



March 15, 2011

Date: February 28, 2011
Time: 10:00 AM
Location: DelDOT Conference Room
RE: Construction Advisory Group
Meeting #22 Minutes

ATTENDEES:

<u>TITLE</u>	<u>FIRST</u>	<u>LAST</u>	<u>ASSOCIATION</u>
Mr.	Larry	Agsten	Homeowner
Mr.	Frank	Barnes	Grand Rental Station
Mr.	David	Bennett	Homeowner
Mr.	David	Bergkuist	Homeowner
Ms.		Bergkuist	Homeowner
Sen.	George	Bunting, Jr.	State Senator, 20 th District
Ms.	Nancy	Fanning	Homeowner
Mr.	Mel	Fortney	Homeowner
Mr.	Lloyd	Hughes	Homeowner
Ms.	Karen	McGrath	Sen. Carper's Office
Mr.	Stan	Mills	Rehoboth Beach Commissioner
Mr.	George	Mood	Homeowner
Mr.	Dennis	Steen	Homeowner
Mr.	Robert	Stickles	Congressman Carney's Office
Ms.	Patricia	Titus	Coastal Point

PROJECT TEAM:

<u>TITLE</u>	<u>FIRST</u>	<u>LAST</u>	<u>ASSOCIATION</u>
Mr.	Chris	Baker	George & Lynch
Mr.	Andrew	Bing	Kramer & Associates
Mr.	Mike	Delp	George & Lynch
Mr.	Dennis	Dinger	George & Lynch
Mr.	Jay	Erwin, Jr.	Skanska
Mr.	Ken	Farrall	DNREC-Parks
Mr.	David	Geiszler	DelDOT
Mr.	Dennis	O'Shea	FHWA
Mr.	Marx	Possible	DelDOT
Mr.	Doug	Robb	DelDOT Project Manager
Mr.	Brad	Saborio	DelDOT
Mr.	Geoff	Sundstrom	DelDOT
Ms.	Marisela	Tavarez	FHWA

WELCOME: Doug Robb started the 22nd meeting of the Construction Advisory Group (CAG) at 10:00 AM by welcoming the attendees. Doug introduced George & Lynch (G & L), the contractor awarded the Roadway Improvements and Demolition contract. G & L was represented by Dennis Dinger, Chris Baker and Mike Delp.

Andrew Bing asked each attendee to introduce themselves to the group. Andrew asked each attendee to sign in and stated that there were copies of the agenda, minutes from the January CAG meeting and copies of the press release announcing the awarding of the Roadway Improvements and Demolition contract at the front of the room. Andrew informed the attendees that the minutes from the January CAG meeting were also on the IRIB website.

Andrew noted that with winter coming to an end, the project team was getting ready to begin its public activities. The educational site tours will start up again towards the end of March. Additionally, there will be an Open House at the bridge sometime in late April or early May. A date has not been confirmed but the project team will notify the CAG once a date is selected. Andrew also reminded the CAG that the IRIB website is a great resource for information about the project.

BRIDGE CONSTRUCTION UPDATE:

Jay Erwin welcomed G & L. Jay reinforced the partnership approach that has been employed on the bridge and stated he looked forward to working closely with G & L. Jay stated he would use a PowerPoint presentation to visually demonstrate the progress on the bridge.

There are two current areas of focus:

1. The Transition Pier
2. The Form Traveller and Stay Cable Erection

Transition Pier

- There are two remaining pours for the Transition Pier area.
- All of the Bulb T girders have been delivered to the site and erected.
- There are bearings being used to support the Transition Pier to allow for longitudinal movement of the structure to account for thermal expansion and contraction– these bearings are connected to the edge girder.

Form Traveller and Stay Cable Erection

A temporary stay cable is being used as a means to support the erection of the structure over the inlet. This temporary stay cable will help control the stress on the structure. The temporary stay will move with the Form Traveller as the bridge progresses over the inlet. The temporary stay runs through a spool on top of the pylon towers. For every cycle of the traveller, the temporary stay is hydraulically jacked to create the appropriate stress. The anchor point for the temporary stay will be attached to the bridge deck and the angle will change as the deck moves out over the inlet.

The Form Traveller is now attached to the bridge. Section 8 was the first casting location. This section has been completed and the Form Traveller was subsequently moved to the next casting location.

Geometric surveys continue to play an important role in the bridge construction. As stays are erected and different equipment is placed on the bridge, geometric surveys ensure that the bridge is reacting as planned.

Pump trucks are used to transport concrete up and out to the bridge.

Question – How does the tower crane get up to its current height?

Response – An assist crane is used to pick up the crane “house” and place it on the tower at certain levels. The tower crane is a self-climbing apparatus which allows it to reach the height that is needed.

Jay indicated that earlier this month there was a small fire on one of the Form Travellers. Heaters are used on the deck to warm up voids on the structure prior to a concrete pour or after a pour. There was plywood too close to one of these heaters and a plywood edge caught on fire. The fire department was called and they addressed the situation. The team has learned from this incident and will no longer place combustible materials near the exhaust on the heaters.

Question – I know there are 12 concrete pours for each segment for the Form Traveller – How many have been poured to date?

Response – There has been one concrete pour on the north side and a half pour on the south side. Another pour is scheduled for this week.

Question – You stated that there is a concrete pour every 16 days – What is the curing time and how is it being supported?

Response – The new concrete pour is being supported by the traveler which is attached to the previous concrete pour. The concrete the project is using is very strong concrete that cures very quickly.

Question – Is there any update on the cracks in the concrete?

Response – The cracks have been addressed and mitigated according to industry standards.

Doug Robb stated that the schedule for the completion of the bridge is becoming more and more dependent on the weather. Every activity from now to the end of the construction is very critical, therefore when there is bad weather you can't just move to another section. Specifically, the bridge construction activities are very sensitive to high winds. If the weather is poor the team can't work and that time will not be able to be made up. The planning is for a three week cycle for each pour segment on the Form traveller with some allowance for minor weather delays. The schedule currently shows that the two sides will meet in October with the bridge opening for traffic at the end of 2011.

Jay stated that the team is currently working seven days a week, twelve hours per day. If any lights are seen after this twelve hour workday, they are probably team members who are walking the project and making sure everything on the bridge is okay.

Question – How many people are working on the project?

Response – There are 125 Skanska employees and about 30 contractors.

Roadway Improvement and Demolition Contract

Doug stated that George & Lynch was awarded the contract. The low price bid was \$11 million. The project will last 740 calendar days with a start date of March, 2011.

There will be three phases for the roadway improvement project. Phase one will be similar to the current traffic pattern. There will be intermittent lane closures between now and Memorial Day Weekend.

The phase two traffic pattern will be more impactful. Phase two will start around Memorial Day Weekend and end toward the end of 2011. There will be a reduction to one lane in each direction with all traffic on the current northbound lanes. There will partial detours in place, as well. Some of the existing local traffic movements will change during phase two.

Question – Senator Bunting stated that the project will need to coordinate on a daily basis with fire, EMS and police. There will also need to be a contact person for weekend inquiries.

Response – Doug stated that we will make sure that this happens.

Doug stated that on the north side the lane shift will take place about halfway between Savage Ditch Road and the bridge. The shifting of traffic will allow for the tie-in of the roadway to the bridge. Pedestrians and bicyclists will still have full access to the bridge. During phase two there will be no left turn movements. In order to get to the Day Use Lot on Marina Road, you must make a U-turn. Only rights turns into side roads or right turns onto SR-1 will be permitted.

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Question – Will the barriers on the east side of the road be moved to give drivers more room?

Response – The roadway width will be maximized as much as possible.

Question – Will the PDF map you are using be online for us to view?

Response – Yes, hopefully by the end of the week.

Question – Will the northbound shoulder be closed during phase two, as during storms and bad weather motorists stop on the bridge to look at the water.

Response – We will look into how to address this situation.

Question – Will traffic be directed onto US 113?

Response – There are no plans to redirect traffic to US 113. We do not expect additional delays as a result of the phase two work resulting in one lane in each direction. Our traffic studies show that we will not have significant delays. It is important to remember that since construction started until the end of construction, the speed limit in the work zone is 35 mph. Therefore, the expectation is that traffic will not be moving fast through the area.

Question – As the bridge moves further over the inlet, will you continue to use pump trucks or pump from the existing bridge?

Response – Jay stated that the plan is to continue to pump from the ground.

Ken Farrell stated that the park personnel will notify people coming to the campground about the traffic patterns and what to expect.

Doug stated that phase three will start at the end of 2011 and last between six and nine months. Phase three will introduce a new traffic pattern with traffic on the southbound lanes of the new bridge. The same detours will be in place. Phase three will be when the existing bridge demolition will take place.

MEETING SCHEDULING/WRAP UP: Andrew thanked everyone for their attendance and informed the group that the next Construction Advisory Group meeting will take place on Monday, March 28, 2011.