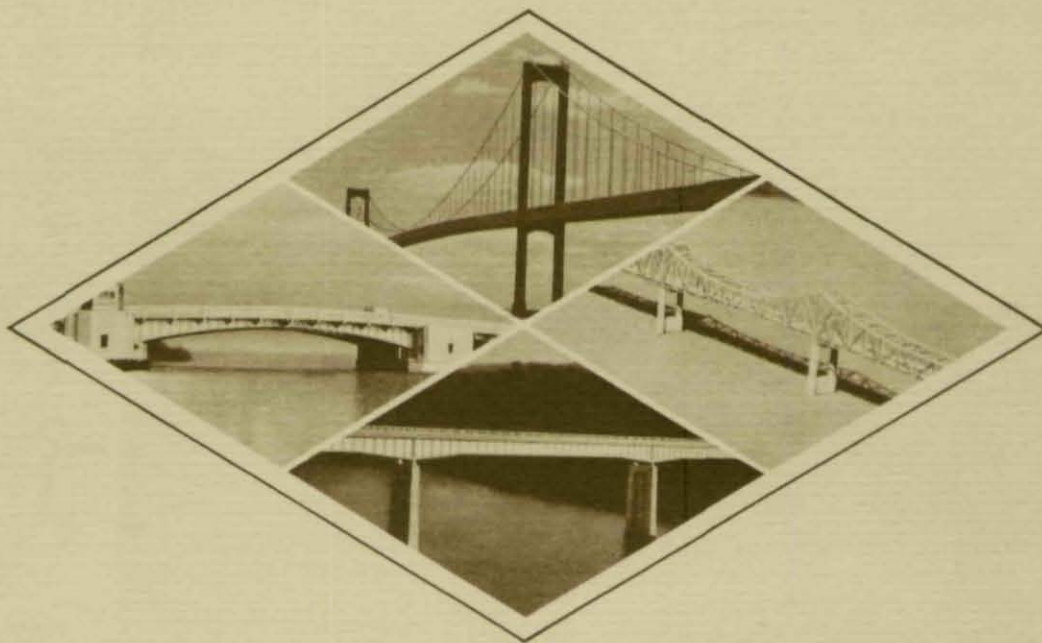


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Prize Bridges

1928-1956



American Institute Of Steel Construction, Inc.

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Prize Bridges

1928-1956



American Institute Of Steel Construction, Inc.

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*The personnel of the 1957 Jury of Award that judged the
entries of bridges opened to traffic during the year 1956 was:*

J. ROY CARROLL, JR.

*Architect
Philadelphia, Pa.*

MORRIS KETCHUM, JR.

*Architect
New York, N. Y.*

PARK H. MARTIN

*Executive Director
Allegheny Conference on Community Development
& Pittsburgh Regional Planning Association*

H. K. PRIOR

*Director
American Federation of Arts
New York, N. Y.*

NORMAN J. SCHLOSSMAN

*Architect
Chicago, Illinois*

BEAUTY IN STEEL BRIDGES

The Art of Designing

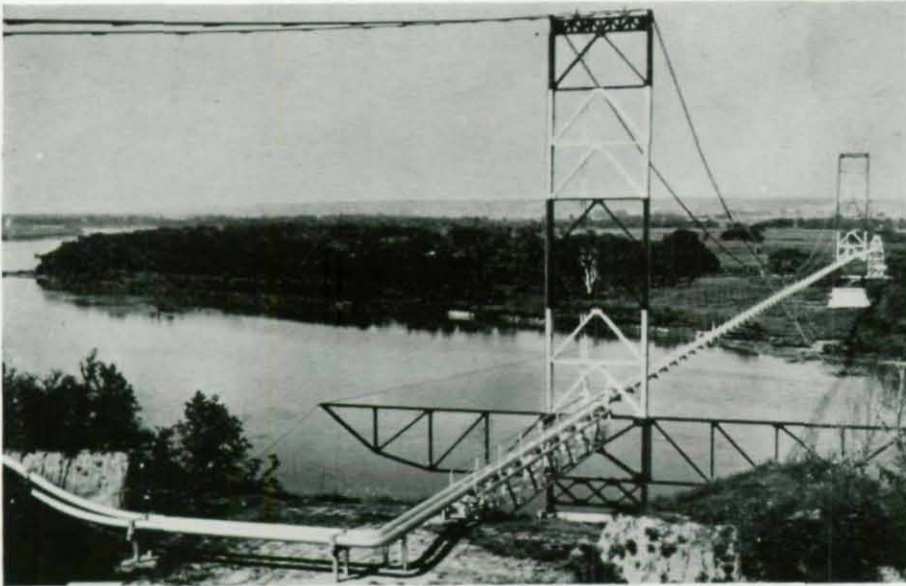
and building steel bridges which are beautiful and pleasing in appearance, as well as efficient and economical in service, has advanced steadily in the past quarter of a century. Today, engineering and aesthetics each play a part in every stage of bridge construction—from the first conception of its design, to the final completion of the structure.

To encourage widespread appreciation of the beauty that can be achieved in the design of large and small steel bridges, the American Institute of Steel Construction established in 1928 the practice of making annual awards that emphasize the aesthetics of bridges. To afford a better parity in the competition, entries are classed according to size, cost, and operating conditions. These classifications in no way reflect any distinction as to individual excellence. The classes, beginning with 1942, are designated I, II, III, and IV, corresponding essentially to the earlier classes A, B, C, and D.

A Jury of Award, made up of leading architects, consulting engineers, engineering educators and art museum curators choose the steel bridges which they judge most beautiful of those built during each year. The prize winning bridges are marked with stainless steel plaques, and the designers, owners and fabricators are awarded engraved certificates to commemorate their achievement of architectural excellence in design.

The American Institute of Steel Construction sponsors this competition and donates the prizes in the belief that it is helping to render a public service by stimulating a deep and lasting interest in improving bridge design in the United States. *Prize Bridges Through the Years* is published to record the achievements that have been made.

JANUARY, 1958

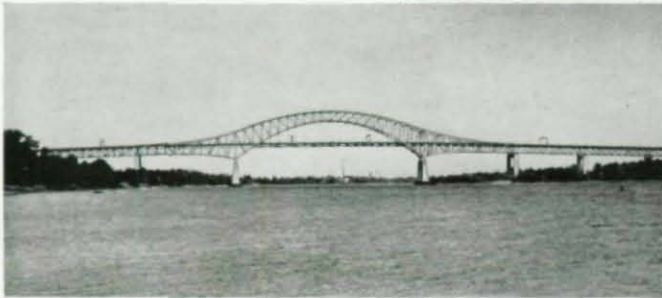


← **AWARD—CLASS I—1956**

MISSOURI RIVER PIPELINE SUSPENSION BRIDGE, Plattsmouth, Nebraska; Total cost, \$1,630,348; Designer, Matthews & Kenan; Fabricator, Pittsburgh-Des Moines Steel Company; Owner, Northern Natural Gas Co.; Date completed, July, 1956; Span length 1,500 ft.

AWARD—CLASS II—1956 ➤

BUFFALO BAYOU BRIDGES, 69th Street over Buffalo Bayou, Houston, Texas; Total cost, \$658,696; Designer, Bridge Division, Texas Highway Department, Austin; Fabricator, American Bridge Division, U.S. Steel Corporation; Owner, Texas Highway Department; Opened to Traffic, August, 1956; Span lengths, East Bridge, 2 at 60 ft., 120 ft., 668 ft., 199 ft., 270 ft., 199 ft.; West Bridge, 1 at 60 ft., 2 at 120 ft., 668 ft., 199 ft., 270 ft., 199 ft.

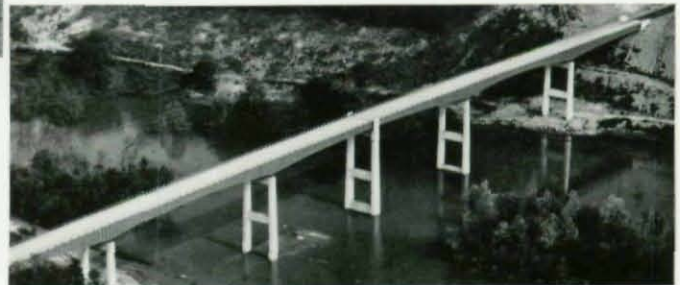


← **HONORABLE MENTION—CLASS I—1956**

DELAWARE RIVER TURNPIKE BRIDGE, between Edgely, Pennsylvania and Florence, New Jersey; Total cost, \$16,000,000; Designers, George S. Richardson, Consulting Engineer, Moran, Proctor, Muesser & Rutledge, Foundation Associates, and Harbeson Hough Livingston & Larsen, Architectural Consultants; Owners, Pennsylvania Turnpike Commission and New Jersey Turnpike Authority; Fabricator, American Bridge Division, U.S. Steel Corporation; Opened to Traffic, May, 1956; Span lengths, center span 682 ft., side spans 341 ft., 8 at 270 ft., 6 at 215 ft., 14 at 124 ft.

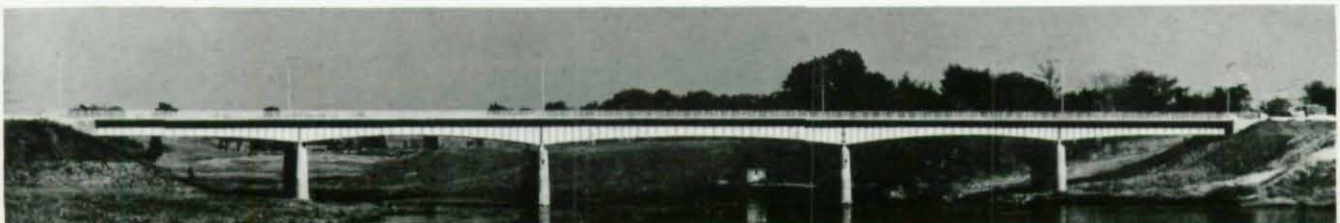
HONORABLE MENTION—CLASS II—1956 ➤

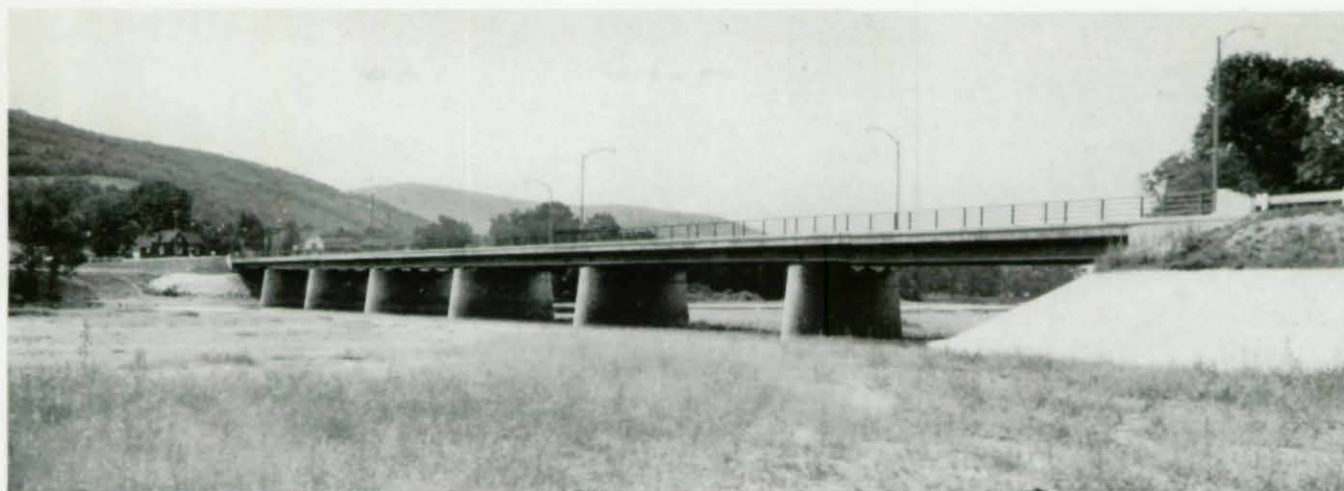
THOMPSON'S BRIDGE, Over Chattahoochee River, four miles northwest of Gainesville, Georgia; Total cost, \$540,866; Designer, Patchen and Zimmerman Engineers; Fabricator, Nashville Bridge Company; Owner, Corps of Engineers, U.S. Army for the State of Georgia; Opened to Traffic, July, 1956; Span lengths, 4 at 165 ft., 2 at 220 ft.



HONORABLE MENTION—CLASS II—1956

GRASS RIVER BRIDGE, Massena, New York; Total cost, \$1,064,000; Designer, Praeger-Kavanagh; Fabricator, American Bridge Division, U.S. Steel Corporation; Owner, Power Authority of the State of New York; Opened to Traffic, June, 1956; Span lengths, 2 at 102 ft.-6 in., 2 at 123 ft., 1 at 163 ft.





AWARD—CLASS III—1956

ALLEGHENY RIVER BRIDGE, Salamanca, New York; Total cost, \$467,551; Designer, Office, Deputy Chief Engineer for Bridges, Grade Separations and Structures, N.Y. State Department of Public Works; Fabricator, Bethlehem Steel Company; Owner, New York State; Opened to Traffic, November, 1956; Span lengths, 2 at 85 ft., 5 at 69 ft.



HONORABLE MENTION—CLASS III—1956

CORPORAL JOSEPH THOMPSON MEMORIAL BRIDGE, over Charles River, Watertown, Massachusetts; Total cost, \$43,000; Designer, C. J. Kray; Fabricator, Grossier & Shlager Iron Works; Owner, Metropolitan District Commission of Boston; Opened to Traffic, November, 1956; Main span length, 92 ft.



HONORABLE MENTION—CLASS IV—1956

SIDNEY LANIER BRIDGE, over Turtle River on Georgia Turnpike near Brunswick, Georgia; Total cost, \$8,000,000; Designers, Sverdrup & Parcel, Inc., J. E. Greiner Company and Associates, Consultants, and Georgia State Highway Department, Supervising Engineers; Fabricator, American Bridge Division, U.S. Steel Corporation; Owner, State Toll Bridge Authority of Georgia; Opened to Traffic, June, 1956; Span lengths; Lift span 264 ft., Approach spans, 16 at 150 ft., 7 at 107 ft., 2 at 60 ft.

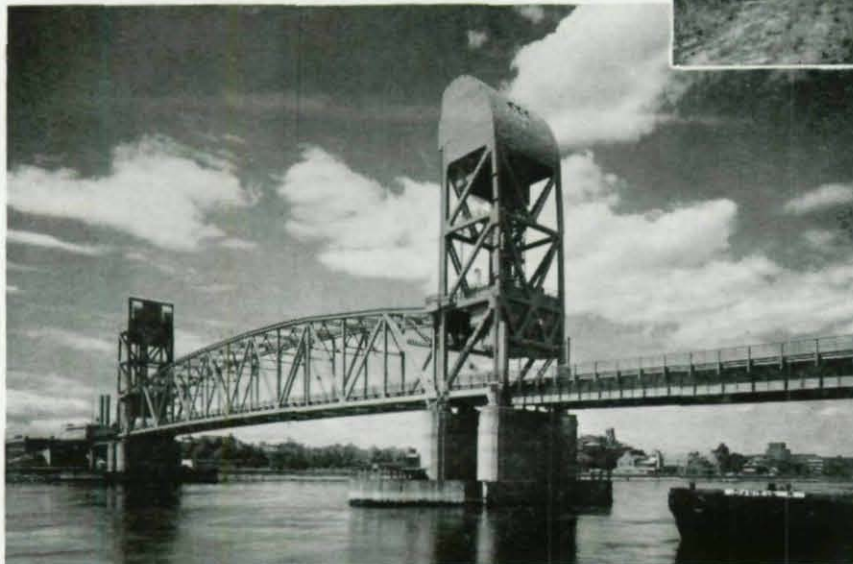
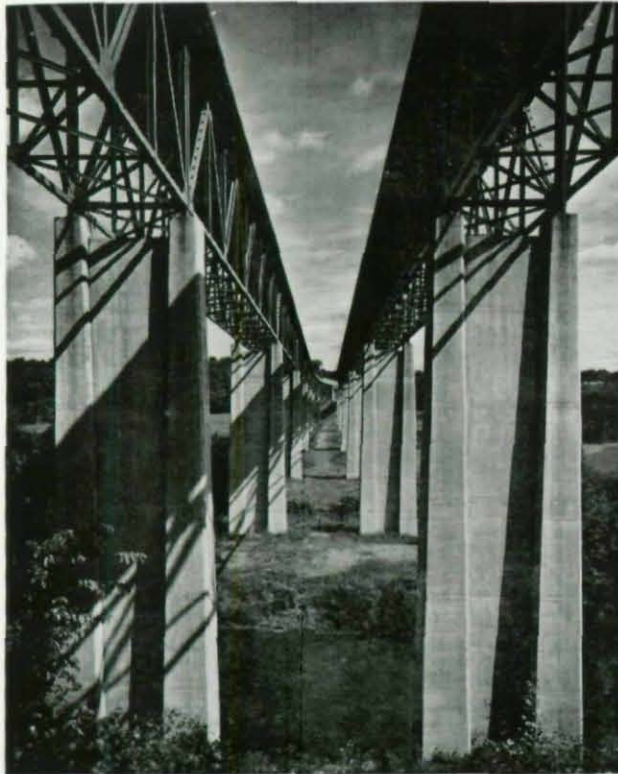
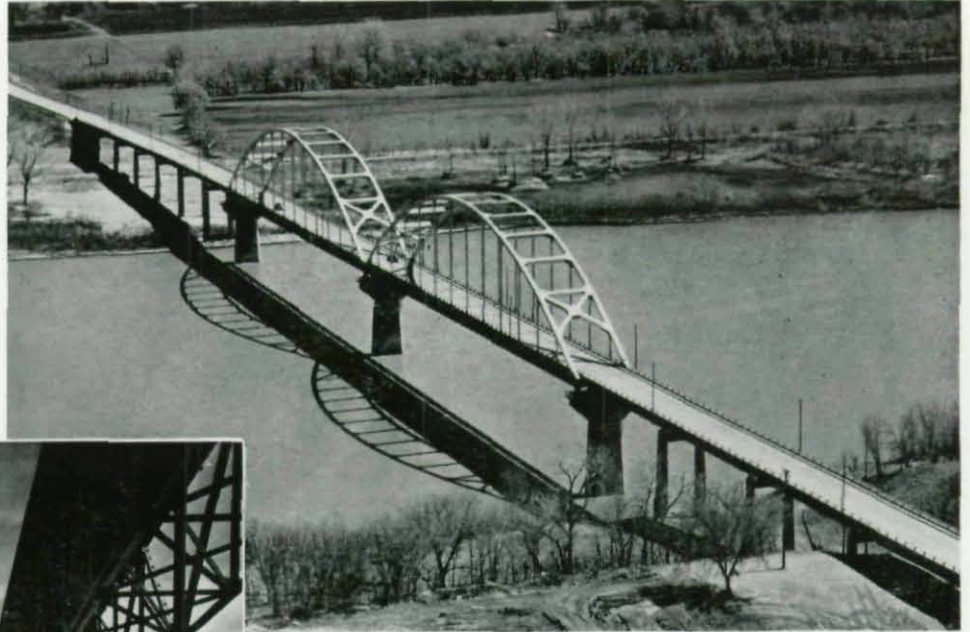
HONORABLE MENTION—CLASS IV—1956

ALGIERS LOCK AND CANAL BRIDGE, New Orleans, Louisiana; Total cost, \$1,100,000; Designer, Howard, Needles, Tammen & Bergendoff; Fabricator, The DeLaney Company; Owner, The New Orleans and Lower Coast Railroad; Opened to Traffic, February, 1956; Span length, 150 ft.



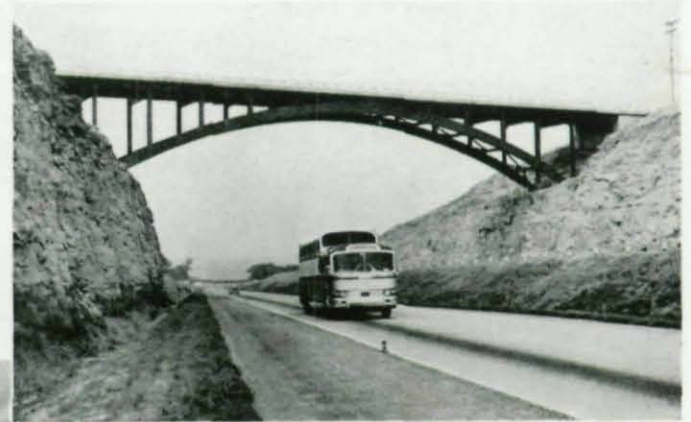
AWARD—CLASS I—1955

LEAVENWORTH CENTENNIAL BRIDGE, over Missouri River, Leavenworth, Kansas; Total cost, \$3,500,000; Designer, Howard, Needles, Tammen & Bergendoff; Fabricators, Kansas City Structural Steel Company, Arch Spans, and Missouri Valley Steel, Inc., Approach Spans; Owners, City of Leavenworth, Kansas, Kansas State Highway Commission and Missouri State Highway Commission; Opened to traffic April, 1955; Span lengths, one at 72 ft., three at 86 ft., four at 107 ft., one at 105 ft., two at 420 ft.



AWARD—CLASS II—1955

CUYAHOGA RIVER BRIDGE, on the Ohio Turnpike; Total cost, \$5,800,000; Designer, J. E. Greiner Company; Fabricator, Bethlehem Steel Company; Owner, Ohio Turnpike Commission; Opened to traffic, 1955; Span lengths, Twin bridges, four at 100 ft., nine at 250 ft.

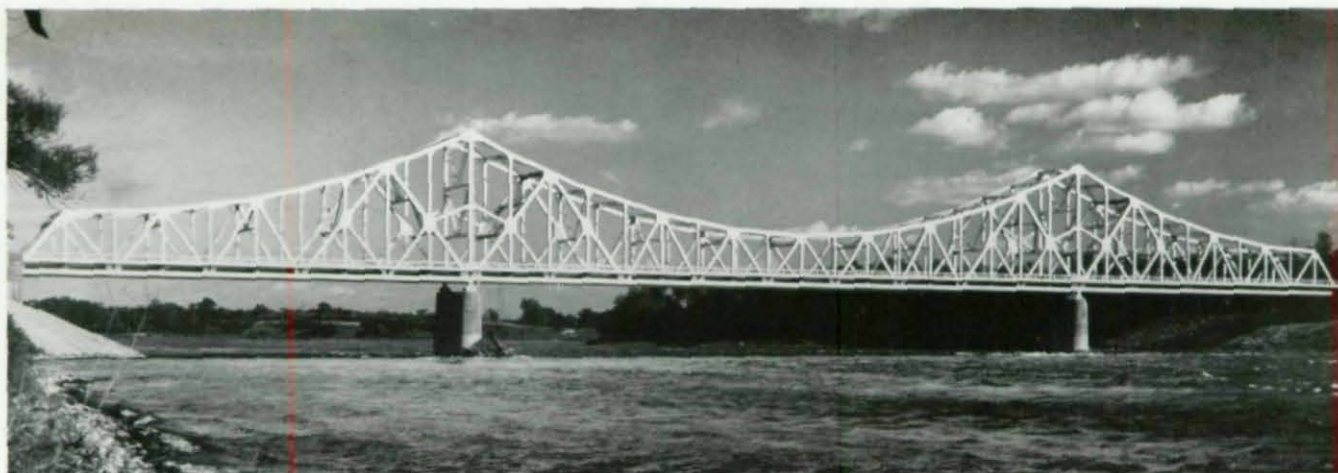


AWARD—CLASS III—1955

OLD STATE ROUTE 8 BRIDGE, over the Ohio Turnpike, southeast of Cleveland, Ohio; Total cost, \$240,000; Designer, Howard, Needles, Tammen & Bergendoff; Fabricator, Allied Structural Steel Companies; Owner, Ohio Turnpike Commission; Opened to traffic, October, 1955; Span length, 216 ft.

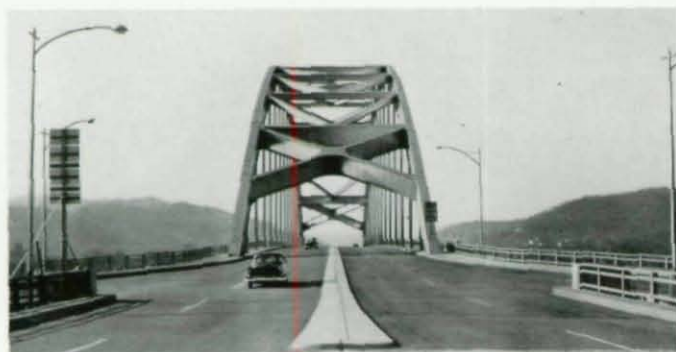
◀ **AWARD—CLASS IV—1955**

WELFARE ISLAND BRIDGE, spanning East Channel of East River, New York; Total cost, \$6,500,000; Designer, Tippetts-Abbett-McCarthy-Stratton; Fabricator, Harris Structural Steel Co., Inc.; Owner, Department of Public Works, The City of New York; Opened to traffic, May, 1955; Span length 418 ft.



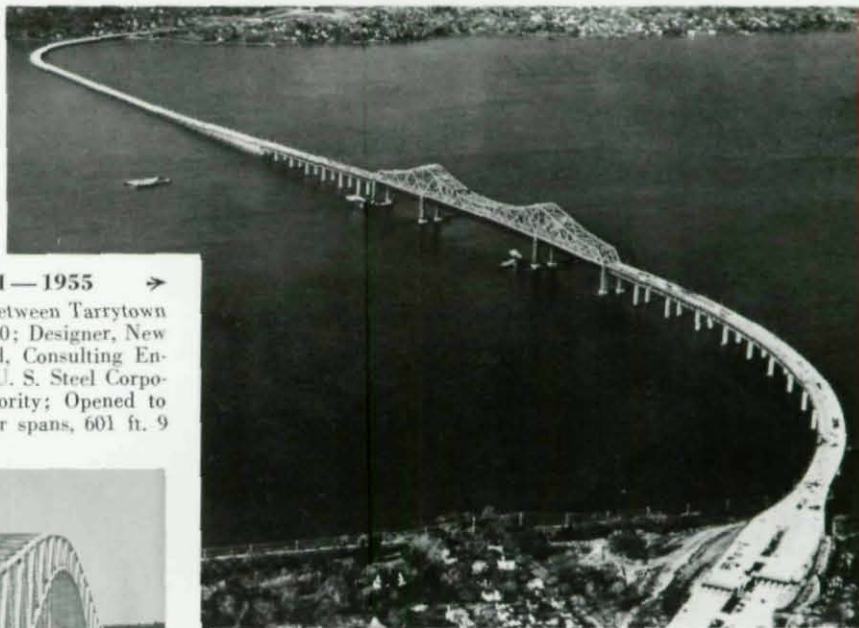
HONORABLE MENTION — CLASS 1 — 1955

BARNHART ISLAND BRIDGE, over St. Lawrence River, Massena, New York; Total cost, \$5,400,000; Designer Praeger-Kavanagh; Fabricator, The Mount Vernon Bridge Co.; Owner, Power Authority of the State of New York; Opened to traffic, December, 1955; Span lengths, 282 ft. 6 inches, 508 ft. 6 inches, 282 ft. 6 inches.



**HONORABLE MENTION
CLASS 1 — 1955**

FORT HENRY BRIDGE, over the Ohio River, Wheeling, West Virginia; Total cost, over \$6,000,000; Designer, Howard, Needles, Tammen & Berendoff; Fabricator, American Bridge Division, U. S. Steel Corporation; Owner, The State Road Commission of West Virginia; Opened to traffic, September, 1955; Span length, arch span, 580 ft.



HONORABLE MENTION — CLASS 1 — 1955

TAPPAN ZEE BRIDGE, across Hudson River between Tarrytown and Grandview, New York; Total cost, \$67,000,000; Designer, New York State Thruway Authority, Madigan-Hyland, Consulting Engineers; Fabricator, American Bridge Division, U. S. Steel Corporation; Owner, New York State Thruway Authority; Opened to traffic, December, 1955; Span lengths—Cantilever spans, 601 ft. 9 inches, 1,212 ft., 601 ft. 9 inches.



◀ HONORABLE MENTION — CLASS 1 — 1955

JEFFERSON CITY-MISSOURI RIVER BRIDGE, Jefferson City, Missouri; Total cost, \$4,603,978; Designer, Sverdrup & Parcel, Inc.; Fabricator, Stupp Bros. Bridge & Iron Company; Owner, Missouri State Highway Commission; Opened to traffic, August, 1955; Span lengths, arch 416 ft., 640 ft., 416 ft.

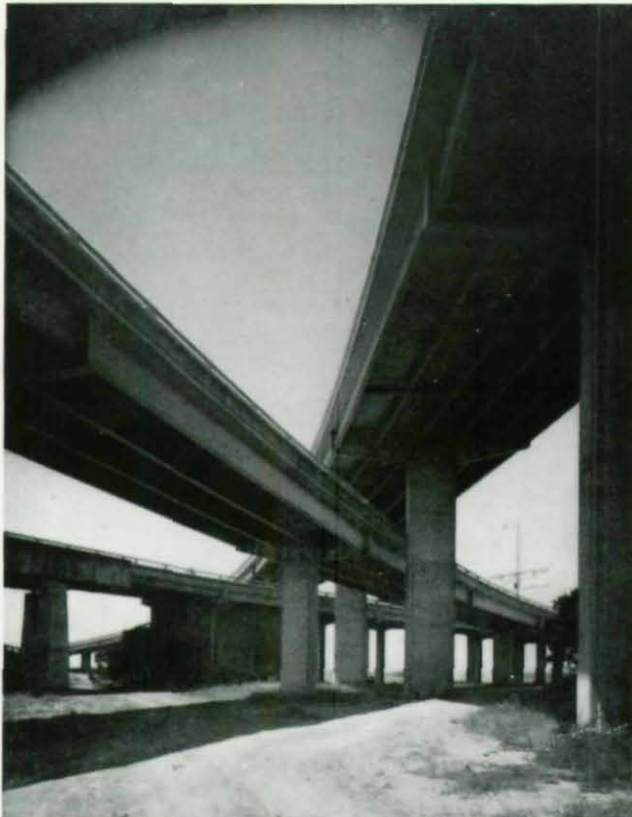


**HONORABLE MENTION
CLASS II—1955**

CATTARAUGUS CREEK BRIDGE, Springville, New York; Total cost, \$855,000; Designer, State of New York, Department of Public Works, Office of the Deputy Chief Engineer-Bridges; Fabricator, American Bridge Division, U. S. Steel Corporation; Owner, State of New York; Opened to traffic, September, 1955; Span lengths, three spans total 650 ft.

HONORABLE MENTION—CLASS II—1955 ➤

COLORADO RIVER BRIDGE F5(4), near Moab, Utah; Total cost, \$523,516; Designer, Woodruff & Sampson; Fabricator, American Bridge Division, U. S. Steel Corporation; Owner, State of Utah; Opened to traffic, October, 1955; Span lengths, four at 136 ft., four at 114 ft.



HONORABLE MENTION—CLASS II—1955 ➤

QUEENS BOULEVARD BRIDGE, Borough of Queens, New York; Total cost, \$1,700,000; Designers Ammann & Whitney-Clarence C. Combs; Fabricator, The Mount Vernon Bridge Co.; Owner, City of New York-Triborough Bridge & Tunnel Authority; Opened to traffic, November, 1955; Span lengths, 161 ft. 10 inches, 192 ft. 6 inches, 125 ft.



◀ HONORABLE MENTION—CLASS II—1955

DISTRIBUTION STRUCTURE OVERHEAD ADDITION, Oakland, California; Total cost, \$3,799,436; Designer, Bridge Department, Division of Highways, State of California; Fabricator, Union Steel Company of Los Angeles; Owner, State of California; Opened to traffic, October, 1955; Span lengths, 183 spans, minimum 31 ft., maximum 118 ft.





HONORABLE MENTION — CLASS III — 1955

ARCHIBALD AVENUE BRIDGE, San Bernardino County, California; Total cost, \$72,701; Designer, Bridge Department, Division of Highways, State of California; Fabricator, Union Steel Company of Montebello; Owner, State of California; Opened to traffic, October, 1955; Span lengths, 29 ft., 75 ft., 91 ft., 29 ft.

**HONORABLE MENTION
CLASS III — 1955** ➔

HOOVER DAM BRIDGE, north of Village of Central College, Franklin County, Ohio; Total cost, \$191,000; Designer, Burgess & Niple; Fabricator, The C. E. Morris Company; Owner, City of Columbus, Ohio; Opened to traffic, September, 1955; Span lengths, six at 85 ft. 3 inches, two at 84 ft. 3 inches.



HONORABLE MENTION — CLASS III — 1955 ➔

SNAKE RIVER BRIDGE, Palisades Reservoir near Alpine, Wyoming; Total cost, \$435,000; Designer, United States Department of Interior, Bureau of Reclamation, Denver, Colorado; Fabricator, Maxwell Steel Company; Owner, State of Wyoming; Opened to traffic, November, 1955; Span lengths, 136 ft., 264 ft., 136 ft.

◀ **HONORABLE MENTION — CLASS III — 1955**

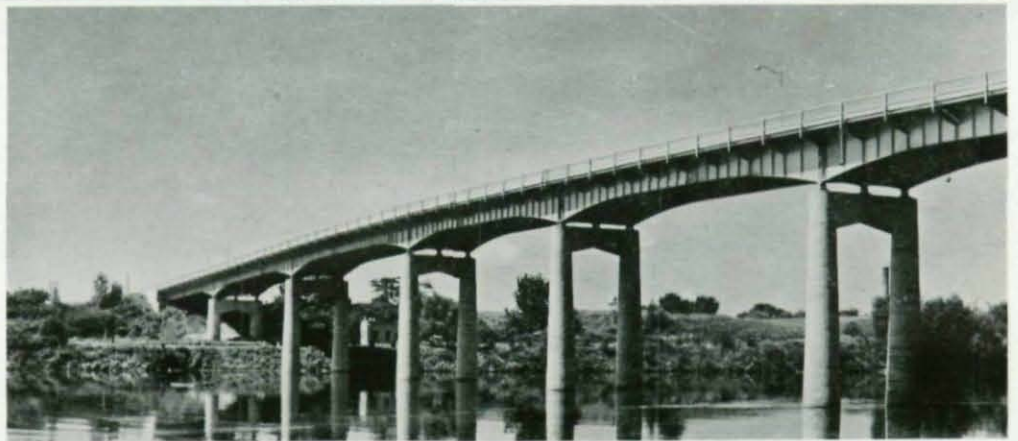
BLUE BRIDGE, Cumberland, Maryland; Total cost, \$374,567; Designer, Maryland State Roads Commission; Fabricator, American Bridge Division, U. S. Steel Corporation; Owner, Maryland State Roads Commission and West Virginia State Road Commission; Opened to traffic, 1955; Span lengths, two at 156 ft.





AWARD—CLASS I—1954

MISSOURI RIVER BRIDGE, at The Paseo, Kansas City, Missouri; Total cost, \$5,170,000; Designer, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Division, U.S. Steel Corporation; Owners, Jackson and Clay Counties sponsors, Missouri State Highway Commission and City of Kansas City, Missouri; Opened to traffic, August 13, 1954; suspension spans 308 ft., 616 ft., 308 ft.



AWARD—CLASS III—1954

GARRISON SCHOOL PEDESTRIAN BRIDGE, over The Paseo-Sixth Street Trafficway Connection, Kansas City, Missouri; Total cost, \$62,000; Designer, Howard, Needles, Tammen & Bergendoff; Fabricator, Kansas City Structural Steel Company; Owner, Jackson and Clay Counties sponsors, Missouri State Highway Commission and City of Kansas City, Missouri; Opened to traffic, August 13, 1954; Span lengths, 50 ft., 84 ft., 50 ft.

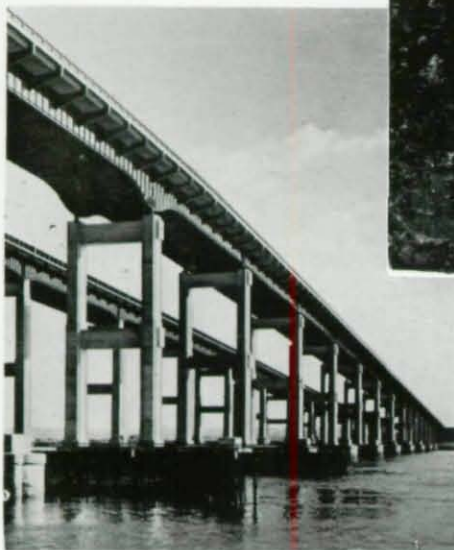
**HONORABLE MENTION—CLASS I
1954**

THE CHARLTON MEMORIAL BRIDGE, over Bluestone River, West Virginia Turnpike, Camp Creek, West Virginia; Total cost, \$1,552,568.32; Designer, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Division, U.S. Steel Corporation; Owner, West Virginia Turnpike Commission; Opened to traffic, Sept. 2, 1954; Span lengths, 49 ft., 239 ft., 250 ft., 504 ft., 254 ft., 35 ft.



AWARD—CLASS II—1954

LITTLE CHUTE-KIMBERLY-COMBINED LOCKS BRIDGE, over Fox River, Outagamie County, Wisconsin; Total cost, \$753,000; Designer, Bridge Section, State Highway Commission of Wisconsin; Fabricator, Bethlehem Steel Company; Owner, State of Wisconsin; Opened to traffic, July 25, 1954; Span lengths, four at 143 ft. and four at 117 ft.



**HONORABLE MENTION—CLASS II
1954**

RARITAN RIVER BRIDGE, Garden State Parkway, New Jersey; Total cost, \$9,900,000; Designer, D. B. Steinman; Fabricator, Bethlehem Steel Company; Owner, New Jersey Highway Authority; Opened to traffic, August 4, 1954; Span lengths, eight at 200 ft., one at 250 ft.

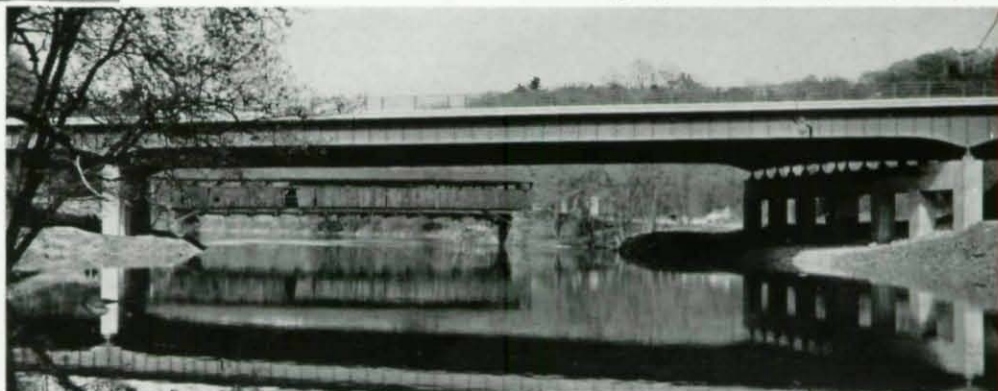


**HONORABLE MENTION—CLASS I
1954**

THE BENDER BRIDGE, Fourmile Fork, West Virginia Turnpike, Standard, West Virginia; Total cost, \$1,302,146.21; Designer, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Division, U.S. Steel Corporation; Owner, West Virginia Turnpike Commission; Opened to traffic, Nov. 8, 1954; Span lgths., 85 ft., 85 ft., 254 ft., 504 ft., 250 ft., 49 ft.

**HONORABLE MENTION
CLASS II—1954**

WALKILL RIVER BRIDGE, Rosendale, Ulster County, New York; Total cost, \$1,162,342; Designer, State of New York Department of Public Works; Edwards, Kelcey & Beck, Consultants; Fabricator, Phoenix Bridge Company; Owner, New York State Thruway Authority; Opened to traffic, October 26, 1954; Main span, 200 ft.



**HONORABLE MENTION
CLASS III—1954**

COWHIDE BRANCH BRIDGE, Annapolis Bypass, Maryland; Total cost, \$160,000; Designer, J. E. Greiner Company; Fabricator, Bethlehem Steel Company; Owner, Maryland State Roads Commission; Opened to traffic, June, 1954; Span lengths, five at 56 ft.

**HONORABLE MENTION
CLASS III—1954**

INDIAN CREEK BRIDGE, Plumas County, California; Total cost, \$200,634; Designer, Bridge Department, Division of Highways, State of California; Fabricator, Moore Dry Dock Company; Owner, State of California; Opened to traffic, October, 1954; Span length, 56.8 ft., 57.5 ft., 80 ft., 50 ft.





AWARD—CLASS II—1953

NINTH AND TENTH STREET CONNECTIONS, Bayshore Freeway, San Francisco, California; Total cost, \$3,419,280; Designer, Bridge Department, Division of Highways, State of California; Fabricator, Bethlehem Pacific Coast Steel Corporation; Owner, State of California; Opened to traffic, October, 1953; Span lengths, 44 from 40 ft. to 105 ft.

AWARD—CLASS III—1953

ROBERT STREET UNDERPASS (Pedestrian); Over South Freeway, Fort Worth, Texas; Total cost, \$11,117; Designer, Texas Highway Department, Fort Worth Urban Project Office, A. M. Gordon, Supervising Designing Engineer; Fabricator, North Texas Steel Company, Inc.; Owner, Highway Department, State of Texas; Opened to traffic, July, 1953; Span lengths, two at 44 ft., one at 75 ft.



AWARD—CLASS IV—1953

NEW YORK CENTRAL RAILROAD BRIDGE No. 4, over Cuyahoga River, Cleveland, Ohio; Total cost, \$1,812,000; Designer, Howard Needles, Tammen & Bergendoff; Fabricator, The Mount Vernon Bridge Co.; Owner, New York Central Railroad; Opened to traffic, March, 1953; Span length, 260 ft.



HONORABLE MENTION—CLASS I—1953

MORES CREEK BRIDGE, over Mores Creek, near Boise, Idaho; Total cost, \$920,000; Designers, Walla Walla District, Corps of Engineers and Sverdrup & Parcel, Inc.; Fabricator, American Bridge Division, U. S. Steel Corporation; Owner, State of Idaho; Opened to traffic, October, 1953; Span lengths, one at 27 ft., two at 44 ft., one at 50 ft., one at 108 ft., one at 135 ft., one at 432 ft.

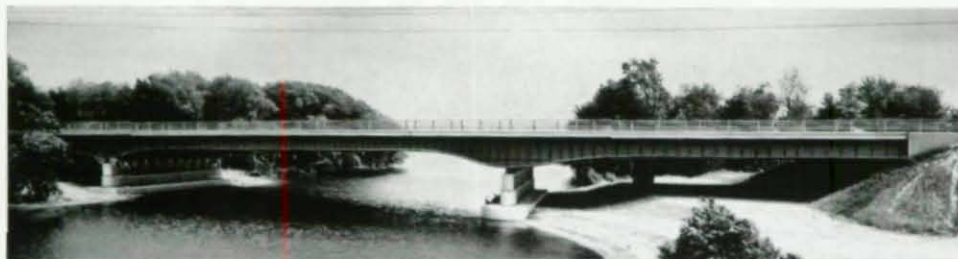
HONORABLE MENTION CLASS II—1953

MILFORD, PENNSYLVANIA
— MONTAGUE, NEW
JERSEY BRIDGE, over the
Delaware River; Total cost,
\$2,438,000; Designer, J. E.
Greiner Company; Fabricator,
Bethlehem Steel Company;
Owner, Delaware River Joint
Toll Bridge Commission;
Opened to traffic, December,
1953; Span lengths, two at 275
ft., two at 300 ft.



HONORABLE MENTION CLASS II—1953

NEW YORK STATE THRUWAY
OVER ONONDAGA LAKE OUT-
LET, Onondaga County, New York;
Total cost, \$1,472,029; Designer, Of-
fice of Deputy Chief Engineer, New
York State Department of Public
Works; Fabricator, American Bridge
Division, U. S. Steel Corporation;
Owner, State of New York; Opened
to traffic 1953; Span lengths, two at
125 ft., one at 200 ft.



HONORABLE MENTION CLASS III—1953

WEST HENRIETTA ROAD BRIDGE
OVER NEW YORK STATE THRU-
WAY, Monroe County, New York;
Total cost, \$331,351; Designer, Office of
Deputy Chief Engineer, New York
State Department of Public Works;
Fabricator, Buffalo Structural Steel
Co.; Owner, State of New York;
Opened to traffic, 1953; Span lengths,
two at 48 ft. 3 inches, two at 48 ft. 6
inches.



HONORABLE MENTION CLASS III—1953

NEW HOPE POND BRIDGE, U. S.
route 50 at Willards, Maryland; Total
cost \$25,000; Designer, State Roads
Commission, State of Maryland; Fab-
ricator, The Maryland Steel Products
Co.; Owner, State Roads Commission,
State of Maryland; Opened to traffic
1953; Span length 60 ft.



HONORABLE MENTION CLASS III—1953

HOOVER AVENUE VAN WYCK EX-
PRESSWAY EXTENSION, at inter-
section Van Wyck Expressway and
Hoover Avenue, Borough of Queens,
New York, N. Y.; Total Cost \$300,000;
Designer, Clarke, Rapuano and Holleran
and Hardesty & Hanover; Fabricator,
American Bridge Division, U.S. Steel
Corporation; Owner, State of New
York; Opened to traffic, October, 1953;
Span length, 83 ft.



HONORABLE MENTION—CLASS IV—1953

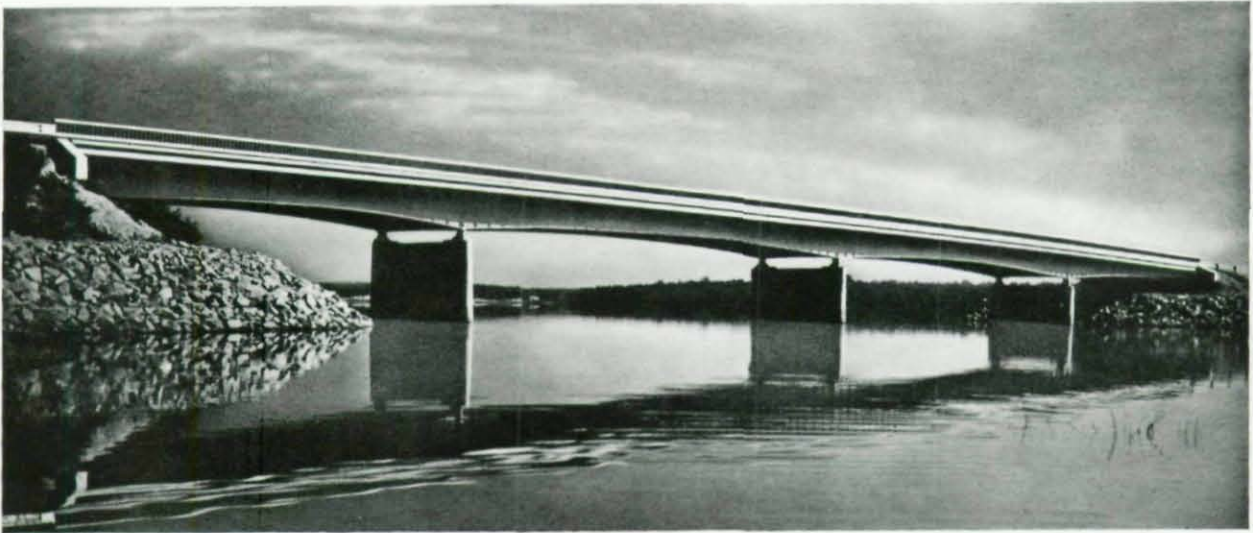
BAY ST. LOUIS BRIDGE, U.S. Highway 90 in Hancock and Har-
rison Counties, Mississippi, between Bay St. Louis and Henderson
Point; Total cost \$6,300,000; Designer, Hazelet & Erdal; Fabricator,
Nashville Bridge Company; Owner, Mississippi State Highway
Commission; Opened to traffic August, 1953; Span length, bascule
124 ft. and two at 75 ft.





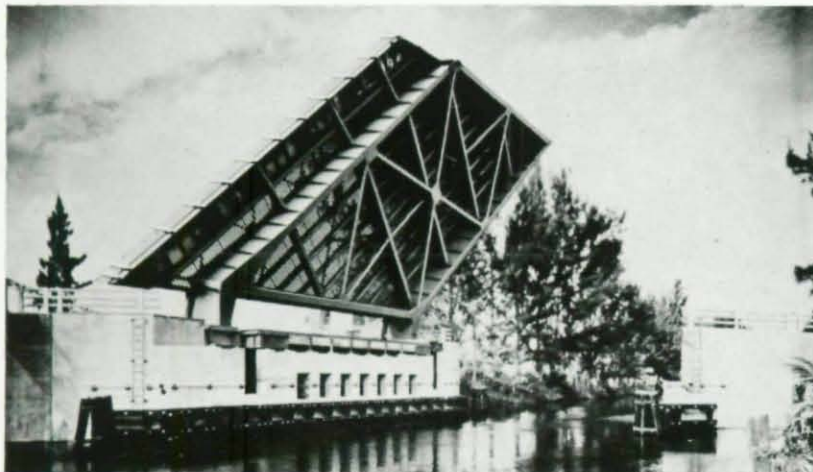
AWARD—CLASS II—1952

NECHES RIVER BRIDGE, U.S. Highway 90, Beaumont, Texas; Total cost, \$2,898,310; Designer, Texas Highway Department; Fabricator, Bethlehem Steel Company; Owner, State of Texas; Opened to traffic, December 20, 1952; Span lengths, two at 180 ft., two at 240 ft., one each at 140 ft., 120 ft., 100 ft., 80 ft.



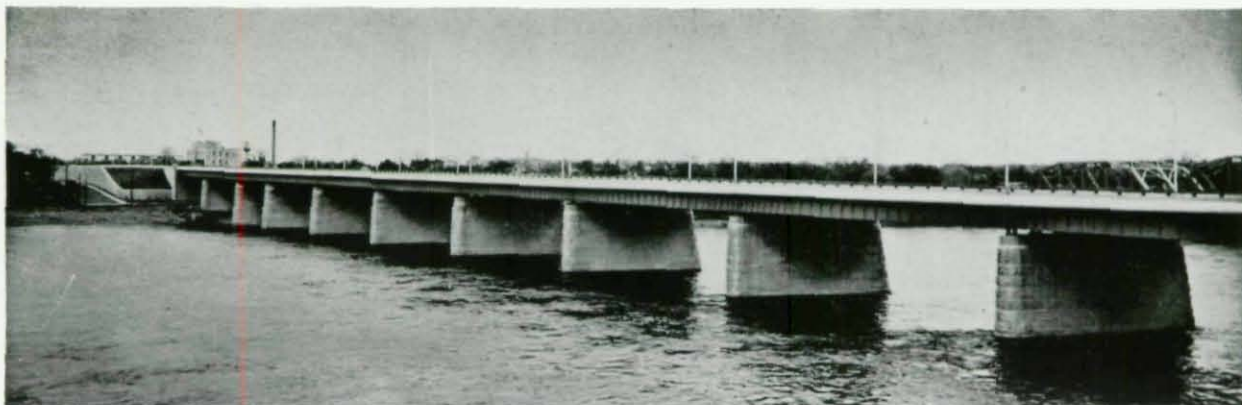
AWARD—CLASS III—1952

MORRIS FERRY BRIDGE, Franklin County, Tennessee; Total cost, \$169,107.42; Designer, Corps of Engineers, Tullahoma District; Fabricator, Nashville Bridge Company; Owner, Franklin County Highway Commission, Tennessee; Opened to traffic, March 26, 1952; Span lengths, two at 71 ft. 6 inches, two at 105 ft.



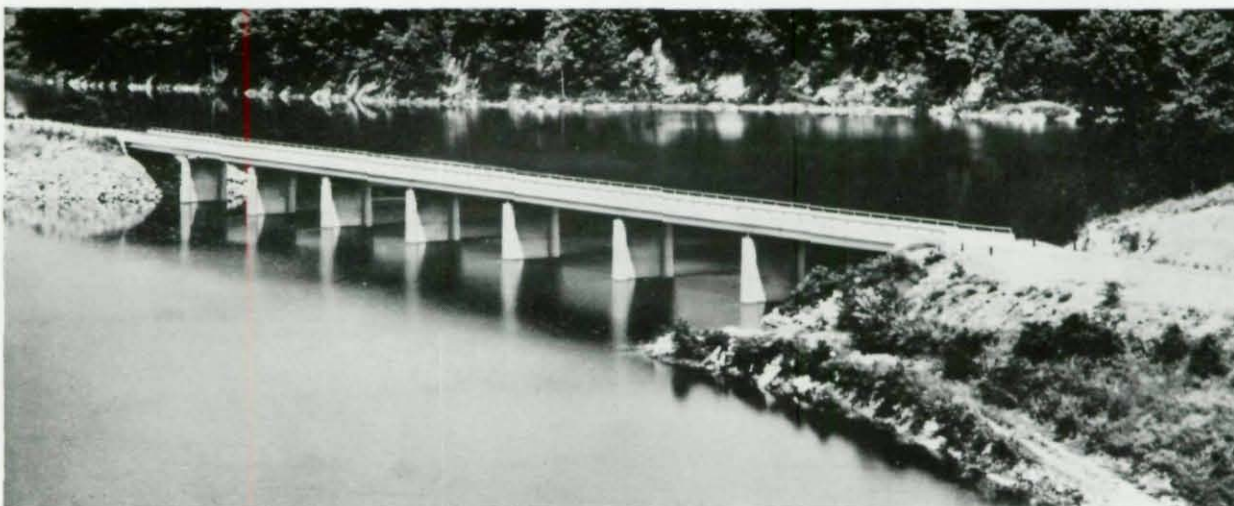
AWARD—CLASS IV—1952

S. E. FOURTH AVENUE BRIDGE over Miami Canal, Miami, Florida; Total cost, \$520,000; Designer, Rader Knappen Tippetts Engineering Co., Hardesty & Hanover, Consultants; Fabricator, Nashville Bridge Company; Owner, Board of County Commissioners, Dade County, Florida; Opened to traffic, January 1, 1952; Bascule span, 50 ft.



HONORABLE MENTION—CLASS II—1952

DELAWARE RIVER BRIDGE, Trenton, New Jersey to Morrisville, Pennsylvania; Total cost, \$2,184,000; Designer, J. E. Greiner Company; Fabricator, American Bridge Division of the U.S. Steel Corporation; Owner, Delaware River Joint Toll Bridge Commission; Opened to traffic, December 1, 1952; Span lengths, eleven at 110 ft., one at 92 ft.



HONORABLE MENTION—CLASS III—1952

PICKENS BRIDGE, Washington-Sullivan Counties, Tennessee; Total cost, \$330,000; Designer, Tennessee Valley Authority; Fabricator, Virginia Bridge Division, U.S. Steel Corporation; Owner, Washington-Sullivan Counties, Tennessee; Opened to traffic, November 26, 1952; Span lengths, eight at 76 ft. 3 inches.

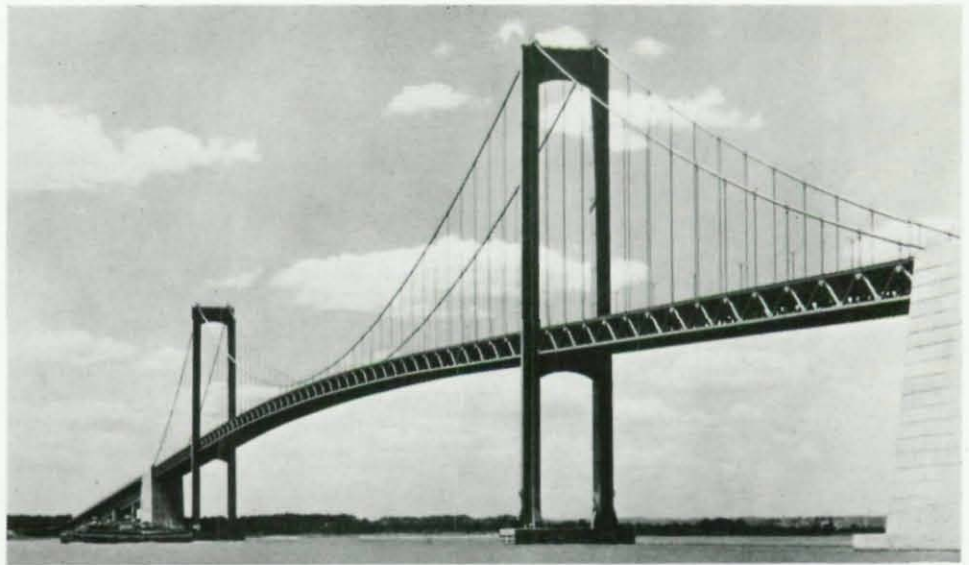
HONORABLE MENTION—CLASS III—1952

PEDESTRIAN OVERPASS, East Memorial Shoreway, Cleveland, Ohio; Total cost, \$125,000; Designer, Ohio Department of Highways; Fabricator, The Mount Vernon Bridge Company; Opened to traffic, November 1, 1952; Span length, 205 ft.



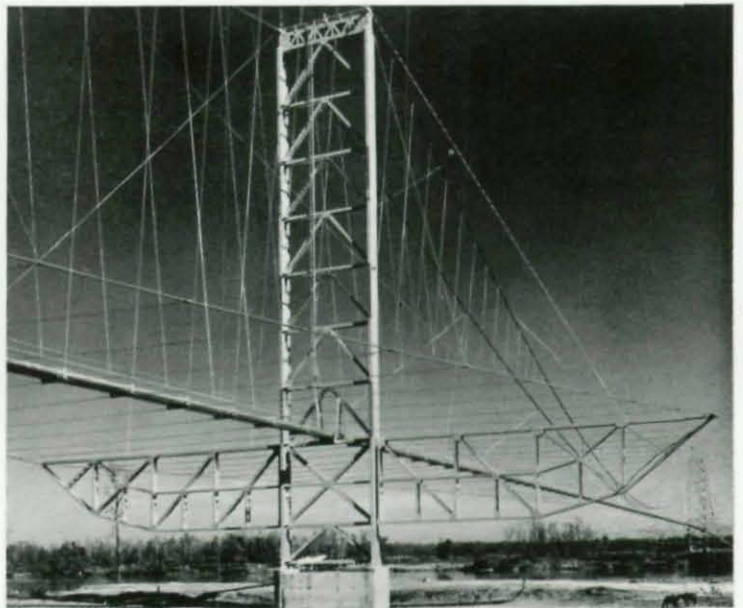
**AWARD
CLASS I—1951**

DELAWARE MEMORIAL BRIDGE, across the Delaware River, approximately three miles south of Wilmington, Delaware, connecting Delaware and New Jersey; Total Cost approximately \$44,000,000; Designer, Howard, Needles, Tammen & Bergendoff; Consultant, O. H. Ammann; Consulting Architect, A. Gordon Lorimer; Fabricator, American Bridge Company; Owner, State of Delaware, State Highway Department; Opened to traffic, August 15, 1951; Span lengths, suspended span, 2,150 ft., side spans, two at 750 ft., Delaware approach, 3,770 ft., N. J. approach, 3,087 ft.



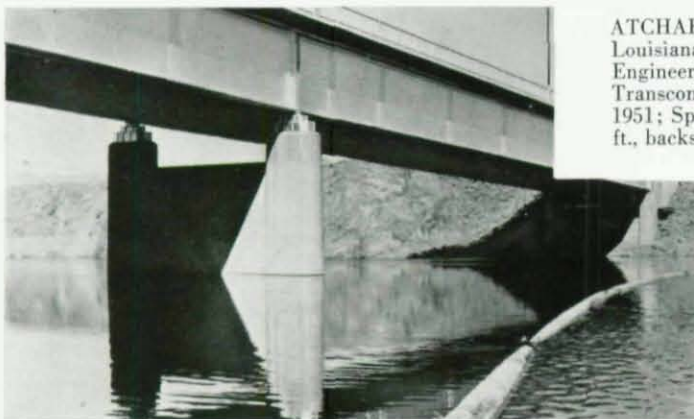
**HONORABLE MENTION
CLASS I—1951**

LOS ALAMOS CANYON BRIDGE, Los Alamos, New Mexico; Total Cost, \$710,541.89; Designer, Finney & Turnipseed; Fabricator, American Bridge Company; Owner, United States Atomic Energy Commission; Opened to traffic, August 21, 1951; Span lengths, main span 814 ft. 6 inches, six at 62 ft.



HONORABLE MENTION—CLASS I—1951

ATCHAFALAYA RIVER PIPE LINE SUSPENSION BRIDGE, Melville, Louisiana; Total Cost, \$2,003,881; Designer, Matthews & Kenan; Associate Engineers, Mitchell & Hunt; Fabricator, American Bridge Company; Owner, Transcontinental Gas Pipe Line Corporation; Date completed, October 17, 1951; Span lengths, main span 2,000 ft., side spans, one at 1,000 ft., one at 650 ft., backstay spans, one at 558 ft. and one at 470 ft.



AWARD—CLASS II—1951

FOREBAY CHANNEL BRIDGE, Davis Dam Project, Arizona-Nevada; Total Cost, \$710,000; Designer, United States Bureau of Reclamation, Denver, Colorado; Fabricator, American Bridge Company; Owner, United States Bureau of Reclamation; Opened to traffic, July 1951; Span lengths, two at 210 ft.



HONORABLE MENTION—CLASS II—1951

BASILONE MEMORIAL BRIDGE over the Raritan River, New Brunswick, New Jersey; Total Cost, \$1,350,000; Designer, Fay, Spofford & Thorndike; Fabricator, Harris Structural Steel Co., Inc.; Owner, New Jersey Turnpike Authority; Opened to traffic, November 30, 1951; Span lengths, one at 213 ft., two at 161 ft., and two at 135 ft.

AWARD

← CLASS III—1951

GROVE STREET OVERPASS, Route 128, Lexington, Massachusetts; Total Cost, \$134,000; Designer, Thomas Worcester, Inc.; Fabricator, West End Iron Works; Owner, Massachusetts Department of Public Works; Opened to traffic, July 28, 1951; Span lengths, two at 60 ft. and two at 34 ft.



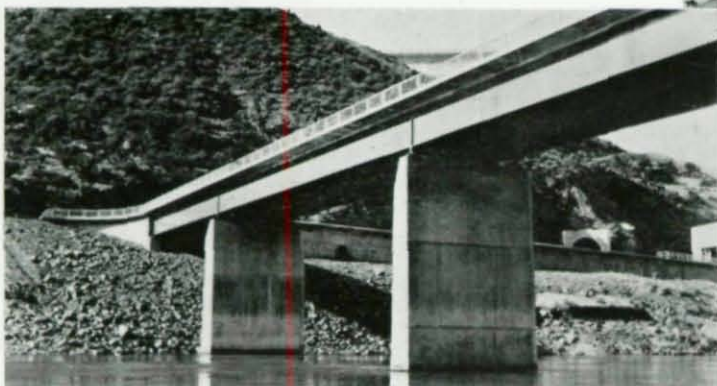
HONORABLE MENTION—CLASS III—1951 →

SPILLWAY BRIDGE, Cedar Bluff Dam, Kansas; Cost of superstructure, \$57,999; Designer, United States Bureau of Reclamation, Denver, Colorado; Fabricator, Kansas City Structural Steel Company; Owner, United States Bureau of Reclamation; Opened to traffic, June 10, 1951; Span length, 152 ft. 11 inches.



← HONORABLE MENTION—CLASS III—1951

SACRAMENTO RIVER BRIDGE, Shasta Dam, Central Valley Project, California; Total Cost, \$300,000; Designer, United States Bureau of Reclamation, Denver, Colorado; Fabricator, Bethlehem Pacific Coast Steel Corporation; Owner, United States Bureau of Reclamation; Opened to traffic, December 17, 1951; Span lengths, two at 122 ft. 6 inches and two at 80 ft.

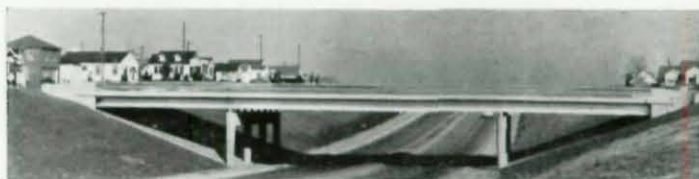
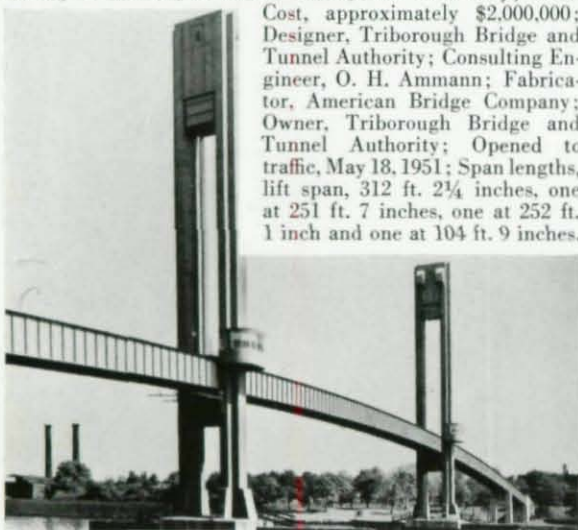


HONORABLE MENTION—CLASS III—1951

MORNINGSIDE DRIVE UNDERPASS, North-South Freeway, Fort Worth, Texas; Total Cost, \$54,690; Designer, Texas Highway Department, A. M. Gordon, Supervising Designing Engineer; Fabricator, Virginia Bridge Company; Owner, State of Texas; Opened to traffic, July 1951; Span Lengths, one at 75 ft. and two at 40 ft.

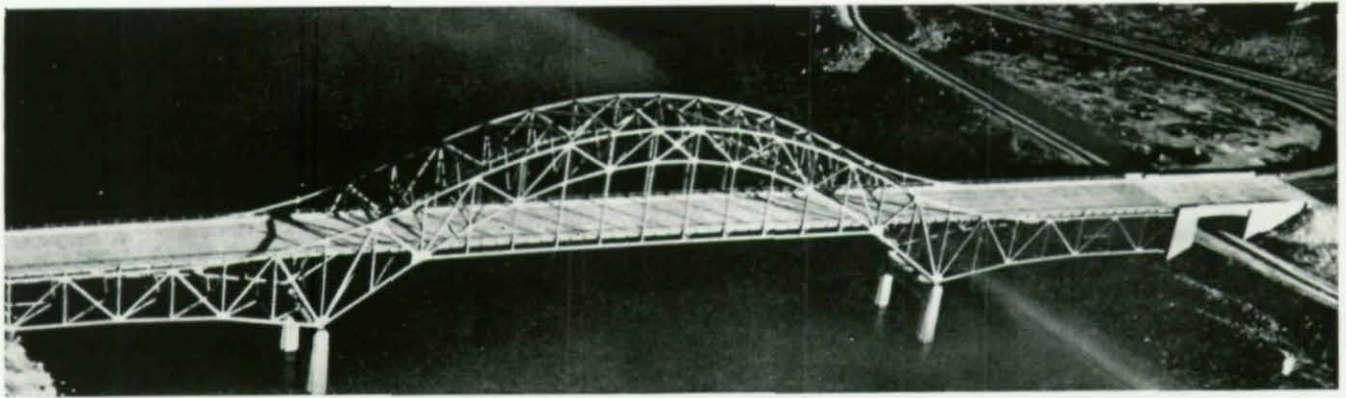
AWARD—CLASS IV—1951

HARLEM RIVER PEDESTRIAN BRIDGE, from East 103rd Street, Manhattan, to Wards Island, New York City; Total Cost, approximately \$2,000,000; Designer, Triborough Bridge and Tunnel Authority; Consulting Engineer, O. H. Ammann; Fabricator, American Bridge Company; Owner, Triborough Bridge and Tunnel Authority; Opened to traffic, May 18, 1951; Span lengths, lift span, 312 ft. 2 1/4 inches, one at 251 ft. 7 inches, one at 252 ft. 1 inch and one at 104 ft. 9 inches.



HONORABLE MENTION—CLASS IV—1951

SEA BRIGHT BRIDGE over South Branch, Shrewsbury River on Rumson Road between Rumson and Sea Bright, Monmouth County, New Jersey; Total Cost, \$1,411,006.16; Designer, Morris Goodkind; Consulting Engineers, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Company; Owner, Board of Chosen Freeholders, Monmouth County, New Jersey; Opened to traffic, February 3, 1951; Span lengths, bascule span 96 ft., two at 71 ft., four at 67 ft. and three at 51 ft.

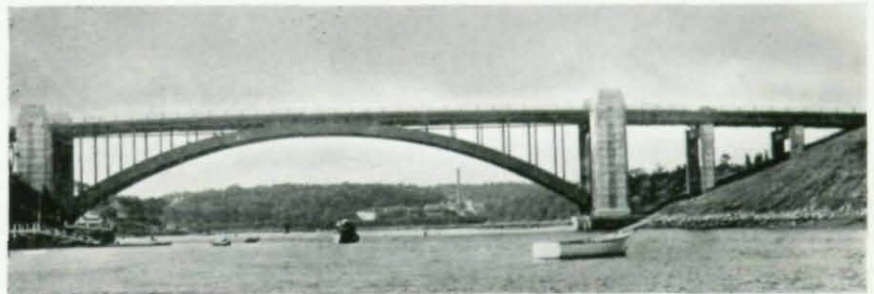


AWARD — CLASS I — 1950

COLUMBIA RIVER BRIDGE, Wenatchee, Washington; Total Cost \$1,853,684; Designer, George Stevens, Bridge Engineer, State of Washington Department of Highways; Fabricator, American Bridge Company; Owner, State of Washington, Department of Highways; Opened to traffic, November 28, 1950; Span lengths, one at 224 ft., one at 480 ft., one at 224 ft.

**HONORABLE MENTION
CLASS I — 1950**

A. PIATT ANDREW BRIDGE, Route 128 over Anniquam River in Gloucester, Massachusetts; Total Cost \$2,250,000; Designer, Massachusetts Department of Public Works; Fabricator, Bethlehem Steel Company; Owner, Massachusetts Department of Public Works; Opened to traffic, November 1950; Span lengths, one at 420 ft., six at 70 ft.



AWARD — CLASS II — 1950

SOUTH HOLSTON RIVER BRIDGE, On Tennessee State Highway 34, Sullivan County, Tennessee; Total Cost \$950,000; Designer, Tennessee Valley Authority; Fabricator, Virginia Bridge Company; Owner, State of Tennessee; Opened to traffic, November 1950; Span lengths, four at 98 ft. 6 inches, two at 400 ft.

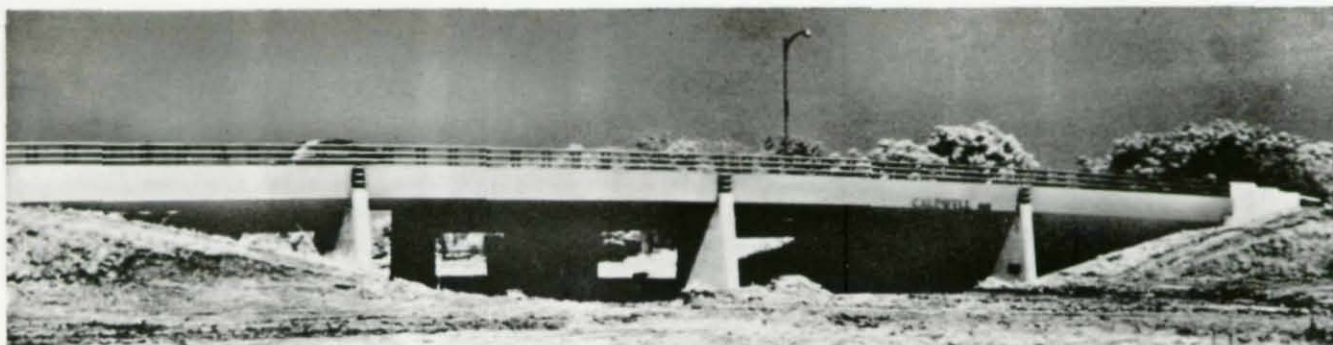
**HONORABLE MENTION
CLASS II — 1950**

YAZOO RIVER BRIDGE, U.S. Highway 61, north of Vicksburg, Mississippi; Total Cost \$1,425,000; Designer, Charles S. Hill, Bridge Engineer, Mississippi State Highway Department; Fabricators, Virginia Bridge Company, Truss Spans, Bethlehem Steel Company, Approach Spans; Owner, State of Mississippi; Opened to traffic, May 25, 1950; Span lengths, two at 270 ft., one at 324 ft.



**HONORABLE MENTION
CLASS II — 1950**

GULF FREEWAY, over G.H. & S.A. R.R. and Griggs Road, Houston, Harris County, Texas; Total Cost \$612,011; Designer, Texas Highway Department; Fabricator, Virginia Bridge Company; Owner, State of Texas; Opened to traffic, December 1950; Span lengths, eighteen at 50 ft., two at 35 ft., 3 inches, two at 46 ft. 6 inches, one at 52 ft.



AWARD — CLASS III — 1950

CALDWELL AVENUE BRIDGE, over Edens Expressway, Cook County, Illinois; Total Cost \$285,000; Designer, Cook County Highway Department; Fabricator, Bethlehem Steel Company; Owner, Cook County, Illinois; Opened to traffic, June 1950; Span lengths, two at 51 ft., two at 63 ft.

**HONORABLE MENTION
CLASS III — 1950**

ROUTE 4 PARKWAY (GARDEN STATE PARKWAY) OVERPASS, at Route 25, Middlesex County, New Jersey; Total Cost \$306,425; Designer, Bridge Division, New Jersey State Highway Department; Morris Goodkind, Division and Chief Bridge Engineer; Fabricator, Phoenix Bridge Company; Owner, State Highway Department of New Jersey; Opened to traffic, Nov. 1, 1950; Span lengths, one at 57 ft., one at 45 ft.



**HONORABLE MENTION
CLASS III — 1950**

MANITOU ROAD BARGE CANAL BRIDGE, Towns of Greece and Ogden, Monroe County, New York; Total Cost \$409,665; Designer, Office of Deputy Chief Engineer, New York State Department of Public Works; Fabricator, Phoenix Bridge Company; Owner, New York State Department of Public Works; Opened to traffic, November 30, 1950; Span lengths, one at 188 ft., two at 84 ft.



**HONORABLE MENTION
CLASS III — 1950**

SWATARA CREEK BRIDGE, over Swatara Creek, near Harrisburg, on Eastern Extension of the Pennsylvania Turnpike; Total Cost, \$473,310; Designer, Modjeski and Masters; Fabricator, Harris Structural Steel Company; Owner, Pennsylvania Turnpike Commission; Opened to traffic, November 20, 1950; Span lengths, four at 117 ft., 6 inches, two at 70 ft., 6 inches.



**HONORABLE MENTION
CLASS III — 1950**

NILES STREET PEDESTRIAN OVERPASS, Route 2 in Leominster, Massachusetts; Total Cost \$13,300; Designer, Massachusetts Department of Public Works; Fabricator, American Bridge Company; Owner, Massachusetts Department of Public Works; Opened to traffic, October 1950; Span lengths, one at 96 ft., two at 40 ft.



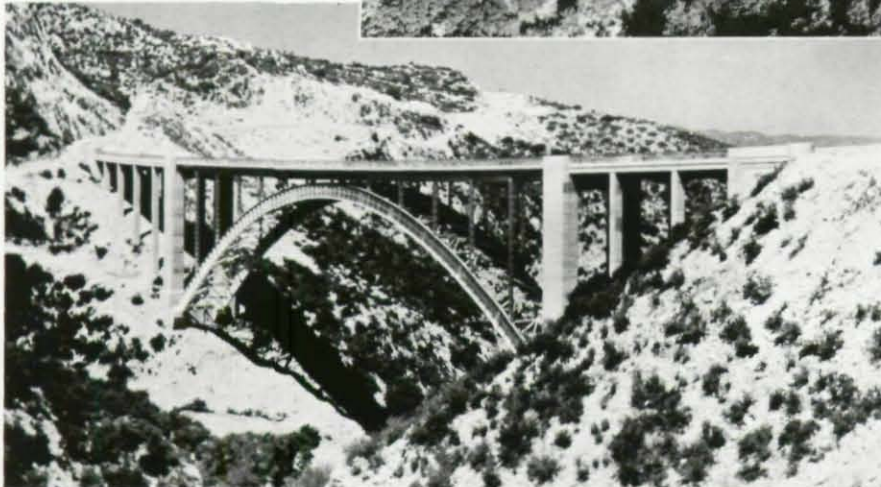
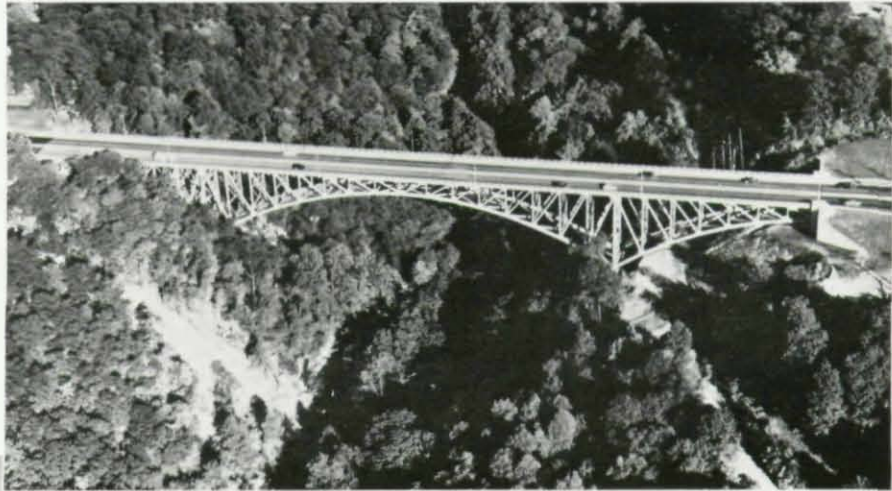
**HONORABLE MENTION
CLASS III — 1950**

BRIDGE OVER KERN RIVER, Isabella, Kern County, California; Total Cost \$43,776; Designer, F. W. Panhorst; Fabricator, Apex Steel Corporation, Ltd.; Owner, State of California; Opened to traffic, 1950; Span length, 75 ft.



AWARD—CLASS I—1949 ➤

NORTH MAIN STREET HIGH LEVEL BRIDGE, Connecting Akron, Ohio with Cuyahoga Falls, Ohio; Total Cost \$1,456,000; Designer, Wilbur Watson Associates; Fabricator, Bethlehem Steel Company; Owner, County Commissioners Summit County; Opened to traffic July 13, 1949; Span lengths, one at 480 ft., two at 210 ft.

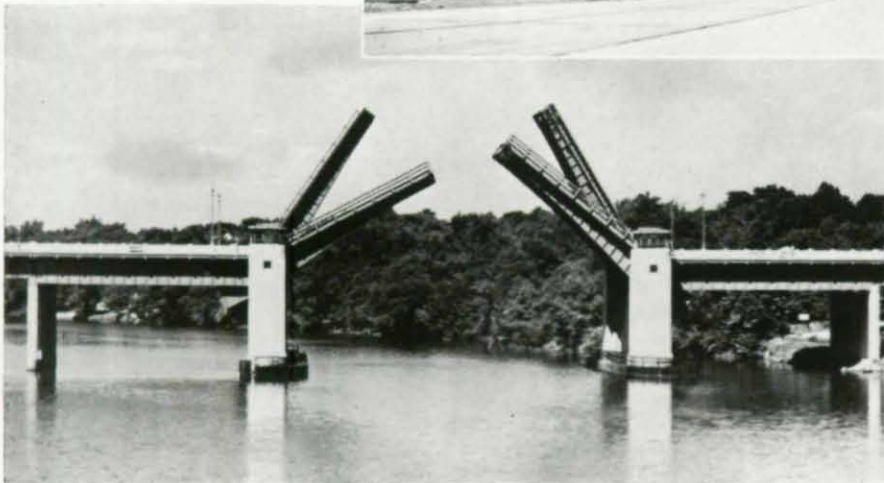


◀ AWARD—CLASS II—1949

PINTO CREEK BRIDGE, Eleven miles east of Superior, Arizona; Total Cost \$550,767; Designer, Bridge Division, Arizona Highway Department, R. A. Hoffman, Bridge Engineer; Fabricator, Allison Steel Manufacturing Company; Owner, State of Arizona; Opened to traffic, Dec. 1949; Span lengths, one at 350 ft., approaches totaling 360 ft.

AWARD—CLASS III—1949 ➤

TENTH STREET BRIDGE, Expressway, Atlanta, Georgia; Total Cost \$98,350; Designer, Robert and Company Associates; Fabricator, Virginia Bridge Company; Owner, Georgia State Highway Department; Opened to traffic, October 29, 1949; Span lengths, 2 at 50 ft.



◀ AWARD—CLASS IV—1949

PASSAIC RIVER BRIDGE, Route S-3 Between Clifton and Rutherford, New Jersey; Total Cost, \$2,102,973; Designer, Bridge Division, New Jersey State Highway Department, Morris Goodkind, Bridge Engineer; Consulting Engineers, on Bascule Span, Parsons, Brinckerhoff, Hall & Macdonald; Fabricator, Mount Vernon Bridge Company; Owner, State Highway Department of New Jersey; Opened to traffic, December 12, 1949; Span lengths, Bascule span, 160 ft.—flanking spans, two at 97 ft. 7½ in., approach spans, two at 98 ft. 2 inches, two at 70 ft.

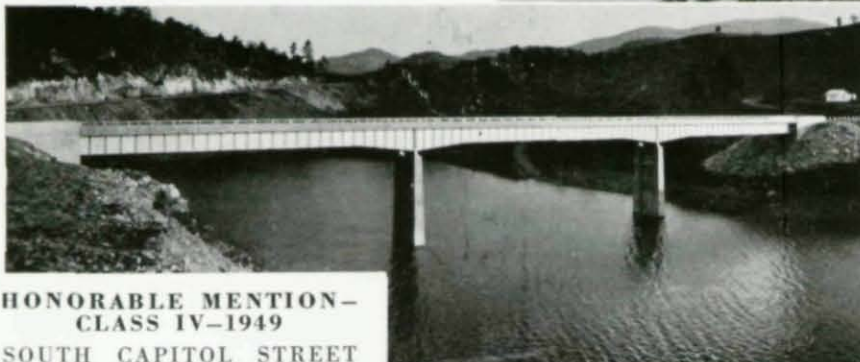


◀ **HONORABLE MENTION—CLASS I—1949**

CHESAPEAKE CITY HIGHWAY BRIDGE, over the Chesapeake and Delaware Canal, Chesapeake City, Maryland; Total Cost, \$3,685,000; Consulting Engineers, Parsons, Brinckerhoff, Hall & Macdonald, Consulting Architect, Aymar Embury II; Fabricator, American Bridge Company; Owner, United States Government; Opened to traffic, September 21, 1949; Span lengths, one at 539 ft. 4½ in., Six at 136 ft., eight at 120 ft., ten at 100 ft., 6 at 80 ft., 2 at 79 ft. 3 in.

**HONORABLE MENTION—
CLASS III—1949** ➔

EAST HENRIETTA ROCHESTER BRIDGE, State Highway 494, Monroe County, New York; Total Cost, \$439,261; Designer, Office of the Deputy Chief Engineer Bridges, Grade Separations and Structures, New York State Department of Public Works; Fabricator, American Bridge Company; Owner, State of New York; Opened to traffic, November 1949; Span lengths, one at 260 ft., two at 148 ft.



◀ **FIRST HONORABLE MENTION—CLASS III—1949**

WATAUGA RIVER BRIDGE AT WAGNER ISLAND, Across the Watauga River, Johnson County, Tennessee; Total Cost, \$214,000; Designer, Tennessee Valley Authority; Fabricator, Nashville Bridge Company; Owner, Johnson County, Tennessee; Opened to traffic, April 27, 1949; Span lengths, one at 174 ft., two at 145 ft.

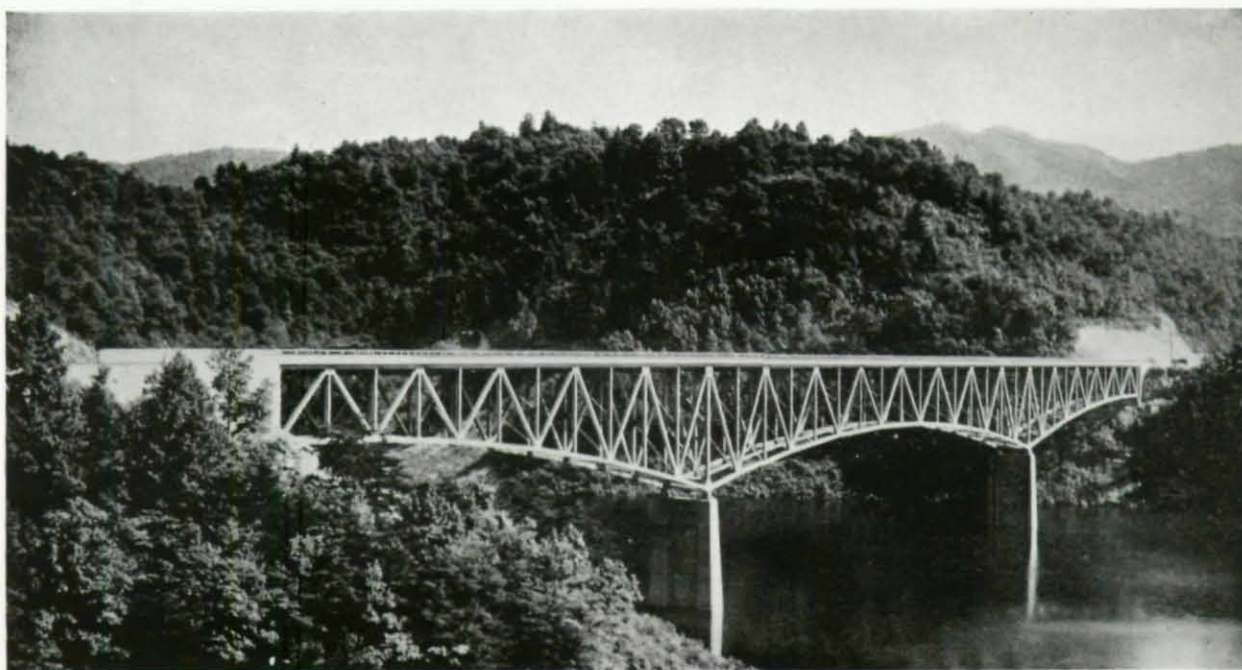
**HONORABLE MENTION—
CLASS IV—1949**

SOUTH CAPITOL STREET BRIDGE, over the Anacostia River, Washington, D. C.; Total Cost, \$4,903,304; Consulting Engineers, Modjeski & Masters; Fabricator, ➔ American Bridge Company; Owner, Government of the District of Columbia; Opened to traffic, December 30, 1949; Span lengths, one at 31 ft., two at 43 ft., one at 46 ft., four at 52 ft., seven at 66 ft., two at 69 ft. 6 in., two at 72 ft., one at 74 ft., two at 83 ft., one at 85 ft., two at 101 ft. 4 in., four at 177 ft. 4 in., one at 382 ft.



◀ **HONORABLE MENTION—CLASS IV—1949**

BATAAN-CORREGIDOR MEMORIAL BRIDGE, Carrying North State Street over the Chicago River, Chicago, Illinois; Total Cost, \$2,330,000; Designer, Division of Bridges and Viaducts, Department of Public Works, S. J. Michuda, City Bridge and Viaduct Engineer; Fabricator, American Bridge Company; Owner, City of Chicago, Martin H. Kennelly, Mayor; Opened to traffic, May 28, 1949; Span length, 245 ft.



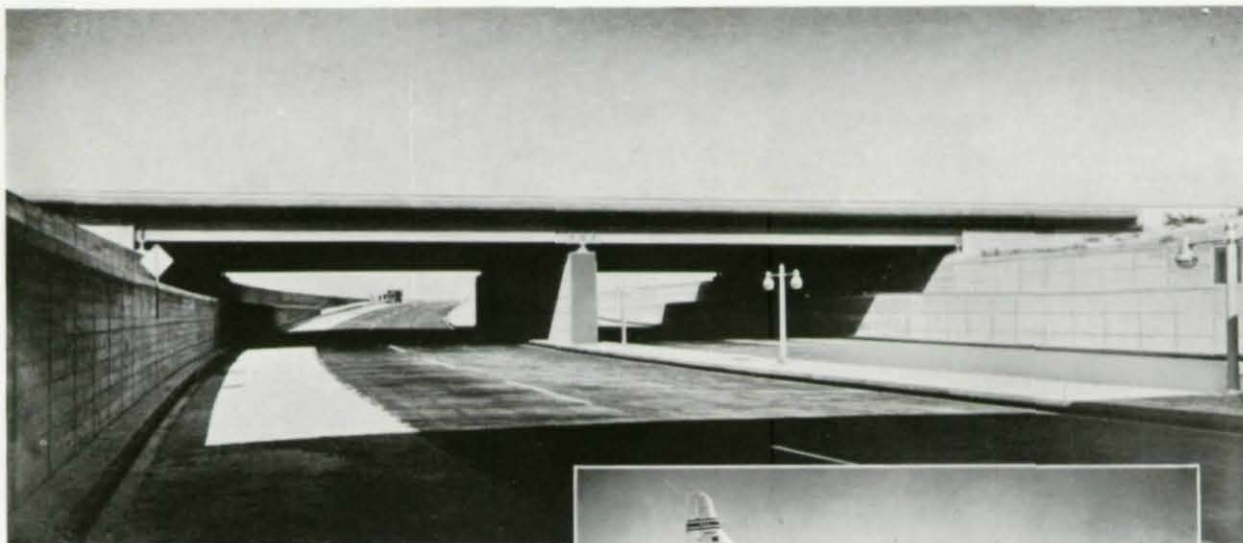
AWARD—CLASS I—1948

WATAUGA RIVER BRIDGE—Across Watauga River, Carter County, Tennessee; Total Cost \$900,000; Designer, Tennessee Valley Authority; Fabricator, Nashville Bridge Company; Owner, State of Tennessee; Opened to traffic, December 12, 1948; Span lengths, one at 492 ft., two at 300 ft.



HONORABLE MENTION—CLASS II—1948

RAYMOND E. BALDWIN BRIDGE—Over the Connecticut River, between Old Lyme and Old Saybrook, Connecticut; Total Cost \$6,500,000; Designer, Division of Bridges and Structures, Connecticut State Highway Department, and Howard, Needles, Tammen & Bergendoff, Consultants; Fabricator, American Bridge Company; Owner, State of Connecticut; Opened to traffic, December 4, 1948; Span lengths, 144 ft.—2 at 168 ft.—4 at 240 ft.—3 at 240 ft.—2 at 144 ft.



AWARD—CLASS III—1948

AIRPORT APRON OVERPASS—Van Wyck Expressway approach to Central Terminal Area, New York International Airport, Borough of Queens, New York; Total Cost \$235,000; Designers, Clarke, Rapuano and Holeran; Fabricator, American Bridge Company; Owner, City of New York; Opened to traffic, July 1, 1948; Span lengths, two 61 ft. 6 in. clear length spans.



HONORABLE MENTION—CLASS III—1948

159TH STREET OVERPASS—Over the Calumet Superhighway, Cook County, Illinois; Total Cost \$273,967; Designer, Cook County Highway Department; Fabricator, Bethlehem Steel Company; Owner, Cook County, Illinois; Completed 1948; Span lengths, 50 ft., 2 at 63 ft., and 50 ft.



HONORABLE MENTION—CLASS III—1948

ROAN CREEK BRIDGE—Across Roan Creek, Johnson County, Tennessee; Total Cost \$151,000; Designer, Tennessee Valley Authority; Fabricator, Nashville Bridge Company; Owner, Johnson County, Tennessee; Opened to traffic, October, 1948; Span lengths, six at 66 ft.

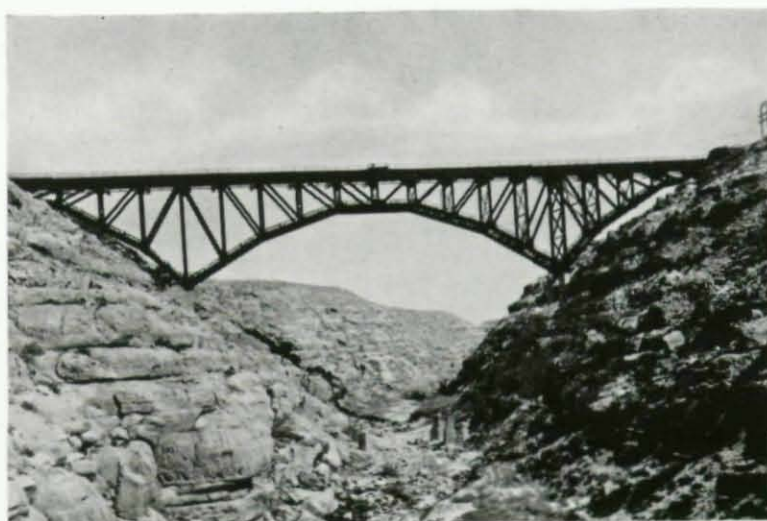


AWARD — CLASS II — 1947

SACO RIVER BRIDGE—on the Maine Turnpike; Total cost \$603,000; Engineers, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Company; Owner, Maine Turnpike Authority; Opened to traffic, Dec. 13, 1947; Span lengths, six span continuous 90 ft., 110 ft., 110 ft., 110 ft., 110 ft., 90 ft.

HONORABLE MENTION — CLASS II — 1947

CANYON DIABLO BRIDGE—at Canyon Diablo, Arizona, Main Line, AT & SF Railway Company; Total cost, over \$500,000; Designers and Fabricator, Kansas City Structural Steel Company; Owner, The Atchison, Topeka and Santa Fe Railway System; Opened to traffic, September 11, 1947; Span lengths, one at 300 ft., two at 120 ft.



HONORABLE MENTION — CLASS IV — 1947

COMMODORE SCHUYLER F. HEIM BRIDGE—at Terminal Island, California; Total cost \$5,319,000; Engineers, Bridge Department, Division of Highways, Department of Public Works, State of California; Fabricator, American Bridge Company; Built by U.S. Navy Commandant, 11th Naval District; Opened to traffic, December 25, 1947; Span lengths, 70 ft. 6 ins., seventeen at 80 ft., 71 ft., three at 60 ft., 84 ft., three at 93 ft., 184 ft., 240 ft., 184 ft., two at 93 ft., six at 80 ft., eight at 70 ft.

AWARD—CLASS III—1947

OLD ALFRED ROAD UNDERPASS—on the Maine Turnpike; Total cost \$17,500; Engineers, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Company; Owner, Maine Turnpike Authority; Opened to traffic, December 13, 1947; Span lengths, four span continuous 36.5 ft., 58.5 ft., 58.5 ft., 36.5 ft.

**HONORABLE MENTION—CLASS III—1947**

KLINGLE ROAD BRIDGE—Rock Creek Park, Washington, D. C.; Total cost, \$317,224; Engineers, Clarke, Rapuano and Holleran; Fabricator, Phoenix Bridge Corporation; Owner, the District of Columbia; Opened to traffic, December 15, 1947; Span length, 77 ft.

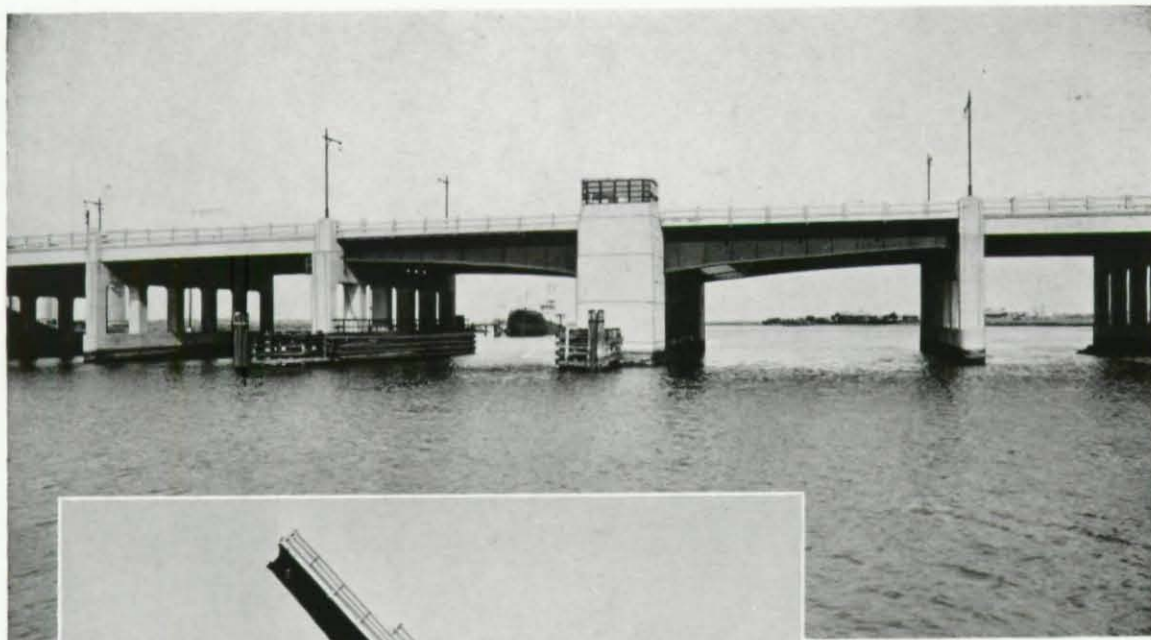
HONORABLE MENTION—CLASS III—1947

STRATFORD-BLOOMFIELD BRIDGE—over the Connecticut River; Total cost \$204,200; Engineers, New Hampshire State Highway Department; Fabricator, American Bridge Company; Owner, States of New Hampshire and Vermont; Opened to traffic, November 8, 1947; Span lengths, 126 ft., 168 ft., 126 ft.

**HONORABLE MENTION—CLASS III—1947**

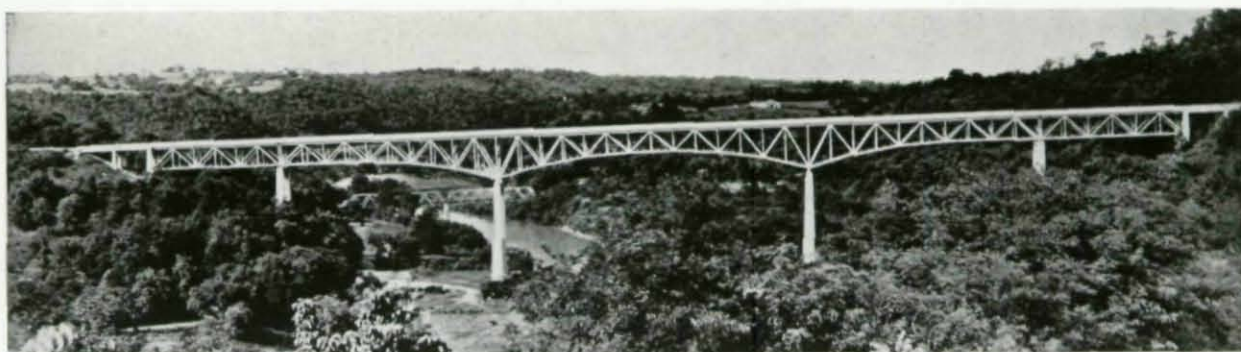
GRAND DETOUR BRIDGE—across Rock River at Grand Detour, Illinois; Total cost, \$435,603; Engineers, Illinois Division of Highways; Fabricator, Bethlehem Steel Company; Owner, State of Illinois; Opened to traffic, November 8, 1947; Span lengths, 80 ft., 250 ft., 325 ft., 250 ft., 80 ft.





AWARD — CLASS IV — 1946

ABSECON BOULEVARD BRIDGE—located at Beach Thorofare, Atlantic City, New Jersey; Total cost, \$907,702; Engineers, Bridge Division, New Jersey State Highway Department, Morris Goodkind, Bridge Engineer; Howard, Needles, Tammen & Bergendoff, Consulting Engineers; Fabricator, Bethlehem Steel Company; Owner, State Highway Department of New Jersey; Date completed and opened to traffic, September 27, 1946; Span lengths, Bascule span 81 ft., Flanking span 81 ft.; Approach spans—one at 70 ft. 2 ins., one at 70 ft. 6 ins., one at 69 ft. 6 ins., one at 50 ft. 2 ins., one at 49 ft.



HONORABLE MENTION — CLASS I — 1945

MEMORIAL BRIDGE AT CLAY'S FERRY, KENTUCKY—on the Lexington-Richmond Road, US 25; Total cost, \$1,018,440; Engineers, Bridge Division of Kentucky Highway Department; Fabricator, Mt. Vernon Bridge Company; Owner, State of Kentucky; Opened to traffic, November 8, 1945; Span lengths, 192 ft., 320 ft., 448 ft., 320 ft., 192 ft.

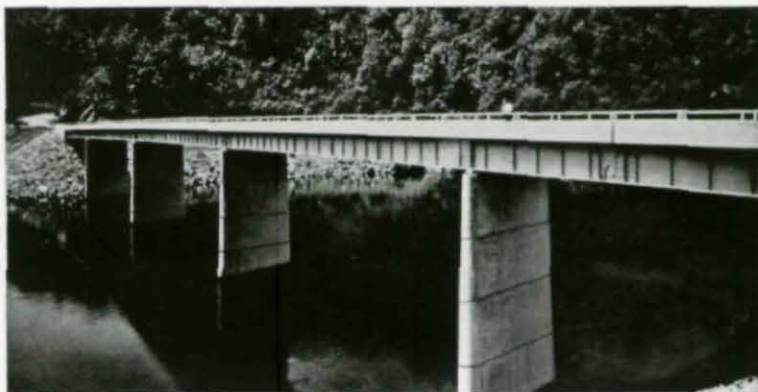


HONORABLE MENTION — CLASS II — 1945

COLORADO RIVER BRIDGE—at Topock, Arizona, near Needles, Calif.; Total cost, over \$500,000; Engineers and Fabricator, American Bridge Company; Owner, Atchison, Topeka and Santa Fe Railway System; Opened to traffic, March 7, 1945; Span lengths; 50 ft. (not shown), 100 ft., three at 350 ft., three at 100 ft.

AWARD — CLASS III — 1945

FONTANA ACCESS BRIDGE—over the Little Tennessee River below Fontana Dam; Total cost, \$225,000; Engineers, Tennessee Valley Authority; Fabricators, Virginia Bridge Company, Carolina Steel & Iron Company, Dave Steel Company, Incorporated; Owner, State of North Carolina; Opened to traffic, 1945; Span lengths; 87 ft., three at 120 ft., 87 ft.



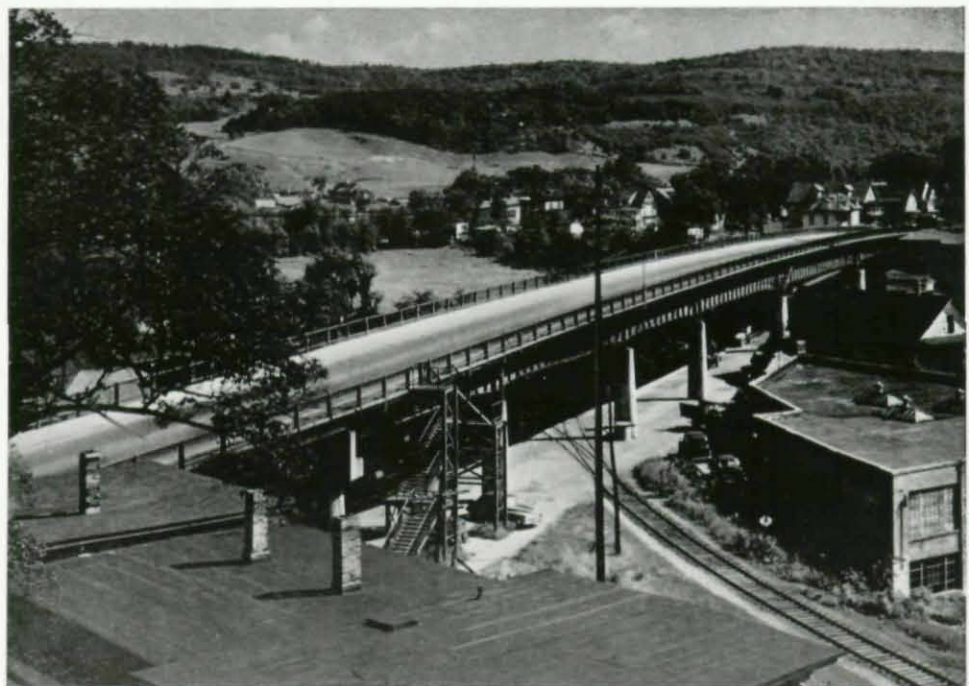
AWARD — CLASS IV — 1945

PRESIDENT HARRY S. TRUMAN BRIDGE—at Kansas City, Mo.; Total cost, \$2,234,000; Engineers, Howard, Needles, Tammen & Bergendoff; Fabricator, American Bridge Company; Owner, Chicago, Milwaukee, St. Paul & Pacific Railroad Company and The Chicago Rock Island and Pacific Railway Company; Opened to traffic, June 1, 1945; Span lengths, Lift span 420 ft., flanking spans 250 ft.; total length 2,536 ft.



AWARD – CLASS II – 1944

PECOS RIVER BRIDGE—located at High Bridge, Texas; Total cost, \$883,284; Engineers, Modjeski and Masters; Fabricator, Bethlehem Steel Company; Owner, Southern Pacific Lines in Texas and Louisiana; Date completed and opened to traffic, December 21, 1944; Span lengths—Continuous Cantilever Spans: 161 ft., 267 ft. 6 ins., 374 ft. 6 ins., 267 ft. 6 ins. and 161 ft.; two approach spans at 79 ft. 6 ins.



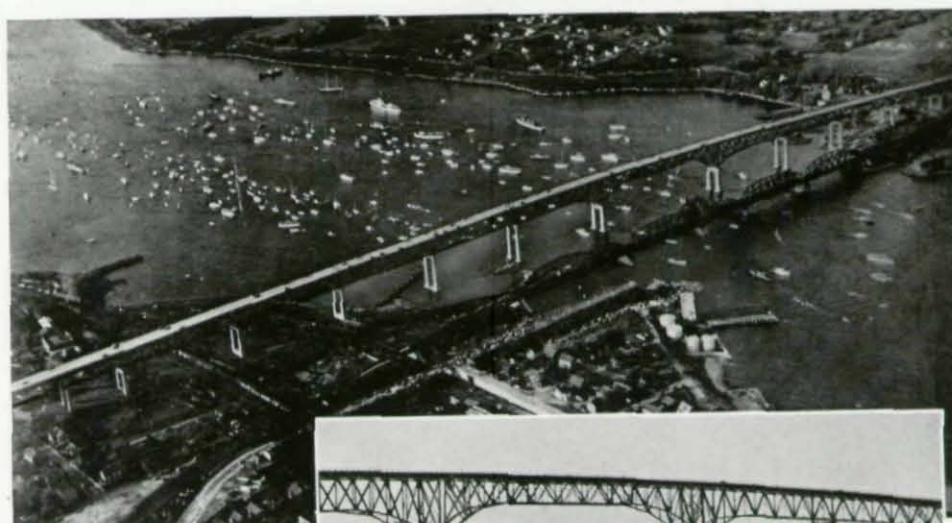
HONORABLE MENTION – CLASS III – 1944

PORTLAND STREET OVERPASS—at St. Johnsbury, Vermont; Total cost, \$328,200; Engineers, Vermont State Highway Department, Bridge Division; Fabricator, Phoenix Bridge Corporation; Owner, Town of St. Johnsbury, Vermont; Date completed and opened to traffic, July 19, 1944; Span lengths: three continuous spans 73.5 ft., 82.5 ft., 80 ft., three cantilever spans 117.5 ft., 180 ft., 99.6 ft. with 126 ft. suspended girder, two continuous spans 79.6 ft., 97.7 ft.; total length 889.5 ft.



AWARD – CLASS I – 1943

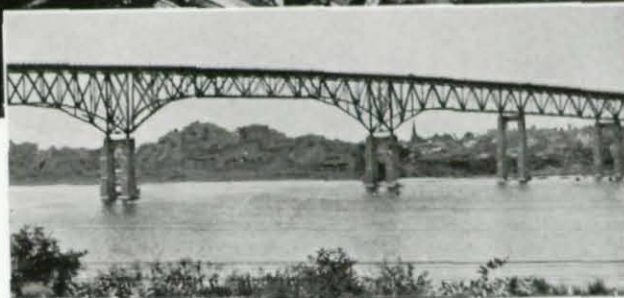
JULIEN DUBUQUE MISSISSIPPI RIVER BRIDGE—between Dubuque, Iowa and East Dubuque, Illinois; Total cost, \$3,175,000; Engineers, Howard, Needles, Tammen & Bergendoff; Fabricator, Bethlehem Steel Company; Owner, Dubuque Bridge Commission; Opened to traffic, August 31, 1943; Span lengths, River crossing spans: 346 ft. 11 ins., 845 ft. 2 ins., 346 ft. 11 ins.; 40 approach spans varying from 44 ft. to 187 ft.



HONORABLE MENTION

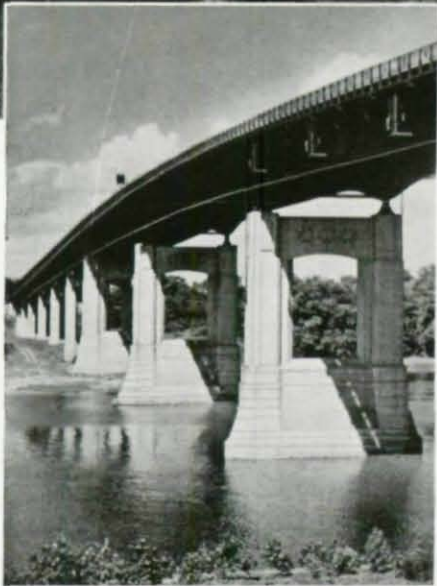
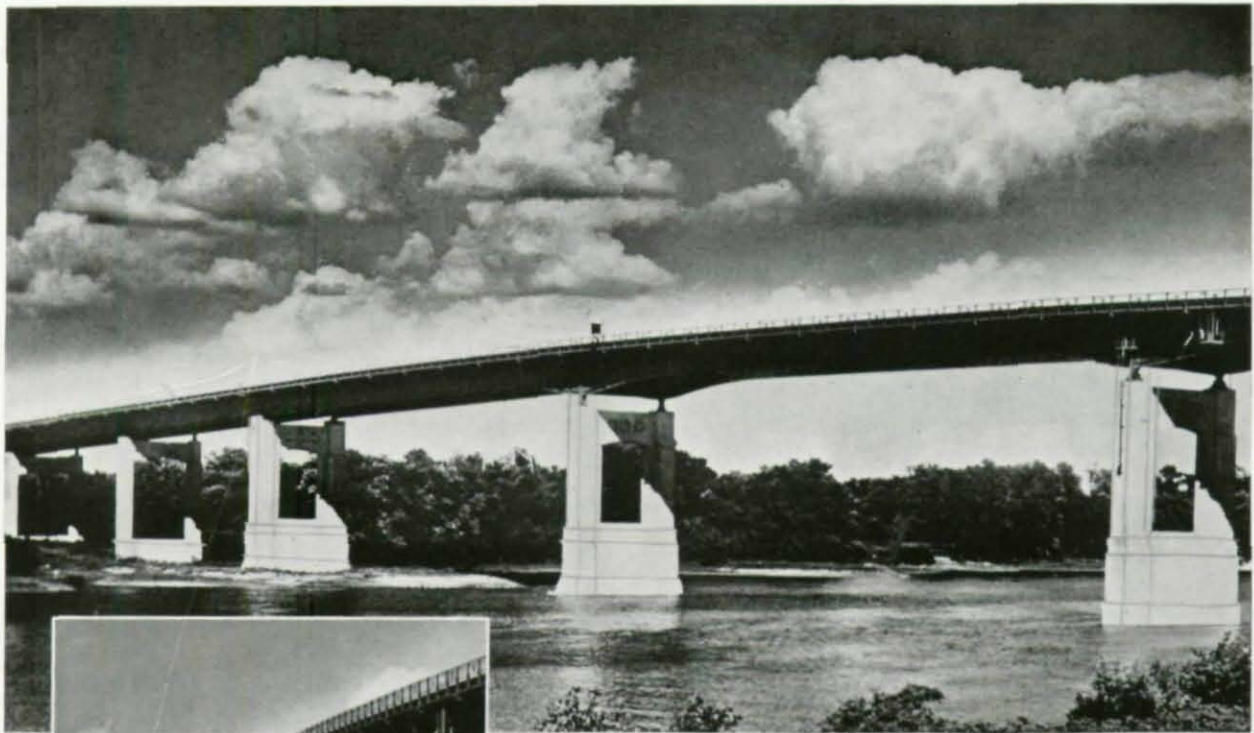
CLASS I-1943

THAMES RIVER BRIDGE—at Groton-New London; Total cost, \$3,775,000; Engineers, Connecticut Highway Department; Fabricator, Harris Structural Steel Company, Inc.; Owner, State of Connecticut; Opened to traffic, February 27, 1943; Span lengths: one (channel) span at 540 ft. 6 ins., two spans at 352 ft. 6 ins., eight spans at 312 ft. 6 ins., 18 approach spans.



HONORABLE MENTION—CLASS IV—1943

CHEESEQUAKE CREEK BRIDGE—on Route 35, Sayreville, New Jersey; Total cost \$945,835; Engineers, Bridge Division, New Jersey State Highway Department, Morris Goodkind, Bridge Engineer; Howard, Needles, Tammen & Bergendoff, Consulting Engineers; Fabricator, Bethlehem Steel Company; Owner, State Highway Department of New Jersey; Opened to traffic, October 8, 1943; Span lengths: Bascule Span 71 ft. 5 ins., Flanking Span 70 ft. 8 ins., Approach Spans, seven at about 72 ft.

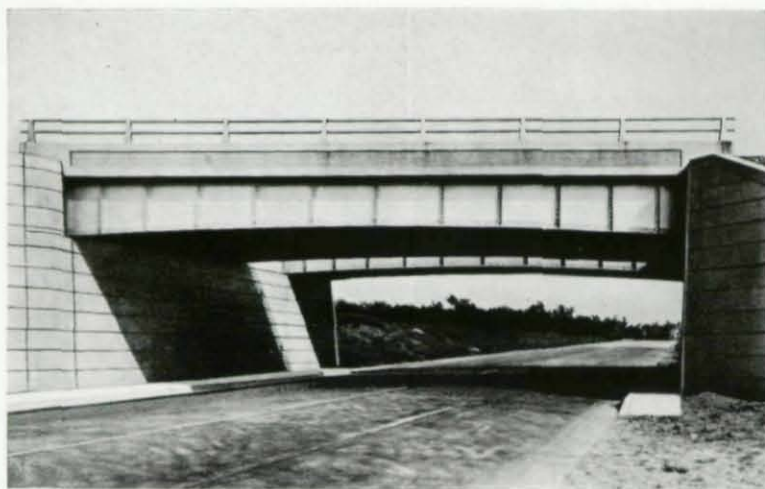


AWARD — CLASS II — 1942

CHARTER OAK BRIDGE—Over Connecticut River, between Hartford and East Hartford, Connecticut; Total Cost, \$2,000,000; Engineers: Connecticut Highway Department; Robinson & Steinman, Consulting Engineers; Fabricator, American Bridge Company; Owner, State of Connecticut; Opened to Traffic, September 5, 1942; River crossing, 3 continuous spans: 270 ft., 300 ft., 270 ft.; Total length, 2096 ft.

AWARD — CLASS III — 1942

MARTIN INTERCHANGE BRIDGE — At Middle River, Maryland; Total cost, \$118,000; Engineer, Walter C. Hopkins, Bridge Engineer; Fabricator, American Bridge Company; Owner, Maryland State Roads Commission; Opened to traffic, 1942; Span lengths, two spans at 68 ft.



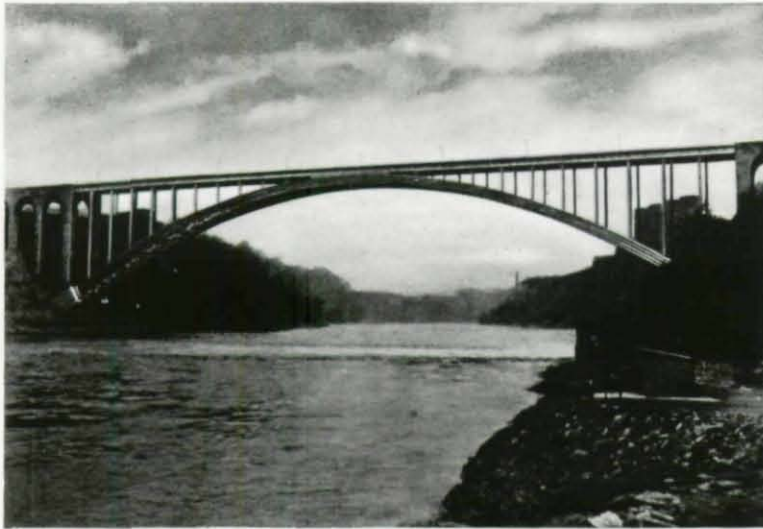
HONORABLE MENTION — CLASS III — 1942

GRADE SEPARATION STRUCTURE — carrying N.Y.C.R.R., P.R.R. and N.Y.C. & St. L. R.R. over Farnham-Irving State Highway 5600, Erie County, New York; Total cost, \$370,000; Engineer, Office of the Deputy Chief Engineer, Bridges, Grade Separations and Structures, New York State Department of Public Works; Fabricator, Bethlehem Steel Company; Owner, New York State Department of Public Works; Opened to traffic, February, 1942; Span length, 55 ft.

HONORABLE MENTION — CLASS III — 1942

GRADE SEPARATION STRUCTURE — carrying NEW YORK, NEW HAVEN & HARTFORD R.R. over Manchester Bridge-Billings State Highway 8364, Dutchess County, New York; Total cost, \$282,000; Engineer, Office of the Deputy Chief Engineer Bridges, Grade Separations & Structures, New York State Department of Public Works; Fabricator, Bethlehem Steel Company; Owner, New York State Department of Public Works; Opened to traffic, February, 1942; Span length, 68 ft.; Roadways, 2 at 24 ft.





**FIRST PLACE—CLASS A—
1941 AWARD**

RAINBOW BRIDGE—Over Niagara River, between Niagara Falls, New York and Niagara Falls, Ontario, Canada; Total Cost, \$4,000,000; Engineers: Waddell & Hardesty; Edward P. Lupfer Corporation; Architect: Aymar Embury II; Fabricators and Erectors: Bethlehem Steel Company; Owner: Niagara Falls Bridge Commission; Date Completed and Opened to Traffic, November 1, 1941; Span length: Main span—hingeless arch—960 feet.

**FIRST PLACE—CLASS C—
1941 AWARD**

FAIRMOUNT BOULEVARD BRIDGE—Hunting Valley Village, Cuyahoga County, Ohio; Total Cost, \$114,000; Engineer: John O. McWilliams, County Engineer, Cuyahoga County; Fabricators: Fort Pitt Bridge Works; Owners: Board of County Commissioners of Cuyahoga County; Date Completed and Opened to Traffic, December, 1941; Span length: 236 feet (3-span continuous deck plate girders).

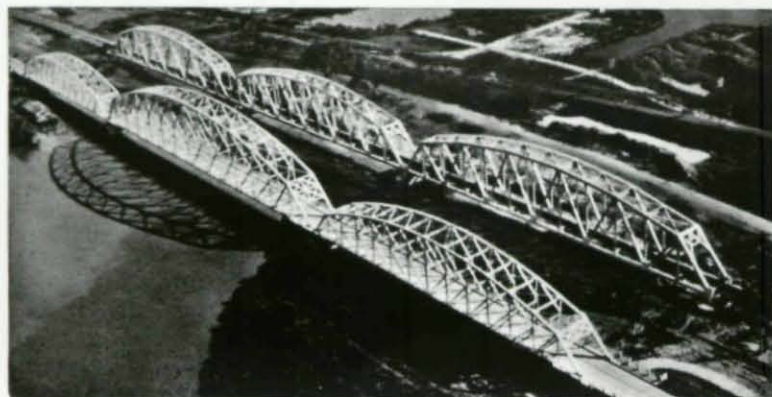


**FIRST PLACE—MOVABLE BRIDGES—
1941 AWARD**

PASSAIC RIVER BRIDGE—State Highway Route 25 (Lincoln Highway) between Newark and Kearny, New Jersey; Total Cost, \$2,055,498.47; Engineers: Morris Goodkind, Bridge Engineer, State Highway Department of New Jersey; Howard, Needles, Tammen & Bergendoff, Consulting Engineers; Fabricators and Erectors: American Bridge Company; Owner: State Highway Department of New Jersey; Date Completed, February 15, 1941; Opened to Traffic, January 26, 1941; Span lengths: Lift span, 332 ft. 6 in.; approaches, 1772 ft.

**HONORABLE MENTION—CLASS B—
1941 AWARD**

MERAMEC RIVER BRIDGE—On Route 21TR over the Meramec River between St. Louis and Jefferson Counties, Missouri; Total Cost, \$328,211.48; Engineers: C. W. Brown, Chief Engineer, N. R. Sack, Bridge Engineer, Missouri State Highway Commission; Fabricators: Stupp Brothers Bridge & Iron Company; Owner: State of Missouri; Date Completed, May 27, 1941; Opened to Traffic, July 17, 1941; Span lengths: 192 feet, 264 feet, 192 feet.



**HONORABLE MENTION—CLASS B—
1941 AWARD**

WAX LAKE OUTLET HIGHWAY BRIDGE—Calumet, St. Mary Parish, Louisiana; Total Cost, \$597,500; Engineers: Louisiana Department of Highways; Fabricators: The Mount Vernon Bridge Co.; Owner: Louisiana Department of Highways; Date Completed and Opened to Traffic, June 9, 1941; Span lengths: 350 feet, 510 feet, 350 feet.

WAX LAKE OUTLET RAILROAD BRIDGE—Calumet, St. Mary Parish, Louisiana; Total Cost, \$837,995; Engineers: Modjeski & Masters, Consulting Engineers; J. F. Coleman Engineering Company, Associates; Fabricators: Bethlehem Steel Company; Owner: Southern Pacific Railway; Date Completed, September, 1941; Span lengths: Three 400-foot main spans.

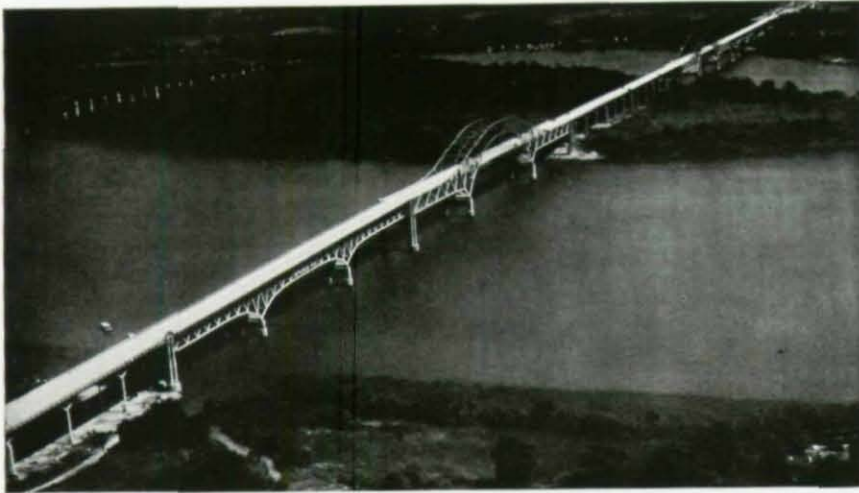
**HONORABLE MENTION—CLASS C—
1941 AWARD**

WABASH RAILROAD SUBWAY BRIDGE—Pelham Road, north of Ecorse Road, Wayne County, Michigan; Total Cost, \$125,000; Engineers: H. A. Shuptrine, Bridge Engineer, Board of County Road Commissioners, Wayne County, Michigan; J. C. Bousfield, Chief Engineer, Wabash Railroad Company; Fabricators: American Bridge Company; Owners: Wayne County, Michigan, and Wabash Railroad Company; Date Completed, March, 1941; Span length: 70 feet.



**HONORABLE MENTION—MOVABLE
BRIDGES—1941 AWARD**

HIGHWAY BRIDGE OVER ST. JOHNS RIVER—Main Street, Jacksonville, Florida; Total Cost, \$750,000; Engineers: J. H. Dowling, State Highway Engineer, E. S. Fraser, Bridge Engineer, State Road Department of Florida; Fabricators and Erectors: The Mount Vernon Bridge Co.; Owner: State of Florida; Date Opened to Traffic, July 4, 1941; Span lengths: Lift span, 386 feet; approaches 851 feet.



**FIRST PLACE—CLASS A—
1940 AWARD**

SUSQUEHANNA RIVER BRIDGE—Between Havre de Grace and Perryville, Maryland; Total Cost, \$4,085,000; Engineers: J. E. Greiner Company; Fabricators, Bethlehem Steel Company; Owner, Maryland State Roads Commission; Date Completed, July 15, 1940; Opened to Traffic, August 28, 1940; Span lengths: 53 spans of a total length of 7,618 ft. abutment to abutment.

HONORABLE MENTION—CLASS A—1940 AWARD

PENNSYLVANIA AVENUE BRIDGE—Over Anacostia River, District of Columbia; Total Cost, \$2,000,000; Engineers: Parsons, Klapp, Brinckerhoff & Douglas; Architects: McKim, Mead & White; Fabricators, Bethlehem Steel Company; Owner, District of Columbia; Date Completed, December, 1940; Span lengths: 9 spans at 154 ft.—1,386 ft. total.



HONORABLE MENTION—CLASS A—1940 AWARD

OHIO RIVER BRIDGE—Owensboro, Kentucky; Total Cost, \$1,730,000; Engineers: Modjeski and Masters; Fabricators, Hunter Steel Company; Owner, Owensboro Bridge Commission; Date Opened to Traffic, June 14, 1940; Span lengths: 4,320 ft. of steel construction, of which main bridge contains 342 ft., 9 in., 629 ft., 750 ft. 9 in., and 278 ft. multiple cantilever spans.

FIRST PLACE—CLASS B—1940 AWARD

DUNNINGS CREEK BRIDGE—Pennsylvania Turnpike in Bedford Township, Pennsylvania; Total Cost, \$260,000; Engineers: Parsons, Klapp, Brinckerhoff & Douglas; Fabricators, American Bridge Company; Owner, Pennsylvania Turnpike Commission; Date Completed, May, 1940; Opened to Traffic, October 1, 1940; Span lengths: 4 spans at 96 ft. and 2 spans at 48 ft.; total length, 480 ft. between abutments.



HONORABLE MENTION—CLASS B—1940 AWARD

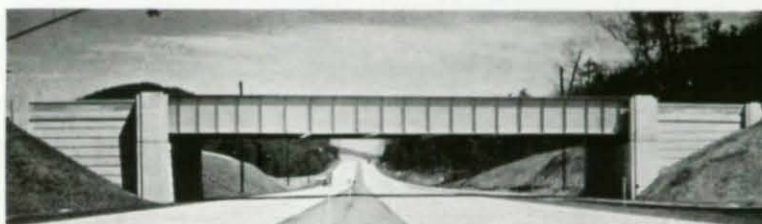
LAKEFRONT ROAD VIADUCT—Cleveland, Ohio; Total Cost, \$854,866; Engineers: Designed and built under the supervision of John O. McWilliams, County Engineer of Cuyahoga County; Fabricators and Erectors, Bethlehem Steel Company; Owners, Board of County Commissioners of Cuyahoga County; Date Completed, October, 1940; Opened to Traffic, December 12, 1940; Span lengths: 4 spans—858 ft.; longest girder on longest span, 270.8 ft.

FIRST PLACE—CLASS C—1940 AWARD

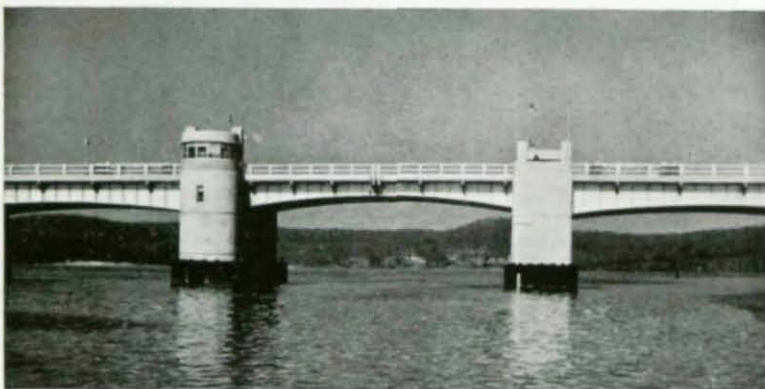
KLAMATH RIVER BRIDGE—Orleans, Humboldt County, California; Total Cost, \$139,900 (including approaches); Engineers: C. H. Purcell, State Highway Engineer; F. W. Panhorst, Bridge Engineer, Department of Public Works, State of California; Fabricators, Judson-Pacific Company; Owner, State of California; Date Completed, October 1, 1940; Opened to Traffic, September 4, 1940; Span lengths: Main suspension span, 360 ft.; total length of bridge, 665 ft.

**HONORABLE MENTION—CLASS C—1940 AWARD**

FORT LITTLETON INTERCHANGE BRIDGE—Carries Interchange Ramps over Pennsylvania Turnpike at Fort Littleton Interchange, Pennsylvania; Total Cost, \$49,240.65; Engineers: Designed by the Pennsylvania Turnpike Commission; Fabricators, Bethlehem Steel Company; Owner, Pennsylvania Turnpike Commission; Date Completed, June, 1940; Opened to Traffic, October 1, 1940; Span lengths: 108 ft. 4 in. center to center of bearings.

**HONORABLE MENTION—CLASS C—1940 AWARD**

FLATBUSH AVENUE BRIDGE—Belt Parkway, Brooklyn, N. Y.; Total Cost, \$165,000; Engineers, Madigan-Hyland; Fabricators, Harris Structural Steel Company; Owners, Department of Parks, City of New York; Date Completed and Opened to Traffic, June 29, 1940; Span lengths: 70 ft. each span.

**FIRST PLACE—MOVABLE BRIDGES—1940 AWARD**

OCEANIC BRIDGE—Over Navesink River (North Branch of Shrewsbury River) between Locust Point and Rumson, New Jersey; Total Cost, \$1,030,000; Consulting Engineers: Howard, Needles, Tammen & Bergendoff; Morris Goodkind; Fabricators and Erectors, Bethlehem Steel Company; Owner, Monmouth County, New Jersey; Date Completed, October 1, 1940; Opened to Traffic, March 15, 1940; Bascule Span Length, 98 ft. center to center of bearings.

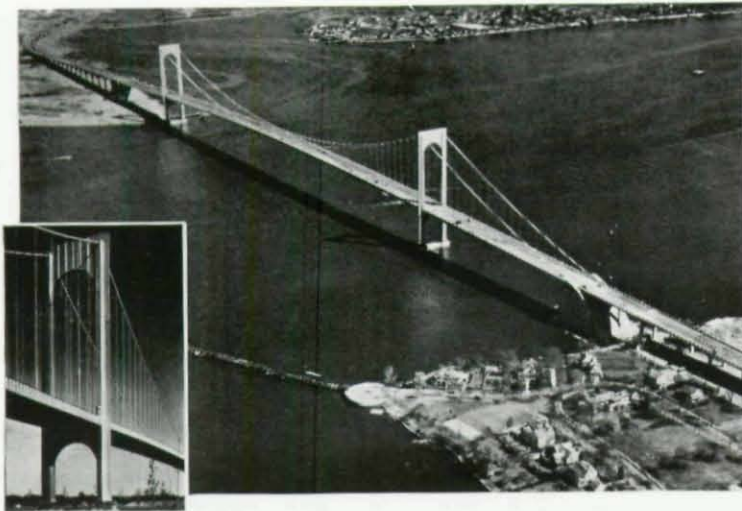
**HONORABLE MENTION
MOVABLE BRIDGES—1940 AWARD**

CAMBRIDGE CREEK BRIDGE—Over Cambridge Creek, Cambridge, Maryland; Total Cost, \$181,000; Engineers: Henry G. Perring Company; Fabricators and Erectors, American Bridge Company (Bascule leaf only); Owner, Maryland State Roads Commission; Date Completed and Opened to Traffic, June 12, 1940; Span lengths: One double leaf rolling bascule highway bridge 72 ft. long, center to center of bearings.

**HONORABLE MENTION
MOVABLE BRIDGES—1940 AWARD**

ERIE AVENUE BASCULE BRIDGE—Over Black River, Lorain, Ohio; Total Cost, Over \$1,000,000; Engineers: J. W. Watson and Associates; Fabricators and Erectors, The Mount Vernon Bridge Co.; Owners, Lorain County Commissioners; Date Completed, November 30, 1940; Opened to Traffic, November 12, 1940; Span length: 333 ft., center to center of trunnions.



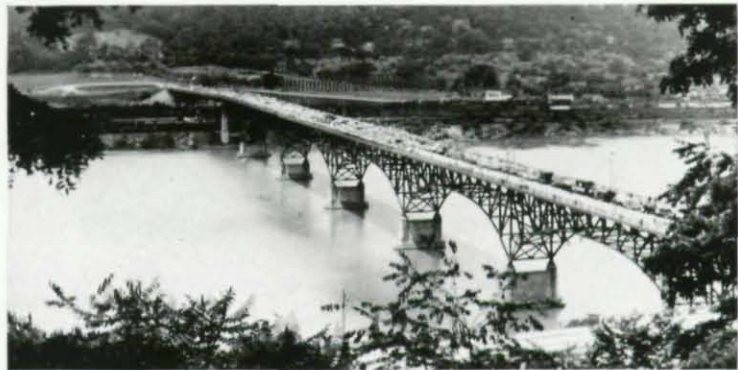


**FIRST PLACE—CLASS A
1939 AWARD**

BRONX-WHITESTONE BRIDGE — Across the East River, New York City; Total Cost, \$10,000,000; Engineers: Triborough Bridge Authority, O. H. Ammann, Chief Engineer; Allston Dana, Engineer of Design; Leon S. Moisseiff, Consulting Engineer on Design; Aymar Embury II, Architect; Madigan-Hyland, Consulting Engineers on Construction; H. W. Hudson, Engineer of Construction; Fabricators, American Bridge Company; Owner, Triborough Bridge Authority; Date Opened to Traffic, April 29, 1939; Span lengths: 8000 ft. length of bridge and approach viaducts; 735 ft., 2300 ft., 735 ft., length of spans of suspension bridge.

**HONORABLE MENTION — CLASS A
1939 AWARD**

HIGHLAND PARK BRIDGE—Over the Allegheny River in Highland Park, Pittsburgh, Pa.; Total Cost, \$2,409,126; Engineers: Allegheny County Department of Works, John F. Laboon, Director; Levi Bird Duff, Chief Engineer; Parsons, Klapp, Brinckerhoff & Douglas, Advisory Engineers, with Waddell & Hardesty as Associate Engineers; Fabricators, Bethlehem Steel Company; Owner, Allegheny County, Pennsylvania; Date Opened to Traffic, July 1, 1939; Span lengths: 1716.9 ft., total length of river spans; approach spans (girder) 6 spans, 588 ft.



**FIRST HONORABLE MENTION
CLASS B — 1939 AWARD**

HOWARD STREET BRIDGE — Baltimore, Maryland; Total Cost, \$936,000; Engineers: J. E. Greiner Company; Fabricators, American Bridge Company; Owner, City of Baltimore; Date Completed, January 26, 1939; Opened to Traffic, January 12, 1939; Span lengths: 2 tied arches, 272.38 ft. each; 3 deck girders, 109 ft., 122.92 ft. and 101.58 ft.; total length, 972.02 ft.

**SECOND HONORABLE MENTION
CLASS B — 1939 AWARD**

GROVE HIGHWAY BRIDGE — Four miles northwest of town of Grove, Delaware County, Oklahoma; Total Cost, \$369,000; Engineers: designed by Victor H. Cochrane, for Holway and Neuffer, Engineers for the Grand River Dam Authority; Fabricators: Virginia Bridge Company (main trusses); Patterson Steel Company (approach spans, floor system and railings); Owner, Grand River Dam Authority; Date Completed and Opened to Traffic, September 30, 1939; Span lengths: 15 main spans at 120 ft.; 12 I-beam spans at 60 ft.



**FIRST PLACE — CLASS C
1939 AWARD**

VALLEY RIVER FOOT BRIDGE — Murphy, North Carolina; Total Cost, \$6,000; Engineers: Tennessee Valley Authority, T. B. Parker, Chief Engineer; Harry A. Hageman, Chief Design Engineer; F. W. Webster, Head Highway Engineer; Erwin Harsch, Senior Structural Engineer; Fabricators, Lloyd E. Jones Company; Owner, City of Murphy, North Carolina; Date Completed and Opened to Traffic, September, 1939; Span lengths: 52 ft., 78 ft., 52 ft.—total, 182 ft. c-c end bearings.



HONORABLE MENTION — CLASS C — 1939 AWARD

ALTON RAILROAD OVERHEAD BRIDGE—On US 66, Mazonia (North of Gardner), Illinois; Total Cost, \$146,147.79; Engineers: Ernst Lieberman, Chief Highway Engineer; Alfred Benesch, Engineer of Grade Separations; Fabricators, Bethlehem Steel Company; Owner, State of Illinois; Date Completed and Opened to Traffic, December, 1939; Span lengths: south approach, two-span continuous I-beams; main span, 250 ft. steel tied arch; north approach, 4-span continuous I-beam deck; total length, 1059 ft.



**HONORABLE MENTION — CLASS C
1939 AWARD**

WAVERLY BRIDGE — On Ingham-Eaton County Line, one and a half miles southwest of City of Lansing, Michigan; Total Cost, \$78,050.17; Engineers: J. G. Rakowsky, Ingham County Engineer (In Charge); F. A. McCowan, Assistant Engineer (Design and Inspection); Fabricators, The R. C. Mahon Company; Owners, Ingham County Road Commission-Eaton County Road Commission; Date Completed, June 5, 1939; Opened to Traffic, June 14, 1939; Span lengths: 5 at 60 ft.

**FIRST PLACE — MOVABLE BRIDGES
1939 AWARD**

SECOND AVENUE BRIDGE—Over Thunder Bay River, Alpena, Michigan; Total Cost, \$289,000; Engineer, Clifford E. Paine; Fabricators, The R. C. Mahon Company; Owner, City of Alpena, Michigan; Date Completed and Opened to Traffic, December 6, 1939; Span lengths: double leaf bascule, 127 ft. c-c main trunnions; approach span, 49 ft.



**HONORABLE MENTION
MOVABLE BRIDGES — 1939 AWARD**

N. W. 27TH AVENUE BRIDGE — Miami, Florida, over Miami River at N.W. 27th Avenue; Total Cost, \$388,152.44 (Complete); Engineers: Edmund Friedman, County Engineer, Dade County, Florida; Harrington and Cortelyou, Consulting Engineers; Fabricators, Nashville Bridge Company; Owner, Dade County, Florida; Date Completed and Opened to Traffic, September 30, 1939; Span lengths: bascule span 148 ft. c-c of trunnions; two approach spans 52 ft. 2 in. each; length of structure abutment to abutment, 294 ft. 8 in.



FIRST PLACE—CLASS A—1938 AWARD

MIDDLETOWN-PORTLAND BRIDGE—Middletown, Connecticut; Total Cost, \$3,000,000; Engineers: Designed by William G. Grove under the direction of L. G. Sumner, Engineer of Bridges and Structures, Connecticut State Highway Department; E. C. Welden, Deputy Highway Commissioner; William J. Cox, State Highway Commissioner; Fabricators, Bethlehem Steel Company; Owner, State of Connecticut; Date Completed, July, 1938; Opened to Traffic, August 6, 1938; Span lengths: 2 steel arches 600 ft. each; Total length, 3400 ft.

FIRST PLACE—CLASS B—1938 AWARD

CAPITAL BRIDGE—Across Kentucky River at Capital Avenue, Frankfort, Kentucky; Total Cost, \$329,316.39; Engineers, Bridge Department, Department of Highways of Kentucky; Fabricators and Erectors, Bethlehem Steel Company; Owner, Commonwealth of Kentucky; Date Completed, May 25, 1938; Opened to Traffic, June 4, 1938; Span lengths: 3 spans at 67 ft., one continuous span at 474 ft.



FIRST PLACE—CLASS C—1938 AWARD

MIDDLE FORK OF FLATHEAD RIVER BRIDGE—Belton, Montana; Total Cost, \$74,815.25; Engineers: Montana Highway Department, B. J. Ornburn, Bridge Design Engineer; Fabricators, Pittsburgh-Des Moines Steel Company; Owner, Montana Highway Commission; Date Completed, June 10, 1938; Opened to Traffic, July 2, 1938; Span lengths: 84 ft., 168 ft., 84 ft.

**FIRST PLACE—MOVABLE BRIDGE
CLASS—1938 AWARD**

LAFAYETTE AVENUE BRIDGE, EAST CHANNEL, SAGINAW RIVER—Bay City, Michigan; Total Cost, \$380,000; Engineers, Hazelet & Erdal; Fabricators, The R. C. Mahon Company; Owner, City of Bay City, Michigan; Date Completed, December 5, 1938; Opened to Traffic, December 7, 1938; Span length: Bascule span, 185 ft.; approach spans, 96 ft.-10 in., and 107 ft.-8 in.



**HONORABLE MENTION—CLASS A—
1938 AWARD**

BLUEWATER BRIDGE—Over St. Clair River, between Port Huron, Michigan, and Sarnia, Ontario, Canada; Total Cost, \$2,744,018.02; Engineers: Modjeski, Masters and Case; Canadian Associate Engineers, Monsarrat and Pratley; Fabricators: American Bridge Company (Main Bridge); Wisconsin Bridge & Iron Company (Michigan Approach); Hamilton Bridge Company (Ontario Approach); Owners: State Bridge Commission of Michigan; Department of Highways, State of Michigan; Department of Highways, Province of Ontario; Date Completed, September 20, 1938; Opened to Traffic, October 8, 1938; Span length, 871 ft. main span.

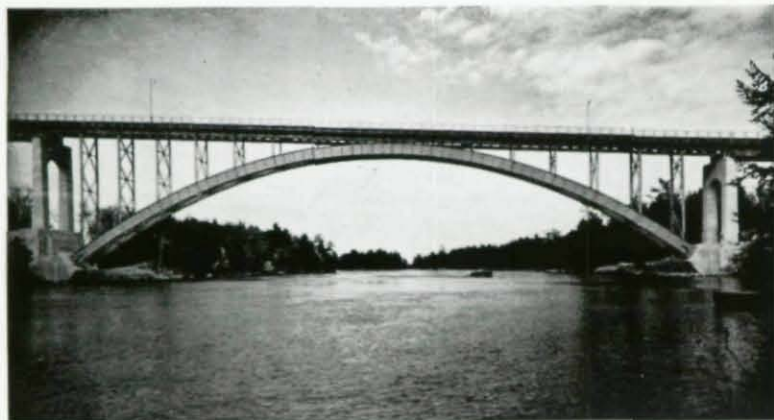


**HONORABLE MENTION—CLASS B
1938 AWARD**

CHAIN BRIDGE—Over Potomac River, between District of Columbia and Virginia; Total Cost, \$342,529 (superstructure); Engineers, Modjeski, Masters and Case; Fabricators, Bethlehem Steel Company; Owner, Government of the District of Columbia; Date Completed and Opened to Traffic, June 17, 1938; Span lengths: 6 at 172 ft., 2 at 160 ft.

**HONORABLE MENTION—CLASS C—
1938 AWARD**

BURNHAM PARK PEDESTRIAN BRIDGE—Foot of East 47th Street, Burnham Park, Chicago, Illinois; Total Cost, \$14,700; Engineers: Engineering Division, Chicago Park District; Fabricators, Duffin Iron Company; Owner, Chicago Park District; Date Completed, September 6, 1938; Opened to Traffic, September 17, 1938; Span length, 115 ft.



**HONORABLE MENTION—CLASS C—
1938 AWARD**

THOUSAND ISLANDS INTERNATIONAL BRIDGE—Between Constance and Georgina Islands in the Canadian Channel of the St. Lawrence River; Total Cost, \$110,000; Engineers: Robinson and Steinman, Design and Supervision; Monsarrat and Pratley, Associate Engineers; William T. Field, Advisory Engineer; Fabricators, Canadian Bridge Company; Owner, The Thousand Islands Bridge Authority; Date Completed and Opened to Traffic, August 18, 1938; Span length, 348 ft. main span.



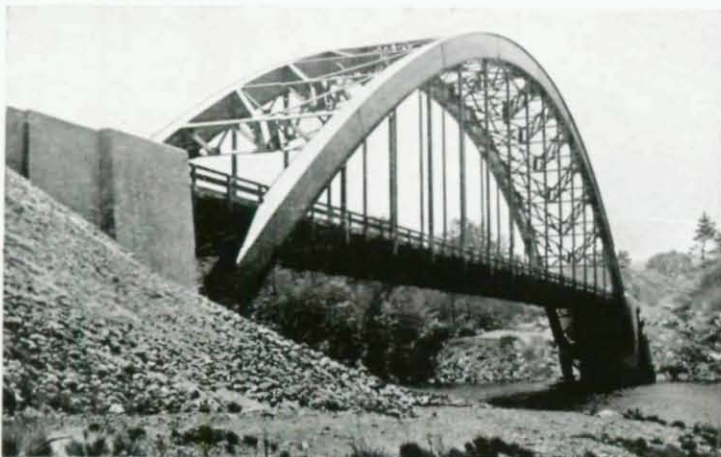
FIRST PLACE—CLASS A—1937 AWARD

GOLDEN GATE BRIDGE—From Fort Point to Lime Point across the Golden Gate at San Francisco, California; Total Cost, \$27,000,000 (construction cost); Engineers, Joseph B. Strauss, Chief Engineer; O. H. Ammann, L. S. Moisseiff and Charles Derleth, Jr., Consulting Engineers; Fabricators, Bethlehem Steel Company; Owners, Golden Gate Bridge and Highway District; Date Completed, May 26, 1937; Opened to Traffic, May 27, 1937; Span length: Main span, 4200 ft. c-c of towers; Total length, 9200 ft.



FIRST PLACE—CLASS B—1937 AWARD

LITTLE HELL GATE, LOW LEVEL BRIDGE—Between Randall's Island and Ward's Island, New York City; Total Cost, \$530,000; Engineers, O. H. Ammann, Chief Engineer; Allston Dana, Engineer of Design; Aymar Embury II, Architect; Fabricators, American Bridge Company; Owners, The Triborough Bridge Authority; Date Completed, June 30, 1937; Opened to Traffic, May 15, 1937; Span lengths: 3 spans 167 ft., 280 ft., 242 ft.



FIRST PLACE—CLASS C—1937 AWARD

CHESTERFIELD-BRATTLEBORO BRIDGE—Over Connecticut River on Route 9; Total Cost \$198,425.72; Engineers, John W. Childs, Bridge Engineer, Harold E. Langley, Designing Engineer, New Hampshire State Highway Department; Fabricators, Bethlehem Steel Company; Owners, States of New Hampshire and Vermont; Date Completed, August 2, 1937; Opened to Traffic, July 31, 1937; Span length, 425 ft. c-c pins.

**FIRST PLACE—MOVABLE BRIDGES—
1937 AWARD**

MARINE PARKWAY BRIDGE—Over Rockaway Inlet, New York City; Total Cost, \$3,750,000; Engineers: Madigan-Hyland, Consulting and Supervising Engineers on Entire Project; Waddell & Hardesty, Consulting Engineers on Design of Lift and Flanking Spans; Robinson & Steinman, Consulting Engineers on Design of Deck Spans; Aymar Embury II, Consulting Architect; Fabricators and Erectors, American Bridge Company; Owners, Marine Parkway Authority; Date Completed and Opened to Traffic, July 3, 1937; Span length, lift span, 540 ft.



McLaughlin Photo Service



HONORABLE MENTION—MOVABLE BRIDGES—1937 AWARD

SHARK RIVER BRIDGE—Ocean Avenue, between Belmar and Avon, Monmouth County, New Jersey; Total Cost, \$324,982.68; Engineers, Ash-Howard-Needles & Tammen, and Morris Goodkind acting as Associate Consultants; Fabricators, Virginia Bridge Company, structural steel; American Bridge Company, machinery; Owners, Board of Chosen Freeholders of Monmouth County, New Jersey; Date Completed and Opened to Traffic, May 29, 1937; Span lengths: Double leaf simple trunnion bascule span 112 ft. c-c of trunnions, and two flanking spans each 68 ft. long; Total length, 338 ft. 8 in.



HONORABLE MENTION—CLASS B—1937 AWARD

NORTHERN BOULEVARD BRIDGE OVER INTRAMURAL DRIVE—Flushing Meadow Park, New York City; Total Cost, \$448,376; Engineers, Madigan-Hyland; Fabricators, American Bridge Company; Owners, Department of Parks, City of New York; Date Completed, September 10, 1937; Opened to Traffic, June 8, 1937; Span lengths: 7 spans at 49.5 ft. c-c of columns.



FIRST PLACE—CLASS A—1936 AWARD

EAST RIVER CROSSING, THE TRIBOROUGH BRIDGE—New York City; Total Cost, \$8,500,000; Engineers: The Triborough Bridge Authority, O. H. Ammann, Chief Engineer; Allston Dana, Engineer of Design; Leon S. Moisseiff, Consulting Engineer; Aymar Embury II, Architect; Fabricators, Bethlehem Steel Company, American Bridge Company and American Locomotive Company; Owner, The Triborough Bridge Authority; Date Opened to Traffic, July 11, 1936; Span length: 1380 ft. width 113 ft.

**FIRST PLACE—CLASS B—
1936 AWARD**

HURRICANE DECK BRIDGE—Across Osage Arm of the Lake of the Ozarks on Missouri Route No. 5, Camden County, Missouri, between Versailles and Camden-ton; Total Cost, \$656,204.89; Engineers, Sverdrup & Parcel; Fabricators, Stupp Bros. Bridge & Iron Company fabricated the structural steel and sublet the erection to the Wisconsin Bridge & Iron Company; Owner, Camden County, Missouri; Date Opened to Traffic, December 28, 1936; Span lengths: 3 central spans each 464 ft., 2 side spans each 377 ft.



**HONORABLE MENTION—
CLASS A—1936 AWARD**

HENRY HUDSON BRIDGE—Over Harlem River at Spuyten Duyvil, New York City; Total Cost, \$1,200,000; Engineers, Madigan & Hyland, Consulting and Supervising Engineers; Robinson & Steinman, Consulting Engineers on Design; Aymar Embury II, Consulting Architect; Fabricators, American Bridge Company; Owner, Henry Hudson Bridge Authority; Date Completed and Opened to Traffic, December 11, 1936; Span lengths: 1 arch span 800 ft.; 2 tower spans, 45 ft.; 10 plate girder spans, each 60 ft.

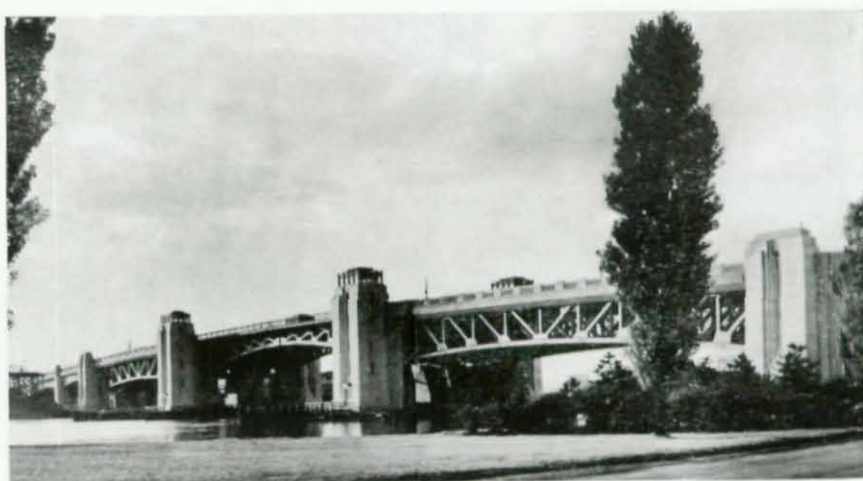


**HONORABLE MENTION—
CLASS A—1936 AWARD**

WEST BAY CROSSING, SAN FRANCISCO - OAKLAND BAY BRIDGE—San Francisco Harbor, California; Total Cost, \$77,200,000 (estimated); Engineer, Charles H. Purcell, Chief Engineer, Department of Public Works, State of California; Fabricators, Columbia Steel Company; Owner, California Toll Bridge Authority of the State of California; Date Completed, November 11, 1936; Opened to Traffic, November 12, 1936; Span lengths: 1 approach span 863 ft.; 2 main spans each 2310 ft.; 4 side spans each 1160 ft.

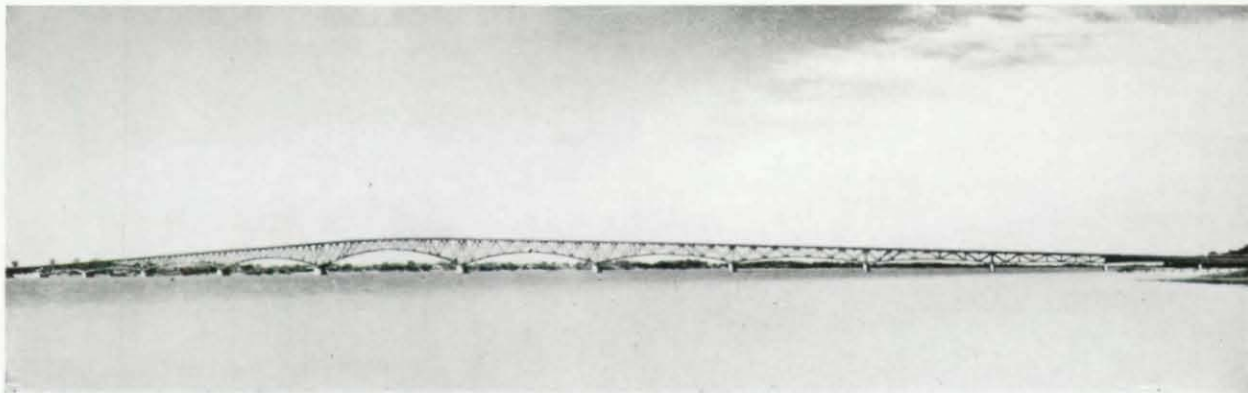
**HONORABLE MENTION—
CLASS A—1936 AWARD**

FORE RIVER BRIDGE—Between Quincy and Weymouth, Mass.; Total Cost, \$2,400,000 (approximately); Engineers, designed and built by the Massachusetts Department of Public Works under the direction of George H. Delano, Chief Engineer, and George E. Harkness, Bridge Engineer; Desmond & Lord, Consulting Architects; Fabricators, Bethlehem Steel Company; Owner, Commonwealth of Massachusetts; Date Completed, October, 1936; Opened to Traffic, May 23, 1936; Span lengths: 1—212 ft.-6 in. truss span (river span); 3—90 ft. girder spans (approach spans); 1—219 ft. twin bascule span; Total length, 2116 ft.



**FIRST PLACE—CLASS C—
1936 AWARD**

ASTORIA BOULEVARD OVER GRAND CENTRAL PARKWAY EXTENSION—Queens County, New York City; Total Cost, \$114,000; Engineers, Long Island State Park Commission and Triborough Bridge Authority; Fabricators, American Bridge Company; Owner, Department of Parks, New York City; Date Opened to Traffic, July 11, 1936; Span length: On skew 92 ft.; Square 74 ft. 8 in.

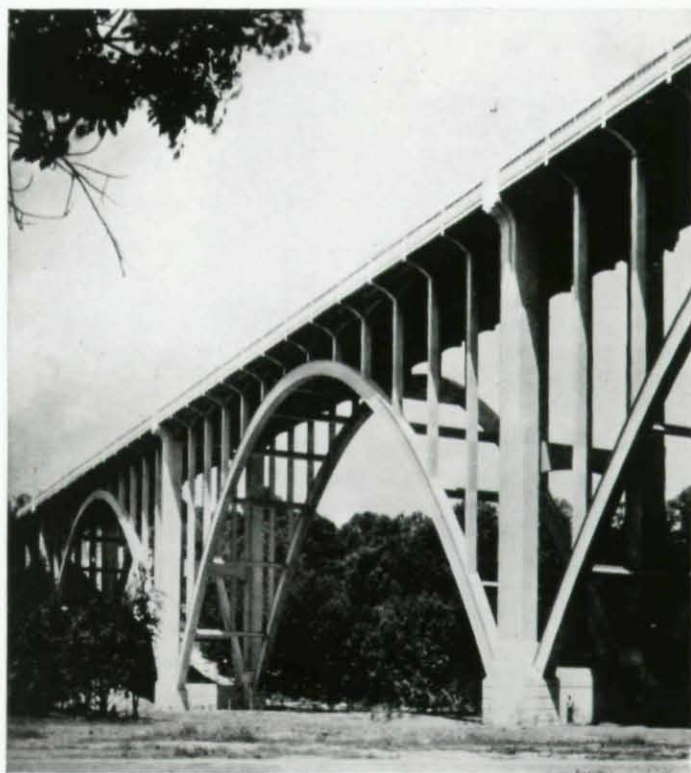


FIRST PLACE—CLASS A—1935 AWARD

NORTH GRAND ISLAND BRIDGE—Over the Niagara River, extending from the City of Niagara Falls, Niagara County, N. Y., to Buckhorn Island at the north end of Grand Island, Erie County, N. Y.; Total Cost, \$1,296,639.84; Engineers: Built under the direction of Frederick S. Greene, Chief Engineer of the Niagara Frontier Bridge Commission and Superintendent of Public Works of the State of New York. Plans for the superstructure of the river spans prepared by Waddell & Hardesty and George C. Diehl, Inc., Consulting Engineers of the Commission; Fabricators, Jones & Laughlin Steel Corporation and Fort Pitt Bridge Works; Owner, Niagara Frontier Bridge Commission; Completed July 15, 1935; Span Lengths: 1—150 ft., 2—200 ft., 2—250 ft., 2—300 ft., 2—350 ft., 2—400 ft., 1—500 ft., and 3—100 ft.

FIRST PLACE—CLASS B—1935 AWARD

LORAIN ROAD VIADUCT—On Lorain Road, State Route 10, across Rocky River Valley, located partially in Cleveland and partially in the Village of Fairview, Cuyahoga County, Ohio; Total Cost, \$496,472.06 (including approaches and landscaping); Engineers: Ohio Department of Highways, John Jaster, Jr., Director; Bureau of Bridges, J. R. Burkey, Chief Engineer; W. H. Rabe, Chief Designing Engineer; D. H. Overman, Principal Designing Engineer for the project; Fabricators, Fort Pitt Bridge Works; Owner, Cuyahoga County; Date Completed, December, 1935; Span Lengths: Two central arches 256 ft. center to center of piers; adjacent arch, either side, 236.7 ft. center of piers; west approach spans, four deck girder spans at 38.6 ft. center to center; east approach span, deck girder, 57.8 ft. center to center; overall length of structure, 1260.9 ft.



**HONORABLE MENTION—CLASS A—
1935 AWARD**

SAGAMORE BRIDGE—Across Cape Cod Canal in the Town of Bourne, Mass.; Total Cost, \$1,400,000 (approximate); Engineers, Fay, Spofford and Thorndike; Fabricators, American Bridge Company (superstructure); Owner, U. S. Government; Date Completed June 21, 1935; Span lengths: 1 continuous 3-span structure, length of center span 616 ft. center to center with two side spans each 396 ft.



**HONORABLE MENTION—
CLASS B—1935 AWARD**

TOWER BRIDGE—Sacramento, California, across Sacramento River between Sacramento and Yolo Counties; Total Cost, \$975,689.34; Engineers, C. H. Purcell, State Highway Engineer; F. W. Panhorst, Acting Bridge Engineer; Fabricators, Consolidated Steel Corporation, Ltd.; Owner, State of California, Department of Public Works, Division of Highways; Date Opened to Traffic, December 31, 1935; Span lengths: Lift span, 209 ft. 6 in.; 167 ft. 5 in.; 30 ft. 9 in.; 192 ft. 6 in.; 4 spans at 34 ft. 5 in., 34 ft., 34 ft., and 35 ft. Total length of bridge, 738 ft.



FIRST PLACE—CLASS C—1935 AWARD

MORTIMER E. COOLEY BRIDGE—On M-55 crossing the S. Branch of the Manistee River 3 miles east of Wellston, Mich.; Total Cost, \$179,683.88 (exclusive of plans and engineering); Engineers, Michigan State Highway Department; Fabricators, Wisconsin Bridge & Iron Co.; Owner, Michigan State Highway Department; Date Completed, August 28, 1935—opened to traffic, September 15, 1935; Span lengths: 1 at 300 ft., 2 at 125 ft.



HONORABLE MENTION—CLASS C—1935 AWARD

TAMM AVENUE SEPARATION—Route 40, St. Louis, Mo.; Total Cost, \$33,406.48; Engineer, T. H. Cutler, Chief Engineer, Missouri State Highway Department; Fabricators, Stupp Bros. Bridge & Iron Company; Owner, Missouri State Highway Department; Date Completed, October 31, 1935—opened to traffic, December 10, 1935; Span length, 66 ft.



FIRST PLACE—CLASS A—1934 AWARD

BOURNE BRIDGE—Across Cape Cod Canal in the Town of Bourne, Mass.; Total Cost, \$1,610,000; Engineers, Fay, Spofford and Thorndike; Consulting Architects, Cram and Ferguson; Fabricators, American Bridge Company; Owner, U. S. Government; Completed December 4, 1934; Main spans: 396 ft., 616 ft., and 396 ft.



FIRST PLACE—CLASS C—1934 AWARD

DOUGLAS COUNTY BRIDGE No. 667—Grade Separation Road 44 and Dodge Arterial Highway, Nebraska; Total Cost, \$20,000; Engineer, Guy Dorsey, Assistant County Surveyor; Fabricator, Omaha Steel Works; Owner, Douglas County, Nebraska; Completed December 13, 1934; Span length: Arch. 72 ft., overall length of bridge, 123 ft.



FIRST PLACE—CLASS A—1933 AWARD

CEDAR STREET BRIDGE—Illinois River at Cedar Street, Peoria, Illinois; Total Cost, \$1,200,000; Engineers, Strauss Engineering Corporation; Fabricators, McClintic-Marshall Corporation; Owner, City of Peoria; Completed January 6, 1933; Span length: main cantilever, 296 ft.; central span with two anchor arms, 204 ft. 9 in.



FIRST PLACE—CLASS B—1933 AWARD

SHARK RIVER BRIDGE—Between F St., Belmar, and Main St., Avon, N. J.; Total Cost, \$413,320.45; Engineer, Morris Goodkind. Bridge Engineer, State of New Jersey, State Highway Commission; Fabricators, American Bridge Company; Owner, State of New Jersey Highway Commission; Completed October 12, 1933; Spans: 9 spans, 83 ft., plus 1 bascule span, 110 ft.—total length, 853 ft.



FIRST PLACE—CLASS C—1933 AWARD

DR. JOHN D. McLOUGHLIN BRIDGE—Over the Clackamas River in Clackamas County, Oregon, on the Oregon City-East Portland Super Highway; Total Cost, \$161,570.16; Engineers, The Oregon State Highway Department; Fabricators, Poole & McGonigle; Owner, Oregon State Highway Commission; Completed June 30, 1933; Span length: 240 ft. main span, flanked by spans of 140 ft. on either side; Total length, 720 ft.



FIRST PLACE—CLASS A—1932 AWARD

PULASKI SKYWAY—Crossings of Hackensack and Passaic Rivers, Hudson County, N. J.; Total Cost, \$4,100,000; Engineer, Jacob L. Bauer, State Highway Engineer; Fabricators, McClintic-Marshall Corporation; Owner, State of New Jersey; Completed November 24, 1932; Span length: channel spans, 550 ft.



FIRST PLACE—CLASS B—1932 AWARD

FRENCH KING BRIDGE—Towns of Erving and Gill, State of Massachusetts, Mohawk Trail, Route 2, over Connecticut River about six miles east of Greenfield, Mass.; Total Cost, \$385,000 (exclusive of property damages and approaches); Engineers, A. W. Dean, Chief Engineer; G. E. Harkness, Bridge Engineer, Massachusetts Department of Public Works; Fabricators, McClintic-Marshall Corporation; Owner, Commonwealth of Massachusetts; Opened to travel September 10, 1932; Span: 460 ft. center to center pins of center span; 782 ft. center to center of end pins; 890 ft. out to out of abutments.



**FIRST PLACE—CLASS C—
1932 AWARD**

BRYAN BRIDGE—Valentine, Nebraska, over the Niobrara River, Federal Highway No. 20; Total Cost, \$51,630.08 (contract price); Engineer, Nebraska Department of Public Works, J. G. Mason, Bridge Engineer; Joseph Sorkin, Designer; Fabricators, Paxton & Vierling Iron Works; Owner, State of Nebraska; Completed September 30, 1932; Span length: 145 ft. 2½ in. central cantilever arch span; anchor arm spans, 72 ft. each.



FIRST PLACE—CLASS A—1931 AWARD

BAYONNE BRIDGE—Across the Kill van Kull between Bayonne, N. J., and Port Richmond, Staten Island, N. Y. Total Cost, \$16,000,000; Engineer, O. H. Ammann; Chief Engineer, The Port of New York Authority; Fabricators, American Bridge Company; Owner, The Port of New York Authority; Completed November 15, 1931; Span length, 1675 ft.



FIRST PLACE—CLASS B—1931 AWARD

WALDO-HANCOCK SUSPENSION BRIDGE—Over Penobscot River, Bucksport, Maine; Total Cost, \$846,000; Engineers, Robinson & Steinman; Fabricators, American Bridge Company; Owner, State of Maine; Completed November 16, 1931; Span length, 800 ft.



FIRST PLACE—CLASS C—1931 AWARD

WEST STEWARTSTOWN BRIDGE—Over Connecticut River, West Stewartstown, N. H.; Total Cost, \$45,072.87; Engineers, New Hampshire State Highway Department; Fabricators, American Bridge Company; Completed in 1931; Span length: 136 ft. main arch span, 232 ft. entire overall length.



**FIRST PLACE—CLASS A—
1930 AWARD**

WABASH AVENUE BRIDGE—Over Chicago River; Total Cost, \$1,750,000; Engineers, Bureau of Engineering, City of Chicago; Fabricators, American Bridge Company; Owner, City of Chicago; Completed December 20, 1930; Span length, 239 ft.

**FIRST PLACE—CLASS C—
1930 AWARD**

DELTON BRIDGE—Town of Delton, Sauk County, Wisconsin; Total Cost, \$54,000 (approximately); Engineers, Wisconsin State Highway Commission; Fabricators, Lakeside Bridge & Steel Co.; Owner, Wisconsin State Highway Commission; Completed in 1930; Span length, 2 spans of 218 ft each.





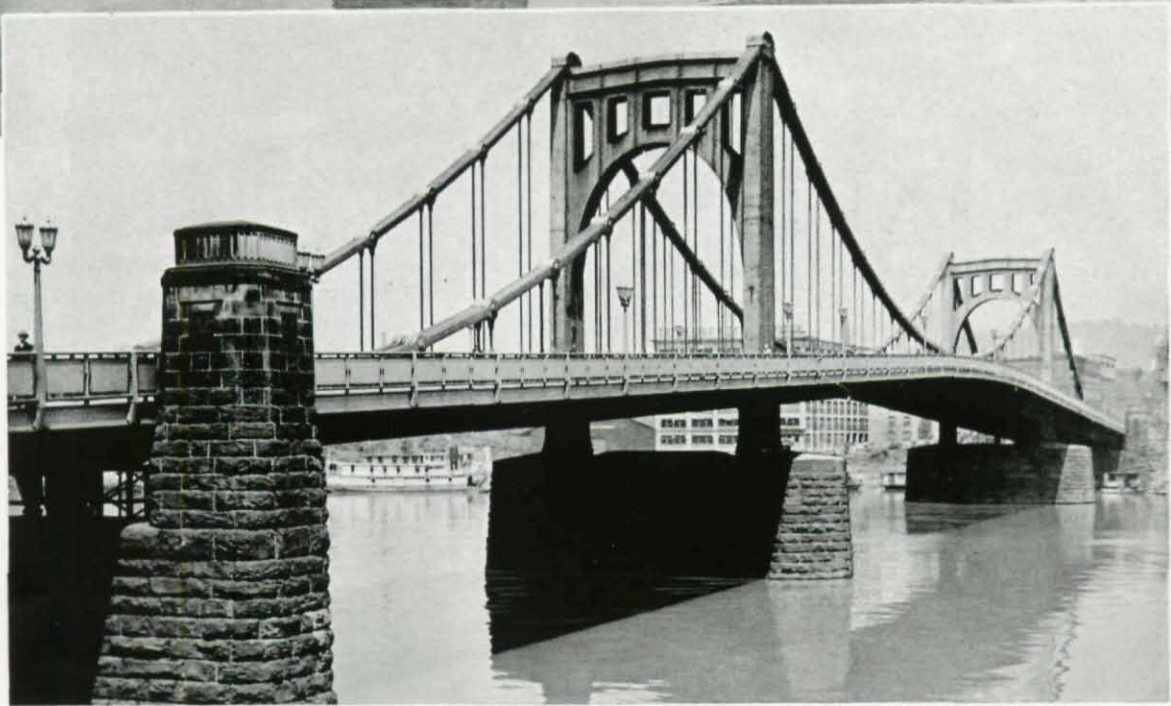
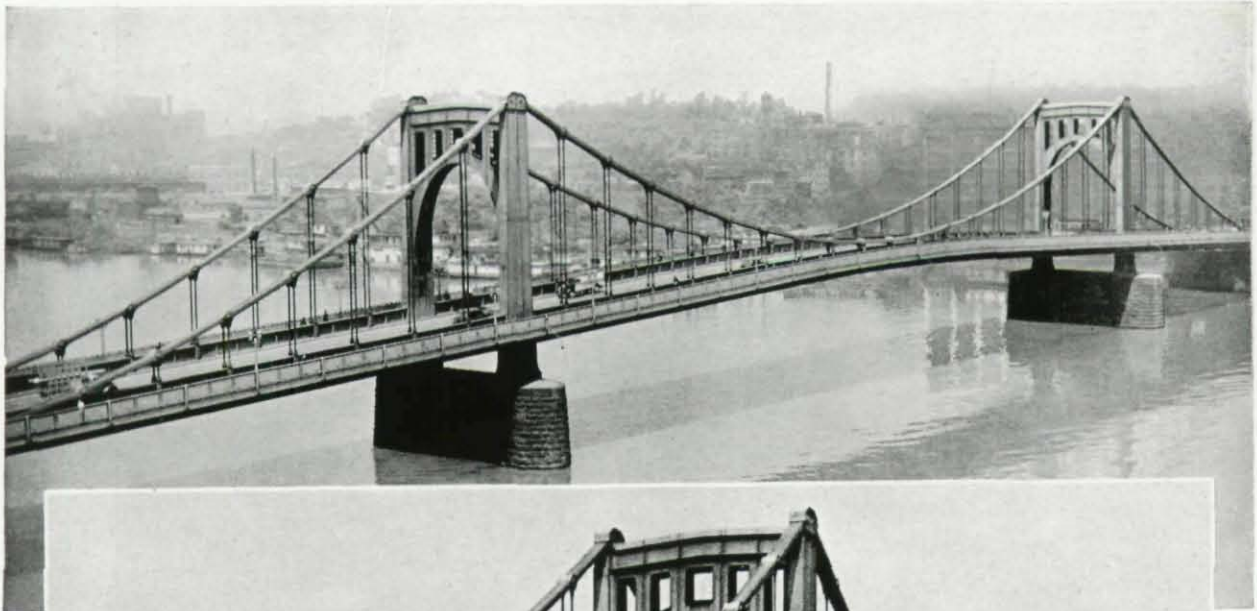
FIRST PLACE—CLASS A—1929 AWARD

MOUNT HOPE BRIDGE—Across Mount Hope Bay between Bristol and Portsmouth, R. I.; Total Cost, \$4,250,000; Engineers, Robinson and Steinman; Fabricators, McClintic-Marshall Company; Owner, Mount Hope Bridge Company; Completed October 24, 1929.



FIRST PLACE—CLASS B—1929 AWARD

MOUNT PLEASANT BRIDGE—Over N. Y. Central R.R. Harlem Division, Mt. Pleasant, N. Y.; Total Cost, under \$200,000; Engineer, Jay Downer, Chief Engineer, Westchester County Park Commission; Fabricators, Bethlehem Steel Company; Owner, Westchester County Park Commission; Completed March, 1929.



FIRST PLACE—1928 AWARD

SIXTH STREET BRIDGE—Pittsburgh, Pa.; Engineer, V. R. Covell, Chief Engineer of Bridges; Fabricators, American Bridge Co.; Owner, Allegheny County; Completed in 1928; Span length: main span, 442 ft., 1 in.; 2 side spans of 221 ft.

