



FOR IMMEDIATE RELEASE

February 27, 2012

John James Audubon Bridge Construction is Complete

New Roads, La. – Construction on the John James Audubon Bridge has officially come to a close. The new Mississippi River crossing is the longest cable-stayed bridge in the Western Hemisphere, with a 1,583' main span. Located in south-central Louisiana, the Audubon Bridge connects West Feliciana Parish with Pointe Coupee Parish and is the only bridge between Baton Rouge and Natchez, Mississippi. Construction on the \$409 million project began in 2006 and continued when the bridge was opened in May 2011 due to high water levels closing the St. Francisville Ferry sooner than expected.

"Although the Audubon Bridge has been open to traffic for nine months, it's with a great sense of accomplishment that we are announcing the end of construction on this beautiful structure," said Department of Transportation and Development Secretary Sherri H. LeBas, P.E. "The completion of this bridge opens economic development in south-central Louisiana and will be a source of regional, statewide, and national pride."

"The crews have done a first-class job on this bridge and its approach roadways. With a 100-year lifespan, the Audubon Bridge will open the doors for commerce and travel for generations to come," said Louisiana TIMED Program Director Stephen Spohrer, P.E.

Construction was officially completed with the installation of the navigational clearance gauges, markers which indicate the vertical distance between the waterline and the lowest point of the bridge span in the navigational channel.

The bridge project was part of the Louisiana TIMED Program and was constructed by Audubon Bridge Constructors (ABC), a joint venture of Flatiron Corporation, Granite Construction, and Parsons Transportation Group. The TIMED Program is the single largest transportation program in Louisiana history. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects and is funded by a dedicated \$0.04 per gallon gasoline and motor fuels tax. It was created by Act 16 of the 1989 Louisiana Legislature and was approved by a vote of the people.

The bridge gets its name from John James Audubon (1785-1851), one of the world's most renowned naturalist artists, who dedicated his life to painting all of the birds in America. Audubon painted 32 of his famous works in his *Birds of America* series while residing at Oakley Plantation in St. Francisville as a tutor to Eliza Pirrie in 1821.

The Louisiana Department of Transportation and Development (DOTD) is committed to delivering transportation and public works systems that enhance the quality of life. In addition to



LOUISIANA TIMED MANAGERS

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more than 16,600 miles of roadway, including over 890 miles of interstate, DOTD supports the development of the state's aviation, marine and rail infrastructures. Through this work, we are able to facilitate economic development, create job opportunities, improve vital evacuation routes, and make critical freight corridors safer and more efficient.

For more information, please visit www.dotd.la.gov, email dotdcs@la.gov, or call DOTD's Customer Service Center at (225) 379-1232 or 1-877-4LADOTD (1-877-452-3683). Business hours are 7:30 a.m. - 5 p.m., Monday through Friday.

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DOTD Expedites Emergency Opening of John James Audubon Bridge

New Roads, La. – Due to the rising Mississippi River causing the closure of the New Roads/St. Francisville ferry, the Louisiana Department of Transportation and Development (DOTD) has opened the John James Audubon Bridge. This emergency opening will accommodate traffic that has lost river-crossing access when the ferry closed. The ferry, which carried approximately 720 vehicles per day according to 2009-2010 DOTD statistics, is permanently closed with the opening of the Audubon Bridge.

“High water closing the ferry would have obviously caused an inconvenience for commuters, so using the new Audubon Bridge is a logical alternative,” said DOTD Secretary Sherri H. LeBas, P.E. “Since this is an emergency situation, we’ve talked to the contractor and determined that it’s 100% safe to allow traffic on the bridge at this time. However, there’s still construction work remaining on the bridge. Drivers should be aware that future road and bridge impacts may be necessary to complete the construction that remains on the project.”

The Mississippi River is now at the 53 foot mark at the Red River Landing gauge, which is when, based on the state’s protocols, the St. Francisville ferry service closes. The newly opened bridge allows commuters to experience uninterrupted access across the river.

The John James Audubon Bridge is the longest cable-stayed bridge in the Western Hemisphere and connects Pointe Coupee and West Feliciana parishes. Construction on the \$409 million bridge began in May 2006. The new bridge over the Mississippi River includes almost 12 miles of new roadways leading up to the bridge, and connecting U.S. 61 to La. 1. While the structure is itself a significant engineering achievement, it is also the first Design-Build project undertaken by the Department of Transportation and Development.

The new bridge will greatly improve freight and commerce efficiency for major industries including the timber industry and local major businesses like the Big Cajun II plant right next to the bridge in New Roads. The company will benefit from the new access by providing a more direct route to the plant, improving access for approximately 300 employees and the 6,400 tractor trailers that travel to and from the plant each year. Without the bridge, travelers and freight haulers add 25-30 miles to their trip. Reduced freight travel time cuts down on costs that would otherwise be directly passed on to consumers, and reduces fuel emissions.

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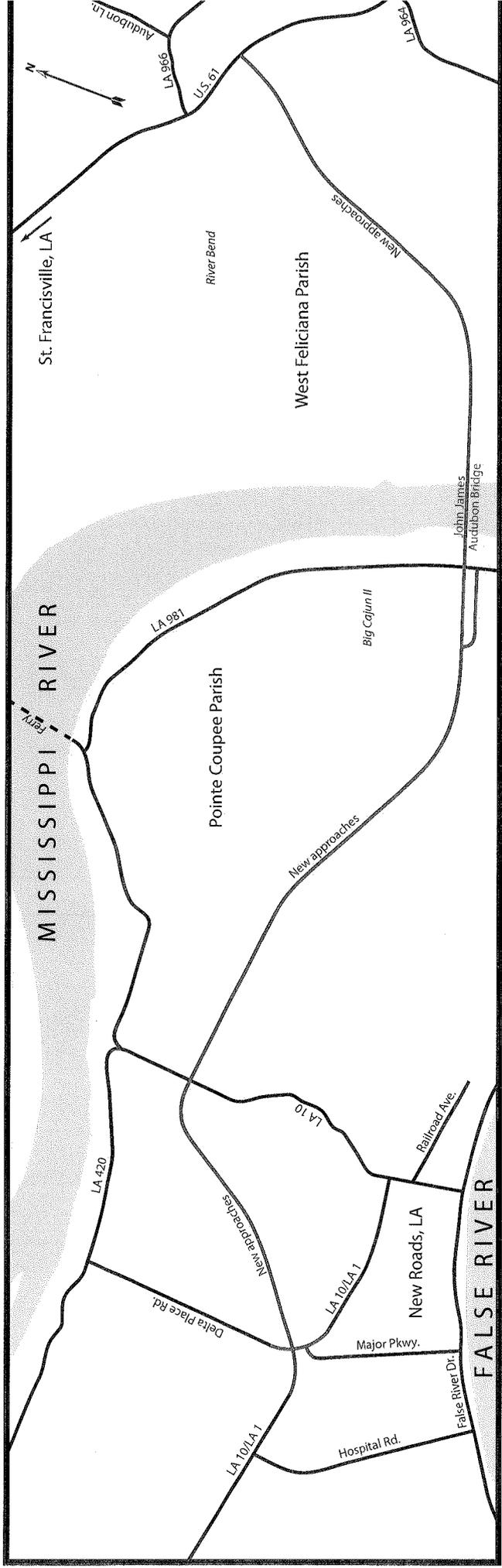
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FOR IMMEDIATE RELEASE

January 5, 2011

John James Audubon Bridge Cable Stay Installation Is Now Complete

New Roads, La. – The last two cable stays of the longest cable-stayed bridge in the Western Hemisphere were installed on Monday, January 3, five days after the spans were connected. The John James Audubon Bridge, Louisiana's newest crossing over the Mississippi River, now has all of its 136 cable stays in place.

Each cable stay is anchored to a 500-foot tower, which provides support to the bridge deck. Each stay contains 20 to 69 individual cables for a total of 4,548 cables. If the cables were placed end to end, they would stretch approximately 1200 miles. Each stay is protected by an orange sheath, which has a spiral bead extending its length to resist rain and wind vibration.

"The installation of the last stay cable on the John James Audubon Bridge is yet another major milestone in the construction of the bridge," said Department of Transportation and Development Secretary Sherri H. LeBas, P.E. "Installing and tensioning this final stay, which contains over 800' of cable, is a noteworthy engineering achievement."

The bridge project, expected to be complete in late 2011, is part of the Louisiana TIMED Program and is being constructed by Audubon Bridge Constructors (ABC), a joint venture of Flatiron Corporation, Granite Construction, and Parsons Transportation Group. The TIMED Program is the single largest transportation program in Louisiana history. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects and is funded by a dedicated \$0.04 per gallon gasoline and motor fuels tax. It was created by Act 16 of the 1989 Louisiana Legislature and was approved by a vote of the people.

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FOR IMMEDIATE RELEASE

December 29, 2010

Spans Connect on Longest Cable Stay Bridge In the Western Hemisphere

Important Milestone for New Crossing Over the Mississippi River

New Roads, La. – The spans of the longest cable-stayed bridge in the Western Hemisphere were connected this morning, Wednesday, Dec. 29, 2010, a major milestone in the building of the John James Audubon Bridge over the Mississippi River in Louisiana.

While the moment was significant, the placing of the final girder was all done in the normal course of working on the \$408-million bridge, which stretches 1/3 of a mile over the River and connects the Pointe Coupee Parish/New Roads areas with the West Feliciana Parish/St. Francisville areas. The project began in May 2006 and is slated for completion in late 2011.

Construction of the spans began from both sides of the 500-foot tall towers in early 2010. Now connected, the bridge is still not accessible to vehicle traffic as more work needs to occur to complete the deck itself. Once completed, the bridge will have four travel lanes, 8-foot outside shoulders and 2-foot inside shoulders. The project also includes approximately 12 miles of new approach roads. It will provide the only traffic crossing point on the Mississippi between Baton Rouge, La., and Natchez, Miss., a distance of approximately 90 river miles

“The bridge will reduce commute times and promote economic development while providing a safe and efficient travel route for freight and shipping. The investment in the John James Audubon Bridge, as well as a total investment of \$4.6 billion in Louisiana’s TIMED Program, is improving the quality of life for motorists, residents, and businesses by enhancing economic development,” said Department of Transportation and Development Secretary Sherri H. LeBas, P.E.

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structures from the days of Audubon, it is only fitting that the new bridge be named in his memory.

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November 15, 2010

Major Parkway Reopens
New Intersection with LA 1

New Roads, LA – The new intersection of Major Parkway at LA 1 was opened today, Nov. 15. This area has been closed since August while crews removed the old intersection. The intersection relocation was necessary because LA 1 was shifted to the new approach roadways for the John James Audubon Bridge (JJA), and the old LA 1 roadway was removed.

The new section of Major Parkway will now connect with the currently under-construction new approaches to the JJA.

The Louisiana Department of Transportation and Development's (DOTD) John James Audubon Bridge project is a new Mississippi River crossing between Pointe Coupee and West Feliciana parishes in south central Louisiana. The bridge--proposed to be the longest cable-stayed bridge in the Western Hemisphere --will replace an existing ferry between the communities of New Roads and St. Francisville. The bridge also will serve as the only bridge structure on the Mississippi River between Natchez, Mississippi and Baton Rouge, Louisiana (approximately 90 river miles).

The Bridge is part of The TIMED Program, the single largest transportation program in state history. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects and is funded by a dedicated \$0.04 per gallon gasoline and motor fuels tax. It was created by Act 16 of the 1989 Louisiana Legislature and was approved by a vote of the people. For more information, please visit www.timedla.com.

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FOR IMMEDIATE RELEASE

August 12, 2010

Portion of LA 1 to shift onto new Audubon Bridge approach roadway

Major Parkway intersection with LA 1 to close for a month

New Roads, La – The portion of LA 1 through the Audubon Bridge project will shift to new approach roadways Tuesday morning, Aug. 17. Motorists traveling in both directions will veer off the current track of LA 1 to a two-way stop. When traveling from the Morganza Spillway, turning right at the intersection will continue on LA 1. When traveling from New Roads, turning left at the intersection will continue on LA 1. The existing portion of LA 1 between the two newly constructed roadways will be removed.

This roadwork also will cause the intersection of Major Parkway and LA 1 to temporarily close for approximately a month, weather permitting. New roadway for Major Parkway and a new intersection with LA 1 currently is under construction and will open once completed.

The Louisiana Department of Transportation and Development appreciates your patience and encourages drivers to exercise caution and obey all warning signs through the construction area. Please be aware of all construction workers and equipment.

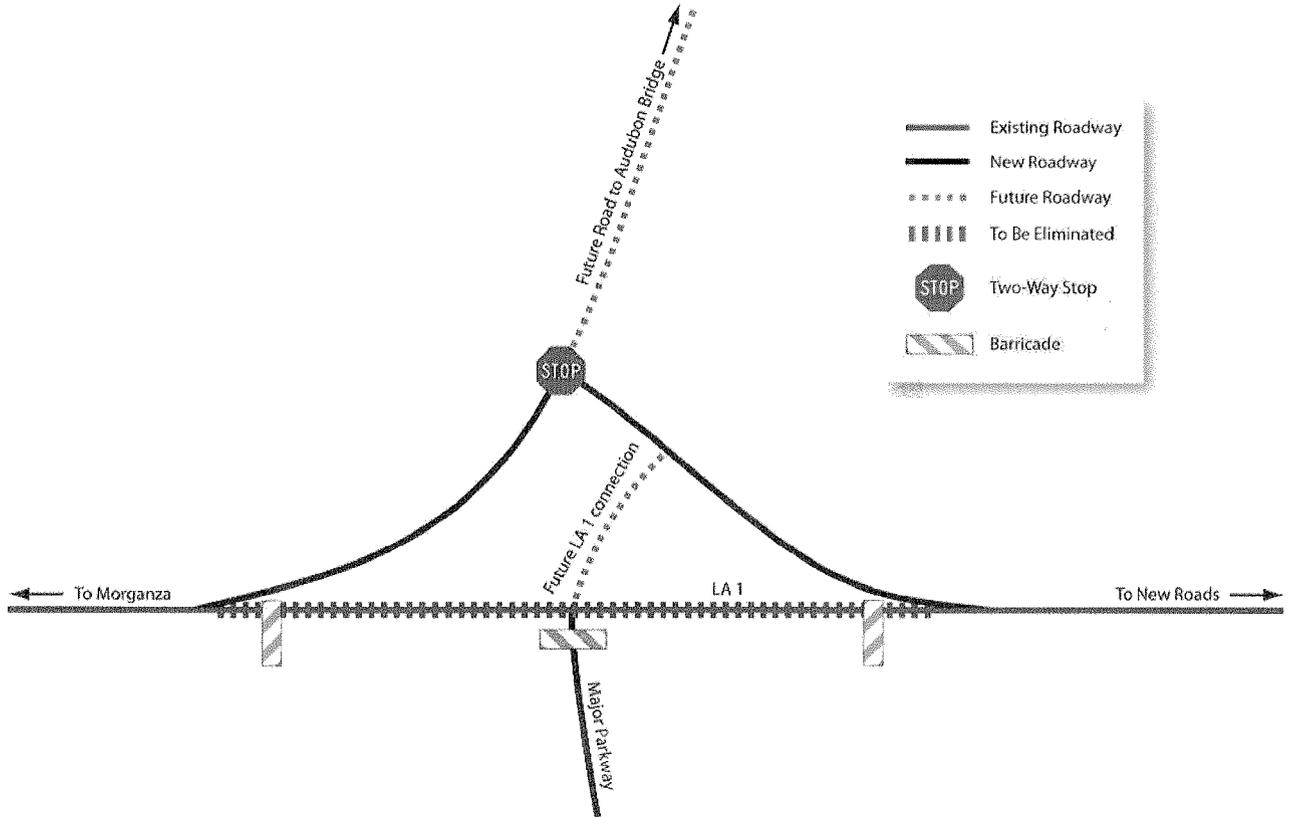
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Visit www.audubonbridge.com for the latest project information, photos and updates.

MEET THE BRIDGE BUILDER Toni Jo Schaefer

Originally from:

Born in Kansas, lived in Missouri, Texas, New York, Massachusetts, Japan, Arkansas and finally, Louisiana.

Responsibilities:

I have worked in the construction industry for nearly 30 years, and currently I am the Administration Assistant for the Audubon Bridge. I take care of my team of four engineers and two inspectors, documentation, liaison with the contractor (Audubon Bridge Constructors) and the quality control company (FIGG). I have been on the Audubon Project for 3 years.

Favorite Sports Team?

Jamaican Bobsled Team (they overcame so many hurdles) and, of course, LSU and the Saints.

Favorite Hobby:

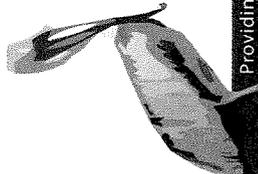
Collecting antiques. I have a very extensive collection of old Atlas canning jars, old kitchen utensils and cast-iron pots.

Favorite Food?

My food favorites change periodically. Right now, my favorite is Vietnamese crepes from Tahn Tahn's in Gretna.

Anything else interesting about you:

I'm an Air Force brat. My most influential years were spent growing up in Japan. In New Orleans, I was the only non-Japanese person on the New Orleans Board of Directors for the Japan Club, and I served as Secretary for the 1991-92 fiscal year. I must say the meetings were very interesting. Also, my husband and I are currently restoring our house which was built in 1927. We moved it to its current site.



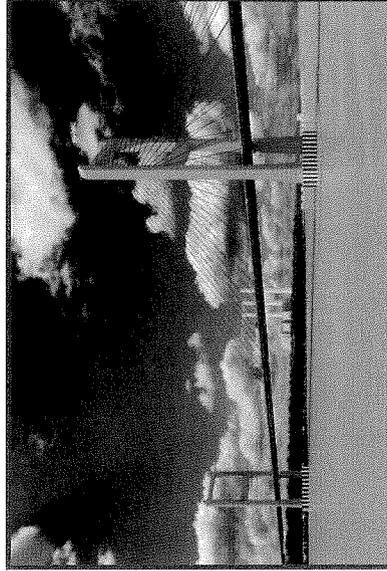
THE pelican REPORT

Providing up-to-date information on the John James Audubon Bridge Project

Winter
2009

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Audubon Bridge Towers Rise from Water

The towers of the John James Audubon Bridge now are visible from the Mississippi River. Both "H-shaped" structures, which will stretch 520 feet into the air, are constructed simultaneously and now sit at an elevation of approximately 240 feet. Once completed, they will be comparable in height to the Big Cajun II power plant smoke stacks.

Both towers will have a small walking bridge that connects the elements of the two allowing workers to move back and forth. Once completed, the towers also will be equipped with small service elevators to facilitate access for maintenance.

After footing and pedestal work was completed in October, workers began building the towers in 13-foot lifts. This construction involved positioning forms

(Continues on page 2)

For more information, call (866) 849-3352.

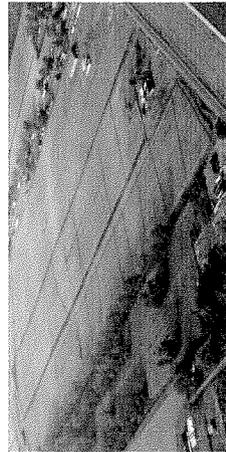
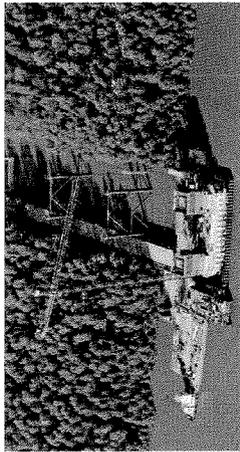
(Continuation from page 1)

The entire John James Audubon Bridge project has reached several other milestones aside from the main span that crosses the Mississippi River. Girders have been placed on the high-level and low-level approaches on the New Roads (west) side of the project. The girders now extend over LA 941 and the levee. In addition, pav-

ing has begun on the west side of the project, including construction on a reconfigured Delta Place Road.

The entire John James Audubon Bridge project is slated to finish in 2011.

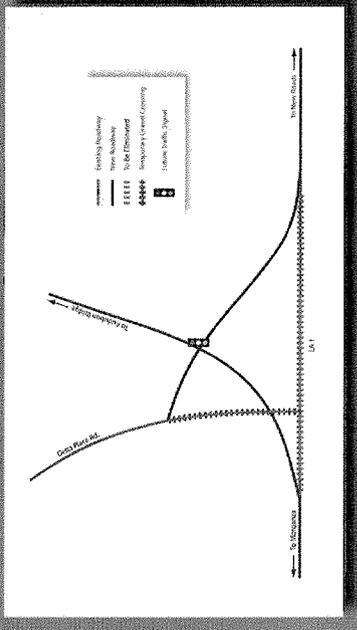
New Audubon Bridge Aerial Photos



Visit www.audubonbridge.com

CHANGING PLACE TO DELTA PLACE ROAD AND LA 1

A small portion of Delta Place Road and LA 1 just south of the Hospital Road intersection in New Roads will have a new look when the John James Audubon Bridge Project is complete. Motorists traveling in both directions will veer off the current track of LA 1 towards a new signalized intersection.



When traveling north on LA 1, turning left at the intersection will reconnect with LA 1, while turning right will lead to the Audubon Bridge. Continuing straight through the traffic signal will connect to Delta Place Road.

When traveling south on LA 1, turning left at the intersection will lead to Delta Place Road while turning right will reconnect with LA 1. Continuing straight through the traffic signal will lead to the Audubon Bridge.

The existing portion of LA 1 between the two newly-constructed roadways, along with a small stretch of Delta Place Road will be removed once the new roadway is ready for traffic. The intersection where Delta Place Road and LA 1 meet was removed in September. Workers built up the embankment several feet to prepare for the new roadway construction, which created an extended closure of the intersection. Once completed, the new roadway will be better equipped against flooding.

A temporary gravel crossing will be placed to reconnect Delta Place Road with LA 1 in mid-December to allow for through traffic until the new roadway is complete. Please exercise caution when using the gravel crossing and be alert for construction activities.

DID YOU KNOW?

If you stretch all the cables used for the cable-stayed main span of the John James Audubon Bridge, they would travel to Atlanta and back.

POLL QUESTION

Please visit the Audubon Bridge Web site at www.audubonbridge.com to participate in our poll question.



FOR IMMEDIATE RELEASE

September 4, 2009

Contact: Sam Moore, John James Audubon Bridge Spokesperson
Phone: 1.866.TIMED LA

Delta Place Road to Close on Wednesday for Six Weeks

Closure necessary for new road construction

New Roads, La. – Delta Place Road will temporary close for approximately six weeks on Wednesday, Sept. 9, for Audubon Bridge Constructors, the joint venture building the John James Audubon Bridge, to construct new roadway.

Delta Place Road will close to all traffic at the intersection of La. 10 and La. 1. All traffic must choose an alternate route and can access Delta Place Road from La. 420 (Pointe Coupee Road).

The John James Audubon Bridge project is a new Mississippi River crossing between Pointe Coupee and West Feliciana parishes in south central Louisiana. The bridge--proposed to be the longest cable-stayed bridge in North America--will replace an existing ferry between the communities of New Roads and St. Francisville.

The bridge will also serve as the only bridge structure on the Mississippi River between Natchez, Mississippi and Baton Rouge, Louisiana (approximately 90 river miles).

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FOR IMMEDIATE RELEASE

July 24, 2009

Contact: Sam Moore, John James Audubon Bridge Spokesperson
Phone: 1.866.TIMED LA

Portion of Highway LA 981 to close beginning Monday, July 27

Both lanes to close for six days

New Roads, La. – Both lanes of Highway LA 981 just south of Big Cajun II Power Plant to approximately one-quarter mile past the project site will be closed from Monday, July 27, at 6 a.m. through Saturday, Aug. 1. The closures are necessary for installation of steel girders for the high-level approaches of the John James Audubon Bridge. Both lanes will re-open Aug. 1, at 7 p.m.

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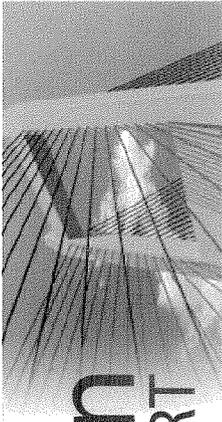
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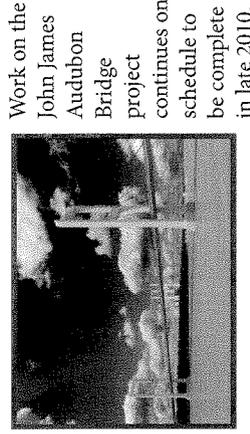


THE pelican REPORT



Spring 2009: News & Updates on the John James Audubon Bridge

Audubon Bridge Moves Forward



Work on the John James Audubon Bridge project continues on schedule to be complete in late 2010.

This part of the job is hard to see for the public, but it is a massive undertaking and a critical component of the Bridge. From these bases, the Bridge will have a secure and sturdy anchor for the towers.

The towers are scheduled to begin rising from the Mississippi by this summer, giving the public their first opportunity to see the outline of a bridge.

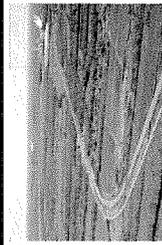
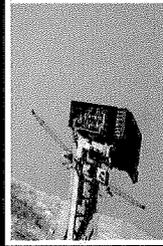
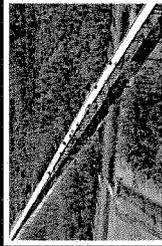
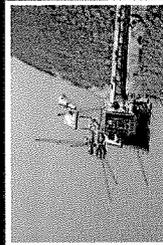
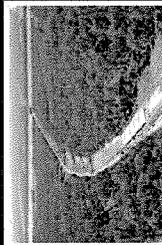
Aside from the main span, many of the other smaller bridges associated with the project are nearing completion. Of the seven bridges, one is complete and most have bridge decks. In addition, paving is scheduled this month to begin from US 61 and move westward to the beginning of the main span.

This is an exciting time for the project, because so many of the segments and individual elements are now coming together.

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- 3 Bridge Model Goes Through Series of Wind Engineering Studies
- 4 New Aerial Photos

New Aerial Photos



JOHN JAMES audubon BRIDGE

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Because of the sheer size of the footings, along with the depth and swiftness of the Mississippi River, engineers and builders have had to rethink normal conventions and employ this unique method to complete the work.

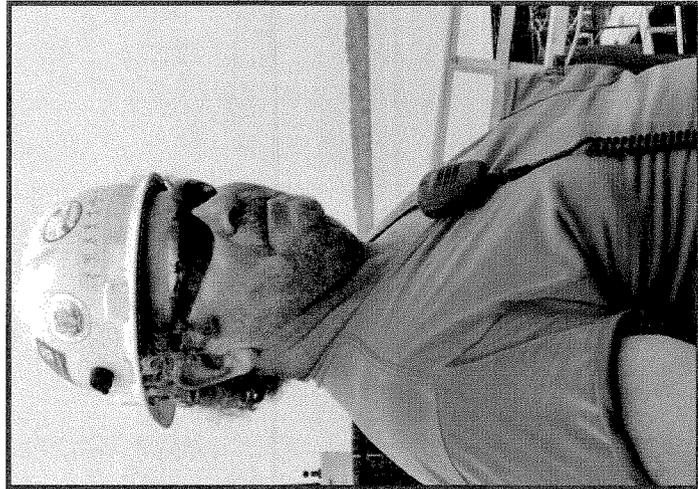
enclosure below the water surface constructed to allow workers to place reinforcing bars and concrete. Cofferdames have been built and lowered on both the St. Francisville and New Roads sides of the river. Concrete placements are scheduled for May.

One of the most significant and distinctive elements of the John James Audubon Bridge is the cofferdams which are used to build the foundations for the towers. A cofferdam is an enclosure below the water surface constructed to allow workers to place reinforcing bars and concrete. Cofferdams have been built and lowered on both the St. Francisville and New Roads sides of the river. Concrete placements are scheduled for May.

The entire project, which includes 12 miles of approach roadways and a 2.44-mile main span, has seen substantial progress in the past few months.



Meet the Bridge Builders



Name: Dave Vannah

Originally from: North Nobleboro, Maine

Title: Superintendent for the West Tower
Responsibilities: I coordinate and supervise crew operations. I ensure that my crew works safely and efficiently. I also help develop the work plans for the execution of the work.

An important part of my job: Getting everyone to work together as a team. We are all public servants. The general public doesn't realize what we have accomplished until we are finished and gone.

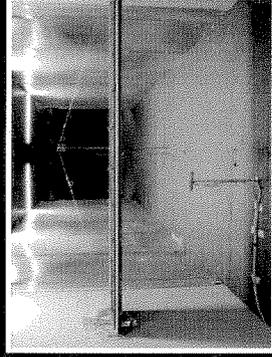
Favorite sports teams: New England Patriots, Boston Celtics, and Boston Red Sox

How long in Louisiana: 1.5 years

Favorite hobby: I enjoy riding four-wheelers through the swamps of Louisiana.

Favorite Louisiana food: I like boiled crawfish or anything my neighbor cooks.

Bridge Model Goes Through Series of Wind Engineering Studies



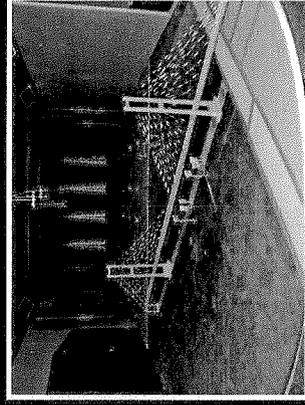
The John James Audubon Bridge went through a variety of wind engineering studies to assess how the Bridge would respond to wind. The tests were conducted by Rowan Williams Davies & Irwin, Inc.

The studies began with an analysis of the local wind climate to determine the wind conditions at the project site. The wind climate study used wind records collected from Baton Rouge Metropolitan Airport and the Big Cajun II Power Plant as well as a computer simulation of hurricanes. The result was a detailed wind climate model that was used to predict wind speeds affecting various aspects of the bridge design, from evaluating the comfort of bridge users under common wind conditions, to the integrity of the structure during hurricanes.

Wind tunnel tests were then performed on a section of the model bridge deck to assess the deck's stability. As a result of this study, components called edge fairings were added to the bridge design to help additionally stabilize the section over a wide range of wind speeds.

The sectional model tests also helped evaluate the Bridge's responses at various stages of construction, as well as after completion. These analyses were used to develop wind loading patterns for the design of the various structural elements on the bridge.

For the final step, an aeroelastic model test of the completed bridge was conducted to supplement predictions. An aeroelastic model provides a physical simulation of the geometry, mass and flexibility of the various elements of the full-scale bridge (e.g. deck, towers, cables, bents) and is the most comprehensive tool for quantifying a bridge's response to wind. Aeroelastic model tests were also carried out at various construction stages. Typically, cable-stayed bridges are considered most vulnerable when under construction. Temporary bents anchored to the banks of each side of the river also help secure the Bridge during construction.



The final study focused on an assessment of the wind-induced vibrations of the stay cables. Many bridges have experienced undesirable vibrations of bridge cables after completion, which required modifications that were both costly and inconvenient. This assessment helped to identify the likelihood of these problems so that they could be considered into the design.



FOR IMMEDIATE RELEASE

April 15, 2009

Contact: Sam Moore, John James Audubon Bridge Spokesperson
Phone: 1.866.TIMED LA

Portion of Highway LA 981 to close starting Monday, April 20

Both lanes to close for 10 days

New Roads, La – Both lanes of Highway LA 981 just south of Big Cajun II Power Plant to approximately one-quarter mile past the John James Audubon Bridge project site will be closed from April 20-29. The closures are necessary for installation of steel girders for the high-level approaches of the John James Audubon Bridge. Both lanes will re-open April 30.

The John James Audubon Bridge project is a new Mississippi River crossing between Pointe Coupee and West Feliciana parishes in south central Louisiana. The bridge--proposed to be the longest cable-stayed bridge in North America--will replace an existing ferry between the communities of New Roads and St. Francisville.

The bridge will also serve as the only bridge structure on the Mississippi River between Natchez, Mississippi and Baton Rouge, Louisiana (approximately 90 river miles).

The Bridge is part of The TIMED Program (www.timedla.com), the single largest transportation program in state history. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects and is funded by a dedicated \$0.04 per gallon gasoline and motor fuels tax. It was created by Act 16 of the 1989 Louisiana Legislature and was approved by a vote of the people. For additional information, please contact Sam Moore, TIMED spokesman, at 1-866-TIMED LA or visit www.timedla.com.

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The Pelican Report

News and Updates on the John James Audubon Bridge • Summer 2008

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www.audubonbridge.com



Photo compliments of Tommy Comeaux, *The Pointe Coupee Banner*

High Water Does Not Stop Progress of Bridge

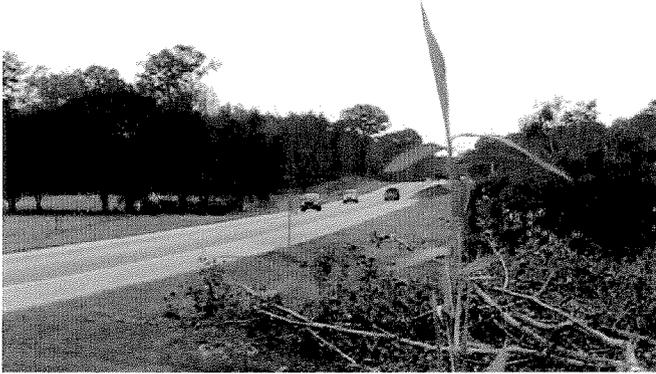
Although the high water levels of the Mississippi River have halted the work on the trestles (work platforms), work continues on the 12 miles of two-lane roadway approaches and eight conventional bridges that will connect LA 1 east of Hospital Road at New Roads to U.S. 61 south of LA 966 at St. Francisville. Once completed, the bridge will provide a crucial crossing point over the Mississippi River between Pointe Coupee Parish and West Feliciana Parish.

Work has continued in the prefabrication yard near Big Cajun II,

which can be seen from River Road, where testing is being performed on a jacking system used during construction. Many of the piles are being driven for the conventional bridges, and grading and drainage work continues on the west side.

Work on the trestles will resume when the water level is safe to do so and is being monitored on a daily basis. Once the trestles are complete this will allow crews to continue work on the main bridge structure despite river conditions.

U.S. 61 Widening Project



The Louisiana Department of Transportation and Development (LA DOTD) received bids for grading, drainage structures, lime treatment, traffic signalization, concrete slab span bridges and related work for the U.S. 61 widening of the Thomas Creek to St. Francisville segment as part of the Louisiana TIMED Program. Denton-James, LLC was the lowest qualified bidder with a bid of \$18.9 million, approximately \$6.1 million below the estimated cost.

This was a successful letting with five bidders competing for the project. This is one of the last two segments for construction of the U.S. 61 corridor widening, creating a four-lane highway from Baton Rouge to the Mississippi State Line.

Widening of the entire corridor is scheduled for completion in mid 2010. The John James Audubon Bridge is also scheduled to be completed in 2010. Once the John James Audubon Bridge is complete, the four-lane highway will support additional traffic to and

from the bridge, which will help with economic development in this area. According to the Federal Highway Administration, for each dollar invested in transportation improvements, the state of Louisiana gains \$2.60 in added benefits, and for every \$1 billion spent, more than 42,000 jobs.

While this project will have minimal effects on traffic flow, motorists should always exercise caution when traveling through work zones. Drivers should watch for construction vehicles entering and leaving the existing travel lanes, reduced speed limits and flaggers directing traffic for specific work activities. The four-laning of U.S. 61 is one of 16 transportation projects included in the Louisiana TIMED Program. The TIMED Program (www.timedla.com) is the single largest transportation program in state history. The \$4.9 billion Program includes 16 specific transportation projects that include four-laning 536 miles of state highways, widening and/or new construction on three major bridges and improvements to both the Port of New Orleans and Louis Armstrong New Orleans International Airport. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects and is funded by a dedicated \$0.04 per gallon gasoline and motor fuels tax. The Program was created by Act 16 of the 1989 Louisiana Legislature and was approved by a vote of the people.

High River Stages: A Photo Essay

Photos compliments of Tommy Comeaux, *The Pointe Coupee Banner*

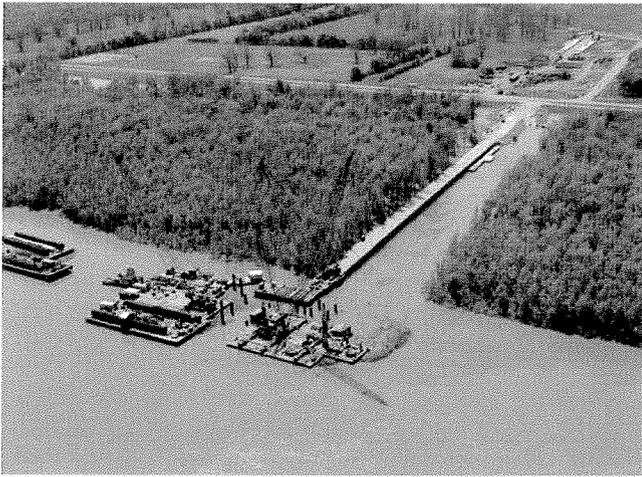
East bank



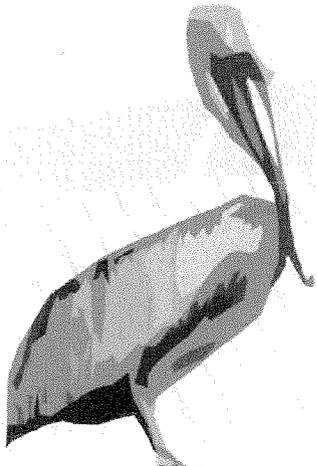
East bank



East bank

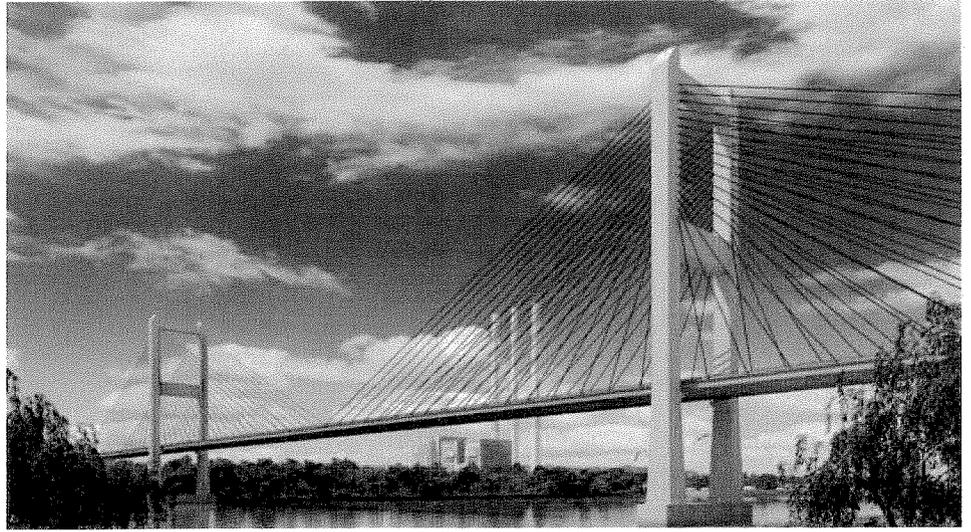


West bank



Bridge to Stimulate Economic Growth

The Audubon Bridge project, as with all TIMED projects, was strategically chosen to be built in order to stimulate economic growth in Louisiana. Economic growth will strengthen the communities of New Roads and St. Francisville, as well as other communities in this area.



From a policy perspective, economic development can be defined as efforts that seek to improve the economic well-being and quality of life for a community by creating and/or retaining jobs and supporting or growing incomes and the tax base. It typically refers to improvements in a variety of indicators such as literacy rates, life expectancy and poverty rates.



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JJA Project Overview

The John James Audubon Bridge project is a new Mississippi River crossing between Pointe Coupee and West Feliciana parishes in south central Louisiana.

The bridge—proposed to be the longest cable-stayed bridge in North America—will replace an existing ferry between the communities of New Roads and St. Francisville.

The bridge will also serve as the only bridge structure on the Mississippi River between Natchez, Mississippi and Baton Rouge, Louisiana (approximately 90 river miles).

The Audubon Bridge project will include:

- A 2.44 mile four-lane elevated bridge structure with two 11-foot travel lanes in each direction with 8-foot outside



The John James Audubon Bridge project is expected to be completed in 2010.

- shoulders and 2-foot inside shoulders
- Approximately 12 miles of two-lane roadway connecting LA 1 east of Hospital Road at New Roads to US 61 south of LA 966 and St. Francisville
- Four new intersections at existing LA 1, LA 10, LA 981 (River Road) and US 61 for entry to and exit from the new roadway and bridge

The project is being constructed by Audubon Bridge Constructors, a joint venture of Flatiron Constructors, Granite Construction and Parsons Transportation Group.

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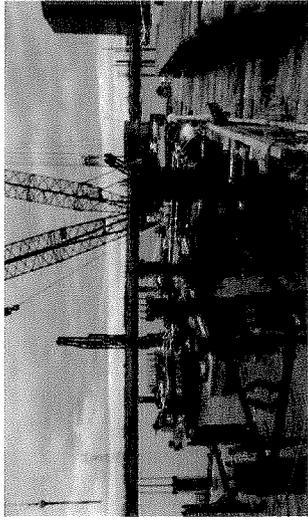


The Pelican Report

News and Updates on the John James Audubon Bridge • April 2008

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Test shafts have been completed

The installation of test shafts has been completed while the permanent production shafts are currently being installed to support the bridges two towers. The piles for Bridge 8, Bridge 7 and Bridge 6 are now complete. Bridge 8 is the nearest bridge to the U.S. 61 access south of St. Francisville. Piles for Bridge 2 across the Big Cajun II railroad spur is 40% complete. Bridge 2 will be the longest conventional bridge along the roadway alignment. The 4,051-foot-long bridge structure will provide a railroad grade separation. Work continues on both trestles. Their completion is subject to the completion of the nearest row of drilled shafts (the line of shafts closest to the trestle).

The John James Audubon Bridge will be 12,883 feet long, with a 1,583-foot main span. It will sit 65 feet high over the Mississippi to facilitate river navigation. The builders are currently using the hammer grab when hard compacted soil is encountered; otherwise the pressurized water and air lift procedure is used. The methods were chosen to facilitate the construction method (casings) and the typology of the soils encountered that were previously determined by geotechnical investigation (boreholes).



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Meet the Bridge Builders



Five Questions with
Chuck Dugger

What is your role on the John James Audubon Bridge project?

I am Chuck Dugger, the Project Manager for Louisiana TIMED Managers.

I am responsible for administering the contract and handle some aspects of design, essentially overseeing the entire Design-Build process.

How did you get involved with this project?

Prior to working on the Audubon Bridge project, I was an existing member of LPA Group, Inc., one of three companies that make up the joint venture of LTM. I served as Office Manager for LPA's Tallahassee office working predominantly in bridge design. While in Tallahassee, I participated in a bridge review for three bridges in Louisiana in 2003, including the John James Audubon Bridge. Once legislation passed in 2004 and LTM was selected to oversee the design-build process, I was asked to transfer to Louisiana and serve as project manager, an opportunity I was eager to pursue.

Tell me about one of your most memorable project involvements.

My most memorable project was working on the Tren Urbano in San Juan, Puerto Rico. Translated as "Urban Train," the Tren Urbano is a metro system linking San Juan, Bayamon and Guaynabo. This project marked my debut as a project manager on a design-build construction project.

What is your professional background?

Upon graduating from Auburn University, I accepted my first job with Figg and Mueller, an engineering firm dealing primarily with pre-cast bridges. I was employed with Figg and Mueller for nine years, before moving to DIMM+HARRIS. At DIMM+HARRIS, Dugger was involved with his two most memorable projects: the Tren Urbano in San Juan, Puerto Rico and another project in Myrtle Beach. He remained with DIMM+HARRIS for six years before joining the LPA team.

Tell me a little about your personal background.

Margaret, my wife of 19 years, and I moved to Baton Rouge from Tallahassee with our three children, Mangy grace, 9, Allen, 6 and Emory, 4. I have found the move to be quite enjoyable despite the undeniable LSU Tiger fan base. It is difficult to raise an Auburn Tiger in Mike the Tiger's lair!

TIMED Program Overview

The TIMED (Transportation Infrastructure Model for Economic Development) Program is the single largest transportation program in state history. The TIMED Program was created by Act 16 of the 1989 Louisiana Legislature and was voted for by the people. The \$4.9 billion improvement program includes widening 536 miles of state highways to four lanes on 11 project corridors, widening and/or new construction on three major bridges and improvements to both the Port of New Orleans and Louis Armstrong International Airport. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects.

In 2002, the Louisiana Department of Transportation & Development accelerated the TIMED Program. LA DOTD hired a consultant to assist with the management of the Program and decided to bond out the remainder of the Program, with the first bond sale of \$275 million occurring in August 2002. The TIMED Program is now scheduled to be completed many years earlier than the 2002 estimate of a 2031 completion.

Hurricane Impacts

Louisiana's TIMED Program felt the wrath of the 2005 hurricanes. These storms caused billions of dollars in damage throughout the Gulf Coast region, resulting in an unprecedented spike in the cost of materials, a labor and housing shortage and a remarkable demand on the construction industry. Workers are displaced. Contractors are in high demand. Equipment is scarce. And the cost of steel has reached unimaginable highs. These factors have led to budget and schedule pressures on TIMED projects. At close of Fiscal Year 2006, an increase of \$700 million in the total projected costs of the TIMED Program was directly related to the hurricane impacts. Additionally, the schedules on the TIMED major bridge projects were affected, resulting in delays and therefore pushing completion dates into 2012 and possibly beyond.

The LA DOTD remains committed to the TIMED Program. The Program is progressing, despite any temporary set backs realized in 2005. Funding from the Act 16 gasoline and special fuels tax remains dedicated to the TIMED projects and bond sales allow for continued advanced construction. The completion delays on the Huey P. Long Bridge Widening project and the Florida Avenue Bridge project are unfortunate effects from hurricanes Katrina and Rita. The success, however, of holding the groundbreaking ceremony on the Huey P. Long Bridge Widening project—just months after the very communities it serves were flooded—is encouraging and a sign of the commitment from the TIMED Program.

The TIMED Program will continue to help rebuild and strengthen Louisiana. From connecting communities and promoting economic growth to enhancing evacuation routes and promoting solid infrastructure, TIMED is a fundamental part of Louisiana's recovery.

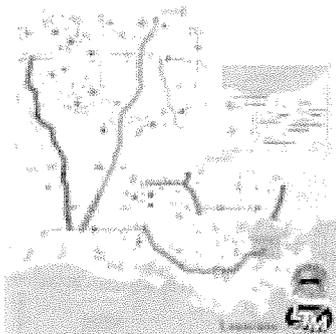


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Installation of production shafts underway

The Design-Build team completed its test shaft program and is now in the early stages of installing production shafts in the river for the cable-stayed bridge's main towers.

"For the last few months, the Design-Builder has performed several test shafts to verify design load capacities and prove procedures for installing permanent drilled shafts in the river," said Bryan Jones, project spokesman. "The test program was a critical element to confirm design calculations and construction techniques before proceeding to permanent shafts."

The test program also served as training for workers to improve efficiency before permanent work began.

The contractor continues to make

progress in the construction of the conventional bridges along the project alignment. Substructure construction activities continue on Bridge 8, Bridge 7 and Bridge 6 on the east bank. Bridge 8 is nearest to the U.S. 61 access south of St. Francisville. Piles are also being driven on Bridge 2 across the Big Cajun II railroad spur on the west bank.

Hill Bros. Construction, the earthwork subcontractor, has completed clearing and grubbing activities.

"Favorable weather conditions have allowed grading and drainage work to progress well the last several months on both sides of the river," Jones said. "In areas where drainage and grading work has been completed, the subcontractor is spreading grass seed to deter erosion during the wet winter months."

Students study bridge construction

As the Audubon Bridge project progresses, elementary students at Bains Elementary School in St. Francisville are studying the construction, engineering terms and how the bridge will affect their daily lives when it is complete.

"The bridge project is a big event in our own backyard", says Marjorie Dubea, teacher of fourth and fifth grade gifted classes at Bains Elementary. "Many of my students have heard their parents talk about the project and are curious to learn more."

According to Dubea, the students have compared different bridge types, studied where they are located and researched equipment and materials necessary for cable-stayed bridge construction.

"We studied the famous Golden Gate Bridge in San Francisco and discussed why, as a suspension bridge, it is similar yet different from the Audubon Bridge," Dubea said.

Using a variety of materials, students designed and built their own small models of the bridge. Some used cardboard, wood, foam, plastic, Lego blocks and even food!

Project manager Chuck Duggar and project spokesman Bryan Jones recently visited the school and presented information about how the bridge is being built.

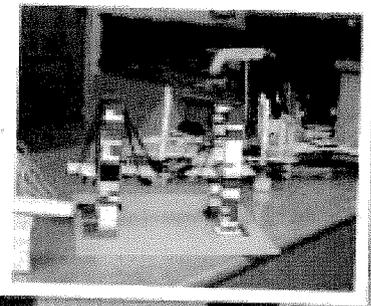
Topics included the kinds and amount of materials, equipment, worker safety and the timeline toward completion. To demonstrate the importance of safety on the job, a student volunteer was outfitted with safety equipment required on the construction site including hardhat, vest, protective glasses and flotation device.

A question and answer period followed with students inquiring about wildlife preservation, strength of the bridge in the event of hurricane-force winds and why each speaker chose their professions.

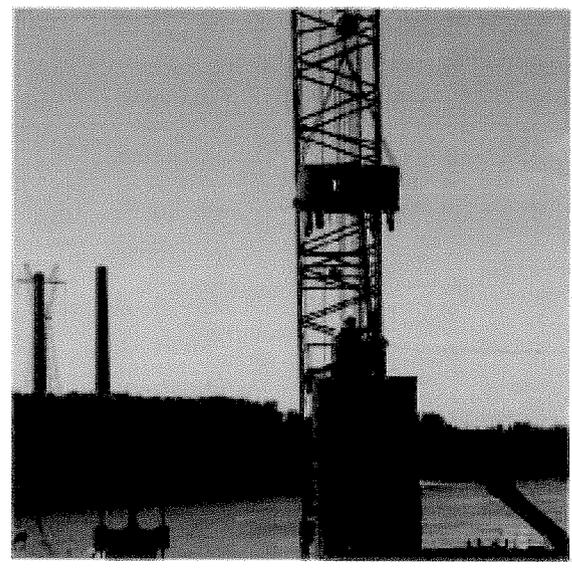
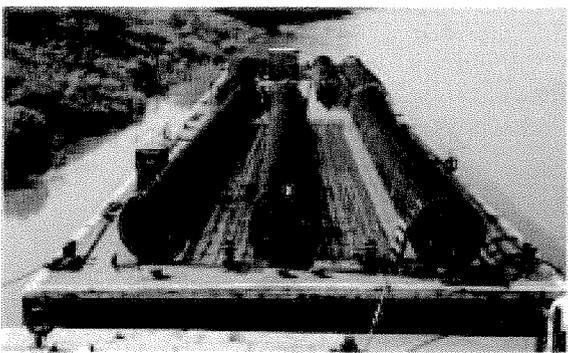
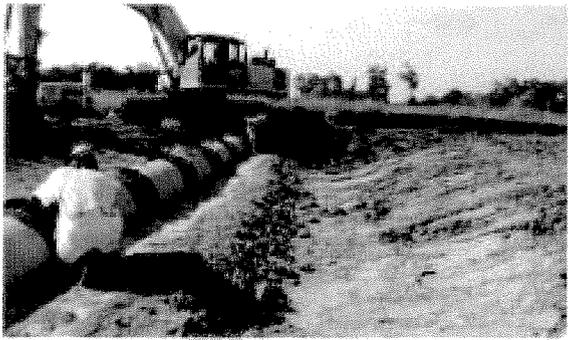
"The project's website has proven to be the most exciting tool the students have used," said Dubea. "Now weeks into our lesson, the kids are amazed to view the updated construction photos and the live web cam of the work site."

Jones said the classroom visit doubled as pilot for an educational outreach initiative the TIMED Program will launch early next year called TIMED to Learn.

"It is important students at all levels are aware of and engaged in the construction projects happening in their neighborhoods," Jones said.



Audubon construction: a photo essay



Clockwise from top left: A crew works to place an underground drainage pipe across the roadway alignment; piles are driven in the construction of Bridge 2, the 3,847 foot bridge across the Big Cajun II railroad spur; a crew prepares a steel casing in the installation of permanent drilled shafts; a view from the levee on the west bank of the river across the batture; rebar reinforcement cages for the bridge foundation's permanent drilled shafts

TIMED Program overview

The Audubon Bridge project is one of sixteen projects in the Louisiana TIMED Program.

The \$4.9 billion TIMED (Transportation Infrastructure Model for Economic Development) Program is the single largest transportation program in state history and is designed to stimulate economic growth across Louisiana through an investment in transportation infrastructure.

On October 2, the Program marked the completion of the seventh TIMED project: the widening of LA 15 in northeast Louisiana. The LA 15 project included widening

28 miles of the corridor between the Mississippi state line and I-20, including a new Tensas River bridge at Clayton.

In FY 2007, the Program witnessed many milestones and successes. More than \$793 million in construction began: 13 segments totaling 96 miles statewide. The Program completed 62 additional miles, bringing the total to 215. The Program also exceeded the \$3 billion mark in investment.

The Program continues to employ thousands of Louisiana residents. In FY 2007, 87 percent of all workers were from



Another project complete: State, local and project officials cut the ribbon on the LA 15 corridor

Louisiana. On any given day, some 1,200 Louisiana residents can be found on TIMED projects.

FY 2008 promises to be another year of progress with \$724 million in construction expected to begin.

For more information on the Program, visit www.timedla.com or call (866) 846-3352.



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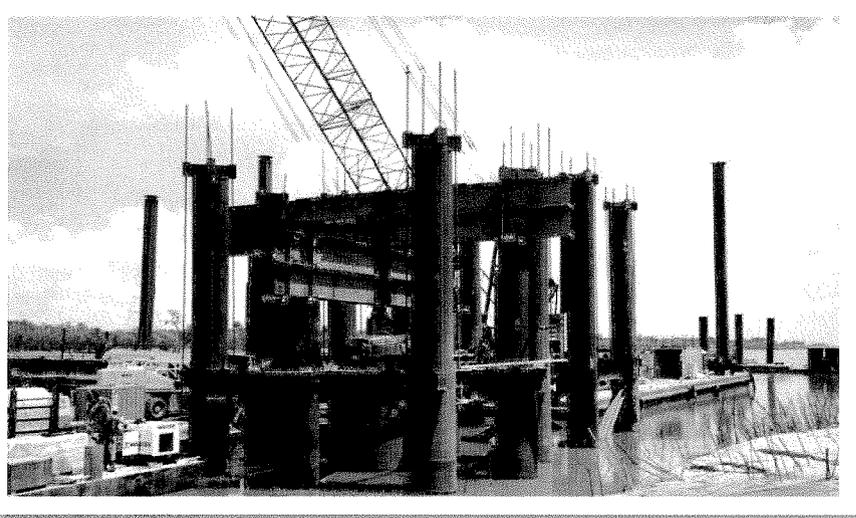
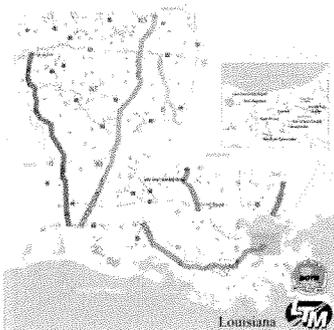


The Pelican Report

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Pier construction progresses

Audubon Bridge Constructors, the Design-Build team, is working around the clock in the Mississippi River to construct both the east and west pier footings. The installation of test shafts is nearing completion and permanent production shafts are being installed to support the bridge's two towers.

“Once the shafts are installed for the footings, the towers will quickly begin to rise out of the river,” said Bryan Jones, project spokesman.

The Design-Builder is utilizing a unique construction method in the cable-stayed bridge construction.

“Each pier footing is held by 21 concrete-filled drilled shafts that are each eight feet in diameter, a first for the lower reaches of the Mississippi River,” Jones said.

“Caisson foundations, by contrast, have historically been used in

bridge construction on the lower reaches of the river.”

Pile driving activities on three of the conventional bridges on the east bank continue. Piles are being driven on Bridge 8, Bridge 7 and Bridge 6. Bridge 8 is the nearest bridge to the U.S. 61 access south of St. Francisville.

Test piles for Bridge 2 across the Big Cajun II railroad spur are being driven. Bridge 2 will be the longest conventional bridge along the roadway alignment at 3,847 feet.

Construction of the temporary west work trestle continues and is expected to be complete within the next few months. The east work trestle is complete.

“With river levels fluctuating on a weekly basis, the work trestles will allow the Design-Build team to work regardless of river level year round,” Jones said.

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Audubon Bridge in the news

*From "Work Trestles Near Completion; Oscillator Used To Drill Shafts;
Pilings For Smaller Bridges Along New Roadway Are Driven," Construction News Magazine, July 2, 2007*

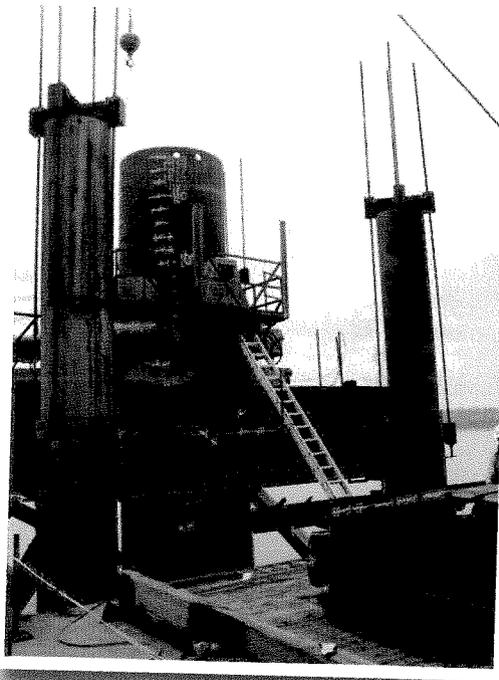
Work continues on the John James Audubon Bridge in St. Francisville and New Roads, La. The east side work trestle is now complete and the west side work trestle nears completion. Pilings for smaller bridges along the east side of the project are also being driven. Casing for the first permanent shaft in the Mississippi has been placed on the west side of the project, where the contractor uses a Leffer oscillator instead of the traditional auger method to excavate for the shafts.

The John James Audubon bridge will be 12,883 feet long, with a 1,583-foot main span. It will sit 65 feet high over the Mississippi to facilitate river navigation. When completed in 2010, it will be the longest cable-stay span in North America.

The west side of the project yields to much gentler landscape. Roadwork here required fill. Design for the roadway on the west side also took into account a local endangered species, the Louisiana Black Bear.

"The approach structure for the main bridge on the east side of the river is fairly long. In addition five bridges along the roadway east of the river that give the bears plenty of opportunity to cross," says Chuck Duggar, project manager,

Louisiana TIMED Managers (LTM.) "Along the approach roadway west of the river which is predominately at-grade we're adding 8-foot by 10-foot box culverts in several areas to provide



Leffer oscillator

them with plenty of opportunities for crossing."

The west side of the project also consists of 3,847-foot-long bridge structure which will provide a railroad grade separation. Boh Brothers Construction Co., LLC, is subcontracted for this portion of the project.

Permanent 8-foot-diameter casings are used with 7.5-foot diameter

temporary casings to construct the foundation shafts which are approximately 200 feet long. Test shafts for both the western pier foundation and the eastern pier foundation have been installed.

Additional Test shafts are being installed on the west side to assure shaft capacities are adequate.

A Leffer oscillator is being used instead of more traditional auger methods to install the casings and excavate the shafts. The machine rotates the casing 15 degrees either way, in addition to pushing up and down to sink the casing and to remove the temporary casing as the concrete is being placed. A variety of excavation methods are being used including a hammer-grab type bucket, a TOYO Pump and traditional air-lift.

"They're trying to clean the shaft bottom area out so that it is as level and flat as possible without excavating below the bottom of the casing," says Duggar. "Toward the end of the excavation it's almost like dental work to get the bottom cleaned adequately. A mini shaft inspection device (mini SID) is being used to confirm the conditions of the shaft bottom before placing the rebar cage and pouring concrete."

by Lisa Doyle, Editor

Audubon Bridge by the numbers

32
SEGMENTS
per tower

1583
feet mainspan

100 year service life

7
conventional
bridges

TOWERS
WILL EXTEND **500** FT.

\$347
MILLION
total cost

136
CABLES
75
PER TOWER

2010
COMPLETION

12 miles of roadway
approaches

each cable made of
up to
strands **75**

21 drilled shafts per foundation: **185** feet in length

65 feet
above high water

420 FT. EAST TRESTLE

1100 FT. WEST TRESTLE

TIMED Program overview

The Audubon Bridge project is one of sixteen projects included in the Louisiana TIMED Program.

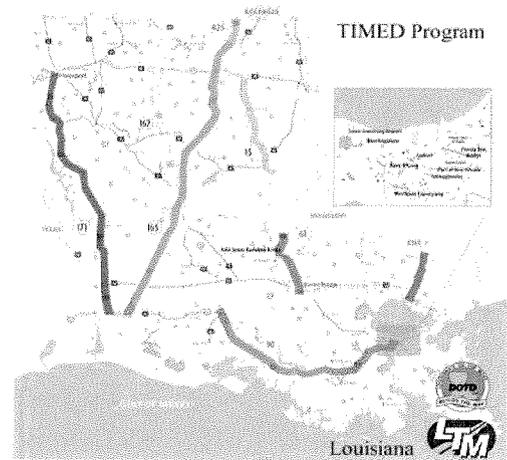
The \$4.7 billion TIMED (Transportation Infrastructure Model for Economic Development) Program is the single largest transportation program in state history and is designed to stimulate economic growth across Louisiana through an investment in transportation infrastructure.

In November 2006, the state of Louisiana sold \$1.1 billion in gasoline and fuels tax bonds to aid in the accelerated completion of the TIMED Program. This

bond sale follows the April 2005 bond sale, which netted \$548 million in additional financing for the TIMED Program.

The Program, funded by a \$0.04 per gallon dedicated gasoline and motor fuels tax, was originally constructed on a pay-as-you-go system. This system ultimately proved to be slow and delayed the original completion schedule.

As a result, the TIMED Program was converted to a bond-financed program in 2002. This allows for an influx of funding which is repaid with gasoline and motor fuels tax



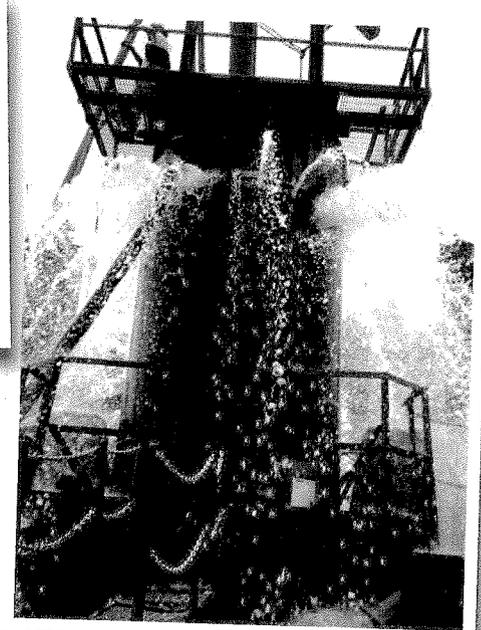
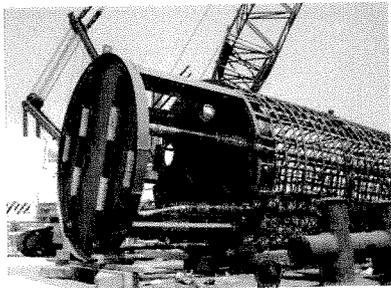
revenue as it is collected.

The TIMED Program has completed the four-laning of 215 miles of roadway to date; six of 16 projects have also been completed.

For more information on the TIMED Program, please visit www.timedla.com or call (866) 846-3352.



John James Audubon Bridge
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Baton Rouge, LA 70809



Clockwise from top left:
Foundation shaft reinforcing cage equipped with grout plate; western pier foundation construction is underway; excavation of a test shaft for the western pier foundation; excavation of a production shaft for the eastern pier foundation

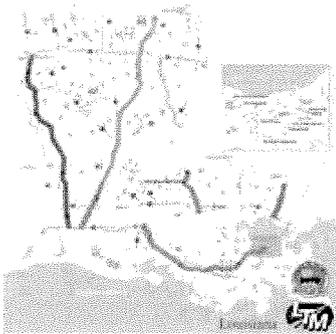


The Pelican Report

News and Updates on the John James Audubon Bridge • Volume 2, Issue 1

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- Permanent construction set to begin.....1
- Cable-stayed vs. suspension: what's the difference.....2
- New outreach initiatives launched.....3
- TIMED Program overview.....4



Permanent construction set to begin Clearing & grubbing nears completion

Permanent construction of the cable-stayed bridge over the Mississippi River is expected to begin by March when the Design-Build team drives a test pile for the western pier foundation.

Bridge 8 on the West Feliciana side of the river near the U.S. 61 site entrance.

In addition to the Mississippi River bridge, the Audubon Bridge project includes seven conventional bridges along the project's alignment.

"This is a significant milestone in the project's overall construction," said Bryan Jones, project spokesman. "Until now, all work in the river has been construction of temporary work trestles and site preparation for erection of the bridge structure."

"As construction of Bridge 8 advances, the Design-Builder has also begun construction of Bridge 7," stated Jones. "This 415 feet bridge will be located to the west of Bridge 8 along the roadway alignment."

Construction of the temporary trestle on the west bank is progressing. Over the last several weeks, the Design-Build team has extended the western trestle from a dirt-filled ramp connected to the levee through the batture. The east work trestle is complete.

In anticipation of construction of the 12 miles of roadway approaches, crews also continue to relocate various utilities across the entire project. Such utilities include water and electrical lines, telephone wires and a major gasoline and diesel pipeline that supplies fuel to the Northeast.

Crews continue to drive piles on

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Cable-stayed vs. suspension bridges: what's the difference?

Ever wonder what the differences are between a cable-stayed and suspension bridge? The two bridges often look very similar. . . but the structures are actually very different. Here's the answer to your question.

A cable-stayed bridge is a bridge consisting of one or more towers, with cables extending from the towers to support the bridge's roadway. Construction of a cable-stayed bridge—compared to cantilever and suspension bridges—requires considerably less material and is often built at a lower cost.

A suspension bridge typically requires lots more cable, while a full cantilever bridge requires considerably more steel and other material.

A cable-stayed bridge may appear similar to a suspension bridge, but in fact is very different in principle and in the method of construction. In suspension bridge construction, a large cable made of small diameter wires is hung between two towers and anchored into the ground or to a massive structure at each end (see second graphic). This main cable is responsible for holding the bridge deck in place by smaller cables or rods connected to

the main cable. The tension of the cables increases when weight of vehicles crossing the bridge is added.

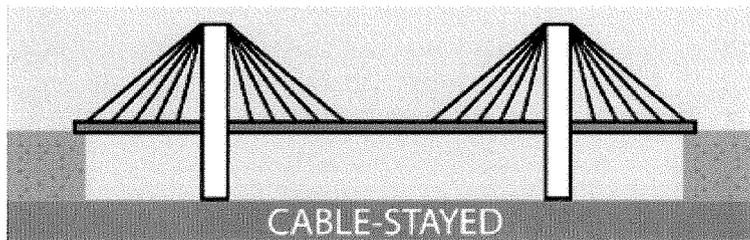
On cable-stayed bridges, the towers are responsible for bearing the heavy load of the deck and traffic crossing the bridge as cables running directly from the towers are connected to deck. This puts the cable-

stayed bridge at a slight disadvantage compared to the suspension bridge, as the cables pull to the sides as opposed to directly up (see first graphic), requiring the roadbed to be stronger to resist the tension.

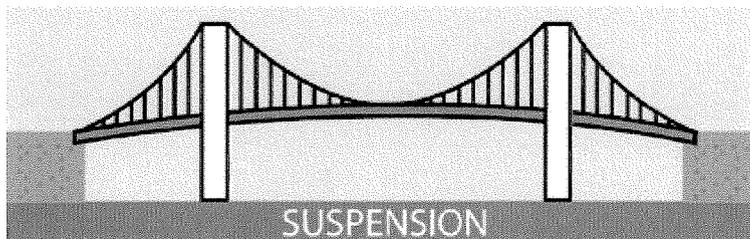
On cable-stayed bridges, all forces are balanced to ensure supporting towers do not tend to tilt or slide, needing only to resist the heavy weight of the bridge deck and "live loads"

such as vehicular or pedestrian traffic.

A further advantage of the cable-stayed bridge is that any number of towers may be used. On the John James Audubon Bridge, as with many cable-stayed bridges, a pair of towers will be constructed.



Design of the Audubon Bridge



Design of the Golden Gate Bridge

New outreach initiatives launched

A letter from Bryan J. Jones, spokesman for the Audubon Bridge project

The New Year has already proven to be a time of progress for the John James Audubon Bridge project. The entire alignment is nearly cleared. Utility relocation is well underway. Work has begun in the river.

As construction of the project moves forward, our public outreach mission remains to keep you—wherever you may be—informed and engaged. Two of the latest outreach efforts for the Audubon Bridge project include a “Meet the Bridge Builders” column and a junior engineer design contest.

The new column, which appears the third week of each month in the local Pointe Coupee Banner and St. Francisville Democrat newspapers, introduces key project personnel to you. Most of these individuals have worked on highway and bridge projects around the world and now, many live in your neighborhoods. If you haven’t already, I encourage you to look for the next column in your local paper or on the Web site at www.audubonbridge.com.

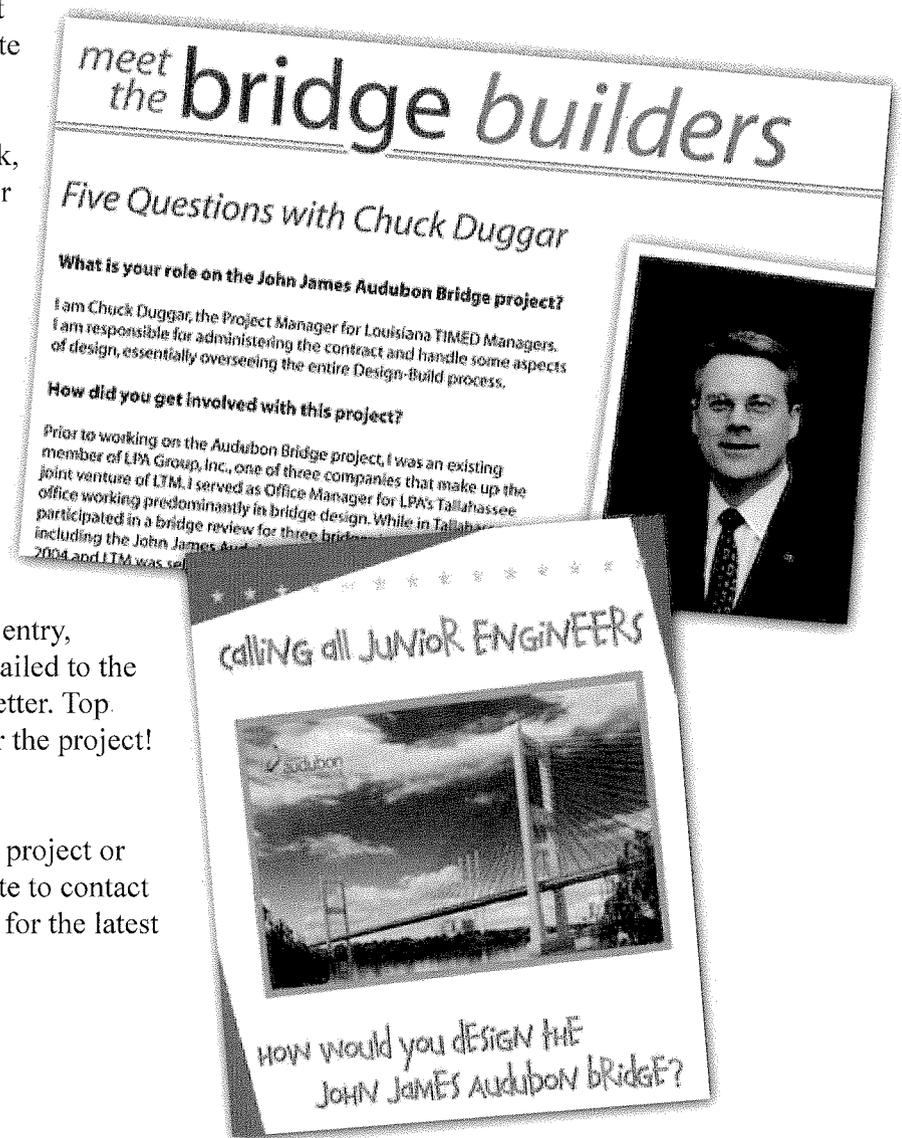
In observance of National Engineering Week, February 18-24, we have launched the junior engineer design contest to promote the engineering profession and the Audubon Bridge project to students. Children ages 5-12 are encouraged to participate. On a blank 8.5x11 sheet of paper, the participant should design and draw the Audubon Bridge as if they were the project’s lead designer. All entries should include an attached information sheet with the child’s first and last name, mailing address and date of birth. The child should also write their first name and age on the front of their entry, on the bottom right corner. Entries can be mailed to the address found on the last page of this newsletter. Top entries may be used in future promotions for the project! The deadline to participate is March 5.

Should you have any question regarding the project or any of our outreach initiatives, do not hesitate to contact me. Stay tuned to www.audubonbridge.com for the latest developments.

Sincerely,



Bryan J. Jones



TIMED Program overview

The Audubon Bridge project is one of sixteen projects included in the Louisiana TIMED Program.

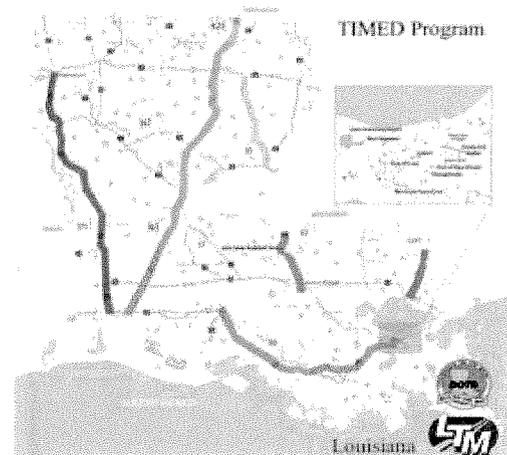
The \$4.7 billion TIMED (Transportation Infrastructure Model for Economic Development) Program is the single largest transportation program in state history and is designed to stimulate economic growth across Louisiana through an investment in transportation infrastructure.

In November 2006, the state of Louisiana sold \$1.1 billion in gasoline and fuels tax bonds to aid in the accelerated completion of the TIMED Program. This

bond sale follows the April 2005 bond sale, which netted \$548 million in additional financing for the TIMED Program.

The Program, funded by a \$0.04 per gallon dedicated gasoline and motor fuels tax, was originally constructed on a pay-as-you-go system. This system ultimately proved to be slow and delayed the original completion schedule.

As a result, the TIMED Program was converted to a bond-financed program in 2002. This allows for an influx of funding which is repaid with gasoline

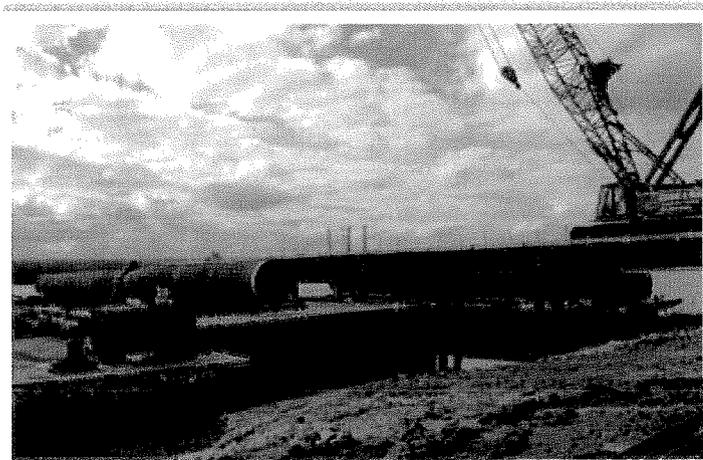


and motor fuels tax revenue as it is collected.

The TIMED Program has completed the four-laning of 167 miles of roadway to date; six of 16 projects have also been completed. For more information on the TIMED Program, please visit www.timedla.com or call (866) 846-3352.



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Clockwise from left: Materials for east pier construction are fabricated, aerial view of river site visible from east bank Web camera, construction of Bridge 8 near U.S. 61 connection

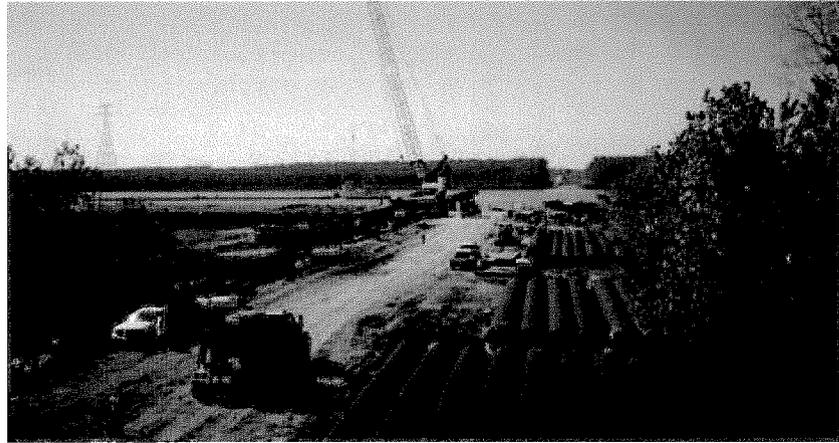
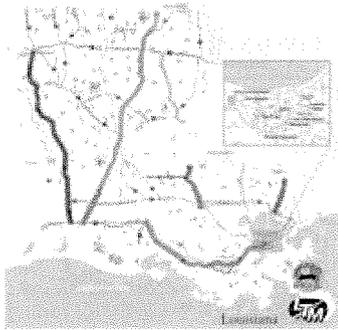


The Pelican Report

News and Updates on the John James Audubon Bridge • Volume 1, Issue 2

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- Audubon Bridge in the News.....2
- Web Site Gets New Look, Features.....3
- TIMED Program Overview.....4



Construction Underway

Only months after the groundbreaking ceremony, significant progress is visible on the Audubon Bridge project as the Design-Build team prepares to begin construction of the cable-stayed bridge over the Mississippi River.

both the east and west pier locations in river,” Jones said. “The work trestles are essential tools in maintaining the construction schedule of the bridge structure.” Construction of the west trestle will begin in the next few weeks.

“A majority of the 12 miles of roadway alignment on both sides of the river is now clear,” said Bryan Jones, project spokesman. “Crews are now constructing a haul road along the route to ease the staging of equipment and materials.”

Piles are also being driven for Bridge 8 on the West Feliciana side of the river. Bridge 8 is the nearest bridge to U.S. 61 along the roadway alignment.

The Audubon Bridge project consists of eight bridges and approximately 12 miles of roadway.

Construction of the east work trestle continues as crews prepare to begin work on the east pier of the cable-stayed bridge.

The successful construction of Bridge 8 early in the schedule is important to the entire project.

“Once these temporary bridges are in place, they will provide the Design-Build team unrestricted access to

“The Design-Build team is able to train crews and work the kinks out of the process,” said Jones.

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Audubon Bridge in the News

Excerpts from "Clearing Way for Cable Bridge," *Construction News Magazine*, October 16, 2006

The 6-1/2 miles from U.S. 61 to the site of the future Audubon Bridge is not yet an easy road to travel. Dante Lius, resident engineer for Louisiana TIMED Managers (LTM), is worried that his two-wheel-drive SUV will not make it through the hilly terrain and a darkening sky threatens to make matters worse.

Occasionally we come across a tree stand exposed by the clearing and grubbing along the temporary road. Ahead is a hill so steep, if it sloped any higher it would be a cliff. Lius hits the gas, and we begin to climb it.

What it lacks in height, the John James Audubon Bridge more than makes up for in length. The bridge will be 12,883 feet long, with a 1,583-foot main span. When completed in 2010, it will be the longest cable-stayed span in North America.

We've made our way to a staging area near the bank of the Mississippi. Here, pipe is welded together for installation on the trestle. Larger 8-foot-diameter pipe sits beside it. This pipe will construct the casing, which will be driven progressively 185 feet into the river bed for the pier

foundation. While driven, dirt will be removed from their center and replaced with steel-reinforced concrete to construct the foundation.



"The most important and the most difficult part of this project will be the cable-stay bridge across the Mississippi," says Lius. "It is the critical part, in that the construction is sequential. The other bridges and the road construction can start in multiple stages."

"All this will take four years. In the meantime, you build the road, and you build all the other bridges," says Lius. "Across the Mississippi, a clearing opens through the forest and crane booms are visible a little further in the distance."

Lius offers to take a flat road to our left out of the river site. I look

back at the rough road we've just traveled, thinking of all the changes the area will experience in the next four years. I can hardly wait to see it.

by Lisa Doyle, Editor

Web Site Gets New Look, Features

A letter from Bryan J. Jones, spokesman for the Audubon Bridge project

If you have visited the Audubon Bridge Web site in the last couple months, I hope you noticed several changes. There is a crisp new design with sharp colors and a clean look. There is an improved photo gallery and a new computer-generated animation that allows you to preview what the Audubon Bridge will look like when complete in 2010.

There are two exciting additions to the Web site that allow you to be fully engaged in the construction project all from the comfort of your home or office.

In an effort to keep you fully informed, we've added a construction Web camera to the site. This new feature enables you to view what's happening on the Mississippi River construction site 24/7. Not only can you view what's happening today, but the archiving feature allows you to go back in time and see what was happening yesterday or the very first day.

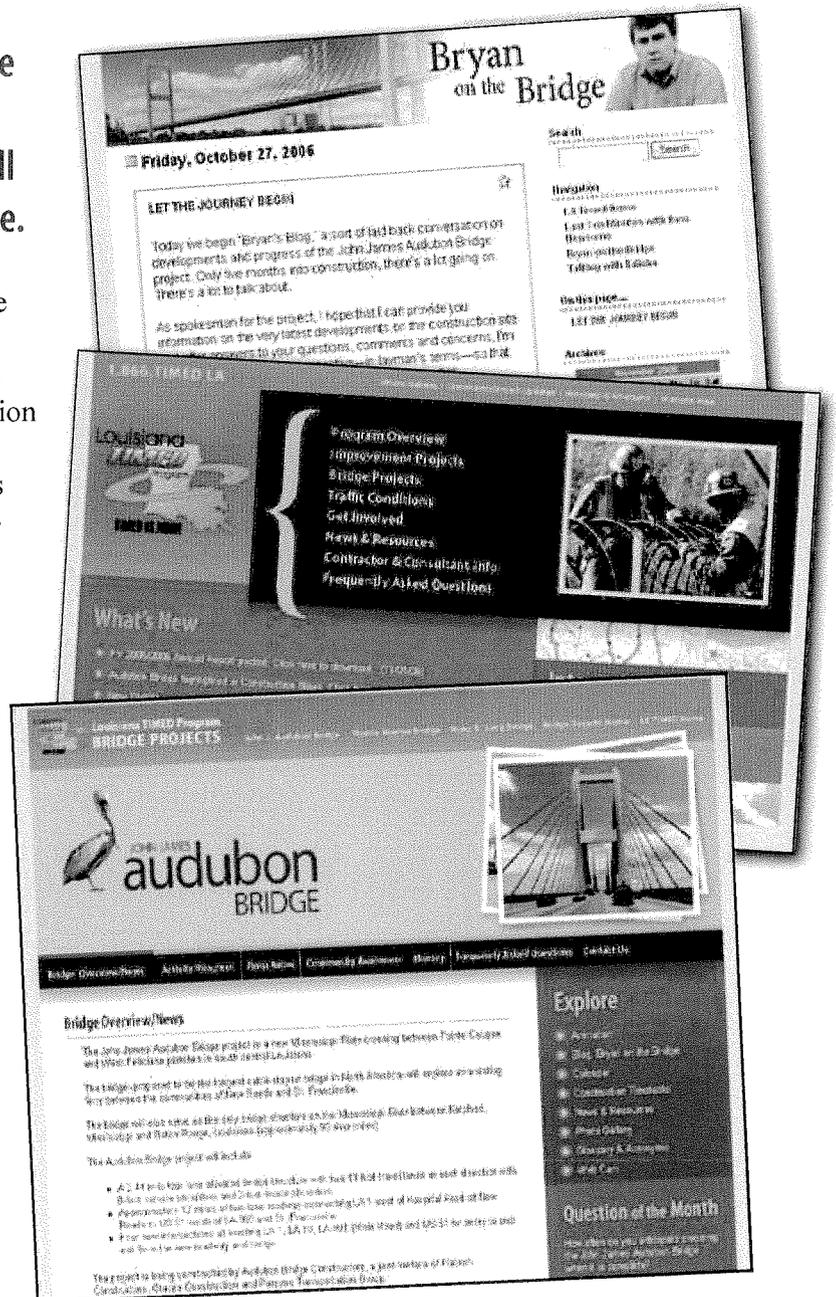
I understand engineering can be extremely technical and often difficult to understand. That's why we've created blogs, an Internet journal of sorts that allows each of us (including me) to speak in layman's terms. That's right...just like I would explain the bridge's construction to my mom or friend. I post a new blog entry weekly; however, you can ask questions or comment anytime.

Visit www.audubonbridge.com today and check out the many new and exciting features.

Sincerely,



Bryan J. Jones



TIMED Program Overview

The Audubon Bridge project is one of sixteen projects included in the Louisiana TIMED Program.

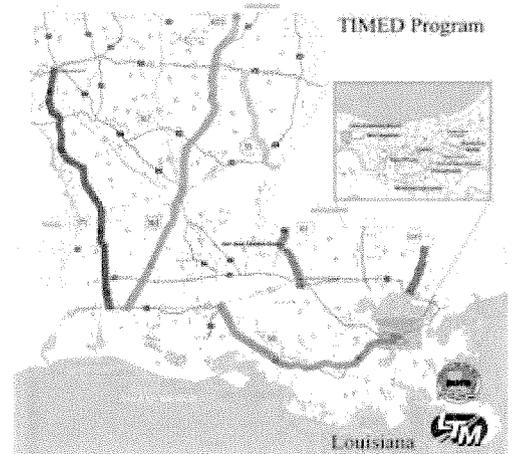
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bond sale follows the April 2005 bond sale, which netted \$548 million in additional financing for the TIMED Program.

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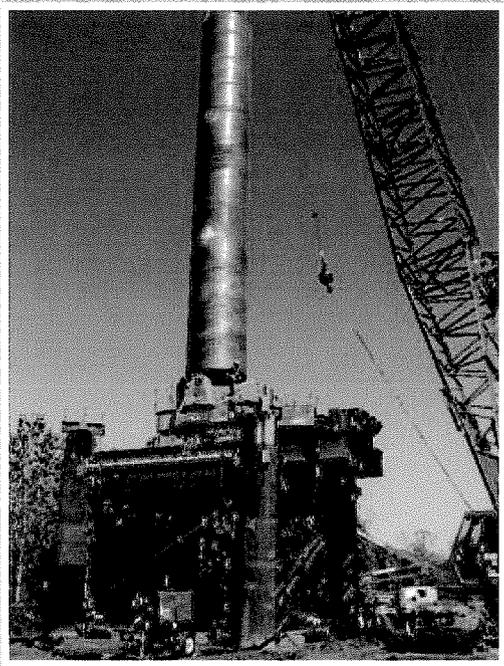


and motor fuels tax revenue as it is collected.

The TIMED Program has completed the four-laning of 167 miles of roadway to date; six of 16 projects have also been completed. For more information on the TIMED Program, please visit www.timedla.com or call (866) 846-3352.



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Baton Rouge, LA 70809



Left to right: Machinery for pier construction is tested, crews drive pile for Bridge 8, roadway alignment near material yard is cleared in Pointe Coupee



FOR IMMEDIATE RELEASE

May 16, 2006

Contact: Bryan Jones, Communications Specialist
(225) 906-1429 / (225) 202-0141

John James Audubon Bridge Public Outreach Office Set to Open in New Roads

BATON ROUGE – The Louisiana TIMED Program is set to open a public outreach office for the new John James Audubon Bridge project at the Julien Poydras Building in downtown New Roads on Tuesday, May 23. Located in Suite 227 at 500 West Main Street, the office will serve as the chief location for information regarding the Audubon Bridge project.

“Our mission is to keep the public informed of construction progress and other developments on the Audubon Bridge project,” said TIMED Communications Specialist Bryan Jones. “This is a project of enormous proportion for the state, particularly for Pointe Coupee and West Feliciana parishes. We believe it is critically important to keep local residents engaged throughout the duration of the project.”

With preliminary construction already underway, the TIMED Public Outreach Department is establishing the public outreach office as the central location for the community to receive up-to-date information on the project’s progress. Designated office hours are every Tuesday from 10 a.m. to 3 p.m.

In addition to visiting the office, the public can get information by contacting the public outreach office at (225) 638-6094, toll-free at (866) 846-3352 or by email at audubonbridgeinfo@latimedmgrs.com.

The John James Audubon Bridge will be the longest cable-stayed bridge in North America with a mainspan length of 1583 feet. This is the Department of Transportation and Development’s first design-build project. The new bridge is being constructed by Audubon Bridge Constructors—a joint venture of Flatiron Constructors, Granite Construction and Parsons Transportation Group.

The completed \$348 million project will include a 2.44 mile long four-lane bridge structure and approximately 12 miles of approaches connecting Highway 1 at New Roads east of Hospital Road and US 61 south of LA 966 and St. Francisville. The bridge is scheduled to be complete by summer 2010.

The new John James Audubon Bridge (www.audubonbridge.com) is one of three major bridge projects included in the \$4.6 billion TIMED Program – the single largest transportation program in state history.

For more information, contact Bryan Jones, Communications Specialist with Louisiana TIMED Managers, at (225) 906-1429.

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FOR IMMEDIATE RELEASE

May 3, 2006

Groundbreaking Ceremony Scheduled for New Mississippi River Bridge

BATON ROUGE, La — Construction of the new Mississippi River Bridge between New Roads and St. Francisville will get a ceremonial kickoff on Thursday, May 11, 2006, at 2:00 p.m.

The slate of dignitaries expected to help turn the first shovels of dirt include Governor Kathleen Blanco, DOTD Secretary Johnny Bradberry, state legislators, members of the Zachary Taylor Parkway Commission, as well as representatives of local and regional agencies and firms that have played a key role in the planning, design and future construction of the new bridge.

The public ceremony will be held on the levee at Big Cajun II located at 10431 LA 981 in New Roads. Parking will be located across LA 981 from the ceremony within the gates of the facility.

The proposed bridge, officially named the John James Audubon Bridge, will be the longest cable-stayed bridge in North America with a mainspan length of 1583 feet. This is the Department of Transportation and Development's first design-build project. The new bridge is being constructed by Audubon Bridge Constructors—a joint venture of Flatiron Constructors, Granite Construction, and Parsons Transportation Group.

The completed \$348 million project will include a 2.44 mile long four-lane bridge structure and approximately 12 miles of approaches connecting Highway 1 at New Roads east of Hospital Road and US 61 south of LA 966 and St. Francisville. The bridge is scheduled to be complete by summer 2010.

The new John James Audubon Bridge (www.audubonbridge.com) is one of three major bridge projects included in the \$4.6 billion TIMED Program – the single largest transportation program in state history.

For more information regarding the groundbreaking ceremony or special parking accommodations, contact Bryan Jones, Communications Specialist with Louisiana TIMED Managers, at (225) 906-1429.

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FOR IMMEDIATE RELEASE

April 4, 2006

Contract Awarded on New Mississippi River Bridge

BATON ROUGE, La — The Louisiana Department of Transportation and Development (DOTD) today announced the award of the contract for construction of the new Mississippi River Bridge connecting New Roads and St. Francisville.

DOTD Secretary Johnny B. Bradberry said, "Awarding the contract on Louisiana's first design-build project is a significant milestone for the state, the TIMED Program and the DOTD."

Audubon Bridge Constructors; a joint venture of Flatiron Construction, Granite Construction and Parsons Transportation Group was awarded the contract with a price proposal of \$347.9 million. The group submitted the lowest price and received the highest technical score on its technical proposal.

"Despite escalating construction costs, Audubon Bridge Constructors' proposal is under our revised estimate. DOTD remains committed to continuing progress on pre-hurricane planned transportation projects while restoring transportation corridors affected by the hurricanes," Bradberry said.

Hurricanes Katrina and Rita have had a significant impact on construction costs and schedules across the Gulf Coast. It has increased the demand for contractors, equipment and supplies, which is driving up costs across the southeastern United States.

"This new Mississippi River crossing is a vital component to the infrastructure of Louisiana and the entire southeastern United States region. This bridge is necessary to continue economic growth and enhance the quality of life of our citizens. We're excited about this project and look forward to the construction," Bradberry said.

The proposed bridge, officially to be named the John James Audubon Bridge, will be the longest cable-stayed bridge in North America with a mainspan length of 1583 feet.

The completed project will include a 2.44 mile long four-lane bridge structure over the river and approximately 12 miles of approaches connecting Highway 1 at New Roads east of Hospital Road and US 61 south of LA 964 and St. Francisville. Construction is scheduled to begin during early summer 2006. The bridge is scheduled to be complete by the end of 2010.

The new John James Audubon Bridge is one of three major bridge projects included in the \$4.0 billion TIMED Program (www.timedla.com) – the single largest transportation program in state history.

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FOR IMMEDIATE RELEASE

March 8, 2006

Design-Build Team Proposes Record-Breaking New Mississippi River Bridge

BATON ROUGE – Audubon Bridge Constructors Joint Venture has proposed the longest cable-stayed bridge in North America to serve as the new Mississippi River Bridge connecting New Roads and St. Francisville, Louisiana Department of Transportation and Development (DOTD) Secretary Johnny Bradberry announced today.

Audubon Bridge Constructors' price proposal was made public last week when the group was identified as the apparent successful proposer for the design and construction of the bridge, which will formally be known as the John James Audubon Bridge. DOTD is reviewing the bids and has 45 days to make a decision on awarding a contract.

"Beginning work on this bridge demonstrates that DOTD is committed to continuing our pre-hurricane construction projects," Secretary Bradberry said. "It is important that we not let the tragedies of Katrina and Rita slow down the work that the public demands."

Audubon Bridge Constructors submitted the lowest price of \$334.7 million. The post-hurricane estimate was \$346.6 million.

"I am especially pleased that the lowest price was within our cost estimates," Secretary Bradberry said. "Construction costs have increased sharply since the hurricanes, and we hope the proposed prices on this project are an indication that costs are stabilizing."

The new Mississippi River Bridge is DOTD's first design-build project, which means the contractor will design and build the bridge. The apparent successful proposer was determined using an adjusted technical and price-scoring system. The technical review was completed in early February, and the price proposals were opened March 2.

Audubon Bridge Constructors is a joint venture of Flatiron Construction, Granite Construction and Parsons Transportation Group. The group submitted the lowest price on the project and also had the highest technical scores.

-more-



Local firms that the group plans to utilize in the designing and building of the bridge include Boh Bros. Construction of New Orleans, Evans-Graves Engineers of Baton Rouge, Burk-Kleinpeter of New Orleans, GOTECH of Baton Rouge and Rahman & Associates of Kenner.

Audubon Bridge Constructors proposes a cable-stayed bridge which, according to the team, would become the longest cable-stayed bridge in North America, surpassing the Arthur Ravenel, Jr. Bridge in South Carolina which has 1,546 foot main span. The proposed bridge design is similar to the Mississippi River Bridge in Luling.

The new bridge will replace the current ferry used to cross the Mississippi River in the area. The project includes approximately 12 miles of roadway approaches and a 2.44 mile long cable stayed bridge structure across the river. The roadway will connect to U.S. 61 in West Feliciana Parish, south of S.R. 964 (south of St. Francisville) and then connect to Highway 1 in Pointe Coupee Parish, east of Hospital Road.

The bridge will be officially named the John James Audubon Bridge, as already designated in Act 63 by the 1993 Louisiana Legislature. Several community celebrations to welcome the new project are planned within the next few months, including a public groundbreaking at the site of the new bridge. As the project progresses, a public outreach office will be opened in New Roads in the Poydras Building to assist residents and business owners with questions and concerns on the project. Displays, brochures and digital graphics will be available for viewing, and information also will be distributed throughout St. Francisville.

The John James Audubon Bridge is included in Louisiana's Transportation Infrastructure Model for Economic Development (TIMED) Program (www.timedla.com) – the single largest transportation program in state history. The \$4 billion program includes 16 specific transportation projects that include four-laning 536 miles of state highways; widening and /or new construction on three major bridges; and improvements to both the Port of New Orleans and Louis Armstrong New Orleans International Airport.

The program is designed to enhance economic development in Louisiana through an investment in transportation projects and is funded by a dedicated 4-cents-per gallon gasoline and motor fuels tax. The program was created by Act 16 of the 1989 Louisiana Legislature and was approved by popular vote. The TIMED Program is 36 percent complete.

For more information, contact the TIMED Public Outreach Office at 866-846-3352.



FOR IMMEDIATE RELEASE

May 09, 2005

Contact:

Dana Newsome, TIMED Public Outreach Manager
225-906-1339 Office 225-241-4279 Mobile

Louisiana TIMED Mississippi River Bridge Project Advances

Three Design-Build Teams Selected to Propose Bridge Designs

BATON ROUGE, La – The Louisiana Department of Transportation and Development has announced the three short-listed teams for the design-build Mississippi River Bridge at St. Francisville/New Roads, according to LA DOTD Secretary Johnny Bradberry.

“Selection of the three short-listed teams is a significant milestone in the design-build process for the new Mississippi River Bridge,” said Secretary Bradberry. “We are on target for selecting the final team by the end of the year.”

The three short-listed teams are:

- American Bridge/Bilfinger Berger JV, a joint venture of American Bridge Company and Bilfinger Berger Civil, Inc., with designer URS Corporation;
- Audubon Bridge Constructors JV, a joint venture of Flatiron Constructors, Inc., Granite Construction Company and Parsons Transportation Group (PTG), with designers Parsons Transportation Group and Buckland & Taylor LTD.; and
- MRB Constructors, a joint venture of Traylor Bros., Inc., Massman Construction Co. and Gilbert Southern Corp., with designer HNTB Corporation.

“Legislation passed in 2004 allowed LA DOTD to utilize design-build on the new Mississippi River Bridge project and we are pleased with the response and interest in this project from such notable engineering and construction firms,” Bradberry said. “Utilizing design-build delivery is allowing us to shorten the construction schedule and have this project completed and open to traffic by December 31, 2010. Design-Build is used in construction projects to consolidate the schedule by allowing the design and the construction to occur simultaneously. ”

-more-



“The concept of the TIMED Program is to enhance economic development, and as part of Louisiana’s TIMED Program, the new Mississippi River Bridge project will be constructed with an 80 percent residency requirement,” Bradberry said. “With 80 percent of the people working on the project being residents of Louisiana, this project will bring new jobs to Pointe Coupee and West Feliciana parishes.”

“The DOTD project managers and Louisiana TIMED Managers, the program management firm overseeing the TIMED Program, have done an excellent job in accelerating this project,” Bradberry said. “We are all working together to deliver this project to the residents of Louisiana so they can reap the benefits of improved infrastructure.”

The three short-listed teams are now required to prepare proposals for the bridge project. The LA DOTD will then review the proposals and select a final team based on pre-set criteria. The winning team is scheduled to begin work on the project in early 2006.

The new Mississippi River Bridge will be built just south of the existing ferry crossing between Point Coupee and West Feliciana parishes, approximately 40 miles north of Baton Rouge. The bridge will be a cable stay bridge, similar to the Luling Bridge in St. Charles Parish. Approaches will be constructed to tie the bridge into LA 10 in Point Coupee Parish and US 61 in West Feliciana Parishes. This \$200 million project is scheduled for completion by December 31, 2010. For more information on the project, visit www.stfrancisvillebridge.com.

The TIMED Program (www.timedla.com) is the single largest transportation program in state history. The \$4.0 billion program includes 16 specific transportation projects that include four-laning 539 miles of state highways, widening and /or new construction on three major bridges and improvements to both the Port of New Orleans and Louis Armstrong New Orleans International Airport. The program is designed to enhance economic development in Louisiana through an investment in transportation projects.

For more information on the new Mississippi River Bridge at St. Francisville/New Roads or the TIMED Program, please contact the TIMED Public Outreach Office at 1-866-846-3352 (1-866 TIMED LA).

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