

Openings and Closures in Summer 2010*

The median work being done from 16th Ave. to the north end of the project continues. In July, northbound traffic will be shifted to this median area, at that time the work will move to the east side of the interstate.

The westbound Armour Rd. ramp to northbound I-29/35 (near Arby's) will close by the end of July until December 2010 for grading and fill work.

The Bedford Ave. /Levee Rd. southbound ramps are scheduled to open in mid-July. The 16th Ave. detour at Linn St. will close once these ramps open. The marked detour route will be MO-1/Vernon Street/Prather Road/Antioch Road to southbound Interstate 35.

**All construction work is weather dependent. These opening/closures are approximate and subject to change.*

Upcoming Milestone

The longest concrete girders ever to be used in Missouri bridge building were installed July 1, 2010. Three 150-foot girders were trucked from Omaha, Ne. to MoDOT's kcICON Project site in Kansas City, Mo. These 150,000 pound girders will be used to build a new bridge that will span northbound Interstate 29/35 and carry southbound Interstate 29/35 traffic headed for The Paseo, Independence Avenue, and points beyond. By implementing state-of-the-art best practices from around the country, MoDOT is incorporating a Nebraska Department of Transportation innovative design to flyover all new northbound interstate lanes with a single span bridge, saving both time and money. This Paseo Blvd. ramp bridge will be completed in the fall of 2010, and traffic will reopen from southbound Interstate 29/35 to The Paseo.

Inside the Work Zone

An Interview with Dean Johnson— A supervisor on the Christopher S. Bond Bridge

Paseo Corridor Constructors is made up of several companies. How long have you worked for Massman Construction?

Twelve years. Before that I was with two companies, both based out of Minnesota. MA Mortenson (for 6 years) and Al Johnson Construction (for over 25 years). I was laid off. Johnson worked with Massman on a number of projects. They knew I needed work and contacted Dale [Helmig] to set up a meeting between us. Dale hired me at that time.

So you have worked in heavy construction up to 45 years? What was your first job?

My first job in heavy construction was in 1966. It was a lock and dam in Pennsylvania, in the Monongahela River.

How is this job different from others you have worked on?

Usually I am working side-by-side with new crew members, showing them what to do. This job is more of a straight supervisory position.

What is the most difficult job you have worked on in your career?

The most physically difficult was a job in Memphis, TN, I-40 seismic retrofit for earthquakes. That was hard work. This job has been the most difficult mentally. This is probably the first design-build job I have worked. This job...the work is always shifting. We can build faster than the designers can design, when we are in it fast-forward.

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Dean, if you decided to retire after this job, what would you do?

Honey-Do list. It is a long one. At least a full year of 8-hour days.

How long have you been married?

38 years this year.

What's the secret to a long marriage?

Trust. And she spends the money. I make it.

That's a system that works. What do you tell these young guys when they come out to the bridge to work?

Be careful. Watch what you do.

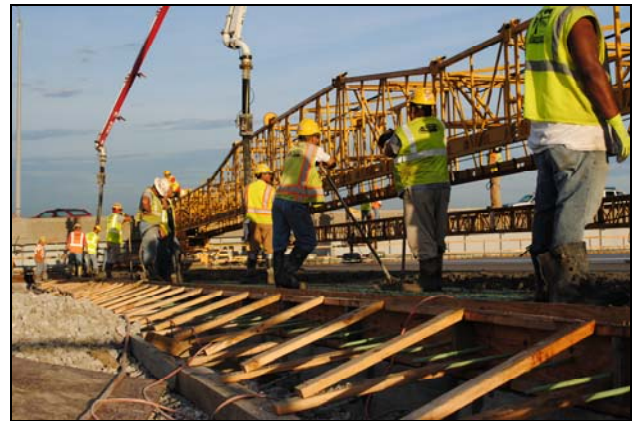


Dean Johnson stands in front of the Christopher S. Bond Bridge pylon.

Quality Crew of the Quarter Award

Dick Warner and his concrete finishing crew have been named the Crew of the Quarter for their work on the Bidwell 4800 and paving the north and south bridge approaches on the new Bond Bridge—the single, widest deck pour in Missouri history. For more details on this historic moment, please view the spring 2010 edition of the kcICON Quarterly newsletter.

(Photo below is Dick's crew at the end of a long concrete pour on the south approach to the river bridge pylon.)



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