

## 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.



**Todd Kramer**, WSDOT Chief Inspector for pontoon construction, Hood Canal Bridge Team

Todd Kramer brings extensive bridge inspection experience and expertise with him to the Hood Canal Bridge Project. Todd's career with the Hood Canal Bridge Project started in December 2005 when he began as the Chief Inspector for pontoon construction. His role includes overseeing, assisting and supporting the WSDOT inspectors and material testers on construction of the east-half pontoons. Todd's extensive knowledge of bridge inspection makes him a key player in the success of the Hood Canal Bridge pontoon construction.

His career with the Washington State Department of Transportation started 24 years ago when he began working in the Northwest Region Materials Lab. Since then, Todd has worked as an inspector on I-90 connections to downtown Seattle and the Metro Tunnel.

The most valuable work experience Todd has had to prepare him for this floating bridge project was working as an inspector on the I-90 Floating Bridge Renovation. He spent many hours learning about pontoons and inspecting 10 of the 20 new pontoons constructed. Todd learned more about bridges during his time in the WSDOT Maple Valley Construction Office. From 1995 to 2005, Todd was the Lead Structures Inspector, inspecting the construction of 35 bridges and 77 retaining walls.

In his spare time, Todd loves escaping to the outdoors with his two children; Brett, 14 years old and Courtney, 12 years old. They enjoy camping, boating, fishing and sporting activities. He and Brett like to spend their "guy time" at National Hot Rod Association and NASCAR racing activities. Todd also helps coach his daughter's Kent Little League Fast-pitch team, which he has done for the past two years.

**Project Responsibilities:** Overseeing, assisting and supporting the WSDOT inspectors and material testers on construction of the east-half pontoons.

**Questions?** [kramert@wsdot.wa.gov](mailto:kramert@wsdot.wa.gov) or (253) 305-6432

## Next Month's Activities

- Complete pontoon post-tensioning
- Install additional buoyancy floats on the pontoons
- Start pontoon cycle two form fabrication and rebar assembly
- Complete research on closure mitigation water-shuttle service options
- Complete questions for upcoming project awareness telephone survey
- Complete bridge site east-approach work
- Complete first wall pours on new Hood Canal Bridge anchors



Ironworkers install next layer of rebar for anchor floor and walls, October 13, 2006.

### 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 inbox. Visit [www.hoodcanalbridge.com](http://www.hoodcanalbridge.com) to subscribe.

This report highlights updated Hood Canal Bridge Project information from October 1-31, 2006.

For more information about the Hood Canal Bridge Project visit the project web site, [www.hoodcanalbridge.com](http://www.hoodcanalbridge.com), or contact project staff:

**Becky Hixson**, Communication Manager, (253) 305-6450, [hixsonb@wsdot.wa.gov](mailto:hixsonb@wsdot.wa.gov)

**Eric Soderquist**, Project Director, (253) 305-6400, [soderqe@wsdot.wa.gov](mailto:soderqe@wsdot.wa.gov)

## Monthly Report

### Hood Canal Bridge Retrofit and East Half Replacement Project



Crews install drain pipe as part of storm water runoff system for SR 104, October 3, 2006.

## Project Delivery

### Hood Canal Bridge Site

The final work elements of the approach span replacements will be completed in early November.

This month crews focused on restoring the area to what it looked like before construction started. The work accomplishments included:

- Completing removal of the construction access road
- Stabilizing the slope on the north side of SR 104
- Reestablishing pre-existing drainage and maintenance access facilities
- Reestablishing the Park-and-Ride area
- Installing fencing
- Installing the permanent roadway lighting
- Installing permanent erosion controls

The benefits of this work are already being enjoyed by drivers: the new drainage system and erosion controls kept water off the road during the recent heavy rain storms; and, drivers are again using the Park-and-Ride as a central meeting point for area activities.



Workers smooth surface for Park-and-Ride lot, October 11, 2006.



Workers install erosion mats along the north side of the east approach to the bridge, October 23, 2006.

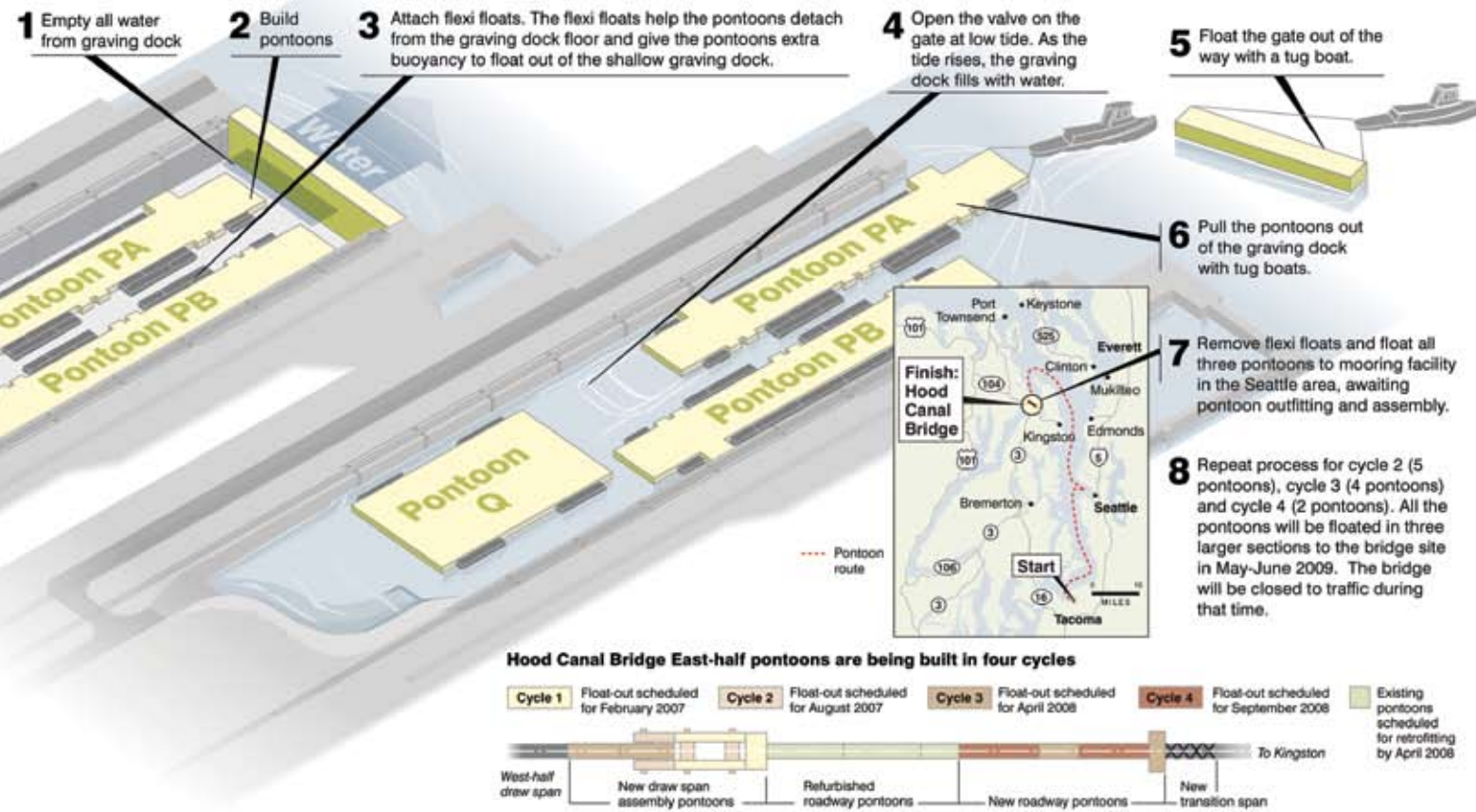


Worker installs fencing around Park-and-Ride lot and around the slope area, October 25, 2006.

**Accountability**

# Building pontoons in a Graving Dock

A "graving dock" is a large dock from which water can be pumped out. It is traditionally used for building ships or for repairing a ship below its waterline. WSDOT and Kiewit-General are constructing the new east-half Hood Canal Bridge pontoons at the Concrete Technology graving dock in Tacoma, Wash. It will take four pontoon construction cycles to build all 14 pontoons in the 150-foot wide by 465-foot long graving dock. Here is how the process works:



## Cycle One Pontoon Float Out

WSDOT and Kiewit-General are focused on delivering the first cycle of pontoon construction. The goal is to float the three pontoons out of the graving dock the first part of December, almost two months ahead of the baseline schedule. Good planning and continuous improvement in work techniques contributed to the work being completed earlier than anticipated. Being ahead of schedule will give the project a little extra time in the future to handle unexpected challenges should they arise.

Completing these pontoons and floating them to Seattle is an important project milestone leading up to the May-June 2009 bridge closure and replacement. This accomplishment is another step toward providing drivers with a bridge that is wider, safer and more affordable to maintain.

Every person on the HCB team is working hard to deliver the project on time and on budget. WSDOT and Kiewit-General lead the world in floating bridge technology. The Hood Canal Bridge is the longest floating bridge over saltwater in the entire world. This is an exciting, one-of-a-kind project that offers a look into unique floating bridge construction.

Since pontoon construction began in March 2006, the team has successfully worked their way through a variety of engineering challenges to deliver these new pontoons for the new east half of the Hood Canal Bridge.



(Far left) Workers pour concrete around post-tensioning tendons on pontoon PA, October 19, 2006.  
(Left) Workers pour concrete for the last section of the top deck on pontoon PB, October 11, 2006.

## Financial Status

### Project Cost Summary

Period Ending October 31, 2006

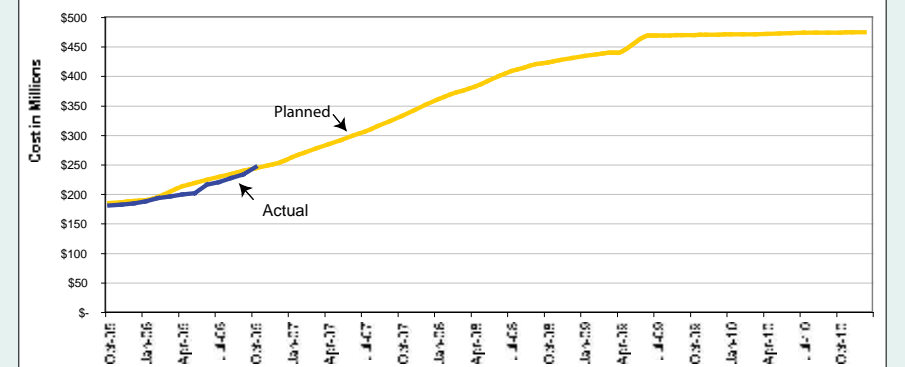
CATEGORY	BUDGET	EXPENDED	% EXPENDED
<b>Original Commitments</b>			
Port Angeles	\$83,000,000	\$82,877,940	99.9%
Bridge Site Work	\$41,463,000	\$39,585,000	95.5%
Work in Progress	\$81,600,000	\$67,870,000	83.2%
<b>Subtotal Original Commitments</b>	<b>\$206,063,000</b>	<b>\$190,332,940</b>	<b>92.4%</b>
<b>Modified Commitments</b>			
WSDOT Construction Management	\$32,036,000	\$7,213,000	22.5%
Bridge Closure Mitigation	\$9,644,000	\$432,000	4.5%
New Facilities & Bridge Completion	\$223,225,000	\$44,439,000	19.9%
<b>Subtotal Modified Commitments</b>	<b>\$264,905,000</b>	<b>\$52,084,000</b>	<b>19.7%</b>
<b>Project Total</b>	<b>\$470,968,000</b>	<b>\$242,416,250</b>	<b>51.5%</b>

Source: WSDOT Hood Canal Bridge Project Office

Note: October data is an estimate of costs prior to the accounting month close on November 9.

### Planned vs. Actual Expenditures

Period Ending October 31, 2006.



## Performance Measures: Quality

WSDOT and Kiewit-General's goal is to build everything right the first time and eliminate repair and rework that is typical to most construction projects. Together through the project's quality plan, WSDOT and Kiewit-General track and monitor all project quality issues:

- **DAILY:** Kiewit-General and WSDOT record any events on the quality issue log.
- **WEEKLY:** Events from the quality issue log are added to the quality matrix and discussed at work site production meetings.
- **MONTHLY:** Quality events are evaluated to show the root causes. Once those root causes have been identified, they are discussed at work operations review meetings. Lessons learned from work operations review meetings are incorporated into all subsequent job site work plans to improve performance and to help eliminate repairs and rework.

To date, good quality work has been accomplished on the project. Only minor issues have surfaced and they have all been addressed and corrected.

## Root Cause Classifications – All construction locations

November 2005 – October 2006

