

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.



Michelle Huggins, Contract Compliance Manager, Hood Canal Bridge Team

Michelle Huggins, the Contract Compliance Manager in the WSDOT Tacoma Hood Canal Bridge Project office, originally joined the team in February 2006 as the Project Controls Engineer. A few months later, the opportunity arose to take on additional project responsibilities as the Contract Compliance Manager. After expressing her interest in the position and applying for the job, Michelle was promoted to this new role based on her extensive work experience as a U.S. Army Chemical Officer, a Financial/Investment Planner, an Architectural Technician, a Scheduler, a Project Coordinator and an IT Project Manager and her engineering education.

She quickly took on these new responsibilities: providing oversight of federal and state contract compliance; following contract administration guidelines; managing changes to the contract so they are in line with WSDOT policies; tracking and evaluating performance measures; and, reviewing project schedules. Michelle's excellent problem-solving skills, dedication to quality and attention to detail all contribute to her success in completing her duties to administer this construction contract.

Michelle's work is essential to the success for this project. As part of the Hood Canal Bridge Business Group, Michelle provides essential administrative support to rest of the team – both the construction and design groups – so each member has been able to focus on moving bridge construction forward.

It has been easy for Michelle to transfer her ability to support a team from the work environment to her home. She is actively involved in the daughter Jennifer's activities. She also provides encouragement to her husband Barry, a U.S. Army Officer who left for Iraq in June 2006, through long distance phone calls and e-mails. When Michelle does have free time, she enjoys spending time with her family, taking hikes, participating in yoga and reading a good book.

Project responsibilities: Oversight of federal and state contract compliance, contract administration, changes to the contract, performance measures and the project schedule.

Questions? (253) 305-6408 or hugginm@wsdot.wa.gov

Next Month's Activities

Pontoon Construction

- Remove exterior wall forms
- Pour concrete wet cell walls
- Tie rebar for cycle three pontoons

Pontoons R, S and T Retrofitting

- Cast crossbeams on pontoons R and S
- Place bearing pads and girders for new road deck

Anchor Construction

- Complete concrete pours for all upper walls and spokes
- Launch second cycle anchors

Hood Canal Bridge West-half Leak Detection System

- Install conduit and sensors
- Fabricate, install and adjust conduit racks



Ironworkers tie rebar for a cycle three pontoon pre-cast exterior wall section, May 30, 2007.

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 **May 1 – 31, 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

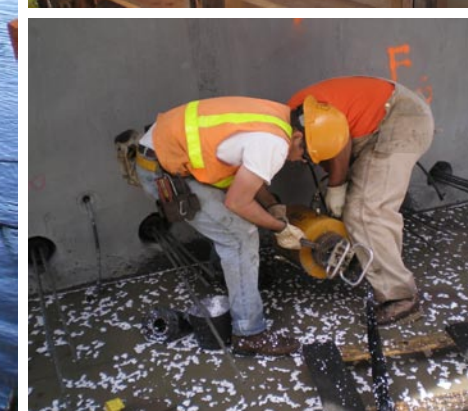
Eric Soderquist, Project Director, (253) 305-6400, soderqe@wsdot.wa.gov

Monthly Report

Hood Canal Bridge Retrofit and East Half Replacement Project

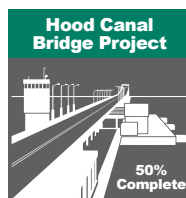


Sea water cascades in to the middle of the anchor before it is lowered to the bottom of Hood Canal, May 3, 2007.



(Top) Crews place concrete into a section of the pontoon roadway crossbeam, May 11, 2007. (Bottom) Workers install equipment to tighten, or stress, pontoon YF post tensioning tendons, May 15, 2007

Project Delivery



Hood Canal Bridge Project Reaches Half-way Point

This month, fifty percent of the Hood Canal Bridge East-half Replacement and West-half Retrofit Project has been completed. Pontoon construction, anchor construction, material fabrication, pontoon outfitting and assembly planning, and closure mitigation design efforts all contributed to meeting this milestone. The specific accomplishments in each work area include:

- **Pontoon Construction:** Concrete pours continued for the five cycle two pontoons currently under construction. Post tensioning work began and was completed on one of the five pontoons by the end of the month. In addition, crews began forming rebar for sections of two draw span pontoons that will be completed during cycle three pontoon construction.
- **Anchor Construction:** The final ten anchors under construction progressed rapidly during the month of May. All the concrete floor pours were completed, fourteen wall pours were completed, and post tensioning operations began. In addition, crews placed all 10 first cycle anchors on the Hood Canal floor.
- **Material Fabrication:** Oregon Iron Works crew, located in Vancouver, WA, completed the first practice welds as part of the preparation exercises for steel truss and transition span assembly.

- **Pontoon Outfitting and Assembly:** The team started construction planning efforts to connect the new pontoons into large sections. At Pier 91 in Seattle, all the new roadway columns were completed on the three 1980s pontoons originally used in the west-half replacement.
- **Closure Mitigation:** The Hood Canal Bridge design team moved forward on water shuttle planning, lease negotiations, Rideshare coordination and medical bus transportation planning efforts that will assist in keeping traffic moving to and from the Olympic Peninsula during the May-June 2009 Hood Canal Bridge closure.



Crews strip the upper half panels of the anchor gallery on pontoon NA. May 03, 2007.

Passing the half-way point is another step on the journey to deliver what was promised – a new Hood Canal Bridge east-half, installed during the May – June 2009 bridge closure. Specific progress, with the percent completed for each major work element, is posted monthly on our web site at www.hoodcanalbridge.com.

Accountability

Anchor Setting – Making the Mark

Kiewit-General marine operations crew, supported by the WSDOT Hood Canal Bridge construction and design teams, successfully set the first ten new east-half Hood Canal Bridge anchors in their correct locations on the bottom of Hood Canal.

The crew met their goal to set two anchors each week according to contract specifications during this first phase of the anchor setting process. The first anchor was set on Tuesday, May 1 and the tenth on Thursday, May 31. Crews completed the work as described in the anchor setting process diagram below.

Anchor setting is a difficult process, not only because of the changing tides and winds in a marine environment, but also because the crews must locate the 1,000+ ton anchors within inches of their underwater target without physically seeing the anchor as it descended 50 to 371 feet below the water. Crews know the anchor is placed correctly by using specialized equipment to check the anchors position (location on the bottom of Hood Canal), elevation (depth under water) and bearing (which part of the anchor is facing the bridge).

Anchor Position

Target positions for the anchors on each side of the bridge were chosen carefully in order to align the anchors in a way that provides

the bridge the most stability. With these locations in hand, crews used Global Positioning System (GPS) during placement to make sure each anchor reached the right spot.

Contract specification: Set each anchor within ten feet of the target position.

The results: All anchors were set within the specification, with one anchor set less than an inch from the target.

Anchor Elevation

Planned elevations were established for each anchor. Crews verified and recorded the actual anchor elevations and checked against the planned elevation.

Contract specification: Set each anchor within ten feet of the target elevation.

The results: All anchors were set within the regulations. The closest was only inches from the target elevation.

Anchor Bearing

The anchors must face the bridge at a specific angle for the anchor cables to be able to go in and around each anchor and connect at the right point on bridge pontoons. The anchors' bearing was monitored by a gyroscope during anchor setting.

Contract specification: Set each anchor within five degrees of the target bearing.



The Derrick Barge Pacific lowers the tenth anchor to the bottom of Hood Canal, May 30, 2007.

The results: Each anchor was set within the goal. The closest was one-tenth of a degree from the planned bearing.

The Results

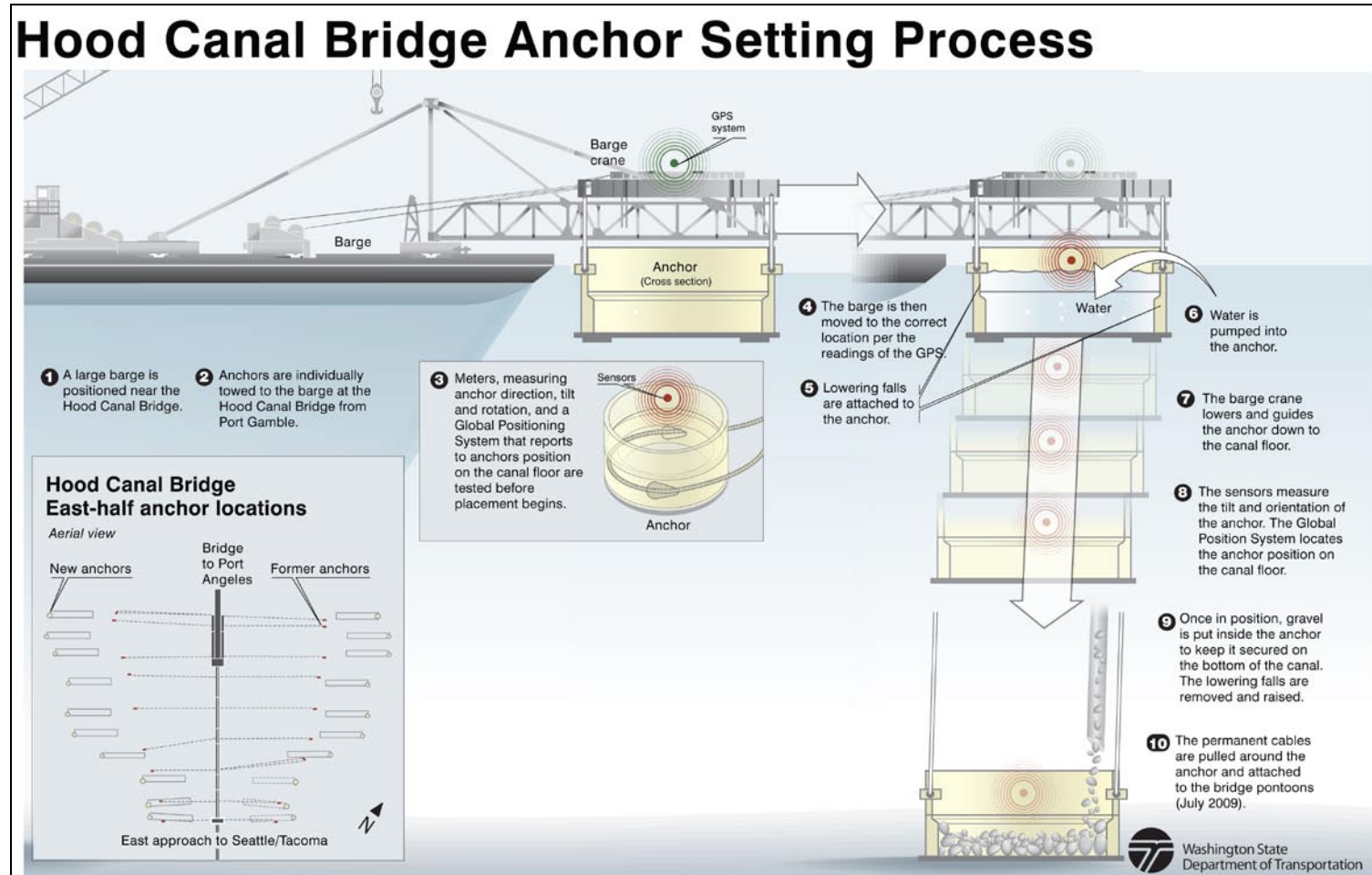
This crew did an excellent job of locating the anchors on the bottom of Hood Canal. Each anchor was set correctly, ensuring that the Hood Canal Bridge will remain stable, even during winds, waves, tides, and severe storms.

Performance Measures: Material Delivery

Moving construction ahead on schedule is only possible when quality materials are delivered and approved for use before they are needed. All bridge construction materials – concrete, rebar, hatch covers, ladders and many more specialty items – must be inspected by WSDOT and approved to ensure quality materials are used.

The Hood Canal Bridge team's goal is to approve Requests of Approved Material (RAM) within 15 days. Constant communication, coordination and teamwork between WSDOT, K-G and the material suppliers enabled the team to provide efficient and timely material reviews. The team met their goal to approve RAMs within 15 days every month over the past year.

This efficient work by the crew has kept construction moving forward and ensured that the Hood Canal Bridge is being constructed with quality materials that will last for decades to come.



Financial Status

Project Cost Summary

Period Ending May 31, 2007

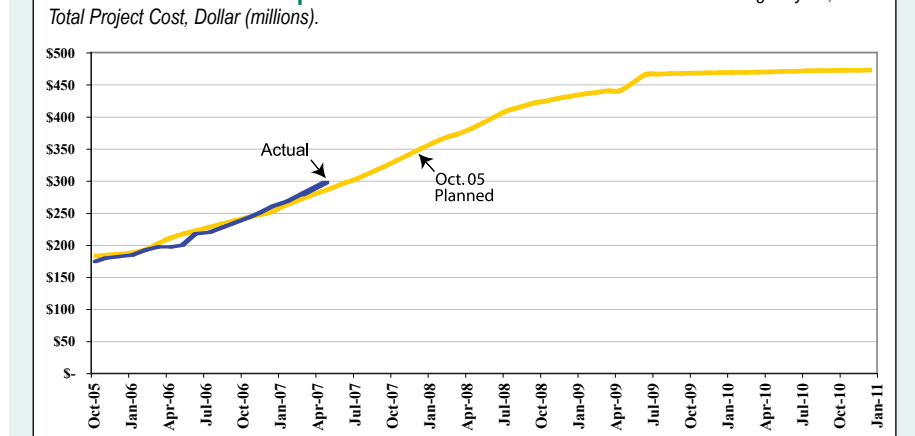
CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$83,000,000	\$82,877,940
Bridge Site Work	\$41,463,000	\$40,968,035
Work in Progress	\$81,600,000	\$68,187,025
Subtotal Original Commitments	\$206,063,000	\$192,033,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$11,000,000
Bridge Closure Mitigation	\$9,644,000	\$628,000
New Facilities & Bridge Completion	\$223,225,000	\$100,962,000
Subtotal Modified Commitments	\$264,905,000	\$112,590,000
Project Total	\$470,968,000	\$304,623,000

Source: WSDOT Hood Canal Bridge Project Office

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

Planned vs. Actual Expenditures

Period Ending May 31, 2007



Source: WSDOT Hood Canal Bridge Project Office