

April 23, 2014

TO: Project File
FROM: Brendan LeBlanc
SUBJECT: Project Closeout Summary for Columbia River Bridges & Approaches Design Build Procurement – *Railroads*

Executive Summary

This memorandum provides the status of the work for the development of the Columbia River Bridges & Approaches Design Build Procurement, specifically addressing the following technical focus areas:

- Railroads

This memo overviews the status of the work, outstanding work and next steps, an overview of project history, key decisions, and information on key documents and references. This memorandum, assembled at the time of project closeout, is intended to provide adequate information to allow project start-up within a year’s time-frame.

Status of Work

The work includes Section 174.30 – Railroads. This Section covers information and responsibilities to the Design Builder’s as it relates *Railroads*. This section sets out the general provisions, activities, Standards and governing Laws, manuals and policies relating to the requirements applicable to the Work performed upon or adjacent to the Railroad Property.

The following deliverables were completed at the approximate level of completeness as identified in Table 1, at the time of project closeout.

TABLE 1.
 CRBA DB Procurement Deliverables Status Summary
Status of Deliverables for the CRBA Design Build Procurement Development

TASK	DELIVERABLE	APPROX. PERCENT COMPLETE	STATUS OF WORK
4.3	Draft technical Performance Requirements - provision DB 174.30 – Railroads	90%	All page turns have been completed and page turn comments have been addressed. Continued clean up of DB 141 for formatting, language, terminology, acronyms, interdisciplinary coordination, project interfaces, and other outstanding issues. See “Draft RFP Action Items List”.

Table Notes:
 1. Table status as of March 14, 2014.

Known Issues

The following is a summary of the known issues that were not resolved at the time of closeout:

- The informal response from the BNSF was that the C&M agreement would be a three way between ODOT, WSDOT and BNSF Railway. The WSDOT rail coordinator would need authorization from WSDOT to be involved in executing the C&M agreement.
- There is a provision in the performance specifications requiring RR flagging even when working further than 25' from the track if an accident could foul the track. This is based upon comment from the BNSF prior to when I became involved in the project. If D-B proposers have concerns about this, it is worth talking to the BNSF to see if this non-standard requirement is really necessary. This could mean RR flagging for work being performed outside the RR ROW.
- After July 2013, under the ODOT-led project, the approach to resolving the UC1714 issue would have changed. It would have been a two-step process in which WSDOT would have first needed to resolve the UC1714 land transfer issue with BNSF independently, and then where the CRC project would have worked to acquire the necessary parcels for the CRC footprint in a separate effort. Also, under the ODOT framework, the C&M agreement purpose was different than under a WSDOT process, so the entire approach with BNSF would need to be revisited. The project did not meet with BNSF after the July 2013 timeframe.
- A separate, outstanding issue with BNSF relates to the layout of the existing BNSF access berm that is just to the east of I-5 at the BNSF crossing. The conceptual layout of the SR14 interchange would require modification of the west end of the berm, termed the BNSF Apple Tree Crossover access roadway. BNSF was aware of this, but geometry had not been discussed in detail with BNSF, and the modification would likely require a relatively steep grade. The CRC project team had a preliminary layout which can be found at G:\CRC\CRC Workpaper Files_Closeout Ref By Discipline\Highway\BNSF 03 07 12 layout of berm modification.pdf.

Outstanding Work

The following is a summary of outstanding work and next steps at the time of closeout that was not started, but necessary for the development of the DB Procurement final RFP for the CRBA Package:

- Complete the land swap with BNSF and get the C&M agreement with BNSF.
- Revise the specification to be compatible with the C&M agreement.
- Get the RR flagging agreement with BNSF.

In the 1980's reconstruction of the SR14 interchange and the resulting realignment of the BNSF corridor, there was an agreement between WSDOT and BNSF (UC1714) which required transfer of land between WSDOT, BNSF and other parties identified at the time. The land transfer did not happen. CRC worked with BNSF to identify how to resolve this issue, as well as acquire the necessary properties for the CRC project footprint. Prior to the July 2013 changes to the project, BNSF stated that they would not grant a C&M agreement for the project without first having reliable assurances that they would be receiving the properties agreed to under the 1980's UC1714 agreement. Prior to the July 2013 timeframe, CRC and BNSF had been confirming current ownership of parcels near the BNSF tracks so the conveyances related to UC1714 and the CRC project footprint could take place. A significant amount of work went into researching the UC1714 agreement and parcel ownership. Backup materials for this can be found at G:\CRC\CRC Workpaper Files\ROW\Parcels\BNSF and G:\CRC\CRC Project Files\Meetings (Mtg) thru July 2013\BNSF.

As part of this process, the CRC project completed a record of survey and ESA Phase I's for parcels along the BNSF corridor and adjacent to the corridor. It was determined that ESA Phase II's were not needed. The record of survey for this work can be found at G:\CRC\CRC Project Files\WSDOT Agreement Deliverables\8 Engineering\AL8001-2013-03-19.pdf. Also, a determination was made as to which parcels would remain with the existing ownership, or be transferred to a different ownership. The approach was to result in a net transfer of parcels between entities. This process was interrupted in July 2013, and hadn't resumed as of the 2014 shutdown.

Milestones & Key Decisions Related to Disciplines

Key project milestones include:

- | | |
|------------------------------------|------------|
| ■ First Meeting Technical Workshop | 10/24/2013 |
| ■ Second Meeting Progress Status | 11/14/2013 |
| ■ Third Meeting Page Turn | 1/13/2014 |
| ■ Fourth Meeting Page Turn | None |
| ■ Draft RFP Tech Review | 3/4/2014 |
| ■ Project Close Out | 3/14/2014 |

Key project decisions include:

- The decision has been made that the D-B will reimburse ODOT for all RR flagging and RR inspection services. No ODOT paid base number of days will be included in the contract.
- See Meeting Notes in ProjectWise master directory.

Project Records

Records of the work conducted under this task can be found at:

- See Word files in ProjectWise master directory.
- See Meeting Notes in ProjectWise master directory.

Standards & Versions

Standards to be used for the work are listed in DB 174.30 - Railroads.

The version in the ProjectWise 02_Draft RFP / Master Files directory is the most current specification.

BL:cmd

cc: Project Controls