

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.



Rea Hagan, *Contracts Engineer, Hood Canal Bridge Team*

Rea joined the Hood Canal Bridge Team in September 2007 as the Contracts Engineer. Her responsibilities for the project include overseeing federal and state contract compliance and contract administration. She ensures documentation is finished according to plan, and, should changes be necessary, that new change orders are completed and properly documented.

When asked about her role on the HCB Team, Rea said, "I am proud to be part of this incredible group of amazingly talented people."

Rea's extensive experience at several construction-related jobs served as a catalyst to prepare her for the Hood Canal Bridge Project. Her long track record began at the Illinois Department of Transportation where she worked for nearly two decades in design, surveying, and bridge inspection. After that she worked for a Kiewit Granite joint venture in Salt Lake City, Utah as the Mainline Quality Assurance/Quality Control Paving Inspector for the I-15 reconstruction project. She also worked for KPFF Consulting Engineers in Tacoma as a Hydrographic Surveyor, mapping the dredging and capping of Tacoma's Thea-Foss Waterway Rehabilitation project.

Rea's noteworthy background in construction and inspection and her ability to handle federal and state contracts as well as related documentation make her an integral part of the HCB Team.

Besides her work on the HCB Team, Rea enjoys spending time with her son, her four dogs and her rescued cat. Her love of animals has led Rea to serve on the board of the Kindred Souls Foundation, an organization that rescues abandoned and abused animals, and helps find adoptive families for them. Rea also enjoys volunteering in the community and helping people gain the tools they need to succeed in life.

Project responsibilities: oversight of the federal and state contract compliance, contract administration and construction and work changes to the contract

Questions? 253-305-6408 or haganr@consultant.wsdot.wa.gov

Next Month's Activities



Transition spans fill an enormous building at Oregon Iron Works in Vancouver, Wash. Crews at the site are working to connect top struts on the bridge section, which measures approximately 280 feet long, 70 feet wide and 40 feet tall Jan. 15, 2008.

Pontoon Construction

- Complete punch list items
- Float out third cycle pontoons
- Prepare graving dock for cycle four

East-half Assembly, Outfitting and Testing

- Continue conduit installation and hydraulic piping

Hood Canal Bridge West-half Leak Detection System

- Electrical work suspended throughout the winter months, scheduled to resume in May

Transition Span Fabrication

- Crews continue to fit and weld the lower floor beams and top struts

Hood Canal Bridge Retrofit and East-half Replacement Project

East-half Replacement: 2009

West-half Retrofit: 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 **January 1 – 31, 2008.**

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

January 2008

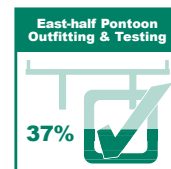
Hood Canal Bridge Retrofit and East Half Replacement Project



A worker prepares hydraulic piping so it can be installed in the cells of pontoon PB Jan. 9, 2008.

Project Delivery

Draw Span Outfitting



In January 2008, outfitting work on the Hood Canal Bridge's east-half draw span saw significant progress as crews from Kiewit-General focused on conduit and piping installation at Todd Pacific Shipyards in Seattle.

This extensive process will equip the bridge with an intricate network of pipes and conduit that are the primary foundation for the east half's mechanical and electrical systems.

The draw span, comprised of pontoons NA, NB, PA, PB and Q, and supported by underwater pontoons YD, YE and YF, is the most complex section of the new bridge. The mechanical, hydraulic and electrical systems installed at Todd Pacific Shipyards will allow the moveable portion of the draw span pontoons ZC and ZD to retract and extend. With a precise electrical outfitting system like this in place, effectively moving and positioning pontoons ZC and ZD's combined 7,517 tons is achievable. The hydraulic outfitting on pontoons NA, NB, PA, PB and Q is equally important in that it will raise and lower the bridge's lift span, providing pontoons ZC and ZD the room to retract.

This system makes the longest floating bridge over saltwater unique among the handful of others in the world. These 600-foot openings allow the Hood Canal Bridge to accommodate passage of large marine vessels and the bridge to flex and move, reducing effects to the bridge during adverse weather. But the process couldn't occur without conduit and piping.



Crews strip the forms used on the electrical building on pontoon Q at Todd Shipyards in Seattle. Once completed, the building will serve as one of two electrical buildings on the draw span Jan. 21, 2008.

Conduit and piping installation completion rates on the five above-water pontoons in cycles one and two are as follows:

- Pontoon NA 75 percent
- Pontoon NB 65 percent
- Pontoon PA 68 percent
- Pontoon PB 75 percent
- Pontoon Q 30 percent

K-G crews are in the process of another outfitting element as they add the support columns and roadway to pontoon Q. Pontoon Q will act as the end piece of the Hood Canal Bridge's new U-shaped draw span assembly.

Accountability

Bridging the Gap through Transit Partnerships

Getting commuters, residents and visitors across the Hood Canal during the May-June 2009 bridge closure is one thing, getting them to and from their varied destinations is quite another altogether. While a passenger-only water shuttle coupled with temporary docks at Port Gamble in Kitsap County and South Point in Jefferson County will ably handle the crossings, WSDOT knew it had to provide riders access throughout the affected counties as well. So it called on some old pros.

WSDOT inked agreements with Jefferson, Kitsap and Clallam transit, ensuring that the vital transportation link between the Olympic and Kitsap peninsulas is available during the six-week closure. The cooperative agreements not only solidify WSDOT's commitment to reducing traffic on State Route 104 and US 101 throughout the closure but to offering viable travel alternatives as well.

All three transit agencies will ramp up their operations, bringing in extra personnel and putting additional buses into service to provide transitions between the water shuttle docks and communities on both sides of the Hood Canal.

While Clallam Transit will operate three, hourly morning trips and three, hourly evening trips between Port Angeles and the park and ride at Shine Pit, Jefferson Transit will transport riders between Port Townsend and the water shuttle dock at South Point.

To accommodate the influx in ridership, Jefferson Transit will increase the frequency – running buses every half hour from 4 a.m. to 11 p.m. – and area served by its No. 7 bus route to ensure availability.

Once the water shuttle reaches the dock in Port Gamble, Kitsap Transit – which is adding three routes during the closure – will transport riders between the park and ride and the ferry terminals in Kingston and Bainbridge Island as well as key points in Poulsbo and Silverdale. Kitsap Transit will offer routes every half hour from 5 a.m. to 11 p.m.

The three transit agreements show WSDOT's commitment to the Hood Canal Bridge Mitigation Plan and accountability to the public it serves, helping residents and visitors get to their destinations during the six-week closure in May-June 2009.



A Jefferson Transit bus driving in downtown Port Townsend, Wash.



Performance Measures: Change Orders

Change orders document modifications to the contract between the WSDOT and Kiewit-General. They are continually in progress and result from a variety of situations, such as 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 diligently 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.

During the month of January, five change orders were initiated, six were pending from December 2007, and seven were finalized, leaving four open change orders at the beginning of February.

This quick and competent completion of change orders is just another example of how the Hood Canal Bridge Team is working together to keep the project moving forward.

Financial Status

Project Cost Summary

Period Ending January 31, 2008

CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$82,741,000	\$82,893,000
Bridge Site Work	\$41,594,000	\$40,814,000
Work in Progress	\$81,728,000	\$76,107,000
Subtotal Original Commitments	\$206,063,000	\$199,814,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$16,505,000
Bridge Closure Mitigation	\$9,644,000	\$1,285,000
New Facilities & Bridge Construction	\$223,225,000	\$150,946,000
Subtotal Modified Commitments	\$264,905,000	\$168,736,000
PAR - Port Angeles Remediation		
PAR - Construction & Engineering	\$2,300,000	\$2,115,000
PAR - Design Engineering	\$1,500,000	\$899,000
PAR - Settlement & Other Costs	\$3,040,000	\$2,657,000
Subtotal Port Angeles Remediation	\$6,840,000	\$5,671,000
Project Total	\$477,808,000	\$374,221,000

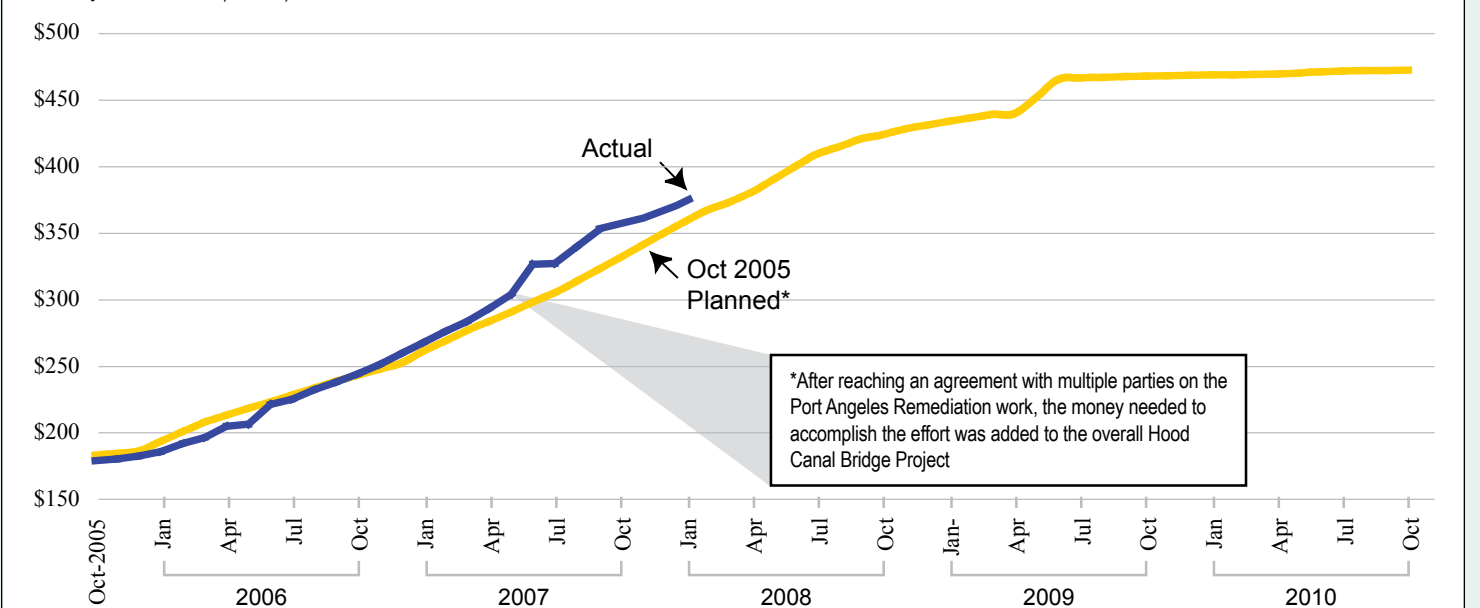


Kiewit-General crews help a crane guide pipe spools onto pontoon PB Jan. 25, 2008.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).

Period Ending January 31, 2008



Source: WSDOT Hood Canal Bridge Project Office