

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 makes it all happen.



Ray Johnson, Field Engineer, Hood Canal Bridge Project Team

Ray Johnson has been a key team member of the Hood Canal Bridge Project for more than two and a half years. He joined the team as a pontoon inspector at Concrete Technology Corporation (CTC) in Tacoma where he worked with the crews from WSDOT and K-G inspecting the first three pontoon cycles.

Ray's past inspection experience on the State Route 18 project from Covington to Issaquah Hobart and his attention to detail helped prepare him for his work on the Hood Canal Bridge Project. The SR 18 project gave him a broad spectrum of experience working with road and bridge structures that translated well to his positions with the HCB Team.

His background in inspection, excellent communication skills, strong work ethic and experience working on bridge pontoons gave Ray a good idea where to focus his energy when he transitioned into the Field Engineer position at CTC.

His new role included overseeing and supporting WSDOT inspectors during the final pontoon construction cycle. Now that pontoon construction is complete, Ray works at Todd Pacific Shipyard as a Field Engineer for pontoon assembly and outfitting. The Hood Canal Bridge Project Team is a group Ray has come to truly respect.

"It's great being a part of something that is vital to the immediate community and the state as a whole," he said. "We're doing a great thing here and it wouldn't be possible without the team we've assembled."

When he's not busy supporting his crew and the construction work, Ray can be found out on the soccer field coaching his daughter, Alison's, and son Jordan's, premier soccer teams. He also coaches his youngest daughter Shelby's soccer team.

Questions? (253) 305-6435 or Johnsrc@wsdot.wa.gov

Next Month's Activities



Materials for the east control tower catwalk and lift spans are staged on the recently installed lift spans. July 9, 2008.

Pontoon Construction

- Complete float-out operations for pontoons U and W
- Demobilize construction efforts at CTC

East-half Assembly, Outfitting and Testing

- Begin assembly operations for pontoons U, V, W and X
- Complete grouting on the road deck for the maintenance ramp
- Finish placement of columns on pontoon V and begin column work on pontoon W

Hood Canal Bridge West-half Leak Detection System

- Continue leak detection system installation
- Continue labeling and sealing conduit

Fabrication at Oregon Iron Works

- Continue fitting and welding east truss diagonals
- Complete fabrication of east-half lock bar assembly

Bridge Site Preparation

- Conduct survey work on draw span pontoons
- Prepare draw spans for installation of new bumper

Hood Canal Bridge

West-half 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 **July 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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Hood Canal Bridge West-Half Retrofit and East-Half Replacement Project



K-G crews place concrete on the west end of pontoon U to protect the ends of the longitudinal post-tensioning strands. July 10, 2008

Project Delivery

Project heads toward final pontoon float-out

The month of July was filled with activity as WSDOT and contractor Kiewit-General (K-G) prepared for the final Hood Canal Bridge pontoon float-out scheduled for Aug. 1, 2008.

Pontoons U and W – the largest of the new east-half bridge pontoons – measure 360 feet long and 325 feet long, respectively, and are 60 feet wide and 18 feet tall. They tip the scales at 6,200 and 5,725 tons.

Most of the work on the pontoons centered around cleaning off dust, dirt and other material so they could be properly sealed and post-tensioned. Post-tensioning – a process in which steel strands are pulled through the pontoons and used to compress the structure – is a vital step in strengthening the pontoons. By July 31, everything was ready and waiting for the high tide needed to float the pontoons out of the graving dock at Concrete Technology Corporation (CTC) the next day.



With just days to go before the fourth cycle float-out, pontoon U is prepped for its trip to Seattle. July 21, 2008.

On Aug. 1, the cycle four pontoons were pulled by tugboats out of the CTC graving dock to Todd Pacific Shipyards in Seattle. WSDOT and K-G will connect them with cycle three pontoons X and V, then add columns and roadway to create the new easternmost floating section.

The operation moved the project past the 80 percent completion mark and kept WSDOT on track for the May-June 2009 east half bridge replacement.

Accountability

Keeping the community connected

WSDOT is taking a five-pronged approach to ensure that when it closes the bridge for six weeks to replace the east half in May-June 2009, the Olympic Peninsula will stay open for business. During the closure alternate driving routes, transportation options, rideshare opportunities, medical transportation assistance and public involvement efforts will all help drivers get around.

A water shuttle that will run between South Point in Jefferson County and Lofall in Kitsap County is the centerpiece of the plan. The service is complemented by docks, site improvements, park and rides and transit connections necessary to make certain travelers have access to destinations on both sides of the Hood Canal.

WSDOT is making excellent headway with its closure mitigation plan and notable progress is now occurring at the facilities and with the agencies involved in the project.

Progress:

The addition of the docks, park and rides, water shuttles and transit services will significantly reduce travel times for residents who would otherwise have to drive around to reach destinations on either side of the Hood Canal. In this way, WSDOT is fulfilling its commitment to the public to help them get around during the closure.

Water shuttle service:

WSDOT will transport people across the canal during the six-week closure with 149-passenger water shuttles. A Request for Proposal, which will allow WSDOT to seek the shuttles, is being prepared by Washington State Ferries and will be ready to review in August.



Source: WSDOT Hood Canal Bridge Project Office

Water shuttle docks:

1 South Point – Erosion control, which will include silt fencing and composting, is scheduled to be completed in August. Site clean-up and pothole repair are scheduled for September. The gangway design has been completed. WSDOT will use an existing dock at South Point and add a gangway to provide the public access to the water shuttle and the contractor water access to the bridge site.

2 Lofall – Designs for the water shuttle gangway have been completed. Design work for the dock is progressing and scheduled to be completed by September. Acquisition discussions have begun with property owners and easement appraisals are expected to conclude by September. Twenty-five percent of the permitting has been submitted and geotechnical drilling and eel grass surveys are complete.

Park and rides:

3 Shine Pit – WSDOT is working on the easement with the owner, Fred Hill Materials, and expects to finalize this agreement by the end of August. Work at the site is scheduled to begin in late November or early December.

4 Port Gamble – Silt fencing installation to protect the environment will be completed in early August. The lease for the 1,500-space parking lot is being renegotiated to revise boundaries.

Transit service

While the initial agreements with transit agencies were inked in late 2007, the location of the Kitsap water shuttle dock was updated from Port Gamble to Lofall in June. The agreements are now being revised to reflect this change. New transit schedules and costs have been completed.

Performance Measures

Reaching out to the public

The Hood Canal Bridge Project's communications group keeps close tabs on how information flows between the project team and the public it serves. Tracking constituent correspondence, press releases published, and tours conducted are just a few of the ways WSDOT ensures it is responding to people's needs.

Public outreach is another important way to gauge the success of this work. WSDOT has attended four community events since spring and will attend seven more before the end of the year with the aim of reaching as many people as possible on the Olympic and Kitsap peninsulas.

The events not only allow WSDOT to better inform the public about the project and the May-June 2009 bridge closure, but also let



Project Team members man the booth at the Sequim Lavender Festival. July 18, 2008.

residents who will be directly affected raise their concerns and get immediate answers.

Each event gave the team ideas on how to improve future visits and make certain that the public benefits as much as possible. Handing out comment cards, signing people up for list serv e-mails and engaging constituents outside the booth are just a few ways they are improving Hood Canal Bridge Project Team outreach.

Financial Status

Project Cost Summary

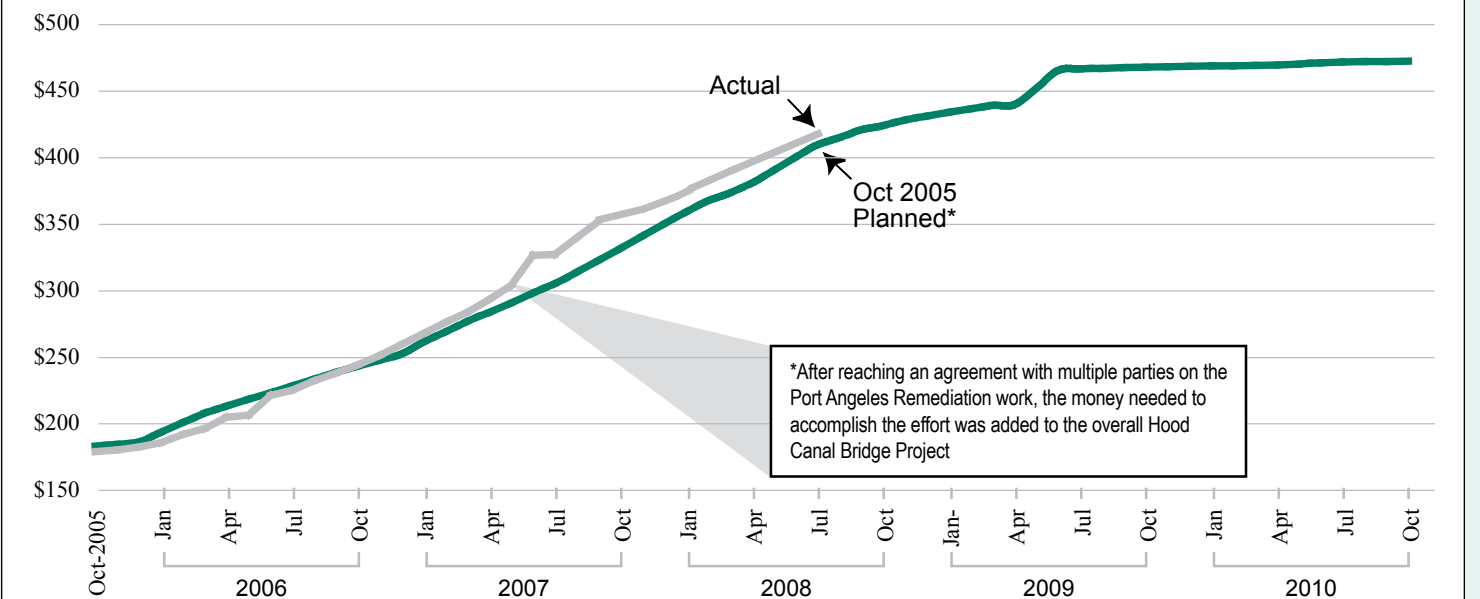
CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$82,741,000	\$82,225,000
Bridge Site Work	\$41,594,000	\$41,530,000
Work in Progress	\$81,728,000	\$79,200,000
Subtotal Original Commitments	\$206,063,000	202,955,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$21,071,000
Bridge Closure Mitigation	\$9,644,000	\$1,818,000
New Facilities & Bridge Construction	\$223,225,000	\$188,719,000
Subtotal Modified Commitments	\$264,905,000	\$211,608,000
PAR - Port Angeles Remediation		
PAR - Construction & Engineering	\$2,300,000	\$2,286,000
PAR - Design Engineering	\$1,500,000	\$738,000
PAR - Settlement & Other Costs	\$3,040,000	\$2,657,000
Subtotal Port Angeles Remediation	\$6,840,000	\$5,681,000
Project Total	\$477,808,000	\$420,244,000



Crews pressure wash the east control tower in preparation for painting. July 11, 2008.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).



Source: WSDOT Hood Canal Bridge Project Office