

# NEW BRIDGE AT VALLEY SOON TO BE COMPLETED

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Workmen Now Engaged Putting Finishing Touches On Beautiful New Structure.

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The new bridge across the Illinois river at Spring Valley is practically complete. The bridge proper is finished but there is grading yet to be done on the north approach and then the painting of the structure. It was the outstanding improvement of the year in Spring Valley and vicinity. The cost of the structure is \$337,606.00

The securing of this project was the interest of Governor Horner, Rep. Henry Knauf and Judge C. N. Hollerich.

The project at one time passed the state legislature but was vetoed by Gov. Emmerson. This did not discourage the Spring Valley men and they again took the matter up with the Hunter commission and the bridge was recommended by that body. The public works administration at Washington approved of the bridge in March of last year. The right of way was secured and all obstacles removed in letting the contract. All of the money for the bridge was furnished by the federal government.

A public hearing was held at Spring Valley on March 26th of last year with Captain R. L. Smith, U. S. engineer presiding. Talks were made by Judge C. N. Hollerich, Judge Wm. Wimbiscus and Robert Schoenberger, county engineer. No serious objections were raised and a favorable report was made by the engineer.

Bids for the construction of the bridge were opened at Springfield on April 11, 1934, and the contract awarded to the Wisconsin Bridge and Iron Co. Work commenced on the bridge on May 15, 1934

The new bridge is 1744 feet in length with the approach sections. At the north there will be eight approach sections of 43 feet each and two steel spans of 200 feet each. The channel span is 362 feet long with sufficient horizontal clearance to accommodate all kinds of craft. There is a vertical clearance of 44 feet above normal water clearance. South of the main span are two more spans of 200 feet each and the approach of 250 feet in six sections. The approaches are a five percent grade.

The bridge is a beautiful and impressive structure and every citizen feels proud of it. From the graceful arches can be seen the country for miles around. The improvement will be of great benefit not only to Spring Valley but to Bureau and Putnam counties.

The grading of the new hard road south of Spring Valley in Putnam county is complete and the pavement will be laid next Spring. There will be a long, graceful grade on the new highway and the treacherous Granville hill will be no more.

An overhead structure will also be constructed on South Spaulding st. at Spring Valley over the Rock Island Railway track. A roadway will lead from Greenwood street, under this overhead to the Rock Island depot and the water works station. The only obstacle in starting this overhead at once is securing the right-of-way for the new road. The council has been notified that the city must secure this right-of-way before Dec. 15th.

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### NEW BRIDGE AT VALLEY SOON TO BE COMPLETED

Workmen Now Engaged Putting Finishing Touches On Beautiful New Structure.

The new bridge across the Illinois river at Spring Valley is practically complete. The bridge proper is finished but there is grading yet to be done on the north approach and then the painting of the structure. It was the outstanding improvement of the year in Spring Valley and vicinity. The cost of the structure is \$127,644.89.

The securing of this project was the interest of Governor Hornor, Sen. Henry Kraus and Judge C. N. Hollerich.

The project at one time passed the state legislature but was vetoed by Gov. Emerson. This did not discourage the Spring Valley men and they again took the matter up with the House, committee and the bridge was recommended by that body. The public works administration at Washington approved of the bridge in March of last year. The right-of-way was secured and all obstacles removed in letting the contract. All of the money for the bridge was furnished by the federal government.

A public hearing was held at Spring Valley on March 24th of last year with Captain H. L. Smith, U. S. engineer presiding. Talks were made by Judge C. N. Hollerich, Judge Wm. Wimbush and Robert Schoenberger, county engineer. No serious objections were raised and a favorable report was made by the engineer.

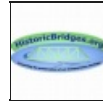
Bids for the reconstruction of the bridge were opened at Springfield on April 11, 1934, and the contract awarded to the Wisconsin Bridge and Iron Co. Work commenced on the bridge on May 15, 1934.

The new bridge is 1144 feet in length with the approach sections. At the north there will be eight approach sections of 41 feet each and two steel spans of 266 feet each. The channel span is 242 feet long with sufficient horizontal clearance to accommodate all kinds of craft. There is a vertical clearance of 44 feet above normal water. Clearances south of the main spans are two more spans of 266 feet each and the approach of 228 feet in six sections. The approaches are a five percent grade.

The bridge is a beautiful and impressive structure and every citizen feels proud of it. From the graceful arches one can see the country for miles around. The improvement will be of great benefit not only to Spring Valley but to Bureau and Putnam counties.

The grading of the new hard road south of Spring Valley in Putnam county is complete as this movement will be laid next spring. There will be a long, graceful grade on the new highway and the roughest gravelly hills will be no more.

An overhead structure will also be constructed on South Spaulding at Spring Valley over the Rock Island Railway track. A roadway will lead from Greenwood street, under the overhead in the Rock Island depot and the water works station. The only obstacle in starting this overhead at once is securing the right-of-way for the new road. The council has been notified that the city must secure this right-of-way before December.



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