



Bridge Hits Milestone

■ Caisson Now Rests On The Mississippi River's Bedrock

The Bill Emerson Memorial Bridge will have hit its next milestone by the time you read this newsletter. The caisson for Pier 3 will complete its journey into the Mississippi River and contractor Traylor Brothers and MoDOT will be getting ready for a long couple of days.

"We began sinking the caisson in October," said Rick Lamb, MoDOT senior construction inspector. "It's been slow going the last few months and we had four feet to go as of mid-April."

The caisson serves as the foundation for the pier. The contractor has been removing river bed materials from the caisson's chambers to sink the structure. After the sinking is complete, it will be filled with seal concrete.

"The contractor plans on the seal pour taking place in June. This con-

crete pour will fill all the caisson's chambers and will be the biggest structural pour ever in the state's history," Lamb said.

The concrete pour is estimated to last 48 continuous hours with 4,800 cubic yards (19 million pounds) of

concrete, filling the caisson's chambers and completing that portion of the pier foundation.

"Next up will be the distribution cap pour--about 2,500 yards (10 million pounds) of concrete. That concrete will

basically cap the top of the caisson. After that, the top of the footing begins and on top of that the pier walls and columns will be built," Lamb said.

See the update article on page three for more information on what's happening with Piers 2 and 4.



Divers go below to check that the caisson rests on the bedrock.

Emerson Bridge A Possible Topic For Local PBS Program?

That was exactly the topic of discussion during a meeting recently between MoDOT, contractor Traylor Brothers and WSIU Senior Writer/Producer David Kidd. Kidd contacted MoDOT to pitch the idea of a possible television show to air this August.

"This is a portion of history in the making and I want to tell the story behind it," Kidd said.

In August, WSIU is replaying the Nova program entitled Superbridge about the Alton bridge spanning the Mississippi River. First up on the meeting agenda was the possibility of doing a program about the bridge and call-in show airing on WSIU following the documentary. The station's hopes are to have a half-hour show about the

Emerson Bridge with some video portions about construction.

"If this show goes well, we hope to be in the project for the long term and make a documentary about this historic event in our region's history," Kidd said. "We will use this half-hour show as a test to see how much time would be invested in the project and if it can be done."

"We were very excited to hear from Mr. Kidd," said MoDOT District Engineer Scott Meyer. "The Emerson Bridge is such an important project to the area, having its construction documented this way will keep all the struggles and triumphs encountered along the way recorded for future generations."

An In-Depth Look:

Allen Friedrich, P.E., Senior Construction Inspector for MoDOT



Allen Friedrich

Allen Friedrich is enjoying the largest job on which he's ever worked. As senior construction inspector for MoDOT, the University of Missouri-Rolla graduate has found an engineer's dream.

"This project is special in many ways," he said. "It has two caisson foundations which are not

used very often but are fairly common on Mississippi River bridges. It is a cable stay structure which is also usually used only on major river crossings. This project has many components which are not found on most of our other bridges."

Friedrich is a 15-year veteran of MoDOT and oversees the administration and the inspection of the contract between MoDOT and the contractor, Traylor

Brothers, Inc. He has a bachelor's degree in civil engineering and a master's degree in engineering management.

As interesting as the bridge itself is, those components that make it special are not what Friedrich said are his favorite parts of the project.

"The best thing about the project has been working with the large number of people that are involved," he said.

Eventually, however, all good things must come to an end and Friedrich said he will miss the experiences but will enjoy the payoff.

"I've been working on the bridge since 1996 and it has been very challenging," he said. "I think when it is done, I will have a high sense of satisfaction in knowing that I helped play a part in a project that will benefit a lot of people."



The Bridge Beat

Mayor Al Spradling thinks the Bill Emerson Memorial Bridge can improve Cape Girardeau on many fronts.

"The bridge has a multitude of importance," he said. "The biggest benefit is the safety the larger bridge will give. Plus, it's going to make travel a much more pleasant event. It's really

going to be a beautiful structure."

While the Mayor says the bridge will be a unique tourist attraction, he feels it will help Cape Girardeau in other ways as well.

"Making it easier to get in and out of the city will facilitate economic development," Spradling said. "Old Route 74 is developing now. Industry

will want to continue to locate there. New Route 74 will probably be more commercially developed."

Spradling also says the bridge will help both the west and east sides of Cape's businesses.

"People from Western Kentucky and Southern Illinois will have better traffic flow to our downtown shops as well as a more direct route to the

west side shopping areas. The bridge will bring more people and business."

The Mayor says perhaps the best thing about the Emerson Bridge is that it isn't the existing bridge.

"People just don't like to cross that bridge. Everyone I have talked with is extremely excited about the new bridge," he said.

Grand Opening Plans Beginning

With roughly two years to go before the Emerson Bridge is projected to open, plans for its celebration are already underway.

"We have begun

gathering information," said MoDOT Public Affairs Manager Angie Wilson. "Because the bridge opening will be such a major event in Cape Girardeau as well as

the region, we have met briefly with the Cape Girardeau Chamber of Commerce and the Convention and Visitors' Bureau. It is very important the community be

involved in this historic event."

The Chamber and CVB have agreed to co-chair the steering committee coordinating the opening day celebration.

Bridge Update:

■ Will High River Stages Affect Work?

Larry Owens, bridge project manager for Traylor Brothers, says the question is not, will high river stages affect the bridge construction, it's how bad will it affect construction.

"We know the river is going to get high enough to have an impact," Owens said.

What neither the contractor nor MoDOT knows is if construction can keep on track because no one knows how bad the potential flooding will be.

"We're making good progress now and the more we can get done, the better off we'll be if flooding does delay construction," said MoDOT Senior Construction Inspector Rick Lamb.

Progress has definitely been made on Pier 3. For details see the article on page one. For the latest on Piers 2 and 4, read on.

Pier 2--Work

continued on the Pier 2 towers in early May. The concrete pours for the towers were located between where the road will go and the top of the tower. Only 120 more feet will be left to go.

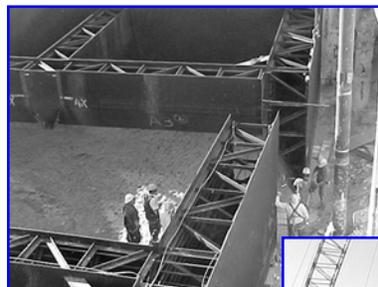
Pier 4--Work continues on the cofferdam which is mostly complete. Once complete, Traylor Brothers will create the sand island inside the cofferdam. The sand island provides a dry space for the contractor to work on the bridge foundation and will take several weeks to complete.

"After sinking the caisson for Pier 3, undergoing the largest concrete pour in the state, getting very close to completing the concrete for the Pier 2 towers and finishing the cofferdam and sand island for Pier 4 all in the next several months, I think everyone will be ready for a long weekend," Lamb said.

Caisson Coincidence?



The photo above shows the caisson for Pier 3 arriving at the Cape Girardeau riverfront in March 1927. The photos below show the caisson for Pier 3 arriving in the cofferdam in October 2000 and being



assembled for its sinking which we continued reporting in March 2001. Coincidence? We think probably so, but very interesting.

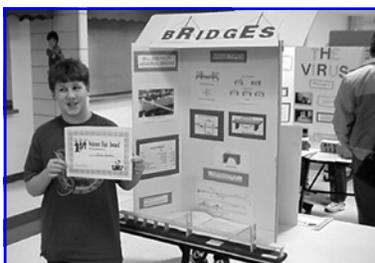


A big thanks to the Cape River Heritage Museum for making photos of the existing bridge construction available to MoDOT.

Next Bridge Engineer

Sixth grader Chris Hunter, of Jackson, took first place for models in his school science fair.

Chris gathered information from Traylor Brothers Project Manager Larry Owens to build a model of the Emerson Bridge. Congrats, Chris and maybe we'll see you in a few years!



Chris Hunter, his first place award and Emerson Bridge model.

Fun Fact For Kids:

The Emerson bridge will be 100 feet wide. It would take 85 large pizzas lined up next to each other to stretch across the new bridge. The bridge will have two driving lanes going into Illinois and two lanes leading to Missouri. Plus, it will have a lot of extra space between the road and the edge of the bridge. This space is good in case cars break down and need to pull over.



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.

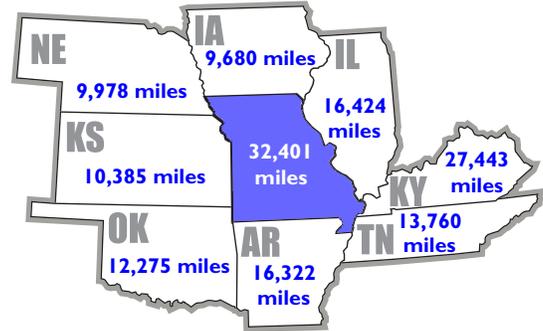
Please send to:

The Beacon

Missouri Department of Transportation
Southeast District
2675 North Main Street
P.O. Box 160
Sikeston, MO 63801
(573) 472-6632
1-888-ASK-MODOT

Missouri Highway System One Of The Largest In The Nation

Missouri boasts one of the largest state highway systems in the nation--a public asset valued at \$60 billion. Missouri's network of roads and bridges is larger than that of its eight neighboring states and the seventh largest in the nation.



Information shown is for fiscal year from July 1999-June 2000.
Information provided by each state's department of transportation in a survey conducted from July 2000-November 2000.

With more than 32,000 miles, Missouri's state road system is more than three times larger than systems in Nebraska, Kansas and Iowa, and contains at least 10,000 miles more than those in Illinois, Tennessee and Oklahoma.

A nationwide comparison shows that only six states have larger highway systems: North Carolina, Pennsylvania, South Carolina, Texas, Virginia and West Virginia.

- ◆ Future Bridge Engineer
- ◆ Construction Update
- ◆ Talking With The Mayor
- ◆ Planning For The Opening
- ◆ PBS Program

Inside:

BULK RATE
U.S. Postage
PAID
Sikeston, MO
Permit No. 105

The Beacon
Missouri Department of Transportation
2675 N. Main
P.O. Box 160
Sikeston, MO 63801