

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.



Terry Campbell, *Electrical/Mechanical Inspector, Hood Canal Bridge Project Team*

Terry Campbell joined the Hood Canal Bridge (HCB) Project Team two years ago as an electrical/mechanical inspector. In this role, he provides expert electrical and mechanical inspection and documentation for the bridge's leak detection systems and electrical/mechanical systems.

Terry brings a wealth of knowledge to the Hood Canal Bridge Project. He has more than 30 years of experience to call upon as he tackles his challenging role as an inspector. Terry is a true team player and works extremely well with the other team members. Couple that with his continued desire to be challenged and improve things and it's easy to see why he's such an asset to the team.

Before joining the HCB Project, Terry served as a municipal water, wastewater and stormwater inspector for commercial and multiple housing developments throughout Pierce and King counties. He also has notable experience designing electrical and mechanical systems in the municipal, chemical, petroleum, pulp and paper industries.

This past work prepared Terry for his role with the project today by providing him with the know-how and decision making skills needed to succeed as an inspector.

"I enjoy the challenging tasks given each day and my first opportunity ever to build a floating bridge," he said.

When he's not busy inspecting for the project, Terry enjoys entertaining and spending time with his children, grandchildren and friends. His all-time favorite activities include snow skiing, fishing vacations in Alaska and woodworking.

Terry always seems up for the challenge of conquering another activity. He's currently trying his hand in rollerblading and snowmobiling. The former Christmas tree farm owner says he some day dreams of owning and operating another tree farm as well.

Project responsibilities: providing electrical and mechanical inspection and documentation for the leak detection systems and electrical/mechanical systems

Questions? (360) 613-5355 or campbet@wsdot.wa.gov

Next Month's Activities



The Hood Canal Bridge's new west truss moves from the OIW facility, allowing crews to start assembly work of the new east truss. April 22, 2008.

Hood Canal Bridge West-half Leak Detection System and Electrical Work

- Core drilling operations in preparation for electrical work
- Continue rebar scanning operations using Ground Penetrating Radar to ensure integrity

Transition Span Fabrication

- The 280-foot long, 70-foot wide and 35-foot tall west transition span was completed and moved out of the work space April 22, 2008 at Oregon Iron Works (OIW) in Vancouver, Wash. Completion of this work will allow OIW crews to assemble the Hood Canal Bridge's east transition span

Pontoon Construction

- Placing concrete on the lower anchor gallery of Pontoon U
- Placing concrete for base slab and forms for wall pours

East-half Assembly, Outfitting and Testing

- Installing of conduit and accessories for new draw span assembly
- Continue column work and start setting forms for the crossbeams on pontoon ZC/ZD
- Welding structural steel on the control tower

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 **April 1 – 30, 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

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



(left to right) A K-G worker ties rebar on a pontoon ZC/ZD column. April 7, 2008. K-G crews place concrete into a two-piece, steel form on pontoons ZC/ZD. April 16, 2008.

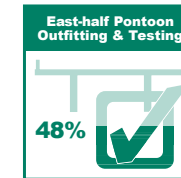
Project Delivery

Columns rise on Z pontoons

In April 2008, crews from Kiewit General (K-G) joined pontoons ZC and ZD together using stands of steel in a process called post-tensioning. Forty 3-inch steel tendons, each containing 19 steel strands, run through the pontoons' connecting ends and were used to "squeeze" ZC and ZD together, adding strength and form to the enormous bridge section.

Once the two pontoons were joined together at Todd Pacific Shipyards (TPS) in Seattle, the combined Z pontoons measured 496 feet long, 60 feet wide and 21 feet tall.

The connection and post-tensioning set the stage for superstructure work. This work consists of building concrete columns on the pontoons to support girders and the roadway deck. Columns are cast using two-piece, cylindrical steel forms referred to as "clam shells" by the crews. These forms were precisely located by surveyors around existing rebar cages before concrete was placed.



A K-G worker pressure washes concrete from column rebar on ZC/ZD in preparation for form placement at TPS. April 10, 2008.

Eighteen columns were cast on the Z pontoons in April, to support cross beams and roadway that will be added on top. The columns and crossbeams are built strong enough to allow for future widening of the bridge.

The Z pontoons form the Hood Canal Bridge's new drawspan that retracts to open the bridge to marine traffic and adverse weather. Four electric drive motors equipped with large gear boxes are used to pull the 496-foot pontoon assembly back and forth using gear racks installed along the length of the pontoon. Fourteen steel rollers maintain the alignment as the drawspan is retracted and extended.

Accountability

Water shuttle dock plans float to Lofall

WSDOT took a proactive approach to environmental concerns in Port Gamble Bay in April 2008, abandoning its plans to build a temporary water shuttle dock there and moving the effort south of the Hood Canal Bridge to the community of Lofall.

The Port Gamble location was questioned by WSDOT, the Department of Ecology, the Department of Fish and Wildlife and the nearby Port Gamble S'Klallam Tribe which said building the dock there and operating a water shuttle had the potential to harm the bay's abundant yet fragile clam, oyster and geoduck beds.

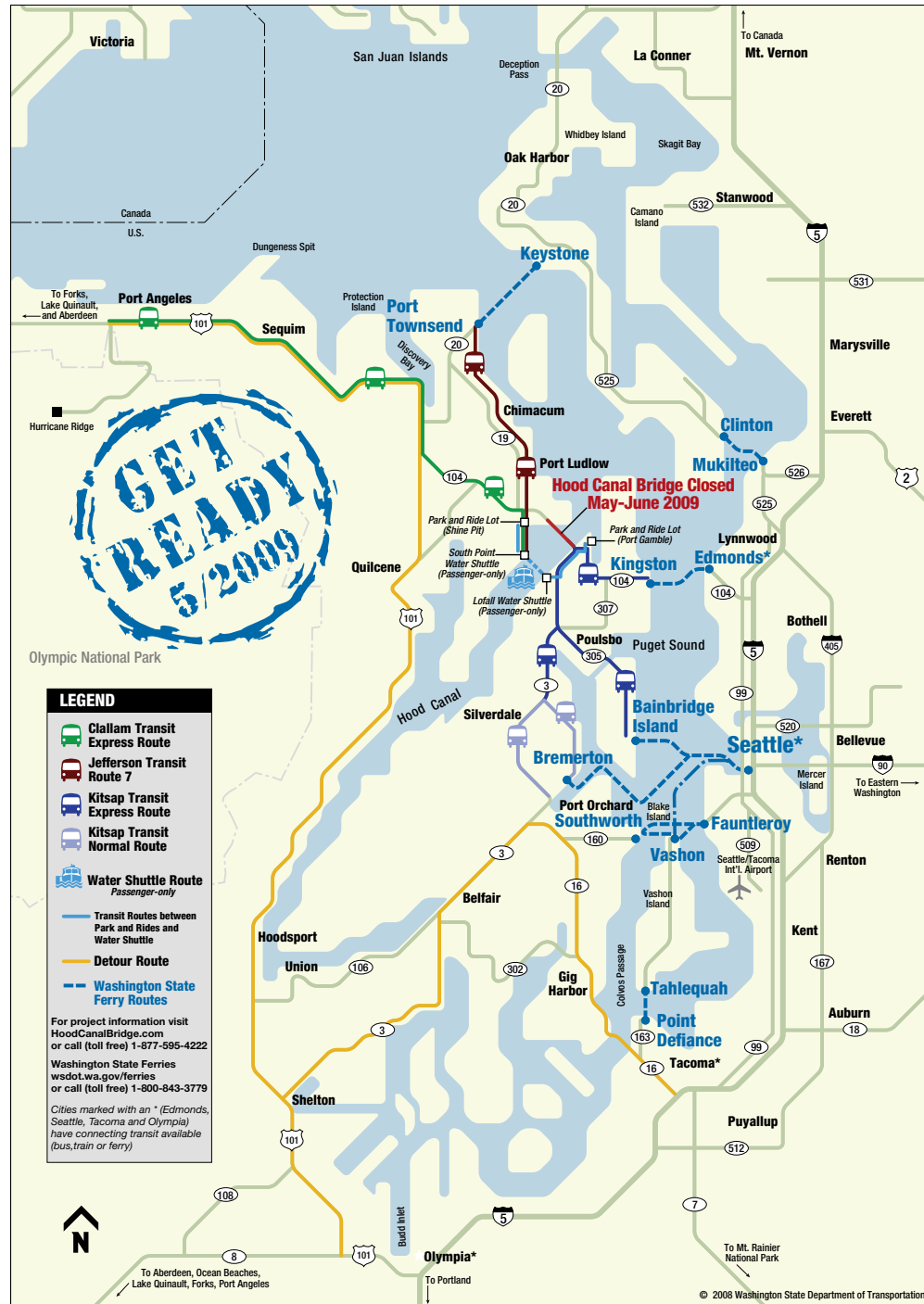
Port Gamble was the site of North America's longest continuously running lumber mill (1853-1995). Prior to enhanced environmental standards, much of the sawdust and other wooden debris from the mill went directly into the bay. The primary concern of WSDOT, other state agencies and the tribe was that this sediment would be churned by the water shuttles' propellers, polluting the entire bay and affecting the community's shellfish beds.

After the decision, WSDOT managers met with Lofall property owners to discuss the possibility of using that community's waterfront access for the temporary water shuttle dock. Lofall has a historic connection to the bridge and WSDOT. When the west half of the Hood Canal Bridge sank in February 1979, the community worked with WSDOT and became the temporary docking location for a car-passenger ferry that operated until the bridge reopened in October 1982. It was also the site of a car ferry dock before the bridge was built in 1961.

WSDOT immediately began investigating permitting, design and construction of a dock at Lofall. Because the water shuttle service will link riders with transit services during the six-week May-June 2009 closure, WSDOT also reviewed how bus routes would need to be adjusted to accommodate the new location.

While the east side dock location has changed, the water shuttle is still viewed as the best option in that it has the ability to transport the most residents between the Kitsap and Olympic peninsulas during the May-June 2009 closure.

A variety of passenger-only water shuttle and car ferry options were evaluated before the water shuttle dock locations in Jefferson and Kitsap counties were selected. On the west side of the bridge, South Point, Port Ludlow and Port Townsend were considered.



Locations on the east side included Lofall, Port Gamble and Kingston.

WSDOT's proactive response to the potential environmental issues looks to have worked in both its and the public's favor in more ways than one.

Providing water shuttle service at Lofall is the best available option WSDOT has when it comes to helping area residents get around during the May-June 2009 Hood Canal Bridge closure.

Lofall offers the most direct water shuttle route across the Hood Canal for people

who make essential trips for work, school and medical care. The route most closely resembles that of the Hood Canal Bridge, allowing quick transportation between local areas. Lofall also offers park and ride opportunities at nearby Port Gamble and creates a water shuttle route that avoids the Hood Canal Bridge construction zone.

WSDOT's environmental stewardship, history of working with the community and commitment to the residents who will be served by the water shuttle all played into the decision to relocate the dock.

Performance Measures: Safety is my No. 1 Priority

For 2008, the Hood Canal Bridge Team, consisting of WSDOT, K-G and its subcontractors, have experienced only one Occupational Safety and Health Administration (OSHA) recordable incident and plans on keeping it that way for the remainder of the year.

With a safety standard of zero recordable incidents for the team, K-G looks for continuous ways of improving their processes for which they conduct weekly reviews at each project site. The key to safety is making sure the message and focus gets all the way down to the craft worker level.

To achieve this awareness, K-G uses safety "walks" and meetings to review operations and observe project staff. At every project site, the discussion of safety begins well before an operation starts in the field by means of a Pre-Activity Meeting. Here the operations are reviewed where crews review a Job Hazard Assessment to identify hazards associated with the type of operations. Then, at

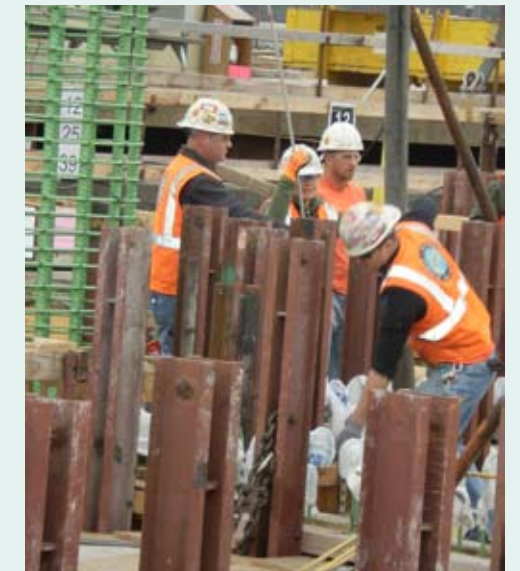
the beginning of every day, foreman discuss the safety topic of the day with their crews as they review plans for the day's operations. This personal setting provides direct feedback from the crews. The first safety walk consists of project foreman performing a separate safety walk and presenting their observations to their peers at a weekly meeting. The second is a separate project superintendent's safety walk of the project site. The results of their observations are shared with the project superintendents at a weekly meeting. The third safety walk includes a Project Safety Committee walk that includes foreman and superintendents from other project sites and operations. Again, results are shared with project staff.

The improved meeting schedule and contact, coupled with a 100 percent glove policy and a recent focus on eye injury prevention are just a few of the ways the Hood Canal Bridge Project Team and K-G are improving the way they do business.

Financial Status

Project Cost Summary

CATEGORY	BUDGET	EXPENDED
Original Commitments		
Port Angeles	\$82,741,000	\$82,893,000
Bridge Site Work	\$41,594,000	\$40,740,000
Work in Progress	\$81,728,000	\$77,781,000
Subtotal Original Commitments	\$206,063,000	201,414,000
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$19,555,000
Bridge Closure Mitigation	\$9,644,000	\$1,418,000
New Facilities & Bridge Construction	\$223,225,000	\$176,395,000
Subtotal Modified Commitments	\$264,905,000	\$197,369,000
PAR - Port Angeles Remediation		
PAR - Construction & Engineering	\$2,300,000	\$2,136,000
PAR - Design Engineering	\$1,500,000	\$840,000
PAR - Settlement & Other Costs	\$3,040,000	\$2,657,000
Subtotal Port Angeles Remediation	\$6,840,000	\$5,614,000
Project Total	\$477,808,000	\$404,395,000

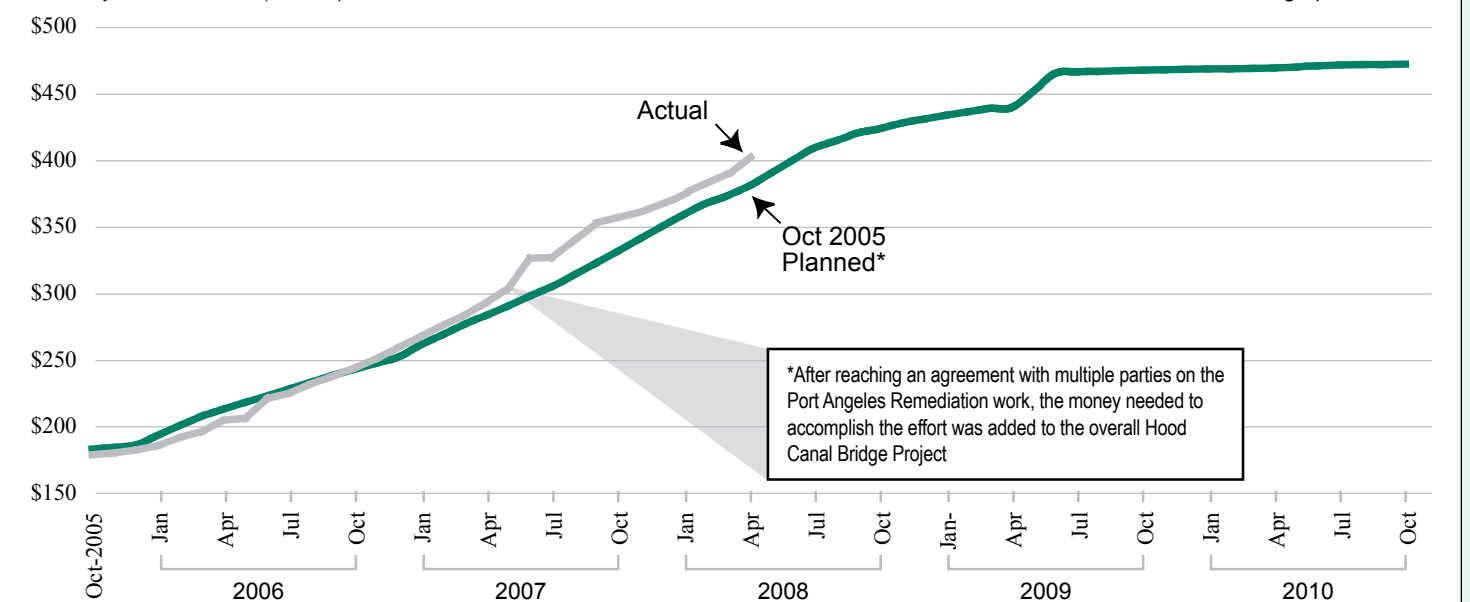


K-G crews place concrete during a wall pour on pontoon U. April 17, 2008.

Planned vs. Actual Expenditures

Total Project Cost, Dollar (millions).

Period Ending April 30, 2008



Source: WSDOT Hood Canal Bridge Project Office