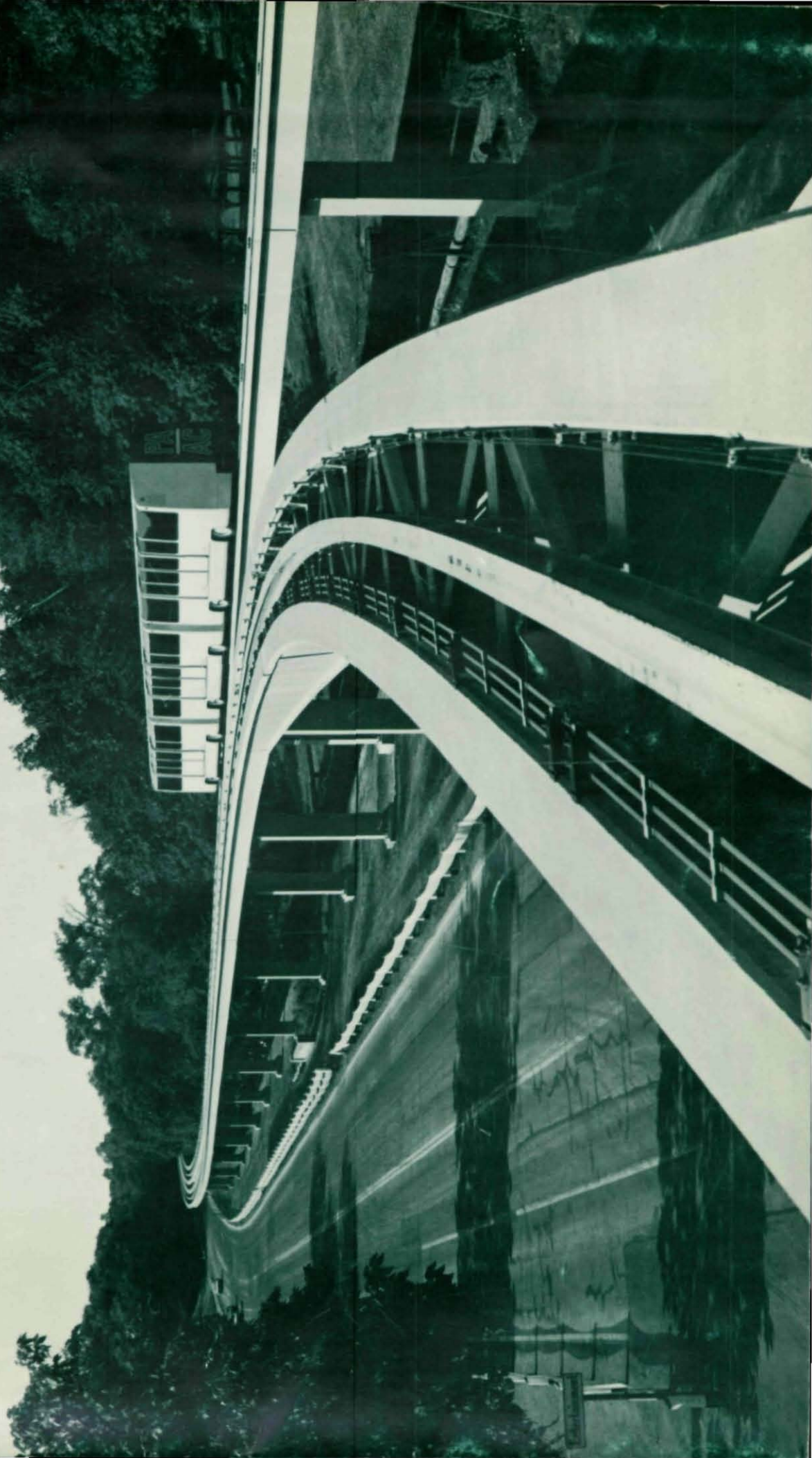


# PRIZE BRIDGES 1966

000417



## **AWARD CATEGORIES**

### **LONG SPAN BRIDGES**

Bridges having one or more spans of over 400 ft in length.

### **MEDIUM SPAN BRIDGES, LOW CLEARANCE**

Bridges having vertical clearances of less than 35 ft, costing over \$500,000 and having no single span (as measured by the supporting foundations) longer than 400 ft in length.

### **MEDIUM SPAN BRIDGES, HIGH CLEARANCE**

Bridges with vertical clearance of 35 ft or more, costing over \$500,000, and having no single span (as measured by the supporting foundations) longer than 400 ft in length.

### **SHORT SPAN BRIDGES**

Bridges having fixed spans and costing less than \$500,000.

### **HIGHWAY GRADE SEPARATION BRIDGES**

Bridges whose basic purpose is highway grade separation as contrasted to the above categories.

### **MOVABLE SPAN BRIDGES**

Bridges having a movable span.

### **SPECIAL TYPE BRIDGES**

Includes pedestrian overpass bridges, and other special purpose bridges not identifiable to one of the above categories.

# PRIZE BRIDGES 1966

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 1965.

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



# JURY OF AWARDS



Seated: Admiral E. J. Peltier. Standing (l to r): Norman C. Raab, Lloyd J. Lovegren, Earle T. Andrews, Patric Shannon.

## EARLE T. ANDREWS

President, American Society of Civil Engineers  
President, Pennsylvania Glass Sand Corporation  
Hancock, West Virginia

## LLOYD J. LOVEGREN

Partner, Lloyd J. Lovegren and Associates, Architects  
Seattle, Washington

## ADMIRAL E. J. PELTIER

Sverdrup & Parcel and Associates, Inc.  
St. Louis, Missouri

## NORMAN C. RAAB

Tudor Engineering Company, Consulting Engineers  
San Francisco, California

## PATRIC SHANNON

Director, Oklahoma Art Center  
Oklahoma City, Oklahoma

# BEAUTY IN STEEL BRIDGES

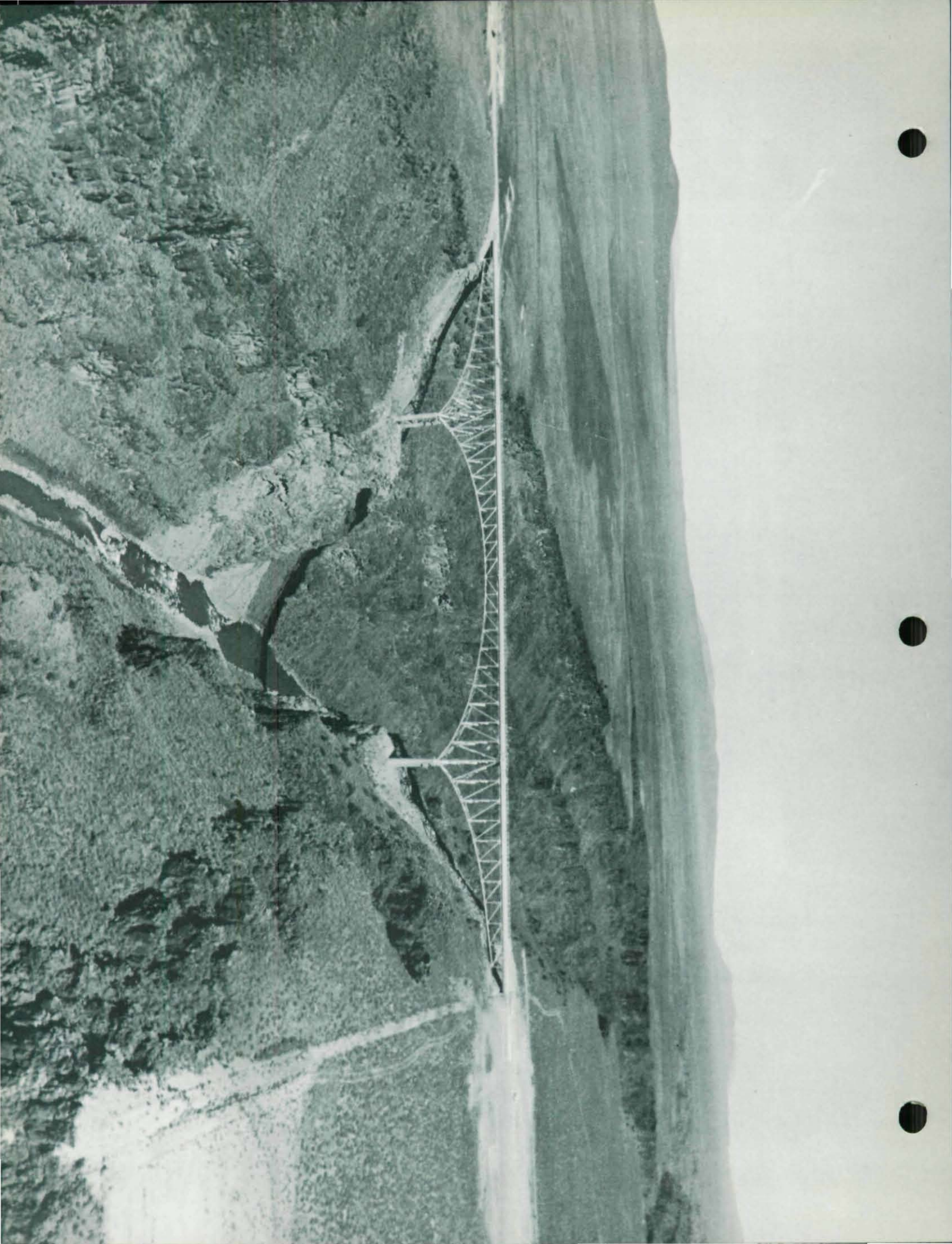
The enduring beauty of steel bridges is eloquent tribute to the vision and skill of the men who plan, design and build them. The bridge designer of today is both artist and engineer. He understands the potential for strength and beauty which is inherent in steel structures, and he knows that aesthetic 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 several 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.





**PRIZE BRIDGE 1966****LONG SPAN****RIO GRANDE GORGE BRIDGE****DESIGNER**

New Mexico State Highway Commission, Santa Fe, New Mexico

**OWNER**

State of New Mexico, Santa Fe, New Mexico

**GENERAL CONTRACTOR**

J. H. Ryan & Son, Inc., Albuquerque, New Mexico

**FABRICATOR**

American Bridge Division — United States Steel Corp.  
Pittsburgh, Pennsylvania

**JURORS' COMMENT:**

*"This structure has the well balanced symmetry that is characteristic of an outstanding bridge. From an artistic viewpoint, the repetition of the radiating trusses ties in pleasingly with the opposing stratification of the steep walls of the chasm. The bridge is well located and fits into the gorge in an aesthetic and pleasing manner."*



# PRIZE BRIDGE 1966

MEDIUM SPAN, HIGH CLEARANCE

## EAGLE CANYON ARCH

### DESIGNER

Utah State Department of Highways, Salt Lake City, Utah

### OWNER

State Road Commission of Utah, Salt Lake City, Utah

### GENERAL CONTRACTOR

Strong and Company, Springville, Utah

### FABRICATOR

Western Steel Company, Salt Lake City, Utah

### JURORS' COMMENT:

*"This bridge is beautifully proportioned, expertly designed, and nicely harmonizes with its spectacular natural setting. Its lines are very clean, very neat. The aesthetic quality of the well proportioned arch fits the surrounding landscape without obtrusion."*









**PRIZE BRIDGE 1966**

MEDIUM SPAN, LOW CLEARANCE

**K N I K     R I V E R     B R I D G E****DESIGNER**

Alaska Department of Highways, Juneau, Alaska

**OWNER**

State of Alaska, Juneau, Alaska

**GENERAL CONTRACTOR**

M-B Contracting Co., Inc., Anchorage, Alaska

**FABRICATOR**

Isaacson Structural Steel Company, Seattle, Washington

**JURORS' COMMENT:**

*"This is an excellent example of the adaptation of steel design to a river crossing in a hostile climate. It is well adapted to the harsh country it serves. The massive proportions are required because of the possible ice pressures. It says bridge and it says strength."*



# PRIZE BRIDGE 1966

## SHORT SPAN

# WHITE CANYON BRIDGE

### DESIGNER

Utah State Department of Highways, Salt Lake City, Utah

### OWNER

State Road Commission of Utah, Salt Lake City, Utah

### GENERAL CONTRACTOR

S. S. Mullen, Inc., Seattle, Washington

### FABRICATOR

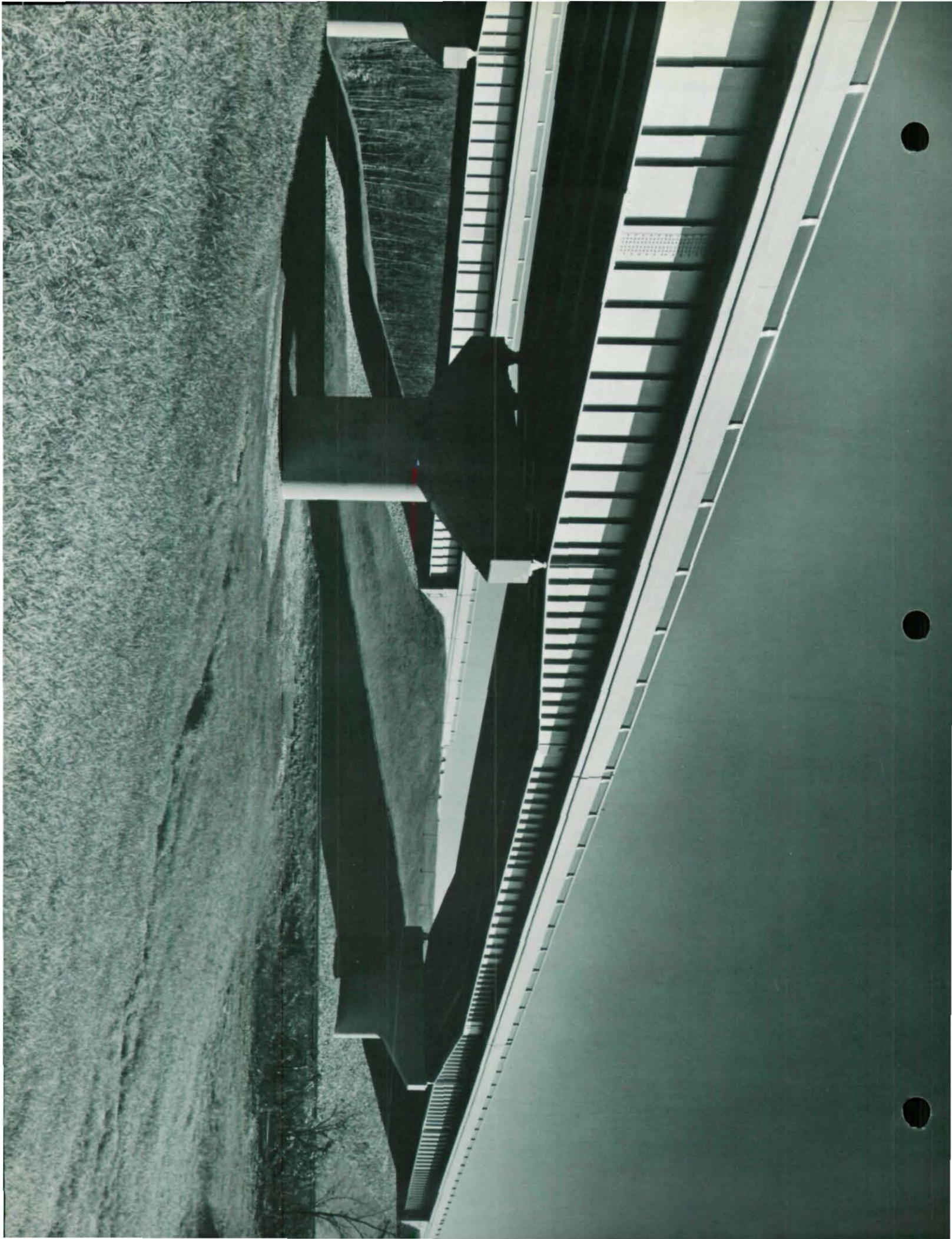
Titan Steel Corporation, Salt Lake City, Utah

### JURORS' COMMENT:

*"The attractiveness of this bridge is found in its simplicity — a straightforward statement. Its angularity picks up the striations of the earth around it and serves to highlight the integrity of its design. The bridge is as stark as the landscape, and its aesthetic beauty does not obtrude into the beauty of the surroundings. The deviation from the customary type of framing for a bridge of this type offers an exciting innovation and a technique which should be encouraged."*









**PRIZE BRIDGE 1966****HIGHWAY GRADE SEPARATION****INTERSTATE 70 OVER PENNSYLVANIA R. R.****DESIGNER**

Alden E. Stilson & Associates, Ltd., Columbus, Ohio

**OWNER**

State of Ohio, Department of Highways, Columbus, Ohio

**GENERAL CONTRACTOR**

V. N. Holderman and Sons Company, Columbus, Ohio

**FABRICATOR**

The C. E. Morris Company, Columbus, Ohio

**JURORS' COMMENT:**

*"The angularity of this bridge repeats the angularity of the surrounding terrain. It produces an impression of monumentality by the upward thrust of its supports. The repetitive design of the sides of the girder produces a rhythm with the railing supports above. The designer is complimented for slenderizing the main span by cantilevering its support from out of the main piers — a successful achievement."*

# PRIZE BRIDGE 1966

## MOVABLE SPAN

# PENNSYLVANIA R. R. LIFT BRIDGE

## OVER CHESAPEAKE & DELAWARE CANAL

### DESIGNER

Howard, Needles, Tammen & Bergendoff, New York, New York

### CONSULTING ARCHITECT

A. Gordon Lorimer, New York, New York

### OWNER

Pennsylvania Railroad, Philadelphia, Pennsylvania

### GENERAL CONTRACTOR

SUPERSTRUCTURE: The Ingalls Iron Works Company, Birmingham, Alabama

SUBSTRUCTURE: Nello L. Teer, Durham, North Carolina

Construction Aggregates Corp., Chicago, Illinois

### FABRICATOR

The Ingalls Iron Works Company, Birmingham, Alabama

### JURORS' COMMENT:

*"This bridge is the cleanest kind of movable span bridge. The counterbalance does not become objectionable, but provides a monumental — almost sculpturesque — quality that symbolizes our current era. The designer is complimented for his honest expression in designing a bridge which is in keeping with the severe lines of the channel that it spans. It is a clearly functional, well-balanced bridge which, as it rises, maintains a monumentality, something very rarely found in lift bridges."*



000425







## PRIZE BRIDGE 1966

### SPECIAL TYPE

# WESTINGHOUSE TRANSIT EXPRESSWAY

#### DESIGNER

Richardson, Gordon and Associates, Pittsburgh, Pennsylvania

#### SPONSORS

The Port Authority of Allegheny County with the financial assistance of the United States Department of Housing and Urban Development, the Pennsylvania State Department of Commerce, the Board of Commissioners of Allegheny County, and participating industries.

#### GENERAL CONTRACTOR

Westinghouse Electric Corporation, Pittsburgh, Pennsylvania

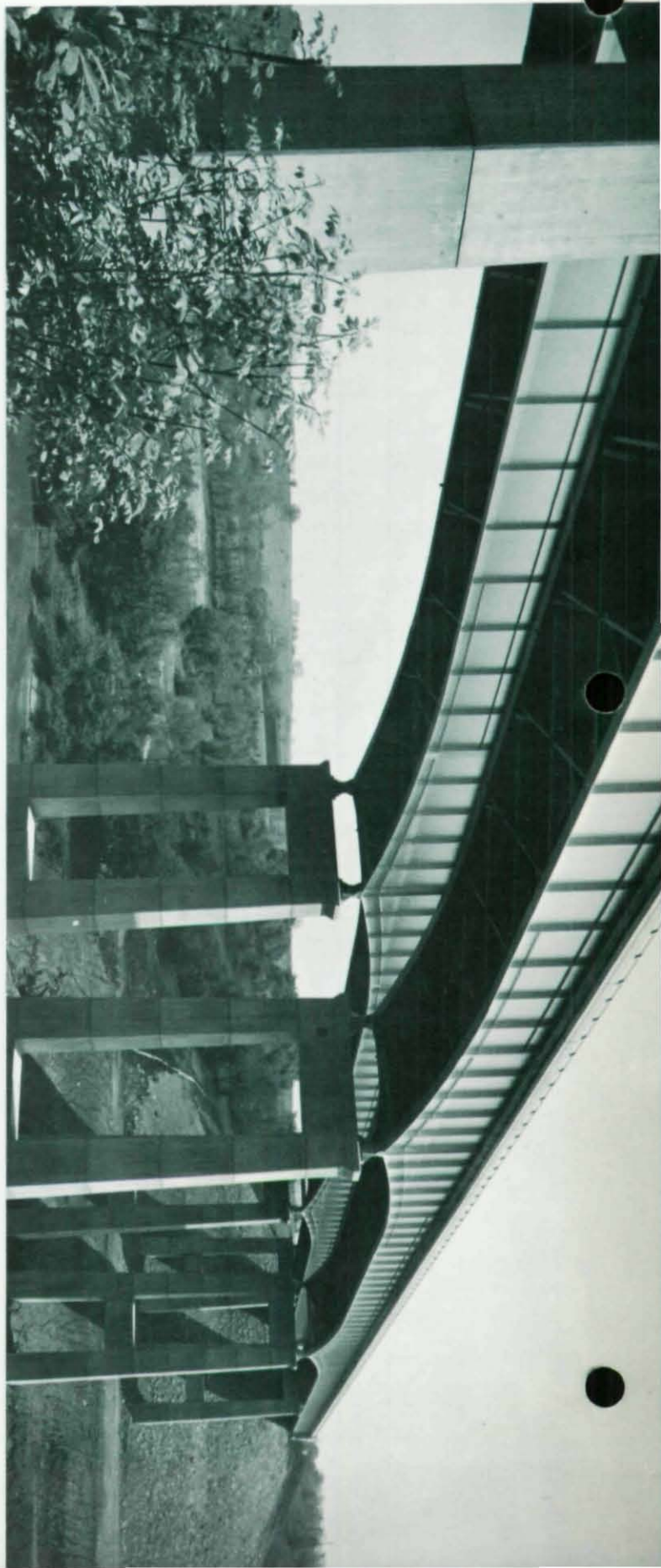
#### FABRICATOR

Bethlehem Steel Corporation, Bethlehem, Pennsylvania

#### JURORS' COMMENT:

*"In this mass transit era, it is important to do an outstanding job of blending elevated structures with the countryside or other surroundings, such as exemplified in this case. Here is a ribbon of steel in a beautiful curve that is a credit to the designer. He has managed to do this with a bridge that makes a very simple statement. This design looks to the future."*







**MEDIUM SPAN, HIGH CLEARANCE****BLUEGRASS PARKWAY BRIDGE OVER KENTUCKY RIVER  
LAWRENCEBURG, KENTUCKY****DESIGNER**

Carl P. Kroboth Consulting Engineers for Smith-Pollitte & Associates, Lexington, Kentucky

**OWNER**

Kentucky State Highway Department, Frankfort, Kentucky

**GENERAL CONTRACTOR**

John F. Beasley Construction Co., Chicago, Illinois

**FABRICATOR**

Nashville Bridge Company, Nashville, Tennessee

**A W A R D   O F   M E R I T   1 9 6 6****MEDIUM SPAN, HIGH CLEARANCE****MIFFLINVILLE BRIDGE OVER THE  
SUSQUEHANNA RIVER  
MIFFLINVILLE, PENNSYLVANIA****DESIGNER**

Brookhart & Tyo, Consulting Engineers, Harrisburg, Pennsylvania

**OWNER**

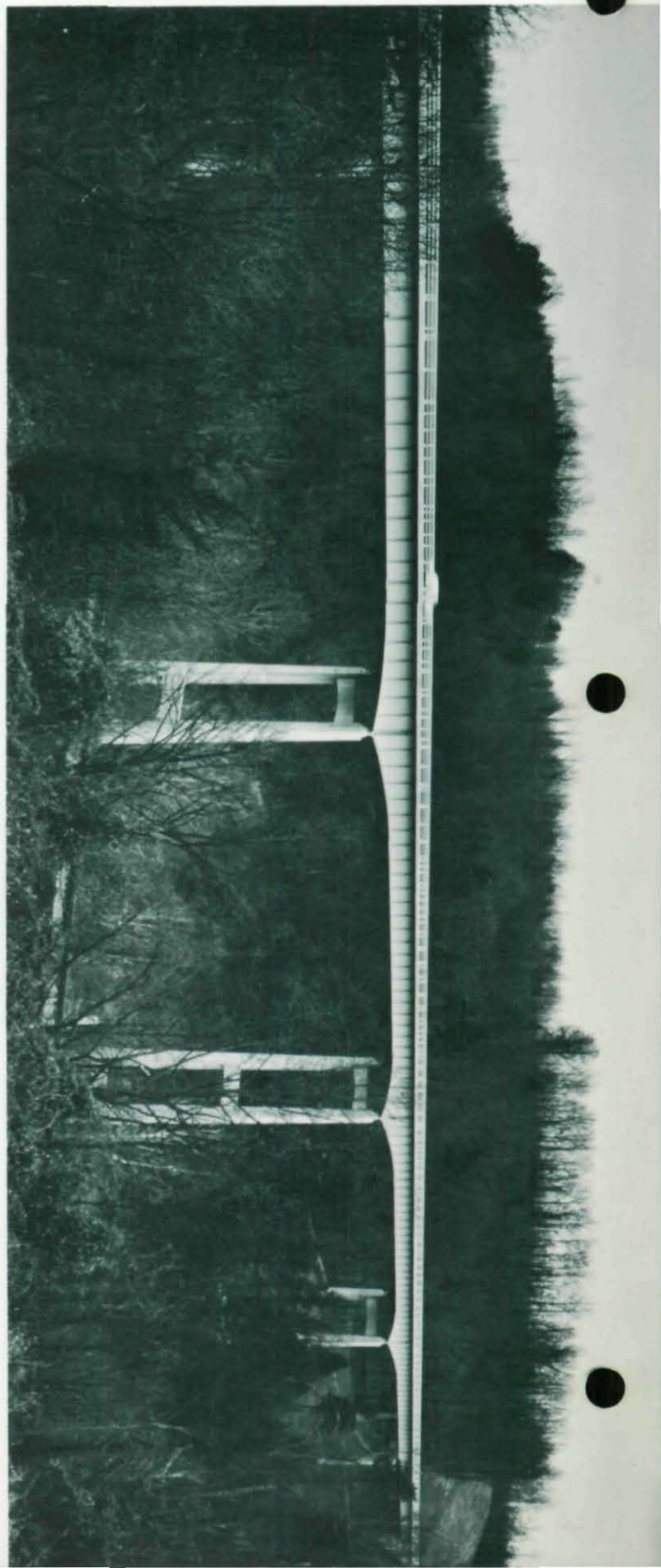
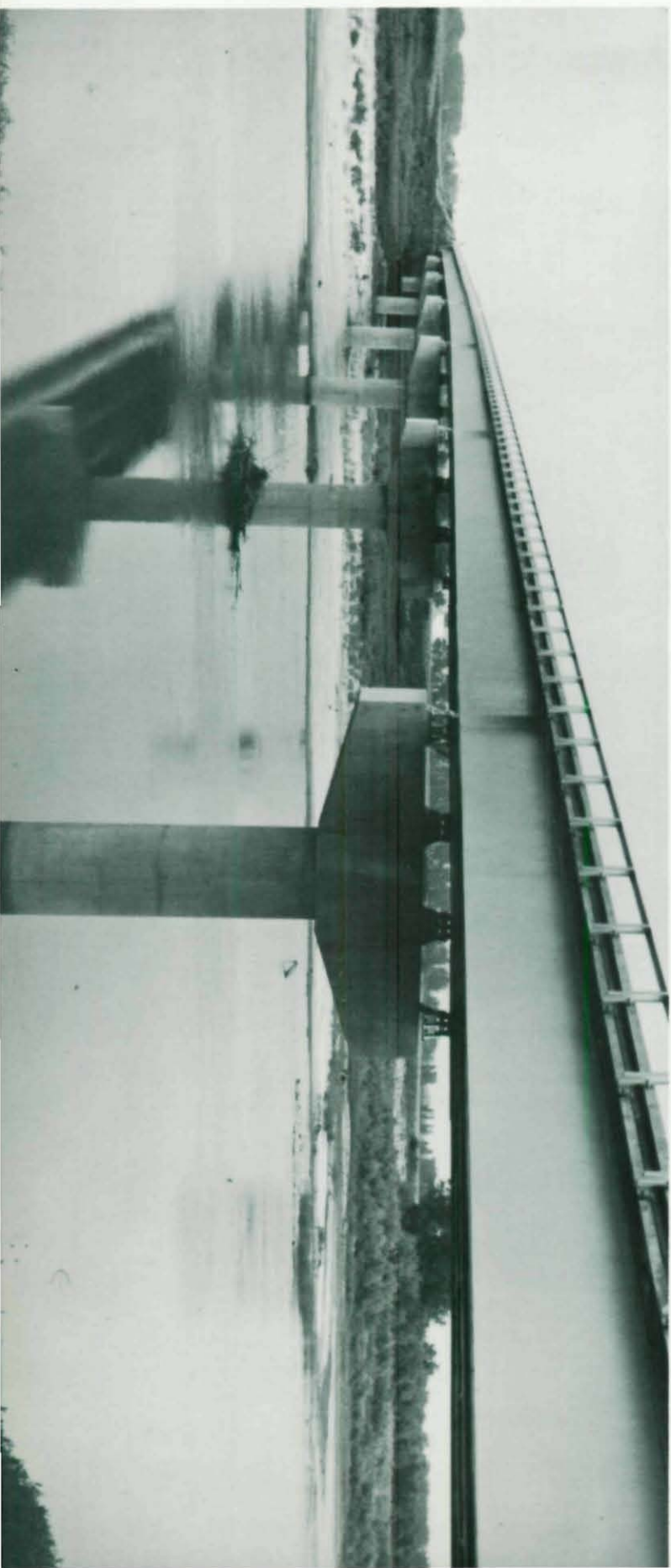
Pennsylvania Department of Highways, Harrisburg, Pennsylvania

**GENERAL CONTRACTOR**

Woelfel Engineering Corporation, Conyngham, Pennsylvania

**FABRICATOR**

Harris Structural Steel Company, New York, New York





## **MEDIUM SPAN, HIGH CLEARANCE**

### **ROANOKE RIVER BRIDGE**

BLUE RIDGE PARKWAY, ROANOKE COUNTY, VIRGINIA

#### **DESIGNER**

U. S. Bureau of Public Roads, Arlington, Virginia

#### **OWNER**

National Park Service, U. S. Department of Interior, Washington, D.C.

#### **GENERAL CONTRACTOR**

McDowall and Wood, Inc., Salem, Virginia

#### **FABRICATOR**

American Bridge Division — United States Steel Corp., Pittsburgh, Pennsylvania

# **A W A R D   O F   M E R I T   1 9 6 6**

## **MEDIUM SPAN, LOW CLEARANCE**

### **EUDORA BRIDGE OVER KANSAS RIVER**

NEAR EUDORA, KANSAS

#### **DESIGNER**

Finney & Turnipseed, Topeka, Kansas

#### **OWNER**

Douglas County and Leavenworth County, Kansas

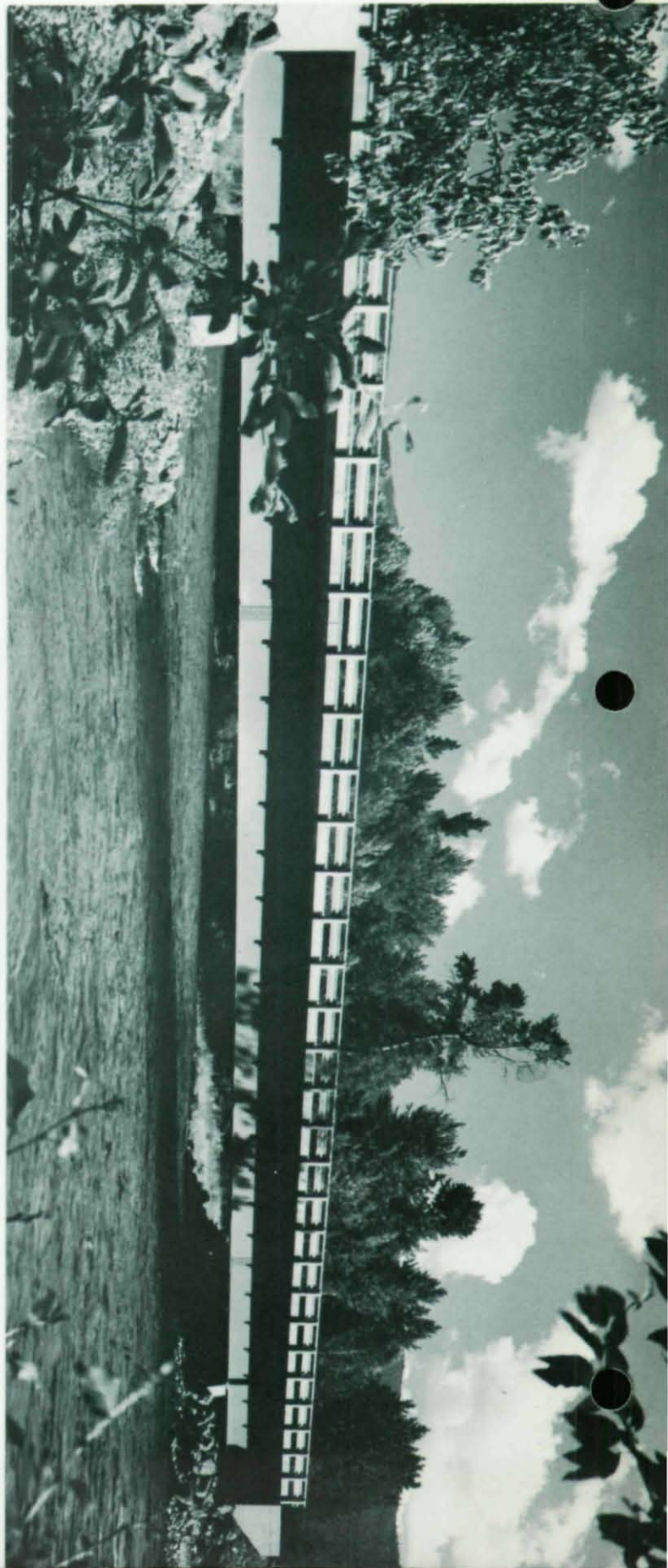
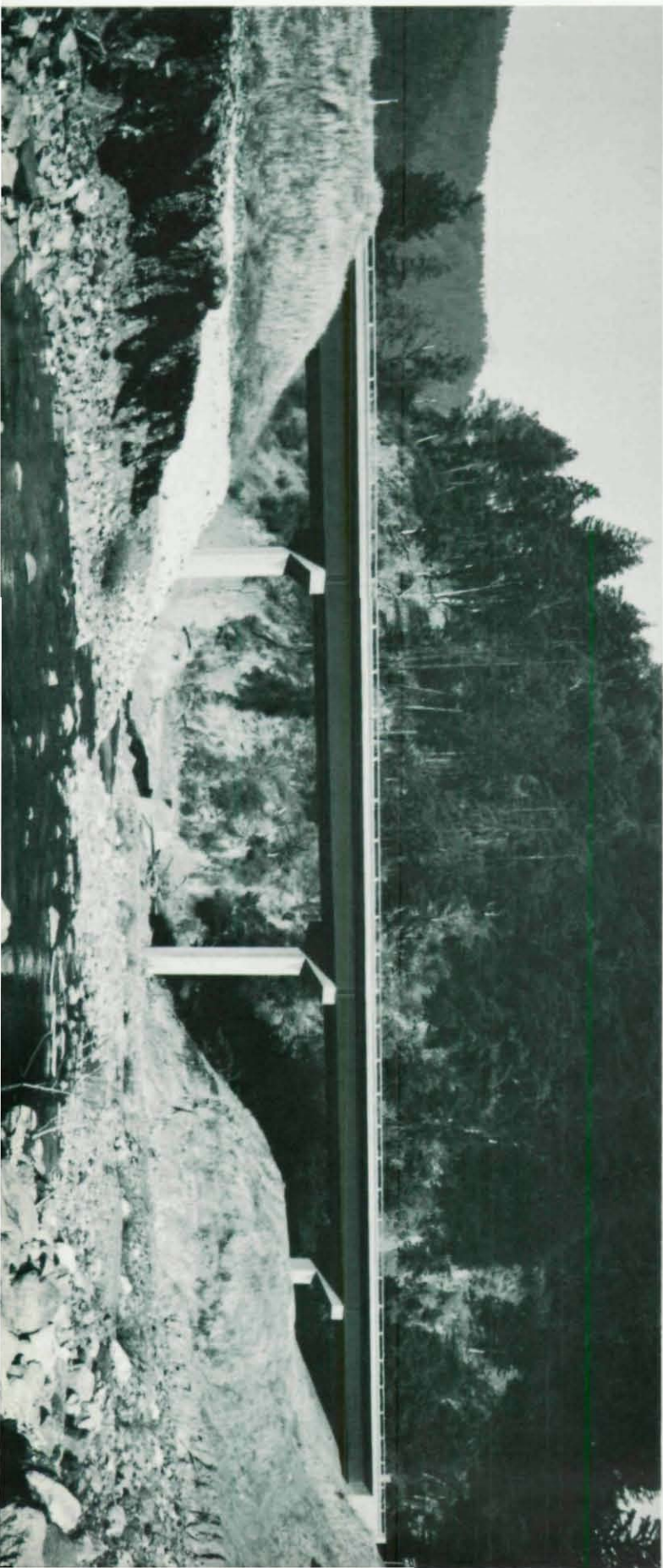
#### **GENERAL CONTRACTOR**

SUPERSTRUCTURE: E. W. Blair, Salina, Kansas

SUBSTRUCTURE: J. A. Tobin Construction Co., Kansas City, Kansas

#### **FABRICATOR**

George C. Christopher & Son, Inc., Wichita, Kansas





**SHORT SPAN****CLE ELUM RIVER BRIDGE**

KITTITAS COUNTY, WASHINGTON

**DESIGNER**

Arvid Grant &amp; Associates, Engineers, Olympia, Washington

**OWNER**

Kittitas County, Ellensburg, Washington

**GENERAL CONTRACTOR**

Anderson Bridge Company, Kirkland, Washington

**FABRICATOR**

Union Iron Works Division — Coeur d'Alenes Company, Spokane, Washington

**A W A R D   O F   M E R I T   1 9 6 6****SHORT SPAN****WILLOW CREEK BRIDGE**

WILLOW CREEK, CALIFORNIA

**DESIGNER**

State of California, Sacramento, California

**OWNER**

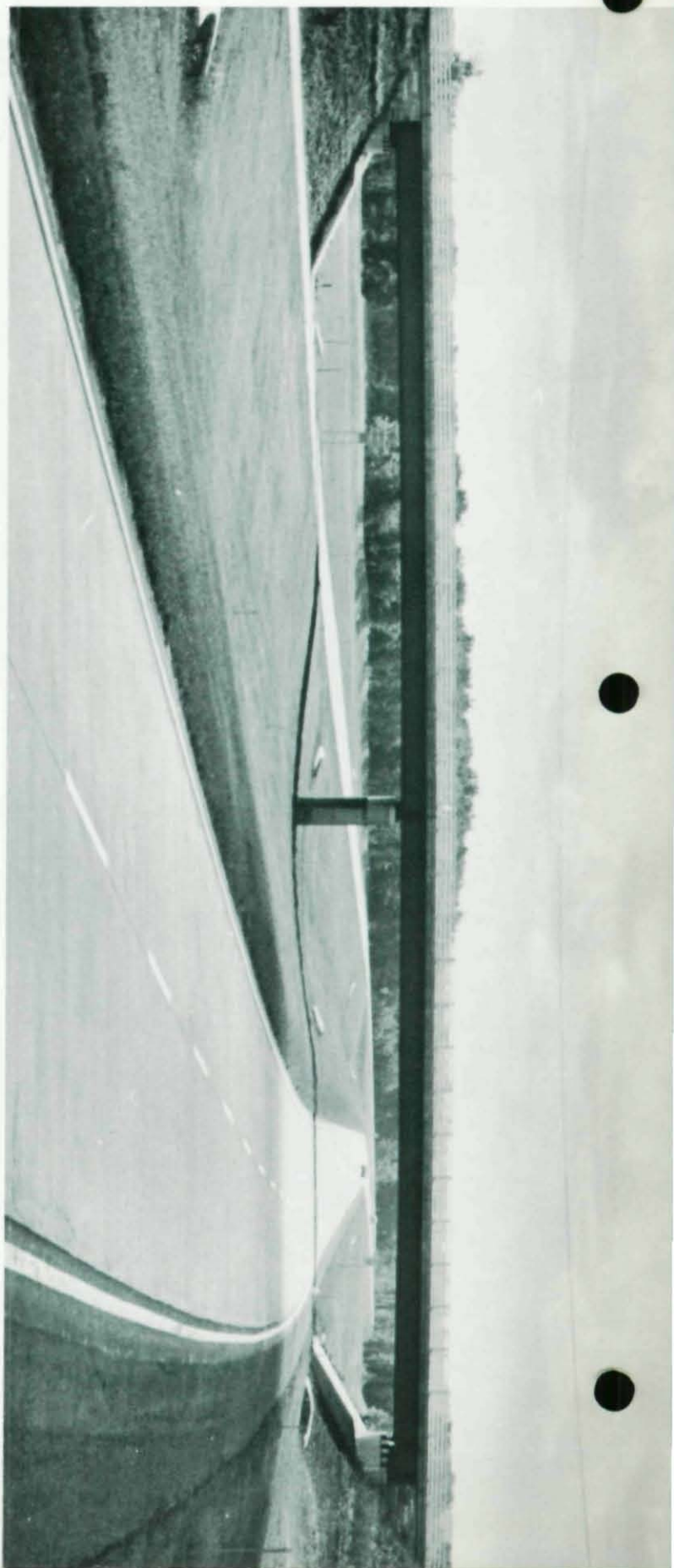
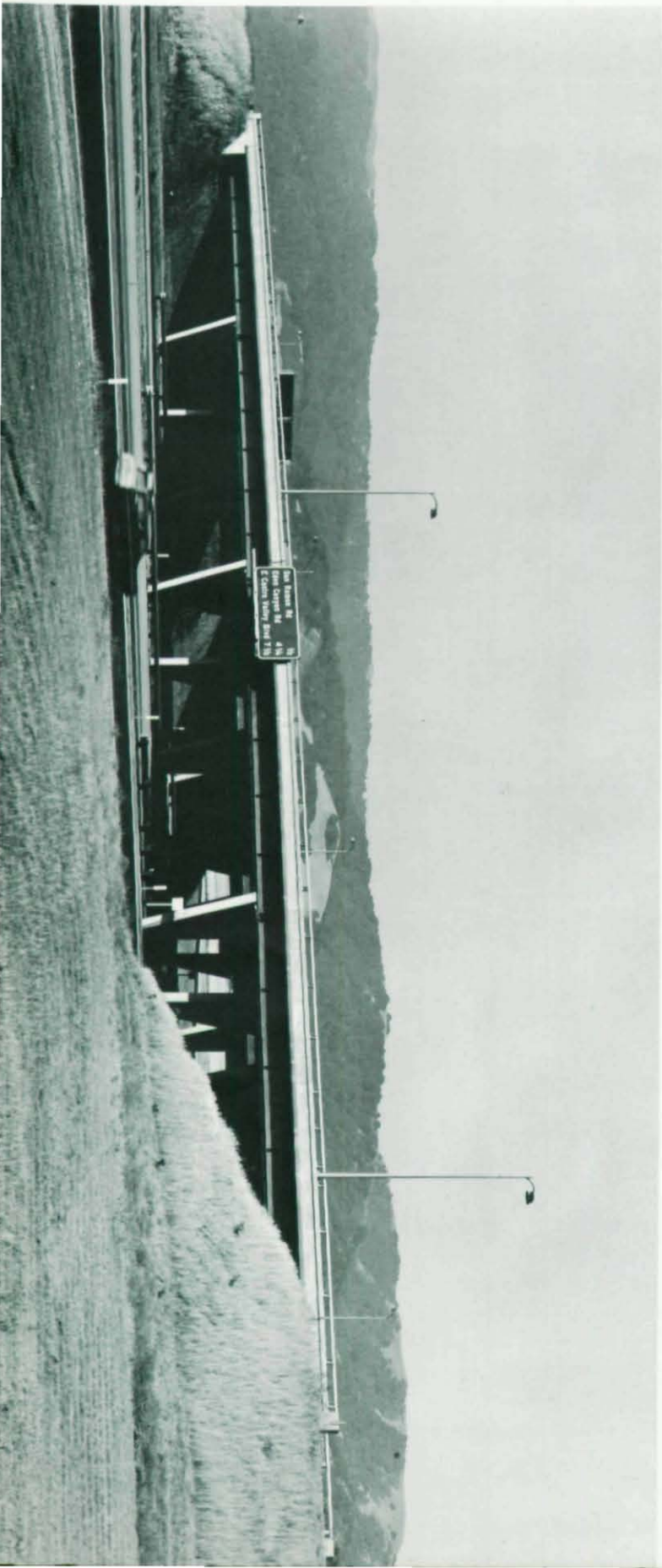
State of California, Sacramento, California

**GENERAL CONTRACTOR**

Thomas Construction Company, Fresno, California

**FABRICATOR**

San Jose Steel Company, San Jose, California





## HIGHWAY GRADE SEPARATION

### PLETCHER ROAD BRIDGE

LEWISTON, NEW YORK

#### DESIGNER

Clarke & Rapuano, New York, New York, under supervision of  
Office of Deputy Chief Engineer (Design), Albany, New York

#### OWNER

State of New York, Department of Public Works, Albany, New York

#### GENERAL CONTRACTOR

S. J. Groves & Sons Company, North Syracuse, New York

#### FABRICATOR

City Iron Works, Wethersfield, Connecticut

# AWARD OF MERIT 1966

## HIGHWAY GRADE SEPARATION

### ROUTE 680/580 SEPARATION

WEST OF SAN JOAQUIN COUNTY LINE, CALIFORNIA

#### DESIGNER

State of California, Sacramento, California

#### OWNER

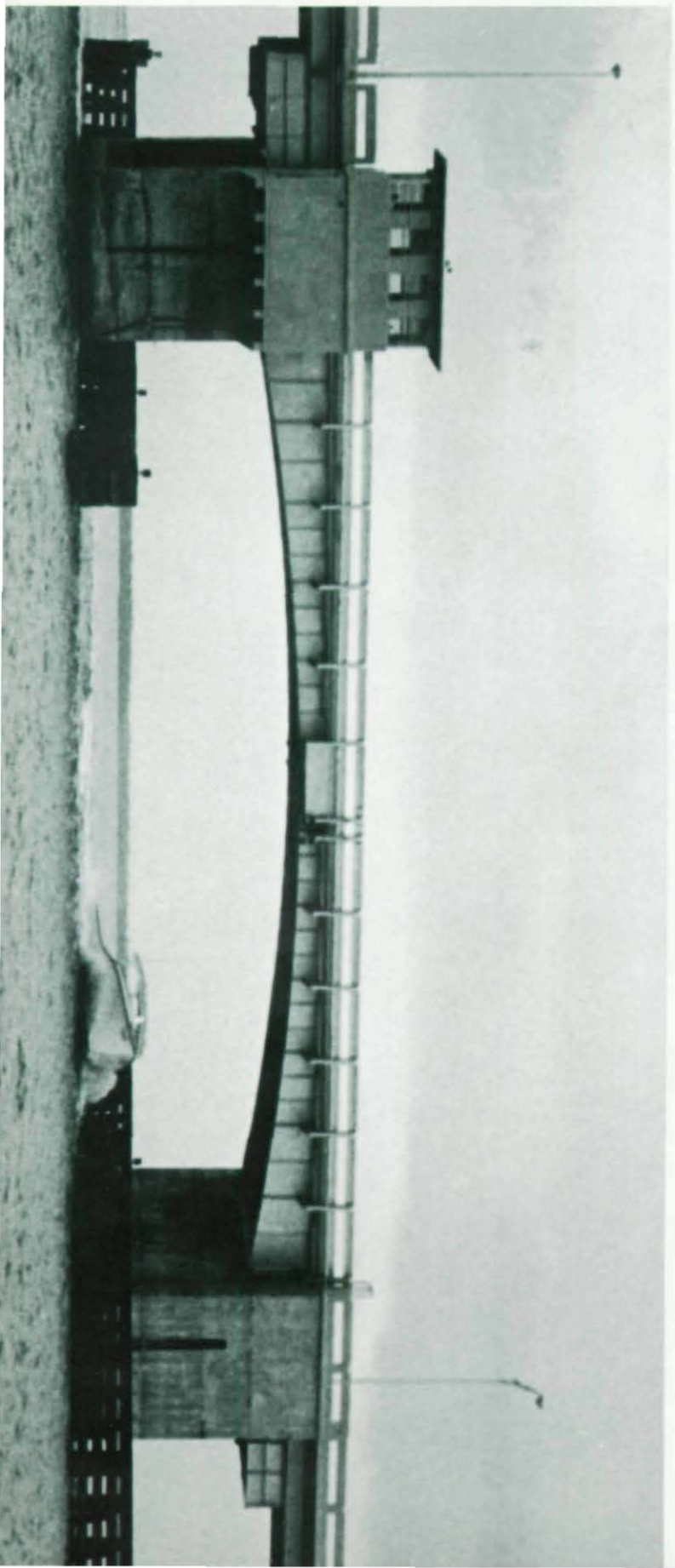
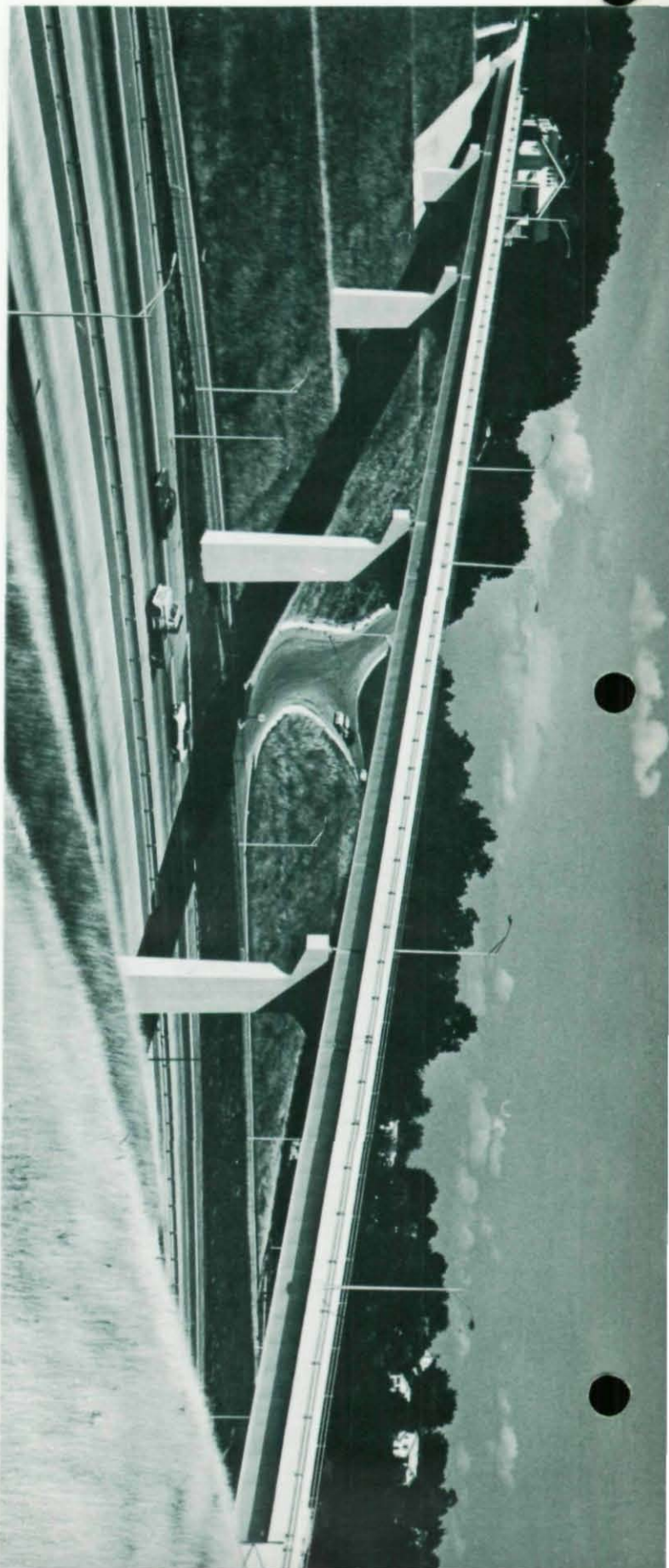
State of California, Sacramento, California

#### GENERAL CONTRACTOR

Green Construction Co. & Winston Bros. Company, San Mateo, California

#### FABRICATOR

American Bridge Division — United States Steel Corp., Pittsburgh, Pennsylvania





## HIGHWAY GRADE SEPARATION

### SOUTH CREST ROAD BRIDGE

CHATTANOOGA, TENNESSEE

#### DESIGNER

Aake F. Hedman & Associates, Chattanooga, Tennessee

#### OWNER

State of Tennessee, Department of Highways, Nashville, Tennessee

#### GENERAL CONTRACTOR

Michael Construction Company, Chattanooga, Tennessee

#### FABRICATOR

Allied Structural Steel Company, Hammond, Indiana

Tucker Steel Corporation, Knoxville, Tennessee

# AWARD OF MERIT 1966

## MOVABLE SPAN

### JENSEN BEACH BASCULE

JENSEN BEACH, FLORIDA

#### DESIGNER

Rader & Associates, Miami, Florida, in cooperation with the  
Florida State Road Department, Tallahassee, Florida

#### OWNER

Florida State Road Department, Tallahassee, Florida

#### GENERAL CONTRACTOR

Scott Construction Company, Inc., Thomasville, Georgia

#### FABRICATOR

Nashville Bridge Company, Nashville, Tennessee



# AWARD OF MERIT 1966

## SPECIAL TYPE

### PEDESTRIAN BRIDGE OVER GEORGE STREET

NEW BRUNSWICK, NEW JERSEY

#### DESIGNER

New Jersey State Highway Department, Trenton, New Jersey

#### OWNER

New Jersey State Highway Department, Trenton, New Jersey

#### GENERAL CONTRACTOR

John W. Thompson, Trenton, New Jersey

#### FABRICATOR

Keystone Structural Steel Company, Trenton, New Jersey







---

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