



June 8, 2011

Date: May 26, 2011
Time: 10:00 PM
Location: DelDOT Conference Room
RE: Construction Advisory Group
Meeting #25 Minutes

ATTENDEES:

<u>TITLE</u>	<u>FIRST</u>	<u>LAST</u>	<u>ASSOCIATION</u>
Mr.	Al	Adams III	Business Owner
Ms.	Deanna	Adams	Business Owner
Mr.	Larry	Agsten	Homeowner
Mr.	Frank	Barnes	Grand Rental Station
Ms.	Nancy	Fanning	Homeowner
Mr.	Lawrence	Folly	Homeowner
Mr.	Mel	Fortney	Homeowner
Mr.	James	Mankin	Homeowner
Ms.	Karen	McGrath	Sen. Carper's Office
Mr.	Stan	Mills	Rehoboth Beach Commissioner
Ms.	Gail	Payne	Homeowner
Mr.	Steve	Plotkin	Homeowner
Mr.	Cary	Rutherford	Beebe Medical Center
Mr.	Bill	Sargent	Homeowner
Ms.	Carrie	Subity	Bethany/Fenwick Chamber
Mr.	Scott	Thomas	Southern Delaware Tourism

PROJECT TEAM:

TITLE	FIRST	LAST	ASSOCIATION
Mr.	Andrew	Bing	Kramer & Associates
Mr.	Mike	Delp	George & Lynch
Mr.	Ken	Farrall	DNREC-Parks
Mr.	David	Geiszler	DelDOT
Mr.	Peo	Halvarsson	Skanska
Mr.	Britt	Murray	DNREC
Mr.	Gerald	Nagyiski	DelDOT
Mr.	Marx	Possible	DelDOT
Mr.	Doug	Robb	DelDOT Project Manager
Mr.	Brad	Saborio	DelDOT
Ms.	Tina	Shockley	DelDOT
Mr.	Craig	Stevens	DelDOT

IRIB CONSTRUCTION ADVISORY GROUP

Meeting #25 Minutes

WELCOME: Andrew Bing started the 25th meeting of the Construction Advisory Group (CAG) at 10:00 AM by welcoming the attendees. Andrew asked each attendee to introduce themselves to the group.

Andrew reminded all attendees to sign in and stated that there were copies of the agenda and minutes from the April CAG meeting at the front of the room. Andrew informed the attendees that the minutes from the April CAG meeting were also on the IRIB website.

Andrew updated the GAG attendees on the status of site tours. Andrew stated that school site tours will be wrapping up as summer approaches but that we are adding public site tours on different dates during the summer. They will be on a first-come first-serve basis with a limit of 30 people per site tour. The dates for these public site tours are listed on the website.

Andrew commented on the successful Open House held on April 30. He noted that over 900 people attended and almost everyone was positive about the event and the bridge. The project team was also energized by the Open House and the interest and enthusiasm of the attendees.

BRIDGE CONSTRUCTION UPDATE:

Peo Halvarsson, Construction Manager for Skanska, provided the update on the bridge construction.

Peo added some comments on the Open House. He stated that the team had a lot of fun, there was lots of interaction with the public, the public asked good questions, and the team received many positive comments. Peo reviewed the format of the Open House with the welcome tent, the bus ride to the site, receiving the safety equipment, display boards under the bridge and the different information stations on the bridge.

- Station #1 spoke to the small cracking of the concrete on the pier table – the area between the pylon towers. The public learned about these small cracks and how they were treated and healed.
- Station #2 described the stay installation process and the mechanisms behind the stay cables.
- Station #3 described the post-tensioning process with the stay cables.

Peo then updated the CAG attendees on the status of the construction. On the southside, segment 12 of 19 has been cast leaving seven more segments to complete. The target is to complete the last segment on the southside by mid-October.

On the northside, work is currently being completed on segment 14 out of 19. A mid-September completion date is targeted.

IRIB CONSTRUCTION ADVISORY GROUP
Meeting #25 Minutes

Once segment 19 is completed on the northside, the north form traveller will be lowered on to a barge and the south form traveller will complete the bridge deck.

Question – What date do you expect the two sides to meet?

Response – End of October

Question – How long will it take to lower the form traveller on to the barge?

Response – This will take approximately six hours and will be performed at low tide.

Question – How close will the north form traveller be to the south form traveller before the north is removed?

Approximately ten feet although the lowest points for each form traveller will be farther apart.

Peo next discussed the status of the transition pier; the area of the bridge where the approach span transitions to the cable stay portion of the bridge. The last part of the ballast deck of the back span was completed. In the next few weeks the last deck on the approach span will be completed. The southside is tracking a little behind the north side.

Question – What will happen to the form travellers when they are removed by barge?

Response – They will be taken to Camden, NJ and most likely sold for scrap.

Roadway Improvement and Demolition Contract

Doug Robb updated the CAG attendees on the status of the roadway work. Doug stated it has been an eventful month with the Open House, the progress on the bridge and the roadway contract swinging into full gear. By the next CAG meeting we should be close to having continuous decking with the transition pier completed.

Doug stated that over the previous month the team has transitioned from phase one to phase two of the roadway work. The crossovers have been completed. The Savage Ditch Road area has been widened to accommodate u-turns. There have been drainage improvements. The profile of the south side roadway has been raised to alleviate flooding issues. Additionally, traffic control measures (drums, striping, vertical delineators) have been installed as we transitioned to phase two.

The project is currently in phase two. There are partial detours in effect for Inlet Road and Turn Point Road with the temporary closure of the left turn movements to and from SR-1. There is still bike access over the existing bridge. Work will begin soon on the roadway embankments in order to tie into the new bridge. Doug stated that there have been a lot of

IRIB CONSTRUCTION ADVISORY GROUP
Meeting #25 Minutes

adjustments made since beginning phase two but that things seem to be functioning well at this point.

Doug spoke to the work on the northside of the inlet:

- Savage Ditch Road crossover has been widened for u-turns.
- Heading southbound, there is a separate bike lane.
- As you approach the bridge from the north there is a barrier between the bike lane and traffic.
- On the bridge approach there is a “dead zone” between the traffic lane and the southbound bike lane and additional striping has been added to emphasize this is a non-travel area.

Doug noted that there was an accident into an attenuator and additional improvements have been made since that time.

Once over the bridge and heading south, the southbound travelway widens again. The merge from Turn Point Road into southbound SR-1 has some issues and will be changed from a stop to a merge condition to improve traffic and bicycle safety. This will happen sometime next week.

On the southside of the inlet as you head north, we are extending the lane taper where the reduction from two lanes to one lane occurs.

Question – Historically on bad weather days, you have delays in Dewey Beach – will the traffic at the bridge on bad weather days alleviate some of the traffic in Dewey Beach?

Response – The volume of traffic and the total delay time between Bethany and Dewey is not expected to change. However, under those extremely heavy traffic conditions the delays will likely be partially redistributed to the bridge work zone.

Approaching the bridge from the south, travel speeds have been somewhat lower than expected even with the light traffic volumes. This seems to be due to drivers slowing to look at the bridge construction.

As you cross the bridge heading north, additional markers have been placed on the roadway shoulder to discourage cars from pulling over for sightseeing.

Question – What will happen in the summer when there are back-ups to get into the day-use parking lot on the south side of the inlet?

Response – A state trooper will be provided to assist with traffic control.

IRIB CONSTRUCTION ADVISORY GROUP
Meeting #25 Minutes

Question – When there is an issue on the bridge, how will emergency vehicles pass through?

Response – When one lane is closed, the emergency vehicles will use the other lane. Additionally, both Rehoboth and Bethany response vehicles will be called to alleviate any issues.

Question – Can emergency vehicles use part of the bridge that is not in use?

Response – No.

Question – Will there be signage alerting motorists to traffic issues?

Response - If there are extreme back-ups, pre-positioned electronic signage will be used to alert motorists. DelDOT will use judgment as to when to alert motorists.

Questions – Were the long backups towards Bethany a result of the construction?

Response – Traffic count information showed that volumes last Sunday were as high as any volumes recorded the previous year. This does not mean that worse delays will necessarily occur this season. There will be “peak” periods like this that occur from time to time during the summer season; however, it is impossible to predict exactly when they might occur. The weather, events, and holidays all play a role. Everyone should expect there to be a period of time at the beginning of good weather weekends where the southbound direction might have some delay entering the work zone with the potential for similar delays in the northbound direction at some point towards the end of the weekend.

Question – There is an error on a sign on the south side – it says south inlet instead of north inlet?

Response – We will look into this.

Question – The landscaping is too high near Savage Ditch Road.

Response – We will address this issue.

Question – Can the detour signs be made larger?

Response – Yes, this will be considered.

Question – You need to improve spacing between barriers heading north so cars do not try to make a left turn into the campground.

Response – We will look into this issue.

IRIB CONSTRUCTION ADVISORY GROUP
Meeting #25 Minutes

Question – Can any shoulder allotments be made to allow emergency vehicles to get through?

Response – In the critical northbound direction, which effects transport to the hospital, there is room along the shoulder through much of the work zone for vehicles to pull over or for emergency vehicles to pass.

Stan Mills, Rehoboth Beach Commissioner, commented on his appreciation for these informational meetings and said DelDOT and Skanska are doing a great job. He also stated that the Open House was great.

Question – How will the bridge demolition work?

Response – The details for the bridge demolition are still being developed by George & Lynch and their specialty subcontractor. The demolition work over the water is expected to begin early next year and should be completed within 60-90 days. No portion of the superstructure will be dumped into the inlet and protection to boaters from debris will be provided.

Doug reminded the attendees that when the new bridge is opened to traffic, there will still only be two lanes. We will not have four lanes until summer, 2012.

Question – Can the model of the bridge be displayed at the Lifesaving Station?

Response – This is not currently in the plans. The model is at the wind lab in Canada and would need to be partially disassembled and reassembled in order to ship.

Question – Will there be some display of the bridge construction process?

Response – DelDOT Public Relations is working with Delaware Cultural Affairs to create a travelling display.

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 Thursday, June 23 at 10:00 AM in the DelDOT Conference Room. Andrew noted that we are moving the meeting up one week to avoid any conflict with the July 4th holiday.