



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 *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.

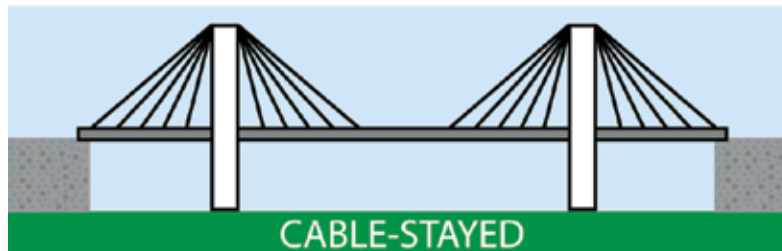
On cable-stayed bridges, the towers are responsible for bearing the heavy load of the deck and traffic crossing the bridge as cables running directly from the towers are connected to deck. This puts the cable-

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 roadway to be stronger to resist the tension.

On suspension 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.

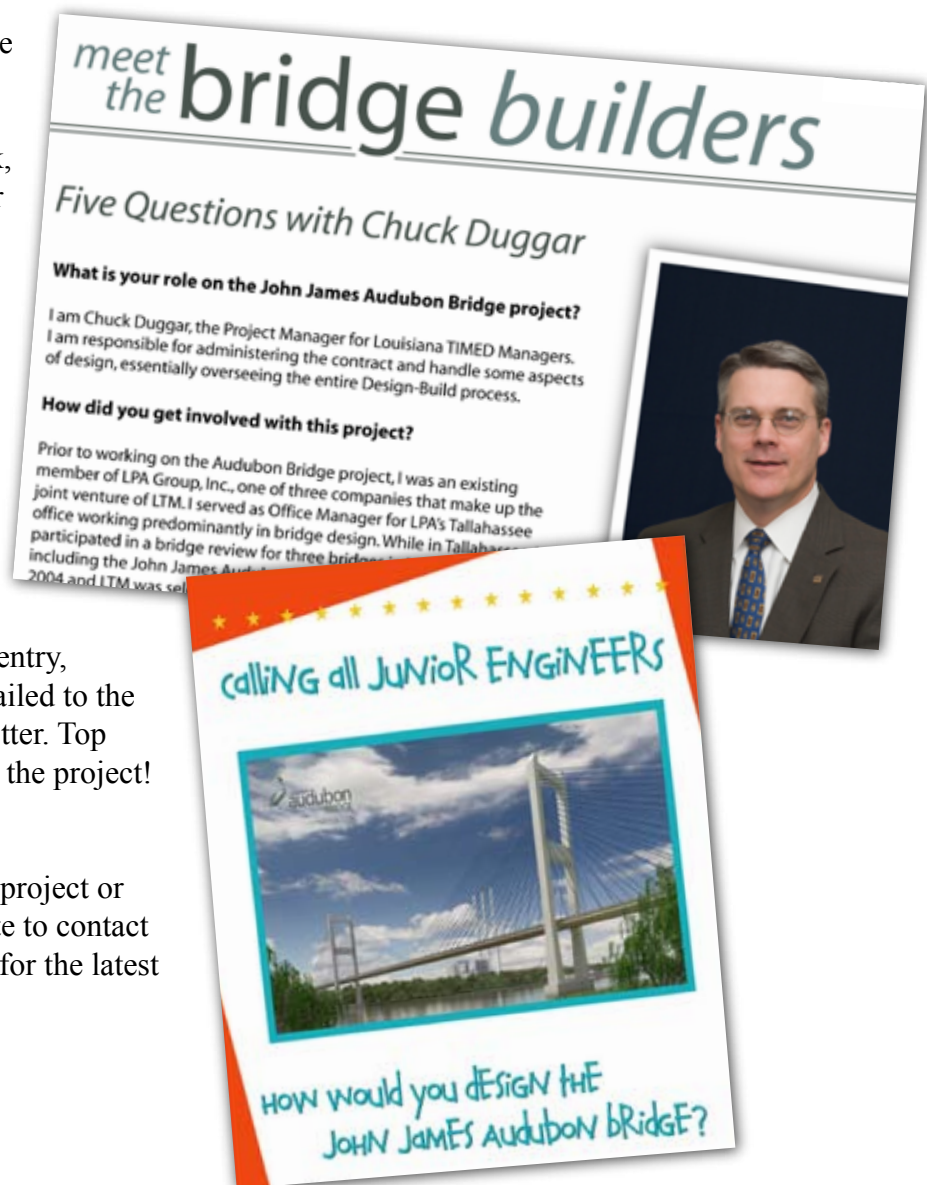
In observance of National Engineering Week, February 18-24, we have launched the junior engineer design contest to promote the engineering profession and the Audubon Bridge project to students. Children ages 5-12 are encouraged to participate. On a blank 8.5x11 sheet of paper, the participant should 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