



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

MARCH 2014



Eastside: Evergreen Point Road transit station



Eastside: 92nd Avenue Northeast lid deck east edge wall



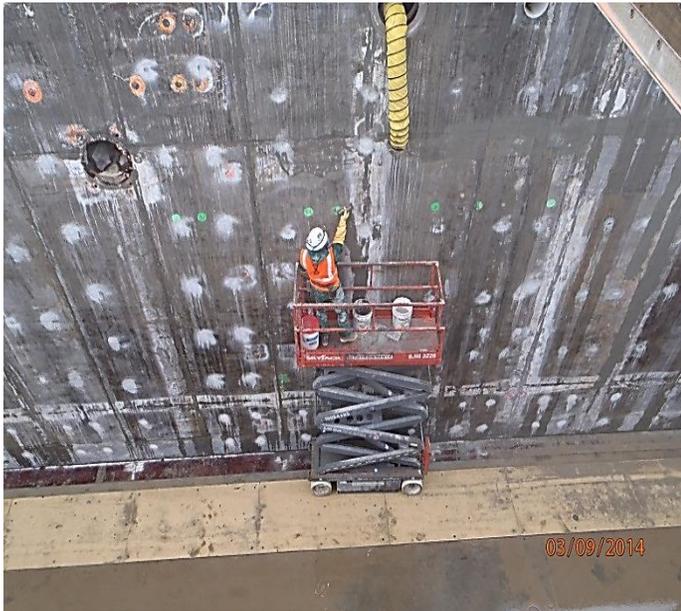
West Connection Bridge: Pier 34 looking west



Tacoma: placing interior walls in new pontoons

DATE PUBLISHED: MAY 19, 2014





Aberdeen: applying waterproofing to exterior wall on pontoon E



Floating Bridge and Landings: crossbeam falsework

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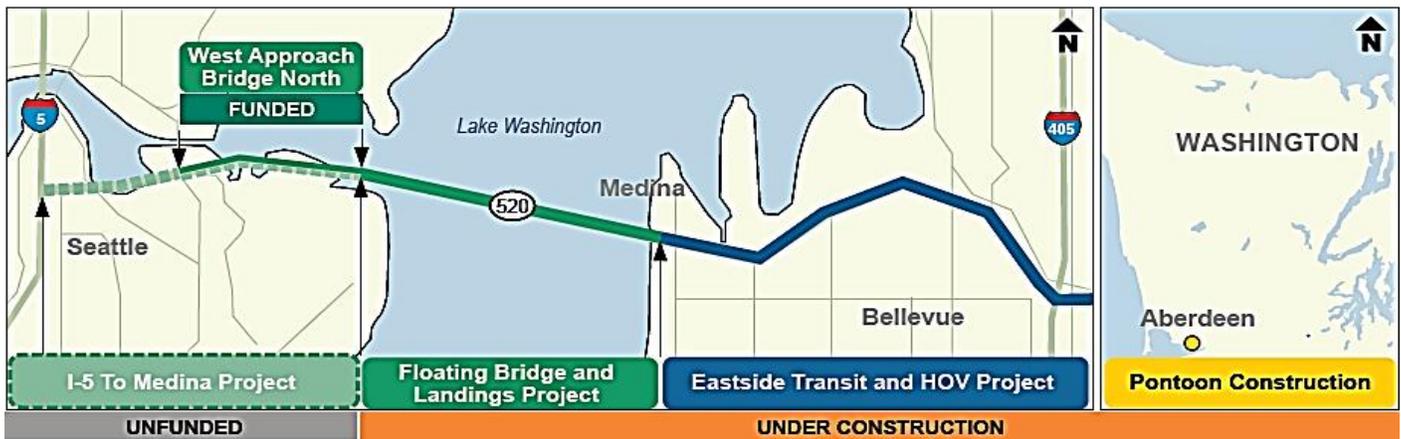
Executive Summary

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.



Kenmore: deck panel concrete pour



Map of SR 520 Bridge Replacement and HOV Program

CURRENTLY FUNDED PROGRAM

We are currently funded to move forward with:

- Constructing a new, safer floating bridge, as well as a fixed West Connection Bridge linking the new floating bridge to SR 520's existing four-lane segment in Seattle.
- Building pontoons at casting basin facilities in Tacoma and Grays Harbor.
- Constructing the Eastside Transit and HOV Project.
- Building the north half of the new west approach bridge, and connecting six lanes of traffic from the Montlake interchange to the new floating bridge.
- Continuing to design the remaining elements of the west side of the corridor.

Program Status

Pontoon Construction Project (PCP): Crews completed bollards and temporary access openings on pontoons BNW and DSW, and finished waterproofing both of these pontoons. Work on the remaining Cycle 4 pontoons continues with an expected finish date in April.

Eastside Transit and HOV: In March ECC continued working on the lids at Evergreen Point Road and 84th Avenue Northeast. The concrete platforms at the transit locations were completed in March.

Floating Bridge and Landings (FB&L): Crews poured wall 1 at Tacoma's Concrete Technology Corp. site (for 5th of 6 cycles); poured web pier table diaphragm and stem walls at Pier 1; poured end span on the top deck at Pier 3; and from the coffer cell completed repair work on Pontoon V and moved coffer cell to pontoon U for more pontoon repair work.

West Connection Bridge (WCB): Crews drilled and poured shaft 29, and completed transitions at Piers 27, 28, 29 and 30, as well as columns 30 and 28.



FB&L: crossbeam concrete pour

MAJOR RISKS

Notable major risks that could delay the program or increase costs include:

- Weather, tides or other natural events that delay pontoons needed for the FB&L project.
- Production and quality issues that further delay pontoons needed for the FB&L project.
- Inflation costs for labor, materials and equipment.
- New requirements or contract changes required by local communities, regulatory groups or agencies.
- Pontoon repairs that do not go as planned.
- Pontoon moorage is not available as needed.

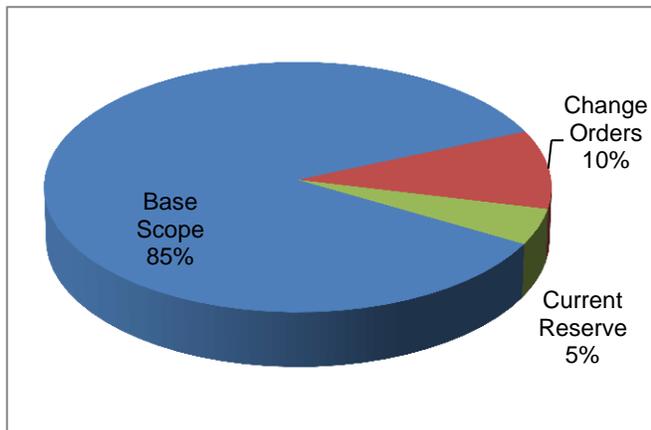
UPCOMING MILESTONES

- **Pontoons:** Crews will finish waterproofing, install stage end wall fenders and eye pads in preparation for Cycle 4 float-out in April.
- **Eastside Transit and HOV:** In April crews will continue lid finishes, pavers, plants and drains. At the Evergreen Point Road transit station, crews will install the elevator cab. At the 92nd Avenue Northeast transit station, crews will work on ancillary rooms and elevator jack platforms.
- **FB&L:** At Pier 1, crews will place shoring and top deck false work at westbound pier table. On Lake Washington, crews at the east staging area will continue to join supplemental pontoons, install post-tension cables, and stress and grout pontoons.
- **WCB:** Crews will form and pour diaphragms at piers 35 and 36. Crews will also form and pour crossbeams at piers 30, 28 and 27, and prep piers 26 and 25 for setting of girders.

Total Program

	Total Budget	Actuals to Date	Remaining
SR 520 Program Totals	\$4,128,217,150	\$1,706,269,069	\$2,421,948,081
Funded Program	\$2,724,217,150	\$1,706,269,069	\$1,017,948,081
Federal	\$470,934,699	\$96,903,191	\$374,031,508
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$152,752,816	\$78,721,308	\$74,031,508
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	\$1,608,157,031	\$499,841,410
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$492,079,654	\$388,362,853	\$103,716,801
NICKEL ACCOUNT STATE DOLLARS	\$52,244,156	\$52,243,840	\$316
SR 520 CORRIDOR	\$549,032,022	\$549,032,022	(\$0)
SR 520 GARVEE	\$923,000,000	\$601,150,040	\$321,849,960
SR 520 TOLL BONDS	\$15,062,575	\$0	\$15,062,575
SR 520 TOLL PAY-GO	\$74,006,542	\$14,794,783	\$59,211,759
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*	\$403,500,000
March Change Orders	(\$77,601,061)
Previous Change Orders	(\$200,143,219)
Current Reserve	\$125,755,720

* Includes additional funds from ESSB 6001 of approximately \$153,500,000 (\$170M less deferred sales tax of \$16.5M). Current reserve number does not reflect pending and potential change orders.

Pontoon Construction Project

ABERDEEN PONTOONS OVERVIEW

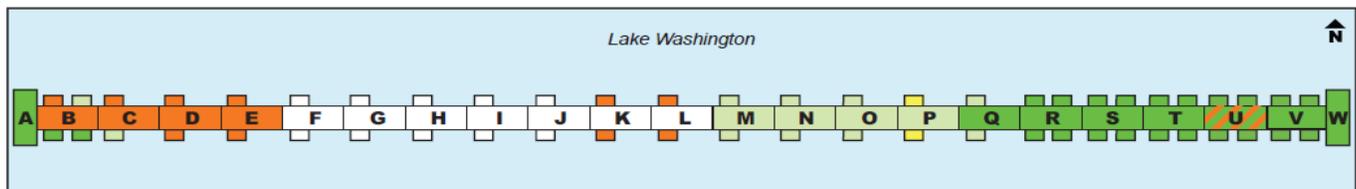
The Washington State Department of Transportation is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in March 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General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

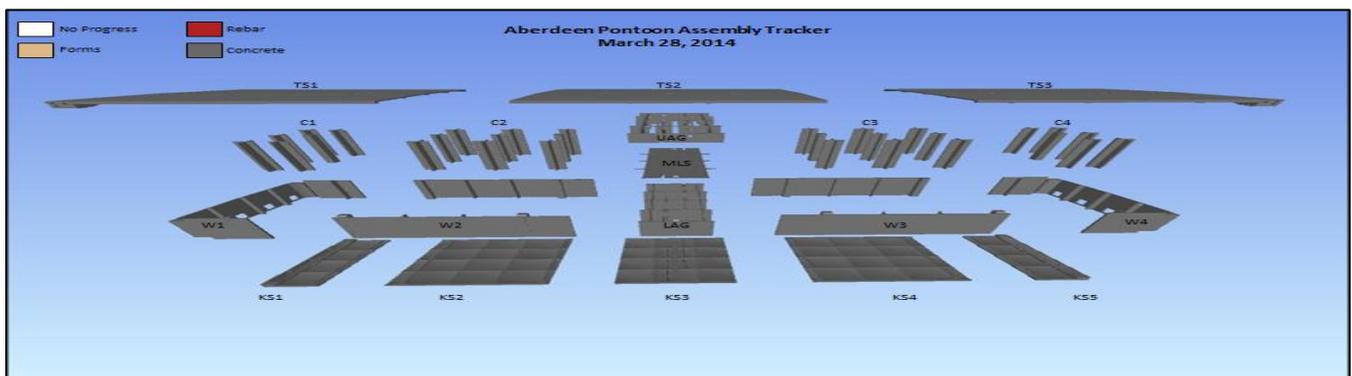
Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,662,287
Current Contract Value	\$448,992,287

Pontoon tracking on Lake Washington, 3/14/14



Note: not to scale

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

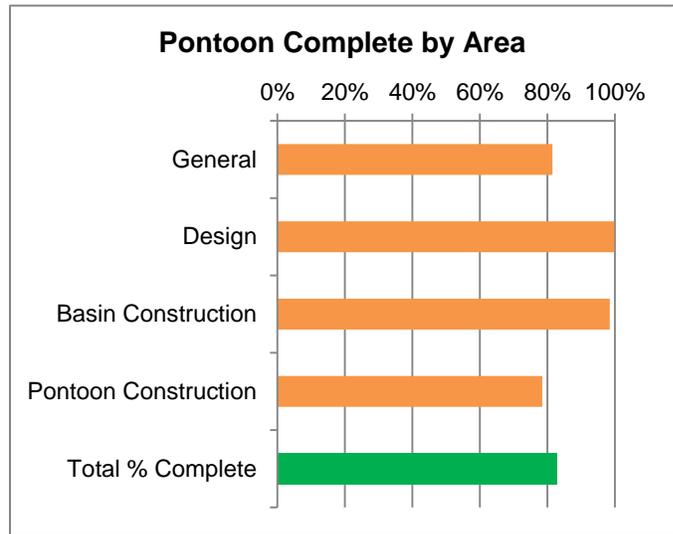


Cycle 4 longitudinal pontoon components

MARCH ACCOMPLISHMENTS

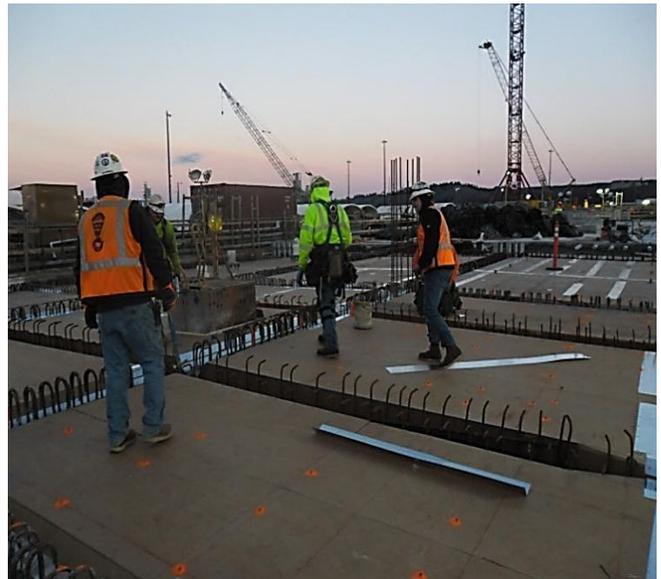
Pontoon crews in Aberdeen continued to work on Cycle 4 longitudinal pontoons E, B, C and D, and supplemental pontoons BNW and DSW. Cycle 4 pontoons are 95 percent complete.

Precast construction for Cycle 5 is 91 percent complete.



RISK

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



Pontoon D: carpenters finishing top slab forms

MARCH COSTS

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

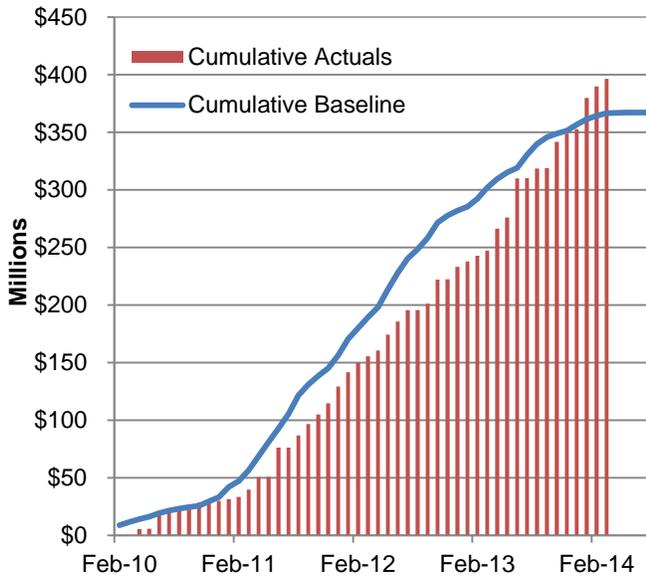
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$511,410,961	\$434,655,187	\$76,755,774
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,611,771	\$177,783
Construction	\$473,052,657	\$396,474,666	\$76,577,991
<i>Current Contract Value</i>	\$448,992,287	\$380,545,390	\$68,446,897
<i>Agreements</i>	\$9,470,204	\$7,277,510	\$2,192,695
<i>Construction Engineering</i>	\$14,590,165	\$8,651,766	\$5,938,399
<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 March 31, 2014

MARCH CHANGE ORDER SUMMARY

No change orders were executed in March. All PCP change orders total \$81,662,287 at the time of this report.

MARCH PERFORMANCE



Pontoon C: installation of towing pad

The Schedule Performance Index (SPI) to date for the contractor is 1.0. This is due to change order #111 and adjusted completion milestones.

SUMMARY SCHEDULE

The latest contractor schedule submitted in March shows project physical completion 98 days earlier than the contract date established in Change Order 111. The projected delivery dates for the remainder of the project are as follows:

Milestone	Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	2/18/2010	2/18/2010
Notice to Proceed 2 - Site Construction Start	1/10/2011	1/10/2011
Pontoon Cycle 2 Segment Complete	3/15/2014	5/4/2013
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

MARCH 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	959	63	1022	1	1021

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	659	25	10	138 days
Nonconformance Issues (NCI)	145	1	1	57 days

No major concerns with NCIs for March 2014 were identified.

MARCH SAFETY SUMMARY

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

“**Lost Time Incidents**” are job-related safety incidents that result in personnel not being able to work.

“**Contract Days without an Incident**” are the number of days since a lost-time incident has occurred.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	11	0	11
Lost Time Incidents	1	0	1
Contract Days without an Incident	51	31	82

No safety incidents for March 2014

MARCH 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)	31	4	35
Minor Environmental Event	24	1	25

On 3/5/14, high pH water (pH 13.0) and semi-solid concrete slurry were found on the ground from 3 Eco-Pans. The waste consisted of large chunks or powdery particles of concrete, sand and water. Upon notification by WSDOT at 2:55 p.m., Kiewit General (K-G) arrived to stop the release and start cleanup. By 4:30 p.m., all Eco-Pans were moved to the containment pad and removal of concrete debris and slurry had been completed. This incident triggered an ECAP.

On 3/6/14, a motor oil spill was found at 11:40 a.m. on the asphalt roadway near the construction office. The spill was visible along several hundred feet of the road and extended to city of Aberdeen streets. A tow truck arrived on site, leaking oil, to tow a personal vehicle. K-G spread and swept absorbent to clean up the oil, and placed absorbent snakes in front of the storm drain. The tow truck left at 12:11 p.m., still leaking oil, while K-G’s cleanup operation was underway. K-G’s cleanup operations were complete by 2 p.m. This incident did not trigger an ECAP.

On 3/7/14, the state Department of Ecology provided clarification to K-G that its intentional 3/4/14 conveyance of turbid stormwater (above the 50 NTU permit limit) to the project's east ditch was noncompliant with the National Pollution Discharge Elimination System (NPDES) Sand and Gravel General permit. K-G wrote an ECAP Incident Report and sent a noncompliance notification follow-up letter to Ecology documenting the incident.

On 3/18/14, during the Department of Ecology and U.S. Army Corp of Engineers' (Corps) site visit to observe KG's maintenance dredging in the launch channel, the dredging subcontractor (American) overfilled its disposal scow with two (2) dredge buckets of material, each time causing turbid water to spill over the scow side-boards and into Grays Harbor. This was inconsistent with KG's best management practices and project environmental commitments for the operation, and was also in noncompliance with the project's 401 WQ Certification. After discussion with the Ecology representative, KG's environmental compliance manager provided direct verbal notification of the noncompliance, and wrote a follow-up letter to be submitted to the agency within five days (per the permit) describing causes of the noncompliance, and corrective measures to prevent reoccurrence. The incident also triggered WSDOT's Environmental Compliance Assurance Procedure (ECAP), and KG will prepare an ECAP Incident Report for WSDOT as documentation.

On 3/25/14, K-G informed WSDOT of survey information showing portions of the project launch channel were over-dredged to a depth of minus 16 to minus 17 feet. The Army Corps of Engineers permit provided for dredging to a depth of -13 feet, with allowance for up to 2 feet of over-dredge (to -15 feet). This was reported to the Corps within 24 hours (phone call and email) as required by the permit. The Corps is discussing the issue with Ecology, the Washington Department of Natural Resources and U.S. Environmental Protection Agency, but the Corps has not asked for additional information or any follow-up actions. The noncompliance triggered WSDOT's ECAP, and K-G will prepare an ECAP Incident Report for WSDOT to describe the cause of the over-dredge and corrective actions to prevent reoccurrence.

Eastside Transit and HOV

EASTSIDE OVERVIEW

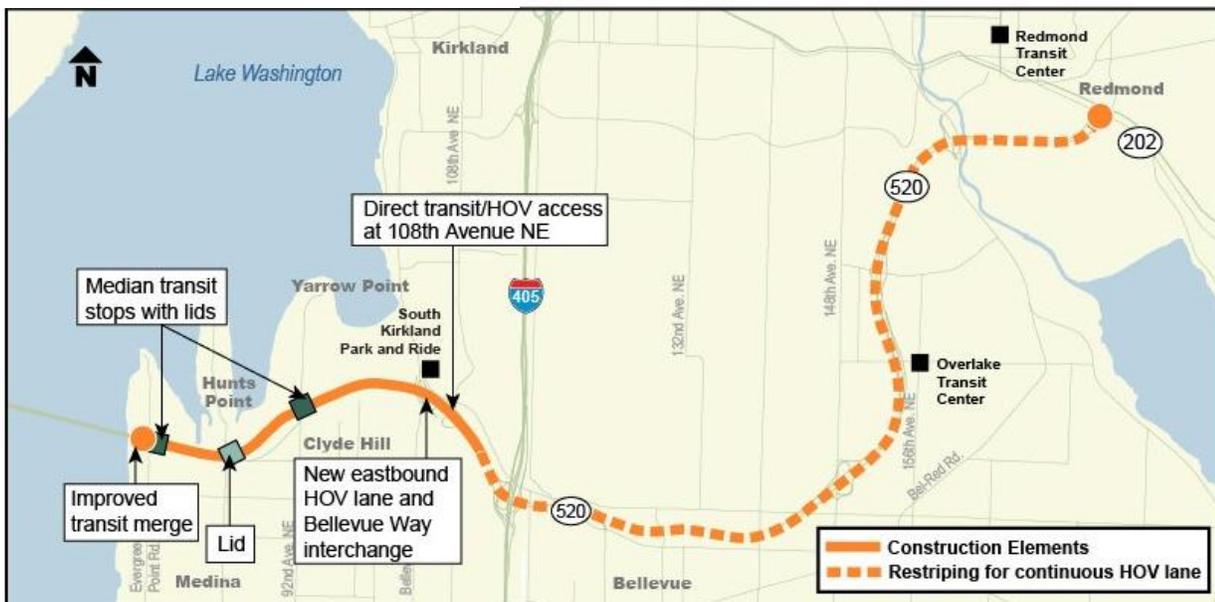
The Eastside Transit and HOV Project will complete and improve the 2.5-mile HOV system from Evergreen Point Road to the I-405 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as two new transit station facilities, three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



Yarrow Creek, with Bellevue pedestrian bridge in background

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

Eastside Project Area Map



MARCH ACCOMPLISHMENTS

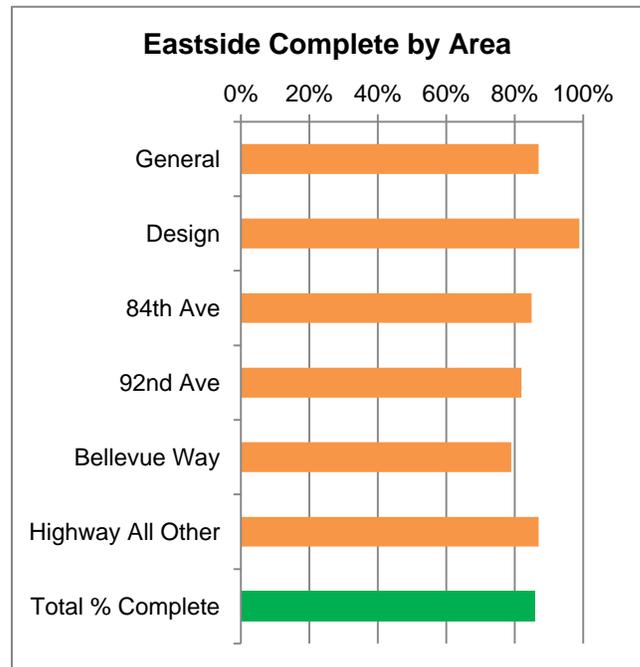
Evergreen Point Road: At the transit station, eastbound and westbound elevator work and lid finishes continued.

84th Avenue Northeast: In March, electrical facilities, sign structures, barrier and luminaire foundations in the median, and lid finishes were constructed, as well as walls along the north side of SR 520.

92nd Avenue Northeast: Walls were constructed just east of 92nd on the north side of SR 520. The installation of the underlid lighting and construction of the transit stations continued.

Bellevue Way interchange: Crews constructed walls and landscaping work in the vicinity of the pond along the northwest quadrant of Northup Way and Bellevue Way.

108th Avenue Northeast: Crews began retrofitting the existing bridge for deck widening. Work started on the construction of soil nail walls for the westbound direct access ramp.



MARCH RISK

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

WSDOT continues to work with ECC to resolve geotechnical design-dispute issues for the Bellevue Way interchange. ECC and WSDOT are reviewing the claim ECC submitted regarding additional design, construction and schedule impact costs.



Pedestrian bridge at fish passage structure A

MARCH COSTS

Preliminary engineering is complete. The right of way budget is 91 percent complete. The total actual cost to date from the contractor is 91 percent of the budget.

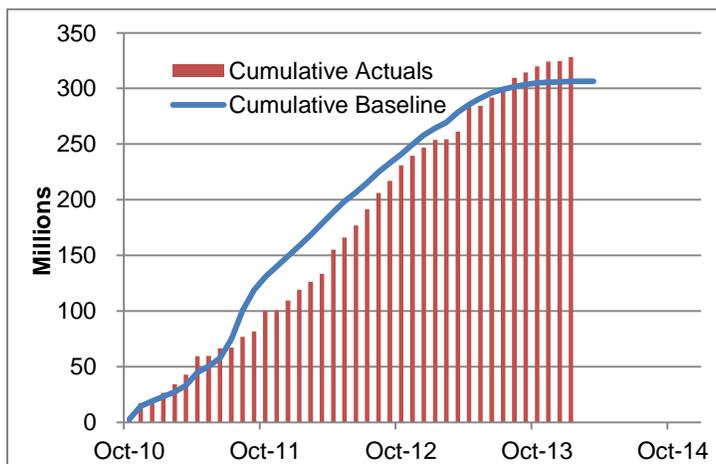
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$427,934,512	\$390,518,698	\$37,415,814
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,512	\$27,180,846	\$4,698,666
Construction	\$364,360,490	\$331,643,342	\$32,717,148.16
Current Contract Value	\$336,644,150	\$309,261,953	\$27,382,197
Agreements	\$13,016,207	\$8,871,467	\$4,144,740
Construction Engineering	\$11,660,321	\$11,162,958	\$497,363
State Force Work	\$345,626	\$321,625	\$24,001
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$2,694,187	\$2,025,339	\$668,847

Cost information through March 31, 2014

MARCH CHANGE ORDER SUMMARY

One change order was executed in March for \$53,694.00. All Eastside change orders total \$30,366,150 at the time of this report.

MARCH PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is .89 on the current budget value. This signifies the contractor is behind schedule for substantial completion.



Evergreen Point Road transit station

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

MARCH 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	2830	31	2861	49	2812
	Previous Total	Open	Current Period	Avg. Time Open	
Nonconformance Reports (NCR)	501	74	20	129 days	
Nonconformance Issues (NCI)	277	49	2	298 days	

No major concerns with NCIs for March 2014 were identified.

MARCH SAFETY SUMMARY

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

“**Lost Time Incidents**” are job-related safety incidents that result in personnel not being able to work.

“**Contract Days without an Incident**” are the number of days since a lost-time incident has occurred.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	12	0	12
Lost Time Incidents	0	0	0
Contract Days without an Incident	20	31	51

No safety incidents in the month of March 2014.

MARCH 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)	66	1	67
Minor Environmental Event	209	2	211

On 3/28/14, turbid water entered a catch basin on the south side of Northeast 28th Street near the gas station. Water pooled up within the work zone and eventually overflowed the sidewalk, went across the street, down the curb line, and into the storm sewer. A catch basin insert was in place and working properly at the time of the event. The incident, which triggered an ECAP, lasted from 3:15 p.m. until 3:55 p.m.

Two minor events occurred in March: On March 19, 1.5 cups of hydraulic fluid spilled to the ground at the direct access ramp north of Points Drive Northeast, and on March 19, 1.5 gallons of hydraulic fluid spilled on the ground east of the Fish Passage Structure-A inlet.

Floating Bridge and Landings Construction Project

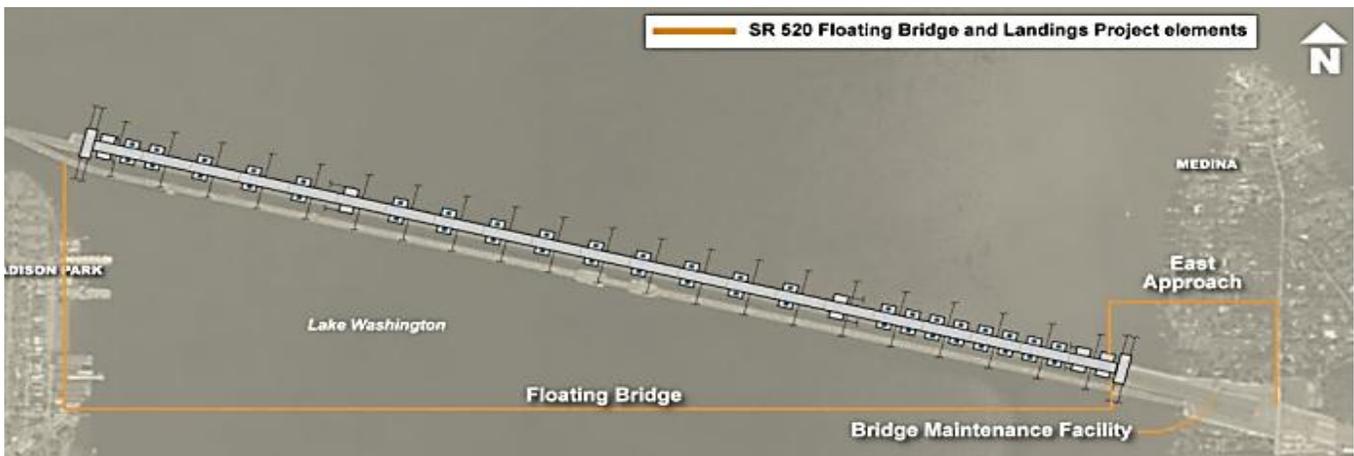
FLOATING BRIDGE AND LANDINGS

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



Pontoon W: crossbeam falsework removal

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$164,894,696
Current Contract Value	\$751,455,696



Floating bridge area map

MARCH ACCOMPLISHMENTS

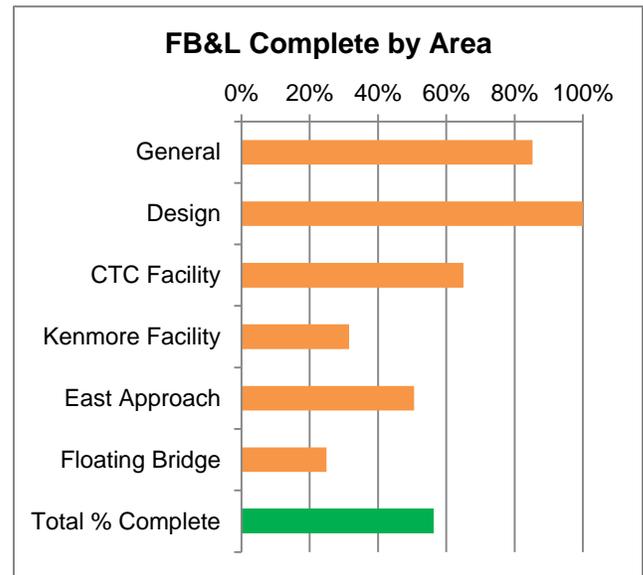
CTC – For Cycle 3 (5th of 6 cycles), crews continued reinforcement and concrete work on walls, and began forming and placing reinforcement for top decks.

Floating Bridge: Crews continued repair work on pontoons U and V; joining of supplemental pontoons with longitudinal pontoons S and T; and crossbeam work on pontoons A and W.

East Approach Bridge: Crews continued segmental work from Pier 1 south; work on the pier table for Pier 1 north, and end-span forming and reinforcement for Pier 3.

Medina area: Crews completed Wall 1 noise walls, graded the regional shared-use path, and continued work on permanent and temporary toll gantry foundations.

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



RISK

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

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

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



Tacoma: placing interior wall forms at the CTC facility

MARCH COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 58 percent of the budget.

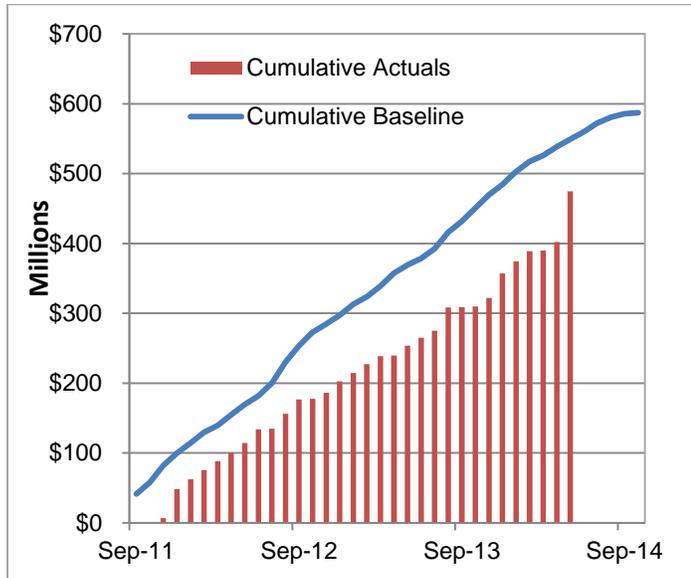
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Project Totals	\$835,169,093	\$488,656,353	\$346,512,740
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,360,743	\$1,532,591
Construction	\$819,616,696	\$474,636,547	\$344,980,149
<i>Current Contract Value</i>	<i>\$751,455,696</i>	<i>\$428,226,767</i>	<i>\$323,228,929</i>
<i>Agreements</i>	<i>\$35,854,843</i>	<i>\$28,169,655</i>	<i>\$7,685,188</i>
<i>Construction Engineering</i>	<i>\$21,566,157</i>	<i>\$11,538,225</i>	<i>\$10,027,933</i>
<i>State Force Work</i>	<i>\$60,000</i>	<i>\$1,901</i>	<i>\$58,099</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$10,680,000</i>	<i>\$6,700,000</i>	<i>\$3,980,000</i>

Cost information through March 31, 2014

MARCH CHANGE ORDER SUMMARY

Two (2) change orders, announced in January, were executed in March at a cost of \$77,601,061.00. These change orders primarily address delays in construction schedules caused by delayed pontoon deliveries. Change orders total \$164,894,696.00 for the FB&L project at the time of this report.

MARCH PERFORMANCE



The Schedule Performance Index (SPI) is at 0.90 through the month of March 2014. This is expected to change with executed change orders 79 and 142.



Pontoon T: post-tensioning installation

SUMMARY SCHEDULE

The contractor’s current schedule submittal is showing delays from the original contract substantial completion date of July 31, 2015. This is primarily due to delayed pontoon delivery. WSDOT has completed negotiations with the contractor and the date for substantial completion has been revised to April 28, 2016.

Milestone	Revised Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	9/1/2011	9/1/2011
Notice to Proceed 2 - Site Construction Start	9/1/2011	9/1/2011
Pier 36 Construction	11/15/13	8/23/2014
Substantial Completion	4/28/2016	On Schedule
Physical Completion	2/22/2017	On Schedule

MARCH 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	1478	116	1594	23	1571

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	197	38	14	216 days
Nonconformance Issues (NCI)	439	54	33	136 days

No major concerns with NCIs for March 2014 were identified.

MARCH SAFETY SUMMARY

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

“Lost Time Incidents” are job-related safety incidents that result in personnel not being able to work.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	18	1	19
Lost Time Incidents	1	0	1
Contract Days without an Incident	188	26	26

3/5/14 - A CTC ironworker injured his mouth and teeth while pulling tire wire with pliers and the pliers slipped, striking the worker in the mouth. The worker received medical care, and the injury was recorded as a reportable incident.

MARCH 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)	23	2	25
Minor Environmental Event	30	1	31

3/3/14 - A small quantity of process water escaped the seal on the bridge form on Segment P1-U1 and dripped into Lake Washington, creating a small cloud. WSDOT discussed the incident and identified additional containment measures that K-GM will be implementing to prevent the release of process water into the lake. The event triggered an ECAP.

3/4/14 - After dewatering and joining Pontoon S to a supplemental pontoon, two dead fish were observed in the joint, triggering an ECAP.

3/13/14 – An oil sheen from an unknown source entered the work area at Medina. K-GM notified the Department of Ecology’s ERT line and Department of Emergency Management. Containment booms were deployed.

West Connection Bridge

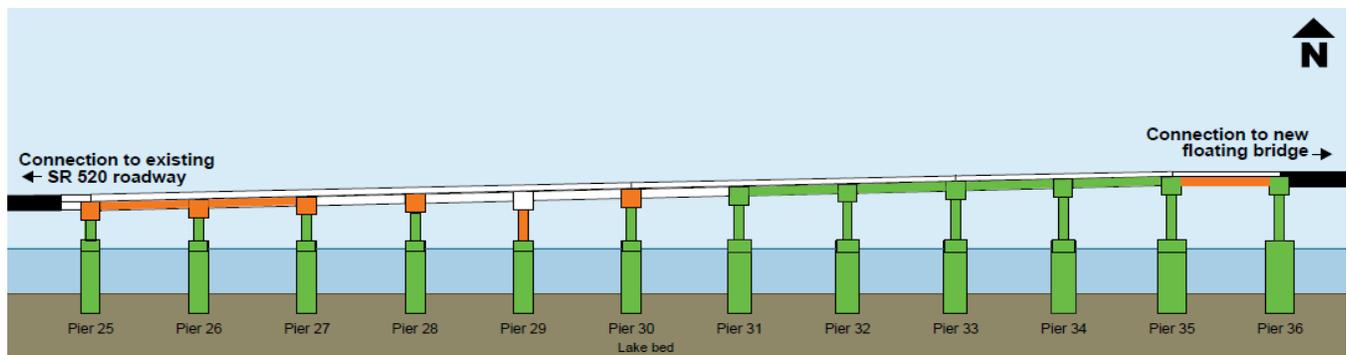
CONSTRUCTION OVERVIEW

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



Pier 30 crossbeam and Pier 29 columns

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



West Connection Bridge progress tracker, March 28, 2014

Legend

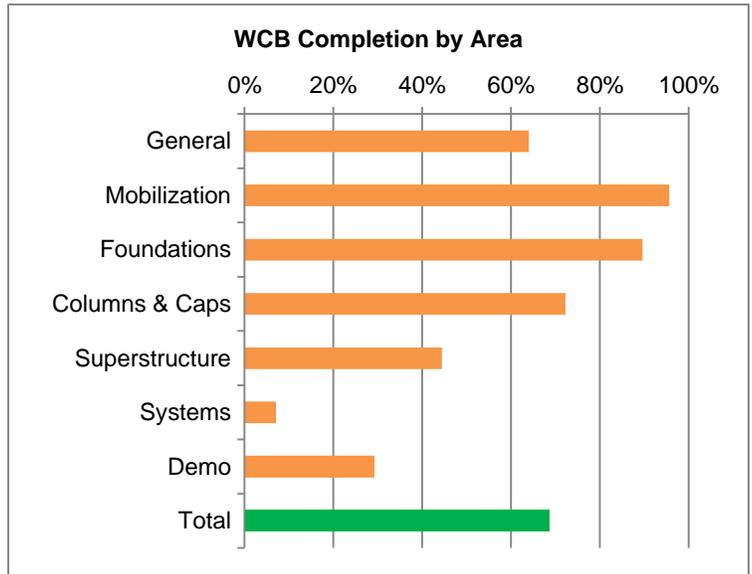


MARCH ACCOMPLISHMENTS

Drilled Shaft Construction: Crews poured the last shaft on 3/13/14.

Substructure: Crews poured column transitions at Piers 27, 28, 29 and 30, and poured columns at Piers 27, 28, 29 and 30.

Superstructure: Crews set girders at spans 32, 33, 34, 35 and 36.



RISK

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



Pier 36: looking west

MARCH COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 72 percent of the budget.

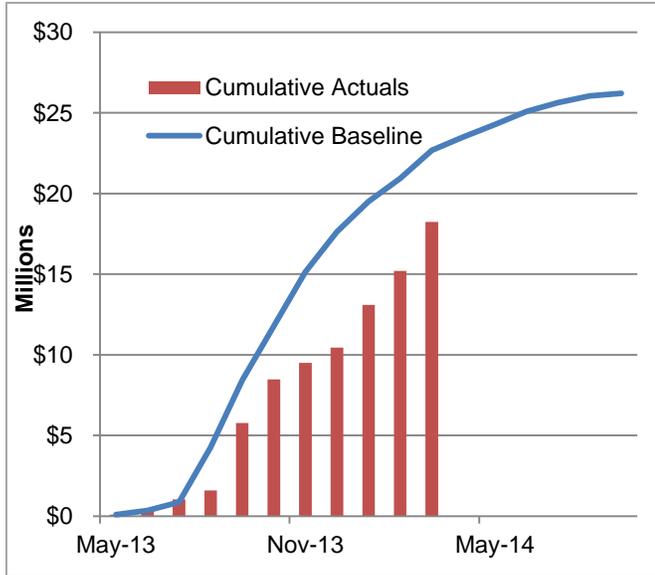
	Current Budget	Actuals to Date	Remaining Budget
West Connection Bridge Project Totals	\$31,485,555	\$22,735,718	\$8,749,838
Preliminary Engineering	\$5,560,002	\$4,823,351	\$736,651
Construction	\$25,925,553	\$17,912,367	\$8,013,187
<i>Current Contract Value</i>	\$22,703,993	\$16,362,940	\$6,341,054
<i>Agreements</i>	\$665,000	\$444,550	\$220,450
<i>Construction Engineering</i>	\$2,556,560	\$1,104,877	\$1,451,683
<i>State Force Work</i>	\$0	\$0	\$0
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost information through March 31, 2014

MARCH CHANGE ORDER SUMMARY

No change orders were executed in March. All West Connection Bridge change orders total \$574,750.00 at the time of this report.

MARCH PERFORMANCE



The cumulative Schedule Performance Index (SPI) is 0.80 because the contractor is still recovering from a slower-than-planned duration for drilled shaft construction.



Pier 28: shaft casing

SUMMARY SCHEDULE

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

Milestone	Contract Date	Actual/Trend
First Charged Working Day	6/17/2014	6/17/2014
Pier 36 - Area 1A & 1B Available To M-A	11/16/2014	11/16/2014
Pier 36 - Area 1B All Work Complete	5/14/2014	Ahead of schedule
Pier 36 - Area 1B Turnover to FB&L	5/15/2014	On-schedule
Pier 36 - Area 1A All Work Complete	7/31/2014	Ahead of schedule
Pier 36 - Area 1A Turnover to FB&L	8/1/2014	On-schedule
End of Contract Working Days	8/11/2014	Late
Physical Completion	8/29/2014	Late

MARCH SAFETY SUMMARY

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

“**Lost Time Incidents**” are job-related safety incidents that result in personnel not being able to work.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	5	2	7
Lost Time Incidents	0	0	0
Contract Days without an Incident	164	13	13

On 3/1/14, a worker required 105 stitches after being struck in the face by swinging bracing.

On 3/13/14, a worker lost footing and hit protruding steel, breaking five ribs.

MARCH ENVIRONMENTAL SUMMARY

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	10	1	11
Minor Environmental Event	0	0	0

On 3/5/14, turbid storm water spilled into Lake Washington, triggering an ECAP.

DBE/Apprenticeship/Training

DISADVANTAGE BUSINESS ENTERPRISE (DBE) PROGRAM

In 1982 the U.S. Congress established the Disadvantage 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 PERCENTAGE	TOTAL DBE PAID TO DATE 12/31/2013	TOTAL CONTRACT PAID TO DATE 12/31/2013	CURRENT DBE %
Contract 7826 (Pontoon)	6% (\$22,039,800)	\$24,250,957.65	\$356,885,295.28	6.8%
Contract 7963 (Eastside)	11% (\$33,690,580)	\$33,837,352.71	\$299,192,586.34++	11.3%
Contract 8066 (FB&L)	7% (\$41,059,270)	\$9,395,966.15	\$344,559,796.08++	2.7%
Contract 8288 (Evans Creek)	0% - not required	\$0	\$2,767,348.99++	0%
Contract 8432 (WCB)	3% (\$663,877.30)	\$174,547.81**	\$9,176,391.13	1.9%

** This includes \$134,215.56 from a subcontractor that has not been submitted for approval. ++ Payment made through November 30, 2013.

APPRENTICESHIP

As required under RCW 39.04.300, WSDOT reports apprenticeship participation. Each SR 520 WSDOT contract requires 15 percent apprenticeship participation. These hours are reported by the contractor through the OEO Apprentice/Journeyman Reporting form.

CONTRACT	AS OF (12/31/2013)	APPRENTICE HOURS REPORTED	JOURNEYMAN HOURS REPORTED	APPRENTICE HOURS PERCENT
Contract 7826 (Pontoon)	11/30/2013	214,292	1,100,027	16.3%
Contract 7963 (Eastside)	11/30/2013	103,319	626,220	14.2%
Contract 8066 (FB&L)	11/30/2013	10,616	827,118	11.5%
Contract 8288 (Evans Creek)	12/31/2013	994	3,129	24.1%
Contract 8432 (WCB)	12/1/2013	2,790	18,429	15.1%

TRAINING

The Federal Highway Administration's On-the-Job Training (OJT) Program requires WSDOT to establish apprenticeship and training program targeted to advance women, minorities and disadvantaged individuals into journey-level positions.

CONTRACT	CONTRACT REQUIRED TRAINING HOURS	# OF APPROVED TRAINEE HOURS 12/31/2013	# OF TRAINEE HOURS ACHIEVED
Contract 7826 (Pontoon)	50,000	50,000	50,000
Contract 7963 (Eastside)	58,500	35,860	28,597**
Contract 8066 (FB&L)	74,600	29,050	29,177.50
Contract 8288 (Evans Creek)	0 - not required	0	0
Contract 8432 (WCB)	1,200	0	0

** Total Hours reported 33,506. However, 10,209 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. * Contract 7826 has reached its target of 50,000 training hours. Training hours over 50,000 are not required to be tracked.

Right of Way

RIGHT OF WAY

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

Area	Total Parcels	Fee Acquisition	Permanent Easements	Temporary Construction Easements	Limited Access	Temporary Construction Easement Renewals
Contract 7826 (Pontoon)	4	1 / 1	2 / 2	1 / 1	0 / 0	0 / 0
Contract 7863 (Eastside)	105	18 / 18	13 / 12	28 / 27	45 / 36	1 / 1
Contract 8066 (FB&L)	7	3 / 3	1 / 1	2 / 2	1 / 0	None
Contract 8288 (Evans Creek)	4	1 / 1	None	3 / 3	None	None
Contract 8432 (WCB)	3	None	1 / 1	1 / 1	1 / 0	None
Totals	123	23 / 23	17 / 16	35 / 34	47 / 36	1 / 1

Figures show Need / Remaining Work. Information as of March 31, 2014

Drawbridge Openings

FLOATING BRIDGE DRAWSPAN OPENINGS

Due to construction activities, the east navigation channel under the SR 520 east approach bridge is currently obstructed. The channel is cleared and opened to boaters 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 more than 59 feet tall *and which cannot be lowered* may request a drawspan opening with two hours advance notice.

Total Openings since April 1, 2012

Weekday Daytime Opening	286
Weekday Nighttime Opening	24
Weekend Opening	135
Totals	445

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 the construction implementation of the first three goals. 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 access

On the Eastside project, the contractor, ECC, is recycling and reusing materials such as:

- ❖ Incorporating of 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, K-GM, 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, K-GM has a recycling and regional sourcing program to further reduce CO₂ emissions.



Eastside: Fairweather Bay planting

TRIPLE BOTTOM LINE - SUSTAINABILITY

In the design of the West Approach Bridge North, 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

(JAN. 1, 2014 – MARCH 31, 2014)

Constituent Correspondence

Public email / phone calls

- 150 received
- 70 WSDOT responses (note: lower response total reflects multiple email / calls to some constituents)
- Prevalent themes:
 - ✓ Traffic impacts / closures
 - ✓ Program costs
 - ✓ Drawspan openings
 - ✓ WABN design / impacts
 - ✓ Eastside construction
 - ✓ Future construction on west side

WSDOT Email Update

- 15 sent to the 9,000 plus subscribers within the SR 520 corridor
 - ✓ Represents more than 135,000 individual communiques
 - ✓ Email Update topics cover noteworthy program activities, construction milestones, traffic restrictions, neighborhood impacts, etc.

Media Outreach

- 15 news releases and media advisories
- 9 media tours / interviews

Flickr Photos

- In 1Q 2014, shot and posted 25 program photos to the SR 520 Flickr collection

Stakeholder Briefings / Tours / Presentations

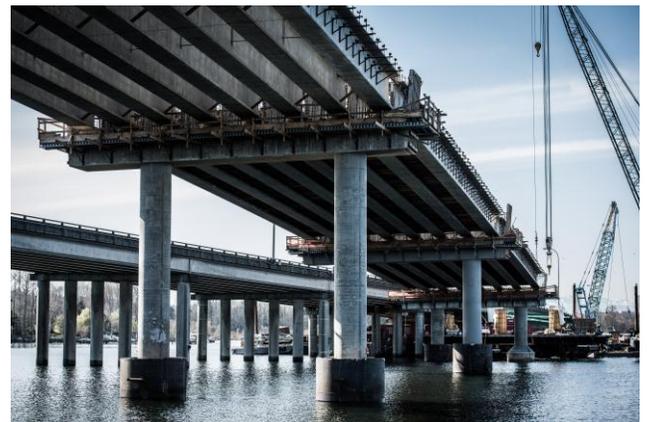
- 7 project-site tours for elected officials and other stakeholders
- 14 briefings with local elected officials and organizations
- 4 briefings with state and federal elected officials and organizations
- 6 meetings / presentations with community groups

Communications Materials

- 22 new or updated products: program folios, fact sheets, PowerPoint presentations, fliers, display boards, graphics (print and Web), direct mail, etc.

SR 520 Website Visits

- 97,696 page views this period
- The most-visited pages were Highway Closures, home page, Floating Bridge & Landings, and Eastside Transit & HOV



Crews set girders for the new West Connection Bridge

Jobs

CONSTRUCTION UPDATE – MARCH 2014

Project	Total Jobs
Eastside Transit and HOV Project:	510
Floating Bridge and Landings Project:	506
Pontoon Construction Project:	340
West Connection Bridge:	20

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 for March 31, 2014.

GLOSSARY – LIST OF FREQUENTLY-USED PROJECT AND INDUSTRY ACRONYMS

ATM	Active Traffic Management
CCMP	Community Construction Management Plan
CIP	Cast-in-Place
CTC	Concrete Technology Corporation (SSP production site)
D-B	Design-Builder
DBIC	Design-Builder Initiated Change
Eastside	Eastside Transit and HOV Project
ECAP	Environmental Compliance Assurance Procedure
ECC	Eastside Corridor Constructors (Eastside Design-Builder)
ESA	Endangered Species Act
FB&L	Floating Bridge & Landings
FONSI	Finding of No Significant Impact
GH	Grays Harbor (Pontoon construction site)
HQ	WSDOT Headquarters
ITS	Intelligent Transportation System
K-G	Kiewit General, A Joint Venture (PCP Design-Builder)
K-GM	Kiewit General Manson, A Joint Venture (FB&L Design-Builder)
M-A	Mowat American, A Joint Venture (WCB Contractor)
NCI	Non-Conformance Incident
NCR	Non-Conformance Report
NEPA	National Environmental Policy Act
NTP	Notice to Proceed
NWR	WSDOT Northwest Region
PCI	Potential Change Issue
PCO	Potential Change Order
PCP	Pontoon Construction Project
PT	Post-Tensioning
QA	Quality Assurance
QC	Quality Control
RFI	Request for Information
RFP	Request for Proposal
ROD	Record of Decision
SPI	Schedule Performance Index is a performance index which equals
SSP	Secondary Stability Pontoon
TCE	Temporary Construction Easement
TIFIA	Transportation Infrastructure Finance and Innovation Act
WABN	West Approach Bridge North
WCB	West Connection Bridge
WSDOT	Washington State Department of Transportation

For more information

Visit: www.wsdot.wa.gov/projects/SR520Bridge
E-mail: SR520Bridge@wsdot.wa.gov
Call: 1-888-520-NEWS (6397)
Mail: Washington State Department of Transportation
SR 520 Bridge Replacement and HOV Program
999 3rd Avenue, Suite 900
Seattle, WA 98104

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