



The New I-64 Project

8474 Delport Drive
Vinita Park, MO 63114



Demolition of 3 bridges planned for August 17 - 20

Perhaps the biggest project event for 2007 as far as traffic movement is concerned will be the demolition of three separate cross street bridges, all over the same weekend. The reconstruction of the bridges at Boland Place, Highland Terrace and Bellevue Avenue will begin Monday, August 13. All three structures will close so utilities can be re-routed and other pre-demolition activities can occur.

On Friday, August 17, at 10:00 p.m., through Monday, August 20, at 5:30 a.m., there will be a full closure of I-64 in both directions between Hanley Road and Skinker Boulevard for the simultaneous demolition of all three bridges. The bridges will be knocked down with large equipment instead of with explosives like the Tamm Avenue bridge. While the full closure is in place steel girders will also be set at I-170 over I-64 for the southbound to eastbound flyover ramp. This activity would have otherwise required its own weekend-long freeway closure.

During the August 17-20 bridge demolition, all eastbound I-64 traffic will be detoured at Hanley

Road north to Clayton Road, then east to re-enter I-64 east of Skinker Boulevard. Westbound I-64 will be detoured at the Clayton/Skinker exit north to Forest Park Parkway, then west to I-170 south to get back to I-64. Most side street access to and from Clayton Road will be closed, except for the signalized intersections at Bellevue, Big Bend, and De Mun Avenue.

While the bridges are closed, drivers should use Hanley Road, McCausland Road, or Big Bend Boulevard to cross over I-64. All three new structures should be completed and reopened by early next year.



For Travel
Information
call 511

or call the project Infoline at 314-524-9191.

E-mail questions at the I-64 website:
www.thenewi64.org



CONSTRUCTION UPDATE

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I-64 Reconstruction Project Is Right On Schedule

As I-64 enters its fourth month of construction, major progress can be seen in several locations along the project corridor.

At the eastern end, reconstruction of the Kingshighway Boulevard interchange is well underway, with the new, wider bridge over Clayton Avenue taking shape. The old bridge has been removed and new bridge girders and concrete deck panels have already been placed while crews work on completing the new bridge deck. Over I-64, the new bridge abutment and center piers have been constructed and are awaiting girders and decking.

It's much the same at Tamm Avenue, which was the first structure to be demolished on the project. Though the Tamm bridge was imploded only last April, it is already nearing completion. The new bridge deck has been poured and work continues on the approaches that will tie it back into the road on either side. Visitors to Forest Park should be able to use Tamm Avenue to cross over I-64 once again in September.

The biggest changes along the corridor can be seen in the area of the new interchange for I-170 and I-64 in Richmond Heights. The linchpin of the entire \$535 million project, the eastern half of the interchange must be completed before construction can begin on the section of I-64 between Spodee Road and I-170.

The northeast corner of the interchange is barely recognizable today. The girders for the westbound to northbound flyover ramp have been set and bridge support piers have been constructed for the southbound to eastbound ramp as well. With the girders in place, the outline of the new interchange can be seen. It is a visible sign of the obvious progress that has been made.

In June, both directions of I-64 traffic were shifted away from the median between Brentwood Boulevard and Hanley Road to create a work zone

where the south to east ramp will merge with eastbound I-64 traffic when completed. A similar traffic shift was also completed on I-170 between Galleria Parkway and Eager Road to make room for the ramps to merge with I-170 traffic.



Girders for the westbound I-64 flyover ramp to I-170 north.



At left, a truck delivers a concrete girder for the Kingshighway Boulevard bridge over Clayton Avenue. Each girder was approximately 50 feet long and weighed 35,000 lbs.

Below left, a crane suspends the girder above the bridge abutment while workers guide it into position.



At bottom, all eight girders were in place within a few hours so that construction of the bridge deck could begin. This phase of construction at Kingshighway Boulevard will be complete by December 1st.



A nighttime operation over I-64 at Tamm Avenue. At left and below, a crane lifts the girder off a truck and over the eastbound lanes. I-64 Traffic was stopped for placement of each girder, but on average, was released within 10 minutes.

At bottom, crews on the abutments work closely with the crane operators to set the girders exactly where they need to be. Construction of the Tamm Avenue bridge is scheduled to be complete in September, about five months after it was imploded.



Because of the bend in the flyover ramp, steel girders instead of concrete are being used to create the connection from westbound I-64 to northbound I-170.

Below, ironworkers position each girder in the right place then link them together to create a steel box on which a deck can be constructed. Steel deck panels will be placed on top of the girders, followed by steel reinforcing rods, then concrete will be poured on top of that to create the ramp surface you will drive on.



At bottom, the ramp begins to take shape while in the background pier cap construction for the southbound I-170 to eastbound I-64 ramp can be seen.

