

Communication

Hood Canal Bridge Project Team

The ultimate goal of the Hood Canal Bridge team is to administer a world-class project to replace the Hood Canal Bridge. Meet one of the people who make it all happen.

Tom Jirava, Pontoon Project Manager, Hood Canal Bridge Team

Tom joined the Hood Canal Bridge team in August 2007 as Kiewit General's Pontoon Project Manager at Concrete Technology Corporation in Tacoma. Both Tom's educational background and extensive job experiences brought value to the pontoon construction process. Tom understands the importance of being available to the team. He spends the majority of his time meeting with employees

about construction issues and walking the job site so he is readily available to all his staff. This focus on managing well was cultivated during his studies in Construction Management at Washington State University.

Pontoon construction during the winter months brings a variety of challenges. Tom has used the lessons learned from his past work experiences that have helped him overcome these issues. His past experiences as a field engineer on the light rail installation in the Metro Bus Tunnel in Seattle, as an estimator on various construction projects, as a superintendent on Marine projects around the South Puget Sound area and as a worker on railroad and commercial/ light industrial construction projects have given him a depth and breath of knowledge that has helped move pontoon construction forward.

Managing cycle three and cycle four pontoon construction is satisfying to Tom. He is dedicated to doing the job well. He enjoys coming to work each day knowing he will be facing the challenges of this project with an outstanding team of people who share the same passion he does to produce a quality project.

Tom also enjoys spending time on the Washington Coast with his wife, Jill, their two teenage sons, Josh and Matt, and their yellow lab named Molly. He also has a passion for hunting and fishing.

Project responsibilities: management and oversight for casting the cycle three and four pontoon construction

Questions? 253-606-6548 or tom.jirava@kiewit.com

Next Month's Activities

Pontoon Construction

- Pontoons ZC, ZD, V and X – Continue post tensioning and concrete finishing

East-half Assembly, Outfitting and Testing

- Complete post tensioning work between pontoon YD and pontoons NB and NA
- Continue work on east-half leak detection system

Hood Canal Bridge West-half Leak Detection System

- Complete final items, including grouting around conduit

Transition Span Fabrication

- Raise the west trusses into a standing position and begin welding the floor beams between them
- Paint the lift spans
- Weld east truss diagonals into place

Hood Canal Bridge Retrofit and East-half Replacement Project

East-half Replacement

Completion Goal: 2009

West-half Retrofit Completion Goal : 2010

Q. Where is the bridge?

A. *The Hood Canal Bridge is located between Kitsap and Jefferson counties at the mouth of the Hood Canal.*

Q. Why is it important?

A. *It serves as a vital economic and social link between the greater Puget Sound and the Olympic Peninsula.*

Q. What is WSDOT doing?

A. *The Washington State Department of Transportation is improving this lifeline by replacing the east-half floating portion of the bridge, replacing the east and west approach spans, replacing the east and west transition truss spans and updating the west-half electrical system. The project completion estimate is 2010.*

Q. What can drivers do to stay informed?

A. *Sign up to receive the latest news regarding the Hood Canal Bridge Project and other related area transportation news in your e-mail. Visit www.hoodcanalbridge.com.*

This report highlights updated Hood Canal Bridge Project information from **December 1 – 31, 2007.**

For more information about the Hood Canal Bridge Project visit the project web site, www.hoodcanalbridge.com, or contact project staff:

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Washington State
Department of Transportation

EAST-HALF REPLACEMENT COMPLETION GOAL: 2009
WEST-HALF RETROFIT COMPLETION GOAL: 2010

Monthly Report

December 2007

Hood Canal Bridge Retrofit and East Half Replacement Project



The electrical building forms are in place on the new east-half Hood Canal Bridge "U" shaped draw span, Dec, 31, 2007.

Project Delivery

Project Delivery: Constructing Buildings

In December, crews completed the first phase of the west-half electrical building at the Hood Canal Bridge site. The Hood Canal Bridge Project's final work includes upgrading the mechanical and electrical systems on the west half to function efficiently with the new east half. Completing the new electrical building is the first work completed that prepares the site for the 2010 electrical and mechanical upgrades.

Work began on the west-half electrical building this summer. Crews pursued this work in 2007 for several reasons: the project's goal is to complete as much work as possible before the bridge closer to minimize the amount of work during the six week closure; it was easier to pour concrete during the summer when the weather was warmer and the canal waters were calmer; and, the preparation materials, such as forms, were used for constructing both the west and east electrical buildings.

Right after wall forms were freed up from the west half building work, they were set in place for the east-half electrical building on the new east-half draw span that is being construction at Todd Pacific

Shipyards in Seattle.(is this accurate??) The lessons learned from west-half building construction were applied to east-half building construction, making that process go smoothly.

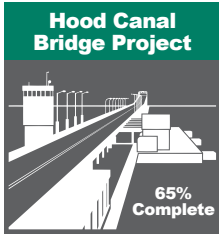
Building construction is not typically work completed by WSDOT. It took a team effort from structural, electrical, mechanical and architectural engineers to solidify the building plans, work through several construction challenges and complete the facilities. Their effective efforts resulted in two concrete buildings that are ready to be filled with the mechanical and electrical machinery necessary

to open and close the Hood Canal Bridge's draw span.



Crews remove forms from west-half electrical building, Nov. 7, 2007.

Accountability



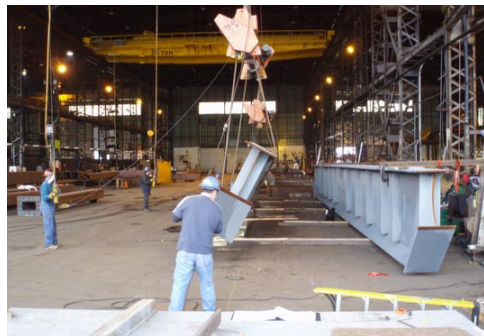
Project Percents Completed Reach New Levels after 2007 Construction Season Accomplishments

Hood Canal Bridge Project's 2007 construction season went well. All of the activities accomplished throughout the year moved the project's major work areas closer to completion.

East- and West-half Material Fabrication – 88% Completed

Oregon Iron Works crews welded, painted and assembled portions of the steel transition and truss spans. Hood Canal Bridge project

crews incorporated pontoon hatches, draw span machinery and draw span hydraulic components into the new east-half draw span.



Oregon Iron Works crews move a truss floor beam in preparation for welding it to the upright truss sides, Dec. 19, 2007.

East-half Pontoon Construction – 100% Completed

Project crews completed five new pontoons and began constructing four more pontoons.



Four more Hood Canal Bridge pontoons are nearing completion, Dec. 31, 2007.

East-half Anchor Construction – 75% Completed

The crews constructed all 20 anchors and placed them on both sides of the bridge at the bottom of Hood Canal.



The last ten Hood Canal Bridge anchors are ready to be floated to the Hood Canal Bridge site, June 19, 2007.

East-half Assembly, Outfitting and Testing – 33% Completed



Ironworkers install column rebar on the new east-half draw span, Oct. 30, 2007.

Crews assembled the "U" shape of the draw span, began column work to support the elevated roadway sections on top of the pontoons and installed the first electrical and mechanical parts.

East-half Float-in

Project crews created the first draft of the detailed plans needed to float the pontoons from Seattle to the bridge site, putting them in place, connecting them together and installing the transition spans.

West-half Mechanical and Electrical Retrofitting

Crews installed the west-half leak detection system, completed the first phase of west-half electrical building construction and installed the west-half cable track system that allows the electrical cables to move back and forth as the draw span opens and closes.

Other Project Work

Kiewit-General crews, WSDOT inspectors and Lower Elwha Tribe worked together and completed the Port Angeles Remediation project in October.

At Todd Pacific Shipyards in Seattle, crews completed pontoons R, S and T rehabilitation. These three 1980's pontoons were returned to Port Gamble Bay in early November.

The Hood Canal Bridge Team Design Group completed several portions of the design and planning portions of the May-June 2009 Closure Plan, including water-shuttle boat size and schedule determination, medical bus transportation plan, ride share plan, temporary improvements designs and plans, park and ride designs and project permits.

The team will focus on these upcoming milestones in 2008:

- Pontoon construction completion – Cycle three in February
- Begin focused closure preparation outreach campaign – May
- Lift span completion – June
- Complete in-water work for closure transportation facilities – August
- Pontoon construction completion – Cycle four in September
- Roadway construction on top of the draw span – December
- Steel transition and truss span assembly completion – December

When the project is finished in 2010, the Hood Canal Bridge will be wider, safer, and more affordable to maintain, protecting lives and livelihoods for decades to come.

Performance Measures: Project Finances

The Hood Canal Bridge project team tracks budget trends on every facet of the project. Performance measures, field documentation, as well as earned value analysis, track progress and associated costs. This helps the project team keep focused on budget, schedule and quality.

This work is accomplished primarily through two processes the Kiewit-General Pay Estimate process and the WSDOT Hood Canal Bridge Project monthly finance report process. During the pay estimate process, WSDOT finance staff compares Kiewit-General's

and WSDOT's field and financial documentation. Any discrepancies are researched and resolved before payment occurs.

Once the pay estimate has been completed, both Kiewit-General and WSDOT financial information is compiled into the Hood Canal Bridge Project finance report. This information is reviewed by project managers in order to analyze why actual costs are trending the way they are, and to understand future costs.

In addition, both Kiewit-General and WSDOT jointly review K-G projections monthly during the Month in Review meeting to look for ways to improve and explore cost saving opportunities. All of these activities help the team continue to use its resources effectively.

Financial Status

Project Cost Summary

Period Ending December 31, 2007

CATEGORY	BUDGET	EXPENDED
Port Angeles	\$82,741,000	\$82,893,000
Bridge Site Work	\$41,594,000	\$40,795,000
Work in Progress	\$81,728,000	\$75,140,538
Subtotal Original Commitments	\$206,063,000	\$198,828,538
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$15,593,693
Bridge Closure Mitigation	\$9,644,000	\$1,075,000
New Facilities & Bridge Construction	\$223,225,000	\$144,557,255
Subtotal Modified Commitments	\$264,905,000	\$161,225,949
PAR - Port Angeles Remediation		
PAR - Construction	\$2,680,000	\$1,926,062
PAR - Design & Construction Engineering	\$3,800,000	\$3,575,610
PAR - Settlement & Other Costs	\$3,040,000	-
Subtotal Port Angeles Remediation	\$9,520,000	\$5,501,672
Project Total	\$480,488,000	\$365,556,158

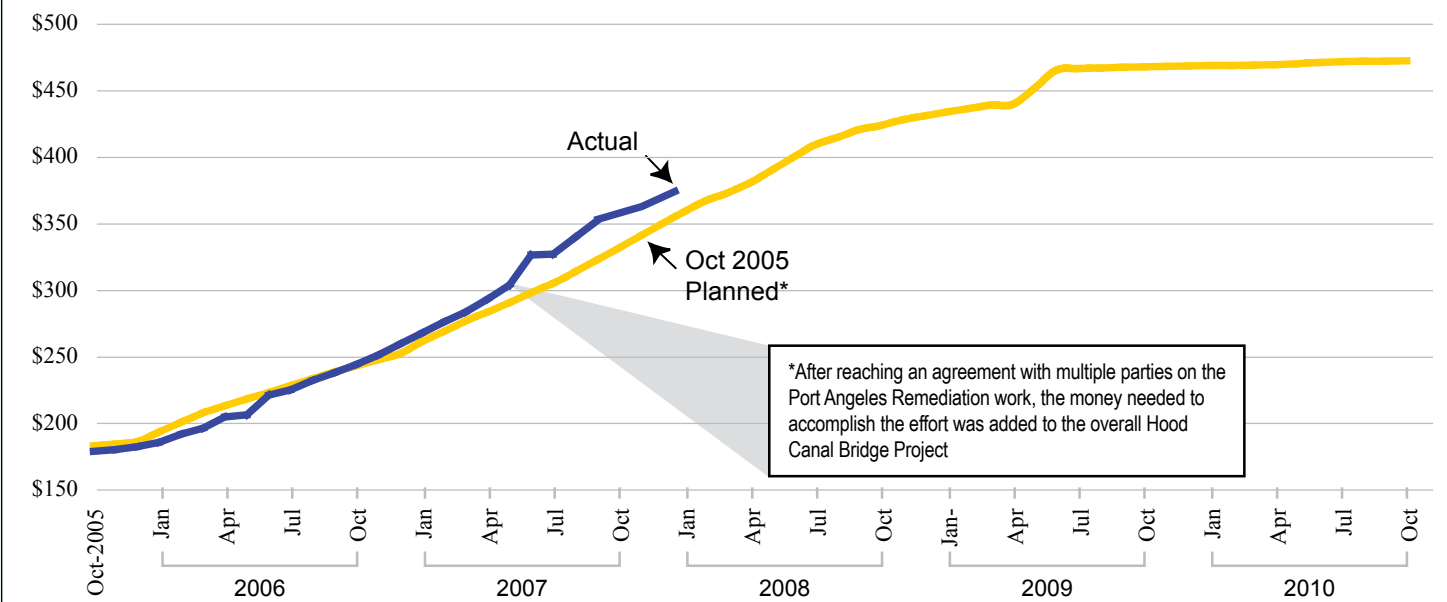


Carpenters set wall forms for pontoon ZD prior to a concrete pour, Nov. 28, 2007.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).

Period Ending December 31, 2007



Source: WSDOT Hood Canal Bridge Project Office