

Floating bridge and landings construction update

Pontoon tracking

We've completed construction on 12 pontoons for the new floating bridge. Nine are on Lake Washington and three are in Tacoma for additional outfitting.

The next pontoons are expected to arrive on Lake Washington in the coming months. Stay up to date on pontoon construction, towing, and mooring information by visiting our pontoon tracking page: bit.ly/pontoons

Drawspan openings

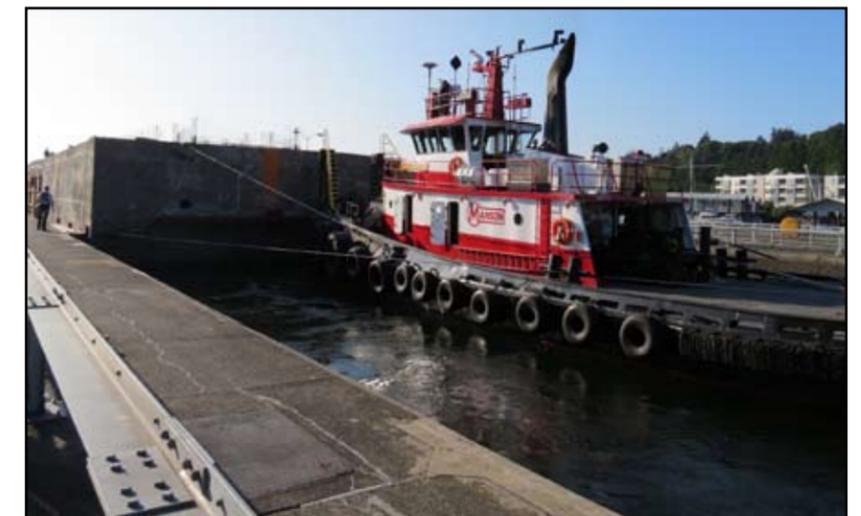
Since April 2012, barges and cranes have blocked the eastern navigation channel for the existing SR 520 floating bridge. As a result, we have to open the floating bridge drawspan for the safe passage of vessels taller than 45 feet.

We've worked out an agreement with the U.S. Coast Guard to restrict these openings during the peak travel hours of 6:30-10 a.m. and 3-7 p.m. Monday through Friday. Openings during other hours of the day are allowed with advance notice. Visit our drawspan page for more information and to sign up for email and text message alerts: bit.ly/drawspan

If you've seen the SR 520 bridge corridor in the past few months, you've probably noticed all the construction activity taking place. Since April 2012, construction of the new floating bridge has been moving along quickly. We've already completed important construction milestones:

- Nine pontoons have arrived on Lake Washington and are being outfitted for final assembly near Medina. You can also see large columns taking shape that will support the roadway above the pontoons.
- Most of the anchors for the new floating bridge have been set in Lake Washington. Three different types of anchors are being used to hold the bridge pontoons securely in place.
- Crews have made great progress constructing the large concrete bridge piers that will connect the highway in Medina to the new floating bridge on Lake Washington.

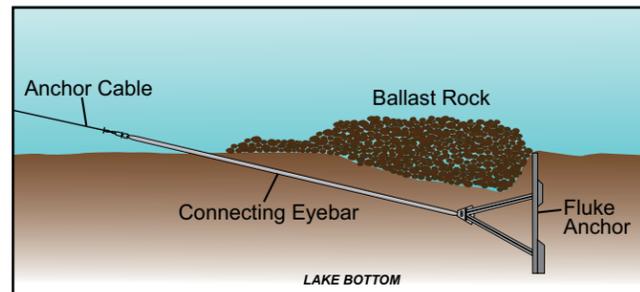
Looking ahead, you can expect to see more construction progress throughout 2013 as the new floating bridge begins to take shape. You can get the latest updates on construction activities, including photos and live webcam feeds, on our website at www.wsdot.wa.gov/Projects/SR520Bridge/BridgeAndLandings.



Pontoon W going through the Hiram M. Chittenden Locks in the Ballard neighborhood of Seattle in August 2012.

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**Washington State
Department of Transportation**
SR 520 Bridge Replacement and HOV Program
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A diagram of a completed fluke anchor as set in the lake bottom.

For more information:

Construction hotline: 425-576-7098

E-mail: SR520Bridge@wsdot.wa.gov

Visit the Web site:
www.wsdot.wa.gov/Projects/SR520Bridge

Mail: **Washington State
Department of Transportation**
SR 520 Program Office
999 3rd Avenue, Suite 900
Seattle, WA 98104

Did you know?

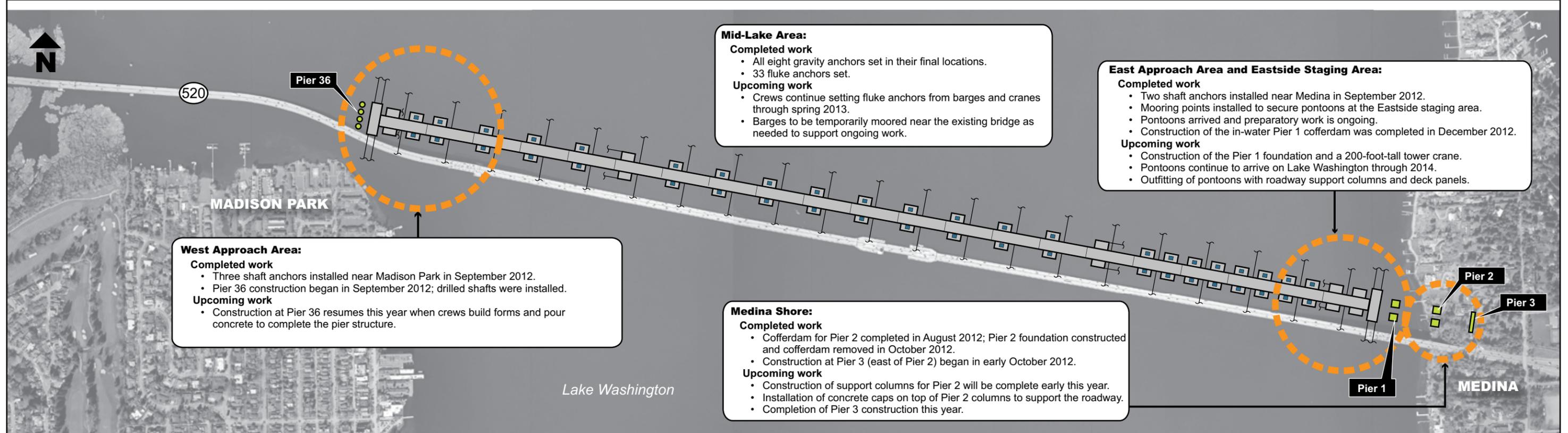
The new SR 520 floating bridge pontoons will be held in place by three different types of anchors. One type, called fluke anchors, will be placed in the deepest parts of the lake.

Crews take the following steps to install 45 fluke anchors and cables:

1. Each fluke anchor is connected to a large steel anchoring cable with a connecting eyebar.
2. Then the anchor is carefully lowered by crane to the lake bottom.
3. Standing on edge, water is pushed through the steel frame to "jet" the anchor into the lake-bottom.
4. Heavy rock is placed on top of each fluke anchor to further prevent any movement.
5. Finally, the anchor cable is connected to floating pontoon or buoy until all pontoons are on Lake Washington.

Each fluke anchor weighs 100 tons (about the combined weight of 60 cars). To date, 33 of the 45 fluke anchors needed for the new floating bridge have already been placed.

Lake Washington construction highlights



Where else are we working?

Work for the new floating bridge is taking place throughout the state.

Tacoma

The new SR 520 floating bridge includes the construction of 44 supplemental stability pontoons in Tacoma. These pontoons provide additional buoyancy and stability to the new roadway when joined with the larger longitudinal and cross pontoons being constructed in Aberdeen. The first cycle of six supplemental stability pontoons was completed in July 2012.

Construction of the second cycle of six pontoons is under way in Tacoma. These pontoons will be floated out of the casting basin in early 2013.

Kenmore

One of the most visible activities taking place in Kenmore is the construction of anchors that will hold the floating bridge in place. All eight gravity anchors (large concrete boxes) have already been completed. Additionally, construction of all 45 fluke anchors was completed

in early January (see the back page of this issue to learn more about fluke anchors).

In addition to anchors, concrete roadway segments for the new bridge are also being constructed in Kenmore. Crews have nearly completed the casting facility that will be used to construct the roadway segments this year.



Crews finish rebar work on a fluke anchor prior to casting the concrete base.

What is a cofferdam?

A cofferdam is a protective steel curtain that provides a dry work space where construction would otherwise be inhibited by water. Long, metal sheets known as sheet piles are driven by machine deep into the ground. Water is then pumped out of the cofferdam and the sheet piles form a wall which prevents water from getting back in.

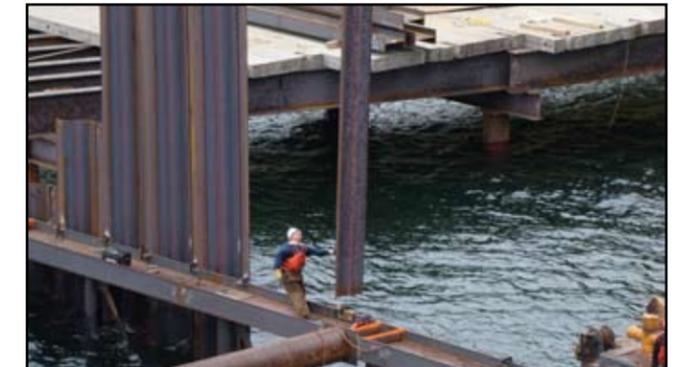
For the new floating bridge, two cofferdams have been built to support construction of Pier 1 and Pier 2. These bridge piers (see map above) support the



The cofferdam for Pier 1 was completed in December 2012. Crews began pumping water out of the cofferdam in early January.

elevated roadway that connects the new floating bridge to land.

Construction of the first cofferdam (for Pier 2) was completed in August 2012. This cofferdam was removed after crews finished constructing the foundation for Pier 2. Construction of the second cofferdam (for Pier 1) was completed in December 2012. More than 2.5 million gallons of water will be pumped out of this cofferdam before beginning construction of Pier 1.



A worker guides a sheet pile hoisted by a crane into place. These sheets form a seamless wall between the inside of the cofferdam and the lake water outside.