



AWV
Pier 48 and WOSCA Building Demolition
Initiate and Align Kickoff Meeting
Agenda & Meeting Notes
November 12, 2008

Objective: Utilize the WSDOT Project Management Process to get the Pier 48 and WOSCA Building Demolition Scope understood by all involved parties, outline responsibilities, establish implementation schedule/ milestones, determine budget limitations and success factors.

Agenda:

Topic	Led by:	Time
Introductions	All Around	9:00 – 9:10
Project Description, Scope Overview and Team Assignment	Mark Anderson	9:10 – 9:25
Field /Schedule Coordination with other WSDOT Contracts	Kathy Klingman	9:25- 9:35
Budget Boundaries – Biennium and Lifetime	Ward Anderson	9:35- 9:45
Team Member Roles and Responsibilities (by Discipline)	Mark Anderson and Team	9:45-10:15
Measures of Success	Mark Anderson	10:15 – 10:20
Recap Open Issues	Brian Smith	10:20 – 10:30
Breakout Session	As needed	Room is available to Noon



Attendees:

Name	Organization	Phone
Mark Anderson	WSDOT / AWV P.E.	206.382.5252
Brian Smith	Hatch Mott Macdonald/ Project Controls	206.267.6525
Harry Jarnagan	HMM/ Program Management	206.267.6893
Vic Oblas	HMM / Construction	206.267.6009
Kathy Klingman	WSDOT / Construction	206.382.3248
Ward Anderson	WSDOT / Business Management	206.267.6529
Gwen McCullough	WSDOT / Environmental	206.267.6011
Larry Ellington	HDR / Pharos / Real Estate	206.267.3812
Wayne Baker	WSDOT / NW Region	206.768.5703
Jim Robison	PMAC / Hatch Mott MacDonald/Engineering	206.267.6513
Chris Ludington	PMAC / Hatch Mott MacDonald/ Scheduling	206.382.5207
Theresa Greco	WSDOT / Program Management	206.267.3785
Phet Sinthavong	WSDOT / Facilities	360.705.7858
Heather Page	Anchor Environmental / Environmental	206.267.6516

Meeting Notes:

After introductions, Mark Anderson gave his understanding of the scope of work, the responsibility for execution and project goals. WSDOT Facilities normally handles demolition work, and this scope of work is expected to also fall within Facilities' responsibility.

Scope of Work:

Two distinct work activities are planned:

Pier 48 – Initially, the warehouse building on top of the pier is slated for demolition. The building has been condemned by the City of Seattle, and the uplands (that portion of the parcel on solid ground) has been leased to Republic Parking with a provision for State use with short notice. The pier itself is damaged from Marine Borers with the near-shore pilings believed to be in worse shape than those further away from shore. Heather Page indicated that the UCO region has performed a review and determined that the building is not historically significant. Harry Jarnagan relayed that John White has some biennial budget concerns. Ward Anderson distributed a page from the proposed biennial budget of \$10.0 million between now and 2015, with \$4,572,223 available between now and Jun 2009. The goal for Pier 48 is to demolish the warehouse building as quickly as possible in order to minimize any liability or potential historical nomination issues.





WOSCA (Washington-Oregon Shipping Cooperative Association) parcel: The WOSCA property consists of two buildings; a warehouse and freighthouse. After some earlier debate, the freighthouse building at the north end of the parcel is no longer considered historic. Although the State owns the warehouse, G. Smith owns the land and the freighthouse and leases it to the State. At the end of the lease, the State is obligated to demolish the buildings. Larry Ellington explained that there is a potential lease amendment in the works that could result in a rent reduction. The southernmost portion of the WOSCA building is occupied until April 1, 2009. The freighthouse is the northernmost portion of the building and has been vacated already.

The 1051 building (Gerry Sportswear building) would also need to be demolished at the end of the lease but is not included in the current scope of work. The goals for the WOSCA buildings are similar to Pier 48 with the added need for demolition to avoid the follow-on Holgate to King Viaduct Replacement project.

Schedule:

The AWW Master Schedule and Holgate to King Viaduct Replacement Project construction flowcharts were distributed. Phase 1 underground work for the Holgate to King Project is anticipated to begin late spring (2009), with Phase 2 heavy civil starting in fall of 2009. The WOSCA demolition could begin in the Spring of 2009 after the remaining tenant has vacated (after April 1) and before the Phase 2 work begins in the fall (with demolition completion before July 1, 2009).

There is current construction activity occurring with the Electrical Relocation Phase 1 work between now and Fall, 2009.

Demolition of Pier 48 is expected to occur after July 1, 2009 because of funding constraints and possible permitting issues.

Environmental:

It was assumed that there would be two environmental documents required. WOSCA could be an errata addition to the Holgate to King Viaduct Replacement FONSI document. Endangered Species Act consultation has occurred. A separate SEPA Checklist will be prepared by Facilities for the Pier 48 demolition in coordination with AWW Environmental. Facilities will handle the permitting in coordination with Heather Page and that there will be one demolition contract for both projects (this was later revisited).



Prior Projects:

Phet Sinthavong from WSDOT Facilities explained how the Traeger demolition worked; Facilities handled all permitting coordination with the City of Seattle. Underground Storage Tanks (UST) were discovered and decommissioned. Phet was confident that one demolition contract could address both sites (but this was left unresolved – see open issues).

Permitting Considerations:

Theresa Greco explained that due to the close working relationship established with the City of Seattle, Facilities would need to coordinate with Mark Anderson and Heather Page as a streamlined process had been established between WSDOT and the City.

Demolition Estimates:

Phet offered that a straightforward warehouse demolition such as the WOSCA buildings would be in the \$5.00 /SF range, excluding any lead or asbestos abatement. The WOSCA warehouse is about 40,000 sf and the freighthouse (office) is about 20,000 sf for a total estimate cost of \$300,000 (excluding lead, asbestos, or UST remediation). The status of any Hazmat inspections or subsequent reports of WOSCA need to be coordinated with Gwen McCullough. See Open Issues for additional items.

Pier 48 is much harder to estimate given the location and potential for specialty contractors who are experienced with working around and over water, but the demolition itself was not considered difficult. Vic Oblas asked if any load testing had been performed on the pier to establish a weight limit. A separate complicating issue was the fact that WSDOT has agreed to house a barge used for the Hood Canal Bridge project at Pier 48 through next July or August.

Phet indicated that Facilities can generate drawings for permitting using the AutoCad files already developed for the Holgate to King project.

Roles and Responsibilities:

The WSDOT roles and responsibilities were reviewed as follows:
Access: Issues of access were thought to already be addressed with separate but related projects of Holgate to King and Electrical Relocation projects with regards to Utilities.



Roles and Responsibilities (cont.):

Architecture: Not applicable

Bridge and Structures: It was requested that Tim Moore of WSDOT Bridge and Structures be coordinated with for load testing Pier 48.

Construction: Phet would arrange for a hazardous materials (asbestos, lead, PCBs, etc) survey and reporting for WOSCA and coordinate the pre-construction conference. Abatement estimation and scheduling have not yet been performed. As indicated earlier, permitting would have to be coordinated with Heather Page and WSDOT HQ and the City of Seattle. The Department of Planning and Development (DPD)'s lead identified for working with WSDOT is Bob Laird (206-615-1312) and he works for DPD's director, Diane Sugimura.

Consultant Liason: Facilities would perform any coordination necessary.

Cost Risk Estimate & Management: Not applicable

Design & Plans Review: Coordinated by Facilities

Environmental: Gwen McCullough sent Phase 1 and Phase 2 Environmental Site Assessment reports for WOSCA to Phet. A potential fish work window is between September 1 through March 31 (for Pier 48 work). The Pier 48 work will probably fall under a general HPA permit.

Geographical Services: Not Applicable

Geotechnical Services: Not Applicable

Highways and Local Programs: Not Applicable

Hydraulics and Water Quality: Facilities to address in Demolition contract for TESC and related issues.

Land Survey: An ALTA survey had been performed for WOSCA, but not for Pier 48. Open Issue.

Materials: Not Applicable.



Roles and Responsibilities (cont.):

Maintenance: Not Applicable

Program Management: As indicated earlier, remaining biennial expenditures were a concern. An updated cost estimate from Facilities would help Program Management determine how much money could be moved to the 09-11 Biennium (e.g. beyond June 2009). A guestimate of \$1.5 million was used for the Pier 48 building demolition.

Public Information: Phet and Mark Anderson would have to coordinate with the AWW's Public Outreach consultant, Enviroissues in order to communicate public impacts with adequate notice. The AWW lead for this is Kristy Van Ness.

Real Estate and Right of Way Services: Larry Ellington is the AWW point of contact for Real Estate issues. He will coordinate with Randy Johnson and Patrick Sullivan, RES Property Management.

Roadside Development: Not Applicable

Traffic: Facilities to address traffic impacts with demolition traffic control plans and haul routes. Juan Reyes is the regional contract for Traffic.

Transportation Data Office: Not Applicable.

Utilities: Facilities will handle utilities issues.

Measures of Success

Mark indicated that success could be measured by meeting the following goals: WOSCA:

- Safety of all involved
- Demolition of WOSCA before Holgate to King Phase 1 Contractor mobilization (late spring 2009).
- Keep WSDOT's commitment to the Public regarding (traffic impacts?)

Pier 48:

- Minimize over-water issues
- Safety of all involved
- Potential demolition move to next biennium



Open Issues:

- One or two demolition contracts
- Program level funding & timing that could affect Pier 48 demolition
- WSDOT Parking
- Load Testing of Pier 48
- Public Outreach Involvement
- Tenant in WOSCA and potential early vacation
- Hazardous material survey and reporting for WOSCA
- HazMat abatement estimate needed for WOSCA
- Updated HazMat Abatement approach/estimate for Pier 48 (should the building to be found structurally unstable)
- Pier 48 permitting
- Pier 48 Surveying
- City of Seattle DPD permit streamlining
- Coordination with Electrical Relocation contractor (Frank Colluccio Construction Company)
- Work plan schedule
- Coordination with Phase 1 Holgate to King Special Provisions

Notes taken by Brian Smith, with review by M. Anderson, G. McCullough, H. Page and L. Ellington.

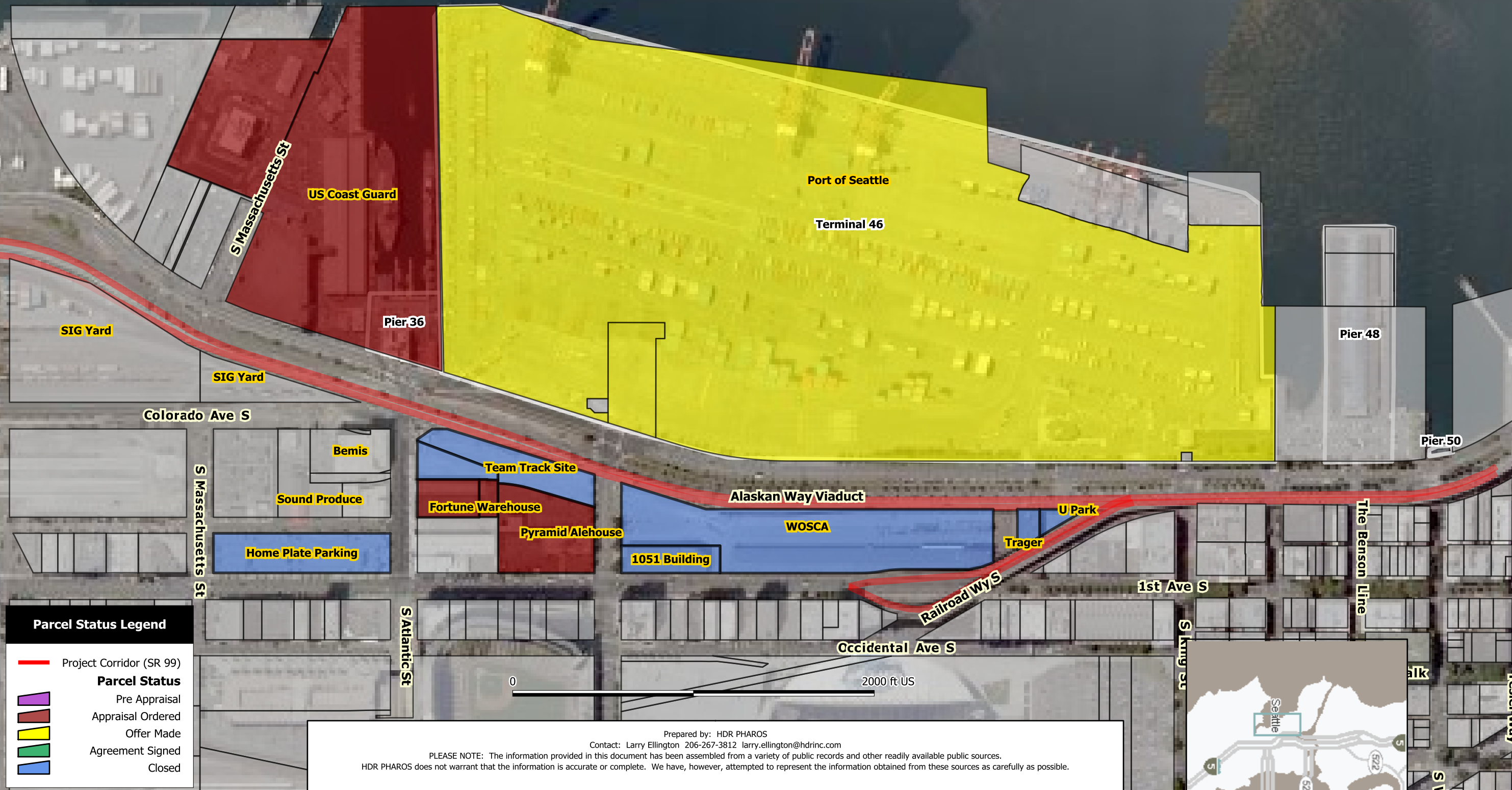
Attachment: Holgate to King Viaduct Removal Real Estate Parcel Identification graphic with Pier 48 and WOSCA parcels.

Distribution:

- Attendees
- Ali Amiri
- Randy Johnson
- Tom Madden
- Tim Moore
- Matt Preedy
- Juan Reyes
- Patrick Sullivan
- Kristy Van Ness
- Alec Williamson
- AWV Document Control

Viaduct Removal Holgate to King

12/1/2008



Parcel Status Legend

- Project Corridor (SR 99)
- █ Pre Appraisal
- █ Appraisal Ordered
- █ Offer Made
- █ Agreement Signed
- █ Closed

0 2000 ft US

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 PLEASE NOTE: The information provided in this document has been assembled from a variety of public records and other readily available public sources.
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