INTERSTATE 129

SERGEANT FLOYD MEMORIAL BRIDGE

DEDICATION

MONDAY, NOVEMBER 22, 1976
11:00 A.M.
MASTER of CEREMONIES
WALTER L. MORRIS
Deputy Director-Operation
Highway Division
Iowa Department of Transportation

INVOCATION
Reverend Dr. T. J. C. Schultd
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 J. 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 Shrade, 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. Curpman
Leonard W. Dierking
Earle N. Grueskin

Benediction
Reverend Dr. Charles E. Mason
United Methodist Minister--Retired
Sioux City, Iowa

The first real progress was made at a meeting of Mayor Albertsen with Senator
Jenihnoo Rampur, Chairman of the Senate Committee of Public Works on February 21,
1967. Release 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
Congressman Robert J. Denney and Ralph F. Beermann; United States Senators Jack
Miller, Iowa, and Carl Curtis, Nebraska; Sixth District Congressmen Stanley Staisko and
Wiley Mayne, Governors Robert T. Tiemann, Nebraska, and Harold E. Hughes, Iowa, as well
as current Governors Robert J. Ray, Iowa and J. James Exon, Nebraska.

The Sergeant Floyd Memorial Bridge (129) is a continuous, composite, welded
steel girder structure with a concrete floor, reinforced concrete substructure with
main piers supporting on steel piles driven to bedrock. The main span is 452 feet long,
providing a horizontal navigational opening of 432 feet clear. The bridge
provides about 5 feet of vertical clearance 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 Missouri, Bridgeport, Airport,
Fort Pierre, Sergeant Bluff, South Sioux City, Dakota City and Crystal Lake.

The effort to have the bridge was led by the Lewis and Clark Historical Association,
Dr. V. D. "Stu" Ricks, II, President.
I-129 - FLOYD MEMORIAL BRIDGE CONTRACTING

A. From existing Highway 77 to west abutment of Floyd Memorial Bridge

1. Length = 1.1 miles
2. Contractors, type of work and costs:
   a. Van Buskirk Construction Company (Sioux City, Iowa)
      Grading, concrete paving, culverts and detour
      $5,078.345
   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. Hore Engineering Corp. (Sioux City, Iowa)
      Bridges
      $760,400
      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
      $12,754,992
      Construction
      $1,650,127
      Total
      $10,927,623

C. 1-129 - 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. Norse Engineering Corp. (Sioux City, Iowa)
      Structures
      $4,189,146
   e. Christenson Brothers (LaCresna, IA)
      Structures
   f. Jensen Construction Co. (Des Moines, Iowa)
      Structures
   g. Interstate Construction Co. (Waterloo, Iowa)
      Structures
   h. Jensen & Jensen (Sioux City, Iowa)
      Paving
      $3,687,719
   i. Progressive Contractors, Inc. (Osseo, Minnesota)
      Paving
      $350,804
   j. Stolz Builders, Inc. (Garland, Iowa)
      Lighting
      $194,951
   k. National Advertising Co. (Ames, Iowa)
      Siding
      $2,201,412
   l. Right of Way
      $949,969
   m. Engineering
      $36,000
   n. To Be Let - Erosion Control (Est.)

Total for interchange
$14,429,972
Grand total
$36,600,989

(From existing Highway 77 to I-129 - I-29 & U. S. 75 interchange)

FOR YOUR EFFORTS ON SERVING FLOYD MEMORIAL BRIDGE
STURBRIDGE THANKS YOU

Dave Fish
Charles W. Garriott
Earl R. Grueskin
Milford L. Gertsing
Stanley Gwigg
Robert Gassley
Bruce Gilson
Howard Gann
Ray Goodman
Julie Goodman
Arlo N. Herold
Paul Holm
Joseph Holdefier
Marie Haynes
Shirley Hughes
Marvin H. Harris
Lance Hozdak
Ward Henderson
Harold E. Hughes
Wendell F. Harfflinger (decendant)

L. V. Kahl
Robert Kuhl
James H. Koga (decendant)
John Lange
Ted Larson
Norris Lerner
Thomas Massey
Stan Mullen
John R. Murphy
Thomas McCarthy
William E. McDonald
Samuel Mclntosh
Donald M. Meisner
Carl Merrow (decendant)
Harry Nelson
S. H. Nicol
Jerry Frist
Robert Rapp
Michael Raphael
Robert Rogers
Russell Rich
Kenneth Roden
George Rowe
Daniel Robb
James Reid
Robert D. Ray

Phil Sherman (decendant)

Albert Streeter
Charles E. Sturmy
Herman Schill
Russell Seben
John Schames
George Sanders
Donald Shilling
Don Schaller
Don Shatten
Harold Smock
Herbert A. Snavely
Randy Smith
Henry Tapsa
Julie Torgerson
William R. Turner
Albert E. Tucker
Erik Torkel
Charles Thune
Norbert T. Tiemann
Tom L. Weeks
Charles Wooton
Marvin White
Robert Williams
Howard Wein.
Walter Webb.
Dan Woodford
Ralph Wilson
James Yennery
George Young
George Wimmer

Gerald R. Zeiler

INDUSTRY and TRUCKING REPRESENTATIVES

Buses Furnished By:
Sioux City Transit System

Trucks Furnished By:
- Henish Motor Lines, Inc.
- Reiner-Walsh Corp.
- Iowa Beef Producers, Inc.
- Metz Baking Company
- Yellow Freight System Inc.
- Hirsbach Motor Lines, Inc.
- Reiner-Walsh Corp.
- Iowa Beef Processors, Inc.
- Metz Baking Company
- Yellow Freight System Inc.
- Sioux City Motor Express, Inc.
- Sioux Transportation Company
- Westhoff, Inc.
- Wilson Trailer Company
- Cargo Contract Carrier Corp.

NEWS MEDIA PARTICIPATING

Sioux City Journal
South Sioux City Star
Farm to Market Trucker News
Des Moines Register

KCAU Television
KMGE Television
KSLJ Radio
KRL Radio

STURBRIDGE, IOWA
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

BENEDICTION
Rev. James E. Fitzgerald
Pastor---St Michael's Catholic Church
South Sioux City, Nebraska
FAREWELL to the COMBINATION BRIDGE

Dr. Cornel McLaughlin

Siting the reasons and achievements of those whose thoughts and words once built this Combination Bridge, and celebrating in completion of our new bridge and proposition for another, but consider that the New York Metropolitan Planning Council provides evidence and conclusions that poetry—still means "making" and "singing" and "forming"—ought to be a part of our experience here and now.
The program for the day indicates the qualities of the Combination Bridge's designer, John Alexander Wardell—and it seems fitting that a man whose views and expression could work would be the trans-fixation bow and the combinations of the bridge would be a part of memorable workings. Of course we realize that he, like most estimations about things done, may have extended his defenses while protecting his co-workers. His judgment that they sought well can attest again; and all the changes this impressive old bridge has experienced only added some of its qualities. It has not yet been the part of countless writers, the role of the Combination Bridge for steerage cars and horses and maidservants to link towns, and the best for horses and carriages inhabiting our metropolis—it has opened, however, unfortunately the traffic to the old one not used for using, the Missouri—and has a pressing price for the ancient adage which all us all to use of history: You can never step into the same river twice. For in these eight decades and more, that changing bridges have slowly enabled the common changes of the river, and the dead who built it, and the thousand who have come and will continue more, there in our memories, yet one of us, having both our lifetimes behind us and a vistas bridge in becoming customary, can be a certain portion of the future for having some rememberance of the past.
The ancient words—dry Stile Will—and farewell—can be said again, not merely to one bridge with enough simplicity to be worth knowing, but about all human establishments attempting to open the spaces which otherwise can cause new among those convenience—and whose openings are places and ways of our going forth and back—American rivers, always looking dancing strolling at work and declaring that work as it is a property part, diffuses its presence widely one, as he did riding the Brooklyn Ferry even before Sooysmith and Company built the Missouri River bridges to the west, Walt's ... the gigantic—nothing in art or nature was more surpassing, and space travel won't change that truth.
Walt Sooysmith also offers wiles for our future traveling. He is led to go around the common with an attitude saying has now for those going forth and back—The cheerful voice of the public road, the gay front somewhat—
And individualization that was, giving off in ways vastly nice formed, Walt still know that it was this public road must not exist alone, and he cannot actually say a highway, he, of course, no better than I can suppose equally, you shall be sure to as you go on—
Yes, we are on our madly and then more, for one without the other still and in a healing trip or a pellucid collection of words. Sooysmith's view in comprising—

COMBINATION BRIDGE HISTORY

"Will have you wondrous, and time's consuming fans shall grab itself in vain at this your promissory..."

Such was the toast to the Combination Bridge Offered by its chief Engineer, J. A. L. Wardell, at the January 21, 1859 banquet heralding completion of this Missouri River Span.

Despite Wardell's optimistic pledge to the eternal life of the structure, however, the Combination Bridge shall soon cease 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 time.

The approximately 2300 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 the James River and Portage Bridge predecessors by carrying railroad trains, pedestrians, and horse and buggies.

Spelled as a toll bridge from 1853, the original Combination Bridge had railroad track 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 around the bridge to keep the animals from falling into the river.

"Now, however, the bridge suffered many changes in transportation. In 1859, trains ceased to use its tracks—yielding the space to street traffic. In 1860, the third lane was replaced by the railroad track. In 1864, the Combination Bridge was leased to the Span in the City of the Missouri, yielding the road and horse transportation functions. The bridge was later operated as a toll bridge until 1870. In 1871, the most recent addition to the structure met the addition of outside automobile Span in 1870. This improvement was the result of efforts between Sooysmith, a South Sioux City Mayor and the Titleholders for Span, who had a vested interest in the bridge. The improvements included a pedestrian walkway, a concrete floor and reinforced concrete framework. The bridge's length was reduced to 295 legs to fit for horizontal navigational openings. Its length was 47 feet. The bridge would provide 94 feet of vertical openings at normal low for this region. The bridge 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 $20,000,100 includes Nebraska Approach & Iowa-1-129 Interchange
A SPECIAL DAY IN
SIOUXLAND

Marina Inn
South Sioux City, Nebraska
November 22, 1976
1:00 P.M.

PRELUDE
South Sioux City Swing Choir
J. Robert Floss, Director
South Sioux City High School

MASTER OF CEREMONIES
Paul A. Berger
President -
South Sioux City Chamber of Commerce

WELCOME
John P. McNeil
President -
South Sioux City Chamber of Commerce

REMARKS
The Honorable J. James Exon
Governor -
State of Nebraska

The Honorable Robert J. Ray
Governor -
State of Iowa

The Honorable Charles Thone
U. S. Congressman -
1st District Nebraska

The Honorable Berkley Bedell
U. S. Congressman -
6th District Iowa

Thomas D. Doyle
Director - State Engineer
Nebraska Department of Roads

Howard E. Gunneron
Chief Engineer - Highway Division
Iowa Department of Transportation

Ernest L. Albertsen
South Sioux City, Nebraska

CLOSING REMARKS
The Honorable Charles E. Strong
Mayor - Dakota City, Nebraska
SIMPCO Chairman