



**Washington State  
Department of Transportation**

# **Measures, Markers and Mileposts**

The Gray Notebook for the quarter ending  
September 30, 2003

WSDOT's quarterly report to the  
Washington State Transportation Commission  
on transportation programs and department management

**Douglas B. MacDonald**  
Secretary of Transportation



# Measures, Markers and Mileposts

## The Gray Notebook for the quarter ending September 30, 2003

11th Edition

Published November 13, 2003

### “What gets measured, gets managed.”

This periodic report is prepared by WSDOT staff to track a variety of performance and accountability measures for routine review by the Transportation Commission and others. The content and format of this report is expected to develop as time passes. Information is reported on a preliminary basis as appropriate and available for internal management use and is subject to correction and clarification.

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Cover photos: left to right; the ferry Kitsap, incident response truck, Amtrak Cascades, SR 401 in Pacific County

# Measures, Markers and Mileposts

## The Gray Notebook for the quarter ending September, 2003

11th Edition  
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*Lt. Col. Michael P. Anderson*

### Lt. Col. Michael P. Anderson Memorial Highway

In the first ever accident involving descending U.S. spacecraft, the space shuttle Columbia burst into flames and disintegrated over east Texas, 15 minutes before it was due to land at Kennedy Space Center in Florida at 9 a.m. on Saturday, February 1, 2003. Lt. Col. Michael Anderson, was one of seven astronauts to die in the shuttle accident that morning. Anderson graduated from Cheney High School in 1977 and considered Spokane his home. State Route 904 was named as the Lt. Col. Michael Anderson Highway in a ceremony on Thursday, July 31, 2003. The special sign unveiling was held in Cheney near the intersection of Betz Road. The astronaut's parents, Bobbie and Barbara Anderson were on hand for the special event and unveiled the commemorative sign that would be placed along the highway near Interstate 90.



*Bobbie and Barbara Anderson with the new highway sign honoring their son, Michael.*

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# Project Reporting on the 2003 Transportation Funding Package

## Introduction

WSDOT expects to generate extensive information for legislators, state and local officials, interested citizens and the press on the progress of the program funded by the 2003 Transportation Funding Package. Much of the detailed information will be regularly presented and maintained on-line on the WSDOT website. The *Gray Notebook* in these special pages, known as the Beige Pages, will highlight each quarter's progress and develop topical reporting on financial and program management issues as well as key information on key projects.

The Beige Pages are organized in the following manner:

### Project Reporting

#### Current Project Highlights and Accomplishments

#### Project Delivery

#### Financial Information

#### Program Management Information

This quarterly report represents a work in progress that will be expanded and refined as more and more projects approach or enter into construction. We welcome suggestions and inquiries that can help us strengthen this project delivery and accountability reporting.

## Project Reporting

Project reporting will be accomplished through several different media, including the *Gray Notebook*, web-based Project Pages and Quarterly Project Reports (QPR). A Project Page will be created for all major WSDOT projects, whereas the QPRs will be created for Nickel funded projects of the 2003 funding package. (See also *Financial Information*.)

### Navigation to the Home Page and the Project Pages

WSDOT's home page can be found at:  
[www.wsdot.wa.gov/](http://www.wsdot.wa.gov/)

The Home Page (shown at right) has several links that allow access to the individual Project Pages through the *Accountability* navigation bar which provides access to "hot links" found in the on-line version of the *Gray Notebook*, and the Projects navigation bar (which accesses a list of all WSDOT projects).

Project Pages for several of the largest projects are directly linked to the Home Page under the Projects navigation bar. Project pages can also be accessed from any WSDOT web page by clicking on the "projects" tab at the top of every page.



## Roadmap to On-line Project Information

The diagram below is a roadmap to the information found on-line. The on-line version of the *Gray Notebook* as well as the Home Page will have “hot links” to the individual Project Pages and the Quarterly Project Reports.

### Project Information Roadmap

Gray Notebook



Home Page



### Project Page

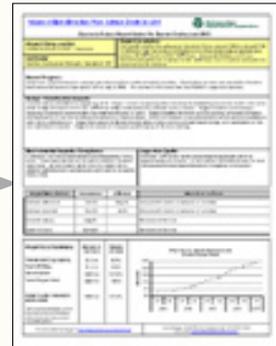
Project Pages report on all WSDOT 2003 Transportation Fund projects. Project Pages provide detailed information that is updated regularly.



- Overall Project Vision
- Financial Table
- Funding Components
- Roll-up Milestones
- Roll-up Cash Flow
- Contact Information
- Maps and Links

### QPR

Quarterly Project Reports summarize quarterly activities.



- Highlights
- Milestones
- Status Description
- Problem Statement
- Risk Challenges
- Project Costs/Cash Flow
- Contact Information

## Project Pages

Project Pages contain information on all aspects of a specific project. An existing Project Page is shown at right.

Project Pages provide details on overall project vision, funding components, financial tables, milestones, status description, problem discussions, risk challenges, forecasting, maps, photos, links and more.

WSDOT has approximately 140 Project Pages that are currently providing on-line updates.

A summary of the information found on a Project Page will be provided in a Quarterly Project Report (QPR) that can be accessed through a link on the Project Page.

Project pages will, to the best of WSDOT's ability, be regularly updated.

Project pages can be found at:  
[www.wsdot.wa.gov/projects/](http://www.wsdot.wa.gov/projects/)

**Washington State Department of Transportation**  
TRAFFIC & ROADS | PROJECTS | BUSINESS | ENVIRONMENTAL | MAPS & DATA

### WSDOT PROJECTS

#### IT'S YOUR NICKEL. WATCH IT WORK.

This project is funded in part by the [nickel funding package](#).

**PROJECT INFO.**

- Project Home
- Project Map
- Existing Photo
- Northwest Region

**QUARTERLY REPORT**

- June 2003

**Project map**

**SR 161 - Jovita Blvd. to S. 360th St.- Widen to 5 Lanes**

This project widens State Route 161 (Enchanted Parkway) to five lanes from Milton Way in Milton to South 360th Street in Federal Way.

**Existing photo of SR 161 at 28th Avenue**

[Click image to enlarge](#)

**Why is WSDOT widening SR 161?**

The area surrounding SR 161 is growing rapidly from semi-rural to suburban, putting heavy stress on the existing two lanes of the highway, especially during the morning and evening commute.

**The end result**

A wider highway with turn lanes at key intersections will drastically minimize congestion. The project also adds a two-way left-turn lane, sidewalks and a bike lane in the commercial area from Military Road to Milton Way. Improvements in the residential area north of Military Road include an eight-foot-wide raised median and eight-foot-wide shoulders for bikes and pedestrians.

**What are the project timelines?**

- Fall 2003 -- project completion of access purchases
- Sept. 2004 -- Projected design completion
- Winter 2005 -- projected construction start construction
- Winter 2007 -- projected construction completion

**Project Update:**  
September 2003

Design work on this project is 70 percent complete and should be done by September 2004.

Construction is expected to begin in winter 2005 with completion by winter 2007.

**Project Facts**

- Widens SR 161 to five lanes between Milton Way/28th Street and South 360th/Milton Road.
- Adds a two-way left turn lane.

# Current Project Highlights and Accomplishments

This is WSDOT's second report of quarterly developments in the delivery of the program of projects under the 2003 Transportation Funding Package.

## Contract Advertising and Awards

There were no contract advertisements during the quarter ending September 30. Several contracts advertised before the start of the quarter were awarded during the quarter as reported on page four of the *Gray Notebook* for June 30, 2003.

## Project Completions and Other Highlights

### I-182/U.S. 395 I/C Roadside Safety – Richland Vicinity

Construction on this project – a small one – began on September 2, 2003 and was completed on September 18, 2003. The project is now moved to the “completed” list of Nickel fund projects. The contract value at completion is estimated to be about \$25,000 below the engineer's estimate.

### I-90 – Eastbound Ramps to SR 18 – First Stage

This project involves two stages. The first stage has installed an interim signal and restriped the existing ramp to provide a 400-foot right turn pocket. Stage one was completed by WSDOT forces in mid-September, 2003. Stage two will widen the ramp and shoulders to provide a second left-turn lane to meet safety standards. In addition, the project widens SR 18 to provide a northbound receiving lane for the second left-turn lane. The project will also widen the county road extension of SR 18 for approximately 1,000 feet.

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### U.S. 2 Peshastin East Interchange

This project to build an interchange at U.S. 2 near Wenatchee is scheduled to be advertised in 2008. At the request of community members, WSDOT conducted a value engineering study on the interchange design that seems to suggest a design change (diamond interchange with U.S. 97 crossing under U.S. 2) that could result in a potential cost savings of approximately \$11 million or 43% of the estimated project cost. This VE result has not yet been confirmed and any change in the official cost estimate must await review.

## Construction Highlights

Several of the highway projects funded by the Nickel Account are now in construction. More details can be found in the respective on-line Project Pages.

### SR 500 New Interchanges and Additional Lanes

Work by Tapani Underground, Inc., began on August 11, near Vancouver, Washington. Construction of several new ramps began immediately together with a widening of SR 500 as a temporary traffic alignment. A design issue emerged in a conflict between the new off-ramp from northbound I-205 to SR 500 and the existing ramp, requiring the re-alignment of the existing ramp. As of September 30, it was expected that a stormwater pond would be completed in early October (this was done) and that SR 500 would be closed the weekend of October 31/November 1 for traffic realignment so that work could begin on the main interchange bridge in early November (this was also done).

### I-90 – Build lanes from Argonne to Sullivan Road

This project constructs one additional lane in each direction on Interstate 90 from Argonne to Sullivan Road, in Spokane Valley. As of September 30, construction had progressed on drainage installation. Also, the construction

of a temporary westbound alignment has been underway and was completed on November 1, 2003. Construction is expected to continue through the winter.

#### **I-5 Widen Each Direction from Salmon Creek to I-205**

Construction began by Hamilton Construction Co. in mid-August. Environmental concerns were presented by the proposed location of piers near Salmon Creek for supporting a temporary detour bridge. These issues were resolved with the assistance of Clark County and the Dept. of Fish and Wildlife by identification of an alternative location for the piers. Fish and Wildlife also assisted in providing a fish window extension to allow continued construction of two retaining walls near Tenny Creek. Erosion control and water quality are being monitored daily to assure environmental compliance.

#### **I-90 Truck Climbing Passing Lanes, Cle Elum to Vantage**

Scarsella Brothers, Inc. began work on September 16, 2003. Clearing of the widening area was substantially advanced in the early construction phase. The contractor is expected to work until mid-November and then resume work in the spring.

#### **I-90/Ryegrass Summit to Vantage**

Superior Paving Co. began work on August 25, 2003. Project work is approximately 17% complete. It is estimated that the project will be completed by November 1, 2004.

# Project Delivery

## Proposed Adjustments to Project Delivery

Meeting schedule, budget, and scope expectations are important elements in WSDOT's delivery of the projects in the 2003 Transportation Funding Package. Planning and design activities for specific projects sometimes identify the need to make adjustments to construction delivery spending schedules. Some of these adjustments will have no impact on critical start or completion dates. Others may require adjustments.

The information in this report describes changes that WSDOT has concluded are desirable based on assessments made in the quarter under review ending September 30, 2003.

### I-5, S. 48th to Pacific Avenue – HOV Lanes

This project advertisement would be advanced nine months and the construction process shortened one year. To reduce traffic impacts during construction, WSDOT now has a plan to complete the project in three years rather than four years. Earlier completion would also avoid the project overlap with an adjacent project on SR 16 across Nalley Valley in Tacoma. To achieve this, the ad date would advance from July 2005 to October 2004. To accommodate the advanced construction, a portion of the construction funding planned for the 07-09 biennium would be shifted to the 03-05 biennium.

### Widen I-5 Each Direction from Salmon Creek to I-205

WSDOT advanced the construction ad date by five months, from October 2003 to May 2003. The *Watch List* for the *Gray Notebook* for June 30 (page 13) identified the resulting need to settle an adjustment to the expected spending plan for the 03-05 Biennium. Last quarter the contractor submitted its proposed work schedule and the recommended change is now determined to be an addition of \$8.4 million to construction spending in the 03-05 biennium. An offsetting reduction can be made to the construction spending originally proposed for the 05-07 biennium. No adjustment is made to the overall expected construction cost.

### SR 9, 212th St. SE to 176th St. SE – Stage 3, Clearview

Right of way acquisition would be advanced ten months to insure right of way acquisition will be complete by the construction start date, and the design delayed five months to better align with the construction start date of March 2011. Also, the original expenditure plan did not accurately reflect the design need for the project, with too much expenditure scheduled too early. WSDOT proposes delaying the design start to January 04 to improve the expenditure plan.

The net affect of accommodating these changes would be a revision of the expenditure plan by increasing the mid-biennia expenditure rates and reducing those in the early and late biennia. The 03-05 biennium would be reduced by \$1.3 million, the 09-11 biennium by \$6.3 million, and the 11-13 biennium by \$2.1million. The 05-07 biennium would be increased by \$0.2 million and the 07-09 biennium by \$9.4 million. No overall change to the total project cost is anticipated.

### SR 9, Nooksack Road Vicinity to Cherry St.

The *Watch List* for the *Gray Notebook* for June 30 (page 14) reported the need for a revised right of way acquisition program covering 29 properties that emerged from design revisions in the project to achieve construction cost savings in light of new geotechnical information. It has now been determined that the revisions to the right of way plan and access control, including a public hearing requirement, will cause the ad date to shift from June 2004 to October 2005. This allows a shift of expected project funding from 03-05 biennium mostly to the 05-07 biennium in the amount of \$4.8 million.

### **U.S. 12, Walla Walla to Wallula Planning Study**

The spending plan for this project should be revised in order that early and full advantage can be taken of the success of the U.S. Highway Coalition in receiving a \$4.3 million earmark of federal planning funds. The original spending plan did not anticipate this earmark. WSDOT now believes that the most effective spending plan would spread both the earmark and the amount proposed for 03-05 biennium spending in the original state plan into even shares for both the 03-05 and 05-07 biennia. The results of the planning work will accordingly expand beyond the original intention of completing the environmental documentation to include design documentation and work on construction contract plans.

### **SR 20, Fredonia to I-5 - Additional Lanes**

Plans for this project are being affected by a great deal of local commercial development activity in the vicinity of the proposed interchange modifications at SR 20 and I-5. This complicates both right of way and access control planning. In order to hold the advertisement date of the project in October 2006 as originally scheduled, the best course is to divide the right of way program into two phases, developing the plan for the interchange area separately from the widening plan for SR 20. Accordingly, expectations for some of the proposed right of way expenditure can be shifted from the 03-05 biennium to the 05-07 biennium, even through approval of the right of way plan is expected in June 2004. It also appears that even with the project being advertised for construction in October 2006, the construction program will extend over three seasons and expected spending for construction (no change in total amount) should be shifted in the amount of \$9 million to the 09-11 biennium.

### **SR 99, Alaskan Way Viaduct and Seawall Replacement Project**

Two expenditure plan issues have been identified. First, the Nickel expenditure plan does not allow for necessary design work to support the current construction schedule. Design of the preferred alternative must start as soon as the selection of a preferred alternative is made in summer 2004 to meet a 2008 start of construction. The Nickel funding plan provides \$5 million to begin design in 03-05. However, in order to meet a 2008 construction start, a total of \$15 million is required. Second, only 2 of 3 planned right of way parcels can be acquired in advance of the environmental Record of Decision (ROD). Therefore, \$10 million currently planned for right-of-way needs to be deferred until 05-07.

### **SR 99, S. 284th to S. 272nd St. HOV Lanes**

The *Watch List* for the *Gray Notebook* for June 30 (page 15) reported that a record of survey would be needed for this project in order to correctly reflect current property ownership. It has now been determined that this should be reflected in the spending plan for the right of way acquisition by a shift of \$1 million from the 03-05 biennium to the 05-07 biennium. This change does not affect either the expected total project cost or the scheduled ad date in December 2005.

### **SR 167, Corridor Study**

Much of the construction funding for the SR 167 corridor improvements is now expected to be drawn from the Regional Transportation Improvement District (RTID) program. Because of the numerous uncertainties surrounding this project and significant escalations in cost estimates in the years that the project has been under discussion, county officials planning the RTID program have asked that planning work funded in the 2003 Transportation Funding Package across both the 03-05 and 05-07 biennium be accelerated to the extent feasible into the 03-05 biennium so that results can inform RTID planning in mid-2004. A shift of expected spending from the later to the earlier biennia would be made in the amount of \$750,000 without any change to the overall funding level in the state plan.

### **SR 202, Preston-Fall City Road and Jct. SR 203**

In its examination of the delivery issues in the Legislature's specified projects and schedules for the 2003 Transportation Funding Package, this instance has been identified where the right of way process may take more time than originally envisioned. On this project, right of way acquisition will probably take about two years and cannot begin until a foundation has been laid in the preliminary engineering plans. The answer in this case is to commence the preliminary engineering work not in June 2005 for a projected advertisement date of October 2006,

but in December 2003. With no change in estimated overall project cost or in the originally scheduled advertisement date, this can be achieved by shifting \$136,000 to the engineering program from the 05-07 biennium to the 03-05 biennium.

**SR 240, I-182 to Richland Y – Add Lanes and SR 240 Richland Y to Columbia Center I/C**

This involves two projects in the overall program for improving the SR 240 corridor. When the division of the overall corridor improvements was made, causeway work was included in the Richland Y to Columbia Center I/C project but due to an oversight the supporting funding for associated right of way costs was left in the I-82 to Richland Y project. \$2.7 million should be moved from I-82 to Richland Y to Richland Y to Columbia Center I/C in order to rejoin the acquiring right of way work it has always been intended to fund.

Also, nearly \$3 million in Federal Fiscal Year 2003 (FFY 03) “earmark” funds have been secured by the City of Richland for this project. These funds will free up the same amount of Nickel funds for construction. In order to qualify for the federal funds, WSDOT must complete a study to determine a strategy for reducing congestion and improving safety on SR 240. Ninety percent of the \$300,000 study would be funded using the new federal funds and the ten percent match using Nickel funding.

**SR 522, Snohomish River to U.S. 2, Four Lane Widening**

On this project the Legislature set the construction spending schedule around a proposed construction advertisement date of March 2009. Construction funding was scheduled to make the ad date, but the design and right of way spending schedules were not altered from their original tie to a March 2008 construction date. Changes in the spending plan over three biennia will correctly align the entire spending program with the advertisement date determined by the Legislature.

The following table summarizes the various changes and adjustments described in this section:

<b>Highway Projects: Proposed Adjustments to Project Delivery</b>						
<i>Quarter Ending September 2003</i>						
<i>Dollars in Thousands</i>						
<b>Project</b>	<b>03-05</b>			<b>05-07</b>		
	<b>Budget</b>	<b>Adjusted</b>	<b>Net Change</b>	<b>Budget</b>	<b>Adjusted</b>	<b>Net Change</b>
I-5, S. 48th to Pacific Avenue – HOV Lanes	\$0	\$15,641	\$15,641	\$47,690	\$47,690	\$0
I-5, Widen I-5 Each Direction from Salmon Creek to I-205	17,000	25,367	8,367	17,000	6,521	(10,479)
SR 9, 212th St. SE to 176th St. SE – Stage 3, Clearview	1,500	209	(1,291)	1,000	1,192	192
SR 9, Nooksack Road Vicinity to Cherry St.	6,320	1,547	(4,773)	8,800	12,726	3,926
U.S. 12, Walla Walla to Wallula Planning Study	2,600	869	(1,731)	360	2,131	1,771
SR 20, Fredonia to I-5 – Additional Lanes	14,000	7,385	(6,615)	5,500	10,070	4,570
SR 99, Alaskan Way Viaduct and Seawall Replacement Project	30,000	15,000	(15,000)	12,000	40,000	28,000
SR 99, S. 284th to S. 272nd St. HOV Lanes	3,780	2,604	(1,176)	6,323	7,475	1,152
SR 167 Corridor Study	0	750	750	9,602	8,852	(750)
SR 182, U.S. 395 I/C-Roadside Safety	108	76	(32)	0	0	0
SR 202, Preston-Fall City Road and Jct. SR 203	0	136	136	1,539	1,409	(130)
SR 240, I-182 to Richland Y – Add Lanes	6,300	931	(5,369)	13,500	13,427	(73)
SR 240, Richland Y to Columbia Center	13,490	16,112	2,622	19,500	19,382	(118)
SR 522, Snohomish River to U.S. 2, Four Lane Widening	3,200	1,870	(1,330)	6,400	3,706	(2,694)
<b>Total</b>	<b>98,298</b>	<b>88,497</b>	<b>(9,801)</b>	<b>149,214</b>	<b>174,581</b>	<b>25,367</b>

The following tables summarize the various changes and adjustments described last quarter (June 2003):

<b>Highway Projects: Proposed Adjustments to Project Delivery</b>						
<i>Quarter Ending June 2003</i>						
<i>Dollars in Thousands</i>						
Project	03-05			05-07		
	Budget	Adjusted	Net Change	Budget	Adjusted	Net Change
I-5 - Pierce County Line to Tukwila Stage 4 HOV	\$3,900	\$5,481	\$1,581	\$42,400	\$48,000	\$5,600
I-5/2nd Street Bridge Replacement	6,700	11,784	5,084	5,300	216	(5,084)
I-5 from Rush Road to 13th Street	3,500	2,500	(1,000)	7,400	8,400	1,000
SR 18/Issaquah/Hobart Rd To I-90 Widening	8,100	6,119	(1,981)	8,320	6,957	(1,363)
I-90 - Increase Vertical Clearance on Cle Elum River Bridges	712	1,272	560	-	-	-
I-90 - Build Lanes from Argonne to Sullivan Road	12,000	22,150	10,150	22,150	12,000	(10,150)
SR 31 - Metaline Falls to Canadian Border - Reconstruction	4,900	2,400	(2,500)	11,000	13,500	2,500
US 395/NSC - Francis Ave to Farwell Rd	41,900	35,900	(6,000)	47,910	53,910	6,000
SR 270 - Pullman to Idaho St Line - Additional Lanes	11,500	10,000	(1,500)	17,000	18,500	1,500
SR 161 Corridor Improvements - 176th to 234th	12,100	6,800	(5,300)	7,300	12,600	5,300
SR 161 - 36th to Jovita - Additional Lanes	4,700	-	(4,700)	3,880	3,880	-
Tacoma to Edgewood New Freeway Construction (SR 167 Extension)	25,092	18,501	(6,591)	31,418	27,068	(4,350)
SR 527 - 132nd SE to 112th SE Additional Lanes	2,130	15,387	13,257	19,000	5,947	(13,053)
<b>Total:</b>	<b>\$137,234</b>	<b>\$138,294</b>	<b>\$1,060</b>	<b>\$223,078</b>	<b>\$210,978</b>	<b>(\$12,100)</b>
<b>Total Cash Flow Adjustments to Date: \$235,532 \$226,791 (\$8,741) \$372,292 \$385,559 \$13,267</b>						

<b>Rail Projects: Proposed Adjustments to Project Delivery</b>						
<i>Quarter Ending June 2003</i>						
Project	03-05			Nickel	05-07	
	Budget	Adjusted	Net Change	Budget	Adjusted	Net Change
Purchase Oregon Train Set	-	\$7,500	\$7,500	\$7,500	-	(\$7,500)
High-Speed Crossovers-Titlow	-	3,970	3,970	3,970	-	(3,970)
Vancouver Rail Project	-	2,750	2,750	-	-	-
PA Jct. Curve Realignment & Delta yard Storage Tracks	9,000	1,000	(8,000)	-	8,000	8,000
Mt. Vernon Siding Upgrade	3,800	1,830	(1,970)	-	1,970	1,970
Ballard Double Crossovers	5,000	3,750	(1,250)	-	1,250	1,250
Stanwood Siding	3,000	-	(3,000)	-	250	250
<b>Total Rail Projects:</b>	<b>\$20,800</b>	<b>\$20,800</b>	<b>-</b>	<b>\$11,470</b>	<b>\$11,470</b>	<b>-</b>

The Status of these projects has not changed since last quarter.

## Opportunities and Options for Legislative Consideration

The following projects were reported as requiring legislative guidance in June, 2003 and are offered for legislative consideration. Details on the projects are found in the *Gray Notebook* for June 30, 2003.

### I-405, Congestion Relief and Bus Rapid Transit Projects

Should schedules for the three I-405 Nickel projects be advanced to complete design and environmental work in time to permit construction start dates in the 05-07 biennium?

By advancing \$8.5 million from the 05-07 biennium into 03-05, design and environmental documentation can be completed for the South Renton and Bellevue projects as well as the Kirkland project. This would allow all three

Nickel projects to be ready to utilize right-of-way and construction funding in the 05-07 biennium if funding is made available and would also prepare the South Renton and North Renton Regional Transportation Improvement District (RTID) next stage projects for quick and efficient implementation should RTID funding become available in the 05-07 biennium.

**SR 522, Bothell – UW Campus Access**

How should WSDOT use the Nickel expenditure authority for this project since the funding from the lead funding partners did not materialize and WSDOT’s budget for the project is insufficient to construct the project?

The disconnect between the 2003 Transportation Funding Package and the general budget situation needs to be resolved, given the significant sums involved under the 2003 Funding Package expenditure plan for the 03-05 biennium.

**SR 539, I-5 Access/Improvements: Ten-Mile Road to International Border and I-5 Everett – SR 526 to U.S. 2 HOV Lanes**

Should the construction ad date for either or both of these projects be advanced so that it can be completed prior to the 2010 Winter Olympic Games?

These projects are scheduled to be under construction during the Olympics in British Columbia, Canada. WSDOT expects further discussion with legislative leaders on these projects.

It should be noted that existing revenue and Nickel Package funding widens SR 539 from Horton Road to SR 546. Upon completion a 4.5-mile un-widened section of roadway will remain between SR 546 and the Canadian border. Widening the remaining section from SR 546 to the Canadian border will require this project be funded in a future budget appropriation. In addition, the Nickel funding provides for preliminary engineering, environmental analysis and selection of a project plan for a new connection between I-5 and SR 539 to reduce congestion, improve safety and freight mobility. Completing the final design, right of way and construction of the project will, however, require new funding.

**D Street Grade Separation**

Should the cash flow of this project be advanced into the 03-05 biennium from the 05-07 biennium to enable construction to be accomplished with the other stages of this project?

To allow D Street to proceed in the 03–05 biennium, and to align with the remainder of construction the City of Tacoma’s FAST Project, WSDOT suggests that the 03–05 Supplemental Budget include a \$3.5 million increase in the Program Z appropriation within the Multimodal Account. This is a schedule readjustment, not an increase in the project costs and therefore there would be an offsetting \$3.5 million decrease in the 05-07 schedule for the Multimodal Account.

The following table summarizes the various opportunities and options described in this section:

<b>Opportunities and Options for Legislative Highway Projects Consideration</b>								
<i>Quarter Ending September 2003</i>								
Project	Budget	Net Change					Total	Adjusted Budget
		03-05	05-07	07-09	09-11	11-13		
I-5, SR 526 to U.S. 2 (Marine View Drive) – HOV Lanes	238,660	(185)	(10)	271	0	(6,680)	(6,604)	232,056
I-405, Congestion Relief and Bus Rapid Transit Projects	485,055	8,500	(8,500)	0	0	0	0	485,055
SR 522, Bothell Campus	8,000	(8,000)	8,000	0	0	0	0	8,000
SR 529, I-5 Access Improvements: Ten-Mile to Intl. Border	89,050	(50)	2,800	57,600	(23,500)	(42,000)	(5,150)	83,900
D Street Grade Separation							0	
<b>Opportunities and Options Total</b>	<b>820,765</b>	<b>265</b>	<b>2,290</b>	<b>57,871</b>	<b>(23,500)</b>	<b>(48,680)</b>	<b>(11,754)</b>	<b>809,011</b>

## **“Watch List” Projects: Cost and Schedule Concerns**

WSDOT is watching closely for early warnings that cost or schedule expectations may be at risk because of developments within the project delivery process or, in some cases, wholly or partly outside WSDOT’s control. The following situations must, however, be described, although in these cases it is premature to draw conclusions about ultimate impacts.



### ***Update on Projects Noted in the “Watch List” in the Gray Notebook for June 30, 2003.***

#### **Widen I-5 Each Direction from Salmon Creek to I-205**

*See Proposed Adjustments in Delivery Planning. Removed from Watch List.* Last quarter WSDOT anticipated that the project’s early start and the contractor’s quick progress would require an adjustment to the expenditure plan to authorize more spending in the 03-05 biennium than originally anticipated. The contractor’s schedule has now been supplied showing the need to shift expected spending from the 05-07 biennium to the 03-05 biennium in the amount of \$8.4 million. Overall construction cost for the project does not change.

#### **SR 9, Nooksack Road Vicinity to Cherry St.**

*See Proposed Adjustments in Delivery Planning. Removed from Watch List.* The effect of adding 29 additional right of way acquisitions to the project as reported in the *Gray Notebook* for June has now been determined to delay the scheduled advertisement date from June 2004 to October 2005. A \$4.8 million shift in funding should be made from the 03-05 biennium to the 05-07 biennium. No change in the overall project cost is now foreseen.

#### **SR 99, S. 284th to S. 272nd St. HOV Lanes**

*See Proposed Adjustments in Delivery Planning. Removed from Watch List.* In the last *Gray Notebook* WSDOT reported the need for a new record of survey for property ownership within the project area. WSDOT has now determined that there is no need to change either the project cost or the December 2005 date for contract advertisement, but on account of the survey requirement, \$1 million should be shifted from the 03-05 biennium to the 05-07 biennium.

#### **SR 161, Jovita Blvd to S 360th St. Widen to 5 Lanes**

In the last *Gray Notebook*, WSDOT reported that design changes involving increased costs and delayed construction might result because of environmental and air quality provisions that have become more stringent during the period the project awaited funding. The air quality analysis necessary to resolve this question was begun this quarter and will be reported to WSDOT in November.

#### **SR 167, 15th St. SW to 15th St. NW - HOV**

In the last *Gray Notebook*, WSDOT reported that this project’s long wait for funding had caused permits to expire. New requirements that will affect refreshed permits are expected to necessitate some redesign together with increased cost and a delayed schedule. The cost increase is now estimated at \$4.4 million, with a delay in advertisement date from May 2004 to February 2005. This, however, is preliminary and not yet ready for proposal as a program adjustment.

#### **SR 3 to SR 303 Waaga Way**

WSDOT reported in the last *Gray Notebook* that the construction ad date for this project could be delayed to allow for coordination of design details with Kitsap County for county road improvements within the project area and for review of environmental documents to determine if revisions are necessary. WSDOT is continuing to work with the county and the environmental review process with no change in the project status.

## **U.S. 395 North Spokane Corridor to Farwell**

*Removed from Watch List.* This project's original scheduled advertisement date of September 2003 was delayed due to the need to obtain a court order for a single right of way acquisition.

WSDOT has been in mediation with the property owner's attorneys and it appears that the required process will be completed, permitting an advertisement date in January 2004, ahead of the rescheduled ad date of March 2004.

## **New Projects for the "Watch List"**

### **I-5, Noise Wall**

This project is in Seattle near Roanoke Street and involves constructing a new noise wall next to apartments. It was added by the legislature and funded for construction only. This funding assumed that design was complete and a first quarter advertisement date was set. However, the design was incomplete and may take up to a year to complete. Implications for cost and schedule are now being reviewed. The advertisement date for this project may slip to the summer of 2004.

### **I-5, From Rush Road to 13th Street**

The project adds lanes in each direction on I-5 between the interchanges at Rush Road and 13th Street and builds new interchange at LaBree Road. The possibility has arisen that a portion of this project on I-5 may not pass muster at FHWA. If, FHWA fails to act favorably on the recently submitted Access Point Decision Report for LaBree Road, that new interchange can not be constructed. A decision from FHWA is expected this winter.

### **SR 9, SR 522 to 212th St. SE (Stages 1b & 2).**

This project would widen two miles of SR 9 from two lanes to five lanes, including a center two-way left turn lane. This design assumed a traffic volume of less than the 25,000 per day threshold that under state law (RCW 468.52.040) would require construction of a raised median and elimination of the center left turn lane. Recent traffic measures have shown that this threshold is now exceeded. Design changes are now being considered that may delay the construction start date.

### **SR 20, Quiet Cove Road Vic. to SR 20 Spur**

This project enhances safety by widening and realigning SR 20 from south of Deception Road to the SR 20 Spur. Pre-construction and some of the construction for this project are funded by pre-existing revenue using federal funds that require all environmental approvals before right of way acquisition. State funded projects do not have this restriction. The use of state funds would expedite the process and reduce the potential delay a couple of months by allowing right of way acquisition to start prior to environmental approvals. WSDOT is currently investigating the possibility of using state funding for right of way acquisition to recover the schedule.

### **SR 203, NE 124th/Novelty Rd Vic.**

This project is for construction of a two-lane modern roundabout at the intersection of SR 203 and NE 124<sup>th</sup> Street/Novelty Road. WSDOT's proposed mitigation plan for lost wetlands was turned down by King County in June 2003 under its sensitive area ordinance. Arriving at a new wetlands mitigation site may have implications for cost and schedule that are now under review.

### **SR 270, Pullman to Idaho State Line – Additional Lanes**

This project for a six-mile corridor to add one additional lane in each direction has been in the geotechnical review stage. The investigation is indicating substantially greater quantities of rock excavation than anticipated in the original cost estimate. Moreover, where rock is absent, the characteristic Palouse soils may require greater than planned surfacing depths to support the roadway. Also, design refinements on two of the five structures within the project are expected to increase the cost of the project. The design refinements on one structure will eliminate an at-grade trail crossing and the other will eliminate the need for two future structures.

### **SR 410, 214th Ave. E. to 234th – Widening**

The original plan to advertise this project in January 2003 was cancelled and work stopped on this project as a result of the Supplemental Budget shortfall in April 2002. Though funding has now been restored, the passage of time has made the project subject to new stormwater control requirements that may require treatment ponds larger than identified in the original plan, leading in turn to new right of way acquisition needs.

This may be an expensive change since the City of Bonney Lake recently annexed land on either side of the highway and re-zoned it for commercial and light manufacturing uses. The ensuing pace of commercial development is resulting in fast-escalating real estate values. The run-up in right of way costs might be as much as \$16 million (this number does not reflect engineer's attempts to determine whether a less expensive stormwater plan could be developed.) An updated estimate for right of way costs is unlikely to be available before February 2004. Meanwhile, Pierce County executives serving on the RTID board have suggested that additional funding in the amount of \$16 million be included in the RTID plan to cover the funding gap.

### **SR 509 Design & Critical Right of Way**

This project is near SeaTac and addresses issues of right of way, water quality, and coordination with existing city streets. WSDOT is a funding partner for this project with the City of SeaTac. SeaTac is the lead agency and responsible for advertising the project for bid. The advertisement date for this project has been rescheduled for April 2004. Implications for cost and schedule are under review.

### **SR 522, I-5 to SR 405 – Multi-Modal Project**

This project is part of an integrated program of corridor improvements where WSDOT work will nest against other improvements to be locally funded and constructed by Seattle, Kenmore, Lake Forest Park and Bothell. The most closely associated local work is a new signal at 153<sup>rd</sup> for which Lake Forest Park has recently received a grant that will enable its work to be performed in the spring of 2006 in the same vicinity as the work WSDOT will perform. In order to coordinate the two projects and minimize disruption to traffic, WSDOT proposes to reschedule its work to join the Lake Forest Park work, necessitating a change in the planned spending of state funds from the 03-05 biennium to the 05-07 biennium.

### **SR 543, I-5 to Canadian Border – Additional Lanes for Freight**

Soils investigations conducted during design have created a problem on this project. Two new bridges and their associated retaining walls have presented unanticipated soils engineering challenges and the specter of significant increases in the cost estimate. It appears that the most cost-effective solution will substitute slopes for the retaining walls, at an increase of about \$1 million in the construction cost – a much cheaper alternative than the direction that the retaining walls would take. But the slopes require additional right of way acquisition (about \$500,000) and added design cost is also in the picture (about \$570,000). WSDOT is now conducting an intensive review to determine the best way to proceed and how to propose addition of the added project costs to the spending schedule.

# Financial Information

## 2003 Transportation Funding Package – Paying for the Projects

Last quarter's edition of the *Beige Pages* included an in-depth discussion of the Legislature's 2003 Transportation Funding Package. Since then the revenue forecast was updated in September and refinements to debt service estimates were developed.

### Revenue Forecasts

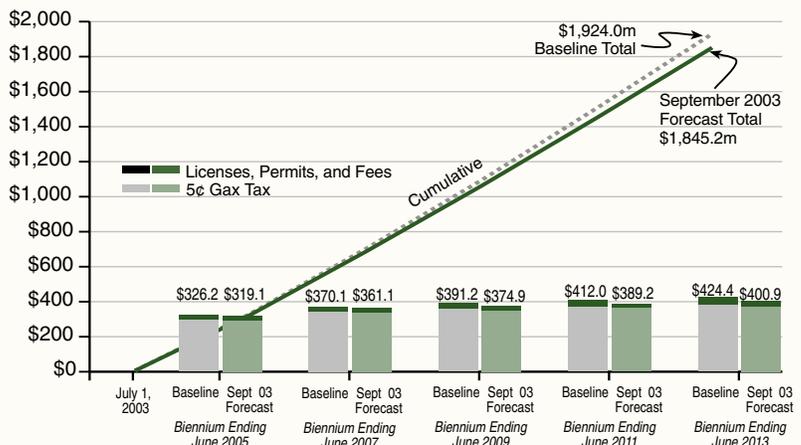
The 2003 Transportation Funding Package enacted by the Legislature included tax and fee increases. The gas tax was increased by 5¢ and gross weight fees on trucks were raised by 15%. An additional sales tax on new and used vehicles of 0.3% and a license plate number retention fee were both established. The first two sources will be deposited to a new account established in the package called the Transportation 2003 (Nickel) Account. The latter two will be deposited to the Multimodal Transportation Account that was established several years ago.

The following charts show the current projected revenues over the next ten years as forecasted in September 2003 by the Transportation Revenue Forecast Council for these new funding sources compared to the Legislature's assumed 'baseline' projections used in the budget-making process in March 2003. Cumulative ten-year totals and individual biennial amounts are both shown.

Forecast comparisons include actual revenue collection data to date as well as updated projections based on new and revised economic variables. The September 2003 forecast is the first to have the benefit of actual revenue receipt information. Gas tax receipts include three months of actual collections and licenses; permits and fees include two months of actuals. In the Transportation 2003 (Nickel) Account, for the ten-year period, gas tax receipts were down slightly from the June 2003 forecast (-0.52%) and licenses, permits and fees were up slightly (+2.2%). The dip in the gas tax forecast is primarily due to the affect on gasoline demand from the increase in the retail price of gasoline. This was offset slightly by a projected increase in personal income. The increase to the licenses, permits and fees forecast was due to stronger than forecasted collections for personal trailer registrations. In the Multimodal Account, licenses, permits and fees projected revenue for the ten year period dropped from the June forecast by \$19.7 million, due primarily to forecast assumption changes to the license plate retention fee forecast. Further research by the Department of Licensing indicated that fewer people than originally predicted will opt to retain license plate numbers.

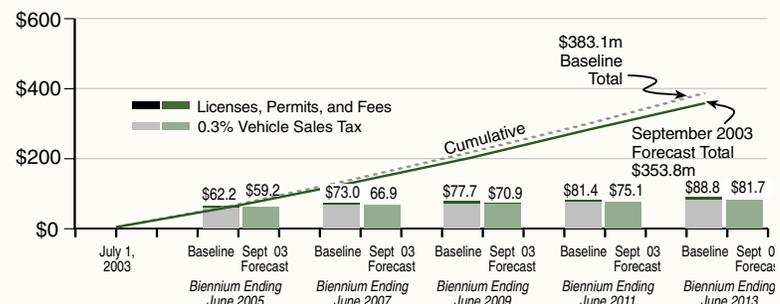
### Transportation 2003 (Nickel) Account Revenue Forecast

March 2003 Legislative Biennial Baseline Compared to September 2003 Transportation Revenue Forecast Council  
Millions of Dollars



### New Sources - Multimodal Account Revenue Forecast

March 2003 Legislative Biennial Baseline Compared to September 2003 Transportation Revenue Forecast Council  
Cumulative and Biennial Totals  
Millions of Dollars



## **Bond Sales Plan for New Authorizations Provided by the 2003 Transportation Funding Package**

The 2003 Transportation Funding Package contained two new bond authorizations: a gas tax authorization of \$2.6 billion and a state GO authorization of \$349.5 million. The proceeds from the new gas tax bonds will be used to fund highway projects. The debt service will be paid by the nickel increase in the gas tax. The proceeds from the new state GO bonds will be used to fund rail and ferry projects. Debt service for these bonds will be paid from the Multimodal Account. Receipts from the new 0.3% sales tax on new and used vehicles will be deposited to the Multimodal Account and will augment rental car tax receipts and other fees already directed to this account.

### **2003-2005 Biennium**

For the 2003-2005 biennium, the Legislature appropriated \$280 million in proceeds from the new gas tax bonds and \$47.7 million from the state GO bonds. To date in this biennium, \$80 million of gas tax bonds have been sold. No new bond sales occurred in this reporting period. The next bond sale is scheduled to take place in February 2004.

The bond sales plan has not changed from last quarter's report. The combined effect of the revenue forecasts, bond sales assumptions and project expenditure assumptions is presented in the next section.

### **Financial Plans for Accounts Supporting the 2003 Funding Package**

#### **Transportation 2003 (Nickel) Account**

A new account was established in the state treasury to be the repository of the new nickel gas tax and the increases in various vehicle licenses, permits and fees. This account is called the Transportation 2003 (Nickel) Account.

Bond proceeds from the \$2.6 billion authorization will also to be deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the Legislature and paying debt service and other associated costs for bonds sold to provide debt financing for highway projects. Since gas tax receipts are deposited to this new account, the uses of the account are restricted to highway purposes as required by the 18th Amendment to Washington's Constitution. The financial plan below brings together all of the projected sources (tax revenue, bond proceeds, interest earnings) and uses (2003-2005 appropriations, 10-year projected program expenditures, and debt service) of the new account.

Changes to projected sources and uses of funds have been updated to reflect the most current forecasts.

As changes, either positive or negative, are incorporated into the plans the ending balances in the outer biennia are affected. The current pro forma, which incorporates actual tax collections and current forecast projections,

<b>Transportation 2003 (Nickel) Account 2003-2005 Budget and Ten-Year Financial Plan</b>						
<i>(dollars in millions)</i>						
	<b>03-05</b>	<b>05-07</b>	<b>07-09</b>	<b>09-11</b>	<b>11-13</b>	<b>Ten-Year Total</b>
<b>Balance Forward from Previous Biennium</b>	\$0.0	\$1.4	\$6.9	\$30.1	\$60.7	
<b>Sources:</b>						
Gas Tax Revenues (new 5¢)	296.0	337.1	348.8	361.0	371.9	1,715.0
Licenses, Permits and Fees Revenues	23.1	23.9	26.0	28.2	29.0	130.2
Bond Proceeds	280.0	568.0	670.0	643.0	439.0	2,600.0
Federal Funds	1.0	9.7	0.0	0.0	0.0	10.7
Local Funds	3.4	2.4	0.9	0.2	3.4	10.3
<b>Total Sources of Funds</b>	<b>\$603.5</b>	<b>\$941.2</b>	<b>\$1,045.7</b>	<b>\$1,032.4</b>	<b>\$843.3</b>	<b>\$4,466.1</b>
<b>Uses:</b>						
Cost of Bond Issuance	0.7	1.3	1.7	1.6	1.2	6.5
Bond Sale Underwriters Discount	2.1	4.0	5.0	4.8	3.6	19.5
Debt Service	21.9	91.2	178.8	256.8	342.0	890.7
Highway Improvements	569.7	794.3	733.8	690.9	462.8	3,251.5
Highway Preservation	2.0	10.3	5.0	20.3	107.0	144.6
Washington State Ferry Construction	5.7	34.5	98.3	27.4	3.9	169.9
<b>Total Uses of Funds</b>	<b>\$602.2</b>	<b>\$935.6</b>	<b>\$1,022.6</b>	<b>\$1,001.8</b>	<b>\$920.5</b>	<b>\$4,482.6</b>
<b>Biennium Ending Balance</b>	<b>\$1.4</b>	<b>\$6.9</b>	<b>\$30.1</b>	<b>\$60.7</b>	<b>(\$16.5)</b>	<b>(\$16.5)</b>

predicts a shortfall of approximately \$16.5 million by the end of the 2011-13 biennium. The June 2003 pro forma predicted that there might be a \$33.4 million shortfall. This change is primarily due to a refinement to debt service calculations. The actual debt service payment schedule is now available from the first bond sale, which allows us to more accurately forecast our overall debt service requirement.

As mentioned earlier, for the ten-year period, gas tax receipts were down slightly from the June 2003 forecast (-0.52%) and licenses, permits and fees were up slightly (+2.2%). Key economic variables, tax receipts, and interest rates, will continue to change over time. Future updates to forecasts as well as inclusion of more actual receipts will impact the final ending balance. Additionally, actual and revised assumptions pertaining to bond sales and debt service will continue to be incorporated and likewise will impact the outlook for the final ending balance.

### Multimodal Transportation Account

The Multimodal Transportation Account was established several years ago as the repository for tax revenues and operating and capital expenditures not restricted by the 18th Amendment. The 2003 Transportation Funding Package directs receipts to this account from the additional 0.3% sales tax on new and used vehicles and the license plate number retention fee. The most significant pre-existing tax deposited to this account is the rental car tax. The 2003 Funding Package also directs bond proceeds from the \$349.5 million state GO authorization to this account.

The Multimodal Account includes changes to projected sources of funds, based on two months of actual receipts and current forecast data. As stated above, licenses, permits and fees projected revenue for the ten year period dropped from the June forecast by \$19.7 million, due primarily to forecast assumption changes to the license plate retention fee forecast. Uses of funds were updated to reflect prior biennia reappropriations.

<b>Multimodal Account 2003-2005 Budget and Ten-Year Financial Plan</b>						
<i>(dollars in millions)</i>						
	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
<b>Balance Forward from Previous Biennium</b>	\$14.1	\$7.1	\$13.7	\$19.3	\$32.3	
<b>Sources:</b>						
Licenses, Permits, Fees Distribution	24.4	26.7	27.9	28.9	29.8	137.7
Rental car tax	44.9	50.1	56.5	62.7	69.1	283.4
Sales Tax on New & Used Car Sales	58.8	64.8	68.5	72.9	79.2	344.2
Miscellaneous Income	0.2	0.2	0.2	0.2	0.2	1.0
Bond Proceeds	47.8	43.7	128.7	89.6	39.8	349.5
Federal Revenue	14.1	5.4	5.5	101.6	187.7	314.2
Local Revenue	0.2	0.2	0.2	0.2	0.2	0.8
<b>Total Sources of Funds</b>	<b>\$190.3</b>	<b>\$191.0</b>	<b>\$287.5</b>	<b>\$356.1</b>	<b>\$405.9</b>	<b>\$1,430.8</b>
<b>Operating Uses:</b>						
Cost of Bond Issuance	0.1	0.1	0.3	0.2	0.1	0.9
Bond Sale Underwriters Discount	0.4	0.3	1.0	0.7	0.3	2.6
Debt service	3.8	10.5	24.9	34.2	43.2	116.6
Transfers to Other Accounts	9.9	4.5	4.5	4.5	4.5	27.9
WSDOT Program Support & Planning	5.4	4.5	4.6	4.7	4.8	24.0
Public Transportation	49.3	52.1	58.4	62.7	66.1	288.6
WSF Maintenance and Operations	5.1	5.3	5.4	5.5	5.6	26.8
Rail	35.1	40.3	41.0	41.8	42.6	200.8
<b>Total WSDOT Operating Uses of Funds</b>	<b>\$109.0</b>	<b>\$117.5</b>	<b>\$140.1</b>	<b>\$154.3</b>	<b>\$167.2</b>	<b>\$688.1</b>
<b>Capital Uses:</b>						
Hwy Preservation POC	1.7	20.0	10.0	0.0	0.0	31.7
WSF Construction WOC	13.4	8.2	60.7	47.3	0.0	129.6
Rail YOC	44.0	32.7	71.1	141.5	225.0	514.3
Local Programs ZOC	29.2	6.0	0.0	0.0	0.0	35.2
<b>Total Capital Uses of Funds</b>	<b>\$88.3</b>	<b>\$66.9</b>	<b>\$141.9</b>	<b>\$188.7</b>	<b>\$225.0</b>	<b>\$710.8</b>
<b>Biennium Ending Balance</b>	<b>\$7.1</b>	<b>\$13.7</b>	<b>\$19.3</b>	<b>\$32.3</b>	<b>\$45.9</b>	<b>\$45.9</b>

New funding source from the 2003 Legislative Package

New Bond Authorization from the 2003 Legislative Package

Anticipated Federal Funds

Projects funded primarily by New Bonding Authority and Augmented Federal Funds for Rail

# Program Management Information

## Right of Way Acquisition

Legal procedures designed to protect the rights of property owners in the right of way process are rigid and time-consuming. WSDOT's review of potential right of way issues on Nickel Account highway projects continues. Five projects (*SR 9 Nooksack Road to Cherry Street*; *SR 99- S. 284<sup>th</sup> to S. 272<sup>nd</sup> St. HOV Lanes*; *SR 202 – Preston-Fall City Road & Jct SR 203*; *SR 20 - Quiet Cove Road to SR 20 Spur*; *U.S. 395 - North Spokane Corridor - Francis Ave to Farwell Rd*) have already presented right of way concerns.

WSDOT is augmenting its own right of way workforce to deal with workload peaking issues presented by the 2003 Transportation Funding Package. Submissions from consultants to a Request for Proposal were received on October 2, 2003. Ten consultants in fact submitted a proposal. Nine of the ten consultants were selected and agreements have been mailed out.

## Utilities Relocation

WSDOT's attention to this aspect of project delivery is illustrated by developments during the quarter such as:

- Utility company cooperation in design changes to lower relocation costs on the I-90 Sullivan to Argonne project.
- Outreach to utility providers, epitomized this quarter by work on the Nickel fund projects now in construction in Clark County to minimize utility relocation burdens on the utilities.
- The WSDOT Northwest Region continues to work on development of an overall memorandum of understanding with Puget Sound Energy.

As of September 30, no utility relocation issue has caused a project to go on "Watch List" status.

## Environmental Documentation, Review, Permitting, and Compliance

### Compliance with the Endangered Species Act

Forty-two Nickel projects remain to be advertised for construction in this biennium according to WSDOT's delivery plan. Nineteen of these projects have completed their required consultations under Section 7 of the Endangered Species Act. Two projects will not require Section 7 consultation because no federal funding will be used in the project. Thirteen projects are still in sufficiently preliminary stages of design that the consultation process cannot yet be performed, pending completion of a Biological Assessment. Consultation on these projects should begin in 2004.

A potential problem for timely completion of Section 7 consultations is that the Western Washington Office of the United States Fish and Wildlife Service currently has a backlog of almost forty WSDOT projects awaiting consultation (including local projects funded through WSDOT's Highways and Local Programs). This threatens the timeliness of consultation for the thirteen remaining Nickel list projects that will be coming into the pipeline in 2004. The Federal Highway Administration, WSDOT and the Fish and Wildlife Service are discussing how this problem can best be addressed.

Three projects are currently in consultation. The table shows their status. Staff vacancies at the National Oceanic and Atmospheric Administration (NOAA) have recently been filled, a development that should help the work to move ahead.

<b>Program Delivery Tracking Sheet for ESA Section 7 Consultation</b> <i>WSDOT Projects, '03 -'05 Biennium</i>							
	<b>NOAA Fisheries</b>		<b>USFWS</b>				
<b>Project</b>	Biological Assessment	Consultation Status	Biological Assessment	Consultation Status	NEPA Type	NEPA Complete	Proposed Ad Date
SR 240 – Tri Cities	6/28/03	Waiting	6/22/03	12/14/03	EA	1/1/04	10/11/04
SR 9 - 522 to 212 St. SE	8/15/03	Waiting	8/15/03	Waiting	DCE	11/15/04	2/14/05
SR 161 – Jovita Blvd. to S. 360th	2/26/03	Completed 3/28/03	6/27/03			6/15/04	9/7/04

Three local projects to which the Nickel Fund will provide funds will be sheperded through consultation by local governments (the City of Shoreline, the City of Bremerton, and the Hood Canal Coordinating Council). Two projects for WSDOT to deliver statewide (Statewide Bridge Rail Retrofit and Statewide Guardrail Retrofit) will be taken through consultation solely by the regional offices, acting on a regional basis.

## **Environmental Permitting**

### *Multi-agency Permit Teams*

A Multi-agency Permit (MAP) Team has been created to expedite permit delivery for WSDOT’s Northwest Region transportation projects while ensuring that all environmental regulations and standards are met. The team consists of permits specialist, engineers, and biologist from WSDOT, Ecology, Washington Department of Fish and Wildlife and the Army Corps of Engineers all housed in the same office and delivering permits on the same set of projects. The MAP team is housed in the Department of Ecology’s NW Region office and is fully staffed and operational. Currently, 55 projects have been assigned to the MAP team for permit processing.

### *Five Year General Hydraulic Project Approval*

The new General Hydraulic Project Approval (HPA) recently negotiated by WSDOT and the state Department of Fish and Wildlife under the Transportation Permit and Efficiency Accountability Committee (TPEAC) process, grants approval for many activities related to maintenance and repair of bridges and other over-water structures. It appears that WSDOT will use the General HPA for a Nickel Fund project, the I-90 Cle Elum River Bridge. This streamlines project delivery by obviating the need to obtain a project specific HPA at a savings of about 45 days in avoided processing time.

## **Compliance Assurance**

As part of its progress in developing its full scale Environmental Management System (EMS), WSDOT is developing a Construction Services program focused on environmental compliance. That program is modeled on the prototype developed in the South Central Region, and will be piloted with Nickel projects to evaluate its effectiveness for statewide implementation. The major goal of this program is simple:– is to ensure that environmental commitments (things WSDOT agreed to do in a project’s environmental documents and permits) are clearly communicated and implemented in design, construction, and facility operation.

There are three major components to this program: (1) Pre-construction review of commitments and training, (2) Tools for compliance during construction, and (3) Procedures for resolving and reporting non-compliance events.

## *Pre-Construction Review/Training*

Pre-construction and pre-activity meetings are held between WSDOT and the contractor to ensure all issues related to the contract are reviewed prior to the start of construction. Nickel projects having construction advertisement dates scheduled for the 2003-2005 biennium 3<sup>rd</sup> quarter and beyond will be evaluated to determine their need for environmental commitment training based on the environmental risk and complexity of the individual project's environmental commitment. Training will be implemented for those selected. Feedback from projects utilizing pre-construction environmental reviews will be reviewed to evaluate its effectiveness as a statewide compliance tool.

## *Environmental Compliance Tools*

A second component of the Construction Services Program prototype is the environmental staff's development of tools to aid construction and maintenance staff in maintaining compliance on the project site. Those tools include an environmental inspection checklists for use by WSDOT's construction inspectors allowing easy evaluation of the contractor's work against the commitments contained in the environmental documents and permits.

This approach has been implemented on the following Nickel funded projects:

- I-90/Highland Canal to Elk Heights
- I-90/RyeGrass Summit to Vantage

South Central Region will also develop inspection checklists and environmental binders for the I-90/Cle Elum River Bridge project, scheduled for advertisement in March 2004.

All Nickel projects having construction advertisements scheduled for the 2003-2005 biennium 3<sup>rd</sup> quarter and beyond will be evaluated to determine their need for inspection checklist based on the environmental risk and complexity of the individual projects and its permits. For those projects having high environmental risk, inspection checklists and binders will be utilized.

## **Resolving and Reporting Non-Compliance Events**

In March 2003, WSDOT issued Environmental Compliance Procedures for all construction and maintenance activities. These procedures provide guidance to help employees recognize, avoid, and correct non-compliance events. The procedures outline for everyone, from field staff to executive management, a clear, consistent process for reporting and managing non-compliance events. On an annual basis, a report outlining WSDOT's compliance record is provided in the *Gray Notebook*. This report includes all reported non-compliance events from all programs in WSDOT, including those occurring on Nickel projects. This report will be developed in consultation with resource agencies.

## **Construction Employment Information**

The best means for obtaining and reporting this information has not yet been determined. Discussions are continuing with the Associated General Contractors of Washington on this point.

## **Construction Safety Information**

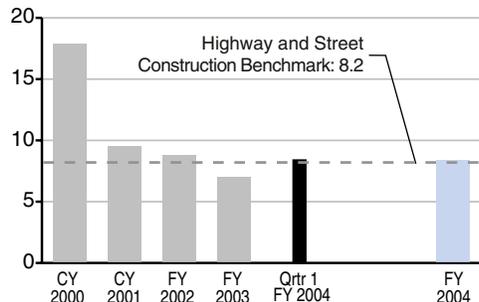
WSDOT has not developed a reporting system for contractors on projects funded in the 2003 Transportation Funding Package to report their job site safety experience.

# Worker Safety: Quarterly Update

Continuing updates on Gray Notebook safety topics - data is shown for calendar year (CY) 2000, CY 2001, fiscal year (FY) 2002, FY 2003 and FY 2004 by quarter.

## WSDOT Highway Maintenance Workers

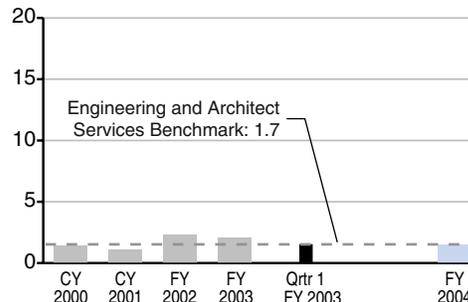
Recordable Injuries per 100 Workers per Fiscal Year



The first quarter recordable injury rate for maintenance workers was 8.4 injuries per 100 maintenance workers. 16 of 29 recordable injuries during the first quarter were lost workday cases, accounting for 231 lost workdays. This is a 17% increase in injuries and a 7% decrease in work-hours from last quarter. The three most frequent injuries were sprains/strains (41%), bruises (17%), and occupational illnesses (17%). The three most frequent causes of injuries were struck by (17%), overexertion (17%), and noise (17%). The three most frequently injured body parts were back (17%), ear (17%), and shoulder (10%).

## WSDOT Highway Engineer Workers

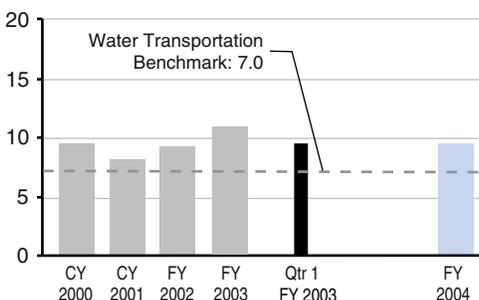
Recordable Injuries per 100 Workers per Fiscal Year



The first quarter recordable injury rate for engineer workers was 1.5 recordable injuries per 100 engineer workers. There were eight recordable injuries during the first quarter of which four were lost workday cases accounting for 23 lost workdays. This is a 13% increase in the number of recordable injuries from the previous quarter. The three most frequent types of injuries were sprain/strain (50%), dislocation (38%), and fracture (25%). The top three causes of injuries were bodily reaction (25%) overexertion (25%), and caught in/under/between (13%). The three most frequent injured body parts were finger (25%), leg (13%), and hip (13%).

## WSDOT Ferry Vessel Workers

Recordable Injuries per 100 Workers per Fiscal Year



The first quarter recordable injury rate for ferry vessel workers was 9.4 injuries per 100 ferry vessel workers. There were 24 recordable injuries during the first quarter of which all 24 were lost workday cases accounting for 361 lost workdays. This is a 16% decrease in the accident rate from the previous quarter. The three most common types of injury were sprain/strain (58%), bruise (17%), and aggravation of previous injury (13%). All aggravations of previous injuries were back injuries. For two of the three workers with back aggravation, this was their third back injury in the past 14 to 17 months. The top three injured body parts were back (29%), ankle (13%), and shoulder (13%).

Source for all charts: WSDOT Safety Office.

## Accident Prevention Activities

First Quarter FY 2004

- South Central Region's Maintenance is identifying targets and strategies to decrease personal injuries. They are developing employee-based ownership approach for promoting a safe workplace. A number of ideas and efforts are in process and seem to be creating a positive downturn in injuries.
- Washington State Ferries (WSF) continues random inspection of fleet and shore side work sites, looking for possible hazards and employee input on safety concerns.
- The completion of WSF's Hazcom database gives WSF employees instant access to MSDS information for all approved chemicals.

## Reading the Charts

"Recordable Injuries and Illnesses" is a standard measure that includes all work related deaths and work related illnesses and injuries, which result in loss of consciousness, restriction of work or motion, transfer to another job, or require medical treatment beyond first aid.

The U.S. Bureau of Labor Statistics provides the selected 2000 national average benchmarks. After discussion with the National Bureau of Labor Statistics, the following benchmarks were selected to provide a more relevant and consistent benchmark.

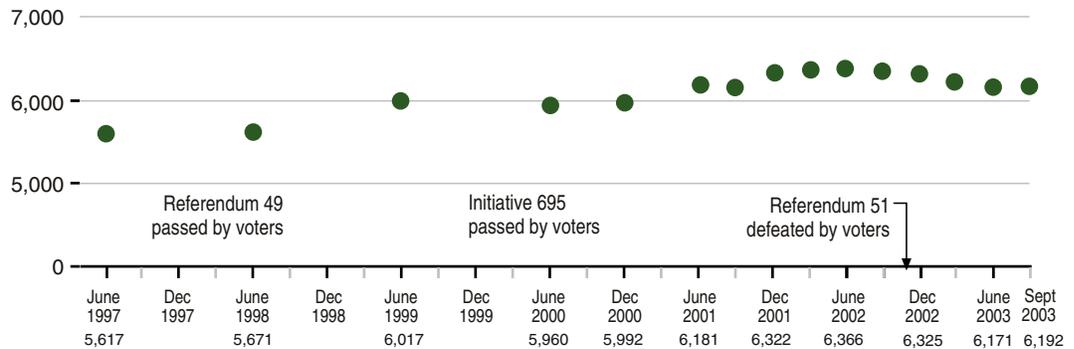
Maintenance: "Highway and Street Construction" Standard Industry Classification (SIC) 161 (rate 8.2). Engineering: "Engineering and Architect Services" SIC 871 (rate 1.7). Ferry Vessel Workers: "Water Transportation" SIC 44 (rate 7.0)

One worker equals 2,000 hours per year.

## WSDOT Workforce Levels

One indicator of the agency's workforce size is the current number of permanent full-time employees on staff. The accompanying chart shows that number at various points since the end of 1996. (The number of "FTEs" [full-time equivalents] will generally exceed the number of full-time employees, since seasonal and part-time work force must also be funded from "FTE" allotments.)

### Number of Permanent Full-Time Employees at WSDOT



Source: WSDOT Office of Human Resources.

## Training for WSDOT Highway Maintenance Employees

WSDOT continues progress toward achieving training goals for maintenance employees. A total of 24 safety and maintenance courses are required by law and/or regulation. The chart shows status of training completed for 6 of the 13 required safety course and 5 of the 11 maintenance courses. Small reduction in the percent of compliance are generally due to increases in the number of workers requiring training since the previous quarter.

	Maintenance Workers Requiring Training Sep 03	Total Current Maintenance Workers Trained to Date Sep 03	Maintenance Workers Trained 4th Quarter FY03	Maintenance Workers Trained 1st Quarter FY04	Compliance to Date: Target = 90%	Change Since Last Quarter
<b>Safety Courses</b>						
Blood Borne Pathogens	1,233	1,033	34	13	84%	+1%*
First Aid	1,458	1,390	27	6	95%	-1%*
Hearing Conservation	1,343	1,273	60	0	95%	-1%*
Personal Protective Equipment	1,327	866	123	216	65%	+15%
Fall Protection	721	375	22	19	52%	+2%
Flagging & Traffic Control	1,133	1,105	13	1	98%	+0%
<b>Maintenance Courses</b>						
Drug Free Workplace	354	307	19	0	87%	-1%*
Forklift	1,164	1,024	19	37	88%	+3%
Hazardous Materials Awareness	964	578	50	85	60%	+8%
Manlift Operations	414	256	0	0	62%	+7%
Excavation, Trenching and Shoring	393	222	22	45	56%	-1%*

\* Even when few or no employees are trained during the quarter, turnover in workforce, affecting both the number of workers requiring training and the total number of current workers trained to date (columns 1 and 2 of this table) can create small changes in the "change since last quarter" column, as has happened in several cases this quarter.

## Training for All WSDOT Employees

The following table reflects continued progress on important workforce training courses that help shape the department's workplace. These courses are for all permanent full-time, part-time, and temporary employees. The goal is to have 90% of our workforce trained as resources and time allow.

	Number Requiring Training*	Number of Employees Trained to Date Sep 03	Number Trained 4th Quarter FY03	Number Trained 1st Quarter FY04	Compliance to Date: Target = 90%	Change Since Last Quarter
<b>Training Courses</b>						
Disability Awareness*	7,116	2,409	107	116	34%	+1%
Ethical Standards	7,116	6,930	77	82	97%	0%
Security Awareness - all employees	7,116	5,300	5,283	17	74%	0%
Security Awareness - supervisors	2,785	2,533	2,533	0	91%	+1%
Sexual Harassment/Discrimination*	7,116	3,754	227	71	53%	+1%
Valuing Diversity*	7,116	3,024	164	129	42%	+1%
Violence that Affects the Workplace	7,116	5,366	35	6	75%	-1%

\* Discrepancies in the data for three classes in the fourth quarter of FY 2003 were detected and corrected.

Source: WSDOT Office of Human Resources, Staff Development.

# Highway Construction Program: Quarterly Update

## Meeting WSDOT's Scheduled Advertisement Dates

The Highway Construction Program is the largest capital program in the Transportation Budget. Planned expenditures for the 2003-05 biennium are approximately \$2.3 billion.

Two primary measures are used for ongoing tracking and monitoring of the overall delivery of the Highway Construction Program: The first is "Meeting WSDOT's Scheduled Advertisement Dates." The second is "Cash Flow."

The advertisement dates measure compares the number of projects planned to the actual number of projects that are advertised for bid. Cash flow is used to measure the planned expenditures to actual expenditures.

The funding identified for this program includes Pre-Existing Funds, Transportation 2003 (Nickel) Account, and Tacoma Narrows Bridge.

Work is being done in the Highway Construction Program on over 1000 projects this biennium. Of these projects, 46 Transportation 2003 (Nickel) Account projects and 299 Pre-Existing Funds projects are scheduled for advertisement.

For the biennium to date, WSDOT has advertised seven Transportation 2003 (Nickel) Account projects against an original plan of six projects and twelve Pre-Existing Funds projects against an original plan of fifteen projects.

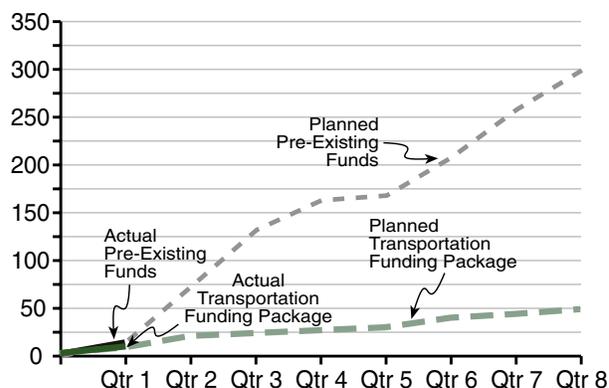
Delivery of most of the projects goes according to plan. However, changes on some projects can and will occur as both obstacles and opportunities.

Obstacles may include unforeseen site conditions, emergency repairs, escalating right of way costs, environmental permitting, or partnership funding that disappears. Opportunities may include new funding partnerships, combining multiple projects into a single construction project, or new innovations in construction delivery.

When changes occur, some projects are advertised sooner than planned while others are moved out to be advertised later in the biennium. These changes are done to meet the stated goal of optimizing the overall delivery of the program.

## Highway Construction Program Delivery

Planned vs. Actual Number of Projects Advertised  
2003-2005 Biennium, Quarter 1 Ending September 30, 2003



Source: WSDOT Project Control and Reporting Office.

## 2003 Transportation Funding Package ("Nickel Funds")

Six projects were planned to be advertised this quarter. Three projects were advertised as planned. Three projects were rescheduled to be advertised later in this biennium. Four projects were advertised somewhat early, for a total of seven advertisements this quarter:

- Three projects were advertised as planned:

**I-90/Highline Canal to Elk Heights**, east of Cle Elum, constructs an auxiliary lane eastbound.

**I-90/Ryegrass Summit to Vantage**, west of Vantage, constructs an auxiliary lane westbound.

**I-182/U.S. 395 Interchange – Roadside Safety**, vicinity of Richland, will reduce risk of accidents at this location by widening and flattening the slope on the outside of the ramp. This was a small project that both began and finished in this quarter.

- Four projects were advertised earlier than planned:

**I-5/Salmon Creek to I-205** – north of Vancouver, widens the interstate to six lanes. The project was moved up several weeks from the 2nd quarter of 2003-2005.

**SR 500/NE 112th Ave. – Interchange**, vicinity of Orchards, constructs a new interchange on SR 500 at NE 112th/Gher Road to reduce accidents and congestion at this high accident location. This project advertisement was accelerated almost five months because it was ready for advertisement.

**I-90/Argonne Road to Pines Road**, in the Spokane Valley, constructs additional lanes.

The project was moved up from the 2nd quarter of 2003-2005 to be constructed under a single contract with the following project.

**I-90/Pines Road to Sullivan Road**, in the Spokane Valley, constructs additional lanes.

It connects with the I-90/Argonne Road to Pines Widen project. Ad was moved up from 2005-07 in order to be combined in one contract with the Argonne contract to Pines Road Project.

- Three projects that WSDOT planned would be advertised in this quarter will be advertised later in the biennium:

**SR 509 Design & Critical Right of Way**, near SeaTac, addresses issues of right of way, water quality, and coordination with existing city streets. WSDOT is a funding partner for this project. The City of SeaTac is lead agency and is responsible for advertising the project for bid. The advertisement date for this project has now been set by the City of SeaTac for April 2004.

**I-5, Noise Wall**, in Seattle near Roanoke Street, constructs a new noise wall next to apartments.

This nickel-funded project was added by the legislature and funded for construction only. The new advertisement date for this project has been set for the summer of 2004 to allow time for design. In placing the construction of the project in the Nickel list, the legislature apparently was unaware that the project was not designed.

**U.S. 395, North Spokane Corridor-Francis Avenue to Farwell Road**, in Spokane, widens the roadway with two additional lanes. The advertisement date was moved out six months to complete two right of way acquisitions.

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### **Ad Date: Pre-Existing Funding**

Fifteen projects were planned to be advertised this quarter. Nine projects were advertised as planned. Six projects were rescheduled to be advertised later in the biennium. Two projects were advertised early and one unexpected and unplanned project was added as an emergency project for a total of 12 advertisements this quarter:

- Nine projects were advertised as planned:

**U.S. 12/Keys Road Intersection – Safety**, near Grays Harbor, constructs acceleration lanes at the intersection of Keys Road and SR 12 to improve safety.

**SR 904/HES Safety Improvements**, near Cheney, reduces accidents and improves operational safety by providing centerline rumble strips, left-turn channelization, and illumination at four intersections.

**U.S. 2/Anthracite Creek Br. – Scour Repair**, east of Skykomish, repairs erosion damage beneath the bridge.

**I-5/Custer Rest Area – Sewer Rehab**, south of Blaine, rehabilitates the sewer to allow better maintenance access and increased flow.

**SR 167/Vicinity Br 167/125E**, near Kent, modifies drainage for the roadway.

**U.S. 101/Hoquiam River Bridges – Seismic**, near Hoquiam, retrofits the existing structures to earthquake-resistant standards.

**I-5/Murray Creek – Stormwater Retrofit**, near Tillicum, improves the water quality of runoff from I-5.

**I-5/Interstate Bridge – Electrical Rehab**, near Vancouver, contributes Washington's share of funding for an Oregon project to make electrical upgrades on the Columbia River Bridge.

**I-90/Indian John Hill Rest Area**, east of Cle Elum, constructs a sewage effluent system.

- Two projects were advertised earlier than planned:

**I-90/Tibbetts Creek Vicinity**, near Issaquah, replaces existing culverts with a bridge. The project was advanced from the 7th quarter of the 2003-2005 biennium.

**SR 17/Soap Lake N–Drainage Improvements**, north of Ephrata, adds a sediment pond and improves roadway drainage. The project was advanced from the 2nd quarter of the 2003-2005 biennium to take advantage of an opportunity to be completed by state maintenance crews.

- Six projects will be advertised later in the biennium:

**U.S. 2/5th Street – Signalization**, in the City of Sultan, will signalize the intersection of US 2 and 5th Street. WSDOT is a funding partner for this project. The City of Sultan is lead agency and is responsible for advertising the project for bid. The City recently went through a consultant selection process as required by FHWA for newly acquired federal funds, delaying the construction phase approximately 20 months.

**I-82 to SR 397 Intertie**, east of Kennewick, constructs a new roadway connection. WSDOT is a funding partner for this project. Benton County is lead agency and is responsible for the environmental documentation. WSDOT's contribution to this project was deferred four months to allow completion of the environmental documentation.

**SR 99/First Avenue South Bridge – 99/530W**, south of Seattle, repairs and upgrades the hydraulic and electronic control system for opening the bridge. The project was deferred for five months when it was discovered that the number of electrical and hydraulic drawings necessary to detail the repairs and upgrades doubled during the design phase.

**SR 203/Skykomish River Bridge – Scour**, south of Monroe, repairs stream erosion damage. The project was deferred for eight months as National Marine Fisheries Service has not yet approved the biological assessment that was submitted in time to make the original construction start date.

**SR 524 Spur (44th W) / 196th SW to I-5 Undercrossing**, in Lynnwood. This is a partnership project with the city as the lead agency. WSDOT’s asphalt concrete overlay will be included in a city roadway improvement project. WSDOT’s expenditure was deferred for four months to coincide with the city’s scheduled construction start.

**U.S. 2/Winton Rd. Intersection Relocation**, west of Leavenworth, will remove the existing intersection and reconstruct it at MP 86.20 where the highway geometrics allow better sight distance and truck access. This project was deferred to the 2nd quarter so it could be combined with another project, US 2/ Coles Corner Vicinity – Paving, with an expected ad date of December 2003.

- One project was added in response to an emergency: **I-5/Lynnwood 44th Ave Bridge Repair**, in Lynnwood, repairs the bridge deck. The project was added to the program after a gasoline tanker caught fire and damaged the existing bridge.

## Cash Flow on Highway Construction Projects

### 2003 Transportation Funding Package (“Nickel Funds”)

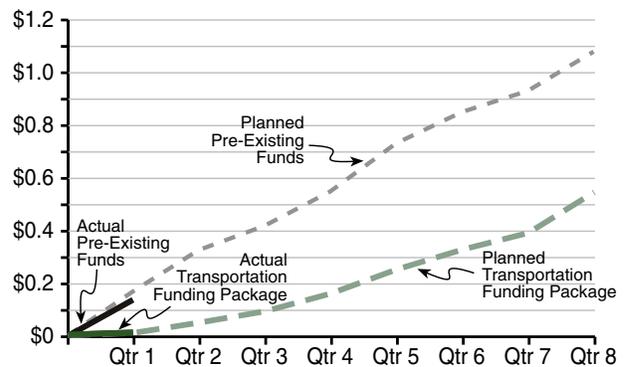
Expenditures of monies for highway projects through the quarter ending September 30, 2003 were \$8.1 million. This represents 1.5 percent of the budgeted cash flow for the biennium. The expenditure rate will increase as more projects enter construction. The expected pattern of Nickel Fund spending is illustrated by the fact that expenditures in the 8th quarter of 03-05 are expected to be 28 percent of the entire biennium’s budgeted cash flow.

### Pre-Existing Funding

Expenditures of pre-existing funding through the quarter ending September 30, 2003 were \$134.7 million. This is 12.5 percent of the budgeted cash flow for the biennium.

### Highway Construction Program Cash Flow Planned vs. Actual Expenditures

2003-05 Biennium, Quarter 1 ending September 30, 2003  
Dollars in Billions



Source: WSDOT Project Control and Reporting Office.

## Hot Mix Asphalt Volumes for Awarded Contracts

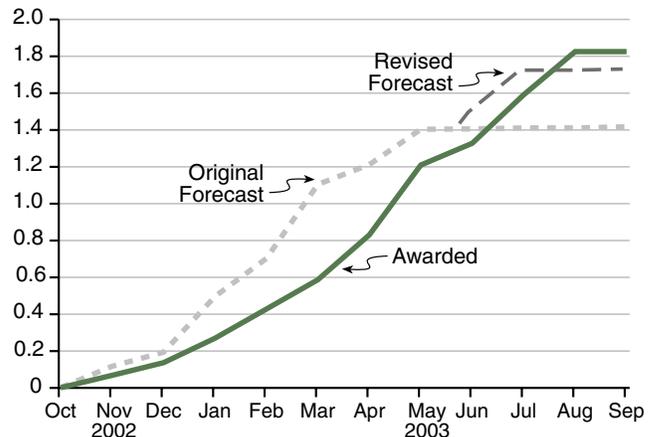
A measurement of the delivery of the highway construction program is the award of hot mix asphalt (HMA).

In October 2002, WSDOT forecasted that 1,417,126 tons of HMA would be awarded throughout the state from October 2002 through September 2003. The final tally of 1,825,442 tons of HMA awarded was 408,316 tons over the original forecast. This increase was substantially the result of the 2003 Transportation Funding Package passed by the 2003 Washington State Legislature. WSDOT awarded five projects from the Nickel funding package with a combined total of 315,285 tons of HMA.

Initially, the number of tons awarded lagged behind the original forecast due to assumptions about the timing of specific awards within certain months. As the biennium went on and awards accumulated, the gap with the forecast closed. By August of 2003, the awarded tons, adjusted for the added Nickel projects, had surpassed the forecasted tons.

### Hot Mix Asphalt Pavement\*

October 2002 through September 2003  
Tons of Asphalt in Millions



\* Graph indicates when month project was awarded, not when HMA was placed.

Source: WSDOT Construction Office.

# Construction Program Delivery

## Update on Special Safety Improvements within the “I2” Program

### Meeting WSDOT’s Scheduled Advertisement Dates for the Safety Improvement Subprogram

While elements that improve safety are a part of almost every highway construction project, a special program sub-category established by the legislature covers the specific projects that are designed to address specific issues in “high accident corridors” and “high accident locations” identified by WSDOT based on information about accident frequency and severity. These projects account for just a small portion of the overall benefits to safety from highway improvements. WSDOT tracks the award of these projects just as with other projects in the program in order to provide a picture of program delivery on issues that are of great importance on particular locales around the state that have been selected for this program treatment.

- These three projects were advertised as scheduled for this quarter:

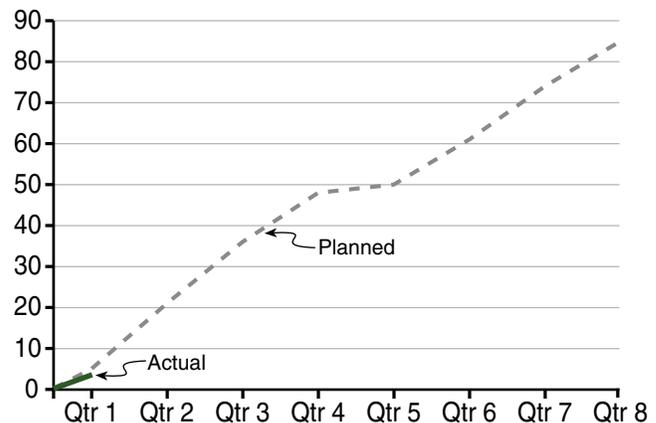
**U.S. 12/Keys Road Intersection.**

**I-182/U.S. 395 Interchange.**

**SR 904/HES Safety Improvements.**

### Safety Improvement Program Delivery

*Planned vs. Actual Number of Projects Advertised  
2003-2005 Biennium, Quarter 1 Ending September 30, 2003*



Source: WSDOT Project Control and Reporting Office.

- Two projects were deferred for later award:

**U.S. 2/Winton Rd. Intersection Relocation**

**U.S. 2/5th Street – Signalization, City of Sultan.**

- One project was advanced from scheduled award in 2003.

**SR 500/NE 112th Ave. – Interchange.**

## Special Safety Initiatives

### Programmatic Guardrail Update

In the 2003-05 biennium, WSDOT has three special “low-cost” safety initiatives underway: replacing non-standard guardrail, strengthening non-standard bridge rails, and installing median cross-over protection to prevent vehicles crossing through the median. The table to the right shows the guardrail updates scheduled for this biennium which is made possible because of dedicated funds provided by the legislature. These low-cost measures reduce the number and severity of collisions on both urban and rural highways.

Next quarter, the Gray Notebook will bring you updates on median cross-over protection and strengthening non-standard bridge rails.

### State Guardrail Retrofit

Project Vicinity	Length in Miles
U.S. 395/Nordhein Road Vicinity Guardrail	0.25
U.S. 97/Ellensburg to Smithson Road Guardrail	4.50
SR 25/Guardrail Improvements	61.09
Southwest Regionwide Guardrail Retrofit	–
NC Region Guardrail Improvement	–
Northwest Regionwide Guardrail Retrofit	–
SR 9/268th Street Intersection	0.25
SR 20/Libby Rd. Vicinity to Sidney Street Vicinity	2.61
SR 164/196th Ave. SE Vic. to 244th Ave SE	3.45
SR 181/SR 526 to I-405	6.05
SR 524/I-5 to Floral Hills Cemetary	2.14
SR 524/Floral Hills Cemetary to N Creek Bridge	1.85
SR 542/Scenic Viewpoint to Excelsior Trail	22.20
SR 24/SR 240 Richland to Vernita-Guardrail	1.13

## Washington Seatbelt Usage Highest in the Nation

Use of seatbelts increase the chances of surviving a collision by up to 70 percent. The “Click-it or Ticket” enforcement campaign, which the Washington State Patrol began in May 2002 has helped significantly increase seatbelt use in Washington. WSDOT has assisted with this effort by getting the word out through variable message signs, roadway signs, and using highway advisory radio.

The September 30, 2002 *Gray Notebook* reported that Washington’s seatbelt use increased from 82.6 in 2001 to 92.6 in 2002. Statistics for 2003 recently released by the U.S. Department of Transportation show that Washington has the highest seatbelt use rate of any in the United States: 94.8 percent.

### Seatbelt Use by State

Selected Sample of Top Ranking States

Rank	State	2002 Percent*	2003 Percent**
1	Washington	92.6	94.8
2	California	91.0	91.2
3	Hawaii	90.0	91.8
4	New Mexico	88.0	87.2
5	Oregon	88.0	90.4
6	Maryland	86.0	87.9

\*Source: U.S. Department of Transportation.

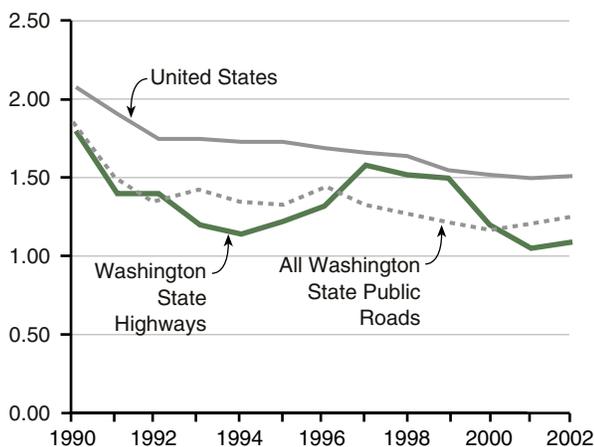
\*\*Seatbelt use rates are preliminary results from U.S. Department of Transportation.

## Washington State Highway Safety

This highway safety data is being reported in the *Gray Notebook* for the third year. Although the fatality rates on Washington highways increased slightly in 2002, fatality rates were still low compared to other public roads in Washington and to the United States as a whole. As vehicle miles traveled (VMT) has increased in Washington, fatality and injury rates have been declining. State officials track highway fatalities and the causes of accidents to help determine strategies for enforcement and for highway improvements, as well as to reinforce “safe driving” messages to the public.

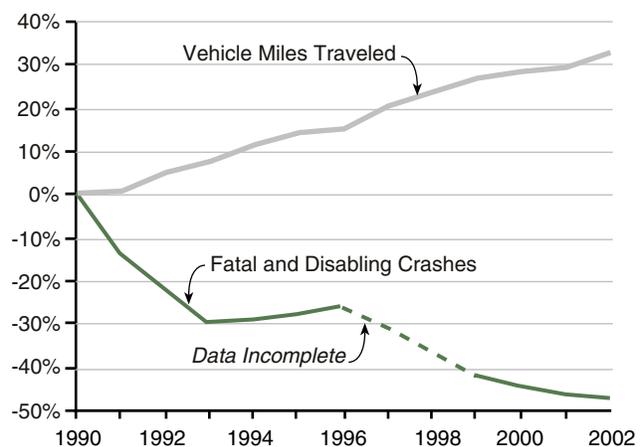
### Traffic Fatality Rates Compared to U.S.

All Washington Public Roads and Washington State Highways  
Fatalities per 100 Million Vehicle Miles (VMT) since 1990

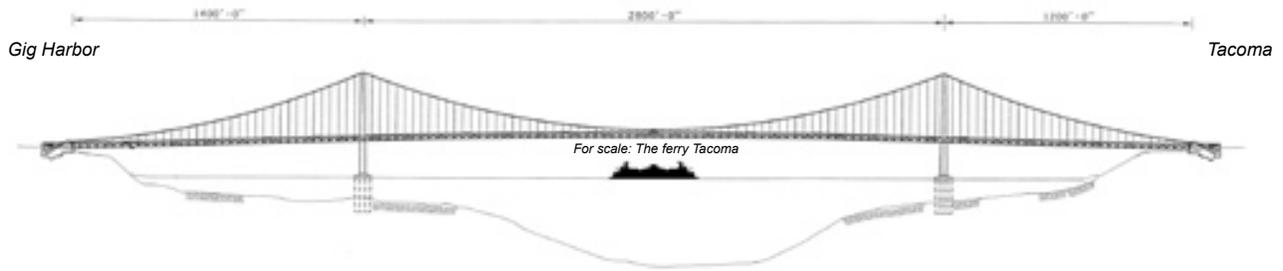


### Fatal and Disabling Crashes and Vehicle Miles Traveled (VMT)

Percent Change Since Year 1990 in Washington State



Sources: WSDOT, U.S. Department of Transportation, and Washington Traffic Safety Commission.



## Tacoma Narrows Bridge Project Update

The design/builder Tacoma Narrows Constructors (TNC), has completed 24.2% of the new State Route 16 Tacoma Narrows Bridge project. The Gig Harbor caisson was successfully towed and moored to the Narrows Bridge site in August. Now that both caissons are at the bridge site, crews continue the “top-down” construction of the caissons by pouring layers of reinforced concrete. The caissons will first reach and then become embedded in the Narrows seabed. At that point, crews can start building the towers above water. Other bridge work continues as well, including excavation for both anchorages.

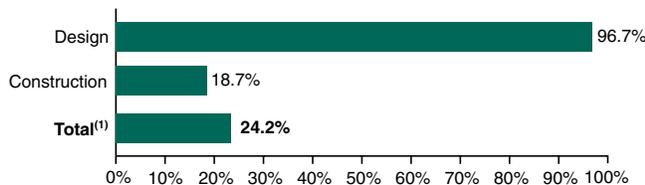
The excavation for the Tacoma and Gig Harbor anchorages began and is nearing completion. After excavation is complete, massive amounts of concrete will be poured to build the anchorage.



Concrete is placed into the Gig Harbor caisson in the Narrows.

### Tacoma Narrows Bridge Project

Progress to Date  
Percent Complete



<sup>(1)</sup>Weighted 7% Design progress and 93% Construction progress.

Simultaneous roadwork continues at a rapid pace. Crews have completed the 24th Street NW overpass and the bridge opened to traffic on September 2. The new westbound SR 16 on-ramp and exit at the 24th Street NW overpass were paved and opened to traffic in October. Crews also continue work to relocate utilities, grade, realign local roads, widen and improve intersections, create bicycle facilities, and widen SR 16 to accommodate future HOV lanes.

For more information, visit  
[www.tacomannarrowsbridge.com](http://www.tacomannarrowsbridge.com).



Realigned westbound SR 16 mainline and 24th St NW off ramp (at far right) nearing completion. 24th St NW overpass complete in background.



# Hood Canal Bridge Project Update



The eastern half of the Hood Canal Bridge is nearing the end of its structural service life and will not be considered reliable after 2007. Since repairs alone would not significantly extend the life of the bridge, rebuilding was determined to be the appropriate course. WSDOT is committed to maintaining this vital link between the Olympic Peninsula and the Central Puget Sound region by replacing the aging east-half floating portion of the Hood Canal Bridge while minimizing impacts to the users of the bridge and surrounding communities throughout the duration of the construction project.

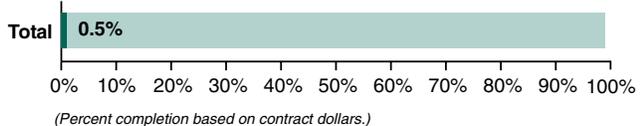
## Graving Dock

A floating bridge functions much like a line of linked barges. The roadway is built upon a series of pontoons that float despite their enormous size and weight. The pontoons are built on dry land in a graving dock or casting basin near the shoreline. When the pontoons are completed, the basin is flooded and the pontoons are floated into the nearby bay or waterway for final bridge assembly.

WSDOT's graving dock site for the Hood Canal Project is in Port Angeles. Construction by contractor Peter Kiewit and Sons began in mid-August. Graving dock construction was suspended on August 26, after workers discovered Native American archeological items during site excavation. New steps must be taken to ensure appropriate site management and a thorough accounting of archaeological items.

## Project Progress to Date

Percent Complete



More than 140,000 cubic yards of material will be excavated from the Port Angeles graving dock location (above).

WSDOT, the Lower Elwha Klallam Tribe, the Federal Highway Administration, the Army Corps of Engineers and the State Historic Preservation Office are negotiating an agreement under Section 106 of the National Historic Preservation Act that will define how items are recovered, as well as when and how work can re-start and then be conducted at the graving yard site. When work resumes, approximately 140,000 cubic yards of material will be excavated from the nearly 22-acre site.

## Bridge Site

Meanwhile, work at the bridge site has continued, with crews from Kiewit-General of Poulsbo\*, constructing an access road and a temporary work trestle that will be used during the replacement of the bridge's east-half transition span.

For more information, please visit: [www.wsdot.wa.gov/projects/sr104hoodcanalbridgeeast/](http://www.wsdot.wa.gov/projects/sr104hoodcanalbridgeeast/) or contact Ron Lewis at (360) 357-2614.

\*Joint efforts of Peter Kiewit and Sons and General Contractors of Poulsbo.

# Asset Management: Bridge Assessment Annual Update

## Bridge Inventory

WSDOT Structures	No. of Bridges	Area (sq ft)
Pedestrian Bridges	61	137,795
Railroad Bridges	84	na
Buildings	1	na
Structures less than 20 feet in length	233	na
Culverts greater than 20 feet in length	77	na
Tunnels and Lids	41	870,858
Ferry Terminal Structures	41	223,811
*Vehicular Bridges greater than 20 feet in length	2,960	42,826,734
Totals of all WSDOT Structures	3,498	44,059,198

\*Local Agencies own 3,870 bridges greater than 20 feet.

**Railroad Bridges** – 84 railroad bridges cross over a state highway. Most of these bridges are owned and maintained by a railroad company or other agency.

**Structures < 20 feet in length** – Bridges and culverts (less than 20 feet in length) number 233.

**Culverts > 20 feet in length** – There are 77 culverts greater than 20 feet in length (wide). The length of the culvert is measured across the opening which is typically parallel with the roadway.

**Tunnels and Lids** – There are 41 tunnels or lid structures on state highways. The lid structures are mainly found on Interstate 90 through Mercer Island.

**Ferry Terminal Structures** – There are 41 ferry terminal structures that include bridges for vehicles and or pedestrians to board or disembark a vessel.

## Bridge Preservation Program

WSDOT's Bridge Preservation Program consists of the following four main program elements:

**Inspection** – Inspect one-half of all bridges every year. Bridge engineers also inspect tunnels, ferry terminal structures, sign bridges, and other miscellaneous highway structures.

**Repair, Rehabilitate, and Replace** – Repair bridges with deteriorated bridge elements and damage caused by traffic impacts. Rehabilitate mechanical and electrical operating systems on moveable bridges. Replace bridges as required.

**Preservation** – Extend bridge service by painting steel structures; repair and overlay of concrete bridge decks; replace deteriorated floating bridge anchor cables.

**Risk reduction** – Direct proactive work at minimizing damage to bridges due to earthquake and flood events.

## Inspection

WSDOT follows federal regulations on frequency of bridge inspection. Most bridges are inspected every two years. Some are inspected every year or every six-months depending on the type and condition. Bridges in good condition that have a low volume of traffic are inspected every four years.

Underwater diving inspections are performed every year on each of the floating bridges; one-third of the underwater cables on floating bridges are inspected every year. Movable spans on bridges receive a special in-depth inspection at least once every five years.

Bridge repair needs are identified through the inspection program.

Once a needed repair has been identified, the urgency of the repair is determined and a list of bridge repairs is provided to each region's bridge maintenance office. Engineers review repair options and determine if the repair can be achieved within the scope of maintenance activity. The regional maintenance office would track and manage these repairs through the Maintenance Accountability Process (MAP) system. Bridge repairs that are outside of the reach of maintenance activities are identified and prioritized in the bridge preservation program.



SR-99 Alaskan Way Viaduct Inspection

## Bridge Condition

WSDOT manages all state-owned bridges using the Washington State Bridge Inventory System (WSBIS). WSDOT's policy is to maintain 95 percent of its bridges at a structural condition of at least fair, meaning as to a particular bridge, that all primary structural elements are sound. The most recent assessment found that state-owned bridges were within the prescribed parameter, just 3 percent of bridges showed a condition rating of "poor." Bridges rated as "poor" may have structural deficiencies that restrict the weight and type of truck traffic allowed. No bridge that is currently rated as "poor" is unsafe for public travel. Any bridge determined to be unsafe is simply closed to traffic. WSDOT did close one bridge on State Route 241 on June 30, 2003. This bridge was repaired and re-opened to traffic on August 21, 2003.

Structural Condition Ratings	Category	Description	2000	2001	2002	2003
The condition rating data shown at right is based on the structural sufficiency standards established in the FHWA "Recording and Coding Guide for the Structural Inventory and Appraisal of the Nation's Bridges." This structural rating relates to the evaluation of bridge superstructure, deck, substructure, structural adequacy and waterway adequacy.	Good	A range from no problems to some minor deterioration of structural elements.	84%	85%	87%	86%
	Fair	All primary structural elements are sound but may have deficiencies such as minor section loss, deterioration, cracking, spalling or scour.	11%	11%	10%	11%
	Poor	Advanced deficiencies such as section loss, deterioration, cracking, spalling, scour or seriously affected primary structural components. Bridges rated in poor condition may be posted with truck weight restrictions.	5%	4%	3%	3%

## Bridge Preservation Program Results

*Planned vs. Actual Projects Completed, 2001-2003*

Sub-Program	Structure Type	Planned Number	Actual Number	Goal Met (%)
Bridge Replacement	State owned highway and pedestrian bridges	11	10	91
Bridge Rehabilitation	State owned highway bridges	1	1	100
Bridge Painting	Steel bridges	23	24	100+
Bridge Deck Rehabilitation	Bridges with reinforce concrete roadway decks	11	13	100+
Misc. Structures	Tunnels, sign supports, retaining walls, bridges <20 feet, high mast poles	12	14	100+
Special Repair	Major repair items	11	12	100+
Movable Bridge Systems Upgrade	Moveable bridges	3	2	67
Seismic Retrofit	Pre-1980 bridges in high to moderate seismic risk zones	22	24	100+
Scour Mitigation	All bridges over water	12	8	67

## Repair, Rehabilitation, and Replacement Program for 2003-2005

### Major Repair

The major bridge portion of the bridge preservation capital investment program includes corrective work that cannot be accomplished within ordinary maintenance programs. This work often addresses a specific bridge element in need of repair and may not upgrade all deficiencies to current standards. A major bridge repair is generally in excess of \$50,000 and accomplished by a contractor. A prioritized list of major bridge repair needs is developed each biennium. An unexpected problem may develop on a bridge and need to be repaired as soon as possible; in this case an emergency contract would be used. There are two major bridge repair projects scheduled for construction in the 2003-05

#### I-5 Toutle River Bridge – Structural Rehabilitation

This repair work will correct a steel cracking problem in the steel tied arch bridges. The steel arches will be stiffened with additional steel struts, with new bearings installed and modifications made to the stringers and floor beams. This project is expected to be completed during the summer of 2005.

#### I-5 44th Avenue Emergency Bridge Repair

This repair work is necessary as a result of fuel that ignited following the crash of a tanker truck last July. The incident scarred the bridge deck and compromised the longevity of the structure's surface. The required work was to replace the bridge deck overlay, replace guardrail, repair asphalt on the south end of the bridge and replace bridge deck expansion joints. These repairs were completed in October 2003.

## Movable Bridge Repair Commencing in the 2003-05 Biennium

Movable bridge repairs include corrective work on movable bridge electrical and mechanical systems that cannot be accomplished within the ordinary maintenance program. A prioritized list of movable bridge repair needs is developed each biennium. There are four movable bridge repair projects scheduled to begin construction in the 2003-05 biennium.

### U.S. 12 – Heron Street Bridge

This repair work will modify the bridge to allow proper seating of the steel swing span during the closing of the bridge. The current bridge sags during closing in hot weather making it difficult to close. Expected completion is in the fall of 2005.

### U.S. 12 – Wishkah Bridge

This repair work will replace some mechanical elements of the movable bridge. Expected completion is in the fall of 2005.

### I-5 Columbia River – Interstate Bridge

This repair work will rehabilitate the mechanical and electrical portions of the bridge. Oregon owns and maintains the bridge and will administer the contract. WSDOT will pay half of the contract cost. Expected to be completed in 2004.

### SR 99 – First Avenue South Bridge

This repair work will correct a problem with the hydraulics system used to operate the movable portions of the bridge. WSDOT expects this repair will be completed in the summer of 2004.

## Bridge Rehabilitations and Replacements

The following bridge replacements and/or rehabilitations are currently under construction:



### SR 104 – East Half: Hood Canal Bridge

WSDOT is replacing the aging east-half floating portion of the Hood Canal Bridge. See update on page 28 and in Beige Pages. For more information:

[www.wsdot.wa.gov/projects/sr104hoodcanalbridgeeast/](http://www.wsdot.wa.gov/projects/sr104hoodcanalbridgeeast/)



### SR 290 – Spokane River Bridge Replacement

The Trent Avenue Bridge is being replaced with a new bridge that is architecturally consistent with the other arch bridges in the area. For more information:

[www.wsdot.wa.gov/Regions/Eastern/projects/sr290trentbridge/](http://www.wsdot.wa.gov/Regions/Eastern/projects/sr290trentbridge/)



### SR 433 – Lewis and Clark Columbia River Deck Replacement

WSDOT is replacing the entire bridge deck and making additional improvements to both approaches.

For more information: [www.wsdot.wa.gov/projects/lewisclarkbridge/](http://www.wsdot.wa.gov/projects/lewisclarkbridge/)



### U.S. 101 – South Fork Boulder Creek Bridge

This project is replacing the South Fork Boulder Creek Bridge. The project is located south of the Quinalt Reservation.

For construction update: [www.wsdot.wa.gov/regions/olympic/construction/](http://www.wsdot.wa.gov/regions/olympic/construction/)



### SR 240 – Yakima River Bridge at Richland

This project is replacing the existing bridge over the Yakima River with two new bridges.

For more information, [www.wsdot.wa.gov/regions/southcentral/construction/update.htm#6522](http://www.wsdot.wa.gov/regions/southcentral/construction/update.htm#6522)



### U.S. 101 – Nolan Creek Vicinity Bridge Realignment

This project is replacing the Nolan Creek Bridge and realigns the roadway, approximately 20 miles south of Forks.

For construction update: [www.wsdot.wa.gov/regions/olympic/construction/](http://www.wsdot.wa.gov/regions/olympic/construction/)

### U.S. 12 – Dixie Vicinity Bridge Replacement

Work to replace the Dry Creek Bridge on this project started June 6, 2003. Project work is approximately 60% complete having used 92 of the 150 working days allocated. Project is expected to be completed by the end of November 2003.

### Construction Planned to Begin in the 2003-05 Biennium:

#### SR 107 – Slough Bridges Replacement

This project will replace existing structurally deficient bridges with new bridges near Montesano. The project is planned to begin in the 03-05 biennium, with major work done in the 05-07 biennium and completion in the spring of 2009.

## Bridge Preservation

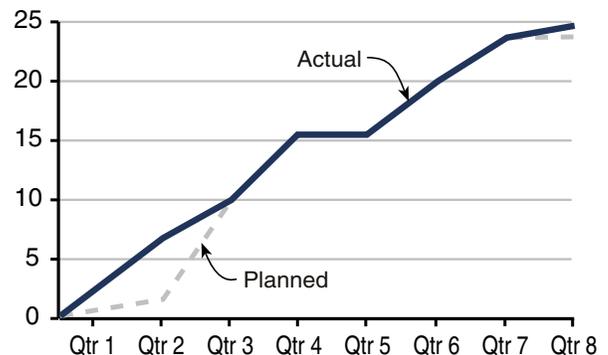
### Steel Bridge Painting

Protective coatings painted on steel bridge elements are essential to prevent corrosion and loss of capacity to support traffic. Steel bridges typically need to be repainted every 15 to 20 years. WSDOT schedules a bridge to be overcoated with new paint when two to five percent of the existing paint has failed. Bridge painting can become a major project because of the size of the steel structures and the complexity of safety, environmental and containment system requirements. During the 2001-2003 biennium, 24 steel bridge painting projects were advertised, compared to a plan of 23 advertisements. Two of the repainting projects, Interstate 90 – Columbia River at Vantage, and SR 99 – 1st Ave South Duwamish River, are still in progress.

No steel bridge painting projects are scheduled in the current (2003-05) biennium.

### 2001-2003 Bridge Painting Projects

*Planned vs. Actual Number of Projects Advertised 2001-2003 Biennium*



Source: WSDOT Project Control and Reporting Office

### Bridge Deck Protection

Concrete bridge deck deterioration has been the largest single bridge-related problem in the country for years. WSDOT has been working since the early 1980s on a systematic program to prevent future concrete deck deterioration through the use of epoxy-coated rebar in new bridges and by the repair of deterioration and traffic related damage with durable protective overlays on existing bridges. In the summer of 2003, “polyester” concrete was applied to several bridges on Interstate 5 in Seattle and Tacoma. Polyester concrete is a durable long lasting overlay that obtains enough strength in three to four hours after placement to permit its opening to traffic. In Seattle, closing lanes during several nights provided the time needed to overlay three bridges near Northgate. In Tacoma, the southbound bridge over the Puyallup River required lane restrictions during several weekends to complete the overlay project.

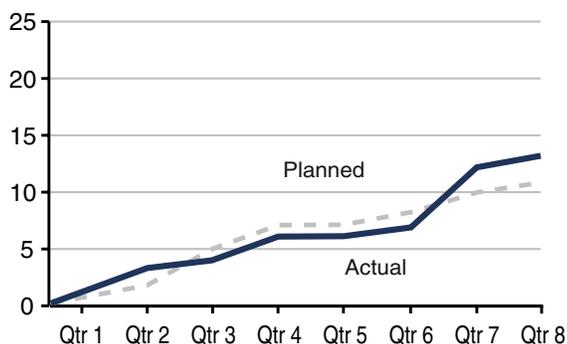


Interstate 5 at Northgate.

During the 2001-2003 biennium, 13 bridge deck protection projects were advertised, compared to a plan of 11 advertisements. There are no scheduled deck repair or overlay projects in the current (2003-05) biennium.

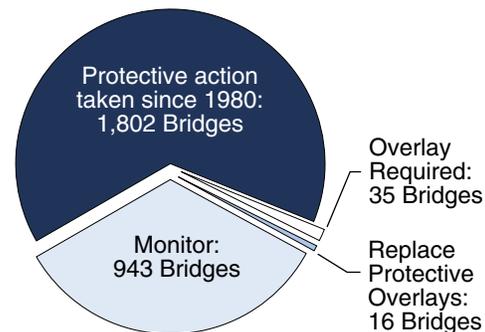
### 2001-2003 Deck Protection Projects

*Planned vs. Actual Number of Projects Advertised 2001-2003 Biennium*



Source: WSDOT Project Control and Reporting Office

### Deck Program Overview: 1980 to 2003



Source: WSDOT Bridge Office.

## Risk Reduction

### Seismic Retrofit

The purpose of the Seismic Retrofit program is to minimize and avoid catastrophic bridge failures by retrofitting bridges and structures. Retrofit priorities are based on seismic risk of a site, structural detail deficiencies, and route importance.

During the 2001-03 biennium, 24 bridge seismic retrofit projects were advertised, compared to a plan of 22 advertisements. From 1980 to end of June 2003, WSDOT has completed 441 full or partial seismic retrofit projects to meet current national standards. An additional 920 retrofits remain to be accomplished.

There are four scheduled seismic projects in the 2003-05 biennium.

### Scour

In 1995, WSDOT began a program to identify and repair scour-damaged bridges. Scour is defined as the removal of material from a streambed usually as the result of high water flows. Scour can cause a bridge foundation to become unstable if an excessive amount of material under the foundation is removed. Historically, in Washington, 37 out of 63 documented past bridge failures were the result of scoured foundations following high water flows.

There are 1,558 state bridges (over water) that have been inspected and evaluated for current and future scour-related problems. Future scour potential for a bridge is determined by calculating how deep the waterway channel could get based on high water flows and existing channel conditions. A bridge is classified as being "scour critical" if the calculated depth of the projected scour is below the foundation depth for a bridge pier.

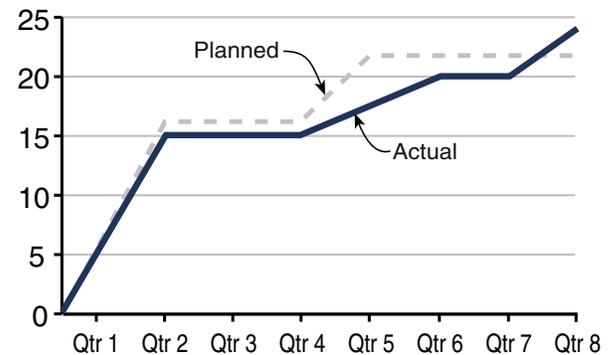
Each biennium a list of bridges requiring some type of scour mitigation is developed (52 bridges are currently on the scour mitigation list). Engineers determine the type of scour repair needed for each bridge. Most repairs consist of adding rock "rip-rap" around bridge pier foundations to replace streambed material that has been removed over time.

Scour mitigation work requires permit approval from other government agencies including the Department of Fish and Wildlife, Department of Ecology, and the U.S. Army Corps of Engineers. There are ten scour mitigation projects scheduled to begin construction in the 2003-05 biennium.

Additional information regarding WSDOT bridges may be obtained at: [www.wsdot.wa.gov/eesc/bridge/](http://www.wsdot.wa.gov/eesc/bridge/)

### Bridge Seismic Retrofit Program

*Planned vs. Actual Number of Projects Advertised 2001-2003 Biennium*



Source: WSDOT Bridge Office.



*Bridge inspector reviewing a scour condition at the SR 108 – Skookum Creek Bridge as maintenance crew performs repairs.*

# Highway Maintenance: Litter

## Getting a Grip on Litter

The litter on our roadsides is a 300 to 500-ton problem every quarter!

In urban areas and on our highly traveled rural highways, litter piles up faster than anyone can pick it up (within ten days after a visit from the clean up crew, the roadsides are strewn with litter again).



WSDOT measures litter accumulation at certain locations in order to get a better grip on litter and improve the condition of our roadsides.

## Partners in Litter Removal

WSDOT maintenance personnel, citizen volunteers from the Adopt-a-Highway Program, Department of Corrections work crews and members of the Department of Ecology Youth Corps work together to try to stay on-top of the litter problem.

WSDOT is also looking into other methods that may increase the efficiency of litter removal. California, for example, has recently ordered a new truck that can vacuum litter off the roadside.

If left unchecked, roadside litter would remain along the highway almost indefinitely. The table below illustrates the decomposition rate of some common litter components.

## Time Litter Takes to Decompose

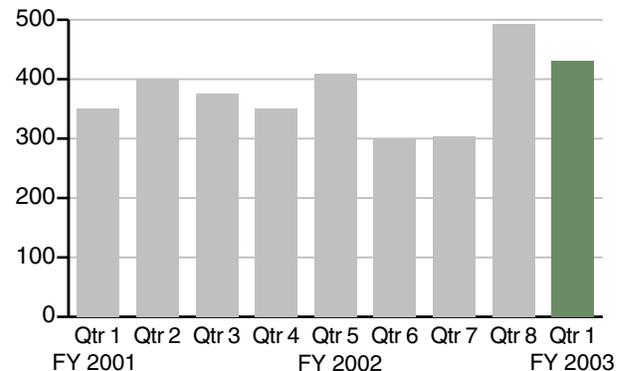
Styrofoam Container	1 million years +
Plastic Container	1 million years
Aluminum Can	200 – 500 years
Disposable Diaper	550 years
Leather Shoe	45 years
Paper Bag	1 month

Source: Missouri Department of Natural Resources.

## Litter Removed from WSDOT Roadsides

Volume in Tons

July 2001 through September 2003



Source: WSDOT Maintenance Office.

## Statewide Litter Campaign Update

In addition to helping manage the litter hotline (see phone number in the sign,



at right) the Washington State Patrol helped the statewide litter campaign by issuing tickets, written and verbal warnings. In 2002, WSP issued 4,773 litter-related citations, up from 4,351 in 2001. Twenty-seven percent of the 2002 citations were for "lit-debris" (e.g. a lit cigarette), which as of July 2003 carries a \$1,025 fine.

## Litter Violations and Penalties

- Potentially dangerous litter (including lit debris) – \$1025 (class 1 civil infraction)
- Littering an amount less than or equal to 1 cubic foot – \$103 (class 3 civil infraction)
- Littering an amount greater than 1 cubic foot but less than 1 cubic yard – up to \$1000 and up to 90 days in jail (misdemeanor)
- Littering an amount greater than 1 cubic yard – up to \$5000 and up to 1 year in jail (gross misdemeanor)
- Failure to secure load – \$194 (traffic infraction)
- Uncovered load – controlled through local ordinances.

Source for fines: Administrative Office of the Courts.

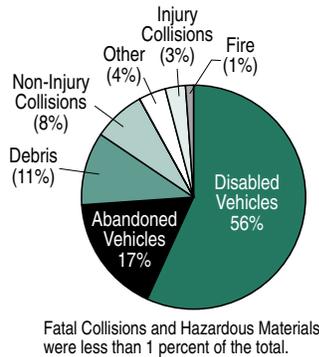
# Incident Response: Quarterly Update

## Program Totals

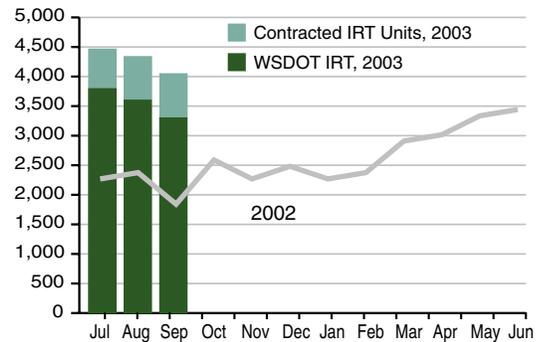
Swift response and clearance of incidents are keys to freeway safety and increased traffic flow. WSDOT roving units, along with Incident Response Team (IRT) members, clear roads and help drivers. Since program expansion in July 2002, the IRT is responding to more motorists and clearing more incidents. Beginning this quarter, the Total Number of Responses graph also includes responses by contracted IRT units.

Contracted units are Washington State Patrol (WSP) Cadets, Registered Tow Truck Operators (RTTO), and the Motorist Assist Van (MAV).

### All Incidents

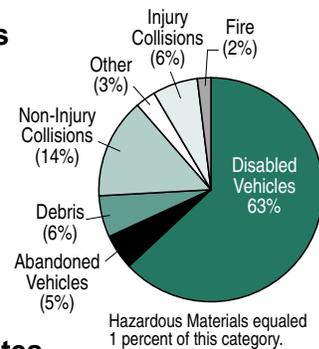


### Total Number of Responses by Month July 2002 to September 2003



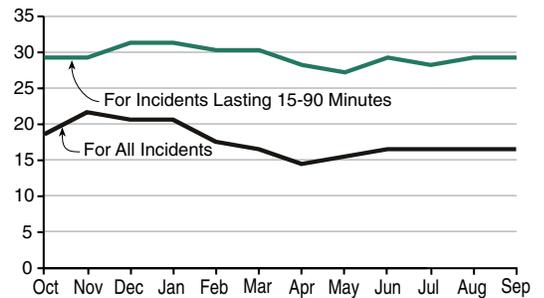
## Incidents Lasting 15 to 90 Minutes

Incidents that last more than 15 minutes are more likely to have multiple responders (e.g., WSP, RTTO, etc.) and/or other jurisdictions working together than incidents that are shorter than 15 minutes. WSDOT continues to look for ways to further reduce the time it takes to clear these incidents.



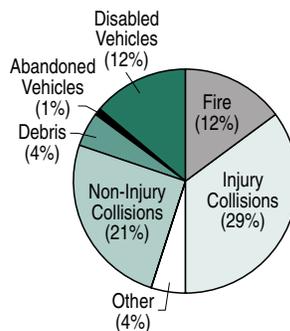
### Average Clearance Time

(in Minutes) October 2002 to September 2003



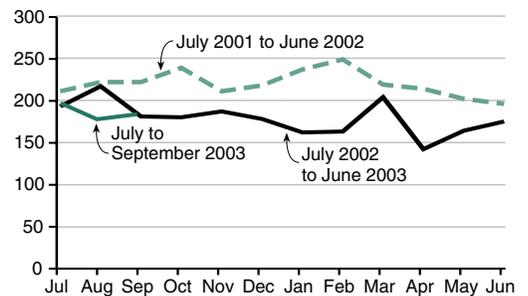
## Clearing Incidents Within 90 Minutes

Collisions and fire accounted for 76 percent of the major incidents that lasted over 90 minutes. Many were severe, involving injuries and fatalities. While it is important to give priority to the injured and law enforcement investigations, WSDOT and the WSP, under the Joint Operations Policy Statement (JOPS), also strive to get roadways back to normal. Washington and Florida are the only states with the ambitious target to clear incidents within 90 minutes.



### Average Clearance Time for Incidents Lasting Over 90 Minutes

3-Year Comparison: July 2001 to September 2003



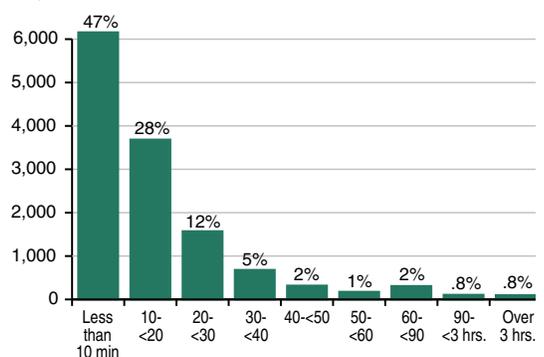
## Distribution of Incidents

Analysis of this quarter's data, shown in this chart, shows that 87 percent of incidents were cleared within 30 minutes. Forty-seven percent were cleared in less than 10 minutes. Only 1.5 percent were major incidents that lasted over 90 minutes.



Incident Response Truck.

### Distribution of Incident Clearance Times July 2003 to September 2003



Source for all charts: WSDOT Traffic Office.

## Examples of Incidents Over 90 Minutes

The following 5 incidents had the longest clearance times (averaging 8.9 hours) for the period between July 1, 2003 and September 30, 2003.

- July 5** – A semi truck and trailer overturned on U.S. 97 in Chelan County. Both southbound lanes were closed and traffic was diverted to the northbound lane as vehicle recovery proceeded. All lanes were closed for 50 minutes as wreckers positioned the truck back onto the road. It took 7.5 hours to clear the scene.
- July 21** – A fire occurred along SR 14 near Bingen in Klickitat County in an area where the danger of rocks slides exists. With fire trucks and helicopters dumping water on the fire and the possibility of falling rocks, the road was closed to all traffic. The road was re-opened as soon as it was deemed safe. It took 9.6 hours to clear the scene.
- July 22** – A truck traveling eastbound on SR 505 crossed into the westbound lane and struck another vehicle head-on. The two-vehicle fatality collision resulted in detouring traffic via Eadon Rd to Kangas Rd. WSDOT Southwest Region IRT assisted with traffic control and helped to clear debris from the roadway. A total of 9.7 hours was required to clear the scene.
- July 31** – A semi truck loaded with wood traveling southbound on SR 9 in Whatcom County rolled, taking out a power pole. Puget Sound Energy was notified and responded in 23 minutes to disconnect pole switches but would not verify that power was off until their subcontractor arrived on the scene. WSDOT Northwest Region responded to the scene for traffic control, and cleaned up the debris. A total of 9.3 hours was required to clear the scene.
- August 23** – A vehicle crossed the centerline on SR 99 at 356th St. and collided head-on with a semi truck. The fatality accident resulted in a total closure at 373rd St while the accident was investigated and cleared. WSDOT was called to the scene for traffic control and other assistance. It took 8.2 hours to clear the scene.

## Incident Data Proves Useful

Tracking incidents on state highways helps IRT program managers make decisions about where and when to deploy responders.

Other agencies use the incident data as well. For example, the WSP uses the data to allocate the number and location of WSP troopers for speed and DUI enforcement, as well as traffic aid. The Washington State Transportation Center (TRAC) relies on WSDOT Incident Tracking System (WITS) data for research studies on congestion caused by incidents. WSDOT planning offices in the Puget Sound region are also utilizing the data.

WSDOT is continually looking for ways to improve the Incident Response Team program, both in the way incidents are handled and how the data is recorded. The WITS will undergo enhancements over the next few quarters. Some of the ideas for improvements have come from the responders who provided data to the system.

## Response Types

July to September 2003

Total Incident Responses = 13,106

- 1,337 Collisions
- 11,769 Non-Collisions\*

	July	Aug	Sept
Fatality Collisions	15	7	12
Injury Collisions	126	124	135
Non-injury Collisions	287	328	303
Disabled Vehicles	2,271	2,287	2,068
Abandoned Vehicles	771	762	724
Debris	524	465	403
Fire	64	54	34
Hazardous Materials	9	11	15
Other	180	170	169

\*Some non-collisions fall into more than one of the above categories.

## Service Actions Taken for Non-Collision Responses

July to September 2003

	July	Aug	Sept
Traffic Control	390	406	387
Provided Fuel	303	309	310
Changed Flat Tire	298	326	311
Minor Repair	181	170	191
Pushed Vehicle	181	162	155
Towed Vehicle	75	86	82
Cleared Debris	442	403	359

# Travel Information: Quarterly Update



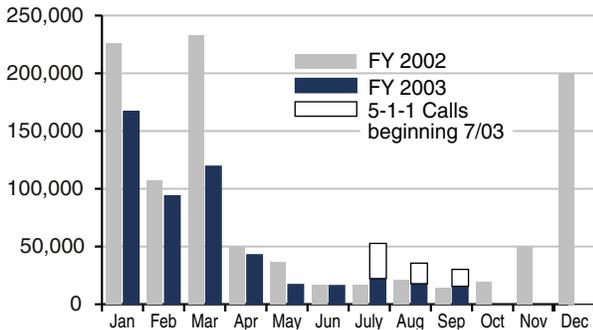
5-1-1 is a three-digit travel information number, designated by the Federal Communications Commission (FCC), to provide around the clock traffic and road condition information. In July 2003, Washington joined about a dozen other states across the nation by launching its 5-1-1 Travel Information Service.

In addition to up-to-the-minute information on traffic incidents, mountain pass conditions, express lane status, and weather updates for state routes and Interstate highways, the system connects callers to the state's ferry system and provides telephone numbers for transit, passenger rail, and airlines.

Calls to 1-800-695-ROAD will likely decrease as the 5-1-1 service comes increasingly into its own. The total number of calls as a result of adding the 5-1-1 service has doubled the calls made during the same period from the previous year.

## Number of Calls to 1-800-695-ROAD and 5-1-1 Calls

Calendar Year: 2002-2003



Calls for Traveler Information spike in winter months due to snow on mountain passes.

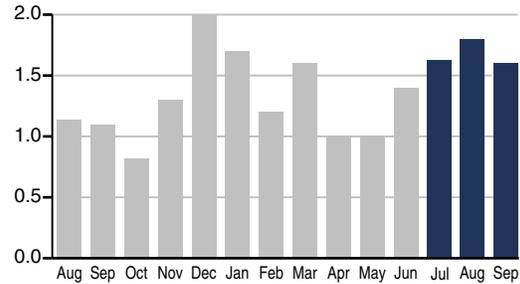
Source: WSDOT Traffic Office.

## On the Web

The highest weekend use to date came on the August 30, 2003, Labor Day weekend, as travelers planned weekend trips. Page views per day in millions were: Friday-3.0, Saturday-2.7, Sunday-2.8.

## Traveler Website Daily Usage

Average Daily Page Views, in Millions



Source: WSDOT Communications Office.

## Average Daily Page Views

(in millions)

	2002	2003	% increase
August	1.1	1.8	64%
September	1.0	1.6	60%

Tacoma Narrows traffic cameras have had the highest use among traffic cameras since construction started on the new Tacoma Narrows Bridge. As expected, Washington State Ferry cameras and schedules had a significant increase in usage for the summer months. Usage of the WSF web site increased in June, with ferry schedules jumping into the top ten viewed pages, surpassing almost all of the SR 520 camera images that have consistently been top ten performers.

Overall usage has increased. Users are staying longer and viewing more content.



## WSDOT Awarded Top National Honors

WSDOT was among four traveler information Web sites awarded top honors in August 2003, by the Federal Highway Administration.

"These outstanding sites were chosen because of their user friendliness, comprehensiveness and real-time reporting," said Richard Capka, FHWA Deputy Administrator. "Reliable, accessible traveler information saves travelers and shippers lives, time

and money by giving them choices of time, route and even mode of transportation."

The selections were made following a national review of 276 traveler information Web sites, covering both content and usability of the sites. Content evaluation was based on whether the sites provided information on current conditions such as incidents, construction notices, high occupancy vehicle (HOV) lanes and tolls. Usability criteria addressed organization, navigation and presentation of information to users.

# Options to Drive Alone Commuting: Quarterly Update

## Vanpools in the Puget Sound Region

During the third quarter of 2003, the number of vanpools in operation in the region increased in July then dropped in August. The late summer drop may be associated with the start of the school year and the continuing slow economy. The number of vanpool passengers also dropped in August.

VanShare vans support multi-modal commuting for employees in the Puget Sound region by providing a connecting service at Sounder stations, ferry terminals, and park and ride lots.

## Quarterly Regional Vanpool Highlights

- Surplus vans became available for community programs. The King County Council donated 26 retired vanpool vehicles to social service groups. In September Intercity Transit launched a Community Van program that allows nonprofit groups to use vehicles at a nominal cost. These vans will be maintained an additional two years specifically for community service.
- WSF, together with King County Metro

## Park and Ride Lot Occupancy at WSDOT-Owned Sites in King County

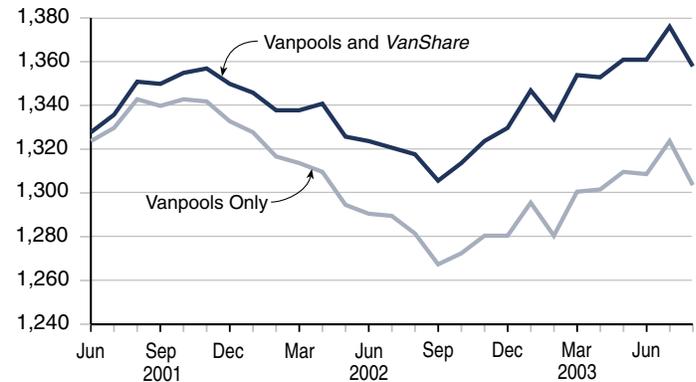
During the second quarter of calendar year 2003, occupancy of the 8,500 parking spaces in the 32 WSDOT lots in King County averaged 76%, showing a slight decline (3%) in usage from first quarter. About 56% of WSDOT's park and ride lots in King County surpassed the target of 70% occupancy during the quarter, the same as last quarter. Parked cars regularly exceeded maximum capacity in seven lots.

## Highlights

- Construction began at the new Eastgate parking garage. An interim Park and Ride facility was created which resulted in a net loss of 24 spaces. There are 700 commuter parking spaces available in Eastgate. The new garage is scheduled to open next year with 1,650 spaces (more than double the old capacity).
- King County Metro and Sound Transit together added 1,045 new spaces to the system. There has been an overall utilization increase of 12% over second quarter 2002 for all the lots in King County.

Note: please see the article on page 46 about the leadership award from the Association of Commuter Transportation received by WSDOT.

## Puget Sound Vanpool and VanShare Trends

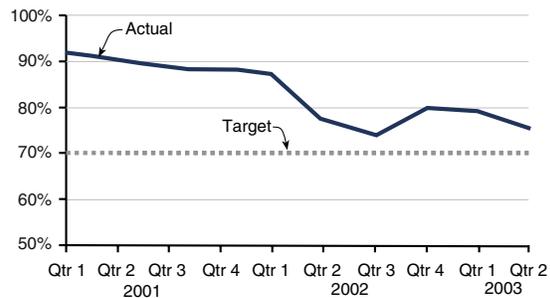


Source: WSDOT Transportation Demand Management Office.

and Kitsap Transit received an ACT award for Outstanding Public Sector Service for the Cross Sound Rideshare Initiatives Project highlighted in the Spring 2003 *Gray Notebook*.

## WSDOT-Owned King County Park and Ride Lots

Percent of Capacity Used: January 2001 through June 2003\*



\* Data availability has a lag of three months to allow the transit systems to collect and analyze the data. Data for the third quarter of CY 2003 will be available in the next *Gray Notebook*.

Source: WSDOT Analysis of King County Metro data.

- Station capacity increased at Auburn Sounder Station by 495% (94 spaces) as construction staging ended.
- Despite weak economic conditions and a slight decline in transit ridership, transit agencies throughout Puget Sound report persistent overcrowding at Park and Ride lots along major corridors due to lack of capacity and growing demand.

# Washington State Ferries: Quarterly Update

## Customer Feedback

WSF collects customer complaints, compliments, comments, and suggestions. This information is recorded in the Automated Operating Support System (AOSS) database for measurement and action, based on database cross tabulation and analysis.

The charts show trends in the data for the last four fiscal years and the first quarter of fiscal year 2004 (July 1 – September 30, 2003).

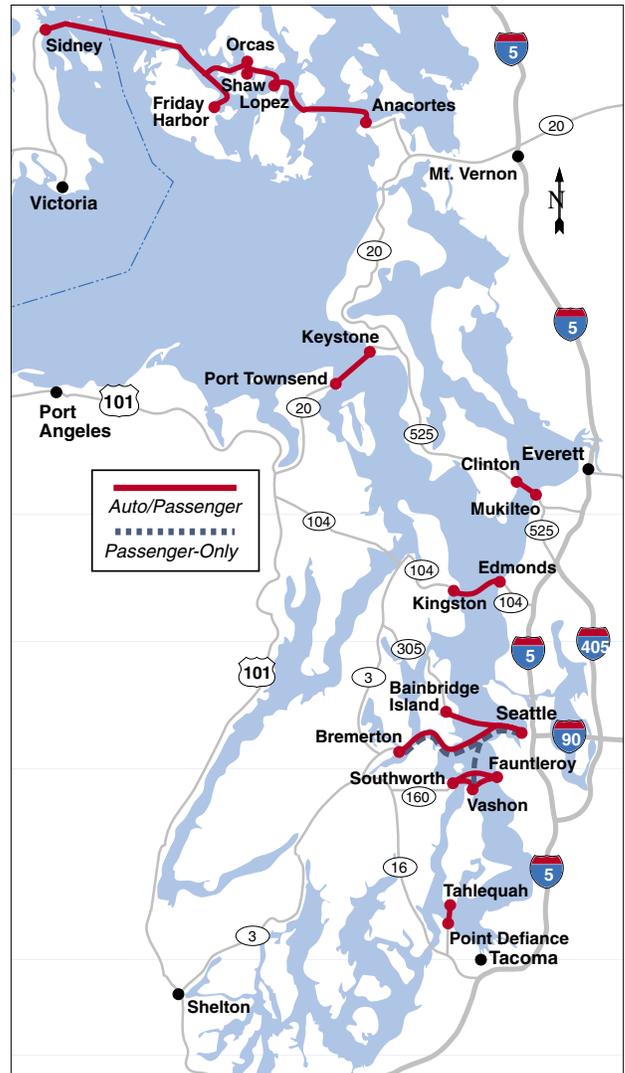
Although customer complaints were up 16 percent from the preceding quarter, complaints were down 28 percent from the same period last year. Complaints for the first quarter were down for the second consecutive year.

WSF received 114 general service related complaints during the quarter, an increase of 247 percent. Of those complaints, 95 pertained to reduced auto ferry service for July 17 and 18 on the Bremerton – Seattle auto ferry route. The service reduction was necessary in order to replace the Cathlamet, which had a propulsion failure on the extremely congested Mukilteo-Clinton route.

During the peak summer travel season all vessels are in service, which limits WFS's ability to reassign vessels. WFS partially mitigated the temporary loss of capacity on the Bremerton route with extra passenger-only service.



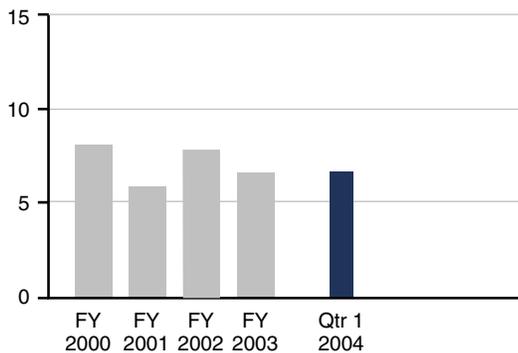
The ferry Cathlamet sails between Mukilteo and Clinton.



Washington State Ferries Route Map

### Total Customer Complaints

Complaints per 100,000 Customers\*

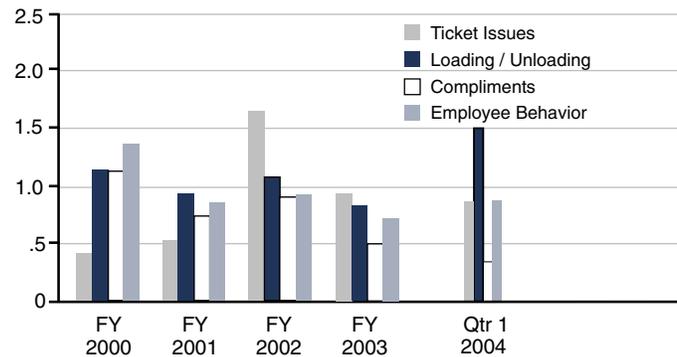


\*Does not include compliments or suggestions.

Source for all charts: Washington State Ferries.

### Most Common Customer Comments

Top Four Comment Types per 100,000 Customers



## On-Time Performance

WSF has been collecting on-time performance data since June 2001. The table below compares WSF on-time performance across the system for the first quarters of fiscal year 2003 and 2004. Vessel related service interruptions on the San Juan Domestic routes had the greatest impact on the on-time performance. San Juan cancellations are detailed in the Trip Reliability section, below. Service modifications to the Bainbridge – Seattle route positively affected on-time performance.

### On-Time Trip Delivery

Route	First Quarter Fiscal Year 2003			First Quarter Fiscal Year 2004		
	Number of Trips	Percent of Trips Within 10 Minutes of Schedule	All Trips Average Delay From Scheduled Sailing Time	Number of Trips	Percent of Trips Within 10 Minutes of Schedule	All Trips Average Delay From Scheduled Sailing Time
San Juan Domestic	6,990	75%	6.4 minutes	6,797	62%	11.2 minutes
International Route	328	79%	7.0 minutes	343	70%	9.5 minutes
Edmonds/Kingston	4,370	89%	4.2 minutes	4,505	91%	4.3 minutes
Passenger-Only: Seattle/Bremerton	1,635	96%	2.8 minutes	1,564	97%	2.8 minutes
Passenger-Only: Seattle/Vashon	1,014	96%	1.7 minutes	1,042	97%	1.8 minutes
Fauntleroy/Vashon/Southworth	9,108	82%	5.1 minutes	10,786	84%	5.1 minutes
Keystone/Port Townsend	2,431	80%	6.5 minutes	2,541	77%	6.7 minutes
Mukilteo/Clinton	6,311	95%	3.1 minutes	6,634	97%	2.8 minutes
Point Defiance/Tahlequah	2,796	89%	4.7 minutes	2,589	87%	5.3 minutes
Seattle/Bainbridge Island	3,843	84%	5.6 minutes	4,010	93%	3.7 minutes
Seattle/Bremerton	2,438	98%	2.6 minutes	2,523	96%	3.1 minutes
<b>Total</b>	<b>41,624</b>	<b>86%</b>	<b>4.7 minutes</b>	<b>43,334</b>	<b>85%</b>	<b>5.3 minutes</b>

A trip is considered to be on time if it departs within ten minutes of the published scheduled sailing time. Missed trips are not reported using this measure. They are included in the Trip Reliability measure.

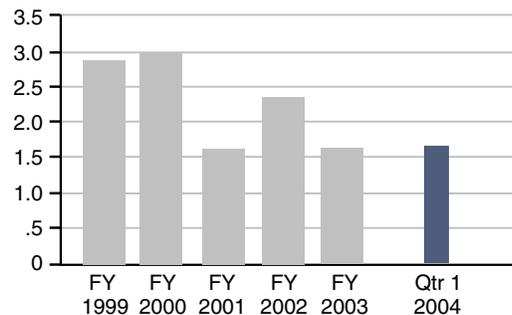
## Trip Reliability

WSF scheduled 46,058 trips during the 1st quarter of fiscal year 2004. Of these trips, 193 were cancelled.

The chart below shows a system-wide average reliability index. Assuming that a commuter worked 200 days per year and made 400 trips on WSF, the statistical likelihood is that 1.7 ferry trips would be cancelled. This is a 9% improvement in reliability from the preceding quarter. However, compared to the same quarter in FY 03, this is a decline of 27% in reliability. Vessel-related causes resulted in most of the trip cancellations.

### Trip Reliability Index

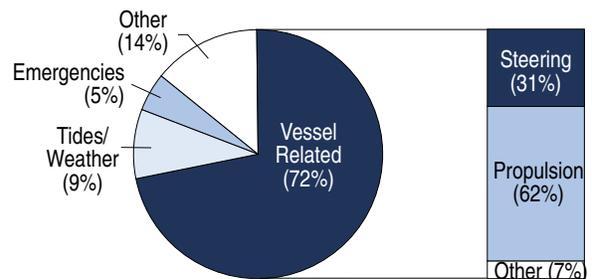
Missed Trips per 400 Sailings



$$\text{Trip Reliability Index Number} = \frac{\text{Cancelled Trips}}{\text{Total Scheduled Trips}} \times 400 \quad (\text{Average Annual Number of Commute Trips})$$

### Most Common Trip Cancellation Causes

First Quarter, Fiscal Year 2004



Three separate incidents accounted for more than 1/2 of all vessel related cancellations. The Klahowya experienced a loss of power on August 3 as it approached the Fauntleroy dock. The vessel was removed from service, repairs performed, and approximately 7 hours later, she was returned to service. During that time, a total of 26 trips were missed on the busiest route in the system.

As reported earlier in the customer comments section, the Cathlamet experienced a propulsion system problem on July 17 that impacted service on the Mukilteo-Clinton and Bremerton-Seattle routes. A total of 41 missed trips were attributable to these problems on the Cathlamet.

Propulsion system related problems on the Yakima on July 20 resulted in a total of 19 missed trips on the San Juan routes.

Sources for all charts: Washington State Ferries.

## Ridership and Revenues

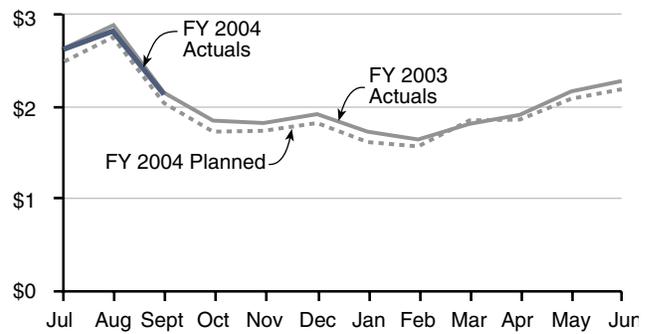
The Legislature's Joint Task Force on Ferries (JTFF), comprised of legislators, citizens, ferry management, and ferry workers, was formed in 2000. The Task Force reviewed the workings of the WSF system and made recommendations including tariff increases designed to raise the farebox recovery rate to 80 percent of operating costs over six years. The Transportation Commission instituted this recommendation and approved tariff increases of 20 percent in June 2001 and 12.5 percent in May 2002.

In the fall of 2003, WSF management developed a new strategic plan aimed at balancing revenue generation necessary to capitalize the aging fleet. The new plan reduced the size of the tariff increases for fiscal years 2003-2004. In April 2003, the Transportation Commission passed a resolution to increase fares by five percent in May 2003 and May 2004.

As a result of the lower tariff increases, ridership is not projected to fall as rapidly as anticipated in the original plan. Repeating the pattern from fiscal year 2003 through the first quarter of fiscal year 2004, WSF has experienced higher than projected ridership and revenues.

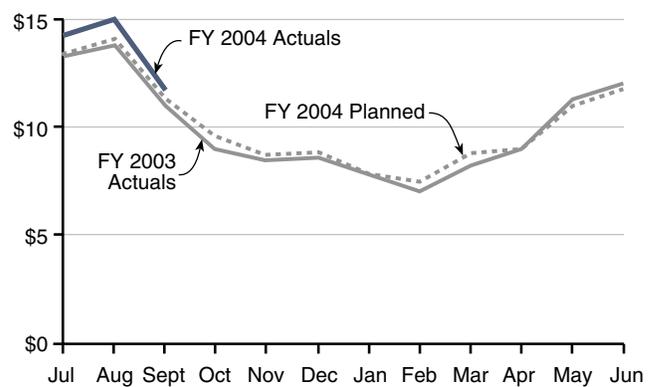
### Ferries Ridership by Month

Dollars in Millions



### Ferries Farebox Revenues by Month

Dollars in Millions



## Capital Expenditure Performance

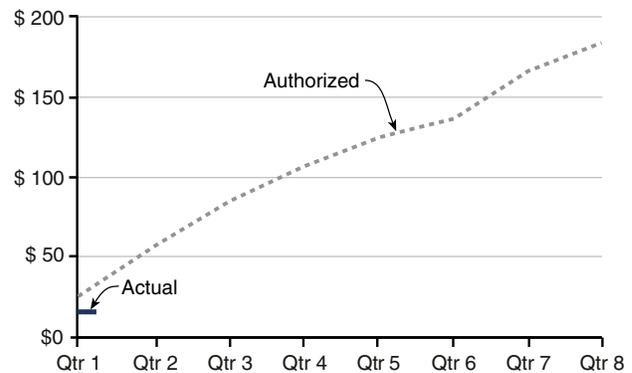
WSDOT makes capital investments in the ferry system through the Washington State Ferries (WSF) Construction Program. The program preserves existing and builds new ferry terminals and vessels. This infrastructure gives the ferry system the physical capability to deliver responsible and reliable marine transportation services to customers.

At the end of the first quarter of the 2003-2005 biennium, the program spent \$16.0 million compared to its quarterly spending plan of \$26.6 million.

- The 2003 Legislature provided WSF's capital program with spending authority of \$182.6 million for the 2003-2005 Biennium.
- Terminal construction activities are under-spending by \$11.9 million. Expenditure demand on the Shaw Island preservation project has slipped two months. Grants to the City of Edmonds for its multimodal terminal project are awaiting execution of the funding agreement. Spending on the Port Townsend preservation project is deferred to a later biennium. Preservation of Eagle Harbor facilities is getting off to a slow start. Payments to Kitsap County for the Kingston sewer outfall project were made last biennium eliminating the expenditure demand in this biennium. Friday Harbor design work is spending at a lower than expected rate.

### WSF Construction Program Expenditures

2003-2005 Biennium, 1st Quarter, Cumulative Dollars in Millions  
Authorized vs. Actual



Program expenditures are categorized into spending on terminal construction, vessel construction and emergency repairs of terminals and vessels.

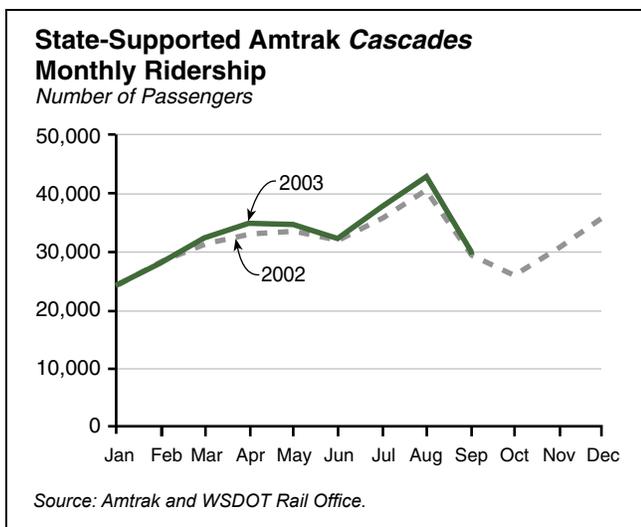
- Vessel construction activities are over-spending by \$1.4 million. This is due primarily to carryforward billings on the *MV Cathlamet* preservation contract from the 2001-03 biennium.

Source for all charts: Washington State Ferries.

# State-Supported Amtrak Cascades Service: Quarterly Update

## Ridership

Ridership on Washington State-supported Amtrak *Cascades* trains was 109,874 for the third quarter of 2003, which is the highest three-month total since the state began supporting the service in 1994. This three-month total was four percent higher than the third quarter of 2002. Factors contributing to this ridership increase include higher fuel prices for automobiles, a greater advertising presence in local and regional publications, and a large number of tour groups using the service during the peak summer months.

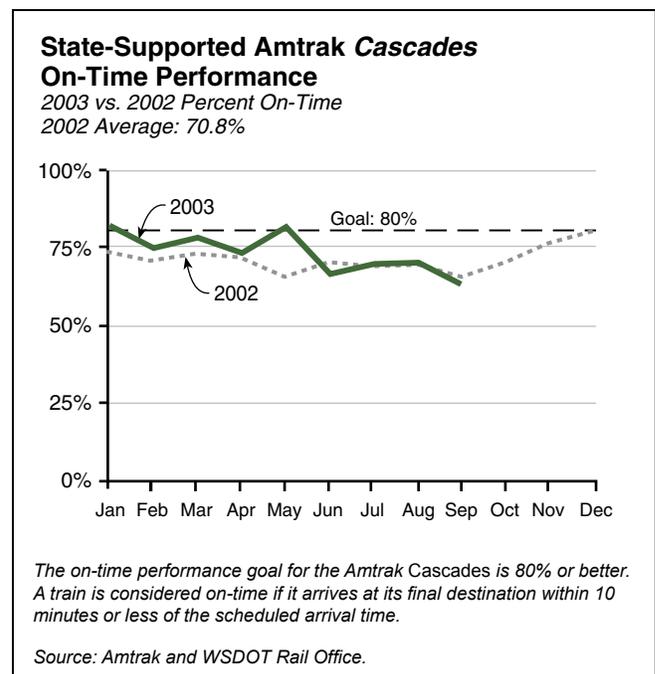


Locomotive engineer Dave Langevin has been at the controls of Amtrak Cascades trains operating between Seattle and Vancouver, BC since 1995.

## On-time Performance

In the third quarter of 2003, state-supported Amtrak *Cascades* trains were on time 68.1 percent of the time. This was nearly the same as the third quarter average of 2002.

Approximately thirty percent of all delays were the result of freight train interference within the corridor. Speed restrictions in work zones where railroad crews were working within the right-of-way also caused some delays. WSDOT anticipates that the completion of main line crossover projects near Point Defiance, Sound Transit construction projects between Seattle and Tacoma, and track improvements south of Portland will all contribute to better schedule reliability for Amtrak *Cascades* customers.



## Other Amtrak Cascades Corridor News

In July, the International Olympic Committee announced that Vancouver/Whistler, British Columbia will host the 2010 Winter Olympics. Amtrak *Cascades* service is expected to play an important role as a regional transportation provider during this event.

In late August, the Oregon State Legislature approved nearly \$10 million in operating funds for the two daily Amtrak *Cascades* round trips between Portland and Eugene through mid-2005. In September, Oregon

Governor Ted Kulongoski reached an agreement with the Union Pacific Railroad to fund \$15 million in rail projects necessary to support continued Amtrak *Cascades* operations south of Portland. This is an important milestone for Amtrak *Cascades* service in the region, as lack of funding support by the State of Oregon would have caused elimination of some or all Amtrak *Cascades* service in the Willamette Valley.



Work crews install refurbished signage at King Street Station in Seattle.

## Amtrak *Cascades* Station Updates

### King Street Station – Seattle

Phase I improvements to the station began in August 2003. Initial improvements included refurbished signage above the Jackson Street entrance and inside the station, demolition of the lobby restrooms, and the installation of temporary restrooms on the east side of the facility.

WSDOT and the station’s owner – the Burlington Northern and Santa Fe Railway – continue to work on finalizing the details of a 25-year lease agreement for the station. Once the agreement is in place, the rest of the \$16.9 million interior/exterior station renovation project will proceed. WSDOT anticipates that Phase I repairs will be completed in 2005.

### Skagit Transportation Center – Mount Vernon

Construction on the newest train station in Washington commenced in July 2003. The new \$7.7 million Skagit Transportation Center will be located in the heart of downtown Mount Vernon. Amtrak *Cascades*, Skagit Transit, Greyhound, and local taxi services will eventually serve the new facility. The station is slated for completion by July 2004.

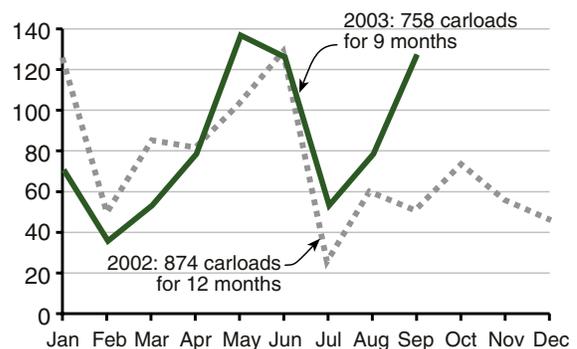
## Washington Grain Train Update

The Washington Grain Train carried 259 cars of grain to deepwater ports in the third quarter of 2003. This is a 92 percent increase in carloads over the same period in 2002. The addition of a third grain train in April 2003 and a high level of use by cooperative members/farmers between Marshall and Pullman drove this near doubling of the quarterly total.

The Washington Grain Train is a financially self-sustaining transportation program that supports the state’s agricultural community while helping short line railroads maintain a sufficient customer base for long-term financial viability. The 94-car fleet is jointly-owned by WSDOT (76 cars) and the Port of Walla Walla (18 cars). Fleet management is shared by the ports of Walla Walla, Moses Lake, and Whitman County.

## Washington Grain Train Carloads

Carloads Per Month, 2002 vs. 2003



Total carloads for the first nine months of 2003 are 7.6% ahead of loadings for the comparable period of 2002.

Source: WSDOT Rail Office.

# Special Features

## WSDOT Receives Top Leadership Award

### Integrating Commute Options into Major Transportation Projects

WSDOT's Transportation Demand Management (TDM) Resource Center received the top leadership award for integrating commute options into major transportation projects from the Association of Commuter Transportation (ACT).\* The award recognized WSDOT's work to integrate TDM into highway corridors, and to include travel choices such as vanpools, carpools and bicycles in the planning phases of highway transportation projects in the Puget Sound Region. The award specially recognized WSDOT's efforts to assure significant investments supporting alternatives to drive-alone commuting into new plans for State Route 520 and Interstate 405.

Federal funding of \$2.5 million is in the pipeline to fund TDM activities in the I-405 corridor and \$1 million for more vanpools in the region. The TDM Resource Center also is working to implement programs that increase travel options once construction begins on I-405 projects in Kirkland, Bellevue and Renton.

\* Based in Washington D.C., ACT is North America's most respected association for professionals who specialize in commute options and solutions as well as organizations, businesses and individuals interested in improving transportation system efficiency.

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## Guidepost Driver

Maintenance crews today can replace and install 25 guideposts an hour with the truck mounted auger and punch shown here. Using the manual method, maintenance personnel can install six guideposts an hour. Use of a single truck mounted auger and punch resulted in a savings of \$46,000 over two years of operation in WSDOT's North Central Region.

### Truck Mounted Auger and Punch Installation

The cost for using the truck mounted auger and punch is \$10.43 per post.

### Manual Installation

Maintenance personnel must manually pilot then punch a hole in the ground in order to install a guidepost. The cost for manual installation is \$17.29 per post.



*WSDOT's new truck-mounted auger and punch. Rich Grubb of WSDOT's North Central Region demonstrates operation.*

## Maintenance: October Storm

In October record amounts of rain downed power lines, caused floods, created washouts, and shut down roads on 21 state highways. SR 112, SR 20 and US 101 were closed in multiple locations by mud and rock slides. More than 200 WSDOT employees worked around-the-clock in 30 locations cleaning catch basins, clearing mud, trees and other debris from the road, setting up detours and traffic control, and building temporary lanes. Emergency Operation Centers in the counties were staffed by officials from cities, fire districts, public utilities and WSDOT (to name a few). WSDOT's participation in local incident command paid dividends, for example, when Skagit County immediately needed sand for the sand-bagging operation in Mt. Vernon – and WSDOT delivered the sand in just 10 minutes. At the same time, two busloads of kids on a field trip were stranded overnight in Newhalem at a Seattle City Light facility when SR 20 became impassable.

WSDOT crews worked all hours to open the road. "The crews did a fantastic job" said Assistant Maintenance Superintendent Ron Morton. "When it is an emergency I can't get the crews to go home. Everyone at WSDOT works together on behalf of public safety." WSDOT crews ultimately cleared 200 dump truckloads of rocks and debris off the roadway. Rocks ranged in size from a person to a small car.

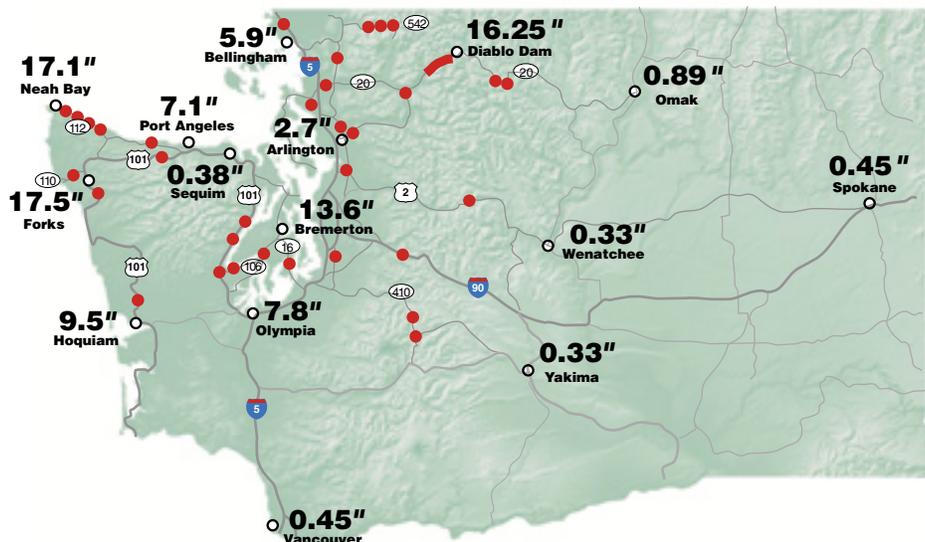


At Crescent Lake in Clallam County, on US 101, WSDOT crews cleared 1,300 cubic yards of rocks and trees and replaced 100 feet of guardrail.



SR 112. Roadway failure east of Neah Bay was 150 feet wide by 40 feet deep. WSDOT crews worked alongside an emergency consultant contractor, and remarkably, opened the road to one lane of traffic four days later.

### Mid-October Rainfall and Storm Damage Locations



# Highlights of Program Activities

Quarter Ending September 30, 2003

## Project Starts, Completions, Updates

- A \$6.5 million reconstruction of the **Shaw Island Ferry Terminal** began in September. The project will replace the deteriorated transfer span, towers, and wing wall, ensuring safe and reliable operation of the terminal for the future. A revised sailing schedule and a temporary closure will occur before service returns to its regular schedule in November.
- WSDOT bridge engineers discovered an enlarged crack in the **Alaskan Way Viaduct**, on a segment near the Coleman Ferry Terminal during routine inspection of the structure in September. At the last inspection in March 2003, the fracture's width measured 1/10 millimeter, which since then has grown to four millimeters. In addition, a nearby expansion joint's clearance has been compressed from 5/8 inch to no clearance. Further inspection is planned and monitoring the viaduct's condition will continue.
- Crews successfully rolled the 4.4 million pound south half of the **NE 8th Street overpass** 64 feet into its permanent position. By first building the new bridge and then rolling it into place, WSDOT was able to keep the busy downtown Bellevue overpass open to traffic while entirely reconstructing it. The project will improve access to and from I-405 and Bellevue. This work was part of Bellevue's Access Downtown project and construction is being administered by WSDOT.
- A new single-lane "roundabout" came into operation on **U.S. 395 in Colville**. The roundabout replaced a signalized intersection at Main and Hawthorne near the city's southern boundary. Roundabouts allow traffic to flow around a center island without stopping. Construction costs for the approximate \$1.75 million facility were shared by the Federal Highway Administration, Transportation Improvement Board, City of Colville, and WSDOT.
- Work to repair the **I-5 bridge deck at 44th Avenue West in Lynnwood** began in mid-September and was scheduled to end in mid-October. A tanker truck crash and fuel fire on July 12, 2003 scarred the bridge deck and compromised the longevity of the structure's surface. The price tag for this project stands at \$1 million or more. WSDOT is seeking reimbursement from the insurance company for Harris Transportation, the trucking company responsible for the crash.
- As part of a \$1.7 million project to replace the **South Fork Boulder Creek Bridge**, a temporary one-lane detour bridge was put into use north of Aberdeen on U.S. 101 near the Quinault Indian Reservation. A temporary signal controls one-way traffic across the detour bridge. The replacement project is scheduled to finish in April 2004.
- Crews removed the abandoned **Stillaguamish River Bridge on SR 9** in September. Using a crane on each end, the bridge was lifted off its piers, and lowered onto a barge. A crane pulled the barge across the water to the north bank, where the bridge was dismantled. WSDOT worked with Washington Department of Fish and Wildlife to develop a plan to minimize effects on fish. Removal of the abandoned Stillaguamish River Bridge completes the replacement project that was delayed when Chinook salmon were listed as an endangered species in 1999. The new bridge, open to traffic since 1999, is better aligned with the roadway, wider, and less vulnerable to seismic risk.
- The expanded **I-90 Sunset Interchange in Issaquah** opened to traffic on August 29. The project enhances safety, reduces traffic on nearby city and county streets, and relieves much of the burden from the overtaxed I-90 interchanges at Front Street and State Route 900. King County and Port Blakely communities also opened Highlands Drive, the new connection between the I-90 Sunset Interchange and the Sammamish Plateau.
- Construction began on a new fish-friendly culvert where Silver Creek passes under **U.S. 12 in Lewis County**. This project, located just west of the Mayfield Lake bridge near Mossyrock, replaces the old Silver Creek culvert, which made it virtually impossible for fish to move through the creek. Natural streambed material excavated during the project will be used when the new culvert is placed. Thompson Brothers Excavating of Vancouver, WA, submitted the winning bid of \$325,795. Construction will be completed by October 2003.



Roundabout on U.S. 395 in Colville

- Crews repaired cracked, settling, and broken concrete panels on **Interstate 5 in Bellingham** – much of which was originally built in the 1950s. Work began between Samish Way and Sunset Drive with crews installing dowel bars between concrete panels. The dowel bars tie the panels together and can add another 15 years or more to the life of the roadway. Excavating and replacing broken concrete panels began in August. The final stage of the project included grinding of the concrete for a smoother drive.
- Crews opened the new **U.S. 395/Hillsboro Street Interchange in Pasco**, exactly 10 months, 11 days and \$12.2 million after the ground-breaking – another on-time, on-budget job. The project delivered a new modified overpass and cloverleaf to replace one of the state’s worst signalized intersections. Hundreds of trucks each day travel through eastern Washington on U.S. 395 corridor. The new interchange has been a key transportation priority for the Tri Cities and Port of Pasco for years.
- I-5 drivers in Tacoma got a break when a project to rebuild the deck of the **Puyallup River Bridge** ended one week ahead of schedule. Strong early-project progress and a \$100,000 schedule-acceleration change order made it possible for WSDOT and its contractor, Concrete Barrier of Mukilteo, to use extra equipment and crews to finish the \$1.5 million bridge deck reconstruction project a full weekend earlier than first planned. The project caused significant traffic delays and generated a large number of complaints, a difficult customer relations problem that was slightly offset by early completion.
- A project on **State Route 410** began in mid-August. Crews working for WSDOT repaired and paved the roadway from the northeast boundary of Mount Rainier National Park, nearly 2.5 miles south to milepost 60. The project was completed by late August, giving travelers a smooth roadway in time for Labor Day weekend.
- The **SR 510 (Marvin Road)** intersection at Pacific Avenue reopened to traffic in late July after completion of a new roundabout. The heavily used route connecting Lacey and Yelm was closed and traffic detoured for one month to finish the work approximately two months earlier than if it had been constructed under traffic. The roundabout was the final major phase of a nearly 18-month, \$16.4 million project to widen SR 510 to relieve congestion, improve safety and accommodate future traffic volumes.
- The **Methow River Bridge on SR 20** opened to traffic on August 4. The \$3.9 million bridge, built by One Way Construction of Sedro Woolley, uses new “Supergirder” technology so that the new span stands with only a midstream single pier. The old bridge had five piers -- less than ideal for bridge maintenance or for migrating and spawning salmon. The girders, the longest ever used in this state, were a challenge to fabricate, haul and place. In order to reduce the impacts on fish, the 12-month project was phased over three construction seasons.
- A project to pave **SR 103 (Sandridge Road/Stackpole Road)** from Bay Avenue in Ocean Park to the Leadbetter State Park entrance in Pacific County started in August. Paving was staged to avoid disturbing the threatened marbled murrelet, which nests along the northern section of SR 103. Lakeside Industries of Longview is constructing the project for \$969,045. The project is scheduled for completion in October.
- Emergency repairs were made to the **SR 241 bridge between Sunnyside and Mabton**. This bridge has been the main connection between Sunnyside and Mabton since 1953. During a routine inspection in May, a crack in the concrete measuring 7 feet deep by 16 inches wide by 33 inches high was found at a bridge support joint. A similar crack was developing on the other side of the bridge. The repair was completed in late August. Weaver Construction Company of LaGrande, Oregon was awarded a \$104,000 contract for the project.
- Crews replaced an old, narrow box culvert beneath the SR 527 roadway to help control flooding, improve safety for drivers during storms, and facilitate the upstream journey of spawning salmon. The culvert carries Mill Creek beneath **SR 527 in the city of Mill Creek**. and is part of highway widening work underway on SR 527.
- Work began August 1 on a project using four different rock fall prevention techniques at five locations on **U.S. 12** from two miles east of U.S. Forest Service Road #45, to just west of the **White Pass summit** in Lewis County. WSDOT awarded the project contract to Elting Incorporated of Clackamas, OR. Elting’s winning bid was \$814,581. Construction is scheduled for completion in November 2003.
- Crews working for WSDOT removed the abandoned **Nugents Corner Bridge over the Nooksack River** in July. WSDOT had a very short window of time to completely remove the bridge during a period when construction would have the least affect on fish. The existing Nugents Corner Bridge was closed to traffic for two hours, while two cranes, one on each side of the river, lifted the abandoned bridge and placed it on the existing bridge. Equipment waiting on the existing bridge rolled the abandoned structure away from the river.

- The Springbrook Creek culvert beneath **SR 167 in Kent** was replaced during a weekend closure of the highway. Crews installed a 6-by-10 foot box culvert to prevent flooding and ease fish passage. The old four-foot-wide culvert backed up water on the east side of SR 167 and caused flooding across the freeway.
- Two projects on **I-90 in Spokane** involved resurfacing the freeway and removing wheel ruts for a smoother ride. These two sections, between Salnave and Geiger, and from Sullivan to the Idaho border, have experienced accelerated pavement wear, primarily due to studded tire use. In addition to grinding and paving, the roadsides were made safer by removing the concrete barrier along the rock face in the median, and replacing it with a gravel berm to create a safer recovery zone for errant vehicles. On the outside shoulders, the rock face was scaled back in several locations. Inland Asphalt Company of Spokane was the contractor on both jobs with combined construction bids of nearly \$5 million.
- WSDOT and the city of McCleary celebrated the opening of the new **SR 8 interchange at Mox-Chehalis Road**. The \$4.7 million interchange project completed in August eliminates a high-accident location. Prior to interchange construction, motorists on the Mox-Chehalis Road had to cross one direction of SR 8 and then wait in the median for an opening in traffic.
- Continuing with WSDOT's pilot project to open **eastside high occupancy vehicles (HOV) lanes** to all traffic from 7 p.m. to 5 a.m., crews finished safety improvement work on I-90 between Bellevue and Issaquah, and on I-405. HOV lanes are now open at night on I-90, I-405, SR 167 and SR 520.

## Savings and Efficiencies

- In July, administration of the **HERO program**, which educates the public about proper use of high occupancy vehicle (HOV) lanes, moved to WSDOT. For the past 18 years King County Metro managed the program. The phone number to report violators, (206) 764-HERO, remained the same. The HERO program encourages people to report solo-drivers improperly using HOV lanes. Educational information is then sent to the reported vehicle's owner. The program also provides access to regional carpool, vanpool, and transit information. HERO annually receives over 30,000 telephone calls and e-mails. HERO is a cooperative effort of WSDOT, Washington State Patrol, King County Metro, Community Transit, Pierce Transit and Sound Transit.

## Rail

- The Federal Railroad Administration recently awarded \$1 million to WSDOT for **highway-rail grade crossing improvements**. The funds are designated for potential crossing improvements on the Pacific Northwest Rail Corridor at West Stock and Taylor Crane roads in Cowlitz County, and at several crossings between Marysville and Bellingham in Snohomish, Skagit and Whatcom counties. Washington is one of only ten states receiving funds. The Pacific Northwest Rail Corridor extends 466 miles from Eugene, Oregon, via Portland and Seattle, to Vancouver, British Columbia.

## Celebrations and Events

- The Museum of History and Industry (MOHAI) hosted a 40th Anniversary celebration for the **SR 520 Floating Bridge** on August 30. Museum officials and SR 520 project staff were on site to answer questions about the bridge, its history, and possible reconstruction. The event featured a slide show at the museum showcasing the Montlake neighborhood surrounding the west end of the 520 Bridge before and after its construction. A walking tour through the wetlands and out to Foster Island, to view the bridge from different angles, was also provided.
- WSDOT hosted the **Federal Highway Administration's Rocky Mountain Maintenance Scanning Tour**, a program developed to encourage idea sharing and new maintenance technologies among neighboring states and provinces. Thirty participants from 10 states and two Canadian provinces covered 450 miles of Washington State and were treated to more than 30 presentations in four WSDOT Regions over a period of two days. Topics included the West Nile virus, de-icers, traffic management, signal maintenance, integrated vegetation management, and the Tacoma Narrows Bridge.

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### **Americans with Disabilities Act (ADA) Information**

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839.

Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

### **Civil Rights Act of 1964, Title VI Statement to Public**

Washington State Department of Transportation (WSDOT) hereby gives public notice that it is the policy of the department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Persons wishing information may call the WSDOT Office of Equal Opportunity at (360) 705-7098.

### **Other WSDOT Information Available**

The Washington State Department of Transportation has a vast amount of traveler information available (including Puget Sound area traffic, mountain pass reports, highway closures, ferry schedules, and more).

Call the WSDOT statewide toll-free number: *1-800-695-ROAD*.

In the Seattle area: (206) DOT-HIWY [368-4499].

For additional information about highway traffic flow and cameras, ferry routes and schedules, Amtrak *Cascades* rail, and other transportation operations, as well as WSDOT programs and projects, visit

*[www.wsdot.wa.gov](http://www.wsdot.wa.gov)*

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