

Fall 2007

A Brief Overview of the Christopher S. Bond Bridge Construction

WHAT WILL THE PROJECT ENTAIL?

A new cable-stayed bridge structure with eight-lane capacity will be built to replace the existing Paseo Bridge along with the reconstruction of I-29/35 from the northeast corner of downtown to just north of Armour Road. The project will also include building new on-ramps and off-ramps; the reconfiguration of various interchanges including the Armour Road/Route 210 interchange, the Levee Road/Bedford Avenue interchange and the I-29/35 Front Street interchange; the reconstruction of the Paseo Boulevard Bridge over I-29/35 and the construction of retaining walls and sound walls.



WHAT IMPACTS WILL THERE BE?

While we will do everything we can to minimize inconveniences, a construction project of this size brings with it some impacts. The existing bridge will remain open to commuters during construction while the new river bridge is built adjacent (east) to it. Opening the new bridge, ramps and roadway by June 1, 2011, however, will require lane restrictions on the existing bridge as well as various on-ramp and off-ramp closures.

HOW CAN I STAY UPDATED?

Throughout construction, Paseo Corridor Constructors will work with MoDOT on a proactive, comprehensive outreach program to keep the public informed. As part of these efforts, the project Web site www.kcicon.org will remain in place to help convey construction schedule and alternate route information. We will also provide information to the local media to convey to the public and an informational hotline will be in place for people to call to speak with a project representative or listen to recorded schedule information.


WHAT DOES DESIGN-BUILD MEAN?

The design-build delivery method was selected for this project as a way to save time and money. Compared to the more "traditional" design-bid-build method where the design work is completed in its entirety before contractors bid on the job and then order materials and perform the work, the design-build method streamlines the process by enabling construction to begin before design work is complete. This helps minimize price escalation from rising material and labor costs, and facilitates faster project completion to help minimize inconveniences to the public. Paseo Corridor Constructors is schedule to be complete with this project by July 31, 2011.



**The Missouri Department of
Transportation**

2007 Update

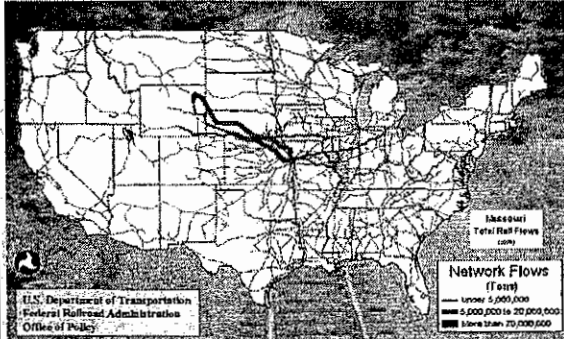


Missouri's Highway System

- 7th Largest in the U.S.
- 32,448 Miles of Highways
- \$65 Billion Asset
- More State Highways than Iowa, Nebraska and Kansas Combined
- 10,224 Bridges / 55 Major River Bridges
- Most in the Nation



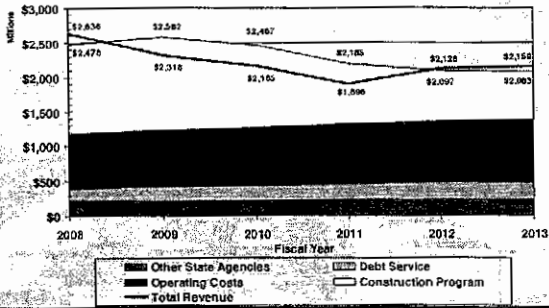
Central Rail Freight Hub



U.S. Department of Transportation
Federal Railroad Administration
Office of Policy

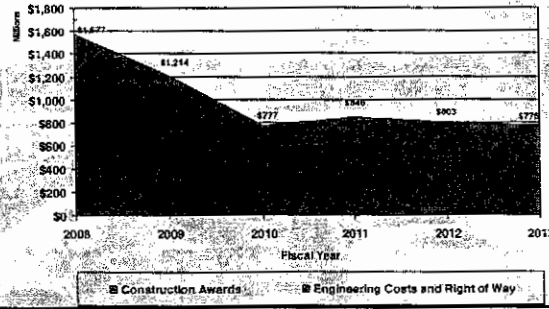


Total Expenditures Road and Bridge



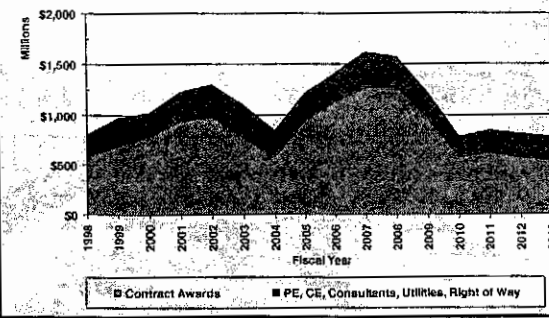


Construction Program

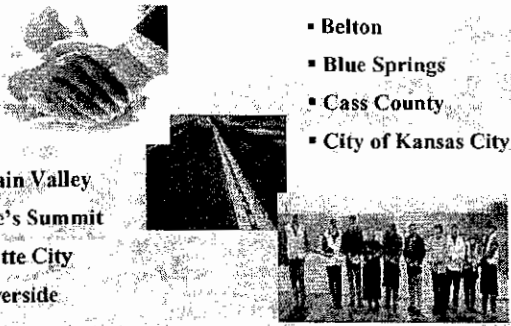




Construction Program Road and Bridge

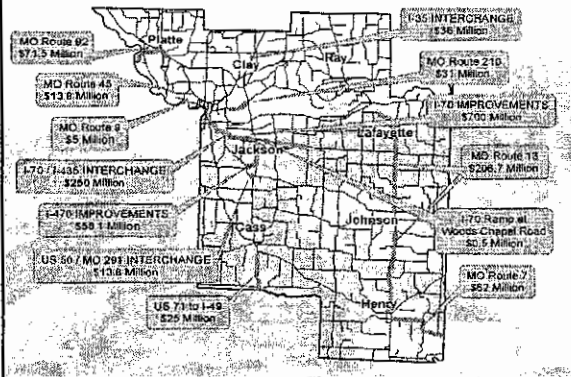


MoDOT Partners With Local Agencies to Stretch Transportation Dollars



- Grain Valley
- Lee's Summit
- Platte City
- Riverside
- Belton
- Blue Springs
- Cass County
- City of Kansas City

Unfunded Investment Priorities



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Presentation Available:
www.modot.org/kansascity
