

New Kate Shelley Bridge Fast Facts.



The new Kate Shelley Bridge - a modern-day engineering feat that is one of the highest double-track railroad bridges in North America.

- 2,813 feet long and 190 feet high
- Two tracks, 20 feet apart, set on a ballast deck that is supported by reinforced concrete towers and steel piles.
- The bridge was designed for two trains to operate on the bridge at the same time at the maximum speed of 70 mph.
- Built between 2006 and 2009, the bridge was constructed to handle heavy trains – such as coal and grain – now and long into the future.

Construction Highlights include:

- July 25, 2006 -- Span modifications begin.
- November 2, 2006 -- Earthwork begins.
- March 19, 2007 -- Shaft construction begins.
- September 6, 2008 -- First steel spans set.
- April 17, 2009 -- Last structural component set.
- August 20, 2009 – First train operates over new bridge.

New Kate Shelley Bridge Fast Facts. (cont.)

The new Kate Shelley Bridge is made-up of:

- Seven pre-stressed concrete box approach spans, each nearly 192 feet long.
- 40 – 100 ton and 12 – 50 ton girder spans
- 2, 621 feet of alternate 70-ft. and 110-ft. steel deck plate girder spans
- 56 shafts, or towers, up to 100 feet deep, supporting the decking
- Nearly 1,554 tons of reinforcement steel bar
- Nearly 632 tons of I-beam and steel bracing.
- More than 28,000 cubic yards of concrete

Nearly 552,000 cubic yards of soil was brought to the construction site.

Cost to construct the bridge more than \$50 million.

