Project Services Addendum #36 to Fiber One Agreement

Washington State Department of Transportation, Seattle Transportation Department, King County, and Seattle Information Technology

1) Pier 48 to Colman Dock Fiber Installation
2) Re-Routing Fiber to Colman Dock and SFD#5
3) Removing WSDOT Fiber Spurs and Splice Back the Backbone Fiber Cable for WSDOT Emergency Gates 1-4, Building 1051, 6, and 9
4) Plumbing Through 4" SIT Conduit Used by WSDOT to Connect to Century Link on Marion Street and Alaskan Way

This Project Services Addendum to the Fiber One Agreement is made by and among the following parties: City of Seattle ("Seattle"), a Washington municipal corporation, acting by and through its Seattle Information Technology Department (SIT), formerly Department of Information Technology ("DoIT"); Washington State Department of Transportation ("WSDOT"); and King County ("KC").

In this Addendum, the above named parties may be collectively referred to as "Project Participating Agencies".

WHEREAS, WSDOT, KC, and SIT are Participating Agencies in the Fiber One Agreement; and

WHEREAS, acting as Lead Agency, SIT (formerly DoIT) is installing fiber from Pier 48 to Colman Dock for King County and Washington State Department of Transportation.

WHEREAS, acting as Lead Agency, SIT has a temporary route for WSDOT from Coleman Dock to the Cisco Building for two circuits, so the existing cable attached to the pedestrian bridge under the Alaskan Way Viaduct on the south side of Marion Street can be removed for the viaduct demolition. King County will be purchasing fiber this new pathway from Coleman Dock to King Street Station for their live circuit. SIT also has a temporary path for Seattle Fire Department's Station #5 to the Justice Center. KC, WSDOT, and SFD#5 will need to be re-routed again when SDOT's Waterfront Project comes through the area. I don't have costs associated with that re-route yet. All costs are shared per the Seattle One Fiber Partnership's General Terms and Conditions, Exhibit A.

WHEREAS, acting as Lead Agency, SIT will transfer ownership of WSDOT's fiber spurs to Emergency Gates 1, 2, 3, and 4 to SDOT. The fiber to Gates 4 and 9 will be cut in the cabinet by WSDOT and pulled back to either the SDOT HH or DoIT MH. The fiber to Gate 6 will be cut at the Pedestrian bridge at Alaskan Way and coiled in the SIT manhole on Marion Street. The other end will be removed by WSDOT's contractor Kiewitt. Seattle Transportation Department will take ownership of the fiber and power cables, conduit to the pole, and power cabinets from WSDOT at Gates 1-3 instead of WSDOT paying their contractor, Kiewitt to remove them. WSDOT TMC will remove the network switches, computers, and seismic sensors from all cabinets except Gate #4 on January 14, 2019. Per Mike Forbis:

the gate, cabinet, and UPS at Lander, Gate 4, needs to remain. This cabinet is supporting the camera. Kiewitt will remove the arm, the beacon, and whatever is left in the controller and UPS cabinets for Gate 1-3. Kiewitt is removing all other material associated with Gates 6-9 after WSDOT pull out their switches.

WHEREAS, acting as Lead Agency, SIT agreed to let WSDOT pick off a 4" SIT conduit on the south side of Marion Street, east of the Alaskan Way viaduct. This conduit was used to connect fiber to a Century Link manhole in the street. SIT plans on using that conduit to connect to the new conduit to be installed in SDOT's Waterfront Project to connect to Coleman Dock and SFD#5. The 4" conduit needs to be removed from the Century Link manhole and returned to its previous condition.

WHEREAS, the Project Participating Agencies desire to memorialize the costs and temporary relocation of the existing circuits.

NOW, THEREFORE, the parties hereby agree as follows:

1. **Overview of the Project Scope**
   The project scope covers:
   1. The installation, termination, and testing of a 24-strand single mode fiber from WSDOT's trailer at Pier 48 to Coleman Dock for KC and WSDOT. This work has already been completed.
   2. Temporarily re-routing the live circuits:
      a. From Coleman Dock to the Cisco Building for WSDOT.
      b. From Coleman Dock to King Street Center for King County.
      c. From SFD#5 to the Justice Center for SIT/SFD#5.
   3. WSDOT and SFD#5's circuits will need to move back to there existing pathway after SDOT's Waterfront Project comes through the area. KC will need to also re-route their now permanent pathway from Coleman Dock to King Street Center after SDOT's Waterfront Project comes through. I do not have the costs associated with the permanent re-route at this time. This work has already been completed.
   4. Instead of SIT removing fiber installed by SIT for WSDOT Emergency Gates to gates 1-3; SDOT will take over the maintenance costs for the spur fiber cables and power. The WSDOT fiber installed by SIT to gate #4, the 1051 Building, gate #6, and gate #9 will be cut and removed. WSDOT TMC will remove the network switches, computers, and seismic sensors from all cabinets except Gate #4. Per Mike Forbis: the gate, cabinet, and UPS at Lander, Gate 4, needs to remain. This cabinet is supporting the camera.
   5. This work will not be done until the viaduct has closed. The viaduct closure is scheduled January 11, 2019.
      a. Gate #1: SR-99 and S Andover Street
      b. Gate #2: SR-99 and S Spokane Street (E Marginal Way South Off Ramp)
      c. Gate #3: SR-99 and S Spokane Street (SR-99 Northbound Off Ramp)
      d. Gate #4: SR-99 and S Lander Street
      e. 1051 Building
      f. Gate #6: 1st Avenue and Columbia Street
      g. Gate #9: SR-99 and Denny Way
   6. SIT agreed to let WSDOT pick off a 4" SIT conduit on the south side of Marion Street, east of the Alaskan Way viaduct. This conduit was used to connect fiber to a Century Link manhole

in the street so WSDOT could get a circuit via another pathway to Coleman Dock. SIT plans on using that conduit to connect to the new conduit to be installed in SDOT's Waterfront Project to connect to Coleman Dock and SFD#5. The 4" conduit needs to be removed from the Century Link manhole and returned to its previous condition.

2. **Project Contact Information:**

Network Architect – Fiber Optics for King County is Hanker Su, 206 263-7986 desk, and his cell is 206 384-0049, Hanker.Su@kingcounty.gov.

The Project Manager for Washington State Department of Transportation (WSDOT) is Patrick Fuller, desk (206) 805-2960, FulleP@wsdot.wa.gov.

The Network Services Manager for WSDOT, Office of Information Technology is Randy Baker, Network Services Manager, desk (360) 705-7787, bakerra@wsdot.wa.gov.

Fiber Program Manager for the City of Seattle Information Technology Department is Kris Henry-Simmons at (206) 684-0265, cell (206) 255-6258, kristine.henry-simmons@seattle.gov.

3. **Project Description:**

The project scope covers:

1. The installation, termination, and testing of a 24-strand single mode fiber from WSDOT's trailer at Pier 48 to Coleman Dock for KC and WSDOT. See Exhibit C-1: WSDOT and KC Coleman Dock Circuit Map.
2. The installation of a 48-strand fiber on the west side of Alaskan Way from the splice point south of Marion Street to and existing SIT manhole on the north side of King Street just east of the viaduct on SCL and SDOT poles with conduit from the last pole at King Street to the SIT manhole. SFD and WSDOT will temporarily use existing SIT managed fiber from this manhole at King Street and Alaskan Way to King Street Center. WSDOT will temporarily use SIT managed fiber from King Street Center to the Westin Building for their two circuits that need to be re-routed. SFD will temporarily use SIT managed fiber from King Street Center to the Justice Center. KC will buy 12 existing strands from the King Street and Alaskan Way splice to King Street Center for their circuit to Coleman Dock. The existing fiber on poles next to the viaduct from Coleman Dock and SFD#5 will need to be removed after the circuits have been moved to the temporary path. See Exhibit C-1: WSDOT and KC Coleman Dock Circuit Map.
3. SIT was going to remove fiber installed by SIT for WSDOT Emergency Gates to gates 1-4, 6, and gate 9. See Exhibit C-2 WSDOT Emergency Gates Splice Diagram. This work will not be done until the viaduct has closed, scheduled January 11, 2019. Instead of WSDOT paying to have the fiber spurs and power cables, and power cabinets removed at Gates 1-3, SDOT will take ownership. WSDOT TMC will remove the network switches, computers, and seismic sensors from the cabinets on January 14th, 2019. WSDOT's contractor, Kiewitt will remove the battery controller, the batteries (UPS), the arms, the beacons, and the cement arm base at Gate #1.

a. Gate #1: WSDOT will transfer ownership of the two cabinets (controller and UPS) and the power junction box along with the power and fiber connections to SDOT. WSDOT will remove the equipment that they want on January 14th. Kiewitt will remove the arm and its cement base, the beacon, any equipment/batteries left in the controller or UPS cabinets. SIT will splice through the two strands in the backbone cable. SIT will splice the WSDOT spur cables to SDOT's fiber. WSDOT and SDOT will split this cost.
b. Gate #2: WSDOT will transfer ownership of the two cabinets (controller and UPS) and the power junction box along with the power and fiber connections to SDOT. WSDOT will remove the equipment that they want on January 14th. Kiewitt will remove the arm and its base, the beacon, any equipment/batteries left in the controller or UPS cabinets. At the NE corner of S Spokane Street and 1st Avenue South SIT will splice through the two strands in the backbone cable. We will also need to splice strands through at the SDOT HH at the NW corner of S Spokane Street and 1st Avenue South. SIT will splice the WSDOT spur cables to SDOT's fiber. WSDOT and SDOT will split this cost.
c. Gate #3: WSDOT will transfer ownership of the two cabinets (controller and UPS) and the power junction box along with the power and fiber connections to SDOT. WSDOT will remove the equipment that they want on January 14th. Kiewitt will remove the arm and its base, the beacon, any equipment/batteries left in the controller or UPS cabinets. SIT will splice through the two strands in the backbone cable. We will also need to splice strands through at the SDOT HH at the NW corner of S Spokane Street and 1st Avenue South. SIT will splice the WSDOT spur cables to SDOT's fiber. WSDOT and SDOT will split this cost.
d. Gate #4: WSDOT will need to cut the DoIT installed fiber in the WSDOT cabinet at SR-99 and S Lander Street on January 14th. SIT will pull the cable to the SDOT handhole on the east side of SR-99 and leave it coiled there for SDOT's possible future use. WSDOT still owns strands in the cable from SDOT's handhole at SR-99 and Lander Street to the splice at S Hanford Street and 1st Avenue South. SIT will also need to splice strands through at the aerial splice at the NE corner of S Horton Street and 1st Avenue South. This is WSDOT's cost. Kiewitt said that removing the gate at SR-99 and Lander Street was not in their bid. Per Mike Forbis: the gate, cabinet, and UPS at Lander, Gate 4, needs to remain. This cabinet is supporting the camera. WSDOT has installed their own fiber to this location, so the fiber SIT installed can be removed. WSDOT will cut the SIT installed fiber at the cabinet to be pulled back the SDOT HH on the east side of SR-99 by SIT's contractor.
e. The 1051 Building at the NW corner of 1st Avenue South and South Royal Brougham Street: SIT will remove the spur cable to WSDOT's Telephone Room and splice spur strands straight through at Royal Brougham and the SR-99 on/off Ramp. WSDOT owns 6 strands in the existing fiber cable from the splice at Royal Brougham and the SR-99 on/off Ramp to E Marginal Way and 1st Avenue South. This is WSDOT's cost.
f. Gate #5 was removed on January 11th, 2019.
g. Gate #6: 1st Avenue and Columbia Street. WSDOT installed this cable. The pathway is under the viaduct from Marion to Columbia Street. SIT will cut the cable from the existing splice case on the south side of Marion Street, under the east side of the viaduct and splice those strands through. WSDOT's contractor, Kiewit, will remove the fiber under the viaduct to Gate 6, cabinets, and gate at 1st Av and Columbia Street. This is WSDOT's cost. WSDOT had Century Link pick off a SIT conduit on

Marion Street to connect to our manhole and the riser to the pedestrian bridge to get to the viaduct/Coleman Dock. This conduit needs to be removed from Century Links manhole and plumbed straight through again. This is WSDOT's cost.

h. Gate #7: WSDOT's contractor, Kiewitt, will remove everything.
i. Gate #8: WSDOT's contractor, Kiewitt, will remove everything.
j. Gate #9: WSDOT will need to cut the SIT fiber cable at the cabinet. SIT will remove the cable from the WSDOT cabinet to the SIT handhole and splice the strands through at Denny Way and Dexter Avenue to existing WSDOT fiber in the Aurora cable. SIT will splice WSDOT's fiber through on the Aurora Backbone cable, now at Denny and Dexter Avenue and at Aurora and Roy Street. This is WSDOT's cost.

4. SIT agreed to let WSDOT pick off a 4" SIT conduit on the south side of Marion Street, east of the Alaskan Way viaduct. This conduit was used to connect fiber to a Century Link manhole in the street. SIT plans on using that conduit to connect to the new conduit to be installed in SDOT's Waterfront Project to connect to Coleman Dock and SFD#5. The 4" conduit needs to be removed from the Century Link manhole and returned to its previous condition.

4. WSDOT/WSDOT's contractor will be responsible for the following:

4.1. Give access to SIT/SIT's contractors to install the fiber, terminate, and test from the container at Pier 48 and Coleman Dock Telephone Room.

4.2. Give access to SIT/SIT's contractors to install the fiber, terminate, test, and verify live circuits at Coleman Dock to the Cisco Building. WSDOT and SIT will schedule and move their two live circuits from Coleman Dock to the Cisco Building to the new cable pathway from Coleman Dock to Cisco Building before December 15th, 2018.

4.3. SDOT will take ownership of the fiber, power, controller cabinets, UPS cabinets, and power cabinet for Gate 1, 2, and 3. WSDOT or their contractor will remove all equipment except the fiber panel and power connections at the Power Cabinet. Dawn MacIntosh is looking into transferring the power billing from WSDOT to SDOT.

4.4. WSDOT will cut the SIT fiber cables at Gate 4 and Gate 9. SIT will remove the fiber back to their manhole.

4.5. SIT's contractor will cut the fiber at the pedestrian bridge for Gate 6. WSDOT's contractor will remove the conduit/fiber from the viaduct to Gate 6 at 1st Av & Columbia Street.

4.6. WSDOT TMC will remove the network switches, computers, and seismic sensors from all cabinets except Gate #4. Per Mike Forbis: the gate, cabinet, and UPS at Lander, Gate 4, needs to remain. This cabinet is supporting the camera.

5. KC/KC's contractor will be responsible for the following:

5.1. Give access to SIT/SIT's contractors to terminate and test the fiber from Coleman Dock to King Street Station.

5.2. Schedule move King County's circuit from Coleman Dock to the Westin Building to King Street Station before December 15th, 2018.

5.3. Move their live circuit currently on WSDOT fiber from Coleman Dock to Westin Building to the new cable pathway from Coleman Dock to King Street Center.

6. **SIT/SIT's contractor will be responsible for the following:**
   6.1. SIT will move the live circuit from SFD#5 to the Justice Center before December 15th, 2018.
   6.2. SIT/SIT's contractors to install the fiber, terminate, and test from the container at Pier 48 and Coleman Dock Telephone Room.
   6.3. SIT/SIT's contractors to install the fiber, terminate, test, and verify live circuits at Coleman Dock to the Cisco Building. WSDOT and SIT will schedule and move their two live circuits from Coleman Dock to the Cisco Building to the new cable pathway from Coleman Dock to Cisco Building and to King Street Station.
   6.4. SIT's contractor will cut the fiber at the pedestrian bridge for Gate 6. WSDOT's contractor will remove the conduit/fiber from the viaduct to Gate 6 at 1st Av & Columbia Street.
   6.5. WSDOT will cut the SIT fiber cables at Gate 4 and Gate 9. SIT will remove the fiber back to their manhole.
   6.6. SIT/SIT's contractor will splice the strands through again for Gate 1, 2, 3, 4, 1051 Building, 6, and 9 from the Emergency Gates. At Gate 1, 2, 3 SIT/ SIT's contractor will splice the spur cables to SDOT's fiber.
   6.7. Submit the Street Use permit to remove the SIT 4" conduit from the Century Link manhole in the street on the south side of Marion Street, just east of the Alaskan Way Viaduct. Return 4" conduit to its original condition.

7. **Lead Agency**
   City of Seattle, Seattle Information Technology Department (SIT, formerly DoIT)

8. **Project Manager**
   Kris Henry-Simmons, City of Seattle, Seattle Information Technology Department

9. **Facility Owners**
   9.1. Backbone cable and spur cables for Gates 1-4 and 1051 Building: The poles for the aerial portions are owned by SCL and Century Link. Conduit from the pole to Gate 1 cabinet is WSDOT's. The attachments on West Seattle Bridge from the pole to Gate 2 and 3 Cabinet are WSDOT's.
   9.2. Conduit from 1st Avenue South & Spokane St to East Marginal Way and Spokane Street is in SDOT conduit and handholes – for Gates 2 and 3.
   9.3. Conduit from pole to HH at Gate 4 is SDOTs.
   9.4. Conduit and manhole at Marion Street to Justice Center to Seattle Municipal Tower is SIT's. Conduit after it leaves SIT's riser at the pedestrian bridge is WSDOT's.

9.5. Conduit and manholes on Aurora from the splice at Thomas and Aurora (SR-99) heading north and east are SIT's. Conduit heading south on Aurora from Thomas Street to the Gate 9 cabinet is WSDOT's.

9.6. Four-inch conduit and the manhole and conduit to the pedestrian bridge on the south side of Marion Street, just east of the Alaskan Way viaduct, used by WSDOT to connect to the Century Link manhole on Marion Street to get to the pedestrian bridge to Coleman Dock is SIT's.

10. Project Budget, Contingency and Cost Sharing Method:

10.1. The installation, termination, and testing of a 24-strand single mode fiber from WSDOT's trailer at Pier 48 to Coleman Dock for KC and WSDOT. The estimated cost for KC is $13,042.52. The estimated cost for WSDOT is $13,042.52. See Exhibit B-1: Cost Estimate.

10.2. The installation of a 48-strand fiber on the west side of Alaskan Way from the splice point south of Marion Street to and existing SIT manhole on the north side of King Street just east of the viaduct on SCL and SDOT poles with conduit from the last pole at King Street to the SIT manhole. SFD and WSDOT will temporarily use existing SIT managed fiber from this manhole at King Street and Alaskan Way to King Street Center. WSDOT will temporarily use SIT managed fiber from King Street Center to the Westin Building for their two circuits that need to be re-routed. SFD will temporarily use SIT managed fiber from King Street Center to the Justice Center. KC will buy 12 existing strands from the King Street and Alaskan Way splice to King Street Center for their circuit to Coleman Dock. The existing fiber on poles next to the viaduct from Coleman Dock and SFD#5 will need to be removed after the circuits have been moved to the temporary path. The shared cost is WSDOT ($12,522.27), KC ($11,892.69), and SFD#5 ($14,300.52). See Exhibit B-2 - Cost Estimate.

10.3. Instead of SIT removing fiber installed by SIT for WSDOT Emergency Gates to gates 1-3; SDOT will take over the maintenance costs. The fiber to gate #4, the 1051 Building, gate #6, and gate #9 will be cut and removed. The estimated cost is $32,084.85 to WSDOT and $4,420.64 to SDOT. See Exhibit B-3-Cost Estimate.

10.4. Repair the 4" conduit used by WSDOT to connect to the Century Link manhole on Marion Street to get to the pedestrian bridge to Coleman Dock. The estimated cost is $15,000.

11. Billing

a. For the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION invoices/credits will be sent to:

Office of Information Technology
Vendor Payments
PO Box 47430
Olympia, WA 98504-7430

A courtesy copy of the invoice shall also be provided via email to the WSDOT Network Services Manager identified under **Section 2 – Project Contact Information.**

b. **For KING COUNTY, invoices will be sent to:**
Attn: Hanker Su
IT Division
301 5th Avenue
Seattle, WA 98104

13. **Contractual Framework and General Terms and Conditions:**
The Project Participating Agencies on this project adopt the Fiber One Agreement General Terms and Conditions (Exhibit A) for fiber sharing projects as part of this Addendum. The allocation of the existing and new fiber is subject to the same terms and conditions as if the fiber were installed as a shared project and the Participating Agencies accept the applicable Fiber One duties, limitations, and obligations.

14. **Special Terms and Conditions:**
The Seattle Department of Information Technology, as the lead agency, will maintain management and maintenance responsibility for the backbone fiber cable covered under this addendum. All fiber maintenance shall be completed by Seattle Information Technology Department, or its contractors on a cost-reimbursement basis, plus agreed upon overhead, consistent with the General Terms and Conditions, Exhibit A.

15. **Schedule:**
The Pier 48 cable installation and circuit re-routing for Coleman Dock and SFD#5 and KC need to happen before December 15th, 2018.

The removal of the Emergency Gates and cables can be scheduled after the viaduct closure January 11, 2019.

Repair of the 4" conduit should be completed in 2021.

IN WITNESS WHEREOF, THE PARTIES HERETO EXECUTE THIS AMENDMENT

CITY OF SEATTLE		**WASHINGTON STATE**
SEATTLE INFORMATION TECHNOLOGY DEPARTMENT		**DEPARTMENT OF TRANSPORTATION**
By: Kris Henry-Simmons		By:
Title: Fiber Program Manager		Title: Director, IT Division
Date: 12.5.19		Date:

CITY OF SEATTLE		**KING COUNTY**
DEPARTMENT OF TRANSPORTATION		**INFORMATION TECHNOLOGY DEPARTMENT**
By:		By:
Title: Adiam Emery TOD Director		Title:
Date: 12/6/19		Date:

Exhibit A: General Terms and Conditions
Exhibit B-1: Cost Estimate-Pier 48 to Coleman Dock Fiber Installation
Exhibit B-2: Cost Estimate-Coleman Dock and SFD#5 Circuit Re-Route
Exhibit B-3: Cost Estimate-WSDOT Emergency Gates
Exhibit C-1: WSDOT and KC Coleman Dock Circuit Map
Exhibit C-2: WSDOT Emergency Gates Splice Diagram