



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

FEBRUARY 2014



Aberdeen Pontoon E: Post-tensioning operations



Aberdeen Pontoon D: A carpenter installs a ballast port cover



West Connection Bridge, looking north through SR 520's existing west approach



Eastside Wall 5A1 near 84th Avenue Northeast

DATE PUBLISHED: APRIL 23, 2014





Eastside pedestrian bridge at 92nd Avenue Northeast



Floating Bridge & Landings: Crossbeam concrete pour

Executive Summary.....3

ACTIVE CONSTRUCTION PROJECT REPORTS

Pontoon Construction Project (PCP).....6

Eastside Transit and HOV.....11

Floating Bridge and Landings (FB&L).....16

West Connection Bridge (WCB).....21

Glossary of Terms.....26

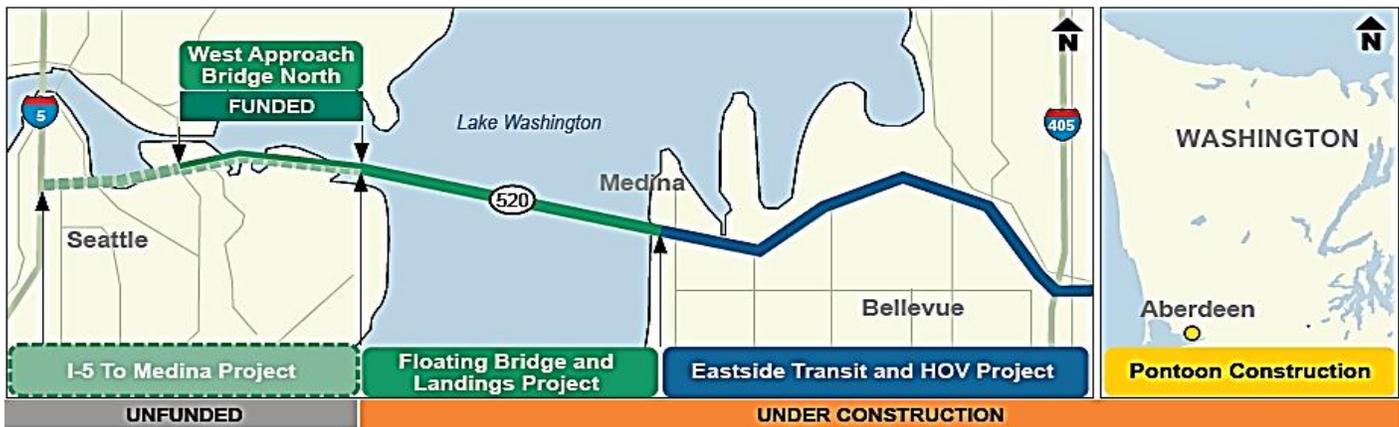
Executive Summary

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, and pontoon construction in Aberdeen and Tacoma. Planned future work includes replacing the Portage Bay and West Approach bridges, building overpass lids in Seattle, and connecting a bicycle/pedestrian path from the floating bridge to local and regional trails in Seattle.



Pontoons under construction in Tacoma



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 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 (PCP): For Cycle 4 of 6, crews will install rebar and pour the top decks of pontoons BNW and DSW. Crews will pour and strip the exterior walls of pontoons E, B, C and D.

Eastside Transit and HOV: Excavation will start on Pond E3. At 108th Avenue Northeast, demolition of the old westbound overpass will commence.

Floating Bridge and Landings (FB&L): Pour concrete keel slab for fifth of six pontoon cycles at Concrete Technology Corp. site in Tacoma. On the east approach at Pier 1, traveler system forms will be installed to the pier table.

West Connection Bridge (WCB): Crews will complete crossbeam rebar installation at Pier 35. Crews will also pour shaft column transitions at Pier 28, 26, and 25 and begin pile driving for drill platform at Pier 27.



Pontoon A: Crossbeam concrete pour

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's costs for labor, materials and equipment.
- New requirements or contract changes required by local communities, regulatory groups or agencies.
- Pontoon repairs that do not go as planned.
- Pontoon moorage is not available as needed.

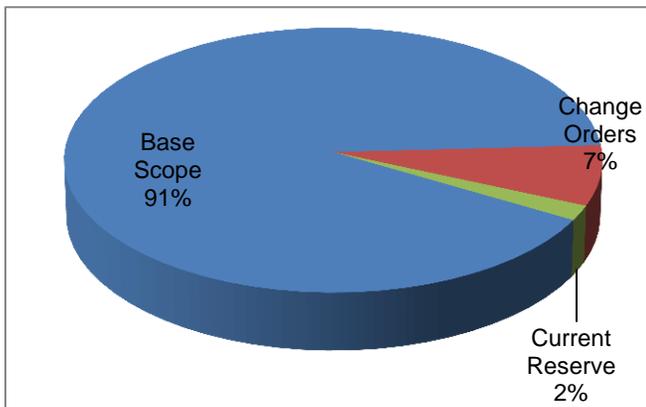
UPCOMING MILESTONES

- **Pontoons:** Crews will install forms and rebar, and pour bollards and temporary access openings on pontoons BNW and DSW. Crews will also finish waterproofing both of these pontoons. Work on the remaining pontoons continues with an expected finish in April.
- **Eastside Transit and HOV:** In March, Eastside Corridor Constructors will work on finishing overpass lids at Evergreen Point Road and 84th Avenue Northeast. The concrete platforms at the transit locations are planned to be completed in March.
- **FB&L:** Crews plan to pour wall 1 at CTC for the fifth of six pontoon cycles; pour pier table diaphragm and stem walls at Pier 1; and pour westbound end span on the top deck at Pier 3. Complete repair work from coffer cell on Pontoon V and move coffer cell to Pontoon U for that pontoon's repair work.
- **WCB:** Crews will drill and pour shaft 29. Transitions at Piers 27, 28, 29 and 30 will be completed, as well as columns 30 and 28 in March.

Total Program

	Total Budget	Actuals to Date	Remaining
SR 520 Program Totals	\$4,128,217,150	\$1,643,674,254	\$2,484,542,896
Funded Program	\$2,724,217,150	\$1,643,674,254	\$1,080,542,896
Federal	\$470,934,699	\$39,644,364	\$431,290,334
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$152,752,816	\$21,462,482	\$131,290,335
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	\$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	\$2,107,998,441	\$1,602,821,043	\$505,177,398
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$492,079,654	\$383,966,242	\$108,113,412
NICKEL ACCOUNT STATE DOLLARS	\$52,244,156	\$52,243,840	\$316
SR 520 CORRIDOR	\$549,032,022	\$549,032,022	\$0
SR 520 GARVEE	\$923,000,000	\$601,150,040	\$321,849,960
SR 520 TOLL BONDS	\$15,062,575	\$0	\$15,062,575
SR 520 TOLL PAY-GO	\$74,006,542	\$13,855,407	\$60,151,135
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
February Change Orders	(\$366,218)
Previous Change Orders	(\$199,777,001.00)
Current Reserve	\$49,856,781

Pontoon Construction Project

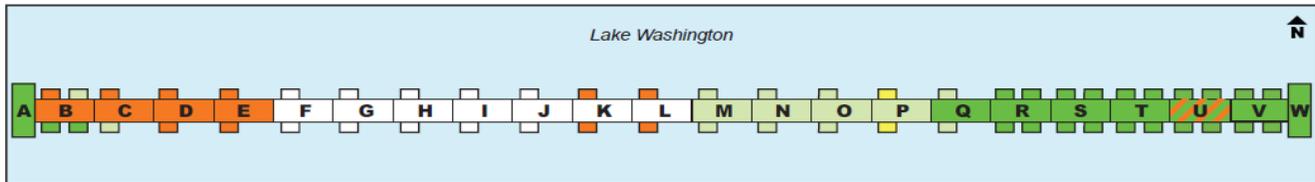
ABERDEEN PONTOONS OVERVIEW

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 February 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General (KG) Joint Venture built a new casting basin facility and is constructing 33 concrete pontoons that will be used to replace the existing SR 520 floating bridge.



Pontoon D: Crews prepare for TS3 top-slab pour

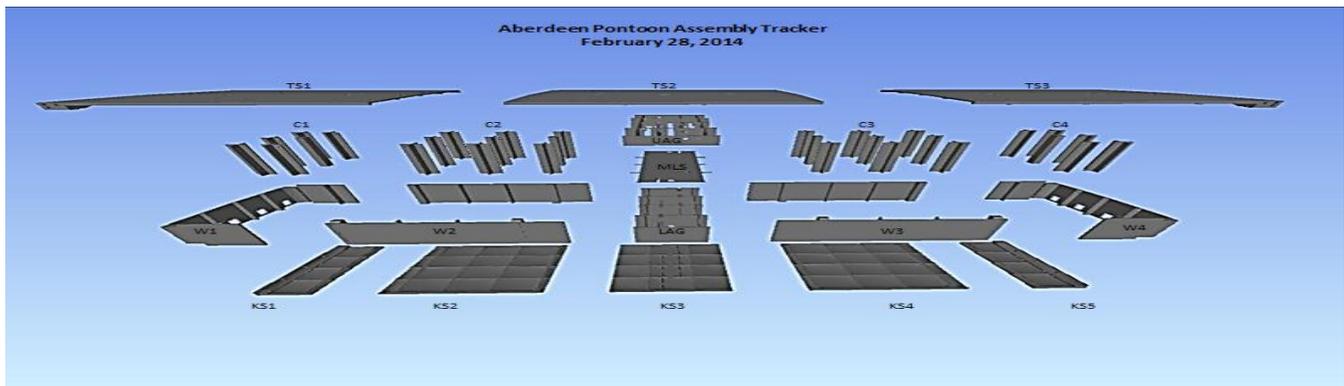
Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,662,287
Current Contract Value	\$448,992,287



Note: not to scale

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

Pontoon tracking map 3/14/14

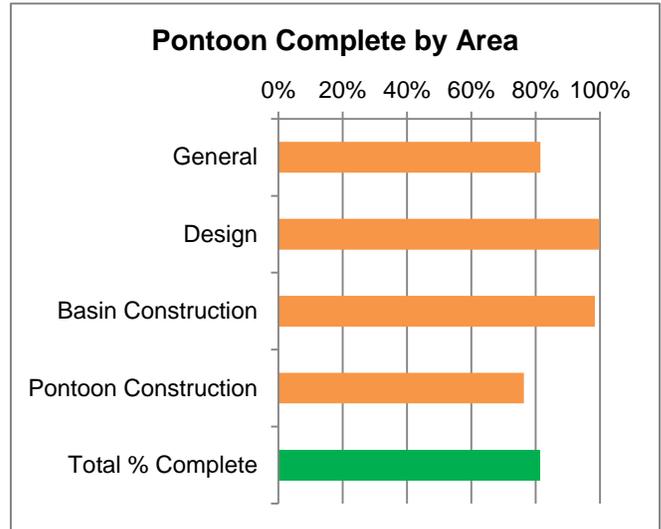


Cycle 4 longitudinal pontoon components

FEBRUARY ACCOMPLISHMENTS

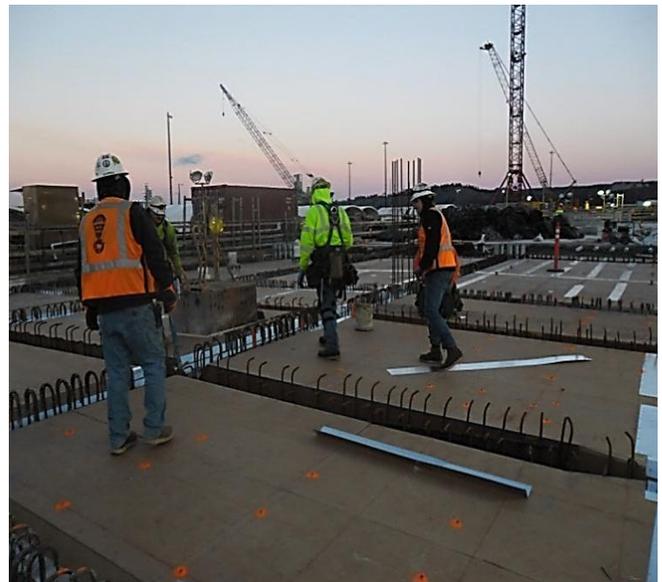
Pontoon crews in Aberdeen continue to work on Cycle 4 longitudinal pontoons E, B, C and D, and supplemental pontoons BNW and DSW. Cycle 4 pontoons are 88 percent complete.

Precast construction for Cycle 5 is 75 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 D: Carpenters finishing top slab TS2 forms

FEBRUARY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 79 percent of the budget.

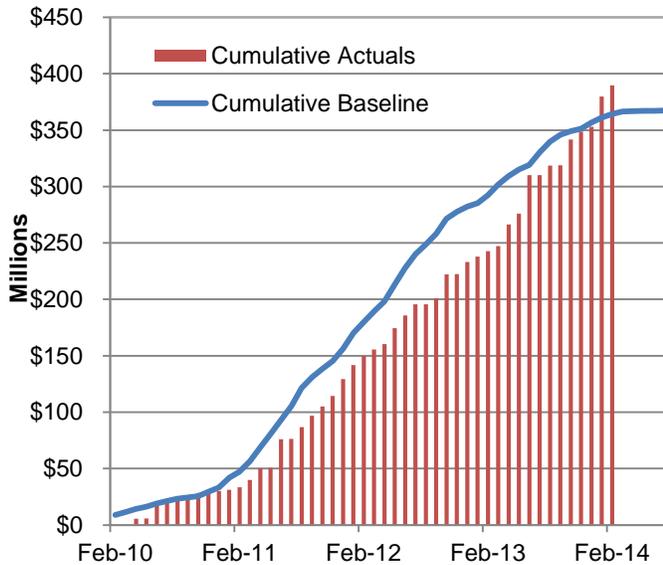
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$511,410,961	\$434,449,158	\$76,961,803
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$473,052,657	\$396,268,637	\$76,784,020
<i>Current Contract Value</i>	<i>\$448,992,287</i>	<i>\$380,545,390</i>	<i>\$68,446,897</i>
<i>Agreements</i>	<i>\$9,470,204</i>	<i>\$7,193,088</i>	<i>\$2,277,117</i>
<i>Construction Engineering</i>	<i>\$14,590,165</i>	<i>\$8,530,159</i>	<i>\$6,060,006</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 Feb. 28, 2014

FEBRUARY CHANGE ORDER SUMMARY

Thirteen (13) change orders were executed in February at no cost. All PCP change orders total \$81,662,287 at the time of this report.

FEBRUARY PERFORMANCE



Pontoon D: Ironworkers install rebar in the TS2 area

The Schedule Performance Index (SPI) to date for the contractor is 1.0.

The latest contractor schedule submitted in February shows project physical completion 98 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	3/15/2014	5/4/2014
Pontoon Cycle 3 Segment Complete	10/10/13	10/10/2014
Pontoon Cycle 4 Segment Complete	4/28/2014	Early
Pontoon Cycle 5 Segment Complete	10/14/2014	Early
Pontoon Cycle 6 Segment Complete	4/14/2015	Early
Physical Completion	8/12/2015	Early
Final Completion	12/10/2015	Early

FEBRUARY 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	811	50	861	2	859

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	627	31	23	95 days
Nonconformance Issues (NCI)	138	22	6	28 days

No major concerns with NCIs for February 2014 were identified.

FEBRUARY 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	11	0	11
Lost Time Incidents	1	0	1
Contract Days without an Incident	37	28	65

No safety incidents for February 2014

FEBRUARY ENVIRONMENTAL SUMMARY

“**Non-Compliance 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
Non-Compliance Event (ECAP)	29	2	31
Minor Environmental Event	23	1	24

On Feb. 7, Kiewit General (KG) determined that the release of solidified concrete slurry/ process water discovered two days earlier south of CalPortland’s on-site batch plant (spillage of Eco-Pan waste) triggered WSDOT’s Environmental Compliance Assurance Procedure (ECAP).

On Feb. 20, WSDOT observed concrete process water on the ground near the batch plant. KG immediately initiated cleanup and corrective action. KG determined this incident triggered ECAP and will prepare a written ECAP Incident Report. Due to rapid cleanup, it did not rise to a level of non-compliance with the National Pollution Discharge Elimination System (NPDES) Sand and Gravel General Permit or notification to the Department of Ecology.

The Department of Ecology conducted an NPDES Sand and Gravel General Permit compliance inspection on Feb. 13. No violations were found.

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, in each direction, two general-purpose lanes and one transit/HOV lane, as well as two new transit station facilities, three community-connecting lids, and eight new fish-passage culverts.



Evergreen Point Road eastbound transit station canopy

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to date	\$30,312,456
Current Contract Value	\$336,590,456

Eastside Project area map



FEbruary ACCOMPLISHMENTS

Evergreen Point Road (EPR): Construction of walls continued between EPR and 84th Avenue Northeast on both the north and south sides of SR 520. Transit stations and lids continued to be constructed.

84th Avenue Northeast: In February, electrical facilities, sign structures, barriers and luminaire foundations in the median and lids were constructed.

92nd Avenue Northeast: The interchange's pedestrian-bridge girders were installed. The waterproofing of pedestrian tunnel phase 2 was applied. Intelligent Traffic Systems (ITS) and electrical work commenced. The installation of the underlid lighting and construction of the transit stations continued.

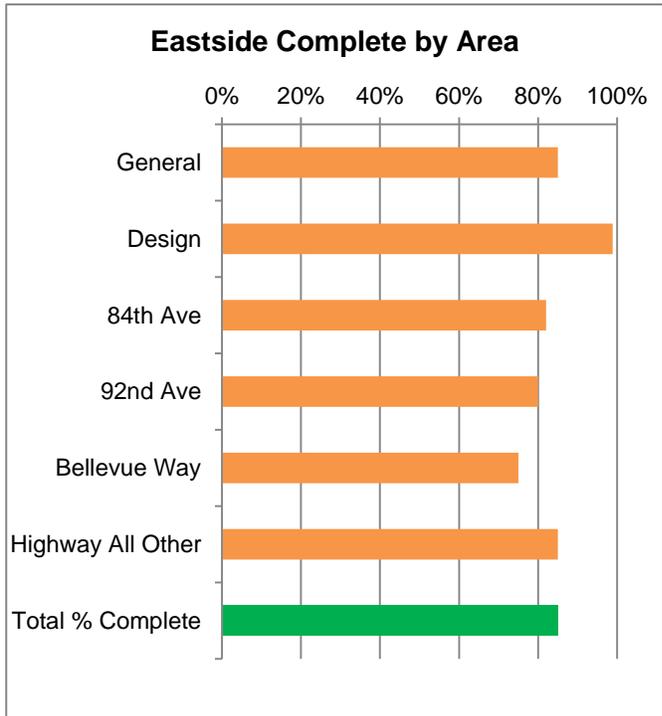
Bellevue Way interchange: Crews completed landscaping at the northeast side of the mainline. Work continued on the westbound on-ramp at Bellevue way.

108th Avenue Northeast: Crews demolished the old SR 520 westbound overpass and switched westbound traffic onto the new westbound bridge. Crews began retrofitting the eastbound bridge.

FEbruary RISK

As reported in Gray Notebook 48 (p. 59), WSDOT and the design-builder, Eastside Corridor Constructors (ECC), continue to discuss 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 for the Bellevue Way interchange. ECC and WSDOT are reviewing the claim ECC submitted regarding additional design, construction and schedule-impact costs.



92nd Avenue Northeast transit station work

FEBRUARY COSTS

Preliminary engineering is complete. The right of way budget is 85 percent complete. The total actual cost to date from the contractor is 90 percent of the budget.

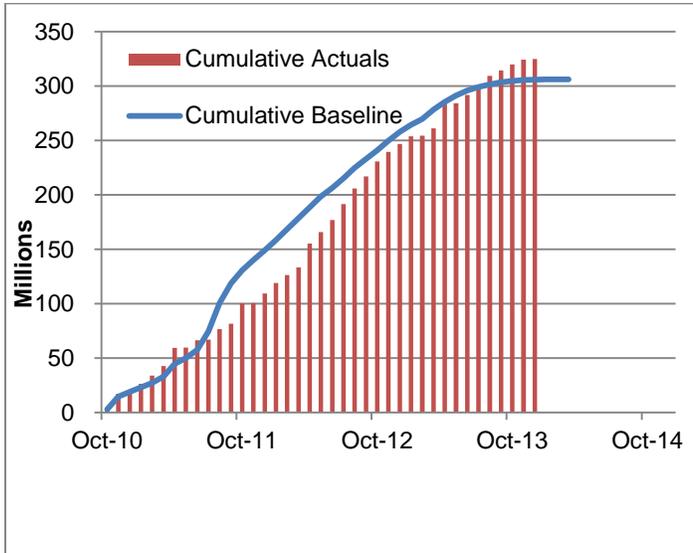
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$427,880,818	\$386,671,429	\$41,209,389
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,512	\$27,180,846	\$4,698,666
Construction	\$364,306,796	\$327,796,073	\$36,510,723.22
<i>Current Contract Value</i>	\$336,590,456	\$305,845,484	\$30,744,972
<i>Agreements</i>	\$13,016,207	\$8,602,522	\$4,413,685
<i>Construction Engineering</i>	\$11,660,321	\$11,006,594	\$653,727
<i>State Force Work</i>	\$345,626	\$316,134	\$29,492
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,694,187	\$2,025,339	\$668,847

Cost information through Feb. 28, 2014

FEBRUARY CHANGE ORDER SUMMARY

Two (2) change orders were executed in February at a cost of \$216,096. All Eastside change orders total \$30,312,456.06 at the time of this report.

FEBRUARY PERFORMANCE



Evergreen Point Road transit station

The Schedule Performance Index (SPI) to date for the contractor is 0.89 based on the current budget value. This signifies that the contractor is behind schedule for substantial completion date.

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 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	Late
Evergreen Point Area Phase II Work Completion	11/1/2013	Late
East Construction Substantial Completion	12/20/2013	Late
East Construction Physical Completion	3/20/2014	Late

FEBRUARY 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	2764	66	2830	47	2783

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	489	59	12	138 days
Nonconformance Issues (NCI)	274	46	3	283 days

No major concerns with NCIs for February 2014 were identified.

FEBRUARY 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	11	1	12
Lost Time Incidents	0	0	0
Contract Days without an Incident	13	7	20

On Feb. 8, an ECC employee was standing on a whaler while pouring concrete. His foot slipped off and his left shin hit a coil rod tie sticking out the whaler form, resulting in bruising to his leg. The incident was a medical incident and no lost time occurred.

FEBRUARY ENVIRONMENTAL SUMMARY

“**Non-Compliance 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
Non-Compliance Event (ECAP)	65	1	66
Minor Environmental Event	209	0	209

An ECAP was issued for a turbidity incident at Yarrow Creek on Feb. 15.

Floating Bridge and Landings Project

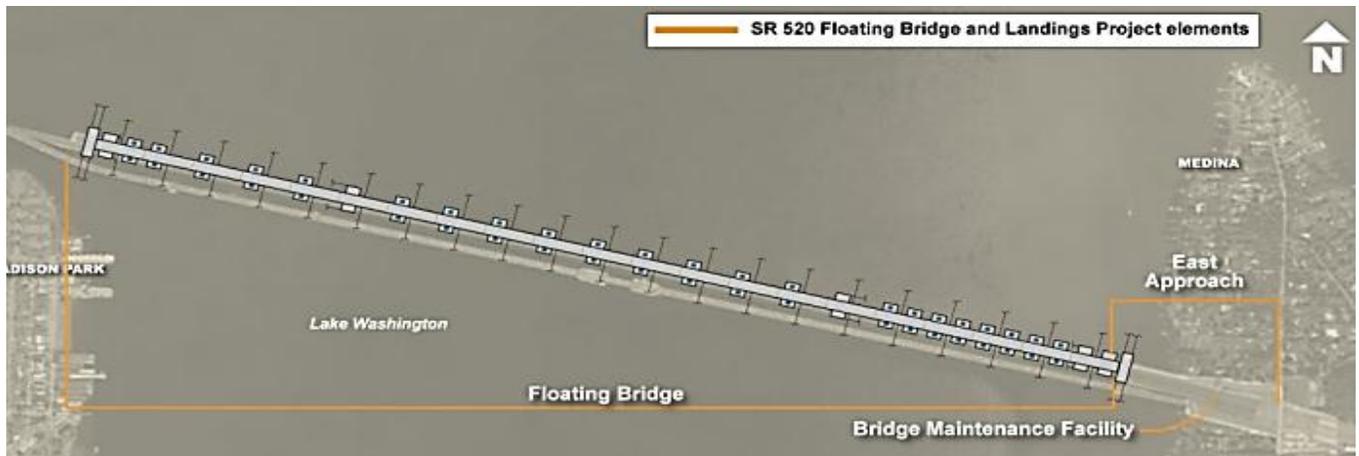
FLOATING BRIDGE AND LANDINGS

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 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.



Pontoon A: Rebar preparation for crossbeam

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$87,293,633
Current Contract Value	\$673,854,633



Floating bridge area map

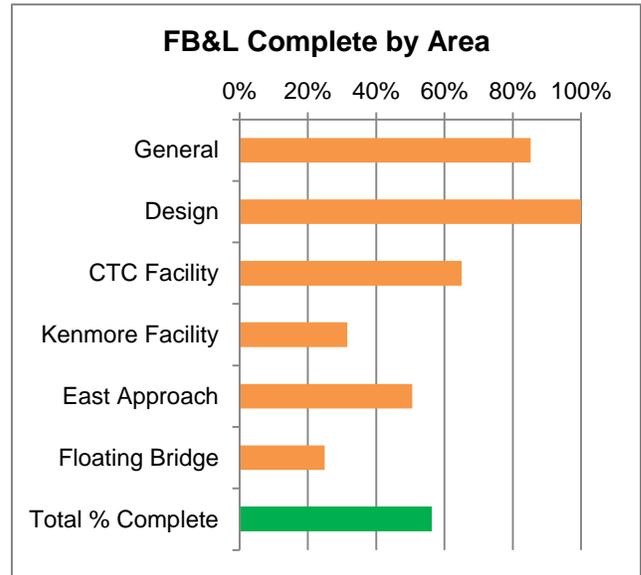
FEBRUARY ACCOMPLISHMENTS

CTC site in Tacoma: Completed all keel slabs for Cycle 3 (5th of 6 cycles). Work progressed on walls, rib beams, watertight doors and other ancillary items.

East Approach Bridge: Crews completed Pier 1 westbound pier table, the set of the traveler system on Pier 1 eastbound, and the Pier 3 westbound end span.

Floating Bridge: Crews continued repairs of pontoons U and V. Work progressed on joining pontoons and crossbeams.

Medina area: Completed Wall 1 and started construction of Wall 1 noise wall panels.



RISK

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.

Due to variations in the shape of the pontoon face and alignment of joining bolt holes, joining of pontoons may be more difficult than assumed.

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



Lake Washington: Preparing pontoons for joining

FEBRUARY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 56 percent of the budget.

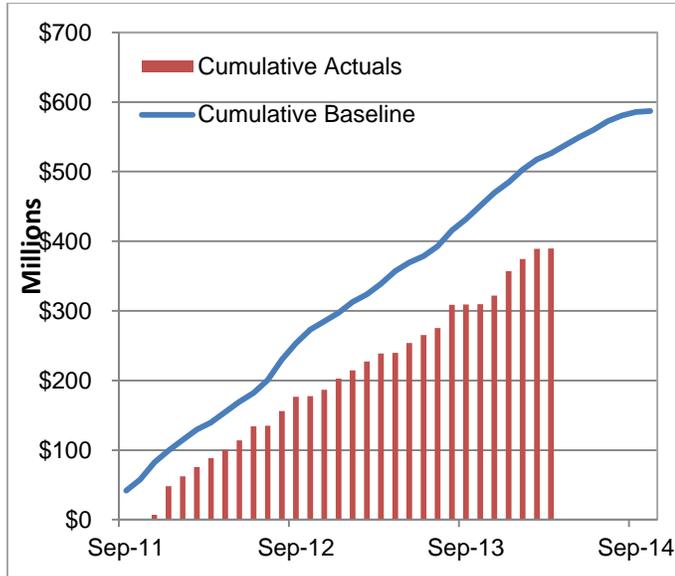
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$757,568,030	\$430,783,301	\$326,784,729
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,360,743	\$1,532,591
Construction	\$742,015,633	\$416,763,495	\$325,252,138
<i>Current Contract Value</i>	<i>\$673,854,633</i>	<i>\$370,869,436</i>	<i>\$302,985,197</i>
<i>Agreements</i>	<i>\$35,854,843</i>	<i>\$27,939,710</i>	<i>\$7,915,132</i>
<i>Construction Engineering</i>	<i>\$21,566,157</i>	<i>\$11,252,447</i>	<i>\$10,313,710</i>
<i>State Force Work</i>	<i>\$60,000</i>	<i>\$1,901</i>	<i>\$58,099</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$10,680,000</i>	<i>\$6,700,000</i>	<i>\$3,980,000</i>

Cost information through Feb. 28, 2014

FEBRUARY CHANGE ORDER SUMMARY

One (1) change order was executed in February at a cost of \$150,122.

FEBRUARY PERFORMANCE



Pontoons A, T and U, moored on Lake Washington

The Schedule Performance Index (SPI) to date is 0.77. This is due to a pending change order and schedule update.

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 early 2016. WSDOT is in negotiations with the contractor regarding the impacts and completion milestones.

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	8/23/2014
Substantial Completion	7/31/2015	Late
Physical Completion	5/26/2016	Late

FEBRUARY 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 observance of the work.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	1363	115	1478	24	1454

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	194	46	3	220 days
Nonconformance Issues (NCI)	433	42	6	148 days

No major concerns with NCIs for February 2014 were identified.

FEBRUARY 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	18	0	18
Lost Time Incidents	1	0	1
Contract Days without an Incident	157	28	185

No safety incidents in February 2014.

FEBRUARY ENVIRONMENTAL SUMMARY

“**Non-Compliance 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
Non-Compliance Event (ECAP)	23	0	23
Minor Environmental Event	30	0	30

No ECAPs for February 2014.

West Connection Bridge

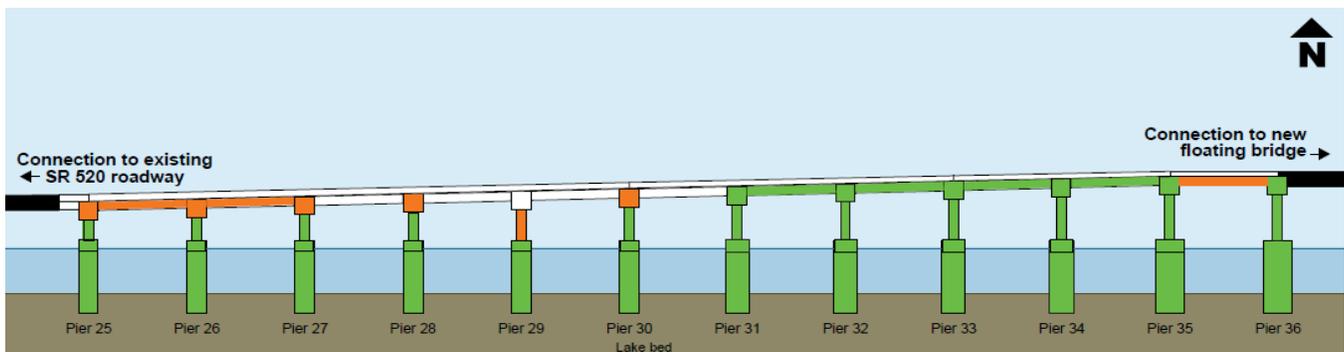
CONSTRUCTION OVERVIEW

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: Girder set at Span 31

Original Engineers Estimate	\$20,639,667
Bid Price	\$22,129,243
Change Orders to date	\$574,750
Current Contract Value	\$22,703,993



West Connection Bridge progress tracker

Legend

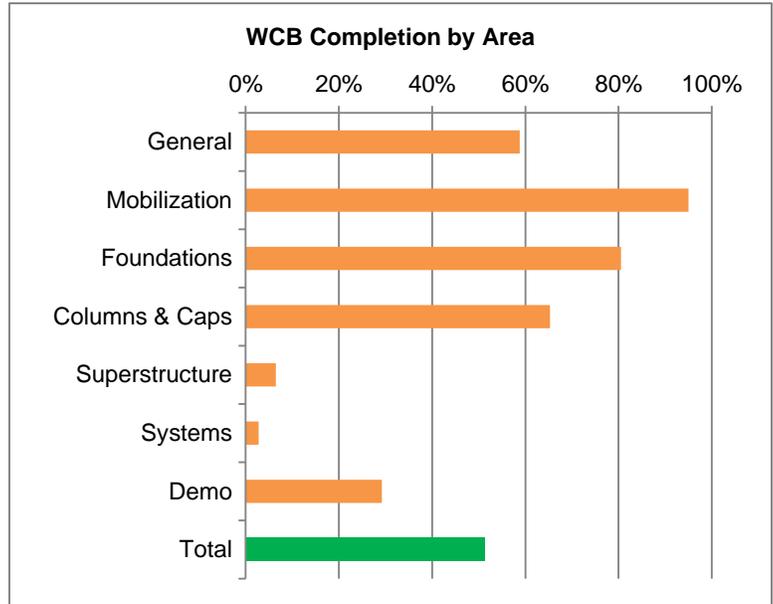


FEbruary ACCOMPLISHMENTS

Drilled Shaft Construction: Set casings, excavated shafts, installed rebar cages, and placed shaft concrete at piers 27, 29 and 30.

Substructure: Poured column transitions at piers 27, 28 and 30. Poured columns at Piers 25, 26 and 30

Superstructure: Set girders at spans 31, 32, 33 and 34.



RISK

- Pier 36 west-end transition turnover
- Community concerns: noise, property damage
- Existing SR 520 weekend closure coordination
- Weather impacts



Pier 36: Working on a shear key

FEBRUARY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 61 percent of the budget.

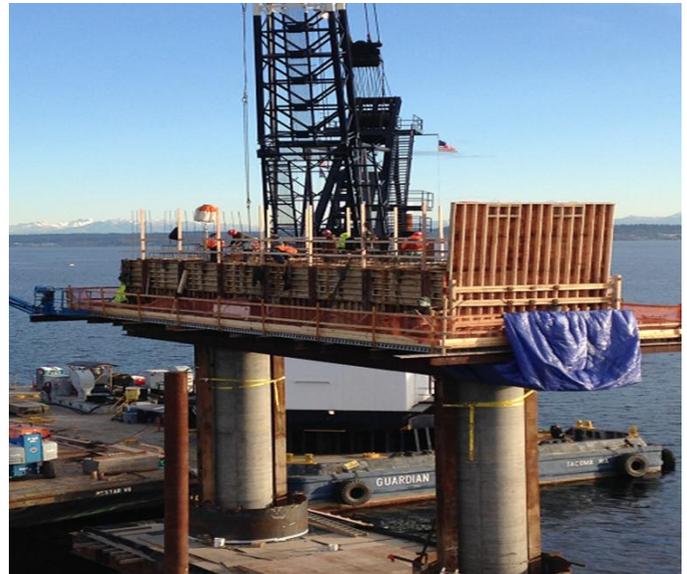
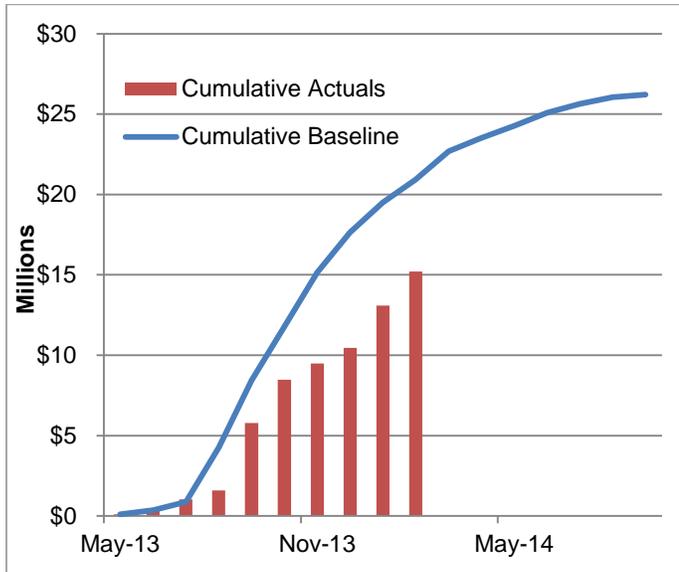
	Current Budget	Actuals to Date	Remaining Budget
West Connection Bridge Project Totals	\$31,485,555	\$19,880,799	\$11,604,756
Preliminary Engineering	\$5,560,002	\$4,823,351	\$736,651
Construction	\$25,925,553	\$15,057,448	\$10,868,105
<i>Current Contract Value</i>	<i>\$22,703,993</i>	<i>\$13,547,432</i>	<i>\$9,156,561</i>
<i>Agreements</i>	<i>\$665,000</i>	<i>\$405,138</i>	<i>\$259,862</i>
<i>Construction Engineering</i>	<i>\$2,556,560</i>	<i>\$1,104,877</i>	<i>\$1,451,683</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 Feb. 28, 2014

FEBRUARY CHANGE ORDER SUMMARY

No change orders were executed in February.

FEBRUARY PERFORMANCE



West Connection Bridge: Pier 35 crossbeam construction

The Schedule Performance Index (SPI) to date is 0.73 because the contractor is still recovering from a slower-than-planned duration for drilled shaft construction.

SUMMARY SCHEDULE

The latest contractor schedule submitted in February shows project physical completion in alignment with the contractually defined milestones.

Milestone	Contract Date	Actual/Trend
First Charged Working Day	6/17/2014	6/17/2014
Pier 36 - Area 1A & 1B Available To M-A	11/16/2014	11/16/2014
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	8/25/2014	On-schedule
Physical Completion	8/29/2014	On-schedule

FEBRUARY 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	5	0	5
Lost Time Incidents	0	0	0
Contract Days without an Incident	154	5	159

No safety incidents in February 2014.

FEBRUARY ENVIRONMENTAL SUMMARY

“**Non-Compliance 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
Non-Compliance Event (ECAP)	10	0	10
Minor Environmental Event	0	0	0

No ECAPs for February 2014.

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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