

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE SENATE BILL 5768

Chapter 458, Laws of 2009

61st Legislature
2009 Regular Session

ALASKAN WAY VIADUCT REPLACEMENT PROJECT

EFFECTIVE DATE: 07/01/09

Passed by the Senate April 24, 2009
YEAS 39 NAYS 9

BRAD OWEN

President of the Senate

Passed by the House April 22, 2009
YEAS 53 NAYS 43

FRANK CHOPP

Speaker of the House of Representatives

Approved May 12, 2009, 2:29 p.m.

CHRISTINE GREGOIRE

Governor of the State of Washington

CERTIFICATE

I, Thomas Hoemann, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5768** as passed by the Senate and the House of Representatives on the dates hereon set forth.

THOMAS HOEMANN

Secretary

FILED

May 13, 2009

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 5768

AS AMENDED BY THE HOUSE

Passed Legislature - 2009 Regular Session

State of Washington 61st Legislature 2009 Regular Session

By Senate Transportation (originally sponsored by Senators Murray, Jarrett, Swecker, Haugen, and Kohl-Welles)

READ FIRST TIME 02/20/09.

1 AN ACT Relating to identifying the final design for the state route
2 number 99 Alaskan Way viaduct replacement project as a deep bore
3 tunnel; adding a new section to chapter 47.01 RCW; creating a new
4 section; providing an effective date; and declaring an emergency.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** A new section is added to chapter 47.01 RCW
7 to read as follows:

8 (1) The legislature finds that the replacement of the vulnerable
9 state route number 99 Alaskan Way viaduct is a matter of urgency for
10 the safety of Washington's traveling public and the needs of the
11 transportation system in central Puget Sound. The state route number
12 99 Alaskan Way viaduct is susceptible to damage, closure, or
13 catastrophic failure from earthquakes and tsunamis. Additionally, the
14 viaduct serves as a vital route for freight and passenger vehicles
15 through downtown Seattle.

16 Since 2001, the department has undertaken an extensive evaluation
17 of multiple options to replace the Alaskan Way viaduct, including an
18 initial evaluation of seventy-six conceptual alternatives and a more
19 detailed analysis of five alternatives in 2004. In addition to a

1 substantial technical review, the department has also undertaken
2 considerable public outreach, which included consultation with a
3 stakeholder advisory committee that met sixteen times over a thirteen-
4 month period.

5 Therefore, it is the conclusion of the legislature that time is of
6 the essence, and that Washington state cannot wait for a disaster to
7 make it fully appreciate the urgency of the need to replace this
8 vulnerable structure. The state shall take the necessary steps to
9 expedite the environmental review and design processes to replace the
10 Alaskan Way viaduct with a deep bore tunnel under First Avenue from the
11 vicinity of the sports stadiums in Seattle to Aurora Avenue north of
12 the Battery Street tunnel. The tunnel must include four general
13 purpose lanes in a stacked formation.

14 (2) The state route number 99 Alaskan Way viaduct replacement
15 project finance plan must include state funding not to exceed two
16 billion four hundred million dollars and must also include no more than
17 four hundred million dollars in toll revenue. These funds must be used
18 solely to build a replacement tunnel, as described in subsection (1) of
19 this section, and to remove the existing state route number 99 Alaskan
20 Way viaduct. All costs associated with city utility relocations for
21 state work as described in this section must be borne by the city of
22 Seattle and provided in a manner that meets project construction
23 schedule requirements as determined by the department. State funding
24 is not authorized for any utility relocation costs, or for central
25 seawall or waterfront promenade improvements.

26 (3) The department shall provide updated cost estimates for
27 construction of the bored tunnel and also for the full Alaskan Way
28 viaduct replacement project to the legislature and governor by January
29 1, 2010. The department must also consult with independent tunnel
30 engineering experts to review the estimates and risk assumptions. The
31 department shall not enter into a design-build contract for
32 construction of the bored tunnel until the report in this section has
33 been submitted.

34 (4) Any contract the department enters into related to construction
35 of the deep bored tunnel must include incentives and penalties to
36 encourage on-time completion of the project and to minimize the
37 potential for cost overruns.

1 (5) It is important that the public and policymakers have accurate
2 and timely access to information related to the Alaskan Way viaduct
3 replacement project as it proceeds to, and during, construction of all
4 aspects of the project, specifically including but not limited to
5 information regarding costs, schedules, contracts, project status, and
6 neighborhood impacts. Therefore it is the intent of the legislature
7 that the state, city, and county departments of transportation
8 establish a single source of accountability for integration,
9 coordination, tracking, and information of all requisite components of
10 the replacement project, which must include, at minimum:

11 (a) A master schedule of all subprojects included in the full
12 replacement project or program; and

13 (b) A single point of contact for the public, media, stakeholders,
14 and other interested parties.

15 (6)(a) The city and county departments of transportation shall be
16 responsible for the cost, delivery, and associated risks of the project
17 components for which each department is responsible, as outlined in the
18 January 13, 2009, letter of agreement signed by the governor, city, and
19 county.

20 (b) The state's contribution shall not exceed two billion four
21 hundred million dollars. If costs exceed two billion four hundred
22 million dollars, no more than four hundred million of the additional
23 costs shall be financed with toll revenue. Any costs in excess of two
24 billion eight hundred million dollars shall be borne by property owners
25 in the Seattle area who benefit from replacement of the existing
26 viaduct with the deep bore tunnel.

27 (7) Compression brakes may be used by authorized motor vehicles in
28 the deep bore tunnel in a manner consistent with the requirements of
29 RCW 46.37.395.

30 NEW SECTION. **Sec. 2.** The department of transportation must
31 prepare a traffic and revenue study for a state route number 99 deep
32 bore tunnel for the purpose of determining the facility's potential to
33 generate toll revenue. The department shall regularly report to the
34 transportation commission regarding the progress of the study for the
35 purpose of guiding the commission's toll setting on the facility. The
36 study must include the following information:

1 (1) An analysis of the potential diversion from state route number
2 99 to other parts of the transportation system resulting from tolls on
3 the facility;

4 (2) An analysis of potential mitigation measures to offset or
5 reduce diversion from state route number 99;

6 (3) A summary of the amount of revenue generated from tolling the
7 deep bore tunnel; and

8 (4) An analysis of the impact of tolls on the performance of the
9 facility.

10 The department must provide the results of the study to the
11 governor and the legislature by January 2010.

12 NEW SECTION. **Sec. 3.** This act is necessary for the immediate
13 preservation of the public peace, health, or safety, or support of the
14 state government and its existing public institutions, and takes effect
15 July 1, 2009.

Passed by the Senate April 24, 2009.

Passed by the House April 22, 2009.

Approved by the Governor May 12, 2009.

Filed in Office of Secretary of State May 13, 2009.

AGENDA

SR 520/Alaskan Way Viaduct Quarterly Presentations

Wednesday December 9, 2009

1:00 PM to 4:00 PM

SR 520 Project Office, Plaza 600 Bldg., Seattle

HQ Conf. Rm. SD-11, 310 W. Maple Lane, Olympia

Go To Meeting Link: <https://www1.gotomeeting.com/join/639188265>

Time	Subject	Description	Presenter	GNB
1:00 PM	Safety Update, Introductions			
1:05 PM	Opening Remarks		Jerry Lenzi	
1:10 PM	HQ Program Delivery	Quarterly Update	Jay Alexander	
	Toll Division			
1:20 PM	Urban Partnership Agreement / Lake Washington Congestion Management	Progress Update, Needs	Craig Stone	
	SR 520 Program			
1:35 PM	SR 520 Bridge Replacement & HOV	Program Overview	Julie Meredith	
	SR 520/I-5 to Medina Westside	Progress Update and Forecast	Staff	
	SR 520/Medina to SR 202 Eastside	Progress Update and Forecast	Staff	
	SR 520 Pontoon Construction	Progress Update and Forecast	Staff	
	AWV Program			
2:05 PM	I-5/SR 161/SR 18 - Interchange	Progress Update	Bruce Nebbitt	
2:20 PM	SR 99 Alaskan Way Viaduct & Seawall	Program Overview	Ron Paananen	
	SR 99/S Massachusetts to Union St. Electrical Line Relocation	Progress Update and Forecast	Staff	
	SR 99/S Holgate St to S King St	Progress Update and Forecast	Staff	
	SR 99/Central Waterfront Replacement	Progress Update and Forecast	Staff	
2:50 PM	Wrap-Up		Jay Alexander	
	Construction Cost Summary			
	SR 518 Third Lane	Construction Cost Summary	Placeholder for notebook, no presentation	
	SR 519/ I-90 to SR 99 Intermodal Access			
	I-5/5th Ave NE to NE 92nd St Stg 2			



**SR 99/Alaskan Way Viaduct - Replacement
PROGRAM ITEM NUMBERS (PINs)**

- SR 99/S Massachusetts St to Union St - Electrical Line Relocation (809936A)
- SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade (809936B)
- SR 99/Battery St Tunnel - Fire and Safety Improvement (809936C)
- SR 99/S Holgate St to S King St - Viaduct Replacement (809936D)
- SR 99/S King St to Lenora St - Central Waterfront Replacement (809936E)
- SR 99/Viaduct Project - Transit Enhancements and Local Improvements (809936F)
- SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation (809936P)
- SR 99/Alaskan Way Viaduct Demolition and Surface Streets (809936T, Unfunded)
- SR 99/Active Traffic Management, Signs, ITS & Software (809936W)



REGION

Alaskan Way Viaduct Replacement Project

ADMINISTRATOR

Ron Paananen

CURRENT PROJECT PHASE

Pre- Construction and Construction

PROJECT DESCRIPTION

The existing seismically vulnerable Alaskan Way Viaduct is at the end of its useful life. Staged work has begun.

BUDGET COMPARISON (\$ in Thousands)

'09-11 Expenditures					Total Project Cost			
Phase	'09-11 Budget	Last Approved (09 LEGFIN)	Current Plan (2010 Sup)	Current - Last Approved	'09-11 Budget	Last Approved (09 LEGFIN)	Est. at Completion	EAC - Last Approved
SR 99/S Massachusetts St to Union St - Electrical Line Relocation (809936A)								
PE	\$1,372	\$1,372	\$0	-\$1,372	\$12,300	\$12,300	\$10,924	-\$1,376
RW	\$1,000	\$1,000	\$0	-\$1,000	\$1,498	\$1,498	\$497	-\$1,002
CN	\$7,030	\$7,030	\$10,923	\$3,892	\$45,790	\$45,790	\$28,295	-\$17,495
Total	\$9,402	\$9,402	\$10,923	\$1,521	\$59,588	\$59,588	\$39,716	-\$19,872
SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade (809936B)								
PE	\$0	\$0	\$0	\$0	\$3,294	\$3,294	\$3,224	-\$70
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$3,294	\$3,294	\$3,224	-\$70
SR 99/Battery St Tunnel - Fire and Safety Improvement (809936C)								
PE	\$921	\$921	\$1,685	\$764	\$12,966	\$12,966	\$12,919	-\$47
RW	\$0	\$0	\$114	\$114	\$1,688	\$1,688	\$1,148	-\$540
CN	\$5,041	\$5,041	\$5,671	\$630	\$5,991	\$5,991	\$6,620	\$629
Total	\$5,962	\$5,962	\$7,469	\$1,508	\$20,644	\$20,644	\$20,687	\$43
SR 99/S Holgate St to S King St - Viaduct Replacement (809936D)								
PE	\$8,267	\$8,267	\$16,668	\$8,401	\$77,721	\$77,721	\$77,721	\$0
RW	\$53,710	\$53,710	\$54,358	\$648	\$74,784	\$74,784	\$73,379	-\$1,406
CN	\$184,859	\$184,859	\$185,119	\$260	\$385,075	\$385,075	\$386,481	\$1,406
Total	\$246,836	\$246,836	\$256,145	\$9,309	\$537,581	\$537,581	\$537,581	\$0

Note: Highlight increases over the Last Approved amount(s) with red text. Positive amounts indicate an increase in cost.

QUARTERLY REPORT, DECEMBER 2009

BUDGET COMPARISON (\$ in Thousands)									
'09-11 Expenditures					Total Project Cost				
Phase	'09-11 Budget	Last Approved (09 LEGFIN)	Current Plan	Current - Last Approved	'09-11 Budget	Last Approved (09 LEGFIN)	Est. at Completion	EAC - Last Approved	
SR 99/S King St to Lenora St - Central Waterfront Replacement (809936E)									
PE	\$49,000	\$49,000	\$157,781	\$108,781	\$118,916	\$118,916	\$198,586	\$79,670	
RW	\$92,331	\$92,331	\$95,850	\$3,520	\$163,322	\$163,322	\$180,995	\$17,673	
CN	\$95,912	\$95,912	\$73,000	-\$22,912	\$1,208,429	\$1,208,429	\$1,520,530	\$312,101	
Total	\$237,242	\$237,242	\$326,631	\$89,389	\$1,490,667	\$1,490,667	\$1,900,111	\$409,444	
SR 99/Viaduct Project - Transit Enhancements and Local Improvements (809936F)									
PE	\$1,119	\$1,119	\$6,629	\$5,510	\$5,398	\$5,398	\$11,340	\$5,942	
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CN	\$77,488	\$77,488	\$72,651	-\$4,837	\$96,837	\$96,837	\$111,016	\$14,179	
Total	\$78,607	\$78,607	\$79,280	\$673	\$102,235	\$102,235	\$122,356	\$20,121	
SR 99/Alaskan Way Viaduct Yesler Way Vicinity - Stabilize Foundation (809936P)									
PE	\$0	\$0	\$0	\$0	\$258	\$258	\$258	\$0	
RW	\$0	\$0	\$0	\$0	\$72	\$72	\$72	\$0	
CN	\$0	\$0	\$0	\$0	\$3,720	\$3,720	\$3,539	-\$181	
Total	\$0	\$0	\$0	\$0	\$4,050	\$4,050	\$3,869	-\$181	
SR 99/Alaskan Way Viaduct Demolition and Surface Streets (809936T)									
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$290,667	\$290,667	
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$290,667	\$290,667	
SR 99/Active Traffic Management, Signs, ITS & Software (809936W)									
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CN	\$16,815	\$16,815	\$16,815	\$0	\$16,815	\$16,815	\$16,815	\$0	
Total	\$16,815	\$16,815	\$16,815	\$0	\$16,815	\$16,815	\$16,815	\$0	
SR 99/Alaskan Way Viaduct and Seawall - Replacement EIS (809936K)									
PE	\$0	\$0	\$0	\$0	\$17,730	\$17,730	\$17,730	\$0	
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total	\$0	\$0	\$0	\$0	\$17,730	\$17,730	\$17,730	\$0	
SR 99/Alaskan Way Viaduct and Seawall - Replacement R/W (809936L)									
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RW	\$0	\$0	\$0	\$0	\$48,505	\$48,505	\$48,505	\$0	
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total	\$0	\$0	\$0	\$0	\$48,505	\$48,505	\$48,505	\$0	
SR 99/Alaskan Way Viaduct and Seawall - Replacement Corridor Design (809936M)									
PE	\$2,403	\$2,403	\$2,258	-\$145	\$99,558	\$99,558	\$99,558	\$0	
RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total	\$2,403	\$2,403	\$2,258	-\$145	\$99,558	\$99,558	\$99,558	\$0	
<i>Note: Highlight increases over the Last Approved amount(s) with red text. Positive amounts indicate an increase in cost.</i>									

Project Total	\$597,267	\$597,267	\$699,521	\$102,254	\$2,400,667	\$2,400,667	\$3,100,667	\$700,152	
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QUARTERLY REPORT, DECEMBER 2009

SCHEDULE COMPARISON						
Milestone	09-11 Budget	Current (incl. Pending PCRFs)	Current - '09 Budget (Mos.)	Attained	Comments	
SR 99/S Massachusetts St to Union St - Electrical Line Relocation (809936A)						
Ad	April-08	May-08	1	May 27, 2008	WSDOT has completed Stage 1 scope and turned over to Seattle City Light which is responsible for Transmission Line repair and energization	
OC	November-09	December-09	1			
SR 99/Lenora St to Battery St Tunnel - Earthquake Upgrade (809936B)						
Ad	May-10	N/A	N/A		Project cancelled and funds reprogramed to Central Waterfront Replacement	
OC	January-13	N/A	N/A			
SR 99/Battery St Tunnel - Fire and Safety Improvement (809936C)						
Ad	June-09	N/A	N/A		Project to be rescoped as a maintenance project. Decommissioning planned after Bored Tunnel opening.	
OC	October-17	October-17	N/A			
SR 99/S Holgate St to S King St - Viaduct Replacement (809936D)						
Ad	June-09	March-09	2	March 27, 2009	Stage 1 Contract	
OC	December-12	September-13	9		NB Elevated Holgate to S. Royal Brougham	
SR 99/S King St to Lenora St - Central Waterfront Replacement (809936E)						
Ad	April-10	March-10	1			
OC	December-15	December-15	0		Tunnel open to Traffic: 12/2015	
SR 99/Viaduct Project - Transit Enhancements and Local Improvements (809936F)						
Ad	October-08	October-08	0	October 27, 2008	4th Avenue Loop Offramp Advertisement	
OC	April-13	December-12	3		by City of Seattle Oct 08	
SR 99/Active Traffic Management, Signs, ITS & Software (809936W)						
Ad	April-09	April-09	0	April 6, 2009	Design Build Contractor has mobilized	
OC	November-10	May-10	7		Substantial Completion F/C for I-5 Sign Scope	
Note: Highlight increases over the Last Approved dates with red text . Positive amounts indicate a delay.						

SUMMARY OF PROJECT HIGHLIGHTS

DESIGN STRATEGIES & ELEMENTS:

Governor Gregoire signed SSB 5768 into law calling for a Deep Bored Tunnel alternative along a 1st Avenue alignment. With confirmation of the new program direction, AWV initiated conceptual engineering work for the bored tunnel alternative to support both the Supplemental Draft Environmental Impact Statement - as well as the Request for Qualifications and Request for Proposal for a Design Build contract . The S. Holgate to S. King St. Viaduct Replacement Project modified its design to accommodate the Bored Tunnel alternative and removed the below-grade undercrossing of the BNSF tail track to implement a potentially more efficient design that also allows for a direct connection from Alaskan Way to East Marginal Way. The viaduct structure north of King Street will remain mostly open to traffic during construction of the bored tunnel alternative. In addition, design work culminated in advertisement for the SR99 Intelligent Transportation Systems (ITS) Projects as part of the mitigation strategy for traffic impacts; the Urban Partnership is implementing Active Traffic Management scope on Interstate 5 combined with AWV funding. **The Battery Street Tunnel will be mostly open to traffic during construction of the bored tunnel but will be decommissioned in 2017 after the bored tunnel is open to traffic in 2015.**

BUDGET:

Existing State and Federal funding provided by the 2009 Legislature is \$2.4 billion. Previous estimates for the bored tunnel alternative were \$1.9 billion, however, recent value engineering studies and estimates conducted on the program indicate an estimate-at-completion for the bored tunnel of \$2.0 billion; and for the Moving Forward projects of \$800 million. The \$100 million increase in estimated bored tunnel alternative cost is offset by a like reduction in the estimated cost for the Holgate-to-King Viaduct Replacement Project. The additional \$400 million in funding required to meet project needs will be provided by Toll Revenue bonds. Port of Seattle funding contributions of \$300 million, when received, will be programmed to complete the Alaskan Way Viaduct Demolition and Surface Street Project, which will follow the opening of the bored tunnel alternative to traffic. The total program estimate at completion, including both State and Port of Seattle funding, remains at \$3.1 billion.

SCHEDULE:

Electrical Line Relocation from S. Massachusetts St. to Railroad Way S is forecast to be substantially complete in early December and the facility has been turned back to Seattle City Light (SCL). WSDOT is providing support to SCL to repair an oil leak in the north end of the cable in the vicinity of University and Western Avenue. The S. Holgate to S. King Viaduct Replacement Stage 1 is 18% complete. The S. Holgate to S. King St. Viaduct Replacement Stage 2 design removed the undercrossing as described above and will be issuing a re-conformed bid set in February, 2010. On the Bored Tunnel Alternative, the base cost estimate was completed and the CEVP performed. A more efficient alignment was included as an opportunity for the CEVP. Work continues on the Supplemental Draft Environmental Impact Statement with a Record of Decision goal of Spring 2011.

SR99/ S. Holgate to S. King St. – Viaduct Replacement

**Quarterly Progress Report
December 2009**

SR 99 / S. Holgate St. To S. King St. – Viaduct Replacement

Accomplishments from October 1, 2009 – November 30, 2009

Stage 1 (In Construction)

- Preconstruction Survey and Building Settlement Monitoring has been completed.
- New bike and pedestrian path was opened to the public.
- Completed 26kV duct bank from Station 2+25 to Station 6+13.
- Removed underground storage tank from Port of Seattle property.
- Completed installation of duct bank across East Marginal Way to Pacific Maritime.
- Commenced installation of 26kV duct bank at south end of East Marginal Way.

Stage 2 (In Design)

- Updated railroad relocation plans, including a section that shows vertical and horizontal clearances for poles and utilities, were submitted to Burlington Northern Santa Fe (BNSF) for concurrence based on C-2A decision.
- Detention Exemption was approved by the Washington Department of Fish and Wildlife. Detention vaults under Colorado Avenue S. were removed from the design and the proof and AD plan sets.
- The Railroad Construction and Maintenance agreement with BNSF was approved and signed.
- The project was advertised for construction bids on October 26, 2009.
- Program-wide value engineering (VE) studies were held in November that resulted in recommendations to provide efficiencies and cost savings to the program. These recommendations included the following changes to the Stage 2 contract:
 - Remove the retained cut “U-Tube” and associated bridges that would have spanned over the U-Tube cut.
 - Replace the U-Tube with an elevated structure that will likewise allow for Port traffic to bypass the railroad crossing on Atlantic Street (this will be packaged as a separate contract).
 - Provide for a detour through the WOSCA property.
- Above listed Stage 2 design revisions will be issued in one or more addenda and will delay the bid opening date to March 24, 2010.

Challenges and Opportunities Over the Next 6 Months

- Reaching agreement on Railroad pre-emption at Atlantic Street with the City and BNSF.
- Completing design changes and packaging Final Addenda so Bid opening is not delayed past March 31, 2010.

SR99/ S. King St. to Lenora St. Central Waterfront Replacement

**Quarterly Progress Report
December 2009**

SR 99 / S. King Street to Lenora Street – Central Waterfront Viaduct Replacement

Accomplishments from October 1, 2009 – November 30, 2009

- Tunnel Corridor
 - In October, the project team held cooperating agency EIS review kickoff meetings with the Port of Seattle and King County; it also completed the first co-lead agency reviews of several discipline reports. During November the project team completed the second round of co-lead and cooperating/interested agency reviews of discipline reports. In the next 60 to 90 days, the team will continue development and co-lead review of SDEIS background information, including summary chapters, the outline, and selected appendices; and receive and utilize a revised EIS design snapshot that is expected to be completed in January 2010.
 - The team has identified preliminary locations of utility conflicts and is preparing to plan for utility relocations along the new alignment option (see below). Additionally, right-of-way and building settlement impacts along this alignment are being addressed.
 - The team met with SUE contractor and identified the first round of pothole locations along 6th Avenue and Thomas Street.
 - The team developed a geometric configuration for the new 6th Avenue tunnel alignment.
 - The team met with ROMA design group and the City to discuss Urban Design plans for Aurora Avenue and cross-street configuration.
 - The team developed south end Preliminary Construction Staging concepts, and updated the right-of-way exhibit that identifies tie-back, staging and acquisition areas.
 - The team selected consultants to provide design services for the South Access and for 1st Avenue Ground Improvements, however their scope is being revised given the selection of the new alignment option.
- Alignment
 - Various CEVP and VE workshops have been held during the summer and fall in an effort to maximize efficiencies and achieve cost savings on the bored tunnel alternative. These workshops lead to the selection of a new alignment option that is located along Alaskan Way in the South; transitions to 1st Avenue between Columbia and University; is located along 1st Avenue from University to Stewart; and then transitions to being located along 6th Avenue in the north as it connects to SR 99 at Mercer.
 - The scope of the project has changed with the realignment of the tunnel portal to 6th Avenue. The construction of the detour for SR 99 and the temporary structure on Harrison Street over SR 99 have been removed from the project.
- Request for Proposals (RFP)
 - The Design Schedule continues to be developed and revised as needed to reflect latest strategies for the construction contract packages. The tunnel bore will be design-build; all other packages will be design-bid-build. Each contract will have its own project delivery schedule and budget.
 - The geotechnical investigation program is leading to the development of a Geotechnical Baseline Report. This document is key to risk management on the bored tunnel alternative, and will accompany the RFP.

- Request for Proposals (RFP) (continued)
 - The Bored Tunnel Alternative draft RFP is in review, to include reviews conducted by the City of Seattle. The draft RFP is forecast to be complete in February, at which time the Department will be in consultations with short-listed potential proposers. The final RFP is forecast to be released in June, with proposals due to the Department in October. Award of the design-build contract for the bored tunnel alternative is forecast for January 2011.
 - Four teams submitted Statements of Qualifications (SOQ's) in response Request for Qualifications (RFQ) issued by the department in September. These SOQ's will be evaluated in December.

Challenges and Opportunities Over the Next 6 Months

- The analysis of potential effects of settlement on buildings and utilities is ongoing, as is the design of associated mitigation measures. Soil borings are planned to investigate potential for archaeological discovery.
- The EIS schedule is very aggressive and requires significant close coordination with co-lead and cooperating agencies as well as reviewers. With recent modifications to the north and south portals, the SDEIS schedule has slipped. The team is working on a revised SDEIS schedule.

Project: AWW&SRP - SR99 BORED TUNNEL CENTRAL WATERFRONT VIADUCT REPLACEMENT					
Project Status:	PE	Region:	UCO	Report Period:	November 2009
Project Title:	Alaskan Way Viaduct Replacement Project			Presentation Date:	Nov 4, 2009
WIN:	U09936E	Federal Funds CN:	TBD	TPA:	TBD
				Nickel Project:	TBD

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99 King St to Roy – Viaduct Replacement	29.89	32.83	

PE Project Engineer:	Dawn McIntosh	Designer:	Ben Rodenbough, PB America	Project Office:	AWV&SRP
Project Scope/Description:	The existing Alaskan Way Viaduct and Battery Street tunnel will be replaced with a deep bore tunnel, which follows a new alignment under 1 st Avenue. The project is comprised of a deep bore tunnel containing two stacked roadway decks (northbound traffic on the bottom deck and southbound traffic on the top deck) with cut-n-cover sections at both the south and north ends. The alignment will consist of a minimum of two lanes in each direction. Both the south and north access points will contain fully directional movements connecting with the city surface street grid system.				

	Date Entered	Comments
Scope Change Date & Comments		
Project Objectives:	6/2009	Address structural safety concerns associated with the seismic vulnerability of the existing viaduct. Address traffic safety along the corridor associated with recurrent and incident related congestion Enhance a vital link in the regional transportation system
Accomplishments:	10/2009	PB Task Order CQ: CEVP Round #2 occurred in conjunction with a VE study to further define project elements for potential cost and risk reductions. PB Task Order CL, Cost Account CL.02 Civil, Design: Design Approval Package under development, with Draft due in December 2009. Interchange Plans for approval will not be required as part of the DAP by HQ. However, all known deviations will be required as part of the package approval. The Interchange Plans for approval will be required as part of the DDP for Project Development Approvals to be completed by the respective South and North Access Design Teams. PB Task Order CN Building Surveys. 97% of the building internal surveys have been scheduled. This is 287 of the 295 buildings. PB Task Order CJ Survey base mapping. This work is proceeding on schedule with base maps for the north and south expected by the end of September. \ Prepared memo to Jerry Lenzi outlining the current contract packaging proposal.
Current & Upcoming Activities:	11/2009	Task Order CQ: Finalize work efforts associated with the CEVP #2 and associated VE Study. Review and comment on Draft SEIS Discipline Reports Task Order CL, Cost Account CL.02: Enter into final completion of the Design Approval Package, including the Design Parameters, Design Variance Inventory, and Deviations. Need to revise Contract Packaging Notebook to reflect outcome of CEVP and memo to Jerry Lenzi.

Legislative & UCO Milestones	CPMS Baseline Date	Approved Trend Date	Current Forecast
Project definition complete			
Begin Pre-Construction Engineering			
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			

100% PS&E Submittal			
Environmental Documentation Complete			
Right of Way Certification Completed			
Contract Advertisement (Ad Date)			
Contract Bid Opening			
Contract Award			
Contract Execution			
Start of Construction			
Operationally Complete			
Final Contract Completion			

MDL Ad Date:		Ad Date CPMS File:	(Baseline AD)
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Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Design Schedule: Dawn McIntosh	Date:	11-04-09	RED
Design Schedule Comments:	Design Schedule is under development for construction contract packages. The Tunnel bore will be design-build, all other packages will be design-bid-build. Each contract will have its own project delivery schedule and budget.		
Environmental: Angela Freudenstein	Date:	11-24-09	RED
Environmental Comments:	<p>The EIS schedule is very aggressive and requires significant close coordination with co-lead and cooperating agencies as well as reviewers. We are implementing a streamlined strategy to assist with this extensive coordination. The schedule relies heavily on quick reviews, resolving issues quickly and aggressive 106 and ESA consultations. With recent modifications to the north and south portals, the SDEIS schedule has slipped. We are currently working on a revised SDEIS schedule.</p> <p>The team is working to prepare internal and external reviewers for shorter review times (emails, schedule notifications, meetings, etc). Many items (ESA, Section 106) are on the critical path at this time.</p>		
Env-Hydraulics & Water: Commenter	Date:		
Env-Hydraulics & Water Comments:			
Env-Permits: Adam Gale/Heather Page	Date:	11-24-09	RED
Env-Permits Comments:	<p>Bored Tunnel RFP: Awaiting south portal location and tunnel alignment decision before proceeding with agency coordination. If the alignment occurs within the shoreline (within 200 feet from the shoreline) a Shoreline Substantial Development Permit from the City will be required.</p> <p>Follow-up meeting required with Ecology to determine if NPDES General(s) or NPDES Individual is required. NPDES Individual could cause significant delay in the DB's ability to start construction. Obtained feedback from King County and DPD on the wastewater permit/authorization and noise variance conditions for inclusion in the RFP. Received DRAFT Street Use Permit conditions from SDOT and working with AWW team and SDOT to resolve concerns and discrepancies.</p> <p>North Portal: Same as above.</p>		
Env-Biology/ESA: Angela Freudenstein	Date:	11-24-09	YELLOW

Group and Commenter:	<p>Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.</p>		
Env-Biology/ESA Comments:	<p>ESA consultation has not yet been initiated. We working to finalize Stormwater assumptions. It is likely that this project will be a formal consultation (255 day Services review).</p> <p>We are working with the Services to engage them in early and often reviews of the BA prior to submittal. Design modifications to the north and south portals and corresponding slip in the SDEIS dates, have created a buffer for ESA completion. We are currently working on a revised ESA schedule.</p>		
Right of Way: Paul Lacy/Larry Ellington	Date:	10/06/09	YELLOW
Right of Way Plans	<p>5 parcels at the north portal and one parcel at the south parcel have been authorized for acquisition. The revised plan in the south, adding the WOSCA parcel, has been approved. We are expecting the revised plan for the north to be approved in early October. A Draft R/W plan for the central section should be available for review in October. This is Yellow because of the issue of acquisition prior to the ROD. An updated ROW acquisition cost estimate is being prepared for CVEP.</p>		
Traffic: Mark Bandy	Date:	10/05/09	GREEN
Traffic Comments:	<p>Transportation Discipline Report will be out for lead agency review on October 9, 2009. Preliminary traffic volumes and travel times have been shared with Seattle, Port, and King County.</p>		
Systems: J. Sims	Date:	10/05/09	RED
	<p>PB finalizing work on cross sectional systems verification including 3D rendering. PB working on section of tunnel constrained by ramp. PB has completed first draft of Chapter 2 RFP requirements and is conducting an internal review. PB has is finalizing their preliminary plans for tunnel systems. PB has completed construction estimates for systems work. PB addressing system comments on Draft Cross-section Report.</p> <p>PB completed fire size presentation to SFD. PB proposed reducing the design fire size from 200 to 100 MW. Awaiting comments from SFD.</p> <p>Submitted VE responses related to tunnel systems. Responded to SFD conditions in their letter of concurrence with the tunnel design criteria. Conducting meetings with WSDOT stakeholders for concept of operations and design criteria recommendations. Conducted meetings to establish uniform control between the proposed tunnel and existing tunnel systems. Proposal is to have proposed tunnel operate the same as ARINC system recently incorporated for the I-90 tunnels. Developing a plan of action to deal with "proprietary items", "ITS system engineering approach" and "buy America" FHWA requirements. Established RFP reviewers for system sections of Chapter 2. Setting up kickoff meeting for system reviewers.</p>		
Utilities: Mark Anderson	Date:	10/07/09	YELLOW

Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Utilities Comments:	<p>The Ground Improvement team (KPFF) will need to coordinate with SCL to support in place the 115kV Transmission Lines 3 & 4 under Railroad Avenue Ramps by May 2011. Design changes and discussion with SCL indicates that now the transmission lines can be supported without relocation and geotechnical walls can be constructed under them. Ground Improvement contract will have to relocate utilities south of King Street before lid can be placed at street level. Construction sequencing for re-relocation of 115kV and distribution ductbanks on WOSCA needs to be finalized, now part of DB contract. Long suspension of 115kV transmission line at North Portal needs to be confirmed with SCL. Construction substation now part of DB contract, but 26kV lines serving it must be brought to WOSCA site somewhere. PB/Power Engineers investigating whether 230 kV transmission lines can be placed in tunnel for SCL. Inventory prepared for utilities potentially impacted by tunnel settlement, indicates need to reconstruct/retrofit/monitor many along First Avenue alignment. Strategies for protecting in development, meetings with City utilities being held weekly. Much work has been done on settlement of utilities in corridor, risk groupings of "A" and "B" are being developed. Current PB contract will be extended through biennium for Utilities Team to continue working in lieu of separate on-call contracts for each subconsultant.</p>		
Agreements: Rachelle Hein	Date:	10/06/09	RED
Agreements Comments:	<p>Management level discussions are underway with the City of Seattle on a master utilities agreement, of which some decisions will feed into the RFP.</p>		
Bridge & Structure: Tim Moore	Date:	10/05/09	YELLOW
Bridge & Structures Comments:	<p>Task CL.03 Structural Design – 26 RFP drawings of bored tunnel liner wall, interior tunnel structure, cut & cover North and South Access to be completed by 11/02. Design, drawings and criteria development at 58% complete. FLAC models checking settlement trough and internal structural forces due to seismic demand displacement. Additional development of seismic design criteria for the bored tunnel and cut & cover tunnel sections is part of this scope to be included in RFP.</p>		
Landscape: Deb Peters	Date:	10/5/09	
Landscape Comments:	<p>Weekly coordination with PB developing visual guidelines. Need further development to provide input on landscape guidelines for RFP. No scoring because no schedule or due date has been received to date.</p>		
Materials/Geotech: Jim Struthers	Date:	10/6/09	YELLOW
Materials/Geotech Comments:	<p>Phase 2 exploration borings are concluding this week with the exception of one boring with property access issues. Installation of wells for the pumping tests is underway and pumping tests will continue through late October. Requests for structural design parameters are being handled on an as-requested basis with earth pressures, liner design parameters, and settlement calculation delivered to date. Seismic design parameters currently under development. Groundwater modeling for south end dewatering and FLAC modeling for the BNSF and EBI are underway.</p>		
Constructability: Commenter	Date		
Constructability Comments			
MOT: Commenter	Date		
MOT Comments			
Staging: Commenter	Date		
Staging Comments:			
Local Programs: Commenter	Date:		
Local Programs Comments:			
Budget: Dawn McIntosh	Date:	10/5/09	RED

Group and Commenter:	Comments PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.
Budget Comments:	Budget is under refinement to address VE and CEVP Study results. Intent is to have an updated budget following the mid-Oct CEVP. Note, the PE budget data, below, is for Design (\$108.2M) and EIS (\$15.6M) work orders. Work Order authorization includes \$8M funding authorized for the EIS Work Order

Design Work Order:	XL3238 (Design), XL3460 (EIS)	R/W Work Order:	RW5043
Project Development Budget Summary			

Legislative Final 2009	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	268,170,000	181,370,000	1,041,130,000	1,490,670,000
Leg. Budget Baseline Pin 2				0
Leg. Budget Baseline Pin 3				0
Leg. Budget Baseline Pin 4				0
Leg. Budget Baseline Total				
	268,170,000	181,370,000	1,041,130,000	1,490,670,000
Production Month End 2009– Month#7	PE	R/W	CN	TOTAL
CPMS Production Win U00937K	15,600,000	0	0	15,600,000
CPMS Production Win U09936E	108,179,063	163,321,711	0	271,500,774
CPMS Production Pin 3				0
CPMS Production Pin 4				0
CPMS Production Total	123,779,063	163,321,711	0	287,100,774
	PE	R/W	CN	TOTAL
Current WO Authorization	55,298,614	14,862,027	0	70,160,641
Actual Expenditures	29,067,571	14,689,192	0	43,756,763
Authorized WO Remaining Balance	26,231,043	172,835	0	26,403,878
% of Current Authorized Spent	52.6%	98.8%	%	
% of Phase Complete	10%	8.0%		
Budget Confidence Level				
Current Estimate at Completion	289,100,000	181,370,000	1,429,530,000	1,900,000,000
Project Balance	1	1	1	3

Construction Project Engineer:		Expected Construction Completion:	
Construction Team Leader:		Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.
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Project: AWV Replacement Project South Access Site & 1 st Avenue Preparation					
Project Status: PE		Region: UCO		Report Date: November 2009	
Project Title: AWV Replacement Project South Access Site & 1 st Avenue Preparation			Presentation Date: Dec 2, 2009		
WIN: U09901A	Federal Funds CN:	TBD	TPA: TBD	Nickel Project: TBD	

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99 King St to Roy – Viaduct Replacement	29.89	32.83	

PE Project Engineer: Bruce Nebbitt	Designer: KPFF	Project Office: AWV&SRP
Project Scope/Description:	The existing Alaskan Way Viaduct and Battery Street tunnel will be replaced. One of the replacement alternatives is a deep bore tunnel. This project will remove poor soils, protect and relocate utilities, and remove existing building tie backs. This work will be done in advance of the tunnel bore project to minimize the risk of design-build construction schedule delays.	
	Date Entered	Comments
Scope Change Date & Comments	10/16/09	Scope of consultant work finalized, for 25% design phase.
Project Objectives:	10/2009	Advance the design work to define a successful way to accomplish the work and minimize overall program risk. Bring design to 25% for inclusion in the Draft Tunnel RFP and then complete the design for the tunnel design-builder.
Accomplishments:	11/17/09	10% Design Memo was submitted by the consultant. Consultant submitted the Draft 25% Report & Plans (Nov. 2009).
Current & Upcoming Activities:	10/22/09 11/19/09	Review and comment on the RFP. Review and comment on the Draft 25% Report & Plans. Consultant to submit final Report & Plans(Complete on 12/23/09). Revisions to RFP section 2.43.

Legislative & UCO Milestones	CPMS Baseline Date	Approved Trend Date	Current Forecast
Project definition complete			
Begin Pre-Construction Engineering	Oct. 08, 2009		
30% PS&E Submittal	Jan. 04, 2010		
60% PS&E Submittal	N/A		
90% PS&E Submittal	N/A		
100% PS&E Submittal	Sept. 7, 2010		
Environmental Documentation Complete (ROD)	Mar. 31, 2011		
Right of Way Certification Completed	Jan. 4, 2011		
Contract Advertisement (Ad Date)	Jan. 12, 2011		
Contract Bid Opening	N/A		
Contract Award	April 2011		
Contract Execution	May 2011		
Start of Construction	May 2011		
Operationally Complete	Dec. 24, 2015		
Final Contract Completion	June 30, 2017		

MDL Ad Date:	Ad Date CPMS File: (Baseline AD)
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Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.
Design Schedule: Jim Farris	Date: 11/19/09 GREEN
Design Schedule Comments:	Consultant is on schedule to complete the 25% report.

Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Environmental:	Date:		
Environmental Comments:			
Env-Hydraulics & Water:	Date:		
Env-Hydraulics & Water Comments:			
Env-Permits:	Date:		
Env-Permits Comments:			
Env-Biology/ESA:	Date:		
Env-Biology/ESA Comments:			
Right of Way: Jim Farris	Date:	11/19/09	GREEN
Right of Way Plans	We do not need to purchase the Triangle Tavern building or move it, but we will need an easement of some kind, either for work associated with temporarily filling the areaway, or possibly subterranean.		
Traffic:	Date:		
Traffic Comments:			
Systems:	Date:		
Utilities:	Date:	10/07/09	YELLOW
Utilities Comments: Mark Anderson Jim Farris	<p>The Ground Improvement team (KPFF) will need to coordinate with SCL to support in place the 115kV Transmission Lines 3 & 4 under Railroad Avenue Ramps by May 2011. Design changes and discussion with SCL indicates that now the transmission lines can be supported without relocation and geotechnical walls can be constructed under them. Ground Improvement contract will have to (protect or) relocate utilities south of King Street before lid can be placed at street level. Construction sequencing for re-relocation of 115kV and distribution ductbanks on WOSCA needs to be finalized, now part of DB contract. Long suspension of 115kV transmission line at North Portal needs to be confirmed with SCL.</p> <p>Consultant KPFF has begun coordinating with private and public utilities.</p>		
Agreements:	Date:		
Agreements Comments:			
Bridge & Structure:	Date:		
Bridge & Structures Comments:			
Landscape:	Date:		
Landscape Comments:			
Materials/Geotech:	Date:		
Materials/Geotech Comments:			
Constructability:	Date	11/19/09	GREEN
Constructability Comments Jim Farris	This work is part of the Direct Bore contract, the contractor will need to interface with both H2K and the South Access projects. Will need to identify all interface issues in the RFP.		
MOT:	Date		
MOT Comments			
Staging:	Date		
Staging Comments:			
Local Programs:	Date:		
Local Programs Comments:			
Budget: Jim Farris	Date:	11/19/09	GREEN
Budget Comments:	The consultant billing will not show up until the next report, at which time the current scope for 25% will be mostly completed. Consultant agreement \$1,304,166.		

Design Work Order: XL3683	R/W Work Order: RW 5109
Project Development Budget Summary	

Legislative 2010 Supplemental	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	7,800,000	1,00,000	0	8,800,000
Leg. Budget Baseline Pin 2				0
Leg. Budget Baseline Pin 3				0
Leg. Budget Baseline Pin 4				0
Leg. Budget Baseline Total				
	7,800,000	1,00,000	0	8,800,000
Production Month End 2009– Month#7	PE	R/W	CN	TOTAL
CPMS Production Win U09901A	0	0	0	0
CPMS Production Pin 3				0
CPMS Production Pin 4				0
CPMS Production Total	0	0	0	0
	PE	R/W	CN	TOTAL
Current WO Authorization	3,900,000	1,000,000	0	4,900,000
Actual Expenditures	18,731	0	0	18,731
Authorized WO Remaining Balance	3,881,269	1,000,000	0	3,881,269
% of Current Authorized Spent	0.5%	0%		
% of Phase Complete	15%	0%		
Budget Confidence Level				
Current Estimate at Completion	3,900,000	1,000,000		4,900,000
Project Balance	3,881,269	1,000,000		4,881,269

Construction Project Engineer:	TBD	Expected Construction Completion:	
Construction Team Leader:	TBD	Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.
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Project: AWV Replacement Project South Access Connection					
Project Status: PE		Region: UCO		Report Date: November 2009	
Project Title: AWV Replacement Project South Access Connection				Presentation Date: Dec 2, 2009	
WIN: U09904A	Federal Funds CN:	TBD	TPA: TBD	Nickel Project: TBD	

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99 King St to Roy – Viaduct Replacement	29.89	32.83	

PE Project Engineer: Bruce Nebbitt	Designer: Jacobs/WSDOT	Project Office: AWV&SRP
Project Scope/Description:	This project will complete the section of at grade and elevated roadways connecting the Holgate to King project to the southern end cut and cover section of the deep bore tunnel approach alternative.	
	Date Entered	Comments
Scope Change Date & Comments	11/17/09	Scope of work is being reviewed. Scoping effort will support RFP (15% design).
Project Objectives:	10/23/09	Connect the Holgate to King project to the southern end of the tunnel approach.
Accomplishments:	11/17/09	Consultant submitted Scope of Work and it is currently being reviewed. Work on staging & sequencing.
	11/19/09	Submitted comments on RFP section 1 as concerns to this project. – Order of work, contractor shared access.
Current & Upcoming Activities:	11/19/09	Review RFP for possible alignment revision and update interface coordination between South Access and tunnel design-build contract.
	11/19/09	Continue working on staging & sequencing concepts. Finalize scope, negotiate hours, hold kickoff meeting.

Legislative & UCO Milestones	CPMS Baseline Date	Approved Trend Date	Current Forecast
Project definition complete			
Begin Pre-Construction Engineering	Nov. 01, 2009		
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			
100% PS&E Submittal	Aug. 19, 2013		
Environmental Documentation Complete	Mar. 31, 2011		
Right of Way Certification Completed	Oct. 21, 2013		
Contract Advertisement (Ad Date)	Nov. 04, 2013		
Contract Bid Opening	Dec. 18, 2013		
Contract Award	Feb. 20, 2014		
Contract Execution	Mar. 12, 2014		
Start of Construction	Mar. 20, 2014		
Operationally Complete	Dec. 28, 2015		
Final Contract Completion	May 31, 2016		

MDL Ad Date:	Ad Date CPMS File: (Baseline AD)
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Group and Commenter:	Comments GREEN YELLOW RED PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.
Design Schedule: Commenter	Date:
Design Schedule Comments:	
Environmental: Commenter	Date:
Environmental Comments:	

Group and Commenter:	Comments PLEASE NOTE: Use red delineation only if ad date may be affected! If comment is yellow or red you must provide a remedy or course of action after initial comment.		
Env-Hydraulics & Water: Commenter	Date:		
Env-Hydraulics & Water Comments:			
Env-Permits: Commenter	Date:		
Env-Permits Comments:			
Env-Biology/ESA: Commenter	Date:		
Env-Biology/ESA Comments:			
Right of Way: Jim Farris	Date:	11/19/09	GREEN
Right of Way Plans	There is a \$100,000 place holder for Right of Way but there are no actual dollars budgeted for R/W.		
Traffic: Commenter	Date:		
Traffic Comments:			
Systems: Commenter	Date:		
Utilities: Commenter	Date:		
Utilities Comments:			
Agreements: Commenter	Date:		
Agreements Comments:			
Bridge & Structure: Commenter	Date:		
Bridge & Structures Comments:			
Landscape: Commenter	Date:		
Landscape Comments:			
Materials/Geotech: Commenter	Date:		
Materials/Geotech Comments:			
Constructability: Commenter	Date:		
Constructability Comments:			
MOT: Commenter	Date:		
MOT Comments:			
Staging: Commenter	Date:		
Staging Comments:			
Local Programs: Commenter	Date:		
Local Programs Comments:			
Budget: Commenter	Date:		
Budget Comments:			

Design Work Order:	XL3685	R/W Work Order:	
Project Development Budget Summary			

Legislative 2010 Supplemental	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	22,300,000	0	112,800,000	135,100,000
Leg. Budget Baseline Pin 2				
Leg. Budget Baseline Pin 3				
Leg. Budget Baseline Pin 4				
Leg. Budget Baseline Total	22,300,000	0	112,800,000	135,100,000

Legislative 2010 Supplemental Production Month End 2009– Month#7	PE	R/W	CN	TOTAL
	PE	R/W	CN	TOTAL
CPMS Production Win U09904A	22,300,000			22,300,000
CPMS Production Win U09936E				
CPMS Production Pin 3				
CPMS Production Pin 4				
CPMS Production Total	22,300,000			22,300,000
	PE	R/W	CN	TOTAL
Current WO Authorization	9,300,000	0	0	9,300,000
Actual Expenditures	20707	0	0	20707
Authorized WO Remaining Balance	9,279,293	0	0	9,279,293
% of Current Authorized Spent	0.2%			
% of Phase Complete	0%			
Budget Confidence Level				
Current Estimate at Completion				
Project Balance	22,279,293			

Construction Project Engineer:	TBD	Expected Construction Completion:	05/3/16
Construction Team Leader:	TBD	Estimated Open to Traffic:	12/31/15

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.
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Project: AWW & SRP Contract ND – North Access Utility Relocation					
Project Status:	PE	Region:	AWV	Report Date:	November 2009
Project Title:	Viaduct project, North Access Detour			Presentation Date:	
WIN:	U09906A	Federal Funds CN:	TBD	TPA:	TBD
				Nickel Project:	N/A

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99/S King St to Lenora St, Central Waterfront Viaduct Replacement	SR 99	SR 99	

PE Project Manager:	Kirk Wilcox, PE	Designer:	WSDOT	Project Office:	588124
Project Scope/Description:	Relocation of utilities in preparation for construction of the North Access Connection of SR 99 to the bored tunnel along 6 th Avenue.				

Scope Change Date & Comments	Date Entered	Comments
	11/25/09	The scope of the project changed with the realignment of the tunnel portal to 6 th Avenue. The construction of the detour for SR 99 and the temporary structure on Harrison Street over SR 99 have been removed from the project.
Project Objectives:		
Accomplishments:	11/24/09	<ul style="list-style-type: none"> - Identified preliminary location for utility conflicts - Met with SUE contractor and identified 1st round of pothole locations along 6th and Thomas St. - Setup meeting with City utilities to discuss new alignment and impacts
Current & Upcoming Activities:		<ul style="list-style-type: none"> - Complete detailed PE schedule - Complete survey request for utility location on Taylor Ave and cross streets - Prepare Work Plans (Project Management Plans)

Legislative & UCO Milestones	CPM Baseline Date	Approved Trend Date	Pending Trend Date
Project definition complete			
Begin Pre-Construction Engineering	Oct 2009		
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			
100% PS&E Submittal			
Environmental Documentation Complete			
Right of Way Certification Completed			
Contract Advertisement (Ad Date)	Jan 2011		
Contract Bid Opening			
Contract Award			
Contract Execution			
Start of Construction	Apr 2011		
Operationally Complete			
Final Contract Completion			

MDL Ad Date:		Ad Date CPMS File:	(Baseline AD) April
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Group and Commenter:	Comments	GREEN	YELLOW	RED
Design Schedule: Jason Biggs	Date: 11/24/09	GREEN		
Design Schedule Comments:	Preparing draft Design schedule, submit December 1 st .			
Environmental:	Date:	GREEN		
Environmental Comments:				
Env-Hydraulics & Water:	Date:	GREEN		
Env-Hydraulics & Water Comments:				
Env-Permits:	Date:	GREEN		

Group and Commenter:	Comments	GREEN	YELLOW	RED
Env-Permits Comments:	Permits list being developed			
Env-Biology/ESA:	Date:			
Env-Biology/ESA Comments:				
Right of Way:	Date:		GREEN	
Right of Way Comments:				
Traffic:	Date:		GREEN	
Traffic Comments:				
Utilities: Jason Biggs	Date:	11/24/09	GREEN	
Utilities Comments:	<p>Developing list of impacted utilities for North Access project area. Need to work with Mark Anderson on format of information for City Preliminary Engineering Funding Utility agreement.</p> <p>Meeting has been established with the City to discuss change in alignment and anticipated utility impacts.</p>			
Agreements:	Date:	11/24/09	GREEN	
Agreements Comments:	Developing list of anticipated utility agreements for North Access project area.			
Bridge & Structure:	Date:		GREEN	
Bridge & Structures Comments:				
Landscape:	Date:			
Landscape Comments:				
Materials/Geotech:	Date:		GREEN	
Materials/Geotech Comments:				
Constructability:	Date:		GREEN	
Constructability Comments:				
MOT:	Date:			
MOT Comments:				
Staging	Date:		GREEN	
Staging Comments:				
Local Programs:	Date:			
Local Programs Comments:				
Budget: Don Bullard	Date:	11/24/09	GREEN	
Budget Comments:	WIN & PE Work Order created.			

Design Work Order:	XL-3686	R/W Work Order:	TBD
Project Development Budget Summary			

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	5,000,000	46,000,000	6,800,000	57,800,000
Leg. Budget Baseline Pin 2				
Leg. Budget Baseline Pin 3				
Leg. Budget Baseline Pin 4				
Leg. Budget Baseline Total	5,000,000	46,000,000	6,800,000	57,800,000
Production Month End 2010 – Month 04				
CPMS Production Pin 1	5,000,000	46,000,000	6,800,000	57,800,000
CPMS Production Pin 2				
CPMS Production Pin 3				
CPMS Production Pin 4				
CPMS Production Total	5,000,000	46,000,000	6,800,000	57,800,000
Current WO Authorization				
	2,000,000	0	0	2,000,000
Actual Expenditures	12,683	0	0	12,683

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Authorized WO Remaining Balance	2,000,000	0	0	2,000,000
% of Current Authorized Spent	0.6%	%	%	
% of Phase Complete	0.5%			
Budget Confidence Level	GREEN			
Current Estimate at Completion	5,000,000	46,000,000	6,800,000	57,800,000
Project Balance	4,987,317	46,000,000	6,800,000	57,787,317

Construction Project Engineer:	Dave Lindburg	Expected Construction Completion:	
Construction Team Leader:		Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.
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Project: AWV & SRP Contract NA – North Access Connection					
Project Status:	PE	Region:	AWV	Report Date:	November 2009
Project Title:	Viaduct project, North Access Connection			Presentation Date:	
WIN:	U09907A	Federal Funds CN:	TBD	TPA:	TBD
				Nickel Project:	N/A

PIN #	PIN Title	BMP	EMP	Sub Program
809936E	SR99/S King St to Lenora St, Central Waterfront Viaduct Replacement	SR 99	SR 99	

PE Project Manager:	Kirk Wilcox, PE	Designer:	WSDOT	Project Office:	588124
Project Scope/Description:	This Contract constructs the SR99 mainline and ramps starting at the North Tunnel Portal area and extending north to where it joins SR99 at Mercer Street. This contract also includes on and off ramps at Republican Street and the extension of 6 th Ave to Mercer St.				

	Date Entered	Comments
Scope Change Date & Comments	11/24/09	The scope has been revised to include: <ul style="list-style-type: none"> - Revision of the tunnel alignment to 6th Ave - New geometric roadway configuration connecting SR 99 from the tunnel to the Mercer St overcrossing. - Reduction of right of way impacts
Project Objectives:		
Accomplishments:	11/24/09	<ul style="list-style-type: none"> - Developed geometric configuration for new 6th Ave tunnel alignment. - Developed Preliminary Construction Staging Drawings - Updated R/W exhibit identifying tie-back, staging, and acquisition areas - Met with ROMA design group and City to discuss Urban Design plans for Aurora Ave. and cross street configuration.
Current & Upcoming Activities:		<ul style="list-style-type: none"> - Submit Work Plans on 12/1/09 - Complete detailed PE schedule - Refine Geometrics for ramp connections and 6th Ave. - Update base mapping limits for new alignment. - Prepare select EIS snapshot plans and RPF plans

Legislative & UCO Milestones	CPM Baseline Date	Approved Trend Date	Pending Trend Date
Project definition complete			
Begin Pre-Construction Engineering	Oct 2009		
30% PS&E Submittal			
60% PS&E Submittal			
90% PS&E Submittal			
100% PS&E Submittal			
Environmental Documentation Complete			
Right of Way Certification Completed			
Contract Advertisement (Ad Date)			
Contract Bid Opening			
Contract Award	Jul 2012		
Contract Execution			
Start of Construction			
Operationally Complete			
Final Contract Completion			

MDL Ad Date:		Ad Date CPMS File:	(Baseline AD) April
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Group and Commenter:	Comments	GREEN	YELLOW	RED
Design Schedule: Jason Biggs	Date: 11/24/09		YELLOW	
Design Schedule Comments:	Preparing draft Design schedule and Work plan, submit December 1 st .			
Environmental: Jason Biggs	Date: 11/24/09		YELLOW	

Group and Commenter:	Comments	GREEN	YELLOW	RED
Environmental Comments:	Working with environmental group to discuss impacts to scope and schedule related to new geometric configuration. Design office to provide updated EIS Snapshot plans for portal area, finals due 1/15/10.			
Env-Hydraulics & Water: Jason Biggs	Date: 11/24/09	GREEN		
Env-Hydraulics & Water Comments:	CH2MHill under contract to provide Draft TSL for corridor stormwater 12/31/09			
Env-Permits: Jason Biggs	Date: 10/6/09	GREEN		
Env-Permits Comments:	Permits list being developed			
Env-Biology/ESA: TBD	Date:			
Env-Biology/ESA Comments:				
Right of Way: Jason Biggs	Date: 11/24/09	GREEN		
Right of Way Comments:	Working with Larry on R/W needs and schedule. Will follow-up with Heather Page on Street Use permit for structure demolition conditions and timelines. Need to update limits of limited access for new configuration.			
Traffic:	Date:	GREEN		
Traffic Comments:				
Utilities:	Date:	GREEN		
Utilities Comments:				
Agreements: Jason Biggs	Date: 10/6/09	GREEN		
Agreements Comments:	Developing list of anticipated agreements for North Access project area.			
Bridge & Structure: Jason Biggs	Date: 11/24/09	GREEN		
Bridge & Structures Comments:	Identified preliminary structure location and type for new geometric configuration. Investigating tie-back requirements for shoring/cut walls and potential conflicts with building foundations.			
Landscape:	Date: 11/24/09	GREEN		
Landscape Comments:	Coordination with NW Region Landscape Design. Held preliminary discussion of project work with PE office and Region Design Lead.			
Materials/Geotech: Jason Biggs	Date: 11/24/09	GREEN		
Materials/Geotech Comments:	Developed Surfacing request for SR 99. Need further coordination with City of Seattle on surface street surfacing requirements.			
Constructability: Jason Biggs	Date: 11/24/09	GREEN		
Constructability Comments:	Coordinating with DB team on interface limits between TU and NU/NA contracts. Developed preliminary construction staging plans for NA contract and Mercer Widening.			
MOT:	Date:			
MOT Comments:				
Staging: Jason Biggs	Date: 10/6/09	GREEN		
Staging Comments:	Developed preliminary plans for use during CEVP. Need to review and get buy-in from upper management.			
Local Programs:	Date:			
Local Programs Comments:				
Budget: Don Bullard	Date: 11/23/09	GREEN		
Budget Comments:				

Design Work Order: XL-3687	R/W Work Order: TBD
Project Development Budget Summary	

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Leg. Budget Baseline Pin 1	9,900,000	0	67,700,000	77,600,000
Leg. Budget Baseline Pin 2				
Leg. Budget Baseline Pin 3				
Leg. Budget Baseline Pin 4				
Leg. Budget Baseline Total	9,900,000	0	67,700,000	77,600,000

Legislative Sup. 2010	PE	R/W	CN	TOTAL
Production Month End 200X – Month#	PE	R/W	CN	TOTAL
CPMS Production Pin 1	9,900,000	0	67,700,000	77,600,000
CPMS Production Pin 2				
CPMS Production Pin 3				
CPMS Production Pin 4				
CPMS Production Total	9,900,000	0	67,700,000	77,600,000
	PE	R/W	CN	TOTAL
Current WO Authorization	2,700,000	0	0	2,700,000
Actual Expenditures	23,685	0	0	23,685
Authorized WO Remaining Balance	2,676,315	0	0	2,676,315
% of Current Authorized Spent	1%	%	%	
% of Phase Complete				
Budget Confidence Level	GREEN			
Current Estimate at Completion	9,900,000	0	67,700,000	77,600,000
Project Balance	9,876,315		67,700,00	77,576,315

Construction Project Engineer:	Dave Lindberg	Expected Construction Completion:	
Construction Team Leader:		Estimated Open to Traffic:	

Scheduling Tasks

Task #	Task Name	B/L Start	B/L Finish	Sch. Start	Sch. Finish	Act. Finish	% Comp.
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