

Project Overview

Department:	SDOT
Project ID:	MC-TR-C028
Project Name:	S Lander St. Grade Separation
Current Project Stage:	Stage 5: Construction

Project Summary

The S Lander St Bridge project will construct a bridge over the railroad tracks on S Lander St between 1st Ave S and 4th Ave S. This crossing will provide a roadway unimpeded by rail operations, improve safety, and relieve congestion in Seattle's SODO neighborhood. In Q1 2018, the construction contract was executed. Notice To Proceed (NTP) was given in April. Construction activities for the remainder of the year include installing temporary signal and channelization revisions, close Lander from 1st Ave S to 3rd Ave S, utility relocates, install 12" waterline from 1st Ave S to 4th Ave S, and install 10' diameter shafts.



2018

Q1 Q2 Q3 Q4

Project Risk Profile and Mitigation Plan

Risk Status:

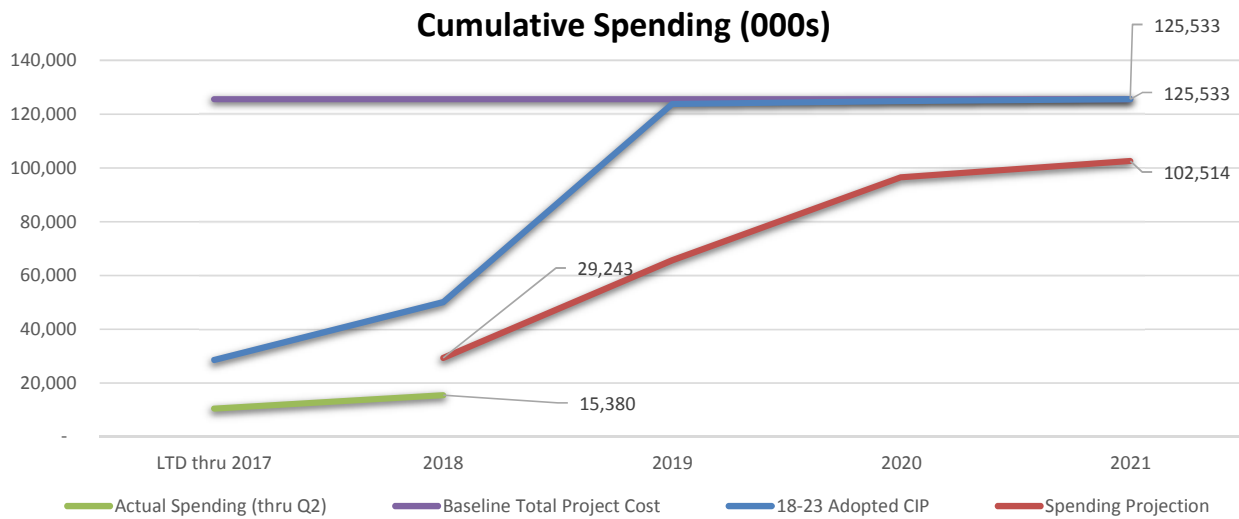


Q2: The project's overall risk indicator is yellow as the risk assessment falls within current contingency amounts, however there are a few risk items worth noting: 1) Steel tariffs may cause the price of steel materials to increase. This could be up to a \$2M impact. 2) Multiple risks affecting the schedule, including delay in contract execution, delays in materials procurement (e.g., ductile iron pipe), and unforeseen underground conflicts. 3) Utility settlement exceeds allowable tolerances.

If steel escalation costs are realized we will need to add contract language to account for costs additional costs (change order needed). For schedule delays, we are working with the contractor and SPU to avoid and/or mitigate these risks. We are also employing potholing to mitigate underground conflicts.

The project is carrying an atypical construction contingency percentage of 25% (or \$8.4M) due to the size and complexity of this project. At this time, no adjustment to the total project budget is recommended.

Budget Summary (000s):	LTD thru						Total
	2017	2018	2019	2020	2021	2022	
Baseline Total Project Cost							125,533
18-23 Adopted CIP	28,533	21,500	73,750	1,000	750	-	125,533
Actual Spending (thru Q2)	10,445	4,935					15,380
Spending Projection	10,445	18,798	36,261	30,971	6,039	19	102,533
Projection Variance (Over/(Under))							(23,000)



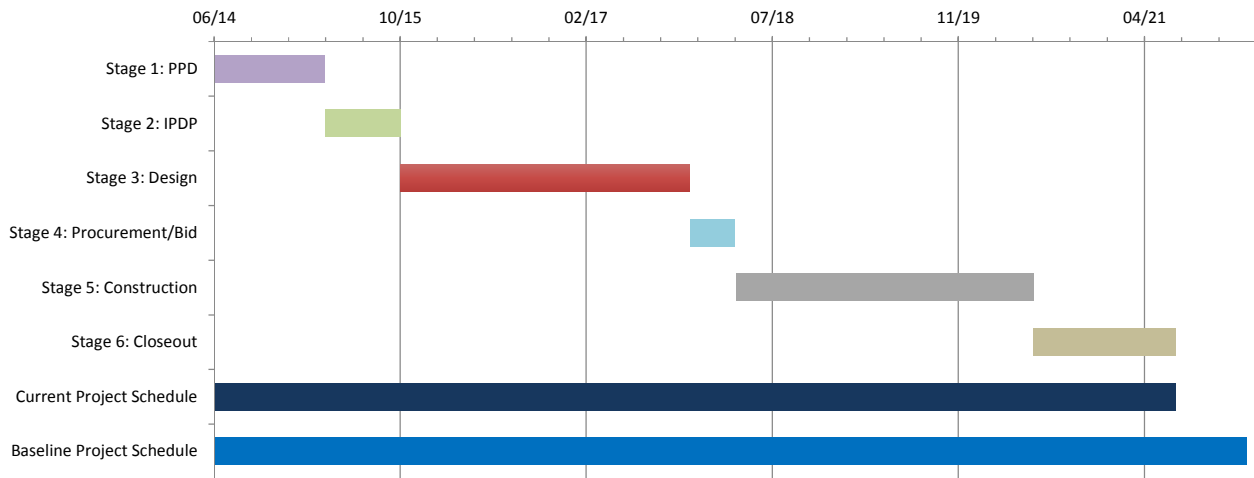
Explanation for Adopted CIP Budget to Projection Variance (if applicable)

The primary reason for the spending variance is the schedule was pushed out. The 2018 Adopted Budget assumed the project would be completed in 2019, however due to schedule variances (described below), the project will not be substantially complete until 2020.

Project Schedule v Original Baseline Schedule

Start: 6/1/2014

End: 6/29/2021 (Projected)



Explain Schedule Variance

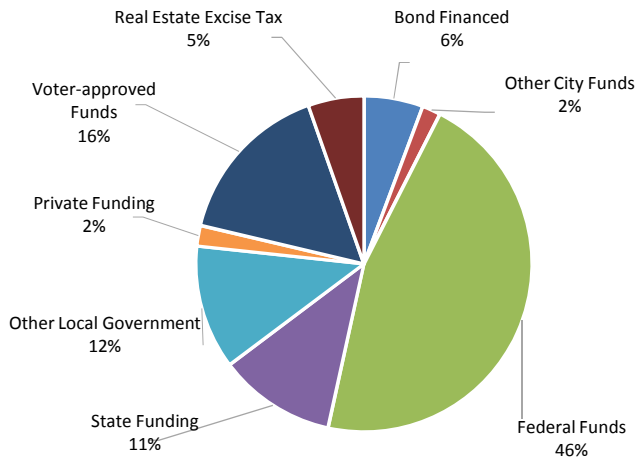
- The Substantial Completion date changed from 10/2019 to 7/2020 due to:
- Bid opening was extended one-week, multiple bidders requested the extension
 - Bid Award took longer than normal as CPCS requested an unbalanced bid analysis
 - Bid Execution was delayed due to the contractor’s bond and insurance not initially meeting the City’s requirements
 - The Contractor is getting behind schedule due to material fabrication delays, unknown underground utility conflicts, overly optimistic production projections and submittals not meeting requirements.

Project Funding by Source (000s)

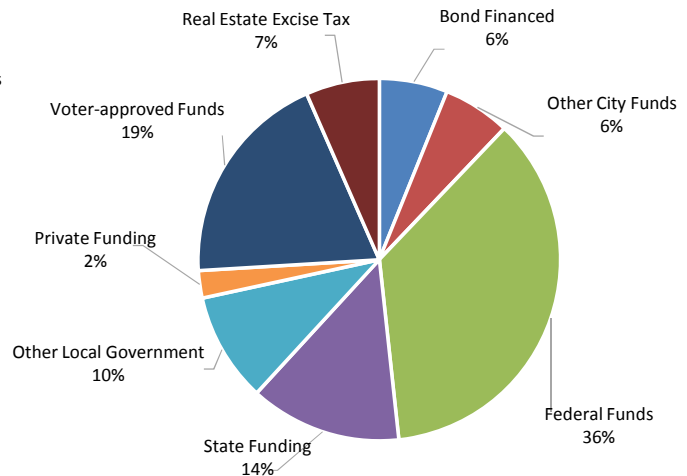
Adopted CIP Funding: \$ 125,533

Projected Funding: \$ 102,533

Adopted CIP Funding Plan



Projected Funding Plan



Funding Variance	Adopted	Projection	Δ
Bond Financed	7,158	6,263	(895)
Other City Funds	2,235	6,150	3,915
Federal Funds	57,694	37,100	(20,594)
State Funding	14,196	13,900	(296)
Other Local Government	15,000	10,000	(5,000)
Private Funding	2,500	2,500	-
Voter-approved Funds	20,000	19,870	(130)
Real Estate Excise Tax	6,750	6,750	(0)
Total	\$125,533	\$102,533	\$ (23,000)

Action Plan to Address Funding Gap (if applicable)

Currently the project is fully funded. We do not anticipate a funding gap for this project.