



December 1, 2010

*Date: November 29, 2010*  
*Time: 10:00 AM*  
*Location: DelDOT Conference Room*  
*RE: Construction Advisory Group*  
*Meeting #20 Minutes*

**ATTENDEES:**

<b><u>TITLE</u></b>	<b><u>FIRST</u></b>	<b><u>LAST</u></b>	<b><u>ASSOCIATION</u></b>
Mr.	Larry	Agsten	Homeowner
Mr.	Frank	Barnes	Grand Rental Station
Mr.	Lee	Boyle	Homeowner
Sen.	George	Bunting, Jr.	State Senator, 20 <sup>th</sup> District
Ms.	Nancy	Fanning	Homeowner
Rep.	Gerald	Hocker	State Representative, 38 <sup>th</sup> District
Mr.	Don	Klein	DE State Preservation Foundation
Mr.	George	Mood	Homeowner
Ms.	Gail	Payne	Homeowner

**PROJECT TEAM:**

<b>TITLE</b>	<b>FIRST</b>	<b>LAST</b>	<b>ASSOCIATION</b>
Mr.	Andrew	Bing	Kramer & Associates
Mr.	David	Duke	DelDOT
Mr.	Jay	Erwin, Jr.	Skanska
Mr.	Ken	Farrall	DNREC-Parks
Mr.	David	Geiszler	DelDOT
Mr.	Doug	Long	DNREC - Parks
Mr.	Britt	Murray	DNREC - Parks
Mr.	Doug	Robb	DelDOT Project Manager
Ms.	Tina	Shockley	DelDOT

**WELCOME:** Andrew Bing started the twentieth meeting of the Construction Advisory Group (CAG) at 10:00 AM by welcoming the attendees. Andrew asked each attendee to sign in and stated that there were copies of the agenda and minutes from the October CAG meeting at the front of the room. Andrew informed the attendees that the minutes from the October CAG meeting were also on the IRIB website.

Andrew noted that most public activities were on hiatus for the winter including site tours and public events. Andrew noted that the next public event will take place in the spring in either April or May. Andrew stated that there will be no CAG meeting in December due to the holidays; however, Andrew stated that if there was any important information to be shared it would be done via email. Andrew encouraged the group to contact a project team member if any issues arise prior to the next CAG meeting on Monday, January 31, 2011.

Andrew also noted that the project team was proud of a recent article in the Delaware State News highlighting the success of the educational site tours at the bridge.

### **BRIDGE CONSTRUCTION UPDATE:**

Jay Erwin provided an update on the recent construction activities for the new Indian River Inlet Bridge.

#### Transition Pier

The Transition Pier is the area of the bridge that transitions from the stay cable portion of the bridge to the traditional bridge structure. This is a very important and technically challenging area of the bridge construction. Jay provided an update on the Transition Pier activities:

- Jay stated that the decks on the bridge have been completed all the way to the ballast area of the transition pier
- Both Transition Piers were poured in October
- The Transition Pier is supported by Falsework
- The Transition Pier is active and moving with the structure
- Have tied the edge girder in to the Transition Pier
- Have recently removed the form work from the Transition Pier
- Over the course of the next several weeks will close gap between the traditional bridge structure and the Transition Pier with Bulb T girders

Doug Robb, DelDOT Project Manager, commented that he has received questions about the “gap” in the bridge and whether this is a sign of problems with the construction. Doug stated that this “gap” has always been part of the schedule and it is not a critical path area. The critical path areas are the Form Traveler and the sections of the bridge over the inlet. So the “gap” is not an area of concern and has always been part of the construction plan.

Jay completed his discussion of the Transition Pier by stating that the Transition Pier must be completed and be cast before the Bulb T girders are erected.

#### Stay Cable Installation

- 60 of the 152 stay cables have been erected

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- The team cannot proceed with anymore stay cables until the Form Traveler, the device being used to construct the bridge over the inlet, is erected.
- Stay cable installation requires four different locations for technical construction workers:
  - Inside the pylon tower at the appropriate stay location
  - Outside the pylon tower at the appropriate stay location
  - On the deck level
  - Below the deck level
- Jay noted that all of the anchorages have been pre-installed on the pylon towers

### Form Traveler

- The Form Traveler has gone through a retro-fit due to findings during the QA/QC process.
- The Form Traveler is almost completed at this point
- Form Traveler will be moved horizontally under the bridge in a few weeks
- Jay noted that the Form Traveler was weighed and it weighs about 300 tons

Question – I am referring to the minutes from the October CAG meeting and at that time you had stated that the Form Traveler would be launched by the end of November and yet now you are saying it is still a few weeks away, can you explain?

Response – Jay stated that at the time of the October CAG meeting the plan was for the Form Traveler to be completed and launched but that in the interim further evaluation was performed to evaluate potential opportunities for improvement of the traveler cycling. Although the schedule has been slightly impacted, one of the benefits of the additional evaluation is that we may be able to place more concrete during each pour which may save us some time during the cycling of the traveler.

Question – What is the lag time for the south side of the bridge?

Response – Jay stated that the south side construction lags behind the north side construction by about three weeks.

Question – Has there always been a stagger between the north and south sides of the bridge?

Response – Jay stated that the plan always called for a slight stagger between the north and south sides. Jay further noted that the north side will reach the closure point of the process above the inlet about four weeks ahead of the south side.

### Falsework

- The Falsework, the steel structure that was supporting the bridge in advance of the stay cable installation, has started to be removed

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- Much of the falsework has been removed in the areas where the stay cables have been installed

Question – Can you update us on the overall schedule and when you expect the bridge to be complete and open to traffic?

Response – Jay stated that the project is behind schedule and the revised schedule calls for the bridge to be completed and open to traffic by the end of 2011.

Question – Is the work that is scheduled to be performed over the next three winter month's very weather sensitive?

Response – The project is not limited by weather structurally, but personnel is limited by the weather, particularly strong winds. We will always proceed with a safety first attitude. Doug Robb stated that although everyone is frustrated by the delay, he credits Skanska for doing the right thing and focusing on safety and the overall quality of the bridge.

Question – Is there going to be a toll on the new bridge?

Response – Senator Bunting commented that any toll would require legislative action and therefore it is not in DelDOT's control to impose a toll.

Question – Is there anything being designed into the bridge to accommodate a future toll?

Response – Doug stated that nothing is being designed into the bridge to accommodate a future toll.

**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, January 31, 2011 and that there will be no December CAG meeting.