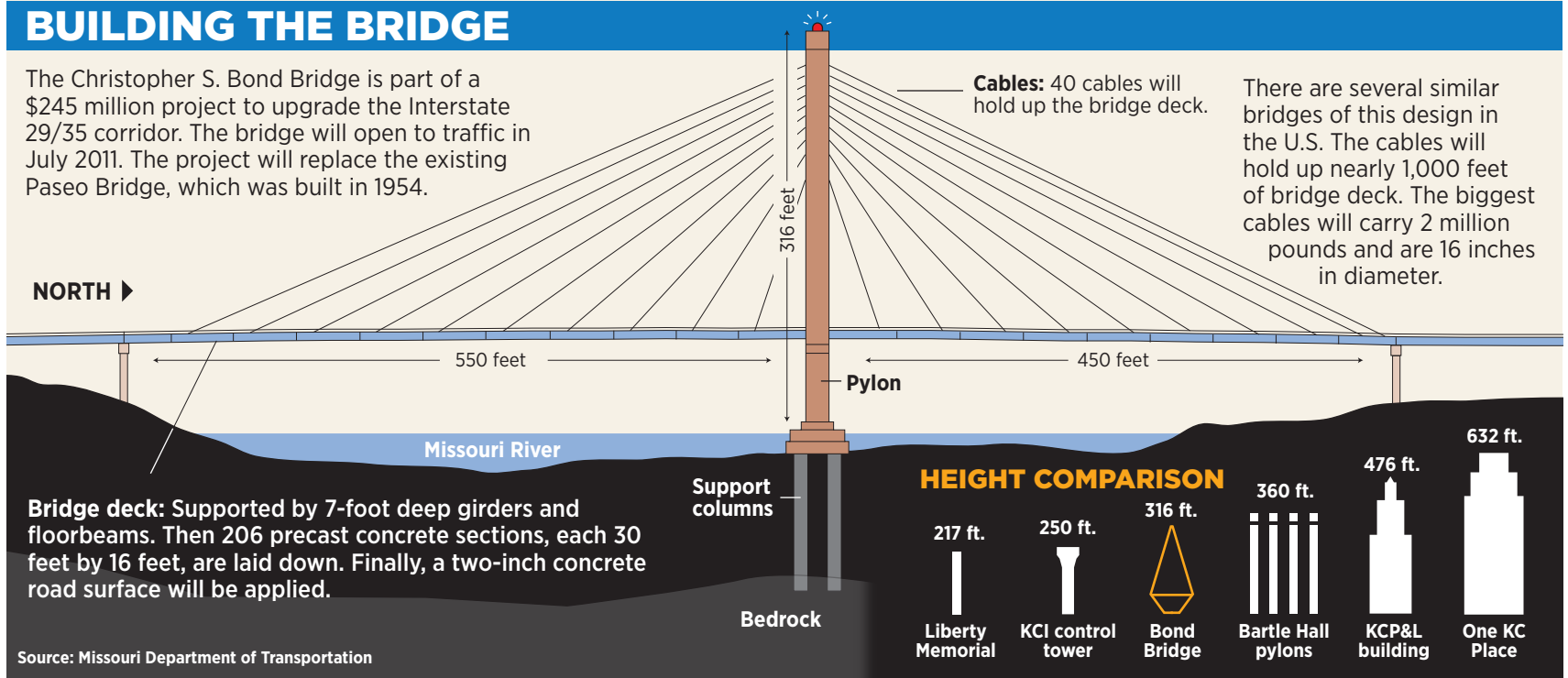


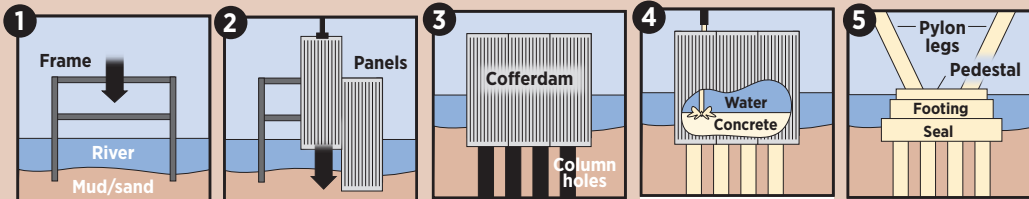
BUILDING THE BRIDGE

The Christopher S. Bond Bridge is part of a \$245 million project to upgrade the Interstate 29/35 corridor. The bridge will open to traffic in July 2011. The project will replace the existing Paseo Bridge, which was built in 1954.



START WITH A GOOD FOUNDATION

The strength of the bridge begins with a good foundation. But building in the river posed some challenges. Here is how the base was constructed.



1. A temporary rectangular steel frame is erected in the Missouri River.

2. Next, a cofferdam was constructed by forcing steel panels into the river bottom and fastening them to the frame. Water still fills the box.

3. Eight, 11-foot diameter holes were drilled 100 feet to bedrock. Filled with concrete and steel, these become the support columns.

4. Concrete is pumped under-water to close the bottom of the cofferdam, called the seal. Once the concrete has cured, the water is pumped out.

5. Finally, a footing and pedestal were formed and poured. From this hefty base, the legs of the pylon will emerge.

The soaring 316-foot **pylon** is now under construction. The pylon tower will hold the cables that support the bridge. 235 miles of reinforcing steel ties the pylon to the base and to the support columns deep below the river.

The pylon legs are 18 feet by 8.5 feet sections.

A small room inside the leg will house equipment that controls the lighting on the bridge.

The cross-member support is under construction. This will connect the two sides of the pylon and provide a support for the future interstate highway.

