

Ordinance No. 123542

Council Bill No. 117101

AN ORDINANCE relating to the State Route 99 Alaskan Way Viaduct and Seawall Replacement Program; entering into certain agreements with the State of Washington as provided in RCW 39.34.080, RCW chapter 47.12, and other applicable law; and ratifying and confirming certain prior acts.

CF No. \_\_\_\_\_

Date Introduced: <u>1.31.11</u>		
Date 1st Referred:	To: (committee) <u>Alaskan Way Viaduct</u>	
Date Re - Referred:	To: (committee) <u>→ Seawall Replacmt</u>	
Date Re - Referred:	To: (committee) <u>→ Central Waterfront Planning</u>	
Date of Final Passage: <u>Feb. 7, 2011</u>	Full Council Vote: <u>8-1</u>	
Date Presented to Mayor: <u>Feb. 7, 2011</u>	Date Approved: _____	
Date Returned to City Clerk: <u>2-17-11</u>	Date Published: <u>2</u>	T.O. <input checked="" type="checkbox"/> F.T. _____
Date Vetoes by Mayor: <u>2-17-11</u>	Date Veto Published: <u>2-18-11</u>	
Date Passed Over Veto:	Veto Sustained: _____	

# The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: \_\_\_\_\_

Councilmember

Bob Nichols

SgBaplan

Bruce D. Hurrell

Committee Action:

Spokane County

2.7.11 Pass 8-1

(NO: M.O.)

2/7/11 Full Council 8-1 (NO: O'Brien) PASSED

2/28/11 Reconsideration & Mayoral Veto PASSED/Veto Overriden  
In favor: 8; opposed: 1 (O'Brien)

This file is complete and ready for presentation to Full Council. Committee: \_\_\_\_\_ (initial/date)

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Law Dept. Review

OMP  
Review

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ORDINANCE 123542

AN ORDINANCE relating to the State Route 99 Alaskan Way Viaduct and Seawall Replacement Program; entering into certain agreements with the State of Washington as provided in RCW 39.34.080, RCW chapter 47.12, and other applicable law; and ratifying and confirming certain prior acts.

WHEREAS, in the 1950s, the City of Seattle and the Washington State Department of Transportation jointly designed and built the Alaskan Way Viaduct to accommodate passenger and freight mobility into the foreseeable future; and

WHEREAS, in 2001 the Nisqually earthquake damaged the Alaskan Way Viaduct and Seawall; and

WHEREAS, the Alaskan Way Viaduct and Seawall are at risk of sudden and catastrophic failure in an earthquake and are nearing the end of their useful lives; and

WHEREAS, various studies have determined that it is not fiscally responsible to retrofit the viaduct, and that retrofitting would cause significant construction impacts; and

WHEREAS, in March 2007, the Washington State Governor, the King County Executive, and the Mayor of Seattle pledged to advance a series of key State Route 99 projects (Moving Forward Projects) that will facilitate the removal and/or repair of key portions of SR 99, including the Yesler Way Vicinity Stabilization Project, Electrical Line Relocation, the SR 99 South Holgate Street to South King Street Viaduct Replacement Project, and Transit Enhancements and Other Improvements; and

WHEREAS, in 2008 the State and City agreed to guiding principles for replacing the Alaskan Way Viaduct: improve public safety; provide efficient movement of people and goods now and in the future; maintain or improve downtown Seattle, regional, Port of Seattle and state economies; enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people; create solutions that are fiscally responsible; and improve the health of the environment; and

WHEREAS, in 2008 the State and the City considered feedback from 16 meetings of a stakeholder advisory committee made up of representatives from business, labor, environmental, and neighborhood interests, and more than one thousand public comments collected during quarterly public meetings and more than 50 community briefings; and

WHEREAS, in January 2009, the Governor of Washington, the Mayor of Seattle and the King County Executive jointly recommended replacing the Alaskan Way Viaduct with a bored tunnel beneath downtown Seattle; and



1 WHEREAS, the Washington State Legislature passed Engrossed Substitute Senate Bill 5768 and  
2 the Governor signed the bill into law designating and funding the preferred Bored Tunnel  
3 Program as the replacement for the Alaskan Way Viaduct, pending the completion of  
environmental review; and

4 WHEREAS, the proposed Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program  
5 consists of a four-lane bored tunnel and improvements to City streets, the waterfront, and  
6 transit, and the Moving Forward Projects; and

7 WHEREAS, in October 2009, the City Council passed and the Mayor signed Ordinance  
8 Number: 123133, which established the Bored Tunnel Alternative as the City's preferred  
9 alternative and which authorized a memorandum of agreement between the State of  
Washington and the City of Seattle; and

10 WHEREAS, that agreement contemplated that the State and City would negotiate further  
11 agreements detailing the State and City's relative rights and responsibilities in the State  
highway project; and

12 WHEREAS, In August 2010, the City Council passed Resolution Number: 31235, which  
13 expressed the City Council's intent to authorize additional agreements with the State if:

- 14 1) The State awarded a contract consistent with the Draft Design-Build Contract;
- 15 2) The State demonstrated it could complete all elements of WSDOT's Program within  
16 the Program Budget;
- 17 3) The State provided the City with clear documentation identifying all changes between  
18 the Draft Design-Build Contract and the awarded construction contract; and
- 19 4) The State Legislature has not enacted legislation to overturn WSDOT's responsibility  
20 for Program costs, including cost overruns, as set out in the proposed agreements  
between the State and City; and

21 WHEREAS those conditions have been met; and,

22 WHEREAS Resolution 31235 also restated the City's policy that the State is solely responsible  
23 for all costs, including any cost overruns, related to implementing WSDOT's Program;  
and

24 WHEREAS the City and State have negotiated final versions of interlocal agreements, which are  
25 attached to this ordinance as Exhibit A, Attachments 1, 2 , and 3 ("The Agreements");  
26  
27



1 WHEREAS in a letter dated January 28, 2011, the State has offered to enter into the Agreements  
2 as legally binding contracts between the State and the City; and

3 WHEREAS the City's timely acceptance of the Agreements by enactment of this ordinance will  
4 protect the City's vital interests;

5 NOW, THEREFORE,

6 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

7 Section 1. In a letter dated January 28, 2011, (Exhibit A to this Ordinance), the State of  
8 Washington has offered to enter into and be legally bound by the Agreements, in the form of  
9 Attachments 1, 2 and 3 to Exhibit A, if the City accepts the Agreements by ordinance as  
10 provided in RCW 39.34.080, Chapter RCW 47.12, and other applicable law. The Agreements"  
11 are:

12 1. MEMORANDUM OF AGREEMENT NO. GCA 6486, SR 99 ALASKAN WAY  
13 VIADUCT, PROPERTY, ENVIRONMENTAL REMEDIATION, DESIGN REVIEW,  
14 PERMITTING, AND CONSTRUCTION COORDINATION AGREEMENT FOR SR 99  
15 BORED TUNNEL PROJECT, attached as Attachment 1 to Exhibit A;

16 2. MEMORANDUM OF AGREEMENT UT 01476 SR 99 ALASKAN WAY  
17 VIADUCT REPLACEMENT BORED TUNNEL PROJECT SPU FACILITIES WORK,  
18 attached as Attachment 2 to Exhibit A; and  
19

20 3. MEMORANDUM OF AGREEMENT UT 01474 SR 99 ALASKAN WAY  
21 VIADUCT REPLACEMENT BORED TUNNEL PROJECT SCL FACILITIES WORK,  
22 attached as Attachment 3 to Exhibit A.  
23

24 Section 2. Acceptance of the Agreements. By enacting this ordinance, the City of Seattle  
25 accepts the offer made by the State and agrees that the City shall be legally bound by the  
26  
27





1 Agreements attached as Exhibit A, Attachments 1, 2, and 3. The Agreements, having been  
2 accepted by the legislative authority of the City of Seattle by this ordinance as provided in RCW  
3 39.34.080, RCW Chapter 47.12, and other applicable law, shall be effective as of the effective  
4 date of this ordinance.

5 Section 3. Signature as a Ministerial Act. The City Clerk is authorized to sign the  
6 Agreements as a ministerial act evidencing the City's acceptance of the Agreements.  
7

8 Section 4. As provided in Seattle City Charter Article V, Section 7, the Mayor shall see  
9 that the Agreements are faithfully kept and performed.

10 Section 5. Authority to Amend the Agreements. Section 30.4 of Exhibit A, Attachment  
11 1 provides:

12 This Agreement including the definition of the PROJECT as more particularly  
13 described in the Project Description attached as Exhibit A may be amended only  
14 by a written instrument, duly authorized by the CITY and the STATE, and  
15 executed by their duly authorized representatives.

16 For purposes of Section 30.4, "duly authorized by the City" means expressly authorized by  
17 ordinance and the City's "duly authorized representative" means the person identified in that  
18 authorizing ordinance.

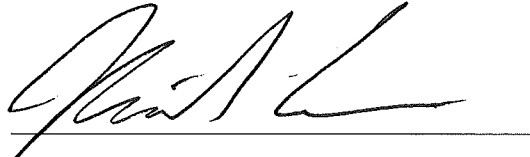
19 Section 6. The City Council is authorized to decide whether to issue the notice  
20 referenced in Section 2.3 of each Agreement. That decision shall be made at an open public  
21 meeting held after issuance of the Final Environmental Impact Statement.  
22

23 Section 7. Any act consistent with the authority of this ordinance taken after the passage  
24 of this ordinance and prior to its effective date is hereby ratified and confirmed.  
25  
26  
27



Section 8. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 7<sup>th</sup> day of Feb., 2011, and signed by me in open session in authentication of its passage this 7<sup>th</sup> day of Feb., 2011.



President \_\_\_\_\_ of the City Council

Approved by me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Michael McGinn, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

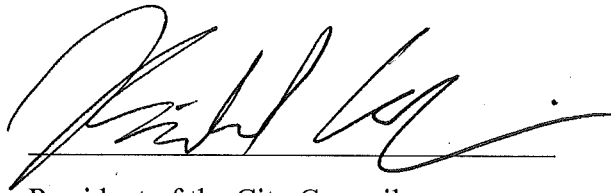


\_\_\_\_\_  
City Clerk

**VETO**


(Seal)

Council Bill reconsidered and passed by an affirmative vote of the City Council this 28th day of February, 2011, and signed by me in open session in authentication of its passage this 28th day of February, 2011.



President of the City Council

Filed by me this 28th day of February, 2011.

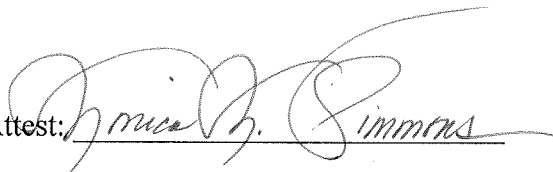


City Clerk

I certify that the foregoing Council Bill No. 117101, after passage by the City Council, was duly presented to the Mayor; that the Mayor disapproved the Bill and returned it to the City Council with his objections in writing; that the objections of the Mayor were entered in the Journal; that the City Council voted to reconsider the Bill not fewer than five days after such publication and within 30 days after the Bill had been returned; and that upon reconsideration the City Council passed the Bill on February 28, 2011 by the affirmative vote of not less than two-thirds of all members .



Attest:



City Clerk



Exhibit A Letter from State of Washington to the City of Seattle dated January 28, 2011.

Attachments to Exhibit A:

1. MEMORANDUM OF AGREEMENT NO. GCA 6486, SR 99 ALASKAN WAY VIADUCT, PROPERTY, ENVIRONMENTAL REMEDIATION, DESIGN REVIEW, PERMITTING, AND CONSTRUCTION COORDINATION AGREEMENT FOR SR 99 BORED TUNNEL PROJECT.

2. MEMORANDUM OF AGREEMENT UT 01476 SR 99 ALASKAN WAY VIADUCT REPLACEMENT BORED TUNNEL PROJECT SPU FACILITIES WORK.

3. MEMORANDUM OF AGREEMENT UT 01474 SR 99 ALASKAN WAY VIADUCT REPLACEMENT BORED TUNNEL PROJECT SCL FACILITIES WORK.



## **Attachment 1**

Memorandum of Agreement No. GCA 6486

SR 99 Alaskan Way Viaduct

Property, Environmental Remediation, Design Review, Permitting, and Construction  
Coordination Agreement For SR 99 Bored Tunnel Project





1  
2 MEMORANDUM OF AGREEMENT  
3 NO. GCA 6486  
4 SR 99 ALASKAN WAY VIADUCT  
5 PROPERTY, ENVIRONMENTAL REMEDIATION, DESIGN REVIEW,  
6 PERMITTING, AND CONSTRUCTION COORDINATION  
7 AGREEMENT  
8 FOR SR 99 BORED TUNNEL PROJECT  
9

10  
11 THIS Property, Environmental Remediation, Design Review, Permitting, and  
12 Construction Coordination Agreement, No. GCA 6486 for the SR 99 Bored Tunnel  
13 Project ("Agreement" or "SDOT Agreement" or "GCA 6486 Agreement") is made and  
14 entered into, as provided in RCW 39.34.080, RCW 47.12.040 and other applicable law,  
15 between the Washington State Department of Transportation, hereinafter the "STATE,"  
16 and the City of Seattle hereinafter the "CITY" (managed by the Seattle Department of  
17 Transportation, hereinafter "SDOT"), collectively the "PARTIES" and individually the  
18 "PARTY."

19  
20 WHEREAS, the Alaskan Way Viaduct (AWV) and seawall are at risk of sudden and  
21 catastrophic failure in an earthquake and are nearing the end of their useful lives; and  
22

23 WHEREAS, the STATE and the Federal Highway Administration (FHWA), in  
24 consultation with the CITY, are proposing improvements to State Route 99 (SR 99),  
25 currently a non-limited access highway that includes the AWV; and  
26

27 WHEREAS, in March 2007, the Governor, the King County Executive and the Mayor of  
28 Seattle pledged to advance a series of key SR 99 projects (Moving Forward Projects) that  
29 will facilitate the removal and/or repair of key portions of SR 99, which are: Yesler Way  
30 Vicinity Stabilization Project, Electrical Line Relocation (formerly known as Electrical  
31 Utility Relocation Phase 1 under agreement No. GCA 5680), Battery Street Tunnel Fire  
32 and Life Safety Upgrades, SR 99 Lenora to Battery Street Tunnel Improvements, the SR  
33 99 South Holgate Street to South King Street Viaduct Replacement Project, and Transit  
34 Enhancements and Other Improvements; and  
35

36 WHEREAS, in January 2009, the Governor, the King County Executive and the Mayor  
37 of Seattle recommended replacement of the existing AWV structure in the central  
38 waterfront area with a bored tunnel; and  
39

40 WHEREAS, in October 2009 the Governor and the Mayor executed a Memorandum of  
41 Agreement, GCA 6366, which described the basic roles and responsibilities for the  
42 implementation of the Alaskan Way Viaduct and Seawall Replacement (AWVSR)  
43 Program; and  
44



1 WHEREAS, the AWVSR Program (PROGRAM) consists of a four-lane bored tunnel  
2 and improvements to City streets, the City waterfront and transit; and the Moving  
3 Forward Projects; and

4  
5 WHEREAS, the PARTIES are entering into this Agreement on the assumption that the  
6 PROGRAM can and will be completed at or below the current WSDOT PROGRAM  
7 budget; and

8  
9 WHEREAS, the PROJECT, the subject of this Agreement, is the part of the PROGRAM  
10 that replaces SR 99 from South Royal Brougham Street to Roy Street that consists of  
11 designing and constructing a four-lane bored tunnel from South King Street to Thomas  
12 Street, north and south tunnel portals and access streets; re-establishment of the City  
13 street grid in the vicinity of the portals and associated utility relocations; and

14  
15 WHEREAS, Battery Street Tunnel decommissioning and Alaskan Way Viaduct  
16 demolition will be addressed in a future agreement; and

17  
18 WHEREAS, the CITY and STATE agree to work collaboratively toward the successful  
19 completion of the PROJECT and endeavor to open the tunnel by the end of 2015 and  
20 demolish the AWV in 2016; and

21  
22 WHEREAS, the PROJECT is consistent with the City of Seattle's adopted  
23 Comprehensive Plan; and

24  
25 WHEREAS, review of the PROJECT pursuant to the State and City environmental  
26 policy laws is currently underway and the PARTIES recognize that changes in the  
27 alternative chosen would require a new agreement; and

28  
29 WHEREAS, the CITY and the STATE will deliver the PROJECT within the financial  
30 commitments made in the Memorandum of Agreement, GCA 6366, executed by the  
31 PARTIES on October 24, 2009; and

32  
33 WHEREAS, concurrently with this GCA 6486 Agreement, the STATE and CITY,  
34 through Seattle City Light (SCL), are entering into an agreement, UT 01476; and

35  
36 WHEREAS, concurrently with this GCA 6486 Agreement, the STATE and CITY,  
37 through its Seattle Public Utilities Department (SPU), are entering into an agreement, UT  
38 01474; and

39  
40 WHEREAS, the PROJECT will in some instances require the use of existing CITY Street  
41 Right-of-Way; and

42  
43 WHEREAS, the CITY will own and/or maintain significant infrastructure to be  
44 constructed as part of the PROJECT; and

1 WHEREAS, some portion of SR 99 is within the PROJECT and is a City street serving  
2 as part of a State Highway under RCW 47.24.010; and  
3

4 WHEREAS, the PARTIES wish to establish protocols and procedures for property  
5 acquisition, environmental remediation, design review, permitting, and construction  
6 coordination to govern their relationship during the course of the PROJECT; and  
7

8 WHEREAS, some or all of the work covered by this Agreement may be accomplished by  
9 executed "Task Order" documents.  
10

11 NOW, THEREFORE, in consideration of the terms, conditions, covenants, and  
12 performances contained herein, or attached and incorporated and made a part hereto,  
13  
14

15 **IT IS MUTUALLY AGREED AS FOLLOWS:**  
16

17 **1. DEFINITIONS**  
18

19 Words not otherwise defined, which have well-known technical or construction industry  
20 meanings, are used in accordance with such recognized meanings.  
21

22 1.1 Approved Plans means the construction plans and provisions that evidence the  
23 CITY's determinations, made through the processes described in Sections 6 and 7 and  
24 Exhibit B of this Agreement, that the plans conform to the criteria established in this  
25 Agreement, UT 01474 and UT 01476; Approved Plans are included in the contract  
26 documents evidencing the agreement between the STATE and its contractors for  
27 construction of a given element of the PROJECT.  
28

29 1.2 AWV means the Alaskan Way Viaduct structure on State Route 99, currently a  
30 non-limited-access highway over a portion of CITY Street Right-of-Way.  
31

32 1.3 Business Days means Monday through Friday, inclusive, except for official City  
33 of Seattle and state holidays.  
34

35 1.4 CITY means the City of Seattle, a Washington municipal corporation.  
36

37 1.5 City Construction Project Engineer means the person designated by SDOT to act  
38 as the City's coordinator and primary representative in matters arising during the course  
39 of construction as set forth in this Agreement.  
40

41 1.6 CITY Designated Representative means the CITY official listed in Section 25 of  
42 this Agreement.  
43





1 1.7 CITY Facilities means SCL Facilities, SDOT Facilities, SPU Facilities and  
2 facilities impacted by, or constructed as part of, the PROJECT that are owned or will be  
3 owned by any other CITY agency.

4  
5 1.8 CITY Infrastructure means the portions of SPU Facilities, SCL Facilities and City  
6 Street Right-of-Way improvements constructed or modified as part of the PROJECT to  
7 be owned, operated and maintained by the CITY.

8  
9 1.9 CITY Interest Property means CITY Street Right-of-Way plus all other real  
10 property that the CITY owns or in which the CITY has a real property interest on the  
11 effective date of this Agreement, or in connection with the PROGRAM is to acquire  
12 ownership of or an interest in real property or a different utility-related right from the  
13 STATE, which includes, but is not limited to, Program Transfer Property. CITY Interest  
14 Property does not include real property acquired or to be acquired by the STATE for  
15 planned limited access facilities such as the bored tunnel, portals and access for which no  
16 real property interest or different utility-related right will be transferred to the CITY.

17  
18 1.10 City of Seattle means CITY.

19  
20 1.11 City Standards means all City of Seattle laws, rules, regulations and standards and  
21 all applicable federal and state laws, rules, regulations and standards, including but not  
22 limited to the following, except as otherwise provided in this Agreement, UT 01474 and  
23 UT 01476:

24 1.11.1 The Seattle Municipal Code;

25 1.11.2 The City of Seattle Standard Specifications for Road, Bridge and  
26 Municipal Construction;

27 1.11.3 The City of Seattle Standard Plans for Municipal Construction;

28 1.11.4 SDOT, SCL, DPD and SPU Director's Rules, including the City of Seattle  
29 Right of Way Improvements Manual, 2005-22 and any revisions to the Manual;

30 1.11.5 SCL Material Standards; and

31 1.11.6 SCL Construction Guidelines.

32  
33 1.12 CITY Street Right-of-Way means public street right-of-way under the jurisdiction  
34 of SDOT pursuant to Title 15 of the Seattle Municipal Code.

35  
36 1.13 Conflicting Facilities means all SCL Facilities and all SPU Facilities identified by  
37 the STATE that have alignments intersecting or that directly conflict with the final  
38 configuration of the proposed SR 99 bored tunnel portals and tunnel portal excavations.  
39 Conflicting Facilities do not include any SPU Facilities or SCL Facilities that have been  
40 relocated to or installed or reconstructed in their present location by the STATE or by  
41 order of the STATE as part of the Moving Forward projects of the Program south of  
42 Dearborn Street.

43  
44 1.14 Contract Award means the STATE's written decision accepting a bid for  
45 construction of a Project.

1  
2 1.15 Defective Work means design or construction work or materials that fail to  
3 comply with the Approved Plans, or CITY-approved modifications to the Approved  
4 Plans, or the laws, rules, regulations or standards as specified in this Agreement.  
5

6 1.16 Deformation means any 3-dimensional displacement or combination of  
7 displacements. This definition includes but is not limited to the terms "tilt," "strain,"  
8 "settlement," "heave," "lateral movement," and related terminology that are common  
9 industry terminology for deformation in specific situations. Where such industry  
10 terminology is used for convenience herein, it does not imply that the broad definition of  
11 deformation has been limited.  
12

13 1.17 Design-Bid-Build Contract means a project delivery method in which the STATE  
14 provides a complete design, advertises for bids, and awards a contract to the lowest  
15 responsive bidder who is responsible for completing the construction of the project.  
16

17 1.18 Design-Build Contract means a project delivery method in which the STATE  
18 develops a conceptual design and requests proposals from pre-qualified contractors. The  
19 contract is awarded to the contractor with the best value responsive proposal. The  
20 contractor is responsible to complete the design and construct the project.  
21

22 1.19 Design Builder means the entity with whom the STATE enters into a Design-  
23 Build Contract and who is responsible to complete the design and construct the project.  
24

25 1.20 Design Submittal means plans, specifications, and design documentation  
26 representing design of a given project element in a Design-Build Contract.  
27

28 1.21 DPD means the City of Seattle Department of Planning and Development.  
29

30 1.22 Engineer of Record means the engineer licensed in the State of Washington who  
31 has been commissioned by the STATE as the prime engineer of the PROJECT, having  
32 overall responsibility for the adequacy of the design and the coordination of the design  
33 work of other engineers and whose professional seal is on the Approved Plans.

34 1.23 Environmental Compliance Assurance Procedure (ECAP) means procedures  
35 incorporated into the then-current WSDOT *Construction Manual* M41-01.05 (Section 1-  
36 2.2k(1)) and WSDOT *Environmental Procedures Manual* M31-11.05 (Sections 610 and  
37 690), as modified by this Agreement, which provide guidance on compliance with  
38 Environmental Laws and environmental Remediation. The purpose of the ECAP is to  
39 recognize and eliminate environmental violations during the construction phase on  
40 STATE construction sites and to ensure prompt notification to STATE management and  
41 agencies. For purposes of the ECAP, violations are defined as actions that are not in  
42 compliance with environmental standards, permits, or laws.

43 1.24 Environmental Law(s) means any environmentally related local, state or federal  
44 law, regulation, ordinance or order (including without limitation any final order of any



1 court of competent jurisdiction of which the STATE has knowledge), now or hereafter in  
2 effect including, but not limited to: the Federal Clean Air Act; the Federal Water  
3 Pollution Control Act; the Federal Safe Drinking Water Act; the Federal Comprehensive  
4 Environmental Response Compensation and Liability Act, as amended by the Superfund  
5 Amendments and Reauthorization Act of 1986; the Federal Resource Conservation and  
6 Recovery Act, as amended by the Solid and Hazardous Waste Amendments of 1984; the  
7 Federal Occupational Safety and Health Act; the Federal Emergency Planning and Right-  
8 to-Know Act of 1986; the Federal Hazardous Materials Transportation Control Act of  
9 1980; the Federal Clean Water Act of 1977; the Federal Insecticide, Fungicide and  
10 Rodenticide Act; the Federal Waste Management Recovery and Recycling Act; the  
11 Washington Hazardous Waste Management Act; the Washington Hazardous Waste Fees  
12 Act; Washington Model Toxics Control Act; the Washington Nuclear Energy and  
13 Radiation Act; the Washington Radioactive Waste Storage and Transportation Act; the  
14 Washington Underground Petroleum Storage Tanks Act; and any regulations  
15 promulgated thereunder from time to time.

16  
17 1.25 Final Design Submittal means plans, specifications, and design documentation  
18 representing complete design of a given project element in a Design-Build Contract. The  
19 Final Design Submittal addresses and incorporates review comments from the  
20 Preliminary Design Submittal.

21  
22 1.26 Final Plan Review Package means the Plan Review Package submitted to the  
23 CITY that comprises the STATE's contract documents including contract addenda and  
24 fully incorporates or otherwise addresses all CITY plan review comments and all  
25 applicable conditions of the Street Use Permit.

26  
27 1.27 Hazardous Substance(s) means any substance, or substance containing any  
28 component, now or hereafter designated as a hazardous, dangerous, toxic or harmful  
29 substance, material or waste, subject to regulation under any federal, state or local law,  
30 regulation or ordinance relating to environmental protection, contamination or cleanup  
31 including, but not limited to, those substances, materials and wastes listed in the United  
32 States Department of Transportation Hazardous Materials Table (49 C.F.R. §172.101) or  
33 by the United States Environmental Protection Agency as hazardous substances (40  
34 C.F.R. pt. 302 and amendments thereto) or in the Washington Hazardous Waste  
35 Management Act (Ch. 70.105 RCW) or the Washington Model Toxics Control Act (Chs.  
36 70.105D RCW and 82.21 RCW), petroleum products and their derivatives, and such  
37 other substances, materials and wastes as become regulated or subject to cleanup  
38 authority under any Environmental Law.

39  
40 1.28 Letter of Acceptance means the written document that signifies the CITY's  
41 acceptance of CITY Infrastructure to be owned by the CITY, and shall signify the  
42 STATE's transfer of CITY Infrastructure to be owned by the CITY. The Letter of  
43 Acceptance will not transfer any interest in real property. The Letter of Acceptance shall  
44 be jointly executed by the PARTIES. A Letter of Acceptance for SPU Facilities requires  
45 SPU approval and a Letter of Acceptance for SCL Facilities requires SCL approval.



1  
2 1.29 Letter of Plan Approval means the letter provided to the STATE by the CITY  
3 following the completion of the plan review process, signifying that the plans and  
4 specifications identified in the letter are the Approved Plans. A Letter of Plan Approval  
5 for SPU Facilities requires SPU approval and a Letter of Plan Approval for SCL  
6 Facilities requires SCL approval as part of the Procedures outlined in Exhibit B of this  
7 Agreement.  
8  
9 1.30 MTCA means the Washington Model Toxics Control Act (Chs. 70.105D RCW  
10 and 82.21 RCW).  
11  
12 1.31 Plan Review Package means clear and complete plans, specifications, and the  
13 necessary assumptions, studies, models and calculations upon which the design was  
14 based, and corrections previously requested by the CITY with respect to design-bid-build  
15 projects.  
16  
17 1.32 100% Plan Review Package means the Plan Review Package submitted to the  
18 CITY concurrent with STATE's final internal review of the construction contract plans  
19 and contract provisions that shall evidence the agreement between the STATE and its  
20 contractors for construction of design-bid-build projects.  
21  
22 1.33 Private Utilities mean utility uses, excluding facilities owned and operated by the  
23 CITY, whether approved or not through franchise agreements and/or Street Use Permits  
24 by the CITY and governed and enforced through City Ordinance.  
25  
26 1.34 Procedures mean *Design Review, Construction Management, Inspection and*  
27 *Record Drawing Procedures*, attached as Exhibit B to GCA 6486.  
28  
29 1.35 PROJECT means , the part of the PROGRAM that replaces SR 99 from South  
30 Royal Brougham Street to Roy Street and that consists of designing and constructing a  
31 four-lane bored tunnel from South King Street to Thomas Street, north and south tunnel  
32 portals and access streets, re-establishment of the City street grid in the vicinity of the  
33 portals (Battery Street Tunnel decommissioning and Alaskan Way Viaduct demolition  
34 will be addressed in a future agreement); and associated utility relocations. The  
35 PROJECT description is attached as Exhibit A.  
36  
37 1.36 PROGRAM means all the projects, collectively, implemented by the STATE and  
38 the CITY that remove and replace the AWW and seawall.  
39  
40 1.37 Program Property means all real property interests acquired and to be acquired by  
41 the STATE for the PROGRAM.  
42  
43 1.38 Program Transfer Property means all Program Property identified by the STATE  
44 and the CITY for transfer from the STATE to the CITY in fee simple.  
45



1 1.39 Project Property means all real property interests acquired and to be acquired by  
2 the STATE and used for the PROJECT.

3  
4 1.40 Released for Construction Submittal (RFC Submittal) means in a Design-Build  
5 Contract, plans and specifications for a given project element that are construction ready  
6 and have been certified by the Design-Builder as having met all contract requirements  
7 and received all approvals and permits. The Released for Construction Submittal  
8 addresses all review comments from the Preliminary and Final Design Submittals.

9  
10 1.41 Relocation Work means the removal or abandonment of Conflicting Facilities  
11 maintenance of service for those facilities and the installation or reconstruction of  
12 Conflicting Facilities to their permanent and final location.

13  
14 1.42 Remediation means the same as Remedy or Remedial Action defined in MTCA,  
15 which includes any action or expenditure consistent with the purposes of MTCA to  
16 identify, eliminate, or minimize any threat or potential threat posed by Hazardous  
17 Substances to human health or the environment including any investigative and  
18 monitoring activities with respect to any release or threatened release of a Hazardous  
19 Substance and any assessments to determine the risk or potential risk to human health or  
20 the environment.

21  
22 1.43 Round Table Meeting means a meeting typically held five (5) weeks following  
23 the submittal of the 100% Plan Review Package to the CITY and STATE, and commonly  
24 attended by the STATE's Project team and STATE reviewers to resolve and address  
25 STATE comments on the 100% Plan Review Package.

26  
27 1.44 SCL means Seattle City Light.

28  
29 1.45 SCL Facilities means the electrical facilities impacted by, or constructed as part  
30 of, the PROJECT that are owned or will be owned by the CITY.

31  
32 1.46 SDOT means the Seattle Department of Transportation.

33  
34 1.47 SDOT Facilities means the transportation facilities impacted by, or constructed as  
35 part of, the PROJECT that are owned or will be owned by the CITY.

36  
37 1.48 SPU means Seattle Public Utilities.

38  
39 1.49 SPU Facilities means the water, drainage and wastewater facilities impacted by,  
40 or constructed as part of, the PROJECT that are owned or will be owned by the CITY.

41  
42 1.50 STATE means the Washington State Department of Transportation.

43  
44 1.51 STATE Designated Representative means the STATE official listed in Section 25  
45 of this Agreement.

1  
2 1.52 STATE Project Engineer means the person appointed by the STATE to lead the  
3 PROJECT during design and/or construction or his or her designee.

4  
5 1.53 Street Use Permit means written authorization secured by the STATE from the  
6 Director of SDOT for use of the CITY Street Right-of-Way pursuant to Title 15 of the  
7 Seattle Municipal Code.

8  
9 1.54 Surplus Property means Program Property, excluding Program Transfer Property  
10 and other CITY Interest Property, that upon completion of the PROJECT has not been  
11 designated as part of the limited access or non-limited access right-of-way of State Route  
12 99.

13  
14 1.55 Task Force means a group consisting of STATE, CITY, contractor, and other  
15 stakeholder staff meeting regularly to review and reach decisions relating to a particular  
16 subject, e.g., traffic, structures.

17  
18 1.56 Task Order means a document executed by the PARTIES under this Agreement  
19 authorizing work by one PARTY to be done on behalf of the other PARTY and that  
20 defines the scope and the obligations of the PARTIES for the given element of work. All  
21 terms and conditions of the Agreement shall apply to each Task Order.

22  
23 1.57 UTILITY means City of Seattle Utility Departments, Seattle City Light and  
24 Seattle Public Utilities.

25  
26 1.58 WSDOT means Washington State Department of Transportation.

27  
28  
29 **2. GENERAL RESPONSIBILITIES**

30  
31 2.1 The PARTIES shall manage risk, produce design and conduct construction in a  
32 manner that maximizes cumulative public benefits and minimizes cumulative public costs  
33 as mutually agreed to by the PARTIES.

34  
35 2.2 This Agreement in conjunction with UT 01474 and UT 01476 is prepared by the  
36 STATE and CITY, as provided in RCW 39.34.080, RCW 47.12.040 and other applicable  
37 law, to govern relationships between the PARTIES and establish each PARTY's  
38 responsibilities regarding the PROJECT.

39  
40 2.3 The PARTIES understand that environmental review of the proposed PROJECT  
41 is underway at the date of this Agreement and agree that only preliminary design work  
42 and other work outlined in 23 CFR 636.109(b)(2) may proceed under this Agreement  
43 prior to issuance of a Final SEPA/NEPA Environmental Impact Statement (FEIS) and  
44 federal Record of Decision (ROD). If an alternative other than the Proposed Bored  
45 Tunnel is selected, this Agreement will be terminated pursuant to the provisions of



1 Section 28 of this Agreement. If the Proposed Bored Tunnel is selected, the remaining  
2 work under this Agreement other than preliminary design work may proceed no sooner  
3 than after issuance of the ROD and only after WSDOT and the City Council each provide  
4 notice to the other that it wishes to proceed with the Agreement. WSDOT will provide  
5 Notice to Proceed 2, which authorizes final design and construction, to the Design  
6 Builder only after issuance of the ROD.

7  
8 2.4 The PARTIES shall work collaboratively to resolve issues in a manner that  
9 endeavors to open the proposed bored tunnel to the public on schedule.

10  
11 2.5 The design and construction of CITY Facilities, including repair, shall comply  
12 with City Standards.

13  
14 2.6 Each PARTY shall provide the funding and resources necessary to fulfill the  
15 responsibility of that PARTY as established in this Agreement.

16  
17 2.7 The PARTIES agree to work cooperatively with each other and make reasonable,  
18 good faith efforts to timely and expeditiously complete the PROJECT, as provided in this  
19 Agreement, including, but not limited to, the selection of a preferred SR 99 design  
20 alternative, development of preliminary engineering and final design and construction. In  
21 order to optimize design and minimize conflicts, the STATE shall coordinate design and  
22 construction of the various contracts making up the PROJECT with design of subsequent  
23 PROGRAM stages, and with construction of previous stages of the PROGRAM. The  
24 STATE shall be prepared to modify design of the contracts making up the PROJECT, the  
25 subsequent PROGRAM stage and/or previous stage if both PARTIES determine the  
26 modifications are necessary and reasonable, to minimize design conflicts.

27  
28 2.8 The STATE is responsible for designing and constructing the PROJECT except  
29 for the CITY's responsibility to relocate Conflicting Facilities as provided in Section 2.10  
30 of UT 01474 and UT 01476. The STATE is responsible for taking measures to minimize,  
31 limit, and mitigate damage to private property and CITY Facilities that may result from  
32 the PROJECT construction, including damage that may result from tunnel-induced  
33 Deformation. The STATE is responsible for remedying at its cost such damage should it  
34 occur.

35  
36 2.9 The PARTIES agree that it is in the public interest for one PARTY to implement  
37 portions of the other PARTY's PROJECT responsibilities. Therefore, this SDOT  
38 Agreement establishes a Task Order process for use by a PARTY to authorize the other  
39 PARTY to conduct work on its behalf and, as may be documented through each Task  
40 Order, to agree to reimburse the other PARTY for such services.

41  
42 2.10 The PARTIES agree that the STATE is responsible for funding the design and  
43 construction of a re-located surface street within the Alaskan Way right-of-way from  
44 South King Street to Pine Street, a new surface street from the intersection of Pine Street  
45 and Alaskan Way to Battery Street connecting Alaskan Way to Elliot and Western

1 Avenues, the demolition of the existing Alaskan Way Viaduct, and Battery Street Tunnel  
2 decommissioning. These rights-of-way and surface streets will be designed to serve all  
3 anticipated users, including automobiles, transit, freight, bicycles and pedestrians. The  
4 CITY and STATE will jointly perform the design and construction of the Viaduct  
5 demolition. Additional details regarding of the funding, design, and construction  
6 provisions for the street and Alaskan Way Viaduct demolition will be the subject of a  
7 future agreement.  
8

9 2.11 The PARTIES agree that the PROGRAM will not be complete until the elements  
10 in Exhibit D are completed. The PARTIES agree that the current scope identified for  
11 certain elements of the PROGRAM is reflected in Exhibit D. Future mutual agreement  
12 of the PARTIES shall be required in order to reduce or substantially alter the scope  
13 outlined in Exhibit D. WSDOT shall provide the City with quarterly updates regarding  
14 the PROJECT and PROGRAM budget to ensure timely negotiation of scope issues.  
15

16 2.12 The PARTIES recognize that the STATE proposes to toll the bored tunnel as part  
17 of the PROJECT, if the tunnel is selected as the preferred alternative. The STATE agrees  
18 to evaluate and work with the CITY (in advance of tolls being imposed, during toll  
19 implementation, and for a mutually agreeable period thereafter) to identify mitigation  
20 strategies for the effects that tolling may have with respect to diversion of vehicular  
21 traffic from the PROJECT onto CITY Streets. The STATE agrees that such evaluation  
22 and mitigation shall include effects on both vehicular traffic circulation on CITY streets  
23 as well as effects on CITY's ability to achieve its "Complete Streets" policy goals  
24 articulated in CITY's Resolution No. 30915, including but not limited to making CITY  
25 streets function well for bicycles, pedestrians, freight, transit and automobiles. Exhibit E  
26 contains the details of the Tolling Committee and is incorporated by reference herein.  
27

### 28 **3. PROPERTY ACQUISITION AND TRANSFER; SURPLUS PROPERTY**

#### 29 **3.1 Acquisition**

30  
31 3.1.1 The STATE has or will acquire, at its expense, the Project Property.  
32 CITY responsibility for acquisition of real property interests or other utility-related  
33 property rights, if any, as set forth in Section 14.1 of UT 01474 and UT 01476.  
34

35 3.1.2 The STATE is responsible, at its expense, for performance of all  
36 appraisals, appraisal review, title review, surveys, property investigation, relocation  
37 assistance and all other investigations and services in connection with the acquisition of  
38 the Project Property. For each parcel of Program Transfer Property, the STATE shall  
39 deliver to the CITY, as soon as practicable after a parcel is acquired and identified by the  
40 PARTIES as Program Transfer Property, all documents created, commissioned or  
41 received in connection with the STATE's acquisition of such parcel. Such documents  
42 shall include, to the extent applicable, appraisals, appraisal reviews, title reports and all  
43 documentation concerning title encumbrances, title policies, surveys, geotechnical  
44 reports, purchase agreements, term sheets, options, leases, deeds, indemnities, and all  
45 other documents and information created, commissioned or received by the STATE.



1  
2 3.1.3 The STATE is responsible for identification and investigation of  
3 Hazardous Substances on Program Property following procedures set in the WSDOT  
4 *Environmental Procedures Manual M 31-11* and WSDOT *Right of Way Manual M 26-01*  
5 that are in effect on the date of property acquisition. The STATE shall provide to  
6 SDOT's Real Property and Environmental Manager, as soon as practicable after a parcel  
7 is identified by the PARTIES as Program Transfer Property, copies of all documentation  
8 of environmental investigation concerning the Program Transfer Property, remedial  
9 actions, reports, studies or other documentation, whether received by or prepared by or  
10 for the benefit of the STATE, including, but not limited to, (1) documents relating to due  
11 diligence and/or all appropriate inquiry, environmental assessments, and remedial,  
12 removal or cleanup activities related to the Program Transfer Property; (2) documents  
13 relating to allegations, orders, claims, regulatory demands, or losses relating to the  
14 alleged existence or migration of any Hazardous Substance from or on any parcel of  
15 Program Transfer Property; and (3) any alleged violation of any Environmental Law or  
16 other information relating to environmental condition of the Program Transfer Property.  
17

18 3.2 Transfer.  
19

20 3.2.1 Prior to the start of PROJECT construction, the STATE and the CITY  
21 agree to enter into a separate written agreement governing transfer of Program  
22 Transfer Property to the CITY. The agreement shall identify the Program  
23 Transfer Property and provide that each transfer to the CITY shall be by quit  
24 claim deed. The agreement shall also provide the following: timing of transfer,  
25 condition of title, protection for utilities in the event of future sale, the definitions  
26 of Hazardous Substance and Environmental Law contained in this SDOT  
27 Agreement, and the following release and indemnification provision:  
28

29 "The STATE hereby releases and indemnifies, protects and holds harmless the  
30 City of Seattle and its officers, officials, employees, and agents working within  
31 the scope of their employment from all liability and claims (including but not  
32 limited to liability and claims for response and remediation costs, administrative  
33 costs, fines, charges, penalties, attorney fees and cost recovery or similar actions  
34 brought by a governmental or private party, including third party tort liability)  
35 arising, directly or indirectly, from any presence or release of any Hazardous  
36 Substance remaining within or transported from the real property in which an  
37 interest is transferred."  
38

39 The foregoing is not an exclusive list.  
40

41 3.2.2 The PARTIES shall prepare and attach to the future agreement governing  
42 transfer of Program Transfer Property and this SDOT Agreement an exhibit  
43 containing a complete list of legal descriptions of the Program Transfer Property,  
44 which may be created and amended as necessary by the PARTIES' Designated  
45 Representatives without other approval by the PARTIES. A detailed property



1 description with map may be substituted for any legal description not yet  
2 available at the time the PARTIES execute the future agreement governing  
3 transfer of Program Transfer Property.  
4

5 3.2.3 Whether or not any separate agreement or transfer document is made,  
6 effective beginning on the date of transfer of each real property interest from the  
7 STATE to the CITY in connection with the PROGRAM, the STATE shall release  
8 and indemnify, protect and hold harmless the City of Seattle and its officers,  
9 officials, employees, and agents working within the scope of their employment  
10 from all liability and claims (including but not limited to liability and claims for  
11 response and remediation costs, administrative costs, fines charges, penalties,  
12 attorney fees and cost recovery or similar actions brought by a governmental or  
13 private party, including third party tort liability) arising, directly or indirectly,  
14 from any presence or release of any Hazardous Substance remaining within or  
15 transported from the real property in which an interest is transferred.  
16

17 3.3 Surplus Property. Prior to start of PROJECT construction, the STATE will  
18 provide a preliminary list to the CITY of all properties that appear to be Surplus  
19 Properties. Within two (2) years after final completion of the PROJECT, the STATE  
20 shall initiate its disposal of all Surplus Property pursuant to the provisions of chapter  
21 47.12 RCW and following the procedures in the WSDOT *Right of Way Manual M 26-*  
22 *01.02*, dated August 2009, Chapter 11, Sections 11-7.1 – 11-7.4.2. Disposal includes any  
23 of the disposal methods described in Chapter 11, Sections 11-7.1 – 11-7.4.2. The  
24 timeline for the STATE's initiation of disposal of Surplus Property may be extended, if  
25 necessary, by the PARTIES' Designated Representatives.  
26

27 3.4 Survival. The obligations set forth in this Section 3 shall survive termination of  
28 this SDOT Agreement unless otherwise expressly negotiated by the PARTIES and  
29 memorialized by written amendment to this SDOT Agreement.  
30

#### 31 **4. TASK ORDERS, PAYMENT AND ADMINISTRATION**

32  
33 4.1 Some or all of the work undertaken pursuant to this Agreement may be governed  
34 by Task Orders. Task Orders shall be subject to the provisions of this Agreement.  
35

36 4.1.1 Either PARTY may initiate a Task Order which will be jointly executed  
37 by the PARTIES.  
38

39 4.1.2 The PARTIES will prepare and execute Task Orders by contract package or  
40 as otherwise agreed. All Task Orders shall be signed by the Designated  
41 Representative of the initiating PARTY and deemed executed when counter-  
42 signed by the Designated Representative of the other PARTY.  
43

44 4.1.3 The general terms and conditions of this Agreement shall be applicable to  
45 all Task Orders issued under this Agreement.

1  
2 4.1.4 The form of each Task Order shall substantially conform to the Task  
3 Order Template attached as Exhibit C. Each Task Order shall contain a general  
4 description and scope of work, a schedule for completion, an itemized estimate of  
5 costs for the work, a cash flow projection and any provisions specific to the scope  
6 of work.

7  
8 4.1.5 Each PARTY shall designate a manager for each Task Order. The  
9 designated Task Order managers are deemed to have the authority to modify the  
10 scope, schedule, and budget of the Task Order within the parameters of this  
11 Agreement.

#### 12 4.2 Payment

13  
14  
15 4.2.1 The PARTIES shall not be obligated to reimburse any expenditure in  
16 excess of the maximum amount stated in each Task Order, unless the PARTIES  
17 have agreed to such additional reimbursements and the Task Order has been  
18 amended to describe the additional work in excess of the budgeted scope of work.  
19 The initiating PARTY shall promptly notify the other PARTY in writing as soon  
20 as it is known when the maximum funding obligation will be reached and shall  
21 also specify in writing its position regarding any remaining work covered by a  
22 Task Order which it believes was contained within the budgeted scope of work.  
23 Should its estimated costs on any Task Order exceed the amount authorized, the  
24 PARTY performing the work under the Task Order shall promptly notify the  
25 other PARTY in writing and shall specify in writing its position regarding why  
26 the estimated cost will be or has been exceeded.

27  
28 4.2.2 The PARTIES shall negotiate the total authorized amount for each Task  
29 Order. Reimbursement will not be made for activities that are not covered in a  
30 Task Order. The PARTIES will establish a budget contingency for the estimated  
31 cost of the work covered under each Task Order as a part of the cost estimate for  
32 that Task Order.

### 33 5. ENVIRONMENTAL REMEDIATION DURING CONSTRUCTION

34  
35  
36 5.1 STATE Responsibilities. For CITY Interest Property the STATE shall be  
37 responsible for identification, investigation and Remediation of Hazardous Substances  
38 found within the limits of the PROJECT during its environmental due diligence of the  
39 Project Property and shall identify areas of known Hazardous Substances in conjunction  
40 with the Plan Review Packages and Design Submittals circulated for CITY review. In  
41 addition, the STATE shall be responsible for identification, investigation and  
42 Remediation of Hazardous Substances discovered during construction at CITY Interest  
43 Property. For CITY Interest Property, provisions for Remediation of known Hazardous  
44 Substances, approved Remediation plans, and provisions for Remediation of Hazardous  
45 Substances discovered during construction shall be included in the Plan Review Packages

1 and Design Submittals circulated for CITY review. Nothing in this Agreement is  
2 intended to alter the legal obligations of the STATE with respect to hazardous substances  
3 that may remain in place after completion of the PROJECT except for release and  
4 indemnity provisions of this Agreement.

5  
6 5.2 Environmental Remediation will be in accordance with Environmental Law. At  
7 CITY Interest Property, the STATE shall follow the Model Toxics Control Act (MTCA)  
8 and associated procedures approved by the Washington State Department of Ecology for  
9 Remedial Action, and the STATE shall undertake Remediation using environmental  
10 professional judgment that achieves an overall effectiveness comparable to the substantial  
11 equivalent of a Washington State Department of Ecology conducted or supervised  
12 Remedial Action appropriate to the specific site conditions and contaminants with no  
13 environmental restrictions or covenants unless agreed to by the CITY in writing. For  
14 CITY Interest Property, the STATE is not obligated to implement public notification and  
15 documentation procedures common to the substantial equivalent of a Washington State  
16 Department of Ecology conducted or supervised Remedial Action.

17  
18 5.3 At CITY Interest Property, the STATE shall not use soil found to exceed MTCA  
19 Method A cleanup levels or that exhibits visual and/or olfactory indications of Hazardous  
20 Substance as earth fill or trench backfill within the PROJECT. There shall be no  
21 requirements or agreements affecting the CITY Street Right-of-Way or other CITY  
22 Interest Property concerning ongoing monitoring of soil or groundwater relating to  
23 Hazardous Substances unless agreed to by the CITY in writing prior to Remedial Action.

24  
25 5.4 At or adjacent to CITY Interest Property, under certain circumstances, and in  
26 consultation with the CITY, the STATE may conduct additional Remediation of  
27 contaminated areas, including areas outside the limits of the PROJECT. These  
28 circumstances may include, but are not limited to:

29  
30 5.4.1 Instances in which Remediation may be necessary to prevent adverse  
31 water quality impacts and/or to comply with other State and Federal permit  
32 conditions;

33 5.4.2 Instances that in the judgment of the STATE Project Engineer require  
34 immediate Remediation to protect public health and safety;

35 5.4.3 Where regulatory agencies with jurisdiction require additional  
36 Remediation;

37 5.4.4 Where additional Remediation is necessary to prevent recontamination of  
38 the limits of the PROJECT, address subsurface utility facilities located or planned  
39 within or near the limits of the PROJECT or within the Project Property, or  
40 address disturbance or exacerbation of existing contamination; and

41 5.4.5 Where additional Remediation is necessary to meet mutually acceptable  
42 risk management standards in accordance with STATE and CITY protocols.

43  
44 5.5 All work at CITY Interest Property shall comply with the then-current WSDOT  
45 *Environmental Procedures Manual M 31-11* and WSDOT *Construction Manual M 41-*



01, Environmental Law, and all applicable CITY regulations except as modified by this Agreement.

5.6 The STATE shall include the CITY in its ECAP when unanticipated contamination is found within the limits of the PROJECT at or adjacent to CITY Interest Property. Notification procedures will include notifying the CITY orally followed by written notification.

5.7 The STATE's Project Engineer shall determine, in consultation with the CITY, Remediation of known and unanticipated Hazardous Substances at or adjacent to CITY Interest Property within the limits of the PROJECT. In instances where the CITY disputes the STATE's plan(s) for Remediation in connection with CITY Interest Property, the CITY and STATE will resolve the dispute through the dispute resolution process in Section 23 of this Agreement.

5.8 The STATE shall prepare plans in consultation with the CITY for Remediation of known and unanticipated Hazardous Substances in connection with the CITY Street Right-of-Way and other CITY Interest Property, and shall obtain CITY concurrence prior to implementing Remedial Actions there. In instances where the CITY finds the STATE's plans for Remediation of these areas unacceptable, the CITY or STATE may request resolution through the dispute resolution process in Section 23 of this Agreement.

5.9 Prior to the start of construction, and after the contractor has been selected, the STATE shall initiate and host an environmental preconstruction meeting. The STATE shall invite City of Seattle staff, STATE staff and the STATE contractor to discuss known contamination, environmental procedures, environmental Remediation and permit conditions that apply to CITY Interest Property in connection with the PROJECT.

5.10 The STATE shall obtain all required permits and approvals for Remediation at CITY Interest Property, except for permits or approvals that this Agreement, UT 01474, or UT 01476 otherwise obligates SPU or SCL to obtain for SPU or SCL Relocation Work.

5.11 Remediation work at or adjacent to CITY Interest Property shall not proceed in areas outside of the limits of the PROJECT unless the STATE has obtained written permission of the property owner and appropriate permits to work on property that is not part of the PROJECT. The STATE shall make reasonable efforts to obtain permission of the property owner. The STATE may utilize the assistance of the State Department of Ecology as provided in the MTCA regulations.

5.12 The STATE shall provide the CITY with copies of environmental close-out reports for Remediation activities at CITY Interest Property.

5.13 All costs associated with testing, handling, storing, removing, transporting, disposing, or treating Hazardous Substances that are excavated in connection with the

1 PROJECT relating to CITY Interest Property shall be paid by the STATE, with the  
2 exception of such costs incurred during and directly caused by Relocation Work which SPU  
3 or SCL is obligated to fund under the terms of this Agreement, UT 01474, or UT 01476. In  
4 addition, STATE shall be responsible for all costs associated with Remediation of any  
5 releases that are caused or exacerbated by its own employees or contractors. The STATE  
6 shall be identified as the generator for these Hazardous Substances.

7  
8 5.14 The CITY shall provide to the STATE all records regarding any known areas  
9 where Hazardous Substances may be located at CITY Interest Property within the limits  
10 of the PROJECT, including but not limited to environmental investigation reports for  
11 properties located in the PROJECT. The reports shall be provided for the STATE's  
12 information only, shall not be relied upon by the STATE, and the CITY's provision of  
13 these records shall not constitute a representation or warranty as to the accuracy of the  
14 information contained in the reports.

15  
16 5.15 The STATE shall provide to the CITY all records regarding any known areas  
17 where Hazardous Substances may be located at CITY Interest Property within the limits  
18 of the PROJECT and Project Property, including but not limited to environmental  
19 investigation reports for the Project Property. In addition, the STATE shall notify and  
20 provide information to the CITY regarding any contamination encountered during  
21 construction at or adjacent to CITY Interest Property. Reports provided by the STATE  
22 are for information only, and shall not be relied upon by the CITY, and the STATE's  
23 provision of these records shall not constitute a representation or warranty as to the  
24 accuracy of the information contained in the reports.

25  
26 5.16 The STATE shall release and indemnify, protect, defend and hold harmless the  
27 City of Seattle and its officers, officials, employees, and agents, while acting within the  
28 scope of their employment, from all liability and claims (including but not limited to  
29 liability and claims for response and remediation costs, administrative costs, fines,  
30 charges, penalties, attorney fees and cost recovery or similar actions brought by a  
31 governmental or private party, including third party tort liability) arising, directly or  
32 indirectly, from any of the following: (1) any presence or release of any Hazardous  
33 Substance within or from the limits of the PROJECT, except for the presence of any  
34 Hazardous Substance as of the effective date of this Agreement within the portion of real  
35 property in which the City has a real property interest on that date or in which the City  
36 later acquires a real property interest for the purposes of the Program from an entity other  
37 than the STATE, and (2) the removal, transport or disposal in connection with the  
38 PROJECT of any Hazardous Substance for which the STATE or any person, contractor  
39 or other entity working on behalf of the STATE is a generator.

#### 40 41 **6. PERMITTING AND RIGHT-OF-WAY USE**

42  
43 6.1 The PARTIES shall apply for and obtain all necessary federal-, state- and CITY-  
44 issued permits and approvals for the work for which they are responsible prior to  
45 commencing work that requires such permits, including but not limited to all permits,



1 approvals or permission for exploratory investigations, testing, site preparations,  
2 demolition and construction.

3  
4 6.2 The CITY authorizes the STATE to use CITY Street Right-of-Way for the  
5 PROJECT, subject to issuance and provisions of Street Use Permits and the conditions  
6 contained in this Agreement. The STATE's use of CITY Street Right-of-Way shall  
7 comply with the Seattle Municipal Code and all other applicable laws, including but not  
8 limited to the Shoreline Management Act, the National Environmental Policy Act and the  
9 State Environmental Policy Act.

10  
11 6.3 The PARTIES agree that for the PROJECT, the PARTIES shall obtain Street Use  
12 Permits prior to undertaking work in the CITY Street Right-of-Way. The CITY shall  
13 provide for street use inspections pursuant to Title 15 of the Seattle Municipal Code, the  
14 Street Use Permit, and this Agreement.

15  
16 6.4 The PARTIES agree to apply the conditions of the Street Use Permits issued for  
17 CITY Street Right-of-Way in connection with the PROJECT to PROJECT work outside  
18 CITY Street Right-of-Way if that work has a surface component and either is or will  
19 become CITY Street Right-of-Way or STATE right-of-way or Surplus Property upon  
20 completion of the PROJECT.

21  
22 6.5 The PARTIES agree to abide by and comply with all requirements and conditions  
23 of the Street Use Permits. After a Street Use Permit is issued, the responsible PARTY  
24 will obtain Letters of Plan Approval for any subsequent revisions for amendments to  
25 design or to the Street Use Permit as set forth in the Procedures.

26  
27 6.6 The Street Use Permits and Letters of Plan Approval are not a representation or  
28 assurance that the design or plans comply with applicable laws, regulations, ordinances or  
29 codes, nor shall the Street Use Permits or Letters of Plan Approval be construed to  
30 authorize any failure to comply with any of the foregoing.

31  
32 6.7 The PARTIES will jointly order the relocation of any and all Private Utilities  
33 required for performance of the work on the PROJECT. The STATE shall manage the  
34 timely relocation of the Private Utilities. The STATE shall require its construction  
35 contractors to schedule and coordinate their activities with the relocation of Private  
36 Utilities. The PARTIES agree to perform their obligations under this provision,  
37 including, but not limited to, the CITY co-signing the relocation notices to the Private  
38 Utility owners and the CITY joining the STATE as an additional plaintiff in any litigation  
39 the STATE may need to pursue in order to require the Private Utilities to relocate. The  
40 STATE shall indemnify the CITY pursuant to Section 19 of this Agreement.

41  
42 6.8 The PARTIES agree to establish alternative CITY regulatory process cost  
43 reimbursement in lieu of Use Fees as set forth in GCA 5739, Project Services Agreement  
44 and future amendments, as described in Section 10 of this Agreement.  
45

1     **7.     DESIGN, PLAN REVIEW AND CHANGE MANAGEMENT**

2  
3     7.1     The PARTIES agree to work cooperatively with each other and shall make  
4     reasonable, good faith efforts to timely and expeditiously execute their respective roles  
5     and responsibilities related to the design and plan review and permitting called for in this  
6     Agreement.

7  
8     7.2     This Agreement addresses design and plan review process for SDOT, SCL, and  
9     SPU and the process for issuance of SDOT Street Use Permits; it does not address plan  
10    review or permits issued by other departments of the City of Seattle.

11  
12    7.3     Within the scope of this Agreement, the STATE agrees to consult with the CITY  
13    with regard to planning, design and construction of the PROJECT. The scope of the  
14    design and plan review by the CITY addressed by this Agreement is limited to the  
15    following elements:

16         7.3.1     CITY Infrastructure.

17         7.3.2     PROJECT work to the extent that it alters or impacts the configuration,  
18         condition or use of CITY property including CITY Facilities.

19         7.3.3     PROJECT work to the extent that it alters access to CITY Facilities.

20         7.3.4     PROJECT work in CITY Street Right-of-Way to the extent that it alters  
21         or impacts private property in a manner relevant to SMC Title 15.

22         7.3.5     PROJECT urban design as established in Section 8.

23         7.3.6     The temporary or permanent use or operation of CITY Street Right-of-  
24         Way for the PROJECT including maintenance of traffic.

25         7.3.7     Mitigation measures established by the STATE's review and  
26         determination of PROJECT environmental impacts pursuant to state and City  
27         environmental policy laws.

28         7.3.8     Private Utilities within CITY Street Right-of-Way.

29         7.3.9     Transit facilities within CITY Street Right-of-Way.

30         7.3.10    As provided in Section 5 of this Agreement, evidence of the STATE's  
31         environmental remediation-related commitments.

32  
33    7.4     The CITY will conduct reviews of all stages of design to ascertain that the design  
34    of CITY Infrastructure and the design of PROJECT work and construction activity within  
35    CITY Street Right-of-Way comply with City Standards.

36  
37    7.5     The PARTIES agree to prepare PROJECT designs, Plan Review Packages, and  
38    Design Submittals pursuant to the provisions established in this Agreement and the  
39    Procedures.

40  
41    7.6     The PARTIES shall mutually prepare PROJECT schedules that afford the  
42    PARTIES adequate plan review and comment resolution periods sufficient to promote  
43    the quality of design consistent with the provisions of this Agreement.  
44





1 7.7 The STATE shall address all CITY plan review comments from each stage of  
2 plan review and incorporate agreed comment resolution into subsequent plan review  
3 submittals.  
4  
5 7.8 The PARTIES shall provide sufficient staff and resources for timely preparation  
6 and review of the PROJECT designs.  
7  
8 7.9 The CITY shall not give direction to the STATE's consultants or contractors  
9 during the design and review processes set forth in this Agreement and the Procedures.  
10  
11 7.10 Both PARTIES shall endeavor to identify and address issues as early as possible  
12 during the design process.  
13  
14 7.11 The STATE shall obtain the CITY's design approval for all City Infrastructure,  
15 and regulatory approval for PROJECT work within City Street Right-of-Way prior to  
16 constructing such work.  
17  
18 7.12 Designs and construction provisions for CITY Infrastructure shall comply with  
19 City Standards.  
20  
21 7.13 The PARTIES agree that design of CITY Infrastructure shall consider long-term  
22 operation and maintenance costs and requirements, and minimize potential interruptions  
23 and disruptions to CITY UTILITY customers.  
24  
25 7.14 The STATE shall obtain the CITY's approval prior to incorporating any  
26 deviations from City Standards into the design or construction of all CITY Infrastructure  
27 and CITY Facilities work.  
28  
29 7.15 The PARTIES agree that Approved Plans or Released for Construction Submittal  
30 for each component of the PROJECT shall be stamped by an engineer of record  
31 representing the PARTY preparing the Approved Plans pursuant to the requirements of  
32 state law.  
33  
34 7.16 The PARTIES shall first obtain the review and concurrence of the CITY prior to  
35 making or implementing revisions or deviations from the Approved Plans for any such  
36 revisions or deviations pertaining to elements listed in Section 7.3 of this Agreement.  
37  
38 7.17 The PARTIES acknowledge that the STATE may request the CITY to operate  
39 and maintain certain STATE-owned PROJECT facilities as may be established by  
40 separate agreement. The CITY shall, at the request of the STATE, review the design of  
41 such facilities to determine the compatibility of the design with the CITY's existing  
42 operational capabilities, standard practices, equipment and other resources required to  
43 operate and maintain such facilities.  
44  
45

1     **8.     URBAN DESIGN**

2  
3     8.1     The STATE and CITY agree to work together to develop standards that will  
4     promote appropriate urban and architectural design of the PROJECT.

5  
6     8.2     The STATE and CITY have prepared the Bored Tunnel Design Goals and  
7     Objectives which were submitted to the Seattle Design Commission on January 21, 2010,  
8     Building Design Principles, which were submitted to the Seattle Design Commission on  
9     February 18, 2010, and Project Guiding Principles for the Portal Areas, which were  
10    submitted to the Seattle Design Commission on March 18, 2010.

11  
12    8.3     The STATE and CITY have developed Portal Area Design Guidelines based on  
13    these Bored Tunnel Design Goals and Objectives and Guiding Principles. The Portal  
14    Area Design Guidelines include:

15       8.3.1   Functional highway, surface street and development configurations,

16       8.3.2   Landscaping concepts,

17       8.3.3   Architectural and urban design concepts for walls, bridges and tunnel  
18       portals,

19       8.3.4   Design guidance for highway appurtenances (i.e., barrier type, light  
20       standards, sign support types, etc.),

21       8.3.5   Conceptual designs for city streets, including sidewalks and plazas, and  
22       bicycle/pedestrian trails.

23  
24    The Portal Area Design Guidelines were submitted to the Seattle Design Commission for  
25    review and comment. The final Portal Area Design Guidelines will be subject to final  
26    approval by SDOT. The Portal Area Design Guidelines will be used as the basis for the  
27    PROJECT design. The STATE agrees to develop a final design substantially in  
28    conformance with the Portal Area Design Guidelines.

29  
30    8.4     The STATE has prepared Building Architectural Design Guidelines for the tunnel  
31    operations buildings based on the Building Design Principals. The tunnel operations  
32    buildings are physically part of and integrally related to the operation of the bored tunnel.  
33    The Building Architectural Design Guidelines were submitted to the Seattle Design  
34    Commission for review and comment. The final Building Architectural Design  
35    Guidelines will be subject to final approval by the SDOT. The Building Architectural  
36    Design Guidelines will be used as the basis for the PROJECT design. The STATE agrees  
37    to develop a final design substantially in conformance with the Building Architectural  
38    Design Guidelines.

39  
40    8.5     The STATE agrees to create an Urban Design Task Force for the PROGRAM.  
41    The Urban Design Task Force shall include CITY, STATE and contractor  
42    representatives. This Urban Design Task Force will endeavor to resolve urban design  
43    and architectural issues.



1 8.6 The following items shall be presented to the Seattle Design Commission (SDC)  
2 in accordance with Chapter 3.58 of the Seattle Municipal Code:

3 8.6.1 Preliminary and final tunnel operations building designs that include  
4 building blocking, stacking, façade treatments, façade materials and elevations  
5 shall be prepared in accordance with the Building Architectural Design  
6 Guidelines.

7 8.6.2 For areas within the design-build contract, preliminary and final portal  
8 area designs prepared in accordance with the Portal Area Design Guidelines.

9 8.6.3 For areas outside the design/build contract, 30%, 60% and 90% portal area  
10 design plans prepared in accordance with the Portal Area Design Guidelines.  
11

12 8.7 The STATE shall endeavor to develop Tunnel Operations Building and Portal  
13 Area designs that incorporate SDC recommendations. The CITY shall verify the  
14 STATE's incorporation of SDC recommendations through the CITY review processes set  
15 forth in Section 7 in this Agreement.  
16

17 8.8 Urban design issues lacking mutual agreement by the PARTIES will be referred  
18 to dispute resolution as provided in Section 23 of this Agreement.  
19

## 20 **9. SCHEDULE**

21  
22 9.1 The PARTIES will work together to develop schedule(s) for PROJECT work  
23 performed by the STATE or CITY.  
24

25 9.2 The STATE will be responsible for developing and updating its PROJECT  
26 schedule(s) that identifies milestones for performing the work associated with the  
27 PROJECT with CITY input.  
28

## 29 **10. FUNDING AND COMPENSATION**

30  
31 10.1 The STATE shall provide necessary funding for all PROJECT costs as referenced  
32 in this Agreement without reimbursement from the City of Seattle, except for the CITY  
33 cost responsibilities established in this Agreement, in SCL Agreement UT01476, and in  
34 SPU Agreement UT 01474.  
35

36 10.1.1 The STATE will reimburse SDOT for Project Services through the  
37 process provided for in Agreement GCA 5739, entitled Project Services  
38 Agreement for State Route 99 Alaskan Way Viaduct and Seawall Replacement  
39 Program and SR 519/I-90 Intermodal Access Project – I/C Improvements  
40 (“Project Services Agreement”), and as amended by the PARTIES to modify the  
41 process for the STATE's reimbursement of the CITY services and to extend the  
42 duration of the Project Services Agreement.  
43

44 10.1.2 The categories of services that may be provided by the CITY are:  
45 project management, project controls and coordination, design review and

1 consultation, permit development and coordination, right of way services, and  
2 services to support construction activities.  
3

4 10.2 By entering into this Agreement, the CITY is not waiving its position that the  
5 CITY and/or its citizens and property owners cannot be held responsible for any or all  
6 cost overruns related to the portions of the PROJECT for which the STATE is  
7 responsible.  
8

9 **11. PARTICIPATION BY DISADVANTAGED BUSINESS ENTERPRISES**  
10

11 11.1 The STATE and the CITY agree that it is good public policy to utilize the  
12 services of Disadvantaged Business Enterprises in the construction of public works  
13 projects, to the fullest extent permitted by law.  
14

15 11.2 In furtherance of the foregoing public policy, the STATE agrees to include  
16 Disadvantaged Business Enterprise (DBE) provisions in its construction contracts to the  
17 extent required by federal law for projects associated with this Agreement.  
18

19 **12. MONITORING AND DEFORMATION MITIGATION**  
20

21 12.1 The STATE agrees to assess potential impacts of Deformation on private property  
22 and CITY Facilities. Where the CITY has established deformation criteria for its  
23 Facilities, the criteria will be used in the STATE'S analysis. Otherwise, criteria will be  
24 derived using accepted engineering practice and shall be mutually agreed upon by the  
25 CITY and STATE.  
26

27 12.2 The CITY shall review the STATE's estimate of susceptibility or vulnerability of  
28 CITY Facilities to Deformation and provide comments and input. Such input shall be  
29 provided to assist the STATE only, and shall not be interpreted as waiving or limiting in  
30 any way the STATE's responsibility for Deformation Mitigation Work as defined in UT  
31 01474 and UT 01476.  
32

33 12.3 The STATE agrees to develop a preliminary plan for Deformation mitigation.  
34 PARTIES will work collaboratively to finalize and implement the Deformation  
35 Mitigation Work as defined in UT 01474 and UT 01476. The CITY's input shall be  
36 provided to assist the STATE only, and shall not be interpreted as waiving or limiting in  
37 any way the STATE's responsibility for Deformation.  
38

39 12.4 The STATE agrees to design and implement a comprehensive instrumentation  
40 and monitoring program for open cut, cut-and-cover, and tunnel construction including  
41 pre- and post-construction condition surveys and development of an action plan for  
42 mitigating impacts of Deformation.  
43

44 12.5 The STATE agrees to implement a construction monitoring Task Force  
45 responsible for the planning and implementation of the instrumentation and monitoring



1 program and processing data, evaluating results, and developing recommendations to  
2 mitigate Deformation. The construction monitoring Task Force has authority to direct  
3 rapid and effective changes in construction to achieve Deformation mitigation.  
4

5 12.6 The CITY shall advise the STATE and participate in construction monitoring and  
6 Deformation management activities when these activities pertain to CITY Facilities. The  
7 CITY shall provide the STATE all necessary access to CITY Facilities for the purposes  
8 of design or implementation of mitigation measures. The CITY may perform mitigation  
9 measures on behalf of the STATE in a manner and schedule that supports the STATE's  
10 project requirements. The CITY's advice, participation, and access shall be provided to  
11 assist the STATE, and shall not be interpreted as waiving or limiting in any way the  
12 STATE's responsibility for Deformation.  
13

### 14 **13. MAINTENANCE OF TRAFFIC**

15

16 13.1 The PARTIES agree that it is the goal of this PROJECT to maintain local  
17 motorized and non-motorized traffic in safe corridors through the PROJECT area while  
18 minimizing impact to the existing street system. To achieve this goal, the PARTIES shall  
19 formulate plans to maintain traffic flow during construction of the PROJECT and shall  
20 comply with Approved Plans and conditions of the Street Use Permits.  
21

22 13.2 The PARTIES agree to develop an outreach plan specifically focused on  
23 maintenance-of-traffic issues. This outreach plan will provide for eliciting input from  
24 affected stakeholders in the vicinity of the PROJECT. Affected stakeholders shall be  
25 determined by the PARTIES.  
26

27 13.3 The STATE agrees to create a maintenance-of-traffic (MOT) Task Force for the  
28 PROGRAM. The CITY agrees to be an active member on the MOT Task Force.  
29

30 13.4 The CITY agrees be a participant in all planning for haul routes, and all haul route  
31 traffic shall be regulated pursuant to the Street Use Permit and the provisions of this  
32 Agreement. Haul routes and times shall be approved by the CITY prior to the  
33 commencement of hauling, and all haul routes shall be along arterial streets designated as  
34 major truck streets and must comply with downtown traffic control zone restrictions as  
35 defined by the Seattle Municipal Code and implementing regulations.  
36

### 37 **14. CONSTRUCTION MANAGEMENT, INSPECTION, AND CONTRACT** 38 **ADMINISTRATION** 39

40 14.1 It is anticipated that the STATE will develop and issue multiple construction  
41 contracts to fulfill its PROJECT responsibilities. The STATE's construction contracts  
42 will be conducted in accordance with current Washington State Department of  
43 Transportation contracting practices.  
44

1 14.2 The STATE shall act as the sole authority in the administration of the STATE  
2 construction contracts. The STATE shall allow the CITY to consult with and make  
3 inquiries of the STATE Project Engineer or designee, attend meetings, and have access to  
4 all documentation concerning those portions of the PROJECT subject to CITY review as  
5 described in Section 7.3 of this Agreement. The CITY shall not provide direction,  
6 directly or indirectly, to the STATE's consultant(s) or contractors. Except in the  
7 instances listed below, the CITY shall direct all communications to the STATE's Project  
8 Engineer or designee, including communications regarding compliance with Street Use  
9 Permits, quality of construction, and contractor performance.

10  
11 14.3 The STATE will manage any requests from the CITY that have contractual or  
12 scope-of-work impacts and will coordinate responses. The CITY may communicate with  
13 STATE's consultants or contractors (1) where authorized to do so by the STATE's  
14 Designated Representative; (2) to arrange for regulatory permitting and inspections made  
15 pursuant to permits issued by the CITY other than Street Use Permits, e.g. electrical  
16 permits or other permits obtained from the CITY by the consultant or contractor; and (3)  
17 for the Street Use Permits, if necessary because of a threat to health or safety.

18  
19 14.4 The CITY will provide qualified staff and consultants during construction. CITY  
20 staff and consultants will communicate with the STATE Project Engineer or designee in  
21 evaluating the conformity of CITY Infrastructure with the Approved Plans or Released-  
22 for-Construction Submittal and will immediately notify the STATE Project Engineer or  
23 designee of any compliance issues. Notwithstanding any act or omission by the CITY  
24 pursuant to this subsection, the STATE shall not be relieved of any of its authority over,  
25 and responsibility for, the PROJECT, as provided for in Section 14.2 of this Agreement  
26 or elsewhere in this Agreement.

27  
28 14.5 The PARTIES agree to follow the Procedures. The PARTIES may amend the  
29 Procedures by written mutual agreement executed by the PARTIES' Designated  
30 Representatives without other approval by the PARTIES.

## 31 32 **15. FINAL INSPECTION AND PROJECT ACCEPTANCE**

33  
34 15.1 The PARTIES agree to follow the Procedures. The PARTIES may amend the  
35 Procedures by written mutual agreement executed by the PARTIES' Designated  
36 Representatives without other approval by the PARTIES.

37  
38 15.2 Following the satisfactory completion of the pre-final and final inspection  
39 processes described in the Procedures, the CITY shall submit a written response notifying  
40 the STATE that CITY Infrastructure has been constructed in accordance with the  
41 Approved Plans or Released-for-Construction Submittal.

42  
43 15.3 The CITY agrees, upon satisfactory completion of the PROJECT work  
44 successfully placing City Infrastructure into operation, transfer and acceptance of any real  
45 property on or in which CITY Infrastructure is located, and receipt from the STATE of



1 one color set of the Red-Line Plans, pursuant to Section 16, to deliver a Letter of  
2 Acceptance, subject to any Defective Work, damage or contractor claims caused by the  
3 negligent acts or omissions of the STATE.

4  
5 15.4 The PARTIES will execute one Letter of Acceptance for each contract unless  
6 both PARTIES agree to phase CITY Infrastructure acceptance by those geographic areas  
7 or select portions of the PROJECT in which the STATE has completed all PROJECT  
8 work and has satisfied the requirements of Section 15.3. Roadway restoration will not be  
9 considered to be complete until all roadways are fully open to public vehicular and  
10 pedestrian use.

11  
12 15.5 In instances where portions of CITY Infrastructure must be placed into the  
13 CITY's use and operation prior to the execution of the Letter of Acceptance, and after the  
14 CITY has determined that these portions of CITY Infrastructure meet with the minimum  
15 inspection and testing requirements necessary for placing the CITY Infrastructure into  
16 use, the CITY will notify the STATE in writing that it is assuming responsibility for and  
17 cost of the interim use and operation of the CITY Infrastructure until the terms of Section  
18 15.3 are satisfied and the PARTIES execute the Letter of Acceptance.

## 19 20 **16. RED-LINES AND RECORD DRAWINGS**

21  
22 16.1 Each PARTY is responsible for preparing construction records for the portions of  
23 PROJECT work for which it is responsible under this Agreement. Except as otherwise  
24 established in this Agreement, the STATE shall document construction in general  
25 conformance with WSDOT's *Construction Manual*, WSDOT manual M4-01 for  
26 PROJECT work that the STATE constructs including work performed on behalf of the  
27 CITY through a Task Order.

28  
29 16.2 The STATE agrees to record the constructed configuration of PROJECT work  
30 that deviates from the Approved Plans as further established in the Procedures. This  
31 record shall be referred to as the red-line plans.

32  
33 16.3 The STATE may choose to delegate preparation and maintenance of the red-line  
34 plans to its construction contractors. However, the STATE remains responsible for the  
35 quality, condition and completion of red-line plans. If the STATE chooses to delegate  
36 these responsibilities, the STATE's construction contracts shall require contractors to  
37 provide the STATE and the CITY access to the red-line plans during the working hours  
38 established in the STATE contract.

39  
40 16.4 Each PARTY shall prepare digital drawings showing the constructed  
41 configuration of the PROJECT work for which it is responsible under this Agreement  
42 (record drawings). Each PARTY shall provide the other PARTY with the record  
43 drawings for the portions of PROJECT work for which that PARTY is responsible under  
44 this Agreement within six (6) months after the PARTIES execute a Letter of Acceptance.  
45 The PARTIES shall prepare Record Drawings in conformance with the Procedures.

1  
2 **17. WARRANTIES**

3  
4 **Warranty of Work**

5  
6 17.1 The STATE warrants for a minimum period of twelve (12) months that all CITY  
7 Infrastructure being accepted by the CITY for ownership, operation and maintenance: (1)  
8 meets with the requirements of the Approved Plans, and all CITY-approved  
9 modifications to the Approved Plans made during the course of construction; (2) is  
10 constructed in accordance with CITY-issued permits; (3) is free of defects in material and  
11 workmanship; and (4) is free of defects in design(s). The warranty of work shall apply to  
12 any corrective work required to address non-conforming and Defective Work that is  
13 discovered and communicated by the CITY to the STATE within the warranty period.  
14 The STATE's warranty of work shall begin following the execution of the Letter of  
15 Acceptance of CITY Infrastructure or as otherwise provided in the STATE's contract,  
16 whichever occurs later.

17  
18 17.2 If within the warranty of work period, the CITY discovers and gives written  
19 notice to the STATE of non-conforming or Defective Work in the accepted CITY  
20 Infrastructure, the STATE shall promptly investigate the work the CITY believes is non-  
21 conforming or defective. The STATE shall promptly remedy non-conforming or  
22 Defective Work. Disagreements between the CITY and the STATE on what constitutes  
23 non-conforming or Defective Work shall be resolved using the dispute resolution process  
24 established in Section 23 of this Agreement. The STATE shall diligently prosecute the  
25 corrective work and shall procure materials using the fastest means available as necessary  
26 to minimize the loss of use and operation of the accepted CITY Infrastructure. Corrective  
27 work shall be completed within the time frame specified by the CITY and mutually  
28 agreed upon by the STATE.

29  
30 17.3 If, during construction, the CITY encounters an emergency situation caused by  
31 non-conforming or Defective Work, it must immediately notify the STATE. The STATE  
32 will take immediate corrective action. If, after the warranty period begins, the CITY  
33 encounters an emergency situation caused by non-conforming or Defective Work, it may  
34 immediately correct it. Direct and indirect costs incurred by the CITY, attributable to  
35 correcting an emergency situation associated with non-conforming or Defective Work,  
36 shall be paid by the STATE to the CITY.

37 **Transfer of Title and Warranty of Title**

38  
39 17.4 All right and title to the CITY Infrastructure accepted by the CITY will be  
40 transferred by the STATE to the CITY as of the date of the STATE's signature  
41 acknowledging the CITY's Letter of Acceptance pursuant to the provisions of Section 15.  
42 Neither the STATE nor its contractors shall hold a property right in any of the CITY  
43 Infrastructure accepted by the CITY for ownership, including the materials and  
44 equipment comprising the CITY Infrastructure.  
45





1 17.5 The STATE shall warrant good and merchantable title to all materials, supplies,  
2 equipment and items installed or incorporated into the accepted CITY Infrastructure. The  
3 STATE shall further warrant that all CITY Infrastructure transferred to, and accepted by,  
4 the CITY is free from claims, liens and charges.  
5

#### 6 **Manufacturers' Warranties**

7

8 17.6 The STATE shall provide to the CITY all manufacturers' and suppliers'  
9 guarantees and warranties furnished to the STATE's contractor as a customary trade  
10 practice in connection with the contractor's purchase of any equipment, materials, or  
11 items incorporated into the CITY Infrastructure. The STATE shall further warrant that it  
12 has the right to transfer such warranties and guarantees furnished to the STATE through  
13 its construction contract to the CITY and that such transfer shall not adversely affect such  
14 warranties and guarantees. These guarantees and warranties shall not relieve the STATE  
15 from its obligations under warranty of work.  
16

#### 17 **Warranty Inspections**

18

19 17.7 During the warranty period, the CITY shall have the right to inspect the accepted  
20 CITY Infrastructure for non-conforming and Defective Work, and will promptly report  
21 any such work to the STATE for remedy through corrective work. The CITY shall bear  
22 the cost of these inspections.  
23

### 24 **18. PUBLIC OUTREACH**

25

26 18.1 The STATE agrees to lead and manage the public outreach effort for the  
27 PROJECT. In recognition of the CITY's experience in working with the Seattle  
28 community, the STATE will solicit CITY input and work with the CITY in public  
29 outreach activities. The STATE will not publicly distribute outreach information,  
30 planning materials and documents without first soliciting the CITY's review. However,  
31 the STATE shall be free to comply with any public records request received under  
32 Chapter 42.56 RCW for such materials, provided that prior to releasing any sensitive or  
33 confidential material, the STATE shall first provide written notice to the CITY in  
34 accordance with Section 27 of this Agreement and provisions in UT 01474 and UT  
35 01476.  
36

### 37 **19. RISK ALLOCATION**

38

#### 39 **19.1 Limits of Liability**

40

41 19.1.1 No CITY Liability for Assistance, Inspection, Review, or Approvals. The  
42 review or approval of any of the STATE's PROJECT plans or specifications, or the  
43 inspection of the STATE's work, or any assistance provided to the STATE by the CITY  
44 is for the CITY's sole benefit and shall not constitute an opinion or representation by the  
45 CITY as to any compliance with any law, ordinance, rule, or regulation or any adequacy

1 for other than the CITY's own purposes; and such assistance, inspection, review or  
2 approval shall not create or form the basis of any liability on the part of the CITY or any  
3 of its officials, officers, employees, or agents for any injury, damage, or other liability  
4 resulting from, or relating to, any inadequacy, error, or omission therein or any failure to  
5 comply with applicable law, ordinance, rule, or regulation; and such assistance,  
6 inspection, review, or approval shall not relieve the STATE of any of its obligations  
7 under this Agreement, the SCL Agreement, UT 01476, and the SPU Agreement, UT  
8 01474 or under applicable law.

9       19.1.2 No CITY Liability for Delay, Consequential, or Liquidated Damages. The  
10 CITY shall not be liable in damages for any failure to act within any time limits  
11 established by law or for any other delay to the STATE or the STATE's contractors, nor  
12 shall the CITY have any liability for consequential or liquidated damages, and, to the  
13 maximum extent allowed by law, the STATE shall protect, defend, indemnify, and save  
14 harmless the CITY, and its officials, officers, employees, and agents, from any and all  
15 costs, claims, demands, judgments, damages, or liability of any kind caused by, resulting  
16 from, relating to, or connected to delays. The PARTIES agree that this Agreement, the  
17 SCL Agreement, UT 01476, and the SPU Agreement, UT 01474, are not to be construed  
18 as being construction agreements.

19       19.1.3 No CITY Liability for Third Party Claims of Diminution in Value of  
20 Property. The CITY shall not be liable in damages for any third party claims alleging  
21 diminution in value of property, including, but not limited to, claims of elimination or  
22 impairment of rights to light and air and quiet enjoyment, or alleging a taking of property  
23 rights, nor shall the CITY have any liability for related consequential or liquidated  
24 damages, and, to the maximum extent allowed by law, the STATE shall protect, defend,  
25 indemnify, and save harmless the CITY, and its officials, officers, employees, and agents,  
26 from any and all costs, claims, demands, judgments, damages, or liability of any kind  
27 caused by, resulting from, relating to, or connected to the third party claims of diminution  
28 in value of property arising out of the PROJECT.

29       19.1.4 STATE Contractor's Bonds. The STATE shall require its construction  
30 contractors to provide performance bonds to the STATE and to maintain those bonds at  
31 all times pertinent to the respective contractor's obligations under its contracts.—Such  
32 bonds shall be executed by an approved Surety that is registered with the Washington  
33 State Insurance Commissioner, and that appears on the current Authorized Insurance List  
34 in the State of Washington published by the Office of the Insurance Commissioner, and  
35 that shall be conditioned upon the faithful performance of the contract by the contractor.  
36 The STATE shall ensure faithful completion of the PROJECT by use of the STATE's  
37 contractor bonds or other means, and in the event any claim for payment is presented to  
38 the CITY for any PROJECT work, the STATE upon timely notice and investigation,  
39 resulting in STATE responsibility under this Agreement, the SCL Agreement, UT 01476,  
40 or the SPU Agreement, UT 01474 shall promptly pay such claim.

41

1    19.2   General Indemnification.

2           19.2.1 Indemnity. To the extent permitted by law, the STATE shall protect,  
3 defend, indemnify, and save harmless the City of Seattle and its officers, officials,  
4 employees, and agents, while acting within the scope of their employment, from any and  
5 all costs, claims, demands, judgments, damages, or liability of any kind, including  
6 injuries to persons or damages to property, that arise out of, or in any way result from, or  
7 are connected to, or are due to any acts or omissions, or intentional misconduct, of the  
8 STATE or the STATE's contractors, consultants, or agents including any and all claims  
9 and litigation arising out of, or resulting from, any state or federal environmental review  
10 process in any way relating to the PROJECT, and including any private utility relocations  
11 required for the STATE's PROJECT work. The STATE's obligations under this  
12 paragraph also extend to claims asserted by third PARTIES against the City of Seattle  
13 arising out of, or in any way resulting from NEPA or SEPA compliance related to  
14 portions of the CITY's Mercer Corridor Project West Phase reviewed in the 2010 AWW  
15 Replacement Supplemental Draft Environmental Impact Statement. The STATE's  
16 obligations under this paragraph also extend to claims asserted by third PARTIES against  
17 the City of Seattle arising out of, or in any way resulting from, any state or federal  
18 environmental review process in any way related to the PROJECT, removal of the  
19 Alaskan Way Viaduct and Battery Street Tunnel decommissioning, and all of the  
20 foregoing protection, defense, indemnity and hold harmless obligations shall extend to  
21 claims asserted by state agencies other than the Washington State Department of  
22 Transportation.

23           19.2.2 The STATE further agrees that the City of Seattle shall have no liability  
24 to the STATE that in any way arises out of the City of Seattle's decision making  
25 processes in agreeing to go forward with the PROJECT. The STATE shall not be  
26 required to indemnify, defend, or save harmless the City of Seattle if the claim, suit, or  
27 action for injuries, death, or damages is caused by the sole negligence of the City of  
28 Seattle. Where such claims, suits, or actions result from the concurrent negligence of the  
29 PARTIES, the indemnity provisions provided herein shall be valid and enforceable only  
30 to the extent of the STATE's own negligence. In the event of any claims, demands,  
31 actions, or lawsuits, the STATE upon notice from the City of Seattle, shall assume all  
32 costs of defense thereof, including legal fees incurred by the City of Seattle, and of all  
33 resulting judgments that may be obtained against the City of Seattle, to the extent of the  
34 STATE's liability. In the event that the City of Seattle incurs attorneys' fees, costs, or  
35 other legal expenses to enforce the indemnity provisions of this Agreement, the SCL  
36 Agreement UT 01476, or the SPU Agreement, UT 01474, all such fees, costs, and  
37 expenses shall be recoverable by the City of Seattle. Environmental protection and  
38 indemnification, as provided elsewhere in this Agreement, shall be in addition to the  
39 foregoing general indemnification.

40           19.2.3 Indemnity. To the extent permitted by law, the City of Seattle shall  
41 protect, defend, indemnify, and save harmless the STATE and its officers, officials,  
42 employees, and agents, while acting within the scope of their employment, from any and  
43 all costs, claims, demands, judgments, damages, or liability of any kind, including

1 injuries to persons or damages to property, that arise out of, or in any way result from, or  
2 are connected to, or are due to any acts or omissions, or intentional misconduct, of the  
3 City of Seattle or the City of Seattle's contractors, consultants, or agents. The City of  
4 Seattle shall not be required to indemnify, defend, or save harmless the STATE if the  
5 claim, suit, or action for injuries, death, or damages is caused by the sole negligence of  
6 the STATE. Where such claims, suits, or actions result from the concurrent negligence  
7 of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable  
8 only to the extent of the City of Seattle's own negligence. In the event of any claims,  
9 demands, actions, or lawsuits, the City of Seattle upon notice from the STATE, shall  
10 assume all costs of defense thereof, including legal fees incurred by the STATE, and of  
11 all resulting judgments that may be obtained against the STATE, to the extent of the City  
12 of Seattle's liability. In the event that the STATE incurs attorneys' fees, costs, or other  
13 legal expenses to enforce the indemnity provisions of this Agreement, the SCL  
14 Agreement, UT 01476, and the SPU Agreement, UT 01474, all such fees, costs, and  
15 expenses shall be recoverable by the STATE.

16 19.2.4 Title 51 RCW. Solely with respect to claims for indemnification under  
17 this Agreement, including environmental indemnification, the STATE and the City of  
18 Seattle waive, as to each other only, and expressly not for the benefit of their employees  
19 or third parties, their immunity under Title 51 RCW, the Industrial Insurance Act, and  
20 acknowledge that this waiver has been mutually negotiated by the PARTIES. The  
21 STATE and the City of Seattle agree that their respective indemnity obligations extend to  
22 any claim, demand, or cause of action brought by, or on behalf of, any of their respective  
23 employees or agents. The STATE agrees that in the event that any employee or agent of  
24 the STATE's contractors, subcontractors, consultants, or agents asserts a claim against  
25 the City of Seattle, the STATE waives any right it may have to assert its Title 51  
26 immunity as a defense against a City of Seattle claim to the STATE that otherwise would  
27 be covered by the STATE's indemnity obligations to the City of Seattle.

28 19.2.5 Survival of Indemnification Obligations. Any liability of the STATE or  
29 the City of Seattle arising under any indemnity provision of this Agreement shall survive  
30 termination of this Agreement, whether or not any claim giving rise to such liability shall  
31 have accrued.

## 32 20. INSURANCE

33  
34 20.1 The STATE shall require in writing that the STATE's contractors, and each of  
35 their sub-contractors of any tier where not covered by contractor provided insurance,  
36 include "The City of Seattle" as an additional insured for primary and non-contributory  
37 limits of liability for Commercial General Liability, Commercial Automobile Liability  
38 and (if required) Contractor's Pollution Liability as established in the construction  
39 contract documents, including Products and Completed Operations coverage following  
40 the completion of each PROJECT stage.

41  
42 20.2 Insurance specifications for the design-build portion of the PROJECT are  
43 contained in Article 20 of the Proposed Bored Tunnel Design Build Contract (Insurance).



1  
2 20.3 STATE standard insurance specification in Section 1-07.18 (Public Liability and  
3 Property Damage Insurance, applicable to the design-bid-build construction contract  
4 documents protecting both the STATE and the CITY for any design-bid-build portions of  
5 the PROJECT, shall be amended for coverages, minimum limits of liability and/or terms  
6 and conditions as may be mutually agreed upon by the STATE and CITY.  
7

8 20.4 The STATE's contractors and subcontractors of any tier shall cause certification  
9 of insurance meeting the requirements herein to be issued to "The City of Seattle, Risk  
10 Management Division, P.O. Box 94669, Seattle, WA 98124-4669." Such certification  
11 shall not be mailed, but shall be delivered electronically to fax number (206) 470-1279 or  
12 as an e-mail attachment in PDF format to [riskmanagement@seattle.gov](mailto:riskmanagement@seattle.gov).  
13

## 14 **21. THIRD PARTY BENEFICIARY**

15

16 21.1 The STATE shall require the STATE's contractors, consultants, and designers  
17 and each of their subcontractors to perform the STATE's work contemplated by this  
18 Agreement, the SCL Agreement, UT 01476, and the SPU Agreement, UT 01474 at no  
19 cost to the City of Seattle; and because a portion of the PROJECT will be conducted on  
20 CITY Street Right-of-Way and on or for the benefit of the City of Seattle, the contracts  
21 between the STATE and its contractors, consultants, and designers will include the  
22 following requirements:  
23

24 (1) With respect to any and all of the City of Seattle's interests, including, but  
25 not limited to, excavation, restoration, and traffic control responsibilities of  
26 the STATE, the STATE and the contractor will acknowledge that the City of  
27 Seattle is an intended third party beneficiary of the contracts; (2) the STATE  
28 and the contractor will include the City of Seattle as a named third party  
29 beneficiary of the STATE's contracts; and (3) the STATE and the contractor  
30 will include the City of Seattle in the indemnification and insurance  
31 provisions contained in the STATE's contracts. The STATE and CITY do not  
32 intend that this paragraph be interpreted to create any obligation, liability, or  
33 benefit to any third party, other than the STATE and the City of Seattle for  
34 purposes of design and construction of the PROJECT as described in this  
35 Agreement, the SCL Agreement, UT 01476, and the SPU Agreement, UT  
36 01474.  
37

## 38 **22. LIENS**

39

40 22.1 In the event that any City of Seattle-owned property interest becomes subject to  
41 any claims for mechanics', artisans' or materialmen's liens, or other encumbrances  
42 chargeable to, or through, the STATE that the STATE does not contest in good faith, the  
43 STATE shall cause such lien, claim, or encumbrance to be discharged or released of  
44 record (by payment, posting of bond, court deposit, or other appropriate means), without  
45 cost to the City of Seattle, and shall indemnify the City of Seattle against all costs and

1 expenses (including attorneys' fees) incurred in discharging and releasing such claim,  
2 lien, or encumbrance prior to completion of the PROJECT.

3  
4 **23. DISPUTE RESOLUTION**

5  
6 23.1 Good Faith. The CITY and the STATE shall make good faith efforts to resolve  
7 any dispute arising under or in connection with this Agreement. The dispute resolution  
8 process outlined in this Section applies to disputes arising under or in connection with the  
9 terms of this Agreement. In the event that the PARTIES cannot resolve a disagreement  
10 arising under or in connection with this Agreement, the PARTIES shall follow the  
11 dispute resolution steps set forth below.

12  
13 23.2 Notice. A PARTY's Designated Representative, as defined in Section 25 below,  
14 shall notify the other PARTY's Designated Representative in writing of any problem or  
15 dispute that a PARTY believes needs resolution. The written notice shall include (a) a  
16 description of the issue to be resolved; (b) a description of the differences between the  
17 PARTIES on the issue; and (c) a summary of any steps taken to resolve the issue.

18  
19 23.3 Meeting. Upon receipt of a written notice of request for dispute resolution, the  
20 project engineer/project manager for the PARTIES shall meet within ten (10) Business  
21 Days and attempt to resolve the dispute. Any resolution of the dispute requires the  
22 agreement of all Designated Representatives attending the meeting or who requested to  
23 attend the meeting.

24  
25 23.4 Notice of Second Level Meeting. If the PARTIES have not resolved the dispute  
26 within five (5) Business Days after the meeting, at any time thereafter either PARTY may  
27 request that the dispute be elevated to the next level by notifying the other PARTY's  
28 Designated Representative in writing, requesting that the dispute be raised to the Second  
29 Level Meeting as described in Subsection 23.5. The written notification shall include a) a  
30 description of the remaining issues to be resolved; b) a description of the differences  
31 between the PARTIES on the issues, c) a summary of the steps already taken to resolve  
32 the issues, and d) the resolution of any issues that were initially involved in the dispute.

33  
34 23.5 Second Level Meeting. Upon receiving a written request that the dispute be  
35 elevated to the next level, a meeting shall be held within ten (10) Business Days between  
36 the project director of WSDOT and the appropriate CITY program manager(s) to resolve  
37 the dispute. Any resolution of the dispute requires the agreement of all Designated  
38 Representatives attending the meeting or who requested to attend the meeting.

39  
40 23.6 Notice of Third Level Meeting. If the PARTIES have not resolved the dispute  
41 within five (5) Business Days after the Second Level Meeting as described in Subsection  
42 23.5, at any time thereafter either PARTY may request that the dispute be elevated to the  
43 next level by notifying the other PARTY's Designated Representative in writing,  
44 requesting that the dispute be raised to the Third Level Meeting as described in  
45 Subsection 23.7. The written notification shall include a) a description of the remaining



1 issues to be resolved; b) a description of the differences between the PARTIES on the  
2 issues, c) a summary of the steps already taken to resolve the issue, and d) the resolution  
3 of any issues that were initially involved in the dispute.  
4

5 23.7 Third Level Meeting. Elevate to the Designated Representatives.  
6

7 23.8 Court of Law. If the PARTIES have not resolved the dispute within five (5)  
8 Business Days after the third level meeting, at any time thereafter either PARTY may  
9 seek relief under this Agreement in a court of law. The PARTIES agree that they have no  
10 right to relief in a court of law until they have completed the dispute resolution process  
11 outlined in this Section 23.  
12

13 23.9 A PARTY's request to utilize this Section 23 dispute resolution Process is not  
14 evidence that either PARTY is in breach of this Agreement, and does not relieve any  
15 PARTY from complying with its obligations under this Agreement.  
16

## 17 **24. REMEDIES; ENFORCEMENT** 18

19 Subject to the dispute resolution provisions in Section 23, the City of Seattle and the  
20 STATE shall have, in addition to any remedies available at law or equity, the right to  
21 demand specific performance of this Agreement, the SCL Agreement, UT 01476, and the  
22 SPU Agreement, UT 01474.  
23

## 24 **25. DESIGNATED REPRESENTATIVES** 25

26 The Designated Representative for each PARTY is as follows:  
27

### 28 **STATE:**

29 Program Administrator  
30 Alaskan Way Viaduct & Seawall Replacement Program  
31 Washington State Department of Transportation  
32 999 3<sup>rd</sup> Avenue, Suite 2424  
33 Seattle, WA 98104  
34

### 35 **CITY:**

36 SDOT Deputy Director  
37 Seattle Department of Transportation  
38 P.O. Box 34996  
39 700 Fifth Avenue, Suite 3800  
40 Seattle, WA 98124-4996  
41

## 42 **26. EFFECTIVENESS AND DURATION** 43

44 26.1 This Agreement shall be effective as of the date the last PARTY signs and, unless  
45 sooner terminated pursuant to the terms hereof, shall remain in effect until final

1 completion of all PARTIES' obligations contained or referred to in this Agreement, the  
2 SCL Agreement, UT 01476, and the SPU Agreement, UT 01474.

3  
4 **27. NOTICE**

5  
6 27.1 Except for the dispute resolution process in Section 23 above, for which notice  
7 shall be given to the officials listed in Section 25, all notices, demands, requests,  
8 consents and approvals that may be or are required to be given by either PARTY to the  
9 other PARTY shall be in writing and shall be deemed to have been duly given (i) upon  
10 actual receipt or refusal to accept delivery if delivered personally to the Designated  
11 Representative, (ii) upon actual receipt or refusal to accept delivery if sent by a nationally  
12 recognized overnight delivery service to the Designated Representative, or (iii) upon  
13 actual receipt if electronically transmitted to the Designated Representative with  
14 confirmation sent by another method specified in this Section 27. Notice of a change of  
15 Designated Representative or the address for the Designated Representative shall be  
16 given as provided in this Section 27.

17  
18 **28. TERMINATION AND SUSPENSION**

19  
20 28.1 This Agreement may be terminated pursuant to Section 2.3 or for other cause by  
21 either PARTY upon ninety (90) calendar days written notice. Said notice shall set forth  
22 the reasons for termination and the effective date of termination.

23 28.2 Termination of this Agreement, the SCL Agreement, UT 01476, or the SPU  
24 Agreement, UT 01474 shall not relieve the PARTIES of any obligations that are required  
25 to be performed prior to the date of termination, nor shall it relieve the PARTIES of any  
26 obligations that are intended to survive termination of this Agreement, the SCL  
27 Agreement, UT 01476, or the SPU Agreement, UT 01474. Furthermore, the PARTIES  
28 agree that, in the event the STATE exercises its right to terminate pursuant to this Section  
29 28 or the STATE suspends the work or materially delays the work after construction of  
30 the PROJECT begins, then the STATE, at its cost and expense, shall modify the  
31 PROJECT, in consultation with the CITY, to provide for the restoration, continued  
32 service, operation, and maintenance of CITY Facilities, PROJECT infrastructure, CITY  
33 Street Right-of-Way, or any other CITY property and the STATE shall ensure that the  
34 modified PROJECT is completed. The STATE shall also ensure that all SPU and SCL  
35 utility services can continue to be provided by SPU and SCL either in substantially the  
36 same manner as occurred prior to the initiation of work, or in the manner intended by the  
37 proposed work, unless otherwise agreed to by the affected UTILITY.

38  
39 **29. CONFIDENTIALITY OF INFORMATION AND RECORDS**

40  
41 29.1 It is understood that certain information about CITY Facilities is deemed by the  
42 CITY to be sensitive and may be confidential under state or federal law. The STATE  
43 agrees that all documents and information collected from field activities known to include  
44 confidential information will be maintained in a locked file at the project office and  
45 access will be controlled by the STATE's consultants. Furthermore, confidential





1 information will only be provided to the selected contractor in conformed documents  
2 following Contract Award if such information is considered necessary for construction.  
3 The CITY will provide clear written guidelines that specifically define the information  
4 that is deemed sensitive and/or confidential.

5  
6 29.2 Should any of those confidential or sensitive documents become the subject of a  
7 request for public disclosure under Chapter 42.56 RCW, the STATE shall use its best  
8 efforts to immediately notify the CITY of such request and the date by which the STATE  
9 anticipates responding, which date shall in no event be less than fifteen (15) calendar  
10 days after STATE's first notice of the disclosure request to the CITY. The CITY must  
11 then within a reasonable time of receipt of said notice in writing to the STATE (a)  
12 specifically identify each record, or part thereof, and (b) fully explain why such  
13 records(s) are exempt from disclosure under Chapter 42.56 RCW or any other law so that  
14 the STATE may respond to the records requester. The STATE shall withhold or redact  
15 those public records that the CITY reasonably claims are exempt from disclosure based  
16 upon the CITY's information. The CITY at its sole expense may seek a judicial  
17 declaration or injunction with respect to the public records request. The CITY further  
18 agrees that it will, at its sole expense, defend the non-disclosure of that information it  
19 claims is exempt from disclosure and indemnify the STATE for any and all penalties  
20 assessed and costs that the STATE incurs, if any.

21  
22 29.3 The provisions of this Section 29 shall survive the termination of this Agreement.

## 23 24 **30. GENERAL PROVISIONS**

25  
26 30.1 This Agreement shall be effective independently from any and all permits that  
27 may be issued by the CITY.

28 30.2 Each PARTY shall ensure that its employees, agents, and contractors comply with  
29 the obligations of this Agreement.

30 30.3 The PARTIES shall not be deemed to be in default under this Agreement if  
31 performance is rendered impossible by war, riots, or civil disturbances, or by floods or  
32 other natural catastrophes beyond the PARTIES' control; the unforeseeable unavailability  
33 of labor or materials; or labor stoppages or slowdowns or power outages exceeding back-  
34 up power supplies. This Agreement shall not be terminated or the PARTIES penalized  
35 for such noncompliance, provided that each PARTY takes immediate and diligent steps  
36 to bring itself back into compliance and to comply as soon as practicable under the  
37 circumstances without unduly endangering the health, safety, or integrity of the  
38 PARTY's employees or property, or the health, safety, or integrity of the public, street  
39 rights-of-way, public property, or private property.

40 30.4 This Agreement including the definition of the PROJECT as more particularly  
41 described in the Project Description attached as Exhibit A may be amended only by a

1 written instrument, duly authorized by the CITY and the STATE, and executed by their  
2 duly authorized representatives.

3 30.5 No failure to exercise, and no delay in exercising, on the part of either PARTY  
4 hereto, any rights, power, or privilege hereunder shall operate as a waiver thereof, except  
5 as expressly provided herein.

6 30.6 This Agreement, together with GCA 6366, the SCL Agreement, UT 01476 and  
7 the SPU Agreement, UT 01474, with the attached Exhibits and the documents, terms and  
8 provisions incorporated in any of the foregoing, constitute the entire agreement of the  
9 PARTIES with respect to the PROJECT, and supersede any and all prior negotiations and  
10 understandings with respect hereto.

11 30.7 Section and subsection headings are intended as information only, and shall not  
12 be construed with the substance of the section or subsection they caption.

13 30.8 All exhibits or other attachments are by this reference hereby incorporated into  
14 this Agreement.

15 30.9 This Agreement may be executed in counterparts, each of which shall be deemed  
16 an original, and all counterparts together shall constitute but one and the same instrument.

17 30.10 The PARTIES acknowledge the right of each PARTY to exercise its police power  
18 pursuant to general law and applicable statutes for the protection of the health, safety, and  
19 welfare of its citizens and their properties. Nothing in this Agreement shall be construed  
20 as waiving or limiting the STATE's or CITY's rights to exercise its police power or to  
21 preclude or limit exercising any regulatory power in connection with this PROJECT.  
22

23 30.11 This Agreement shall be interpreted, construed, and enforced in accordance with  
24 the laws of the State of Washington. The venue for any action under this Agreement  
25 shall be in the Superior Court for King County, Washington.  
26

27 30.12 A judicial determination that any term, provision, condition, or other portion of  
28 this Agreement, whether in whole or in part, is inoperative, invalid, void, or  
29 unenforceable shall not affect the remaining terms, provisions, conditions, or other  
30 portions of this Agreement, whether in whole or in part, and the remaining terms,  
31 provisions, conditions, or other portions of this Agreement, whether in whole or in part,  
32 shall remain valid and enforceable to the fullest extent permitted by law.  
33  
34  
35  
36  
37  
38  
39

1 IN WITNESS WHEREOF, the PARTIES hereto have executed this Agreement as of the  
2 last date written below.

3  
4 CITY OF SEATTLE

WASHINGTON STATE

5  
6  
7  
8 By: *Tricia H. Simmons*

By: *N. Mykura*

9  
10  
11  
12 Title: *City Clerk*

Title: *Administrator, AWPBRP*

13  
14  
15 Date: *5-23-11*

Date: *1/28/2011*

16  
17  
18 APPROVED AS TO FORM:



By: *Bruce Brown*

Title: *Senior Assistant*  
*Attorney General*

Date: *1-28-11*

## **EXHIBIT A TO MEMORANDUM OF AGREEMENT NO. GCA 6486**

Unless specifically defined otherwise in this document, the definitions set forth in GCA 6486 ("SDOT Agreement"), UT 01476 ("SCL Agreement") and UT 01474 ("SPU Agreement"; collectively, "Agreements") apply to terms used in this document.

The PROJECT replaces SR 99 from South Royal Brougham Street to Roy Street and consists of designing and constructing a four-lane tunnel from South King Street to Thomas Street, north and south tunnel portals and access streets, re-establishment of the City street grid in the vicinity of the portals, and associated utility relocations.

The PROJECT consists of the following features:

### **Utility Work:**

- Removal and replacement of existing City electrical, communications, water, drainage and wastewater facilities and other privately owned utilities that directly conflict with the north and south tunnel portals and tunnel portal excavations.
- Utility services necessary for the operation of the tunnel and tunnel operations buildings
- New Utility improvements.

### **Tunnel:**

- A four-lane tunnel under the City from a south portal in the vicinity of Dearborn Street and Alaskan Way to a north portal in the vicinity of 6<sup>th</sup> Avenue North and Harrison Street.
- PROJECT work will include:
  - Approximately two miles of cut-and-cover and bored tunnel providing two travel lanes in each direction.
  - Tunnel portal structures and the shoring walls and excavation associated with portal construction.
  - Tunnel operations buildings at both the north and south portals to house tunnel egress, tunnel ventilation systems, and fire and life safety systems and controls.
  - Tunnel operations, intelligent transportation, and fire and life safety systems
  - Monitoring of, and mitigation, for tunnel-induced Deformation, such as protecting utilities, and preparing structures for predicted tunnel-induced Deformation through engineered measures such as grouting and structural retrofit.
  - Repair of public and private property that may be damaged as a result of construction.

### **North Tunnel Access and Reconnection of the Surface Street Grid:**

- SR 99 roadway and roadway structures connecting the tunnel to existing SR 99 in the vicinity of Aurora Avenue at Roy Street, associated on and off ramps, and City right of way in the vicinity of the north tunnel portal.

- PROJECT work will include:
  - Advance traffic management systems including capability for tolling.
  - Reconnect Aurora Avenue to the City street grid at Denny Way.
  - Improvements to existing City street right-of-way including cross-corridor connections of John, Thomas, and Harrison Streets.
  - New lanes, curbs, sidewalks, traffic signals, intelligent transportation systems and signage, landscaping and street lighting.
  - Improvements to Aurora Avenue from Denny Street to Harrison Street.
  - Storm drains and other utilities in the new City street right-of way.

#### **South Tunnel Access and Reconnection of the Surface Street Grid:**

- Roadway and roadway structures connecting the tunnel south portal to SR 99 lanes being constructed as part of the Holgate to King Project in the vicinity of South Royal Brougham Way and improvements to City street right-of-way in the vicinity of the south tunnel portal.
- PROJECT work will include:
  - Removal of the south-end SR 99 temporary roadway detour built as part of Holgate to King Project.
  - Advance traffic management systems including capability for tolling.
  - New lanes, curbs, sidewalks, traffic signals, intelligent transportation systems and signage, landscaping and street lighting.
  - City street improvements including cross-corridor connections of S. Dearborn Street.
  - Restoration of 1<sup>st</sup> Avenue South from Royal Brougham Way to Railroad Way S.
  - Storm drains and other utilities in the new City street right-of-way.
  - Pedestrian plazas in the vicinity of the south tunnel portal.
  - Bicycle and pedestrian paths.

#### **Other PROJECT work:**

- Environmental remediation.
- Temporary sediment and erosion control
- Traffic control and detours
- Maintenance of utility service

MEMORANDUM OF AGREEMENT  
NO. GCA 6486  
EXHIBIT B

**Design Review, Construction Management, Inspection, Record Drawing and  
Task Order Procedures**

1. **Scope.** This document establishes implementing procedures called for in and otherwise necessitated by GCA 6486 (SDOT Agreement), UT 01476 (SCL Agreement) and UT 01474 (SPU Agreement).
  - 1.1. With respect to CITY regulatory authority, the scope of this document is limited to the issuance of SDOT Street Use Permits. References to CITY permits, standards, or regulatory authority or responsibility, including references that are not expressly limited, are not intended to extend beyond Street Use Permits or the standards, authority, or responsibility under SMC Title 15.
  - 1.2. Nothing in this document is intended, or shall be construed, to expand the scope of CITY responsibility regarding the PROJECT beyond the scope stated in the SDOT, SCL, and SPU Agreements.
  - 1.3. Within the scope described above, this document is intended to describe roles and procedural responsibilities, clarify expectations, and standardize business processes for the duration of the PROJECT. Due to the complexity of the PROJECT and adjacent PROGRAM elements, the STATE and the CITY recognize that unanticipated situations will arise that require modification of these procedures.
2. **Plan Review for Design and Permits**
  - 2.1. These Design and Plan Review procedures are based on the expectation that WSDOT is responsible for executing the PROJECT work either under WSDOT's direct responsibilities for PROJECT elements or where the CITY has entered into a Task Order agreement for WSDOT assistance in executing the CITY's responsibilities. In instances where the CITY executes PROJECT work, additional procedures may be needed to address design and construction coordination.
  - 2.2. In implementing the procedures, the goal of WSDOT and the CITY is to facilitate timely and expeditious completion of PROJECT designs that:
    - Meet PROJECT requirements and standards and commitments in the SDOT, SPU, and SCL Agreements;

- Comply with WSDOT procedural requirements in a timely manner;
  - Fulfill CITY regulatory requirements set forth in Seattle Municipal Code (SMC) Title 15 in a timely manner;
  - Achieve the PROJECT schedule;
  - Allow construction to proceed in a timely manner;
  - Minimize PROJECT scope growth; and
  - Minimize impact on CITY Facilities.
- 2.3. WSDOT will take the lead in coordinating regular communications and design coordination meetings with the CITY, WSDOT's consultants and contractors, and other utility owners.
- 2.4. WSDOT will prepare PROJECT designs affecting CITY Facilities in collaboration with SDOT, SCL, and SPU staff and agrees to seek and incorporate input from the CITY in the early stages of preliminary engineering, preparation of Plan Review Packages and Design Submittals, and throughout the PROJECT design and permitting process.
- 2.5. Design and construction of CITY Infrastructure will meet CITY Standards. Design of CITY Infrastructure will include consideration of long-term operation and maintenance costs, in addition to up-front design and construction costs.
- 2.6. The CITY will review all plans for work described in Section 7.3 of the SDOT Agreement GCA 6846.
- 2.7. WSDOT will coordinate and obtain written concurrence from the CITY on any requested deviation from CITY standards prior to the beginning of construction.
- 2.8. WSDOT and the CITY agree that WSDOT will submit plans for CITY Infrastructure prepared in accordance with SR 99 Alaskan Way Viaduct and Seawall Replacement CADD Manual, Revision 2.0, dated April 2010.
- 2.9. WSDOT will coordinate and obtain written concurrence from the CITY prior to implementing revisions or deviations from the Approved Plans.
- 2.10. The CITY will notify WSDOT in good faith when the CITY becomes aware of issues that may delay issuance of a Street Use Permit. Failure to provide such notice shall not provide grounds to challenge the issuance or non-issuance of a permit.

### **3. Procedures for Design-Bid-Build Contracts.**

- 3.1. WSDOT will determine the project scope for a given design and contract package with CITY input. Changes to project scope will necessitate review by WSDOT AWWSR PROGRAM management in accordance with PROGRAM configuration management and change control procedures.

- 3.2. WSDOT and the CITY will collaborate to develop a target project delivery schedule to include WSDOT's Plan Review Package submittals to the CITY. WSDOT will notify the CITY of any proposed schedule modifications. If WSDOT determines that it cannot meet the anticipated dates, WSDOT will collaborate with the CITY's Designated Representative to develop a revised submittal schedule as soon as possible after delay is known or anticipated.
- 3.3. WSDOT will notify the CITY's Designated Representative fifteen (15) Business Days prior to the scheduled Plan Review Package scheduled transmittal to confirm that the Plan Review Package will be transmitted as scheduled or to establish a deferred date so that CITY staff can be appropriately scheduled for the review.
- 3.4. WSDOT will prepare and submit complete plans and supporting documentation to the CITY and provide corrections and additional information as needed by the CITY to allow CITY staff sufficient time to review the Street Use Permit application and the plans. The duration for review for each Plan Review Package is indicated in the tables below. Submittal of multiple Plan Review Packages to the CITY for concurrent review may increase the time required for review as indicated in the tables below, or as otherwise agreed by WSDOT and the CITY.
- 3.5. SDOT will coordinate CITY review of the Plan Review Packages to include receiving and distributing materials among CITY of Seattle reviewers, collating and tracking review comments, and working with other CITY departments to resolve conflicting comments or requirements.
- 3.6. WSDOT will submit a Street Use Permit application early during design development in order to define permit conditions for incorporation into contract documents. This application submittal will initiate the permit review and issuance process.

**Table 1: Design-Bid-Build Review Periods**

Submittal Phase	CITY Review Period		
	Number of Business Days per Number of Plan Review Packages Under Review*		
	One	Two	Three
30% Plan Review Package	15 days	25 days	25 days
Progress Plan Review Package	25 days	40 days	45 days
100% Plan Review Package	15 days	15 days	20 days
WSDOT Post-Advertisement Construction Contract Addenda Plan Review Package **	Varies – 3 to 20 days as noted below	Varies – 3 to 20 days as noted below	Varies – 3 to 20 days as noted below
Final Plan Review Package	15 days	15 days	20 days





\* In the event that more than three Plan Review Packages and/or major PROGRAM-related documents are under review at the same time, WSDOT and CITY agree to negotiate a reasonable review time for the Plan Review Packages being submitted.

\*\* Post-Advertisement addenda review time will be based on the volume of revisions to plan sheets and specifications affecting City Facilities follows:

**Table 2: Addenda Review Periods**

<b>Number of addenda added/revised plan sheets (excluding quantity tabs/structure notes)</b>	<b>CITY Review Period (Number of Business Days)</b>
< 200	5
< 400	8
< 800	15
More than 800	20

3.7. The CITY's design review and Street Use Permit processes will take place as follows:

- 3.7.1. The CITY review period begins on the Business Day following receipt by the CITY's Designated Representative of the Plan Review Package and ends when the CITY'S final comment document is submitted to WSDOT electronically in a Microsoft Excel document format. The CITY is responsible to assign appropriate staff to review and provide comment within the established timeframes.
- 3.7.2. Following its review of the Progress Plan Review Package, SDOT will prepare and deliver to WSDOT draft Street Use Permit conditions. SDOT will update the draft conditions after completion of CITY's review of each subsequent Plan Review Package to enable incorporation of the draft conditions into WSDOT's construction contract documents.
- 3.7.3. WSDOT will deliver the Plan Review Packages as further described in this Exhibit. If the CITY receives a submittal from WSDOT that does not contain all the requirements of a Plan Review Package, the CITY will notify WSDOT that the submittal is incomplete. To expedite the process and to the extent possible, the CITY will attempt to begin review of an incomplete submittal. However, WSDOT will submit the information needed to complete the Plan Review Package as soon as possible and will highlight any changes made since submittal of the incomplete Plan Review Package. The CITY's plan review period will not commence until the receipt of a complete Plan Review Package.

- 3.7.4. The CITY's Designated Representative will work with the CITY departments to identify comments on the Plan Review Packages. The CITY departments will reconcile conflicting comments, and SDOT will incorporate the comments in a single document.
  - 3.7.5. The CITY will assist WSDOT in determining appropriate responses to comments and resolution of concerns noted in its comments.
  - 3.7.6. WSDOT will provide initial written responses to all comments within ten (10) Business Days of receiving the CITY's comments to a Plan Review Package. All comments related to CITY Infrastructure shall be resolved to the CITY's satisfaction and incorporated into the succeeding Plan Review Packages.
  - 3.7.7. WSDOT will hold a comment resolution meeting with the CITY within ten (10) Business Days after WSDOT receives and responds to the CITY comments. Any unresolved comments will be forwarded to a comment resolution team composed of CITY and WSDOT staff. In the event the team cannot resolve all issues, they will be elevated to appropriate levels of management in accordance with the dispute resolution provisions of GCA 6486, UT 01474, and UT 01476.
- 3.8. WSDOT and the CITY agree to follow a process to facilitate both WSDOT's compliance with both WSDOT procedures governing preparation of bid packages and SDOT procedures for issuing Street Use Permits. The process will include the following steps:
- 3.8.1. WSDOT will endeavor to resolve and address all CITY comments on previous Plan Review Packages to the CITY's satisfaction prior to submittal of the 100% Plan Review Package. The CITY will be responsive to requests to meet and review the design approach to resolution. WSDOT agrees to resolve and address, to the CITY's satisfaction, all CITY comments from previous Plan Review Packages that are related to CITY Infrastructure design.
  - 3.8.2. The CITY will determine, following the receipt of the 100% Plan Review Package, whether all comments on the previous Plan Review Package have been addressed. At the conclusion of this determination, the CITY will notify WSDOT in writing either that the CITY's comments have been resolved to the CITY's satisfaction or that WSDOT has not addressed all the CITY's comments to the CITY's satisfaction. If the CITY notifies WSDOT that it has not addressed all CITY comments to the CITY's satisfaction, the CITY will submit to WSDOT proposals for addressing the outstanding issues. WSDOT will engage CITY reviewers in resolution of the remaining review comments and, either party may elevate unresolved comments in



accordance with the dispute resolution provisions of GCA 6486, UT 01474, and UT 01476.

- 3.8.3. WSDOT will invite the CITY to participate in its Round Table Meeting to enable full discussion of the implications and consequences to CITY Facilities or compliance with SMC Title 15 of changes proposed by WSDOT to the 100% Plan Review Package. WSDOT will coordinate revisions made to the contract plans and provisions after WSDOT submits the 100% Plan Review Package.
- 3.8.4. SDOT will issue its Street Use Permit within five (5) Business Days following the Round Table Meeting if the CITY determines that the plans conform to the requirements of SMC Title 15. If any issues remain for resolution, the CITY will condition the Street Use Permit accordingly. WSDOT will engage CITY reviewers in resolution of review comments and, if resolution cannot be reached, either PARTY may elevate unresolved comments in accordance with the dispute resolution provisions of GCA 6486, UT 01474, and UT 01476.
- 3.8.5. If the Street Use Permit has not been issued within five (5) Business Days following the Round Table Meeting, the SDOT Director or his designee will review the cause of permit delay within one (1) Business Day, and meet with the STATE's Program Administrator or his designee to discuss the issues and develop a course of action.
- 3.8.6. WSDOT will work with the CITY to ensure that all comments on the 100% Plan Review Package are adequately incorporated into WSDOT's advertisement for bid, or are otherwise addressed to WSDOT's and the CITY's satisfaction and that all comments on the 100% Plan Review Package related to design of CITY Infrastructure are addressed to the CITY's satisfaction. This process will include comment resolution with CITY reviewers, a meeting with WSDOT and CITY resolution teams, and, if resolution cannot be reached, elevation of unresolved comments in accordance with the dispute resolution provisions of GCA 6486, UT 01474, and UT 01476.
  - 3.8.6.1. WSDOT will prepare and submit post-advertisement addenda to the CITY prior to releasing addenda to prospective bidders. Addenda will clearly delineate changes that have been made to the plans and specifications. The addenda review periods will be determined by the scope and complexity of the proposed addenda with review times generally as indicated in the tables above.
  - 3.8.6.2. WSDOT will notify the CITY when the final addendum is issued to prospective bidders. This notice will constitute the Final Plan Review

Package submittal. The CITY will review the Final Plan Review Package to confirm whether WSDOT has adequately addressed the CITY plan review comments, whether all applicable conditions of the Street Use Permit have been addressed to the CITY's satisfaction, and whether plans conform to the requirements of the SMC Title 15. Prior to bid opening, and upon the CITY's determination that a Final Plan Review Package meets requirements, the CITY will issue to WSDOT a Letter of Plan Approval that:

- Identifies the plans and specifications that have been granted the CITY's regulatory approval for construction by the CITY, and
- Signifies that WSDOT has addressed the plan review comments.

No construction may take place until the Letter of Plan Approval has been issued by the CITY.

#### **4. Procedures for Design-Build Contracts**

- 4.1. The procedures that follow are intended to facilitate meeting requirements, standards, and objectives for the Design-Build portions of the PROJECT.
- 4.2. WSDOT agrees to work with the CITY in defining and meeting the design and construction standards for the PROJECT work affecting CITY Facilities. The CITY will provide clear design guidance for elements of the PROJECT to be owned, operated or maintained by the CITY. WSDOT will include CITY design and construction standards in WSDOT's Design-Build Contract documents for CITY Facilities.
- 4.3. WSDOT will apply for a Street Use Permit prior to issuance of the final Request for Proposals. The CITY may review and comment on the Final RFP.
- 4.4. As a requirement of its Design-Build Contract(s), the Design-Builder will organize Task Forces for design development, coordination, and management of various elements of the work. The Task Forces are a primary vehicle for coordination and will provide an opportunity for WSDOT and CITY staff to provide input to the design process. Task Force meetings will also be the primary means to keep reviewers up to date on design development. Over-the-shoulder reviews will be conducted to facilitate quicker turn-around of formal plan reviews. Dependent on the need for coordination with adjacent contracts, some of the Task Forces will be designated as "corridor-wide." In addition to WSDOT and CITY staff, Task Force membership may include representatives from other stakeholders such as private utility owners, King County, the Port of Seattle, the stadiums, and adjacent contractors.
- 4.5. The CITY will participate in Task Forces affecting CITY Facilities and for the performance of the CITY's regulatory responsibilities. Based on current PROJECT planning, the CITY will participate in the following Task Forces:



- Utilities
  - Construction Monitoring
  - Fire and Life Safety
  - Maintenance of Traffic
  - Road/Traffic
  - Buildings
  - Public Information
  - Quality
- 4.6. Task Forces will meet on a regular basis to solicit input, coordinate design and construction activity, and assure dissemination of critical PROJECT information to all members. The Design Builder or WSDOT will be the designated lead for meetings and recording of meeting minutes. The Task Forces will work collaboratively to review and provide guidance as the Design Builder develops Design Submittals.
- 4.7. WSDOT and the CITY recognize that regular attendance at Task Force meetings by their respective staffs is necessary to discuss and agree upon resolutions of design issues before more formal review processes begin in order to streamline later review and minimize substantial comments when the Preliminary and Final Design plans are submitted.
- 4.8. Attendance at over-the-shoulder review by CITY staff members will be determined by the CITY Construction Project Engineer based in part upon the materials to be reviewed. Whenever possible three (3) Business Days notice will be given to persons who do not regularly attend Task Force meetings. The CITY will make every effort to assign staff members to over-the-shoulder review meetings who are authorized to make final decisions regarding compliance of the plans for CITY Facilities with the CITY's standards, specifications and permit requirements.
- 4.9. WSDOT's Design Builder will submit a Quality Management Plan (QMP) that will define the timing, content, and format of all design reviews. The QMP will also include processes and procedures for how regularly scheduled Task Force meetings will be used to support quality goals. These meetings, combined with over-the-shoulder reviews, will be an integral part of the process to discuss and resolve design issues outside of the formal review process and reduce the level of effort required to conduct the formal review process. The QMP will define how over-the-shoulder reviews will be conducted with Task Force members. Over-the-shoulder reviews are in-progress reviews of the design and provide opportunities for WSDOT, the CITY, and other stakeholders to provide comments and feedback on the design.
- 4.10. The design builder will be required to provide three submittals for each design element as indicated below. These submittals are intended to meet the requirements of the design and Street Use Permit plan review processes of both WSDOT and the CITY. The CITY will review design elements affecting CITY Facilities and CITY interests,

and for the performance of the CITY's regulatory responsibilities, within the scope stated in this Agreement, UT 01476 (SCL Agreement) and UT 01474 (SPU Agreement).

- 4.10.1. Preliminary Design Submittal. The intent of the Preliminary Design Submittal is to provide a formal opportunity for WSDOT, the CITY, the Design Builder, various design team disciplines, and other approved PROJECT stakeholders to review the construction documents in order to provide input addressing whether the plans reflect Design Build Contract requirements for construction; whether design features are coordinated; and whether there are no fatal flaws within a given discipline or between disciplines. The contents of the Preliminary Design Submittal will vary by discipline as specified in the RFP or as mutually agreed by members of the applicable Task Force.
- 4.10.2. Final Design Submittal. The Final Design Submittal will be prepared when the design for a given element or area is near 100% complete. The Final Design Submittal includes plan sheets, specifications, technical memos, reports, calculations, and other pertinent data, as applicable and incorporates design changes or otherwise addresses CITY comments. As a result of the on-going discussion and resolution of design and construction issues through the regularly-scheduled Task Force meetings and over-the-shoulder reviews, it is anticipated that there will be very few revisions or changes at this stage. The Final Design Submittal will include all specifications, including but not limited to, all amendments to the WSDOT Standard Specifications for Road, Bridge and Municipal Construction, special provisions, technical requirements, and technical specifications, necessary to construct the work represented in the submittal. Following resolution of all comments, the Final Design Submittal may proceed through the written certification process described below in preparation for being released for construction.
- 4.10.3. Released for Construction (RFC) Submittal. At a minimum, the Design Builder will provide a preliminary and a final submittal of all plans and technical specifications and resolve all comments prior to being released for construction. Comments from the CITY concerning design of the CITY's stated requirements for CITY Infrastructure, and comments regarding compliance with SMC Title 15, will be resolved to the CITY's satisfaction. WSDOT will ensure that the RFC Submittal reflects all QA, QC, and design reviews required by the QMP and this Agreement, UT 01476 (SCL Agreement) and UT 01474 (SPU Agreement). . WSDOT will also provide a written certification from its contractor to be used to verify to WSDOT and the City that all QA procedures have been completed to ensure that all review comments have been incorporated as agreed to during the comment resolution process among WSDOT, and the Design-Builder, and that the documents are ready to be released for construction. Each sheet of the plan



set and the cover of each set of technical specifications in the RFC Submittal will carry the Professional Engineer's stamp registered in the State of Washington and will be stamped "Released for Construction" by the contractor's Design QA Manager.

- 4.10.4. WSDOT will provide hard copies and electronic files (in both CADD and PDF formats) of documents pertaining to CITY Facilities or the Street Use Permit as requested by the CITY's Construction Project Engineer. The electronic drawing files will include copies of all sheet and reference files used in the RFC Submittal. All design submittals will conform to the AWVSRP Computer Aided Design & Drafting Manual. Construction will not begin until WSDOT has determined that all required government and private approvals have been obtained.
- 4.10.5. Design Review. The review period for the Preliminary and Final Design Submittals will be fourteen (14) calendar days from the Business Day following receipt by the CITY's Construction Project Engineer of the Plan Review Package. The review period may be extended for submittals with overlapping review periods. The CITY will provide staff to provide guidance, review and comment on the Preliminary and Final Design Submittals for CITY Infrastructure, and work that impacts CITY Facilities and for work requiring a Street Use Permit as necessary to complete the reviews within the allotted period. Reviews may be required for the entire design or discrete portions of the design. Review comments will be submitted in a manner and form as requested and approved in the Design-Builders QMP and mutually agreed by WSDOT and the CITY. WSDOT and the CITY Construction Project Engineer will jointly determine the design elements to be reviewed by the CITY.
- 4.10.6. Comment Resolution. The Design-Builder will schedule and maintain minutes of all resolution meetings with WSDOT and CITY staff and other Task Force members as appropriate to document and resolve review comments. It is intended that all comments will be resolved at these meetings. The Design-Builder will incorporate comment resolutions in subsequent submittals and provide a spreadsheet explaining action taken on each comment. In the event WSDOT disagrees with any CITY comment, the CITY and WSDOT will make staff with decision making authority on the issue available at the earliest possible opportunity to resolve the matter. If resolution cannot be reached, unresolved comments will be elevated in accordance with the dispute resolution provisions of GCA 6486, UT 01474, and UT 01476.
- 4.10.7. Street Use Permit Issuance. Upon receipt of a Preliminary Design Submittal, SDOT will make a determination as to whether the proposed work package requires a Street Use Permit under the provisions of SMC Title 15, or Letter

of Plan Approval, and so notify WSDOT. SDOT will issue a Street Use Permit and Letter of Plan Approval for the initial RFC Submittal within three (3) days of receipt of the RFC Submittal if the CITY has determined that the plans for the PROJECT element conform to the requirements of SMC Title 15 and that WSDOT has resolved all CITY plan review comments. Upon receipt of the City-issued Street Use Permit and Letter of Plan Approval WSDOT will be authorized to proceed with construction subject to the terms and conditions of the permit.

4.10.8. If the Street Use Permit has not been issued within three (3) Business Days after receipt of the RFC Submittal, the SDOT Director or his designee will review the cause of permit delay within one (1) Business Day, and meet with the STATE's Program Administrator or his designee to discuss the issues and develop a course of action.

4.10.9. Changes to RFC Submittal. WSDOT will diligently attempt to avoid the need for plan changes after issuance of a Street Use Permit or Letter of Plan Approval. In the event such changes occur, the CITY will undertake any additional review and permit re-issuance in as expedited a manner as practicable. WSDOT will require the Design-BUILDER's QMP to address the process for implementing design changes, including field changes, on the RFC Submittal. Design changes will be subject to the QA and QC measures and procedures, commensurate with those applied to the original design or that portion of the PROJECT under consideration for change. WSDOT will obtain CITY concurrence for all design changes affecting CITY Facilities or permitted interests prior to implementation of the change.

4.10.10. WSDOT will require the Design Builder to document all revisions made to the Approved Plans and design documents during the construction phase of the PROJECT by preparing new, revised or supplemental documents (including plan sheets, technical specifications, calculations, reports, and narratives). The new, revised, and supplemental documents will meet all requirements for the original documents. Every revision will be assigned a number. The revision number will be assigned sequentially, with each change in a document or plan sheet identified by the revision number. The assigned number will be located both at the location of the change on the sheet and in the revision block of the document, along with an explanation of the change. Revised RFC Submittals will be reviewed by the CITY Project Construction Engineer, who will coordinate with CITY departments as required depending upon the nature of the changes and initiate amendment of the Street Use Permit if required, consistent with applicable law.

## **5. Construction Management, Inspection, and Acceptance Procedures**



- 5.1. The following procedures govern construction management, inspection, and acceptance processes of CITY Facilities constructed by WSDOT for the PROJECT and address fulfillment of the CITY's regulatory role under SMC Title 15. The procedures will be used for Design-Bid-Build Contract and Design-Build Contract project delivery methods.
- 5.2. WSDOT and the CITY agree to work cooperatively with each other and in good faith to implement these procedures to attempt to accomplish the following:
  - 5.2.1. Enable timely and expeditious execution of the PROJECT in accordance with the agreed standards on schedule.
  - 5.2.2. Facilitate thorough review of all stages of construction to ascertain that CITY Infrastructure constructed by WSDOT is in compliance with CITY policy and regulations, and standards and specifications.
  - 5.2.3. Facilitate communications and activities pertaining to construction management, inspection and contract administration, including communications in the field, roles and responsibilities, review of proposed changes to Approved Plans and other submittals by the contractor or Design Builder, processes for pre-acceptance inspections, and acceptance of infrastructure.
  - 5.2.4. Enable both WSDOT and the CITY to comply with all laws and procedures governing their actions.
- 5.3. WSDOT will develop, advertise and award multiple construction contracts to fulfill its PROJECT responsibilities. WSDOT's construction contracts will be administered in accordance with the then-current Washington State Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction and WSDOT's construction contract forms and documents.
- 5.4. WSDOT will construct CITY Infrastructure in the fulfillment of its PROJECT responsibilities and may also construct CITY Infrastructure on the CITY's behalf by reimbursable Task Orders. Construction of CITY Infrastructure will conform to CITY laws, rules, regulations and standards.
- 5.5. WSDOT will designate STATE Project Engineers to administer its construction contracts for the PROJECT and to ensure work is constructed in accordance with the Approved Plans and the terms and conditions of the Street Use Permits and GCA 6486, UT 01474, and UT 01476. WSDOT may use consultant(s) in providing some or all of construction management services. The CITY may consult with and make inquiries of the STATE Project Engineer or designee, attend all meetings and have access to all documentation pertinent to CITY Facilities and performance of its regulatory responsibilities.
- 5.6. The CITY will provide a City Construction Project Engineer tasked to: (1) coordinate the activities of CITY inspectors, crews and consultants; (2) communicate with the

STATE Project Engineer regarding regulatory compliance, changes in design, the CITY's participation in reviewing contractor submittals, and the use of CITY resources; (3) coordinate the final inspection and acceptance of CITY Infrastructure with representatives from CITY departments; and (4) report on construction progress and issues to CITY department managers.

- 5.7. The CITY will provide qualified staff and/or consultants to fulfill its inspection, construction, and administration responsibilities during construction. CITY staff will work under the general direction of the City Construction Project Engineer. CITY crews, technical and inspection staff and consultants will work in an integrated manner with STATE Project Engineer staff to perform construction related tasks and evaluate conformity of construction of CITY Infrastructure with the Approved Plans. CITY inspectors and compliance officers will immediately notify the STATE Project Engineer or designee of any compliance issues.
- 5.8. For each PROJECT contract, WSDOT will provide the CITY with a detailed contract execution schedule that includes CITY Infrastructure work, and will coordinate with the CITY to schedule utility shutdowns, cut-overs, and other CITY crew work and inspections. At a minimum, schedule updates will be provided on a monthly basis. Schedule changes will be promptly communicated to the CITY as soon as they become known by WSDOT.
- 5.9. Contractor Submittals. Within thirty (30) days of contract execution, WSDOT will prepare or cause its contractor(s) to prepare and submit a preliminary Submittal Control Document for each construction contract for use by WSDOT and the CITY to plan and manage staffing requirements for review of contractor submittals relating to construction of CITY Infrastructure and fulfillment of CITY permit requirements. The Submittal Control Document will include material submittals pursuant to CITY material standards and the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction. The Submittal Control Document is a construction management tool that will be expanded and elaborated as each contract progresses.
  - 5.9.1. WSDOT will forward electronic copies of submittals for CITY review to the City Construction Project Engineer who will assign primary, and if appropriate, secondary CITY reviewers. Hard copies will be provided upon request.
  - 5.9.2. For Design-Bid-Build components of the PROJECT, the City Construction Project Engineer will return City review comments on all documents included in the approved Submittal Control Document within ten (10) business days of the CITY's receipt, unless the CITY of Seattle Standard Specifications for Road, Bridge and Municipal Construction allow for a longer review period, and respond in a timely manner to requests for information. The CITY will notify WSDOT if a submittal will require longer than ten (10) Business Days to review.



- 5.9.3. For Design-Build components of the PROJECT, the CITY Construction Project Engineer will return CITY review comments within five (5) working days to WSDOT. WSDOT will track all submittals and discuss the status of active submittal reviews with the City Construction Project Engineer on a weekly basis. The City Construction Project Engineer will act as a liaison between WSDOT and the CITY departments in resolving issues regarding disposition of submittal comments.
- 5.9.4. CITY reviewers will send their comments on submittals to the City Construction Project Engineer. The City Construction Project Engineer will consolidate comments if necessary and send comments to WSDOT for dissemination back to contractors. For design submittals on Design-Build Contracts, comment responses will be provided to CITY reviewers along with the revised design for submittals that need to go through another round of review pursuant to Section 4 above.
- 5.9.5. The CITY is responsible for providing submittal review comments within the allotted time. If additional time is needed to respond, the City Construction Project Engineer will discuss this on a case-by-case basis, and obtain WSDOT's approval for a time extension in advance of the due date.
- 5.9.6. Pursuant to CITY review comments, the STATE Project Engineer will provide disposition instructions for all submittals to its contractors.
- 5.10. Access to SPU and SCL Facilities. WSDOT will provide the CITY with twenty-four (24) hour, seven (7) days a week, safe access to CITY Facilities in all construction and staging areas for the purpose of operation, maintenance, and emergency response. CITY staff will notify WSDOT in advance of their arrival on site except in the case of emergency. In the case of emergencies, safety practice dictates that CITY staff will make every effort to notify the STATE Project Engineer immediately upon entering a PROJECT construction site or staging area.
- 5.11. Testing and Inspection. WSDOT will develop (or in the case of Design-Build Contracts, require its contractor to develop) a quality management plan to include an inspection and test plan describing all the proposed quality assurance inspections and tests to be performed throughout the construction process. Activity-specific inspection and test plans will be prepared during the preparatory phase for each definable feature of work. WSDOT will provide the CITY with the opportunity to review the quality management plan. The CITY will review and comment on the inspection and test plan, and any other provisions regarding CITY Infrastructure.
- 5.11.1. WSDOT will form quality assurance or verification teams as appropriate for the contract type. The CITY will have representation on these teams. The quality team for each contract will hold meetings to review test and

inspection results and address and rectify issues relating to inspection, substandard material quality, adjustments needed for inadequate quality assurance and quality control processes, test results demonstrating that tolerance standards are not met, disparities between quality assurance and quality verification test data, future quality concerns, and any other issues raised by WSDOT and the CITY regarding quality of construction of CITY Infrastructure.

- 5.11.2. WSDOT will provide the CITY with timely notice prior to commencement and completion of all material stages of CITY Infrastructure work and will invite the CITY to inspect such work upon completion of any material stage. The CITY on-site inspector will be invited to the weekly construction meeting prior to any work being started on CITY Facilities. WSDOT will provide at least five (5) Business Days notice for each inspection. The CITY will submit a complete list of any concerns or deficiencies to WSDOT within ten (10) Business Days after the date of any inspection. WSDOT will timely address each comment or issue presented by the CITY to the CITY's satisfaction. Both WSDOT and the CITY agree to act as expeditiously as possible to assure a timely resolution of any deficiencies.
- 5.11.3. Throughout construction of the PROJECT, CITY staff and consultants will assist the STATE Project Engineer in evaluating contract compliance of CITY Infrastructure built by WSDOT's contractors. WSDOT will coordinate with the CITY to designate mandatory inspection points (hold points) for CITY Infrastructure. No work will proceed beyond a hold point until inspection has been performed or the option to inspect has been waived by a letter or e-mail from the City Construction Project Engineer to the STATE Project Engineer. WSDOT will provide notification to the CITY twenty-four (24) hours in advance of completion of work to be inspected by the CITY so that the CITY may perform inspection if desired.
- 5.11.4. The CITY will notify WSDOT promptly of any Defective Work observed by CITY inspectors.
- 5.11.5. Testing of CITY Infrastructure will conform to the requirements of the CITY Standard Specifications for Road, Bridge and Municipal Construction. The CITY may observe testing of materials and inspect installation of CITY Infrastructure and provide a written evaluation to the STATE Project Engineer regarding whether the materials or facilities tested meet with the requirements of the Approved Plans. WSDOT will endeavor to provide five (5) Business Days notice of all testing required by the Approved Plans, and the CITY will be provided a copy of certified test reports of materials or installation of CITY Infrastructure. The CITY will exercise its right to approve or reject construction or materials of CITY Infrastructure that are deficient, or that (1) do not meet with the requirements of the Approved



Plans; (2) are not constructed in accordance with CITY-issued permits; (3) have defects in material and workmanship; and/or (4) have defects in design(s).

- 5.11.6. Except as otherwise agreed, all deficiencies will be reported through the STATE Project Engineer to the respective contractor's appropriate representative for resolution. Appropriate communications will be determined for each situation. CITY inspectors will not directly communicate with WSDOT's contractors without the express authorization of the STATE Project Engineers except when public or worker safety is in question.
- 5.11.7. WSDOT will ensure that underground CITY Facilities are jointly inspected and any deficiencies corrected prior to final grading and placement of overlying permanent pavement.
- 5.12. Change Management. The following procedures will apply to work affecting CITY Facilities or work subject to CITY-issued Street Use Permits.
  - 5.12.1. Changes necessitated by design deficiencies or unforeseen site conditions will be managed in accordance with WSDOT contracts and standard procedures. When changes are required to the Approved Plans, the STATE Project Engineer will consult with the City Construction Project Engineer to determine CITY review requirements. When CITY review is required, the City Construction Project Engineer will coordinate the timely review of the contract modification and supporting documentation. In any case, the STATE Project Engineer will obtain CITY approval prior to implementing any change order affecting CITY Facilities or work subject to CITY issued Street Use Permits.
  - 5.12.2. Within three (3) Business Days of receiving a proposed change to Approved Plans for any CITY Infrastructure work, WSDOT or its contractor will transmit the scope for the proposed change to the CITY for review, comment, and written approval. Before executing the change order, in a non-emergency situation and unless otherwise agreed by WSDOT and the CITY, WSDOT will allow the CITY sufficient time to review, comment and approve or disapprove in writing changes to the Approved Plans. The CITY will assign any change a high priority and provide a timely response commensurate with the complexity of the proposed change.
  - 5.12.3. The CITY may request additions and changes to the construction contract through WSDOT. WSDOT will comply with the requested changes provided that the changes are within the general scope of the PROJECT and comply with the PROJECT permits, State and/or Federal law and applicable rules, codes and/or regulations. WSDOT retains the right to reject requested changes if incorporating such changes could result in unwarranted additional

cost to the STATE or a delay in the PROJECT schedule. Such additions and changes may lead to change orders, or they may lead to Betterments or New Work. If the CITY and WSDOT agree to implement the change, the requesting CITY department and WSDOT will document the request in writing by completing and signing a concurrence letter. The CITY agrees to reimburse WSDOT for the costs associated with Betterments and additional New Work.

- 5.12.4. WSDOT will make available to the CITY all change order documentation that affects CITY Infrastructure.

5.13. Special Construction Considerations.

- 5.13.1. SCL. The following procedures apply specifically to SCL Facilities during construction.

5.13.1.1. Electrical Clearance Procedures. WSDOT contractors may need to obtain electrical clearances when it is necessary to de-energize electrical lines or system appurtenances. Individual clearance holders will be required to go through a training session based on SCL's System Operation Center (SOC) guidelines to familiarize themselves with SCL requirements for holding and maintaining a clearance on the SCL electrical system. SCL will provide WSDOT's contractor an outline of procedures and guidelines to follow at all times during the clearance and WSDOT will ensure that such guidelines and procedures are followed. Chief Dispatcher, Dana Wheelock or his designee at 206-706-0241, will be the contact for SCL. SCL's Power Line Clearance Coordinator reserves the right to review the contractor crew's qualifications and notify WSDOT. WSDOT will require the contractor to replace those sub-contractors who do not meet qualifications required under state law.

5.13.1.2. Advance Notice of Service Outages. WSDOT will submit a request in writing, thirty (30) calendar days prior to any necessary outages specifying the electrical boundaries, the date the outage will begin and the date the facilities can be re-energized and put into/back into service. SCL will accommodate such requests unless prohibited by operational necessity, a previously scheduled outage conflicts with the outage requested by WSDOT, or emergency conditions prohibit the outage or limit the availability of crews. If denied, SCL will assist WSDOT in finding another outage window. If granted, SCL will outline any conditions related to such outage to WSDOT.

- 5.13.2. SPU. The following special considerations apply to construction work associated with SPU Facilities.



5.13.2.1. Testing Specific to SPU Facilities. SPU will perform periodic inspection on joint bonding installed on new water mains and test isolation couplings at connections of new water mains to existing water mains. SPU will also perform tests on all cathodic test stations on the new water mains for electrical continuity. SPU will obtain water samples from the new water mains after they have been chlorinated and flushed by a WSDOT contractor in accordance with City Standards and will perform tests on the water sample for purity.

5.13.2.2. Water main connections. SPU will perform the pipe work necessary to connect new water mains or relocated water mains to the existing water system pursuant to CITY Standard Plan No. 300. WSDOT will provide SPU with at least fourteen (14) calendar days notice prior to scheduling any SPU crew work and will provide longer notice to the extent possible through regular construction scheduling meetings. SPU will make every effort to complete the work within twenty-four (24) hours of the time WSDOT has requested the work to be done. WSDOT contractors will be required to perform site preparation and restoration work to support SPU crews, including the provision of traffic control.

5.13.2.3. New drainage and wastewater system connections. SPU will core drill and install all tees pursuant to CITY standard specification 7-17.3(2)C, Plugs and Connections. WSDOT will notify SPU fourteen (14) calendar days prior to the need for this work. SPU will make every effort to complete the work within twenty-four (24) hours of the time WSDOT has requested the work to be done. WSDOT contractors will be required to perform site preparation and restoration work to support SPU crews, including the provision of traffic control.

5.13.2.4. Valve operation and water system shutdown. SPU will perform all water valve operations, shutdowns, and disconnections of its water system to its affected customers and will notify these customers of such planned service interruptions.

5.14. Acceptance. WSDOT will notify the CITY upon completion of the construction of CITY Infrastructure and will invite the CITY to participate in a joint pre-final inspection of the completed work.

5.14.1. The CITY will timely inspect the completed CITY Infrastructure and will exercise its right to approve or reject construction or materials which are deficient, or which deviate from the Approved Plans or any CITY-approved revisions to the Approved Plans. The CITY will submit a written response within ten (10) Business Days of the date of the pre-final inspection, notifying WSDOT that CITY Infrastructure has been constructed in accordance with the Approved Plans, or rejecting the completed CITY

Infrastructure. In the event that the completed CITY Infrastructure is rejected, such response will include written notice of any known deficiencies and Defective Work so that WSDOT can use the response in its preparation of a contract punch list.

- 5.14.2. WSDOT will address each deficiency identified by the CITY during the pre-final inspection and will resolve all deficiencies and Defective Work to comply with the Approved Plans, or any approved revisions to the Approved Plans. If disagreements arise between the CITY and WSDOT on what constitutes Defective Work or a deficiency or whether the CITY Infrastructure meets agreed upon requirements, the disagreement will be resolved using the dispute resolution provisions of GCA 6486, UT 01474, or UT 04176. The CITY will assist the STATE Project Engineer in determining appropriate remedies for each deficiency and for Defective Work. Both WSDOT and the CITY agree to act as expeditiously as possible to assure a timely resolution of deficiencies and Defective Work.
- 5.14.3. Once the STATE Project Engineer determines that WSDOT has remedied all deficiencies and Defective Work identified during the pre-final inspection, the STATE Project Engineer will invite the CITY to participate in a joint final inspection of the completed CITY Infrastructure. The CITY will submit a written response within ten (10) Business Days of the date of the final inspection notifying WSDOT that CITY Infrastructure has been constructed in accordance with the Approved Plans, or notifying WSDOT of any remaining deficiencies or Defective Work.
- 5.14.4. Acceptance of CITY Infrastructure may be executed in stages. Letters of Acceptance and notification of interim use and operation will be executed in accordance with Section 15, Final Inspection and Project Acceptance of GCA 6486.

## **6. Redlines and Record Drawings.**

- 6.1. For PROJECT work that WSDOT constructs including work performed on behalf of the CITY through a Task Order, WSDOT shall maintain one set of Approved Plans as the official contract drawings and provisions to which WSDOT shall make drawings and notations in either red ink or red pencil to show the constructed configuration of all infrastructure that deviates from the design and contract requirements shown in the Approved Plans as typically recorded pursuant to WSDOT and City of Seattle standard practices. These documents shall be referred to as the red-line plans.
- 6.2. The red-line plans shall be kept current throughout construction with accurate and comprehensive information detailing the constructed configuration of the infrastructure. The red-line plans shall reflect the same level of detail as the Approved



Plans, and shall provide the drawing accuracy necessary for the CITY and private utility purveyors to locate their respective utilities in accordance with State law.

- 6.3. The STATE Project Engineer and the City Construction Project Engineer shall jointly review the red-line plans monthly to evaluate whether the red-line plans reflect a current, accurate and comprehensive record of the constructed configuration of the infrastructure. If the STATE Project Engineer or the City Construction Project Engineer determines that the Red-Line Plans are not current, accurate or comprehensive, WSDOT shall immediately revise the red-line plans to remedy deficiencies.
- 6.4. Prior to placing CITY Infrastructure into service during the course of construction, WSDOT shall provide the CITY with color photocopies of portions of the red-line plans showing the constructed configuration of the CITY Infrastructure being placed into service.
- 6.5. WSDOT shall submit one color set of the completed red-line plans prior to the Parties executing a Letter of Acceptance provided for in Section 15 of GCA 6486.
- 6.6. All record drawings for CITY Infrastructure shall comply with the digital and graphical standards of the City of Seattle Inter-Departmental CADD Standards.
- 6.7. A transmittal of record drawings shall include two (2) full-scale bond copies plus the digital files meeting with the requirements established above.

## **7. Task Order Invoicing and Payment**

- 7.1. Invoicing. The PARTIES shall invoice each other monthly based on work progress and cost expenditures. Invoices shall be submitted to the receiving PARTY within thirty (30) calendar days after the end of the month in which the work was performed, with the exception of CITY invoicing to the STATE which may occur within sixty (60) calendar days after the end of the month in which the work was performed.

- 7.1.1. Invoices shall include a reference to the Task Order under which the invoiced services were authorized, the billing period, and a summary of the work performed during the billing period, total value of the invoice, total amount invoiced to date, the budgeted amount, and amount remaining. Invoices will provide an appropriate level of supported detail for the agreed approach to reimbursement. Actual cost reimbursement will be by unit cost or time and materials.

7.1.1.1. In addition to requirements of section 7.1.1, unit cost reimbursement will include a schedule of values, percent complete for each bid item, total quantity for each bid item, itemized list of materials-on-hand quantities, and itemized indirect charges/rates as appropriate.

7.1.1.2. In addition to requirements of Section 7.1.1, for work performed on a time and materials basis, the invoice will include a list of personnel, and equipment employed to complete the invoiced work and the itemized hours and rates for each person and piece of equipment, itemized materials list with cost and quantity used, and itemized indirect charges/rates as appropriate.

7.1.1.3. Billings for non-salary costs, directly identifiable with the PROJECT, shall include an itemized listing of the charges. The PARTIES shall retain copies of original invoices, expense accounts, and miscellaneous supporting data and shall supply copies of the original supporting documents and/or accounting records to the PARTY upon request.

7.1.2. To ensure prompt payment, the PARTIES will mail via United States Postal Service invoices and appropriate supporting materials to the Designated Representatives as described in Section 25 of GCA 6486 or in the appropriate Task Order.

7.1.3. Invoices must be signed by an authorized representative of the issuing PARTY who shall verify that the invoice is accurate, the services have been purchased or the work has been performed, and that the costs shown have been reasonably incurred in accordance with this Agreement, UT 01476 (SCL Agreement) or UT 01474 (SPU Agreement).

7.2. Reimbursement. Monthly progress payments for reimbursable costs under this Agreement, UT 01476 (SCL Agreement) or UT 01474 (SPU Agreement). shall be made upon the completion and documentation of the work in support of invoices as described in Section 7.1 above. Within forty-five (45) calendar days after a PARTY'S receipt of any complete and accurate invoice, the invoiced PARTY shall remit the reimbursement. The PARTIES will work cooperatively to resolve issues related to the accuracy of these invoices so as to avoid any delay in payment. Any invoiced expenditure unsupported by appropriate documentation shall be identified in writing and not included in the reimbursement; provided, however, that the presence of unsupported items within an invoice shall not delay payment of those items that are supported by appropriate documentation. It is agreed that any partial payment under a Task Order will not constitute agreement as to the appropriateness of services and that, at the time of final audit; all required adjustments will be made and reflected in a final payment.

7.3. In addition, the PARTIES may require other financial documents to verify that the amounts invoiced are included within the budgeted scope of each Task Order, including, but not limited to, (1) work statements or payroll records, (2) invoices for materials and supplies, (3) statements from professionals for services rendered, (4) certifications by the PARTIES that materials and services are satisfactorily rendered,

and (5) itemized listings of the charges supported by copies of original bills, invoices, expense accounts, and miscellaneous supporting data retained by the PARTIES.

- 7.4. **Monitoring and Reporting of Progress.** The PARTIES are committed to working cooperatively and efficiently and will closely monitor the time required to complete work products consistent with the scope of work and budget for each Task Order. The PARTIES shall provide clear, accurate and detailed monthly progress reports to each other by the 20th of the succeeding month. The PARTIES shall further refine progress reporting, accounting and program management systems as they agree, in order to ensure useful and descriptive information that complements each PARTY'S project control system. The PARTY performing work authorized in a Task Order shall provide active, ongoing oversight to ensure that public funds are expended efficiently.
- 7.5. **Reconciliation.** The PARTIES agree to monitor and reconcile the actual versus estimated Task Order work and costs on a quarterly basis. The PARTIES will negotiate additional funding or a reduction in services relating to a Task Order to the extent that such work cannot be performed within the estimate of compensation and expense reimbursement due for the services delivered and work performed. Each PARTY will rely on information contained in the progress reports to identify changes in the work as reported on by the other PARTY in order to have the opportunity to take corrective action or clarify assumed work efforts.
- 7.6. The PARTIES agrees to submit a final invoice to the PARTY within ninety (90) calendar days after completion of a Task Order.
- 7.7. **Availability of Records.** All PROJECT records in support of all costs incurred and actual expenditures kept by the PARTIES shall be maintained in accordance with procedures prescribed by the Washington State Auditor's Office and the applicable Federal funding agencies. The records shall be open to inspection by the PARTIES and the Federal government during normal business hours, and shall be retained and made available for such inspection for a period of not less than six (6) years from the final payment of any federal aid funds to the PARTIES. Copies of said records shall be furnished to the PARTIES and/or the Federal government upon request. This requirement shall be included in all third-party contracts related to the work entered into by the CITY to fulfill the terms of this Agreement, UT 01476 (SCL Agreement) or UT 01474 (SPU Agreement).
- 7.8. **Audit.** If an audit is requested by the PARTIES or required by any applicable Federal agency requirements, the PARTIES agree to cooperate fully with any such audit and provide documentation as is requested in support of all costs.

MEMORANDUM OF AGREEMENT  
NO. GCA 6486  
SR 99 ALASKAN WAY VIADUCT  
PROPERTY, ENVIRONMENTAL REMEDIATION, DESIGN REVIEW,  
PERMITTING, AND CONSTRUCTION COORDINATION  
AGREEMENT  
FOR SR 99 BORED TUNNEL PROJECT

EXHIBIT C  
TASK ORDER TEMPLATE



# Task Order

Task Order Title [enter short title for reference]	Task Order Number <b>WSDOT-001</b> [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 6486, UT 01474 and UT 01476.
- 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





**EXHIBIT D TO MEMORANDUM OF AGREEMENT NO. GCA 6486**

1. Relocated surface street within existing City right-of-way between South King Street and Battery Street consisting of the following three segments: 1) Relocated and reconstructed Alaskan Way between King Street and Pike Street with the necessary elements to accommodate efficient and safe cross traffic movements; 2) a new surface street climbing the hill west of the Pike Place Market from the intersection of Pike Street and Alaskan Way to the intersection of Blanchard Street and Elliot Avenue, including a bridge crossing over the BNSF mainline; 3) final connections from Alaskan Way to Elliott and Western Avenues between Blanchard Street and Battery Street. These streets will be designed to serve all anticipated users, including automobiles, transit, freight, bicycles and pedestrians
2. Demolition, salvage and recycling of the existing Alaskan Way Viaduct and access ramps between S King Street and the Battery Street tunnel;
3. Demolition of the on and off ramps to the existing viaduct at Columbia and Seneca Streets and associated restoration of Columbia and Seneca Streets between Alaskan Way and First Avenue.
4. Replacement, rehabilitation or protection-in-place of the Marion Street pedestrian bridge, as determined feasible, consistent with Item #1 above, and in consideration of the demolition method(s) of the Alaskan Way Viaduct in Item #2 above.
5. North and south tunnel ventilation buildings which will be designed in accordance with Section 8 – Urban Design, as stipulated in this agreement;
6. Re-establishment of the City street grid in the vicinity of the portals: John, Thomas and Harrison Streets between Dexter Avenue N and 6th Avenue N; Denny Way between Dexter Avenue N and 6<sup>th</sup> Avenue N; S. Dearborn Street between Alaskan Way and 1<sup>st</sup> Avenue S;
7. Battery Street Tunnel decommissioning, including any associated restoration of Battery Street between the Denny Way tunnel portal and Elliot Avenue that is necessary specifically due to the tunnel decommissioning method;
8. Total WSDOT budget allocated for PROGRAM elements listed in items 1 through 7 above is estimated at: \$380 million.







## NO. GCA 6486

### Exhibit E

#### **Advisory Committee on Tolling & Traffic Management**

**Charge:** Make advisory recommendations to WSDOT, the Governor, the Legislature, the Transportation Commission, the Federal Highway Administration (FHWA), the Seattle City Council, and the Seattle Mayor on strategies for: (1) tolling the SR99 bored tunnel, (2) minimizing traffic diversion from the tunnel due to tolling, and (3) mitigating traffic diversion effects on city streets and I-5. These recommendations may be implemented by the State, City of Seattle, Port of Seattle, and/or King County as appropriate. Authority for tolling will require action by the State Legislature, while tolling rates are within the purview of the Transportation Commission.

**Staffing:** The Advisory Committee will be staffed by managers or policy level staff from WSDOT, SDOT, Port of Seattle, King County, and Council central staff. Staffing will be supported by technical staff from each of the agencies and/or consultant support. The role of staff will be to manage the Advisory Committee's work plan, develop a schedule, frame issues, and review and format technical data for the Advisory Committee's review. WSDOT and the City of Seattle will manage resources from the state's Alaskan Way Viaduct and Seawall Replacement Program budget to cover mutually agreeable staffing and consultant costs to support the Advisory Committee. State and City will jointly facilitate these meetings.

**Membership:** The Advisory Committee will be comprised of up to 15 members. The Mayor; Seattle City Council; and WSDOT will each appoint one-third of the members. All members will be confirmed by Council. Advisory Committee membership should represent the following types of interests: Freight, retail, drivers, labor, bicycle and pedestrian interests, large employer, waterfront business, adjacent and affected neighborhoods, transit riders, low-income, and others.

**Timeline:** The Advisory Committee will begin work in March 2011, and it will submit its initial tolling and diversion minimization recommendations by June 2012. Interim milestones will be established by the staff in conjunction with the Advisory Committee members.

The Advisory Committee is expected to continue working to refine its analysis and recommendations through December 2015 (when the deep bored tunnel is scheduled to open to traffic and toll implementation begins). The Advisory Committee will continue its work for up to one year after tolling begins to review the effects of the implemented tolling and diversion minimization strategies and to make further recommendations.

#### **Scope of Work:**

The work of the Advisory Committee will take place through an iterative process of reviewing financial goals, assessing the impact of different tolling strategies on traffic using the SR 99 bored tunnel, and evaluating a range of strategies to minimize diversion. The tasks of the committee will include:



1. Review anticipated traffic impacts on city streets and I-5 for different tolling scenarios.
2. Explore ways to:
  - a. Refine the tolling strategy for the SR 99 bored tunnel, including considering variable toll rate, and regional tolling and/or tolling of other state and city facilities.
  - b. Reduce the level of toll revenue to the bored tunnel project by identifying alternative funding source(s).
  - c. Optimize the tolling strategy for the SR 99 bored tunnel to balance accomplishing state funding goals while minimizing diversion of traffic.
3. Assess various strategies for minimizing and mitigating adverse effects of traffic diversion from tolled SR99 onto city streets through optimizing traffic flows and/or restricting or limiting traffic, including, but not limited to:
  - a. Setting priorities for street use by time of day for various users (cars, trucks, bicycles, pedestrians, transit, parking consistent with City's complete streets policy goals;
  - b. Identify opportunities for traffic calming, and other restrictions on certain modes of travel;
  - c. Creating "transit first" policies through transit priority streets and other methods to improve transit speed and reliability;
  - d. Using other traffic demand management measures;
  - e. Funding enhanced transit services and vanpools.
4. Assess various strategies for minimizing and mitigating diversion of traffic onto I-5 and other state facilities through optimizing traffic flow and/or restricting or limiting traffic, including, but not limited to:
  - a. Modifying I-5 operations, including the express lanes and on and off-ramps in the City;
  - b. Extending the use of intelligent transportation systems on I-5 through the City.
5. Develop specific transportation plans for the north and south portal areas to more specifically identify street uses, traffic flows, and treatments. This work should also implement other recommendations of the Center City Strategy.

## **Attachment 2**

Memorandum of Agreement UT 01476

SR 99 Alaskan Way Viaduct Replacement

SCL Facilities Work Agreement For SR99 Bored Tunnel Project



1 MEMORANDUM OF AGREEMENT  
2 UT 01476  
3 SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
4 SCL FACILITIES WORK AGREEMENT  
5 FOR SR99 BORED TUNNEL PROJECT  
6

7 THIS Memorandum of Agreement, UT 01476, SR 99 Alaskan Way Viaduct Replacement, SCL  
8 Facilities Work Agreement for SR99 Bored Tunnel Project ("Agreement") is made and entered  
9 into, as provided in RCW 39.34.080, RCW 47.12.040 and other applicable law, between the  
10 Washington State Department of Transportation, hereinafter the "STATE," and the City of  
11 Seattle, hereinafter the CITY, (managed by Seattle City Light, hereinafter "SCL"), collectively  
12 the "PARTIES" and individually the "PARTY."

13  
14 WHEREAS, the Alaskan Way Viaduct (AWV) and seawall are at risk of sudden and  
15 catastrophic failure in an earthquake and are nearing the end of their useful lives; and  
16

17 WHEREAS, the STATE and the Federal Highway Administration (FHWA), in consultation with  
18 the CITY, are proposing improvements to State Route 99 (SR 99), currently a non-limited access  
19 highway that includes the AWV; and  
20

21 WHEREAS, in March 2007, the Governor, the King County Executive and the Mayor of Seattle  
22 pledged to advance a series of key SR 99 projects (Moving Forward Projects) that will facilitate  
23 the removal and/or repair of key portions of SR 99, which are: Yesler Way Vicinity Stabilization  
24 Project, Electrical Line Relocation (formerly known as Electrical Utility Relocation Phase 1  
25 under agreement No. GCA 5680), Battery Street Tunnel Fire and Life Safety Upgrades, SR 99  
26 Lenora to Battery Street Tunnel Improvements, the SR 99 South Holgate Street to South King  
27 Street Viaduct Replacement Project, and Transit Enhancements and Other Improvements; and  
28

29 WHEREAS, in January 2009, the Governor, the King County Executive and the Mayor of  
30 Seattle recommended replacement of the existing AWV structure in the central waterfront area  
31 with a bored tunnel; and,  
32

33 WHEREAS, in October 2009 the Governor and the Mayor executed a Memorandum of  
34 Agreement, GCA 6366, which described the basic roles and responsibilities for the  
35 implementation of the Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program; and  
36

37 WHEREAS, the AWVSR Program (PROGRAM) consists of a four-lane bored tunnel and  
38 improvements to City streets, the City waterfront, and transit; and the Moving Forward Projects;  
39 and  
40

41 WHEREAS, the PROJECT, the subject of this Agreement, is the part of the PROGRAM that  
42 replaces SR 99 from South Royal Brougham Street to Roy Street that consists of designing and  
43 constructing a four-lane bored tunnel from South King Street to Thomas Street, north and south



1 tunnel portals and access streets; re-establishment of the City street grid in the vicinity of the  
2 portals and associated utility relocations; and

3  
4 WHEREAS, Battery Street Tunnel decommissioning and Alaskan Way Viaduct demolition will  
5 be addressed in a future agreement; and

6  
7 WHEREAS, in January 2009, the Governor, the King County Executive and the Mayor of  
8 Seattle recommended replacement of the existing AWW structure in the central waterfront area  
9 with a bored tunnel; and

10  
11 WHEREAS, the CITY and STATE agree to work collaboratively toward the successful  
12 completion of the PROJECT and endeavor to open the tunnel by the end of 2015 and demolish  
13 the Alaskan Way viaduct in 2016; and

14  
15 WHEREAS, the PROJECT is consistent with the CITY of Seattle's adopted Comprehensive  
16 Plan; and

17  
18 WHEREAS, the CITY and the STATE will deliver the PROJECT within the financial  
19 commitments made in the Memorandum of Agreement, GCA 6366, executed by the PARTIES  
20 on October 24, 2009; and

21  
22 WHEREAS, concurrently with this UT 01476 Agreement, the STATE and CITY, through its  
23 Seattle Public Utilities Department (SPU), are entering into an agreement, UT 01474; and

24  
25 WHEREAS, concurrently with this UT 01476 Agreement, the STATE and CITY, through the  
26 Seattle Department of Transportation (SDOT), are entering into an agreement, GCA 6486; and

27  
28 WHEREAS, the CITY will own and/or maintain significant infrastructure to be constructed as  
29 part of the PROJECT; and

30  
31 WHEREAS, some or all of the work covered by this Agreement may be accomplished by  
32 executed "Task Order" documents; and

33  
34 WHEREAS, the PROJECT will require the removal of existing City electrical, water, drainage  
35 and wastewater facilities that have alignments intersecting or that directly conflict with the  
36 tunnel portals and tunnel portal excavations ("Conflicting Facilities"), and the construction of  
37 new facilities and service connections, (excluding temporary construction and permanent  
38 electrical services for the PROJECT) to a permanent and final location to replace the Conflicting  
39 Facilities (together, the "Relocation Work"); and

40  
41 WHEREAS, the PROJECT will also require the planning, operational and construction  
42 management practices, monitoring and other work to avoid and/or remedy damage  
43 ("Deformation Mitigation Work"); and

1 WHEREAS, together the SCL Facilities Relocation Work and the SCL Facilities Deformation  
2 Mitigation Work will comprise the "SCL Facilities Work" of the PROJECT;

3  
4 NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performances  
5 contained herein, or attached and incorporated and made a part hereof,

6  
7 IT IS MUTUALLY AGREED AS FOLLOWS:

8  
9 **1. DEFINITIONS**

10  
11 Words not otherwise defined, which have well-known technical or construction industry  
12 meanings, are used in accordance with such recognized meanings.

13  
14 1.1 Approved Plans means the construction plans and provisions that evidence the CITY's  
15 determinations, made through the processes described in Sections 6 and 7 and Exhibit B of GCA  
16 6486, that the plans conform to the criteria established in GCA 6486 and this Agreement;  
17 Approved Plans are included in the contract documents evidencing the agreement between the  
18 STATE and its contractors for construction of a given element of the PROJECT.

19  
20 1.2 AWV means the Alaskan Way Viaduct structure on State Route 99, currently a non-  
21 limited-access highway over a portion of CITY Street Right-of-Way.

22  
23 1.3 Betterment means any upgrading of the SCL Facilities, or the design and construction of  
24 any new SCL Facilities that is not attributable to the PROJECT or PROGRAM and is made  
25 solely for the benefit of and at the election of SCL. Examples of work that will not constitute a  
26 Betterment, so that SCL shall not bear cost responsibility, are:

27 1.3.1 If existing devices or materials are no longer regularly manufactured or cannot be  
28 obtained in time to meet the PROJECT schedule, needs or requests by the STATE, then devices  
29 or materials of equivalent standards although not identical, of the next highest grade or size; or

30 1.3.2 Upgrades to SCL Facilities necessary to meet current code requirements and SCL  
31 published standards; or

32 1.3.3 Work required by SCL to maintain current service and capacity; or

33 1.3.4 Work required by current design and construction practices regularly followed by  
34 SCL in its own work and/or considered an industry design or construction standard.

35  
36 1.4 Business Days means Monday through Friday, inclusive, except for official City of  
37 Seattle and state holidays.

38  
39 1.5 CITY means the City of Seattle, a Washington municipal corporation.

40  
41 1.6 City Construction Project Engineer means the person designated by SDOT to act as the  
42 City's coordinator and primary representative in matters arising during the course of construction  
43 as set forth in this Agreement.  
44





1 1.7 CITY Facilities means SCL Facilities, SDOT Facilities, SPU Facilities and facilities  
2 impacted by, or constructed as part of, the PROJECT that are owned or will be owned by any  
3 other CITY agency.

4  
5 1.8 CITY Infrastructure means the portions of SPU Facilities, SCL Facilities and City Street  
6 Right-of-Way improvements constructed or modified as part of the PROJECT to be owned,  
7 operated and maintained by the CITY.

8  
9 1.9 City of Seattle means CITY.

10  
11 1.10 City Standards means all City of Seattle laws, rules, regulations and standards and all  
12 applicable federal and state laws, rules, regulations and standards, including but not limited to  
13 the following, except as otherwise provided in this Agreement, UT 01474 and GCA 6486:

14 The Seattle Municipal Code;

15 The City of Seattle Standard Specifications for Road, Bridge and Municipal  
16 Construction;

17 The City of Seattle Standard Plans for Municipal Construction;

18 SDOT, SCL, DPD and SPU Director's Rules, including the City of Seattle Right of Way  
19 Improvements Manual, 2005-22 and any revisions to the Manual;

20 SCL Material Standards; and

21 SCL Construction Guidelines.

22  
23 1.11 CITY Street Right-of-Way means public street right-of-way under the jurisdiction of  
24 SDOT pursuant to Title 15 of the Seattle Municipal Code.

25  
26 1.12 Conceptual Relocation Plan means a work product that defines the general scope of  
27 Relocation Work including a planning level estimate of design and construction costs, as further  
28 described in Section 3 herein.

29  
30 1.13 Conflicting Facilities means all SCL Facilities and all SPU Facilities identified by the  
31 STATE that have alignments intersecting or that directly conflict with the final configuration of  
32 the proposed SR 99 bored tunnel portals and tunnel portal excavations. Conflicting Facilities do  
33 not include any SPU Facilities or SCL Facilities that have been relocated to or installed or  
34 reconstructed in their present location by the STATE or by order of the STATE as part of the  
35 Moving Forward projects of the Program south of South Dearborn Street.

36  
37 1.14 Contract Award means the STATE's written decision accepting bid for construction of a  
38 Project.

39  
40 1.15 Defective Work means design or construction work or materials that fail to comply with  
41 the Approved Plans, CITY-approved modifications to the Approved Plans, or the laws, rules,  
42 regulations or standards as specified in this Agreement.

43  
44 1.16 Deformation means any 3-dimensional displacement or combination of displacements.  
45 This definition includes, but is not limited to, the terms "tilt," "strain," "settlement," "heave,"

1 “lateral movement,” and related terminology that are common industry terminology for  
2 deformation in specific situations. Where such industry terminology is used for convenience  
3 herein, it does not imply that the broad definition of deformation has been limited.  
4

5 1.17 Deformation Mitigation Work means any planning, operational and construction  
6 management practices, monitoring and temporary or permanent SCL Facilities Work including  
7 maintenance of service undertaken to avoid damage as a result of Deformation and remedy such  
8 damage should it occur, as further described in Section 4 herein.  
9

10 1.18 DPD means the City of Seattle Department of Planning and Development.  
11

12 1.19 Engineer of Record means the engineer licensed in the State of Washington who has been  
13 commissioned by the STATE as the prime engineer of the PROJECT, having overall  
14 responsibility for the adequacy of the design and the coordination of the design work of other  
15 engineers and whose professional seal is on the Approved Plans.  
16

17 1.20 Hazardous Substance(s) means any substance, or substance containing any component,  
18 now or hereafter designated as a hazardous, dangerous, toxic or harmful substance, material or  
19 waste, subject to regulation under any federal, state or local law, regulation or ordinance relating  
20 to environmental protection, contamination or cleanup including, but not limited to, those  
21 substances, materials and wastes listed in the United States Department of Transportation  
22 Hazardous Materials Table (49 C.F.R. §172.101) or by the United States Environmental  
23 Protection Agency as hazardous substances (40 C.F.R. pt. 302 and amendments thereto) or in the  
24 Washington Hazardous Waste Management Act (Ch. 70.105 RCW) or the Washington Model  
25 Toxics Control Act (Chs. 70.105D RCW and 82.21 RCW), petroleum products and their  
26 derivatives, and such other substances, materials and wastes as become regulated or subject to  
27 cleanup authority under any Environmental Law.  
28

29 1.21 Letter of Acceptance means the written document that signifies the CITY’s acceptance of  
30 CITY Infrastructure to be owned by the CITY, and shall signify the STATE’s transfer of CITY  
31 Infrastructure to be owned by the CITY. The Letter of Acceptance will not transfer any interest  
32 in real property. The Letter of Acceptance shall be jointly executed by the PARTIES. A Letter  
33 of Acceptance for SPU Facilities requires SPU approval and a Letter of Acceptance for SCL  
34 Facilities requires SCL approval.  
35

36 1.22 Letter of Plan Approval means the letter provided to the STATE by the CITY following  
37 the completion of the plan review process described in Exhibit B to GCA 6486, signifying that  
38 the plans and specifications identified in the letter are the Approved Plans. A Letter of Plan  
39 Approval for SPU Facilities requires SPU approval and a Letter of Plan Approval for SCL  
40 Facilities requires SCL approval as part of the Procedures outlined in Exhibit B of the SDOT  
41 Agreement GCA 6486.  
42

43 1.23 New Work means the design and construction by or at the direction of SCL of a new  
44 utility other than (a) as part of a relocation associated with the PROJECT, or (b) to provide  
45 service to the PROJECT. New Work shall be entirely the financial obligation of SCL.



1  
2 1.24 Private Utilities mean utility uses, excluding facilities owned and operated by the CITY,  
3 whether approved or not through franchise agreements and/or Street Use Permits by the CITY  
4 and governed and enforced through City Ordinance.  
5

6 1.25 Procedures mean *Design Review, Construction Management, Inspection and Record*  
7 *Drawing Procedures*, attached as Exhibit B to GCA 6486.  
8

9 1.26 PROJECT means the Proposed Bored Tunnel Project, the part of the PROGRAM that  
10 replaces SR 99 from South Royal Brougham Street to Roy Street and that consists of designing  
11 and constructing a four-lane bored tunnel from South King Street to Thomas Street, north and  
12 south tunnel portals and access streets, re-establishment of the City street grid in the vicinity of  
13 the portals (Battery Street Tunnel decommissioning and Alaskan Way Viaduct demolition are  
14 not part of the PROJECT and will be addressed in a future agreement); and associated utility  
15 relocations. PROJECT description is attached as Exhibit A to GCA 6486.  
16

17 1.27 PROGRAM means all the projects, collectively, implemented by the STATE and the  
18 CITY that remove and replace the AWW and seawall.  
19

20 1.28 Relocation Work means the removal or abandonment of each Conflicting Facility, the  
21 installation or reconstruction of each Conflicting Facility to its permanent and final location and  
22 work necessary to continue service to SCL customers during construction.  
23

24 1.29 Remediation means the same as Remedy or Remedial Action defined in MTCA which  
25 includes any action or expenditure consistent with the purposes of MTCA to identify, eliminate,  
26 or minimize any threat or potential threat posed by Hazardous Substances to human health or the  
27 environment including any investigative and monitoring activities with respect to any release or  
28 threatened release of a Hazardous Substance and any assessments to determine the risk or  
29 potential risk to human health or the environment.  
30

31 1.30 SCL means Seattle City Light.  
32

33 1.31 SCL Facilities means the electrical facilities impacted by, or constructed as part of, the  
34 PROJECT that are owned or will be owned by the CITY.  
35

36 1.32 SCL Facilities Work means work required to design, construct and protect the SCL  
37 Facilities as part of the PROJECT.  
38

39 1.33 SDOT means the Seattle Department of Transportation.  
40

41 1.34 SDOT Facilities means the streets and roadway facilities impacted by, or constructed as  
42 part of, the PROJECT that are owned or will be owned by the CITY.  
43

1 1.35 Specialty Work means the construction and installation of all 13.8kV or above rated  
2 equipment and associated materials and infrastructure needed to accomplish the SCL Facilities  
3 Work.

4  
5 1.36 SPU means Seattle Public Utilities.

6  
7 1.37 SPU Facilities means the water, drainage and wastewater facilities impacted by, or  
8 constructed as part of, the PROJECT that are owned or will be owned by the CITY.

9  
10 1.38 SPU Facilities Work means work required to design, construct and protect the SPU  
11 Facilities as part of the PROJECT.

12  
13 1.39 STATE means the Washington State Department of Transportation.

14  
15 1.40 State Project Engineer means the persons appointed by the STATE to lead the PROJECT  
16 during design and/or construction or his or her designee.

17  
18 1.41 Task Force means a group consisting of STATE, CITY, contractor, and other stakeholder  
19 staff meeting regularly to review and reach decisions relating to a particular subject, e.g., traffic,  
20 structures.

21  
22 1.42 Task Order means a document executed by the PARTIES under this Agreement  
23 authorizing work by one PARTY to be done on behalf of the other PARTY and that defines the  
24 scope and the obligations of the PARTIES for the given element of work. All terms and  
25 conditions of the Agreement shall apply to each Task Order.

26  
27 1.43 Utility Easement means a non-exclusive permanent right over real property for the  
28 operation, maintenance, repair and replacement of the SCL Facilities, in the form attached as  
29 Exhibit A.

30  
31 1.44 Utility Service Work means any facilities required to provide temporary Utility services  
32 for construction of the PROJECT; and any work needed to obtain permanent SCL services to the  
33 bored tunnel or SCL customers.

34  
35 1.45 WSDOT means Washington State Department of Transportation.

36  
37 Words not otherwise defined, which have well-known technical or construction industry  
38 meanings, are used in accordance with such recognized meanings.

39  
40 **2. GENERAL RESPONSIBILITIES**

41  
42 2.1 The PARTIES shall manage risk, produce design and conduct construction in a manner  
43 that maximizes cumulative public benefits and minimizes cumulative public costs as mutually  
44 agreed to by the PARTIES.



1 2.2 This Agreement in conjunction with GCA 6486 and UT 01474 is prepared by the STATE  
2 and CITY, as provided in RCW 39.34.080, RCW 47.12.040 and other applicable law, to govern  
3 relationships between the PARTIES and establish each PARTY's responsibilities regarding the  
4 PROJECT.  
5

6 2.3 The PARTIES understand that environmental review of the proposed PROJECT is  
7 underway at the date of this Agreement and agree that only preliminary design work and other  
8 work outlined in 23 CFR 636.109(b)(2) may proceed under this Agreement prior to issuance of a  
9 Final SEPA/NEPA Environmental Impact Statement (FEIS) and federal Record of Decision  
10 (ROD). If an alternative other than the Proposed Bored Tunnel is selected, this Agreement will  
11 be terminated pursuant to the provisions of Section 21 of this Agreement. If the Proposed Bored  
12 Tunnel is selected, the remaining work under this Agreement other than preliminary design work  
13 may proceed no sooner than after issuance of the ROD and only after WSDOT and the City  
14 Council each provide notice to the other that it wishes to proceed with the Agreement. WSDOT  
15 will provide Notice to Proceed 2, which authorizes final design and construction, to the Design  
16 Builder only after issuance of the ROD.  
17

18 2.4 The PARTIES shall work collaboratively to resolve issues in a manner that endeavors to  
19 open the Proposed Bored Tunnel to the public on schedule.  
20

21 2.5 The design and construction of CITY Facilities, including repair, shall comply with City  
22 Standards.  
23

24 2.6 Each PARTY shall provide the funding and resources necessary to fulfill the  
25 responsibility of that PARTY as established in this Agreement.  
26

27 2.7 The PARTIES agree to work cooperatively with each other and make reasonable, good  
28 faith efforts to timely and expeditiously complete the PROJECT, as provided in this Agreement,  
29 including, but not limited to, the selection of a preferred SR 99 design alternative; development  
30 of preliminary engineering and final design and construction. In order to optimize design and  
31 minimize conflicts, the STATE shall coordinate design and construction of the various contracts  
32 making up the PROJECT with design of subsequent PROGRAM stages, and with construction of  
33 previous stages of the PROGRAM. The STATE shall be prepared to modify design of the  
34 contracts making up the PROJECT, the subsequent PROGRAM stage and/or previous phase if  
35 both PARTIES determine the modifications are necessary and reasonable, to minimize conflicts.  
36

37 2.8 The STATE shall pay for all costs associated with the SCL Facilities Deformation  
38 Mitigation Work, including but not limited to design; design review; purchase of materials;  
39 construction; inspection; preparation of record drawings; CITY crew time and costs; any  
40 temporary SCL services required for construction of the PROJECT; and any work needed to  
41 obtain permanent SCL services to the bored tunnel or SCL customers; regardless of whether such  
42 SCL Facilities Deformation Mitigation Work is performed by the SCL or other CITY staff, the  
43 STATE, or its contractor, as set forth in the Approved Plans, and any SCL-approved revisions to  
44 the Approved Plans, without reimbursement from SCL, including change orders, but excluding

1 Betterments or New Work as defined in this Agreement. No delay costs shall be paid for by  
2 SCL.  
3

4 2.9 The STATE is responsible for designing and constructing the PROJECT except for the  
5 CITY's responsibility to relocate Conflicting Facilities as provided in Section 2.10 of UT 01474  
6 and UT 01476. The STATE is responsible for taking measures to minimize, limit, and mitigate  
7 damage to private property and CITY Facilities that may result from the PROJECT construction,  
8 including damage that may result from tunnel-induced Deformation. The STATE is responsible  
9 for remedying such damage should it occur.  
10

11 2.10 SCL is responsible for relocating SCL Conflicting Facilities. SCL's relocation  
12 responsibility is limited to the final relocation of each SCL Conflicting Facility unless otherwise  
13 agreed to by the PARTIES during the PARTIES' evaluation of the Conceptual Relocation Plan.  
14

15 2.11 The PARTIES agree that it is in the public interest for one PARTY to implement portions  
16 of the other PARTY's PROJECT responsibilities. Therefore, this Agreement establishes a Task  
17 Order process for use by a PARTY to authorize the other PARTY to conduct work on its behalf,  
18 and as may be documented through each Task Order pursuant to Section 9 of this Agreement and  
19 Section 4 in GCA 6486, agree to reimburse the other PARTY for such services.  
20

21 2.12 The terms, conditions, and requirements of GCA 6486 and this Agreement shall apply to  
22 each Task Order performed as part of the PROJECT.  
23

24 2.13 The PARTIES agree to document design-related decisions through the use of  
25 concurrence letters executed by both PARTIES.  
26

27 2.14 The STATE agrees to take the lead in consulting and coordinating with all utility owners  
28 affected by the PROJECT.  
29

30 2.15 The PARTIES shall apply for and obtain all necessary federal, state and City of Seattle-  
31 issued permits and approvals for the work for which they are responsible prior to commencing  
32 work that requires such permits, including but not limited to all permits, approvals or permission  
33 for exploratory investigations, testing, site preparations, demolition and construction.  
34

35 2.16 The PARTIES shall comply with the regulatory requirements and agree to meet  
36 operational and customer service requirements of each existing SCL Facility.  
37

38 2.17 The PARTIES shall minimize utility service interruptions to SCL customers.  
39

40 2.18 To the extent necessary, SCL agrees to lead the coordination of the PROJECT with all  
41 applicable electrical regulatory agencies.  
42

### 43 **3. RESPONSIBILITIES REGARDING SCL CONFLICTING FACILITIES** 44

45 3.1 The STATE shall identify all Conflicting Facilities.



3.2 In the event SCL finds additional existing Conflicting Utilities, SCL shall inform the STATE of any additional Conflicting Facilities. In the event that SCL builds new Conflicting Facilities, SCL shall inform the STATE.

3.3 The STATE is responsible for preparing Conceptual Relocation Plans that documents a feasible and efficient approach to relocating Conflicting Facilities in a manner that accommodates the PROJECT. The STATE's Conceptual Relocation Plans shall include:

- 3.3.1 The STATE's conceptual design of the PROJECT; and
- 3.3.2 Identification of Conflicting Facilities; and
- 3.3.3 The STATE's conceptual design of the Relocation Work that is feasible and efficient, that is in compliance with City Standards, and that demonstrates compatibility with existing infrastructure to remain; and
- 3.3.4 Plan view drawings developed in collaboration with SCL; incorporating SCL comments and input; drafted on roll plots in accordance with AWVSR Program CADD standards presented at an engineering scale of one inch equals 40 feet; showing the existing configuration of Conflicting Facilities, proposed configuration of relocated CITY Infrastructure, and all CITY Facilities; and that confirms no apparent conflicts with other utilities or infrastructure; and
- 3.3.5 Identification of Conflicting Facilities that require multiple relocations in order to accommodate the PROJECT along with the circumstances that creates the need for such multiple relocations; and
- 3.3.6 Potential conflicts, constraints, and deviations from City Standards; and
- 3.3.7 A conceptual-level construction cost estimate of all costs to construct the Relocation Work shown in the Conceptual Relocation Plan. All costs shall be developed on a per-unit cost to install basis for the separate types, sizes and segments of Relocation Work. The costs shall be developed on the basis of typical construction costs in the area; and
- 3.3.8 A conceptual schedule for relocation of Conflicting Facilities. The schedule shall be coordinated with the proposed design and construction schedule for other work within the PROJECT; and
- 3.3.9 A contracting strategy for design and construction of each component of Relocation Work; and
- 3.3.10 In instances where Relocation Work will be performed by the STATE through a Design-Build Contract, the STATE shall confirm and modify as necessary the Conceptual Relocation Plan in a manner consistent with the Design-Builder's conceptual design and coordinated with the Design-Builder's staging plans.

3.4 The STATE agrees to provide the Conceptual Relocation Plan(s) to SCL in a timely manner that accommodates the PROJECT schedule. SCL agrees to promptly provide either its comments on, or approval of, the Conceptual Relocation Plan(s). SCL's responsibility for the Relocation Work begins when the PARTIES have written mutual agreement in the form of a

1 Task Order or letter of concurrence regarding the scope of Relocation Work and each PARTY's  
2 responsibilities, including multiple utility relocation responsibilities.

3  
4 3.5 The PARTIES shall use the Conceptual Relocation Plan(s) as the basis for establishing  
5 the scope, schedule and estimated cost of design and construction services to be documented in  
6 Task Orders under this Agreement

7  
8 3.6 In instances where the STATE's revisions to the PROJECT design differ so significantly  
9 from the Conceptual Relocation Plan(s) as to render all or portions of SCL's design or  
10 construction work obsolete, the STATE shall reimburse SCL for the accrued costs of the  
11 obsolete work.

12  
13 3.7 The STATE is responsible for avoiding damage to SCL Facilities and remedying any  
14 damage that occurs to SCL Facilities, including those installed as part of the PROJECT or  
15 PROGRAM.

16  
17 **4. STATE RESPONSIBILITIES REGARDING SCL FACILITIES DEFORMATION**  
18 **MITIGATION WORK**

19  
20 4.1 The STATE will assess potential impacts of Deformation on private property and CITY  
21 Facilities including CITY streets, CITY telecommunications facilities and SCL Facilities. Where  
22 the CITY has established deformation criteria for its facilities, these criteria will be used.  
23 Otherwise, criteria will be derived using accepted engineering practice and shall be mutually  
24 agreed upon by the PARTIES.

25  
26 4.2 SCL shall review the STATE's estimate of susceptibility or vulnerability of its facilities  
27 to Deformation and provide comments. Such comments shall be provided to assist the STATE  
28 only, and shall not be interpreted as waiving or limiting in any way the STATE's responsibility  
29 for Deformation Mitigation Work or other damages.

30  
31 4.3 The STATE, with SCL input, shall develop and implement a plan for Deformation  
32 Mitigation Work. SCL's input shall be provided to assist the STATE only, and shall not be  
33 interpreted as waiving or limiting in any way the STATE's responsibility for Deformation  
34 Mitigation Work or other damages.

35  
36 4.4 As a component of the Deformation Mitigation Work, the STATE shall implement a  
37 construction monitoring Task Force responsible for the planning and implementation of the  
38 instrumentation and monitoring program and processing data, evaluating results, and developing  
39 recommendations to mitigate deformation. SCL shall participate on the task force and inform  
40 the STATE on feasibility and functionality of the Deformation Mitigation Work on SCL  
41 Facilities.

42  
43 4.5 SCL shall provide input to the STATE regarding construction monitoring and  
44 deformation management activities when these activities pertain to SCL Facilities. SCL shall  
45 provide the STATE all necessary access to SCL Facilities for the purposes of design or



1 implementation of mitigation measures. SCL may perform mitigation measures on behalf of the  
2 STATE in a manner and schedule that supports the STATE's PROJECT requirements. SCL's  
3 input, advice, participation, and access shall be provided to assist the STATE only, and shall not  
4 be interpreted as waiving or limiting in any way the STATE's responsibility for Deformation  
5 Mitigation or other damages.

6  
7 4.6 The STATE is responsible for repairing, replacing or otherwise remedying, loss of  
8 function or capacity of SCL Facilities as a consequence of Deformation.

9  
10 4.7 The STATE's monitoring program shall measure and document Deformation that occurs  
11 between initiation of construction and completion of the monitoring period. In addition to soil  
12 monitoring points, the STATE shall include pre- and post-construction survey of accessible  
13 portions of electrical facilities where excessive Deformation is anticipated such as Alaskan Way  
14 south of Yesler Way and 6<sup>th</sup> Avenue north of Denny Way.

## 15 16 **5. DESIGN, PLAN REVIEW, CHANGE MANAGEMENT**

17  
18 5.1 Where the STATE is performing the design of SCL Facilities Work, the STATE and SCL  
19 shall comply with all provisions outlined in Section 7 and Exhibit B of GCA 6486.

20  
21 5.2 In the event the STATE designates as limited access any area in or near the tunnel portals  
22 on which a SCL Facility exists or will be relocated, the PARTIES agree to make every effort to  
23 develop a design that minimizes the need for regular, on-going maintenance access or avoids  
24 placing the SCL Facility within limited access boundaries.

25  
26 5.3 The STATE agrees to incorporate qualification criteria mutually agreed upon by the  
27 PARTIES for construction contractors in the performance of Specialty Work into the contract  
28 bid document. The STATE shall consult with SCL on the contractors and subcontractors bidder  
29 qualifications for Specialty Work. SCL shall provide comments to the STATE on known bidder  
30 qualifications. The STATE shall not allow unqualified contractors to perform Specialty Work.

## 31 32 **6. CONSTRUCTION MANAGEMENT, INSPECTION AND CONTRACT** 33 **ADMINISTRATION**

34  
35 6.1 The PARTIES shall comply with all provisions contained within Section 14 of GCA  
36 6486, regarding Construction Management, Inspection and Contract Administration for the  
37 PROJECT, and such provisions shall apply equally to this Agreement.

38  
39 6.2 Where SCL staff or crews are performing work requested by the STATE, the STATE  
40 shall provide all labor, materials, equipment, and tools required to excavate, provide trench  
41 support systems, and handle and dispose of all spoils (including contaminated soils,  
42 groundwater, and other debris), and provide a safe workplace for SCL staff per applicable State  
43 and Federal laws, and City of Seattle standards, for the SCL Facilities Work in accordance with  
44 the Approved Plans and any SCL-approved revisions to the Approved Plans. The STATE will  
45 not provide personal protective equipment for SCL staff.

1  
2 6.3 The STATE agrees to provide advance notice of service outages needed for construction  
3 to schedule crews, notify customers and accommodate other previously scheduled outage  
4 requests in accordance with CITY Standards.  
5

6 **7. MONITORING AND DEFORMATION MITIGATION**  
7

8 7.1 The PARTIES agree to comply with all provisions contained within Section 12 of the  
9 GCA 6486, regarding Monitoring and Deformation Mitigation for the PROJECT, and such  
10 provisions shall apply equally to this Agreement  
11

12 **8. NOTICES AND DESIGNATED REPRESENTATIVES**  
13

14 8.1 Any notice required or permitted to be given pursuant to this Agreement shall be in  
15 writing and shall be sent postage prepaid by U.S. Mail to the Designated Representatives.  
16

17 8.2 The Designated Representatives for each PARTY are as follows:  
18

19 **STATE:**

20 Program Administrator  
21 Alaskan Way Viaduct & Seawall Replacement Program  
22 Washington State Department of Transportation  
23 999 3<sup>rd</sup> Avenue, Suite 2424  
24 Seattle, WA 98104  
25

26 **SCL:**

27 Project Manager, Alaskan Way Viaduct & Seawall Replacement Program  
28 Seattle City Light  
29 P.O. Box 34018  
30 700 Fifth Avenue, Suite 4900  
31 Seattle, WA 98124-4018  
32

33 **9. FUNDING OF SCL FACILITIES WORK AND TASK ORDERS**  
34

35 9.1 The PARTIES agree to comply with all provisions contained within Section 4 of GCA  
36 6486, regarding Task Orders, and such provisions shall apply equally to this Agreement.

37 9.2 The STATE shall provide necessary funding for all PROJECT costs without  
38 reimbursement from the City of Seattle, except for the City of Seattle cost responsibilities  
39 established in this Agreement, in SDOT Agreement GCA 6486, and SPU Agreement UT 01474.  
40

41 9.3 Each PARTY shall fund work for which it is responsible pursuant to this Agreement.  
42



1 9.4 The STATE will request, obtain and fund any temporary and permanent utility services  
2 required for the PROJECT ("Utility Service Work") through separate utility service agreements  
3 with SCL.  
4

5 9.5 While SDOT is the City lead agency for the PROJECT, the STATE understands and  
6 agrees that all PROJECT decisions that are likely to result in expenditure of SCL funds, and all  
7 PROJECT decisions that may have operational, maintenance, or access impacts to SCL  
8 Facilities, require concurrence of SCL.  
9

## 10 **SCL'S RIGHT TO CORRECT NON-CONFORMING, UNAUTHORIZED AND DEFECTIVE WORK**

13 10.1 If the STATE or its contractor fails to remedy, or fails to properly remedy, non-  
14 conforming, unauthorized or Defective Work within the time specified by SCL, which is not to  
15 be less than ten (10) Business Days, SCL may, but is not required to, correct and remedy such  
16 work by any means as SCL may deem necessary, including the use of SCL staff or contractors.  
17

18 10.2 If the STATE or its contractor fails to comply with a written notice to remedy what SCL  
19 determines to be an emergency situation, SCL may, but is not required to, have the non-  
20 conforming, unauthorized or Defective Work corrected immediately, have such work removed  
21 and replaced, or have work the STATE or its contractor refuses to correct completed. An  
22 emergency situation shall mean a condition that calls for immediate action to respond to danger  
23 to health, safety or property.  
24

25 10.3 Direct and indirect costs incurred by SCL attributable to correcting and remedying  
26 unauthorized, non-conforming or Defective Work, or work the STATE or its contractor failed or  
27 refused to perform, shall be paid by the STATE to SCL within 45 calendar days after receipt of  
28 an invoice, as further defined in Exhibit B of GCA 6486.  
29

30 10.4 Except in an emergency situation as defined under Section 10.2, disagreements between  
31 SCL and the STATE on what constitutes non-conforming, unauthorized or Defective Work shall  
32 be resolved using the dispute resolution process established in Section 19 herein prior to SCL  
33 performing any work.  
34

35 10.5 Any and all services, including direction, provided by SCL pursuant to this section shall be  
36 subject to all limitations on the CITY's liability contained in GCA 6486, including but not limited  
37 to Section 16, Risk Allocation.  
38

## 39 **11. SCL ACCESS AND INSPECTION OF SCL FACILITIES WORK**

41 11.1 Neither the STATE nor its contractor shall require SCL to interrupt electrical service  
42 without (a) written notice to SCL at least fourteen (14) calendar days prior to the planned  
43 interruption and (b) SCL's written approval. SCL may restrict electrical service interruptions to  
44 the extent necessary to maintain electrical system operations and adequate power supply to  
45 customers.

1  
2 11.2 The STATE shall ensure the SCL has the right to safe access to their facilities at any time  
3 to operate and maintain existing and newly installed SCL Facilities or to inspect or perform SCL  
4 Facilities Work. For purposes of this Agreement, "access" shall mean that the vaults, vault  
5 openings, handholes, power poles, ductbanks, substation equipment or substation entrances shall  
6 not be blocked, covered or otherwise inaccessible to SCL. With the exception of SCL's on-site  
7 inspector, SCL staff will notify the STATE in advance of their arrival on site except in the case  
8 of emergency in accordance with site access procedures to be developed by the PARTIES.  
9

10 11.3 Under no circumstances shall the STATE, its contractor, or anyone other than SCL  
11 personnel enter any energized SCL Facilities or operate any portion of the existing or new SCL  
12 Facilities, without SCL personnel approval and supervision.  
13

14 11.4 The STATE agrees and acknowledges that SCL shall have an on-site inspector available  
15 during the construction of SCL Facilities for SCL's quality assurance. The STATE agrees and  
16 acknowledges SCL's on-site inspector shall (a) have timely and complete access to the  
17 construction work associated with the SCL Facilities Work; (b) be timely informed of all  
18 relevant construction timelines associated with such work; and (c) have the authority to, but not  
19 be required to, reject and have corrected and/or replaced any construction or materials deemed to  
20 be deficient, or which deviate from the Approved Plans or any SCL-approved revisions to the  
21 Approved Plans. In such instances, SCL's on-site inspector, or SCL's project manager, will  
22 immediately direct comments and issues to the STATE's construction Project Engineer or  
23 designated representative, which will be followed up in writing as soon as possible but no later  
24 than ten (10) Business Days of the date of any inspection. The STATE shall promptly address  
25 each comment or issue presented by SCL to SCL's satisfaction. SCL staff will continue to be  
26 supervised by SCL management.  
27

28 11.5 The STATE will allow SCL's on-site inspector or Designated Representative to consult  
29 with and inquire of the STATE construction Project Engineer, attend all meetings, and have  
30 timely and complete access to all documentation as to all matters concerning the SCL Facilities  
31 Work. SCL shall not provide direction, directly or indirectly, to the STATE's consultant(s) or  
32 contractor.  
33

34 11.6 The STATE shall provide SCL with timely notice prior to commencement and  
35 completion of all material stages of the SCL Facilities Work and shall invite SCL to inspect such  
36 work upon completion of any material stage. The STATE shall timely address each comment or  
37 issue presented by SCL to SCL's satisfaction. Both PARTIES agree to act as expeditiously as  
38 possible to assure a timely resolution of any deficiencies.  
39

40 11.7 SCL shall observe the work on SCL Facilities performed by the STATE to satisfy SCL's  
41 needs for quality assurance. SCL will notify the STATE if SCL observes defective SCL  
42 Facilities Work, such as improper installation or unsafe conditions.  
43  
44  
45



1    **12.    FINAL INSPECTION AND PROJECT ACCEPTANCE**

2  
3    12.1    The PARTIES agree to comply with all provisions contained within Section 15 of GCA  
4    6486, regarding Final Inspection and Project Acceptance, and such provisions shall apply equally  
5    to this Agreement  
6

7    12.2    SCL Facilities shall not be placed into interim use or operation, or transferred to the City,  
8    unless or until: (a) SCL has participated in an inspection of the SCL Facilities; (b) any  
9    deficiencies or Defective Work have been resolved or corrected to SCL's satisfaction; and (c)  
10   SCL confirms with the STATE in writing that SCL's minimum inspection and testing  
11   requirements for the SCL Facilities have been met.  
12

13   **13.    WARRANTIES**

14  
15   13.1    The PARTIES agree to comply with all provisions contained within Section 17 of GCA  
16   6486, regarding Warranties, and such provisions shall apply equally to this Agreement

17   **14.    ACQUISITION AND TRANSFER OF EASEMENTS AND FRANCHISES**

18  
19   14.1    SCL is responsible for identifying and acquiring, at its sole cost and expense, all property  
20   rights needed to complete Relocation Work, except for property otherwise required for the  
21   PROJECT.  
22

23   14.2    The STATE is responsible for identifying and acquiring, at its sole cost and expense, all  
24   property rights needed to complete SCL Facilities Deformation Mitigation Work.  
25

26   14.3    The PARTIES recognize that their property acquisition responsibilities include the  
27   performance of all appraisal, appraisal review, title review, surveys, property investigation,  
28   relocation assistance and all other investigations and services in connection with the acquisition  
29   of the permanent easement rights necessary for the SCL Facilities, including, without limitation,  
30   identification and investigation of Hazardous Substances as provided in Section 5 of the GCA  
31   6486. The STATE shall provide to SCL, as soon as available to the STATE, all reports and  
32   documents prepared or obtained in connection with any of the reviews and investigations  
33   described above.  
34

35   14.4    Where the State is acquiring easement rights for SCL Deformation Mitigation Work, unless  
36   the PARTIES otherwise agree in writing, prior to commencement of construction, the STATE  
37   shall convey to the CITY the easement rights referred to in Section 14.6 by conveying them  
38   substantially in the form as, and containing the same conditions as, the approved Utility Easement  
39   form attached and identified as Exhibit A. The Utility Easements conveyed to the CITY shall not  
40   be subject to any lien, encumbrance or exception of title of any kind.  
41

42   14.5    The legal descriptions will be developed based on the Approved Plans. The PARTIES  
43   acknowledge that due to unforeseen field conditions the location of one or more of the easements  
44   may need to change after commencement of construction. In that case, the STATE shall provide

1 SCL with documents, reports and information identified in Subsection 14.3 above, relevant to the  
2 new or modified easement area. All requirements and conditions pertaining to the original  
3 permanent easement shall apply to all amendments and modifications.  
4

5 14.6 Where SCL Facilities are located in or near an area which the STATE designates as a  
6 limited access facility as defined by RCW 47.52.010, the STATE will ensure that SCL continues  
7 to be allowed access to its facilities.

8 14.6.1 The STATE's limited access facility designation for the tunnel shall contain a  
9 vertical and horizontal boundary.

10 14.6.2 The STATE agrees that any limited access facility designation for the tunnel will  
11 allow SCL to access its SCL Facilities.

12 14.6.3 The area between the limited access facility boundaries and the CITY street shall  
13 continue to be CITY Street Right-of-Way.

14 14.6.4 To the extent possible, limited access facility boundaries will be defined in a  
15 manner that places SCL Facilities of a significant size, or that are difficult to relocate, outside of  
16 the limited access boundaries.

17 14.6.5 In the event the STATE designates as limited access facility any area in or near  
18 the tunnel portals on which a SCL Facility exists or will be relocated, the STATE agrees to  
19 provide SCL a SCL franchise/utility permit in the form attached hereto as Exhibit B, pursuant to  
20 the requirements of Section 14 herein and will make every effort to develop a design that  
21 minimizes the need for regular, on-going maintenance access as reasonably feasible.  
22

## 23 **15. ENVIRONMENTAL REMEDIATION**

24

25 15.1 The PARTIES shall comply with all provisions of GCA 6486, regarding Environmental  
26 Remediation, including but not limited to all provisions in Section 5 therein, and such provisions  
27 shall apply equally to this Agreement.  
28

## 29 **16. RISK ALLOCATION**

30

31 16.1 The PARTIES shall comply with all provisions of the GCA 6486, regarding Risk  
32 Allocation and Indemnification, including but not limited to all provisions in Section 19 therein,  
33 and such provisions shall apply equally to this Agreement.  
34

## 35 **17. INSURANCE**

36

37 17.1 The PARTIES shall comply with all provisions of the GCA 6486, regarding Insurance,  
38 including but not limited to all provisions in Section 20 therein, and such provisions shall apply  
39 equally to this Agreement.  
40

## 41 **18. THIRD PARTY BENEFICIARY**

42

43 18.1 The PARTIES shall comply with all provisions of GCA 6486, regarding Third PARTY  
44 Beneficiary, including but not limited to all provisions in Section 21 therein, and such provisions  
45 shall apply equally to this Agreement.



1  
2 **19. DISPUTE RESOLUTION**  
3

4 19.1 Good Faith. SCL and the STATE shall make good faith efforts to resolve any dispute  
5 arising under or in connection with this Agreement. The dispute resolution process outlined in  
6 this Section applies to disputes arising under or in connection with the terms of this Agreement.  
7 In the event that the Parties cannot resolve a disagreement arising under or in connection with  
8 this Agreement, the PARTIES shall follow the dispute resolution steps set forth below.  
9

10 19.2 Notice. A PARTIES Designated Representative, as defined in Section 8 above, shall  
11 notify the other PARTIES Designated Representative in writing of any problem or dispute that a  
12 PARTY believes needs resolution. The written notice shall include (a) a description of the issue  
13 to be resolved; (b) a description of the differences between the PARTIES on the issue; and (c) a  
14 summary of any steps taken to resolve the issue.  
15

16 19.3 Meeting. Upon receipt of a written notice of request for dispute resolution, the STATE  
17 project engineer and the SCL project manager shall meet within ten (10) Business Days and  
18 attempt to resolve the dispute. Any resolution of the dispute requires the agreement of all  
19 Designated Representatives attending the meeting or who requested to attend the meeting.  
20

21 19.4 Notice of Second Level Meeting. If the PARTIES have not resolved the dispute within  
22 five (5) Business Days after the meeting, at any time thereafter either PARTY may request that  
23 the dispute be elevated to the next level by notifying the other PARTIES Designated  
24 Representative in writing, requesting that the dispute be raised to the Second Level Meeting. The  
25 written notification shall include a) a description of the remaining issues to be resolved; b) a  
26 description of the differences between the PARTIES on the issues, c) a summary of the steps  
27 already taken to resolve the issues, and d) the resolution of any issues that were initially involved  
28 in the dispute.  
29

30 19.5 Second Level Meeting. Upon receiving a written request that the dispute be elevated to  
31 the next level, a meeting shall be held within ten (10) Business Days between the WSDOT  
32 project director and the Customer Service and Energy Delivery Officer of Seattle City Light to  
33 resolve the dispute. Any resolution of the dispute requires the agreement of all Representatives  
34 attending the meeting or who requested to attend the meeting.  
35

36 19.6 Notice of Third Level Meeting. If the PARTIES have not resolved the dispute within  
37 five (5) Business Days after the Second Level Meeting, at any time thereafter either PARTY may  
38 request that the dispute be elevated to the next level by notifying the other PARTIES Designated  
39 Representative in writing, requesting that the dispute be raised to the Third Level Meeting. The  
40 written notification shall include a) a description of the remaining issues to be resolved; b) a  
41 description of the differences between the PARTIES on the issues, c) a summary of the steps  
42 already taken to resolve the issue, and d) the resolution of any issues that were initially involved  
43 in the dispute.  
44

1 19.7 Third Level Meeting. Elevate to the Executive Committee. Upon receiving a written  
2 request that the dispute be elevated to the third level, a meeting shall be held within ten (10)  
3 Business Days between the WSDOT Program Administrator and Superintendent of Seattle City  
4 Light to resolve the dispute. Any resolution of the dispute requires the agreement of all  
5 Representatives attending the meeting or who requested to attend the meeting.

6  
7 19.8 Court of Law. If the PARTIES have not resolved the dispute within five (5) Business  
8 Days after the third level meeting, at any time thereafter either PARTY may seek relief under  
9 this Agreement in a court of law. The PARTIES agree that they have no right to relief in a court  
10 of law until they have completed the dispute resolution process outlined in this Section.

11  
12 19.9 A PARTIES request to utilize this Dispute Resolution process is not evidence that either  
13 PARTY is in breach of this Agreement, and does not relieve any PARTY from complying with its  
14 obligations under this Agreement.

## 15 16 **20. REMEDIES; ENFORCEMENT**

17  
18 20.1 The PARTIES agree that provisions of GCA 6486, regarding Remedies; Enforcement,  
19 including but not limited to Section 24 therein, shall apply equally to this Agreement.

## 20 21 **21. TERMINATION**

22  
23 21.1 This Agreement may be terminated as provided in Section 28 of GCA 6486 regarding  
24 Termination which shall apply equally to this Agreement.

## 25 26 **22. CONFIDENTIALITY OF INFORMATION AND RECORDS**

27  
28 22.1 The provisions of the SDOT Bored Tunnel Agreement, regarding Confidentiality of  
29 Information and Records, including but not limited to Section 29 therein, shall apply equally to  
30 this SCL Bored Tunnel Agreement. In addition, the Federal Energy Regulatory Commission  
31 (FERC) and the North American Electric Reliability Corporation (NERC) require that SCL limit  
32 access and disclosure of certain sensitive Critical Energy Infrastructure Information. Therefore,  
33 SCL shall require the STATE and its contractors who have access to documents marked  
34 "confidential" or "proprietary" to sign the Non-Disclosure Agreement attached hereto as Exhibit  
35 C.

## 36 37 **23. EFFECTIVENESS AND DURATION**

38  
39 23.1 This Agreement shall be effective as of the date the last PARTY signs and, unless sooner  
40 terminated pursuant to the terms hereof, shall remain in effect until final completion of all  
41 PARTIES' obligations contained or referred to in this Agreement, GCA 6486, and the SPU  
42 Agreement, UT 01474.



1 **24. GENERAL PROVISIONS**

2  
3 24.1 The General Provisions set forth in the GCA 6486, including but not limited to Section  
4 30 therein, shall apply equally to this Agreement.

5  
6 IN WITNESS WHEREOF, the PARTIES hereto have executed this Agreement as of the last day  
7 and year written below.

8  
9  
10 **CITY OF SEATTLE**

11  
12  
13  
14 By: *Tricia D. Simmons*

15  
16  
17  
18 Title: *City Clerk*

19  
20  
21 Date: *5-23-11*



**WASHINGTON STATE**

By: *Neil Hansen*

Title: *Administrator, AWPSP*

Date: *1/28/2011*

APPROVED AS TO FORM:

By: *Royce Brum*

Title: *Senior Assistant  
Attorney General*

Date: *1-28-11*

MEMORANDUM OF AGREEMENT

UT 01476

SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
SCL FACILITIES WORK AGREEMENT  
FOR SR 99 BORED TUNNEL PROJECT

EXHIBIT A  
EASEMENT DEED  
TEMPLATE



UT 01476

EXHIBIT A

Easement Format

AFTER RECORDING RETURN TO:

ATTN: REAL ESTATE SERVICES  
SEATTLE CITY LIGHT  
P.O. BOX 34023  
SEATTLE, WA 98124-4023

Document Title: Easement Deed  
Reference Number of Related Document:  
Grantor(s):  
Grantee(s): City of Seattle  
Legal Description: TBD  
Additional Legal Description is on Page \_\_\_\_ of document  
Assessor's Tax Parcel Number: TBD

EASEMENT DEED

[Insert summary description of vicinity]

This NON-EXCLUSIVE PERMANENT EASEMENT is made this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, between, \_\_\_\_\_, herein after referred to as the Grantor, and the City of Seattle, a municipal corporation, hereinafter referred to as the Grantee; WITNESSTH:

That the Grantor, for and in consideration of the sum of TEN DOLLARS AND NO/100, (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, hereby conveys and grants to the Grantee, its successors and assigns, a non-exclusive permanent easement for the right, privilege and authority to install, construct, erect, alter, improve, repair, energize, operate and maintain underground electric distribution and transmission facilities at depths not exceeding 15 feet, which consist of transformers, vaults, manholes, cabinets, containers, ducts, conduits, cables, wires and other necessary or convenient appurtenances necessary to make said underground installations an integrated electric system, hereinafter "electrical system." All such electric system is to be located upon, under, and across the following described lands:

Said lands being situated in King County, State of Washington, and described as follows:

See Attachment 1 attached hereto and made a part hereof.

Together with the right at all times to the Grantee, its successors and assigns, of ingress to and egress from said lands across adjacent lands of the Grantor for the purpose of installing, constructing, reconstructing, repairing, renewing, altering, changing, patrolling, energizing and operating said electric system, and the right at any time to remove all or any part of said electric system from said lands. However, prior to construction or reconstruction, Grantee will notify Grantor and provide a plan for Grantor's review and approval. Such approval shall not be unreasonably withheld.

The Grantor, its successors and assigns, hereby covenants and agrees that no permanent structure or fire hazards will be erected or permitted within the above described Easement Area without prior written approval from the Grantee, its successors or assigns; that no digging or other construction activity will be done or permitted within the Easement Area which will in any manner disturb the electric system or its solidity or unearth any portion thereof; and that no blasting or discharge of any explosives will be permitted within fifty (50) feet of said electric system and appurtenances.

The Grantor agrees that any excavation or work performed within, above, or that in any way affects the Easement Area, will be designed and constructed in such a manner that does not during or after construction, materially damage in any way any part or element of the electric system or the access, operation or repair thereof. Any such work shall comply with Seattle City Light Construction Guideline U2-10/NDK-50, incorporated herein by reference.

The Grantor shall furnish Grantee with two copies of all plans and specifications for any new proposed work or improvements located within the Easement Area.

The Grantee shall furnish Grantor with two copies of all plans and specifications for any new proposed work or improvements located within the Easement Area.

The Grantor shall notify Grantee at least five (5) days prior to commencing any construction work within the Easement Area.

The Grantee shall notify Grantor at least five (5) days prior to commencing any construction work within the Easement Area. No notice is required for inspection and maintenance within the Easement Area.

The Grantor acknowledges that Grantee may have an on-site inspector, as it determines necessary, during any excavation and/or construction work within the Easement Area. The inspector shall (a) have timely and complete access to Easement Area work; (b) be timely informed of all relevant construction timelines associated with such work; and (c) have the



authority to reject and have corrected and/or replaced any construction or materials deemed to be deficient or which deviate from the plans and specifications as it relates to the electric system.

Grantee is to be responsible, as provided by law, for any damages to the Grantor, through its negligence in the construction, maintenance and operation of said electric system across, over, upon and under the property of said Grantor.

The rights, title, privileges and authority hereby granted shall continue and be in force until such time as Grantee, its successors and assigns, shall permanently remove all said electric system from said lands or shall permanently abandon said electric system, at which time all such rights, title, privileges and authority hereby granted shall terminate.

The Grantee, its successors and assigns, agrees to comply with all civil rights and anti-discrimination requirements of Chapter 49.60 RCW as to the lands herein described.

The lands herein described are not required for State highway purposes and are conveyed pursuant to the provisions of RCW 47.12.063.

Wherever in this Easement written notices are to be given or made, they will be served, personally delivered or sent by certified or overnight mail addressed to the parties at the addresses listed below unless a different address has been designated in writing and delivered to the other party.

GRANTOR:

GRANTEE:

City of Seattle  
Attn: Seattle City Light Real Property Services  
700 Fifth Avenue, Suite 3900  
Seattle, WA 98124

GRANTOR

\_\_\_\_\_  
[Insert signatory's name]

CITY OF SEATTLE, Seattle Public Utilities  
a municipal corporation

By: \_\_\_\_\_  
Authorized Signatory                      Date

STATE OF WASHINGTON )

) : ss

County of \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me personally  
appeared \_\_\_\_\_, Grantor, known to me, and executed the  
foregoing instrument, acknowledging said instrument to be the free and voluntary act and deed  
of the State of Washington, for the uses and purposes therein mentioned, and on oath stated that  
he was authorized to execute said instrument.

Given under my hand and official seal the day and year last above written.

\_\_\_\_\_  
Notary (print name) \_\_\_\_\_

Notary Public in and for the State of Washington, residing  
at \_\_\_\_\_

My Appointment Expires \_\_\_\_\_



Attachment 1

**Easement Area:**

TBD

A.

MEMORANDUM OF AGREEMENT  
UT 01476  
SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
SCL FACILITIES WORK AGREEMENT  
FOR SR99 BORED TUNNEL PROJECT

**EXHIBIT B**

**Franchise/Utility Permit Conditions for Utility Facilities located within Limited Access Areas  
designated for the AWVSRP**

**Introduction**

Below are the terms and conditions that will apply to Franchises / Utility Permits issued to SCL and SPU associated with areas designated new Limited Access Facility for the Proposed Bored Tunnel Project (Project).

The exact location of the Limited Access limits is still not completely defined, and SPU and SCL will likely have pre-existing infrastructure that will fall within the Limited Access area. In addition, there are utilities that will be replaced or relocated that may be installed in areas of Limited Access, though there is a strong preference to limit these occurrences. The Franchise/Utility Permit conditions outlined below would not apply to the building of utility new facilities within the Limited Access areas.

**Utility Permit Conditions**

The Washington State Department of Transportation ("STATE") hereby grants to the \_\_\_\_\_ ("CITY") the non-exclusive permission to use a portion of the \_\_\_\_\_, situated in Seattle, Washington. The rights herein granted are subject to all other easements and permits affecting the lands subject to this Permit.

1. **Background.** The Proposed Bored Tunnel Project (Project) replaces State Route 99 from South Royal Brougham Way to Roy Street and consists of designing and constructing a four-lane bored tunnel from South King Street to Thomas Street; north and south tunnel portals and access streets; re-establishment of the CITY street grid in the vicinity of the portals; and associated utility relocations. The Project is located in Seattle, which is a very densely developed urban environment, with utility infrastructure that has been woven into the fabric of the CITY. There is no alternative but to have the portals associated with the Project emerge into CITY street right of way where CITY owned Utility Facilities currently reside. The cost of purchasing right of way outside of these CITY streets is prohibitive, and the STATE has no choice but to declare portions of the CITY right of way as a Limited Access Facility as part of this Project. This Permit addresses the situation where CITY owned Utility Facilities will have to be modified, incorporated, or replaced in newly-designated Limited Access Facility, which was once CITY street right of way that formed part of STATE Route 99 as provided in RCW 47.24.010 and RCW 47.24.020. The STATE has endeavored to limit the scope of instances where CITY-owned Utility Facilities are relocated into Limited Access Facility or where the Limited Access Facility incorporates existing CITY-owned Utility Facilities.
2. **Purpose.** The purpose of the Permit is to provide for the location, operation, maintenance, replacement, modification, and repair of all existing CITY Utility Facilities, including, but not limited





to, wires, pipelines, fibers, cables, communications devices and associated facilities and equipment both at or below-grade owned by the CITY. The location of the Utility Facilities is within portions of the areas legally described in Exhibit A, and depicted on Exhibit B, each of which is attached and incorporated by reference.

3. Reservation. This Permit shall not be deemed or held to be an exclusive one and shall not prohibit the STATE from granting rights of like or other nature to other public or private utilities, nor shall it prevent the STATE from using any of its roads, streets, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.
4. Term. The Permit shall have a duration of fifty (50) years, and shall be renewed upon request in writing to the STATE and shall contain the same terms and conditions as this permit, unless otherwise requested by the City and approved by the STATE. The Permit, and shall be transferable to any third party fulfilling the function of CITY, and the third party shall have all of the same rights, obligations, and benefits herein provided to CITY.
5. Permitted Users. The STATE acknowledges that CITY may choose to allow its agents, contractors, employees, lessees, successors and assigns use of the lands subject to this Permit for the intended purpose. The rights, title, privileges and authority hereby granted in this Permit shall continue and be in force until such time as the CITY, its successors and assigns, shall permanently remove all Utility Facilities from the area or permanently abandon the Utility Facilities.
6. Relocation of Utility Facilities. Due to the fact that there are no reasonable alternative locations within which to relocate the CITY-owned utility facilities, and further due to the STATE's obligations to mitigate damages and limit Project costs, there may be a need to relocate the CITY-owned Utility Facilities within the STATE's Limited Access Facility. Whenever necessary for the construction, repair, improvement, alteration, or relocation of any portion of Project in Limited Access as determined by the STATE, or if the STATE shall determine that the removal of any or all Utility Facilities from the said lands is necessary, incidental, or convenient to the construction, repair, improvement, alteration, or relocation of the public road or street located in the STATE's Limited Access Facility, the CITY shall, upon written notice by the STATE, relocate or remove any or all of such Utility Facilities from the Limited Access Facility as may be required by the STATE. The STATE agrees to pay the full reasonable costs of such relocations and agrees to give the CITY 3 years advance notice of the needed relocations in order for the CITY to adequately plan, design and construct the relocations. In the event CITY fails to remove or relocate the Utility Facilities within a reasonable time, the STATE may undertake such removal or relocation, at the sole expense of the STATE and with all necessary coordination with the CITY.
7. Maintenance, Replacement, Repair, and Modification. All maintenance, replacement, repair, and modification of the Utility Facilities by CITY, for that area depicted on Exhibit B, shall be done in such manner as will cause the least interference with any of the STATE's performance in the operation and maintenance of XXX. All costs for such work shall be at the sole expense of the CITY, unless the need for such work is caused by the STATE. Any replacement or modification of existing Utility Facilities, within the area depicted on Exhibit B, that require the placement of above-ground facilities, shall require the issuance of an additional Utility Permit by the STATE for such construction of above-ground facilities,, which permit shall not be unreasonably withheld, and shall conform with the Control Zone guidelines referenced in WAC 468-34-170 and WAC 468-34-350.
8. Restoration of Highway. Except as set forth in paragraph 6 above, the CITY agrees, at its own expense, to restore paving, grading, landscaping and other improvements damaged by CITY's activities under this Permit to at least as good a condition as such paving, grading, landscaping and

other improvements were in immediately prior to the CITY's commencement of work. All material and workmanship shall conform to the Washington State Department of Transportation Standard Specification for Road, Bridge and Municipal Construction, as it may exist at that time, and may be subject to inspection by the STATE. Upon failure, neglect, or refusal of the CITY to timely restore the highway as required of the CITY, the STATE may undertake and perform such restoration, at the sole cost and expense of the CITY.

9. Emergency Access to CITY-Owned Utility Facilities. In the event of an emergency, the CITY will have 24 hour access to CITY-owned Utility Facilities located in STATE Limited Access. In an emergency, the STATE shall cooperate with the requests of the CITY, to facilitate CITY's response to the situation in order to protect the public health, safety and welfare. In situations of non-emergency, the CITY will have access to CITY-owned Utility Facilities as outlined in paragraph 10.

10. Construction and Maintenance of Utility Facilities in Non-Emergency Situations.

- A. The CITY has the right to install, construct, alter, repair, operate, improve and maintain all CITY-owned Utility Facilities, including appurtenances associated with this Permit. The CITY has the right to replace any of the permitted Utility Facilities with facilities of the similar size or configuration, in the same location as the originally-permitted Utility Facilities without requesting a change to this Permit.
- B. The CITY shall provide the STATE fifteen (15) business days written notice prior to commencement of maintenance activities under this Permit, and at least forty-five (45) business days written notice prior to commencement of construction activities under this Permit. In both cases, the CITY shall submit to the STATE work plans depicting the work to be performed by the CITY and shall coordinate with the STATE (WSDOT NW Region Maintenance Engineer) during these time periods. The STATE will make all reasonable effort to provide a letter of authorization to the CITY within fifteen (15) business days for maintenance activities and sixty (60) business days for construction activities.
- C. Prior to the beginning of construction, a preconstruction conference shall be held, at which time the STATE, the CITY, and appropriate engineers and inspectors shall be present.
- D. A copy of this Permit must be posted on the job site, and protected from the elements, at all times during any construction authorized by this Permit.
- E. In the event any milepost, right of way marker, fence or guard rail is located within the limits of CITY's construction and will be disturbed during construction, these items will be carefully removed prior to construction and reset or replaced at the conclusion of construction to the satisfaction of the STATE. All signs and traffic control devices must be maintained in operation during construction.
- F. Prior to construction, the CITY shall contact the STATE representative to ascertain the location of survey control monuments within the project limits. In the event any monuments will be altered, damaged or destroyed by the project, appropriate action will be taken by the STATE, prior to construction, to reference or reset the monuments. Any monuments altered, damaged or destroyed by the CITY's operation will be reset or replaced by the STATE at the sole expense of the CITY.



- G. During the construction and/or maintenance of the utilities, the CITY shall comply with the "Manual on Uniform Traffic Control Devices for Streets and Highways" as it may exist at that time, as well as any applicable Washington statutes or regulation. Any closure or restriction of the Limited Access Facility requested by the CITY pursuant to this Permit shall require the CITY to submit a traffic control plan for the STATE's timely approval. The timely approval will be commensurate with the scope of the work proposed. Except in case of emergency, no work pursuant to this Permit can be performed on the XXX until the STATE has approved the traffic control plan.
  - H. Should the CITY choose to perform the work outlined herein with other than its own forces, a representative of the CITY shall be present at all times unless otherwise agreed to by the STATE representative. All contact between the STATE and the CITY's contractor shall be through the representative of the CITY. Where the CITY chooses to perform the work with its own forces, it may elect to appoint one of its own employees engaged in the construction as its representative. Failure to comply with this provision shall be grounds for restricting any further work by the CITY within the STATE right of way until said requirement is met. The CITY, at its own expense, shall adequately police and supervise all construction work by itself, its contractor, subcontractor, agent, and others, so as not to endanger or injure any person or property.
  - I. Except in an emergency or unless authorized by the STATE, work shall be restricted to between the hours of 9:00 a.m. and 3:30 p.m. and the hours of 7:00 p.m. and 5:00 a.m., and no work shall be allowed on the right of way on holidays.
  - J. All trenches, boring or jacking pits, etc., shall be backfilled as soon as possible and not left open during non-working hours unless covered with material of sufficient strength to withstand traffic loads, or protected by an alternate method approved by the STATE.
  - K. All slopes, slope treatment, top soil, ditches, pipes, etc., disturbed by this operation shall be restored to their original cross section and condition. All open trenches shall be marked by warning signs, barricades, lights, and if necessary, flagmen shall be employed for the purpose of protecting the traveling public.
  - L. The responsibility of the CITY for proper performance, safe conduct, and adequate policing and supervision of the work shall not be lessened or otherwise affected by STATE approval of plans, specifications, or work or by the presence at the work site of STATE representatives, or by compliance by the CITY with any requests for recommendations made by such representatives.
11. STATE's Construction and Maintenance of XXX. The STATE shall inform the CITY in writing no less than forty-five (45) days in advance of planned work to coordinate with the CITY regarding the planned STATE work. Such writing shall include submittal of the STATE's work plans.
- A. In the event that construction and maintenance of XXX within the proximity of the CITY-owned Utility Facilities becomes necessary, it is expressly understood that, upon request from the STATE's representative, the CITY will promptly identify and locate by suitable field markings any and all of their underground Utility Facilities in accordance with RCW 19.122.030.

- B. The CITY shall provide comments and requests in writing to the STATE regarding the STATE's planned work within fifteen (15) business days of submittal of the STATE's work plans for maintenance activities, and within forty five (45) business days for construction activities. The STATE shall endeavor to resolve and incorporate CITY comments, and will coordinate with the CITY regarding their comments and concerns.
- C. The CITY may have an on-site inspector, as it deems necessary, during any excavation or construction work within the permitted area. The inspector shall have complete access to area work and be timely informed of all relevant construction timelines associated with such work.
- D. CITY Construction Guidelines will be followed when considering the placement of other utility facilities in the vicinity of CITY-owned Utility Facilities. No other utility facilities, whether public or private, will be installed within five (5) horizontal feet or eighteen (18) vertical inches of the utility facilities without informing and coordinating with the CITY. Where possible, sewer and storm drains shall be laid at a lower invert elevation than water mains.
- E. No permanent structure will be erected or permitted within the area without coordination with the CITY.
- F. No construction of buildings, fences, walls, or placement of trees, shrubbery, obstruction, or fill material will be placed within the boundaries of area covered by this permit without prior notification and coordination with the CITY. No digging or other construction activity will be undertaken adjacent to the CITY-owned Utility Facilities without prior notification and coordination with the CITY.
- G. No blasting or discharge of any explosives will be undertaken within 50 ft of CITY-owned Utility Facilities without prior notification and coordination with the CITY.

12. Hold Harmless/Indemnification. The CITY, its successors and assigns agree to indemnify, defend and hold the STATE, its officers and employees harmless from all claims, demands, damages, expenses or suits that: (1) arise out of or are incident to any negligence by the CITY, its agents, contractors or employees in the use of the highway right of way pursuant to this Permit, or (2) are caused by the breach of any of the conditions of the Permit by the CITY, its contractors, agents or employees. Nothing herein shall require the CITY to indemnify and hold harmless the STATE and its officers and employees from claims, demands, damages, expenses or suits based solely upon the conduct or negligence of the STATE, its agents, officers, employees and contractors; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the STATE, its agents, or employees, and (b) the CITY, its agents or employees, including those actions covered by RCW4.24.115, the foregoing obligations shall be valid and enforceable only to the extent of CITY's negligence. The STATE, its successors and assigns, agree to indemnify, defend and hold the CITY, its officers and employees harmless from all claims, demands, damages, expenses or suits that: (1) arise out of or are incident to any negligence by the STATE, its agents, contractors or employees in the use of the highway right of way pursuant to this Permit, or (2) are caused by the breach of any of the conditions of the Permit by the STATE, its contractors, agents or employees. Nothing herein shall require the STATE to indemnify and hold harmless the CITY and its officers and employees from claims, demands, damages, expenses or suits based solely upon the conduct or negligence of the CITY, its agents, officers, employees and contractors; and provided further that if the claims or suits are caused by or result from the concurrent negligence of



(a) the CITY, its agents, or employees, and (b) the STATE, its agents or employees, including those actions covered by RCW 4.24.115, the foregoing obligations shall be valid and enforceable only to the extent of STATE's negligence.

In Witness whereof, the parties have executed this Permit as of the \_\_\_\_\_ day of \_\_\_\_\_ 2010.

Accepted on Behalf of SCL

STATE OF WASHINGTON  
Department of Transportation

By: \_\_\_\_\_

By: \_\_\_\_\_

MEMORANDUM OF AGREEMENT

UT 01476

SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
SCL FACILITIES WORK AGREEMENT  
FOR SR99 BORED TUNNEL PROJECT

EXHIBIT C  
NON-DISCLOSURE AGREEMENT





# City of Seattle

## Non-Disclosure Agreement

This Non-Disclosure Agreement ("Agreement") is made and entered into as of \_\_\_\_\_ 2010, between **The City of Seattle**, by and through its **City Light Department** ("Disclosing Party") and \_\_\_\_\_ ("Recipient Party"), Disclosing Party and Recipient Party agree as follows:

### 1. DEFINITIONS

"Confidential Information" shall mean: (i) all information disclosed in tangible form by Disclosing Party and marked "confidential" or "proprietary." (ii) Any oral information designated as Confidential Information by the Disclosing Party at the time the oral information is provided.

### 2. PURPOSE

The Recipient shall use the Confidential Information only for the following purposes:

- a. to \_\_\_\_\_ evaluate \_\_\_\_\_

### 3. OBLIGATION OF CONFIDENTIALITY

The Recipient will use the same degree of care, but not less than a reasonable degree of care to prevent the unauthorized use, dissemination or publication of the Confidential Information as the Recipient uses to protect its own confidential or proprietary information of a like nature. The Recipient shall limit the use of and access to Disclosing Party's Confidential Information to the Recipient's employees or independent contractors who need to know such Confidential Information, for the purpose set forth in Section 2 above and who have entered into binding obligations of confidentiality substantially similar to the obligations set forth herein.

### 4. CONFIDENTIALITY PERIOD

The Recipient's obligations to protect Confidential Information hereunder shall expire three (3) years from the date of each such disclosure of Confidential Information.

### 5. EXCEPTIONS

The Recipient has no obligation of confidentiality to any Confidential Information that:

- a. is or becomes a matter of public knowledge through no fault of the Recipient; or  
b. was in the Recipient's possession or known by it prior to receipt from Disclosing Party; or

c. was rightfully disclosed to the Recipient by another party without restriction; or

d. is independently developed by the Recipient without access to Disclosing Party's Confidential Information.

The Recipient may disclose Confidential Information pursuant to any statutory or regulatory requirement or court order, provided that Disclosing Party is, to the extent legally permitted, given ten (10) days advance notice of any proposed disclosure, in order for Disclosing Party to pursue a protective order. If a protective order is not obtained by Disclosing Party at the conclusion of this ten (10) day period, the Recipient may disclose the requested Confidential Information without further liability.

### 6. EQUITABLE RELIEF

The Recipient acknowledges and agrees that due to the unique nature of Disclosing Party's Confidential Information, there may be no adequate remedy at law for any breach of its obligation. Recipient further acknowledges that any such breach may allow the Recipient or third parties to unfairly compete with the Disclosing Party resulting in irreparable harm to the Disclosing Party, and therefore, upon any such breach or threat thereof, Disclosing Party shall be entitled to seek appropriate equitable relief. The Recipient will notify Disclosing Party in writing immediately upon the occurrence of any such unauthorized release or other breach.

### 7. INTELLECTUAL PROPERTY RIGHTS

Recipient does not acquire any intellectual property rights under this Agreement or through any disclosure hereunder, except the limited right to use such Confidential Information in accordance with this Agreement.

### 8. Return of Information

At any time, the Disclosing Party may request the return or the destruction, of all tangible Confidential Information previously delivered to the Recipient. Upon receipt of such request, all such Confidential Information, including without limitation any copies, summaries or compilations of such information,





still in the Recipient's possession or under its control shall be promptly returned or destroyed, as requested.

#### 9. GENERAL

This Agreement supersedes all prior discussions and writing with respect to the subject matter hereof. No waiver or modification of this Agreement will be binding upon either party unless made in writing and signed by a duly authorized representative of each party and no failure or delay in enforcing any right will be deemed a waiver of such right. The parties understand that nothing herein requires either party to proceed with any proposed transaction or relationship in connection with which the Confidential Information may be disclosed. In the event that any of the provisions of this Agreement shall be

held by a court of competent jurisdiction to be unenforceable, the remaining portions hereof shall remain in full force and effect. This Agreement shall be governed by the laws of the State of Washington without regard to conflicts of laws provisions thereof, and each party submits to the jurisdiction and venue of the Washington state or federal court serving the King County area with respect to the subject matter of this Agreement. The headings to the Sections of this Agreement are included merely for reference and shall not affect the meaning of the language included therein. This Agreement is written in the English language only, which language shall be controlling in all respects. If applicable, this Agreement may be executed in counterparts or by facsimile, each of which shall be deemed an original, and all of which together shall constitute one and the same agreement.

**WHEREFORE, the Parties acknowledge that they have read and understood this Agreement and voluntarily accept the duties and obligations set forth herein.**

Disclosing Party

**The City of Seattle,  
by and through its City Light Department**

By: \_\_\_\_\_

Title:

Address: 700 Fifth Avenue, Suite 3200  
PO Box 34023  
Seattle, WA 98124-4023

Recipient Party

\_\_\_\_\_

By: \_\_\_\_\_

Title:

Address:

## **Attachment 3**

Memorandum of Agreement UT 01474

SR 99 Alaskan Way Viaduct Replacement

SPU Facilities Work Agreement For SR99 Bored Tunnel Project



1 MEMORANDUM OF AGREEMENT  
2 UT 01474  
3 SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
4 SPU FACILITIES WORK AGREEMENT  
5 FOR SR99 BORED TUNNEL PROJECT  
6

7 THIS Memorandum of Agreement, UT 01474, SR 99 Alaskan Way Viaduct Replacement, SPU  
8 Facilities Work Agreement for SR 99 Bored Tunnel Project ("Agreement") is made and entered  
9 into, as provided in RCW 39.34.080, RCW 47.12.040 and other applicable law, between the  
10 Washington State Department of Transportation, hereinafter the "STATE," and the City of  
11 Seattle, hereinafter the CITY, (managed by Seattle Public Utilities, hereinafter "SPU"),  
12 collectively the "PARTIES" and individually the "PARTY."

13  
14 WHEREAS, the Alaskan Way Viaduct (AWV) and seawall are at risk of sudden and  
15 catastrophic failure in an earthquake and are nearing the end of their useful lives; and  
16

17 WHEREAS, the STATE and the Federal Highway Administration (FHWA), in consultation with  
18 the CITY, are proposing improvements to State Route 99 (SR 99), currently a non-limited access  
19 highway that includes the AWV; and  
20

21 WHEREAS, in March 2007, the Governor, the King County Executive and the Mayor of Seattle  
22 pledged to advance a series of key SR 99 projects (Moving Forward Projects) that will facilitate  
23 the removal and/or repair of key portions of SR 99, which are: Yesler Way Vicinity Stabilization  
24 Project, Electrical Line Relocation (formerly known as Electrical Utility Relocation Phase 1  
25 under agreement No. GCA 5680), Battery Street Tunnel Fire and Life Safety Upgrades, SR 99  
26 Lenora to Battery Street Tunnel Improvements, the SR 99 South Holgate Street to South King  
27 Street Viaduct Replacement Project, and Transit Enhancements and Other Improvements; and  
28

29 WHEREAS, in January 2009, the Governor, the King County Executive and the Mayor of  
30 Seattle recommended replacement of the existing AWV structure in the central waterfront area  
31 with a bored tunnel; and  
32

33 WHEREAS, in October 2009 the Governor and the Mayor executed a Memorandum of  
34 Agreement, GCA 6366, which described the basic roles and responsibilities for the  
35 implementation of the Alaskan Way Viaduct and Seawall Replacement (AWVSR) Program; and  
36

37 WHEREAS, the AWVSR Program (PROGRAM) consists of a four-lane bored tunnel and  
38 improvements to City streets, the City waterfront, and transit; and the Moving Forward Projects;  
39 and  
40

41 WHEREAS, the PROJECT, the subject of this Agreement, is the part of the PROGRAM that  
42 replaces SR 99 from South Royal Brougham Street to Roy Street that consists of designing and  
43 constructing a four-lane bored tunnel from South King Street to Thomas Street, north and south



1 tunnel portals and access streets; re-establishment of the City street grid in the vicinity of the  
2 portals and associated utility relocations; and  
3

4 WHEREAS, Battery Street Tunnel decommissioning and Alaskan Way Viaduct demolition will  
5 be addressed in a future agreement; and  
6

7 WHEREAS, the CITY and STATE agree to work collaboratively toward the successful  
8 completion of the PROJECT and endeavor to open the tunnel by the end of 2015 and demolish  
9 the Alaskan Way viaduct in 2016; and  
10

11 WHEREAS, the PROJECT is consistent with the CITY of Seattle's adopted Comprehensive  
12 Plan; and  
13

14 WHEREAS, the CITY and the STATE will deliver the PROJECT within the financial  
15 commitments made in the Memorandum of Agreement, GCA 6366, executed by the PARTIES  
16 on October 24, 2009; and  
17

18 WHEREAS, concurrently with this UT 01474 Agreement, the STATE and CITY, through  
19 Seattle City Light (SCL), are entering into an agreement, UT 01476; and  
20

21 WHEREAS, concurrently with this UT 01474 Agreement, the STATE and CITY, through the  
22 Seattle Department of Transportation, are entering into an agreement, GCA 6486; and  
23

24 WHEREAS, the CITY will own and/or maintain significant infrastructure to be constructed as  
25 part of the PROJECT; and  
26

27 WHEREAS, some or all of the work covered by this Agreement may be accomplished by  
28 executed "Task Order" documents; and  
29

30 WHEREAS, the PROJECT will require the removal of existing City electrical, water, drainage  
31 and wastewater facilities that have alignments intersecting or that directly conflict with the  
32 tunnel portals and tunnel portal excavations ("Conflicting Facilities"), and the construction of  
33 new facilities and service connections, (excluding temporary construction and permanent  
34 electrical services for the PROJECT) to a permanent and final location to replace the Conflicting  
35 Facilities (together, the "Relocation Work"); and  
36

37 WHEREAS, the PROJECT will also require the planning, operational and construction  
38 management practices, monitoring and other work to avoid and/or remedy damage  
39 ("Deformation Mitigation Work"); and  
40

41 WHEREAS, together the SPU Facilities Relocation Work and the SPU Facilities Deformation  
42 Mitigation Work will comprise the "SPU Facilities Work" of the PROJECT;  
43

44 NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performances  
45 contained herein, or attached and incorporated and made a part hereof,

1  
2 IT IS MUTUALLY AGREED AS FOLLOWS:  
3

4 **1. DEFINITIONS**  
5

6 Words not otherwise defined, which have well-known technical or construction industry  
7 meanings, are used in accordance with such recognized meanings.  
8

9 1.1 Approved Plans means the construction plans and provisions that evidence the CITY's  
10 determinations, made through the processes described in Sections 6 and 7 and Exhibit B of GCA  
11 6486, that the plans conform to the criteria established in GCA 6486 and this Agreement;  
12 Approved Plans are included in the contract documents evidencing the agreement between the  
13 STATE and its contractors for construction of a given element of the PROJECT.  
14

15 1.2 AWV means the Alaskan Way Viaduct structure on State Route 99, currently a non-  
16 limited-access highway over a portion of CITY Street Right-of-Way.  
17

18 1.3 Betterment means any upgrading of the SPU Facilities, or the design and construction of  
19 any new SPU Facilities that is not attributable to the PROJECT or PROGRAM and is made  
20 solely for the benefit of and at the election of SPU. Examples of work that will not constitute a  
21 Betterment, so that SPU shall not bear cost responsibility, are:

22 1.3.1 If existing devices or materials are no longer regularly manufactured or cannot be  
23 obtained in time to meet the PROJECT schedule, needs or requests by the STATE, then devices  
24 or materials of equivalent standards although not identical, of the next highest grade or size; or

25 1.3.2 Upgrades to SPU Facilities necessary to meet current code requirements and SPU  
26 published standards; or

27 1.3.3 Work required by SPU to maintain current service and capacity; or

28 1.3.4 Work required by current design and construction practices regularly followed by  
29 SPU in its own work and/or considered an industry design or construction standard.  
30

31 1.4 Business Days means Monday through Friday, inclusive, except for official City of  
32 Seattle and state holidays.  
33

34 1.5 CITY means the City of Seattle, a Washington municipal corporation.  
35

36 1.6 City Construction Project Engineer means the person designated by SDOT to act as the  
37 City's coordinator and primary representative in matters arising during the course of construction  
38 as set forth in this Agreement.  
39

40 1.7 CITY Facilities means SCL Facilities, SDOT Facilities, SPU Facilities and facilities  
41 impacted by, or constructed as part of, the PROJECT that are owned or will be owned by any  
42 other CITY agency.  
43



1 1.8 CITY Infrastructure means the portions of SPU Facilities, SCL Facilities and City Street  
2 Right-of -Way improvements constructed or modified as part of the PROJECT to be owned,  
3 operated and maintained by the CITY.  
4

5 1.9 City of Seattle means CITY.  
6

7 1.10 City Standards means all City of Seattle laws, rules, regulations and standards and all  
8 applicable federal and state laws, rules, regulations and standards, including but not limited to  
9 the following, except as otherwise provided in this Agreement, GCA 6486 and UT 01476:

10 The Seattle Municipal Code;

11 The City of Seattle Standard Specifications for Road, Bridge and Municipal  
12 Construction;

13 The City of Seattle Standard Plans for Municipal Construction;

14 SDOT, SCL, DPD and SPU Director's Rules, including the City of Seattle Right of Way  
15 Improvements Manual, 2005-22 and any revisions to the Manual;

16 SCL Material Standards; and

17 SCL Construction Guidelines.  
18

19 1.11 CITY Street Right-of-Way means public street right-of-way under the jurisdiction of  
20 SDOT pursuant to Title 15 of the Seattle Municipal Code.  
21

22 1.12 Conceptual Relocation Plan means a work product that defines the general scope of  
23 Relocation Work including a planning level estimate of design and construction costs, as further  
24 described in Section 3 herein.  
25

26 1.13 Conflicting Facilities means all SCL Facilities and all SPU Facilities identified by the  
27 STATE that have alignments intersecting or that directly conflict with the final configuration of  
28 the proposed SR 99 bored tunnel portals and tunnel portal excavations. Conflicting Facilities do  
29 not include any SPU Facilities or SCL Facilities that have been relocated to or installed or  
30 reconstructed in their present location by the STATE or by order of the STATE as part of the  
31 Moving Forward projects of the Program south of South Dearborn Street.  
32

33 1.14 Contract Award means the STATE's written decision accepting bid for construction of a  
34 Project.  
35

36 1.15 Defective Work means design or construction work or materials that fail to comply with  
37 the Approved Plans, CITY-approved modifications to the Approved Plans, or the laws, rules,  
38 regulations or standards as specified in this Agreement.  
39

40 1.16 Deformation means any 3-dimensional displacement or combination of displacements.  
41 This definition includes, but is not limited to, the terms "tilt," "strain," "settlement," "heave,"  
42 "lateral movement," and related terminology that are common industry terminology for  
43 deformation in specific situations. Where such industry terminology is used for convenience  
44 herein, it does not imply that the broad definition of deformation has been limited.  
45

1 1.17 Deformation Mitigation Work means any planning, operational and construction  
2 management practices, monitoring and temporary or permanent SPU Facilities Work including  
3 maintenance of service undertaken to avoid damage as a result of Deformation and remedy such  
4 damage should it occur, as further described in Section 4 herein.

5  
6 1.18 DPD means the City of Seattle Department of Planning and Development.

7  
8 1.19 Engineer of Record means the engineer licensed in the State of Washington who has been  
9 commissioned by the STATE as the prime engineer of the PROJECT, having overall  
10 responsibility for the adequacy of the design and the coordination of the design work of other  
11 engineers and whose professional seal is on the Approved Plans.

12  
13 1.20 Hazardous Substance(s) means any substance, or substance containing any component,  
14 now or hereafter designated as a hazardous, dangerous, toxic or harmful substance, material or  
15 waste, subject to regulation under any federal, state or local law, regulation or ordinance relating  
16 to environmental protection, contamination or cleanup including, but not limited to, those  
17 substances, materials and wastes listed in the United States Department of Transportation  
18 Hazardous Materials Table (49 C.F.R. §172.101) or by the United States Environmental  
19 Protection Agency as hazardous substances (40 C.F.R. pt. 302 and amendments thereto) or in the  
20 Washington Hazardous Waste Management Act (Ch. 70.105 RCW) or the Washington Model  
21 Toxics Control Act (Chs. 70.105D RCW and 82.21 RCW), petroleum products and their  
22 derivatives, and such other substances, materials and wastes as become regulated or subject to  
23 cleanup authority under any Environmental Law.

24  
25 1.21 Letter of Acceptance means the written document that signifies the CITY's acceptance of  
26 CITY Infrastructure to be owned by the CITY, and shall signify the STATE's transfer of CITY  
27 Infrastructure to be owned by the CITY. The Letter of Acceptance will not transfer any interest  
28 in real property. The Letter of Acceptance shall be jointly executed by the PARTIES. A Letter  
29 of Acceptance for SPU Facilities requires SPU approval and a Letter of Acceptance for SCL  
30 Facilities requires SCL approval.

31  
32 1.22 Letter of Plan Approval means the letter provided to the STATE by the CITY following  
33 the completion of the plan review process described in Exhibit B to GCA 6486, signifying that  
34 the plans and specifications identified in the letter are the Approved Plans. A Letter of Plan  
35 Approval for SPU Facilities requires SPU approval and a Letter of Plan Approval for SCL  
36 Facilities requires SCL approval as part of as part of the Procedures outlined in Exhibit B of the  
37 SDOT Agreement GCA 6486.

38  
39 1.23 New Work means the design and construction by or at the direction of SPU of a new  
40 utility other than (a) as part of a relocation associated with the PROJECT, or (b) to provide  
41 service to the PROJECT. New Work shall be entirely the financial obligation of SPU.

42  
43 1.24 Private Utilities mean utility uses, excluding facilities owned and operated by the CITY,  
44 whether approved or not through franchise agreements and/or Street Use Permits by the CITY  
45 and governed and enforced through City Ordinance.





1  
2 1.25 Procedures mean *Design Review, Construction Management, Inspection and Record*  
3 *Drawing Procedures*, attached as Exhibit B to GCA 6486.  
4

5 1.26 PROJECT means the Proposed Bored Tunnel Project, the part of the PROGRAM that  
6 replaces SR 99 from South Royal Brougham Street to Roy Street and that consists of designing  
7 and constructing a four-lane bored tunnel from South King Street to Thomas Street, north and  
8 south tunnel portals and access streets, re-establishment of the City street grid in the vicinity of  
9 the portals (Battery Street Tunnel decommissioning and Alaskan Way Viaduct demolition are  
10 not part of the PROJECT and will be addressed in a future agreement); and associated utility  
11 relocations. PROJECT description is attached as Exhibit A to GCA 6486.  
12

13 1.27 PROGRAM means all the projects, collectively, implemented by the STATE and the  
14 CITY that remove and replace the AWW and seawall.  
15

16 1.28 Relocation Work means the removal or abandonment of each Conflicting Facility, and  
17 the installation or reconstruction of each Conflicting Facility to its permanent and final location  
18 and work necessary to continue service to SPU customers during construction.  
19

20 1.29 Remediation means the same as Remedy or Remedial Action defined in MTCA which,  
21 includes any action or expenditure consistent with the purposes of MTCA to identify, eliminate,  
22 or minimize any threat or potential threat posed by Hazardous Substances to human health or the  
23 environment including any investigative and monitoring activities with respect to any release or  
24 threatened release of a Hazardous Substance and any assessments to determine the risk or  
25 potential risk to human health or the environment.  
26

27 1.30 SCL means Seattle City Light.  
28

29 1.31 SCL Facilities means the electrical facilities impacted by, or constructed as part of, the  
30 PROJECT that are owned or will be owned by the CITY.  
31

32 1.32 SCL Facilities Work means work required to design, construct and protect the SCL  
33 Facilities as part of the PROJECT.  
34

35 1.33 SDOT means the Seattle Department of Transportation.  
36

37 1.34 SDOT Facilities means the streets and roadway facilities impacted by, or constructed as  
38 part of, the PROJECT that are owned or will be owned by the CITY.  
39

40 1.35 SPU means Seattle Public Utilities.  
41

42 1.36 SPU Facilities means the water, drainage and wastewater facilities impacted by, or  
43 constructed as part of, the PROJECT that are owned or will be owned by the CITY.  
44

1 1.37 SPU Facilities Work means work required to design, construct and protect the SPU  
2 Facilities as part of the PROJECT.

3  
4 1.38 STATE means the Washington State Department of Transportation.

5  
6 1.39 STATE Project Engineer means the persons appointed by the STATE to lead the  
7 PROJECT during design and/or construction or his or her designee.

8  
9 1.40 Task Force means a group consisting of STATE, CITY, contractor, and other stakeholder  
10 staff meeting regularly to review and reach decisions relating to a particular subject, e.g., traffic,  
11 structures.

12  
13 1.41 Task Order means a document executed by the PARTIES under this Agreement  
14 authorizing work by one PARTY to be done on behalf of the other PARTY and that defines the  
15 scope and the obligations of the PARTIES for the given element of work. All terms and  
16 conditions of the Agreement shall apply to each Task Order.

17  
18 1.42 Utility Easement means a non-exclusive permanent right over real property for the  
19 operation, maintenance, repair and replacement of the SPU Facilities, in the form attached as  
20 Exhibit A.

21  
22 1.43 Utility Service Work means any facilities required to provide temporary Utility services  
23 for construction of the PROJECT; and any work needed to obtain permanent SPU services to the  
24 bored tunnel or SPU customers.

25  
26 1.44 WSDOT means Washington State Department of Transportation.

27  
28 Words not otherwise defined, which have well-known technical or construction industry  
29 meanings, are used in accordance with such recognized meanings.

30  
31 **2. GENERAL RESPONSIBILITIES**

32  
33 2.1 The PARTIES shall manage risk, produce design and conduct construction in a manner  
34 that maximizes cumulative public benefits and minimizes cumulative public costs as mutually  
35 agreed to by the PARTIES.

36  
37 2.2 This Agreement in conjunction with GCA 6486 and UT 01476 is prepared by the STATE  
38 and CITY, as provided in RCW 39.34.080, RCW 47.12.040 and other applicable law, to govern  
39 relationships between the PARTIES and establish each PARTY's responsibilities regarding the  
40 PROJECT.

41  
42 2.3 The PARTIES understand that environmental review of the proposed PROJECT is  
43 underway at the date of this Agreement and agree that only preliminary design work and other  
44 work outlined in 23 CFR 636.109(b)(2) may proceed under this Agreement prior to issuance of a  
45 Final SEPA/NEPA Environmental Impact Statement (FEIS) and federal Record of Decision

(ROD). If an alternative other than the Proposed Bored Tunnel is selected, this Agreement will be terminated pursuant to the provisions of Section 21 of this Agreement. If the Proposed Bored Tunnel is selected, the remaining work under this Agreement other than preliminary design work may proceed no sooner than after issuance of the ROD and only after WSDOT and the City Council each provide notice to the other that it wishes to proceed with the Agreement. WSDOT will provide Notice to Proceed 2, which authorizes final design and construction, to the Design Builder only after issuance of the ROD.

2.4 The PARTIES shall work collaboratively to resolve issues in a manner that endeavors to open the Proposed Bored Tunnel to the public on schedule.

2.5 The design and construction of CITY Facilities, including repair, shall comply with City Standards.

2.6 Each PARTY shall provide the funding and resources necessary to fulfill the responsibility of that PARTY as established in this Agreement.

2.7 The PARTIES agree to work cooperatively with each other and make reasonable, good faith efforts to timely and expeditiously complete the PROJECT, as provided in this Agreement, including, but not limited to, the selection of a preferred SR 99 design alternative; development of preliminary engineering and final design and construction. In order to optimize design and minimize conflicts, the STATE shall coordinate design and construction of the various contracts making up the PROJECT with design of subsequent PROGRAM stages, and with construction of previous stages of the PROGRAM. The STATE shall be prepared to modify design of the contracts making up the PROJECT, the subsequent PROGRAM stage and/or previous phase if both PARTIES determine the modifications are necessary and reasonable, to minimize conflicts.

2.8 The STATE shall pay for all costs associated with the SPU Facilities Deformation Mitigation Work, including but not limited to design; design review; purchase of materials; construction; inspection; preparation of record drawings; CITY crew time and costs; any temporary SPU services required for construction of the PROJECT; and any work needed to obtain permanent SPU services to the bored tunnel or SPU customers; regardless of whether such SPU Facilities Deformation Mitigation Work is performed by the SPU or other CITY staff, the STATE, or its contractor, as set forth in the Approved Plans, and any SPU-approved revisions to the Approved Plans, without reimbursement from SPU, including change orders, but excluding Betterments or New Work as defined in this Agreement. No delay costs shall be paid for by SPU.

2.9 The STATE is responsible for designing and constructing the PROJECT except for the CITY's responsibility to relocate Conflicting Facilities as provided in Section 2.10 of UT 01474 and UT 01476. The STATE is responsible for taking measures to minimize, limit, and mitigate damage to private property and CITY Facilities that may result from the PROJECT construction, including damage that may result from tunnel-induced Deformation. The STATE is responsible for remedying such damage should it occur.

1 2.10 SPU is responsible for relocating SPU Conflicting Facilities. SPU's relocation  
2 responsibility is limited to the final relocation of each SPU Conflicting Facility unless otherwise  
3 agreed to by the PARTIES during the PARTIES' evaluation of the Conceptual Relocation Plan.  
4

5 2.11 The PARTIES agree that it is in the public interest for one PARTY to implement portions  
6 of the other PARTY's PROJECT responsibilities. Therefore, this Agreement establishes a Task  
7 Order process for use by a PARTY to authorize the other PARTY to conduct work on its behalf,  
8 and as may be documented through each Task Order pursuant to Section 9 of this Agreement and  
9 Section 4 in GCA 6486, agree to reimburse the other PARTY for such services.  
10

11 2.12 The terms, conditions, and requirements of GCA 6486 and this Agreement shall apply to  
12 each Task Order performed as part of the PROJECT.  
13

14 2.13 The PARTIES agree to document design-related decisions through the use of  
15 concurrence letters executed by both PARTIES.  
16

17 2.14 The STATE agrees to take the lead in consulting and coordinating with all utility owners  
18 affected by the PROJECT.  
19

20 2.15 The PARTIES shall apply for and obtain all necessary federal, state and City of Seattle-  
21 issued permits and approvals for the work for which they are responsible prior to commencing  
22 work that requires such permits, including but not limited to all permits, approvals or permission  
23 for exploratory investigations, testing, site preparations, demolition and construction.  
24

25 2.16 The PARTIES shall comply with the regulatory requirements and agree to meet  
26 operational and customer service requirements of each existing SPU Facility.  
27

28 2.17 The PARTIES shall minimize utility service interruptions to SPU customers.  
29

30 2.18 By entering into this Agreement, the CITY is not waiving its position that the CITY  
31 and/or its citizens and property owners cannot be held responsible for any or all cost overruns  
32 related to the portions of the PROJECT for which the STATE is responsible.  
33  
34

### 35 **3. RESPONSIBILITIES REGARDING SPU CONFLICTING FACILITIES**

36

37 3.1 The STATE shall identify all Conflicting Facilities.  
38

39 3.2 In the event SPU finds additional existing Conflicting Utilities, SPU shall inform the  
40 STATE of any additional Conflicting Facilities. In the event that SPU builds new Conflicting  
41 Facilities, SPU shall inform the STATE.  
42

43 3.3 The STATE is responsible for preparing Conceptual Relocation Plans that document a  
44 feasible and efficient approach to relocating Conflicting Facilities in a manner that  
45 accommodates the PROJECT. The STATE's Conceptual Relocation Plans shall include:



- 3.3.1 The STATE's conceptual design of the PROJECT; and
- 3.3.2 Identification of Conflicting Facilities; and
- 3.3.3 The STATE's conceptual design of the Relocation Work that is feasible and efficient, that is in compliance with City Standards, and that demonstrates compatibility with existing infrastructure to remain; and
- 3.3.4 Plan view drawings developed in collaboration with SPU; incorporating SPU comments and input; drafted on roll plots in accordance with AWVSR Program CADD standards presented at an engineering scale of one inch equals 40 feet; showing the existing configuration of Conflicting Facilities, proposed configuration of relocated CITY Infrastructure, and all CITY Facilities; and that confirms no apparent conflicts with other utilities or infrastructure; and
- 3.3.5 Identification of Conflicting Facilities that require multiple relocations in order to accommodate the PROJECT along with the circumstances that creates the need for such multiple relocations; and
- 3.3.6 Potential conflicts, constraints, and deviations from City Standards; and
- 3.3.7 A conceptual-level construction cost estimate of all costs to construct the Relocation Work shown in the Conceptual Relocation Plan. All costs shall be developed on a per-unit cost to install basis for the separate types, sizes and segments of Relocation Work. The costs shall be developed on the basis of typical construction costs in the area; and
- 3.3.8 A conceptual schedule for relocation of Conflicting Facilities. The schedule shall be coordinated with the proposed design and construction schedule for other work within the PROJECT; and
- 3.3.9 A contracting strategy for design and construction of each component of Relocation Work; and
- 3.3.10 In instances where Relocation Work will be performed by the STATE through a Design-Build Contract, the STATE shall confirm and modify, as necessary, the Conceptual Relocation Plan in a manner consistent with the Design-Builder's conceptual design, and coordinated with the Design-Builder's construction staging plans.

3.4 The STATE agrees to provide the Conceptual Relocation Plan(s) to SPU in a timely manner that accommodates the PROJECT schedule. SPU agrees to promptly provide either its comments on, or approval of, the Conceptual Relocation Plan(s). SPU's responsibility for the Relocation Work begins when the PARTIES have written mutual agreement, in the form of a Task Order or a letter of concurrence, regarding the scope of Relocation Work and each PARTY's responsibilities, including multiple utility relocation responsibilities.

3.5 The PARTIES shall use the Conceptual Relocation Plan(s) as the basis for establishing the scope, schedule and estimated cost of design and construction services to be documented in Task Orders under this Agreement

3.6 In instances where the STATE's revisions to the PROJECT design differ so significantly from the Conceptual Relocation Plan(s) as to render all or portions of the SPU's design or

1 construction work obsolete, the STATE shall reimburse SPU for the accrued costs of the  
2 obsolete work.

3  
4 3.7 The STATE is responsible for avoiding damage to SPU Facilities and remedying any  
5 damage that occurs to SPU Facilities, including those installed as part of the PROJECT or  
6 PROGRAM.

7  
8  
9 **4. STATE RESPONSIBILITIES REGARDING SPU FACILITIES DEFORMATION**  
10 **MITIGATION WORK**

11  
12 4.1 The STATE will assess potential impacts of Deformation on private property and CITY  
13 Facilities including CITY streets, CITY telecommunications facilities and SPU Facilities. Where  
14 the CITY has established deformation criteria for its facilities, these criteria will be used.  
15 Otherwise, criteria will be derived using accepted engineering practice and shall be mutually  
16 agreed upon by the PARTIES.

17  
18 4.2 SPU shall review the STATE's estimate of susceptibility or vulnerability of its facilities  
19 to Deformation and provide comments. Such comments shall be provided to assist the STATE  
20 only, and shall not be interpreted as waiving or limiting in any way the STATE's responsibility  
21 for Deformation Mitigation Work or other damages.

22  
23 4.3 The STATE, with SPU input, shall develop and implement a plan for Deformation  
24 Mitigation Work. SPU's input shall be provided to assist the STATE only, and shall not be  
25 interpreted as waiving or limiting in any way the STATE's responsibility for Deformation  
26 Mitigation Work or other damages.

27  
28 4.4 As a component of the Deformation Mitigation Work, the STATE shall implement a  
29 construction monitoring Task Force responsible for the planning and implementation of the  
30 instrumentation and monitoring program and processing data, evaluating results, and developing  
31 recommendations to mitigate deformation. SPU shall participate on the task force and inform  
32 the STATE on feasibility and functionality of the Deformation Mitigation Work on SPU  
33 Facilities.

34  
35 4.5 SPU shall provide input to the STATE regarding construction monitoring and  
36 deformation management activities when these activities pertain to SPU Facilities. SPU shall  
37 provide the STATE all necessary access to SPU Facilities for the purposes of design or  
38 implementation of mitigation measures. SPU may perform mitigation measures on behalf of the  
39 STATE in a manner and schedule that supports the STATE's PROJECT requirements. SPU's  
40 input, advice, participation, and access shall be provided to assist the STATE only, and shall not  
41 be interpreted as waiving or limiting in any way the STATE's responsibility for Deformation  
42 Mitigation or other damages.

43  
44 4.6 The STATE is responsible for repairing, replacing or otherwise remedying loss of  
45 function or capacity of SPU Facilities as a consequence of Deformation or exceedance of



watermain total displacement criteria as set forth in Section 4.8 of this Agreement, except that the STATE's responsibility to repair, replace or otherwise remedy the loss of function or capacity of SPU watermain shall end two (2) years after substantial completion of Design-Build Contract or earlier if the PARTIES agree that monitoring indicates that the rate of Deformation is not significant and further monitoring is unwarranted.

4.7 The STATE's monitoring program shall measure and documents Deformation that occurs between initiation of construction and completion of the monitoring period. As part of the monitoring program, the STATE agrees to conduct pre-construction video inspection surveys of gravity systems and leak surveys of water mains. Additionally, along with soil monitoring points, the STATE shall include pre-construction survey of accessible portions of the watermain and services, such as valves stems and meters. These points shall be monitored in the event that adjacent monitoring points approach the total displacement criteria for water mains or differential Deformation indicates a risk to services. For locations where direct monitoring of watermain and services is not provided, the STATE shall use spatial interpolation methodologies, to be agreed upon by the PARTIES, to estimate settlement at any point within the Deformation zone of influence using all available and pertinent monitoring points. In the absence of direct monitoring points, the PARTIES agree that the displacement values determined by spatial interpolation shall be considered an acceptable estimate of watermain displacement attributable to the PROJECT for the purpose of determining that an exceedance has or has not occurred.

4.8 The STATE agrees to perform Deformation Mitigation Work on watermain that are subject to displacement in excess of the criteria established in the tables below.

Table 1. Maximum Total Displacement Criteria

Max Total Displacement at any one point (inches)

Pipe Size	4"	6"	8"	10"	12"	16"	20"	24"	30"	36"
Ductile Iron Pipe	5.5	4.0	3.7	2.5	1.5	1.2	1.0	1.0	1.0	0.9
Cast Iron	N/A	2.86	2.28	N/A	1.66	1.24	0.92	0.68	0.50	N/A

4.9 For cast iron watermain, unless otherwise agreed by the PARTIES, the STATE shall be responsible to replace the impacted watermain to the nearest joint or appurtenance where the interpolated amount of Deformation is half the maximum total displacement criteria. Actual field conditions will be considered in determining the total pipe replacement.

4.10 For ductile iron watermain, unless otherwise agreed by the PARTIES, the STATE shall be responsible to repair or realign the impacted watermain to the nearest joint or appurtenance where the interpolated amount of Deformation is half the maximum total displacement criteria. Actual field conditions will be considered in determining the total pipe repair or realignment.

1     **5.     DESIGN, PLAN REVIEW, CHANGE MANAGEMENT**

2  
3     5.1     Where the STATE is performing the design of SPU Facilities Work, the STATE and SPU  
4 shall comply with all provisions outlined in Section 7 and Exhibit B of GCA 6486.

5  
6     5.2     In the event the STATE designates as limited access facility any area in or near the tunnel  
7 portals on which a SPU Facility exists or will be relocated, the PARTIES agree to make every  
8 effort to develop a design that minimizes the need for regular, on-going maintenance access or  
9 avoids placing the SPU Facility within limited access boundaries.

10  
11    **6.     CONSTRUCTION MANAGEMENT, INSPECTION AND CONTRACT**  
12 **ADMINISTRATION**

13  
14    6.1     The PARTIES shall comply with all provisions contained within Section 14 of GCA  
15 6486, regarding Construction Management, Inspection and Contract Administration for the  
16 PROJECT, and such provisions shall apply equally to this Agreement.

17  
18    6.2     Where SPU staff or crews are performing work requested by the STATE, the STATE  
19 shall provide all labor, materials, equipment, and tools required to excavate, provide trench  
20 support systems, and handle and dispose of all spoils (including contaminated soils,  
21 groundwater, and other debris), and provide a safe workplace for SPU staff per applicable State  
22 and Federal laws, and City of Seattle standards, for the SPU Facilities Work in accordance with  
23 the Approved Plans and any SPU-approved revisions to the Approved Plans. The STATE will  
24 not provide personal protective equipment for SPU staff.

25  
26    6.3     The STATE agrees to provide advance notice of service outages needed for construction  
27 to schedule crews, notify customers and accommodate other previously scheduled outage  
28 requests in accordance with CITY Standards.

29  
30    **7.     MONITORING AND DEFORMATION MITIGATION**

31  
32    7.1     The PARTIES agree to comply with all provisions contained within Section 12 of the  
33 GCA 6486, regarding Monitoring and Deformation Mitigation for the PROJECT, and such  
34 provisions shall apply equally to this Agreement.

35  
36    **8.     NOTICES AND DESIGNATED REPRESENTATIVES**

37  
38    8.1     Any notice required or permitted to be given pursuant to this Agreement shall be in  
39 writing and shall be sent postage prepaid by U.S. Mail to the Designated Representatives.

40  
41    8.2     The Designated Representatives for each PARTY are as follows:

42  
43    STATE:  
44    Program Administrator  
45    Alaskan Way Viaduct & Seawall Replacement Program





1 Washington State Department of Transportation  
2 999 3<sup>rd</sup> Avenue, Suite 2424  
3 Seattle, WA 98104  
4

5 SPU:

6 Project Manager, Alaskan Way Viaduct & Seawall Replacement Program  
7 Seattle Public Utilities  
8 P.O. Box 34018  
9 700 Fifth Avenue, Suite 4900  
10 Seattle, WA 98124-4018  
11

## 12 **9. FUNDING OF SPU FACILITIES WORK AND TASK ORDERS**

13

14 9.1 The PARTIES agree to comply with all provisions contained within Section 4 of GCA  
15 6486, regarding Task Orders, and such provisions within Section 4 shall apply equally to this  
16 Agreement.

17 9.2 The STATE shall provide necessary funding for all PROJECT costs without  
18 reimbursement from the City of Seattle, except for the City of Seattle cost responsibilities  
19 established in this Agreement, in SDOT Agreement GCA 6486, and SCL Agreement UT 01476.  
20

21 9.3 Each PARTY shall fund work for which it is responsible pursuant to this Agreement.  
22

23 9.4 The STATE will request, obtain and fund any temporary and permanent utility services  
24 required for the PROJECT ("Utility Service Work") through separate utility service agreements  
25 with SPU.  
26

27 9.5 While SDOT is the City lead agency for the PROJECT, the STATE understands and  
28 agrees that all PROJECT decisions that are likely to result in expenditure of SPU funds, and all  
29 PROJECT decisions that may have operational, maintenance, or access impacts to SPU  
30 Facilities, require concurrence of SPU.  
31

## 32 **10. SPU'S RIGHT TO CORRECT NON-CONFORMING, UNAUTHORIZED AND** 33 **DEFECTIVE WORK** 34

35 10.1 If the STATE or its contractor fails to remedy, or fails to properly remedy, non-  
36 conforming, unauthorized or Defective Work within the time specified by SPU, which is not to  
37 be less than ten (10) Business Days, SPU may, but is not required to, correct and remedy such  
38 work by any means as SPU may deem necessary, including the use of SPU staff or contractors.  
39

40 10.2 If the STATE or its contractor fails to comply with a written notice to remedy what SPU  
41 determines to be an emergency situation, SPU may, but is not required to, have the non-  
42 conforming, unauthorized or Defective Work corrected immediately, have such work removed  
43 and replaced, or have work the STATE or its contractor refuses to correct completed. An

1 emergency situation shall mean a condition that calls for immediate action to respond to danger  
2 to health, safety or property.

3  
4 10.3 Direct and indirect costs incurred by SPU attributable to correcting and remedying  
5 unauthorized, non-conforming or Defective Work, or work the STATE or its contractor failed or  
6 refused to perform, shall be paid by the STATE to SPU within 45 calendar days after receipt of  
7 an invoice, as further defined in Exhibit B of GCA 6486.

8  
9 10.4 Except in an emergency situation as defined under Section 10.2, disagreements between  
10 SPU and the STATE on what constitutes non-conforming, unauthorized or Defective Work shall  
11 be resolved using the dispute resolution process established in Section 19 herein prior to SPU  
12 performing any work.

13  
14 10.5 Any and all services, including direction, provided by SPU pursuant to this section shall be  
15 subject to all limitations on the CITY's liability contained in GCA 6486, including but not limited  
16 to Section 16, Risk Allocation.

## 17 18 **11. SPU ACCESS AND INSPECTION OF SPU FACILITIES WORK**

19  
20 11.1 Neither the STATE nor its contractor shall require SPU to interrupt water service without  
21 (a) written notice to SPU at least fourteen (14) calendar days prior to the planned interruption  
22 and (b) SPU's written approval. SPU may restrict water service interruptions to the extent  
23 necessary to maintain water system operations and adequate water supply to customers. Under  
24 no circumstances shall the STATE, its contractor, or anyone other than SPU personnel, damage,  
25 repair, modify or operate any portion of the existing water system including but not limited to  
26 water services, water mains, valves, test stations, and meters.

27  
28 11.2 The STATE shall ensure the SPU has the right to safe access to their facilities at any time  
29 to operate and maintain existing and newly installed SPU Facilities or to inspect or perform SPU  
30 Facilities Work. For purposes of this Agreement, "access" shall mean that the hydrants, meter,  
31 valves, or similar surface water system facilities, and drainage and wastewater system facilities  
32 shall not be blocked, covered or otherwise inaccessible to SPU. With the exception of SPU's on-  
33 site inspector, SPU staff will notify the STATE in advance of their arrival on site except in the  
34 case of emergency in accordance with site access procedures to be developed by the PARTIES.

35  
36 11.3 The STATE agrees and acknowledges that SPU shall have an on-site inspector available  
37 during the construction of SPU Facilities for SPU's quality assurance. The STATE agrees and  
38 acknowledges SPU's on-site inspector shall (a) have timely and complete access to the  
39 construction work associated with the SPU Facilities Work; (b) be timely informed of all  
40 relevant construction timelines associated with such work; and (c) have the authority to, but not  
41 be required to, reject and have corrected and/or replaced any construction or materials deemed to  
42 be deficient, or which deviate from the Approved Plans or any SPU-approved revisions to the  
43 Approved Plans. In such instances, SPU's on-site inspector, or SPU's project manager, will  
44 immediately direct comments and issues to the STATE's construction Project Engineer or  
45 designated representative, which will be followed up in writing as soon as possible but no later



1 than ten (10) Business Days of the date of any inspection. The STATE shall promptly address  
2 each comment or issue presented by SPU to SPU's satisfaction. SPU staff will continue to be  
3 supervised by SPU management.  
4

5 11.4 The STATE will allow SPU's on-site inspector or Designated Representative to consult  
6 with and inquire of the STATE construction Project Engineer, attend all meetings, and have  
7 timely and complete access to all documentation as to all matters concerning the SPU Facilities  
8 Work. SPU shall not provide direction, directly or indirectly, to the STATE's consultant(s) or  
9 contractor.  
10

11 11.5 The STATE shall provide SPU with timely notice prior to commencement and  
12 completion of all material stages of the SPU Facilities Work and shall invite SPU to inspect such  
13 work upon completion of any material stage. The STATE shall timely address each comment or  
14 issue presented by SPU to SPU's satisfaction. Both PARTIES agree to act as expeditiously as  
15 possible to assure a timely resolution of any deficiencies.  
16

17 11.6 SPU shall observe the work on SPU Facilities performed by the STATE to satisfy SPU's  
18 needs for quality assurance. SPU will notify the STATE if SPU observes defective SPU  
19 Facilities Work, such as improper installation or unsafe conditions.  
20

## 21 **12. FINAL INSPECTION AND PROJECT ACCEPTANCE**

22

23 12.1 The PARTIES agree to comply with all provisions contained within Section 15 of GCA  
24 6486, regarding Final Inspection and Project Acceptance, and such provisions shall apply equally  
25 to this Agreement  
26

27 12.2 SPU Facilities shall not be placed into interim use or operation, or transferred to the City,  
28 unless or until: (a) SPU has participated in an inspection of the SPU Facilities; (b) any  
29 deficiencies or Defective Work have been resolved or corrected to SPU's satisfaction; and (c)  
30 SPU confirms with the STATE in writing that SPU's minimum inspection and testing  
31 requirements for the SPU Facilities have been met, including completion of the Washington  
32 State Department of Health Completion Report for watermain.  
33

## 34 **13. WARRANTIES**

35

36 13.1 The PARTIES agree to comply with all provisions contained within Section 17 of GCA  
37 6486, regarding Warranties, and such provisions shall apply equally to this Agreement

## 38 **14. ACQUISITION AND TRANSFER OF EASEMENTS AND** 39 **FRANCHISE/UTILITY PERMITS**

40

41 14.1 SPU is responsible for identifying and acquiring, at its sole cost and expense, all property  
42 rights needed to complete Relocation Work, except for property otherwise required for the  
43 PROJECT.  
44

1 14.2 The STATE is responsible for identifying and acquiring, at its sole cost and expense, all  
2 property rights needed to complete SPU Facilities Deformation Mitigation Work.

3  
4 14.3 The PARTIES recognize that their property acquisition responsibilities include the  
5 performance of all appraisal, appraisal review, title review, surveys, property investigation,  
6 relocation assistance and all other investigations and services in connection with the acquisition  
7 of the permanent easement rights necessary for the SPU Facilities, including, without limitation,  
8 identification and investigation of Hazardous Substances as provided in Section 5 of the GCA  
9 6486. The STATE shall provide to SPU, as soon as available to the STATE, all reports and  
10 documents prepared or obtained in connection with any of the reviews and investigations  
11 described above.

12  
13 14.4 Where the STATE is acquiring easement rights for SPU Facilities Deformation Mitigation  
14 Work, unless the PARTIES otherwise agree in writing, prior to commencement of construction,  
15 the STATE shall convey to the CITY the easement rights substantially in the form of, and  
16 containing the same conditions as, the approved Utility Easement form attached and identified as  
17 Exhibit A. The Utility Easements conveyed to the CITY shall not be subject to any lien,  
18 encumbrance or exception of title of any kind.

19  
20 14.5 The legal descriptions will be developed based on the Approved Plans. The PARTIES  
21 acknowledge that due to unforeseen field conditions the location of one or more of the easements  
22 may need to change after commencement of construction. In that case, the STATE shall provide  
23 SPU with documents, reports and information identified in Subsection 14.3 above, relevant to the  
24 new or modified easement area. All requirements and conditions pertaining to the original  
25 permanent easement shall apply to all amendments and modifications.

26  
27 14.6 Where SPU Facilities are located in or near an area which the STATE designates as a  
28 limited access facility as defined by RCW 47.52.010, the STATE will ensure that SPU continues  
29 to be allowed access to its facilities.

30 14.6.1 The STATE's limited access facility designation for the tunnel shall contain a  
31 vertical and horizontal boundary.

32 14.6.2 The STATE agrees that any limited access facility designation for the tunnel will  
33 allow SPU to access its SPU Facilities.

34 14.6.3 The area between the limited access facility boundaries and the CITY street shall  
35 continue to be CITY Street Right-of-Way.

36 14.6.4 To the extent possible, limited access facility boundaries will be defined in a  
37 manner that places SPU Facilities of a significant size, or that are difficult to relocate, outside of  
38 the limited access facility boundaries.

39 14.6.5 In the event the STATE designates as a limited access facility any area in or near  
40 the tunnel portals on which a SPU Facility exists or will be relocated, the STATE agrees to  
41 provide SPU a SPU franchise/utility permit in the form attached hereto as Exhibit B, pursuant to  
42 the requirements of Section 14 herein and will make every effort to develop a design that  
43 minimizes the need for regular, on-going maintenance access as reasonably feasible.



1 **15. ENVIRONMENTAL REMEDIATION**

2  
3 15.1 The PARTIES shall comply with all provisions of GCA 6486, regarding Environmental  
4 Remediation, including but not limited to all provisions in Section 5 therein, and such provisions  
5 shall apply equally to this Agreement.  
6

7 **16. RISK ALLOCATION**

8  
9 16.1 The PARTIES shall comply with all provisions of the GCA 6486, regarding Risk  
10 Allocation and Indemnification, including but not limited to all provisions in Section 19 therein,  
11 and such provisions shall apply equally to this Agreement.  
12

13 **17. INSURANCE**

14  
15 17.1 The PARTIES shall comply with all provisions of the GCA 6486, regarding Insurance,  
16 including but not limited to all provisions in Section 20 therein, and such provisions shall apply  
17 equally to this Agreement.  
18

19 **18. THIRD PARTY BENEFICIARY**

20  
21 18.1 The PARTIES shall comply with all provisions of GCA 6486, regarding Third Party  
22 Beneficiary, including but not limited to all provisions in Section 21 therein, and such provisions  
23 shall apply equally to this Agreement.  
24

25 **19. DISPUTE RESOLUTION**

26  
27 19.1 Good Faith. SPU and the STATE shall make good faith efforts to resolve any dispute  
28 arising under or in connection with this Agreement. The dispute resolution process outlined in  
29 this Section applies to disputes arising under or in connection with the terms of this Agreement.  
30 In the event that the PARTIES cannot resolve a disagreement arising under or in connection with  
31 this Agreement, the PARTIES shall follow the dispute resolution steps set forth below.  
32

33 19.2 Notice. A PARTY's Designated Representative, as defined in Section 8 above, shall  
34 notify the other PARTY's Designated Representative in writing of any problem or dispute that a  
35 PARTY believes needs resolution. The written notice shall include (a) a description of the issue  
36 to be resolved; (b) a description of the differences between the PARTIES on the issue; and (c) a  
37 summary of any steps taken to resolve the issue.  
38

39 19.3 Meeting. Upon receipt of a written notice of request for dispute resolution, the WSDOT  
40 project engineer and the SPU project manager shall meet within ten (10) Business Days and  
41 attempt to resolve the dispute. Any resolution of the dispute requires the agreement of all  
42 Designated Representatives attending the meeting or who requested to attend the meeting.  
43

44 19.4 Notice of Second Level Meeting. If the PARTIES have not resolved the dispute within  
45 five (5) Business Days after the meeting, at any time thereafter either PARTY may request that

1 the dispute be elevated to the next level by notifying the other PARTIES Designated  
2 Representative in writing, requesting that the dispute be raised to the Second Level Meeting. The  
3 written notification shall include a) a description of the remaining issues to be resolved; b) a  
4 description of the differences between the PARTIES on the issues, c) a summary of the steps  
5 already taken to resolve the issues, and d) the resolution of any issues that were initially involved  
6 in the dispute.

7  
8 19.5 Second Level Meeting. Upon receiving a written request that the dispute be elevated to  
9 the next level, a meeting shall be held within ten (10) Business Days between the Project  
10 Director of WSDOT and the SPU Project Delivery Branch Deputy Director to resolve the  
11 dispute. Any resolution of the dispute requires the agreement of all Representatives attending the  
12 meeting or who requested to attend the meeting.

13  
14 19.6 Notice of Third Level Meeting. If the PARTIES have not resolved the dispute within  
15 five (5) Business Days after the Second Level Meeting, at any time thereafter either PARTY may  
16 request that the dispute be elevated to the next level by notifying the other PARTY's Designated  
17 Representative in writing, requesting that the dispute be raised to the Third Level Meeting. The  
18 written notification shall include a) a description of the remaining issues to be resolved; b) a  
19 description of the differences between the PARTIES on the issues, c) a summary of the steps  
20 already taken to resolve the issue, and d) the resolution of any issues that were initially involved  
21 in the dispute.

22  
23 19.7 Third Level Meeting. Upon receiving a written request that the dispute be elevated to the  
24 third level, a meeting shall be held within ten (10) Business Days between the WSDOT AWW  
25 Program Administrator and Director of Seattle Public Utilities to resolve the dispute. Any  
26 resolution of the dispute requires the agreement of all Representatives attending the meeting or  
27 who requested to attend the meeting.

28  
29 19.8 Court of Law. If the PARTIES have not resolved the dispute within five (5) Business  
30 Days after the third level meeting, at any time thereafter either PARTY may seek relief under  
31 this Agreement in a court of law. The PARTIES agree that they have no right to relief in a court  
32 of law until they have completed the dispute resolution process outlined in this Section.

33  
34 19.9 A PARTY's request to utilize this Dispute Resolution process is not evidence that either  
35 PARTY is in breach of this Agreement, and does not relieve any PARTY from complying with its  
36 obligations under this Agreement.

## 37 38 **20. REMEDIES; ENFORCEMENT**

39  
40 20.1 The PARTIES agree that provisions of GCA 6486, regarding Remedies; Enforcement,  
41 including but not limited to Section 24 therein, shall apply equally to this Agreement.



1 **21. TERMINATION**

2  
3 21.1 This Agreement may be terminated as provided in Section 28 of GCA 6486 regarding  
4 Termination which shall apply equally to this Agreement.  
5

6 **22. CONFIDENTIALITY OF INFORMATION AND RECORDS**

7  
8 22.1 The provisions of the SDOT Bored Tunnel Agreement, regarding Confidentiality of  
9 Information and Records, including but not limited to Section 29 therein, shall apply equally to  
10 this SPU Bored Tunnel Agreement.  
11

12 **23. EFFECTIVENESS AND DURATION**

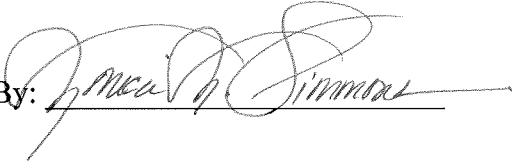
13  
14 23.1 This Agreement shall be effective as of the date the last PARTY signs and, unless sooner  
15 terminated pursuant to the terms hereof, shall remain in effect until final completion of all  
16 PARTIES' obligations contained or referred to in this Agreement and GCA 6486, UT 01474, and  
17 UT 01476.  
18

19 **24. GENERAL PROVISIONS**

20  
21 24.1 The General Provisions set forth in the GCA 6486, including but not limited to Section  
22 30 therein, shall apply equally to this Agreement.  
23

1 IN WITNESS WHEREOF, the PARTIES hereto have executed this Agreement as of the last day  
2 and year written below.  
3  
4

5 **CITY OF SEATTLE**

6  
7  
8  
9 By: 

10  
11  
12 Title: City Clerk

13  
14  
15 Date: 5-23-11



**WASHINGTON STATE**

By: 

Title: Administrator, AWVSRP

Date: 1/28/2011

APPROVED AS TO FORM:

By: 

Title: Senior Assistant  
Attorney General

Date: 1-28-11





MEMORANDUM OF AGREEMENT

UT 01474

SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
SPU FACILITIES WORK AGREEMENT  
FOR SR 99 BORED TUNNEL PROJECT

EXHIBIT A  
EASEMENT DEED  
TEMPLATE

*(Permanent Easement to City of Seattle, SPU)*

AFTER RECORDING RETURN TO:

SPU Real Property Services  
PO Box 34018  
Seattle, WA 98124-4018

Document Title: Easement Deed  
Reference Number of Related Document:  
Grantor(s):  
Grantee(s): City of Seattle  
Legal Description: TBD  
Additional Legal Description is on Page \_\_\_ of document  
Assessor's Tax Parcel Number: TBD

## EASEMENT DEED

SR 99, \_\_\_\_\_ [insert summary description of vicinity]

This NON-EXCLUSIVE PERMANENT EASEMENT is made this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, between \_\_\_\_\_, hereinafter referred to as the Grantor and the City of Seattle, a municipal corporation, acting through and by Seattle Public Utilities, hereinafter referred to as the Grantee; WITNESSTH:

That the Grantor, for and in consideration of the sum of TEN DOLLARS AND NO/100, (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, hereby conveys and grants to the Grantee, its successors and assigns, a non-exclusive permanent easement over, under, upon and across the hereinafter described lands and premises.

Said lands being situated in King County, State of Washington, and described as follows:

See Exhibit A attached hereto and made a part hereof ("Easement Area")

This Easement Deed includes the following rights, privileges, authorities and obligations:

**A. Purpose and Uses**

1. As used in this Section A, "Grantor" shall include Grantor's employees, contractors, tenants, lessees, agents, invitees, consultants, successors and assigns. As used in this Section A, "Grantee" shall include Grantee's employees, contractors, agents, invitees, consultants, successors and assigns.
2. Grantee shall have the right to use the Easement Area to install, construct, alter, repair, operate, improve and maintain water, sewer or drainage infrastructure including appurtenances (collectively hereinafter "Utility Facilities") and the right at any time to remove all or any part of said Utility Facilities from said lands.
3. Grantee's Access. Grantee shall have twenty-four hour access to the Easement Area across, over or from Grantor's property for the purposes and uses stated above. Grantee's rights of ingress and egress shall include the right to limit or eliminate parking in the vicinity of the Easement Area in order to facilitate necessary and convenient access to the Utility Facilities.
4. Utility Facilities. Without limiting the generality of the purpose and use stated above, Grantee, at its own expense, shall have the right to replace any of the Utility Facilities within the Easement Area with utility facilities of the same or larger diameter and capacity and to install additional or replacement utility facilities within the Easement Area.
5. Grantee shall have the right without prior institution of any suit or proceeding at law, at such times as may be necessary, to enter upon said Easement Area for the purposes herein described, without incurring any legal obligation or liability therefor.
6. Restoration of Easement Area. Grantee will restore the Easement Area following any maintenance, repair, replacement or construction of the Utility Facilities, to match the Easement Area's existing condition, prior to Utility Facilities construction, as nearly as practicable. In the event Grantee fails to restore the Easement Area as described following any maintenance, repair, replacement or construction of the Utility Facilities, Grantor shall have the right to restore the same at the Grantee's expense.
7. The Grantee agrees to comply with all civil rights and anti-discrimination requirements of Chapter 49.60 RCW as to the lands herein described.



**B. Grantor's Obligations and Activities in Easement Area**

1. As used in this Section B, "Grantor" shall include Grantor's employees, contractors, tenants, lessees, agents, invitees, consultants, successors and assigns. As used in this Section B, "Grantee" shall include Grantee's employees, contractors, agents, invitees, consultants, successors and assigns.
2. Subject to the conditions set forth below, Grantor shall have the right to use the Easement Area in any way and for any legal purpose, including the granting of utility franchises, not inconsistent with the rights herein granted to Grantee and the terms and conditions of this Easement Deed.
3. Grantor hereby agrees that no building, fence, wall, rockery, trees, shrubbery or obstruction of any kind shall be erected or planted, or any fill material placed within the boundaries of said Easement Area without prior written permission of the Grantee.
4. Grantor shall not nor permit others to place any fill material over Utility Facilities within the Easement Area without Grantee's prior written approval. Such approval may not be unreasonably withheld, but may include such restrictions and conditions as are appropriate to protect existing and future planned Utility Facilities.
5. If Grantor intends to either carry out construction work in the Easement Area, or permit others to do so, Grantor shall request Grantee's approval by submitting detailed work plans to Grantee no less than ninety (90) days prior to the commencement of the proposed work. Grantee shall provide said approval, including such restrictions and conditions as reasonably appropriate to protect any Utility Facilities and operations, including future planned utility facilities, or written objections, specifying the grounds therefore, within thirty (30) days of submittal of Grantor's work plans. Grantee's authorization shall not be unreasonably denied and may include such restrictions and conditions as are appropriate to protect existing and future planned Utility Facilities.
6. In the event Grantor erects or plants any building, fence, wall, rockery, trees, shrubbery or obstruction of any kind in the Easement Area in violation of Section B.3 or places fill material over Utility Facilities in violation of B.4, Grantee shall have the right to remove the same at the Grantor's expense. In the event such improvements are destroyed or damaged by Grantee or its Utility Facilities, Grantee shall not be responsible for the restoration or repair of such improvements.
7. Grantor hereby agrees that no other utility facilities, whether public or private, will be installed within five (5) horizontal feet of the Utility Facilities. All utility crossings

must maintain a minimum vertical clearance of no less than eighteen (18) inches from the Utility Facilities. Where possible, sewer and storm drains shall be laid at a lower invert elevation than water mains.

8. Grantor shall not blast or discharge any explosives within 50 feet of the Easement Area, nor permit the same, without prior written permission of the Grantee.
9. Parking of vehicles or storage of materials over water meter or valve boxes is not allowed.

**C. Indemnification**

Grantee is to be responsible, as provided by law, for any damage to the Grantor through its negligence in the construction, replacement, maintenance and operation of the Utility Facilities across, upon and under the property of said Grantor, but nothing herein shall require Grantee to indemnify Grantor for that portion of any such liability attributable to the negligence of the Grantor or to the negligence of others. Grantor shall be responsible for any damage to the Grantee through its negligence.

**D. Compliance with Laws**

The Grantee and the Grantor in the exercise of their respective rights under this Easement Deed shall comply with all applicable federal, state and local laws, ordinances, and regulations, including environmental laws and regulations.

The lands herein described are not required for state highway purposes and are conveyed pursuant to the provisions of RCW 47.12.063.

**E. Venue**

This Easement Deed shall be interpreted, construed, and enforced in accordance with the laws of the State of Washington. The venue for any action under this Easement Deed shall be in the Superior Court for King County, Washington.



GRANTOR

\_\_\_\_\_  
[Insert signatory's name]

CITY OF SEATTLE, Seattle Public Utilities  
a municipal corporation

By: \_\_\_\_\_  
Authorized Signatory                      Date

STATE OF WASHINGTON )

) : ss

County of \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me personally  
appeared \_\_\_\_\_, Grantor, known to me, and executed the  
foregoing instrument, acknowledging said instrument to be the free and voluntary act and deed  
of the State of Washington, for the uses and purposes therein mentioned, and on oath stated that  
he was authorized to execute said instrument.

Given under my hand and official seal the day and year last above written.

\_\_\_\_\_  
Notary (print name) \_\_\_\_\_

Notary Public in and for the State of Washington, residing  
at \_\_\_\_\_

My Appointment Expires \_\_\_\_\_

Exhibit A

**Easement Area:**

[Insert legal description of the Easement Area]





MEMORANDUM OF AGREEMENT  
UT 01474  
SR 99 ALASKAN WAY VIADUCT REPLACEMENT  
SPU FACILITIES WORK AGREEMENT  
FOR SR99 BORED TUNNEL PROJECT

**EXHIBIT B**

**Franchise/Utility Permit Conditions for Utility Facilities located within Limited Access Areas  
designated for the AWVSRP**

**Introduction**

Below are the terms and conditions that will apply to Franchises / Utility Permits issued to SCL and SPU associated with areas designated new Limited Access Facility for the Proposed Bored Tunnel Project (Project).

The exact location of the Limited Access limits is still not completely defined, and SPU and SCL will likely have pre-existing infrastructure that will fall within the Limited Access area. In addition, there are utilities that will be replaced or relocated that may be installed in areas of Limited Access, though there is a strong preference to limit these occurrences. The Franchise/Utility Permit conditions outlined below would not apply to the building of utility new facilities within the Limited Access areas.

**Utility Permit Conditions**

The Washington State Department of Transportation ("STATE") hereby grants to the \_\_\_\_\_ ("CITY") the non-exclusive permission to use a portion of the \_\_\_\_\_, situated in Seattle, Washington. The rights herein granted are subject to all other easements and permits affecting the lands subject to this Permit.

1. **Background.** The Proposed Bored Tunnel Project (Project) replaces State Route 99 from South Royal Brougham Way to Roy Street and consists of designing and constructing a four-lane bored tunnel from South King Street to Thomas Street; north and south tunnel portals and access streets; re-establishment of the CITY street grid in the vicinity of the portals; and associated utility relocations. The Project is located in Seattle, which is a very densely developed urban environment, with utility infrastructure that has been woven into the fabric of the CITY. There is no alternative but to have the portals associated with the Project emerge into CITY street right of way where CITY owned Utility Facilities currently reside. The cost of purchasing right of way outside of these CITY streets is prohibitive, and the STATE has no choice but to declare portions of the CITY right of way as a Limited Access Facility as part of this Project. This Permit addresses the situation where CITY owned Utility Facilities will have to be modified, incorporated, or replaced in newly-designated Limited Access Facility, which was once CITY street right of way that formed part of STATE Route 99 as provided in RCW 47.24.010 and RCW 47.24.020. The STATE has endeavored to limit the scope of instances where CITY-owned Utility Facilities are relocated into Limited Access Facility or where the Limited Access Facility incorporates existing CITY-owned Utility Facilities.
2. **Purpose.** The purpose of the Permit is to provide for the location, operation, maintenance, replacement, modification, and repair of all existing CITY Utility Facilities, including, but not limited



to, wires, pipelines, fibers, cables, communications devices and associated facilities and equipment both at or below-grade owned by the CITY. The location of the Utility Facilities is within portions of the areas legally described in Exhibit A, and depicted on Exhibit B, each of which is attached and incorporated by reference.

3. Reservation. This Permit shall not be deemed or held to be an exclusive one and shall not prohibit the STATE from granting rights of like or other nature to other public or private utilities, nor shall it prevent the STATE from using any of its roads, streets, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.
4. Term. The Permit shall have a duration of fifty (50) years, and shall be renewed upon request in writing to the STATE and shall contain the same terms and conditions as this permit, unless otherwise requested by the City and approved by the STATE. The Permit, and shall be transferable to any third party fulfilling the function of CITY, and the third party shall have all of the same rights, obligations, and benefits herein provided to CITY.
5. Permitted Users. The STATE acknowledges that CITY may choose to allow its agents, contractors, employees, lessees, successors and assigns use of the lands subject to this Permit for the intended purpose. The rights, title, privileges and authority hereby granted in this Permit shall continue and be in force until such time as the CITY, its successors and assigns, shall permanently remove all Utility Facilities from the area or permanently abandon the Utility Facilities.
6. Relocation of Utility Facilities. Due to the fact that there are no reasonable alternative locations within which to relocate the CITY-owned utility facilities, and further due to the STATE's obligations to mitigate damages and limit Project costs, there may be a need to relocate the CITY-owned Utility Facilities within the STATE's Limited Access Facility. Whenever necessary for the construction, repair, improvement, alteration, or relocation of any portion of Project in Limited Access as determined by the STATE, or if the STATE shall determine that the removal of any or all Utility Facilities from the said lands is necessary, incidental, or convenient to the construction, repair, improvement, alteration, or relocation of the public road or street located in the STATE's Limited Access Facility, the CITY shall, upon written notice by the STATE, relocate or remove any or all of such Utility Facilities from the Limited Access Facility as may be required by the STATE. The STATE agrees to pay the full reasonable costs of such relocations and agrees to give the CITY 3 years advance notice of the needed relocations in order for the CITY to adequately plan, design and construct the relocations. In the event CITY fails to remove or relocate the Utility Facilities within a reasonable time, the STATE may undertake such removal or relocation, at the sole expense of the STATE and with all necessary coordination with the CITY.
7. Maintenance, Replacement, Repair, and Modification. All maintenance, replacement, repair, and modification of the Utility Facilities by CITY, for that area depicted on Exhibit B, shall be done in such manner as will cause the least interference with any of the STATE's performance in the operation and maintenance of XXX. All costs for such work shall be at the sole expense of the CITY, unless the need for such work is caused by the STATE. Any replacement or modification of existing Utility Facilities, within the area depicted on Exhibit B, that require the placement of above-ground facilities, shall require the issuance of an additional Utility Permit by the STATE for such construction of above-ground facilities,, which permit shall not be unreasonably withheld, and shall conform with the Control Zone guidelines referenced in WAC 468-34-170 and WAC 468-34-350.
8. Restoration of Highway. Except as set forth in paragraph 6 above, the CITY agrees, at its own expense, to restore paving, grading, landscaping and other improvements damaged by CITY's activities under this Permit to at least as good a condition as such paving, grading, landscaping and

other improvements were in immediately prior to the CITY's commencement of work. All material and workmanship shall conform to the Washington State Department of Transportation Standard Specification for Road, Bridge and Municipal Construction, as it may exist at that time, and may be subject to inspection by the STATE. Upon failure, neglect, or refusal of the CITY to timely restore the highway as required of the CITY, the STATE may undertake and perform such restoration, at the sole cost and expense of the CITY.

9. Emergency Access to CITY-Owned Utility Facilities. In the event of an emergency, the CITY will have 24 hour access to CITY-owned Utility Facilities located in STATE Limited Access. In an emergency, the STATE shall cooperate with the requests of the CITY, to facilitate CITY's response to the situation in order to protect the public health, safety and welfare. In situations of non-emergency, the CITY will have access to CITY-owned Utility Facilities as outlined in paragraph 10.
10. Construction and Maintenance of Utility Facilities in Non-Emergency Situations.
  - A. The CITY has the right to install, construct, alter, repair, operate, improve and maintain all CITY-owned Utility Facilities, including appurtenances associated with this Permit. The CITY has the right to replace any of the permitted Utility Facilities with facilities of the similar size or configuration, in the same location as the originally-permitted Utility Facilities without requesting a change to this Permit.
  - B. The CITY shall provide the STATE fifteen (15) business days written notice prior to commencement of maintenance activities under this Permit, and at least forty-five (45) business days written notice prior to commencement of construction activities under this Permit. In both cases, the CITY shall submit to the STATE work plans depicting the work to be performed by the CITY and shall coordinate with the STATE (WSDOT NW Region Maintenance Engineer) during these time periods. The STATE will make all reasonable effort to provide a letter of authorization to the CITY within fifteen (15) business days for maintenance activities and sixty (60) business days for construction activities.
  - C. Prior to the beginning of construction, a preconstruction conference shall be held, at which time the STATE, the CITY, and appropriate engineers and inspectors shall be present.
  - D. A copy of this Permit must be posted on the job site, and protected from the elements, at all times during any construction authorized by this Permit.
  - E. In the event any milepost, right of way marker, fence or guard rail is located within the limits of CITY's construction and will be disturbed during construction, these items will be carefully removed prior to construction and reset or replaced at the conclusion of construction to the satisfaction of the STATE. All signs and traffic control devices must be maintained in operation during construction.
  - F. Prior to construction, the CITY shall contact the STATE representative to ascertain the location of survey control monuments within the project limits. In the event any monuments will be altered, damaged or destroyed by the project, appropriate action will be taken by the STATE, prior to construction, to reference or reset the monuments. Any monuments altered, damaged or destroyed by the CITY's operation will be reset or replaced by the STATE at the sole expense of the CITY.



- G. During the construction and/or maintenance of the utilities, the CITY shall comply with the "Manual on Uniform Traffic Control Devices for Streets and Highways" as it may exist at that time, as well as any applicable Washington statutes or regulation. Any closure or restriction of the Limited Access Facility requested by the CITY pursuant to this Permit shall require the CITY to submit a traffic control plan for the STATE's timely approval. The timely approval will be commensurate with the scope of the work proposed. Except in case of emergency, no work pursuant to this Permit can be performed on the XXX until the STATE has approved the traffic control plan.
  - H. Should the CITY choose to perform the work outlined herein with other than its own forces, a representative of the CITY shall be present at all times unless otherwise agreed to by the STATE representative. All contact between the STATE and the CITY's contractor shall be through the representative of the CITY. Where the CITY chooses to perform the work with its own forces, it may elect to appoint one of its own employees engaged in the construction as its representative. Failure to comply with this provision shall be grounds for restricting any further work by the CITY within the STATE right of way until said requirement is met. The CITY, at its own expense, shall adequately police and supervise all construction work by itself, its contractor, subcontractor, agent, and others, so as not to endanger or injure any person or property.
  - I. Except in an emergency or unless authorized by the STATE, work shall be restricted to between the hours of 9:00 a.m. and 3:30 p.m. and the hours of 7:00 p.m. and 5:00 a.m., and no work shall be allowed on the right of way on holidays.
  - J. All trenches, boring or jacking pits, etc., shall be backfilled as soon as possible and not left open during non-working hours unless covered with material of sufficient strength to withstand traffic loads, or protected by an alternate method approved by the STATE.
  - K. All slopes, slope treatment, top soil, ditches, pipes, etc., disturbed by this operation shall be restored to their original cross section and condition. All open trenches shall be marked by warning signs, barricades, lights, and if necessary, flagmen shall be employed for the purpose of protecting the traveling public.
  - L. The responsibility of the CITY for proper performance, safe conduct, and adequate policing and supervision of the work shall not be lessened or otherwise affected by STATE approval of plans, specifications, or work or by the presence at the work site of STATE representatives, or by compliance by the CITY with any requests for recommendations made by such representatives.
11. STATE's Construction and Maintenance of XXX. The STATE shall inform the CITY in writing no less than forty-five (45) days in advance of planned work to coordinate with the CITY regarding the planned STATE work. Such writing shall include submittal of the STATE's work plans.
- A. In the event that construction and maintenance of XXX within the proximity of the CITY-owned Utility Facilities becomes necessary, it is expressly understood that, upon request from the STATE's representative, the CITY will promptly identify and locate by suitable field markings any and all of their underground Utility Facilities in accordance with RCW 19.122.030.

- B. The CITY shall provide comments and requests in writing to the STATE regarding the STATE's planned work within fifteen (15) business days of submittal of the STATE's work plans for maintenance activities, and within forty five (45) business days for construction activities. The STATE shall endeavor to resolve and incorporate CITY comments, and will coordinate with the CITY regarding their comments and concerns.
- C. The CITY may have an on-site inspector, as it deems necessary, during any excavation or construction work within the permitted area. The inspector shall have complete access to area work and be timely informed of all relevant construction timelines associated with such work.
- D. CITY Construction Guidelines will be followed when considering the placement of other utility facilities in the vicinity of CITY-owned Utility Facilities. No other utility facilities, whether public or private, will be installed within five (5) horizontal feet or eighteen (18) vertical inches of the utility facilities without informing and coordinating with the CITY. Where possible, sewer and storm drains shall be laid at a lower invert elevation than water mains.
- E. No permanent structure will be erected or permitted within the area without coordination with the CITY.
- F. No construction of buildings, fences, walls, or placement of trees, shrubbery, obstruction, or fill material will be placed within the boundaries of area covered by this permit without prior notification and coordination with the CITY. No digging or other construction activity will be undertaken adjacent to the CITY-owned Utility Facilities without prior notification and coordination with the CITY.
- G. No blasting or discharge of any explosives will be undertaken within 50 ft of CITY-owned Utility Facilities without prior notification and coordination with the CITY.

12. Hold Harmless/Indemnification. The CITY, its successors and assigns agree to indemnify, defend and hold the STATE, its officers and employees harmless from all claims, demands, damages, expenses or suits that: (1) arise out of or are incident to any negligence by the CITY, its agents, contractors or employees in the use of the highway right of way pursuant to this Permit, or (2) are caused by the breach of any of the conditions of the Permit by the CITY, its contractors, agents or employees. Nothing herein shall require the CITY to indemnify and hold harmless the STATE and its officers and employees from claims, demands, damages, expenses or suits based solely upon the conduct or negligence of the STATE, its agents, officers, employees and contractors; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the STATE, its agents, or employees, and (b) the CITY, its agents or employees, including those actions covered by RCW4.24.115, the foregoing obligations shall be valid and enforceable only to the extent of CITY's negligence. The STATE, its successors and assigns, agree to indemnify, defend and hold the CITY, its officers and employees harmless from all claims, demands, damages, expenses or suits that: (1) arise out of or are incident to any negligence by the STATE, its agents, contractors or employees in the use of the highway right of way pursuant to this Permit, or (2) are caused by the breach of any of the conditions of the Permit by the STATE, its contractors, agents or employees. Nothing herein shall require the STATE to indemnify and hold harmless the CITY and its officers and employees from claims, demands, damages, expenses or suits based solely upon the conduct or negligence of the CITY, its agents, officers, employees and contractors; and provided further that if the claims or suits are caused by or result from the concurrent negligence of



(a) the CITY, its agents, or employees, and (b) the STATE, its agents or employees, including those actions covered by RCW 4.24.115, the foregoing obligations shall be valid and enforceable only to the extent of STATE's negligence.

In Witness whereof, the parties have executed this Permit as of the \_\_\_\_\_ day of \_\_\_\_\_ 2010.

Accepted on Behalf of SPU

STATE OF WASHINGTON  
Department of Transportation

By: \_\_\_\_\_

By: \_\_\_\_\_

**FISCAL NOTE FOR CAPITAL PROJECTS ONLY**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Legislative	Ben Noble / 684-8160	N/A

**Legislation Title:** AN ORDINANCE relating to the State Route 99 Alaskan Way Viaduct and Seawall Replacement Program; entering into certain agreements with the State of Washington as provided in RCW 39.34.080, RCW chapter 47.12, and other applicable law; and ratifying and confirming certain prior acts.

**Summary and background of the Legislation:**

The proposed Council Bill authorizes three separate agreements between the City and the Washington State Department of Transportation ("WSDOT") that will allow for City participation in the SR 99 Bored Tunnel Project. The Project replaces SR 99 from South Royal Brougham Street to Roy Street and consists of designing and constructing a four-lane tunnel from South King Street to Thomas Street, north and south tunnel portals and access streets, re-establishment of the City street grid in the vicinity of the portals, and associated utility relocations. The agreements authorize preliminary work on the Project. Further work on the Project may not be authorized until after WSDOT and the City Council have reviewed the final environmental impact statement and given notice to proceed.

The Project consists of the following features:

**Tunnel:**

- A four-lane tunnel under the City from a south portal in the vicinity of Dearborn Street and Alaskan Way to a north portal in the vicinity of 6<sup>th</sup> Avenue North and Harrison Street.
- PROJECT work will include:
  - Approximately two miles of cut-and-cover and bored tunnel providing two travel lanes in each direction.
  - Tunnel portal structures and the shoring walls and excavation associated with portal construction.
  - Tunnel operations buildings at both the north and south portals to house tunnel egress, tunnel ventilation systems, and fire and life safety systems and controls.
  - Tunnel operations, intelligent transportation, and fire and life safety systems.
  - Monitoring of, and mitigation, for tunnel-induced Deformation, such as protecting utilities, and preparing structures for predicted tunnel-induced Deformation through engineered measures such as grouting and structural retrofit.
  - Repair of public and private property that may be damaged as a result of construction.







### **North Tunnel Access and Reconnection of the Surface Street Grid:**

- SR 99 roadway and roadway structures connecting the tunnel to existing SR 99 in the vicinity of Aurora Avenue at Roy Street, associated on and off ramps, and City right of way in the vicinity of the north tunnel portal.
- PROJECT work will include:
  - Advance traffic management systems including capability for tolling.
  - Reconnect Aurora Avenue to the City street grid at Denny Way.
  - Improvements to existing City street right-of-way including cross-corridor connections of John, Thomas, and Harrison Streets.
  - New lanes, curbs, sidewalks, traffic signals, intelligent transportation systems and signage, landscaping and street lighting.
  - Improvements to Aurora Avenue from Denny Street to Harrison Street.
  - Storm drains and other utilities in the new City street right-of way.

### **South Tunnel Access and Reconnection of the Surface Street Grid:**

- Roadway and roadway structures connecting the tunnel south portal to SR 99 lanes being constructed as part of the Holgate to King Project in the vicinity of South Royal Brougham Way and improvements to City street right-of-way in the vicinity of the south tunnel portal.
- PROJECT work will include:
  - Removal of the south-end SR 99 temporary roadway detour built as part of Holgate to King Project.
  - Advance traffic management systems including capability for tolling.
  - New lanes, curbs, sidewalks, traffic signals, intelligent transportation systems and signage, landscaping and street lighting.
  - City street improvements including cross-corridor connections of S. Dearborn Street.
  - Restoration of 1<sup>st</sup> Avenue South from Royal Brougham Way to Railroad Way S.
  - Storm drains and other utilities in the new City street right-of-way.
  - Pedestrian plazas in the vicinity of the south tunnel portal.
  - Bicycle and pedestrian paths.

### **Other incidental Project work:**

- Environmental remediation.
- Temporary Sediment and Erosion Control.
- Traffic control and detours.
- Maintenance of utility service.



## Utility Work:

- Removal and replacement of existing City electrical, communications, water, drainage and wastewater facilities and other privately owned utilities that directly conflict with the north and south tunnel portals and tunnel portal excavations .
- Utility services necessary for the operation of the tunnel and tunnel operations buildings
- New Utility improvements.

The three agreements authorized by this Bill govern different elements of the relationship between the City and WSDOT as follows:

- Property, Environmental Remediation, Design Review, Permitting and Construction Coordination (to be signed by the Seattle Department of Transportation, "SDOT").
- Seattle City Light Facilities Work (to be signed by Seattle City Light, "SCL").
- Seattle Public Utilities Facilities Work (to be signed by Seattle Public Utilities, "SPU").

Under the agreements, WSDOT is responsible for providing necessary funding for all project costs without reimbursement from the City of Seattle, with the exception of the relocation of SPU and SCL utilities that conflict with WSDOT's North and South Portal construction. The City is responsible for paying for any betterments.

Project Name:	Project I.D.	Project Location:	Start Date:	End Date
Alaskan Way Viaduct & Seawall Replacement (SDOT)	TC366050	ALASKAN WY VI SB/BATTERY ST TUN OFF RP	1Q 2001	4Q 2018
Alaskan Way Viaduct and Seawall Replacement - Utility Relocations (SCL)	8307	SR 99 / Battery St	1Q 2002	4Q 2018
Alaskan Way Viaduct & Seawall Replacement Program - DWF (SPU)	C4102-DWF	SR99 / Battery St	1Q 2004	4Q 2018
Alaskan Way Viaduct & Seawall Replacement Program - WF (SPU)	C4102-WF	SR99 / Battery St	1Q 2004	4Q 2018

*This legislation does not appropriate City funds. City-related costs are accounted for in the 2010 Adopted Budget and 2010-2015 Adopted CIP.*

Please see the following attachment to this fiscal note for details:

Attachment A: AWVSRP Program Costs



## ATTACHMENT A: AWVSRP Program Costs

Component	2009	2010	2011	2012	2013	2014	2015	2016+	Total
Central Seawall	0.8	7.8	12.6	19.9	90.6	92.0	50.2	0.0	273.9
Waterfront and Surface Street	0.1	1.1	3.2	4.0	10.8	14.0	34.2	345.7	413.0
Mercer Corridor West Phase	0.0	6.0	12.3	15.1	37.0	29.6	0.0	0.0	100.0
Parking program / Project Svcs	4.6	7.9	6.1	5.6	4.7	3.2	3.4	5.7	41.2
City Light Relocations	2.2	9.1	39.3	64.4	20.3	11.2	7.2	44.1	197.8
SPU Relocations	1.2	2.5	7.0	12.0	8.5	5.0	3.7	4.5	44.4
Partial Const. Trans. Mitigation	0.0	0.0	0.0	0.0	10.0	10.0	10.0	0.0	30.0

### Notes:

1. This table consists of costs that are included in the City's Capital Improvement Program, including City-managed costs that are funded by the State and other sources. This table represents an update from the 2010-2015 Adopted CIP. However, further updates and refinements may be included in the 2011-2016 Proposed CIP.
2. Spokane Street Viaduct and Mercer East partial funding of \$80 million is not included in this table.
3. Line items for utility relocation include costs associated with the tunnel and other elements of the Alaskan Way Viaduct Seawall Replacement Program (AWVSRP). These costs may be updated in the 2011-2016 Proposed CIP.





**Washington State  
Department of Transportation**  
Paula J. Hammond, P.E.  
Secretary of Transportation

**Alaskan Way Viaduct & Seawall  
Replacement Program**  
999 Third Avenue, #2424, MS NB82-230  
Seattle, WA 98104-4019

206-267-6840 / Fax 206-382-5291  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

January 28, 2011

Councilmember Richard Conlin, President  
City of Seattle  
PO Box 34025  
Seattle, WA 98124-4025

Monica Martinez Simmons, City Clerk  
City of Seattle  
PO Box 94728  
Seattle, WA 98124-4728

**Subject: Memorandums of Agreement Between the City of Seattle and Washington  
State Department of Transportation for the SR 99 Bored Tunnel Project**

Dear Council President Conlin and City Clerk Simmons:

The Washington State Department of Transportation (WSDOT) and City of Seattle have worked together to develop mutually agreeable agreements regarding how we will work together to advance the proposed bored tunnel project to replace the seismically vulnerable Alaskan Way Viaduct. These agreements address utility design and relocation on behalf of Seattle Public Utilities and Seattle City Light, and property, environmental remediation, design review, permitting, and construction coordination with the Seattle Department of Transportation.

The negotiated agreements are attached as Attachments 1, 2 and 3 to this letter. By this letter, WSDOT offers to enter into and be legally bound by the agreements. The agreements have been signed by myself as an authorized representative of the state.

Please accept the WSDOT's offer and agree to enter into and be legally bound by these agreements by enacting an ordinance as provided in RCW 39.34.080, RCW Chapter 47.12, or other applicable law. We agree that the City of Seattle and WSDOT will be legally bound by the agreements as of the effective date of an ordinance passed by the City Council.

Sincerely,

Ronald J. Paananen, P.E.  
WSDOT Program Administrator  
Alaskan Way Viaduct Replacement Program



Councilmember Richard Conlin, President  
Monica Martinez Simmons, City Clerk  
January 28, 2011  
Page 2 of 2

Attachment 1: Memorandum of Agreement No. GCA 6486  
SR 99 Alaskan Way Viaduct  
Property, Environmental Remediation, Design Review, Permitting, and  
Construction Coordination Agreement For SR 99 Bored Tunnel Project

Attachment 2: Memorandum of Agreement UT 01476  
SR 99 Alaskan Way Viaduct Replacement  
SCL Facilities Work Agreement For SR99 Bored Tunnel Project

Attachment 3: Memorandum of Agreement UT 01474  
SR 99 Alaskan Way Viaduct Replacement  
SPU Facilities Work Agreement For SR99 Bored Tunnel Project

cc: Marty Loesch, Governor's Office, Director of External Affairs & Senior Counsel  
Paula Hammond, WSDOT, Secretary of Transportation  
Dave Dye, WSDOT, Deputy Secretary of Transportation and COO  
Bryce Brown, Assistant Attorney General, WA State  
Kimberly Farley, AWV Office, Director of Operations





**FISCAL NOTE FOR CAPITAL PROJECTS ONLY**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Legislative	Ben Noble / 684-8160	N/A

**Legislation Title:** AN ORDINANCE relating to the State Route 99 Alaskan Way Viaduct and Seawall Replacement Program; entering into certain agreements with the State of Washington as provided in RCW 39.34.080, RCW chapter 47.12, and other applicable law; and ratifying and confirming certain prior acts.

**Summary and background of the Legislation:**

The proposed Council Bill authorizes three separate agreements between the City and the Washington State Department of Transportation ("WSDOT") that will allow for City participation in the SR 99 Bored Tunnel Project. The Project replaces SR 99 from South Royal Brougham Street to Roy Street and consists of designing and constructing a four-lane tunnel from South King Street to Thomas Street, north and south tunnel portals and access streets, re-establishment of the City street grid in the vicinity of the portals, and associated utility relocations. The agreements authorize preliminary work on the Project. Further work on the Project may not be authorized until after WSDOT and the City Council have reviewed the final environmental impact statement and given notice to proceed.

The Project consists of the following features:

**Tunnel:**

- A four-lane tunnel under the City from a south portal in the vicinity of Dearborn Street and Alaskan Way to a north portal in the vicinity of 6<sup>th</sup> Avenue North and Harrison Street.
- PROJECT work will include:
  - Approximately two miles of cut-and-cover and bored tunnel providing two travel lanes in each direction.
  - Tunnel portal structures and the shoring walls and excavation associated with portal construction.
  - Tunnel operations buildings at both the north and south portals to house tunnel egress, tunnel ventilation systems, and fire and life safety systems and controls.
  - Tunnel operations, intelligent transportation, and fire and life safety systems.
  - Monitoring of, and mitigation, for tunnel-induced Deformation, such as protecting utilities, and preparing structures for predicted tunnel-induced Deformation through engineered measures such as grouting and structural retrofit.
  - Repair of public and private property that may be damaged as a result of construction.



### **North Tunnel Access and Reconnection of the Surface Street Grid:**

- SR 99 roadway and roadway structures connecting the tunnel to existing SR 99 in the vicinity of Aurora Avenue at Roy Street, associated on and off ramps, and City right of way in the vicinity of the north tunnel portal.
- PROJECT work will include:
  - Advance traffic management systems including capability for tolling.
  - Reconnect Aurora Avenue to the City street grid at Denny Way.
  - Improvements to existing City street right-of-way including cross-corridor connections of John, Thomas, and Harrison Streets.
  - New lanes, curbs, sidewalks, traffic signals, intelligent transportation systems and signage, landscaping and street lighting.
  - Improvements to Aurora Avenue from Denny Street to Harrison Street.
  - Storm drains and other utilities in the new City street right-of way.

### **South Tunnel Access and Reconnection of the Surface Street Grid:**

- Roadway and roadway structures connecting the tunnel south portal to SR 99 lanes being constructed as part of the Holgate to King Project in the vicinity of South Royal Brougham Way and improvements to City street right-of-way in the vicinity of the south tunnel portal.
- PROJECT work will include:
  - Removal of the south-end SR 99 temporary roadway detour built as part of Holgate to King Project.
  - Advance traffic management systems including capability for tolling.
  - New lanes, curbs, sidewalks, traffic signals, intelligent transportation systems and signage, landscaping and street lighting.
  - City street improvements including cross-corridor connections of S. Dearborn Street.
  - Restoration of 1<sup>st</sup> Avenue South from Royal Brougham Way to Railroad Way S.
  - Storm drains and other utilities in the new City street right-of-way.
  - Pedestrian plazas in the vicinity of the south tunnel portal.
  - Bicycle and pedestrian paths.

### **Other incidental Project work:**

- Environmental remediation.
- Temporary Sediment and Erosion Control.
- Traffic control and detours.
- Maintenance of utility service.

### Utility Work:

- Removal and replacement of existing City electrical, communications, water, drainage and wastewater facilities and other privately owned utilities that directly conflict with the north and south tunnel portals and tunnel portal excavations .
- Utility services necessary for the operation of the tunnel and tunnel operations buildings
- New Utility improvements.

The three agreements authorized by this Bill govern different elements of the relationship between the City and WSDOT as follows:

- Property, Environmental Remediation, Design Review, Permitting and Construction Coordination (to be signed by the Seattle Department of Transportation, "SDOT").
- Seattle City Light Facilities Work (to be signed by Seattle City Light, "SCL").
- Seattle Public Utilities Facilities Work (to be signed by Seattle Public Utilities, "SPU").

Under the agreements, WSDOT is responsible for providing necessary funding for all project costs without reimbursement from the City of Seattle, with the exception of the relocation of SPU and SCL utilities that conflict with WSDOT's North and South Portal construction. The City is responsible for paying for any betterments.

<b>Project Name:</b>	<b>Project I.D.</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date</b>
Alaskan Way Viaduct & Seawall Replacement (SDOT)	TC366050	ALASKAN WY VI SB/BATTERY ST TUN OFF RP	1Q 2001	4Q 2018
Alaskan Way Viaduct and Seawall Replacement - Utility Relocations (SCL)	8307	SR 99 / Battery St	1Q 2002	4Q 2018
Alaskan Way Viaduct & Seawall Replacement Program - DWF (SPU)	C4102-DWF	SR99 / Battery St	1Q 2004	4Q 2018
Alaskan Way Viaduct & Seawall Replacement Program - WF (SPU)	C4102-WF	SR99 / Battery St	1Q 2004	4Q 2018

*This legislation does not appropriate City funds. City-related costs are accounted for in the 2010 Adopted Budget and 2010-2015 Adopted CIP.*

Please see the following attachment to this fiscal note for details:

Attachment A: AWVSRP Program Costs

## ATTACHMENT A: AWVSRP Program Costs

Component	2009	2010	2011	2012	2013	2014	2015	2016+	Total
Central Seawall	0.8	7.8	12.6	19.9	90.6	92.0	50.2	0.0	273.9
Waterfront and Surface Street	0.1	1.1	3.2	4.0	10.8	14.0	34.2	345.7	413.0
Mercer Corridor West Phase	0.0	6.0	12.3	15.1	37.0	29.6	0.0	0.0	100.0
Parking program / Project Svcs	4.6	7.9	6.1	5.6	4.7	3.2	3.4	5.7	41.2
City Light Relocations	2.2	9.1	39.3	64.4	20.3	11.2	7.2	44.1	197.8
SPU Relocations	1.2	2.5	7.0	12.0	8.5	5.0	3.7	4.5	44.4
Partial Const. Trans. Mitigation	0.0	0.0	0.0	0.0	10.0	10.0	10.0	0.0	30.0

### Notes:

1. This table consists of costs that are included in the City's Capital Improvement Program, including City-managed costs that are funded by the State and other sources. This table represents an update from the 2010-2015 Adopted CIP. However, further updates and refinements may be included in the 2011-2016 Proposed CIP.
2. Spokane Street Viaduct and Mercer East partial funding of \$80 million is not included in this table.
3. Line items for utility relocation include costs associated with the tunnel and other elements of the Alaskan Way Viaduct Seawall Replacement Program (AWVSRP). These costs may be updated in the 2011-2016 Proposed CIP.



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**STATE OF WASHINGTON – KING COUNTY**

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267917  
CITY OF SEATTLE, CLERKS OFFICE

No. 123542,43,44,45

**Affidavit of Publication**

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12<sup>th</sup> day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

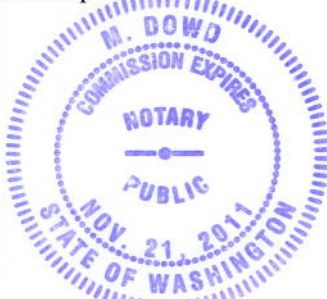
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:TITLE ONLY ORDINANCE

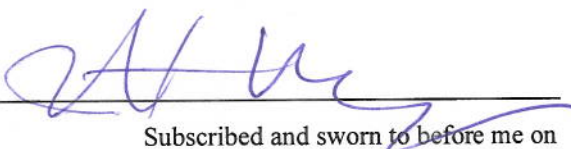
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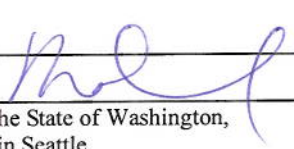
The amount of the fee charged for the foregoing publication is the sum of \$ 54.60, which amount has been paid in full.



Affidavit of Publication

  
Subscribed and sworn to before me on

03/03/11

  
Notary public for the State of Washington,  
residing in Seattle

## State of Washington, King County

### City of Seattle

#### TITLE-ONLY PUBLICATION

The full text of the following ordinances, passed by the City Council on February 22, 2011, and published here by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For further information, contact the Seattle City Clerk at 684-8344.

#### ORDINANCE NO. 123542

AN ORDINANCE relating to the State Route 99 Alaskan Way Viaduct and Seawall Replacement Program; entering into certain agreements with the State of Washington as provided in RCW 39.34.080, RCW Chapter 47.12, and other applicable law; and ratifying and confirming certain prior acts.

#### ORDINANCE NO. 123543

AN ORDINANCE relating to land use and zoning and signs in the Seattle Municipal Code amending Sections 23.55.014 and 23.72.004 and adding a new Section 23.55.032 relating to signs within the Sand Point Overlay District.

#### ORDINANCE NO. 123544

AN ORDINANCE relating to the Seattle Department of Parks and Recreation; authorizing the Superintendent to amend and restate the existing Operation and Maintenance Agreement between the Seattle Department of Parks and Recreation and the Seattle Art Museum, concerning their roles in operation and maintenance of portions of Alaskan Way Boulevard and Myrtle Edwards Park that are operated as part of the Olympic Sculpture Park.

#### ORDINANCE NO. 123545

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

Date of publication in the Seattle Daily Journal of Commerce, March 3, 2011.

3/3(267917)

[Clerk's Note: Because of their size, the executed agreements for Ordinance 123542 hve been saved as a separate file for electronic display and downloading. The file is a PDF document requiring Adobe Reader or equivalent program to view.]

**Executed agreements for Ordinance 123542**

[Agreements](#) (8.92 MB)