



STATE ROUTE 520

CONSTRUCTION PROGRESS REPORT

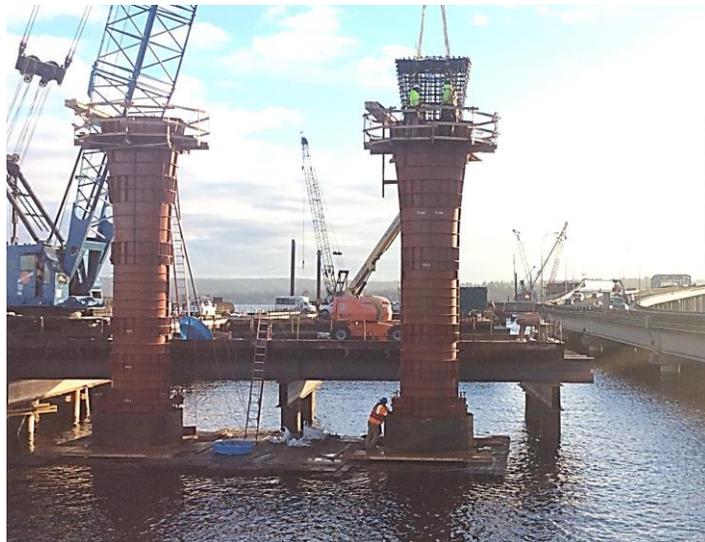
DECEMBER 2015



Floating Bridge and Landings (FB&L): Placing concrete for a noise wall



West Approach Bridge North (WABN): Shaft transition preparation



WABN: Setting column rebar cage at pier 26



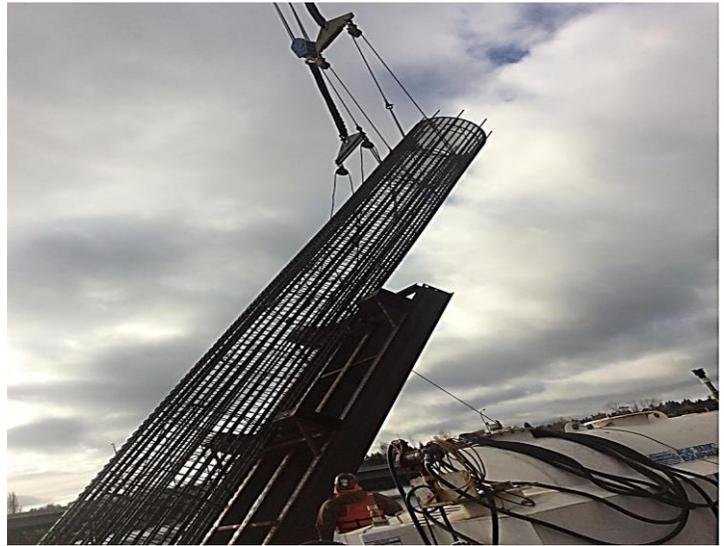
FB&L: SR 520 construction at the east approach

DATE PUBLISHED: FEB. 10, 2016





FB&L: Finish work on a segmental section of east approach



WABN: Operating a tilt barge for shaft rebar cage installation

Executive Summary3

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* Information reported quarterly

** 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

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 and the new west approach bridge for westbound traffic. Completed work includes a new six-lane Eastside corridor with improved culverts, transit facilities and lids, and pontoon construction in Aberdeen. 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: Placing concrete for belvedere on Pontoon A



Map of SR 520 Bridge Replacement and HOV Program

CURRENTLY FUNDED PROGRAM

The SR 520 Program is fully funded, allowing the project 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):

At the East Approach, crews placed underground utilities at the maintenance facility parking area. On Lake Washington, crews formed west transition span barrier, installed pontoon drainage and installed precast panels on pontoon W's north sentinel. Crews continue other bridge and electrical construction activities, pulling wires in Pontoon L, and installing conduit and supports under bridge decks at Pontoons B, C and D.

West Approach Bridge North (WABN):

Extension and widening work continued at 24th Avenue East; deck span 2 was poured as well as the temporary approach slab for the new westbound exit to E. Lake Washington Boulevard. Demolition of the westbound off-ramp to Montlake Boulevard continued with the removal of span W9. Work continued on foundations, fabricating shaft reinforcement, installing casings, and drilling shafts at the east end of the bridge. Substructure work continued with crews installing shaft collars, and fabricating and installing column rebar cages.



FB&L: Installing railing along the shared-use path on the east high-rise

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 work on the floating bridge high-rise/west transition span, installing expansion joint and deck panel joint finish. In Medina, crews will continue work on barrier and noise wall finishes and place concrete for the expansion joint at the east approach. At the bridge maintenance facility, crews will install stairwell handrails and continue work on the installation of passenger and freight elevators. Crews will continue electrical work, pulling low-voltage cable main feeders under the bridge deck.

WABN: Crews will continue widening and extension work at the 24th Avenue overpass, installing a pedestrian barrier and curb. Crews will continue demolition of the westbound off-ramp to Montlake Boulevard. For the new bridge, crews will continue building drilled shaft foundations, pouring bridge columns and setting girder falsework. In Montlake, crews will finish concrete placement for remaining pedestrian island work at the intersection of Montlake Boulevard and Lake Washington Boulevard.

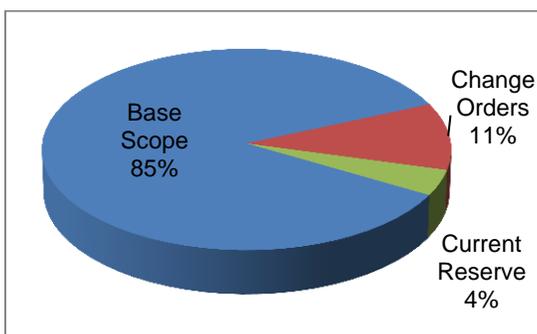
Total Program

	Total Budget	Actuals to Date	Remaining
SR520 Program Totals*	\$4,561,210,704	\$2,381,523,281	\$2,179,687,423
Funded Program	\$4,561,210,704	\$2,381,523,281	\$2,179,687,423
Row Labels			
Federal	\$498,134,693	\$374,943,911	\$123,190,781
FEDERAL GRANT FUNDS	\$3,000,000	\$3,000,000	\$0
FEDERAL FORMULA FUNDS	\$179,952,810	\$161,562,665	\$18,390,145
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	\$2,071,979	\$231,722
LOCAL PROJECT(CURRENT)	\$2,303,701	\$2,071,979	\$231,722
State	\$3,901,372,310	\$2,004,507,391	\$1,896,864,919
TRANSPORTATION PARTNERSHIP ACCOUNT (TPA)*	\$535,732,598	\$426,884,996	\$108,847,602
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	\$3,176,106	\$10,823,894
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

** \$14M Included for Civil Penalties

*** Deferred sales tax is only shown for the "Toll-Funded Program". The deferral of sales tax is not assumed for the Connecting Washington funded projects.



Cumulative Reserve	\$434,100,000
December Change Orders	(\$2,273,983)
Previous Change Orders	(\$310,551,372)
Right of Way Settlements	(\$3,777,010)
Current Reserve	\$117,497,635

Floating Bridge and Landings Project

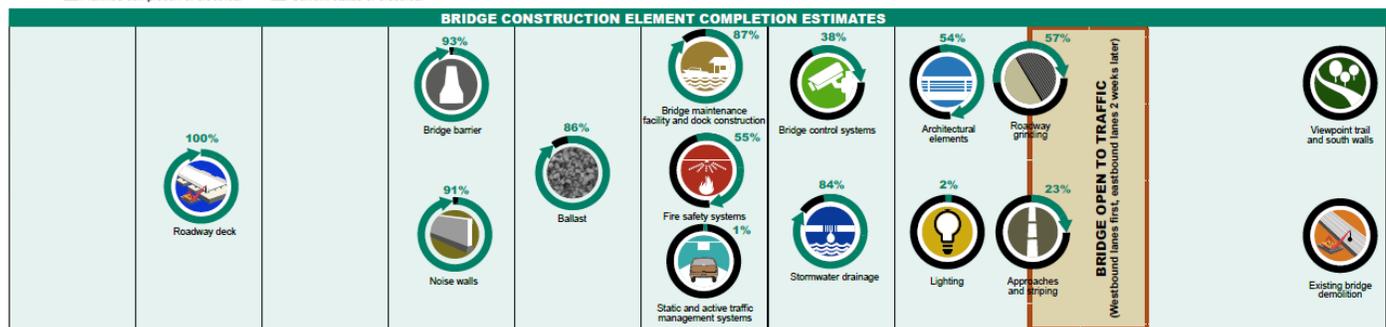
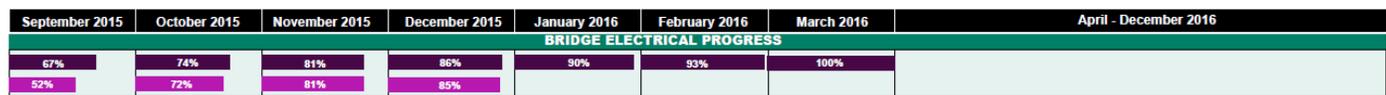
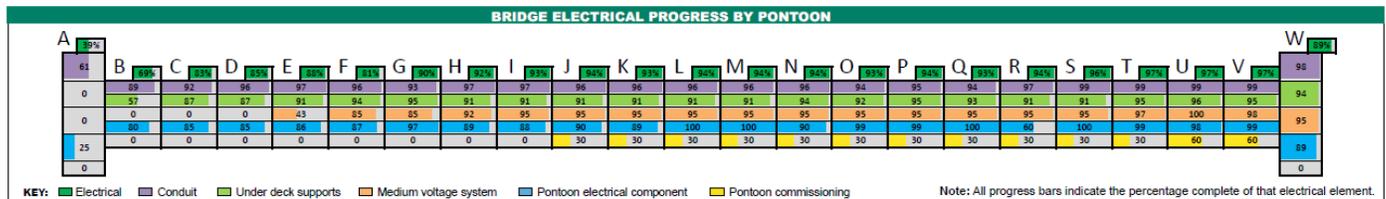
FLOATING BRIDGE AND LANDINGS

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: Expansion joint installation

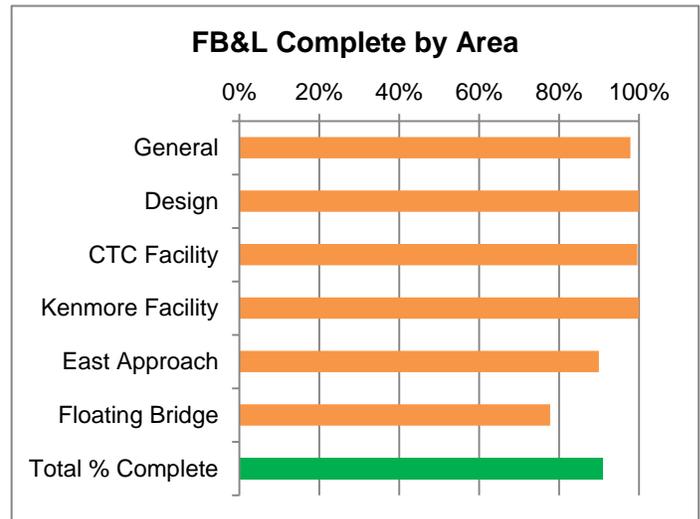
Original Engineers Estimate	\$640,769,000
Bid Price	\$586,561,000
Change Orders to date	\$171,108,718
Current Contract Value	\$757,669,718



Floating Bridge Electrical Progress and Commissioning milestones

DECEMBER ACCOMPLISHMENTS

At the East Approach, crews placed underground utilities at the maintenance facility parking area. On Lake Washington, crews formed west transition span barrier, installed pontoon drainage, and installed precast panels on pontoon W's north sentinel. Crews continue other bridge and electrical construction activities, pulling wires in Pontoon L, installing conduit and supports under bridge decks at pontoons B, C and D, and performing system functional testing.



RISKS

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 existing access from Evergreen Point Road to eastbound SR520 is temporary and will soon be closed; access will be cut off with permanent barrier installation. The Bellevue Fire Department has inquired about leaving these accesses open to emergency vehicles. This would be a change in the construction features and a change to the work.

There is a project interface between the Eastside and the FB&L projects. The work, such as drainage, lighting, electrical, Intelligent Transportation System (ITS), paving, and barrier installation needs to be verified that completed as shown

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.



FB&L: Noise wall 1 rebar at the east approach

DECEMBER COSTS

Preliminary engineering is complete. The total actual cost to date from the contractor is 93 percent of the budget.

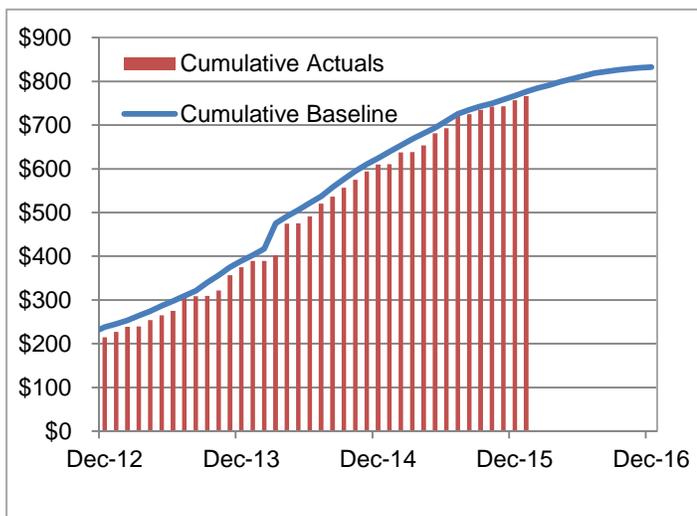
	Current Budget	Actuals to Date	Remaining Budget
Floating Bridge and Landings Construction Project Totals	\$837,512,074	\$780,655,834	\$56,856,240
Preliminary Engineering	\$10,659,063	\$10,659,063	\$0
Right of Way	\$4,046,033	\$3,784,694	\$261,339
Construction	\$822,806,978	\$766,212,077	\$56,594,901
<i>Current Contract Value</i>	<i>\$757,669,718</i>	<i>\$707,475,487</i>	<i>\$50,194,231</i>
<i>Agreements</i>	<i>\$37,978,379</i>	<i>\$33,447,194</i>	<i>\$4,531,186</i>
<i>Construction Engineering</i>	<i>\$19,418,881</i>	<i>\$18,580,794</i>	<i>\$838,086</i>
<i>State Force Work</i>	<i>\$60,000</i>	<i>\$3,745</i>	<i>\$56,255</i>
<i>State Materials</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Vendor Supplied Materials</i>	<i>\$7,680,000</i>	<i>\$6,704,857</i>	<i>\$975,143</i>

Cost information through Dec. 31, 2015

DECEMBER CHANGE ORDER SUMMARY

There was one change order executed in December for additional underwater inspection and design for \$2,273,983. Change orders total \$171,108,718 for the FB&L project at the time of this report.

DECEMBER PERFORMANCE



Monthly actuals are trending down as the project nears substantial completion



FB&L: Installing panels on Pontoon W's north sentinel

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	11/14/2013
Substantial Completion	4/28/2016	On Time
Physical Completion	2/22/2017	Early

DECEMBER 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	3773	28	3801	17	3784

	Previous Total	Open	Current Period	Avg. Time Open
Nonconformance Reports (NCR)	366	60	3	437 days
Nonconformance Issues (NCI)	914	22	1	224 days

DECEMBER 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	40	0	40
Lost Time Incidents	4	0	4
Contract Days without an Incident	49	31	80

No safety incidents this month.

DECEMBER 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)	58	1	59
Minor Environmental Event	54	2	56

On 12/14/2015, a Noncompliance Event occurred. The back of a KGM crew boat hit the flexi-float south of Pontoon B. The impact punctured the engine housing and damaged one of the engines resulting in engine oil being discharged into the lake. The sheen was estimated to be 30 by 40 ft. in size and took KGM crews almost 4 hours to contain and recover all of the oil. All of the appropriate resource agencies were notified.

On 12/17/2015, a Minor Environmental Event occurred. A hydraulic hose on the pump truck failed during work on the east segmental portion of the bridge. Most of the hydraulic fluid sprayed into the containment structure under the truck but some of it landed on the roadway deck. All of it was contained using boom and diapers and none of it entered waters of the state.

On 12/22/2015, a Minor Environmental Event occurred. A truck was servicing the portable toilets by the maintenance facility. Some of the cleaning chemical “blue honey” spilled out of the back of the truck onto the gravel and into the storm drain to the detention pond. Approximately 22,000 gallons of water had to be pumped from the detention pond and the stormwater system flushed. The entire spilled chemical was cleaned up and none of the chemical entered waters of the state.

West Approach Bridge North Project

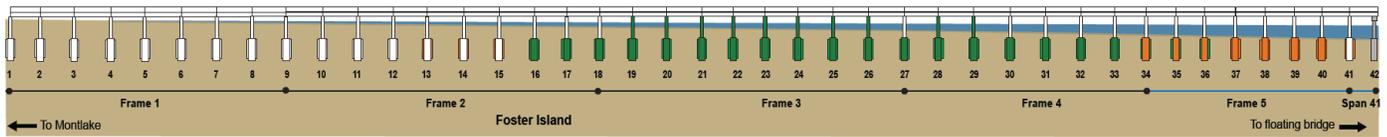
CONSTRUCTION OVERVIEW

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.

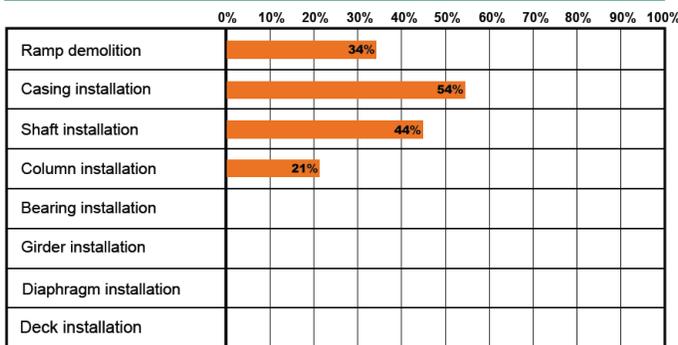


WABN: Excavating for future westbound flyer stop route

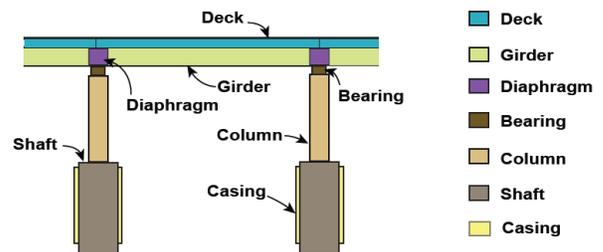
Original Engineers Estimate	\$209,905,587
Bid Price	\$199,537,371
Change Orders to date	(\$183,419)
Current Contract Value	\$199,353,952



WABN PROGRESS



STRUCTURE LEGEND:



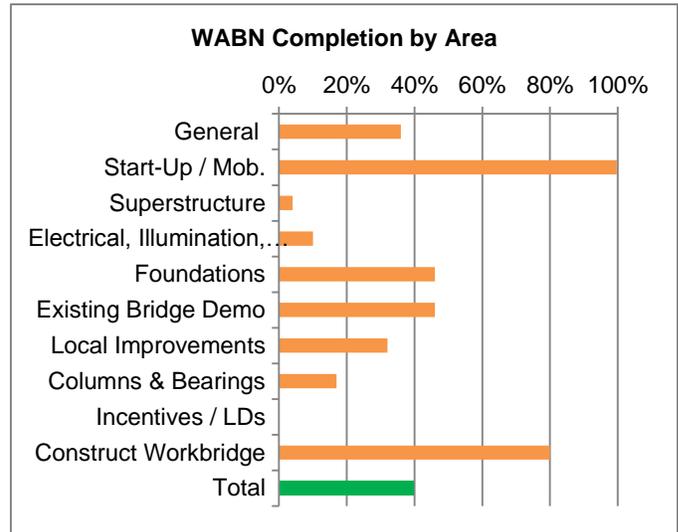
BY THE NUMBERS:

- 53 of 99 casings complete
- 44 of 99 shafts complete
- 20 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 Dec. 31, 2015

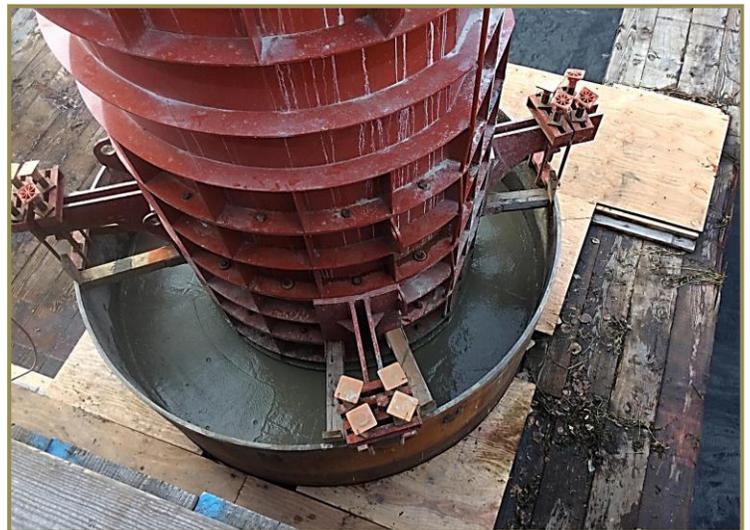
DECEMBER ACCOMPLISHMENTS

Extension and widening work continued at 24th Avenue East, deck span 2 was poured as well as the temporary approach slab for the new westbound exit to E. Lake Washington Boulevard. Demolition of the westbound off-ramp to Montlake Boulevard continued with the removal of span W9. Work continued on foundations, fabricating shaft reinforcement, installing casings, and drilling shafts at the east end of the bridge. Substructure work continued with crews installing shaft collars, and fabricating and installing column rebar cages.



RISKS

- Environmental noncompliance events
- Procurement of seismic isolation bearings
- Procurement of expansion joints
- Interface with adjacent Contractors



WABN: Shaft-column transition pour at Pier 26A

DECEMBER COSTS

The preliminary engineering is complete; final right-of-way costs are being recorded. There have been 16 payments made to the contractor through December 2015.

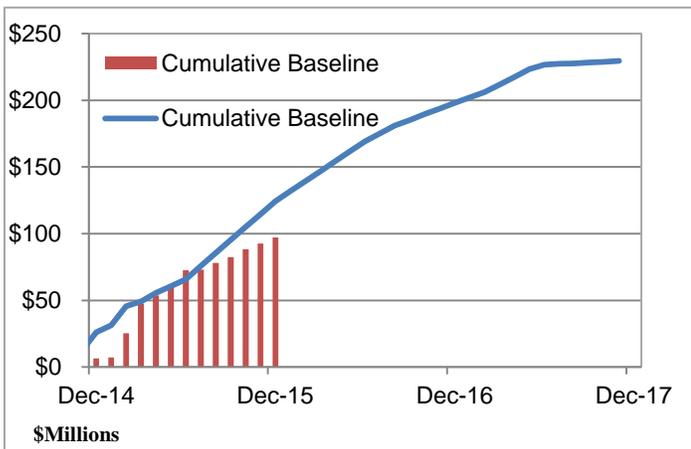
	Current Budget	Actuals to Date	Remaining Budget
West Approach Bridge North Project Construction Totals	\$253,440,997	\$133,724,859	\$119,716,138
Preliminary Engineering	\$26,485,353	\$26,485,353	\$0
Right of Way	\$4,730,000	\$4,229,332	\$500,668
Construction	\$222,225,644	\$103,010,174	\$119,215,470
Current Contract Value	\$199,353,952	\$90,811,641	\$108,542,311
Agreements	\$9,226,954	\$6,168,457	\$3,058,497
Construction Engineering	\$13,478,157	\$5,926,401	\$7,551,756
State Force Work	\$10,301	\$10,301	\$0
State Materials	\$0	\$0	\$0
Vendor Supplied Materials	\$156,280	\$93,374	\$62,906

Cost information through Dec. 31, 2015

DECEMBER CHANGE ORDER SUMMARY

There were zero change orders executed in December. Change orders total **(\$183,419)** for the WABN project at the time of this report.

DECEMBER PERFORMANCE



Cumulative actuals are running below the baseline projection through December.



WABN: Concrete pump setting up for shaft pour at Pier 35B

SUMMARY SCHEDULE

The ninth progress schedule update (December) has been submitted and is under review.

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	7/3/2017
End of Working Days	11/3/2017	11/16/2017

DECEMBER SAFETY SUMMARY

	Previous Total	Current Period	Project Total
Work-related injuries requiring first aid only	5	1	6
Work-related injuries resulting in transfers or restrictions	3	0	3
Work-related injuries resulting in days away from work	0	0	0

On 12/11/2015, a Recordable Incident occurred. An employee slipped while stepping from skiff to pier, resulting in a skinned knee.

DECEMBER 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)	70	5	75
Minor Environmental Event	0	0	0

On 12/4/2015, a Noncompliance Event occurred. Five gallons of drill slurry spilled into Lake Washington from an uncontained hose de-coupling.

On 12/6/2015, a Noncompliance Event occurred. A subcontractor’s work vehicle was backed up onto the 24th Street overpass in preparation for demolition activities. While backing up approximately 10 feet, the pure tone backup alarm resulted in a noise complaint to the construction hotline.

On 12/8/2015, a Noncompliance Event occurred. A Flexifloat (barge) being used in support of the active demolition of Span W-18 was observed to be grounded in the bank/bed of Union Bay in Lake Washington.

On 12/21/2015, a Noncompliance Event occurred. A demolition subcontractor employee was using a shovel to clean/remove loose demolition debris from the edge of a containment barge used for the demolition of Span W-10. During this activity, a WSDOT inspector observed a single piece of concrete less than one-tenth of a cubic foot enter Lake Washington.

On 12/29/2015, a Noncompliance Event occurred. A floating fish was observed near the shoreline of Lake Washington between the WABN work trestle and existing highway. The only work in the vicinity was demolition of a concrete off-ramp bridge. Demolition activities were all above water. At about 11:45, an 11” catfish was removed from the lake. The fish had just started to decay.

DBE/Apprenticeship/Training

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

Shaded projects are physically complete

Project	DBE Percentage			Apprentice		Training Hours		
	Goal	Current	Last report date	Hours % (15% Goal)	Last report date	Goal	Achieved	Last report date
Construction								
Eastside Transit and HOV	11%	16%	6/1/15	14%	6/1/15	58,500	38,646*	6/1/15
West Connection Bridge	3%	4%	10/1/14	19%	10/1/14	1,200	1,200	10/1/14
West Approach Bridge North	12%	2%	12/1/15	17%	12/1/15	15,000	2,768	12/1/15
Pontoon Construction	6%	7%	12/1/15	18%	8/1/15	50,000	94,415	7/1/15
Floating Bridge and Landings	7%	7%	12/1/15	21%	12/1/15	74,600	107,176	12/1/15
520 Architecture and Engineering								
Corridor Development	N/A	8%	6/30/14	Feb 2009 – June 2014 (N/A = No Goal)				
Rest of the West	9%	15%	12/31/15	June 2014 – Present. Goal is voluntary				

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

Most of the WABN DBE goal will be achieved by subcontractors performing construction on the WABN superstructure, which will be the primary project focus over the next 18 months.

DBE paid-to-date amounts for Construction are reported by the Contractor through the Quarterly Reports of Amounts Credited as DBE Participation form.

The SR 520 Program is committed to providing opportunities to small businesses owned by individuals who are at a social or economic disadvantage in securing government contracts or procurement. For architecture and engineering contracts, the Program has set a voluntary goal of 9 percent of upcoming work to go to MWDBE firms. Since June 2014, the Program has far exceeded this goal, as shown in the table above.

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 Dec. 31, 2015

Drawbridge Openings

FLOATING BRIDGE DRAWSPAN OPENINGS

On Feb. 17, 2015, 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 Dec. 31, 2015

Communications and Outreach

(Oct. 1, 2015 – Dec. 31, 2015)

Constituent Correspondence:

Public email / phone calls

- 232 received
- 166 WSDOT responses (lower response total reflects holdover of some responses to following month, and hotline calls requiring no additional response.)
- Prevalent themes:
 - ✓ WABN construction
 - ✓ Bicycle and pedestrian amenities
 - ✓ Montlake interchange impacts
 - ✓ Closure inquiries

Twitter

- 453,400 impressions (# of times people viewed SR 520 tweets)
- Approximately 129 direct responses to public requests for information
- Close to 2,700 followers

SR 520 Email Updates

- Sent 7 Program updates to the 11,500+ subscribers within the SR 520 corridor
- Sent 15 WABN updates to the 1,600+ subscribers within the Seattle corridor
 - ✓ Represents more than 104,000 individual communiques
 - ✓ Newsletter topics cover notable program activities, construction milestones, traffic restrictions, neighborhood impacts, etc.

Media Outreach

- 9 news releases and media advisories
- 11 media interviews, briefings, tours

Photos / Videos

- Shot and posted 35 photos to the SR 520 Flickr collection
- Shot and posted 2 new videos to YouTube



Fluted concrete columns for the new West Approach Bridge North rise alongside SR 520's existing west approach bridge, at right. As of Dec. 31, 2015, 22 of the new bridge's 95 columns had been built.

Stakeholder Briefings / Tours / Presentations

- 14 project-site tours for elected officials and other stakeholders
- 11 briefings with local elected officials and organizations
- 1 briefing with state and federal elected officials and organizations
- 3 meetings / presentations with community groups

Communications Materials

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

SR 520 Website Visits

- 71,562 page views this period
- Most-visited pages, in descending order, were: home page, WABN, Floating Bridge & Landings; About; I-5 to Lake Washington; and News

Jobs

CONSTRUCTION UPDATE – DECEMBER 2015

Project	Total Jobs
*Eastside Transit and HOV Project:	N/A - Complete
Floating Bridge and Landings Project:	421
*Pontoon Construction Project:	N/A - Complete
West Approach Bridge North:	276

*Project has achieved physical Completion.

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 Dec. 31, 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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