



Concrete trucks line up to pour nearly 3,000 cubic yards of concrete for the seal course, part of the foundation for the river bridge project. The seal course gives crews a flat, solid building surface on the river bottom.

CREWS WORK BELOW RIVER SURFACE

MUCH ACTIVITY DURING BUSY SUMMER SEASON

Crews working on the main span of the new Mississippi River Bridge are now constructing the bridge’s foundations on the river bed.

Workers are working behind the walls of a cofferdam — interlocking sheets of steel driven into the mud on the river’s bottom. When the bottom of the dams are filled with concrete (called a seal course), and the water is pumped out, crews can construct the foundations for the bridge

without being affected by water. Currently, people can already see the cofferdams rising above the river surface, routing the rushing waters around the locations for the future tower foundations.

Crews worked through the summer to construct 12 drilled columns in the river. Six columns secure the Illinois foundation into bedrock, while six more do the same for the Missouri foundation. Each 11½ foot diameter column goes through 30 feet of water and 70 feet

of silt and is drilled about 20 feet into limestone bedrock.

Once the shafts were completed, crews poured the seal courses. Currently, workers are constructing a framework of reinforcing steel. They will pour concrete around this framework to support the bridge towers.

Experts are predicting that local residents should start seeing the foundation elements peeking above the turbulent waters of the Mississippi River by next spring.

WHAT’S NEW ON THE WEB

- Sign up for a public tour
- View the new Illinois construction camera
- See more photos of the major concrete pours for the Missouri and Illinois foundations

See more at www.newriverbridge.org

INSIDE

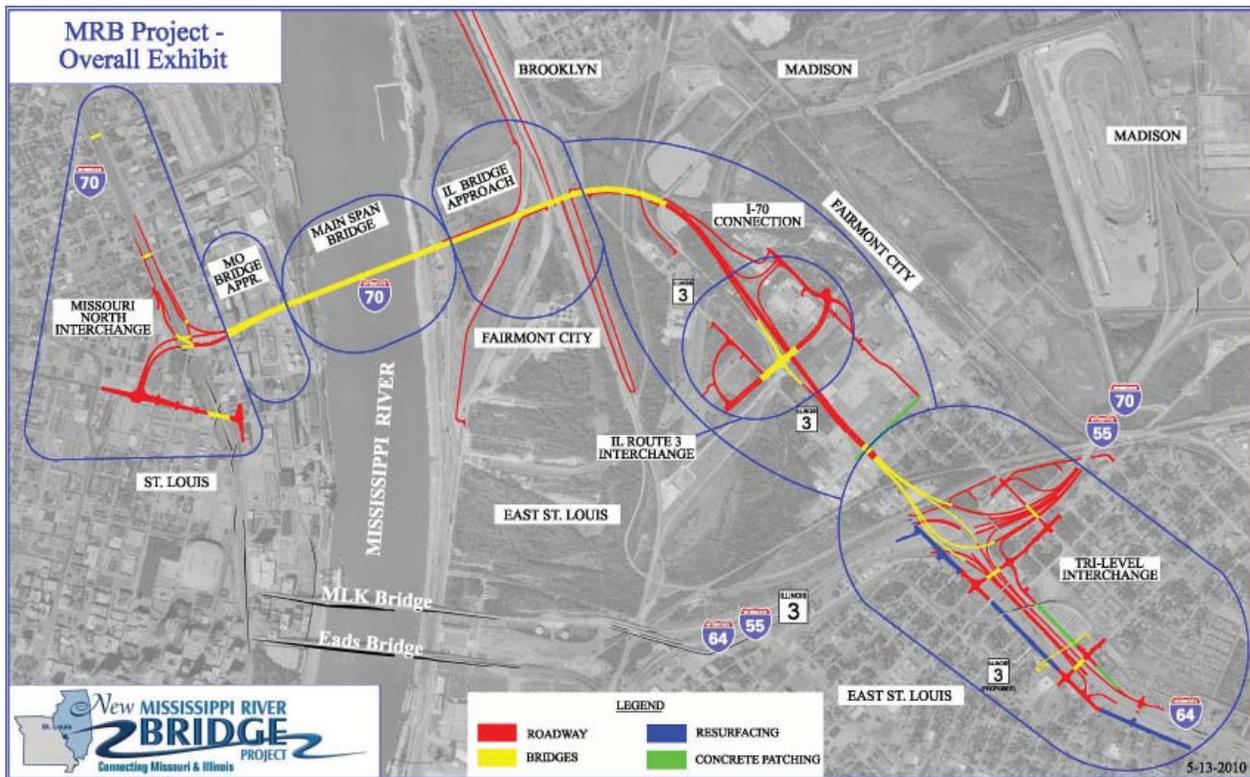
Project update 2

Officials cut ribbons for new bridges 3

Project photos 4-5

Project graduates two journeymen 7

Team hosts first public tour 8



PROJECT UPDATE

MAIN SPAN AND MISSOURI APPROACH

More than 3,000 cubic yards of concrete or six million pounds were poured on both sides of the river. This concrete will allow crews to continue work on the foundations for the main span of the Mississippi River Bridge. To pour the concrete, workers built cofferdams on both sides of the river. These steel cofferdams let crews work on the portions of the foundations for the main span towers without the added challenge of working underwater. Now, ironworkers start installing the reinforcing steel needed for the foundation.

Crews have been installing girders and placing pre-cast concrete panels on the Missouri Approach. The huge concrete girders needed for the project have been trucked in. The girders are about six feet tall, and range in length to as long as 145 feet.

ILLINOIS APPROACH

Construction work is moving along well for the work on the Illinois side. Currently, crews are hard at work drilling for the columns that will be part of the support for the Illinois Approach. Construction work is moving along well for the work on the Illinois side.

MISSOURI NORTH INTERCHANGE

The project to rebuild the Cass Avenue bridge over Interstate 70 has been awarded and is expected to start in early 2011.

The project to construct the Missouri interchange has been designed. It is expected to be advertised for bidding in early February and will be awarded in mid-March.

I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

The demolition and clearing contracts in the former stockyards area are essentially complete. Construction is underway on the curved structure over Industrial Drive. Construction has also begun on the Exchange Avenue Extension between 1st Street and Packers Avenue, which includes patching work on 1st Street.

Construction of the new bridge on 15th Street over I-64 and the new exit/entrance ramps near Wabasha Street are progressing. Work continues on the new bridge on Exchange Avenue over I-55/70. Both the Exchange Avenue bridge and the 15th Street bridge should be completed by next fall.

OFFICIALS CUT RIBBONS ON NEW BRIDGES

Over the past three months, Missouri and Illinois officials have cut ribbons to open two new bridges constructed as part of the Mississippi River Bridge project.

In Illinois, officials celebrated the completion of a pedestrian bridge between the Miles Davis Elementary School and the Emerson Park Metrolink Station in October. This new 800-foot pedestrian bridge gives the public a safe place to cross over Interstate 64 and St. Clair and Bauge Avenues, out of the way of traffic.

“I am pleased that this new pedestrian bridge has been built, as it will provide a safe and accessible way for our citizens to traverse throughout our community. This bridge is an example of the continuous efforts that are being made to reinvest in our community’s infrastructure,” said Illinois Representative Eddie Lee Jackson, 114th District.

The new pedestrian bridge significantly improves the community as well, said East St. Louis Mayor Alvin Parks, Jr.

“It greatly enhances the traveling safety of the community-pedestrians, cyclists and vehicles,” he said. “It makes accessing



LEFT: Illinois officials cut the ribbon to open the new pedestrian bridge over Interstate 64 in October. In November, the Illinois Department of Transportation held a Fun Fest for the students of a nearby school. RIGHT: Missouri officials cut the ribbon for the St. Louis Avenue overpass in November.

Miles Davis Elementary School, the Metro-Link station at Emerson Park, churches and other points of interest much easier. It’s a winner!”

As part of the celebration to open the bridge, the Illinois Department of Transportation hosted a fun festival for the students attending Miles Davis Elementary School. The festival, held November 3, provided a safety-oriented event for the students who will be using the pedestrian bridge daily.

A local Boy Scout troop officially opened the ceremony by leading the more than 250 people in the Pledge of Allegiance. Students then participated in a few short fitness exercises to the song “Celebration” by Kool & the Gang, and walked across the new bridge to Gethsemane Church of the

Living God where they were served lunch.

Each student received a bag filled with safety-themed coloring books, rulers, stickers, fun facts about the bridge and tips for safe walking.

In Missouri, officials cut the ribbon for the new St. Louis Avenue overpass on Interstate 70 in November. This bridge, closed since July, was removed and reconstructed to prepare for the Missouri interchange, which will connect the new Mississippi River Bridge to Cass Avenue and Interstate 70.

“This is a great day,” said Greg Horn, project director for the Mississippi River Bridge project. “We are opening this overpass two months early, and have completed it \$300,000 under the budgeted amount.”

“This St. Louis Ave. bridge is a major first step in making the Mississippi River Bridge a reality,” said Sharon Lentin, representing U.S. Senator Christopher “Kit” Bond at the ceremony. “This new bridge is an economic development driver for the region,” she said.

Bob Burns, who represented U.S. Senator Claire McCaskill at the ceremony, agreed. “This bridge is tied in with the new bridge coming across the Mississippi River from Illinois and the new project at Gateway Arch. It is really putting St. Louis on the map for economic development and for tourism. That’s a wonderful thing.”

The St. Louis Avenue Bridge is used extensively by trucks traveling from I-70 to Produce Row in St. Louis.



BIG EQUIPMENT ABOUNDS AROUND NEW RIVER BRIDGE PROJECT SITES



Workers straighten reinforcing steel on a girder before placing it on the Missouri approach.



A driver backs one of the massive girders into position to get lifted into place.



Equipment operators drive a casing into the ground for the Illinois approach.



Operators break up and remove the concrete from the floor of the Mississippi River inside the Illinois cofferdam.



Crews use a pump to remove water from the cofferdam while pouring 3,000 yards of concrete.



Utility crews relocate water lines as part of the efforts to relocate Interstate 70.



More than 30 Disadvantaged Business Enterprises participated in an DBE Outreach program on October 28. DBE firms were able to network with six possible prime contracting firms for the Missouri Interchange, a portion of the Mississippi River Bridge project.

ILLINOIS CONSTRUCTION CAMERA NOW LIVE

The Mississippi River Bridge team installed and activated a new construction camera to give people another day-to-day view of construction on the New Mississippi River Bridge.

The new camera is downstream of the construction for the Illinois tower and inside the levee. It joins two other cameras, one facing the construction on the Missouri side, and one facing downtown.

To view the construction cameras, surf to <http://oxblue.com/pro/open/modot/mrbp>.



A shot of construction on the Illinois side of the Mississippi River from the new construction camera.

MRB GRADUATES NEW JOURNEYMEN

Two minority construction workers have completed the requirements to graduate from apprentice to journeyman status in their trades during their time working on constructing the new Mississippi River Bridge.

Harry Ballard and Curtis Webb both have become journeymen under a Federal Highway Administration on-the-job training (OJT) program that helps economically or socially disadvantaged groups train for roadway construction careers. Workers need 1,000 training hours on major construction projects to complete the requirements to become a journeyman.

Webb, an operator, completed the majority of his work on the I-64 reconstruction project. When the I-64 project



Harry Ballard, new journeyman, prepares a foundation cap for girders.

ended, he still had 51 hours to complete to become a journeyman. He completed those hours by working on the project to replace the St. Louis Avenue and Madison Street bridges over I-70.

He has since moved on to the American Recovery and Reinvestment Act construction project on I-44 in Franklin County.

Harry Ballard is a laborer who completed

his apprenticeship on the Missouri Approach project.

At this time, he has more than 1,200 hours on constructing the roadway that will lead up to the new Mississippi River Bridge.

MRB CONTRACTOR HONORED AS DIVERSE LEADER



**Gail Brown,
UPDC President**

The St. Louis Business Journal honored one of the Mississippi River Bridge project contractors as one of St. Louis' 2010 Diverse Business Leaders.

The paper named Gail Brown, the president of Urban Planning and Development Corporation, as one of the 25 leaders in St. Louis who "promoted diversity around race,

sexual orientation and disability."

UPDC is a real estate service firm that works with public and private entities to acquire land for improvements.

For the Mississippi River Bridge project, UPDC coordinated efforts to acquire approximately 200 parcels of land impacted by the project.

"Working with Gail and her team has been a pleasure. All time lines have been met and we are pleased by the overall performance and level of professionalism exhibited by Ms. Brown and her team," said Mike Myler, Illinois Department of Transportation DOT-District 8 land acquisition manager.

PUBLIC CAN TOUR MAIN SPAN CONSTRUCTION

People interested in the construction of the Mississippi River Bridge can sign up for one of the monthly construction tours. The 1½ hour long walking tours will take place on the final Friday of each month at 12:30 and 2 p.m.

Reservations for the tours will be required and may be obtained by e-mailing info@newriverbridge.org. Tours may be canceled due to the river levels, weather, or construction activities. Currently, people can sign up for the February 25 tour.

For safety, there are some dress and age requirements. Attendees will have to walk about a mile. For more details on the tour, visit <http://www.newriverbridge.org/Tourinformation.htm>.



Randy Hitt, deputy project director, in yellow hard hat, talks to the first public tour group about the progress on the Mississippi River Bridge.

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

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