

Highway Construction Program

Monthly Delivery Progress Report Watch List

February 2016

This report focuses on Capital Highway Program projects which have, or may have significant changes in scope, schedule, or budget. These projects are reported monthly by CPDM to identify when and how these delivery issues are resolved.

The Monthly Delivery Progress Report Watch List replaces the quarterly delivery progress report previously known as The Gray Notebook Watch List. A monthly report allows for timely reporting and improves transparency on delivery progress.

This report sorts projects into three categories: new projects being reported on, changes from last month, and projects previously reported that have no changes and are not yet resolved.

- **Projects are Removed** when delivery has been delayed out of the Six-Year Plan, when delivery has been attained, or when a significant issue has been mitigated and/or approved by WSDOT.
- **New projects this month.** These projects have been added to the watch list due to potential changes or issues in scope, schedule, or budget. This category also includes projects with changes that occurred and were resolved within the current month.
- **Changes from Prior Month.** Changes discussed in this section were on the previous month's watch list and have other issues that have happened; or they may have been resolved.
- **No Changes from Prior Month.** These projects were on the previous month's watch list and are being followed while an issue is in the process of being resolved.

For additional information on scope, schedule and budget for all projects, please visit [WSDOT's project pages](#). This is the link that leads to the websites of individual projects:

<http://www.wsdot.wa.gov/projects/search/>

To search for a particular project, please enter the state route, county, project title or PIN.

Summary

Delivery Progress Report Summary Table as of February 29, 2016, with issues based on a monthly update.

Removed in February 2016	
Project	Phase/Issue
I-5/NE 117th St to SR 104 - Pavement Repair (King) 100527T	Construction: cost increase
SR 92/Pilchuck River – CED (Snohomish) 109205A	Design: schedule delay, cost increase
SR 501/Smythe Road Vicinity – Slide Repair (Clark) 450116S	Construction: emergency repairs
SR 524/Yew Way - Railroad Crossing Improvements (Snohomish) 152413B	Design: schedule delay

New in February 2016	
Project	Phase/Issue
SR 501/Smythe Road Vicinity – Slide Repair (Clark) 450116S	Construction: emergency repairs

Changes from Prior Month	
Project	Phase/Issue
I-5/NE 117th St to SR 104 - Pavement Repair (King) 100527T	Construction: cost increase
SR 92/Pilchuck River – CED (Snohomish) 109205A	Design: schedule delay, cost increase

SR 99/S King St Vic to Roy St - Viaduct Replacement (King) 809936E	Construction: schedule delay
SR 524/Yew Way - Railroad Crossing Improvements (Snohomish) 152413B	Design: schedule delay

No Changes from Prior Month	
Project	Phase/Issue
SR 161/24th St E to Jovita - Add Lanes (Pierce) 316118A	Construction: potential cost increase

Project Detail

Below is the detail behind the above summary.

New in February 2016

SR 501/Smythe Road Vicinity – Slide Repair (Clark)

Issue: Heavy rainfall during January 2016 caused the roadway to slide. This project is being reported and removed from this list.

Heavy rainfall during January 2016 caused the roadway slope at this location to slide into a creek below. The slide undermined the pavement at the edge of the road. This project will repair the failed embankment and side slope, remove debris from the creek, and repair the undermined guardrail. Traffic on the road is currently reduced to one lane through this area. The project will re-establish two lanes on this section of SR 501.

The cost for the repair is estimated at \$700,000. Construction of this project will begin in spring 2016.

Changes from Prior Month

I-5/NE 117th St to SR 104 - Pavement Repair (King)

Changes from Prior Report: The cost estimate has increased. This project is being reported and removed from this list.

Previously reported: The cost estimate increased by \$789,000 from \$11.1 million to \$11.9 million. The increase is mainly due to multiple contract change orders due to bid item overruns for pavement repair, additional concrete pavement grinding, traffic control, and additional costs for construction engineering due to changes in the actual field conditions from what was previously planned.

Update to the September 2015 report: The cost estimate has increased by an additional \$700,000 from \$11.9 million to 12.6 million. The increase is mainly due to continued deterioration of the roadway which has caused deep ruts and spalling to appear in the concrete panels (broken up, flaked, or pitted with holes). Concrete spalling occurs at the edges of the concrete panels where the material is less dense, and in the middle of the panels as the result of cracking from settling, or from freeze-thaw cycles.

SR 92/Pilchuck River – CED (Snohomish)

Changes from Prior Report: There is a potential cost increase due to continuing river bank erosion. This project is being reported and removed from this list.

Previously reported: The advertisement date has been delayed by 5 months from November 2015 to spring 2016 due to delays with attaining the environmental permit, which in turn has delayed the right of way acquisitions. The environmental permitting process and coordination with resource agencies has taken longer than originally anticipated. In addition, resource agencies may require design changes which would require a formal Environmental Species Act consultation and further delay the environmental permit, right of way acquisitions, and subsequently, the spring 2016 advertisement date. (For the complete report, please see the [June 2015 Watch List](#) at the Project Delivery Reports Archive website.)

Update to the September 2015 report: There is a potential cost increase due to continuing erosion of the river bank. This change in conditions requires an additional protective layer of coarse fiber to be installed between the stabilizing rock on the bank and the plants placed higher up the slope to re-vegetate the stream buffer.

Changes from Prior Report: WSDOT lifts suspension for cause; Seattle Tunnel Partners resumes mining.

Previously reported: Bertha broke through the access pit wall on Wednesday, January 6, 2016. The machine has tunneled approximately 190 feet since it first moved forward in the pit in December.

On January 14, WSDOT notified Seattle Tunnel Partners (STP) that they must "suspend for cause" tunneling operations involving the tunneling machine and the loading of barges. This action was taken in response to two recent safety incidents involving a soil-removal barge and a sinkhole. It is STP's responsibility to determine how to address these issues and ensure they are in compliance with the technical requirements of the contract. There is no timetable for when mining will resume.

STP's projected tunnel opening date is now April 2018. WSDOT cannot verify any of the dates shown in STP's schedule.

Update to the January 2016 report: STP resumed mining after WSDOT conditionally lifted the suspension for cause. STP will be permitted to tunnel forward and install approximately 25 concrete tunnel rings. During this time, they must demonstrate implementation of changes to ensure they can safely continue mining. Changes include updated work and quality plans, realignment of key personnel, quality assurance protocols, and restructured daily meetings.

Barging activities are still restricted pending submittal of additional documentation. STP is using trucks to remove excavated soil.

STP's projected tunnel opening date is now May 2018. WSDOT cannot verify any of the dates shown in STP's schedule.

(For the complete Watch List report, please see the [July 2014 Watch List](#) at the Project Delivery Reports Archive website.)

For more updates on the Alaskan Way Viaduct Replacement project, please see the Alaskan Way Viaduct website at <http://www.wsdot.wa.gov/projects/viaduct/>

SR 524/Yew Way - Railroad Crossing Improvements (Snohomish)

Changes from Prior Report: The advertisement was further delayed to fall 2016 due to delays with acquiring the right of way easement. This project is being reported and removed from this list.

Previously reported: The advertisement date was originally delayed to early fall 2015 due to possible delays with obtaining the easement from the Port of Seattle. The advertisement remained at risk and was further delayed to winter 2016 which will delay the construction completion to fall 2016. Initially, the completion of right of way plans was delayed because WSDOT determined that an easement for a portion of SR 524 roadway which crosses the railroad tracks had not been previously granted from the Port of Seattle (railroad owner) to either Snohomish County or WSDOT. The right of way plans were revised and WSDOT is currently seeking to acquire the right of way easement necessary for completing the work from the Port of Seattle. (For the complete report, please see the [June 2015 Watch List](#) at the Project Delivery Reports website.)

Update to the November 2015 report: The advertisement date will be further delayed to fall 2016 due to delays with acquiring the right of way easement from the Port of Seattle. The Port of Seattle has notified WSDOT that they will be transferring land ownership to Snohomish County. WSDOT will be working with Snohomish County to acquire the right of way easement within 30 days of the land ownership transfer from the Port of Seattle to Snohomish County. This will delay the construction completion to spring 2017.

No Changes from Prior Month

SR 161/24th St E to Jovita - Add Lanes (Pierce)

Status: No change.

Previously reported: There is a potential cost increase due to a pending claim by the contractor. The project was completed on August 21, 2014. (For the complete report, please see the [September 2014 Watch List](#) at the Project Delivery Reports Archive website.)