

Highway Construction Program

Monthly Delivery Progress Report Watch List

March 2017

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

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

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

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

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

<http://www.wsdot.wa.gov/projects/search/>

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

Summary

Delivery Progress Report Summary Table as of March 31, 2017, with issues based on a monthly update.

New in March 2017	
Project	Phase/Issue
US 97/Dolarway Intersection - Intersection Improvements (Kittitas) 509705X (CWA Revenue Package)	Construction: schedule delay, cost increase
SR 150/No-See-Um Road - Intersection Improvements and realignment (Chelan) 215000K (CWA Revenue Package)	Construction: cost increase

Changes from Prior Month	
Project	Phase/Issue
US 395/North Spokane Corridor - New Construction (Spokane) 600015A (CWA Revenue Package)	Design: schedule delay

No Changes from Prior Month	
Project	Phase/Issue
I-5/SR 510 Interchange - Reconstruct Interchange (Thurston) 300502C (CWA Revenue Package)	Design: scope change, design element
SR 14/West Camas Slough Bridge-Bridge Widening (Clark) 401419A (CWA Revenue Package)	Design: scope change, design element

SR 99/S King St Vic to Roy St - Viaduct Replacement (King) 809936E	Construction: cost estimate, schedule update
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Removed in March 2017	
Project	Phase/Issue
US 97/Dolarway Intersection - Intersection Improvements (Kittitas) 509705X (CWA Revenue Package)	Construction: schedule delay, cost increase
SR 150/No-See-Um Road - Intersection Improvements and realignment (Chelan) 215000K (CWA Revenue Package)	Construction: cost increase
US 395/North Spokane Corridor - New Construction (Spokane) 600015A (CWA Revenue Package)	Design: schedule delay

Project Detail

Below is the detail behind the above summary.

New in March 2017

US 97/Dolarway Intersection - Intersection Improvements (Kittitas) 509705X

Issue: The schedule has been delayed and the total cost estimate on this project has increased. This project is being reported and removed from this list.

This project will construct a right turn lane on the westbound I-90 off-ramp, a roundabout at the US 97 Dolarway intersection, and add a lane on northbound US 97 between the I-90 off-ramp and Dolarway. It is located just west of Ellensburg at the four-way stop intersection at US 97 and Dolarway Road that is adjacent to the I-90/US 97 interchange.

Originally, the construction phase was planned to be advertised in fall 2016 and completed in fall 2017, within one construction season. The advertisement was delayed one calendar quarter to winter 2017, to allow additional time to complete coordination

with the City of Ellensburg and to finalize the design. This advertisement delay is not anticipated to delay the operational completion date in fall 2017.

The current cost estimate has increased by \$814,000, from \$3.1 million to \$3.9 million. Initially, the project was increased by \$400,000 due to an updated estimate that refined bid item quantities and updated bid item costs. Because this work will benefit the City of Ellensburg, the City contributed funding to this project.

The project also increased by an additional \$414,000, from \$3.5 million to \$3.9 million, due to high bids. The additional funding was provided by Kittitas County.

SR 150/No-See-Um Road - Intersection Improvements and realignment (Chelan)
215000K

Issue: The total cost estimate on this project has increased. This project is being reported and removed from this list.

This project will construct a roundabout at the intersection of SR 150 and No See-Um Road between Manson and Chelan on the north shore of Lake Chelan. The project was advertised one calendar quarter early in December 2016, and awarded on March 16, 2017 to Strider Construction Co. Inc.

The current cost estimate increased by \$1.2 million, from \$6.5 million to \$7.7 million. Initially, the project was increased by \$878,000 to install water and sewer infrastructure and miscellaneous items associated with the pedestrian facilities and roundabout for the City of Chelan.

The project also increased by an additional \$250,000, from \$7.45 million to \$7.7 million, due to high bids. The additional funding was provided by the City of Chelan.

Changes from Prior Month

US 395/North Spokane Corridor - New Construction (Spokane) 600015A (CWA Revenue Package)

Changes from Prior Report: WSDOT, Department of Ecology (DOE), and Burlington Northern Santa Fe (BNSF) Railway have come to an agreement. This project is being reported and removed from this list.

Previously reported: WSDOT must find an alternative to capping and covering a railroad black tank site. This roadway project completes the corridor from Francis Avenue to an interim connection with I-90. In addition, it would complete the corridor to the Trent Avenue Interchange. The original plan for this project was to cap and cover the railroad's black tank site and build the roadway over the top. The Department of Ecology no longer supports this solution. Options for cleaning up the Bunker C heavy fuel that is 170 feet underground have not been determined yet. The cleanup of the site may take

seven years to complete and will delay the project at least this amount of time. If the roadway alignment is moved to go around the site, there will be an additional cost, estimated at \$20 million, and WSDOT is likely to see public resistance to it. WSDOT is currently considering alternatives.

Update to the February 2017 report: WSDOT, DOE and BNSF have come to an agreement to shift the roadway alignment slightly in the vicinity of the black tank site. The alignment shift will provide BNSF with an adequate area above the contamination to still be able to perform the cleanup of the underground fuel without re-routing the roadway to completely miss the site. This will require a modification to the easement conditions with BNSF, which requires an acceleration of \$15 million, but will not increase the overall cost of the project and will have no overall impact to the project's schedule.

No Changes from Prior Month

I-5/SR 510 Interchange - Reconstruct Interchange (Thurston) 300502C

Status: No Change

Previously reported: WSDOT is requesting a scope change to remove the specific interchange type 'Single Point Urban Interchange' (SPUI) from the project description.

The available funding for the project is not sufficient to construct an SPUI. Additionally, traffic modeling indicates that a Diverging Diamond Interchange (DDI) performs better and at a significantly reduced project cost. The lead project proponent, the City of Lacey, was part of the Value Engineering workshop that recommended the proposed change. The City Council is in full support of constructing a Diverging Diamond Interchange.

SR 14/West Camas Slough Bridge-Bridge Widening (Clark) 401419A

Status: No Change

Previously reported: WSDOT is requesting a scope change on this project that will defer the improvements and shift funding.

Originally, this project was to widen and retrofit the bridge to increase capacity and reduce travel time to accommodate expected residential, commercial, and industrial growth on SR 14. The agency request is to defer the SR 14 West Camas Slough Bridge and shift the funding to another project on the SR 14 Corridor. Funding will go towards addressing congestion on SR 14 from the SR 14/I-205 Interchange to SE 164th Avenue. Initial concepts for the project include constructing auxiliary lanes in both

directions between the interchanges and modifying the ramp configuration from I-205 to eastbound SR 14.

Community engagement and practical solution implementation will further refine the scope and operational elements of the project. The cities of Vancouver, Camas, and Washougal as well as the Port of Camas/Washougal support this proposed change and are committed to working with WSDOT to identify the best application of these funds to reduce traffic delays along SR 14.

SR 99/S King St Vic to Roy St - Viaduct Replacement (King) 809936E

Status: No Change.

Previously reported: The original tunnel contract opening date was November 2016. The Seattle Tunnel Partners (STP), the design build contractor, first delayed the opening to spring of 2018. According to their new schedule, the estimated completion date for the tunnel is November 2018. After STP hands over the tunnel to the state, work must be done to connect the new tunnel to SR 99 in the south and Aurora Avenue North in the north. Based on STP's schedule, WSDOT estimates the tunnel would be open to traffic in early 2019. The state cannot verify STP's schedule.

Based on a preliminary review of the budget, the program anticipates a cash-flow need of up to \$60 million in the 2017-19 biennium, to ensure continued progress. Looking toward completion of the viaduct replacement program, the program estimates a total provisional budget need of \$223 million. Funds from litigation, insurance claims, and savings from unpaid early completion incentives may offset some of the costs. Due to litigation, funding sources may not be resolved until after the tunnel is open to traffic.

Update to the November 2016 report: The Program completed a Cost Risk Evaluation that included statistical modeling to update the total program budget. The program total budget need was reduced to \$167 million (from \$223 million). Of this amount, \$18 million will be covered by local funding.

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