I-90 DRESBACH BRIDGE REPLACEMENT

LA CROSSE, WISCONSIN

SDI Scope

- Supply Post-Tensioning Materials and Lease Post-Tensioning Equipment
- Lease of Form Travelers

Contractor

Ames Construction

Owner

Minnesota Department of Transportation (MNDOT)





PROJECT DESCRIPTION

The I-90 Dresbach Bridge is a twin cast-in-place balanced cantilever bridge located in La Crosse, Wisconsin. Dresbach Bridge spans the Mississippi river at the Minnesota boarder. It replaces the existing 4-lane steel girder bridge and incorporates a newly improved interchange. The new bridge is inspired by the shape of local tress and is over 1,600 ft. long. Construction began in mid-2014 and was completed in 2016.

DRESBACH BRIDGE

Schwager Davis, Inc. 198 Hillsdale Avenue – San Jose, CA 95136 Tel: (408) 281-9300 Fax: (408) 281-9301 www.schwagerdavis.com **I-90 DRESBACH BRIDGE REPLACEMENT**

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SDI's SCOPE OF WORK

SDI provided all post-tensioning materials and leased post-tensioning equipment and form travelers. The project location required posttensioning systems to include advanced corrosion protection including galvanized and epoxy coated components in combination with stainless steel and epoxy coated reinforcing. Post-tension installation was performed by the contractor's rebar subcontractor with SDI providing direct on-site technical assistance on several occasions. This ensured proper installation of our systems, executions of the stressing operations, and pre-grout operation pressure testing.

SDI also supplied the contractor with the design and lease of two pairs of bridge building form travelers and formworks. The travelers were modified off-site along with the formwork construction. Modifications included additional details that were specific to the location.



PROJECT HIGHLIGHTS AND FACTS

SDI's challenges included off-site modification of the form traveler system in Pennsylvania under a tight delivery schedule. The new application of the travelers and formwork required design, fabrication, and installation of many auxiliary parts. Additionally, a variety of bridge widths and varying cross-slopes necessitated the design of an adjustable wing form and alternate methods of supporting the wing sections of the bridge.





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