



Pontoons R, S and T Tow Facts

- About 12 Kiewit-General and WSDOT inspectors will complete a final check on the pontoons before the tow.
- The trip from Port Gamble to Seattle is **50** miles.
- Foss Maritime will be operating **two** tug boats that will be pulling the **three** connected pontoons during the journey.
- The pontoons will be traveling at a maximum speed 2 knots, or about **2.3** mph. It will take **20-24** hours for the pontoons to travel from Port Gamble to Seattle.
- From **Port Gamble**, the pontoons will travel around Twin Spits and Foulweather Bluff, on to Skunk Bay and Point No Point, through Puget Sound and round West Point into Elliot Bay to Magnolia Bluff where they will reach **Terminal 91** in Seattle.
- After they are moored at Terminal 91 in Seattle, crews will remove the **old** columns and deck sections on the pontoons and attach wider, **new** pre-cast deck sections that will match the widened west-half and new east-half.
- **The three** replacement pontoons were built in the 1980s:
 - Pontoon R is: **360** feet long, **60** feet wide and **21** feet tall, final weight with roadway
 - Pontoon S is: **360** feet long, **60** feet wide and **21** feet tall, final weight with roadway
 - Pontoon T is: **180** feet long, **60** feet wide and **21** feet tall, final weight with roadway
- The draft of the pontoons is **12** feet, which means that only **9** feet of the pontoons are above the surface of the water.
- All three pontoons weigh **19,000** tons, more than **five times** the weight of the Space Needle (which is **3,700** tons).
- Pontoons R, S and T are the length of **three** football fields.
- 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).