



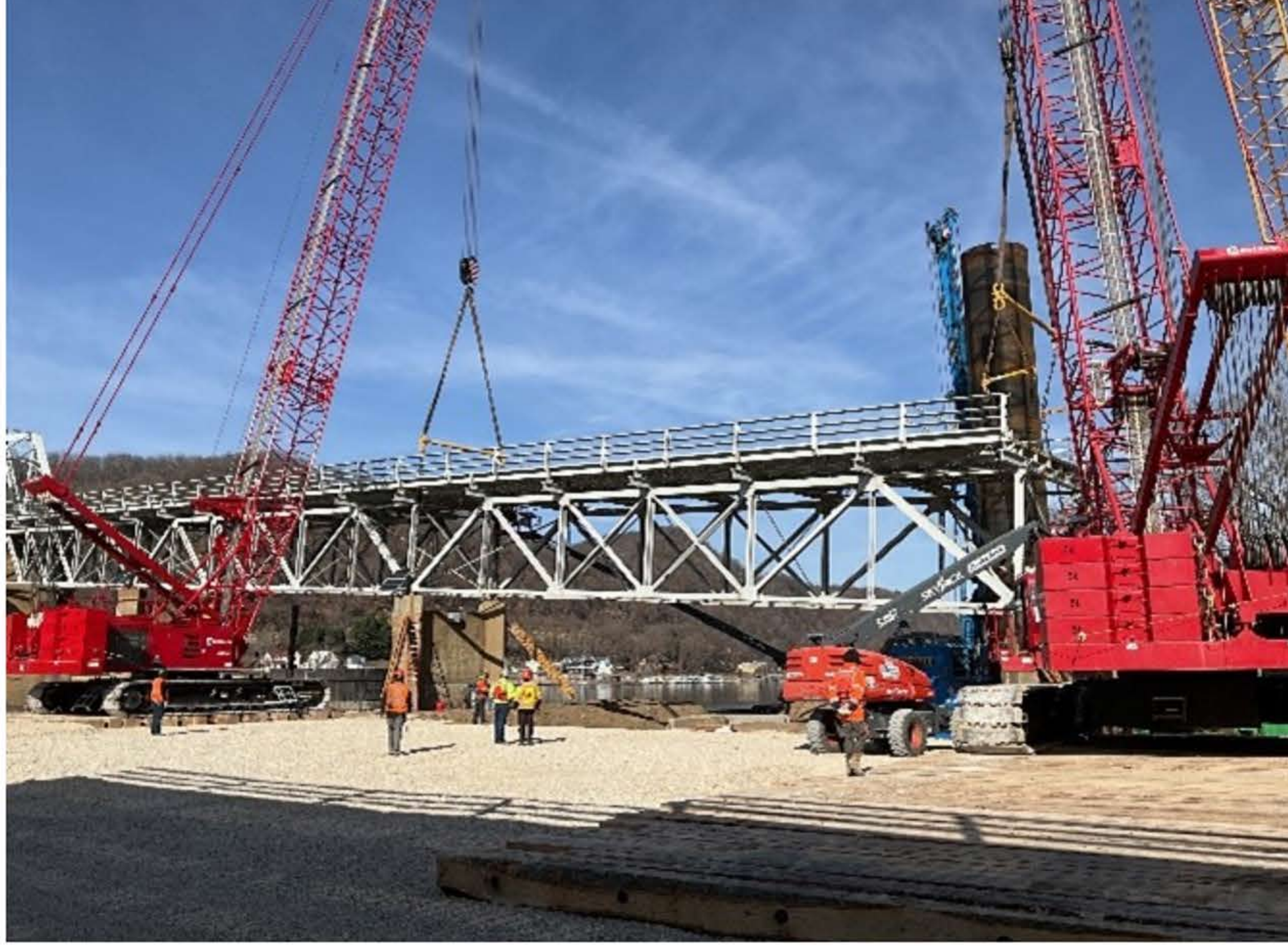
MISSISSIPPI RIVER BRIDGE AT LANSING

Kraemer North America and its subcontractors are making great progress on both the repair of the existing bridge and building the new bridge at the same time.

Today's update will start with the repairs taking place to get the existing bridge safely open to traffic by the end of April.

On Feb. 25 we closed the existing bridge because of movement of two piers (the pillars that support the bridge) on the Wisconsin side of the Mississippi River. Days later plans were finalized, and the repair process was underway to get the bridge safely back open to traffic.

An investigation determined soil conditions, the age of the current bridge and the construction taking place for the new bridge all played a part in the movement.



Kraemer has removed four large sections of the upper part of the bridge totaling 320 feet on the Wisconsin side of the Mississippi River. This allowed them to remove the two piers that had shifted. They have currently driven pile (the foundational pieces that support the bridge) and completed one of the new piers needed to reopen the bridge. When the two new piers are finished, the contractor will put the existing portions of the bridge that were removed back in place. Inspections will be done to make sure the bridge is safe before opening it back up for traffic.

One quick note about the repairs. The piers that shifted were supported by wooden pile driven approximately 40 feet into the ground more than 90 years ago. The new piers that will allow us to open the bridge again are supported by steel pile driven more than 100 feet into the ground to bedrock.

Understandably, some have wondered how we can make sure this type of movement doesn't happen at any of the other existing piers as construction moves forward. Kraemer has completed the other new pier locations in the river and there is good news. While there are no guarantees, sensors on the current piers did not show any concerns that construction activities will cause more movement that will force us to close the bridge again.



As repairs move forward we have put a water taxi/shuttle bus service in place for those who need to cross the river without having to drive north to La Crescent/La Crosse or south to Marquette/Prairie du Chien. This service is free and runs seven days a week from the Lansing Marina in Iowa to the Big Slough Landing in Wisconsin. The water taxi makes eight round trips each day with the first boat leaving the Lansing Marina at 7 a.m. The last trip across the river lands back at the marina at 5:37 pm. You can find the entire schedule for the water taxi/shuttle bus service at <https://iowadot.gov/lansingbridge>.

The number of organizations/people that came together and put in extra hours and effort to make this water taxi/shuttle bus service happen is so impressive. We led the effort that included staff in our District 2 office in Mason City, the maintenance staff from our Waukon garage, construction staff, our transit, procurement and environmental staff in Ames, all the way up to our chief engineer and agency director.

Everyone made this a priority and supported us in so many different ways. Other agencies that played a large part in making this happen include the Wisconsin DOT, U.S. Fish and Wildlife Service, the U.S. Coast Guard, Army Corp of Engineers, the City of Lansing, the Village of DeSoto, Maiden Voyage Tours, Luxxor Limousine, Running Inc., and EARL Public Transit.

Now an update on construction of the new bridge. Work is happening on both sides of the river right now.

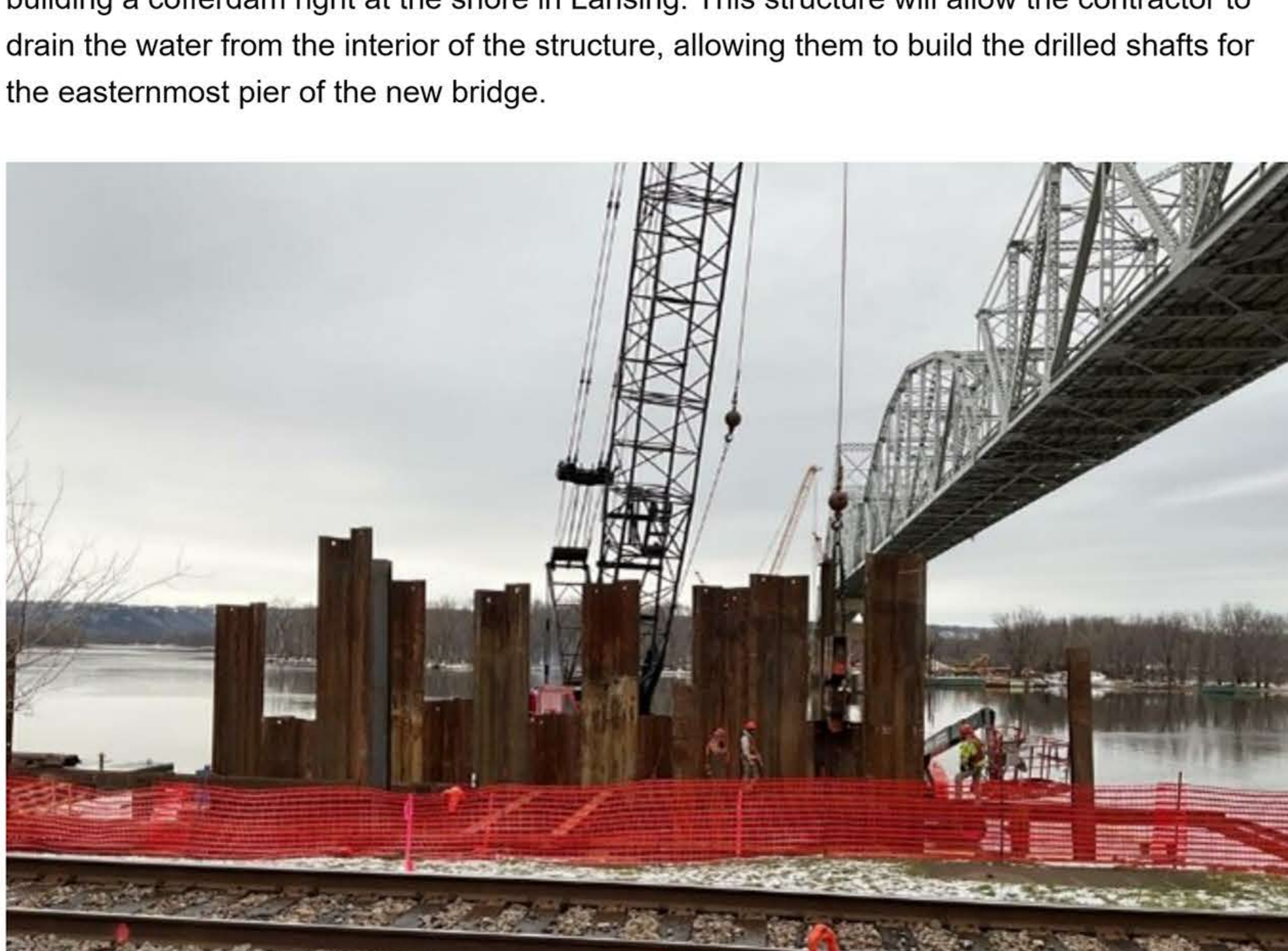
We'll start in Wisconsin. Contractors are working on the east abutment (concrete structure that supports the end of the bridge) as well as the three piers on the east side of the river.



Work on the piers and abutments has included several different concrete pours. This is starting to give us a look at the structures that will support the new bridge.

The most intense work going on right now is taking place right at the shore on the Wisconsin side of the river. Crews are using a large vibratory hammer to drive 9-foot diameter casing approximately 120 feet into the ground. There will be three of these drilled shafts for piers 1, 2, and 3. The contractor will remove the soil from the casing, put rebar cages in each shaft and then fill them with concrete. This is what will support the footings for the new piers.

Crews are also working off barges on the Iowa side of the Mississippi. Kraemer is currently building a cofferdam right at the shore in Lansing. This structure will allow the contractor to drain the water from the interior of the structure, allowing them to build the drilled shafts for the easternmost pier of the new bridge.



Despite the unfortunate and unexpected bridge closure all involved have met the challenges head on and are making great strides on the repair and construction project.

As the weather warms expect to see more and more activity in and near the river as more and more of the new Mississippi River Bridge at Lansing takes shape!