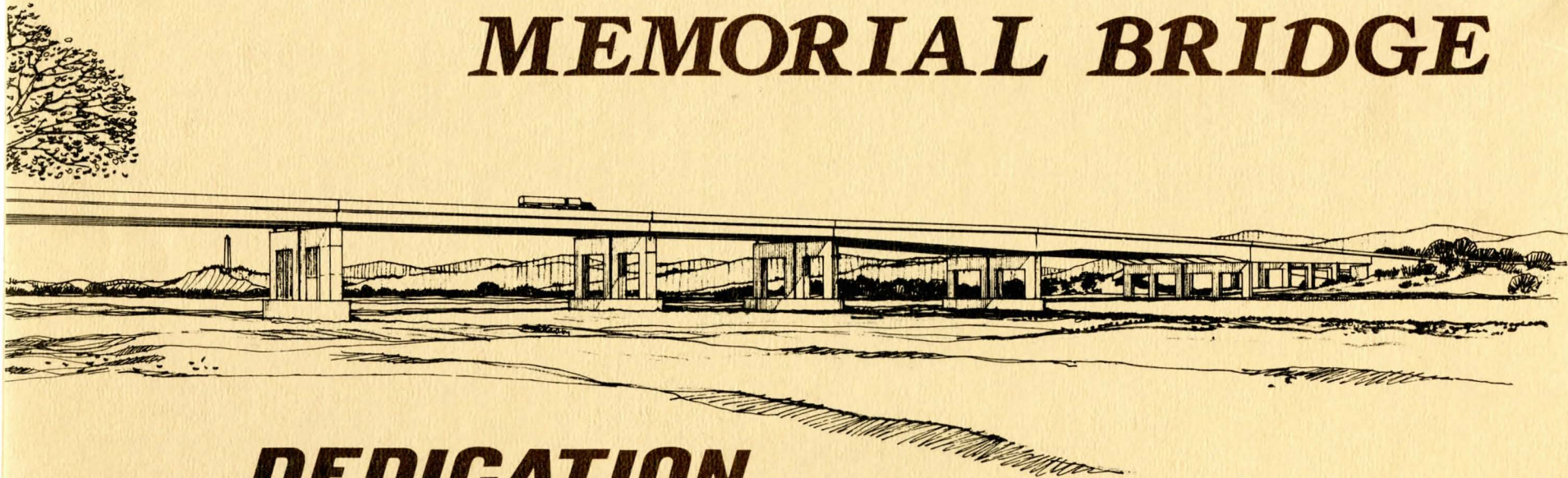


INTERSTATE 129
SERGEANT FLOYD
MEMORIAL BRIDGE



DEDICATION

MONDAY, NOVEMBER 22, 1976

11:00 A.M.

PROGRAM

MASTER of CEREMONIES

WALTER L. MORRIS
DEPUTY DIRECTOR-OPERATION
HIGHWAY DIVISION
IOWA DEPARTMENT OF TRANSPORTATION

INVOCATION

REVEREND DR. T. J. C. SCHULDT
PASTOR, FIRST LUTHERAN CHURCH
SOUTH SIOUX CITY, NEBRASKA

WELCOME

THE HONORABLE CHARLES E. STRONG
MAYOR--DAKOTA CITY, NEBRASKA
CHAIRMAN--SIMPCO

INTRODUCTIONS

THE HONORABLE G. WILLIAM GROSS
MAYOR--SIOUX CITY, IOWA

THE HONORABLE KEITH FERRIS
MAYOR--SOUTH SIOUX CITY, NEBRASKA

REMARKS

THE HONORABLE ROBERT D. RAY
GOVERNOR--STATE OF IOWA

ROBERT RIGLER
CHAIRMAN
IOWA DEPT. OF TRANSPORTATION COMMISSION

THE HONORABLE J. JAMES EXON
GOVERNOR--STATE OF NEBRASKA

MERLE KINGSBURY
MEMBER, NEBRASKA HIGHWAY COMMISSION

DEDICATION CEREMONY

JOHN B. KEMP
REGIONAL HIGHWAY ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

PARTICIPANTS

GOVERNOR ROBERT D. RAY, IOWA
GOVERNOR J. JAMES EXON, NEBRASKA
ERNEST L. ALBERTSEN, SOUTH SIOUX CITY, NEBRASKA
MAYOR KEITH FERRIS, SOUTH SIOUX CITY, NEBRASKA
MAYOR G. WILLIAM GROSS, SIOUX CITY, IOWA
MAYOR RAY MANN, SERGEANT BLUFF, IOWA
COMMISSIONER GEORGE SHRADER, DAKOTA COUNTY, NEBRASKA
MAYOR CHARLES E. STRONG, DAKOTA CITY, NEBRASKA
SUPERVISOR JERRY O'SULLIVAN, WOODBURY COUNTY, IOWA

ASSISTING

WILLIAM W. AMUNDSON
RALPH F. BEERMANN
PAUL A. BERGER
ROBERT BLESSING
CORNELIUS BODINE, JR.
JULES M. BUSKER
JOHN E. CURFMAN
LEONARD W. DIERKING
EARLE N. GRUESKIN

JOSEPH L. HOLDEFER
MERLE KINGSBURY
DONALD K. MCKINNEY
DONALD M. MEISNER
DONALD J. MULLIN
RONALD D. RAPP
JAMES E. REEDER
KENNETH J. RODEEN
ALBERT E. STREETER

BENEDICTION

REVEREND DR. CHARLES E. MASON
UNITED METHODIST MINISTER--RETIRED
SIOUX CITY, IOWA

SERGEANT FLOYD MEMORIAL BRIDGE (INTERSTATE 129)

SERGEANT FLOYD MEMORIAL BRIDGE (INTERSTATE 129)

THE BUILDING OF THE SERGEANT FLOYD MEMORIAL BRIDGE WAS A RESULT OF MUCH HARD WORK BY LOCAL OFFICIALS AND CITIZENS. THE EFFORT WAS SPEARHEADED BY ERNEST L. ALBERTSEN, THEN MAYOR OF SOUTH SIOUX CITY. HE, WITH JAMES E. REEDER, THEN MAYOR OF SIOUX CITY, AND CORNELIUS BODINE, JR., FORMER CITY MANAGER OF SIOUX CITY, ORGANIZED THE FIRST MEETINGS IN 1964 CONCERNING THE NEED FOR A BRIDGE. SOUTH SIOUX CITY AND SIOUX CITY JOINED WITH WOODBURY COUNTY, NORTH SIOUX CITY, UNION COUNTY, DAKOTA COUNTY, SERGEANT BLUFF AND DAKOTA CITY TO FORM AN ORGANIZATION KNOWN AS THE SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL (SIMPCO). THE FUNCTION OF SIMPCO WAS TO CONDUCT THE PLANNING ACTIVITIES INCLUDING TRANSPORTATION. ERNEST L. ALBERTSEN WAS ELECTED AS SIMPCO'S FIRST CHAIRMAN ON MARCH 11, 1965. DAKOTA CITY WAS REPRESENTED BY CHARLES E. STRONG, SERGEANT BLUFF BY LLOYD H. FYMBO (DECEASED), WOODBURY COUNTY BY JAMES E. ANDERSON, NORTH SIOUX CITY BY ALBERT E. STREETER, DAKOTA COUNTY BY ROBERT BLESSING, AND UNION COUNTY BY ELMER QUAM. THE SIOUX CITY PLANNING COMMISSION WAS REPRESENTED BY JAMES S. LEPSE (DECEASED) AND LEONARD W. DIERKING, THE SOUTH SIOUX CITY PLANNING COMMISSION BY MARVIN W. HARRIS, SERGEANT BLUFF PLANNING COMMISSION BY CHARLES WOOLERY, DAKOTA CITY PLANNING & ZONING COMMISSION BY WENDELL P. HEFFELFINGER (DECEASED), AND THE WOODBURY COUNTY ZONING COMMISSION BY ROBERT HERBOLD.

MANY TRIPS WERE MADE TO WASHINGTON BY MR. ALBERTSEN AND OTHERS. TECHNICAL STUDIES NECESSARY FOR THE PROJECT WERE WRITTEN BY THE SIOUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL AND THE CONSULTING ENGINEERING FIRM OF HENNINGSON, DURHAM AND RICHARDSON, INC. OF OMAHA, NEBRASKA AND HOWARD, NEEDLES, TAMMEN AND BERGENDOFF OF KANSAS CITY, MISSOURI. DONALD M. MEISNER WAS THE DIRECTOR OF SIMPCO, W. BURNET AUSTIN AND HERBERT A. SPOONER REPRESENTED HENNINGSON, DURHAM AND RICHARDSON, INC. AND PAUL L. HEINEMAN REPRESENTED HOWARD, NEEDLES, TAMMEN AND BERGENDOFF.

THE FIRST REAL PROGRESS WAS MADE AT A MEETING OF MAYOR ALBERTSEN WITH SENATOR JENNINGS RANDOLPH, CHAIRMAN OF THE SENATE COMMITTEE OF PUBLIC WORKS ON FEBRUARY 21, 1967. MILEAGE FOR THIS IMPORTANT BRIDGE WAS ADDED TO THE INTERSTATE HIGHWAY SYSTEM IN LATE 1968 AND ANNOUNCED IN SIOUX CITY ON THE EVENING OF DECEMBER 13, 1968.

THE EFFORT TO GAIN THE BRIDGE WAS ENHANCED BY THE EFFORTS OF ROBERT BARRY (DECEASED), IOWA STATE HIGHWAY COMMISSIONER AND MERLE KINGSBURY, NEBRASKA HIGHWAY COMMISSIONER.

THE EFFORT WAS ALSO AIDED BY THE ASSISTANCE OF FORMER NEBRASKA FIRST DISTRICT CONGRESSMEN ROBERT D. DENNEY AND RALPH F. BEERMANN; UNITED STATES SENATORS JACK MILLER, IOWA AND CARL CURTIS, NEBRASKA; SIXTH DISTRICT CONGRESSMEN STANLEY GREIGG AND WILEY MAYNE, GOVERNORS NORBERT T. TIEMANN, NEBRASKA, HAROLD E. HUGHES, IOWA, AS WELL AS CURRENT GOVERNORS ROBERT D. RAY, IOWA AND J. JAMES EXON, NEBRASKA.

THE SERGEANT FLOYD MEMORIAL BRIDGE (I-129) IS A CONTINUOUS, COMPOSITE, WELDED STEEL GIRDER STRUCTURE WITH A CONCRETE FLOOR, REINFORCED CONCRETE SUBSTRUCTURE WITH MAIN PIERS SUPPORTED ON STEEL PILES DRIVEN TO BEDROCK. THE MAIN SPAN IS 450 FEET LONG, PROVIDING A HORIZONTAL NAVIGATIONAL OPENING OF 400 FEET CLEAR. THE BRIDGE PROVIDES ABOUT 57 FEET OF VERTICAL OPENING AT ORDINARY FLOW DURING THE NAVIGATION SEASON. THE BRIDGE AND HIGHWAY CONNECTIONS WILL SERVE AS A U. S. HIGHWAY 20 BY-PASS FROM EAST OF SIOUX CITY TO WEST OF SOUTH SIOUX CITY. THE STRUCTURE WILL SERVE TRAFFIC DESTINED TO AND FROM THE GROWING AREAS OF MORRINGSIDE, BRIDGEPORT, AIRPORT, PORT NEAL, SERGEANT BLUFF, SOUTH SIOUX CITY, DAKOTA CITY AND CRYSTAL LAKE.

THE EFFORT TO NAME THE BRIDGE WAS LED BY THE LEWIS AND CLARK HISTORICAL ASSOCIATION, DR. V. S. "STRODE" HINDS, PRESIDENT.

INDUSTRY and TRUCKING REPRESENTATIVES

BUSES FURNISHED BY:

SIoux CITY TRANSIT SYSTEM

TRUCKS FURNISHED BY:

- | | |
|--------------------------------|----------------------------------|
| - HIRSCHBACH MOTOR LINES, INC. | - SIoux CITY MOTOR EXPRESS, INC. |
| - HOERNER-WALDORF CORP. | - SIoux TRANSPORTATION COMPANY |
| - IOWA BEEF PROCESSORS, INC. | - WESTHOFF, INC. |
| - METZ BAKING COMPANY | - WILSON TRAILER COMPANY |
| - YELLOW FRIEGHT SYSTEM INC. | - CARGO CONTRACT CARRIER CORP. |

I-129 - FLOYD MEMORIAL BRIDGE CONTRACTING

A. FROM EXISTING HIGHWAY 77 TO WEST ABUTMENT OF FLOYD MEMORIAL BRIDGE

1. LENGTH - 1.7 MILES	
2. CONTRACTORS, TYPE OF WORK AND COSTS:	
A. VAN BUSKIRK CONSTRUCTION COMPANY (SIoux CITY, IOWA)	GRADING, CONCRETE PAVING, CULVERTS AND DETOUR \$ 3,078,343
B. CENTURY FENCE COMPANY (WAUKESHA, WISCONSIN)	FENCE \$ 64,403
C. WESTERN CONTRACTING CORP. (SIoux CITY, IOWA)	PAVING \$ 1,321,811
D. HILL'S SAND & GRAVEL (POLK, NEBRASKA)	SEEDING AND GUARDRAIL \$ 61,448
E. HOBE ENGINEERING CORP. (SIoux CITY, IOWA)	BRIDGES \$ 786,890
	TOTAL \$ 5,312,895

B. FLOYD MEMORIAL BRIDGE

1. CONTRACTORS, TYPE OF WORK AND COSTS:	
A. JENSEN CONSTRUCTION COMPANY (DES MOINES, IOWA)	SUBSTRUCTURE
B. PITTSBURGH-DES MOINES STEEL CO. (PITTSBURGH, PENNSYLVANIA)	SUPERSTRUCTURE
C. FOX CONSTRUCTION COMPANY (MUSCATINE, IOWA)	FLOOR OVERLAY
	CONSTRUCTION \$15,738,848
	ENGINEERING \$ 1,188,775
	TOTAL \$16,927,623

NEWS MEDIA PARTICIPATING

SIoux CITY JOURNAL	KCAU TELEVISION	KMNS RADIO
SOUTH SIoux CITY STAR	KMEG TELEVISION	KSCJ RADIO
FARM TO MARKET TRUCKER NEWS	KTIV TELEVISION	KWSL RADIO
OMAHA WORLD HERALD		
DES MOINES REGISTER		

C. I-129 - I-29 & U. S. 75 INTERCHANGE

1. CONTRACTORS, TYPE OF WORK AND COSTS:	
A. VAN BUSKIRK CONSTRUCTION COMPANY (SIoux CITY, IOWA)	GRADING \$ 2,639,566
B. FOLEY BROTHERS (ST. PAUL, MINNESOTA)	STRUCTURES
C. OSTER & PEDERSON (MINNEAPOLIS, MINNESOTA)	STRUCTURES
D. HOBE ENGINEERING CORP. (SIoux CITY, IOWA)	STRUCTURES \$ 4,180,146
E. CHRISTENSON BROTHERS (CHEROKEE, IOWA)	STRUCTURES
F. JENSEN CONSTRUCTION CO. (DES MOINES, IOWA)	STRUCTURES
G. WATERLOO CONSTRUCTION CO. (WATERLOO, IOWA)	STRUCTURES
H. IRVING F. JENSEN (SIoux CITY, IOWA)	PAVING
I. PROGRESSIVE CONTRACTORS, INC. (OSSEO, MINNESOTA)	PAVING \$ 3,867,719
J. DICKINSON INC. (OSKALOOSA, IOWA)	LIGHTING \$ 350,804
K. NATIONAL ADVERTISING CO. (ARGO, ILLINOIS)	SIGNING \$ 194,351
L. RIGHT OF WAY	\$ 2,201,417
M. ENGINEERING	\$ 949,969
N. TO BE LET - EROSION CONTROL (EST.)	\$ 36,000
	TOTAL FOR INTERCHANGE \$14,419,972
	GRAND TOTAL \$36,660,490

(FROM EXISTING HIGHWAY 77 TO I-129 - I-29 & U. S. 75 INTERCHANGE)

FOR YOUR EFFORTS
ON
SERGEANT FLOYD MEMORIAL BRIDGE
SIouxLAND THANKS YOU

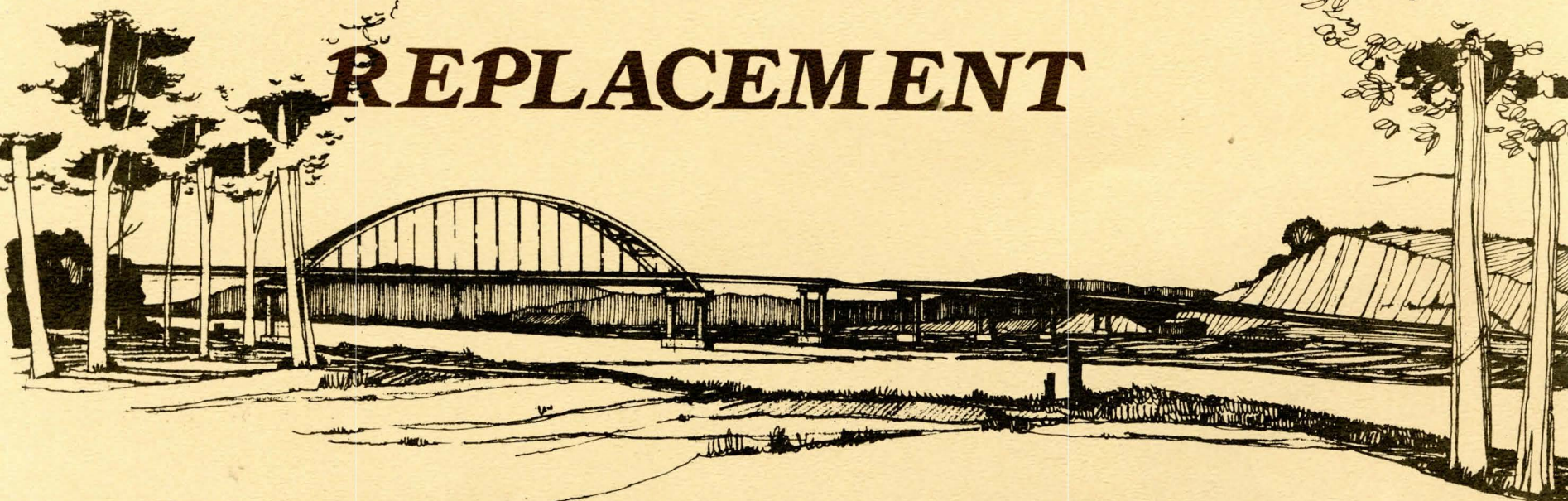
Ernest L. Albertsen
James E. Anderson
Jan Albertson
W. Burnett Austin
Leonard Andersen
William Amundson
Paul Beck (deceased)
Allen Beermann
Robert Barry (deceased)
Ralph Beermann
Paul A. Berger
Robert Blessing
Roy Bartels
Jules Busker
Mrs. Kay Beacom (deceased)
Cornelius Bodine, Jr.
Wayne Boyd
Berkley Bedell
Dan Cahill, Jr.
Robert E. Carlson
John E. Curfman
Carl Curtis
Joseph Coupal, Jr.
Louis P. Culver
Leonard W. Dierking
Robert Dodsley
Donald Doyle
Leonard Dailey
Thomas Doyle
J. James Exon
Lloyd H. Fymbo (deceased)

Don Fitch
Charles W. Garthright
Earle N. Grueskin
Wilfred L. Gerking
Stanley Greigg
Robert Gunsolley
Bruce Gillan
Howard Gunnerson
Ray Goodson
Julie Goodson
Arlo D. Herbold
Paul Heineman
Joseph Holdefer
Merle Haynes
Shirley Hughes
Marvin N. Harris
Lance Hedquist
Ward Henderson
Harold E. Hughes
Wendell P. Heffelfinger (deceased)
W. Robert Herbold
W. H. Hindman
Roman L. Hruska
John Irelan
Irvin D. Joy
Harry Junck
Peter Jorgensen
Willis Junker
Gary Johansen
Melvin Keyser
Kevin Kelly
Derald Kohles

L. V. Kuhl
Robert Kuzelka
James S. Lepse (deceased)
John Laros
Ted Larson
Norris Leamer
Thomas Massey
Don J. Mullin
John R. Murphy
Thomas McCarthy
William R. Macfarlane
Samuel McMaster
Donald M. Meisner
Carl Noerr (deceased)
Harry Nelson
S. H. Nelson
Leroy Pfister
R. James Pearson
Elmer Quam
Ronald Rapp
James E. Reeder, Jr.
Ray Rodeen
George P. Rapp
Michael Randolph
Robert Rogers
Russell Rich
Kenneth Rodeen
George Rowe
Daniel Rohde
James Reid
Robert D. Ray
Phil Sherman (deceased)

Albert Streeter
Charles E. Strong
Emerson Schill
Reuel Swenson
John Shannahan
George Saunders
Donald Shoning
Don Schaller
Dan Shasteen
Harold Smock
Herbert A. Spooner
Rodney Smith
Henry Trysla
Julian Torgerson
William F. Turner
Albert E. Thacker
Ernie Turek
Charles Thome
Norbert T. Tiemann
Tom L. Weekes
Charles Woolery
Marie White
Robert Williams
Howard Weiner
Walter Webb
Don Woodford
Ralph Wilcox
James Yanney
George Young
George Wimmer
Gerald E. Zeller

HIGHWAY 77-20 BRIDGE COMBINATION BRIDGE REPLACEMENT



GROUNDBREAKING CEREMONY

MONDAY, NOVEMBER 22, 1976

11:45 A.M.

PROGRAM

MASTER of CEREMONIES

RONALD D. RAPP
SOUTH SIOUX CITY PLANNING & ZONING COMMISSION
SIMPCO BOARD MEMBER

PRELUDE

SIOUX CITY WEST HIGH SCHOOL
WOLVERINE PEP BAND
WILLIAM DYKSHORN, DIRECTOR

FAREWELL TO COMBINATION BRIDGE

DR. CARROL McLAUGHLIN
PROFESSOR--MORNINGSIDE COLLEGE
SIOUX CITY, IOWA

INVOCATION

RABBI ALBERT A. GORDON
MOUNT SINAI TEMPLE
SIOUX CITY, IOWA

GROUNDBREAKING CEREMONY

MAYORS
GOVERNORS
CONGRESSMEN
CITIZENS

REMARKS

THE HONORABLE G. WILLIAM GROSS
MAYOR--SIOUX CITY, IOWA

THE HONORABLE KEITH FERRIS
MAYOR--SOUTH SIOUX CITY, NEBRASKA

BENEDICTION

REV. JAMES E. FITZGERALD
PASTOR--ST MICHAEL'S CATHOLIC CHURCH
SOUTH SIOUX CITY, NEBRASKA

FAREWELL to the COMBINATION BRIDGE

Dr. Carrol McLaughlin

Saluting the vision and achievement of those whose thoughts and words once built this Combination Bridge, and celebrating in completion of one new bridge and preparation for another, let us recognize that the Siouxland Interstate Metropolitan Planning Council provides coherence and recognition that poetry--which still means "making" and "shaping" and "forming"--ought to be a part of our experience here and now. The program for the day indicates the eloquence of the Combination Bridge's designer, John Alexander Low Wardell--and it seems fitting that a man whose ideas and expressions could work on the Trans-Siberian Railway and Siouxland's venerable bridge would be a man of memorable wordings. Of course we can realize that he, like most visionaries who get things done, may have extended his rhetoric while praising his co-workers. His judgment that they wrought well we can attest again; and all the changes this impressive old bridge has experienced only enhance our sense of its remarkable qualities. It has not only been the path of countless walkers, the route of mighty trains, the way for street cars and busses and motor vehicles to link our towns, and the host for horses and carriages inhabiting our nostalgia--it has opened, however reluctantly, for traffic on its own reason for being, the Missouri--and been a proving point for the ancient adage which tells us all we need to know of history: You can never step into the same river twice. For in these eight decades and more, that changing bridge has stood amidst the constant change of our river, and the dead who built it, and the thousands who have crossed it and no longer live, share in our ceremonies now--just as all of us, having left our lifetimes behind us as this next bridge is becoming customary, can be a certain portion of the future for having some memories and for being able to be among today's formers of the future.

The ancient words--Ave Atque Vale--Hail and Farewell!--can be said again, not merely to one bridge with enough idiosyncrasies to be worth knowing, but about all human relationships attempting to span the spaces which offer challenge to our sense of continuity--and whose spannings are places and ways of our going forth and back. . . America's original bard, Walt Whitman, always hearing America singing at work and declaring that each of us is a practicing poet, fulfills his promise again today. As he did riding the Brooklyn Ferry even before SooySmith and Company built the Hudson River tunnels to the west, Walt's assurance that he could think of us and understand our situation can be verified now. For the place where we are and for noticing our real resources, Walt's lines are right:

Others may praise what they like;
But I, from the banks of the running Missouri, praise nothing in art or
aught else,
Till it has well inhaled the atmosphere of this river, also the
western prairie scent,
and exudes it all again

Assuming that we are common people, and could demonstrate Walt's point that America's poetic genius is in its common people, probably we can make simple and clear sense out of his notion that if you stand where we stand, then this river and this land around us are surely what we need to breathe in, express, and praise--before we try to praise bridges, or institutions, or arts, or temporary inhabitants. These banks and this flowing stream are basic, as always and ever. Elections, wars, inventions, urban renewal, and space travel won't change that truth.

Walt Whitman also offers wisdom for our future traveling. He loved to go around the country with an attitude causing him to find and celebrate

. . .The cheerful voice of the public road, the gay fresh sentiment
of the road . . .

And individualist that he was, going often in ways nobody else found, Walt still knew that it was this public road he must also love, and he could actually say to a highway,
. . .You express me better than I can express myself,
you shall be more to me than my poem . . .

Yes, we who travel need both roads and poems, for one without the other will end in a boring trip or a pointless collection of words. Whitman's view is encompassing:

. . .To know the universe itself as a road, as many roads, as roads for
traveling souls . . .

Comy Bodine, whose ideas and words cause much construction around us, likes to remind us of Lewis Mumford's view that, next to language itself, the city is mankind's best development. Thinking of these two cities here, in light of that suggestion, let Whitman's admonition speak to us and give grace once more to the bridges between:

. . .Thrive, cities--bring your freight, bring your shows, ample and
sufficient rivers,

Expand, being than which none else is perhaps more spiritual,
Keep your places, objects than which none else is more lasting. . .

Crossing the Combination Bridge has been a vital part of countless acts of trouble and crisis, as well as of benefit and enjoyment; we should kindly and honestly employ Walt's words:

. . .We use you, and do not cast you aside--we plant you permanently within us,
We fathom you not--we love you--there is perfection in you also,
you furnish your parts toward eternity,
Great or small, you furnish your parts toward the soul. . .

Recently, driving across the bridge conscious of this day's expectations, and walking across it in affection, I have looked into the upward reaches of its rising, with some heights for resting birds and hints of old riggings, and into the amazing waters of the Missouri, and then into the machines and persons crossing the bridge. There is no doubt about it; Whitman is right--everything the bridge does tends toward attitudes and events which transcend time and space, which in natural process show us both changing and enduring realities. Sometime before the new steel-tied arch main span is erected and its four lanes of traffic and wider ways for pedestrians and bicycles are opened, walk forth and back on our longtime landmark--and register your experience among those possessions you can live without and have as keepsakes. There are vibrations and perceptions you can receive uniquely just here, and anything as finicky and charming as the Combination Bridge deserves your attention while you can still shape it and make something from it.

Seeing the photographs in John Schmidt's *Profile* and yesterday's *Journal*, one can easily imagine what Walt Whitman felt, as ever attentive to who was doing the work and how they were singing while they did it. What did the "sandhogs" sing, and in what Siouxland inns, as they went into the Missouri to base that bridge? We can believe Walt passed

. . . the picturesque groups, the workmen gather'd. . .

and . . . the gigantic machines . . .

Knowing that it was all a part of forming America, the greatest of all poems, as he said. Certainly bridges and all communications systems can lead to dehumanizing and stupid movement--Walt faced that and accepted it as one of the equal facts of American composition. He insisted, though, that America would in time "justify itself" and that the American dream might be verified. Recognizing past accomplishments and anticipating new thoroughfares for our journeys, let the words be heard again:

. . .Singing the great achievements of the present,
Singing the strong light works of engineers. . .

and singing also the "infinite greatness of the past" and certifying the myths we contemplate, of which the river is a constant and changing symbol. It is that larger purpose which we can try to comprehend in this day of bridges, cities, and the river:

. . .seest thou not God's purpose from the first?

The earth to be spanned, connected by network,

. . .The races, neighbors. . .

. . .the distant brought near,

The lands to be welded together.

A worship new I sing,
You captains, voyagers, explorers, yours,
You, not for trade and transportation only,
but in God's name, and for thy sake O soul. . .

COMBINATION BRIDGE HISTORY

"WELL HAVE YOU WROUGHT, AND TIME'S CONSUMING FANG SHALL GNASH ITSELF IN VAIN AT THIS YOUR MONUMENT."

SUCH WAS THE TOAST TO THE COMBINATION BRIDGE OFFERED BY ITS CHIEF ENGINEER, J. A. L. WARDELL, AT THE JANUARY 21, 1896 BANQUET HERALDING THE COMPLETION OF THIS MISSOURI RIVER SPAN.

DESPITE WARDELL'S OPTIMISTIC PLEDGE TO THE ETERNAL LIFE OF THE STRUCTURE, HOWEVER, THE COMBINATION BRIDGE SHALL SOON CEDE ITS FUNCTIONS TO A NEW BRIDGE MORE SUITED TO THE DEMANDS OF MODERN TRANSPORTATION. YET THE BRIDGE REMAINS AN ENGINEERING AND FINANCIAL TRIBUTE TO ITS AGE.

THE APPROXIMATELY 2100 FOOT BRIDGE, COMPLETED AFTER NEARLY SIX YEARS OF FINANCE-PLAGUED PRIVATE CONSTRUCTION, WAS THE RESULT OF THE WORK CARRIED OUT BY AT LEAST FOUR SUCCESSIVE COMPANIES. IT REPLACED THE RIVER SPANNING FUNCTIONS OF ITS FERRY BOAT AND PONTOON BRIDGE PREDECESSORS BY CARRYING RAILROAD TRAINS, STREETCARS, PEDESTRIANS AND HORSE AND BUGGIES.

OPERATED AS A TOLL BRIDGE UNTIL 1951, THE ORIGINAL COMBINATION BRIDGE HAD RAILROAD TRACKS RUNNING UP ITS CENTER WITH PEDESTRIAN WALKWAYS ON EITHER SIDE AND HORSE AND BUGGIES TRAVELING IN THE EXTREME OUTER TWO LANES. A HIGH FENCE WAS BUILT BETWEEN THE HORSE LANES AND THE REST OF THE BRIDGE SO THE ANIMALS WOULD NOT BE FRIGHTENED BY PASSING TRAINS.

OVER THE YEARS, HOWEVER, THE BRIDGE WAS TO WITNESS MANY CHANGES IN TRANSPORTATION MODES. IN 1910, TRAINS CEASED TO FREQUENT ITS TRACKS, YIELDING THEIR SPACE TO STREETCARS. THESE TOO EVENTUALLY NO LONGER CROSSED THE BRIDGE, THIS TIME REPLACED BY BUS SERVICE IN THE 1950'S. AUTOMOBILES FIRST CAME TO THE SPAN IN THE 1920'S, FILLING THE HORSE AND BUGGY TRANSPORTATION FUNCTIONS. THE BRIDGE WAS LATER OPERATED AS A TOLL BRIDGE UNTIL BECOMING TOLL FREE IN 1951. THE MOST RECENT ADDITION TO THE STRUCTURE WAS THE ADDITION OF OUTSIDE AUTOMOBILE LANES IN 1960. THIS IMPROVEMENT WAS THE RESULT OF EFFORTS FROM FORMER SOUTH SIOUX CITY MAYOR MERLE HAYNES, FORMER SIOUX CITY MAYOR GEORGE YOUNG, FORMER SIOUX CITY CITY MANAGER CORNELIUS BODINE AND SIOUX CITYANS, E. T. "GENE" FLAHERTY, HARRY BATCHELLER AND FORMER IOWA CONGRESSMAN CHARLES B. HOEVEN.

SEVERAL WELL-KNOWN ENGINEERS TOOK PART IN THE DESIGN OF THE COMBINATION BRIDGE. SOOYSMITH AND COMPANY OF NEW YORK, HEADED BY WILLIAM SOOYSMITH, WAS CONTRACTOR FOR

ITS SUBSTRUCTURE. SOOYSMITH, FAMOUS FOR HIS IMPROVEMENTS IN THE PNEUMATIC PROCESS FOR SINKING FOUNDATIONS WAS ALSO ENGINEER FOR NEW YORK CITY'S HUDSON RIVER TUNNELS FOR RAILROADS. TO COMPLETE THE SOOYSMITH AND COMPANY PLAN, MORE THAN 200 "SANDHOGS" WERE BROUGHT TO SIOUX CITY FROM NEW YORK. THESE MEN WORKED BELOW THE MISSOURI'S SURFACE CONSTRUCTING THE NECESSARY PNEUMATIC CASSIONS FOR THE BRIDGE'S SUBSTRUCTURE.

JOHN ALEXANDER LOW WARDELL, THE ELOQUENT TOASTER AT THE BRIDGE COMPLETION BANQUET, WAS THE DESIGNER FOR THE COMBINATION BRIDGE SUPERSTRUCTURE. WARDELL, AN ENGINEERING PROFESSOR, AUTHOR AND CONSULTANT FOR BUILDING PROJECTS ALL OVER THE WORLD, WAS PRINCIPLE ENGINEER FOR THE TRANS-SIBERIAN RAILWAY. HIS WORK ON THAT PROJECT WON HIM SPECIAL HONORS FROM THE RUSSIAN GOVERNMENT.

ALTHOUGH RECENTLY THE STRESS OF 80 YEARS OF SERVICE HAS BEGUN TO WORK ITS COURSE ON THE COMBINATION BRIDGE AND MALFUNCTIONS OF THE DRAW SPAN HAVE CAUSED TRAFFIC TIE-UPS, THE STRUCTURE NONETHELESS HAS REMAINED A TRIBUTE TO THE VISION OF BUILDERS WHO REALIZED THE VALUE THAT TRANSIT CONNECTIONS WOULD PROVIDE SIOUX CITY, IOWA AND SOUTH SIOUX CITY, NEBRASKA.

EXISTING COMBINATION BRIDGE

THE BRIDGE, AS IT EXISTS TODAY, CONSISTS OF TWO SIMPLE SPAN STEEL TRUSSES OF 500 FEET IN LENGTH AND ONE STEEL TRUSS DRAW SPAN 470 FEET LONG, ALL WITH OPEN GRATE FLOOR. AN IDENTICAL DRAW SPAN WAS REMOVED WHEN I-29 WAS CONSTRUCTED. THE SUBSTRUCTURE IS FOUNDED ON BEDROCK.

NEW BRIDGE

THE COMBINATION BRIDGE REPLACEMENT IS A STEEL-TIED ARCH MAIN SPAN WITH CONTINUOUS STEEL WELDED GIRDER APPROACHES WITH A CONCRETE FLOOR AND REINFORCED CONCRETE SUBSTRUCTURE SUPPORTED ON STEEL PILES DRIVEN TO BEDROCK. THE MAIN SPAN IS 425 FEET LONG PROVIDING A HORIZONTAL NAVIGATIONAL OPENING OF 400 FEET. THE BRIDGE WILL PROVIDE ABOUT 47 FEET OF VERTICAL OPENING AT ORDINARY LOW FLOW DURING THE NAVIGATION SEASON. THE BRIDGE WILL CARRY FOUR LANES OF TRAFFIC ON 63 FEET OF ROADWAY WIDTH AND, IN ADDITION, WILL INCLUDE AN EIGHT FOOT WALKWAY FOR PEDESTRIANS AND BICYCLES.

ESTIMATED COST \$20,609,100

INCLUDES NEBRASKA APPROACH & IOWA I-129 INTERCHANGE

A SPECIAL DAY IN

SIouxLAND

MARINA INN
SOUTH SIOUX CITY, NEBRASKA
NOVEMBER 22, 1976
1:00 P.M.

PRELUDE

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SOUTH SIOUX CITY HIGH SCHOOL

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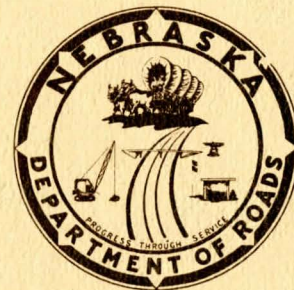
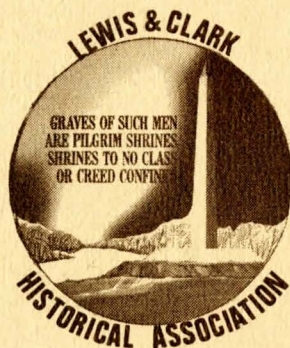
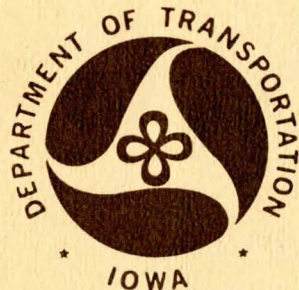
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