

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 made it all happen.



Laura Hamilton, Secretary Lead, Hood Canal Bridge Project Team

Laura Hamilton has been an irreplaceable part of the Hood Canal Bridge Team since she started in the project's front office in March 2007. As the Secretary Lead, Laura works diligently to support the entire team including the home office in Tacoma and work sites locations in Seattle and at the Hood Canal Bridge.

By making certain everyone has the proper tools and resources, she ensures that Hood Canal Bridge Project team members can complete their tasks in a timely and efficient manner.

Laura helps the HCB Team meet its project goals and stay accountable by making sure the group effectively uses its resources. She uses her organizational skills recently when she successfully completed a Webinar – Web-based seminar – and created the bridge opening plan. Her excellent planning skills and strong work ethic shine through daily and make her a great role model.

Laura's role with the project's business group has also allowed her to share her vast project knowledge with the people affected by the May-June 2009 bridge closure by answering myriad of questions during public events and presentations.

"My favorite part of the job is when I am working with someone in the peninsula who is stumped on how they are going to get around during the closure, and I help them find their answers," she said. "It's so fulfilling to see how my work is paying off and benefiting others."

Before joining the Hood Canal Bridge Project, Laura worked for the Tacoma Narrows Bridge (TNB) Project as a Secretary Lead for two years. While at the TNB, Laura gained a wealth of knowledge – including developing organizational, financial and procedural skills – that helped prepare her for her challenging position today.

After work, Laura likes to relieve stress by working out with friends or playing fetch with their family dog, Happy. When the sun comes out, Laura and her husband, Dan, often put on their hiking boots and take their baby to see new things in nature. They also enjoy family camping trips and weekend getaways.

Contact: Laura Hamilton, (253) 305-6422 or hamiltl@wsdot.wa.gov



K-G crews install the cable tray on the draw span pontoons. Feb. 23, 2009.

Next Month's Activities

East-half Assembly, Outfitting and Testing

- Install underdeck conduit for the pontoon UVWX roadway
- Test pontoon ZC/ZD cable track
- Continue electrical tests for all power and control circuits
- Place concrete and complete roadway spans 82 and 83 barrier

Hood Canal Bridge Float-in Preparations

- Transport pontoon UVWX from Seattle to Port Gamble Bay
- Transport the east and west trusses from Vancouver to Port Gamble Bay and move the bridge sections onto barges.
- Monitor the RST pontoon assembly in Port Gamble Bay and punchlist closeout
- Stabilize the cells where the joints will be cut during float-in
- Install the A pontoon A-frame brackets

Hood Canal Bridge

West-half Retrofit and

East-half Replacement Project

East-half Replacement: 2009

West-half Retrofit: 2009

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 2009.

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 **March 1-31, 2009.**

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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Monthly Report

Hood Canal Bridge West-Half Retrofit and East-Half Replacement Project



(Left) Crew test the new east-half lift spans at TPS. March 13, 2009. (Right) The new east-half draw span pontoons retract during tests at TPS. March 13, 2009.



Project Delivery

Draw span, lift spans tests move ahead

Three lift span sections and draw span pontoons for the new SR 104 Hood Canal Bridge east half saw significant progress in February 2009, giving WSDOT and contractor Kiewit-General (K-G) full confidence that the construction of the bridge's major moveable components was on schedule.

K-G crews at Todd Pacific Shipyards in Seattle also made headway on outfitting operations. The work completed included cable track installation on the draw span pontoons and interior finishing work on the control tower. K-G also completed tests on the gear drive motors and the lock bar assembly and continued generator tests.

In March, crews ran the east half through cycles that took approximately three minutes each to complete.

The lift spans and draw spans went through 20 consecutive, error-free full cycles of the electrical, mechanical and hydraulic systems that raise and lower three 100-foot-long steel roadway sections and retract and extend the bridge's 495-foot-long draw span pontoons before it was approved to go to the bridge site. The tests, also referred to by the contract as conditional acceptance functional testing, require the contractor to demonstrate the reliability of the systems to work together as designed.

Providing travelers with more reliable bridge openings is one of the key reasons the old draw span will be replaced when the bridge is closed in May and June.

The 20-cycle tests gave WSDOT an excellent indication that the new draw span and lift spans function properly and are able to operate quickly and efficiently as needed. The progress made on the new east-half assembly puts the total project at 91 percent complete and keeps WSDOT on schedule for the six-week closure of the bridge May 1.



The lift spans are elevated during tests. March 13, 2009.

Accountability

Getting on the bus with new transit provider

In mid-February 2009, Kitsap Transit informed WSDOT that it would not be able to provide bus service during the May-June 2009 SR 104 Hood Canal Bridge closure. WSDOT immediately began seeking a new provider on the Kitsap side, quickly ensuring the level of service promised during the closure was maintained in the process.

In addition to taking passengers between the water shuttle dock and the park and ride, the Kitsap-based provider needed to operate three routes concurrently taking riders to and from the water shuttle dock, the Port Gamble park and ride, and the Kingston Ferry Terminal, Poulsbo and the Bainbridge Island Ferry Terminal and the Kitsap Transit Transfer Center in Silverdale.

Steps taken included:

- Calling in transit experts to assist in searching for a new company.
- Contacting interested transit companies by the end of February.
- Adjusting transit schedule to better align with schedules between the South Point and Lofall water shuttle service and Washington State Ferries runs.
- Changing unique closure-related specifications to ensure the transit provider selected could meet travelers' needs.

WSDOT selected Seattle-based Starline Transportation as the new transit provider on March 10.

Maintaining transit connections in the Jefferson, Clallam, Kitsap county area is key to making certain the cross-canal water shuttle is an option for travelers during the six-week bridge closure when it begins May 1.

The fare-free water shuttle and fare-free transit connections is the most direct route. The system will also reduce traffic on major highways on the Kitsap and Olympic peninsulas, saving drivers the time and expense of going around the canal.

The work accomplished in February and March was vital to ensuring that the water shuttle/transit option could continue as planned, and gives travelers another tool they can use to get around during the Hood Canal Bridge closure.

Hood Canal Bridge Project May-June 2009 Bridge Closure

www.HoodCanalBridge.com
1-877-595-4222



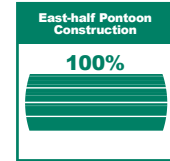
Source: WSDOT Hood Canal Bridge Project Office

Performance Measures

Hood Canal Bridge Project's Six Major Work Areas



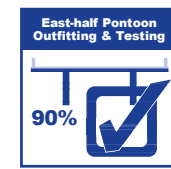
East- and West-half Material Fabrication, 99% complete
Fabrication and assembly of steel bridge parts such as truss and transition spans, pontoon hatches, draw span machinery and draw span hydraulic components.



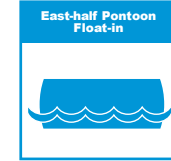
East-half Pontoon Construction, 100% complete
Building 14 new pontoons in four cycles at Concrete Technology in Tacoma and towing them to Seattle for assembly, outfitting and testing.



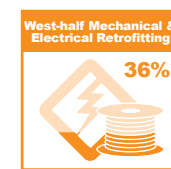
East-half Anchor Construction, 100% complete
Constructing 20 anchors and placing them on both sides of the bridge at the bottom of Hood Canal.



East-half Assembly, Outfitting and Testing, 90% complete
Connecting the individual pontoons together into three large segments, building elevated roadway sections on top of the pontoons, installing all electrical and mechanical parts and testing the retractable draw span assembly units.



East-half Float-in
Floating the pontoons from Seattle to the bridge site, putting them in place, connecting them together and installing the transition spans. The bridge will be closed to traffic during this time (May-June 2009).



West-half Mechanical and Electrical Retrofitting, 36% complete
Upgrading the mechanical and electrical systems on the west half to function efficiently with the new east half.

Financial Status

Project Cost Summary

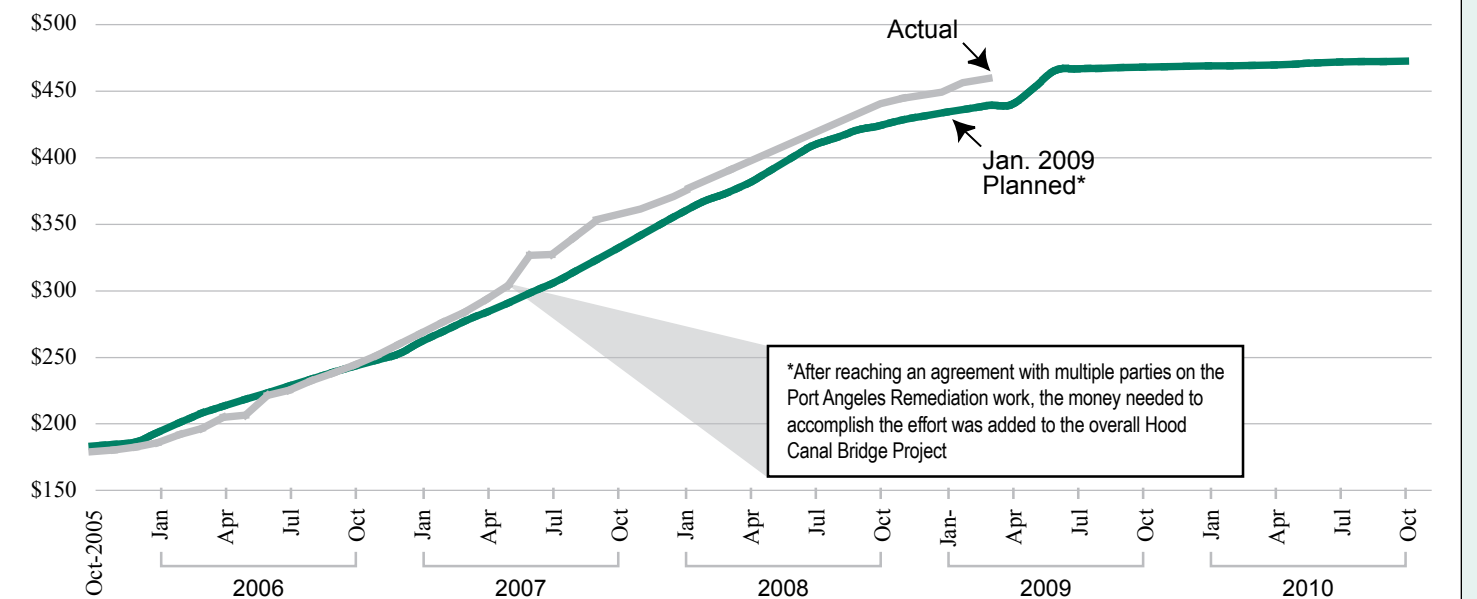
HOOD CANAL BRIDGE PROJECT	Period Ending March 31, 2009	
	BUDGET *	EXPENDED
Engineering and Right of Way	\$86,600,000	\$81,500,000
Construction Contract	\$400,700,000	\$373,200,000
Closure Mitigation	\$12,500,000	\$4,200,000
Subtotal	\$499,800,000	\$458,900,000
PAR – Port Angeles Remediation	\$5,700,000	\$5,600,000
Project Total	\$505,500,000	\$464,500,000



Ironworkers place span rebar on pontoon UWX. Feb. 10, 2009.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).



* Budget approved January 2009. Source: WSDOT Hood Canal Bridge Project Office.