

Mississippi River Bridge at Lansing

We are just over a month into 2025 and there has been a lot taking place at the site of the new Mississippi River Bridge at Lansing! Overall, the weather has been pretty good and that has helped our contractor, Kraemer North America, make a lot of progress over the past few weeks.

It's really starting to look like a bridge on the Wisconsin side of the river. With the three new piers and abutment completed on the east side of the river Kraemer was able to set three spans of beams for the new bridge. Every one of the spans consists of five beams for fifteen total beams currently in place. Each one is just over five feet tall and approximately 121-feet long, weighing in at 106,500 pounds! The beams were trucked in from Midwest Precast Concrete in Mt. Pleasant, Iowa to the construction site on the Wisconsin shoreline.



Bridge Beams in Place

Now that the beams are in place the next thing you will see happen is Kraemer will start the decking for the bridge. This includes placing the forms for the deck, as well as the steel that will strengthen the deck. Expect to see that work starting in mid-April with a large concrete deck pour shortly after that.

That's what's happening on land, but it's also busy out, and in, the water. Even though our winter has been fairly mild, it's been cold enough to freeze the river. Kraemer has been busy with a tugboat and a barge patrolling the river to keep the water open. That allows them to safely get workers and equipment where needed throughout the months of below freezing temperatures.



Breaking Ice

The main work happening right now in the river is at pier two. That's where crews are building a coffer cell around the already completed drilled shafts. This structure will give the workers a dry area to start building the footing for pier two. The footing is being built to keep the bridge strong – once built it will be able to withstand a barge hit.

Now to the Iowa shoreline where work is happening at Pier one. The contractor is working on the drilled shafts. These shafts are eleven feet wide and extend approximately 45-feet deep. Once the shafts are drilled and cleaned out, crews lower a rebar cage into the hole. They are then filled with concrete.

These three drilled shafts will form the foundation for the pier's footing. The contractor will start working on the footing once the drilled shafts are complete.



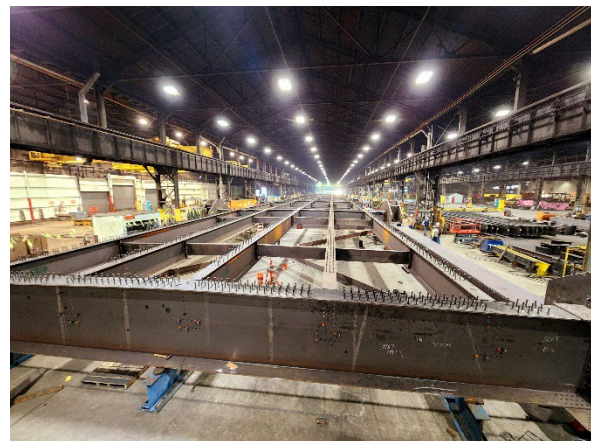
Retaining Wall

A little further west you can see what will be the final support structure for the lowa side of the new bridge. The retaining wall taking shape in Lansing will support the earth foundation for the abutment footing. The drilled shafts for that footing are already complete.

While there is obviously a lot of work happening at the site of the bridge, there is also a lot of work happening about 285 miles away, at Industrial Steel Construction (ISC) in Gary, Indiana, where the steel part of the new bridge is being fabricated. Once the pieces are made, they are actually put together in a massive warehouse. This is to make sure everything fits once the steel arrives on site in Lansing later this

construction season. The picture you see here shows the support structure for the deck of the bridge.

Not only is the bridge assembled before it is shipped, it is also treated to make sure it lasts for 100-plus years. The steel is self-weathering, meaning it forms a protective coating when it is exposed to the elements. It is also treated three separate ways before leaving the plant to be assembled over the Mississippi River.



Steel Fabrication and Assembly



Treated Steel that is ready to be shipped to the project site

To get a better sense of the massive size of this project:

- It contains 11-million pounds of American made and fabricated steel.
- There are 500-thousand holes that measure an inch and an eighth in diameter for the bolts to hold the steel pieces together.

It will be exciting later this year to watch as the pieces arrive on site and start being put in place.

Don't forget to check out the project Facebook page at <https://www.facebook.com/LansingBridge>. You do not have to be a Facebook member to check out the site. And you can get a look at what's happening by looking at the live webcam at the project website at <https://iowadot.gov/lansingbridge>.