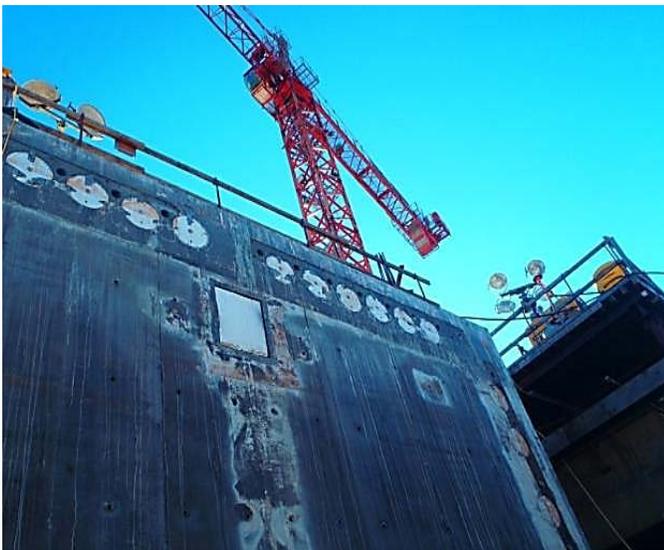




# STATE ROUTE 520

## CONSTRUCTION PROGRESS REPORT

JANUARY 2015



*Aberdeen: Pontoon G, ready for float out*



*Floating Bridge: Applying corrosion inhibitor to Pontoon R*



*Eastside: East approach high-rise work area*



*West Approach Bridge North: R.H. Thomson ramp demolition*

DATE PUBLISHED: April 1, 2015





WABN: Pile installation for work trestle



Eastside: New bicycle/pedestrian path near Fairweather Park

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Floating Bridge and Landings (FB&L).....17

West Approach Bridge North (WABN).....22

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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, pontoon construction in Aberdeen, and the new west approach bridge for westbound traffic. Future work includes replacing the Portage Bay Bridge, building a new west approach bridge for eastbound traffic, building lids in Seattle, and connecting a bicycle/pedestrian path from the floating bridge to local and regional trails in Seattle.



FB&L: Concrete pour in Kenmore



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 and the regional shared-use path 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:** Work continued on Cycle 6. Pontoon F is 80 percent complete, Pontoon G is 78 percent complete and Pontoon H is 91 percent complete. Crews installed water-tight doors, continued crack mapping and deck slab repair.

**Eastside Transit and HOV:** Crews continued landscaping, paving, site fixture installation and fence installation.

**Floating Bridge and Landings:** At Medina, work continued on the bridge maintenance facility and dock: Crews applied fire proofing at the plaza and shop levels; framed; hung dry wall; and installed HVAC. At Lake Washington, crews prepared longitudinal pontoons K and L for joining.

**West Approach Bridge North (WABN):** Asbestos abatement for the old Museum of History and Industry (MOHAI) building was completed in January. Work-trestle construction continued on Foster Island with spans 60-79 complete and in Union Bay with spans 13-30 complete. Demolition work continued on the existing R.H. Thomson ramps.



WABN: Work-trestle construction on Foster Island

### 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 not available as needed.
- Pontoon joining complications.
- Geotechnical complications

### UPCOMING MILESTONES

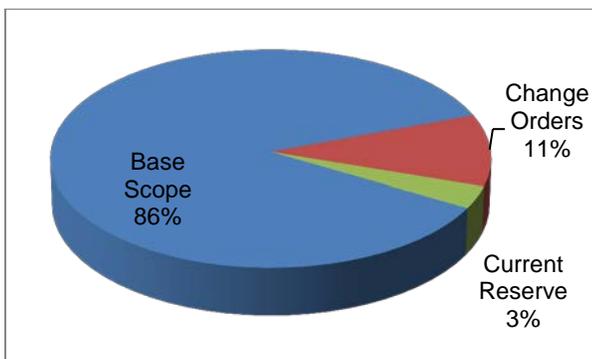
- **Pontoons:** Crews will continue with the final stages of work for Pontoons F, G and H.
- **Eastside Transit and HOV:** At Evergreen Point Road and Fairweather Bay, crews will continue to work on finishing all work for turnover to the FB&L contractor. At 84th, 92nd and 108th avenues and Bellevue Way, crews are working towards physical completion, scheduled for May 2015.
- **Floating Bridge and Landings:** At Lake Washington, crews continue work on Pontoons I and J and will move Pontoon O into staging area for supplemental joining. Crews will continue work at the bridge and maintenance facility: framing, and installing dry wall, plumbing, sprinkler system and electrical.
- **WABN:** The contractor will continue demolishing the never-completed R.H. Thomson Expressway “Ramps to Nowhere” and former Museum of History and Industry (MOHAI) building. Work-trestle construction will continue in Lake Washington and Union Bay with work on spans 31-44 at Union Bay and spans 80-86 at Foster Island.

### Total Program

	Total Budget	Actuals to Date	Remaining
<b>**SR520 Program Totals</b>	<b>\$4,471,210,704</b>	<b>\$2,104,772,867</b>	<b>\$2,366,438,153</b>
<b>Funded Program</b>	<b>\$2,905,210,704</b>	<b>\$2,104,772,867</b>	<b>\$800,438,153</b>
<b>Federal</b>	<b>\$498,134,693</b>	<b>\$189,128,975</b>	<b>\$309,005,718</b>
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$70,815,092	\$109,137,718
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	\$100,132,000	\$199,868,000
<b>Local</b>	<b>\$2,303,701</b>	<b>\$1,224,678</b>	<b>\$1,079,023</b>
LOCAL PROJECT(CURRENT)	\$2,303,701	\$1,224,678	\$1,079,023
<b>State</b>	<b>\$2,245,372,310</b>	<b>\$1,914,419,213</b>	<b>\$330,953,413</b>
*TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$535,890,609	\$372,355,361	\$163,535,248
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	\$0
SR520 CORRIDOR	\$549,032,022	\$549,032,022	\$0
SR520 GARVEE	\$924,454,490	\$896,949,082	\$27,505,408
SR520 TRIPLE BACKED BOND SECOND SALE	\$110,906,800	\$0	\$110,906,800
Toll Revenue	\$70,271,057	\$41,265,100	\$29,005,957
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
<b>Deferred Sales Tax</b>	<b>\$159,400,000</b>		<b>\$159,400,000</b>
DEFERRED SALES TAX	\$159,400,000		\$159,400,000
<b>**Unfunded Program</b>	<b>\$1,566,000,000</b>		<b>\$1,566,000,000</b>
I-5 TO THE FLOATING BRIDGE	\$1,566,000,000		\$1,566,000,000

\*TPA Includes \$10M from ESSB6001 for west side design development

\*\* In January 2015, WSDOT announced an updated cost estimate of \$4.47 billion to reconstruct the SR 520 corridor. The new estimate included a \$1.57 billion cost to construct SR 520's unfunded western segment. (A 2012 estimate put that cost at \$1.40 billion.)



Cumulative Reserve	\$432,500,000
January Change Orders	(\$117,501)
Previous Change Orders	(\$308,932,444.00)
<b>Current Reserve</b>	<b>\$123,450,055</b>

### Pontoon Construction Project

#### ABERDEEN PONTOONS OVERVIEW

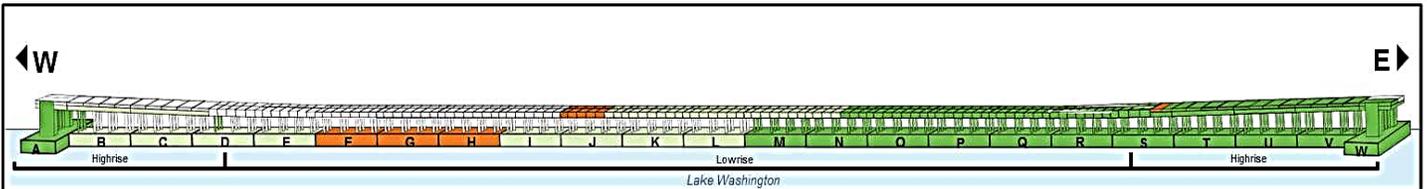
The Washington State Department of Transportation is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in July 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General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



*Pontoon G final deck pour*

Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,832,840
<b>Current Contract Value</b>	<b>\$449,162,840</b>

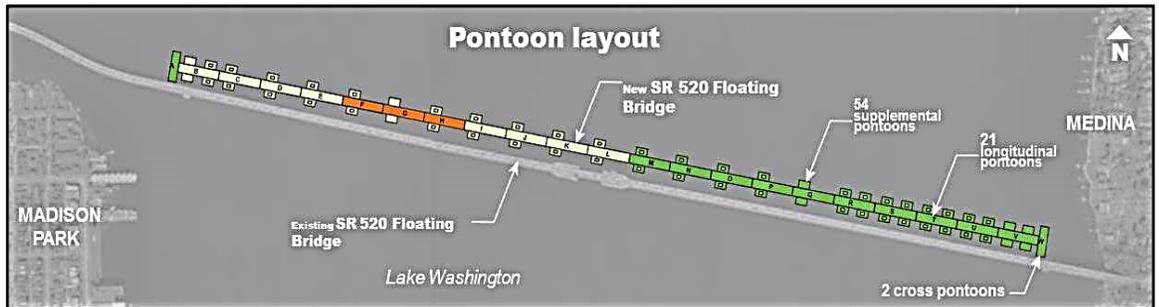
*Pontoon tracking on Lake Washington, 1/29/15*



**GRAPHIC KEY AND FACTS**

- 776 low-rise roadway deck sections
- 23 high-rise roadway deck spans
- 331 girders
- 772 columns
- 21 longitudinal pontoons + 2 cross pontoons

■ In Final Location  
■ Construction Complete  
■ Under Construction  
■ Future Construction



**Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.**

- 465 out of 776 pre-cast deck panels have been constructed. 274 of 776 have been placed.

**High-rise roadway deck includes girders and cast-in-place deck.**

- 13 out of 23 cast-in-place deck spans have been constructed.
- 331 out of 331 girders have been constructed. 196 of 331 have been placed.

**The number of columns shown is a representation of the total number of columns.**

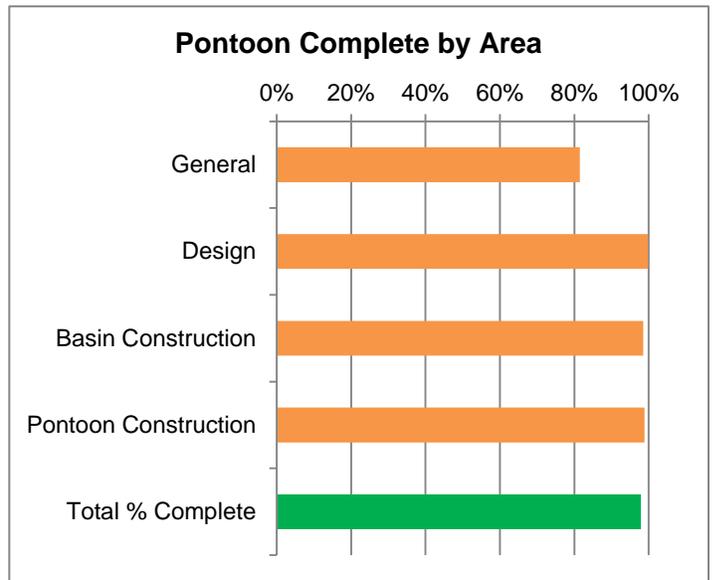
- 384 out of 772 columns have been installed.

- Current number of pontoons on Lake Washington: 74
- Total number of pontoons constructed to date: 74
- Pontoons currently under construction: 3

Note: not to scale, for illustrative purposes only

### JANUARY ACCOMPLISHMENTS

Work continued on Cycle 6. Pontoon F is 80 percent complete. Pontoon G is 78 percent complete and Pontoon H is 91 percent complete. Crews completed rebar, forms, installed water-tight doors, continued crack mapping and deck slab repair.



### RISK

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



*Aberdeen: Preparing Pontoon H for concrete pour*

### JANUARY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 98 percent of the budget.

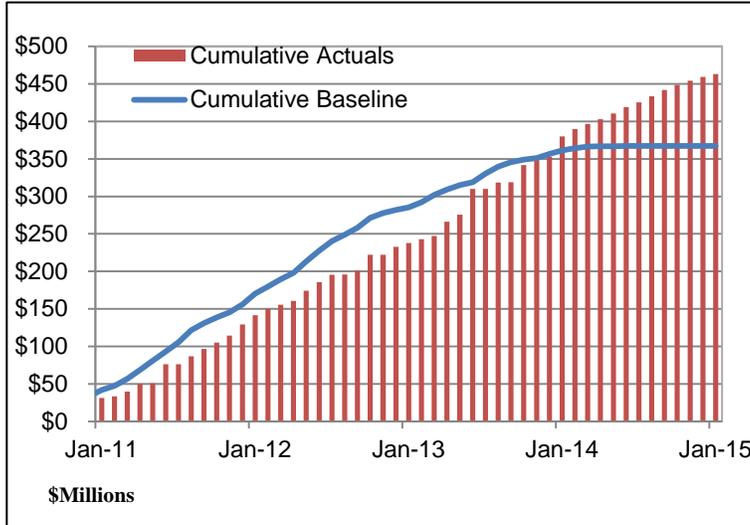
	Current Budget	Actuals to Date	Remaining Budget
<b>Pontoon Construction Project Totals</b>	<b>\$511,581,514</b>	<b>\$501,282,092</b>	<b>\$10,299,422</b>
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
<b>Construction</b>	<b>\$473,223,210</b>	<b>\$463,101,571</b>	<b>\$10,121,639</b>
<i>Current Contract Value</i>	\$449,162,840	\$444,722,032	\$4,440,808
<i>Agreements</i>	\$9,449,562	\$8,332,864	\$1,116,698
<i>Construction Engineering</i>	\$14,610,808	\$10,046,675	\$4,564,133
<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 Jan 31, 2015

### JANUARY CHANGE ORDER SUMMARY

There was one change order executed in January for zero cost. All executed change orders total \$81,832,840.00 at the time of this report.

**JANUARY PERFORMANCE**



The Schedule Performance Index (SPI) to date for the contractor is 1.26. This indicates the contractor is ahead of schedule due to Change Order 111's adjusted completion milestones.

Aberdeen: Pontoon H end wall after forms removed

**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	4/22/2014
Pontoon Cycle 5 Segment Complete	10/14/2014	9/30/2014
Pontoon Cycle 6 Segment Complete	4/14/2015	Early
Physical Completion	8/12/2015	Early
Final Completion	12/10/2015	Early

### JANUARY 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	1267	34	1301	0	1301

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	781	15	7	200 days
Nonconformance Issues (NCI)	198	25	2	128 days

### JANUARY 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	13	0	13
Lost Time Incidents	1	0	1
Contract Days without an Incident	156	28	184

No recordable incidents occurred in January.

### JANUARY 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)	47*	1	48
Minor Environmental Event	30*	2	32

\*On 11/21/14 a Noncompliance Event was identified (previously unreported). K-G confirmed that stormwater discharging from an outfall into the West Ditch had a turbidity of 60 NTU (nephelometric turbidity units), which exceeds the 50 NTU limit in the NPDES Sand and Gravel General Permit. K-G took steps to stop the flow, and provided telephone notification of the noncompliance to the Department of Ecology. K-G will send a written follow-up report to Ecology and prepare an ECAP Incident Report for WSDOT.

\*On 11/26/14 a Noncompliance Event was identified (previously unreported). K-G confirmed analytical data showed dewatering water (groundwater) discharging to the constructed on-site infiltration trench had a Total Dissolved Solids (TDS) value of 12,200 mg/L. The NPDES Sand and Gravel General Permit limit is 500 mg/L. K-G provided immediate telephone notice to the Department of Ecology and took interim corrective actions to stop flow to the trench. The incident triggered WSDOT’s Environmental Compliance Assurance Procedure.

### JANUARY ENVIRONMENTAL SUMMARY - CONTINUED

**"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.

\*On 12/22/14 a Minor Environmental Event was identified (previously unreported) K-G informed WSDOT of a spill of hydraulic oil from a forklift to paved asphalt access road on the project site, and the adjacent leased parcel of land at the City of Aberdeen WWTP. The spill was immediately addressed, contained/cleaned up, and was not reportable to agencies.

\*On 1/5/15 a Noncompliance Event was identified. Unusually heavy winter storm in the Aberdeen area from Sunday 1/4/15 to midday 1/5/15 resulted in precipitation exceeding the 10-year 24-hour "design storm." NOAA data shows rainfall totals of ~ 6.57 inches in 24 hours prior to 1 p.m. on 1/5/15, when K-G was forced to open a drainage structure in Pond 1 to keep it from overtopping, which resulted in a turbid discharge to the West Ditch. This noncompliance with the permit triggered WSDOT's ECAP, and K-G made telephone notification to the Department of Ecology as required by the permit. On 1/5/15 K-G was able to return to compliance.

\*On 1/10/15 a Minor Environmental Event was identified. K-G informed WSDOT of a hydraulic fluid leak to the onsite asphalt roadway from one of CalPortland's trucks. K-G crews immediately began containment and cleanup efforts, which were completed several hours later. K-G determined the spill did not trigger an ECAP and was not reportable to agencies given no oil reached waters of the state and did not pose an imminent threat.

\*On 1/20/15 a Minor Environmental Event was identified. K-G informed WSDOT that a spill of hydraulic fluid occurred from a man-lift operating inside the casting basin. K-G's containment and cleanup efforts were prompt, and no oily sheen escaped to Pond 1. Given no release to waters of the state, K-G determined the incident did not trigger an ECAP or require reporting to agencies.

### Eastside Transit and HOV Project

#### EASTSIDE OVERVIEW

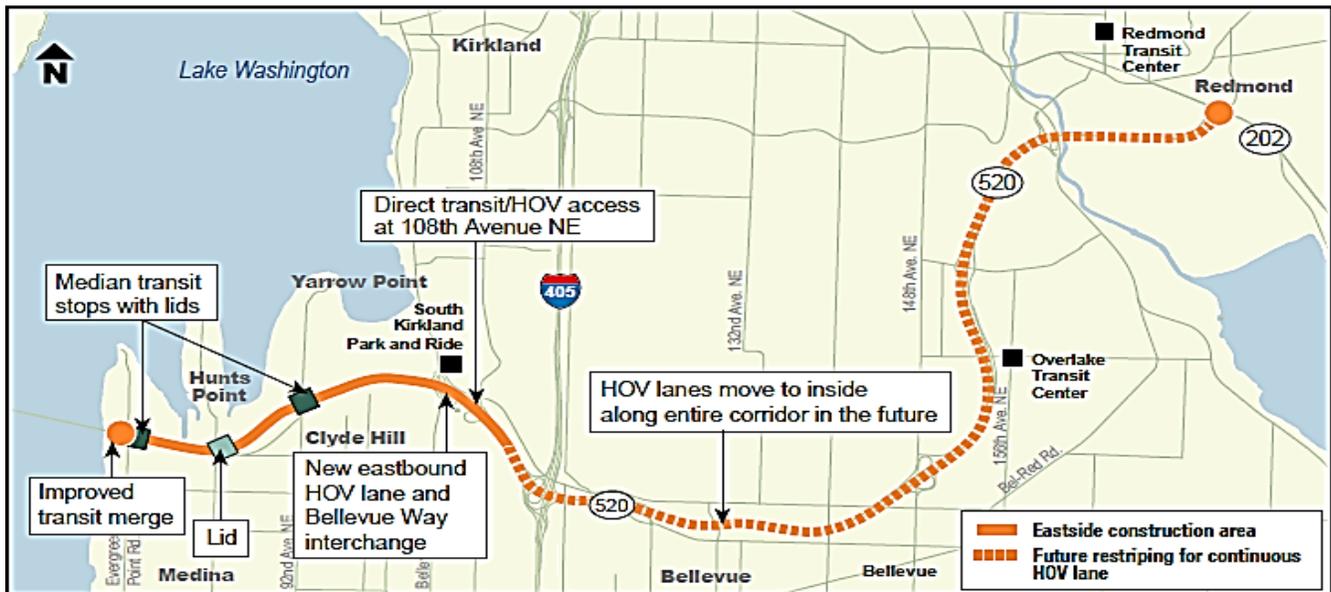
The Eastside Transit and HOV Project will complete and improve the 2.5-mile HOV system from Evergreen Point Road to the I-405 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as two new transit station facilities, three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

Original Engineers Estimate	422,064,082
Bid Price	306,278,000
Change Orders to date	\$57,358,392
<b>Current Contract Value</b>	<b>\$363,636,392</b>



Fairweather Bay: Pond J

Eastside Project Area Map



**JANUARY ACCOMPLISHMENTS**

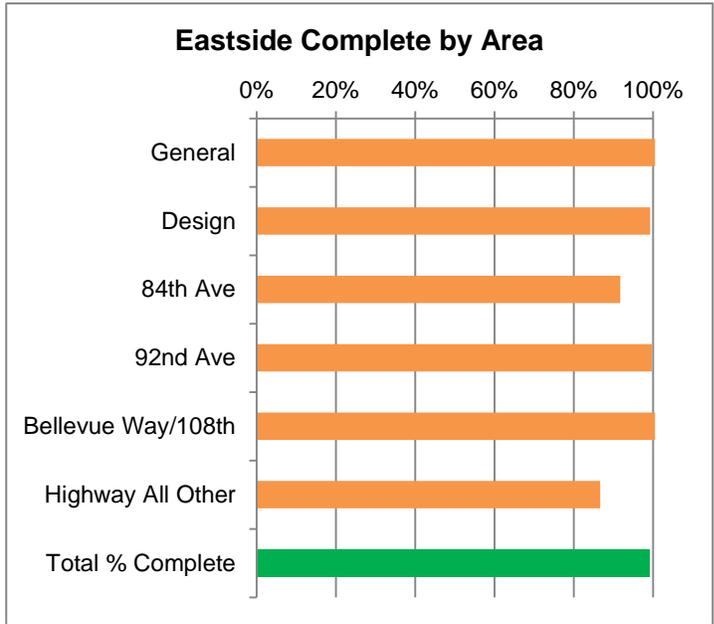
Evergreen Point Road/Fairweather Bay Area: Crews continued landscaping at Fairweather Park.

92nd Avenue Northeast: Crews scored and saw cut sidewalks. Crews did landscaping on both the east and west side of the lid.

84th Avenue Northeast: In the 84th Avenue area, crews continued landscaping, installed irrigation and paved around electrical cabinets, vaults and junction boxes. North of the 84th Avenue lid, crews installed pavers and fencing from noise wall 1 to noise wall 4. Crews also installed site features, railings and light fixtures.

Bellevue Way: Crews replaced lighting and installed underdrain and fencing from noise wall H to the SR 520 eastbound bridge over 108th Avenue.

108th Avenue Northeast and Northup Way: Crews replaced lighting and installed fencing.



**RISK**

- Completion of remaining Evergreen Point Area 2 work and transfer to the Floating Bridge and Landings.
- Physical completion on all project work by the spring of 2015.



Eastside: 84th Avenue Northeast sidewalk work

### JANUARY COSTS

Preliminary engineering is complete. The right of way budget is 85 percent complete. The total actual cost to date from the contractor is 98 percent of the budget.

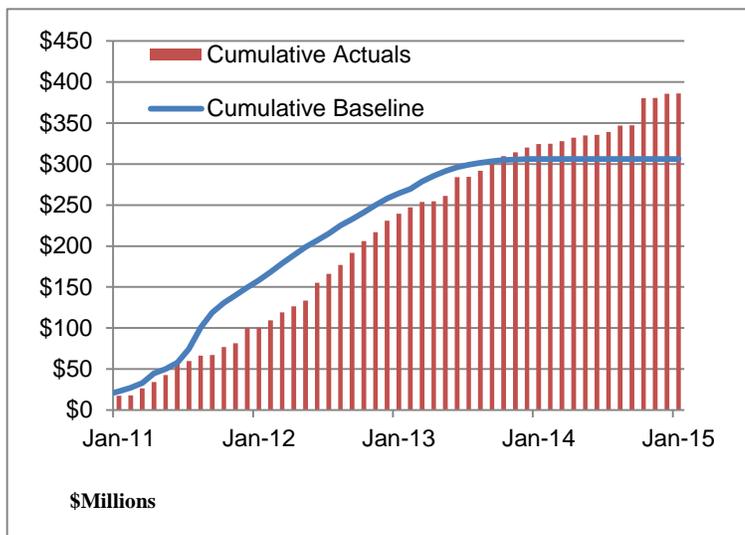
	Current Budget	Actuals to Date	Remaining Budget
<b>Eastside Construction Project Totals</b>	<b>\$455,069,393</b>	<b>\$444,971,432</b>	<b>\$10,097,961</b>
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,512	\$27,180,846	\$4,698,666
<b>Construction</b>	<b>\$391,495,371</b>	<b>\$386,096,076</b>	<b>\$5,399,294.84</b>
Current Contract Value	\$363,648,492	\$359,509,392	\$4,139,100
Agreements	\$12,299,552	\$11,196,607	\$1,102,945
Construction Engineering	\$13,108,615	\$12,952,166	\$156,449
State Force Work	\$402,626	\$407,325	-\$4,699
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$2,036,087	\$2,030,587	\$5,500

Cost information through Jan. 31, 2015

### JANUARY CHANGE ORDER SUMMARY

There were three (3) change orders reported in January with a net credit of \$117,501.00. The Eastside project's executed change orders total \$57,358,392.00 at the time of this report.

### JANUARY PERFORMANCE



92nd Avenue Northeast lid pavers (looking north)

The Schedule Performance Index (SPI) is 1.26. Contractor is targeting March 9, 2015, for substantial completion.

### SUMMARY SCHEDULE

The forecasted completion date is part of the ongoing discussions between WSDOT and Eastside Corridor Constructors.

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	7/28/2014
Evergreen Point Area Phase II Work Completion	10/31/2014	Late
Construction Substantial Completion	12/31/2014	Late
Construction Physical Completion	5/30/2015	On Schedule

### JANUARY 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	3026	0	3026	41	2985

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	586	16	2	180 days
Nonconformance Issues (NCI)	309	6	0	463 days

### JANUARY SAFETY SUMMARY

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	13	0	13
Lost Time Incidents	0	0	0
Contract Days without an Incident	137	30	167

No safety incidents occurred in January 2015.

### JANUARY 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)	74	0	74
Minor Environmental Event	224	0	224

No environmental incidents were reported in January 2015.

# Floating Bridge and Landings Project

## FLOATING BRIDGE AND LANDINGS

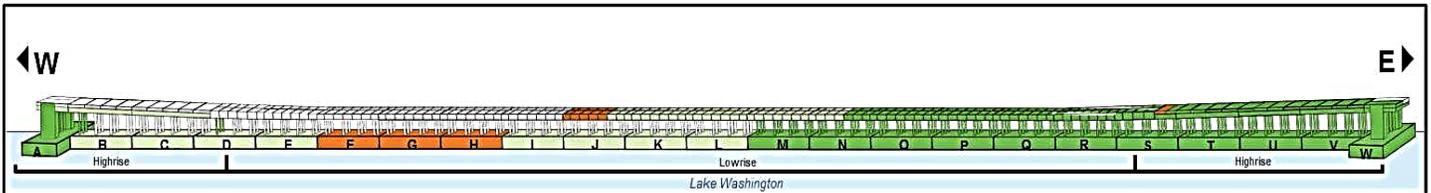
The SR 520 Floating Bridge and Landings (FB&L) Project will replace the existing, vulnerable four-lane structure with a new six-lane bridge that can withstand windstorms of up to 89 miles per hour. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the east end. The project includes construction of 44 supplemental stability pontoons in Tacoma.



Westbound East Approach segmental construction

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$166,815,574
<b>Current Contract Value</b>	<b>\$753,376,574</b>

Pontoon tracking on Lake Washington, 1/29/15

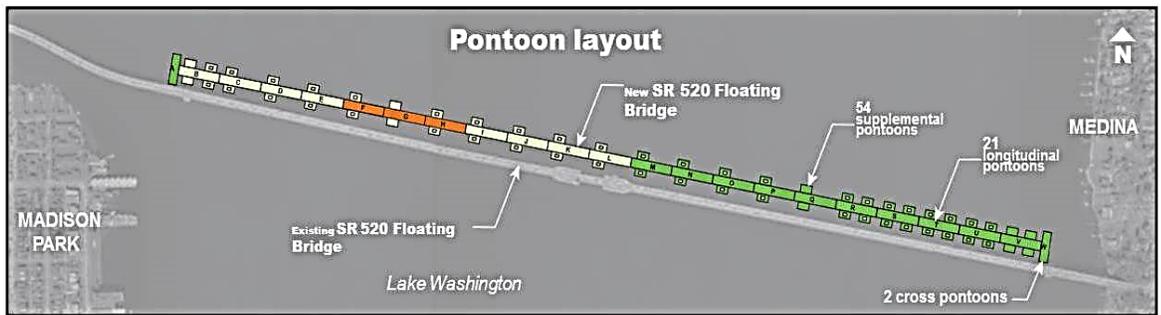


**GRAPHIC KEY AND FACTS**

- 776 low-rise roadway deck sections
- 23 high-rise roadway deck spans
- 331 girders
- 772 columns
- 21 longitudinal pontoons + 2 cross pontoons

Legend:

- In Final Location
- Construction Complete
- Under Construction
- Future Construction



**Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.**

- 465 out of 776 pre-cast deck panels have been constructed. 274 of 776 have been placed.

**High-rise roadway deck includes girders and cast-in-place deck.**

- 13 out of 23 cast-in-place deck spans have been constructed.
- 331 out of 331 girders have been constructed. 196 of 331 have been placed.

**The number of columns shown is a representation of the total number of columns.**

- 384 out of 772 columns have been installed.

- Current number of pontoons on Lake Washington: 74
- Total number of pontoons constructed to date: 74
- Pontoons currently under construction: 3

Note: not to scale, for illustrative purposes only

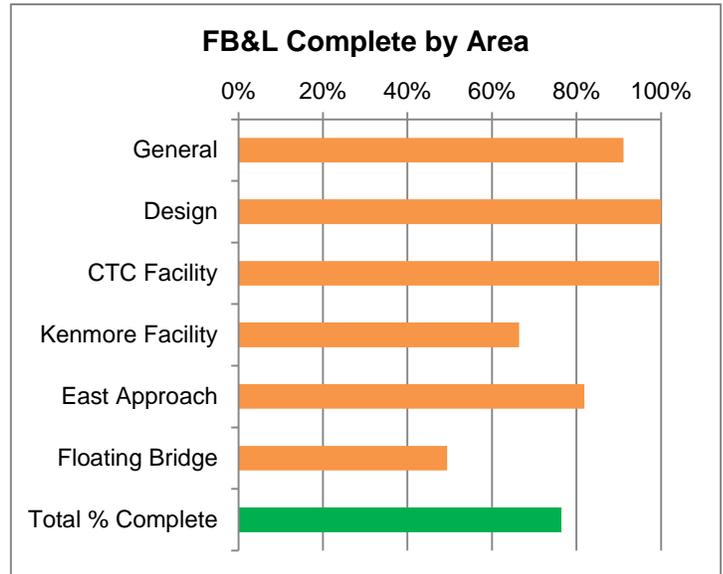
### JANUARY ACCOMPLISHMENTS

Concrete Technology Corp. (CTC) in Tacoma: Demobilization of the CTC casting basin was completed.

Floating Bridge: Crews continued joining operations for both supplemental and longitudinal pontoons. Crews on the floating bridge continued construction of high-rise and low-rise columns, high-rise cross beams and decks, and placement of low-rise deck panels. East Approach Bridge: Crews continued construction of the westbound segmental spans.

Medina Area: Crews continued to build out the maintenance facility walls and floors.

Kenmore: Crews continued building precast deck panels for the low-rise superstructure.



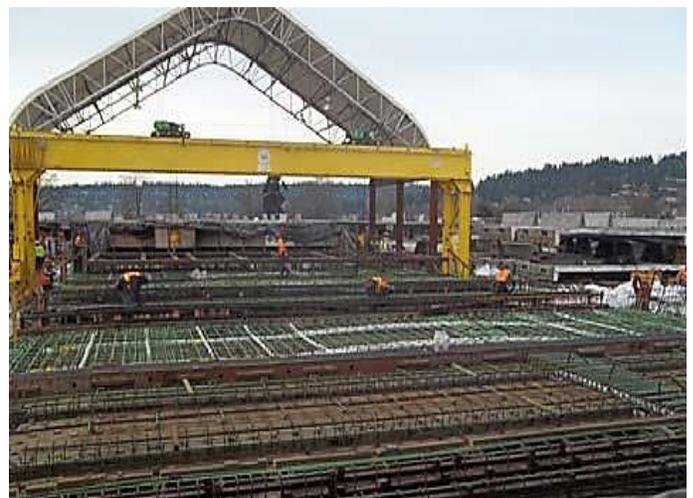
### RISK

There have been environmental concerns regarding project use of the Kenmore site. WSDOT is monitoring the situation.

Bolt-hole alignment will continue to be a risk to joining as pontoons are brought into the joining sequence and the alignment of the bolt holes between pontoons is known.

The final cycle of pontoons from Grays Harbor will be completed in March 2015. Until all Grays Harbor pontoons are assembled on Lake Washington there will continue to be a risk of delay or workmanship issues that may impact contractor productivity or require modifications/repairs.

The West Approach Bridge North (WABN) contract was awarded in July 2014 and work has commenced. Coordination is required between contractors and WSDOT project offices.



*FB&L: Placing deck panel rebar at Kenmore*

### JANUARY 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.

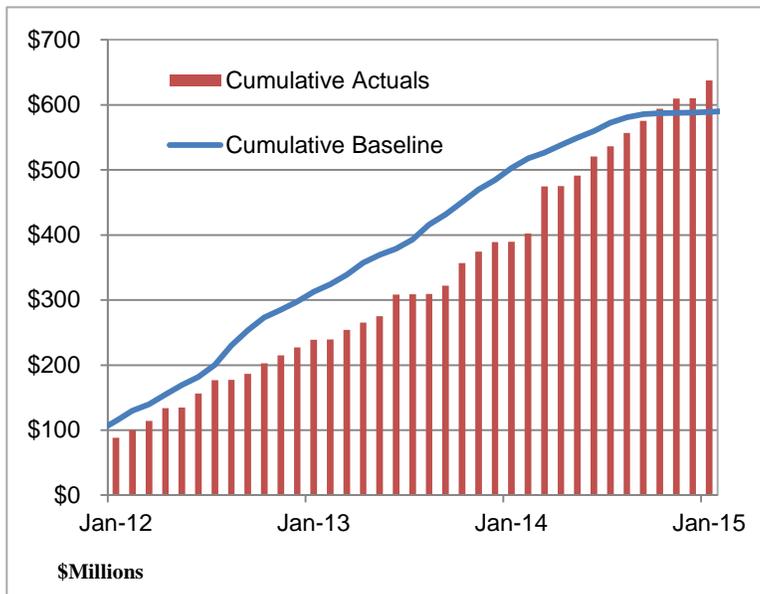
	Current Budget	Actuals to Date	Remaining Budget
<b>Floating Bridge and Landings Construction Project Totals</b>	<b>\$834,089,973</b>	<b>\$651,670,235</b>	<b>\$182,419,738</b>
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,360,743	\$1,532,591
<b>Construction</b>	<b>\$818,537,576</b>	<b>\$637,650,429</b>	<b>\$180,887,147</b>
<i>Current Contract Value</i>	\$753,376,576	\$584,972,759	\$168,403,817
<i>Agreements</i>	\$36,511,106	\$30,704,855	\$5,806,251
<i>Construction Engineering</i>	\$20,909,894	\$15,264,689	\$5,645,206
<i>State Force Work</i>	\$60,000	\$3,270	\$56,730
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$7,680,000	\$6,704,857	\$975,143

Cost information through Jan. 31, 2015

### JANUARY CHANGE ORDER SUMMARY

There were five (5) zero-cost change orders executed in January. Change orders total \$166,815,574.00 for the FB&L project at the time of this report.

### JANUARY PERFORMANCE



The Schedule Performance Index (SPI) is at 1.08 through January 2015. Work is progressing well and contractor is on schedule.

FB&L: Setting precast panels at Pontoon O

### SUMMARY SCHEDULE

The contractor's current schedule submittal is showing on-time substantial completion by April 28, 2016, consistent with the 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	8/23/2013
Substantial Completion	4/28/2016	On Time
Physical Completion	2/22/2017	Early

### JANUARY 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	2832	108	2940	37	2903

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	305	66	10	279 days
Nonconformance Issues (NCI)	754	68	8	100 days

### JANUARY 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	32*	0	33
Lost Time Incidents	4	0	4
Contract Days without an Incident	21	31	52

\*On 10/24/2014, a Recordable Incident occurred in Kenmore (previously unreported). A worker fell on his shoulder, causing a strain that required a doctor’s appointment and physical therapy.

### JANUARY 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	Total
Noncompliance Event (ECAP)	42	0	42
Minor Environmental Event	40	0	40

No Environmental incidents were reported in January 2015.

## West Approach Bridge North Project

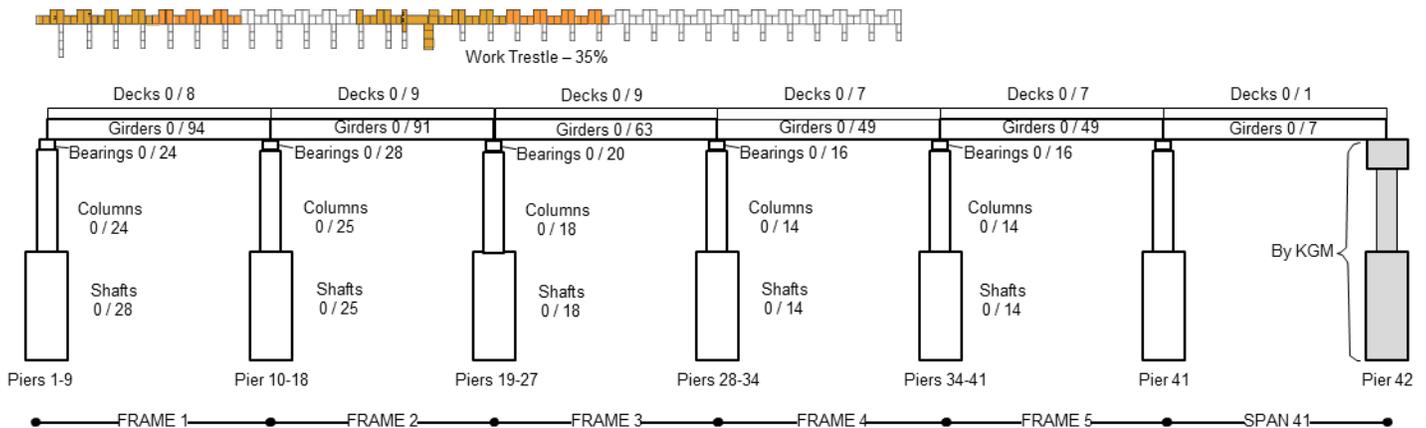
### CONSTRUCTION OVERVIEW

The West Approach Bridge North Project (WABN), the first stage of western landings for the new SR 520 floating bridge, continues WSDOT's commitment to replace vulnerable structures and improve mobility for motorists. The new approach bridge, more than 6,000 feet long, will support a six-lane highway corridor and a regional shared-use path for bicyclists and pedestrians between the new floating bridge and Montlake. The WABN project will also greatly benefit the local built and natural environment by improving stormwater treatment, employing noise reduction measures, mitigating for wetland and aquatic impacts, and improving the Arboretum and local parks.



Work-trestle construction on Union Bay

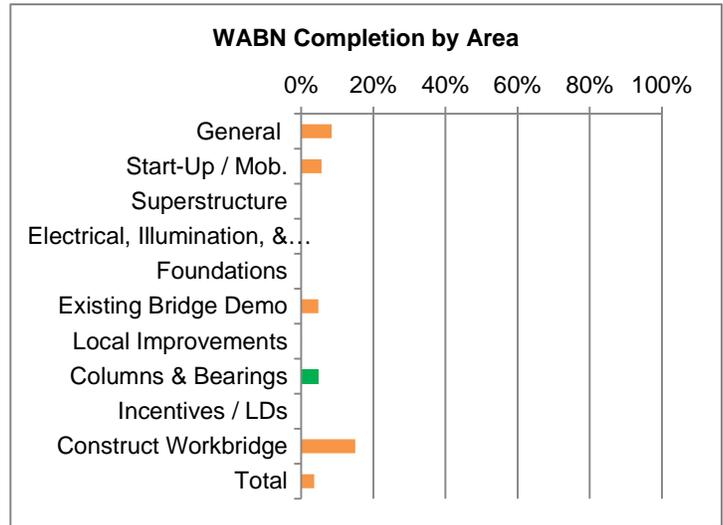
Original Engineers Estimate	\$209,905,586
Bid Price	\$199,537,371
Change Orders to date	\$0
<b>Current Contract Value</b>	<b>\$199,537,371</b>



West Approach Bridge North progress tracker as of Jan.31, 2015

### JANUARY ACCOMPLISHMENTS

Through Jan. 31, the contractor completed demolition of pier caps and columns for spans BR1, W1, W2 and W4 of the R.H. Thomson ramps. Also, the contractor established access for work-trestle construction from Foster Island and the old Museum of History and Industry, and completed work-trestle spans 1 through 30 at Union Bay and 48 through 79 at Foster Island. In January, the contractor completed asbestos abatement at the former MOHAI building.



### RISK

- Environmental noncompliance events.
- Work-trestle construction and casing installation during first in-water work window.
- Demolition of R.H. Thomson “Ramps to Nowhere” to make way for construction of temporary off-ramps to Montlake Boulevard and 24th Avenue East.
- Geotechnical difficulties.



*Work-trestle construction on Foster Island*

## JANUARY COSTS

The preliminary engineering and right of way phases are nearly complete; final costs are being recorded. There have been three payments made to the contractor through January 2015.

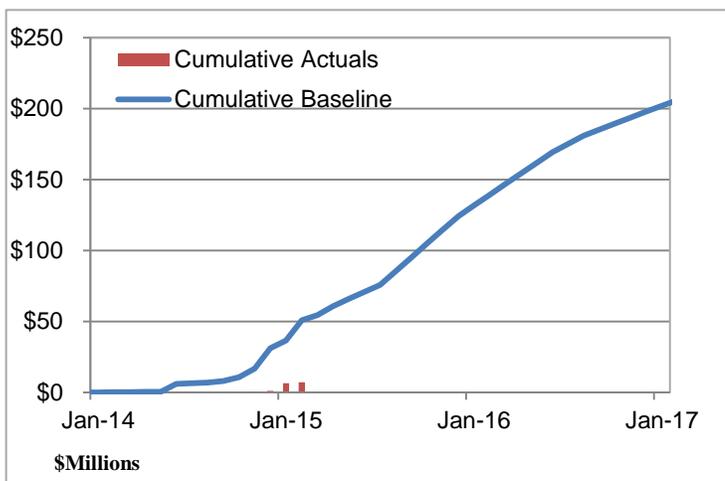
	Current Budget	Actuals to Date	Remaining Budget
<b>West Approach Bridge North Project Totals</b>	<b>\$244,233,747</b>	<b>\$24,566,367</b>	<b>\$219,667,380</b>
Preliminary Engineering	\$17,899,998	\$13,355,654	\$4,544,344
Right of Way	\$5,000,000	\$3,904,446	\$1,095,554
<b>Construction</b>	<b>\$221,333,749</b>	<b>\$7,306,267</b>	<b>\$214,027,482</b>
Current Contract Value	\$199,537,371	\$4,776,410	\$194,760,960
Agreements	\$7,042,912	\$1,040,957	\$6,001,954
Construction Engineering	\$14,689,182	\$1,464,753	\$13,224,429
State Force Work	\$10,285	\$10,301	-\$16
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$54,000	\$13,846	\$40,154

Cost information through Jan.31, 2015

## JANUARY CHANGE ORDER SUMMARY

There have been no change orders executed to date.

## JANUARY PERFORMANCE



Cumulative actuals are \$7.1 million as of January 2015



MOHAI building walkthrough, abatement progress

### SUMMARY SCHEDULE

The preliminary 120-day schedule was submitted on Sept. 11. WSDOT reviewed the 120-day schedule and determined that it did not meet requirements. As a result, the schedule was returned to the contractor without approval. Three baseline schedule candidates have been submitted by the contractor, reviewed by WSDOT, and rejected.

<i>Milestone</i>	<i>Contract Date</i>	<i>Actual/Trend</i>
First Charged Working Day	9/11/2014	9/11/2014
Begin Access East of Pier 33	9/1/2015	9/1/2015
Begin Access to Floating Bridge	9/1/2016	9/1/2016
Bridge Open to Traffic	6/20/2017	6/20/2017
End of Working Days	11/3/2017	11/3/2017

### JANUARY SAFETY SUMMARY

	<b>Previous Total</b>	<b>Current Period</b>	<b>Project Total</b>
Work-related injuries requiring first aid only	1	0	1
Work-related injuries resulting in transfers or restrictions	0	0	0
Work-related injuries resulting in days away from work	0	0	0

### JANUARY ENVIRONMENTAL SUMMARY

	<b>Previous Total</b>	<b>Current Period</b>	<b>Project Total</b>
Noncompliance Event (ECAP)	14	4	18
Minor Environmental Event	0	0	0

There were four environmental noncompliance events in January. All events were reported to the appropriate agency.

- On 1/7/15 a Noncompliance Event was identified. A crane used by the pile-driving crew had a coupling between hoses break, leaking hydraulic fluid into Lake Washington.
- On 1/8/15 a Noncompliance Event was identified. Excavation under the R.H. Thomson ramp was performed without an archaeological monitor present.
- On 1/15/15 a Noncompliance Event was identified. Back-up alarms for night work did not meet the requirements of the temporary noise variance.
- On 1/27/15 a Noncompliance Event was identified. A half-gallon of vegetable-based hydraulic fluid spilled into Union Bay during bridge column demolition.

**GLOSSARY 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	Supplemental Stability Pontoon
TCE	Temporary Construction Easement
TIFIA	Transportation Infrastructure Finance and Innovation Act
WABN	West Approach Bridge North
WCB	West Connection Bridge
WSDOT	Washington State Department of Transportation

### For more information

Visit: [www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)  
E-mail: [SR520Bridge@wsdot.wa.gov](mailto:SR520Bridge@wsdot.wa.gov)  
Call: 1-888-520-NEWS (6397)  
Mail: Washington State Department of Transportation  
SR 520 Bridge Replacement and HOV Program  
999 3rd Avenue, Suite 2200  
Seattle, WA 98104

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