



CONNECTING MISSOURI & ILLINOIS

FACING THE FLOODING

RISING WATERS SLOW, NOT STOP, MRB TOWER CONSTRUCTION

Once again, water levels on the Mississippi River are having an impact on construction for the new Mississippi River Bridge.

Unlike last year, though, the waters at or just above flood stage aren't canceling work, just making it more challenging for crews to construct the river towers.

"We are about 50 feet above the water's surface right now," said Greg Horn, Mississippi River Bridge project director. "Since we are well above the water, crews are able to get out and work on the project every day. Everything still needs to be brought to the two towers in the river, though, so the high water impacts how efficiently we can move people and equipment."

Construction on the two towers in the river is going steadily. Crews are still working two shifts each day, six days a week to build the



Reinforcing steel on the river tower on the Missouri side takes shape.

towers. They have started forming the "knuckle" on the bridge, where the solid base of the tower bends in to start the tower legs, somewhat like the knuckle on a finger.

While water levels were high, crews removed the walkways from the shore to the towers. Crews

recently replaced them, after water levels dropped enough to ensure the walkways didn't trap debris.

"We are still on track to be completed in early 2014," said Horn. "Right now, work on the new bridge is steady, but slower than normal because of the water."

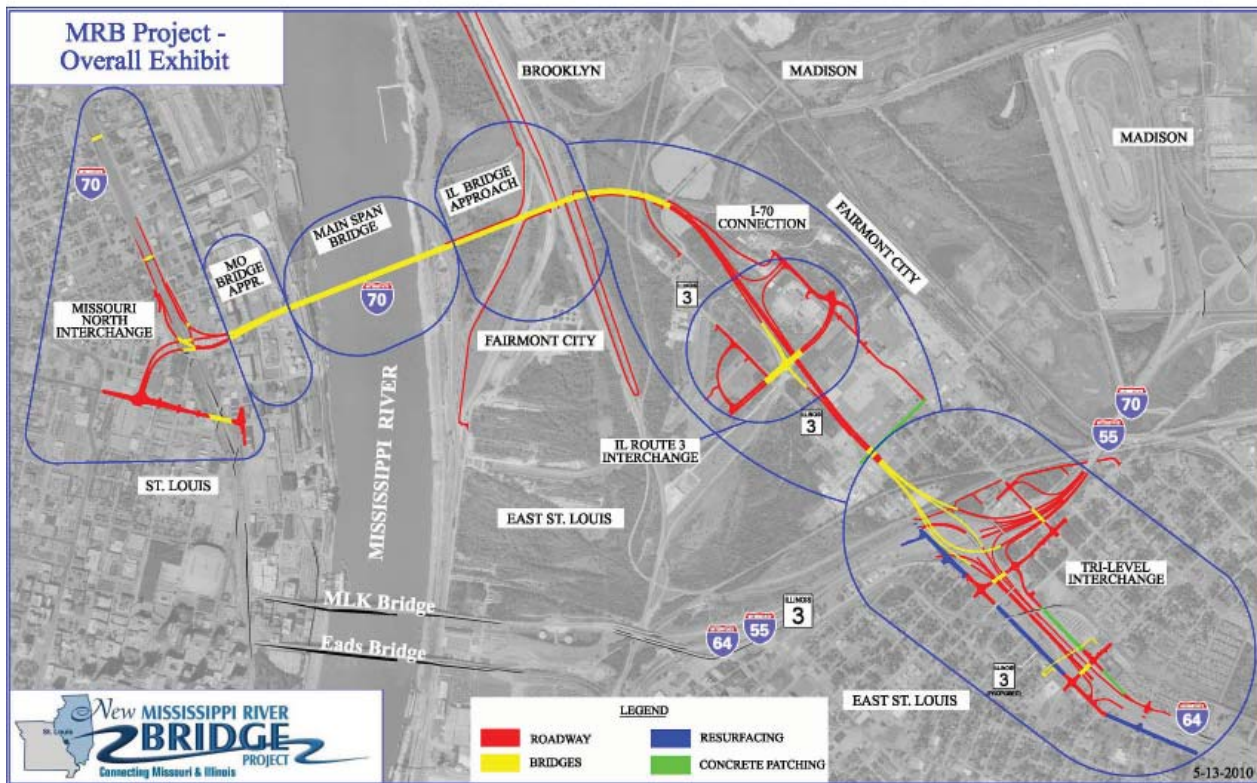
WHAT'S NEW ON THE WEB

- Check out the new virtual tour
- See the latest DBE and workforce numbers
- 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

The river towers have been steadily moving upward. Crews continue to place steel and pour concrete for the two river towers, and have completed about 60 feet of each tower. Work on the tower bases will continue through the summer, and crews will start work on the distinctive tower “legs” that will rise over the roadway of the new bridge. Work on the towers will continue until mid-2012.

Crews have a majority of the work for the Missouri Approach completed. A few roadway concrete pours and a good amount of cleanup and site preparation work remain. The Missouri Approach is expected to be completed later this year.

ILLINOIS APPROACH

Construction work for the Illinois Approach is moving along well. Crews have completed most of the foundation columns for the approach and have started work on the forming the “caps” on top of the columns. The steel girders and roadway will be placed on top of the caps.

MISSOURI NORTH INTERCHANGE

The contract to construct the Missouri North Interstate 70 interchange has been awarded to Millstone Bangert. Currently, a good deal of work to relocate utilities around Cass Avenue is underway. Construction should start on the interchange shortly. Most of the early construction will be around Cass Avenue and the tie-in to the new Cass Avenue bridge over I-70. Work on the Cass Avenue bridge is well underway. Crews have set girders and deck panels on the new bridge and are preparing to pour the driving surface. The Cass Avenue bridge is expected to be open later this year.

I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

Several contracts for the work in Illinois are in the process of being awarded this year. Work continues on the curved structure over Industrial Drive, Exchange Avenue extension, field office compound, Exchange Avenue bridge and the 15th Street bridge.

The Exchange Avenue extension is now open and the intersection of St. Clair Avenue and First Street has been reconstructed to remove Front Street. Packers Avenue will be closed this summer to grade for relocated I-70. Work on the Exchange Avenue and 15th Street bridges is expected to be completed this year.

ESI MONITORS ILLINOIS WORKFORCE

The Illinois Department of Transportation has recently hired a consultant to help monitor the workforce on projects associated with the New Mississippi River Bridge.

ESI Consultants, Ltd. (ESI) is monitoring several projects in Illinois to give the department a good snapshot of the “boots on the ground” working on the bridge in Illinois. Currently, the consultant is reviewing construction on the Exchange Avenue Extension from 1st Street to Packers Ave, the curved structure over Industrial Drive, 15th Street Bridge over I-64, Exchange Avenue Bridge over I-55/70 and the Illinois Approach.

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A three person monitoring team takes a look at each project on a weekly basis. The team makes random weekly visits to each project to obtain a clear picture of the workforce being used.

“We also coordinate the data we collect weekly with the types of activities on each of those contracts. Then we can see which trades are being used and the number of individuals being used on each contract,” said Mary Fries, ESI field manager. Fries



Mary Fries, ESI field manager, reviews a site bulletin board to ensure that the appropriate external civil rights material is posted.

handles the day-to-day collection and reporting responsibilities, assisted by Andre Burgess, a subcontractor to ESI.

ESI analyzes the information collected and provides that information to IDOT to keep officials aware of diversity efforts.

Currently, more than 20 percent of the hours worked on Illinois projects are being completed by minority workers. Federal rules require at least 14.7 percent of the work be completed by minority workers on federally funded projects.

MRB TEAM EXPLAINS USEFUL FUNCTION REVIEW

In June, the Mississippi River Bridge team held a workshop for 30 Disadvantaged Business Enterprise subcontractors working on the bridge to explain the Commercially Useful Function (CUF) review.

Each federally funded MoDOT contract has a contract goal and during the bidding process the prime contractor identifies the DBE that it will use to achieve the project’s DBE goal, said April Hendricks-Brown, MoDOT external civil rights specialist.

The CUF is a federal requirement to let the prime contractor and MoDOT ensure certified DBE firms are performing the work they are contracted to do, said Brown.



Lester Woods, MoDOT external civil rights director, left, and Rose Cooper, MoDOT external civil rights, right, explain the DBE Commercially Useful Function requirements at the June 10 workshop.

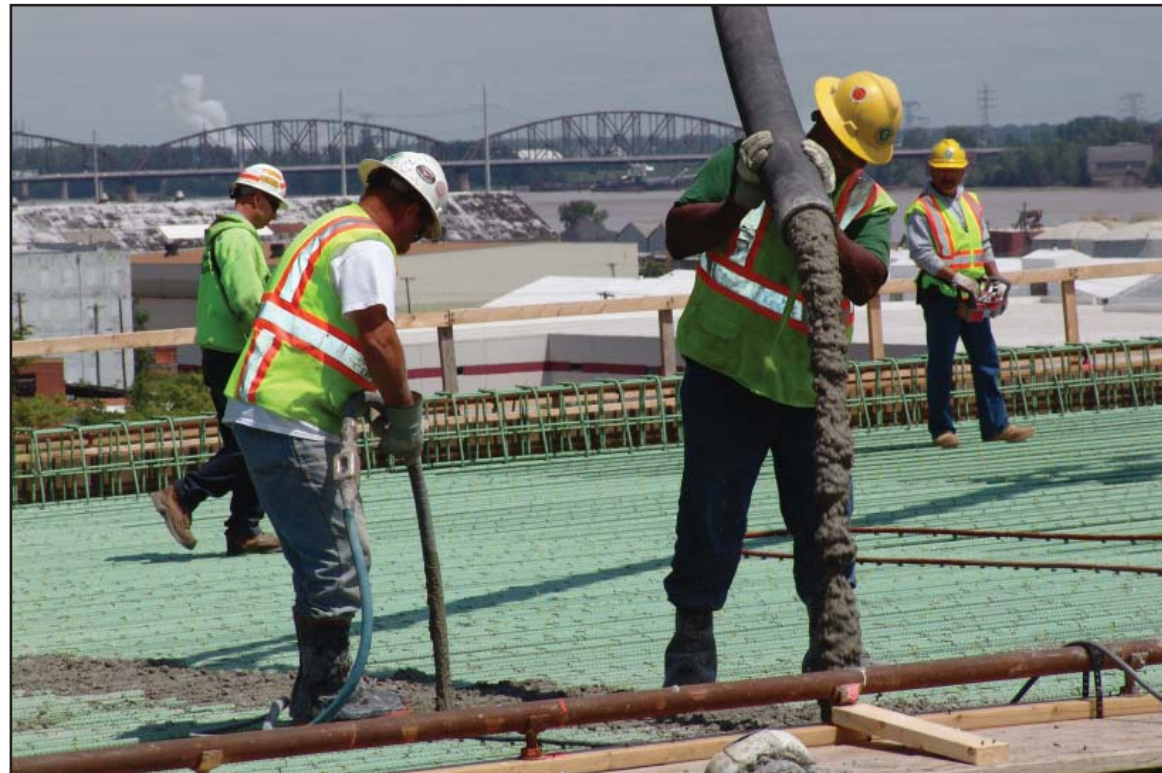
CORRIDOR CONSTRUCTION RAMPS UP IN SUMMER HEAT



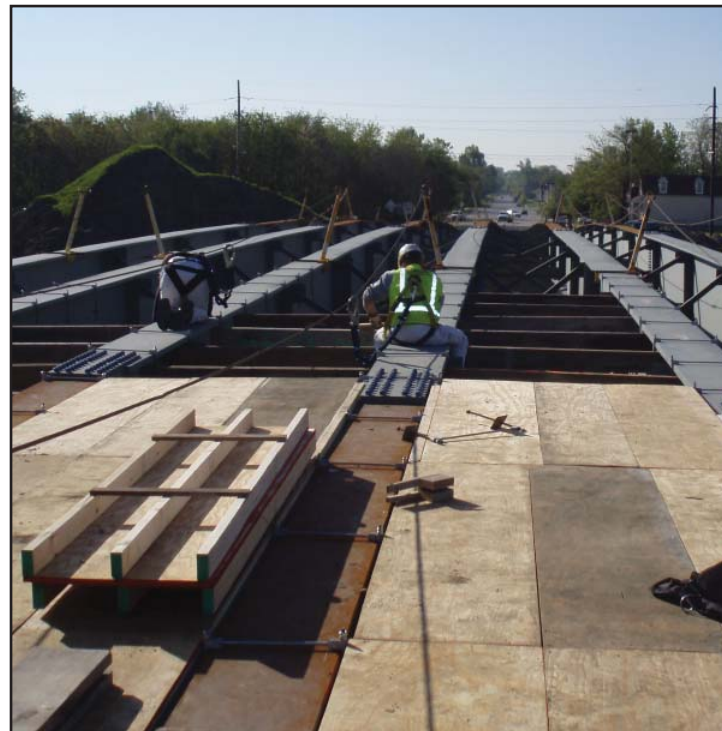
Ironworkers place reinforcing steel on the Missouri Approach.



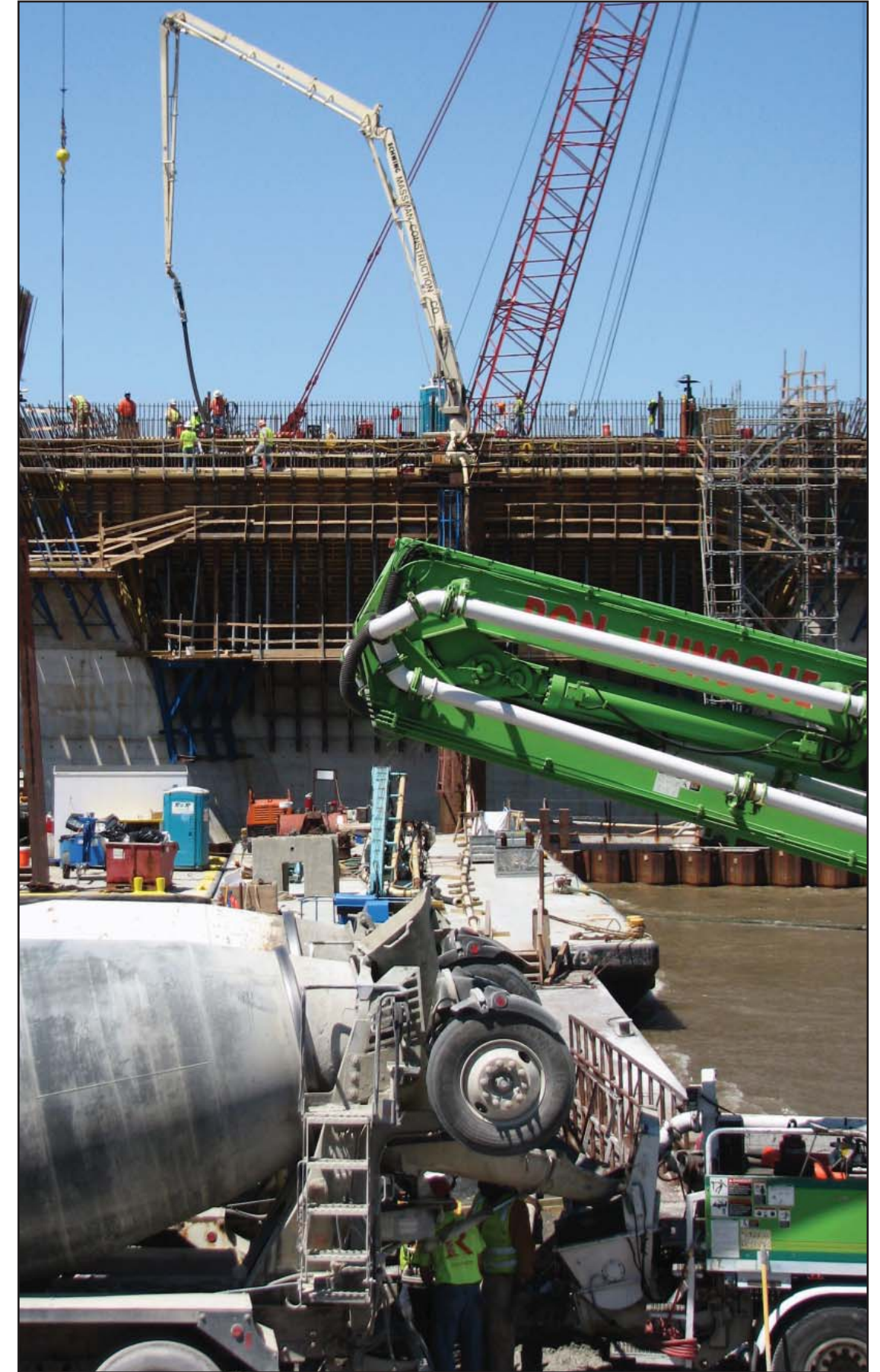
Construction on the Illinois Approach continues. Here, crews place concrete in the columns that make up a portion of the bridge foundation.



Laborers place concrete for the driving surface of the Missouri Approach.



Workers tie together the girders for the Exchange Avenue Bridge in Illinois.



Workers continue to place steel and concrete for the river tower bases.

BRINGING THE PAST TO LIFE

ILLINOIS ARCHEOLOGISTS CONTINUE 'BIG DIG,' GAIN NEW KNOWLEDGE

The construction of the new Mississippi River Bridge is giving archeologists a lot to talk about.

More than 100 archeologists are continuing to excavate along the new interstate corridor for the bridge. The excavation, one of the largest on-going archeological excavations in the United States, is a necessary part of preparing for construction. It's a great opportunity for the archeologists, who will have no further opportunity to study some of these areas once the interstate is constructed.

Archeologists from the Illinois State Archaeological Survey (ISAS) have been conducting preliminary surveys of the areas in Illinois that comprises the New Mississippi River Bridge since the 1990s. Through these surveys, ISAS was able to identify the East St. Louis Mound Center. Second in size only to its neighbor, Cahokia, the East St. Louis Mound Center was situated downstream from Cahokia overlooking the Mississippi River. The East St. Louis Mound Center was home to an early Mississippian culture, similar to that at Cahokia, and has been producing artifacts from A.D. 1050 to A.D. 1200.

ISAS began the most recent excavations in East St. Louis in spring 2009 around the former St. Louis National Stockyards. Since then, the archeologists have been able to get a better idea of the day-to-day life of residents within the East St. Louis Mound Center. Despite the impact of construction of the former stockyards, the mound center is typically well preserved and many features –



More than 100 archeologists continue to explore portions of the East St. Louis Mound Center, a early Mississippian culture southwest of the Cahokia Mounds in Illinois.



This clay figurine was discovered during excavation.

homes, storage areas, and many other remnants of the Mississippian culture -- were found intact beneath concrete pavement and building foundations. The distribution of features throughout the project has revealed an intensively occupied residential zone similar to those that have been observed at the Cahokia Site. However, no late Mississippian occupations have been found, suggesting that East St. Louis met its demise earlier than did Cahokia which was in decline by 1300. The

highlight of the excavations has been the discovery of a 6 centimeter-tall red flintclay figurine depicting a kneeling female holding a shell cup or dipper.

Besides the Mississippian culture, ISAS has also been able to complete research on life near the former St. Louis National Stockyards. The historic features are associated with the nineteenth and early twentieth century occupation of East St. Louis. Based on their research, they have determined that the area housed many of the workers at the stockyards or the nearby manufactories.

The New Mississippi River Bridge project has required thorough planning and project development to accommodate the archaeological surveys. There has been extensive coordination between the Illinois Department of Transportation and ISAS to ensure the New Mississippi

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DIGGING UP HISTORICAL ST. LOUIS

MISSOURI ARCHEOLOGISTS TO FINISH STUDIES THIS YEAR

Archeologists in Missouri are expected to wrap up the fieldwork required for the Mississippi River Bridge project this year.

The project has already collected more information than all previous archaeological studies in St. Louis, according to Michael Meyer, MoDOT senior historical preservation specialist. MoDOT archaeologists have investigated portions of 14 city blocks and excavated more than 50 artifact-bearing sites in the project.

“More importantly, we’ve been able to study a wide variety of 19th-century properties, learning more about how people lived, worked, shopped, and played in early St. Louis,” said Meyer.

The most unique property identified has



Artifacts recovered from the Worthy Woman’s Aid include several ivory poker chips and Lotto game pieces.

been the Worthy Woman’s Aid, he said. Established in the mid-1870s, the Aid was a home institution established and run by women, for women. The artifacts recovered from the site are a reflection of the women and children who lived there: porcelain dolls, marbles, lotto game pieces, poker chips, syringes, and medicines to treat “female diseases.”

In addition to the Gestring Wagon Factory



MoDOT archaeologists excavate a brick privy while interstate traffic speeds by in the background.

and Kupferle Brass Foundry excavated in 2009, MoDOT archaeologists have conducted detailed studies on the Luedinghaus-Espenschied Wagon

Factory, the playground and gardens at Mullanphy Park, and Mullanphy Lake (actually, an old sinkhole filled in during the early 1800s).

ILLINOIS ARCHEOLOGY



The excavation work requires an extensive amount of precise trowel work.

CONTINUED FROM PAGE 6

River Bridge construction project remains on schedule. Both IDOT and ISAS have also coordinated with the Illinois Historic Preservation Agency.

In April, IDOT received notification that they were selected to receive an Environmental Excellence Award from the Federal Highway Administration for their

work to preserve cultural resources as part of the New Mississippi River Bridge project. The award will be presented at the International Conference on Ecology and Transportation (ICOET) on August 22, 2011, in Seattle, Wash.

The site has produced a great deal of information to evaluate. Researchers will be analyzing the findings for years to come.

BRIDGE TOURS NOW IN PERSON, ON-LINE

People interested in taking a tour of the Mississippi River Bridge tour now have two options -- on-line or in person.

The MRB team launched a virtual bridge tour on its web site at: <http://www.newriverbridge.org/VirtualTourHomePage.htm>. Visitors will see information on how the new bridge will be built.

For those who want a more personal look, the team is still offering public tours on the final Friday of each month at 12:30 and 2 p.m. For reservations, e-mail info@newriverbridge.org. There are some age and clothing requirements, and attendees will have to walk a significant distance.



A view of the new virtual MRB tour home page.

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

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