

ONE HALF FINISHED, ONE TO GO

Despite record-breaking amounts of rain, bitter cold and blistering heat, the total reconstruction of five miles of I-64 between I-270 and I-170 was completed on December 15, two weeks ahead of the end-of-the-year deadline.

To celebrate the accomplishment, MoDOT invited the public to come out on Sunday, December 14 and walk and ride bikes on the highway before it was reopened to traffic. Thousands of people took them up on the offer, with crowds estimated at between 15,000 and 25,000. Organized events also attracted a big turnout: a 5K run sponsored by the St. Louis Track Club, a bike ride sponsored by the St. Louis Regional Bicycle Federation, and a cycling time trial sponsored by Big Shark Bicycle Company.

Once the crowds had gone home, Gateway Constructors' crews immediately began the work required to open the new section of highway in time for Monday morning rush hour, and ahead of the season's first ice storm. I-64 between I-170 and Kingshighway Boulevard had been closed the morning of December 13 in order to avoid that storm interfering with the restriping needed to open the new highway.

Gateway crews wasted no time getting to work demolishing the old highway. Within the first three weeks of the closure, they took down the highway overpasses at Laclede Station Road and McCausland Avenue, as well as the Hanley Road

bridge over I-64. Along the mainline of the highway, the old asphalt pavement is being removed and crews are breaking up the concrete roadbed.

Additional bridge demolition has also taken place at Oakland Avenue over I-64 and on the I-64 bridge over Claytonia Terrace. The Oakland Avenue structure will take from four to six months to reconstruct, after which the Clayton Road bridge will then be demolished and rebuilt. Claytonia Terrace will be closed for as long as 90 days while the bridge is rebuilt. Neighborhood traffic should use Boland Place or Big Bend Boulevard to cross the highway.

Meanwhile, progress continues at Hampton Avenue where the north bridge abutment and center pier are already in place. While that center support was constructed along the northern edge of the westbound lanes of the old highway, it will actually be in the middle of the highway when it reopens later this year.

The highway at Hampton Avenue will be moved about fifty feet to the north to make room on the south side of the interchange for a separate ramp. Eastbound traffic heading to Oakland Avenue will take it to cross under Hampton to exit the interstate across from Oakview Place. This ramp will handle much of the traffic heading to the St. Louis Science Center or Forest Park Community College and will make the Hampton Avenue interchange more efficient.

Thousands came out to walk, run and ride bikes on I-64 during the halfway point celebrations.



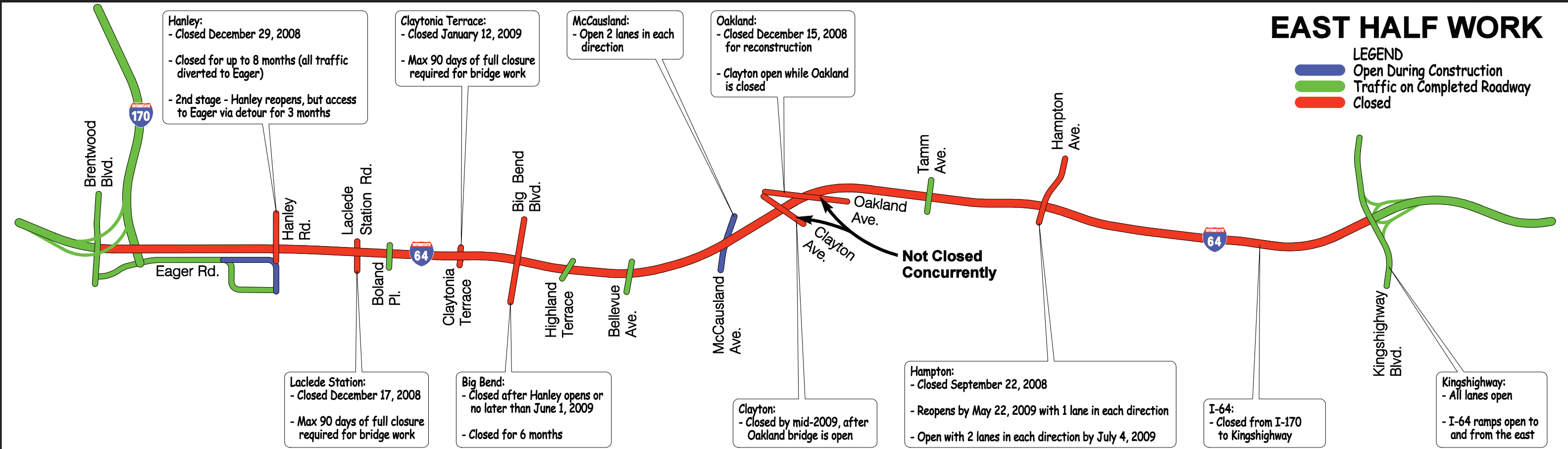
MONITORING VIBRATIONS ON PAVEMENT DEMOLITION

The pavement demolition process is performed by a truck- mounted piece of equipment that slams a ten-ton sheet of steel into the pavement about every 12 inches. This shatters the concrete, which can then be scraped up with a loader and hauled away to be crushed and turned back into gravel for new roadbed.

Seismographs monitor the vibrations during this operation to ensure they stay within allowable levels and don't cause any damage to nearby homes. If a home is particularly close to demolition work, a pre-activity survey is performed to document the "before" condition of the home. That way, if someone believes his home has been damaged, an insurance adjustor has something to compare to the "after" condition of the property. Though residents can certainly feel the vibrations from the demolition, vibration readings have been about half of the allowable level, well below anything that would cause damage.

Pavement breaking operations and pile driving are scheduled, Monday through Saturday, between 7 a.m. and 6 p.m., and may continue into February. Pile driving at bridge locations is another noisy activity that may produce noticeable vibrations.

ABOVE: Demolition begins on the eight-month reconstruction of the Hanley Road bridge over I-64. For an illustration of the Hanley detour route, see page four. **BELOW LEFT:** Concrete from demolished bridges and pavement is crushed and turned into fill material for new roadbed near Laclede Station Road. **BELOW MIDDLE & RIGHT:** Demolition of the I-64 bridge over Claytonia Terrace will close that street for as long as 90 days. A total of nine structures will be rebuilt on the second half of the project.





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TRAVEL INFORMATION:



HANLEY TRAFFIC STAGE 1

The Hanley Road bridge over I-64 closed on December 29, 2008, for up to eight months. During the closure, there are two lanes in each direction on Hanley and Eager Roads for access to and from I-170 or Brentwood Boulevard. Left turns to Dale or Meridian Avenue (the new street that leads to the Metro garage) from Hanley Road are prohibited. Drivers can access eastbound Dale by taking Meridian off of Eager Road at the traffic signal west of Hanley Road.

LEGEND



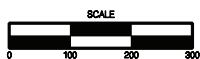
Traffic This Stage



Construction This Stage



Bridge Construction This Stage



PARK 'N RIDE