

Frequently asked questions

How were items removed from the lake?

Crews separated the old pontoons and removed them intact through the Hiram M. Chittenden Locks in Ballard. Other materials were removed by barge and off-loaded onto trucks for final processing.

Where did the concrete go after deconstruction?

Concrete was hauled to concrete recycling facilities, where materials either were landfilled or processed for reuse as dry aggregate for new concrete, gravel or asphalt paving projects.

Was anything discharged into the lake?

The permits issued by the Department of Ecology did not allow for any discharge into the lake. Materials and process water were contained. The contractor followed approved procedures for reporting accidental discharges.

Why couldn't the old bridge remain in use?

The bridge had reached the end of its serviceable life. It was structurally vulnerable, and could have broken apart in a severe windstorm. Also, the hollow-columns of the approaches to the floating bridge were vulnerable to earthquakes.

What happened on the lake?

The contractor dismantled the bridge in sections. On barges, KGM processed materials for transport through Medina and Kenmore. KGM completed removal of the old floating bridge in January 2017, and in March 2017 KGM removed the last segment of the old west approach bridge that connected with the floating bridge.

Where did the pontoons go?

All of the pontoons were sold to TrueNorth and left Lake Washington intact through the Hiram M. Chittenden locks in Ballard. The pontoons will be repurposed.



A derrick barge removes a metal truss from the old SR 520 floating bridge.

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Decommissioning of old SR 520 floating bridge *Sixties-era structure now removed from Lake Washington*

Following the opening of the new SR 520 floating bridge in April 2016, bridge contractor Kiewit/General/Manson (KGM) began removing the old bridge. Crews completed the old structure's deconstruction and removal from Lake Washington in March 2017.

All 31 pontoons from the old floating bridge were separated, towed from the lake, and turned over to a third-party buyer. The pontoons may be repurposed as docks, piers, wharfs or other marine structures.

The decommissioning work on Lake Washington included:

- Removing asphalt overlay from the whole structure and transporting it for recycling.
- Removing the east and west truss spans and pier columns.
- De-tensioning, separating and towing the old, intact pontoons off the lake.
- Demolishing high-rise elements at the east and west ends of the floating bridge, including hollow columns, girders, and cross-beams.
- Hauling processed materials through approved truck routes in Medina and Kenmore; some material was recycled, and some was landfilled.
- Removing old anchor cables for recycling.

Best Management Practices (BMPs)

The contractor was required to implement water quality BMPs for demolition of materials for transport when working on a barge. Examples included:

- Using water to contain dust on shore and in barges
- Watertight containment structures to contain water from demolition dust suppression
- Barriers or fencing as needed to contain debris and keep it from entering the lake
- Staging barges near the column removal area to



Tugboats escort a pontoon from the old SR 520 floating bridge off Lake Washington.

For more information:

Visit: www.wsdot.wa.gov/projects/sr520bridge

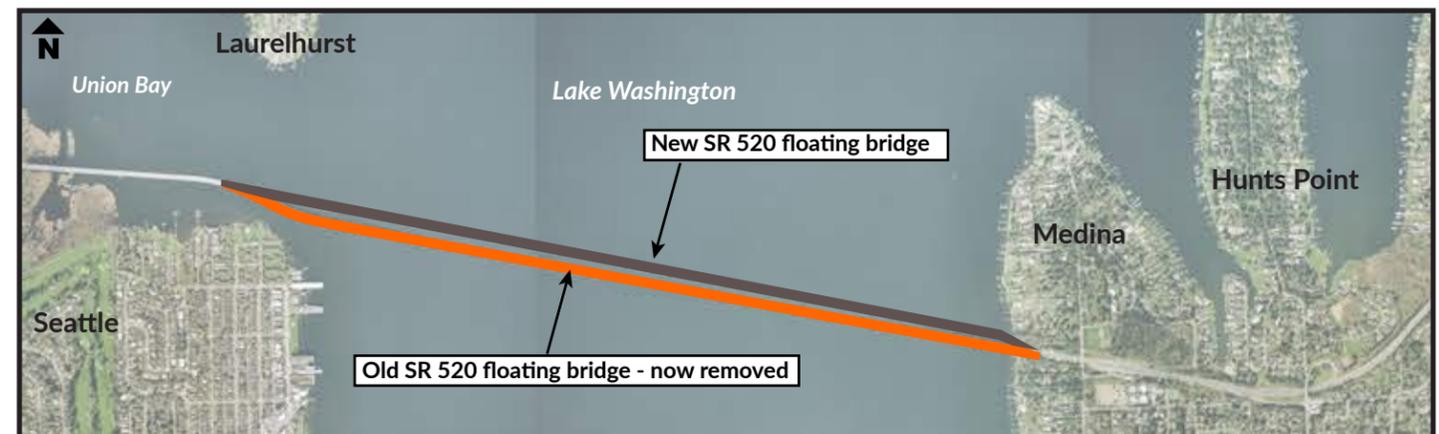
E-mail: sr520bridge@wsdot.wa.gov

Program info line: 206-770-3554
(program info/staffed 8 a.m. - 5 p.m., Mon-Fri)

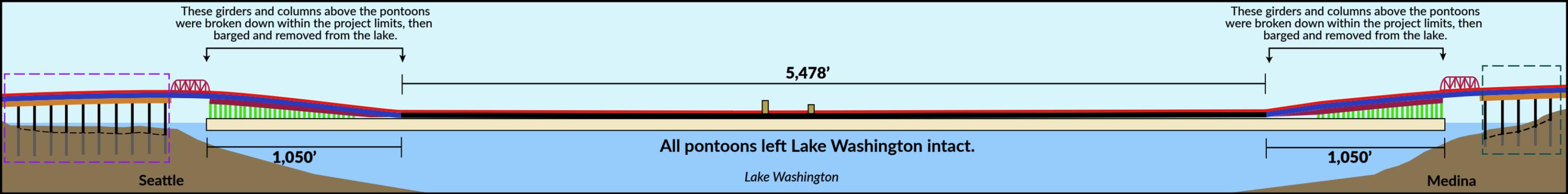
Construction hot line: 206-708-4657
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Decommissioning details



Not to scale. For illustrative purposes only.

Key:

Dismantled on Lake Washington on barges

West Approach
The West Approach was dismantled on barges and removed from the lake through Kenmore. Columns below the black dashed line remain in the soil.

West approach girders
These girders were dismantled from the bridge and broken up on barges on the lake for transportable size, then removed from the lake through Kenmore.

East and west transition span truss
The transition trusses were lifted by crane and dismantled on the lake on barges. They then were removed from the lake through the Hiram M. Chittenden Locks in Ballard.

Dismantled on old pontoon deck

WSDOT towers and lift span
The towers and the lift span were dismantled in place on the old pontoons and removed from the lake through Kenmore.

Barriers
Barrier on the roadway deck was dismantled in place on the old pontoons and removed from the lake by barge through Kenmore.

High-rise roadway deck
The high-rise roadway deck, including asphalt, was broken up and removed from the lake by barge.

Girders above pontoon high-rise
These girders above the pontoons were broken down within the project limits, then barged and removed from the lake.

Columns
These columns above the pontoons were broken down within the project limits, then barged and removed from the lake.

Removed from Lake Washington intact

Pontoons
All pontoons from the old floating bridge were sold to a third party and were floated off the lake by the end of 2016.

Low-rise roadway deck
The low-rise roadway deck remained on the pontoons when they were removed from the lake.

Dismantled on land

East Approach
The first three East Approach spans and columns in the water were dismantled on barges. The remaining east end was lifted to an upland area for processing and removed by truck through approved haul routes through Medina. Columns below the black dashed line remain in the soil.

Notes

- Less than 25 percent of all materials from the old floating bridge were placed onto barges, demolished and removed from the lake. This removal occurred via truck primarily through Kenmore.
- KGM was contracted to maintain the existing floating bridge pontoons as watertight and seaworthy until they left Lake Washington. Hazardous materials in the old floating bridge were identified in the construction documents and required the contractor to dispose of them properly after crews demolished the structures for transport. These included:
 - Lead paint on the steel structures
 - Oil, fuel, and hydraulic oil in the drawspan machinery
 - Asbestos in the pontoons, pipes in the drawspan machinery, and control tower
 - Zinc in all galvanized metal, including drain pipes, catwalks, and ladders
 - Sewage in the drawspan facility