



# STATE ROUTE 520

## CONSTRUCTION PROGRESS REPORT SEPTEMBER 2016



West Approach Bridge North (WABN): Concrete placement at pier 3



Floating Bridge and Landings (FB&L): Catwalk to pier dolphins at bridge maintenance dock



FB&L: Pontoon T separation



WABN: Pier end diaphragm construction





WABN: Grading at SEW 3



FB&L: Deconstruction of superstructure of old floating bridge

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Note: The *State Route 520 Construction Progress Report* is no longer publishing monthly updates for the Pontoon Construction Project and the Eastside Transit and HOV Project as major construction work on those two projects has ended. Please see the April 2015 *Construction Progress Report* for the final updates on those two projects.

\*Information reported quarterly

## Executive Summary

### PROGRAM 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 already completed or 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.



WABN – Falsework at pier 14



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.
- 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 in Seattle, and then proceeding with construction.

## PROGRAM STATUS

### Floating Bridge and Landings (FB&L):

On Lake Washington, crews performed inspections of replaced anchor cables and miscellaneous punch-list work. Crews performed sentinel lighting installation, startup, and functional testing. At the bridge maintenance facility and dock, crews worked on installation of catwalk to pier dolphins and installed navigation lights. Deconstruction of the old bridge continued with the completion of old pontoon B superstructure deconstruction and the separation of pontoon A from pontoon B.

### West Approach Bridge North (WABN):

In September, the contractor completed substructure construction by pouring the last of 95 columns. Crews continued superstructure work by setting seismic isolation bearings and bridge girders, pouring of eight end diaphragms, and by placing concrete for four deck spans in frames 3 and 4

### Union Bay Natural Area (UBNA):

In September, the contractor monitored and maintained environmental BMPs, continued weed-control spraying, removed asphalt and concrete pavement at Douglas Road and removed and reconstructed the Wahkiakum trail.



FB&L: Wall 4 formwork

## MAJOR RISKS

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

- Inflation costs for labor, materials and equipment.
- New requirements or contract changes required by local communities, regulatory groups or agencies.
- FB&L coordination with the WABN project at pier 36 and the west side staging area.
- Resolution of geotechnical issues.
- Procurement of long-lead items.
- Potential for damage to the new bridge during the demolition of the old bridge.
- FB&L's anchor cable replacement causing a delay to physical completion

## UPCOMING MILESTONES

### Floating Bridge and Landings:

At the east approach, crews will grade the access road at the vicinity of the bridge maintenance facility and place permanent striping. At Lake Washington, crews will replace pontoon anchor cables FS, HS, KS and OS, and continue to perform miscellaneous punch-list work. Decommissioning of the old bridge will continue with the deconstruction of bridge deck spans 31 and 32.

### WABN:

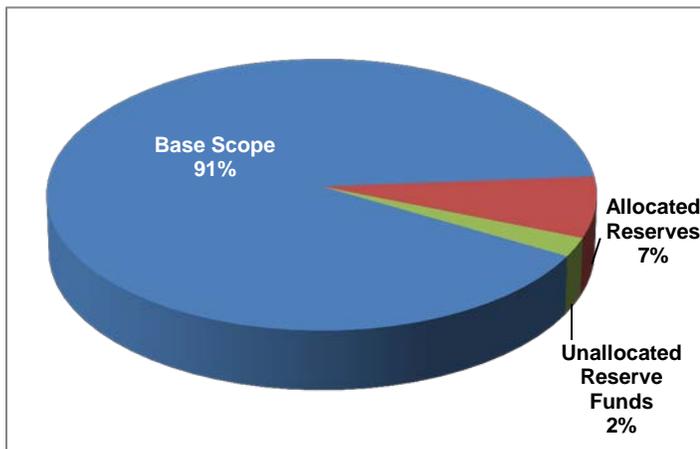
Over the next month, crews will continue superstructure construction. Demolition work will continue with the completion of backfilling voids left by previously removed underwater overpass columns. Crews will conduct landslide work with the installation of 12-inch fire protection line west of the north end of the 24th Avenue overpass.

### UBNA:

In October, the contractor will continue to provide weed control at the planting area, place wood-chip mulch at the E-5 excavation area, and set pond logs.

## Total Program

	Total Budget	Actuals to Date	Remaining
<b>SR520 Program Totals</b>	<b>\$4,562,175,057</b>	<b>\$2,508,397,513</b>	<b>\$2,053,777,544</b>
<b>Federal</b>	<b>\$498,134,692</b>	<b>\$482,834,238</b>	<b>\$15,300,453</b>
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$176,125,892	\$164,652,356	\$11,473,536
NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$3,826,917	\$0	\$3,826,917
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	\$300,000,000	\$0
<b>Local</b>	<b>\$2,808,001</b>	<b>\$2,073,184</b>	<b>\$734,817</b>
LOCAL PROJECT(CURRENT)	\$2,808,001	\$2,073,184	\$734,817
<b>State</b>	<b>\$3,901,832,364</b>	<b>\$2,023,490,090</b>	<b>\$1,878,382,360</b>
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$535,840,653	\$426,570,435	\$109,280,022
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	(\$316)
CONNECTING WASHINGTON	\$1,642,500,000	\$796,414	\$1,641,703,586
SR520 CORRIDOR	\$659,780,821	\$549,958,051	\$109,822,770
SR520 GARVEE	\$924,612,501	\$924,612,501	\$0
Toll Revenue	\$70,271,057	\$55,684,755	\$14,586,302
SR 520 Civil Penalties Account	\$14,000,000	\$11,050,286	\$2,949,714
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	\$0	\$159,400,000



Cumulative Reserve	\$434,100,000
Current Period Change Orders	\$525,576
Previous Change Orders	(\$322,460,510)
Right of Way Settlements	(\$3,777,010)
Other Reserve Uses	(\$6,300,000)
<b>Current Reserve</b>	<b>\$102,088,056</b>

## Floating Bridge and Landings Project

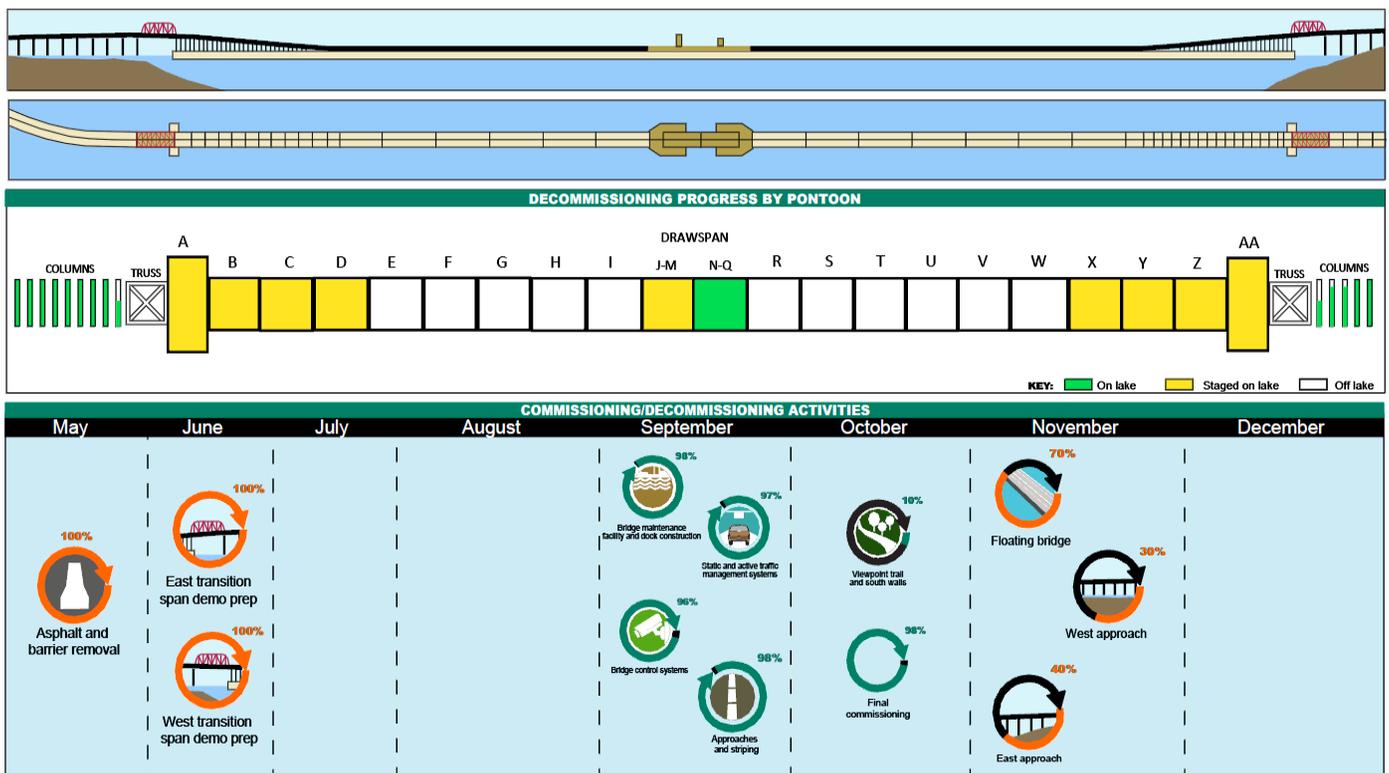
### FLOATING BRIDGE AND LANDINGS

The SR 520 Floating Bridge and Landings (FB&L) Project replaced the old, 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 bridge includes a bicycle/pedestrian path and has a bridge maintenance facility on the east end. The project included construction of 44 supplemental stability pontoons in Tacoma.



FB&L: Deconstruction at west high-rise (old bridge)

Original Engineers Estimate	\$640,769,000
Prime Bid Amount	\$586,561,000
Change Orders to Date	\$177,236,909
<b>Current Contract Value</b>	<b>\$763,797,909</b>



Decommissioning of the old floating bridge, as of Sept. 30, 2016

## SEPTEMBER ACCOMPLISHMENTS

At the bridge maintenance facility, crews worked on installation of the catwalk to pier dolphins and installed miscellaneous dock furnishings (navigation lights, poles, signs and fenders). At Lake Washington, crews continued anchor cable replacement, performed inspections of replaced anchor cables, continued pontoon and bridge electrical construction activities and general punch-list work. Deconstruction of the old bridge continued with the removal of spans 33, 34 and 35 as well as the deconstruction of pontoon B superstructure at the Eastside staging area.

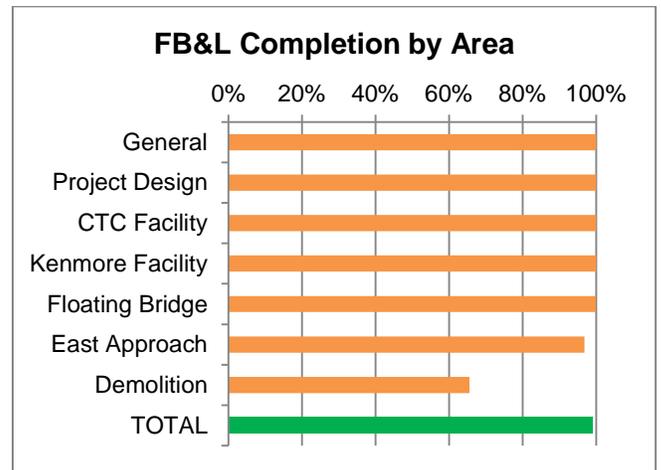
## RISKS

Several anchor cables were found to have been compromised during the installation process. Based on an initial analysis, the cables are considered structurally adequate and can be replaced under traffic conditions. Replacement of the cables will be performed by the design-builder from spring to fall 2016.

Inspections of the new bridge anchors have revealed that some anchor eye-bars are not in the exact locations required by contract. Repairs or mitigation efforts may be required to minimize this long-term maintenance risk.

Some grout pads are showing some signs of cracking and require repair to prevent further cracking. There is a concern that the cracking may become a long-term maintenance issue if the design-builder does not provide an adequate repair or long-term solution.

The design-builder continues performing major work on Lake Washington. This includes demolition of the existing bridge. Noncompliance with environmental permits and regulations may cause work stoppage or fines. Permits are tied to all projects working on the lake. Other project violations could impact permits on this project.



FB&L: Wall 4 construction

## SEPTEMBER COSTS

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

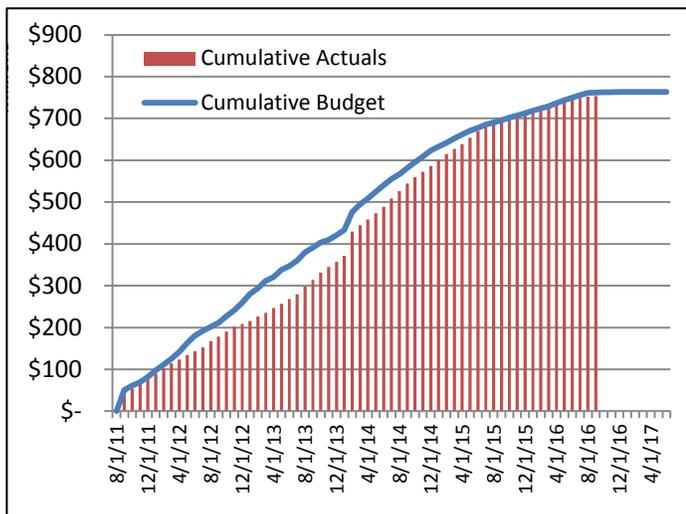
	Current Budget	Actuals to Date	Remaining Budget
<b>Floating Bridge &amp; Landings Project Totals</b>	<b>\$909,310,283</b>	<b>\$893,704,374</b>	<b>\$15,605,909</b>
<b>Preliminary Engineering</b>	<b>\$10,659,065</b>	<b>\$10,659,065</b>	<b>\$0</b>
<b>Right of Way</b>	<b>\$66,506,167</b>	<b>\$66,242,352</b>	<b>\$263,815</b>
<b>Construction</b>	<b>\$832,145,051</b>	<b>\$816,802,956</b>	<b>\$15,342,095</b>
<i>Current Contract Value</i>	\$763,797,909	\$753,626,901	\$10,171,007
<i>Agreements</i>	\$37,436,260	\$35,613,185	\$1,823,075
<i>Construction Engineering</i>	\$24,110,882	\$20,854,268	\$3,256,614
<i>State Force Work</i>	\$50,000	\$3,745	\$46,255
<i>Vendor Supplied Materials</i>	\$6,750,000	\$6,704,857	\$45,143

Cost information through Sept. 30, 2016

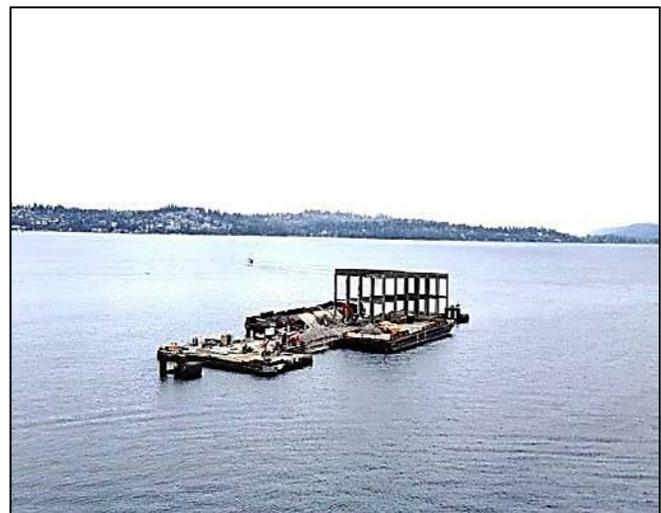
## SEPTEMBER CHANGE ORDER SUMMARY

There were three change orders executed in September for \$77,424. Change orders total \$177,236,909 for the FB&L project at the time of this report.

## SEPTEMBER PERFORMANCE



Monthly actuals are trending down as the project nears physical completion.



FB&L: Deconstruction of Pontoon B superstructure (old bridge)

### SCHEDULE SUMMARY

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	11/15/2013	11/14/2013
Substantial Completion	4/28/2016	4/25/2016
Physical Completion	2/22/2017	On Time

The contractor achieved substantial completion on April 25, 2016.

### SEPTEMBER 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 staffs that do not appear to be constructed in accordance with the approved drawings and specifications.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3926	10	3936	6	3930

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	395	19	3	234 days
Nonconformance Issues (NCI)	952	4	0	332 days

### SEPTEMBER 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	*45	0	45
Lost Time Incidents	*5	0	5
Contract Days without an Incident	13	30	43

*\*In previous reports only Contractor incidents were reflected in the total number. The previous total number has been updated to include WSDOT recordable incidents.*

There were zero (0) recordable incidents during the month of September

### SEPTEMBER 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)	74	4	78
Minor Environmental Event	65	0	65

On 9/7/2016, a Noncompliance Event occurred. KGM and WSDOT met to discuss the unauthorized discharge of decentered slurry water to an upland area on site. NorthStar pumped out at least 45 gallons of decentered slurry water and discharged it to soil for infiltration. An ECAP report was written.



### SEPTEMBER ENVIRONMENTAL SUMMARY CONTINUED

On 9/14/2016, a Noncompliance Event occurred. A hydraulic ram was being used underwater to replace an anchor cable when a fitting sheared off the equipment. Approximately 1/2 gallon of hydraulic fluid was discharged into Lake Washington. The fluid floated to the surface. An absorbent boom and pads were used to contain and clean the spill.

On 9/15/2016, a Noncompliance Event occurred. The fuel cap on a truck owned by NorthStar (subcontractor) broke off, spilling approximately five gallons of diesel fuel onto the streets of Medina and the construction site. The fuel leak extended from the westbound off-ramp at 92nd Avenue to the project site, a distance of 1.1 miles. KGM contacted the Bellevue Fire Department and the City of Medina. At the construction site, one quart of oil spilled onto the pavement and one quart spilled onto soil. The spill was cleaned up and the contaminated soil was removed from the site.

On 9/22/2016, a Noncompliance Event occurred. The old drawspan pontoon reportedly ran aground while being moved through the east navigation channel. Several resource agencies (Department of Ecology, Washington Department of Fish & Wildlife (WDFW), U.S. Fish and Wildlife Service (USFWS) & National Marine Fisheries Service (NMFS)) were notified of the incident. KGM sent divers to assess the extent of impacts to the lake bed. The divers determined that the pontoon in fact did not run aground. Rather, a cable hanging off the pontoon became entangled in debris on the lake bottom.

### West Approach Bridge North Project

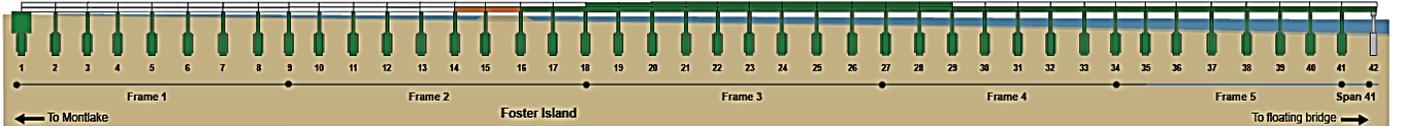
#### CONSTRUCTION OVERVIEW

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.



WABN: Installing formwork at span 33

Original Engineers Estimate	\$209,905,587
Prime Bid Amount	\$199,537,371
Change Orders to Date	\$2,797,969
<b>Current Contract Value</b>	<b>\$202,335,339</b>



**PROGRESS KEY:** ■ Complete ■ Under construction □ To be constructed ■ New floating bridge structure — Installation by barge **Note:** This graphic is for illustrative and tracking purposes only. It is not to scale and is in profile view.

WABN Progress Tracker																																														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42					
100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100			
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Month	May 2016	June 2016	July 2016	Aug. 2016	Sept. 2016	Oct. 2016	Nov. 2016	Dec. 2016	Jan. 2017	Feb. 2017
<b>Casing Installation</b>	100%	100%								
<b>Shaft Installation</b>	73%	84%	94%	100%						
<b>Column Installation</b>	53%	63%	79%	91%	100%					
<b>Girder Installation</b>	30%	30%	30%	48%	55%	88%	97%	100%		
<b>Deck Installation</b>	0%	0%	0%	3%	32%	56%	73%	85%	95%	100%

KEY:	Planned Completion (%)	Current Completion (%)
■	Planned Completion (%)	Current Completion (%)

**STRUCTURE LEGEND:**

- Deck
- Girder
- Isolation Bearing
- Column
- Shaft
- Casing

<b>BY THE NUMBERS:</b>	- 99 of 99 casings complete	- 8 of 47 diaphragms complete	- 11 of 41 sections of roadway deck complete
	- 99 of 99 shafts complete	- 70 of 104 bearings complete	
	- 95 of 95 columns complete	- 194 of 353 girders complete	

West Approach Bridge North progress tracker as of Sept. 30, 2016

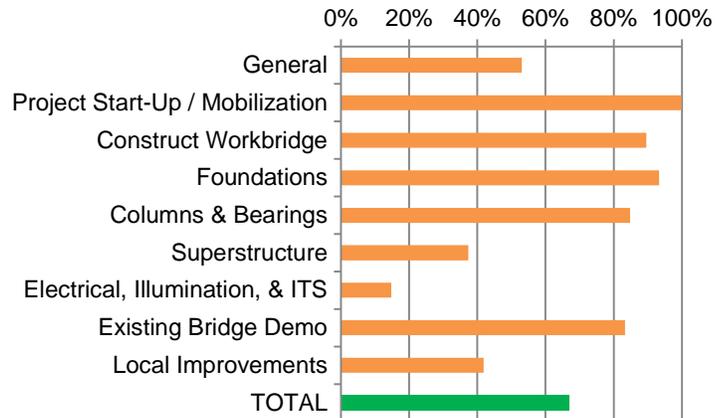
### SEPTEMBER ACCOMPLISHMENTS

In September, the contractor completed building columns, installed three bearings, and poured eight end diaphragms. Crews placed concrete at four deck spans in frames 3 and 4, and continued installing girders in frame 2.



WABN: Backfilling at pier 1

### WABN Completion by Area



### RISKS

- Environmental noncompliance events.
- Resolution of geotechnical issues.
- Procurement of long-lead items.
- Coordination of multiple phases of bridge construction along the work trestle.
- A disputes review board convened in August to hear a dispute related mechanical expansion joint specifications.

### SEPTEMBER COSTS

The preliminary engineering is complete; final right-of-way costs are being recorded. There have been 26 payments made to the contractor through September 2016.

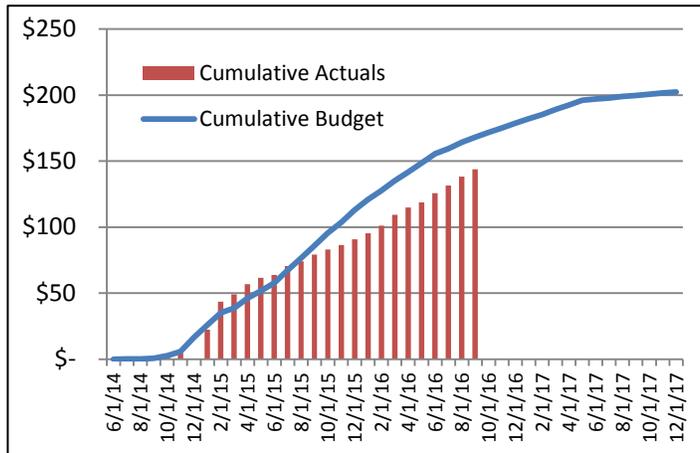
	Current Budget	Actuals to Date	Remaining Budget
<b>West Approach Bridge North Project Totals</b>	<b>\$253,641,855</b>	<b>\$185,341,247</b>	<b>\$68,300,608</b>
Preliminary Engineering	\$20,324,763	\$20,324,763	\$0
Right of Way	\$4,281,752	\$4,248,124	\$33,629
<b>Construction</b>	<b>\$229,035,339</b>	<b>\$160,768,360</b>	<b>\$68,266,979</b>
<i>Current Contract Value</i>	\$202,335,339	\$143,656,966	\$58,678,373
<i>Agreements</i>	\$11,972,000	\$8,009,165	\$3,962,835
<i>Construction Engineering</i>	\$14,728,000	\$8,904,885	\$5,823,115
<i>State Force Work</i>	\$0	\$10,301	\$0
<i>Vendor Supplied Materials</i>	\$0	\$187,042	\$0

Cost information through Sept. 30, 2016

### SEPTEMBER CHANGE ORDER SUMMARY

Three change orders were executed in September for -\$603,000. Change orders total \$2,797,969 for the WABN project at the time of this report.

### SEPTEMBER PERFORMANCE



Cumulative actuals are running below the projection through September



WABN: Looking east along the trestle at span 25

### SUMMARY SCHEDULE

Milestone	Contract Date	Actual/Trend
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	7/12/2017	7/12/2017
End of Working Days	11/29/2017	11/29/2017

Milestone dates for Bridge Open to Traffic and End of Working Days were updated per amended contract.

### SEPTEMBER 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.

	Previous Total	Current Period	Project Total
Work-related injuries requiring first aid only	8	4	12
Work-related injuries resulting in transfers or restrictions	8	0	8
Work-related injuries resulting in days away from work	0	0	0

During the week of 9/2/2016, a work-related injury requiring first aid occurred. A carpenter experienced a back strain with no lost time or restrictions, but his final condition was inconclusive. The contractor has now reported that the strain is considered a “first aid only” injury.

During the week of 9/9/2016, a work-related injury requiring first aid occurred. An employee of a paving subcontractor fell onto a pile of hot-mix asphalt, burning his forearms.

During the week of 9/9/2016, a WSDOT inspector rolled his ankle on a quarry spall, injuring his ankle.

During the week of 9/23/16, a forklift operator’s error resulted in material falling from forks in close proximity to a pilebuck. The result was a glancing blow to the pilebuck’s foot and an injury requiring first aid.

### SEPTEMBER 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)	91	5	96
Minor Environmental Event	0	0	0

On 9/2/2016, a Noncompliance Event occurred. During a heavy rain event, a containment tarp suspended under a crane staged at pier 26 of the temporary work trestle leaked stormwater contaminated with petroleum into Lake Washington. Several small sheens were observed on the lake below as the tarp contents dripped onto the trestle and into the water. Spill pads were used to clean the sheen on the trestle and in the water.

On 9/9/2016, a Noncompliance Event occurred. A subcontractor was using a vibratory hammer to extract piling at finger pier 17 of the temporary work trestle. Shortly after a pile was extracted, fluid was observed leaking from a coupler fitting between hydraulic oil hoses. Up to one quart of Terresolve biodegradable hydraulic oil entered Lake Washington. Spill pads and absorbent pillows were used to clean the sheen on the water.

On 9/13/2016, a Noncompliance Event occurred. A vibratory hammer was being used to install falsework piling for pier 9 of the permanent bridge. During the installation, fluid was observed leaking from a coupler fitting between hydraulic oil hoses. Up to two cups of Terresolve biodegradable hydraulic oil entered Lake Washington. Spill pads and were used to clean the sheen on the water.

On 9/21/2016, a Noncompliance Event occurred. While impact driving (proofing) steel piling at pier 9, the contractor did not activate the required underwater noise-attenuating bubble curtain. This resulted in exceedances of both of the peak, or single strike, sound pressure level (SPL) and the cumulative sound exposure level (SEL) for work on two pilings. Contractor personnel surveyed the water surface for injured or killed fish in the vicinity of piers 8, 9, and 10 following the exceedances. No injured or killed fish were observed.

On 9/23/2016, a Noncompliance Event occurred. A grout pad for a seismic isolation bearing was being installed at column 8C. During the installation, the union between two grout hoses became plugged with grout. A worker positioned on top of column 8C, over the grout pad form, disconnected the grout hoses. While attempting to break the plug, approximately 15 milliliters of grout was expelled from the hose and entered Lake Washington. No fish or wildlife were observed in distress.

## Union Bay Natural Area Project

### CONSTRUCTION OVERVIEW

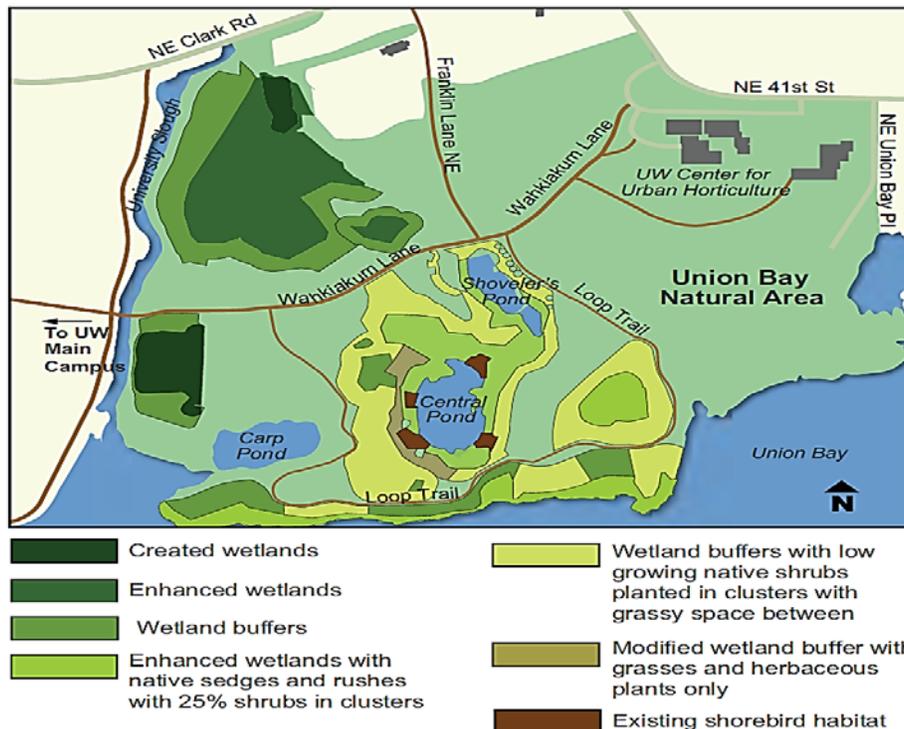
The 25-acre Union Bay Natural Area (UBNA) wetland mitigation project serves as compensation for wetland impacts that occur with the SR 520 West Approach Bridge North project within the SR520 Bridge Replacement and HOV Program. The wetland mitigation project construction work includes grading, site preparation, roadway excavation, wetland excavation, clearing/grubbing, dewatering, selective pruning, drainage, contamination disposal, top soil, soil amendment, planting, irrigation, plant establishment, habitat features and surveying.



UBNA: liner installation for a new wetland area

Original Engineers Estimate	\$5,141,551
Prime Bid Amount	\$4,377,478
Change Orders to Date	\$0
<b>Current Contract Value</b>	<b>\$4,377,478</b>

### Conceptual design for the UBNA mitigation site



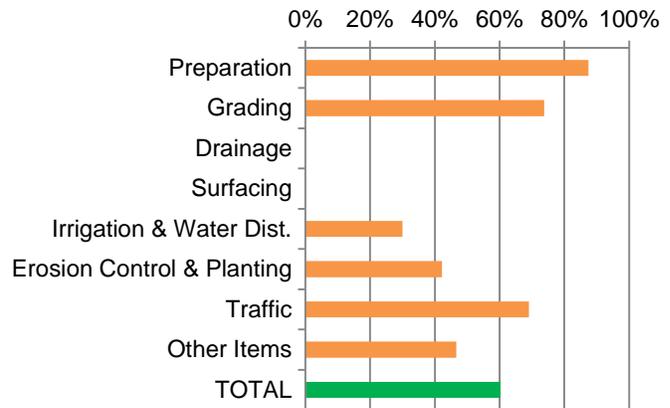
### SEPTEMBER ACCOMPLISHMENTS

In September, the contractor monitored and maintained environmental best management practices (BMPs), and continued spraying at planting areas. Crews also removed asphalt concrete pavement at Douglas Road, and removed and reconstructed Wahkiakum Trail. Crews delivered top soil and placed geosynthetic clay liner at the E-5 wetland-creation area.



UBNA: Weed-control spraying

### UBNA Completion by Area



### RISK

- Trail users entering closed areas
- Water table elevation higher than expected
- Landfill material quantity higher than planned
- Hazardous waste material higher than anticipated
- Resolution of differing site conditions

### SEPTEMBER COSTS

There have been four payments made to the contractor through September 2016.

	Current Budget	Actuals to Date	Remaining Budget
<b>Union Bay Natural Area Mitigation Project Totals</b>	<b>\$5,900,545</b>	<b>\$3,700,234</b>	<b>\$2,200,311</b>
<b>Construction</b>	<b>\$5,900,545</b>	<b>\$3,700,234</b>	<b>\$2,200,311</b>
Current Contract Value*	\$4,797,726	\$3,491,508	\$1,306,218
Agreements	\$316,628	\$38,514	\$278,114
Construction Engineering	\$786,191	\$148,235	\$637,956
State Force Work	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$21,977	-\$21,977

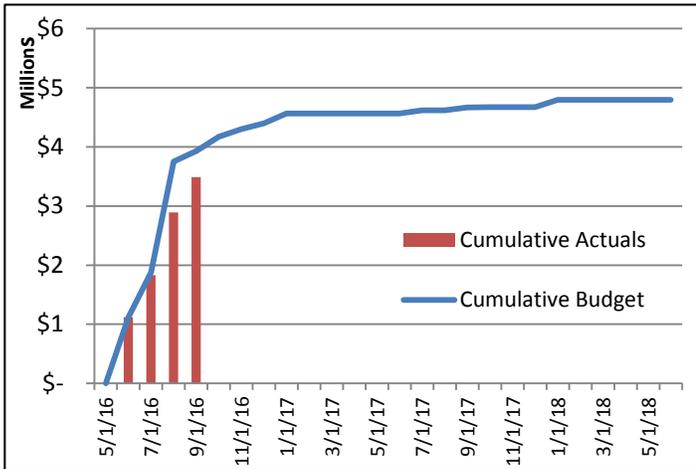
Cost information through Sept. 30, 2016

\*includes retail sales tax

### SEPTEMBER CHANGE ORDER SUMMARY

There have been zero change orders executed on the UBNA project as of September 2016.

**SEPTEMBER PERFORMANCE**



Actual cost was close to the expected expenditure for September

UBNA: UBNA wildlife

**SUMMARY SCHEDULE**

Milestone	Contract Date	Actual/Trend
Contract Execution	4/26/2016	4/26/2016
Substantial Completion	1/30/2017	1/30/2017
Start of 1 <sup>st</sup> Year Plant Establishment Period	1/30/2017	1/30/2017
Physical Completion	1/30/2018	1/30/2018

**SEPTEMBER 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.

	Previous Total	Current Period	Project Total
Recordable Incidents	0	0	0
Lost Time Incidents	0	0	6
Contract Days without Incident	77	28	105

There were no safety incidents during the month of September.

**SEPTEMBER 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)	1	0	1
Minor Environmental Event	1	0	1

There were no noncompliance or minor environmental events during the month of September.

### DBE/Apprenticeship/Training

#### DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

Shaded projects are physically complete. Data below is provided to WSDOT by the project contractors.

CONSTRUCTION											
Project	Disadvantage Business Enterprise (DBE) <sup>1</sup>					Apprentice		Training Hours			
	Percentage		Companies		Date Updated	Hours % (15% Goal)	Date Updated	Goal	Achieved	Date Updated	
	Goal	Current	# <sup>2</sup>	\$							
Pontoon Construction	6%	6.05%	20	\$27,182,102	12/1/2015	17.7%	9/1/2015	50,000	94,415	7/1/2015	
Eastside Transit and HOV	11%	13.45%	36	\$48,900,472	6/1/2015	13.7%	8/15/2016	58,500	38,655 *	6/1/2015	
West Connection Bridge	3%	3.83%	5	\$848,460	11/1/2014	18.8%	10/1/2014	1,200	1,200	10/1/2014	
Floating Bridge and Landings	7%	7.14%	47	\$54,550,814	8/31/2016	21.6%	8/31/2016	74,600	113,931	8/31/2016	
West Approach Bridge North	12%	6.16%	18	\$12,294,351	8/31/2016	18.5%	5/28/2016	15,000	12,082	6/25/2016	
DBE Subtotal			78	\$143,776,200							
Project	(M)inority, (S)mall, (V)eteran, (W)oman Business Enterprise (MSVWBE) <sup>3</sup>					Apprentice		Training Hours			
Union Bay Natural Area <sup>4</sup>	TYPE	M	10%	0.00%	0	\$0	8/31/2016	18.3%	7/31/2016	NOT REQUIRED	
		S	5%	0.53%	1	\$23,400	8/31/2016				
		V	5%	0.00%	0	\$0	8/31/2016				
		W	6%	28.28%	1	\$1,237,891	8/31/2016				
MSVWBE Subtotal			2	\$1,261,291 ^							
<b>CONSTRUCTION TOTAL</b>			<b>79</b>	<b>\$145,037,491</b>							
ARCHITECTURAL AND ENGINEERING (A&E)											
Project	DBE <sup>1</sup>					Duration					
	Percentage		Companies		Date Updated						
	Goal	Current	# <sup>2</sup>	\$							
Corridor Dev.	N/A	8.00%	2	\$15,112,456	6/30/2014	Feb. 2009 – June 2014 (N/A – No Goal)					
SR 520 Program	9%	15.87%	8	\$7,616,214	9/30/2016	June 2014 – Present (9% is a voluntary goal)					
DBE Subtotal			8	\$22,728,670							
Project	MSVWBE <sup>3</sup>					Duration					
SR 520 Program	TYPE	M	10%	11.84%	1	\$13,745	9/30/2016	March 2016 - Present			
		S	5%	26.84%	2	\$32,363	9/30/2016				
		V	5%	0.00%	0	\$0	9/30/2016				
		W	6%	11.84%	1	\$13,745	9/30/2016				
MSVWBE Subtotal			2	\$32,363 ^							
<b>A&amp;E TOTAL</b>			<b>9</b>	<b>\$22,761,033</b>							
<b>SR 520 PROGRAM TOTAL</b>			<b>88</b>	<b>\$167,798,524</b>							

<sup>1</sup> Federally funded projects have DBE goals. Calculations and level of detail are consistent with OEO guidance.

<sup>2</sup> Individual companies work on multiple projects and to eliminate duplication of reporting DBE / MSVWBE the totals only report the total number of companies in the Program.

\* Total Hours reported 38,655. However, 11,657 hours are excess laborer hours that can't be counted toward the goal.

<sup>3</sup> State funded projects have MSVWBE goals. Calculations and level of detail are consistent with WSDOT HQ Construction Office regarding MSVWBE reporting.

<sup>4</sup> Currently under review.

^ Individual companies work on multiple types (M, S, V, W) and to eliminate duplication of reporting MSVWBE the subtotals only report the total cost to the Program.

## Jobs

### CONSTRUCTION UPDATE – SEPTEMBER 2016

Project	Total Jobs
*Eastside Transit and HOV Project:	0
Floating Bridge and Landings Project:	224
*Pontoon Construction Project:	0
West Approach Bridge North:	311

\*Project has achieved physical completion.

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 June 30, 2016.

## Communications and Outreach

(July 1-Sept. 30, 2016)

### Constituent Correspondence:

#### Public emails / phone calls

- 811 received
- 198 of the comments came through open houses or online open houses
- 432 WSDOT responses
- Prevalent themes:
  - ✓ Plans for the Rest of the West and impacts in Montlake neighborhood
  - ✓ Questions about floating bridge after opening, including lights / noise
  - ✓ Neighborhood impacts of ongoing WABN construction

#### Twitter

- 722,200 million impressions (# of times people viewed SR 520 tweets)
- 204 direct responses to public requests for information
- 3,920 Twitter followers

### SR 520 Email Updates

- Sent 10 Program updates to the 12,600+ subscribers within the SR 520 corridor
- Sent 18 WABN updates to the 1,760+ subscribers within the Seattle corridor
  - ✓ Represents approximately 157,000 individual communiques
  - ✓ Newsletter topics cover notable program activities, construction milestones, traffic restrictions, neighborhood impacts, etc.

### Media Outreach

- 4 news releases and media advisories
- 55+ media interviews, briefings, tours

### Photos / Videos

- Shot and posted 41 photos to the SR 520 Flickr collection
- Shot and posted 2 new video to YouTube
- Produced and posted 2 Facebook Live videos



*This August 2016 photo shows girders for the West Approach Bridge North extending westward toward Seattle. South (left) of the WABN structure is the interim West Connection Bridge and the abandoned east end of the old west approach bridge.*

### Stakeholder Briefings / Tours / Presentations

- 9 project-site tours for elected officials and other stakeholders
- 11 briefings with elected officials or community organizations
- 8 community meetings / presentations
- 2 conference presentations

### Communications Materials

- More than 50 new or updated communications products were completed: program folios, fact sheets, presentations, fliers, display boards, graphics (print and Web), direct mail, etc.

### SR 520 Website Visits

- 68,107 page views this period
- Most-visited pages, in descending order, were: home page, About, WABN, Floating Bridge & Landings, and Resource Library.

### Awards

- The SR 520 team won two 2016 TransComm Skills Awards from AASHTO:
  - ✓ *Transportation Events*: planning and staging SR 520 Grand Opening event
  - ✓ *Graphic Design*: Grand Opening hand-drawn illustration by Tuan Chau

## Glossary

### 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
TCE	Temporary Construction Easement
TIFIA	Transportation Infrastructure Finance and Innovation Act
UBNA	Union Bay Natural Area
WABN	West Approach Bridge North
WCB	West Connection Bridge

### 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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