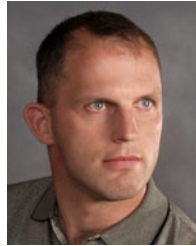


Communication

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.



Jeff Carpenter, Project Director, Hood Canal Bridge Team

In October 2007, Jeff Carpenter accepted the position as the Hood Canal Bridge Project Director. Jeff brings with him more than 16 years of WSDOT expertise. The time he spent working on bridge projects, his ability to focus on resource management and his dedication to following a job to completion will all contribute to the Hood Canal Bridge Team's success.

Before moving to this position, Jeff led the construction team and managed project completion activities as the Chief Engineer for another mega-project, the Tacoma Narrows Bridge. The unique nature of that job prepared him well for dealing the Hood Canal Bridge construction challenges. He has special interest in project closure activities and focuses well on meeting schedule requirements.

As the HCB Project Director, Jeff will ensure that the team keeps its promise to the public to deliver a high quality project bridge on time and to use resources effectively. "I'm excited to be on a world-class project," said Jeff. "I know this team will hold true to their promise. I will make sure of it."

When not leading the project team, Jeff enjoys spending time with his wife, Wendy, and their four children. His active family participates in a variety of activities including wakeboarding, snowboarding, soccer, riding horses and canoeing. Taking time to refresh gives him the enthusiasm needed to lead the team and complete the Hood Canal Bridge project in good fashion.

Project responsibilities: Lead and manage the Hood Canal Bridge Team in delivering a world-class project.

Questions? carpenj@wsdot.wa.gov, (253) 305-6400

Next Month's Activities

Pontoon Construction

- Pontoon ZC – Complete final wall and closure concrete pours; working on the concrete finish on pre-cast exterior wall segments
- Pontoon ZD – Install rebar between interior walls to splice them together
- Pontoon V – Set wall and anchor gallery forms
- Pontoon X – Cure concrete walls

Draw Span Assembly and Outfitting

- Submerge the first Y pontoon (YF) and join in underneath pontoons PA and PB
- Install and stress pontoon PA/NA joining tendons
- Install conduit and conduit supports in pontoon Q hydraulic rooms
- Complete installation of conduit in three pontoon PA cells
- Set forms for electrical building floor and walls on pontoon Q

Hood Canal Bridge West-half Leak Detection System

- Continue installation of lighting and LDS conduit in pontoon A

Transition Span Fabrication

- Blast and paint truss components
- Continue assembly for the east lift spans
- Complete x-ray radiographic testing on spliced areas
- Fit and tack weld west 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 **October 1 – 31, 2007.**

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

Becky Hixson, Communication Manager, (253) 305-6450, hixsonb@wsdot.wa.gov

Jeff Carpenter, Project Director, (253) 305-6400, carpenj@wsdot.wa.gov



Washington State
Department of Transportation

Monthly Report

Hood Canal Bridge Retrofit and East Half Replacement Project



Hood Canal Bridge weathers winter storm, October 18, 2007.

Project Delivery

Bridge's West-half Receives New Parts

In October, crews completed work on a new cable track system, part of the Hood Canal Bridge west half leak detection system. The new cable track system provides the connection needed for the electrical system on the draw span pontoons to communicate with the master electrical panel in the west-half control tower. This unique track assembly allows all electrical conduit to move back and forth when the bridge's draw span opens and closes.

Originally, a temporary cable was to be installed as part of the west-half leak detection work and the permanent system was to be completed after the May-June 2009 float-in along with the remaining electrical retrofit work. The Hood Canal Bridge team reviewed this work and recognized that completing a fully operational system this year was a cost effective option and provided the maintenance crew a safer, more reliable system sooner.

Once the decision was made to install the new cable track system, crews worked quickly to accomplish the job. Work at the bridge site can only be completed in calm weather conditions so it was essential to finish the work before winter storm season. Although one storm swept through Hood Canal this month, crews were still able to complete the final testing of the cable track system on Thursday morning, October 25, 2007 and helped the west half leak detection system work move forward.

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

October 2007



Electricians install the electrical cable in the track, October 8, 2007.



The west-half cable track is in place, October 26, 2007.

Accountability

Leak Detection System

The Hood Canal Bridge serves as a vital economic and social link between the greater Puget Sound and the Olympic Peninsula. It is important that this valuable resource is protected to ensure this link is available to drivers. Each of the 35 concrete pontoons that make up the floating Hood Canal Bridge are made up of 30-42 watertight cells. If water seeps into the walls, floors or ceilings of these cells, it could jeopardize the integrity or buoyancy of the pontoon.

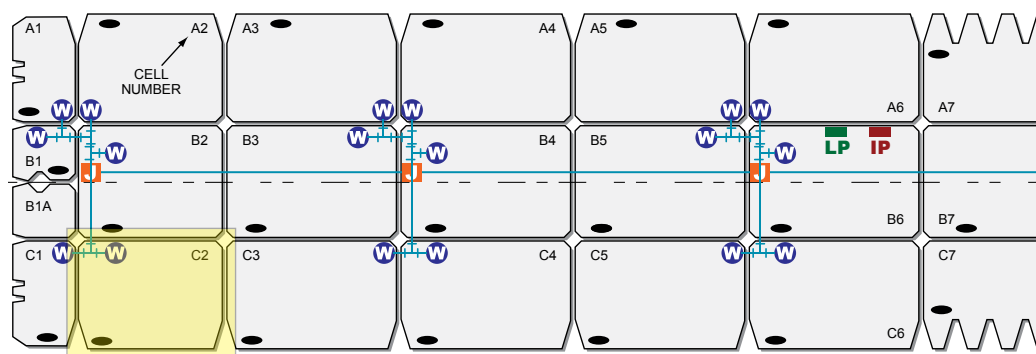
The Hood Canal Bridge maintenance crew works hard to keep the bridge operating well. Currently, a full-time WSDOT maintenance crew visually inspects each cell of each pontoon regularly. This inspection process takes a considerable amount of time and effort and cannot be completed during a severe storm, when the bridge has the greatest risk of damage. This will all change with the installation of the leak detection system.

Why is leak detection system important?

This automated early warning system will allow crews to know what is happening inside a pontoon cell without physically looking inside. The leak detection system will continuously monitor the cells for leaks around the clock and immediately notify the bridge crew so the cause of the leak can be addressed, reducing the severity of the leak in the pontoon. While the leak detection system will require minimal maintenance, it is expected that the bridge crew would only need to enter the pontoons cells once a year to test the system.

West-half Leak Detection System

Overhead view of pontoon ZC



Workers move an interface panel into place.

What is the leak detection system?

The leak detection system is a network of electrical float switches, connected by wire and conduit with interface panels that work together to identify an inch of water or more in each cell of a pontoon. The system is set up with fail safe wiring and fault alarms that indicate exactly when a cell has a predetermined level of water in it.

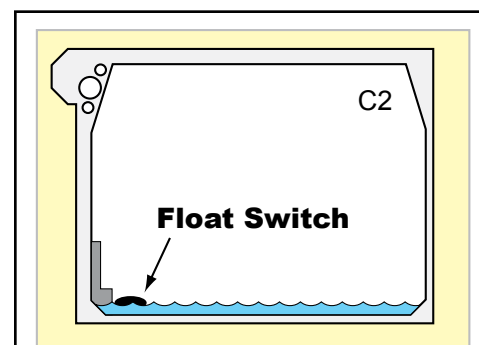
Step-by-step process for west-half leak detection system:

1. Determine a suitable location to core drill through the cell wall. Crews use radar imaging, similar to an x-ray, to pick a location that is clear of rebar and post-tensioning steel.
2. Install control panels, conduit, wire and float switches in each of the pontoons
3. Mount the float switch to the cell wall

4. Connect the float switches to the interface panel with conduit and wire
5. Install an interface panel in each pontoon for all the cells and connect to float switches
6. Test wiring for continuity and insulation quality
7. Install operator interface panel in the control tower on the bridge
8. Install conduit to connect each pontoon's interface panel to the main operator interface panel in the control towers
9. Manually test each float switch, interface panel and alarm
10. Train bridge maintenance team on operation and maintenance of leak detection system

Leak Detection Installation Schedule

This system will be installed at the bridge in the existing west-half pontoons by the end of November. The new east-half pontoon leak detection system is being installed as the new pontoons are constructed. The two parts will be integrated together after the May-June 2009 east-half replacement process is completed.



- W** WELL – the location of the float switch on the floor of the pontoon cell
- J** JUNCTION BOX – where the wiring from a group of cells is connected along a pontoon
- LP** LIGHTING PANEL – electrical box that controls lighting on the bridge
- IP** INTERFACE PANEL – controls electrical operations in each pontoon, and sends signal to operator interface panel in control tower on the bridge
- FLOAT SWITCH – a small plastic device that floats up conduit inside the pontoon cell if the floor collects more than an inch of water

Performance Measures: Requests for Information/Requests for Change

Large multi-faceted construction projects, such as the Hood Canal Bridge Project, require extensive communication between the contractor and WSDOT. Much of this communication centers on gathering information about construction methods and materials and on evaluating potential changes to the contract plans. This communication is accomplished through the formal Request for Information (RFI) and Request for Change (RFC) processes.

The entire team processes a tremendous amount of information on a monthly basis in order to enable field construction to process

on schedule. Over the past year, the Hood Canal Bridge Team completed 321 RFI's and 317 RFC's.

In October 2007, the team completed 54 RFC's, the most they have completed during a month. Even with this outstanding volume of information being processed, the team met their goal to process all RFC's in an average of 21 days.

This month, the Team also completed 42 RFI's. Even with this high volume of work the team returned RFI requests to the contractor in an average of 17 days, only three days longer than the goal of 14.

Financial Status

Project Cost Summary

Period Ending October 31, 2007

CATEGORY	BUDGET	EXPENDED
Port Angeles	\$82,741,000	\$82,893,000
Bridge Site Work	\$41,594,000	\$44,222,000
Work in Progress	\$81,728,000	\$68,971,000
Subtotal Original Commitments	\$206,063,000	\$196,086,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$14,869,000
Bridge Closure Mitigation	\$9,644,000	\$961,000
New Facilities & Bridge Construction	\$223,225,000	\$142,812,000
Subtotal Modified Commitments	\$264,905,000	\$158,642,000
PAR - Port Angeles Remediation		
PAR - Construction	\$2,680,000	\$1,861,000
PAR - Design & Construction Engineering	\$3,800,000	\$876,000
PAR - Settlement & Other Costs	\$3,040,000	\$2,657,000
Subtotal Port Angeles Remediation	\$9,520,000	\$5,394,000
Project Total	\$480,488,000	\$360,122,000

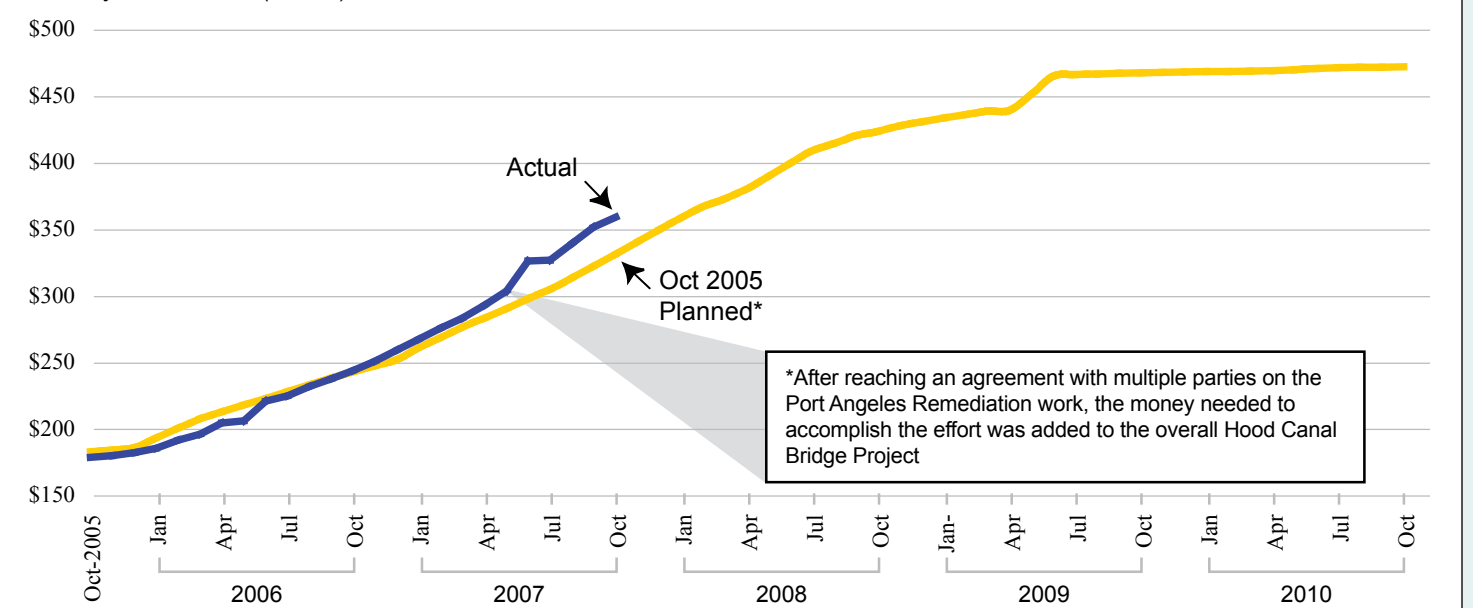


Carpenters complete the diesel tank wall enclosure forms on the west-half electrical building, October 23, 2007.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).

Period Ending October 31, 2007



Note: Data includes all costs as of October 21, 2007 (Pay Estimate). Source: WSDOT Hood Canal Bridge Project Office