



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT JULY 2016



West Approach Bridge North (WABN): Column forms at pier 11



Floating Bridge and Landings (FB&L): Anchor cable replacement work



FB&L: Span 39 Girder Removal of existing West Approach



WABN: Top of deck soffit at span 21-22

DATE PUBLISHED: SEPTEMBER 19, 2016





WABN: Placing concrete at back wall of pier 1



Union Bay Natural Area: A turtle in the UBNA

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Note: The *State Route 520 Construction Progress Report* is no longer publishing monthly updates for the Pontoon Construction Project and the Eastside Transit and HOV Project as major construction work on those two projects has ended. Please see the April 2015 *Construction Progress Report* for the final updates on those two projects.

Executive Summary

PROGRAM 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 already completed or 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.



WABN: Landscaping topsoil at Foster Island



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 and removing the old floating bridge from Lake Washington.
- 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 in Seattle, and then proceeding with construction.

PROGRAM STATUS

Floating Bridge and Landings (FB&L):

At the east approach, crews continued working on design changes for the stairwell at the vicinity of pier 3 and the regional shared-use path (RSUP). On Lake Washington, crews performed final electrical punch-list walks for north and south box girders at the east transition span. Crews waterproofed the west exterior walls at the bridge maintenance facility.

Deconstruction work on the old floating bridge continued with old pontoon E being floated off Lake Washington and through the Hiram M. Chittenden locks to Puget Sound.

West Approach Bridge North (WABN):

Crews continued superstructure work, setting girder falsework upper soffit/safety deck at piers 38, 39 and 41. Barge delivery of girders also began.

Substructure work also continued with form and rebar placement at the pier 1 stemwall. Crews performed landslide work, installing flyer-stop hand railing.

Union Bay Natural Area (UBNA):

The contractor performed work on irrigation waterline placement, excavated test holes at E-5 mitigation sites and set up Baker tanks in the vicinity of the E-5 parking lot.



FB&L: Girder removal at span 39 of old west approach

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.
- FB&L coordination with the WABN project at Pier 36 and the west side staging area.
- Geotechnical difficulties.
- Procurement of long-lead items.
- Potential for damage to the new bridge during the demolition of the old bridge.
- FB&L's anchor cable replacement causing a delay to physical completion

UPCOMING MILESTONES

Floating Bridge and Landings:

At the east approach, crews will complete the installation of stairs at the vicinity of pier 3 and the RSUP. Crews will also restore shoreline and place permanent striping. At Lake Washington, crews will replace pontoon anchor cable RN and TN and continue to perform miscellaneous punch-list work.

WABN:

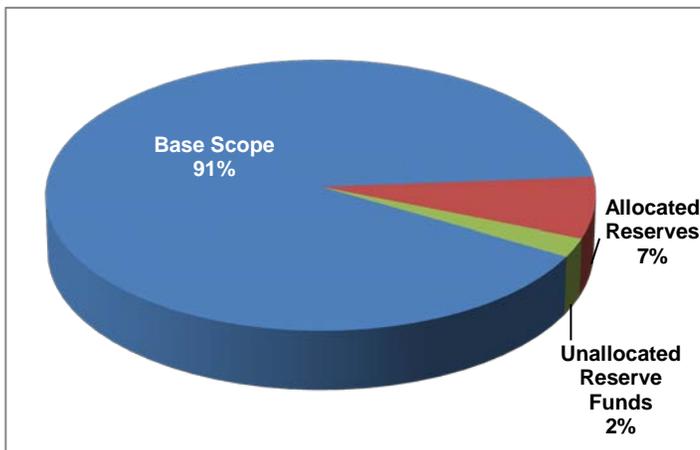
Over the next month crews will continue superstructure work, installing isolation bearings, forming interior diaphragms for spans 23 through 28, and forming deck soffit at span 34. Foundation work will continue with the drilling and placement of concrete at shafts 2A-C, 3A, 4A and 5C. Substructure work will continue with concrete placement for columns at piers 6 and 7 and for column 9B.

UBNA:

In August, the contractor will mow and clear stockpile areas, set up dewatering equipment and begin excavation and exportation of contaminated soils at the E-5 parking lot mitigation site.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,561,710,385	\$2,461,393,766	\$2,100,316,619
Federal	\$498,134,692	\$454,789,050	\$43,345,641
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$176,125,892	\$136,607,168	\$39,518,724
NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$3,826,917	\$0	\$3,826,917
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	\$300,000,000	\$0
Local	\$2,303,243	\$2,073,184	\$230,059
LOCAL PROJECT(CURRENT)	\$2,303,243	\$2,073,184	\$230,059
State	\$3,901,872,450	\$2,004,531,531	\$1,897,340,919
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$535,890,738	\$414,371,872	\$121,518,867
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	(\$316)
CONNECTING WASHINGTON	\$1,642,500,000	\$305,151	\$1,642,194,849
SR520 CORRIDOR	\$659,780,821	\$549,032,022	\$110,748,799
SR520 GARVEE	\$924,612,501	\$924,612,501	\$0
Toll Revenue	\$70,271,057	\$52,279,215	\$17,991,843
SR 520 Civil Penalties Account	\$14,000,000	\$9,113,122	\$4,886,878
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$159,400,000		\$159,400,000
DEFERRED SALES TAX	\$159,400,000	\$0	\$159,400,000



Cumulative Reserve	\$434,100,000
Current Period Change Orders	(\$2,636,000)
Previous Change Orders	(\$319,088,010)
Right of Way Settlements	(\$3,777,010)
Other Reserve Uses	(\$6,300,000)
Current Reserve	\$102,298,980

Floating Bridge and Landings Project

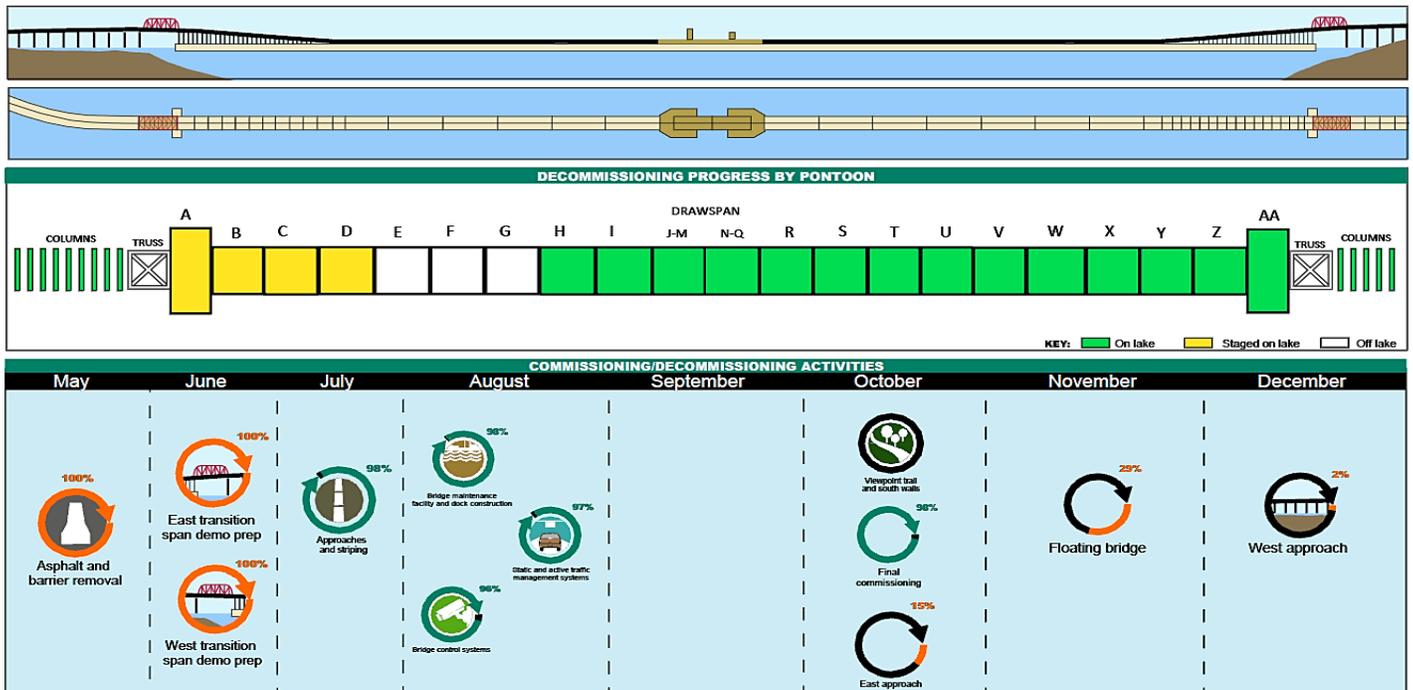
FLOATING BRIDGE AND LANDINGS

The SR 520 Floating Bridge and Landings (FB&L) Project replaced the old, 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 bridge includes a bicycle/pedestrian path and has a bridge maintenance facility on the east end. The project included construction of 44 supplemental stability pontoons in Tacoma.



FB&L: Old bridge pontoons and superstructure at eastside staging area

Original Engineers Estimate	\$640,769,000
Prime Bid Amount	\$586,561,000
Change Orders to Date	\$177,159,485
Current Contract Value	\$763,720,485



Decommissioning of the old floating bridge, as of July 31, 2016

JULY ACCOMPLISHMENTS

At the east approach, crews continued working on design changes for the stairwell at the vicinity of pier 3 and the RSUP. On Lake Washington, crews performed final electrical punch-list walks for north and south box girders at the east transition span. Crews waterproofed the west exterior walls at the bridge maintenance facility. Deconstruction work on the old floating bridge continued with old pontoon E being floated off Lake Washington and through the Hiram M. Chittenden locks to Puget Sound.

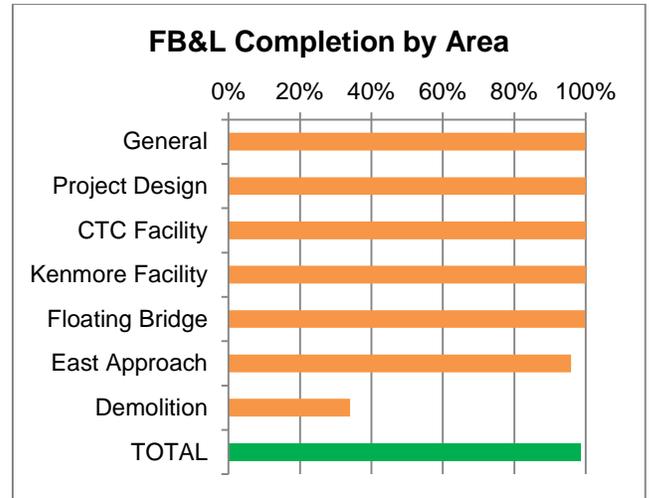
RISKS

Several anchor cables were found to have been compromised during the installation process. Based on an initial analysis, the cables are considered structurally adequate and can be replaced under traffic conditions. Replacement of the cables will be performed by the design-builder from spring to fall 2016.

Inspections of the new bridge anchors have revealed that some anchor eye-bars are not in the exact locations required by contract. Repairs or mitigation efforts may be required to minimize this long-term maintenance risk.

Some grout pads are showing some signs of cracking and require repair to prevent further cracking. There is a concern that the cracking may become a long-term maintenance issue if the design-builder does not provide an adequate repair or long-term solution.

The design-builder continues performing major work on Lake Washington. This includes demolition of the existing bridge. Noncompliance with environmental permits and regulations on the project may cause work stoppage or fines. Permits are tied to all projects working on the lake. Other project violations could impact permits on this project.



FB&L: Grout catcher for use in pontoon separation

JULY COSTS

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

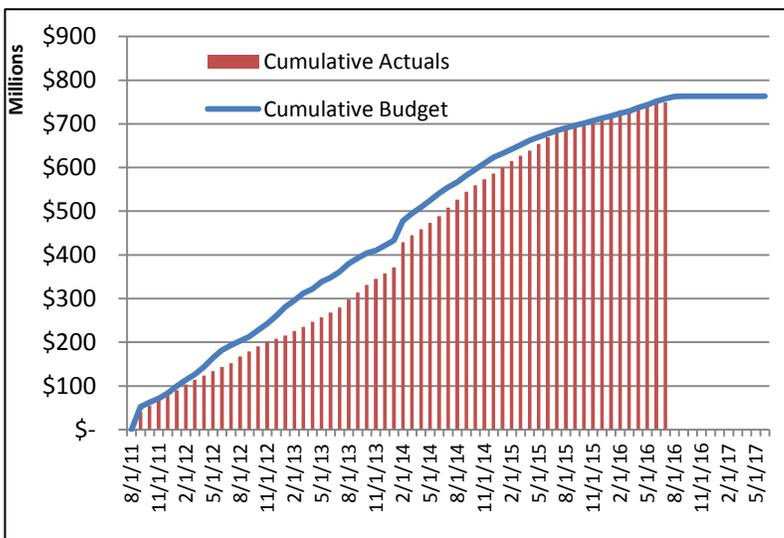
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge & Landings Project Totals	\$909,232,859	\$888,388,134	\$20,844,725
Preliminary Engineering	\$10,659,065	\$10,659,065	\$0
Right of Way	\$66,506,167	\$66,219,559	\$286,608
Construction	\$832,067,627	\$811,509,510	\$20,558,117
<i>Current Contract Value</i>	\$763,720,485	\$749,414,506	\$14,305,979
<i>Agreements</i>	\$37,436,260	\$34,916,204	\$2,520,056
<i>Construction Engineering</i>	\$24,110,882	\$20,470,198	\$3,640,684
<i>State Force Work</i>	\$50,000	\$3,745	\$46,255
<i>Vendor Supplied Materials</i>	\$6,750,000	\$6,704,857	\$45,143

Cost information through July 31, 2016

JULY CHANGE ORDER SUMMARY

Three change orders were executed in July for \$2,800,000. Change orders total \$177,159,485 for the FB&L project at the time of this report.

JULY PERFORMANCE



Monthly actuals are trending down as the project nears substantial completion.

FB&L: Constructing wall 3-26

SCHEDULE SUMMARY

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	11/15/2013	11/14/2013
Substantial Completion	4/28/2016	4/25/2016
Physical Completion	2/19/2017	On Time

The contractor achieved substantial completion on April 25, 2016.

JULY 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 staffs that do not appear to be constructed in accordance with the approved drawings and specifications.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3908	4	3912	11	3901

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	394	24	1	269 days
Nonconformance Issues (NCI)	948	12	0	211 days

JULY 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.

Design-Builder	Previous Total	Current Period	Project Total
Recordable Incidents	43	0	43
Lost Time Incidents	4	0	4
Contract Days without an Incident*	30	28	58

*In the June report a recordable incident was incorrectly reported as occurring on 6/28, the incident occurred on 6/1.

JULY 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)	67	3	70
Minor Environmental Event	63	0	63

On 7/7/2016, a Noncompliance Event occurred. During the separation of old pontoons, the containment system used for capturing the joint grout ripped and dried grout was discharged into Lake Washington. The quantity of grout that entered the lake was approximately 4.5' x 4.5' x 1.5". KGM indicated that it would modify the containment system before the next pontoon separation was conducted. All of the appropriate resource agencies were notified.



JULY ENVIRONMENTAL SUMMARY CONTINUED

On 7/12/2016, a Noncompliance Event occurred. A hydraulic hose on a saw-cutting machine caught on some rebar, breaking the fitting on the hose. There was a concrete containment berm between the work area and the edge of the roadway. The hydraulic fluid went past this berm and approximately two cups of hydraulic fluid was discharged to the lake. All of the fluid was contained and cleaned up and agencies were notified.

On 7/15/2016, a Noncompliance Event occurred. During the pontoon-separation process, a section of cured grout, approximately 40 ft. in length, 4 ft. tall and 1½ inches thick, peeled off the edge of the pontoons where they had been joined. The grout catcher was left in place overnight as a precaution to contain any additional grout that may have been loose and fallen off. The next morning when crews removed the grout catcher there was no grout in it. All of the cured grout was discharged to Lake Washington. The Washington Department of Fish and Wildlife and Department of Ecology were notified of the incident.

West Approach Bridge North Project

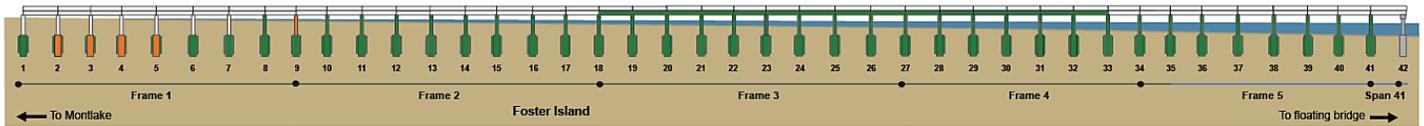
CONSTRUCTION OVERVIEW

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.



WABN: Concrete placement at shaft 5B

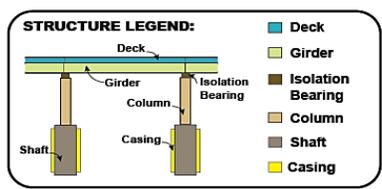
Original Engineers Estimate	\$209,905,587
Prime Bid Amount	\$199,537,371
Change Orders to Date	\$2,061,469
Current Contract Value	\$201,598,839



PROGRESS KEY: ■ Complete ■ Under construction □ To be constructed ■ New floating bridge structure — Installation by barge **Note:** This graphic is for illustrative and tracking purposes only. It is not to scale and is in profile view.

Span	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42				
Casing Installation (%)	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
Shaft Installation (%)	100	33	67	67	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Column Installation (%)	0	0	0	0	0	0	0	100	33	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Girder Installation (%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Deck Installation (%)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	April 2016	May 2016	June 2016	July 2016	Aug. 2016	Sept. 2016	Oct. 2016	Nov. 2016	Dec. 2016	Jan. 2017
Casing Installation	88%	100%	100%							
Shaft Installation	90%	95%	100%							
Column Installation	63%	73%	84%	94%	100%					
Girder Installation	56%	70%	80%	95%						
Deck Installation	0%	0%	39%	54%	54%	59%	76%	95%	100%	



BY THE NUMBERS:	• 99 of 99 casings complete	• 1 of 47 diaphragms complete	• 0 of 41 sections of roadway deck complete
	• 94 of 99 shafts complete	• 44 of 104 bearings complete	
	• 75 of 95 columns complete	• 105 of 353 girders complete	

West Approach Bridge North progress tracker as of July 31, 2016

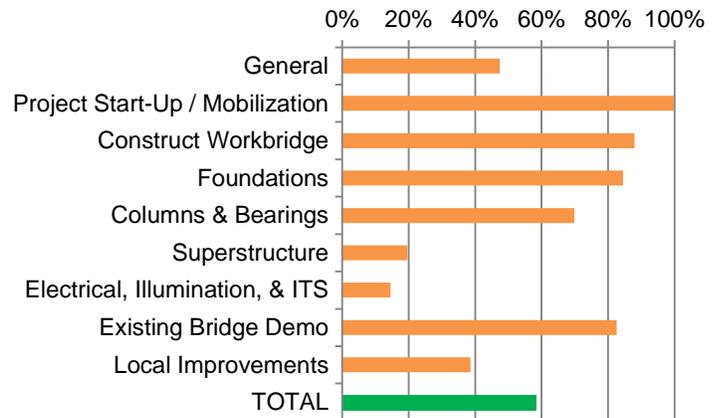
JULY ACCOMPLISHMENTS

In July, the contractor drilled 12 shafts east of Foster Island, built 17 columns, installed 10 seismic bearings, and poured 15 intermediate diaphragms. In addition, crews continued forming the deck soffits in frame 3 and began placement of deck rebar in frame 3.



WABN: Concrete placement at columns

WABN Completion by Area



RISKS

- Environmental noncompliance events.
- Resolution of Geotechnical issues.
- Procurement of long lead items.
- Coordination of multiple phases of bridge construction along the work trestle.
- A Disputes Review Board convened in August to hear a dispute related Mechanical Expansion Joint specifications

JULY COSTS

The preliminary engineering is complete; final right-of-way costs are being recorded. There have been 24 payments made to the contractor through July 2016.

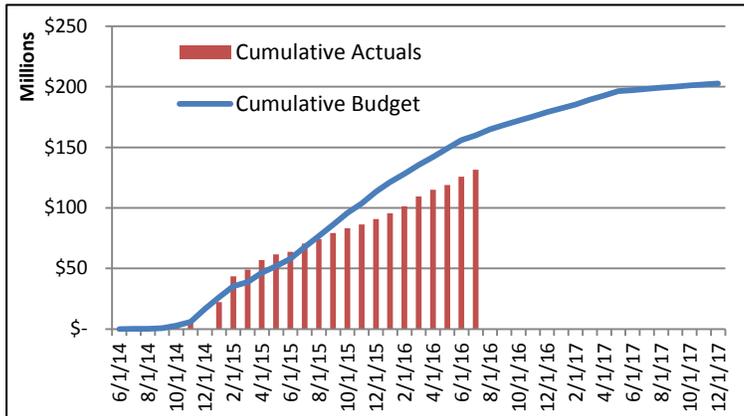
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$252,905,355	\$171,463,143	\$81,442,211
Preliminary Engineering	\$20,324,763	\$20,324,763	\$0
Right of Way	\$4,281,752	\$4,246,096	\$35,656
Construction	\$228,298,839	\$146,892,284	\$81,406,556
Current Contract Value	\$201,598,839	\$131,531,864	\$70,066,975
Agreements	\$11,972,000	\$6,961,796	\$5,010,204
Construction Engineering	\$14,728,000	\$8,225,860	\$6,502,140
State Force Work	\$0	\$10,301	\$0
Vendor Supplied Materials	\$0	\$162,462	\$0

Cost information through July 31, 2016

JULY CHANGE ORDER SUMMARY

Three change orders were executed in July for -\$164,000. Change orders total \$2,664,469 for the WABN project at the time of this report.

JULY PERFORMANCE



Cumulative actuals are running below the projection through July

WABN: Concrete placement at shaft 7A

SUMMARY SCHEDULE

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	7/12/2017	7/12/2017
End of Working Days	11/29/2017	11/29/2017

Milestone dates for Bridge Open to Traffic and End of Working Days were updated per amended contract.

JULY 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.

	Previous Total	Current Period	Project Total
Work-related injuries requiring first aid only	7	0	7
Work-related injuries resulting in transfers or restrictions	6	0	6
Work-related injuries resulting in days away from work	0	0	0

There were no recordable incidents during the month of July.

JULY 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)	88	2	90
Minor Environmental Event	0	0	0

On 7/27/2016, a Noncompliance Event occurred. One bluegill fish was discovered dead near column 9A; not project-related.

On 7/27/2016, a Noncompliance Event occurred. Notice of Correction: an AKART violation for lack of tire-wash maintenance.

Union Bay Natural Area Project

CONSTRUCTION OVERVIEW

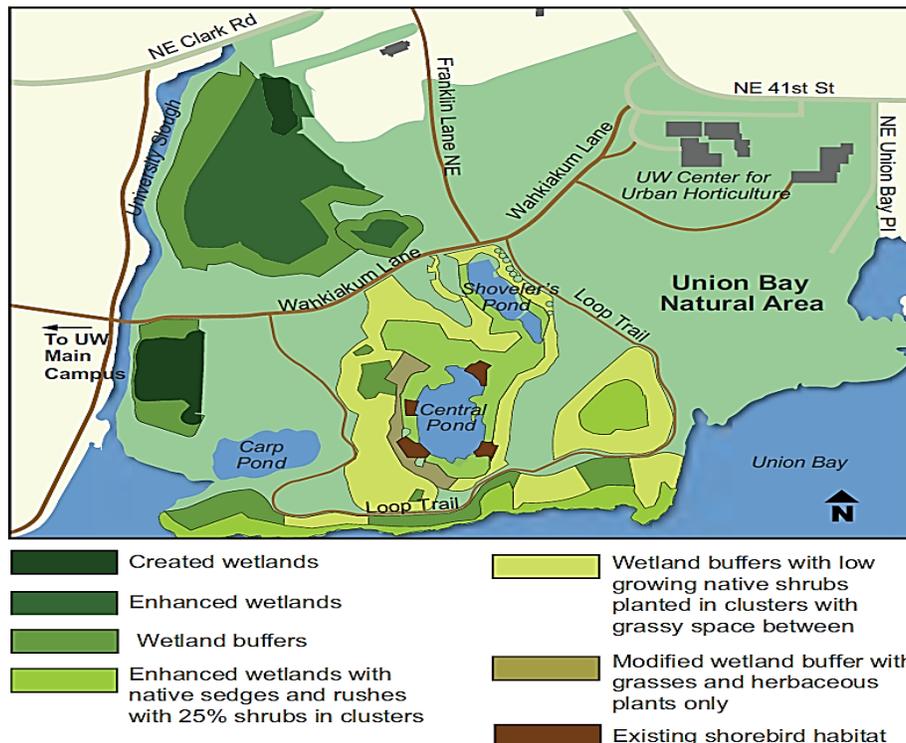
The 25-acre Union Bay Natural Area (UBNA) wetland mitigation project serves as compensation for wetland impacts that occur with the SR 520 West Approach Bridge North project within the SR520 Bridge Replacement and HOV Program. The wetland mitigation project construction work includes construction of grading, site preparation, roadway excavation, wetland excavation, clearing/grubbing, dewatering, selective pruning, drainage, contamination disposal, top soil, soil amendment, planting, irrigation, plant establishment, habitat features and surveying.



UBNA: Irrigation waterline installation

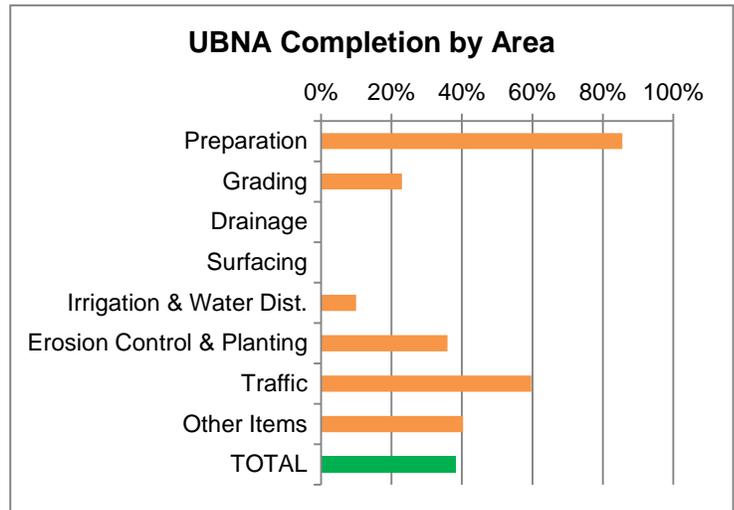
Original Engineers Estimate	\$5,141,551
Prime Bid Amount	\$4,377,478
Change Orders to Date	\$0
Current Contract Value	\$4,377,478

Conceptual design for the UBNA mitigation site



JULY ACCOMPLISHMENTS

In July, the contractor completed stockpiling bark mulch, removed temporary construction access road, built a stabilized construction entrance, and removed light poles at E-5 site. The contractor also hauled and set up Baker tanks at E-5 site, excavated test holes at E-5 and north mitigation sites, continued trail closures, and began work on placement of an irrigation water line.



UBNA: Osprey pair on man-made nesting perch in the UBNA

RISK

- Trail users entering closed areas
- Water table elevation
- Landfill material quantity
- Soils testing
- Hazardous waste
- Wetland creation area

JULY COSTS

There have been two payments made to the contractor through July 2016.

	Current Budget	Actuals to Date	Remaining Budget
Union Bay Natural Area Mitigation Project Totals	\$5,900,545	\$1,930,974	\$3,969,571
Construction	\$5,900,545	\$1,930,974	\$3,969,571
Current Contract Value*	\$4,797,726	\$1,833,026	\$2,964,700
Agreements	\$316,628	\$17,986	\$298,642
Construction Engineering	\$786,191	\$79,962	\$706,229
State Force Work	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$0	\$0

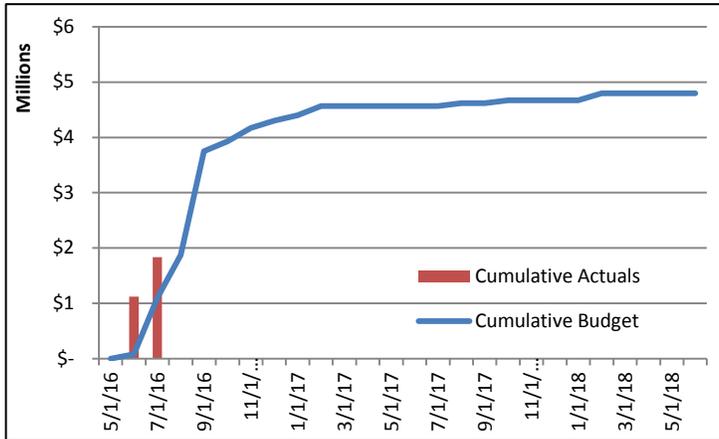
Cost information through July 31, 2016

*includes retail sales tax

JULY CHANGE ORDER SUMMARY

There have been zero change orders executed on the UBNA project as of July 2016.

JULY PERFORMANCE



Actual cost was close to the expected expenditure for July

UBNA: Test hole excavation

SUMMARY SCHEDULE

Milestone	Contract Date	Actual/Trend
Contract Execution	4/26/2016	4/26/2016
Substantial Completion	1/30/2017	1/30/2017
Start of 1 st Year Plant Establishment Period	1/30/2017	1/30/2017
Physical Completion	1/30/2018	1/30/2018

JULY 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.

	Previous Total	Current Period	Project Total
Recordable Incidents	0	0	0
Lost Time Incidents	0	0	6
Contract Days without Incident	30	22	52

JULY 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)	0	0	0
Minor Environmental Event	1	0	1

There were no noncompliance events during the month of July.

Glossary

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
TCE	Temporary Construction Easement
TIFIA	Transportation Infrastructure Finance and Innovation Act
UBNA	Union Bay Natural Area
WABN	West Approach Bridge North
WCB	West Connection Bridge

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 Office of Equal Opportunity 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.

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