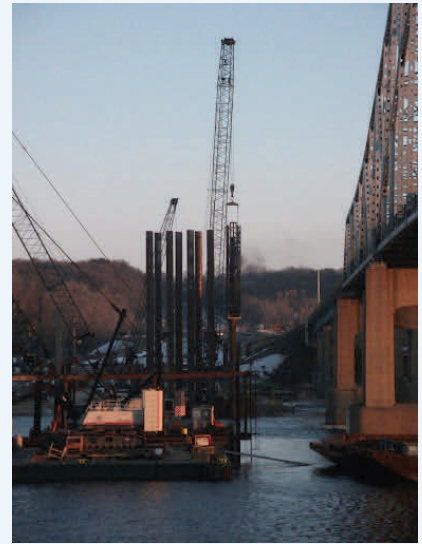


New Hastings Bridge Hastings, Minnesota



Owner: Minnesota DOT (MnDOT)

Designer: Parsons Transportation Group

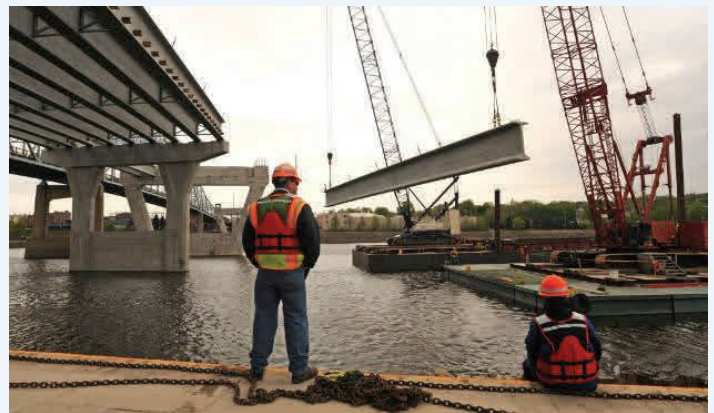
Joint Venture Contractors: Lunda Construction Co.
Ames Construction, Inc.

Years of Project: 2009—2013

Total Project Cost: \$120 million

Client Reference: Martin Furrer, P.E., S.E.
(Parsons—312-930-5126)

Owner Reference: Rich Lamb, P.E.
(MnDOT—651-366-5595)



Project Highlights:

The new bridge on TH 61 over the Mississippi River in Hastings, Minnesota will include a 545 foot long free-standing arch main span and several long approach spans. Upon completion, the bridge will be the longest free-standing arch rib supported span in North America. The finished bridge will have four lanes of traffic and a 12 foot wide common use pedestrian/bike path. Covering a wide range of subsurface conditions, the new Hastings bridge has piers founded on large diameter driven pipe piles, drilled shafts with rock sockets, and spread footings. Under the northern approach embankment fill, a column supported embankment was used to mitigate settlement due to a thick deep strata of soft soil.

- South land piers founded on spread footings bearing on shallow dolostone bedrock.
- South main span pier founded on two groups of four 48-inch rock socketed drilled shafts.
- North main span pier and approach piers founded on groups of 42-inch steel pipe piles.
- Column supported embankment supported on 12-inch steel pipe piles with 5 foot diameter circular concrete pile caps and geogrid reinforced load transfer platform.
- Concrete retaining walls for the northern approach founded on 12-inch steel pipe piles.
- Statnamic axial and lateral load tests performed on 42-inch pipe piles.

Photo Credits: MnDOT; Minneapolis Star Tribune; Dan Brown and Associates, PC.



Dan Brown and Associates, PC
www.danbrownandassociates.com

P.O. Box 309, Jasper, TN 37347

423-942-8681
contactus@danbrownandassociates.com