



**Lifted into position**

Massman Traylor Alberici crews lift one of the conduits for the new Mississippi River Bridge into position. More than half of the 136 conduits for the bridge are installed. Inside each conduit are 31 to 73 individual cables to hold up the bridge’s driving surface.

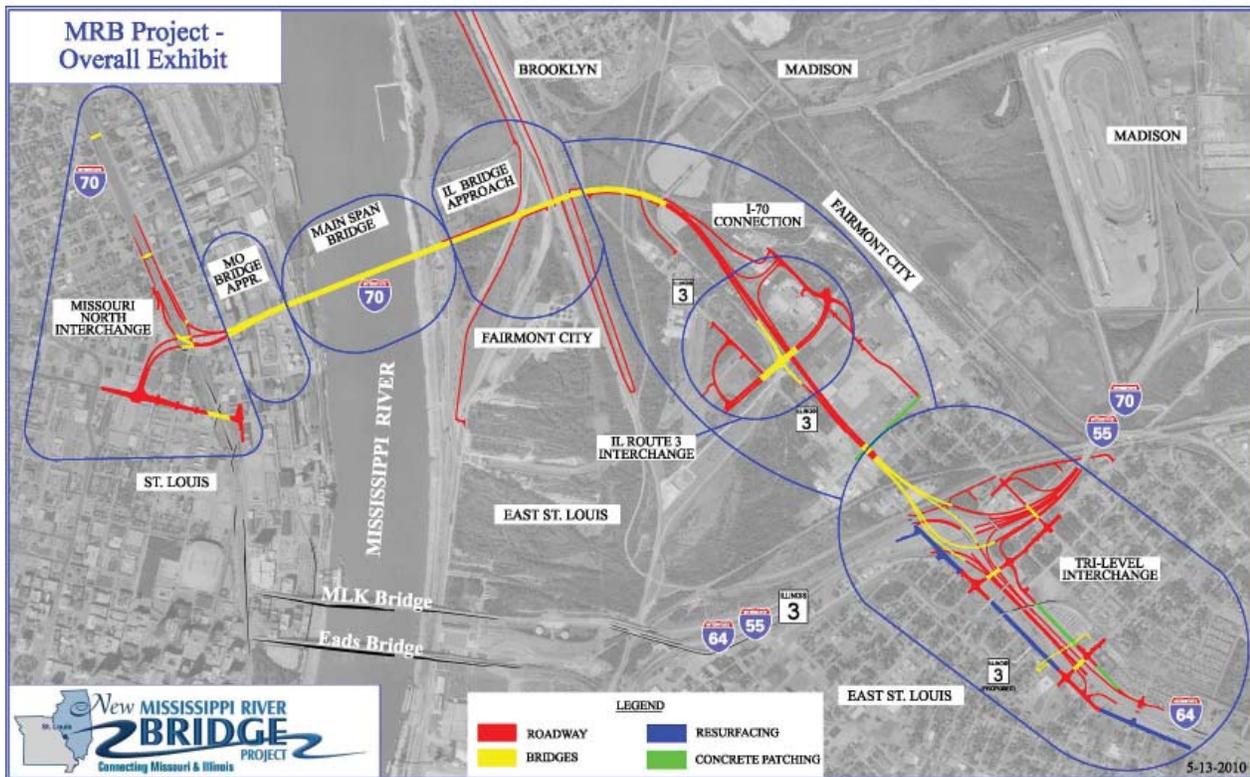
**WHAT’S NEW ON THE WEB**

- 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](http://www.newriverbridge.org)

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## PROJECT UPDATE

### MAIN SPAN AND MISSOURI APPROACH

Work continues to install the driving surface and the cables on the main span. More than half of the cables have been installed on the project. Crews are projecting connecting the roadway between the towers and the banks sometime in the next few months. The roadway will meet in the middle of the river in late June or July. Workers are closing the gap between the two towers by about 160 feet each month and putting up one 40-foot section of driving surface on each side of the towers about every 10 days.

The Missouri Approach is complete.

### ILLINOIS APPROACH

Construction work for the Illinois Approach is proceeding well. The driving surface is nearly complete.

### MISSOURI NORTH INTERCHANGE

Work continues well on the Missouri North interchange. Crews are building retaining walls and support structures on the east side of I-70 for the ramps

and bridges for the new interchange with I-70. In addition, workers are placing girders for the ramps and bridges over I-70.

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 moving along well. Crews have almost finished constructing the curved bridge over the railroad tracks and have started work to paint it. The 1st Street Bridge is essentially complete. Work continues on the Illinois Route 3 interchange bridges. Structural steel has been placed on those projects.

Work continues on the relocated I-70 bridges, with crews driving piling for the eastbound bridges. On 9th and 10th Street, crews are grading for the new roundabout at St. Clair Avenue and working on the new entrance ramp from Baugh Avenue to I-55/I-70.

# ILLINOIS ROADWORK NEARS COMPLETION

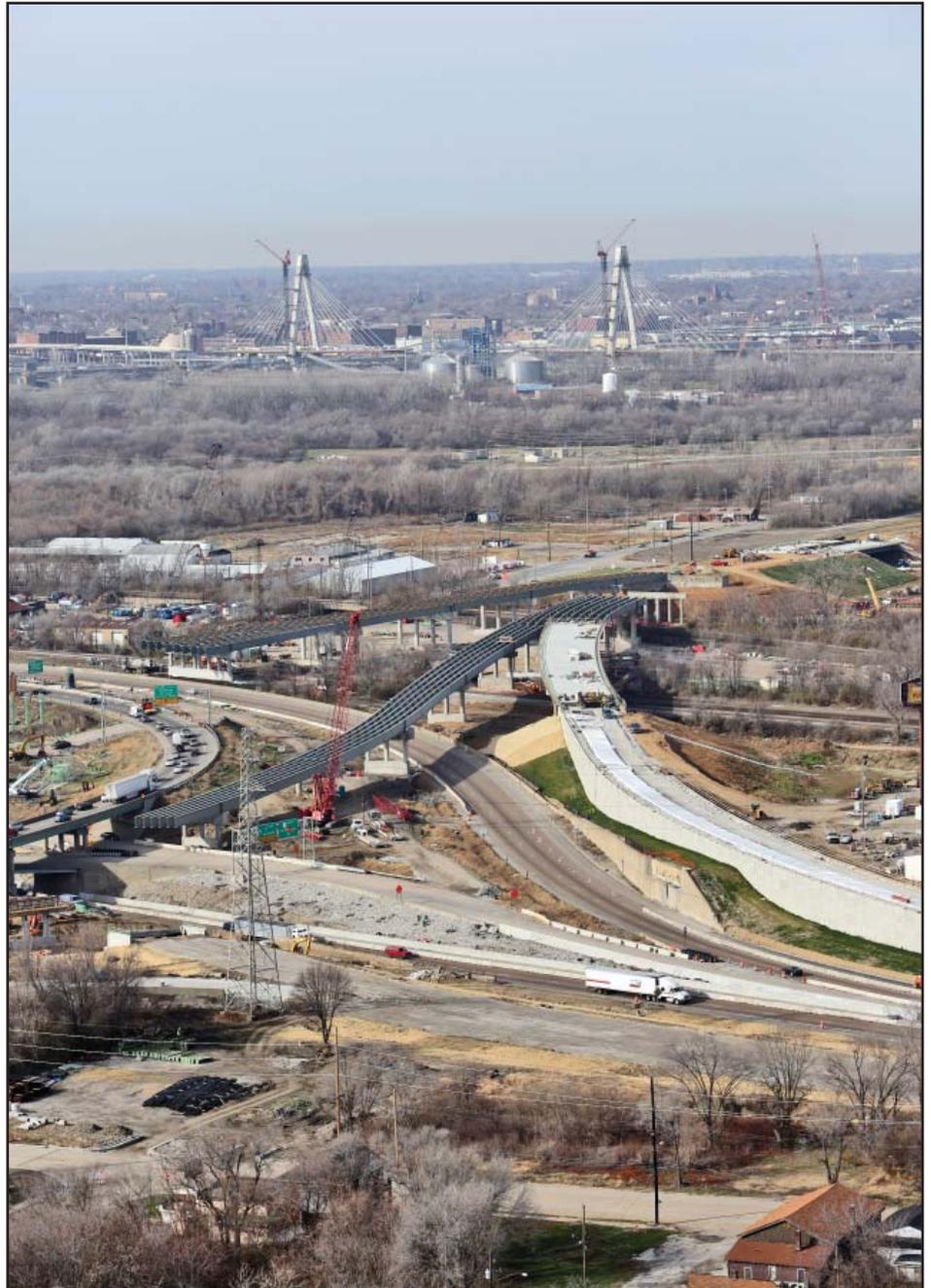
This spring marks the beginning of the final year of construction for the new Mississippi River Bridge project, drivers in Illinois need to be aware of potential impacts to traveling through the region.

For the past three and a half years, the Illinois Department of Transportation has been working on various roadways and bridges throughout the Metro East that make up the MRB project. Much of that work, such as the relocated I-70 construction, had limited impacts to the surrounding communities. Other projects, such as the reconstruction of the Tri-Level Interchange in East St. Louis where I-70, I-55 and I-64 converge, have a greater impact on the interstate system.

As work continues to put the final touches on the 17 projects still underway in Illinois, here's what drivers can expect for traffic delays and closures:

In June, crews will close the ramp from eastbound I-55/70/64 to eastbound I-64 for nine consecutive days to rebuild the ramp. Drivers will detour around the closure by taking I-55/I-70 to I-255. The work is projected to begin on a Friday night after rush period and remain closed for nine days, reopening on a Monday afternoon before the evening rush period.

In late summer, workers will complete resurfacing projects on I-64 and I-55/I-70. This work requires overnight lane closures and threeweekend interstate closures. Weekend closures will start on a Friday evening after rush and reopen before the Monday morning commute.



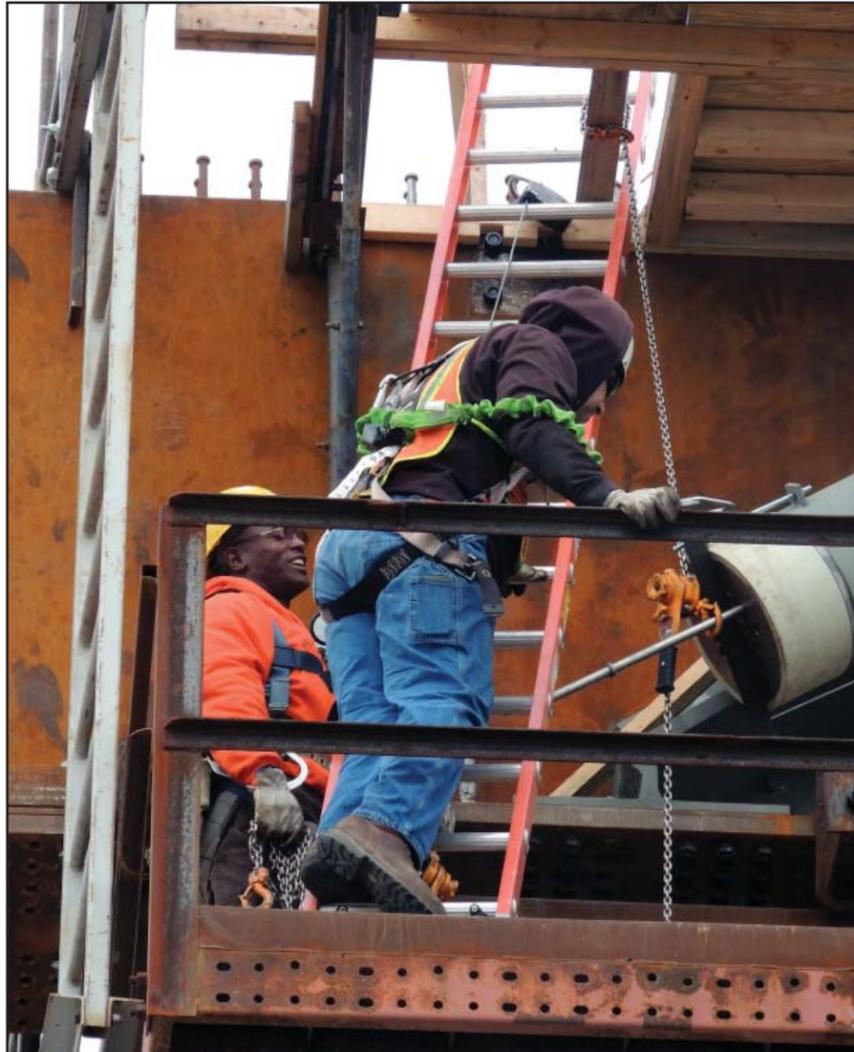
**Work continues to construct the new eastbound and westbound bridges for relocated I-70 at the Tri-Level Interchange in Illinois. The main spans of the bridge can be seen in the distance.**

Crews will resurface I-64 between 18th Street and I-55/I-70. Drivers can use I-55/I-70 and I-255 to detour around the project. Workers will resurface I-55/I-70 between Illinois Route 203 and I-64. During

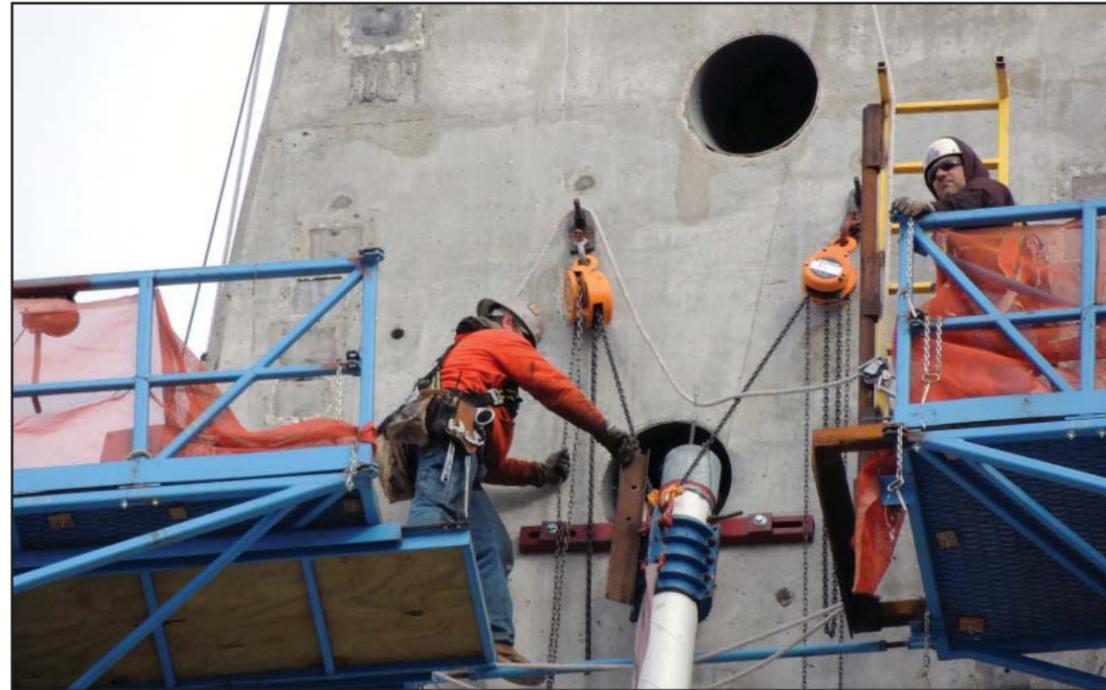
this closure drivers will detour to I-64 and I-255.

Specific details on weekend ramp and interstate closures and lane restrictions will be released when they become available.

# CREWS CONNECT CABLES, CONDUITS TO NEW BRIDGE



Workers prepare to connect cables to the steel girders below the driving surface.



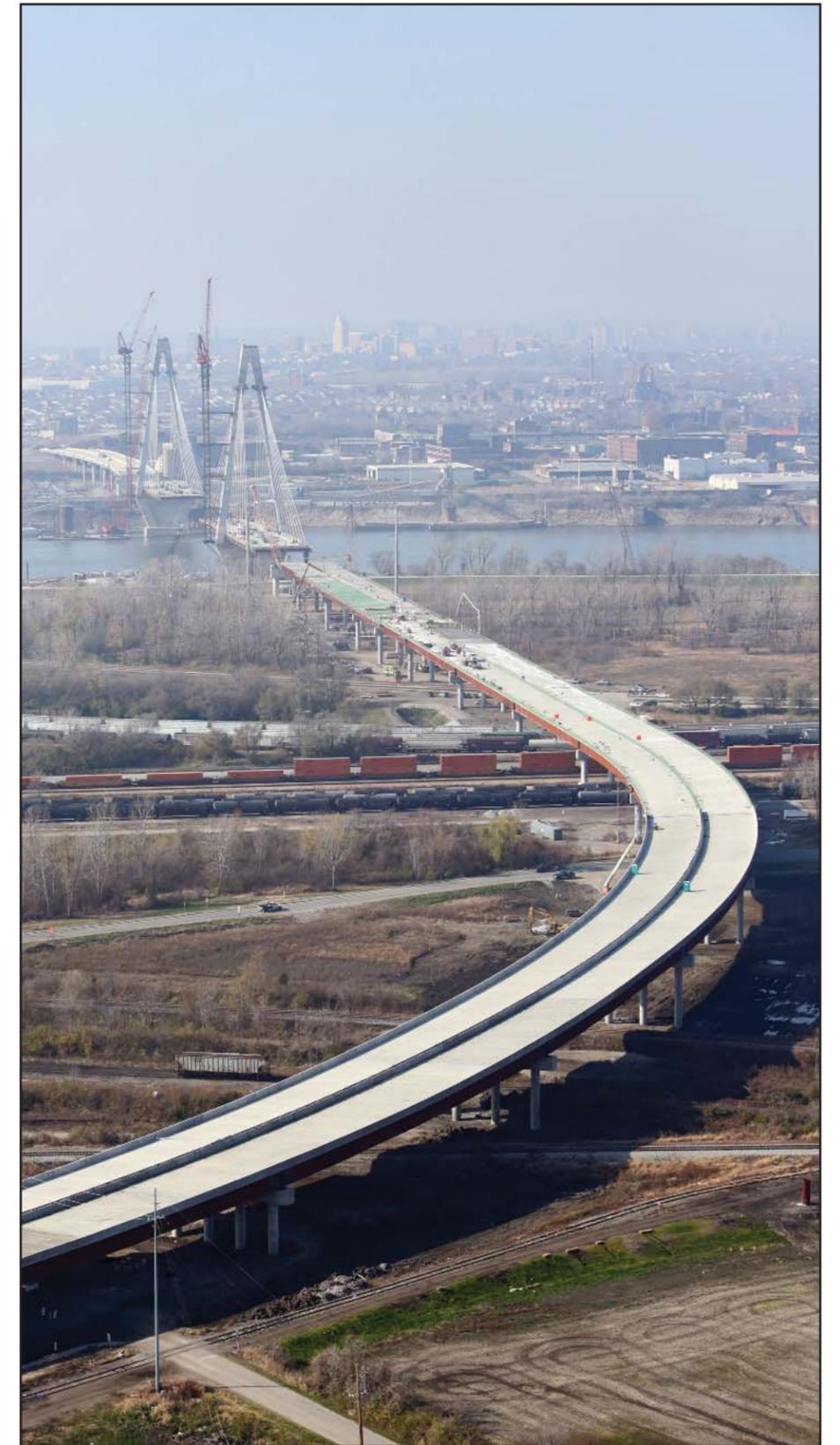
Workers perched on a catwalk about 300 feet above the water connect a conduit to the tower wall. Between 31 and 73 individual cables run between the driving surface and the tower inside each conduit.



A carpenter builds a fire extinguisher box.



Ironworkers prepare the cable before it is installed inside a conduit.



The relocated I-70 corridor starts coming together, with the curved bridge in Illinois, the Illinois Approach, the main span and the Missouri Approach.

# MISSOURI INTERCHANGE CONSTRUCTION ON ROAD TO AUGUST COMPLETION

The new Missouri I-70 interchange project is on schedule to be completed well in advance of the new Mississippi River Bridge opening.

Work continues on both sides of the interstate, on several projects that impact traffic heading through the downtown area.

For the past three months, crews have been working on relocating and rebuilding the ramp from westbound I-70 to Madison Street. The ramp reopened in late January, but crews will be working on it during evening and off-peak hours to complete retaining wall and other needed construction.

Crews will continue to work on the bridges and ramps around the new Missouri I-70 interchange. This will require some non-peak lane closures for the new Madison ramp, as well as the express lanes and both eastbound and westbound I-70 from now until August 2013.

Later this spring, lanes will be closed on I-44 and I-55 to complete overhead signing needed for the project. These lane closures will be during non-peak traffic hours until August 2013.

On Cass Avenue in the city, crews will be completing paving and striping on the roadway from now until August. The ramp from eastbound I-70 to Tucker is currently planned to be completed in late spring. It will be opened in conjunction with the city's completion of the Tucker project.



**Workers from Millstone Bangert place concrete as part of ongoing work around Cass Avenue for the new I-70 Missouri Interchange.**



**Girders line the new ramps and bridges over I-70 just north of Cass Avenue leading to the new Mississippi River Bridge. Drivers should expect summertime lane and interstate closures to put the driving surfaces on these bridges.**

# CONSTRUCTION CREWS REACH MILESTONE

## Workers top 1 million hour mark on bridge projects

Crews in Illinois and Missouri working on constructing the Mississippi River Bridge and its associated roadway projects topped the one million hour mark in September.

By November 30, 2012, crews had completed 1,132,338 hours of work on construction projects in Illinois and Missouri, including the main span of the new bridge between St. Clair County, Illinois and St. Louis.

Of those hours, more than 23 percent (260,739 hours) were performed by minority construction workers, and just over 5 percent (59,938) were performed by female construction workers. The Department of Labor has set goals to encourage at least 14.7 percent of the workforce be minority workers and at least 6.9 percent of the workforce be female.

“The main contractors working on the bridge projects have been very diligent in ensuring that we have great minority representation in the workforce of the bridge projects which have started so far. We are continuing to work with them to improve the numbers of female construction workers on projects as we continue through the next 18 months of construction,” said Gregory Horn, MRB project director.

In addition to the construction workers, disadvantaged business enterprises continue to participate in the construction project. As of September, 113 different certified minority and women owned companies have received 229



**Workers unroll the cable during the installation process.**



**Crews prepare girders before building a section of the bridge support structure.**

contracts as part of this project. Those contracts total more than \$108 million of the project’s cost of roughly \$700 million. Goals for DBE participation in federally funded projects are set per project based on the capacity and capability

of the available DBE firms.

“Although we are pleased by the efforts made by our contractors so far, we will continue to strive to look for other opportunities to improve our workforce numbers and our DBE participation,” said Horn.

**Concrete award**  
Riley Illinois LLC, a minority-owned business providing concrete for the new Mississippi River Bridge project, received a Concrete Council of St. Louis award for their work providing concrete for the bridge foundations and towers. Here, Riley trucks are lined up during a 36-hour pour for the Missouri tower foundation in early 2011.



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

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