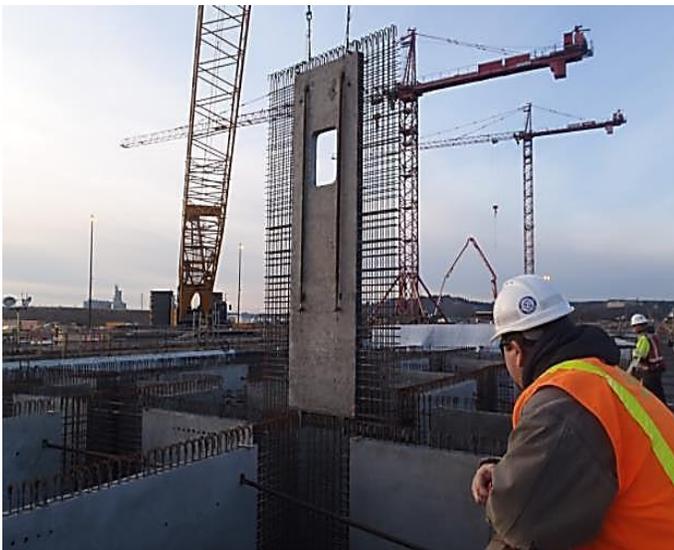




STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

NOVEMBER 2014



Aberdeen: Last precast panel being set into place



Eastside: 84th Ave NE on-ramp and new temporary tolling gantries



WABN: Work trestle span 53



FB&L: Preparing Pontoon L for supplemental joining on Lake Washington

DATE PUBLISHED: Feb. 4, 2015





WABN: Project office construction



Pontoons: Dismantling of access structure in Aberdeen

Executive Summary 3

ACTIVE CONSTRUCTION PROJECT REPORTS

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Eastside Transit and HOV 11

Floating Bridge and Landings (FB&L) 16

West Approach Bridge North (WABN) 22

Glossary of Terms 26

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, pontoon construction in Aberdeen, and the new west approach bridge for westbound traffic. Future work includes replacing the Portage Bay Bridge, building a new west approach bridge for eastbound traffic, building lids in Seattle, and connecting a bicycle/pedestrian path from the floating bridge to local and regional trails in Seattle.



WABN: Public outreach at Laurelhurst Community Club



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, as well as a fixed West Connection Bridge linking the new floating bridge to SR 520's existing four-lane segment in Seattle.
- Building pontoons at casting basin facilities in Tacoma and Grays Harbor.
- Constructing the Eastside Transit and HOV Project.
- Building the north half of the new west approach bridge, and connecting six lanes of traffic and the regional shared-use path from the Montlake interchange to the new floating bridge.
- Continuing to design the remaining elements of the west side of the corridor.

PROGRAM STATUS

Pontoon Construction Project: Work continued on Cycle 6. Crews poured exterior wall forms, completed rebar and poured lower gallery for pontoons F, G and H.

Eastside Transit and HOV: Crews installed sidewalks, fencing and continued landscaping, noise wall work, lid finishes and luminaire installation.

Floating Bridge and Landings: At Concrete Technology Corporation, crews completed the final set of pontoons (Cycle 4). At Lake Washington, crews prepared Pontoon B for longitudinal joining with Pontoon C.

West Connection Bridge: Work on the West Connection Bridge was completed in September.

West Approach Bridge North (WABN): Work-trestle construction continued on Foster Island and in Union Bay. Asbestos abatement for the old Museum of History and Industry (MOHAI) building continued in November.



WABN: Work-trestle construction on Foster Island

MAJOR RISKS

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

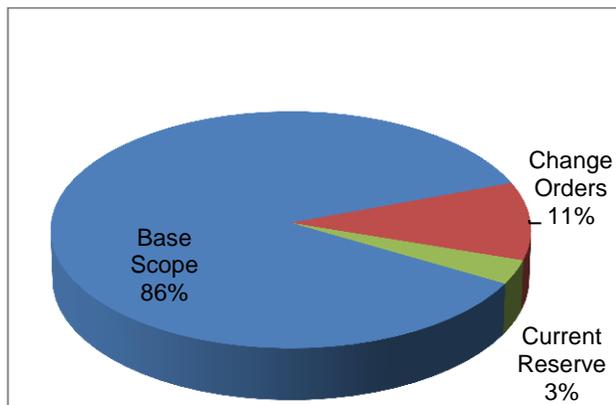
- Weather, tides or other natural events that delay pontoons needed for the FB&L project.
- Production and quality issues that further delay pontoons needed for the FB&L project.
- Inflation costs for labor, materials and equipment.
- New requirements or contract changes required by local communities,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

UPCOMING MILESTONES

- **Pontoons:** Crews will continue rebar, forms and keel slab installation and keel slab pouring for Pontoons F and G.
- **Eastside Transit and HOV:** At Evergreen Point Road and Fairweather Bay, crews will work on finishing all work for turnover to the FB&L contractor. At 84th, 92nd, and 108th avenues and Bellevue Way, crews are working toward a Dec. 31, 2014, target for substantial completion.
- **Floating Bridge and Landings:** At CTC, crews will continue the process of demobilizing the site after completing pontoon construction there in November. On Lake Washington, crews will continue joining supplemental and longitudinal pontoons. At the Kenmore site, crews will continue to precast deck panels.
- **WABN:** The contractor will continue demolishing the never-completed R.H. Thomson Expressway “Ramps to Nowhere” and the former MOHAI building. Work-trestle construction will continue in Lake Washington and Union Bay.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,299,210,704	\$2,043,911,362	\$2,255,299,342
Funded Program	\$2,895,210,704	\$2,043,911,362	\$851,299,342
Federal	\$498,134,693	\$154,055,492	\$344,079,201
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$80,807,609	\$99,145,201
HIGHWAY SAFETY IMPROVEMENT	\$14,015,000	\$14,015,000	\$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	\$55,066,000	\$244,934,000
Local	\$2,303,701	\$1,224,678	\$1,079,023
LOCAL PROJECT(CURRENT)	\$2,303,701	\$1,224,678	\$1,079,023
State	\$2,235,372,310	\$1,888,631,192	\$346,741,118
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$525,890,609	\$369,069,921	\$156,820,688
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,243,840	\$0
SR520 CORRIDOR	\$549,032,022	\$549,032,022	\$0
SR520 GARVEE	\$924,454,490	\$882,200,082	\$42,254,408
SR520 TOLL BOND SALE	\$110,906,800	\$0	\$110,906,800
SR520 TOLL REVENUE	\$70,271,057	\$33,511,835	\$36,759,222
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$159,400,000		\$159,400,000
DEFERRED SALES TAX	\$159,400,000		\$159,400,000
Unfunded Program	\$1,404,000,000		\$1,404,000,000
I-5 TO THE FLOATING BRIDGE	\$1,404,000,000		\$1,404,000,000



Cumulative Reserve	\$432,500,000
November Change Orders	(\$22,500)
Previous Change Orders	(\$308,359,944.00)
Current Reserve	\$124,117,556

Pontoon Construction Project

ABERDEEN PONTOONS OVERVIEW

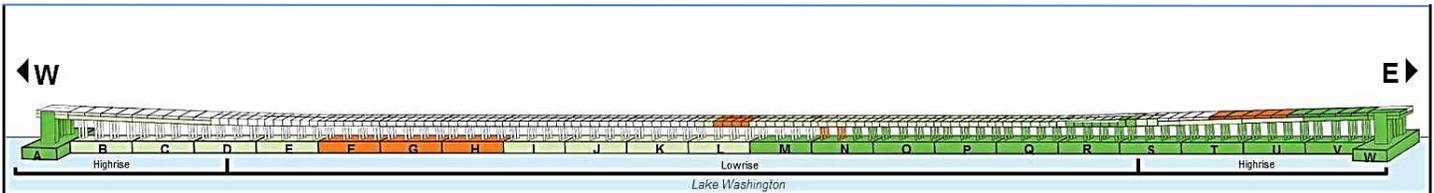
The Washington State Department of Transportation is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in July 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General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



Pontoon G concrete pours in Aberdeen

Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,832,840
Current Contract Value	\$449,162,840

Pontoon tracking on Lake Washington, 11/26/14

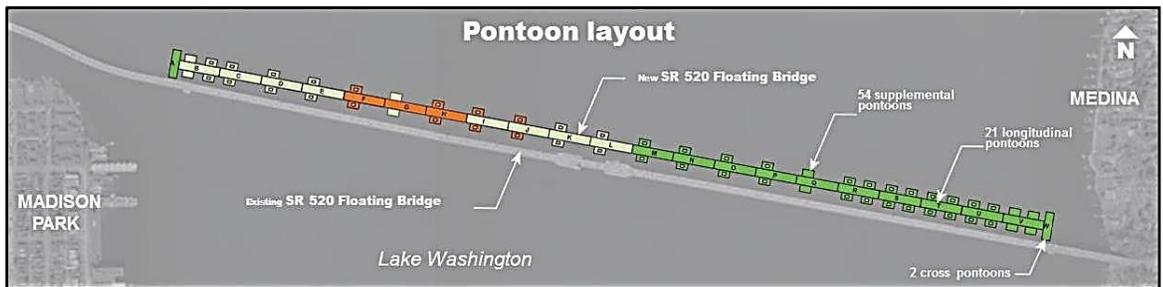


GRAPHIC KEY AND FACTS

- 776 low-rise roadway deck sections
- 23 high-rise roadway deck spans
- 331 girders
- 772 columns
- 21 longitudinal pontoons + 2 cross pontoons

Legend:

- In Final Location (Green)
- Construction Complete (Light Green)
- Under Construction (Orange)
- Future Construction (White)



Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.

- 358 out of 776 pre-cast deck panels have been constructed. 144 of 776 have been placed.

High-rise roadway deck includes girders and cast-in-place deck.

- 7 out of 23 cast-in-place deck spans have been constructed.
- 276 out of 331 girders have been constructed. 151 of 331 have been placed.

The number of columns shown is a representation of the total number of columns.

- 301 out of 772 columns have been constructed.

Current number of pontoons on Lake Washington: 66

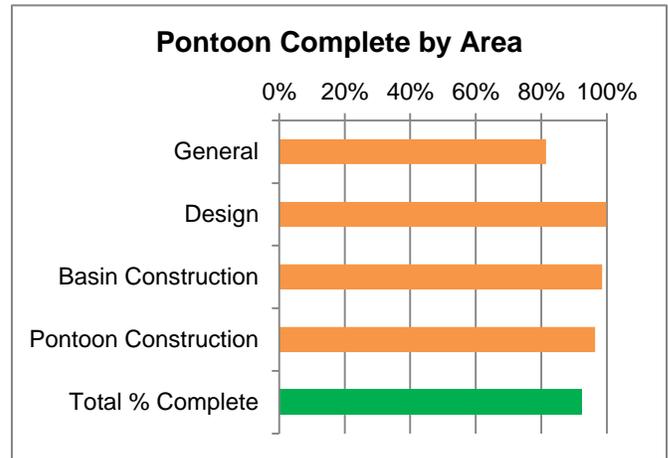
Total number of pontoons constructed to date: 66

Pontoons currently under construction: 11

Note: not to scale, for illustrative purposes only

NOVEMBER ACCOMPLISHMENTS

Crews continued work on Cycle 6. Crews installed rebar in keel slabs and exterior walls for pontoons F, G and H. Setting of interior precast panels began.



RISK

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



Pontoon G: Setting precast panels

NOVEMBER COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 97 percent of the budget.

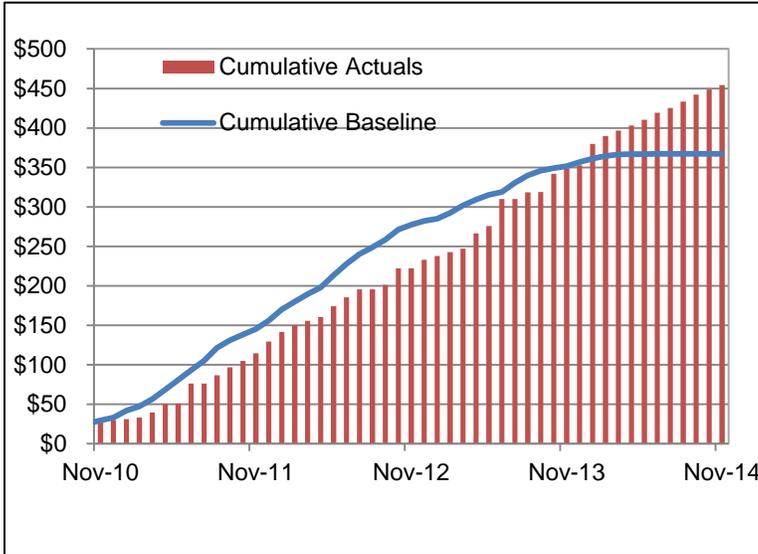
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$511,604,014	\$495,376,740	\$16,227,274
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$473,245,710	\$457,196,219	\$16,049,491
<i>Current Contract Value</i>	\$449,185,340	\$439,225,423	\$9,959,917
<i>Agreements</i>	\$9,420,562	\$8,166,274	\$1,254,288
<i>Construction Engineering</i>	\$14,639,808	\$9,804,522	\$4,835,286
<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 Nov. 30, 2014

NOVEMBER CHANGE ORDER SUMMARY

Two change orders were executed in November for \$22,500.00 cost. All PCP change orders total \$81,832,840.00 at the time of this report.

NOVEMBER PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is 1.2. This indicates the contractor is ahead of schedule due to Change Order 111's adjusted completion milestones.

Installation of closures forms for Pontoon H

SUMMARY SCHEDULE

The current contractor schedule shows project physical completion 97 days earlier than the contract date established in Change Order 111. The projected delivery dates for the remainder of the project are 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 Complete	3/15/2013	5/4/2013
Pontoon Cycle 3 Segment Complete	10/10/13	10/10/2013
Pontoon Cycle 4 Segment Complete	4/28/2014	4/22/2014
Pontoon Cycle 5 Segment Complete	10/14/2014	9/30/2014
Pontoon Cycle 6 Segment Complete	4/14/2015	Early
Physical Completion	8/12/2015	Early
Final Completion	12/10/2015	Early

NOVEMBER 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	1204	46	1250	6	1244

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	767	29	6	284 days
Nonconformance Issues (NCI)	181	38	15	67 days

NOVEMBER SAFETY SUMMARY

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

“**Lost Time Incidents**” are 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	13	0	13
Lost Time Incidents	1	0	1
Contract Days without an Incident	93	28	121

No recordable incidents occurred in November.

NOVEMBER ENVIRONMENTAL SUMMARY

“**Noncompliance Event (ECAP)**” is an action not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	44	1	45
Minor Environmental Event	28	0	28

On 11/21 an ECAP event was identified. K-G confirmed that stormwater discharging from outfall POC-1 to the west ditch had a turbidity of 60 NTU (nephelometric turbidity units), which exceeds the 50 NTU limit in the NPDES Sand and Gravel General Permit. K-G took steps to stop the flow, and provided telephone notification of the noncompliance to the Department of Ecology. K-G will send a written follow-up report to Ecology, and prepare an ECAP Incident Report for WSDOT.

Eastside Transit and HOV

EASTSIDE OVERVIEW

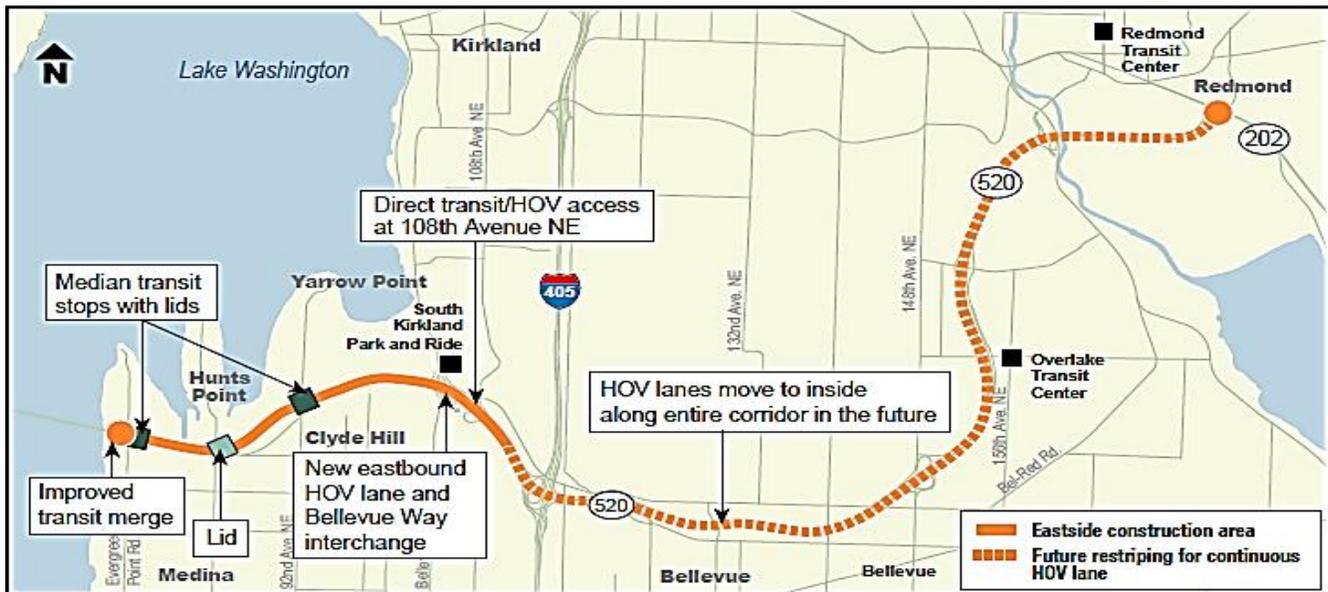
The Eastside Transit and HOV Project will complete and improve the 2.5-mile HOV system from Evergreen Point Road to the I-405 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as two new transit station facilities, three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

Original Engineers Estimate	422,064,082
Bid Price	306,278,000
Change Orders to date	\$57,475,893
Current Contract Value	\$363,753,893



Northrup Way Pedestrian Bridge Crossing

Eastside Project Area Map



NOVEMBER ACCOMPLISHMENTS

Evergreen Point Road: Crews continued grading, site preparation and landscaping. Crews worked punch-list items with the city of Bellevue Fire and Water departments, and King County Metro for the transit stations' platforms, elevators and HVAC systems.

92nd Avenue Northeast: Crews continued work on lid finishes, waterproofing and installation of signage between Northeast 33rd and 34th streets. Finish work continued at the roundabout and transit station plaza on top of the lid.

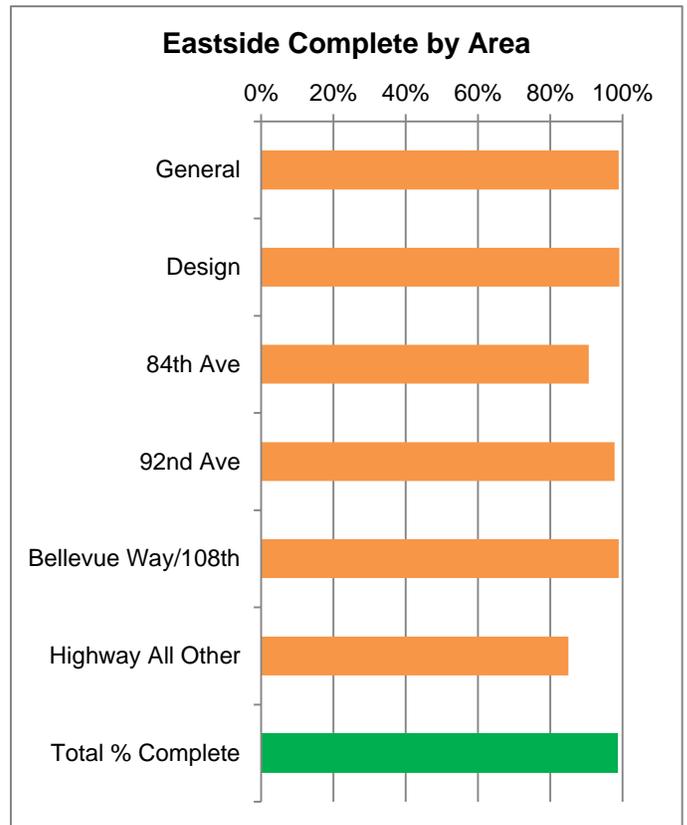
84th Avenue Northeast: Crews continued working on lid finishes, installing landscape plants and an irrigation system. At the southwest corner, lights and conduits were installed.

Bellevue Way: Crews continued landscaping, installed a fence and sidewalk at Northeast Points. At the westbound on-ramp, crews installed drainage, poured luminaire footings and continued working on the trail at the south side of the Bellevue Way off-ramp.

108th Avenue Northeast and Northup Way: Crews worked on slope paving and irrigation in the vicinity of the ponds and stream. Crews continued adjusting utility vaults, building drainage structures, installing signs and painting permanent striping.

RISK

- Completion of remaining Evergreen Point Area 2 work for transfer to the Floating Bridge and Landings contractor
- Reach substantial completion on all project work before end of the year



Permanent lane striping and planter strip on Northup Way (facing west)

NOVEMBER COSTS

Preliminary engineering is complete. The right of way budget is 85 percent complete. The total actual cost to date from the contractor is 98 percent of the budget.

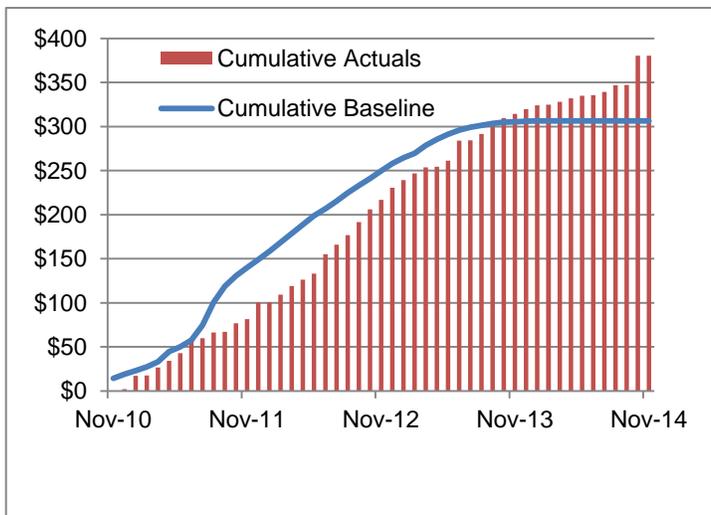
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$455,186,893	\$443,149,242	\$12,037,651
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,512	\$27,180,846	\$4,698,666
Construction	\$391,612,871	\$384,273,886	\$7,338,985.18
<i>Current Contract Value</i>	<i>\$363,765,992</i>	<i>\$358,537,873</i>	<i>\$5,228,119</i>
<i>Agreements</i>	<i>\$12,299,552</i>	<i>\$10,549,116</i>	<i>\$1,750,435</i>
<i>Construction Engineering</i>	<i>\$13,108,615</i>	<i>\$12,767,522</i>	<i>\$341,093</i>
<i>State Force Work</i>	<i>\$402,626</i>	<i>\$388,788</i>	<i>\$13,838</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$2,036,087</i>	<i>\$2,030,587</i>	<i>\$5,500</i>

Cost information through Nov. 31, 2014

NOVEMBER CHANGE ORDER SUMMARY

On the Eastside there was one zero-cost change order in November. The Eastside project's executed change orders total \$57,475,893.00 at the time of this report.

NOVEMBER PERFORMANCE



The Schedule Performance Index (SPI) is 1.2. Change order 94 revised contract milestones. Contractor is targeting Dec. 31, 2014, for substantial completion.



Eastside: Points Loop Trail pedestrian crossing over a creek in Medina (facing east)

SUMMARY SCHEDULE

The current contractor schedule estimates construction completion in fall 2014. This forecasted completion date is part of the ongoing discussions between WSDOT and ECC.

Milestone	Contract Date	Actual/Trend
Notice to Proceed	12/1/2010	12/1/2010
East Approach & Maintenance Facility Area Work Completion	3/30/2012	3/30/2012
Evergreen Point Area Phase I Work Completion	7/28/2013	7/28/2014
Evergreen Point Area Phase II Work Completion	10/31/2014	Late
Construction Substantial Completion	12/31/2014	On Schedule
Construction Physical Completion	5/30/2015	On Schedule

NOVEMBER 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.

NOVEMBER SAFETY SUMMARY

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3026	0	3026	41	2985

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	585	23	0	182 days
Nonconformance Issues (NCI)	309	21	0	283 days

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	13	0	13
Lost Time Incidents	0	0	0
Contract Days without an Incident	75	31	105

No safety incidents occurred in November 2014.

NOVEMBER ENVIRONMENTAL SUMMARY

“**Noncompliance Event (ECAP)**” is an action not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	73	1	74
Minor Environmental Event	224	0	224

On 11/21 an ECAP event was identified. The design builder discovered turbidity in excess of 25 NTU (nephelometric turbidity units) leaving the project site at the old KLB yard along 116th Avenue. This event was reported to the proper agency.

Floating Bridge and Landings Project

FLOATING BRIDGE AND LANDINGS

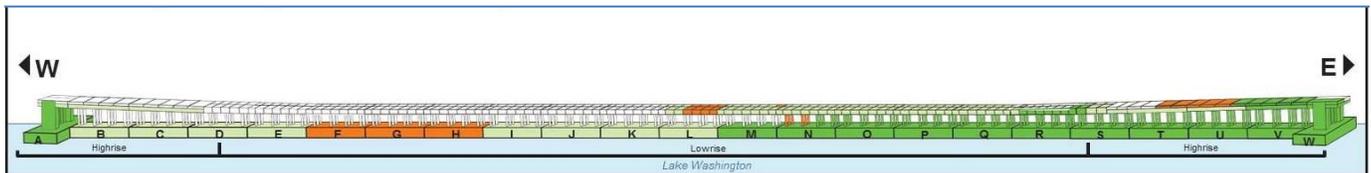
The SR 520 Floating Bridge and Landings (FB&L) Project will replace the existing, vulnerable four-lane structure with a new six-lane bridge that can withstand windstorms of up to 89 miles per hour. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the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



Westbound East Approach Bridge segmental section

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$166,265,574
Current Contract Value	\$752,826,574

Pontoon tracking on Lake Washington, 11/30/14

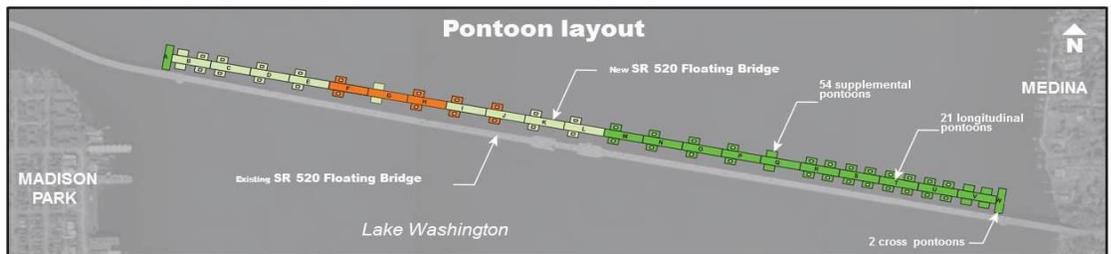


GRAPHIC KEY AND FACTS

- 776 low-rise roadway deck sections
- 23 high-rise roadway deck spans
- 331 girders
- 772 columns
- 21 longitudinal pontoons + 2 cross pontoons

Legend:

- In Final Location (Green)
- Construction Complete (Light Green)
- Under Construction (Orange)
- Future Construction (White)



- Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.**
- 358 out of 776 pre-cast deck panels have been constructed. 144 of 776 have been placed.
- High-rise roadway deck includes girders and cast-in-place deck.**
- 7 out of 23 cast-in-place deck spans have been constructed.
 - 276 out of 331 girders have been constructed. 151 of 331 have been placed.
- The number of columns shown is a representation of the total number of columns.**
- 301 out of 772 columns have been constructed.

Current number of pontoons on Lake Washington: 66
 Total number of pontoons constructed to date: 66
 Pontoons currently under construction: 11

Note: not to scale, for illustrative purposes only

NOVEMBER ACCOMPLISHMENTS

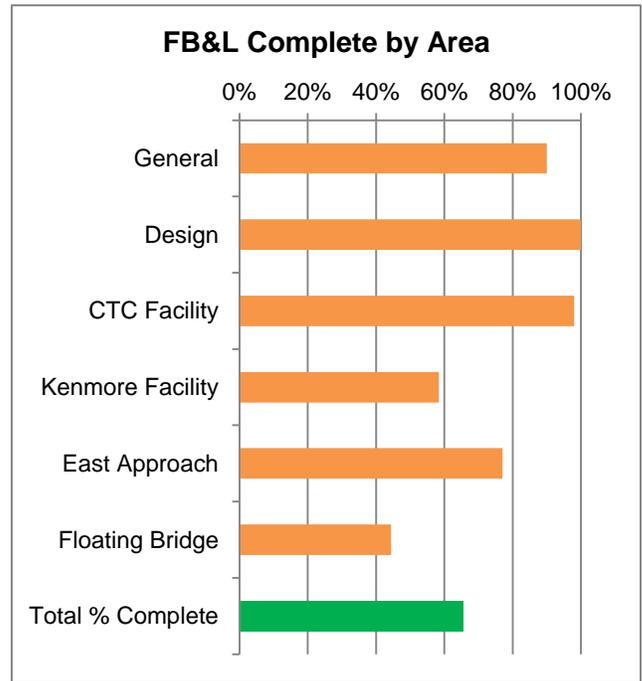
Concrete Technology Corp. (CTC) in Tacoma: Crews completed work on Cycle 4 (6th of 6 cycles, the last cycle of pontoons constructed at CTC).

Floating Bridge: Crews continued joining operations for both supplemental and longitudinal pontoons. Crews on the floating bridge continued with high-rise and low-rise columns, high-rise cross beams and decks, and low-rise deck panels. Crews also continued installation of anchor cable bushings on longitudinal pontoons.

East Approach Bridge: Crews continued to construct westbound segmental spans from Pier 1.

Medina Area: Crews continued to build out maintenance facility walls and floors. Crews also installed HVAC ducts, sprinkler pipe, electrical and plumbing at the maintenance facility’s mezzanine level and shop levels.

Kenmore: Crews are continuing to build precast deck panels for the low-rise superstructure.



RISK

There have been environmental concerns regarding project use of the Kenmore site. WSDOT is monitoring the situation.

Bolt-hole alignment will continue to be a risk to joining as pontoons are brought into the joining sequence and the alignment of the bolt holes between pontoons is known.

Because of the interface between the Floating Bridge and Landings and the Eastside Transit and HOV contracts, there are continued concerns with the coordination of the overlapping areas of work in the vicinity of Evergreen Point Road.

The West Approach Bridge North (WABN) contract was awarded in July 2014 and work has commenced. Coordination is required between contractors and WSDOT project offices.



Low-rise columns on Pontoons N and O (looking west)

NOVEMBER COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 74 percent of the budget.

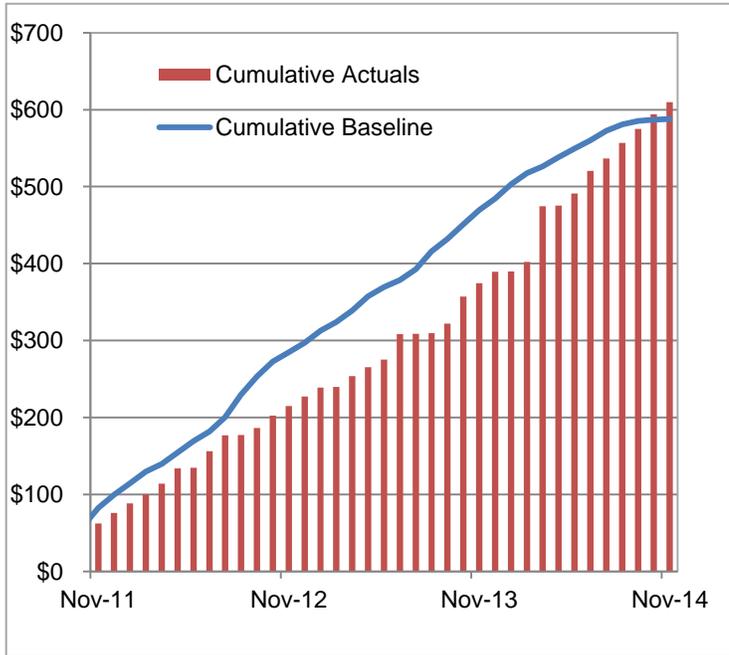
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$836,539,971	\$623,833,951	\$212,706,020
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,360,743	\$1,532,591
Construction	\$820,987,574	\$609,814,145	\$211,173,429
<i>Current Contract Value</i>	\$752,826,574	\$558,405,694	\$194,420,880
<i>Agreements</i>	\$35,886,860	\$30,135,397	\$5,751,463
<i>Construction Engineering</i>	\$21,534,140	\$14,564,927	\$6,969,214
<i>State Force Work</i>	\$60,000	\$3,270	\$56,730
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$10,680,000	\$6,704,857	\$3,975,143

Cost information through Nov. 30, 2014

NOVEMBER CHANGE ORDER SUMMARY

There were two (2) no-cost change orders executed in November. Change orders total \$166,265,574.00 for the FB&L project at the time of this report.

NOVEMBER PERFORMANCE



The Schedule Performance Index (SPI) is at 1.03 through November 2014. Work is progressing well and contractor is on schedule.



Last pontoon cycle at CTC ready for December float-out

SUMMARY SCHEDULE

The contractor's current schedule submittal is showing on-time substantial completion by April 28, 2016, consistent with the revised contract date.

Milestone	Revised 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	4/28/2016	On Time
Physical Completion	2/22/2017	Early

NOVEMBER QUALITY SUMMARY

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

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	2553	162	2715	59	2656

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	295	68	9	233 days
Nonconformance Issues (NCI)	667	110	54	49 days

NOVEMBER SAFETY SUMMARY

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

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

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	29	1	30
Lost Time Incidents	2	0	2
Contract Days without an Incident	8	9	9

On 11/19, Recordable Incident – A worker was injured while assisting with the installation of post-tension ducting for supplemental pontoon joining. During this process, ducting is pulled through with rope pulled by winch. The duct snagged, causing rope to tension and break. Stored energy in the rope caused the rope end to whip and hit the worker in the back, causing deep bruising. This required a doctor’s visit and prescribed pain medications.

NOVEMBER ENVIRONMENTAL SUMMARY

“**Noncompliance Event (ECAP)**” is an action not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	38	2	40
Minor Environmental Event	37	1	38

On 11/4, a Noncompliance Event – While removing forms on the segmental portion of the bridge, small pieces of hardened concrete were observed falling into Lake Washington. It amounted to less than one cup of material entering the lake. The appropriate resource agencies were notified.

NOVEMBER ENVIRONMENTAL SUMMARY - CONTINUED

“Noncompliance Event (ECAP)” is an action not in compliance with environmental standards, permits or laws.

“Minor Environmental Event” is an environmental impact that does not meet the requirements to become an ECAP.

On 11/25, a Noncompliance Event – KGM crew members noticed a small sheen on the water around the DB Pacific barge. The previous day, a hydraulic hose ruptured on the barge. All of the fluid was cleaned up. Heavy rain washed some of the residual hydraulic fluid off the gears of the derrick into the lake. It created a 10-foot-by-40-foot sheen in area. All of the material was cleaned and the appropriate resource agencies were notified.

On 11/25, a Minor Environmental Event – A water truck cleaning the CTC facility had an oil leak that occurred inside the basin. None of the oil entered waters of the state. It was all confined to concrete and cleaned up.

West Approach Bridge North

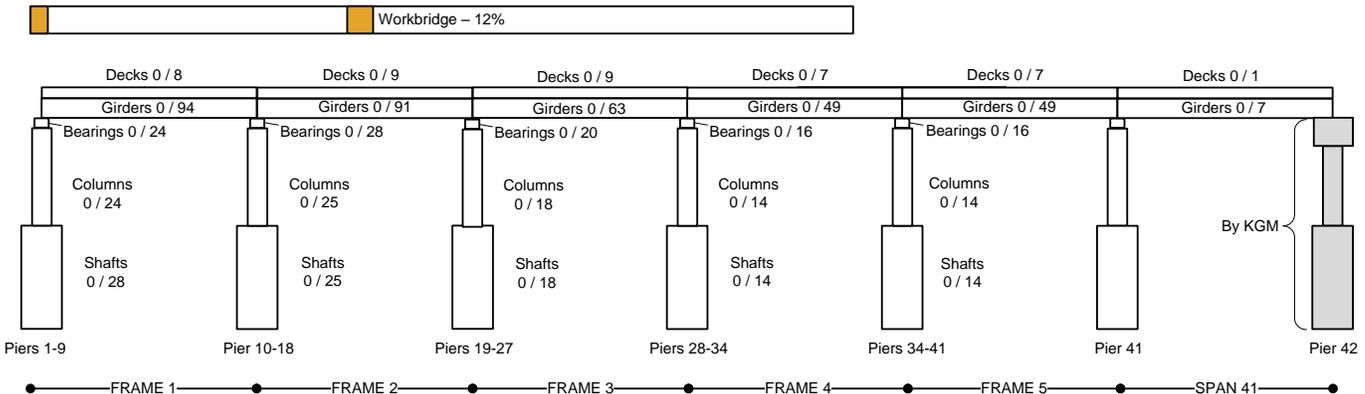
CONSTRUCTION OVERVIEW

The West Approach Bridge North Project (WABN), the first stage of western landings for the new SR 520 floating bridge, continues WSDOT's commitment to replace vulnerable structures and improve mobility for motorists. The new approach bridge, more than 6,000 feet long, will support a six-lane highway corridor and a regional shared-use path for bicyclists and pedestrians between the new floating bridge and Montlake. The WABN project will also greatly benefit the local built and natural environment by improving stormwater treatment, employing noise reduction measures, mitigating for wetland and aquatic impacts, and improving the Arboretum and local parks.



Work trestle construction on Foster Island

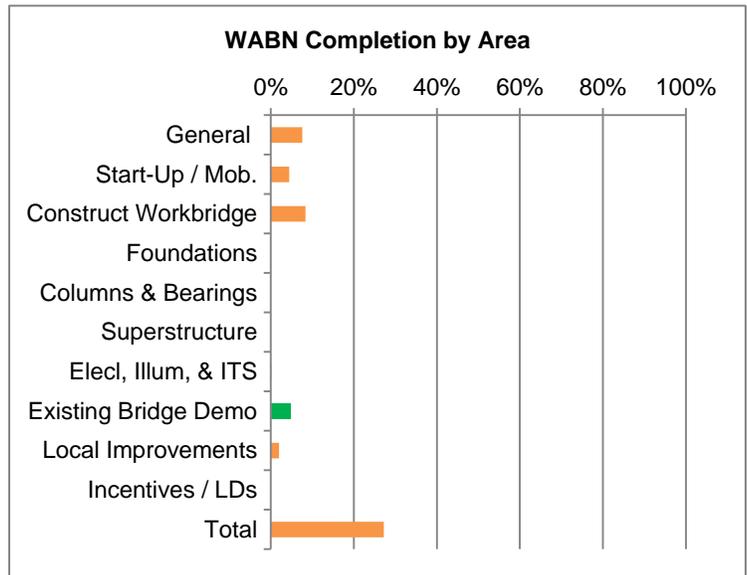
Original Engineers Estimate	\$209,905,586
Bid Price	\$199,537,371
Change Orders to date	\$0
Current Contract Value	\$199,537,371



West Approach Bridge North progress tracker, as of Nov. 30, 2014

NOVEMBER ACCOMPLISHMENTS

Through Nov. 30, the contractor has demolished spans W1 and BR1 of the R.H. Thompson “Ramps to Nowhere.” Also, the contractor has established access for work-trestle construction from Foster Island and the former Museum of History and Industry site (MOHAI), and has built work-trestle near Piers 1, 15 and 16. The contractor continued asbestos abatement at MOHAI and homeless encampment cleanup.



RISK

- Environmental noncompliance events
- Work-trestle construction and casing installation during first in-water work window
- Demolition of R.H. Thomson “Ramps to Nowhere” to make way for construction of a temporary off-ramp to Montlake Boulevard and 24th Avenue East



Clearing work in the Old Canal Reserve area adjacent to the westbound SR 520 off-ramp to Montlake Boulevard (looking west)

NOVEMBER COSTS

The preliminary engineering and right of way phases are nearly complete; final costs are being recorded. There have been three payments made to the contractor through November 2014.

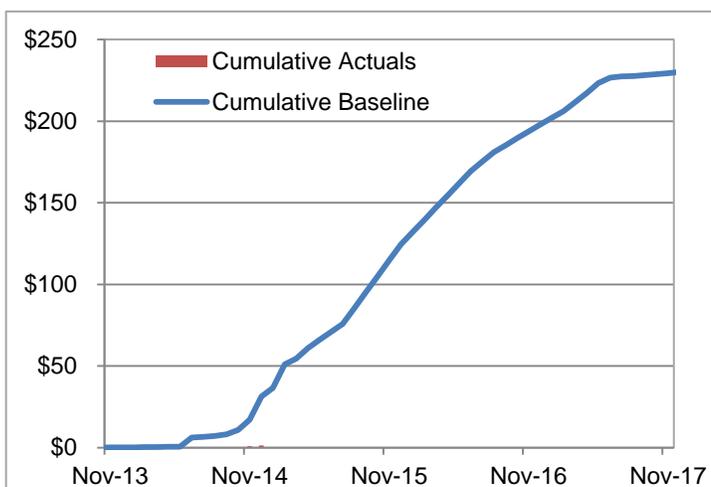
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$244,233,747	\$20,139,602	\$224,094,145
Preliminary Engineering	\$17,899,998	\$13,355,654	\$4,544,344
Right of Way	\$5,000,000	\$3,904,446	\$1,095,554
Construction	\$221,333,749	\$2,879,502	\$218,454,247
<i>Current Contract Value</i>	\$199,537,371	\$1,481,370	\$198,056,000
<i>Agreements</i>	\$6,406,412	\$500,566	\$5,905,846
<i>Construction Engineering</i>	\$15,327,292	\$888,502	\$14,438,790
<i>State Force Work</i>	\$8,675	\$8,462	\$213
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$54,000	\$602	\$53,398

Cost information through Nov. 30, 2014

NOVEMBER CHANGE ORDER SUMMARY

There have been no change orders executed to date.

NOVEMBER PERFORMANCE



Cumulative actuals to date are currently too low at .07 to register a significant graph line (SPI).



Asbestos abatement at the old MOHAI building

SUMMARY SCHEDULE

The preliminary 120-day schedule was submitted on Sept. 11. WSDOT reviewed the 120-day schedule and determined that it did not meet requirements. As a result, the schedule was returned to the contractor without approval. Two baseline schedule candidates have been submitted by the contractor, reviewed by WSDOT, and rejected.

Milestone	Contract Date	Actual/Trend
First Charged Working Day	9/11/2014	9/11/2014
Begin Access East of Pier 33	9/1/2015	9/1/2015
Begin Access to Floating Bridge	9/1/2016	9/1/2016
Bridge Open to Traffic	6/20/2017	6/20/2017
End of Working Days	11/3/2017	11/3/2017

NOVEMBER SAFETY SUMMARY

Safety data not provided by the West Approach Bridge North project

NOVEMBER ENVIRONMENTAL SUMMARY

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	2	11	13
Minor Environmental Event	0	0	0

There were eleven environmental incidents in November. WSDOT ordered the contractor to develop and implement a corrective Plan for reducing environmental incidents.

- On 11/3/2014, the contractor dropped concrete debris into Lake Washington during ramp demolition.
- On 11/3/2014, WSDOT staff observed that a floating dock (crane mat) for small boat access had been installed by the contractor in a near-shore area close to the field office location on the WSDOT peninsula. The dock was partially grounded on the lake bottom. Also, unauthorized boat accesses were being utilized by several subcontractors.
- On 11/5/2014, the contractor installed high-visibility silt fence in the wrong location, encroaching within the 100-foot shoreline buffer/wetland LWS-4 buffer.
- On 11/6/2014, contaminated stormwater was leaking through expansion joints and deck drains into the lake.
- On 11/15/2014, and 11/16/2014, small and medium-sized pieces of concrete rubble from ramp demolition fell into the lake.
- On 11/15/2014, process water from saw-cutting operations for ramp demolition entered the lake.
- On 11/16/2014, the contractor used equipment restricted by the city of Seattle noise variance.
- On 11/16/2014, a large amount of dust was created during bridge deck demolition.
- On 11/18/2014, a petroleum sheen was created on the lake caused by a leaky diesel tank from a crane on flexi-floats.
- On 11/21/2014, a second petroleum sheen was seen on the lake caused by the same leaky crane from the 11/18 incident.
- On 11/21/2014, high-pH stormwater runoff was noticed in the vicinity of the ramp demolition.

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
K-G	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	Supplemental 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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