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.

Eric Strauch, *Hood Canal Bridge Design Team Leader, Hood Canal Bridge Team*

Eric Strauch has been part of the Hood Canal Bridge Team for a year and a half as the Design Team Leader. His career with the Washington State Department of Transportation began 15 years ago. His extensive experience working in both construction project inspection and design around the Puget Sound helps him in his career today.

Eric's primary responsibilities on the Hood Canal Bridge Project center around the design and implementation of the May-June 2009 bridge closure mitigation plan. This work to help drivers get around during the closure includes: designing temporary road improvements, planning operations of a water shuttle across the Hood Canal, coordinating transit service, supervising construction of water shuttle terminals and park and rides, setting up an Incident Response Team to cover detour routes and working with the community emergency medical response professionals to prepare for the closure. Eric says that he enjoys his job because he can see the positive benefits his work will provide the community during the closure.

When he's not working, Eric enjoys spending time outdoors with his wife, Brenda, their two sons and, of course, their family dog, Buddy. Eric and Brenda like hosting big barbeques for their close family and friends. The family can often be found together on a soccer field (kids playing, parents watching) or at a Seattle Thunderbirds hockey game.

Project responsibilities: Hood Canal Bridge closure mitigation plan design and implementation.

Questions? (253) 305-6444 or StraucE@wsdot.wa.gov

Next Month's Activities

Workers place studs for wall rebar templates on pontoon YD. Templates help support the rebar and will be removed after the base slab pours are complete. Jan. 18, 2007.

Workers strip inside forms of lower wall on a 60-foot anchor. Jan. 22, 2007.

Pontoon Construction
- Complete first pontoon floor concrete pour for pontoons NB and YF
- Pour concrete for first pontoon NB wall.

Anchor Construction
- Complete all concrete pours and post tensioning for the 10 first cycle anchors.
- Launch all ten anchors from floating dry dock and tow them to Port Gamble.

Hood Canal Bridge West-half Leak Detection System
- Install conduit in pontoons LA, LB and MB.
- Continue to support crews with conduit sleeve fabrication for pontoons NA NB YD YE and YF.

Design
- Start layout for the Shine Pit Park and Ride.
- Begin developing the Request for Proposal for the water shuttle vessels.

Communication
- Complete 2007 communication work plan.
- Conduct anchor launching media event and community activities.

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 to subscribe.

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

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

Monthly Report

January 2007

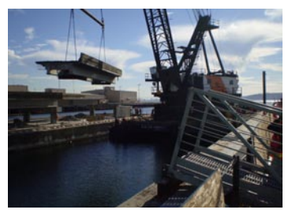
Hood Canal Bridge Retrofit and East Half Replacement Project

Hood Canal Bridge at sunrise, Feb. 2, 2007.

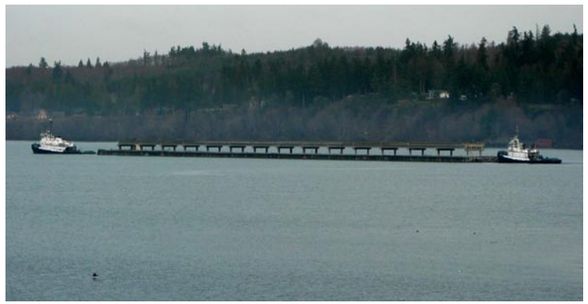
Project Delivery

On Monday, Jan. 8, 2007, three pontoons, that have been moored in Port Gamble Bay, were towed to Seattle for retrofitting and refurbishing. The 50-mile journey was accomplished safely and the pontoons were moored at the Port of Seattle's Terminal 91 at 8 a.m. on Tuesday, Jan. 9.

Community members, who gathered to watch the pontoons leave the Bay, had grown accustomed to the pontoons as part of their landscape. The assembled pontoons, named R, S and T, were temporarily used during the west-half replacement in the 1980's to facilitate opening the bridge early while the more complex draw span pontoons were constructed. Pontoons R, S and T helped drivers then and will again by saving the tax payers both time and cost through reusing the pontoons rather than building three new ones.



(Left) Community members watch as pontoons R, S and T are towed to Seattle from Port Gamble Bay, Jan. 8, 2007. (Right) Crane lifts first deck section off pontoons R, S and T at Pier 91, Jan. 24, 2007.



Pontoons R, S and T being towed to Seattle, Jan. 8, 2007.

During retrofitting, the pontoons will be reused but the roadway deck and columns will be demolished and rebuilt to match the height and width of the new east-half pontoons and widened west-half roadway.

Crews began demolishing the road decks shortly after the pontoons arrived in Seattle. Workers first cut the roadway in large 84-ton sections. Then a crane lifts the roadway off the columns and places it on the pier. Trucks haul the pieces away to a concrete facility to be crushed and recycled. By the end of the month, half the road decks were removed and saw-cutting on the columns had begun. Pontoons R, S and T are scheduled to be complete by October 2007.

Accountability

Beginning in May 2009, the Hood Canal Bridge will be closed to drivers for six weeks. To minimize the required closure time, WSDOT engineers planned for as much construction as possible to be completed away from the bridge site. Instead of closing the bridge during the entire three and one-half year construction cycle, the bridge will only close for six weeks while the east and west transition trusses are replaced, the old east-half floating sections cut away and the new sections floated into position, cabled together and anchored.

"We all know how important this bridge is to the residents and businesses of the Olympic and Kitsap Peninsulas," said Eric Soderquist, project director. "That's why the six-week closure time is written into Kiewit-General's contract. Their obligation to us and to the public to meet this schedule is a major boost for this project."

A good closure mitigation plan, supported by years of research and data collection, is being implemented. WSDOT is committed to re-opening the bridge on time and is dedicated to working with community partners to:

1. Have the mitigation plan in place
2. Provide advance notification
3. Help travelers find alternate travel options

Drivers cross Hood Canal Bridge, Sept. 19, 2006.

Closure Mitigation Commitment Plan

The Closure Mitigation Commitment Plan will help drivers get where they need to go during the May-June 2009 six-week bridge closure. The plan specifically addresses Hood Canal Bridge drivers' top concerns voiced in the 2003 Hood Canal Bridge User Survey: getting to their destination on time; knowing the fastest routes; avoiding being stuck in traffic; and, getting help to make travel easier.

There are five closure mitigation plan elements:

1. Temporary Alternate Driving Route Improvements and Traffic Control
2. Transportation Options
3. Rideshare Opportunities
4. Medical Transportation Assistance
5. Public Outreach

1. Temporary Alternate Driving Route Improvements and Traffic Control
Closing the bridge will increase traffic along Jefferson, Mason and Kitsap county alternate routes. Temporary improvements will be made at highway locations along specific routes to reduce congestion. Additionally, WSDOT maintenance and incident response teams will be working with the Washington State Patrol and local officials to maintain safety and to be prepared for traffic incidents.

Bridge Closure Mitigation Timeline

1999	
Spring	Closure mitigation plan decision-making committees formed, 62 options evaluated
Fall	Gathered public input on closure mitigation options
December	11 preferred options recommended for further analysis
2000-2001	
Summer–Fall 2001	Preferred options examined
Fall 2001	Determination that both car and passenger-only water shuttle options cannot be funded
2002	
January	Project committee determines that water shuttle is best, benefiting the greatest number of bridge users
February	Peninsula Regional Transportation and Planning Organization approves final strategies
April	Federal Highway Administration advises that only temporary facilities and services are eligible for federal funding
April–August 2003	Work begins on closure mitigation plan design
2003	
August	Land leases secured; South Point landing purchased
2005	
December	Traffic pattern report from August closures published
2006	
Summer–Winter 2007	Design temporary improvements, water shuttle terminals, Park and Ride; Schedule and contract water shuttle; Secure transit agreements; Arrangements for medical transportation
2007	
Fall 2007–Spring 2009	Coordinate Incident Management Plan
2008	
Summer	Finalize transit agreements; Finalize medical outreach; Construct terminals, Park and Ride lots
2009	
Spring	Construct temporary improvements
May	Hood Canal Bridge closes for six weeks
June	Hood Canal Bridge opens to traffic

2. Transportation Options
WSDOT will provide a passenger-only water shuttle, taking passengers from one side of Hood Canal to the other in order to ease congestion on local highways. Transit connections will be provided on both sides of the Canal. West of the bridge, Clallam and Jefferson Transit will provide service to the Shine Pit Park and Ride. Jefferson Transit will shuttle drivers from the park and ride lot to the South Point water shuttle terminal. On the east side of the bridge, Kitsap Transit will provide service from the Port Gamble water shuttle terminal to locations in Kitsap Peninsula, including Washington State Ferry terminals.

3. Rideshare Opportunities
WSDOT will be assisting drivers in finding a carpool or vanpool. Preferred parking will be provided for vanpools at water shuttle terminal park and ride lots.

4. Medical Transportation Assistance
A medical transit bus will operate from the Port Gamble water shuttle terminal directly to medical facilities in Seattle, Bremerton and Poulsbo to help drivers get to medical appointments.

5. Public Outreach
The Hood Canal Bridge team is helping community groups, businesses and residents prepare for the closure in advance by keeping them informed and helping them plan ahead. The community outreach includes working with local and state parks, medical facilities, schools, freight companies, economic development interests and tourism professionals.

End Results

Closing the bridge, which carries an average of 20,000 trips on weekends, will significantly affect drivers and surrounding communities, but the end result of the work to be accomplished during the closure will benefit the community for decades to come. After the closure, drivers, community residents and local businesses will have a bridge that is wider, safer and more affordable to maintain.

Financial Status

Project Cost Summary

Period Ending January 31, 2007

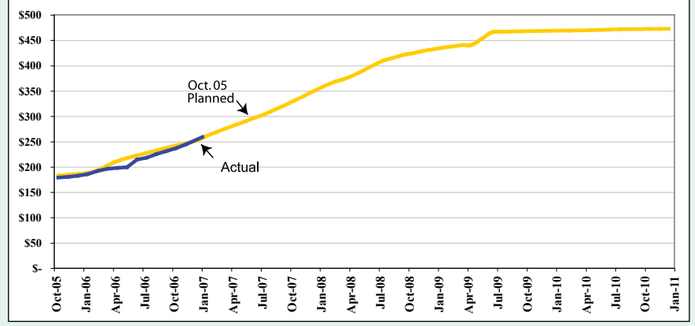
CATEGORY	BUDGET	EXPENDED	% COMPLETED
Original Commitments			
Port Angeles	$83,000,000	$82,877,940	99.9%
Bridge Site Work	$41,463,000	$41,049,280	99.0%
Work in Progress	$81,600,000	$67,870,217	83.2%
Subtotal Original Commitments	$206,063,000	$191,797,437	93.1%
Modified Commitments			
WSDOT Construction Management	$32,036,000	$9,195,056	28.7%
Bridge Closure Mitigation	$9,644,000	$542,051	5.6%
New Facilities & Bridge Completion	$223,225,000	$66,020,113	29.6%
Subtotal Modified Commitments	$264,905,000	$75,757,220	28.6%
Project Total	$470,968,000	$267,554,657	56.8%

Source: WSDOT Hood Canal Bridge Project Office
Note: December data is an estimate of costs prior to the accounting month close on January 10, 2007.

Planned vs. Actual Expenditures

Period Ending January 31, 2007

Total Project Cost, Dollar (millions).



Performance Measures: Managing Contract Changes

A change order is used to document changes to the contract between WSDOT and the contractor, Kiewit-General. Change orders are continually in progress and result from a variety of situations, including requests for changes to implement more efficient work processes. Every change order must go through several steps before it is finalized, including getting proper approvals, negotiating scope and costs, and finalizing documentation. Once a change order has been completed, it becomes a part of the Hood Canal Bridge contract.

The Hood Canal Bridge Project Office works hard to process change orders in a timely manner. The time it takes from creation of a change order to when it is completed can vary significantly depending on the issue being addressed. The Hood Canal Bridge Project Office has set a goal to process change orders in 30 days. Performance to date has varied widely, however significant improvement has been made and the team has met its goal during the last two months.

During the month of January, nine change orders were created, seven were ongoing from December, and six were finalized, leaving ten open change orders at the beginning of February.