

STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

SEPTEMBER 2013



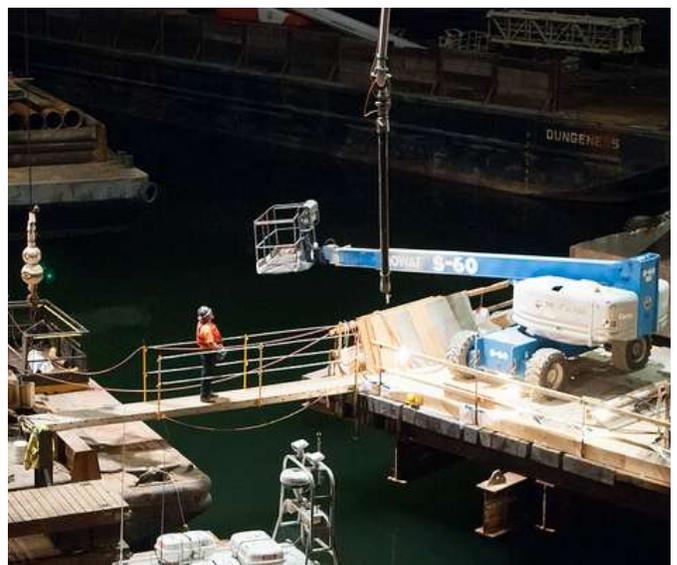
Medina: Cantilever bridge construction.



Medina: Flooding of pier 1 cofferdam.



Aberdeen: Ironworkers installing rebar into exterior temporary openings on a pontoon.



West Connection Bridge: Crews place a concrete 'tremie' pipe.

DATE PUBLISHED: NOV. 14, 2013



Floating Bridge and Landings: stem wall rebar at pier 2 south.



West Connection Bridge shaft 34B rebar cage.

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* Information Reported Quarterly

Executive Summary

EXECUTIVE OVERVIEW

The SR 520 Bridge Replacement and HOV Program will improve safety and reliability throughout the SR 520 corridor, from I-5 in Seattle to the Eastside. Projects currently under construction include the new six-lane SR 520 floating bridge, the new six-lane Eastside corridor that includes culverts, improved transit facilities and lids, and pontoon construction in Aberdeen. Future work includes replacing the Portage Bay and West Approach bridges, building lids in Seattle, and connecting a bicycle/pedestrian path from the floating bridge to local and regional trails in Seattle. *The information contained in this report contains details for projects under construction in September 2013.*



Evergreen Point Road – E3 & Yarrow creek re-alignment.



Map of SR 520 Bridge Replacement and HOV Program

CURRENTLY FUNDED PROGRAM

We are currently funded to move forward with:

- Constructing a new, safer floating bridge, including the West Connection Bridge.
- Building a new pontoon construction facility in Grays Harbor and building pontoons at that facility.
- Constructing the Eastside Transit and HOV Project.
- Building the north half of the new west approach bridge, connecting six lanes of traffic from the Montlake interchange to the new floating bridge.
- Continuing to design the remaining elements of the west side of the corridor.

PROGRAM STATUS

In September, **Pontoon Construction Project (PCP)** crews worked on punchlist items, temporary access openings and prepped for float out. Work is estimated to be 98 percent complete for Cycle 3. Cycle 4 precast panels are 98 percent complete.

Floating Bridge and Landings (FB&L) crews completed repairs to pontoon W which then returned to Lake Washington.

The **Eastside Transit and HOV** project moved westbound traffic from 108th Avenue NE to 84th Avenue NE during a partial weekend closure. Traffic from 108th Avenue NE to Bellevue Way was moved south and 92nd Avenue NE to 84th Avenue NE was moved north. The 108th Avenue NE westbound off ramp was shifted to allow work to continue on the walls in the area. Work at the Evergreen Point Road transit station, 84th Avenue NE lid roundabout and 92nd Avenue NE lid deck advanced toward completion.

The **West Connection Bridge (WCB)** crews started drilled shaft work. Crews completed pier shaft 33 and 35 and installed the drill platform for pier 32.

MAJOR RISKS

Notable major risks that could delay the program or increase costs include:

- Weather, tides or other natural events could delay pontoons needed for the FB&L project.
- Production and quality issues could further delay pontoons needed for the FB&L project.
- Inflation costs for labor, materials, and equipment.
- New requirements or contract changes required by local communities, regulatory groups or agencies.
- Pontoon repairs do not go as planned.
- Pontoon moorage may not be available as needed.

UPCOMING MILESTONES.

- **FB&L:** Joining of supplemental pontoons to Pontoon U will occur in October.
- **Eastside Transit and HOV:** The 108th Avenue NE westbound on ramp will be moved. The first four deck sections at 92nd Avenue NE lid will be poured in October.
- **Pontoon:** Complete cycle 3 float-out from Aberdeen casting basin in October.
- **WCB:** Crews will complete drilled-shaft 31 and 32 in October.

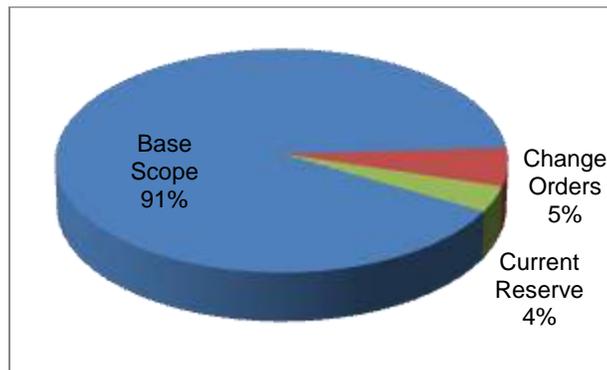


SR520 stormwater facility near Bellevue Way.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,128,217,152	\$1,448,562,969	\$2,679,654,183
Funded Program	\$2,724,217,152	\$1,448,562,969	\$1,275,654,183
Federal	\$423,979,577	\$23,747,350	\$400,232,227
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$105,799,253	\$5,567,026	\$100,232,227
HIGHWAY SAFETY IMPROVEMENT	\$14,013,441	\$14,013,441	\$0
OUTDOOR ADVERTISING-INTERSTATE	\$855,000	\$855,000	\$0
STATE MATCHING (FUND 880)	\$311,883	\$311,883	\$0
TIFIA (USDOT - TIFIA LOAN)	\$300,000,000	\$0	\$300,000,000
Local	\$1,721,010	\$1,208,847	\$512,163
LOCAL PROJECT(CURRENT)	\$1,721,010	\$1,208,847	\$512,163
State	\$2,154,953,565	\$1,423,606,772	\$731,346,793
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$491,560,128	\$308,014,575	\$183,545,554
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$50,870,347	\$1,373,494
SR520 CORRIDOR	\$550,524,377	\$548,884,646	\$1,639,731
SR520 GARVEE	\$819,032,077	\$508,320,029	\$310,712,048
SR520 TOLL BONDS	\$165,016,089	\$0	\$165,016,089
SR520 TOLL PAY-GO	\$74,003,561	\$4,943,684	\$69,059,877
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$143,563,000		\$143,563,000
DEFERRED SALES TAX	\$143,563,000		\$143,563,000
Unfunded Program	\$1,404,000,000		\$1,404,000,000
I-5 TO THE FLOATING BRIDGE	\$1,404,000,000		\$1,404,000,000

PROGRAM RESERVE STATUS (FUNDED PROGRAM)



Cumulative Reserve	\$250,000,000
Sept. Change Orders	(\$198,947)
Previous Change Orders	(\$150,252,582.00)
Current Reserve	\$99,548,471

Four (4) change orders were executed in September.

*Current reserve number listed does not reflect pending and potential change orders.

Pontoon Construction Project

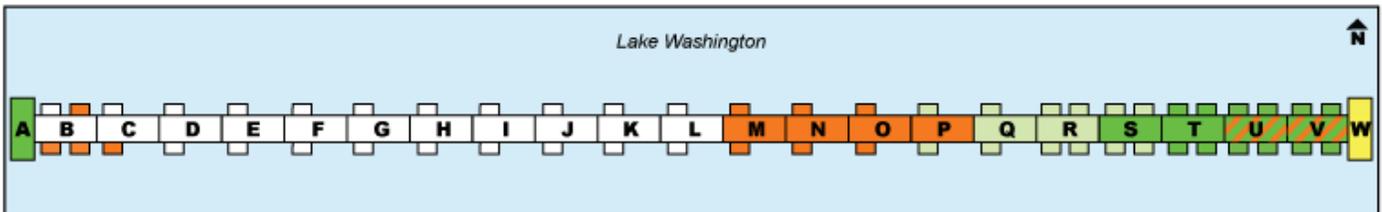
ABERDEEN PONTOONS OVERVIEW

WSDOT is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in February 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General (KG) Joint Venture has built a new casting basin facility and is constructing 33 concrete pontoons that will be used to replace the SR 520 floating bridge.



Pontoon P top deck access hatch lids being installed.

Original Engineers Estimate	\$600,000,000
Bid Price	\$367,330,000
Change Orders to Date	\$44,408,495
Current Contract Value	\$411,738,495



Note: not to scale

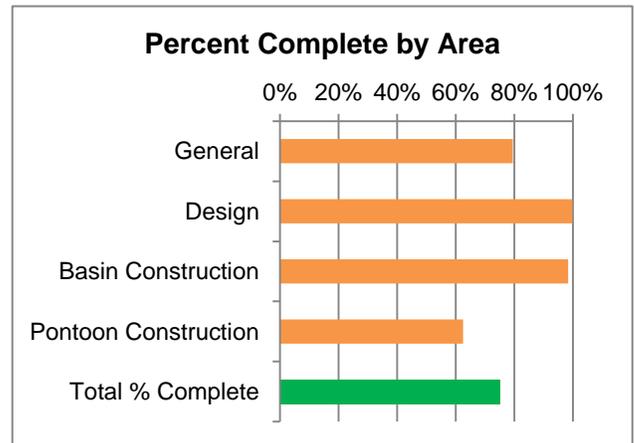
Pontoon status:	 On Lake Washington	 Repairs underway on Lake WA	 In transit / pending transit
	 Temporarily moored	 Under construction	 Future construction

Pontoon Tracking Map 9/30/13

SEPTEMBER ACCOMPLISHMENTS

Pontoon crews in Aberdeen completed transverse posttensioning for Pontoons M, N, O and P.

Overall, two pontoon construction cycles are complete. Precast construction for Cycle 4 is 98 percent complete.



RISK

- Changes to design, materials or construction methods.
- Materials price escalation.
- Weather impacts.
- Tidal or tribal fishing season restrictions on float-out.



Pontoon W repairs completed and floated out of Vigor drydock on Sept. 10, 2013.

SEPTEMBER COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 70 percent of the budget.

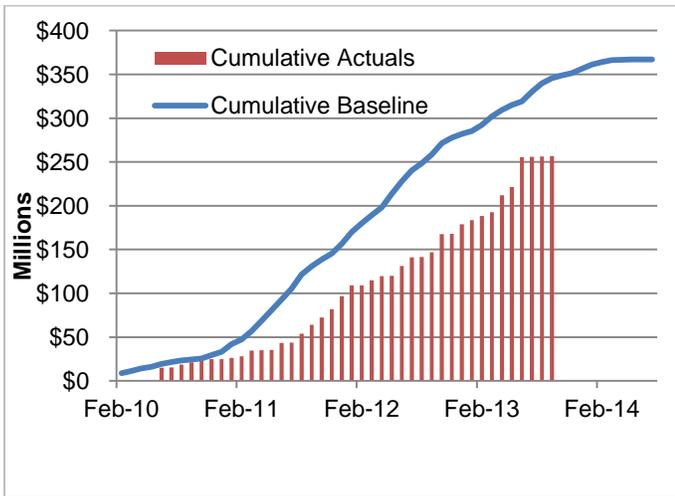
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$482,157,169	\$368,741,680	\$113,415,488
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$443,798,865	\$330,561,159	\$113,237,705
<i>Current Contract Value</i>	<i>\$411,738,495</i>	<i>\$316,685,070</i>	<i>\$95,053,425</i>
<i>Agreements</i>	<i>\$9,370,320</i>	<i>\$6,303,467</i>	<i>\$3,066,853</i>
<i>Construction Engineering</i>	<i>\$22,690,049</i>	<i>\$7,572,621</i>	<i>\$15,117,428</i>
<i>State Force Work</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

Cost Information through September 30, 2013

SEPTEMBER CHANGE ORDER SUMMARY

There were no change orders executed in September. All change orders to date total \$44,408,495 at the time of this report.

SEPTEMBER PERFORMANCE



Pontoon P forms removed

The Schedule Performance Index (SPI) to date for the contractor is 0.74. The decrease is due to the reconciling of chart data. The design-builder is developing a new baseline schedule to reflect all changes to date.

SUMMARY SCHEDULE

The latest contractor schedule submitted in September shows delays to Cycle 4 and Cycle 6. WSDOT is working in conjunction with KG and the FB&L project to evaluate contract delivery dates and determine options. Until new dates are finalized the projected delivery is as follows:

Milestone	Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	2/18/2010	2/18/2010
Notice to Proceed 2 - Site Construction Start	1/10/2011	1/10/2011
Pontoon Cycle 2 Segment Completion	3/15/2013	5/4/2013
Pontoon Cycle 4 Segment Completion	2/9/2014	Late
Pontoon Cycle 6 Segment Completion	11/8/2014	Late
Physical Completion	1/7/2015	Late



SEPTEMBER QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the design-builder’s compliance with contract requirements.

“**Nonconformance Reports**” are incidents recorded by the design-builder’s quality inspection staff that do not appear to be constructed in accordance with the approved drawings and specifications.

“**Nonconformance Issues**” are incidents recorded by WSDOT’s Quality Verification staff due to an audit finding based on their observance of the work.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	668	18	684	0	665

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	563	21	28	85 days
Nonconformance Issues (NCI)	95	3	11	54 days

No major concerns with NCIs for September 2013 were identified.

SEPTEMBER SAFETY SUMMARY

“**Recordable Incidents**” these are any job-related safety incidents that have been recorded.

“**Lost Time Incidents**” these are any job-related safety incidents that result in personnel not being able to work.

“**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	10	0	10
Lost Time Incidents	1	0	1
Contract Days without an Incident	5	30	35

There were no safety incidents for the month of September.

SEPTEMBER ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	23	2	25
Minor Environmental Event	20	3	20

ECAP initiated based on final report from Department of Ecology’s visit to project site on Sept. 7, 2013. Four areas of noncompliance:

- Silt fence in disrepair
- Leaking fuel from a generator
- No secondary containment from leaking generator
- Sediment transport outside project perimeter

Eastside Transit and HOV

EASTSIDE OVERVIEW

The Eastside Transit and HOV Project will complete and improve the 2.5-mile HOV system from Evergreen Point Road to the I-405 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as two new transit facilities, three community-connecting lids, and eight new fish-passage culverts.



92nd Avenue NE Lid - placement of deck rebar.

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to date	\$30,522,453
Current Contract Value	\$336,800,453

Eastside project area map



SEPTEMBER ACCOMPLISHMENTS

Evergreen Point Road: Transit stop crews worked on lid finishes, crash wall, elevator core and drainage at Fairweather Bay.

84th Avenue NE: Crews worked on installing ITS conduit, distribution fiber optic and removed temporary lighting. The stream bypass was excavated and crews installed the force main and casing at fish passage A.

92nd Avenue NE: Prefabbed under lid lighting assemblies were delivered and crews commenced installing lighting.

Bellevue Way interchange: Crews installed ITS conduit and poured concrete for slab barrier and noise wall on NW walls.

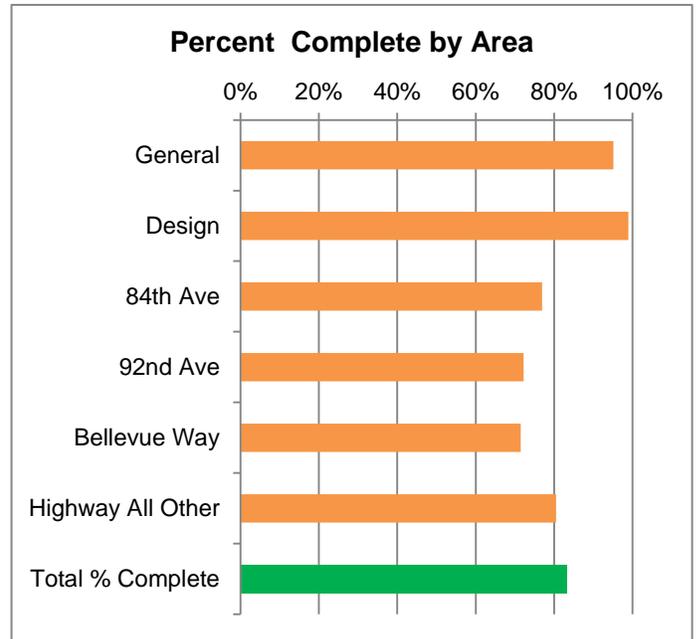
108th Avenue NE: Crews drilled and poured foundation for signal 7. Crews then built and installed signal 7

RISK

As reported in Gray Notebook 48 (p. 59), WSDOT and the design-builder, Eastside Corridor Constructors, (ECC) continue their discussions on budget and schedule risks that developed after the contract was awarded. Potential schedule and budget effects will be determined after further consultation with the ECC.

WSDOT continues to work with the ECC to resolve geotechnical design-dispute issues in the Bellevue Way interchange.

Other potential risks include the interface point between ECC and the FB&L design-builder and potential weather related impacts to installation of the remaining fish passage culverts.



Westbound Evergreen Point Road transit station elevator shaft.

SEPTEMBER COST

Preliminary engineering is complete. The right of way budget is 83 percent complete. The total actual cost to date from the contractor is 83 percent of the budget.

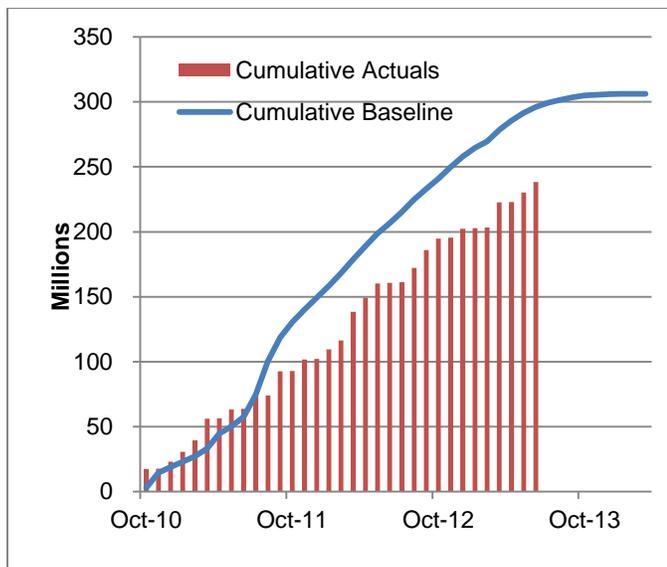
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$428,091,116	\$357,917,454	\$70,173,662
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,812	\$26,461,747	\$5,418,065
Construction	\$364,516,794	\$299,761,197	\$64,755,597.01
Current Contract Value	\$336,800,454	\$280,296,890	\$56,503,564
Agreements	\$11,517,345	\$7,465,471	\$4,051,874
Construction Engineering	\$13,159,183	\$9,703,423	\$3,455,760
State Force Work	\$345,626	\$270,074	\$75,552
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$2,694,187	\$2,025,339	\$668,847

Cost Information through September 30, 2013

SEPTEMBER CHANGE ORDER SUMMARY

One change order was executed in September for \$4,479. All change orders to date total \$30,522,453 at the time of this report.

SEPTEMBER PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is 0.78 and signifies that the contractor may not finish within the original contract timeframe.



Under-deck lighting fixture installation at 84 Avenue NE.

SUMMARY SCHEDULE

The current Eastside project schedule estimates construction completion in summer 2014. This date is not yet finalized, and may be adjusted based on on-going discussions with project contractor.

Milestone	Contract Date	Actual/Trend
Notice to Proceed	12/1/2010	12/1/2010
East Approach & Maintenance Facility Area Work Complete	3/30/2012	3/30/2012
Evergreen Point Area Phase I Work Complete	7/28/2013	Late
Evergreen Point Area Phase II Work Complete	11/1/2013	Late
East Construction Substantial Completion	12/20/2013	Late
East Construction Physical Completion	3/20/2014	Late

SEPTEMBER QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the design-builder’s compliance with contract requirements.

“**Nonconformance Reports**” are incidents recorded by the design-builder’s quality inspection staff that does not appear to be constructed in accordance with the approved drawings and specifications.

“**Nonconformance Issues**” are incidents recorded by WSDOT’s Quality Verification staff due to an audit finding based on their observance of the work.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	2336	115	2451	64	2387

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	400	64	14	123days
Nonconformance Issues (NCI)	244	64	13	180 days

No major concerns with NCIs for September 2013 were identified.

SEPTEMBER SAFETY SUMMARY

“**Recordable Incidents**” these are any job-related safety incidents that have been recorded.

“**Lost Time Incidents**” these are any job-related safety incidents that result in personnel not being able to work.

“**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	8	1	9
Lost Time Incidents	0	0	0
Contract Days without an Incident	13	7	23

Sept. 7, 2013: One employee had a lacerated finger. The employee was attended too and returned to work.

SEPTEMBER ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	59	6	65
Minor Environmental Event	157	0	201

There were six ECAPs in September:

1. Sept. 5: Breach of the Culvert H bypass during a high intensity rain storm.
2. Sept. 5: Turbid discharge to Yarrow Creek.
3. Sept. 6: Offsite water from Bellevue Way entered the work area, pooled, and overtopped the silt fence. Turbid water entered Yarrow Creek at the inlet of Culvert E.
4. Sept. 12: Required sampling under the King County Water Discharge Permit was not performed during discharges at POD 22.
5. Sept. 19: Pump by-pass for Fairweather Creek failed to manage flow resulting in a breach of the dam and downstream water quality exceedence.
6. Sept. 19: Turbid discharge to Fairweather Creek from failed bypass pump operation.

Minor Environmental Event happened on Sept. 27. Hydraulic fluid spilled on the ground from a broken line on a dump truck. The spill was contained and soiled material was collected and properly disposed.

Floating Bridge and Landings

FLOATING BRIDGE AND LANDINGS OVERVIEW

The SR 520 Floating Bridge and Landings (FB&L) Project will replace the existing, vulnerable four-lane structure with a new six-lane bridge that can withstand windstorms up to 89 mph. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the east end. The project includes construction of 44 supplemental stability pontoons in Tacoma.



Column work on Pontoon A.

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to Date	\$75,520,581
Current Contract Value	\$662,081,581



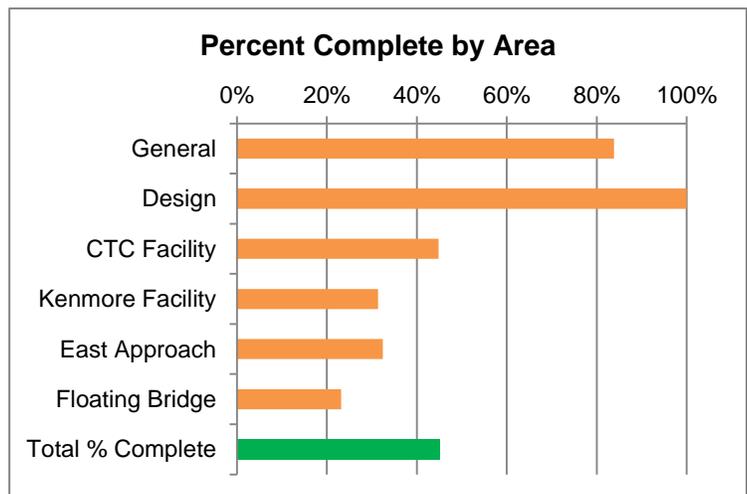
Floating Bridge Area Map

SEPTEMBER ACCOMPLISHMENTS

CTC site in Tacoma: Work advanced on Cycle 2a (fourth of six cycles) Crews are preparing for the first wall pours.

East Approach Bridge: Pier 2 south: Balanced cantilever crews placed three segments heading west and four segments heading east.

Floating bridge: Crews placed forms, rebar and concrete for the first five columns of Pontoon A. Joining of supplemental stability pontoons to Pontoon U began.



RISK

Contractor Kiewit/General/Manson (KGM) is completing repairs to the four Cycle 1 pontoons built on the Pontoon Project that experienced cracking in end walls and keel slabs. In July, WSDOT negotiated a \$48.7M change order with KGM to pay for their time, labor and materials to complete these repairs.

The Floating Bridge and Landings project will experience a delay in schedule due to the issues found in the first cycle of construction from Grays Harbor. To reduce this risk, WSDOT is currently in negotiations with both design-build teams to determine the schedule effects between pontoon production and floating bridge construction.

There are two potential lawsuits regarding project use of the Kenmore site. The potential impacts of these lawsuits are currently unknown. WSDOT is not currently a party to any lawsuit, but is monitoring the situation.



Construction of segments for East Approach bridge balanced cantilever.

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date to the contractor is 42 percent of the current contract value.

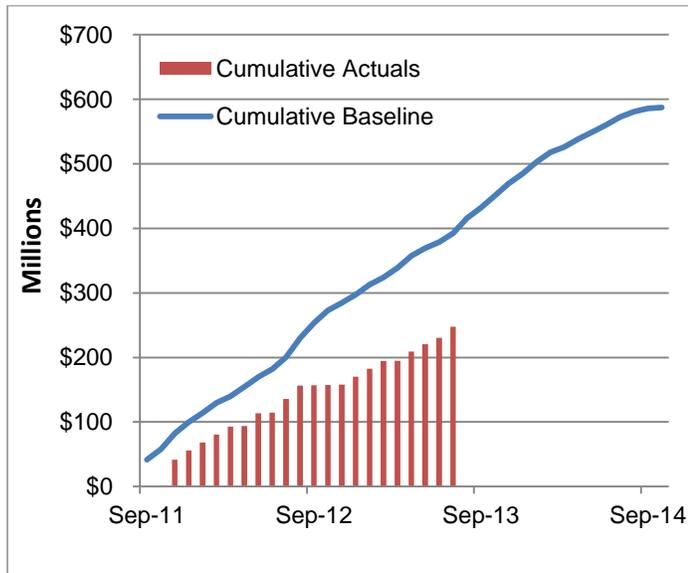
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$745,794,978	\$335,953,268	\$409,841,710
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,356,657	\$1,536,677
Construction	\$730,242,581	\$321,937,548	\$408,305,033
<i>Current Contract Value</i>	\$662,081,581	\$279,402,043	\$382,679,538
<i>Agreements</i>	\$29,581,484	\$26,450,324	\$3,131,160
<i>Construction Engineering</i>	\$27,839,516	\$9,383,280	\$18,456,236
<i>State Force Work</i>	\$60,000	\$1,901	\$58,099
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$10,680,000	\$6,700,000	\$3,980,000

Cost Information through September 30, 2013

SEPTEMBER CHANGE ORDER SUMMARY

Three change orders were issued in September for \$194,468. To date all change orders total \$75,520,581.

SEPTEMBER PERFORMANCE



The Schedule Performance Index (SPI) is at 0.57 for the month of September 2013. This is showing a significant decrease from the original plan; the trend is primarily due to delayed pontoon delivery and repairs to Cycle 1 pontoons.

Fabricated roof panels for the traveler.

SUMMARY SCHEDULE

The contractor's current schedule submittal is showing delays from the original contract milestones for Substantial and Physical Completion. This is primarily due to delayed pontoon delivery which will delay the opening of the bridge from the contract date of July 2015 to late 2015 or early 2016. WSDOT is in negotiations with the contractor regarding the impacts until new dates are finalized.

Milestone	Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	9/1/2011	9/1/2011
Notice to Proceed 2 - Site Construction Start	9/1/2011	9/1/2011
Pier 36 Construction	11/15/13	8/23/2013
Substantial Completion	7/31/2015	Late
Physical Completion	5/26/2016	Late

SEPTEMBER QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the design-builder’s compliance with contract requirements.

“**Nonconformance Reports**” are incidents recorded by the design-builder’s quality inspection staff that do not appear to be constructed in accordance with the approved drawings and specifications.

“**Nonconformance Issues**” are incidents recorded by WSDOT’s Quality Verification staff due to an audit finding based on their observance of the work.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	968	71	1039	27	1012

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	152	37	4	205 days
Nonconformance Issues (NCI)	321	45	32	67 days

No major concerns with NCIs for September 2013

SEPTEMBER SAFETY SUMMARY

“**Recordable Incidents**” these are any job-related safety incidents that have been recorded.

“**Lost Time Incidents**” these are any job-related safety incidents that result in personnel not being able to work.

“**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design Builder	Previous Total	Current Period	Project Total
Recordable Incidents	18	0	18
Lost Time Incidents	1	0	1
Contract Days without an Incident	5	30	35

No recordable safety incidents for the month of September.

SEPTEMBER ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	17	0	17
Minor Environmental Event	28	1	29

Minor event occurred when a 1/4 cup of hydraulic fluid leaked from a concrete pump truck onto the paved access ramp in Medina. It was contained and did not reach soil or Lake Washington.

West Connection Bridge

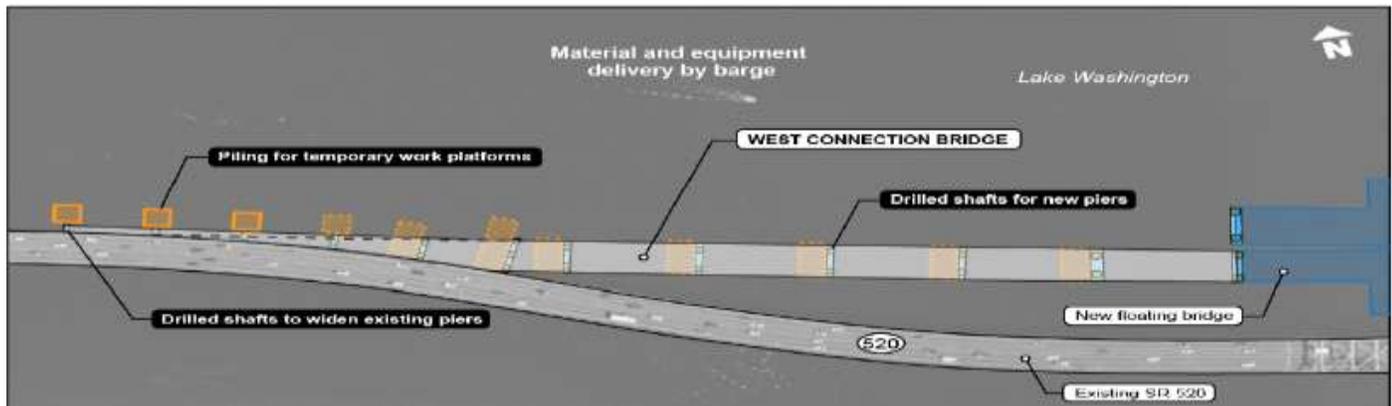
WEST CONNECTION BRIDGE

The West Connection Bridge (WCB) project builds an interim four-lane structure that connects the new SR 520 floating bridge to the existing West Approach Bridge.



Pier 35A shaft concrete placement.

Original Engineers Estimate	\$20,639,667
Bid Price	\$22,129,243
Change Orders to Date	\$0
Current Contract Value	\$22,129,243



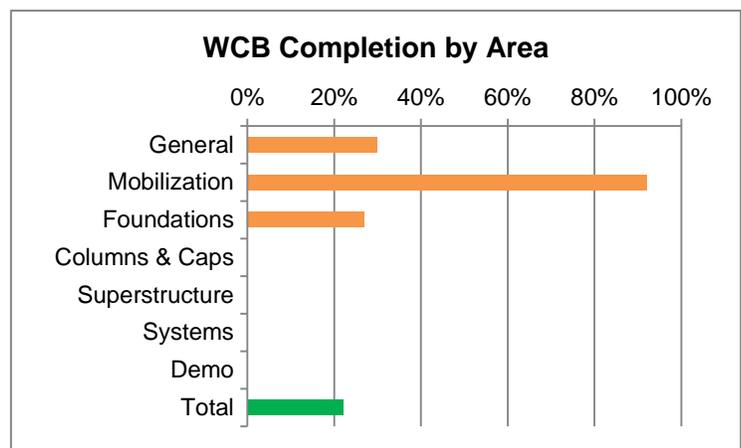
West Connection Bridge Map

SEPTEMBER ACCOMPLISHMENTS

Rebar cages for pier shaft 35 and 32 were completed.

Crews excavated, set rebar cages and poured concrete for pier shaft 33.

Crews started installation of work platform and casings for pier shaft 32.



RISKS

- Marine access specification changes.
- Interface conflicts due to concrete barging from Kenmore.
- Disc-bearing anchor bolt shift by FB&L Contractor at Pier 36.
- Sockeye salmon fishing season restrictions.



Lifting into place shaft 35A rebar cage

SEPTEMBER COST

Preliminary engineering is 100 percent complete with final costs to be invoiced in September. There were no right of way costs on this project, and no costs are expected. The total actual cost to date from the contractor is 6 percent.

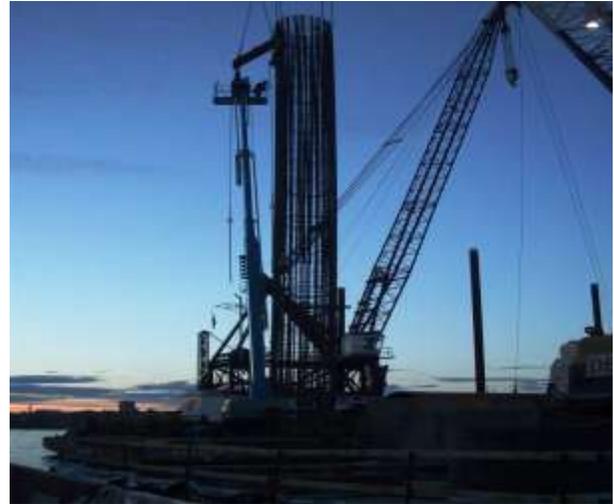
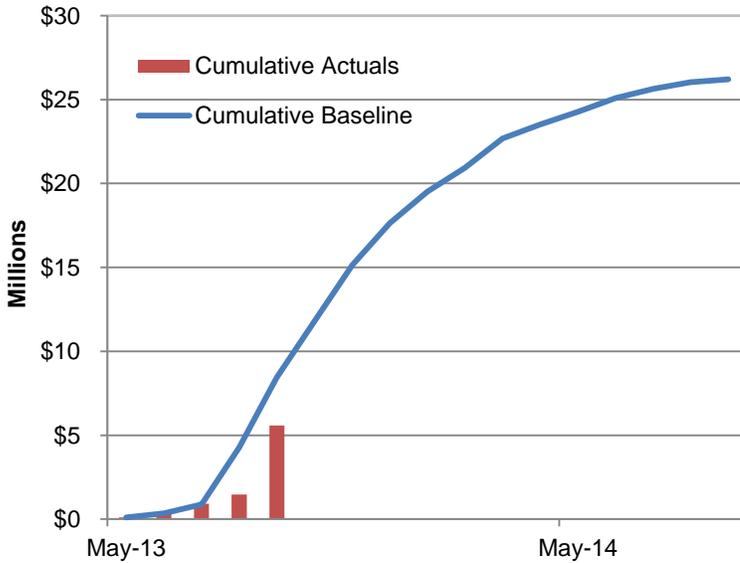
	Current Budget	Actuals to Date	Remaining Budget
West Approach Construction Project Totals	\$30,910,804	\$10,458,508	\$20,452,296
Preliminary Engineering	\$5,560,001	\$4,795,930	\$764,071
Construction	\$25,350,803	\$5,662,578	\$19,688,225
<i>Current Contract Value</i>	\$22,129,243	\$5,014,811	\$17,114,432
<i>Agreements</i>	\$654,351	\$90,864	\$563,487
<i>Construction Engineering</i>	\$2,567,209	\$556,904	\$2,010,305
<i>State Force Work</i>	\$0	\$0	\$0
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost Information through September 30, 2013

SEPTEMBER CHANGE ORDER SUMMARY

No change orders were issued in September. The total value of change orders to date is \$0.

SEPTEMBER PERFORMANCE



Lifting into place shaft 33A rebar cage

The Schedule Performance Index (SPI) for September is .66. The contractor has an approved baseline schedule

SUMMARY SCHEDULE

Contractor has an approved baseline schedule at this time.

Milestone	Contract Date	Actual/Trend
First Charged Working Day	6/17/2013	6/17/2013
Pier 36 - Area 1A & 1B Available To M-A	11/16/2013	On-schedule
Pier 36 - Area 1B All Work Complete	5/14/2014	Ahead of schedule
Pier 36 - Area 1B Turnover to FB&L	5/15/2014	On-schedule
Pier 36 - Area 1A All Work Complete	7/31/2014	Ahead of schedule
Pier 36 - Area 1A Turnover to FB&L	8/1/2014	On-schedule
End of Contract Working Days	8/11/2014	On-schedule
Physical Completion	8/29/2014	On-schedule



SEPTEMBER SAFETY SUMMARY

“**Recordable Incidents**” these are any job-related safety incidents that have been recorded.

“**Lost Time Incidents**” these are any job-related safety incidents that result in personnel not being able to work.

“**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design Builder	Previous Total	Current Period	Project Total
Recordable Incidents	1	0	1
Lost Time Incidents	0	0	0
Contract Days without an Incident	48	30	78

No safety issues were reported for the month of September.

SEPTEMBER ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	2	0	2
Minor Environmental Event	0	0	0

No environmental incidents occurred during the period and none to date on the contract.

Evans Creek Eastside Wetland Mitigation

EVANS CREEK

The Eastside Wetland Mitigation Project is a design-bid-build (DBB) project to design and construct environmental mitigation for the Eastside Transit and HOV Project.



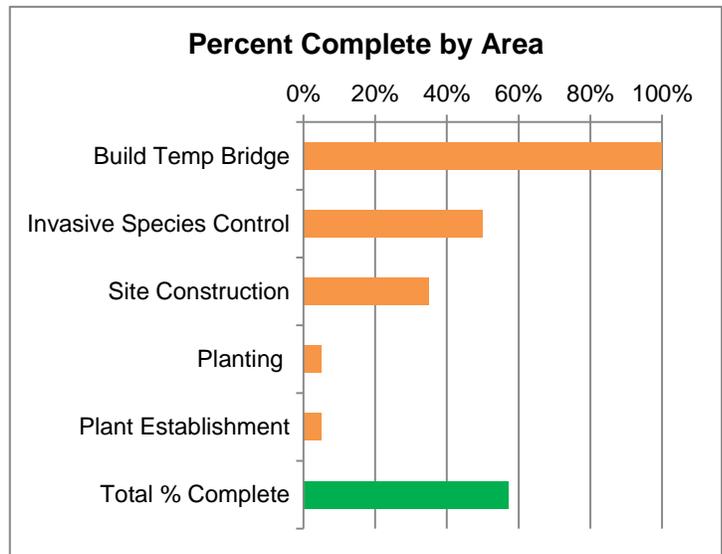
Evans Creek Location Map

Original Engineers Estimate	\$5,055,879
Bid Price	\$3,856,069
Change Orders to Date	\$0
Current Contract Value	\$3,856,069

SEPTEMBER ACCOMPLISHMENTS

The new meandering backwater channel was completed and opened to Evans Creek in September. Soil amendments were placed in planting beds. The contractor delivered tens of thousands of live stakes and potted plants and started digging them in. Initial planting will be complete before the end of the year.

Many animal species are enjoying this new wildlife playground. Sandpipers, herons, geese and ducks can be seen fishing, bathing and stomping around in the water. Bat boxes are up just waiting for new tenants. The construction team has also seen coyotes, bobcats, and deer. They are now eagerly waiting for the first salmon to swim up the



RISKS

- Completing in-water work inside the designated work windows.
- Site maintenance until 2024.

SEPTEMBER COST

No change orders were executed in the month of September. Preliminary engineering is complete. Right of way costs are complete. The total actual cost to date from the contractor is 61 percent of the budget. The construction will accelerate over the next six months as the on-site work windows become available.

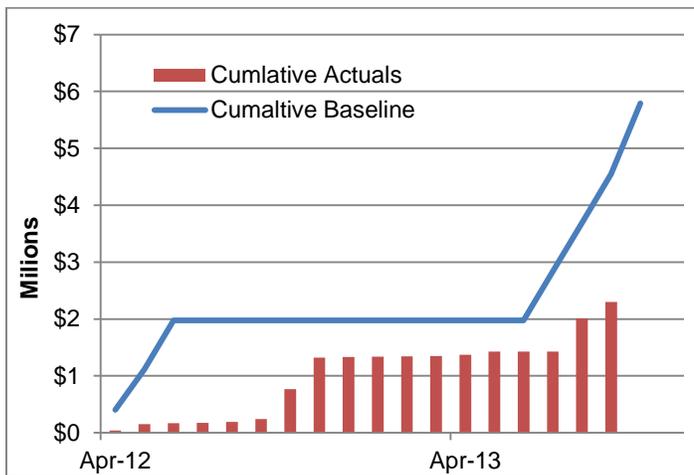
	Current Budget	Actuals to Date	Remaining Budget
Evans Creek Construction Project Totals	\$7,039,698	\$5,246,850	\$1,792,848
Preliminary Engineering	\$1,318,979	\$1,318,979	\$0
Right of Way	\$1,117,766	\$1,117,766	\$0
Construction	\$4,602,953	\$2,810,105	\$1,792,848
<i>Current Contract Value</i>	\$3,856,069	\$2,298,894	\$1,557,175
<i>Agreements</i>	\$83,898	\$12,591	\$71,308
<i>Construction Engineering</i>	\$644,536	\$498,621	\$145,915
<i>State Force Work</i>	\$18,450	\$0	\$18,450
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost Information through September 30, 2013

SEPTEMBER CHANGE ORDER SUMMARY

No change orders were issued during the period and none have been issues during the project.

SEPTEMBER PERFORMANCE



The Schedule Performance Index (SPI) for the Evans Creek project is 0.50 since these tasks are not on the critical path. This is an acceptable number.



Evans Creek mitigation wild life returning.

SUMMARY SCHEDULE

The project is currently on schedule and is tracking within budget.

Milestones	Contract	Actual/Trend
Eastside Mitigation - Construction Start	6/19/2012	6/19/2012
Eastside Mitigation - Stage 1 Work Complete	9/14/2012	9/14/2012
Eastside Mitigation - Operationally Complete	11/30/2013	On-time
Eastside Mitigation - Final Contract Completion	9/30/2016	On-Time

SEPTEMBER SAFETY SUMMARY

No safety incidents were recorded during the period.

SEPTEMBER ENVIRONMENTAL SUMMARY

No environmental incidents occurred during the period.

DBE / Apprenticeship / Training

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PROGRAM

In 1982 the U.S. Congress established the Disadvantage Business Enterprise (DBE) program to ensure nondiscrimination in the award and administration of USDOT-assisted contracts; help remove barriers to the participation of DBEs in USDOT-assisted contracts, and assist the development of firms that can compete successfully in the marketplace outside of the DBE program. The table below is paid-to-date amounts as reported by 520 Contractors through their Quarterly Reports for DBE participation Amounts Credited.

Contract	Contract Required DBE % at Award	Total DBE Paid to Date 6/30/2013	Total Contract Paid to Date 6/30/2013	Current DBE % 5/31/2013
Contract 7826 (Pontoon)	6% (\$22,039,800)	\$23,367,638.09	\$289,321,353.64	8%
Contract 7963 (Eastside)	11% (\$33,690,580)	\$26,031,839.17	\$265,743,186.51	10%
Contract 8066 (FB&L)	7% (\$41,059,270)	\$7,518,786.82	\$261,588,611.81	3%
Contract 8288 (Evans Creek)	0% - not required	\$0	\$742,480.80	0%
Contract 8432 (WCB)	3% (\$663,877.30)	\$0	\$154,517.46	0%

APPRENTICESHIP

As required under RCW 39.04.300 WSDOT reports apprenticeship participation. Each SR 520 WSDOT contract requires 15 percent apprenticeship participation.

Contract	As of (Date)	Apprentice Hours Reported	Journeyman Hours Reported	Apprentice Hours % (15% Goal)
Contract 7826 (Pontoon)	6/30/2013	153,081	859,680	15.1%
Contract 7963 (Eastside)	6/30/2013	82,315	507,332	14.1%
Contract 8066 (FB&L)	6/30/2013	63,943	609,875	9.5%
Contract 8288 (Evans Creek)	6/30/2013	647	2355	21.5%
Contract 8432 (WCB)	6/30/2013	0	0	0%

These hours are reported by the Contractor through the OEO Apprentice/Journeyman Reporting form.

TRAINING

The FHWA On-the-Job Training (OJT) Program requires WSDOT to establish apprenticeship and training program targeted to advance women, minorities, and disadvantaged individuals into journey-level positions.

Contract	Contract Required Training Hours	Number of Approved Trainee Hours 6/30/2013	Number of Trainee Hours Achieved 6/30/2013
Contract 7826* (Pontoon)	50,000	50,000	50,000
Contract 7963 (Eastside)	58,500	35,860	25,692**
Contract 8066 (FB&L)	74,600	22,000	19,633.5
Contract 8288 (Evans Creek)	0 – not required	0	0
Contract 8432 (WCB)	1,200	0	0

* Contract 7826 has reached its target of 50,000 training hours. Training hours over 50,000 are not required to be tracked.

** Total Hours reported 25,692. However 5,455 hours are excess laborer hours that can't be counted towards goal. These hours are taken from the Statement of Apprentice/Journeyman Participation and the approved Apprentice/Trainee Approval Requests.

Right of Way

RIGHT OF WAY

WSDOT Real Estate Services performs and coordinates all real estate transactions for the 520 Program for activities covered by the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Figures show Need / Remaining Work

Area	Total Parcels*	Fee Acquisition	Permanent Easements	Temporary Construction Easements	Limited Access	Temporary Construction Easement Renewals**
Contract 7826 (Pontoon)	3	1 / 1	2 / 2	1 / 1	0 / 0	0 / 0
Contract 7863 (Eastside)	96	18 / 16	13 / 10	28 / 25	51 / 14	1 / 1
Contract 8066 (FB&L)	6	3 / 3	1 / 1	2 / 2	1 / 0	None
Contract 8288 (Evans Creek)	4	1 / 1	None	3 / 3	None	None
Contract 8432 (WCB)	1	None	1 / 1	1 / 1	1 / 0	None
Totals	107	22 / 20	15 / 12	34 / 31	53 / 14	1 / 1

*All parcel acquisitions required for construction on the current funded project have been secured.
Information as of September 30, 2013.

**Under review with Right of Way Services. May increase due to schedule change.

Drawbridge Openings

FLOATING BRIDGE SPAN OPENINGS

Due to construction activities, the east navigation channel under the SR 520 bridge is currently obstructed. The channel is cleared during specific weekends and holidays. When the channel is open, it is operating with reduced clearance. Navigational clearances are higher on the east side of the channel, but obstructions north of the channel reduce the navigational height to 59 feet. Owners of vessels with masts or other aerial equipment over 59 feet tall and which cannot be lowered may request a draw span opening with two hours advance notice.

Total Openings Since April 1, 2012

Weekday Daytime Opening	257
Weekday Nighttime Opening	19
Weekend Opening	112
Totals	388

Information as of September 30, 2013.

Sustainability

SR 520 GOALS

The SR 520 Program is employing four Sustainability Goals (the Golden Thread) across all elements of Corridor design and construction. The Goals are supported by specific strategies. This Quarter's report focuses on the construction implementation of the first three goals. Each of these goals has specific strategies for implementation.

- Reduce, Reuse and Recycle
- Reduce Greenhouse Gases throughout construction and the life of the corridor
- Reclaim Existing Sites and Facilities
- Improve Access

On the Eastside Project (Medina to SR 202), the contractor, ECC, is recycling and reusing materials such as:

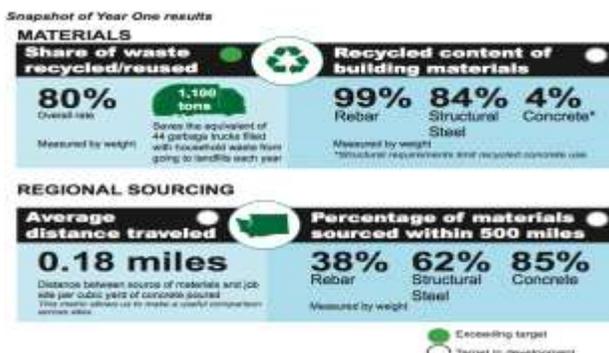
- Incorporating of up to 40 percent reclaimed asphalt pavement in the hot mix asphalt.
- Incorporating ground asphalt into embankments through the design of a "pulverized hot mix asphalt sub base".
- Using recycled concrete debris to make aggregate products.

On the Floating Bridge & Landings project, the contractor, KGM, is using an upgraded Kenmore industrial site to fabricate bridge components, which are then floated to the final construction site. This approach reduces CO2 emissions, traffic congestion, and neighborhood noise associated with trucks travelling to the final construction site. Additionally, KGM has a recycling and regional sourcing program to further reduce CO2 emissions as summarized below:

TRIPLE BOTTOM LINE - SUSTAINABILITY

In the design of the West Approach Bridge North (WABN), designers are reducing potential greenhouse gases by:

- Minimizing the use of walls and concrete for the new storm water treatment facility.
- Building as much of the permanent facility as possible to eliminate tear out and additional construction.
- Reducing bridge columns and column size, which represents a potential savings of 12.5 million pounds of carbon dioxide.



Source: FB&L Sustainability Dashboard – September 2013

Communications and Outreach

SR 520 COMMUNICATIONS OUTREACH

Comments/responses for July - September

- **Comments received: 349**
- **Responses sent: 285**
- **Key themes:**
 - Draw span opening questions and signup for alerts
 - Future funding of west side
 - Future construction of WABN
 - Future weekend closure schedule
 - Pontoon change order questions in response to media coverage
 - Pontoon movements through the Ballard Locks
 - Bike/ped path questions
 - Feedback re: website “Orange Page”

Media outreach

- 13 media releases
- 1 media event (July 30 – pontoon update)



SR 520 Project Engineer Dave Edwards discusses Eastside corridor improvements and construction at Redmond Derby Days.

New website tools

- 520 Orange Page (August 2013): The SR 520 Orange Page is a go-to resource for all construction updates and community construction management information. The Orange Page includes an interactive map - searchable by date, type of work or closure, and geographic area - which displays all SR 520 planned road closures and community impactful construction work.

Website link:

www.wsdot.wa.gov/Projects/SR520Bridge/520orangepage/

- 520history.org (August 2013): This resource was developed by WSDOT and History Link an educational resource as part of Section 106 of the National Historic Preservation Act. The SR 520 bridge is also documented in the Historic American Engineering Record of the National Park Service.

Website link: www.520history.org

Fairs and Festivals

- Total visitors for July- September:
1,001 visitors
 - Redmond Derby Days – September 13, **Total 345 visitors**
 - Bellevue Farmers Market – September 25, **Total 80 visitors**
 - Kirkland Farmers Market – August 14, **Total 111 visitors**
 - St Demetrios Festival – Sept. 14-15, **Total 435 visitors**
 - Portage Bay/Roanoke Park Picnic – Sept 15., **Total 30 visitors**

Jobs

CONSTRUCTION UPDATE – SEPTEMBER 2013

- Eastside Transit and HOV Project: 432 jobs
- Floating Bridge and Landings Project: 252 jobs
- Pontoon Construction Project: 341 jobs
- West Connection Bridge: 20 jobs
- Evans Creek Wetland Mitigation: 12 jobs

Jobs information includes current skilled construction trade counts for carpenters, concrete workers, crane operators, electricians, iron workers, laborers, machine operators, painters, truck drivers and welders based on project information provided by WSDOT contractors for August 31, 2013.

GLOSSARY – LIST OF FREQUENTLY-USED PROJECT AND INDUSTRY ACRONYMS

ATM	Active Traffic Management
CCMP	Community Construction Management Plan
CIP	Cast-in-Place
CTC	Concrete Technology Corporation (SSP production site)
D-B	Design-Builder
DBIC	Design-Builder Initiated Change
Eastside	Eastside Transit and HOV Project
ECAP	Environmental Compliance Assurance Procedure
ECC	Eastside Corridor Constructors (Eastside design-builder)
ESA	Endangered Species Act
FB&L	Floating Bridge & Landings
FONSI	Finding of No Significant Impact
GH	Grays Harbor (Pontoon construction site)
HQ	WSDOT Headquarters
ITS	Intelligent Transportation System
KG	Kiewit General, A Joint Venture (PCP design-builder)
KGM	Kiewit General Manson, A Joint Venture (FB&L design-builder)
M-A	Mowat American, A Joint Venture (WCB Contractor)
NCI	Non-Conformance Incident
NCR	Non-Conformance Report
NEPA	National Environmental Policy Act
NTP	Notice to Proceed
NWR	WSDOT Northwest Region
PCI	Potential Change Issue
PCO	Potential Change Order
PCP	Pontoon Construction Project
PT	Post-Tensioning
QA	Quality Assurance
QC	Quality Control
RFI	Request for Information
RFP	Request for Proposal
ROD	Record of Decision
SPI	Schedule Performance Index is a performance index which equals
SSP	Secondary Stability Pontoon
TCE	Temporary Construction Easement
TIFIA	Transportation Infrastructure Finance and Innovation Act
WABN	West Approach Bridge North
WCB	West Connection Bridge
WSDOT	Washington State Department of Transportation

For more information

Visit: www.wsdot.wa.gov/projects/SR520Bridge
E-mail: SR520Bridge@wsdot.wa.gov
Call: 1-888-520-NEWS (6397)
Mail: Washington State Department of Transportation
SR 520 Bridge Replacement and HOV Program
999 3rd Avenue, Suite 900
Seattle, WA 98104

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