

VandenBerghe, Alissa (Consultant)

From: Johnson, R. Paul
Sent: Friday, March 13, 2009 7:54 AM
To: Madden, Tom
Cc: Preedy, Matt; Johnson, Paul (UCO)
Subject: Final Update From R. Paul Johnson

Tom - When I was hired in December, Matt Preedy assigned three main tasks to me:

- Training in construction administration for Paul E. Johnson and Scott Hart
- Administration of Contract 7575. I was to be the project engineer until Paul E. Johnson arrived on a permanent basis. When Paul arrived (it turned out to be February 2nd) I would then be the engineering manager.
- Assure comprehensive plan review effort for Holgate to King Stage 1

Following is a status/summary for each of these items, plus status/summary information for other activities I have been involved in.

TRAINING: We completed training on March 3, 2009. On March 3, 2009, I provided an email summary of that activity to both Matt and you.

CONTRACT 7575: When I became the project engineer, it snowed and the contractor was unable to work on the project for two and one half weeks. The contractor resumed work on Monday, January 5, 2009, working north of Royal Brougham Way for the first time. At the close of business on Friday, January 9, 2009 we issued the first of four Orders to Suspend Work for most contract items north of Royal Brougham Way (The most recent Order to Suspend Work is in effect through March 16, 2009, but allows 1,200 feet of transmission line work north of Royal Brougham Way).

The bored tunnel decision impacted costs on Contract 7575 in two ways to date. We met with Mike McGinley and Todd Pita on Wednesday, March 4, 2009 to discuss costs related to the Orders to Suspend Work. We are working toward a "clear all" change order for bored tunnel decision impacts through February 27, 2009. On March 4, 2009, I provided you an email summary of the discussion at that meeting. As noted in that email, most of the increased cost is for equipment standby. There are additional increases for surveying and for soil testing. The "clear all" total will be about \$50,000. In addition to these increased "hard dollar" costs, it is interesting to note that the bored tunnel decision resulted in a "savings" of \$180,000 in Contingencies money for Contract 7575. Proposed Change Order 6 modified (lowered) the vertical alignment of our lines to accommodate future sewer lines. This change added a requirement for watertight shoring. That need was eliminated by the bored tunnel decision, negating the need to spend \$180,000 from Contingencies. Wendy will update our cost estimate and aging to reflect these recent developments.

We are working with the designers to provide the contractor with additional pieces of distribution line work and transmission line work north of Royal Brougham Way. If we are successful in meeting the contractor's needs for work areas, the only other costs to the project related to the bored tunnel decision will occur if it is necessary to recover schedule between now and the September 9, 2009 milestone to commence switchover work in the Massachusetts Street substation. When we have released all work to the contractor we will request an updated progress schedule and determine whether or not schedule recovery efforts are required to assure we meet the September 9th milestone date. Paul and I have talked about performing schedule recovery work, if needed, to be ready a few weeks ahead of time. You will hear more about this from Paul after he has had an opportunity to look at the contractor's next schedule update.

During suspension of work north of Royal Brougham Way, and after subsurface work on Royal Brougham Way itself had been completed. the contractor moved to the Colorado Avenue stages. He is nearly complete with installation of the transmission line, but stopped as he was lowering the line near Atlantic. He encountered water 10' below the surface and is awaiting approval of his dewatering plan to resume work there. An on site meeting with King

County yesterday should result in approval of the contractor's dewatering plan.

The contractor is working on security clearances and safety training to allow him to enter the substation. The substation work window is nine weeks in duration. Mike McGinley has explained that his subcontractors require three weeks for pulling cable, and three weeks for duct installation. This leaves Mike three weeks to accomplish all excavation within the station. Cooperatively with WSDOT and Seattle City Light, the contractor has developed a three stage plan for work in the substation (one distribution stage and two transmission stages). He intends to begin potholing in the station the week of March 16th and begin excavation activities in the substation, first for the distribution line, soon after that.

We have had no issues with the work to remove the WOSCA building. Communication with that project manager indicates they have had no issues with our work.

We are in regular communication with the owner of the Bemis Building, keeping him informed of our schedule and addressing his concerns. Diane Berge had been leading this communication effort, but Paul is now involved. Mr. Hutchhausen doesn't want us to do the work in Colorado in the late July to Labor Day time period. We will know more about timing when we release all work to the contractor and he has provided us with a new schedule. We are optimistic that we will satisfy Mr. Hutchhausen's needs regarding schedule.

We are in weekly communication with Patrick Nickerson/SODO Builders to coordinate work between our contractor and their project adjacent to the substation. Paul E. Johnson will take over this task when I leave. SODO Builders' engineer has determined there is no physical conflict between their completed product and ours. SODO Builders has submitted their plans to SDOT for review and approval. When they get the approved plans they will work with us on their schedule for performing work in/adjacent to Colorado Avenue.

HOLGATE TO KING STAGE 1: We did a comprehensive review of the proof copy (375 comments). One of our major concerns has been that the way the special provisions were written, we could not deliver the project by the February 10, 2010 date needed for the follow on projects. We had a meeting with Mark Anderson, Matt Preedy, and others on February 13, 2009. We presented issues and suggested changes that could shorten the time for delivery of the project. It was agreed that some changes would be made. The pre-ad copy we received did not reflect any of those changes. That precipitated our March 3, 2009 email to the designers iterating our concerns and suggested changes. The impromptu meeting on March 3, 2009 with you, Ali Amiri, Matt Preedy, Teresa Greco and John White have caused the needed changes to be made. A follow up meeting on March 5, 2009 with Wally Chen, Ali Amiri, Jeff Schutt, Mark Anderson and others helped in making progress on crucial issues.

Presently, we are awaiting the advertisement copy of the PS/E and are pursuing addendum items with the designers. The project is more constructible than it was prior to proof copy review, but some changes will be required during construction. Tom, your involvement in the addendum process will help us in eliminating changes required during construction. Dewatering plan approval may be one of our biggest challenges. The tentative approval yesterday of the Contract 7575 dewatering plan helps in determining a course of action for Holgate to King Stage 1. Paul will be in contact with you on this issue.

PERSONNEL ACTIONS: If there is an area where I have failed, this is it. We have two pending personnel actions related to folks who have joined our office over the past few months. Scott Hart needs a position number. Matt Preedy and John White are addressing the issue. It may be that Scott's position number follows him from Bruce Nebbitt's office - something Bruce does not support. Another possibility that Paul E. Johnson is exploring is transferring the assistant project engineer position from another office. This may be the better of the two proposed solutions.

The second action involves Paul Hansen, our materials inspector. Paul has been with us for about six months, coming from Northwest Region. Northwest Region agrees to let Paul transfer, Matt Preedy has concurred, and now the issue is with John White to concur, then pass along to Craig Stone. John has had the issue since February 4th. I have provide Matt a written reminder and a verbal reminder, both recently. The present restrictions on hiring and transfers may be hampering their ability to effect this transfer.

LONG WORKING HOURS: Paul E. Johnson has been working long hours on weekdays and many partial to full weekend days since the beginning of the year. Paul has been unable to take leave and beginning this month is losing annual leave hours.

Diane Berge, a part time employee, has been working well in excess of forty hours per week since I got here.

Please speak with Paul and Diane regarding their schedules and listen to ideas they have that will help them manage their workloads. With the coordination effort that is required on design of the Holgate to King Stage 2 project, they may need some additional help. They want to help the AWV team in showing that we are making progress (Holgate to King Stage 1 on ad by the end of the year) and that we are doing quality work (constructible, quality PS/E).

THANKS: I thoroughly enjoyed working with WSDOT the past three months. I liked working to identify and address impacts of the bored tunnel decision on our contract. Without that complication, my job would not have been nearly as challenging and interesting. Even more, I enjoyed meeting many state employees, consultants, local agency folks, and others, and helping some WSDOT employees get better at doing their jobs by sharing some of the knowledge I gained during my career. Besides Paul and Scott, I have attempted to influence how other employees think and how they perform their work. I'll follow the Alaska Way Viaduct project and your successes in my retirement.

Paul