

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 of 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.



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THE pelican REPORT



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

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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.

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

above the pedestals and placing steel rebar and concrete into them. Once the concrete reached sufficient strength, forms are then "jumped" to the next level. The process is then repeated 35 times ultimately forming a singular cohesive tower.

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.

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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.

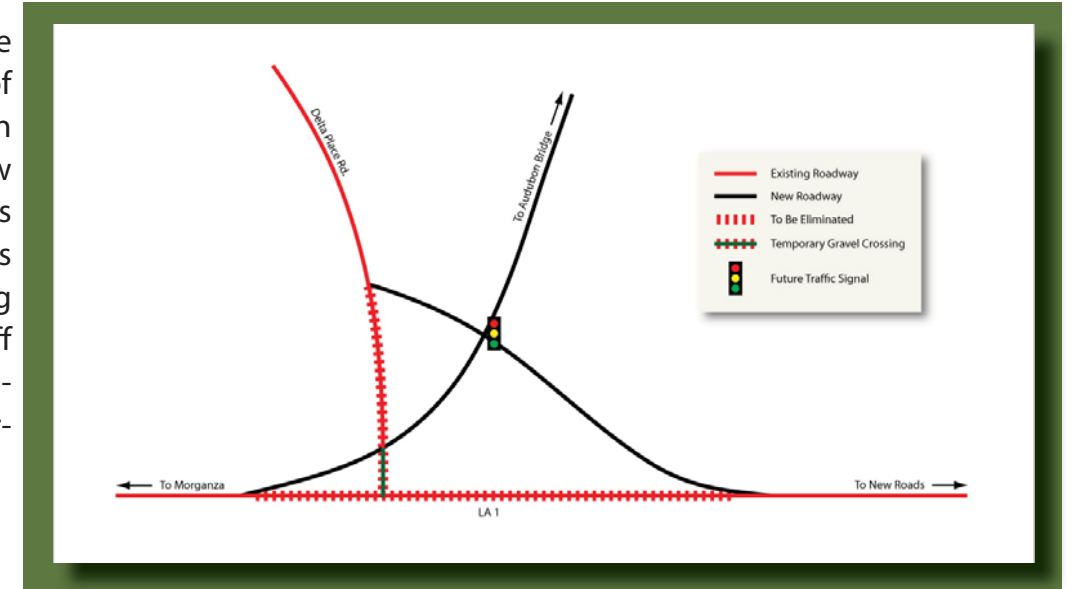
The entire John James Audubon Bridge project is slated to finish in 2011.

New Audubon Bridge Aerial Photos



CHANGES TAKING 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.

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.

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.

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.

POLL QUESTION

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