



Design-Build Traffic Management Plan & Traffic Incident Management Plan

**I-405, NE 6th St to I-5 – NB Hard Shoulder Running & ETL
Improvements Project
WSDOT Contract No. 8886**



GRAHAM CONTRACTING LTD.
DATE: <u>01/03/2017</u>
DQAM: <u>[Signature]</u>
RELEASED FOR CONSTRUCTION

Prepared for:
Washington State Department of Transportation
December 30, 2016

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Appendix A - Stakeholder Contact List

Revisions

The following is a current list of revisions, including date and affected pages:

Revision	Date	Affected Pages
0	12/30/16	Final Plan

Acronyms

ETL	Express Toll Lane
HSR	Hard Shoulder Running
IR	Incident Response
ITS	Intelligent
LCS	Lane Control Signs
MOT	Maintenance of Traffic
MP	Milepost
PIO	Public Information Officer
RFP	Request for Proposal
SMS	Side Mounted Signs
TCM	Traffic Control Manager
TCS	Traffic Control Supervisor
TIMP	Traffic Incident Management Plan
TMC	Traffic Management Center
TMP	Traffic Management Plan
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTEM	Work Zone Traffic Engineering Manager
VMS	Variable Message Signs
HAR	Highway Advisory Radio
PCMS	Portable Changeable Message Signs

Executive Summary

The I-405, NE 6th to I-5 NB Hard Shoulder Running (HSR) & Express Toll Lane (ETL) Improvements Project will require various shoulder and lane closures. This Traffic Management Plan & Traffic Incident Management Plan (TMP/TIMP) identifies strategies and procedures for dealing with traffic control, traffic incidents and communication during the life of the design-build project. This TMP/TIMP is intended to be a living document which will be updated as conditions change or issues are identified which are not covered by the current plan. This document will be reviewed monthly in the Roadway Design and Construction meetings and updated as required.

The project limits include various locations along I-405 as detailed in Section 1.0 of this TMP/TIMP. The conceptual maintenance of traffic plan for each location is identified in Section 3.1.1 and will be further refined as Maintenance of Traffic (MOT) Plans are developed during the project. Development of the MOT Plans will be managed by the Work Zone Traffic Engineering Manager (WTEM), Manuel Feliberti, PE.

Key Design-Build team members are listed in Appendix A and include:

- Graham Traffic Control Manager (TCM) Thrall Hershberger 970-319-0630
- Graham Traffic Control Supervisor (TCS) Brandon Berlien 206-902-6699
- Anthony Stordahl 206-372-1452
- Graham Project Safety Officer Brad Waldron 206-641-1989
- Graham Public Information Officer (PIO) Josh Stephenson 206-321-4205

MOT Task Force meetings will provide a forum for coordination between the Design-Build team, Washington State Department of Transportation (WSDOT), local jurisdictions, emergency services providers and other interested stakeholders. Proposed road, lane and ramp closures will be discussed at these meetings in order to achieve concurrence in the maintenance of traffic plans.

Section 2.0 of the TMP/TIMP establishes incident detection, verification, response and site management protocols and procedures. The Incident Response Team will be headed by Graham's TCM, who will notify Washington State Patrol (WSP), WSDOT, Graham's TCS and Graham's PIO.

The TMP/TIMP also addresses coordination with adjacent projects (Section 3.18), preventative maintenance and response time for Intelligent Transportation System (ITS) components (Section 4.0) and maintenance of traffic signals (Section 5.0).

1.0 Introduction – Project Description

The Project shall make improvements to I-405 in six locations. The improvements shall include, but are not limited to, the following:

Location A: Northbound I-405, SR527 to I-5

At Location A, the Project shall construct a northbound HSR.

The HSR allows general-purpose vehicles to use the outside shoulder during peak periods but functions as a shoulder during all other hours. This Work shall include, but is not limited to, the following:

- Implement HSR
 - Restripe I-405 northbound from approximately north of SR527 (Milepost (MP) 27.1) to south of I-5 (MP 29.1).
 - Install dynamic Lane Control Signs (LCS) over the outside shoulder and Side-Mounted Signs (SMS), including associated sign structures, foundations, cabinets, conduit, and wiring.
 - Plane and overlay and construct vehicle refuge / maintenance pullouts.
 - Construct traffic elements such as signing, illumination, and ITS components including associated cabinets, foundations, conduit with trenching, and wiring.
- Construct concrete barrier, guardrail, and modify stormwater conveyance as needed.
- Construct a noise wall along a portion of I-405 (MP 28.1 to MP 28.4).
- Construct roadside restoration including tree mitigation.

Location B: Omitted

Location B is intentionally omitted.

Location C: Northbound I-405, NE 85th Street to NE 100th Street

At Location C, the Project shall modify the northbound on-ramp from NE 85th Street and the ETL Access Point starting location. This Work shall include, but is not limited to, the following:

- Restripe the NE 85th Street on-ramp to northbound I-405.
- Extend the ETL Access Point further to the south by restriping the current ETL buffer.
- Construct traffic elements such as illumination, and ITS components including associated foundations, conduit with trenching, and wiring.

Location D: Northbound I-405, NE 195th Street to SR527

At Location D, the Project shall modify the ETL access point north of NE 195th Street and install permanent illumination for the southbound ETL access point south of SR527. This Work shall include, but is not limited to, the following:

- Change the northbound I-405 ETL Access Point north of 195th (NB-08) from a skip stripe access to a weave lane access.
- Install/modify stormwater conveyance infrastructure
- Construct traffic elements such as signing, illumination, and ITS components.

Location E: Omitted

Location E is intentionally omitted.

Location F: Omitted

Location F is intentionally omitted.

Location G: I-405, NE 128th Street Direct Access

At Location G, the Project shall modify the signal to provide protected/permissive left turn phasing for both the eastbound and westbound left turn lanes. This Work shall include, but is not limited to, the following:

- Modify the existing pavement markings.
- Construct traffic elements such as signs and signal modifications including additional signal displays and video detection to add eastbound and westbound protected/permissive left turns.

Location H: I-405, NE 6th Street Interchange

At Location H, the Project shall modify the ETL Direct Access Toll Rate Signs. This Work shall include, but is not limited to, the following:

- Supplement existing direct access Toll Rate Signs with additional dynamic toll rate display panels.

Location I: I-405, NE 6th Street to I-5

At Location I, the Project shall replace all existing “Express Toll Lane” painted traffic letters with plastic traffic letters along the northbound and southbound ETL lanes.

This TMP provides guidance for the development of MOT plans, and includes the TIMP, which provides guidance on management of incidents. This document meets the requirements of the Request for Proposal (RFP) Technical Requirements Section 2.22.3.2 Traffic Management Plan and Section 2.22.3.3 Traffic Incident Management Plan, but does not supersede the RFP requirements.

The TMP is intended to be actively used by project team members and updated as needed.

Stakeholder contacts are shown in **Appendix A**.

Key Personnel listed in order of contact sequence:

- | | | |
|-----------------------------------|--------------------|--------------|
| • Graham TCM | Thrall Hershberger | 970-319-0630 |
| • Graham TCS | Brandon Berlien | 206-902-6699 |
| | Anthony Stordahl | 206-372-1452 |
| • Graham Project Safety Officer | Brad Waldron | 206-641-1989 |
| • Graham PIO | Josh Stephenson | 206-321-4205 |
| • WSDOT Traffic Management Center | | 206-440-4490 |

2.0 Traffic Incident Management Plan

2.1 Basic Traffic Incident Management Plans

2.1.1 Incident Detection and Verification

Hourly drive-throughs will be performed on the project by the TCS to monitor and correct/adjust traffic control devices. When traffic control devices remain in place beyond the end of the shift, the TCS will check the devices at the end of the shift and then a minimum of once per day. Upon resumption of work, the TCS will check all traffic control devices at the beginning of each shift. The TCS will have primary incident monitoring system responsibility along with relying on incident detection from several sources, including but not limited to Graham field personnel and subcontractors, the PIO, the motoring public, WSDOT Incident Response (IR), the City of Lynnwood, the City of Bothell, the City of Kirkland, the City of Bellevue, the Traffic Management Center (TMC) and the WSP.

In order to address the incident in the most efficient manner, all calls will be reported to the active TCM or, if the TCM is unavailable, to the TCS. Contact information is listed in Section 1. The TCM will take action to verify the incident is handled in a safe and timely manner, and will contact the appropriate parties. Parties that are to be contacted will be determined on a case-by-case basis by the TCM, but at a minimum will include the contacts listed below. In the case of injury incidents, the first call will be 911 or other appropriate emergency services.

Emergency Services		911
WSDOT Project Engineer	Chun-Ho Chen	302-339-3459
WSDOT Asst. Project Manager	Matt Degooyer	425-450-2534
WSDOT Chief Inspector:	Philip Larsen	425-457-0980
WSDOT TMC		206-440-4490
WSDOT Inspector	TBD	

* Note: The WSDOT Inspector Role may change frequently. TCM to verify name and cell number of On-site WSDOT Inspector at start of each shift.

Once notified, the representative of each organization can follow the specific notification requirements needed for contacting other members of their organization and can inform on-site workers of the incident.

The TCM or active representative will also document the incident through pictures, video, and/or written description on a Daily Report in the project SharePoint site for review by WSDOT. At the beginning of the shift following the incident, the pre-shift briefing will include a discussion of the incident, causing factors, resolution, and any required traffic control revisions. The incident may also be discussed at the monthly All Hands Safety Meeting as appropriate.

2.1.2 Incident Response and Site Management

IR will be managed by WSP in conjunction with WSDOT IR with cooperation from Graham's field personnel. The TCM will coordinate with WSP and the WSDOT Incident Response to determine the appropriate communication with the WSDOT TMC, appropriate local agencies, appropriate local cities and Graham field personnel and subcontractors. The TCM will be responsible for coordinating traffic control as requested by WSP and/or WSDOT Incident Response. Assistance will be provided on an as-needed basis. The response will be appropriate for the incident and may involve deploying traffic control devices, removing traffic control devices, or modifying traffic control devices to

provide protection for emergency services and/or tow trucks. At the conclusion of the incident, the TCM will contact with the appropriate parties to provide notification of “all clear”.

2.1.3 Interaction with the WSDOT Traffic Management Center

The TCS, in cooperation with the TCM and the Superintendents, will continually communicate with the WSDOT TMC at 206-440-4490 regarding any planned and executed traffic control operations such as lane, ramp, and shoulder closures, detours and any other activity affecting traffic. Notice to TMC will be given upon setting and picking up closures and detours by the TCS.

2.1.4 Public Information Officer

In the event of an incident, Graham’s PIO will be called to the site and will coordinate with WSDOT’s PIO regarding interaction with the media. Graham’s PIO will be responsible for obtaining and verifying information from field personnel regarding the incident and will convey that information to the WSDOT PIO. Graham’s PIO will provide updates to other WSDOT personnel if requested.

2.1.5 Coordination with Local Agencies

Coordination with local agencies will be accomplished with assistance from the Graham’s PIO. Weekly construction update schedules will be sent to WSDOT and local agencies such as WSP, affected cities, affected Sheriff, Police and Fire Departments, and any other relevant local agency.

Graham will coordinate with WSP for assistance with the traffic control operations on an as-needed basis.

Coordination and inclusion of local agency incident management guidelines will be accomplished through meetings with stakeholders. The requirements for notification of local emergency services determined through the stakeholder meetings will be incorporated into the TIMP. Representative contact information provided by the local agencies during the coordination meetings will be added to the distribution list for project updates.

Local Agency Coordination Contact List in order of contact protocol:

- | | | |
|---------------------------------|--------------------|--------------|
| • Graham TCM | Thrall Hershberger | 970-319-0630 |
| • Graham TCS | Brandon Berlien | 206-902-6699 |
| | Anthony Stordahl | 206-372-1452 |
| • Graham Project Safety Officer | Brad Waldron | 206-641-1989 |
| • Graham PIO | Josh Stephenson | 206-321-4205 |

2.1.6 Coordination with Planned Events

In addition to the events identified in RFP Section 2.22.4.3, planned events will be identified with the help of the Graham and WSDOT PIOs in coordination with local officials, and will be discussed weekly at the weekly meetings. A list of upcoming events will be included as part of the weekly meeting’s agenda. Potential construction impacts to planned events will be identified and minimized through this procedure. Graham will notify WSDOT of planned events that may be affected by construction activities a minimum of 14 calendar days before the event takes place, and submit weekly updates to the special events listing.

2.2 Incident Response Team

The IR Team will be headed by Graham’s TCM or the active designee, who will notify WSP, WSDOT, Graham’s TCS, Graham’s PIO, and any other relevant persons or agencies in the event of

an incident that affects traffic. Graham will make available materials and equipment that are on-site to assist WSDOT or WSP in handling incidents. For other incident response procedures, please refer to the project Crisis Communications Plan.

2.3 Design Elements

2.3.1 Drop Sites

Potential staging areas will be identified where equipment or vehicles needed for incident clearance can be stored and easily accessed from the construction zone. The staging areas can be used for storing additional traffic control devices and parking equipment such as loaders or trucks.

Drop Site locations have been identified within the Project limits. These sites are areas to which a disabled vehicle can be safely towed. They all have phone access and sheltered areas available 24 hours a day.

- | | | |
|--------------------------|-------------------------------|----------------|
| 1. Starbucks | 12209 NE 85th | (425) 827-5247 |
| 2. Comfort Inn | 12204 NE 124th | (425) 821-8300 |
| 3. Extended Stay America | 22122 17 th Ave SE | (425) 482-2900 |

2.3.2 Emergency Vehicle Access

Emergency vehicle access will be maintained throughout the project duration. Prior to implementing any detours, emergency service providers will be notified as described in the Project Communication Plan, and notice will be sent in a weekly construction update release. Emergency vehicle access will be maintained through all night time, weekend, and evening closures when it is possible to do so in a safe manner.

Advanced notice, through Graham's PIO's weekly media release, will be given to the appropriate agencies when conditions will not allow safe access through the project.

3.0 TMP

3.1 Maintenance of Traffic Phasing

3.1.1 Conceptual Maintenance of Traffic Plan

The conceptual MOT Plan, including construction staging and traffic phasing, is summarized below.

Location A: Northbound I-405, SR527 to I-5

Phase 1: Right shoulder closures will be implemented to construct the shoulder tapers, pavement, guard rails, concrete barrier, and ITS equipment. If necessary, the adjacent lane may be closed to provide adequate work area. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 2: Left shoulder and ETL lane closures will be implemented for planing/HMA overlay. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 3: Right shoulder closures will be implemented to install Lane Control Signs and Side-Mounted Signs. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 4: No lane closures will be required to construct the noise wall.

Phase 5: Lane and ETL closures will be implemented for restriping and loop construction. All closures will comply with the RFP Section 2.22.4.3.1.

Location C: Northbound I-405, NE 85th Street to NE 100th Street

Phase 1: Ramp and ETL lane closures will be implemented to install new loop detectors. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 2: Lane, ramp and ETL lane closures will be implemented for restriping. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 3: Right shoulder closures will be implemented to install illumination.

Location D: Northbound I-405, NE 195th Street to SR527

Phase 1: Lane closures will be implemented to install new loop detectors. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 2: Lane and ETL closures will be implemented for restriping, installing pavement markings and repositioning overhead signing. All closures will comply with the RFP Section 2.22.4.3.1.

Phase 3: Left and right shoulder closures will be implemented to install illumination.

Phase 4: Right shoulder and lane closures will be implemented to install drainage

Location G: I-405, NE 128th Street Direct Access

Lane closures will be implemented to allow for signal, sign and pavement marking improvements. MOT Plans will be submitted to City of Kirkland for approval.

Location H: I-405, NE 6th Street Interchange

Lane closures will be implemented to allow for dynamic toll rate display panel installations. MOT Plans will be submitted to City of Bellevue for approval.

Location I: I-405, NE 6th Street to I-5

Phase 1: ETL lane closures will be implemented for installing plastic pavement markings.

3.1.2 Maintenance of Traffic Plans

MOT Plans conforming to the requirements of RFP Section 2.22.4.2 will be submitted to WSDOT and affected local agencies a minimum of 14 calendar days in advance of any proposed closures. The Work Zone Traffic Engineering Manager (WTEM) will be Manuel Feliberti, PE, 425-519-6580, mlf@deainc.com. Manuel has over 15 years of Work Zone Traffic Control experience. His responsibility will be to analyze planned traffic closures and detours and ensure that expected traffic volumes can be accommodated. He will also ensure MOT Plans are compatible with MOT Plans on nearby projects.

3.1.3 TMP/TIMP Plan Updates

This document will be reviewed monthly, in the Roadway Design and Construction meetings, and updated as required.

3.2 Temporary Roadway Requirements

Temporary roadways are not anticipated for this project. There may be instances of temporary use of shoulders for traffic. Temporary lanes on shoulders will be designed to meet the criteria listed in the RFP regarding pavement design/quality and travel speeds.

3.3 Needs of Transit Operators, Utility Owners, Schools, Emergency Services, and Business Owners

Graham intends to comply with the allowable closures identified in the RFP when preparing MOT Plans. Representatives of transit agencies, utilities, schools, and businesses will be invited to attend scheduled weekly meetings to provide input, review progress, and discuss coordination issues. These meetings will provide the means to ensure that the needs of these stakeholders are considered. In addition, Graham will schedule separate meetings with outside agencies as needed for additional coordination. MOT task force meeting summaries and a weekly MOT closure schedule will be dispersed to all local agencies and emergency services to allow comments by any affected agency. See Appendix A for a list of agency contacts. MOT plans, detours and schedules will be re-evaluated as needed to address agencies' concerns.

3.4 Procedures for Obtaining Stakeholder Concurrence

Proposed road, lane, and ramp closures will be presented to WSDOT, City jurisdictions, and public information officers at the MOT task force meetings. All closures will be in accordance with RFP Section 2.22. See Appendix A for a list of agency contacts. When additional agencies may be impacted, those agencies will be invited to applicable MOT task force meetings. Graham will contact individual agencies as necessary to obtain additional input. Once concurrence has been achieved, proper notification will be given to all parties in advance of any road or lane closure as further described by this TMP.

Graham will obtain WSDOT approval for closures during public events in accordance with the RFP. Written notification of local road closures will be provided to WSDOT and affected local agencies 30 calendar days in advance of the proposed closure in accordance with the RFP.

3.5 Procedures for Implementing Road and Lane Closures

Scheduled closures will be confirmed with WSDOT at least 7 calendar days prior. Weekly traffic control updates will be reported to WSDOT each week, and WSDOT Seattle Radio (206-440-4490) will be contacted when setting up and removing shoulder, lane, ramp, and roadway closures. Public

notification will be made at least 7 calendar days in advance of closures in accordance with RFP Section 2.22.4.5.1.6.

Contingency plans for reopening a closed roadway or lane will be provided at least 7 calendar days prior to a scheduled closure. Contingency plans will include provisions to address equipment breakdowns, extra equipment as well as public information notifications to media.

Lane closures will be installed and removed in accordance with the sequence established in RFP Section 2.22.4.9.3.

Rolling slowdowns, if necessary, will be restricted to the allowable times and conditions provided in the Technical Requirements of the RFP. Washington State Patrol officers will be used for enforcement of rolling slowdowns and to control intersections when traffic signals are temporarily turned off. TCPs for rolling slowdowns will be submitted for approval prior to implementing any rolling slowdowns.

3.7 Process for Signing Transitions

Traffic control signing for each successive construction phase will be shown on the MOT Plans. Signing transitions will be in place prior to the opening of each successive phase. Signs not in use will be removed or covered. The process for signing transitions includes placing signs (covered) for future phases prior to actual transition time in order to expedite the transition. When appropriate, the new construction phase signage will be uncovered and the old phase signs will be removed. The TCS will monitor this process regularly as required by their regular duties. Notifications will be made to the public in accordance with RFP requirements.

3.8 Accommodating the Needs of Emergency Service Providers, Law Enforcement Entities and Other Related Corridor Users

Representatives of emergency service providers and law enforcement entities will be invited to attend weekly meetings to review the schedule and discuss coordination issues. See Appendix A for a list of agency contacts. Graham will follow through via meetings, phone calls, emails or other communications to make sure that concerns of affected agencies are considered. Traffic Control staff are trained in the procedures to allow emergency vehicle to pass through a construction zone safely. Closure notifications will be provided to service providers at least 7 calendar days in advance of the closure in accordance with the RFP.

3.9 Inspection and Maintenance of Traffic Control/Response Times

The TCS will inspect all signing, temporary traffic control devices, and pavement markings daily and document on their daily report. The daily reports will conform to RFP Section 2.22.4.7.2. These daily reports will be made available to WSDOT upon request and will be posted on SharePoint.

Weekly drive-throughs with WSDOT, WSDOT Maintenance, and Graham field personnel will be established to identify areas in which upcoming maintenance will be required. All maintenance requests and work will be documented in a Maintenance Log.

The TCM will be notified of any maintenance issues regarding barriers, striping, pavement markings, damaged or hit channelization devices and signs, etc. The TCM will address identified issues immediately. For those issues that require additional traffic control and/or which are weather dependent, the TCM will contact WSDOT and discuss the proposed timeframe for resolving the issue.

3.10 Response During Off-Hours

At all times, there will be an on-call TCS, equipped with a cell phone, who will respond and take prompt, appropriate corrective action. The TCS will be on site within 45 minutes after notification by WSDOT. The TCS has the resources and authority to correct any deficiencies in the traffic control operation or take alternative action such as demobilizing any construction activity that is causing excessive traffic delays or an unsafe condition for motorists. A single contact number will be provided for contacting the TCS. The TCS will coordinate with the WSDOT field office and provide updates to WSDOT Seattle Radio, in accordance with the Crisis Communications Plan, when corrective actions are required. See Appendix A for contact information.

3.11 Measurable Limits for Repair and Replacement of Traffic Control Devices

Prompt action will be taken to rectify any situation that is out of compliance with WSDOT or the Manual on Uniform Traffic Control Devices (MUTCD) requirements.

Measurable limits for repair and replacement shall be as specified by the American Traffic Safety Services Association (ATSSA) *Quality Guidelines for Workzone Traffic Control Devices*.

3.12 Procedures for Temporary Traffic Signals and Signal Timing Revisions

There are no anticipated temporary traffic signals or revisions to signal timing needed for this project. Modifications to the existing traffic signals on NE 128th Street to provide protected/ permissive left turn phasing for both the eastbound and westbound left turn lanes will be identified in the construction plans.

3.13 Provisions to Maintain Access to Properties

Graham will maintain access to all adjacent properties and businesses for the duration of the project. In the event of a temporary ramp or roadway closure, a detour will be provided and at least 14 calendar days advance notification will be given per Section 2.22.4.2 of the RFP. The advance notification will be delivered or sent to all appropriate parties with coordination from the project team.

3.14 Maintaining Access of Truck, Hazardous Material, Transit, and School Bus Routes

With the exception of proposed roadway closures, existing access will be maintained to established truck, hazardous material, transit, and school bus routes. Detour routes identified for closures will be coordinated through the affected local agency to ensure that selected routes are appropriate for the anticipated traffic volumes and vehicle types. Representatives of local agencies, transit providers, and school districts will be invited to weekly meetings to provide input on impacted routes.

3.15 Modification of MOT Plans

It is expected that changes to the MOT plans will be required as the project progresses. If immediate changes are required for safety reasons they will be made in the field and modified on the MOT plan by the WTEM as soon as possible after the change. Graham will attempt to notify affected stakeholders of these emergency changes.

Non-emergency changes will be discussed in the weekly meetings. Once concurrence is reached, revised MOT plans will be prepared and submitted to WSDOT for approval.

3.16 Procedure to Determine Detour Routes and Obtain Stakeholder Acceptance

Potential detours routes will be discussed in the weekly meetings to aid in the development of detour plans. Detour routes will be reviewed in the field for heavy vehicle and transit needs, and turning paths will be modeled in CAD as necessary. Final acceptance of detour routes will occur after all appropriate parties have reviewed the detour plans. Once consensus is reached the detours will be reflected in the MOT plan and the plan submitted to WSDOT for approval.

3.17 Procedure to Communicate MOT to Graham's PIO and Notify Public

Graham's PIO will attend the weekly meetings and review the MOT weekly schedule. Graham's PIO will coordinate with WSDOT public information personnel for dissemination of MOT information to the public.

3.18 Procedures to Coordinate with Adjacent Project MOT Plans

Graham's TCM will coordinate construction activities and MOT Plans with nearby construction projects. Listed below are known projects that may occur within the immediate vicinity of, or at the same time as, the Project. Graham will coordinate with WSDOT and local agency contacts to identify appropriate projects and obtain representative contact information. Representatives from those identified projects will be included on the distribution list for the weekly meetings. These representatives will be directly notified by Graham whenever there is an identified MOT impact.

- SR520 – I-5 to Medina: West Approach Bridge North
 - Limits: SR520 (Montlake to East Highrise)
 - Contact: WSDOT – Steve Strand (206) 770-3565
 - Duration: 10/1/14 – 12/31/17
- SR 520 – I-5 to Medina: Stage 1 Evergreen Pt Floating Bridge and Landings
 - Limits: SR520 (MP 0.97 to MP 1.20), and SR520 (MP 1.63 to MP 3.98)
 - Contact: WSDOT – Robyn Boyd (425) 576-7066
 - Duration: 4/1/12 – 12/31/16
- SR 520 – 84th Ave NE and 92nd Ave NE Added Truck Aprons
 - Limits: SR520 (Vicinity of MP 4.49)
 - Contact: WSDOT – Mark Allison (206) 770-3637
 - Duration: 12/8/16 – 12/31/16
- SR 520, Medina to SR 202 – Eastside Transit and HOV
 - Limits: SR520 (MP 3.89 to MP 12.84)
 - Contact: WSDOT – Mark Allison (206) 770-3637
 - Duration: 12/8/16 – 12/31/16
- NE Spring Boulevard, Zone 1
 - Limits: 116th Avenue NE (Northrup Way to NE 12th St), and 120th Ave NE (Northrup Way to NE 12th St)
 - Contact: City of Bellevue – Steve Costa (425) 452-2845
 - Duration: 1/1/16 – 1/31/17

- Northrup Way Corridor Improvements
 - Limits: Northrup Way (NE 24th St to 108th Ave NE)
 - Contact: City of Bellevue – Steve Costa (425) 452-2845
 - Duration: 11/15/15 – 7/31/18
- Wilburton Sewer
 - Limits: 114th Avenue SE (SE 6th Street to Main Street) and SE 8th Street (112th Avenue SE to 114th Avenue SE)
 - Contact: City of Bellevue – Brandon Cole (425) 452-4474
 - Duration: 9/1/15 – 5/31/17
- East Link
 - Limits: 112th Avenue SE (Main Street to NE 6th Street)
 - Contact: Sound Transit – Allen Wycoff (206) 398-5393 and Randy Harlow (206) 370-5591
 - Duration: 4/1/16 – 3/30/23

3.19 Procedures to Coordinate with Adjacent Projects When Staging of Either Project Changes

Any potential changes in staging of the Project, or implementation of MOT Plans, will be discussed at the weekly meeting. WSDOT and the local agencies will be asked to identify potential conflicts with known projects. If conflicts are identified, Graham and WSDOT will coordinate with the affected project(s) representative to resolve the conflict. Graham's TCM will maintain active communication with all adjacent projects to aid in coordination for any construction staging changes.

3.20 Haul Routes Identification

Haul routes on local streets will conform to the requirements of the local agency. Graham will comply with all state and local codes and will obtain any necessary permits. All potential haul routes will be identified on an on-going basis and will be presented by the TCM at the weekly meetings. This will allow all affected parties a chance to comment on the proposed routes, and will provide a forum for Graham to work with WSDOT and the affected City to coordinate appropriate haul routes.

4.0 Preventive Maintenance and Response Time for ITS Components

Preventive maintenance and response times for ITS components will be performed in accordance with Section 2.18.5 of the RFP. ITS components include CCTV cameras, ramp meters, Variable Message Signs (VMS), Highway Advisory Radio (HAR), and data stations. ITS maintenance issues will be categorized into three groups, as follows, and will be responded to according to the RFP Section 2.18.5.

- Urgent – Any fault that causes a total failure, disruption, safety impact, or system-wide disruption of the communications links and equipment; and ramp metering or Closed Circuit TV (CCTV) facilities or HSR after opening. The response time for urgent faults of ITS components shall be less than 2 hours. The repair time for urgent faults of ITS components shall be less than 4 hours.
- Priority – Any fault that causes a failure or disruption of an operator workstation, local control unit for VMS, or the VMS itself. The response time shall be noon of the next calendar day. The repair time shall be less than 4 hours.
- Minor – Any other fault. The response time shall be midnight of the next calendar day. The repair time shall be less than 4 hours.

In addition to the above, all unplanned disruptions to the Toll System require an immediate response.

4.1 Variable Message Signs

Existing VMS approaching the Project may be used, with WSDOT's concurrence, to provide motorists with incident and construction-related information prior to entering the Work zone. Graham will provide portable changeable message signs (PCMS) to provide information to motorists. VMS will not be used in lieu of PCMS as the primary messaging tool. The Graham TCM will coordinate with the WSDOT Northwest Region TMC to provide timely, accurate information regarding planned closures and updated traffic and construction information.

Existing or new VMS shall remain operational at all times. If an existing VMS is removed, Graham will install a temporary VMS and ensure it is operating properly before removing the existing VMS. Temporary VMS shall meet the technical requirements for new VMS systems.

4.2 Maintaining Camera Surveillance During Construction

Existing cameras shall remain operational or temporary cameras installed. When an existing camera needs to be off-line due to construction for greater than the allowable working hours identified in RFP Section 2.18.4.15.1, Graham will install a temporary camera. The temporary camera will be operational prior to taking the existing camera off-line. Temporary cameras will be compatible with the existing system; and will have the same functionality and coverage as the existing system. Graham will maintain power and fiber optic connections to all cameras during construction.

4.3 Highway Advisory Radio

A portable HAR may be provided and operated by WSDOT. Graham will provide and maintain signing for a portable HAR when requested by WSDOT. Graham will coordinate with the Northwest Region Traffic Office Construction Traffic Control Office (CTCO) to provide timely, accurate information regarding planned closures and updated traffic and construction information.

5.0 Maintenance of Traffic Signals

Traffic signals at the NE 128th Direct Access Ramp will be maintained per Section 2.17.4.2 of the RFP. Graham will notify the TMC and WSDOT in the event that a situation related to public safety is observed and emergency maintenance is required.

Appendix A - Stakeholder Contact List

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Stakeholder Contact List				
WSDOT				
Contact	Role	e-mail	Phone	Cell
Chun-Ho Chen	Project Engineer	ChenChu@wsdot.wa.gov	253.661.3357	302.339.3459
Matt DeGooyer	Assistant Project Manager	DegooyM@wsdot.wa.gov	425.450.2534	N/A
Philip Larsen	Chief Inspector	LarsenP@wsdot.wa.gov	425.457.0980	N/A
Graham: 13555 SE 36th Street, Suite 120, Bellevue, WA 98006				
Contact	Role	e-mail	Phone	Cell
Jason Streuli	Project Manager	jasonstr@grahamus.com	N/A	425.508.2787
Marek Bednarczyk	Construction Manager	marekb@grahamus.com	N/A	206.571.3343
Thrall Hershberger	Traffic Control Manager (TCM)	thrallh@grahamus.com	N/A	970.319.0630
Brad Waldron	Safety Officer	bradwa@grahamus.com	N/A	206.641.1989
Subcontractors				
Contact	Role	e-mail	Phone	Cell
Manuel Feliberti (DEA)	Work Zone Traffic Engineering Manager (WTEM)	Mlf@deainc.com	425.619.6580	425.681.0817
Vernon Klingman (Elcon Corp)	Signals, Illumination and ITS/ Electrical	vklingman@elconcorp.com	425.743.5600 Ext. 1219	206.510.5534
Brandon Berlien (Novito)	Traffic Control Supervisor (TCS)		N/A	206.902.6699
Anthony Stordahl (Novito)	Alternate TCS		N/A	206.372.1452
Bob Derry (S & A Communications)	Public Information Officer (PIO)– Project On-Site Contact	Bob@stephersonassociates.com	206.420.0784	206.250.2865
Josh Stepherson (S & A Communications)	Public Information Officer (PIO)–Owner	Josh@stephersonassociates.com		206.321.4205
Emergency Services				
Contact	Jurisdiction	e-mail	Phone	Cell
	Washington State Patrol			
	Bellevue Police			
	Bothell Police			
	Kirkland Police			
	Lynnwood Police			
	Bellevue Fire			
	Bothell Fire			
	Kirkland Fire			
	Lynnwood Fire			
	King County Sheriff			
	Snohomish County Sheriff			

Stakeholder Contact List				
Agency Contacts				
Jurisdiction	Contact	e-mail	Phone	Cell
City of Bellevue	Ton Cezar (MOT only)	tcezar@bellevuewa.gov	425.452.7835	
	Nancy LaCombe	nlacombe@bellevuewa.gov	425.452.4382	
	Mark Poch	mpoch@bellevuewa.gov	425.452.6137	
	Traffic Mgmt. (Incidents Only)	trafficimpacts@bellevuewa.gov	N/A	
City of Bothell	Dave Phelps	Dave.phelps@ci.bothell.wa.us	425.388.2768 x4468	
City of Kirkland	Don Anderson	danderson@kirklandwa.gov	425.587.3826	
	Maintenance (Incidents only)	N/A	425.587.3900	
City of Lynnwood	Paul Coffelt	pcoffelt@ci.lynnwood.wa.us	425.670.5208	
King County DOT	Norton Posey	Norton.posey@kingcounty.gov	206.263.6137	
Snohomish County Public Works	Jim Bloodgood	jim.bloodgood@co.snohomish.wa.us	425.388.6420	
	Dale Valliant	Dale.valliant@co.snohomish.wa.us	425.388.7138	
King County Metro	Jim Arrowsmith	Jim.arrowsmith@kingcounty.gov	206.684.1606	
	Lisa Shafer	Lisa.shafer@kingcounty.gov	206.684.1059	
Community Transit	Joe Hebert	Joe.hebert@commtrans.org	425.348.7132	
	Carol Thompson	Carol.thompson@commtrans.org	425.348.2334	
Sound Transit	Mike Bergman	Mike.bergman@soundtransit.org	206.398.5358	
	Jim Moore	Jim.moore@soundtransit.org	206.398.5045	
First Transit	Dale Gleyre	Dale.gleyre@firstgroup.com	425.355.3755	
Adjacent Project Contacts				
Jurisdiction	Contact	e-mail	Phone	Cell
WSDOT	Steve Strand	strands@wsdot.wa.gov	(206) 770-3565	
	Robyn Boyd	boydrf@wsdot.wa.gov	(425) 576-7066	
	Mark Allison	allisom@wsdot.wa.gov	(206) 770-3637	
City of Bellevue	Steve Costa	SCosta@bellevuewa.gov	(425) 452-2845	
	Brandon Cole	bcole@bellevuewa.gov	(425) 452-4474	
Sound Transit	Allen Wycoff		(206) 398-5393	
	Randy Harlow		(206) 370-5591	