

GCA 1271 EXHIBIT A-1

PROJECT Description - Reimbursable Scope

This exhibit serves to define the scope of STATE cost responsibility for the construction of improvements to the CITY street system between South King Street and Elliott and Western Avenues that will include reconstruction of Alaskan Way, construction of a new surface street to be called Elliott Way connecting Alaskan Way to Elliott and Western Avenues at Blanchard and Bell Streets, and related improvements. The PARTIES agree that GCB 1308 will be updated to reflect this Exhibit once this AGREEMENT is executed.

The CITY shall be responsible for all funding, design, and construction of CITY Public Utility Relocations to support the PROJECT, with the exception of roadway drainage-related work, which will be funded by the STATE. All permanent and temporary utility service connections necessary to support construction of and the functional needs of the PROJECT, such as water, sewer, electrical, and fiber, will be funded by the STATE. The CITY shall perform planning and coordination services, at STATE expense, for all public and private utility work. All non-city utility relocations will be designed and constructed by others at no cost to the STATE.

The following defines a baseline scope for STATE reimbursable costs. The design and engineering of these elements are described in detail in the CITY'S revised 60% plans and specifications for the PROJECT and as generally represented in Exhibit A-2. The CITY'S 60% PS&E, as refined through the final design efforts, is incorporated herein by this reference.

1. PROJECT Geographic Limits

- 1.1. The northern PROJECT limit is the Elliott Avenue/Bell Street intersection for southbound traffic and the Western Avenue/Bell Street intersection for northbound traffic. The southern PROJECT limit is the Alaskan Way/S. King Street intersection, with improvement work south of S. King Street to match into the improvements to Alaskan Way constructed by the STATE South Access project. These limits will be refined during final design based on the need to provide a smooth transition to existing adjacent streets.
- 1.2. Alaskan Way and Elliott Way roadways will be concrete pavement. Concrete used in intersections, sidewalk landings, and crosswalk areas will be colored and have an exposed aggregate finish as described in Exhibit A-2.
- 1.3. Columbia Street will be reconstructed from First Avenue to the eastern margin (extension of property lines) of Western Avenue and will be concrete pavement to facilitate a new bus corridor.
- 1.4. Seneca Street will be reconstructed from Alaskan Way to the eastern margin (extension of property lines) of Western Avenue and will be funded based on a cost equivalent of constructing an asphalt concrete pavement restoration.

2. Alaskan Way Traffic Lanes

- 2.1. North of Dearborn Street to S. King Street – Seven lanes consisting of four general purpose lanes (two in each direction), two transit-only lanes (one in each direction), and one northbound turn lane at S. King Street.

- 2.2. S. King Street to Main Street – Eight lanes consisting of four general purpose lanes (two in each direction), two transit-only lanes (one in each direction), a single northbound ferry holding lane, southbound turn lanes at Jackson and S. King streets, with east side loading/parking zones from S. King Street to Jackson Street and curb bulbs at each intersection.
 - 2.3. Main Street to Yesler Way – Eight lanes consisting of four through lanes, two transit-only lanes, and two northbound ferry holding lanes, with east side loading/parking zones and curb bulbs at each intersection.
 - 2.4. Yesler Way to Columbia Street – Six lanes consisting of four through lanes (two in each direction) and two transit-only lanes (one in each direction).
 - 2.5. Columbia Street to Seneca Street – Four through lanes (two in each direction), a turn lane, with east and west side loading/parking zones, and curb bulbs at each intersection.
 - 2.6. Seneca Street to Pine Street – Four through lanes (two in each direction), a turn lane, with east and west side loading/parking zones, and curb bulbs at each intersection.
 - 2.7. Pine Street to Virginia Street (north Alaskan Way connection) – Two through lanes, an eastbound left turn lane at Pine, an east side parking/loading zone, and a transition northwards to match the existing roadway section.
3. Elliott Way/Elliott Avenue Traffic Lanes
 - 3.1. Elliott Way, Pine Street to Blanchard Street – Four-through lanes (two in each direction).
 - 3.2. Northbound Elliott Way, Blanchard Street to Bell Street – Two lanes northbound.
 - 3.3. Southbound Elliott Avenue – Bell Street to Blanchard Street – As required to match smoothly with the existing street including a bicycle facility and signal improvements, and curb bulbs at Bell Street.
4. Sidewalks
 - 4.1. Sidewalks will be poured in place concrete with a sawcut 2x2' scoring.
 - 4.2. Sidewalk surfacing from S. King Street to Yesler Way will be colored with an exposed aggregate finish.
 - 4.3. Alaskan Way, South of S. King Street to Pine Street – Sidewalks will be provided from the eastern right of way line to the western edge of the cycle track facility.
 - 4.4. Pine Street to Virginia Street (north Alaskan Way connection) – Sidewalks will be up to 16 feet in width on the north side of the new Pine Street, and east side of north Alaskan Way. Improvements also include all access road, drive aisle, sidewalks, drainage, landscaping, security fencing, paving, lighting, and associated improvements located under the Elliott Way bridge and adjacent to the Waterfront Landings Condominiums.
 - 4.5. Elliott Way, Pine Street to Bell Street – Sidewalks will be up to 24 feet total width for sidewalks from the eastern right-of-way line to western edge of the cycle track, or western construction limits.
 - 4.6. Sidewalk Transitions – as required to match smoothly with the existing streets.

5. Cycle Track and Bike Lanes

- 5.1. Separated cycle track facilities will be constructed of a pervious asphalt concrete pavement system and buffers.
- 5.2. S. King Street to Yesler Way – A 12-foot separated cycle track facility.
- 5.3. Yesler Way to Pine Street – A 12-foot separated cycle track facility.
- 5.4. Pine Street to Virginia Street – A 12-foot separated cycle track facility.
- 5.5. Elliott Way, Pine Street to Bell Street – A 5-foot Protected Bike Lane in both the northbound and southbound directions that transition into the existing system north of Battery Street, including a bicycle facility, signal improvements, and curb bulbs at Bell Street.
- 5.6. Elliott Avenue and Western Avenue, Pine Street to Bell Street - A 5-foot Protected Bike Lane in both the northbound and southbound directions that transition into the existing system north of Battery Street, including a bicycle facility, signal improvements, and curb bulbs at Bell Street.

6. Intersection Treatments

- 6.1. Intersections will be raised three (3) inches from street elevation at all intersections except for Yesler Way and Marion Street. Roadway transitions of approximately twenty-four (24) feet will be provided. Intersection and crosswalk treatments will be colored with an exposed aggregate finish.

7. Landscaping

- 7.1. Street trees and groundcover plantings will be provided along Alaskan Way and Elliott Way, except that funding for street trees will be limited to an equivalent of three (3) inch caliper street trees.

8. Other Design/Construction Elements

- 8.1 Other elements such as, but not limited to, Lighting, Striping and Signage, Drainage, Fire Protection, Signals and Intelligent Transportation Systems (ITS), Drainage and Green Stormwater Infrastructure (GSI), and Americans with Disabilities Act (ADA) compliance will be funded by the STATE.
- 8.2 Site restoration and other related costs associated with the properties for which construction easements will be obtained.
- 8.3 Costs associated with investigation, testing, handling, storing, removing, transporting, disposing, treating or remediating any HAZARDOUS SUBSTANCES required to construct the PROJECT.

9. Cross street limits

- 9.1 Paving and sidewalks will be provided typically to the radius return, or as necessary to match smoothly into the existing grade.

10. Lenora Pedestrian Bridge

- 10.1. The first span and the ADA ramp of the existing Lenora Street Bridge structure will be removed. A new abutment, ADA ramps and stairs will be built and the existing bridge will be retrofitted with new, access stairs and ramp, installation of a new

sanitary sewer connection and associated site restoration, landscaping and other features.

11. Seneca Street

11.1. Seneca Street will be rebuilt from Alaskan Way to Western Avenue. The Alaskan Way Demolition project, delivered separately from this PROJECT, will remove the Seneca off-ramp bridge and restore areas disturbed by viaduct removal from Alaskan Way to First Avenue. The eastern Seneca bridge abutment will remain in place. The STATE, separately from this PROJECT, shall fund and construct a new sidewalk on the west side of the First Avenue/Seneca Street intersection with safety barrier and railing, which will be supported by the eastern Seneca bridge abutment and First Avenue street wall. Railing, sidewalk and signal modifications, constructed by the STATE Alaskan Way Demolition project. The PARTIES agree that the STATE's scope of work will be further refined in the Alaskan Way Viaduct demolition term sheet.

12. Columbia Street

12.1. Columbia Street will be rebuilt from east margin (extension of the property lines) of Western Avenue to First Avenue. One half of the signal infrastructure to be installed at the Western and Columbia intersection will be funded by the STATE; work will also include rebuilding and/or filling areaways, and reconstruction of sidewalks to be ADA compliant, lighting, drainage, and signal revisions on the western side of First Avenue. For Columbia Street between Western Avenue and the Alaskan Way improvement, the STATE will fund the cost equivalent of a HMA plane two inch and pave two-inch asphalt rehabilitation in addition to restoration of areas disturbed by viaduct removal from Western Avenue to Alaskan Way.

13. Marion Street Pedestrian Bridge

13.1. There is no scope for the Marion Street Pedestrian Bridge included in this AGREEMENT. The PARTIES anticipate addressing the scope of the bridge at a future date.

PROJECT Description - Reimbursable Scope Graphic

NOTE: IMPROVEMENT LIMITS EXTEND TO THE NORTHERN CROSSWALK OF THE DEARBORN INTERSECTION (SEE INSERT BELOW)

Port of Seattle

LEGEND:

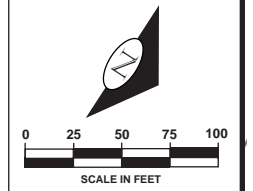
OVERALL STATE REIMBURSABLE LIMITS

 ALASKAN WAY SURFACE IMPROVEMENT LIMITS. STATE REIMBURSABLE TEMPORARY CONSTRUCTION EASEMENTS (TCE'S) ARE NOT SHOWN.

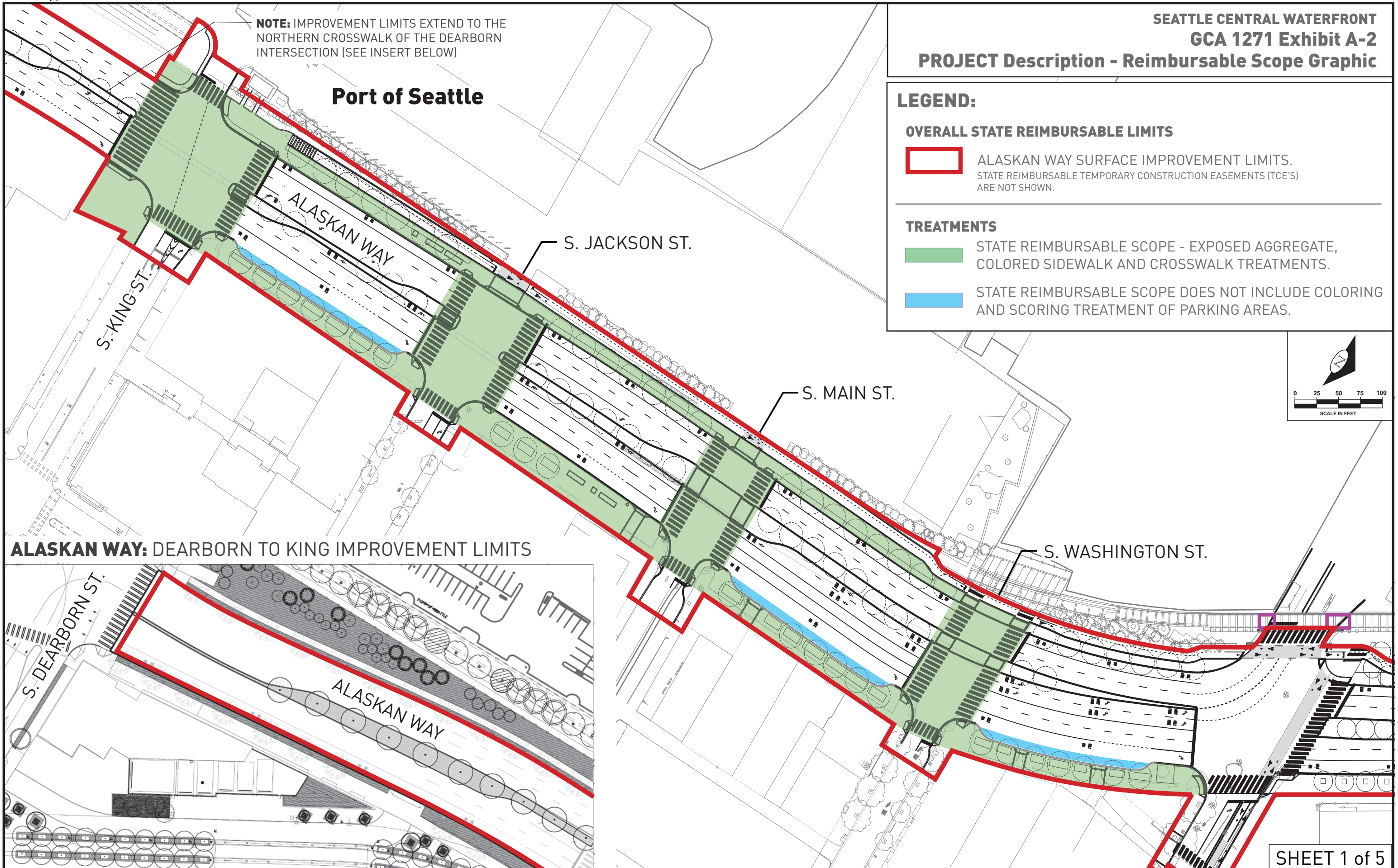
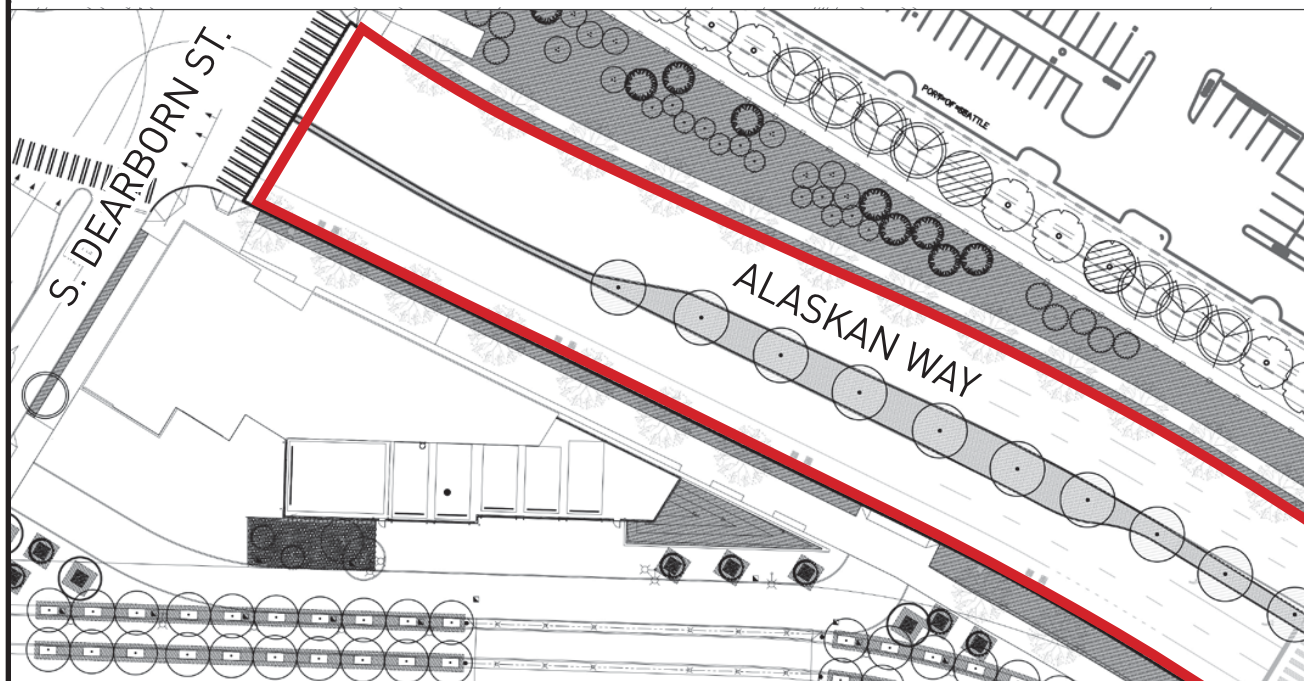
TREATMENTS

 STATE REIMBURSABLE SCOPE - EXPOSED AGGREGATE, COLORED SIDEWALK AND CROSSWALK TREATMENTS.

 STATE REIMBURSABLE SCOPE DOES NOT INCLUDE COLORING AND SCORING TREATMENT OF PARKING AREAS.



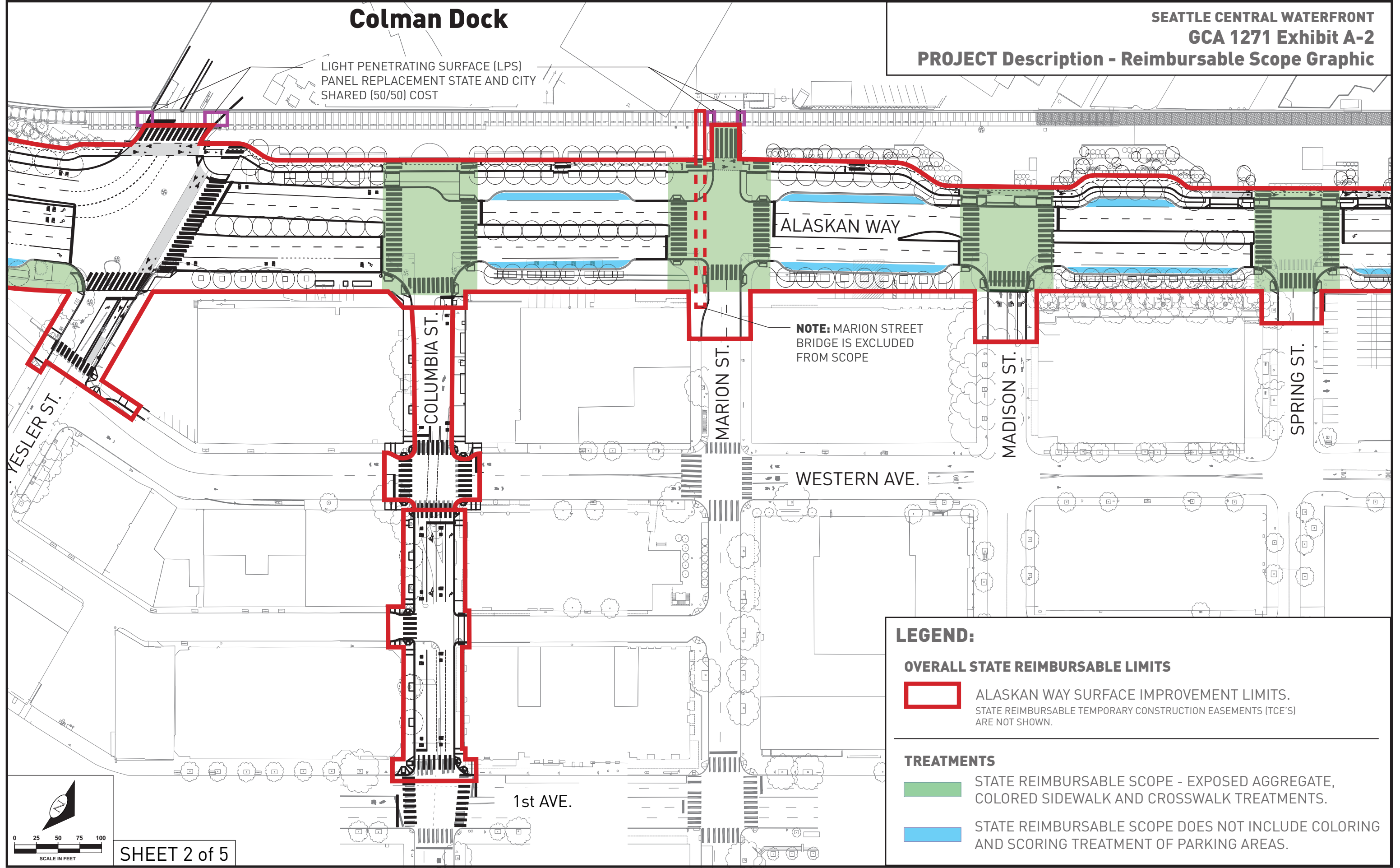
ALASKAN WAY: DEARBORN TO KING IMPROVEMENT LIMITS



Colman Dock

SEATTLE CENTRAL WATERFRONT GCA 1271 Exhibit A-2 PROJECT Description - Reimbursable Scope Graphic


LIGHT PENETRATING SURFACE (LPS)
PANEL REPLACEMENT STATE AND CITY
SHARED (50/50) COST





NOTE: MARION STREET
BRIDGE IS EXCLUDED
FROM SCOPE

LEGEND:

OVERALL STATE REIMBURSABLE LIMITS

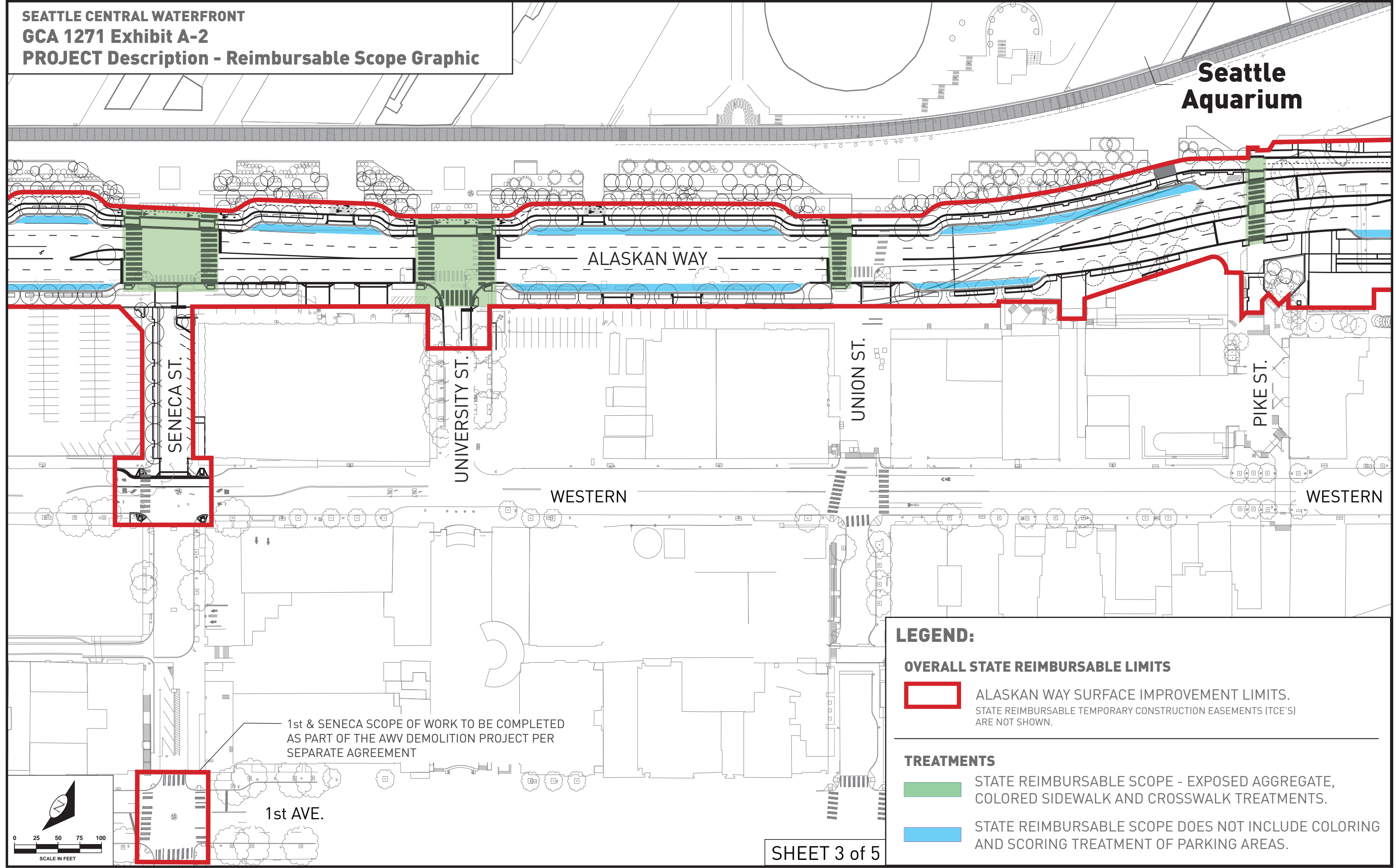
-  ALASKAN WAY SURFACE IMPROVEMENT LIMITS.
STATE REIMBURSABLE TEMPORARY CONSTRUCTION EASEMENTS (TCE'S)
ARE NOT SHOWN.

TREATMENTS

-  STATE REIMBURSABLE SCOPE - EXPOSED AGGREGATE,
COLORED SIDEWALK AND CROSSWALK TREATMENTS.
-  STATE REIMBURSABLE SCOPE DOES NOT INCLUDE COLORING
AND SCORING TREATMENT OF PARKING AREAS.

SEATTLE CENTRAL WATERFRONT
GCA 1271 Exhibit A-2
PROJECT Description - Reimbursable Scope Graphic

**Seattle
Aquarium**



ALASKAN WAY

SENECA ST.

UNIVERSITY ST.

UNION ST.

PIKE ST.

WESTERN


WESTERN

1st & SENECA SCOPE OF WORK TO BE COMPLETED
AS PART OF THE AWW DEMOLITION PROJECT PER
SEPARATE AGREEMENT



1st AVE.

LEGEND:

OVERALL STATE REIMBURSABLE LIMITS

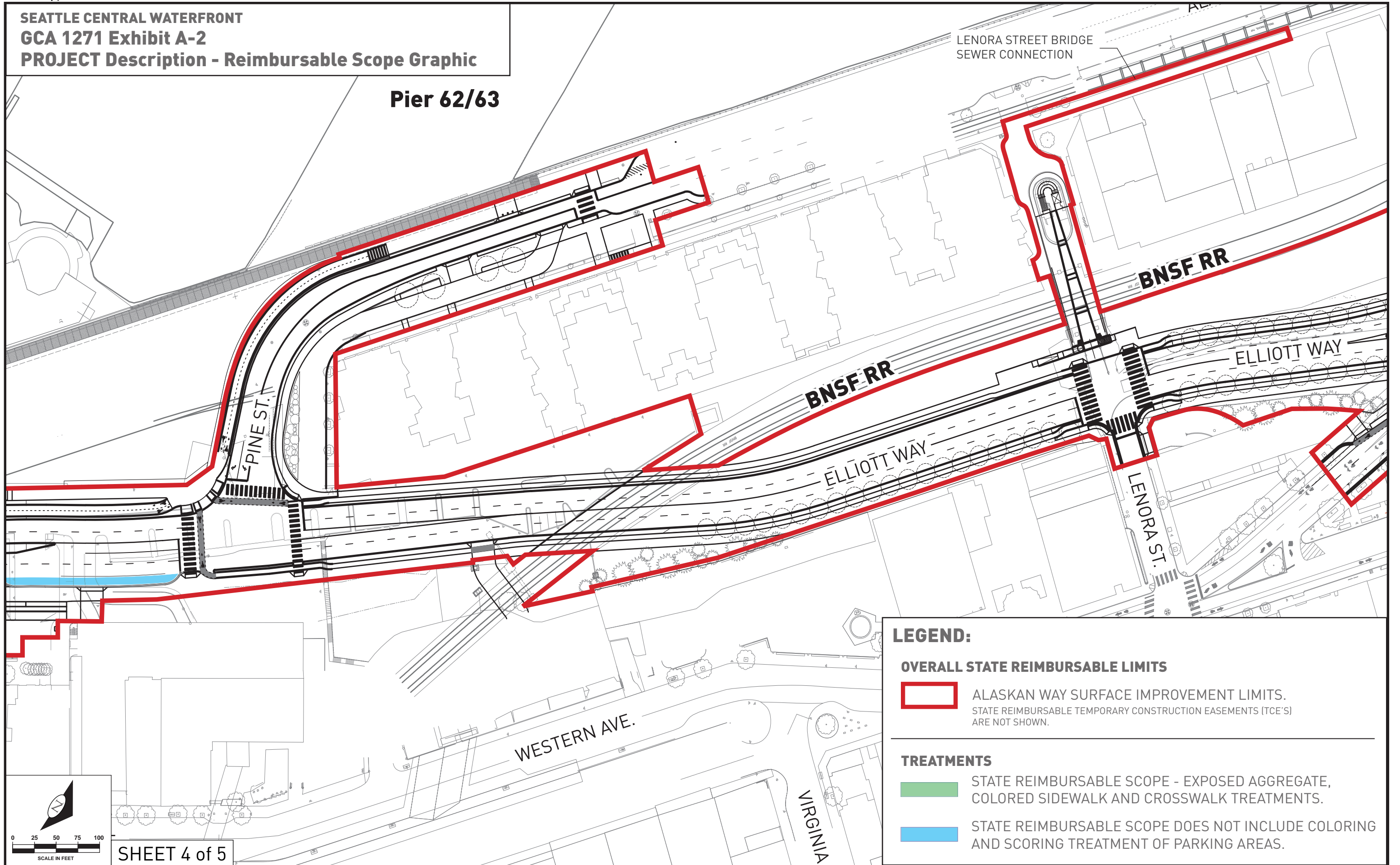
-  ALASKAN WAY SURFACE IMPROVEMENT LIMITS.
STATE REIMBURSABLE TEMPORARY CONSTRUCTION EASEMENTS (TCE'S)
ARE NOT SHOWN.

TREATMENTS

-  STATE REIMBURSABLE SCOPE - EXPOSED AGGREGATE,
COLORED SIDEWALK AND CROSSWALK TREATMENTS.
-  STATE REIMBURSABLE SCOPE DOES NOT INCLUDE COLORING
AND SCORING TREATMENT OF PARKING AREAS.

SEATTLE CENTRAL WATERFRONT
GCA 1271 Exhibit A-2
PROJECT Description - Reimbursable Scope Graphic

Pier 62/63



LENORA STREET BRIDGE
SEWER CONNECTION

BNSF RR

BNSF RR

ELLIOTT WAY

ELLIOTT WAY

LENORA ST.

WESTERN AVE.

VIRGINIA

LEGEND:

OVERALL STATE REIMBURSABLE LIMITS

 ALASKAN WAY SURFACE IMPROVEMENT LIMITS.
STATE REIMBURSABLE TEMPORARY CONSTRUCTION EASEMENTS (TCE'S)
ARE NOT SHOWN.

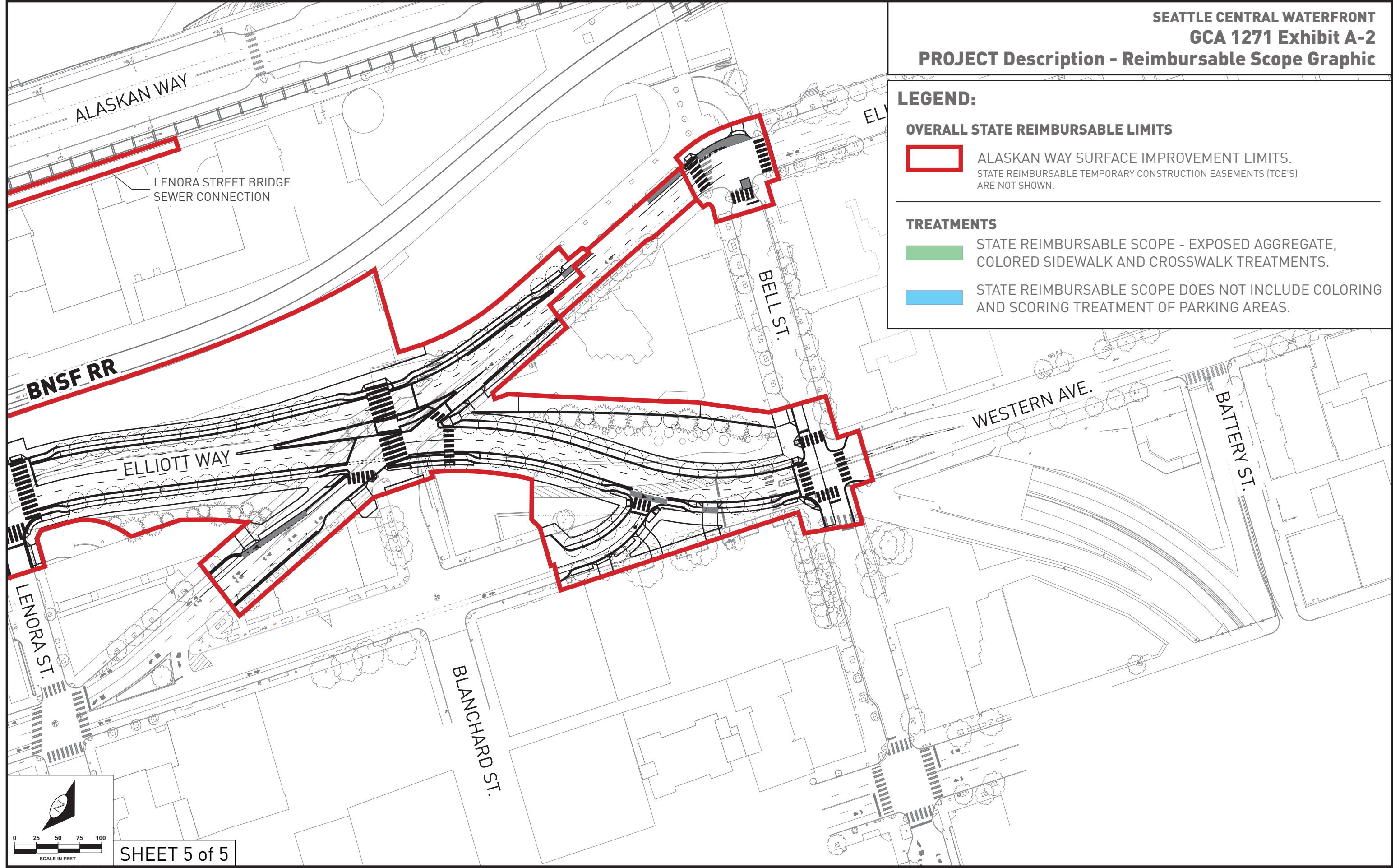
TREATMENTS

 STATE REIMBURSABLE SCOPE - EXPOSED AGGREGATE,
COLORED SIDEWALK AND CROSSWALK TREATMENTS.

 STATE REIMBURSABLE SCOPE DOES NOT INCLUDE COLORING
AND SCORING TREATMENT OF PARKING AREAS.

SEATTLE CENTRAL WATERFRONT
GCA 1271 Exhibit A-2

PROJECT Description - Reimbursable Scope Graphic



LEGEND:

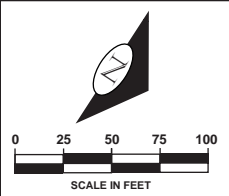
OVERALL STATE REIMBURSABLE LIMITS

 ALASKAN WAY SURFACE IMPROVEMENT LIMITS.
STATE REIMBURSABLE TEMPORARY CONSTRUCTION EASEMENTS (TCE'S)
ARE NOT SHOWN.

TREATMENTS

 STATE REIMBURSABLE SCOPE - EXPOSED AGGREGATE,
COLORED SIDEWALK AND CROSSWALK TREATMENTS.

 STATE REIMBURSABLE SCOPE DOES NOT INCLUDE COLORING
AND SCORING TREATMENT OF PARKING AREAS.



**GCA 1271 EXHIBIT B
Schedule Milestones**

Project Name	Anticipated Award Date	Anticipated NTP	Anticipated Construction Duration
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Waterfront Projects that include PROJECT Work

Early Works	2/22/2018	4/6/2018	9 months
Main Corridor	12/31/2018	5/2/2019	3 years, 9 months
Marion Street Pedestrian Bridge	TBD	TBD	TBD

State Projects

SR 99 Bored Tunnel			1/1/2019 (anticipated completion date)
Alaskan Way Viaduct Demolition		1/2/2019	9 months
Seattle Multimodal Terminal at Colman Dock		6/30/2017	5 years

Exhibit C - Project Reimbursable Costs Summary

Line #		PROJECT Cost	PROJECT Risk Reserve	PROJECT Total Budget
1	Engineers Estimate (at revised 60% Design) ¹	\$ 71,722,712		
2	Design Allowance (12.5% of line 1) ¹	\$ 8,965,339		
3	Owner's Reserve Account	\$ 3,227,522		
4	Construction Management (25% of line 1 + line 2) ¹	\$ 20,172,013		
5	Design Support Services During Construction	\$ 3,500,000		
6	Cost Escalation to midpoint of each activity ¹	\$ 14,455,436		
7	Total PROJECT Construction Phase	\$ 122,043,022		\$ 122,043,022
8	Pre-Construction Risk Reserve		\$ 6,063,638	
9	Construction Risk Reserve		\$ 24,936,362	
10	Total PROJECT Risk Reserve		\$ 31,000,000	\$ 31,000,000
11	PROJECT Total Budget			\$ 153,043,022

Notes:

Amounts shown are per October 2016 CEVP.

1) These amounts will be updated at the 100% design milestone, without affecting the PROJECT Total Budget.

Exhibit D - Payment Schedule

All amounts shown in \$ millions

Reconciled Prior to Award

\$6.06	Pre-construction Risk Reserve
\$8.97	Design Allowance
\$14.46	Cost Escalation

90%

100%

At Award

Allocation after Award

to Construction Risk Reserve Fund (added to amount shown below)
to Owner's Reserve Account (added to amount shown below)
to Construction Risk Reserve Fund (added to amount shown below)

Finalize Construction Contract Bid Price, schedule and cashflow

Reconciliation w/ updated construction schedule and cashflow

Reconciliation w/ updated construction schedule and cashflow

Reconciliation w/ updated construction schedule and cashflow

Estimated Construction Payment Schedule

Construction Quarter	State FY 2020								State FY 2021				State FY 2022				State FY 2023	TOTAL
	Q4 2017	2018	Q1 (NTP)	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	QX	
Calendar Date	Q4 2017	2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022	Q2 2022	Complete	
Owner's Reserve Account		TBD**	\$3.23	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$3.23
Costs Paid On Quarterly Basis	1%	4%	10%	5%	5%	5%	5%	5%	10%	10%	10%	5%	5%	5%	5%	5%	5%	100%
Construction Management/Design Support Services	\$0.24	\$0.94	\$2.35	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$2.35	\$2.45	\$2.45	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$23.70
Construction Contract Bid Price		TBD	\$7.17	\$3.59	\$3.59	\$3.59	\$3.59	\$3.59	\$7.17	\$7.17	\$7.17	\$7.17	\$3.59	\$3.59	\$3.59	\$3.59	\$3.59	\$71.72
Total	\$0.24	TBD**	\$12.75	\$4.76	\$4.76	\$4.76	\$4.76	\$4.76	\$9.52	\$9.62	\$9.62	\$8.35	\$4.76	\$4.76	\$4.76	\$4.76	\$4.76	\$98.65
Cumulative Construction Total			\$13.93	\$18.69	\$23.45	\$28.21	\$32.97	\$37.73	\$47.25	\$56.88	\$66.50	\$74.85	\$79.61	\$84.37	\$89.13	\$93.89	\$98.65	
Cumulative %			14%	19%	24%	29%	33%	38%	48%	58%	67%	76%	81%	86%	90%	95%	100%	
Costs Paid Through Change Management																		
Construction Risk Reserve	TBD	TBD**	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	\$24.94

Notes:
** Early Works construction contract costs, Owner's Reserve, and Construction Risk Reserve to be determined.
Allocation and reconciliation of these funds are described in Sections 5 and 12

Approved Baseline Construction Payment Schedule (reconciled annually)

Construction Quarter	State FY 2020								State FY 2021				State FY 2022				State FY 2023	TOTAL
	Q4 2017	2018	Q1 (NTP)	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	QX	
Calendar Date	Q4 2017	2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022	Q2 2022	Complete	
Owner's Reserve Account																		
Costs Paid On Quarterly Basis	1%	4%	10%	5%	5%	5%	5%	5%	10%	10%	10%	5%	5%	5%	5%	5%	5%	100%
Construction Management/Design Support Services	\$0.24	\$0.94	\$2.35	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$2.35	\$2.45	\$2.45	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$23.70
Construction Contract Bid Price																		
Total																		
Cumulative Construction Total																		
Cumulative %																		
Costs Paid Through Change Management																		
Construction Risk Reserve																		

Approved:

City Representative

State Representative

Date:

Date:

GCA 1271 EXHIBIT E
Task Order Template



Task Order Template

Task Order Title [enter short title for reference]	Task Order Number WSDOT-001 [example] [Insert "Amendment" here if this TO is an amendment to a previous TO]
Requesting Agency [enter name of agency requesting services]	Requesting Agency Account Number [enter accounting numbers/codes]
Service Agency [enter name of agency providing services]	Service Agency Account Number [enter accounting numbers/codes]
Notice to Proceed Date [enter start date]	Task Order Amount \$ [enter authorized task order amount]
Completion Date [enter completion or termination date]	

Task Order Provisions

- 1.0 The Requesting Agency and Service Agency shall issue, conduct and administer this Task Order in compliance with all the provisions of the following Memoranda of Agreement between the State of Washington Department of Transportation and the City of Seattle: GCA 1271.
- 2.0 The provisions of this Task Order can only be revised through a mutually executed amendment to this Task order.
- 3:0 Background
 - [Insert narrative on the need for this scope of services]
 - [If this Task Order amends a previous task order, explain the circumstances and need for amendment]
 - [Denote whether City services are in direct support of known WSDOT contract work and if so which WSDOT contract]
 - [Denote whether WSDOT services are intended to fulfill the City's obligations to the Project or are a betterment opportunity to improve City facilities in conjunction with the project]
 - [Reference all other relevant project contracts, task orders and work]
- 4.0 Scope of Services
 - [Provide a narrative defining the scope of services]

[Reference any attached graphics, plans, specifications, photos or other materials that aid in defining .the scope of services]
[List any services specific to the administration of this Task Order including services related to accounting, and measurement and payment services to be provided by the Service Agency]

5.0 Schedule

[Insert schedule milestone dates including the required completion date] [Reference any attached schedule]

6.0 Task Order Amount

[Reference and attach detailed estimates for the contract amount, as may be appropriate]

7.0 Assumptions and Exclusions

[Insert any assumptions and exclusions pertinent to the development of the scope of services, schedule, and/or task order amount]

8.0 Designated Representatives

WSDOT Representative & Phone Number:

City Representative & Phone Number:

In consideration of the provisions contained herein, or attached and incorporated and made part hereof, the Requesting Agency and the Service Agency have executed this Task Order as of the last date written below.

Requesting Agency
[enter agency name]

Service Agency
[enter agency name]

[enter name of agency signatory]
[enter title of agency signatory]

[enter name of agency signatory]
[enter title of agency signatory]

Date

Date

GCA 1271 EXHIBIT F
Designated Representatives

STATE	CITY	CITY
Alec Williamson, P.E. Engineering Manager Alaskan Way Viaduct and Seawall Replacement Program Washington Department of Transportation 999 Third Avenue, Suite 2200 Seattle, WA 98104 206-805-5442 williar@wsdot.wa.gov	Angela Brady, P.E. Waterfront Program Engineering Design and Delivery Manager Office of the Waterfront City of Seattle P.O. Box 34996 Seattle, WA 98124-4996 206-684-3115 angela.brady@seattle.gov	Jon Layzer Director of Interagency Programs Department of Transportation City of Seattle P.O. Box 34996 Seattle, WA 98124-4996 206-684-5300 jonathan.layzer@seattle.gov