



CONNECTING MISSOURI & ILLINOIS

RIVER WORK RESUMES

MTA ADDS SHIFT, WORKS SIX DAYS A WEEK AFTER SUMMER FLOODS

An abnormally long Mississippi River flood season has drilling crews working two shifts, six days a week on the river to get bridge foundations out of the water before next year.

Since the first steps on the New Mississippi River Bridge are constructing the foundations, crews have been challenged by spring floods that lasted until the end of August.

“The river delays are frustrating, but are a fact of life when working on the Mississippi,” said Randy Hitt, deputy project director for the main span project. “Our contractor has been playing cat and mouse with the river, getting crews out whenever the river levels dipped to safe levels.”

Massman, Traylor, Alberici, the joint venture responsible for building the bridge rose to the



The Mississippi River covers Leonor K. Sullivan Boulevard underneath the Eads Bridge during flooding.

challenge by working on Saturday and adding another shift to the work force during drilling. Their goal, according to Hitt, is to finish the bridge foundations before next spring’s flooding. Crews hope to have completed enough of the two

tower bases to raise them above flood stage by next spring.

“Once the foundations are out of the water, the work is less susceptible to delays due to high water,” Hitt said.

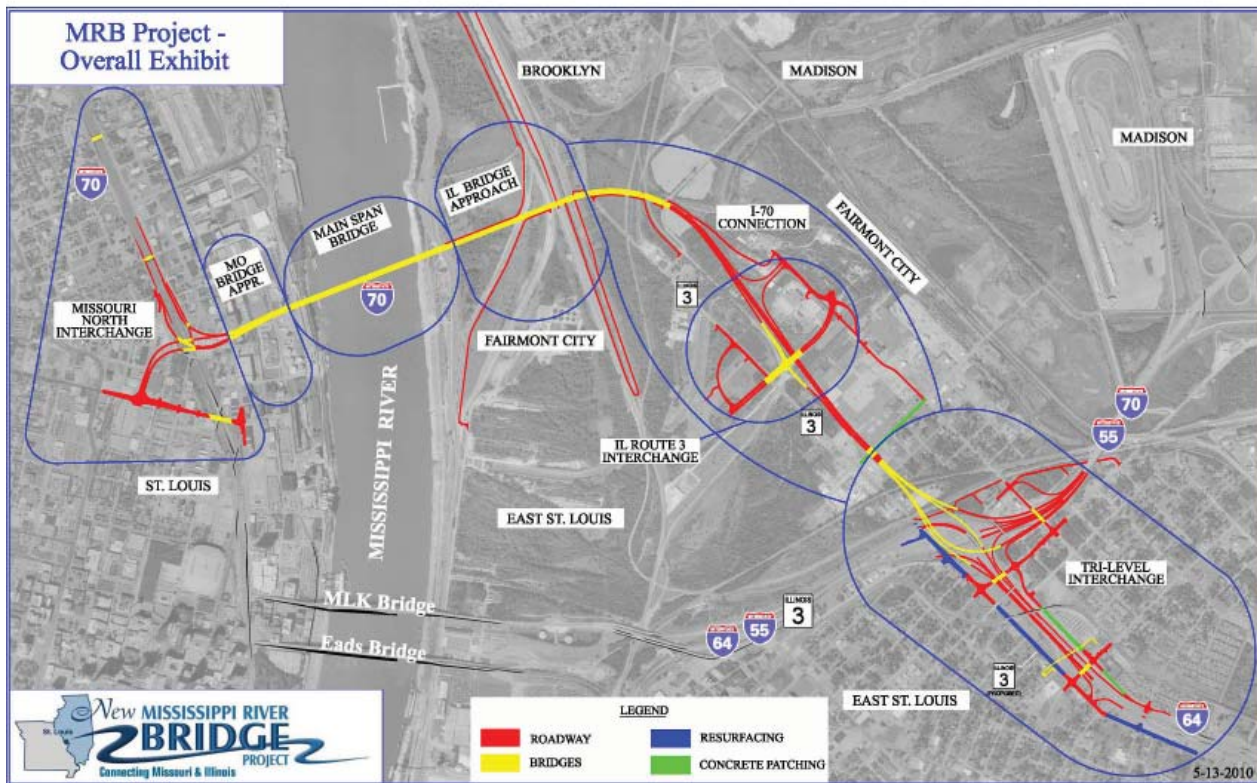
WHAT’S NEW ON THE WEB

- View plans for the Missouri I-70 interchange
- Check out the latest workforce or DBE firm statistics
- See construction photos and videos from work this summer

See more at www.newriverbridge.org

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PROJECT UPDATE

MAIN SPAN AND MISSOURI APPROACH

After some delays on the river due to rising waters, crews have been hard at work drilling and pouring foundations for the new Mississippi River Bridge.

Crews have finished drilling the foundations for the Missouri Approach, and are now working on pouring the columns and caps that will hold the roadway. They are expecting to set girders for the approach sometime in late September, or early October. The 120-foot girders are being trucked in.

ILLINOIS APPROACH

Federal, state and local officials broke ground for the Illinois Approach project on August 13, 2010. Since then, crews have been working on clearing the land to start constructing the foundations for the approach. Crews have also started to drill and pour the shafts for the Illinois Approach foundations.

MISSOURI NORTH INTERCHANGE

Design on the Missouri North interchange has been completed. The MRB team put the plans on the New

Mississippi River Bridge web site and is currently taking confidential suggestions from interested construction teams on practical methods to reduce construction costs.

Crews have reopened the reversible lanes and are completing construction on the St. Louis Avenue bridge.

I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

IDOT closed Interstate 55/70 to remove the Exchange Avenue Bridge over the interstate the weekend of August 27. Work remains to complete demolishing the nearby railroad bridge over I-70/55. IDOT may require another interstate closure to complete this work.

Construction is continuing on St. Clair and Baugh Avenues between 18th and 20th Streets, the storm sewer repair contract, the Exchange Avenue extension, and the pedestrian bridge near 15th Street. IDOT tentatively plans to hold a ribbon cutting for the pedestrian bridge on October 8 from 1 to 3 p.m. When completed, this walkway will allow pedestrians to safely cross I-64 and St. Clair and Baugh Avenues between the Emerson Park Metrolink Station and Miles Davis Elementary School.

Once the pedestrian bridge has reopened, IDOT tentatively plans to close I-64 the weekend of October 8-11 to remove the 15th Street bridge over the interstate.

CONSTRUCTION STARTS ON ILLINOIS APPROACH

LEADERS BREAK GROUND ON LARGEST ILLINOIS MRB PROJECT

Illinois federal, state and local officials turned over the first dirt on the \$46.3 million Illinois Approach project for the Mississippi River Bridge on August 13.

The Illinois Approach project is the largest construction project currently scheduled for southwestern Illinois. It will carry I-70 between Illinois Route 3 and the main span of the Mississippi River Bridge.

“It is important to our area that this project get underway, because it is the largest project we have in this area and the largest we will have for some time,” said Illinois Transportation Secretary Gary Hannig in his remarks for the event. “I think we all understand in the history of our republic that economic benefit has always followed the transportation network, whether it be river, or rail, or highways, or superhighways.”

Illinois will manage construction of the Illinois Approach project, which is expected to create 100 construction-related jobs, he said.

Equally important is that constructing this portion of the bridge is the next milestone in a project which has been in the planning stages for nearly 20 years.

“This was identified as the number one public works project by the business community, the local elected officials and everyone from the entire region,” said Congressman Jerry Costello, one of the legislative leaders responsible for getting the bridge off the drawing board and into reality. “I am very pleased that



Officials break ground on the \$46.3 million Illinois Approach project on August 13.

at the Federal level we were able to earmark \$239 million to build this bridge.”

Many other state legislators had equally important input in making the Mississippi River Bridge project reality.

“When I first went to the Illinois general assembly, one of the first resolutions I passed in conjunction with the leadership council was to build a new bridge across the Mississippi,” said Illinois State Representative Jay Hoffman. “We knew then, as we know now, the future of economic development in our region comes with transportation. That’s making sure the region is accessible, making sure that we can get commerce across the river and making sure we can get people from Illinois to work in Missouri and people from Missouri to work in Illinois.”

His thoughts were echoed by Illinois State Senator Bill Haine. “We cannot remain unfocused of the basic needs of establishing a foundation for prosperity. One of the keystones to that is building bridges and highways, the networks that bind us together and the basis for our free enterprise system,” Haine said.

Mayors from the surrounding communities of Brooklyn and East St. Louis spoke about how important the project was to the area.

“Our people are terrifically excited about what is about to take place,” said Mayor Alvin Parks, the mayor for East St. Louis. “It is a bonanza for jobs, a bonanza for economic vitality and a bonanza for traffic safety. This is something we will remember for the rest of our lives and is something we will always point to.”

CONSTRUCTION CONTINUES AROUND MISSISSIPPI RIVER BRIDGE PROJECT



The contractor uses a crane to move a concrete pumping truck onto a barge to pour concrete for a portion of the main span foundation.



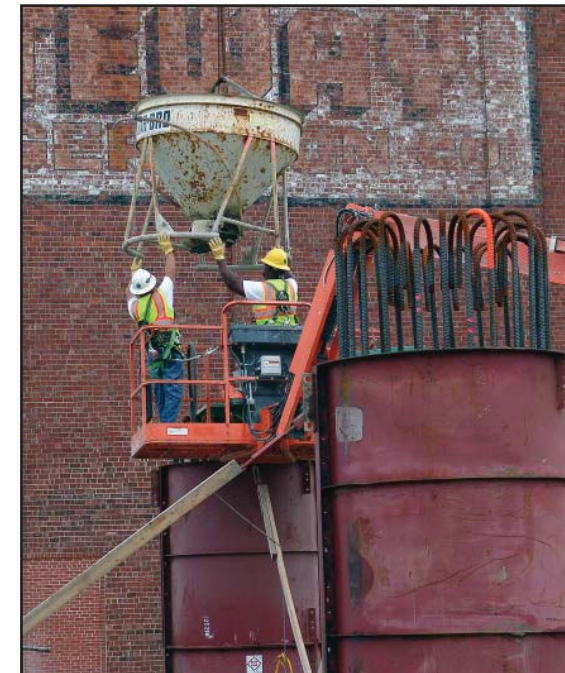
Illinois crews move a portion of the pedestrian bridge over I-64 into place.



The contractor pours concrete into the shafts for the main span of the bridge.



LEFT: Workers slowly lower the rebar needed to support the main span foundations into shafts drilled into the river bedrock. As the rebar is lowered, welders attach rebar circles to help the rebar maintain its shape. ABOVE: Multiple trackhoes remove a portion of the Exchange Avenue bridge over Interstate 55/70. The bridge needed to be removed to prepare for a new I-70 connection to the main span of the bridge.



Crews hoist concrete to pour columns for the Missouri Approach foundation.



Fred Weber Inc. workers pour concrete for the largest cap for the Missouri Approach. The roadway will rest on this cap.

ENGINEERS SET WORLD RECORD

FOUNDATION EARNS TITLE FOR TOP LOAD TEST

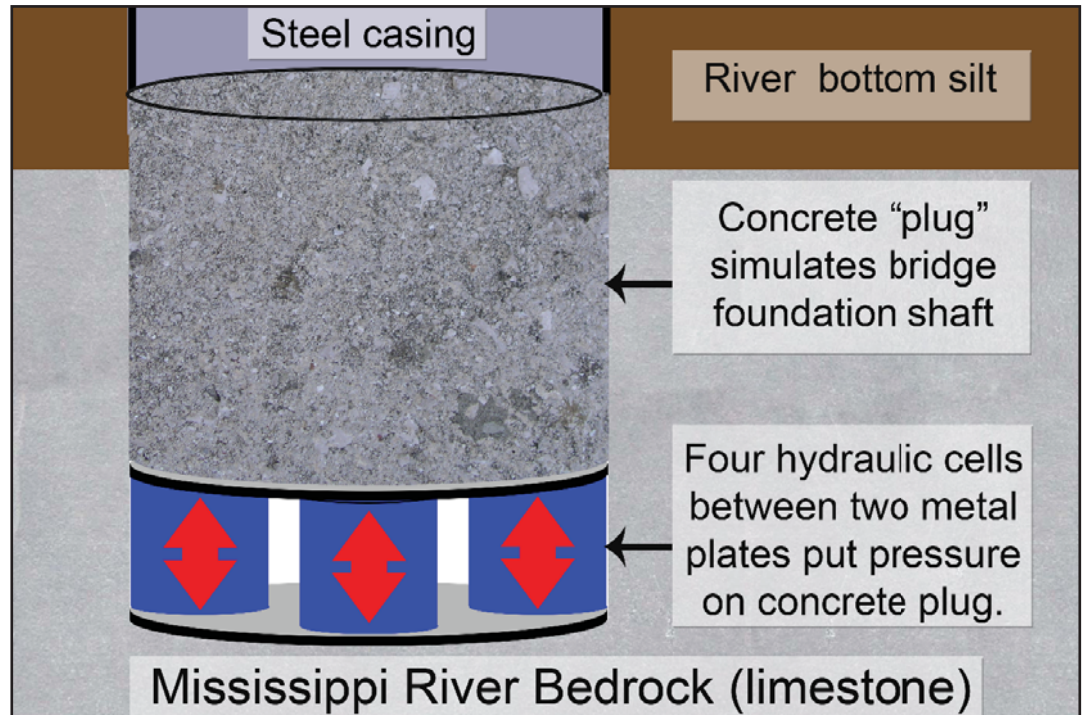
The prime contractor for constructing the Mississippi River Bridge set a new world record for the amount of pressure, or “load,” the foundations for the new bridge could handle during a load test in June.

Massman, Traylor, Alberici (MTA), the joint venture prime contractor, successfully completed a load test for the bridge foundation that reached 36,067 tons, a world record for load testing of a foundation pier.

After design for the main span was completed, potential contractors could make confidential proposals on ways to build the bridge using specialized equipment or processes. MTA has access to specialized drilling equipment, so one of their suggestions was to drill fewer, but larger, shafts for the bridge foundations.

MTA’s suggestion was a good one, said Gregory Horn, Mississippi River Bridge project director.

“Building a bridge like this is unique. We relied on our contractors to



A diagram of how the load test process worked.

bid on this project using innovative techniques,” he said.

HNTB, the engineering firm designing the bridge, completed designs for the foundations using MTA’s concept.

MTA completed the test in June after encasing load testing technology in concrete near the bottom of an 11.5-foot-wide shaft drilled 119 feet deep beneath the river near the new bridge’s planned location in St. Louis.

MTA Project Sponsor Mark Schnoebelen said the test validates MTA’s approach to constructing the bridge’s foundations, and clears

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A crane moves the load test framework before welders attach the hydraulic cells.

LOAD TEST SETS WORLD RECORD

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the way for MTA to start drilling shafts and pouring concrete for the foundations.

“We are pleased our methodology has been confirmed, and we are ready to get to work on the foundations so we can complete this project on schedule and on budget,” Schnoebelen said.

In the test in St. Louis, MTA workers encased four “Osterberg cells” in concrete at the bottom of the shaft drilled below the river. The cells were placed into the 21-foot-deep portion of the shaft

that was drilled into solid rock.

After the concrete hardened, specially designed pumps created hydraulic pressure on the pier that reached a peak load of 36,067 tons, according to Loadtest, Inc., the Florida company that owns the technology used to perform the test. The test reached its peak pressure without causing any significant movement of the pier, Loadtest said.

“This is a phenomenal achievement for the foundation construction industry and is a tribute to the foresight of the



Welders attach the test cells to the framework.

joint venture MTA that a test of this magnitude was even attempted,” said Jack Hayes, Loadtest’s president.

The test exceeded the previous world record —

31,350 tons established in 2005 on a bridge project in South Korea — by 4,717 tons. The previous record in the United States, 18,400 tons, was recorded on a bridge over the Ohio River.

RIVER BRIDGE TEAM IS LOCAL, DIVERSE

When a leadership team was needed to head the new Mississippi River Bridge project, Missouri and Illinois did not have to look very far.

Both states had the expertise available locally to handle this important project with regional impact — a project which affects the area for years to come.

Because they are local, the team has various insight into the many design and construction concerns for the Mississippi River Bridge project. Additionally, a local team has a distinct interest in the success of the overall project.

Between the Illinois and Missouri Departments of

Transportation, nearly 75 percent (29) of the 41 people on the Mississippi River Bridge team were born and raised in the greater St. Louis metropolitan area. The remainder were either raised in Illinois or Missouri, or have lived in the region for at least five years.

For instance, the MRB project director, Greg Horn, was raised in Webster Groves, while the deputy project director (and IDOT project director), Jeff Church, was raised in Collinsville, where he still lives. Construction inspectors hail from North St. Louis County, St. Louis City, Collinsville, Granite City and Venice. External civil rights monitors call North St. Louis and St. Louis City home,

while even the Federal Highway Administration liaison was raised in north St. Louis County.

The project team is also very diverse. Out of the 41 team members, 34 percent (14) are minorities and 29 percent (12) are female. In total, 44 percent of the team is either minority or female.

“We have a great team,” said Horn. “We have an extremely diverse team which closely matches the makeup of St. Louis and East St. Louis, and many of our team members were born and raised here. We understand this project’s importance and we understand the communities’ concerns on both sides of the river.”

ILLINOIS UNVEILS RIVER BRIDGE KIOSK

This summer, the Illinois Department of Transportation (IDOT) unveiled a new Mississippi River Bridge Project kiosk in the rotunda of the East St. Louis City Hall. The kiosk provides the community with updated information on the New MRB Project. People can view information about several aspects of the project including:

- Project history, photos and maps;
- Employment opportunities;
- Bidding and letting schedules;
- Awarded contracts;
- Disadvantaged business information and resources;
- Maintenance of traffic issues;

- Public involvement opportunities; and
- Project newsletters and news releases.

The original MRB project information kiosk was placed in East St. Louis City Hall in 2004 where it remained until the fall of 2008 when it was removed for updates. The new kiosk is modern and more portable than its predecessor and serves as an important source of project information for the community.

Since the kiosk is portable, IDOT will circulate it to various public buildings in the communities impacted by the project.



The new kiosk in the East St. Louis City Hall.

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



MRB Project Office
707 N. 2nd Street, Suite 300, St Louis MO 63102
Phone: (314) 453-1838 (New number!)

