

LOTS OF PROGRESS...AND PAVEMENT...ON THE NEW I-64 PROJECT

After more than eight months of demolition, reconstruction and paving, the first phase of the new I-64 is rapidly taking shape between I-270 and I-170.

From the Spoede Road bridge at the west end of the project to the I-170/I-64 connection further east, crews have been hard at work rebuilding bridges, grading and paving, despite record setting amounts of rainfall through the spring and summer months. Several miles of new pavement are in place between Brentwood Boulevard and the Clayton-Warson bridge, and crews continue with median, shoulder, ramp and barrier paving work.

Some recent drier weather has allowed road crews to catch up on some earthmoving and grading work that the rains postponed. Once that is complete, much of the crushed concrete recycled from the old highway and bridges can be put to use as road base. Paving crews will be kept busy with a concrete plant constructed in the center of the project, capable of producing as much as 2,500 cubic yards of

concrete a day. While much has been accomplished, much more remains to be done completing all the paving operations by the end of 2008 when this first half of the project must be finished.

Meanwhile, the mid-August completion of the Kingshighway Boulevard interchange is a major project milestone. As the first single-point urban interchange in the city of St. Louis, MoDOT and Gateway Constructors wanted to make sure it was open to traffic before the closure of the Hampton Avenue bridge on September 22. Though the four ramps to and from I-64 and Kingshighway Boulevard are in full operation, there is still some work occurring on the north side of the bridge that will require some lane restrictions. These enhancements to the medians, sidewalks and lighting are funded by Barnes Jewish Hospital, St. Louis Children's Hospital and Washington University School of Medicine and will continue until sometime in October.



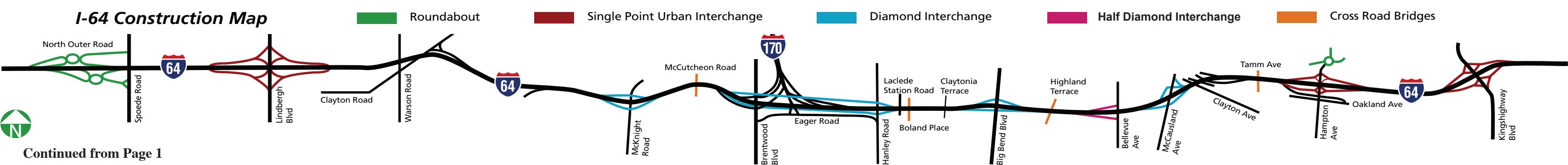
ABOVE: All the new ramps at Kingshighway Boulevard interchange were opened to traffic on August 16. Though some work remains on the north end of the bridge, the interchange is keeping traffic moving to and from Kingshighway and I-64.

Back at the west end of the project by Spoede Road, rapid progress is occurring. The North Forty Drive and South Forty Drive roundabouts opened the first week of September after final paving operations reconnected access to Spoede Road. Girders for the new bridge were set across the highway on August 22. After that, carpenters and ironworkers got to work on the bridge decking, and soon will pour the concrete deck.

It's a similar story at Lindbergh Boulevard. Paving new curbs, gutters, sidewalks, and turning lanes continues along that roadway, while earthwork and paving for the highway ramps continue. Construction impacts on Lindbergh add to the congestion around Clayton Road during rush hours. The work affecting traffic on Lindbergh Boulevard should be complete by Halloween.

Continued on Page 2

I-64 Construction Map



Continued from Page 1

Much of the I-64 bridge over Clayton and Warson roads is finished, with the westbound lanes already poured and drivable. This will help to reduce construction traffic on Clayton Road. Construction vehicles will now be able to drive from one end of the project to the other, staying completely within the work zone. This is a key step in getting concrete from the plant at Brentwood Boulevard all the way to the scheduled paving operations west of Spoele.

At the I-170/I-64 interchange, construction activity is happening in every direction. The south-to-west flyover

ramp is the final piece connecting the two interstates. Girders for that ramp were set over Brentwood Boulevard in mid-August and work continues on forming the ramp deck. The eastbound I-64 exit to Brentwood is also being built between the east-to-north flyover ramp and the I-64 mainline bridge. A few hundred feet to the east, the I-64 bridge and outer road crossings over the I-170 ramp to Eager Road are also well underway.

HAMPTON AVENUE BRIDGE CLOSURES SEPTEMBER 22

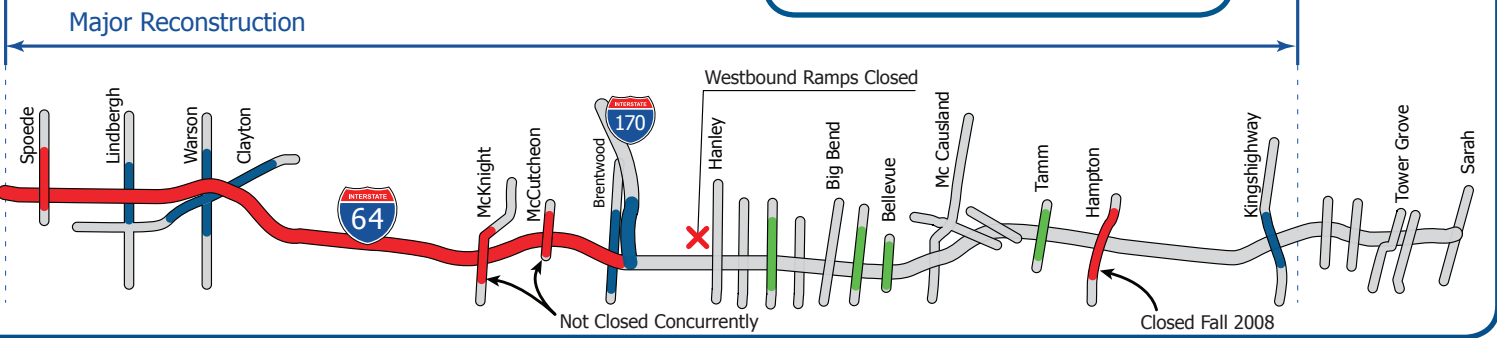
The next big milestone on the I-64 reconstruction project will be the September 22 closure of the Hampton Avenue bridge. I-64 will then be closed the weekend of September 26-29 for the bridge demolition. Hampton Avenue will reopen with one lane in each direction over I-64 by May 22, 2009. Two lanes will be open in each direction by July 4.

As a popular entrance point for Forest Park, the closure of the Hampton bridge will present some challenges for drivers. MoDOT and Gateway Constructors have been working closely with all the park attractions and the city of St. Louis to make sure all the stakeholders are aware of

the possible impacts and how to deal with them once the bridge is closed. (see Forest Park map on back page)

Fortunately, there are nine other access points into the park from roads like Kingshighway Boulevard, Skinker Boulevard, Lindell Boulevard, Union Boulevard and even from smaller streets such as Oakland Avenue via the new Tamm Avenue bridge. MoDOT, St. Louis Parks Department and all the park attractions are working on maps and signage plans that will help drivers get to the park once Hampton is closed at I-64. The maps and signage will also help visitors find what they are looking for once they get inside the park.

2008 Construction Schedule



LEFT: Construction of bridge decks for the lane of I-64 and two outer road bridges over I-170. **BELOW:** A birds-eye view of the Spoele Road interchange, looking south. On the right, girders are set for the new Spoele Road bridge.



TOP: On the Clayton Warson bridge, crews remove wet burlap used to regulate the speed of the concrete curing process. **BELOW:** An aerial view of the Clayton Warson bridge looking to the southwest.



ABOVE LEFT: Between the mainline bridge and the east-to-north flyover ramp, an excavator works on what will become the eastbound I-64 exit to Brentwood Boulevard. **RIGHT:** Looking north at the I-170/I-64 interchange.



Girders are in place over Brentwood Boulevard for what will become the south-to-west flyover ramp from I-170 to I-64.



A massive grading and fill operation east of the Lindbergh Boulevard interchange filled in a large dip in the road. Most of the roadbase you see in this photo is recycled concrete from the old highway and bridges. **RIGHT:** An aerial view of the Lindbergh interchange, looking north.



Most of the mainline paving is complete between Brentwood and the Clayton-Warson bridge. Crews now work on filling in the medians, and paving shoulders, ramps and barriers.





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

CONTACT US

INFOLINE:
314-524-9191

WEBSITE:
www.thenewi64.org

TRAVEL INFORMATION:



Forest Park Access After the Hampton Bridge Closure



WARNING: For your safety and the workers safety, please do not trespass on the closed roadway. It is an active construction hard hat zone with workers present any day of the week.