

I-64 SECOND HALF PROGRESSES ON SCHEDULE; BIG BEND WILL CLOSE JUNE 1

After four months of demolition and reconstruction work, much of the eastern half of the I-64 project corridor has been turned into dirt and rubble as crews prepare for summer paving weather.

So far, the weather has not been much of a factor in the construction schedule, unlike 2008, when record-setting amounts of rain and snow caused more than a month of delays. This time crews have been able to stay right on schedule as they demolish and remove the old bridges and roadway and complete the excavation and dirt work for the new highway.



With the earthwork well underway for the mainline paving and new freeway entrance and exit ramps at Big Bend Boulevard, preparations are also being made for the June 1 closure of the bridge.

Perhaps the biggest impact on traffic during this second phase of construction will be the June 1 closure and reconstruction of the Big Bend Boulevard bridge over I-64. Since the Hanley Road bridge is currently scheduled to reopen to traffic sometime in August, there could be a three-month period when the Hanley closure and the Big Bend closure will overlap. While both crossings are closed, drivers should continue to use McCausland Avenue, Bellevue Avenue, Brentwood Boulevard or the Hanley/Eager detour to I-170 to cross I-64.

Meanwhile, plenty of progress can be seen at Hanley Road. Girders have been set for the crossings over Eager Road and the highway. Carpenters and ironworkers are hard at work forming the bridge decks while earth work is also well underway on both sides of the bridge. On the southeast corner, excavators are preparing the road base for the eventual paving of the new road that will take traffic to and from Eager Road underneath Hanley, eliminating one major source of congestion at the Hanley/I-64 intersection.

At Hampton Avenue, crews are working to get the crossing over I-64 into Forest Park reopened with one lane in each direction by May 22. A new roundabout at the Wells Avenue intersection will help keep Forest Park traffic moving, while a new 130-foot long pedestrian underpass will take cyclists and joggers on a much safer path under Hampton Avenue. The Hampton interchange work will continue into the summer until the Fourth of July when two more lanes will open across the bridge.

Elsewhere along the corridor, the first pieces of the mainline have been poured at the highway crossings over Laclede Station Road and Claytonia Terrace. Those two streets, which cross under I-64, have been reopened to traffic. Reconstruction of the Oakland Avenue bridge continues just east of the crossing for Clayton Avenue. Completion of the Oakland bridge is scheduled for sometime this summer, after which the Clayton Avenue bridge will be demolished and rebuilt.



ABOVE, CLOCKWISE FROM THE LEFT: 1. Ironworkers install reinforcing steel for what will become support columns for the Oakland Avenue bridge. 2. & 3. Paving crews pour and finish concrete for the bridge deck over Laclede Station Road. 4. A new pedestrian crossing over I-64 near Kingshighway Boulevard opened April 10th. 5. The median support and abutments over McCausland Avenue are nearly complete. Girders will be set there in late April. BELOW: 6. Along the western half of the project warmer temperatures means landscaping can begin along the sides of the highway and at the interchanges. Here landscapers install shrubs near Lindbergh Boulevard. 7. All along the project corridor the old pavement has been removed down to the dirt road base. It will be replaced with 11 inches of new concrete.



THE NEW I-64 GOES GREEN

How does the New I-64 Project contribute to a “greener” St. Louis?

- To date, **256,000 tons** of concrete and asphalt have been recycled back into the New I-64. When the project is complete, a total of **456,000 tons** will be recycled.
- Using recycled concrete as the base material for roadways reduces the pollution involved in transporting material to and from a quarry.
- Steel products such as rebar, guardrail, signs and lights are recycled and reused in the production of other metal goods.
- Improved air quality is a result of better interchanges that reduce congestion, including three new roundabouts that eliminate signals which require electricity and reduce emissions because vehicles don’t have to stop.
- 3,700 trees will be replanted along the project.
- Best of all, **nothing goes into landfills!**

THE CONCRETE RECYCLING PROCESS



A hydraulic drilling machine demolishes bridges into chunks or an excavator breaks roadway up into smaller pieces.

A final layer of concrete is poured and the surface is smoothed (below, the workers are standing on the aggregate base).



The crushed concrete is then used as an aggregate base that lies beneath the concrete pavement that we drive on.



The rubble is loaded into large portable crushers that can crunch up to 600 tons of concrete per hour.



Rubble goes into the crusher and comes out of a large conveyor that shoots it into a pile.



Questions?

1-888-ASK-MODOT or www.thenewi64.org



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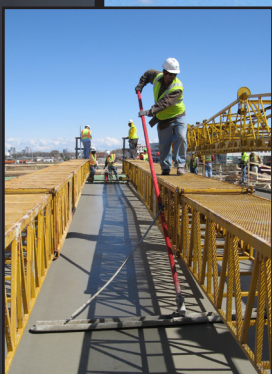
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ABOVE: The Hampton Avenue bridge over I-64 takes shape by Forest Park. Bridge deck paving is nearly complete and the structure is on schedule to open one lane in each direction by May 22. A new roundabout at the Hampton/Wells Drive intersection will open at the same time. A new underpass for the bike and pedestrian trail now crosses under Hampton in Forest Park.