

Seattle Streetcar/South Lake Union Line MONTHLY CONSTRUCTION REPORT—AUGUST 2006

August construction activities featured work related to Seattle City Light (SCL) and Seattle Public Utilities (SPU) infrastructure relocations/modifications. The SCL scope includes 3 new electrical vaults and 6 new ductbanks within the "Downtown Network." The SPU scope includes modifications to water services, replacement of conflicting water mains, sewer repairs, installation of two detention facilities, and track drain connections to catch basins.

PHOTO OF THE MONTH



SCL Vault V-1

Crews from Mid-Mountain complete installation of panel vault on Stewart

MAJOR WORK IN PROGRESS:

SCL Vault V-1 Installation : *Excavate, shore, set, and backfill 10X20X10 foot electrical vault (Stewart Street between Westlake Avenue and 6th Avenue).* This work required deep excavation and the closure of a portion of Stewart Street to traffic. To minimize traffic and transit impacts on this transit emphasis street, installation of the vault occurred during several weekends (8/5 & 8/12) and included night-time work.

In advance of construction individual meetings were held with area stakeholders, media advisory was released, construction notice was sent to streetcar email list, and information was posted on the SDOT web-site. Westin Hotel received 4 noise complaints in the early morning of Saturday 8/5.

Status: Stewart Street vault installed, plates replaced with temporary backfill and asphalt.

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SCL Vault V-2 Installation

Excavate, shore, set, and backfill 10X20X10 foot electrical vault (6th Avenue between Westlake Avenue & Virginia Street). This work required deep excavation and closure of a segment of Sixth Avenue to traffic. Because 6th Avenue is not a transit emphasis street, installation of the vault occurred during the weekday, with detour routes provided.

In advance of construction individual meetings were held with area stakeholders, a media advisory was released, construction notice was sent to streetcar email list, and information was posted on SDOT web-site. Morning of 8/9 Streetcar staff received 2 noise complaints from residents at Metropolitan Towers regarding early morning construction. *See attached for more detail.*

Status: 6th Avenue vault installed and plated.

SCL Duct E3 Installation:

Excavate, shore, set conduit, and backfill approximately a 3' wide trench (Alley, located between Metropolitan Towers and Plaza 600 Building). This work required deep excavation (12 to 18 feet deep), and required the temporary closure of a two lanes of traffic on Westlake and the closure of the alley.

In advance of construction individual meetings were held with area stakeholders, construction notice was sent to streetcar email list, and information was posted on SDOT web-site.

Status: On-going.

SPU Water Restraints:

Excavate, cap and backfill water valves that are connected to the abandoned Westlake Avenue water main between Olive Way and Denny Street. This work required two temporary water service shutdowns for several businesses and residents connected to the waterline. First water service interruption occurred 8/20, businesses and residents were notified at least 72 hours in advance.

Status: Nearing completion.

OTHER CONSTRUCTION ACTIVITIES

Third Party Utilities

The majority of third party utilities in conflict with streetcar construction and operations have moved out of the way. Includes AboveNet, Looking Glass Network, Qwest and DoIT infrastructure.

Status: Ongoing. Continuing to evaluate third party utilities that will need to relocate along streetcar line. Anticipated MCI, Qwest, public utilities, and others may need to relocate.

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Construction Staging

Stacy & Witbeck is using the right-of-way just north of Valley Street, between Terry Avenue and Fairview Avenue North, to store rail and other construction materials. 20 to 30 parking spaces were impacted. In advance, notices were placed on cars and "No Parking" signs were posted. Several phone calls were made to streetcar team protesting the loss of parking.

PROCUREMENT ACTIVITIES

SDOT is directly procuring the Streetcar vehicle fleet and furnishing several elements of the system infrastructure.

Streetcar Vehicles: SDOT vehicle consultant LTK Engineering confirmed that Sound Transit re-railing equipment is compatible with Streetcars. This equipment will be deleted from the Streetcar spare parts order, and the savings is expected to partially fund a change order to add Automated Passenger Count (APC) technology. We are targeting completion of the spare parts list and APC change order negotiations by the end of September in conjunction with planned meetings with the vehicle manufacturer.

Ri52 Girder Rail: Rail supplier reported that Seattle Streetcar girder rail had been successfully rolled at the mill in Austria and will be ready for early September shipping.

Powered Switches: SDOT provided technical information to switch supplier for their use to ensure the streetcars will move smoothly through the switches.

Poles & Lighting: The project team has determined that City procurement of joint use poles, pole bases and lighting will yield a project savings, this item will be deleted from the construction contract and furnished by the City.

Real-Time Arrival Displays: SDOT received a proposal from NextBus for real-time arrival displays/systems.

ISSUES TO WATCH

Concrete Strike

The concrete strike had numerous effects. Critical path SCL Ductbank work halted and it was necessary to maintain open excavations with shoring, traffic plates and other devices. In one instance noted above (Stewart Street vault), it was necessary to temporarily restore the street with materials that will later need to be removed, because of safety concerns about long-term use of plates on this major transit street. Crews have shifted from concrete-dependent SCL Ductbank work to water and sewer work. Rail installation initially planned for late August was put on hold pending resolution of the strike, as was work on pedestrian ramps and sidewalk improvements that was to have begun this month. SDOT and Stacy & Witbeck will evaluate any schedule impacts as soon as concrete delivery schedules have been confirmed.