



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT AUGUST 2016



West Approach Bridge North (WABN): Placing concrete for intermediate diaphragms at span 30



Floating Bridge and Landings (FB&L): Floating bridge, looking west



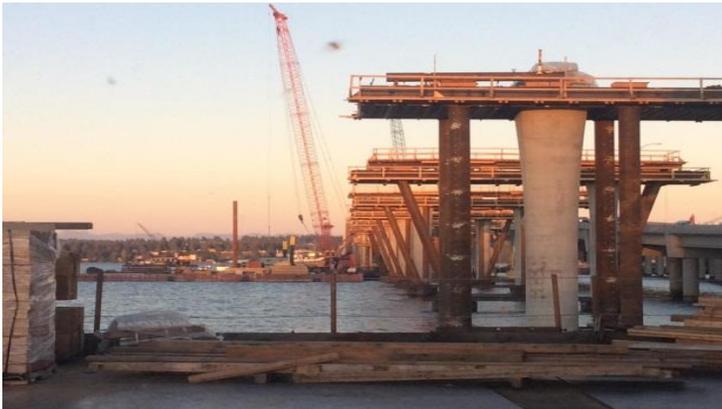
FB&L: Touch-up painting at pier 3 stair tower



WABN: Placing concrete at shaft 3A

DATE PUBLISHED: OCTOBER 4, 2016





WABN: Marine construction progress - Piers 34 through 41



Union Bay Natural Area: Loading excavated material into container

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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: Placing column rebar at pier 8



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):

On Lake Washington, crews performed final inspection of bolt beam painting and miscellaneous punch-list work. Anchor cable replacement and bearing grout pad inspections also continued. On the existing bridge, crews completed pier 41 deconstruction and continued pontoon separation and disassembly.

West Approach Bridge North (WABN):

In August, the Contractor completed foundation construction, built 11 columns, installed 23 bearings, poured 2 end diaphragms, poured the first eight bridge deck spans, in Frame 3, and continued forming deck spans in Frames 3 and 4.

Union Bay Natural Area (UBNA):

The contractor completed excavation, loaded and hauled out contaminated material, placed topsoil at the north wetland creation-area, and continued trail closures. At planting areas, the contractor began mowing and clearing, hauled wood-chip mulch to stockpiles, provided weed control, and continued installation of the irrigation water line.



FB&L: Old bridge pontoon raft superstructure deconstruction

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.
- Resolution of geotechnical issues.
- 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 continue to grade and restore the Medina shoreline. At the bridge maintenance facility and dock, crews will install catwalk to dolphins at the bridge maintenance dock. At Lake Washington, crews will continue anchor cable replacement and existing bridge deconstruction.

WABN:

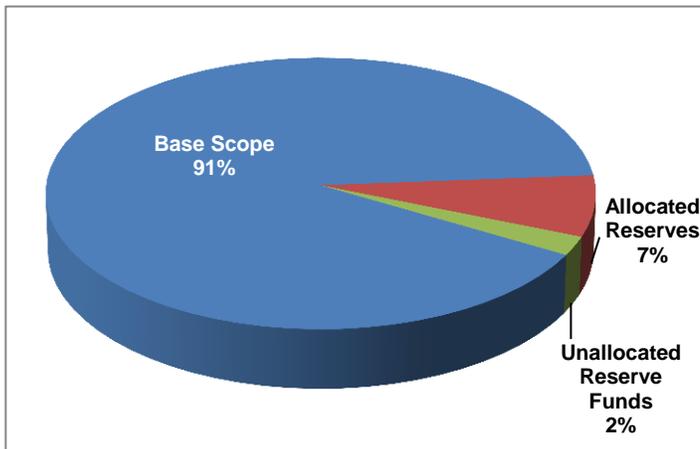
Over the next month, crews will complete column construction and continue superstructure work by setting girder falsework mounts at piers 6, 7, and 9, and pouring bridge decks in Frame 3. Work trestle deconstruction will continue with the removal of mats and stringers from trestle finger 2D, in order to continue girder placement in Frames 1 and 2.

UBNA:

In September, the contractor will continue to provide weed control at the planting area, place wood-chip mulch at E-5 excavation area, and place topsoil at the E-5 wetland-creation area.

Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals	\$4,561,710,385	\$2,470,992,928	\$2,090,717,457
Federal	\$498,134,692	\$461,747,768	\$36,386,924
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$176,125,892	\$143,565,885	\$32,560,007
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	\$2,007,171,976	\$1,894,700,474
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)	\$535,890,738	\$416,349,294	\$119,541,444
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	(\$316)
CONNECTING WASHINGTON	\$1,642,500,000	\$489,163	\$1,642,010,837
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	\$52,773,346	\$17,497,711
SR 520 Civil Penalties Account	\$14,000,000	\$9,098,127	\$4,901,873
STATE FUNDS	\$2,573,492	\$2,573,366	\$126
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	(\$736,500)
Previous Change Orders	(\$321,724,010)
Right of Way Settlements	(\$3,777,010)
Other Reserve Uses	(\$6,300,000)
Current Reserve	\$101,562,480

Floating Bridge and Landings Project

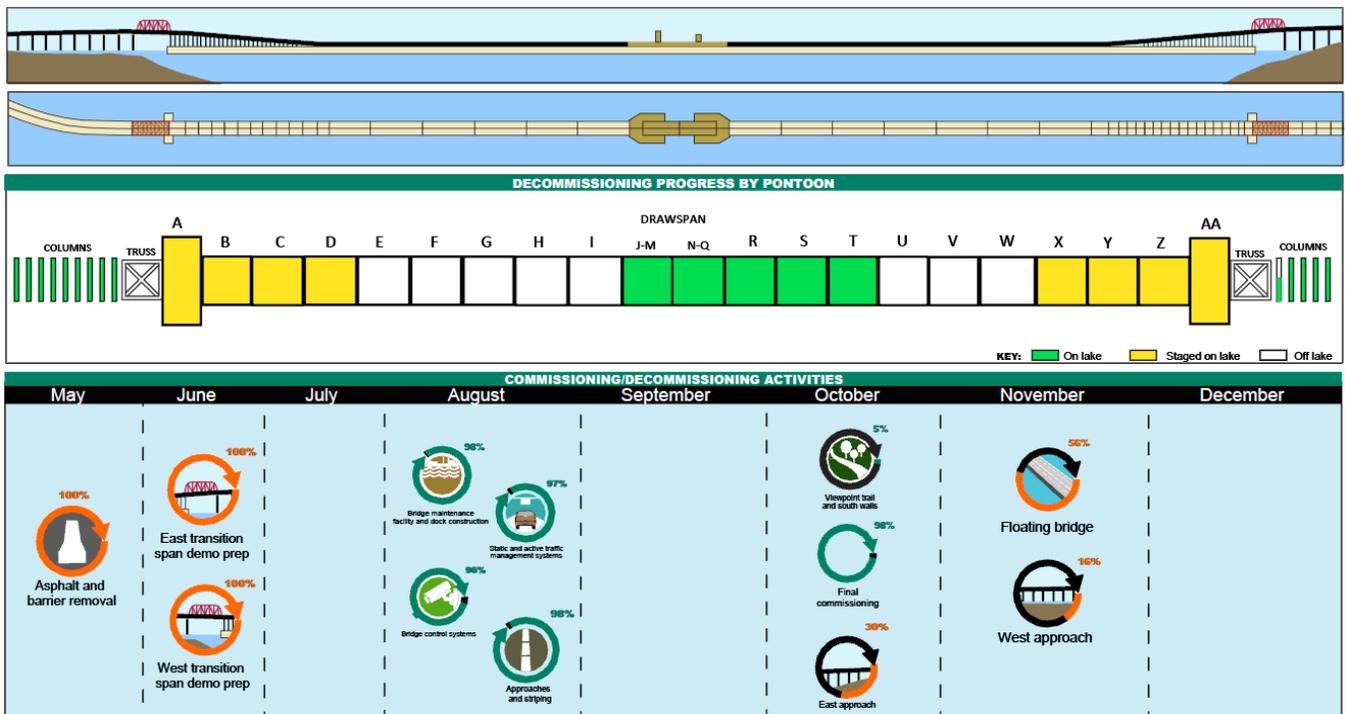
FLOATING BRIDGE AND LANDINGS

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: South side civil work at east approach

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 Aug 31, 2016

AUGUST ACCOMPLISHMENTS

At the East Approach, the contractor continued to place forms, reinforcing steel, and concrete for walls and barrier. At the bridge maintenance facility, crews waterproofed the exterior walls and continued fabrication of a catwalk. At Lake Washington, the contractor continued anchor-cable replacement, bolt-beam painting, inspections of low-rise column-bearing grout pads, and miscellaneous finish and punch-list work. Deconstruction of the old bridge continued with the demolition and removal of several spans and pontoons.

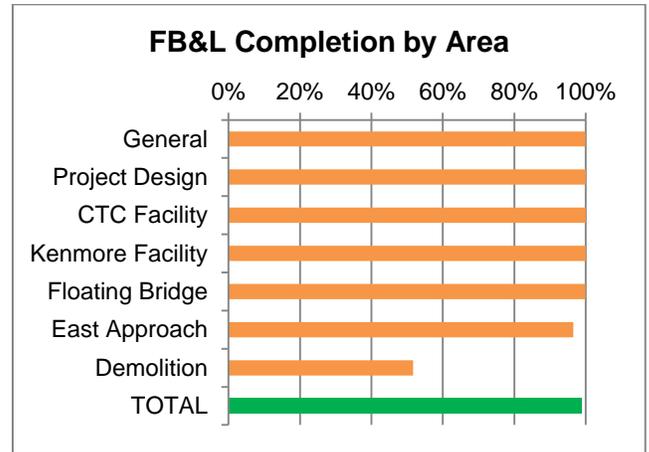
RISKS

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: Wall 4 panel forms

AUGUST COSTS

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

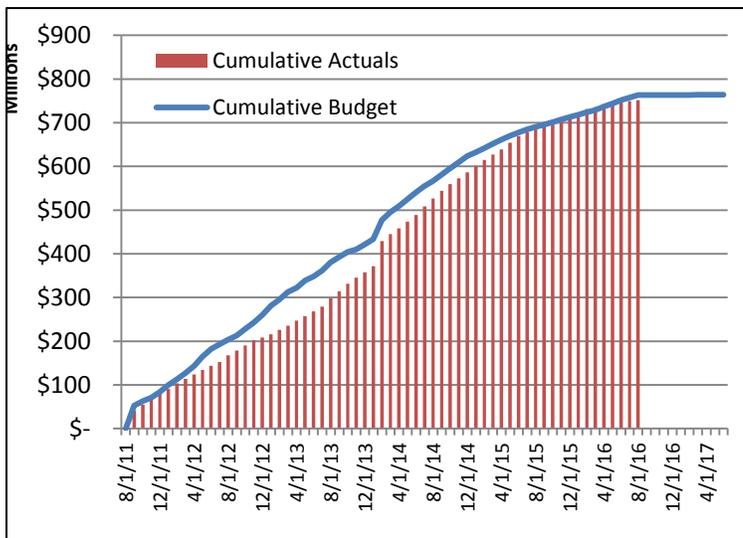
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge & Landings Project Totals	\$909,232,859	\$891,319,275	\$17,913,584
Preliminary Engineering	\$10,659,065	\$10,659,065	\$0
Right of Way	\$66,506,167	\$66,230,402	\$275,765
Construction	\$832,067,627	\$814,429,808	\$17,637,819
<i>Current Contract Value</i>	\$763,720,485	\$751,881,745	\$11,838,740
<i>Agreements</i>	\$37,436,260	\$35,167,286	\$2,268,974
<i>Construction Engineering</i>	\$24,110,882	\$20,672,175	\$3,438,707
<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 Aug. 31, 2016

AUGUST CHANGE ORDER SUMMARY

There were zero change orders executed in August. Change orders total \$177,159,485 for the FB&L project at the time of this report.

AUGUST PERFORMANCE



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

FB&L: Grading at Medina shoreline

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	2/22/2017	On Time

The contractor achieved substantial completion on April 25, 2016.

AUGUST 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	3912	14	3926	11	3915

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	395	18	0	282 days
Nonconformance Issues (NCI)	948	11	4	206 days

AUGUST 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	1	44
Lost Time Incidents	4	0	4
Contract Days without an Incident	58	13	13

On 8/18/2016 a Recordable Incident occurred. An employee was struck by equipment/hardware when a bolt failed during bolt-pulling operations at the old bridge pontoons. The employee received first aid on the site and was taken to the ER for an MRI and x-ray. The employee’s arm was broken and the employee received five stitches for a small laceration over his eye. KGM’s bolt-pulling operation was suspended and the Job Hazard Analysis (JHA) was updated.

AUGUST 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)	70	4	74
Minor Environmental Event	63	2	65

On 8/2/2016, a Noncompliance Event occurred. A generator being moved by crane from Pontoon Z to a derrick barge was bumped by a forklift, and the generator’s fuel cap was loosened. Diesel fuel dripped from the generator’s fuel tank into Lake Washington. The amount of diesel fuel entering the lake was approximately one cup. All of the spilled diesel fuel was recovered and the resource agencies were notified.

AUGUST ENVIRONMENTAL SUMMARY CONTINUED

On 8/9/2016, a Noncompliance Event occurred. During a site tour with Stewart Reinbold (WDFW) and Penny Kelley (Ecology), process water was observed discharging from the pier 35 expansion joint. The source of the process water was the water being applied for dust control during stitch breaking at pier 37. The amount of process water discharged was estimated to be approximately 5 to 10 gallons. The pH was tested and determined to be 7.2 standard units. The work was stopped and did not continue until North Star revised its containment plan. The appropriate resource agencies were notified.

On 8/9/2016, a Noncompliance Event occurred. During sawcutting of the barrier at pier 43 some of the slurry blew over the secondary containment and landed on the maintenance dock, boulders along the shoreline, and the water. The operation was shut down until the containment plan was revised. The appropriate resource agencies were notified.

On 8/11/2016, a Minor Environmental Event occurred. Droplets of an oily substance were observed on the access road to the shoreline. The source was from a loader with a hydraulic leak that was picking up eco-blocks. The equipment was stopped and temporary repairs were made. None of the oil entered the lake and all of it was cleaned up with granular absorbent.

On 8/12/2016, a Noncompliance Event occurred. During pontoon separation, KGM bored several holes into old Pontoon Y in order to access its joining bolts. Lake water entered through the holes, filling the pontoon with several inches of water that mixed with construction debris in the pontoon. KGM pumped the water into an Eco-pan container. When the Eco-pan became full, KGM pumped and discharged the remaining water into the lake, releasing approximately 325 gallons of untreated process water directly into Lake Washington. Water from the pontoon cell was tested and found to have a pH of roughly 11, which is above the allowable pH of 8.5 for discharge water. The appropriate resource agencies were notified.

On 8/31/2016, a Minor Environmental Event occurred. A thumb cylinder snapped on an excavator, spilling approximately 10 to 12 gallons of hydraulic fluid onto the containment barge. None of the hydraulic fluid entered Lake Washington.

West Approach Bridge North Project

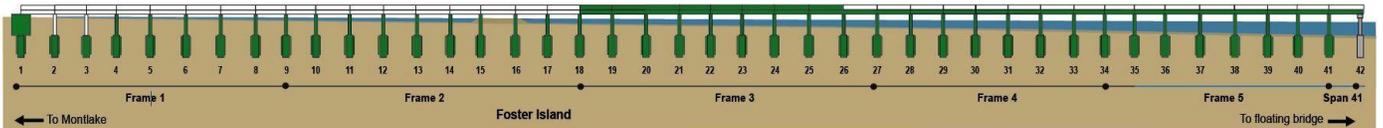
CONSTRUCTION OVERVIEW

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: Columns at pier 7

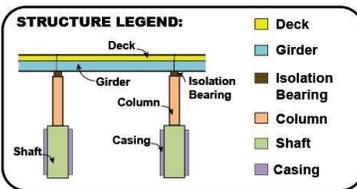
Original Engineers Estimate	\$209,905,587
Prime Bid Amount	\$199,537,371
Change Orders to Date	\$3,400,969
Current Contract Value	\$202,938,339



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.

WABN Progress Tracker																																													
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				
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		
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	0
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	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	63%	73%	84%	94%	100%					
Column Installation	53%	53%	53%	65%	75%	82%	97%	100%		
Girder Installation	22%	30%	30%	30%	46%	72%	96%	100%		
Deck Installation	0%	0%	39%	54%	54%	59%	76%	95%	100%	



BY THE NUMBERS:	<ul style="list-style-type: none"> 99 of 99 casings complete 99 of 99 shafts complete 89 of 95 columns complete 	<ul style="list-style-type: none"> 3 of 47 diaphragms complete 70 of 104 bearings complete 168 of 353 girders complete 	<ul style="list-style-type: none"> 8 of 41 sections of roadway deck complete
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West Approach Bridge North progress tracker as of Aug 31, 2016

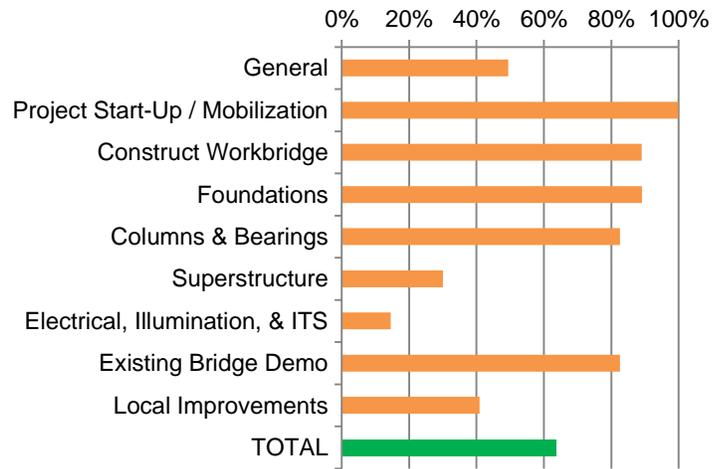
AUGUST ACCOMPLISHMENTS

In August, the Contractor completed foundation construction by placing concrete for the last drilled shaft at Pier 2. Substructure work continued with the contractor building 11 columns and installing 23 bearings. On the superstructure, crews build girder falsework, set girders, poured intermediate and end diaphragms, formed deck soffits, placed deck rebar and poured the first eight bridge deck spans, in Frame 3.



WABN: Concrete placement at shaft 4A

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

AUGUST COSTS

The preliminary engineering is complete; final right-of-way costs are being recorded. There have been 25 payments made to the contractor through August 2016.

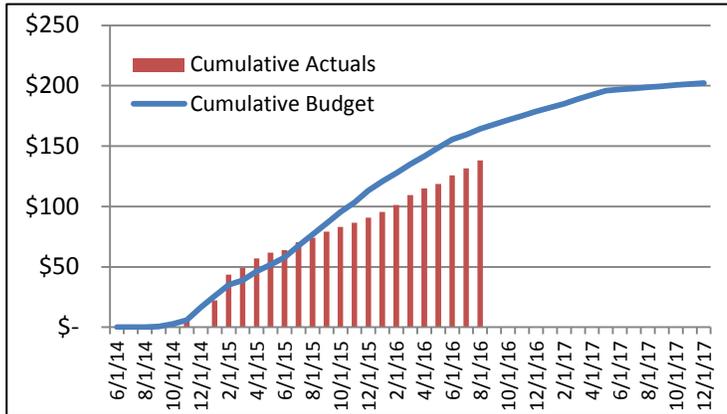
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$254,244,855	\$178,910,329	\$75,334,526
Preliminary Engineering	\$20,324,763	\$20,324,763	\$0
Right of Way	\$4,281,752	\$4,247,119	\$34,634
Construction	\$229,638,339	\$154,338,446	\$75,299,893
Current Contract Value	\$202,938,339	\$138,144,893	\$64,793,446
Agreements	\$11,972,000	\$7,435,865	\$4,536,135
Construction Engineering	\$14,728,000	\$8,563,874	\$6,164,126
State Force Work	\$0	\$10,301	\$0
Vendor Supplied Materials	\$0	\$183,514	\$0

Cost information through Aug 31, 2016

AUGUST CHANGE ORDER SUMMARY

Three change orders were executed in August for \$736,500. Change orders total \$3,400,969 for the WABN project at the time of this report.

AUGUST PERFORMANCE



Cumulative actuals are running below the projection through August

WABN: Placing column rebar at pier 8

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.

AUGUST 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	1	8
Work-related injuries resulting in transfers or restrictions	8*	0	8
Work-related injuries resulting in days away from work	0	0	0

Two (2) Work-related injuries resulting in transfers or restrictions were not reported in July*.

On 7/22/2016 a Work-related injury resulting in transfer or restriction occurred. A forklift travelling along work trestle caused steel plate to bounce; MDCI employee received 2 fractured toes.

On 7/29/2016 a Work-related injury resulting in transfer or restriction occurred. A carpenter shifted lumber with hips resulting in a pulled groin and a hernia in need of an operation.

On 8/26/2016 a Recordable Incident occurred. A carpenter sustained a minor cut on finger. First aid was administered.

AUGUST 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.

	Previous Total	Current Period	Project Total
Noncompliance Event (ECAP)	90	1	91
Minor Environmental Event	0	0	0

On 8/19/2016, a Noncompliance Event occurred. Excavation of MOHAI foundation was conducted without an archaeological monitor present.

Union Bay Natural Area Project

CONSTRUCTION OVERVIEW

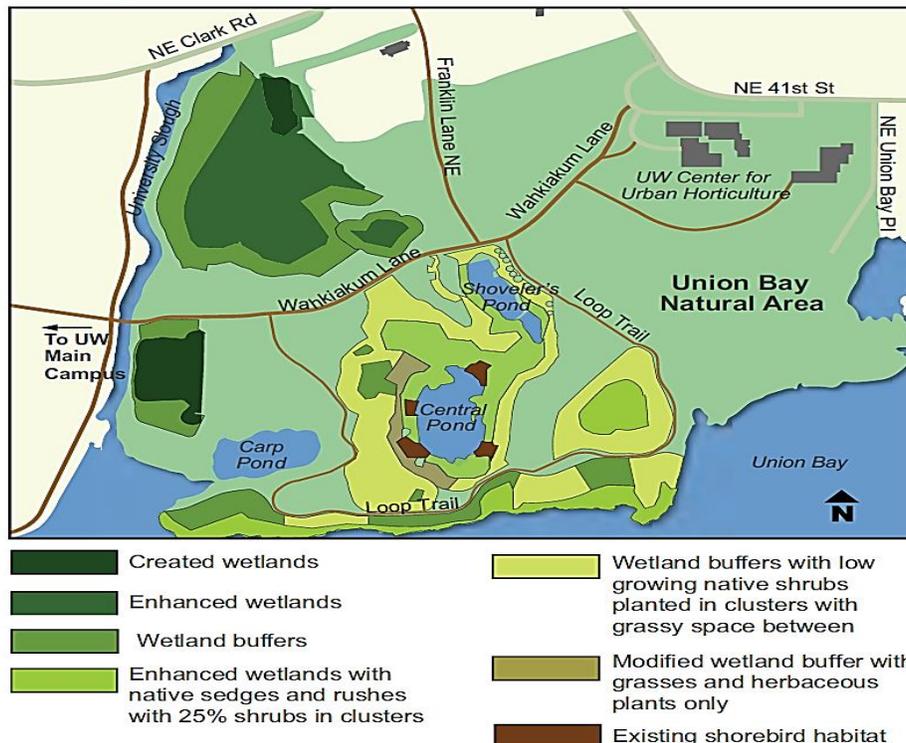
The 25-acre Union Bay Natural Area (UBNA) wetland mitigation project serves as compensation for wetland impacts that occur with the SR 520 West Approach Bridge North project within the SR520 Bridge Replacement and HOV Program. The wetland mitigation project construction work includes grading, site preparation, 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: Excavation work at the mitigation site

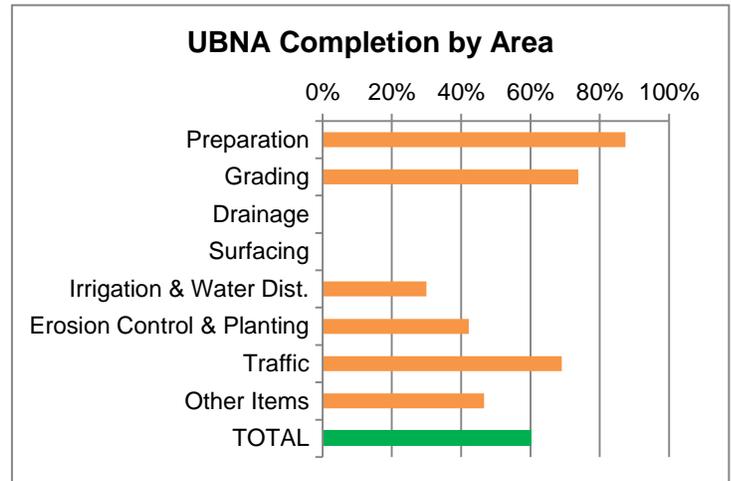
Original Engineers Estimate	\$5,141,551
Prime Bid Amount	\$4,377,478
Change Orders to Date	\$0
Current Contract Value	\$4,377,478

Conceptual design for the UBNA mitigation site



AUGUST ACCOMPLISHMENTS

The contractor completed excavation, loaded and hauled out contaminated material, placed topsoil at the north wetland-creation area, and continued trail closures. At planting areas, the contractor began mowing and clearing, hauled wood-chip mulch to stockpiles, provided weed control, and continued installation of the irrigation water line.



RISKS

- Trail users entering closed areas
- Water table elevation higher than expected
- Landfill material quantity higher than planned
- Hazardous waste material higher than anticipated
- Resolution of Differing Site Conditions

AUGUST COSTS

There have been three payments made to the contractor through August 2016.

	Current Budget	Actuals to Date	Remaining Budget
Union Bay Natural Area Mitigation Project Totals	\$5,900,545	\$3,050,825	\$2,849,720
Construction	\$5,900,545	\$3,050,825	\$2,849,720
Current Contract Value*	\$4,797,726	\$2,893,983	\$1,903,743
Agreements	\$316,628	\$17,986	\$298,642
Construction Engineering	\$786,191	\$127,052	\$659,139
State Force Work	\$0	\$0	\$0
Vendor Supplied Materials	\$0	\$11,805	-\$11,805

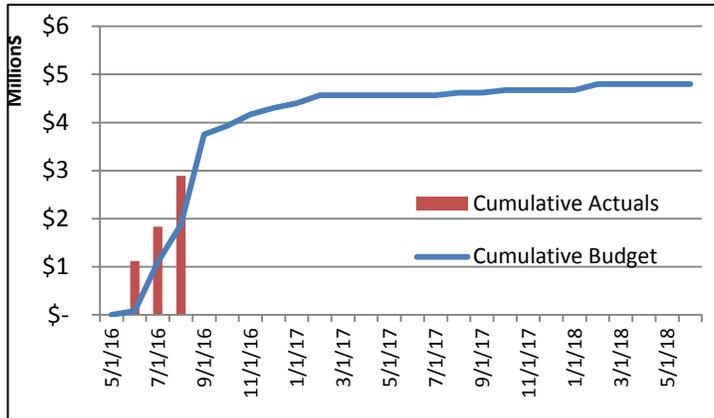
Cost information through Aug. 31, 2016

*includes retail sales tax

AUGUST CHANGE ORDER SUMMARY

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

AUGUST PERFORMANCE



Actual cost was higher than the expected expenditure for August.

UBNA: Placement of irrigation line

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

AUGUST 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	52	25	77

AUGUST 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	1	1
Minor Environmental Event	1	0	1

On 8/5/2016, a Noncompliance Event occurred. The contractor was spraying water onto the bed of loaded trucks that were being used to haul contaminated soil. The spraying occurred at a location that was not within the designated wash-out area. Some runoff from the spray water flowed down and entered two catch basins. The contractor contacted the Department of Ecology.

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

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