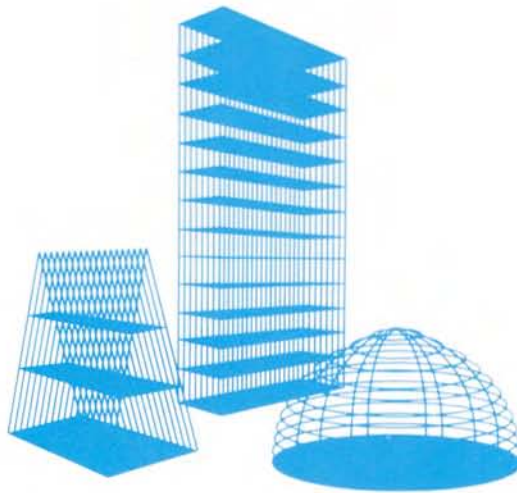


Architectural Awards
of Excellence
1977





The Architectural Awards of Excellence were established by The American Institute of Steel Construction in 1960 to recognize and honor outstanding architectural design in structural steel and to encourage further exploration of the many aesthetic possibilities that are inherent in steel construction. This year a distinguished jury named nineteen buildings for Architectural Awards of Excellence. In the opinion of the AISC Committee on Awards, each building represents design of the highest standards, and all awards are equal in stature. The award-winning architects are listed on the following pages with pictures of the buildings for which they received commendation.

**AMERICAN INSTITUTE
OF STEEL CONSTRUCTION**

Jury of Awards



LOUIS deMOLL, FAIA
Immediate Past President, AIA
Chairman of the Board
Ballinger & Associates
Philadelphia, Pennsylvania



SELMON T. FRANKLIN, JR., AIA
Selmon T. Franklin Associates
Chattanooga, Tennessee



ROBERT G. CERNY, FAIA
The Cerny Associates
Minneapolis, Minnesota



STEPHEN E. JOHNSTON
Associate Partner, Skidmore, Owings & Merrill
San Francisco, California



WALTER McQUADE, FAIA
Member, Board of Editors, Fortune Magazine
New York, New York

Architectural Awards of Excellence 1977

FREDERICK BENTZ / MILO THOMPSON & ASSOCIATES, INC.
Prince of Peace Lutheran Church



BOHLIN AND POWELL
Coal Street Park Ice Skating Facility



BOUTWELL, GORDON, BEARD AND GRIMES
Freightliner Corporate Headquarters



BRACCIA / DeBRER / HEGLUND
Larkspur Ferry Terminal



JEROME R. BUTLER, JR.
Chicago Police Training Center

**CAUDILL ROWLETT SCOTT
THE SMITH, KORACH, HAYET, HAYNIE PARTNERSHIP
(A JOINT VENTURE)**
American High School



FRANK O. GEHRY AND ASSOCIATES, INC.
Concord Pavilion

HELLMUTH, OBATA & KASSABAUM
National Air and Space Museum

**JOHNSON / BURGEE
S.I. MORRIS ASSOCIATES
(ASSOCIATED ARCHITECTS)**
Pennzoil Place



LESTER B. KNIGHT & ASSOCIATES, INC.
Satellite Ball Casting Plant

**KUBITZ & PEPI, INC.
DESMOND & LORD, INC.
(ASSOCIATED ARCHITECTS)**
John A. Volpe International Terminal

JOHN H. MacFADYEN AND ALFREDO De VIDO
Robin Hood Dell West

**MAHONY & ZVOSEC
KENNETH DeMAY (OF SASAKI ASSOCIATES, INC.)
(A JOINT VENTURE)**
Ramapo College Physical Education Building

ARCHITECTURAL ASSOCIATES OF MEYER / BROWN, INC.
State of Oklahoma House of Representatives and Senate
Conference Facilities

THE LEONARD PARKER ASSOCIATES
Physical Education Facility, University of Minnesota

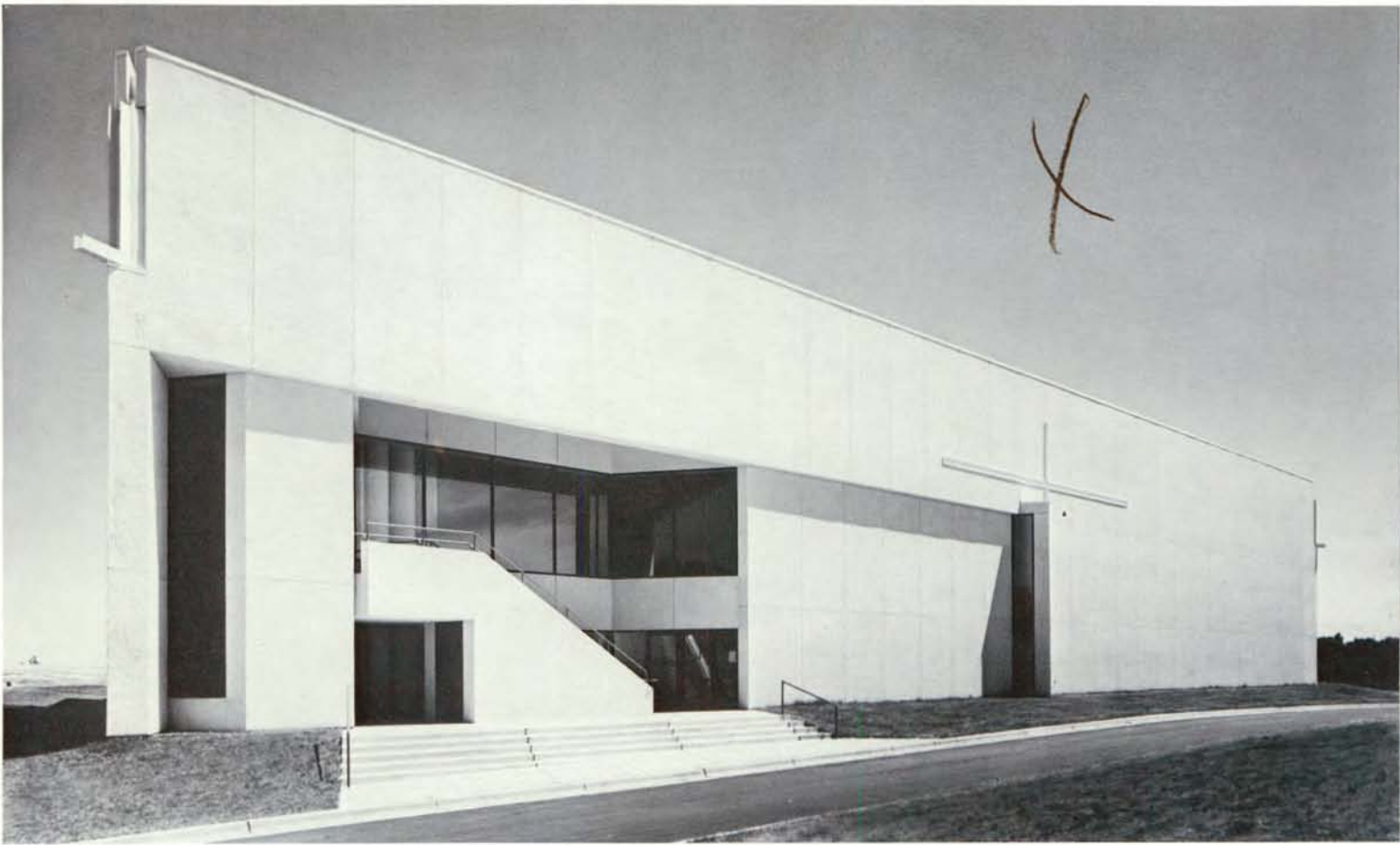
**I. M. PEI & PARTNERS
(HENRY N. COBB, DESIGN PARTNER)**
John Hancock Tower

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
Geo. L. Smith II Georgia World Congress Center

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
Omni International

JOHN CARL WARNECKE & ASSOCIATES
Hennepin County Government Center





"A strong, striking building that catches the eye and dominates the site. Handsomely detailed." —Jurors' Comments

Architect Frederick Bentz / Milo Thompson & Associates, Inc., Minneapolis, Minnesota

Project Prince of Peace Lutheran Church, Burnsville, Minnesota

Structural Engineer Meyer, Borgman and Johnson, Inc., Minneapolis, Minnesota

General Contractor Gunnar I. Johnson & Son, Inc., Minneapolis, Minnesota

Steel Fabricator L. L. Le Jeune Company, Minneapolis, Minnesota

Steel Erector Danny's Construction Company, Inc., Shakopee, Minnesota

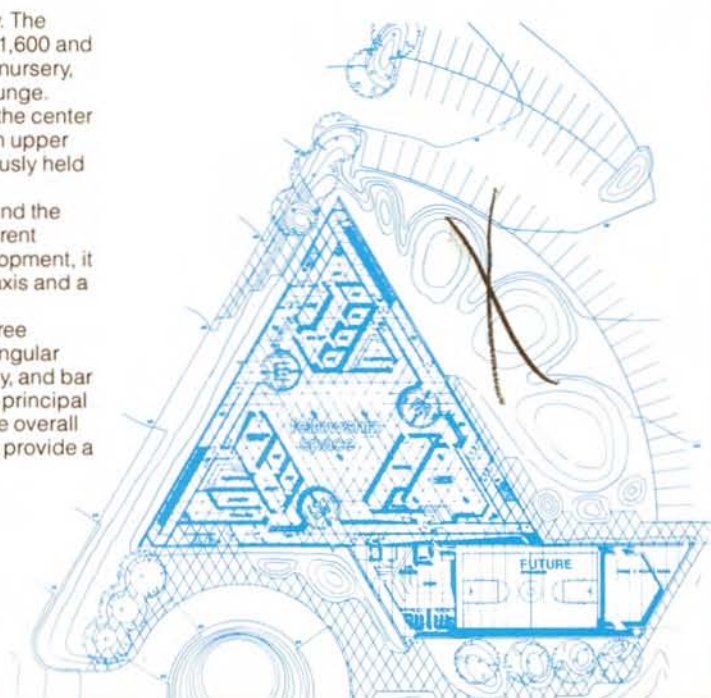
Owner Prince of Peace Lutheran Church, Burnsville, Minnesota

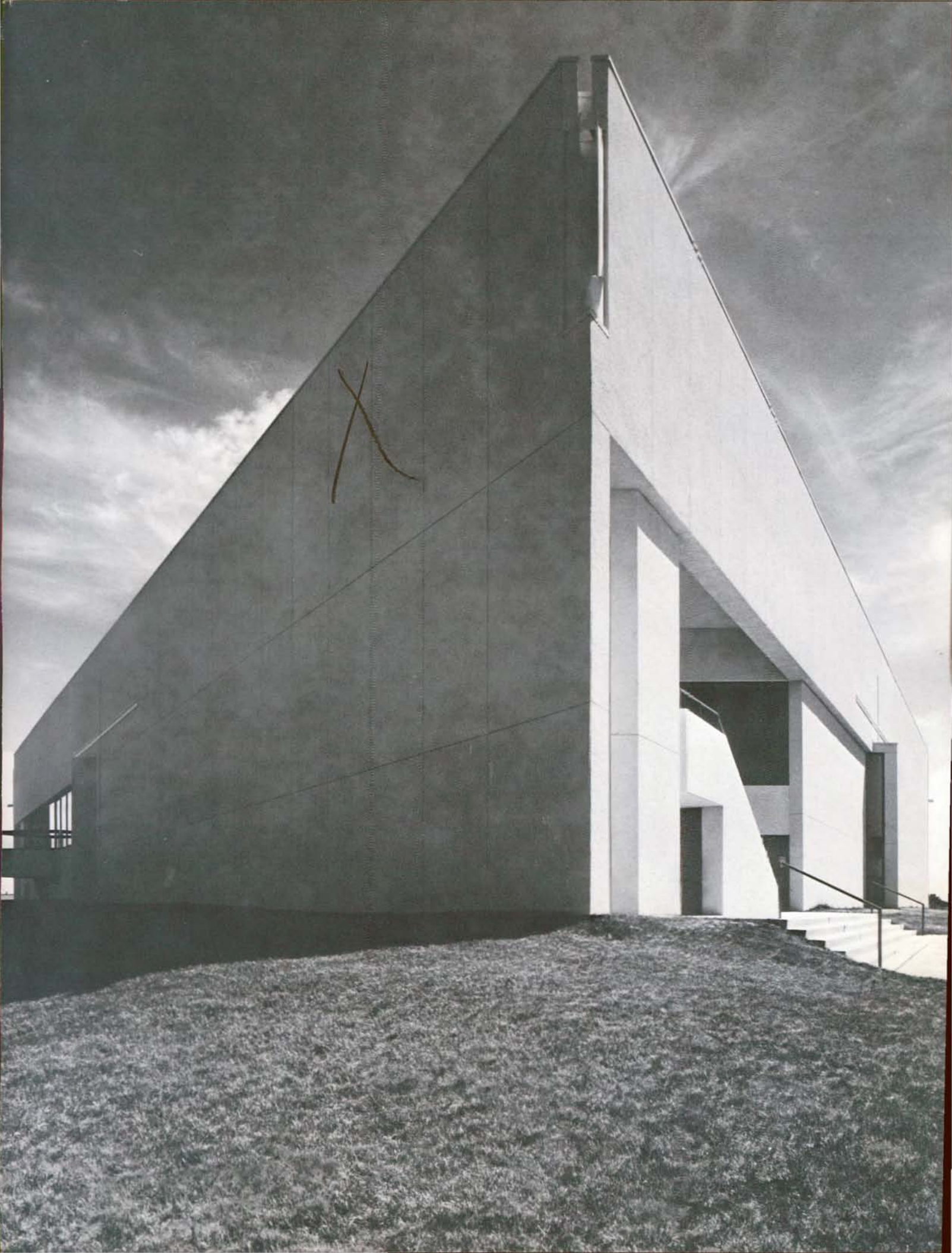
Built for a rapidly growing congregation, this multipurpose church represents the first phase of an ambitious planned unit development that will eventually include medical, clinical, nursing home, family, and elderly housing facilities.

The present building is devoted to child care, educational, and church activity. The ground floor contains a single large flexible space that can accommodate up to 1,600 and serves as a child care center and fellowship hall. Also located on this level are a nursery, administration offices, classroom spaces, a kitchen, rest rooms, and a library/lounge. Ramps are located at each of the three sides of the building to deliver people to the center points of the upper level multipurpose sanctuary. The sanctuary is elevated to an upper floor to provide sight lines for the drive-in church audience, enabling simultaneously held indoor/outdoor services.

The structure of the church and the architectural expression is generated around the geometry of an equilateral triangle. Selected for its clear symbolic qualities, inherent structural property, and a fortuitous relationship to the demands of the site development, it provides a space which is easily divided and maintains, paradoxically, both an axis and a spatial sense sympathetic to a central focus.

Designed in triangular bays, the structure uses a combination of trusses for three principal spans of 100 feet each, deep wide-flange beams for the secondary triangular bays at 50 foot spans, lighter wide-flange beams to create the smallest 25 foot bay, and bar joists supporting a steel deck for the completion of the roof enclosure. The three principal trusses accommodate movable walls attached to the lower chords and divide the overall structure into four modules. Any combination of modules can be used together to provide a variety of spaces from 400 to 1,600 seat capacities.





Architect Bohlin and Powell, Wilkes-Barre, Pennsylvania

Master Planners Allen Organization, Glens Falls, New York

Project Coal Street Park Ice Skating Facility, Wilkes-Barre, Pennsylvania

Structural Engineer Rist-Frost Associates, Glens Falls, New York

General Contractor The Sutter Corporation, Berwick, Pennsylvania

Steel Fabricator Schenectady Steel Co., Inc., Schenectady, New York

Steel Erector M.A. Hospador Steel Erectors, Pottsville, Pennsylvania

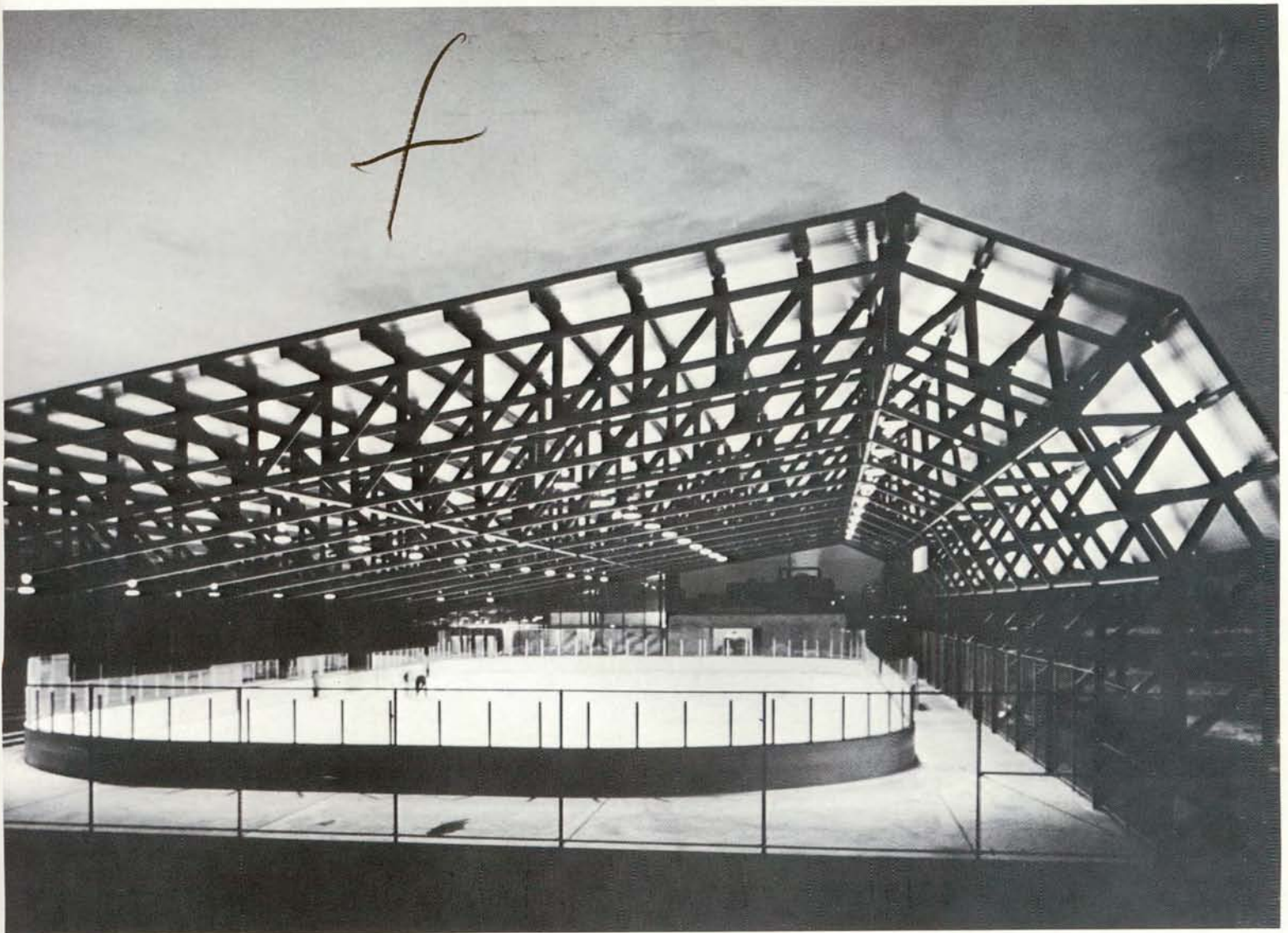
Owner City of Wilkes-Barre, Wilkes-Barre, Pennsylvania

This 85 foot x 200 foot ice skating complex, representing the final phase of a six-year master plan, is situated along a pedestrian spine in a 32-acre municipal park that serves two model city neighborhoods. Economics dictated that the rink be used for various recreational activities during the warmer months; thus the rink is covered by a pitched roof, but open at the sides.

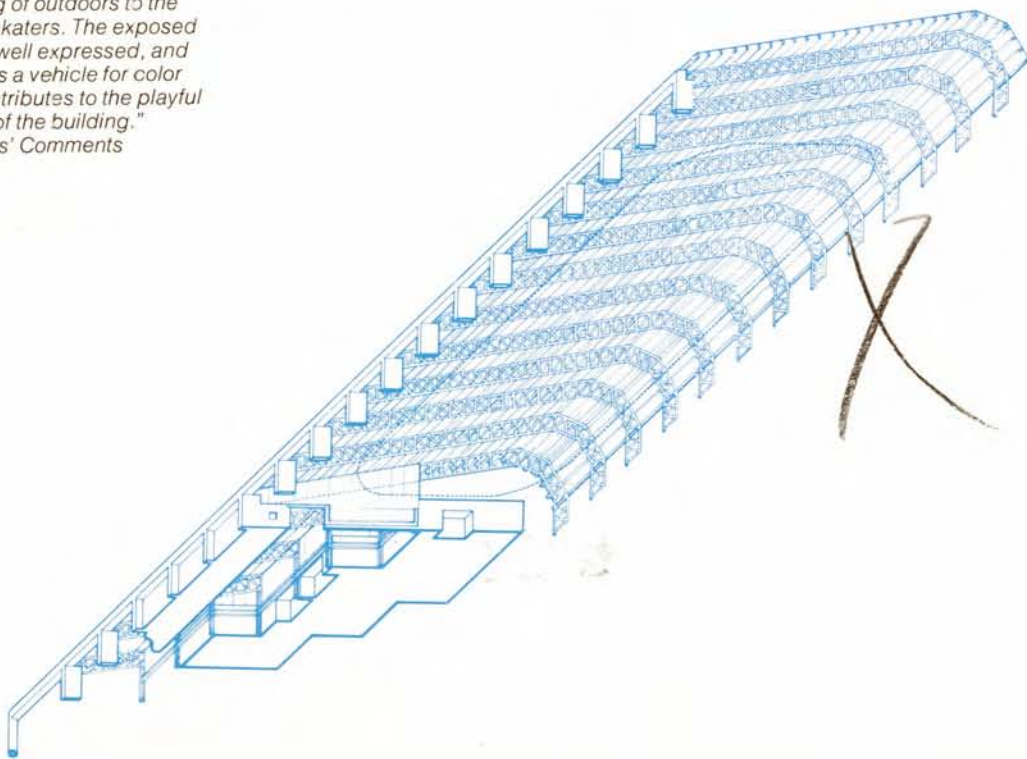
Glazed entrance doors separate the rink from the warming area, which is arranged in a stepped fashion. Since the shed roof extends up over the warming area, the space expands vertically toward the rink as well. Support functions surround the warming area with control, office, and rest room spaces arranged in a linear plan. Spaces for skate rental facilities, snack preparation, lockers, hockey team dressing, ice resurfacing equipment, and boilers and compressors are stepped in a low mass under a flat roof.

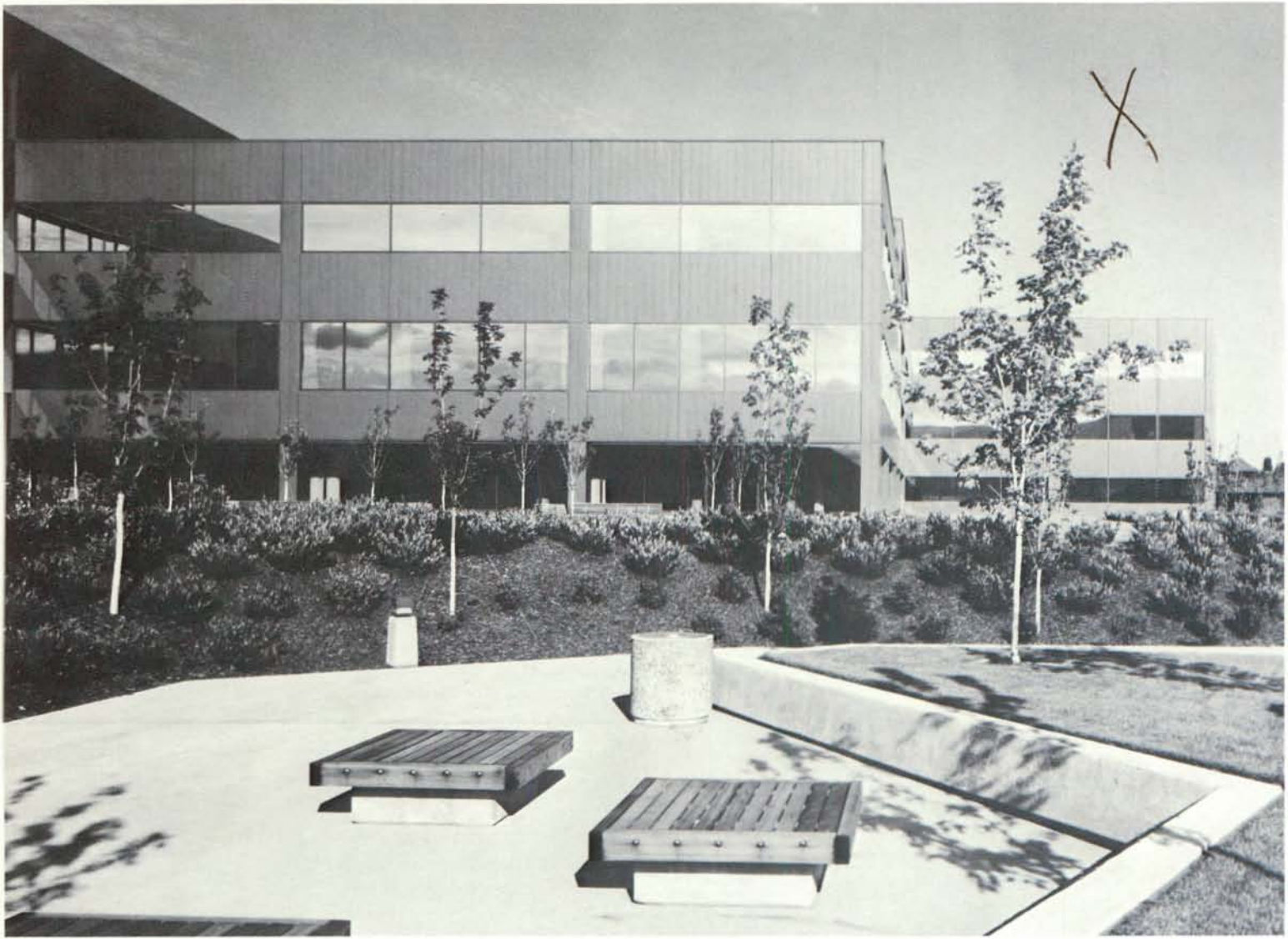
The pitched roof is supported by steel pipe trusses. Six-foot deep trusses are spaced at 20 feet on center and are fabricated from welded six-inch steel pipe painted black. Black-painted tubular steel beams span between the trusses supporting the ribbed aluminum roof.



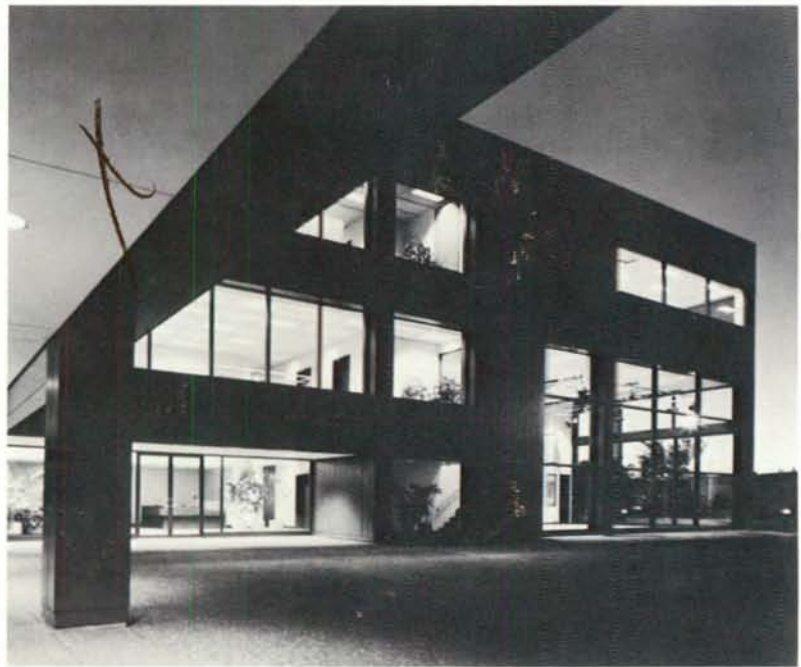


*"An attractive form that provides a feeling of outdoors to the indoor skaters. The exposed steel is well expressed, and provides a vehicle for color that contributes to the playful quality of the building."
—Jurors' Comments*





*"This building has a simple, unpretentious quality. It is a very pleasant form—clean, crisp, and carefully detailed."
—Jurors' Comments*





Architect Boutwell, Gordon, Beard and Grimes, Portland, Oregon

Project Freightliner Corporate Headquarters, Portland, Oregon

Structural Engineer Moffatt, Nichol & Bonney, Inc., Portland, Oregon

General Contractor Moran Construction Co., Portland, Oregon

Steel Fabricator/Erector Fought & Company, Inc., Portland, Oregon

Owner Freightliner Corporation, Portland, Oregon

The building site for this headquarters office building consisted exclusively of dredge river fill, some placed just prior to construction. The selection of a steel structure and enclosure wall permitted the use of spread footings on engineering fill.

The building is a fireproofed steel frame structure (32-foot x 32-foot bays) with an electrified cellular metal floor deck and concrete topping. The exterior surface includes bronze painted steel skin fabricated from prepainted coil stock, aluminum window system, and double glazed reflecting glass windows.

The interior finishes allow the open office concept to function effectively. A satisfying work environment is maintained with a well-balanced acoustical environment, including highly absorbent ceiling board, non-reflecting fixture lens, absorbent carpet, custom designed sound, absorbent movable partitions, and a white noise system.

The building was designed with energy conservation as a primary consideration. In addition to the double glazed reflecting glass, the fluorescent lighting is a high efficiency heat extraction type, with light levels varied to match the task requirement. Reflecting parabolic lenses are used on all fixtures to improve visual perception at lower foot candle requirements for any given task. The HVAC system is a variable volume, direct expansion cooling system with heat recovery.

Architects Braccia / DeBrer / Heglund, San Francisco, California

Project Larkspur Ferry Terminal, Larkspur, California

Structural Engineer Kaiser Engineers, Oakland, California

General Contractor Williams & Burrows, Inc., Belmont, California

Steel Fabricator Pittsburgh-Des Moines Steel Company, Fresno, California

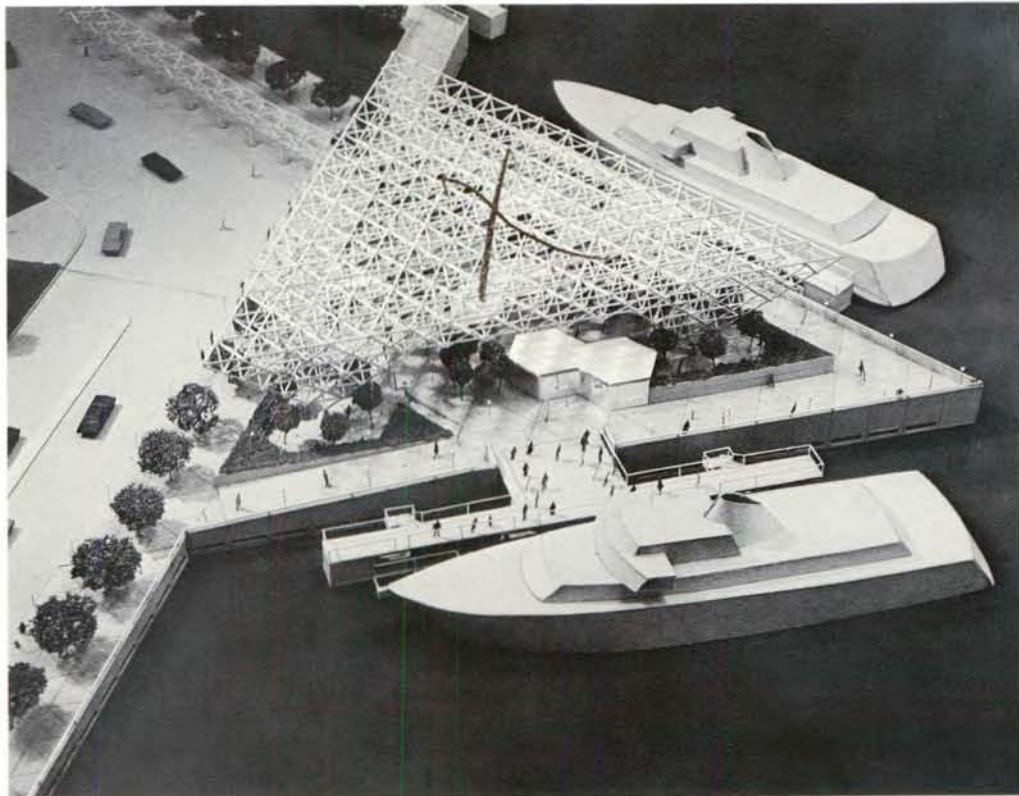
Steel Erector Pittsburgh-Des Moines Steel Company, Santa Clara, California

Owner Golden Gate Bridge, Highway and Transportation District, San Francisco, California

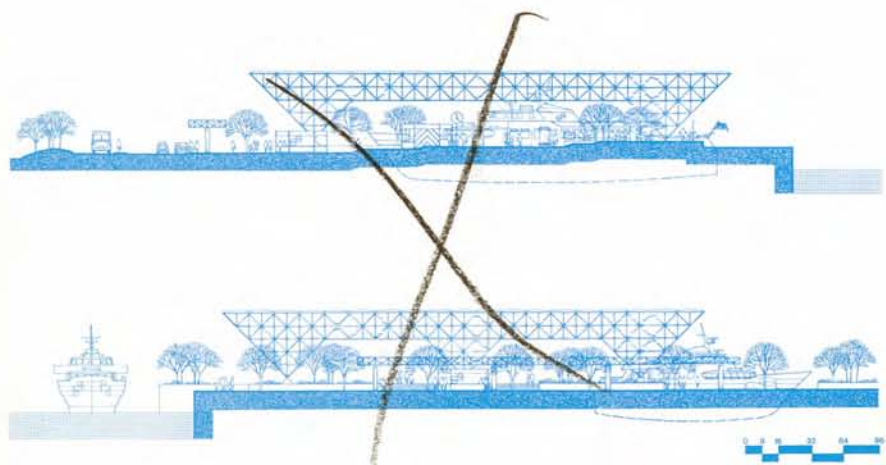
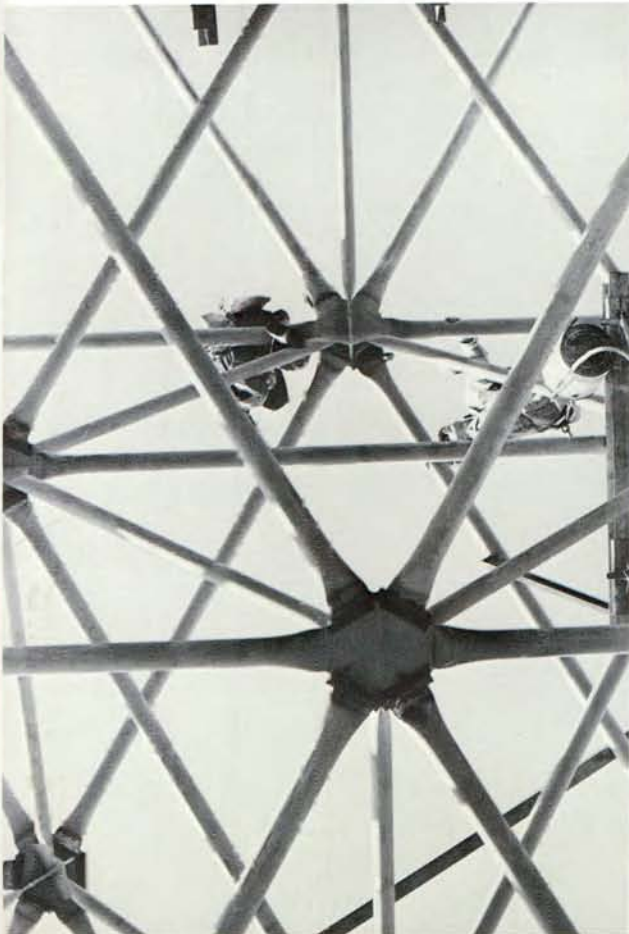
Located on a 25-acre waterfront, this ferry terminal serves 2,000 commuters daily traveling between Larkspur and San Francisco. The terminal structure is a triangular steel space frame supported at only three points. Poor soil conditions determined the need for a large roofed area with a restricted number of supports.

The entire space is 16,000 square feet and roofed by translucent skylights, but open on all sides. Landscaping, trees, and diverse seating arrangements provide an indoor/outdoor garden atmosphere throughout. Perimeter beams combined with variations in floor levels beneath the shelter are designed for proper pedestrian traffic control and separation of incoming and outgoing commuters.

Facilities include a terminal shelter with enclosed ticketing, administration and service kiosks, a service building for boat maintenance boarding floats, a bus shelter and parking for 1,200 cars.

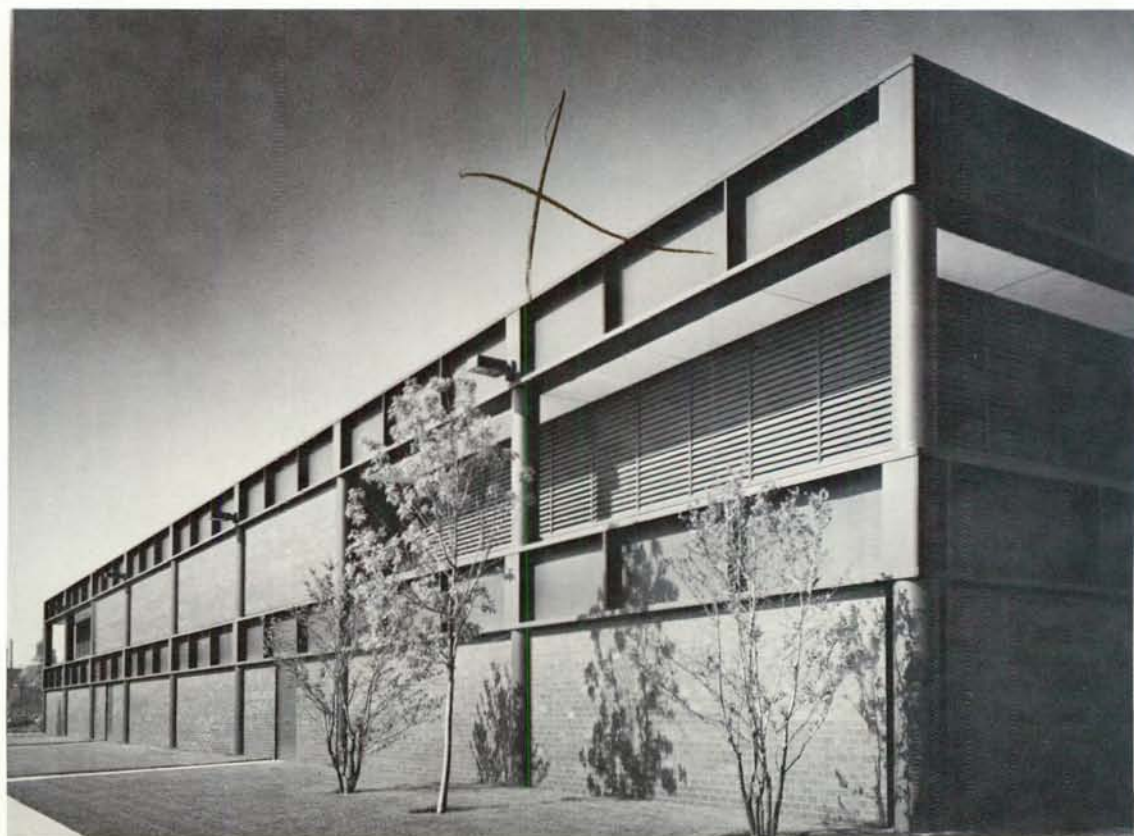


*"An appealing and attractive structure
—light, airy, and almost romantic
in feeling, yet fully functional."
—Jurors' Comments*





"A handsome straightforward building, exquisitely detailed. Visually strong, yet attractive, it projects a good image to the public."—Jurors Comments





Architect

Jerome R. Butler, Jr., City Architect
 Department of Public Works, Chicago, Illinois

Project

Chicago Police Training Center, Chicago, Illinois

Structural Engineer

Louis Koncza, Chief Engineer, Department of Public Works,
 Chicago, Illinois

General Contractor

S. N. Nielsen Company, Chicago, Illinois

Steel Fabricator/Erector

Wendnagel and Company, Inc., Chicago, Illinois

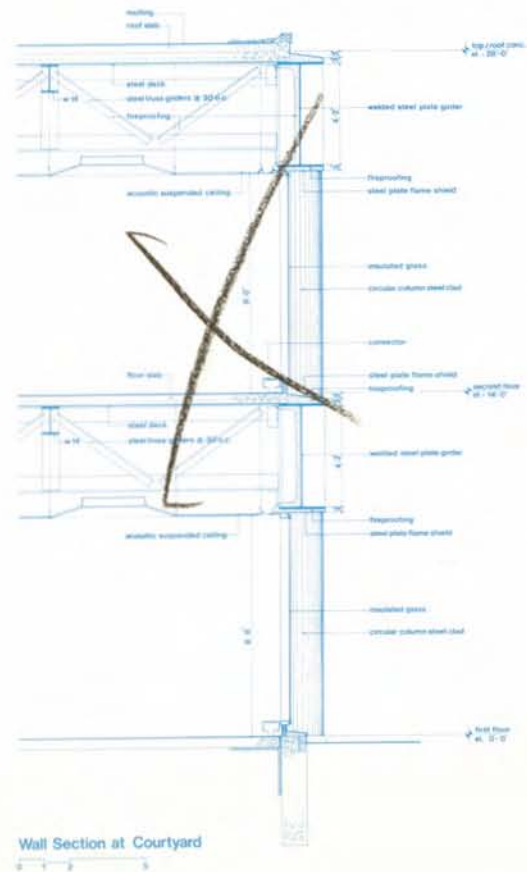
Owner

Public Building Commission of Chicago, Chicago, Illinois

Over 40 diverse programs for training more than 15,000 police officers a year are carried on at this 164,000-square-foot police training center. To provide the flexibility required for these varied programs, a 5-foot x 5-foot module scheme was adapted, with movable partitions and ceiling systems.

The plan includes 23 classrooms which wrap around a landscaped open interior court. Among special use rooms are lecture halls, a drill hall, special laboratories for crime detection and mock-ups, a language laboratory, a shooting range, and a library. Electronic teaching aids, such as a studio with closed circuit T.V. and audio-visual equipment, will supplement conventional teaching systems. A medical section is included for routine annual physicals.

Bay sizes are 30 feet x 40 feet. Steel truss girders span the long direction and composite wide-flange sections span the short direction between girders, providing a very shallow structural depth, thus allowing more mechanical space on each side of the trusses for the entire length of the building. Columns are wide-flange sections. Exterior columns are encased in concrete and covered with steel cladding. The exterior spandrels are plate girders completely weather sealed to the column covers by continuous welding. The flame shielding method of fire protection was used to permit these members to be left exposed.



Architects (A Joint Venture)

Caudill Rowlett Scott, Houston, Texas

The Smith, Korach, Hayet, Haynie Partnership, Miami, Florida

Consulting Architects (to School Board of Dade County)

Ferentino / Grafton / Spillis / Candela, Coral Gables, Florida

Project American High School, Miami, Florida

Structural Engineer ROMAC Steel Co., Inc., Fort Myers, Florida

Construction Manager CM Associates, Houston, Texas

Steel Fabricator ROMAC Steel Co., Inc., Fort Myers, Florida

Steel Erector Poston Bridge and Iron Inc., Miami, Florida

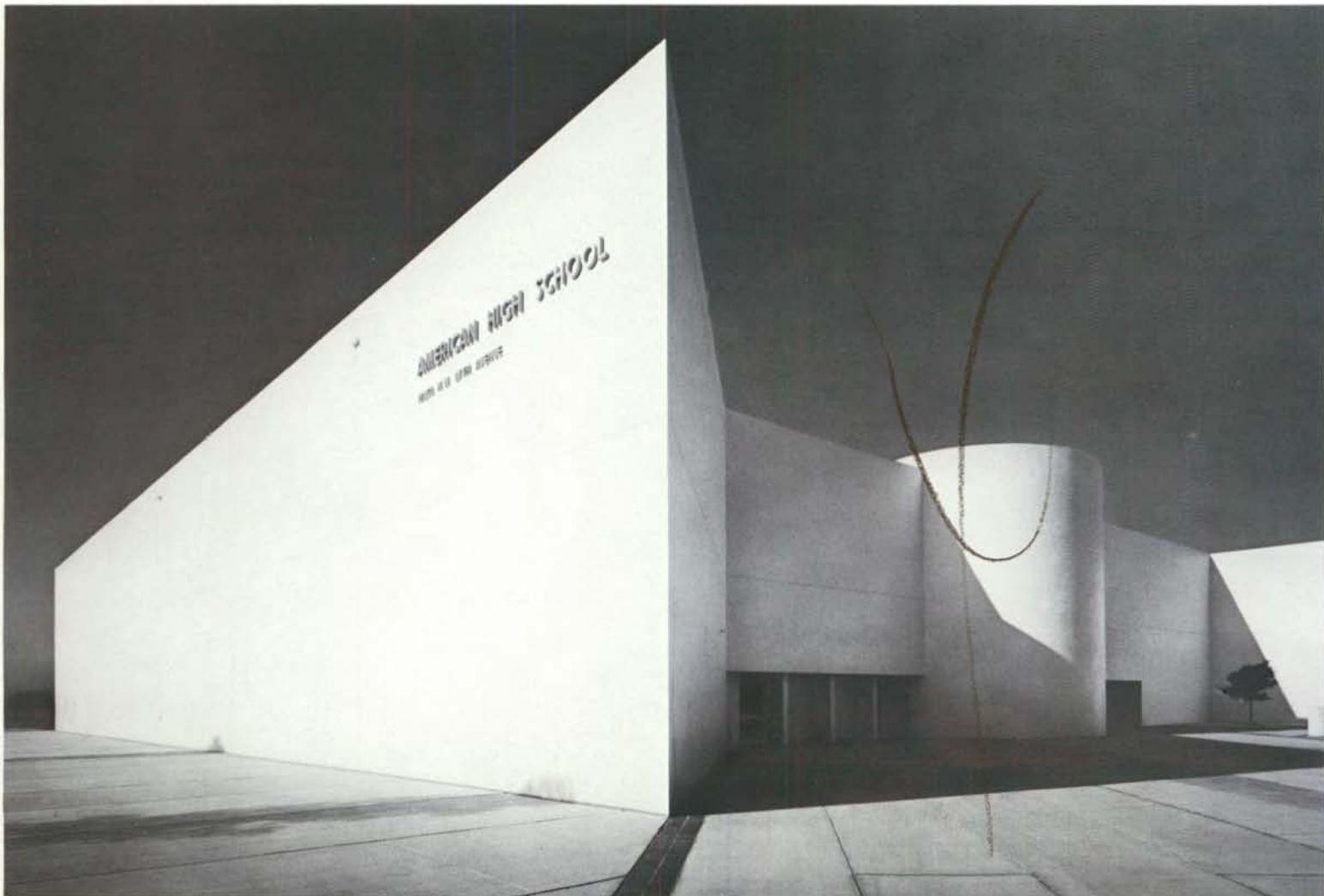
Owner The School Board of Dade County, Miami, Florida

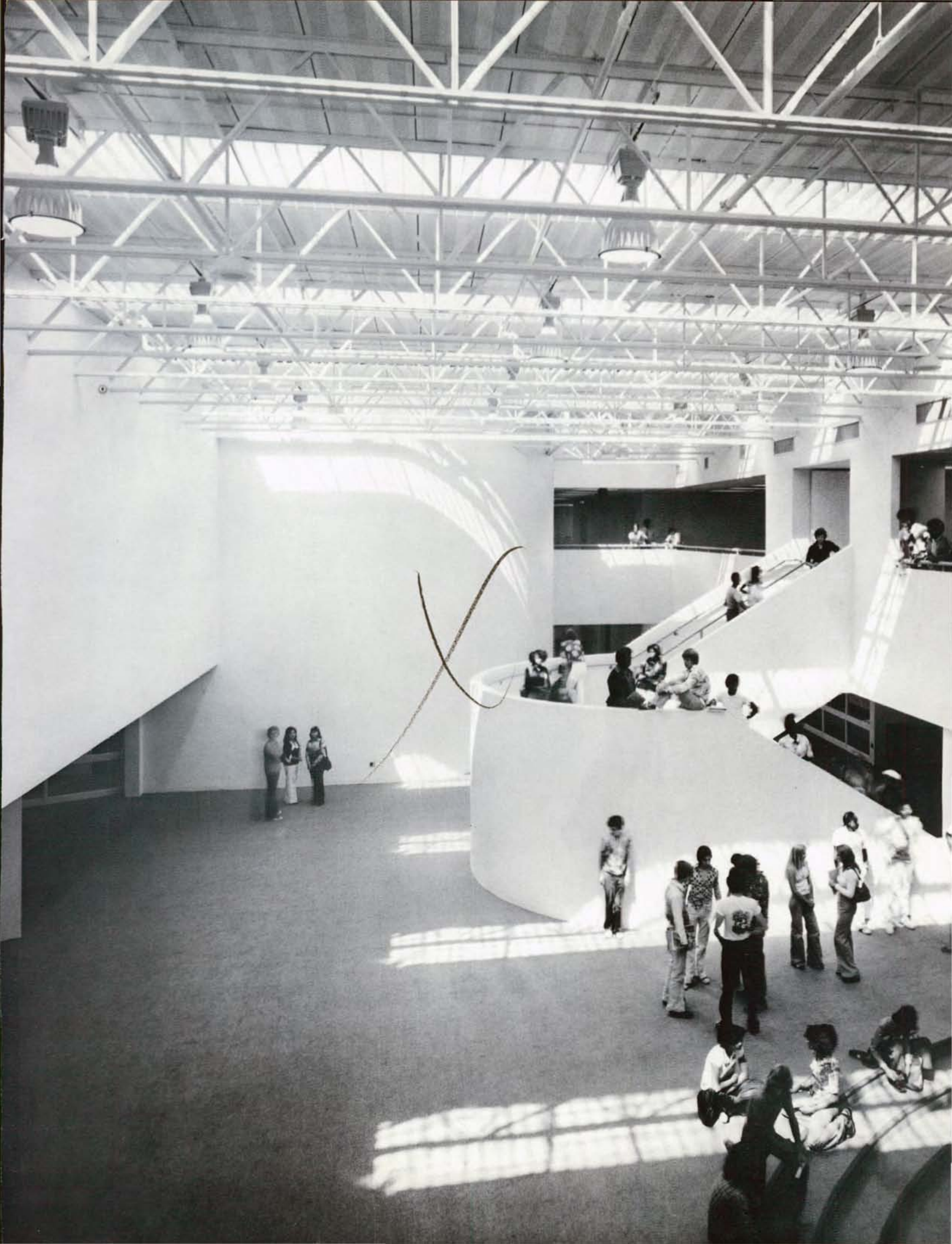
Within the constraints of the client's desire for a building that was economical to operate and maintain, energy efficient, and secure against vandalism, this high school was designed for a comprehensive academic and vocational program to serve a diverse student body of 2,600. Additionally, the school was designed to accommodate an after-hours community program that can be expanded to serve 5,200 students on a dual shift basis.

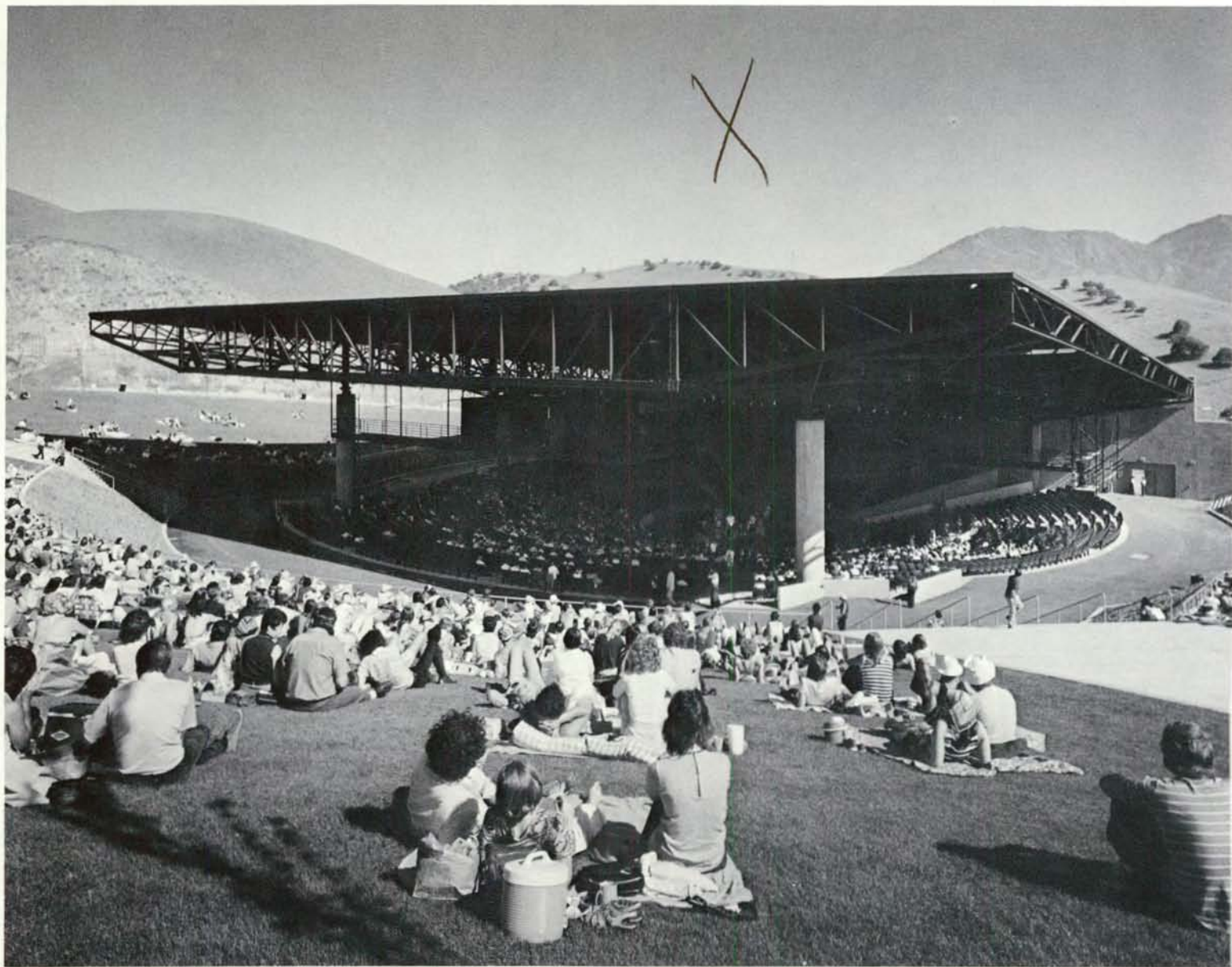
The building has no exterior windows, except for a series of skylights above a central, two-story, carpeted pedestrian mall. Interior glass, color and graphics have been used to display and physically express the integral functions of each department.

Steel-framed, the building is designed with a 30-foot planning module in multiples of five feet, with a maximum span of 60 feet. The building's exterior is smooth textured, painted stucco over concrete block walls.

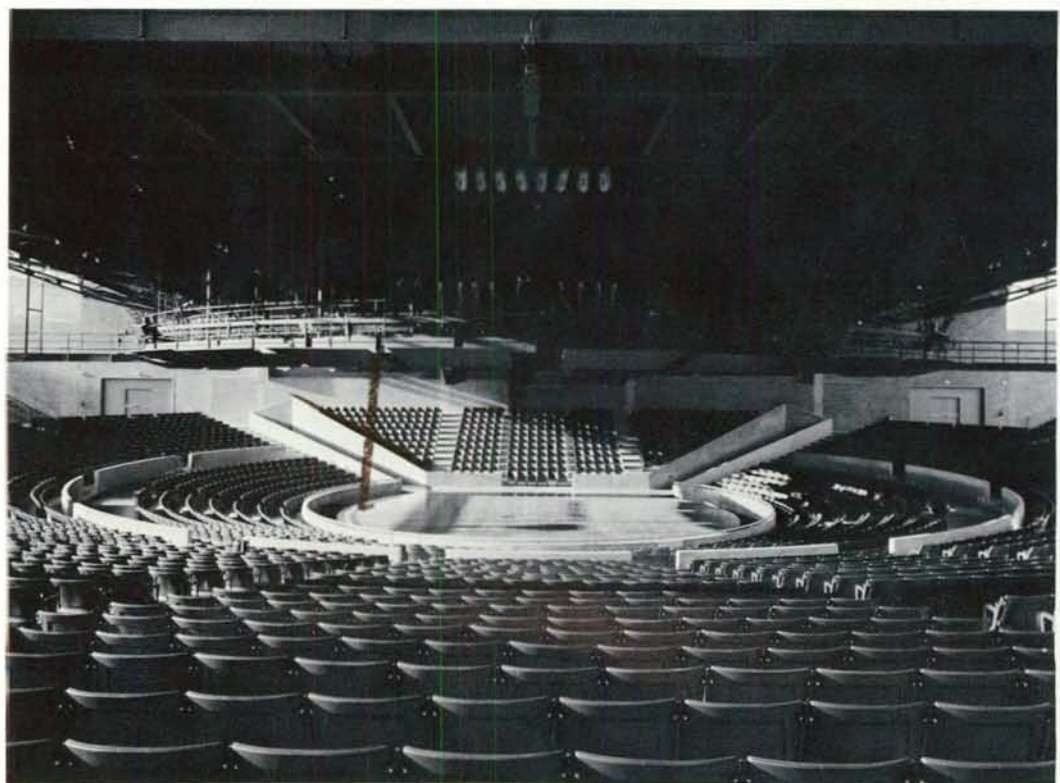
"This is a crisp, sharp, bold design, finely detailed and articulated. A variety of space has been created inside from the apparent simplicity of the exterior forms, beautifully integrated with the total environment." —Jurors' Comments

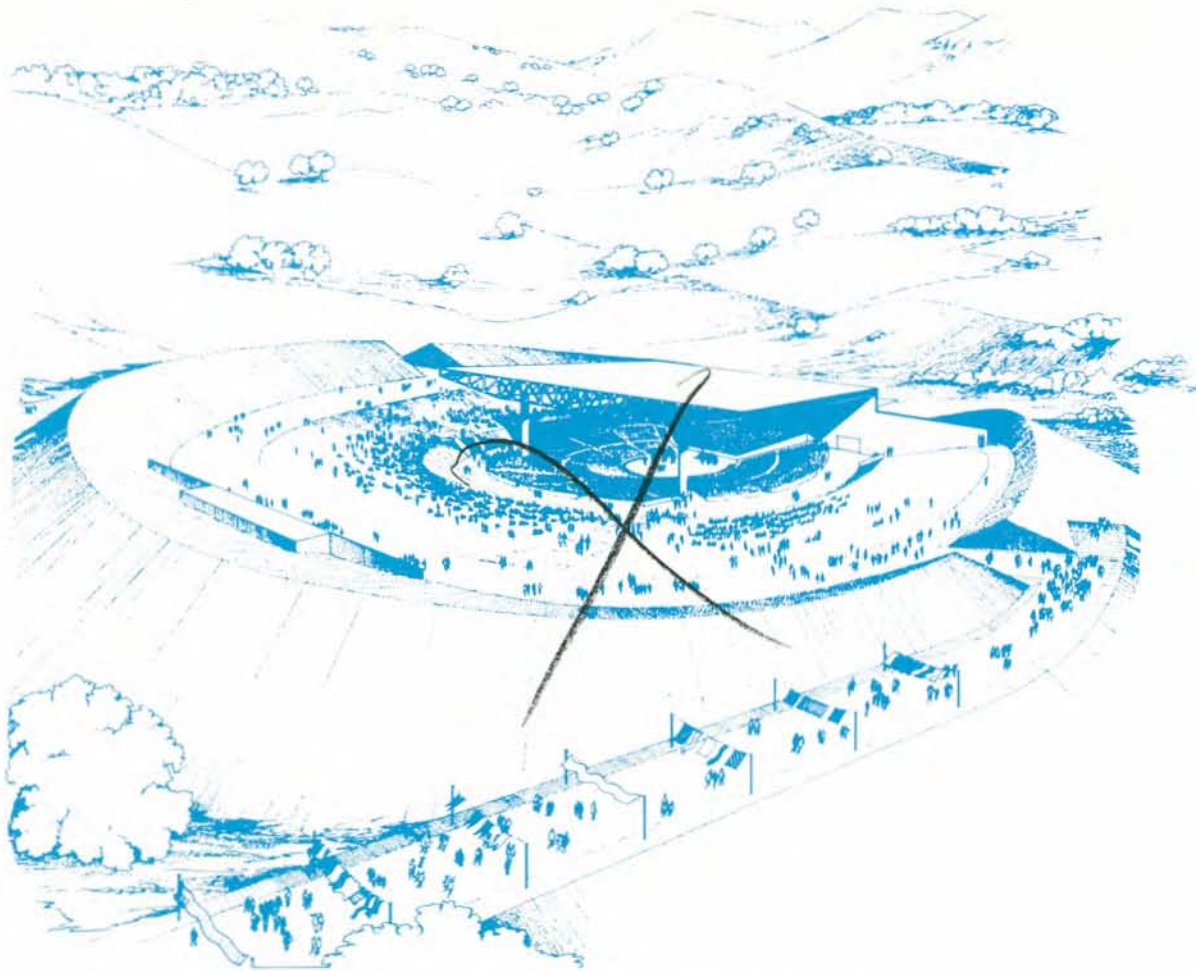






"A warm and inviting building that fits beautifully into the landscape. The scale and design of the exposed steel members achieves a fine aesthetic quality not often found in an exposed structural system."
—Jurors' Comments"





Architect Frank O. Gehry and Associates, Inc., Santa Monica, California

Project Concord Pavilion, Concord, California

Structural Engineer Kurily & Syzmanski, Santa Monica, California

General Contractor F.W. Lathrop Construction Company, Emeryville, California

Steel Fabricator/Erector National Iron Works, Alameda, California

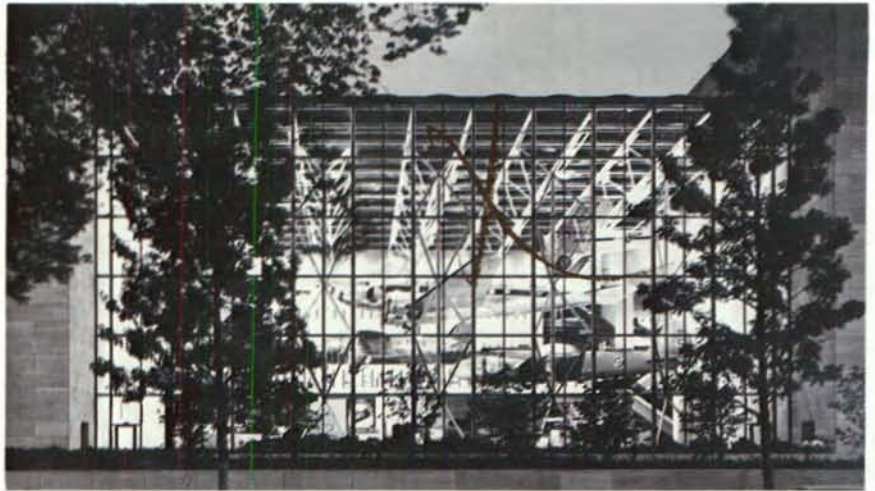
Owner City of Concord, Concord, California

Situated on an exceptional site in rolling, natural terrain, but adjacent to a highway, this multi-use pavilion for the performing arts is crater-shaped, so that the sounds of performance can be contained, while traffic noise and high winds can be deflected.

The pavilion seats 3,500 people under a 200-foot x 200-foot steel truss roof, and an additional 4,500 on the grass. The basic stage configuration adapts to a proscenium stage, thrust stage, arena, and theatre-in-the-round. An orchestra pit, located directly understage, is surrounded by an open acoustical moat to aid in sound amplification. A portion of the stage lowers hydraulically for increased performance flexibility, and an entire seating bay is removable, allowing trucks to drive on stage to load props and equipment. Lighting catwalks and control booths are suspended from the truss structure above.

Structural steel was the most economical way to construct the clear span roof, which is supported on only two columns, allowing unobstructed views of the stage from almost any point in the amphitheatre.

"An excellent treatment of interior space that complements the exhibits on display. Its restrained design gives a special museum character to the building."—Jurors' Comments



Architect Hellmuth, Obata & Kassabaum, St. Louis, Missouri

Project National Air and Space Museum, Washington, D.C.

Structural Engineer LeMessurier Associates / SCI, Cambridge, Massachusetts

Construction Manager Gilbane Building Company, Providence, Rhode Island

Steel Fabricator Roanoke Iron & Bridge Works, Inc., Roanoke, Virginia

Steel Erector Williams Enterprises, Inc., Merrifield, Virginia

Owner Smithsonian Institution, Washington, D.C.

The major objectives of the architectural design of this 600,000-square-foot museum were twofold. First, the structure had to relate aesthetically to the buildings of Washington's historic West Mall, and in particular to the National Gallery of Art directly opposite. Second, the museum had to be designed functionally to house the collection of huge air and space vehicles and to accommodate the 50,000 daily visitors coming to view the exhibits. Overall building dimensions are 685 feet x 225 feet x 82 feet-9 inches.

The main circulation system of the museum is a linear "pedestrian street" on the ground and second levels that allows the visitor to quickly understand where all the various displays are. All major exhibit areas are located on the first two levels, along with a 485-seat auditorium and a "spacearium." The third level includes administrative offices, a research library, and a dining room which overlooks the Capitol Building.

From the exterior, the bays of the enclosed galleries form four geometric blocks which alternate with three glass-enclosed exhibit bays. The unadorned blocks are covered with a special modular panel system of Tennessee marble, which matches the facade of the National Gallery.

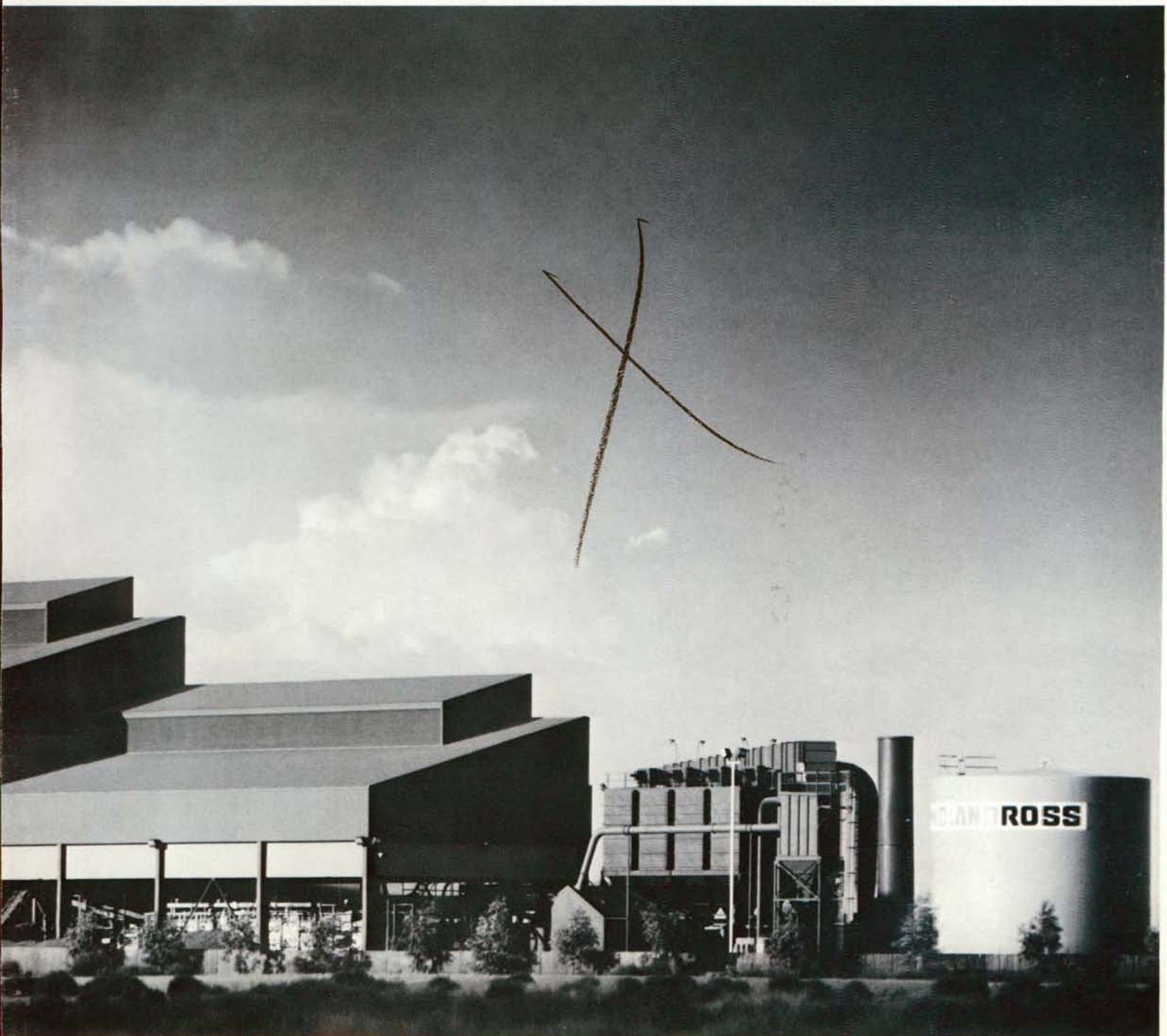
Tubular steel trusses which are prominent features of the three open galleries evolved as a means of satisfying several requirements. The framing system had to carry heavy suspended loads, present a uniform appearance in both its vertical and horizontal section, and preserve the open character of the galleries. The trusses, which form L-shaped bents, have a web pattern that carries over systematically from the horizontal to the vertical plane. Each truss is designed for a hanging load of 8,000 pounds.

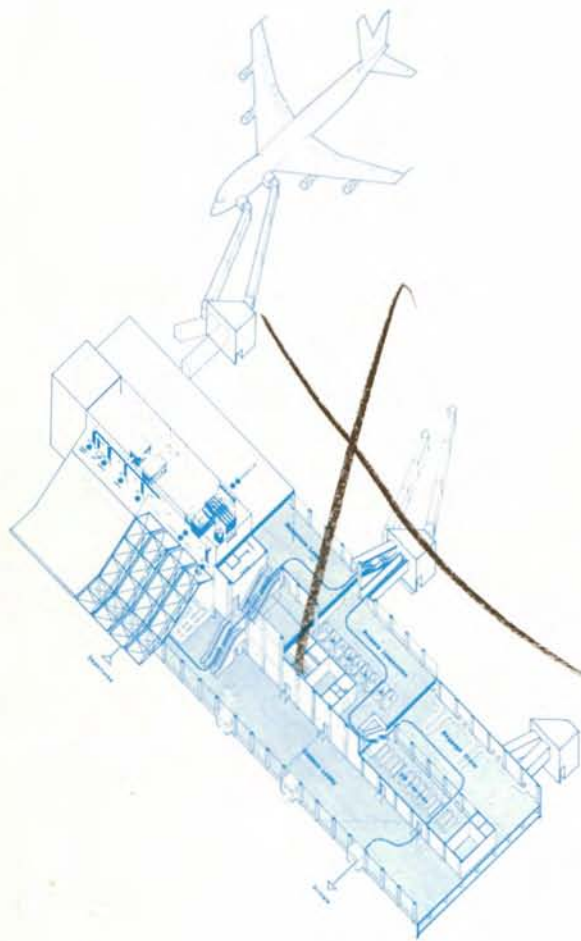
The owner of this facility required a high bay configuration for bridge cranes with large clear spans and the minimum of braced bays. Additionally, because of the facility's desert location, adequate ventilation and limited weather protection were necessary. Finally, the entire building envelope was required to blend into the flat desert landscape and present a pleasing view.

The steel frame design of the structure simultaneously solved these requirements. The use of 36-inch wide-flange column sections provided the support for the heavy crane girders and, with step-backs, continuing the roof structure to provide support for the built-up roof truss. At the same time, the column sections were allowed to be exposed by a setback of the factory-coated steel siding, which provides strong vertical expression for the structure. This vertical expression is heightened by the fact that the siding starts at 15 feet above the floor level. The siding starts at the elevation in order to provide the owner with circulation patterns into the facility, as well as to provide increased ventilation.

A louvered horizontal ridge vent runs the length of the building. This ridge vent theme is picked up by the similar colored fascia, which appears to cap the exposed columns. This treatment, along with contrasting desert-tone siding, gives the building scale and ties it to the desert setting.

"Good design, good use of color, and the lightness of the structural steel framing have created a handsome little industrial building. The interior spaces and the color treatment have been carefully and sensitively handled."—Jurors' Comments





Associated Architects

Kubitz & Pepi, Inc., Wellesley, Massachusetts
 Desmond & Lord, Inc., Boston, Massachusetts

Project John A. Volpe International Terminal, Logan International Airport, Boston, Massachusetts

Structural Engineer Zaldastani Associates, Inc., Boston, Massachusetts

General Contractor Perini Corporation, Framingham, Massachusetts

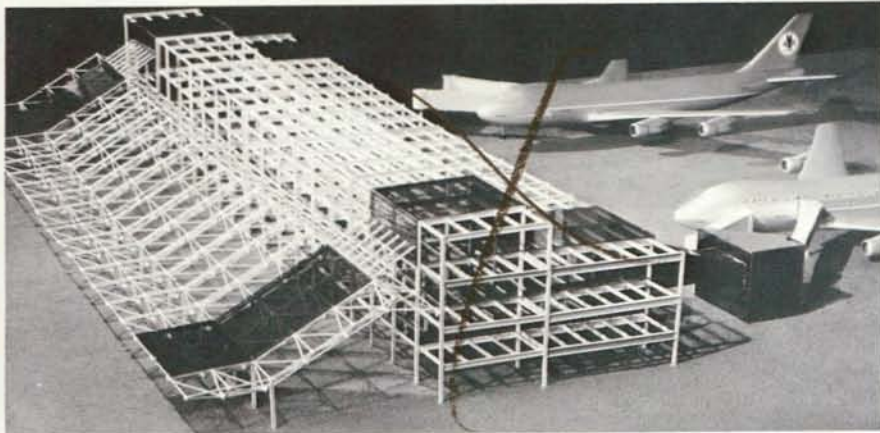
Steel Fabricator/Erector West End Iron Works, Cambridge, Massachusetts

Owner Massachusetts Port Authority, Boston, Massachusetts

Instead of individual airline passenger holding areas for departing passengers, this new terminal has a common waiting room running the full length of the 792-foot x 56-foot steel-framed structure, which is shared by all tenant airlines. Since peaks of arriving and departing cycles do not coincide, the concept of a two-level roadway was abandoned in favor of a single access road with 1,000 feet of curb space, which can be doubled by the addition of a pedestrian island, to facilitate ground transportation.

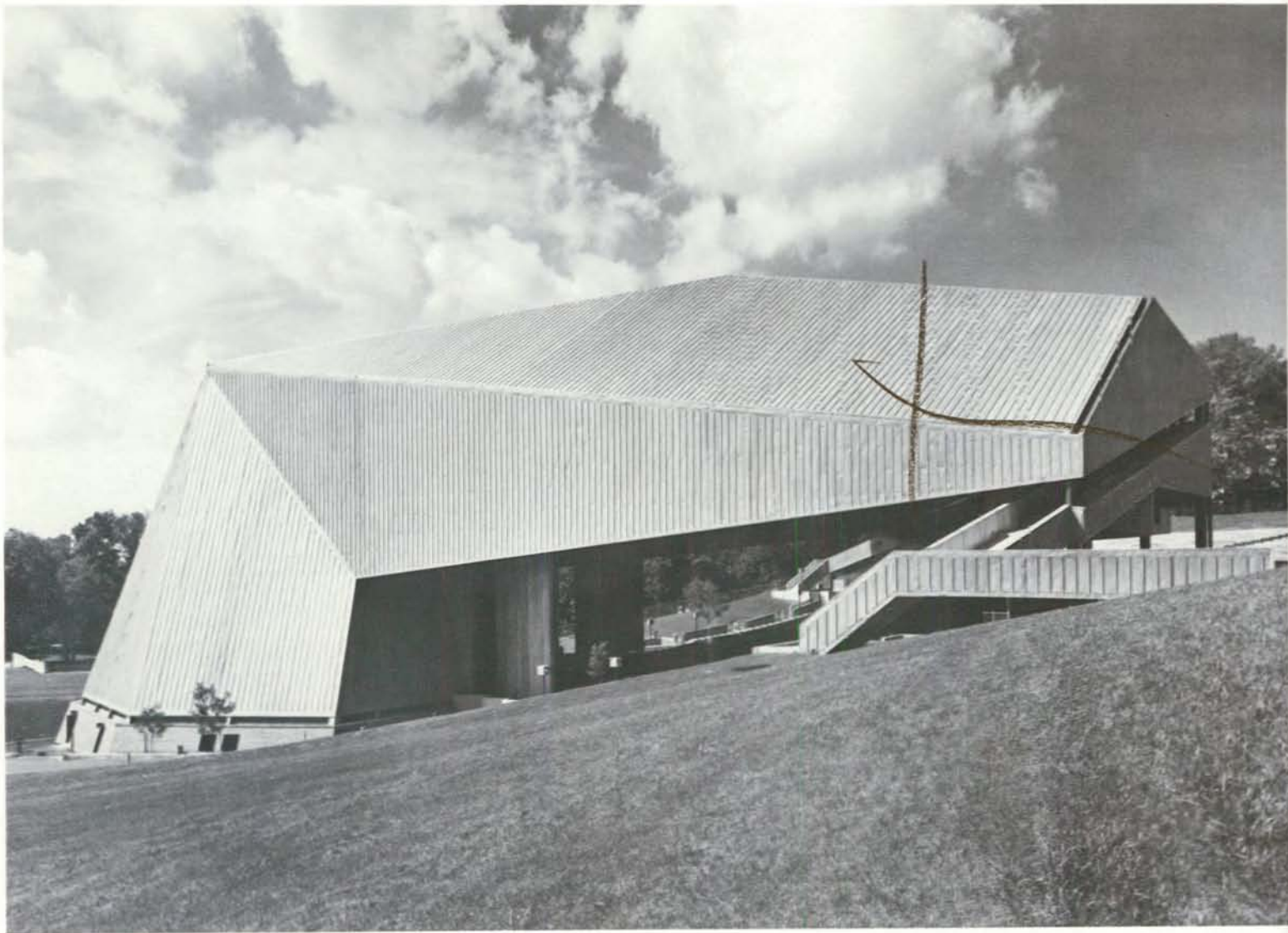
The building has a central spine from which all mechanical systems originate. Larger functions, such as lobbies, common waiting area, inspection and baggage claim, occur adjacent to it, while the smaller functions, such as offices, concessions, and washrooms, are contained within the spine.

The ticketing and visitors' lobby has a tubular space truss system that was shop fabricated in large transportable sections and erected on the site. The terminal is faced on the exterior and interior with smooth porcelain-enameled steel walls and glass.

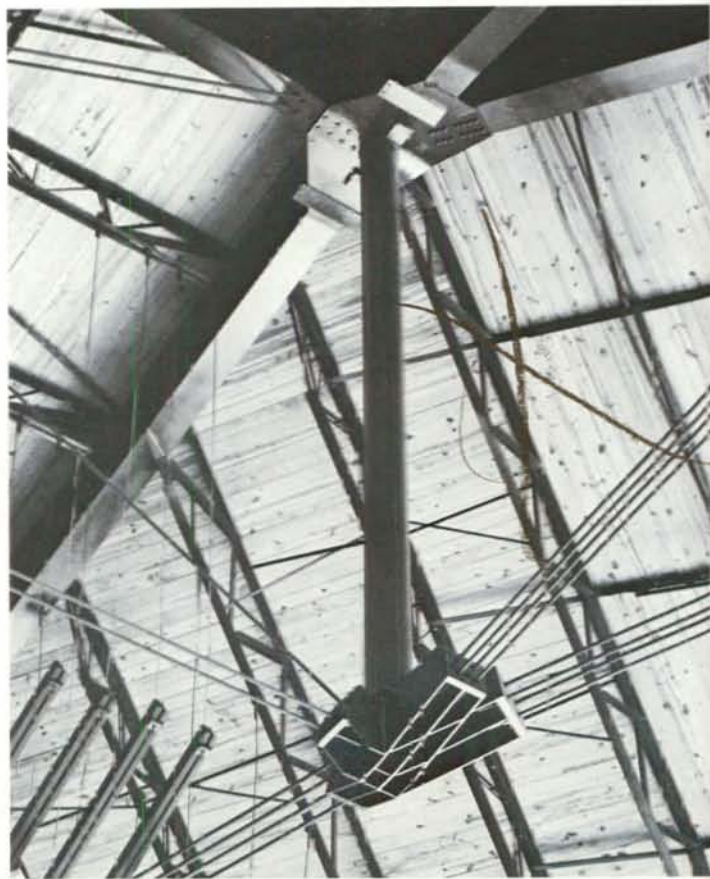


"Both interiors and exteriors have fine proportions, elegance, and an expression which is uniquely airport. The organization of space is excellent, and the flexible structural system adjusts beautifully to the variety of forms required." —Jurors' Comments





"The attractive exterior envelope conforms precisely to the acoustical demands and the structural system, yet identifies itself by its own distinctive architectural form. The exposed steel framing is an effective element of the architectural design." —Jurors' Comments





Architects John H. MacFadyen and Alfredo De Vido, New York, New York

Associate Architect I. Demchick, Philadelphia, Pennsylvania

Project Robin Hood Dell West, Fairmount Park, Philadelphia, Pennsylvania

Structural Engineer Lev Zetlin Associates, Inc., New York, New York

General Contractor McCloskey & Co., Philadelphia, Pennsylvania

Steel Fabricator Leonard Kunkin Associates, Inc., Line Lexington, Pennsylvania

Steel Erector Thomas Lindstrom & Company, Cinnaminson, New Jersey

Owner Robin Hood Dell Concerts, Inc., Philadelphia, Pennsylvania

Philadelphia's new Robin Hood Dell is an open-air theatre providing covered seating for approximately 5,000 persons, plus an additional 10,000 open-air seats. The new facility replaces the present open-air home of one of the oldest summer concert series in America.

Both the old and new buildings are within the city's Fairmount Park. The new site provides maximum isolation from highway and street noise, yet permits easy access to urban residential areas.

The performing center includes a stage to accommodate a full range of musical and musical-theatre productions, acoustical control, stage lighting, and necessary dressing and administrative spaces.

The structure is 263 feet wide, 260 feet long, and has a maximum height of 107 feet. The stage house is 100 feet high.



Architects (A Joint Venture)

Mahony & Zvosec / Kenneth DeMay (of Sasaki Associates, Inc.), Princeton, New Jersey

Project Ramapo College Physical Education Building, Mahwah, New Jersey

Structural Engineer Wiener & Thaler, Newark, New Jersey

General Contractor The B.D. Malcolm Company, Inc., Lincoln Park, New Jersey

Steel Fabricator/Erector Industrial Engineering Works, Trenton, New Jersey

Owner Ramapo College of New Jersey, Department of Higher Education, Mahwah, New Jersey

This 37,000-square-foot Physical Education Building was designed for maximum flexibility of use and 100 percent expansion capability. A swimming pool, 45 feet x 75 feet, is housed in a wing directly connected to locker facilities in the building core. The multiple-use gymnasium forms another wing. Bleachers provide seating for 1,200 people in the gymnasium space; another 400 can be accommodated by floor seats. A third building wing provides multipurpose space for general academic use or for activities ranging from gymnastics to ballet.

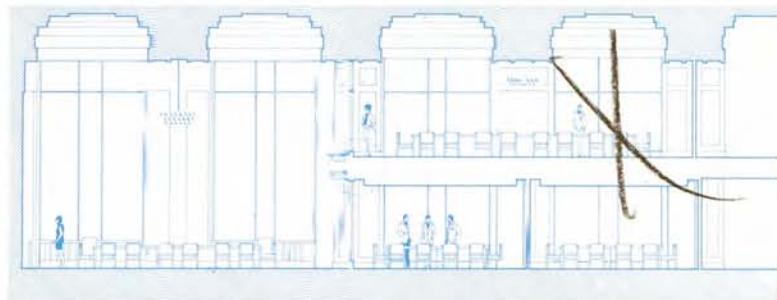
Both the gymnasium and the multipurpose room can be divided by movable partitions. The corridor and lobby which connect these three teaching and recreation wings provide the central design focus of the building.

Structural steel was chosen for ease of construction, suitability for the long spans of the structure, and economy in cost and time. The exterior steel wall panels were chosen for their economy and overall campus design compatibility. The insulated panels provide both the exterior and interior building finish.

"A warm, handsome building, light and airy, with crisp detailing, excellent color treatment, and good use of exposed steel forms."

—Jurors' Comments





"A sensitive solution to a difficult problem. The architect has successfully maintained the character of a classic old building while developing needed additional space. The thin steel members that were added do not intrude or compete with the existing architecture."
 —Jurors' Comments



Architect Architectural Associates of Meyer / Brown, Inc., Oklahoma City, Oklahoma

Project State of Oklahoma, House of Representatives and Senate Conference Facilities, Oklahoma City, Oklahoma

Structural Engineer Eudaley & McMinimy, Oklahoma City, Oklahoma

General Contractor Novak and Lackey Construction Co., Inc., Oklahoma City, Oklahoma

Steel Fabricator H-K & S Iron Company, Oklahoma City, Oklahoma

Steel Erector Bedingfield Construction Company, Moore, Oklahoma

Owner State of Oklahoma, House of Representatives and Oklahoma State Senate, Oklahoma City, Oklahoma

Faced with an urgent need for additional conference space within the State Capitol Building, the architects were asked to find locations for "as much space as possible" and "as close as possible to the Senate and House offices" on the fourth and fifth floors. The Legislature approved a plan to locate new rooms on either side of the "grand staircase," provided the World War I Memorial murals on the south walls remained on view to the public and that the original character of the building be maintained.

The architects decided to make as few changes as possible and keep the work relatively simple. Floors were added over the first two bays connecting into the fifth floor elevator lobbies to create a large conference room. Two small conference rooms are under this new floor. The last two bays were left two stories high to accommodate the murals and to keep more open space between the columns. All the spaces were glassed in. Laminated gypsum board walls were painted to match the existing walls.

Connections for the new steelwork were easily made into the existing concrete columns, and the steel was erected with minimum risk to the existing marble and decorative plaster work. All work was completed on schedule without damage to the integrity of this historical building.

Architect The Leonard Parker Associates, Minneapolis, Minnesota

Project Physical Education Facility, University of Minnesota, Duluth, Minnesota

Structural Engineer Bakke Kopp Ballou & McFarlin, Inc., Minneapolis, Minnesota

General Contractor A. Hedenberg and Company, Inc., Duluth, Minnesota

Steel Fabricator Crown Iron Works Company, Minneapolis, Minnesota

Steel Erector A. Hedenberg and Company, Inc., Duluth, Minnesota

Owner University of Minnesota, Board of Regents, Minneapolis, Minnesota

The building form, as it evolved, is a direct response to the following design objectives and is a simple, direct expression of the structural system from which it derived.

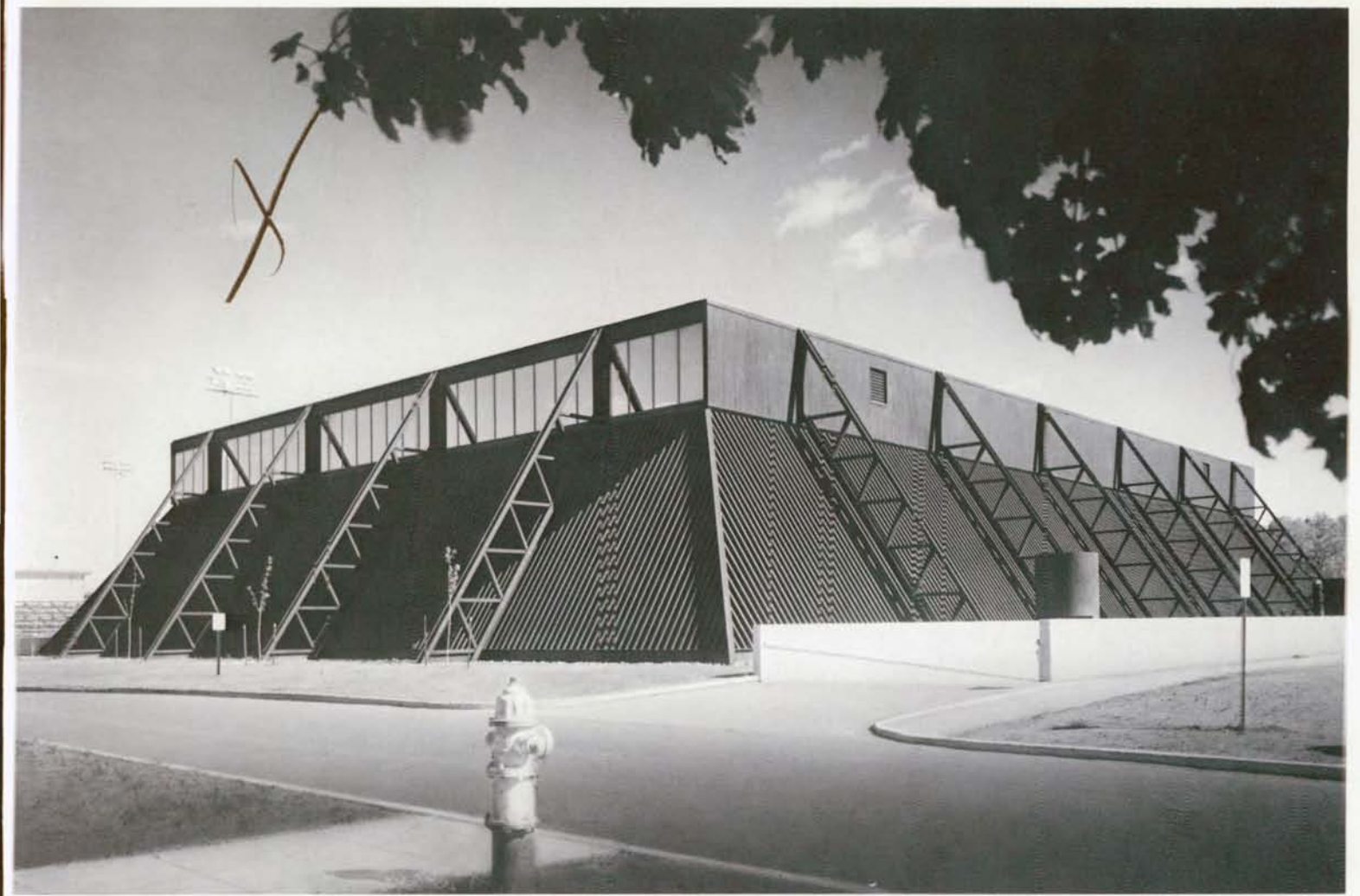
- To site the building so as to achieve a meaningful and visually effective relationship between the new and existing structures and environment. At the same time, to provide a circulation linkage to the existing Physical Education building in order to permit use of the locker facilities therein contained.
- To enclose a running track of 1/10th mile and playing courts with a 40-foot clear height for instruction in track and field events, baseball, basketball, tennis and volleyball.
- To recognize that the structural considerations related to the long-span requirements are of primary importance in achieving an expressive, efficient and economical building.
- To use materials and systems that are visually correct and insure minimum maintenance over the years.

The floor of the field house is 12 feet below grade, allowing for direct tunnel connections to the existing building. Depressing the building in this manner reduces the height and mass of the building above grade. This height corresponds to that of the existing Physical Education building.

The long span roof structure is a skew-chord steel truss supported on inclined trussed steel piers which are honestly expressed on the exterior. The depth of the roof truss is reflected by the exterior metal fascia which caps the building. The wall enclosing the field house is structural steel roof decking which cants inward in order to reduce the clear span of the roof truss. Track and field activities occur under the steeply sloped walls, which are lined on the interior with perforated metal acoustical panels. Weathering steel is used for all exterior surfaces.



A handsome structure whose scale and form integrate well with the other buildings on campus. The architect has made excellent use of weathering steel in achieving an attractive and exciting exterior." —Jurors' Comments



Architect I.M. Pei & Partners (Henry N. Cobb, Design Partner), New York, New York

Project John Hancock Tower, Boston, Massachusetts

Structural Engineer Office of James Ruderman, New York, New York

General Contractor Gilbane Building Company, Providence, Rhode Island

Steel Fabricator/Erector American Bridge Division, United States Steel, Pittsburgh, Pennsylvania

Owner John Hancock Mutual Life Insurance Company, Boston, Massachusetts

The owner required that this office tower have a total floor area of 2-million square feet, with not less than 30,000 square feet per floor. The owner also asked that the building be a "good neighbor" to the adjacent public square with landmark buildings dating to the late 19th century.

Tall buildings are necessarily subject, both functionally and technically, to strict internal disciplines which typically become the chief determinants of their design. The design of this 60-story building, while accommodating these internal imperatives, is predominantly situational: its character derives from the way in which it responds to a particular external circumstance of its urban setting. The building's diagonal placement on its site, its rhomboid plan form, and its taut, reflective surface are all aspects of the design explicitly determined by concern for the building's relationship to its surroundings.

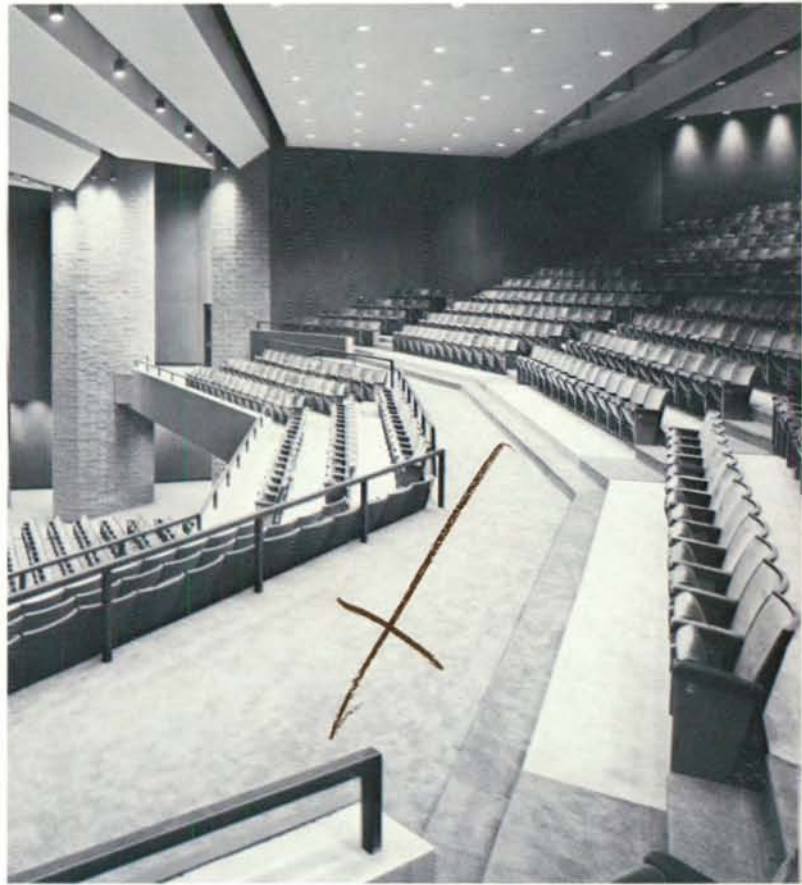
"This handsome tower building has a dignity and simplicity that makes it a very strong statement. Its scale and lightness do not compete with or overpower the architectural monuments in the area." —Jurors' Comments

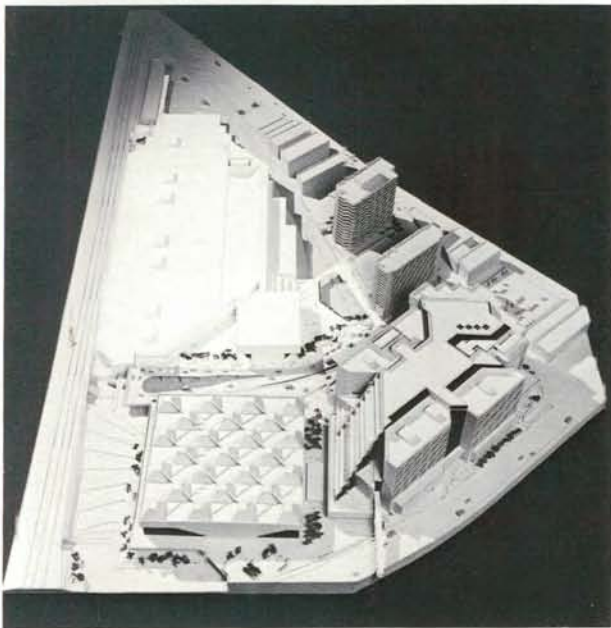






*"An excellent architectural solution to a difficult problem. The space relationships are well handled and there is a lightness and airiness often lacking in this type of building."
—Jurors' Comments*





Architect Thompson, Ventulett, Stainback & Associates, Inc., Atlanta, Georgia

Project Geo. L. Smith II Georgia World Congress Center, Atlanta, Georgia

Structural Engineer Armour and Cape Inc., Atlanta, Georgia

General Contractor Ira H. Hardin Company, Atlanta, Georgia

Steel Fabricator Steel, Inc., Scottdale, Georgia

Steel Erector Jake Heaton Erecting Co., Inc., Forest Park, Georgia

Owner Georgia World Congress Center Authority, Atlanta, Georgia

This state-owned facility was commissioned to increase the convention capabilities of Atlanta, which has grown to national prominence as a convention city. The center consists of a 350,000-square-foot exhibit hall, 100,000 square feet of meeting rooms, and a display area for State Products.

The building is entered at the third level. The exhibit hall, located on the first level, is composed of three adjacent halls of 150,000, 100,000, and 100,000 square feet, which can be opened to a single space or subdivided by operable walls. The largest of the meeting rooms is a 2,000-seat auditorium; the smallest seats 50.

To reach the exhibit hall or the meeting rooms, which are located along each side of both levels of a 70-foot high circulation spine, the conventioneer passes through the two-level, 500-foot long State Products Hall. The roof of the Hall slopes upward to the east, providing a 400-foot long clerestory to light the space. Structural steel bents, spaced at 30-foot intervals to support the roof and resist wind loading on the surface of the clerestory, are visible architectural elements. Near the south end of the Hall is the building's main entrance. It steps down between four exterior weathering steel trusses that slope to the entrance plaza.

The exterior of the building is clad in precast concrete panels and weathering steel siding and roof panels. Weathering steel was chosen for the contrast of its warm dark color to the precast concrete, for its low maintenance characteristics, and to relate to the weathering steel in the other buildings in the complex.





"This is an exciting concept, extremely well executed. The series of environments that constitute the interior are combined in a practical and stimulating way. The quality of the design is excellent."
—Jurors' Comments

Architect Thompson, Ventulett, Stainback & Associates, Inc., Atlanta, Georgia

Project Omni International, Atlanta, Georgia

Structural Engineer Prybylowski & Gravino, Inc., Atlanta, Georgia

General Contractor Ira H. Hardin Company, Atlanta, Georgia

Steel Fabricators

Mississippi Valley Structural Steel Div., Debron Corporation, Chattanooga, Tennessee
Steel, Inc., Scottdale, Georgia

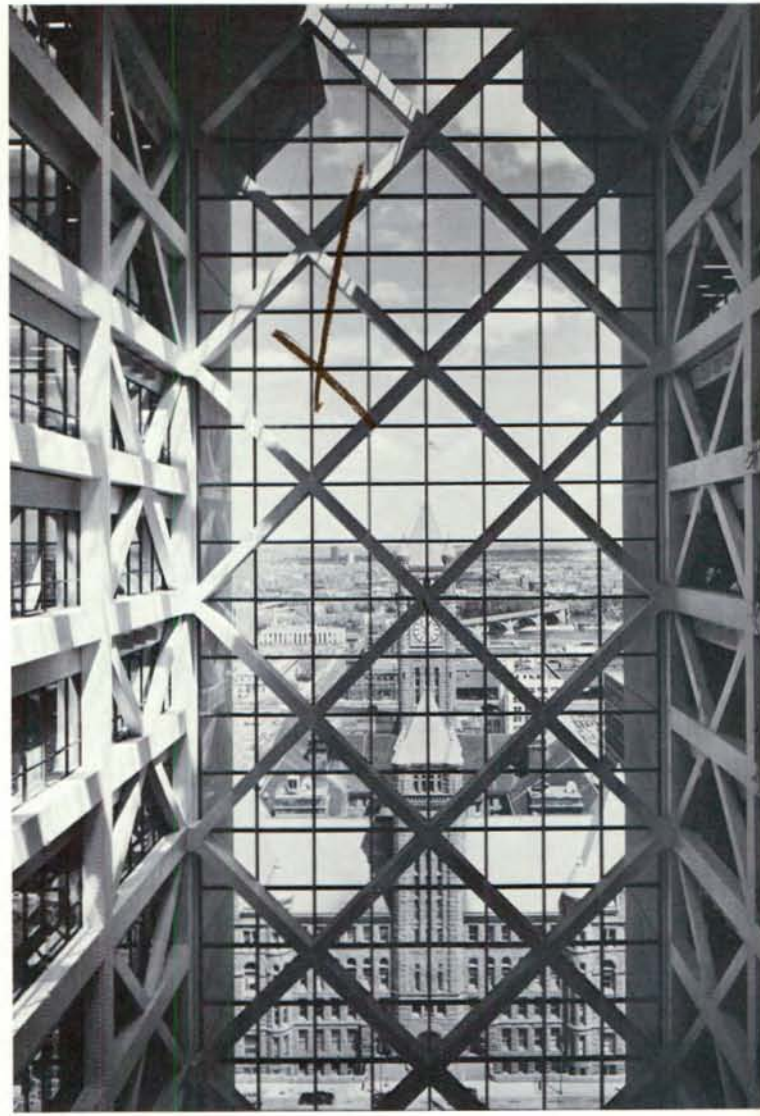
Steel Erector John F. Beasley Construction Company, Dallas, Texas

Owner International City Corporation, Atlanta, Georgia

This megastructure contains office buildings, a hotel, and a family entertainment center above a two-level shopping mall which surrounds an indoor ice skating rink. These elements are enclosed by a long span roof and clerestory. Vertical glass slots separate the various structures and provide subtle and inviting glimpses from the outside into a great central space, and views of the horizon and cityscape from within. The glass slot and clerestory combination gives the roof a floating effect and allows ribbons of sunlight to penetrate the space in an ever-changing manner.

Escalators provide circulation between the shopping areas, and elevators in the office building and hotel are dispersed to enable the "citizens" of this megastructure to have visual contact and "full identity" with the whole rather than the individual parts (the cubicle, floor, or building).

The 200-foot long escalator, the laser beam sculpture, the bridge over the ice rink, sunlight prisms, the high beam skylights, the suspended plantings, circular stairs, and the hotel's glass cylindrical elevators add dynamic elements which provide delight for the tenant, shoppers, and visitors. The major materials used were Alabama limestone, structural steel, weathering steel, dark brown anodized aluminum, and bronze glass.



*"A stimulating departure from conventional office buildings, carefully designed and nicely detailed."
—Jurors' Comments*

Architect John Carl Wernecke & Associates, San Francisco, California
Associate Architect Peterson, Clark and Associates, Inc., Minneapolis, Minnesota
Project Hennepin County Government Center, Minneapolis, Minnesota

Structural Engineer Ketchum-Konkel-Barrett-Nickel-Austin, Inc., Denver, Colorado
Associate Structural Engineer Jacus and Amble, Minneapolis, Minnesota
General Contractor Knutson Construction Co., Minneapolis, Minnesota
Construction Manager Construction Management Services, Minneapolis, Minnesota
Steel Fabricators (A Joint Venture)
 Paper, Calmenson & Company, St. Paul, Minnesota
 The Maxson Corporation, St. Paul, Minnesota
 St. Paul Structural Steel Company, St. Paul, Minnesota
Steel Erector L. H. Sowles Company, Minneapolis, Minnesota
Owner Hennepin County Board of Commissioners, Minneapolis, Minnesota

This 24-story Civic Center building houses both county courts and administrative facilities. It was required that the building convey a sense of grandeur, while complementing and relating both physically and functionally to the old courthouse nearby.

The dual functions of the project—courts and county offices—led to the major architectural concept: two parallel towers, one containing judicial space, the other housing administrative facilities. The twin towers frame the center turret of the old courthouse, allowing space in the form of an elevated pedestrian street to flow through, leading to future civic space beyond.

A glass-enclosed atrium has been created through the use of exposed structural steel bracing between the towers. Seven bridges, suggestive of "skyways" unique to Minneapolis, span the atrium at key levels.

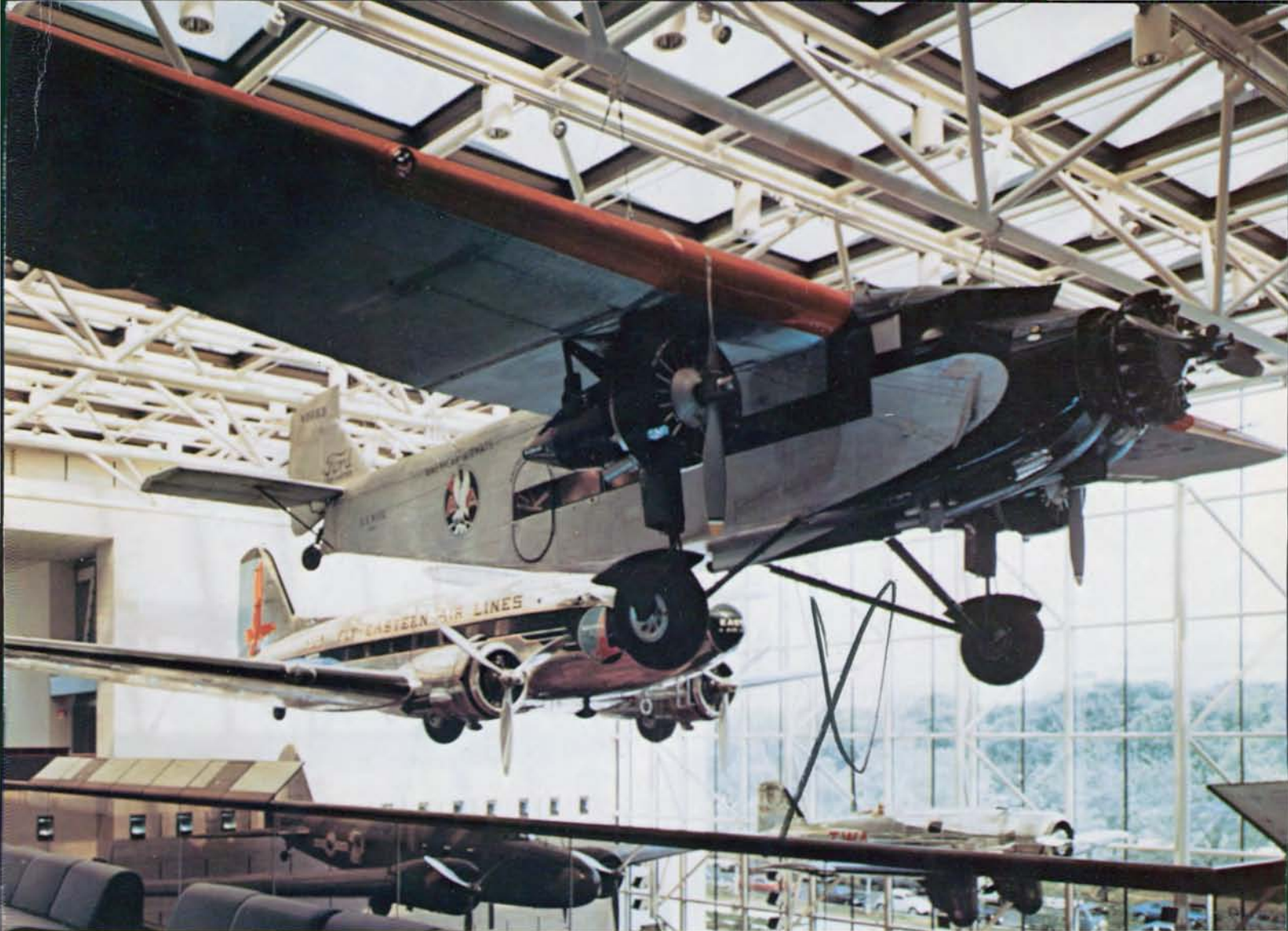


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Barbeau Engb

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Hedrich-Blessing

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Otto Baitz

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Morley Baer

National Air and Space Museum
Y. Futagawa

Pennzoil Place
Richard W. Payne

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Phokion Karas (model)
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Robin Hood Dell West
Edmund H. Stoecklein (exterior view)
Ezra Stoller (interior view)

Ramapo College Physical Education Building
Nick Wheeler

Physical Education Facility, University of Minnesota
Balthazar Korab

John Hancock Tower
George Cserna (exterior view)
Gorchev & Gorchev, Inc. (interior view)

Geo. L. Smith II Georgia World Congress Center
E. Alan McGee

Omni International
Alexandre Georges

Hennepin County Government Center
Phillip M. James & Associates (exterior view)
Roberts and Associates (interior view)



American Institute of Steel Construction
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