



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

FEBRUARY 2015



Aberdeen: Basin drainage pumps staged for installation



Floating Bridge: Aerial view of east high-rise, looking north



Eastside: 92nd Avenue NE lid, looking south



West Approach Bridge North (WABN): Work-trestle construction

DATE PUBLISHED: APRIL 28, 2015





WABN: Demolition of former Museum of History and Industry



Eastside: From 92nd Avenue Northeast lid, looking east

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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: Pontoon M, looking east



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, the final set of pontoons. Pontoon F is 90 percent complete, Pontoon G is 85 percent complete and Pontoon H is 94 percent complete. Crews installed water-tight doors, wrapped columns and painted draft boards.

Eastside Transit and HOV: Crews continued finish work on lids, curbs, and sidewalks. Crews also continued landscaping, site fixture installation and fence installation.

Floating Bridge and Landings: At Medina, crews worked on the westbound bridge segmental section. On Lake Washington, crews continued work on pontoons E, I, K and L, painting bolt assemblies, grouting and preparing longitudinal Pontoons J and K for joining.

West Approach Bridge North (WABN): Demolition of the former Museum of History and Industry (MOHAI) building was completed in February. Work-trestle construction continued in Lake Washington with spans 80-95 complete and in Union Bay with spans 31-47 complete. Also, the contractor began constructing work-trestle fingers at Piers 17-22. The contractor completed the first phase of demolition work on the existing R.H. Thomson ramps.



WABN: MOHAI building demolition

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.
- 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 difficulties.
- A lengthy commissioning process could impact the open to traffic date.
- Potential for damage to the new bridge during the demolition of the old bridge.

UPCOMING MILESTONES

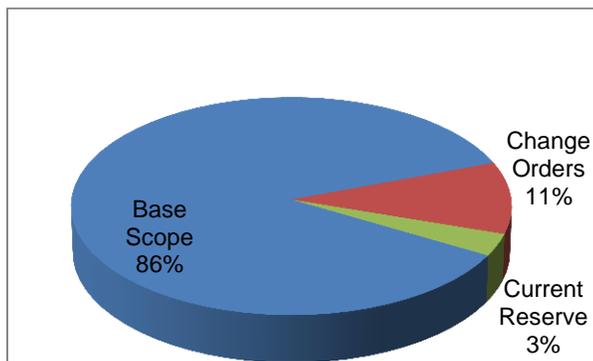
- **Pontoons:** Crews will complete punch-list items, install fenders, pad eyes, dive lines and load top decks for Pontoons F, G and H.
- **Eastside Transit and HOV:** At Evergreen Point Road and Fairweather Bay, crews will continue to work on punch-list items in preparation for turnover to the FB&L contractor. At 84th, 92nd and 108th avenues and Bellevue Way, crews will continue to work toward a February 2015 target for substantial completion.
- **Floating Bridge and Landings:** At Lake Washington, crews continue work on Pontoon E installing post-tension (PT) duct and strand. Crews will continue work at the bridge and maintenance facility: framing, and installing dry wall, painting, plumbing, sprinkler system and electrical.
- **WABN:** The contractor will begin construction of a widened Union Bay Bridge and local street and sidewalk improvements in Montlake. Work-trestle and finger-pier construction will continue in Lake Washington and the contractor will begin setting permanent shaft casings.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,471,210,704	\$2,133,558,305	\$2,337,652,715
Funded Program	\$2,905,210,704	\$2,133,558,305	\$771,652,715
Federal	\$498,134,693	\$189,128,975	\$309,005,718
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$25,749,092	\$154,203,718
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	\$145,198,000	\$154,802,000
Local	\$2,303,701	\$1,250,498	\$1,053,203
LOCAL PROJECT(CURRENT)	\$2,303,701	\$1,250,498	\$1,053,203
State	\$2,245,372,310	\$1,943,178,831	\$302,193,795
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)*	\$535,890,609	\$395,922,170	\$139,968,439
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	\$899,552,644	\$24,901,846
SR520 TRIPLE BACKED BOND SECOND SALE	\$110,906,800	\$0	\$110,906,800
Toll Revenue	\$70,271,057	\$43,854,347	\$26,416,710
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$159,400,000		\$159,400,000
DEFERRED SALES TAX	\$159,400,000		\$159,400,000
Unfunded Program	\$1,566,000,000		\$1,566,000,000
I-5 TO THE FLOATING BRIDGE	\$1,566,000,000		\$1,566,000,000

*TPA Includes \$10M from ESSB 6001 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
February Change Orders	(\$529,875)
Previous Change Orders	(\$309,049,945)
Current Reserve	\$122,920,180

Pontoon Construction Project

ABERDEEN PONTOONS OVERVIEW

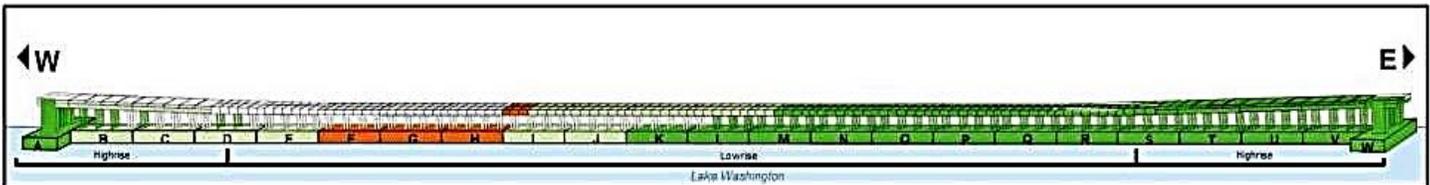
The Washington State Department of Transportation is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in July 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General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

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

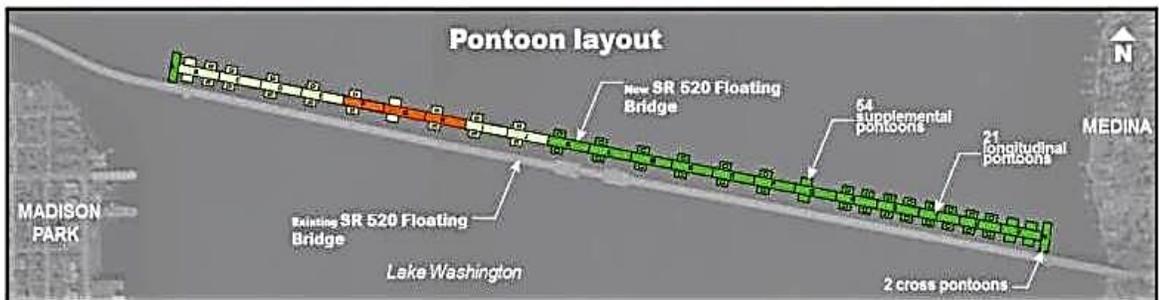
Pontoon tracking on Lake Washington, 2/26/15



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.

- 517 out of 776 pre-cast deck panels have been constructed. 338 of 776 have been placed.

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

- 14 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.

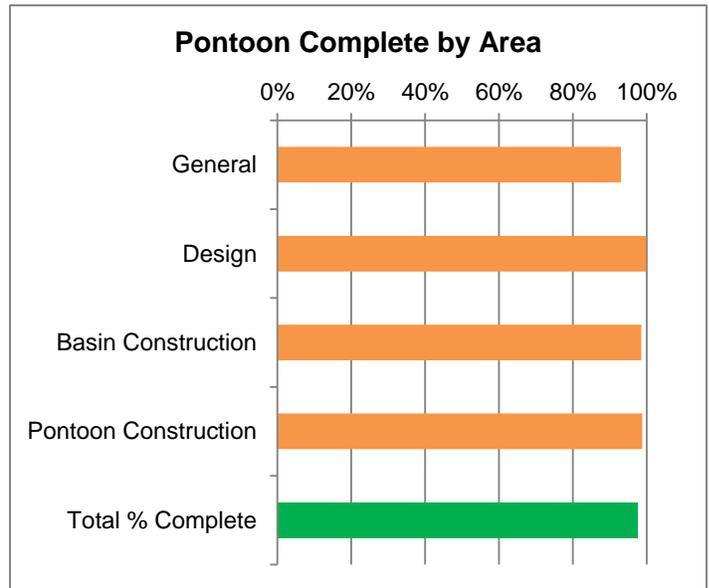
- 435 out of 772 columns have been installed.

- 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

FEBRUARY ACCOMPLISHMENTS

Work continued on Cycle 6. Pontoon F is 94 percent complete, Pontoon G is 92 percent complete and Pontoon H is 96 percent complete. Crews painted draft boards and installed push fenders, installed water-tight doors, completed 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: Pontoon F, with plastic wrapped columns

FEBRUARY COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 99 percent of the budget.

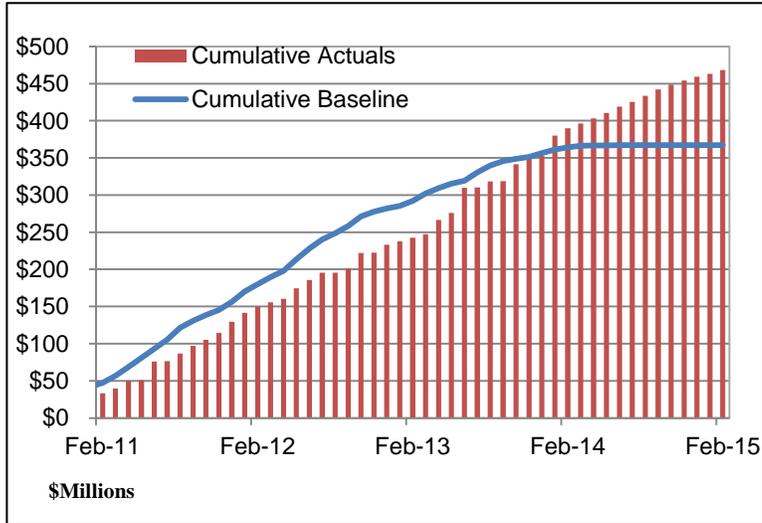
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$511,581,514	\$510,085,632	\$1,495,882
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,702,613	\$86,941
Construction	\$473,223,210	\$471,814,269	\$1,408,941
<i>Current Contract Value</i>	\$449,162,840	\$453,189,148	-\$4,026,308
<i>Agreements</i>	\$9,433,252	\$8,404,984	\$1,028,268
<i>Construction Engineering</i>	\$14,627,118	\$10,220,137	\$4,406,981
<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 Feb. 28, 2015

FEBRUARY CHANGE ORDER SUMMARY

There were zero change orders executed in February. All executed change orders total \$81,832,840.00 at the time of this report.

FEBRUARY PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is 1.27. This indicates the contractor is ahead of schedule due to Change Order 111's adjusted completion milestones.



Aberdeen: Pontoon G platform assembly and installation

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

FEBRUARY 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	1301	5	1306	1	1305

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	788	13	9	180 days
Nonconformance Issues (NCI)	200	24	1	115 days

FEBRUARY 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	184	28	212

No recordable incidents occurred in February.

FEBRUARY 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)	48	0	48
Minor Environmental Event	32	0	32

No environmental events occurred in February.

Eastside Transit and HOV Project

EASTSIDE OVERVIEW

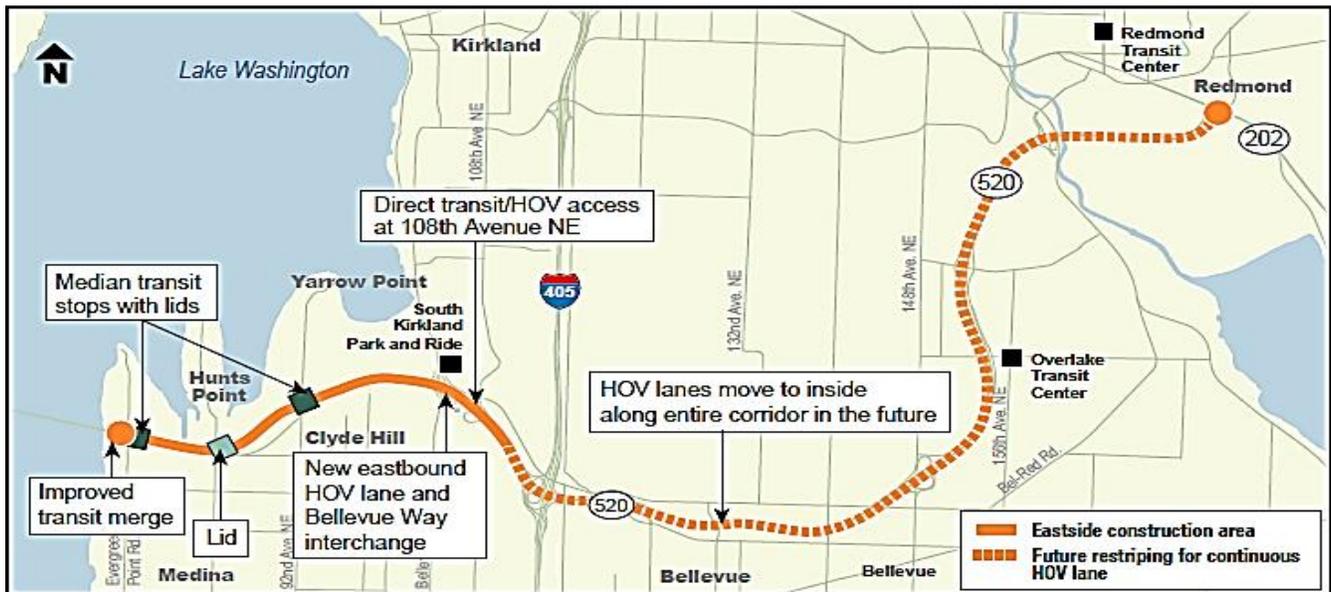
The Eastside Transit and HOV Project will complete and improve the 2.5-mile HOV system from Evergreen Point Road to the I-405 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as two new transit station facilities, three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



Drainage work on Northup Way and 108th Avenue Northeast

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

Eastside Project Area Map



FEBRUARY ACCOMPLISHMENTS

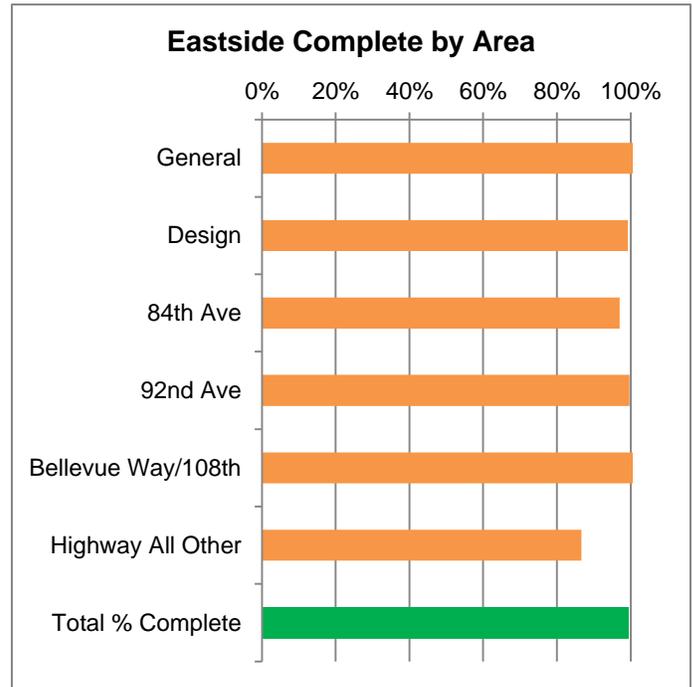
Evergreen Point Road/Fairweather Bay Area: Crews worked on lid finishes, luminaires, ADA ramp, sidewalk, curbs and landscaping.

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

84th Avenue Northeast: In the 84th Avenue area, crews continued landscaping and installed railing at the pedestrian/utilities bridge at the south end of culvert A.

Bellevue Way: Crews worked on forming for the approach slab to the Bellevue Way overpass.

108th Avenue Northeast and Northup Way: Crews applied column jacket paint and waterproofing.



RISK

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



Railing along the trail to Bellevue Way pedestrian tunnel

FEBRUARY COSTS

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

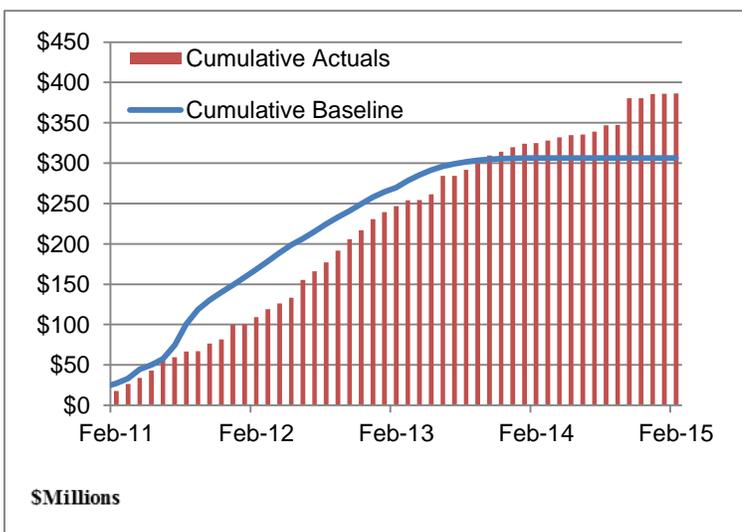
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$457,069,394	\$446,723,381	\$10,346,013
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,879,513	\$28,472,315	\$3,407,198
Construction	\$393,495,371	\$386,556,556	\$6,938,815.23
<i>Current Contract Value</i>	\$363,648,492	\$359,689,215	\$3,959,277
<i>Agreements</i>	\$13,682,009	\$11,359,977	\$2,322,032
<i>Construction Engineering</i>	\$13,706,158	\$13,062,606	\$643,552
<i>State Force Work</i>	\$422,626	\$414,171	\$8,455
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,036,087	\$2,030,587	\$5,500

Cost information through Feb.28, 2015

FEBRUARY CHANGE ORDER SUMMARY

There was one change order reported in February for zero cost. The Eastside project's executed change orders total \$57,358,392 at the time of this report.

FEBRUARY PERFORMANCE



Cum actuals are consistently higher than the baseline. Contractor is targeting February 2015 for substantial completion.

84th Avenue NE pedestrian and bike ride area

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

FEBRUARY QUALITY SUMMARY

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

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3026	0	3026	41	2985

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	588	13	0	225 days
Nonconformance Issues (NCI)	309	4	2	330 days

FEBRUARY 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	0	0	0
Contract Days without an Incident	167	28	195

No safety incidents occurred in February 2015.

FEBRUARY 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 February 2015.

Floating Bridge and Landings Project

FLOATING BRIDGE AND LANDINGS

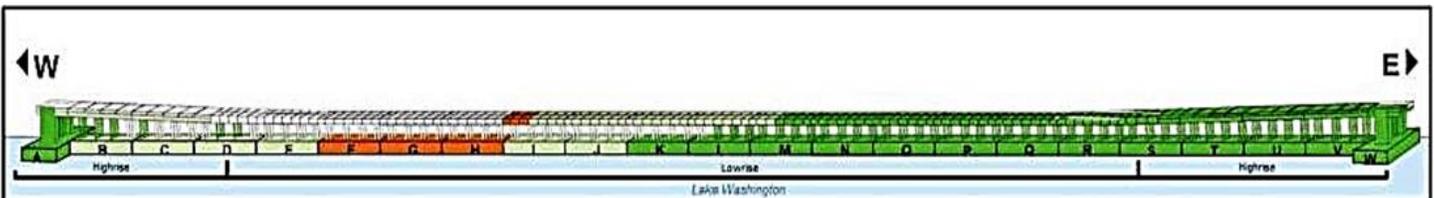
The SR 520 Floating Bridge and Landings (FB&L) Project will replace the existing, vulnerable four-lane structure with a new six-lane bridge that can withstand windstorms of up to 89 miles per hour. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the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



FB&L: Looking west from top of bridge deck

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$167,335,574
Current Contract Value	\$753,896,574

Pontoon tracking on Lake Washington, 2/26/15

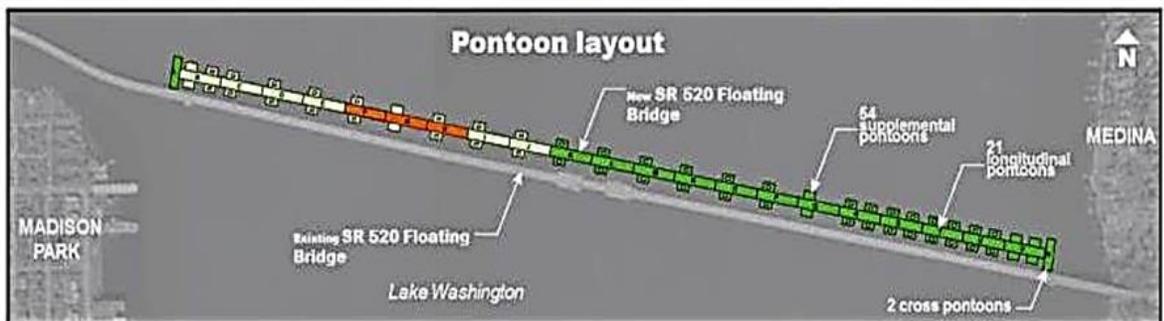


GRAPHIC KEY AND FACTS

- 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.

- 517 out of 776 pre-cast deck panels have been constructed. 338 of 776 have been placed.

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

- 14 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.

- 435 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

FEBRUARY ACCOMPLISHMENTS

Floating Bridge: Crews continued joining operations for longitudinal pontoons J and K. 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, installing HVAC ducts, plumbing electrical conduit boxes and sprinklers at all levels.

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

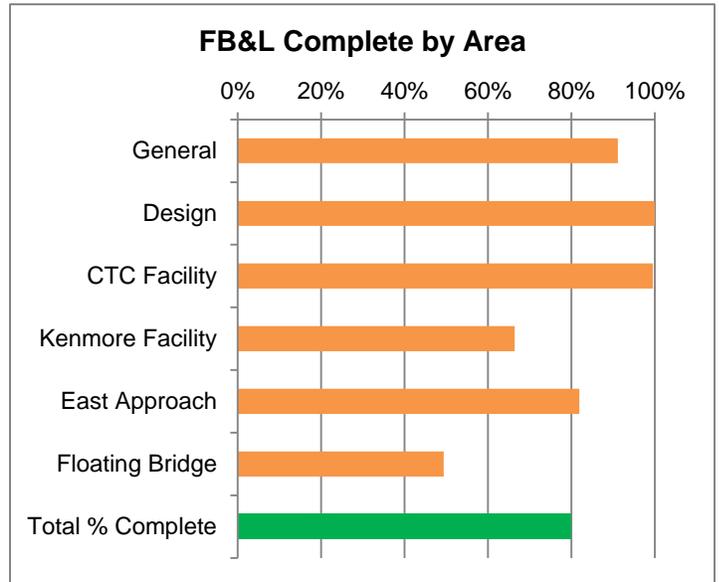
RISK

West Approach Bridge North (WABN) construction is underway with work progressing toward the FB&L work area. Coordination will continue to be a priority between contractors and WSDOT project offices.

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.

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



FB&L: Joining longitudinal pontoons K and L on Lake Washington

FEBRUARY COSTS

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

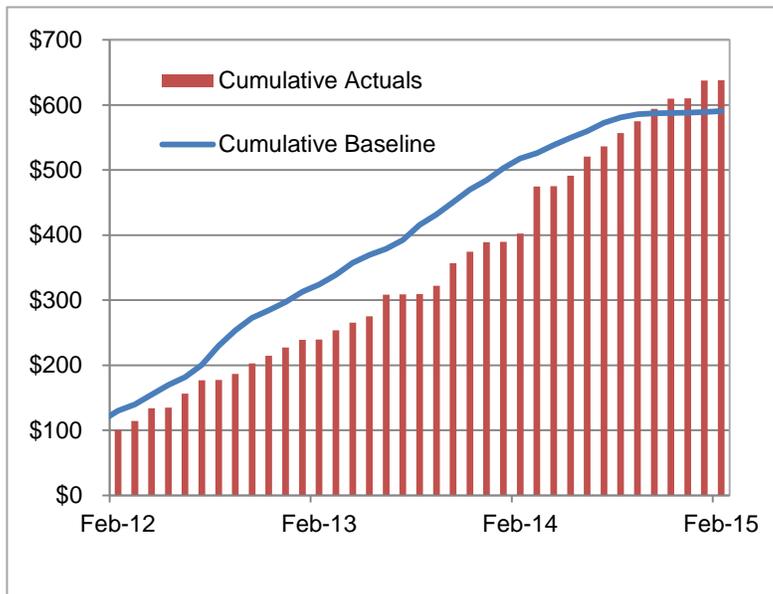
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$834,143,172	\$667,502,873	\$166,640,299
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,426,535	\$3,758,073	\$668,462
Construction	\$819,057,574	\$653,085,737	\$165,971,837
Current Contract Value	\$753,896,574	\$599,696,088	\$154,200,486
Agreements	\$35,266,022	\$30,951,302	\$4,314,719
Construction Engineering	\$22,154,978	\$15,730,220	\$6,424,758
State Force Work	\$60,000	\$3,270	\$56,730
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$7,680,000	\$6,704,857	\$975,143

Cost information through Feb. 28, 2015

FEBRUARY CHANGE ORDER SUMMARY

There were three (3) change orders executed in February totaling \$520,000. Change orders total \$167,335,574 for the FB&L project at the time of this report.

FEBRUARY PERFORMANCE



FB&L: Pier 1 bridge segmental section work

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

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

FEBRUARY 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	2940	125	3065	45	3020

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	315	72	7	282 days
Nonconformance Issues (NCI)	762	79	18	103 days

FEBRUARY 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	33	0	33
Lost Time Incidents	*3	0	*3
Contract Days without an Incident	52	28	80

*Lost time incident total was incorrect on previous report.

FEBRUARY 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	4	46
Minor Environmental Event	40	1	41

On 2/4/15 a Noncompliance Event was identified. A post-tensioning tendon was being grouted on Pontoon S. The post cap popped off the duct that was being grouted. Most of the grout was contained on plastic being used for containment, however, approximately 1 to 2 oz. entered the lake through a small hole in the plastic. All the proper agencies were notified. Penny Kelly (Ecology) indicated she will be issuing a notice of noncompliance for the event.

On 2/5/15 a Noncompliance Event was identified. An O-ring failed on a forklift. Hydraulic fluid sprayed onto the pontoon deck, mixed with rainwater and approximately one pint entered the lake. The sheen was estimated at 10 ft. by 30 ft. All of the fluid was contained and recovered. Resource agencies were notified.

On 2/9/15 a Noncompliance Event was identified. During a post-rain inspection of secondary containment, a hydraulic power unit was found leaking hydraulic fluid. Rainwater from two days of record rainfall mixed with the hydraulic fluid and overtopped the containment. Water flowed across the deck of the new bridge, through the scuppers, and into Lake Washington. The sheen from the hydraulic oil on the lake was estimated to be approximately 30 ft. by 30 ft. It was estimated that the spill was less than 1 oz. of hydraulic fluid. Resource agencies were notified.

FEBRUARY 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 2/17/15 a Minor Environmental Event was identified. A hydraulic line broke on a pump that was being used for applying shotcrete. An estimated 2 to 3 tablespoons of hydraulic fluid was discharged onto the ground. All of the fluid was contained and cleaned up immediately.

On 2/23/15 a Noncompliance Event was identified. Approximately two tablespoons of grout was discharged into the lake while grouting 2½-inch bolt hole on the bridge deck. A plug was installed and epoxy glue inserted into the hole as a seal. There was a leak in the epoxy glue seal which caused the discharge. All of the resource agencies have been notified.

West Approach Bridge North Project

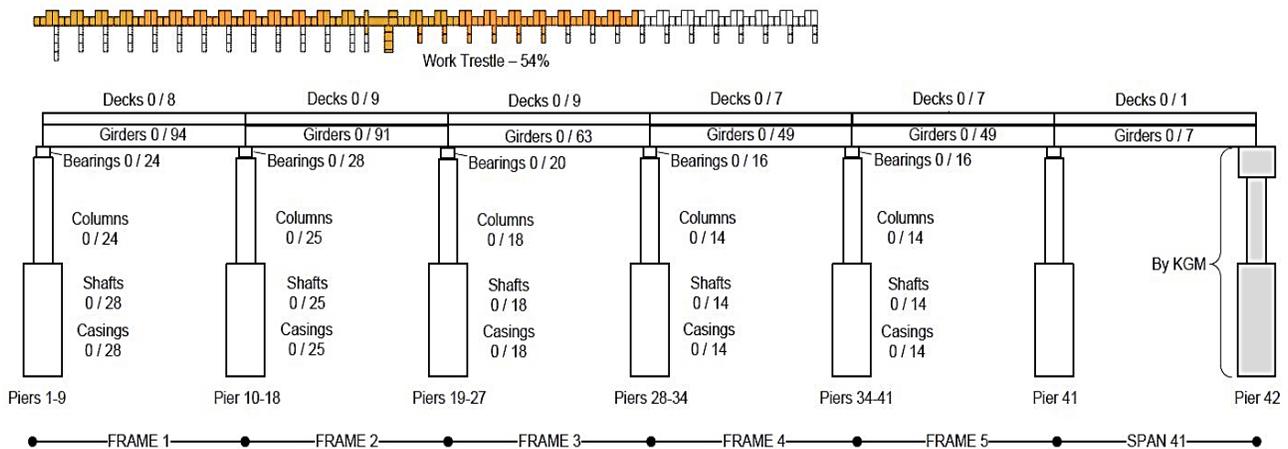
CONSTRUCTION OVERVIEW

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.



MOHAI building demolition

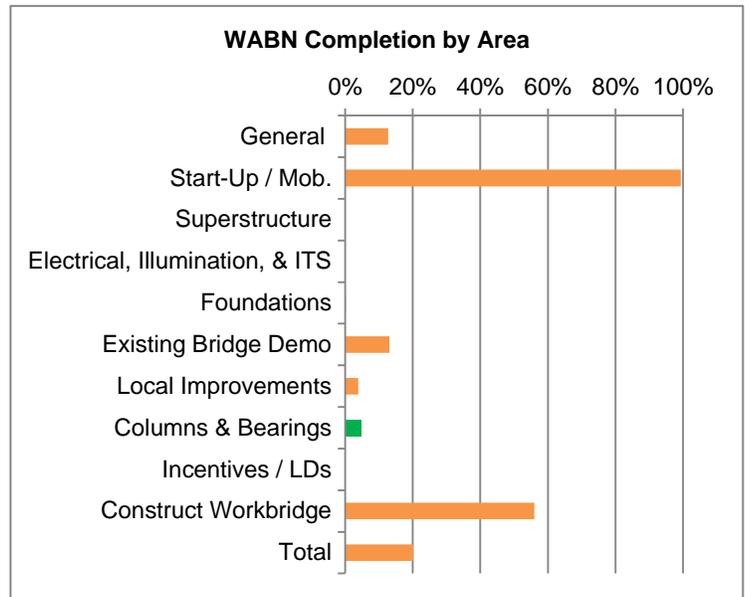
Original Engineers Estimate	\$209,905,587
Bid Price	\$199,537,371
Change Orders to date	\$9,875
Current Contract Value	\$199,547,246



West Approach Bridge North progress tracker as of Feb. 28, 2015

FEBRUARY ACCOMPLISHMENTS

Through Feb.28, the contractor has completed demolition of the R.H. Thomson ramps above and north of the SR 520 mainline. The contractor continued to build the work trestle near Piers 1-23. In February, the contractor continued demolition of the old Museum of History and Industry building, continued local street improvements near Montlake Boulevard, and began work on the Union Bay Bridge widening.



RISK

- Environmental noncompliance events
- Work-trestle construction and casing installation during first in-water work window
- Union Bay Bridge widening pile installation before end of first in-water work window



WABN: Work-trestle construction material staging

FEBRUARY COSTS

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

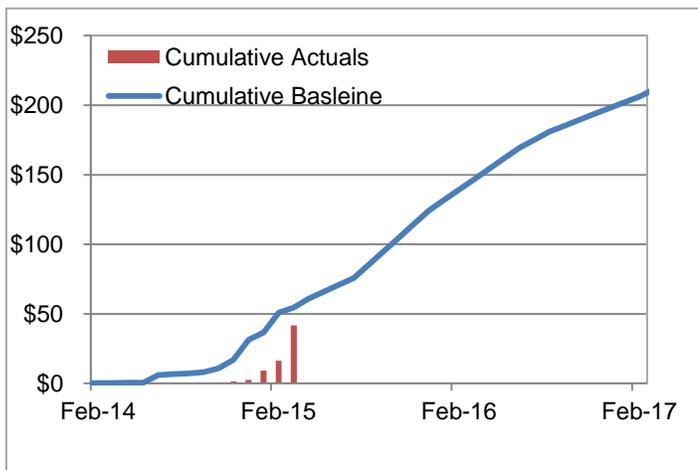
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$246,612,307	\$69,852,355	\$176,759,952
Preliminary Engineering	\$20,540,079	\$20,222,790	\$317,289
Right of Way	\$4,866,948	\$4,209,250	\$657,698
Construction	\$221,205,280	\$45,420,315	\$175,784,965
Current Contract Value	\$199,408,902	\$42,135,353	\$157,273,549
Agreements	\$7,042,912	\$1,300,506	\$5,742,406
Construction Engineering	\$14,689,182	\$1,960,309	\$12,728,873
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 Feb. 28, 2015

FEBRUARY CHANGE ORDER SUMMARY

There were two (2) change orders executed in February for \$9,875

FEBRUARY PERFORMANCE



The Schedule Performance Index (SPI) is at .81 through February 2015.



Monthly WABN public meeting with the community

SUMMARY SCHEDULE

The baseline schedule was approved in February. The first progress schedule update is expected in mid-March, with progress updated through Feb. 28.

<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

FEBRUARY 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.

	Previous Total	Current Period	Project Total
Work-related injuries requiring first aid only	1	0	1
Work-related injuries resulting in transfers or restrictions	0	2	2
Work-related injuries resulting in days away from work	0	0	0

FEBRUARY 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)	19	9	28
Minor Environmental Event	0	0	0

There were nine environmental noncompliance events in February.

- On 2/1/15 a Noncompliance Event was identified. A containment barge was grounded in Lake Washington during demolition of Span W5.
- On 2/5/15 a Noncompliance Event was identified. Discharge water at old boat launch area tested at 6.32 pH.
- On 2/6/15 a Noncompliance Event was identified. 1,000 NTU water discharged to Catch Basin at 24th Avenue Northeast and Lake Washington Boulevard.
- On 2/6/15 a Noncompliance Event was identified. 317 NTU water discharged to Catch Basin at bottom of R.H. Thomson ramps.
- On 2/6/15 a Noncompliance Event was identified. ECAPs 21, 22, and 23 were not reported to Ecology in accordance with the NPDES Permit.
- On 2/6/15 a Noncompliance Event was identified. 377 NTU water at pH11.34 discharged from R.H. Thomson expansion joint into Lake Washington.
- On 2/6/15 a Noncompliance Event was identified. About 1/2 gallon EnviroLogic 146 hydraulic oil spilled to Lake Washington from loose coupling on vibratory hammer.

FEBRUARY 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.

- 2/27/15 a Noncompliance Event was identified. About 1 cup of diesel spilled to work trestle deck east of Foster Island.
- 2/27/15 a Noncompliance Event was identified. Approximately 500-square-foot sheen was discovered below the work trestle east of Foster Island.

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
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 2200
Seattle, WA 98104

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