



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director: John White		Week Ending: May 4, 2012
Construction Manager: Dave Becher		Project: 8066/U52004B
Design Manager: George Fies		Project Budget: \$598.6m
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Project Cost to Date: \$103m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	

SUMMARY NARRATIVE

This Week

- Received and reviewed March 2012 pay application ~\$11M, returned with comments
- Continued wall pours, strip/place interior wall forms and continuity welding at CTC
- Transported four gravity anchors by barge to Elliot Bay
- Stripped forms on fluke anchors at Kenmore
- Installed access walkway along north side of existing bridge during ECC closure 4/28-4/29
- Continued building access road to the Medina shoreline, excavating and grading
- Continued construction of TESC pond and filter system at Medina shoreline
- Continued dredging and placing rock for Gravity Anchor pads at East Approach area
- Performed CSL testing for shaft anchors at East Approach area
- First aid incident at CTC - pinched finger (KGM) 4/30
- This week: There were 10 audits performed with 3 NCIs and 3 NCRs. Totals to date: 57 NCIs and 22 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Conducted media briefing on 5/2 at Kenmore site for completion of first cycle of gravity anchors
- Briefed Kirkland Kiwanis Club on general project topics on 5/2
- Briefed Seattle Design Commission on administrative review package on 5/3
- Conducted two tours of the Kenmore site for City of Kenmore staff. Tours were held on 4/30 and 5/3
- Distributed Seattle Yacht Club coordination plan. Coordinated marine movements for Opening Day of Boating Season

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	2	0	2
Minor Environmental Event	4	0	4

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation Dollar Value Impact	Potential Schedule Impact
1	Construction Delay in KG Contract impacts First Pontoon Delivery - Pontoon Construction	High	\$7.6M (Schedule Impact)*	1 to 3 months
2	Pontoon cycles at CTC may be delayed	High	\$4.6M (Schedule Impact)*	1 to 4 months
3	Eastside potential delay can impact FBL project's milestones, interface issues	Low	\$4.5M (Schedule Impact)*	1 to 6 months
4	Floating Bridge Urban Design and Aesthetics Issues	High	\$4.2M (Cost Impact)	No Schedule Impact
5	Injunction to the Record of Decision AND Intent upheld (Schedule Risk)	Low	\$3.1M (Schedule Impact)*	3 to 12 months

* The values listed above for delay costs are estimates from the Risk Management data, actual costs may be higher.

Mitigation Activities

1	Float was originally built into Flt Bridge RFP, but may not be there currently. Closely tracking progress with the pontoon project. LDs included in Pontoon Project. Pontoon Project adding crew time to make schedule.
2	Contractor is tracking this closely as well as the ongoing construction issues at Grays Harbor. This is a Contractor's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
4	Project managers are working with KGM, State, Contractor and City Architects, Community and Seattle Design Commission to finalize the architectural and urban design elements on the bridge
5	Program working closely with AG office for best strategy.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/0	0/0	0/0
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			21/232

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 18, 2014
Physical Completion	May 26, 2016	August 6, 2015	August 18, 2015
Final Completion	August 24, 2016	November 4, 2015	November 16, 2015

- CTC Cycle 1 float-out date has changed from 4/6 to 6/9-6/13. Pontoons on lake in July. New schedule submitted, open to traffic 11/19/2014
- *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue strip/place interior walls and continue wall pours at CTC
- Continue work on joint mockup at CTC
- Install forms, place rebar and pour concrete for fluke anchors in Kenmore
- Install sewer bypass at Medina shoreline, test and begin pumping
- Start Construction on Pier 2 cofferdam
- Continue construction of TESC pond and filter system at Medina shoreline
- Continue dredging and rock placement for East Approach area gravity anchors

Planned for Next Three Months

- Hold executive partnering session
- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons
- Continue production of fluke anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- Begin construction of the cofferdam on East Approach Pier 2

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Addition of Moorage (CO#30 - Related to Moorage)
- PCP/FB&L Integration
- Change related to Winter Storm Period restriction (pending CO)
- Changes related to maintenance facility (e.g. piping for maintenance water & waste water, dock grating, changes to dock rail)
- Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Aerial view of the East Approach work area



Aerial view of the existing Evergreen Point Bridge

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White	Week Ending:	May 11, 2012
Construction Manager:	Dave Becher	Project:	8066/U52004B
Design Manager:	George Fies	Project Budget:	\$598.6m
Business Manager:	Julia Mizuhata	DB Contract	
Design-Builder:	Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$103m

SUMMARY NARRATIVE

This Week

- Continued pontoon wall pours, strip/place interior wall forms and continuity welding at CTC
- Core Drill the Joint Mockup at CTC
- Pick Fluke Anchors from casting bed formwork and rebuild casting bed concrete formwork at Kenmore
- Placed rebar for fluke anchors at Kenmore
- Continued excavating and grading access road at Medina Site
- Test pick of Gravity Anchors in Elliot Bay
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Installed storm sewer bypass at East Approach in preparation for driving sheet piling for footing cofferdam
- Construction of Soil Nail Walls for East Approach access
- Started construction on East Approach Pier 2 Cofferdam
- KGM Tug and Barge clipped RR bridge in the Duwamish Waterway. No damage to bridge, minor damage to KGM equipment - 5/5
- This week: There were 14 audits performed with 6 NCIs and 0 NCRs. Totals to date: 63 NCIs and 22 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Coordinated with Ecology and NOAA on Kenmore Construction Site Inquiries
- Coordinated with NWR and Bridge Maintenance Staff on Five Drawspan Openings
- Answered Questions from Seattle Times Regarding Drawspan Openings

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	2	0	2
Minor Environmental Event	4	0	4

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation / Dollar Value Impact*	Potential Schedule Impact
1	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$8.5M (Schedule)	1 to 3 months
2	Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	2 to 4 months
3	Floating Bridge Urban Design and Aesthetics Issues	Certain	\$4.2M (Cost)	No expected schedule impact
4	Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
2	The Design-Builder has reassigned CTC mngmt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	Project managers are working with Design-Builder and Seattle Design Commission to finalize the architectural and urban design elements on the bridge.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway
5	Both the FB&L and Pontoon Design-Builder's are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/0	0/0	0/0
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			28/232

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 18, 2014
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Final Completion	August 24, 2016	November 4, 2015	November 16, 2015

• CTC Cycle 1 float-out date has changed from 4/6 to mid July. pontoons on lake late July. New schedule submitted, open to traffic 11/19/2014

*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue strip/place interior walls and continue wall pours at CTC
- Place rebar and pour concrete for fluke anchors in Kenmore
- Install sewer bypass at Medina shoreline, test and begin pumping
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls - Medina
- Continue dredging and rock placement for East Approach area gravity anchors
- Pick Gravity Anchors from barge and move back into Lake. Set anchor WSE -Lake Washington

Planned for Next Three Months

- Hold executive partnering session
- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns
- East Approach Pier 3 excavation and abutment
- Begin outfitting CTC and Grays Harbor pontoons. Ocean tow and first pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Goal to execute Addition of Grays Harbor Moorage (CO#30 - Related to Moorage), PCP/FB&L Integration (related to PCP), and Deviation from Winter Joining Restriction change orders by the end of May
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under discussion - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor

IMAGES



Transporting Gravity Anchors to Elliot Bay



CTC Joint Mockup

SR 520 Bridge Replacement and HOV Program

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Weekly Report

Project Director: John White
Construction Manager: Dave Becher
Design Manager: George Fies
Business Manager: Julia Mizuhata
Design-Builder: Kiewit/General/Manson (KGM)

Week Ending: **May 18, 2012**
Project: 8066/U52004B
Project Budget: \$598.6m
Project Cost to Date: \$103m

DB Contract
Amounts

SUMMARY NARRATIVE

This Week

- Continued pontoon wall pours, strip/place interior wall forms and continuity welding at CTC
- Core Drill the Joint Mockup at CTC
- Continued forming, placing rebar and pour concrete for Fluke Anchors at Kenmore
- Start work on Pre-cast Slab for concrete fascia panels for square columns on Pontoons at Kenmore
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam, template setup and driving sheet
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Began installation of Eastside staging mooring dolphins
- Installed storm sewer bypass near shoreline and test at Medina
- Construction of Soil Nail Walls for East Approach access
- Completed review 1 design submittal, East High Rise Superstructure Final Submittal
- KGM employee cornea abrasion from sandblasting debris at Aberdeen site (recordable)
- This week: There were 3 audits performed with 1 NCIs and 3 NCRs. Totals to date: 64 NCIs and 25 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Coordinated with Ecology, DOH and City of Kenmore construction site inquiries and comment/response process
- Coordinated with the City of Kenmore in preparation for May 24 site visit with Sen. Frockt
- Responded to multiple inquires and comments regarding daytime drawspan openings

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	2	0	2
Minor Environmental Event	4	1	5

- Fuel spill at ramp at East Approach work area - 5/11

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation / Dollar Value Impact*	Potential Schedule Impact
1	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$8.5M (Schedule)	1 to 3 months
2	Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	2 to 4 months
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5	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
2	The Design-Builder has reassigned CTC mngmt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	Project managers are working with Design-Builder and Seattle Design Commission to finalize the architectural and urban design elements on the bridge.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway
5	Both the FB&L and Pontoon Design-Builder's are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/0	0/1	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			35/3

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 18, 2014
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• CTC Cycle 1 float-out date has changed from 4/6 to mid July. Pontoons on lake late July. New schedule submitted, open to traffic 11/19/2014

*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue strip/place interior walls and continue wall pours at CTC
- Prep the anchor barge for Gravity Anchors
- Place the keel slab forms for Gravity Anchor
- Start setting Gravity Anchors -Lake Washington
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls - Medina
- Hold executive partnering session

Planned for Next Three Months

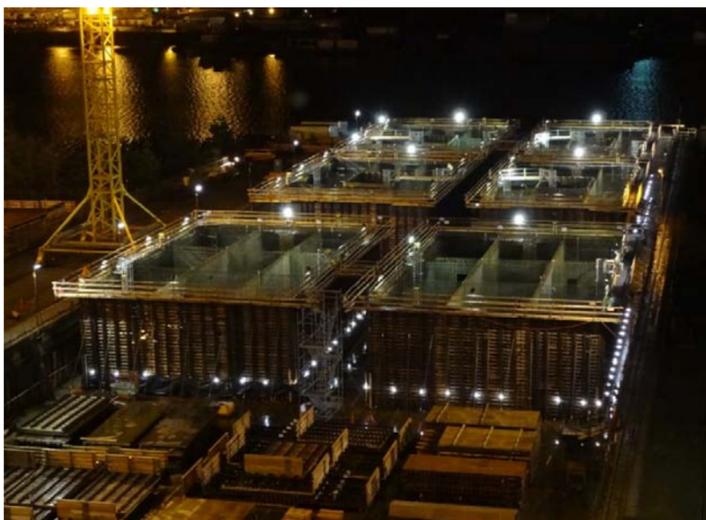
- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns
- East Approach Pier 3 excavation and abutment
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Goal to execute Addition of Grays Harbor Moorage (CO#30 - Related to Moorage), PCP/FB&L Integration (related to PCP), and Deviation from Winter Joining Restriction change orders by the end of May
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under discussion - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor

IMAGES



Pontoons in progress at CTC



777 Crane at East Approach Pier 2 Cofferdam



SR 520 Bridge Replacement and HOV Program

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Weekly Report

Project Director:	John White		Week Ending:	May 25, 2012
Construction Manager:	Dave Becher		Project:	8066/U52004B
Design Manager:	George Fies		Project Budget:	\$598.6m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>	Project Cost to Date:	\$103m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>		

SUMMARY NARRATIVE

This Week

- Continued pontoon wall pours, strip/place interior wall forms and continuity welding at CTC
- Begin installation of falsework for Pontoon top deck
- Continued forming, placing rebar and pour concrete for Fluke Anchors at Kenmore
- Start work on Pre-cast Slab for concrete fascia panels for square columns on Pontoons at Kenmore
- First Gravity Anchor placed in the water and towed into Lake Washington
- Installed mooring dolphins for eastside staging area
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam, driving sheet piles
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Construction of Soil Nail Walls for East Approach access
- Completed review of seven design submittals
- Held executive partnering session
- This week: There were 9 audits performed with 6 NCIs and 4 NCRs. Totals to date: 76 NCIs and 29 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Coordinated with Ecology, DOH and City of Kenmore construction site inquiries and comment/response process
- Coordinated with the City of Kenmore in preparation and held May 24 site visit with Sen. Frockt
- On camera KOMO interview regarding investigative story
- On camera media interview regarding draw span openings
- Responded to multiple inquires and comments regarding daytime draw span openings

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	2	1	3
Minor Environmental Event	5	0	5

- Fuel spill at anchor location CN in Lake Washington.

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation / Dollar Value Impact*	Potential Schedule Impact
1 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$8.5M (Schedule)	1 to 3 months
2 Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	2 to 4 months
3 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$4.2M (Cost)	No expected schedule impact
4 Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
2	The Design-Builder has reassigned CTC mgmt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	Project managers are working with Design-Builder and Seattle Design Commission to finalize the architectural and urban design elements on the bridge.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway

5	Both the FB&L and Pontoon Design-Builder's are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
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SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/0	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			42/10

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
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*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue strip/place interior walls and continue wall pours at CTC
- Continue installation of falsework for top deck
- Finish prepping the anchor barge for Gravity Anchors
- Place the keel slab forms for Gravity Anchor
- Pour Fluke Anchors
- Complete first cycle of Gravity Anchors float into Lake Washington
- Start setting Gravity Anchors -Lake Washington
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls - Medina
- Payment of March 2012 progress payment ~10m

Planned for Next Three Months

- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns
- East Approach Pier 3 excavation and abutment
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under discussion - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Gravity Anchors going through the Ballard Locks



Work on Soil Nail Wall 2 - Medina



SR 520 Bridge Replacement and HOV Program

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SUMMARY NARRATIVE

This Week

- Continued pontoon wall pours, strip/place interior wall forms and continuity welding at CTC
- Begin installation of falsework for Pontoon top deck
- Continued placing rebar and pour concrete for Fluke Anchors at Kenmore
- Continue work on Pre-cast Slab for concrete fascia panels for square columns on Pontoons at Kenmore
- Begin rebar and forming work for Gravity Anchors keel slabs at Kenmore
- Set Gravity Anchor WSW
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam, driving sheet piles - Medina
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Continue construction on Soil Nail Walls - Medina
- Completed review of two design submittals
- First Aid - KGM employee pinched nerve in back from concrete vibrator, took advil and went back to work
- This week: There were 9 audits performed with 0 NCIs and 0 NCRs. Totals to date: 76 NCIs and 29 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Responded to multiple inquires and comments regarding daytime draw span openings

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	3	1	4
Minor Environmental Event	5	0	5

- Hydraulic Fluid spill on Lake Washington 5/30

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation / Dollar Value Impact*	Potential Schedule Impact
1 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$8.5M (Schedule)	1 to 3 months
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5	Both the FB&L and Pontoon Design-Builder's are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/0	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			49/17

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 18, 2014
Physical Completion	May 26, 2016	August 6, 2015	August 18, 2015
Final Completion	August 24, 2016	November 4, 2015	November 16, 2015

• CTC Cycle 1 float-out date has changed from 4/6 to mid July. Pontoons on lake late July. New schedule submitted, open to traffic 11/19/2014

*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue strip/place interior walls and continue wall pours at CTC
- Continue installation of falsework for top deck
- Continue rebar and forming work for Gravity Anchors keel slab at Kenmore
- Rebar placement and strip forms on Fluke Anchors - Kenmore
- Continue dredging and placing rock for Gravity Anchors DS pad - Lake Washington
- Continue to set Gravity Anchors -Lake Washington
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls - Medina
- Payment of March 2012 progress payment ~10m

Planned for Next Three Months

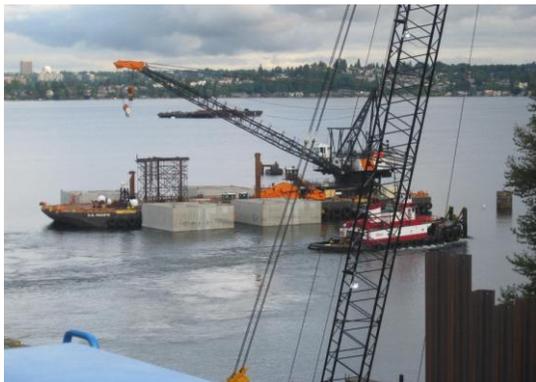
- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns
- East Approach Pier 3 excavation and abutment
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under discussion - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Gravity Anchors arriving to Eastside site



Placing false work in pontoons at CTC



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director: John White		Week Ending: June 8, 2012
Construction Manager: Dave Becher		Project: 8066/U52004B
Design Manager: George Fies		Project Budget: \$598.6m
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Project Cost to Date: \$114m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	

SUMMARY NARRATIVE

This Week

- Continued stripping interior wall forms and began waterproofing and concrete repair - CTC
- Continued placing rebar and stripping forms for Fluke Anchors - Kenmore
- Continue placing rebar, forming work and pouring concrete for Gravity Anchors keel slabs - Kenmore
- Set Gravity Anchors WSW and WSE on the lake
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam, driving sheet piles at Medina Site
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Continued construction on Soil Nail Walls and Soldier Pile Tieback Walls at Medina Site
- Payment made for March 2012 progress payment ~10m
- Received payment application for April 2012 progress payment ~10m
- KGM cement mason strained wrist at Kenmore. Doctor determined there was no injury. Employee sent home.
- This week: There were 8 audits performed with 1 NCIs and 4 NCRs. Totals to date: 77 NCIs and 33 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue planning for July presentation at the Seattle Design Commission
- Began coordinating and planning with KGM for a June/July open house in Medina
- Continued to coordinate with multiple agencies about Kenmore; Ecology open house is now planned for July
- Posted new Kenmore-specific Web page and FAQ document on project website
- Began planning for coordination with the USCG regarding changes to the drawspan opening times
- Responded to multiple inquires and comments regarding daytime draw span openings
- Presentation to Boeing Engineers Society

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	4	1	5
Minor Environmental Event	5	0	5

- Small spill of antifreeze to soil at the east approach area in Medina - 6/4

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of Pontoons in Grays Harbor	Certain	\$18.7M (Schedule, all cycles)	1 to 2 months
2 Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	1 to 2 months
3 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.4M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
4 Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway
5	Both the FB&L and Pontoon Design-Builder's are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/0	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			56/24

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 18, 2014
Physical Completion	May 26, 2016	August 6, 2015	August 18, 2015
Final Completion	August 24, 2016	November 4, 2015	November 16, 2015

• CTC Cycle 1 float-out date has changed from 4/6 to mid July. New schedule submitted, open to traffic 11/19/2014

*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue stripping interior walls, waterproofing, concrete repairs and mortaring at CTC
- Begin interior walls forms and rebar for Gravity Anchors at Kenmore
- Continue rebar, forming work and pour concrete for Gravity Anchors keel slab at Kenmore
- Rebar placement and pour concret for Fluke Anchors - Kenmore
- Continue dredging and placing rock for Gravity Anchors DS pad - Lake Washington
- Continue grading and excavation - Medina
- Continue to set Gravity Anchors -Lake Washington
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- Process April 2012 progress payment ~10m

Planned for Next Three Months

- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns
- East Approach Pier 3 excavation and abutment
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order (CO #30)
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under discussion - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor

IMAGES



Placing Gravity Anchor in Lake Washington



Excavating and Grading work at Medina



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White		Week Ending:	June 15, 2012
Construction Manager:	Dave Becher		Project:	8066/U52004B
Design Manager:	George Fies		Project Budget:	\$598.6m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>	Project Cost to Date:	\$114m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>		

SUMMARY NARRATIVE

This Week

- Continued stripping interior wall forms and began waterproofing and concrete repair - CTC
- Install top deck reinforcement steel - CTC
- Continued placing rebar and pour concrete for Fluke Anchors - Kenmore
- Continue placing rebar and forming work for Gravity Anchors keel slabs - Kenmore
- Place Interior Wall forms and pour concrete for Gravity Anchor - Kenmore
- Set Gravity Anchors VS and VN on the lake
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam, driving sheet piles at Medina Site
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Continued construction on Soil Nail Walls and Soldier Pile Tieback Walls at Medina Site
- Medina site visit from Ecology was conducted 6/8; Written inspection report identified silt fence at the lake shore was not install correctly
- Ecology visit to Kenmore on 6/14 to transfer ownership of the NPDES permit from Pioneer Towing to KGM
- Ironworker at CTC pinched finger, First Aid.
- This week: There were 2 audits performed with 0 NCIs and 2 NCRs. Totals to date: 77 NCIs and 35 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue planning for July 5 presentation at the Seattle Design Commission
- Continue coordinating and planning with KGM for a July open house in Medina
- Continued to coordinate with multiple agencies about Kenmore; participated in June 14 coordination call with all agencies
- Participated in June 13 coordination meeting with Ecology regarding activities in Kenmore
- Letter sent to the USCG requesting meeting to discuss changes to the drawspan opening times
- Responded to multiple inquires and comments regarding daytime draw span openings

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	5	0	5

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of Pontoons in Grays Harbor	Certain	\$18.7M (Schedule, all cycles)	1 to 2 months
2 Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	1 to 2 months
3 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.4M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
4 Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway
5	Both the FB&L and Pontoon Design-Builder's are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/0	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			63/31

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 5, 2014
Physical Completion	May 26, 2016	August 6, 2015	August 6, 2015
Final Completion	August 24, 2016	November 4, 2015	November 4, 2015

• CTC Cycle 1 float-out date has changed from 4/6 to mid July.

*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue stripping interior walls, waterproofing, concrete repairs and mortaring at CTC
- Finish interior walls forms and rebar for Gravity Anchors at Kenmore
- Begin Exterior Wall forms for Gravity Anchors at Kenmore
- Continue rebar, forming work and pour concrete for Gravity Anchors keel slab at Kenmore
- Continue dredging and placing rock for Gravity Anchors DS pad - Lake Washington
- Continue grading and excavation - Medina
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- Process April 2012 progress payment ~10m

Planned for Next Three Months

- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Finish University of Washington anchor bolt testing
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns
- East Approach Pier 3 excavation and abutment
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order (CO #30)
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under discussion - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Installing Sheet Piles for Pier 2 Cofferdam



Placing Gravity Anchor Wall Rebar at Kenmore



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director: John White		Week Ending: June 22, 2012
Construction Manager: Dave Becher		Project: 8066/U52004B
Design Manager: George Fies		Project Budget: \$598.6m
Business Manager: Julia Mizuhata	DB Contract	Project Cost to Date: \$123m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	

SUMMARY NARRATIVE

This Week

- Continued preparation of the construction joints for waterproofing and patch tie holes - CTC
- Pour first top deck on pontoon VSE and continue to install top deck reinforcement steel - CTC
- Continued placing rebar and pour concrete for Fluke Anchors - Kenmore
- Continue placing rebar and forming work for Gravity Anchors keel slabs - Kenmore
- Finished Interior and exterior Wall forms for Gravity Anchor #5 and start Construction of Cycle 2 Gravity Anchors - Kenmore
- Perform Verification testing on Gravity Anchors on Lake Washington
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam at Medina Site
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Continued construction on Soil Nail Walls and Soldier Pile Tieback Walls at Medina Site
- Two safety incidents, both strained backs at CTC - First Aid only
- Payment made for April 2012 progress estimate ~ 9.8m
- This week: There were 5 audits performed with 1 NCI and 3 NCRs. Totals to date: 78 NCIs and 38 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue planning for July 5 presentation at the Seattle Design Commission
- Continue coordinating and planning with KGM for a July open house in Medina
- Distributed notice to maritime distribution list regarding June 23 drawspan restrictions
- Continued to coordinate with multiple agencies about Kenmore activities and inquires
- Continued coordination for legislative tours at Kenmore site; Tour with Peter Schrappen, Northwest Marine Trade Association on July 10
- Distributed backpocket cards to bridge maintenance crews for distribution during drawspan openings

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	5	0	5

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of pontoons in Grays Harbor	Certain	\$18.7M (Schedule, all cycles)	1 to 2 months
2 Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	1 to 2 months
3 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.4M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
4 Outfitting Site for Grays Harbor and CTC pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5 Risk that there are issues with Grays Harbor pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway
5	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/0	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			70/38

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 5, 2014
Physical Completion	May 26, 2016	August 6, 2015	August 6, 2015
Final Completion	August 24, 2016	November 4, 2015	November 4, 2015

• CTC Cycle 1 float-out date has changed from 4/6 to mid July.

*Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue preparation of construction joints for waterproofing - CTC
- Continue to install top deck inserts and pour top deck of pontoons - CTC
- Finish interior walls forms and rebar for Gravity Anchors at Kenmore
- Begin wall rebar and interior forms for Gravity Anchor #6 at Kenmore
- Continue rebar, forming work and pour concrete for Gravity Anchors keel slab at Kenmore
- Continue dredging and placing rock for Gravity Anchors DS pad - Lake Washington
- Continue grading and excavation - Medina
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- Begin placing ballast rock inside cells of Gravity Anchors - Lake Washington

Planned for Next Three Months

- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Work Bridge Construction - Medina
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order (CO #30)
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Eastside Construction Site at Medina Shoreline



Moving Fluke Anchor to barge in Kenmore



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White			Week Ending:	June 29, 2012
Construction Manager:	Dave Becher			Project:	8066/U52004B
Design Manager:	George Fies			Project Budget:	\$598.6m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>		Project Cost to Date:	\$123m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>			

SUMMARY NARRATIVE

This Week

- Continued preparation of the construction joints for waterproofing and patch tie holes - CTC
- Pour top deck on pontoons and continue to install top deck reinforcement steel - CTC
- Remove exterior forms and apply curing compound to exposed deck on pontoons - CTC
- Begin pressure washing and crack mapping - CTC
- Continued pouring concrete for Fluke Anchors and Gravity Anchors - Kenmore
- Continue placing rebar and interior forms for Gravity Anchors #6 - Kenmore
- Begin exterior Wall forms for Gravity Anchor #6 - Kenmore
- Began placing ballast rock inside cells of Gravity Anchors - Lake Washington
- Continued excavating and grading at Medina Site
- Continued construction of Pier 2 cofferdam at Medina Site
- Continued dredging and placing rock for Gravity Anchor pads on Lake Washington eastside area
- Continued construction on Soil Nail Walls and Soldier Pile Tieback Walls at Medina Site
- First Aid - Strained lower back at Kenmore positioning formwork
- This week: There were 9 audits performed with 0 NCI and 0 NCRs. Totals to date: 78 NCIs and 38 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue planning for July 5 presentation at the Seattle Design Commission
- Continue coordinating and planning with KGM for an open house in Medina on July 17
- Continued to coordinate with multiple agencies about Kenmore activities and inquires
- Continued coordination for legislative tours at Kenmore site; Tour with Peter Schrappen, Northwest Marine Trade Association on July 10
- Met with U.S. Coast Guard to negotiate new drawspan opening rules

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	5	0	5

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Pontoons in Grays Harbor	Certain	\$18.7M (Schedule, all cycles)	1 to 2 months
2	Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	1 to 2 months
3	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.4M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
4	Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The Design-Builder has reassigned CTC mgmt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway
5	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/0	0/1
Lost Time Incidents	1/0	0/0	1/0
Contract Days without an Incident			77/45

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	December 5, 2014
Physical Completion	May 26, 2016	August 6, 2015	August 6, 2015
Final Completion	August 24, 2016	November 4, 2015	November 4, 2015

• CTC Cycle 1 float-out date has changed from 4/6 to mid July. Delayed Grays Harbor delivery dates have not yet been incorporated into KGM's Schedule. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue preparation of construction joints for waterproofing and filling tie holes - CTC
- Continue to remove exterior forms and apply curing compound - CTC
- Continue to pressure wash, waterproof and map cracks for interior and exterior concrete crack repair - CTC
- Finish interior walls forms and pour concrete for Gravity Anchor #6 at Kenmore
- Begin rebar placement Fluke Anchor #11 and #12 at Kenmore
- Continue rebar and forming work for Gravity Anchors #8 keel slab at Kenmore
- Continue dredging and placing rock for Gravity Anchors DS pad - Lake Washington
- Continue grading and excavation - Medina
- Continue Construction on East Approach Pier 2 cofferdam - Medina
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- Process May 2012 Progress Payment - 10~

Planned for Next Three Months

- Complete and float out CTC Cycle 1 and start casting Cycle 1a pontoons Mid July
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors at West Approach area and gravity anchors at East approach area
- Perform anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Work Bridge Construction - Medina
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order (CO #30)
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Gravity Anchor Ballast Installation



Placing Concrete on Top Deck at CTC



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White			Week Ending:	July 6, 2012
Construction Manager:	Dave Becher			Project:	8066/U52004B
Design Manager:	George Fies			Project Budget:	\$598.6m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>		Project Cost to Date:	\$123m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>			

SUMMARY NARRATIVE

This Week

- Received May 2012 Progress Payment - 10~
- Met with Coast Guard and received approval for more favorable draw span opening times and notification requirements
- KGM / Port of Tacoma Lease for EB1 outfitting site signed on June 19
- Provided fishing season notice to KGM for Sockeye and Chinook
- Continued preparation of the construction joints for waterproofing, patch tie holes, pressure washing and crack mapping - CTC
- Begin installation of the interior ladders, walkways and water tight doors - CTC
- Complete top deck concrete and continued to remove soffit forms- CTC
- Continued gravity and fluke anchor construction - Kenmore
- Begin gravity anchor excavation on Lake Washington westside
- Continued placing rock ballast for Gravity Anchor pads on Lake Washington eastside area
- Continued construction on Soil Nail Walls and Soldier Pile Tieback Walls at Medina Site
- Begin anchor testing on Lake Washington
- Safety - KGM Employee at CTC hit with sledge hammer head broken off from handle. Broken shoulder blade. Taken to hospital.
- This week: There were 14 audits performed with 2 NCI and 1 NCRs. Totals to date: 80 NCIs and 39 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue planning for July 5 presentation at the Seattle Design Commission
- Continue coordinating and planning with KGM for an open house in Medina on July 17
- Continued to coordinate with multiple agencies about Kenmore activities and inquires. Prep for Public Meeting on July 18
- Continued coordination for legislative tours at Kenmore site; Tour with Peter Schrappen, Northwest Marine Trade Association on July 10
- Met with U.S. Coast Guard to negotiate new drawspan opening rules

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	5	1	6

- A small hydraulic fluid spill at Kenmore on 6/21 that was not previously reported

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of pontoons in Grays Harbor	Certain	\$18.7M (Schedule, all cycles)	1 to 2 months
2 Pontoon cycles at CTC may be delayed	Certain	\$7.9M (Schedule)	1 to 2 months
3 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.4M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
4 Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$3.0M (Schedule)	2 to 3 months
5 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Low	\$2.3M (Cost and Schedule)	0.5 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting
3	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/1	0/1	0/2
Lost Time Incidents	1/0	0/1	1/1
Contract Days without an Incident			84/0

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

• CTC Cycle 1 float-out date has changed from 4/6 to 7/23. KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Suquamish Tribe ceremonial sockeye fishing in Ship Canal downstream from Ballard Locks, July 9 - 11
- Continue preparation of construction joints for waterproofing and filling tie holes - CTC
- Continue the installation of ladders and walkways - CTC
- Continue to pressure wash, waterproof and map cracks for interior and exterior concrete crack repair - CTC
- Pour concrete for Gravity Anchor #6 at Kenmore
- Begin rebar placement Fluke Anchor #11 and #12 at Kenmore
- Place interior forms for Gravity Anchor #7 and Gravity Anchor #8 keel slab at Kenmore
- Continue dredging and placing rock for Gravity Anchors - Lake Washington
- Continue grading and excavation - Medina
- Prep for and begin excavation for East Approach Pier 2 foundation - Medina
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- KGM to submit Pier 36 and Transition Spans Final Design Submittals
- Process May 2012 Progress Payment - 10~

Planned for Next Three Months

- Complete and float out CTC Cycle 1 (tentative July 23 - 24) and start casting Cycle 1a pontoons
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors and gravity anchors West Approach area
- Continue anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late July

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change to be combined with moorage change into one change order (CO #30)
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor

IMAGES



Soldier Pile Wall for Medina access road



Moving Fluke Anchors at Kenmore



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White	Week Ending:	July 13, 2012
Construction Manager:	Dave Becher	Project:	8066/U52004B
Design Manager:	George Fies	Current Contract	\$598.6m
Business Manager:	Julia Mizuhata	DB Contract	
Design-Builder:	Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$123m

SUMMARY NARRATIVE

This Week

- Suquamish Tribe ceremonial sockeye fishing in Ship Canal downstream from Ballard Locks, July 9 - 11
- Continued preparation of the construction joints for waterproofing, patch tie holes, pressure washing and crack mapping - CTC
- Continue installation of the interior ladders, walkways and water tight doors - CTC
- Continued to remove soffit forms- CTC
- Continued gravity and fluke anchor construction - Kenmore
- Continue grading and excavation of Medina Site
- Install dewatering wells for Pier 2 Cofferdam at Medina Site
- Continued construction on Soil Nail Walls and Soldier Pile Tieback Walls at Medina Site
- Continue anchor testing on Lake Washington
- Safety update - KGM investigation to last weeks accident, personnel had become complacent, and had not followed appropriate procedure
- Safety - KGM at CTC. Boot leaked during concrete pour, high pH burn to foot. First Aid.
- This week: There were 8 audits performed with 0 NCI and 0 NCRs. Totals to date: 80 NCIs and 39 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue coordinating and planning with KGM for an open house in Medina on July 17
- Continued to coordinate with multiple agencies about Kenmore activities and inquires. Prep for Public Meeting on July 18
- Continued coordination for legislative tours at Kenmore site; Toured with Peter Schrappen, Northwest Marine Trade Association on July 10
- Continued planning and coordination for July 23 float-out of pontoons from Concrete Tech Corp and planning for media event in Tacoma
- Continued planning and preparation for participation in July 14 tour of the eastside SR520 corridor
- Distributed flier to residents in Madison Park and Laurelhurst about upcoming construction activities

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	5	0	5

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Pontoons in Grays Harbor	Certain	\$27M (Schedule, all cycles)	1 to 3 months
2	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$10M (Cost and Schedule)	1 to 3 months + cost to mitigate delays
3	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Medium	\$4.5M (Cost and Schedule)	0.5 to 1 month
4	Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$4.5M (Cost and Schedule)	2 to 3 months
5	Pontoon cycles at CTC may be delayed	Certain	\$4M (Schedule)	1 to 2 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/2	0/0	0/2
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			91/7

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

• CTC Cycle 1 float-out date has changed from 4/6 to 7/23. KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue the installation of ladders and walkways - CTC
- Completion of waterproofing, patching and crack mapping - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Continue dredging and placing rock for Gravity Anchors - Lake Washington
- Continue grading and excavation - Medina
- Set up template and drive casing for Shaft Anchor ASW - on Lake Washington
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- Begin Fluke Anchor installation July 16th
- Squamish Tribe, second Ceremonial Fishing July 16th - 18th
- Process May 2012 Progress Payment - 10~

Planned for Next Three Months

- Complete and float out CTC Cycle 1 (tentative July 23 - 25) and start casting Cycle 1a pontoons
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors and gravity anchors West Approach area
- Continue anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late August

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change with moorage change (CO #30) issued to DB 7/10
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor nose)

IMAGES



Drilling Tiebacks for Wall 5 at Medina



Keel Concrete Pour at Kenmore



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White			Week Ending:	July 20, 2012
Construction Manager:	Dave Becher			Project:	8066/U52004B
Design Manager:	George Fies			Current Contract	\$598.6m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>		Project Cost to Date:	\$133m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>			

SUMMARY NARRATIVE

This Week

- Suquamish Tribe, second Ceremonial Fishing July 16th - 18th
- Completion of crack mapping, interior wall waterproofing, interior wall structure crack repair - CTC
- Continue installation of the interior ladders, walkways and water tight doors - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Continue grading and excavation of Medina Site, Install dewatering wells for Pier 2 Cofferdam at Medina Site
- Continued construction on Soil Nail Walls, Soldier Pile Tieback and Geo Block Walls at Medina Site
- Set North Verification Fluke Anchor - Lake Washington
- Prep work for Anchor testing, moving testing cables to next set of Anchors - East side of Lake Washington
- Set up template and Drive Casing for Shaft anchor ASW - West side of Lake Washington
- Reviewed Low Rise Superstructure Final Design Submittal and Transition Span & P36 and TS & P36 Interface w/ FB at Pier A&W Final
- Payment made for May 2012 progress estimate ~ 10m, Received June 2012 progress estimate ~ 9m
- Safety - At CTC; KGM, chipping concrete, chip flew and cut arm, First Aid. KGM, vibrator fell hit employee on hard hat and shoulder, First
- This week: There were 7 audits performed with 2 NCI and 1 NCRs. Totals to date: 82 NCIs and 40 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Participated in July 14 tour of the eastside of the SR 520 corridor
- Participated in prep meeting, developed and finalized materials and participated in the July 18 Ecology/interagency open house in Kenmore
- Continued planning for legislative tours at the Kenmore site; began planning for July 25 tour with the Joint Transportation Committee
- Continued planning for July 23 float-out of pontoons from Concrete Tech Corp in Tacoma; conducted July 20 media event in Tacoma
- Finalize materials for and participated in July 17 open house in Medina.

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	5	0	5

- Environmental Medina site visit from DOE is scheduled for July 31 to ensure commitments in the 401 WQC are being implemented
- NPDES Stormwater Construction Permit at Kenmore was transferred from Pioneer Towing to KGM - 7/13

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Pontoons in Grays Harbor	Certain	\$27M (Schedule, all cycles)	1 to 3 months
2	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$10M (Cost and Schedule)	1 to 3 months + cost to mitigate delays
3	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	Medium	\$4.5M (Cost and Schedule)	0.5 to 1 month
4	Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$4.5M (Cost and Schedule)	2 to 3 months
5	Pontoon cycles at CTC may be delayed	Certain	\$4M (Schedule)	1 to 2 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are built to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/2	0/0	0/2
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			98/14

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

• CTC Cycle 1 float-out date has changed from 4/6 to 7/23. KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Water up, pre-launch form casting basin, Launch to derrick barge and post-launch to EB1 - CTC
- Complete and float out CTC Cycle 1 (tentative July 23 - 25) and start casting Cycle 1a pontoons
- Continued gravity and fluke anchor construction - Kenmore
- Rock North Verification Fluke Anchor - Lake Washington
- Continue grading and excavation - Medina
- Drill, set cage and pour Shaft anchor ASW - West side of Lake Washington
- Continue Construction of Soil Nail Walls and Soldier Pile Tieback Walls - Medina
- Excavation and Rock Pier 2 - Medina
- Process June 2012 Progress Payment
- KGM plans to conduct the 3D BIM walk through for the Low Rise segment of the floating bridge

Planned for Next Three Months

- Outfitting for tow at EB1, complete installation of FRP walkways, ladders; complete pourbacks of top deck temporary openings
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors and gravity anchors West Approach area
- Continue anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late August

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Integration change with moorage change (CO #30) issued to DB 7/10
- Change involving deviation from Winter Joining Restriction still in progress
- Under discussion - Changes / modifications involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress - COs related to maintenance facility (e.g. piping for potable water, piping for waste water, dock grating, changes to dock rail)
- In progress - Kenmore site changes include addition of site camera to view construction activity, trailer for WSDOT personnel.
- In progress - Bridge and anchor related changes (e.g. modular expansion joint requirements, use of black bar for anchors, fluke anchor
- Executed Cos 4 (modifications to the Maintenance Dock Deck) and 5 (Cameras at Kenmore)

IMAGES



Triple Seven Crane at East Approach Pier 2 - Medina



Pontoons at CTC



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White	Week Ending:	July 27, 2012
Construction Manager:	Dave Becher	Project:	8066/U52004B
Design Manager:	George Fies	Current Contract	\$598.7m
Business Manager:	Julia Mizuhata	DB Contract	
Design-Builder:	Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$133m

SUMMARY NARRATIVE

This Week

- Complete launch of Cycle 1 pontoons out of CTC and moor at EB1 for further outfitting - CTC
- Reinstall gate, dewater casting basin and implement fish handling plan - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Continue grading and excavation of Medina Site at Medina Site
- Begin structure excavation & shoring and place shoulder ballast for pier 2 footing in Medina Site
- Drill and set rebar cage and pour Shaft Anchor ASW - West side of Lake Washington
- Dredging and rocking gravity anchor pad - Lake Washington
- KGM conducted the 3D BIM walk through for the Low Rise segment of the floating bridge - July 24
- Received June 2012 progress estimate ~ 9m
- Safety - Near-miss, July 25th, articulated dump truck for Pier 2 East Appro excavation, dump section of truck turned over. No injuries.
- This week: There were 27 audits performed with 2 NCI and 1 NCRs. Totals to date: 84 NCIs and 41 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Conducted media availabilities and posted pictures of pontoon float-out in Tacoma.
- Continued coordinating with multiple agencies about Kenmore construction activities and inquires; participated in bi-weekly call.
- Participated in July 25 tour of the Kenmore construction site with Joint Transportation Committee members and staff.
- Finalized materials for and participated in July 26 stakeholder meeting with Madison Park residents.
- Began planning and coordination for mid-August legislative tour with Representative Pollet at the Kenmore construction site.
- Began planning and coordination for August float-in of pontoons.

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	7	0	7

- Small spill of half gallon of coolant to soil at Kenmore on 7/13 - not previously reported
- Environmental Medina site visit from DOE is scheduled for July 31 to ensure commitments in the 401 WQC are being implemented
- WSDOT signed a copy of the hold harmless agreement to enter the Port of Tacoma property for releasing fish during the float outs at CTC on

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of Pontoons in Grays Harbor	Certain	\$27M (Schedule, all cycles)	1 to 3 months
2 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$10M (Cost and Schedule)	1 to 3 months + cost to mitigate delays
3 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$6.5M (Cost and Schedule)	0.5 to 1 month
4 Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$4.5M (Cost and Schedule)	2 to 3 months
5 Pontoon cycles at CTC may be delayed	Certain	\$4M (Schedule)	1 to 2 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/2	0/0	0/2
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			105/21

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
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Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

- CTC Cycle 1 float-out date has changed from 4/6 to 7/23. KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Resume schedule for cycle 1A pontoons beginning with survey and layout of exterior forms - CTC
- Joint Acceptance of first cycle of PFS in Grays Harbor
- Continued gravity and fluke anchor construction - Kenmore
- Drill, set rebar cage and pour Shaft Anchor BS - Lake Washington
- Excavation and Rock Pier 2 - Medina
- Process June 2012 Progress Payment

Planned for Next Three Months

- Outfitting for tow at EB1, complete installation of FRP walkways, ladders; complete pourbacks of top deck temporary openings
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors and gravity anchors West Approach area
- Continue anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late August

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Awaiting return of signed Integration change order with moorage change (CO #30) from KGM
- Change involving deviation from Winter Joining Restriction still in progress
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress – COs related to maintenance facility (e.g. piping for potable water, piping for waste water, changes to dock rail)
- In progress – Kenmore site - trailer for WSDOT personnel
- In progress – Bridge and anchor related changes (e.g. modular expansion jt. requirements, use of black bar for anchors, fluke anchor nose)
- Executed COs – #4 (Maintenance dock grating) and #5 (Camera/Aerial at Kenmore)

IMAGES





SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White	Week Ending:	August 3, 2012
Construction Manager:	Dave Becher	Project:	8066/U52004B
Design Manager:	George Fies	Current Contract	\$598.7m
Business Manager:	Julia Mizuhata	DB Contract	
Design-Builder:	Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$133m

SUMMARY NARRATIVE

This Week

- Continue outfitting of Cycle 1 pontoons at EB1 with FRP walkways, ladders, interior wall crack repair and any further prep for towing - CTC
- Prep casting basin for Cycle 1A pontoon construction - CTC
- Continue pre-tying reinforcing steel for walls in Cycle 1A pontoons - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Continue grading and excavation of Medina Site at Medina Site
- Pour concrete rat slab for pier 2 in Medina Site
- Drill and set rebar cage and pour Shaft Anchor BS - West side of Lake Washington
- Dredging and rocking gravity anchor pad - Lake Washington
- Set 1st Fluke Anchor in Lake Washington
- Safety - CTC, Pinched finger between washers bolting T-Pontoon to SSP. First Aid
- This week: There were 14 audits performed with 4 NCI and 3 NCRs. Totals to date: 88 NCIs and 44 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Finalized materials for and participated in July 30 briefing with the Kirkland Rotary
- Continued coordinating with multiple agencies about Kenmore construction activities and inquire coordination Strategy
- Continued planning and coordination for mid-August legislative tour with Representative Pollet at the Kenmore construction site.
- Continued planning and coordination for August float-in of pontoons.
- Began planning for project tour on Lake Washington for local media
- Began developing web page for Community Construction Management Plan (CCMP)

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	7	0	7

- Environmental Medina site visit from DOE was conducted on July 31 to ensure compliance with 401 WQC and NPDES permit
- During CTC dewatering 12k fish were captured during fish handling. Approx. 2k fish died during transfer from low oxygen levels in the coolers

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Grays Harbor Cycle 1 Pontoons	Certain	\$18M (Impacts to schedule)	2 months
2	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$9.5M (Cost and Schedule)	0.5 to 1 month
3	Delay of acceptance and turnover of Grays Harbor Future Cycles	Medium	\$7.5M (Impacts to schedule)	1 to 2 months
4	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.5M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
5	Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$1.5M (Costs to mitigate)	0 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/2	0/0	0/2
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			112/28

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.
- Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Begin placing exterior forms for Cycle 1A pontoons in casting basin and continue pre-tying rebar for walls - CTC
- Continue outfitting of Cycle 1 pontoons (moored at EB1) - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Drill, set rebar cage and pour Shaft Anchor - Lake Washington
- Dredge and Rock Gravity Anchor - Lake Washington
- Continue grading and excavation of Medina Site
- Fabrication of False work for Bridge - East Approach
- Tow Pontoon V to Lake Washington
- Process June 2012 Progress Payment

Planned for Next Three Months

- Outfitting for tow at EB1, complete installation of FRP walkways, ladders; complete pourbacks of top deck temporary openings
- Construction of Cycle 1A Pontoons at CTC
- Continue production of fluke and gravity anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install shaft anchors and gravity anchors West Approach area
- Continue anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Maintenance dock construction - Medina
- Begin outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late August

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Awaiting return of signed Integration change order with moorage change (CO #30) from KGM
- Change involving deviation from Winter Joining Restriction still in progress
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Under negotiation - Load Bank change order involving option for mobile load bank system
- In progress – COs related to maintenance facility (e.g. piping for potable water, piping for waste water, changes to dock rail)
- In progress – Kenmore site - trailer for WSDOT personnel
- In progress – Bridge and anchor related changes (e.g. modular expansion jt. requirements, use of black bar for anchors, fluke anchor nose)
- Executed COs – #4 (Maintenance dock grating) and #5 (Camera/Aerial at Kenmore)

IMAGES



Pour Concrete Rat Slab at Pier 2 - Medina



Drilling Shaft Anchor - West Lake Washington



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White			Week Ending:	August 10, 2012
Construction Manager:	Dave Becher			Project:	8066/U52004B
Design Manager:	George Fies			Current Contract	\$599.4m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>		Project Cost to Date:	\$144m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>			

SUMMARY NARRATIVE

This Week

- Continue outfitting of Cycle 1 pontoons at EB1 with FRP walkways, ladders, interior wall crack repair and any further prep for towing - CTC
- Begin placing exterior forms in the casting basin for Cycle 1A pontoons - CTC
- Continue pre-tying reinforcing steel for walls in Cycle 1A pontoons - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Grade and Pave access road - Medina Site
- Began placing rebar for East Approach pier 2 in Medina Site
- Install Casing for Shaft Anchor ASE - West side of Lake Washington
- Dredge Gravity Anchor UN - Lake Washington
- Set Verification Fluke Anchor (south side) - Lake Washington
- Acceptance of Pontoon V and start tow to Lake Washington from Grays Harbor
- Acceptance and Transfer of Pontoon W and start tow from Grays Harbor
- Paid June 2012 Progress Payment, \$9.8m
- Safety - Sprained ankle on shaft anchor barge. First Aid
- This week: There were 9 audits performed with 2 NCI and 2 NCRs. Totals to date: 90 NCIs and 46 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued coordinating with multiple agencies about Kenmore construction activities and inquires; participated in biweekly agency
- Notified nearby residents of upcoming pile driving work near the Medina shore
- Continued planning and coordination for mid-August legislative tour with Representative Pollet at the Kenmore construction site
- Continued planning and coordination for August float-in of pontoons; sent information to public about float-in viewing/ tracking
- Provided project tour on Lake Washington for Seattle Times, 8/9
- Continue developing web page for Community Construction Management Plan (CCMP)

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	7	0	7

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of Grays Harbor Cycle 1 Pontoons	Certain	\$15.5M (Impacts to schedule)	2 months
2 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$9.5M (Cost and Schedule)	0.5 to 1 month
3 Delay of acceptance and turnover of Grays Harbor Future Cycles	Medium	\$7.5M (Impacts to schedule)	1 to 2 months
4 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.5M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
5 Outfitting Site for Grays Harbor and CTC Pontoons	Medium	\$1.5M (Costs to mitigate)	0 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	The Design-Builder has reassigned CTC mngt staff and is implementing new work methods. This delay may be mitigated by the ongoing construction issues at Grays Harbor. This is a KGM's risk. Schedule is discussed weekly at KGM/WSDOT Managers Meeting

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/2	0/0	0/2
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			119/35

SCHEDULE

Contract Milestones	Contract Dates	Approved KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.
- Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Continue placing exterior forms for Cycle 1A pontoons in casting basin and continue pre-tying rebar for walls - CTC
- Continue outfitting of Cycle 1 pontoons (moored at EB1) - CTC
- Continued gravity and fluke anchor construction - Kenmore
- Drill, set rebar cage and pour Shaft Anchor ASE- Lake Washington
- Dredge and Rock Gravity Anchor UN - Lake Washington
- Continue placing rebar for pier 2 footing - Medina Site
- Install concrete piles for Maintenance Dock - East Approach
- Install drainage at the Medina site
- Pontoons V and W arrive on Lk Washington, begin ballasting and preparation for joining
- Received July 2012 Progress Payment

Planned for Next Three Months

- Outfitting for tow at EB1, complete installation of FRP walkways, ladders; complete pourbacks of top deck temporary openings
- Construction of Cycle 1A Pontoons at CTC
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Continue anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - Eastside Lake Washington
- Begin Pier 36 construction
- Begin Maintenance dock construction - Medina
- Continue outfitting CTC and Grays Harbor Pontoons. Ocean tow and first Pontoons on Lake Washington late August

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO #30 Moorage Integration Executed
- Change involving deviation from Winter Joining Restriction still in progress
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- In progress – COs related to maintenance facility (e.g. piping for potable water, piping for waste water, changes to dock rail)
- In progress – Bridge and anchor related changes (e.g. modular expansion jt. requirements, use of black bar for anchors, fluke anchor nose)
- In progress - Various urban design related changes (lighting for sentinels, railing, #28 Square Columns)
- CO #28 Rectangular (Square) Columns - Urban Design - Proceeding to execution

IMAGES



Placing Rebar at Pier 2- Medina



First Pontoon to leave Grays Harbor



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director: John White
Construction Manager: Dave Becher
Design Manager: George Fies
Business Manager: Julia Mizuhata
Design-Builder: Kiewit/General/Manson (KGM)

Week Ending: August 17, 2012
Project: 8066/U52004B
Current Contract: \$599.4m
Project Cost to Date: \$144m

DB Contract Amounts

SUMMARY NARRATIVE

This Week

- Continued outfitting of Cycle 1 pontoons at EB1 with FRP walkways, ladders, interior wall crack repair and any further prep for towing - CTC
- Continued placing exterior forms in the casting basin for Cycle 1A pontoons - CTC
- Continue pre-tying reinforcing steel for walls in Cycle 1A pontoons - CTC
- Continued fluke anchor and box column panel construction - Kenmore
- Second set of Gravity anchors completed and moved onto the lake. To be moved to Elliot Bay and lifted from barge next week
- Began installation of south column rebar for East Approach pier 2 in Medina Site
- Began Maintenance Pier pile driving - East Approach area
- Poured shaft anchor ASE - West side of the lake
- Continued preparation for fluke anchor verification test - Lake Washington
- Pontoons V and W arrived to Lake Washington. Inspection and preparation for pontoon joining activities on Lake Washington
- Acceptance and Transfer of flanker pontoons VNW and VSW
- Safety - Pinched finger week ending 8/3 required medication, now recordable incident
- Safety - KGM scraped arm on water tight door at EB1. KGM scraped arm on aluminum walkway railing at EB1. Both first aid.
- This week: There were 2 audits performed with no NCIs and no NCR. Totals to date: 90 NCIs and 46 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Coordinated pontoon float-in activities, including hosting a media event at the HMC Locks and website updates
- Notified nearby residents of upcoming concrete cooling work (steam) at Kenmore Industrial Park
- Notified nearby residents of upcoming 25-hour continuous concrete pour at Medina shore
- Coordinated and conducted Kenmore site tour with Representative Gerry Pollet
- Continued planning for briefing with the Sammamish Rotary Club (Aug. 30).
- Participated in boat tour with KGM, City of Kenmore Mayor, David Baker, and Asst. City manager, Nancy Ousley

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	7	0	7

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Delay of acceptance and turnover of Grays Harbor Cycle 1 Pontoons	Certain	\$15.5M (Impacts to schedule)	2 months
2 Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$9.5M (Cost and Schedule)	0.5 to 1 month
3 Delay of acceptance and turnover of Grays Harbor Future Cycles	Medium	\$7.5M (Impacts to schedule)	1 to 2 months
4 Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.5M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
5 Added cost for excluding the use of plastic chairs	High	\$2.0M (Cost and Schedule)	0 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	WSDOT has provided notification to the Design Builder and the use of Plastic Chairs has stopped. The Design Builder is evaluating change and will work with WSDOT to negotiate equitable price adjustment

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	0/3	0/0	0/3
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			126/16

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.
- Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Begin placing interior forms for Cycle 1A pontoons in casting basin and continue pre-tying rebar for walls - CTC
- Continue outfitting of Cycle 1 pontoons (moored at EB1) - CTC
- Continue fluke anchor and box column panel construction - Kenmore
- Perform fluke verification test- Lake Washington
- Continue dredging Gravity Anchor UN - Lake Washington
- Install north column rebar for pier 2 footing - Medina Site
- Drive temporary trestle piles - East Approach area
- Continue preparations for joining activities on Lake Washington
- Flanker pontoons VNW and VSW to arrive to Lake Washington

Planned for Next Three Months

- Construction of Cycle 1A Pontoons at CTC
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Complete anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - East side of Lake Washington
- Begin Pier 36 construction
- Begin construction of precast panels and x-beams at Kenmore
- Continue outfitting CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO #15 WSDOT Construction Trailer at Kenmore sent to KGM
- Change involving deviation from Winter Joining Restriction still in progress
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- In progress – COs related to maintenance facility (e.g. piping for potable water, piping for waste water, changes to dock rail)
- In progress – Bridge and anchor related changes (e.g. modular expansion jt. requirements, use of black bar for anchors, fluke anchor nose)
- In progress - Various urban design related changes (lighting for sentinels, railing)

IMAGES



Pontoon W tow to Lake Washington



East Approach work

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director:	John White			Week Ending:	August 24, 2012
Construction Manager:	Dave Becher			Project:	8066/U52004B
Design Manager:	George Fies			Current Contract	\$599.4m
Business Manager:	Julia Mizuhata	<i>DB Contract</i>		Project Cost to Date:	\$144m
Design-Builder:	Kiewit/General/Manson (KGM)	<i>Amounts</i>			

SUMMARY NARRATIVE

This Week

- Continued outfitting of Cycle 1 pontoons at EB1 with FRP walkways, ladders, interior wall crack repair and any further prep for towing - CTC
- Began placing inserts on exterior walls, bottom mat of steel in pontoons and placement of exterior wall certians for Cycle 1A pontoons - CTC
- Continue pre-tying reinforcing steel for walls in Cycle 1A pontoons - CTC
- Continued fluke anchor and box column panel construction - Kenmore
- Continued placing rebar for East Approach pier 2 in Medina Site
- Continued Maintenance Pier pile driving - East Approach area
- Dredged Gravity Anchor UN - Lake Washington
- Testing fluke anchor verification test - Lake Washington
- Ballasting pontoons on Lake Washington
- Flanker pontoons VNW and VSW and pontoons U arrived to Lake Washington, Pontoon T arrived at EB1
- Four gravity anchors delivered to Lake Washington
- Safety - Ironworker (Sub) pinched finger became infected and required antibiotics, recordable. Ironworker scraped arm, first aid.
- This week: There were 9 audits performed with 2 NCIs and 4 NCR. Totals to date: 92 NCIs and 50 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued planning for interpretive signage content development and outreach
- Worked with KGM to coordinate meeting with Medina neighbors for removal of trees near Evergreen Point Road
- Coordinated with Viewpoint trail neighbors (in Medina) to set up a meeting about fencing/screening
- Continued planning for briefing with the Sammamish Rotary Club (Aug. 30).
- Began planning for briefings with Madison Park and Laurelhurst neighbors affected by construction

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	7	2	9

- A tablespoon of diesel fuel was discharged to Lake Washington during pile driving activities - 8/16
- Port of Grays Harbor Terminal 4 two gallons of diesel fuel spilled to asphalt - 8/20

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Grays Harbor Cycle 1 Pontoons	Certain	\$15.5M (Impacts to schedule)	2 months
2	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$9.5M (Cost and Schedule)	0.5 to 1 month
3	Delay of acceptance and turnover of Grays Harbor Future Cycles	Medium	\$7.5M (Impacts to schedule)	1 to 2 months
4	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.5M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
5	Added cost for excluding the use of plastic chairs	High	\$2.0M (Cost and Schedule)	0 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	WSDOT has provided notification to the Design Builder and the use of Plastic Chairs has stopped. The Design Builder is evaluating change and will work with WSDOT to negotiate equitable price adjustment

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/3	0/1	1/4
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			134/5

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 2, 2015
Physical Completion	May 26, 2016	August 6, 2015	November 18, 2015
Final Completion	August 24, 2016	November 4, 2015	February 16, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.
- Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Completion of near and far face exterior walls and of bottom mat rebar and inserts - CTC
- Begin placement of fillet rebar and top mat of keel slab - CTC
- Continue outfitting of Cycle 1 pontoons (moored at EB1) - CTC
- Arrival of Pontoon T, leak monitoring, post tow inspection and electrical conduits drilled out and installed in Pontoon T - EB1
- Continue fluke anchor and box column panel construction - Kenmore
- KG to perform leak repair on Pontoons V and W - Lake Washington
- Perform fluke verification test- Lake Washington
- Continue dredging Gravity Anchor UN - Lake Washington
- Continue placing rebar and pour pier 2 footing - Medina Site
- Continue ballasting Pontoons on Lake Washington
- Start pontoon joining activities on Lake Washington

Planned for Next Three Months

- Construction of Cycle 1A Pontoons at CTC
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Complete anchor verification testing on Lake Washington
- East Approach Pier 2 footing and columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - East side of Lake Washington
- Begin Pier 36 construction
- Begin construction of precast panels and x-beams at Kenmore
- Continue outfitting CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO #15 WSDOT Construction Trailer at Kenmore Returned from KGM for further processing
- Change involving deviation from Winter Joining Restriction still in progress
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- In progress – COs related to maintenance facility (e.g. piping for potable water, piping for waste water, changes to dock rail)
- In progress – Bridge and anchor related changes (e.g. modular expansion jt. requirements, use of black bar for anchors, fluke anchor nose)
- In progress - Various urban design related changes (lighting for sentinels, railing)

IMAGES



Driving Concrete Piles for Maintenance Dock - Lake Washington



Ballast Rock Barge Moored to Pontoon V on Lake Washington



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Project Director: John White
Construction Manager: Dave Becher
Design Manager: George Fies
Business Manager: Julia Mizuhata
Design-Builder: Kiewit/General/Manson (KGM)

Week Ending: August 31, 2012
 Project: 8066/U52004B
 Current Contract: \$599.4m
 Project Cost to Date: \$144m

SUMMARY NARRATIVE

This Week

- Continued outfitting of Cycle 1 pontoons at EB1 with FRP walkways, ladders, interior wall crack repair and any further prep for towing - CTC
- Began placing inserts on exterior walls, Keel Slab bottom mat rebar, and placement of exterior wall curtains for Cycle 1A pontoons - CTC
- Continue pre-tying reinforcing steel for walls in Cycle 1A pontoons - CTC
- Post-tow inspection and planning for outfitting of Pontoon T - EB1
- Continued fluke anchor and box column panel construction - Kenmore
- Completed placing rebar and placed concrete for East Approach pier 2 footing in Medina Site
- Ballasting pontoons and Pre-joining operations on pontoons V and VNW - Lake Washington
- Set Gravity Anchors ANW and UN - Lake Washington
- Set and rock fluke anchor QS - Lake Washington
- Continued assembly of work trestle for East Approach Pier 1 construction
- Safety - Incident on 8/21, Ironworker (Sub) blister on finger became infected and required antibiotics, recordable.
- Received July 2012 Progress Payment - 8.5m
- This week: There were 17 audits performed with 3 NCIs and 2 NCR. Totals to date: 95 NCIs and 52 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued planning for interpretive signage content development and outreach
- Coordinate logistics and prepared materials for meeting with Madison Park neighbors affected by construction
- Coordinated with Viewpoint trail neighbors (in Medina) to set up a meeting about fencing/screening and noise walls
- Finalized materials for and participated in a briefing with the Sammamish Rotary Club (Aug. 30).
- Coordinated with West side team and prepared materials for meeting with Madison Park Community Council
- Coordinated response to PDR with the SR 520 Program Office

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	0	5
Minor Environmental Event	9	0	9

- Received the City of Seattle Noise variance on 8/27 for work through 8/24 - 10/5
- Received Special Event Permit on 8/28 for City of Kenmore for concrete work from 8/23-8/24

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Grays Harbor Cycle 1 Pontoons	Certain	\$15.5M (Impacts to schedule)	2 months
2	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$9.5M (Cost and Schedule)	0.5 to 1 month
3	Delay of acceptance and turnover of Grays Harbor Future Cycles	Medium	\$7.5M (Impacts to schedule)	1 to 2 months
4	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.5M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
5	Added cost for excluding the use of plastic chairs	High	\$2.0M (Cost and Schedule)	0 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are build to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	WSDOT has provided notification to the Design Builder and the use of Plastic Chairs has stopped. The Design Builder is evaluating change and will work with WSDOT to negotiate equitable price adjustment

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/4	0/1	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			141/10

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 23, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 21, 2016
Final Completion	August 24, 2016	November 4, 2015	July 20, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.
- Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Completion of near and far face exterior walls and of keel slab bottom mat rebar - CTC
- Begin placement of fillet rebar and top mat of keel slab - CTC
- Continue outfitting of Cycle 1 pontoons (moored at EB1) - CTC
- Continue fluke anchor and box column panel construction - Kenmore
- Start Drilling Pier 36 Shafts - Lake Washington
- Set and rock Fluke anchor QN - Lake Washington
- Strip forms from pier 2 footing - Medina Site
- Continue ballasting Pontoons on Lake Washington
- Start pontoon joining activities on Lake Washington

Planned for Next Three Months

- Construction of Cycle 1A Pontoons at CTC
- Tow pontoon T, VSE and VNE to Lake Washington
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Complete anchor verification testing on Lake Washington
- East Approach Pier 2 columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - East side of Lake Washington
- Begin Pier 36 construction
- Begin construction of precast panels and x-beams at Kenmore
- Continue outfitting CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO #15 WSDOT Construction Trailer at Kenmore - CO package expected to be sent to Program this week
- CO#41 Revise Winter Joining Restriction issued to and returned from KGM for further processing
- Several other DBIC Category 2 change orders issued to and returned from KGM for further processing
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Emergent CO issue - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- In-progress - CO's for maintenance facility, bridge and anchor related changes, and urban design changes

IMAGES



Pier 2 Footing Concrete Pour - Medina



Injecting Nitrogen in Concrete Truck at Kenmore



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: September 7, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Current Contract \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	Project Cost to Date: \$144m

SUMMARY NARRATIVE

This Week

- Place top mat and fillet rebar in keel slabs, exterior wall rebar, starter wall forms installed and clean keel slab in pontoon UNW/TNE - CTC
- Prep for keel slab pour, strip forms form mockup #2, pressure wash and continue cure - CTC
- Continue pouring tie holes in the deck and soffits, FRP installation in pontoon RNE/RSE and apply dry finish to Pontoon USE/UNE - EB1
- Post-tow inspection Pontoon T - EB1
- Continued fluke anchor and box column panel construction - Kenmore
- Construction of precast facility - Kenmore
- Install interior column forms for Pier 2 North Column at Medina Site
- Completed ballasting pontoon V - Lake Washington
- Drill and pour shaft S1 for pier 36 - Lake Washington
- Set Fluke anchor QS and placed rock for fluke anchor QN - Lake Washington
- Began driving 84 inch pile for 2nd Eastside Pontoon Staging Area
- Safety - No incidents this week
- This week: There were 7 audits performed with 0 NCIs and 0 NCR. Totals to date: 95 NCIs and 52 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued coordinating with multiple agencies about Kenmore construction activities and inquires.
- Continued planning for interpretive signage content development and outreach
- Continued developing content for West Connection Bridge CCMP
- Coordinated with City of Medina and Viewpoint trail neighbors and facilitated a fencing/ screening and noise wall meeting on 9/6
- Coordinated with West side team and prepared materials for meeting with Madison Park Community Council
- Coordinated logistics and prepared materials for meeting with Madison Park neighbors affected by construction

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	5	1	6
Minor Environmental Event	9	2	11

- A hydraulic hose failed and 1/2 gallon of hydraulic was released to the lake. All fluid was contained and cleaned up - 8/30
- On cup of hydraulic fluid spilled onto payment in medina - 8/30 An o-ring on a back-hoe failed and 1/4 cup of hydraulic fluid leaked - 8/24
- Penny Kelly from Ecology approved revisions to the WQMP for adding the in water work associated with Pier 1 dredging - 9/5

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Delay of acceptance and turnover of Grays Harbor Cycle 1 Pontoons	Certain	\$15.5M (Impacts to schedule)	2 months
2	Risk that there are issues with Grays Harbor Pontoons after they are accepted by WSDOT.	High	\$9.5M (Cost and Schedule)	0.5 to 1 month
3	Delay of acceptance and turnover of Grays Harbor Future Cycles	Medium	\$7.5M (Impacts to schedule)	1 to 2 months
4	Eastside potential delay can impact FBL project's milestones, interface issues	High	\$3.5M (Cost and Schedule)	0 to 1 months + cost to mitigate delays
5	Added cost for excluding the use of plastic chairs	High	\$2.0M (Cost and Schedule)	0 to 1 month

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimates from the Risk Management data and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	Pontoons delayed due to ongoing repair work. Both WSDOT and Design-Builder closely working with Pontoon Project to understand timing for acceptance to best mitigate this delay.
2	The FB&L Team meets with the Eastside Team on bi-weekly basis to coordinate interface issues and ensure that potential impacts are discussed. Contractors are cooperatively coordinating work efforts in the vicinity of Evergreen Point Road.
3	Both the FB&L and Pontoon Design-Builders are inspecting and surveying pontoons as they are built to help ensure correct fit-up on the lake. Pontoon Project RFP provides for WSDOT acceptance process in Grays Harbor
4	This is a Design-Builder risk. Design-Builder is aggressively looking for acceptable outfitting site in Puget Sound. Related to Muckleshoot Tribal Agreement for sites the Design-Builder is looking to use in the Duwamish Waterway. EB1 Lease signed
5	WSDOT has provided notification to the Design Builder and the use of Plastic Chairs has stopped. The Design Builder is evaluating change and will work with WSDOT to negotiate equitable price adjustment

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/0	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			148/17

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 23, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 21, 2016
Final Completion	August 24, 2016	November 4, 2015	July 20, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.
- Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Pour keel slabs, strip starter walls and form rib beams on pontoon UNW and TNE - CTC
- Place final near and far face exterior wall rebar, place final interior wall rebar and start wall form installation on pontoon USW/TNW - CTC
- Continue FRP installation and pourback temporary openings on pontoon RNE and RSE - EB1
- Stopping Fluke Anchor production do to lack of storage space - Kenmore
- Continue construction of precast facility - Kenmore
- Conduct Fluke Anchor test for QN and QS - Lake Washington
- Drill and pour shaft N1 for Pier 36 - Lake Washington
- Strip forms from pier 2 footing - Medina Site
- Complete 2nd Eastside Pontoon Staging Area - Lake Washington
- Begin ballast of Pontoon U & W and Clean Pontoons V and VNW - Lake Washington

Planned for Next Three Months

- Construction of Cycle 1A Pontoons at CTC
- Tow pontoon T, VSE and VNE to Lake Washington
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Complete anchor verification testing on Lake Washington
- East Approach Pier 2 columns and Pier 3 excavation and abutment
- Begin Pier 1 cofferdam construction - East side of Lake Washington
- Pier 36 construction
- Begin construction of precast panels and x-beams at Kenmore
- Continue outfitting CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

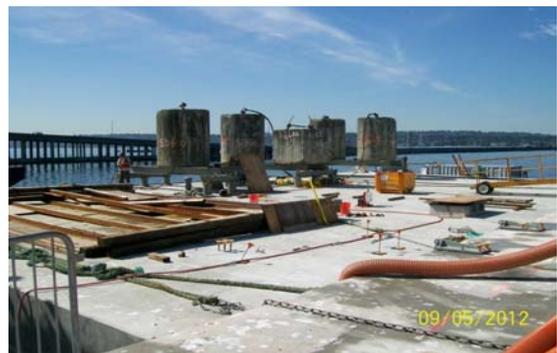
Change Order Status (multiple change orders in process)

- CO #15 WSDOT Construction Trailer at Kenmore - CO package is with program
- CO#41 Revise Winter Joining Restriction issued to and returned from KGM for further processing
- Several other DBIC Category 2 change orders issued to and returned from KGM for further processing
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Emergent CO issue - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- In-progress - CO's for maintenance facility, bridge and anchor related changes, and urban design changes

IMAGES



Drilling S1 at Pier 36 - Lake Washington



Temporary Concrete Weights on pontoon VSW



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: September 14, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	DB Contract	Current Contract: \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$144m

SUMMARY NARRATIVE

This Week

- Conduct Fluke Anchor test for QN and QS - Lake Washington
- Drill and pour shaft N1 for Pier 36 - Lake Washington
- Continue work to complete the 2nd Eastside Pontoon Staging Area - Lake Washington
- Clean and begin joining pontoons V and VNW - Lake Washington
- Construction of deck panel precasting facility - Kenmore
- Install interior column forms for East Approach Bridge Pier 2 North Column - Medina
- Pontoon keel slab construction suspended as of 9/7 PM pending design modification for rebar congestion. Work resumed on 9/13 - CTC
- FRP in Type 2 pontoons; completion of punch list in type 6 and type 5 - EB1
- KGM halted Malcolm Drilling operations at Pier 36 on 9/13 for environmental stand down.
- Safety - Kenmore crane anti tubelock failed, fell to the ground. East Appr Pier 2 column rebar allowed to tip/lean. Near misses, no injuries
- Safety - KGM employee at Kenmore smashed thumb with hammer, First Aid
- Quality - This week there were 6 audits performed with 0 NCIs and 0 NCR. Totals to date: 97 NCIs and 52 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Coordinated and participated in 9/13 call with multiple agencies regarding the Community Coordination planning efforts in Kenmore
- Coordinated with City of Medina for fencing/ screening meeting follow-up
- Coordinated and participated in 9/10 and 9/13 briefings with the Madison Park Community Council and Madison Park neighbors
- Participated in 9/12 meeting with Seattle DPD.

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	6	2	8
Minor Environmental Event	11	2	13

- 9/4 – Approximately one half liter of hydraulic fluid spilled to soil when a hydraulic hose on the 777 crane at Medina leaked
- 9/10 - Penny Kelly from Ecology, issued a violation during a scheduled site visit to Pier 36 for 10 ml of polymer slurry discharging to lake
- 9/11 - Greg Stegman, Ecology, responded to complaints regarding turbidity from tug activity. No turbidity issues were observed
- 9/12 - Approximately one half gallon of polymer slurry spilled into Lake Washington at Pier-36 drilled shaft construction
- 9/13 – Boat tour for approximately fifteen SR 520 WSDOT staff at Medina from 12:30-3:30 to learn about the FB&L project
- 9/17 – WSDOT biologists will be on site observing fish exclusion for installation of the silt curtain at the Pier 1 coffer dam location

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2	Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3	Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4	Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5	Floating Bridge Urban Design and Aesthetics Issues	Certain	\$4.2M (Cost)	0 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work, use of alternative equipment, approval of 2nd eastside staging area, and finalizing winter joining change order
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoon out of CTC and have winter joining change executed
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have work with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/0	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			155/24

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 23, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 21, 2016
Final Completion	August 24, 2016	November 4, 2015	July 20, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Set and rock Fluke Anchor HS - Lake Washington
- Install anchor cables on Fluke HS - Lake Washington
- Begin deployment of silt curtain and dredging for East Approach Bridge Pier 1 - Medina
- Complete 2nd Eastside Pontoon Staging Area - Lake Washington
- Begin ballasting of Pontoon W - Lake Washington
- Grout V and VNW joint - Lake Washington
- Work continues on rebar congestion issue - CTC
- Keel slab pour in 5A, 5C, 5E - CTC
- Cell by cell inspection in type 6 pontoons - EB1

Planned for Next Three Months

- Tow pontoons T, VSE and VNE to Lake Washington
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington
- Tow type 6 and type 5 pontoons to Lake Washington from EB1
- East Approach Pier 1 cofferdam, excavation and footing, Pier 2 columns, and Pier 3 excavation and abutment
- Continued Pier 36 construction
- Begin construction of precast deck panels and highrise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO #15 WSDOT Construction Trailer at Kenmore has been executed
- CO#41 Revise Winter Joining Restriction issued to and returned from KGM for further processing
- Several other DBIC Category 2 change orders issued to and returned from KGM for further processing
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- In-progress - CO's for maintenance facility, bridge and anchor related changes, and urban design changes

IMAGES



Concrete at Pier 36 Shaft - Lake Washington



Temporary Fendering for Pontoons



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: September 21, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Current Contract: \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	Project Cost to Date: \$152m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchor HN and install cables for Fluke Anchor HS - Lake Washington
- Grout pontoon V and VNW joint - Lake Washington
- Complete work on 2nd Eastside Pontoon Staging Area - Lake Washington
- Begin ballast of pontoon W - Lake Washington
- Installed silt curtain and began dredging of pier 1 - Lake Washington
- Strip forms for Pier 2 North Column - Medina
- Paved haul road with HMA pavement - Medina
- Formed and placed rebar for precast facility - Kenmore
- Keel slab pour of pontoons TNW and UNW; continue installation of top mat, fillet rebar and interior wall curtains - CTC
- FRP in Type 2 pontoons; cell by cell inspection in type 6 pontoons - EB1
- Tow pontoons VSE and VNE to Lake Washington
- Stop Work Order issued by KGM QA for water cement ratio out of specification, KGM is proceeding at risk - CTC
- Stop Work Order issued by KGM QA for joining bolts test results, KGM is proceeding at risk - Lake Washington
- Paid July 2012 Progress Payment - 8.5m
- Tentative agreement reached for purchase of Petrisor property.
- Safety - Subcontractor at Kenmore. Rebar tie wire poke in finger. First Aid
- Quality - This week there were 11 audits performed with 13 NCIs and 2 NCR. Totals to date: 110 NCIs and 54 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Compiling information for PDRs related to fly ash in anchor construction in Kenmore and from KING and KOMO TV on Pontoon construction
- Continued planning for interpretive signage content development and outreach activities
- Coordinated with City of Medina in response to citizen concerns regarding the viewpoint trail
- Continued planning for and participated in 9/22 SR 520 corridor staff tour
- Responded to media request regarding design competition

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	8		8
Minor Environmental Event	13		13

- 9/19 - Greg Stegman from Ecology visited Kenmore to observe vessel movement and turbidity.
- 9/19 - KGM was requested to develop and submit a slurry containment plan for Pier 36
- 9/21 - Meeting with DOE to discuss Kenmore

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2 Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3 Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4 Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$4.2M (Cost)	0 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work, use of alternative equipment, approval of 2nd eastside staging area, and finalizing winter joining change order
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoon out of CTC and have winter joining change executed
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have work with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/0	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			162/31

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 23, 2015
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Final Completion	August 24, 2016	November 4, 2015	July 20, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Rock Fluke Anchor HS and HN - Lake Washington
- Install cables on Fluke Anchor HN - Lake Washington
- Set Gravity Anchor DS and CS - Lake Washington
- Drill and pour Pier 36 shaft S2 - Lake Washington
- Tow SSP Pontoon VNE and VSE from Tacoma to 1st staging Area and begin ballasting - Lake Washington
- Tow Pontoon U, SSPs UNE and UNW to 2nd staging area - Lake Washington
- Clean and join pontoon V and VSW - Lake Washington
- Continue dredging at Pier 1 - Lake Washington
- Begin Pier 3 footing excavation - Medina
- Begin backfilling and removing coffer sheets at Pier 2 - Medina
- Continue forming and placing rebar for Precast Facility - Kenmore
- Pour keel slab of pontoons TSE, TSW and USW; completion of top mat, fillet rebar, interior wall curtains and continuity welding - CTC
- Cell by cell inspection of pontoons UNE and USE and tow to Lake Washington - EB1

Planned for Next Three Months

- Tow pontoons T to Lake Washington
- Continue production of fluke anchors at Kenmore
- Dredging and rock placement for fluke anchors on Lake Washington
- Install gravity anchors West Approach area
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington
- East Approach Pier 1 cofferdam, excavation and footing, Pier 2 columns, and Pier 3 excavation and abutment
- Continued Pier 36 construction
- Begin construction of precast deck panels and highrise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO#41 Revise Winter Joining Restriction issued to and returned from KGM for further processing
- Several other DBIC Category 2 change orders issued to and returned from KGM for further processing
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- In-progress - CO's for maintenance facility, bridge and anchor related changes, and urban design changes

IMAGES



Dredging for Pier 1 (silt curtain in place) - Lake Washington



Pontoon W North Anchor Cables - Lake Washington



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: September 28, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	DB Contract	Current Contract: \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$152m

SUMMARY NARRATIVE

This Week

- Set Gravity Anchor DS and CS, drilled and poured Pier 36 Shaft S2 and tested Fluke Anchor HS and HN - Lake Washington
- Clean and Join pontoon V and VSW - Lake Washington
- Deliver Pontoon VNE and VSE to Staging Area 1 and Deliver Pontoon USE and UNE to Staging Area 2 - Lake Washington
- Begin ballast of pontoon VNE and VSE - Lake Washington
- Continued dredging at Pier 1 East Approach - Lake Washington
- Form and pour Pier 2 South Column (1st lift) - Medina
- Started backfilled Pier 2 footing - Medina
- Begin Pier 3 footing excavation - Medina
- Continue forming and placing rebar for casting slab - Kenmore
- Keel slab pour of pontoons USW and TSW; beam pour in UNW and TNE; and continuity welding in USW and TSW - CTC
- Cell by cell inspection of pontoon UNE and USE and towed to Lake Washington (Saturday 9/29) - EB1
- Safety - Welder on mooring dolphin shocked by welding equipment, first aid. Ironworker at Kenmore received blister, first aid.
- Quality - This week there were 7 audits performed with 1 NCIs and 0 NCR. Totals to date: 111 NCIs and 54 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continue compiling information for PDRs related to fly ash in anchor construction in Kenmore
- Compiling information for PDR request regarding pontoons for KING and KOMO TV
- Continued planning for interpretive signage content development and outreach activities
- Continue coordinating with City of Medina in response to citizen concerns regarding the viewpoint trail and noise wall
- Finalized and distributed notification for extended work hours in Medina
- Responded to two constituent inquiries regarding sustainability and pontoon tracking
- Drafted summary of WSU student's bridge re-use design competition; responded to three media inquires about the competition

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	8		8
Minor Environmental Event	13	1	14

- 9/20 - WSDOT received KGM's Slurry Containment Plan for Pier 36. WSDOT reviewed and sent comment to KGM on 9/25.
- 9/26 - A hydraulic line failed on a dozer at Pier 2, one quart of hydraulic fluid spilled on soil. It was cleaned up and hauled away.

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2	Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3	Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4	Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5	Floating Bridge Urban Design and Aesthetics Issues	Certain	\$4.2M (Cost)	0 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work, use of alternative equipment, approval of 2nd eastside staging area, and finalizing winter joining change order
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoon out of CTC and have winter joining change executed
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/0	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			169/38

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 23, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 21, 2016
Final Completion	August 24, 2016	November 4, 2015	July 20, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.

Substantial Completion shown as April 2015 as of July 2012 update. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Install cables on Gravity Anchors ASW and ANW - Lake Washington
- Grout joining bolts on VNW and VSW - Lake Washington
- Drill and pour Pier 36 shaft N2 - Lake Washington
- Begin ballasting pontoon USE and UNE - Lake Washington
- Continue dredging at Pier 1 - Lake Washington
- Continue backfilling and removing coffer sheets at Pier 2 - Medina
- Continue forming and placing rebar for casting slab - Kenmore
- Installation of FRP, completion of waterproofing and patching, forming, grouting tie holes in pontoon RNE and RSE - EB1

Planned for Next Three Months

- Tow pontoon T to Lake Washington
- Continue production of fluke anchors at Kenmore
- Installation and rock placement for fluke anchors on Lake Washington
- Begin joining longitudinal pontoons
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington
- East Approach Pier 1 cofferdam, excavation and footing, Pier 2 columns, and Pier 3 excavation and abutment
- Continued Pier 36 construction
- Begin construction of precast deck panels and highrise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO#41 Revise Winter Joining Restriction executed this week
- Several other DBIC Category 2 change orders issued to and returned from KGM for further processing
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- In-progress - CO's for maintenance facility, bridge and anchor related changes, and urban design changes

IMAGES



Backfilling at Pier 2 - Medina



Setting Gravity Anchor CS - Lake Washington



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: October 5, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Current Contract: \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	Project Cost to Date: \$152m

SUMMARY NARRATIVE

This Week

- Installed cables on Gravity Anchor ASW and ANW and filled Gravity Anchor CS with rock - Lake Washington
- Drilled and poured Pier 36 Shaft N2. Pier 36 shafts complete - Lake Washington
- Ballast Pontoon UNE, USE and U - Lake Washington
- Continued SSP joining operations Pontoon V - Lake Washington
- Continued dredging at Pier 1 East Approach - Lake Washington
- Began placing rebar for Pier 2 South Column (2nd lift) - Medina
- Continued backfilling and removing coffer sheets at Pier 2 footing - Medina
- Began placing rebar for Pier 3 footing - Medina
- Began construction on Temporary Wall E - Medina
- Poured base for pre-cast deck panel slab - Kenmore
- Poured Fluke Anchor ON & NN and poured WSE & WSW precast box panels - Kenmore
- Wall pour 1 pre-activity meeting; rib beam pours 5A, 5C & 5E; Keel Slab pours 5B, & 5F - CTC
- Waterproofing and FRP installation in Type 2A & 2B pontoons - EB1
- Received Pay Application for August 2012 - 15m
- Safety - Carpenter experienced back strain, First Aid. QA fell back into boat while climbing onto Pontoon. Not using stairs, near-miss.
- Quality - This week there were 19 audits performed with 5 NCIs and 3 NCR. Totals to date: 116 NCIs and 57 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Compiling revisions to Kenmore FAQ document and drafted updates to Kenmore Industrial Park Web page
- Continued compiling information for three PDR requests.
- Continued planning for interpretive signage content development and outreach activities
- Continue coordinating with City of Medina in response to citizen concerns regarding the viewpoint trail and noise wall
- Prepared information for upcoming interview with construction leaders for Today magazine
- Responded to constituent inquiries regarding Pontoon tracking, drawspan opening, bridge design and vibration
- Began preparing for meeting with Medina neighbor regarding requested changes to sewer access

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	8	1	9
Minor Environmental Event	14		14

- 10/4 - Penny Kelly from Ecology issued a noncompliance to WSDOT and KGM for the discharge of Polymer Slurry at Pier 36
- 10/5 - WSDOT will be meeting with Greg Stegman from Ecology to discuss turbidity issues and expectations at Kenmore

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2 Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3 Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4 Risk that there are issues with Pontoons after they are accepted from Gray's Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$4.2M (Cost)	0 months

Impacts to this project caused by the delay to the first Gray Harbor pontoon cycle will be formally assessed at our next risk review meeting in early June.

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work, use of alternative equipment, approval of 2nd eastside staging area, and finalizing winter joining change order
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoon out of CTC and have winter joining change executed
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/0	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			176/45

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 16, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 6, 2016
Final Completion	August 24, 2016	November 4, 2015	July 5, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015 as of August 2012 update. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors US - Lake Washington
- Fill Gravity Anchor DS with rock and conduct Gravity Anchor test on ANW/ASW - Lake Washington
- Complete Pontoon U ballast - Lake Washington
- Load and set Whaler Frame for Pier 1 Cofferdam - Lake Washington
- Continue joining Pontoon V and SSP's - Lake Washington
- Installation of PT Pontoon V & SSP's - Lake Washington
- Continue backfilling and removing coffer sheets at Pier 2 - Medina
- Continue placing rebar for Pier 3 footing - Medina
- Continue construction on casting slab - Kenmore
- Keel slab pour in 5D and rib beam pours in 5B & 5F - CTC
- Installation of FRP in type 2A & 2B pontoons - EB1

Planned for Next Three Months

- Tow pontoon T to Lake Washington
- Continue production of fluke anchors at Kenmore
- Installation and rock placement for fluke anchors on Lake Washington
- Begin joining longitudinal pontoons - V/W
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington
- East Approach Pier 1 cofferdam, excavation and footing, Pier 2 columns, and Pier 3 footing
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor Pontoons

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO#48 - Trailer Mounted Load Bank Provided to DB for signature this week
- CO#32 - Dead End Transverse PT Tendons modified to also allow dead end anchorages in low rise rdwy deck panels, and resent to DB
- Proposed costs submitted for wavy rail (urban design), sentinel lighting (urban design), and restriction on plastic chair use to be evaluated by Stanton Group in addition to other reimbursable change issues
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- Various other changes in progress

IMAGES



Pontoon Staging Area - Lake Washington



Placing Rebar at Pier 3 Footing - Medina



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: October 12, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Current Contract: \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	Project Cost to Date: \$152m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors US and TS, filled Gravity Anchor DS with rock and testing Shaft Anchor ANW - Lake Washington
- Ballasting pontoons V, U, VSE and VNE as needed to achieve required freeboard - Lake Washington
- Continued SSP joining operations on Pontoon V - Lake Washington
- Continued dredging and set waler frame for Pier 1 East Approach - Lake Washington
- Continued placing rebar and poured Pier 2 South Column (2nd lift) - Medina
- Continued backfilling and finished removing coffer sheets at Pier 2 footing - Medina
- Continued construction on Pier 3 footing - Medina
- Continued construction on Temporary Wall E - Medina
- Continued construction of Precast Facility - Kenmore
- Set rebar and poured Fluke Anchors 23 and 24 - Kenmore
- Poured keel slab for pontoon TSE and prepping for rib beam pours in TNW, TSE and TSW - CTC
- Waterproofing and FRP installation in Type 2A & 2B pontoons - EB1
- Safety - Mgt staff - Hand slammed in car door and finger poke from pencil in pocket. Apprentice pilebuck fell into boat barge. All First Aids
- Quality - This week there were 13 audits performed with 10 NCIs and 0 NCR. Totals to date: 126 NCIs and 57 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued compiling information for three PDR requests.
- Continued planning for interpretive signage content development and outreach activities
- Continued coordinating with City of Medina in response to citizen concerns regarding the viewpoint trail and noise wall
- Prepared for and conducted 10/9 interview with Construction Leaders for Today magazine
- Reviewed materials and participated in 10/10 meeting with Seattle DPD
- Responded to constituent inquiries regarding bridge alignment and navigational channel closures
- Coordinated with KGM for 10/11 briefing with Seattle yacht club; participated in briefing
- Began preparing for meeting with Medina neighbor regarding requested changes to sewer access

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	9	0	9
Minor Environmental Event	14	0	14

- 10/11 - WSDOT received a list of in-water BMPs from KGM and forwarded them to Greg Stegman
- Starting October 1st the maximum allowable amount of time that unworked soils can be exposed under the NPDES permit was reduced from 7 days to 2 days

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2 Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.6M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/0	1/5
Lost Time Incidents	1/1	0/0	1/1
Contract Days without an Incident			183/52

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 16, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 6, 2016
Final Completion	August 24, 2016	November 4, 2015	July 5, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015 as of August 2012 update. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors SS and TN - Lake Washington
- Ballasting of pontoons V, U, VSE and VNE as needed - Lake Washington
- Install sheet piles for Pier 1 Cofferdam - Lake Washington
- Continue SSP joining operations Pontoon V - Lake Washington
- Continue construction on temporary Wall E - Medina
- Continue construction on Pier 2 columns - Medina
- Continue construction on Pier 3 footing - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction of Precast Facility - Kenmore
- Rib beam pours in TNW, TSE and TSW and first half wall pours in pontoons UNW and TNE - CTC
- Installation of FRP in type 2A & 2B pontoons - EB1

Planned for Next Three Months

- Tow pontoon T to Lake Washington
- Continue production of fluke anchors at Kenmore
- Installation and rock placement for fluke anchors on Lake Washington
- Begin joining longitudinal pontoons - V/W
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington
- East Approach Pier 1 cofferdam, excavation and footing, completion of Pier 2 columns, and Pier 3 footing
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO's in review with program will be sent to DB early next week.
- Proposed costs submitted for pedestrian "Wavy" rail (urban design), sentinel lighting (urban design), and restriction on plastic chair use is under review by Stanton Group in addition to other reimbursable change issues
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- Various other changes in progress

IMAGES



Cycle 1A pontoons under construction at CTC



Installing Temporary Wall E at Medina



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: October 19, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Current Contract: \$599.4m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	Project Cost to Date: \$152m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors SN and TN - Lake Washington
- Ballast pontoons V, U, VSE and VNE as needed to achieve required freeboard - Lake Washington
- Continued SSP VSE joining operations with Pontoon V - Lake Washington
- Started installing sheet piles for Pier 1 East Approach - Lake Washington
- Continued construction on Pier 2 Columns (2nd lift) - Medina
- Continued construction on Tie back and Solider pile walls 5,6 & 7 - Medina
- Continued backfilling Pier 3 footing - Medina
- Continued construction on Temporary Wall E - Medina
- Continued construction of Precast Facility - Kenmore
- Set rebar and poured Fluke Anchors 25 and 26 - Kenmore
- Poured wall 1 (of 2) in pontoon UNW and poured rib beams in pontoons TNW, TSE and TSW - CTC
- Continued continuity weld in walls, prep of construction joints, clearance checks and buyoff of rebar in walls all pontoons - CTC
- Waterproofing top deck and interior walls as needed and demobilized from EB1
- Quality - This week there were 17 audits performed with 9 NCIs and 2 NCR. Totals to date: 343 Audits, 136 NCIs and 59 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued compiling information for three PDR requests.
- Continued planning for interpretive signage content development and outreach activities. Held Kick-Off Meeting.
- Continued developing material and preparing for mid-November meeting with Medina neighbors regarding the viewpoint trail and noise
- Completed revisions to Kenmore FAQ document and reviewed Ecology's draft Sediment Sampling Plan
- Began preparing materials for 11/1 Executive Partnering Meeting
- Responded to constituent inquiries regarding bridge design, boater safety, noise wall, trail design and privacy policy.
- Continued preparing for meeting with Medina neighbor regarding requested changes to sewer access

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	9	0	9
Minor Environmental Event	14	0	14

- 10/15 - Letter from Paula Hammond and Ted Sturdevant was sent to Councilman Larry Phillips in response to the turbidity issues at
- 10/17 - Kenmore site visit with Greg Stegman from Ecology and 2 inspectors from EPA. They reviewed the site to ensure compliance with NPDES permit. No Compliance issues were observed or noted on the inspection form that was completed.
- 10/18 - Approx. 2 cups of coolant on soil upland area of Medina when a hose on an excavator leaked. It was immediately cleaned up.

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2	Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3	Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4	Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5	Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.3M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/5	0/1	1/6
Lost Time Incidents	1/1	0/1	1/2
Contract Days without an Incident			190/07

Safety Incidences

- Week of 10/8 - 1) KGM employee at CTC , head laceration, forklift blade hit and tripped employee causing fall hitting head on forklift load. OSHA Recordable. 2) O'Neill employee at CTC, strain to left elbow, Lost Time
- This week - KGM employee on Lk WA. Foreign object in eye, First Aid
- This week - WSDOT employees at CTC. 1) Bumped his shin on eco-pan, 2) scraped arm on tie wire and 3) complained of aches in knee from kneeling on rebar

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 16, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 6, 2016
Final Completion	August 24, 2016	November 4, 2015	July 5, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons. Substantial Completion shown as April 2015 as of August 2012 update. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors QLS and QLN - Lake Washington
- Ballast of pontoon W for Column Construction - Lake Washington
- Continue to install sheet piles for Pier 1 Cofferdam - Lake Washington
- Grout sleeves for Pontoon VNW/VSW and prep pontoon VNE for joining - Lake Washington
- Continue construction on temporary Wall E - Medina
- Continue construction on Pier 2 columns - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction of Precast Facility - Kenmore
- Set rebar and pour Fluke Anchors 27 and 28 - Kenmore
- Pour wall 1 (of 2) in pontoons USW and TNE - CTC
- Continue continuity welding, construction joints, clearance checks of rebar and tie wire buyoff for interior wall for all pontoons - CTC

Planned for Next Three Months

- Tow pontoon T to Lake Washington and begin joining longitudinal pontoons - V/W
- Continue production of fluke anchors at Kenmore and installation and rock placement for fluke anchors on Lake Washington
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington
- East Approach Pier 1 cofferdam, excavation and footing, completion of Pier 2 columns, and Pier 3 footing
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO 7, Black Bar vs. Epoxy Coated, CO 14, Revise Minimum Risk Manager Requirements and CO 51 Jack Calibration sent to DB
- Proposed costs submitted for pedestrian "Wavy" rail (urban design), sentinel lighting (urban design), and restriction on plastic chair use is under review by Stanton Group in addition to other reimbursable change issues
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- Various other changes in progress

IMAGES



Construction Site at Medina



Installing Sheet Piles for Pier 1 Cofferdam - East Approach



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: October 26, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	<i>DB Contract</i>	Current Contract: \$599.7m
Design-Builder: Kiewit/General/Manson (KGM)	<i>Amounts</i>	Project Cost to Date: \$167.6m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors QLS and QLN - Lake Washington
- Fine tuned Ballast on pontoons VNE, V, U and W and grout joint on pontoon VNE - Lake Washington
- Continued SSP joining operations, SSP VNE with Pontoon V - Lake Washington
- Continued installing sheet piles for Pier 1 East Approach - Lake Washington
- Poured pier 2 north column (2nd lift) - Medina
- Continued construction on Tie back and Solider pile walls 5,6 & 7 - Medina
- Continued backfilling pier 3 footing and began placing forms & rebar for Pier 3 stem wall - Medina
- Continued construction on retaining Wall E - Medina
- Continued construction of Precast Facility - Kenmore
- Set rebar and poured Fluke Anchors 27 and 28 - Kenmore
- Poured wall 1 in pontoon TNE/USW - CTC
- Continued continuity weld in walls, tie wire clearances prior to setting forms, clearance checks and buyoff of rebar in walls all pontoons - CTC
- Made payment for August 2012 Pay Application No. 13 - \$15.4m
- Quality - This week there were 15 audits performed with 10 NCIs and 5 NCR. Totals to date: 358 Audits, 146 NCIs and 64 NCRs

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued compiling information for two PDR requests from KING and KOMO.
- Continued planning for interpretive signage content development and outreach activities. Workshop #1 planned for the week of 11/5.
- Continued developing material and preparing for mid-November meeting with Medina neighbors regarding the viewpoint trail and noise walls
- Continued preparing materials for Executive Partnering Meeting (11/8, TBD)
- Responded to constituent inquiries regarding bridge drawspan, pontoon transit timing, bridge design, and pontoon reuse.
- Continued preparing for meeting with Medina neighbor regarding requested changes to sewer access

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	9	2	11
Minor Environmental Event	14	0	14

- 10/22 - Approximately 8-10 oz of fuel entered the lake when a skiff became tangled in anchor lines and swamped.
- 10/24 - WSDOT ESO office scheduled annual TESC fall site assessment at Medina. To assess the BMP's and if Medina site is ready for winter.
- 10/25 - Approximately 1 quart of motor oil entered the lake from work boat outboard motor.
- 10/30 - Allison Hanson and Megan White will be visiting the FB&L to discuss ECAP's, proactive approaches and review BMP's in the field.

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2	Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3	Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4	Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5	Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.3M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/6	0/0	1/6
Lost Time Incidents	1/2	0/-1	1/1
Contract Days without an Incident			197/14

Safety Incidences

- O'Neill employee at CTC reported last week as Lost Time has been determined to be not recordable, re-aggravation of preexisting condition
- KGM Carpenter last week passed out due to reaction from medication, no other injury resulted. Determined to be not work related.

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	April 16, 2015
Physical Completion	May 26, 2016	August 6, 2015	April 6, 2016
Final Completion	August 24, 2016	November 4, 2015	July 5, 2016

- KGM submitted new schedule update that includes delay for Grays Harbor pontoons.

**Substantial Completion shown as April 2015 as of August 2012 update. *Approved KGM Baseline Schedule for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors VLS and VLN - Lake Washington
- Ballast of pontoon W for Column Construction - Lake Washington
- Core drill VSE and VNE for post tensioning - Lake Washington
- Continue to install sheet piles for Pier 1 Cofferdam - Lake Washington
- Begin installing falsework for Pier Table at Pier 2 South Column - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction of Precast Facility - Kenmore
- Set rebar and pour Fluke Anchors 29 and 30 - Kenmore
- Wall pour #1 in pontoons TSW, TNW and TSE and set forms for wall pour #2 in pontoons UNW and TNE- CTC
- Continue continuity welding, clearance checks of rebar and tie wire buyoff for interior wall for all pontoons - CTC

Planned for Next Three Months

- Tow pontoon T to Lake Washington and begin joining longitudinal pontoons - V/W
- Joining pontoon U and pontoon U SSP's
- Continue production of fluke anchors at Kenmore and installation and rock placement for fluke anchors on Lake Washington
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington/EB1; Start cycle 2 pontoons construction
- East Approach Pier 1 cofferdam, excavation and footing, completion of Pier 2 columns, and Pier 3 stem wall
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO 32, Dead-End Transverse PT Tendons, CO 40, Embedded Conduit in the FB Lowrise Closure Pour, and CO 48, Trailer Mounted Load Bank returned signed by DB for further processing
- CO 38, Slag Replacement Limits sent to DB
- Proposed costs submitted for pedestrian "Wavy" rail (urban design), sentinel lighting (urban design), and restriction on plastic chair use is under review by Stanton Group in addition to other reimbursable change issues
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - FA for standby costs associated w/towing, barge load/unload due to PFS related issues
- Various other changes in progress

IMAGES



Joining of pontoon VNE and V - Lake Washington



East Appr. Br. Pier 3 Stem Wall Reinforcement - Medina



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: November 2, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	DB Contract	Current Contract: \$599.7m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$167.6m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors VLS and VLN - Lake Washington
- Ballast pontoon W for column construction, core drilled VSE and VNE for post tensioning - Lake Washington
- Set column rebar and forms for Pontoon W columns
- Continued installing sheet piles for Pier 1 East Approach - Lake Washington
- Began installing falsework for Pier Table at Pier 2 South Column - Medina
- Continued construction on Tie back and Soldier pile walls 5,6 & 7 - Medina
- Poured south end of stem wall at Pier 3 Abutment - Medina
- Continued construction on retaining Wall E - Medina
- Set rebar and poured Fluke Anchors 29 and 30, continued construction of Precast Facility - Kenmore
- Poured wall 1 in pontoon UNW and set wall forms for wall pour 2 in pontoon TSW - CTC
- Continued continuity weld in walls, tie wire clearances prior to setting forms, clearance checks and buyoff of rebar in walls all pontoons - CTC
- Payment for September 2012 Pay Application No. 14 will be made Friday (11/2) or early next week - \$11.2m
- Quality - This week there were 19 audits performed with 4 NCIs and 2 NCR. Totals to date: 377 Audits, 150 NCIs and 66 NCRs
Currently there are 31 open NCIs and 30 NCRs.

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued coordinating with headquarters and local media on PDR requests and pontoons construction and assembly information.
- Continued planning for interpretive signage workshop #1 (planned for week of 11/5)
- Finalized update to Kenmore FAQ document; updated website and distributed to coordinating agencies.
- Continued drafting project construction newsletter (planned for mid-Nov. distribution).
- Responded to constituent inquiries regarding drawspan openings and pontoon arrival and transit through the Locks.
- Continued preparing for meeting with Medina neighbor regarding requested changes to sewer access

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	11	1	12
Minor Environmental Event	14	1	15

- 10/29 - Minor Event, 5 gals of diesel fuel spill from generator at Medina. Fuel entered catchbasin and migrated to the stormwater pond. The spill was cleaned up, drainage system were flushed and the pond was partially drained. No fuel entered the lake.
- 10/29 - The final memo for NEPA/SEPA covering the installation of additional moorage buoys was signed by WSDOT and FHWA.
- 10/30 - A plume of turbid water was observed in the lake and measured at 309 NTU's. WSDOT reported the event to Ecology ERTS line.
- 10/30 - Allison Hanson and Megan White visited FB&L Office. They were provided an overview of proactive measures that KGM was implementing for environmental compliance at Medina.

RISKS

Top 5 Risks		Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1	Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2	Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3	Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4	Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5	Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.3M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/6	0/0	1/6
Lost Time Incidents	1/2	0/0	1/1
Contract Days without an Incident			204/21

Safety Incidences

- Last week - KGM Skiff swamped resulting is ECAP reported last week. No injury, near miss.
- This week - KGM worker shirt caught in rotating drum of grout mixer. Torn shirt, no injury, near miss.

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	February 12, 2015
Physical Completion	May 26, 2016	August 6, 2015	October 1, 2015
Final Completion	August 24, 2016	November 4, 2015	December 30, 2015

• KGM to submit new schedule that shows April 15, 2013 for Grays Harbor Cycle2 pontoon delivery.

**Substantial Completion shown as February 2015 as of September 2012 update. *Approved KGM Baseline Schedule for Planned Early Mileston

FORECAST

Planned for Next Week

- Set Fluke Anchors RN, PN and SS - Lake Washington
- Continue ballasting pontoon W for column construction and place concrete in Pontoon W columns - Lake Washington
- Bolt and grout pontoon USE - Lake Washington
- Continue installing falsework for Pier Table at Pier 2 South Column - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction on Pier 3 stem wall - Medina
- Continue construction of Precast Facility - Kenmore
- Set rebar and pour Fluke Anchors 31 and 32 - Kenmore
- Wall pour #1 on pontoons TSE/TNE and wall pour #2 on pontoons TNW/USW - CTC
- Continue continuity welding, clearance checks of rebar and tie wire buyoff for interior wall for all pontoons - CTC

Planned for Next Three Months

- Tow pontoon T to Lake Washington and begin joining longitudinal pontoons - V/W
- Joining pontoon U and pontoon U SSP's
- Continue production of fluke anchors at Kenmore and installation and rock placement for fluke anchors on Lake Washington
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1 pontoons to Lake Washington/EB1; Start cycle 2 pontoons construction
- East Approach Pier 1 cofferdam, excavation and footing, completion of Pier 2 columns, and Pier 3 stem wall
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO 2 - Resequence PFS, CO 8 PEX Pipe in Lieu of Copper, CO 25 Appendix M7 Sheet AC-2 Mod, CO 17 Corrosion Allowance in Lieu of Galvanizing - Executed.
- CO 35 - Conc Mix Dgn Approval Authority (last week), CO 39 - Medium Voltage Power System, CO 51 - Jack Calibration - Sent to DB
- CO 14 - Rev Risk Mgr Min Quals, CO 16 - Modify Bull Rail & Receptacles, CO 38 Slag Replacement Limits - Signed & returned by DB
- Proposed costs submitted for pedestrian "Wavy" rail (urban design), sentinel lighting (urban design), and restriction on plastic chair use is under review by Stanton Group in addition to other reimbursable change issues
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - costs associated w/towing, barge load/unload due to PFS related issues under review

IMAGES



Medina Construction Site



Fluke Anchor Construction at Kenmore



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: November 9, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	DB Contract	Current Contract: \$599.7m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$178.8m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors RN, PN, SS and RS - Lake Washington
- Began preparation of joining for pontoon USE and UNE - Lake Washington
- Poured W1 Columns on Pontoon W - Lake Washington
- Continued installing sheet piles for Pier 1 East Approach - Lake Washington
- Continued installing falsework for Pier Table at Pier 2 South Column - Medina
- Continued construction on Tie back and Soldier pile walls 5,6 & 7 - Medina
- Continued construction of stem wall at Pier 3 Abutment - Medina
- Set rebar and poured Fluke Anchors 31 and 32, continued construction of Precast Facility - Kenmore
- Poured wall 1 in pontoon TSE and set wall forms for wall pour 2 in pontoon TNW and USW - CTC
- Continued continuity weld in walls, tie wire clearances prior to setting forms, clearance checks and buyoff of rebar in walls all pontoons - CTC
- Processed payment for September 2012 Pay Application No. 14 - \$11.2m
- Quality - This week there were 10 audits performed with 1 NCIs and 6 NCR. Totals to date: 387 Audits, 151 NCIs and 72 NCRs
Currently there are 28 open NCIs and 33 NCRs.

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued coordinating with multiple agencies about Kenmore construction activities and inquiries.
- Facilitated 5 of the 6 total interpretive signage meetings for workshop #1; began drafting sign content.
- Responded to constituent inquiries regarding bridge design and fluke anchors.
- Continued preparing for meeting with Medina neighbor regarding requested changes to sewer access.
- Continued drafting project construction update newsletter (planned for late Nov. distribution).

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	12	0	12
Minor Environmental Event	15	1	16

- 10/31 - Dye test for source of turbidity in lake. Resulted in unprotected catch basin on access road. WSDOT and KGM working on resolution.
- 11/1 - Received copy of DNR lease agreement that was transferred from KG to KGM for work in Aberdeen.
- 11/4 - The summary of vessel BMP's for use at Kenmore was finalized and submitted to Greg Stegman at the Department of Ecology.
- 11/4 - Ecology to send Notice of Violation for the October slurry discharge at Pier 36 addressed to KGM and WSDOT.
- 11/5 - Minor Environmental Event - A spill from an unknown source on paved access road at Medina.

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Construction Delay in KG Contract impacts first Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 months
2 Construction Delay in KG Contract impacts second Pontoon delivery cycle	Certain	\$15.6M (Costs and Schedule)	1.5 to 2.5 month
3 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.3M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
2	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge.

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/6	0/0	1/6
Lost Time Incidents	1/2	0/0	1/1
Contract Days without an Incident			204/21

Safety Incidences

- No injuries or safety incidents this week

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	February 12, 2015
Physical Completion	May 26, 2016	August 6, 2015	October 1, 2015
Final Completion	August 24, 2016	November 4, 2015	December 30, 2015

• KGM to submit new schedule that shows April 15, 2013 for Grays Harbor Cycle2 pontoon delivery.

**Substantial Completion shown as February 2015 as of September 2012 update.*Approved KGM Baseline for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors PS and OS - Lake Washington
- Grout bolts for pontoons VSE, VNE, VNW and VSW - Lake Washington
- Install dewatering wells at Pier 1 east approach - Lake Washington
- Continue installing falsework for Pier Table at Pier 2 South Column - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction on Pier 3 stem wall - Medina
- Continue construction of Precast Facility - Kenmore
- Set rebar and pour Fluke Anchors 33 and 34 - Kenmore
- Wall pour #1 on pontoons TNE and wall pour #2 on pontoons TNW,TSE and TNE - CTC
- Prepare for top deck soffit formwork installation - CTC

Planned for Next Three Months

- Tow pontoon T to Lake Washington and begin joining longitudinal pontoons - V/W
- Joining pontoon U and pontoon U SSP's
- Continue production of fluke anchors at Kenmore and installation and rock placement for fluke anchors on Lake Washington
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1A pontoons to Lake Washington/EB1; Start cycle 2 pontoons construction
- East Approach Pier 1 cofferdam, excavation and footing, completion of Pier 2 columns, and Pier 3 stem wall
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO 22 - PVC Conduit in EAB Box Girders - Executed
- Co 58 - Additional Pontoon Inspection and Repair Plan - Sent to DB
- Negotiation discussions held with DB on Urban Design/Ped Rail, Urban Design/Sentinel Lighting, pump wells, and restriction on plastic chair use changes
- On-going – Discussions for changes involving various coordination points with 520 Eastside project
- Schedule recovery and mitigation measures - costs associated w/towing, barge load/unload due to PFS related issues under review

IMAGES



Pontoon Form work at CTC



Construction of East Approach Pier 3 Stem Wall - Medina



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: November 16, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	DB Contract	Current Contract: \$599.7m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$178.8m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors SS, MS, NS and installed permanent anchor cable on anchor QS - Lake Washington
- Grout joints for pontoon USE and UNE - Lake Washington
- Removed Column forms on Pontoon W - Lake Washington
- Continued installing sheet piles for Pier 1 East Approach - Lake Washington
- Continued installing falsework for Pier Table at Pier 2 South Column - Medina
- Continued construction on Tie back and Soldier pile walls 5,6 & 7 - Medina
- Poured 2nd stem wall section at Pier 3 Abutment - Medina
- Set rebar and poured Fluke Anchors 33 and 34, continued construction of Precast Facility - Kenmore
- Poured wall 2 on pontoons TNW, UNW and TSE - CTC
- Dry finishing on pontoons TNE/TSE and forming soffits/rib beams in pontoons TSE/TNW - CTC
- Petrisor Property, RES Office and AG negotiating rental terms thru June 2013, Purchase payment to be made by end of November, 2012
- Received Payment Application for October 2012, \$11.9m
- Quality - This week there were 18 audits performed with 10 NCIs and 1 NCR. Totals to date: 405 Audits, 161 NCIs and 73 NCRs
Currently there are 38 open NCIs and 34 NCRs.

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued coordinating with multiple agencies about Kenmore construction activities and inquiries.
- Facilitated 1 of the 6 total interpretive signage meetings for workshop #1; continued coordinating with SMEs and drafting sign content.
- Responded to constituent inquiries regarding bridge design and fluke anchors.
- Coordinated with the program team, prepared materials and participated in 11/14 media tour of the construction site.
- Continued drafting project construction update newsletter (planned for late Nov. distribution).

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	12	0	12
Minor Environmental Event	16	0	16

- 11/8 - Penny Kelly from Ecology issued a notice of Non-Compliance letter for the discharge of 1/2 gallon of polymer slurry on 9/12. She requested a summary of measures that will be used in future to prevent spills.
- 11/12 - In response to the Non-Compliance letter KGM issued a summary of BMP's that would be used.
- 11/13 - WSDOT issued KGM a letter requesting they provide WSDOT with the dates of two activities at Grays Harbor required in change order 30. Conducting an inspection of the underwater moorage system components and developing a Derelict Fishing Gear Removal Plan.

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Construction Delay in KG Contract impact 2nd Pontoon Delivery cycle	Certain	\$22.3M (Costs and Schedule)	3 to 5 months
2 Construction Delay in KG Contract impact 1st Pontoon Delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 month
3 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.6M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database, November 2012 update, and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
2	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge. WSDOT is currently negotiating with KGM for final amounts

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/6	0/0	1/6
Lost Time Incidents	1/2	0/0	1/1
Contract Days without an Incident			211/28

Safety Incidences

- KGM Pile-Driver arm pinched between Fluke Anchor and equipment on barge. Bruised arm, First Aid. Will have MRI to confirm injury.

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	September 17, 2015
Physical Completion	May 26, 2016	August 6, 2015	May 18, 2016
Final Completion	August 24, 2016	November 4, 2015	August 16, 2016

- KGM submitted DRAFT new schedule (currently in review) that shows April 15, 2013 for Grays Harbor Cycle2 pontoon delivery.

****Substantial Completion shown as September 2015 as of DRAFT Oct 2012 update.***Approved KGM Baseline for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors OS and ON - Lake Washington
- Pour Columns on Pontoon W - Lake Washington
- Install dewatering wells at Pier 1 east approach - Lake Washington
- Continue installing falsework for Pier Table at Pier 2 South Column - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction on Pier 3 stem wall - Medina
- Continue construction of Precast Facility - Kenmore
- Set rebar and pour Fluke Anchors 35 and 36 - Kenmore
- Wall pour 2 on pontoons TNE, dry finishing, forming soffits/ribs beams in pontoons - CTC

Planned for Next Three Months

- Post tensioning for pontoon joining to begin in December
- Tow pontoon T to Lake Washington and begin joining longitudinal pontoons - V/W
- Joining pontoon U and pontoon U SSP's
- Continue production of fluke anchors at Kenmore and installation and rock placement for fluke anchors on Lake Washington
- Complete anchor verification testing on Lake Washington
- Completion of cycle 1A pontoon; tow of cycle 1A pontoons to Lake Washington/EB1; Start cycle 2 pontoons construction
- East Approach Pier 1 cofferdam, excavation and footing, completion of Pier 2 columns, and Pier 3 stem wall
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Continue pontoon outfitting at CTC and Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- CO 14 – Revise Risk Manager Minimum Qualifications, CO 43 – RSUP Wayfinding Light Spacing (last week) – Executed
- CO 39 - Medium Voltage Power System, CO 58 - Additional Pontoon Inspection and Repair Plan - returned from DB for further Processing
- CO discussions with KGM for pedestrian rail and sentinel lighting issues completed last week. COs to be issued.
- CO discussions with KGM continue for pump wells and restriction on plastic chair usage.
- Stanton Group reviewing additional issues at Project team’s request; anchor cables, direct costs related to Pontoons on the lake.
- On-going – Discussions for changes involving coordination points with 520 Eastside project, schedule recovery and mitigation measures due to PFS issues.

IMAGES



East Approach Pier 1 Cofferdam



Column work on Pontoon W



SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Stage 1 Evergreen Point Floating Bridge and Landings

Weekly Report

Construction Manager: Dave Becher		Week Ending: November 23, 2012
Design Manager: George Fies		Project: 8066/U52004B
Business Manager: Julia Mizuhata	DB Contract	Current Contract: \$599.7m
Design-Builder: Kiewit/General/Manson (KGM)	Amounts	Project Cost to Date: \$178.8m

SUMMARY NARRATIVE

This Week

- Set Fluke Anchors ON and NN - Lake Washington
- Grouted joints for pontoon USE and UNE - Lake Washington
- Poured three columns on Pontoon W, eight total poured to date. - Lake Washington
- Installed sheet piles and dewatering wells for Pier 1 East Approach - Lake Washington
- Continued installing false work for Pier Table at Pier 2 South Column - Medina
- Continued construction on Tie back and Soldier pile walls 5,6 & 7 - Medina
- Installed rebar and wall forms for 3rd stem wall section at Pier 3 Abutment - Medina
- Set rebar and poured Fluke Anchors 35 and 36, continued construction of Precast Facility - Kenmore
- Completed wall 2 concrete pours on pontoons TSE and TNE - CTC
- Continued soffit formwork installation, dry finishing, wall formwork removal on pontoons TNW and UNW - CTC
- Placement of rebar in soffit and rib beams in pontoons TSW and USW - CTC
- Petrisor Property, RES Office and AG negotiating rental terms thru June 2013, Purchase payment expected by end of November, 2012
- Received Payment Application for October 2012, \$11.9m
- Quality - This week there were 10 audits performed with 5 NCIs and 2 NCR. Totals to date: 415 Audits, 166 NCIs and 74 NCRs
Currently there are 45 open NCIs and 36 open NCRs.

INTER-AGENCY / PUBLIC OUTREACH / COMMUNICATION

- Continued coordinating with multiple agencies about Kenmore construction activities and inquiries
- Responded to constituent inquiries regarding bridge design and drawspan openings
- Coordinated review of current sustainability materials; developed plan for new web page and materials updates
- Responded to media inquiry regarding Kenmore construction site.
- Revised draft project construction update newsletter; coordinated with printer and mail house (planned for late Nov. distribution).

ENVIRONMENTAL

	Previous Total	Current Week	Project Total
Non-Compliance Event	12	0	12
Minor Environmental Event	16	0	16

- 11/14 – KGM submitted the Derelict Fishing Gear Removal Plan. The survey will be occurring during the week of 12/3-12/7.
- 11/ 19 – Approximately 2.0” of rain was recorded in the Seattle area over a 24-hr period. This was a new record.
- 11/19 - Greg Stegman from Ecology made an unannounced site visit to Medina as part of a NPDES review. No issues were identified.
- 11/19 – Two trees uprooted at Medina next to the Browns property. Trees removed 11/20, KGM/WSDOT meeting the City of Medina
- 11/20 – A live cormorant was trapped in the Pontoon UNE drainage well. WSDOT notified WDFW, bird was captured and released 11/20.

RISKS

Top 5 Risks	Likelihood of Impact	Risk Allocation*	Potential Schedule Impact
1 Construction Delay in KG Contract impact 2nd Pontoon Delivery cycle	Certain	\$22.3M (Costs and Schedule)	3 to 5 months
2 Construction Delay in KG Contract impact 1st Pontoon Delivery cycle	Certain	\$15.6M (Costs and Schedule)	2 month
3 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycle One	Certain	\$10.0M (Costs)	0 months
4 Risk that there are issues with Pontoons after they are accepted from Grays Harbor. Cycles two thru six	Medium	\$10.0M (Costs)	0 months
5 Floating Bridge Urban Design and Aesthetics Issues	Certain	\$6.6M (Cost)	0 months

* The cost values listed above are estimated from the Risk Management database, November 2012 update, and are intended for comparative ranking, actual costs may be different.

Mitigation Activities

1	WSDOT and the Design-Builder will continue to work together to mitigate delays by re-sequencing work on Lk WA and pontoons out of CTC
2	WSDOT and the Design-Builder are working together to mitigate delays by re-sequencing work and use of alternative equipment
3	WSDOT and the Design-Builder are working together to identify issues with pontoons including leaking, cracking and joining issues. Issues are being identified and quick decisions for resolutions/repairs are being made.
4	WSDOT and the Design-Builder will continue to work together to identify issues with pontoons as they arrive on site to reduce project impact. Lessons learned from cycle one are being communicated to the Pontoon CN Project to avoid issues from being repeated
5	WSDOT and the Design-Builder have worked with the Seattle Design Commission to formalize the Urban Design of the Flt Bridge. WSDOT is currently negotiating with KGM for final amounts

SAFETY (WSDOT / KGM)

	Previous Total	Current Week	Project Total
OSHA Recordable Incidents	1/6	0/0	1/7
Lost Time Incidents	1/2	0/0	1/1
Contract Days without an Incident			218/09

Safety Incidents

- Last week, dump truck driving up East Approach access road lost traction and slid back down road. No injuries, near miss
- Pinched Arm reported last week has been reclassified as a Reportable, injury will require physical therapy.

SCHEDULE

Contract Milestones	Contract Dates	Baseline KGM Schedule*	KGM Forecast / Actual Finish**
Execution / NTP	September 1, 2011	September 1, 2011	September 1, 2011
Substantial Completion	July 31, 2015	December 5, 2014	September 17, 2015
Physical Completion	May 26, 2016	August 6, 2015	May 18, 2016
Final Completion	August 24, 2016	November 4, 2015	August 16, 2016

• KGM submitted DRAFT new schedule (currently in review) that shows April 15, 2013 for Grays Harbor Cycle2 pontoon delivery.

****Substantial Completion shown as September 2015 as of DRAFT Oct 2012 update.***Approved KGM Baseline for Planned Early Milestones

FORECAST

Planned for Next Week

- Set Fluke Anchors MN, LN, KN, JN and IN - Lake Washington
- Remove Pontoon W column forms - Lake Washington
- Continue installing dewatering wells at Pier 1 east approach - Lake Washington
- Continue installing false work for Pier Table at Pier 2 South Column - Medina
- Continue construction in Tie back / Soldier pile walls 5, 6 & 7 - Medina
- Continue construction on Pier 3 stem wall - Medina
- Continue construction of Precast Facility - Kenmore
- Set rebar and pour Fluke Anchors 37 and 38 - Kenmore
- Installing soffit formwork, dry finishing and removing wall formwork in pontoons TSE and TNE - CTC
- Continuation of rebar placement in soffit and rib beams in pontoons TNW and UNW- CTC
- Continuity welding and placement of top and bottom mat of rebar in pontoons TSW and USW - CTC

Planned for Next Three Months

- Post tensioning for pontoon joining to begin in December
- Tow pontoon T to Lake Washington and begin joining longitudinal pontoons - V/W
- Joining pontoon U and pontoon U SSPs
- Continue production of fluke anchors at Kenmore and installation and rock placement for fluke anchors on Lake Washington
- Complete anchor verification testing on Lake Washington
- East Approach Pier 1 excavation and footing, completion of Pier 2 columns, and Pier 3 stem wall
- Begin construction of precast deck panels and high rise x-beams at Kenmore
- Completion of cycle 1A pontoons and tow of cycle 1A pontoons to Lake Washington/EB1 - CTC
- Start of CTC cycle 2 pontoon construction
- Continue pontoon outfitting at EB1 and work agreement work at Grays Harbor

CHANGE MANAGEMENT

Change Order Status (multiple change orders in process)

- Continued CO discussions with KGM continue for pump wells and restriction on plastic chair usage.
- Stanton Group continues to assist Project Office in reviewing additional issues at Project team’s request; anchor cables, direct costs related to Pontoons on the lake.
- On-going – Discussions for changes involving coordination points with 520 Eastside project, schedule recovery and mitigation measures due to PFS issues.

IMAGES



East Approach Bridge Pier 2 south pier table false work



Pontoon Top Deck Brackets being installed at CTC