

Building for Tomorrow

The Indian River Inlet Bridge Newsletter

A publication by the Delaware Department of Transportation (DeIDOT)

September 2011



As the new Secretary of Transportation I am pleased to be able to bring you the second edition of *Building for Tomorrow: The Indian River Inlet Bridge Newsletter*. As you may remember, the first edition contained information about the various science, technology, and math concepts needed in bridge building.

This year's edition will be equally informative and educational. Please stay engaged as we move toward our goal of opening this new, landmark bridge to the public.

Thank you for sharing this journey with DeIDOT and best wishes for a great school year!

Shailen Bhatt
Secretary, DeIDOT

Bridge Construction Update!



Remaining stay cable installation and tensioning continues as the mid-span sections of the bridge are constructed. As the two sides approach the center of the inlet, you may see that the sides don't

match up. This is because the south side still has the form traveler attached, making the end dip lower than the north side, which has no form traveler attached. Once all the cables are tensioned and loads balanced, the two sides will come together at the same elevation. Other items such as lighting, barriers, painting, removal of form work, and clean up will occur as we move into fall.

We are working hard to get two lanes open by the end of the year, although we have had some minor schedule impacts due to recent weather events. All four lanes will be open to traffic next spring. The demolition of the existing bridge is expected to begin early in 2012 once traffic has been shifted to the new bridge.

The Roadway Is Approaching!: Learning About the Roadway Approach Contract



A view looking north toward Rehoboth of the work being done as part of the roadway approach contract (Skanska USA Civil Southeast).

As you may recall, the Roadway Approach Contract, which is separate from the bridge building contract, began in March 2011. This contract will construct the new roadway approaches that tie into the new bridge, and will also demolish the existing bridge, once traffic is moved onto the new bridge.

Since June, the contractor has finished building the earthen portions of the embankments leading to the new bridge, placed lightweight foam fill in portions of the south embankment and worked on the retaining walls on the south side. First layers of asphalt pavement were installed on portions of the new southbound and northbound travel lanes. Portions of the new concrete median barrier have been started on both the north and south sides of the project. The project progressed very well over the summer and you can already see the road to the bridge taking shape.

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This fall the contractor will continue building the embankments and retaining walls on the north side, as well as the remaining portions of the southbound and northbound roadways leading to the bridge. The remaining hotmix pavement for the new southbound roadway will continue until tie-ins of the new and existing southbound roadways are completed. The contractor will also continue to work on completing other items such as concrete median barrier, new guard rail systems, and drainage work.

When these work items are completed, which will be December 2011, the project will move into Phase III. Phase III will consist of tie-in work on the new bridge and the demolition of the old bridge. It will also require a new, less restrictive traffic pattern.



The yellow boxes on this rendering of the new Indian River Inlet Bridge show where the roadway approach work is being done on the site.

A Moment of Bridge History



This photo was taken in 1935 during the construction of a new bridge over the Indian River Inlet. This new bridge was a concrete and steel swing bridge that allowed ships traveling through the inlet to pass without difficulty. The dark plume to the left of the new bridge is steam and smoke from the equipment being used during construction.

To the right of the new bridge stands the first bridge to span the inlet, which was built in 1934 from creosote timber.

In Case You Missed It, We've Had A Crazy Summer!



DelDOT received reports from its four districts statewide immediately following the August 23 earthquake – all reports indicated that there was no damage to the state's infrastructure of roadways and bridges.

The new Indian River Inlet Bridge was inspected and no damage was found. The adjacent existing span over the Indian River Inlet was surveyed visually and there has been no change to the piers.

As if an earthquake was not enough of a shock, Delaware was also in the path of a very powerful and destructive hurricane on August 27 & 28. Hurricane Irene caused a lot of trouble along the path that it took and was supposed to



be very powerful when it reached Delaware. Workers at the bridge made sure that everything was secure, but thankfully the storm was not nearly as bad as it was expected to be. Fortunately, the existing and new bridges weathered the storm with no damage.

News Flash: You're Reading An Award Winning Newsletter!



DeIDOT is excited to announce that this electronic newsletter has won a national award! Specifically, it won a NTPAW (National Transportation Public Affairs Workshop) Award. This workshop is sponsored by the American Association of State Highway Transportation Officials (AASHTO) Subcommittee on Transportation Communications.

The award program promotes excellence in communication through the exchange of ideas and education. Public Relations professionals from across the country gathered for seminars and workshops geared to the communications issues and opportunities in the transportation industry. The highlight of the annual workshop is the skills contest, which recognizes the outstanding work of its public relations practitioners among state departments of transportation. Awards are given for several categories, such as printed and electronic publications, video production, event planning, crisis management communication, graphic design, and others.

Our very own "Building For Tomorrow" newsletter won this year's award for an electronic external news publication. This is the first award won for the Indian River Inlet Bridge project (though we hope there are many more to come!).

Special congratulations to Jason Lang and Tina Shockley for their work on the newsletter.



Have you missed past issues of "Building for Tomorrow?"

They are always available on the Indian River Inlet Bridge Project site!

[Click Here to Find Them](#)

One Form Traveler Says Goodbye

On August 13, one of the two 300 ton form travelers was removed at the Indian River Inlet Bridge site. The north side traveler was removed following the completion of that side of the bridge. Once it was lowered onto a waiting barge, the traveler was taken to Norfolk, Virginia to be recycled.

The south side concrete pours will continue until late October when the final "connection" pour is made. When that final pour is complete, the south side traveler will be removed and recycled at the same facility.



Employee Spotlight!

This is where you get to meet someone who is building the Indian River Inlet Bridge!



Manny Chavez

Who is your employer?: Skanska USA, Civil Southeast, Inc.; employed for 1 year

What is your job title?: Carpenter

Where are you from?: San Diego, California

Where do you live now?: Lewes, Delaware

What are some special skills or experience that you bring to the project?: I am a problem solver. I enjoy going into a new situation and figuring out what needs to be done and an effective way to do it. I also enjoy working with a lot of different people.

What is your favorite part about working on the project?: I really enjoy the variety of activities that I get to do in my job.



Photos from the Job Site

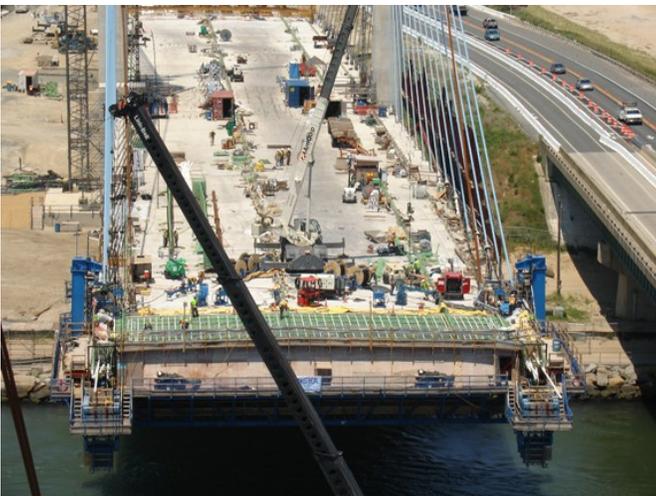
June 2011



Workers at the new Indian River Inlet Bridge prepare to pour concrete over the waiting rebar. The pieces of rebar that are in the middle will form the median between the northbound and southbound lanes of the new bridge (Skanska USA Civil Southeast).



Workers pour concrete over the rebar on the new Indian River Inlet Bridge. Once the concrete is poured, it is smoothed to remove any imperfections (Skanska USA Civil Southeast).



View of the of the north side form traveler as it hangs over the Indian River Inlet with the current Indian River Inlet Bridge still providing a safe travel route for residents and visitors along Route 1 (Skanska USA Civil Southeast).



View southbound of the new Indian River inlet Bridge from a portion of the project that is covered under the roadway approach contract. Southbound Route 1 is to the left (Skanska USA Civil Southeast).



Photos from the Job Site

July 2011



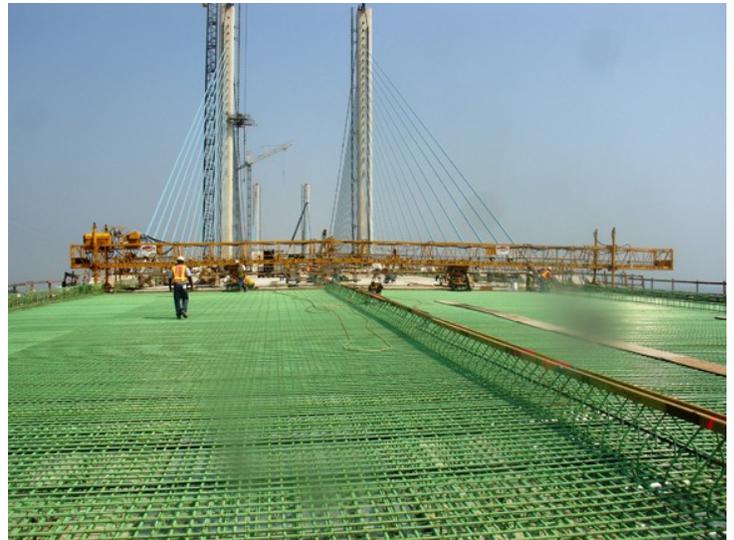
View of the north side of the new Indian River Inlet Bridge pylons with their distinctive blue stay cables. The current Indian River Inlet Bridge stands in front. Stay cable installation on the new bridge is nearing completion, as are deck pours (Skanska USA Civil Southeast).



The pedestrian walkway on the ocean side of the bridge will provide those walking or riding their bikes with a unique view of the Atlantic Ocean from above the inlet (Skanska USA Civil Southeast).



Work continues on the roadway approach contract at the new Indian River Inlet Bridge. This view of the south side work shows the tie-in work that is being done to connect Route 1 to the new bridge (Skanska USA Civil Southeast).



The green rebar sits ready to have concrete poured on to create another section of road deck on the form traveler over the new Indian River Inlet (Skanska USA Civil Southeast).



Photos from the Job Site

August 2011



Work continues on the roadway approach contract at the new Indian River Inlet Bridge. This view of the north side work shows the tie-in work that is being done to connect Route 1 to the new bridge (Skanska USA Civil Southeast).



Work continues on the form traveler attached on the edge of the south side of the new Indian River Inlet Bridge as the two sides come closer together (Skanska USA Civil Southeast).



After being lowered onto a waiting barge in the Indian River Inlet, the north side form traveler is taken away. The traveler was taken to Norfolk, Virginia where it will be recycled (Skanska USA Civil Southeast).



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