



CONNECTING MISSOURI & ILLINOIS

# 3...2...1...CONTRACT!

## CONTRACTOR TEAM WITH LOCAL TIES READY FOR CONSTRUCTION

The Missouri and Illinois Departments of Transportation have awarded the contract to construct the main span of the new Mississippi River Bridge.

MoDOT signed the \$229.5 million contract with a joint venture from Massman Construction/Traylor Brothers/Alberici Constructors (MTA). Alberici is a St. Louis-based firm, Massman is from Kansas City and Traylor is from Evansville, Ind.

“We’re excited to be moving forward with this needed project,” said Kevin Keith, P.E., the Missouri Department of Transportation’s Chief Engineer. “The important thing to remember is this bridge dramatically improves safety, relieves congestion on the Poplar Street Bridge and provides alternate routes through the region.”

IDOT officials agree about the impact of the bridge project on congestion and safety.

### MAIN SPAN GROUNDBREAKING

**Date:** February 26, 2010

**Time:** 12:30 p.m.

**Where:** Center of the Eads Bridge

**What:** The public is cordially invited to attend the groundbreaking for the main span of the Mississippi River Bridge. Missouri and Illinois are coordinating parking options and will post those details, when available, on the website as soon as they are available. ([www.newriverbridge.org](http://www.newriverbridge.org)).

“This is a very important project for the entire region,” said Mary Lamie, IDOT Region 5 Engineer. “The relocation of I-70 ... will also open a new corridor for economic development.”

The contractor team is thrilled to be a part of the project job, according to Mark Schnoebelen,

project sponsor for the Massman/Traylor/Alberici team.

“We are looking forward to working with (the two Departments of Transportation) on this exciting project that will greatly enhance safe transportation in and around the St. Louis Metro area and will add an interesting new element to the downtown St. Louis skyline,” said Schnoebelen. “The idea of having the opportunity to build a cable stayed bridge with the second longest span in the country and with pier towers 400 feet tall is a challenge that any bridge builder worth his salt would relish.”

Since the main span will take nearly four years to construct, awarding the main span contract was one of the most critical elements of more than 30 projects associated with the Mississippi River Bridge, said Gregory Horn, project director.

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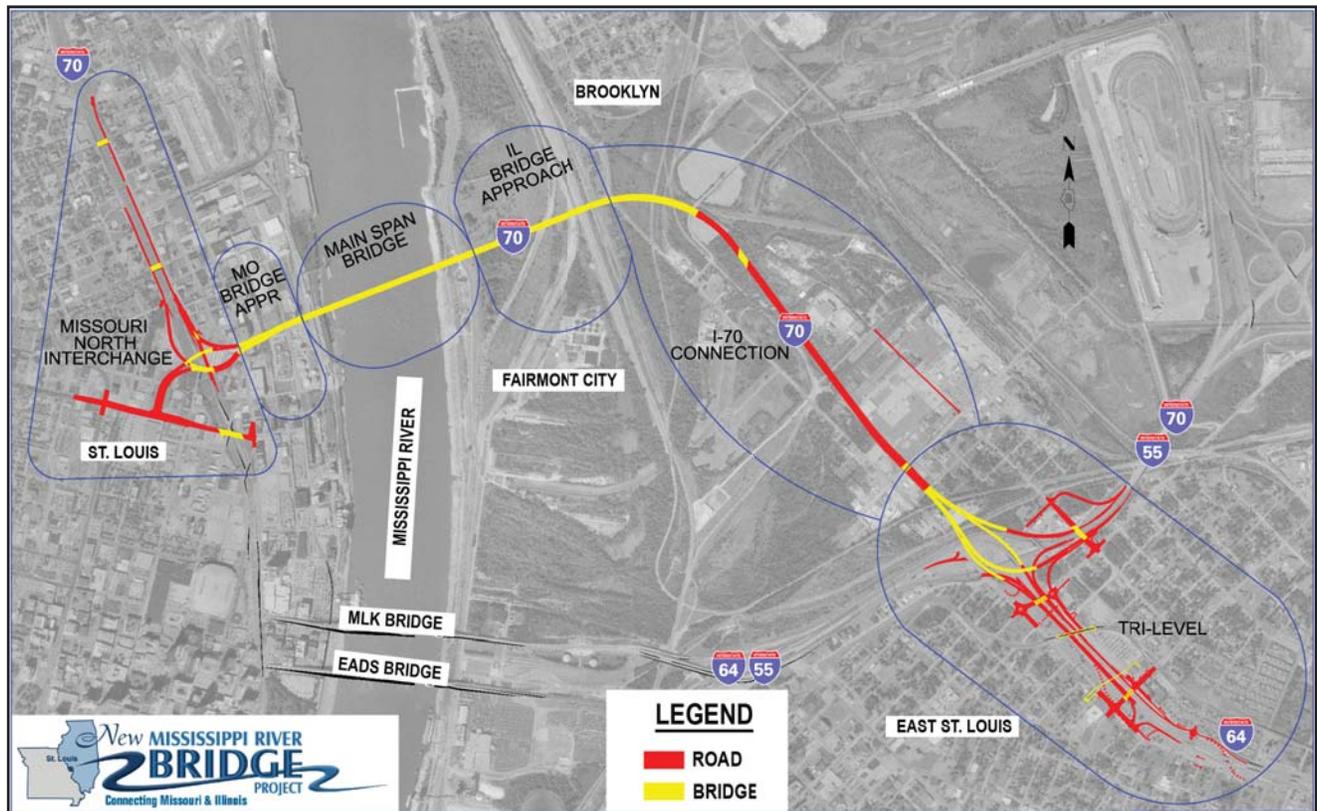
### WHAT’S NEW ON THE WEB

- Up-to-date DBE use on the bridge project
- Detour routes for weekend I-70 closures
- Sign up for electronic updates

See more at [www.newriverbridge.org](http://www.newriverbridge.org)

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## PROJECT UPDATE

### MAIN SPAN, MISSOURI AND ILLINOIS APPROACHES

The main span contract has been awarded and signed and work should begin on the project in March. Crews from the prime contractor should start drilling test shafts to finalize foundation work in March, followed shortly by constructing drilled shafts for the river foundations.

MoDOT opened the bids for the Missouri approach contract on January 27. Bid information is posted on the web site -- the bids may be accepted by the Missouri Highway and Transportation Commission in February.

Crews will start construction work on the Madison Street Bridge in early March, after removing the bridge over the interstate.

### MISSOURI NORTH INTERCHANGE

Design engineers completed updating signing plans for the Missouri interchange and have submitted those plans to MoDOT for review. MoDOT is planning to incorporate an Alternate Technical Concept process, where potential contractors can offer suggestions for methods to reduce costs that are incorporated into confidential, biddable plans, into the interchange design. That process will start when all design work is

completed on the interchange.

### I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

The Illinois Department of Transportation continues work on projects for the New Mississippi River Bridge Project. IDOT currently has three demolition and clearing projects underway along the relocated I-70 corridor in the former National City Stockyards in Fairmont City. The projects will let crews build the embankment upon which relocated I-70 will be built.

Crews recently began construction of a pedestrian bridge near 15th street in East St. Louis. This walkway will allow pedestrians to safely cross over I-64 between Miles Davis Elementary and the Emerson Park Metrolink station. In addition, a sewer repair contract has been underway since late November.

IDOT recently awarded a project to improve St. Clair and Baugh Avenues between 18th and 20th streets. Included in these improvements is a roundabout at the intersection of 18th and Baugh Avenues. Other Fiscal Year 2010 projects scheduled include work to extend Exchange Avenue and construct a bridge over I-55/I-70, work on the Illinois Approach structure, and demolition and grading projects at Exchange and 7th Streets, and between the KCS and CSX railroads.

# BRIDGE WORK REQUIRES REVERSIBLE CLOSURE

## CREWS CLOSE INTERSTATE FOR TWO WEEKENDS

Commuters into St. Louis City will be impacted by a two-month closure of the Interstate 70 reversible lanes to reconstruct the Madison Street Bridge over I-70

Crews will close the reversibles starting February 17 for the construction work. The reversibles will remain closed until late April. Additionally, crews will need to close Interstate 70 for two weekends to remove bridges over the roadway.

Crews will close the interstate, and all ramps between the Poplar Street Bridge and St. Louis Avenue. Interstate closures are scheduled the weekend of February 19-22 to remove the Cass Avenue Bridge and the weekend of March 5-8 to remove

## DETOUR ROUTES

### Eastbound I-70

- Exit at St. Louis Ave.
- Turn left onto St. Louis
- Turn right onto Broadway
- Turn left onto Washington
- Turn right onto Memorial
- Take Memorial to interstate

### Westbound I-70

- Exit at Memorial
- Turn left onto Washington
- Bear right onto 4th Street
- Turn left onto Market
- Turn left onto 10th Street
- Take ramp to westbound I-70

the Madison Street bridge, weather permitting. The interstate will close at 8 p.m. on Friday and will be reopened no later than 5 a.m. on the following Monday for each weekend

closure. The work is being done in conjunction with constructing the New Mississippi River Bridge to relocate I-70 across the Mississippi River.

To get around the interstate closure, drivers must use a combination of Broadway Street, Washington Avenue and Memorial Drive. The detour around the work will be marked. Much of the detour is on roads with signals and drivers should make every effort to avoid the area, if possible.

“If people don’t use alternate routes to travel to downtown, the detour for the I-70 work will take a long time,” said Gregory Horn, P.E., project director for the Mississippi River Bridge project. “We are encouraging people to avoid the area by using other routes.”

## CONTRACT

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“We will be working in the river an extremely long time,” he said. “It will be about two years before people see the foundations for the two river piers rise up out of the Mississippi.”

To get to this point, Horn commends the team of people who have worked for the last 18 months to design the project.

“To get here, we’ve had a great partnership between MoDOT and IDOT,” the project director said. “The design efforts of our prime consultants were exemplary, but we are exceptionally happy with their efforts to include disadvantaged business enterprises (DBEs) as subcontractors. DBE subcontractors have received more than 30 design contracts and contributed significantly to the success of the project.”

So far, Horn says, 62 different DBE companies have received contracts for more than \$50 million in design work or construction work on the Mississippi River Bridge project. More than 30 contracts will be awarded over the course of the project. So far, including the main



span, seven contracts have been awarded.

One of the key elements to pulling the whole project together is the main span contractor team who will oversee construction.

“The MTA team is a great choice for this project because this team brings together three of the most respected general contractors and marine specialty companies in North America,” said Schnoebelen. “Together the MTA team represents more than 250 years of heavy civil construction experience with particular expertise in marine and cable stayed bridge construction as well as significant St. Louis Metro area knowledge.”

# OPENING A WINDOW TO THE PAST

## ARCHEOLOGISTS FINISH STUDY OF ST. LOUIS INDUSTRIAL PERIOD

Missouri archeologists opened a window to the past as they studied two historical sites in the path of the new Mississippi River Bridge.

The two sites – the Kupferle Brass Foundry and the Gestring Wagon Factory – were built in the late 19<sup>th</sup> century. Since part of the Mississippi River Bridge will be built over the remains of the sites, the archeologists completed a study of the area.

Eight archeologists excavated portions of the Kupferle Brass Foundry in June and July 2009; six archeologists examined the Gestring Wagon Factory in October and November 2009.

“Our goal is to look at a large variety of different types of properties from the 19<sup>th</sup> century, and use them to understand all aspects of people’s lives,” said Michael Meyer, RPA, an archeologist with the Missouri Department of Transportation. “We’re able to look at where people lived, worked, shopped and played, which is something that hasn’t been done in many cities.”

This first portion of the project focused on the industrial elements of 19<sup>th</sup> century St. Louis. Future phases of the archeology study will look at residences and storefronts, he said.



**Larry Grantham and Brianne Greenwood excavate the Gestring Wagon Factory (1866-1935). In the foreground is a cistern and an attached sump.**



**Aaron Anglen partially exposes a brick clamp dating to 1871. The clamp was used for a short period of time before construction of the Kupferle Brass Foundry.**

### WORD ON THE STREET - WHAT OTHERS ARE SAYING ABOUT THE MRB

**“The New Mississippi River Bridge project will create more jobs for the St. Louis region as well as provide opportunities for minority-owned businesses to participate in the project. The bridge will also ease the flow of traffic between Missouri and Illinois. As both states continue to work together to build a better regional transportation system, the New Mississippi River Bridge project becomes a key component to ensuring the region’s connectivity.”**

**Chairman, St. Clair County  
Mark A. Kern**



# CONTRACTOR FOCUS: ABNA ENGINEERING, INC

**Location:** St Louis, East St. Louis and Chicago

**Number of employees:** 75

**Mission:** ABNA Engineering, Inc. is a female, minority-owned DBE-certified engineering design firm. They help design the structures needed for transportation projects, as well as support elements such as sewer systems. The firm is working with both Illinois and Missouri Departments of Transportation on the Mississippi River Bridge project.

For IDOT, ABNA primarily conducted ground survey work for the I-70 Connection. This survey work helps engineers determine the foundation requirements for bridges on the connection. Additionally, ABNA is conducting a cost study to recommend cost reduction options for relocating I-70 from existing I-70 just north of downtown St. Louis to existing I-55/70 east of IL 203.

For MoDOT, ABNA is completing utility work, identifying and locating all existing and abandoned utilities within the bridge project area. This gives engineers an idea of what options are currently available for relocating utilities. Additionally, it should help prevent conflicts – which is where construction crews “discover” unknown utilities in the course of building the project.

**About working on the bridge:** “ABNA Engineering



**ABNA engineers survey a waterway as part of the I-70 Connection.**

is fortunate to be able to contribute to this massive undertaking by IDOT & MoDOT in the design and construction of the bridge and all of the roadway networks that will tie into the New Mississippi River Bridge. Not many engineers or engineering firms get an opportunity to participate in a project such as the MRB or have the opportunity to work for two departments of transportation simultaneously on the same project. The challenges associated with this project are unprecedented and ABNA looks forward to collaborating with others to exceed the region’s expectations.” – **Abe Adewale, P.E., CEO**



**Crews demolish existing structures and clear the roadway for the I-70 Connection. This photo is near the stockyards, between First Street and Packers Avenue in Fairmount City.**

# MRB TEAM STRIVES FOR DIVERSE CONTRACTS

The Missouri and Illinois Departments of Transportation have made significant inroads in ensuring the companies working on the bridge are diverse.

So far, 62 different DBE companies have received contracts to provide more than \$50 million in design or construction services. There are more than 30 construction projects needed to build the Mississippi River Bridge. Currently, seven have been awarded.

“The Mississippi River Bridge team has been committed to ensuring inclusion in all phases of the project,” said Gregory Horn, P.E. Mississippi River Bridge project director. “The outstanding efforts by the MTA joint venture continue the track record set during design of the Mississippi River Bridge.”

## EMPLOYMENT OPPORTUNITIES

Members of the Massman, Traylor, Alberici contractor team will set up an operations trailer for the Mississippi River Bridge project within the next few months. They will take employment applications for the bridge at that trailer. Interested individuals may also contact the appropriate union hall for employment opportunities. Until the office is established, applicants can visit <http://www.massman.net/recruitment.html> for recruitment information.

During the design phase, Illinois- and Missouri-certified Disadvantaged Business Enterprise (DBE) companies were awarded more than 41 subcontracts for design work on the bridge project.

So far, 40 subcontracts have been awarded for construction to certified DBE companies, including 13 on the main span contract.

“We are very pleased with the efforts the MTA joint venture has made so far for inclusion,” said Horn. “As we move forward, we will work with the prime contractors on the remaining 24 contracts for the river bridge to ensure they, too, are reaching out to include DBE contractors.”

**FIND MORE INFORMATION ON THE BRIDGE AT [WWW.NEWRIVERBRIDGE.ORG](http://WWW.NEWRIVERBRIDGE.ORG)**



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