



Pontoon Float-out Facts

- It will take about **10** hours to complete the float out. Afterward, the graving dock will be emptied of water and ready for construction of the second cycle of pontoons the next day.
- Water in the graving dock will be about **15** feet deep.
- All **105** cells in the three pontoons must be inspected before they are floated out of the graving dock. About **50** Kiewit-General and WSDOT inspectors will be checking each and every cell before float-out.
- **Six** different tug boats with Foss Tug will be used to tow the pontoons out of the graving dock. Foss Tug has **110** years of experience in towing.
- After they leave the graving dock, the pontoons will be moored in Blair Waterway. Tentatively, Pontoon Q will be towed to Pier 66 in Seattle Tuesday, **December 12**. Pontoons PA and PB will follow on **December 13** and **19**, respectively.
- The pontoons will travel **35** miles to Seattle, Wash. where they will be assembled and outfitted with roadway.
- The pontoons will be traveling at **2** knots, or about **2.3** mph. It will take **17** hours for the pontoons to travel from Tacoma to Seattle.
- **Three** draw span pontoons were constructed:
 - Pontoon PA is: **312** feet long, **40** feet wide and **21** feet tall, final weight with roadway ~**6,000** tons
 - Pontoon PB is: **312** feet long, **40** feet wide and **21** feet tall, final weight with roadway ~**6,000** tons
 - Pontoon Q is: **90** feet long, **154** feet wide and **21** feet tall, final weight with roadway ~**6,700** tons
- Each pontoon weighs almost **twice** the weight of the Space Needle (which is **3,700** tons).
- Pontoons PA & PB are approximately the length of a football field without end zones.
- All together, almost **8,000** cubic yards of concrete make up pontoons PA, PB and Q. That's enough to cover a football field with **four and one-half** feet of concrete.
- The new east-half of the Hood Canal Bridge is comprised of **17** pontoons. **Fourteen** pontoons will be built at the Concrete Technology graving dock. **Three** pontoons from the 1980s will be retrofitted.

East-half Replacement and West-half Retrofit Project

Start Date: August 2002

Completion Date: 2010

Project Budget: \$471 million

Major Work Items:

- Replace the east-half floating portion of the bridge
- Replace the east and west approach spans
- Replace the east and west transition spans
- Widen the west-half to allow for continuous eight-foot shoulders across the entire length of the bridge -- matching the new east-half
- Upgrade electrical systems on the west-half

Historical Facts:

- Construction began January 1958 and was opened to traffic on August 12, 1961.
- Original bridge construction cost \$26.6 million.
- The bridge was named in honor of William A. Bugge. Bugge was director of the Department of Highways from 1949 to 1963, and was a leader in the planning and construction of the bridge.
- The pontoons for the floating bridge were constructed at a graving dock along the Duwamish River in Seattle and towed by tugs to the bridge site.
- The bridge's west half failed and sank on February 13, 1979 during a storm carrying wind gusts of 120 mph and sustained winds of 85 miles per hour. The west half re-opened in October 1982.
- Replacement of the west half and rehabilitation of the east half cost \$143 million.
- Average daily traffic across Hood Canal Bridge is approximately 14,000 vehicles. Peak volumes reach 20,000 vehicles on summer weekends.
- The water depth below the floating bridge pontoons ranges from 80 to 340 feet. In its marine environment, the bridge is exposed to tide swings of 16.5 feet.
- During inclement weather, when winds of 40 mph or more are sustained for 15 minutes, the draw span is retracted (closing the bridge to vehicle traffic).