



# SR 520 Bridge Replacement and HOV Program



## Pontoon Construction Project

### WSDOT hires Kiewit-General for pontoon construction project *Contractor will build new SR 520 Bridge pontoons in Grays Harbor County*

The Washington State Department of Transportation (WSDOT) awarded Kiewit-General Joint Venture (K-G) the design-build contract for the SR 520 Pontoon Construction Project for \$367.3 million. The contract is \$180 million less than the state engineer's estimate for the project.

The project constructs a pontoon casting facility and 33 concrete pontoons to be used for a replacement SR 520 floating bridge on Lake Washington. The work prepares WSDOT for a catastrophic failure of the floating bridge, which is vulnerable to windstorms and doesn't meet earthquake standards. If the bridge does not fail, the pontoons can be used for a new six-lane bridge as part of a \$4.65 billion program to improve the SR 520 corridor from I-5 in Seattle to SR 202 in Redmond.

The contract combines design and construction activities and increases opportunities for innovation. WSDOT oversees all activities to ensure WSDOT standards are met and costs are controlled.

#### Who is Kiewit-General?

The Kiewit-General Joint Venture team has a long track record of building floating bridges. K-G is scheduled to complete the SR 104 Hood Canal floating bridge retrofit and replacement project in March 2010. K-G also has worked on the Tacoma Narrows Bridge and the I-90 Lacey V. Murrow floating bridge.

#### What did Kiewit-General's proposal include?

WSDOT asked design-build teams to submit technical proposals for a pontoon casting facility, a schedule for pontoon production cycles, and plans for environmental protections and project management. K-G's proposal uses a casting basin for pontoon construction at the Aberdeen Log Yard site in Grays Harbor County, identified as WSDOT's preferred site. Environmental review of both the Aberdeen Log Yard and the Anderson Middleton sites continues.

The proposed casting basin can accommodate construction of four large pontoons and two



A conceptual rendering of a six-lane SR 520 floating bridge.

supplemental stability pontoons at a time. The casting basin is smaller and the launch channel is narrower than WSDOT's conceptual design and can be built in approximately 10 months. K-G proposes to construct each cycle of pontoons in approximately five months by using some precast elements and other pontoon design innovations.

K-G plans to incorporate lessons learned from the pontoon testing effort currently under way at Satsop into its technical design.

#### When will construction begin?

Construction of the casting basin is scheduled to begin in late 2010 after WSDOT completes the environmental process and obtains construction permits. K-G proposes to deliver the first cycle of pontoons in 2012, with all pontoons for the project complete in 2014.

**How will K-G work with local firms and laborers?**

K-G will be responsible for recruiting, hiring and training a qualified workforce. The construction team plans to use local workers in all aspects of construction of this project. The contract requires that K-G pay prevailing wages, provide 50,000 hours of training and use 15 percent of the project's specified labor hours for apprenticeship requirements.

Kiewit-General also is responsible for hiring vendors and subcontractors, following a requirement to ensure women and minority-owned firms have an opportunity to be part of the contracting community that builds the project.

**For more information:**

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**Kiewit-General Joint Venture**

SR 520 Pontoon Project

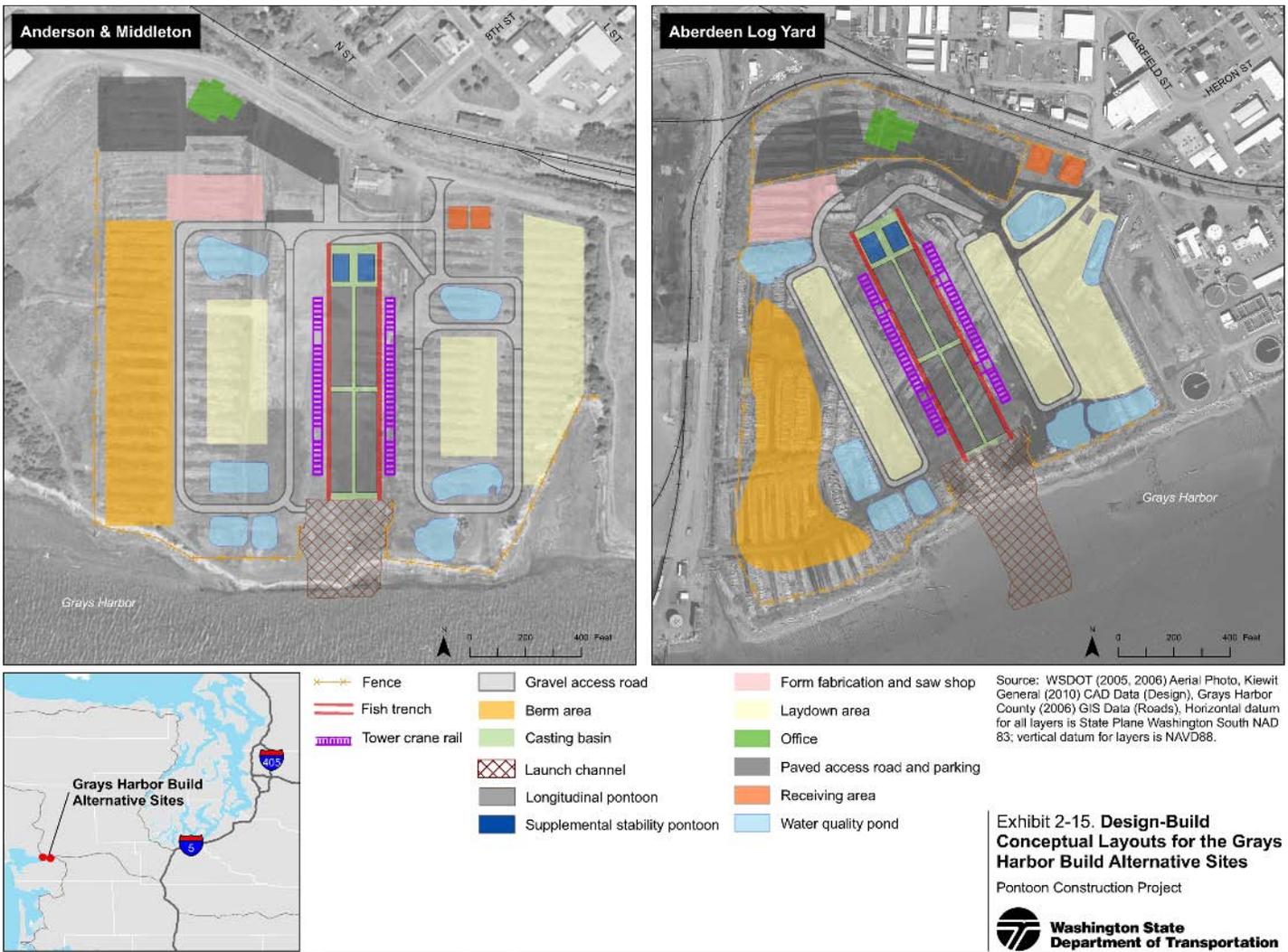
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Below: WSDOT's draft rendering of the Kiewit-General Joint Venture proposal for a Grays Harbor County casting facility shows the design can be accommodated at either site WSDOT is analyzing in the environmental process.



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