

# Prize Bridges / 1976





## Prize Bridges/1976

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 1975.

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### AWARD CATEGORIES

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#### LONG SPAN

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

#### MEDIUM SPAN, HIGH CLEARANCE

Bridges with vertical clearances of 35 ft. or more, having the longest span (as measured by the supporting foundations) not more than 400 ft. nor less than 125 ft. in length.

#### MEDIUM SPAN, LOW CLEARANCE

Bridges having vertical clearances of less than 35 ft., having the longest span (as measured by the supporting foundations) not more than 400 ft. nor less than 125 ft. in length.

#### SHORT SPAN

Bridges having no single span 125 ft. or more in length.

#### GRADE SEPARATION

Bridges whose basic purpose is highway grade separation (highway or railroad) as contrasted to the above categories.

#### ELEVATED HIGHWAYS OR VIADUCTS

Bridges having more than five spans, which cross over one or more established traffic lanes, and which may afford access for pedestrian travel and for parking.

#### MOVABLE SPAN

Bridges having a movable span.

#### SPECIAL PURPOSE

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

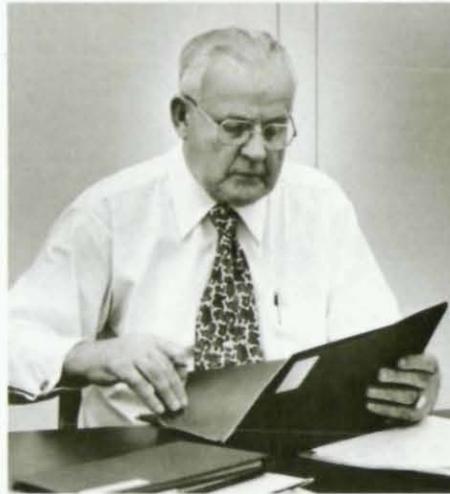


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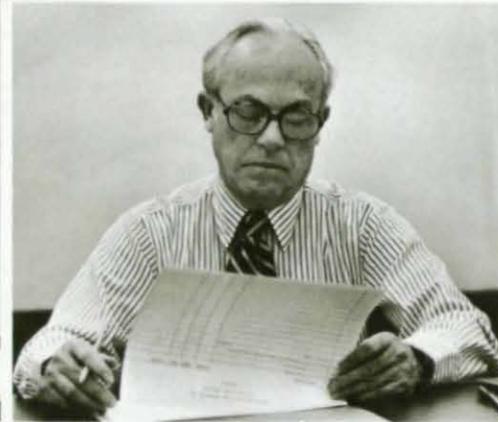
JURY OF AWARDS

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**WILLIAM A. BUGGE, Hon.ASCE**  
Engineering Consultant  
Olympia, Washington



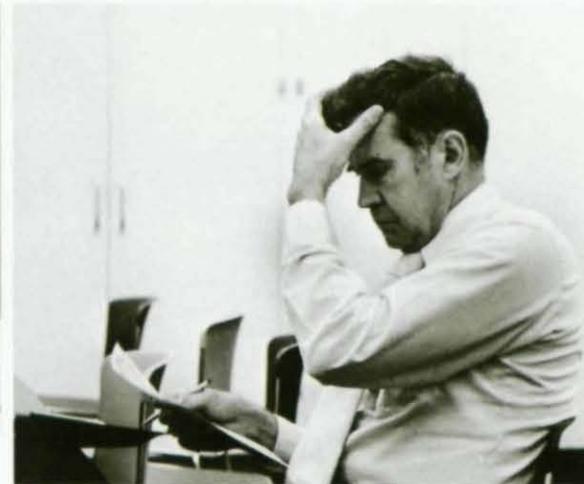
**D. ALLAN FIRMAGE, F.ASCE**  
Professor, Civil Engineering Department  
Brigham Young University  
Provo, Utah



**SATOSHI OISHI, F.ASCE**  
Partner & Vice President  
Edwards and Kelcey  
Newark, New Jersey



**LINTON E. GRINTER, Hon.ASCE**  
Dean, Graduate School  
University of Florida  
Gainesville, Florida



**LELAND J. WALKER, F.ASCE**  
President, American Society of Civil Engineers  
Chairman of the Board, Northern Testing Laboratories  
Great Falls, Montana

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 educators, 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 and function 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, general contractors, steel fabricators, and steel erectors 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 lasting interest in improved bridge design.

# Marquette–Prairie du Chien West Channel Bridge

PRIZE BRIDGE 1976 / LONG SPAN

## Designer

State of Wisconsin, Division of Highways, Madison, Wisconsin

## Owners

State of Wisconsin, Madison, Wisconsin and State of Iowa, Des Moines, Iowa

## General Contractors

Allied Structural Steel Company, Chicago Heights, Illinois  
INRYCO, Inc., Melrose Park, Illinois  
(A Joint Venture)

## Fabricators

Allied Structural Steel Company, Chicago Heights, Illinois  
INRYCO, Inc., Melrose Park, Illinois  
(A Joint Venture)

## Erector

Industrial Construction Division, Allied Structural Steel Company, Chicago Heights, Illinois

This thirteen span crossing of the Mississippi River, utilizing welded plate girders and tied arch construction, resulted from studies of a variety of structure types and span arrangements.

Selection of a single span tied arch over the navigation channel was based on aesthetics, economy, and function. The trim lines of the welded steel box rib and tie girder sections provide an attractive focal point for river navigation as it approaches the structure. The shallow depth of the arch tie girder and floor system permitted the use of flatter approach grades than would have been possible with a long, deep plate girder span. Approach span depths and lengths were chosen to provide an economic, yet uncluttered arrangement.

Total length of the bridge is 2557.8' c. to c. of bearings. Span lengths are 145.8'—2 at 181.5'—146'—462'—7 at 184'—151.9'.

*Jurors' Comments: Serene and graceful, this bridge enhances its man-made environment and sets a high standard for siting and appearance. Its low silhouette, clean horizontal lines, and the light piers of the approach spans are attractive design features.*

Across the Mississippi River  
between Marquette, Iowa and  
Prairie du Chien, Wisconsin



000657





# White Bird Canyon Bridge

PRIZE BRIDGE 1976 / MEDIUM SPAN, HIGH CLEARANCE

**Designer/Owner**

Idaho Transportation Department, Division of Highways, Boise, Idaho

**General Contractor**

Hensel Phelps Construction Company, Greeley, Colorado

**Fabricator**

Allied Structural Steel Company, Chicago Heights, Illinois

**Erector**

Fought & Company, Division of Allied Equities Corp., Reno, Nevada

Five combinations of structure type and overall length were studied before a composite steel trapezoid box girder, slant-leg design was selected. Other bridge types considered were a steel arch, a steel truss, and two conventional pier-and-girder structures of different overall lengths. Renderings of both the slant-leg and arch types were made to help evaluate their aesthetic values.

On the basis of preliminary cost data, the arch and truss types were rejected. Detailed cost comparisons were then made between the slant-leg and the two configurations of conventional pier-and-girder bridges. The slant-leg bridge was found to be economically competitive with the cheaper of the conventional bridges, and was therefore selected on the basis of its superior aesthetic appeal.

Span lengths are 248'—310'—248', and the vertical clearance is approximately 160'.

*Jurors' Comments: "This decisive, imaginative bridge is designed in bold contrast to the rugged topography. It is beautifully proportioned, clean, and uncluttered."*

# Brady's Run Park Bridge

PRIZE BRIDGE 1976 / MEDIUM SPAN, HIGH CLEARANCE

## Designer

Michael Baker, Jr., Inc., Beaver, Pennsylvania

## Owner

Commonwealth of Pennsylvania, Department of Transportation, Harrisburg, Pennsylvania

## General Contractor

W. P. Dickerson and Son, Inc., Youngwood, Pennsylvania

## Fabricator

Fort Pitt Division of Spang Industries, Inc., Canonsburg, Pennsylvania

## Erector

American Bridge Division, United States Steel, Pittsburgh, Pennsylvania

This twin rural structure, situated in very hilly terrain, overpasses a County recreational area, a small stream and existing roadways with approximately 120' of underclearance. There are three separate deck plate girder structural units of 2 spans continuous, 3 spans continuous and 2 spans continuous, separated by finger dam deck joints. Spans are 2 at 180'—200'—250'—200'—2 at 180', with substructure units placed radially on continuously curved alignment. The superstructure utilizes pairs of curved plate girders with floor beams and curved rolled beam stringers, and reinforced concrete deck and parapets. Roadways are 40', curb to curb.

The substructure has tapered T-type piers of reinforced concrete and reinforced concrete abutments which have footings only under the main girder bearing areas and the wing walls. Foundation treatment was influenced by the presence of abandoned mine voids below the surface.

*Jurors' Comments: "There is beauty in the simplicity, the delicate curve and the excellent proportions of this bridge. It does not overpower its surroundings."*



Brighton Township  
Beaver County, Pennsylvania







# Clarno Bridge over the John Day River

PRIZE BRIDGE 1976 / MEDIUM SPAN, LOW CLEARANCE

**Designer**

Bridge Section, State Highway Division, Oregon Department of Transportation, Salem, Oregon

**Owner**

Oregon Department of Transportation, Salem, Oregon

**General Contractor**

Hensel Phelps Construction Company, Greeley, Colorado

**Fabricator/Erector**

Fought & Company, Division of Allied Equities Corp., Reno, Nevada

At the bridge site, the John Day River flows through a small valley that is surrounded by rugged, barren hills. It is an area that is rich in geological history, and since the river is protected under the State's Scenic Rivers Act, it is environmentally sensitive.

The river is known for flash flooding and accompanying erosion. This factor dictated a main span reaching between the normal channel banks without intermediate piers. The design was further complicated by a requirement that the approach road could not restrict the flow of flood water over the flood plain. The required span length and grade line controls limited the main span to a through type rather than a deck type structure.

The selection of a stiffened tied arch, constructed of weathering steel, provided a structure that met the design parameters, has a natural color that blends with the surrounding hills, and is aesthetically compatible to the stark John Day Canyon.

Span lengths are 49'—50'—270.5'—50'—49', and the vertical clearance is 20' to low water.

*Jurors' Comments: "A very attractive bridge, slender and delicate, well proportioned, and nicely detailed."*

# Mounts Bay Road Bridge over Halfway Creek

PRIZE BRIDGE 1976 / SHORT SPAN

## Designer

Fraioli-Blum-Yesselman Associates, Inc., Norfolk, Virginia

## Owner

Busch Properties, Inc., a subsidiary of Anheuser-Busch, Inc., St. Louis, Missouri

## General Contractor

Sanford Construction Company, Sanford, North Carolina

## Fabricator/Erector

Globe Iron Construction Co., Norfolk, Virginia

The bridge is located in the center of a 4,000 acre residential, recreational, and tourist development. The property is bisected by Halfway Creek, a navigable tidal stream, with the bridge forming the connecting link between the two parts. The client, concerned with the preservation of the character of the site, emphasized his desire to obtain a bridge structure that would complement the outstanding scenery at the bridge site. Numerous schemes for the design and various materials for the execution of the structure were evaluated and the chosen design was felt to best fill the need due to its lightness and delicacy.

The road alignment necessitated an inverted vertical curve throughout the length of the bridge. In order to de-emphasize the curvature, the lengths of span were so chosen that their ratio to the vertical clearance was approximately constant. Weathering steel was selected for the steel framing, at its rust color would be almost identical to the reddish-brown clay exposed in many places along the shores of the Creek. Another consideration for the use of weathering steel was the elimination of painting and the reduction in future maintenance cost. All exposed concrete was produced employing tan portland cement, which gives the finished concrete a warm hue.

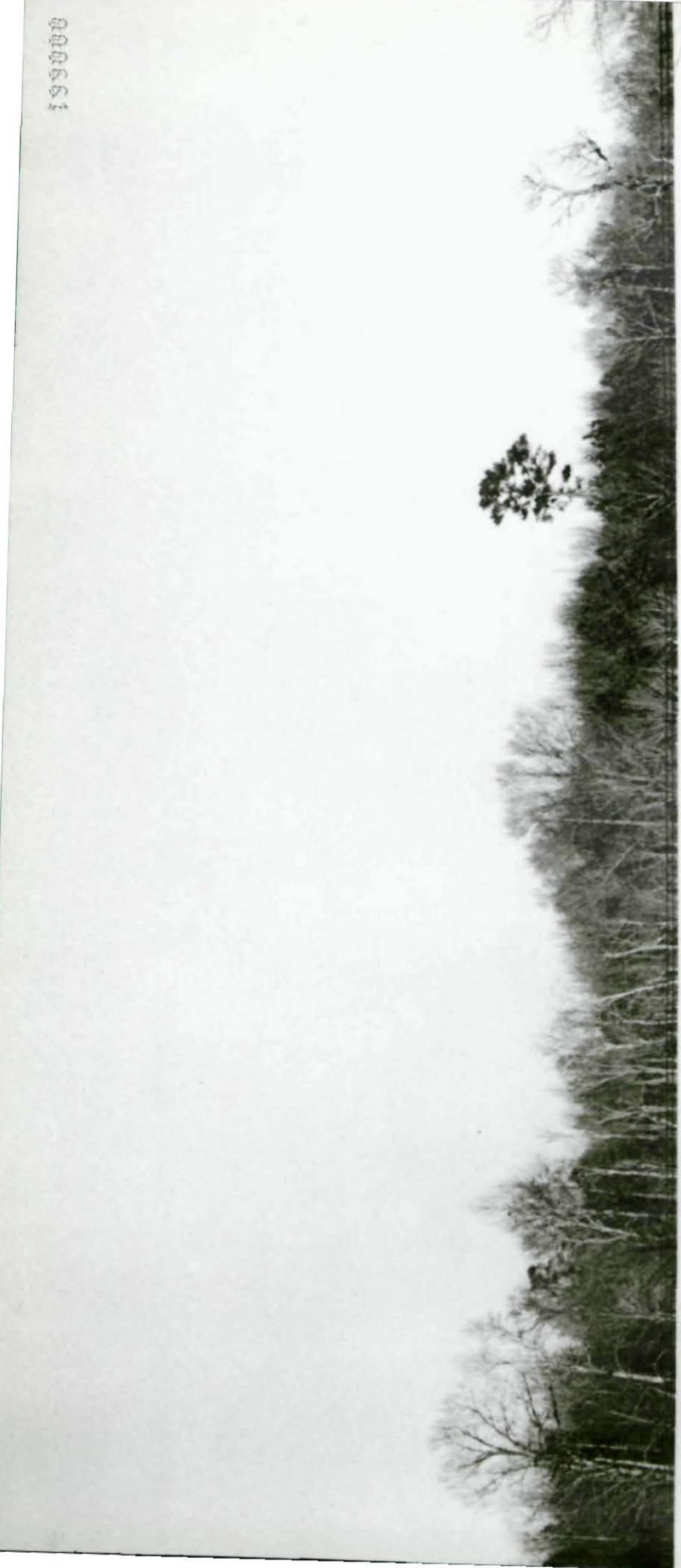
The structural steel framing supporting the bridge deck is designed as a fully continuous frame on six supports. The bearings on the two piers closest to the center of the bridge are fixed, while the bearings on the remaining piers and abutments are movable. The advantage of this design is the elimination of expansion joints or hinges in the bridge structure. Framing members are rolled sections with the exception of the intersections, which are built up from plates. Deck girders are W36 x 135 and members for the delta piers are W24 x 110. Variations resulting from the rather complex geometry of the bridge are entirely accommodated in the built-up intersections, permitting the ends of all rolled sections to be cut square.

Span lengths are 72.5'—98.5'—96'—94.5'—68'. Vertical clearance varies from 22' to 26'.

*Jurors' Comments: "An attractive bridge that complements its setting. The designer has made good use of the delta piers, creating a visual rhythm in harmony with the creek and the trees."*



199000





# Burlington Northern Railway over Beam Avenue

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PRIZE BRIDGE 1976 / GRADE SEPARATION

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**Designer**

Howard Needles Tammen & Bergendoff, Minneapolis, Minnesota

**Owner**

City of Maplewood, Maplewood, Minnesota

**General Contractor**

Lunda Construction Company, Black River Falls, Wisconsin

**Fabricator**

Phoenix Steel Corporation, Eau Claire, Wisconsin

**Erector**

Lunda Construction Company, Black River Falls, Wisconsin

An aesthetically pleasing, yet economical design concept was dictated by the suburban site of this railroad bridge. The simplicity of the two-span layout complements the treatment of the stylized abutments, and presents an open, non-restrictive view from the lower roadway.

Span lengths are 94.75' each; vertical clearance is 23.5'. High-strength, weathering steel box girders, acting compositely with the concrete deck, provided the economical solution to the design requirements.

*Jurors' Comments: "A striking example of a simple bridge made beautiful by careful detailing and balanced proportions."*

# Bigley Interchange

PRIZE BRIDGE 1976 / ELEVATED HIGHWAYS OR VIADUCTS

## Designer

Howard Needles Tammen & Bergendoff, Kansas City, Missouri

## Owner

West Virginia Department of Highways, Charleston, West Virginia

## General Contractor

Allied Structural Steel Company, Chicago Heights, Illinois

## Fabricator

Allied Structural Steel Company, Chicago Heights, Illinois

## Erector

Industrial Construction Division, Allied Structural Steel Company, Chicago Heights, Illinois

This interchange is the juncture of two Interstate routes. The severe topographical restrictions also required the adjacent river bridge to be a part of the interchange. The entire interchange is elevated, with the exception of the merging areas on one Interstate leg.

Since it is located in the capital city of a state, there was great concern for the aesthetic impact of the entire Interstate System on the city. This strongly influenced the selection of curved steel box girders for all structures. The welded, vertical web multi-box girders are single-cell, except at merge areas, and consist of three- or four-span continuous units. Nominal girder depths varied from 36" on the shortest spans to 72" and 84" over the river.

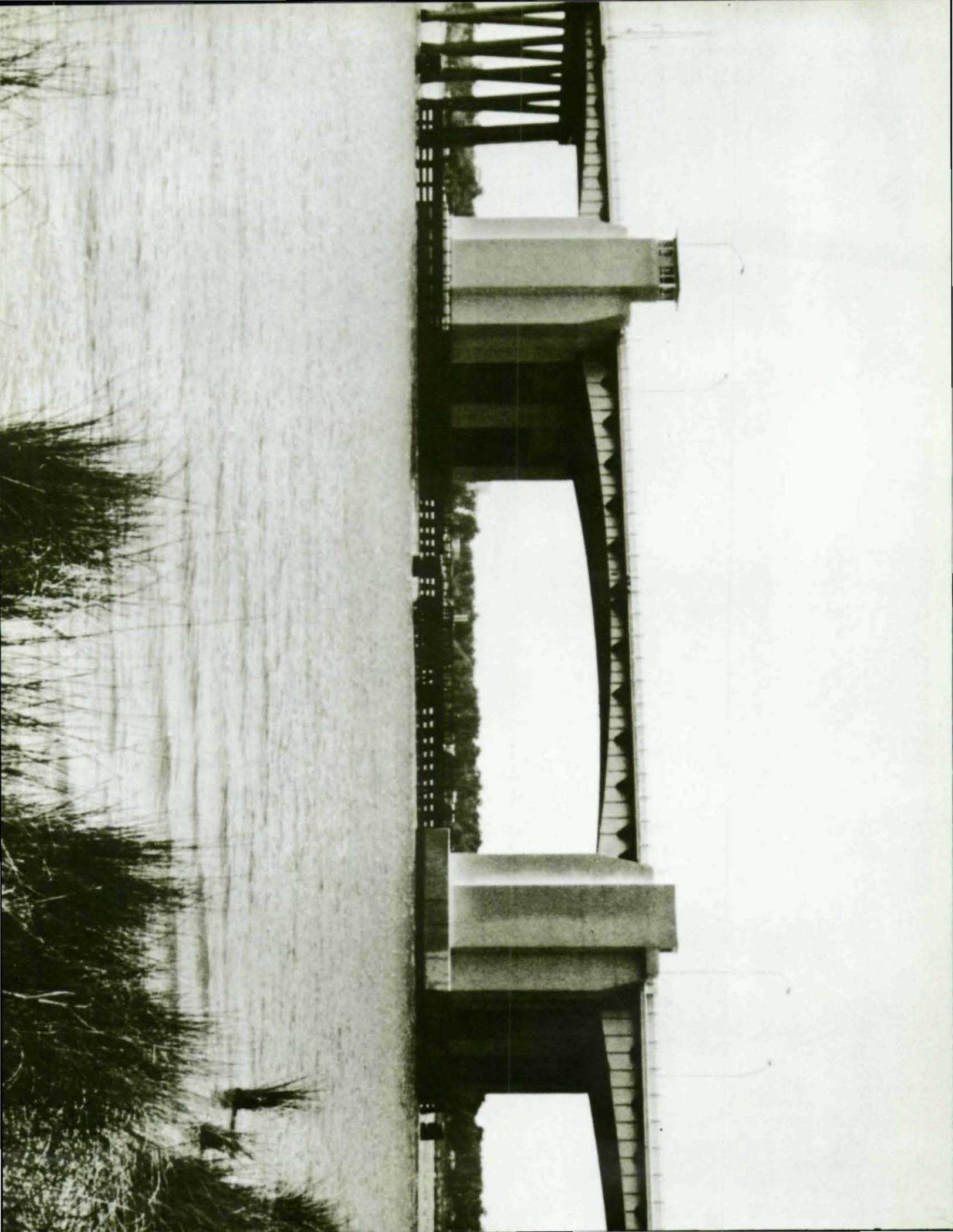
Where clearances did not permit wide pier caps in the interchange and on the river bridge, integral cross girder boxes transferred the loads to the narrower pier shafts. Between adjacent units, links which provided the cantilever support were located within the boxes to provide a smooth exterior appearance.

Span lengths vary from 70' to 260'. Vertical clearance varies from 15.6' to 54'.

*Jurors' Comments: "The clean, uncluttered appearance of this box girder bridge is not only attractive, but is also well suited to its urban site, where the underside view is so prominent."*









# Back Bay Bridge

PRIZE BRIDGE 1976 / MOVABLE SPAN

**Designer**

Hazelet & Erdal, Chicago, Illinois

**Owner**

Mississippi State Highway Department, Jackson, Mississippi

**General Contractor**

Michael Construction Company of Mississippi, Inc., Chattanooga, Tennessee

**Fabricator**

Tucker Steel, Inc., Knoxville, Tennessee

**Erector**

Michael Construction Company of Mississippi, Inc., Chattanooga, Tennessee

To achieve pleasing lines, the bottom surfaces of the bascule girders follow a parabolic curve from a slender depth at the center to the deep section at the bascule piers. The bottom surfaces of the girders for the adjacent approach spans are similarly curved to provide graceful symmetry about the center of the bascule span. The enclosure walls of the bascule piers are sloped in the region of the girders to simulate the appearance of thrust blocks for these shallow "arches."

The operator's house on one bascule pier and the penthouse on the other are carried the full height of the pier to provide interior stairways for servicing the navigation lights on the fender system. The boldly offset vertical lines resulting from this feature create the illusion of greater height for the normally wide bascule piers.

The bascule span, 210' c. to c. bearings, provides a 132' wide channel at a 15 degree skew, with 61.3' of vertical underclearance in the closed position. The rolling lift bascule and immediately adjacent approach spans are comprised of four welded deck plate girders with floor beams and rolled beam stringers. The design provides for a steel grid floor on the bascule span and a reinforced concrete deck on the adjacent approach spans.

Twin bascule bridges are set side by side and normally bolted together to provide the maximum rigidity for live load on the bascule span. They can be disconnected and operated separately so that either bridge can be taken out of service for repair while traffic is maintained on the other.

*Jurors' Comments: "An unusually attractive movable span bridge, with crisp, clean lines and an undeniable presence on the waterway."*

# Moore's Run Pedestrian Bridge

PRIZE BRIDGE 1976 / SPECIAL PURPOSE

**Designer**

MCA Engineering Corporation, Baltimore, Maryland

**Owner**

City of Baltimore, Baltimore, Maryland

**General Contractor**

Interstate Bridge Company of Maryland, Inc., New Market, Maryland

**Fabricator**

Atlas Machine & Iron Works, Inc., Gainesville, Virginia

**Erector**

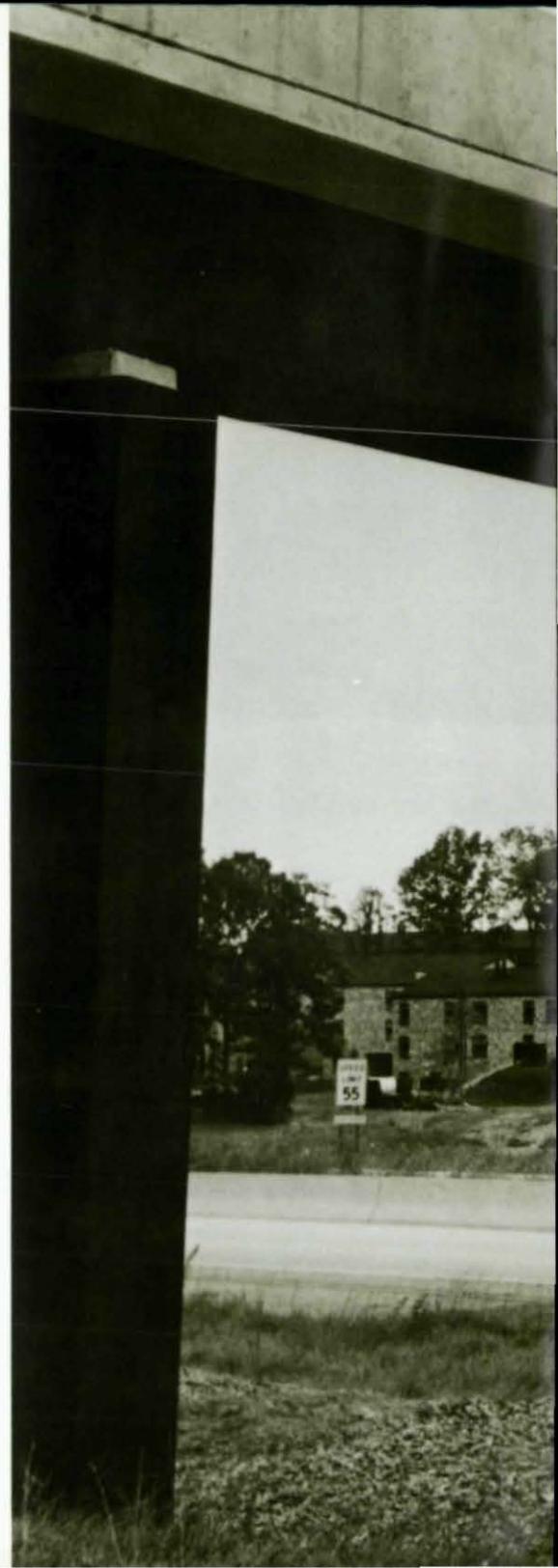
Interstate Bridge Company of Maryland, Inc., New Market, Maryland

The new highway construction in Baltimore City split the Hollander Hills residential housing development on the east side of I-95 from the commercial and industrial areas on the west side of I-95. This bridge was located to provide residents with the most convenient pedestrian access to and from the east and west sides of I-95. Span lengths are 100'—2 at 125'—100'. Vertical clearance is 17'.

The selection of a sloped fascia steel box girder for the superstructure of the pedestrian bridge resulted in a shallow depth structure with pleasing lines and a very clean appearance.

Weathering steel was selected for the box girders to take advantage of the cost savings resulting from the elimination of painting and the higher stress levels permitted for design. To improve the overall appearance of the structure, the concrete pier columns were encased in weathering steel. The steel encasement was used as the form for the columns, thereby eliminating the need for conventional forming.

*Jurors' Comments: "The relative proportion of superstructure to piers is well balanced in this effective and economical design. The protective screen is nicely handled."*



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## I-24 Bridge over Tennessee River

AWARD OF MERIT 1976 / LONG SPAN

**Designers** Kroboth Engineers, Inc., Lexington, Kentucky and  
Sverdrup & Parcel and Associates, Inc., St. Louis, Missouri  
(A Joint Venture)

**Owner** Commonwealth of Kentucky, Department of Transportation, Frankfort, Kentucky

**General Contractor** Allied Structural Steel Company, Chicago Heights, Illinois

**Fabricator/Erector** Allied Structural Steel Company, Chicago Heights, Illinois



Marshall and Livingston Counties, Kentucky  
Span Lengths: 4 at 195'—534'—4 at 195'



Jackson County, Oregon

Span Lengths: 98'-3 at 117'-281'-386'-336'-280'

## Peyton Bridge

AWARD OF MERIT 1976 / MEDIUM SPAN, HIGH CLEARANCE

**Designer** Federal Highway Administration, Office of Western Bridge Design, Denver, Colorado

**Owner** U.S. Army Corps of Engineers, Portland District, Portland, Oregon

**General Contractor** Hensel Phelps Construction Company, Greeley, Colorado

**Fabricator/Erector** Fought & Company, Division of Allied Equities Corp., Reno, Nevada

## New Emsworth Bridge

AWARD OF MERIT 1976 /  
MEDIUM SPAN, HIGH CLEARANCE

**Designer**

Michael Baker, Jr., Inc., Beaver, Pennsylvania

**Owner**

Port Authority of Allegheny County, Pittsburgh, Pennsylvania

**General Contractor**

Gerace Construction Corp., Pittsburgh, Pennsylvania

**Fabricator/Erector**

American Bridge Division, United States Steel, Pittsburgh, Pennsylvania

Emsworth Borough, Pennsylvania  
Span Lengths: 2 at 52.5'—280.5'—3 at 60'





State Route C, St. Clair County, Missouri  
 Span Lengths: 123'-10 at 156'-123'

## Harry S. Truman Dam and Reservoir St. Clair County Bridge No. SC-36

AWARD OF MERIT 1976 / MEDIUM SPAN, HIGH CLEARANCE

**Designer** U.S. Army Corps of Engineers, Kansas City District, Kansas City, Missouri

**Owner** Missouri State Highway Commission, Jefferson City, Missouri

**General Contractor** Ted Wilkerson, Inc., Kansas City, Kansas

**Fabricator** Kansas City Structural Steel Company, Kansas City, Kansas

**Erector** Ted Wilkerson, Inc., Kansas City, Kansas



State Route 24, near Hanksville, Utah  
*Span Lengths: 104'—2 at 130'—104'*

## **Dirty Devil River Bridge**

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AWARD OF MERIT 1976 / MEDIUM SPAN, LOW CLEARANCE

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**Designer** Structures Division, Utah Department of Transportation, Salt Lake City, Utah

**Owner** Utah Department of Transportation, Salt Lake City, Utah

**General Contractor** L. A. Young Sons Construction Company, Richfield, Utah

**Fabricator/Erector** Western Steel Company, Inc., Salt Lake City, Utah



899000

Lycoming County, Pennsylvania  
Span Lengths: 146.5'—183'—146.5'

## Pine Creek-Waterville Bridge

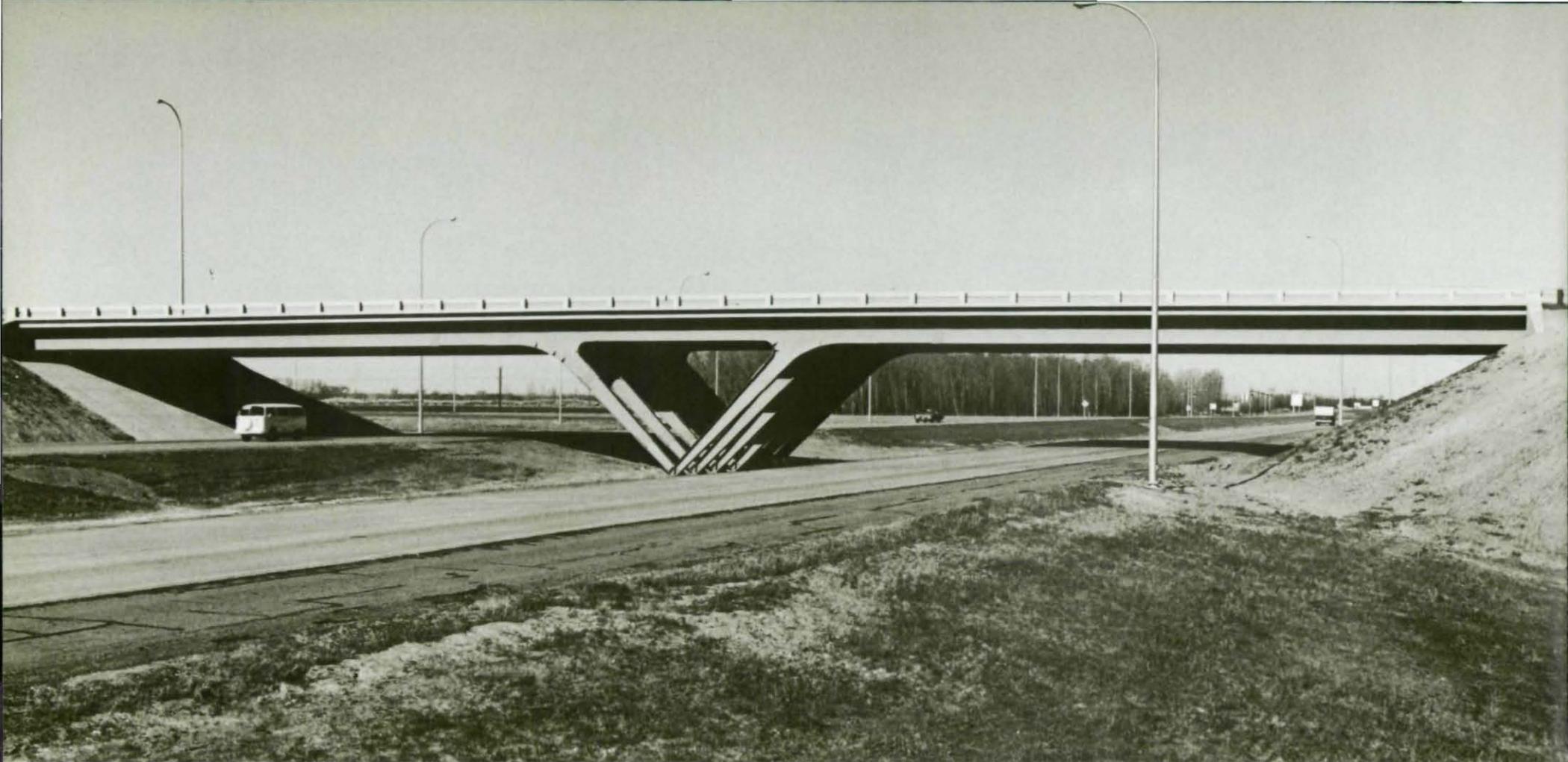
AWARD OF MERIT 1976 / MEDIUM SPAN, LOW CLEARANCE

**Designer** Tyo and Fleisher, Inc., Harrisburg, Pennsylvania

**Owner** Commonwealth of Pennsylvania, Department of Transportation, Harrisburg, Pennsylvania

**General Contractor** Reed & Kuhn, Inc., Elysburg, Pennsylvania

**Fabricator/Erector** Williamsport Fabricators, Inc., Williamsport, Pennsylvania



Grand Forks, North Dakota  
*Span Lengths: 2 at 137'*

## **Grand Forks AFB Interchange**

AWARD OF MERIT 1976 / GRADE SEPARATION

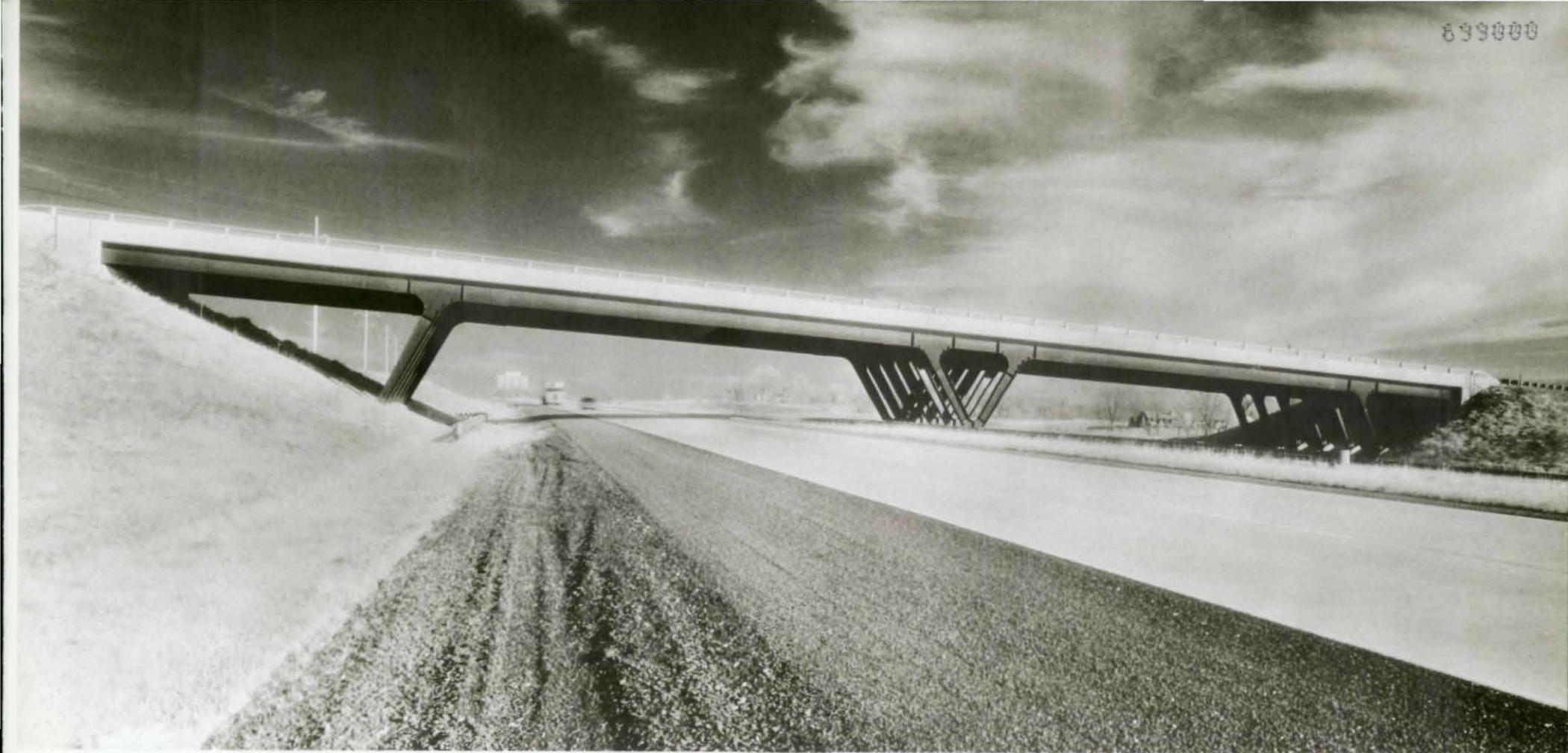
**Designer** Bridge Division, North Dakota State Highway Department, Bismarck, North Dakota

**Owner** State of North Dakota, Bismarck, North Dakota

**General Contractor** Northern Improvement Company, Fargo, North Dakota

**Fabricator** Egger Steel Company, Sioux Falls, South Dakota

**Erector** Swingen Construction Company, Grand Forks, North Dakota



Hampden Township, Pennsylvania  
Span Lengths: 32.5'—90'—23'—89'—50'

## Sample Bridge Road Overpass at I-81

AWARD OF MERIT 1976 / GRADE SEPARATION

**Designer** Modjeski and Masters, Mechanicsburg, Pennsylvania

**Owner** Commonwealth of Pennsylvania, Department of Transportation, Harrisburg, Pennsylvania

**General Contractor** Hempt Bros., Inc., Camp Hill, Pennsylvania

**Fabricator/Erector** High Steel Structures, Inc., Lancaster, Pennsylvania



Summit County, Colorado  
Span Lengths: 30'—183'—30'

## Shrine Pass Interchange

AWARD OF MERIT 1976 / GRADE SEPARATION

**Designer** Meheen Engineering Co., Denver, Colorado

**Architectural Consultant** Charles Montooth, AIA, The Frank Lloyd Wright Foundation, Scottsdale, Arizona

**Owner** Colorado Division of Highways, Denver, Colorado

**General Contractor** H-E Lowdermilk Co., Englewood, Colorado

**Fabricator** The Midwest Steel & Iron Works Co., Denver, Colorado

**Erector** Kenney Construction Co., Inc., Commerce City, Colorado

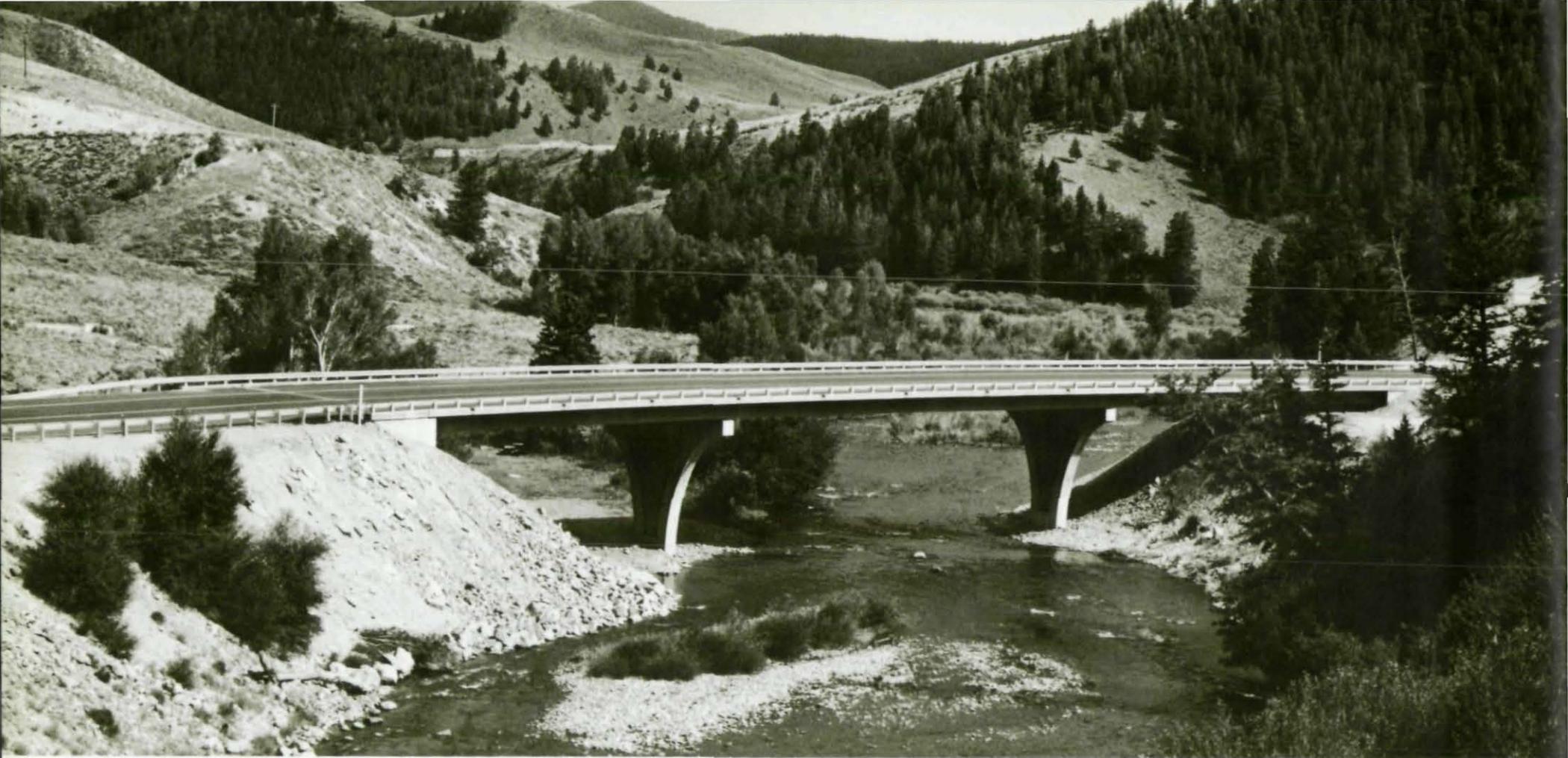


Friendsville, Maryland  
Span Lengths: 83'-160'-134'

## **Blooming Rose Road over National Freeway**

AWARD OF MERIT 1976 / GRADE SEPARATION

- Designer** Ewell, Bomhardt & Associates, Baltimore, Maryland
- Owner** Maryland State Highway Administration, Baltimore, Maryland
- General Contractor** S. J. Groves & Sons Company, Minneapolis, Minnesota
- Fabricator** Cumberland Bridge Company, Camp Hill, Pennsylvania
- Erector** Aycock, Inc., Camp Hill, Pennsylvania



US 40, West of Hot Sulphur Springs, Colorado  
Span Lengths: 90'—120'—90'

## Byers Cañon Bridge

AWARD OF MERIT 1976 / SHORT SPAN

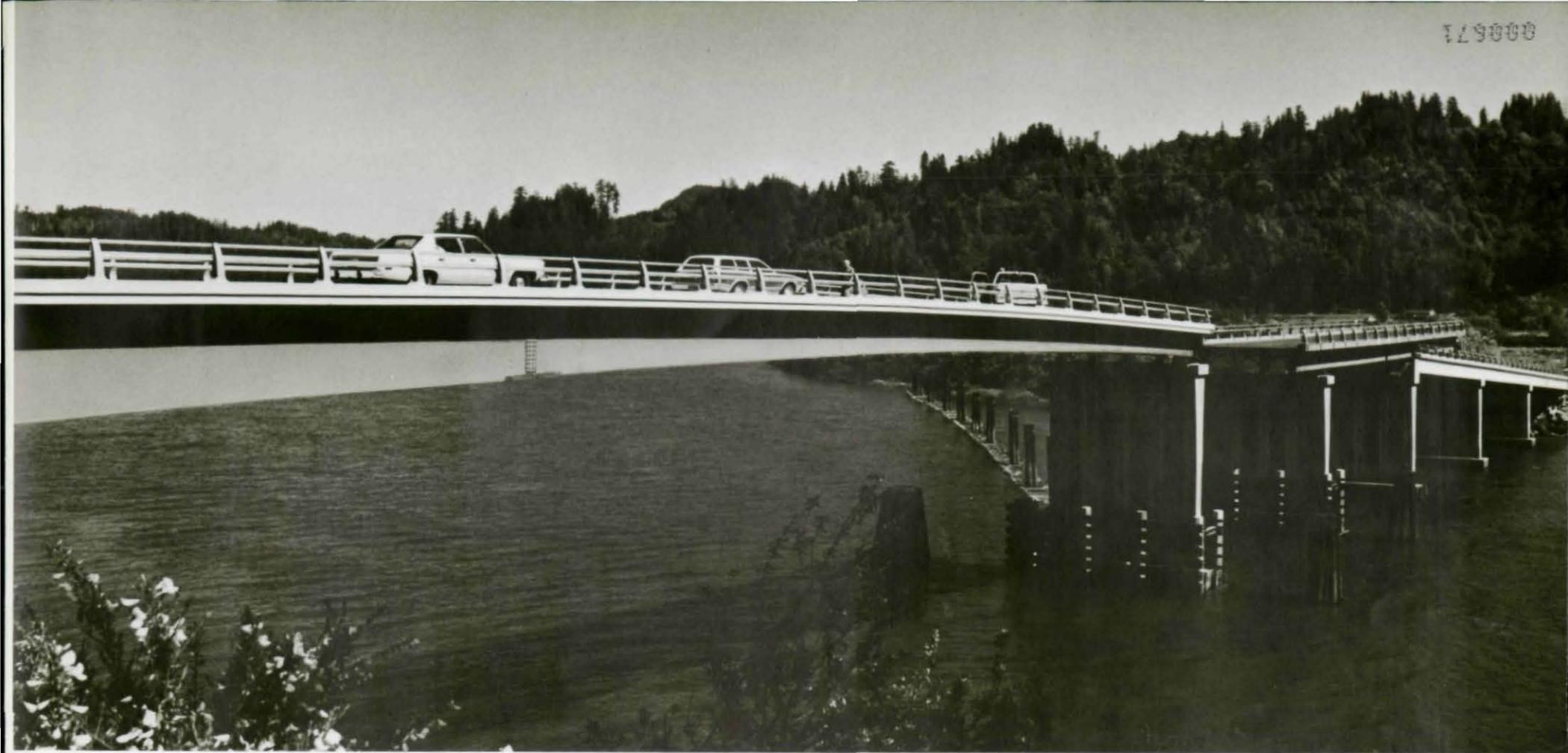
**Designer** Staff Bridge Design, Colorado Division of Highways, Denver, Colorado

**Owner** Colorado Division of Highways, Denver, Colorado

**General Contractor** Flatiron Paving Company, Boulder, Colorado

**Fabricator** Western Steel Company, Inc., Salt Lake City, Utah

**Erector** Flatiron Paving Company, Boulder, Colorado



Near Gardiner, Oregon  
Span Lengths: 40'—180'—2 at 65'—3 at 70'

## Smith River Bridge No. 195-0.0

AWARD OF MERIT 1976 / MOVABLE SPAN

**Designer** Oregon Bridge Engineering Co., Springfield, Oregon

**Owner** Douglas County, Roseburg, Oregon

**General Contractor** Holst Construction Co., Oakridge, Oregon

**Fabricator** Northwest Steel Fabricators, Inc., Vancouver, Washington

**Erector** McKenzie Steel Co., Eugene, Oregon



Bridgeport, Connecticut  
Span Length: 132' (lift span)

## Stratford Avenue Bridge

AWARD OF MERIT 1976 / MOVABLE SPAN

**Designer** Hardesty & Hanover, New York, New York

**Owner** State of Connecticut, Department of Transportation, Wethersfield, Connecticut

**General Contractor** C. W. Blakeslee & Sons, Inc., New Haven, Connecticut

**Fabricator/Erector** Harris Structural Steel Co., Inc., Piscataway, New Jersey



Minneapolis, Minnesota  
Span Lengths: 99'–115'; 117'

## Fairview-St. Mary's Skyway System

AWARD OF MERIT 1976 / SPECIAL PURPOSE

- Designer** Setter, Leach & Lindstrom, Inc., Minneapolis, Minnesota  
**Owners** Fairview Hospital, Minneapolis, Minnesota and St. Mary's Hospital, Minneapolis, Minnesota  
**General Contractor** Acton Construction Company, Minneapolis, Minnesota  
**Fabricator** L. L. LeJeune Company, Minneapolis, Minnesota  
**Erector** Vickerman Construction Co., Long Lake, Minnesota



Omaha, Nebraska  
Span Lengths: 30'—55'—74'—59'—40'

## 42nd and Hillsdale Pedestrian Overpass

AWARD OF MERIT 1976 / SPECIAL PURPOSE

**Designer** Durand Associates, Inc., Omaha, Nebraska

**Owner** City of Omaha, Omaha, Nebraska

**General Contractor** Lueder Construction Company, Omaha, Nebraska

**Fabricator** Drake-Williams Steel, Inc., Omaha, Nebraska

**Erector** Lueder Construction Company, Omaha, Nebraska



Brooklyn, New York  
Span Lengths: 82'—53'

## **Pedestrian Bridge**

AWARD OF MERIT 1976 / SPECIAL PURPOSE

**Structural Engineers** Wiesenfeld & Leon, New York, New York

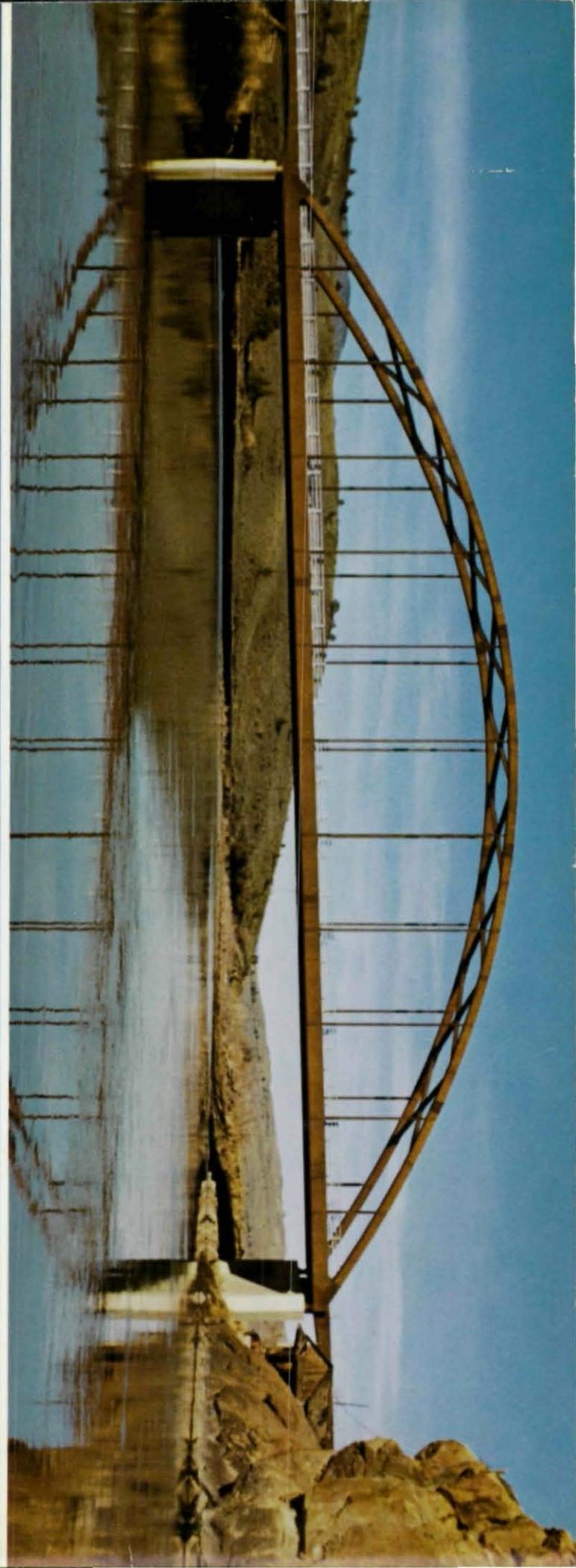
**Architects** Davis, Brody & Associates/Horowitz & Chun, New York, New York

**Owner** Long Island University, The Brooklyn Center, Brooklyn, New York

**General Contractor** J. Baranello & Sons, Ozone Park, New York

**Fabricator** Pecker Iron Works, Inc., Brooklyn, New York

**Erector** Atlas Steel Erectors Co., Inc., Brooklyn, New York



American Institute of Steel Construction  
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New York, N.Y. 10020

