The Stan Musial Veterans Memorial Bridge pictured on the cover is a new four-lane bridge one mile north of the Martin Luther King Bridge. Expected to open in early 2014, the bridge will carry Interstate 70 across the Mississippi River, freeing up lanes on the overused Poplar Street Bridge so it can be improved and made safer.

In 2001, Illinois and Missouri received approval from the federal government for a new Mississippi River bridge and associated roadways. The two states lacked sufficient funding to construct all components of the project at the same time. The estimated cost of the ultimate project concept is now between $1.8 and $2.2 billion. The project could consist of the following key components if funding is available:

- Relocated I-70 in Illinois, extending on a new alignment to the existing I-55/70 interchange east of IL 203.
- A future companion bridge with four additional lanes of traffic.
- Further additions to the Missouri interchange near Cass Avenue and existing I-70.
- Further improvements to the I-55/64/70 Tri-Level Interchange in East St. Louis.
- Improvements to the Poplar Street Bridge interchange with I-55.
To our colleagues

If you look out the East-West Gateway office windows facing the Gateway Arch, you can see what brought our ancestors here, what brings us together now, and what will bring us opportunity in the future. The river, the roads, and the railroads are what give St. Louis its rich history, its current solid economic foundation, and its potential to thrive in the 21st Century.

Just to the north of downtown is the new Stan Musial Veterans Memorial Bridge across the Mississippi River, set to open in early 2014. It is yet another link between East and West, Illinois and Missouri, the east and west sides of the St. Louis region. The new bridge will ease our travel, spur economic activity on both sides of the river, and decrease the congestion on downtown’s main bridge, which is most often called the Poplar Street Bridge.

That bridge, newly named the Congressman William L. Clay Bridge, will gain another eastbound lane in 2015, along with a ramp replacement that will give vehicles on Interstate 55 a two-lane ramp to the eastbound bridge lanes. Other work includes the removal of the Interstate 70 ramp, and replacement of two ramps from the bridge that carry traffic from westbound Interstate 64 and I-55. Another improvement is a new ramp from the Martin Luther King Bridge to Illinois Route 3, which will shorten the time between the MLK Bridge and south St. Clair County.

The East-West Gateway Council of Governments was instrumental both in the addition of the new bridge and the improvements to downtown’s other bridges. When funding and design were issues for the new bridge, it was East-West Gateway that helped get past those obstacles and allow construction to begin. When an impasse developed about what changes the new bridge would trigger in existing bridges and ramps, it was East-West Gateway that brought in engineering experts who came up with options that were affordable and acceptable to interests on both sides of the Mississippi.

Other bridges receiving attention include the just completed renovation of the Blanchette Bridge at St. Charles, the start of work on the a partial replacement of the I-64 Daniel Boone Bridge over the Missouri, the new I-270 bridge over the Chain of Rocks Canal, and the funding awarded for a new Route 47 bridge linking Franklin and Warren counties at Washington.

An extension of our transportation mission is the recent freight study, completed this year and set to be used as the region’s leaders strive to capitalize on the region’s transportation grid that makes St. Louis a crossroads of commerce for the nation. The challenge will be to use that logistical advantage to enhance local manufacturing and trade opportunities.

In other aspects of East-West Gateway, the St. Louis Area Regional Response System continues its work on the implementation of the interoperable communications system, designed so that emergency responders throughout the region will be able to communicate during natural or man-made disasters.

This year also has seen the culmination of a three-year planning process for “OneSTL—Many Communities, One Future.” East-West Gateway, along with 10 core partners, held more than 90 public meetings throughout the region to devise a sustainability plan. A website will provide non-profit organizations, businesses and local governments ideas on how to make more efficient use of resources to meet the needs of residents.

The sustainability plan enables communities to collaborate on strategies so they can offer the best services and opportunities for the greatest number of people, today and in the future. That goal fits East-West Gateway’s mission, and gives us new ways to build bridges and connect communities, striving to improve life for the entire region.
Bridges were never easy, but they are necessary

Bridges are designed to overcome obstacles. By building structures over rivers, railroads, or highways, those who build bridges have their own obstacles to overcome. That was true in the 19th Century, and it continues to be true today.

Bridges were never easy to build, which is a testament to how important they must be, because they keep getting built.

Midway through the 19th century, St. Louis was struggling to get a rail bridge across the Mississippi River. In 1855, the first rail link across the river was a wooden drawbridge at Rock Island, connecting Iowa and Illinois, about 240 miles north of St. Louis.

After the Civil War, there was a rail bridge linking Missouri and Illinois at Quincy, and much farther to the north, bridges over the river at Clinton and DuBuque, providing rail service from Iowa to Illinois, and farther down the track to Chicago.

Railroads wanted a rail bridge at St. Louis, where trains had to stop and use a ferry to get cargo across the river. Steamboat owners opposed any bridge, fearing navigational hazards and commercial competition.

St. Louis business and political leaders wanted a bridge, Chicago interests plotted against it, lobbying Illinois and federal officials to block it.

Even after James Buchanan Eads had gained financial support for his revolutionary bridge design and achieved approval to start construction, opposition continued. In 1873, one year before the bridge to be named for him was completed, Eads had to personally petition President Ulysses S. Grant to counter a plea from steamboat interests to raze the bridge and replace it with a drawbridge.

Only after personally meeting with Grant was that last ditch plea by spoilers denied. Grant remembered Eads from his work during the Civil War, when the ironclad boats Eads designed and had built at Carondelet shipyards helped Grant win the battle of Fort Henry on the Tennessee River.

During the construction of Eads Bridge, close to 20 people died, and more than 100 became severely ill or disabled due to decompression reactions from working underwater and returning to the surface too quickly. In the end, Eads succeeded with his upright arch design, his pioneering use of steel, his new method of underwater construction, and his overall persistence and exacting insistence on high quality materials.

Before the bridge was opened, Eads tested it by having 14 locomotives with loaded coal tenders chug across the bridge. When asked if he was relieved the span held, he was quoted as saying he “felt no relief because I had felt no anxiety on the subject.”

When Eads Bridge opened, a 14-mile-long parade with marching bands followed by fireworks went across it, after William Tecumseh Sherman drove the last spike to complete the rail line. Eads had never built a bridge before, and did not build one after his first. At the time, Eads Bridge was the first steel arch bridge built, and the largest bridge in the world.
Compared to that history, today’s difficulties may seem minor, though any bridge that connects two states, counties, cities or sides of the street is bound to trigger discussions and deliberations on how best to achieve the connection.

In the upcoming year, the new Stan Musial Veterans Memorial Bridge opens, giving Interstate 70 a new route across the Mississippi River. Soon work will begin on an added eastbound lane and other improvements to the Poplar Street Bridge, renamed this year as the Congressman William L. Clay Bridge.

Funding has been approved for a new $60 million bridge across the Missouri River linking Franklin and Warren counties at Washington. Construction on that bridge servicing Highway 47 is scheduled to begin in 2016. The renovation of the Blanchette Bridge over the Missouri River at St. Charles continues. Work on the partial replacement of the Daniel Boone Bridge, carrying Interstate 64 over the Missouri River, and the new Interstate 270 bridge over the Chain of Rocks Canal in Illinois, continues.

Each of these projects faced their own hurdles. Cost is always a factor. For what turned out to be the Stan Musial Veterans Memorial Bridge, the funding was not sufficient to achieve the original ambition some had for the bridge. When plans for the new bridge had to be scaled back, there were disagreements on how it should be built.

Design and location are also factors, because how and where a bridge is built affects who uses it and the bridge’s economic and social effects on the surrounding area.

Only after many meetings and outside consultations were the current bridge plan, funding, and construction methods agreed upon. Changes to other bridges due to the new bridge spurred further discussion. As the region’s federally designated metropolitan planning organization, those discussions and the eventual agreement flowed through East-West Gateway.

Bridges continue to matter in St. Louis, due to the significance and size of the region’s rivers, railroads and roads. As long as there are obstacles to transportation, there will be bridges to build.
Opportunity doesn’t always knock, sometimes it just passes through town.

That is one of the realizations stemming from the St. Louis Regional Freight Study, prepared for East-West Gateway, the Missouri Department of Transportation, and the Illinois Department of Transportation. The 300-page study was prepared primarily by AECOM Technical Services, Inc. and was presented to East-West Gateway this summer.

Due to its “locational advantage” at the center of the country and at the confluence of the nation’s two largest rivers, St. Louis sees a lot of freight. According to the study, it saw about 380 million tons of freight in 2010. That is the good news. The other news is of the total tonnage, 49 percent of it moved through the region without stopping.

That much freight moving through St. Louis means the region has an existing network of rail, roads and rivers that facilitates the movement of raw materials, agricultural products and manufactured goods to market. It also means if manufacturing were developed or enhanced locally, the supply chains already exist to aid that economic development.

To that end, the freight study recommends the region institute a Regional Freight Transportation District that can work in Illinois and Missouri to implement improvements to the freight transportation system and “repurpose” industrial land use to take advantage of that system.

Members of the Executive Committee of the East-West Gateway Board of Directors have met to discuss the recommendations of the freight study, and consider the possibility of forming such a district to improve planning for the region’s trade future.
St. Louis is not alone in its recognition of freight as a possible growth component for the economy. Improved freight technologies, free market agreements, improved communications, and greater shipping capacities combine to bolster projections of significant increases in trade across the nation. Regional economies in metropolitan areas are at the forefront of this growth, as they are the center of manufacturing and consumer markets.

The study projects that over the next 30 years, freight in St. Louis is expected to increase by 47 percent, an average growth rate of 1.3 percent. Truck tonnage is expected to increase by 74 percent, with an average growth rate of 1.9 percent.

Analysts look to freight both as an indicator and instigator of economic growth. When freight moves, it is literally commerce in motion. Money had to change hands for freight to move. People were paid at the production level—including farming or mining—to have a product to move, and people will be paid at the consumption end point, where the product is used or bought.

Witnessing that trail of economic exchange is enticing, but it can mean more if a region contributes to that flow and is not just another place to pass through on the way to a larger or more important destination.

The East-West Gateway Board of Directors knew this when they approved the freight study. Based on the findings of that study, the board’s initial discussions are preliminary, but suggest an interest and a commitment to explore the next steps, such as a freight transportation district, to capitalize on the freight advantages of the region.

The freight study suggests the region needs to be “less accidental and more deliberate with how freight planning and economic development align.” That means taking advantage of railroad, barge and trucking activity already in place and both linking those pursuits with the rejuvenation of older industrial sites and better connecting those modes of freight with each other.

The study emphasized that the local goal should be to identify and invest in locations where multimodal connections can be improved, aligning capacity, access and industrial land use. The study identified 23 distinct industrial areas throughout the region that combine for 230,000 jobs and 24 percent of the region’s economic output.

The “missing piece” to the freight puzzle for St. Louis, the study suggests, is how to take a regional outlook and simplify the complications for freight and economic development that arise from overlapping municipal, county, and state boundaries. In the search for those solutions, East-West Gateway is a good, and experienced, place to start.
Three years may seem like a long time, yet it’s only a start for a plan meant to improve life throughout the region, touching everything from inter-governmental collaboration to storm water run-off.

Sustainability pertains to just about everything.

That sometimes is the plus and the minus of it, that it mixes lofty goals with fundamental considerations. Yes, municipal, county and state governments need to communicate better and more often, and yes, it’s going to rain and we had best come up with better ways to handle the run-off to prevent floods and other recurrent water damage.

The three years spent creating a plan draws to a close at the end of 2013. The plan is a framework for collaboration bringing key organizations, businesses, and local governments together around shared goals. What happens next is that citizens, non-profit groups, businesses, and governments voluntarily implement parts of the plan they deem worthwhile.

Sustainability’s home-grown solutions are ready to go

Officially tagged the “St. Louis Regional Plan for Sustainable Development” and funded by a $4.7 million grant from the federal Department of Housing and Urban Development, the plan is now known as “OneSTL,” which serves as the foundational structure intended to increase awareness of what individual entities can do to create a more sustainable region.

That structure includes the web site www.OneSTL.org, which presents ideas, instructions, and case studies that can be accessed and adopted by anyone. The web site includes locally-implemented projects and success stories that will be continually updated. Another web-based resource, www.stlouisdata.org, provides access to a wide range of data and maps for the St. Louis region.

OneSTL offers information, reports, plans, and ideas about a variety of urban issues, including energy efficiency, air quality, housing, transportation, flooding, and environmental awareness. The phrase “many communities—one future,” sums up the intent of OneSTL, in that it captures the essence of collaboration among many distinct communities working toward common and shared goals.
The original intent of the HUD grant was to have more efficient and effective coordination of funding for programs in housing, transportation and the environment. To achieve that improvement, the planning process went to the people for ideas and input.

There were 18 months of public engagement including open houses throughout the region, on-line surveys, technical reports from partners, workshops with municipal officials, and dozens of committee meetings involving more than 200 members.

Through the work of those involved, 75 technical plans and reports were completed, including a Fair Housing Assessment, transit oriented development plans, and natural resource plans. OneSTL will provide support, strategies, and models for sustainable development, but the plan has no mandates that require local governments to adopt new rules or ordinances to conform to state or federal goals.

In general, the concept of sustainability strives to help citizens leave the community as good, if not better, for their children as it was left for them. It stresses the efficient and economical use or resources. Sustainability urges people, groups, and governments to adapt to changing demands of the future, by adjusting to the struggles of local economies, the social needs of various communities, and the duty to safeguard the area’s natural assets of water, air and land.

East-West Gateway, along with its 10 core partners, will continue to assist in this regional effort to devise and implement sustainable solutions for the challenges the St. Louis region faces. Those solutions need to come from the St. Louis region, and many of them are at OneSTL. They have not been grafted from some other distant and dissimilar metro area. OneSTL is locally grown and addresses the challenges faced by the St. Louis region.
**Statement of Resources and Expenditures**

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<tr>
<th>Resources:</th>
<th>2012* (audited)</th>
<th>2013 (estimated)</th>
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<td>Federal grants</td>
<td>$25,239,417</td>
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<td>State appropriations and grants</td>
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<td>420,818</td>
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<td>Local contributions:</td>
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<td>Cash—per capita</td>
<td>321,407</td>
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<td>Transportation project assessment fee</td>
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<td>Cash—other</td>
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<td>In-kind services</td>
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<td>1,061,560</td>
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<td>Miscellaneous income</td>
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<td>27,509</td>
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<td><strong>Total Resources</strong></td>
<td><strong>$28,750,211</strong></td>
<td><strong>$20,944,820</strong></td>
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| Expenditures:                   |                  |                  |
| Salaries, benefits             | $4,322,885       | $4,425,000       |
| Public agencies, planning consultants | 12,925,345    | 6,439,910        |
| In-kind services               | 1,540,052        | 1,061,560        |
| Grant funded equipment and software | 8,963,361      | 8,117,020        |
| Other grant expenses and operating expenses | 839,678       | 743,850          |
| **Total Expenditures**         | **28,591,321**   | **20,787,340**   |
| **Change in Net Assets**       | **$158,890**     | **$157,480**     |

*Full financial statement available upon request*

**Photo:** Shortly after noon on July 26, 2013, ironworkers ceremoniously positioned the 80-foot long, 30,000 pound final floor beam for the Stan Musial Veterans Memorial Bridge.
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Gary Stahlhut, Co-chair
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Marielle Brown
Steve Bryant
Chip Casteel
Jeff Church
Joe Feldmann
James Fields
Tim Fischesser
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Larry Welty

The background photo: On the floating boardwalk in the new Arlington Wetlands, Pontoon Beach, Illinois.
The East-West Gateway Council of Governments provides a forum for representatives of local governments in the bi-state area to meet on a monthly basis to discuss regional issues and decide how best to use resources to meet common needs.

East-West Gateway is the only federally designated metropolitan planning organization for the region. Its 24-member board consists of representatives from Madison, Monroe and St. Clair counties in Illinois; Franklin, Jefferson, St. Charles and St. Louis counties in Missouri; and the city of St. Louis. Its primary mission is to develop a comprehensive transportation plan for the region. Other East-West Gateway duties include monitoring air and water quality issues, overseeing homeland security expenditures, and assisting local governments in community planning.

The council’s staff is available to assist local governments by providing research, analysis and support in their efforts to more efficiently and effectively serve the needs of their citizens on a wide range of metropolitan issues.
Sandy Creek Covered Bridge in Jefferson County, Missouri is one of four remaining covered bridges in Missouri, which once numbered about 30. It is an example of a Howe truss bridge and is named for Sandy Creek, which it crosses.

Sandy Creek Covered Bridge has the picture perfect appearance of an old red barn. It was one of six bridges built in 1872 to allow passage from the Jefferson County seat of Hillsboro to St. Louis. John H. Morse built Sandy Creek Covered Bridge using the truss design, named for William Howe. Howe patented his design in 1840, which featured the use of vertical rods to draw wooden members tight against the top and bottom of the bridge. Three of the four remaining covered bridges in Missouri were built using the Howe truss design, including Sandy Creek, Burfordville and Locust Creek covered bridges.

Jefferson County transferred the bridge to the state in 1968, and it was officially listed on the National Register of Historic Places in 1970. The bridge underwent complete restoration in 1984.
The newest bridge to span the Mississippi River in St. Louis is a 1,500 foot cable-stayed design with two towers. It is the third longest cable-stayed bridge in the United States. The construction team consisted of Massman Construction Company of Kansas City, Traylor Brothers Incorporated of Indiana and St. Louis-based Alberici Corporation.

It is the first bridge built connecting downtown St. Louis and southwestern Illinois in more than 40 years. Currently, the only urban interstate bridge between Illinois and Missouri is the newly renamed William Clay Bridge, known locally as the Poplar Street Bridge or PSB. The PSB is one of only two bridges in the United States that carry three interstates.

The bridge was officially named the Stan Musial Veterans Memorial Bridge with the signature of President Barack Obama on July 12, 2013. A portion of the highway is also named for Andy Gammon, a bridge worker who died in an accident during construction in 2012.
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Events:
- Groundhog day: February 2
- Lincoln's birthday: February 12
- Valentine's day: February 14
- President's Day holiday: February 17
- Snow Moon: February 17
- Board meeting: February 26
- Washington's birthday: March 20
The stone arch bridge over Maeystown Creek in Maeystown, Illinois was built by stonemasons Alfonse Smolkant and Thomas Fink, in 1881. Smolkant was also the builder of most of the retaining walls throughout town.

Maeystown was founded by German immigrants who brought with them the knowledge of masonry and building construction. Using the abundance of local limestone they erected stone structures including houses, a church and a flour mill and Maeystown quickly became a self-supporting community able to fulfill its needs from local resources.

The entire village of Maeystown was placed on the National Register of Historic Places in 1978, one of only a handful of communities in the country to have this distinction. Frame and locally produced brick structures are also well represented. Maeystown sits on the slopes of Maeystown Creek. The slopes were not leveled for building placement. By incorporating the design of the building into the landscape, Maeystown offers a splendid example of man living in harmony with nature.
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- **February 2014**
- **March 2014**
- **April 2014**

- **March 1, 2014**
  - Ash Wednesday

- **March 9, 2014**
  - Begin daylight saving

- **March 16, 2014**
  - St. Patrick's Day

- **March 26, 2014**
  - Board meeting

- **March 27, 2014**
  - Spring begins
Windsor Harbor Bridge was built in 1874 and now spans Rock Creek in Jefferson County, Missouri. The bridge was placed on the National Register of Historic Places in 1983, and is the oldest known wrought iron span in Missouri. It is the same age as the Eads Bridge in St. Louis.

The Keystone Bridge Company of Pittsburgh, Pennsylvania constructed this wrought-iron Pratt truss bridge to be placed across the River des Peres at Ivory Avenue. It remained there until its replacement in 1928.

The bridge was then moved to Kimmswick and put in place over Rock Creek in 1930. Today the bridge is located at the intersection of Mill Street and Front Street in Kimmswick, Missouri and only open to pedestrian traffic.
The Clark Bridge is a cable-stayed bridge across the Mississippi River between West Alton, Missouri and Alton, Illinois. Named after explorer William Clark, it opened for traffic in 1994. It carries U.S. Route 67 and is the northernmost Mississippi River crossing in the St. Louis metropolitan area.

The bridge is sometimes referred to as the Super Bridge. Its construction was featured in a NOVA documentary entitled Super Bridge, which highlighted the challenges of building the bridge, especially during the Great Flood of 1993.

Designed by Hanson Engineers, the Clark Bridge is the first in the United States in which “such a light steel-framed cable-stayed design” was combined with a cable saddle type of pylon. The cables attach to the towers in a fan design passing over the top, unlike the new Stan Musial Veterans Memorial Bridge, which attaches its cables in a harp design, each terminating at the tower.
This pony truss footbridge has a suspension-like design and dates from 1885. It served as the entrance to Forest Park from the streetcar line which was extended to the park in that same year.

Replete with Italianate ornamentation, as well as fleur-de-lis, this Victorian footbridge crosses a small section of pond on the northeast corner of the park.

After years of rust and decay, the bridge was renovated to its original beauty in 1994 by Forest Park Forever.

Victorian Footbridge in Forest Park, St. Louis, Missouri.
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**June 2014**

- **Strawberry Moon**
- **EAC Meeting**
- **Father’s Day**
- **Flag Day**
- **Summer begins 6:09 pm**
- **Board Meeting**

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**May 2014**

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**July 2014**

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**Other Events:**
- **Flag Day**
- **Father’s Day**
Eads Bridge spans the Mississippi River with 6,442 feet of granite-faced limestone piers and ribbed steel, connecting St. Louis with East St. Louis.

By the late 1860s, St. Louis realized it would need a major bridge over the river in order to stay competitive with other growing cities. Five eastern and western railroads converged on St. Louis. Local media promoted the bridge idea and several bridge builders submitted plans.

James Eads, a boat wreckage removal expert with great knowledge of the river and a talent for engineering, was chosen to design and build the “St. Louis Bridge.” It opened July 4, 1874.

This trussed deck design featuring two decks, is one of the first bridges to utilize cantilever construction with hollow tubular chord members and alloy steel as building materials. Eads was first to use the pneumatic caisson method to affix the bridge’s piers on the bedrock below the water’s surface. Today Eads Bridge carries car and foot traffic on its upper road deck and MetroLink on the rail deck below and is clearly one of the most important of our 19th century bridges.
July 2014

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- 4 Independence Day holiday
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- 22 EAC meeting
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- 29 Board meeting
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Old Byrnesville Bridge spanning the Big River was likely built by the St. Louis Bridge and Iron Company in 1892. It is a pin-connected Pratt through truss design.

Nearby is the old Byrnesville Mill, dating from the 1830s, which was the center of commerce for Byrnesville for at least 100 years. The town was also home to a grocery, a dance hall, a blacksmith shop, a post office and several taverns. But it was the mill that put the town on the map and served as the backbone of the community.

A reliable bridge across the river undoubtedly made local commerce even more successful. Before the bridge was built, farmers and travelers had to drive their wagons through the water which was hazardous at times.

Today, the old one-lane bridge is privately owned and pedestrian only.
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*Sturgeon Moon*

*Super Moon*
In 1983, the first of two steel arch suspended deck bridges was opened to traffic. Named after the National Cemetery on the Missouri side of the Mississippi River, the Jefferson Barracks (J.B.) Bridge lies at river mile 168.6. It is the southernmost bridge on the Mississippi in the St. Louis metropolitan region. It carries Interstate 255 and Highway 50.

Before the construction of Interstate 255, only U.S. Highway 50 crossed at this location via a steel truss through deck bridge. For a time it existed side by side with the new span, one for eastbound, the other for westbound traffic. The old Highway 50 bridge was eventually demolished making way for the second new arch span, which was open by 1992.

The twin arches of this bridge are 909 feet long and tower 182 feet above the roadway. It is one of the largest arch bridges of its type in the United States.
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- **September 2014**
- **Corn Moon**
- **Labor Day holiday**
- **EAC meeting**
- **Rosh Hashanah**
- **Board meeting**
- **Fall begins 9:49 am**
Benton Park’s principal attraction is an artificial lake and rustic deck arch bridge, built in 1866. In its early history it was difficult to maintain a supply of water in this lake because of its proximity to English Cave which runs beneath the neighborhood. To fix the problem, the lake was drained and lined with concrete.

Benton Park was once a city cemetery. The park was created by city ordinance in 1866 after the founding of Bellefontaine and Calvary cemeteries in North St. Louis made it possible for graves to be moved. It is St. Louis’ second oldest park.

Several breweries were attracted to the Benton Park neighborhood because of its system of caves which were used for cool storage of the German style beers. In 1985 the neighborhood was designated an historic district on the National Register of Historic Places.
Railroads built a large share of the bridges in the late 19th century. Crossing the wide rivers in the St. Louis region required monumental engineering.

The Bellefontaine Bridge was reportedly built by Burlington Railroad Company in 1893. The push west was in full swing and the railroads were the catalyst for settlement and growth. Transcontinental trains were needed to open coast-to-coast commerce.

The bridge is one of many built by George S. Morison of New Bedford, Massachusetts. It has four 16-panel Baltimore through trusses with a deck supporting two railroad tracks, though only one track is still used today.

The Bellefontaine Bridge is a near duplicate of other Morison bridges crossing the Ohio and the Mississippi rivers. His most notable project is the 1892 Memphis Bridge (now the Frisco Bridge) which is his largest and also the first bridge to span the difficult lower Mississippi River.
### November 2014

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- **November 2014**
- **Beaver Moon** on 2 November
- **Thanksgiving holiday** on 27 November
- **End daylight savings** on 2 November
The Chain of Rocks Bridge crosses over the Mississippi River from Madison County, Illinois to the north edge of St. Louis, Missouri. The bridge served as the route used by U.S. Route 66 and its most notable feature is a 22-degree bend at the middle. Originally a motor route, the bridge now carries walking and biking trails. It is a steel, rigid-connected cantilevered through truss, with rigid-connected Warren through truss approach spans.

The bridge’s name comes from the large shoal, or rocky rapids, called the Chain of Rocks, which makes this stretch of the Mississippi River extremely dangerous to navigate.

For nearly three decades the fate of the bridge was uncertain. The high cost of demolition indefinitely delayed an outcome until a new use was found. In 1998, the bridge was leased to Trailnet, a local biking group. About $4.5 million has been spent on renovating the bridge for pedestrian and cycling use. The bridge was added to the National Register of Historic Places in 2006.
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December 2014

- **1st December**: Cold Moon
- **25th December**: Christmas Day holiday
- **31st December**: New Year’s Eve

**Notes:**
- **Winter begins 5:12 am**
- **Hanukkah**
- **New Year’s Eve**