



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

SEPTEMBER 2015



Floating Bridge and Landings (FB&L): Concrete pour for bridge deck

Floating Bridge and Landings (FB&L): East high-rise (old and new), looking north



West Approach Bridge North (WABN): Surface preparation for shaft transition

FB&L: Pontoon P belvedere rebar





FB&L: Railing on floating bridge for regional shared-use path



WABN: Excavation and wall removal at 24th Avenue East

Executive Summary 3

ACTIVE CONSTRUCTION PROJECT REPORTS**

Floating Bridge and Landings (FB&L).....6
 West Approach Bridge North (WABN).....11
 DBE/Apprenticeship/Training*15
 Right of Way/Drawbridge Openings*.....16
 Communications and Outreach*17
 Jobs*18
 Glossary of Terms.....19

** 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: Pontoon B maintenance shed



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
- 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 completed pontoon joining, setting precast deck panels, and setting the west transition span girders. They also began setting architectural handrail. In Medina, crews started installation of the east transition span expansion joints, barrier for east and westbound approach bridges, and a noisewall along the westbound lanes. At the bridge maintenance facility, crews installed the passenger elevator, water/gas/electrical/sewer services, HVAC equipment, flooring and cabinets.

West Approach Bridge North (WABN):

Through September 30th, the Contractor has installed 45 bridge casings at 24 pier locations and constructed 36 drilled shafts at Piers 13-36. In September, the Contractor commenced demolition of the 520/6 W-W spans, construction for the 24th Ave bridge piers and commenced marine work for Piers west of 33.



WABN: New sidewalks on the east side of Montlake Boulevard

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 Medina, crews will work on barrier and noise-wall dry finish. At Lake Washington, crews will rock ballast pontoons P and D, and install fenders, hand rails, pump wells, swimmer cables and bird ramps on various pontoons. At the bridge maintenance facility, crews will place concrete for curb, and place reinforcement steel and concrete for approach slab.
- **WABN:** Crews will continue ramp demolition at span W14 and 16, including asbestos abatement. At the 24th Avenue overpass extension, crews will complete mass excavation and begin forming and pouring spread footings. Crews will continue installation of shaft collars and fabrications of column rebar cages.

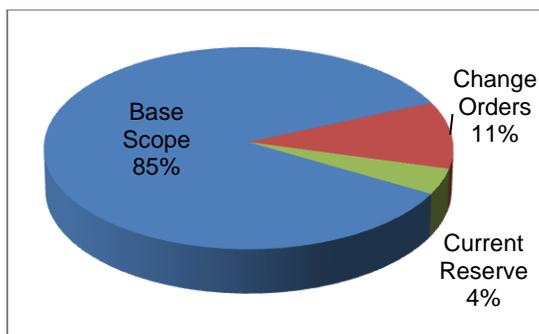
Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals*	\$4,561,210,704	\$2,335,706,726	\$2,225,503,978
Funded Program	\$4,561,210,704	\$2,335,706,726	\$2,225,503,978
Row Labels			
Federal	\$498,134,693	\$336,327,733	\$161,806,960
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$122,946,486	\$57,006,324
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	\$1,970,667	\$333,034
LOCAL PROJECT(CURRENT)	\$2,303,701	\$1,970,667	\$333,034
State	\$3,901,372,310	\$1,997,408,326	\$1,903,963,984
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)**	\$535,732,598	\$422,244,285	\$113,488,313
NICKEL ACCOUNT STATE DOLLARS	\$52,243,840	\$52,244,156	-\$316
CONNECTING WASHINGTON	\$1,642,000,000	\$0	\$1,642,000,000
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	\$45,984,118	\$24,286,939
SR520 Civil Penalties Account***	\$14,000,000	\$717,752	\$13,282,248
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

*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; the west side cost estimate was revised to \$1.64 billion later in 2015.



Cumulative Reserve	\$434,100,000
September Change Orders	(\$11,100)
Previous Change Orders	(\$310,420,383)
Right of Way Settlements	(\$3,777,010)
Current Reserve	\$119,891,507

Floating Bridge and Landings Project

FLOATING BRIDGE AND LANDINGS

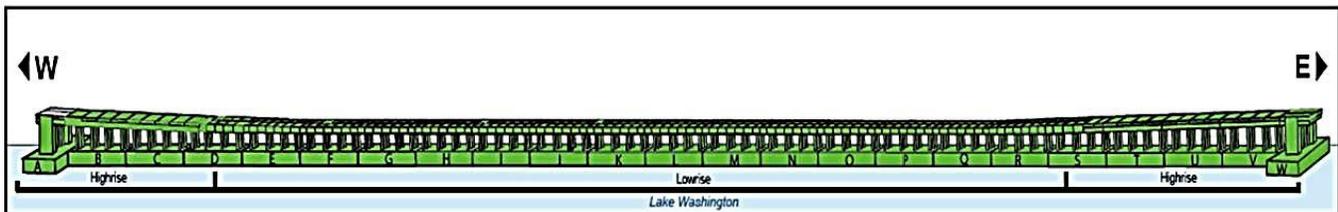
The SR 520 Floating Bridge and Landings (FB&L) Project will replace the existing, vulnerable four-lane structure with a new six-lane bridge that can withstand windstorms of up to 89 miles per hour. The new six-lane facility will include a bicycle/pedestrian path and a bridge maintenance facility on the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



FB&L: Conduit rack installation

Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$168,833,595
Current Contract Value	\$755,394,595

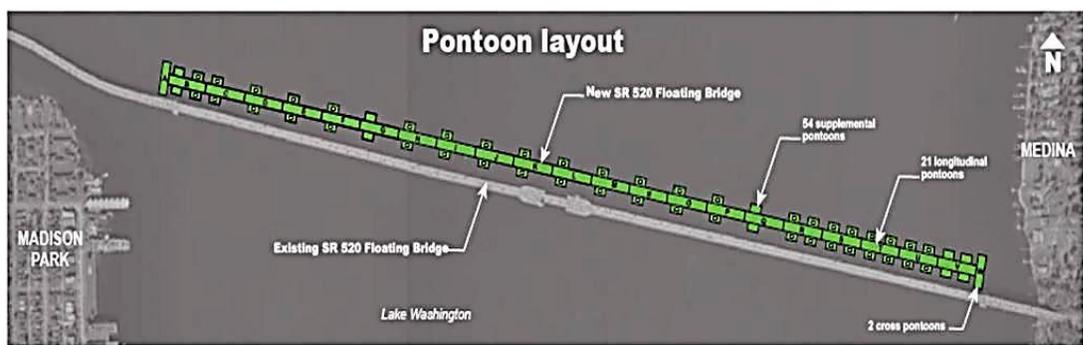
Pontoon tracking on Lake Washington, 9/30/15



GRAPHIC KEY AND FACTS

- 776 low-rise roadway deck sections
- 27 high-rise roadway deck spans
- 331 girders
- 771 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.
- 776 out of 776 pre-cast deck panels have been constructed. 776 of 776 have been placed.
- High-rise roadway deck includes girders and cast-in-place deck.
- 25 out of 27 cast-in-place deck spans have been constructed.
 - 331 out of 331 girders have been constructed. 331 of 331 have been placed.
- The number of columns shown is a representation of the total number of columns.
- 771 out of 771 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

SEPTEMBER ACCOMPLISHMENTS

On Lake Washington, crews completed pontoon joining, setting pre-cast deck panels, setting the west transition span girders, began architectural handrail. In Medina, crews started installation of the east transition span expansion joints, barrier for east and westbound approach bridges and a noisewall along westbound. At the Bridge Maintenance facility, crews installed the passenger elevator, water, gas, electrical, sewer services, HVAC equipment, flooring and cabinets.

RISK

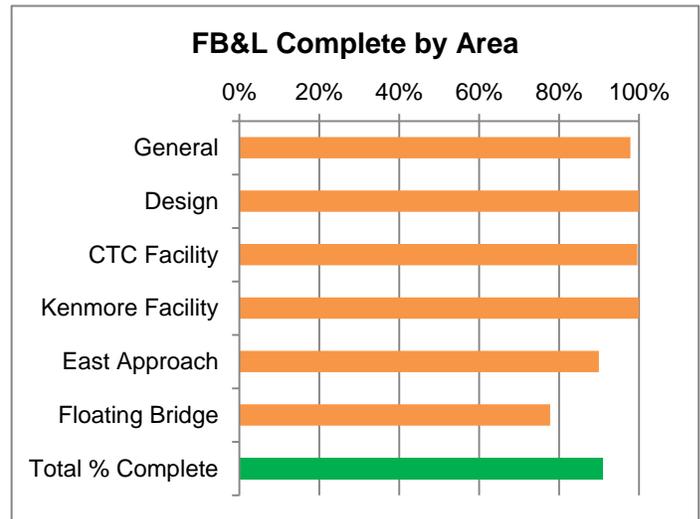
West Approach Bridge North (WABN) construction is underway with work progressing toward the FB&L work area. Coordination will continue to be a priority between contractors and WSDOT project offices.

The design-builder has begun the process of grinding the bridge deck for smoothness. It is critical that the grinding be completed to achieve good driving feel (ride smoothness), provide proper slope for drainage and maintain minimum concrete cover over bridge deck reinforcement.

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.

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.

The design-builder continues performing major work on Lake Washington. Spill of oil, concrete or soils from the project may cause work stoppage or fines. This includes demolition of the existing bridge. Permits are tied to all projects working on the lake. Other project violations could impact permits on this project.



There is a risk to the new floating bridge at Pontoon L. The existing bridge provides breakwater protection from the larger storms from the south. Until all anchoring and bridge assembly are complete, Pontoon L may be vulnerable to damage if the existing drawspan needs to open for a storm event.



FB&L: East high-rise expansion joint installation

SEPTEMBER COSTS

Preliminary engineering is complete. The right of way budget is complete. The total actual cost to date from the contractor is 90 percent of the budget.

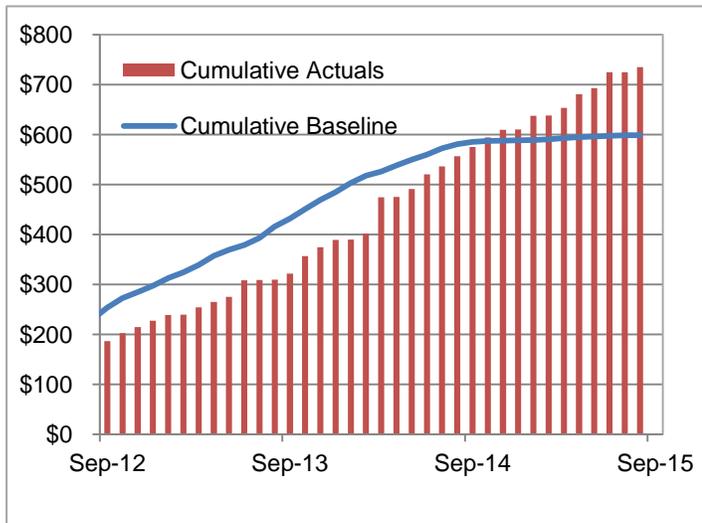
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$835,260,690	\$756,940,817	\$78,319,873
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,046,032	\$3,775,322	\$270,710
Construction	\$820,555,595	\$742,506,432	\$78,049,163
Current Contract Value	\$755,394,595	\$685,790,079	\$69,604,516
Agreements	\$36,818,940	\$32,485,439	\$4,333,501
Construction Engineering	\$20,602,060	\$17,522,787	\$3,079,273
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 September 30, 2015

SEPTEMBER CHANGE ORDER SUMMARY

There were zero change orders executed in September. Change orders total \$168,833,595 for the FB&L project at the time of this report.

SEPTEMBER PERFORMANCE



Cumulate actuals are above the baseline for September



FB&L: East approach noise wall

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

SEPTEMBER 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.

	Previous Total	Current Period	Project Total	Open	Closed
Audits - Actual	3654	24	3678	20	3658

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	350	60	8	406 days
Nonconformance Issues (NCI)	887	34	14	146 days

SEPTEMBER 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	38	1	39
Lost Time Incidents	4	0	4
Contract Days without an Incident	3	9	9

On 9/16/2015, a recordable Incident occurred. KGM's employee was climbing down off a scissor lift and experienced pain in his foot. Employee continued to experience pain and when brought to the doctor, x-ray showed broken bone. The incident is currently classified as a recordable because it required treatment and occurred on the project, but is being investigated further. The fracture is considered a Jones fracture, and may be a condition that the employee already had. KGM has 7 days to investigate and correct classification, if appropriate, as recordable.

SEPTEMBER 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)	53	1	54
Minor Environmental Event	50	0	50

On 9/1/2015, a Noncompliance Event occurred. Prior to the start of dewatering the coffer cell in preparation for fish handling WSDOT notified KGM that there was a hole in the fish screen covering the pump in violation of several environmental permits. KGM told WDOT that it would be repaired. When the water had been drawn down in the coffer cell the screen had not been fixed and fish could have been sucked through this hole.

West Approach Bridge North Project

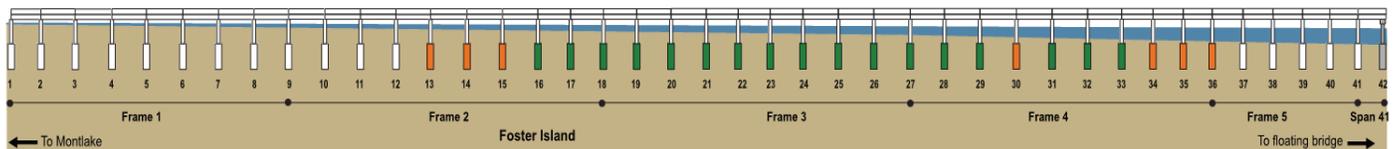
CONSTRUCTION OVERVIEW

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 Column 19A rebar cage fabrication

Original Engineers Estimate	\$209,905,587
Bid Price	\$199,537,371
Change Orders to date	(\$290,069)
Current Contract Value	\$199,247,302



PROGRESS KEY: ■ Complete ■ Under construction □ To be constructed ■ New floating bridge structure

Note: This graphic is for illustrative and tracking purposes only. It is not to scale and is in profile view.

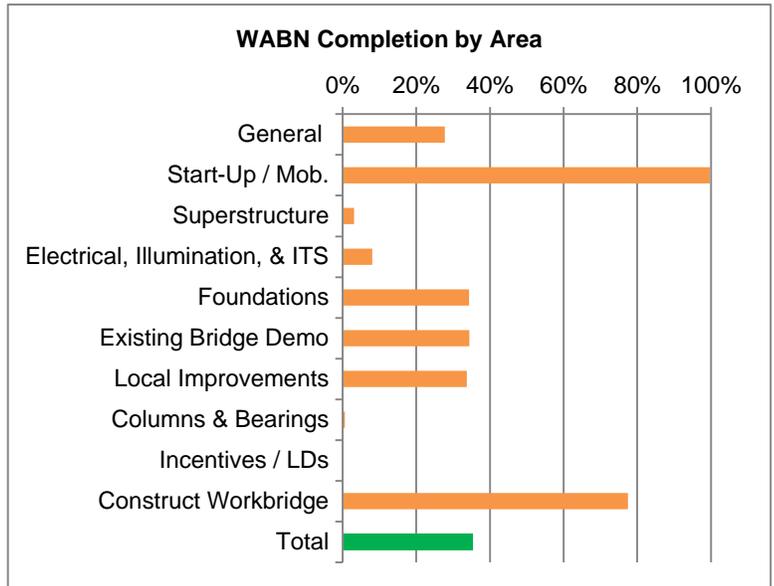
BY THE NUMBERS:

- 45 of 99 casings complete
- 36 of 99 shafts complete
- 0 of 95 columns complete
- 0 of 47 diaphragms complete
- 0 of 104 bearings complete
- 0 of 353 girders complete
- 0 of 41 sections of roadway deck complete

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

SEPTEMBER ACCOMPLISHMENTS

Through September 30, the contractor has installed 42 bridge casings at 24 pier locations and drilled shafts, set rebar cages, and placed shaft concrete for shafts 31A and 33B. Demolition of 520/6 W-W continued with crews installing shaft collars and fabricating column rebar cages.



RISK

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



WABN: Shaft 29A concrete placement

SEPTEMBER COSTS

The preliminary engineering and right of way phases are nearly complete; final costs are being recorded. There have been 13 payments made to the contractor through September 2015.

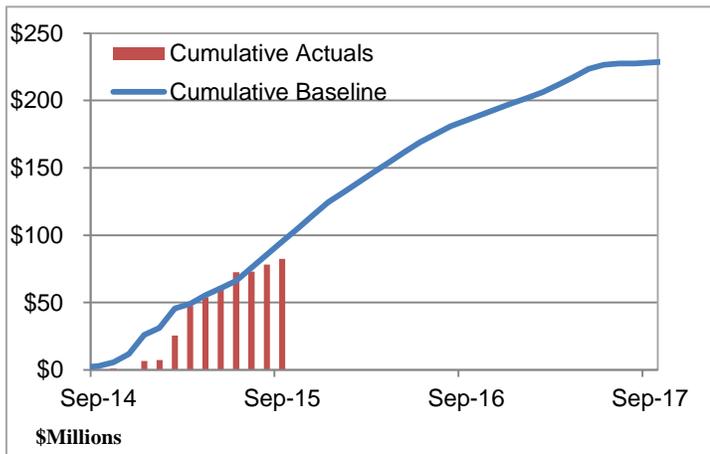
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Totals	\$252,449,671	\$119,135,706	\$133,313,965
Preliminary Engineering	\$26,485,353	\$26,485,353	\$0
Right of Way	\$4,730,000	\$4,227,039	\$502,961
Construction	\$221,234,318	\$88,423,314	\$132,811,004
<i>Current Contract Value</i>	<i>\$199,247,302</i>	<i>\$79,189,071</i>	<i>\$120,058,231</i>
<i>Agreements</i>	<i>\$8,342,278</i>	<i>\$4,488,401</i>	<i>\$3,853,877</i>
<i>Construction Engineering</i>	<i>\$13,478,157</i>	<i>\$4,648,409</i>	<i>\$8,829,749</i>
<i>State Force Work</i>	<i>\$10,301</i>	<i>\$10,301</i>	<i>\$0</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$156,280</i>	<i>\$87,132</i>	<i>\$69,148</i>

Cost information through September 30, 2015

SEPTEMBER CHANGE ORDER SUMMARY

There was one order executed in September for \$11,100. Change orders total **(\$290,069)** for the WABN project at the time of this report.

SEPTEMBER PERFORMANCE



Cumulative actuals are slightly below the baseline in September.



WABN: Shoring installation for 24th Avenue extension

SUMMARY SCHEDULE

The eighth progress schedule update (September) has been submitted and is showing a 14-day slip in the overall schedule. Discussions with FWI are needed to gain understanding of the differences.

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	4	0	4
Work-related injuries resulting in transfers or restrictions	3	0	3
Work-related injuries resulting in days away from work	0	0	0

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)	56	0	56
Minor Environmental Event	0	0	0

DBE/Apprenticeship/Training

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

Projects in italics are complete

Project	DBE Percentage			Apprentice		Training Hours		
	Goal	Current	Last report date	Hours % (15% Goal)	Last report date	Goal	Achieved	Last report date
<i>Eastside Transit and HOV</i>	11%	16%	5/1/15	14%	6/1/15	58,500	38,334*	6/1/15
<i>West Connection Bridge</i>	3%	4%	10/1/14	19%	10/1/14	1,200	1,200	10/1/14
West Approach Bridge North	12%	1%	8/1/15	18%	7/1/15	15,000	1,122	9/1/15
<i>Pontoon Construction</i>	6%	7%	9/1/15	18%	8/1/15	50,000	94,415	7/1/15
Floating Bridge and Landings	7%	6%	8/1/15	21%	9/1/15	74,600	102,810	9/1/15

*Total Hours reported 38,334. However, 11,657 hours are excess labor hours that can't be counted toward goal.

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	0 / 1	None
Contract 8288 (Evans Creek)	4	1 / 1	None	3 / 3	None	None
Contract 8432 (WCB)	3	None	1 / 1	1 / 1	1 / 1	None
Totals	123	23 / 23	16 / 17	34 / 35	44 / 47	1 / 1

Figures show need / remaining work. Information as of September 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	405
Weekday Nighttime Opening	34
Weekend Opening	192
Totals	631

Information as of March 31, 2015

Communications and Outreach

(July 1, 2015 – Sept. 30, 2015)

Constituent Correspondence:

Public email / phone calls

- 583 received
- 432 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
 - ✓ Bicycle and pedestrian amenities
 - ✓ Montlake interchange impacts
 - ✓ Closure inquiries

Twitter

- 570,300 impressions (# of times people viewed SR 520 tweets)
- Approximately 160 direct responses to public requests for information
- Close to 2,330 followers

SR 520 Email Updates

- Sent 7 Program updates to the 11,428 subscribers within the SR 520 corridor
- Sent 15 WABN updates to the 1,448 subscribers within the Seattle corridor
 - ✓ Represents more than 101,000 individual communiques
 - ✓ Newsletter topics cover notable program activities, construction milestones, traffic restrictions, neighborhood impacts, etc.

Media Outreach

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

Photos / Videos

- Shot and posted 51 program photos to the SR 520 Flickr collection
- Shot and posted 1 new video to YouTube



Workers place and tie rebar on the west high-rise of the new SR 520 floating bridge in September 2015 in advance of pouring concrete for the bridge's roadway deck.

Stakeholder Briefings / Tours / Presentations

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

Fairs and Festivals

- 1,743 people spoke directly with SR 520 staff at the program booth during seven community festivals and events in spring and summer 2015.

Communications Materials

- More than 30 new or updated communications products: program folios, fact sheets, presentations, fliers, display boards, graphics (print and Web), direct mail, etc.

SR 520 Website Visits

- 94,601 page views this period
- Most-visited pages, in order, were: home page, Floating Bridge & Landings; WABN; About; I-5 to Lake Washington; and News

Jobs

CONSTRUCTION UPDATE – SEPTEMBER 2015

Project	Total Jobs
Eastside Transit and HOV Project:	123
Floating Bridge and Landings Project:	481
Pontoon Construction Project:	0
West Approach Bridge North:	188

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 September 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

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.

Title VI Information: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his /her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.