

DESPITE ROUGH WEATHER, I-64 PROJECT REMAINS ON TRACK



With the completed half of the I-170/I-64 interchange at the bottom of the photo, the two remaining flyover ramps and the I-64 bridge over Brentwood Boulevard can be seen taking shape next to the Magna Building.



At the I-64 bridge over Clayton and Warson Roads lots of construction activity and live traffic share a very small area. By the end of May the first of 90 concrete girders will be set to form the bridge deck.

Despite record setting amounts of rain and snow over the past few months, major progress can still be seen all along the I-64 project corridor.

Construction is well underway on the five-mile section of roadway between Ballas Road and the I-170 interchange, as crews make the most of the full closure. Without having to worry about maintaining the flow of I-64 traffic, utility relocation and installation, bridge demolition and reconstruction and earthmoving for the new highway have all moved forward at a rapid pace.

Although there have been frequent interruptions due to bad weather, the west half of the project is still on schedule for its December 2008 completion.

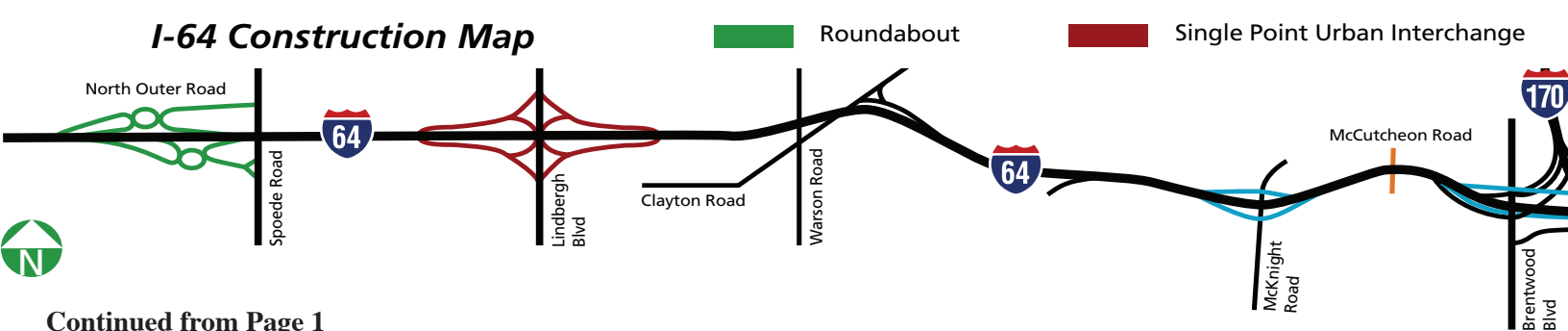
Since February, crews have completed the demolition and begun the reconstruction of the bridges at Brentwood and Lindbergh Boulevards, McKnight Road, and at Clayton and Warson Roads. At about 600 feet in length, the Clayton/Warson bridge proved to be a particular demolition challenge, but the abutments have already been constructed, the piers for the new structure can be seen coming out of the ground, and 90 girders are scheduled to be set beginning in late May/early June.

Girders and bridge decking are already in place at all the other structures and the new bridge deck has been poured at McKnight. Crews have installed the steel rebar that will reinforce the decks at Brentwood and Lindbergh and concrete will be poured once that is complete.

Bridge construction has accounted for much of the project activity since the highway's closure. More than 200 steel piles have been driven so far this year, and more than an acre of pre-cast concrete panels have been used to construct bridge abutments. More than 140,000 tons of crushed concrete and rock have been used to backfill behind those abutment walls.

Continued on Page 2

I-64 Construction Map



Continued from Page 1

Fifty-eight steel and concrete girders have been set to support decking materials, including 550,000 pounds of steel rebar and 19,000 square feet of bridge deck panels.

Crews have also removed and processed about 130,000 tons of concrete and asphalt that used to be I-64 structures, road surface or road base, and prepared it to be reused for the new highway once paving begins later this spring. Though wet weather impacted earthmoving operations more than any other activity, more than 260,000 cubic yards of dirt have been moved to and from various parts of the project, as material cut from one area is used as fill in another.

Progress is also being made along the east half of the project corridor. At the Kingshighway Boulevard interchange, the second half of the bridge has been poured and crews are making the final push for completion in late summer. The crossroad bridges over I-64 at McKnight Road, Boland Place and Highland Terrace will be reopened well before then. Those structures are currently scheduled to open, weather permitting, by late May or early June.

Meanwhile, the project's first soundwalls are going up in Richmond Heights on the north side of I-64 between Hanley Road and I-170, while drilling for soundwall foundations is also occurring west of Spode Road. Soundwall construction along the west half of the project will continue throughout the summer and into the fall, with the goal of completing all the walls in the west half of the project by the end of 2008.

Grading is beginning around Spode for construction of the roundabouts on either side of the highway. Demolition of the Spode Road bridge (scheduled for early June) will have a big impact on residents along the South Outer Road. In order to provide access to their homes during this work, a temporary detour and crossing will be constructed across the closed lanes of I-64.

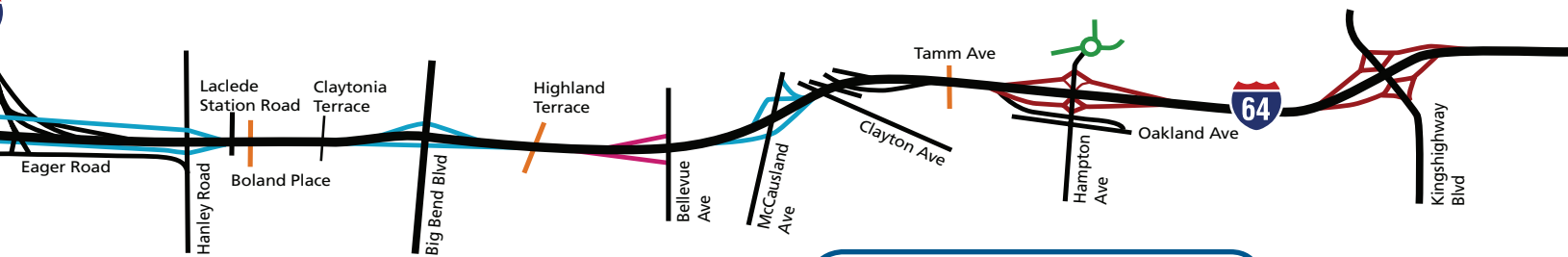
You can watch the project's progress on our web cameras at www.thenewi64.org. Along with the three web cameras, the photo gallery is updated every week with new images of the construction work.



At almost 145' the girders for the McKnight Road bridge are the longest precast girders in Missouri. Weather permitting, the McKnight crossing will be reopened by June.

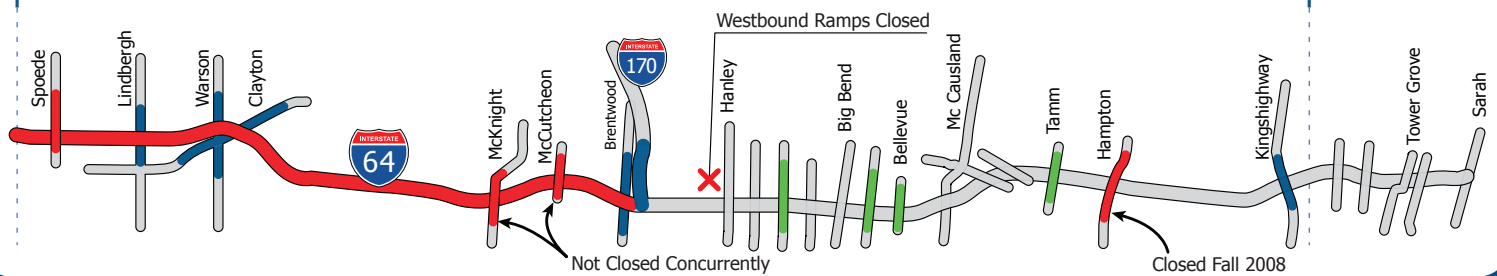


Paving the bridge deck at Lindbergh. A pump truck pours the concrete over a mesh of steel rebar, the surface is then smoothed, grooved, and sprayed with a curing compound.



2008 Construction Schedule

Major Reconstruction



The first soundwalls are now in place between I-170 and Hanley Road. Soundwall construction will continue all along the project throughout the rest of the year.



Crews apply the finishing touches to the bridges at Highland Terrace (above) and Boland Place (below).

Girders and much of the decking are in place over Brentwood Boulevard. Flyover ramp construction will require a full weekend closure of Brentwood in mid-May.



The New I-64 Project
8474 Delport Drive
Vinita Park, MO 63114

CONTACT US

INFOLINE:
314-524-9191

WEBSITE:
www.thenewi64.org

TRAVEL INFORMATION:



I-64 TRAINS FUTURE JOURNEYMEN

The I-64 reconstruction project is not only improving a freeway, it is improving the lives of many St. Louisans representing the diversity of the city. The Missouri Department of Transportation is using this project to provide a training ground for a wide range of people to work through apprenticeship to journeyman status.

A total of 300 people will work on the I-64 project. There are currently 55 on-the-job trainees working in various crafts on the I-64 project.



We are almost to our goal of 60 trainees, working in the following crafts: carpenters, construction laborers, operating engineers, ironworkers and cement masons. The three-year construction project provides a lot of opportunities for individuals to work toward journeyman status in their chosen craft.

On May 9, MoDOT held a Community Workforce Roundtable to share our progress in diversity and workforce on-the-job trainees with the community. For more information on these programs, visit the project website or call the hotline.



LEFT: On-the-job trainee carpenter Chris Booker helps guide one of the soundwall panels in place along I-64 near I-170. **ABOVE RIGHT:** On-the-job trainee laborer Tressa Bell cuts wood for the work on the new I-64 bridge over Clayton and Warson Roads.