

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.



Dave Bishop, Kiewit-General Anchor Casting/pontoons RST Rehabilitation Manager, Hood Canal Bridge Team

Dave Bishop, the Anchor Casting/RST Rehabilitation Manager for Kiewit-General, has worked on the Hood Canal Bridge Project for 15 months. Dave was chosen for this role on the project because of his education, strong work history in engineering and his knowledge of WSDOT standards.

Dave's education in construction came through his Civil Engineering degree from the University of British Columbia. After graduation, Dave gained a broad range of knowledge and technical experience with bridges by working on several hydro-electronic and bridge projects in different locations across North America. He further enhanced his bridge experience and knowledge of WSDOT construction projects by working on the Tacoma Narrows Bridge caissons before joining the Hood Canal Bridge Team.

When Dave saw the opportunity to use his bridge construction knowledge on this unique project, he chose to join the project. The team has benefited greatly by Dave's ability to organize work well, to keep the project on schedule and to quickly recognize potential issues.

In addition, Dave is an active member of the Association of General Contractors / WSDOT Joint Committee. In this role, he has reviewed WSDOT standards for the past five years. This experience has helped him grasp Hood Canal Bridge construction and design information well and successfully carry out his project responsibilities.

When not working, Dave spends time with his wife, Vanessa and their two daughters, Brianna, 15 years old, and Jennifer, 13 years old. Their family enjoys taking bicycle trips during the summer and going on downhill skiing adventures during the winter. Dave also applies his work skills in construction at home by accomplishing various woodworking projects, such as building several pieces of furniture that currently decorate his house.

Project responsibilities: Casting the bridge anchors; coordinating the rehabilitation and construction of the new bridge decks on pontoons R, S and T.

Questions? 206-255-5218 or Dave.bishop@kiewit.com

Next Month's Activities

Pontoon Construction

- Set in place soffit forms to be used for the first pontoon top pours
- Pour concrete walls for all five pontoons

Pontoons R, S and T Retrofitting

- Construct new columns
- Construct new crossbeams
- Place bearing pads on top of the crossbeams

Anchor Construction

- Pour concrete for lower spokes and base slabs in all 10 anchors

Hood Canal Bridge West-half Leak Detection System

- Finish installation of conduit in pontoons MA and MB
- Begin the installation of conduit in pontoon Y



Crews pour concrete into a 46-foot anchor, March 12, 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 inbox. Visit www.hoodcanalbridge.com to subscribe.

This report highlights updated Hood Canal Bridge Project information from March 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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Monthly Report

Hood Canal Bridge Retrofit and East Half Replacement Project



(Left) Crews place concrete for base slab pour on pontoon NA, March 9, 2007. (Right) Crews set the wall panel on pontoon NB, March 19, 2007.

Project Delivery

Cycle Two Pontoons: Final Base Slab Pour Completed

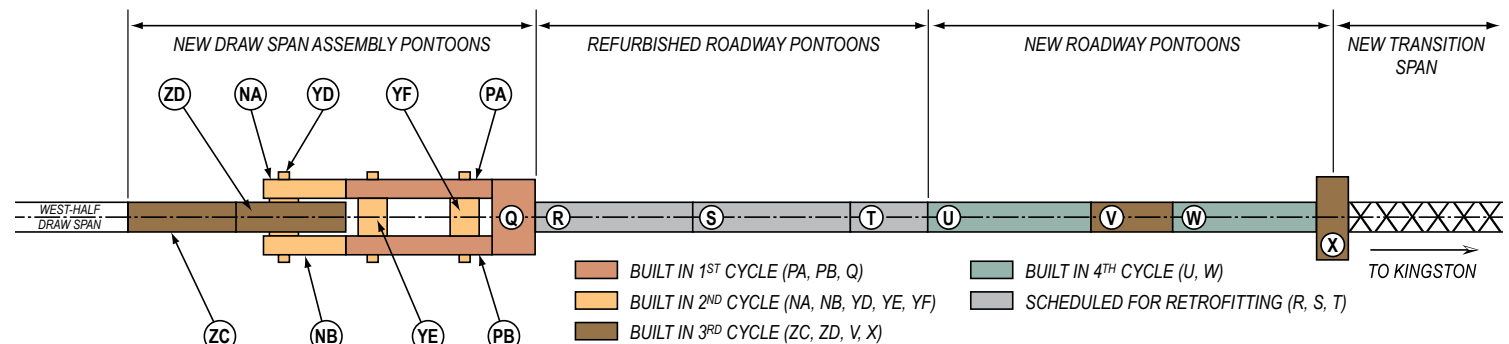
The Washington State Department of Transportation (WSDOT) and contractor, Kiewit-General (K-G), have reached another milestone in pontoon construction for the Hood Canal Bridge Project. On March 30, 2007, construction crews placed the final concrete for the five second cycle pontoon base slabs. Two-thousand one hundred cubic yards of concrete, carried by more than 230 concrete trucks, were used to complete the pours.

Construction crews learned several lessons during cycle one pontoon construction that were applied to cycle two base slab

pours to help gain work process efficiencies. Crews modified:

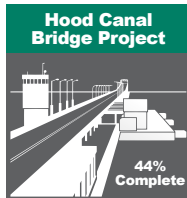
- the sequencing methods for pouring the base slab concrete
- the finishing process after the concrete had been placed
- the vibrating techniques used under the base slab forms
- the watering curing system layout

These changes resulted in less effort to achieve proper concrete finish work, saving the project time and resources. Cycle two pontoon construction is moving forward and staying on schedule. Completing the base slab pours is another exciting milestone for the Hood Canal Bridge team because it brings the project one step closer to the goal of replacing the bridge's east-half in May – June 2009.



Birds-eye View of New East-half

Accountability



Planning for the Future

Planning for future transportation needs is an essential element of WSDOT engineering work. It is sometimes difficult to anticipate driver's future needs, yet Hood Canal Bridge design engineers were able to do just that when they designed and built pontoons R, S and T in the 1980's.

Bridge engineers analyzed how the pontoons needed to be constructed to meet both immediate and future needs. WSDOT engineers were able to design pontoons R, S and T so the pontoons could:

1. Be constructed quickly and used in place of the Hood Canal Bridge west-half draw span in 1982 in order to open the bridge to traffic as early as possible.
2. Allow the roadway and columns to be removed and replaced easily, enabling the pontoons to be used in the future east-half bridge replacement process in 2009.

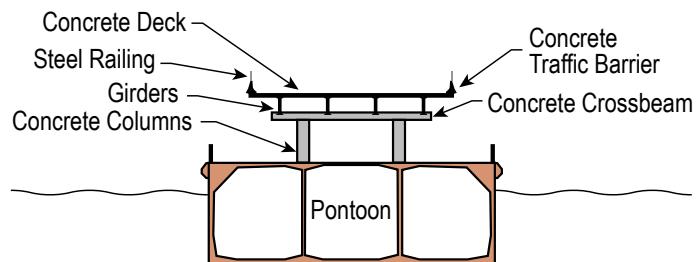
Implementing the Plan

In January, pontoons R, S and T were successfully moved from Port Gamble Bay to the Port of Seattle. WSDOT and K-G are now focused on the task of retrofitting these three pontoons.

The pontoons are in good condition. The work to be accomplished on and inside the pontoons is: installing new hatches along the top of the pontoons; updating the lighting system; and, installing a new leak detection system.

The superstructure, the columns and roadway above the pontoons, required replacement for two reasons:

1. The new roadway configuration requires some roadway sections to be different heights along the pontoons.
2. The new roadway needed to be wider to match the widened west half.



The roadway and crossbeam removal was completed in March by cutting the concrete into 56 foot sections and removing the pieces from the pontoons with a large crane. The roadway removal was completed in a checkerboard pattern to keep the pontoons level.

After the roadway removal was completed, the columns were removed by cutting and removing the concrete from around the rebar. Once the old concrete material was removed from the pontoons, construction began on the new columns. By the end of March, the first new columns were formed and poured in place.



Steel forms in place for pontoon T columns, March 23, 2007.

The next steps for retrofitting the pontoons include updating the connecting mechanisms that will allow these pontoons to attach to adjacent new pontoons. All work on pontoons R, S and T is scheduled for completion by September 2007. The pontoons will then be returned to Port Gamble Bay until they are needed during the 2009 east-half bridge replacement process.

Project Benefits

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



Crews install conduit for road deck lighting through the pontoon T column, March 21, 2007.

Performance Measures: Public Outreach and Involvement

Closing the Hood Canal Bridge in May – June 2009 will affect the drivers and communities who rely on this vital transportation link. It is crucial to communicate information regarding the 2009 closure. The communication team strives to inform the public and policy makers of project progress and to engage everyone in the work. The team uses several ways to communicate:

- Media and legislative relationships help get information out to the largest audiences of customers and constituents.
- Direct communication with the community in the form of list serve messages, group presentations, tours, e-mails and phone calls also help get the word out.
- Relationships with businesses, parks, freight companies, schools, local officials and community groups in the region are key to successful project communication efforts.
- Semi-annual public opinion research is also an essential part of the communication strategies to help the team understand public knowledge and attitudes about transportation plans for the closure.

The Hood Canal Bridge communication group carefully tracks these public outreach and involvement efforts to see if WSODT is doing a good job at getting important information to the people who need it:

Constituent correspondence

With almost a dozen contacts each month, the team measures how quickly they respond, based on WSDOT standards for correspondence. In March, the team responded within the goal 80 percent of the time.

Presentations and construction site tours

The team's goal is to meet with community groups at least twice-a-month to update drivers on project progress and 2009 closure planning. In March, the team met this goal.

Web site

At least once a week, the Hood Canal Bridge Project Web site is updated to reflect new information ranging from construction progress to traffic information to milestone events. In March, the team updated the Web site 14 times, exceeding the goal of four updates.

Financial Status

Project Cost Summary

Period Ending March 31, 2007

CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$83,000,000	\$82,877,940
Bridge Site Work	\$41,463,000	\$41,614,193
Work in Progress	\$81,600,000	\$67,887,025
Subtotal Original Commitments	\$206,063,000	\$192,379,158
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$9,877,834
Bridge Closure Mitigation	\$9,644,000	\$585,604
New Facilities & Bridge Completion	\$223,225,000	\$81,356,628
Subtotal Modified Commitments	\$264,905,000	\$91,820,066
Project Total	\$470,968,000	\$284,199,224

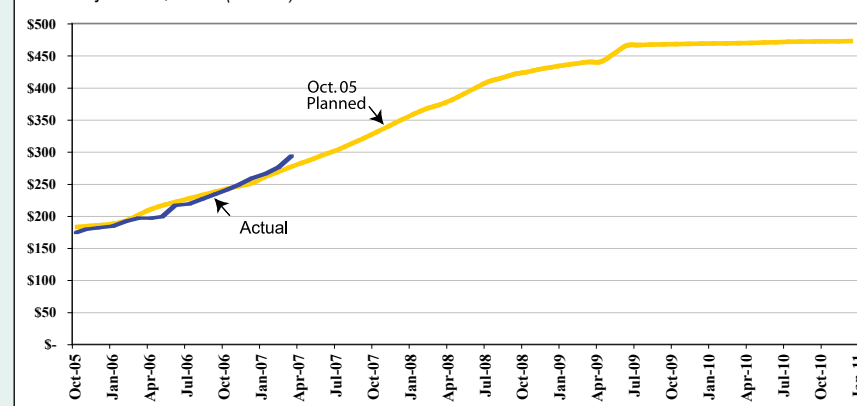
Source: WSDOT Hood Canal Bridge Project Office

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

Planned vs. Actual Expenditures

Period Ending March 31, 2007

Total Project Cost, Dollar (millions).



Source: WSDOT Hood Canal Bridge Project Office

E-mail notices

Messages are sent out to approximately 700 people interested in the Hood Canal Bridge Project via e-mail on important topics such as construction milestones, monthly reports and traffic changes. In March, the team met the goal of delivering the notices at least two days in advance of the event. Visit www.hoodcanalbridge.com to subscribe.

Publications and materials

Several times a month, information is compiled into written documents that clearly show what WSDOT is doing in every part of the project. In March, the team published four printed materials, exceeding the goal of two per month.

Why We Measure

The public outreach and involvement efforts have changed and will continue to change over time as the team evaluates the effectiveness of these performance measures, learns from the results, maintains momentum and sustains success.