

Mississippi River Bridge at Lansing

Sometimes no matter how much you plan, design and prepare for what could happen, things don't always go your way.

When sensors on one of the bridge piers detected movement in May, we closed the bridge out of safety concerns. An in-depth analysis and inspection showed that the bridge remained safe, so we opened it back up to traffic about three weeks later. Our study of the bridge continues. It shows us that the activity of constructing the new bridge threatens the safety of the current bridge, meaning we will have to close it down to safely get the new one built. This decision is not what we wanted, but safety is always the right choice for drivers, construction workers, as well as river and rail traffic that travel under the current bridge.

Currently we are planning to close the old bridge this fall. That's when our contractor, Kraemer North America, will take down the bridge so work on the new bridge can be completed. This process will involve removing strategic pieces of the bridge, including the deck. When that is completed, different methods of demolition will be used, including the use of explosives. The implosion needs to take place in late 2025/early 2026 so the bridge pieces can be removed from the river and not interfere with barge traffic.

Despite this change of plans, we still hope to have the new bridge open to traffic by mid-2027!

We have received many questions about the construction of the new bridge and the closure of the existing bridge. We will update our FAQ on our project website to address these questions in the coming weeks.

We are also looking into ways to get people across the river without having to drive to the nearest bridge connecting Marquette, Iowa and Prairie du Chien, Wisconsin. A couple of the options include resuming the water taxi or establishing a car ferry. We will keep you updated as we move forward in this process.

The good news is Kraemer has been able to keep making progress on the new bridge, and it has involved a lot of concrete!

In early July, Kraemer poured the deck for the approach bridge on the Wisconsin side of the river. This was a big day with a lot of concrete moving from plant to truck to bridge! The first truck unloaded at the bridge site at 6:30 am. Six hours and 40 minutes later, the 51st and final truck unloaded its 10 cubic yards of concrete to finish the 510 cubic yard pour. That's



Deck Pour



Tent over fresh concrete

from the rain while it cured.

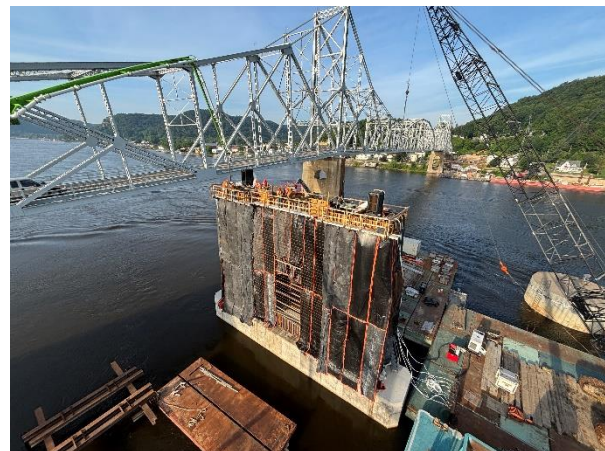
The next day they poured pier 2 out in the river. This was a much larger pour, taking eight and a half hours and using 525 cubic yards of concrete, 15 yards more than the deck pour. Piers 1 and 2 will be the largest. Both will stand over forty-five feet tall! When you include the fourteen-foot footing, the height reaches nearly sixty feet!!

Pavement work is also happening on the west abutment. All this work will allow for the next step, installing the steel that will make the framework of the new bridge. You should hopefully start seeing this happen on the Iowa side of the river sometime in September.

As always, you can get the latest updates and follow the progress of the project at our Facebook page at

<https://www.facebook.com/LansingBridge>.

You do not have to be a Facebook member to



Pier 2

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>.

the same amount of concrete it would take to build approximately three-quarters of a mile of 4-foot-wide sidewalk. This bridge deck section measures over 363-feet long and 43-feet wide.

The next pour happened about two weeks later at pier one. That's the pier that will stand at the Iowa bank of the Mississippi River. With the footing, or the base, already complete, Kraemer formed up the lower portion of the pier and filled the forms with rebar and concrete. This pour took just under three hours and used 155 cubic yards of concrete. Crews then had to make a "tent" over the fresh concrete. With rain in the forecast, they needed to protect the concrete