

**PORT OF SEATTLE (PORT) ROADSIDE IMPROVEMENTS PROJECT
STATE CONSTRUCTION OVERSIGHT**

Agreement Number GCA 5876

**LOCAL AGENCY and Address: Port of Seattle
2711 Alaskan Way
Seattle, WA 98121**

State Route Number & Control Section Number & Section/Location: SR 518, (Limited Access) CS 1792; SR 99 CS 1701/City of Sea Tac

Region: Northwest

Plans, Specifications and Cost Estimates (PS&E) for the Port Project shall be developed by the PORT.

Port of Seattle has Certified Acceptance (CA) authority for: roadway construction improvements in the vicinity of SR 518 and SR 99 Interchange and the North Air Expressway (NAE) at South 160th Street as mitigation requirements for the PORT's Consolidated Rental Car Facility (CRCF) project.

The Port of Seattle mitigation project, hereinafter the "Port Project," includes, but is not limited to:

1. construct new access on-ramp from S. 160th Street to NAE northbound and on to SR 518 eastbound;
2. realignment of the westbound SR 518 to southbound SR 99 loop ramp;
3. widen Bridge 99/500 to add one southbound lane to SR 99; and
4. add one southbound lane to SR 99 from Bridge 99/500 to S. 160th Street.

Description of Work by STATE: The Port Project shall provide for STATE construction oversight of the portion of the Port Project to be constructed within state --owned right of way and city right of way over which the STATE has jurisdiction pursuant to chapter 47.24 RCW, and PORT owned right of way that will become property of the STATE, hereinafter the "Area of STATE Work."

Agency Representatives/Project Managers (PM):

PORT OF SEATTLE

Heather Bornhorst, P.E.
Project Manager
17900 International Blvd
Seattle, WA 98188

Anne Monks, P.E.
Resident Engineer
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Seattle, WA 98188

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17900 International Blvd
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WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Aleta Borschowa, P.E.
6431 Corson Avenue So.
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Project Manager
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15700 Dayton Ave. N.
Seattle, WA 98133
Construction Manager
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This Agreement is made and entered into between the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (STATE) and the PORT OF SEATTLE (PORT).

WHEREAS, the STATE has authorized the PORT's design for the construction of the Port Project; and

WHEREAS, the Port Project will affect state-owned, city owned, and PORT owned rights of way, and

WHEREAS, to ensure the public's safety and best interests are served, the STATE will provide oversight of the PORT's Port Project, and

WHEREAS, the STATE and the PORT agree that it is necessary to define each Party's roles and responsibilities for the Port Project,

NOW, THEREFORE, pursuant to chapter 39.34 RCW and in consideration of the terms, conditions and performances contained herein, and the attached Exhibits A B and C which are incorporated and made a part hereof,

IT IS MUTUALLY AGREED AS FOLLOWS:

1. GENERAL

- 1.1 The preceding definitions, information and terms are hereby incorporated into this Agreement as if fully set forth below.
- 1.2 The PORT has coordinated with the STATE during the development of the PS&E, and the Parties agree that the plans, specifications, and cost estimates for Port Project items located within the Area of STATE Work have been prepared by the PORT in accordance with the current State of Washington Standard Specifications for Roads, Bridge, and Municipal Construction, and amendments thereto, adopted design standards, and as approved in the Project Design Documentation Package, hereinafter the "Standards." The STATE has reviewed and authorized the Port Project's plans and specifications to the extent that they affect the Area of STATE Work. and the Parties agree that any and all changes and revisions made to the Port Project work located within the Area of STATE

Work will be in accordance with the Standards, or as otherwise may be agreed to and documented in writing by the Parties.

- 1.3 The PORT shall advertise, award, construct, and administer the construction contract for the Port Project, in accordance with the PORT's approved construction contract, which shall by this reference be incorporated as Exhibit A to this Agreement as if fully attached. The PORT shall notify the STATE PM within one (1) working day prior to awarding the contract for the Port Project
- 1.4 The PORT shall be responsible for the Port Project and shall assign a PORT project manager (PORT PM) to the Port Project. The PORT PM shall administer the construction contract for the Port Project in its entirety, both inside of and outside the Area of STATE Work. The PORT PM shall ensure that the Port Project within the Area of STATE Work is constructed in accordance with the STATE-approved design, final S&E, and any and all required changes during construction.
- 1.5 The STATE shall provide a STATE project manager (STATE PM) for the Port Project. The STATE PM shall provide oversight for that portion of the Port Project within the Area of STATE Work. The STATE PM shall review the PORT's construction administration procedures, coordinate submittals, reviews, authorizations and approvals between the PORT and the STATE.
- 1.6 The STATE PM and the PORT PM shall be responsible for familiarizing themselves with the Port Project including the design file, plans, specifications and cost estimate (PS&E), schedule, and other relevant issues. The PORT PM and the STATE PM shall each provide the other with a list of those individuals who will be assigned to the Port Project. The list provided by the PORT PM must identify specific consultant personnel the PORT may utilize. Each list will be updated and provided to the other Party's project manager as needed during the course of the Port Project.
- 1.7 The STATE recognizes the PORT's role as the contracting agency for the Port Project and will have no official direct contact with the PORT's contractor or the contractor's personnel assigned to the Port Project. All official communication between the PORT and the STATE, unless otherwise provided herein, shall be through the PORT PM and the STATE PM. The STATE PM, or designee, shall attend regular coordination meetings, the PORT's pre-construction conference, and other meetings which are deemed necessary for appropriate coordination.
- 1.8 The PORT acknowledges the role of the STATE PM and agrees that the STATE PM has the right to request the suspension of any and all construction activity, as justified in writing to the PORT PM, for those areas of the Port Project located within the Area of STATE Work. Further, if the STATE determines that the safety of the traveling public within the Area of STATE Work is jeopardized, the PORT agrees that the STATE has the right to order the PORT to suspend the construction activity of the Port Project without written justification within the Area of STATE Work. In this event, the PORT shall comply with the order, and the STATE and PORT will cooperate fully, and with the

utmost priority, to resolve the cause for the order, to allow the Port Project construction activity to commence as soon as possible. The PORT shall be responsible for any contract delays and costs associated with the suspension required by the STATE.

- 1.9 Upon physical completion of the Port Project and Final Acceptance by the STATE, as provided in Section 7 of this Agreement, the PORT shall provide the STATE with Record Drawings of the Project work located in the Area of STATE Work. These Record Drawings (also known as "as-built drawings") shall be prepared in conformance with the PORT's approved construction contract.
- 1.10 The STATE shall provide (a) an experienced general inspector as the prime construction inspector for the general civil Project work located within the Area of STATE Work for construction oversight, (b) an experienced bridge inspector for the structure inspections within SR 518 limited access (L/A), and (c) an experienced bridge engineer as the prime Structural Technical Advisor for the structures located within SR 518 L/A, as necessary. The PORT agrees that all actual direct labor and direct non-labor costs of the STATE inspectors and technical advisor shall be the responsibility of the PORT, payable to the STATE pursuant to Section 3.
- 1.11 The Washington State Department of Labor and Industries (L&I) has delegated to the STATE the authority to inspect those electrical installations located on state-owned right of way. Therefore, the STATE agrees to inspect the PS&E-defined electrical installations as follows: Signal, Illumination and Intelligent Transportation System (ITS) improvements located inside the state-owned right of way. The STATE shall not perform electrical inspections on South 160th St. and Host Rd. in the vicinity of the new on-ramp to SR 518 because these electrical improvements will be owned and maintained by the City of Sea-Tac. The Parties agree that the STATE's electrical inspector shall have direct and official communication with the PORT's contractor and subcontractors for those electrical installations located within state-owned right of way. The Parties agree that all such communication will be in writing with copies thereof provided to the PORT PM. The PORT agrees that all actual direct labor and direct non-labor costs of the STATE-conducted electrical inspections shall be the responsibility of the PORT, payable to the STATE pursuant to Section 3.
- 1.12 The Parties agree that the PORT's responsibility for performance, safe conduct, and adequate policing and supervision of the Port Project shall not be lessened or otherwise affected by (a) the STATE's approval of the Port Project design, PS&E, and inspection work, (b) the STATE's representative(s)' presence at the Port Project work site, or (c) the PORT's compliance with any STATE-required or optional requests or recommendations. The PORT agrees that all STATE work, inspections, reviews, authorizations, approvals and/or recommendations for items located within the Area of STATE Work are done for the sole purposes of the STATE and not for the benefit of the PORT.
- 1.13 During construction of the Port Project located within the Area of STATE Work, the PORT shall comply with the "Manual on Uniform Traffic Control Devices for Streets and

Highways,” current edition. Any closure or restriction of a highway within the Area of STATE Work shall require a STATE approved traffic control plan in accordance with Section 2.1.

- 1.14 The PORT shall require the quality of materials and workmanship on the Port Project to conform to the Port Project contract specifications and guidelines and that Qualified Testers shall be provided and used by the PORT on the Port Project, as required by Chapter 52 of the Local Agency Guidelines (LAG) Manual.
- 1.15 The PORT, at the sole cost of the PORT, shall be solely responsible for all communications with the public regarding the day-to-day PORT activities on the Port Project and work performed within the Area of STATE Work , including, but not limited to, print media, televised media, and internet communications via Port Project web-page.

2. PORT SUBMITTALS TO STATE

- 2.1 The PORT is required to and shall timely submit all traffic control plans and revisions to the STATE PM prior to performing work within the Area of STATE Work. The STATE will review and approve all such traffic control plans within twenty-one (21) calendar days from the date of receipt.
- 2.2 The PORT is required to timely submit all structural plans and revisions, as itemized below, to the STATE PM prior to performing work in the Area of STATE Work. The STATE shall review and approve all structural submittals within thirty (30) calendar days from the date of receipt. The STATE shall review and approve the submittals as follows:
 - a. falsework plans for wall and/or bridge construction;
 - b. drilled shaft procedures;
 - c. form drawings for wall and/or bridge construction;
 - d. post tensioning details for bridge construction;
 - e. shoring plans for bridges and/or wall construction;
 - f. shop drawings for structural and electrical elements; and
 - g. approved and certified materials to be incorporated into the Port Project as called for in Chapter 9 of the STATE’s Construction Manual, which by this reference is incorporated as Exhibit C to this Agreement as if fully attached.

3. PAYMENT

- 3.1 The PORT, in consideration of the work performed by the STATE pursuant to this Agreement, agrees to reimburse the STATE its actual direct labor and direct non-labor costs.

The PORT shall not be required to pay the STATE's inspection costs associated with the construction of the seismic retrofit of Bridge 99/500, these costs are addressed in a separate agreement, GCA 5877.

- 3.2 The Parties have a reciprocal overhead agreement, OH 00191, dated September 4, 1998. Therefore, the STATE's indirect cost recovery rate will not apply to this Agreement.
- 3.3 An itemized cost estimate of the work to be performed by the STATE, at the PORT's expense, is marked Exhibit B and is attached hereto and by this reference made a part of this Agreement. The STATE shall submit detailed invoices to the PORT in accordance with Section 3.4 for the STATE's actual direct labor and direct non-labor costs, not to exceed the estimated amount itemized on Exhibit B. Prior to exceeding the amount identified in Exhibit B, the Parties agree to amend Exhibit B in accordance with Section 9.1.
- 3.4 The PORT agrees to make payment to the STATE within thirty (30) calendar days after the date of a STATE invoice. If requested prior to payment, the Parties will meet to review and discuss any and all invoiced costs. The STATE will include with any invoice a Status Report which will include the following: description of work accomplished, outstanding issues, costs incurred for the current invoice request with prior invoices to date, and remaining funds available based on the initial estimate in Exhibit B.
- 3.5 The STATE agrees that within forty five (45) working days after the STATE issues Final Acceptance of the Area of STATE Work, the STATE will submit a final invoice to the PORT. Should any audit determine that there has been an over payment or under payment, said amount due or refund will be paid by the required Party within thirty (30) working days after such notification.

4. EXTRA WORK

- 4.1 The PORT shall be responsible to acquire the STATE's prior written approval for any and all revisions, deviations, change orders, extras work orders, and changes to the plans and specifications previously authorized by the STATE for the Port Project work located within state-owned right of way.

5. RIGHT OF ENTRY

- 5.1 The STATE hereby grants to the PORT and its authorized agents, contractors, subcontractors, and employees, a right of entry upon all land in which the STATE has an interest for the purpose of constructing the Port Project.
- 5.2 The PORT hereby grants to the STATE and its authorized agents, contractors, subcontractors, and employees, a right of entry upon all land in which the PORT has an interest for the purpose of constructing the Port Project.

6. CLAIMS

- 6.1 Claims for Damages: After STATE's acceptance of the Port Project work located within state-owned right of way and in the event of claims for damages or loss attributable to bodily injury, sickness, death, or injury to or destruction of property that occurs within the limits of the Port Project work located within state -owned right of way, the STATE shall defend such claims and hold harmless the PORT therefrom, and the PORT shall not be obligated to pay any claim, judgment or cost of defense. Nothing in this Section, however, shall remove from the PORT any responsibility defined by the current laws of the state of Washington or from any liability for damages caused by the PORT's own negligent acts or omissions independent of the Port Project work performed pursuant to this Agreement.

7. ACCEPTANCE OF WORK

- 7.1 Prior to the PORT providing a "Certificate of Beneficial Occupancy" or a "Notice of Physical Completion" to its contractor, the PORT and STATE shall perform a joint inspection of the Port Project work located within the Area of STATE Work to identify Port Project work that is not in compliance with the authorized plans and specifications, requiring completion and/or correction in order for the STATE to provide acceptance. Upon satisfactory completion and/or correction of the items identified during the joint inspection and receipt of material certification, the STATE shall provide the PORT with a letter of acceptance, which shall not waive any potential claims against the PORT and its contractor for defective work or materials. The STATE reserves the right to require the PORT and the PORT agrees to remedy any and all work deficiencies of the Port Project located within the Area of STATE Work.
- 7.2 If a letter of acceptance is not received by the PORT within ninety (90) calendar days following the joint final inspection, the Ports Project work located within the Area of STATE Work shall be considered accepted by the STATE, but such acceptance shall not act to release the PORT from or waive any right or claim of the STATE for defective work or materials.
- 7.3 The STATE may withhold this acceptance of the Port Project work located within the Area of STATE Work by submitting written notification to the PORT within ninety (90) calendar days following the joint final inspection. This notification shall include the reason(s) for withholding the acceptance.

8. OWNERSHIP AND MAINTENANCE

- 8.1 Upon acceptance of the Port Project work located within the Area of STATE Work, the STATE shall own, operate and maintain at its sole cost and expense that portion of the Port Project work constructed within state -owned right of way , without expense, cost, or liability to the PORT, except otherwise stated in Section 7.

9. AMENDMENT

- 9.1 This Agreement may be amended or modified only by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

10. TERMINATION

- 10.1 Neither the STATE nor the PORT may terminate this Agreement without the written concurrence of the other Party.

10.1.1 Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

11. INDEPENDENT CONTRACTOR

- 11.1 The PORT shall be deemed an independent contractor for all purposes, and the employees of the PORT or any of its contractors, subcontractors, consultants, and the employees thereof, shall not in any manner be deemed to be employees of the STATE.

12. COMPLIANCE

- 12.1 The PORT shall comply with all Federal, State, and local laws and ordinances applicable to the Port Project work to be done under this Agreement. This Agreement shall be interpreted and construed in accord with the laws of Washington State.

13. INDEMNIFICATION AND WAIVER

- 13.1 Except to the extent otherwise subject to the STATE's duty of indemnity under Section 6 of this Agreement for claims for damages or loss attributable to bodily injury, sickness, death, or injury to or destruction of property occurring both within the limits of the Port Project work located within state -owned right of way and after the STATE's acceptance of such work, the PORT shall protect, defend, indemnify, and save harmless the STATE, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and/or property), arising out of, or in any way resulting from the operation, maintenance, and/or construction of the Port Project pursuant to the provisions of this Agreement. The PORT will not be required to indemnify, defend, or save harmless the STATE if the claim, suit, or action for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of the STATE. Where such claims, suits, or actions result from concurrent negligence of both Parties, or involves those actions covered by RCW 4.24.115, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's own negligence.

- 13.2 The STATE shall protect, defend, indemnify, and hold harmless the PORT its officers, officials, employees, and agents while acting within the scope of their employment as such, from any and all costs, claims, judgments and/or awards of damages (both to persons and/or property), arising out of, or in any way resulting from, the STATE's inspection work pursuant to the provisions of this Agreement. The STATE will not be required to indemnify, defend, or save harmless the PORT if the claim, suit, or action for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of the PORT. Where such claims, suits, or actions result from the concurrent negligence of the Parties, or involves those actions covered by RCW 4.24.115, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's own negligence.
- 13.3 The PORT agrees that its obligations under this section extend to any claim, demand and/or cause of action brought by, or on behalf of, any PORT employees or agents while performing operation, maintenance, and construction of the Port Project within state - owned right of way. For this purpose, the PORT, by mutual negotiation, hereby waives with respect to the STATE only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provisions of chapter 51.12 RCW
- 13.4 The indemnification and waiver shall survive the termination of this Agreement.

14. DISPUTES

- 14.1 In the event that a dispute arises under this Agreement, it shall be resolved as follows: The STATE and the PORT shall each appoint a member to a disputes board, these two members shall select a third board member not affiliated with either Party. The three-member board shall conduct a dispute resolution hearing that shall be informal and unrecorded. An attempt at such dispute resolution in compliance with aforesaid process shall be a prerequisite to the filing of any litigation concerning the dispute. The Parties shall equally share in the cost of the third disputes board member; however, each Party shall be responsible for its own costs and fees.

15. VENUE

- 15.1 In the event that either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties agree that any such action or proceedings shall be brought in Thurston County Superior Court. Further, the Parties agree that each will be solely responsible for payment of their own attorneys' fees, witness fees, and costs.

16. AUDIT/RECORDS

- 16.1 All Port Project records for the work performed by the STATE within the Area of STATE Work in support of all costs incurred by the STATE shall be maintained by the STATE for a period of three (3) years. The PORT shall have full access to and right to examine

said records, during normal business hours and as often as it deems necessary. Should the PORT require copies of any records, it agrees to pay the costs thereof. The Parties agree that the work performed herein is subject to audit by either or both Parties and/or their designated representatives, and/or the state of Washington, and/or the federal government.

17. TERM OF AGREEMENT

17.1 Unless otherwise provided herein, the term of this Agreement shall commence as of the date this Agreement is fully executed and shall continue until the Port Project within the Area of STATE Work is accepted by the STATE pursuant to Section 7, or as otherwise provided herein, and all obligations for payment have been met.

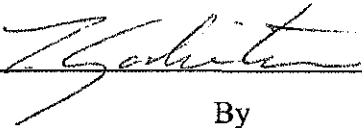
18. WORKING DAYS

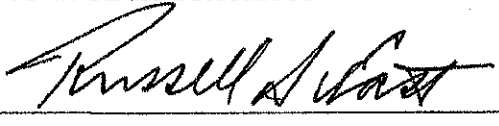
18.1 Working days for this Agreement are defined as Monday through Friday, excluding Washington State holidays pursuant to RCW 1.16.050.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Party's date signed last below.

PORT OF SEATTLE

WASHINGTON STATE DEPARTMENT
OF TRANSPORTATION





Tay Yoshitani
Chief Executive Officer
Name

Russell J. East
Name

Title

Title

5/19/10

ARA - Smoking
5/20/10

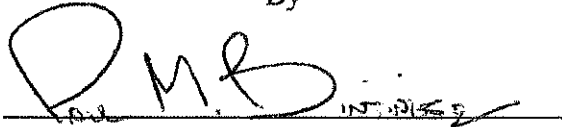
Date

Date

APPROVED AS TO FORM:



By

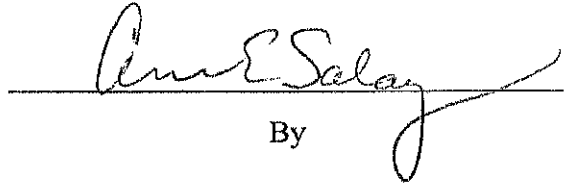


Senior PORT Counsel

12 May 2010

Date

APPROVED AS TO FORM:



By

Ann E. Salay

Assistant Attorney General
Office of the Attorney General

4-28-10

Date

GCA 5876
PORT OF SEATTLE
CONSOLIDATED RENTAL CAR FACILITY
OFF-SITE MITIGATION
OVERSIGHT BRIDGE INSPECTON
ESTIMATE

Exhibit B GCA 5876
Sheet 1 of 4

ESTIMATED COST	Budget
RCF OFF-SITE MITIGATION OVERSIGHT BRIDGE INSPECTION	\$ 226,400 \$ 135,000
SUB TOTAL	\$ 361,400
12% Direct Project Support Redistribution Charges	\$ 43,368
PROJECT TOTAL	\$ 404,768

Reciprocal Agreement OH 00191 Applicable to this Project

Port of Seattle Expected CE Expenditures (Oversight)

Staff / Task (FTE's)	2010 Summer Work										Winter 2010 Work			
	Jan. 10	Feb. 10	Mar. 10	Apr. 10	May. 10	Jun. 10	Jul. 10	Aug. 10	Sep. 10	Oct. 10	Nov. 10	Dec. 10	Jan. 11	Feb. 11
Chief Inspector	\$205	\$205	\$205	\$409	\$409	\$409	\$409	\$409	\$205	\$409	\$818	\$818	\$818	\$818
Env. Compliance	\$205	\$205	\$205	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409
Bridge / Structures HQ support	\$205	\$205	\$205	\$409	\$409	\$409	\$409	\$409	\$409	\$818	\$2,045	\$2,045	\$2,045	\$2,045
Office Engineer	\$205	\$205	\$205	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$409
WMS (P.E & Assistant P.E)	\$409	\$409	\$409	\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$818
Signal Operations / Electrical	\$205	\$205	\$205	\$1,023	\$1,023	\$1,023	\$2,045	\$2,045	\$409	\$409	\$409	\$409	\$409	\$409
Fabrication Inspection	\$0	\$0	\$0	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
Materials Engineers	\$205	\$205	\$205	\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$2,045	\$2,045	\$2,045	\$2,045
Sub Total	\$1,636	\$1,636	\$1,636	\$13,295	\$13,295	\$13,295	\$14,318	\$14,318	\$12,477	\$14,318	\$15,955	\$15,955	\$15,955	\$15,955

Sub Total	\$221,420
Contract Closure	\$5,000
Total	\$226,420

Assumptions :

- 1.) Each FTE costs \$9,000 per month. \$9,000
- 2.) Contract Closure will cost \$5,000 for acquiring, checking, and retaining final documents.
- 3.) Chief Inspector will work 2-4 hours a week on oversight depending on the type of work involved.
- 4.) Environmental compliance will work 2 hours a week. If environmental compliance issues come up, this cost would increase.
- 5.) Structures HQ support will need 2-8 hours a week to help or review the consultants answers to RFT's as well as review, assist, and approve any changes or submittals during the seismic and bridge widening work.
- 6.) Office Engineer will need at least 2 hours a week to make sure we are acquiring the proper documentation for materials and change orders as well as routing approved shop drawings to the fabrication inspection office.
- 7.) WMS consists of the Assistant Project Engineer and the Project Engineer. It is safe to assume they will need to spend at least 1 day a month each on various issues as they come up in the field.
- 8.) Signal Operations / Electrical will need at least 2-8 hours a week depending on the type of work involved. This assumption was based on input from the WSDOT Electrical Engineering group.
- 9.) Fabrication inspection will need to work full time during the fabrication period to inspect and approve the electrical and structural elements which will be fabricated off site (Some of these elements could be fabricated out of state which would incur additional costs.). Most of these costs are at the beginning of the project and as materials start to get implemented into the project, these costs start to dwindle down.
- 10.) Material Engineers will need 2-8 hours a week depending on the type of work being conducted. This will be for acquiring and reviewing material documentation and in some cases processing material documentation for approval. This involves both the materials engineer at the oversight office as well as any HQ materials personnel which will be involved in review and approval.

Exhibit B
GCA 5876
Sheet 3 of 4

Winter 2010 & Summer 2011 Work				Summer 2011 Work			Way Finding Signage								Totals
Mar. 11	Apr. 11	May. 11	Jun. 11	Jul. 11	Aug. 11	Sep. 11	Oct. 11	Nov. 11	Dec. 11	Jan. 12	Feb. 12	Mar. 12	Apr. 12		
\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$0	\$0	\$102	\$102	\$102	\$102	\$102	\$12,784	
\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$0	\$0	\$0	\$0	\$0	\$102	\$102	\$8,182	
\$2,045	\$2,045	\$2,045	\$2,045	\$818	\$409	\$409	\$0	\$0	\$205	\$205	\$205	\$409	\$409	\$23,318	
\$409	\$409	\$409	\$409	\$409	\$409	\$409	\$0	\$0	\$0	\$0	\$0	\$0	\$205	\$8,182	
\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$0	\$0	\$0	\$0	\$0	\$0	\$409	\$16,364	
\$409	\$409	\$409	\$409	\$818	\$818	\$818	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,318	
\$2,045	\$409	\$409	\$409	\$409	\$409	\$409	\$0	\$0	\$102	\$102	\$2,045	\$409	\$0	\$106,159	
\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$0	\$0	\$409	\$409	\$409	\$409	\$409	\$32,114	
\$9,000	\$7,364	\$7,364	\$7,364	\$6,545	\$6,136	\$6,136	\$0	\$0	\$818	\$818	\$2,761	\$1,432	\$1,636	\$221,420	

Port of Seattle Expected CE Expenditures (Bridge Widening)

Exhibit B - Sheet 4 of 4
GCA 5876

Staff / Task (FTEs)	Oct. 10	Nov. 10	Dec. 10	Jan. 11	Feb. 11	Mar. 11	Apr. 11	May. 11	Jun. 11	Jul. 11	Totals
Inspectors	\$6,136	\$12,273	\$12,273	\$12,273	\$12,273	\$12,273	\$12,273	\$12,273	\$12,273	\$4,091	\$108,409
Chief Inspector	\$1,023	\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$2,045	\$1,023	\$18,409
WMS (P.E. & Assistant P.E.)	\$818	\$818	\$818	\$818	\$818	\$818	\$818	\$318	\$818	\$818	\$8,182
Sub Total	\$7,977	\$15,136	\$15,136	\$15,136	\$15,136	\$15,136	\$15,136	\$15,136	\$15,136	\$5,932	\$135,000

\$9,000

Total \$135,000

Assumptions :

- 1.) Each FTE costs \$9,000 per month.
- 2.) Project Inspector may have to work overtime if the Contractor works extended hours, works on weekends, or to catch up on paper work (IDR's, paynotes, etc.)
- 3.) Chief Inspector will need to work 8 hours a week on direct inspection and coordination with both the WSDOT inspector and the Port's representative.
- 4.) WMS consists of the Assistant Project Engineer and the Project Engineer. It is safe to assume they will need to spend at least 8 hours a week between the two of them on various issues as they come up in the field.
- 5.) Environmental compliance is covered in the oversight estimate.
- 6.) Bridge / Structures HQ support is covered in the oversight estimate.
- 7.) Office Engineer is covered in the oversight estimate.
- 8.) Signal Operations / Electrical is covered in the oversight estimate.
- 9.) Fabrication Inspection is covered in the oversight estimate.
- 10.) Materials Engineers are covered in the oversight estimate.