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I-405 / SR 167 Interchange Direct Connector Project

Traffic Management Plan (TMP) & Traffic Incident Management Plan (TIMP)



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1 Introduction

The I-405 / SR 167 Interchange Direct Connector Project will construct a direct connector ramp carrying two lanes of traffic, one in each direction, between the SR 167 HOV Lane and the I-405 HOV Lane. This ramp will connect NB SR 167 to NB I-405 and SB I-405 to SB SR 167.

Mainline Construction:

The project mainline construction will occur over two main construction stages. Prior to Stage 1, the median will need to be prepared for traffic. Stage 1 shifts northbound and southbound SR 167 and I-405 mainline traffic to the existing inside shoulder allowing room to construct behind temporary traffic barrier. Stage 2 shifts northbound and southbound SR 167 and I-405 mainline traffic onto newly constructed outside pavement and create a barrier protected workzone in the median areas of SR 167 and I-405 for construction of the direct connector approaches.

Ramp and Fish Culvert Construction:

Ramp traffic will remain mostly in its current configuration with temporary concrete barrier two feet off of the fog lines to create a work zone for new ramp construction. Installation of the SR167 fish culvert will occur in five steps and entirely behind temporary barrier.

SB405/Talbot Structure Widening & Talbot Road Construction:

A substage will be necessary to remove the existing SB405 bridge barrier and to close the gap between the new and existing structure. This substage will require a shift of ramp traffic onto the newly widened structure to open a work zone between mainline and ramp traffic. There will be two stages to complete the rockery wall demolition, anchored slope construction, and seismic retrofitting of existing columns. Stage 1 will shift traffic to the west along the existing columns. Stage 2 will shift traffic to the east against the eastern columns.

This Traffic Management Plan (TMP) provides guidance for the development of the Maintenance of Traffic (MOT) Plans, Traffic Control Plans, and ITS Plans, and includes the Traffic Incident Management Plan (TIMP). It meets the requirements of the Request for Proposal (RFP) Section 2.22.3.2 Traffic Management Plan, Section 2.22.3.3 Traffic Incident Management Plan, and the portion of Section 2.18.5 Maintenance and Operation of ITS Components that describes the written plan for ITS components.

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Key Responsible Traffic Control listed in order or contact call protocol:

Traffic Control Manager “TCM”:	Peter Huynh	Cell: 425-757-2524
Traffic Control Supervisor “TCS”:	Michael Huddler	Cell: 206-258-0360
Alternate TCS:	Scott Jordinson	Cell: TBD

WSDOT Traffic Systems Management Center "State Radio" Phone: 206-440-4490

This document is intended to be actively used by project team members and updated as needed.

2 TIMP

2.1 Basic TIMP Plan

2.1.1 Incident Detection and Verification

When traffic control devices are actively in place hourly drive throughs will be performed on the project by the TCS to monitor and correct/adjust traffic control devices. He/she will act as the incident monitoring system along with relying on incident detection from several sources, including but not limited to Design-Builder field personnel, subcontractors, Community Involvement/Public Information (PI) office, the motoring public, WSDOT Incident Response (IR), Cities of Renton, Tukwilla and Kent, Port of Seattle – SeaTac Airport (POS), City of Tukwila, City of Kent, King County Metro, Sound Transit, Traffic Management Center (TMC) and the Washington State Patrol (WSP).

In order to address the incident in the most efficient manner, all calls will be reported to the active Traffic Control Manager (TCM). This will be Peter Huynh 425-757-2524. The TCM will take action to verify the incident is handled in a safe and timely manner and contact the appropriate parties. Parties that are to be contacted will be determined on a case by case basis by the TCM or alternate Atkinson team member. In the case of injury incidents the first call will be 911 or other appropriate emergency services.

The parties to be contacted, at a minimum are:

Emergency Services		911
Atkinson TCM or TCS	Peter Huynh or Michael Huddler	425-757-2524 206-258-0360
Alternate TCS:	Scott Jordinson	Cell: TBD

WSDOT On-site (Lead) Inspector : TBD

* Note: TCS to verify name & cell # of On-site WSDOT Inspector at start of each shift

WSDOT Chief Inspector :	Robert Van Horn	206-841-2862
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WSDOT TMC/Radio:

206-440-4490

This is the core group of parties to be contacted. Once notified the representative of each organization can follow the specific notification requirements required for notifying other members of their organization and can inform onsite 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 Kahua for review by WSDOT. This documentation will provide the information to be shared as lessons learned. At the beginning of the shift following the incident the pre-shift briefing will include a discussion of the incident, causal factors, results, resolution and any revisions. The incident may also be discussed at the monthly All Hands Safety Meeting as appropriate. This is a base plan and may be adjusted based on severity or frequency of incidents.

2.1.2 Incident Response and Site Management

Incident response will be managed by the WSP in conjunction with WSDOT Incident Response Team (IRT) with cooperation from the Design-Builder. Once the TCM has determined what the incident involves, communication with/between WSP, TSMC, WSDOT, Local agencies, local Cities, Subcontractors and Traffic Control will be performed by the TCM, Peter Huynh 425-757-2524. 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. During the assessment and management of the incident the TCM will be in contact with the appropriate parties to assure there is notification and communication through the resolution of the incident including notification of all clear. For severe or long duration incidents construction PCMS' or WSDOT message signs can be used to advise drivers and suggest alternate routes. This will be coordinated by the TCM and WSDOT.

Depending on the type of incident during which the Design-Builder is performing work onsite, Atkinson will either handle it or will be prepared to assist WSP. The determination of Atkinson involvement in the Incident Response Team (IRT) will be made between the TCM, Al Gonzales 206-730-9171 and the parties involved (WSP, TMC, WSDOT, Cities of Renton, Tukwilla and Kent, POS, Local Agencies, Subcontractors and Traffic Control) within 45 minutes of notification.

2.1.3 Interaction with the WSDOT Traffic Systems Management Center (TSMC) Section Change to Seattle Radio 206-440-4490

The Traffic Control Supervisors (TCS), in cooperation with the Traffic Control Manager (TCM) and the Superintendents, will continually communicate with WSDOT Seattle Radio at 206-440-4490 of any planned and executed traffic control operations such as lane,

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ramp, and shoulder closures, detours, and any other activity affecting traffic. Notice to TSMC will be given upon setting and picking up closures and detours by the active TCS

2.1.4 Coordination with Local Agencies

Coordination with local agencies will be accomplished with assistance from the project Community Involvement / Public Information Officers. Weekly construction update schedules will be sent to WSDOT and local agencies such as WSP, Renton Police and Fire Dept, Emergency Services, and any other relevant local agency.

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

Coordination and inclusion of local agency incident management guidelines is accomplished through meetings with stakeholders during the design phase and pre-activity reviews. In addition to these face to face meetings the permitting process is providing additional opportunity to gather information for implementation. The requirements for notification of local emergency services will be determined in these meetings as well as contacts that can be incorporated into the distribution list for the weekly schedule so they are provided the most up to date information.

Coordination Contact List in order of contact protocol

Atkinson Traffic Control Manager: Peter Huynh, Cell 425-757-2524
Atkinson Traffic Control Supervisor: Michael Huddler, Cell 206-258-0360
Atkinson Alternate TCS, Scott Jordinson, Cell TBD
Atkinson Assistant Project Manager: Al Gonzales, Cell 206-730-9171

2.1.5 Coordination with Planned Events

Planned events will be identified with the help of the Community Involvement / Public Information Officers in coordination with local officials and will be discussed weekly at the MOT Task Force meetings. A list of upcoming events will be included as part of the MOT Task Force meeting's agenda. Potential construction impacts to planned events will be identified and minimized through this procedure. The Design-Builder will notify WSDOT of planned events that may be affected by construction activities a minimum of seven (7) calendar days before the event takes place, and submit weekly updates to the special events listing.

During the planning and scheduling of work Planned Events will be considered so that impacts will be avoided for both construction and the public. If there is a situation that requires an amendment to the TIMP then, like any other living document, the conflict will be identified, a solution will be determined and the plan will be revised.

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2.2 Incident Response Team

The Incident Response Team will be led by Atkinson's TCM, Peter Huynh, 425-757-2524, or the active designee, who will in turn notify the WSP, TCS, WSDOT, Community Involvement / Public Information Officers, and any other relevant persons or agencies in the event an incident affects traffic. The Design-Builder will make available materials and equipment that are on site to assist WSDOT or the WSP in handling incidents. For other incident response procedures please refer to the project Crisis Management Plan.

2.3 Design Elements

2.3.1 Staging Areas

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

2.3.2 Emergency Vehicle Access

Emergency vehicle access will be maintained throughout the project duration except during the implementation of the Traffic Control Plan detours. Prior to implementing any detours, emergency service providers will be notified as described in the Public Information 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 the Community Involvement / Public Information Officers weekly media release will be given to the appropriate agencies when conditions will not allow safe access.

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3 TMP

3.1 Traffic Phasing

3.1.1 Conceptual MOT

The conceptual Maintenance of Traffic Plan, including construction staging and traffic phasing, is summarized below.

Median Preparation:

Prior to Stage 1, the median will need to be prepared for traffic. Rumble strips, junction boxes, drainage inlets, etc. will be prepped for vehicular traffic. This work will be completed during night time shoulder and lane closures.

Stage 1:

Stage 1 shifts northbound and southbound SR 167 and I-405 mainline traffic to the existing inside shoulder allowing room to construct behind temporary traffic barrier. SR 167 activities will include: widening of SR 167, construction of wall 2557L (along East Valley Road.) I-405 activities include the widening of I-405, I-405/Talbot structure widening, excavation of the NB405 hillside, and relocation of the existing noise wall. A portion of the direct connect columns and foundations will also be constructed.

Stage 2:

Stage 2 shifts northbound and southbound SR 167 and I-405 mainline traffic onto newly constructed outside pavement and create a barrier protected workzone in the median areas of SR 167 and I-405 for construction of the direct connector approaches. The remaining portion of portion of piers and foundtaions will be constructed during Stage 2. At the completion of this stage, traffic will be shifted into it final and permanent alignment.

Ramp Construction:

Ramp traffic will remain mostly in its current configuration with temporary concrete barrier two feet off of the fog lines to create a work zone for new ramp construction. Ramp construction also includes ITS, lighting, and drainage work. Connections between new and existing ramps and additional ramp construction will take place over the course of multiple closures. Ramp closures will be minimized with the use of shoulders for temporary traffic shifts.

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Fish Culvert Construction:

Installation of the SR167 fish culvert will occur in five stages and entirely behind temporary barrier. Construction will start at the low end and progress up grade. Step 1 will construct the western portion (lower invert) of the culvert and cleanout structure. Traffic will be shifted against the existing median barrier. Step 2 will temporarily delay the opening of the HOV lane south and shift all remaining southbound SR 167 lanes against the existing median barrier allowing a larger portion of the culvert to be installed. Step 3 will continue to delay the opening of the southbound HOV lane, and shift lanes in the northbound and southbound SR 167 traffic out onto the widened pavement and against the proposed barrier. This will open up a work zone between the north and southbound SR 167 traffic. Step 4 reopens the existing southbound SR 167 HOV lane and has all southbound lanes in their Stage 2 configuration. Northbound SR 167 traffic will be shifted towards the existing median barrier. The remaining portion of the culvert will be completed. Step 5 will have north and southbound SR 167 traffic in their Stage 2 configurations.

SB405/Talbot Structure Widening:

A substage will be necessary to remove the existing SB405 bridge barrier and to close the gap between the new and existing structure. This substage will require a shift of ramp traffic onto the newly widened structure to open a work zone between mainline and ramp traffic.

Talbot Road

There will be two stages to complete the rockery wall demolition, anchored slope construction, and seismic retrofitting of existing columns. Stage 1 will shift traffic to the west along the existing columns. Pedestrians utilizing the eastern sidewalk will need to be detoured to the western sidewalk. Stage 2 will shift traffic to the east against the eastern columns. Pedestrians will be detoured along a temporary sidewalk constructed to ADA standards.

3.1.2 MOT Plans

MOT will be submitted to allow as much review time as possible with a minimum time of 14 calendar days.

The Atkinson Design Build Plans Released for Construction “RFC” will be accessible on Kahua as they become available.

3.1.3 MOT Plan Updates

This document will be reviewed monthly, in the MOT task force meetings, and updated as required.

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3.2 Temporary Roadway Requirements

There is no intention of implementing temporary roadways.

3.3 Signing Transitions

All existing signs; new permanent signs installed as part of this Contract; and construction signs that are inappropriate for the traffic configuration at a given time shall be removed or completely covered to facilitate and control the operation of the project.

Existing sign panels and sign structures shall remain in place or shall be temporarily mounted until new or replacement signs are installed. New or replacement signs will not be installed in a location that obscures the visibility of an existing sign.

3.4 Procedures for Temporary Traffic Signals and Signal Timing Revisions

No temporary traffic signals are anticipated for this project.

Traffic signal timing revisions may be needed along the detour routes. In the event a need for this arises the specific intersection(s) will be identified and the contact will be made with the City of Renton and also WSDOT to coordinate and make the revisions. This subject will also be discussed at stakeholder meetings prior to implementing any detours.

3.5 Inspection and Maintenance of Traffic Control

Inspection and maintenance of traffic control will be addressed through daily TCS and Atkinson field personnel drive-thru's and documented on their daily reports. These daily reports will be available to WSDOT upon request and will be posted on Kahua.

Weekly drive-thru's with WSDOT, WSDOT Maintenance, and Atkinson field personnel will be established to identify areas that upcoming maintenance will be required. All maintenance requests and work will be documented in a Maintenance Log per section 3.5.2 of this TMP below. We will visually inspect pavement markings and channelization devices with regards to their effectiveness.

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3.5.1 Methods, Including Response Times

The TCM, Peter Huynh, 425-757-2524, shall be notified of any maintenance issues regarding concrete barrier, striping, raised pavement marker issues, damaged or hit channelization devices and sign, etc. The TCM will make arrangement to remedy these issues immediately. For paving marking and items, that would take additional traffic control, and are dependent on fair weather, Atkinson will make every effort to remedy these issues within 48 hours. The criteria for replacement will be based on visual inspection and whether the existing condition is providing the intended function. For evaluation of TCD's best management practices and evaluation based on MUTCD criteria will be used.

3.5.2 Maintenance Log

Atkinson field personnel will establish and maintain a maintenance log to document all maintenance related work within the project limits. The log will include the date, time, and party reporting the issue, a description of the location and nature of the problem, and the date, time, party, and materials used to remedy the maintenance issue.

The maintenance log will be reviewed weekly at the MOT Field Implementation meetings and will be available for review by WSDOT on Kahua. The Maintenance Log will serve as documentation of all work performed on maintenance items that Atkinson is responsible for as identified in Section 2.29 of the RFP.

3.6 Provisions to Maintain Access to Properties

Atkinson 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-day advance notification will be given per Section 2.22.4.3 of the RFP. The advance notification will be delivered or sent to all appropriate parties with coordination from the project team.

3.7 Maintenance of Truck and Transit Access

Transit access will be maintained throughout the project limits. During temporary roadway closures, a detour will be provided and a minimum of 14-day advance notification will be given to all appropriate parties, including transit operators.

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3.8 Modification of Plans to Adapt to Project

It is expected that changes to the MOT plans will be required as the project progresses. As changes are identified, revised MOT plans will be prepared by the Design-Builder and submitted to WSDOT for approval following the submittal process described in Section 2.22.5.3 of the RFP and in the Design Builders Quality Management Plan. As part of the submittal and approval process stakeholders will be involved in the review and approval of process. They will remain informed through the process and meetings can be scheduled as needed to review any new plans that result in questions or added clarification required.

3.8.1 Adjacent Project Changes

Construction activities and MOT will be coordinated with other adjacent projects. Peter Huynh, 425-757-2524 will work as the TCM coordinating the work with the surrounding projects. This may include roadway closures outside of the immediate project area, but that affect the operation of the roadway.

In order to facilitate coordination with adjacent projects, a list with the contact people for the projects will be developed and maintained. All potentially effected projects identified will be invited to the weekly MOT Task Force Meeting.

3.9 Haul Routes Identification

Haul routes will use local highways and local streets legally to transport materials to and from the project and operate with the flow of normal traffic. In the event that designated or specific haul routes will be incorporated they will be identified on an on-going basis and will be presented by the TCM at the weekly Task Force Meetings. This will give all interested and effected parties a chance to comment on the proposed routes for the Design-Builder's consideration prior to incorporation into the TMP.

3.10 Detour Routes

Detours will be used during nighttime lane/ramp closures and extended weekend closures, and maintained on an hourly basis. Detour routes will be designed to minimize inconvenience to the driving public. All proposed detour routes will be included in the MOT plans for each stage of construction. The MOT plans and detour routes will be discussed with stakeholders in the weekly MOT Task Force meetings or individual stakeholder meetings. The appropriate MOT plans showing the detour will be delivered to Local Agencies at least 14 days before the detour is implemented. The detours have been prepared considering the type of traffic it will accommodate (trucks, transit, bicycles, etc.) and the majority of the detours are established and have been used in the past. For final acceptance the DB will rely on the acceptance of the appropriate stakeholder during the approval phase. Further communication and coordination with stakeholders will occur as described in Section 5 of this

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Plan.

3.11 Transit and Truck Route Needs

Transit and truck routes through the project will not be permanently interrupted during the project. Some routes may be temporarily interrupted during nighttime or weekend closures. All closures will include detour routes that can accommodate all vehicle sizes, including buses and trucks. Since the closures will occur during at night and on weekends, it is expected that they will not affect school bus routes.

Transit operators may wish to implement route changes different than the detours. Fourteen (14) calendar days prior to an activity taking place that may restrict or impede the movement of commercial vehicles due to ramp closures, reduced lane widths, reduced height clearances, or lower weight limits, the Design-Builder shall provide the City of Renton, Washington State Patrol, WSDOT's Northwest Region Construction Traffic Office and WSDOT's Commercial Vehicle Services, Port of Seattle Washington Trucking Association, King County/Metro, Sound Transit and Emergency Services with notice including:

- Purpose of the change,
- Area affected and and dates of impact, and
- Alternate routes and detours.

This process is described in further detail in Atkinson's Construction Communications Plan.

4 Preventive Maintenance and Response Time for ITS Components

Preventative maintenance and response times for ITS components will be performed in accordance with Section 2.18.5 of the RFP. ITS components include, but are not limited to, ramp meters, CCTV, Variable Message Signs, loop detectors, and Highway Advisory Radio (HAR) systems. ITS maintenance issues will be categorized into 3 groups: Urgent, Priority, and Minor and will be responded to according to the RFP Section 2.18.5.

4.1 Traffic Signals

Maintenance of traffic signals is not anticipated. Atkinson will notify the TSMC Radio and WSDOT in the event that a situation related to public safety is observed and emergency maintenance is required.

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5 Coordination and Communication

5.1 Procedures to Identify and Incorporate the Needs of Others

The interests of transit operators, utility owners, schools, business owners, and any other 3rd party stakeholders will be considered throughout the duration of construction. Their needs will be identified on an on-going basis and discussed at the weekly MOT Task Force Meetings in close cooperation with WSDOT. Atkinson will use these meetings as an open discussion forum to communicate with WSDOT, City Officials, transit operators, etc. to incorporate their interests into MOT planning. In the event these parties are not present at weekly meetings or at stakeholder meetings coordination will be made through the appropriate city or with assistance from WSDOT to inform the appropriate parties. This will include transit coordination through the respective cities, communication with the Port of Seattle to coordinate their notification system of our closures to help inform airport traffic particularly out of town folks who are not familiar with the area.

The Construction Communication Plan addresses informing the public of construction scheduled closures. As needed, other audiences, such as transit operators, utility companies, and business owners, will be added to the distribution list for this information.

Atkinson will notify the utility owner and local emergency services in the event of an emergency involving a utility shutoff.

5.2 Procedures for Obtaining Stakeholder Concurrence

The construction activities and corresponding MOT plans will be discussed at the weekly MOT Task Force Meetings to obtain stakeholder concurrence. In the event that stakeholders are not present at weekly meetings or at stakeholder meetings coordination will be made through the appropriate city or with assistance from WSDOT to inform the appropriate parties to obtain concurrence. Once concurrence has been achieved, the Design-Builder will generate drawings for WSDOT and constructability review at the preliminary design level. The process of taking MOT Plans from preliminary design to Released For Construction (RFC) will be as outlined in Section 2.22.5.3 of the RFP and by Atkinson's QMP.

5.2.1 For Road and Lane Closures

Proposed road, lane, and ramp closures will be presented to WSDOT, WSP, City of Renton, Kent, and Tukwila, King County Metro and Sound Transit at the weekly MOT Task Force Meetings and all closures will be in accordance with Section 2.22 of the RFP. Stakeholder meetings are scheduled to meet with parties that are unavailable to attend the Task Force Meetings. The goal is to receive written concurrence from the stakeholders. This written notice may be in the form of a letter, comments from plan review or an email. Once

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concurrence has been achieved, proper notification will be given in advance of any road or lane closure as further described by this TMP. See Section 3.6 of this TMP, for further details regarding maintaining access to properties.

5.2.2 For Switching Procedures

The MOT Task Force meetings will provide the means to ensure that the needs of the stakeholders are considered. Stakeholders will have the opportunity to provide input on refining MOT plans and strategies involving road and lane closures. Atkinson will obtain concurrence from the stakeholders prior to implementing MOT plans. A switching procedure for each control change will be provided with the MOT plans as part of the workplan. See approved MOT Plans for details on road and lane closures and traffic switches.

5.2.3 Construction Updates

Construction Updates will be issued weekly and will include, but are not limited to, a 3-Week Look Ahead Schedule. Atkinson's TCM will communicate upcoming construction activities that will affect traffic at the weekly MOT Task Force Meetings. All interested groups will have access to the 3-week construction update schedule and any major operations requiring traffic control will be communicated as early as possible. Construction Updates shall be delivered to WSDOT no later than Wednesday at 11:00 am every week.

5.3 Corridor Users

The Construction Communication Plan identifies the procedure for the release of information about traffic impacts on a weekly basis. All corridor users, including Emergency services, City of Renton, City of Tukwila, City of Kent, Sound Transit, King County Metro, WSDOT Maintenance, WSP, etc, will be notified of road closures on this weekly release per the requirements of Section 2.22 of the RFP. Other corridor users will be added to the distribution list for the weekly release as needed. Representatives of these groups will be invited to attend our weekly MOT Task Force meetings to assure that these group's interests will be protected and incorporated into the planning of our MOT operations in close cooperation with the Atkinson and WSDOT.

5.4 Adjoining Projects Coordination

Adjoining project coordination will be handled by Atkinson's TCM and TCS with cooperation from other project's management staff, and WSDOT. Weekly updates and information regarding road, lane, and ramp closures will be issued upon request to other project's staff and work activities in conflict with other projects will be discussed at the weekly MOT Task Force Meetings. Any conflicts will be coordinated and resolved with

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WSDOT input.

5.5 HAZMAT Routes

Freeway closures are scheduled for this project. Coordination of I-90 Flammable/Hazardous Restrictions will occur so that I-405 is available for Hazardous cargo. Both freeway and ramp closure plans will be reviewed and distributed to the proper contacts.

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6 Information

6.1 MOT Communication Procedures

6.1.1 Public Information Personnel

Atkinson staff will provide weekly updates of closure and work schedules and coordinate closely with a PIO working for WSDOT.

The team will meet with the TCM and WSDOT weekly at the MOT Task Force Meetings and the Construction Schedule Meetings to discuss ongoing and upcoming construction activities.

6.1.2 Public

The Atkinson team will provide weekly project updates with the upcoming week's closures, detours, etc. to WSDOT for inclusion in a weekly media release. Other procedures for notifying the public are as detailed in the Construction Communication Plan and in this report.