



July 15, 2010

Date: June 21, 2010
Time: 10:00 AM
Location: DelDOT Conference Room
RE: Construction Advisory Group
Meeting #15 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	Berfkurst	Homeowner
Sen.	George	Bunting, Jr.	State Senator, 20 th District
Ms.	Nancy	Fanning	Homeowner
Mr.	John	Hendrickson	Homeowner
Rep.	Gerald	Hocker	State Representative, 38 th District
Ms.	Gail	Payne	Homeowner
Mr.	Frank	Ray	Homeowner
Mr.	Basil	Wisner	South Shore Marina

PROJECT TEAM:

<u>TITLE</u>	<u>FIRST</u>	<u>LAST</u>	<u>ASSOCIATION</u>
Mr.	Andrew	Bing	Kramer & Associates
Mr.	Jay	Erwin, Jr.	Skanska
Mr.	Ken	Farrall	DNREC – Parks Supervisor
Mr.	David	Geiszler	DelDOT
Mr.	Jason	Lang	DelDOT
Mr.	Britt	Murray	DNREC – Parks
Mr.	Doug	Robb	DelDOT
Ms.	Tina	Shockley	DelDOT

INTRODUCTIONS: All attendees introduced themselves indicating their interest and who they represented.

WELCOME: Andrew Bing started the fifteenth meeting of the Construction Advisory Group (CAG) at 10:00 AM by welcoming the attendees and asking if everyone received a copy of

the agenda. Andrew also indicated that copies of the previous meeting's minutes were available and also posted on the IRIB website.

Andrew updated the group on the status of the site tours. He stated that the spring was a very busy time for site tours but with school ending the expectation is that site tours will slow down during the summer. Andrew thanked Jay and the Skanska team and Doug and the DelDOT team for their commitment to the site tour program.

Andrew referenced the Public Workshop held on Saturday, April 24 and stated that there continued to be a lot of positive feedback from the public and that the bridge-building team was energized by the successful event. Andrew thanked Ken Farrall for the use of the DNREC Day Use lot. Andrew stated that the Project Team was still discussing what additional outreach efforts would take place during 2010 but that another public event onsite is likely in the fall.

OTHER CONTRACTS: Doug Robb updated the CAG on the other contracts associated with the bridge and their status. Bids were originally due by June 29 but this date has been delayed a few weeks. At some point after the Labor Day holiday, there will be lane closures on SR 1 north and south of the existing bridge. All vehicle traffic will use the two northbound lanes (one lane in each direction) and the southbound lanes will be closed, except for bicyclists. During the summer of 2011, this traffic pattern will continue. The reason for the lane closure is to accommodate the tie-in work for the new roadway which can't be completed while maintaining four lanes of traffic.

DelDOT is looking closely at the bridge schedule and making sure to coordinate the bridge schedule with the roadway contract. It is important to ensure that the roadway contract matches-up with the bridge contract.

CONSTRUCTION AND DESIGN ACTIVITIES: Jay Erwin provided the CAG with an update on bridge construction. He began by discussing the current schedule.

Jay stated that the foundation and falsework have remained pretty close to schedule. The team is currently looking very closely at the form traveler. Some issues have arisen and the team will review and analyze how to proceed, including looking at the sequencing. Skanska and DelDOT are jointly reviewing the schedule.

Question – Rep. Hocker asked that if the roadway contract runs into summer 2011, he would like there to be a four-day work week?

Response – Doug Robb responded by saying that the contract is not set up that way and that there is a need to work on the new alignment and not on the existing roadway.

Question – How will 50A be set up when finished?

Response – The plan is by the end of 2011 to establish the connection under the bridge to head north on SR 1.

Jay next updated the CAG on the four pylon towers. He noted that the towers are making an impression on the landscape. All pylon lift pours are complete. Some secondary pours, for safety and architecture, still need to be completed. The forms on the towers will start to be removed in a few weeks.

Jay stated that the stay cable erection on the north side will begin this week. The first stay cables erected will be the closest to the tower. The southside will begin in approximately two weeks. Jay reminded the CAG that the stay cable cover will be blue based on the selection made by the public during the public workshop in 2009.

Question – Is the tension tweaked on the pylon towers or down at the bridge deck?

Response – Jay stated that either way is possible but we will be doing it at the bridge deck. Jay stated that the tension on the stay cables will be tweaked throughout the process. The final tweaking of the tension will take place next summer in order to get the appropriate profile.

The deck and edge girder construction is going well. Four hundred (400) feet of deck on each side have been completed to date with a total of 2600 feet needed.

Work will begin soon on the backspan and then the transition pier. This is the area of the bridge between the cable stay section and the traditional bridge section. It will take approximately 75 days to complete the transition pier which will include placing a huge cap into the edge girder.

Work continues on the approach spans. The entire substructure has been cast. The deck will first be poured on the northside. The north will be complete by July except for the transition pier which will be complete by the end of July.

Question – Will there be any concrete pours at night?

Response – The schedule right now calls for concrete pours to take place in the early morning.

Jay stated that on the southside edge girder construction should start tomorrow. This will take place over three successive days over three weeks. There are nine to complete – so three girders per week preferable over the successive days. Once complete, work will begin on the metal decking.

Jay stated that the form traveler has begun to be moved from the assembly area to closer to the alignment. The form work will then be installed on the traveler and we anticipate having the traveler up on the bridge on the north side by early August. The team is still reviewing how to pour concrete – whether to do one pour or multiple pours for each section.

Question – Is the change to the fence to accommodate upcoming construction?

Response – Yes – we needed additional room for the crane – the fence will remain down through the roadway contract.

Question – How do you remove the falsework?

Response – You must lift and take the load off of the falsework. We have incorporated sleeves (holes) into the falsework – we will lift and remove piece by piece once the stay cables are in place.

Question – How long is each stay cable?

Response – They all vary in length. They are manufactured in long rolls and place on a spool. Crews will then rollout and cut to a predetermined length. The cables vary in length from 100 feet (closest to pylon tower) to 600 feet (farthest from pylon tower). The cables and bridge are designed for temperature changes – expansion joints – so there is a lot of movement within the bridge.

Sen. Bunting took the opportunity to thank Skanska for hiring Delaware employees and interns. Jay stated that Skanska has hired two long term University of Delaware (UD) students and he is very pleased with their work. Two interns have also been hired as well as an hourly UD student.

MEETING SCHEDULING/WRAP UP: Andrew thanked everyone for their continuing interest and participation and stated that the next CAG meeting will be held on Monday, July 26 at 10:00 AM and that this meeting will consist of a short construction update followed by a site tour.