



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

MAY 2014



Aberdeen: Pontoon L keel slab pours 1 and 2



FB&L: Pontoon V column tower



West Connection Bridge: Top deck slab rebar placement



Eastside: Evergreen Point Road lid type D railing layout

05/05/2014

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WCB: Progress of spans 31-35



Aberdeen: Pontoon L anchor gallery

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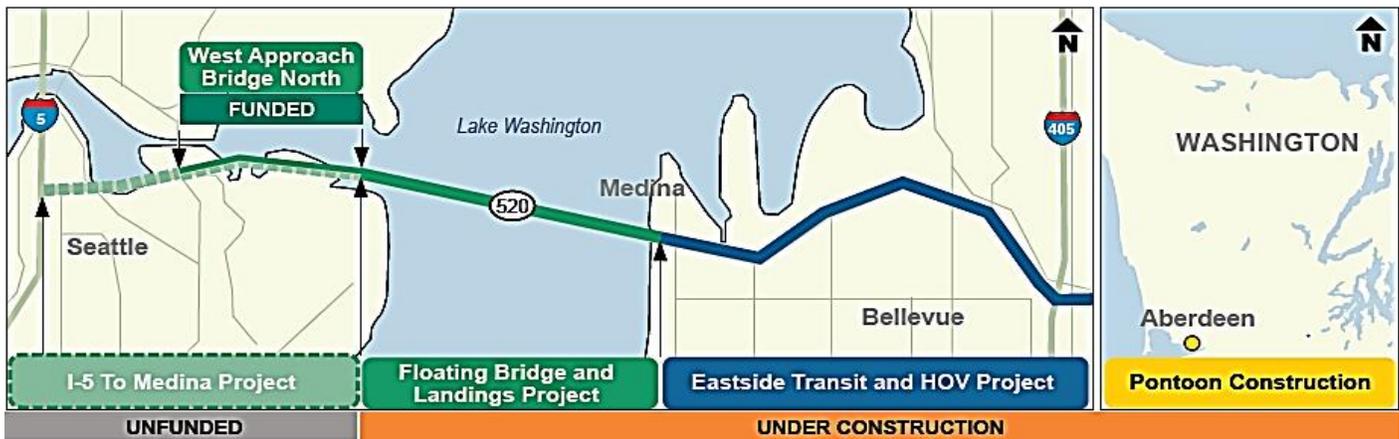
Executive Summary

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.



FB&L: East Approach, looking west.



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): Crews started work on Cycle 5 of 6. They constructed exterior wall forms and started installing rebar and post-tension ducts in the keel slab of pontoons I, J, K, L, GNW, and GSW.

Eastside Transit and HOV: Crews continued lid finishes, pavers, plants and drains. At the Evergreen Point Road transit station, crews worked on tactile panels, elevators, and electrical. At the 92nd Avenue Northeast transit station, crews worked on ancillary rooms, structural steel, glazing and roofing.

Floating Bridge and Landings (FB&L): At Pier 1, crews placed shoring and top deck false work at the westbound pier table. On Lake Washington, crews at the east staging area continued to join supplemental pontoons, install post-tension cables, and stress and grout pontoons.

- **West Connection Bridge (WCB):** Crews formed and poured end diaphragms at Pier 35 West and started pouring the bridge deck. Crews also set girders at piers 29, 28, 27, 26 and 25.



Tacoma: Cycle 3 pontoon work at the Concrete Technology Corp. site.

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 is not available as needed.
- Pontoon joining complications.

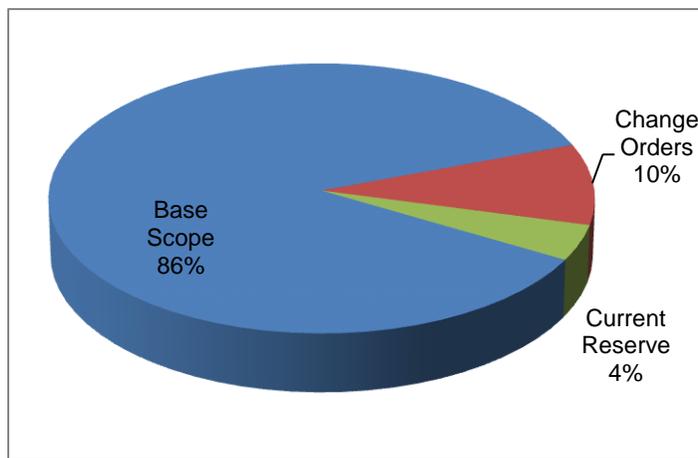
UPCOMING MILESTONES

- **Pontoons:** Crews will be working on finishing up the concrete pours for the keel slabs and lower anchor gallery on pontoons I, J, K, and L. Crews will set the forms for the lower anchor gallery and inside face of exterior walls on pontoons GNW and GSW.
- **Eastside Transit and HOV:** In June, the contractor anticipates final inspection and commissioning of the Evergreen Point Road transit station. Crews will excavate and construct barrier at the eastbound off ramp at 84th Avenue Northeast. At 92nd Avenue Northeast, crews will be waterproofing and paving the lid and finishing the transit station. At Bellevue Way and 108th Avenue Northeast, crews will be working on building temporary mainline median barrier and noise wall 4B-23. Paving of the westbound wearing course is scheduled to happen in June.
- **FB&L:** At Pier 1, crews will remove the westbound pier table top deck false work and start placing forms, rebar, post-tension ducts and concrete for the up station bridge segments. Crews will also place the traveler system at the westbound pier table. On the lake, crews will continue staging, joining and stressing pontoons.
- **WCB:** Goals for June include completing the bridge deck strip, form and pour first 56 linear feet of barrier at Span 35 and complete deck rebar placement at Span 32.

Total Program

	Total Budget	Actuals to Date	Remaining
SR 520 Program Totals	\$4,297,907,053	\$1,820,908,220	\$2,476,998,833
Funded Program	\$2,893,907,053	\$1,820,908,220	\$1,072,998,833
Federal	\$498,134,699	\$128,922,908	\$369,211,791
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,816	\$110,741,025	\$69,211,791
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	\$2,235,251,344	\$1,690,776,465	\$544,474,880
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$525,891,000	\$361,251,322	\$164,639,678
NICKEL ACCOUNT STATE DOLLARS	\$52,244,156	\$52,244,156	\$0
SR 520 CORRIDOR	\$549,032,022	\$549,032,022	\$0
SR 520 GARVEE	\$924,150,000	\$707,621,290	\$216,528,710
SR 520 TRIPLE BACKED BOND SECOND SALE	\$111,031,674	\$0	\$111,031,674
SR 520 TRIPLE BACKED BONDS	\$70,329,000	\$18,054,183	\$52,274,817
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$158,800,000		\$158,800,000
DEFERRED SALES TAX	\$158,800,000		\$158,800,000
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	\$403,500,000
May Change Orders	(\$2,491,026)
Previous Change Orders	(\$277,742,686.00)
*Current Reserve	\$123,266,288

**The current reserve number does not reflect pending or potential change orders*

Pontoon Construction Project

ABERDEEN PONTOONS OVERVIEW

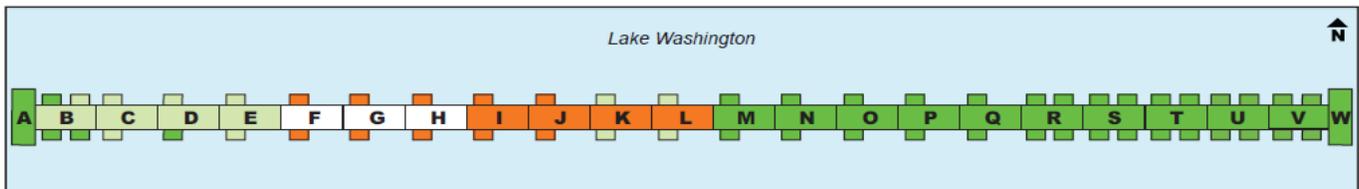
The Washington State Department of Transportation is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in May 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General (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.



Aberdeen: Cycle 5 Pontoon GSW walls all placed and ready for keel slab to be poured.

Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,855,340
Current Contract Value	\$449,185,340

Pontoon tracking on Lake Washington, 6/10/14

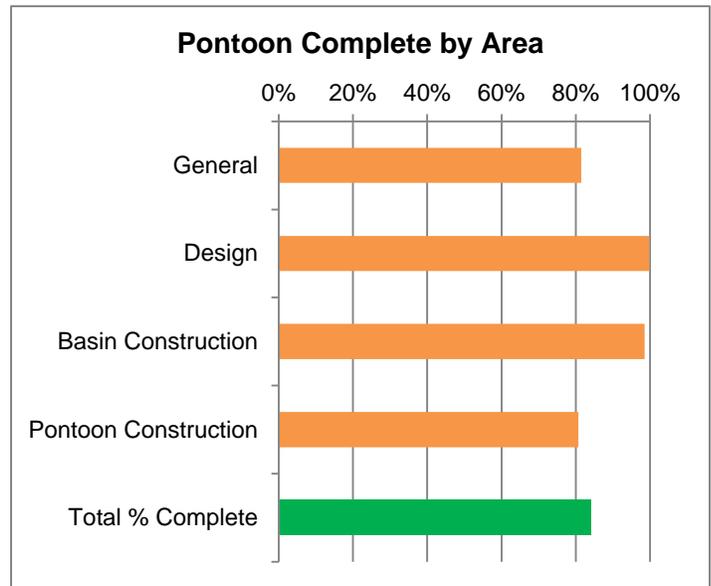


Note: not to scale

Pontoon status:	 On Lake Washington	 Temporarily moored	 In transit / pending transit
	 Under construction	 Future construction	

MAY ACCOMPLISHMENTS

Crews set forms, placed rebar and poured concrete for keel slabs, exterior walls and anchor galleries for all pontoons in Cycle 5 of 6.



RISK

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



Aberdeen: Pontoon 1 final wall form prep at exterior wall.

MAY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 87 percent of the budget.

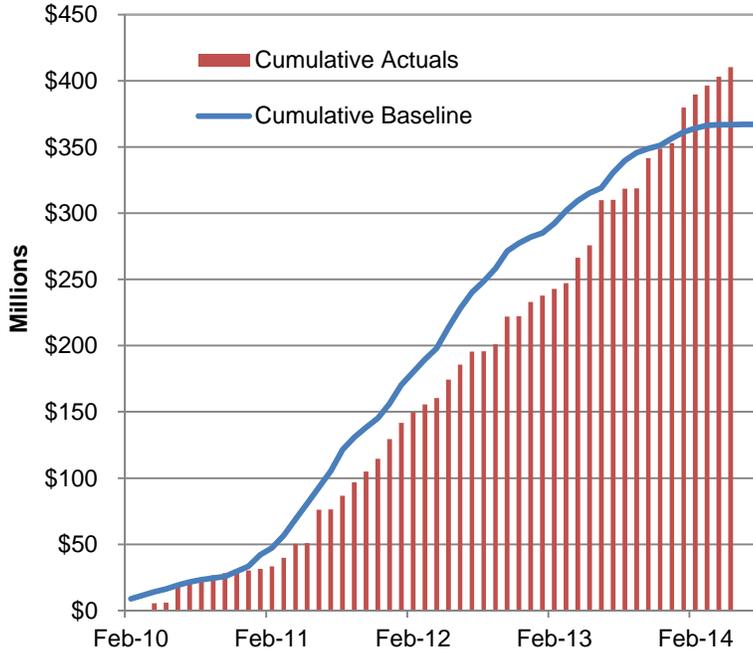
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$511,604,014	\$448,639,353	\$62,964,660
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$473,245,710	\$410,458,832	\$62,786,877
<i>Current Contract Value</i>	<i>\$449,185,340</i>	<i>\$393,909,003</i>	<i>\$55,276,337</i>
<i>Agreements</i>	<i>\$9,470,204</i>	<i>\$7,566,871</i>	<i>\$1,903,333</i>
<i>Construction Engineering</i>	<i>\$14,590,165</i>	<i>\$8,982,958</i>	<i>\$5,607,207</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 May 31, 2014

MAY CHANGE ORDER SUMMARY

One (1) change order was executed in May for \$200,000.00. All PCP change orders total \$81,855,340.00 at the time of this report.

MAY PERFORMANCE



Aberdeen: Setting precast panels for Pontoon L.

The Schedule Performance Index (SPI) to date for the contractor is 1.1. This indicates the contractor is a little ahead of schedule due to change order 111's adjusted completion milestones.

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	4/21/2014
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

MAY 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.

Audits - Actual	1053	36	1089	0	1089
	Previous Total	Open	Current Period	Avg. Time Open	
Nonconformance Reports (NCR)	681	4	10	186 days	
Nonconformance Issues (NCI)	151	2	5	33 days	

No major concerns with NCIs for May 2014 were identified.

MAY 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	112	31	143

No safety incidents were recorded in May 2014.

MAY 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)	37	0	37
Minor Environmental Event	25	2	27

On 5/14 a minor environmental event occurred. Gas spilled from a wooden skip box. There was no secondary containment beneath the skip box. K-G quickly cleaned up the spill by excavating the soil, and confirmed by visual and olfactory means that all contaminated soil had been removed. The excavated soil is being held onsite in a lined skip box at K-G’s HazMat Conex area pending receipt of sample test results that characterize the soil and dictate which offsite disposal or treatment facility it can be shipped to.

On 5/23 a minor environmental event occurred. K-G discovered oil stained and visibly contaminated riprap on the northeast side of the casting basin side slope. The likely source is release from the large crane previously staged/working on the trestle above that location. K-G notified the Department of Ecology on 5/23.

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, and eight new fish-passage culverts.

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to date	\$30,366,150
Current Contract Value	\$336,644,150



92nd Avenue Northeast transit station: Stairs and railings

Eastside Project Area Map



MAY ACCOMPLISHMENTS

Evergreen Point Road: Crews continued working on the transit station. Work included tactile pavers, paving and handrails. Crews continued working on lid finishes and building walls on the north and south sides of SR 520.

84th Avenue Northeast: Crews continued lid finishes, pavers, waterproofing and landscape work. Crews continued work on noise walls, and started roundabout connections to local streets and ramps in preparation for a June opening.

92nd Avenue Northeast: Crews continued work on lid finishes. At the transit stations, crews worked on concrete paving and the pedestrian bridge from the lid to the trail at the south end of the lid.

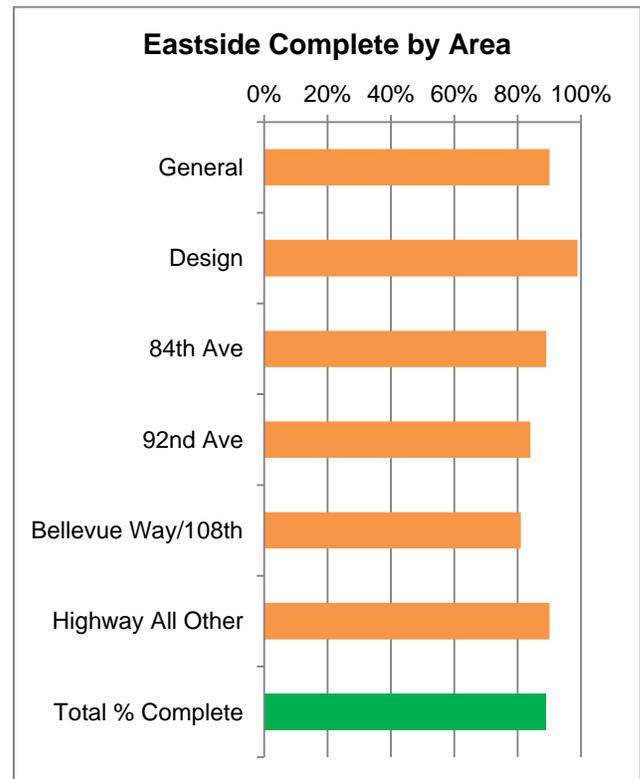
Bellevue Way: Crews worked on installing temporary barrier, bridge railing, landscaping and signal work in the mainline median.

108th Avenue Northeast: Crews continued retrofitting the existing bridge for deck widening, setting luminaries and paving east of the interchange's direct-access area.

MAY 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 ECC.

WSDOT continues to work with 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.



Eastside: Pond E3 site near 108th Avenue Northeast.

MAY COSTS

Preliminary engineering is complete. The right of way budget is 86 percent complete. The total actual cost to date from the contractor is 92 percent of the budget.

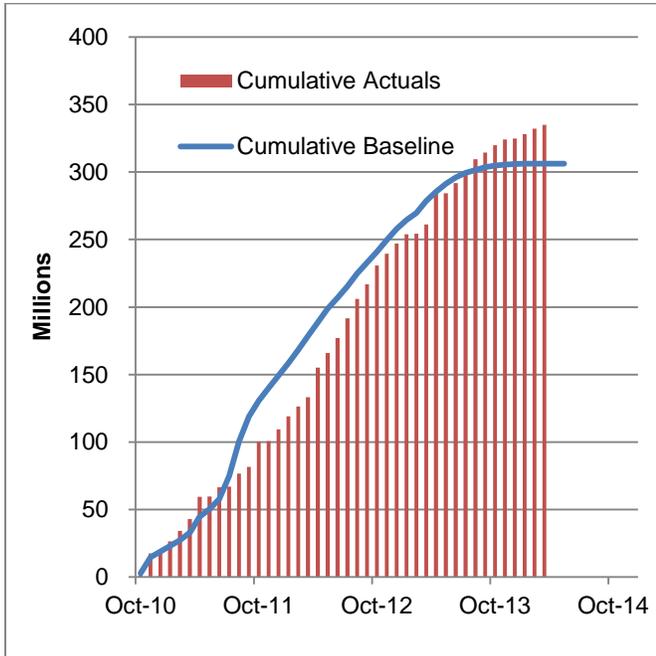
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$427,934,512	\$393,925,466	\$34,009,046
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,512	\$27,180,846	\$4,698,666
Construction	\$364,360,490	\$335,050,110	\$29,310,379.92
<i>Current Contract Value</i>	\$336,644,150	\$311,487,055	\$25,157,095
<i>Agreements</i>	\$13,426,837	\$9,545,303	\$3,881,533
<i>Construction Engineering</i>	\$11,249,691	\$11,651,929	-\$402,238
<i>State Force Work</i>	\$345,626	\$335,236	\$10,390
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,694,187	\$2,030,587	\$663,599

Cost information through May 31, 2014

MAY CHANGE ORDER SUMMARY

Two (2) change orders were executed in May. Both were for zero cost. All Eastside change orders total \$30,366,150.00 at the time of this report.

MAY PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is .88 on the current budget value. This signifies the contractor is behind schedule for substantial completion.



Constructing curb at 84th Avenue Northeast lid.

SUMMARY SCHEDULE

The current contractor 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
Construction Substantial Completion	12/20/2013	Late
Construction Physical Completion	3/20/2014	Late

MAY 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	2861	94	2955	50	2905
	Previous Total	Open	Current Period	Avg. Time Open	
Nonconformance Reports (NCR)	535	60	14	132 days	
Nonconformance Issues (NCI)	291	50	2	303 days	

No major concerns with NCIs for May 2014 were identified.

MAY 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	12	0	12
Lost Time Incidents	0	0	0
Contract Days without an Incident	81	31	112

No safety incidents occurred in May 2014.

MAY 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)	68	0	68
Minor Environmental Event	212	0	212

No ECAP events occurred in May 2014.

Floating Bridge and Landings Project

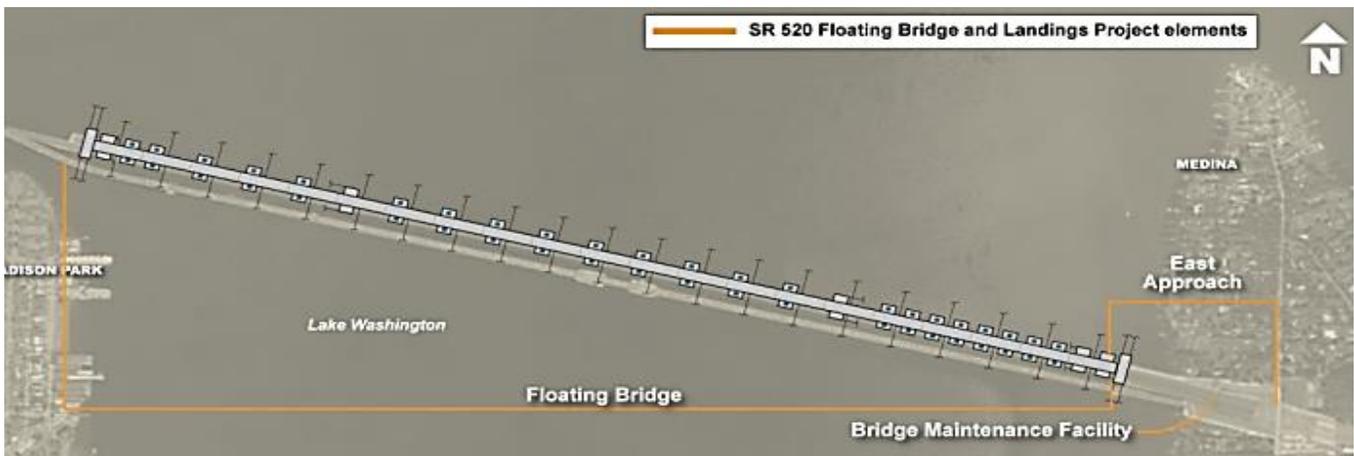
FLOATING BRIDGE AND LANDINGS

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.



FB&L: Joint grout buckets being delivered for pontoons RSE and RNE.

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$165,164,128
Current Contract Value	\$751,725,128



Floating bridge area map

MAY ACCOMPLISHMENTS

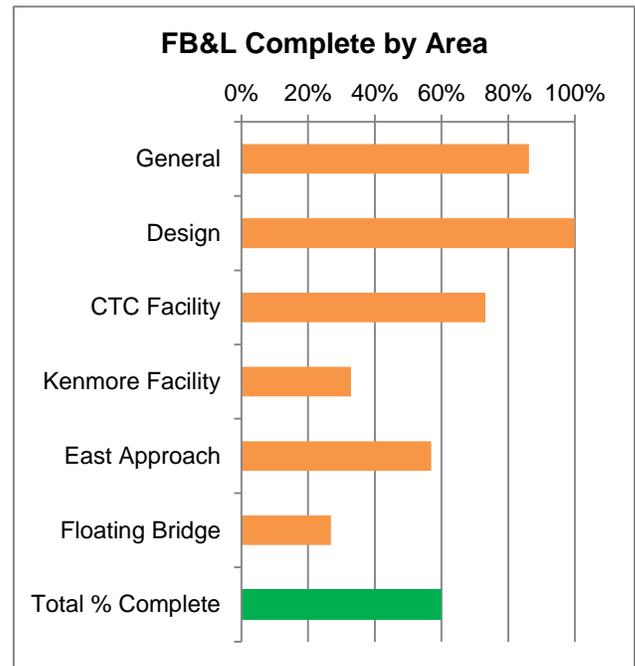
CTC: Cycle 3 (5th of 6 cycles), crews worked at completing all concrete placement, stripping of forms, and waterproofing in preparation for float-out in early June.

Floating Bridge: Crews permanently anchored Pontoon A; completed repairs on Pontoon U and removed the coffer cell; joined pontoons V and W; and continued joining supplemental pontoons. WSDOT is continuing to deliver pontoons to Lake Washington.

East Approach Bridge: Crews continued work on setting forms, rebar, and post tension ducts and concrete for final segments eastbound at Pier 1. The traveler system was moved to Pier 2 westbound to begin segment construction.

Medina Vicinity: Crews placed forms, rebar and concrete for toll gantry foundations and barrier. Crews worked on the Maintenance Facility access road walls, and exterior building walls on Maintenance Facility.

Kenmore: Crews worked on reinforcement, concrete and post-tensioning for pontoon precast deck panels.



RISK

There have been environmental concerns regarding project use of the Kenmore site. 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 Evergreen Point Road.



FB&L: Concrete column pour for pontoon V.

MAY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 62 percent of the budget.

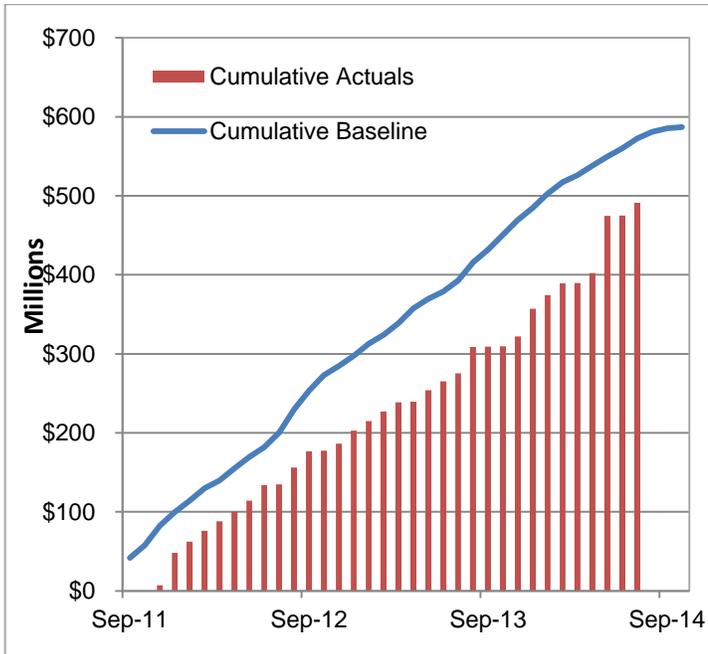
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$835,438,525	\$518,916,738	\$316,521,787
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,360,743	\$1,532,591
Construction	\$819,886,128	\$504,896,932	\$314,989,196
<i>Current Contract Value</i>	<i>\$751,725,128</i>	<i>\$457,273,060</i>	<i>\$294,452,068</i>
<i>Agreements</i>	<i>\$36,028,311</i>	<i>\$28,617,596</i>	<i>\$7,410,714</i>
<i>Construction Engineering</i>	<i>\$21,392,689</i>	<i>\$12,299,518</i>	<i>\$9,093,171</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>\$6,704,857</i>	<i>\$3,975,143</i>

Cost information through May 31, 2014

MAY CHANGE ORDER SUMMARY

Four (4) change orders were executed in May for a total of \$271,026.00. Change orders total \$165,646,486.00 for the FB&L project at the time of this report.

MAY PERFORMANCE



FB&L: Prepping for float-out at the CTC facility in Tacoma.

The Schedule Performance Index (SPI) is at 0.89 through the month of May 2014. This is expected to change once updated baseline schedule is approved.

SUMMARY SCHEDULE

The contractor's current schedule submittal is showing on-time substantial completion by April 28, 2016, consistent with 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	8/23/2014
Substantial Completion	4/28/2016	On Time
Physical Completion	2/22/2017	Early

MAY 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	1681	110	1791	21	1770

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	226	57	14	201 days
Nonconformance Issues (NCI)	492	27	23	127 days

No major concerns with NCIs for May 2014 were identified.

MAY 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	20	2	22
Lost Time Incidents	1	0	1
Contract Days without an Incident	36	23	23

5/6/14 – A CTC ironworker, while lifting a choker, caught it under a tool and, when he freed the choker, it swung up and hit the employee in the mouth, chipping a tooth.

5/8/14 – In Medina, a pump operator slipped while climbing down a ladder and caught a finger in a ladder joint, slicing a finger. The operator went to the hospital for care.

MAY 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)	27	0	27
Minor Environmental Event	32	3	35

On 5/19 a minor environment event occurred. A hydraulic hose ruptured on a man lift, discharging approximately one to two pints of fluid onto a containment barge. None of the fluid entered the lake.

On 5/23 a minor environmental event occurred. Soil contaminated with heating oil was encountered at Medina. It was covered with plastic over the weekend and was transported to the CEMEX facility in Everett later in the week when KGM was done with the excavation.

West Connection Bridge

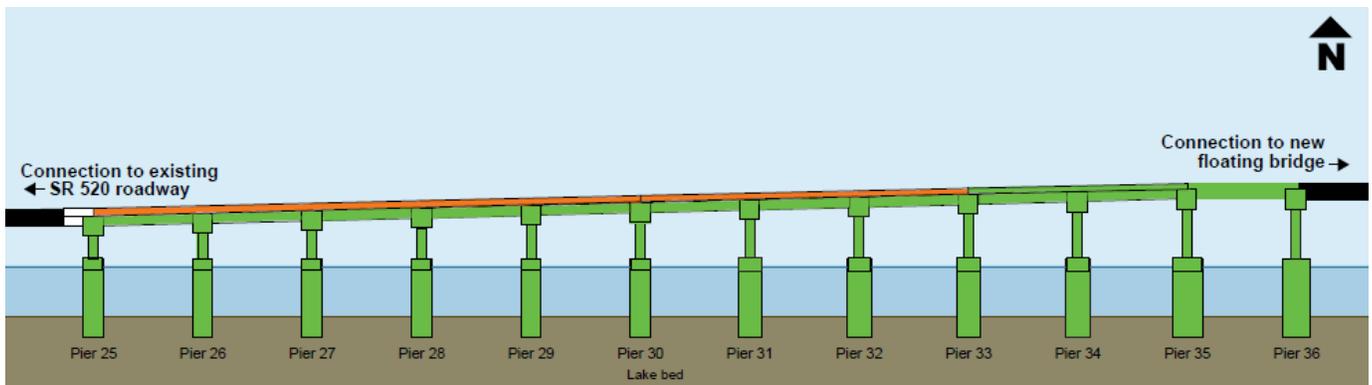
CONSTRUCTION OVERVIEW

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.



WCB: Pier 30 end diaphragms.

Original Engineers Estimate	\$20,639,667
Bid Price	\$22,129,243
Change Orders to date	\$2,594,750
Current Contract Value	\$24,723,993



West Connection Bridge progress tracker, June 10, 2014

Legend

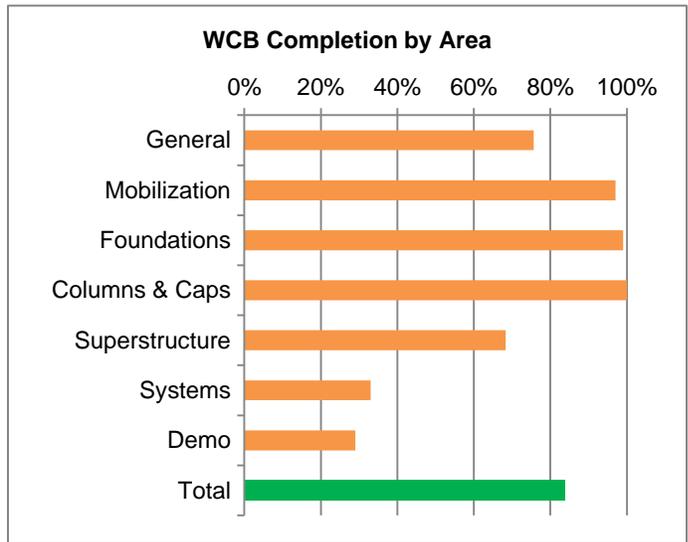


MAY ACCOMPLISHMENTS

Superstructure: Crews set girders at spans 28 thru 25, and poured bridge deck on spans 34 and 33.

Electrical: Crews continued installing conduits and brackets on existing bridge and 15-kv cutover.

Existing Bridge: All major work related to existing bridge demo was completed.



RISK

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



WCB: Span 32 overhang construction

MAY COSTS

Preliminary engineering is complete. The total actual cost to date from the contractor is 80 percent of the budget.

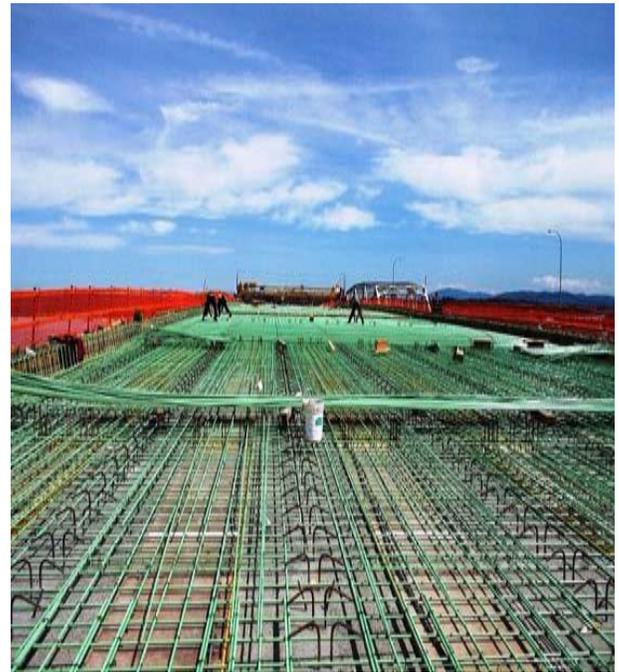
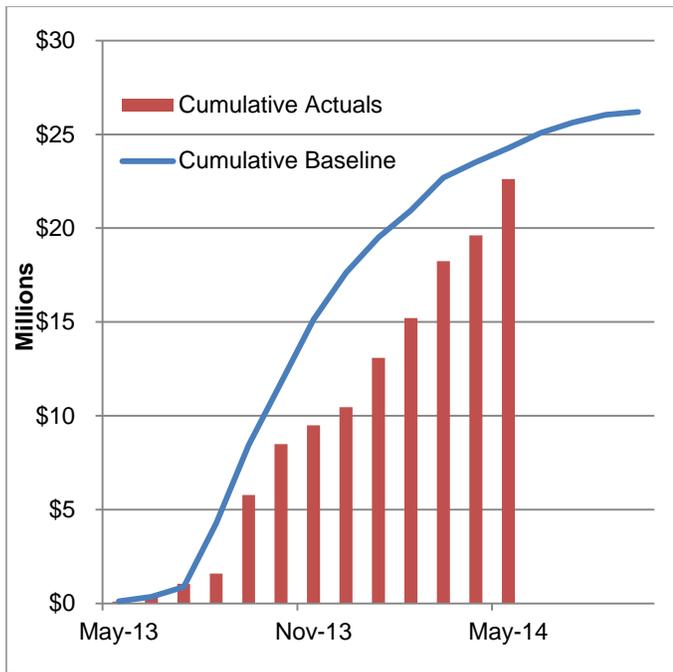
	Current Budget	Actuals to Date	Remaining Budget
West Connection Bridge Project Totals	\$33,505,555	\$26,835,272	\$6,670,283
Preliminary Engineering	\$5,560,002	\$4,823,351	\$736,651
Construction	\$27,945,553	\$22,011,921	\$5,933,632
<i>Current Contract Value</i>	\$24,723,993	\$20,412,223	\$4,311,770
<i>Agreements</i>	\$665,000	\$494,821	\$170,179
<i>Construction Engineering</i>	\$2,556,560	\$1,104,877	\$1,451,683
<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 May 31, 2014

MAY CHANGE ORDER SUMMARY

Two (2) change orders were executed in May for \$2,020,000.00. All West Connection Bridge change orders total \$2,594,750.00 at the time of this report.

MAY PERFORMANCE



Span 32 bridge deck construction

The cumulative Schedule Performance Index (SPI) is 0.83 because the contractor is still recovering from a slower-than-planned duration for drilled shaft construction.

SUMMARY SCHEDULE

The latest contractor schedule submitted in May 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	5/10/14
Pier 36 - Area 1B Turnover to FB&L	5/15/2014	5/15/14
Pier 36 - Area 1A All Work Complete	7/31/2014	Early
Pier 36 - Area 1A Turnover to FB&L	8/1/2014	On Time
End of Contract Working Days	8/11/2014	Late
Physical Completion	8/29/2014	Late

MAY 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	9	0	9
Lost Time Incidents	0	0	0
Contract Days without an Incident	5	31	36

No safety incidents were recorded in May 2014.

MAY ENVIRONMENTAL SUMMARY

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

There were no environmental issues in May 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
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	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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