

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.



John Pen, Lead Material and Submittal Engineer,
Hood Canal Bridge Team

John Pen joined the Hood Canal Bridge Project Team on June 18, 2007 as the Lead Materials and Submittals Engineer because he “saw it as a good opportunity to learn, stretch, and grow both personally and professionally.”

John’s strong engineering experience, particularly his six and a half years of experience as a designer on WSDOT road improvement projects, made him well suited for the position. Before joining WSDOT, John was an intern for the U.S. Army Corps of Engineers and a structural designer for a consulting firm in Bellevue that specialized in residential buildings. These diverse roles prepared John for his role on the HCB Project Team.

As the Lead Materials and Submittals Engineer, John is responsible for oversight and coordination of material and submittal documentation. John ensures the material and submittal processes are followed.

Outside of the office, John enjoys spending his time with his wife, Mindy, and their two sons, Nikolao, four years old, and Natano, nine months old. Mindy is a stay-at-home mom and a part-time writer for a company in the healthcare industry. When they can, they also attend Mariners and Seahawks home games. However, John likes to play sports as much as watch them, especially volleyball and softball.

Project responsibilities: oversight and coordination of material and submittal, ensuring the submittal and materials processes are followed in a timely manner and all contract information is included.

Questions? 253-305-6427 or penjk@wsdot.wa.gov

Next Month's Activities

Pontoon Construction

- Pour pre-cast pontoon sections
- Set pre-cast pontoon sections in graving dock
- Continue to lay out the rebar mats

Pontoons R, S and T Retrofitting

- Complete deck pours
- Paint anchor galleries
- Clean pontoon ends

Anchor Setting

- Continue anchor ballasting

Hood Canal Bridge West-half Leak Detection System

- Install conduit

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 to subscribe.*

This report highlights updated Hood Canal Bridge Project information from **July 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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Washington State
Department of Transportation

Monthly Report

Hood Canal Bridge Retrofit and East Half Replacement Project



Tugboats guide a pontoon out of the graving dock. July 16, 2007.

Project Delivery

Second Cycle Pontoons Float Out of Concrete Technology

The Washington State Department of Transportation (WSDOT) and Kiewit-General (K-G) crews successfully floated five new pontoons out of Tacoma’s Concrete Technology Corporation graving dock at 8:00 p.m., Monday, July 16.

Fifteen feet of water filled the graving dock, lifting each eight million pound pontoon. Tugboats then towed the pontoons out of graving dock and into the Blair Waterway. Three of the five pontoons immediately began a 35-mile journey to the Port of Seattle. The remaining two pontoons will follow in August when mooring space is available.

At the Port of Seattle, crews will assemble all five pontoons with three previously completed pontoons (see “birds-eye view of new east-half” diagram on page two). These eight pontoons will be assembled into a “U” shape that will support the retractable draw span unit when it pulls back during a bridge opening.

EAST-HALF REPLACEMENT COMPLETION GOAL: 2009
WEST-HALF RETROFIT COMPLETION GOAL: 2010

July 2007

Crews applied lessons learned from cycle one construction that helped move cycle two pontoon construction ahead. Overall, pontoon construction is two months ahead of schedule. Crews are now preparing the graving dock for building four more pontoons during the third cycle of pontoon construction. All 14 new pontoons will be constructed by the end of summer 2008, keeping the project well on track to be ready for the May – June 2009 bridge closure and east-half replacement.



Tugboats guide a pontoon out of the graving dock. July 16, 2007.

Accountability

Ensuring Material Quality

WSDOT and K-G are both dedicated to producing a quality bridge that will last for decades to come. Several quality control systems have been implemented to guide staff toward reaching this goal. One of the most important systems is the materials quality control process. This process ensures that all construction materials used in the pontoons or anchors meet the specific parameters required for marine bridge construction. If any materials fail to make it through this process, they are not used for Hood Canal Bridge construction.

Every step of the materials quality control process is critical to make sure quality materials are available when needed. WSDOT and K-G both follow the specific steps listed below each time materials are needed:

1. Materials Approval

- K-G submits a request to WSDOT asking for approval of a proposed product, such as rebar, concrete sealant or electrical wiring.
- WSDOT evaluates the product against state specifications. If the product meets quality standards, WSDOT allows the contractor to use that type of material during construction.

2. Materials Acceptance

- Next, an engineer reviews specific WSDOT regulations governing the use of different materials and determines the correct method for accepting the requested parts or products.
- The majority of materials are accepted when a field engineer inspects the product then stamps, tags or decals it approved or after an engineer samples or tests the material. Some materials are accepted if they have been issued a manufacturer's certification of compliance. Others must be accompanied by drawings showing how the specific product is assembled and operated.

3. Field Verification

- Despite the different acceptance methods, materials are incorporated into the pontoons or anchors only after the engineers give their approval that the materials meet WSDOT quality standards.
- Approval occurs after the last step in the materials quality control process: visual inspection of the on-site product. When a material arrives at a construction site, WSDOT inspectors review the accompanying paperwork to double check that the materials met the first two steps — approval and acceptance. Then they carefully inspect the material itself to verify the material matches all the paperwork and is in good condition.

The Results

When everything is in order, the requested material can be used as a permanent part of the Hood Canal Bridge. WSDOT and K-G are able to deliver a high quality bridge to the public through following this material quality control process.



Workers place approved rebar into the bottom of a Hood Canal Bridge pontoon, July 6, 2007.



Performance Measures: Helping Drivers



WSDOT is committed to helping drivers get where they need to go during the six-week May-June 2009 bridge closure when WSDOT and K-G will replace the bridge's east-half. WSDOT is working closely with area residents and transportation, business, tourism and community groups to help drivers prepare for the closure.

A large portion of the planning and design processes required to prepare for the bridge closure have already been completed.

Transportation Options Planning and Design Efforts 15 percent complete

- Determined level of service needed for water shuttle across Hood Canal, between South Point (Jefferson County) and Port Gamble (Kitsap County)
- Completed design for water shuttle docks and parking for the water shuttle service
- Reviewed transit service from the water shuttle docks

Alternate Driving Routes Improvements Planning and Design Efforts..... 76 percent complete

- Reviewed traffic flow on US 101
- Reviewed traffic flow on SR 3
- Made connections with community partners
- Completed preliminary designs for traffic control mechanisms

Financial Status

Project Cost Summary

Period Ending July 31, 2007

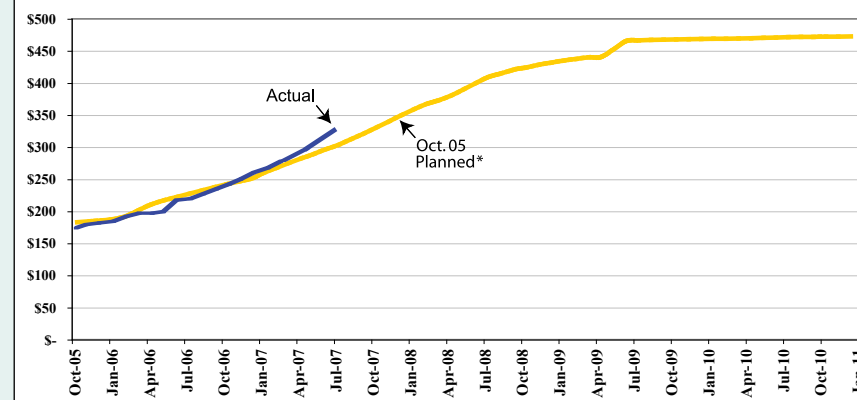
CATEGORY	BUDGET*	EXPENDED
Original Commitments		
Port Angeles	\$83,000,000	\$82,877,940
Bridge Site Work	\$41,463,000	\$41,594,250
Work in Progress	\$81,600,000	\$69,636,793
Subtotal Original Commitments	\$206,063,000	\$194,108,983
Modified Commitments		
WSDOT Construction Management	\$32,036,000	\$12,540,750
Bridge Closure Mitigation	\$9,644,000	\$858,921
New Facilities & Bridge Completion	\$223,225,000	\$124,599,688
Subtotal Modified Commitments	\$264,905,000	\$137,999,359
Project Total	\$470,968,000	\$332,108,342

Note: July 2007 data is an estimate of costs prior to the accounting month close on August 10, 2007.

Planned vs. Actual Expenditures

Period Ending July 31, 2007

Total Project Cost, Dollar (millions).



*This Hood Canal Bridge budget does not include the Port Angeles Remediation Project. Source: WSDOT Hood Canal Bridge Project Office

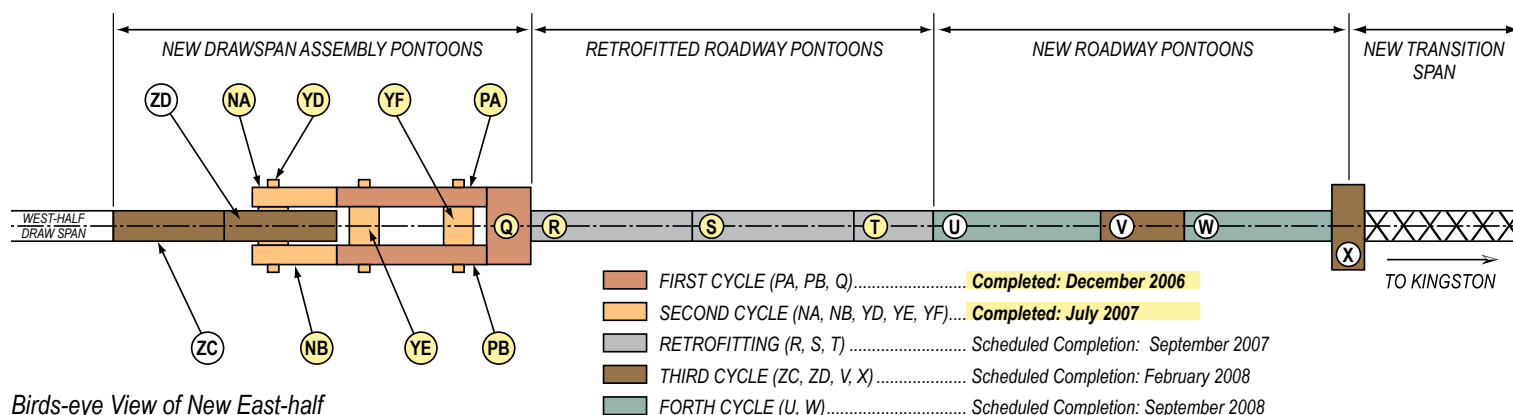
Medical Transportation Assistance Planning and Design Efforts..... 97 percent complete

- Conducted community outreach with Emergency Medical Services groups to facilitate region-wide planning and prepare drivers
- Selected a reservation-based service to assist people requiring life-sustaining treatments

Rideshare Opportunities Planning and Design Efforts 75 percent complete

- Researched ways to assist drivers in finding rideshare opportunities prior to and during the closure by using the existing Puget Sound Rideshare database system
- Began design of public outreach materials (posters, e-mail rider alerts, Web site pages and brochures)

WSDOT is moving forward to complete the rest bridge closure planning and design by finalizing estimates and agreements, and communicating the closure through a public outreach program. All plan elements are being completed on schedule to meet the May-June 2009 six-week closure date.



Birds-eye View of New East-half