



May 29, 2013

TO: Jeff Horton, FHWA

FROM: Chris Johnson, PE, LEG 
NW Region Maintenance and Operations Manager NB82-119

SUBJECT: MS6960, Interstate 5, Milepost 228.25, Skagit River Bridge 5/712 Collapse
FHWA ER-WA-13-03

On May 23, 2013, at approximately 7:10 PM, a southbound over height struck several overhead members of the Skagit River Bridge. The result of this bridge hit was the complete collapse of Span 8 of this bridge. One southbound pick-up truck, towing a travel trailer, and one northbound SUV, fell with the bridge into the river below. The occupants of the vehicles did receive minor injuries and are reported to be doing well.

The WSDOT, along with the Washington State Patrol, Skagit County EOC and Sheriff's Department, the City of Burlington and the City of Mount Vernon personnel, immediately shut down the ramps onto I-5 and secured the bridge approaches. A main detour route was implemented around the scene using College Way (SR 538), Riverside Boulevard and Geo. Hopper Road. An alternate detour route using SR 20 and SR 536 was also established. Several unofficial detours are being used by local drivers. The WSDOT will be working with the local agencies to determine what ER eligible expenses they have incurred as a result of this incident, too.

The WSDOT has entered into an Emergency Contract with Atkinson Construction to provide traffic control, take over operation of the detour routes, remove the damaged bridge elements from the river, perform the needed underwater inspections of the existing bridge foundations, and procure and install a temporary bridge to restore limited capacity back to I-5. The temporary bridge is expected to be in operation by June 20, 2013.

The WSDOT Bridge and Structures Office is working on designing a replacement bridge span. The anticipated Ad date for this project is June 20, 2013. Included in this project will be the removal of the temporary bridge and installation of the new span. Other items of work will include any required environmental mitigation and the restoration of local detour routes and the dikes as needed.

We are currently estimating the cost of this bridge collapse repair project to be \$16 million. This estimate is broken down as follows:

- **Temporary/Emergency Repair, Work Order MS6960, \$5 million estimate**
Engineering @ \$150K; State Forces @ \$350K; Atkinson Construction @ \$3.5M; and other agencies @ \$1M (hard to quantify at this point in the project)
- **Permanent Restoration Contract, \$11million estimate**
Preliminary Engineering @ \$1.5 M and Construction @ \$9.5 M

Attached to this Memorandum are the following supporting documents:

- Photograph of collapsed Span 8
- DDIR (dated May 29, 2013)
- DOE (dated May 23, 2013)
- The Proclamation by the Governor 13-04
- Letter of Intent/Request for Federal ER Funds for Event 13-03
- FHWA Acknowledgement Letter of Intent for ER-WA-13-03 & ER Eligibility Determination

CJJ: cjj

Copies to: Dave M^cCormick NB 82-119 Dennis Skewis MS 47325





**Detailed Damage Inspection Report
FHWA Emergency Relief**

Applicant Washington State Dept. of Transportation, NW Region		County(s) Skagit	FHWA Disaster No. ER-WA-13-03
Location of Damage (Name of Road or Street) Interstate 5, Milepost 228.25, North and South Bound (All Lanes) of the Skagit River Bridge 5/712		Milepost From <u>227</u>	Inspection Date 5-28-2013
		To <u>229</u>	Federal-Aid Route Interstate 5
Description of Damage (Include Bridge Number(s) if Applicable) On May 23, 2013, at approx. 7:10 PM, a southbound over height truck struck several overhead members of the steel through truss bridge over the Skagit River. The result of this bridge hit was the complete collapse of Span 8, which fell into the river. In addition, several overhead elements of Span 7 were also hit.			Local /State Project No(s). MS6960
			Functional Class US

Cost Estimate (Including Preliminary and Construction Engineering)

Temporary/Emergency Repair and Incidental Permanent Restoration work are eligible for 100% Federal participation until

Temporary/Emergency Repair (<i>Work required to restore essential travel and protect the remaining facility from immediate threat.</i>) State Maintenance forces worked with the WA State Patrol, Skagit County, City of Burlington and City of Mt. Vernon personnel to secure the I-5 bridge approaches and to implement a main and alternate detour routes across the Skagit River. The NTSB is on site to conduct a thorough investigation of this bridge collapse. On May 26, WSDOT entered into an Emergency Contract		Temporary / Emergency Repair
Method of Work: <input checked="" type="checkbox"/> Local/State Force Account <input checked="" type="checkbox"/> Emergency Contract		Total Temporary Repair \$ 5,000,000.00
Incidental Permanent Restoration (<i>That portion of the permanent work which has been determined to be more economical to be constructed along with the Temporary/Emergency work.</i>) (continued from above) with Atkinson Construction to provide traffic control, take over operation of the detour routes, remove the damaged bridge elements from the river, perform the needed underwater inspections and procure and install a temporary bridge to restore limited capacity back to I-5. ER eligible expenses incurred by the local agencies may be charged to this work order, too.		Incidental Permanent Restoration
Method of Work: <input type="checkbox"/> Local/State Force Account <input type="checkbox"/> Emergency Contract		Total Incidental Perm. \$
Permanent Restoration (<i>This work is eligible for Federal participation at the standard matching ratio. This work must receive additional FHWA authorization before advertisement.</i>) Describe any proposed betterments and their eligibility. HQ Bridge and Structures is working on a design to replace the destroyed steel through truss span with a new span. A contract will be advertised and awarded to cover the removal of the temporary bridge and to install the permanent replacement span. In addition, environmental mitigation and local detour and dike infrastructure restoration may need to be performed after the permanent bridge repairs are made.		Permanent Restoration
		Preliminary Engineering <u>1,500,000.00</u> Right of Way Construction <u>9,500,000.00</u>
Method of Work: <input checked="" type="checkbox"/> Local/State Force Account <input checked="" type="checkbox"/> Contract		Total Perm. Restoration \$ 11,000,000.00
Environmental Classification ESA, Section 106, and Section 4(f) are required on all ER work. NEPA approval is required on permanent work only.		Total Estimated Cost \$ 16,000,000.00
Recommendation for Eligibility <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	CHRIS J JOHNSON Local Agency Representative	Date <u>5/29/13</u>
Recommendation for Eligibility <input type="checkbox"/> Yes <input type="checkbox"/> No	State Representative	Date
FHWA Recommendation <input type="checkbox"/> Eligible <input type="checkbox"/> Ineligible	FHWA Engineer	Date



Declaration of Emergency

For the purpose of documenting the use of alternative bidding procedures under RCW 47.28.170 and estimating the costs of using State Forces for emergency work under RCW 47.28.030.

1. Date of Emergency May 23, 2013	2. SR Interstate 5	3. MP Locations/Limits NB & SB, MP 228.25	4. County Skagit
5. Preliminary Estimate: <input type="checkbox"/> Up to \$100,000* <input type="checkbox"/> Over \$100,000** <input checked="" type="checkbox"/> Over \$700,000 ***			6. Work Order No. (if known)

7. Cause and Description:

Bridge 5/712, North and South Bound Interstate 5, MP 228.25

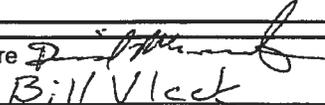
This bridge consists of four concrete girder spans on each side of the Skagit River. These concrete spans provide the approaches to four steel truss spans that cross the Skagit River.

On Thursday evening at approximately 7:10 PM, a southbound over height truck apparently struck a portion of the Skagit River Bridge 5/712. This resulted in Span 8 (the northern most steel truss span) collapsing into the Skagit River.

The Washington State Department of Transportation (WSDOT) has worked with the State Patrol, the Skagit County EOC, the City of Burlington and the City of Mount Vernon to secure the scene and arrange for detours to handle the traffic that normally would cross this bridge.

The WSDOT has started the investigation to evaluate the damage to the bridge and to determine the next steps to repair the bridge.

The National Transportation Safety Board (NTSB) will be conducting an investigation of this bridge collapse, too.

8. <input type="checkbox"/> Maintenance Superintendent/Project Engineer* <input checked="" type="checkbox"/> Director, Regional Administrator or Designee** <input checked="" type="checkbox"/> Review By Secretary of Transportation or Designee***	9. Signature 
	10. Date 5/23/2013

* Projects for up to \$100,000 or less can be authorized by the Maintenance Superintendent. or Project Engineer

** Projects over \$100,000 require authorization by the Regional Administrator.

*** Projects over \$700,000 requires review by the Secretary of Transportation or designee.

- Record the beginning date of the project.
- Record the State Route (SR) number affected.
- Record the mile post location (both start and end if know).
- Record the county the damage occurred in.
- Check the appropriate box based on the preliminary estimate.
- Record the work order number (DM, MS, etc.) if known.
- In brief narrative, explain the cause of the event, describe the damage and the need to use emergency procedures.
- Check the appropriate box for the level of signature authority.
- Signature of appropriate authority.
- Date the declaration is signed.
- Distribution: Original - Retained by Region; Copy - Headquarters Office of Emergency Management and Headquarters Accounting.

JAY INSLEE
Governor



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 902-4111 • www.governor.wa.gov

PROCLAMATION BY THE GOVERNOR
13-04

WHEREAS, a section of the Interstate 5 bridge over the Skagit River in Skagit County collapsed on May 23, 2013, closing the Interstate in both directions, requiring implementation of detours through adjacent neighborhood roadways, causing extensive disruption of the primary north and south bound transportation route through Western Washington, and impacting our citizens, businesses and economy in Skagit, Snohomish and Whatcom Counties; and

The estimated cost to repair the bridge is \$15,000,000. Repairs and necessary interstate highway closures require the approval of Washington's Secretary of Transportation, and the Washington State Department of Transportation is coordinating resources and working to implement damage repairs. These emergency conditions warrant closure of affected roadways for a significant period and implementation of emergency procurement procedures to hire a contractor to repair the damage; and

The roadway damage and its effects continue to impact the life and health of our citizens, as well as the property and transportation infrastructure of Washington State, all of which affect life, health, property, or the public peace, and constitute a public disaster demanding immediate action; and

The Washington State Military Department has activated the state Emergency Operations Center, implemented response procedures, and is coordinating resources to support local officials in alleviating the immediate social and economic impacts to people, property, and infrastructure, and is continuing to assess the magnitude of the event.

NOW, THEREFORE, I, Jay R. Inslee, Governor of the state of Washington, as a result of the above-noted situation and under Chapter 38.52 and 43.06 RCW, do hereby proclaim that a State of Emergency exists in Skagit, Snohomish, and Whatcom Counties in the state of Washington, and direct the plans and procedures in the *Washington State Comprehensive Emergency Management Plan* be implemented. State agencies and departments are directed to utilize state resources and to do everything reasonably possible to assist affected political subdivisions in an effort to respond to and recover from the event. As a result of this event, the Washington State Military Department, Emergency Management Division, is instructed to coordinate all incident-related assistance to the affected areas.



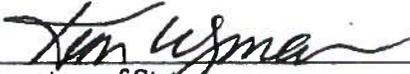
Signed and sealed with the official seal of the state of Washington this 24th day of May, A.D, Two Thousand and Thirteen at Olympia, Washington.

By:



Jay Inlee, Governor

BY THE GOVERNOR:



Secretary of State





**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 24, 2013

Mr. Dan Mathis
Division Administrator
711 S. Capitol Way Suite 501
Olympia, Washington 98501

Attention: Susan Wimberly

Re: Letter of Intent/Request for Federal Emergency Relief Funds for
Federal Emergency Relief Event 13-03

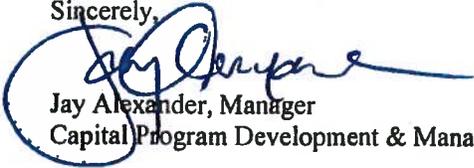
Dear Mr. Mathis:

On Thursday May 23, 2013 at approximately 7:10 PM a section of the Interstate 5 bridge over the Skagit River in Skagit County collapsed closing the Interstate in both directions, requiring implementation of detours through adjacent neighborhood roadways, causing extensive disruption of the primary north and south bound transportation route through Western Washington, and impacting our citizens, businesses and economy in Skagit, Snohomish and Whatcom Counties.

Under the provisions of Sections 120 of Title 23, U.S.C., the Washington State Department of Transportation is requesting emergency relief funds to assist in financing emergency work and repair of the damaged bridge. Our current estimate of the total damage is \$15,000,000. At this time we are requesting early release of \$1,000,000.

A Governor's proclamation, declaring a state of emergency was prepared and signed by the Governor on May 24, 2013, a copy has been forwarded to your office.

Sincerely,


Jay Alexander, Manager
Capital Program Development & Management

JA:bc

cc:

Lynn Peterson
Keith Metcalf
Amy Arnis
Allison Camden
Lorena Eng

John Himmel
Rico Baroga
Greg Selstead
Pat Morin
Chris Johnson

Azim Sheikh-Taheri
Pani Saleh
John Jeffreys
Dennis Skewis



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889(FAX)
<http://www.fhwa.dot.gov/wadiv>

May 24, 2013

HFM-WA/WAP1278

Ms. Lynn Peterson
Secretary of Transportation
Department of Transportation
Olympia, Washington

Attention: Jay Alexander

**Acknowledgement of the Letter of Intent
for ER-WA-13-03 and ER Eligibility
Determination**

Dear Ms. Peterson:

This is to acknowledge your letter of intent; dated May 24, 2013 requesting Emergency Relief (ER) Funds, authorized under 125 of Title 23, U.S.C., for the collapse of the northbound and southbound main lanes of the I-5 bridge over the Skagit River in Skagit County caused by an over height load on a semi-truck striking the bridge. The incident happened on May 23, 2013.

The damage required closing Interstate 5 in both directions, requiring implementation of detours through adjacent neighborhood roadways, causing extensive disruption of the primary north and south bound transportation route through Western Washington, and impacting citizens, businesses and economy. Interstate traffic was rerouted to SR 536 and SR 20.

You should proceed with performance of emergency operations, including emergency repairs to the Interstate highway and any detour routes on Federal-aid highways to restore essential traffic, protect the remaining facilities, and reduce the extent of damage. Also, you may proceed to begin preliminary engineering comprising of surveys, design, and preparation of construction plans, to perform the permanent restoration work required as an associated part of the emergency operations, and to use State forces and/or negotiated equipment rental contracts as necessary to perform the work.

We also acknowledge Governor Jay Inslee's proclamation of the existence of a State of Emergency in Skagit County dated May 24, 2013.

Based upon the national impact, the severity of the damage, the catastrophic failure, and the information submitted by your office we have determined that the Federal-aid routes have been damaged to the extent to qualify for the FHWA's ER Program. The preliminary estimate of damage at this time is \$15,000,000. Therefore, pursuant to Section 125 of Title 23, United States Code, I am pleased to inform you that ER funds, subject to their availability, may be used for eligible work on the damaged site. In anticipation of ER funds being allocated regular Federal-aid highway funds, appropriate for the type of Federal-aid highway (National Highway System [NHS] or Surface Transportation Program [STP]), can be used in the meantime. Regular Federal-aid funds must comply with the obligation limitation in effect for the class of funds used. The Federal share would be that which is appropriate for the ER work being authorized. Under this option, the letter of authorization should indicate that the project will be converted to ER funding when ER funding becomes available, at which time the regular Federal-aid funding, and the accompanying obligation limitation, will be released from the project. We will request a "quick release" of ER funds from our Headquarters in Washington, D.C., based upon the initial estimate at this time.

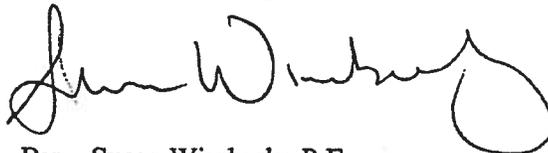
Please continue to work with my staff to review the damage, prepare a damage reports, and review potential solutions. Please submit the FHWA ER packet with the DDIR for the damaged site. The packet, when submitted for approval, shall include a detailed outline of the necessary emergency operations performed, a description of the permanent restoration work proposed, and cost of proposed work. Permanent restoration work, other than that performed as an associated part of the emergency operations will need prior program approval and authorization by our office before it's preformed. In addition, permanent repairs, even if completed during the emergency repair, can only be reimbursed at the normal pro-rate share. We recommend a strong record keeping process be in place in case an audit is performed on the costs of these repairs.

Note that in accordance with our regulations, the State must make an effort to recover any insurance costs from the responsible party and apply any recovered funds toward the ER liability for this event.

If you have any questions on this matter, please contact Susan Wimberly at (360) 753-9414.

Sincerely,

DANIEL M. MATHIS, P.E.
Division Administrator

A handwritten signature in black ink, appearing to read "Susan Wimberly", with a large, stylized flourish at the end.

By: Susan Wimberly, P.E.
Field Operations Team Leader

Cc via e-mail: John Jeffreys; John Himmel; Dennis Skewis



May 30, 2013

TO: Jeff Horton, FHWA

FROM: Chris Johnson, PE, LEG 
NW Region Maintenance and Operations Manager NB82-119

SUBJECT: Interstate 5, Milepost 228.25, Skagit River Bridge 5/712 Collapse
FHWA ER-WA-13-03
Design/Build Delivery Contract

This Memorandum is intended to supplement the DDIR package that was transmitted to your office yesterday.

In an effort to accelerate the delivery of the permanent replacement span for the Skagit River Bridge 5/712, the WSDOT has decided that we will be using the Design/Build contracting process. The project cost estimate that we provided should not be affected by this decision.

If you should have any questions regarding the use of this delivery method, please be sure to contact me.

CJJ: cjj

Copies to:	Dave M ^c Cormick	NB 82-119
	Dennis Skewis	MS 47325
	Azim Sheikh-Taheri	NB82-105