



# STATE ROUTE 520 CONSTRUCTION PROGRESS REPORT AUGUST 2013



*Eastside: 92nd lid deck diaphragm construction*



*Cross beam placement at pier 36*



*Aberdeen: soffit decks in preparation for a top slab pour*



*Pier 36 of West Connection Bridge: looking east*

DATE PUBLISHED: OCT. 22, 2013





Evergreen Point westbound transit facility elevator core



West Connection Bridge crane barges

## Table of Contents

Executive Summary .....	3
<b><u>ACTIVE CONSTRUCTION PROJECT REPORTS</u></b>	
Pontoon Construction Project (PCP).....	6
Eastside Transit and HOV .....	10
Floating Bridge and Landings (FB&L).....	14
West Connection Bridge (WCB).....	18
Evens Creek Eastside Wetland Mitigation.....	22
Glossary of Terms.....	25

## 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 August 2013.*



West Connection Bridge: cross beams at pier 36



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 August, **Pontoon Construction Project (PCP)** crews completed concrete, top deck and curb pours. Work is estimated to be 88 percent complete for Cycle 3. Cycle 4 precast panels are 69 percent complete.

**Floating Bridge and Landings (FB&L)** completed repairs on pontoon T and prepped for return to Lake Washington. Repair work advanced on pontoon W (in Seattle). Cycle 2a pontoons (fourth of six cycles) are under construction in Tacoma. FB&L placed bridge span traveler system forms at Pier 2.

The **Eastside Transit and HOV** project moved westbound traffic between 108th and Bellevue Way south under span 1 at Bellevue Way. The 84th westbound direct access ramp was opened and the 84th loop ramp was closed. 112th Ave was reopened to two-way traffic. Work on Evergreen Point Road transit station continued.

The **West Connection Bridge (WCB)** crews started drilled shaft work. Crews completed pier shaft 34 and installation of the drilled platform for pier 35.

### MAJOR RISKS

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

- Five change orders were executed in August 2013. The SR 520 reserve balance remains at \$100M. Additional pending or potential change orders will be executed in the coming months.
- 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.

- September: FB&L is planned to complete repairs to pontoon W in Duwamish for column removal and return to Lake Washington.
- September: ECC will have several traffic moves at 108th, Bellevue Way and 84th.
- October: Cycle 3 complete floated out from Aberdeen pontoon project.
- November: Cofferdam work begins on Lake Washington for FB&L.

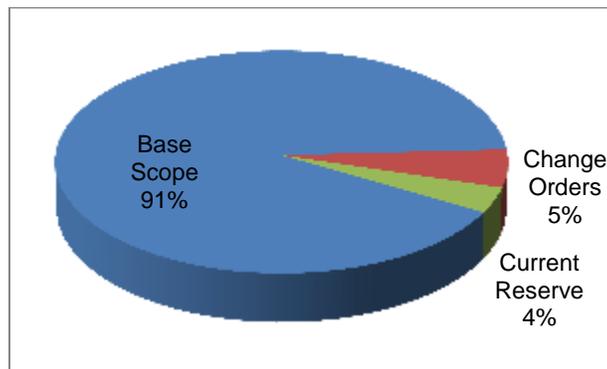


*Pier 34 shaft casings and drill platform at West Connection Bridge*

## Total Program

	Total Budget	Actuals to Date	Remaining
<b>SR520 Program Totals</b>	<b>\$4,128,217,152</b>	<b>\$1,432,736,066</b>	<b>\$2,695,481,085</b>
<b>Funded Program</b>	<b>\$2,724,217,152</b>	<b>\$1,432,736,066</b>	<b>\$1,291,481,085</b>
<b>Federal</b>	<b>\$423,979,577</b>	<b>\$23,747,350</b>	<b>\$400,232,227</b>
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
<b>Local</b>	<b>\$1,721,010</b>	<b>\$1,208,847</b>	<b>\$512,163</b>
LOCAL PROJECT(CURRENT)	\$1,721,010	\$1,208,847	\$512,163
<b>State</b>	<b>\$2,154,953,565</b>	<b>\$1,407,779,870</b>	<b>\$747,173,695</b>
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$491,560,128	\$303,380,326	\$188,179,802
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,201,917	\$41,923
SR520 CORRIDOR	\$550,524,377	\$549,032,022	\$1,492,355
SR520 GARVEE	\$819,032,077	\$495,648,428	\$323,383,649
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
<b>Deferred Sales Tax</b>	<b>\$143,563,000</b>		<b>\$143,563,000</b>
DEFERRED SALES TAX	\$143,563,000		\$143,563,000
<b>Unfunded Program</b>	<b>\$1,404,000,000</b>		<b>\$1,404,000,000</b>
I-5 TO THE FLOATING BRIDGE	\$1,404,000,000		\$1,404,000,000

### PROGRAM RESERVE STATUS (FUNDED PROGRAM)



Original Reserve	\$250,000,000
August Change Orders	(77,878)
Previous Change Orders	(\$149,402,058)
<b>Current Reserve</b>	<b>\$100,520,064*</b>

Five (5) change orders were executed in August.

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

### Pontoon Construction Project

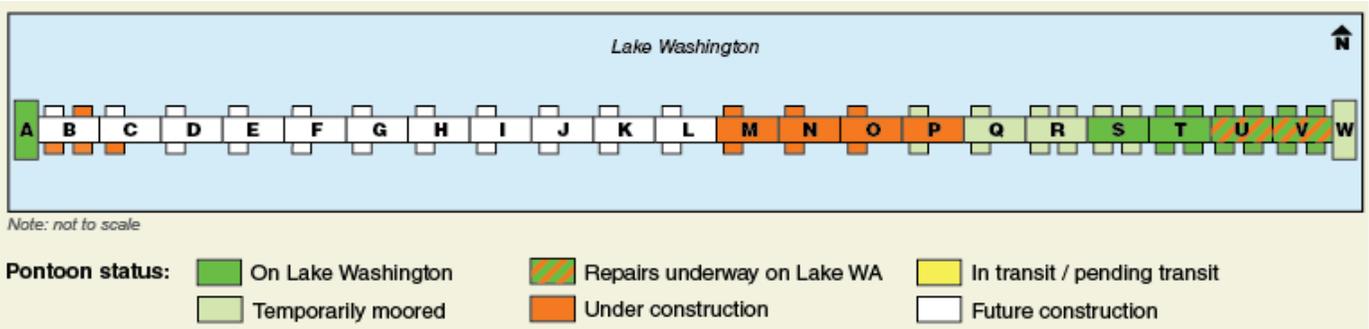
#### ABERDEEN PONTOONS OVERVIEW

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 bottom mat rebar placement

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



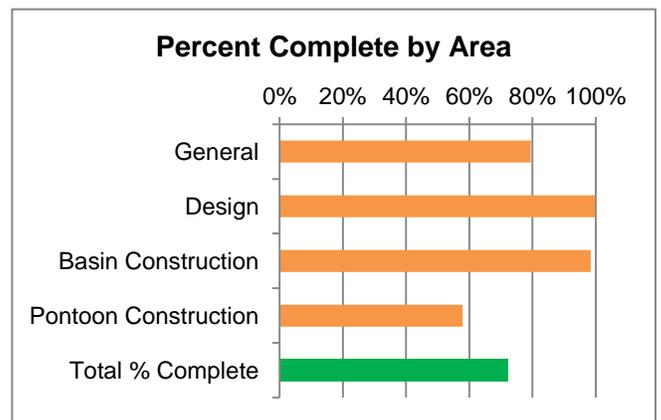
Pontoon Tracking Map 9/10/13

#### AUGUST ACCOMPLISHMENTS

The Pontoon crews in Aberdeen poured concrete curbs on four pontoons M, N, O and P. Crews also did the same for two supplemental pontoons, BSE and BSW.

Completed top deck concrete pour for all Cycle 3 pontoons.

Overall, two pontoon construction cycles are complete. Work continues on Cycle 3 in the basin. Precast for Cycle 4 is 69 percent complete.



## RISK

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



August pontoon work in Aberdeen

## AUGUST COSTS

Preliminary engineering is complete. The right-of-way budget is 97 percent complete. The total actual cost to date from the contractor is 72 percent of the budget.

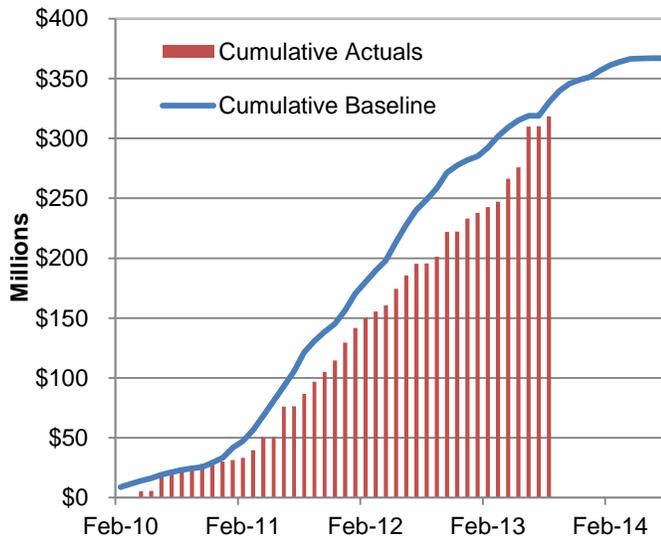
	Current Budget	Actuals to Date	Remaining Budget
<b>Pontoon Construction Project Totals</b>	<b>\$481,979,386</b>	<b>\$356,796,075</b>	<b>\$125,183,310</b>
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,611,771	\$5,611,771	\$0
<b>Construction</b>	<b>\$443,798,865</b>	<b>\$318,615,554</b>	<b>\$125,183,310</b>
<i>Current Contract Value</i>	\$411,738,495	\$304,969,469	\$106,769,026
<i>Agreements</i>	\$9,370,320	\$6,208,076	\$3,162,244
<i>Construction Engineering</i>	\$22,690,049	\$7,438,009	\$15,252,040
<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 August 31, 2013

## AUGUST CHANGE ORDER SUMMARY

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

## AUGUST PERFORMANCE



Pontoon N fiberglass walkway

The Schedule Performance Index (SPI) to date for the contractor is 0.96. The improvement is due to the recent change order paid to design builder. The design builder is developing a new baseline schedule to reflect all changes to date.

## SUMMARY SCHEDULE

The latest contractor schedule submitted in August shows delays to Cycle 4 and Cycle 6. WSDOT is working in conjunction with K-G and the FB&L project to evaluate contract delivery dates and determine options. Until new dates are finalized, the projected delivery dates 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 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

### AUGUST 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	632	36	668	3	665

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	541	41	22	52 days
Nonconformance Issues (NCI)	94	15	7	50 days

No major concerns with NCIs for August 2013 were identified.

### AUGUST 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	9	1	10
Lost Time Incidents	1	0	1
Contract Days without an Incident	21	7	7

Recordable – Worker cut his foot with 5000 psi pressure washer.

### AUGUST 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)	22	1	23
Minor Environmental Event	17	3	20

One (1) environmental event was reported for August 2013:

On 8/29/13, K-G sampled outfall point of compliance (POC)-7 which conveys storm water from parking lot bio-swales and discharges to the launch channel. The sampling result showed turbidity at 160 nephelometric turbidity units (NTU). This outfall, covered by the National Pollutant Discharge Elimination System (NPDES) Sand and Gravel General Permit, has a 50 NTU daily maximum limit. Therefore, the discharge was non-compliant with the permit limit and triggered WSDOT’s ECAP. Upon confirming the result, K-G Environmental Compliance Manager (ECM) immediately closed the outfall valve and stopped flow to the launch channel. Pursuant to permit requirement, K-G’s ECM provided phone notification of the accident to the Department of Ecology.

## 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.



Bellevue Way bridge soffit work

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to date	\$30,517,975
<b>Current Contract Value</b>	<b>\$336,795,975</b>

Eastside Project Area Map



### AUGUST ACCOMPLISHMENTS

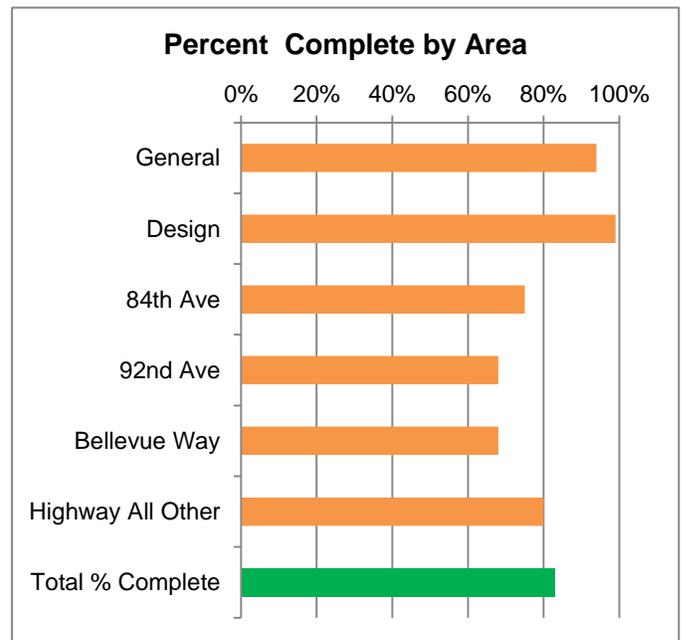
Evergreen Point Road: Transit stop crews worked on lid finishes, concrete pours and civil work at the ponds and trail areas.

84th Avenue NE: crews worked on lid finishes, paved and installed barrier and completed Fish Passage A work.

92nd Avenue NE: ITS and electrical work, poured a section of the lid and grading work in the meadian

Bellevue Way interchange: Constructed walls along the Northside fo SR 520 between Bellevue way and 92nd Ave NE, Excavated pond E3 and removed false work.

108th Ave NE: westbound ramp subgrade placed and finished CSBC. Installed ramp signal and service pad signal cabinet.



## 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 issue 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.



Eastside Transit and HOV project retention pond J between Evergreen Point Road and 84th Ave NE

## AUGUST 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.

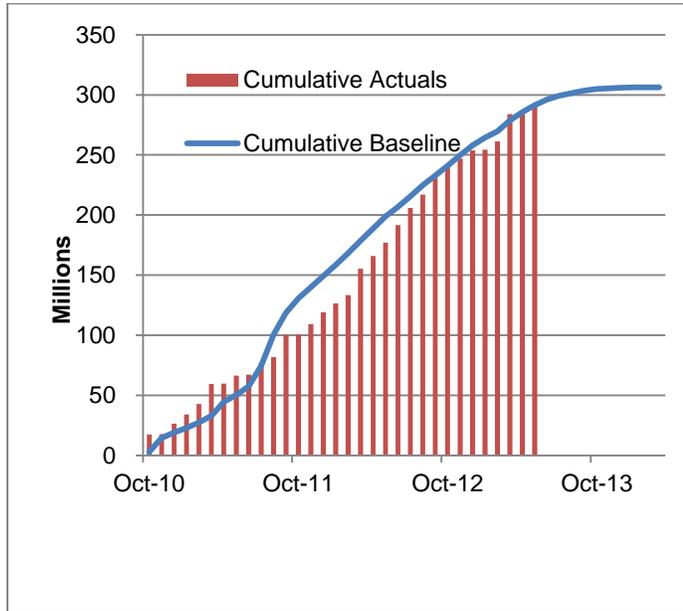
	Current Budget	Actuals to Date	Remaining Budget
<b>Eastside Construction Project Totals</b>	<b>\$422,668,572</b>	<b>\$357,582,228</b>	<b>\$65,086,344</b>
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$26,461,747	\$26,461,747	\$0
<b>Construction</b>	<b>\$364,512,315</b>	<b>\$299,425,971</b>	<b>\$65,086,343.87</b>
Current Contract Value	\$336,795,975	\$280,295,106	\$56,500,869
Agreements	\$11,517,345	\$7,323,472	\$4,193,873
Construction Engineering	\$13,159,183	\$9,516,406	\$3,642,778
State Force Work	\$345,626	\$265,649	\$79,977
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$2,694,187	\$2,025,339	\$668,847

Cost Information through August 31, 2013

## AUGUST CHANGE ORDER SUMMARY

No change orders were executed in August. All change orders to date total \$30,517,975 at the time of this report.

## AUGUST PERFORMANCE



Fish passage structure headwall construction

The Schedule Performance Index (SPI) to date for the contractor is 0.96 and signifies that the contractor may not finish within the original contract timeframe.

## 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	1/12/2010	1/12/2010
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

### AUGUST 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	2184	204	2388	60	2328

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	382	69	24	105 days
Nonconformance Issues (NCI)	240	59	4	160 days

No major concerns with NCIs for August 2013 were identified.

### AUGUST 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	7	1	8
Lost Time Incidents	0	0	0
Contract Days without an Incident	100	23	23

An ECC employee got her finger pinched at a manhole on Aug. 7, 2013 and requiring stitches. There was no lost time with this incident.

### AUGUST 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)	58*	1	59
Minor Environmental Event	157	0	157

\*Correction from prior event.

A prior event of 8 oz. of hydraulic oil spilled to Yarrow Creek from a broken steel hydraulic line. This is the ECAP event that the correction note above is referring too.

There is a minor quantity of contaminated soil discovered in the vicinity of South Point Loop Trail work area within the driveway to the school. The soil was sampled for testing by ECC. ECC is awaiting the results.

## Floating Bridge and Landings

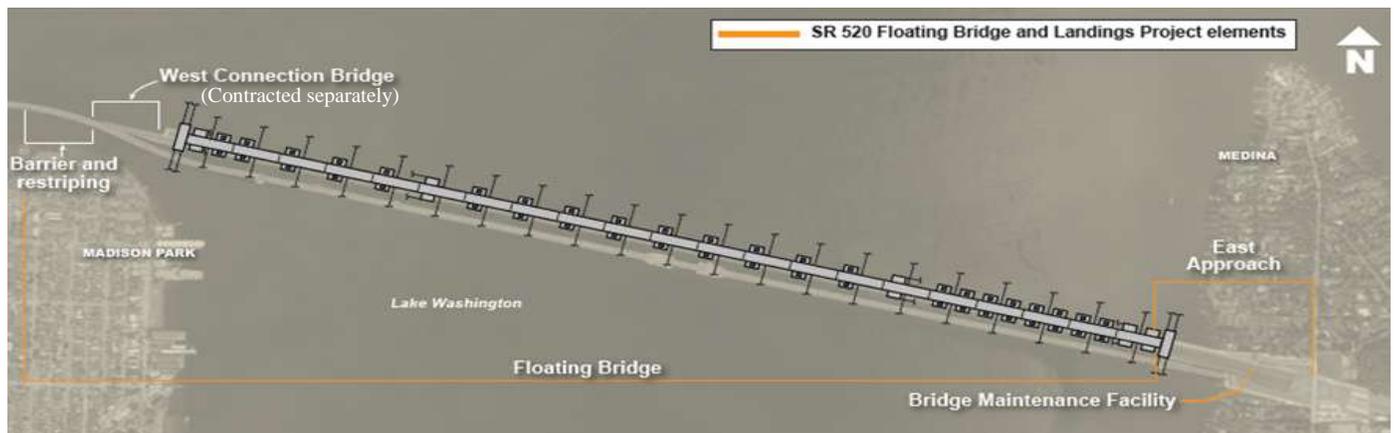
### FLOATING BRIDGE AND LANDINGS OVERVIEW

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.



Floating Bridge: dry finishing at pier 36

Original Engineers Estimate	\$661,887,131
Bid Price	\$586,561,000
Change Orders to Date	\$75,326,131
<b>Current Contract Value</b>	<b>\$661,887,131</b>



Floating Bridge Area Map

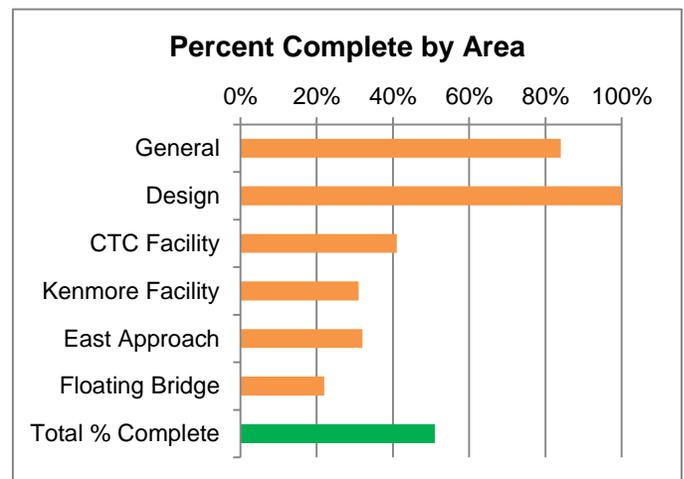
### AUGUST ACCOMPLISHMENTS

Work started on Cycle 2a (fourth of six cycles) pontoons at CTC in Tacoma.

Completed work at pier 36.

Column towers on cross pontoon A were started. East Approach Bridge - pier 2 North pier table false work was removed.

East Approach Bridge - pier 2 South, traveler system for cantilever segment in place and first concrete poured.



## 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.



Column work on pontoon A

## AUGUST COST

Preliminary engineering is complete. The right-of-way budget is 69 percent complete. The total actual cost to date from the contractor is 51 percent of the budget.

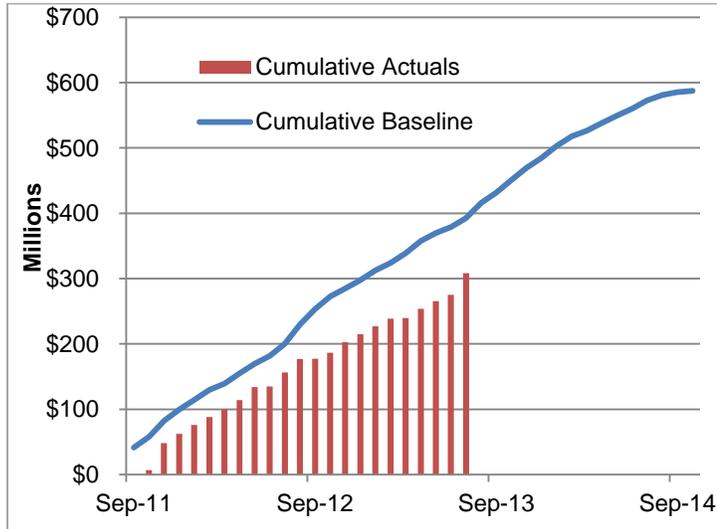
	Current Budget	Actuals to Date	Remaining Budget
<b>Floating Bridge and Landings Construction Project Totals</b>	<b>\$744,063,851</b>	<b>\$335,572,131</b>	<b>\$408,491,720</b>
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$3,356,657	\$3,356,657	\$0
<b>Construction</b>	<b>\$730,048,131</b>	<b>\$321,556,411</b>	<b>\$408,491,720</b>
<i>Current Contract Value</i>	\$661,887,131	\$279,402,043	\$382,485,088
<i>Agreements</i>	\$29,581,484	\$26,290,537	\$3,290,947
<i>Construction Engineering</i>	\$27,839,516	\$9,161,930	\$18,677,586
<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 August 31, 2013

## AUGUST CHANGE ORDER SUMMARY

Five (5) change orders were issued in August. To date all change orders total \$75,326,131.

## AUGUST PERFORMANCE



Pontoon A box columns and pedestals

The Schedule Performance Index (SPI) is at 0.74 for the month of August 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.

## SUMMARY SCHEDULE

The contractor's current schedule submittal is showing delays from the original contract milestone 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

### AUGUST 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	849	119	968	10	958

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	145	35	7	180 days
Nonconformance Issues (NCI)	298	23	23	106 days

No major concerns with NCIs for August 2013

### AUGUST 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	17	1	18
Lost Time Incidents	1	0	1
Contract Days without an Incident	7	4	4

KGM Reportable incidents updated for three previous restricted duty cases not identified as also being recordable cases.

### AUGUST 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)	16	1	17
Minor Environmental Event	26	2	28

8/6 - Non-compliance event, WSDOT received a letter from the Army Corps of Engineers that the location of the maintenance pier piles was different than what was shown on the permit drawings.

8/9 – Minor environmental event occurred at CTC. A hose ruptured on a forklift discharging approx. 2-3 gallons of transmission fluid to soil. No fluid entered the waters. The contaminated soil was removed from site.

8/29 – Minor environmental event where a 2 by 4 ft. sheen of an unknown substance was observed on Lake Washington. The source could not be determined. KGM immediately cleaned up the spill, inspected all the barges and added absorbent containment on the berm of one of the barges.

## West Connection Bridge

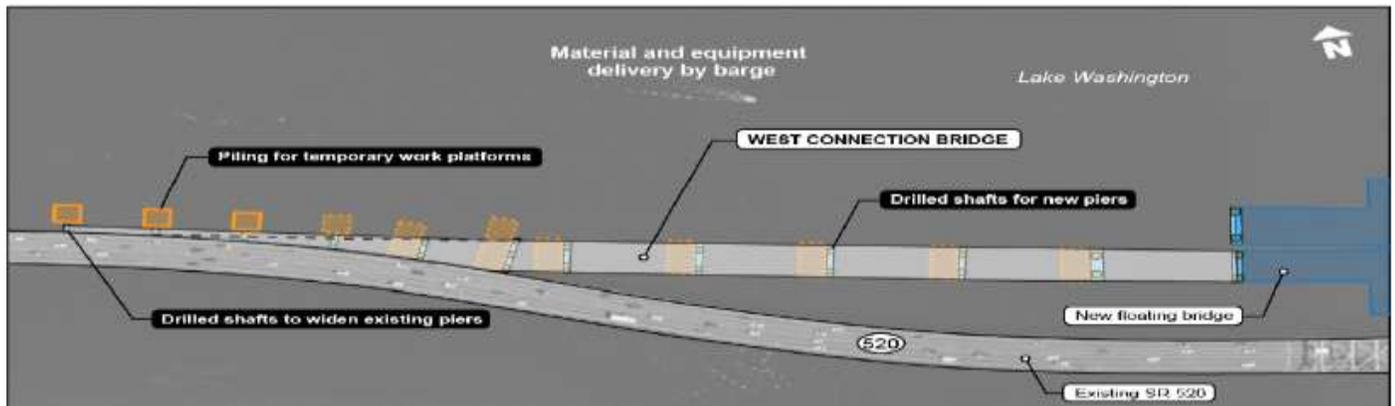
### WEST CONNECTION BRIDGE

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.



West Connection Bridge construction barge and concrete pump

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



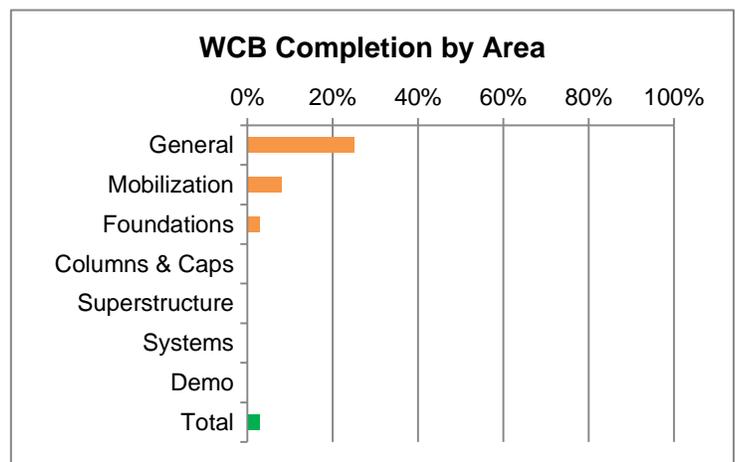
West Connection Bridge Map

### AUGUST ACCOMPLISHMENTS

Completed mobilization of major equipment to American's yard in Tacoma. The rebar cages for the shafts and piers will be done in Tacoma at American's yard.

Procured and prepared for delivery of 10 foot and 12 foot diameter permanent casings.

Crews excavated first shaft casing, set rebar cage and poured first shaft at pier 34.



## 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.



West Connection Bridge drilled shaft operation

## AUGUST COST

Preliminary engineering is 100 percent complete with final costs to be invoiced in August. 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.

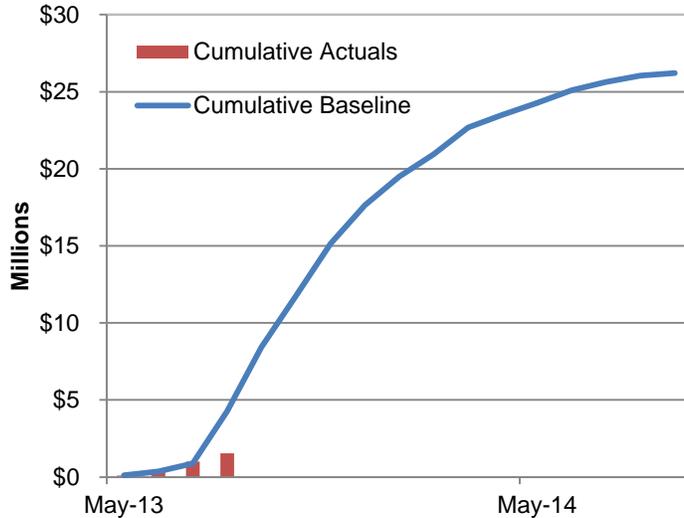
	Current Budget	Actuals to Date	Remaining Budget
<b>West Approach Construction Project Totals</b>	<b>\$30,146,733</b>	<b>\$6,403,286</b>	<b>\$23,743,448</b>
Preliminary Engineering	\$4,795,930	\$4,795,930	\$0
Right of Way	\$0	\$0	\$0
<b>Construction</b>	<b>\$25,350,803</b>	<b>\$1,607,356</b>	<b>\$23,743,448</b>
<i>Current Contract Value</i>	\$22,129,243	\$1,035,091	\$21,094,153
<i>Agreements</i>	\$665,000	\$90,864	\$574,136
<i>Construction Engineering</i>	\$2,556,560	\$481,402	\$2,075,159
<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 August 31, 2013

## AUGUST CHANGE ORDER SUMMARY

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

## AUGUST PERFORMANCE



The Schedule Performance Index (SPI) for August is 1.19. The contractor has an approved baseline schedule



West Connection Bridge drilled shaft spoils barge

## 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	On-schedule
Pier 36 - Area 1B Turnover to FB&L	5/15/2014	On-schedule
Pier 36 - Area 1A All Work Complete	7/31/2014	On-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

### AUGUST 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	31	31	62

No safety issues were reported for the month of August.

### AUGUST ENVIRONMENTAL SUMMARY

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

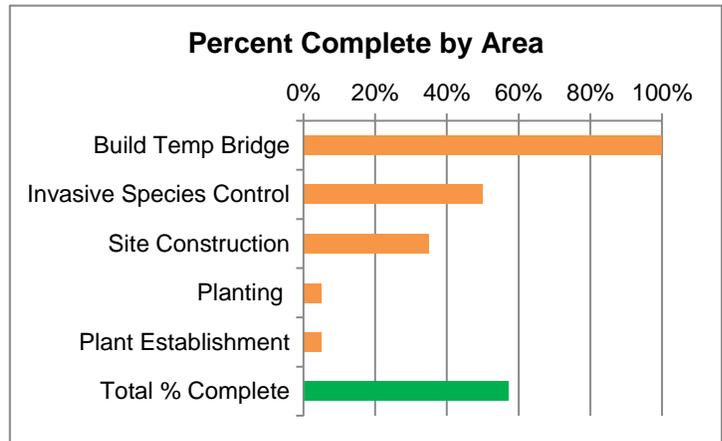
Original Engineers Estimate	\$5,522,081
Bid Price	\$4,215,800
Change Orders to Date	\$0
<b>Current Contract Value</b>	<b>\$4,215,800</b>

### AUGUST ACCOMPLISHMENTS

In August habitat enhancement work began at the Evans Creek site. The first enhancement work was the removal of existing structures, including a concrete bridge, walls and log armoring in the channel.

Fish exclusion was completed.

A stream diversion was put in place and operational the first week of August.



### RISKS

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

## AUGUST COST

No change orders were executed in the month of August. Preliminary engineering is complete. Right-of-way costs are 100 percent complete with only minor work remaining in the phase. The total actual cost to date from the contractor is 35 percent of the budget. The construction will accelerate over the next six months as the on-site work windows become available.

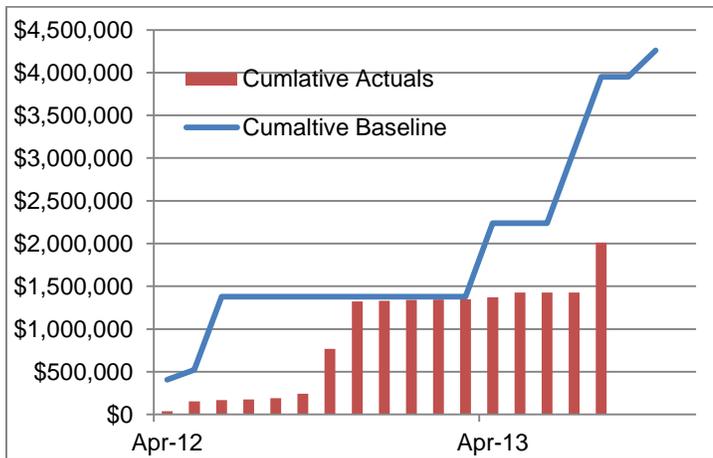
	Current Budget	Actuals to Date	Remaining Budget
<b>Evans Creek Construction Project Totals</b>	<b>\$7,039,698</b>	<b>\$5,202,937</b>	<b>\$1,836,761</b>
Preliminary Engineering	\$1,318,979	\$1,318,979	\$0
Right of Way	\$1,117,766	\$1,117,766	\$0
<b>Construction</b>	<b>\$4,602,953</b>	<b>\$2,766,192</b>	<b>\$1,836,761</b>
<i>Current Contract Value</i>	\$3,856,069	\$2,298,894	\$1,557,175
<i>Agreements</i>	\$74,061	\$12,591	\$61,470
<i>Construction Engineering</i>	\$654,373	\$454,708	\$199,665
<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 August 31, 2013

## AUGUST CHANGE ORDER SUMMARY

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

## AUGUST PERFORMANCE



Evans Creek mitigation site sodding

The Schedule Performance Index (SPI) for the Evans Creek project is 0.51 since these tasks are not on the critical path. This is an acceptable number.

## 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

## AUGUST SAFETY SUMMARY

No safety incidents were recorded during the period.

## AUGUST ENVIRONMENTAL SUMMARY

No environmental incidents occurred during the period.

**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	Nonconformance 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
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](http://www.wsdot.wa.gov/projects/SR520Bridge)  
E-mail: [SR520Bridge@wsdot.wa.gov](mailto: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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