



CONNECTING MISSOURI & ILLINOIS

CABLE-READY CONSTRUCTION

CREWS INSTALL ANCHOR BOXES TO CONNECT CABLES, TOWERS

As the two river towers on the Mississippi River Bridge crossed 250 feet, engineers started their plans for the next phase of the project.

This phase would include installing huge steel boxes inside the tower legs, used to connect, or anchor, the cables in the new cable stayed bridge.

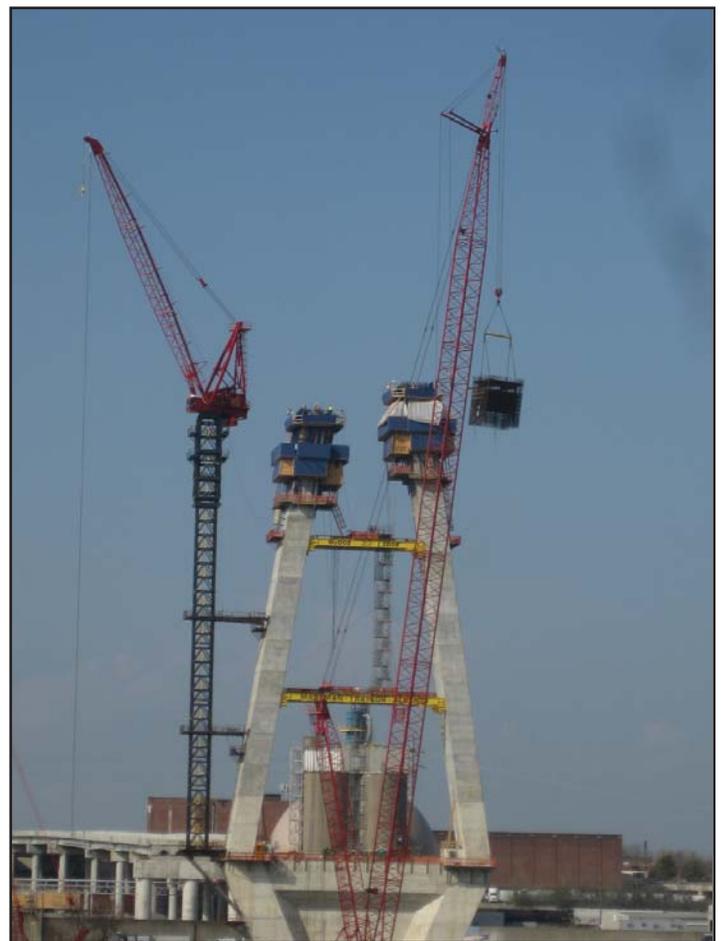
Cables on the new bridge will run through about two feet of concrete into these 20-foot tall steel boxes with large holes of varied shapes and sizes. Inside the boxes, the cables will be secured to the box,



Anchor boxes along the river bank await installation.

giving crews the ability to maintain the cables holding up the bridge.

Getting the first anchor box installed on each leg took a great deal of planning and surveying to ensure the box was positioned perfectly to allow the new cables to slip through the holes without catching on concrete or steel.



The Manitowoc 7000 lifts one of the anchor boxes into position so ironworkers can tie it into the bridge towers.

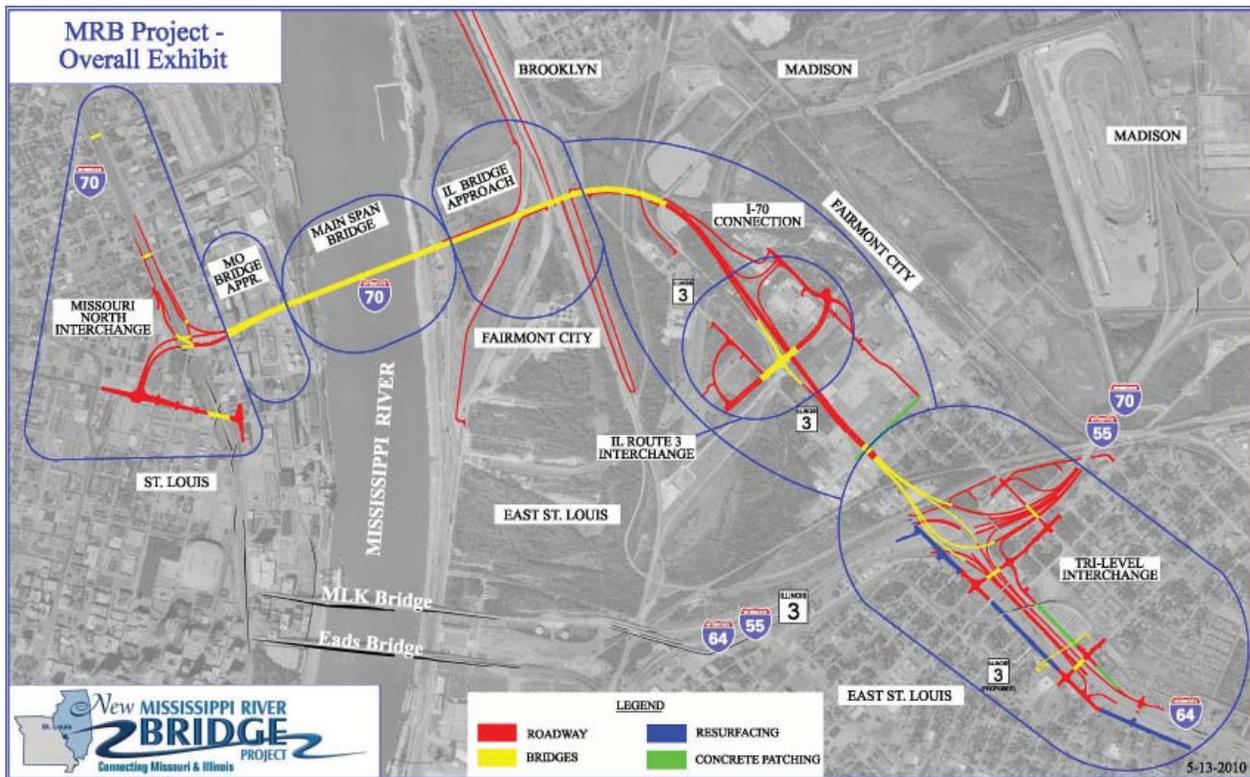
WHAT'S NEW ON THE WEB

- See photos of work on the Missouri Approach
- See the latest DBE and workforce numbers
- See aerial photos of work on the main span and Illinois construction

See more at www.newriverbridge.org

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PROJECT UPDATE

MAIN SPAN AND MISSOURI APPROACH

Construction on the two river towers is proceeding well. Both towers have reached more than 300 feet and crews have been installing the steel anchor boxes onto the towers. Crews should complete the 400-foot towers for the project later this spring and then start attaching the cables and the framework for the driving surface.

The Missouri Approach is complete.

ILLINOIS APPROACH

Construction work for the Illinois Approach is proceeding well. Crews have completed installation of all the girders on the Illinois Approach and have started the initial work to form up the driving surface on the project.

MISSOURI NORTH INTERCHANGE

Work continues well on the Missouri North interchange. Crews are working just off Interstate 70 to build the foundations needed for the ramps and bridges for the new interchange with I-70. Crews are also working on the north side of Cass Avenue to complete the roadwork and connections there.

There are several planned road closures anticipated for this project over the remainder of the year. Crews have also closed one lane on eastbound I-70 between St. Louis Avenue and Broadway, as well as the 11th Street ramp to eastbound I-70 to increase safety for drivers and for construction crews working on the interchange. Please see the story about upcoming construction closures projected for the remainder of the year on Page 7.

I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

Construction projects along the relocated I-70 corridor and the tri-level interchange are moving along well. After opening the 15th Street bridge over I-64, crews removed the 9th and 10th Street bridges over Interstate 64 in late March to prepare for the new interchange. The new bridge on 9th Street should be completed by tsummer 2013.

Grading and other construction continues for the relocated I-70 corridor and relocated Illinois Route 3 interchange. Archeology work continues along the corridor as well, and is projected to be completed in early summer. Construction on the new ramps between the tri-level and relocated I-70 is well underway.

For more details on expected traffic impacts due to construction in Illinois, please see Page 6.

PIECING TOGETHER THE RIVER BRIDGE

WORKERS BUILDING PANELS FOR ROADWAY IN ST. PETERS

Constructing the new Mississippi River Bridge is like putting together a puzzle — except workers have to build each piece.

Construction on the next “pieces” of the puzzle — the driving surface — has been underway for more than a year.

The eventual driving surface, or deck, of the bridge will be constructed with a steel framework, covered by pre-cast concrete panels, with an additional two inches of concrete on top of the panels.

Work to build the more than 450 panels needed for the driving surface for the bridge started last year in the XL Contracting yard in St. Peters. It takes about a week to produce a panel for the project, said Matt St. John, superintendent with the contractor. This includes the time to allow the concrete to cure enough to let them store the panels safely.

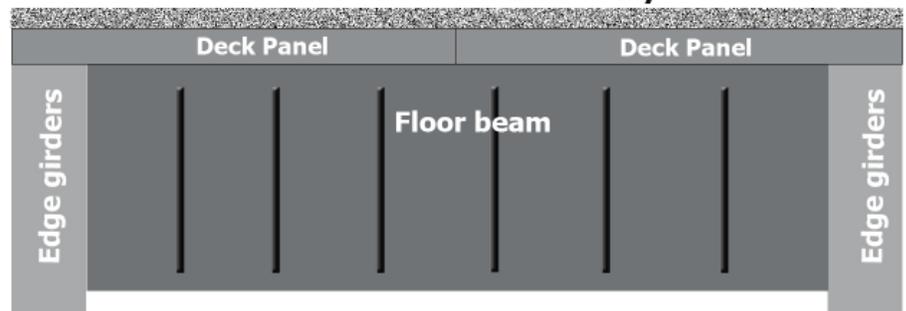
Each panel is about 44 feet long, 15 feet wide and weighs more than 75,000 pounds. Since each panel is slightly different to fit onto the bridge, crews building the panels have to closely follow plans. Then, when complete, each panel gets a unique number so that workers building the driving surface know exactly where to put it.

XL Contracting has spaces on their lot to manufacture 15 panels at a time, and they have been averaging about two every day. Crews set up the basic form, or shape, of the panel first. Then they place the reinforcing steel in position, including the steel needed to ensure a solid connection



XL Contracting workers tie together the reinforcing steel for a deck panel, a portion of the new bridge’s driving surface.

Two-inch concrete overlay



This graphic shows a side view of the bridge driving surface.

to other panels. After that, they place the concrete in the forms, and allow it to cure. After about a week, they move the panels carefully to storage until they are ready to be shipped to the bridge.

The contractor is constantly checking the quality on every panel, St. John said.

“We look at every yard of concrete, every panel part and step of the production process. I would estimate we perform 10 quality control checks on every panel,” he said.

MoDOT makes random checks of the processes and material every week to assure quality.

About 350 of the panels are completed and soon will be trucked down to the bridge construction site.

“We’re working through the details on how we move these panels and support them so we minimize damage and cracking,” said St. John.

Crews on the bridge will start installing the bridge driving surface in June or July this year.

FITTING INTO PLACE

LIKE PIECES OF A PUZZLE, CONSTRUCTION OF NEW BRIDGE TAKES SHAPE IN MISSOURI, ILLINOIS



Workers finish construction on the 15th Street bridge over I-64.



Laborers power wash concrete before constructing new formwork.



The Illinois approach section of the new bridge project leads to the roadway which curves to the south as part of the new relocated Interstate 70



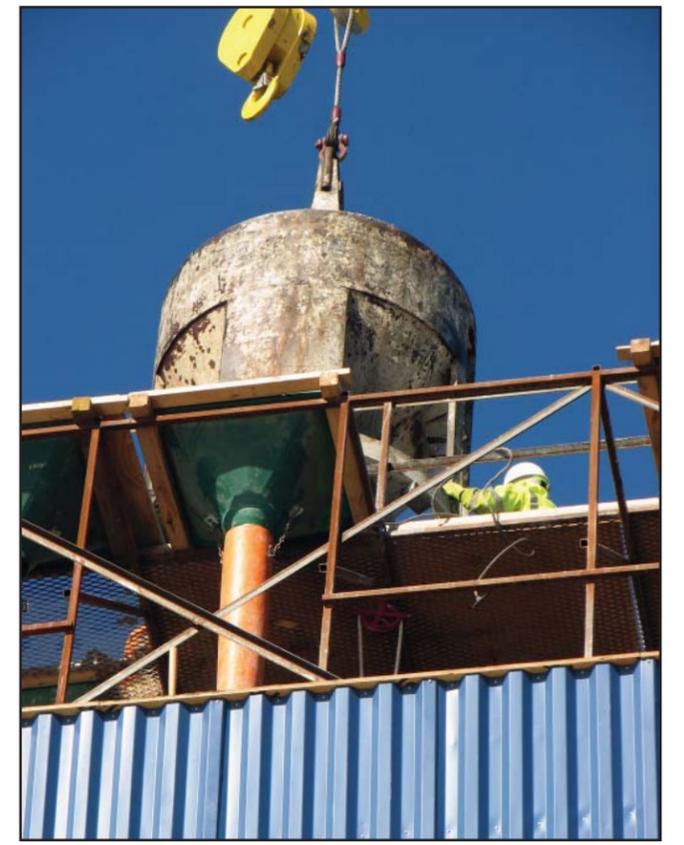
The Missouri tower reaches almost 300 feet with the city in the background.



Crews set steel casings into position before placing concrete for foundation work for the bridge from I-64 to the relocated I-70.



A worker watches as the crane hook descends to connect to one of the buckets filled with concrete.



Workers place concrete at the top of a bridge tower.

ILLINOIS ROADWORK TO IMPACT I-64, I-55

Construction work for the new Mississippi River Bridge will continue to impact Illinois drivers for the next two years.

As crews work on the tri-level connections and Relocated I-70, drivers can expect lane closures on I-64, I-70 and I-55.

Here's what Illinois drivers can expect through the end of this year:

- In late summer, I-64 will be closed in both directions from Illinois 111 to I-55/70 over a weekend. This closure is necessary to resurface much of the road without extended daily lane closures. The closure will begin on a Friday evening after rush hour and will end before Monday morning's rush hour. During this time, motorists should use I-55/70 and I-255 to detour around the work area.

- In late summer, I-55/70 will be closed in both directions from Illinois 203 to I-64 for a weekend to complete much of the roadway resurfacing. The closure will begin on a Friday evening after rush hour and will end before Monday morning's rush hour. During this time, motorists should use I-64 and I-255 to detour around the work area.

- In late summer, on I-55/70, from just east of Exchange Avenue to just west of I-64, and on I-64, from 18th Street in East St. Louis to I-55/70, traffic will be reduced to two lanes for much of the remainder of the project. Workers will be completing median and shoulder improvements and ramp tie-ins. Traffic may be reduced to one lane on both I-55/70 and I-64 at night.



Crews tear down the 9th and 10th street bridges over Interstate 64 in Illinois over a weekend. Over the next two years, Illinois DOT will be completing much of the work to tie in the tri-level with the new Relocated I-70. This will require regular lane closures, as well as some interstate and ramp closures.

- In early fall, the ramp from westbound I-64 to northbound I-55 will be closed for several months to rebuild the ramp. During this time, motorists should use I-255 to detour around the work area.

- In early fall, the ramp from southbound I-55 to eastbound I-64 will be closed for several months. This closure is necessary to construct the entrance ramp from eastbound Relocated I-70 to northbound I-55/70 and to remove the median barrier between this ramp and I-64. During this time, motorists should use I-255 as a detour.

- In early fall, the ramp from southbound I-55/70 to Exchange Avenue will be closed for several months. This closure is necessary to complete the new exit ramp from southbound I-55/70 to westbound

Relocated I-70. During this time, motorists should use Illinois 203 to detour around construction.

- In late September, the ramp from eastbound I-55/70/64 to eastbound I-64 will be closed for nine consecutive days to make improvements to the ramp. This ramp will be closed beginning on a Friday evening after rush hour, will remain closed for the entire work week, and won't reopen until the following Monday afternoon before rush hour. During this time, motorists should use I-55/70 to I-255 to detour around the work area.

The actual timing of all ramp and interstate closures has not yet been determined. More information will be released through the local media as specific dates have been established.

MISSOURI INTERCHANGE TAKES SHAPE

CONSTRUCTION CONTINUES TO IMPACT DOWNTOWN TRAFFIC ON I-70

As construction continues in downtown St. Louis, drivers on I-70 can see the new interchange starting to take shape.

The Missouri interchange, which connects I-70 and Cass Avenue to the new Mississippi River Bridge, is slowly rising above the interstate. Drivers can see much of the foundation work for the new bridges over the interstate as they pass through on their daily commutes or to events downtown.

Construction on the interchange will impact traffic through the remainder of the year and into 2013. Drivers can expect the following:

- One lane on eastbound I-70 from St. Louis Avenue to Broadway will remain closed until late summer. In addition, the ramp from St. Louis Avenue to eastbound I-70 will remain closed.

- The express lanes will close for about seven weeks in early July to complete the ramps and all other I-70 construction over the express lanes.

- The ramp from westbound I-70 to Madison will be closed for three months to construct the new ramp. Construction is expected to start in mid-October.

- In late summer, crews will



Workers excavate portions of the new interchange with the towers in the background.

close lanes on I-70 between St. Louis Avenue and Cass Avenue during off-peak hours to install the driving surfaces for new I-70 ramps.

- Finally, crews anticipate off-peak lane closures between the Poplar Street Bridge and St. Louis Avenue on I-70, Kingshighway on I-44 and Broadway on I-55 to install overhead signs.



Workers build curbs and drain structures along Cass Avenue.

MRB TEAM MOURNS LOSS OF CARPENTER ON PROJECT

The Mississippi River Bridge project team mourns the loss of one of the workers on the Mississippi River Bridge project.

Andy Gammon, 35, a carpenter on the project, was lost during an

incident on March 28.

“We are saddened by the loss of one of our workers on this project. Our hearts and prayers go out to the family and friends of Andy Gammon,” said Greg Horn, MRB

project director.

Construction was suspended until Gammon’s funeral April 2. The Occupational Safety and Health Administration is conducting an investigation of the incident.

ILLINOIS INTRODUCES 'UNBUNDLED' CONTRACTS TO ICON

The Illinois Department of Transportation hosted their ninth Illinois Community Outreach Network (ICON) meeting, Thursday, March 8th at the DBE Resource Center in East St. Louis, Ill. During the meeting, attendees had the opportunity to meet the new IDOT Region 5 Engineer Omer Osman.



Members of ICON meet with new IDOT Region 5 Engineer, Omer Osman.

ICON is comprised of Illinois stakeholders including elected officials, educators, business members, community-based organizations and community leaders. The group normally meets once a quarter.

The group was given an update on the overall Mississippi River

Bridge Project (MRB). In Illinois, 11 projects out of 33 have been completed.

In addition to these contracts, IDOT introduced a new process of awarding “unbundled” contracts.

This process was part of the department’s commitment to the community to improve the participation of minority contractors on the MRB project.

Portions of larger projects were removed, or “unbundled” to give Disadvantage Business Enterprise (DBE) firms the opportunity to bid on them as prime contractors.

To date, there have been two “unbundled” demolition projects and IDOT anticipates several “unbundled” landscaping projects being awarded later this year.

The next ICON meeting is scheduled for late summer 2012.

FIND MORE INFORMATION ON THE BRIDGE AT WWW.NEWRIVERBRIDGE.ORG

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