

Upcoming Milestones

A 15-ton Gallion 150P hydraulic crane is now on a platform atop the river bridge pylon cap. This crane will be used for stay cable installation support, and other tasks, freeing up the Manitowoc 7000 ringer crane for additional work. This smaller crane, in this high location, will provide the reach needed for the stay cable installation and other “higher” tasks. Photos will be posted to the kcICON Project Facebook page when available.

The state of Missouri’s single widest concrete bridge deck pour will be happening in early spring. The north approach on the north bank of the Missouri River extending south, to the river bridge pylon is approximately 134 feet wide. Missouri Department of Transportation Director Pete Rahn will visit the site April 9 to preview this activity.

Paseo Boulevard bridge work continues on the south end of the kcICON Project. As the weather warms, the grading and fill work will finish, and the ramp bridge infrastructure work will become visible to passing motorists.

The Single Point Urban Interchange (SPUI) construction at I-29/35 and Front St. continued through the winter months and significant stages in the substructure work have been completed. Mainline interstate traffic will be restored above this work on the new SPUI bridge in mid-2010, and the temporary shoo-fly ramps will disappear. Work will continue at this interchange through 2010.

Inside the Work Zone

kcICON Project Pavement Recycling Effort Attracts International Interest

Visitors from the Czech Republic visited the kcICON Project March 7 to observe how implementing green solutions can save some green.

Visitors from Prague came to see the Resonant Machine on the kcICON Project. This machine allows the kcICON Project team to recycle and reuse the broken pavement as rock fill in other areas of the project. This is also a cost-effective measure, as a two-man team with a resonant machine can break up to one mile of pavement in one day. Local Kansas City company Resonant Machines (RMI) manufactures these highly specialized machines. With 11 total machines in their fleet, RMI has done work from Canada to Argentina, and all over eastern Europe—garnering interest from Prague. The resonant pavement breaker is a highly specialized device with a vibrating beam on the front of the machine measuring between 18- to 26-inches wide. This breaker vibrates up and down only $\frac{3}{4}$ of one inch, but hits the pavement 44 times per second. The high frequency, low amplitude machine successfully breaks the concrete, separating it from the rebar underneath. Because the machine doesn’t go deeply into the substructure, underground utilities are not damaged. “Partnering with the Paseo Corridor Constructors has allowed Resonant Machines the opportunity to provide fast and efficient concrete recycling while allowing us to showcase our environmentally-friendly technology in our hometown,” said RMI President John Mueller.

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