

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.



Greg Meadows Seattle Construction Site Manager,
Hood Canal Bridge Team

Greg Meadows, the Seattle Construction Site Manager, has been part of the Hood Canal Bridge (HCB) Project Team since August 2006.

Over the past year and a half, Greg successfully managed all bridge construction at Todd Pacific Shipyards, Port of Seattle's Terminal 91 and the Hood Canal Bridge site including anchor construction and

pontoons R, S and T rehabilitation and anchor installation. Throughout this last summer, the busiest construction season for the Hood Canal Bridge Project, Greg successfully led his crew by staying focused on his most important responsibilities: supporting the crews and keeping construction on schedule.

Before joining the HCB Project Team, Greg owned his own construction company. His broad construction knowledge gained from his previous experience and ability to analyze processes has benefited the team. The second cycle of anchor construction was completed two months faster than the first cycle, partly due to Greg's leadership in showing his crew how to incorporate "project first" decisions and lessons learned into future work activities.

Greg's current responsibilities include draw span and pontoon assembly and outfitting at Todd Pacific Shipyard in Seattle, Hood Canal Bridge west half electrical building construction and leak detection system installation. Beyond the daily construction duties, Greg focuses much of his time on leading his team and managing his responsibilities in a way that helps his crew reach their full potential.

In addition to his focus on people at work, Greg values relationship building at home and in his recreational activities. He finds time to spend with his wife, whom he calls "Mrs. Wonderful," their three daughters, three sons, one grandson and one granddaughter and several kids' football and baseball teams.

Project responsibilities: Oversight of all construction activities at Todd Pacific Shipyard in Seattle and Hood Canal Bridge site.

Questions? meadowg@wsdot.wa.gov, (206) 624-2508

Next Month's Activities

Pontoon Construction – 72 percent complete

- Pontoons ZC – Continue concrete pours for the top slab; begin post tensioning
- Pontoon ZD – Complete wall pour; cure concrete walls
- Pontoon V – Set wall and anchor gallery forms;
- Pontoon X – Continue rebar placement and form installation for the pontoon top slab; begin

East-half Assembly, Outfitting and Testing – 30 percent complete

- Submerge the third and final Y pontoon (YD) and join in underneath pontoons PA and PB
- Complete post tensioning work
- Set forms for electrical building walls on pontoon Q

Hood Canal Bridge West-half Leak Detection System – 88 percent complete

- Complete final items, including grouting around conduit

Transition Span Fabrication – 50 percent complete

- Continue blasting and painting truss components
- Assemble east lift span components
- Weld west truss diagonals into place

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.*

This report highlights updated Hood Canal Bridge Project information from **November 1 – 30, 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

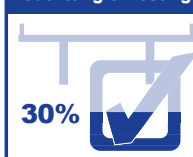
November 2007



Water washes over pontoon YF as it descends during test procedures, November 7, 2007.

Project Delivery

East-half Pontoon
Outfitting & Testing

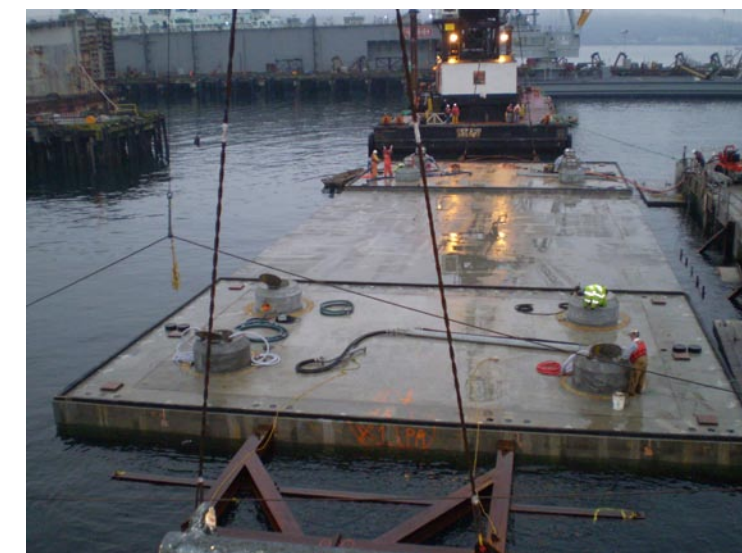


First Underwater Draw Span Pontoon Connected

On Thursday, November 8, WSDOT and Kiewit-General crews guided the first underwater draw span pontoon beneath five other new east-half Hood Canal Bridge draw span pontoons, positioned it carefully and then secured it in place. This work, occurring at Todd Pacific Shipyards in Seattle, is required to connect eight separate pontoons into the U-shaped draw span unit for the world's longest floating bridge over salt water.

Like interconnecting blocks, this underwater pontoon, named YF, has eight large, round structures on the top that fit into recessed spaces on the bottom of the pontoons above it. The pontoons were linked together when crews submerged pontoon YF, pulled the other five draw span pontoons over the top and then raised pontoon YF slightly until it fit in place. Crews then installed post tensioning that will hold pontoon YF against the pontoons above it.

Pontoon YF is one of three pontoons that keep the two sides of the U-shaped draw span from twisting and turning when the retractable portion opens and closes. Pontoons YE and YD are scheduled for connection to the draw span unit in December.



Crews check water level inside pontoon YF, November 8, 2007.

Accountability

Draw Span Assembly

Completing the new east-half draw span is the most complicated part of this project.

Ten separate pontoons (Q, PA, PB, NA, NB, YD, YE, YF, ZC and ZD) make up the new east-half Hood Canal Bridge draw span.

The first step in creating the new draw span is joining the eight pontoons together that make the "U" shape. Then two pontoons are joined to create the retractable portion of the draw span. After pontoon assembly is complete, the pontoons are outfitted with electrical and mechanical controls. Finally, new columns and roadway are built on top of the pontoons and the lift spans are installed.

During assembly, the crews face several challenges. Both WSDOT and Kiewit-General planned the operation carefully, paid attention to detail and tested new processes. Their efforts led to the successful placement of pontoon YF and contributed to the progress toward reaching the next project milestone.

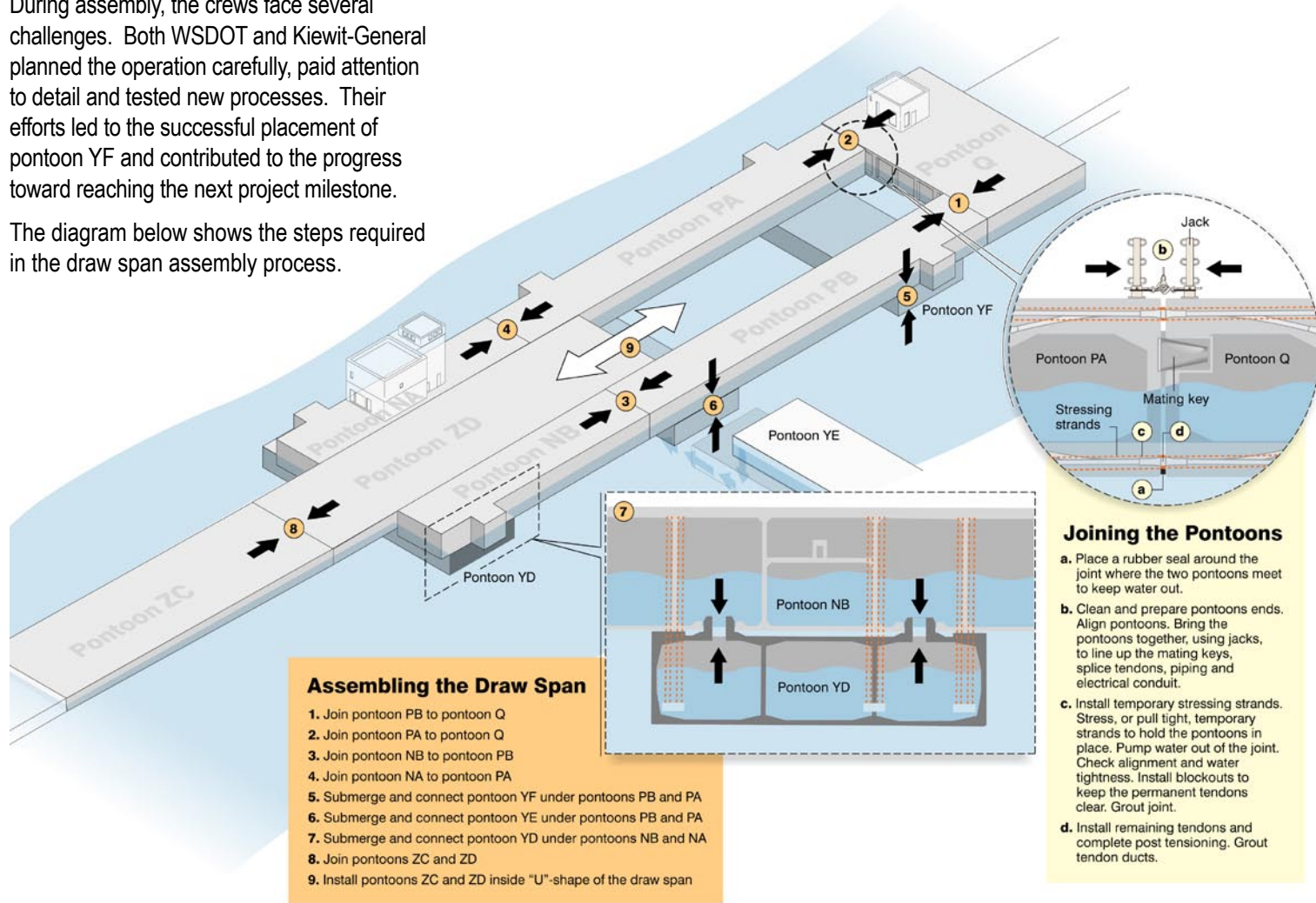
The diagram below shows the steps required in the draw span assembly process.



A tugboat tows pontoon YF away from the pier before mating to pontoons PA and PB, November 5, 2007.



Crews prepared pontoon YF for joining, including ballasting the pontoon with water, October 31, 2007.



Performance Measures: Environmental Stewardship

WSDOT and K-G protect the environment surrounding each construction site by watching for spills, inspecting equipment, creating emergency response plans and being prepared for environmental incidents. Each individual site focuses on meeting environmental compliance requirements.

Concrete Technology Corporation, Tacoma: The environmental efforts at this pontoon construction location centers on managing and treating water. In 2007, one environmental incident occurred near this site where pontoon forms were constructed. It was quickly resolved and reported to the appropriate agencies.

Todd Pacific Shipyards, Seattle: Two different locations were used at Todd Pacific Shipyards. One for anchor construction and another for draw span assembly. In this marine environment, efforts center on managing and treating water. No environmental incidents occurred at this site in 2007.

Hood Canal Bridge: Work at the bridge site centered around setting 20 concrete anchors on the bottom of Hood Canal. No environmental incidents occurred at this site in 2007.

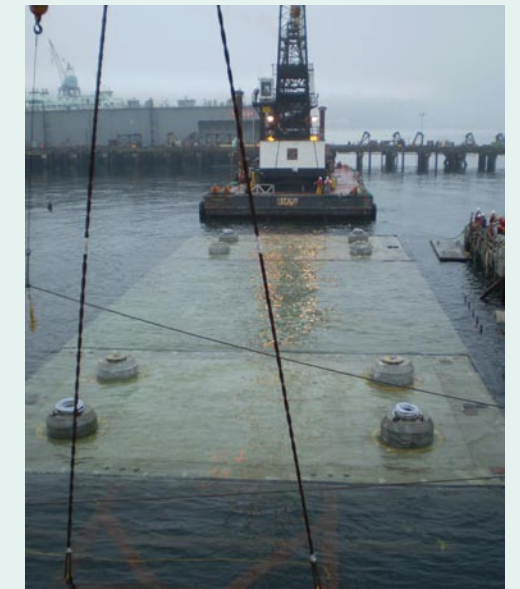
The Project: Throughout the remainder of the Hood Canal Bridge Project, WSDOT, K-G and the subcontractors will continue their dedication to environmental stewardship by meeting environmental requirements.

Financial Status

Project Cost Summary

Period Ending November 30, 2007

CATEGORY	BUDGET	EXPENDED
Port Angeles	\$82,741,000	\$82,893,000
Bridge Site Work	\$41,594,000	\$46,209,000
Work in Progress	\$81,728,000	\$67,776,000
Subtotal Original Commitments	\$206,063,000	\$196,878,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$15,236,000
Bridge Closure Mitigation	\$9,644,000	\$1,016,000
New Facilities & Bridge Construction	\$223,225,000	\$142,845,000
Subtotal Modified Commitments	\$264,905,000	\$159,097,000
PAR - Port Angeles Remediation		
PAR - Construction & Engineering	\$2,300,000	\$1,995,000
PAR - Design Engineering	\$1,500,000	\$727,000
PAR - Settlement & Other Costs	\$3,040,000	\$2,657,000
Subtotal Port Angeles Remediation	\$6,847,000	\$5,379,000
Project Total	\$361,354,000	\$361,465,200

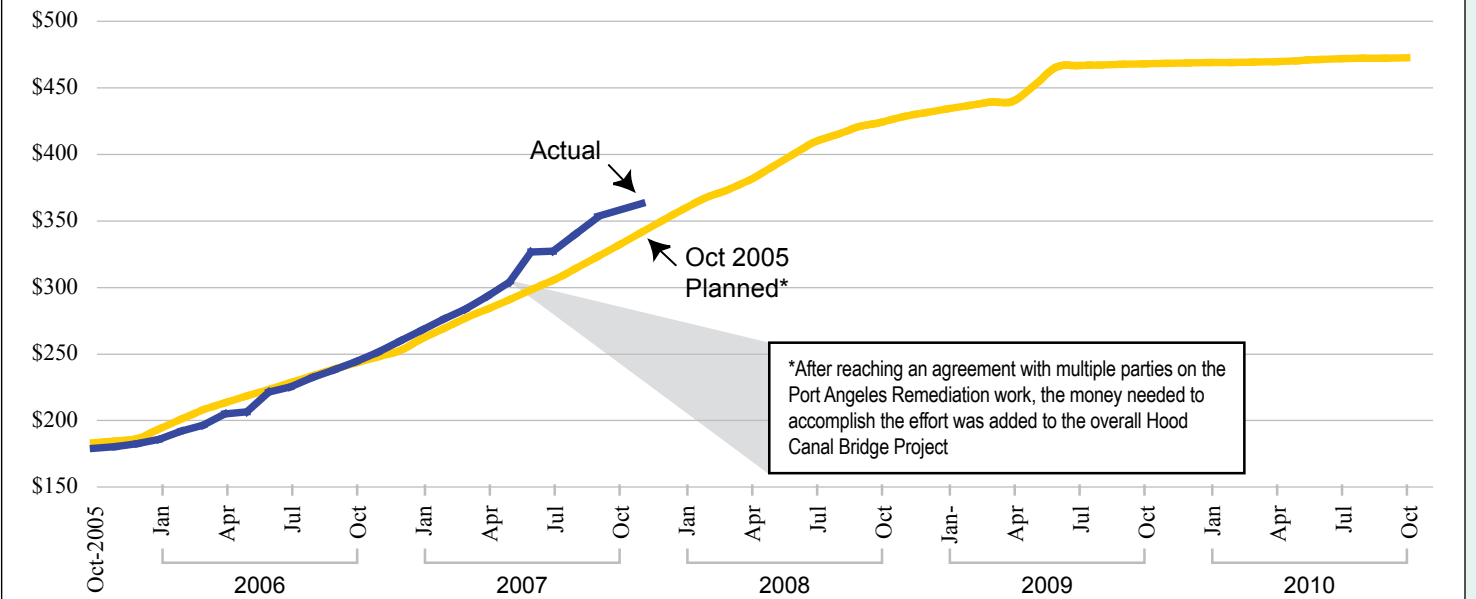


Pontoon YF begins to descend into the water to be mated with pontoons PA and PB, November 8, 2007.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).

Period Ending November 30, 2007



Source: WSDOT Hood Canal Bridge Project Office