



Bond Bridge Dedication Edition

kcICON Quarterly Special—Fall Newsletter, October 22, 2010

What's New?

All kcICON Project Interstate 29/35 lanes, ramps to open by year's end *Bond Bridge is dedicated as project is six months ahead of schedule*

Under a bright blue sky and canopy of gleaming white cables radiating from the new, Christopher S. Bond Bridge, U.S. Sen. Kit Bond, Missouri Department of Transportation Interim Director Kevin Keith, Federal Highway Administration Division Administrator Kevin Ward and Paseo Corridor Constructors announced Sept. 27, 2010 that all Interstate 29/35 lanes and ramps on the kcICON Project will be open by the end of the year – six months ahead of schedule.

Thanking the nearly 700 dedication event attendees, Keith said MoDOT's design-build method of project delivery is a great way to accelerate large construction projects. "Our fixed-cost, best-value approach gives taxpayers the biggest bang for their buck while maximizing the innovation and creativity of the private sector."

Prior to kicking off Kansas City's largest "deck party," Bond took a 316-foot basket ride to the top of the landmark structure with Missouri Highways and Transportation Commission Chairman Rudy Farber, Bill Clarkson, Jr. of Clarkson Construction Company and Henry Massman of Massman Construction Co. All signed their names on the center pylon.

"This is magnificent," said Bond. "The speed (of the project) is truly remarkable. We congratulate MoDOT, the contractor, the designers and everybody who made this come together and the community support of it...a perfect operation and a fitting celebration of the great work by everyone involved."

The bridge was opened to its first lane of northbound traffic a few hours following the ribbon-cutting ceremony.

The contractor, Paseo Corridor Constructors, will complete cross street work, incidental construction and the removal of the existing Paseo Bridge in 2011. [Click here to view photos from the event.](#)

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How Did We Do It?

In early 2007, MoDOT established an October 2011 project completion date. In November 2007, Paseo Corridor Constructors was selected as the best value proposer and committed to completing the project by July 2011. Now, two-and-one-half years into project construction, the projected ramp and lane widening (bulk of the project) completion date is December 2010. How did the kcICON Project team get this project so close to total completion so quickly?

Part of the answer is in the process of design-build. The design-build delivery method was selected as a way to save time and taxpayer dollars. 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.

On the kcICON Project flexibility in design has been a key part of the project. When the cost of steel skyrocketed following Hurricane Katrina and the massive rebuilding efforts in New Orleans and surrounding cities drove up the cost; new ideas on traditional methods were needed. Project designers revisited a method that hadn't been used by the state for many years: concrete girders. Concrete girders were used in six structures on the project. For example, three 150-foot concrete girders, the longest ever to be used in Missouri interstate bridge building, were used to construct the southbound I-29/35 off-ramp to Paseo Boulevard. By implementing state-of-the-art best practices from around the country, MoDOT incorporated a Nebraska Department of Transportation innovative design to flyover all new northbound interstate lanes with a single span. This design change switch to concrete saved 68 percent of the material cost over steel.

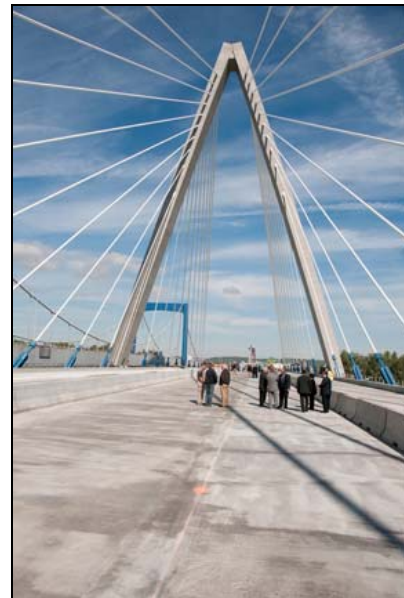
Program Highlights

Missouri Governor Jay Nixon provided this message to program attendees:

"Our state is constantly working to make our roads, highways and bridges safer and easier to travel. In Kansas City, the reconstruction of the Interstate 29/35 corridor and its new river crossing will serve travelers well into this century. The new bridge is a welcoming gateway of which the community can be proud.

This project has positively affected the Kansas City area in terms of immediate and long-term economic impacts. Transportation projects like this one not only improve regional mobility, but also provide quality jobs. This project will continue to benefit the community long after the work is complete.

Kansas Citians have been supportive and patient during construction. With your cooperation, the project is on time, and on budget. Kansas City now has a new landmark, the Christopher S. Bond Bridge — an elegant addition to the city's skyline for decades to come. Congratulations to the region on this new iconic cable-stayed bridge."



A Look Skyward, from Sept. 27, 2010 at the Bond Bridge Dedication Ceremony.

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Dedication Program

The Christopher S. Bond Bridge dedication event included the Presentation of the Colors by the Missouri State Highway Patrol Color Guard, followed by the National Anthem, sung by the "From the Heart" ladies' quartet. Kevin Keith, Interim Director for the Missouri Department of Transportation opened the event, followed by Missouri Highways and Transportation Commissioner Stephen Miller. Dick Holwick, a kclCON Community Advisory Group Member, spoke about the work of the River Crossing Committee and the project's Community Advisory Group. Then, Missouri Highways and Transportation Commission Chairman Rudy Farber introduced honoree and keynote speaker U.S. Senator Kit Bond. Dignitaries and project personnel then cut the ribbon – officially opening the bridge for a brief tour before traffic began crossing at 2:30 p.m.

The Kansas City Star featured an article about the ceremony, as well an interview with the first family to cross the new Bond Bridge. [Click here to read the story.](#)

kclCON Project History

Located in Kansas City and North Kansas City, the kclCON design-build project includes widening 4.7 miles of Interstate 29/35 to six lanes from the northeast corner of the Downtown Loop to Route 210/Armour Road. To improve the corridor's safety and mobility and increase traffic capacity, the scope of work includes the reconstruction, rehabilitation or replacement of five interchanges (16 ramps), 12 land bridges, and the new landmark cable-stayed Christopher S. Bond Bridge over the Missouri River.

In November 2004, Missouri voters approved Amendment 3 which provided MoDOT with \$195 million for the Paseo Bridge replacement and I-29/35 corridor improvements. In December 2005, the Missouri Highways and Transportation

Commission (MHTC) selected the Paseo Bridge replacement as one of the state's three pilot design-build projects. Soon after, U.S. Senator Kit Bond was instrumental in securing an additional \$50 million in federal funding for a landmark bridge and additional corridor improvements. An Environmental Impact Statement (EIS), which had begun in April 2004, was completed with the issuance of a Record of Decision from the Federal Highway Administration in January 2007.

In November 2007, the MHTC awarded Paseo Corridor Constructors (PCC) the \$232 million contract to design and build the kclCON Project. This was the second design-build project for MoDOT and the single-largest highway contract awarded in the Kansas City area. Paseo Corridor Constructors is a joint venture comprised of Clarkson Construction Company, Massman Construction Co. and Kiewit with Parsons as the lead designer. Roadway and river bridge design were completed in December 2008 and March 2009, respectively. Construction began April 18, 2008 with a ground-breaking ceremony, and will be completed on or before July 1, 2011.

The Paseo Bridge opened to traffic in August 1954. Portions of this four-lane roadway and bridge project were constructed in the early 1950's by Clarkson and Massman, both based in Kansas City. The corridor is now used by over 102,000 vehicles per day. It is the most congested interstate in the greater Kansas City area and is the most heavily traveled crossing of the Missouri River in the metropolitan area.

The corridor connects six states, and locally it serves two large industrial areas and numerous businesses in Kansas City and North Kansas City. It is the primary commuter route for citizens who live in the Northland and work in the downtown Kansas City area.

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Originally estimated to cost in excess of \$300 million, the kcICON Project is being constructed with a \$245 million budget. Using a fixed cost, best-value, design-build process that was developed by MoDOT and refined on the kcICON project, MoDOT and PCC are maximizing innovation and exceeding the project goals. This process has garnered national attention and is gaining acceptance by other DOTs facing similar challenges in delivering vital transportation improvements with limited budgets.

To engage key stakeholders and the general public in a meaningful way, MoDOT formed a 12-member Community Advisory Group (CAG) appointed by elected officials, civic leaders, business councils and neighborhood associations to provide input on the public's wide-ranging priorities for the project. As informed liaisons, CAG members have helped to resolve many high-profile community issues. To validate the tremendous influence and hard work of the CAG, MoDOT assigned 20 of the 100 total possible proposal points to the CAG to independently evaluate and score the architectural style and design aesthetics of the new Missouri River bridge. This is the first time a state DOT has handed over pure scoring authority to a group of private citizens. The result: an iconic bridge that will transform Kansas City's skyline for the next century.

A Kansas City Icon

"A modern bridge with graceful and elegant lines. A new icon for the Kansas City skyline. A transformation of the Kansas City experience." – kcICON Community Advisory Group, 2007

The 1,715 foot-long Christopher S. Bond Bridge extends 316 feet above the river's surface – nearly twice as tall as the existing Paseo Bridge towers.

An array of 40 stay cables radiate from the structure's diamond-shaped center pylon providing

a unique gateway experience, harkening to travelers that they have "arrived" in Kansas City.

"A memorable nighttime and distinctive riverfront experience." – kcICON Community Advisory Group, 2007

The pylon serves as a gateway through which traffic moves, while overhead, the individually uplit cables create a canopy that slowly envelopes travelers as they cross the bridge. At night, these two elements provide a soaring canvas for the above deck aesthetic lighting treatments where the lighting reinforces the drama and elegance of the pylon and canopy of cables.

The signature lighting elements that are truly unique to the Christopher S. Bond Bridge reside on the edge girders. Here, a series of LED color-changing panels will come to life with a series of lighting shows displaying an endless palette of colors and patterns across the span of the bridge. The changing seasons, holidays and local sporting events are of the many events that can be commemorated with this unique lighting option.

The community has added their own voice and vision to these light shows to make the bridge a truly personal experience for Kansas City. These lighting events will provide locals and visitors alike an opportunity to re-experience the bridge each time they visit, view or drive over it.



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Workforce Development

MoDOT wants to make a difference – to change lives – to create opportunities that will grow a more diverse workforce in the Kansas City region and across the state of Missouri.

MoDOT is working closely with the Federal Highway Administration, local contractors and union representatives, minority contractors, metropolitan planning and community organizations, and the public-at-large to make this happen.

To increase the number of minority, female and economically-disadvantaged individuals working on the kcICON Project, up to \$1.25 million was provided for workforce training and supportive services, and contractor incentives in the form of partial wage reimbursements. Community roundtable meetings were held throughout 2007. The roundtable partners agreed to a Workforce Utilization Partnering Agreement on August 13, 2007, that has guided us in these efforts. A 10-member Workforce Utilization Advisory Committee was formed to draft Request For Proposals to identify pre-apprenticeship training programs.

In December 2007, the committee recommended the Full Employment Council to produce trainees ready for highway construction apprenticeships.

To date, 90 individuals have received On-The-Job (OJT) Training on the kcICON Project. There are currently 30 OJTs still employed on the project, and 17 individuals have graduated from the OJT Program. These individuals now have the necessary training to build and sustain careers in heavy highway construction.

Our local partners have joined with national transportation advocacy groups in using MoDOT's workforce development model to encourage our nation's leaders to incorporate similar program language in the new transportation bill pending

before Congress. As a result, new legislation could positively impact communities and the underutilized throughout our nation.

Special Thanks:

kcICON Community Advisory Group Members

Ed Bradley, Platte County

Lizzie Brown, Chouteau Courts Tenants Association

Michael Burke, City of Kansas City

Mell Henderson, Mid-America Regional Council

Dick Holwick, Greater Kansas City Chamber of Commerce

Tim Kristl, Northland Regional Chamber of Commerce

Larry Larson, Clay County

Dr. Ali Roohirad, Jackson County

Daniel Serda, Downtown Council of Kansas City

Mike Smith, City of North Kansas City

Mike Sturgeon, Columbus Park/Guinotte Neighborhood Association

John Wagner, North Kansas City Business Council

kcICON Workforce Development Advisory Committee

Jack Bitzenburg, Kansas City Missouri School District

Lizzie Brown, Chouteau Courts Tenants Association

Mell Henderson, Mid-America Regional Council

Ronna Holloman-Hughes, The FRIENDS

David Kendrick, Greater Kansas City Building & Construction Trades Council

Joseph Mabin, Minority Contractors Association

Alise Martiny, The Builders Assoc. of Greater Kansas City

Ed DeSoignie, Heavy Constructors Association of the Greater Kansas City Area

Clyde McQueen, Full Employment Council

Margaret Roberts, MORE2

Thank you to everyone who has helped to make this project a success.

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Onward and upward: cables radiate from the center pylon of the new, Christopher S. Bond Bridge.

Facebook fans saw the first traffic on the new bridge!

There are benefits to being a fan of the project on Facebook. Find out more by searching kcICON Project on www.facebook.com.



Photos from the Dedication Ceremony



Sen. Kit Bond addresses the 700 ceremony attendees from the deck of his namesake bridge.



A surprise announcement is made – all Interstate 29/35 lanes, ramps to open by the end of this year – six months ahead of schedule.



The ribbon is cut, opening the bridge deck.

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The North Kansas City Fire Department unfurls our Nation's flag.



"From The Heart" quartet sings the National Anthem.



Paseo Corridor Constructor crews watch the pageantry.



The Missouri State Highway Patrol Color Guard stands at attention prior to the ceremony's start.



The crowd listens as kcICON Project Director Brian Kidwell introduces the next speaker.

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