

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.



Brian Munoz, *Project Controls Engineer, Hood Canal Bridge Team*

Brian Munoz has been part of the Hood Canal Bridge (HCB) Project Team since November 2006. His role as the Project Controls Engineer includes developing and updating schedules, improving performance measures and researching and writing change request solutions. Brian was chosen for his job because of his engineering education, strong work history and ability to problem solve.

Brian received his master's degree in civil engineering from Virginia Tech in 2005. While still in school, he worked as an intern for the Virginia Department of Transportation on the Woodrow Wilson Bridge Project. When he completed his education, Brian worked as a field engineer for Kiewit Corporation on the Baltimore Light Rail Project and for Hensel Phelps Construction Company on the Social Security Administration Operations Building Renovation Project. These jobs prepared Brian for his responsibilities on the HCB team.

For fun, Brian likes to spend his time outdoors. During the summer and fall of 2006, Brian lived in West Virginia working as a whitewater rafting guide on the New and Gauley Rivers. By the time he completed his work there, he had memorized every bend and current in the river. He says his favorite memories from that summer were building lasting friendships and seeing the faces of tourists as he flipped them from the raft – of course only in the areas he knew were safe. To stay active now, Brian rafts and kayaks on the rivers in the great northwest. He also enjoys camping, hiking, cycling, snowboarding, reading and visiting his family and friends in Virginia.

Project responsibilities: developing and implementing project controls, developing and updating schedules, improving performance measures and researching and writing change request solutions

Questions? (253) 305-6404 or munozb@wsdot.wa.gov

Next Month's Activities

Pontoon Construction

- Complete punch list items
- Float-out second cycle pontoons

Pontoons R, S and T Retrofitting

- Install deck panels
- Install lighting and LDS conduit

Anchor Setting

- Lower second cycle anchors to the Hood Canal floor

Hood Canal Bridge West-half Leak Detection System

- Install conduit
- Test electrical components

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 **June 1 – 30, 2007.**

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

Theresa Gren, *Communication Manager*, (253) 305-6428, grent@wsdot.wa.gov

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



Washington State
Department of Transportation

Monthly Report

Hood Canal Bridge Retrofit and East Half Replacement Project

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

June 2007



Tug boats tow the anchors out of the dry dock. June 20, 2007.

Project Delivery

Final Hood Canal Bridge Anchors Launched

The Washington State Department of Transportation (WSDOT) and Kiewit-General (K-G) crews successfully launched the final 10 of 20 new east-half anchors at 6:00 a.m. Wednesday, June 20.

The Todd Pacific Shipyards 500-foot long dry dock submerged 35 feet into the water and the 1,000+ ton anchors began floating. Tug boats guided the 10 anchors out into Elliot Bay. There, they were split into two rows of five and towed 50 miles to Port Gamble Bay.

The 29-foot tall anchors arrived safely on Thursday, June 21. These final anchors will be moored in Port Gamble Bay until they are placed, one by one, on the Hood Canal floor.

By the end of July, all 20 anchors will be set. The anchors will help keep the new east-half of the Hood Canal Bridge from moving side to side. They will be permanently connected to the bridge with long, steel anchor cables during the May-June 2009 bridge closure and replacement.

Launching of these final Hood Canal Bridge anchors completes 10 months of anchor construction at Todd Pacific Shipyards. This brings the project one step closer to the May-June 2009 bridge closure and east-half bridge replacement.



(Top) Water floods the dry dock. June 20, 2007. (Bottom) Tug boats separate the anchors before their journey to Port Gamble. June 20, 2007

Accountability

Retrofitting Continues to Progress for the Hood Canal Bridge Team

WSDOT and K-G are currently retrofitting pontoons R, S, and T. These three pontoons were designed and built during the west-half replacement in the early 1980s. During the original design and construction, bridge engineers constructed the pontoons to meet both immediate and future bridge needs.

To date, construction crews have completed:

1. removal of the roadway and columns
2. forming and pouring the columns
3. placing the concrete in all crossbeams
4. placing all girders for the assembly



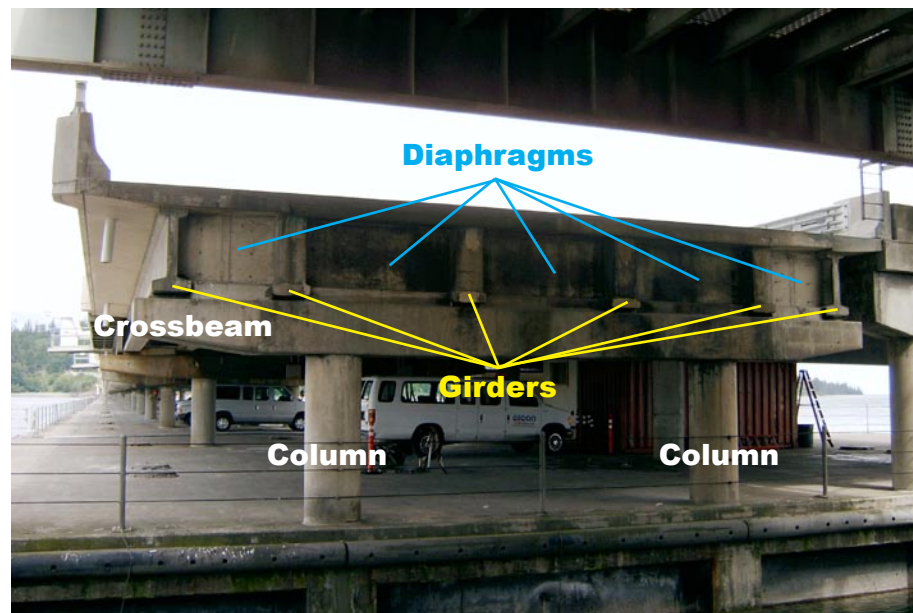
Workers set a deck panel on pontoon S. June 11, 2007.

Construction is moving forward as crews continue to:

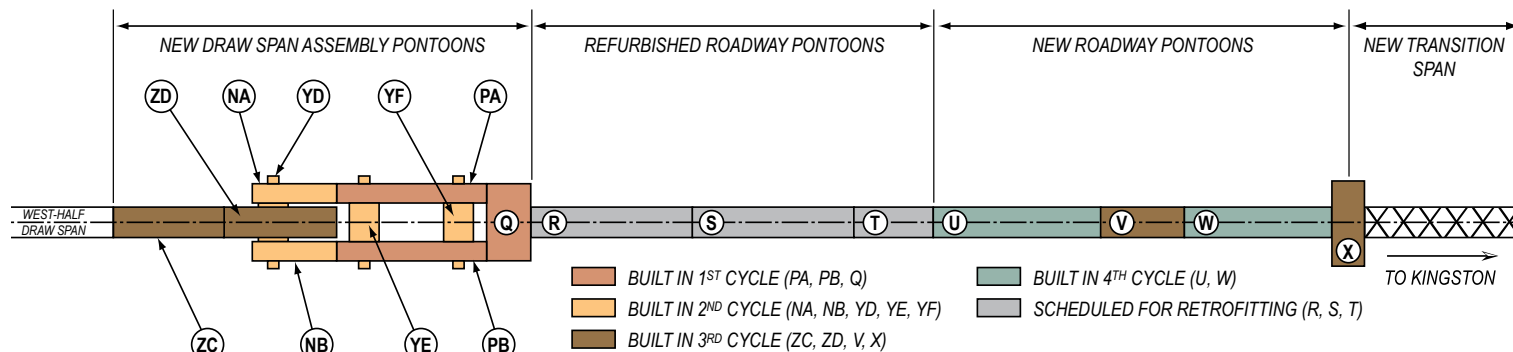
1. cut and install the Styrofoam strips for deck panel placement. Styrofoam strips will remain in place after the concrete has been poured.
2. install deck panels and rebar for roadway decks
3. form and pour diaphragms and girder stops
4. install the leak detection system (LDS) conduit in pontoon R

All work on pontoons R, S, and T is scheduled for completion by fall 2007. The pontoons will then be returned to Port Gamble Bay until they are needed during the 2009 east-half bridge replacement.

The project is benefiting from the previous long-term planning efforts. Updating pontoons R,S, and T, which was part of the plan all along, is keeping the project on schedule toward the six week May-June 2009 bridge closure and east-half replacement.



The existing east-half of the Hood Canal Bridge. During the May-June 2009 bridge closure, the east-half of the bridge will be replaced.



Birds-eye View of New East-half

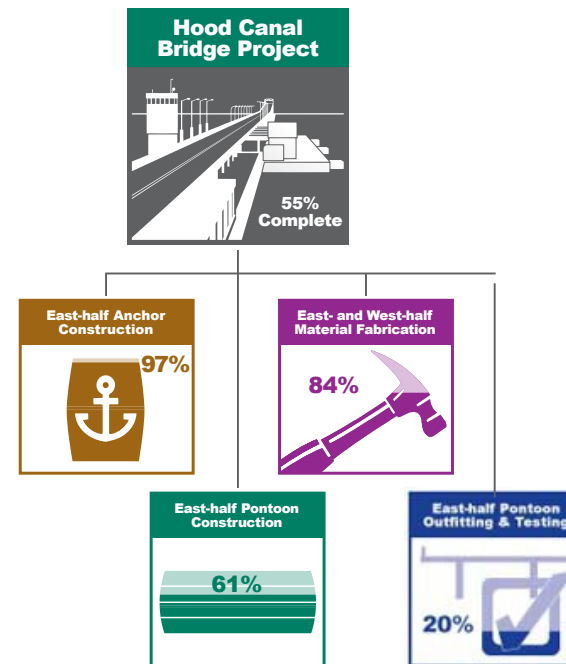
Performance Measures

The Hood Canal Bridge Team made a commitment to the public to open the new bridge by July 2009. To meet that commitment, a baseline schedule was created for the Hood Canal Bridge Project. The baseline schedule includes all of the construction phases.

At the end of each month, the baseline schedule is compared to the actual accomplishments to be sure that WSDOT is keeping its commitment to the public. The project remains on schedule for the May-June 2009 bridge closure and east-half replacement. As the project progresses, the team will continue to compare the projected completion schedule to the current accomplishments.

For more Hood Canal Bridge construction progress information, visit the Hood Canal Bridge Web site www.hoodcanalbridge.com

Construction Progress



Workers fabricate the tremie pipe for anchor ballasting. Rock is placed through the tremie pipe and down to the anchors on the Hood Canal floor. June 14, 2007.

Financial Status

Project Cost Summary

Period Ending June 30, 2007

CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$83,000,000	\$82,877,940
Bridge Site Work	\$41,463,000	\$41,463,000
Work in Progress	\$81,600,000	\$69,542,738
Subtotal Original Commitments	\$206,063,000	\$193,883,678
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$11,785,909
Bridge Closure Mitigation	\$9,644,000	\$799,229
New Facilities & Bridge Completion	\$223,225,000	\$110,365,220
Subtotal Modified Commitments	\$264,905,000	\$122,950,358
Project Total	\$470,968,000	\$316,834,036

Source: WSDOT Hood Canal Bridge Project Office

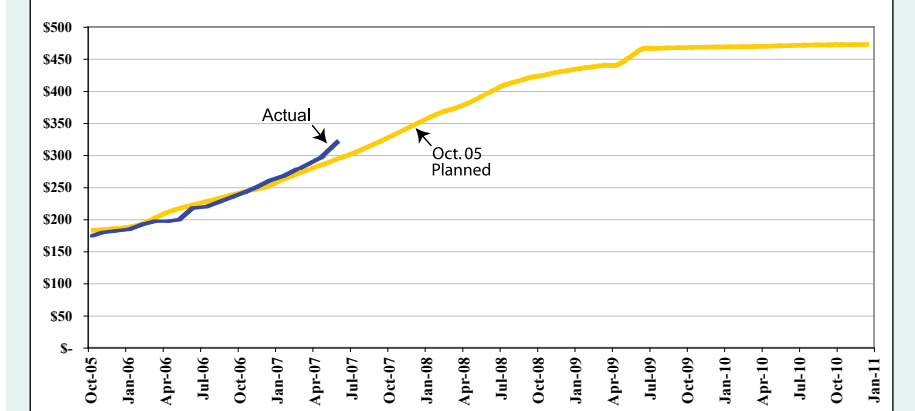
Note: June 2007 data is an estimate of costs prior to the accounting month close on July 11, 2007.

The June costs include "25th month" costs in addition to June expenditures.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).

Period Ending June 30, 2007



Source: WSDOT Hood Canal Bridge Project Office



Workers check the rebar on pontoon T. June 14, 2007.