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CONNECTING WASHINGTON OPEN HOUSE EVENT FLOOR PLAN

SKYVIEW BALLROOM

5:30 - SECRETARY LYNN PETERSON'S REMARKS

1	2	3	4	5	6	7	8	9	10
NCR & SCR	Native PTAC	SWR	Tabor 100	Local Programs	SR 520	OMWBE	Public Trans & Rail	PTAC	CSO & Audit
HQ Construction	NAMC	ER	OEO	WSF	NWMSDC	Sound Transit	NWR	NWR & Gateway	OR
11	12	13	14	15	16	17	18	19	20



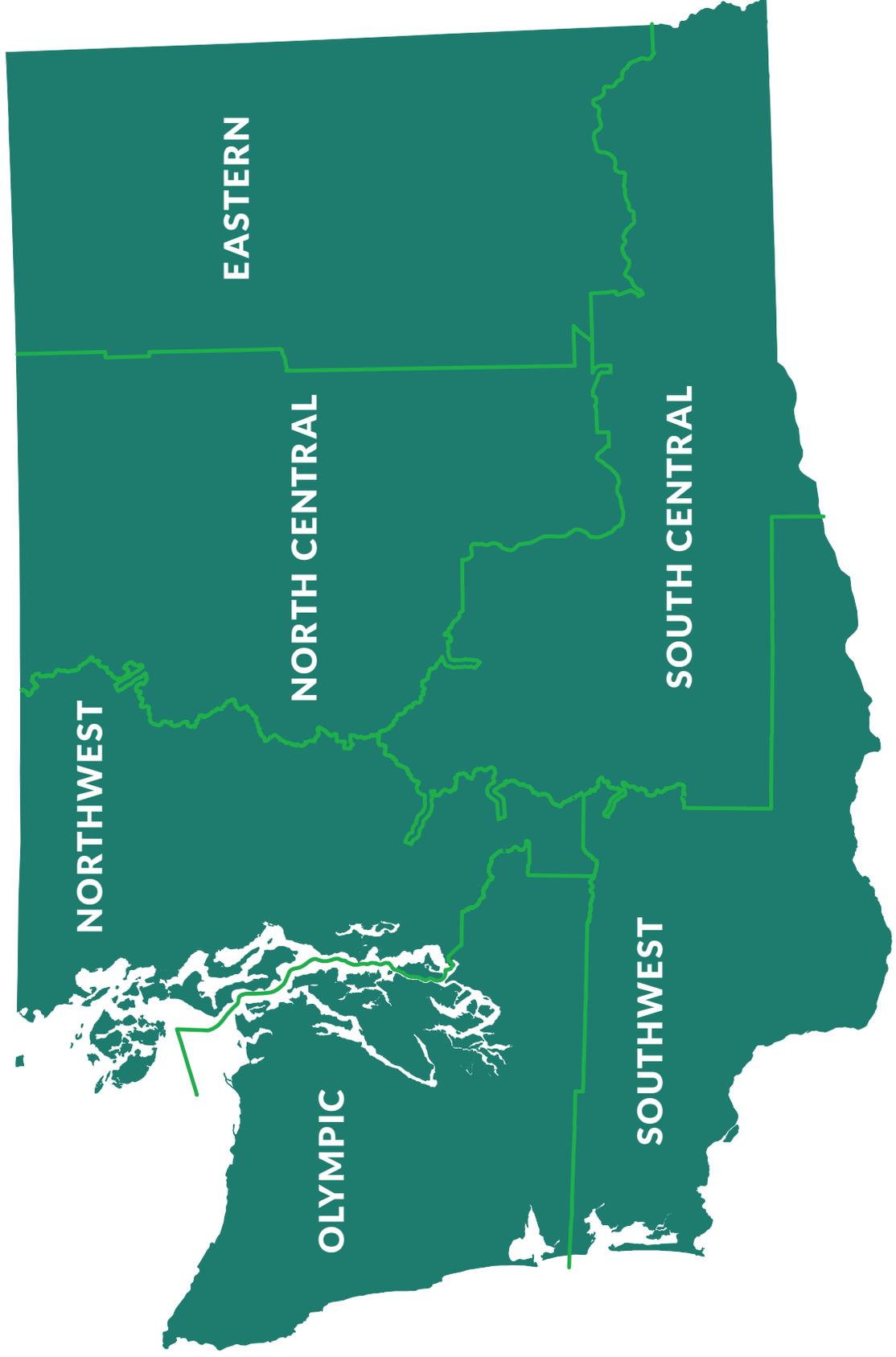
- 11 - WSDOT North Central and South Central Region
 - 12 - Native Procurement Technical Assistance Center
 - 13 - WSDOT Southwest Region
 - 14 - Tabor 100
 - 15 - WSDOT Local Programs
 - 16 - WSDOT SR 520 - Bridge Replacement and HOV Program
 - 17 - Office of Minority and Women's Business Enterprises
 - 18 - WSDOT Public Transportation Division & Rail Division
 - 19 - Procurement Technical Assistance Center
 - 20 - WSDOT Consultant Services Office & Audit
- 11 - WSDOT HQ Construction
 - 12 - National Association of Minority Contractors
 - 13 - WSDOT Eastern Region
 - 14 - WSDOT Office of Equal Opportunity
 - 15 - WSDOT Ferries Division
 - 16 - Northwest Mountain Minority Supplier Development Council
 - 17 - Sound Transit
 - 18 - WSDOT Northwest Region
 - 19 - WSDOT Northwest Region & Puget Sound Gateway
 - 20 - WSDOT Olympic Region



THANK YOU TO OUR PARTNERS!

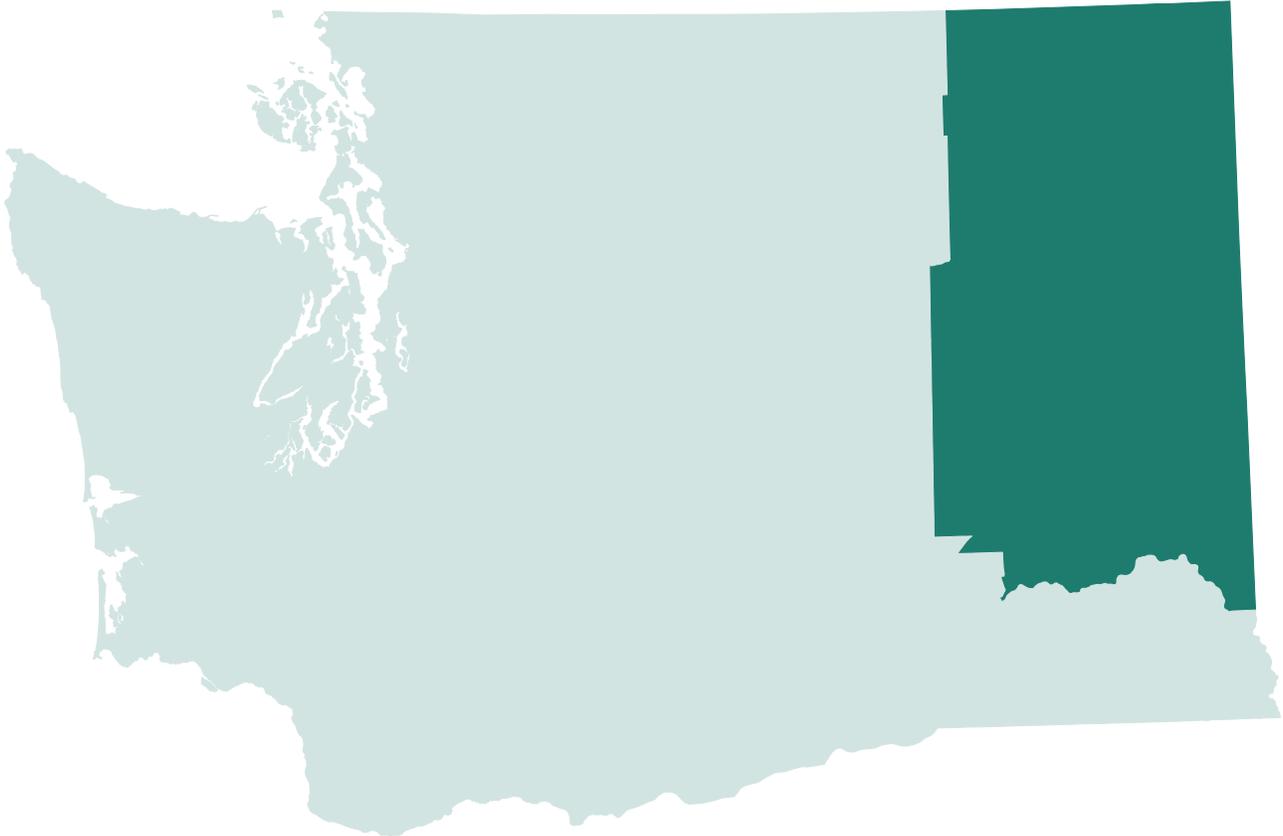


WSDOT REGIONS





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Eastern Region

I-90 Medical Lake I/C to Geiger Field I/C - Reconstruction



INTERSTATE 90, MP 271.81 – 277.26

Project Description:

Improved ramp terminals at both interchanges along with improvements to existing ramps at Geiger. Construction planned to start in 2019. Design and construction of the improvement at the Medical Lake (SR 902) Interchange is being coordinated with STA and their new West Plains Transit Center project. For more information, visit: www.wsdot.wa.gov/Projects/I90/medicallakeictogeigeric

PE Phase Estimated Cost - \$2.4M

Project Duration - October 2017 through November 2021

Delivery Strategy - Design-Bid-Build

Budget

PHASE	2017-2019	2019-2021	2021-2023
PE	\$2.2M	\$0.2M	
RW	\$1.8M	\$0.4M	
CN		\$21.9M	\$0.1M

Consultant Scope of Work to Include:

Pre-construction (for each stage)

- Consultant utilization is undetermined at this time

Construction (for each stage)

- Erosion control (inlet protection, high visibility & silt fencing, wattles, etc.)
- Traffic control
- Trucking
- Sweeping
- Landscape items (planting, seeding, mulches, etc.)
- Surveying
- Fencing



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Construction (Continued)

- Earthwork (clear & grub, roadway & structure excavation, etc.)
- HMA/PCCP paving
- HMA planing
- Structures
- Drainage
- Signing
- Pavement marking
- Electrical
- Concrete items (saw cutting, iron work, barrier, planing, masonry, etc.)
- Guide posts, guardrail, temp barrier
- Material suppliers and manufacturing

FOR MORE INFORMATION:

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Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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US 195 Colfax to Spangle - Add Passing Lanes



US 195, MP 41.93 TO MP 78.93

Project Description:

Add passing lanes at various locations in the increasing and decreasing milepost directions. For more information, visit: www.wsdot.wa.gov/projects/us195/colfaxspanglepassinglanes

PE Phase Estimated Cost - \$850K

Project Duration - September 2015 through August 2018

Delivery Strategy - Design-Bid-Build

Budget

PHASE	2015-2017	2017-2019
PE	\$0.85M	
RW	\$0.5M	\$0.2M
CN	\$0.2M	\$9.9M



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Consultant Scope of Work to Include:

Pre-construction (for each stage)

- No consultant work is anticipated at this time

Construction (for each stage)

- Erosion control (inlet protection, high visibility & silt fencing, wattles, etc.)
- Traffic control
- Trucking
- Sweeping
- Landscape items (planting, seeding, mulches, etc.)
- Fencing
- Earthwork (clear & grub, roadway & structure excavation, etc.)
- HMA paving
- HMA planing
- Drainage
- Signing

Construction (Continued)

- Pavement marking
- Concrete items (saw cutting, iron work, barrier, planing, masonry, etc.)
- Guide posts, guardrail, temp barrier

FOR MORE INFORMATION:

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US 395 North Spokane Corridor New Construction



US 395, MP 157.41 - 167.86

Project Description:

When complete, the North Spokane Corridor (NSC) will be a 60-mile per hour, limited access highway connecting I-90 near downtown Spokane with US 395, 10 miles to the north. The NSC is a freight and mobility corridor providing for the efficient movement of north/south freight and passenger vehicles through the Spokane area. The NSC includes a separated bike/pedestrian path along its entire length and provides right of way for a future high capacity system. Current funding for the NSC completes the corridor from Francis Avenue to the connection with I-90. For more information, visit:

www.wsdot.wa.gov/projects/US395/NorthSpokaneCorridor



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PE Phase Estimated Cost - \$12.9M

Project Duration - January 2016 through June 2029

Delivery Strategy - The NSC will utilize various delivery strategies through the next 12 years, including Design-Bid-Build, Design-Build, and General Contractor Construction Management (GCCM).

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029
PE	\$2M	\$4M	\$4M	\$2M	\$0.9M		
RW	\$3M	\$30M	\$60M	\$57M	\$12M	\$3M	
CN		\$20M	\$100M	\$160M	\$190M	\$170M	\$61M

Construction (Continued)

- Traffic control, trucking, and sweeping
- Landscape items (planting, seeding, mulches, etc.)
- Surveying
- Fencing
- Earthwork (clear & grub, roadway & structure excavation etc.)
- HMA/PCCP paving
- HMA planing
- Structures and drainage
- Signing and pavement marking
- Electrical
- Concrete items (saw cutting, iron work, barrier, planing, masonry, etc.)
- Guide posts, guardrail, temp barrier
- Material suppliers and manufacturing

Consultant Scope of Work to Include:

Pre-construction (for each stage)

- Consultant utilization is undetermined at this time

Construction (for each stage)

- Erosion control (inlet protection, high visibility & silt fencing, wattles, etc.)

FOR MORE INFORMATION:

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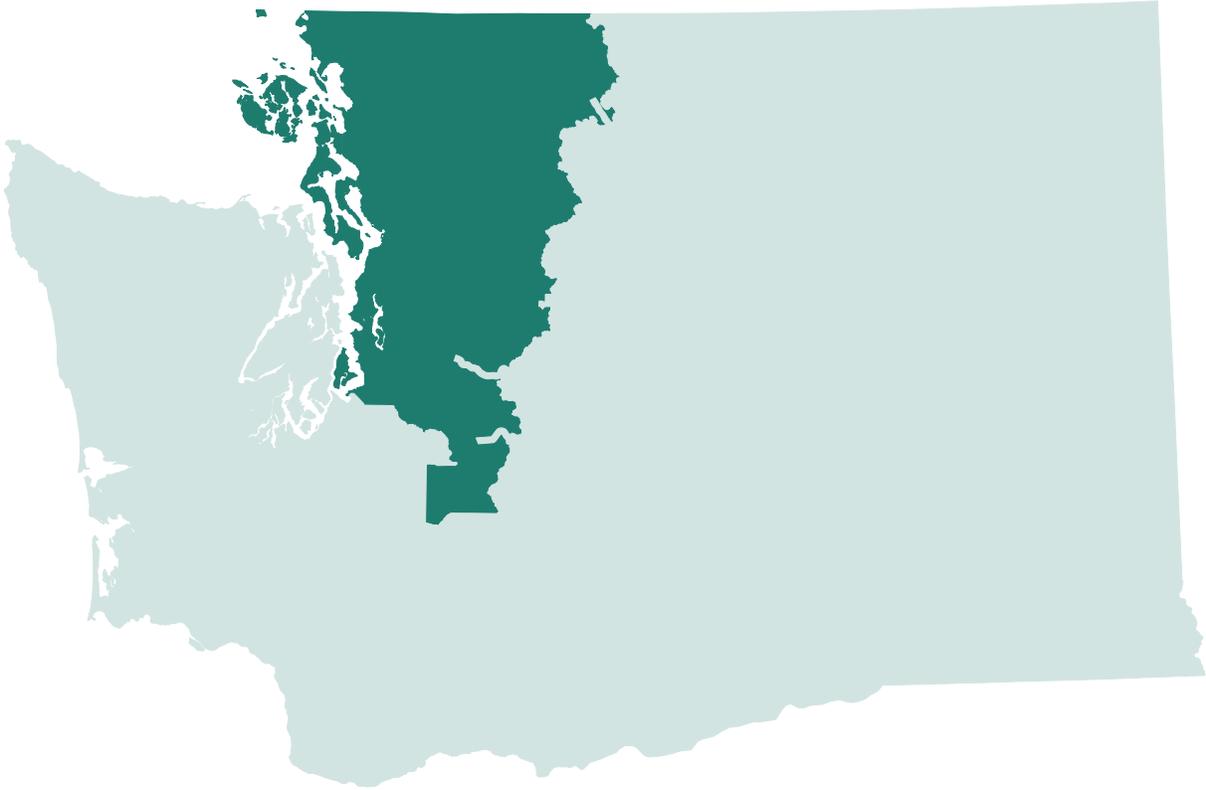
mccalld@wsdot.wa.gov

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Northwest Region

I-5/Northbound On-Ramp at Bakerview - Improvements



INTERSTATE 5, MP: 257.65 - 258.50

Project Description:

The over crossing at I-5/Bakerview Rd interchange experiences significant congestion. This project will construct interchange improvements to address congestion, enhance regional multimodal transportation circulation and support economic development in northwestern Bellingham.

PE phase estimated cost - \$1.5M

Project duration - July 2017 to December 2020

Delivery strategy - Design-Bid-Build

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$1.1M	\$0.4M		
RW		\$0.2M	\$0.8M		
CN			\$7.5M		

Consultant Scope of Work to include:

Consultant utilization is undetermined at this time.

RFP: Not applicable

Preconstruction

- Utility relocations
- Geotechnical evaluations
- Roadway geometrics and plans
- Hydraulic analysis, reports, approvals
- Environmental documentation, approval and permits
- Right-of-way acquisition
- Traffic management plans
- Design documentation



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Preconstruction (continued)

- Contract plans, specifications, and estimate preparation
- Contract ad and award

Construction

- Design support to construction project engineer
- Construction inspection
- Materials testing

FOR MORE INFORMATION:

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Project Engineer

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I-5/Slater Road Interchange - Improvements



INTERSTATE 5, MP: 259.80 - 260.80

Project Description:

This project will improve five intersections on Slater Road: Northwest, Pacific Highway, I-5 northbound/southbound ramp terminals and Rural Avenue. The interchange provides access to I-5 for the fast-growing area south of Ferndale and north of Bellingham which has significant industrial and commercial land uses. This area is also likely to see major development initiated in the area by the Lummi Nation, Whatcom County, and the City of Ferndale.

PE phase estimated cost - \$4.1M (CPMS)

Project duration - July 2019 to December 2024

Delivery strategy - Design-Bid-Build

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$2M	\$2.1M	
RW				\$3.2M	
CN				\$3.6M	\$10.2M

Consultant Scope of Work to include :

Consultant utilization is undetermined at this time.

RFP: Not applicable

Preconstruction

- Alternative analysis
- Utility relocations
- Hydraulic analysis, reports, approvals
- Environmental documentation, approval and permits
- Right-of-way acquisition
- Traffic management plans
- Design documentation



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Preconstruction (continued)

- Contract plans, specifications, and estimate preparation
- Contract ad and award
- Project data, survey data and base map
- Roadway geometrics and plans
- Hydraulic analysis, reports, approvals
- Environmental documentation, approval and permits

Construction for each stage:

- Design support to construction project engineer
- Construction inspection
- Materials testing

FOR MORE INFORMATION:

Chris Damitio

Project Engineer

360-788-7410

Damitic@wsdot.wa.gov

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SR 20, Sharpes Corner Vicinity – Improvements



STATE ROUTE 20, MP 47.04 - 48.40

Project Description:

The project will reduce collisions and relieve choke point congestion on SR 20 at Sharpes Corner, reduce collisions at the Fidalgo Bay Road and Miller/Gibraltar intersections, and improve the non-motorized connectivity through the corridor.

www.wsdot.wa.gov/projects/sr20/sharpescornerinterchange/

PE phase estimated cost - \$2.5M

Project duration - October 2015 through December 2019

Delivery strategy - Design-Bid-Build

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$2M	\$0.5M			
RW	\$1.5M	\$0.6M			
CN		\$7.8M	\$1M		

Consultant Scope of Work to include:

Consultant utilization is undetermined at this time

RFP: Not applicable

Preconstruction

- Alternative analysis
- Stakeholder outreach
- Utility relocations
- Geotechnical evaluations
- Roadway geometrics and plans
- Hydraulic analysis, reports, approvals
- Environmental documentation, approval and permits
- Right-of-way acquisition



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Preconstruction (continued)

- Traffic management plans
- Design documentation
- Contract ad and award

Construction

- Design support to construction project engineer
- Construction inspection
- Materials testing

FOR MORE INFORMATION:

Chris Damitio

Project Engineer

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Damitic@wsdot.wa.gov

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I-405 Renton to Lynnwood – Corridor Widening: Stage 1- I-405/SR 167 Interchange Direct Connector



INTERSTATE 405, MP 2.30 - 4.00

Project Description:

Stage 1 of the I-405 Renton to Lynnwood Corridor Widening project builds an additional segment of the I-405/SR 167 interchange master plan by constructing two direct connector ramps in each direction between the SR 167 High Occupancy Toll (HOT) lane and the I-405 HOV lanes. These ramps connect northbound SR 167 to northbound I-405 and southbound I-405 to southbound SR 167.

PE phase estimated cost - \$12.8M

Project duration -

July 2016 to June 2019 (Construction only)

Delivery strategy - This project is a Design-Build contract and the Request for Proposals was published on Dec. 17, 2015.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE*	\$2.6M				
RW*	\$7.5M				
CN	\$65.0M	\$220.0M			

(Note: *TPA source of funding for PE & RW)

Consultant Scope of Work to include (RFP published in December 2015):

- Construction of the I-405/SR 167 interchange direct connector
- Rehabilitate southbound SR 167 pavement

Preconstruction

- Utility relocate – City of Renton sanitary sewer
- Utility relocate – Olympic Pipeline petroleum line



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Construction

- Reconstruct sections of I-405 and SR 167 to open up median
- Construct an HOV direct connector flyover bridge between I-405 and SR 167
- Widen and seismically retrofit I-405 bridge over SR 515
- Construct fish passable structure at SR 167 crossing
- Excavate for roadway and construct retaining walls
- Concrete and HMA paving
- Provide traffic elements including signing, illumination, ITS
- Reconstruct local street – South 14th
- Relocate Renton water main

FOR MORE INFORMATION:

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I-405 Renton to Lynnwood – Corridor Widening



INTERSTATE 405, MP 0.00 - 13.70

Project Description:

This project will add one lane to I-405 in each direction between SR 169 in Renton and Northeast 6th Street in Bellevue. This new Renton to Bellevue lane will be paired with the existing carpool lanes to create a dual express toll lane system between SR 167 in Renton and Bellevue. This project would complete a 40-mile express toll lane facility. The project will also build operational improvements around the I-90 interchange. These I-90 improvements will be funded through toll revenue.



PE phase estimated cost - \$45M

Project duration - July 2016 to June 2029

Delivery strategy - Project delivery anticipated to be by Design-Build with at least two contracts.

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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	FUTURE
PE	\$15.8*M	\$18.4M*				\$10.0M
RW	\$5.0M*	\$30.0M*				
CN			\$320.0M	\$220.0M	\$160.0M	\$225.0M

(Note: *Early PE/RW phases will be funded with Nickel/TPA from I-405 corridor savings except for \$5.2M of RW in 2017-2019)

Consultant Scope of Work to include (RFP multiple contracts – Renton to Bellevue RFP Sept. 2018; I-90 RFP Dec. 2026):

Assisting the State with preliminary design, right of way plans and acquisition, development of design-build request for proposals, and design-builder oversight.

Preconstruction (for each stage)

- Obtain environmental approvals and permitting
- Complete right of way engineering and acquisition
- Perform preliminary design and obtain design approvals
- Development of RFP, including conceptual plans and other supporting documentation

Construction (for each stage)

- Widen I-405 to create a dual-lane express toll lane system
- Modify interchanges at Northeast 44th Street and 112th Avenue Southeast

Construction (continued)

- Widen southbound I-405 structure over Northeast Park Drive
- Widen both northbound and southbound I-405 structures over Sunset Boulevard Northeast
- Replace I-405 crossing over May Creek
- Widen the northbound I-405 structure over Southeast 8th Street
- Replace the Main Street structure over I-405/I-90
- Construct I-405 operational improvements in the vicinity of the I-405/I-90 interchange

FOR MORE INFORMATION:

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I-405/NE 132nd Street Interchange – New Interchange



INTERSTATE 405, MP 20.90 - 21.50

Project Description:

This project will construct a half-diamond interchange to and from the north at Northeast 132nd Street. This project will improve access and reduce traffic congestion at this and other interchanges in the Kirkland area, especially to the heavily congested Northeast 124th Street interchange. www.wsdot.wa.gov/projects/i405/ne132ndstinterchange/

PE phase estimated cost - \$5M

Project duration - July 2018 to June 2023

Delivery strategy - This project is most likely to be a Design-Build project.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$4.5M	\$0.5M		
RW		\$3.5M	\$16.5M		
CN			\$37.0M	\$13.0M	

Consultant Scope of Work to include (RFP December 2019):

Preconstruction

- Preliminary engineering to a 15 percent design level
- Environmental – NEPA evaluation
- Right of way plans and engineering support during RW process
- RFP development



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Construction

- New on-ramp from Northeast 132nd to northbound I-405
- New off-ramp from southbound I-405 to Northeast 132nd
- Local arterial improvements
- Environmental enhancements, including stormwater and habitat improvements
- Address fish passage barriers

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SR 520/ 124th St Interchange - Improvements



STATE ROUTE 520, MP 6.27 - 9.18

Project Description:

WSDOT is seeking solutions to reduce congestion at the I-405/SR 520 Interchange, particularly on the westbound SR 520 to southbound I-405 movement. The bottleneck at this interchange impacts not only this movement, but also all of westbound SR 520. Development in the Spring District and continued growth in downtown Bellevue and Redmond will only increase pressure on the chokepoint. This project relieves congestion at the SR 520/I-405 interchange and improves access to downtown Bellevue. This project would build a full interchange at the SR 520/124th Avenue Northeast interchange – providing new movements to exit westbound SR 520 and to enter eastbound SR 520 from 124th Avenue Northeast. Additional improvements include upgrades to the existing shared-use path along westbound SR 520 and an auxiliary lane in each direction between 124th Avenue and 148th Avenue Northeast.



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PE phase estimated cost - \$17.4M

Project duration - July 2019 to June 2023 (PE/RW only)

Delivery strategy - This project will most likely be a Design-Build project.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$15.1M	\$2.3M	
RW			\$4.7M	\$18.8M	
CN					

Consultant scope of work to include (RFP 2023)

- Preliminary engineering to a 15 percent design level
- Environmental – NEPA/SEPA clearance
- ROW plans and engineering support during RW process

FOR MORE INFORMATION:

Caroline Barnett

Project engineer

425-456-8507

BarnetC@consultant.wsdot.wa.gov

Amy Danberg

Public Information

425-456-8566

Danbera@consultant.wsdot.wa.gov

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SR 18/Eastbound Off-ramp to SR 164 - Improvement



STATE ROUTE 18, MP 3.95 – 5.95

Project Description:

In this project, crews will design an off-ramp from eastbound State Route 18 to a location on State Route 164.

PE phase estimated cost - \$3M

Project duration -

Design: July 2017 through October 2019

Construction: October 2019 through June 2021

Delivery strategy - WSDOT has not made a determination on development lead or delivery method. A consultant may be needed for stakeholder engagement, preliminary design, and construction document preparation.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$2.6M	\$0.4M		
RW		\$0.75M	\$0.25M		
CN			\$11M		

Consultant Scope of Work to include (RFP July 2017):

Preconstruction

- Stakeholder involvement
- Public engagement
- Traffic modeling and analysis
- Interchange Justification Report
- Survey
- Basis of design
- Preliminary channelization and geometric design
- Multimodal facility design
- Environmental documentation
- Hydraulic design concept



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Preconstruction (continued)

- Utility relocation design and coordination
- Structure concept plan, if necessary
- Geotechnical evaluation
- Right-of-way plans (red lines)
- Illumination/Signal
- Construction sequencing
- Traffic management concept
- Mitigation concept
- Permit application support
- Project management

Construction

- Design support to WSDOT construction project engineer

FOR MORE INFORMATION:

Catherine George, P.E.

WSDOT Engineering Manager

206-440-4774

GeorgCa@wsdot.wa.gov

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I-90/Eastgate to SR 900 – Peak Use Shoulder Lanes



INTERSTATE 90, MP 11.55 – 15.52

Project Description:

In this project, crews will reconstruct the shoulders and restripe Interstate 90 to provide peak-use shoulder lanes in the following locations:

- Westbound - State Route 900 to the Eastgate interchange.
- Eastbound – Eastgate interchange to the West Lake Sammamish Parkway interchange.

The project also includes a dynamic lane control system.

PE phase estimated cost - \$4M

Project duration -

Design: October 2015 through October 2017

Construction: October 2017 through June 2021

Delivery strategy - This will most likely be a Design-Build contracting method. WSDOT has selected WSP/Parsons Brinckerhoff for outreach, environmental, preliminary design, contract document preparation and design review support during construction.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$3.5M	\$0.5M			
RW					
CN		\$46.7M	\$22.5M		

Consultant Scope of Work to include (RFP Sept. 2015):

Preconstruction

- Stakeholder involvement
- Public engagement
- Traffic analysis
- Survey



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Preconstruction (continued)

- Basis of design
- Preliminary channelization plans
- Environmental documentation
- Hydraulic design concept
- Geotechnical evaluation
- Noise wall concept
- Illumination/ITS
- Construction sequencing
- Traffic management concept
- Permit application support
- Project management

Construction

- Design support to WSDOT construction project engineer

FOR MORE INFORMATION:

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SR 520/148th Ave NE Interchange – Overlake Access Ramp



STATE ROUTE 520, MP 8.75 – 9.2

Project Description:

In this project, crews will modify the existing off-ramp from eastbound State Route 520 to 148th Avenue Northeast to provide a grade separated access to the planned Overlake Village and Overlake light rail station.

PE phase estimated cost - \$2.6M

Project duration -

Design: July 2019 through August 2021

Construction: August 2021 through June 2025

Delivery strategy - Design will likely be WSDOT-led.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$1.2M		
RW			\$15M	\$23.1M	
CN				\$10.8M	\$16.5M

Consultant scope of work to include (RFP): Consultant utilization is undetermined at this time.

Preconstruction for each stage: Undetermined at this time

FOR MORE INFORMATION:

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I-90/Front Street IJR



INTERSTATE 90, MP: 16.5 – 18.5

Project Description:

In this project, crews will develop an Interchange Justification Report (IJR) and supporting preliminary design for a modification of the interchange to improve traffic operations.

PE phase estimated cost - \$2.3M

Project duration - Design: October 2017 through June 2019

Delivery strategy - This project is only funded for delivery of an IJR. Consultant expertise will be sought for traffic modeling and analysis, high level design for advancing the IJR, and IJR preparation.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
PE		\$2.3M						
RW								
CN								

Consultant scope of work to include (RFP July 2017) :

Preconstruction

- Stakeholder involvement
- Public engagement
- Traffic modeling and analysis
- Interchange Justification Report
- Preliminary channelization plan
- Project management

Construction: Not applicable

FOR MORE INFORMATION:

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SR 518/Des Moines Interchange - Improvements



STATE ROUTE 518, MP 0.1 - 0.62

Project Description:

In this project, crews will construct an off-ramp from eastbound State Route 518 to Des Moines Memorial Drive.

PE phase estimated cost - \$0.79M

Project duration -

Design: March 2016 through January 2017

Construction: January 2017 through June 2019

Delivery strategy - This will likely be Design-Bid-Build. The City of Burien is the lead agency for design. The consultant-designed contract documents are currently 95 percent complete. WSDOT will perform construction administration.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
PE	\$0.79M							
RW								
CN	\$0.72M	\$11.94M						

Consultant scope of work to include: Consultant utilization is undetermined at this time .

Preconstruction: Undetermined at this time

Construction: Undetermined at this time

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I-5/116th Street Interchange - Improvements



INTERSTATE 5, MP 202 - 203

Project Description:

In this project, crews will complete the single point urban interchange by realigning the on- and off-ramps. This project also includes a noise wall in the northeast quadrant of the interchange.

PE phase estimated cost - \$1M

Project duration -

Design: February 2016 through January 2017

Construction: January 2017 through June 2019

Delivery strategy - This will most likely be a Design-Bid-Build contracting method. The Tulalip Tribes are anticipated to be the led agency for Design and Construction. Previous consultant led design completed to 60%, including permits.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$1M				
RW					
CN	\$6M	\$7M			

Consultant Scope of Work to include:

Consultant utilization is undetermined at this time.

RFP: Undetermined at this time

Preconstruction

Undetermined at this time

Construction

Undetermined at this time

FOR MORE INFORMATION:

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I-5/NB Marine View Drive to SR 528 – Peak Use Shoulder



INTERSTATE 5, MP: 197 - 199

Project Description:

Crews will reconstruct the shoulders and restripe northbound Interstate 5 between Marine View Drive and State Route 528 to create a peak-use shoulder. The project also includes upgrading the existing bridge rails on the Snohomish River, Union Slough, and Steamboat Slough bridges and a dynamic lane control system.

PE phase estimated cost - \$4.3M

Project duration -

Design: January 2018 through February 2020

Construction: February 2020 through December 2022

Delivery strategy - This will most likely be a Design-Build contracting method. Consultant expertise will be sought for defining the Basis of Design, advancing the design for Design-Build RFPs, stakeholder involvement, environmental documentation, support for permitting, and design review support during construction.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$2.9M	\$1.4M		
RW					
CN			\$13.2M	\$16.9M	

Consultant Scope of Work to include

(RFP: October 2017):

Preconstruction

- Stakeholder involvement
- Public engagement
- Traffic analysis
- Survey



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Preconstruction (continued)

- Basis of design
- Preliminary channelization plans
- Environmental documentation
- Hydraulic design concept
- Structure concept plan
- Geotechnical evaluation
- Illumination/ITS/ATMS
- Construction sequencing
- Traffic management concept
- Permit application support
- Project management

Construction

- Design support to WSDOT construction project engineer

FOR MORE INFORMATION:

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SR 9 / Marsh Road to 2nd Street Interchange – Widening



STATE ROUTE 9, MP 8.41 - MP 10

Project Description:

In this project, crews will widen State Route 9 to four lanes between Marsh Road and 2nd Street in Snohomish. The project also includes construction of a new bridge over the Snohomish River.

PE phase estimated cost - \$10.9M

Project duration -

Design: October 2019 through February 2022
Construction: February 2022 through June 2027

Delivery strategy - This will most likely be a design-build contracting method. Design will likely be WSDOT-led, but may require some consultant support.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$5M	\$5.9M	
RW			\$0.3M	\$0.3M	
CN				\$17.6M	\$87.5M



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Consultant Scope of Work to include:

Consultant utilization is undetermined at this time.

RFP: Undetermined at this time

Preconstruction

Undetermined at this time

Construction

Undetermined at this time

FOR MORE INFORMATION:

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SR 9/SR 204 Interchange - Improvements



STATE ROUTE 9, MP 15.76 - 15.77

Project Description:

In this project, crews will modify the intersection of State Route 9 and State Route 204 to relieve congestion, improve safety and multimodal connectivity, and support planned economic growth and land use within Lake Stevens and Snohomish County.

PE phase estimated cost - \$7M

Project duration -

Design: October 2015 through February 2019

Construction: February 2019 through June 2021

Delivery strategy - Most likely Design-Build or GCCM contracting method. WSDOT has selected Parsons Transportation Group for outreach, environmental, preliminary design and contract document preparation.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$5M	\$2M			
RW	\$0.5M	\$13M			
CN		\$2M	\$47M		

Consultant Scope of Work to include (RFP September 2015):

Preconstruction

- Stakeholder involvement
- Public engagement
- Traffic modeling and analysis
- Survey
- Basis of design
- Preliminary channelization plans
- Multimodal facility design
- Environmental documentation



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Preconstruction (continued)

- Hydraulic design concept
- Utility relocation design and coordination
- Structure concept plan, if necessary
- Geotechnical evaluation
- Right-of-Way plans (red lines)
- Illumination/Signal/ITS
- Construction sequencing
- Traffic management concept
- Mitigation concept
- Permit application support
- Project management

Construction

- Design review support to WSDOT construction project engineer

FOR MORE INFORMATION:

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US 2 / Safety



US 2, MP 5 - 50

Project Description:

In this project, crews will make spot safety enhancements along US 2 between Snohomish and Skykomish.

PE phase estimated cost - \$3M

Project duration -

Design: October 2019 through October 2021

Construction: October 2021 through June 2023

Delivery strategy - This will most likely be a Design-Bid-Build with design developed by state forces.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$2.7M	\$0.3M	
RW			\$0.2M	\$0.8M	
CN				\$13M	

Consultant scope of work to include: Consultant utilization is undetermined at this time.

RFP: Undetermined at this time

Preconstruction for each stage: Undetermined at this time

Construction for each stage: Undetermined at this time

FOR MORE INFORMATION:

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SR 526/Hardeson Road Interchange – New Interchange



STATE ROUTE 526, MP 0.32 – 4.52

Project Description:

In this project, crews will make improvements along the State Route 526 corridor to improve traffic flow on the highway and local network.

PE phase estimated cost - \$6M

Project duration -

Design: October 2017 through January 2021

Construction: January 2021 through June 2023

Delivery strategy - Project development will require consultant expertise. Delivery method will be determined in the future after scope refinement.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$3M	\$3M		
RW			\$2M		
CN			\$1M	\$38.2M	

Preconstruction (continued)

- Geotechnical evaluation
- Illumination/ITS
- Construction sequencing
- Traffic management concept
- Permit application support
- Project management

Construction: Consultant utilization is undetermined at this time.

Consultant scope of work to include (RFP July 2017)

Preconstruction

- Stakeholder involvement
- Public engagement
- Traffic modeling and analysis
- Interchange Justification Report, if necessary
- Survey
- Basis of design
- Preliminary channelization plans
- Environmental documentation
- Hydraulic design concept

FOR MORE INFORMATION:

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WSDOT Engineering Manager

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SR 531/ 43rd Avenue NE to 67th Avenue NE – Widening



STATE ROUTE 531, MP 7.0 – 8.59

Project Description:

In this project, crews will widen State Route 531 to four lanes from 43rd Avenue Northeast to 67th Avenue Northeast in Arlington.

PE phase estimated cost - \$3.4M

Project duration -

Design: January 2020 through October 2022

Construction: October 2022 through June 2025

Delivery strategy - This will most likely be a Design-Build contracting method. Consultant expertise will be sought for the following: stakeholder and public involvement, preliminary design and environmental documentation, support for environmental permitting, contract document preparation, and design review support during construction.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$1.8M	\$1.6M	
RW			\$3.1M	\$5.5M	
CN				\$3.8M	\$23.5M

Consultant scope of work to include (RFP October 2020)

Preconstruction:

- Stakeholder involvement
- Public engagement
- Traffic modeling and analysis
- Survey
- Basis of design
- Geometric design

Preconstruction (continued)

- Roundabout design concept
- Preliminary channelization plans
- Multimodal facility design
- Environmental documentation
- Hydraulic design concept
- Utility relocation design and coordination
- Structure concept plan (fish passage)
- Geotechnical evaluation
- Right-of-way plans (red lines)
- Illumination/Signal/ITS
- Construction sequencing
- Traffic management concept
- Mitigation concept
- Permit application support
- Project management

Construction

- Design support to WSDOT construction project engineer

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I-5/88th Street Interchange – Improvements



INTERSTATE 5, MP 200.25 – 201.25

Project Description:

In this project, crews will modify the interchange to improve mobility and safety on the interstate and local network.

PE phase estimated cost - \$5M

Project duration -

Design: January 2017 through January 2019

Construction: January 2019 through June 2021.

Delivery strategy - To be determined. The Tulalip Tribes are anticipated to be the lead agency for design and construction.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$1M	\$4M			
RW		\$2M			
CN		\$4M	\$25M		

Consultant Scope of Work to include:

Consultant utilization is undetermined at this time.

RFP: Undetermined at this time

Preconstruction for each stage:

Undetermined at this time

Construction for each stage:

Undetermined at this time

FOR MORE INFORMATION:

Catherine George, P.E.

WSDOT Engineering Manager

206-440-4774

GeorgCa@wsdot.wa.gov

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I-5/SR 529 Interchange - Improvements



INTERSTATE 5, MP: 197 - 199

Project Description:

In this project, crews will construct an off-ramp from northbound Interstate 5 to State Route 529 and an on-ramp from SR 529 to southbound I-5 in Snohomish County.

PE phase estimated cost - \$1M

Project duration -

Design: July 2017 through October 2018

Construction: October 2018 through June 2022

Delivery strategy - This will most likely be a Design-Build contracting method. Consultant expertise will be sought to supplement the following: stakeholder and public involvement, preliminary design and environmental documentation, support for environmental permitting, contract document preparation and design review support during construction. Previous consultant led design completed to 20%, including approved Interchange Justification Report.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$1M			
RW		\$1M			
CN		\$5M	\$30M	\$13M	



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Consultant scope of work to include (RFP: April 2017):

Preconstruction

- Stakeholder involvement
- Public engagement
- Basis of design
- Preliminary channelization plans, update
- Hydraulic design, update
- Environmental documentation update
- Mitigation concept
- Illumination/ITS design concept
- Right-of-way plans (red lines)
- Permit application support
- Traffic management concept
- Project management
- Geotechnical evaluation
- Bridge and structures design

Construction

- Design support to WSDOT construction project engineer

FOR MORE INFORMATION:

Catherine George, P.E.

WSDOT Engineering Manager

206-440-4774

GeorgCa@wsdot.wa.gov

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Puget Sound Gateway Program: SR 509



STATE ROUTE 509, MP: 20.59 - 23.4
INTERSTATE 5, MP: 148.7 - 150.71

Project Description:

The State Route 509 project is one of two highway projects being constructed as part of the Puget Sound Gateway Program. The SR 509 project will build the remaining two miles of SR 509 between South 188th Street and I-5 in Kent. The project also includes new interchanges on SR 509, a southern access point to Sea-Tac Airport, a new connection to Veterans Drive into the Kent valley, revisions to the existing SR 516 interchange and I-5 connections.



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PE phase estimated cost - \$29.5M

Project duration - July 2015 to December 2031

Delivery strategy - The project will most likely be delivered utilizing multiple phased Design-Build contracts starting in 2019-2021 biennium.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
PE	\$1.1M	\$11M	\$11M	\$4.4M	\$2M			
RW		\$7.3M	\$97.5M	\$15.3M	\$20M	\$10M		
CN		\$2.4M	\$26.9M	\$178.9M	\$177M	\$120M	\$158.4M	\$95M

Consultant Scope of Work to include:

- Design support services are currently contracted through a General Engineering Services contract (GEC) which started in 2014.
- Real estate support may be needed (2017).
- Final design services support would be contracted though Design-Build contractors, RFP approximately July 2021

FOR MORE INFORMATION:

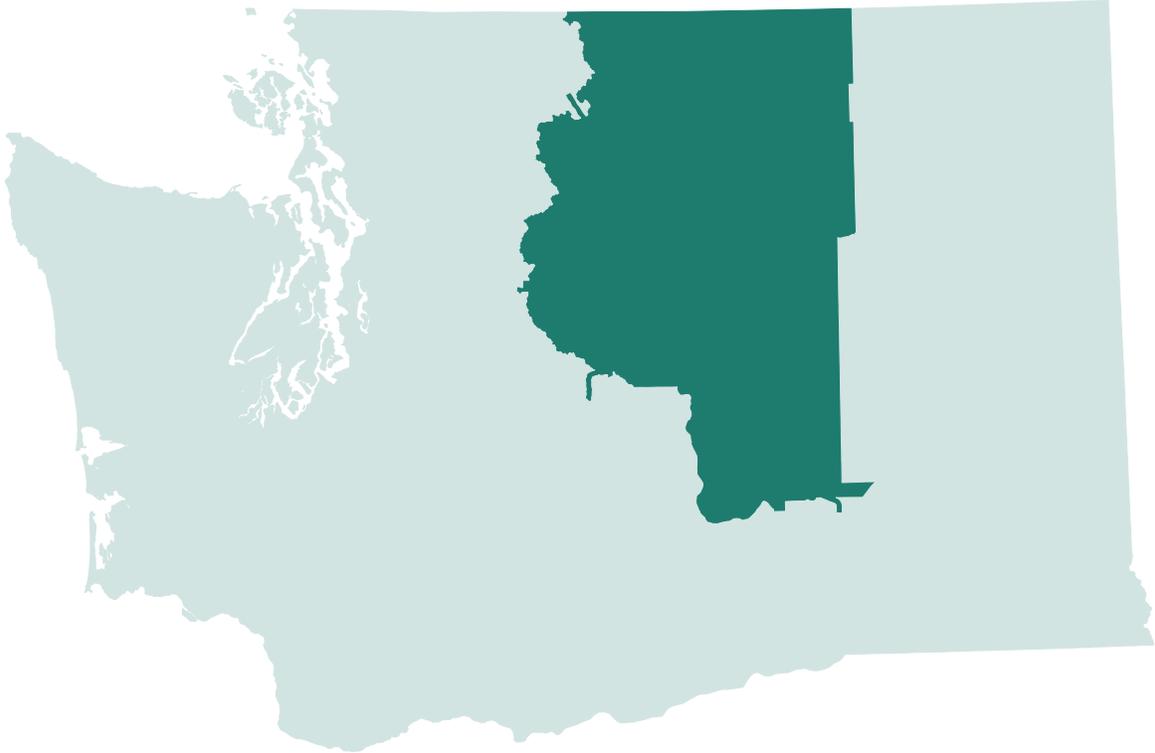
Omar Jepperson
SR 509 Project Manager
425-456-8610
JepperO@wsdot.wa.gov

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North Central Region

SR 150, No-See-Um Road Intersection - Realignment



SR 150, MP 6.78 - MP 7.50

Project Description:

This project consists of constructing a roundabout northwest of the existing No-See-Um intersection. No-See-Um and Golf Course Roads will be realigned and tied into SR 150 at the roundabout. A fourth leg will be added at the roundabout and a new roadway constructed that will tie into Spader Bay Road. The existing Spader Bay Road access to SR 150 will be eliminated. A 10' wide shared use path and pedestrian facilities will be included in the project.



- PE phase estimated cost** - 95% Complete
- RW phase estimated cost** - \$ 1.6 Million
- CN phase estimated cost** - \$ 4.8 Million

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Project duration - Right of Way 2016 into 2017; Construction 2017

Delivery strategy - The planning and design work is substantially complete. This project will utilize the Design-Bid-Build contracting method, with a single construction stage. WSDOT may utilize consultant expertise for the right-of-way acquisition.

Budget

PHASE	2015-2017	2017-2019
RW		1.6M
CN	4.4M	0.4M

WSDOT anticipates several consultant agreements may be required, categorized generally as follows:

- Right of Way Acquisitions (RFP: tbd)

Preliminary Project Design Features



FOR MORE INFORMATION:

David Bierschbach, P.E.

North Central Region

Assistant Region Admin. for Engineering

509-667-3030

BierscD@wsdot.wa.gov

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SR 285, North Wenatchee Ave. Improvements



SR 285, MP 2.77 - MP 4.37, US 2, MP 119.00 - MP 119.75

Project Description:

This project will relieve congestion and provide safety enhancements on SR 285 North Wenatchee Avenue and US 2 in Olds Station. Proposed solutions on North Wenatchee Avenue are anticipated to include modifying intersections to improve turn radii, providing U-Turns, eliminate section of the Two Way Center Lane Left Turn Lane to construct raised medians, pedestrian and transit improvements, upgrades to lighting and signal systems, and ITS improvements. The proposed solution on US 2 at Easy Street includes removing the existing signal and constructing a round-a-bout with pedestrian and bicycle facilities. Between now and 2019 the Chelan/Douglas Transportation Council has funding to refine the proposed projects into a specific plan and timeline.



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PE phase estimated cost - \$ 3.1M

RW Phase Estimated Cost - \$ 1.5M

CN Phase Estimated Cost - \$ 18.4tM

Project duration - Design 2019 through 2025; Right of Way 2020 through 2025; Construction 2023 through 2027.

Delivery strategy - Most likely Design-Bid-Build contracting method, with multiple construction stages. WSDOT anticipates consultant expertise may be sought for design support and right of way acquisition.

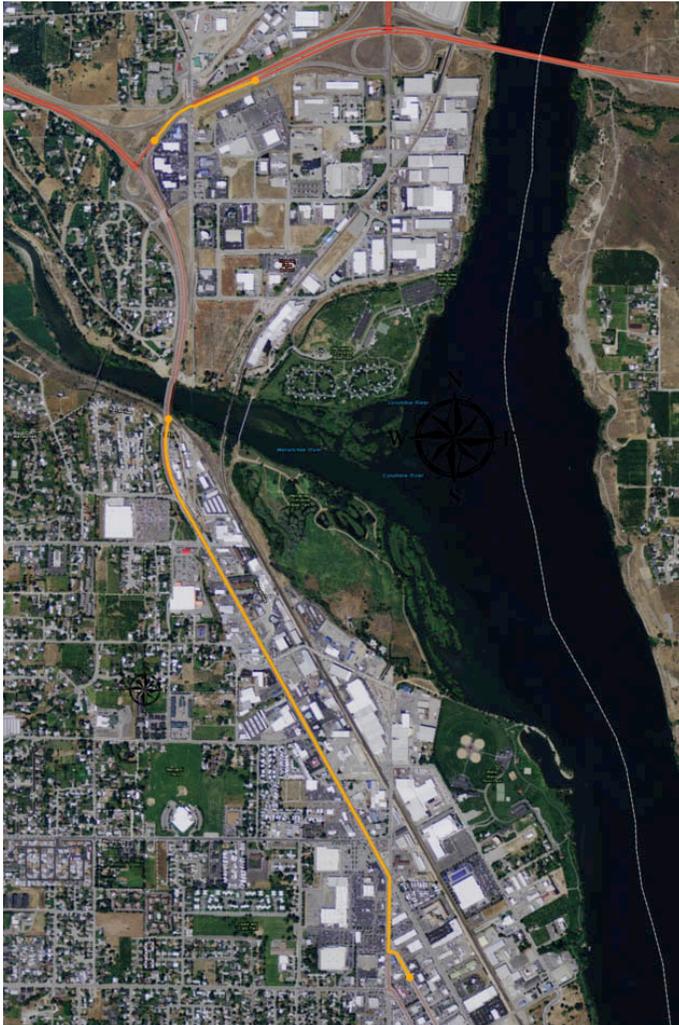
Budget

PHASE	2019-2021	2021-2023	2023-2025	2025-2027
PE	0.5M	2.4M	0.2M	
RW	0.1M	1.2M	0.2M	
CN		3.4M	13.0M	2.0M

WSDOT anticipates several consultant agreements may be required, categorized generally as follows:

- Design Support (RFP: July 2019)
- Right of Way Acquisitions (RFP: tbd)

Preliminary Project Design Features



FOR MORE INFORMATION:

David Bierschbach, P.E.

North Central Region

Assistant Region Admin. for Engineering

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SR 28 East Wenatchee Corridor Improvements



SR 28, MP 1.46B TO MP 3.67B

Project Description:

This project enhances safety and mobility on SR 28 in East Wenatchee from 9th Street to Hadley Street with intersection improvements and widening the existing roadway to accommodate five lanes including median turn lanes in places.

- PE phase estimated cost** - \$8.5M
- RW phase estimated cost** - \$19M
- CN phase estimated cost** - \$31M

Project duration - Design 2020 – 2024; Right of Way 2020 through 2024; Construction 2024 – 2027

Delivery strategy - Most likely Design-Bid-Build contracting method, with multiple construction stages. WSDOT anticipates consultant expertise may be sought for design support and right of way acquisition.



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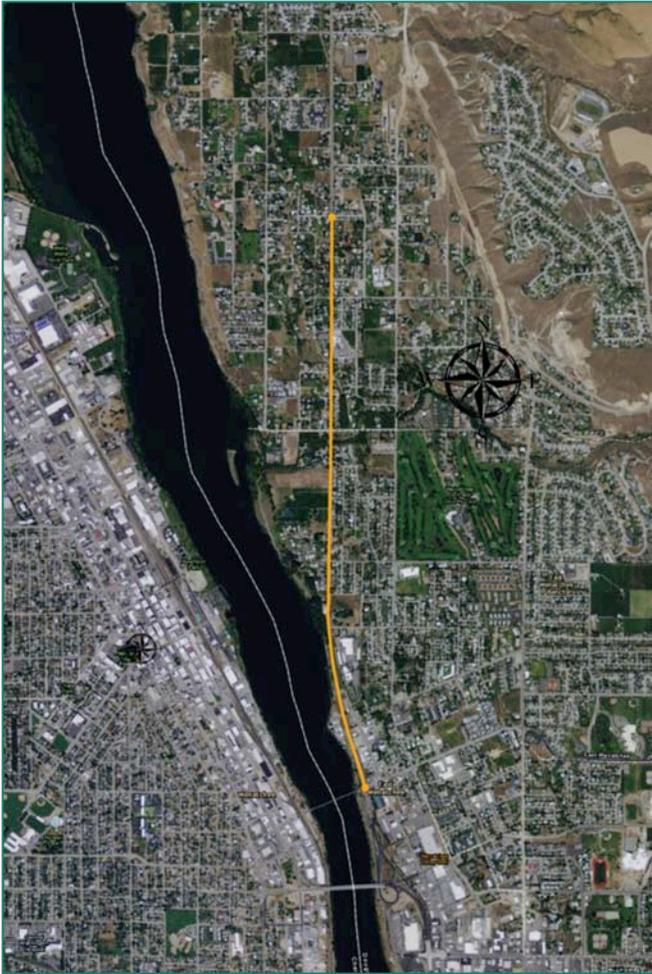
Budget

PHASE	2019-2021	2021-2023	2023-2025	2025-2027
PE	\$3.3M	\$3.7M	\$1.5M	
RW	\$1M	\$15M	\$3M	
CN			\$11M	\$20M

WSDOT anticipates several consultant agreements may be required, categorized generally as follows:

- Design Support (RFP: July 2019)
- Right of Way Acquisitions (RFP: tbd)

Preliminary Project Design Features



FOR MORE INFORMATION:

David Bierschbach, P.E.

North Central Region

Assistant Region Admin. for Engineering

509-667-3030

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Southwest Region

SR 432/SR 433 Intersection Improvements



STATE ROUTE 432, MP 5.8 - 6.3

Project Description:

The intersection of Industrial Way (SR 432) and Oregon Way (SR 433) in Longview is a critical connection of two highways of statewide significance that supports passenger and freight traffic. This project will address traffic congestion, freight mobility and safety issues at one of the busiest truck tonnage intersections in the state. Project website: www.industrialoregonway.org

PE phase estimated cost - \$4M

Project duration - 2018 – 2024

Delivery strategy - Design-bid-build.

Cowlitz County is presently lead on SEPA/NEPA and has a consultant under contract. WSDOT will likely take the lead for PS&E and construction.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$1.5M	\$2.4M	\$100,000	
RW			\$12.0M	\$3.0M	
CN				\$59.0M	\$7M

Consultant scope of work to include:

Design Support

- Construction sequencing
- Stakeholder involvement
- Public engagement
- Project management strategy
- Structure concept plans
- Geotechnical evaluations
- Traffic analysis & modeling

Design Support (continued)

- Traffic management plan
- Permit application support
- InRoads modeling
- Bike/pedestrian facility design
- Hydraulic design

Environmental Support

- Environmental permitting

FOR MORE INFORMATION:

Joanna Lowrey, P.E.

Project Engineer

360-442-1346

lowreyj@wsdot.wa.gov

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SR 14/West Camas Slough Bridge – Bridge Widening



STATE ROUTE 14, MP 2.16 - 13.21

Project Description:

This project will increase capacity and improve corridor travel times by widening the SR 14 Camas Slough Bridge from two lanes to four.

PE phase estimated cost - \$2.5M

Project duration - 2016 to 2022

Delivery strategy - This project is a design-build candidate.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$1.5M	\$1M			
RW		\$500,000			
CN		\$1M	\$18M	\$3M	



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Preliminary Engineering consultant scope of work to include:

- Environmental documentation
- Potentially preparing RFP

Design-build scope of work (RFP: early 2017):

- Bridge design
- Roadway
- Hydraulics
- Wetland mitigation
- Construction staging
- Environmental mitigation
- Traffic control
- Other incidental work items

FOR MORE INFORMATION:

Susan Fell, P.E.

Project Engineer

(360) 759-1310

fells@wsdot.wa.gov

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SR 14/East of Bingen – Port of Klickitat Access Improvements



STATE ROUTE 14, MP 67 - 68

Project Description:

This project will construct a grade-separated rail crossing to improve access to the Port of Klickitat from SR 14. BNSF's mainline in the Columbia Gorge runs through the city of Bingen on tracks that parallel the highway. To access the port from town, the public currently uses at-grade crossings. Access to the port is blocked when a train stops or slows through town. As the port property is further developed and train traffic volume changes, accessibility at the current intersections will degrade.

PE phase estimated cost - \$2.1M

Project duration - 2015 to 2021

Delivery strategy - Design-bid-build

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$1.3M	\$800,000			
RW	\$100,000	\$900,000			
CN		\$300,000	\$19.5M		

Consultant scope of work to include:

- Roadway design
- Hydraulics
- Cadastral
- Traffic



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FOR MORE INFORMATION:

Susan Fell, P.E.

Project Engineer

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SR 14/Wind River Road – Intersection and Profile Improvements



STATE ROUTE 14, MP 47.30 - 47.59

Project Description:

This project will reconstruct the intersection of SR 14 at Wind River Road to accommodate freight traffic that serves a local lumber mill in Carson. Wind River Road is poised to be the primary route for passenger vehicles and trucks, but tight turns make the current configuration too difficult for commercial traffic.

PE phase estimated cost - \$750,000

Project duration - 2015 – 2020

Delivery strategy - Design-bid-build

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$562,000	\$188,000			
RW	\$200,000	\$800,000			
CN		\$3.83M	\$720,000		

Consultant scope of work to include:

- Hydraulics



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FOR MORE INFORMATION:

Susan Fell, P.E.

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SR 501/I-5 to Port of Vancouver – Intersection and Profile Improvements



STATE ROUTE 501, MP 0 - 5.01

Project Description:

Oversized freight traffic from the Port of Vancouver must divert from this section of SR 501 onto city streets due curves in the roadway and limited overhead clearances. This project will remove high points in the roadway and reconstruct traffic signals to improve mobility for large freight vehicles with limited ground clearance.

PE phase estimated cost - \$1M

Project duration - September 2017 to April 2021

Delivery strategy - This project is a design-build candidate, with all work to be completed in a single stage.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$1M			
RW					
CN		\$300,000	\$4.7M		

Consultant scope of work to include (RFP early 2018):

- Support for utility work
- Hydraulics
- Intersection design
- Traffic signal system design

FOR MORE INFORMATION:

Lori Figone, P.E.

Project Engineer

(360) 905-1501

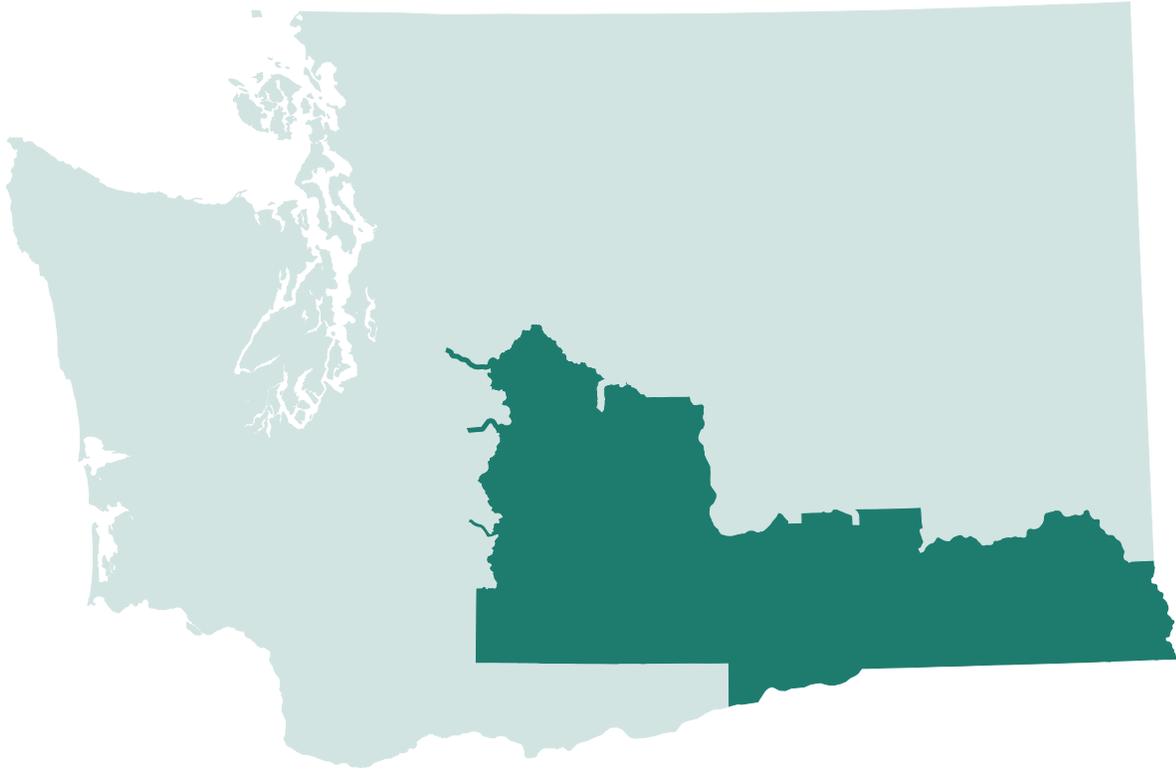
FigoneL@wsdot.wa.gov

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South Central Region

US 12, Wallula to Nine Mile Hill Build New Highway



US 12, MP 304.17 - 317.16

Project Description:

This project will complete the four-laning of US 12 from Tri-Cities to Walla Walla by constructing a four lane divided highway to add capacity, reduce the risks of collisions, and improve economic vitality.

PE phase estimated cost - \$19M

Project duration - July 2018 - December 2024

Delivery strategy - The construction (CN) phase for this project is not funded. The delivery of a Bid-Build-PS&E package is planned.



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Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$7M	\$7M	\$5M	
RW			\$4M	\$11M	
CN					

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *

FOR MORE INFORMATION:

Bob Hooker, P.E.

WSDOT Project Engineer

509-577-1842

HookerB@wsdot.wa.gov

* RFQ submittals for South Central Region Engineering Services were due December 9, 2015 and are currently under evaluation. The awarded master agreement may be utilized to supply engineering services on this project although additional services may be needed beyond this agreement.

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US 12, Wildcat Creek Bridge Replace Bridge



US 12, MP 165.87 – 166.06

Project Description:

This project will replace the existing bridge to preserve the structural and functional integrity of this section of US 12.

PE phase estimated cost - \$1.1M

Project duration - December 2015 – May 2020

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$0.7M	\$0.4M			
RW		\$0.2M			
CN		\$2M	\$8.7M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *



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US 12, Nine Mile Hill to Frenchtown Vicinity - Build New Highway



US 12, MP 317.16 - 328.16

Project Description:

This project will reconstruct US 12 as a four lane divided highway to add capacity, reduce the risk of collisions, and improve economic vitality.

PE phase estimated cost - \$2M

Project duration - October 2015 - December 2021

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$1M	\$1M			
RW		\$12.8M	\$4M		
CN		\$30M	\$86M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *



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I-82, Red Mountain Vicinity Construct Interchange



I-82, MP 99.00 - 100.50

Project Description:

This project will construct a new interchange on I-82 east of Benton City. The new interchange will provide direct access to West Richland and the surrounding Red Mountain area, and a new connection to SR 224.

PE phase estimated cost - \$1M

Project duration - March 2016 - June 2020

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$0.4M	\$0.6M			
RW	\$0.2M	\$1.2M			
CN		\$12M	\$10.5M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *



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I-82, South Union Gap Interchange Construct Ramps



I-82, MP 37.50 – 38.50

Project Description:

The I-82 South Union Gap interchange is currently a partial interchange with only a westbound off-ramp and an eastbound on-ramp. This project will complete the interchange by constructing a westbound on-ramp and eastbound off-ramp to provide full access to South Union Gap.

PE phase estimated cost - \$2.7M

Project duration - July 2017 – May 2021

Delivery strategy - The most likely delivery method is Design - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$2.7M			
RW		\$0.5M			
CN		\$5.8M	\$25.4M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *



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I-82, Yakima to Union Gap Corridor Improvements



I-82, MP 31.37 – 36.29

Project Description:

This project will increase capacity on I-82 between the US 12 interchange and the SR 24/Nob Hill Blvd interchange, replacing bridges, and improving on/off connections. This project in conjunction with related City of Yakima and Yakima County system improvements will reduce congestion and the risk of collisions.

PE phase estimated cost - \$4.5M

Project duration - July 2021 – May 2027

Delivery strategy - WSDOT, Yakima County, and the City of Yakima will coordinate to deliver a series of projects along or near I-82 in the Yakima vicinity. A delivery strategy is undetermined at this time.

Budget

PHASE	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027
PE			\$3.9M	\$0.6M	
RW			\$0.6M	\$0.3M	
CN				\$43.9M	\$15.1M

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

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I-90, Golf Course Road Improve Park & Ride Lot



I-90, MP 78.07 – 78.14

Project Description:

This project will improve the existing informal Park & Ride lot north of the Golf Course Road interchange on I-90. Work will include grading, paving, striping and fencing, and installation of an electric vehicle charging station.

PE phase estimated cost - \$51K

Project duration - October 2015 – December 2017

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$0.051M				
RW					
CN	\$0.457M				

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

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I-90, Snoqualmie Pass East Complete Corridor Improvements



I-90, MP 55.10 - 71.20

Project Description:

This project will complete the improvements on the I-90 corridor from Hyak to Easton including reconstructing the roadway to a 6-lane facility, stabilizing slopes, installing wildlife crossings and wildlife fencing, and adding ITS components.

PE phase estimated cost - \$20.5M

Project duration - December 2015 - December 2027

Delivery strategy - The most likely delivery method is Design - Bid - Build with three stages of construction.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027
PE	\$2M	\$8M	\$6M	\$4.5M		
RW		\$1.4M	\$1.5M	\$1M		
CN			\$12M	\$111M	\$182M	\$97M

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *



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US 97, Dolarway Intersection Improvements



US 97, MP 133.95 - 134.25

Project Description:

This project will improve traffic flow and reduce risk of collisions by adding a right turn lane to the westbound I-90 off-ramp, constructing a roundabout at the US 97 Dolarway intersection, and adding a lane on northbound US 97 between the I-90 off-ramp and Dolarway.

PE phase estimated cost - \$350K

Project duration - September 2015 - April 2018

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$0.35M				
RW	\$0.08M	\$0.02M			
CN	\$1.85M	\$0.8M			

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

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SR 125, Plaza Way Intersection Improvements



SR 125, MP 4.30 – 4.65

Project Description:

The intersection at SR 125 and Plaza Way experiences congestion due to heavy vehicle traffic. This project will construct a roundabout or other improvements to improve traffic flow and reduce the risk of collisions

PE phase estimated cost - \$500K

Project duration - July 2017 – April 2020

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$0.5M			
RW		\$0.2M			
CN		\$0.5M	\$2.7M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

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SR 240 Richland Corridor Improvements



SR 240, MP 20.40 – 34.87

Project Description:

This project will construct intersection improvements along the SR 240 corridor in Richland to improve the safety and operational efficiency of this route. Improvements include acceleration and deceleration lanes, new channelization and signal system upgrades.

PE phase estimated cost - \$500K

Project duration - July 2019 – May 2021

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE			\$0.5M		
RW					
CN			\$4.5M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

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SR 241 Mabton Vicinity Retrofit Bridges



SR 241, MP 1.06 – 1.50

Project Description:

Currently two adjacent load-restricted bridges on SR 241 near Mabton need repairs to remove their weight restrictions. This project will design and construct improvements to remove the weight restrictions and restore the structural integrity of the bridges.

PE phase estimated cost - \$1M

Project duration - July 2017 – May 2021

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$0.6M	\$0.4M		
RW					
CN			\$11M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

- Consultant utilization is undetermined at this time *



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US 395 Ridgeline Drive Construct Interchange



SR 395, MP 13.30 – 14.10

Project Description:

This project will construct a new grade separated interchange to reduce congestion, improve access, and reduce the of collisions..

PE phase estimated cost - \$2M

Project duration - July 2017 – May 2021

Delivery strategy - This project will be led by the city of Kennewick for the PE phase. The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$1.5M	\$0.5M		
RW		\$1.1M	\$0.9M		
CN			\$17M		



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Consultant Scope of Work to include:

Pre-construction

- The City of Kennewick will fund and lead PE phase (City issued a RFP - closed 1-8-16)

Construction

*

- Consultant utilization is undetermined at this time

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US 395 Safety Corridor Improvements



SR 395, MP 24.40 – 61.24

Project Description:

This project will add acceleration and deceleration lanes, improve existing left turn lanes, and construct safety improvements between Pasco and the Franklin county line north of Connell to reduce congestion and the risk of collisions.

PE phase estimated cost - \$1.5M

Project duration - July 2017 – May 2020

Delivery strategy - The most likely delivery method is Design - Bid - Build.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE		\$1.5M			
RW		\$0.45M	\$0.05M		
CN		\$3.05M	\$9.95M		

Consultant Scope of Work to include:

Pre-construction

- Consultant utilization is undetermined at this time *

Construction

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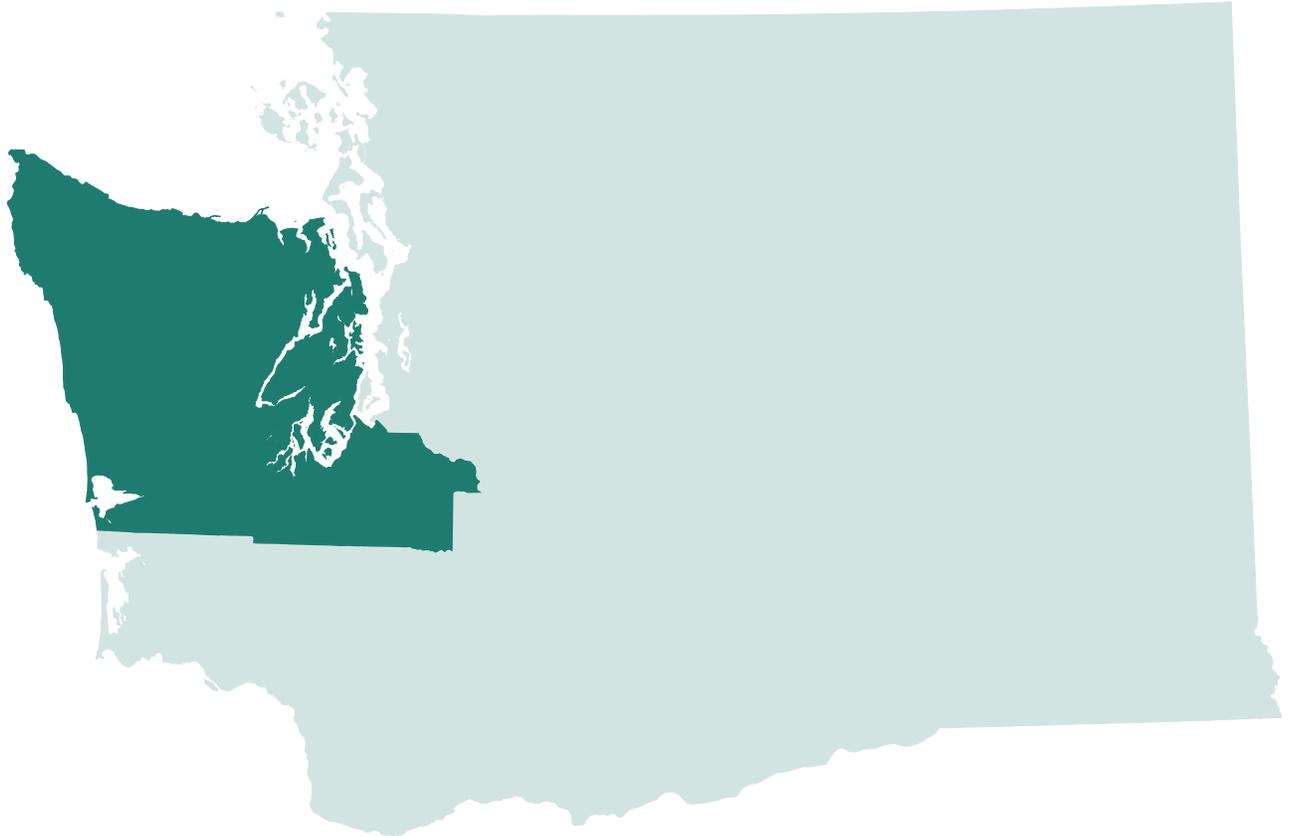
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**CONNECTING WASHINGTON
OPEN HOUSE**



Olympic Region

I-5, Mounts Rd. to Thorne Lane Corridor Improvements



INTERSTATE 5, MP 116.5 - 125

Project Description:

In this project, crews will add one lane to southbound Interstate 5 from Thorne Lane to Steilacoom-DuPont Road, and one lane to northbound I-5 from Mounts Road to Thorne Lane. Crews will rebuild the I-5 interchanges at Thorne Lane, Berkeley Street and Steilacoom-DuPont Road. The project also includes building a local road connection between Gravelly Lake Drive and Thorne Lane, and building a bicycle/pedestrian facility along the project corridor. For more information, visit: www.wsdot.wa.gov/Projects/I5/MountsRdThorneLn/.



PE phase estimated cost - \$10M

Project duration - January 2016 - June 2025

Delivery strategy - Most likely Design-Build contracting method, with two stages of construction. Consultant expertise will be sought for defining the Basis of Design, advancing the design for Design-Build RFPs, stakeholder involvement, and support for environmental permitting.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$6.5M	\$3M	\$0.5M		
RW	\$2.5M	\$2M			
CN		\$150.4M	\$164.5M	\$115M	\$50M

Consultant Scope of Work to include (RFP Dec. 2015):

Pre-construction (for each stage)

- Basis of Design
- Interchange Plans for Approval
- Mainline I-5 widening design
- InRoads modeling
- Bike/pedestrian facility design

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- Construction sequence and access definition
- Hydraulic analysis
- Utility relocation design and coordination
- Structure concept plan
- Geotechnical evaluation
- Right of way Plans (red lines)
- Limited Access Plans
- Traffic Management Plan
- Mitigation Plans
- Permit Application Support
- Stakeholder involvement
- Public engagement
- Project management

Construction (for each stage)

- Design support to WSDOT Construction Project Engineer

FOR MORE INFORMATION:

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SR 167 Completion (Puget Sound Gateway)



SR 167, MP 2.0 TO MP 5.5
SR 509 SPUR, MP 0.0 TO MP 1.45
SR 5, MP 137.44 TO MP 139.09

Project Description:

In this project, crews will build the remaining four miles of State Route 167 between State Route 161 in Puyallup and Interstate 5 in Fife. The project also includes building a new two-mile connection between I-5 and State Route 509, and five new interchanges at SR 161, Valley Avenue, I-5, 54th Avenue, and SR 509.



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PE phase estimated cost - \$29M

Project duration - Design 2016 – 2025; Construction 2019 through 2031.

Delivery strategy - Most likely Design-Build contracting method, with multiple construction stages. WSDOT anticipates consultant expertise will be sought for strategic planning, contract document preparation, environmental and construction activities.

Budget

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
PE	\$1.4M	\$10M	\$15M	\$2.5M				
RW		\$26.9M	\$73.1M	\$40M	\$40M			
CN			\$81.6M	\$154.4M	\$60M	\$158M	\$165M	\$105M

WSDOT anticipates several consultant agreements will be required, categorized generally as follows:

**Program Management (RFP Feb. 2016)
(Puget Sound Gateway)**

- Construction sequencing
- Stakeholder involvement
- Public engagement
- Project management strategy

Engineering Services (RFP Feb. 2016)

- Structure concept plans
- Geotechnical evaluations
- Traffic analysis & modeling
- Traffic Management Plan
- Permit application support
- Interchange Plans for Approval
- InRoads modeling
- Bike/pedestrian facility design

- Hydraulic design
- Riparian restoration
- Wetland mitigation
- Utility relocation design and coordination

Construction (RFP tbd)

- Design support to WSDOT Construction Project Engineer
- Construction support (optional)

Real Estate Services (RFP tbd)

- Appraisal
- Appraisal review
- Acquisition & relocation

Preliminary Project Design Features



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I-5/Thorne Lane to S. 38th St. – HOV Feasibility Study



I-5, MP 123.58 – 131.83

Project Description:

This section of I-5 experiences congestion and mobility problems due to high traffic volumes. In this project, staff will conduct a study on the feasibility of adding HOV lanes on I-5 between JBLM and South 38th St. using a Practical Design approach. A cost estimate will also be prepared as part of the study.

PE phase estimated cost - \$200,000

Project duration - November 2015 – June 2017

Delivery strategy - The study will be done in-house by WSDOT.

Budget:

PHASE	2015-2017	2017-2019	2019-2021
PE	\$200,000		
RW			
CN			

Anticipated Consultant Work:

- Practical Design Analysis
- Interchange design evaluation
- Design options for mainline I-5 widening
- Construction sequencing plan
- Cost estimate



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US 101/Lynch Rd. Intersection Improvements



US 101, MP 352.61 – 352.62

Project Description:

In this project, staff will identify and make safety improvements to the intersection of US 101 and Lynch Road.

PE phase estimated cost - \$750,000

Project duration - July 2017 – June 2019

Delivery strategy - Design-bid-build with design done by WSDOT staff.

Budget:

PHASE	2015-2017	2017-2019	2019-2021
PE		\$750,000	
RW			
CN		\$4.25M	

Anticipated Consultant Work:

Design in-house by WSDOT staff.



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SR 107/Chehalis River Bridge – Structural Rehabilitation



SR 107, MP 6.82 – 7.07

Project Description:

The timber structure portion of the bridge has deteriorated and needs replacement. Additionally, the bridge railing is outdated and needs replacement. Crews in this project will replace the timber structure, which is on the south approach, and replace all of the bridge railing.

PE phase estimated cost - \$2.7M

Project duration - November 2015 – June 2019

Delivery strategy - A construction delivery method decision is pending Level 1 environmental work. The project design will be done by WSDOT staff.

Budget: (Proposed)

PHASE	2015-2017	2017-2019	2019-2021
PE	\$2.5M	\$200,000	
RW	\$200,000		
CN		\$9,600,000	

Anticipated Consultant Work:

WSDOT anticipates performing this work in-house.



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SR 305/Winslow Ferry to Hostmark St.–Safety Improvements



SR 305, MP 0.02 - 11.4

Project Description:

In this project, WSDOT will construct safety improvements on SR 305 between Winslow Way and Poulsbo. WSDOT will work with stakeholders and local agencies to identify and prioritize improvements.

PE phase estimated cost - \$7M

Project duration - July 2017 – June 2023

Delivery strategy - Anticipated to be a series of design-bid-build contracts. Design likely to be done by both consultants and WSDOT staff.

Budget:

PHASE	2017-2019	2019-2021	2021-2023
PE	\$3.5M	\$2.3M	\$1.2M
RW	\$600,000	\$600,000	
CN	\$6.6M	\$16M	\$6M

Anticipated Consultant Work:

- Basis of Design Development
- Practical Design Review
- Intersection Plans for Approval
- In-Roads modeling
- Bike/pedestrian facility design
- Construction sequencing plan
- Hydraulic analysis
- Utility relocation design
- Right of way plans
- Traffic Management Plan
- Mitigation plans
- PS&E preparation



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- Permit application support
- Stakeholder involvement
- Public engagement
- Project management

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US 12/Schouweiler Rd. – Intersection improvements



US 12, MP 17.58 – 18.61

Project Description:

WSDOT will construct channelization and turn-lanes to improve movement and reduce the potential for collisions at the intersection.

PE phase estimated cost - \$300,000

Project duration - September 2015 – September 2017

Delivery strategy - This is a design-bid-build project that will be designed by WSDOT staff.

Budget:

PHASE	2015-2017	2017-2019	2019-2021
PE	\$300,000		
RW			
CN	\$1.25M		



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Anticipated Consultant Work:

Design work will be done in-house by WSDOT staff.

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I-5/SR 510 Interchange - Reconstruct Interchange



I-5, MP 111.23 - 112.32

Project Description:

In this project, staff will redesign and reconstruct the I-5/SR 510 interchange.

PE phase estimated cost - \$6.5M

Project duration - September 2015 - June 2021

Delivery strategy - The final configuration for the interchange is currently being determined. WSDOT anticipates hiring a consultant to advance the design to 30% for advertisement as a design-build contract. The consultant contract may also include involvement in developing the design-build contract documents. It is possible that the project will be delivered using the design-bid-build method, in which case WSDOT will hire a consultant to prepare the design-bid-build contract documents.

Budget: (Proposed)

PHASE	2015-2017	2017-2019	2019-2021
PE	\$6M	\$500,000	
RW	\$3M		
CN		\$41.5M	\$21M

Anticipated Consultant Work:

- Basis of Design Development
- Practical Design Review
- Interchange Plans for Approval
- Quantity calculations and cost estimating
- Bike/pedestrian facility design
- Conceptual construction sequence and staging
- Hydraulic analysis and draft Hydraulic Report
- Utility relocation design and coordination



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- Illumination and traffic signal plans
- Traffic Management Plan
- Environmental Impact Mitigation Plans
- Final PS&E
- Permit application support
- Stakeholder involvement
- Construction support of design

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SR 510/Yelm Loop - New Alignment Phase 2



SR 510, MP 14.69 - 15.67

Project Description:

In this project, WSDOT will construct the second stage of a new alignment for SR 510 through the City of Yelm. When complete, this project will relieve congestion and reduce the potential for collisions.

PE phase estimated cost - \$7.2M

Project duration - September 2019 - June 2025

Delivery strategy - Design-bid-build with joint WSDOT/consultant design.

Budget :

PHASE	2019-2021	2021-2023	2023-2025
PE	\$4.1M	\$3.1M	
RW	\$500,000	\$600,000	
CN		\$17.2M	\$33M



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- Special Provisions preparation
- Stakeholder involvement
- Public engagement
- Project management

Anticipated Consultant Work:

- Basis of Design Development
- Practical Design review
- Intersection Plans for Approval
- Bike/pedestrian facility design
- Construction staging plans
- Hydraulic analysis
- Utility relocation design and coordination
- Limited Access plans
- Traffic Management Plan
- Permit application support
- PS&E preparation

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SR 3/SR 304 – Interchange Modifications



SR 3, MP 36.07 – 36.80

Project Description:

The current interchange at SR 3/SR 304 is a chokepoint, as SR 3 is reduced to one lane as it crosses under SR 304. This project will make the necessary modifications to add a through-lane to improve traffic flow.

PE phase estimated cost - \$1M

Project duration - September 2015 – June 2019

Delivery strategy - This is a design-bid-build project with design by WSDOT in-house.

Budget:

PHASE	2015-2017	2017-2019	2019-2021
PE	\$800,000	\$200,000	
RW			
CN	\$500,000	\$2.7M	

Anticipated Consultant Work:

WSDOT anticipates performing this work in-house.



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SR 3/Belfair Bypass – New Alignment



SR 3, MP 23.30 – 28.00

Project Description:

A new highway alignment is needed around the town of Belfair to relieve traffic congestion. In this project, staff will design, acquire right of way and construct a bypass highway around the City of Belfair on a new alignment. When complete, this project will relieve congestion and improve the flow of traffic.

PE phase estimated cost - \$2.51M

Project duration - July 2019 – March 2025

Delivery strategy - Design-build with 30% design by WSDOT staff.

Budget:

PHASE	2019-2021	2021-2023	2023-2025
PE	\$2.3M	\$210,000	
RW	\$7.9M	\$3.3M	
CN		\$21.9M	\$31.3M

Anticipated Consultant Work:

Design to 30% in-house by WSDOT prior to design-build advertisement.



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SR 16 Narrows Bridges to SR 3 – Congestion Study



SR 16, MP 8.41 – 29.19

Project Description:

The SR 16 corridor has been identified as having areas of congestion during peak times between SR 3 and the Tacoma Narrows Bridges. In this project, staff will study the congestion on SR 16, including at the interchanges. Study outcomes shall include low-cost, short- and long-term multimodal strategies to reduce congestion and reduce the potential for collisions. The study will be accomplished using least-cost planning principles.

PE phase estimated cost - \$3M

Project duration - September 2015 – June 2017

Delivery strategy - Consultant with WSDOT oversight.

Budget :

PHASE	2015-2017	2017-2019	2019-2021
PE	\$3M		
RW			
CN			

Anticipated Consultant Work:

- Prepare study plan
- Study vision and goals
- Stakeholder involvement
- Public engagement
- Project management
- Identify and screen multimodal strategies
- Traffic/travel demand modeling
- Analysis of existing and future traffic
- Preparation and delivery of the study document
- Bike/pedestrian and transit facility recommendations
- Environmental scan for recommended alternatives



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SR 162 Corridor Study



SR 162, MP 0.00 – 8.11

Project Description:

In this project, staff will study congestion on SR 162 from Sumner to Orting. Staff will evaluate the current conditions in the corridor, identify safety and mobility issues, consider short- and long-term multimodal options (including improvements on and off the system), and prioritize these improvement strategies based on criteria developed in cooperation with WSDOT and local stakeholders. This study will use least-cost planning principles.

PE phase estimated cost - \$450,000

Project duration - March 2016 – February 2018

Delivery strategy - Consultant delivery with WSDOT oversight.

Budget :

PHASE	2015-2017	2017-2019	2019-2021
PE	\$360,000	\$90,000	
RW			
CN			



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Anticipated Consultant Work:

- Prepare study plan
- Study vision and goals
- Stakeholder involvement
- Public engagement
- Project management
- Identify and screen multimodal strategies
- Traffic/travel demand modeling
- Analysis of existing and future traffic
- Preparation and delivery of the study document
- Bike/pedestrian and transit facility recommendations
- Environmental scan for recommended alternatives

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WSDOT
CONNECTING WASHINGTON
OPEN HOUSE

SR 520 - Bridge Replacement and HOV Program

SR 520 Seattle Corridor Improvements – West End (the Rest of the West)



SR 520, MP 0 – MP 2.76

Project Description:

Construction of SR 520’s westernmost segment from I-5 to Lake Washington – the “Rest of the West” – will replace two major vulnerable, hollow-column bridges. These bridges, built with 1950s technology, do not meet current seismic requirements and could fail in a strong earthquake. The project will complete the corridor’s transit/HOV lanes. It also includes construction of community-connecting lids over SR 520 in Seattle’s Montlake and Roanoke neighborhoods, a second bascule bridge across the Montlake Cut, and numerous improvements to local parks and natural areas.



WSDOT and the city of Seattle are continuing coordination on the designs for the remaining SR 520 corridor improvements within the city. WSDOT is preparing to complete final design, develop contract documents and construct these improvements with funding provided through the Connecting Washington package.

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PE phase estimated cost = \$160M

Project duration - Design 2016 through 2020; Phased construction 2018 through 2027 (approx.)

Delivery strategy - The SR 520 Program is continuing to evaluate options for contracting and delivery method. WSDOT anticipates most work will be completed primarily in two large contracts, each with a value of approximately \$300 million to \$500 million. A significant portion of work for each contract will involve constructing in-water structures within a constrained footprint.

The first package’s preliminary contract documents may be advertised as soon as late 2016. The delivery methods under consideration are design-bid-build, design-build, and general contractor/construction manager (GC/CM). Additional A&E support may be needed in the PE/design phase, including opportunities for Minority, Women’s and Disadvantaged Business Enterprise (MWDBE) and small (SBE) firms. There will be additional opportunities for both A&E and construction firms during the upcoming project phases.

Budget (biennium totals as authorized by the 2015 Connecting Washington legislation):

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029
PE	\$38.3 M	\$34.5 M	\$36.0 M	\$32.0 M	\$19.5 M	\$0 M	\$0 M
RW	\$6.5 M	\$7.9M	\$9.5 M	\$5.5 M	\$2.5 M	\$0 M	\$0 M
CN	\$0 M	\$145.0 M	\$299 M	\$285.8 M	\$279.5 M	\$341.5 M	\$99.5 M
TOTAL	\$44.8 M	\$187.4 M	\$344.5 M	\$323.3 M	\$301.5 M	\$341.5 M	\$99.5 M

Potential PE support opportunities

Project Management

- Communications, media relations, & public involvement
- Cost estimating
- Project controls & project scheduling
- Document control

Structural Design

- Bridge substructures
- Bridge superstructure, concrete & steel
- Retaining wall

Environmental

- Air, noise, vibration studies
- Cultural resources
- Permitting
- Mitigation

Architectural

- Urban design, landscape
- Walls, bridges

Civil Design, Utility Design & Traffic Engineering

- Urban civil/roadway design to WSDOT & city of Seattle standards
- Roadway associated utilities design & relocation, water, power
- Maintenance of traffic (MOT) during construction & traffic control plans
- CAD support, use of Microstation, Inroads
- Subsurface utility engineering (SUE)
- Non-motorized facilities

Drainage & Stormwater Design, Conveyance

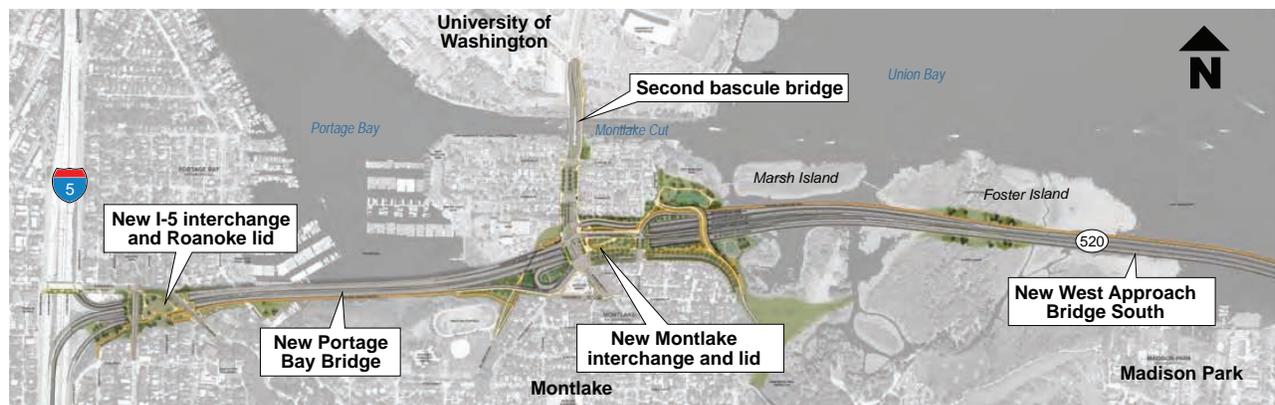
- Drainage design, stormwater conveyance, detention & treatment system

Construction opportunities

Construction

- Future construction opportunities will be identified and advertised as the project's remaining elements move into the contracting and construction phases.

Preliminary Project Design Features



FOR MORE INFORMATION:

Denise Cieri, P.E.

SR 520 Deputy Program Administrator

206-770-3591

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Mail:

SR 520 Bridge Replacement and HOV Program

999 3rd Avenue, Suite 2200

Seattle, WA 98104

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**CONNECTING WASHINGTON
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Local Programs

Connecting Washington Projects

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LOCAL AGENCY LED PROJECTS

Project Description:

Connecting Washington provides funding for 30 Local Agency led projects focused on specific local improvements in communities throughout the state. WSDOT Local Programs has coordinated with project stakeholders to identify legislative intent for these projects and determined the scopes of work. These projects will be delivered using traditional design bid build methods.

AGENCY	Project Title	2015-2017	2017-2019	2019-2021	Total	Description
Northwest Region						
Bellingham	Guide Meridian Pedestrian Overpass	\$3,000			\$3,000	Improvements at SR 539/Guide Meridian and Van Wyck Road vicinity.
Bellingham	Orchard Street Connector		\$3,500	\$6,500	\$10,000	Add a new east/west connector
Covington	Covington Connector		\$8,000	\$16,000	\$24,000	Connects SR 516 to SR 18
Covington	SR 516/Jenkins Creek to 185th Ave	\$3,500	\$10,022		\$13,522	Widens SR 516 from a two-lane rural section to a five lane urban arterial.
Duvall/ WSDOT Project	SR-203/Coe-Clemons Culvert Replacement	\$500			\$500	Culvert replacement
Everett	41st St. Rucker/Ave Freight Corridor in Everett	\$1,500			\$1,500	Constructs improvements to W. Marine View Drive & Pacific Avenue.
Kenmore	Complete SR 522 Improvements		\$4,000	\$4,000	\$12,000	Completes corridor improvements from 61st Avenue to the city limits.
Kenmore	Sammamish Bridge Corridor			\$4,000	\$8,000	Construct a new bridge and approaches providing two vehicular lanes and pedestrian and bicycle facilities.
Kent	228th & Union Pacific Grade Separation	\$13,000	\$2,000		\$15,000	Grade separate the Union Pacific railroad track at S. 228th Street via overpass.
Lake Forest Park	Lyon Creek Culvert	\$875			\$875	Replace four undersized culverts under SR 522.
Lynnwood	SR 524: 48th Ave - 37th Ave	\$2,094	\$12,770		\$14,864	The project provides additional capacity and safety features.
Mill Creek	35th Street Mill Creek		\$4,000		\$4,000	Reconstruct settling section of 35th Ave SE between 141st St and 144th St.
Mukilteo	Harbour Reach Extension		\$10,100	\$5,000	\$15,100	Improves freight mobility and connectivity near SR 525 & Paine Field.
Redmond	Community Facilities District Improvements	\$5,000			\$5,000	Pedestrian improvements on SR 520 corridor in Redmond vicinity.
Sammamish	Issaquah-Fall City Road		\$3,500	\$1,500	\$5,000	For improvements to the Issaquah-Fall City Road from Beaver Lake Rd and Duthie Hill to the Issaquah Pine Lake/Issaquah-Fall City intersection.
San Juan Co	Mackaye Harbor Rd Relocation Study	\$350			\$350	Evaluate long-term solutions to protect MacKaye Harbor Road from further erosion and protect traffic.

AGENCY	Project Title	2015-2017	2017-2019	2019-2021	Total	Description
Northwest Region						
Sea-Tac	28th/24th Street Sea-Tac	\$2,000			\$2,000	For the construction phase of a project that will construct a bridge crossing of the future SR 509 alignment.
Seattle	South Lander Street	\$7,000			\$7,000	Preliminary engineering and right-of-way acquisition to create a grade separation.
Skagit Co	SR 99/Burlington N Overpass Replacement	\$2,000			\$2,000	Replaces existing wood superstructure with a new overpass.
Olympic Region						
Edgewood	Jovita Seismic Wall	\$1,000			\$1,000	Construction of seismic walls or other methods to stabilize steep sideslopes along Jovita Blvd.
Fife	I-5/Port of Tacoma Road Interchange		\$3,000	\$17,300	\$22,300	For improvements in the vicinity of I-5 and Port of Tacoma Rd to facilitate freight movement.
Tacoma	SR 163/N 46th St. to N 54th St.	\$2,500			\$2,500	Construct a roundabout at Park Avenue and other improvements near the Point Defiance ferry terminal.
Southwest Region						
Battleground	SR 502 Main Street Project/Widening	\$1,000	\$3,800	\$2,900	\$7,700	Provides congestion relief at the intersection of SR 502 and SR 503.
Camas	Brady Road			\$6,000	\$6,000	Improve to urban standards with three lanes, sidewalks, storm system, illumination, and utilities.
Centralia/Port of Centralia	I-5 Mellen Street	\$2,000	\$2,533		\$4,533	Looking at bringing in an anchor development and need interstate access not currently available.
Port of Ridgefield	Ridgefield Rail Overpass	\$300	\$7,468		\$7,768	Construction of a vehicle/pedestrian overpass over the BNSF Railway north-south mainline in the city of Ridgefield.
Vancouver	Street Improvements near School for the Blind	\$50			\$50	Improve safety and mobility for the blind at multiple intersections in the vicinity of the Washington State School for the Blind in Vancouver.
Washougal	27th Street Extension and Rail Overpass	\$1,300	\$6,200		\$7,500	Construct new overpass connecting B Street to E Street.
Southcentral Region						
Pasco	Lewis Street Bridge			\$15,000	\$15,000	Replaces the Lewis Street Bridge
Richland	Duportail Bridge		\$20,000		\$20,000	Constructs a new bridge, approaches, bike lanes, sidewalks and intersection improvements.

 Programming to be determined by proviso or future legislation

FOR MORE INFORMATION:

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Connecting Washington Projects



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LOCAL AGENCY LED TIER PEDESTRIAN & BICYCLE SAFETY PROJECTS

Project Description:

Connecting Washington provides funding for 23 Local Agency led projects focused on specific pedestrian and bicycle safety improvements in communities throughout the state. WSDOT Local Programs has coordinated with project stakeholders to identify legislative intent for these projects and determined the scopes of work. These projects will be delivered using traditional design bid build methods.

AGENCY	Project Title	2015-2017	2017-2019	2019-2021	Total	Description
Northwest Region						
Anacortes	Guemes Channel Trail				\$3,500	Complete design, permitting and construction of the trail from Ferry Terminal Rd to 6th Street (Segments II and IV).
Anacortes	Trestle - Park & Ride - Trail				\$250	Plan, design, permitting and construction of bike lanes from the Trestle of March Point Rd to the S March Point Rd Park and Ride lot.
Anacortes	Washington Park to Ferry Terminal - Trail				\$750	Plan, design, permitting and construction of Segment III of the Guemes Channel Trail.
Bellevue	Mountain to Sound Greenway				\$14,000	Design and construct a trail, signage, medians, bridges, crosswalks, lighting and drainage in the vicinity of Factoria Blvd SE.
Bellevue	SR 520 Regional Bike Path - Trail	\$2,800			\$2,800	Complete the non-motorized system on Northup Way including, sidewalk and bike lanes on both sides, planter strips, lighting and pedestrian crossings, etc.
Federal Way	Steel Lake Park to Downtown Trail	\$300			\$300	Provides a sidewalk on the north side of S 312th St and includes planter strip, illumination and ADA ramps.
King Co	Wilburton Reconnection Project		\$2,000	\$3,000	\$5,000	For the purpose of supporting construction of a pedestrian/bicycle crossing at the former location of the Wilburton Tunnel.
Kirkland	NE 52nd Steet Blvd - Cross Kirkland Corridor				\$1,086	Widening and minor realignment of NE 52nd St to accommodate sidewalk, curb and gutter, bicycle facilities and drainage.
Redmond	SR 520 Trail Grade Separation at 40th Street				\$10,700	Construct a grade separated pedestrian and bike tunnel under the west leg of NE 40th St and SR 520 westbound ramp terminal intersection.
Seattle	Burke-Gilman Trail Transit Access, Safety & Efficiency Improvements				\$16,000	Scope, design and construction for widening the footprint to accommodate bike and pedestrians along the corridor.
Seattle	Seattle Waterfront Loop Feasibility Study				\$500	Initial planning and concept design to integrate bicycle and pedestrian facilities around Elliott Bay.

AGENCY	Project Title	2015-2017	2017-2019	2019-2021	Total	Description
Olympic Region						
Lakewood	Gravelly Lake Non-Motorized Trail	\$250	\$2,390		\$2,640	Design and construct a non-motorized pathway, curb, gutter, lighting and drainage.
Lakewood	Lake City Business District Sidewalks				\$2,000	Provide curb, gutter, sidewalks, lighting, drainage and pavement along a portion of Veterans Drive and Vernon Avenue connecting American Lake Park and the Lake City Business District.
Milton	Milton Trail Head/Interurban Trail				\$405	Provides a trailhead/parking area, sidewalk, grading, paving, drainage, wayfinding and safety improvements near and on the trail.
Pacific	Interurban Trail				\$1,850	Completes design, environmental, right of way and construction of the gaps on the Interurban trail from 3rd Ave SW to Steward Road SW.
Port Orchard	Bay Street Pedestrian Project				\$3,500	Completes construction of a one mile trail located along the Bay Street waterfront.
Tacoma	Schuster Parkway Trail				\$4,000	Project replaces an existing sidewalk with a shared-use promenade.
Tumwater	Deschutes Valley Trail Connection				\$5,800	Construct paved walking/bicycling trail.
University Place	54th Street Project	\$745			\$745	Construct sidewalk, bike lanes, pedestrian buffer, lighting, crosswalks, signs, ADA ramps and radar feedback signs, as applicable. Provides public education to improve and promote bicycle and pedestrian safety and awareness.
University Place	Cirque Drive - Sunset to 83rd Project	\$380			\$380	Construct sidewalk, bike lane, pedestrian buffer and lighting improvements. Provides public education to improve and promote bicycle and pedestrian safety and awareness.
Southcentral Region						
Yakima Co	Yakima Greenway Bike Trail	\$2,000			\$2,000	Construct approximately 2.1 miles of paved multi-use trail on the railbanked Naches Rail Line.
Yakima	Cowiche Canyon Trail	\$200		\$1,800	\$2,000	Construct a pathway from Powerhouse Rd to the existing Cowiche Canyon Trail parking lot.
Eastern Region						
Spokane	University District Gateway Bridge	\$300	\$8,500		\$8,800	Construct a cable-stay pedestrian/bicycle bridge over the BNSF Railway and the new Martin Luther King Jr Way roadway.

 Programming to be determined by proviso or future legislation

FOR MORE INFORMATION:

Kathleen Davis

Director, Local Programs

360-705-7871

DavisK@wsdot.wa.gov

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**CONNECTING WASHINGTON
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Public Transportation & Rail Division

Public Transportation Grant Programs



SIX PROJECTS STATEWIDE

All contracting will be coordinated directly through local agencies. Construction may begin as early as spring 2016.



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1. North Broadway Transit Improvements (Everett Transit) -

This project will construct shelters, benches and bulb-out transit stops.

Estimated project cost: \$3M

Contact: George Baxter / GBaxter@everettwa.gov,
425-257-7777

2. Park and Ride Lot Construction (Town of Concrete)

This project will construct a new park and ride facility.

Estimated project cost: \$0.5M

Contact: Andrea Fichter / andrea@concretewa.gov,
360-853-8002

3. Park and Ride Lot Construction (Jefferson Transit)

This project will construct a new park and ride facility.

Estimated project cost: \$1.3M

Contact: Sara Crouch / SCrouch@jeffersontransit.com,
360-385-3020, ext. 120

4. Park and Ride Lot Design and Construction

(Mason Transit Authority)

This project will develop a siting and sizing plan, and construct new park and ride facilities.

Estimated project cost: \$13.2M

Contact: Mike Oliver / moliver@masontransit.org,
360-426-9434, ext. 110

5. Tacoma Light Rail Extension Construction (Sound Transit)

This project will construct a rail-line extension and rail stop.

Estimated project cost: \$90M

Contact: Monica Overby / monica.overby@soundtransit.org,
206-689-4979

6. Downtown Transit Center/Moses Lake (Grant Transit Authority)

This project will construct a multimodal transit center in Moses Lake, including transit and park and ride lot elements.

Estimated project cost: \$2M

Contact: Jim Cortner, Cortner Architectural Company /
jim@cortner-ps.com, 509-363-1039

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Cascades corridor slide prevention and repair



Project Description:

Connecting Washington provides funds to mitigate landslides that interrupt service along the Amtrak Cascades intercity passenger rail corridor. In 2013, WSDOT's Rail Division convened a Landslide Mitigation Work Group composed of representatives from 17 different agencies,

including BNSF Railway, Sound Transit, Amtrak, and several state agencies and municipalities. This group continues to meet on a regular basis to share information; recently updated the Landslide Mitigation Action Plan; and is providing input on projects that should be considered for use of these funds.

Proposed projects include:

- Conduct an updated survey of slide prone areas to identify locations along the rail corridor that are most vulnerable to landslides – the last evaluation was conducted in 2012
- Implement low-cost fixes by working with property owners and cities to mitigate actions (such as landscaping, drainage, or further development) that might contribute to landslides
- Install more high-tech slide prediction tools which provide data to help identify potential landslides before they happen
- Evaluate relevant state/local permitting codes/rules to better address planning decisions that may result in increased erosion issues
- Continue community outreach and education campaign focused on residents and businesses in coastal bluff areas that are vulnerable to landslides

Need for project

The most landslide prone areas along the Amtrak Cascades corridor are found north of Seattle along the coastal bluffs in Snohomish County. Every year, more than 200,000 Amtrak Cascades passengers travel this area between Seattle and Vancouver, British Columbia. During the rainy season, landslides sometimes impact the rail service when unstable slopes slide onto the tracks. More than 500 Amtrak Cascades trains were cancelled or disrupted over

the last five years due to landslides. After each landslide, passenger trains are halted for 48 hours while nearby slopes are evaluated and tracks are cleared and verified for safe passenger train travel. The result is poor on-time performance and many unhappy passengers. Limiting the number of landslides along the rail corridor is critical to Amtrak Cascades goals to increase the reliability of passenger rail service in the Pacific Northwest.

Program duration – January 2016 – June 2031

Budget

2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
\$1,0310,000	\$4,567,000	\$4,567,000	\$4,567,000	\$4,567,000	\$4,567,000	\$4,567,000	\$4,567,000

FOR MORE INFORMATION:

Victoria Book
WSDOT Transportation Planning Specialist
 360-705-7408
BookV@wsdot.wa.gov

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Freight Rail Assistance Program



Project Description:

Connecting Washington provides continued funding for the Freight Rail Assistance Program (FRAP) for projects related to capital improvements across the state. FRAP is a grant program open to applicants in both the public and private sectors. Eligible entities include cities, county rail districts, counties, economic development councils, port districts, and privately or publicly owned railroads.

The program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state. Selected projects must show they maintain or improve the freight rail system in the state and benefit the state's interests.

The application deadline for this biennium's \$970,000 program was October 9, 2015. WSDOT and other state agencies reviewed the applications and submitted a prioritized list of project proposals to the Governor's Office of Financial Management. The proposed list of recommended projects will be presented to the legislature via the Governor's budget and the legislature then will determine individual funding levels for each project. The funded applicants will enter into agreements with WSDOT, which provides project oversight, budget management, and quality control.

Benefits to the state

FRAP projects must include one or more of the following benefits to the state:

- Improve freight mobility
- Increase economic development opportunities
- Increase domestic and international trade
- Preserve or add jobs
- Reduce roadway maintenance and repair costs
- Reduce traffic congestion
- Improve port access
- Enhance environmental protection
- Enhance safety
- Support economic viability of branch lines or light density lines
- Maintain adequate mainline capacity
- Preserve or restore rail corridors and infrastructure

Program duration - January 2016 - June 2031

Budget

2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
\$970,000	\$4,290,000	\$4,290,000	\$4,290,000	\$4,290,000	\$4,290,000	\$4,290,000	\$4,290,000

FOR MORE INFORMATION:

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Local Rail Projects



Project Description:

Connecting Washington provides funding for ten projects focused on specific local rail improvements. WSDOT Rail Division staff has worked with legislative staff to identify the legislative intent for these projects and determine the scopes of work for their completion. Three will be delivered

through the design-bid-build process. The remaining seven will be structured as agreements between WSDOT and the local entities, with WSDOT providing project oversight, budget management, and quality control.

The projects include:

PROJECTS DELIVERED THROUGH DESIGN-BID-BUILD	
Palouse Rail Loadout Improvements	Allows shipping via rail by repurposing an underutilized rail spur and constructing a new rail load-out and conveyor system; the project also will add more storage space that allows more rail cars to ship at one time.
West Whitman Railroad Improvement Project	Removes and reinstalls the railroad track on W. Whitman Street in Palouse for hauling farm products from the region.
Palouse River and Coulee City Railroad - Rehabilitation	Addresses the most urgent rehabilitation needs to stabilize conditions and keep the three lines in four counties in operation.
PROJECTS DELIVERED THROUGH AGREEMENTS	
Port of Moses Lake	Funds the design and right of way purchase for segments 1-3 and provides construction funding.
West Vancouver Freight Access	Part of the \$275 million project designed to improve freight rail traffic through the Port and onto the BNSF and Union Pacific main lines by correcting key choke points.
Port of Warden Rail Infrastructure Expansion	Builds and constructs nearly a mile of new rail storage siding to increase rail capacity and enhance rail service with the Port.
Connell Rail Interchange	Relieves congestion at the Connell Rail Interchange located in the city of Connell; thus resolving a significant pinch point in the regional rail network.
Point Defiance Rail Bypass - Lakewood Safety	Provides safety improvements related to the Point Defiance Bypass project in the city of Lakewood.
Grays Harbor Rail Corridor Safety Study	Conducts a study to identify potential freight mobility and safety and infrastructure improvements in this corridor.
South Kelso Railroad Crossing	Constructs an overcrossing on Hazel Street in Kelso, WA.

Budget

PROJECT	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025	2025-2027	2027-2029	2029-2031
Palouse Rail Loadout Improvements	\$300,000							
West Whitman Railroad Improvement Project	\$280,000							
Palouse River and Coulee City Railroad - Rehabilitation	\$345,000	\$6.696 M	\$6.479 M					
Port of Moses Lake	\$1.0 M	\$5.4 M	\$14.5 M					
West Vancouver Freight Access	\$475,000	\$1.425 M						
Port of Warden Rail Infrastructure Expansion	\$250,000	\$1.75 M						
Connell Rail Interchange	\$5.0 M	\$5.0 M						
Point Defiance Rail Bypass - Lakewood Safety	\$2.0 M							
Grays Harbor Rail Corridor Safety Study		\$300,000						
South Kelso Railroad Crossing			\$12.5 M	\$12.5 M				

Program duration - July 2016 - June 2031

FOR MORE INFORMATION:

Design-bid-build projects:

Bob Westby

WSDOT Transportation Engineer

509-324-6086

WestbyB@wsdot.wa.gov

Agreement projects:

Cameron Harper

WSDOT Rail Division Transportation Engineer

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HarperC@wsdot.wa.gov

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CONNECTING WASHINGTON
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Washington State Ferries



Seattle Multimodal Terminal at Colman Dock



Project Description:

WSDOT Ferries Division (WSF), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) are planning to replace the aging and seismically vulnerable components of Colman Dock in order to maintain ferry service in the future. The project will also address existing safety concerns related to conflicts between vehicle and pedestrian traffic as well as operational inefficiencies. Key elements of the project include replacement of the timber trestle, main terminal building, Slip 3 transfer span and overhead loading structures, and the passenger-only facility. For more information, visit: <http://www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal/>



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Project cost - \$320M*

Project duration - July 2009 - January 2023

Delivery strategy - This project is being delivered through the general contractor/construction management (GC/CM) delivery method.

Budget:

PHASE	2015-2017	2017-2019	2019-2021	2021-2023	2023-2025
PE	\$6.4M	\$600,000			
CN	\$32M	\$99M	\$61M	\$84M	

**The project cost includes past expenses and risk reserves that are not shown in the budget table above.*

Design consultant

In 2015, BergerABAM was awarded the final design contract for the project, which includes 11% DBE participation.

Elmer Ozolin,
BergerABAM, Project Manager
206 431 2347
Elmer.Ozolin@abam.com

General Contractor / Construction Management

In 2015 Hoffman-Pacific was awarded the GC/CM contract for the project, which includes 12% DBE participation.

Construction sub-contracting opportunities for DBE include:

- Survey
- Concrete and Reinforcing Steel
- Hoisting
- Traffic Control and Flagging
- Structural Steel and Misc. Steel.
- Electrical
- Mechanical
- Trucking
- Mammal Monitoring
- Finishes

Andrew Powell
Hoffman-Pacific Project Manager
206 286 6697
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**FOR MORE INFORMATION:
Genevieve Rucki, P.E.**

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SR 525/Ferry Dock Rd - Passenger Drop-Off & ADA Improvements



SR 525, MP 8.48

Project Description:

This project improves the Clinton Ferry Terminal by adding a passenger pickup and drop off area, a new accessible path to the terminal, and new ADA parking. It also includes repair of an unstable slope above Ferry Dock Road. The final scope of the project will be determined upon completion of the practical design process and community involvement.

PE phase estimated cost - \$580,000

Project duration - September 2015 – December 2017

Delivery strategy - As this project is still in the Practical Design evaluation process, the delivery approach has not yet been determined.



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Budget:

PHASE	Fund Source	Prior	11-13	13-15	15-17	17-19	19-21	21-23	25-27	27-29	Future	Total	Milestone Start Dates
PE	CWA				\$580,000							\$580,000	PE: 9/01/2015
	Other												
RW	CWA												ROW: 04/10/17
	Other												
CN	CWA				\$200,000	\$2.4M						\$2.6M	AD: 05/08/17
	Other												
Total					\$600,000	\$2.4M						\$3M	OC: 12/31/17

Note: Per the original scope and pending practical design

Consultant Scope of Work:

To be determined pending the completion of ongoing practical design efforts.

FOR MORE INFORMATION:

Frank Fiedler IV, P.E.

WSF Project Manager

206-515-3735

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Mukilteo Multimodal Project



Project Description:

The project relocates the Mukilteo ferry terminal to the western portion of the Mukilteo Tank Farm, a former US Air Force fueling station situated one-third of a mile east of the existing terminal. The current terminal is among Washington State Ferries’ busiest facilities, but does not currently meet seismic standards and has not had significant improvements in nearly 30 years. Improvements include a new passenger and maintenance building, a supervisor’s building, a six-bay transit center, and four new toll booths. Its location near Sound Transit’s Sounder commuter rail station will help improve transit connections.



Project duration - 2004 - April 2019

Delivery strategy - This project is being delivered through the design-bid-build delivery method (DBB).

Budget:

PHASE	Prior	2011-2013	2013-2015	2015-2017	2017-2019
PE	\$3M	\$5.1M	\$7M	\$30.3M	
RW				\$4.2M	
CN				\$10.5M	\$69.6M

Consultant scope of work to include:

Pre-construction (for each phase)

- Basis of design
- Environmental Impact Statement
- Sustainable design support
- Right of way acquisition
- Mitigation plans
- Utility relocation design and coordination
- Traffic analysis and management plans

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- Permit application support
- Geotechnical evaluation
- Stakeholder and partner involvement
- Public engagement
- Project management

Construction

- Design support to WSF Construction Project Engineer
- Stakeholder and partner involvement
- Public engagement

FOR MORE INFORMATION:

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