

# STATE ROUTE 520

## CONSTRUCTION PROGRESS REPORT

### JULY 2013



Evergreen Point Lid Park and Ride (facing east)



Cycle 3 Pontoon Construction in Aberdeen



FB&L West Approach Box Column Panels



FB&L East Approach Pier 2 South Column Traveler System

DATE PUBLISHED: SEP. 10, 2013



*Eastside Wall Slope Terracing*



*Bellevue Way Intermediate Diaphragms Formed*

## Table of Contents

Executive Summary .....	3
<b><u>ACTIVE CONSTRUCTION PROJECT REPORTS</u></b>	
Pontoon Construction Project (PCP).....	6
Eastside Transit and HOV.....	10
Floating Bridge and Landings (FB&L).....	14
West Connection Bridge (WCB).....	18
Evans Creek Eastside Wetland Mitigation.....	22
Glossary of Terms.....	25

## Executive Summary

### EXECUTIVE OVERVIEW

The SR 520 Bridge Replacement and HOV Program will improve safety and reliability throughout the SR 520 corridor, from I-5 in Seattle to the Eastside. Projects currently under construction include the new six-lane SR 520 floating bridge, the new six-lane Eastside corridor that includes culverts, improved transit facilities and lids, and pontoon construction in Aberdeen. Future work includes replacing the Portage Bay and West Approach bridges, building lids in Seattle, and connecting a bicycle/pedestrian path from the floating bridge to local and regional trails in Seattle. *The information contained in this report contains details for projects under construction in July 2013.*



Pontoon P- Rebar at Upper Anchor Gallery



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, including the West Connection Bridge.
- Building a new pontoon construction facility in Grays Harbor and building pontoons at that facility.
- Constructing the Eastside Transit and HOV Project.
- Building the north half of the new west approach bridge, connecting six lanes of traffic from the Montlake interchange to the new floating bridge.
- Continuing to design the remaining elements of the west side of the corridor.

## PROGRAM STATUS

In July, Pontoon Construction Project crews completed concrete closure pours for the upper anchor gallery. Work is estimated to be 50 percent complete for Cycle 3 with pre-fabrication work on Cycle 4 already underway.

The Floating Bridge and Landings (FB&L) project advanced repairs on Pontoon T (in Portland) and W (in Seattle), and floated out eight Cycle 2 pontoons (third of six cycles) from Tacoma. FB&L work on Lake Washington at Pier 36 is nearing its completion milestone.

In total, 32 of the 77 pontoons needed for the new floating bridge are complete.

The Eastside project set the remaining girders at 92nd Avenue NE into place. The turnover of control of the Evergreen Point Interface to the FB&L contractor was deferred to a later date.

The West Connection Bridge (WCB) team began mobilizing equipment to the construction site for the drilled shaft rebar cages. WCB water work equipment was also mobilized to Piers 34 and 33 in Seattle.

The West Approach Bridge North (WABN) project will connect the new Floating Bridge with the Montlake area. It will also improve environmental areas with new trails in the Arboretum and public park north of SR 520. Work is planned to start summer of 2014.

## MAJOR RISKS

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

- \$71.2M in change orders were executed in July 2013, leaving a remaining SR 520 reserve balance of \$100M. Additional pending or potential change orders will be executed in the coming months.
- Weather, tides or other natural events could delay pontoons needed for the FB&L project.
- Production and quality issues could further delay pontoons needed for the FB&L project.
- Inflation costs for labor, materials, and equipment.
- New requirements or contract changes required by local communities, regulatory groups or agencies.
- Pontoon repairs do not go as planned.
- Pontoon moorage may not be available as needed.

## UPCOMING MILESTONES

- August: FB&L will place bridge span traveler system forms on Pier 2 pier tables.
- August: WCB will begin drilled-shaft work.
- August and September: Repaired Pontoons T and W return to Lake Washington.
- October: Cycle 4 complete from Aberdeen Pontoon Project.

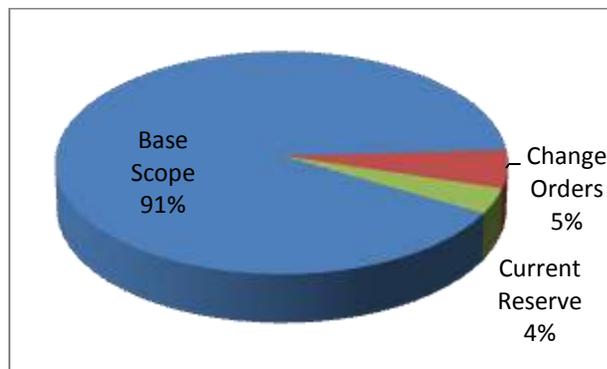


*Excavation for the construction of fish passage structure crossing at SR 520 and 112th Avenue NE. (Eastside Project)*

## Total Program

	Total Budget	Actuals to Date	Remaining
<b>SR520 Program Totals</b>	<b>\$4,128,217,152</b>	<b>\$1,370,556,798</b>	<b>\$2,757,660,354</b>
<b>Funded Program</b>	<b>\$2,724,217,152</b>	<b>\$1,370,556,798</b>	<b>\$1,353,660,354</b>
<b>Federal</b>	<b>\$423,979,577</b>	<b>\$21,823,614</b>	<b>\$402,155,963</b>
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$105,799,253	\$3,643,290	\$102,155,963
HIGHWAY SAFETY IMPROVEMENT	\$14,013,441	\$14,013,441	\$0
OUTDOOR ADVERTISING-INTERSTATE	\$855,000	\$855,000	\$0
STATE MATCHING (FUND 880)	\$311,883	\$311,883	\$0
TIFIA (USDOT - TIFIA LOAN)	\$300,000,000	\$0	\$300,000,000
<b>Local</b>	<b>\$1,721,010</b>	<b>\$1,208,847</b>	<b>\$512,163</b>
LOCAL PROJECT(CURRENT)	\$1,721,010	\$1,208,847	\$512,163
<b>State</b>	<b>\$2,154,953,565</b>	<b>\$1,347,524,338</b>	<b>\$807,429,227</b>
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$491,560,128	\$299,709,557	\$191,850,571
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,243,840	\$0
SR520 CORRIDOR	\$550,524,377	\$549,032,022	\$1,492,355
SR520 GARVEE	\$819,032,077	\$439,021,742	\$380,010,335
SR520 TOLL BONDS	\$165,016,089	\$0	\$165,016,089
SR520 TOLL PAY-GO	\$74,003,561	\$4,943,684	\$69,059,877
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
<b>Deferred Sales Tax</b>	<b>\$143,563,000</b>		<b>\$143,563,000</b>
DEFERRED SALES TAX	\$143,563,000		\$143,563,000
<b>Unfunded Program</b>	<b>\$1,404,000,000</b>		<b>\$1,404,000,000</b>
I-5 TO THE FLOATING BRIDGE	\$1,404,000,000		\$1,404,000,000

### PROGRAM RESERVE STATUS (FUNDED PROGRAM)



Original Reserve	\$250,000,000
July Change Orders	(\$71,187,508)
Previous Change Orders	(\$78,214,550.00)
<b>Current Reserve</b>	<b>\$100,597,942*</b>

Nine change orders were executed in July totalling \$71.2M.

\*Current reserve number listed does not reflect pending and potential change orders.

## Pontoon Construction Project

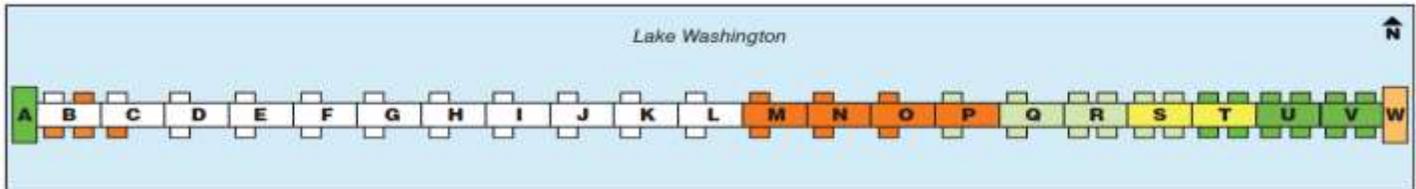
### ABERDEEN PONTOONS OVERVIEW

WSDOT is continuing pontoon construction to replace the aging and vulnerable SR 520 floating bridge on Lake Washington. The Pontoon Construction Project broke ground in February 2011 at a 55-acre site in Aberdeen. As part of this project, contractor Kiewit-General (KG) Joint Venture has built a new casting basin facility and is constructing 33 concrete pontoons that will be used to replace the SR 520 floating bridge.



Precast elements underway.

Original Engineers Estimate	\$600,000,000
Bid Price	\$367,330,000
Change Orders to Date	\$44,408,495
<b>Current Contract Value</b>	<b>\$411,738,495</b>



Note: not to scale

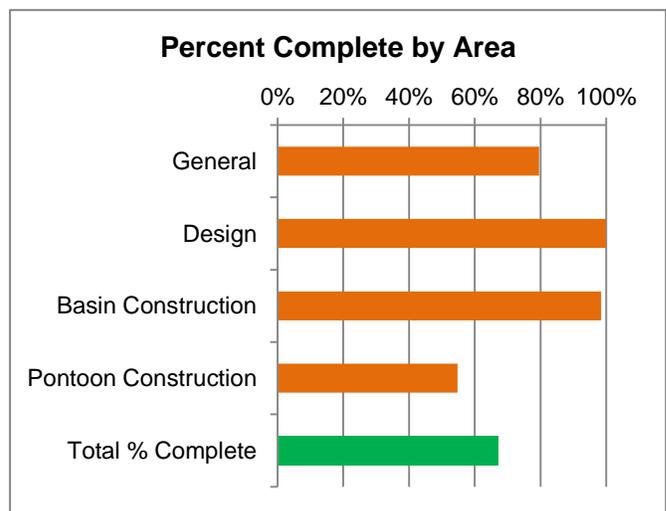
<b>Pontoon status:</b>	<span style="color: green;">■</span> On Lake Washington	<span style="color: orange;">■</span> Under construction	<span style="color: yellow;">■</span> In transit
	<span style="color: lightgreen;">■</span> Temporarily moored	<span style="color: lightorange;">■</span> Repairs underway	<span style="color: white;">■</span> Future construction

Pontoon Tracking Map

### JULY ACCOMPLISHMENTS

The Pontoon project in Aberdeen installed rebar and poured concrete for exterior walls on four pontoons M, N, O and P. They also did the same for two supplemental pontoons, BSE and BSW.

Overall, two pontoon construction cycles are complete. Work continues on cycle 3 in the basin, and precast elements for cycle 4.



## RISK

As reported in WSDOT's Gray Notebook ed. 49, p. 65-66, an independent expert review panel was convened to evaluate the probable causes of spalling and cracking in the first cycle of pontoons. An expert review panel was also established to review design, materials, construction methods, and the overall integrity of the pontoons.

On July 17th, a change order to the Pontoon Construction Contract in the amount of \$22.4 million was executed for design changes and impacts associated with Cycle 2. Negotiations for future cycles and schedule effects continue.



July Pontoon Work in Aberdeen

## JULY COSTS

Preliminary engineering is complete. The right of way budget is 95 percent complete. The total actual cost to date from the contractor is 72 percent of the budget.

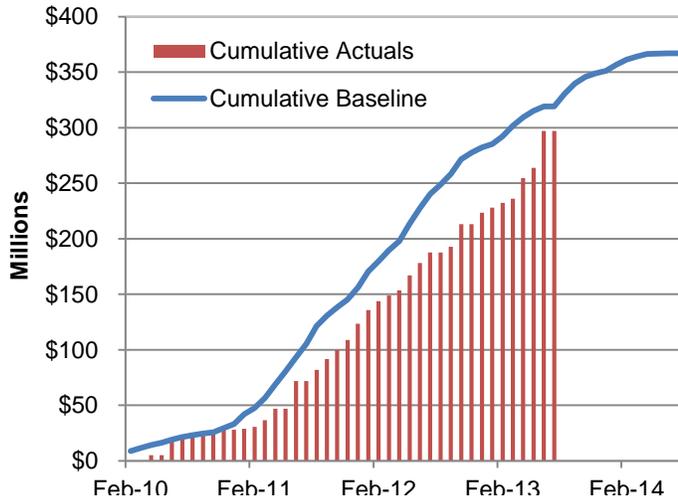
	Current Budget	Actuals to Date	Estimate to Complete
<b>Pontoon Construction Project Totals</b>	<b>\$482,157,169</b>	<b>\$348,284,742</b>	<b>\$133,872,427</b>
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,522,019	\$267,535
<b>Construction</b>	<b>\$443,798,865</b>	<b>\$310,193,973</b>	<b>\$133,604,892</b>
Current Contract Value	\$411,738,495	\$296,986,125	\$114,752,370
Agreements	\$9,370,320	\$6,029,376	\$3,340,945
Construction Engineering	\$22,690,049	\$7,178,471	\$15,511,578
State Force Work	\$0	\$0	\$0
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$0	\$0

Cost Information through July 31, 2013

## JULY CHANGE ORDER SUMMARY

There was one change order executed in July for \$22,434,528 that resulted in additional costs to the project. All change orders to date total \$44,408,495 at the time of this report.

## JULY PERFORMANCE



Pontoon M - Pouring Wall 2

The Schedule Performance Index (SPI) to date for the contractor is 0.93 which shows an on-schedule trend, however this is due to the current change order and a new baseline is needed to reassess the schedule.

## SUMMARY SCHEDULE

The latest contractor schedule submitted in July, shows delays to Cycle 4 and Cycle 6. WSDOT is working in conjunction with KG and the FB&L project to evaluate contract delivery dates and determine options. The projected delivery is 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 Completion	3/15/2013	4/29/2013
Pontoon Cycle 4 Segment Completion	2/9/2014	Late
Pontoon Cycle 6 Segment Completion	11/8/2014	Late
Physical Completion	1/7/2015	Late

### JULY QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the DB’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	570	28	598	3	560

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	410	41	23	47 days
Nonconformance Issues (NCI)	87	6	7	67 days

No major concerns with NCIs for July 2013

### JULY SAFETY SUMMARY

“**Recordable Incidents**” these are any job related safety incidents that have been recorded.  
“**Lost Time Incidents**” these are any job related safety incidents that result in personnel not being able to work.  
“**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	8	1	9
Lost Time Incidents	1	0	1
Contract Days without an Incident	86	7	7

Recordable – worker broke finger and required stitches (7/19).

### JULY ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws.  
“**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	21	1	22
Minor Environmental Event	17	0	17

One (1) environmental event was reported for July 2013:

On July 10, vegetation trimming within the sensitive wetland and riparian habitat occurred by crews not associated with WSDOT work.

## Eastside Transit and HOV

### EASTSIDE OVERVIEW

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



Grading for Subgrade for SR 520 mainline near 92<sup>nd</sup>.

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to date	\$30,517,975
<b>Current Contract Value</b>	<b>\$336,795,975</b>



Eastside Project Area Map

### JULY ACCOMPLISHMENTS

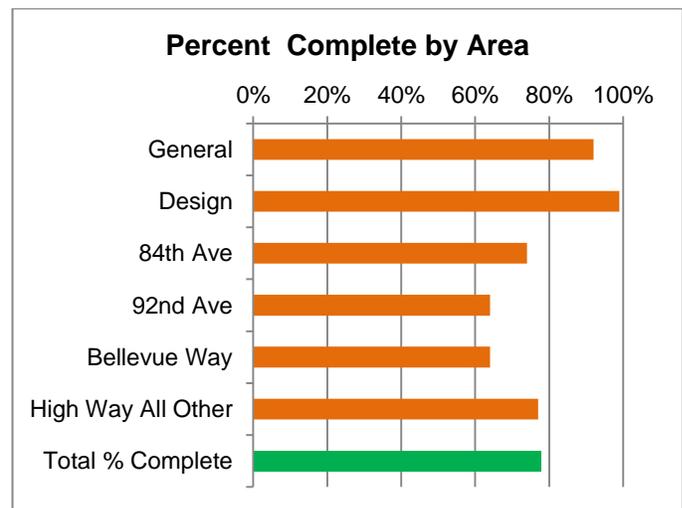
At the Evergreen Point transit stop, crews installed water and storm drain lines, the transit stop platform slab, and ancillary room floor.

84th Avenue NE: Eastbound off-ramp fish passage “A” culvert crossing was installed. Forming and casting is complete for noisewalls, retaining walls and concrete barriers.

92nd Avenue NE: All lid girders are in place and work has started on the intermediate diaphragms and preparing the bicycle and pedestrian path for paving.

108th Avenue NE: Bridge deck and spans 1 and 2 are complete.

Bellevue Way interchange: Grading for detention pond, construction of retaining walls has started.



## RISK

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

WSDOT continues to work with the contractor to resolve geotechnical considerations in the Bellevue Way interchange.

Other risks include the interface point between ECC and the FB&L Design-Builder and potential weather related impacts to installation of the remaining fish passage culverts.



Bellevue Way to 108<sup>th</sup> Avenue NE Demolition

## JULY COST

Preliminary engineering is complete. The Right of Way budget is 89 percent complete. The total actual cost to date from the contractor is 79 percent of the budget.

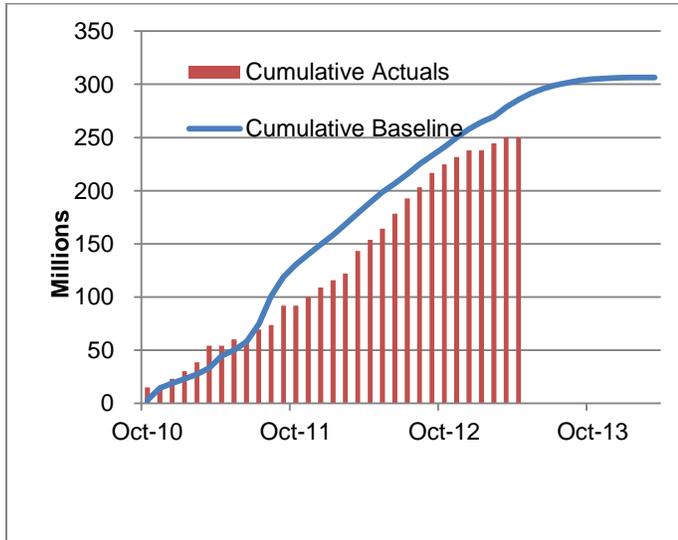
	Current Budget	Actuals to Date	Estimate to Complete
<b>Eastside Construction Project Totals</b>	<b>\$425,802,900</b>	<b>\$342,436,412</b>	<b>\$83,366,488</b>
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$29,596,075	\$26,408,636	\$3,187,439
<b>Construction</b>	<b>\$364,512,315</b>	<b>\$284,333,266</b>	<b>\$80,179,048.91</b>
<i>Current Contract Value</i>	\$336,795,975	\$265,799,168	\$70,996,807
<i>Agreements</i>	\$10,633,164	\$7,090,677	\$3,542,487
<i>Construction Engineering</i>	\$14,043,364	\$9,155,973	\$4,887,391
<i>State Force Work</i>	\$345,626	\$255,480	\$90,146
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,694,187	\$2,031,968	\$662,218

Cost Information through July 31, 2013

## JULY CHANGE ORDER SUMMARY

Two change orders were executed in July for \$23,039 that resulted in additional costs to the project. All change orders to date total \$30,517,975 at the time of this report.

## JULY PERFORMANCE



Bellevue Way to 108<sup>th</sup> Barrier & Slab Forming

The Schedule Performance Index (SPI) to date for the contractor is 0.83 and signifies that the contractor may not finish within the original contract timeframe.

## SUMMARY SCHEDULE

The current Eastside project schedule estimates construction completion in summer 2014. This date is not yet finalized, and may be adjusted based on on-going discussions with project contractors.

Milestone	Contract Date	Actual/Trend
Notice to Proceed	1/12/2010	1/12/2010
East Approach & Maintenance Facility Area Work Complete	3/30/2012	3/30/2012
Evergreen Point Area Phase I Work Complete	7/28/2013	Late
Evergreen Point Area Phase II Work Complete	11/1/2013	Late
East Construction Substantial Completion	12/20/2013	Late
East Construction Physical Completion	3/20/2014	Late

### JULY QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the DB’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	2117	67	2184	59	2125

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	351	75	24	114 days
Nonconformance Issues (NCI)	234	59	9	19 days

No major concerns with NCIs for July 2013

### JULY SAFETY SUMMARY

“**Recordable Incidents**” these are any job related safety incidents that have been recorded. “**Lost Time Incidents**” these are any job related safety incidents that result in personnel not being able to work. “**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	8	0	8
Lost Time Incidents	0	0	0
Contract Days without an Incident	65	31	96

No safety incidents were recorded for July 2013.

### JULY ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws. “**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP.

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	56	0	56
Minor Environmental Event	157	1	158

No ECAPs were reported for the month of July. There was a minor sewer incident. Late Sunday 7/28/13 and early Monday 7/29/13 the primary pump for the sewer bypass failed as well as the switch to trigger the secondary pump which caused sanitary sewer flows to back up and then flow into the Fish Passage Structure (FPS) excavation. The problem was corrected by the start of business on Monday. All potentially contaminated material has been removed and disposed of properly. Modifications to the system have been made to prevent a reoccurrence. This was not an ECAP. However, the WSDOT Project Office and ECC did consult with the City of Bellevue, King County, the Washington State Department of Ecology.

## Floating Bridge and Landings

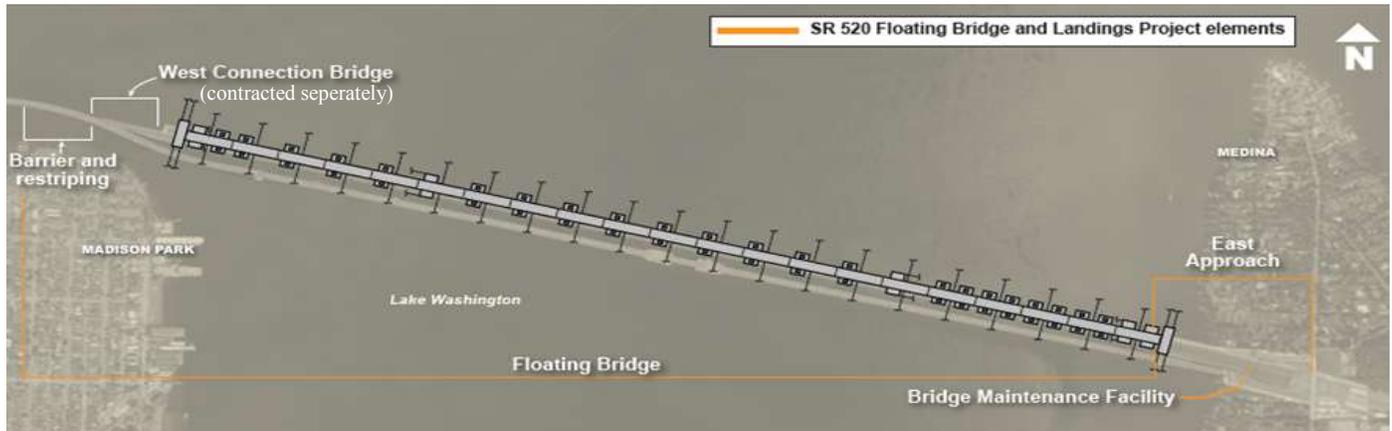
### FLOATING BRIDGE AND LANDINGS OVERVIEW

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 up to 89 mph. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the East end. The project includes construction of 44 supplemental stability pontoons in Tacoma.



Placing Cross Beam and Pier 36

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to Date	\$75,248,253
<b>Current Contract Value</b>	<b>\$661,809,253</b>



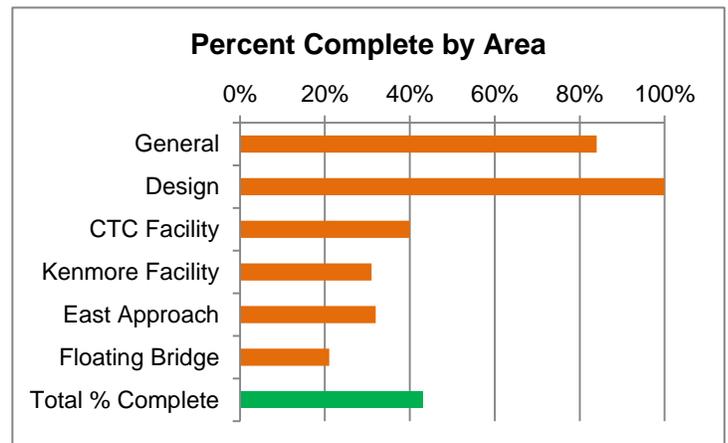
Floating Bridge Area Map

### JULY ACCOMPLISHMENTS

July saw the completion of Tacoma Cycle 2 (third of six cycles) pontoons. Float-out was completed 7/29/13.

A third concrete pour for Pier 1 was completed in July. The bridge span traveler system was installed at the north and south pier tables at Pier 2.

Cross beams were set on Pier 36 columns. Crews also grouted ducts and began placing rebar for fillets.



## RISK

Contractor Kiewit/General/Manson (KGM) is completing repairs to the four Cycle 1 Pontoons built on the Pontoon Project that experienced cracking in end walls and keel slabs. In July, WSDOT negotiated a \$48.7M change order with KGM to pay for their time, labor and materials to complete these repairs.

The Floating Bridge and Landings project will experience a delay in schedule due to the issues found in the first cycle of construction from Grays Harbor. To reduce this risk, WSDOT is currently in negotiations with both design-build teams to determine the schedule effects between pontoon production and floating bridge construction.

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



Bridge Span Traveler System at Pier 2 East Approach

## JULY COST

Preliminary engineering is complete. The right of way budget is 69 percent complete. The total actual cost to date from the contractor is 51 percent of the budget.

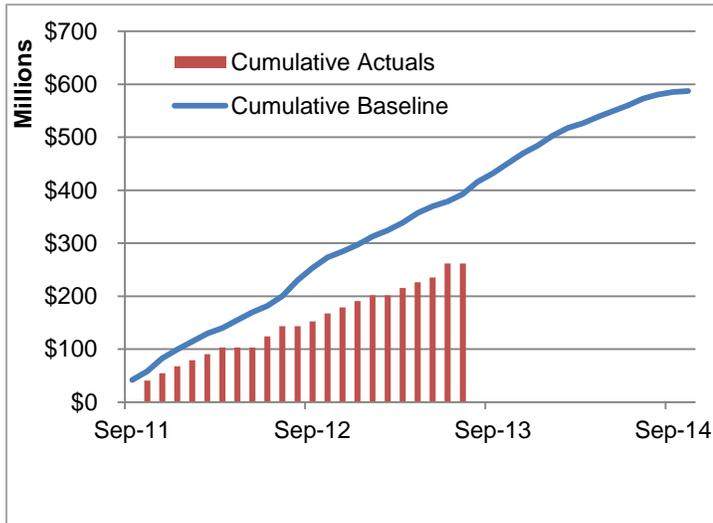
	Current Budget	Actuals to Date	Estimate to Complete
<b>Floating Bridge and Landings Construction Project Totals</b>	<b>\$745,522,650</b>	<b>\$379,715,581</b>	<b>\$365,807,069</b>
<b>Preliminary Engineering</b>	<b>\$10,659,063</b>	<b>\$10,659,063</b>	<b>\$0</b>
<b>Right of Way</b>	<b>\$4,893,334</b>	<b>\$3,352,133</b>	<b>\$1,541,201</b>
<b>Construction</b>	<b>\$729,970,253</b>	<b>\$365,704,385</b>	<b>\$364,265,868</b>
<i>Current Contract Value</i>	\$661,809,253	\$324,471,083	\$337,338,170
<i>Agreements</i>	\$29,581,484	\$25,874,184	\$3,707,301
<i>Construction Engineering</i>	\$27,839,516	\$8,657,217	\$19,182,299
<i>State Force Work</i>	\$60,000	\$1,901	\$58,099
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$10,680,000	\$6,700,000	\$3,980,000

Cost Information through July 31, 2013

## JULY CHANGE ORDER SUMMARY

WSDOT issued five change orders in July totaling \$48,752,920 dollars. Change orders to date total \$75,248,253.

## JULY PERFORMANCE



East Approach Pier 1

The Schedule Performance Index (SPI) is at 0.63 for the month of July 2013. This is showing a significant decrease from the original plan; the trend is primarily due to delayed pontoon delivery and repairs to Cycle 1 Pontoons.

## SUMMARY SCHEDULE

The contractor's current schedule submittal is showing delays from the original contract milestone for Substantial and Physical Completion. This is primarily due to delayed pontoon delivery which will delay the opening of the bridge from the contract date of July 2015 to late 2015 or early 2016. WSDOT is in negotiations with the contractor regarding the impacts.

Milestone	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	Early
Substantial Completion	7/31/2015	Late
Physical Completion	5/26/2016	Late

### JULY QUALITY SUMMARY

“**Audits – Actual**” are audits performed by WSDOT Quality Verification staff on the DB’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	803	46	849	9	840

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	141	36	10	161 days
Nonconformance Issues (NCI)	291	15	7	137 days

No major concerns with NCI’s for July 2013

### JULY SAFETY SUMMARY

“**Recordable Incidents**” these are any job related safety incidents that have been recorded.  
“**Lost Time Incidents**” these are any job related safety incidents that result in personnel not being able to work.  
“**Contract Days without an Incident**” are the number of days since a lost time incident has occurred.

Design Builder	Previous Total	Current Period	Project Total
Recordable Incidents	13	1	14
Lost Time Incidents	1	0	1
Contract Days without an Incident	38	2	2

KGM carpenter was removing formwork from a repair when the formwork fell on his arm. Result was a cut on his arm that required 12 stitches -Recordable

### JULY ENVIRONMENTAL SUMMARY

“**Non-Compliance Event (ECAP)**” are actions that are not in compliance with environmental standards, permits or laws.  
“**Minor Environmental Event**” are any environmental impacts that do not meet the requirements to become an ECAP

	Previous Total	Current Period	Project Total
Non-Compliance Event (ECAP)	16	0	16
Minor Environmental Event	26	0	26

No ECAPs were reported for the month of July

## West Connection Bridge

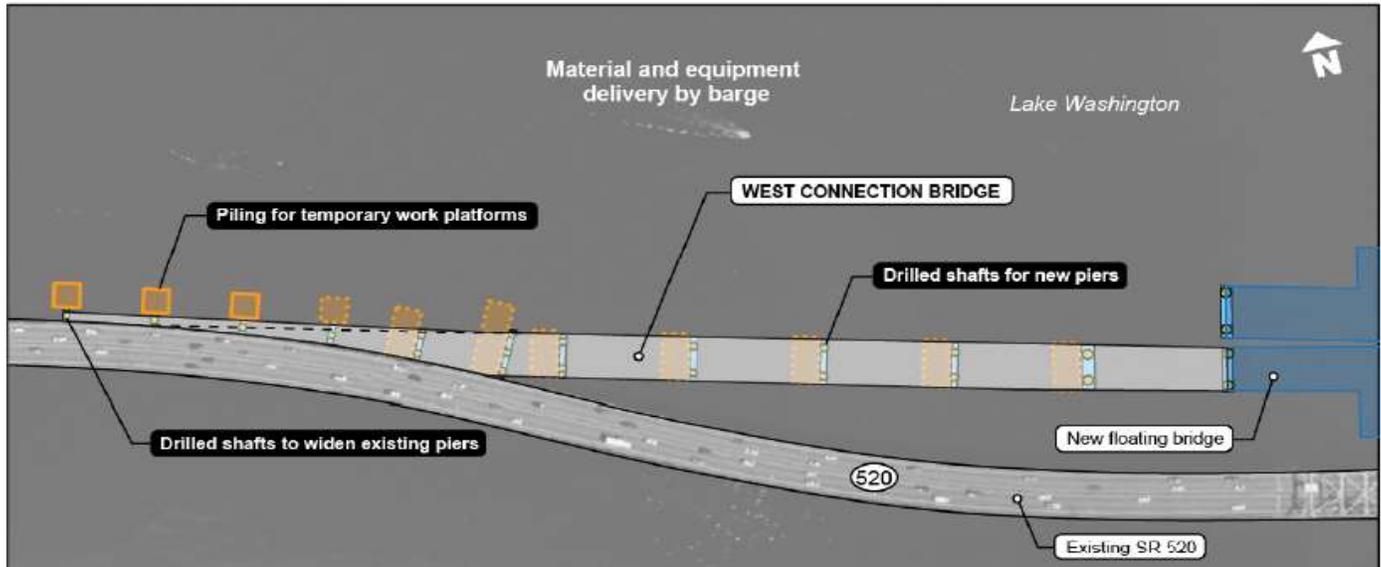
### WEST CONNECTION BRIDGE

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



Ten-foot diameter drilled shaft casings

Original Engineers Estimate	\$20,639,667
Bid Price	\$22,129,243
Change Orders to Date	\$0
<b>Current Contract Value</b>	<b>\$22,129,243</b>



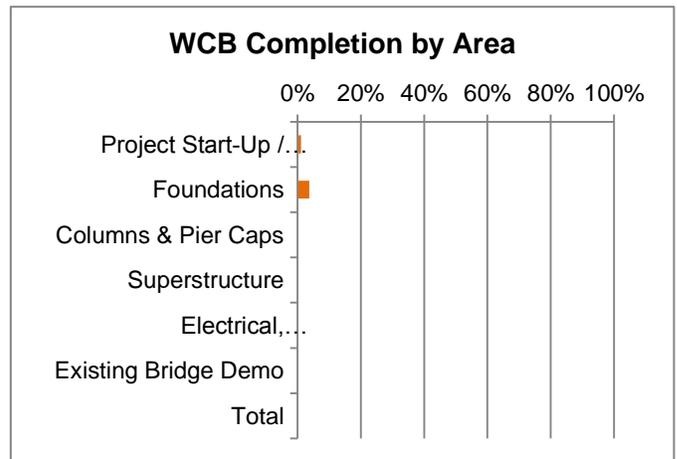
West Connection Bridge Map

### JULY ACCOMPLISHMENTS

Completed pre-construction bridge monitoring and bridge baseline monitoring report and as-built bridge report.

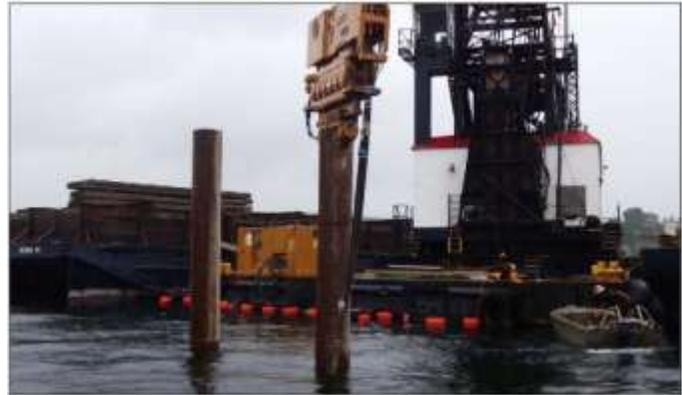
Mobilize derrick barge, drill rig and spoils barges at Piers 34 and 33.

Began installation of drill platform.



## RISK

- Marine access specification changes.
- Interface conflicts due to concrete barging from Kenmore.
- Disc-bearing anchor bolt shift by FB&L Contractor at Pier 36.
- Sockeye salmon fishing season restrictions.



Vibratory Pile Installation for Pier 34 Drill Platform

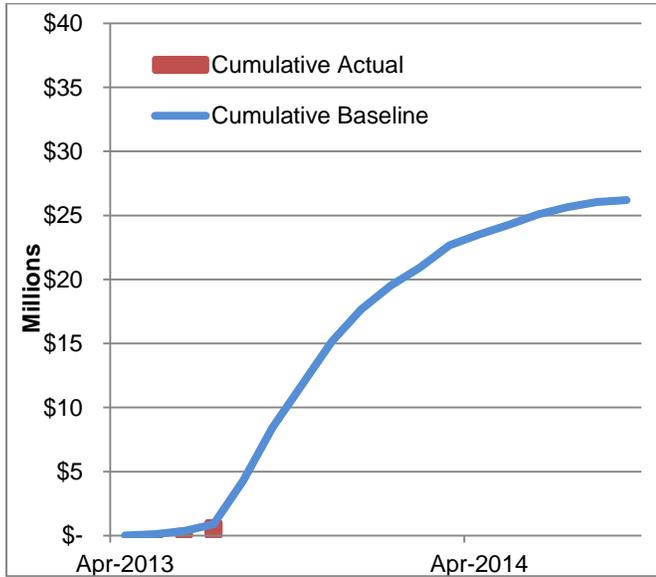
## JULY COST

Preliminary engineering is 100 percent complete with final costs to be invoiced in July. There were no right of way costs on this project, and no costs are expected. The total actual cost to date from the contractor is 6 percent.

	Current Budget	Actuals to Date	Estimate to Complete
<b>West Approach Construction Project Totals</b>	<b>\$30,910,804</b>	<b>\$5,735,484</b>	<b>\$25,175,320</b>
Preliminary Engineering	\$5,560,001	\$4,737,486	\$822,515
<b>Construction</b>	<b>\$25,350,803</b>	<b>\$997,998</b>	<b>\$24,352,805</b>
<i>Current Contract Value</i>	\$22,129,243	\$676,654	\$21,452,589
<i>Agreements</i>	\$665,000	\$43,758	\$621,242
<i>Construction Engineering</i>	\$2,556,560	\$277,586	\$2,278,974
<i>State Force Work</i>	\$0	\$0	\$0
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost Information through July 31, 2013

## JULY PERFORMANCE



Drilled Shaft and Rebar Cage Construction Yard in Tacoma

Contractor has not submitted an approved baseline schedule at this time. This graph is based off the current planned accumulative budgets and actuals to date. The Schedule Performance Index (SPI) for July is 1.19

## SUMMARY SCHEDULE

Contractor has not submitted an approved baseline schedule at this time.

Milestone	Contract Date	Actual/Trend
First Charged Working Day	6/17/2013	6/17/2013
Pier 36 - Area 1A & 1B Available To M-A	11/16/2013	On-schedule
Pier 36 - Area 1B All Work Complete	5/14/2014	On-schedule
Pier 36 - Area 1B Turnover to FB&L	5/15/2014	On-schedule
Pier 36 - Area 1A All Work Complete	7/31/2014	On-schedule
Pier 36 - Area 1A Turnover to FB&L	8/1/2014	On-schedule
End of Contract Working Days	8/11/2014	On-schedule
Physical Completion	8/29/2014	On-schedule

## **JULY CHANGE ORDER SUMMARY**

No change orders were issued during the period. The total value of change orders to date is \$0.

## **JULY SAFETY SUMMARY**

No safety incidents were recorded during the period.

## **JULY ENVIRONMENTAL SUMMARY**

No environmental incidents occurred during the period.

## Evans Creek Eastside Wetland Mitigation

### EVANS CREEK

The Eastside Wetland Mitigation Project is a Design-Bid-Build (DBB) project to design and construct environmental mitigation for the Eastside Transit and HOV Project.



Evans Creek Location Map

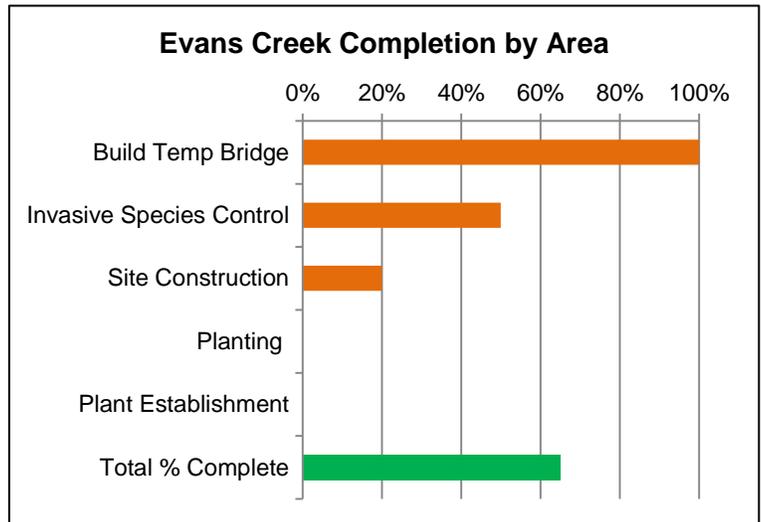
Original Engineers Estimate	\$5,522,081
Bid Price	\$4,215,800
Change Orders to Date	\$0
<b>Current Contract Value</b>	<b>\$4,215,800</b>

### JULY ACCOMPLISHMENTS

Installation of temporary access roads took place during the first two weeks of July. Fish biologists completed fish exclusion within wetland ditches, and excavation of the 1,200 linear feet of backwater channel and 100 foot wide meander belt began July 13.

Ditch filling and backwater channel excavation continued through the month of July, including placement of habitat structures and streambed sediment. Dewatering of groundwater in excavation zones was intermittent during the work, and site infiltration areas were utilized to manage construction water per site permits.

Compost and wood chip mulch deliveries commenced in mid-July; subcontractors are working quickly to move material to the northwestern portion of the site, as vehicle access will be removed in September.



### RISKS

- Completing in water work inside the designated work windows.
- Site maintenance until 2024.

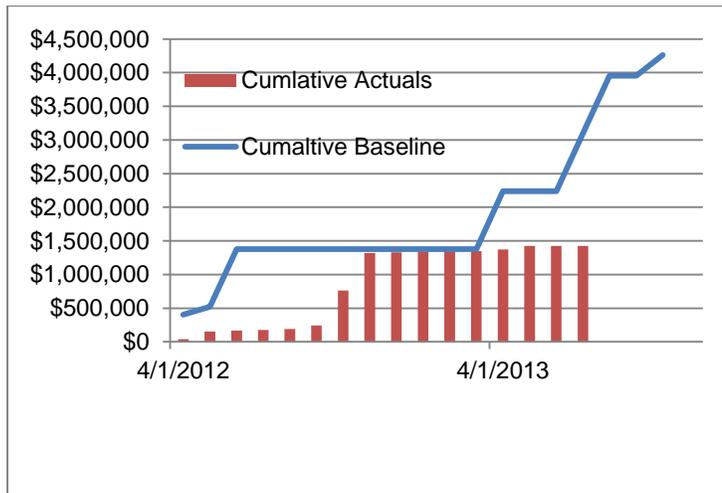
## JULY COST

No change orders were executed in the month of July. Preliminary engineering is complete. Right of way costs are 92 percent complete with only minor work remaining in the phase. The total actual cost to date from the contractor is 18 percent of the budget. The construction will accelerate over the next six months as the on-site work windows become available.

	Current Budget	Actuals to Date	Estimate to Complete
<b>Evans Creek Construction Project Totals</b>	<b>\$7,490,465</b>	<b>\$3,602,768</b>	<b>\$3,887,697</b>
<b>Preliminary Engineering</b>	<b>\$1,318,979</b>	<b>\$1,318,979</b>	<b>\$0</b>
<b>Right of Way</b>	<b>\$1,208,802</b>	<b>\$1,117,766</b>	<b>\$91,036</b>
<b>Construction</b>	<b>\$4,962,684</b>	<b>\$1,166,023</b>	<b>\$3,796,661</b>
<i>Current Contract Value</i>	\$4,215,800	\$809,706	\$3,406,095
<i>Agreements</i>	\$74,061	\$5,768	\$68,293
<i>Construction Engineering</i>	\$654,373	\$350,549	\$303,824
<i>State Force Work</i>	\$18,450	\$0	\$18,450
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost Information through July31, 2013

## JULY PERFORMANCE



Evans Creek Mitigation Site Sodding

The Schedule Performance Index (SPI) for the Evans Creek project is 0.88, which is within an acceptable range.

## SUMMARY SCHEDULE

The project is currently working two weeks ahead of schedule and is tracking within budget.

Milestones	Contract	Actual/Trend
Eastside Mitigation - Construction Start	6/19/2012	6/19/2012
Eastside Mitigation - Stage 1 Work Complete	9/14/2012	9/14/2012
Eastside Mitigation - Operationally Complete	11/30/2013	On-time
Eastside Mitigation - Final Contract Completion	9/30/2016	On-Time

## JULY CHANGE ORDER SUMMARY

No change orders were issued during the period. The total value of change orders to date is \$0 dollars.

## JULY SAFETY SUMMARY

No safety incidents were recorded during the period.

## JULY ENVIRONMENTAL SUMMARY

No environmental incidents occurred during the period.

**GLOSSARY – LIST OF FREQUENTLY-USED PROJECT AND INDUSTRY ACRONYMS**

ATM	Active Traffic Management
CCMP	Community Construction Management Plan
CIP	Cast-in-Place
CTC	Concrete Technology Corporation (SSP production site)
D-B	Design-Builder
DBIC	Design-Builder Initiated Change
Eastside	Eastside Transit and HOV Project
ECAP	Environmental Compliance Assurance Procedure
ECC	Eastside Corridor Constructors (Eastside Design-Builder)
ESA	Endangered Species Act
FB&L	Floating Bridge & Landings
FONSI	Finding of No Significant Impact
GH	Grays Harbor (Pontoon construction site)
HQ	WSDOT Headquarters
ITS	Intelligent Transportation System
KG	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	Secondary Stability Pontoon
TCE	Temporary Construction Easement
TIFIA	Transportation Infrastructure Finance and Innovation Act
WABN	West Approach Bridge North
WCB	West Connection Bridge
WSDOT	Washington State Department of Transportation

**For more information**

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

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