

PEORIA, IL

Franklin Street Bridge

The Franklin Street Bridge in Peoria, IL across the Illinois River was built by Marsh Bridge Company of Des Moines, Iowa between 1906 and 1909 at a cost of \$ 222,088. The bridge was opened to traffic on April 11, 1909. It was replaced by the Robert H. Michel Bridge in 1993.



CHICAGO, IL

Dearborn Street Drawbridge

The drawbridge across the Chicago River at Dearborn Street was 300 feet long and had an opening of 60 feet.





CEDAR RAPIDS IOWA

Municipal Island Bridges across Cedar River



New Centennial Bridge between Davenport, Iowa and Rock Island, Ill.



This is Rock Island's Centennial Year
1940-1941



Rock Island announces with pride the dedication and official opening of the "ROCK ISLAND CENTENNIAL BRIDGE" connecting the business section of Rock Island, Illinois, with the business section of Davenport, Iowa.

This bridge was erected by the citizens of Rock Island at a cost of \$2,500,000 and without the aid of government money. It was begun March 6, 1939. Excellent weather conditions throughout its construction permitted progress almost phenomenal for a bridge of this magnitude.

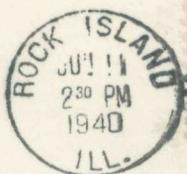
It is a type known as "TIED ARCH" like a bow and arrow, with heavy steel arch construction and concrete floor. There are five spans, the longest of which is 540 feet. The bridge has a total length of 4,450 feet with four lanes, each 11 feet wide. It is the only four lane bridge spanning the Mississippi River.

The Rock Island entrance is beautifully landscaped. There are handsome ornamental columnar lamp posts at each corner together with electric fountains on each side of the entrance. It necessarily has to be a toll bridge to amortize the cost, but the toll is being held down to 10c for private automobiles.

This Souvenir is sent to you by

You will get a thrill to ride high over the Mississippi on this new bridge.

Dedicatory Cachet



sponsored by

Rock Island Centennial Association

C.A. KINNEY
36 SHERMAN AVE.
YONKERS - N.Y.

Dedicatory Cachet



sponsored by

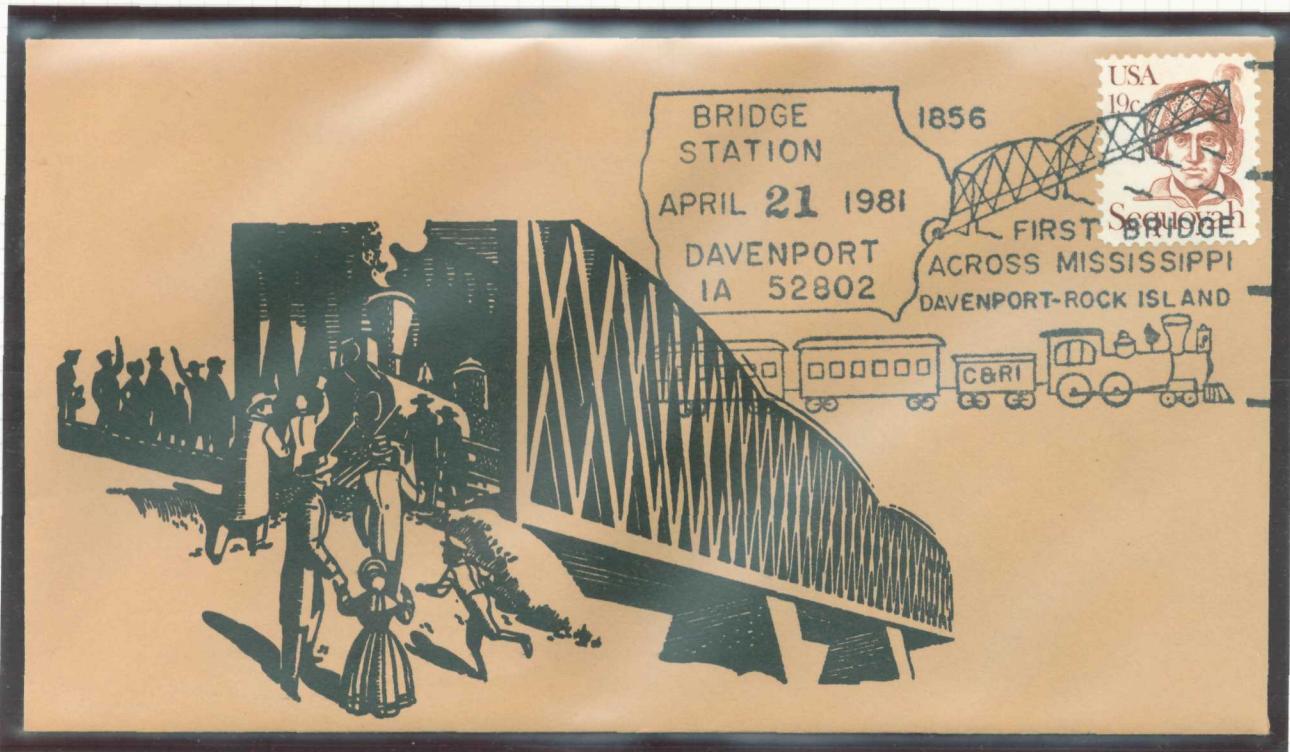
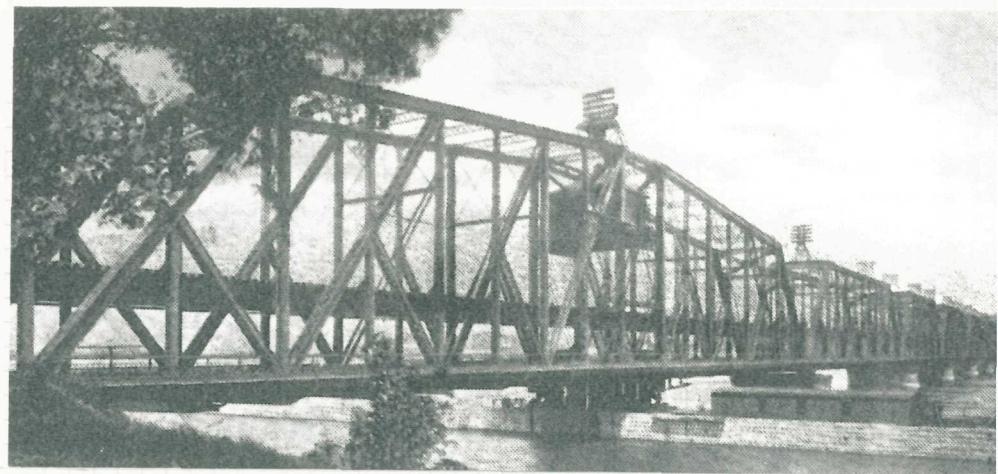
Rock Island Centennial Association

C.A. Kinney
36 Sherman Ave.
Yonkers, New York

GOVERNMENT BRIDGE

Davenport, IA - Rock Island, IL

This bridge crosses the Mississippi River between Davenport, Iowa and Rock Island, Illinois. The two covers show views of the second bridge built at this site in 1873. The photograph shows the third and current bridge, built in 1894.



Government Bridge, Davenport, Ia.

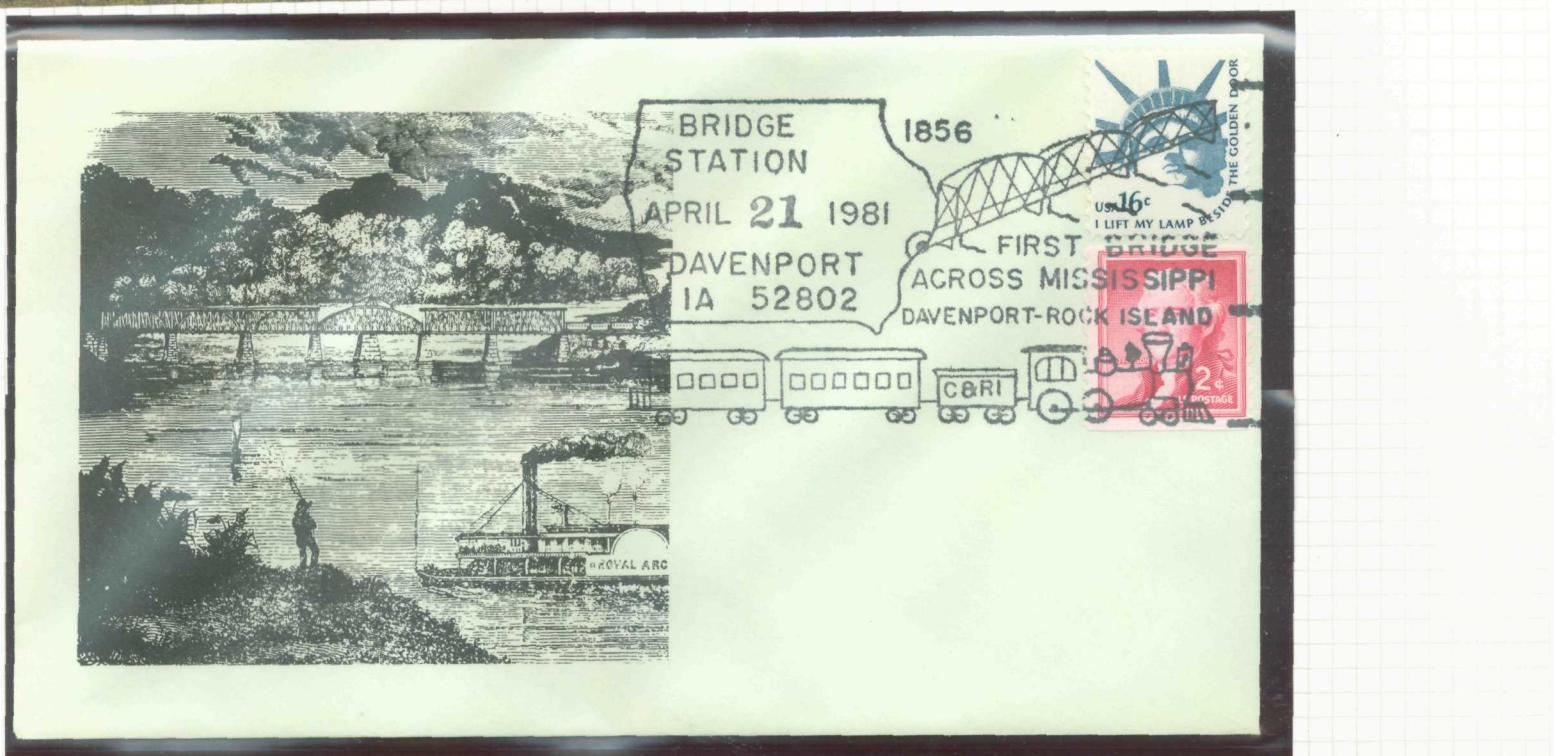


GOVERNMENT BRIDGE

Davenport, IA - Rock Island, IL

This bridge crosses the Mississippi River between Davenport, Iowa and Rock Island, Illinois. It was built originally to provide access to the Government Arsenal on Rock Island.

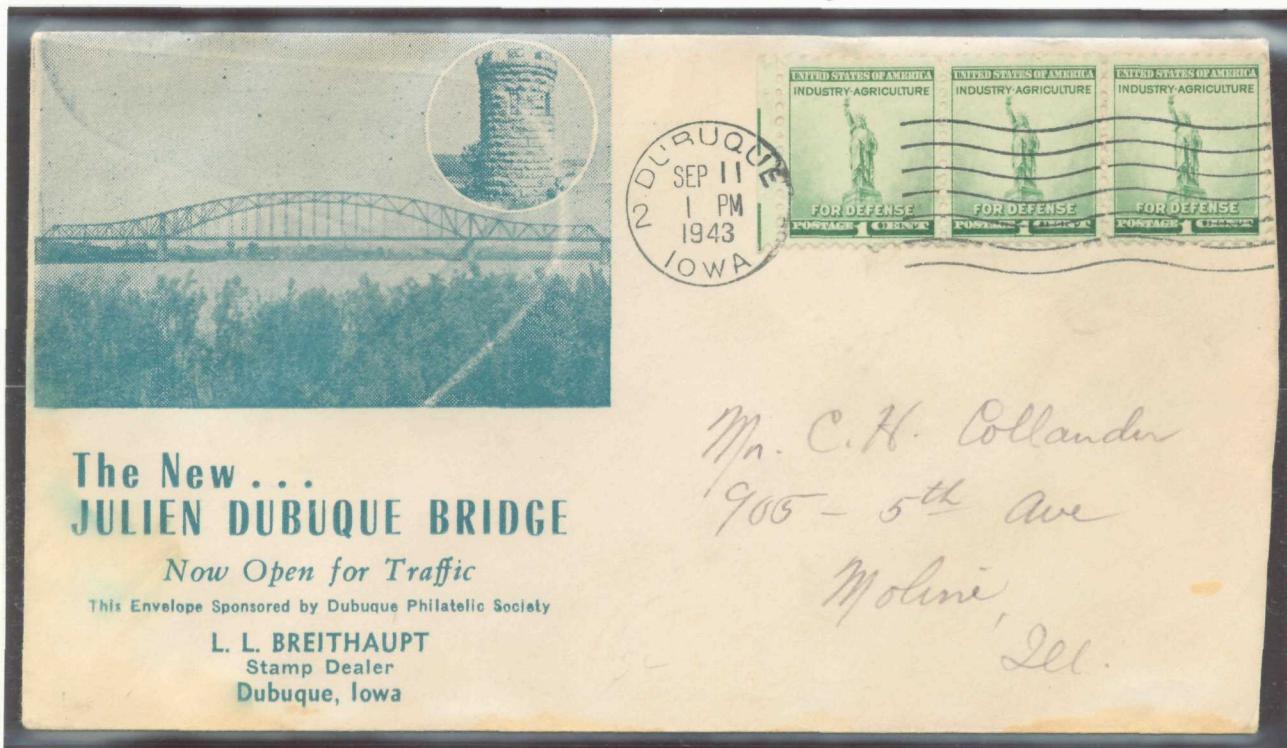
The two covers show views of the first bridge built at this site in 1856. The photograph shows the third and current bridge, built in 1894.



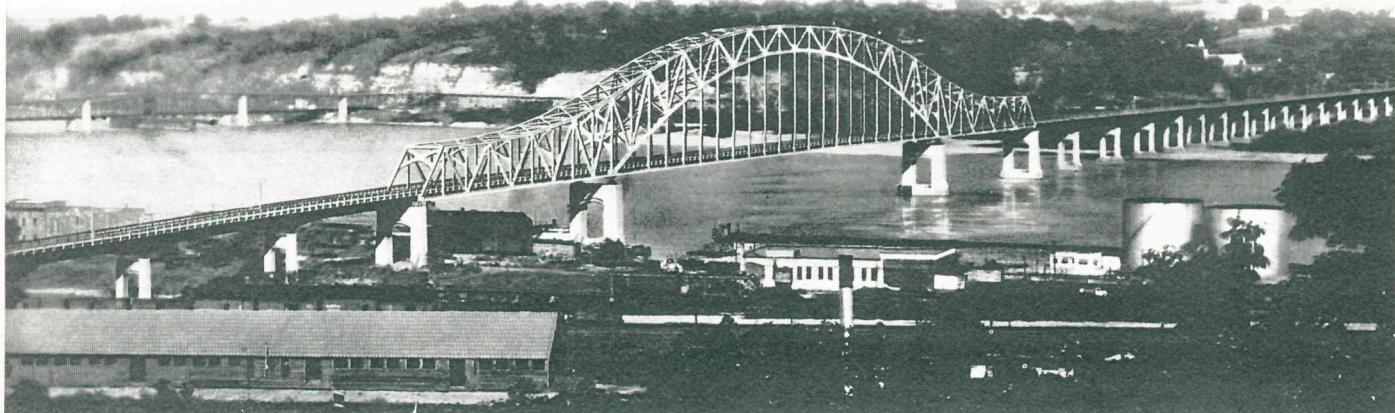
DUBUQUE, IOWA

Julien Dubuque Bridge

The Julien Dubuque Bridge carries Interstate Highway 20 across the Mississippi River at Dubuque, Iowa. The 2-lane highway bridge is 5,760 ft long. The Iowa approach has 17 spans with a total length of 1,448 ft and the Illinois approach has 23 spans with a total length of 2,773 ft. The main bridge is a tied arch with a center span of 845 ft and side spans of 347 ft. The bridge was designed by Howard, Needles, Tammen & Bergendoff and opened to traffic in 1943.



Julien Dubuque (1762-1810) was a pioneer settler of Iowa. Born in Quebec he came to Prairie du Chien by 1775. He ingratiated himself with a band of Fox Indians encamped at the site of what is now the city of Dubuque, and by a written cession they gave him sole right to work their lead mines (1788). This right was confirmed and granted to him as the first land holding in Iowa given to a private individual by the Governor of Louisiana. For 20 years Dubuque worked the mines and traded in furs, employing Indians and French Canadian settlers. He retained the confidence of the Indians and was buried by them - with the honors of a chief - on a bluff overlooking the City named for him.



MINNEAPOLIS - ST.PAUL

Ford Parkway Bridge



The Ford Parkway Bridge, also known as the Intercity Bridge, connects Minneapolis and St. Paul and serves as a major access route for vehicles, pedestrians and bicyclists traveling between the twin cities. Built between 1925 and 1927, the crossing is a reinforced concrete, open-spandrel, continuous arch bridge that has been listed in the National Register of Historic Places since 1989. The three main arch spans - each about 327 ft long - cross the Mississippi River. Flanking the main spans are two similar arch spans with spans of 158 ft. Six conventionally framed approach spans of varying lengths complete the structure. The overall length of the bridge is 1,523 ft. The bridge was rehabilitated and widened in 2002 - 2004.



BAY CITY, MICH.

I-75 Bridge across Saginaw River



MINNEAPOLIS, MINN.

The First Bridge Across Mississippi



The first bridge across the Mississippi River was opened on January 23, 1855. Built by Thomas M. Griffith, the suspension bridge had a span of 620 feet, a width of 17 feet, wooden stiffening trusses and wooden towers. The 4 cables were each composed of 500 No.10 charcoal iron wires. The bridge was replaced by a larger and stronger suspension bridge in 1877.



DULUTH, MN

DULUTH - SUPERIOR HI BRIDGE, at Westerly Terminus of St. Lawrence Seaway.

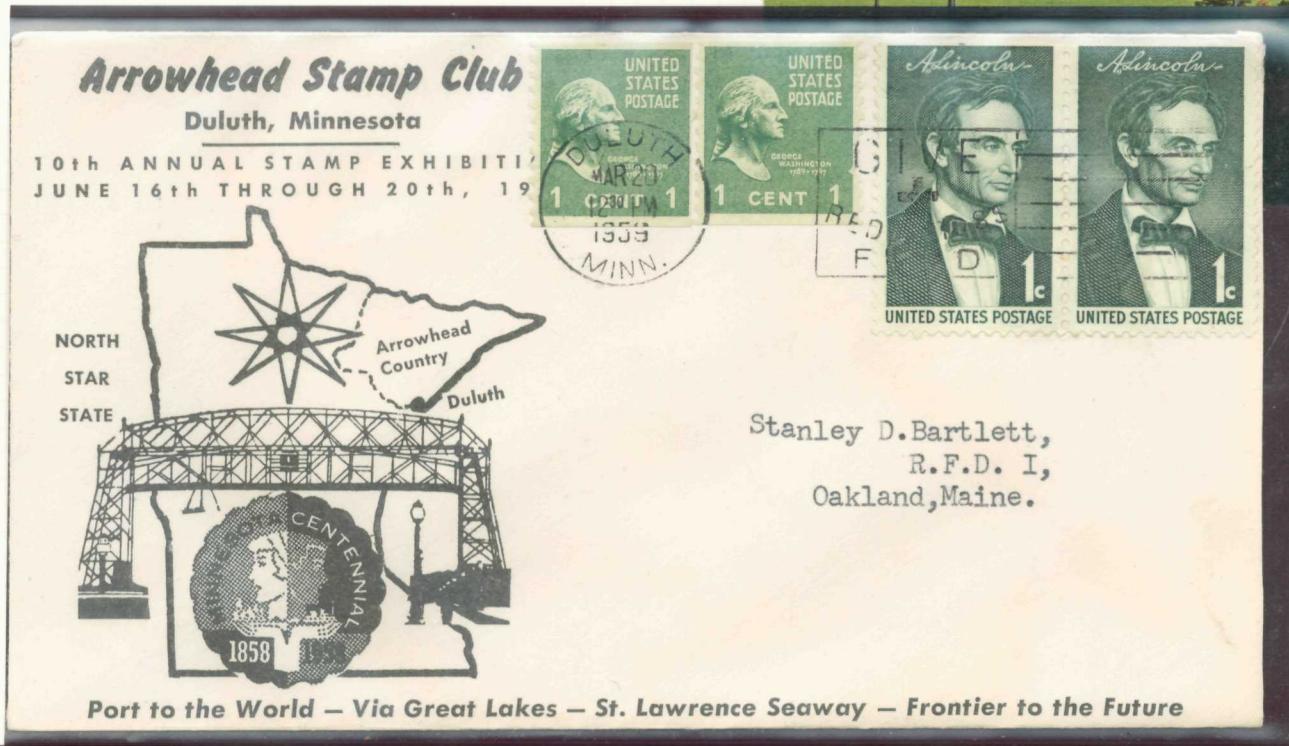


DULUTH, MN

Aerial Bridge at the entrance to Duluth-Superior Harbor.
Span 393 ft - 9 inches, clear height 135 ft.

Completed in 1905 at cost of \$100,000.

Originally built as a Transporter Bridge with a suspended cabin, the bridge was modified in 1929 to a fixed lift span.



DULUTH, MN

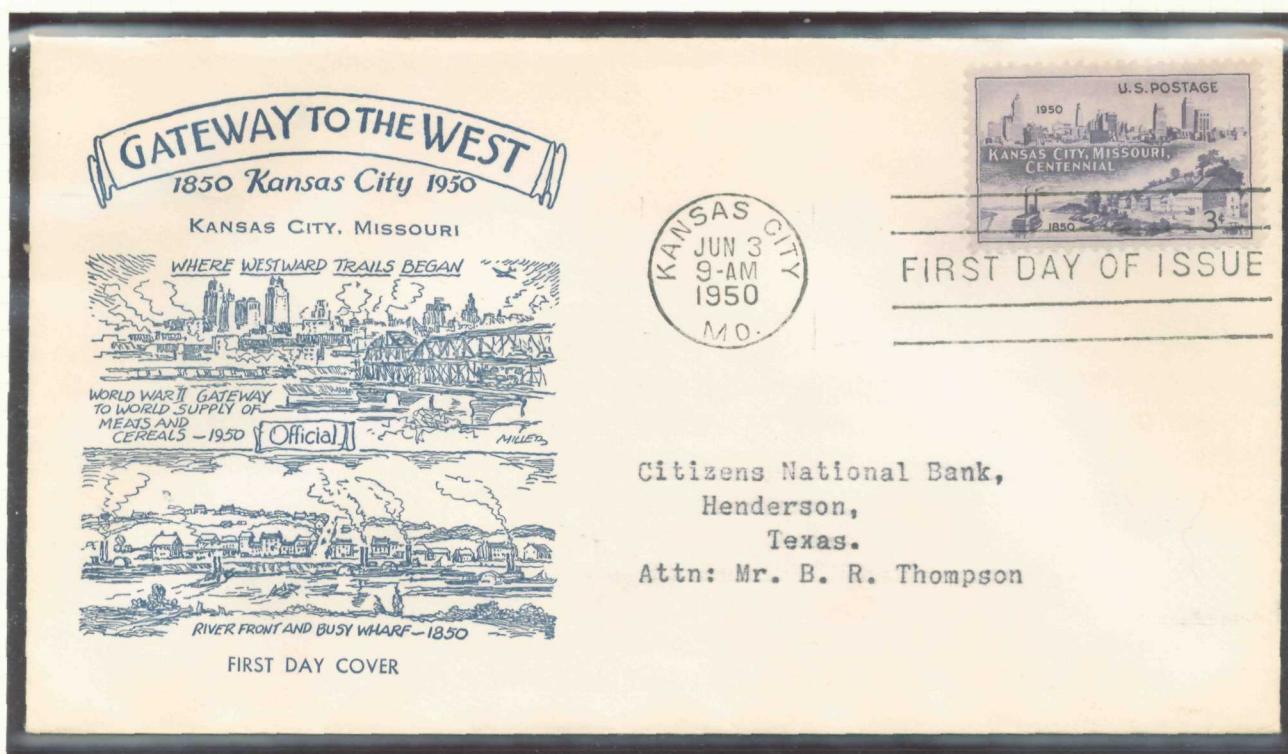
Aerial Bridge at the entrance to Duluth-Superior Harbor, with a span of 393 ft - 9 inches, and a clear height of 135 ft. Completed in 1905 at a cost of \$100,000. Originally built as a Transporter Bridge with a suspended cabin, the bridge was modified in 1929 to a fixed lift span.



KANSAS CITY, MO.

Missouri River Railroad Bridge

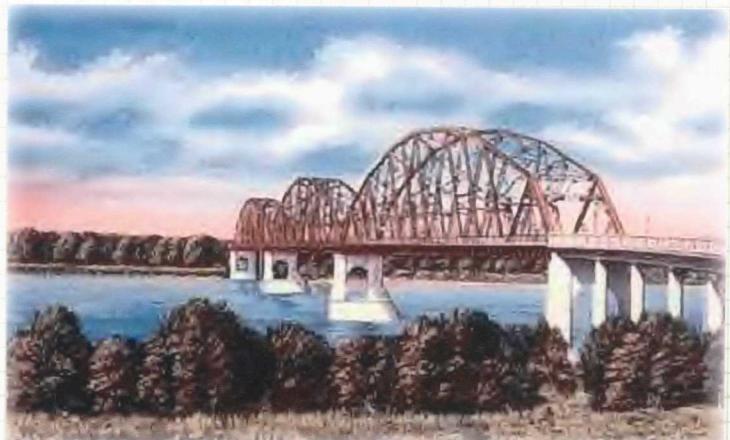
The 19th century railroad bridge across the Missouri River and bridges like it were instrumental in opening up and developing the western part of the United States. This bridge is still in use today adjacent to the more modern Broadway Bridge.



BISMARCK, ND

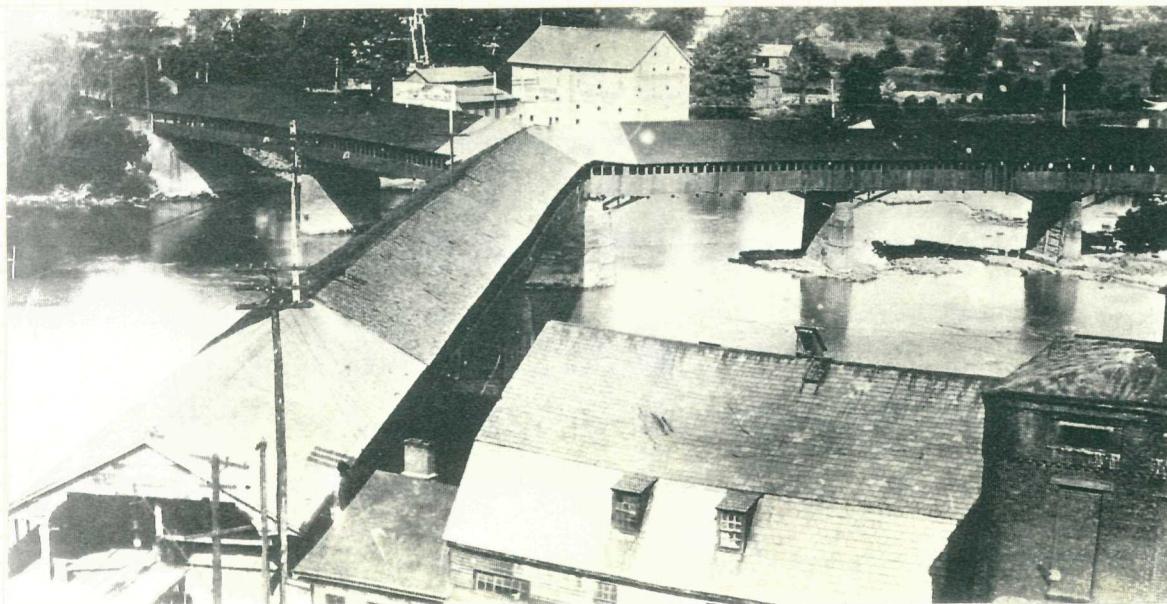
Liberty Memorial Bridge

The Liberty Memorial Bridge across the Missouri River at Bismarck, ND was built by American Bridge Company. It was opened to traffic in 1922 as the final coast to coast link of U.S.Highway 10. When it was dedicated it was named the Liberty Memorial Bridge in honor of North Dakotans who fought in World War I. It was the first Missouri River Bridge that was designed for automobile traffic and today carries Interstate Highway I-94. All earlier bridges across the Missouri River were railroad bridges. The bridge was placed on the National Register of Historic Places in 1997.



Y-BRIDGE

Zanesville, Ohio



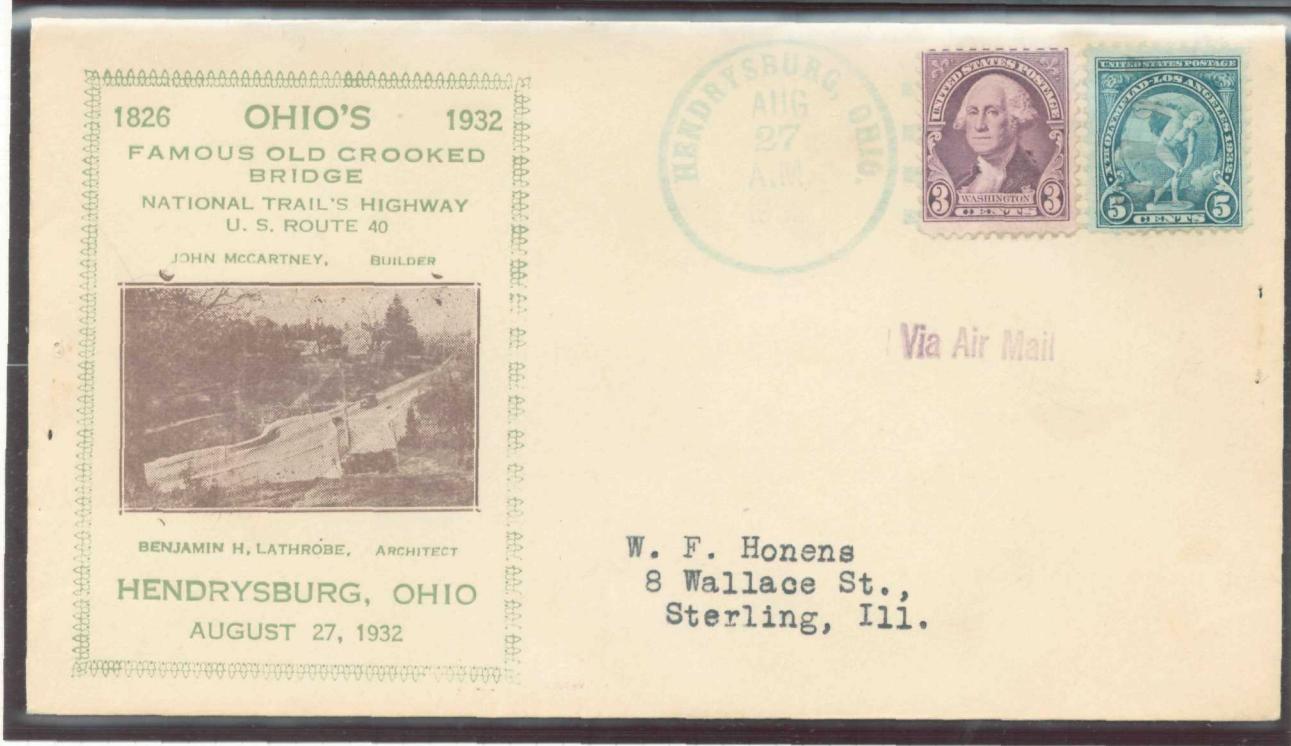
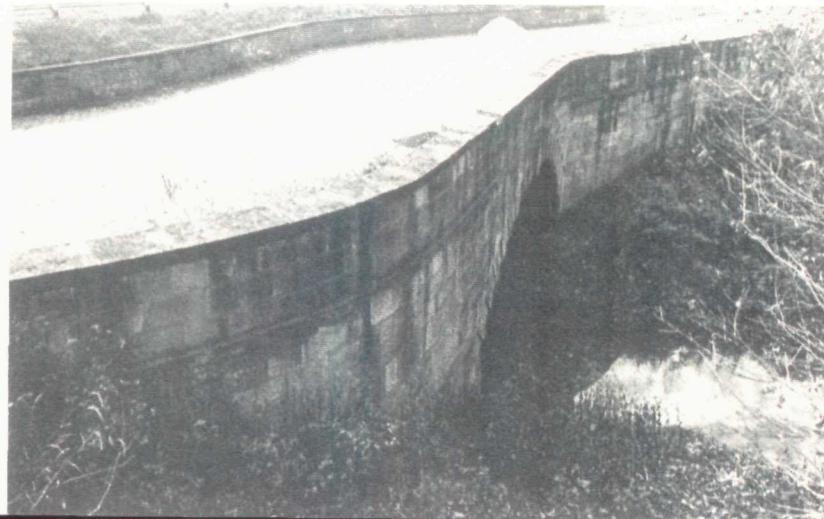
The Y-Bridge shown on the cover spans both the Muskingum and Licking rivers and is actually the fourth bridge at this location. The first bridge at this site, a flimsy uncovered wooden structure on trestling and crib piers filled with loose stones built by Rufus Scott in 1813-14, collapsed into the river in 1818. Its replacement structure was condemned after 13 years of service. By 1830, construction of the National Road (later U.S.40) had reached Zanesville and it was obvious that traffic across the Muskingum River would increase to the point where a more substantial crossing was required. Catharinus Buckingham was commissioned to design and built this new bridge, a covered wooden structure shown on the photograph , which stood until 1901 and was replaced by a concrete bridge, shown on the cover.



HENDRYSBURG, OHIO

Famous Old Crooked Bridge

The Famous Old Crooked Bridge in Hendrysburg, Ohio, was built in 1832 as part of the National Road from Maryland to Ohio. Construction of this road (later called U.S.Route 40) in the early part of the 19th century involved building scores of masonry bridges across small creeks and rivers. Among the more visually distinctive of these structures were "S" bridges, constructed in locations where the highway crossed streams at an oblique angle. To eliminate the need for building a lengthy skewed bridge at such sites, the roadway was contorted into an "S" shape that allowed use of a relatively short-span arch across the river itself.

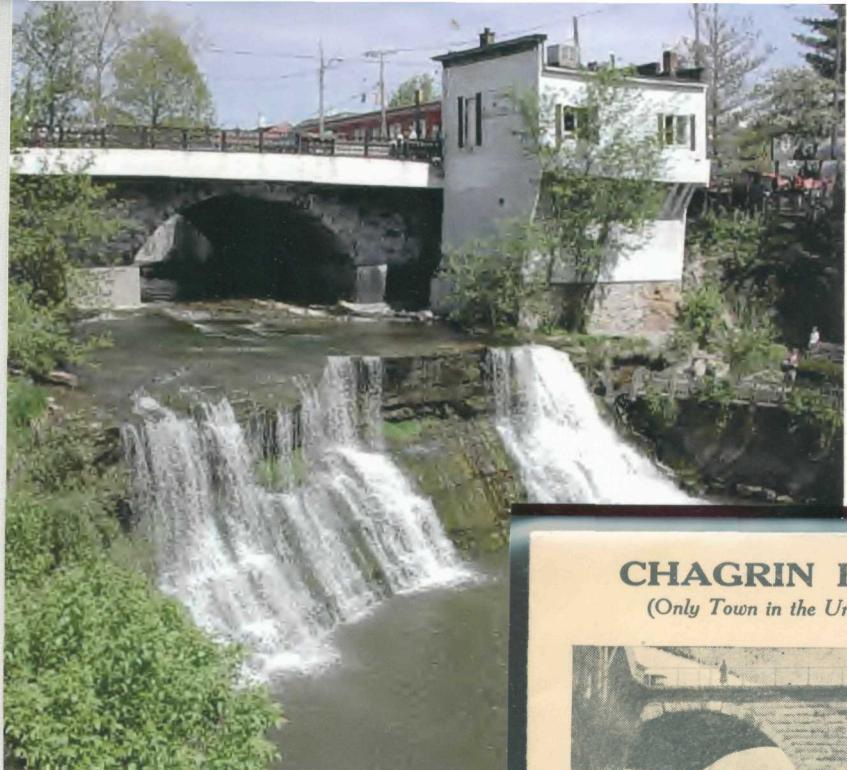




IRONTON-RUSSEL BRIDGE

3-span Cantilever Bridge across the Ohio River between Ironton, Ohio, and Russel, Kentucky. Built in 1922, the bridge carries 2-lane State Route 93 across the river.





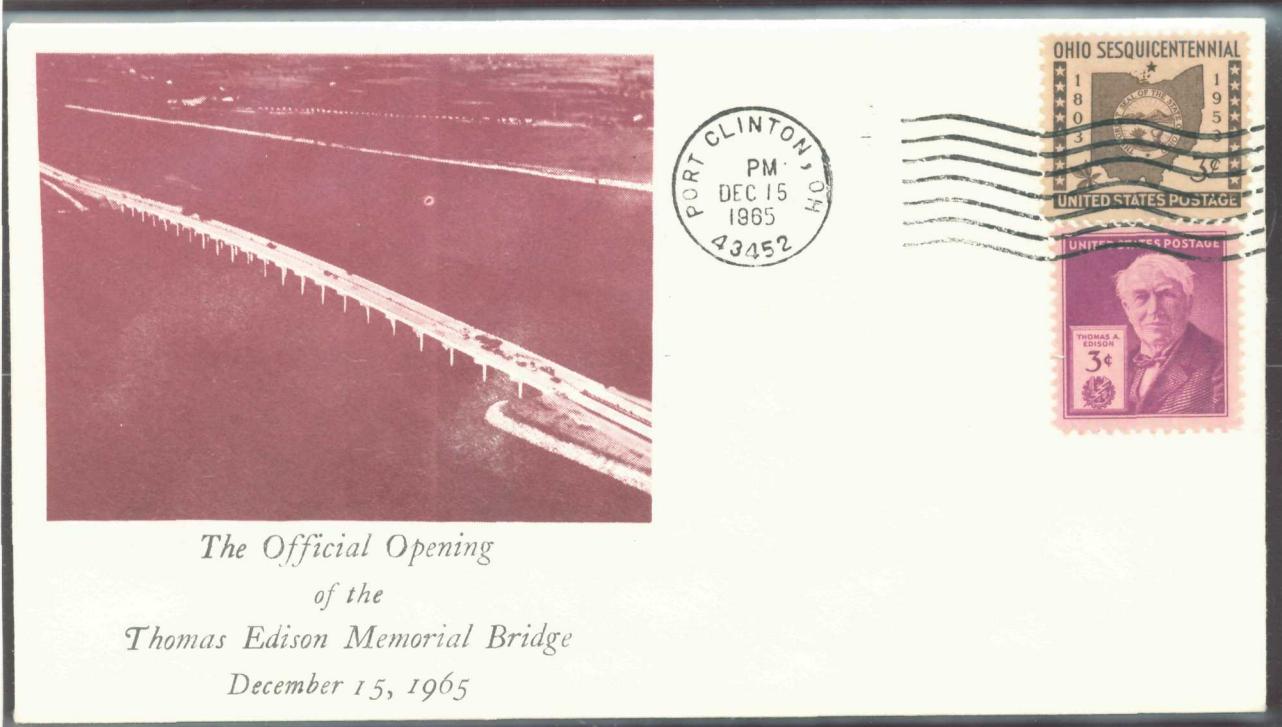
CHAGRIN FALLS OHIO

Main Street Bridge
across Chagrin River



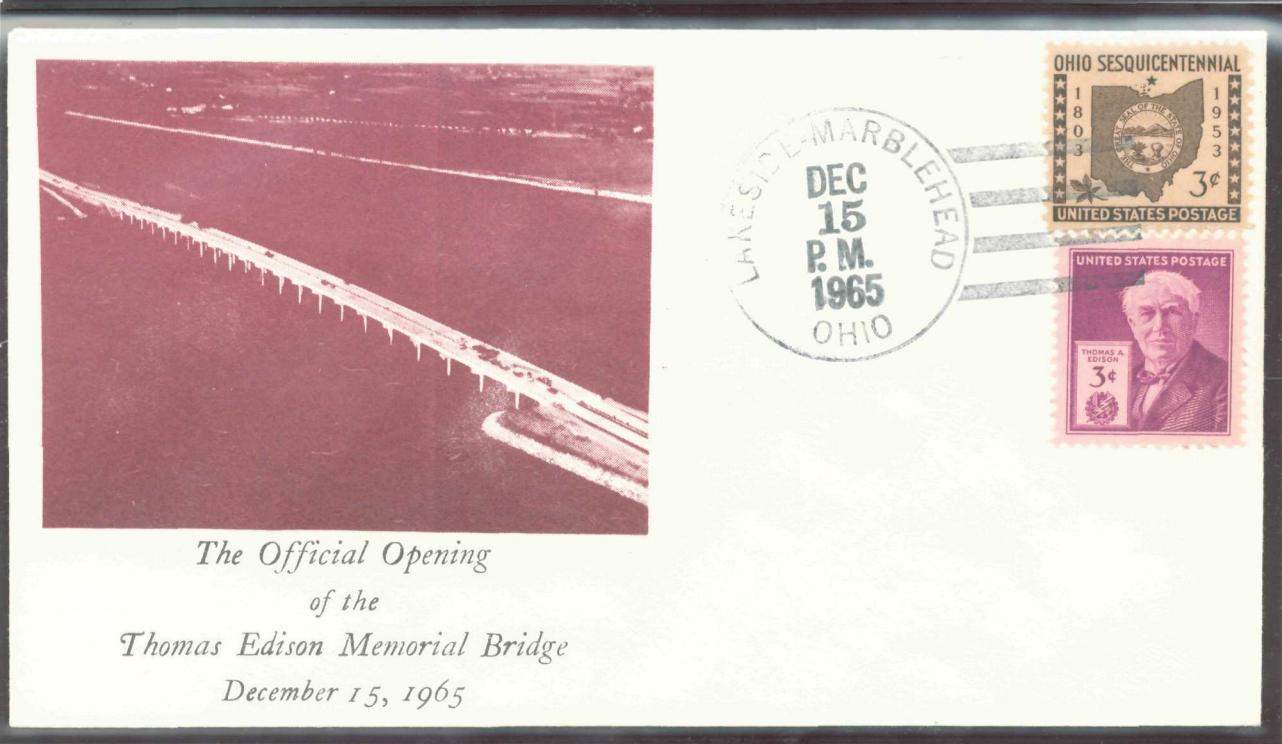
THOMAS EDISON MEMORIAL BRIDGE

This bridge carries Ohio Route 2 across Sandusky Bay. Opened on December 15, 1965, it replaced the old 2.1 mile long Lake Shore Route Bay Bridge.



*The Official Opening
of the
Thomas Edison Memorial Bridge*

December 15, 1965

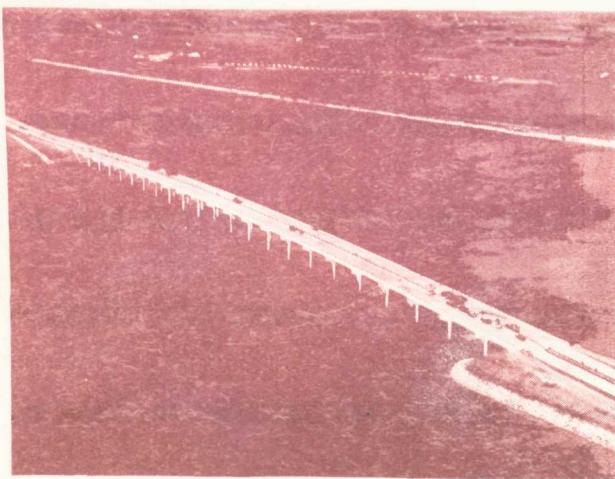


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THOMAS EDISON MEMORIAL BRIDGE

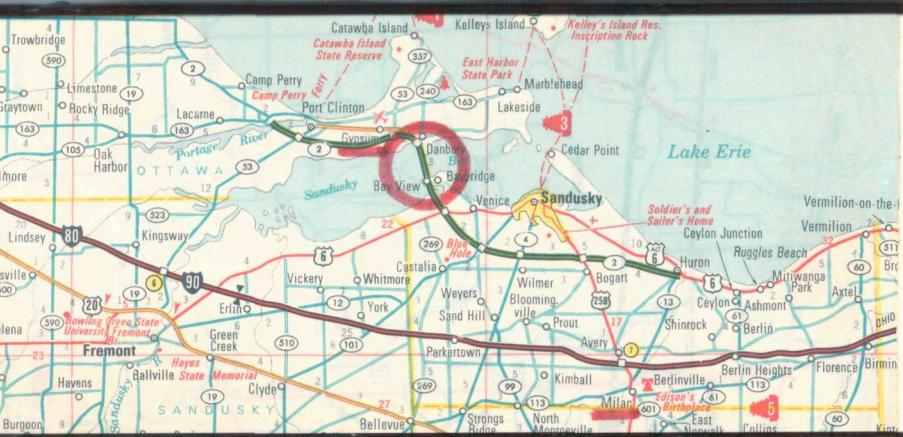
OHIO



G Y P S U M
DEC 15 P.M. 1965 OHIO



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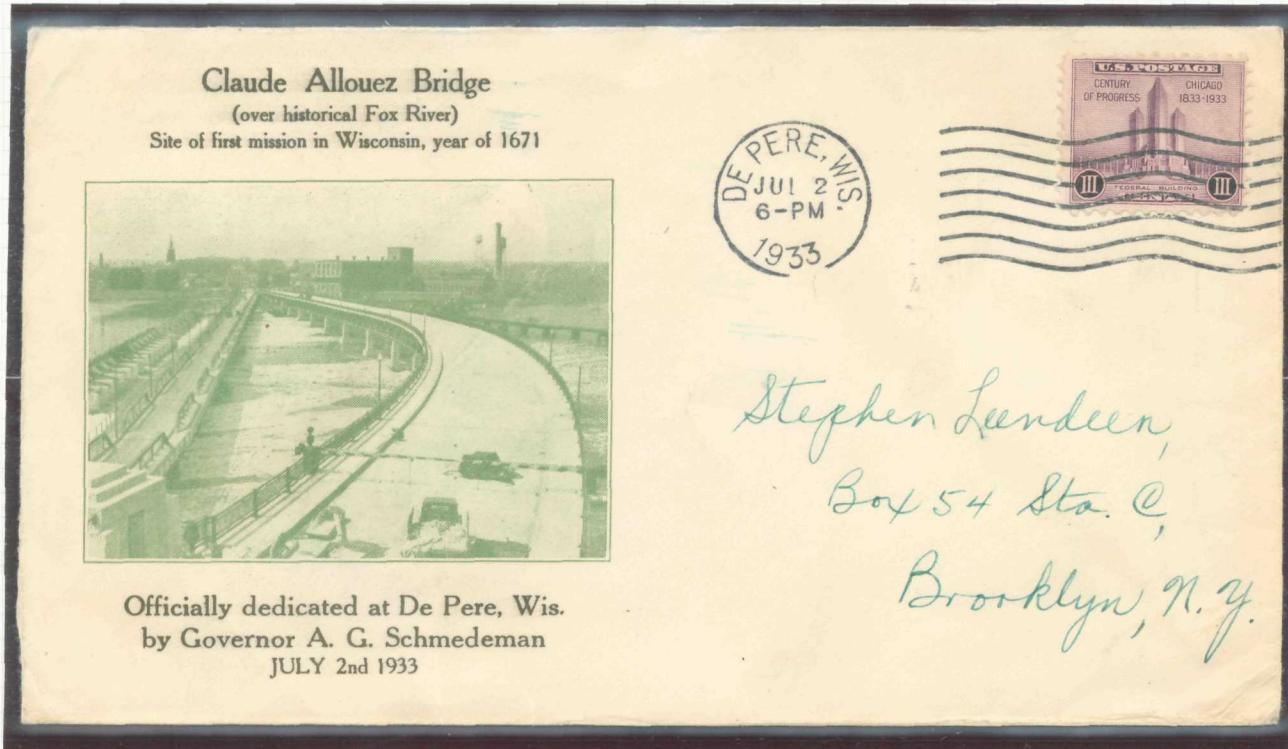
MILAN, OHIO
DEC 15 1965
USPO



James Q. Rhodes

DE PERE, WI

Claude Allouez Bridge



The Claude Allouez Bridge across the Fox River in downtown De Pere was built in 1932 and officially dedicated on July 2, 1933. It was named after Father Claude Allouez who built a mission in the vicinity of the bridge approach in 1671 and served the local natives until 1728.

Over the years, the bridge has undergone many repairs to maintain safety, including:

- * The lift span received a new deck in 1965 which was repaired again in 1986.
- * The entire roadway received an asphalt overlay in 1974.
- * A new concrete deck was put on in 1977.
- * Since 1977, the deck has been repaired 27 times in various locations.
- * In 2001, the bridge received an asphalt overlay.

A 1998 study recommended that the bridge be replaced prior to 2008-2010, noting that the bridge was built in 1932 and was past its service life.

LOS ALAMOS, NM CANYON BRIDGE

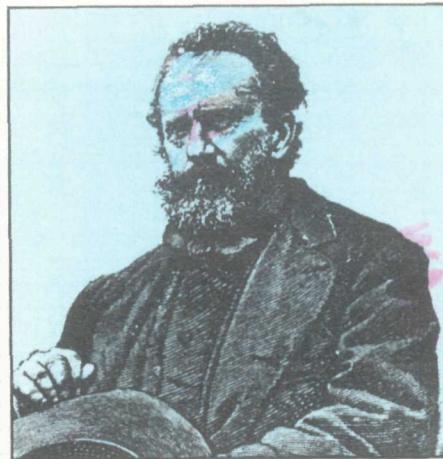
The Los Alamos Canyon Bridge is 820 ft in length and consists of a 442.5 ft arch span and six other spans of 62 ft each. At its center, the bridge is 180 ft above the canyon floor. The bridge is constructed of steel box beams and has a concrete deck carrying four traffic lanes and a sidewalk.



WACO, TX

Suspension Bridge across the Brazos River

When opened in 1870, the Brazos River Bridge was the longest single suspension span (475 feet). It was designed by Chief Engineer Thomas Griffith.



THOMAS M. GRIFFITH
Engineer

James Berryhill
1700 Plum Circle
Waco, Texas 76706

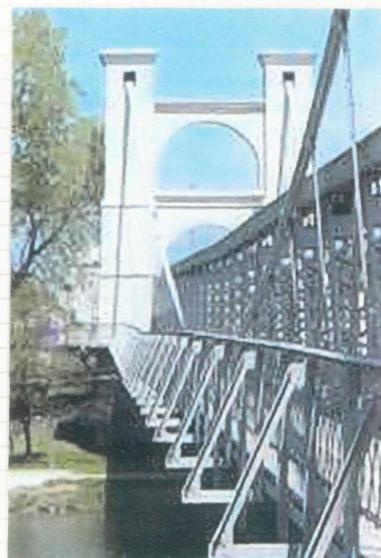
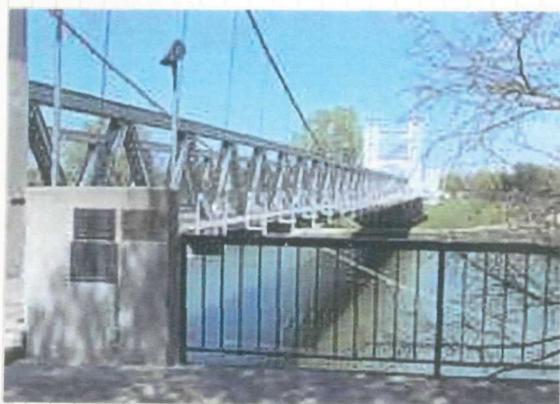


WACO SUSPENSION BRIDGE,

At Waco, McLennan County, Texas. 475 Feet Span; Cost \$144,000. Thos. M. Griffith Engineer.

CROSSING THE BRAZOS RIVER AT ONE SPAN.

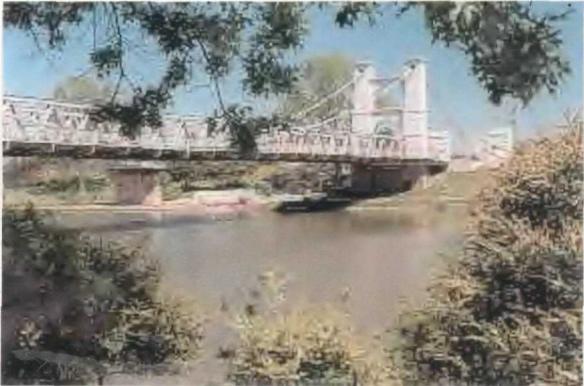
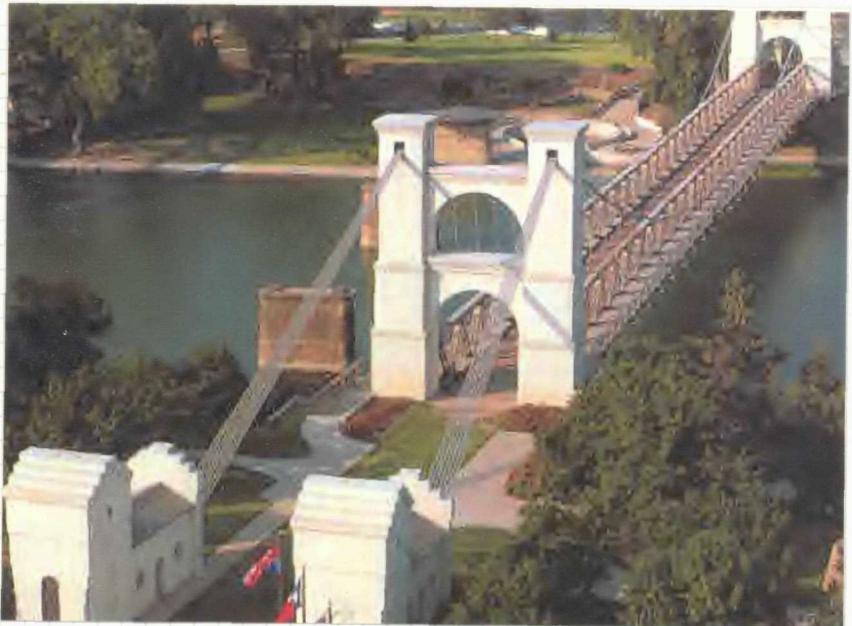
CASTLE STAMPS
& COIN
P.O. Box 1196
Hewitt, Texas
76643



WACO, TX

Brazos River Bridge

The suspension bridge across the Brazos River in Waco was designed by Thomas Griffith in 1870. It has a single span of 475 ft and a width of 18 ft. The towers are built of brick. The iron truss work was fabricated in New York State and hauled by oxen the last 80 miles to its final location. The adjacent truss bridge has been removed.



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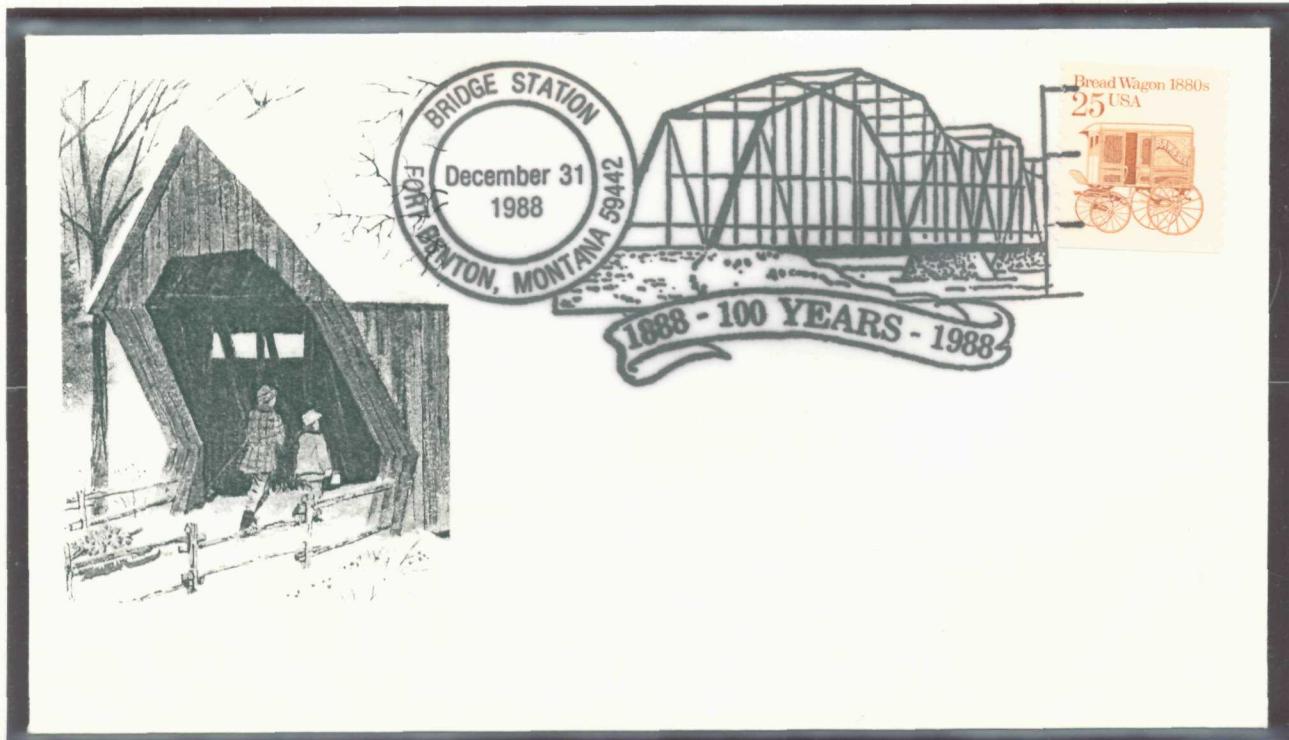
ROCKY MOUNTAINS

COLORADO
IDAHO
MONTANA
NEVADA
UTAH
WYOMING

FORT BENTON BRIDGE



The Fort Benton Bridge was built in 1888 to carry the Great Northern Railroad across the Missouri River. It consists of three spans of 175 ft., and one span each of 225 and 75 ft. The bridge was the first all-iron bridge in Montana. It is no longer maintained for highway traffic.



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PACIFIC COAST

CALIFORNIA
OREGON
WASHINGTON

PASADENA, CA

Colorado Street Bridge across Arroyo Seco



YAQUINA BAY BRIDGE

Newport, Oregon

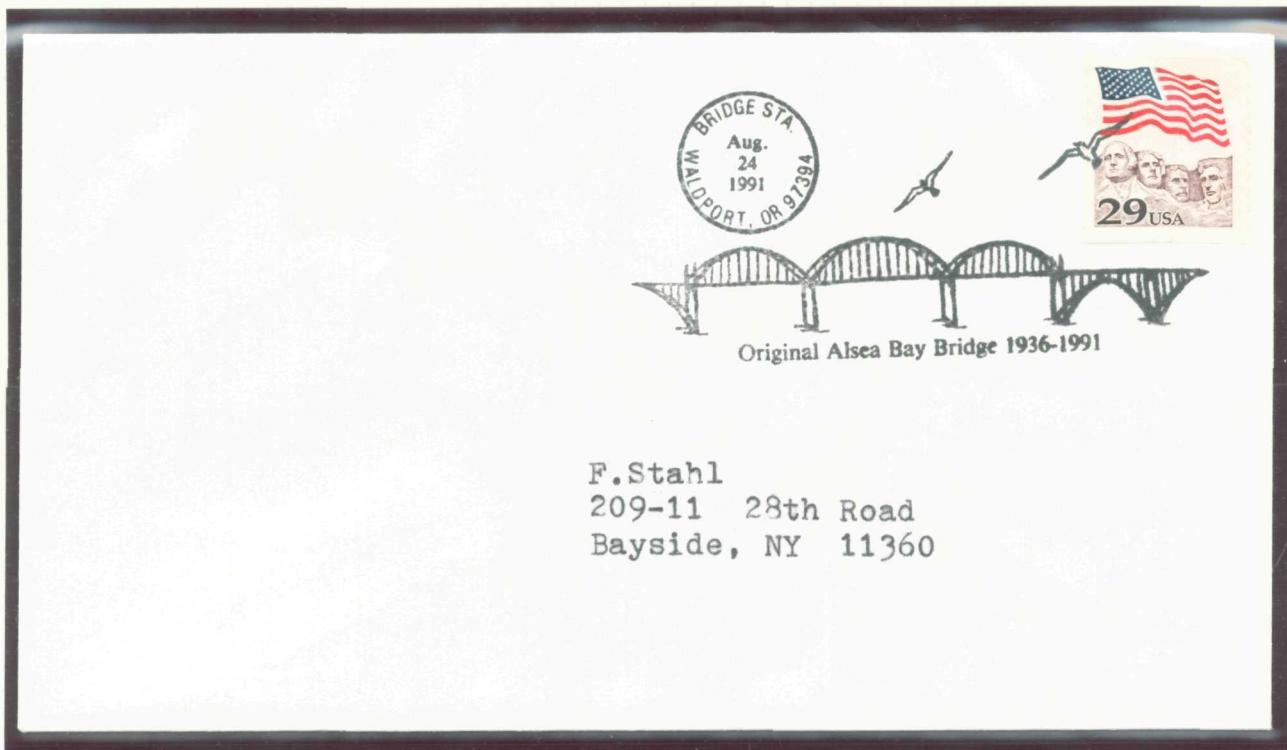


Designed by Conde B. McCullough and completed in 1936, the Yaquina Bay Bridge on the Oregon Coast Highway is a combination of steel and concrete arches with a total length of 3,260 ft. The main channel span is a through-arch 600 ft long and 226 ft high, with the roadway suspended from hangers. It is flanked by two steel deck arches, each 350 ft long. There are 10 ribbed open-spandrel deck arches on either side of the main steel arch span, ranging in length from 160 to 265 ft. Approaches to the bridge are concrete girder deck spans.



ALSEA BAY BRIDGE

Walport, Oregon



F.Stahl
209-11 28th Road
Bayside, NY 11360



Of the 10 major bridges and dozens of smaller ones on the Oregon Coast Highway, the Alsea Bay Bridge was considered the crown jewel. Designed by Conde B. McCullough and completed in 1936, the bridge consisted of 3 main through tied arch spans and approach deck arch spans. Overall length was 3,024 ft. Concrete deterioration necessitated replacement of the entire bridge in 1992.

COOS BAY BRIDGE

North Bend, Oregon



COOS BAY BRIDGE AT NORTH BEND, OREGON COAST HIGHWAY 10

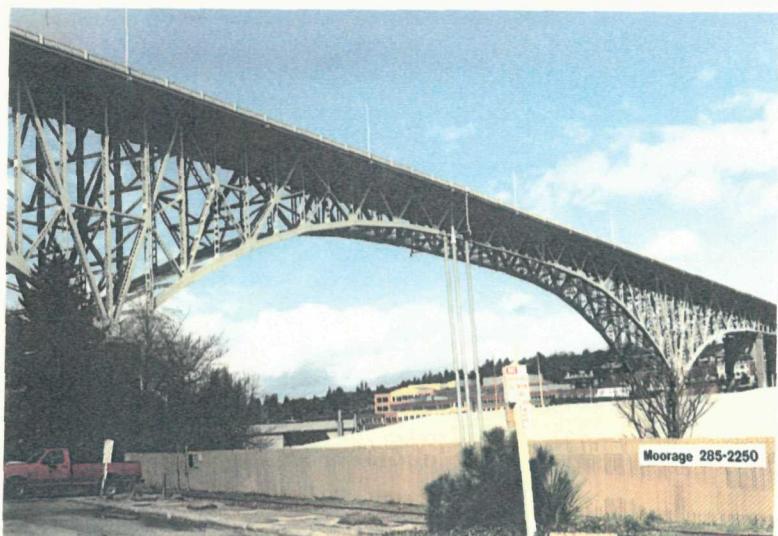
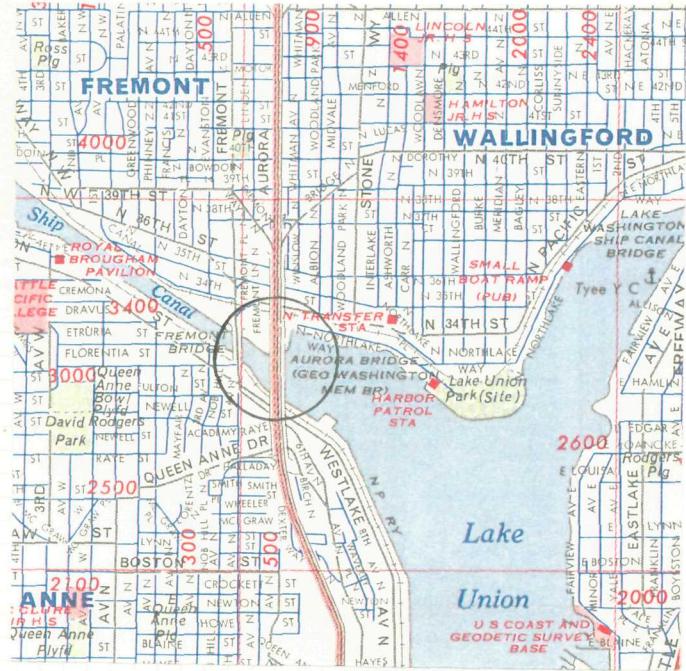
Designed by Conde B. McCullough (1887-1946), the 5,305 ft long structure consists of a 1,709 ft long steel through truss with a main span of 793 ft and 13 two-ribbed open-spandrel deck arch approach spans of reinforced concrete.

After McCullough's death, the bridge was named the Conde B. McCullough Memorial Bridge in his honor, in recognition of his contributions to improve Oregon's highway system.



GEORGE WASHINGTON MEMORIAL BRIDGE SEATTLE, WA.

The George Washington Memorial Bridge in Seattle, WA. carries Aurora Avenue across Lake Union. At the time of its opening to traffic on February 22, 1932, this bridge was one of the world's ten longest cantilever truss bridges with a main span of 800 ft.



Lake Washington Floating Bridge - Seattle, Wn.

Floating Length 6,561 ft.

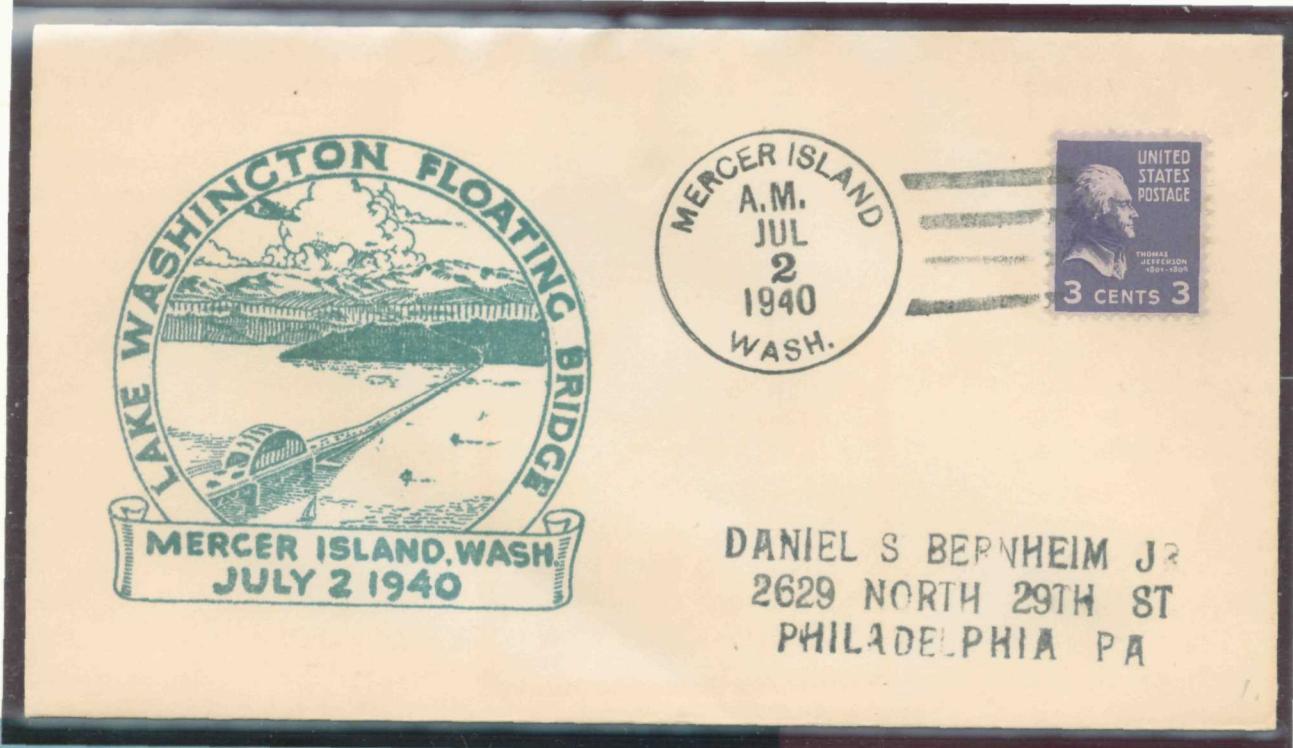
Each Floating Section is 315 ft. long,
60 ft. wide, 14 ft. deep, weighs 45½ tons.



LAKE WASHINGTON FLOATING BRIDGE

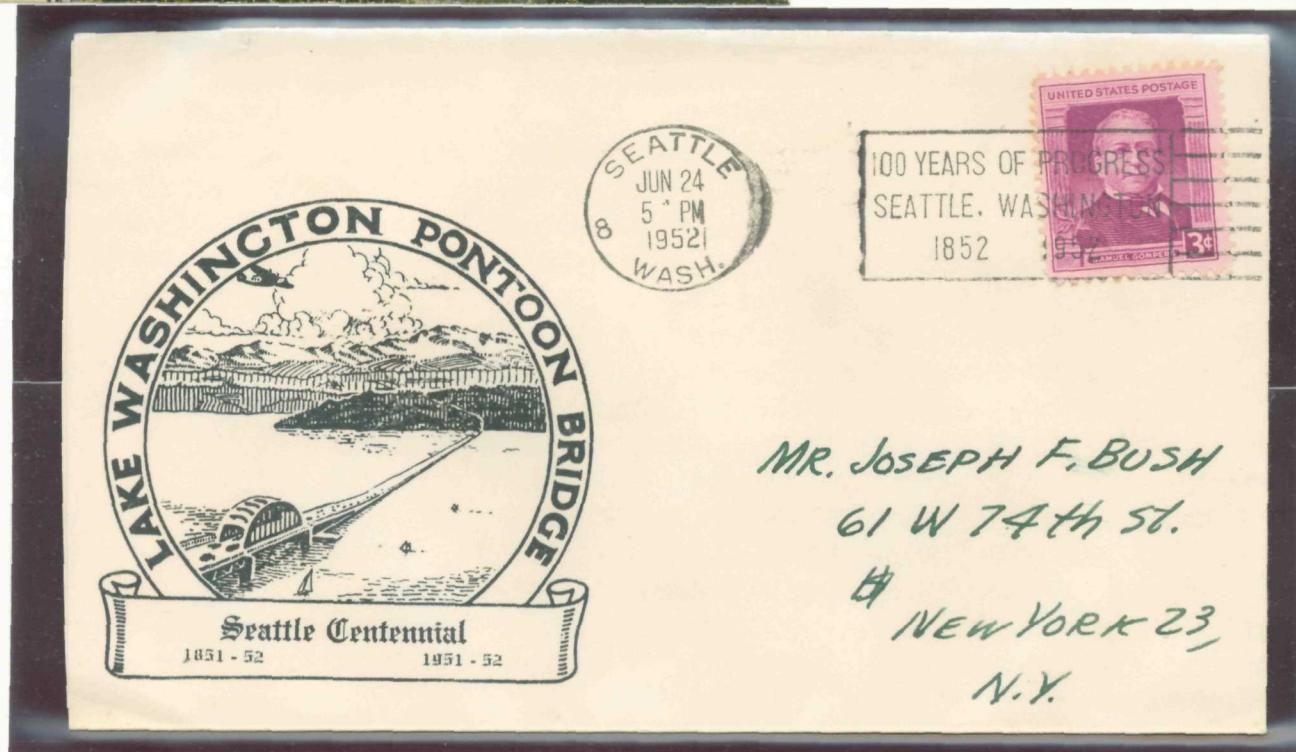
This bridge connects downtown Seattle with Mercer Island. The 6,561 ft long four-lane bridge was opened to traffic on July 2, 1940. It consisted of 25 floating concrete pontoons, each 315 ft long, 60 ft wide , 14 ft deep and weighing 45-1/2 tons, bolted together and anchored with steel cables. During a heavy rain storm on November 25, 1990, water filled the pontoons and the bridge sank into Lake Washington. It was eventually replaced by a similar, but more modern structure.





LAKE WASHINGTON FLOATING BRIDGE

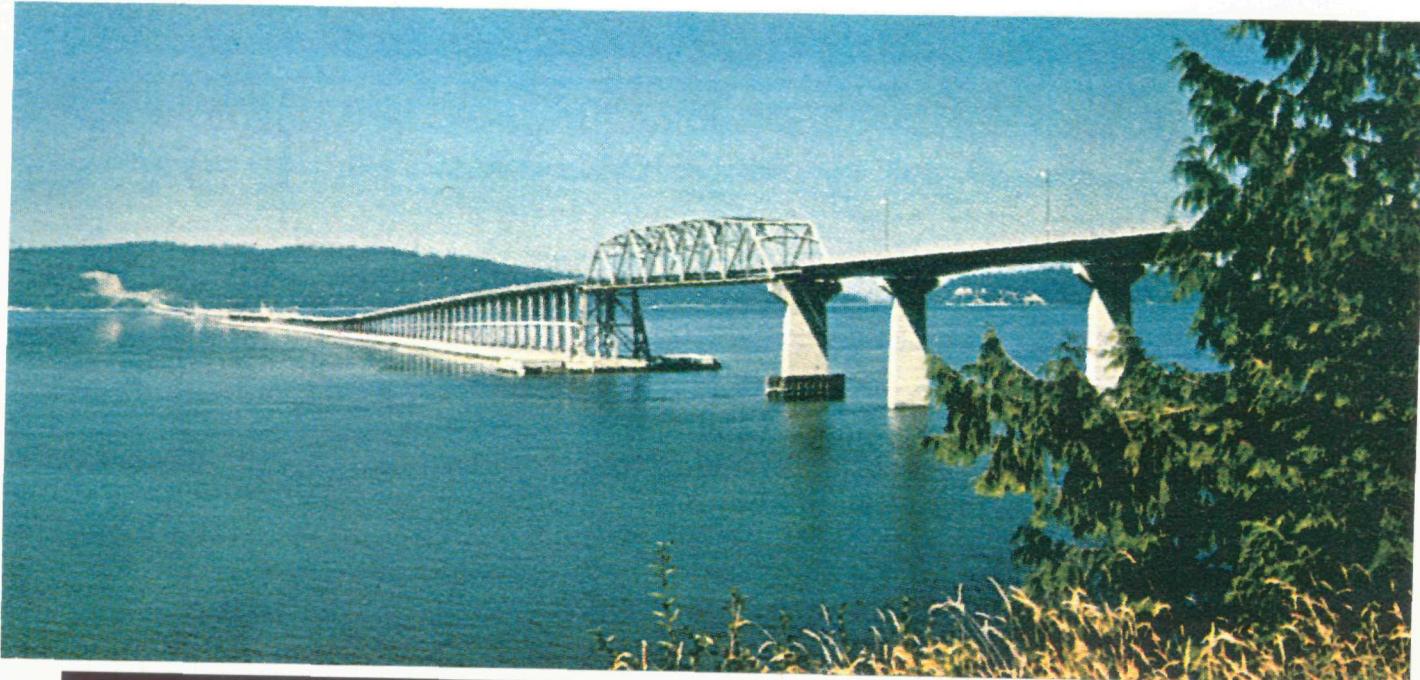
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HOOD CANAL FLOATING BRIDGE

The Hood Canal Floating Bridge is a concrete pontoon floating bridge crossing the salt-water tidal Hood Canal west of Port Gamble. It was opened to traffic on August 12, 1961.

The overall bridge length is 7,869 feet. It has a center draw-opening of 600 feet. The water depth below the floating bridge pontoons ranges from 80 to 340 feet. The west half of the bridge failed and sank on February 13, 1979 during a storm carrying wind gusts of 120 miles per hour and sustained winds of 85 miles per hour. The failed portion of the structure was rebuilt and re-opened to traffic in October 1982. The westerly end of the crossing now includes a steel truss and several fixed concrete spans providing openings for passage of smaller boats.





OAK HARBOR, WA DECEPTION PASS BRIDGE

The Deception Pass Bridge is located 10 miles north of Oak Harbor on Whidbey Island in Puget Sound. It was opened to traffic on July 31, 1935. Captain George Vancouver, one of the first Europeans to explore this area (1792-1794), identified the area near Whidbey Island as a passage which he called "Deception Pass" after he realized that what he had mistaken for a peninsula was actually an island which he named "Whidbey" Island in honor of his assistant.

