Mississippi River Bridge at Lansing

Things are really starting to take shape at the Mississippi River Bridge at Lansing construction site! Over the past several weeks a lot of work has been happening "out of sight", but it has resulted in what we can now see.

Bridge Deck Forms

The most visible progress is on the Wisconsin riverbank. The beams for the east side of the bridge are in place and Kraemer North America has the forms in place. These forms will allow Kraemer to pour the concrete for the bridge deck. Before that happens though the crews will place reinforcing steel over the entire area of the deck. This steel will strengthen the concrete, giving the deck the longest life possible. We are hoping to see the concrete for the deck get poured in June.

Also, the foundation is showing up for piers 1 and 2, and the west abutment, which is the concrete structure that supports the beams for the end of the bridge.

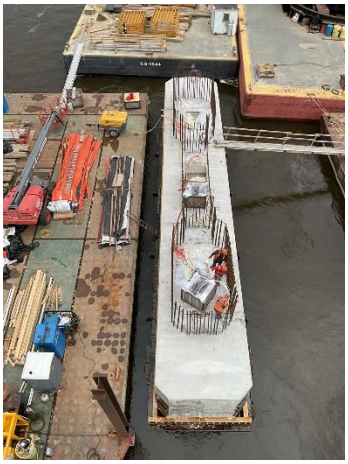
We'll start with the piers. The footings, or base, for pier 1 on the Iowa riverbank and pier 2 in the river have been poured. This is where most of the work has been happening over the past several weeks. The contractors worked inside protected areas to keep the work area and the workers dry to get everything ready for the pour. That included placing/tying rebar to strengthen the concrete footing, as well as placing the forms. The footings for piers 1 and 2 are the same size, 40 feet long by 13.5 feet wide and 14 feet deep.

Rebar in Pier 1 Footing

A couple other facts about piers 1 and 2:

- Each footing contains over 44,000 feet of rebar weighing 151,673 pounds - that is over 8 miles of steel in each footing!
- Each footing contains just over 567 cubic yards of concrete - that is enough concrete for more than 75 double stall garages! That's also enough concrete for 1,157 feet of sidewalk that is 4 feet wide and 4 inches thick!

Kraemer is currently focusing on the next segment of pier 2 called the columns. Including the footing, both piers 1 and 2 will stand 60 feet tall. Stay tuned as the piers rise out of the water to where they need to be to support the new bridge.



Pier 2 Footing

Now to the west abutment for the bridge in Lansing. The forms and the rebar are in place and the concrete should be poured very soon.

There are many partners working together to help make this project a success. That includes the Canadian Pacific (CP) Railroad whose tracks run under the bridge on the Iowa side of the river. The Iowa and Wisconsin DOT's, as well as our contractors, have been working with the CP for years to design the project, and that cooperation continues now that construction is underway. The railroad has flaggers on the project to keep everyone safe. Because of the tight construction area, the concrete for pier 1 must be pumped over the tracks. That couldn't continue if a train was coming through and that's where the flagger comes into play. He lets everyone know in plenty of time they have to clear the tracks to allow the train to pass. The picture shows a pause in the pour for pier 1 to allow this to happen. Just another example of several partners working together to make sure the project is completed safely and efficiently.

Train Pauses Pour

Remember 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/modes-travel/roads-highways/major-construction-projects/mississippi-river-bridge-lansing