

Spring 2008

# Christopher S. Bond Bridge



## NEW NAME FOR NEW BRIDGE

The Missouri General Assembly passed House Bill 56 in May 2007 that designates the new bridge over the Missouri River on Interstate 29/35 in Kansas City as the "Christopher S. Bond Bridge." Senator Bond was instrumental in securing \$50 million in Federal funding to construct an aesthetically-pleasing, iconic river crossing.

## CABLE-STAY DESIGN

Some of the more common bridge types include suspension bridges, cantilever bridges, steel truss bridges and cable-stay bridges. The latter of these describes the design for the Christopher S. Bond Bridge. All cable-stay bridges share the characteristics of having one or more columns (referred to as towers or pylons) with diagonal cables that support the bridge deck. The Christopher S. Bond Bridge will feature a delta-shaped center pylon with 40 cables fanning out from the center.



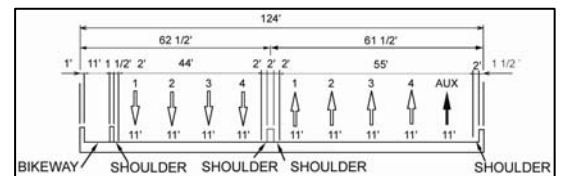
*The bridge's center pylon will create an iconic gateway for people driving toward downtown.*

## SIDE-BY-SIDE CONSTRUCTION

The new bridge will be built immediately east (downstream) of the existing Paseo Bridge. This will help minimize inconvenience on commuters by allowing motorists to use the current bridge until the new structure is completed in the summer of 2011. After traffic is moved over to the Christopher S. Bond Bridge, the old bridge will be taken down. The close proximity of the new bridge will prohibit imploding the Paseo Bridge, so the structure will be taken down piece-by-piece, with about 6,400 tons of steel being recycled.

## EXPANSION POSSIBILITIES

The new bridge will be 124-foot wide capable of carrying up to eight lanes of traffic should the highway to the north and south eventually be widened to this capacity. The new bridge is also being built to accommodate a pedestrian/bicycle path along the outside of the southbound lanes if bike path connections are made to the north and south of the bridge. When the Christopher S. Bond Bridge opens in the summer of 2011, it will have three through lanes in each direction with a northbound ramp lane from Front Street to Levee Road.



*The bridge will be wide enough to eventually carry eight through lanes and a bike/pedestrian lane along the southbound lanes should adjacent infrastructure improvements warrant this expansion.*

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