



The Pelican Report

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

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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 earth-work 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."

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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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