



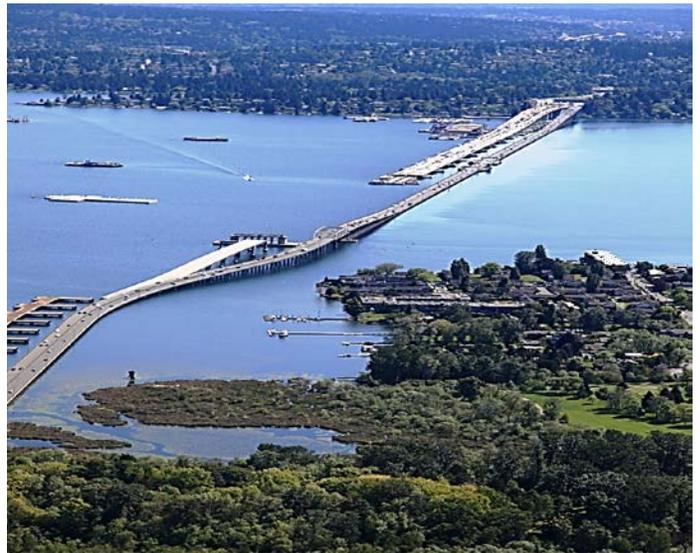
STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

JUNE 2015



Floating Bridge and Landings (FB&L): Joining Pontoon G to Pontoon H



Floating Bridge and Landings (FB&L): Construction progress, looking east



WABN: Crosshole Sonic Log (CSL) testing on shaft 21A



FB&L: Setting the east transition span

DATE PUBLISHED: Sept. 22, 2015





FB&L: Construction site visit



WABN: Shaft excavation

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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.

*Information reported quarterly

Executive Summary

EXECUTIVE OVERVIEW

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



FB&L: Work continues on pontoons for the new west high-rise



Map of SR 520 Bridge Replacement and HOV Program

CURRENTLY FUNDED PROGRAM

We are currently funded to move forward with:

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

PROGRAM STATUS

Floating Bridge and Landings (FB&L):

At Medina, bridge deck cement underwent curing for the westbound portion of the east transition span; crews also applied pigment sealer to the east high-rise. On Lake Washington, crews continued work on the low-rise portion of the bridge, removing falsework on pontoon I, installing rebar and post-tensioning ducts on pontoon G.

West Approach Bridge North (WABN):

Through June 30, the contractor has installed 37 bridge casings at 18 pier locations and constructed 14 drilled shafts at Piers 16-19 and 21-24. In June, the contractor placed deck concrete for the Union Bay Bridge widening. On land, the contractor continued widening Lake Washington Boulevard and the eastbound on- and off-ramps to SR 520, replacing sidewalk on Montlake Boulevard, and working on retaining walls, drainage systems, intelligent transportation system (ITS) conduit, and electrical duct banks.



WABN: Concrete decking cures on Union Bay Bridge widening project

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.
- A lengthy commissioning process that impacts the open-to-traffic date.
- Potential for damage to the new bridge during the demolition of the old bridge.

UPCOMING MILESTONES

- **Floating Bridge and Landings:** At Lake Washington, crews will continue longitudinal joining, high-rise and low-rise bridge assembly. At Kenmore, crews will continue work on precast deck panels, stressing post-tensioning (PT) tendons and grouting PT ducts. At Medina, crews will place forms and pigment sealer, and grout PT ducts at piers 1, 2 and 3.
- **WABN:** The contractor will complete the Union Bay Bridge widening, opening an interim off-ramp to Montlake Boulevard. Crews will continue fabrication of the shaft rebar cage at the former Museum of History and Industry (MOHAI) yard. At Montlake Boulevard, crews will complete most of the sidewalk and local street improvements. The contractor also will close the 24th Avenue Bridge to begin construction of a new off-ramp to Lake Washington Boulevard.

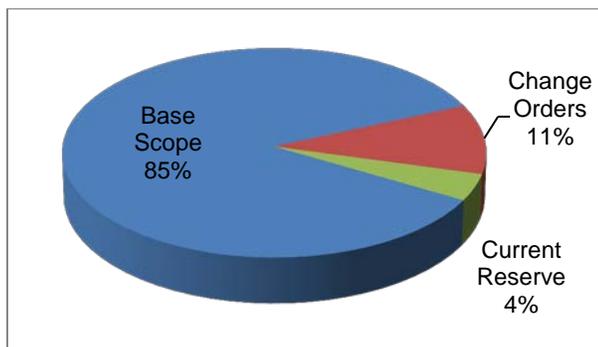
Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals***	\$4,486,210,704	\$2,277,476,772	\$2,208,734,248
Funded Program	\$2,920,210,704	\$2,277,476,772	\$642,734,248
Row Labels			
Federal	\$498,134,693	\$319,022,245	\$179,112,448
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$105,640,998	\$74,311,812
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	\$195,199,364	\$104,800,636
Local	\$2,303,701	\$1,931,905	\$371,796
LOCAL PROJECT(CURRENT)	\$2,303,701	\$1,931,905	\$371,796
State	\$2,260,372,310	\$1,956,522,622	\$303,850,004
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)*	\$535,732,598	\$382,075,328	\$153,657,270
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	\$0
SR520 CORRIDOR	\$549,032,022	\$549,032,022	\$0
SR520 GARVEE	\$924,612,501	\$924,612,501	\$0
SR520 TRIPLE BACKED BOND SECOND SALE	\$110,906,800	\$0	\$110,906,800
Toll Revenue	\$70,271,057	\$45,985,122	\$24,285,935
Civil Penalties Account**	\$15,000,000	\$0	\$15,000,000
STATE FUNDS	\$2,573,492	\$2,573,492	\$0
Deferred Sales Tax	\$159,400,000		\$159,400,000
DEFERRED SALES TAX	\$159,400,000		\$159,400,000
Unfunded Program	\$1,566,000,000		\$1,566,000,000
I-5 TO THE FLOATING BRIDGE	\$1,566,000,000		\$1,566,000,000

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

** \$15M Included for Civil Penalties

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



Cumulative Reserve	\$434,100,000
June Change Orders	\$45,000
Previous Change Orders	(\$312,147,581)
Right of Way Settlements	(\$3,777,010)
Current Reserve	\$118,220,409

Floating Bridge and Landings Project

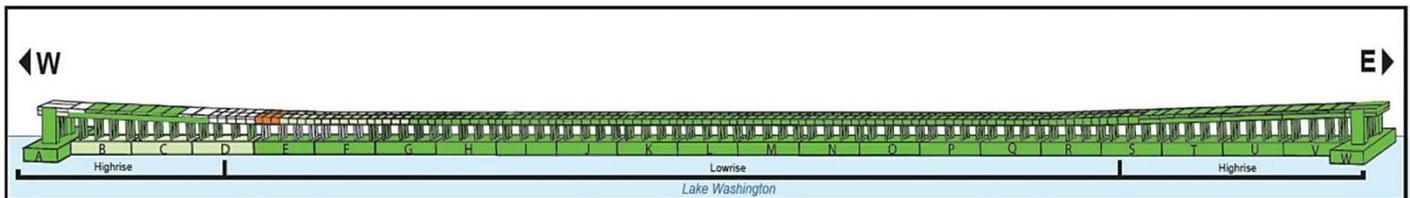
FLOATING BRIDGE AND LANDINGS

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



FB&L: Moving bridge deck panels in Kenmore

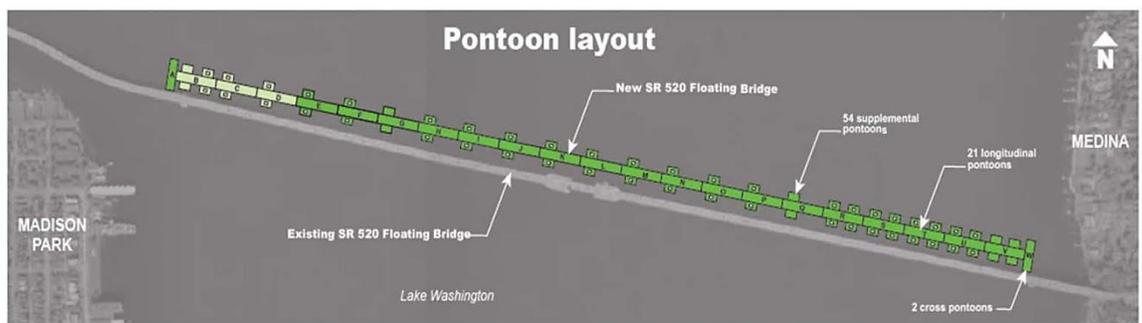
Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$168,870,995
Current Contract Value	\$755,431,995



GRAPHIC KEY AND FACTS

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

■ In Final Location
■ Construction Complete
■ Under Construction
 Future Construction



- Low-rise roadway deck includes pre-cast deck panels being constructed in Kenmore.
- 728 out of 776 pre-cast deck panels have been constructed. 619 of 776 have been placed.
- High-rise roadway deck includes girders and cast-in-place deck.
- 21 out of 23 cast-in-place deck spans have been constructed.
 - 331 out of 331 girders have been constructed. 316 of 331 have been placed.
- The number of columns shown is a representation of the total number of columns.
- 695 out of 772 columns have been installed.
- Current number of pontoons on Lake Washington: 77
 - Total number of pontoons constructed to date: 77
 - Pontoons currently under construction: 0

Note: not to scale, for illustrative purposes only

JUNE ACCOMPLISHMENTS

Floating Bridge: Crews continued longitudinal pontoon joining, joining pontoons F to G and E to F, and continued work on low-rise and high-rise bridge superstructure construction.

East Approach Bridge: At Pier 1, crews placed forms and reinforcement steel for the eastbound bridge and westbound north barrier.

Medina Area: Crews continued work on the maintenance facility, installing doors, painting interior walls, installing lights and electrical panels.

RISK

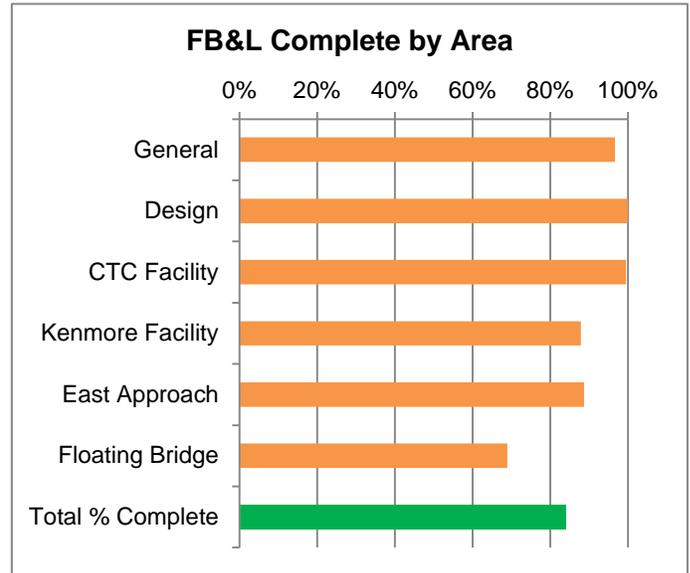
West Approach Bridge North (WABN) construction is underway with work progressing toward the FB&L work area. Coordination will continue to be a priority between contractors and WSDOT project offices.

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

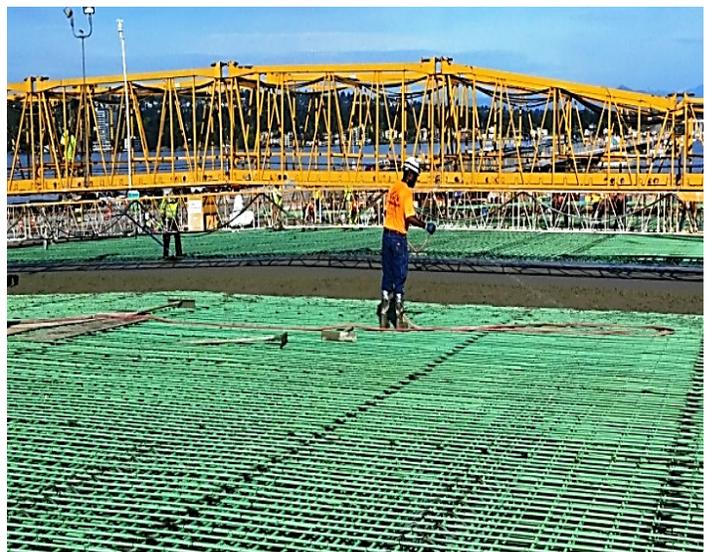
There have been environmental concerns regarding project use of the Kenmore site. WSDOT is monitoring the situation. Continued use of the Kenmore site is critical to completing the floating bridge on schedule.

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

The design-builder’s intent for the continued use of the west side staging area may impact the WABN contractor’s access and work plan, and may require permit modifications.



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



FB&L: Pouring the bridge deck for Pontoon C

JUNE COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 86 percent of the budget.

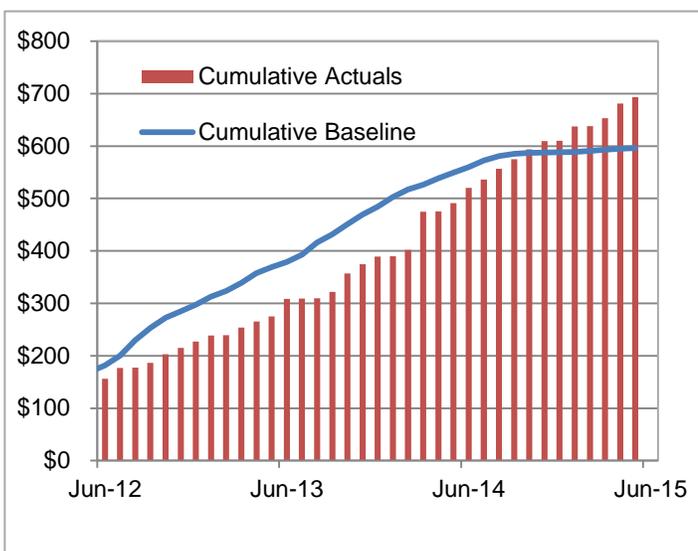
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$835,707,645	\$723,517,652	\$112,189,993
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,455,587	\$3,797,730	\$657,857
Construction	\$820,592,995	\$709,060,859	\$111,532,136
Current Contract Value	\$755,431,995	\$653,532,174	\$101,899,821
Agreements	\$35,792,407	\$31,953,110	\$3,839,297
Construction Engineering	\$21,628,593	\$16,867,449	\$4,761,144
State Force Work	\$60,000	\$3,270	\$56,730
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$7,680,000	\$6,704,857	\$975,143

Cost information through June 30, 2015

JUNE CHANGE ORDER SUMMARY

There were zero change orders executed in June. Change orders total \$168,870,995 for the FB&L project at the time of this report.

JUNE PERFORMANCE



Cumulate actuals are above the baseline for June



FB&L: Bolt-testing girders for west transition span

SUMMARY SCHEDULE

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

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

JUNE QUALITY SUMMARY

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

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

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

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3390	104	3494	49	3445

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	337	54	6	392 days
Nonconformance Issues (NCI)	865	57	11	104 days

JUNE 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	36	1	37
Lost Time Incidents	3	0	3
Contract Days without an Incident	28	17	17

On 6/9/15 – An SDI employee cut his right index finger on a PT strand. The cut required 7 stitches to close.

JUNE 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)	51	2	53
Minor Environmental Event	47	1	48

On 6/03/15 a Minor Environmental Event occurred. A hydraulic hose broke on a manlift working on Pontoon T. All of the fluid was cleaned up and none of it entered the lake.

On 6/5/15, a Noncompliance Event was identified. Approximately 100 deceased perch, each about 4-5” in length, were floating along both sides of the floating bridge in Lake Washington. WSDOT was immediately notified and inspected the area to determine the cause of death.

On 6/5/15, a Noncompliance Event was identified. During the grouting operation of the PT tendon on the segmental bridge, the forms on the bottom of the holes slipped and grout was discharged in to the lake.

West Approach Bridge North Project

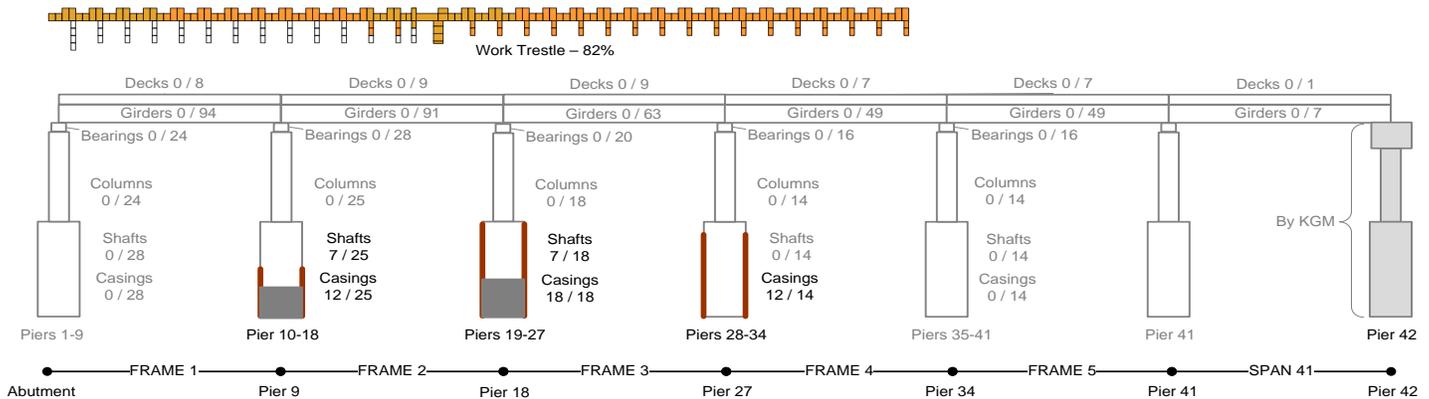
CONSTRUCTION OVERVIEW

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



WABN: Shaft rebar cage installation

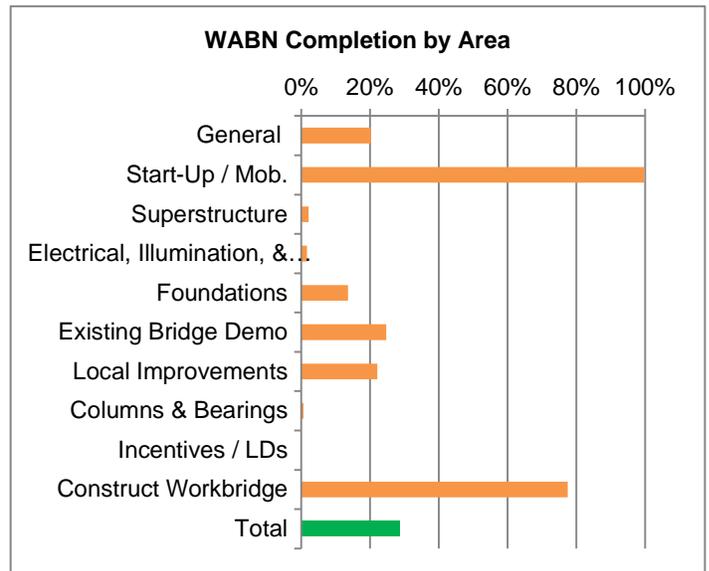
Original Engineers Estimate	\$209,905,587
Bid Price	\$199,537,371
Change Orders to date	\$1,297,431
Current Contract Value	\$200,834,802



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

JUNE ACCOMPLISHMENTS

Through June 30, the contractor has installed 37 bridge casings at 18 pier locations and constructed 14 drilled shafts at Piers 16-19 and 21-24. In June, the contractor placed deck concrete for the Union Bay Bridge widening. On land, the contractor continued widening Lake Washington Boulevard and the eastbound on- and off-ramps to SR 520, replacing sidewalk on Montlake Boulevard, and working on retaining walls, drainage systems, ITS conduit, and electrical duct banks.



RISK

- Environmental noncompliance events
- Procurement of seismic isolation bearings
- Steel piling material traceability and certification



WABN: Sidewalk concrete placement along Montlake Boulevard

JUNE COSTS

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

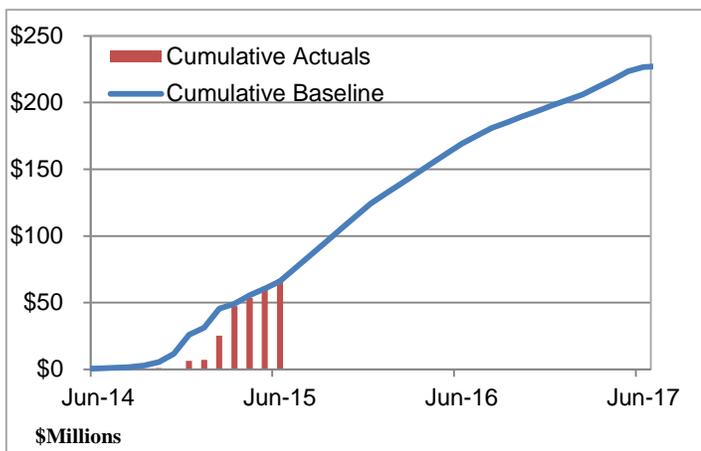
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$252,711,742	\$101,057,230	\$151,631,263
Preliminary Engineering	\$26,485,353	\$26,586,211	\$0
Right of Way	\$4,730,000	\$4,227,575	\$518,765
Construction	\$221,496,389	\$70,245,385	\$151,112,498
Current Contract Value	\$200,834,802	\$63,782,903	\$137,051,899
Agreements	\$7,119,129	\$3,318,660	\$3,800,469
Construction Engineering	\$13,478,157	\$3,226,447	\$10,251,710
State Force Work	\$10,301	\$10,301	\$0
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$54,000	\$45,580	\$8,420

Cost information through June 30, 2015

JUNE CHANGE ORDER SUMMARY

There were zero cost change orders executed in June. Change orders total \$1,297,431 for the WABN project at the time of this report.

JUNE PERFORMANCE



Cumulative actuals are slightly above the baseline in June.



WABN: Combined Sewer Overflow (CSO) installation during weekend closure of SR 520

SUMMARY SCHEDULE

The fourth Progress Schedule Update (May) was submitted on June 17, with a progress data date of 5/31/15, reviewed by the project team, and approved as noted on June 30.

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

JUNE SAFETY SUMMARY

	Previous Total	Current Period	Project Total
Work-related injuries requiring first aid only	3	1	4
Work-related injuries resulting in transfers or restrictions	3	0	3
Work-related injuries resulting in days away from work	0	0	0

On 6/10/2015, a Flatiron employee received first aid for a splinter, despite wearing gloves.

JUNE 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)	41*	5	46
Minor Environmental Event	0	0	0

*ECAP numbers from were updated to reflect a previously unreported event from 5/29/15.

On 5/29/15 a Noncompliance Event was identified. WSDOT discovered one dead fish near pier 18. The fish was collected by Flatiron and confirmed by WSDOT to be a three-spined stickleback.

On 6/4/15 a Noncompliance Event was identified. Staton's flexi-float grounded in Union Bay near MOHAI. No distressed fish were observed.

On 6/11/2015 a Noncompliance Event was identified. The Department of Ecology conducted a site inspection of the WABN Project. Based on that inspection, Ecology stated that a violation will be issued for track-out from the retaining wall zone onto Montlake Boulevard.

On 6/11/2015 a Noncompliance Event was identified. During a site inspection by the Department of Ecology, 10 gallons of Share Pac slurry mixed with soil had been spilled into Lake Washington while drilling shaft 21A. The mixture had either leaked through the containment system or was spilled while removing a portion of the containment system.



JUNE ENVIRONMENTAL SUMMARY CONTINUED

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

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

On 6/11/2015 a Noncompliance Event was identified. Shaft casing 17A was driven using a vibratory hammer, but Flatiron's subcontractor failed to perform the required water-quality sampling.

On 6/17/2015 a Noncompliance Event was identified. During the early morning, the project team received a phone call complaint about noise coming from the MOHAI area. Noise readings were recorded at 80.3 decibels. An excavator, a dump truck, and a mobile crane were operating in the area. A Temporary Noise Variance was not in effect for the activities causing elevated noise levels.

DBE/Apprenticeship/Training

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM *Information as of June 30, 2015*

Projects in italics are complete

Project	DBE Percentage			Apprentice Hours % (15% Goal)	Training Hours	
	Goal	Current	Last report date		Goal	Achieved
Eastside Transit and HOV	11%	15%	4/1/15	14%	58,500	37,846*
<i>West Connection Bridge</i>	3%	4%	10/1/14	19%	1,200	1,200
West Approach Bridge North**	12%	0%	6/1/15	0%	15,000	0
Pontoon Construction	6%	7%	6/1/15	18%	50,000	94,415
Floating Bridge and Landings	7%	5%	6/1/15	20%	74,600	96,906

*Total Hours reported 37,846. However 11,657 hours are excess laborer hours that can't be counted toward goal

**WABN contractor still needs approval for DBE/Apprenticeship/Training

Right of Way

RIGHT OF WAY

WSDOT Real Estate Services performs and coordinates all real estate transactions for the SR 520 Program for activities covered by the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Area	Total Parcels	Fee Acquisition	Permanent Easements	Temporary Construction Easements	Limited Access	Temporary Construction Easement Renewals
Contract 7826 (Pontoon)	4	1 / 1	2 / 2	1 / 1	0 / 0	0 / 0
Contract 7863 (Eastside)	105	18 / 18	13 / 13	27 / 28	45 / 45	1 / 1
Contract 8066 (FB&L)	7	3 / 3	1 / 1	2 / 2	1 / 0	None
Contract 8288 (Evans Creek)	4	1 / 1	None	3 / 3	None	None
Contract 8432 (WCB)	3	None	1 / 1	1 / 1	1 / 0	None
Totals	123	23 / 23	16 / 17	34 / 35	44 / 47	1 / 1

Figures show need / remaining work. Information as of June 30, 2015

Drawbridge Openings

FLOATING BRIDGE DRAWSPAN OPENINGS

On Feb. 17, newly placed pontoons obstructed the drawspan of the existing bridge, permanently blocking marine passage through the bridge opening. While openings will no longer occur for marine traffic, crews will still need to open the drawspan for monthly, late-night maintenance work. High winds may also require an opening to relieve stress on the bridge.

Total Openings since April 1, 2012

Weekday Daytime Opening	415
Weekday Nighttime Opening	34
Weekend Opening	200
Totals	649

Information as of March 31, 2015

Communications and Outreach

(April 1, 2015 – June 30, 2015)

Constituent Correspondence:

Public email / phone calls

- 450 received
- 313 WSDOT responses (lower response total reflects holdover of some responses to following month, and hotline calls requiring no additional response.)
- Prevalent themes:
 - ✓ WABN construction
 - ✓ Public tour information
 - ✓ West side design report
 - ✓ Marine navigation changes
 - ✓ Traffic impacts / closures
 - ✓ Bridge design

Twitter

- 559,900 impressions (# of times people viewed SR 520 tweets)
- Approximately 235 direct responses to public requests for information
- Close to 2,100 followers

SR 520 Email Updates

- Sent 9 Program updates to the 10,700+ subscribers within the SR 520 corridor
- Sent 14 WABN updates to the 1,250+ subscribers within the Seattle corridor
 - ✓ Represents more than 113,000 individual communiques
 - ✓ Newsletter topics cover notable program activities, construction milestones, traffic restrictions, neighborhood impacts, etc.

Media Outreach

- 10 news releases and media advisories
- 7 media interviews, briefings/tours

Photos / Videos

- Shot and posted 65 program photos to the SR 520 Flickr collection
- Shot and posted 1 new video to YouTube

Stakeholder Briefings / Tours / Presentations

- 11 project-site tours for elected officials and other stakeholders
- 13 briefings with local elected officials and organizations
- 4 briefings with state and federal elected officials and organizations
- 4 meetings / presentations with community groups

Fairs and Festivals

- During the University District Street Fair in May and the Fremont Festival in June, SR 520 staff spoke with 1,232 people at the SR 520 program booth. More fair and festival outreach occurs throughout summer 2015.

Communications Materials

- More than 31 new or updated communications products: program folios, fact sheets, presentations, fliers, display boards, graphics (print and Web), direct mail, etc.

SR 520 Website Visits

- 100,763 views this period
- Most-visited pages, in order, were: home page, Floating Bridge & Landings; News & Updates; About; and Eastside Transit and HOV



With a crew member on deck, the last of 77 pontoons built for the new SR 520 floating bridge is towed through the Hiram M. Chittenden Locks on April 9 in route to Lake Washington.

Jobs

CONSTRUCTION UPDATE – JUNE 2015

Project	Total Jobs
Eastside Transit and HOV Project:	218
Floating Bridge and Landings Project:	602
Pontoon Construction Project:	66
West Approach Bridge North:	65

Jobs information includes current skilled construction trade counts for carpenters, concrete workers, crane operators, electricians, iron workers, laborers, machine operators, painters, truck drivers and welders based on project information provided by WSDOT contractors for June 30, 2015.

GLOSSARY OF FREQUENTLY USED PROJECT AND INDUSTRY ACRONYMS

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

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

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