



### Contractor questions and answers

Voluntary Proposers Meeting – September 2, 2009  
One Union Square Boardroom, Seattle, WA

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**Q1: Is the funding the Pontoon Construction Project designated to just this project or is it shared with other WSDOT and SR 520 projects?**

**A1:** WSDOT has funding dedicated specifically to the Pontoon Construction Project. A combination of state and federal money is assigned to the overall SR 520 program with a portion assigned to the pontoon project.

**Q2: Why is there a cap of \$87 million for this project prior to July 2011? How will the project be funded after this biennium?**

**A2:** This project is funded through the end of the current biennium for \$87 million and the contractor proposals must consider this in designing their bids. WSDOT does not foresee a cash flow restriction for the following biennium. The project is funded through the 2003 Gas Tax (Nickel funding) and 2005 Transportation Partnership act (Transportation Tax Package). With the passage of ESHB 2211 in the 2009 legislative session, WSDOT is authorized to collect tolls on the existing SR 520 bridge beginning in 2010. This will expedite the replacement of the SR 520 floating bridge and allow us to move forward with pontoon construction.

**Q3: Is there a Disadvantaged Business Enterprise (DBE) goal for this project?**

**A3:** As a project that includes federal funding, WSDOT has included requirements for DBE firms as well as training. The project includes a 10% DBE requirement and a 15% apprenticeship requirement.

**Q4: When do the proposers have to identify their DBE firms?**

**A4:** The proposers must state how they will meet the DBE requirements as part of their proposals, due on November 24. This requirement is a mandatory condition of award.

**Q5: Are there limitations on the work the contractor can perform prior to the record of decision (ROD) or the end of the biennium?**

**A5:** There are constraints on what work the contractor can conduct prior to the ROD. The contractor is limited to preliminary engineering and may not engage in final design or construction activities. There are no limitations on work that are tied to the biennium.

**Q6: Is additional pontoon construction after this project?**

**A6:** The Pontoon Construction Project will provide enough pontoons to restore the existing capacity of the SR 520 floating bridge in the event of a catastrophic failure. The pontoons provided on this project can also accommodate the planned replacement of the SR 520 bridge that is scheduled to open to traffic in 2014. A separate future contract will construct the superstructure, approaches, and additional supplemental stability pontoons. If the bridge were to

be expanded in the future to support 6 lanes of traffic and 2 additional lanes of high capacity transit, an additional set of supplemental stability pontoons would be needed.

**Q7: Can WSDOT provide all of the RFP engineering data in CADD format?**

**A7:** The engineering data is currently available in pdf format. WSDOT may also provide some files in an alternate format. The Proposer's should request specific files in an alternate format.

**Q8: Will WSDOT be providing any additional engineering drawings?**

**A8:** Most of WSDOT's engineering designs are complete and have been provided in the RFP. Information regarding wind and wave analysis and the Geotechnical Baseline Report will be published in an addendum.