

STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

DECEMBER 2013



Aberdeen: Placing wall form for pontoon BNV



Lake Washington: East approach work platform



East Approach segment formwork construction



West Connection Bridge: Pile driving

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* Information Reported Quarterly

Executive Summary

EXECUTIVE OVERVIEW

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



FB&L: Piers on pontoon W crossbeam false work



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 West Connection Bridge and supplemental stability pontoons at a Tacoma facility.
- Building pontoons at a newly built pontoon construction facility in Grays Harbor.
- Constructing the Eastside Transit and HOV Project.
- Building the north half of a 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): Work on Cycle 4 of 6 consisted of forming, pouring and striping walls for pontoons E, B, C, D, DSW and BNW.

Eastside Transit and HOV Project: In December Eastside Corridor Constructors completed 4B-35, 4B-53, 4B-46, 4B-29 and 4B-32 walls. The 108th Avenue Northeast westbound off-ramp was moved to a new ramp alignment. The main deck sections at the 92nd Avenue Northeast lid were poured in December.

Floating Bridge and Landings (FB&L): In Tacoma all pontoon top decks for Cycle 2A (4 of 6) were completed. Repair work on Pontoon U and V continues on Lake Washington.

West Connection Bridge (WCB): Crews drilled shaft 30. Columns 31 and 32 were completed.



Eastside: Territorial view of 108th Avenue Northeast, looking toward Bellevue Way

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.
- Contract interface
- Pontoon joining

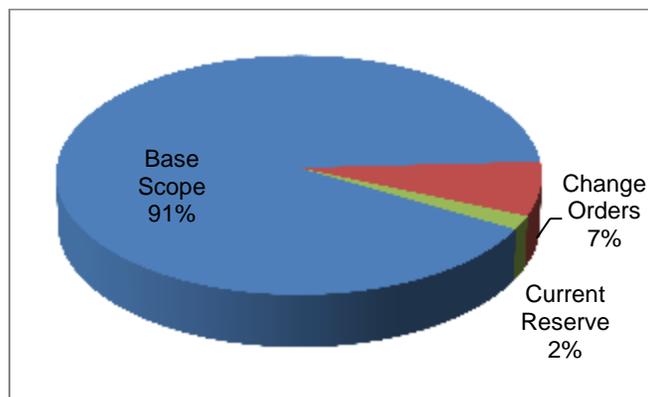
UPCOMING MILESTONES

- Pontoon: Form and pour upper anchor galleries for Cycle 4 pontoons E, B, C, D, DSW and BNW.
- Eastside Transit and HOV: In January ECC will start installation of the eastbound elevator at Evergreen Point.
- FB&L: Prepare and survey basins for Cycle 5 (of 6) pontoon construction at CTC in Tacoma. On Lake Washington, crews continue repairs on pontoons U and V. On the East Approach at Pier 1, the pier table top deck will be poured.
- WCB: Crews will drill shafts 28, 25, and 26 in January.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,128,217,150	\$1,577,677,176	\$2,550,539,974
Funded Program	\$2,724,217,150	\$1,577,677,176	\$1,146,539,974
Federal	\$470,934,699	\$23,943,618	\$446,991,081
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$152,752,816	\$5,761,735	\$146,991,081
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	\$1,552,524,711	\$555,473,730
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$492,079,654	\$340,211,076	\$151,868,578
NICKEL ACCOUNT STATE DOLLARS	\$52,244,156	\$52,243,840	\$316
SR520 CORRIDOR	\$549,032,022	\$549,032,022	(\$0)
SR520 GARVEE	\$923,000,000	\$601,150,040	\$321,849,960
SR520 TOLL BONDS	\$15,062,575	\$0	\$15,062,575
SR520 TOLL PAY-GO	\$74,006,542	\$7,314,240	\$66,692,302
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
December Change Orders	(\$42,650,000)
Previous Change Orders	(\$156,546,883.00)
Current Reserve	\$50,803,117

Eight (8) change orders were executed in December.

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

Pontoon Construction Project

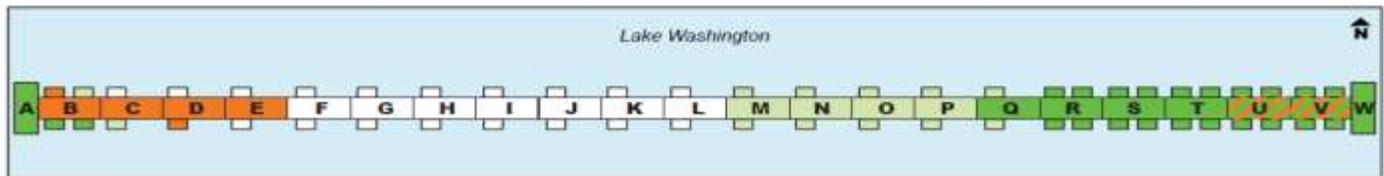
ABERDEEN PONTOONS OVERVIEW

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 C lower anchor gallery concrete pour

Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,662,887
Current Contract Value	\$448,992,887



Note: not to scale

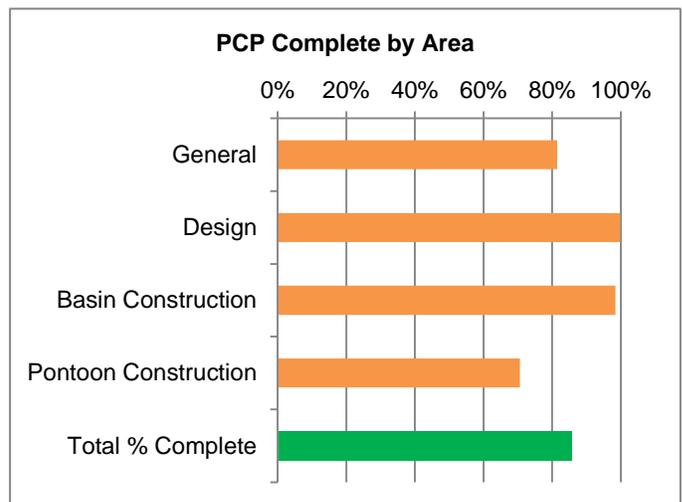
Pontoon status:	■ On Lake Washington	■ Repairs underway on Lake WA	■ In transit / pending transit
	■ Temporarily moored	■ Under construction	■ Future construction

Pontoon Tracking Map 12/30/13

DECEMBER ACCOMPLISHMENTS

Pontoon crews in Aberdeen continue to work on Cycle 4 longitudinal pontoons E, B, C, D, and supplemental pontoons BNW and DSW. Cycle 4 pontoons are 45 percent complete.

Precast construction for Cycle 5 is 19 percent complete.



RISK

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



Workers perform precast panel finishing

DECEMBER COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 75 percent of the budget.

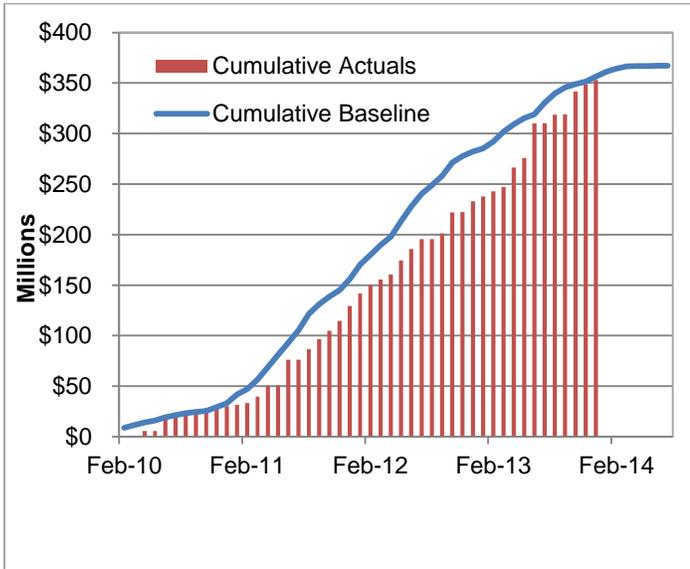
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$519,411,561	\$391,029,731	\$128,381,830
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$481,053,257	\$352,849,210	\$128,204,047
<i>Current Contract Value</i>	\$448,992,887	\$337,892,757	\$111,100,130
<i>Agreements</i>	\$9,370,320	\$6,900,875	\$2,469,445
<i>Construction Engineering</i>	\$22,690,049	\$8,055,578	\$14,634,471
<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 Dec. 31, 2013

DECEMBER CHANGE ORDER SUMMARY

One (1) change order was executed in December for \$37,125,000 for redesigned pontoon work for Cycles 3 through 6. All PCP change orders total \$81,662,887 at the time of this report.

DECEMBER PERFORMANCE



Pontoon closure hold point inspection

The Schedule Performance Index (SPI) to date for the contractor is 0.98. This is due to revised contract dates in change order #111.

SUMMARY SCHEDULE

The latest contractor schedule submitted in December 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	3/15/2013	5/4/2013
Pontoon Cycle 3 Segment Complete	10/10/13	10/10/2013
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

DECEMBER 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	760	54	760	76	684

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	592	30	13	114 days
Nonconformance Issues (NCI)	112	8	8	16 days

No major concerns with NCIs for December 2013 were identified.

DECEMBER 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	10	0	10
Lost Time Incidents	1	0	1
Contract Days without an Incident	81	31	112

There were no safety incidents for the month of December 2013.

DECEMBER 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)	27	2	29
Minor Environmental Event	20	0	20

Two (2) environmental events occurred in December 2013:

1. K-G work crews removed approximately 500 feet of high-visibility construction fencing (HVF) from the project’s northern boundary (outside the perimeter security fence) when temporary silt fence was removed in preparation for termination of the NPDES construction storm water permit. K-G’s environmental compliance manager stated her intention to reinstall the HVF, which was degraded and falling down, as well as install new HVF along the east ditch to demarcate this riparian area and wetland inside the project, which is not otherwise protected by security fence.
2. The Department of Ecology conducted a site inspection on 12/23/13 in response to K-G’s 11/26/13 request to terminate the NPDES construction storm water general permit. Ecology confirmed at the end of the visit that the permit would be terminated, effective in January 2014. Compliance monitoring for storm water and process water at all outfalls will shift exclusively to coverage under the project’s NPDES sand and gravel general permit.

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.



Evergreen Point Road Transit Station: Eastbound elevator and stairway awning metal framework (facing south)

Original Engineers Estimate	\$422,064,082
Contract Price	\$306,278,000
Change Orders to date	\$30,099,913
Current Contract Value	\$336,377,913

Eastside Project Area Map



DECEMBER ACCOMPLISHMENTS

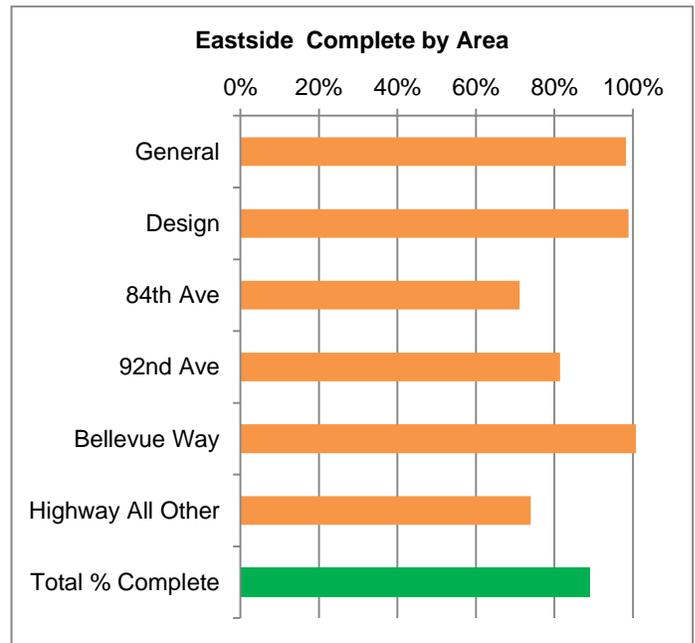
Evergreen Point Road: In December the hydrant at the park and ride was completed. The eastbound elevator and roof steel were erected.

84th Avenue Northeast: In December the above-deck foundations on the lid were completed. Crews excavated the jacking pit at the pedestrian bridge.

92nd Avenue Northeast: The upper wall/roof of the pedestrian tunnel was poured. The westbound ancillary rooms were backfilled up to the core.

Bellevue Way interchange: Crews poured noise walls L, M, N, o and P. The face of wall 4B- 50 was excavated and backfilled.

108th Avenue Northeast: Crews installed, welded and grouted steel columns jackets at pier 2.



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.



Ongoing work to complete the construction of 108th Avenue Northeast overpass structure (facing east)

DECEMBER COST

Preliminary engineering is complete. The right of way budget is 83 percent complete. The total actual cost to date from the contractor is 87 percent of the budget.

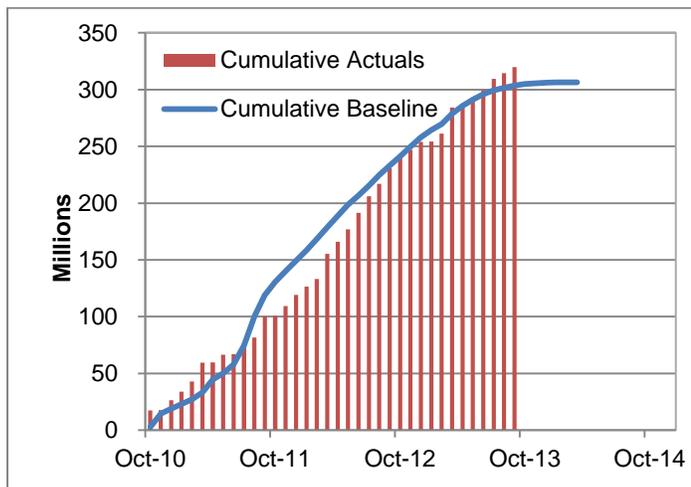
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$427,668,575	\$378,091,827	\$49,576,749
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,812	\$26,461,747	\$5,418,065
Construction	\$364,094,253	\$319,935,570	\$44,158,683.51
<i>Current Contract Value</i>	<i>\$336,377,913</i>	<i>\$299,212,273</i>	<i>\$37,165,641</i>
<i>Agreements</i>	<i>\$11,517,345</i>	<i>\$8,007,910</i>	<i>\$3,509,434</i>
<i>Construction Engineering</i>	<i>\$13,159,183</i>	<i>\$10,393,602</i>	<i>\$2,765,582</i>
<i>State Force Work</i>	<i>\$345,626</i>	<i>\$296,446</i>	<i>\$49,180</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$2,694,187</i>	<i>\$2,025,339</i>	<i>\$668,847</i>

Cost Information through Dec. 31, 2013

DECEMBER CHANGE ORDER SUMMARY

No change orders were executed in December. Current executed change order total is \$30,099,913.

DECEMBER PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is 0.98 based on the original baseline budget value. While this typically signifies that the contractor is slightly behind schedule for the substantial completion date, relative to the current contract value the contractor completion will be beyond the contractual substantial completion date.



Constructing 108th Avenue Northeast walls for the direct access road (facing west)

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

DECEMBER 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 assurance inspection staff for construction work that is not in accordance with the approved drawings and/or contract specifications.

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

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	2629	77	2706	53	2653

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	452	72	20	117 days
Nonconformance Issues (NCI)	270	53	1	244 days

No new NCIs reported in December 2013.

DECEMBER SAFETY SUMMARY

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

“**Lost Time Incidents**” 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	0	0	0
Contract Days without an Incident	9	31	40

No safety incidents in December 2013.

DECEMBER 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	0	65
Minor Environmental Event	202	0	202

No environmental events for the month of December 2013.

Floating Bridge and Landings

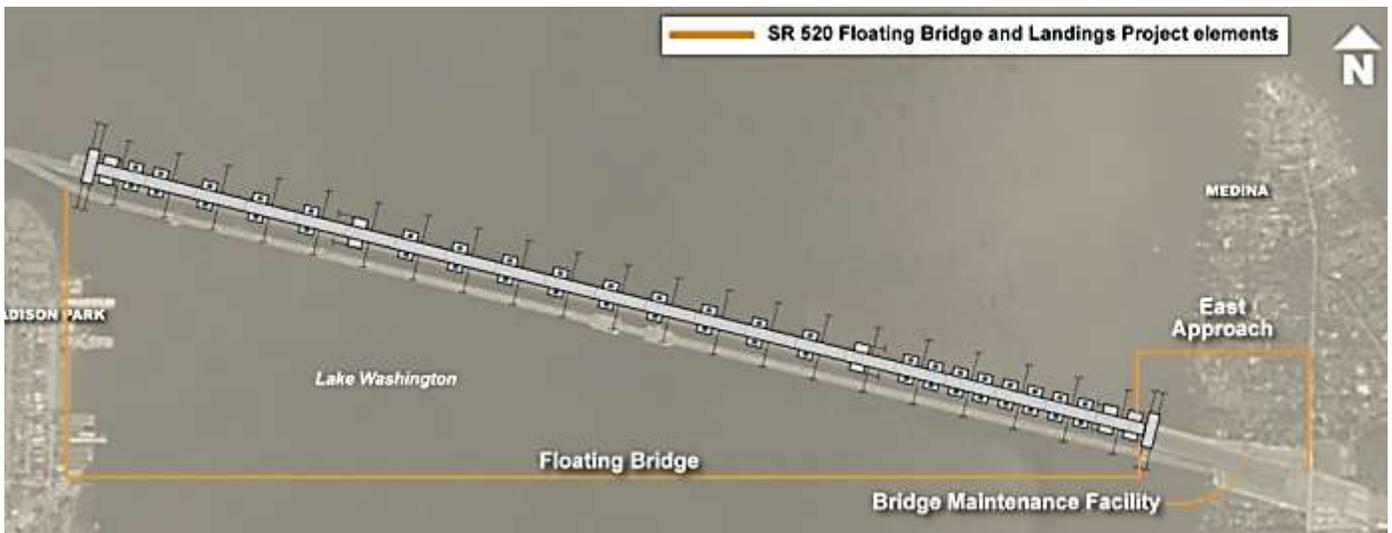
FLOATING BRIDGE AND LANDINGS OVERVIEW

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 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.



East Approach, looking west

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$87,138,143
Current Contract Value	\$673,699,143



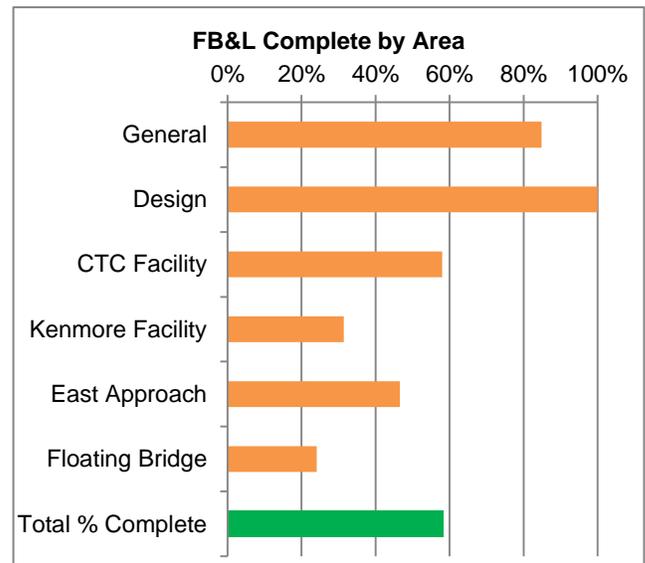
Floating Bridge area map

DECEMBER ACCOMPLISHMENTS

Concrete Technology Corporation site in Tacoma: Pontoon float-out of Cycle 2A (4th of 6 cycles) was completed Dec. 30, 2013.

East Approach Bridge: Crews placed shoring towers and pier table top deck false work on south pier 1. Pier 2 south cantilevers completed, and pier table traveler system was removed.

Floating Bridge: Crews floated in eight supplemental pontoons from CTC for moorage at staging area. Installed coffer cell on Pontoon V and began repairs in the dry, subsurface work environment.



RISK

Contractor Kiewit/General/Manson, A Joint Venture (KGM) is completing repairs to the four Cycle 1 pontoons built in Aberdeen that experienced cracking in end walls and keel slabs. In July, WSDOT negotiated a \$48.7 million change order with KGM to pay for the company's time, labor and materials to complete these repairs.

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.



Pontoon W columns and crossbeam

DECEMBER COST

Preliminary engineering is complete. The right of way budget is close to complete. The total actual cost to date to the contractor is 53 percent of the current contract value.

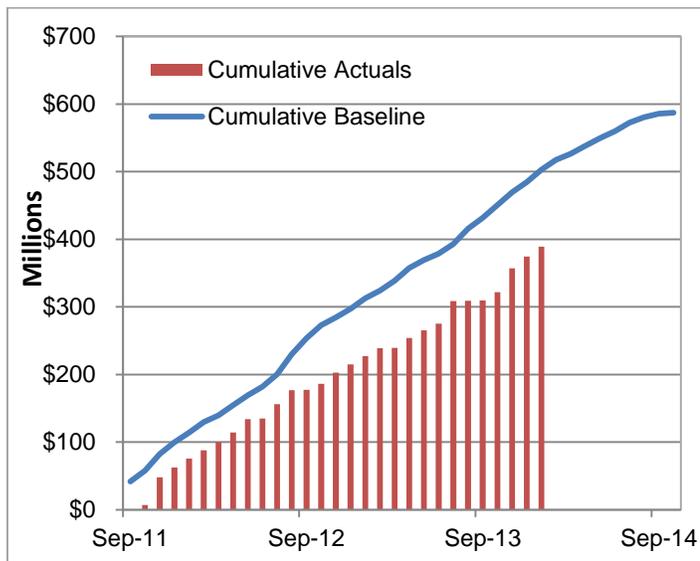
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$757,412,540	\$403,192,882	\$354,219,658
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,356,657	\$1,536,677
Construction	\$741,860,143	\$389,177,162	\$352,682,981
<i>Current Contract Value</i>	\$673,699,143	\$344,559,796	\$329,139,347
<i>Agreements</i>	\$34,520,911	\$27,506,290	\$7,014,621
<i>Construction Engineering</i>	\$22,900,089	\$10,409,175	\$12,490,914
<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 Dec. 31, 2013

DECEMBER CHANGE ORDER SUMMARY

Six (6) change orders were executed in December for \$5,525,000. To date all change orders total \$87,138,143.

DECEMBER PERFORMANCE



The Schedule Performance Index (SPI) is at 0.80 for the month of December 2013. This is due to a pending change order and schedule update.



Additional buoyancy pontoon attached to Cycle 2A pontoons during float-out

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 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

DECEMBER 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	1230	57	1287	26	1261

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	173	45	5	198 days
Nonconformance Issues (NCI)	402	41	9	141 days

No major concerns with NCIs for December 2013.

DECEMBER 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	18	0	18
Lost Time Incidents	1	0	1
Contract Days without an Incident	91	31	122

No recordable safety incidents for the month of December 2013.

DECEMBER 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)	20	0	20
Minor Environmental Event	30	0	30

No environmental events occurred in December 2013.

West Connection Bridge

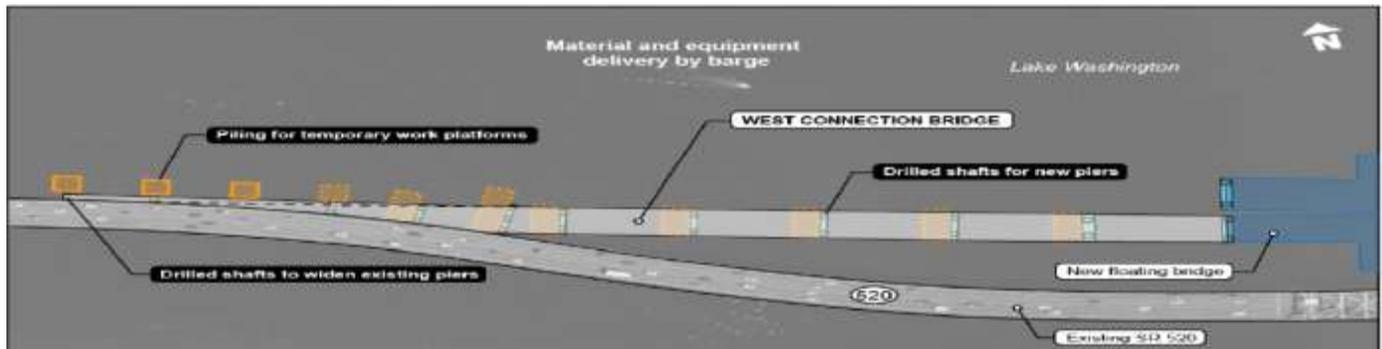
WEST CONNECTION BRIDGE OVERVIEW

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.



Pier 31 crossbeam falsework

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

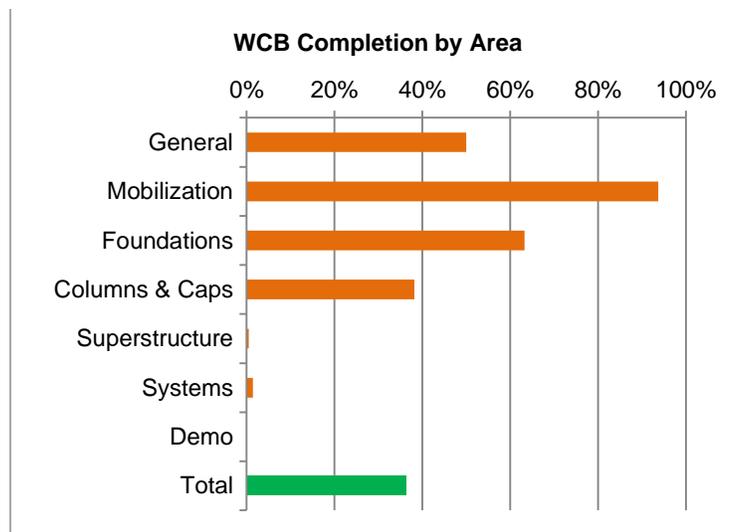


West Connection Bridge map

DECEMBER ACCOMPLISHMENTS

Drilled-shaft construction: No drilling of shafts took place this month.

Substructure: Crews poured column transitions at Pier 35; completed columns at Pier 35; began installing drill platform piles.



RISKS

- Drill platform design
- Pier 30 Subsurface Conditions
- Area 1B turnover
- Community concerns: noise, property damage
- Inefficiencies due to proximity of Westside Staging Area



Project progress on piers 30-35

DECEMBER COST

Preliminary engineering is complete. 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 49 percent.

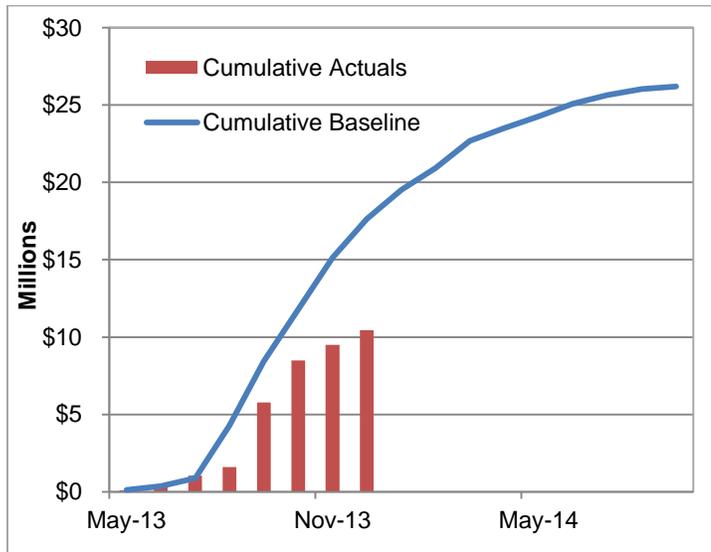
	Current Budget	Actuals to Date	Remaining Budget
West Connection Bridge Project Totals	\$30,910,804	\$15,259,598	\$15,651,207
Preliminary Engineering	\$5,560,001	\$4,823,351	\$736,650
Construction	\$25,350,803	\$10,436,247	\$14,914,557
<i>Current Contract Value</i>	\$22,129,243	\$9,176,391	\$12,952,852
<i>Agreements</i>	\$665,000	\$326,395	\$338,605
<i>Construction Engineering</i>	\$2,556,560	\$933,460	\$1,623,100
<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 Dec. 31, 2013

DECEMBER CHANGE ORDER SUMMARY

One no-cost change order was issued in December that modified the condition of award DBE participation amount in order to fulfill the requirement for 3 percent DBE participation. The total value of change orders to date is \$0.

DECEMBER PERFORMANCE



Pier 30 drill platform pile installation

The cumulative Schedule Performance Index (SPI) is 0.54.
The contractor is behind schedule on foundations construction.

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	11/16/2013
Pier 36 - Area 1B All Work Complete	5/14/2014	Ahead of schedule
Pier 36 - Area 1B Turnover to FB&L	5/15/2014	On-schedule
Pier 36 - Area 1A All Work Complete	7/31/2014	Ahead of schedule
Pier 36 - Area 1A Turnover to FB&L	8/1/2014	On-schedule
End of Contract Working Days	8/11/2014	Behind schedule
Physical Completion	8/29/2014	On-schedule



DECEMBER SAFETY SUMMARY

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

“**Lost Time Incidents**” 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	3	0	3
Lost Time Incidents	0	0	0
Contract Days without a lost time Incident	91	21	109

There were no safety incidents for the month of December 2013.

DECEMBER ENVIRONMENTAL SUMMARY

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

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

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	5	0	5
Minor Environmental Event	1	0	1

There were no environmental incidents for the month of December 2013.

Evans Creek Eastside Wetland Mitigation

EVANS CREEK OVERVIEW

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



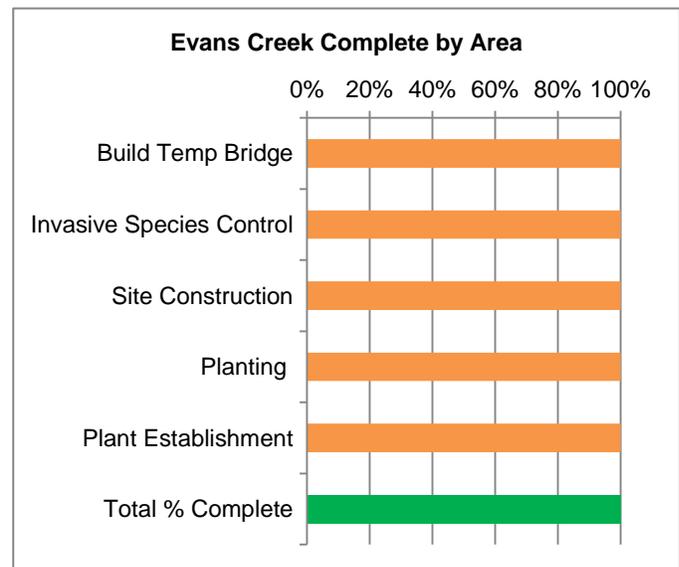
Evans Creek location map

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

DECEMBER ACCOMPLISHMENTS

Initial planting was completed in early December.

This project is operationally complete. This will be the last report.



RISK

- Site maintenance until 2024.

DECEMBER COST

No change orders were executed in the month of December. Preliminary engineering is complete. Right of way costs are complete. The total actual cost to date from the contractor is 77 percent of the budget. The construction will accelerate over the next six months as the on-site work windows become available.

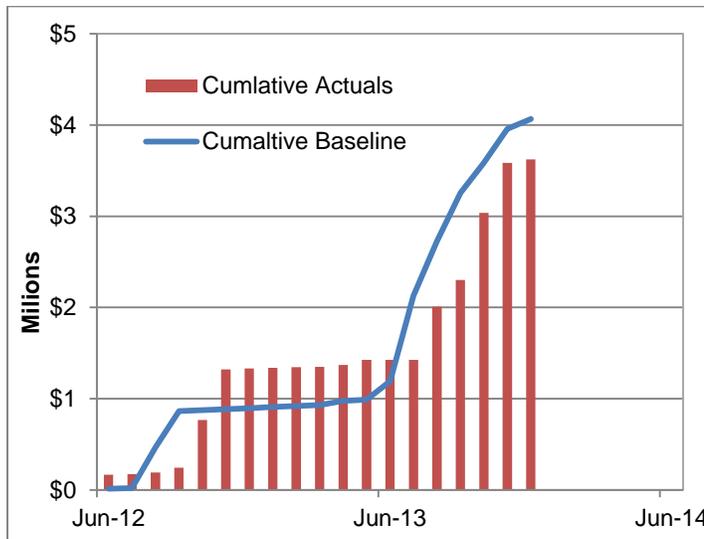
	Current Budget	Actuals to Date	Remaining Budget
Evans Creek Construction Project Totals	\$7,039,698	\$6,058,348	\$981,350
Preliminary Engineering	\$1,318,979	\$1,318,979	\$0
Right of Way	\$1,117,766	\$1,117,766	\$0
Construction	\$4,602,953	\$3,621,603	\$981,350
Current Contract Value	\$3,856,069	\$3,023,942	\$832,127
Agreements	\$83,898	\$14,387	\$69,511
Construction Engineering	\$644,536	\$583,273	\$61,262
State Force Work	\$18,450	\$0	\$18,450
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$0	\$0

Cost information through Dec. 31, 2013

DECEMBER CHANGE ORDER SUMMARY

No change orders were issued during the month of December, 2013.

DECEMBER PERFORMANCE



The Schedule Performance Index (SPI) for the Evans Creek project is 1.4. This shows that the contractor completed work ahead of schedule.



Evans Creek, looking east

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	11/30/2013
Eastside Mitigation - Final Contract Completion	9/30/2016	On-Time

DECEMBER SAFETY SUMMARY

No safety incidents were recorded during the period.

DECEMBER ENVIRONMENTAL SUMMARY

No environmental incidents occurred during the period.

DBE / Apprenticeship / Training

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

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

Contract	Contract Required DBE % at Award	Total DBE Paid to Date 9/30/2013	Total Contract Paid to Date 9/30/2013	Current DBE % 9/30/2013
Contract 7826 (Pontoon)	6% (\$22,039,800)	\$24,006,798.04	\$319,668,493.27	7.51%
Contract 7963 (Eastside)	11% (\$33,690,580)	\$29,518,127.53	\$289,563,633.22	10.19%
Contract 8066 (FB&L)	7% (\$41,059,270)	\$9,001,677.39	\$313,733,434.15	2.87%
Contract 8288 (Evans Creek)	0% - not required	\$0	\$2,264,177.31	0%
Contract 8432 (WCB)	3% (\$663,877.30)	24,856.75	\$5,014,810.71	.50%

APPRENTICESHIP

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

Contract	As of (Date)	Apprentice Hours Reported	Journeyman Hours Reported	Apprentice Hours %
Contract 7826 (Pontoon)	9/30/2013	189,838	1,004,994	15.9%
Contract 7963 (Eastside)	9/30/2013	96,967	594,591	14.0%
Contract 8066 (FB&L)	9/30/2013	88,668	759,694	10.5%
Contract 8288 (Evans Creek)	9/30/2013	779	2,924	21.0%
Contract 8432 (WCB)	9/30/2013	1,277	7,602	14.40%

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

TRAINING

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

Contract	Contract Required Training Hours	Number of Approved Trainee Hours 9/30/2013	Number of Trainee Hours Achieved 9/30/2013
Contract 7826* (Pontoon)	50,000	50,000	50,000
Contract 7963 (Eastside)	58,500	35,860	27,450**
Contract 8066 (FB&L)	74,600	22,000	21,445.5
Contract 8288 (Evans Creek)	0 – none required	0	0
Contract 8432 (WCB)	1,200	0	0

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

** Total hours reported were 27,450. However, 6,276 hours are excess laborer hours that can't be counted toward the goal. These hours are taken from the Statement of Apprentice/Journeyman Participation and the approved Apprentice/Trainee Approval Requests.

Right of Way

RIGHT OF WAY

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

Figures show Need / Remaining Work

Area	Total Parcels**	Fee Acquisition	Permanent Easements	Temporary Construction Easements	Limited Access	Temporary Construction Easement Renewals*
Contract 7826 (Pontoon)	3	1 / 1	2 / 2	1 / 1	0 / 0	0 / 0
Contract 7863 (Eastside)	96	18 / 16	13 / 10	28 / 25	51 / 14	1 / 1
Contract 8066 (FB&L)	6	3 / 3	1 / 1	2 / 2	1 / 0	None
Contract 8288 (Evans Creek)	4	1 / 1	None	3 / 3	None	None
Contract 8432 (WCB)	1	None	1 / 1	1 / 1	1 / 0	None
Contract XL4399 (WABN)	1	4 / 2	1 / 1	6 / 2	19 / 0	None
Totals	108	26 / 22	16 / 13	40 / 33	72 / 14	1 / 1

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

**All parcel acquisitions required for construction within the currently funded program have been secured.
Information as of Dec. 31, 2013.

Drawbridge Openings

FLOATING BRIDGE DRAW SPAN OPENINGS

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

Total Openings since April 1, 2012

Weekday Daytime Opening	273
Weekday Nighttime Opening	23
Weekend Opening	127
Total	423

Information as of Dec. 31, 2013.

Sustainability

SR 520 GOALS

The SR 520 program is employing four sustainability goals (the Golden Thread) across all elements of corridor design and construction. The goals are supported by specific strategies. This quarter's report focuses on implementation of the first three goals for construction activities. Each of these goals has specific strategies for implementation.

- ❖ Reduce, reuse and recycle
- ❖ Reduce greenhouse gases throughout construction and the life of the corridor
- ❖ Reclaim existing sites and facilities
- ❖ Improve public access

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

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

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



Source: FB&L Sustainability Dashboard – December 2013



Pontoon form work

TRIPLE BOTTOM LINE - SUSTAINABILITY

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

- ❖ Minimizing the use of walls and concrete for the new storm water treatment facility.
- ❖ Building as much of the permanent facility as possible to eliminate tear-out and additional construction.
- ❖ Reducing bridge columns and column size, which represents a potential savings of 12.5 million pounds of CO₂.

Communications and Outreach

SR 520 COMMUNICATIONS & OUTREACH (OCT. 1, 2013 THROUGH DEC. 31, 2013)

Constituent Correspondence:

Public emails / phone calls

- 120 received
- 70 WSDOT responses (*note: lower response total reflects multiple emails/calls to some constituents*)
 - Prevalent themes:
 - ✓ Drawspan openings / sign-ups for alerts
 - ✓ Future funding of west side
 - ✓ Future construction of WABN
 - ✓ Future weekend closure schedule
 - ✓ Pontoon movements through Ballard Locks
 - ✓ Eastside construction
 - ✓ Bike/pedestrian path questions

WSDOT Email Update

- 11 sent to the 8,600-plus subscribers within SR 520 corridor
 - ✓ Represents more than 96,000 individual communiqués
 - ✓ *Email Update* topics cover noteworthy program activities, traffic, neighborhood impacts, etc.

Media Outreach

- 12 news releases / media advisories
- 6 media tours / interviews

Briefings

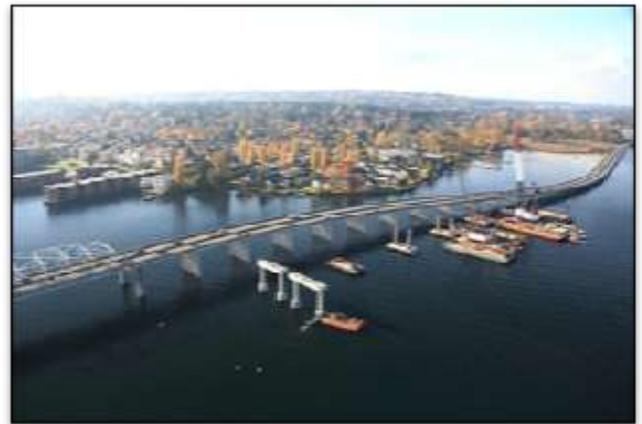
- 9 stakeholder tours / briefings / community presentations

Communications Materials

- 6 new videos produced and posted to SR 520 website and YouTube
- 2 new project fact sheets produced and posted to SR 520 website

SR 520 Website Visits

- 101,903 page views this period
- The most-visited pages, in descending order, were Highway Closures, Floating Bridge & Landings, and Home Page



Flickr Photos

- In Q4 2013, shot and posted to the SR 520 Flickr collection more than 70 program photos

Jobs

CONSTRUCTION JOBS UPDATE – DECEMBER 2013

- Eastside Transit and HOV Project: 488 jobs
- Floating Bridge and Landings Project: 252 jobs
- Pontoon Construction Project: 353 jobs
- West Connection Bridge: 20 jobs
- Evans Creek Wetland Mitigation: 17 jobs

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

GLOSSARY – LIST OF FREQUENTLY-USED PROJECT AND INDUSTRY ACRONYMS

ATM	Active Traffic Management
CCMP	Community Construction Management Plan
CIP	Cast-in-Place
CTC	Concrete Technology Corporation (SSP production site)
D-B	Design-Builder
DBIC	Design-Builder Initiated Change
Eastside	Eastside Transit and HOV Project
ECAP	Environmental Compliance Assurance Procedure
ECC	Eastside Corridor Constructors (Eastside Design-Builder)
ESA	Endangered Species Act
FB&L	Floating Bridge & Landings
FONSI	Finding of No Significant Impact
GH	Grays Harbor (Pontoon construction site)
HQ	WSDOT Headquarters
ITS	Intelligent Transportation System
KG	Kiewit General, A Joint Venture (PCP Design-Builder)
KGM	Kiewit General Manson, A Joint Venture (FB&L Design-Builder)
M-A	Mowat American, A Joint Venture (WCB Contractor)
NCI	Non-Conformance Incident
NCR	Non-Conformance Report
NEPA	National Environmental Policy Act
NTP	Notice to Proceed
NWR	WSDOT Northwest Region
PCI	Potential Change Issue
PCO	Potential Change Order
PCP	Pontoon Construction Project
PT	Post-Tensioning
QA	Quality Assurance
QC	Quality Control
RFI	Request for Information
RFP	Request for Proposal
ROD	Record of Decision
SPI	Schedule Performance Index: above 1 = ahead of schedule, below 1 = behind
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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