



September 14, 2010

Date: August 30, 2010
Time: 10:00 AM
Location: DelDOT Conference Room
RE: Construction Advisory Group
Meeting #17 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	Bergkurst	Homeowner
Sen.	George	Bunting, Jr.	State Senator, 20 th District
Ms.	Nancy	Fanning	Homeowner
Rep.	Gerald	Hocker	State Representative, 38 th District
Ms.	Dolores	Hughes	Homeowner
Mr.	Dwight	Hughes	Homeowner
Mr.	Lloyd	Hughes	Homeowner
Mr.	Don	Klein	DSPF
Ms.	Karen	McGrath	Sen. Carper's Office
Mr.	Stan	Mills	Rehoboth Beach Commissioner
Mr.	Bob	Payne	Homeowner
Ms.	Gail	Payne	Homeowner
Ms.	Carrie	Subity	Bethany/Fenwick Chamber of Commerce
Mr.	Mike	Taylor	Homeowner
Mr.	Basil	Wisner	South Shore Marina
Ms.	Liz	Wisner	South Shore Marina

PROJECT TEAM:

<u>TITLE</u>	<u>FIRST</u>	<u>LAST</u>	<u>ASSOCIATION</u>
Ms.	Natalie	Barnhart	DelDOT
Mr.	Andrew	Bing	Kramer & Associates
Mr.	Jay	Erwin, Jr.	Skanska
Mr.	Ken	Farrall	DNREC – Parks Supervisor
Mr.	David	Geiszler	DelDOT
Mr.	Peo	Halvaesson	Skanska
Mr.	Jason	Lang	DelDOT

IRIB CONSTRUCTION ADVISORY GROUP

Meeting #17 Minutes

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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 seventeenth 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 at the front of the room. Andrew informed the attendees that since there was a site tour the previous meeting that there were abbreviated minutes and that they were posted on the website.

All attendees introduced themselves and stated and group that they represented.

Andrew provided a brief update on site tours and an upcoming open house public event. Andrew stated that site tours were slow during the summer but with school beginning the schedule is busy for the fall. There still is substantial interest in site tours but we are limiting them to once a week on Wednesdays, unless there is a special situation.

Andrew informed the attendees that the project team is planning on a fall open house public event at the bridge site. The event will take place on October 16 between 1:00 and 4:00 on the north side of the bridge.

RECENT INQUIRES:

Doug Robb began by addressing some recent issues that have been reported in the press. Doug stated that the bridge process has been very open but that most issues are resolved internally. Recently, some issues have become more public. Specifically, there have been three issues that have been raised:

1. Small cracking of the concrete on the bridge deck
2. Sinking of the structure
3. Delays with the form traveler

Doug stated that in the last couple of weeks the project team has received specific questions from the media regarding the above three issues. The specific issues are not out of the ordinary and although the project team has not felt they are major issues the project team understands the public perception.

Doug focused first on the cracking issues. The small cracking first appeared during the curing process. The location of the cracking is between pylons on the north and south side of the bridge. This area of the bridge (between the pylons) is a very unique and complex part of the bridge. The deck is also deeper because of the unique place on the bridge. Once the cracking was discovered, construction activities in this area of the bridge were

temporarily suspended for a period of time in July and early August– meaning worked stopped in this specific area while the issue was reviewed.

The cracks were very small. These types of issues are faced on bridge projects and traditional construction projects. These types of issues are accounted for in the design by using reinforcing steel and other methods that provide strength to the concrete. The reinforcing steel is working. This project has a “zero tension” requirement. In addition to the reinforcing steel, the cable stays are squeezing or “compressing” the bridge elements together.

Doug stated that the project team feels confident that this is an issue that can be repaired and fixed and that there is no need to remove this section of the bridge. The design/build team will repair the cracks. The team is not necessarily concerned with strength, but rather with moisture getting down into the cracks and potentially compromising the durability of the reinforcing steel. If moisture gets to the reinforcing steel then the steel will eventually corrode which can lead to the steel expanding and ultimately to concrete cracking.

Question – Senator Bunting stated that the team has done a good job with PR. But he stated that the elected officials are feeling pressure. He urged the team to inform the public right when issues arise. Senator Bunting referenced the previous ramps and the ongoing litigation. If there is an issue – don’t wait – get the information out to the public.

Doug stated that he does not feel the recent newspaper article is a fair assessment because overall the project is going very well.

Jay Erwin, Skanska Project Manager, stated that his team routinely has issues on a day to day basis that are resolved as part of our daily operations. Skanska will continue to work with the Department to determine what information is relevant to the public.

Question – Rep. Hocker stated that he recently received an email regarding the prior approach spans. He stated that we are paying a price for those issues and the fact that the investigation has not been finished.

Natalie Barnhart, DelDOT Chief Engineer, stated that unfortunately the investigation is moving more slowly than expected. DelDOT is anxious to bring the matter to its final resolution.

Question – WBOC mentioned cracking with the existing bridge. Is this true and if not it needs to be straightened out?

Natalie stated that the existing bridge is safe and that it is regularly inspected.

Question – Could shrinkage be a factor in the deck cracking because of the heat?

Doug stated that the heat may have been a contributing factor but a definitive cause has not been determined. Doug also indicated the Department's focus at this time is on the repair and less on the cause, since these were unique bridge sections that will not be constructed again for this bridge.

Doug addressed the second issue related to settlement. Doug stated that there are no settlement issues with the new bridge and that the media reports stating that there are settlement issues are not accurate. Doug stated that the maximum settlement to date has been one quarter of an inch which is less than what was expected. The bridge is not settling.

The final issue that Doug addressed was regarding the form traveler. Doug stated that the form traveler is a critical area of the construction process. The team needed to make early assumptions about the form traveler and needed to anticipate the design, fabrication and assembly before reaching the point of having to make final decisions. Skanska identified changes that were needed. They are addressing these changes and will make the necessary adjustments. The issue has been identified, addressed and dealt with professionally and safely.

Doug further stated these changes have impacted the schedule. However, the project team needs to ensure that the form traveler is properly designed, and the design is thoroughly reviewed to ensure that the form traveler operates safely for both the workers and the public. These reviews may mean some delay to the project. The project has an entire team just for the form traveler including a separate quality assurance/quality control (QA/QC) person.

Jay stated that the form traveler is a very complex structure – both its design and erection. During the QA/QC process it was determined that there were issues with the form traveler that needed to be addressed. It is better to identify those issues now rather than later. It has cost the project some time but the number one goal is to be safe and to give the state of Delaware a quality bridge.

Doug stated that in assessing the changes to the form traveler, the form traveler will be heavier. To support this extra weight an additional temporary stay cable will be installed that attaches to the top of the pylon and extends to the traveler. This temporary stay cable will allow the bridge to carry the additional weight without harming the permanent structure.

Question – Will the schedule be revised?

Doug stated that on a project like this there is an ebb and flow to the work. There are periods where you lose time and then other periods where you gain time. Currently, the project is 4-6 months behind schedule. The project team will try to accelerate the schedule, where possible.

Question – When will the bridge be complete and open to traffic?

Doug stated that the current projection is for the bridge to be open to traffic around November/December 2011.

CONSTRUCTION UPDATE: Jay Erwin updated the attendees on the progress of the bridge construction. Jay began by talking about the transition pier. The transition pier is the part of the bridge that connects the traditional approach span to the cable stay portion of the bridge. Concrete will begin to be poured in the transition pier area in the near future. The ballast area of the transition pier is currently underway. The ballast area is the termination point for the cable stays.

On the cable stay portion of the bridge, there are two decks on the north and one deck on the south that still need concrete to be poured. These decks will be poured on the false work. As the cable stays are installed, the falsework will soon start to be removed.

All four pylon towers are complete and all of the tower form work has been removed.

The pier table (the area of the bridge between the pylon towers) is comprised of all cast in place concrete. The falsework will soon be removed from this area of the bridge.

Seven cable stays can be installed before it is necessary to utilize the form traveler. Five stays have been installed on the north and the fifth stay is currently being installed on the south.

The falsework will soon be removed between the pylon towers and the inlet to allow the form traveler to be rolled under the bridge and hoisted into place. The projection is for the form traveler to be attached in late October/ November.

Jay stated that there is a tremendous amount of engineering on this new bridge and every component of the bridge. Occasionally there are “hiccups” and when these arise the issue is re-analyzed with safety always the primary goal. Tremendous progress has been made on the bridge.

Question – What is the plywood around the north side approach span?

Jay stated that the purpose of the plywood is to create a sheltered area to house the stay cable spools. The plywood area will serve as a storage area for these and other materials that are sensitive to the environment.

Question – Will there be any early morning concrete pours?

Jay stated that Friday morning there will be a pour at approximately 2:30/3:00 AM on the north side.

Jay stated that in October/November the last large loads will be delivered to the bridge – 9 loads for the north and 9 for the south.

Doug added that to date there have been approximately 300 concrete pours for the bridge and only two of those pours have resulted in an issues that have required any repairs of significance.

Doug commented on the current workforce on site. He stated that the peak for construction activities has past and therefore the workforce is starting to go down.

OTHER BRIDGE RELATED CONTRACTS: Doug stated that the opening of the bids for the adjacent contracts has been delayed since the bridge schedule impacts the schedule for the other contracts. The first Tuesday in October is when the bids will be taken. The projected start date is May, 2011. One lane will be closed in each direction of SR-1 starting in May, 2011 and will remain that way through next summer before being shifted to the new bridge in late 2011.

Question – When will the access road on the south side of the road be re-opened?

Doug stated that once traffic is running on new bridge, work will begin to get the access road re-opened.

MEETING SCHEDULING/WRAP UP: Andrew thanked everyone for their attendance and informed the group that the next Construction Advisory Group meeting would take place on Monday, September 27 at 10:00 a.m. at the DelDOT conference room.