



BRIDGE RISES ABOVE MISSISSIPPI

CREWS START WORK ON 400-FOOT TOWERS

Almost a year after starting work on the main span of the Mississippi River Bridge, the first portions of the future towers are peeking above the river level.

Construction workers on the bridge have stayed busy over the winter months. Crews continued to work two 10-hour shifts every day except Sunday, despite a significant amount of wintry weather. Since November, only three shifts had to be canceled due to inclement weather.

The last few months have been filled with putting together the foundations for the bridge's 400-foot towers.

After completing the cofferdams and pumping out the water, crews constructed a frame of reinforcing steel as part of the foundation. Both river foundations required nearly 1.9 million tons of reinforcing steel to be swung into the cofferdam by



Steel for the Illinois tower rises out of the Mississippi River. Crews will be working on the 400-foot towers for the next 18 months.

crane and put into place by a team of ironworkers.

Once the foundation's steel frame was completed, crews poured the concrete for the foundation. They started the pour for the first foundation on a cold January morning at 7 a.m. Two pump trucks and a fleet of concrete trucks kept

a steady flow of concrete to the foundation about 100 feet off the Illinois bank for 43 hours. When the job was finished, crews had pumped more than 3,600 cubic yards – nearly seven million pounds – of concrete to form the foundation.

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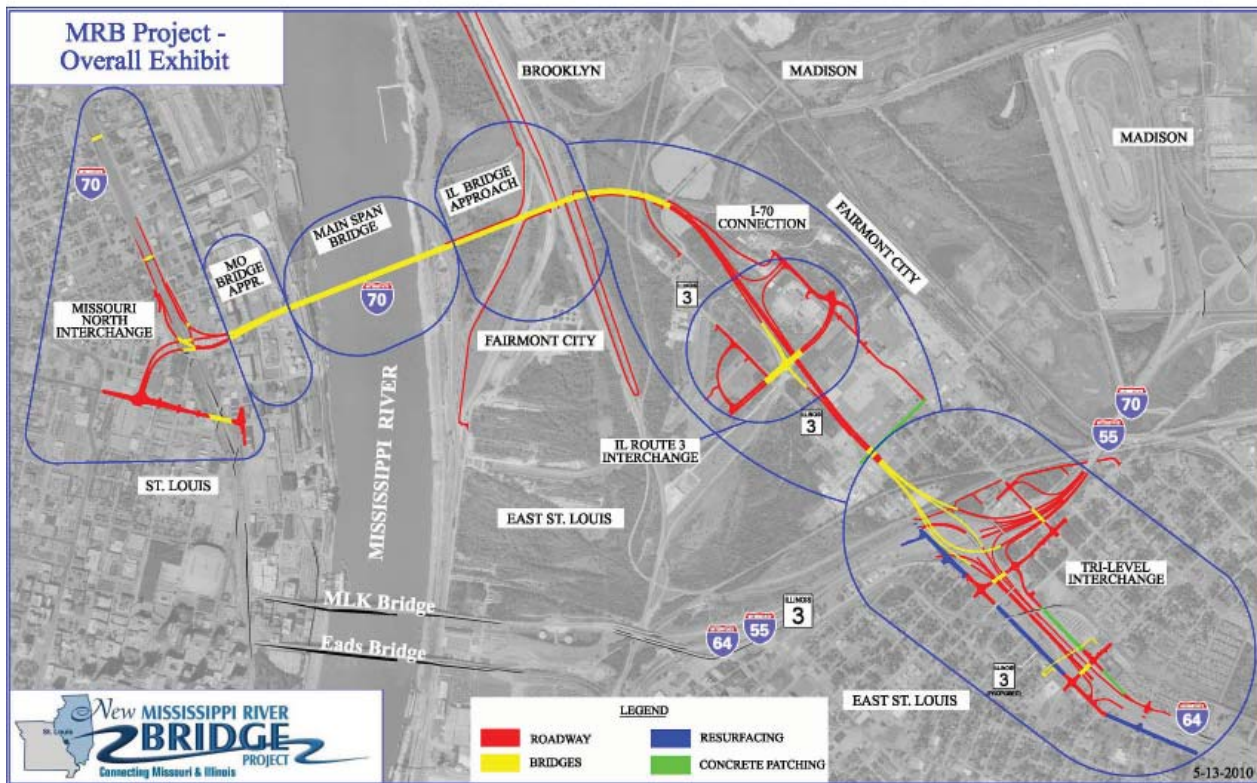
WHAT'S NEW ON THE WEB

- Check out the latest workforce numbers
- See when the next public tour is available
- See photos of the work on the Missouri Approach and Illinois construction

See more at www.newriverbridge.org

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PROJECT UPDATE

MAIN SPAN AND MISSOURI APPROACH

This winter, crews completed much of the work for the foundations for the main span of the Mississippi River Bridge. They created a framework of reinforced steel using nearly 1.9 million pounds of steel on each side of the river. They filled that framework with nearly 3,600 cubic yards of concrete. Currently, workers are constructing the framework for the tower bases in the river.

Crews have been installing girders and placing the concrete deck panels for the Missouri Approach, including the girders over Broadway. All of the columns for the Missouri Approach have been poured and all but one of the caps (which the girders sit on) have been poured. The huge concrete girders needed for the project have been trucked in. The girders are about six feet tall, and range in length between 115 and 145 feet.

ILLINOIS APPROACH

Crews are hard at work on the Illinois Approach as well, drilling shafts into bedrock and pouring columns to provide the support for the approach. Construction work is moving along well for the work on the Illinois side.

MISSOURI NORTH INTERCHANGE

Design on the Missouri North interchange is finished and the Missouri Department of Transportation is taking bids for the project. Bids will be opened April 22 and the contract for the interchange should be awarded shortly thereafter. Additionally, work to construct the new Cass Avenue bridge has begun. Crews are completing a significant amount of preparatory work for the new bridge, and anticipate closing the express lanes in mid-May.

I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

Fourteen contracts totaling approximately \$112.5 million have been awarded in Illinois. Eight of these projects have been completed. An additional 12 contracts will be awarded in the upcoming months.

Work continues on the curved structure over Industrial Drive, Exchange Avenue extension, field office compound, Exchange Avenue bridge and the 15th Street bridge.

Work on the Exchange Avenue extension is expected to be complete by this summer and work on the Exchange Avenue and 15th Street bridges is expected to be complete by this fall.

MANEUVERING GIRDERS INTO PLACE

Drivers on St. Louis roadways over the past few months may have been surprised by an unusual sight – trucks carrying exceptionally long concrete girders.

These girders, ranging in size between 115 feet and 145 feet, are part of the Missouri Approach structure – the section of bridge that goes between the cable-stayed portion of the Mississippi River Bridge and the interchange between the bridge and Interstate 70.

The girders begin at a company called County Materials, Inc. in Salem, Ill. There is a lot of coordination to ensure the girders are positioned correctly for shipping, said Matt Clark, project superintendent for Fred Weber, Inc.

“Since the girders are so long, they can’t be turned around easily. We have to make sure they are loaded on the trucks correctly,” he said.

The trucks require special drivers – they hail from Oak Creek, Minn., from a company that specializes in transporting the 75-ton girders. Because of the sheer size of the load, the truck is in two parts – a standard 18-wheel section in front, and an additional, steerable, section at the



A tandem tractor trailer maneuvers around the intersection of Grand Ave and Broadway, on its way to the Missouri Approach roadwork.

rear of the girder.

“These drivers are really talented – because of some production issues, two of the girders were loaded on the truck backward. The driver backed the 135-foot girders three miles up Broadway, and maintained a speed of about 15 mph,” said Clark.

Once Fred Weber is ready for the girder, those drivers bring the load – called a superload because of its size – to the construction site off Broadway. Because of the weight and size, the superload has to be routed on certain roadways, and escorted by highway patrol the entire time it is in Missouri.



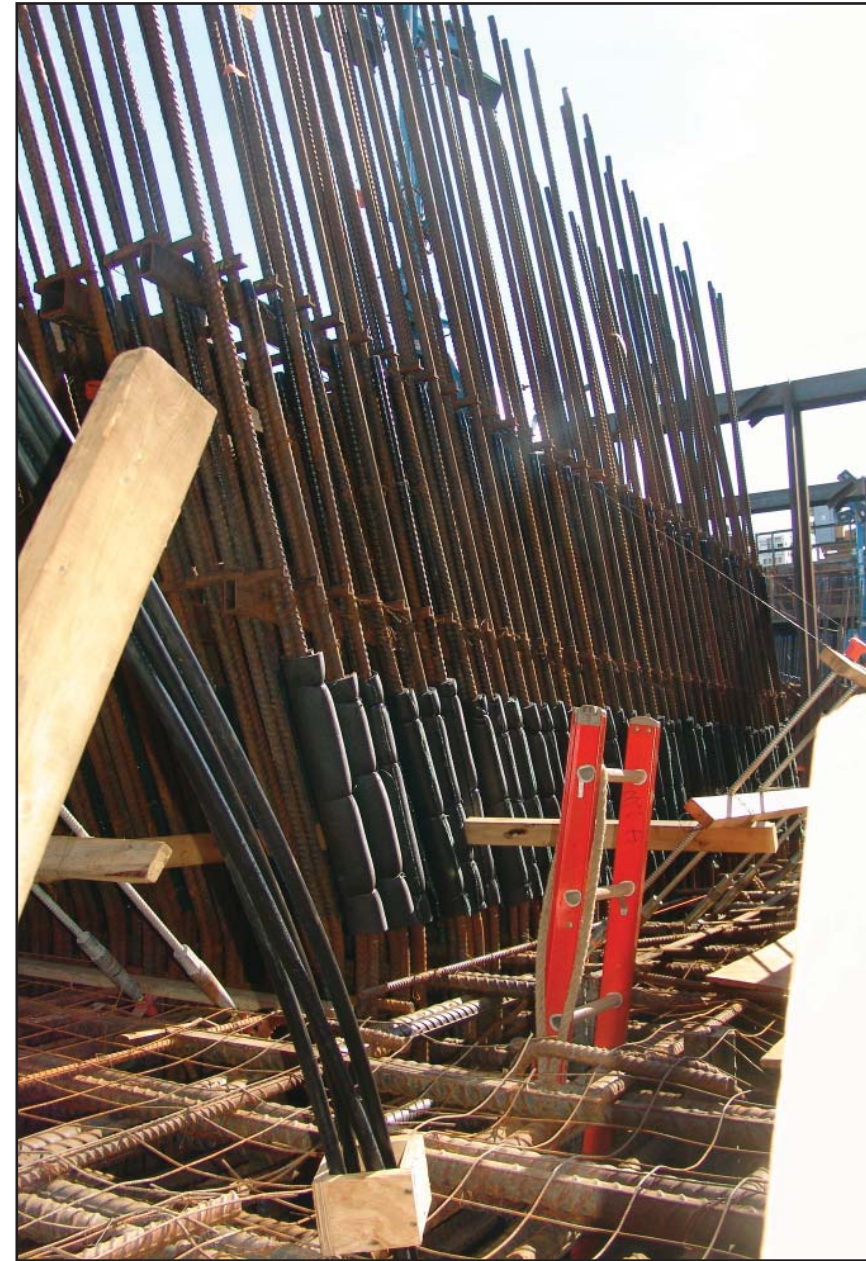
The tractor trailer maneuvers the girder into place so a pair of cranes can lift it into position.

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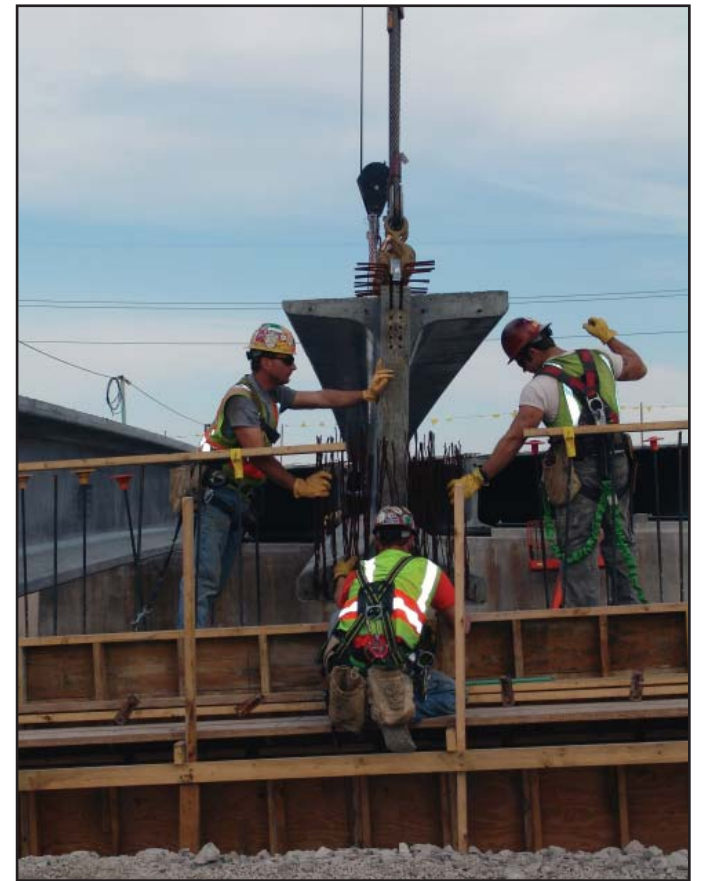
LOTS OF CONCRETE, STEEL USED FOR MRB FOUNDATION PROJECTS



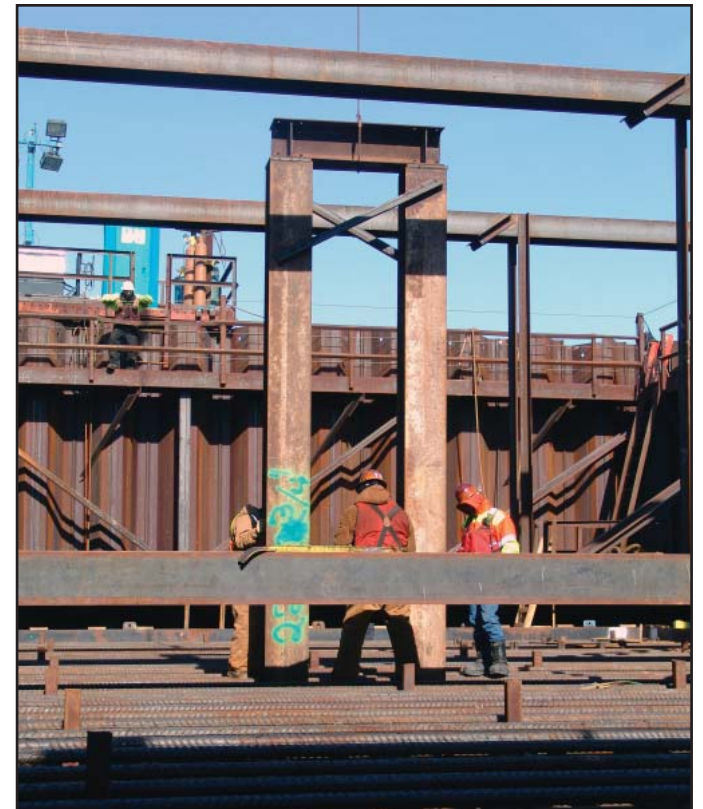
An ironworker installs a portion of the steel framework for the Illinois river tower foundation



A portion of the reinforcing steel to connect the Illinois river tower to its foundation.



Fred Weber moves a girder into position on the Missouri Approach project.



Workers guide a support piece into position inside the cofferdam.



The construction team pours a foundation cap for the Exchange Avenue bridge in Illinois.



Workers build retaining wall for the 15th Street bridge over Interstate 64 in Illinois.



Illinois crews pour concrete for the Illinois Approach foundation work.

CASS CONSTRUCTION NOW UNDERWAY

EXPRESS LANES TO CLOSE FOR TWO MONTHS FOR BRIDGE WORK

Construction crews from Millstone-Bangert, Inc., have started work to build the new Cass Avenue bridge over Interstate 70 in downtown St. Louis.

As part of this work, crews will have to close the express lanes in May to construct the center portion of the new bridge over the interstate. The lanes are expected to remain closed for approximately two months. Additionally, one of the exit lanes from Interstate 70 to Broadway will remain closed until the end of April.

The new bridge will replace two cross-shaped bridges that will have to be replaced as part of the project to construct the new Mississippi River Bridge. One of the old bridges, which carried Cass Avenue and 7th Street, closed in 2007 due to safety and was torn down last year. The other bridge, which currently carries Howard and 9th Streets, will be torn down early in 2012.



A three-dimensional rendition of the future Cass Avenue Bridge, looking north. In the distance are the new ramps between downtown and the new Mississippi River Bridge. The Mississippi River is on the right.

NEW BRIDGE GIRDERS TAKE LONG ROAD

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The girder enters Missouri on I-255 at the Jefferson Barracks Bridge. Once across the bridge, the escorting highway patrol team inspects the load for safety, ensuring the chains and binders holding the massive girder are secure and that the truck meets the safety requirements for transporting the load.

Then, the girder, escorted by the highway patrol, makes a circuitous

route to the worksite – getting into downtown on a route that takes them up Interstate 270, down I-170 and onto I-70 into downtown, exiting onto Grand. Once off the interstate system, the girders travel under the bridge at Grand and down Broadway where two cranes wait to lift them into place.

There is a good amount of coordination to get the girders from their Salem, Ill. manufacturing plant to downtown St. Louis. Clark

confers with the manufacturer, the trucking company, the highway patrol as well as the Illinois and Missouri departments of transportation. IDOT and MoDOT determine the appropriate route for the girders, based on road or lane closures, bridge heights, and weight restrictions.

The route can change based on expected work on those roadways, as well as the length and weight of the girders.

DIVERSITY REMAINS KEY IN BRIDGE WORK

One year since major construction began on the Mississippi River Bridge main span, diversity remains a key element throughout all the work in Illinois and Missouri.

In that time, nine construction projects have been complete, and nine are currently underway. Nearly 13 projects remain to be awarded through the end of the project in 2014.

So far, 94 Disadvantaged Business Enterprise companies have received more than \$70 million in contracts from work on the new Mississippi River Bridge and the associated work in Missouri and Illinois. These companies have provided assistance with many tasks, including moving material, purchasing property, designing projects, landscaping and demolition.

The project also continues to provide opportunities, and jobs, for minorities and women across the region. As of January 2011, workers have spent more than 165,000 hours constructing the bridge. Of those, more than 38,000 hours were worked by minority construction workers. More than 8,000 hours were worked by female construction workers.



Kendall Davidson, a Disadvantaged Business Enterprise owner-operator, hauls material away from the Missouri Approach project. Davidson is a graduate of MoDOT's Supportive Services Fast Track program.

“We continue to work with all our contractors to make sure we not only get a diverse group of contractors but that each project maintains a very diverse workforce, said Greg Horn, Mississippi River Bridge project director.

CREWS KEEP CONCRETE CONSISTENT ON MAJOR POURS

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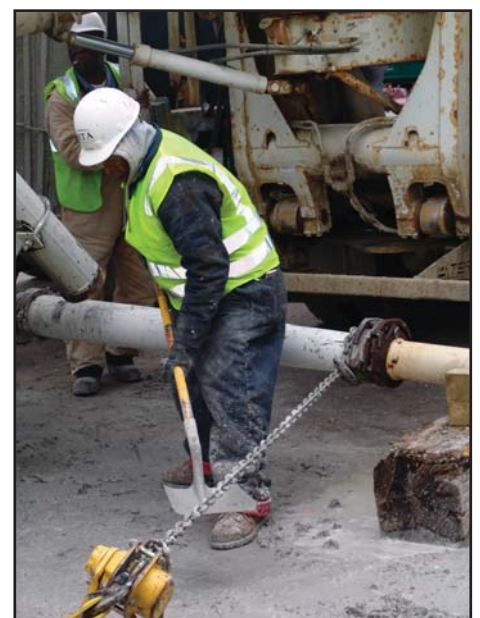
About a month later, crews repeated the task, this time pumping the same amount of concrete nearly 200 feet off the Missouri bank of the Mississippi River. The job took about 36 hours to complete, as the team incorporated many lessons learned during the first concrete pour.

“I was very impressed with the company delivering the concrete for both foundation pours,” said Chris Morgan, one of the lead inspectors for the main span of the bridge.

“One of the biggest difficulties with concrete delivery is keeping

the mix consistent. If the concrete mix is too thick, it won't pump smoothly. If it is too runny, you get too much air in the mixture when you are pouring it. The consistency from the subcontractor, Riley Illinois, was incredible considering how much concrete we poured. The mix on almost every one of the 350 trucks was correct. That's relatively unheard of, even on smaller jobs,” he said.

The next step in the main span construction is building the two 400-foot towers to hold the cables and deck for the new bridge. Tower construction continues through 2011.



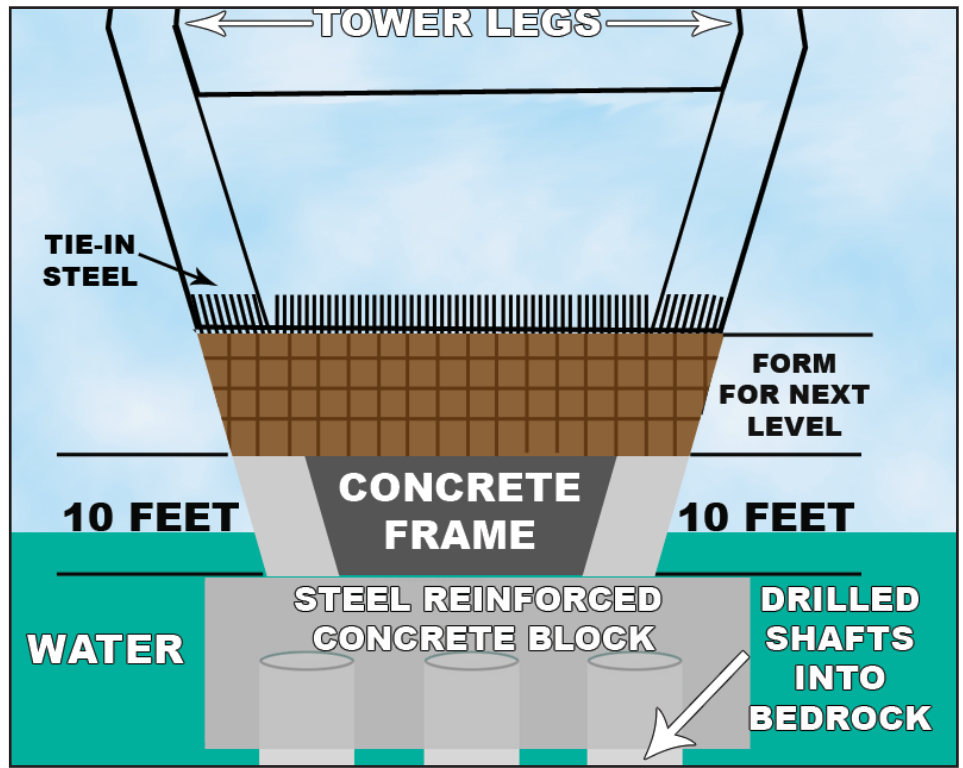
Laborers keep a steady flow of concrete during a 36-hour pour.

CONSTRUCTING TOWERS NEXT STEP ON MRB

CREWS WILL WORK 18 MONTHS TO BUILD

This spring, workers on the Mississippi River Bridge completed work on the foundation of the main span. The next step in the project is constructing the two 400-foot river towers that hold up the driving surface of the bridge.

Crews will build the two towers at the same time, in approximately 10-foot sections. They will start by building a steel frame to provide strength to the concrete. Additional steel will stick out of each 10-foot section to allow it to tie into the next section of concrete for the frame and the towers. The tower construction is expected to take about 18 months.



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

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