



PRIZE
BRIDGES
1967

000434



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 1967

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 1966.

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

JURY OF AWARDS



Left to right: Louis Rossetti, W. Jack Wilkes, Dr. Nathan M. Newmark, Jonathan G. Wright, Richard H. Tatlow III.

DR. NATHAN M. NEWMARK, F.ASCE

Head, Department of Civil Engineering, University of Illinois
Urbana, Illinois

LOUIS ROSSETTI, FAIA

Giffels & Rossetti, Inc., Architects and Engineers
Detroit, Michigan

RICHARD H. TATLOW III, F.ASCE

President, American Society of Civil Engineers
President, Abbott, Merkt & Co.
New York, N. Y.

W. JACK WILKES

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

JONATHAN G. WRIGHT, F.ASCE

President, Earl & Wright
San Francisco, California

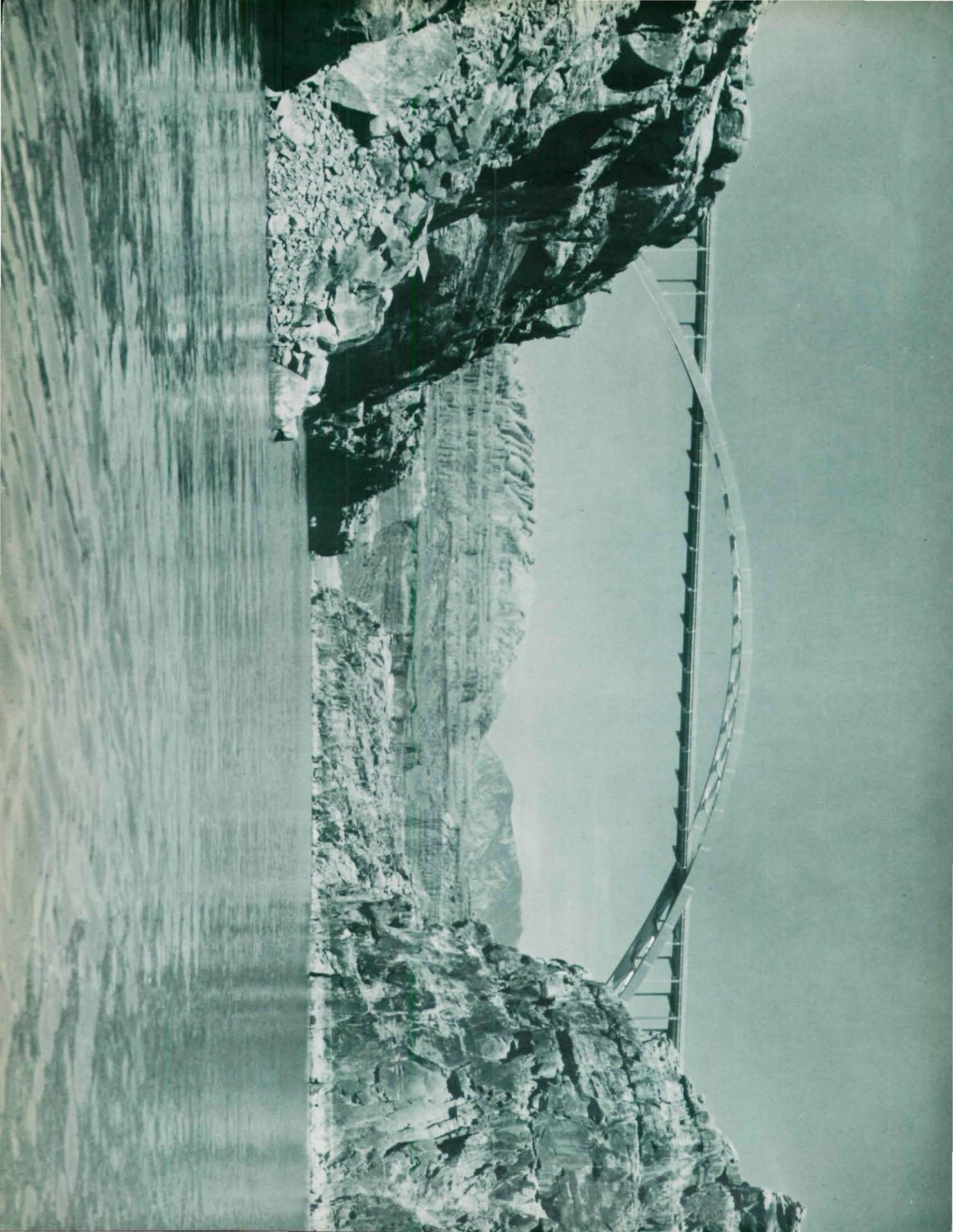
BEAUTY IN STEEL BRIDGES

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 1967

LONG SPAN

COLORADO RIVER ARCH BRIDGE

DESIGNER

Structures Division, Utah State Department of Highways, Salt Lake City, Utah

OWNER

Utah State Road Commission, Salt Lake City, Utah

GENERAL CONTRACTOR

W. W. Clyde & Company, Springville, Utah

FABRICATOR

Western Steel Company, Salt Lake City, Utah

JURORS' COMMENT:

"This is an outstandingly beautiful and aesthetically pleasing structure. It is graceful and dramatic and fits into the landscape without being heavy and intrusive."

PRIZE BRIDGE 1967

MEDIUM SPAN, HIGH CLEARANCE

PIONEER MEMORIAL BRIDGE

DESIGNER

State of California, Bridge Department, Sacramento, California

OWNER

State of California, Sacramento, California

GENERAL CONTRACTOR

Superstructure: Kaiser Steel Corporation, Oakland California

Substructure: Fruin-Colnan Contracting Company,
Western Sacramento, California

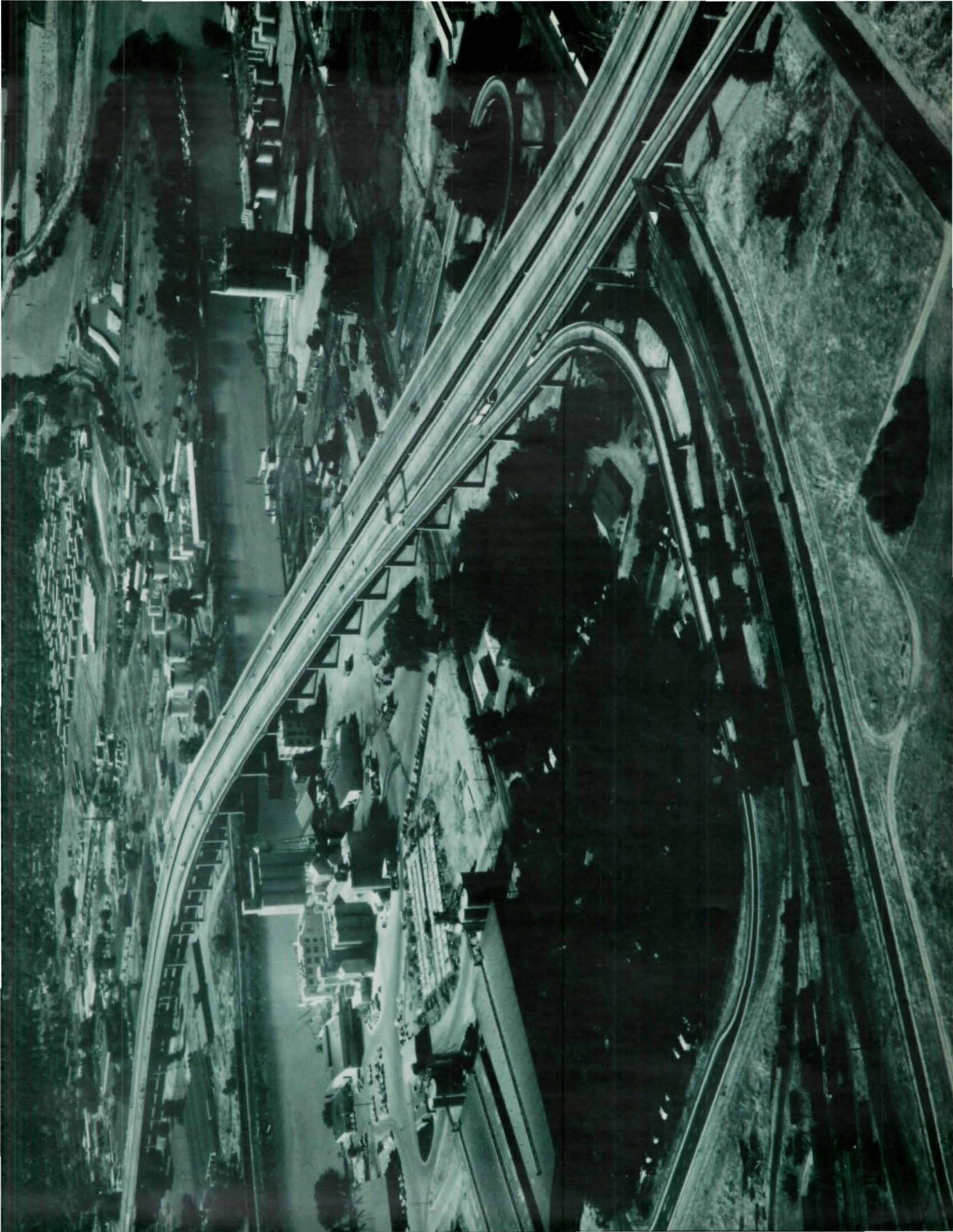
Le Boeuf Dougherty Contracting Co.,
Richmond, California

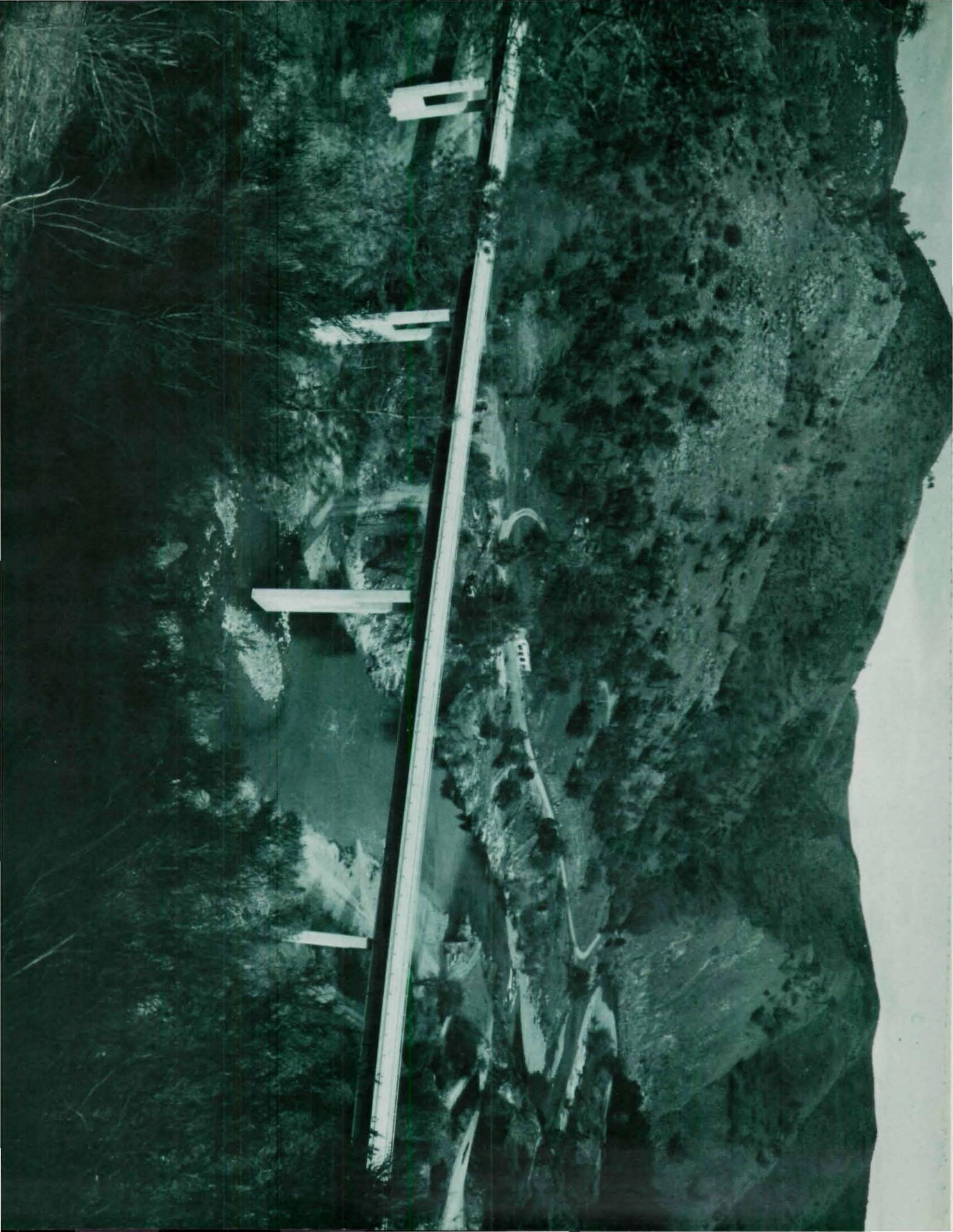
FABRICATOR

Kaiser Steel Corporation, Oakland, California

JURORS' COMMENT:

"The bridge is in harmony with its surroundings. The curved girders are well proportioned and the details have been carefully handled. It is clean-cut and graceful."





PRIZE BRIDGE 1967

MEDIUM SPAN, LOW CLEARANCE

M E R C E D R I V E R B R I D G E

DESIGNER

State of California, Bridge Department, Sacramento, California

OWNER

State of California, Sacramento, California

GENERAL CONTRACTOR

H. Earl Parker and Thomas Construction Co., Fresno, California

FABRICATOR

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

JURORS' COMMENT:

"A well proportioned and harmonious looking structure. The slenderness of the girders blends well with the graceful and attractive piers. Elimination of the usual haunches contributes to the clean lines of the structure. The bridge fits beautifully into the landscape — it is very attractive."

PRIZE BRIDGE 1967

SHORT SPAN

NORTH FORK STILLAGUAMISH RIVER BRIDGE

DESIGNER

Bridge Division, Washington State Highway Commission, Olympia, Washington

OWNER

State of Washington, Olympia, Washington

GENERAL CONTRACTOR

Dale M. Madden Construction, Inc., Seattle, Washington

FABRICATOR

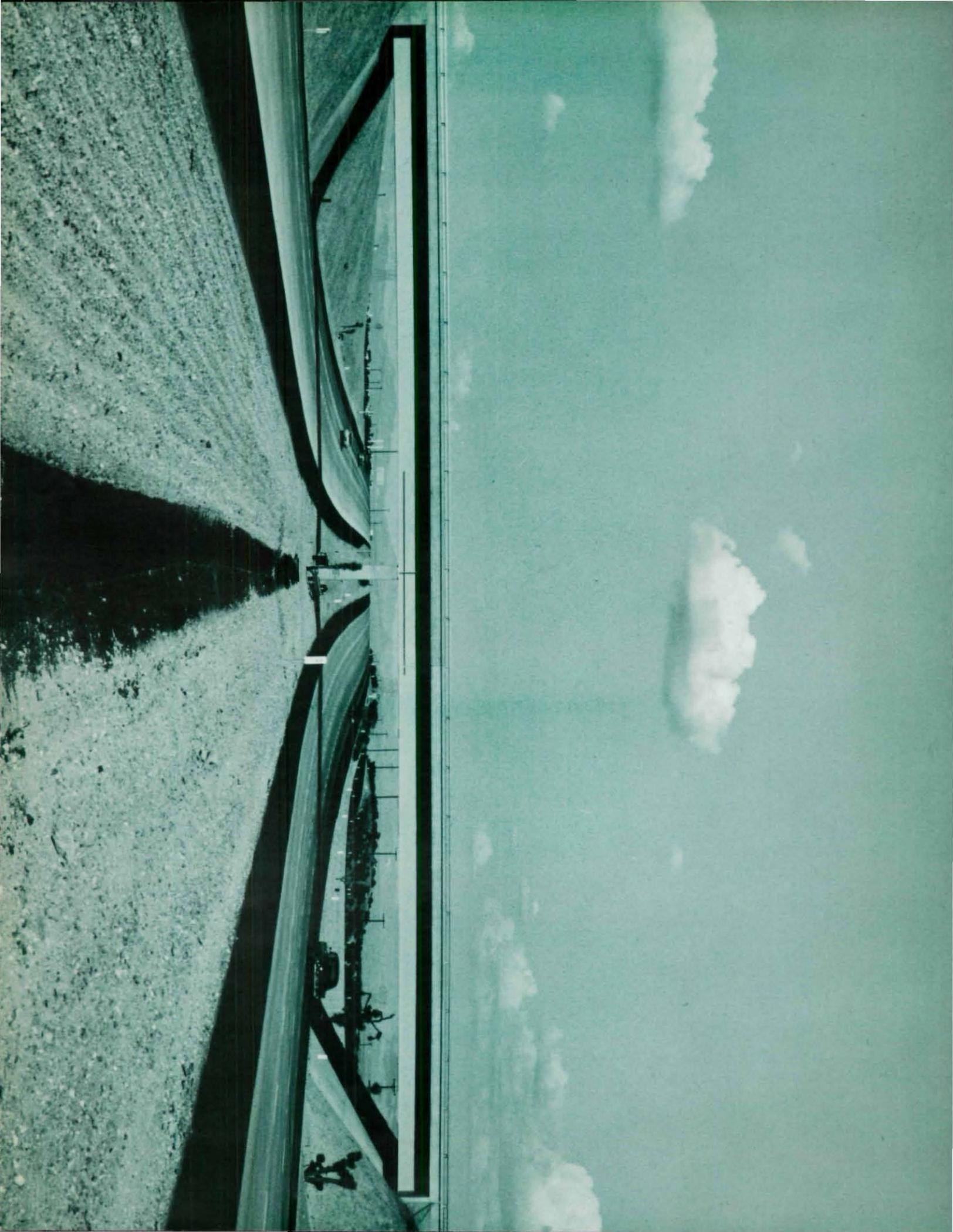
Northwest Steel Fabricators, Inc., Vancouver, Washington

JURORS' COMMENT:

"This is a clean and graceful structure with good lines. The slender vertical elements blend in well with the heavier upper lateral system. It avoids the closed-in type of approach, and looks attractive from the ends as well as from the sides. The tie is well handled."

000440





PRIZE BRIDGE 1967

HIGHWAY GRADE SEPARATION

OAK HILL ROAD OVERCROSSING

DESIGNER

State of California, Bridge Department, Sacramento, California

OWNER

State of California, Sacramento, California

GENERAL CONTRACTOR

Kasler Corporation, Gordon H. Ball Enterprises, and E. L. Yeager Company,
Riverside, California

FABRICATOR

Precision Fabricators, Inc., Paramount, California

JURORS' COMMENT:

"A beautifully proportioned bridge. It is clean and there is absolutely no clutter. This is an excellent solution to the problem of eliminating the side piers in compliance with the new highway safety requirements."

PRIZE BRIDGE 1967

MOVABLE SPAN

ST. PAUL AVENUE BRIDGE

DESIGNER

Bureau of Bridges and Public Buildings, City of Milwaukee,
Department of Public Works, Milwaukee, Wisconsin

OWNER

City of Milwaukee, Milwaukee, Wisconsin

GENERAL CONTRACTOR

Edward Kraemer & Sons, Inc., Plain, Wisconsin

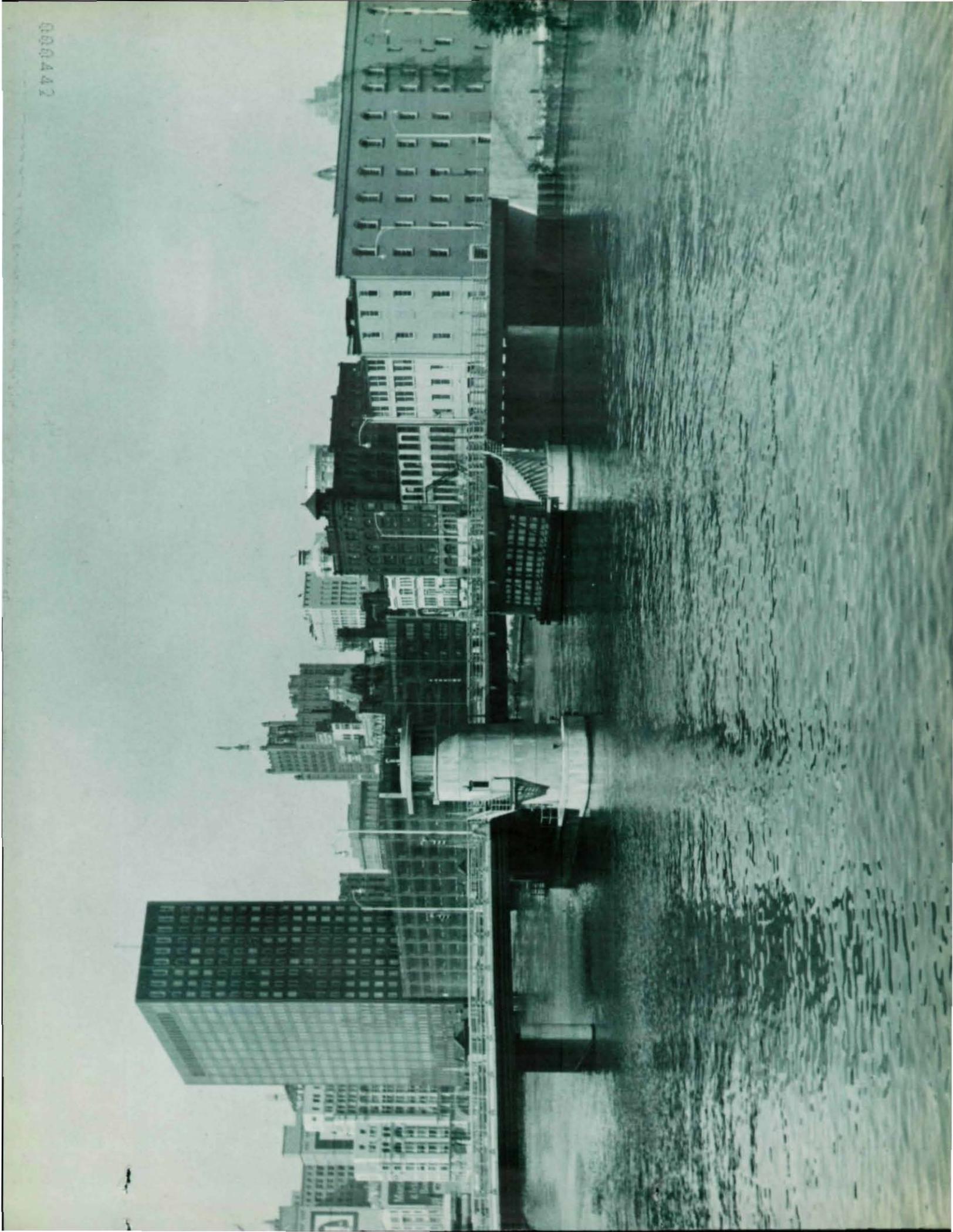
FABRICATOR

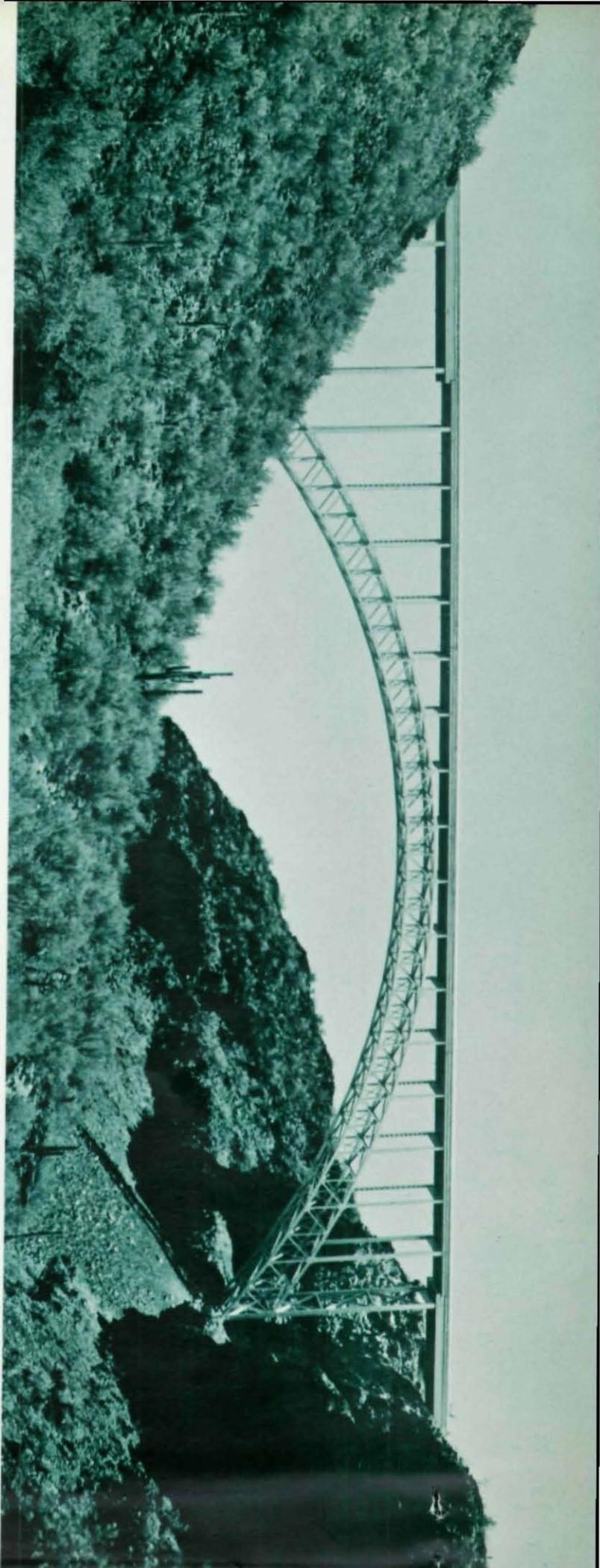
Wisconsin Bridge & Iron Company, Milwaukee, Wisconsin

JURORS' COMMENT:

"This unusual vertical lift bridge is so cleanly designed that it almost resembles a non-movable bridge. The control tower is unobtrusive. The designers have avoided the clutter often associated with bridges of this type and have provided a clean unobstructed roadway."

000442





LONG SPAN**BURRO CREEK BRIDGE**

HIGHWAY 93, MOHAVE COUNTY, ARIZONA

DESIGNER

Bridge Division, Arizona Highway Department, Phoenix, Arizona

OWNER

Arizona Highway Department, Phoenix, Arizona

GENERAL CONTRACTOR

American Bridge Division — United States Steel, Pittsburgh, Pennsylvania

FABRICATOR

American Bridge Division — United States Steel, Pittsburgh, Pennsylvania

A W A R D O F M E R I T 1 9 6 7**LONG SPAN****KLAMATH RIVER BRIDGE**

ORLEANS, CALIFORNIA

DESIGNER

State of California, Bridge Department, Sacramento, California

OWNER

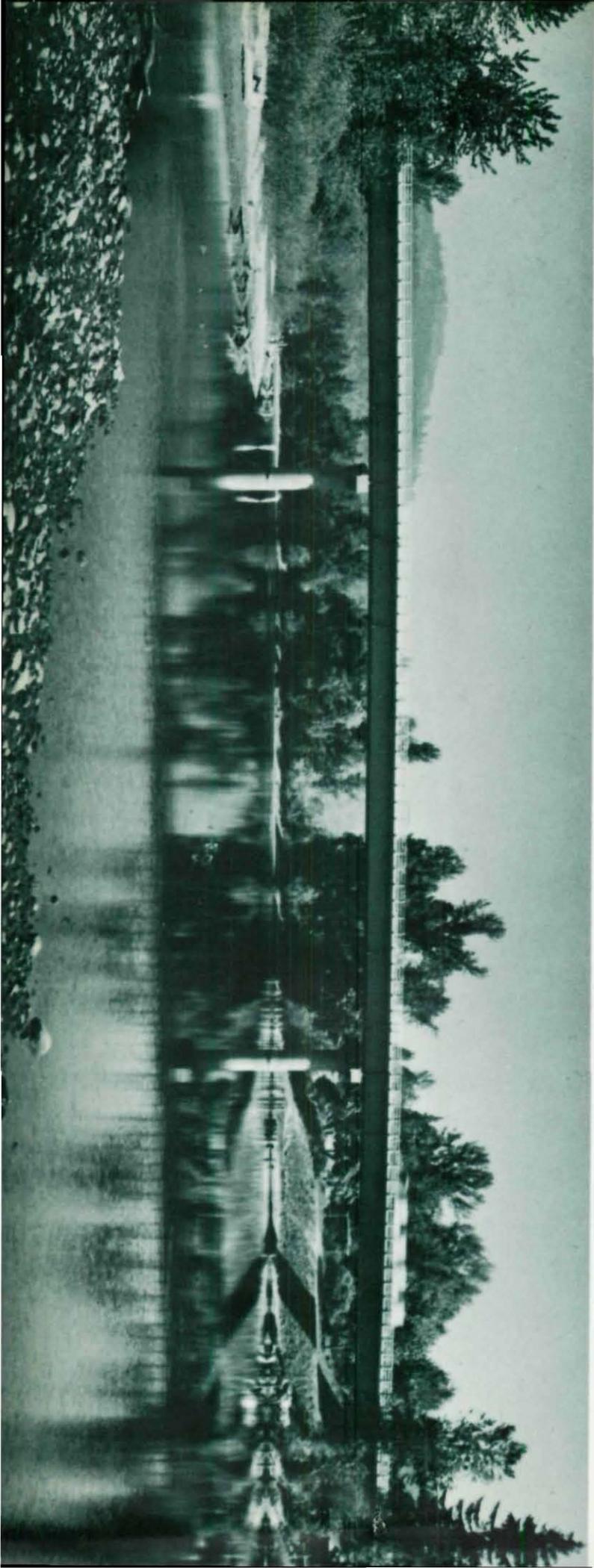
State of California, Sacramento, California

GENERAL CONTRACTOR

Murphy Pacific Corporation, Oakland, California

FABRICATOR

Murphy Pacific Corporation, Oakland, California



MEDIUM SPAN, HIGH CLEARANCE

HANSEN BRIDGE OVER SNAKE RIVER

NEAR HANSEN, IDAHO

DESIGNER

Idaho Department of Highways (Bridge Section) Boise, Idaho

OWNER

Idaho Department of Highways, Boise, Idaho

GENERAL CONTRACTOR

Peter Kiewit Sons Company, Omaha, Nebraska

FABRICATOR

Western Steel Company, Salt Lake City, Utah

A W A R D O F M E R I T 1 9 6 7

MEDIUM SPAN, LOW CLEARANCE

WOODLAND BRIDGE

WOODLAND, WASHINGTON

DESIGNER

Bjorn A. Stiansen, Harry R. Powell & Associates, Seattle, Washington

OWNERS

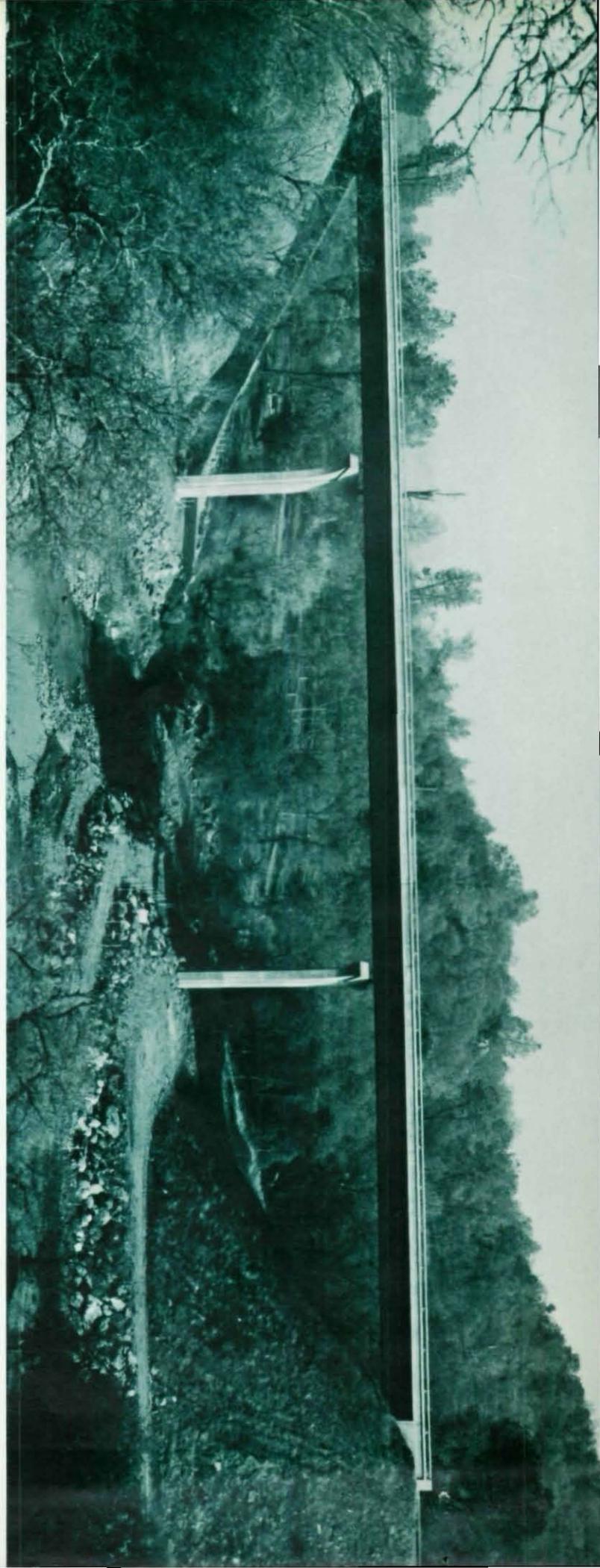
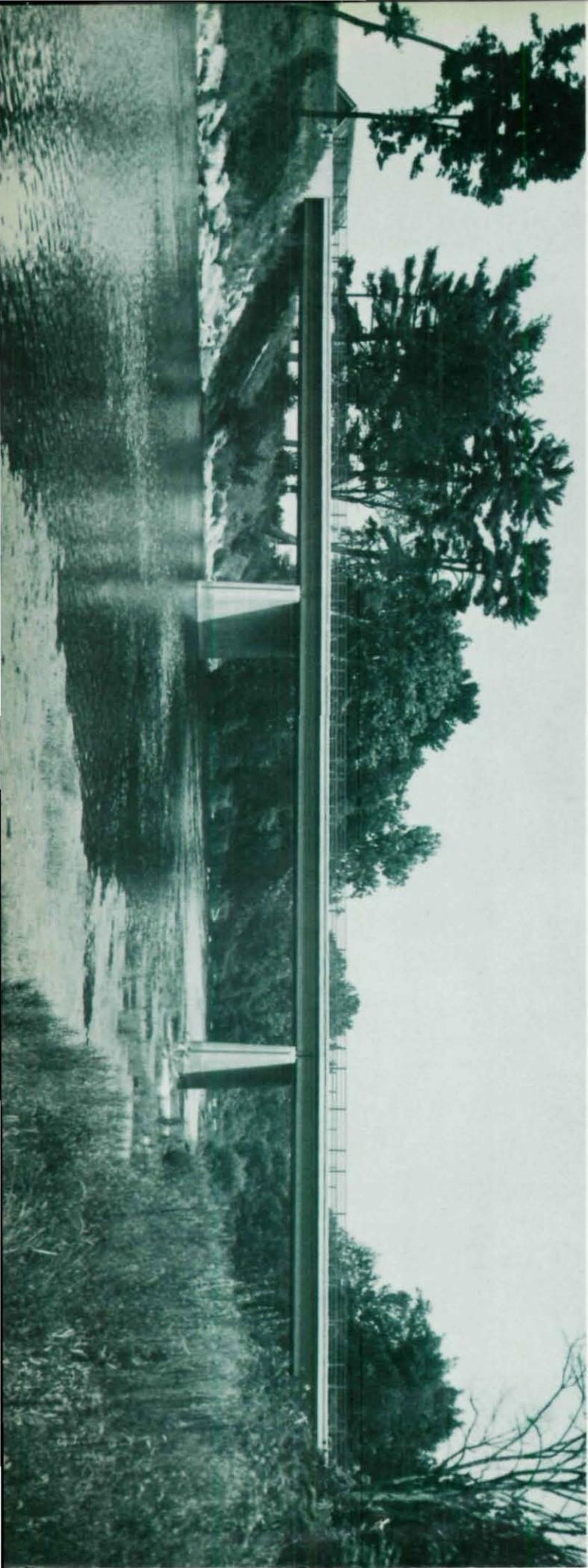
Clark and Cowlitz Counties, Washington

GENERAL CONTRACTOR

Ralph Lockyear Construction Co., Longview, Washington

FABRICATOR

Fought & Company, Inc., Portland, Oregon



SHORT SPAN

DRY CREEK BRIDGE

IONE, CALIFORNIA

DESIGNER

State of California, Bridge Department, Sacramento, California

OWNER

State of California, Sacramento, California

GENERAL CONTRACTOR

O. K. Mitty & Sons and A. L. Craft (Joint Venture), Gardena, California

FABRICATOR

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

A W A R D O F M E R I T 1 9 6 7

SHORT SPAN

ALLIGERVILLE ROAD BRIDGE OVER RONDOUT CREEK

ULSTER COUNTY, NEW YORK

DESIGNER

Office of the Deputy Chief Engineer (Design), New York State Dept. of Public Works, Albany, New York

OWNER

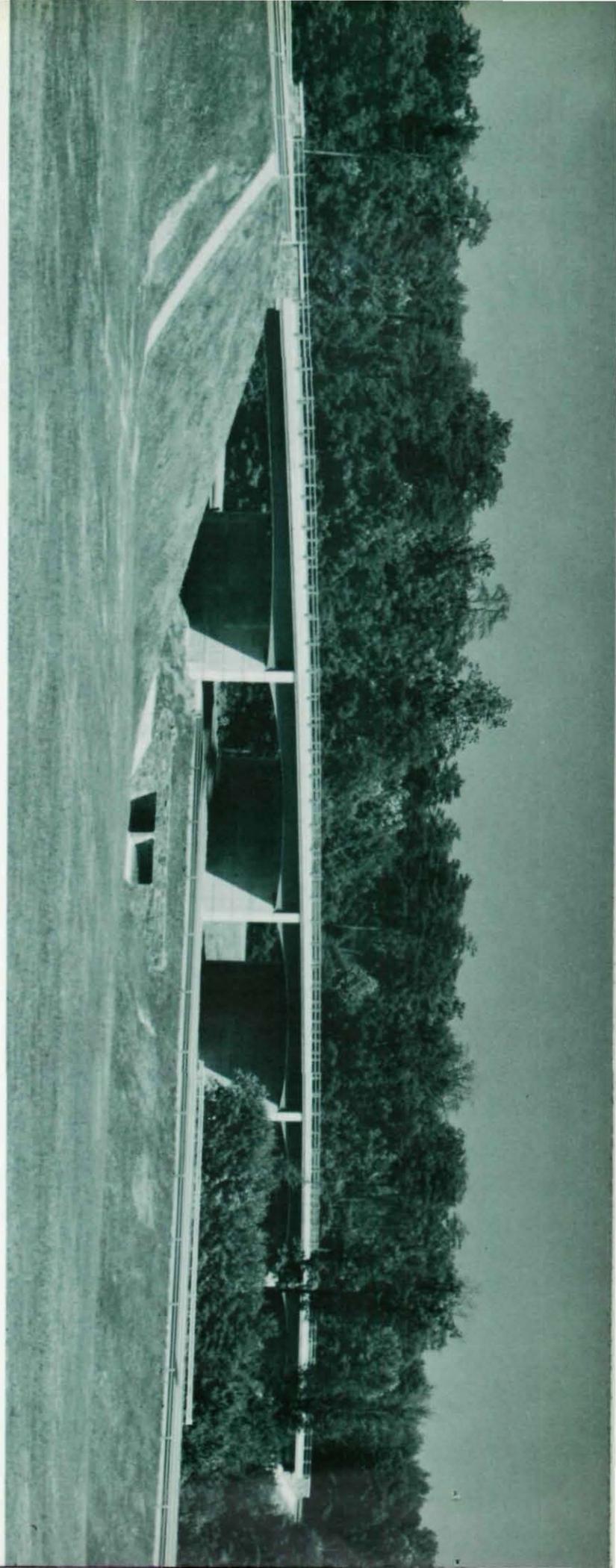
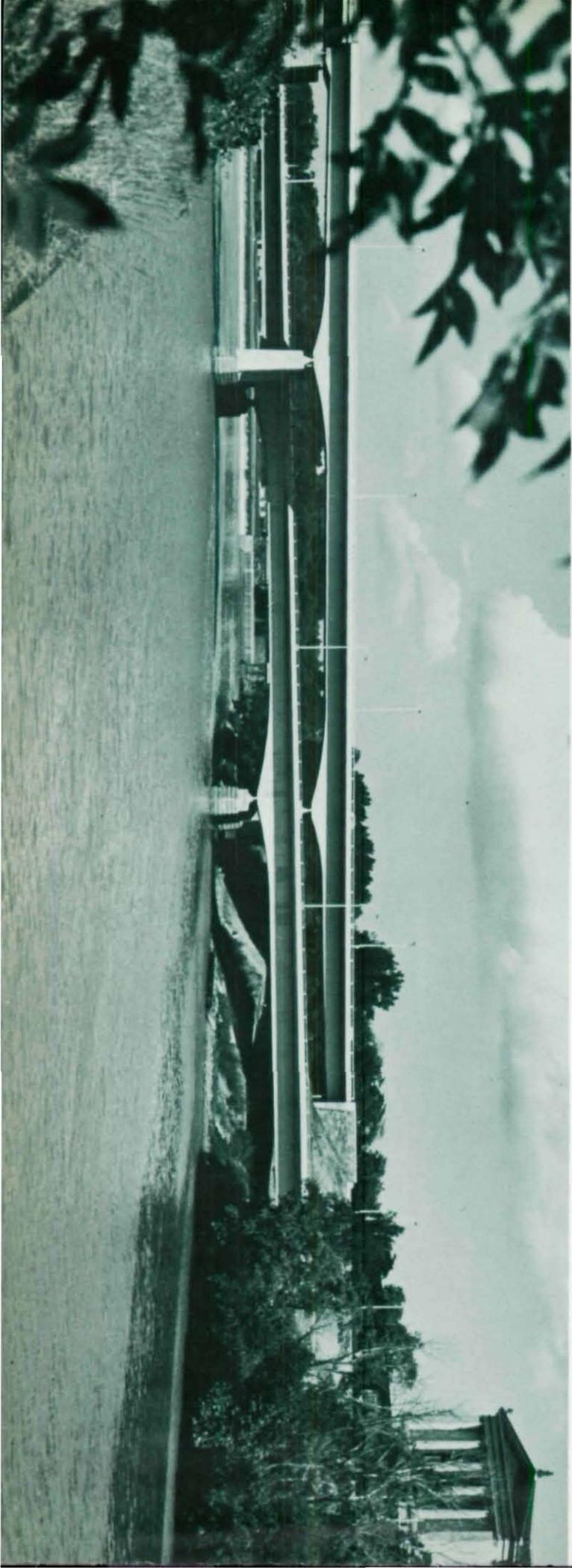
Ulster County Highway Department, Kingston, New York

GENERAL CONTRACTOR

V. J. Constanzi, Inc., Poughkeepsie, New York

FABRICATOR

American Bridge Division — United States Steel, Pittsburgh, Pennsylvania



HIGHWAY GRADE SEPARATION

GODDARD BRIDGE

GODDARD SPACE FLIGHT CENTER, GREENBELT, MARYLAND

DESIGNER

Whitman, Requardt and Associates, Baltimore, Maryland

OWNER

National Aeronautics and Space Administration, Goddard Space Flight Center
Greenbelt, Maryland

GENERAL CONTRACTOR

Dewey Jordan, Inc., Frederick, Maryland

FABRICATOR

Cumberland Bridge Company, Camp Hill, Pennsylvania

A W A R D O F M E R I T 1 9 6 7

HIGHWAY GRADE SEPARATION

SPRING GARDEN STREET – WEST RIVER DRIVE BRIDGES

PHILADELPHIA, PENNSYLVANIA

DESIGNER

Bridge Division, Department of Streets, City of Philadelphia, Philadelphia, Pennsylvania

OWNER

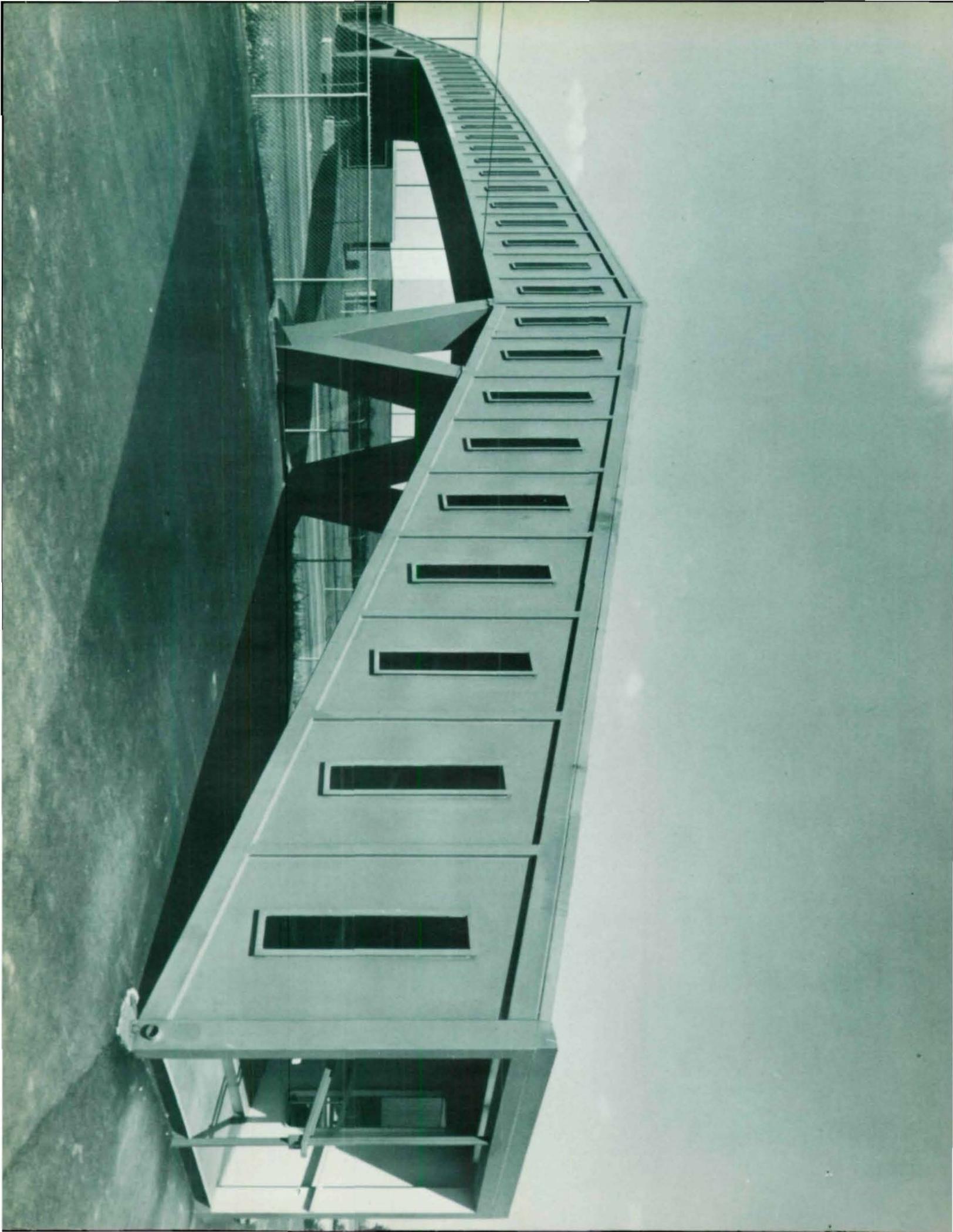
Spring Garden St. Bridge: Dept. of Highways, Commonwealth of Pennsylvania, Harrisburg, Pennsylvania
West River Drive Bridge: Dept. of Streets, City of Philadelphia, Philadelphia, Pennsylvania

GENERAL CONTRACTOR

Conduit & Foundation Corporation, Philadelphia, Pennsylvania

FABRICATOR

Bethlehem Steel Corporation, Bethlehem, Pennsylvania



A W A R D O F M E R I T 1 9 6 7

SPECIAL TYPE

BELL AEROSYSTEMS PERSONNEL BRIDGE

WHEATFIELD, NEW YORK

DESIGNER, GENERAL CONTRACTOR,
AND STEEL FABRICATOR

Guardian Engineering & Development Company, Carnegie, Pennsylvania

OWNER

Bell Aerosystems Company, Division of Textron, Inc., Niagara Falls, New York



AWARD OF MERIT 1967

SPECIAL TYPE

CRIBBON AVENUE PEDESTRIAN OVERCROSSING
CHEYENNE, WYOMING

DESIGNER

Wyoming State Highway Department, Cheyenne, Wyoming

OWNER

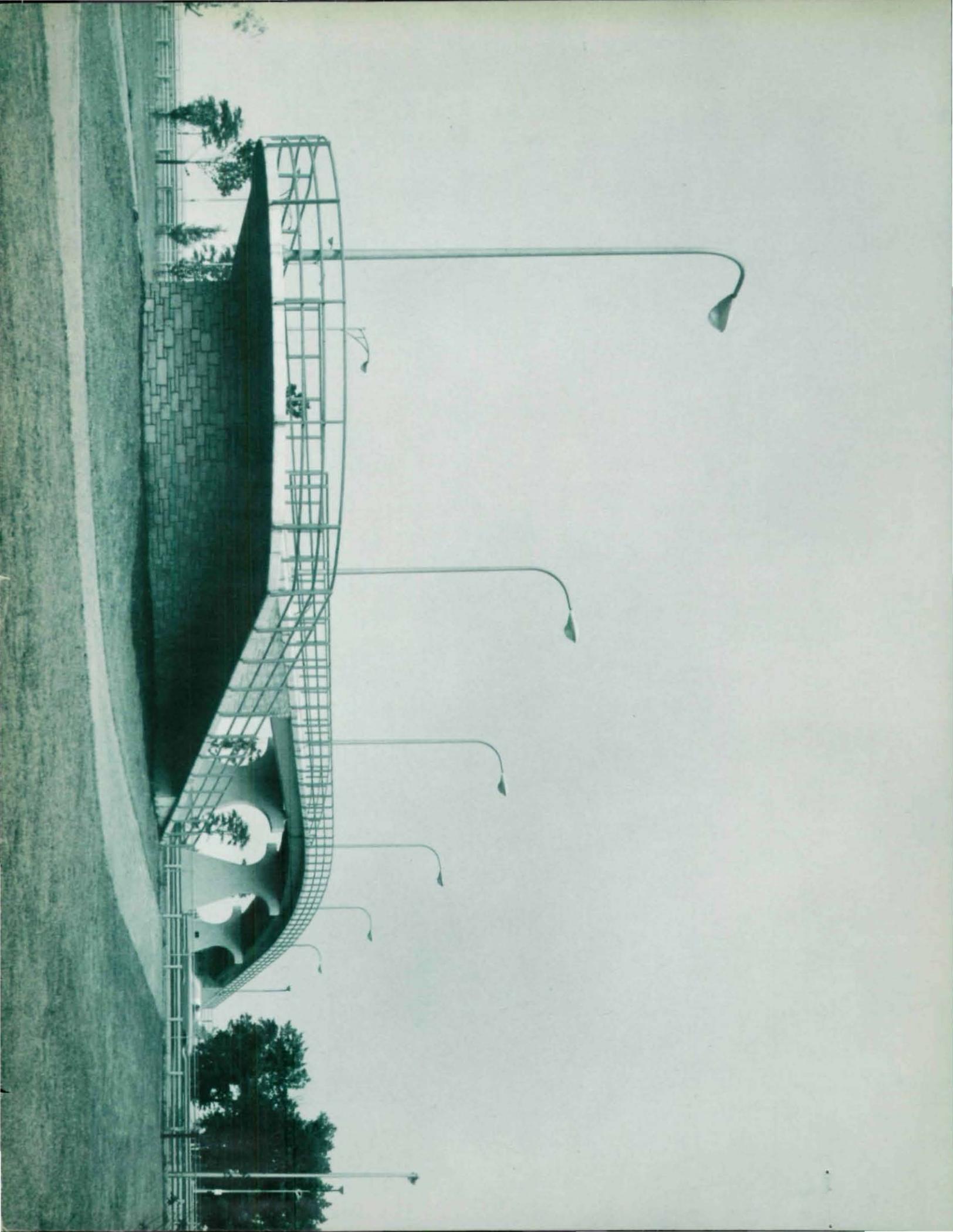
Wyoming State Highway Department, Cheyenne, Wyoming

GENERAL CONTRACTOR

Reiman-Wuerth Company, Cheyenne, Wyoming

FABRICATOR

Burkhardt Steel Company, Denver, Colorado



AWARD OF MERIT 1967

SPECIAL TYPE

51st STREET PEDESTRIAN BRIDGE OVER LAKE SHORE DRIVE
CHICAGO, ILLINOIS

DESIGNER
Westenhoff & Novick, Inc., Chicago, Illinois

OWNER
City of Chicago, Department of Public Works, Chicago, Illinois

GENERAL CONTRACTOR
J. M. Corbett Co., Chicago, Illinois

FABRICATOR
Bennett Industries, Inc., Peotone, Illinois



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