



November 9, 2009

Date: October 26, 2009
Time: 10:00 AM
Location: IRIB Construction Field Office (PH # 302-226-1251)
RE: Construction Advisory Group
Meeting #9 Minutes

ATTENDEES:

Title	First	Last	Association
Mr.	Frank	Barnes	Grand Rental Station
Mr.	John	Brown	Carpenters Union
Ms.	Nancy	Fanning	Homeowner
Mr.	Don	Klein	DSPF
Mr.	Bob	Payne	Homeowner
Ms.	Gail	Payne	Homeowner

PROJECT TEAM:

Salutation	First	Last	Association
Mr.	Andrew	Bing	Kramer & Associates, Inc.
Ms.	Karen	Cormier	DeIDOT
Mr.	Loai	El-Gazairly	DeIDOT
Mr.	Jay	Erwin, Jr.	Skanska, Project Manager
Mr.	Doug	Long	DNREC
Mr.	Britt	Murray	DNREC
Mr.	Dennis	O'Shea	DeIDOT
Mr.	Doug	Robb	DeIDOT, Project Manager
Ms.	Tina	Shockley	DeIDOT Public Relations
Mr.	Jiten	Soneji	DeIDOT

INTRODUCTIONS: All attendees introduced themselves indicating their interest and who they represented. Andrew reviewed the agenda explaining what would be taking place during the meeting.

WELCOME: Andrew Bing started the ninth meeting of the IRIB Construction Advisory Group (CAG) at 10:00 AM by welcoming the attendees and asking if everyone had signed in and received a copy of the agenda. Andrew also indicated there were a few copies of the previous meeting's minutes for those who wished to have a copy. Andrew informed the CAG that there was a last minutes change on the agenda and that Tony Pratt was not available to provide an update on the inlet dredging activities. Our hope is to get Tony scheduled for the November CAG meeting. Andrew updated the CAG on the status of the public outreach event that had been scheduled for October 17 but was postponed due to the heavy wind and rain storm. The new date for the event is November 14, between 1:00 and 4:00 PM onsite at the Indian River Inlet. The location of the event will be the DNREC parking lot adjacent to Skanska's construction yard on the north side of the inlet. In addition to information stations, there will also be a guided and narrated bus tour of the bridge construction site.

SITE TOUR UPDATE: Andrew reminded the group that after the construction update, the CAG would take part in their second site tour.

CONSTRUCTION AND DESIGN ACTIVITIES: Jay Erwin welcomed the CAG members to another meeting and thanked them for their continued interest in the new bridge. Jay updated the CAG on the status of the bridge construction by going through the upcoming public workshop display boards. The display boards provide a comprehensive overview of the bridge construction to date as well as the construction that will take place over the next 18 months.

Why A New Bridge

- Scour issues within the Inlet
- Some of the scour holes in the Inlet are as deep as 100 feet

Team Members

- In addition to Skanska, there are a number of firms, representing various specialties working on the new bridge
- The team consists of firms from around the world
- DelDOT and the consultant team are working closely together as a partnership
- The Indian River Inlet Bridge project is a full partnering project which means that the entire team meets regularly to discuss various issues with the goal of building a stronger team and a better product

Design-Build Process

- DelDOT structured the Indian River Inlet Bridge as a design-build project to allow for a fast-track procurement process
- A study from Penn State showed that design-build projects are 33% faster (both design and construction), less costly and result in less claims than design-bid-construction projects

IRIB CONSTRUCTION ADVISORY GROUP

Meeting #8 Minutes

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- Currently, the project is approximately 95% complete with the design and the expectation is that the design will be complete by the end of November
- Currently, the construction is approximately 22-25% complete

Pile Driving

- The foundation is the key to any structure
- The pile driving has followed the process of driving casings, excavating, setting the piles, driving the piles, cutting the piles and then removing the casings
- All piles have been delivered to the site and there are just a few piles remaining to be driven

Foundation

- Each of the pile foundations has a reinforcing cage in its concrete piles

Concrete

- There are 35,000 cubic yards of concrete as part of this project
- Concrete is being pumped hydraulically from the truck to the structure and placed with concrete buckets

Question – How will you get the concrete to the top of the towers?

Response – The concrete will be delivered in buckets and delivered by the tower crane

Question – Is anything done differently with the concrete because of the salty air and the salt water?

Response – The process will require more clearance with the reinforcing steel as well as other measures such as low permeable concrete are being taken to reduce corrosion. The risk is that the salt gets to the steel and begins to corrode and steps are being taken to stop this from happening

- Part of the process in designing the bridge is developing methods to keep the salt from penetrating the concrete and getting to the steel. The team has developed a very dense low permeable concrete. The new bridge will have a 100 year life expectancy

Approach Spans

- The approach spans are being more traditionally designed
- Piles are being driven for the approach spans and Bulb T girders are being used

Surveyors

- As with all construction projects, surveying is an important part of the Indian River Inlet Bridge project
- There is a dedicated team of surveyors and dedicated areas in the construction site that are used as “baselines” to perform all future survey from the same location

Pylons

- All 4 pylon foundations are complete
- The public decided on the aesthetic design of the pylon top
- Each pylon is over 240 feet tall
- The inside of each pylon is hollow to allow for inspections and maintenance. The inside will be lit, there will be some platforms and there will be a ladder system inside

Stay Cables

- There are 156 stay cables that will support the superstructure. Each stay cable is comprised with 19 – 61 individual cables depending on it's location within the structure. The stay pipe color was selected by the public and is to be blue.

Form Traveler

- The Form Traveler is needed to complete the construction over the inlet
- The Form Traveler weighs approximately 300 tons and there will be one for the north and one for the south side of the construction

Falsework

- The Falsework is a temporary measure to erect the superstructure of the bridge concurrently while building the pylon towers and the approach spans

Doug Robb commented that in approximately October, 2010, construction should start on the roadway approaches to the bridge on both the north and south sides. This will result in there only being one lane of travel both north and south. This will not prohibit the use of bicycles on SR-1.

Doug also stated that a target date to resume access under the bridge on the southside in order to access SR-1 northbound (Road A-B Connector Road) is Labor Day 2011. This is just a target date which will be updated at future Construction Advisory Group meetings.

PROJECT TOURS: Andrew updated the CAG on upcoming site tours stating that there will be several tours occurring during November and the first half of December.

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, November 30 at 10:00 a.m.