

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.



Sarah Lamb, Hood Canal Bridge Team, Public Information Officer

Sarah Lamb joined the Hood Canal Bridge Team this spring right after graduating from Washington State University with a degree in Communication. Her four years of journalism experience while a student and her public relations experience gained from a WSDOT internship last summer are very valuable additions to the Hood Canal Bridge Team's collective expertise. In addition to knowing the Adopt-A-Highway program and work zone safety information inside and out,

Sarah understands how several departments within WSDOT work through her involvement with Headquarters Facilities, Information Technology, Audit and Budget offices.

Hood Canal Bridge Project internal communication, public outreach and community partnerships are Sarah's areas of responsibility. This Cougar alumni's past involvement with community groups during internships, research campaigns, and marketing clubs makes her the perfect fit for this position. Her ability to remain cheerful, calm and poised in any situation will serve her well as she builds relationships with Olympic and Kitsap Peninsula residents and with team members.

These interpersonal communication skills come in handy at home too, as Sarah is currently sharing her space with three family members and the family cat, Sophie. Scrapbooking with her mom, playing with her seven year-old sister, camping, fishing and hiking with her friends are all ways Sarah likes to spend her time.

In addition to her active social time with family and friends, Sarah will stay very busy juggling the different demands and duties of a Public Information Officer.

Project Responsibilities: Community outreach and partnership building, Hood Canal Bridge Team internal communication, Web site, closure mitigation outreach. Questions? LambS@wsdot.wa.gov or (253) 305-6412

Next Month...

Keeping track of it all

Pontoon construction requires tracking hundreds of different materials and tasks. Learn how the Hood Canal Bridge Team keeps track of everything, from web graphics to pontoon form specifications.



Setting interior wood forms needed for first concrete pour in pontoon PA.

This report highlights updated Hood Canal Bridge Project information from **April 1-30, 2006.**

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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Hood Canal Bridge Retrofit and East-half Replacement Project

East-half Replacement

Completion Goal: 2009

West-half Retrofit Completion: 2010

Q. Where is the bridge?

A. *The Hood Canal Bridge is located between Kitsap and Jefferson counties at the northern 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 right in your email inbox. Visit www.hoodcanalbridge.com to subscribe.*

Monthly Report



Hood Canal Bridge Retrofit and East Half Replacement Project

East-half Replacement Completion Goal: 2009
West-half Retrofit Completion: 2010

Operator carefully moves truck boom within the pontoon cell to place concrete in just the right location while worker sprays water over concrete as part of the curing process.

Project Delivery

First Concrete Pour Completed

Less than six months after Washington State Department of Transportation and its contractor, Kiewit-General of Poulsbo, began work at Concrete Technology in Tacoma, crews completed the first concrete pour.

This important milestone was accomplished between 6 a.m. and 11:30 a.m., Friday, April 28. It took approximately 140 cubic yards of concrete to create the first floor section of pontoon PA. That's enough concrete to fill 1,120 wheelbarrows. If 140 yards of concrete were converted to coffee, you'd have 452,422 8 oz. cups.

"Placing concrete for the pontoons is difficult," said Eric Soderquist, project director. "Careful attention to detail is essential to get the concrete in and around all the rebar, piping and conduit. Outstanding workmanship leading up to the pour resulted in successful concrete placement and ultimately, a quality pontoon."

East-half Pontoon Construction

12%

East-half Pontoon Construction
Building 14 new pontoons in four cycles at Concrete Technology in Tacoma and towing them to Seattle for assembly, outfitting and testing.

Fifty-six concrete pours are needed to complete the first three of ten draw span pontoons: 21 pours for PA; 21 pours for PB; and, 14 pours for Q. All together, 7,952 cubic yards of concrete make up pontoons PA, PB and Q. That's enough to cover a football field with 15 inches of concrete.

- 2,660 cubic yards for pontoon PA
- 2,660 cubic yards for pontoon PB
- 2,632 cubic yards for pontoon Q

After the concrete pours are completed, crews will install buoyancy floats and rubber seals, finish post-tensioning and complete grouting to prepare the pontoons for float-out.

These first cycle pontoons are scheduled for completion by February 2007.

Workers spread concrete throughout the pontoon cell and work it down between rebar and conduit.



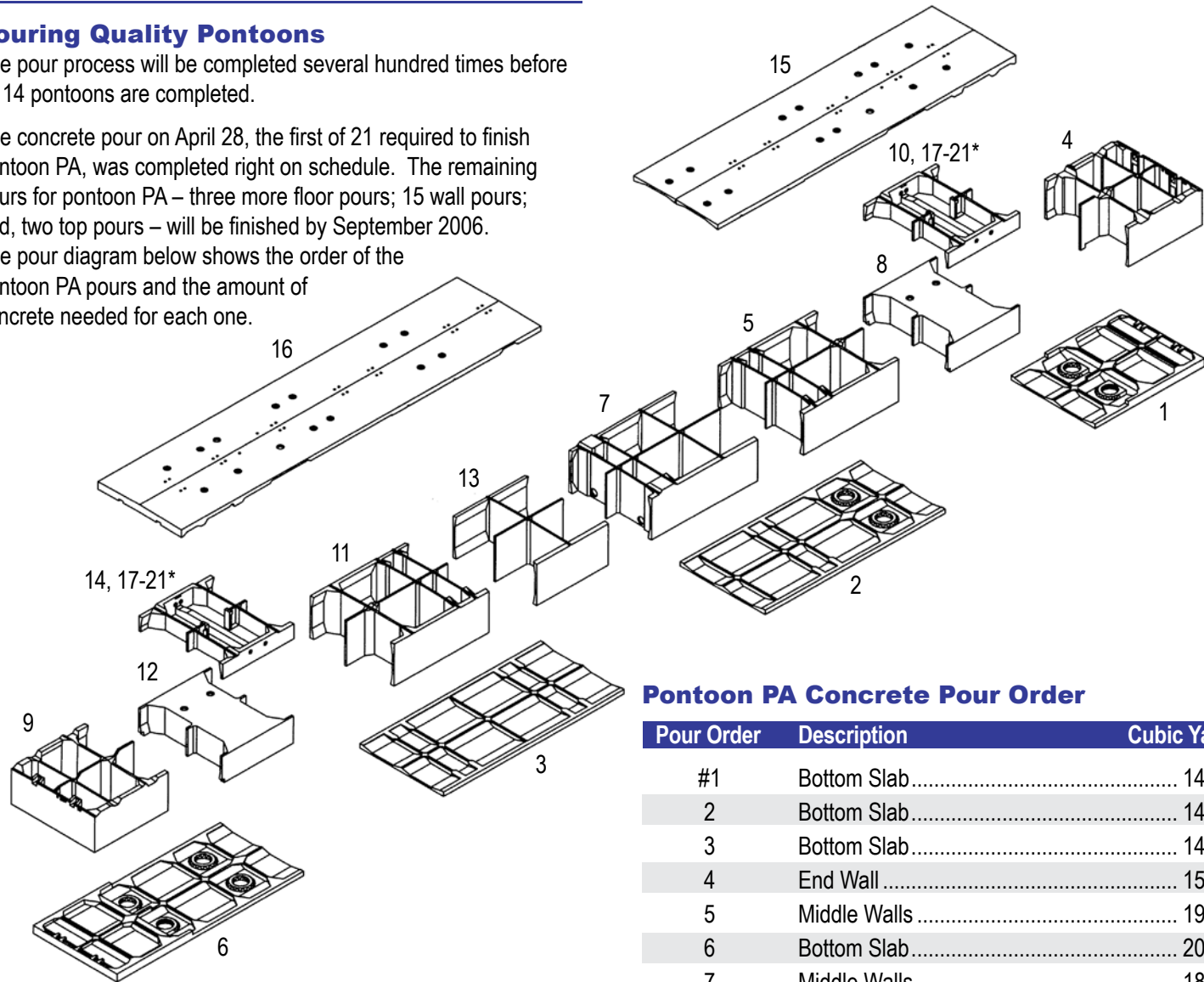
Accountability

Pouring Quality Pontoons

The pour process will be completed several hundred times before all 14 pontoons are completed.

The concrete pour on April 28, the first of 21 required to finish pontoon PA, was completed right on schedule. The remaining pours for pontoon PA – three more floor pours; 15 wall pours; and, two top pours – will be finished by September 2006.

The pour diagram below shows the order of the pontoon PA pours and the amount of concrete needed for each one.



Pontoon PA Concrete Pour Order

Pour Order	Description	Cubic Yards
#1	Bottom Slab.....	140
2	Bottom Slab.....	148
3	Bottom Slab.....	148
4	End Wall.....	158
5	Middle Walls.....	193
6	Bottom Slab.....	208
7	Middle Walls.....	180
8	Anchor Gallery Bottom & Soffit.....	119
9	End Walls.....	158
10	Anchor Gallery Top Wall.....	66
11	Middle Walls.....	194
12	Anchor Gallery Bottom & Soffit.....	119
13	Middle Walls.....	78
14	Anchor Gallery Top Wall.....	66
15	Top Slab.....	285
16	Top Slab.....	333
17*	Outside Wet Cell Base Slab.....	9
18*	Outside Wet Cell Wall.....	33
19*	Wet Cell Base Slab Closure.....	5
20*	Outside Wet Cell Soffit.....	9
21*	Outside Wet Cell Soffit Closure.....	11
Total Cubic Yards of Concrete.....		2,660

*Small concrete pours are not shown in detail.

Pour Process

- Crews set wood forms around the area's outer edges
- Install rebar, piping or other materials inside the forms
- Set interior forms
- Put up the decking needed to access the work area during the pour
- Pour
- Allow the concrete to cure
- Take the forms off

The lessons learned throughout the pontoon PA concrete pouring process will be applied to the concrete pours for the remaining 13 pontoons.



Crews work in tight spaces to pour concrete for pontoon PA floor.



Tower crane operator lowers rebar mat into place.

Moving Materials

Everyday, the entire Hood Canal Bridge Team focuses on moving materials to the proper location carefully and safely. One of the most important pontoon construction materials that must be moved to the site and into the 150-foot wide by 465-foot long graving dock is the epoxy-coated rebar used to strengthen the pontoon floors, walls and top.

Flat-bed semi-trucks bring the rebar to the site, sometimes carrying as much as 20 tons at a time (the equivalent in weight to three adult male African elephants). If the rebar epoxy coating is damaged the rebar cannot be used. Fork lift drivers must carefully unload the rebar and place it on wood pallets or in plywood boxes at the fabrication site. "The forklift operators are trained to always be aware of their surroundings, to make eye contact before passing anyone and to have backup beepers in working condition," said Dewayne Matlock, WSDOT Concrete Technology Site Manager. "Safety is a top priority for us."

After being bent and tied into the right shape, the rebar is ready to be moved into the graving dock. Workers loop strapping around the rebar and through a bolt on the tower crane. The rebar foreman then coordinates with the tower crane operator to move the rebar into the graving dock. All workers must be aware of their surroundings and look and listen for the rebar being moved or "flow" over them. The tower crane operator then lowers the rebar in place while ironworkers in the pontoon guide the pre-tied rebar mats in the correct location. The ironworkers then tie the rebar in place and get ready for the next delivery.

Financial Status

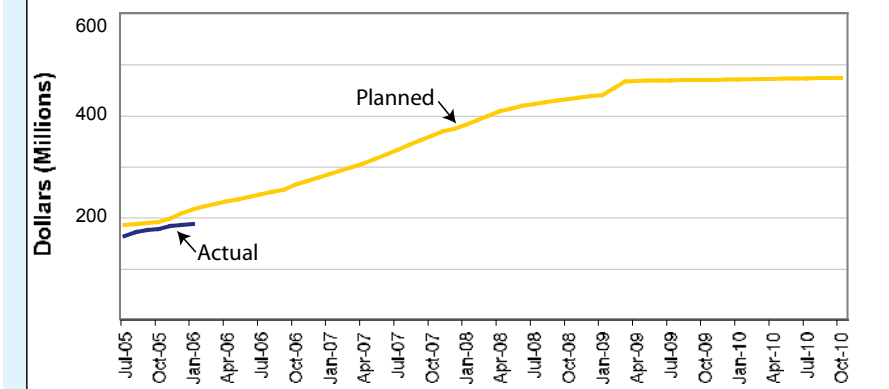
Project Cost Summary

Period Ending April 30, 2006

CATEGORY	BUDGET	EXPENDED	% EXPENDED
Original Commitments (Includes preliminary engineering, Port Angeles graving dock, bridge rehabilitation & approaches, major materials for bridge completion, anticipated audit adjustment)	\$206,063,000	\$191,429,706	93%
Modified Commitments (includes construction management, closure mitigation, bridge construction, mechanical & electrical retrofitting)	\$264,905,000	\$9,578,689	4%
Total Project	\$470,968,000	\$201,008,395	43%

Planned vs. Actual Expenditures

Period Ending April 30, 2006



Performance Measures

Approved Plans & Materials

The Hood Canal Bridge Team has been meeting its goal of providing efficient and timely review and approval of plan and material submittals (information packets).

The team provided extra effort for submittals and materials documentation to be ready for the April 28th concrete pour: new materials for forming the soffit on the mockup pontoon were approved to provide safer access inside the pontoon; integrated drawings were approved to provide details for material placement inside the pontoons; and, submittals, detailing the pouring process were approved in time.

Next Month's Activities

- Pontoon PA concrete placement
- Rebar installation on pontoon Q and pontoon PB
- Department of Ecology Hood Canal Bridge site inspection
- Project Community Presentations
- Closure Mitigation Planning