



Mississippi River Bridge Undergoes Repairs

Crews from Jefferson City began working on the existing Mississippi River Bridge in Cape Girardeau in early September. The bridge underwent its routine inspections recently and as a result, crews made repairs to some of the bridge's truss connections. The work was expected to take one-to-two weeks, however was completed ahead of schedule.



Inspections are held regularly on the existing bridge to keep it in the best condition possible until the opening of the Emerson Bridge.

Most of the work was done underneath the bridge with minimal traffic disruptions. Some work over the river did call for equipment to be placed on the bridge deck and traffic reduced

to one lane.

Work started with repairs to the connections underneath the Illinois approach spans followed by repairs to the connections over the river. "We want to remind motorists that while the bridge is aging, it is a safe structure.

We found areas during the inspection that needed repairs and that's why MoDOT inspects all bridges regularly."

For more information, contact MoDOT toll-free at 1-888-ASK-MODOT (1-888-275-6636).

The Construction Update

• What's The Latest With The Emerson Bridge?

The Emerson Bridge construction project is a flurry of activity. Work continues on Piers 2, 3 and 4 and big progress is being made on each.

Pier 2--Pier 2 on the Missouri side continues to see cable work. The cable installation is a continuous process of constructing girders, attaching cables and then adding panels of the bridge deck. Those panels and the pier towers will then undergo post-tensioning. This is necessary because the cables are what holds the bridge deck up and the bridge cables will be pulling on the piers. The tower legs undergo post-tensioning by looping steel strands through the tower legs and filling it with grout. This forces the concrete to compress and makes it stronger. This process should continue through the winter and spring,



Cable work on Pier 2

continued on p. 2

Construction Update Continued

Pier 3--Pier 3 should continue with tower leg pours. Tower leg pours continue with one every week to a week-and-a-half. The last tower pour should be in late November and then a small cap pour to be done later. The bowtie (the concrete portion shaped like a bowtie that connects the pier towers) was completed in early September.

Girder construction from Pier 3 is scheduled tentatively to start in late September or early October and finish early next summer. The bridge deck is scheduled for next summer, with the lighting installed in late summer to



Pier 3 in the middle of the river

early fall. Fine tuning and grouting of the cables is scheduled for mid to late fall.

Pier 4--The Pier 4 caisson is at rock on



Cable work on Pier 2

the riverbed. The large concrete pour (lasting 36-hours like the one done last summer on Pier 3) should be completed before you receive your Beacon.

Route 74--The Missouri approach roadway project began in September. The contract was awarded to Bross Construction/C.B. Equipment Inc., Hannibal, Mo., for \$2,034,746. in June. The project includes building the Missouri approach roadway from Sprigg Street east to the new Emerson Bridge. Work began with utilities and drainage/storm sewers.

Illinois Approach Deck--A contract was also awarded in June to construct the deck on the Illinois approach spans. The \$4,191,199 contract was awarded to Traylor Bros.



Work on Pier 3

Inc., Evansville, Ind. Work also began in September.

Construction on Route 74 and the Illinois approach deck is not expected to have any major traffic impacts. Motorists are urged to be alert for trucks entering and leaving the construction site and use extreme caution near the work zone.

The Illinois approach deck and Missouri approach roadway are the final two construction contracts for the Emerson Bridge.

An In Depth Look: Skylar Lee, Traylor Brothers Project Engineer

Bridges aren't new to Skylar Lee, Traylor Brothers' project engineer.

Lee started working with Traylor after he graduated from Auburn University in 1996. His first job was the largest bridge construction project in North Carolina.

"The project was a multi-level interchange



Skylar Lee

and bridge across the Neuse and Trent Rivers in New Bern," he said.

From there, he went on to work on twin bridges across Grand Lake in Grove, Okla-

homa.

It's impressive credentials, but Lee said the Emerson Bridge is in a class by itself.

"A cable-stay bridge is much more technical

than a conventional bridge and the Mississippi River is much more difficult to work on than most," he said.

The river has probably been his least favorite part of the job.

"It has been much more difficult and unpredictable to work on than other bodies of water," Lee said. "I think scheduling has been the toughest for most everyone."

Scheduling is one of

Lee's major responsibilities as well as overseeing the engineering side of the construction project. He also gets the task of overseeing the paperwork and making sure everything is in place for materials, procedures and records.

Even with the unpredictability, Lee says there are still really good parts of the job.

"This has been the best crew I haved worked with thus far," he said.



The Bridge Beat

• Cape Girardeau Men Bring Lights To Bridge

The Emerson Bridge is going to be a spectacular sight during the day, but lighting planned for the bridge will ensure it is a suitable landmark at night as well.

The bridge lights will be thanks to the hard work and efforts of two Cape Girardeau men, Nelson Ringer and John Layton.

"The idea was actually my wife's," Ringer said. "We lived in Memphis and that bridge was lit several

years ago. Jane thought it would be good if Cape's bridge had lighting. John and I have been working on it ever since."

While Ringer and Layton have been in the forefront of the bridge project, they are quick to point out all the others who have contributed.

"The Cape Girardeau Chamber of Commerce's beautification committee did most of the work," Ringer said.

"When Nelson and

Jane brought the idea to the committee, we began making contacts to get ideas and find out what we needed to do," Layton said.

The lights will be funded 80 percent from federal enhancement funds with Cape Girardeau matching 20 percent.

The Chamber plans to sell lights to raise the funds needed. The "Eastern Access" prints of the bridge is also helping, with \$10,000 raised already.

"We're going to

make it a community fundraiser to put lights on the bridge," said Layton. "It will be a sense of civic pride."

Both men look forward to the finished product.

"The bridge will be visible for 15-20 miles. I think it will become the symbol for our area," Ringer said.

"I'll feel personal satisfaction that I had a hand in it," said Layton. "I'll feel pretty good about it."

What About Barges & Our Bridges?

After a barge accident collapsed an Oklahoma bridge, everyone wanted to know how safe our Mississippi River Bridges are.

"We're in good shape," said District Engineer Scott Meyer.

"The existing Mississippi River Bridge is designed to withstand a hit from a barge."

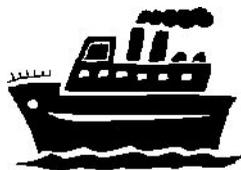
That has been proven over the years as several barge accidents have occurred. Motorists may be wondering what the new bridge will offer in the barge safety category.

"Even better," Meyer said. "The Emerson Bridge is being built to withstand a collision from a barge up to 1,200 feet long."

In addition to that, the Emerson Bridge was also designed to withstand an earthquake measuring 8.5 on the Richter Scale.

"Another important safety feature of the Emerson Bridge is that it will have a 1,150-foot-wide navigational channel. The existing bridge has only a 672-foot-wide channel."

The extra space will give barges more room to maneuver and keep accidents minimal.



The Illinois Update

Illinois awarded a contract in July for paving from the Emerson Bridge through East Cape Girardeau. The \$3,022,090 contract was awarded to Southern Illinois Asphalt Company of Marion, Ill. The project is anticipated to be completed by July 2003.

Work is completed for the final grading and trimming of the embankment. Work is also complete for curb and gutter work and on a process of adding cement to the soil to provide a solid base for the paving operations.

Emerson Bridge Fun Fact For Kids



The Emerson Bridge will be 4,000 feet long and will connect Cape Girardeau, Mo., with East Cape Girardeau, Ill. That is equal to the length of 13 football fields.

The Beacon

is published quarterly by the Missouri Department of Transportation's Southeast District. It is mailed to Southeast Missouri residents interested in the construction of the Bill Emerson Memorial Bridge to provide information on the project's progress, significant milestones and related news. Comments, questions and suggestions are welcome. Please send to:

The Beacon

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Funding Facts

MoDOT receives its funding from a motor fuel tax, a sales and use tax and from licenses and fees. However, not all of this money is available to MoDOT. Much of it is redistributed to counties, cities, Hancock refunds and other state agencies.

Nearly \$200 million each year is diverted from transportation to other state agencies. Below is the breakdown of the state agencies and the funds received from the sales and use tax in fiscal year 2002.

Diversion Of Funds

Agency	Funds from Sales and Use Tax
State Highway Patrol	\$118,649,055
Dept. of Revenue	56,291,396
Dept. of Economic Development	2,876,618
Office of Administration	2,225,456
State Auditor	799,084
State Treasurer	601,070
Dept. of Natural Resources	49,486

Total Funds to Agencies Other than MoDOT \$181,492,165

Inside:

- ♦ Existing Bridge Work
- ♦ Construction Update
- ♦ What's Happening In Illinois
- ♦ Bridge Lighting
- ♦ Barges And Bridges

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