

Old Halls Ferry Bridge Demolition Update



On June 12 at 9 p.m. all eastbound and westbound lanes of I-270 closed near Old Halls Ferry for the demolition of the Old Halls Ferry Bridge. The new bridge is expected to open before October 1st. During construction there are signed detours for Old Halls Ferry traffic. Travelers are encouraged to visit www.i270north.org to view videos offering turn-by-turn instructions to navigate the detours, as well as down-loadable maps for other project detours.

“The demolition of the Old Halls Ferry Bridge went well. Millstone Weber worked around the clock and was able to open I-270 to traffic at 9 p.m. on Sunday evening instead of the anticipated 5 a.m. on Monday morning. We are reviewing lessons learned from the demolition to find ideas that can be implemented when we close I-270 for the Washington St./Elizabeth Ave. bridge demolition scheduled for late August.” Said Justin Wolf, I-270 North Project Director.

Summer Safety Campaign



Safety Fact: In 2019, 18 people were killed in work zone crashes in Missouri.

Remember to Slow Down in the Work Zones. Help us all make it home safely.

DBE Highlight: Kendall's Hauling LLC



In 2006, Kendall Davidson, a certified diesel mechanic, established a trucking company with a 1979 dump truck he literally built with his own hands. At the time, Kendall's Hauling had just one employee- himself. Despite the difficult road ahead, he wanted more, he said. Fortunately, he connected with industry influencers who were committed to creating sustainable pathways for minority and disadvantaged business owners. Thom Kuhn, the President of Millstone Weber, was among

those who helped Davidson get established in the competitive, highly regulated motor freight transportation sector. “Millstone Weber was my catalyst to success,” Davidson said.

Today, Kendall's Hauling LLC has dual certification as a Minority Business Enterprise (MBE) and Disadvantaged Business Enterprise (DBE), a fleet of dump trucks, side dumps and fuel tankers, 15 employees, and a contract to collaborate with the men and women who helped the family-owned transportation business get rolling 14 years ago. “Originally, I was one man, one truck. Now I'm the only African-American in the whole state of Missouri who owns a petroleum business,” Davidson said.

Kendall's Hauling is now a three-tier haulage and cartage company: petroleum sales, delivery and storage; dirt, rock and asphalt hauling; and, heavy duty freight delivery. As a Millstone Weber contractor for the I-270 North Design-Build Project, Kendall's Hauling will transport diesel fuel for construction equipment, and haul excavated material from the construction sites.

“Initially Millstone Weber changed my family's life. Now they continue to have a positive impact on my employees,” Davidson said. My employees are “average blue-collar Joes with high school degrees,” he said. Most live in the North County neighborhoods, near the I-270 North Design-Build Project. “My employees are people who look like me, working real jobs with a prevailing wage, bringing money back to their communities. They've been able to buy houses, cars, pay property taxes, and send their kids to college,” Davidson said. Davidson currently lives in St. Louis city, but grew up in North County. He attended Lutheran North High School and North Technical High School.

Davidson is also a 2010 MoDOT Fastrac Business Development Program graduate. He credits this program with making him a businessman. “Participating in MoDOT's Fastrac Program is a phenomenal opportunity for minority and disadvantaged business owners,” Davidson said. “I already knew diesel truck maintenance and repair; Fastrac taught me how to run a business, and helped me network with equal opportunity officers who led supplier diversity and contracting activities at key companies.”

When asked about the impact of COVID-19 on his business, he stated that due to his I-270 North Design-Build contract, he does not expect his business will be negatively affected by the Covid-19 pandemic. “We're working, and we'll stay working.”

Learn more about the I-270 North Project at www.i270north.org



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Diamond Cottman is the first on both her paternal and maternal sides of the family to choose Engineering as a vocation. After speaking with her, it's obvious why she chose to do this work.

As a senior at Southern Illinois University – Edwardsville studying Civil Engineering, Diamond says she was already being led toward engineering while a high school student.

“I was exposed to the field of engineering in grade school and by the time I reached high school I knew what I wanted to do,” she said. “I would always notice the condition of roads and bridges and I would think, ‘this shouldn’t look like that or that’s wrong.’ I try to fix things in my head.”

That attention to detail is not the only reason that she chose to focus on Civil Engineering. “I have a very strong desire to rebuild communities and the first step in that direction for me is to focus on the roads, bridges and overall transportation systems contained within those communities. Eventually, I

plan to impact other elements within communities like housing, that can affect overall social, physical and mental well-being.”

While Diamond has completed internships in private industry, she is excited about learning with MoDOT. She says that working with the agency will provide an up-close look at how the public sector operates in areas like contract development and public engagement.

In terms of advice for those young enough to still be in the career choice phase of life, Diamond said, “Don’t always follow the money because it may not take you to the place you want to go. Find out what your passion is, what’s in your heart and find a way to monetize that. Also, start early! I started preparing for my engineering career in high school. It’s never too early and nothing is better than preparation.”

Questions for the I-270 North Team

The I-270 North Project team is committed to answering questions from the public within this newsletter. While some questions will be answered in the following month’s newsletter, more time sensitive ones will be responded to directly. Please email questions to the I-270 North Project Team: I270North@modot.mo.gov

What is happening at the Lindbergh interchange and why are the flags in a grid pattern?

We are adding a considerable amount of earth fill at the Lindbergh interchange to realign Northbound and Southbound Lindbergh. The weight of the new soil will cause the existing soil to compress. The flags are locations where we are installing wick drains. Wick drains are essentially a filter-wrapped tube that is pushed deep into the ground, the tubes help remove water from deep underground which reduces the time necessary for the existing soil to compress and stabilize.

