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**Steel Installation To Transform The Historic Huey P. Long Bridge**

JEFFERSON, La. – It has taken over a year to prepare the bridge for the structural steel that will transform the single barrel structure to a triple barrel structure. The structural steel installation has been anticipated by many and will be one of the most visually exciting portions of the project. According to Sean McInerney, Assistant Project Engineer with MTI — joint venture of Massman Construction Co., Traylor Brothers, Inc. and IHI, Inc. and the contractor for this phase of the project — this is the first time the strategic steel installation method will be used in this magnitude.

The bridge, which is composed of four spans, will be erected one span at a time. Today, the steel installation for the West Bank Anchor Span began. This 529 feet wide span will be constructed using the stick-built method, meaning each element of the span will be individually placed. Falsework is being used as a temporary support structure for this span. In order to minimize the use of falsework and river closures in the navigation or auxiliary channels the three remaining spans will be done through the span-by-span method.

To carry out the span-by-span construction, MTI composed a methodical plan. Large barges will transport a pre-assembled span section, position it under the bridge, and lift it into position using strand jacks. Temporary stability frames made up of floorbeams and towers will be used to support the span section during the lifting process. The largest hoisted span will measure 528 feet wide and will weigh 2,758 tons.



“A major challenge is coordinating construction efforts to minimize the effect on the public and the traffic that traverses the river” explains Tim Todd, Project Engineer for Louisiana TIMED Managers. During the truss installation phase, the contractor is planning to keep traffic impacts to a minimum by having intermittent bridge closure during non-peak traffic hours.

The \$453 million contract to widen the truss is expected to be completed in 2012. By then, McInerney estimates “17,500 tons of structural steel and 750,000 new bolts will be used” during this phase of the project.

The Huey P. Long Bridge Widening Project is a TIMED (Transportation Infrastructure Model for Economic Development) Program project. The TIMED Program was created by Act 16 of the 1989 Louisiana Legislature, was voted for by the people and is the single largest transportation program in state history. The \$5.2 billion improvement program includes widening 536 miles of state highways, new construction or improvements to three major bridges projects and the improvements to both the Port of New Orleans and the Louis Armstrong International Airport. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects.

As one of 16 TIMED projects, the completed Huey P. Long Bridge Widening Project will include three 11-foot lanes in each direction, along with new inside and outside shoulders across the bridge. The project also will include construction of new roadway approaches that will provide signalized intersections at Bridge City Avenue and Jefferson Highway. The entire project is scheduled to be complete by 2013.



## **LOUISIANA TIMED MANAGERS**

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For more information or high resolution images, contact Indra Parrales, Public Outreach Office at 504-731-4200 or visit [www.hueypbridge.com](http://www.hueypbridge.com).

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