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PRIZE BRIDGES 1963-1964



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Prize Bridges 1963-1964

Steel bridges selected in the annual national competition conducted by the American Institute of Steel Construction as the most beautiful bridges opened to traffic in 1963-1964.

AMERICAN INSTITUTE OF STEEL CONSTRUCTION, INC.
101 Park Avenue, New York, N. Y. 10017

Jury of Awards



WALDO BOWMAN

Past President, American Society of Civil Engineers
Publisher, Engineering News-Record
New York, New York



ERIC L. ERICKSON

Chief, Bridge Division
Office of Engineering
Bureau of Public Roads
Washington, D.C.



ALFRED C. INGERSOLL

Dean, School of Engineering
University of Southern California
Los Angeles, California



EUGENE KINGMAN

Director, Joslyn Memorial Art Museum
Omaha, Nebraska



CHARLES M. NES, JR., FAIA

Fisher, Nes, Campbell & Associates
Baltimore, Maryland

Beauty in Steel Bridges

The enduring beauty of steel bridges is eloquent tribute to the vision and skill of the men who plan, design and build them. The bridge designer of today is both artist and engineer. He understands the potential for strength and beauty which is inherent in steel structures, and he knows that aesthetic appearance can be achieved at no sacrifice of efficiency or economy. The simple grace of a highway overpass, no less than the majestic sweep of a river crossing reflects a creative integration of structure, function and form, skillfully executed in beautiful bridges of steel.

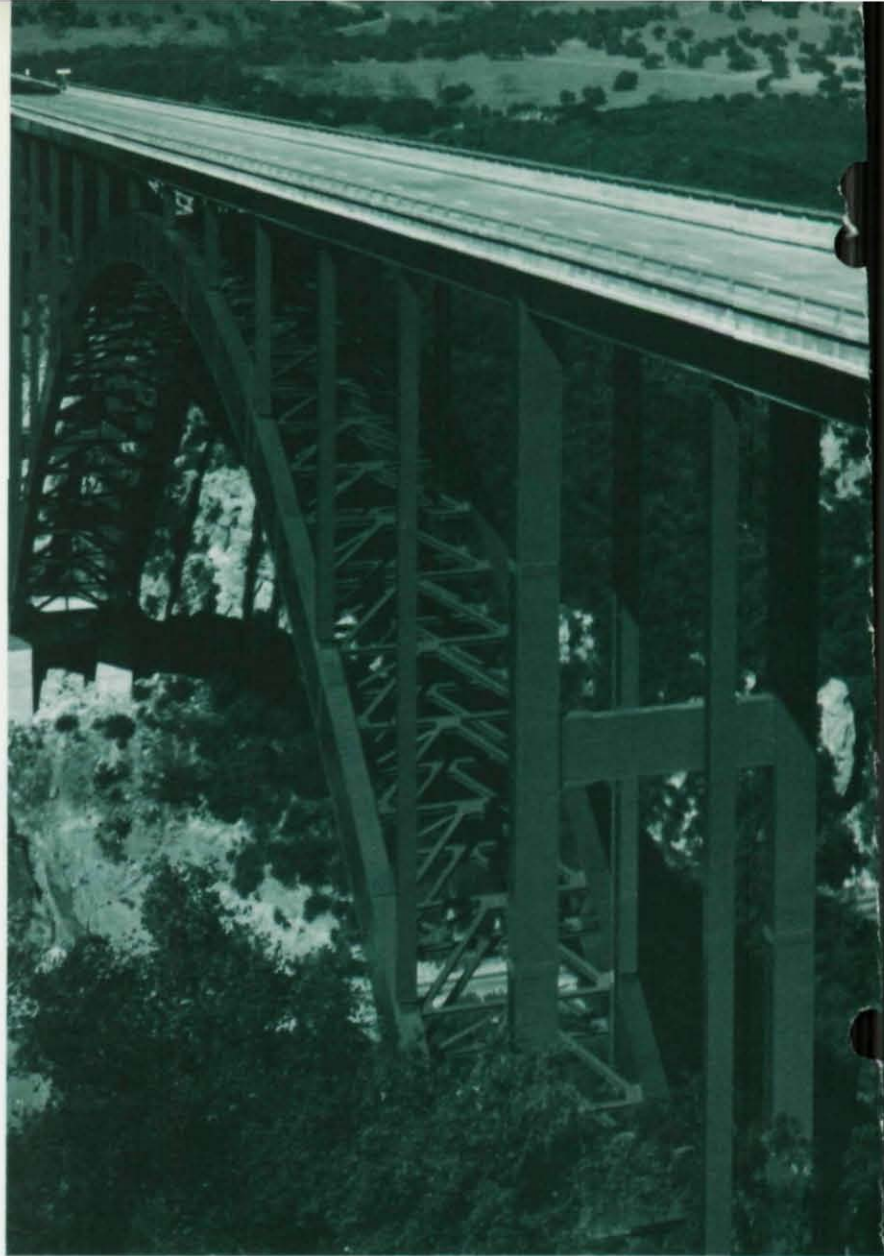
To promote a more widespread appreciation of the aesthetics of steel bridges and to honor the architectural excellence of modern bridge design, the American Institute of Steel Construction sponsors an annual Prize Bridge Competition. Each year a distinguished Jury of Awards composed of leading art directors, architects and engineers, selects the steel bridges which it judges to be the most beautiful of those opened to traffic in the United States during the previous year.

To establish an equitable basis for competition, awards are made in each of four contest classifications. Size, cost and operating conditions determine the class in which each entry is eligible to compete. The prize winning bridges are marked with a stainless steel plaque, and the designers, owners and steel fabricators are awarded engraved certificates in recognition of their contribution and achievement.

The American Institute of Steel Construction sponsors this competition and awards the prizes in the belief that it is helping to render a public service by stimulating a deep and lasting interest in improved bridge design. Since 1957 the Institute has recorded the prize bridges for each year in a single volume. Previous winners, covering the period 1928-56, are pictured and described in the booklet "Prize Bridges through the Years," available from the Institute upon request.

★
**LONG
SPAN
PRIZE
BRIDGE**

for bridges with one or more
spans of over 400 feet.



Cold Spring Canyon Bridge

23.3 miles east of junction with Route 101

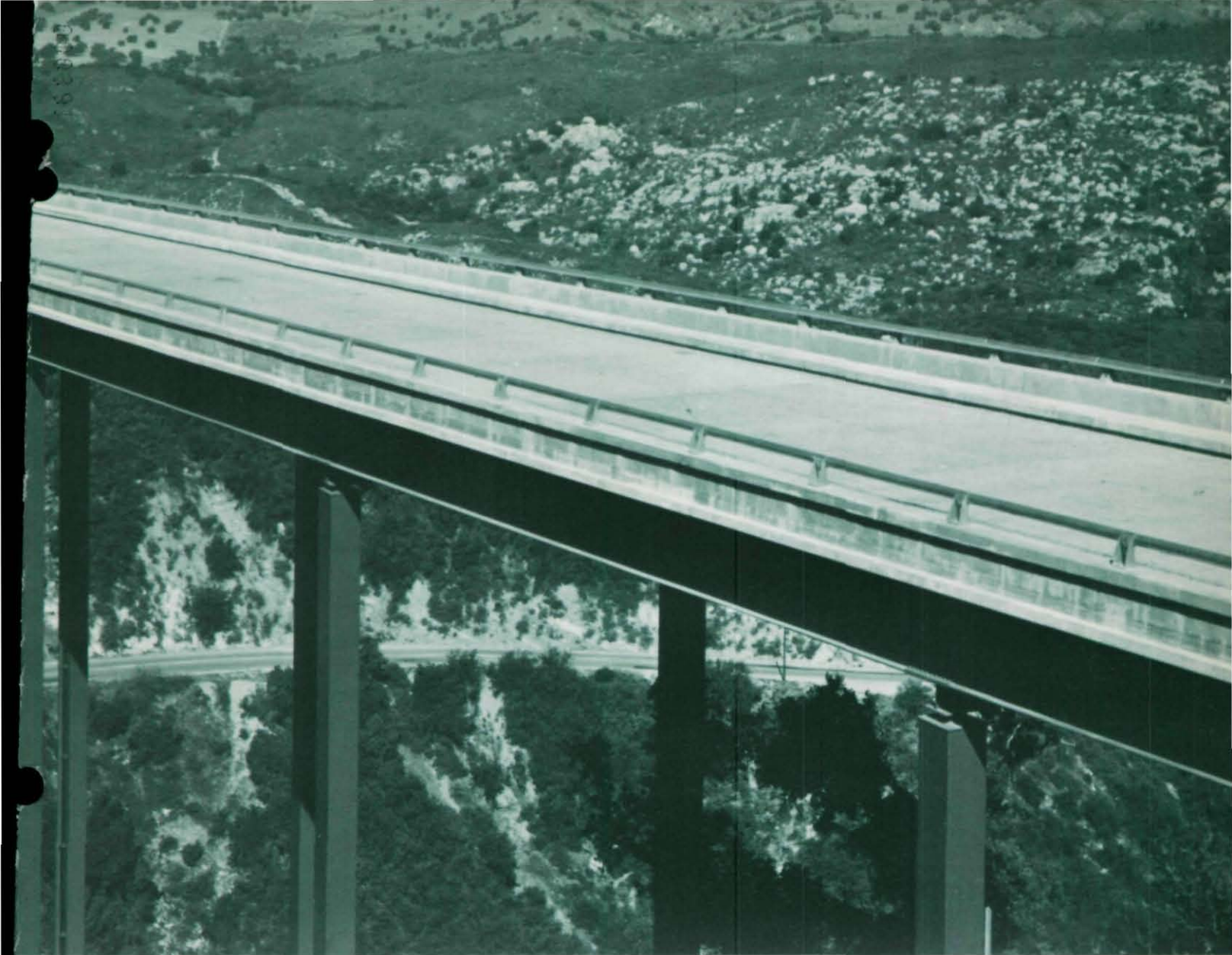
OWNER: State of California, Sacramento, California

DESIGNER: State of California, Sacramento, California

FABRICATOR: American Bridge Division, U. S. Steel Corporation,
Pittsburgh, Pennsylvania

GENERAL CONTRACTOR: American Bridge Division,
U. S. Steel Corporation,
Pittsburgh, Pennsylvania

Opened to Traffic: December 1963



JURORS' COMMENT:

"A steel arch. Very simply and directly handled. The integration of the arch and approaches is well done. There is a handsome use of steel: integrated, lightweight, but still a long span. It fits beautifully into the site and appears to be an economical bridge."



AWARDS OF MERIT

Long Span Bridges with
one or more spans over 400 feet

Vincent Thomas Bridge

San Pedro, California

OWNER: State of California, Sacramento, California

DESIGNER: State of California, Sacramento, California

FABRICATOR: Kaiser Steel Corporation, Montebello, California

GENERAL CONTRACTOR: Kaiser Steel Corporation,
Montebello, California

Opened to Traffic: November 1963

JOHN FITZGERALD KENNEDY MEMORIAL BRIDGE, Louisville, Kentucky

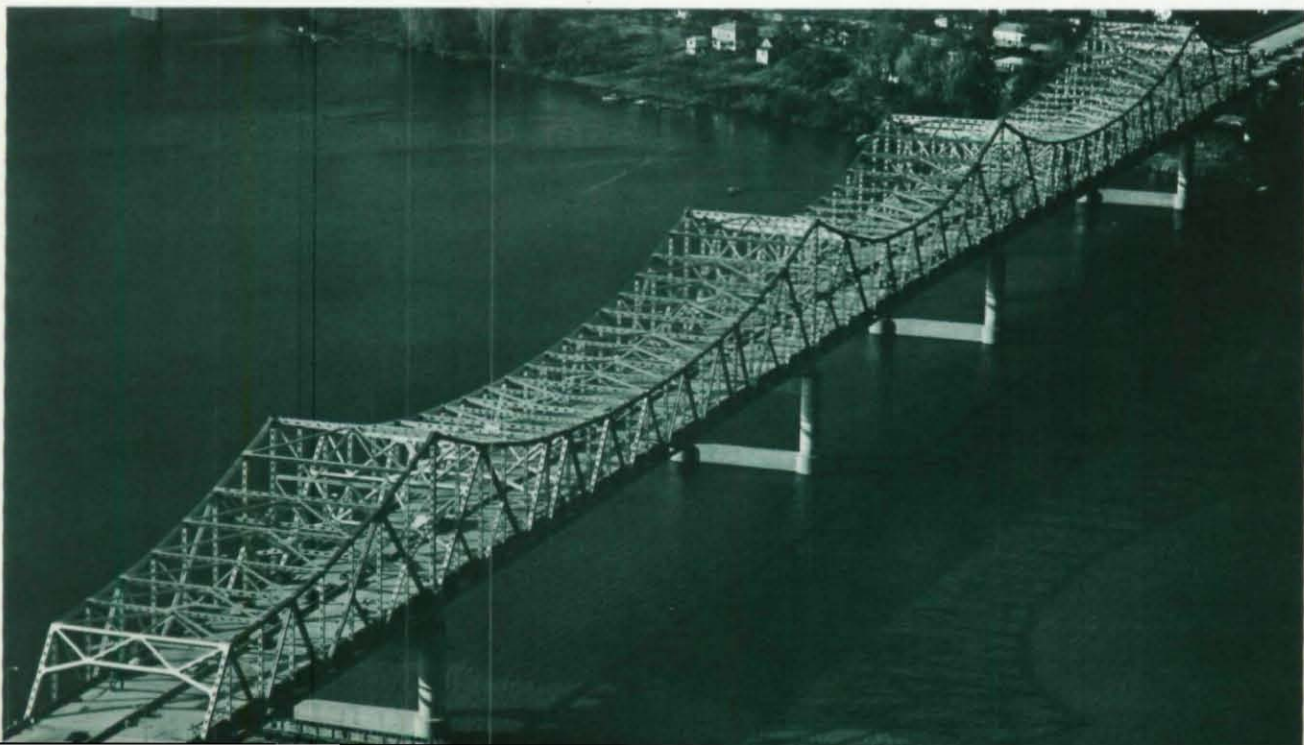
OWNER: Commonwealth of Kentucky and State of Indiana

DESIGNER: Hazelet & Erdal, Louisville, Kentucky

FABRICATOR: Allied Structural Steel Company, Chicago, Illinois

GENERAL CONTRACTORS: Substructure: Roy Ryan Sons Company, Inc., Evansville, Indiana
Superstructure: Allied Structural Steel Company, Chicago, Illinois

Opened to Traffic: December 1963





NEWBURGH-BEACON BRIDGE, Newburgh, New York

OWNER: New York State Bridge Authority, Poughkeepsie, New York

DESIGNER: Modjeski and Masters, Harrisburg, Pennsylvania

FABRICATOR: Bethlehem Steel Company, Bethlehem, Pennsylvania

GENERAL CONTRACTORS: Bethlehem Steel Company, Bethlehem, Pennsylvania
Snare-Dravo, New York, New York

Opened to Traffic: November 1963

CALCASIEU RIVER BRIDGE, Lake Charles, Louisiana
Interstate Route I-210

OWNER: Louisiana Department of Highways, Baton Rouge, Louisiana

DESIGNER: Howard, Needles, Tammen & Bergendoff, Kansas City, Missouri

FABRICATORS: Main Span: American Bridge Division, U. S. Steel Corporation, Pittsburgh, Pennsylvania

East Approach: Nashville Bridge Company, Nashville, Tennessee

West Approach: Mosher Steel Company, Houston, Texas

GENERAL CONTRACTORS: Substructure (four main piers): F. Miller & Sons, Lake Charles, Louisiana

Superstructure (main span): American Bridge Division,

U. S. Steel Corporation, Pittsburgh, Pennsylvania

East Approach: Massman Construction Company, Kansas City, Missouri

West Approach: Blount Brothers Construction Company,

Montgomery, Alabama

Opened to Traffic: June 1964





MEDIUM SPAN PRIZE BRIDGE

for bridges with fixed spans under 400 feet and costing more than \$500,000.

WHITE RIVER BRIDGE, Beaver Reservoir, Rogers, Arkansas

OWNER: Arkansas State Highway Department, Little Rock, Arkansas

DESIGNER: Howard, Needles, Tammen and Bergendoff, Kansas City, Missouri

FABRICATOR: St. Joseph Structural Steel Company, St. Joseph, Missouri

GENERAL CONTRACTOR: Guy H. James Construction Company, Oklahoma City, Oklahoma

Opened to Traffic: August 1963

JURORS' COMMENT:

"It represents a use of steel to obtain what might be called a ribbon of steel and it's well integrated into the substructure to obtain a satisfying over-all appearance. We were also struck by the absolute simplicity and the slenderness of the vertical supports. The relationship of the span lengths is very good."



AWARDS OF MERIT

Medium Span Bridges
with fixed spans under 400 feet
and costing more than \$500,000.

THEODORE ROOSEVELT BRIDGE, Washington, D. C.

OWNER: District of Columbia Government, Washington, D. C.

DESIGNER: Modjeski and Masters, Harrisburg, Pennsylvania

FABRICATOR: Nashville Bridge Company, Nashville, Tennessee

GENERAL CONTRACTOR: Substructure: Peter Kiewit Sons' Company, Omaha, Nebraska
Superstructure: McCloskey and Company, Philadelphia, Pennsylvania

Opened to Traffic: June 1964



BRIDGE OVER ROANOKE RIVER AT HALES FORD

Franklin County-Bedford County, Virginia

OWNER: Virginia Department of Highways

DESIGNER: Hayes, Seay, Mattern & Mattern, Roanoke, Virginia

FABRICATOR: American Bridge Division,
U. S. Steel Corporation, Pittsburgh, Pennsylvania

GENERAL CONTRACTOR: McDowall and Wood, Inc., Salem, Virginia

Opened to Traffic: April 1963

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BBER CREEK BRIDGE

6 miles East of Sacramento County
line, California

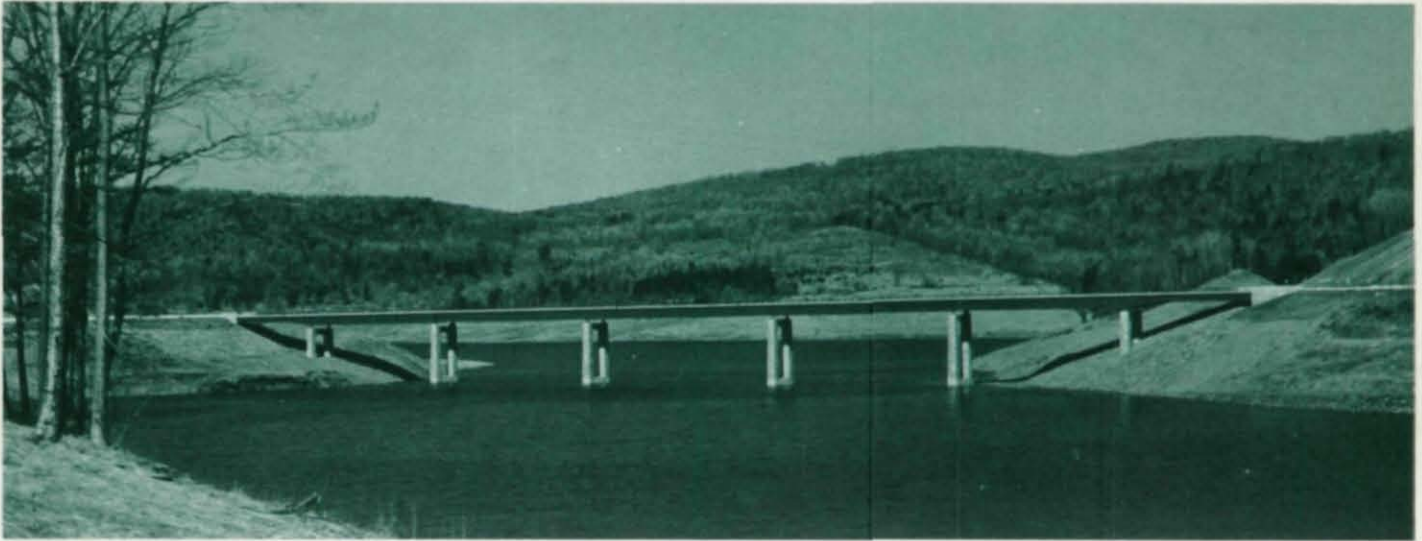
OWNER: State of California,
Sacramento, California

DESIGNER: State of California,
Sacramento, California

FABRICATOR: San Jose Steel Company, Inc.,
San Jose, California

GENERAL CONTRACTOR: Fredrickson & Watson
Construction Company,
Oakland, California

Opened to Traffic: July 1963



CANNONSVILLE BRIDGE, 9 miles east of Deposit, New York

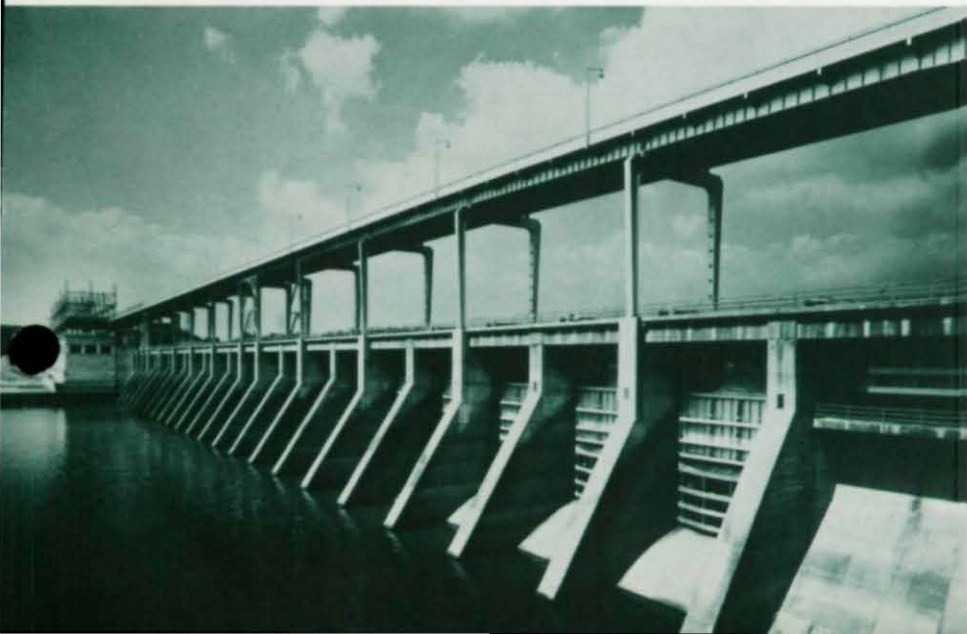
OWNER: Board of Water Supply, City of New York, New York

DESIGNER: Board of Water Supply, City of New York, New York

FABRICATOR: The Ingalls Iron Works Company, Birmingham, Alabama

GENERAL CONTRACTOR: Walsh Construction Company, New York, New York

Opened to Traffic: June 1963



BRIDGE ACROSS PICKWICK LANDING DAM

Pickwick Dam, Tennessee

OWNER: Tennessee Valley Authority,
Knoxville, Tennessee

DESIGNER: Tennessee Valley Authority,
Knoxville, Tennessee

FABRICATOR AND ERECTOR: American Bridge
Division, U. S. Steel Corporation,
Pittsburgh, Pennsylvania

GENERAL CONTRACTOR: Markwell &
Hartz, Inc., Memphis, Tennessee

Opened to Traffic: June 1963



SHORT SPAN  **PRIZE BRIDGE**

for bridges with fixed spans and costing less than \$500,000.

DEVIL'S CANYON BRIDGE NO. 2

5 miles east of San Diego County line, California

OWNER: State of California, Sacramento, California

DESIGNER: State of California, Sacramento, California

GENERAL CONTRACTOR: Isbell Construction Company, Reno, Nevada

Opened to Traffic: December 1963



JURORS' COMMENT:

"Done in rather complete, harsh simplicity, appropriate to the country around it. It is a graceful structure using straight cantilever beams. The approaches are good and look solid. We particularly like the proportion and simplicity of the piers that carry the spans of this fine bridge."



AWARDS OF MERIT

Short Span Bridges
with fixed spans and costing
less than \$500,000.



KENO ROAD OVERHEAD BRIDGE, Burnside, Kentucky

OWNER: Southern Railway System, Washington, D. C.
DESIGNER: Sverdrup & Parcel and Associates, Inc., St. Louis, Missouri
FABRICATOR: Allied Structural Steel Company, Chicago, Illinois
GENERAL CONTRACTOR: Vecellio and Grogan, Inc., Beckley, West Virginia
Opened to Traffic: April 1963

RIVER YELLOWSTONE NATIONAL BRIDGE

Yellowstone National Park

OWNER: U. S. Department of the Interior,
National Park Service, Washington, D. C.
DESIGNER: Bureau of Public Roads,
Western Bridge Design Office,
San Francisco, California
FABRICATOR: Western Steel Company,
Salt Lake City, Utah
GENERAL CONTRACTOR: MacGregor Triangle
Company, Boise, Idaho

Opened to Traffic: June 1963



*National Park Service
and
Division of Design + Construction
San Francisco*

AGUA FRIA RIVER BRIDGE, 40 miles North of Phoenix, Arizona

OWNER: Arizona Highway Department, Phoenix, Arizona
DESIGNER: Bridge Division, Arizona Highway Department, Phoenix, Arizona
GENERAL CONTRACTOR: Vinnell Corporation, Phoenix, Arizona

Opened to Traffic: September 1964





APEX BRIDGE, 15 miles East of Deposit, New York

OWNER: Board of Water Supply, City of New York
New York
DESIGNER: Board of Water Supply, City of New York
New York
FABRICATOR: Lehigh Structural Steel Company,
Allentown, Pennsylvania
GENERAL CONTRACTOR: Lane Construction Corporation,
Meriden, Connecticut

Opened to Traffic: November 1963

ASH STREET BRIDGE, Londonderry, New Hampshire

OWNER: State of New Hampshire, Concord, New Hampshire
DESIGNER: Robert J. Prowse, assistant bridge engineer,
State of New Hampshire, Concord, New Hampshire
CONSULTANT: The Clarkeson Engineering Company, Inc.
FABRICATOR: American Bridge Division,
U. S. Steel Corporation, Pittsburgh, Pennsylvania
GENERAL CONTRACTOR: Palazzi Corporation, Hooksett, New York

Opened to Traffic: June 1963



SOUTH STREET BRIDGE, Middlebury, Connecticut

OWNER: Connecticut State Highway Department, Wethersfield, Connecticut
DESIGNER: Connecticut State Highway Department, Bridge Design Section, Wethersfield, Connecticut
FABRICATOR: The Ingalls Iron Works Company, Birmingham, Alabama
GENERAL CONTRACTOR: Oneglia & Gervasini, Inc., Torrington, Connecticut

Opened to Traffic: July 1964





MOVABLE SPAN PRIZE BRIDGE

bridges having a movable span.

NORTH DEARBORN STREET BRIDGE, Chicago, Illinois

OWNER: City of Chicago, Chicago, Illinois

DESIGNER: Bureau of Engineering, Department of Public Works,
City of Chicago

FABRICATOR: American Bridge Division, U. S. Steel Corporation, Pittsburgh, Pennsylvania

GENERAL CONTRACTOR: Substructure: States Improvement Company, Chicago, Illinois
Superstructure: Overland Construction Company, Chicago, Illinois
Electrical Equipment: Garden City Engineering Company, Chicago, Illinois

Opened to Traffic: October 1963

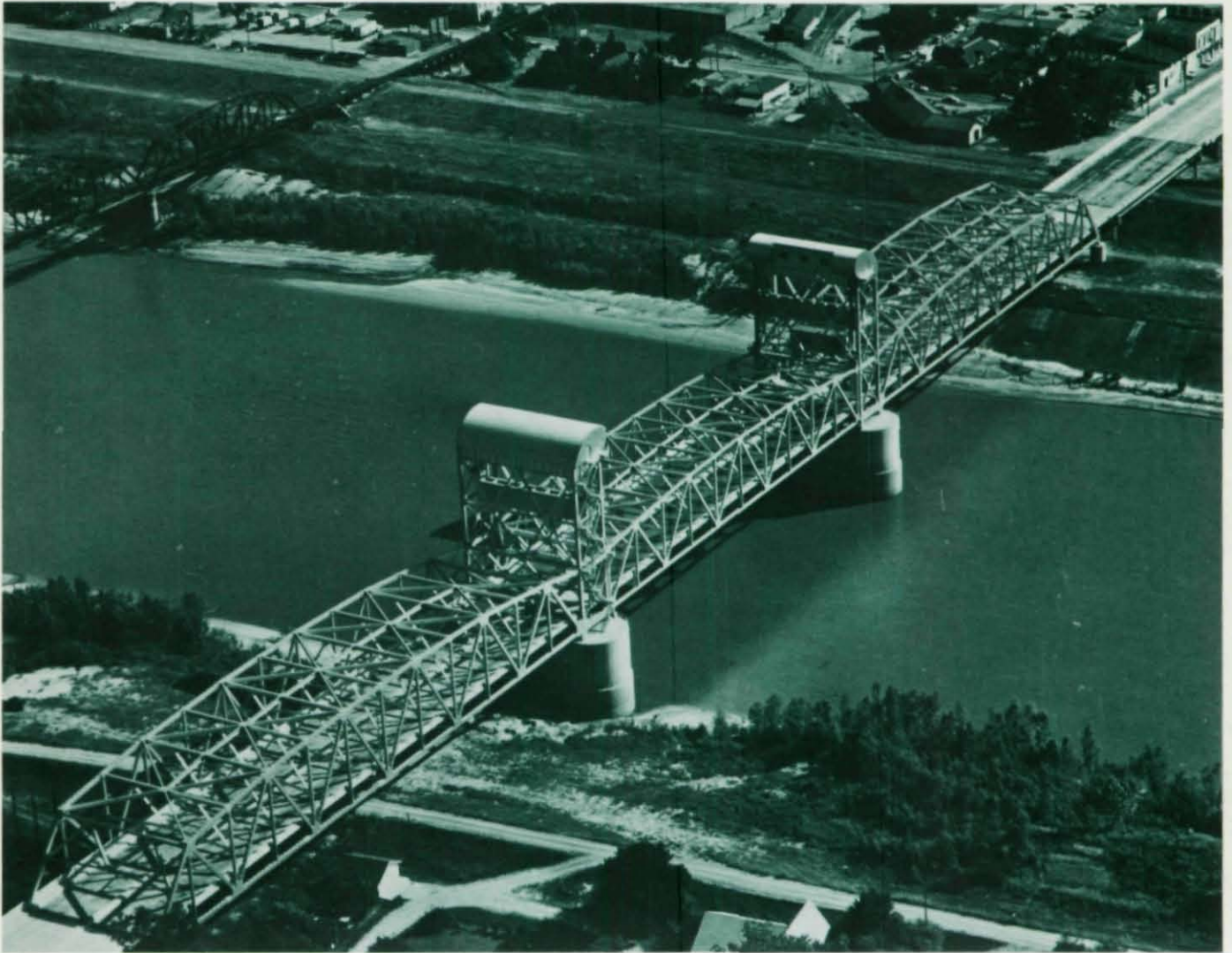
JURORS' COMMENT:

"It solves the difficult problem of the bascule bridge in a very simple manner. It is difficult in a bascule bridge to have any individuality and pleasing appearance and in this case we think they have accomplished this by integrating the abutments with the truss work. Their use of very large gusset plates with the trusses give it a feeling of solidity. The arch is very pleasing and their details on the deck and the heavy girders supporting the roadway and sidewalk are excellent."

AWARD OF MERIT



Movable Span Bridges having a movable span.



RED RIVER BRIDGE, Alexandria, Louisiana

OWNER: Louisiana Department of Highways, Baton Rouge, Louisiana

DESIGNER: Bridge Design Section, Louisiana Department of Highways,
Baton Rouge, Louisiana

FABRICATOR: River Spans: The Ingalls Iron Works Company, Birmingham, Alabama
Approach Spans: Orleans Materials & Equipment Company, Inc.,
New Orleans, Louisiana

GENERAL CONTRACTORS: River Spans: Blount Brothers Construction Company,
Montgomery, Alabama
Approach Spans: Hall and Holland, Inc.,
Montgomery, Louisiana

Opened to Traffic: April 1963

TOP AWARD WINNERS SINCE 1928

	LONG SPAN	MEDIUM SPAN	SHORT SPAN	MOVABLE SPAN
1962	Lewiston-Queenston Bridge Lewiston, New York and Queenston, Ontario	George J. Cole Memorial Bridge Humboldt County, California	Parker Bridge Yakima County, Washington	Georgiana Slough Bridge Walnut Grove, California
1961	Sherman Minton Bridge New Albany, Indiana and Louisville, Kentucky	New Sixty-Second Street Bridge Pittsburgh, Pennsylvania	Skykomish River Bridge Sultan, Washington	
	CLASS I	CLASS II	CLASS III	CLASS IV
1960	Summit Bridge Summit, Delaware	Roosevelt Boulevard Bridges Philadelphia, Pennsylvania	Cemetery Access Bridge Milwaukee, Wisconsin	Rio Vista Bridge Rio Vista, California
1959	Glen Canyon Bridge Page, Arizona	Huasna River Bridge Santa Maria, California	Modrow Bridge Cowlitz County, Washington	Grant Line Canal Bridge Stockton-Tracy, California
1958	Mackinac Bridge Mackinac Straits, Michigan	Louis Morris Memorial Bridge Hartnell, Georgia	Norwood Bridges Norwood, Massachusetts	
1957	Walt Whitman Bridge Philadelphia, Pennsylvania	General James Longstreet Memorial Bridge Gainesville, Georgia	Hampton Road Overpass Dallas-Ft. Worth Turnpike Dallas, Texas	Madison-Monroe Street Bridge Two Rivers, Wisconsin
1956	Missouri River Pipeline Suspension Bridge Plattsmouth, Nebraska	Buffalo Bayou Bridges Houston, Texas	Allegheny River Bridge Salamanca, New York	
1955	Leavenworth Centennial Bridge Leavenworth, Kansas	Cuyahoga River Bridge Ohio Turnpike, Ohio	Old State Route 8 Bridge Ohio Turnpike, Ohio	Welfare Island Bridge New York, New York
1954	Missouri River Bridge Kansas City, Missouri	Little Chute-Kimberly Combined Locks Bridge Outagamie County, Wisconsin	Garrison School Pedestrian Bridge Kansas City, Missouri	
1953		Ninth and Tenth Street Connections San Francisco, California	Robert Street Underpass Fort Worth, Texas	New York Central Railroad Bridge Cleveland, Ohio
1952		Neches River Bridge Beaumont, Texas	Morris Ferry Bridge Franklin County, Tennessee	S. E. Fourth Avenue Bridge Miami, Florida
1951	Delaware Memorial Bridge Wilmington, Delaware	Forebay Channel Bridge Arizona-Nevada	Grove Street Overpass Lexington, Massachusetts	Harlem River Pedestrian Bridge New York, New York
1950	Columbia River Bridge Wenatchee, Washington	South Holston River Bridge Tennessee State Highway, Tennessee	Caldwell Avenue Bridge Cook County, Illinois	
1949	North Main Street High Level Bridge Akron, Ohio	Pinto Creek Bridge Superior, Arizona	Tenth Street Bridge Atlanta, Georgia	Passaic River Bridge Rutherford, New Jersey
1948	Watuaga River Bridge Carter County, Tennessee		Airport Apron Overpass New York International Airways	
1947		Saco River Bridge Maine Turnpike, Maine	Old Alfred Road Underpass Maine Turnpike, Maine	

TOP AWARD WINNERS SINCE 1928 (Continued)

	CLASS I	CLASS II	CLASS III	CLASS IV
1946				Absecon Boulevard Bridge Atlantic City, New Jersey
1945			Fontana Access Bridge Little Tennessee River	President Harry S. Truman Bridge Kansas City, Missouri
1944		Pecos River Bridge High Bridge, Texas		
1943	Julien Dubuque Mississippi River Bridge Dubuque, Iowa & East Dubuque, Illinois			
1942		Charter Oak Bridge Hartford & East Hartford, Connecticut	Martin Interchange Bridge Middle River, Maryland	
1941	Rainbow Bridge Niagara Falls, New York & Niagara Falls, Ontario		Fairmount Boulevard Bridge Hunting Valley Village, Cuyahoga County, Ohio	Passaic River Bridge Newark & Kearney, New Jersey
1940	Susquehanna River Bridge Havre de Grace, Maryland	Dunnings Creek Bridge Bedford Township, Pennsylvania	Klamath River Bridge Orleans, Humboldt County, California	Oceanic Bridge Locust Point & Rumson, New Jersey
1939	Bronx-Whitestone Bridge New York, New York		Valley River Foot Bridge Murphy, North Carolina	Second Avenue Bridge Alpena, Michigan
1938	Middletown-Portland Bridge Middletown, Connecticut	Capital Bridge Frankfort, Kentucky	Middle Fork of Flathead River Bridge Belton, Montana	Lafayette Avenue Bridge, East Channel Saginaw River Bay City, Michigan
1937	Golden Gate Bridge San Francisco, California	Little Hell Gate, Low Level Bridge Randall's Island & Ward's Island, New York, New York	Chesterfield-Brattleboro Bridge New Hampshire & Vermont	Marine Parkway Bridge New York, New York
1936	East River Crossing, The Triborough Bridge New York, New York	Hurricane Deeck Bridge Camden County, Missouri	Astoria Boulevard Over Grand Central Parkway Extension New York, New York	
1935	North Grand Island Bridge Niagara Falls, New York	Lorain Road Viaduct Cleveland, Ohio	Mortimer E. Cooley Bridge Wellston, Michigan	
1934	Bourne Bridge Bourne, Massachusetts		Douglas County Bridge Nebraska	
1933	Cedar Street Bridge Peoria, Illinois	Shark River Bridge Avon, New Jersey	Dr. John D. McLoughlin Bridge Clackamas County, Oregon	
1932	Pulaski Skyway Hudson County, New Jersey	French King Bridge Erving, Massachusetts	Bryan Bridge Valentine, Nebraska	
1931	Bayonne Bridge Bayonne, New Jersey Staten Island, New York	Waldo-Hancock Suspension Bridge Bucksport, Maine	West Stewartstown Bridge West Stewartstown, New Hampshire	
1930	Wabash Avenue Bridge Chicago, Illinois		Delton Bridge Delton, Wisconsin	
1929	Mount Hope Bridge Portsmouth, Rhode Island	Mount Pleasant Bridge Mt. Pleasant, New York		
1928	Sixth Street Bridge Pittsburgh, Pennsylvania			

Contest entry rules and requirements are available upon request from the American Institute of Steel Construction.



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