

STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

JUNE 2013



Base Gravel for Paving SR 520 Near Evergreen Point



Pontoon Construction in Aberdeen



Pier 2 Balance Cantilever Near East Approach

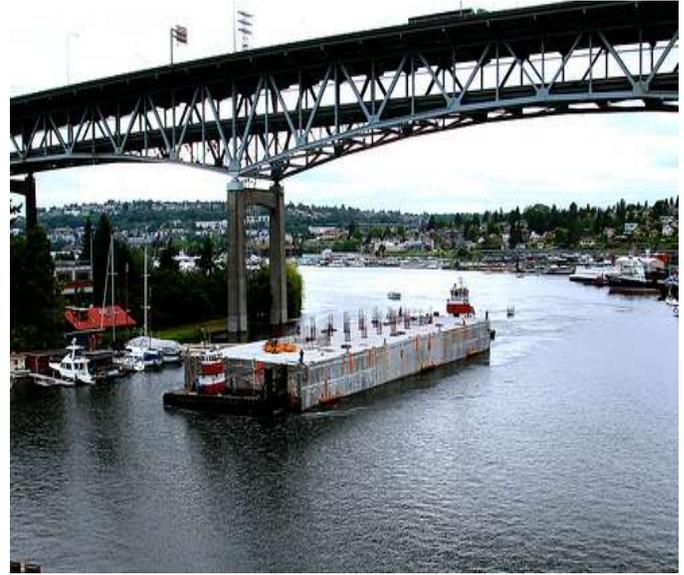


Pontoon "A" Moving Through the Ballard Locks

DATE PUBLISHED: AUG. 7, 2013



Work Continues Across Lake Washington



Pontoon "A" Passing Under Ship Canal Bridge

Table of Contents

Executive Summary	3
<u>ACTIVE CONSTRUCTION PROJECT REPORTS</u>	
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 Mitigation.....	21
Glossary of Terms.....	24

Note: The types information in this report may change as is relevant to the program.

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 in construction only in June 2013.*



Pontoon "T" Arrives in Portland



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.
- Construction on 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 June the second cycle of bridge pontoons built in Aberdeen began moving to Lake Washington, and work began working on the third of six cycles.

The Floating Bridge & Landings Project (FB&L) began repairs on one of four Cycle 1 pontoons and continued work on the east and west approaches. On going schedule negotiations are taking place on both the FB&L and Pontoons projects to address issues that may delay the opening of the bridge.

On the Eastside, teams completed a major traffic shift that will help complete the final alignment and transit stops between 92nd Avenue NE and Evergreen Point Road.

On June 10, WSDOT executed a contract with Mowat-American for the West Connection Bridge (WCB) with construction activities expected to start in August.

The West Approach Bridge North (WABN) project reached the 60 percent design milestone. In addition, WSDOT finalized a mitigation agreement with the Arboretum and Botanical Garden Committee.

MAJOR RISKS

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

- 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

- July: Eastside project will place remaining girders on 92nd Avenue NE lid structure.
- July: FB&L will assume control of the Evergreen Point interface from the Eastside design-builder.
- July: FB&L will complete the third cycle of supplemental pontoons.
- August: WCB will begin drilled-shaft work.
- September: Repaired Pontoons T and W return to Lake Washington.

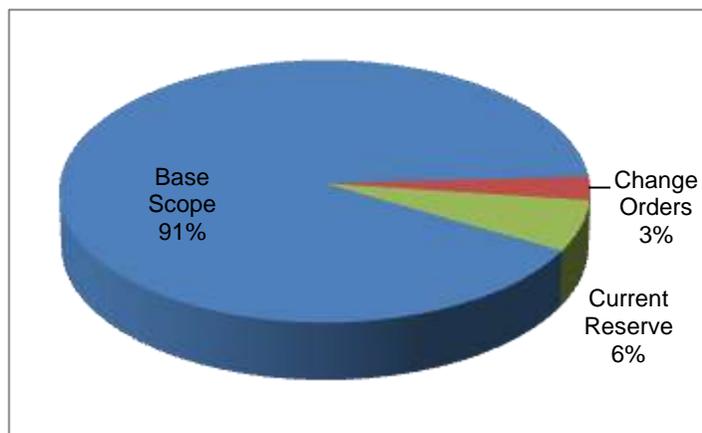


Preparing to Shift SR 520 Lanes Near 84th Avenue Northeast

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,128,217,152	\$1,335,831,375	\$2,792,385,777
Funded Program	\$2,724,217,152	\$1,335,831,375	\$1,388,385,777
Federal	\$423,979,577	\$21,790,306	\$402,189,271
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
BRIDGE REPLACEMENT FUNDS	\$105,799,253	\$3,609,982	\$102,189,271
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
Local	\$1,721,010	\$1,208,847	\$512,163
LOCAL PROJECT(CURRENT)	\$1,721,010	\$1,208,847	\$512,163
State	\$2,154,953,565	\$1,312,832,222	\$842,121,343
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$491,560,128	\$298,058,975	\$193,501,153
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	\$405,984,275	\$413,047,802
SR520 TOLL BONDS	\$165,016,089	\$0	\$165,016,089
SR520 TOLL PAY-GO	\$74,003,561	\$4,939,618	\$69,063,943
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$143,563,000		\$143,563,000
DEFERRED SALES TAX	\$143,563,000		\$143,563,000
Unfunded Program	\$1,404,000,000		\$1,404,000,000
I-5 TO THE FLOATING BRIDGE	\$1,404,000,000		\$1,404,000,000

PROGRAM RESERVE STATUS (FUNDED PROGRAM)



Total Reserves	\$250,000,000
June Change Orders	(\$732,685)
Previous Change Orders	(\$78,210,551)
Current Reserve	\$171,056,764

Eight change orders were executed in June totalling \$732,685.

Pontoon Construction Project

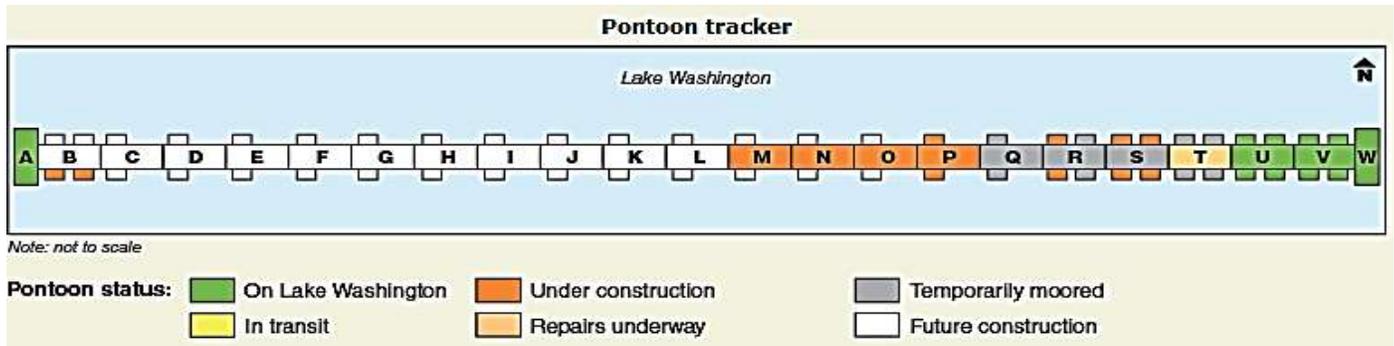
ABERDEEN PONTOONS OVERVIEW

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.



Pontoon Rebar and Form Work

Original Engineers Estimate	\$600,000,000
Bid Price	\$367,330,000
Change Orders to Date	\$21,956,967
Current Contract Value	\$389,286,967

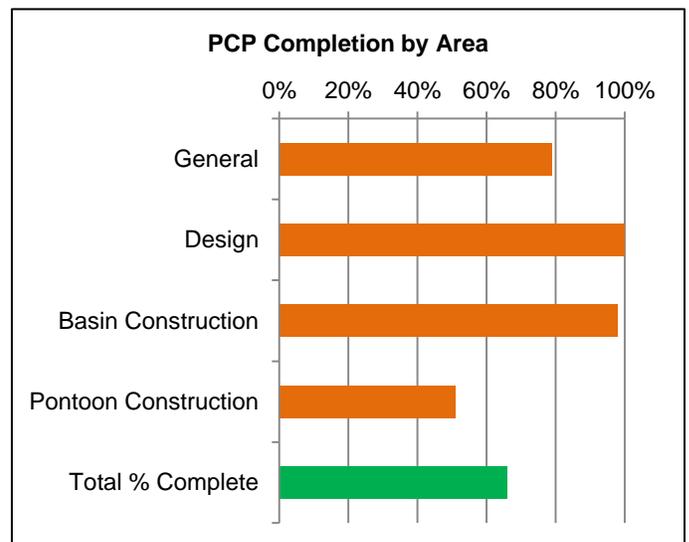


Pontoon Tracking Map

JUNE ACCOMPLISHMENTS

Work in Aberdeen continues on Cycle 3 with four longitudinal pontoons (M, N, O and P) and two supplemental pontoons.

In June crews completed pre-cast panel installation and keel-slabs concrete pours. Work began on exterior wall and interior closure pours. Crews began forming and pouring lower anchor galleries and setting mid-level soffit brackets and ledgers. Work for Cycle 4 has already begun on pre-cast panels, rebar and formwork.



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.

Based on the panel's findings, WSDOT is adding transverse post-tensioning across the pontoons, in addition to the length-wise post-tensioning already in place. In May 2013, a change order to the Pontoon Construction Contract in the amount of \$9.9 million was executed for the initial repair effort and additional time necessary for the first cycle of pontoons. Negotiations for design changes and schedule effects continue.



June Pontoon Work in Aberdeen

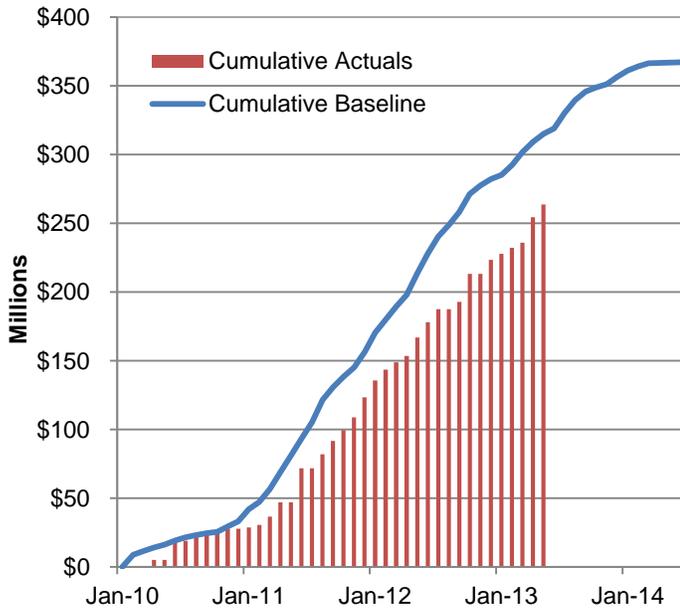
JUNE COSTS

Preliminary engineering is complete. The right of way budget is 95 percent complete. The total actual cost to date from the contractor is 70 percent of the budget.

	Current Budget	Actuals to Date	Remaining
Pontoon Construction Project Totals	\$459,705,641	\$320,685,152	\$139,020,489
Preliminary Engineering	\$32,568,750	\$32,568,750	\$0
Right of Way	\$5,789,554	\$5,522,019	\$267,535
Construction	\$421,347,337	\$282,594,383	\$138,752,954
Current Contract Value	\$389,286,967	\$269,780,586	\$119,506,381
Agreements	\$8,398,634	\$5,780,671	\$2,617,963
Construction Engineering	\$23,661,735	\$7,033,125	\$16,628,610
State Maintenance Work Force	\$0	\$0	\$0
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$0	\$0

Cost Information through June 30, 2013

JUNE PERFORMANCE



Keel Slab Pour on Pontoon "P"

The SPI to date for the contractor is 0.83. This represents the impacts due to design related impacts caused by WSDOT and productivity issues from the design-builder. WSDOT is working with the contractor to determine how to accelerate the remaining work.

SUMMARY SCHEDULE

The last Pontoon Construction Project schedule submitted by the Design-Builder KG shows delays to Cycle 4 and to Cycle 6. WSDOT is working in conjunction with KG and the Floating Bridge and Landings Design-Builder to evaluate the contract delivery dates and determine options to accelerate the schedule. A new delivery baseline is expected to be established in the coming months.

Milestone	Contract Date	Trend
Notice to Proceed 1 - Design Initiated	2/18/2010	Actual
Notice to Proceed 2 - Site Construction Start	1/10/2011	Actual
Pontoon Cycle 2 Segment Completion	11/4/2012	Late
Pontoon Cycle 4 Segment Completion	10/1/2013	Late
Pontoon Cycle 6 Segment Completion	6/30/2014	Late
Physical Completion	8/29/2014	Late

JUNE CHANGE ORDER SUMMARY

There were four change orders in June that did not result in any additional costs to the project. All change orders to date total \$21,956,967 dollars.

JUNE 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	516	24	540	6	522

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	491	38	12	45 days
Nonconforming Issues (NCI)	81	7	0	61 days

WSDOT issued no new nonconformance items for June 2013.

JUNE 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	1	0	1
Contract Days without an Incident	37	35	72

No safety incidents were recorded for June 2013.

JUNE 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	0	21
Minor Environmental Event	17	0	17

No environmental events were reported for June 2013.

Eastside Transit and HOV

EASTSIDE OVERVIEW

The Eastside Transit and HOV Project will complete and improve the 8.8-mile HOV system from Evergreen Point Road to the SR 202 Interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction, as well as new transit facilities, three community-connecting lids, and eight new fish-passage culverts.



Eastside Paving

Original Engineers Estimate	\$422,064,082
Bid Price	\$306,278,000
Change Orders to Date	\$30,494,936
Current Contract Value	\$336,772,936



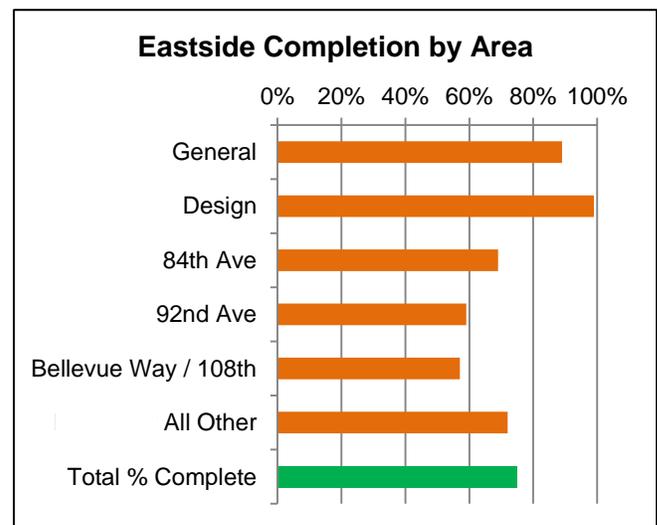
Eastside Project Area Map

JUNE ACCOMPLISHMENTS

In June the Eastside project continued deck work for the Evergreen Point Road Lid, 84th Avenue NE Lid, Pier 3 work at 92nd Avenue NE Lid, Bellevue Way and 108th Avenue NE Bridge. Work continued on the stair wall and elevator shaft at Evergreen Point Road Transit Station.

Work on noise and retaining walls along the north and south sides of the corridor continued with the areas around Evergreen Point and 84th Avenue NE nearing completion.

June also saw the completion of the Eastbound off-ramp at Bellevue Way and a major traffic shift, opening up new areas for continued roadway construction.



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 area. WSDOT is monitoring the project and expects the geotechnical issue to be resolved by fall 2013. Construction has been slowed due to delays at the 84th Avenue interchange and in the Fairweather Basin area.

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.



Roadway Excavation Near 92nd

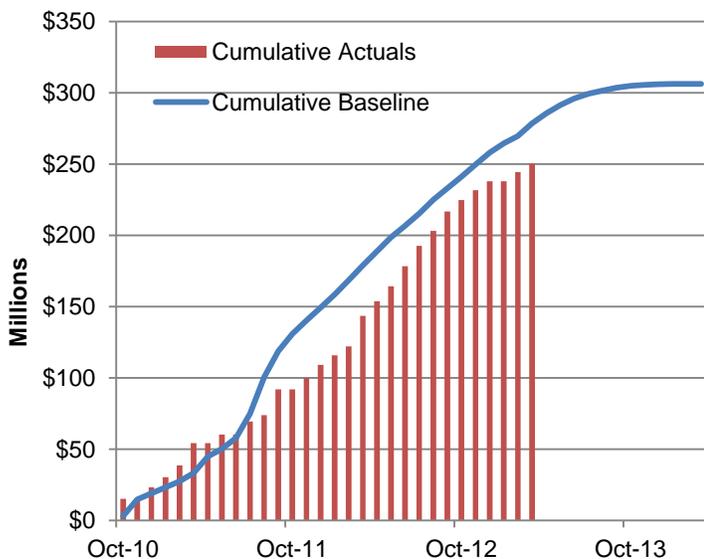
JUNE COST

Preliminary engineering is complete. The right of way budget is 89 percent complete. The total actual cost to date from the contractor is 76 percent of the budget.

	Current Budget	Actuals to Date	Remaining
Eastside Construction Project Totals	\$408,234,159	\$322,292,571	\$85,941,588
Preliminary Engineering	\$31,694,510	\$31,694,510	\$0
Right of Way	\$29,596,075	\$26,387,448	\$3,208,627
Construction	\$346,943,574	\$264,210,613	\$82,732,961
<i>Current Contract Value</i>	\$336,772,936	\$257,424,488	\$79,348,448
<i>Agreements</i>	\$10,170,638	\$6,786,126	\$3,384,512
<i>Construction Engineering</i>	\$14,610,890	\$8,934,055	\$5,676,835
<i>State Maintenance Work Force</i>	\$240,626	\$246,793	-\$6,167
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$2,694,187	\$2,024,187	\$670,000

Cost Information through June 30, 2013

JUNE PERFORMANCE



The SPI to date for the contractor is 0.84 and signifies that the contractor may not finish within the original contract timeframe.



Stairway at Evergreen Point Area Transit Stop

SUMMARY SCHEDULE

The Design-Builder ECC last submitted schedule is currently showing they are behind on completion of the early substantial completion date.

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

JUNE CHANGE ORDER SUMMARY

No change orders were issued during the period. All change orders to date total \$30,494,936 dollars.

JUNE 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	2025	92	2117	62	2055

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	333	73	18	107 days
Nonconformance Issues (NCI)	231	62	3	129 days

There were no major concerns with the NCI’s issued for June 2013.

JUNE 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	1	0	1
Contract Days without an Incident	30	35	65

No safety incidents were recorded for June 2013.

JUNE 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	156	1	157

No ECAPs were reported for the month of June. A subcontractor tipped over a forklift which resulted in a spill of diesel fuel and hydraulic fluid. The spills were contained on the site.

Floating Bridge and Landings

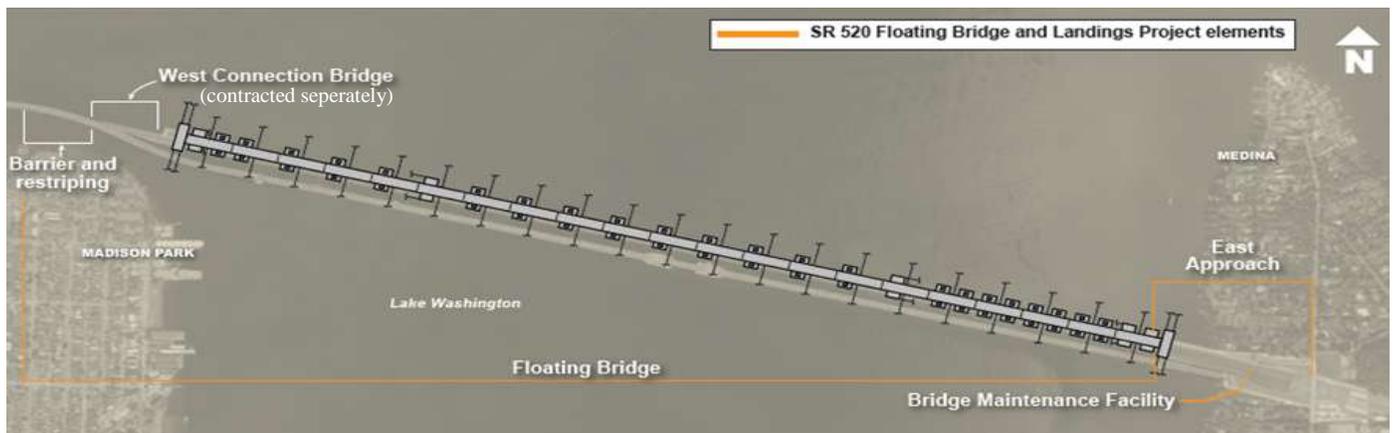
FLOATING BRIDGE AND LANDINGS OVERVIEW

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.



Floating Bridge East Approach

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to Date	\$26,495,333
Current Contract Value	\$613,056,333

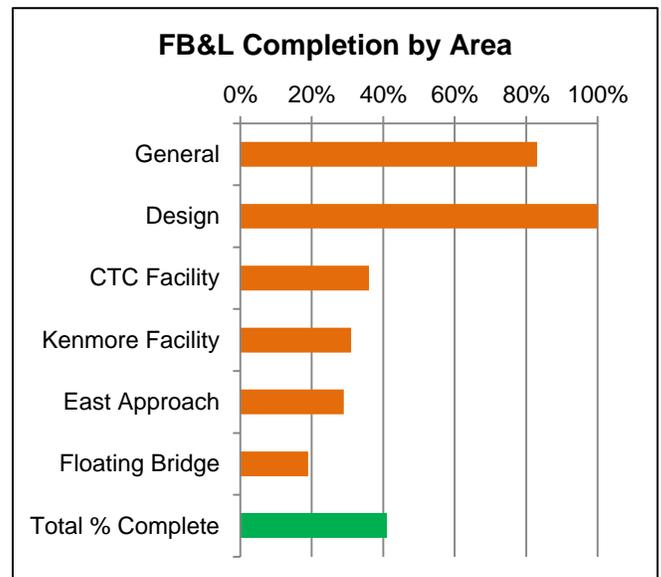


Floating Bridge Area Map

JUNE ACCOMPLISHMENTS

June saw the completion of a second section of Pier 1 at the east approach bridge span. Traveler forms were constructed at the south pier table and at the north pier table. Concrete was poured for the stem wall.

KGM took possession of the Cycle 2 pontoons from Grays Harbor and towed several of the pontoons to the lake. KGM started the superstructure on pontoon "A", and began repairs on one of four Cycle 1 pontoons.



RISK

KGM is completing repairs to four Cycle 1 pontoons that experienced cracking in end walls and keel slabs. WSDOT is negotiating a change order with KGM to pay for their time, labor and materials to complete these repairs.

The Floating Bridge & Landings project may 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 closely.



East Approach Pier 2 Work

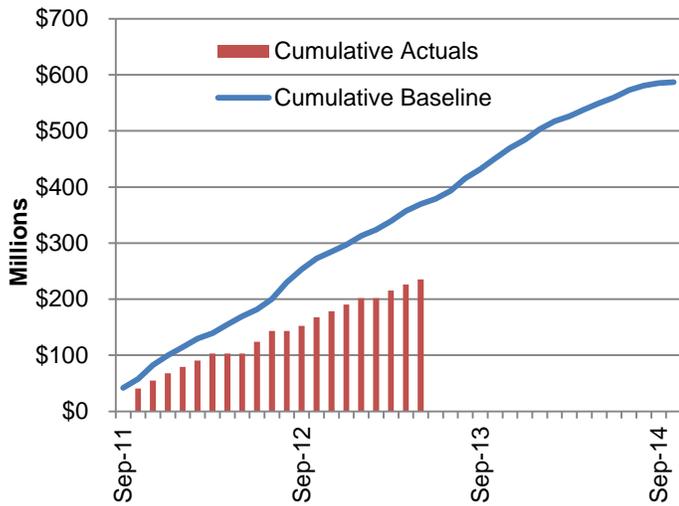
JUNE COST

Preliminary engineering is complete. The right of way budget is 69 percent complete. The total actual cost to date from the contractor is 42 percent of the budget.

	Current Budget	Actuals to Date	Remaining
Floating Bridge and Landings Construction Project Totals	\$696,769,730	\$311,147,003	\$385,622,727
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,893,334	\$3,352,133	\$1,541,201
Construction	\$681,217,333	\$297,135,807	\$384,081,526
<i>Current Contract Value</i>	\$613,056,333	\$256,530,257	\$356,526,076
<i>Agreements</i>	\$29,581,484	\$25,587,655	\$3,993,829
<i>Construction Engineering</i>	\$27,839,516	\$8,315,994	\$19,523,522
<i>State Maintenance Work Force</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 June 30, 2013

JUNE PERFORMANCE



East Approach Pier 1

SPI Performance is at 0.64 for the month of June 2013. This is showing a significant decrease from the original plan, the trend is primarily due to delayed pontoon delivery

SUMMARY SCHEDULE

The Design-Builder'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. WSDOT is in negotiations with the Design-Builder regarding the impacts.

Milestone	Contract Date	Trend
Notice to Proceed 1 - Design Initiated	9/1/2011	Actual
Notice to Proceed 2 - Site Construction Start	9/1/2011	Actual
Substantial Completion	7/31/2015	Late
Physical Completion	5/26/2016	Late

JUNE CHANGE ORDER SUMMARY

WSDOT issued four change orders in June totaling \$732,685 dollars. Change orders to date total \$26,495,333 dollars

JUNE 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	744	59	803	15	788

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	136	45	5	91 days
Nonconformance Issues (NCI)	284	24	7	148 days

There were no major concerns with the NCI’s issued for June 2013.

JUNE 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	12	1	13
Lost Time Incidents	1	0	1
Contract Days without an Incident	23	15	15

A rebar installer from KGM’s subcontractor Gerdau at CTC was struck in the head by a hickey bar while prying on a #8 bar and did not result in any lost time.

JUNE 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	24	2	26

6/5 - KGM was repairing a crane at CTC. Approximately 13 to 15 gallons of diesel fuel was discharged. The spill and affected soil was cleaned up and removed. No fuel entered the waters of the state.

6/20 - An oil sheen was observed on the paved access ramp. All of the oil was confined to the asphalt, none of it entered the lake and it was cleaned up using absorbent pads and granules.

West Connection Bridge

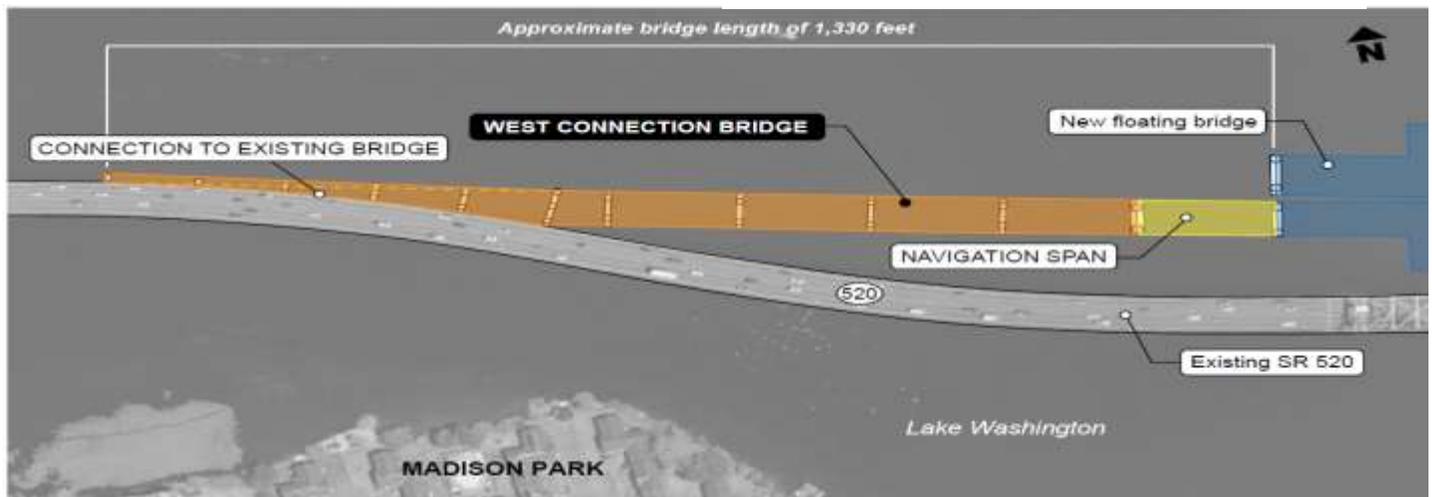
WEST CONNECTION BRIDGE

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



West Connection Bridge Work Barge

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



West Connection Bridge Map

JUNE ACCOMPLISHMENTS

June 10th WCB project was awarded to Mowat-American.

Percent Complete by Area

Currently there is no approved schedule which determines the values for cost/budget per area. We expect a schedule approval in the next few months in order to fill out this information.

RISK

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



West Connect Bridge Work Area

JUNE 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 more costs are expected. The total actual cost to date from the Contractor is 0.6 percent.

	Current Budget	Actuals to Date	Remaining
West Approach Construction Project Totals	\$31,250,783	\$4,895,670	\$26,355,113
Preliminary Engineering	\$5,799,980	\$4,570,241	\$1,229,739
Right of Way	\$100,000	\$0	\$100,000
Construction	\$25,350,803	\$325,429	\$25,025,374
<i>Current Contract Value</i>	\$22,129,243	\$154,517	\$21,974,726
<i>Agreements</i>	\$665,000	\$0	\$665,000
<i>Construction Engineering</i>	\$2,556,560	\$170,911	\$2,385,649
<i>State Maintenance Work Force</i>	\$0	\$0	\$0
<i>State Materials</i>	\$0	\$0	\$0
<i>Vendor Supplied Materials</i>	\$0	\$0	\$0

Cost Information through June 30, 2013

JUNE PERFORMANCE

Schedule Performance Index

Currently there is no approved schedule which determines the baseline cashflow for the project. We expect a schedule approval in the next few months in order to fill out this information.

No Contractor expenditures and no approved baseline, no data yet available for performance

SUMMARY SCHEDULE

WSDOT has not yet approved a baseline schedule for the contractor.

Milestone	Contract Date	Trend
First Charged Working Day	6/17/2013	Actual
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

JUNE CHANGE ORDER SUMMARY

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

JUNE SAFETY SUMMARY

No safety incidents were recorded during the period.

JUNE 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.

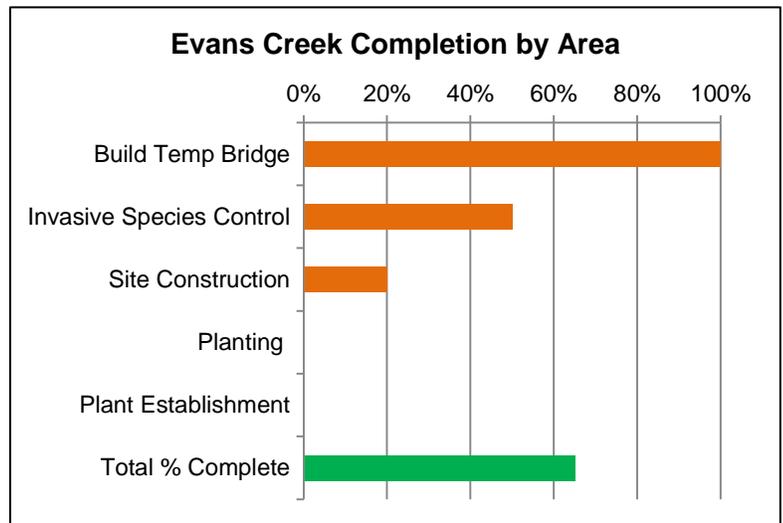


Evans Creek Location Map

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

JUNE ACCOMPLISHMENTS

Applied herbicide to noxious weeds. Major work to construct the mitigation site will begin in July when the in-water work windows open.



RISKS

This 32-acre mitigation site in Redmond is adjacent to two very important salmon-bearing streams, Bear and Evans Creeks. Construction work in 2013 will almost exclusively involve work elements in sensitive areas, including the diversion of Evans Creek. The WSDOT project office and Contractor are currently working together to develop and review numerous submittals to insure that all parties have a clear unified plan for successfully performing all work elements while meeting commitments and permit requirements.



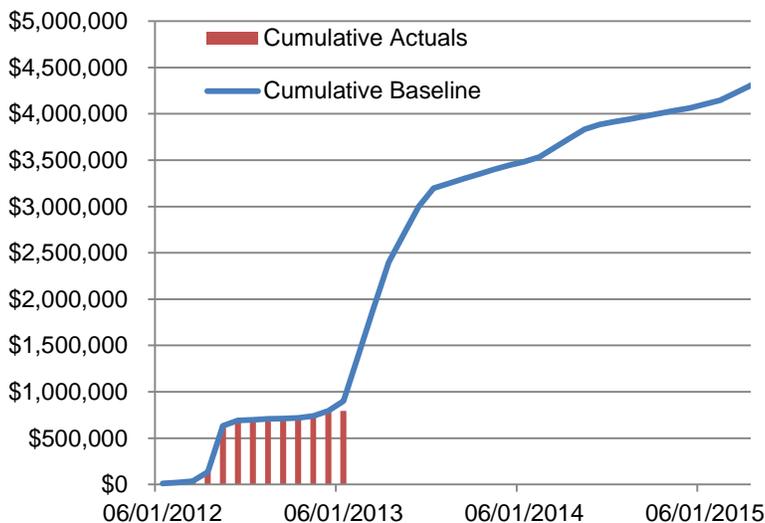
JUNE COST

No change orders were executed in the month of June. 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
Evans Creek Construction Project Totals	\$7,490,465	\$3,504,837	\$3,985,629
Preliminary Engineering	\$1,318,979	\$1,318,979	\$0
Right of Way	\$1,208,802	\$1,117,766	\$91,036
Construction	\$4,962,684	\$1,068,092	\$3,894,593
Current Contract Value	\$4,215,800	\$772,890	\$3,442,910
Agreements	\$74,061	\$5,768	\$68,293
Construction Engineering	\$654,373	\$289,434	\$364,940
State Maintenance Work Force	\$18,450	\$0	\$18,450
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$0	\$0

Cost Information through June 30, 2013

JUNE PERFORMANCE



The SPI for the Evans Creek project is 0.88, which is within an acceptable range. WSDOT expects construction to pick up dramatically in July when the work window opens

SUMMARY SCHEDULE

The project is on schedule with the operationally complete milestone still occurring within the original timeframe.

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

JUNE CHANGE ORDER SUMMARY

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

JUNE SAFETY SUMMARY

No safety incidents were recorded during the period.

JUNE ENVIRONMENTAL SUMMARY

No environmental incidents occurred during the period.

GLOSSARY – A NON-EXHAUSTIVE 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	$\frac{\text{Physical \% Complete} * \text{Budget}}{\text{Planned Value}}$
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
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 900
Seattle, WA 98104

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