

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.



Chad Smith, Kiewit-General Project Engineer, Hood Canal Bridge Team

Chad Smith, a project engineer for the Hood Canal Bridge Project, graduated with his bachelors degree in Construction Management from Central Washington University in 2003. After graduation, Chad joined Kiewit-General and has continued working for them over the past four years. Chad gained extensive field experience working on the Sound Transit Light Rail Project as an office and field engineer before transferring to the Hood Canal Bridge project one year ago. When the

opportunity arose to join the Hood Canal Bridge Team, Chad accepted the challenge to use his engineering experience and to broaden his knowledge of construction management on this unique project.

Chad was responsible for the oversight of anchor casting from August 2006 until all 20 new anchors for the Hood Canal Bridge were completed. Then his job responsibilities changed to managing of the rehabilitation of pontoons R, S and T. When pontoons R, S and T are completed and towed to Port Gamble Bay at the end of September, Chad will transition into the role of superintendent for control tower construction at the Hood Canal Bridge.

Chad has proven he can meet the challenges of this project. "Each day brings new adventures," said Chad. "It's fun and exciting figuring out how to resolve issues in the best interest of both WSDOT and K-G."

When he's not working, Chad enjoys fishing, golfing and riding dirt bikes. Although Chad is a proud new homeowner, he also spends lots of time away from his house with his parents, Michael and Annette, as well as with his sister Marie, brother-in-law Rusty and their new baby daughter Elle.

Project responsibilities: Anchor construction, overseeing the completion of pontoons R, S and T and facilitating control tower construction at the Hood Canal Bridge.

Questions? 206-624-0573, ext. 886 or chad.smith@kiewit.com

Next Month's Activities



Workers place concrete in the lower wall forms of the west-half electrical building, August 14, 2007.

Pontoon Construction

- Complete pontoon ZD precast exterior wall panels
- Pour pontoon X base slab concrete
- Install rebar for pontoons ZC and V floors

Drawspan Assembly

- Grout joint between pontoons PA and Q
- Join pontoon PB and NB

Pontoons R, S and T Retrofitting

- Complete deck pours
- Finish barrier installation
- Tow to Port Gamble

Hood Canal Bridge West-half Leak Detection System

- Install of cable track support brackets and data control cable
- Install new control system conduits under the roadway deck

West-half Electrical Building

- Complete rebar, forms and concrete for the exterior walls

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 to subscribe.*

This report highlights updated Hood Canal Bridge Project information from **August 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

Monthly Report

Hood Canal Bridge Retrofit and East Half Replacement Project



Crushed rock flows down through a large pipe to the anchor at the bottom of Hood Canal, August 2007.

Project Delivery

Weighing Down Anchors

Seventeen thousand tons of crushed rock ballast was funneled into the new east-half Hood Canal Bridge anchors this August. All anchors were secured on the bottom of Hood Canal and the final step of the anchor setting process was completed.

Working in this marine environment presented the crew with some interesting challenges. First, design engineers had to determine the amount of crushed rock needed in each anchor. The amount varied depending on the size of the anchor, its location, the tides pushing against it, and the amount of pull the bridge would place on the anchor. Design engineers collected data for each of these elements and were able to determine how much crushed rock was needed to help secure each of the 20 anchors in place.

The second challenge was placing the rock in the correct location. Fortunately, the crews were able to use the same advanced equipment utilized during the anchor setting operation. Global Positioning System (GPS) enabled crews to find the exact location of each anchor and a video camera attached to a chain allowed them to monitor rock placement, even at depths of more than 300 feet.

The third challenge was measuring the quantity of material placed into each anchor. Workers measured the barge's freeboard (the portion of the barge's side that was above water) before and after loading the material and equipment.

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

August 2007

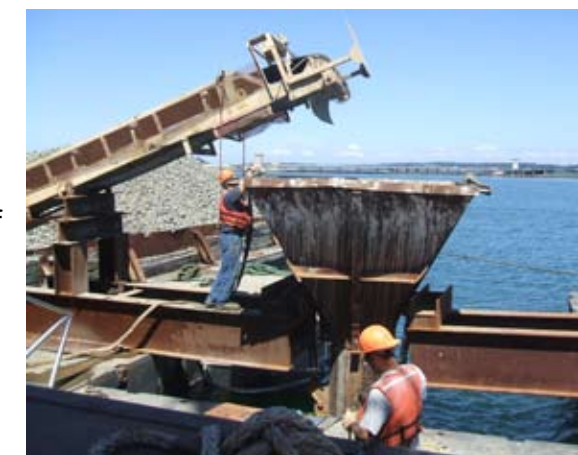


Barge maneuvers into place above underwater anchor, August 2007.

Using those measurements, the crew was able to calculate how much the barge would rise as rock was unloaded. The crew monitored the barge's change in elevation as rock was dumped into the anchor and stopped adding rock once the barge rose to a predetermined height. Using this method, the crew was able to verify the amount of ballasting placed in the anchor to within five tons.

All of these steps in this complicated process were completed successfully due to good planning and extensive communication and coordination between WSDOT and Kiewit-General crews.

With anchor construction and setting now complete, one more major Hood Canal Bridge Project work element has been accomplished. The team is now focused on pontoon assembly and outfitting.



Crushed rock, ballast for the Hood Canal Bridge anchors, moves up the conveyor belt and into the hopper, August 13, 2007.

Accountability

Hood Canal Bridge Public Awareness Survey Results

Every few years, the Hood Canal Bridge project conducts public awareness surveys in order to better understand what Clallam, Jefferson and Kitsap residents know about the project and how they would like to receive project information. The results help the project be accountable – the Hood Canal Bridge Communication Team is better able to provide the right materials to the right people at the right time.

The most recent survey was conducted in June 2007. Below is a short summary of the survey's key findings and information about what WSDOT is doing to address the community's needs.



Key Finding	What Is WSDOT Doing
When planning travel options, respondents prefer to get information that helps them find the fastest alternate routes.	→ Estimated travel times will be included in all printed materials and the web site. An additional camera will be placed along the alternate routes to convey traffic information. A closure operations crew will report traffic conditions to central sources for distribution to travelers. Electronic message signs along the highways will include travel time information.
Most respondents have traveled by ferry (81 percent). A majority (66 percent) would like to receive information about the HCB project at a ferry terminal or on the ferry.	→ HCB project is working closely with Washington State Ferries to provide flyers and/or posters for the Port Townsend/Keystone, Kingston/Edmonds, Bainbridge Island/Seattle and Bremerton ferry facilities.
Respondents prefer to receive information about the HCB project through road signage (82 percent) and TV news (81 percent)	→ Project information signs have been designed and will be fabricated and posted on either side of the bridge. An extensive media relations campaign is being developed and partnerships with TV stations are being established in order to publicize the closure on TV.
Most respondents (88 percent) know about the HCB project and the construction currently underway. None of the respondents are highly aware of specific closure mitigation projects.	→ A comprehensive outreach plan providing closure information is being developed at this time. There will be helpful tips and information on how to get around on the project Web site.
When presented with transportation alternates during the closure many (48 percent) say their current plan is to drive around the Hood Canal rather than use other alternates.	→ Specific fact sheets are being developed to describe the choices available during the closure.

If you were not part of this survey and have a comment to share, please call (253) 305-6400 or e-mail orfeedback@wsdot.wa.gov. The Hood Canal Bridge Communication team will continue making adjustments to communication plans and community outreach strategies in order to better serve the Hood Canal Bridge drivers.

BRIDGE THE GAP

Performance Measures: Building Community Partnerships to "Bridge the Gap"

The Hood Canal Bridge Team places a high value on establishing, building, and maintaining partnerships. Community partnerships were an essential part of the successful August 2005 bridge closure outreach plan. They will again play an important role in the May-June 2009 closure preparations to bridge the information gap between project events and the public's knowledge of those events.

At the beginning of 2007, the communication team set goals to guide the team toward establishing, building, and maintaining partnerships during the year.

In August, progress was made toward accomplishing these three goals.

- 1. Completing a partner database**
 Existing databases were reviewed. Suggestions were made for improving and expanding them. The team acquired 240 names, addresses and/or e-mails for community, business, retail, tourism, government and media partners.
- 2. Writing a partnering survey**
 A short survey was developed to address two things: 1) what information WSDOT can provide the partner; 2) how the partner can help spread Hood Canal Bridge May-June 2009 closure information. The survey was completed and then used during partnering outreach efforts.
- 3. Conducting outreach to 40 community partners**
 A list was developed specifying which 40 community partners would be contacted. By the end of the month, 20 partnerships had been established. Potential partners will continue to be contacted to reach the goal of 40 by the end of 2007.

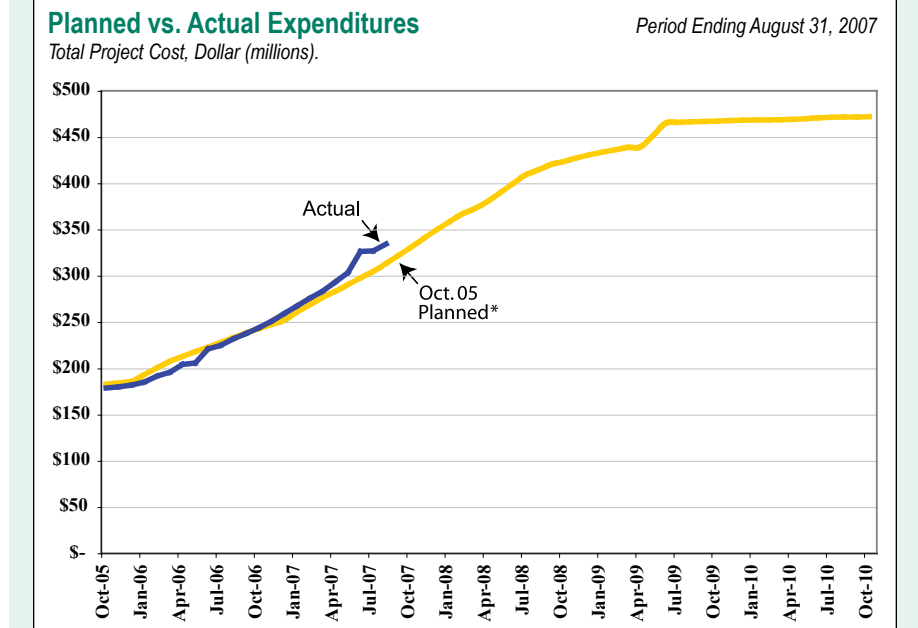
As the team understands what information is needed and how the each group can help share important bridge closure information, those needs will be addressed.

Financial Status Project Cost Summary

Period Ending August 31, 2007

CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$82,741,000	\$82,878,000
Bridge Site Work	\$41,594,000	\$41,883,000
Work in Progress	\$81,728,000	\$69,347,000
Subtotal Original Commitments	\$206,063,000	\$194,108,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$13,158,000
Bridge Closure Mitigation	\$9,644,000	\$1,031,000
New Facilities & Bridge Construction	\$223,225,000	\$131,134,000
Subtotal Modified Commitments	\$264,905,000	\$145,323,000
Port Angeles Remediation (PAR)		
PAR - Construction	\$2,680,000	\$1,687,000
PAR - Design & Construction Engineering	\$3,800,000	\$849,000
PAR - Settlement & Other Costs	\$3,040,000	\$2,655,600
Subtotal PAR	\$9,520,000	\$5,191,600
Project Total	\$480,488,000	\$344,622,600

Note: Data includes all costs as of August 31, 2007.



*In 2005, when the Hood Canal Bridge Project Budget was developed, the plans to remove construction materials from the Port Angeles site had not yet been finalized; therefore, the estimated cost for this work was not included. After reaching an agreement with multiple parties on the Port Angeles Remediation work, the money needed to accomplish the effort was added to the overall Hood Canal Bridge Project. In the graph above, this change is represented by the difference between the October 2005 planned budget and the August 2007 actual expenditures.

Source: WSDOT Hood Canal Bridge Project Office