

STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

OCTOBER 2013



Aberdeen: Pontoon O during float-out



Aberdeen: Precast walls installation

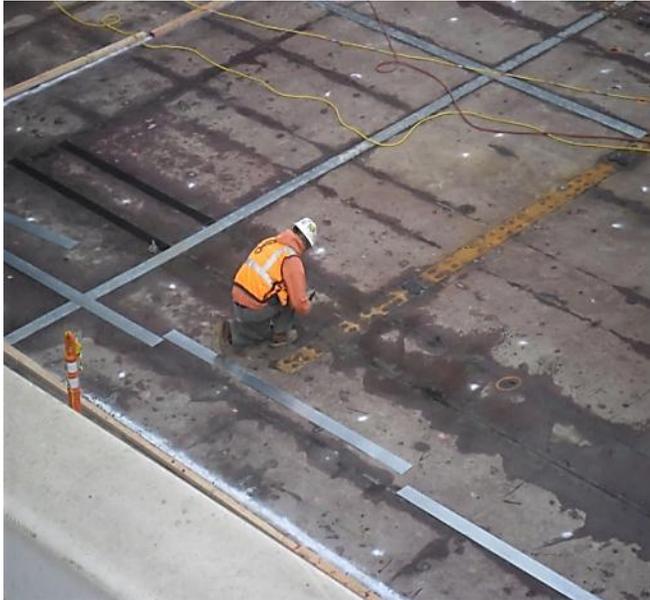


FB&L: Column work on Pontoon A



Eastside: Final grading at pond E2

DATE PUBLISHED: DEC. 24, 2013



Aberdeen: Pontoon D bondbreaker repair



West Connection Bridge: Pouring first columns at Pier 34

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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. *The information contained in this report contains details for projects under construction in October 2013.*



West Connection Bridge: Shaft drilling under slurry



Map of SR 520 Bridge Replacement and HOV Program

CURRENTLY FUNDED PROGRAM

We are currently funded to move forward with:

- Constructing a new, safer floating bridge, including the West Connection Bridge.
- Building a new pontoon construction facility in Grays Harbor and building pontoons at that facility.
- Constructing the Eastside Transit and HOV Project.
- Building the north half of the new west approach bridge, connecting six lanes of traffic from the Montlake interchange to the new floating bridge.
- Continuing to design the remaining elements of the west side of the corridor.

PROGRAM STATUS

Pontoon Construction Project (PCP): On Oct. 5, 2013, Cycle 3 pontoons floated out. Crews dewatered the basin, repaired bond breaker and readied the basin for the start of Cycle 4 pontoons.

Floating Bridge and Landings (FB&L): Joining of supplemental pontoons to Pontoon U occurred in October. Transfer of PCP Cycle 3 pontoons occurred on Oct. 10, 2013, and pontoons M, N, O and P were moored at the Grays Harbor Moorage Facility. Pontoons Q and R from Cycle 2 and BSW and BSE from Cycle 3 were moved to temporary buoys on Lake Washington.

Eastside Transit and HOV Project: At 92nd Avenue Northeast, rebar and formwork were installed for the eastbound and westbound crash walls. RE-04 at Bellevue Way was substantially completed this month. The 108th Avenue Northeast westbound on-ramp will be moved. Landscaping features are being installed in other areas of the project.

West Connection Bridge (WCB): Crews completed drilling shaft 31 and 32. They stripped column formwork and crossbeam formwork on the pier.

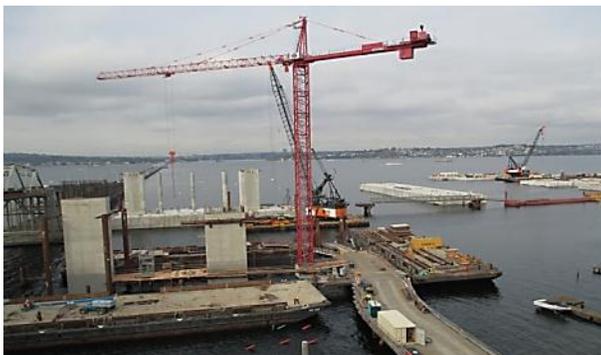
MAJOR RISKS

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 repairs that do not go as planned.
- Pontoon moorage that is not available as needed.

UPCOMING MILESTONES

- FB&L: Install transition false work at north column and pier table false work at south column. Finish piles at west side staging area on Lake Washington.
- Eastside Transit and HOV: In November Eastside Corridor Constructors (ECC) will complete wall 4B-35 moment barrier, 4B-53 piling and lagging, 4B-46, 4B-29 and 4B-32. The 108th Avenue Northeast westbound off-ramp will be moved into a new ramp alignment. The main deck sections at the 92nd Avenue Northeast lid should be poured in November.
- Pontoons: Form, pour and strip keel slabs for pontoons E, B, C, D and DSW.

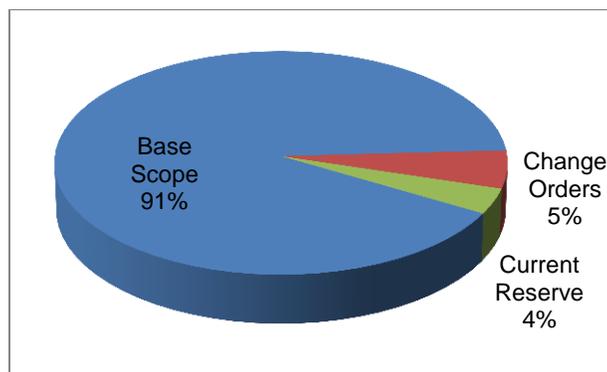


FB&L - East approach work site on Lake Washington

Total Program

	Total Budget	Actuals to Date	Remaining
SR 520 Program Totals	\$4,128,217,150	\$1,514,121,259	\$2,614,094,332
Funded Program	\$2,724,217,150	\$1,514,121,259	\$1,210,094,332
Federal	\$470,934,699	\$23,825,338	\$447,107,802
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$152,752,816	\$5,645,014	\$147,107,802
HIGHWAY SAFETY IMPROVEMENT	\$14,015,000	\$14,013,441	\$0
OUTDOOR ADVERTISING-INTERSTATE	\$855,000	\$855,000	\$0
STATE MATCHING (FUND 880)	\$311,883	\$311,883	\$0
TIFIA (USDOT - TIFIA LOAN)	\$300,000,000	\$0	\$300,000,000
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	\$1,489,087,074	\$618,911,367
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$492,079,654	\$315,481,195	\$176,598,459
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	\$564,812,756	\$358,187,244
SR 520 TOLL BONDS	\$15,062,575	\$0	\$15,062,575
SR 520 TOLL PAY-GO	\$74,006,542	\$4,943,769	\$69,062,773
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
October Change Orders	(\$45,354)
Previous Change Orders	(\$150,451,529)
Current Reserve	\$99,503,117

Five (5) change orders were executed in October.

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

Pontoon Construction Project

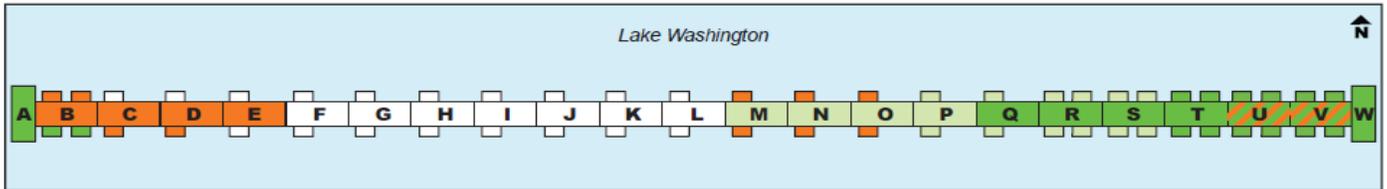
ABERDEEN PONTOONS OVERVIEW

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 O headed to moorage facility in Grays Harbor

Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$37,534,047
Current Contract Value	\$404,864,047



Note: not to scale

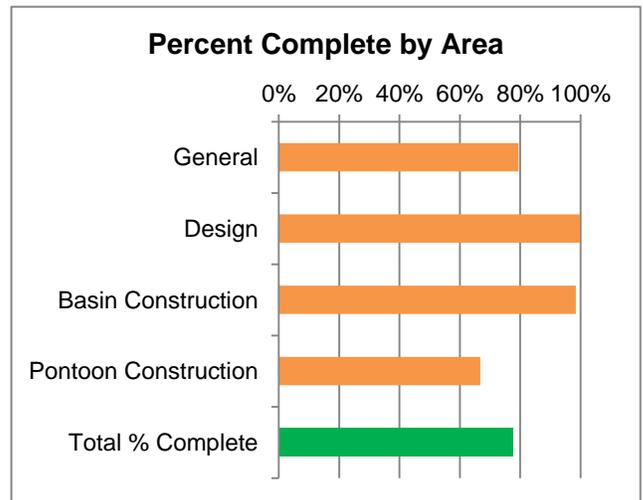
Pontoon status:	On Lake Washington	Repairs underway on Lake WA	In transit / pending transit
	Temporarily moored	Under construction	Future construction

Pontoon Tracking Map 10/29/13

OCTOBER ACCOMPLISHMENTS

Pontoon crews in Aberdeen started work on Cycle 4 pontoons E, B, C and D, and supplemental pontoons BNW and DSW.

Overall, three pontoon construction cycles are complete. Precast construction for Cycle 4 is complete.



RISK

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



Gate section being removed in preparation for float-out.

OCTOBER COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 78 percent of the budget.

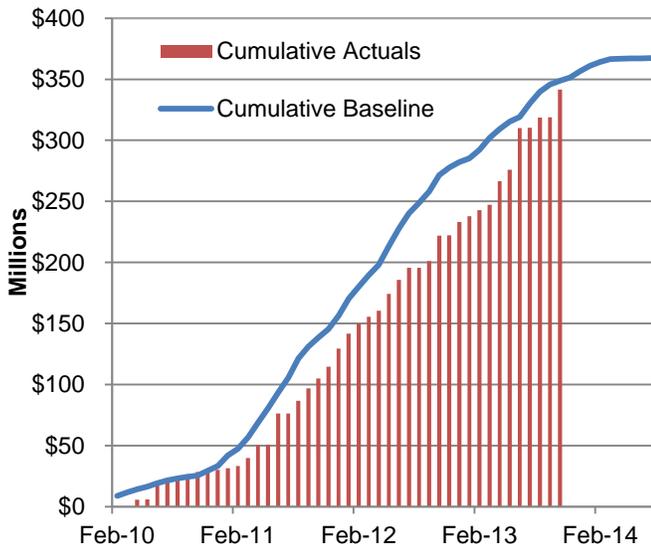
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$475,282,721	\$379,836,729	\$95,445,992
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$436,924,417	\$341,656,208	\$95,268,209
<i>Current Contract Value</i>	\$404,864,047	\$327,332,224	\$77,531,823
<i>Agreements</i>	\$9,370,320	\$6,560,004	\$2,810,316
<i>Construction Engineering</i>	\$22,690,049	\$7,763,979	\$14,926,070
<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 Oct. 31, 2013

OCTOBER CHANGE ORDER SUMMARY

Two (2) change orders were executed in October for \$2,792. All change orders to date total \$37,534,047 at the time of this report.

OCTOBER PERFORMANCE



Pontoon E keel and wall rebar and post-tension duct installation

The Schedule Performance Index (SPI) to date for the contractor is 0.97. The increase is due to the reconciling of chart data. The design-builder is developing a new baseline schedule to reflect all changes to date.

SUMMARY SCHEDULE

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

Milestone	Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	2/18/2010	2/18/2010
Notice to Proceed 2 - Site Construction Start	1/10/2011	1/10/2011
Pontoon Cycle 2 Segment Completion	3/15/2013	5/4/2013
Pontoon Cycle 4 Segment Completion	2/9/2014	Late
Pontoon Cycle 6 Segment Completion	11/8/2014	Late
Physical Completion	1/7/2015	Late

OCTOBER 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	684	22	706	62	644

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	591	17	21	132 days
Nonconformance Issues (NCI)	106	5	6	60 days

No major concerns with NCIs for October 2013 were identified.

OCTOBER 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	37	31	68

There were no safety incidents for October 2013.

OCTOBER 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	2	25
Minor Environmental Event	20	0	20

Two environmental events occurred in October.

Oct. 5, 2013: During Cycle 3 float-out an unpermitted discharge of wastewater from the pressure washing and cleaning of the casting basin gate occurred at the west side crane rail area.

Oct. 6, 2013: During basin draining, WSDOT and KG documented that a fish kill had occurred with the discovery of about a dozen dead fish on the riprap side slopes and north-end ramp of the casting basin. WSDOT provided phone notification to the Washington Department of Fish and Wildlife, Department of Ecology and Department of Emergency Management.

Eastside Transit and HOV

EASTSIDE OVERVIEW

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



Evergreen Point Road: Waterproofing the lid

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to date	\$30,522,453
Current Contract Value	\$336,800,453

Eastside Project Area Map



OCTOBER ACCOMPLISHMENTS

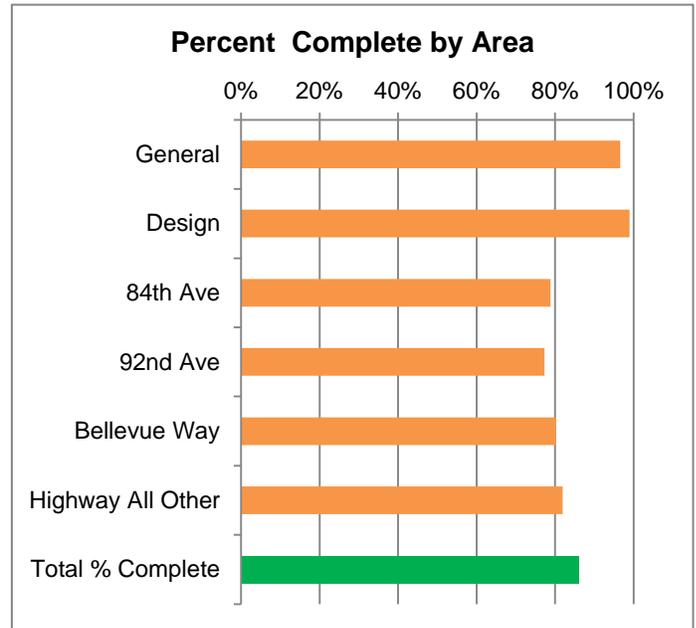
Evergreen Point Road: Lid and transit-stop crews installed sidewalks, fencing, waterproofing and conduit. The transit-stop crew worked on electrical, luminaires, grouting of precast stairs and crash wall.

84th Avenue Northeast: Crews worked on lid, roundabout finishes, fish-passage culvert A and stream work.

92nd Avenue Northeast: Crews poured soffits and set forms for lid pour. They also installed bidwell and poured deck #2. Under-lid lighting work started.

Bellevue Way interchange: Crews finished pond E2 and excavated pond E3. Crews also worked on setting wall panels on the north side of SR520 for wall 4B-38 and backfilled north abutment fill wall.

108th Avenue Northeast: Crews repaired culvert H. Started excavation for flatwork for westbound on-ramp.



RISK

As reported in Gray Notebook 48 (p. 59), WSDOT and the design-builder, Eastside Corridor Constructors (ECC), continue their discussions on budget and schedule risks that developed after the contract was awarded. Potential schedule and budget effects will be determined after further consultation with ECC.

WSDOT continues to work with ECC to resolve geotechnical design-dispute issues for the Bellevue Way interchange.

Other potential risks include the interface point between ECC and the FB&L design-builder, and potential weather-related impacts to installation of the remaining fish-passage culverts.



Preparation for opening the 108th Avenue Northeast on-ramp

OCTOBER COST

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

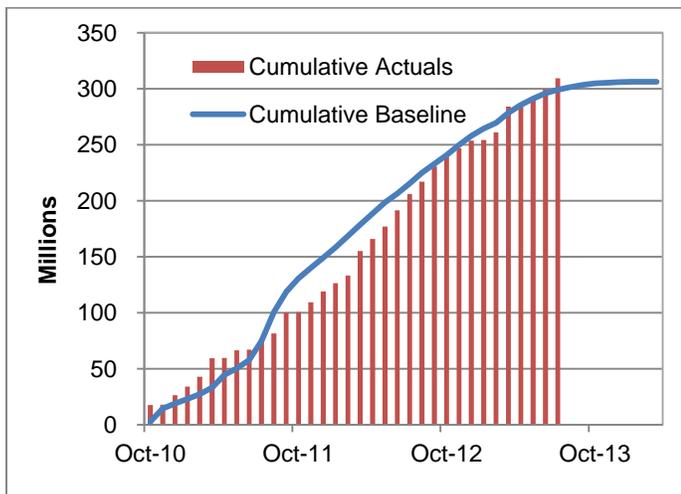
	Current Budget	Actuals to Date	Reaming Budget
Eastside Construction Project Totals	\$428,091,116	\$357,917,454	\$70,173,662
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,812	\$26,461,747	\$5,418,065
Construction	\$364,516,794	\$299,761,197	\$64,755,597.01
<i>Current Contract Value</i>	\$336,800,454	\$280,296,890	\$56,503,564
<i>Agreements</i>	\$11,517,345	\$7,465,471	\$4,051,874
<i>Construction Engineering</i>	\$13,159,183	\$9,703,423	\$3,455,760
<i>State Force Work</i>	\$345,626	\$270,074	\$75,552
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,694,187	\$2,025,339	\$668,847

Cost Information through Oct. 31, 2013

OCTOBER CHANGE ORDER SUMMARY

All change orders to date total \$30,522,453 at the time of this report.

OCTOBER PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is 1.01 and signifies that the contractor is working ahead of current estimated schedule completion dates.



Excavation of pond E3 at Bellevue Way interchange

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 with the contractor.

Milestone	Contract Date	Actual/Trend
Notice to Proceed	12/1/2010	12/1/2010
East Approach & Maintenance Facility Area Work Complete	3/30/2012	3/30/2012
Evergreen Point Area Phase I Work Complete	7/28/2013	Late
Evergreen Point Area Phase II Work Complete	11/1/2013	Late
East Construction Substantial Completion	12/20/2013	Late
East Construction Physical Completion	3/20/2014	Late

OCTOBER 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	2451	116	2567	66	2501

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	414	54	13	123 days
Nonconformance Issues (NCI)	257	66	6	208 days

No major concerns with NCIs for October 2013 were identified.

OCTOBER 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	0	9
Lost Time Incidents	0	0	0
Contract Days without an Incident	23	31	54

No safety incidents for October 2013

OCTOBER 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 October 2013.

Floating Bridge and Landings

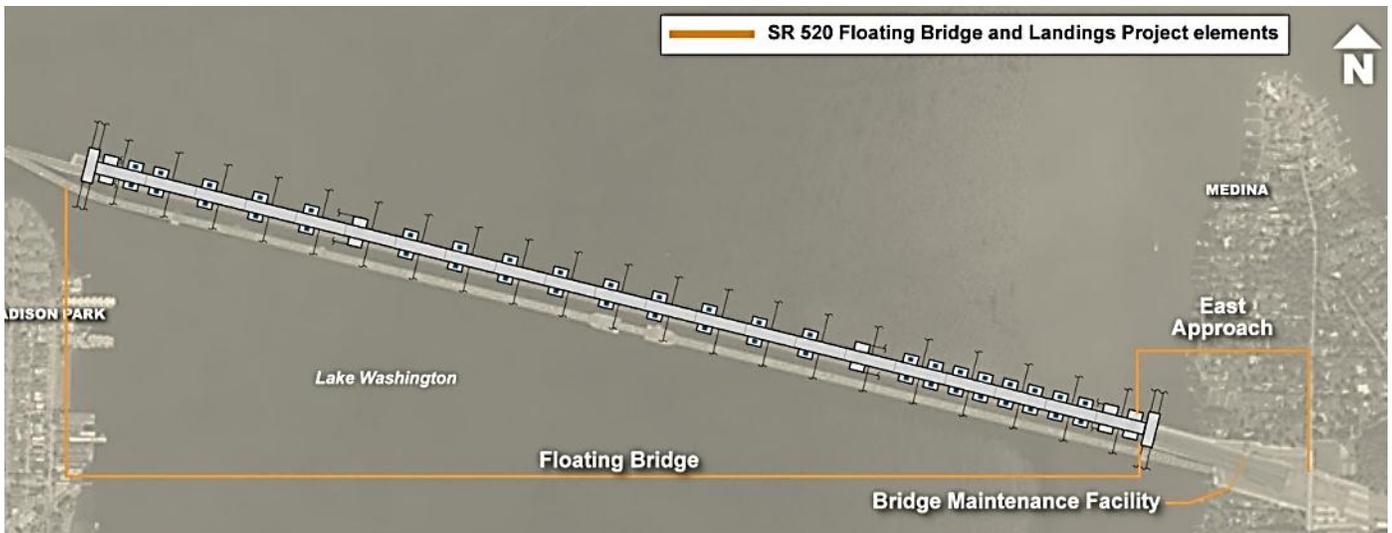
FLOATING BRIDGE AND LANDINGS OVERVIEW

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 bridge Pier 1 false work installation

Original Engineers Estimate	640,769,000
Bid Price	586,561,000
Change Orders to date	75,563,143
Current Contract Value	662,124,143



Floating Bridge area map

OCTOBER ACCOMPLISHMENTS

CTC site in Tacoma: Pontoon work advanced on Cycle 2a (fourth of six cycles). Crews placed concrete for interior walls and began forming top decks and waterproofing.

East Approach Bridge:

- Pier 2 south – balanced-cantilever crews placed two segments heading west and two segments heading east.
- Pier 1 north – crews placed column transition forms and reinforcement steel on north column.
- Pier 1 south – crews placed pier table false work.

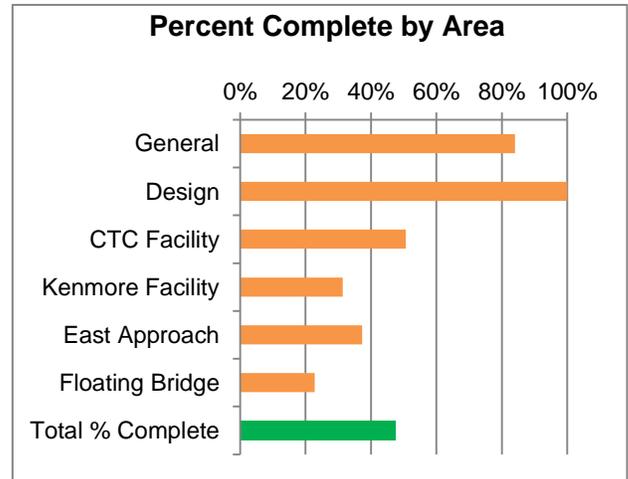
Floating Bridge: Crews transferred brace towers from Pontoon A to Pontoon W; continued repair work and installed post-tensioning duct and strands in pontoons U and V; placed rock and water for ballast in pontoons S and T.

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 their time, labor and materials to complete these repairs.

The Floating Bridge and Landings project will experience a delay in schedule due to the issues found in the first cycle of pontoons from Grays Harbor. To reduce this risk, WSDOT is currently in negotiations with both design-build teams to determine the schedule effects between pontoon production and floating bridge construction.

There are two potential lawsuits regarding project use of the Kenmore site. The potential impacts of these lawsuits are currently unknown. WSDOT is not currently a party to any lawsuit, but is monitoring the situation.



Coffer cell in Jesse Engineering yard in Tacoma

OCTOBER COST

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date to the contractor is 47 percent of the current contract value.

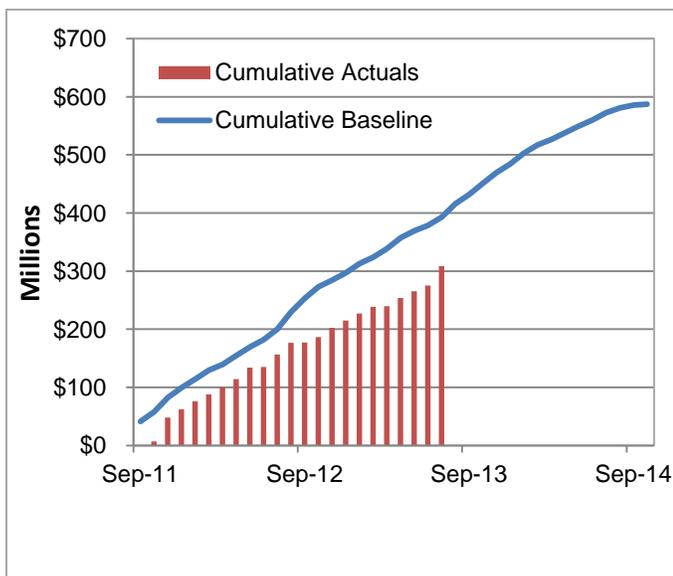
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$745,837,540	\$370,971,958	\$374,865,582
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,356,657	\$1,536,677
Construction	\$730,285,143	\$356,956,238	\$373,328,905
Current Contract Value	\$662,124,143	\$313,733,434	\$348,390,709
Agreements	\$34,520,911	\$26,734,025	\$7,786,886
Construction Engineering	\$22,900,089	\$9,786,878	\$13,113,211
State Force Work	\$60,000	\$1,901	\$58,099
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$10,680,000	\$6,700,000	\$3,980,000

Cost Information through Oct. 31, 2013

OCTOBER CHANGE ORDER SUMMARY

Four (4) change orders were executed in October for \$42,562. To date all change orders total \$75,563,143.

OCTOBER PERFORMANCE



The Schedule Performance Index (SPI) is at 0.79 for the month of October 2013. This is showing a significant decrease from the original plan; the trend is primarily due to delayed pontoon delivery and repairs to Cycle 1 pontoons.



Reballasting Pontoon W on Lake Washington

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 late 2015 or early 2016. WSDOT is in negotiations with the contractor regarding the impacts until new dates are finalized.

Milestone	Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	9/1/2011	9/1/2011
Notice to Proceed 2 - Site Construction Start	9/1/2011	9/1/2011
Pier 36 Construction	11/15/13	8/23/2013
Substantial Completion	7/31/2015	Late
Physical Completion	5/26/2016	Late

OCTOBER 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	1039	122	1161	27	1134

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	156	34	8	209 days
Nonconformance Issues (NCI)	353	51	39	77 days

No major concerns with NCIs for October 2013

OCTOBER 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	34	31	65

No recordable safety incidents for October 2013.

OCTOBER 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)	17	1	18
Minor Environmental Event	29	1	30

Oct. 16: Non-Compliance Event - During an east approach bridge segment pour, process water dripped through the formwork directly into the lake. The crack was sealed, and accumulated slurry on the I-beams continued dripping into the lake. The discharge duration was 1-2 hours and the total quantity released was estimated to be 2 tablespoons to one quarter cup. All of the appropriate resource agencies were notified. WSDOT and KGM scheduled a field review for Oct. 23 to observe the containment best management practices in place.

Oct. 16: Minor Environmental Event – At CTC a hydraulic hose ruptured on a concrete truck spilling hydraulic fluid onto concrete and gravel/soil. The fluid mixed with water and approximately 15 gallons was contained. The soil was excavated and placed in a 55-gallon drum for disposal.

West Connection Bridge

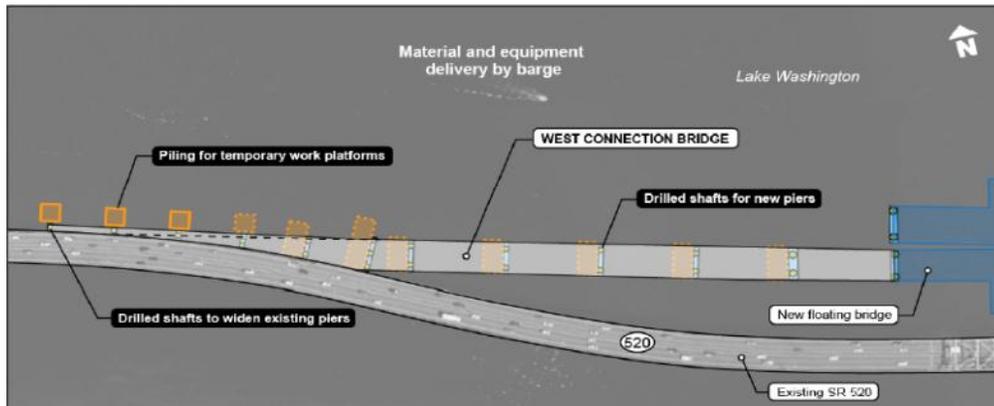
WEST CONNECTION BRIDGE

The West Connection Bridge (WCB) project builds an interim four-lane structure that connects the new SR 520 Floating Bridge to the existing West Approach Bridge.



Pier 34 column transition prep

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



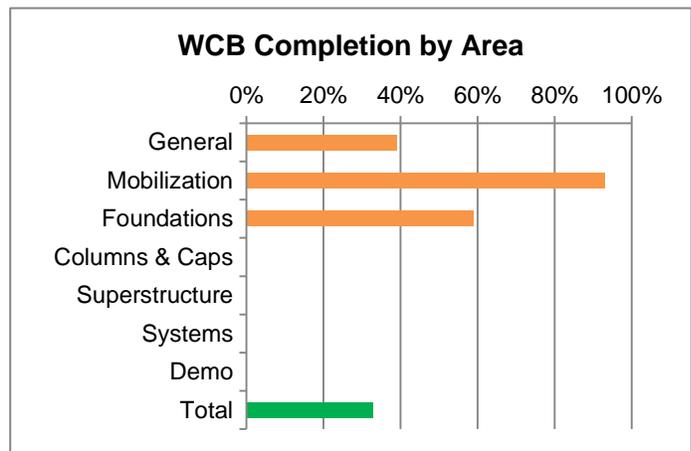
West Connection Bridge map

OCTOBER ACCOMPLISHMENTS

American's Tacoma Yard: Crews constructed shaft rebar cages for shafts at piers 35, 33, 32 and 31. Crews tied column-reinforcing steel for columns at piers 35, 34, 33 and 32, and tied column-reinforcing steel for the Pier 34 crossbeam.

Drilled shaft construction: Crews constructed two 12-foot-diameter shafts at Pier 35 and two 10-foot-diameter shafts at piers 33, 32 and 31.

Substructure: Crews poured first column transition at Pier 34.



RISKS

- Drill platform design
- Area 1B turnover
- Community concerns



Setting column form for Pier 34

OCTOBER 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 34 percent.

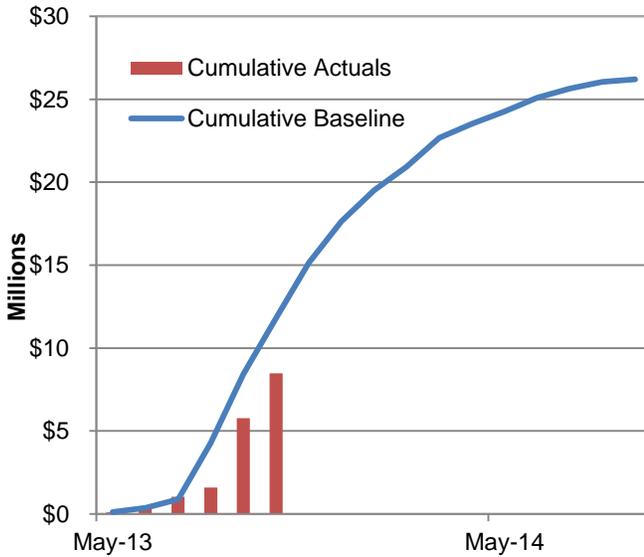
	Current Budget	Actuals to Date	Remaining Budget
West Approach Construction Project Totals	\$30,910,804	\$13,222,983	\$17,687,822
Preliminary Engineering	\$5,560,001	\$4,795,930	\$764,071
Construction	\$25,350,803	\$8,427,053	\$16,923,751
<i>Current Contract Value</i>	\$22,129,243	\$7,482,825	\$14,646,418
<i>Agreements</i>	\$654,351	\$207,227	\$447,124
<i>Construction Engineering</i>	\$2,567,209	\$737,000	\$1,830,209
<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 Oct. 31, 2013

OCTOBER CHANGE ORDER SUMMARY

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

OCTOBER PERFORMANCE



Shaft and column transition at Pier 34

The Schedule Performance Index (SPI) for October is .71.
The contractor is behind schedule due to foundations.

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

OCTOBER 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	1	2	3
Lost Time Incidents	0	0	0
Contract Days without a lost time Incident	78	31	109

A Mowat-American employee suffered a separated shoulder after the lid from a job box fell on him. The employee is on light duty for four to six weeks.

A Mowat-American equipment operator dropped a skip box bucket; there were no injuries but a review of the incident was performed.

OCTOBER 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)	2	3	5
Minor Environmental Event	0	0	0

Oct. 8, 2013: A skip box bucket with slurry was dropped, resulting in a spill.

Oct. 10, 2013: Turbid water was noticed leaving the spoils barge.

Oct. 25, 2013: Contractor spilled process water into the Hylebos waterway in Tacoma. An incident investigation was performed.

Evans Creek Eastside Wetland Mitigation

EVANS CREEK

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

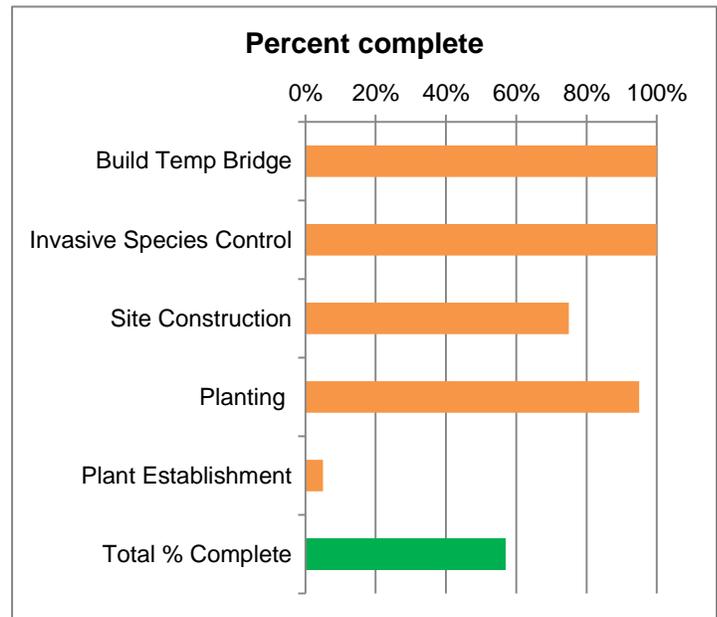


Evans Creek Location Map

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

OCTOBER ACCOMPLISHMENTS

Planting continued through the month of October. By mid-month, due to the mostly dry weather, the site dried out. Adjustments were made to plant species in a few areas where the ground was still saturated. Initial planting will be completed in November.



RISKS

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

OCTOBER COST

No change orders were executed in the month of October. Preliminary engineering is complete. Right of way costs are complete. The total actual cost to date from the contractor is 61 percent of the budget. The construction will accelerate over the next six months as the on-site work windows become available.

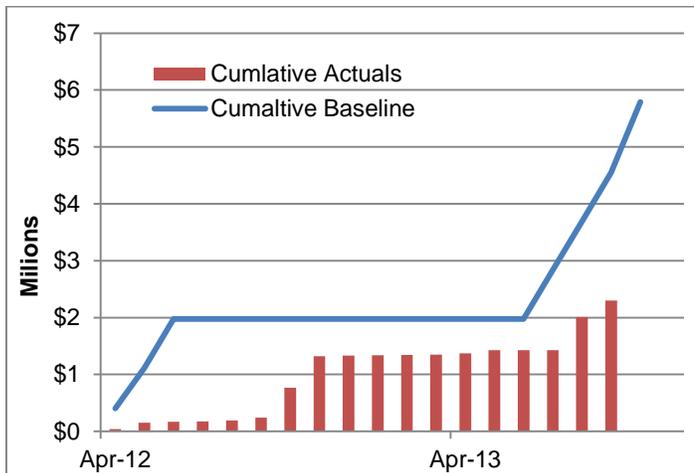
	Current Budget	Actuals to Date	Remaining Budget
Evans Creek Construction Project Totals	\$7,039,698	\$5,246,850	\$1,792,848
Preliminary Engineering	\$1,318,979	\$1,318,979	\$0
Right of Way	\$1,117,766	\$1,117,766	\$0
Construction	\$4,602,953	\$2,810,105	\$1,792,848
<i>Current Contract Value</i>	\$3,856,069	\$2,298,894	\$1,557,175
<i>Agreements</i>	\$83,898	\$12,591	\$71,308
<i>Construction Engineering</i>	\$644,536	\$498,621	\$145,915
<i>State Force Work</i>	\$18,450	\$0	\$18,450
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost information through Oct. 31, 2013

OCTOBER CHANGE ORDER SUMMARY

No change orders were issued during the month of October 2013.

OCTOBER PERFORMANCE



The Schedule Performance Index (SPI) for the Evans Creek project is 0.50 since these tasks are not on the critical path. This is an acceptable number.



Evans Creek mitigation replanting

SUMMARY SCHEDULE

The project is currently on schedule and is tracking within budget.

Milestones	Contract	Actual/Trend
Eastside Mitigation - Construction Start	6/19/2012	6/19/2012
Eastside Mitigation - Stage 1 Work Complete	9/14/2012	9/14/2012
Eastside Mitigation - Operationally Complete	11/30/2013	On-time
Eastside Mitigation - Final Contract Completion	9/30/2016	On-Time

OCTOBER SAFETY SUMMARY

No safety incidents were recorded during the period.

OCTOBER ENVIRONMENTAL SUMMARY

No environmental incidents occurred during the period.

GLOSSARY – LIST OF FREQUENTLY USED PROJECT AND INDUSTRY ACRONYMS

ATM	Active Traffic Management
CCMP	Community Construction Management Plan
CIP	Cast-in-Place
CTC	Concrete Technology Corporation (SSP production site)
D-B	Design-Builder
DBIC	Design-Builder Initiated Change
Eastside	Eastside Transit and HOV Project
ECAP	Environmental Compliance Assurance Procedure
ECC	Eastside Corridor Constructors (Eastside design-builder)
ESA	Endangered Species Act
FB&L	Floating Bridge & Landings
FONSI	Finding of No Significant Impact
GH	Grays Harbor (Pontoon construction site)
HQ	WSDOT Headquarters
ITS	Intelligent Transportation System
KG	Kiewit General, A Joint Venture (PCP design-builder)
KGM	Kiewit General Manson, A Joint Venture (FB&L design-builder)
M-A	Mowat American, A Joint Venture (WCB Contractor)
NCI	Non-Conformance Incident
NCR	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
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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