

HOW THE BRIDGE WILL BE WIDENED

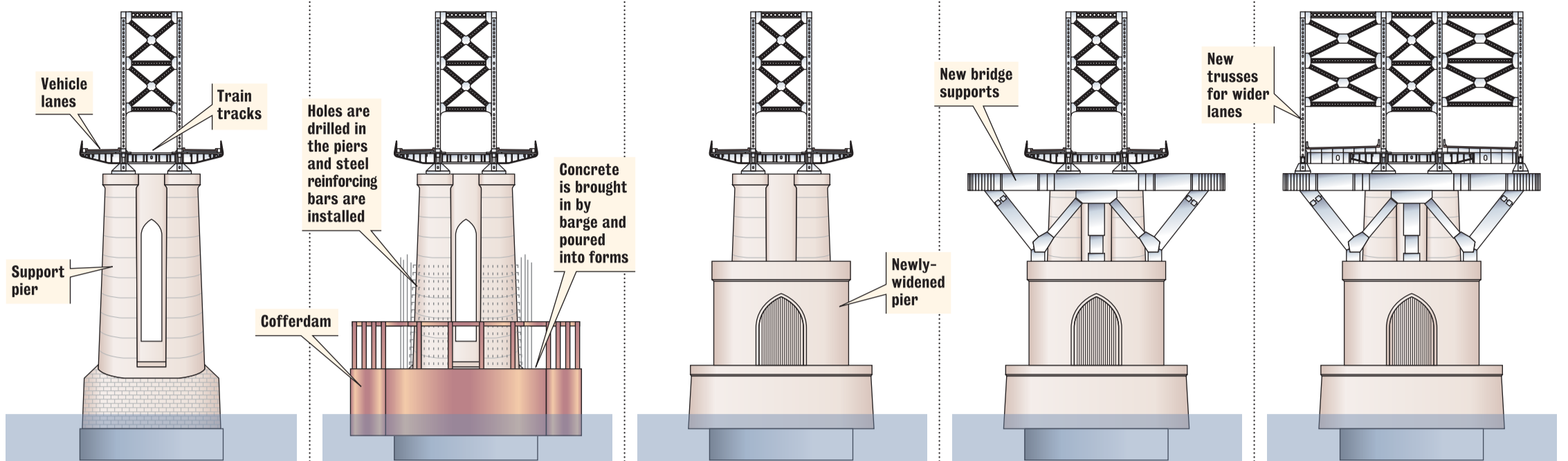
1 WIDER SUPPORT: To add vehicle lanes to both sides of the Huey P. Long, each of the five main piers must be widened to hold up new metal support beams.

2 UNDER THE WATER: A cofferdam placed around the base allows crews to work up to 10 feet below the waterline and widen 10-foot-high sections all around the pier.

3 HALFWAY THERE: Each pier is widened with steel bars and concrete about halfway up. The finished piers are about 10 feet wider at the bottom and 14 feet wider at the top.

4 HEAVY METAL: Crews will install W-shaped 50,000-ton metal bridge supports, which will be brought in on barges as piers are completed.

5 TOPPED OFF: When all supports are in place, new trusses will be brought out on barges. Barge cranes will lift them into place, where they will be bolted onto the existing structure.



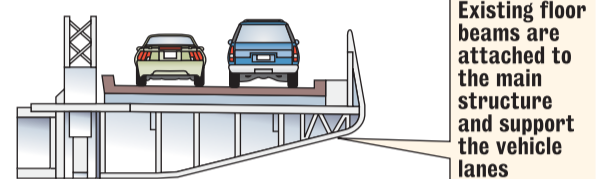
WIDENING THE HUEY P. LONG BRIDGE

Completed in 1935, the longest railroad bridge in the United States is notorious for its narrow traffic lanes. But work is under way that will allow for a roomier crossing.

HOW TRAFFIC WILL FLOW DURING CONSTRUCTION

EXISTING ROAD

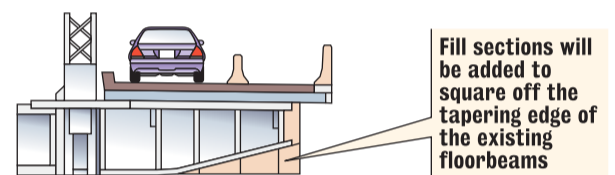
Both directions of the bridge have two narrow lanes, each 9 feet wide with no shoulders.



Existing floor beams are attached to the main structure and support the vehicle lanes.

PHASE ONE

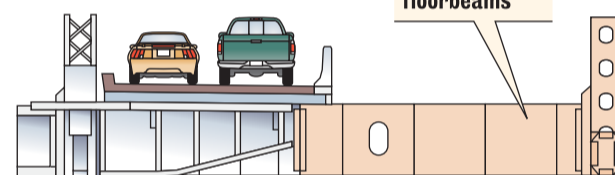
When construction begins, traffic will be reduced to one 10-foot-wide lane in each direction for about eight weeks.



Fill sections will be added to square off the tapering edge of the existing floorbeams.

PHASE TWO

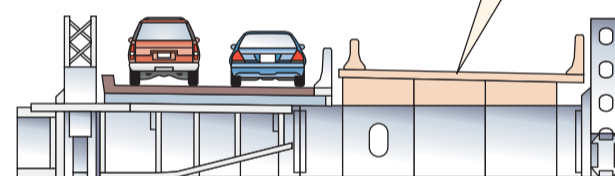
Traffic returns to two 9-foot-wide lanes.



24-foot extensions are added to the floorbeams.

PHASE THREE

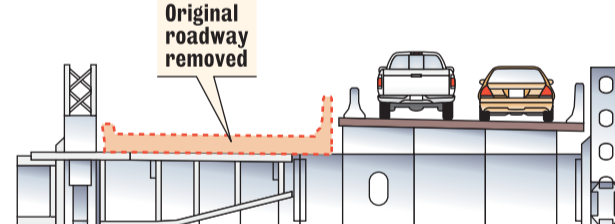
Traffic remains in two 9-foot-wide lanes.



New road section constructed atop widened floorbeam.

PHASE FOUR

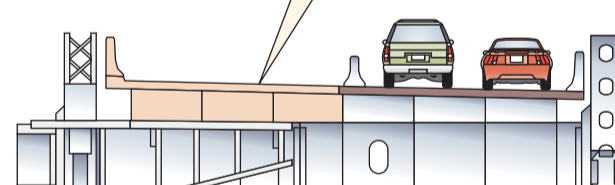
Traffic diverted to new road section, striped for two 9-foot wide lanes.



Original roadway removed.

PHASE FIVE

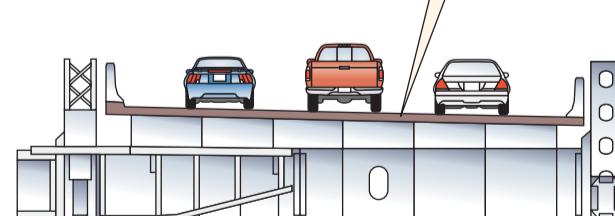
Traffic remains in two 9-foot-wide lanes.



New road section built in place of original lanes.

PROJECT FINISHED: Late 2012

The new road will have three 11-foot-wide lanes for traffic and two 3½-foot-wide shoulders, in each direction.



40-foot-wide road adds 22 feet to original lane width.

Original railroad tracks and truss structure

Widened westbound vehicle lanes and new bridge truss structure

Widened eastbound vehicle lanes and new bridge truss structure

Widened support pier

EXISTING BRIDGE
18 foot wide roadway, 2 lanes

AFTER WIDENING PROJECT COMPLETED
40 foot wide roadway, 3 lanes and 2 shoulders

PROJECT TIMELINE

- 1989:** Louisiana voters approve a transportation plan to fund 16 key transportation projects, including the widening project, through a 4-cent gasoline tax, worth a total of \$4 billion.
- February 2002:** New Orleans Mayor Marc Morial offers to sell the bridge to the state for between \$300 million and \$500 million. The state says no thanks.
- Early 2006:** Cost of the widening project jumps from \$413 million to \$660 million.
- April 2006:** Widening of the support piers beneath the bridge begins.
- Summer 2006:** Railroad support work begins.
- June 2007:** Large steel supports will begin to be added to the newly widened piers. A contractor for the superstructure is chosen.
- October 2007:** Contractor for the roadway approaches to be chosen.
- May-June 2008:** Traffic will be reduced to one 10-foot lane on both sides.
- Summer 2008:** New truss and roadway will start to be added to the existing ones.
- End of 2012:** Expected project completion date.

SOUTHEAST LOUISIANA'S FIRST BRIDGE ACROSS THE MISSISSIPPI RIVER

The Huey P. Long is both a railroad and a vehicle bridge and also has two different truss designs:

