

Project schedule		
2009	2010	2011-2014
<ul style="list-style-type: none"> Identified a preferred pontoon construction site. Conduct innovative pontoon testing effort. Advertise and select contractor to design and build new pontoons. 	<ul style="list-style-type: none"> Issue draft environmental impact statement. Conduct 45-day public comment period for draft environmental impact statement. Issue final environmental impact statement. Final site selection. Issue Record of Decision. Begin pontoon construction at an existing site in Tacoma. Begin building new casting facility in Grays Harbor. 	<ul style="list-style-type: none"> Construct pontoons at facilities in Tacoma and Grays Harbor. ★ Open new floating bridge to drivers in 2014.

Pontoon construction testing under way

In 2009, we began an innovative pontoon testing effort at a location in Satsop, WA. This effort moves pontoon construction forward by field-testing various pontoon construction methods and techniques.

The work includes constructing mock-up pontoon sections and testing different concrete mixes and forming methods.

We are conducting this effort now in order to further inform the design, and provide more information to the pontoon construction contractor. We expect to complete this work in early 2010.



Crews construct pontoons for the Hood Canal bridge.

For more information:

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E-mail: pontoons@wsdot.wa.gov

Visit the Web site:

www.wsdot.wa.gov/Projects/SR520/Pontoons

Mail:

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Seattle, WA 98101

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Building pontoons for a stronger, safer SR 520 bridge

The SR 520 floating bridge over Lake Washington has endured severe winter storms, making the floating section increasingly vulnerable to wind and waves.

WSDOT is moving forward with pontoon construction in order to restore the SR 520 floating bridge if it fails in a catastrophic event, and to store pontoons until they are needed for the planned SR 520 floating bridge replacement.

In May 2009, Gov. Gregoire authorized tolling on the existing SR 520 bridge beginning as soon as fall 2010. With this funding, WSDOT can begin building a new pontoon construction site in Grays Harbor this year and pontoons at this new site starting in 2012. Pontoon construction in Grays Harbor will allow crews to open a new floating bridge over Lake Washington in 2014.



A new construction site in Grays Harbor



The existing Aberdeen Log Yard site.

We will build a new facility in Grays Harbor to construct pontoons for a new SR 520 floating bridge. We are evaluating two possible site alternatives, one in Hoquiam and one in Aberdeen.

We have identified the Aberdeen Log Yard as the preferred alternative for building a new pontoon construction facility because the site development is less costly, and conditions below ground pose fewer construction and schedule challenges. We considered several factors, including environmental effects, engineering constraints, construction and schedule risks, and coordination with regulatory agencies and tribal nations.

Identifying a preferred alternative will help keep the project on schedule so that potential contractors can prepare their bid documents, and allow WSDOT to award a contract to start construction in 2010. We can also pursue early environmental consultation and permit coordination with regulatory agencies.

Both sites will be fully evaluated in the environmental process to ensure either one can be selected if further analysis uncovers new information. Our analysis will be available in a draft environmental impact statement, due to be released early in 2010.

We can begin construction of the casting facility in 2010 and can begin building pontoons in 2012.

Two sites evaluated in the draft environmental impact statement

We complete environmental documentation before applying for construction permits.

In early 2010, we will publish the draft environmental impact statement for the Pontoon Construction Project.

This document will contain a complete analysis of potential construction and environmental effects related to building a pontoon facility at two possible sites.

Vicinity map



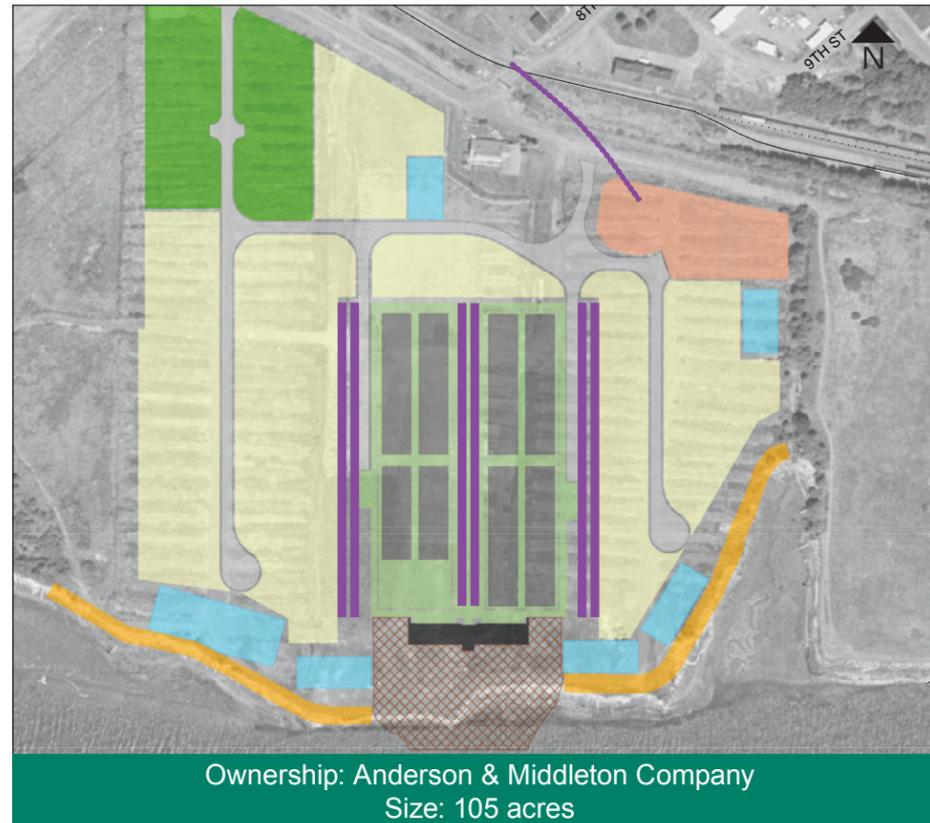
Legend

- Crane rail
- Proposed rail spur
- Access road
- Batch plant
- Berm
- Casting basin
- Dry storage and laydown area
- Gate
- Launch channel
- Office and parking
- Pontoon
- Water treatment area

Aberdeen Log Yard site - Preferred alternative



Anderson & Middleton Hoquiam site



WSDOT brings thousands of jobs to Grays Harbor

Later this year, we will award a four-year contract worth \$300-600 million. The contract includes designing and building a new 50- to 100-acre casting facility in Grays Harbor County, building pontoons at this facility and at an additional facility, and storing pontoons until they are needed.

We expect that Pontoon Construction Project to create more than 2,000 project-related jobs at the height of construction in 2013.

Several types of materials and skilled trades will be needed for pontoon construction.

Materials	Skilled trades
<ul style="list-style-type: none"> • Asphalt • Concrete • Electrical • Fencing and gates • Job trailers • Lumber • Pumping equipment • Rebar • Scaffolding • Steel 	<ul style="list-style-type: none"> • Carpenter • Concrete workers • Crane operators • Electricians • Iron workers • Laborers • Machine operators • Painters • Truck drivers • Welders

Equal opportunities in construction

The Pontoon Construction Project contract includes several goals to encourage participation from disadvantaged, minority and women-owned business enterprises:

- 6 percent DBE goal for participation and training.
- 15 percent apprentice requirement.
- 50,000 training hours.
- State and federal prevailing wage requirements.

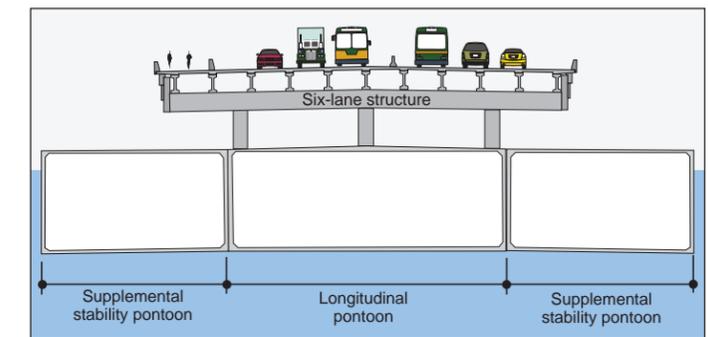
Contract dates	Contract amount	Construction dates
RFQ: June 2009 RFP: August 2009 Award: Early 2010	\$300-600M	2010-2014
Visit the WSDOT Contract Ad & Award Web site: www.wsdot.wa.gov/biz/contaa		

What are bridge pontoons?

Bridge pontoons are the foundation of a floating bridge. These large, hollow concrete structures are designed to support the weight of the road, plus the cars, trucks and buses that use the bridge every day.

SR 520 bridge pontoons are designed to be 360 feet long – as long as a football field – and weigh a little over 11,000 tons – approximately equal to 23 Boeing 747 jets.

Pontoons are similar to a tanker ship or barge – even though they are very heavy, they can still float. This is because each pontoon displaces an amount of water that is equal to its weight.



Conceptual graphic of new SR 520 floating bridge demonstrating the 4+2 lane configuration with two general-purpose lanes and one HOV lane in each direction, and a bicycle/pedestrian path.

Why is pontoon construction important?

If the SR 520 bridge were damaged during a catastrophic windstorm, it could take crews several years to construct the 1.4 miles of pontoons necessary to recover the existing bridge.

We need to have pontoons ready and available to replace a failed floating bridge in order to maintain the regional transportation system.



Strong waves batter the SR 520 floating bridge during a windstorm.