



April 13, 2009

Date: March 30, 2009
Time: 10:00 AM
Location: IRIB Construction Field Office
RE: Construction Advisory Group
Meeting #2 Minutes

ATTENDEES:

Title	First	Last	Association
Mr.	Al	Adams	Businessman
Mr.	Larry	Agsten	Homeowner
Mr.	Lee	Boyle	Homeowner
Mr.	John	Brown	Carpenters L. U. 2012
The Honorable	George	Bunting, Jr.	State Senator, 20th District
The Honorable	Sam	Cooper	Mayor, Rehoboth Beach
Mr.	Joseph	Demul	Homeowner
Ms.	Nancy	Fanning	Homeowner
The Honorable	Gerald	Hocker	State Representative, 38th District
Mr.	Lloyd	Hughes	Homeowner
Mr.	Ted	Janeka	Local 542
Mr.	Don	Klein	Board Member D.S.P.F.
Mr.	Joe	McFarland	Cement Masons
Mr.	Victor	Rovani	Local 454
Mr.	Scott	Thomas	Southern Delaware Tourism

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PROJECT TEAM:

Title	First	Last	Association
Mr.	Andrew	Bing	Kramer & Associates, Inc.
Mr.	David	Duke	DelDOT, Project Resident
Mr.	Jay	Erwin, Jr.	Skanska, Project Manager
Mr.	David	Geiszler	DelDOT
Mr.	Peo	Halvarsson	Skanska, Project Manager
Mr.	Doug	Long	DNREC
Mr.	Britt	Murray	DNREC
Mr.	Dennis	O'Shea	DelDOT
Mr.	Doug	Robb	DelDOT, Project Manager
Ms.	Tina	Shockley	DelDOT Public Relations
Mr.	Jiten	Soneji	DelDOT
Mr.	Ed	Thomas	Kramer & Associates, Inc.

WELCOME: Andrew Bing started the second meeting of the IRIB Construction Advisory Group (CAG) at 10:00 AM; he welcomed the attendees and reminded attendees that the CAG meetings will be held at 10:00 AM on the last Monday of each month. If this should change everyone will be informed. Andrew asked if everyone had signed-in and received a copy of the agenda and the meeting minutes from the previous meeting. He reminded people of the project web site and pointed out that the CAG minutes have been posted on the web site.

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

CONSTRUCTION AND DESIGN ACTIVITIES – Last 30 Days: Andrew introduced Jay Erwin, Jr., Skanska Project Manager, to describe recent bridge work. Jay invited attendees to ask questions and to visit the Skanska project office. He indicated that some positive business relationships were forthcoming from the first CAG meeting and repeated Skanska's commitment to support the local economy. Jay stated that there are two separate and distinct projects, one for each side of the inlet (the north side project began approximately 30 days prior to the work on the south side of the inlet) and they will meet in the middle. Lessons learned from the north side project that was begun first will be applied on the south side project. He outlined the competition, accountability, management, equipment, tracking and scheduling, advantages of this approach. Mr. Erwin highlighted the following continuing test pile activities:

- Installed all 36" concrete test piles on the north side of the inlet
- 4 of 14 test piles have been installed on the south side of the inlet

- Data generated from the test piles will be used to determine the length of the production piles
- Pile casting will begin this week for the north side production pilings

Jay stated that the north and south side projects are nearly identical though the deep foundations differ slightly from one side of the inlet to the other. The design is the same for both sides. Jay said that the two project approach breeds positive results regarding production, safety, schedule, cost, quality and morale.

CONSTRUCTION AND DESIGN ACTIVITIES – Next 30 Days and Beyond: Mr. Erwin stated that the following work will continue or be getting underway:

- Pile driving will continue for the next several months as the driving of test piles on the south side of the inlet is completed and driving of the production piles begins
- Temporary foundations that will ultimately be incorporated in the bridge structure will be built
- Structural steel that will temporarily support sections of the bridge will begin to be seen in June
- In July, large steel panels will begin to be installed that will be used to form the shape of the bridge
- Design is ongoing, 60-65% of the design is finished, and will continue for several months through early fall
- Work on temporary retaining walls needed for pile driving will be underway in the next 30 days. This work may cause limited lane closures particularly impacting the right lane on southbound Coastal Highway as a safety measure to protect the driving public
- Production piles will be delivered by truck starting in the next few weeks. This may cause limited temporary traffic interruptions more likely on the south side of the inlet. Traffic to the campground and the South Shore community will be affected and DNREC and other potentially impacted parties will be alerted

Note: Information pertaining to traffic impacts will be available in the “Recent Update” section of the project web site: www.deldot.gov/irib

Jay pointed out that the IRIB project is truly an international endeavor as:

- Wind studies are being performed in Canada
- Erection engineering is being accomplished in Hong Kong
- Form travelers are being designed in Norway and constructed in China

A public workshop will be held on April 27 between 4 – 7 PM at the Rehoboth Beach Convention Center. The purpose of the workshop is to update the public about the IRIB project and to give the public an opportunity to influence decisions on three bridge aesthetic design elements:

- o Color of the stay cables

- o Appearance of the pedestrian lighting fixtures
- o Appearance of the pylon tower tops

Information will be available prior to the Workshop on the project web site, at the Workshop and possibly at a local location after the workshop. The public will be requested to indicate their preferences among three options for each of the three aesthetic features. There will be a brief comment period (two weeks) after the Workshop during which the public will be able to register their preferences.

QUESTION AND ANSWERS: During the meeting several questions were asked and answered as summarized in the following:

Q: What is the total number of piles that will be driven?

A: The total number of pilings is 291 which is 7 more than called for in the initial plan.

Q: Why is SR 26 part of the route being used for trucking the piles to the site?

A: Piles originate in Cape Charles, Virginia and are over-length as well as over-weight. Permits are obtained from three states, Delaware, Maryland and Virginia each of which dictates the route. The initial route for getting pilings to the south side of the inlet was US 13 to US 113 to MD 90 to MD 528 to SR 1 to the site. Ocean City officials complained about complications associated with the use of the MD 90 bridge and Maryland revoked the permit. An alternate route was approved whereby SR 26 is being used between US 113 and SR 1. This route is being used without incident.

Q: How many deliveries will be made using SR 26?

A: Currently, 2 – 4 loads use SR 26 per week. Within 30 days that will increase to 3 – 4 loads per day, 5 days a week until mid-July.

Q: Is there any chance of using SR 26 at night when there is less traffic?

A: The delivery trucks are escorted by State Police, move with the speed of traffic (not slower), while over-length the trucks are not over-width, for safety reasons the permits require travel during daylight and the trips are staggered over the course of the day. For these reasons night time deliveries are not possible. Representative Hocker reported that he has not received any calls or expressions of concern related to the daytime use of SR 26.

Q: What is the length of the piles?

A: The length varies, most are between 110 – 118 feet long, a few are 129 feet long (they have already been delivered) and there are a few as short as 95 feet.

Q: What is the route for delivering piles to the north side of the inlet, are there unloading issues?

A: US 13 to US 113 to SR 9 (truck route) to SR 1 to Inlet Road to the site, pilings can be unloaded, with minor exceptions, without impacting traffic.

Q: What are test piles? Do they remain, are they removed?

A: Test piles are for the purpose of collecting data; for example, how many blows are required to drive them? That data will be used as the project progresses. The test piles remain as a permanent part of the finished product with the exception of the load test pilings which are “sacrificial piles” that will be cut off at the surface, the underground part remains serving no part in the bridge structure.

Q: During what days will the south bound SR 1 closures take place?

A: Closures will be on weekdays, not during the weekends.

Q: There are a number of Easter weekend activities; will they be affected by deliveries?

A: We will look at the pile delivery plan and mold the schedule around local activities.

Q: Doesn't DelDOT prevent lane closures on weekends in the summer or holidays?

A: Yes, regarding through-lanes, there are restrictions associated with holidays, typically from noon the day before the holiday until noon the day after the holiday along main north-south corridors. There are no restrictions for weekend lane closures though the contractor currently does not have plans for weekend lane closures.

Note: Jay emphasized that there will be minimal traffic impacts throughout the life of the project. Safety for the traveling public and employees are the foremost concern.

Q: Has DelDOT taken steps, such as signs on SR1 north of Milford, to encourage traffic to stay on US 113 and then beach traffic takes the appropriate east-west route to their destination?

A: Yes

Note: A follow-up comment was made stressing that businesses along SR1 depend on the traveling public and would not want to see that traffic diverted.

Q: What is the weight of the piles?

A: Between 50 and 60 tons which results in a loaded semi-tractor and trailer truck needing employees with technical skills.

Q: How many pile drivers are Delaware residents?

A: Some are, not sure of the exact number. To jump-start the project Skanska transferred employees to the IRIB project from other projects and have been supplementing them with local employees. Skanska is a long-term rather than temporary employer, we will be hiring crafts such as carpenters and laborers soon and hope they will stay with us.

Q: Other than foundation work, how else will pre-cast concrete be used?

A: Piles, girders and floor beams.

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Q: Will concrete be batched on site?

A: No, concrete will be trucked in by Thoro-Good's Concrete Company located in Millsboro.

Q: What will Skanska do in absence of an Apprenticeship Program?

A: There are IRIB project specific training requirements. Skanska has asked DelDOT to allow us to do more training than required.

Q: What is the purpose of the tent?

A: The tent will be used to store weather sensitive material and equipment, serve as a fabrication shop during inclement weather and be used for staff events.

Q: Is there potential for utility and contractor coordination problems?

A: There are no known utility conflicts in the project area. We know where the DNREC and Sussex County utility lines are located; there will be no water and sewer lane connections. There could be short equipment installation related utility interruptions. Doug Robb added that utilities have already been relocated with the exception of the electric line on the current bridge which will become an aerial transmission line at the end of the project. No utility/contractor coordination issues are expected.

Q: What about fiber optics?

A: Fiber optic lines are under the inlet now.

Q: How many craft employees will be involved?

A: 25 now, 125 later this year.

MEETING SCHEDULING/WRAP UP: Andrew thanked everyone for their continuing interest and participation. He asked for suggestions for how to make the CAG meetings as useful for the attendees as possible. Andrew reminded everyone that the next meeting will take place at the same location (DelDOT IRIB Construction Site Field Office) at 10:00 AM on April 27, followed by the Public Workshop at the Rehoboth Convention Center from 4:00 PM to 7:00 PM.