/2 IN	15	LF	\$ 20.00	\$ 3.00	\$ 56.98	0.11	\$ 198.00						\$ -	\$ 254.88	
CONDUIT, PVC, 2 IN	145	LF	\$ 10.00	\$ 5.00	\$ 917.96	0.1	\$ 1,740.00						\$ -	\$ 2,657.96	
CONDUIT, PVC, 3 IN	110	LF	\$ 10.00	\$ 6.00	\$ 835.66	0.15	\$ 1,980.00						\$ -	\$ 2,815.66	
CONDUIT, PVC, 4 IN	85	LF	\$ 15.00	\$ 10.00	\$ 443.15	0.2	\$ 840.00						\$ -	\$ 1,283.15	
TRENCHING, CONDUIT	80	LF	\$ 14.00	\$ -		0.25	\$ 1,800.00	0.5					\$ 4,140.00	\$ 5,940.00	
TRENCHING/BACKFILL/ENCASEMENT, SECONDARY SERVICE CONDUIT	75	LF	\$ 200.00	\$ 150.00	\$ 14,244.19	1	\$ 9,000.00	1					\$ 5,175.00	\$ 28,419.19	
HANDHOLE, TYPE 3	1	EA	\$ 1,400.00	\$ 1,200.00	\$ 1,519.38	4	\$ 480.00						\$ 103.50	\$ 2,102.88	
HANDHOLE, TYPE 5	1	EA	\$ 2,500.00	\$ 2,000.00	\$ 2,512.30	4	\$ 480.00	2			2		\$ 310.50	\$ 3,322.80	





	REMOVE FOUNDATION, PEDESTRIAN PUSH BUTTON POST	2	EA	\$ 550.00	\$ -	\$ -	2	\$ 480.00							\$ -	\$ 480.00
	REMOVE FOUNDATION, TRAFFIC SIGNAL CONTROLLER	1	EA	\$ 800.00	\$ -	\$ -	4	\$ 480.00	2						\$ 138.00	\$ 618.00
	REMOVE PEDESTAL	0	EA	\$ 800.00	\$ -	\$ -	2	\$ -							\$ -	\$ -
	REMOVE POST, PEDESTRIAN PUSHBUTTON	2	EA	\$ 150.00	\$ -	\$ -	1	\$ 240.00							\$ -	\$ 240.00
	REMOVE TRAFFIC SIGNAL CONTROLLER CABINET	1	EA	\$ 700.00	\$ -	\$ -	4	\$ 480.00							\$ 103.50	\$ 583.50
	REMOVE PEDESTRIAN SIGNAL HEAD	0	EA	\$ 140.00	\$ -	\$ -	1	\$ -	1		2				\$ -	\$ -
	REMOVE PEDESTRIAN PUSH BUTTON ASSEMBLY	2	EA	\$ 100.00	\$ -	\$ -	1	\$ 240.00							\$ -	\$ 240.00
	REMOVE SIGNAL HEADS/WIRING	1	LS	\$ 2,000.00	\$ -	\$ -	4	\$ 480.00							\$ 920.00	\$ 1,400.00
	REMOVE SIGNAL WIRING	1	LS	\$ 9,000.00	\$ -	\$ -	8	\$ 960.00							\$ 920.00	\$ 1,880.00
	10C	570	LF	\$ 4.00	\$ 4.00	\$ 2,286.82	0.1	\$ 6,840.00	0.1						\$ 6,558.00	\$ 15,281.82
	5C	180	LF	\$ 2.50	\$ 2.50	\$ 506.46	0.1	\$ 1,920.00	0.1						\$ 1,840.00	\$ 4,266.46
	3C	1090	LF	\$ 1.75	\$ 1.75	\$ 2,415.18	0.1	\$ 13,080.00	0.1						\$ 12,538.00	\$ 28,030.18
	1PRLH	1580	LF	\$ 1.50	\$ 1.50	\$ 3,000.78	0.1	\$ 18,960.00	0.1						\$ 18,170.00	\$ 40,130.78
	3CJSH	670	LF	\$ 2.00	\$ 2.00	\$ 1,686.64	0.1	\$ 8,040.00	0.1						\$ 7,705.00	\$ 17,441.64
	#6	180	LF	\$ 1.50	\$ 1.50	\$ 303.88	0.1	\$ 1,920.00	0.1						\$ 1,840.00	\$ 4,063.88
	#2	890	LF	\$ 2.50	\$ 2.50	\$ 1,234.50	0.15	\$ 7,020.00	0.001						\$ 44.85	\$ 8,299.35
	CAT 5E	300	LF	\$ -	\$ 1.50	\$ 569.77	0.1	\$ 1,620.00	0.1						\$ 9,450.00	\$ 7,618.77
	Install #2 Triplex	0	LF	\$ 15.00	\$ 10.00	\$ -	0.15	\$ -	0.15						\$ -	\$ -
																\$ 126,133.87