



ACROSS!

In a two-day operation, ironworkers placed the final steel for the new I-70 bridge across the Mississippi River between St. Louis and St. Clair County.

Early the morning of July 25, crews placed two 10-foot long edge girders between the Missouri and the Illinois sides of the bridge. The rest of the day was spent putting in the more than 2,600 bolts needed to connect that steel.

“This was a fairly tricky operation. We had to deal with temperatures, adjusting cables and using a jack to move the bridge to make the final connections,” said Randy Hitt, bridge project director.

Shortly after noon on July 26, the ironworkers positioned the 80-foot long, 30,000 pound final floor beam.

“We’ve entered the final stretch. Now, we’re building barrier wall, installing lights, painting and completing the deck overlay. We’re on track to be open in early 2014,” said Hitt.



Hank Hunsell, ironworker, fixes one of the edge girders into position before bolting it down.

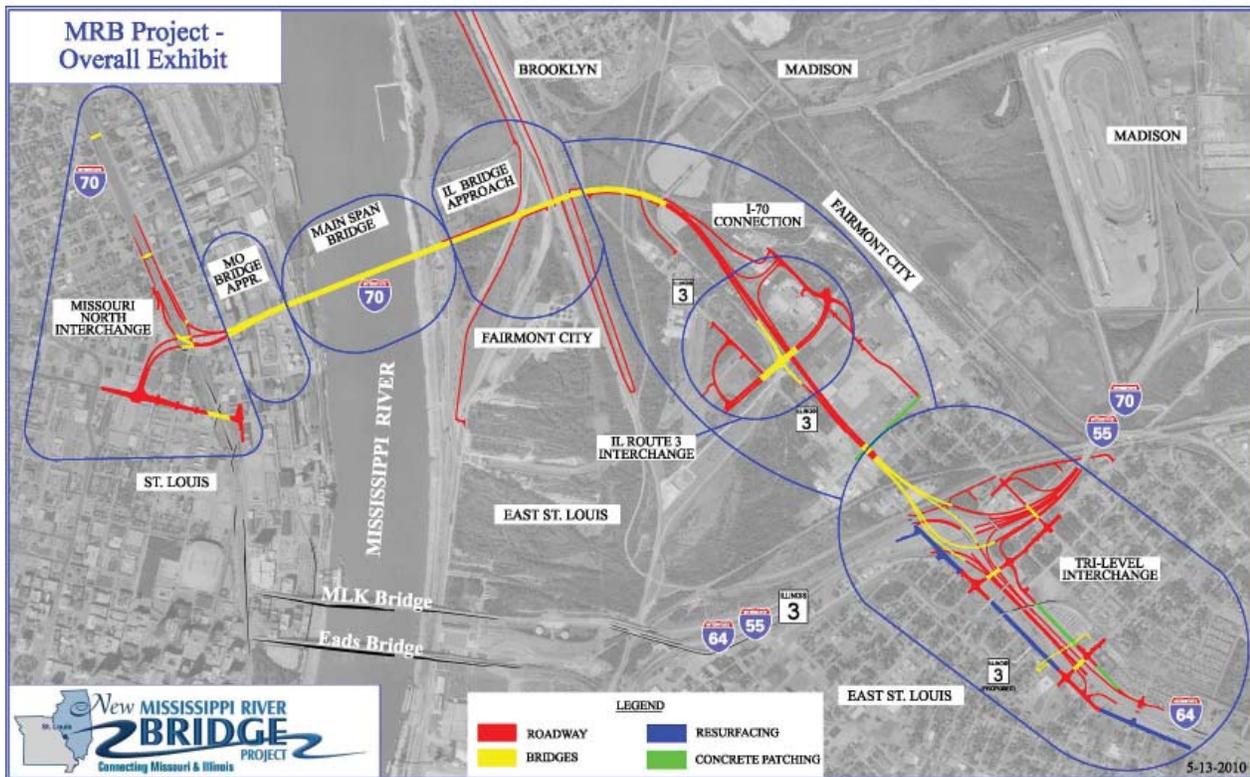
WHAT’S NEW ON THE WEB

- See the latest images on the construction camera
- See the latest DBE and workforce numbers
- See aerial photos of work on the main span and Illinois construction

See more at www.newriverbridge.org

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PROJECT UPDATE

MAIN SPAN AND MISSOURI APPROACH

Crews have finished constructing the driving surface and installing the cables on the main span. Work starts now to build the roadway barriers, place a two-inch latex concrete overlay, paint the towers and the anti-vandalism devices, place the electrical cables and install the lights and signs. The project is on track to be complete by early 2014.

The Missouri Approach is complete.

ILLINOIS APPROACH

Construction work for the Illinois Approach is proceeding well. The driving surface is complete. Crews are completing barrier work and wrapping up the project

MISSOURI NORTH INTERCHANGE

Work continues well on the Missouri North interchange. Only one bridge needs to be completed, and crews are working on building barrier walls, the parapet and completing the finish grading. Crews are expecting to finish the remaining work needed on the Missouri

north I-70 interchange in early fall.

Crews are also rebuilding the ramp from westbound I-70 to Madison Street. That ramp has opened to general traffic; however, it closes weekdays from 9 a.m. to 3 p.m. for construction.

I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

Construction projects along the relocated I-70 corridor and the tri-level interchange are nearly complete. Crews have finished constructing the curved bridge over the railroad tracks and the 1st Street Bridge. Work is nearly complete on the Route 3 bridges and all the pavement is down on the new I-70 mainline. Crews are still continuing to work on building shoulders, signing and lighting on the projects.

Work continues on the relocated I-70 bridges, with crews constructing parapet on the westbound bridges and finishing the deck and parapet on the eastbound bridges. The roundabout at St. Clair Avenue is completed, and crews are continuing the work to resurface the interstates around the tri-level interchange.

GOVERNORS VISIT BRIDGE PROJECT

As the two sides of the new I-70 bridge over the Mississippi River drew closer, both the Illinois and Missouri governors visited the project site.

On Monday, July 15th, Illinois Governor Pat Quinn and Illinois Department of Transportation Secretary Ann Schneider visited the newly constructed Illinois Approach to the new Mississippi River Bridge (MRB) in Brooklyn, Ill.

“We look forward to seeing the final beam that will connect two great states on this historic bridge project, enhancing safety and relieving congestion in the area,” Quinn said.

Governor Quinn and Secretary Schneider were also joined by several locally elected officials who were instrumental in getting the much needed funding. Two graduates of IDOT’s Highway Construction Careers Training Program, Teresa Foot and Aaron Sanders, who have been working on the bridge project, were also present and shared their perspective on the bridge project and the impact it has had on the economic vitality of region.

Missouri Governor Jay Nixon visited the bridge on July 27, the day after crews installed the 30,000 pound floor beam for the new bridge. He met with project leaders and toured the bridge project, and met with the iron workers who were finishing up the connections between the edge girders and the floor beam.

Nixon praised the efforts of the ironworkers from both sides of the river.

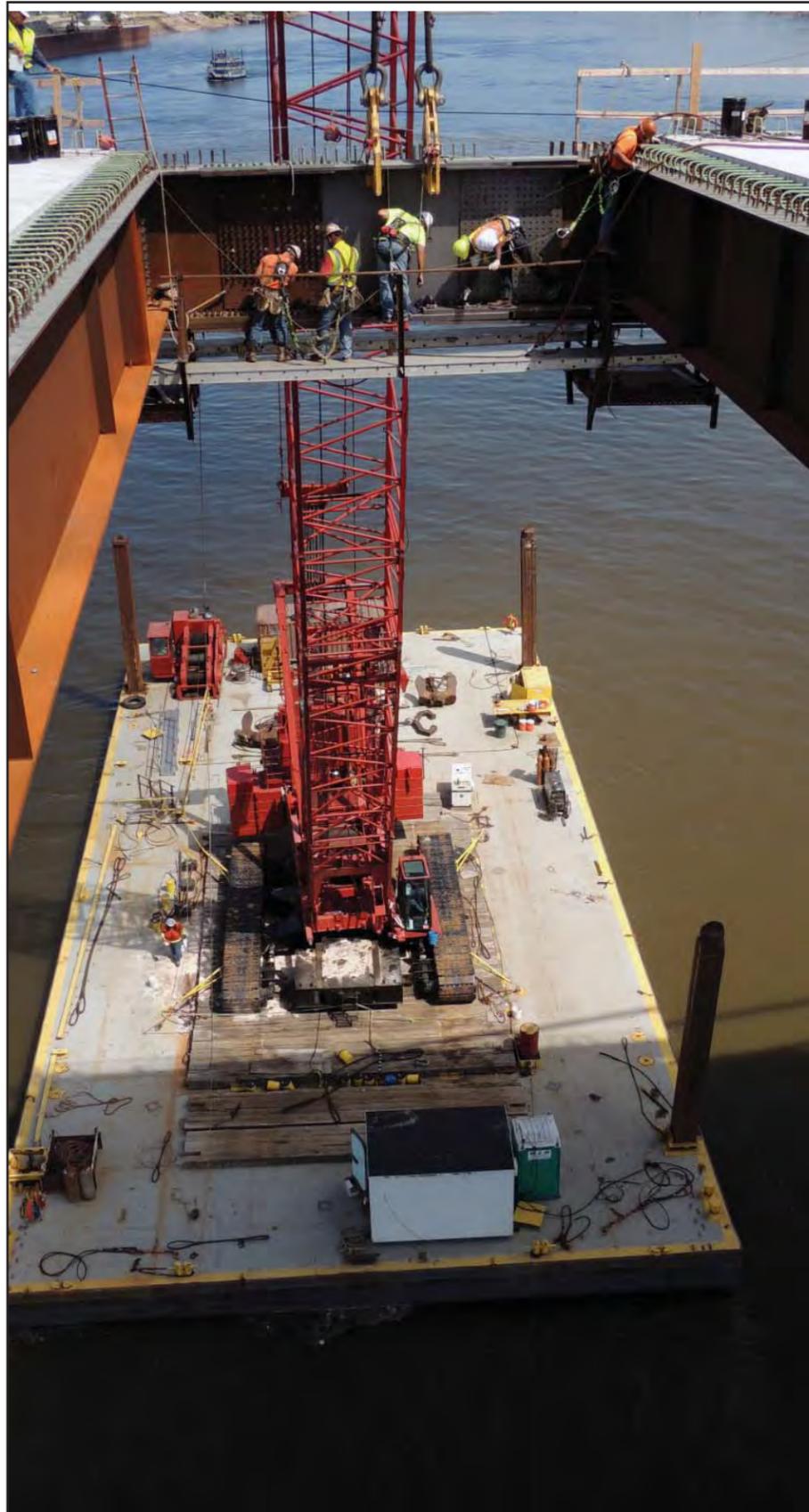


Illinois Governor Pat Quinn speaks to the media at an event on the recently completed Illinois Approach in Brooklyn, Ill. Illinois Department of Transportation Secretary Ann Schneider also visited the project.



Missouri Governor Jay Nixon speaks with ironworkers after they finished installing the final floor beam for the new bridge. The governor toured the site and spoke with project leaders.

PIECES OF BRIDGE PROJECT ARE COMING TOGETHER



A crane holds one of the edge girders in position as ironworkers tighten the 1,300 bolts that hold the girder in place.



The relocated I-70 and tri-level interchange projects in Illinois are taking form leading to the bridge.



The final floor beam swings into position



The final floor beam is set into place on the new bridge. The 80-foot long beam weighs roughly 30,000 pounds.

MENTOR-PROTÉGÉ PROGRAM BENEFITS BOTH COMPANIES

An Illinois program to help grow socially or economically Disadvantaged Business Enterprises, or DBEs, is being used to construct portions of the new Mississippi River Bridge project.

The Illinois Department of Transportation (IDOT) launched its Mentor-Protégé Program in 2007. This program helps the protégé, a DBE company, increase the type and amount of work it can complete on construction projects. It also provides the mentor, usually the main contractor on a project, with credit toward meeting the goal of economically or socially disadvantaged companies working on the project.

Over the last two years, Eugene Keeley, President of Keeley and Sons located in East St. Louis, Ill., has participated in this program as a mentor to Kevin Edwards, president of Edwards-Kamadulski, a certified DBE general contracting firm also located in East St. Louis.

“It was through this program that I was able to take my firm to the next level. This program provided my firm with the technical assistance and guidance needed in order to ensure success. Keeley and I had a previous working relationship, so



Edwards Kamadulski crews work on the access road for the Illinois Approach.

this new mentor-protégé role was an easy fit for the both of us. We worked closely together and developed a plan that helped me move forward,” said Edwards.

“When we first entered into this program my firm was certified in Illinois, today my firm is certified in 13 states and continues to grow. We had a bonding capability of \$500,000, and today my firm’s bonding capacity is \$15 million. We were able to expand our staff and restructure our organization and essentially change the way in which we did business. In order to have success, you need to have opportunities and this program provided just that,” said Edwards.

For the mentor, this program opened up opportunities on the MRB Project, and allowed them

to use a smaller DBE percentage for the project. said Keeley.

“That was, by far, the biggest benefit of the program as a general contractor. When identifying a potential protégé it is important that they have something to work with and Edwards-Kamadulski had the necessary building blocks. They were an established firm that understood the business and had the ability to do the work. They just needed some guidance through the process as well as an opportunity,” said Keeley.

Participation in the program is voluntary. Firms interested in participating in the program must complete an application and submit it, with all the required supporting documentation, to IDOT’s Office of

Business and Workforce Diversity for approval. Once approved, the mentor and the protégé must then sign and submit to IDOT a Mentor-Protégé Development Plan.

This plan outlines the objectives of both the mentor and the protégé. It describes measurable benchmarks to be reached by the Protégé at successive stages of the plan and identifies up front any resources of the mentor that are to be utilized by the protégé in the performance of (sub)contracts. Mentors provide assistance to protégés participating in this program in many areas, such as: business planning, record keeping, technical assistance, capital formation, loan packaging, financial counseling, bonding, and equipment utilization.

BRK SUGGESTION SAVES MORE THAN \$1 MILLION

An electrical subcontractor working on the new Mississippi River Bridge was recently awarded for suggestions that saved the project more than \$1 million.

BRK Electrical Contractors, a minority owned company, was recognized by the American Association of State Highway Transportation Officials for a value engineering suggestion to modify the cable tray for utilities on the bridge. It was one of several suggestions the subcontractor provided for the bridge project.

“Instead of a conduit, BRK suggested installing something that looks similar to an aluminum ladder across the bridge to carry utility lines for lighting and the like. The open utility tray uses much less material, but can still carry the utilities needed for the bridge. So, it is cheaper, yet meets the high standards we require on this project,” said Randy Hitt, Mississippi River Bridge project director.



Electricians from BRK Electrical Contractors install the cable tray system on the underside of the new Mississippi River Bridge.

The suggestions were made as part of MoDOT’s value engineering process – when contractors make suggestions on ways to save money while still meeting contract objectives. Often, these suggestions may involve proprietary techniques or specialized knowledge that the contractor has. These suggestions are evaluated by MoDOT and approved

if the suggestion saves money and meets department standards. Any savings are split evenly between MoDOT and the contractor.

“This is a great process to make sure MoDOT is able to save taxpayers money while still ensuring we get a quality end product, and use the latest technologies,” said Hitt.

MODOT TESTS NEW PROCESS ON RAMP

The Missouri Department of Transportation is testing a new process during construction of one of the ramps on the Missouri Interchange between I-70 and the new Mississippi River Bridge. The ramp will lead from Cass Avenue in St. Louis City to the new bridge.

This new process uses recycled concrete to replace some of the aggregate in the concrete mix during paving. This

process was suggested by the contractor and approved by engineers in MoDOT’s materials section.

In the past, contractors have used recycled concrete to form the base for new concrete. This is the first time recycled concrete has been used as aggregate in a state highway project, said Randy Hitt, project director for the new Mississippi River Bridge project.

The contractor crushed the old concrete into about ¾ inch pieces and added it to various mixes. The contractor tried several different mixes of concrete and regular aggregate on the ramp, including one mix where all the aggregate was recycled concrete, said Hitt.

“MoDOT and our research partners at the University of Missouri Rolla will continue to monitor

the performance of the concrete on this ramp. Using recycled concrete in the mix will not only be environmentally friendly, but may also save contractors some of the costs of trucking in aggregate for future projects,” said Hitt.

The test concrete looked just like concrete with regular aggregate, and met all the strength criteria for similar concrete used on ramps.

BRIDGE PARTNERS WORK TOGETHER TO REBUILD HOMES

Greg Horn, St. Louis interim district engineer, and Emily Korsch, an engineer with the Massman Traylor Alberici joint venture constructing the new river bridge, help rebuild a home in Pine Lawn in early June as a part of the St. Louis Rebuilding Together effort. Horn was formerly the project director for the new Mississippi River Bridge project.



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

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