

Chapter 1 : MnDOT Says Winona Bridge OK After Being Struck by Barge | [blog.quintoapp.com](http://blog.quintoapp.com)

*Winona Bridge time lapse. About this project Summary of work The Winona Bridge carries an average of 11, vehicles per day. MnDOT is moving ahead with a two-bridge solution that rehabilitates the existing bridge and builds a new permanent bridge immediately upstream of the existing bridge.*

It opened in May 26, The bridge was faulty and collapsed as the first train attempted to cross the Mississippi River. The bridge was rebuilt, and reopened in It was closed December 24, Since closing, parts of the bridge have been removed. Most notably, the swing span has been removed from the Mississippi River main channel to improve river navigation. In addition, the Minnesota side approach has been removed, 15 deck plate girder spans across Latsch Island are gone, and two short bridges over a slough have been removed from the Wisconsin side of the crossing. What remains are a foot series of deck plate girder spans on the northeast side of the main channel of the Mississippi River, 14 empty piers, a foot series of deck plate girder spans over the north channel of the Mississippi River, and three segments of embankment 2, feet, 1, feet, and feet. This railroad bridge had a number of configurations over the years. The bridge had a wooden swing span. The bridge featured a foot long iron swing span. The swing span was a center pin design, where the moving portion of the bridge was one long truss. This design was common, but they were hard to balance. An photo shows a more modern iron and steel swing span that was built from two smaller trusses that were joined over the center pier. This photo also showed two approximately foot long through truss spans, then a number of foot long pony truss spans. The final bridge configuration was built in It reused the swing span piers, but had a more modern steel swing bridge, a plate girder approach span on the Winona side of the river, and 30 deck plate girder spans that vary from 70 to feet in length. The Wisconsin side of the river crossing included about 4, feet of embankment with two smaller bridges of between 60 and 75 feet in length. The photo above is the main channel span looking west towards Winona along the south face of the structure. The swing span was located on the Winona end of this structure. The closer end of the structure is where the deck plate girder spans were removed from across the island between the two channels of the Mississippi River. The photo above is looking southeast towards the main river channel structure from the levee on the Minnesota side of the Mississippi. The east end of the swing span landed on the pier on the near side of the river. The photo below is another view of the main channel structure looking northeast from the Winona riverfront. The photo above is a closer view of the end of the main channel bridge looking to the northeast from the Winona riverfront. The photo below is looking directly across the river navigation channel towards the bridge remains. This pier is where the swing span met the first fixed bridge span. This is an original pier dating back to either the or version of the bridge. These two photos are looking southeast towards the main river channel structure from the Winona riverfront. The photo below is from just upstream of the bridge, while the photo below is taken from under the Winona highway bridge. The photo above is looking downstream towards the pier where the swing span once landed. The photo below is the same bridge pier, but seen from high over the river from the sidewalk on the Winona highway bridge. The photo below is looking downstream towards the main channel bridge remains from the walkway on the nearby highway bridge over the Mississippi River. The photo below is a close view of one of the bridge piers. Note the bumpout on the walkway on the far side of the bridge, and the metal pipes that once supported a signal detector for overheight rail cars. The photo above is another view of the main channel structure as seen from high over the river on the highway bridge. The island on the left side of the photo is Island Number 72, known locally as Latsch Island. The photo below is the end of the deck truss bridge spans on the island. There are 14 bridge piers located between the two sections of deck plate girder spans over the two river channels. These two photos are the first pier located east of the main channel structure. The photo above is from , while the photo below is from Note how far the trees have grown out in this short period of time. The photo above is the 2nd empty pier heading east, while the photo below is the 3rd empty pier heading east. The pier above is difficult to see despite being located only a few feet from the road leading to the Latsch Wagon Bridge. These two photos are two more empty bridge piers located in a small pool between the two segments of steel deck plate girder bridge spans. These two photos are two more

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empty bridge piers located among the many houseboats that are tied up along the northeast side of Latsch Island. The photo above is another empty bridge pier. The photo below is the remaining bridge spans located over the north channel of the Mississippi River. This pier is shaped differently compared to the other remaining concrete bridge piers. It is possible that this was once the center pier of a swing span section, or it might be a concrete encasement used to reinforce a failing bridge pier. The photo below is the southwest end of the north channel bridge segment. The photo above is the date mark on one of the concrete bridge piers. Below are the remains of a short bridge on this same rail crossing. The bridge was located on the very east end of the crossing where the rail line bends to the south. It is visible from Wisconsin highway WI 100. Authored by John A. For further information, contact:

*Main Channel Bridge (Winona) consists of a pair of bridges, the original cantilever bridge, and a concrete box girder bridge completed in , that span the main channel of the Mississippi River in the United States between Winona, Minnesota, and Latsch Island.*

Dorgan says inspectors found rust and corrosion on the gusset plates. Gusset plates are the connectors that hold steel beams together. So that we can reopen as soon as possible. Minnesota owns the bridge, so while the state will coordinate with Wisconsin on a detour, Minnesota will be wholly responsible for repairs. In the meantime, travellers will need to use the Wabasha or LaCrescent bridges to get across the Mississippi. Both bridges are 30 miles from Winona. Round-trip the detour is 60 miles. Nearly 12, vehicles cross the bridge everyday. Winona mayor Jerry Miller says this detour will have a significant economic impact on businesses and residents. So you know that has a big effect," Miller said. The nearest hospitals on that side of the river are in La Crosse, Wis. Miller says MnDOT officials assured him that within the next three weeks they would have a handle on the status of the bridge, and a plan for emergency vehicles. In the meantime, Miller is meeting with business owners to consider ways to minimize the impact of this closure. Busing is one option. Say you work over here, you come over here and stay here for the week instead of having to drive all the way around," said Miller. While Miller and others move ahead, many Winona residents are still stunned by the closure of their bridge. This is the second bridge to be closed as a result of concerns over gusset plates. The DeSoto bridge in St. Cloud is closed, and is scheduled to be replaced. All of this concern stems from the collapse of the IW bridge last year. That bridge had an undersized gusset plate that made it prone to collapse. MnDOT officials say inspectors will conclude their investigation of truss bridges in Minnesota by the end of June.

### Chapter 3 : River barge hits new Winona Bridge

*In MN, it's somewhat rare to see an old bridge and a new bridge side by side. The last old/newer bridge combo I can recall was the I bridge over the St. Croix river that lasted till the mid's when the old bridge was demolished.*

Opened August 1, The Winona Bridge Railway was organized in the late s to own and operate a second railroad bridge over the Mississippi River at Winona, Minnesota. Congress granted a charter for the bridge, but required that it be open to anyone who was willing to pay the bridge toll. This was the first bridge over the Mississippi River to be required to be open access. The Winona Bridge Railway consisted of 5, feet of track as follows, starting on the Minnesota side and heading east across the river: This was heavy for its time, but was light for a bridge after World War II. The truss spans were a combination of steel and wrought iron. The tie bars and boom chords were steel, but all other parts were iron. The modification to the standard Pratt truss style was that the top of of the trusses were rounded rather than horizontal. The swing span was mounted on a circular pier that was 30 feet in diameter and was powered by a 20 horse steam engine. While the Winona Bridge Railway was successful, the three partner railroads did not fare quite as well. Traffic over the WBR began to wane in the latter half of the 20th Century due to the bridge not being able to handle modern ton rail cars. The bridge was closed in due to the trestle sections having deteriorated. However, that plan fell through. A section of the bridge burned on December 17, It was decided to not repair the structure, so it was dismantled in The tracks leading to the west end of the Winona Bridge Railway still exist and are still in use. A section of embankment still extends into the the channel of the Mississippi River. This can be seen from a levee that runs along the river, with access from a boat landing located just downstream. I haven not visited the east side of the Mississippi River, but aerial photos suggest that a section of embankment still exists on the Wisconsin side of the river. The photo above is looking northeast towards the end of the tracks where the Winona Bridge Railway once crossed the Mississippi River. The photo below is looking northeast across the river where the MBR bridge once crossed the Great River. These two images are public domain photos from the Historic American Engineering Record. The photo above is looking north across the river towards the downstream face of the MBR. The photo below is looking downstream to the east towards the upstream face of the structure. The photo above is the very end of the tracks at the end of the bridge embankment on the Minnesota side of the Mississippi River. The yellow devices are to prevent rail cars from rolling off of the end of the track and into the river. The photo below is an electrical controller box on the upstream side of the railroad track. These two photos are looking west towards Winona from the bridge embankment. A single track lead to the bridge above , but several other tracks converged just before the river from a small yard that currently serves a grain terminal. The photo above is looking upstream towards the railroad embankment that led to the swing span on the Minnesota side of the river. Newspaper accounts indicate that there was a trestle span on the Minnesota side of the river, with a pier located in the river just beyond the end of the embankment. The photo below is a close view of the Wisconsin side of the main river channel. There is a small thin island in front of the taller trees in the background. A trestle crossed the small island just to the left of the center of the photo, and passed through the mainland where there is a large V in the trees to the right of the center of the photo. Authored by John A. For further information, contact:

### Chapter 4 : Cross "The Bridge"™ at Saint Mary's - Winona Post > Article

*"The Bridge" includes collaborative work by artists Brooks and Tamara Turner from Minneapolis, Minn. The Turners work collaboratively and independently in sculpture and multimedia installation. Brooks received his bachelor's degree in art and art history from Amherst College; Tamara received her bachelor's degree in fine arts from the.*

### Chapter 5 : Winona Bridge " Hwy 43 Over the Mississippi River - SRF Consulting

*The Winona Bridge Railway was organized in the late s to own and operate a second railroad bridge over the*

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*Mississippi River at Winona, Minnesota. The bridge idea was conceived of by the Winona & Southwestern Railway.*

### Chapter 6 : Paving work at Winona Bridge planned Nov. on roads, bicycle path

*The first bridge at this location was built by the Winona & Saint Peter Railroad. It opened in May 26, The bridge was faulty and collapsed as the first train attempted to cross the Mississippi River.*

### Chapter 7 : Winona, Minnesota - Wikipedia

*WINONA, Minn. (WCCO) — Bridge inspectors from the Minnesota Department of Transportation have deemed a new Winona bridge structurally sound and safe after a Mississippi River barge struck a.*

### Chapter 8 : C&NW Railroad Bridge, Winona, MN

*Winona, MN () The present Winona interstate bridge was built in by the Industrial Contracting Company of Minneapolis, Minnesota.*

### Chapter 9 : Hwy 43 Winona Bridge Rehabilitation Project - MnDOT

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