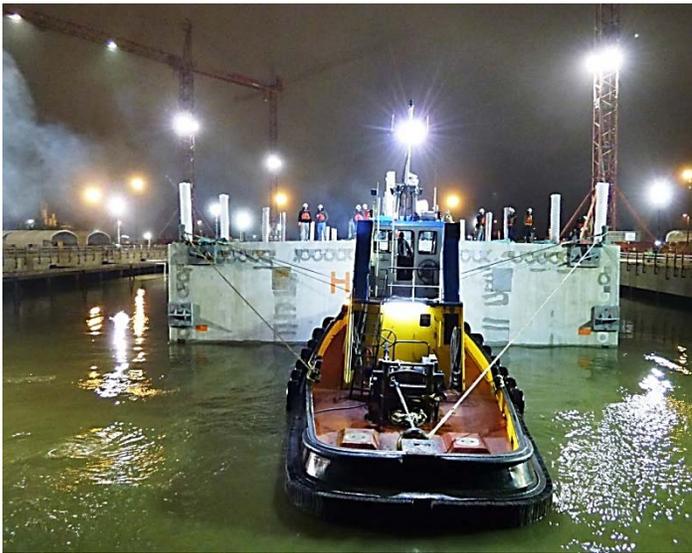




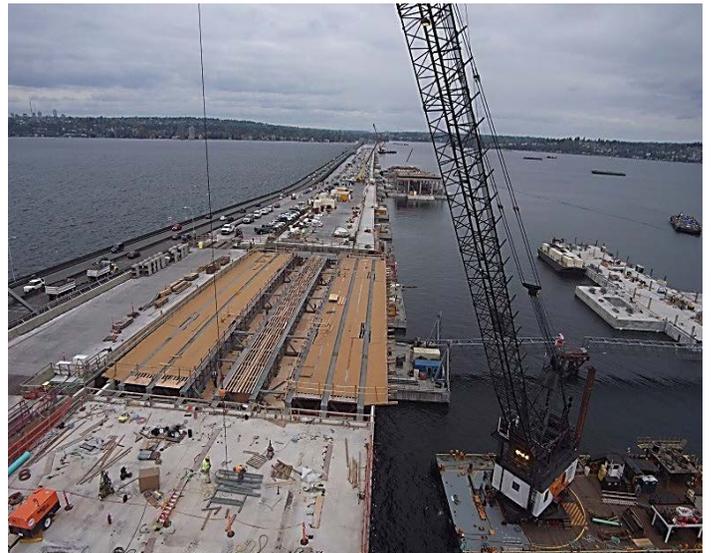
STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

APRIL 2015



Aberdeen: Tugboat in position for final float-out



Floating Bridge: Transition span girders



Eastside: Evergreen Point Road Transit Facility



West Approach Bridge North (WABN): Stringer installation

DATE PUBLISHED: JUNE 24, 2015





WABN: Retaining-wall construction



Aberdeen: Opening the sluice gates during final float-out

Executive Summary.....3

ACTIVE CONSTRUCTION PROJECT REPORTS

Pontoon Construction Project (PCP).....6

Eastside Transit and HOV.....11

Floating Bridge and Landings (FB&L).....16

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

Executive Summary

EXECUTIVE OVERVIEW

The SR 520 Bridge Replacement and HOV Program will improve safety and reliability throughout the SR 520 corridor, from I-5 in Seattle to the Eastside. Projects currently under construction include the new six-lane SR 520 floating bridge, the new six-lane Eastside corridor that includes culverts, improved transit facilities and lids, pontoon construction in Aberdeen, and the new west approach bridge for westbound traffic. Future work includes replacing the Portage Bay Bridge, building a new west approach bridge for eastbound traffic, building lids in Seattle, and connecting a bicycle/pedestrian path from the floating bridge to local and regional trails in Seattle.



Floating Bridge: Construction of a regional shared-use path



Map of SR 520 Bridge Replacement and HOV Program

CURRENTLY FUNDED PROGRAM

We are currently funded to move forward with:

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

PROGRAM STATUS

Pontoon Construction Project: Achieved final float-out March 9, 2015, and achieved Cycle 6 milestone segment acceptance on March 12, 2015.

Eastside Transit and HOV: Crews continued working on landscaping and punch-list items projectwide.

Floating Bridge and Landings (FB&L): On Lake Washington, crews continued longitudinal pontoon joining. Work continued at the bridge maintenance facility, with crews installing HVAC system controls, plumbing and electrical conduit at all levels.

West Approach Bridge North (WABN): Through April 30, the contractor has completed the mainline of the work trestle and all trestle fingers east of Foster Island. Also, 37 bridge casings have been installed at 18 pier locations. The contractor has also installed piles for the Union Bay Bridge widening from Piers 2 to 19. Local street improvements continued along Montlake and Lake Washington boulevards.



WABN: Rebar-cage construction

MAJOR RISKS

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

- Inflation costs for labor, materials and equipment.
- New requirements or contract changes required by local communities, regulatory groups or agencies.
- Pontoon-joining complications.
- Geotechnical difficulties.
- A lengthy commissioning process that impacts the open-to-traffic date.
- Potential for damage to the new bridge during the demolition of the old bridge.

UPCOMING MILESTONES

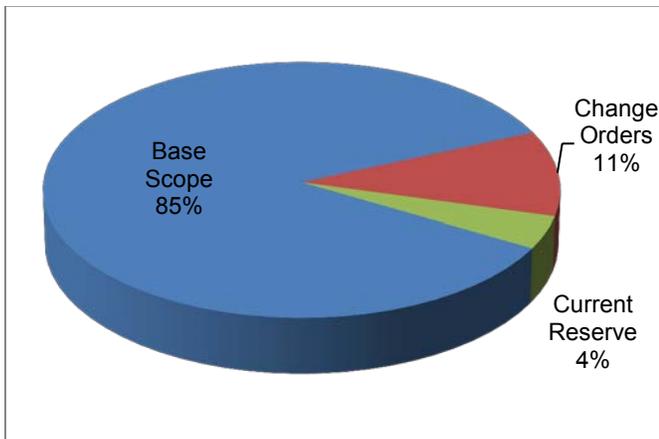
- **Eastside Transit and HOV:** At Evergreen Point Road and Fairweather Bay, crews will continue to work on punch-list items in preparation for turnover to the FB&L contractor. At 84th, 92nd and 108th avenues and Bellevue Way, crews will continue to work toward a May 2015 target for substantial completion.
- **Floating Bridge and Landings:** At Lake Washington, crews will prepare pontoons I and H for longitudinal joining. At Kenmore crews will continue work on precast deck panels, stressing post-tensioning (PT) tendons and grouting PT ducts. At the maintenance facility, crews will finish painting exterior and interior walls.
- **WABN:** The contractor will continue Union Bay Bridge widening, focusing on superstructure construction, setting caps and girders. Foundation work will continue with the installation of casings at Piers 13, 14 and 15. Local street and sidewalk improvements in Montlake will continue.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals**	\$4,471,210,704	\$2,232,957,525	\$2,238,253,495
Funded Program	\$2,905,210,704	\$2,232,957,525	\$672,253,495
Federal	\$498,134,693	\$248,447,987	\$249,686,705
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$85,068,105	\$94,884,705
HIGHWAY SAFETY IMPROVEMENT	\$14,015,000	\$14,015,000	\$0
OUTDOOR ADVERTISING-INTERSTATE	\$855,000	\$855,000	\$0
STATE MATCHING (FUND 880)	\$311,883	\$311,883	\$0
TIFIA(USDOT - TIFIA LOAN)	\$300,000,000	\$145,198,000	\$154,802,000
Local	\$2,303,701	\$1,502,311	\$801,390
LOCAL PROJECT(CURRENT)	\$2,303,701	\$1,502,311	\$801,390
State	\$2,245,372,310	\$1,983,007,227	\$262,365,400
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)*	\$535,732,598	\$410,399,543	\$125,333,055
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	\$0
SR520 CORRIDOR	\$549,032,022	\$549,032,022	\$0
SR520 GARVEE	\$924,612,501	\$924,612,501	\$0
SR520 TRIPLE BACKED BOND SECOND SALE	\$110,906,800	\$0	\$110,906,800
Toll Revenue	\$70,271,057	\$44,145,513	\$26,125,544
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$159,400,000		\$159,400,000
DEFERRED SALES TAX	\$159,400,000		\$159,400,000
Unfunded Program	\$1,566,000,000		\$1,566,000,000
I-5 TO THE FLOATING BRIDGE	\$1,566,000,000		\$1,566,000,000

*TPA Includes \$10M from ESSB 6001 for west side design development.

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



Cumulative Reserve	\$432,500,000
April Change Orders	(\$1,300,000)
Previous Change Orders	(\$311,486,110)
Current Reserve	\$119,713,890

Pontoon Construction Project

ABERDEEN PONTOONS OVERVIEW

The Washington State Department of Transportation in March 2015 completed pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in July 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General (K-G) Joint Venture built a new casting basin facility and constructed 33 concrete pontoons that will be used to replace the SR 520 floating bridge.

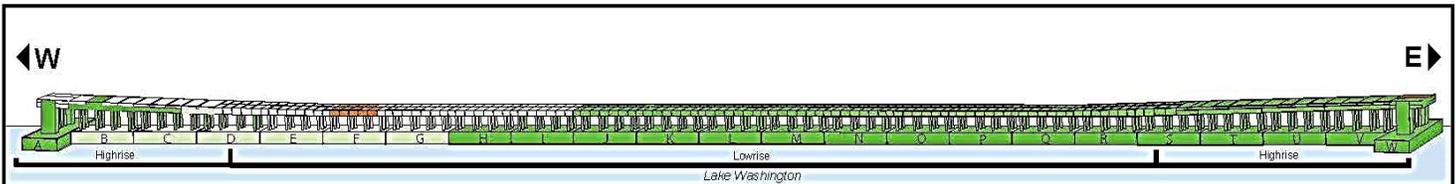


Pontoons H float-in at the Hiram M. Chittenden Locks

Original Engineers Estimate	\$600,000,006
Bid Price	\$367,330,000
Change Orders to date	\$81,832,840
*Current Contract Value	\$456,894,200

**Includes \$7,731 sales tax*

Pontoon tracking on Lake Washington, 4/30/15



GRAPHIC KEY AND FACTS

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

Legend:

- In Final Location (Green)
- Construction Complete (Light Green)
- Under Construction (Orange)
- Future Construction (White)

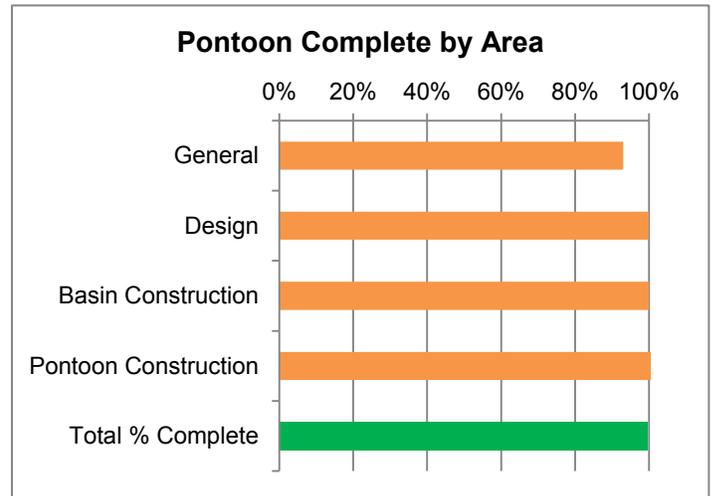


- Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.
 - 628 out of 776 pre-cast panels have been constructed. 476 of 776 have been placed.
- High-rise roadway deck includes girders and cast-in-place deck.
 - 14 out of 23 cast-in-place deck spans have been constructed
 - 331 out of 331 girders have been constructed. 264 of 331 have been placed.
- The number of columns shown is a representation of the total number of columns.
 - 599 out of 772 columns have been installed.
- Current number of pontoons on Lake Washington: 77
- Total number of pontoons constructed to date: 77
- Pontoons currently under construction: 0

Note: not to scale, for illustrative purposes only

APRIL ACCOMPLISHMENTS

Crews completed Cycle 6, the final cycle of pontoon construction for the new floating bridge. pontoons F, G and H, all 100 percent complete, were the final three pontoons constructed. Achieved float-out March 9 and achieved milestone segment acceptance on March 12.



RISK

- Material cost escalation



Aberdeen: Speakers at the March 9 float-out hold framed commemorative posters

APRIL COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 100% percent of the budget.

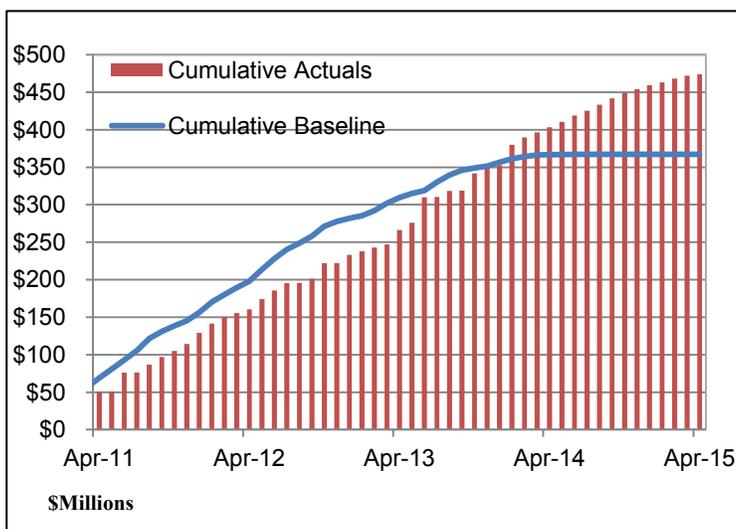
	Current Budget	Actuals to Date	Remaining Budget
Pontoon Construction Project Totals	\$517,510,362	\$511,253,385	\$6,256,977
Preliminary Engineering	\$30,790,270	\$30,790,270	\$0
Right of Way	\$5,765,522	\$5,678,581	\$86,941
Construction	\$480,954,570	\$474,784,534	\$6,170,036
Current Contract Value (Includes Sales Tax)	\$456,894,200	\$455,805,198	\$1,089,002
Agreements	\$9,383,252	\$8,590,867	\$792,385
Construction Engineering	\$14,677,118	\$10,388,469	\$4,288,649
State Force Work	\$0	\$0	\$0
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$0	\$0

Cost information through April 30, 2015

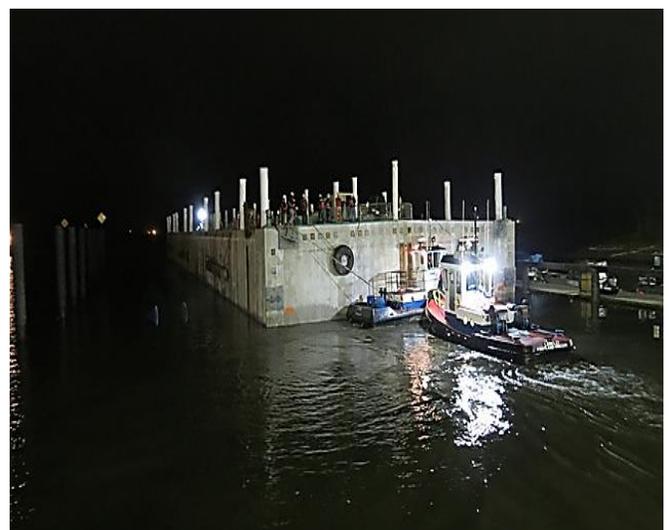
APRIL CHANGE ORDER SUMMARY

There were five change orders executed in April for zero cost. All executed change orders total \$81,832,840 at the time of this report.

APRIL PERFORMANCE



The Schedule Performance Index (SPI) to date for the contractor is 1.27. This project is close to completion.



Aberdeen: Final float-out

SUMMARY SCHEDULE

The current contractor schedule shows project physical completion 97 days earlier than the contract date established in Change Order 111. The projected delivery dates for the remainder of the project are as follows:

Milestone	Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	2/18/2010	2/18/2010
Notice to Proceed 2 - Site Construction Start	1/10/2011	1/10/2011
Pontoon Cycle 2 Segment Complete	3/15/2013	5/4/2013
Pontoon Cycle 3 Segment Complete	10/10/13	10/10/2013
Pontoon Cycle 4 Segment Complete	4/28/2014	4/22/2014
Pontoon Cycle 5 Segment Complete	10/14/2014	9/30/2014
Pontoon Cycle 6 Segment Complete	4/14/2015	3/9/2015
Physical Completion	8/12/2015	Early
Final Completion	12/10/2015	Early

APRIL QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the design-builder’s compliance with contract requirements.

“**Nonconformance Reports**” are incidents recorded by the design-builder’s quality inspection staff that do not appear to be constructed in accordance with the approved drawings and specifications.

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

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	1309	0	1309	0	1309

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	798	13	0	180 days
Nonconformance Issues (NCI)	201	24	0	115 days

*APRIL SAFETY SUMMARY

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

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

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

*All project offices statewide participated in safety stand-downs during the month of April

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	13	0	13
Lost Time Incidents	1	0	1
Contract Days without an Incident	243	30	273

No recordable incidents occurred in April.

APRIL ENVIRONMENTAL SUMMARY

“**Noncompliance Event (ECAP)**” is an action not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	48	0	48
Minor Environmental Event	32	0	32

No environmental events occurred in April.

Eastside Transit and HOV Project

EASTSIDE OVERVIEW

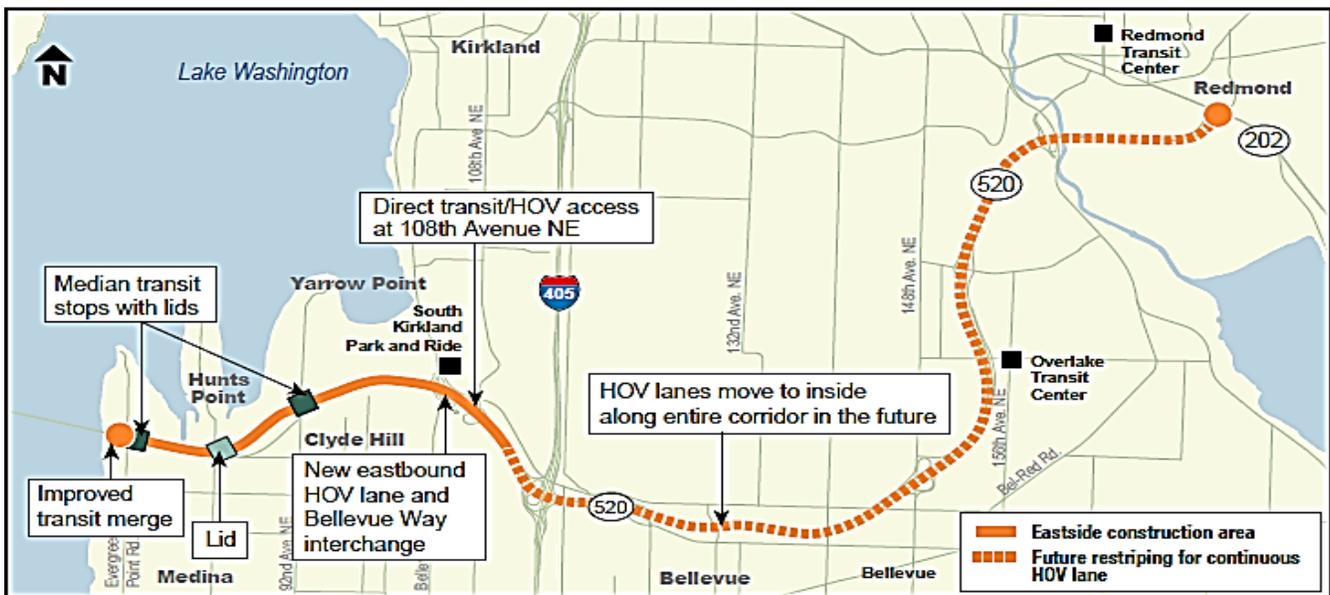
The Eastside Transit and HOV Project will complete and improve the 2.5-mile HOV system from Evergreen Point Road to the I-405 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as two new transit station facilities, three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



92nd Avenue Northeast: pedestrian bridge

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

Eastside Project Area Map



APRIL ACCOMPLISHMENTS

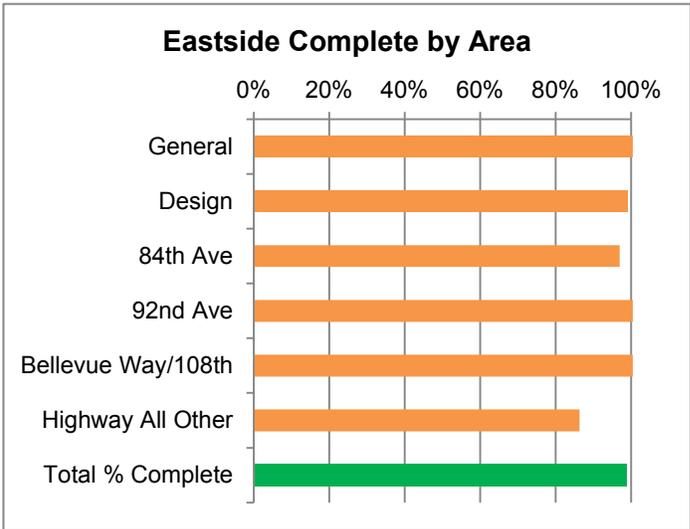
Evergreen Point Road/Fairweather Bay area/84th Avenue Northeast: Crews working on landscaping.

92nd Avenue Northeast: Replacing maintenance platform at active transportation management (ATM) gantry #4.

Bellevue Way: Continued to work on city of Bellevue punch-list items.

108th Avenue Northeast and Northup Way: Continued to work on city of Bellevue punch-list items.

Project wide: Completed intelligent transportation system (ITS) and electrical punch-list items. Ongoing punch-list item work, correcting and replacing nonconformance work.



RISK

- Achieving contract milestones, closing the 3Ds, deviations, defects, deficiencies and punch-list items



Corridor improvements in Fairweather Bay area

APRIL COSTS

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

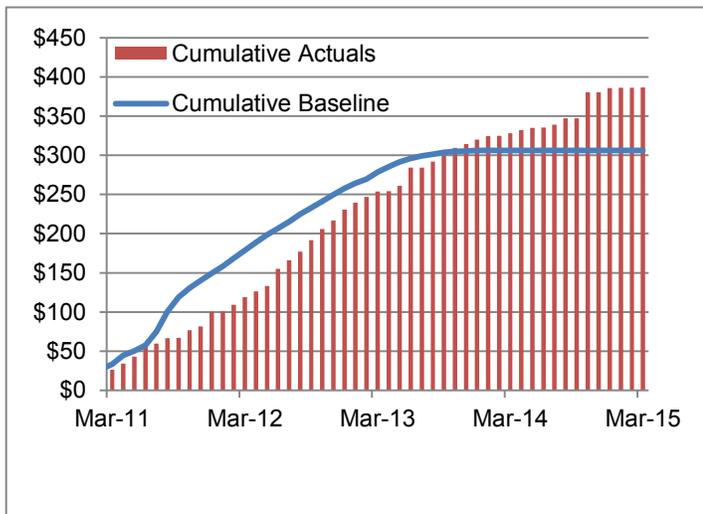
	Current Budget	Actuals to Date	Remaining Budget
Eastside Construction Project Totals	\$456,974,814	\$447,854,122	\$9,120,692
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$31,784,933	\$28,382,424	\$3,402,509
Construction	\$393,495,371	\$387,777,188	\$5,718,183.12
<i>Current Contract Value</i>	\$363,648,492	\$360,749,326	\$2,899,166
<i>Agreements</i>	\$13,666,266	\$11,478,738	\$2,187,529
<i>Construction Engineering</i>	\$13,721,901	\$13,102,804	\$619,096
<i>State Force Work</i>	\$422,626	\$415,734	\$6,892
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,036,087	\$2,030,587	\$5,500

Cost information through April 30, 2015

APRIL CHANGE ORDER SUMMARY

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

APRIL PERFORMANCE



Cumulative actuals are consistently higher than the baseline. Contractor is targeting May 2015 for substantial completion.



84th Avenue Northeast lid

SUMMARY SCHEDULE

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

Milestone	Contract Date	Actual/Trend
Notice to Proceed	12/1/2010	12/1/2010
East Approach & Maintenance Facility Area Work Completion	3/30/2012	3/30/2012
Evergreen Point Area Phase I Work Completion	7/28/2013	7/28/2014
Evergreen Point Area Phase II Work Completion	10/31/2014	Late
Construction Substantial Completion	12/31/2014	Late
Construction Physical Completion	5/30/2015	On Schedule

APRIL QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the design-builder’s compliance with contract requirements.

“**Nonconformance Reports**” are incidents recorded by the design-builder’s quality inspection staff that do not appear to be constructed in accordance with the approved drawings and specifications.

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

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

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	*587	12	0	*107 days
Nonconformance Issues (NCI)	*312	2	0	*167 days

*NCR, NCI & Avg Time Open totals were adjusted after the March report

*APRIL SAFETY SUMMARY

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

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

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

*All project offices statewide participated in safety stand-downs during the month of April

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	13	0	13
Lost Time Incidents	0	0	0
Contract Days without an Incident	226	30	256

No safety incidents occurred in April 2015.

APRIL ENVIRONMENTAL SUMMARY

“**Noncompliance Event (ECAP)**” is an action not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	74	0	74
Minor Environmental Event	224	0	224

No environmental incidents were reported in April 2015.

Floating Bridge and Landings Project

FLOATING BRIDGE AND LANDINGS

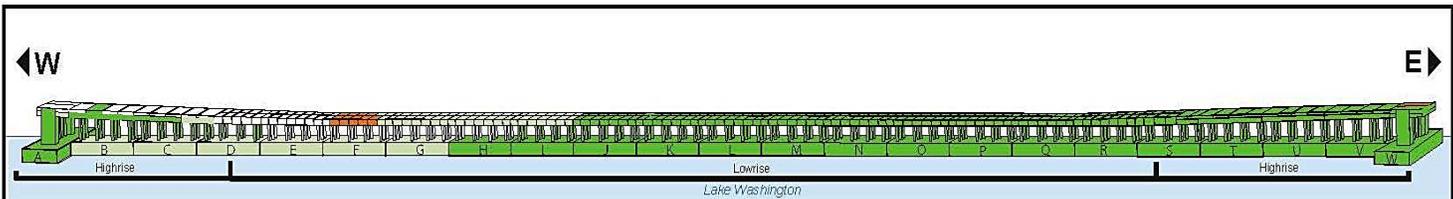
The SR 520 Floating Bridge and Landings (FB&L) Project will replace the existing, vulnerable four-lane structure with a new six-lane bridge that can withstand windstorms of up to 89 miles per hour. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the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



FB&L: Crews work on roadway deck of the new floating bridge

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$167,370,995
Current Contract Value	\$753,931,995

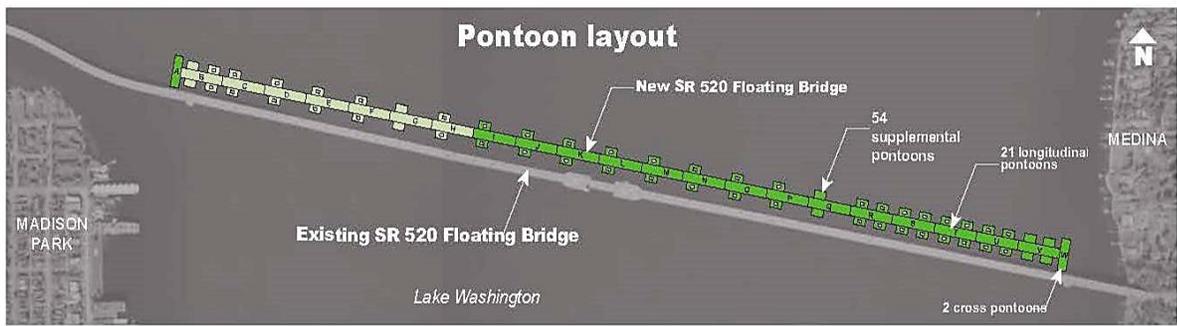
Pontoon tracking on Lake Washington, 4/30/15



GRAPHIC KEY AND FACTS

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

In Final Location
 Construction Complete
 Under Construction
 Future Construction



- Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.
- 628 out of 776 pre-cast deck panels have been constructed. 476 of 776 have been placed.
- High-rise roadway deck includes girders and cast-in-place deck.
- 14 out of 23 cast-in-place deck spans have been constructed.
 - 331 out of 331 girders have been constructed. 264 of 331 have been placed.
- The number of columns shown is a representation of the total number of columns.
- 599 out of 772 columns have been installed.
- Current number of pontoons on Lake Washington: 77
 - Total number of pontoons constructed to date: 77
 - Pontoons currently under construction: 0

Note: not to scale, for illustrative purposes only

APRIL ACCOMPLISHMENTS

Floating Bridge: Crews prepared pontoons GNW and GSW for supplemental joining.

East Approach Bridge: At Pier 1, crews removed traveler system and forms and assembled westbound transition span girders.

Medina Area: Crews continued work on the maintenance facility, installing HVAC system controls, and radiant heater system at shop level.

Kenmore: Crews continued work on precast deck panels, installing reinforcement steel, post-tensioning ducts and pouring concrete.

RISK

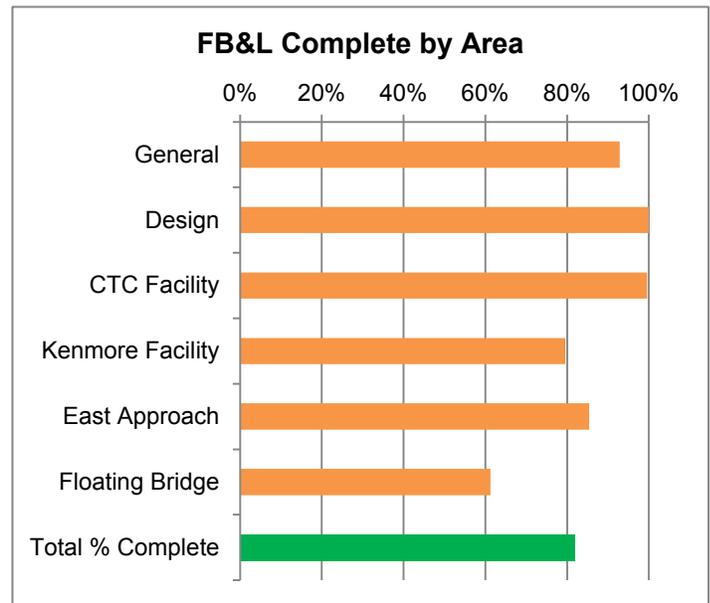
West Approach Bridge North (WABN) construction is underway with work progressing toward the FB&L work area. Coordination will continue to be a priority between contractors and WSDOT project offices.

Commissioning of the new floating bridge is a complex and potentially time-consuming process and is on the critical path to switching traffic to the new bridge. Traffic cannot be switched to the new bridge until commissioning is completed to ensure all systems are in working order and safe for public use.

There have been environmental concerns regarding project use of the Kenmore site. WSDOT is monitoring the situation. Continued use of the Kenmore site is critical to completion of the floating bridge on schedule.

Removal of the existing bridge will begin after traffic is switched to the new bridge. Good planning and execution of the removal plan is critical to ensure the removal operation does not damage or impact the new bridge.

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



The final Pontoons from Grays Harbor have been delivered to Lake Washington. Until these pontoons are joined and bridge construction is well underway, there remains a potential risk with difficulty in joining or construction of the bridge on the pontoons.



FB&L: Pontoon C crossbeam pour

APRIL COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 83 percent of the budget.

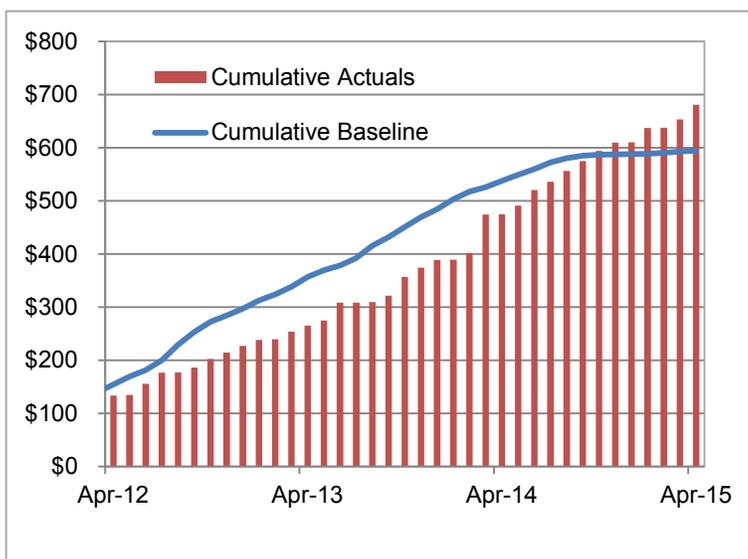
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$834,178,593	\$695,725,886	\$138,452,707
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,426,535	\$3,767,538	\$658,997
Construction	\$819,092,995	\$681,299,285	\$137,793,710
<i>Current Contract Value</i>	\$753,931,995	\$626,696,411	\$127,235,584
<i>Agreements</i>	\$35,792,407	\$31,480,726	\$4,311,681
<i>Construction Engineering</i>	\$21,628,593	\$16,414,021	\$5,214,572
<i>State Force Work</i>	\$60,000	\$3,270	\$56,730
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$7,680,000	\$6,704,857	\$975,143

Cost information through April 30, 2015

APRIL CHANGE ORDER SUMMARY

There were zero change orders executed in April. Change orders total \$167,370,995 for the FB&L project at the time of this report.

APRIL PERFORMANCE



The Schedule Performance Index (SPI) is at 1.03 through April 2015. Work is progressing well and contractor is on schedule.



FB&L: Pontoon B high-rise

SUMMARY SCHEDULE

The contractor's current schedule submittal is showing on-time substantial completion by April 28, 2016, consistent with the revised contract date.

Milestone	Revised Contract Date	Actual/Trend
Notice to Proceed 1 - Design Initiated	9/1/2011	9/1/2011
Notice to Proceed 2 - Site Construction Start	9/1/2011	9/1/2011
Pier 36 Construction	11/15/13	8/23/2013
Substantial Completion	4/28/2016	On Time
Physical Completion	2/22/2017	Early

APRIL QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the design-builder’s compliance with contract requirements.

“**Nonconformance Reports**” are incidents recorded by the design-builder’s quality inspection staff that do not appear to be constructed in accordance with the approved drawings and specifications.

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

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3164	111	3275	48	3227

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	323	67	7	346 days
Nonconformance Issues (NCI)	805	60	36	81 days

*APRIL SAFETY SUMMARY

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

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

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

*All project offices statewide participated in safety stand-downs during the month of April.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	34	0	34
Lost Time Incidents	3	0	3
Contract Days without an Incident	19*	30	49

APRIL ENVIRONMENTAL SUMMARY

“**Noncompliance Event (ECAP)**” is an action not in compliance with environmental standards, permits or laws.

“**Minor Environmental Event**” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Total
Noncompliance Event (ECAP)	47	2	49
Minor Environmental Event	43*	2	45

*One Minor Environmental Event was not included in the March report; previous total was 43.

On 4/22/15 a Minor Environmental Event occurred. A hydraulic line ruptured on a rented manlift that was operating on the trestle. Approximately one cup of hydraulic fluid was released onto the deck of the trestle. All of it was contained and none reached the water.

On 4/23/15 a Noncompliance Event was identified. An O-ring failed on a forklift and leaked hydraulic fluid. The operator did not notice the leak and travelled for several hundred feet dripping hydraulic fluid along the way. Rainwater mixed with the spilled hydraulic fluid, carrying approximately ½ cup of the fluid into Lake Washington. All of the fluid was recovered and resource agencies were notified.



APRIL ENVIRONMENTAL SUMMARY CONTINUED

“Noncompliance Event (ECAP)” is an action not in compliance with environmental standards, permits or laws.

“Minor Environmental Event” is an environmental impact that does not meet the requirements to become an ECAP.

On 4/28/15 a Noncompliance Event was identified. A fuel tank on a manlift ruptured, discharging approximately two gallons of diesel fuel into the lake. All of the fuel was recovered and the resource agencies were notified.

On 4/28/15 a Minor Environmental event occurred. A hydraulic leak occurred on a manlift working on the pontoon BCD raft. The oil was immediately contained and cleaned up within 15 minutes. Approximately 1 to 2 tablespoons of hydraulic fluid was discharged onto the raft. None of it entered the lake

West Approach Bridge North Project

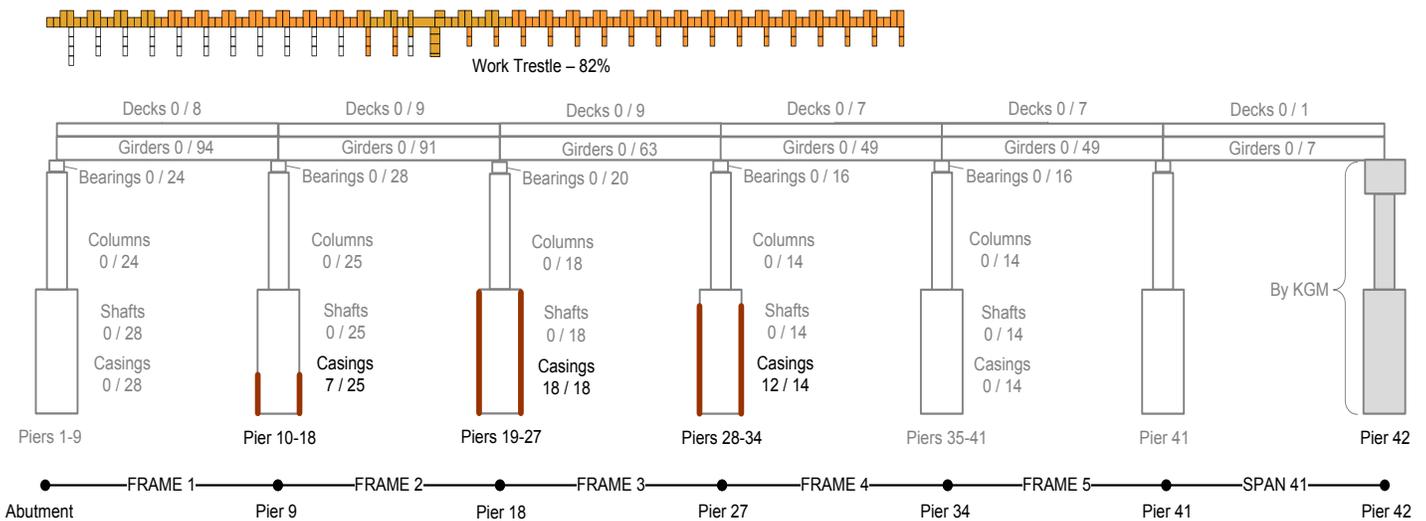
CONSTRUCTION OVERVIEW

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



Union Bay Bridge pile installation

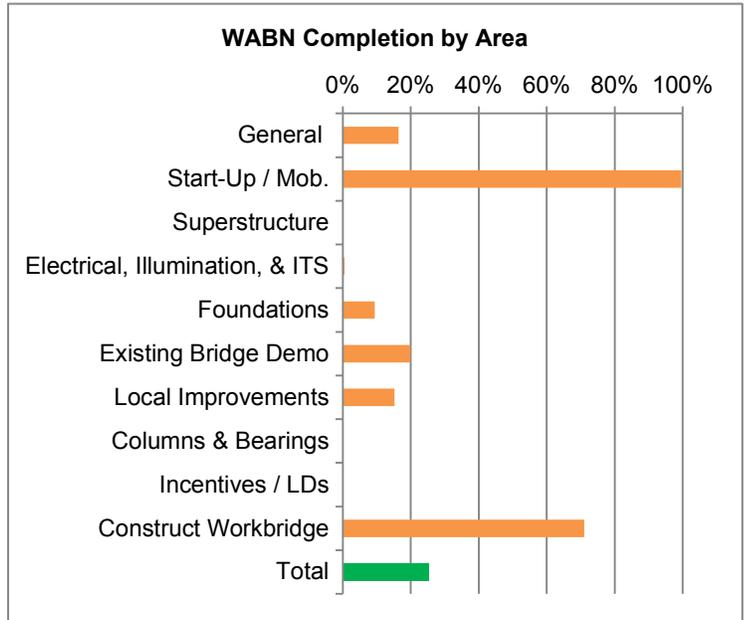
Original Engineers Estimate	\$209,905,587
Bid Price	\$199,537,371
Change Orders to date	\$1,271,431
Current Contract Value	\$200,808,802



West Approach Bridge North progress tracker as of April 30, 2015

APRIL ACCOMPLISHMENTS

Through April 30, the contractor has completed the work-trestle spans along the mainline and all work-trestle fingers east of Foster Island. Also, the contractor has installed 37 bridge casings. The contractor has also installed piles for the Union Bay Bridge widening from Piers 2 to 19. In April, the contractor continued local street improvements near Montlake and Lake Washington boulevards.



RISK

- Environmental noncompliance events
- Seismic isolation bearing procurement
- King County Discharge Permit
- Dewatering / shoring
- Material documentation



Work-trestle progress east of Foster Island

APRIL COSTS

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

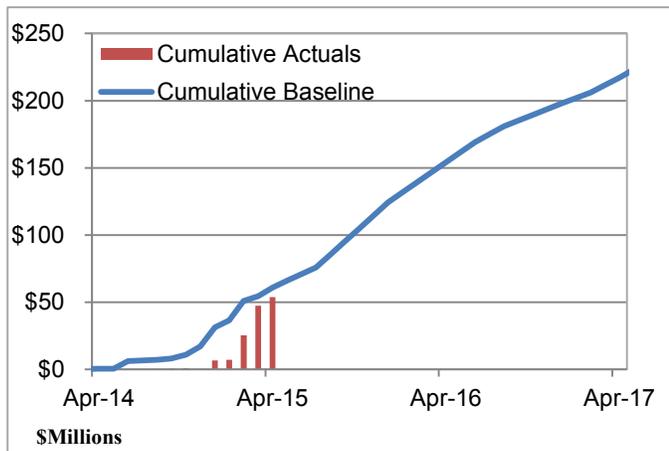
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$252,685,742	\$93,472,012	\$159,213,730
Preliminary Engineering	\$26,485,353	\$26,485,353	\$0
Right of Way	\$4,730,000	\$4,211,235	\$518,765
Construction	\$221,470,389	\$62,775,424	\$158,694,965
Current Contract Value	\$200,808,802	\$56,890,783	\$143,918,019
Agreements	\$7,119,129	\$2,952,540	\$4,166,589
Construction Engineering	\$13,478,157	\$2,896,086	\$10,582,071
State Force Work	\$10,301	\$10,301	\$0
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$54,000	\$25,714	\$28,286

Cost information through April 30, 2015

APRIL CHANGE ORDER SUMMARY

There was one change order executed in April for \$1,300,000 to cover unanticipated asbestos removal at the former Museum of History and Industry building.

APRIL PERFORMANCE



Cumulative actuals were below the baseline in April.



WABN: WSDOT engineer Brian Dobbins at April 1 public meeting

SUMMARY SCHEDULE

The baseline schedule was approved in February. The first progress schedule update was received in late March, with progress updated through Feb. 28. After meeting to discuss schedule expectations and mechanics, the contractor decided to resubmit the first Progress Update, which was received on Thursday April 9. After a thorough review and discussion with Flatiron, the update was approved as noted on April 24. The second progress schedule update (02) was submitted on April 30, with a progress data date of March 31.

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

*APRIL SAFETY SUMMARY

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

*All project offices statewide participated in safety stand-downs during the month of April

	Previous Total	Current Period	Project Total
Work-related injuries requiring first aid only	3	0	3
Work-related injuries resulting in transfers or restrictions	1	1	2
Work-related injuries resulting in days away from work	0	0	0

On 4/15/15: A KLB employee dislocated his knee and was taken to the hospital in an ambulance.

APRIL ENVIRONMENTAL SUMMARY

“Noncompliance Event (ECAP)” is an action not in compliance with environmental standards, permits or laws.

“Minor Environmental Event” is an environmental impact that does not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	34	1	35
Minor Environmental Event	0	0	0

On 4/15/15 a Noncompliance Event was identified. A hydraulic line on a vibratory hammer leaked hydraulic fluid.

GLOSSARY OF FREQUENTLY USED PROJECT AND INDUSTRY ACRONYMS

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

For more information

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

Americans with Disabilities Act (ADA): This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Information: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person, who believes his /her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator Jonte' Robinson at (360) 705-7082.